



US 82

From: US 287 West of Henrietta to East of
SH 175 in Nocona

Public Meeting Summary Report

CSJ: 0044-03-039; 0044-04-047, 048, 049

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Project Overview

The Wichita Falls District of the Texas Department of Transportation (TxDOT) is studying approximately 30 miles of US 82 from US 287 west of Henrietta to east of SH 175 in Nocona. US 82 is a priority corridor for interstate connectivity and traffic projections are expected to increase along with the population of North Texas. This two-lane undivided section is being evaluated for widening to a four-lane divided highway, with potential realignments in some areas, to reduce congestion and improve safety.

The study of US 82 will result in a Long-Range Plan designed to address future traffic growth. Once a preferred alternative is identified a schematic layout and cost estimates will be developed to help TxDOT utilize funding as it becomes available.

Public involvement is an important component of the evaluation of this corridor. TxDOT has worked with residents, business owners, and officials and received valuable input from these stakeholders on the area and priorities for improvements to US 82.

Meetings with Elected and Area Officials

Meetings with elected and other area officials were held in early January 2017 to share background information, discuss proposed solutions, gather input, and share public meeting information. Two locations were chosen for convenience and the same information was shared at each meeting.

Henrietta
January 10, 2017 - 10:00 a.m.
Holman Center
211 N. Clay St.
Henrietta, TX 76365

Attendees: 18

Nocona
January 10, 2017 - 2:00 p.m.
City of Nocona Community Center
807 W. Hwy 82
Nocona, TX 76255

Attendees: 18

Representatives from Clay and Montague Counties, the Cities of Henrietta and Nocona, the State of Texas, local ISDs, and economic development corporations from both cities were invited through mailed letters and phone calls. The project team conducted a brief presentation followed by an open house format where attendees were able to view and comment on large maps of the project area and visit one-on-one with TxDOT and the project team.

Fliers promoting the public meetings were also shared with attendees for distribution within their communities.



Nocona Elected Officials Meeting – Jan. 10, 2017

Public Meetings

Two open house style public meetings were held to share background information, present and discuss proposed widening and alternatives, and gather input. Two locations were chosen for convenience and the same information was shared at each meeting.

Henrietta
January 31, 2017 - 4:30 p.m.
Holman Center
211 N. Clay St.
Henrietta, TX 76365

69 Recorded Attendees

Nocona
February 1, 2017 - 4:30 p.m.
City of Nocona Community Center
807 W. Hwy 82
Nocona, TX 76255

138 Recorded Attendees

There was no formal presentation and attendees could come and go at their convenience to view exhibits and maps and speak with project team members. A survey and comment station was provided to collect input. TxDOT's Right-of-Way Division was also present to explain right-of-way procedures.

An online open house was also available beginning January 31 for anyone unable to attend either meeting. The same information that was presented at the public meetings was available online.



Henrietta Public Meeting – Jan. 31, 2017

Promotion

Phone Outreach

Project team members conducted phone calls to local businesses along US 82 promoting the study and encouraging attendance at the public meetings.

Mailings

Postcards were mailed on January 17, 2017, to more than 2,500 property owners and businesses along US 82 and in the areas of potential alternatives to promote awareness of the study, participation in the online open house, and attendance at the public meetings.

Advertisements

Print advertisements were run in two local publications.

Nocona News

- January 5, 2017
- January 26, 2017

Clay County Leader

- January 12, 2017
- January 26, 2017

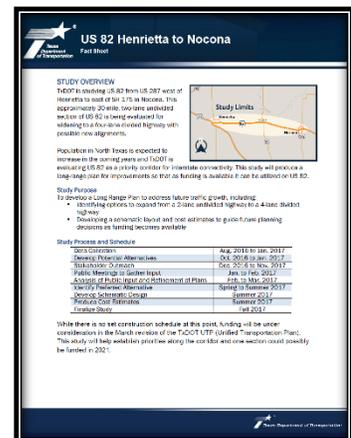
Meeting Materials

As attendees entered, they were asked sign in and register to receive email updates relevant to the study. Project fact sheets and written comment cards were distributed, and attendees could review exhibits including:

- Welcome Board
- Study Overview
- Potential Roadway Configurations
- Environmental Review Board
- Large roll plot maps of different alternatives
- Electronic map files on computers



Postcards to property owners and businesses



Public Meeting Fact Sheet

Public Input and Comments

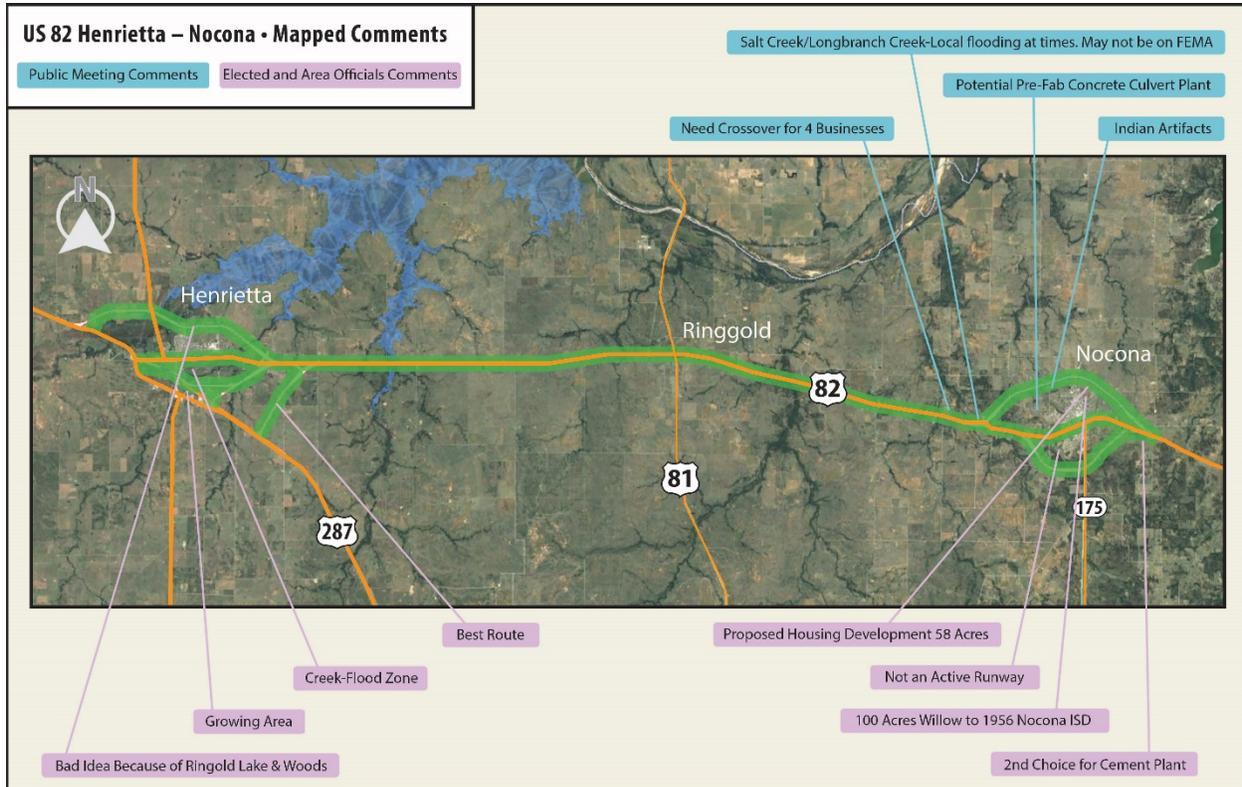
Gathering input from the public and stakeholders was an important component of the project. The project team collected input through written comments, and location specific comments left on large maps, in verbal communications with the project team, and via a survey available in paper format or online.

All comments received by February 13, 2017 are included in the appendices. A total of 71 comments were collected including 29 comment cards, six emails, and 37 responses to an open-ended survey question, two verbal comments, and one mailed letter. The information and input received is valuable in understanding the area and community preferences and is being used as the team identifies a preferred alternative. Below is a summary of common topics noted in the written comments.

Summary of Topic	Number of Comments
Opposition to realigning US 82 around Nocona	29
Concern about the economic effects of realignments	21
Opposition to widening US 82 through Nocona	10
Concern about possible loss of property due to realignments	9
Concern about safety of current road conditions on US 82	7
General support for the project	6
Concern about the possibility of flooding in areas surrounding potential alternatives	4
Concern that historical buildings and landmarks might be torn down	3
Concern about possible relocation of utilities	2
Noting that homes were missing on schematics between maps six and seven	2
Preferences in Henrietta	Number of Comments
Preferred alternative in Henrietta – A5	6
Preferred alternative in Henrietta – A4	4
Preferred alternative in Henrietta – A3	3
Preferred alternative in Henrietta – A2	3
Preferred alternative in Henrietta – A1	1
Preferences in Nocona	Number of Comments
Preferred alternative in Nocona – C3	4
Preferred alternative in Nocona – C2	2
Preferred alternative in Nocona – C1	2

Mapped Comments

Attendees at all meetings were encouraged to share location-specific input by marking directly on large roll plot maps of the alternatives being considered. These comments are shown on the graphic below.



Survey Results and Summary

A survey was created to allow the public to share their input on possible US 82 improvements. The survey was available at both public meetings and available on the project website online through March 3, 2017.

74 total responses to the survey were received, though some respondents omitted various questions.

The results of the survey are summarized below and a complete report of survey results can be found in the appendices.

1. Which category best describes your interest?
Approximately 65% of respondents are local residents
2. Do you currently own property or reside near this segment of US 82?
Approximately 88% of survey respondents own or reside on property on or within 2 miles of US 82.

3. What is your primary reason for driving US 82?
The top three reasons respondents drive US 82 are:
 - 1.) Travel or personal use
 - 2.) Commuting to and from work
 - 3.) Shopping or errands

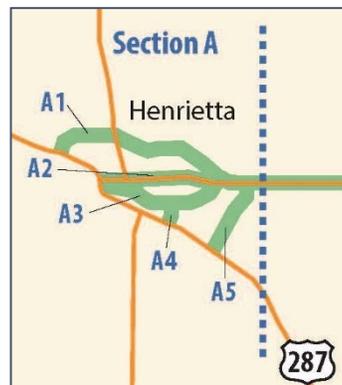
4. On average, how often do you travel on this segment of US 82?
More than 67% of respondents use US 82 five days per week or more.

5. Given current traffic patterns and the potential for future traffic increases on this segment of US 82, please rank the need for widening the highway:
 - Not needed (14 responses)
 - Somewhat needed (18 responses)
 - Neutral (5 responses)
 - Needed (13 responses)
 - Definitely needed (24 responses)

6. What modes of transportation do you most often use to travel this segment of US 82?
Approximately 96% of respondents use a personal car/truck to travel US 82.

7. Please rank your three highest priorities for transportation in the Nocona/Ringgold/Henrietta Corridor:
The top three ranked priorities for transportation along US 82 are:
 - 1.) Safety
 - 2.) Maintenance and system efficiency
 - 3.) Economic vitality

8. Please rank the alternatives around Henrietta, with 1 being your first choice:
Ranked results:
 - 1.) A4
 - 2.) A1
 - 3.) A3
 - 4.) A5
 - 5.) A2



9. Should the widening between Nocona and Henrietta be to the north (B1) or to the south (B2) of the existing roadway?

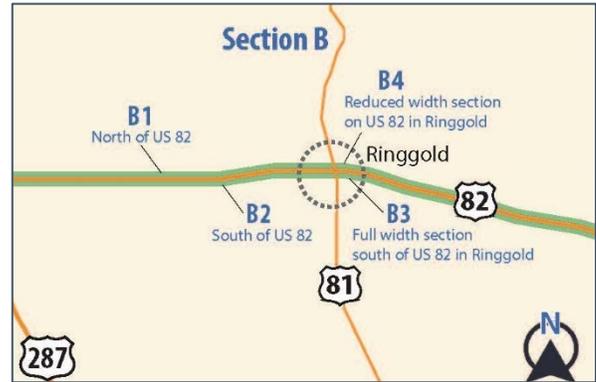
Ranked results:

- 1.) B2 South of US 82 (30 responses)
- 2.) B1 North of US 82 (27 responses)

10. In Ringgold, we are constrained considering the existing railroad bridge. Would you prefer a full width section to the south of US 82 or a reduced width section along US 82?

Ranked results:

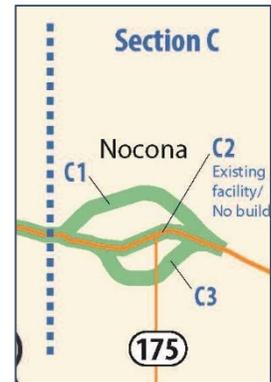
- 1.) B4 reduced width section on US 82 in Ringgold (31 responses)
- 2.) B3 full width section to the south of US 82 in Ringgold (29 responses)



11. Please rank the alternatives around Nocona, with 1 being your first choice:

Ranked results:

- 1.) C2
- 2.) C1
- 3.) C3



12. Are there structures/areas of historical/community significance that the team should be aware of? If so, please describe.

49% answered yes. For a list of structures noted, please see the appendices.

13. Please leave any additional comments/concerns about the US 82 Nocona/Henrietta Study below:

37 respondents shared additional comments. Summaries of these responses are included in the written comments analysis above, and a complete report of additional comments can be found in the appendices.

14. To join our mailing list for study updates, please fill out the information below. Your information will be kept confidential and used only for this study.

- 47 respondents shared their email address and were added to the database.

APPENDIX

Notices

December 9, 2016

[Recipient Name]

[Title]

[Company]

[Address]

[City, ST Zip]

Dear [Recipient Name]:

The Wichita Falls District of TxDOT is studying approximately 30 miles of US 82 from US 287 in Henrietta to east of SH 175 in Nocona. This two-lane undivided section is being evaluated for widening to a four-lane divided highway, with potential relocations in some areas, to reduce congestion and improve safety.

As part of the study, we want to work closely with area officials to present background information, discuss proposed solutions, and gather input before going to the public. Please join us to learn more, meet the project team, and share your input.

Two meetings are being held for your convenience; the same information will be shared at each meeting. Please attend the meeting most convenient for you.

US 82 Elected and Area Officials Meetings

Tuesday, January 10, 2017

Henrietta Meeting

10 a.m.

Holman Center

211 N. Clay St., Henrietta, TX 76365

Nocona Meeting

2 p.m.

City of Nocona Community Center

912 US-82, Nocona, TX 76255

*Please RSVP for your preferred location to the project consultant JWilson@cdandp.com.

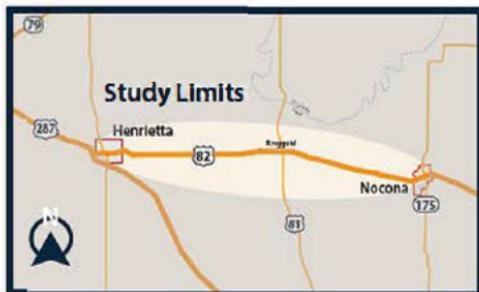
A public meeting is being planned for early next year and more details will be shared soon. For project information, please contact: Shaun Barnes, P.E., at (940) 720-7744, Shaun.Barnes@txdot.gov or MyProjectsWichitaFalls@txdot.gov

Sincerely,



Michael D. Beaver, P.E.

Wichita Falls District, Texas Department of Transportation



You're Invited!

Please join us to learn about a study of US 82 from Henrietta to Nocona.

Public Meetings

Tuesday, Jan. 31, 2017

4:30 – 7 p.m.

Holman Center

211 N. Clay, Henrietta, TX 76365

Wednesday, Feb. 1, 2017

4:30 – 7 p.m.

City of Nocona Community Center

912 US 82, Nocona, TX 76255

The Texas Department of Transportation (TxDOT) is studying US 82 to develop a plan for widening and possible new alignments in some areas. These meetings are being held to share background information and potential alternatives, and to collect input from community members and stakeholders.

Meetings are a come and go open house format, and the same information will be shared at each meeting. Meeting materials will be available on the project webpage by Jan. 31 in a virtual open house.

Comments are always welcome but must be submitted by Feb. 13 to be included in the meeting summary.



1601 Southwest Parkway
Wichita Falls, TX 76302

www.TxDOT.gov

(search US 82 Henrietta to
Nocona)

Contact us with questions and
comments or if you have special
accommodation needs:

Shaun Barnes, P.E.
(940) 720-7744 or

MyProjectsWichitaFalls@txdot.gov

*Submit comments by Feb. 13 to
be included in the meeting report.



US 82 from Henrietta to Nocona Public Meetings

Tuesday, Jan. 31, 2017

4:30 – 7 p.m.

Holman Center

211 N. Clay

Henrietta, TX 76365

Wednesday, Feb. 1, 2017

4:30 – 7 p.m.

City of Nocona

Community Center

912 US 82

Nocona, TX 76255

Study Limits

Henrietta

Ringgold

Nocona

The Texas Department of Transportation (TxDOT) is studying US 82 for widening and possible new alignments in some areas. Join us, visit the virtual open house online, or contact us to learn more.

Meetings are open house, come-and-go format with no formal presentation, and the same information will be shared at each.

www.TxDOT.gov (search US 82 Henrietta to Nocona)

Contact us with questions and comments

or if you have special accommodation needs:

Shaun Barnes, P.E.

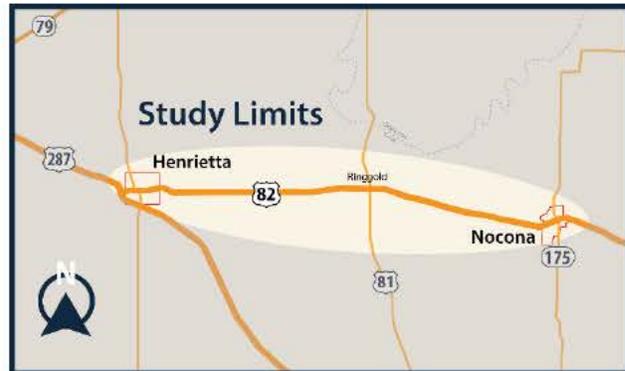
(940) 720-7744 or MyProjectsWichitaFalls@txdot.gov

*Submit comments by Feb. 13 to be included in the meeting report.

Meeting Exhibits

STUDY OVERVIEW

TxDOT is studying US 82 from US 287 west of Henrietta to east of SH 175 in Nocona. This approximately 30-mile, two-lane undivided section of US 82 is being evaluated for widening to a four-lane divided highway with possible new alignments.



Population in North Texas is expected to increase in the coming years and TxDOT is evaluating US 82 as a priority corridor for interstate connectivity. This study will produce a long-range plan for improvements so that as funding is available it can be utilized on US 82.

Study Purpose

To develop a Long Range Plan to address future traffic growth, including:

- Identifying options to expand from a 2-lane undivided highway to a 4-lane divided highway
- Developing a schematic layout and cost estimates to guide future planning decisions as funding becomes available

Study Process and Schedule

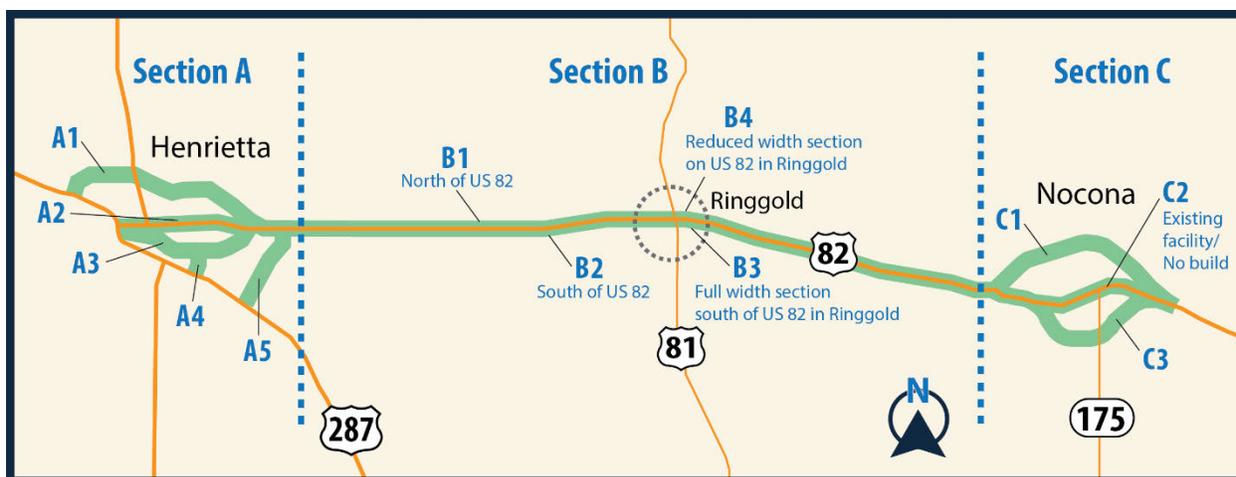
Data Collection	Aug. 2016 to Jan. 2017
Develop Potential Alternatives	Oct. 2016 to Jan. 2017
Stakeholder Outreach	Dec. 2016 to Nov. 2017
Public Meetings to Gather Input	Jan. to Feb. 2017
Analysis of Public Input and Refinement of Plans	Feb. to Mar. 2017
Identify Preferred Alternative	Spring to Summer 2017
Develop Schematic Design	Summer 2017
Produce Cost Estimates	Summer 2017
Finalize Study	Fall 2017

While there is no set construction schedule at this point, funding will be under consideration in the March revision of the TxDOT UTP (Unified Transportation Plan). This study will help establish priorities along the corridor and one section could possibly be funded in 2021.

Potential Alternatives Under Consideration

- Rural 4-lane divided highway
 - Widen existing corridor to the north or south of the existing road
 - Evaluate new alignments around Henrietta and Nocona to avoid major impacts
- Reduced width urban 5-lane options through developed areas
 - Develop reduced width options through Henrietta and Ringgold
 - Maintain existing 5-lane roadway with shoulders through Nocona

Range of Alternatives



Next Steps

- Review and analyze input from public meetings
- Identify and refine preferred alternative
- Develop geometric schematic and cost estimate
- Identify potential funding sources

Contact Us:

Shaun Barnes, P.E.

TxDOT Transportation Engineer

(940) 720-7744 or Shaun.Barnes@txdot.gov

MyProjectsWichitaFalls@txdot.gov

Website: visit www.txdot.gov and search for US 82 Henrietta to Nocona

The environmental review, consultation, and other actions required by applicable Federal environmental laws for this project are being, or have been, carried-out by TxDOT pursuant to 23 U.S.C. 327 and a Memorandum of Understanding dated December 16, 2014, and executed by FHWA and TxDOT.

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Place
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**TxDOT WICHITA FALLS DISTRICT OFFICE
ATTN: SHAUN BARNES
1601 SOUTHWEST PARKWAY
WICHITA FALLS, TX 76302**

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Place
Stamp
Here

**TxDOT WICHITA FALLS DISTRICT OFFICE
ATTN: SHAUN BARNES
1601 SOUTHWEST PARKWAY
WICHITA FALLS, TX 76302**



Welcome

Thank you for being here and for your interest in the Study of US 82 from Henrietta to Nocona.

Please look around, visit with the project team, and share your input on the maps and by taking our survey.



Note – *While comments are always accepted, they must be received by February 13 for inclusion in the meeting report.*



Study Overview

Study Limits

US 82 from US 287 west of Henrietta to just east of SH 175 in Nocona (approximately 30 miles long)

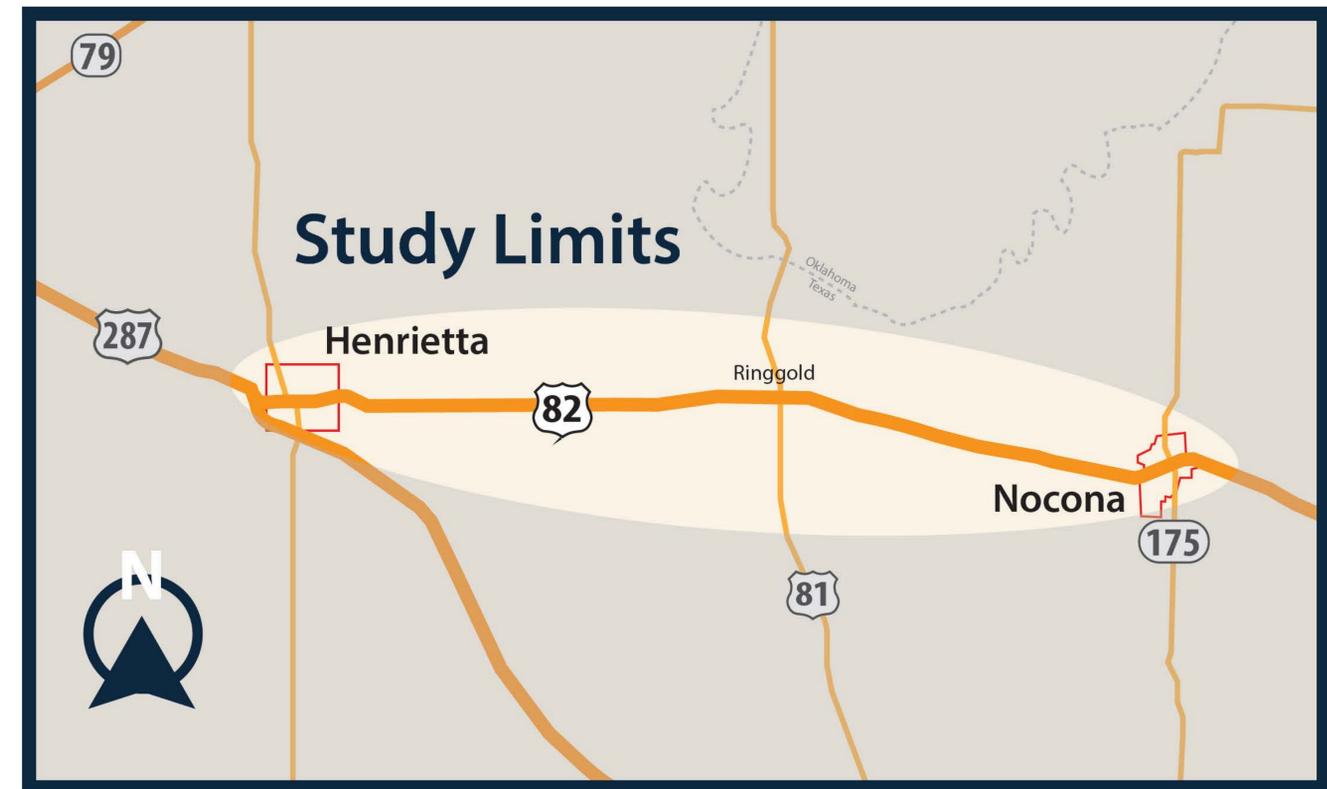
Need

- Population expected to increase in North Texas
- US 82 is a priority corridor for interstate connectivity and to connect different communities
- Provide safety and mobility improvements for current traffic and future projected increase in traffic
- US 82 is part of the Texas Highway Trunk System and serves the area best as a 4 lane divided highway

Purpose

To develop a Long Range Plan to address future traffic growth, including:

- Identifying options to expand to a 4-lane divided highway
- Developing a schematic layout and cost estimates to guide future planning decisions as funding becomes available

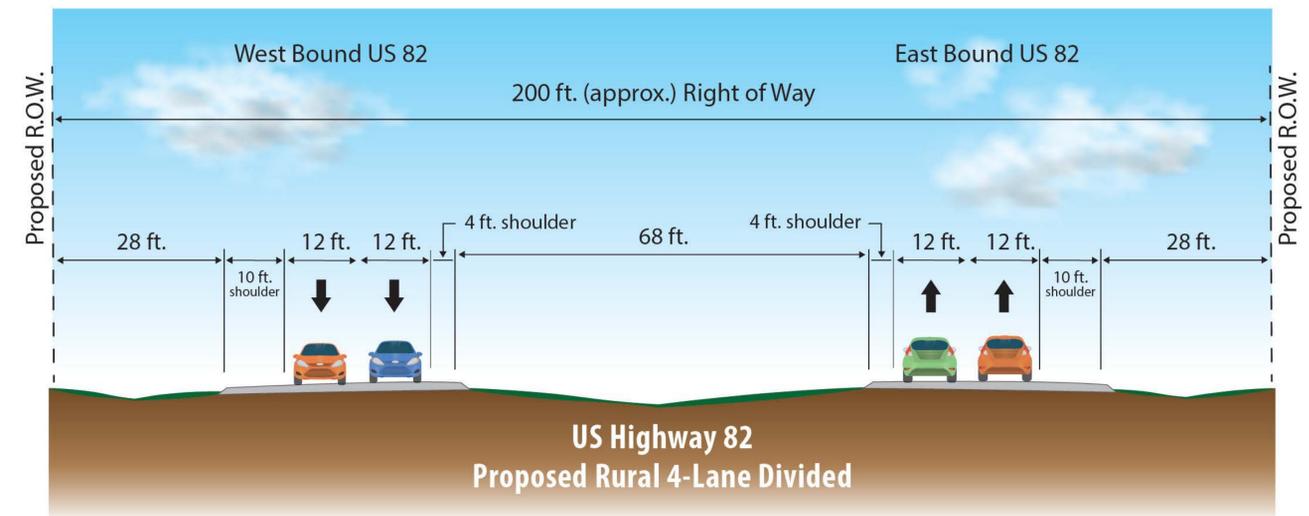




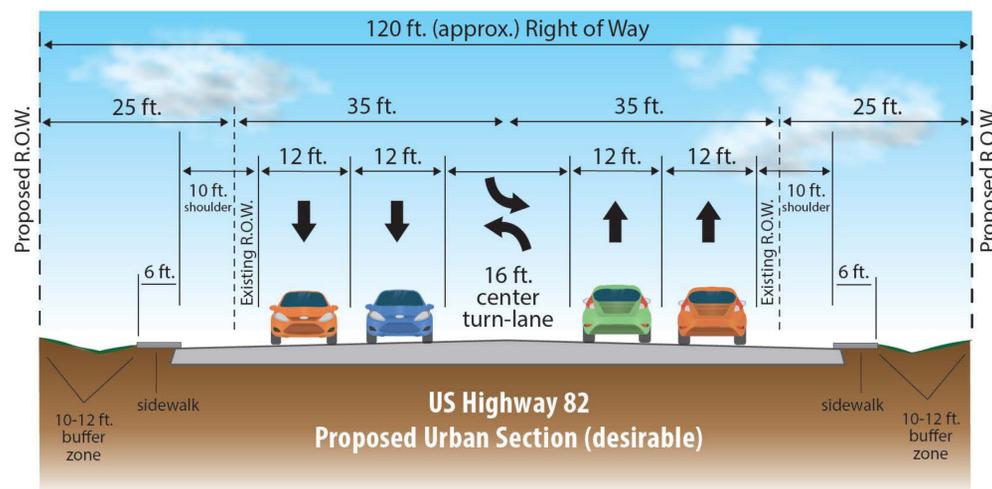
Potential Roadway Configurations

Rural 4-lane Divided Highway

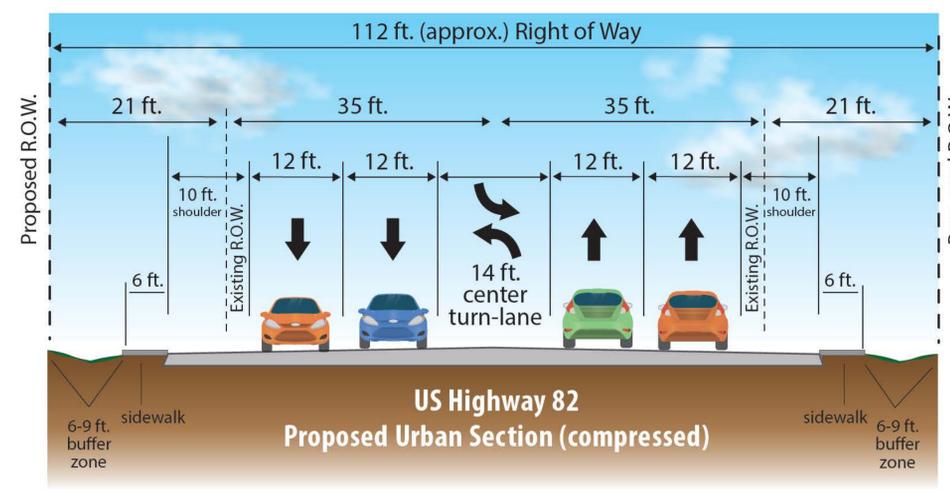
- Consider widening existing corridor to the north or south of the existing road
- Evaluate new alignments around Henrietta and Nocona to avoid major impacts



Preferred Urban Area 5-lane Configuration



Reduced Width Urban 5-lane Configuration for Developed Areas



Reduced width options are being evaluated through Henrietta and Ringgold to minimize impacts

Comments

Comment Number	Commenter Name	Date Received	Source	Comment Topic	Response
1	[REDACTED]	2/1/2017	Email	We are definitely in favor of a new four lane highway between Henrietta and Nocona. Having lived in Montague County for many years we know how dangerous that stretch of highway is!!!! So please make this happen!!!!	Thank you for your comment and interest in this study. TxDOT proposes the first segment constructed will be the section between just east of Ringgold to the west side of Nocona. Subsequent sections between Henrietta and Ringgold will be constructed as funding and resources are available. The reroutes for Henrietta (Segment A) and Nocona (Segment C) will not be constructed as part of the widening between Henrietta and Nocona. As traffic demands increase, the reroutes will be re-evaluated.
2	[REDACTED]	2/1/2017	Email	Yes!! Yes!! Yes!! 4 lanes has been needed for a very long time on hwy 82 between Henrietta & Nocona!! It's an extremely dangerous stretch of road that is heavily traveled I've lived in Montague County my entire life and have lost friends on that horrible road. Please go FOUR lane all the way! Thank you!	Thank you for your comment and interest in this study. TxDOT proposes the first segment constructed will be the section between just east of Ringgold to the west side of Nocona. Subsequent sections between Henrietta and Ringgold will be constructed as funding and resources are available. The reroutes for Henrietta (Segment A) and Nocona (Segment C) will not be constructed as part of the widening between Henrietta and Nocona. As traffic demands increase, the reroutes will be re-evaluated.
3	[REDACTED]	2/1/2017	Email	Hwy 82 needs to be 4 lanes. It is too busy to remain as is. We travel that route weekly and have held this opinion for years. It is in the public's best interest to make this happen.	Thank you for your comment and interest in this study. TxDOT proposes the first segment constructed will be the section between just east of Ringgold to the west side of Nocona. Subsequent sections between Henrietta and Ringgold will be constructed as funding and resources are available. The reroutes for Henrietta (Segment A) and Nocona (Segment C) will not be constructed as part of the widening between Henrietta and Nocona. As traffic demands increase, the reroutes will be re-evaluated.
4	[REDACTED]	2/1/2017	Email	Mr. Barnes- We are very much in favor of the 4 lane highway on 82 between Henrietta and Nocona! We travel from Wichita Falls to Nocona often and the large trucks traveling from 35 to 287 are so dangerous! We appreciate your time!	Thank you for your comment and interest in this study. TxDOT proposes the first segment constructed will be the section between just east of Ringgold to the west side of Nocona. Subsequent sections between Henrietta and Ringgold will be constructed as funding and resources are available. The reroutes for Henrietta (Segment A) and Nocona (Segment C) will not be constructed as part of the widening between Henrietta and Nocona. As traffic demands increase, the reroutes will be re-evaluated.
5	[REDACTED]	2/12/2017	Email	My name is [REDACTED]. I live in Western Estates north edge of Henrietta. This is a very low area. However, it does get lower to the north of this region. There is an alley behind my house that has had about 15" of water in it after it rains heavily. Eventually the water runs off to the north in the lower area. My concern is that the proposed highway north of the city will go right behind Western Estates. Now most new highways are built up. If you were to do this my concern is that this new highway would act as a dam and when the heavy rains come, several houses in western estates will be flooded. Thank you for your consideration. Actually I do have one more concern as a taxpayer. Much more land would have to be bought if you were to go the northern route than would have to be purchased by you if you take the southern route. As a taxpayer I would think that the less land you would have to buy would be a better option.	Thank you for your comment and interest in this study. When the reroutes are developed at some point in the future, we will analyze the drainage needs for the corridor that is selected. TxDOT proposes the first segment constructed will be the section between just east of Ringgold to the west side of Nocona. Subsequent sections between Henrietta and Ringgold will be constructed as funding and resources are available. The reroutes for Henrietta (Segment A) and Nocona (Segment C) will not be constructed as part of the widening between Henrietta and Nocona. As traffic demands increase, the reroutes will be re-evaluated.
6	[REDACTED]	1/31/2017	Written Comment Card, Henrietta	*Proposed 82 through Henrietta TX The A-1 suggested route looks to be the <u>worst</u> possible choice from a cost and practical standpoint . The A-5 proposal appears to be the best choice . A modified version of A-5 would be even better.	Thank you for your comment and for taking the time to give your input. When studying roads, TxDOT is required to evaluate different alternatives including existing alignments and potential bypasses. Your preferences have been noted and will be considered as we move forward with selecting the preferred alignment. TxDOT proposes the first segment constructed will be the section between just east of Ringgold to the west side of Nocona. Subsequent sections between Henrietta and Ringgold will be constructed as funding and resources are available. The reroutes for Henrietta (Segment A) and Nocona (Segment C) will not be constructed as part of the widening between Henrietta and Nocona. As traffic demands increase, the reroutes will be re-evaluated.
7	[REDACTED]	1/31/2017	Written Comment Card, Henrietta	I would hate to see any widening of the highway through the center of Henrietta. There are many historical buildings and homes along the way. It would completely change the personality of the community. Thanks I prefer A5. It would be the best for bringing and keeping the traffic by the businesses that are being built at the intersection of 148 and 287 and the intersection of 287 and Spur 510.	Thank you for your comment and for taking the time to give your input. When studying roads, TxDOT is required to evaluate different alternatives including existing alignments and potential bypasses. Your preferences have been noted and will be considered as we move forward with selecting the preferred alignment. TxDOT proposes the first segment constructed will be the section between just east of Ringgold to the west side of Nocona. Subsequent sections between Henrietta and Ringgold will be constructed as funding and resources are available. The reroutes for Henrietta (Segment A) and Nocona (Segment C) will not be constructed as part of the widening between Henrietta and Nocona. As traffic demands increase, the reroutes will be re-evaluated.

Comment Number	Commenter Name	Date Received	Source	Comment Topic	Response
8	[REDACTED]	1/31/2017	Written Comment Card, Henrietta	Route A2 to Henrietta is the worst route. It would make most of the housing on Omega unsafe or just remove, as a landowner on this leg against this.	<p>Thank you for your comment and for taking the time to give your input. When studying roads, TxDOT is required to evaluate different alternatives including existing alignments and potential bypasses. Your preferences have been noted and will be considered as we move forward with selecting the preferred alignment.</p> <p>TxDOT proposes the first segment constructed will be the section between just east of Ringgold to the west side of Nocona. Subsequent sections between Henrietta and Ringgold will be constructed as funding and resources are available. The reroutes for Henrietta (Segment A) and Nocona (Segment C) will not be constructed as part of the widening between Henrietta and Nocona. As traffic demands increase, the reroutes will be re-evaluated.</p>
9	[REDACTED]	1/31/2017	Written Comment Card, Henrietta	Go north of 82 when widening 82 A1,A2 or A3 (most preferred) Opposed to A5	<p>Thank you for your comment and for taking the time to give your input. When studying roads, TxDOT is required to evaluate different alternatives including existing alignments and potential bypasses. Your preferences have been noted and will be considered as we move forward with selecting the preferred alignment.</p> <p>TxDOT proposes the first segment constructed will be the section between just east of Ringgold to the west side of Nocona. Subsequent sections between Henrietta and Ringgold will be constructed as funding and resources are available. The reroutes for Henrietta (Segment A) and Nocona (Segment C) will not be constructed as part of the widening between Henrietta and Nocona. As traffic demands increase, the reroutes will be re-evaluated.</p>
10	[REDACTED]	2/1/2017	Written Comment Card, Nocona	No bypass in Nocona	<p>Thank you for your comment and for taking the time to give your input. When studying roads, TxDOT is required to evaluate different alternatives including existing alignments and potential bypasses. Your preferences have been noted and will be considered as we move forward with selecting the preferred alignment.</p> <p>TxDOT proposes the first segment constructed will be the section between just east of Ringgold to the west side of Nocona. Subsequent sections between Henrietta and Ringgold will be constructed as funding and resources are available. The reroutes for Henrietta (Segment A) and Nocona (Segment C) will not be constructed as part of the widening between Henrietta and Nocona. As traffic demands increase, the reroutes will be re-evaluated. However, the reroute around Nocona has been determined as not warranted at this time and it will not be carried forward in this study.</p>
11	[REDACTED]	2/1/2017	Written Comment Card, Nocona	I live on highway 82. It would make my property quieter and safer to go around town. But being a tax payer I cannot see buying right of way around town when you have it through town	<p>Thank you for your comment and for taking the time to give your input. When studying roads, TxDOT is required to evaluate different alternatives including existing alignments and potential bypasses. Your preferences have been noted and will be considered as we move forward with selecting the preferred alignment.</p> <p>TxDOT proposes the first segment constructed will be the section between just east of Ringgold to the west side of Nocona. Subsequent sections between Henrietta and Ringgold will be constructed as funding and resources are available. The reroutes for Henrietta (Segment A) and Nocona (Segment C) will not be constructed as part of the widening between Henrietta and Nocona. As traffic demands increase, the reroutes will be re-evaluated. However, the reroute around Nocona has been determined as not warranted at this time and it will not be carried forward in this study.</p>
12	[REDACTED]	2/1/2017	Written Comment Card, Nocona	As we have sufficient width now thru town I think it would be asinine to build a new bypass around town.	<p>Thank you for your comment and for taking the time to give your input. When studying roads, TxDOT is required to evaluate different alternatives including existing alignments and potential bypasses. Your preferences have been noted and will be considered as we move forward with selecting the preferred alignment.</p> <p>TxDOT proposes the first segment constructed will be the section between just east of Ringgold to the west side of Nocona. Subsequent sections between Henrietta and Ringgold will be constructed as funding and resources are available. The reroutes for Henrietta (Segment A) and Nocona (Segment C) will not be constructed as part of the widening between Henrietta and Nocona. As traffic demands increase, the reroutes will be re-evaluated. However, the reroute around Nocona has been determined as not warranted at this time and it will not be carried forward in this study.</p>
13	[REDACTED]	2/1/2017	Written Comment Card, Nocona	Hell No- Do not by-pass Nocona St- St JO was not bypassed Muenster was not by-passed I see no reason to screw us	<p>Thank you for your comment and for taking the time to give your input. When studying roads, TxDOT is required to evaluate different alternatives including existing alignments and potential bypasses. Your preferences have been noted and will be considered as we move forward with selecting the preferred alignment.</p> <p>TxDOT proposes the first segment constructed will be the section between just east of Ringgold to the west side of Nocona. Subsequent sections between Henrietta and Ringgold will be constructed as funding and resources are available. The reroutes for Henrietta (Segment A) and Nocona (Segment C) will not be constructed as part of the widening between Henrietta and Nocona. As traffic demands increase, the reroutes will be re-evaluated. However, the reroute around Nocona has been determined as not warranted at this time and it will not be carried forward in this study.</p>

Comment Number	Committer Name	Date Received	Source	Comment Topic	Response
14	[REDACTED]	2/1/2017	Written Comment Card, Nocona	Hwy from Nocona to Henrietta was planned years ago, but was not completed - this should be completed -looping around Nocona is a total waste of money-Hwy 82 through Nocona works fine-anytime a city is passed around-businesses lose customers-most business owners are definitely opposed to this.	<p>Thank you for your comment and for taking the time to give your input. When studying roads, TxDOT is required to evaluate different alternatives including existing alignments and potential bypasses. Your preferences have been noted and will be considered as we move forward with selecting the preferred alignment.</p> <p>TxDOT proposes the first segment constructed will be the section between just east of Ringgold to the west side of Nocona. Subsequent sections between Henrietta and Ringgold will be constructed as funding and resources are available. The reroutes for Henrietta (Segment A) and Nocona (Segment C) will not be constructed as part of the widening between Henrietta and Nocona. As traffic demands increase, the reroutes will be re-evaluated. However, the reroute around Nocona has been determined as not warranted at this time and it will not be carried forward in this study.</p>
15	[REDACTED]	2/13/2017	Written Comment Card, Mail	To build a 4 lane Hwy out side Nocona will be as dead a door nail. I'm 89 years young. I work part time at Nocona Dairy Queen. If DQ is forced to close because of this stupid hay, I like many others will be out of a job that I depend on to boost my SS ck. Please go build somewhere else.	<p>Thank you for your comment and for taking the time to give your input. When studying roads, TxDOT is required to evaluate different alternatives including existing alignments and potential bypasses. Your preferences have been noted and will be considered as we move forward with selecting the preferred alignment.</p> <p>TxDOT proposes the first segment constructed will be the section between just east of Ringgold to the west side of Nocona. Subsequent sections between Henrietta and Ringgold will be constructed as funding and resources are available. The reroutes for Henrietta (Segment A) and Nocona (Segment C) will not be constructed as part of the widening between Henrietta and Nocona. As traffic demands increase, the reroutes will be re-evaluated. However, the reroute around Nocona has been determined as not warranted at this time and it will not be carried forward in this study.</p>
16	[REDACTED]	2/13/2017	Written Comment Card, Mail	Thank you for coming to Henrietta, and asking for input from residents. Widening 82 through town seems an impossible task. There are historical buildings, businesses, residences, plus a hospital entrance to emergency room. I talked with a few people, and we think your best option would be to connect near the Best Western Hotel, Pecan Shed/gas station, and #287. There's more room there, and plans already in the work for truck stop at #148,so that is a win for everyone. Thank you	<p>Thank you for your comment and for taking the time to give your input. When studying roads, TxDOT is required to evaluate different alternatives including existing alignments and potential bypasses. Your preferences have been noted and will be considered as we move forward with selecting the preferred alignment.</p> <p>TxDOT proposes the first segment constructed will be the section between just east of Ringgold to the west side of Nocona. Subsequent sections between Henrietta and Ringgold will be constructed as funding and resources are available. The reroutes for Henrietta (Segment A) and Nocona (Segment C) will not be constructed as part of the widening between Henrietta and Nocona. As traffic demands increase, the reroutes will be re-evaluated.</p>
17	[REDACTED]	2/13/2017	Written Comment Card, Mail	Dear Sirs, I reside at [REDACTED] 1 mile north of Hwy 82. Grant Road is 6 miles west of Nocona, intersecting Hwy 82. I raise, graze cattle on my acreage, as do both my immediate neighbors to the south of me, Both their properties abut Hwy 82. Any northern expansion of Hwy 82 would reduce their pasture lands, and also wipe out my neighbor's homestead at [REDACTED] West Hwy 82. Therefore, I strongly oppose any north widening of 82. I much prefer the southern alignment. I also oppose a by-pass loop around Nocona. A loss of traffic would adversely effect all business in town. Thank you for your time and consideration.	<p>Thank you for your comment and for taking the time to give your input. When studying roads, TxDOT is required to evaluate different alternatives including existing alignments and potential bypasses. Your preferences have been noted and will be considered as we move forward with selecting the preferred alignment.</p> <p>TxDOT proposes the first segment constructed will be the section between just east of Ringgold to the west side of Nocona. Subsequent sections between Henrietta and Ringgold will be constructed as funding and resources are available. The reroutes for Henrietta (Segment A) and Nocona (Segment C) will not be constructed as part of the widening between Henrietta and Nocona. As traffic demands increase, the reroutes will be re-evaluated. However, the reroute around Nocona has been determined as not warranted at this time and it will not be carried forward in this study.</p>
18	[REDACTED]	2/13/2017	Written Comment Card, Mail	Mr. Shaun Barnes, P.E., Thanks for your swell meeting and presentation at our local community center. I am a resident along the US Hwy 82 area close to Nocona and I commute often to Henrietta and further west. In my opinion at this time there is a great need for road improvement thru the Section A, A2 area of Hwy 82. I think safety is very important and it is getting very dangerous thru the A2 area. Perhaps you could widen the A2 area or build the A3 proposed hwy without hurting the business in Henrietta. Section B is fine for me at this time. I have no trouble. Section C is fine for now but if and when a new high school is built for Nocona then the C1 proposal would help for sporting events and out of town traffic coming to games.	<p>Thank you for your comment and for taking the time to give your input. When studying roads, TxDOT is required to evaluate different alternatives including existing alignments and potential bypasses. Your preferences have been noted and will be considered as we move forward with selecting the preferred alignment.</p> <p>TxDOT proposes the first segment constructed will be the section between just east of Ringgold to the west side of Nocona. Subsequent sections between Henrietta and Ringgold will be constructed as funding and resources are available. The reroutes for Henrietta (Segment A) and Nocona (Segment C) will not be constructed as part of the widening between Henrietta and Nocona. As traffic demands increase, the reroutes will be re-evaluated. However, the reroute around Nocona has been determined as not warranted at this time and it will not be carried forward in this study.</p>
19	[REDACTED]	2/8/2017	Written Comment Card, Mail	The TxDOT of Feb 1, 2017 meeting was full of information. As a result, it gave me some questions to be answered: 1. There are pipelines marked and unmarked. How do you contend to care for them? 2. How much acreage will the North by-pass consume? 3. How much acreage with the South by-pass consume? 4. How much acreage will be needed to continue route through Nocona? 5. On the south side there is only one highway 6. On the north side there are maybe 3 or 4 highway crossings 7. Are you going to bypass any other towns? 8. You do realize that if you bypass Nocona that it will kill the town 9. What are your big town intentions? 10. It looks like a conjunction bypass mess!!! In consideration of the above, I do not like your proposal for going around. I would not accept widening 82.	<p>Thank you for your comment and for taking the time to give your input. When studying roads, TxDOT is required to evaluate different alternatives including existing alignments and potential bypasses. Your preferences have been noted and will be considered as we move forward with selecting the preferred alignment.</p> <p>TxDOT proposes the first segment constructed will be the section between just east of Ringgold to the west side of Nocona. Subsequent sections between Henrietta and Ringgold will be constructed as funding and resources are available. The reroutes for Henrietta (Segment A) and Nocona (Segment C) will not be constructed as part of the widening between Henrietta and Nocona. As traffic demands increase, the reroutes will be re-evaluated. However, the reroute around Nocona has been determined as not warranted at this time and it will not be carried forward in this study.</p>

Comment Number	Commenter Name	Date Received	Source	Comment Topic	Response
20	[REDACTED]	2/13/2017	Written Comment Card, Mail	To whom it may concern I vote for the new addition on the south side. And my opinion on the by-pass loop-I vote for it.	Thank you for your comment and for taking the time to give your input. When studying roads, TxDOT is required to evaluate different alternatives including existing alignments and potential bypasses. Your preferences have been noted and will be considered as we move forward with selecting the preferred alignment. TxDOT proposes the first segment constructed will be the section between just east of Ringgold to the west side of Nocona. Subsequent sections between Henrietta and Ringgold will be constructed as funding and resources are available. The reroutes for Henrietta (Segment A) and Nocona (Segment C) will not be constructed as part of the widening between Henrietta and Nocona. As traffic demands increase, the reroutes will be re-evaluated. However, the reroute around Nocona has been determined as not warranted at this time and it will not be carried forward in this study.
21	[REDACTED]	2/13/2017	Written Comment Card, Mail	To whom it may concern, In the matter of the new road addition on Hwy 82, I vote for the new addition to be done on the south side. My reason for this is because if it is done on the North side I would lose extremely needed graze land for my cattle. In short it would put me in a financial bind-due to the fact I cannot have as many cattle and my cost for feeding will go up. I own all of the 29 acre section on [REDACTED] and another 55 acres on the other side of [REDACTED]. As for my opinion on the by-pass loop. I vote for it.	Thank you for your comment and for taking the time to give your input. When studying roads, TxDOT is required to evaluate different alternatives including existing alignments and potential bypasses. Your preferences have been noted and will be considered as we move forward with selecting the preferred alignment. TxDOT proposes the first segment constructed will be the section between just east of Ringgold to the west side of Nocona. Subsequent sections between Henrietta and Ringgold will be constructed as funding and resources are available. The reroutes for Henrietta (Segment A) and Nocona (Segment C) will not be constructed as part of the widening between Henrietta and Nocona. As traffic demands increase, the reroutes will be re-evaluated. However, the reroute around Nocona has been determined as not warranted at this time and it will not be carried forward in this study.
22	[REDACTED]	2/6/2017	Written Comment Card, Mail	Thank you for bringing us information about the Hwy 82 project from Nocona to Henrietta. The maps and displays made the information understandable. We first began work on the project in the 1970's so we are excited. I agree work should begin at the west edge of Nocona and proceed towards Henrietta. This is a great project not just for our area but for the state. East coast to west coast traffic is now funneled through very populated areas by I10, I20, I30 through Houston, Dallas, Forth Worth. This project would be available route through less populated areas. On another note If the majority of TX Hwys use the double yellow line to indicate no passing zones, it would be a mistake to change that on the hwy 82 section to be recovered.	Thank you for your comment and for taking the time to give your input. When studying roads, TxDOT is required to evaluate different alternatives including existing alignments and potential bypasses. Your preferences have been noted and will be considered as we move forward with selecting the preferred alignment. TxDOT proposes the first segment constructed will be the section between just east of Ringgold to the west side of Nocona. Subsequent sections between Henrietta and Ringgold will be constructed as funding and resources are available. The reroutes for Henrietta (Segment A) and Nocona (Segment C) will not be constructed as part of the widening between Henrietta and Nocona. As traffic demands increase, the reroutes will be re-evaluated. However, the reroute around Nocona has been determined as not warranted at this time and it will not be carried forward in this study.
23	[REDACTED]	2/8/2017	Written Comment Card, Mail	By pass Nocona? Why? NO! As the wise man used to say, "If it ain't broke, don't fix it!"	Thank you for your comment and for taking the time to give your input. When studying roads, TxDOT is required to evaluate different alternatives including existing alignments and potential bypasses. Your preferences have been noted and will be considered as we move forward with selecting the preferred alignment. TxDOT proposes the first segment constructed will be the section between just east of Ringgold to the west side of Nocona. Subsequent sections between Henrietta and Ringgold will be constructed as funding and resources are available. The reroutes for Henrietta (Segment A) and Nocona (Segment C) will not be constructed as part of the widening between Henrietta and Nocona. As traffic demands increase, the reroutes will be re-evaluated. However, the reroute around Nocona has been determined as not warranted at this time and it will not be carried forward in this study.
24	[REDACTED]	2/6/2017	Written Comment Card, Mail	I attended Wednesday evening's meeting, Feb 1, 2017 in Nocona, Tx about widening Hwy 82. I am very concerned about the options of 'by-passing' the city of Nocona. I am very much against. This would be detrimental to our beautiful town which made improvements and encourages tourism. Also, as a senior citizen, I own property and my home that I live on [REDACTED]. The proposed plan of cutting through the country would take some of my land and would be a hardship on me. It would also be unpleasant for me to have to enter the 4-lane divided highway from my driveway, just to get to town. Widening the existing Us 82 Hwy that already goes through town is the best option.	Thank you for your comment and for taking the time to give your input. When studying roads, TxDOT is required to evaluate different alternatives including existing alignments and potential bypasses. Your preferences have been noted and will be considered as we move forward with selecting the preferred alignment. TxDOT proposes the first segment constructed will be the section between just east of Ringgold to the west side of Nocona. Subsequent sections between Henrietta and Ringgold will be constructed as funding and resources are available. The reroutes for Henrietta (Segment A) and Nocona (Segment C) will not be constructed as part of the widening between Henrietta and Nocona. As traffic demands increase, the reroutes will be re-evaluated. However, the reroute around Nocona has been determined as not warranted at this time and it will not be carried forward in this study.

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25	[REDACTED]	2/13/2017	Written Comment Card, Mail	As a citizen of the community, I feel that if the 4 lane highway is built, bypassing Nocona will hurt the economy of our community drastically! Not in a good way but in a very bad way! We are a small town and just the few years have started to get more business to open. The highway being built around our town would hurt our thriving town! I am strongly against the bypass!	Thank you for your comment and for taking the time to give your input. When studying roads, TxDOT is required to evaluate different alternatives including existing alignments and potential bypasses. Your preferences have been noted and will be considered as we move forward with selecting the preferred alignment. TxDOT proposes the first segment constructed will be the section between just east of Ringgold to the west side of Nocona. Subsequent sections between Henrietta and Ringgold will be constructed as funding and resources are available. The reroutes for Henrietta (Segment A) and Nocona (Segment C) will not be constructed as part of the widening between Henrietta and Nocona. As traffic demands increase, the reroutes will be re-evaluated. However, the reroute around Nocona has been determined as not warranted at this time and it will not be carried forward in this study.
26	[REDACTED]	2/13/2017	Written Comment Card, Mail	We have lived in Nocona since 1975. It's population has changed very little. We don't see a need for a bypass here. We think the best plan is to start the divided highway on the west edge of Nocona and go as far west as funds allow.	Thank you for your comment and for taking the time to give your input. When studying roads, TxDOT is required to evaluate different alternatives including existing alignments and potential bypasses. Your preferences have been noted and will be considered as we move forward with selecting the preferred alignment. TxDOT proposes the first segment constructed will be the section between just east of Ringgold to the west side of Nocona. Subsequent sections between Henrietta and Ringgold will be constructed as funding and resources are available. The reroutes for Henrietta (Segment A) and Nocona (Segment C) will not be constructed as part of the widening between Henrietta and Nocona. As traffic demands increase, the reroutes will be re-evaluated. However, the reroute around Nocona has been determined as not warranted at this time and it will not be carried forward in this study.
27	[REDACTED]	2/13/2017	Written Comment Card, Mail	To whom it may concern, In the matter of the new road addition on Hwy 82, I vote for the new addition to be done on the south side. My reason for this is because if it is done on the North side I would lose extremely needed graze land for my cattle. In short it would put me in a financial bind due to the fact I cannot have as many cattle and my cost for feeding will go up. My ranch is located at Hwy 82 [REDACTED], and 55 acres on the other side of Grant Rd [REDACTED]. As for my opinion on the by-pass loop-I vote for it. The loop would be best for the truckers-faster route means less big rig traffic coming through town=safier conditions for the residents of Nocona. The by-pass will make Hwy 82 safer for all ranchers who rely on cattle trailers to their daily jobs-these trailers take a bit to maneuver. Thank you	Thank you for your comment and for taking the time to give your input. When studying roads, TxDOT is required to evaluate different alternatives including existing alignments and potential bypasses. Your preferences have been noted and will be considered as we move forward with selecting the preferred alignment. TxDOT proposes the first segment constructed will be the section between just east of Ringgold to the west side of Nocona. Subsequent sections between Henrietta and Ringgold will be constructed as funding and resources are available. The reroutes for Henrietta (Segment A) and Nocona (Segment C) will not be constructed as part of the widening between Henrietta and Nocona. As traffic demands increase, the reroutes will be re-evaluated. However, the reroute around Nocona has been determined as not warranted at this time and it will not be carried forward in this study.
28	[REDACTED]	2/13/2017	Written Comment Card, Mail	I have lived and worked along Hwy 82 in Nocona all of my life-87+years-I still own property along [REDACTED] I think that 82 is doing a good job with everything. I still travel it nearly everyday. Please do not bypass Nocona! I own property south of Nocona. That would be divided by he bypass. I live north of Nocona on 40+ acres and it would come close to my home and I would not like that.	Thank you for your comment and for taking the time to give your input. When studying roads, TxDOT is required to evaluate different alternatives including existing alignments and potential bypasses. Your preferences have been noted and will be considered as we move forward with selecting the preferred alignment. TxDOT proposes the first segment constructed will be the section between just east of Ringgold to the west side of Nocona. Subsequent sections between Henrietta and Ringgold will be constructed as funding and resources are available. The reroutes for Henrietta (Segment A) and Nocona (Segment C) will not be constructed as part of the widening between Henrietta and Nocona. As traffic demands increase, the reroutes will be re-evaluated. However, the reroute around Nocona has been determined as not warranted at this time and it will not be carried forward in this study.

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29	[REDACTED]	2/7/2017	Letter, Mail	<p>J-A-C Electric Cooperative, Inc. is a non-profit electric cooperative serving the rural areas of Jack, Archer, Clay and Montague Counties. The cooperative has a three-phase, 7200 volt line located on the south side of US 82 running parallel to the highway that starts approximately two miles east of Henrietta, Texas running along the right-of-way, in an easterly direction, for approximately seven and one half miles. Also, approximately one mile east of Henrietta on the north side of US 82 running in an easterly direction alongside the right-of-way, three separate sections of single-phase 7200-volt lines continue to proceed to an approximate total of six and one half miles.</p> <p>Since we are a consumer-owned electric utility, the potential expense of moving the power lines would be proportionately borne by all members of this cooperative. There is a considerable difference in cost to remove and rebuild the three-phase line versus the single-phase line. Estimated cost of removing and rebuilding the single-phase line on the north side is approximately \$103,850. Estimated cost to remove and rebuild the three-phase line on the south side of US 82 is approximately \$229,400. These estimates do not include any engineering or environmental costs associated with new construction.</p> <p>Therefore, in regard to impacting the financial condition of this cooperative, we strongly encourage widening the highway to the north side of US 82 in the area from two miles east of Henrietta continuing east for approximately seven and one-half miles. Whoever is responsible for moving the powerlines, whether it is TxDOT or our utility it would make more economic sense to consider the expansion of the highway to the northern direction.</p> <p>You may also notice the new transmission line on the south side of the highway, as well. Although we do not own it, I would venture to guess the cost to move it would be tremendous.</p> <p>Thank you for your consideration. Kim Hooper</p>	<p>Thank you for your comment and for taking the time to give your input. When studying roads, TxDOT is required to evaluate different alternatives including existing alignments and potential bypasses. Your preferences have been noted and will be considered as we move forward with selecting the preferred alignment.</p> <p>TxDOT proposes the first segment constructed will be the section between just east of Ringgold to the west side of Nocona. Subsequent sections between Henrietta and Ringgold will be constructed as funding and resources are available. The reroutes for Henrietta (Segment A) and Nocona (Segment C) will not be constructed as part of the widening between Henrietta and Nocona. As traffic demands increase, the reroutes will be re-evaluated.</p> <p>As the study progresses, we will continue to evaluate impacts to residences, utilities, etc. and work to minimize those impacts by adjusting the proposed lanes to the north or south.</p>
30	[REDACTED]	2/10/2017	Verbal Comment (summary)	<p>Route A1 goes within 50' of his house. He does not want a roadway this close to his house. He thinks Route A1 would be the longest and most expensive route to build. He mentioned that there is substantial flooding through the area where A1 is proposed. He believe Routes A4 or A5 would be the better options. A5 is his preference.</p>	<p>Thank you for your comment and for taking the time to give your input. When studying roads, TxDOT is required to evaluate different alternatives including existing alignments and potential bypasses. Your preferences have been noted and will be considered as we move forward with selecting the preferred alignment.</p> <p>TxDOT proposes the first segment constructed will be the section between just east of Ringgold to the west side of Nocona. Subsequent sections between Henrietta and Ringgold will be constructed as funding and resources are available. The reroutes for Henrietta (Segment A) and Nocona (Segment C) will not be constructed as part of the widening between Henrietta and Nocona. As traffic demands increase, the reroutes will be re-evaluated.</p> <p>As the study progresses, we will continue to evaluate impacts to residences, utilities, etc. and work to minimize those impacts by adjusting the proposed lanes to the north or south.</p>
31	[REDACTED]	2/7/2017	Verbal Comment (summary)	<p>Hopes TxDOT will revise intersection of US 82 at US 81 to avoid turning across opposing lanes of traffic if headed westbound on US 82 attempting to head northbound on US 81</p>	<p>Thank you for your comment and for taking the time to give your input. When studying roads, TxDOT is required to evaluate different alternatives including existing alignments and potential bypasses. Your preferences have been noted and will be considered as we move forward with selecting the preferred alignment.</p> <p>TxDOT proposes the first segment constructed will be the section between just east of Ringgold to the west side of Nocona. Subsequent sections between Henrietta and Ringgold will be constructed as funding and resources are available. The reroutes for Henrietta (Segment A) and Nocona (Segment C) will not be constructed as part of the widening between Henrietta and Nocona. As traffic demands increase, the reroutes will be re-evaluated. However, the reroute around Nocona has been determined as not warranted at this time and it will not be carried forward in this study.</p> <p>We will also evaluate the intersection of US 81 and US 82 for improvements to traffic flow through the intersection.</p>

Comment Number	Commenter Name	Date Received	Source	Comment Topic	Response
32	[REDACTED]	2/5/2017	Email	<p>Shaun, thank you for your time spent with my wife and I at your recent meeting in Nocona. As I stated, I'd like you to please consider expanding US 82 on the SOUTH side of Hwy 82 from Ringgold to Nocona instead of the North side. I obviously have a vested interest in request, but I've also got several points that I'd like you to consider as valid from a purely fiscally responsible standpoint. Before I start, I've got to explain that there are "Missing" portions of your schematics. My home is located on the North side of Hwy 82. [REDACTED] In order for you to see where my home is, I've included a Google Map satellite view of my home, along with an overlay showing where your Schematics labeled #6 and #7 have missed my home. I've also included your Schematics #6 and #7 for review.</p> <p>1.) Flooding - The confluence of Salt Creek and Longbranch creeks occur on my land, on the North side of Hwy. 82. I've owned this land for approximately 12 years and have seen my land flooded on 4 separate occasions. In all these occasions, temporary massive flooding occurred on the North side of Hwy. 82 to a much higher degree than on the South. This is caused by a temporary "pooling" that occurs on my land when both these creeks are flowing at maximum bank capacity. Apparently, the confluence temporarily overloads the available drainage just below, and isn't a factor above the confluence. In 2 of the 4 floods that I've witnessed on my land, no other flooding occurred in the general area, other than on my land. While a cursory look at a topographical map may not show this could occur, further, I've attached an actual photo from my land where you can see that my land is heavily flooded but the south side of Hwy 82 is not. In this photo, you can clearly see my driveway and compare it to the Satellite view. If you decide to build the additional roadway on the north side of Hwy 82, a continuous raised section of highway would be required or a single, massive, bridge being over 3/10ths of a mile long to stay above the flooding that will inevitably occur again, at this confluence.</p> <p>2.) Utility lines - From Ringgold to Nocona, all utility lines are already located on the North side of Hwy 82 except for approximately 1 mile. If the North side is chosen to be expanded, you'd need to move approximately 12 miles instead of just 1 mile if you choose the south.</p> <p>3.) Homes - If expanded on North side of Hwy 82, 14 homes and 1 business will have their homes removed, or will have the newly expanded highway dangerously close to their homes/businesses. Conversely and under the same scrutiny, the distance from Ringgold to Nocona would have only 2 homes impacted if the South side is chosen.</p> <p>Thank you for your consideration.</p>	<p>Thank you for your comment and for taking the time to give your input. When studying roads, TxDOT is required to evaluate different alternatives including existing alignments and potential bypasses. Your preferences have been noted and will be considered as we move forward with selecting the preferred alignment.</p> <p>TxDOT proposes the first segment constructed will be the section between just east of Ringgold to the west side of Nocona. Subsequent sections between Henrietta and Ringgold will be constructed as funding and resources are available. The reroutes for Henrietta (Segment A) and Nocona (Segment C) will not be constructed as part of the widening between Henrietta and Nocona. As traffic demands increase, the reroutes will be re-evaluated.</p> <p>As the study progresses, we will continue to evaluate impacts to residences, utilities, etc. and work to minimize those impacts by adjusting the proposed lanes to the north or south. Additionally, a drainage study will be performed to reduce any impacts with the widening of the roadway.</p>
33	[REDACTED]	2/13/2017	Survey	<p>We bought our home here with having a nice business along Highway 82. With the widening on the North would destroy our home. And increased traffic would affect our peacefulness, that was the decision for us to buying our home.</p>	<p>Thank you for your comment and for your interest in this study. When studying roads, TxDOT is required to evaluate different alternatives including existing alignments and potential bypasses. Your comment has been noted and will be considered as we move forward with selecting the preferred alignment.</p> <p>TxDOT proposes the first segment constructed will be the section between just east of Ringgold to the west side of Nocona. Subsequent sections between Henrietta and Ringgold will be constructed as funding and resources are available. The reroutes for Henrietta (Segment A) and Nocona (Segment C) will not be constructed as part of the widening between Henrietta and Nocona. As traffic demands increase, the reroutes will be re-evaluated.</p> <p>As the study progresses, we will continue to evaluate impacts to residences, utilities, etc. and work to minimize those impacts.</p>
34	[REDACTED]	2/13/2017	Survey	<p>Numerous homes on north side of highway</p>	<p>Thank you for your comment and interest in this study.</p> <p>TxDOT proposes the first segment constructed will be the section between just east of Ringgold to the west side of Nocona. Subsequent sections between Henrietta and Ringgold will be constructed as funding and resources are available. The reroutes for Henrietta (Segment A) and Nocona (Segment C) will not be constructed as part of the widening between Henrietta and Nocona. As traffic demands increase, the reroutes will be re-evaluated.</p> <p>As the study progresses, we will continue to evaluate impacts to residences, utilities, etc. and work to minimize those impacts by adjusting the proposed lanes to the north or south.</p>
35	[REDACTED]	2/11/2017	Survey	<p>Choose side of highway with less homes.</p>	<p>Thank you for your comment and interest in this study.</p> <p>TxDOT proposes the first segment constructed will be the section between just east of Ringgold to the west side of Nocona. Subsequent sections between Henrietta and Ringgold will be constructed as funding and resources are available. The reroutes for Henrietta (Segment A) and Nocona (Segment C) will not be constructed as part of the widening between Henrietta and Nocona. As traffic demands increase, the reroutes will be re-evaluated.</p> <p>As the study progresses, we will continue to evaluate impacts to residences, utilities, etc. and work to minimize those impacts by adjusting the proposed lanes to the north or south.</p>

Comment Number	Commenter Name	Date Received	Source	Comment Topic	Response
36		2/11/2017	Survey	Don't want to tear down homes or move highway closer to them. Choose the side with the least amount of homes/businesses	<p>Thank you for your comment and interest in this study.</p> <p>TxDOT proposes the first segment constructed will be the section between just east of Ringgold to the west side of Nocona. Subsequent sections between Henrietta and Ringgold will be constructed as funding and resources are available. The reroutes for Henrietta (Segment A) and Nocona (Segment C) will not be constructed as part of the widening between Henrietta and Nocona. As traffic demands increase, the reroutes will be re-evaluated.</p> <p>As the study progresses, we will continue to evaluate impacts to residences, utilities, etc. and work to minimize those impacts by adjusting the proposed lanes to the north or south.</p>
37		2/4/2017	Survey	<p>Having worked in Wichita Falls for over twelve years, I have traveled 82 daily. I can testify to the increased traffic, particularly truck traffic. As a result, this widening is desperately needed to handle current and future traffic, as the Metroplex becomes more congested and travelers and freight-haulers are pushed further north to avoid gridlock. Currently, Nocona is the only town with an urban 5-lane already in place within this study area. Traffic flows smoothly through town, and lanes are wide. Funds should be directed to more troubling areas that are safety hazards. Of all the small towns along 82, Nocona is the only one that has the current infrastructure to handle growing traffic well into the future. Henrietta is the major culprit. Currently, four narrow lanes have been retrofitted to what is really a two-lane highway through town. It is dangerous! I have been run up on the curb multiple times by 18-wheelers going past me in the inside lane, especially at the stretch near the hospital. This safety hazard should be addressed first, as a bypass is critical. Tying in to 287 on the south side seems logical, as it would give northbound 287 traffic an easy transition if heading east on 82, while still allowing the preexisting 287 bypass to be used for southbound 287 traffic exiting and heading east on 82. Options 4 and 5 would give much-needed relieve and also would have the least amount of economic impact for a bypass, as some businesses already exist along 287 and additional businesses are being built. Widening the current through-way seems illogical and very expensive, as an entire row of houses and buildings would have to be purchased and demolished, or the desired results will never be achieved. Leaving Henrietta virtually untouched would be a huge mistake, and would contribute to added safety concerns. Additionally, Ringgold needs to be addressed. Because the railroad bridge was not relocated further south when it was re-built, it creates major constraints; however, cutting corners and simply widening the existing highway would be short-sighted. The divided four-lane should continue through Ringgold to the south, as far as possible, as there are not enough existing structures or traffic within the actual town to merit anything less. Currently, the few structures left along 82 after the fire are too close to the highway and create a hazard for growing traffic flow, if the existing roadway is used without any major reconfiguration. It should be designed in a way so that the speed of traffic can remain 75 mph without having to slow to go through town, and have a more efficient way to tie into highway 81. Widening of highway 82 is long overdue and should occur as soon as possible in order to stay ahead of the future growth of the areas north and northwest of the Metroplex. Safety is priority one, and this project will take giant leaps toward keeping motorists safe, while creating infrastructure for future growth.</p>	<p>Thank you for your comment and for taking the time to give your input. When studying roads, TxDOT is required to evaluate different alternatives including existing alignments and potential bypasses. Your preferences have been noted and will be considered as we move forward with selecting the preferred alignment.</p> <p>TxDOT proposes the first segment constructed will be the section between just east of Ringgold to the west side of Nocona. Subsequent sections between Henrietta and Ringgold will be constructed as funding and resources are available. The reroutes for Henrietta (Segment A) and Nocona (Segment C) will not be constructed as part of the widening between Henrietta and Nocona. As traffic demands increase, the reroutes will be re-evaluated.</p>
38		2/2/2017	Survey	My home on Hwy 82, but you left my home off your schematics. Between schematics 6 and 7 is my home. Please send me the missing area between schematic 6 and 7.	<p>Thank you for your comment and for taking the time to give your input. When studying roads, TxDOT is required to evaluate different alternatives including existing alignments and potential bypasses. Your preferences have been noted and will be considered as we move forward with selecting the preferred alignment.</p> <p>TxDOT proposes the first segment constructed will be the section between just east of Ringgold to the west side of Nocona. Subsequent sections between Henrietta and Ringgold will be constructed as funding and resources are available. The reroutes for Henrietta (Segment A) and Nocona (Segment C) will not be constructed as part of the widening between Henrietta and Nocona. As traffic demands increase, the reroutes will be re-evaluated.</p> <p>As the study progresses, we will continue to evaluate impacts to residences, utilities, etc. and work to minimize those impacts by adjusting the proposed lanes to the north or south.</p>
39		2/2/2017	Survey	82 is plenty wide enough through Nocona to provide safe access. To put the highway around would kill the economy of the town.	<p>Thank you for your comment and for taking the time to give your input. When studying roads, TxDOT is required to evaluate different alternatives including existing alignments and potential bypasses. Your preference has been noted and will be considered as we move forward with selecting the preferred alignment.</p> <p>TxDOT proposes the first segment constructed will be the section between just east of Ringgold to the west side of Nocona. Subsequent sections between Henrietta and Ringgold will be constructed as funding and resources are available. The reroutes for Henrietta (Segment A) and Nocona (Segment C) will not be constructed as part of the widening between Henrietta and Nocona. As traffic demands increase, the reroutes will be re-evaluated. However, the reroute around Nocona has been determined as not warranted at this time and it will not be carried forward in this study.</p>

Comment Number	Commenter Name	Date Received	Source	Comment Topic	Response
40	██████████	2/2/2017	Survey	There is no need to reroute HW 82 around Nocona, the existing road is sufficient and a bypass would kill our economy that we have worked so hard to rebuild.	<p>Thank you for your comment and for taking the time to give your input. When studying roads, TxDOT is required to evaluate different alternatives including existing alignments and potential bypasses. Your preference has been noted and will be considered as we move forward with selecting the preferred alignment.</p> <p>TxDOT proposes the first segment constructed will be the section between just east of Ringgold to the west side of Nocona. Subsequent sections between Henrietta and Ringgold will be constructed as funding and resources are available. The reroutes for Henrietta (Segment A) and Nocona (Segment C) will not be constructed as part of the widening between Henrietta and Nocona. As traffic demands increase, the reroutes will be re-evaluated. However, the reroute around Nocona has been determined as not warranted at this time and it will not be carried forward in this study.</p>
41	██████████	2/2/2017	Survey	The section of highway 82 going through nocona is sufficient and should not be changed. It will kill the town of Nocona and there has been so much positive change here I don't want to see that go away.	<p>Thank you for your comment and for taking the time to give your input. When studying roads, TxDOT is required to evaluate different alternatives including existing alignments and potential bypasses. Your preference has been noted and will be considered as we move forward with selecting the preferred alignment.</p> <p>TxDOT proposes the first segment constructed will be the section between just east of Ringgold to the west side of Nocona. Subsequent sections between Henrietta and Ringgold will be constructed as funding and resources are available. The reroutes for Henrietta (Segment A) and Nocona (Segment C) will not be constructed as part of the widening between Henrietta and Nocona. As traffic demands increase, the reroutes will be re-evaluated. However, the reroute around Nocona has been determined as not warranted at this time and it will not be carried forward in this study.</p>
42	██████████	2/2/2017	Survey	Please do not by pass	<p>Thank you for your comment and for taking the time to give your input. When studying roads, TxDOT is required to evaluate different alternatives including existing alignments and potential bypasses. Your preference has been noted and will be considered as we move forward with selecting the preferred alignment.</p> <p>TxDOT proposes the first segment constructed will be the section between just east of Ringgold to the west side of Nocona. Subsequent sections between Henrietta and Ringgold will be constructed as funding and resources are available. The reroutes for Henrietta (Segment A) and Nocona (Segment C) will not be constructed as part of the widening between Henrietta and Nocona. As traffic demands increase, the reroutes will be re-evaluated. However, the reroute around Nocona has been determined as not warranted at this time and it will not be carried forward in this study.</p>
43	██████████	2/2/2017	Survey	Hwy 82 thru Nocona has basically 5 lanes with wide shoulders on both sides. It is wide enough to accommodate traffic. The Hwy between Henrietta needs to be divided but needs to start on the West side of Nocona. Look into the old railway right of way which I believe was purchased years ago for this purpose.	<p>Thank you for your comment and for taking the time to give your input. When studying roads, TxDOT is required to evaluate different alternatives including existing alignments and potential bypasses. Your preferences have been noted and will be considered as we move forward with selecting the preferred alignment.</p> <p>TxDOT proposes the first segment constructed will be the section between just east of Ringgold to the west side of Nocona. Subsequent sections between Henrietta and Ringgold will be constructed as funding and resources are available. The reroutes for Henrietta (Segment A) and Nocona (Segment C) will not be constructed as part of the widening between Henrietta and Nocona. As traffic demands increase, the reroutes will be re-evaluated. However, the reroute around Nocona has been determined as not warranted at this time and it will not be carried forward in this study.</p>
44	██████████	2/2/2017	Survey	How is it that the new "bridge" west of Ringgold is, or will soon be, outdated? With all the forward-thinking of TxDOT, did someone fail in their forecast(s)?	<p>The recently constructed railroad bridge west of Ringgold accommodates a 4-lane divided section and was designed to widen US 82 to the south in this area. That was previously determined and not part of this study. The new bridge does not affect the options of a 4 lane divided or 4 lane undivided going through Ringgold.</p>
45	██████████	2/1/2017	Survey	If the road is routed around Nocona, it would destroy the town. Keep 82 on the same route it is now. There is no need to spend the money it would take to make a change that is not needed. There has been a lot of construction down town in the last few years because of where 82 is now. A move would stop the growth of our town. Please don't consider anything other than leaving the road where it is.	<p>Thank you for your comment and for taking the time to give your input. When studying roads, TxDOT is required to evaluate different alternatives including existing alignments and potential bypasses. Your preference has been noted and will be considered as we move forward with selecting the preferred alignment.</p> <p>TxDOT proposes the first segment constructed will be the section between just east of Ringgold to the west side of Nocona. Subsequent sections between Henrietta and Ringgold will be constructed as funding and resources are available. The reroutes for Henrietta (Segment A) and Nocona (Segment C) will not be constructed as part of the widening between Henrietta and Nocona. As traffic demands increase, the reroutes will be re-evaluated. However, the reroute around Nocona has been determined as not warranted at this time and it will not be carried forward in this study.</p>

Comment Number	Commenter Name	Date Received	Source	Comment Topic	Response
46	[REDACTED]	2/1/2017	Survey	If a bypass is constructed, it will kill the growth of downtown Nocona.	<p>Thank you for your comment and for taking the time to give your input. When studying roads, TxDOT is required to evaluate different alternatives including existing alignments and potential bypasses. Your preference has been noted and will be considered as we move forward with selecting the preferred alignment.</p> <p>TxDOT proposes the first segment constructed will be the section between just east of Ringgold to the west side of Nocona. Subsequent sections between Henrietta and Ringgold will be constructed as funding and resources are available. The reroutes for Henrietta (Segment A) and Nocona (Segment C) will not be constructed as part of the widening between Henrietta and Nocona. As traffic demands increase, the reroutes will be re-evaluated. However, the reroute around Nocona has been determined as not warranted at this time and it will not be carried forward in this study.</p>
47	[REDACTED]	2/1/2017	Survey	Southside of 82 at the east fork river rising has streambank damage from windfarm powerline construction.	<p>Thank you for your comment and your interest in this study.</p> <p>If the proposed widening impacts this location, we will evaluate this river crossing and keep this in mind as we design and construct the new roadway.</p>
48	[REDACTED]	2/1/2017	Survey	It's a bad idea to circumvent the city of Nocona by removing the main corridor for retail business to the outside of the city limits.	<p>Thank you for your comment and for taking the time to give your input. When studying roads, TxDOT is required to evaluate different alternatives including existing alignments and potential bypasses. Your preferences have been noted and will be considered as we move forward with selecting the preferred alignment.</p> <p>TxDOT proposes the first segment constructed will be the section between just east of Ringgold to the west side of Nocona. Subsequent sections between Henrietta and Ringgold will be constructed as funding and resources are available. The reroutes for Henrietta (Segment A) and Nocona (Segment C) will not be constructed as part of the widening between Henrietta and Nocona. As traffic demands increase, the reroutes will be re-evaluated. However, the reroute around Nocona has been determined as not warranted at this time and it will not be carried forward in this study.</p>
49	[REDACTED]	2/1/2017	Survey	Widen what we have if necessary. I do not feel going around is needed nor wanted by the residents in Nocona.	<p>Thank you for your comment and for taking the time to give your input. When studying roads, TxDOT is required to evaluate different alternatives including existing alignments and potential bypasses. Your preference has been noted and will be considered as we move forward with selecting the preferred alignment.</p> <p>TxDOT proposes the first segment constructed will be the section between just east of Ringgold to the west side of Nocona. Subsequent sections between Henrietta and Ringgold will be constructed as funding and resources are available. The reroutes for Henrietta (Segment A) and Nocona (Segment C) will not be constructed as part of the widening between Henrietta and Nocona. As traffic demands increase, the reroutes will be re-evaluated. However, the reroute around Nocona has been determined as not warranted at this time and it will not be carried forward in this study.</p>
50	[REDACTED]	2/1/2017	Survey	I believe there should be a 4-lane highway between Nocona and Henrietta. As far as making a north or south loop around Nocona I do not approve of that. It's a waste of money. We already have a wide highway through town. Nocona would not recover economically from that. I would be very sad to see that happen.	<p>Thank you for your comment and for taking the time to give your input. When studying roads, TxDOT is required to evaluate different alternatives including existing alignments and potential bypasses. Your preferences have been noted and will be considered as we move forward with selecting the preferred alignment.</p> <p>TxDOT proposes the first segment constructed will be the section between just east of Ringgold to the west side of Nocona. Subsequent sections between Henrietta and Ringgold will be constructed as funding and resources are available. The reroutes for Henrietta (Segment A) and Nocona (Segment C) will not be constructed as part of the widening between Henrietta and Nocona. As traffic demands increase, the reroutes will be re-evaluated. However, the reroute around Nocona has been determined as not warranted at this time and it will not be carried forward in this study.</p>
51	[REDACTED]	2/1/2017	Survey	I am astonished that no economic research has occurred. Aren't the towns that are affected and the people given consideration. We do not want this to be changed.	<p>Thank you for your comment and for taking the time to give your input. When studying roads, TxDOT is required to evaluate different alternatives including existing alignments and potential bypasses. Your preference has been noted and will be considered as we move forward with selecting the preferred alignment.</p> <p>TxDOT proposes the first segment constructed will be the section between just east of Ringgold to the west side of Nocona. Subsequent sections between Henrietta and Ringgold will be constructed as funding and resources are available. The reroutes for Henrietta (Segment A) and Nocona (Segment C) will not be constructed as part of the widening between Henrietta and Nocona. As traffic demands increase, the reroutes will be re-evaluated. However, the reroute around Nocona has been determined as not warranted at this time and it will not be carried forward in this study.</p>

Comment Number	Commenter Name	Date Received	Source	Comment Topic	Response
52	[REDACTED]	2/1/2017	Survey	This not needed. Nocona prepared for this years ago. You took people property then.	<p>Thank you for your comment and for taking the time to give your input. When studying roads, TxDOT is required to evaluate different alternatives including existing alignments and potential bypasses. Your preference has been noted and will be considered as we move forward with selecting the preferred alignment.</p> <p>TxDOT proposes the first segment constructed will be the section between just east of Ringgold to the west side of Nocona. Subsequent sections between Henrietta and Ringgold will be constructed as funding and resources are available. The reroutes for Henrietta (Segment A) and Nocona (Segment C) will not be constructed as part of the widening between Henrietta and Nocona. As traffic demands increase, the reroutes will be re-evaluated. However, the reroute around Nocona has been determined as not warranted at this time and it will not be carried forward in this study.</p>
53	[REDACTED]	2/1/2017	Survey	Nocona complied with the requirements for the highway to remain where it is. It would be detrimental to businesses currently located on the highway and the city as a whole.	<p>Thank you for your comment and for taking the time to give your input. When studying roads, TxDOT is required to evaluate different alternatives including existing alignments and potential bypasses. Your preference has been noted and will be considered as we move forward with selecting the preferred alignment.</p> <p>TxDOT proposes the first segment constructed will be the section between just east of Ringgold to the west side of Nocona. Subsequent sections between Henrietta and Ringgold will be constructed as funding and resources are available. The reroutes for Henrietta (Segment A) and Nocona (Segment C) will not be constructed as part of the widening between Henrietta and Nocona. As traffic demands increase, the reroutes will be re-evaluated. However, the reroute around Nocona has been determined as not warranted at this time and it will not be carried forward in this study.</p>
54	[REDACTED]	2/1/2017	Survey	This is a colossal waste of time and money. Nocona was smart enough in the 70's to make it wide enough for a 4-lane to go through town. NO BYPASS IS NEEDED! In 30 years, things may change, but it is unlikely to be to that extent. IF IT AIN'T BROKE, WHY TRY TO FIX IT????!!!!???	<p>Thank you for your comment and for taking the time to give your input. When studying roads, TxDOT is required to evaluate different alternatives including existing alignments and potential bypasses. Your preference has been noted and will be considered as we move forward with selecting the preferred alignment.</p> <p>TxDOT proposes the first segment constructed will be the section between just east of Ringgold to the west side of Nocona. Subsequent sections between Henrietta and Ringgold will be constructed as funding and resources are available. The reroutes for Henrietta (Segment A) and Nocona (Segment C) will not be constructed as part of the widening between Henrietta and Nocona. As traffic demands increase, the reroutes will be re-evaluated. However, the reroute around Nocona has been determined as not warranted at this time and it will not be carried forward in this study.</p>
55	[REDACTED]	2/1/2017	Survey	The existing road in Nocona is sufficient as is. The economic impact on the community to go around town would be devastating to the current businesses. However, I do see the need to widen Hwy. 82 through Henrietta. If widening is not an option, then going around town would be the best option.	<p>Thank you for your comment and for taking the time to give your input. When studying roads, TxDOT is required to evaluate different alternatives including existing alignments and potential bypasses. Your preferences have been noted and will be considered as we move forward with selecting the preferred alignment.</p> <p>TxDOT proposes the first segment constructed will be the section between just east of Ringgold to the west side of Nocona. Subsequent sections between Henrietta and Ringgold will be constructed as funding and resources are available. The reroutes for Henrietta (Segment A) and Nocona (Segment C) will not be constructed as part of the widening between Henrietta and Nocona. As traffic demands increase, the reroutes will be re-evaluated. However, the reroute around Nocona has been determined as not warranted at this time and it will not be carried forward in this study.</p>
56	[REDACTED]	2/1/2017	Survey	Existing roadway uses shoulder for travel and not good for heavy trucks	<p>Thank you for your comment and for taking the time to give your input.</p> <p>TxDOT currently has a project to overlay US 82 from Ringgold to Nocona. This project will place two inches of hot mix on the roadway that will further strengthen the roadway and smooth out the surface where the shoulders were converted to lanes for the super 2 sections. This project should be completed sometime in the Fall.</p>

Comment Number	Commenter Name	Date Received	Source	Comment Topic	Response
57	[REDACTED]	2/1/2017	Survey	If C3 goes around Nocona it will be going through the middle of a private air strip and Air Hanger, also over a water well to my home. [REDACTED]	<p>Thank you for your comment and for taking the time to give your input. When studying roads, TxDOT is required to evaluate different alternatives including existing alignments and potential bypasses. Your preference has been noted and will be considered as we move forward with selecting the preferred alignment.</p> <p>TxDOT proposes the first segment constructed will be the section between just east of Ringgold to the west side of Nocona. Subsequent sections between Henrietta and Ringgold will be constructed as funding and resources are available. The reroutes for Henrietta (Segment A) and Nocona (Segment C) will not be constructed as part of the widening between Henrietta and Nocona. As traffic demands increase, the reroutes will be re-evaluated. However, the reroute around Nocona has been determined as not warranted at this time and it will not be carried forward in this study.</p> <p>As the study progresses, we will continue to evaluate impacts to residences, utilities, etc. and work to minimize those impacts.</p>
58	[REDACTED]	2/1/2017	Survey	Having dealt with the highway that loops around Seymour, TX, I have seen firsthand the near death of a small town. As a business owner, the prospect of losing the commuter traffic concerns me greatly. Any option, other than the current route, would be detrimental to businesses and the town as a whole.	<p>Thank you for your comment and for taking the time to give your input. When studying roads, TxDOT is required to evaluate different alternatives including existing alignments and potential bypasses. Your preference has been noted and will be considered as we move forward with selecting the preferred alignment.</p> <p>TxDOT proposes the first segment constructed will be the section between just east of Ringgold to the west side of Nocona. Subsequent sections between Henrietta and Ringgold will be constructed as funding and resources are available. The reroutes for Henrietta (Segment A) and Nocona (Segment C) will not be constructed as part of the widening between Henrietta and Nocona. As traffic demands increase, the reroutes will be re-evaluated. However, the reroute around Nocona has been determined as not warranted at this time and it will not be carried forward in this study.</p>
59	[REDACTED]	2/1/2017	Survey	Nocona now has a 4 lane road through town. No need to even consider or spend money on plans to bypass Nocona	<p>Thank you for your comment and for taking the time to give your input. When studying roads, TxDOT is required to evaluate different alternatives including existing alignments and potential bypasses. Your preference has been noted and will be considered as we move forward with selecting the preferred alignment.</p> <p>TxDOT proposes the first segment constructed will be the section between just east of Ringgold to the west side of Nocona. Subsequent sections between Henrietta and Ringgold will be constructed as funding and resources are available. The reroutes for Henrietta (Segment A) and Nocona (Segment C) will not be constructed as part of the widening between Henrietta and Nocona. As traffic demands increase, the reroutes will be re-evaluated. However, the reroute around Nocona has been determined as not warranted at this time and it will not be carried forward in this study.</p>
60	[REDACTED]	2/1/2017	Survey	Priority should be widening of 82 to the west of Nocona before anything else. Nocona will die if the bypass is built.	<p>Thank you for your comment and for taking the time to give your input. When studying roads, TxDOT is required to evaluate different alternatives including existing alignments and potential bypasses. Your preference has been noted and will be considered as we move forward with selecting the preferred alignment.</p> <p>TxDOT proposes the first segment constructed will be the section between just east of Ringgold to the west side of Nocona. Subsequent sections between Henrietta and Ringgold will be constructed as funding and resources are available. The reroutes for Henrietta (Segment A) and Nocona (Segment C) will not be constructed as part of the widening between Henrietta and Nocona. As traffic demands increase, the reroutes will be re-evaluated. However, the reroute around Nocona has been determined as not warranted at this time and it will not be carried forward in this study.</p>
61	[REDACTED]	2/1/2017	Survey	You will kill our little town	<p>Thank you for your comment and for taking the time to give your input. When studying roads, TxDOT is required to evaluate different alternatives including existing alignments and potential bypasses. Your comment has been noted and will be considered as we move forward with selecting the preferred alignment.</p> <p>TxDOT proposes the first segment constructed will be the section between just east of Ringgold to the west side of Nocona. Subsequent sections between Henrietta and Ringgold will be constructed as funding and resources are available. The reroutes for Henrietta (Segment A) and Nocona (Segment C) will not be constructed as part of the widening between Henrietta and Nocona. As traffic demands increase, the reroutes will be re-evaluated. However, the reroute around Nocona has been determined as not warranted at this time and it will not be carried forward in this study.</p>

Comment Number	Commenter Name	Date Received	Source	Comment Topic	Response
62	██████████	2/1/2017	Survey	There are several new businesses and plans for more new businesses on US 287 that would benefit from the Henrietta bypass going south of Henrietta and tying into US 287 east of spur 510. If you go north of Henrietta you are going to have to deal with the Little Wichita River and flood zones on either side of the river.	<p>Thank you for your comment and for taking the time to give your input. When studying roads, TxDOT is required to evaluate different alternatives including existing alignments and potential bypasses. Your preference has been noted and will be considered as we move forward with selecting the preferred alignment.</p> <p>TxDOT proposes the first segment constructed will be the section between just east of Ringgold to the west side of Nocona. Subsequent sections between Henrietta and Ringgold will be constructed as funding and resources are available. The reroutes for Henrietta (Segment A) and Nocona (Segment C) will not be constructed as part of the widening between Henrietta and Nocona. As traffic demands increase, the reroutes will be re-evaluated.</p>
63	██████████	2/1/2017	Survey	Nocona has worked to build up the community. Going around it would cause businesses to die, thus, the town. It is a historical town.	<p>Thank you for your comment and for taking the time to give your input. When studying roads, TxDOT is required to evaluate different alternatives including existing alignments and potential bypasses. Your preference has been noted and will be considered as we move forward with selecting the preferred alignment.</p> <p>TxDOT proposes the first segment constructed will be the section between just east of Ringgold to the west side of Nocona. Subsequent sections between Henrietta and Ringgold will be constructed as funding and resources are available. The reroutes for Henrietta (Segment A) and Nocona (Segment C) will not be constructed as part of the widening between Henrietta and Nocona. As traffic demands increase, the reroutes will be re-evaluated. However, the reroute around Nocona has been determined as not warranted at this time and it will not be carried forward in this study.</p>
64	██████████	1/31/2017	Survey	Approaching Henrietta, the speed limit over the old railroad bridge up to Diamonds is currently 70 mph.....it should be reduced before this point, as the main access to the High School intersects 82 at this point. (Bearcat Lane)	<p>Thank you for your comment and your interest in this study.</p> <p>Approaching Henrietta, the speed limit lowers to 55 mph approximately 400' east of this intersection. There are also turn lanes separating turning traffic from through traffic. As we carry the design forward for this project, we will evaluate this intersection and others to determine if improvements should be made.</p>
65	██████████	1/31/2017	Survey	Please go north of 82 and I strongly oppose A5	<p>Thank you for your comment and for taking the time to give your input. When studying roads, TxDOT is required to evaluate different alternatives including existing alignments and potential bypasses. Your preferences have been noted and will be considered as we move forward with selecting the preferred alignment.</p> <p>TxDOT proposes the first segment constructed will be the section between just east of Ringgold to the west side of Nocona. Subsequent sections between Henrietta and Ringgold will be constructed as funding and resources are available. The reroutes for Henrietta (Segment A) and Nocona (Segment C) will not be constructed as part of the widening between Henrietta and Nocona. As traffic demands increase, the reroutes will be re-evaluated.</p>
66	██████████	1/31/2017	Survey	The most important things to building these roads is to direct the 18-wheelers away from going through town. They speed and are not considerate to local traffic.	<p>Thank you for your comment and for taking the time to give your input. When studying roads, TxDOT is required to evaluate different alternatives including existing alignments and potential bypasses. Your preferences have been noted and will be considered as we move forward with selecting the preferred alignment.</p> <p>TxDOT proposes the first segment constructed will be the section between just east of Ringgold to the west side of Nocona. Subsequent sections between Henrietta and Ringgold will be constructed as funding and resources are available. The reroutes for Henrietta (Segment A) and Nocona (Segment C) will not be constructed as part of the widening between Henrietta and Nocona. As traffic demands increase, the reroutes will be re-evaluated.</p>
67	██████████	1/31/2017	Survey	I have a small agriculture interest on the south edge of Henrietta that would be ruined.	<p>Thank you for your comment and for taking the time to give your input. When studying roads, TxDOT is required to evaluate different alternatives including existing alignments and potential bypasses.</p> <p>TxDOT proposes the first segment constructed will be the section between just east of Ringgold to the west side of Nocona. Subsequent sections between Henrietta and Ringgold will be constructed as funding and resources are available. The reroutes for Henrietta (Segment A) and Nocona (Segment C) will not be constructed as part of the widening between Henrietta and Nocona. As traffic demands increase, the reroutes will be re-evaluated.</p> <p>As the study progresses, we will continue to evaluate impacts to residences, utilities, etc. and work to minimize those impacts by adjusting the proposed lanes to the north or south.</p>

Comment Number	Commenter Name	Date Received	Source	Comment Topic	Response
68	[REDACTED]	1/31/2017	Survey	My family land and house is along the A3 through Henrietta. My concern on A3 is it is not along any business areas but it is along all residential areas. This would destroy values of all the homes on the west side of Henrietta. A4 and A5 would at least take cars to some of our businesses on the outskirts of town. I really just don't want a 4-lane highway in my backyard which is where it would go.	<p>Thank you for your comment and for taking the time to give your input. When studying roads, TxDOT is required to evaluate different alternatives including existing alignments and potential bypasses. Your preferences have been noted and will be considered as we move forward with selecting the preferred alignment.</p> <p>TxDOT proposes the first segment constructed will be the section between just east of Ringgold to the west side of Nocona. Subsequent sections between Henrietta and Ringgold will be constructed as funding and resources are available. The reroutes for Henrietta (Segment A) and Nocona (Segment C) will not be constructed as part of the widening between Henrietta and Nocona. As traffic demands increase, the reroutes will be re-evaluated.</p>
69	[REDACTED]	1/27/2017	Survey	There are sections on Nocona to Henrietta part that could use alternating sections on each side.	<p>Thank you for your comment and for taking the time to give your input. When studying roads, TxDOT is required to evaluate different alternatives including existing alignments and potential bypasses. Your preferences have been noted and will be considered as we move forward with selecting the preferred alignment.</p> <p>TxDOT proposes the first segment constructed will be the section between just east of Ringgold to the west side of Nocona. Subsequent sections between Henrietta and Ringgold will be constructed as funding and resources are available. The reroutes for Henrietta (Segment A) and Nocona (Segment C) will not be constructed as part of the widening between Henrietta and Nocona. As traffic demands increase, the reroutes will be re-evaluated.</p> <p>As the study progresses, we will continue to evaluate impacts to residences, utilities, etc. and work to minimize those impacts by adjusting the proposed lanes to the north or south.</p>

From: [REDACTED]
To: [REDACTED]
Cc: [REDACTED]
Subject: FW: 4 lanes between Henrietta and Nocona
Date: Wednesday, February 1, 2017 2:17:49 PM

Please include this comment with the other comments that we receive for this project.

Thanks,

[REDACTED]

-----Original Message-----

From: Priscilla [REDACTED]
Sent: Wednesday, February 01, 2017 9:10 AM
To: [REDACTED]
Subject: 4 lanes between Henrietta and Nocona

We are definitely in favor of a new four lane highway between Henrietta and Nocona. Having lived in Montague County for many many years we know how dangerous that stretch of highway is !!!! So please make this happen !!!!

[REDACTED]

Sent from Pris

[#EndTheStreak]<<http://www.txdot.gov/inside-txdot/media-center/psas/end-streak.html>>

From: [REDACTED]
To: [REDACTED]
Cc: [REDACTED]
Subject: FW: 4 lanes on 82
Date: Thursday, February 2, 2017 8:31:27 AM

Please include this comment with the other comments that we receive for this project.

Thanks,

[REDACTED]

-----Original Message-----

From: [REDACTED]
Sent: Wednesday, February 01, 2017 8:40 PM
To: [REDACTED]
Subject: 4 lanes on 82

Yes!! Yes!! Yes!!

4 lanes has been needed for a very long time on hwy 82 between Henrietta & Nocona!! It's an extremely dangerous stretch of road that is heavily traveled!

I've lived in Montague county my entire life and have lost friends on that horrible road. Please go FOUR lane all the way!

Thank you!

[REDACTED]

Sent from my iPhone

[#EndTheStreak]<<http://www.txdot.gov/inside-txdot/media-center/psas/end-streak.html>>

From: [REDACTED]
To: [REDACTED]
Subject: Fw: 82 is far toooo busy
Date: Wednesday, February 1, 2017 11:00:56 AM

Please include this comment with the rest of the comments we receive on this project.

Thanks,

[REDACTED]

From: [REDACTED], [REDACTED]
Sent: Wednesday, February 1, 2017 9:05:38 AM
To: [REDACTED]
Subject: 82 is far toooo busy

Hwy 82 needs to be 4 lanes . It is too busy to remain as is. We travel that route weekly and have held this opinion for years. It is in the publication best interest to make this happen.

Respectfully

[REDACTED]



From: [REDACTED]
To: [REDACTED]
Cc: [REDACTED]
Subject: Fw: Hwy 82
Date: Wednesday, February 1, 2017 11:02:54 AM

Please include this comment with the rest of the comments that we receive on this project.

Thanks,

[REDACTED]

From: [REDACTED]
Sent: Wednesday, February 1, 2017 9:04:52 AM
To: Shaun Barnes
Subject: Hwy 82

[REDACTED]
We are very much in favor of the 4 lane highway on 82 between Henrietta and Nocona! We travel from Wichita Falls to Nocona often and the large truck traveling from 35 to 287 are so dangerous! We appreciate your time!

[REDACTED]
Wichita Falls, tx

Sent from [REDACTED] iPhone!



From: [REDACTED]
To: [MyProjectsWichitaFalls](#)
Subject: US 82
Date: Sunday, February 12, 2017 9:37:03 PM

My name is [REDACTED]. I live in [REDACTED] on the [REDACTED]. This is a very low area. However, it does get lower to the north of this region. There is an alley behind my house that has had about 15" of water in it after it rains heavily. Eventually the water runs off to the north in the lower area. My concern is that the proposed highway north of the city will go right behind Western Estates. Now most new highways are built up. If you were to do this my concern is that this new highway would act as a dam and when the heavy rains come, several houses in western estates will be flooded.

Thank you for your consideration.

Actually I do have one more concern as a taxpayer. Much more land would have to be bought if you were to go the northern route than would have to be purchased by you if you take the southern route. As a taxpayer I would think that the less land you would have to buy would be a better option.



PUBLIC MEETING COMMENT FORM
US 82 from Henrietta to Nocona
Public Meeting - Tuesday, Jan. 31, 2017

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Please Print

*Proposed 82 through Henrietta TX

The A-1 suggested route looks to be the most possible choice from a cost and practical stand point.

The A-5 proposal appears to be the best choice. A modified version of A-5 would be even better.

(Per Texas Transportation Code, §201.811(a)(5)): check each of the following boxes that apply to you:

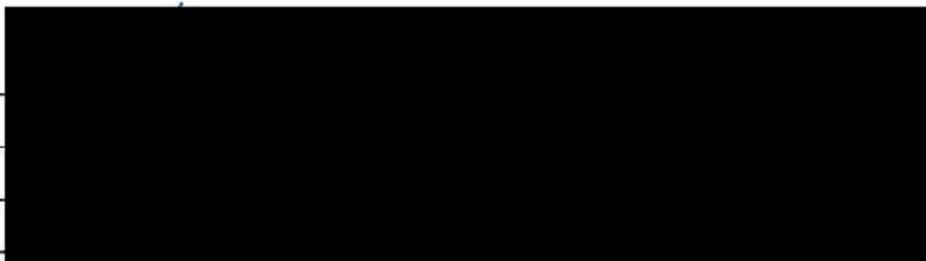
- I am employed by TxDOT
I do business with TxDOT
I could benefit monetarily from the project or other item about which I am commenting

The environmental review, consultation, and other actions required by applicable Federal environmental laws for this project are being, or have been, carried-out by TxDOT pursuant to 23 U.S.C. 327 and a Memorandum of Understanding dated December 16, 2014, and executed by FHWA and TxDOT.

NAME:

ADDRESS:

CITY:



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I would hate to see any widening of the highway through the center of Henrietta. There are many historical buildings & homes along the way. It would completely change the personality of the community.

Thanks

I prefer A5. It would be the best for bringing & keeping the traffic by the businesses that are being built at the intersection of 148 & 287 and the intersection of 287 & Spur 510.

(Per Texas Transportation Code, §201.811(a)(5)): check each of the following boxes that apply to you:

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Route A2 in Henrietta is the worse route.

It would make most of the housing on Omega unsafe or
just remove, as landowner on this leg against this:

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Please Print

60 No. of 82 plan widening 82

- A1, A2 or A3 (most preferred)

- Opposed to A5

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NO
BYPASS IN NOCONA

(Per Texas Transportation Code, §201.811(a)(5)): check each of the following boxes that apply to you:

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Please Print

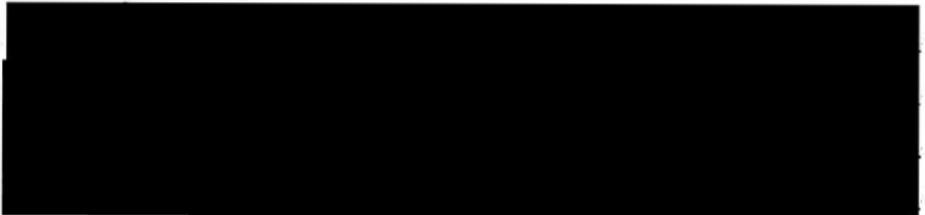
I live on highway 82
It would make my property quieter and safer
to go around town.
But being a tax payer I cannot see buying
right of way around town when you have
it through town.

(Per Texas Transportation Code, §201.811(a)(5)): check each of the following boxes that apply to you:

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Please Print

As we have sufficient width now thru town I think it would be ASININE To build a new bypass around town

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NAME:
ADDRESS:
CITY: [Redacted]

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Please Print

Hell NO -
DO NOT By-pass NOCONA -
ST. JO was NOT By-passed
Muenster was NOT By-passed
I see NO REASON TO SCREW
US -

(Per Texas Transportation Code, §201.811(a)(5)): check each of the following boxes that apply to you:

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NAME: [REDACTED]
 ADDRESS: [REDACTED]
 CITY: [REDACTED]

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Please Print HWY FROM NOCONA TO HENRIETTA
WAS PLANNED YEARS AGO, BUT WAS NOT
COMPLETED - THIS SHOULD BE COMPLETED -
LOOPING AROUND NOCONA IS A TOTAL
WASTE OF MONEY - HWY 82 THROUGH
NOCONA WORKS FINE - ANYTIME A
CITY IS PASSED AROUND - BUSINESS LOOSE
CUSTOMERS - MOST BUSINESS OWNERS ARE
DEFFINATELY OPPOSED TO THIS -

(Per Texas Transportation Code, §201.811(a)(5)): check each of the following boxes that apply to you:

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NAME: [REDACTED]
 ADDRESS: [REDACTED]
 CITY: [REDACTED]

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Please Print To BUILD A 4 LANE WILL BE
HWY OUTSIDE NOCONA AS
DEAD AS A DOOR NAIL I'M
89 YRS YOUNG. I WORK PART
TIME AT NOCONA DAIRY
QUEEN. IF DQ IS FORCED TO
CLOSE BECAUSE OF THIS
STUPID HAY I'LL LIKE
MANY OTHERS WILL BE OUT
OF A JOB THAT I DEPEND
ON TO BOOST MY SSCK.
PLEASE GO BUILD SOME
WHERE ELSE.

(Per Texas Transportation Code, §201.811(a)(5)): check each of the following boxes that apply to you:

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NAME: [REDACTED]

ADDRESS: [REDACTED]

CITY: [REDACTED]

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Please Print

Thank you for coming to Henrietta, and asking for input from residents. Widening 82 through town seems an impossible task. There are historical buildings, businesses, residences, plus a ~~at~~ hospital entrance to emergency room.

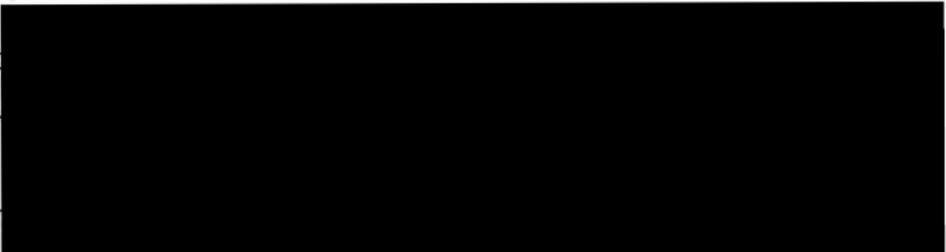
I talked with a few people, and we think your best option would be to connect near the Best Western hotel, Pecan Shed / gas station, and # 287. There's more room there, and plans already in the work for truck stop at #148, so that is a win for everyone. Thank you.

(Per Texas Transportation Code, §201.811(a)(5)): check each of the following boxes that apply to you:

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Please Print DEAR SIR, I RESIDE AT [REDACTED] 1 MILE NORTH OF HWY 82. GRANT ROAD IS 6 MILES WEST OF NOCONA, INTERSECTING HWY 82. I RAISE, GRAZE CATTLE ON MY ACERAGE, AS DO BOTH MY IMMEDIATE NEIGHBORS TO THE SOUTH OF ME. BOTH THEIR PROPERTIES ABUT HWY. 82. ANY NORTHERN EXPANSION OF HWY 82 WOULD REDUCE THEIR PASTURE LANDS, AND ALSO WIPE OUT MY NEIGHBOR'S HOMESTEAD AT [REDACTED] THEREFORE, I STRONGLY OPPOSE ANY NORTH WIDENING OF 82; I MUCH PREFER THE SOUTHERN ALIGNMENT. I ALSO OPPOSE ANY BY-PASS LOOP AROUND. NOCONA. A LOSS OF TRAFFIC WOULD ADVERSLY EFFECT ALL BUSINESS IN TOWN. THANK YOU FOR YOUR TIME AND CONSIDERATION,

(Per Texas Transportation Code, §201.811(a)(5)): check each of the following boxes that apply to you:

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I do business with TxDOT
I could benefit monetarily from the project or other item about which I am commenting

The environmental review, consultation, and other actions required by applicable Federal environmental laws for this project are being, or have been, carried-out by TxDOT pursuant to 23 U.S.C. 327 and a Memorandum of Understanding dated December 16, 2014, and executed by FHWA and TxDOT.

NAME: [REDACTED]
ADDRESS: [REDACTED]
CITY: [REDACTED]

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PUBLIC MEETING COMMENT FORM
US 82 from Henrietta to Nocona
Public Meeting - Wednesday, Feb. 1, 2017

The Texas Department of Transportation is seeking your comments on the proposed project. All written comments are welcome. All written comments must be postmarked by Monday, Feb. 13, 2017.

Please Print



Thanks for your swell meeting and presentation at our local community center. I am a resident along the US Hwy 82 area close to Nocona and I commute often to Henrietta and further West.

In my opinion at this time there is a great need for road improvement thru the Section A, A2 area of Hwy 82. I think safety is very important and it is getting very dangerous thru the A2 area. Perhaps you could widen the A2 area or build the A3 proposed hwy without hurting the business in Henrietta.

Section B is fine for me at this time. I have no trouble. Section C is fine for now but if and when a new High School is built for Nocona, then the C1 proposal would help for sporting events and out of town traffic coming to games.

(Per Texas Transportation Code, §201.811(a)(5)): check each of the following boxes that apply to you:

- I am employed by TxDOT
I do business with TxDOT
I could benefit monetarily from the project or other item about which I am commenting

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ADDRESS:
CITY:
[Redacted information]

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US 82 from Henrietta to Nocona
Public Meeting - Wednesday, Feb. 1, 2017

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Please Print The TxDOT of Feb. 1, 2017 meeting was full of information. As a result, it gave me some questions to be answered:

- ① There are pipe lines marked and unmarked. How do you contend to care for them?
- ② How much acreage will the North bypass consume?
- ③ How much acreage will the South bypass consume?
- ④ How much acreage will be needed to continue route through Nocona?
- ⑤ On the South side there is only one highway.
- ⑥ On the North side there are maybe 3 or 4 highway crossings.
- ⑦ Are you going to bypass any other towns?
- ⑧ You do realize that if you bypass Nocona that it will kill the town.
- ⑨ What are your big town intentions?
- ⑩ It looks like a conjunction bypass mess!!!

In consideration of the above, I do not like your proposal for going around. I would accept widening highway 82.

(Per Texas Transportation Code, §201.811(a)(5)): check each of the following boxes that apply to you:

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 ADDRESS: _____
 CITY: _____

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Please Print To whom it may concern.

I vote for the new addition on the South side.
and my opinion on the by-pass loop - I vote for it.

Thank you.



(Per Texas Transportation Code, §201.811(a)(5)): check each of the following boxes that apply to you:

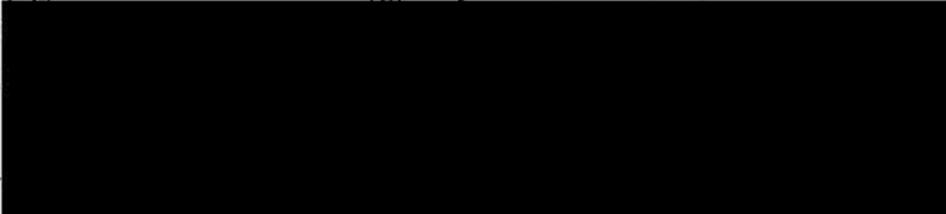
- I am employed by TxDOT
- I do business with TxDOT
- I could benefit monetarily from the project or other item about which I am commenting

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NAME

ADDRESS

CITY



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Please Print To whom it may concern.

In the matter of the new road addition on Hwy 82. I vote for the
new addition to be done on the south side. My reason for this is because if it
is done on the North side I would lose extremely needed graze land for my
cattle. In short it would put me in a financial bind - due to the fact i can not
have as many cattle and my cost for feeding will go up. I own all of the
29 acre section of [redacted] another 55 acres on the other
side of [redacted]

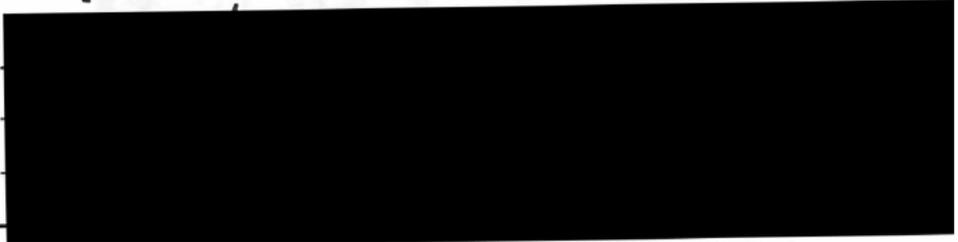
AS for my opinion on the by-pass loop. I vote for it.

(Per Texas Transportation Code, §201.811(a)(5)): check each of the following boxes that apply to you:

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Please Print Thank you for bringing us information about the Hwy 82 project from Nocona to Henrietta. The maps and displays made the information understandable. We first began work on this project in the 1970s so we are excited. I agree work should begin at the west edge of Nocona and proceed towards Henrietta. This is a great project not just for our area but for the state. East Coast to West Coast traffic is now funneled through very populated areas by I 10, I 20, I 30 through Houston, Dallas, Fort Worth. This project would be a viable route through less populated areas. On another note: If the majority of Tx Hwy.s use the double yellow line to indicate no passing zones, it would be a mistake to change that on the Hwy 82 section to be recovered.

(Per Texas Transportation Code, §201.811(a)(5)): check each of the following boxes that apply to you:

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Please Print

By pass Nocona? Why? No!

As the wise man used to say "If it ain't broke, don't fix it!"

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Please Print

I Attended Wednesday evening's meeting, Feb 1, 2017 in Nocona, TX about widening HWY 82

I Am very concerned about the options of 'by-passing' the city of Nocona. I Am very much Against.

this would be detrimental to our beautiful town which made improvements & encourages tourism.

Also, As A senior citizen, I own property & my home that I live in on [REDACTED]. The proposed plan of cutting through the country would take some of my land & would be a hardship on me. It would also be unpleasant for me to have to enter the 4-lane divided highway from my driveway, just to get to town.

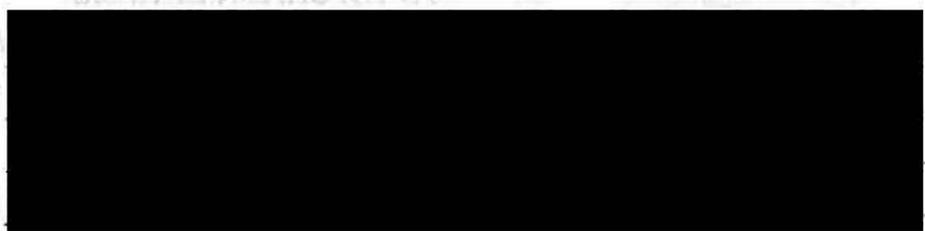
widening the existing US 82 HWY that already goes through town is the best option

(Per Texas Transportation Code, §201.811(a)(5)): check each of the following boxes that apply to you:

- I am employed by TxDOT NO
- I do business with TxDOT NO
- I could benefit monetarily from the project or other item about which I am commenting NO

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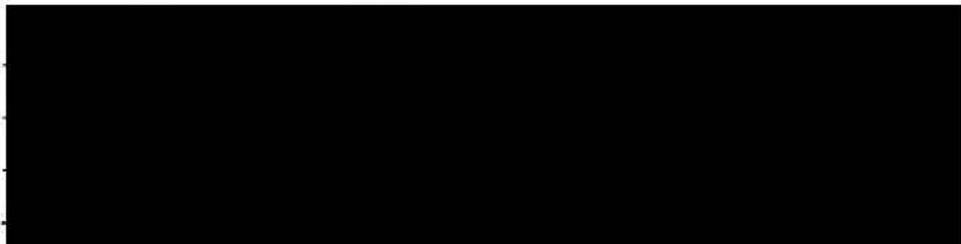
Please Print As a citizen of the community
I feel that if the 4 lane highway is
built, bypassing Nocona will hurt
the economy of our community
drastically! Not in a good way
but in a very bad way!
We are a small town and just the
few years have started to get more
business' to open. The highway
being built around our town
would hurt our thriving town!
I am strongly against the
bypass!

(Per Texas Transportation Code, §201.811(a)(5)): check each of the following boxes that apply to you:

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Please Print

WE HAVE LIVED IN NOCONA SINCE 1975.
IT'S POPULATION HAS CHANGED VERY LITTLE.
WE DON'T SEE A NEED FOR A BYPASS HERE.
WE THINK THE BEST PLAN IS TO START THE
DIVIDED HIGHWAY ON THE WEST EDGE OF
NOCONA AND GO AS FAR WEST AS FUNDS
ALLOW.

(Per Texas Transportation Code, §201.811(a)(5)): check each of the following boxes that apply to you:

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Please Print To whom it may concern.

In the matter of the new road addition on Hwy 82. I vote for the new addition on the South Side. My reason for this is because if it is done on the North Side I would lose extremely needed graze land for my cattle. In short it would put me in a financial bind - due to the fact i can not have as many cattle and my cost for feeding will go up. My ranch is located at Hwy 82 and Grant Rd. I own all of the 29 acres on one side of Grant Rd from Hwy 82 to the end of Grant Rd, and 55 acres on the other side of Grant Rd. The 500 BLR.

As for my opinion on the by-pass loop - i vote for it. The loop would be best for the truckers - faster route means less big rig traffic coming through town = safer conditions for the residents of Nocona. The by-pass will make Hwy 82 safer for all the ranchers who rely on cattle trailers to do their daily jobs - these trailers take a bit to maneuver.

Thank You -

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Please Print

I HAVE LIVED + WORKED ALONG HWY 82. IN NOCONA ALL OF MY LIFE - 87+ YEARS - I STILL OWN PROPERTY ALONG 82 - CLAY ST AND 82. I THINK THAT 82 IS DOING A GOOD JOB WITH EVERYTHING - I STILL TRAVEL IT NEARLY EVERY DAY.

PLEASE DO NOT BYPASS NOCONA! I OWN PROPERTY SOUTH OF NOCONA THAT WOULD BE DELETED BY THE BYPASS. I LIVE NORTH OF NOCONA ON 40+ ACRES AND IT WOULD BE SO CLOSE TO MY HOME AND I WOULD NOT LIKE THAT.

(Per Texas Transportation Code, §201.811(a)(5)): check each of the following boxes that apply to you:

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J-A-C



ELECTRIC COOPERATIVE INC

February 7, 2017

Shaun Barnes, PE



Shaun,

J-A-C Electric Cooperative, Inc. is a non-profit electric cooperative serving the rural areas of Jack, Archer, Clay and Montague Counties. The cooperative has a three-phase, 7200 volt line located on the south side of US 82 running parallel to the highway that starts approximately two miles east of Henrietta, Texas running along the right-of-way, in an easterly direction, for approximately seven and one-half miles. Also, approximately one mile east of Henrietta on the north side of US 82 running in an easterly direction alongside the right-of-way, three separate sections of single-phase 7200-volt lines continue to proceed to an approximate total of six and one half miles.

Since we are a consumer-owned electric utility, the potential expense of moving the power lines would be proportionately borne by all members of this cooperative. There is a considerable difference in cost to remove and rebuild the three-phase line versus the single-phase line. Estimated cost of removing and rebuilding the single-phase line on the north side is approximately \$103,850. Estimated cost to remove and rebuild the three-phase line on the south side of US 82 is approximately \$229,400. These estimates do not include any engineering or environmental costs associated with new construction.

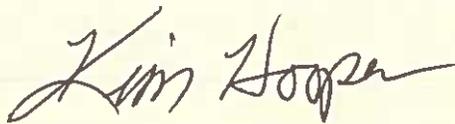


Therefore, in regard to impacting the financial condition of this cooperative, we strongly encourage widening the highway to the north side of US 82 in the area from two miles east of Henrietta continuing east for approximately seven and one-half miles.

Whoever is responsible for moving the powerlines, whether it is TxDOT or our utility, it would make more economic sense to consider the expansion of the highway to the northern direction.

You may also notice the new transmission line on the south side of the highway, as well. Although we do not own it, I would venture to guess the cost to move it would be tremendous.

Thank you for your consideration.

A handwritten signature in cursive script that reads "Kim Hooper". The signature is written in dark ink and is positioned above the printed name.

Kim Hooper

From: [REDACTED]
To: [REDACTED]
Cc: [REDACTED]
Subject: FW: Points to Consider/US 82 Henrietta to Nocona
Date: Monday, February 6, 2017 9:21:24 AM
Attachments: [Sat View of Flood plain.jpg](#)
[013117-schematic-6.pdf](#)
[013117-schematic-7.pdf](#)
[Corrected labels Flood pic.jpg](#)

Please include the email below and the attached files along with the rest of the comments that we receive for this project.

[REDACTED] is correct regarding the missing gap that inadvertently left off his house and also the structures on the south side of the road across from him. I'm sure that this will be corrected once the preferred alternative through Nocona is selected and the schematic is developed further, but I did want to point this out to ensure that you were aware of this.

I had a conversation with someone at the meeting in Henrietta that made me think that perhaps there was a similar gap on that end of the project, but in looking at the schematics further it appears to match up well.

Thanks,
[REDACTED]

-----Original Message-----

From: [REDACTED]
Sent: Sunday, February 05, 2017 11:33 PM
To: MyProjectsWichitaFalls; [REDACTED]
Subject: Points to Consider/US 82 Henrietta to Nocona

[REDACTED] thank you for your time spent with my wife and I at your recent meeting in Nocona. As I stated, I'd like you to please consider expanding US 82 on the SOUTH side of Hwy 82 from Ringgold to Nocona instead of the North side. I obviously have a vested interest in request, but I've also got several points that I'd like you to consider as valid from a purely fiscally responsible standpoint. Before I start, I've got to explain that there are "Missing" portions of your schematics. My home is [REDACTED]. In order for you to see where my home is, I've included a Google Map satellite view of my home, along with an overlay showing where your Schematics labeled #6 and #7 have missed my home. I've also included your Schematics #6 and #7 for review.

1.) Flooding - The confluence of Salt Creek and Longbranch creeks occur on my land, on the North side of Hwy. 82. I've owned this land for approximately 12 years and have seen my land flooded on 4 separate occasions. In all these occasions, temporary massive flooding occurred on the North side of Hwy. 82 to a much higher degree than on the South. This is caused by a temporary "pooling" that occurs on my land when both these creeks are flowing at maximum bank capacity. Apparently, the confluence temporarily overloads the available drainage just below, and isn't a factor above the confluence. In 2 of the 4 floods that I've witnessed on my land, no other flooding occurred in the general area, other than on my land. While a cursory look at a topographical map may not show this could occur, further, I've attached an actual photo from my land where you can see that my land is heavily flooded but the south side of Hwy 82 is not. In this photo, you can clearly see my driveway and compare it to the Satellite view. If you decide to build the additional roadway on the north side of Hwy 82, a continuous raised section of highway would be required or a single, massive, bridge being over 3/10ths of a mile long to stay above the flooding that will inevitably occur again, at this confluence.

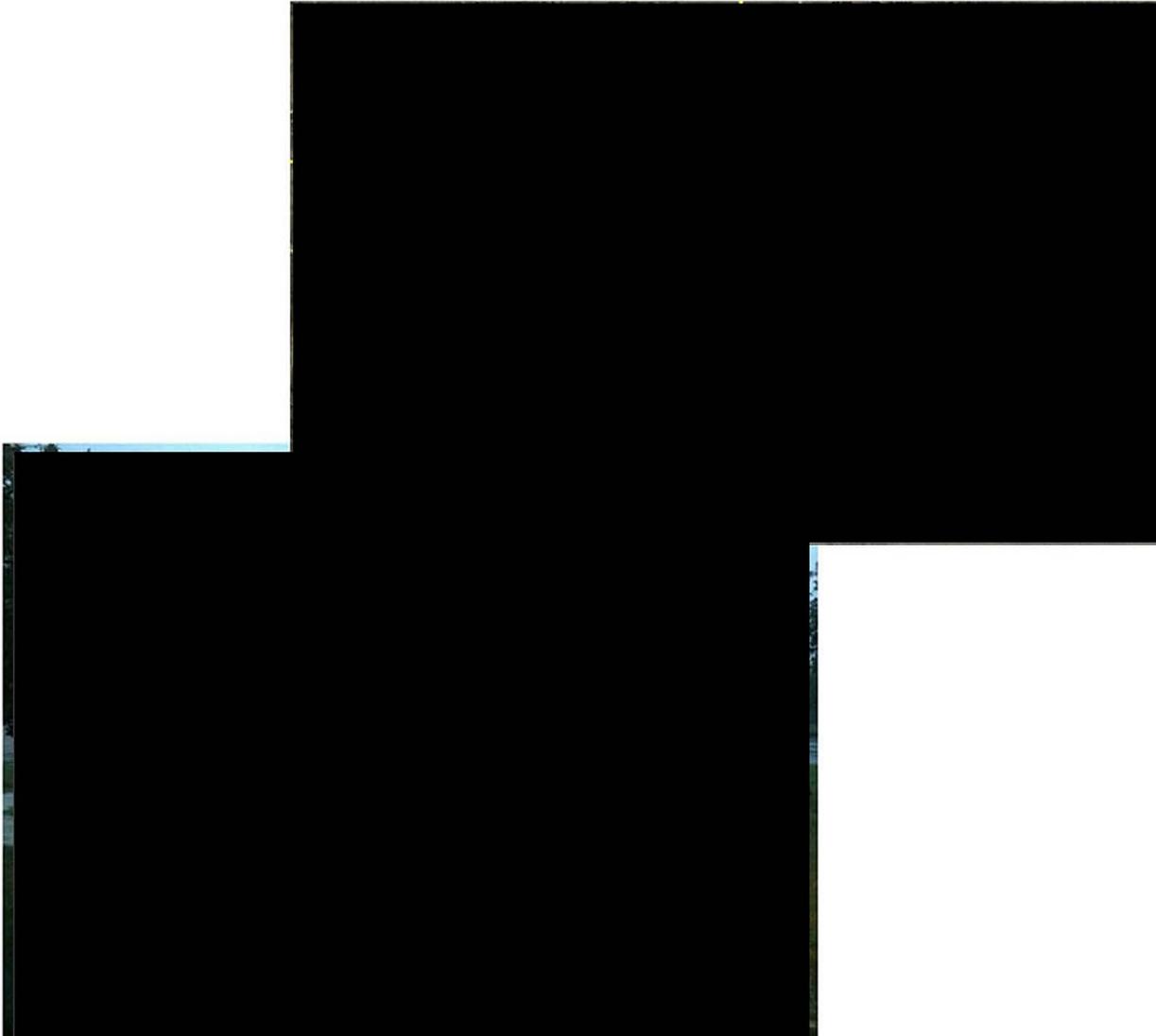
2.) Utility lines - From Ringgold to Nocona, all utility lines are already located on the North side of Hwy 82 except for approximately 1 mile. If the North side is chosen to be expanded, you'd need to move approximately 12 miles instead of just 1 mile if you choose the south.

3.) Homes - If expanded on North side of Hwy 82, 14 homes and 1 business will have their homes removed, or will have the newly expanded highway dangerously close to their homes/businesses. Conversely and under the same scrutiny, the distance from Ringgold to Nocona would have only 2 homes impacted if the South side is chosen.

Thank you for your consideration.



[#EndTheStreak]<<http://www.txdot.gov/inside-txdot/media-center/psas/end-streak.html>>



Comments

Received After
Comment Period

From: [REDACTED]
To: [REDACTED]
Subject: Re: US 82 - Ads
Date: Friday, February 17, 2017 2:32:50 PM

Head from our EDC man today that the project is in the 4 year plan -- which is about how long it will take to select the route, ID the right-of-way, get the ROW purchased and the engineering done.

Thanks.

FYI, just had a back-channel (not our EDC man) that the Lake Ringgold project may be fast tracked with EPA softening on regulations; and that the Casino across the river on US 81 is a go for this year, so the US 81 traffic will increase.

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]



TEXAS

City of Nocona

100 Cooke St.* Nocona, Texas 76255
(940) 825-3282 * Fax (940) 825-6240

January 17, 2017

Mr. Michael D. Beaver, P.E.
Director of Transportation Planning & Development
Wichita Falls District

Mr. Martin Gonzalez, IV, P.E.
Senior Project Manager
RPS Klotz Associates

Reference: Highway 82 Study- Nocona to Henrietta

Gentlemen,

Thank you and your team members for taking time January 10th, to provide a preview of the Highway 82 Study to us and others in Nocona, TX. Those of us in attendance at the meeting, appreciate the opportunity to understand the basic concepts under consideration and your interest in soliciting input from us before the Public Meeting scheduled at the end of January.

This letter is intended to provide your teams with comments based upon the conceptual design materials presented at the meeting and to make you more familiar with some of the History, discussions, decisions, and resulting agreements regarding the routing of Highway 82 through Nocona that have taken place since 1972.

BACKGROUND:

Portions of Highway 82 are aligned with the abandoned rail line that ran through Nocona. In 1972, the City worked cooperatively with TXDOT to define a Right-of-Way for Highway 82 through the City of Nocona. The ROW width was determined by TXDOT standards and agreed to by the City at that time.

The purpose of that effort was to assure that the highway would continue to run through the City in the future, and the economic gains from traffic would remain within the City. City officials, and other groups associated with the economic well-being of Nocona, have been consistent with that goal since 1972, and have repeatedly reiterated that to various TXDOT officials in 44 plus years since.

COMMENTS ON THE CONCEPTUAL PLANS 01/10/2017

Divided 4 Lane Between Cities:

We are pleased at the effort to finally extend the 4-lane divided Highway on the east side of Nocona, westward to Henrietta. While the "super 2 lane" re-striping a few years ago has helped traffic flow, the absence of a shoulder is extremely hazardous.

Given that US 82 between the Clay County line and Henrietta has already been widened, it is our hope that the first phase of this new construction will begin in Nocona, extending the existing 4-lane profile from Nocona to the Clay County line.

Nocona Options:

Your teams presented three options for the routing of the new highway profile at Nocona. Option 1 & 2 involved a loop around the city either to the north or to the south. Option 3 was the direct extension of the highway through the City using an "Urban 4 Lane Design" on the existing Right of Way.

After reviewing those options, we are unanimous in favoring the direct route through Nocona using the existing Right of Way for the following reasons:

- Both the North and South loop routes would each have to run over two or more active creeks/ drainages with a history of significant flooding during rains such as those that have occurred at least once every decade. The necessary raised roadway or bridge construction cost will be much more expensive than on grade costs.
- Both the North and South loop roads as proposed would require the purchase of new Right of Way. TXDOT already has the necessary Right of Way through the center of Nocona.
- New Right of Way acquisition would require more Environmental Impact Studies (and water impact concerns) delaying the construction and increasing the design cost. The existing Right of Way should not be similarly impacted.
- The proposed intersection of the North loop road with Highway 82 on the east side of Nocona, is shown located just over the brow of a hill. This intersection with North Greenbrier Road would not provide an adequate line -of-sight for west bound traffic to avoid vehicles entering the highway from Greenbrier Road.
- The loop routes would each require the construction of a new intersection at the juncture of the loop road with one of the two existing north-south highways that enter Nocona. The direct route through Nocona would use the existing intersections.
- The routing of the North Loop Road impacts vacant land designated for future school expansion and/or business expansion.
- The travel distance around the City via either North or South Loop roads is much greater than going through Nocona. Greater distance requires more vehicle fuel and more exhaust.
- As demonstrated by the recent construction along Highway 287 at Quanah, Clarendon, and Childress, it is possible to route highway traffic safely through a community.
- Since this is to be added to the Texas UTP, expending monies for engineering costs for a possible need in 30 years seems an unnecessary financial waste in a ten-year plan.

Nocona Economic Issues:

The City of Nocona receives economic benefit from the traffic on Highway 82. We feel that routing traffic around the City would have a significant impact on its' economic well-being. It is our understanding that the existing Right of Way through Nocona meets the TXDOT "Urban 4 Lane" 130 foot dimensional requirements. For the above and other reasons, we are supportive of the routing through the City rather than around the City.

On behalf of the Nocona citizens, the following organizations and officials in the City of Nocona, unanimously ask that TXDOT delete the proposed loop road alternatives around Nocona and develop the existing DOT Right-of-Way through the City in this and immediate future studies.

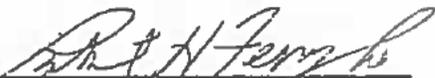
Thank you for your consideration of our request. We look forward to the TXDOT public presentation in Nocona on Feb. 1, 2017 and trust that these comments will be taken into consideration at that meeting.

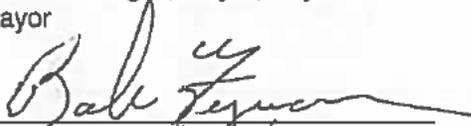
Please direct any questions or concerns about this letter to:

Mr. James Yohe, Executive Director of Nocona Economic Development Corporations
Nocona Appointed member of the Cross Plains Rural Transportation Council



Respectfully,

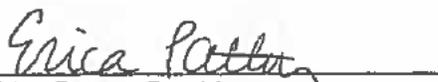

Robert Fenoglio, Mayor, City of Nocona
Mayor

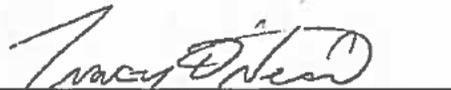

Bob Ferguson, Nocona City Councilman

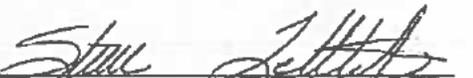

Tom Horn, Nocona City Councilman

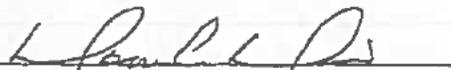

Kyle Reynolds, President - A Board
Nocona Economic Development Corp.

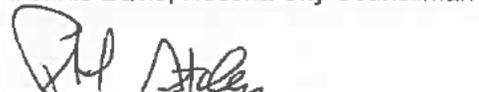

Dr. Vickie Gearheart, Superintendent
Nocona ISD

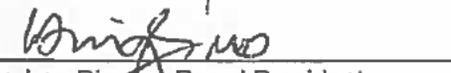

Erica Patton, President
Nocona Chamber of Commerce


Tracy O'Neal, Nocona City Councilman


Steve Tettleton, Nocona City Councilman


Donnie Davis, Nocona City Councilman


Phil Staley, President - B Board
Nocona Economic Development Corp.


Dr. Len Dingler, Board President
Nocona ISD


Rick Lewis, County Judge
Montague County, Texas

cc. Senator Craig Estes, Texas State Senate
Representative Drew Springer- Texas State House

PETITION ON US 82 EXPANSION STUDY AND PROJECT PRIORITIES

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Name	Nocona Address	Phone #	Signature	Business/Organization Name
Rhonda Benton	[REDACTED]	[REDACTED]	Rhonda Benton	One Stop Pizza Pro
MARK BARTRAM	[REDACTED]	[REDACTED]	[REDACTED]	
Cheryl Griffith	[REDACTED]	[REDACTED]	Cheryl Griffith	Farmer
JOE FORTAN	[REDACTED]	[REDACTED]	Joe Fortan	OILFIELD
DAVID DOSTER	[REDACTED]	[REDACTED]	David Doster	FARMER
BARBARA JEE	[REDACTED]	[REDACTED]	Barbara Jee	Secretary
DEXNIS McBRIDE	[REDACTED]	[REDACTED]	Dennis McBride	Rancher
Thaddeus	[REDACTED]	[REDACTED]	Thaddeus	Retired
Shelby Weaver	[REDACTED]	[REDACTED]	Shelby Weaver	
ROBERT LICO	[REDACTED]	[REDACTED]	Robert Lico	MARSH TIPS & LUGS
Rhonda Hale	[REDACTED]	[REDACTED]	Rhonda Hale	
Cynthia Demoss	[REDACTED]	[REDACTED]	Cynthia Demoss	
Lenn Demoss	[REDACTED]	[REDACTED]	Lenn Demoss	

PETITION ON US 82 EXPANSION STUDY AND PROJECT PRIORITIES

Name	Nocona Address	Phone #	Signature	Business/Organization Name
Steve Paschall			[Signature]	
Mike Franklin			[Signature]	
Tony Fleiter			[Signature]	
Ruben Briza			[Signature]	
Anna Titum			[Signature]	
Amy Hancock			[Signature]	
Myra Gideon			[Signature]	
Larry Dungan			[Signature]	
W. Khany Jones			[Signature]	
Anna Bush			[Signature]	
Tracy R. Mertz			[Signature]	
Kyle Bishop			[Signature]	
Danilo Armstrong			[Signature]	
Lakee Agge			[Signature]	
Chelsy Daughton			[Signature]	
Jennifer York			[Signature]	
Cheryl Watson			[Signature]	
Savannah Nair			[Signature]	

PETITION ON US 82 EXPANSION STUDY AND PROJECT PRIORITIES

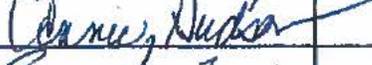
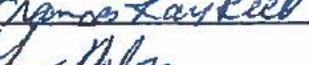
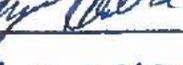
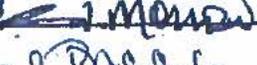
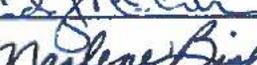
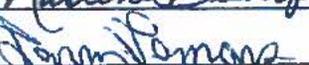
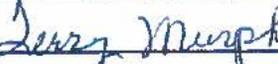
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Name	Nocona Address	Phone #	Signature	Business/Organization Name
Rusty Fenoglio			Rusty Fenoglio	Gibbs Drug Store
TERRY ROBERTS			Terry Roberts	Nocona Bld Center
Deborah Poole			Deborah Poole	
Darlene Six			Darlene Six	
Susan Ryan			Susan Ryan	
Marci Roberts			Marci Roberts	
Pat Hooper			Pat Hooper	
Medalia A Dyer			Medalia Dyer	
Cardyn Fenoglio			Cardyn Fenoglio	Gibbs Drug Store
Joie Wilbanks			Joie Wilbanks	resident
Jo Tom Hanco			Jo Tom Hanco	Gibbs Drug Store
Marie Romy			Marie Romy	
Theresa			Theresa	

PETITION ON US 82 EXPANSION STUDY AND PROJECT PRIORITIES

Name	Nocona Address	Phone #	Signature	Business/Organization Name
Victor Monarch				
Lorra Lierly				
ANNIE HUNSON				
Resurrection				
Mike Gompert				
Francis Zay Reed				
Lynn Hewley				CITY OF NOCONA
THOMAS MORROW				CITY OF NOCONA
Cindy McCrackin				City of Nocona
Marlene Bishop				City of Nocona
Larry Lemons				LG Lemons Artist
Dianna O'Neal				Subd NISD
TERRY MURPHY				Nocona Day Care

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Name	Nocona Address	Phone #	Signature	Business/Organization Name
Jerry Adams			Jerry Adams	JERRY ADAMS
Heather Nobile			Heather Nobile	NISD
Todd Peterson			Todd Peterson	NISD
Patrick Flanigan			Patrick Flanigan	NISD
Ginger Waldrip			Ginger Waldrip	NISD
Leslie Keck			Leslie Keck	NISD
Kayla Kaut				
Andrea Nobile			Andrea Nobile	NISD
Connie Odom			Connie Odom	NISD
Jamie Eischeid			Jamie Eischeid	NISD
Nancy Pirkey	Nancy Pirkey	NISD		

PETITION ON US 82 EXPANSION STUDY AND PROJECT PRIORITIES

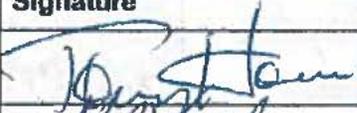
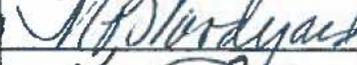
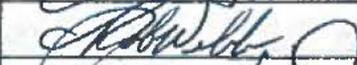
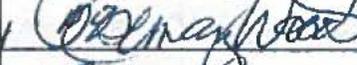
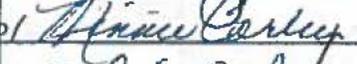
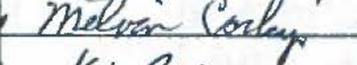
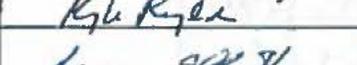
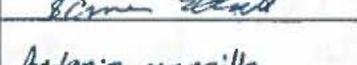
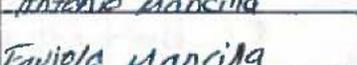
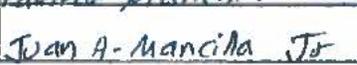
Name	Nocona Address	Phone #	Signature	Business/Organization Name
Jeanette Richmond			Jeanette Richmond	Richmond Law Office
Tracy Jennings			[Signature]	Law Office
Melvin Luke			Melvin Luke	Acc Hardware
Randy Dean			Randy Dean	RHW machine
MITZI FENOGL			[Signature]	FENOGLIO BOAT
Zach Renfro			[Signature]	Law Office
Paul o'Day			[Signature]	Railroad
Theresa Dirke			Theresa Dirke	Red River Pizzeria
Carol E. Cecil			566 Carol E. Cecil	resident
JONV TEAGUE			[Signature]	RESIDENT
Patti Moore			Patti Moore	resident
Gina Henny			[Signature]	
Stacy Patterson			Stacy Patterson	Resident

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Name	Nocona Address	Phone #	Signature	Business/Organization Name
Tom Horn				Tom Horn Real Estate
Mr. Woodyard				Woodyard Realty FM
Kathy Mae Chiles				Personal onestop concors
Rob Webb				Webb Tree Service LLC
Rosemary Webb				Back IN Time
Minnie Corley				
Melvin Corley				
Kyle Reynolds				Fireman's Insurance
Gene Slied				
Antonio Mancilla				Personal
Fawela Mancilla				Personal
Juan A. Mancilla Jr.				Personal

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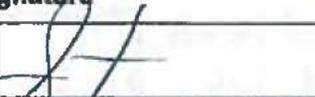
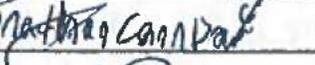
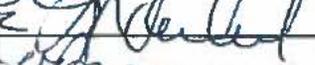
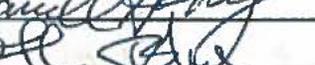
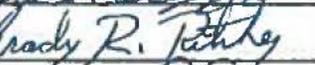
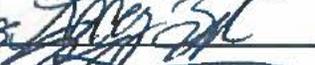
Name	Nocona Address	Phone #	Signature	Business/Organization Name
MARY F. Reed			Mary F. Reed	
Maria Rodriguez			Maria Rodriguez	
Amy Edwards			Amy Edwards	
Cde McCrackin			Cde McCrackin	
JERRY K PETTY			Jerry Petty	
Peggy L. Petty			Peggy Petty	
critical			Lu Du	
Paddy Lesty			Paddy Lesty	
M. Jensen			M. Jensen	
Crystal Roberts			Crystal Roberts	
Sandy Phipps			Sandy Phipps	
Mila Billette			Mila Billette	
Ann L.			Ann L.	
Annie Nunne			Annie Nunne	
Janell Howard			Janell Howard	
Brady McCall			Brady McCall	
Janice Campbell			Janice Campbell	
Kerri Lynn			Kerri Lynn	

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JAMES FENOGLIO				FENOGLIO BOAT VERANDA LINDY
Stephen Barnett				Fenoglio Boat Co
Jonathan Campbell				Fenoglio Boat Co.
STD Brown				Brown, Inc -
Neal Robinson				Retired
Howard Brown				retired
DARRELL HENRY				Nocona Texas Signatures
Gene Blank				Astron Aviation
David Easley				Other
Grady R. Ritzley				RETIRED
Quint Ritzley				retired
Wiley Boyd				Teacher
Robert Fenoglio				Citizen

PETITION ON US 82 EXPANSION STUDY AND PROJECT PRIORITIES

Name	Nocona Address	Phone #	Signature	Business/Organization Name
Jerald Grant			Jerald Grant	TRUCK DRIVER
Sarah Malsbee			Sarah Malsbee	
Maddchen Bishop			Maddchen Bishop	
Lewis Cowart			Dr. Lewis Cowart	
Tom Cable			Tom Cable	
Carroll Keek			CARROLL KEEL	
DAVID KEEL			David Keel	
CJ Wulter			CJ Wulter	
W. Dehnke			W. Dehnke	
Artist Holcomb			Artist Holcomb	
Rusty Green			Rusty Green	
E. Howard			E. Howard	
Doreen			Doreen	Driver
Ronnie Davis			Ronnie Davis	
Rhonda Cheek			Rhonda Cheek	
Rob			Rob	
Sharon Kerr			Sharon Kerr	
Corissa Miller			Corissa Miller	

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Name	Nocona Address	Phone #	Signature	Business/Organization Name
Vickie Gearheart			<i>Vickie Gearheart</i>	Homeowner
<i>Kristi Vanepps</i>			<i>K Vanepps</i>	
<i>Janie Fournere</i>			<i>JF</i>	Homeowner
<i>Sharon R. Weber-Pice</i>			<i>Sharon R. Weber-Pice</i>	Homeowner
Tami Latus			<i>Tami Latus</i>	Homeowner
Branch Meekus			<i>Branch Meek</i>	Homeowner
Karri Shackley			<i>Karri Shackley</i>	homeowner
<i>Wanda Womack</i>			<i>Wanda Womack</i>	home & business owner
<i>Hilary Kaines</i>			<i>Hilary Kaines</i>	resident
Donna Lemons			<i>Donna Lemons</i>	LG Lemons Artist/homeowner
Melanie Howard			<i>Melanie Howard</i>	Homeowner
<i>Angie Thompson</i>			<i>Angie Thompson</i>	Homeowner
Cheri Stone			<i>Cheri Stone</i>	homeowner

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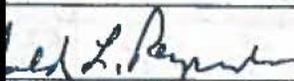
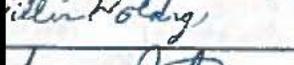
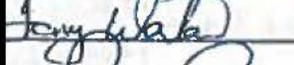
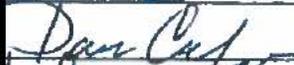
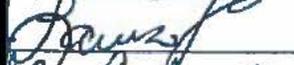
Name	Nocona Address	Phone #	Signature	Business/Organization Name
Tracy Pierce			Tracy Pierce	Homeowner
Amy Brintle			Amy Brintle	Homeowner
Karen Wylie			Karen Wylie	Homeowner
Wes Morton			Wesley Morton	TNT Museum
Virginia A. Green			Virginia A. Green	TNT Museum
SUE M. GREGG			Sue M. Gregg	-
SHARON MOORE			Sharon Moore	-
Connie Brad Reiter			Connie Reiter	-
Milton E. Andrews			Milton E. Andrews	
Chad & Billie Spaulding				retired
Vicki Morton			Vicki Morton	TNT Museum
SUE HENRY			Sue & Henry	TNT Museum
Henry Henry				

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HAROLD Reynolds				Lein Holder Downtown Steak House
RICHARD KERR				
WILLIAM MULDING				OIL FIELD
TRUY WATSON				CRAB
REGGIE COPE				WHSLE DISTRIBUTION
MAURIO GARCIA				CONTRACTOR/CARPENTER
BRAE CREATIONS				RESIDENTIAL BUILDER
CHARLES POTTY				VARIOUS PROPERTIES ON 82
Chico Cabrera				
DONALD CULPEPPER				Dee's ENTERPRISES
JAMES LAWSON				LANSOU & SONS, CRACK
GARY ARMBRUSTER				ARMBRUSTER MASONRY
DANE MOORE				REMOVAL

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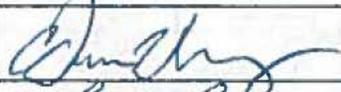
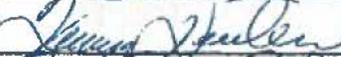
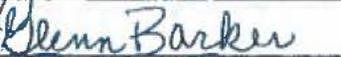
Name	Nocona Address	Phone #	Signature	Business/Organization Name
JARRET DAVIS	[REDACTED]	[REDACTED]	<i>Jarret Davis</i>	L.P. GAS Co.
^{BOB} LEATHERWOOD			<i>Bob Leatherwood</i>	NOCONA CHAMBER OF COMMERCE
Blake Lechard			<i>Blake Lechard</i>	Hadley Oil
Lora Roberts			<i>Lora Roberts</i>	
Kip Roberts			<i>Kip Roberts</i>	Triple R Collisions Repair Inc
FRANCES PULTS			<i>Frances Pults</i>	
Richard Pults			<i>Richard Pults</i>	
Chris Thomas			<i>Chris Thomas</i>	
Pamela James			<i>Pamela James</i>	
Lupe Malhee			<i>Lupe Malhee</i>	
Mike Malhee			<i>Mike Malhee</i>	
Randall Malhee			<i>Randall Malhee</i>	

PETITION ON US 82 EXPANSION STUDY AND PROJECT PRIORITIES

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Name	Nocona Address	Phone #	Signature	Business/Organization Name
Charles D. Woodbury				First Baptist Church, Nocona
Luke Lemons				First Baptist Church,
Tammy Deinklein				First Baptist Church
WAYNE COATS				" " "
CHARLOTTE COATS				" " "
Janet Barker				" " "
Glenn Barker				" " "
Rachel Price				" " "
Brandon Price				" " "
WANDA RUSSELL				" " "
Kelley Ramsey				" " "
Rebecca Hamilton				" " "
Roger Russell				" " "

PETITION ON US 82 EXPANSION STUDY AND PROJECT PRIORITIES

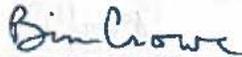
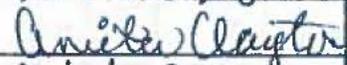
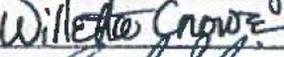
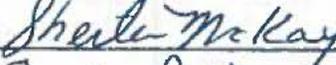
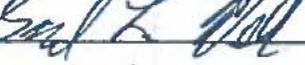
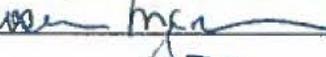
Name	Nocona Address	Phone #	Signature	Business/Organization Name
Jeaton Russell			Jeaton Russell	First Baptist Church, Nocona
Laine Lemons			Laine Lemons	Nocona Elementary School
Ben Anderson, DDS			Ben Anderson	Nocona Dental PLLC
Terah Bowles			Terah Bowles	
Toby Bowles			Toby Bowles	TBZ Consulting, LLC
Brandy Hamilton			Brandy Hamilton	
Dominica Bruma			Dominica Bruma	
Loretta Reed			Loretta Reed	
Harris Meib			Harris Meib	Harris's/wednesday
Metta Barber			Metta Barber	
David Hamilton			David Hamilton	
E/How Burkson			E/How Burkson	

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Name	Nocona Address	Phone #	Signature	Business/Organization Name
William Crowe				Wm L Crowe CPA
KENT CLAYTON				N/A
Anieta Clayton				N/A
Willetta Crowe				N/A
Becky Shirley				N/A
Clint Snow				N/A
Loumy F. Yousell				THE LAND OFFICE
SHEILA MCKAY				N/A
Cindy Petty				N/A
Sam Weller				Self
Assen MCA				N/A
Jarany Walker				N/A
Ben E. Hood				N/A

PETITION ON US 82 EXPANSION STUDY AND PROJECT PRIORITIES

Name	Nocona Address	Phone #	Signature	Business/Organization Name
R. Hernandez			<i>R Hernandez</i>	N/A
Ashlee Moffitt			<i>Ashlee Moffitt</i>	
Scott Whitaker			<i>Scott Whitaker</i>	
Tim Tompkins			<i>Tim Tompkins</i>	
Christy Tompkins			<i>Christy Tompkins</i>	
Sunhong Lim			<i>Sunhong Lim</i>	Roadrunner Liquor
Robert Hudson			<i>Robert Hudson</i>	
Heather Morris			<i>Heather Morris</i>	Scott-Morris Hardware
John Morris			<i>John Morris</i>	Scott Morris FH
Dave Six			<i>Dave Six</i>	
John Morris Jr			<i>John Morris Jr</i>	Scott-Morris, Inc.
Brian Cagle			<i>Brian Cagle</i>	
Dave Six			<i>Dave Six</i>	Scott-Morris
Sam Prether			<i>Sam Prether</i>	Property Owner
Ed Strickley			<i>Ed Strickley</i>	SELF

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Name	Nocona Address	Phone #	Signature	Business/Organization Name
Kelly McNabb			<i>Kelly McNabb</i>	McNabb Feed Store
John ^{Conley} ANN			<i>John Conley</i>	Local Farmer
Jason ^{Ladford}			<i>Jason Ladford</i>	McNabb Feed Store
Russ ^{Sharvin}			<i>Russ Sharvin</i>	Matro Todd's / Hay Farmer / Resident
Teddy ^{McNabb}			<i>Teddy McNabb</i>	Retiree Feed Store
Stephanie ^{Horton}			<i>Stephanie Horton</i>	Montague County Constable Act. 1
Steve Kinby			<i>Steve Kinby</i>	Farmer
Tom Crabtree			<i>Tom Crabtree</i>	Farmer
Terry Davidson			<i>Terry Davidson</i>	Banker
Jonna Davidson			<i>Jonna Davidson</i>	Kroger
Bill Clark			<i>Bill Clark</i>	Farmer
Michael ^{Fowler}			<i>Michael Fowler</i>	Dollar General Cashier
Catrina Cox			<i>Catrina Cox</i>	Jordan Health Care

PETITION ON US 82-57 EXPANSION STUDY AND PROJECT PRIORITIES

Name	Nocona Address	Phone #	Signature	Business/Organization Name
Scott Higdon	[REDACTED]	[REDACTED]	<i>Scott Higdon</i>	Dollar General
COLEEN KING			<i>Coleen King</i>	HAY FARMER
JD Kitchens			<i>J.D. Kitchens</i>	cattle
Renee Berg			<i>Renee Berg</i>	Accountant
Joe Sullard			<i>Joe Sullard</i>	out Field
Connie Woolman			<i>Connie Woolman</i>	gate opener
Carol Cecil			<i>Carol Cecil</i>	resident
Joanne Leatherman			<i>Joanne Leatherman</i>	" "
Wanda Vaccaro			<i>Wanda Vaccaro</i>	
			<i>Wanda Vaccaro</i>	
Carla Yeagin			<i>Carla Yeagin</i>	
Marcy Lesmeister			<i>Marcy Lesmeister</i>	
JANE FRATHER			<i>Jane Frather</i>	
Haven Kuyler			<i>Haven Kuyler</i>	
ECI VARRER	<i>ECI VARRER</i>	Consumer		
Rob Stora	<i>Rob Stora</i>	Nokon gloves		
Lisa Nobile	<i>Lisa Nobile</i>			

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Name	Nocona Address	Phone #	Signature	Business/Organization Name
David Leaton			David P. Leaton	Diamond L
James Young			Chloe Young	N/A.
Betsy Bolden			Betsy Bolden	Self Employed
Lisa Boyhull			Lisa Boyhull	self
Bandy Clark			Bandy Clark	Self
Liz Simanovic			Liz Simanovic	Self
Ann Towery			Ann Towery	Self
Luella Bruce			Luella Bruce	self
Lemora Bruce			Lemora Bruce	self
Cherlene Barnes			C. Barnes	self
Paula Maly			Paula Maly	self
Ronald Johnson			Ronald Johnson	Self
Sue Guinn			Sue Guinn	Self

PETITION ON US 82 EXPANSION STUDY AND PROJECT PRIORITIES

Name	Nocona Address	Phone #	Signature	Business/Organization Name
Ricky Russell			Ricky Russell	Russell Consulting LLC
Jennie VanTassel			Jennie VanTassel	
Michael Kriss			Michael Kriss	
Greg Wilson			Greg Wilson	
Joseph Lora			Joseph Lora	
Brenda Winter			Brenda Winter	
Toby Howard			Toby Howard	
Cody Messer			Cody Messer	City of Nocona
Revell Hardison			Revell Hardison	City of Nocona
Wendy Ezzell			Wendy Ezzell	City of Nocona

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Name	Nocona Address	Phone #	Signature	Business/Organization Name
TERRY JOHNSON			<i>Terry Johnson</i>	
Emily Wall			<i>Emily Wall</i>	
Greg Pope			<i>Greg Pope</i>	
James C. Tasker			<i>James C. Tasker</i>	
Kathryn Koerth			<i>Kathryn Koerth</i>	
Carter Lamon			<i>Carter Lamon</i>	
GLEN HALE			<i>Glen Hale</i>	
Robert Morris			<i>Robert Morris</i>	
Bob Taylor			<i>Bob Taylor</i>	Legend Builders
Spencer [unclear]			<i>Spencer [unclear]</i>	
Randy Mull			<i>Randy Mull</i>	
Kim Weaver			<i>Kim Weaver</i>	
S. [unclear]			<i>S. [unclear]</i>	
Michele Altman			<i>Michele Altman</i>	

PETITION ON US 82 EXPANSION STUDY AND PROJECT PRIORITIES

Name	Nocona Address	Phone #	Signature	Business/Organization Name
Rachel Ramsey			<i>Rachel Ramsey</i>	
Jack Simpson			<i>Jack Simpson</i>	Simpson Floral
Danny Crow			<i>Danny Crow</i>	
Ricci Clayton			<i>Ricci Clayton</i>	
Rickey Martin			<i>Rickey Martin</i>	Retired
Martha Gwynne			<i>Martha Gwynne</i>	
Don Byles			<i>Don Byles</i>	self
Sandra Reymond			<i>Sandra Reymond</i>	Tier 1 Alder downtown bldg
Self Richard			<i>Richard</i>	Classics Design, works
Raymond Reed			<i>Raymond Reed</i>	
Matt Fenoglio			<i>Matt Fenoglio</i>	Tan Horn Real Estate
Tony Cunningham			<i>Tony Cunningham</i>	
Betsy Lassiter			<i>Betsy Lassiter</i>	TRANSOMIND
Traci Phipps			<i>Traci Phipps</i>	
Amanda Cunningham			<i>Amanda Cunningham</i>	
DAVID ALLEN			<i>David Allen</i>	MORISAGUE ST P
Neva Cozart			<i>Neva Cozart</i>	
Norm Palmrose			<i>Norm Palmrose</i>	
Earl Weller Sr			<i>Earl Weller Sr</i>	Bear's Den Diner

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Name	Nocona Address	Phone #	Signature	Business/Organization Name
Guy Hill			<i>Guy Hill</i>	Tres Niños
Bill Holcomb			<i>Bill Holcomb</i>	Bill's A/C & Electric
Scott Embry			<i>Scott Embry</i>	Embry Excavation
Jim Kennedy			<i>Jimmy Kennedy</i>	Self Employed
Shirley Hill			<i>Shirley Hill</i>	Retired
Jana Giteberry			<i>Jana Giteberry</i>	Tres Niños
Brittani Richards			<i>Brittani Richards</i>	Tres Niños
Staci Howard			<i>Staci Howard</i>	Nurse
Allonna Compton			<i>Allonna Compton</i>	Tres Niños
Kinley Lamar			<i>Kinley Lamar</i>	Tres Niños
Maria Gomez			<i>Maria Gomez</i>	Tres Niños
Eric Gomez			<i>Eric Gomez</i>	Tres Niños
Jackie Gomez			<i>Jackie Gomez</i>	Tres Niños

PETITION ON US 82 EXPANSION STUDY AND PROJECT PRIORITIES

Name	Nocona Address	Phone #	Signature	Business/Organization Name
Kyndon				Tres Ninos
Daniel Gonzalez				Tres Ninos
Angel Khudy				Tres Ninos
Vesika Rodriguez				Tres Ninos
Evelyn Hernandez				Tres Ninos
Eric Duckworth				Retired
Jerry Duckworth				Retired
Blair				Tres Ninos
Onley Hamilton				Tres Ninos
Chris Hamilton				Investigator
Kula Hamilton				Clam girl
Payton Ulbig				Tres Ninos
Materia Perez				Tres Ninos
Jose Ojeda				Tres Ninos
Eldon Marshall				Energy service
Linda Marshall				

Handwritten scribbles in blue ink, including a large 'W' and other illegible marks.

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Handwritten scribble in black ink.

Handwritten scribbles in blue ink.

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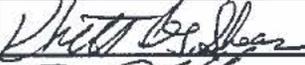
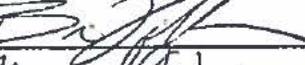
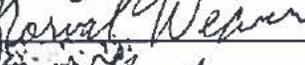
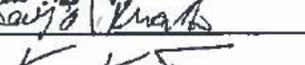
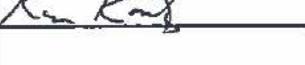
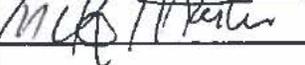
Name	Nocona Address	Phone #	Signature	Business/Organization Name
Nikki Roper			Nikki Roper	D & Q
John Smith			John Smith	Market place
Massaott			Massaott	
Mike Brock			Mike Brock	
Donnie Morgan			Donnie Morgan	Bradway Construction
Kim Morris			Kim Morris	Nocona Market Place
Barbara Baker			Barbara Baker	Market Place
Kenrick Breeze			Kenrick Breeze	
Hanna Hudson			Hanna Hudson	Nocona Market Place
RICHIE BAKER			Richie Baker	NOCONA MARKET PLACE
Pam Tetleton			Pam Tetleton	Personal
Adam Fellars			Adam Fellars	Nocona Market Place
Tuwana Durham			Tuwana Durham	Nocona Market Place
Trish Tetleton			Trish Tetleton	Tetleton Oil
John Morris			John Morris	Personal
Joey Schuss			Joey Schuss	
Mike Greene			Mike Greene	

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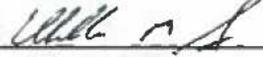
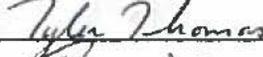
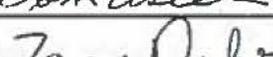
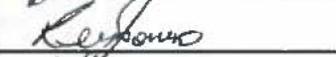
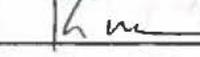
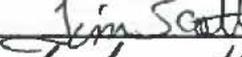
Name	Nocona Address	Phone #	Signature	Business/Organization Name
DARIUS MCKAY				Bonita Baptist Church
RHETT STEARS				NOCONA MARKET PLACE
BRISSA VILKAMP				Nocona Market Place
NORVAL WEAVER				Montel Place
DEBORAH COLEMAN				
KEVIN KOONTZ				Koontz Oil Co.
PAUL WELLS				
AWA McELKRIE				
CHARLES BRADY				N/A
MIKE MARTIN				
JAMES HILL				
ANGELA CARTER				
KIM LEMLEY				Premier Players Sports

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Stan Phipps				Nocona Motors
Mark Spracy				Citizen
Tyler Thomas				Edward Jones / Citizen
Tony Fenzolis				Complete Investments
Chase Fenzolis				Red River Dozer
Sam Useltz				Sewell-Useltz INS
Tony Dinker				Red River Pizzeria
JAMES M. WILLIAMS				The Burrito Shop
Robert H. Fenzolis Jr.				Citizen
REESE JONES				—
Kim McDonald				Citizen
TIM SCOTT				CITIZEN
BARBARA HORTON				Pepco Oil & Gas

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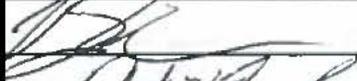
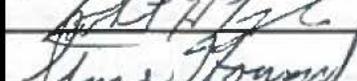
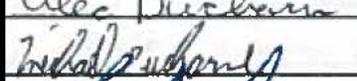
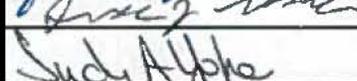
Name	Nocona Address	Phone #	Signature	Business/Organization Name
Rusty Harley				landowner / citizen
Trena Kenley				landowner/citizen
Donny Haywood				FUMC Pastor / Citizen
Christi Haywood				citizen
Melanie Hovington				citizen
Robert Hovington				citizen
Jeff Skinner				SKINNER TANK TRUCKS, INC.
Heather Assingler				Citizen
Mura Politakis				Citizen
Arund King				AUSSIE LEAR INC
DAVID A. FENOGLIO				MUSLIM Community Representative
Jason Carter				Citizen
Jerry F. Mann				Citizen USAF/Ret
Glenn Barker				citizen
Melvin Luke				citizen
Randall M. Linn				Citizen
Clint Mann				citizen
Dev M ^{cm}				Lumber Yard

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JOHN BRISTOW				Citizen Nocona
Bill Bruhn				Citizen Nocona
Robert Fergulo				Robert Fergulo GBB
STEVE HOWARD				Steve's Signs Repair
Arrow Ducharme				Electronic Solutions
Thomas Ducharme				Electronic Solutions
Alec Ducharme				Electronic Solutions
Michael Ducharme				Electronic Solutions
JAMES YOLK				Nocona EDC
JRA SCITOPPA				Businesses owned
Judy A Yohle				Nocona Market place
Scott Ice				Rocher
Heath Tethelen				otto mechanics

PETITION ON US 82 EXPANSION STUDY AND PROJECT PRIORITIES

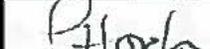
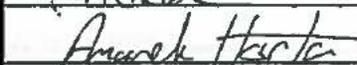
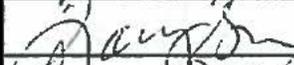
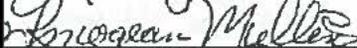
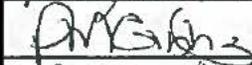
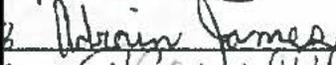
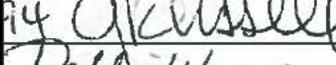
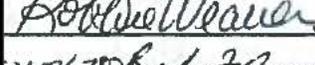
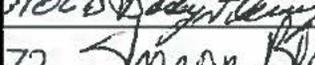
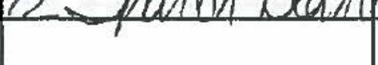
Name	Nocona Address	Phone #	Signature	Business/Organization Name
TONY SANDOVAL			<i>Tony Sandoval</i>	<i>Tony's Auto Glass</i>
John Speights			<i>John E. Speights</i>	<i>Triple R Wrecker</i>
James O'Neal			<i>James O'Neal</i>	<i>Retired</i>
Robin Woods			<i>Robin Woods</i>	<i>Banker</i>
JOHN WOODS			<i>John Woods</i>	<i>CITIZEN</i>
Leonard Ritchie			<i>Leonard Ritchie</i>	<i>Ritchie's Auto Service</i>
Rusty HARTS			<i>Rusty Harts</i>	<i>HARTS Door & Wedding Services</i>
Heather Heller			<i>Heather Heller</i>	<i>HayHy LLC</i>
THOMAS GILL			<i>Thomas Gill</i>	<i>Transportation</i>
Donald R Fenoglio			<i>Donald R Fenoglio</i>	<i>oil, gas & ranching</i>
PAT FENOGLIO			<i>Pat Fenoglio</i>	<i>The Veranda Inn</i>
Michelle Fenoglio			<i>Michelle Fenoglio</i>	<i>The Veranda Inn</i>
Doug Fullerton			<i>Doug Fullerton</i>	<i>CITIZEN</i>
Edith Waldert			<i>Edith Waldert</i>	<i>"</i>
John Smith			<i>John O. Smith</i>	<i>"</i>
Tammy Fenoglio			<i>Tammy Fenoglio</i>	<i>Citizen</i>
Dan Fenoglio			<i>Dan Fenoglio</i>	<i>Fenoglio Cust</i>
WILLIAM JOHNSON			<i>William Johnson</i>	<i>RETIRED</i>

PETITION ON US 82 EXPANSION STUDY AND PROJECT PRIORITIES

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Name	Nocona Address	Phone #	Signature	Business/Organization Name
PAUL WEST				
Martha Mill				
Pete Horton				
Araceli Horton				
Tommy Skinn				The Orange Bluff Cafe
Erin Morgan Mullin				
Patricia M Gibbs				
Adrain James				
J Russell				
Robbie Weaver				
Becky Fleming				
Sharon Bland				

PETITION ON US 82 EXPANSION STUDY AND PROJECT PRIORITIES

Name	Nocona Address	Phone #	Signature	Business/Organization Name
Mockie			Mockie	
Blair H.T.			Blair H.T.	
Kayla Sue			Kayla Sue	
Makenna Tette			14 Makenna Tette	
Elaine Tom			07 Elaine Tompkins	
Sheila Owens			Sheila Owens	
Patsy Nash			4 Patsy Nash	
Janice			Janice	
Cornie Walton			Cornie Walton	
Kimberly Lemons			Kimberly Lemons	
Melody			Melody	
Deann Crow			Deann Crow	
Macbeth			Macbeth	
Greg Tompkins			Greg Tompkins	
Christina Newland			Christina Newland	
Paul Potter			Paul Potter	
Mary Bican			Mary Bican	
Yvonne Coult			Yvonne Coult	

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Name	Nocona Address	Phone #	Signature	Business/Organization Name
Shawn Smith			Shawn Smith	Resident
Jeanne Bell			Jeanne Bell	
Auel Con			Auel Con	Resident
Chad Cramer			Chad Cramer	Resident
Jessica Bell			Jessica Bell	Resident
Doug Clasker			Doug Clasker	Resident
Troy Figg			Troy Figg	
Justin Harward			JH	Resident
Branati Meelins			BNL	Resident
Stacie Horton-Teague			Stacie Horton-Teague	Resident
Mike Lammom			Mike Lammom	Resident
Donna Carroll				
Steve Carroll				

PETITION ON US 82 EXPANSION STUDY AND PROJECT PRIORITIES

Name	Nocona Address	Phone #	Signature	Business/Organization Name
Patricia			Patricia Palmer	Homeowner
Carmelle Van			Carmelle Van	American
Wendy Siv			Wendy Siv	Homeowner
Anselmo Delafuente Jr			Anselmo Delafuente Jr	Resident
Stacy Atchey			Stacy Atchey	Resident
Lonnie Shaw			Lonnie Shaw	Self
Sandra Shaw			Sandra Shaw	Resident
Charlene Sank			Charlene Sank	Resident
Betty Brasier			Betty Brasier	Homeowner
Jeff Hawkins			Jeff Hawkins	Self
Shirley DeLoach			Shirley DeLoach	Self
Shirley DeLoach			Shirley DeLoach	Self
Margaret Lane			Margaret Lane	Self
Gina Fleitman			Gina Fleitman	Self
Carroll Duffley			Carroll Duffley	Self Homeowner
Kurtis Perkins			Kurtis Perkins	Resident

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Name	Nocona Address	Phone #	Signature	Business/Organization Name
Sylvia Byrdson			Sylvia Byrdson	
[Signature]			[Signature]	
Harold Road			[Signature]	
Donna Johnson			Donna Johnson	
Judy Zisch			[Signature]	Judy's Floral
Bobbie Mae Martin			Bobbie Mae Martin	
Ken Sewell			[Signature]	
Marianne Langford			Marianne Langford	
Harriet Elyna			[Signature]	
Mary Seabolt			Mary Seabolt	
Joe P. Long			Joe P. Long	
Nancy Durling			Nancy Durling	
Leodie Crew			Leodie Crew	

PETITION ON US 82 EXPANSION STUDY AND PROJECT PRIORITIES

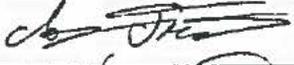
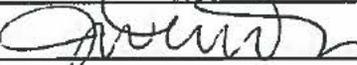
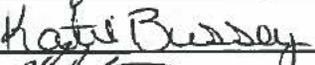
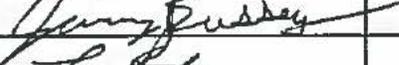
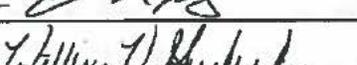
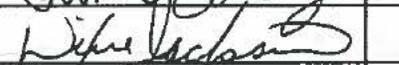
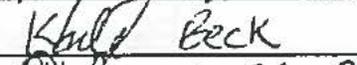
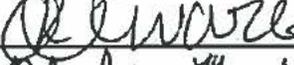
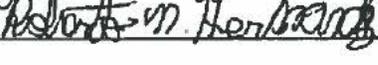
Name	Nocona Address	Phone #	Signature	Business/Organization Name
LYNDAL CROW			<i>Lyndal Crow</i>	CROW'S SERVICES, L.L.C.
JIM MILLER			<i>Jim B. Miller</i>	RANCHER
JERRI B BIGBY			<i>Jeri Beth Bigby</i>	Homemaker
KAREN LAWLER			<i>Karen Lawler</i>	Homeowner
J. B. SMITH			<i>J. B. Smith</i>	" "
<i>Ken G. Tom</i>			<i>Ken G. Tom</i>	Citizen
<i>Karen Leiben</i>			<i>Karen Leiben</i>	Business owner, farmer, Homeowner <i>taxpayer.</i>
<i>Shirley King</i>			<i>Shirley King</i>	
JUDY DIERLAM			<i>Judy Dierlam</i>	Resident
KATHLEEN HANKINS			<i>Kathleen Hankins</i>	Resident
<i>Teddy L. Clark</i>			<i>Teddy L. Clark</i>	Resident
MANDY DAVIS			<i>Mandy Davis</i>	Resident
REBEL FAIRBANKS			<i>Rebel Fairbanks</i>	Resident
BRAD BREEZE			<i>Brad Breeze</i>	BA
SUSAN BREEZE			<i>Susan Breeze</i>	Resident
O.M. MOLAEE			<i>O.M. Molaee</i>	From.
Bill Taylor				
Margie Lee				

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Ashley Trentham				
JASON WOODMAN				
Katie Bussey				
Charles Davis				
Jimmy Bussey				
Larry Ritchie				
CHRIS RITZ				
William Shedeek				B+B Properties
Sara Bussey				
Wife Jackson				Resident
Kyle Beck				
Kirsten Olivares				
Roberto Hernandez				

PETITION ON US 82 EXPANSION STUDY AND PROJECT PRIORITIES

Name	Nocona Address	Phone #	Signature	Business/Organization Name
Brenda Murray			Brenda Murray	
Asey Fall			Asey Fall	
JOE BOBLEE			Joe Boblee	
Cathy Bullitt			Cathy Bullitt	
TOBY BOOTH			Toby Booth	
Jim FECHTLER			Jim Fechtler	
Ernesto Marquez			Ernesto Marquez	
JERRY DANFORDS			Jerry Danfords	
Ben Keli			Ben Keli	
JP Miller			J.P. Miller	
Ken Coop			Ken Coop	
Tom Stewart			Tom Stewart	
Shannon Brito			Shannon Brito	
Richard Boring			Richard Boring	
Christy Weathersea			Christy Weathersea	
Scott Felitakis			Scott Felitakis	

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Name	Nocona Address	Phone #	Signature	Business/Organization Name
Shelby Fuller			<i>Shelby Fuller</i>	resident
Leslie Dock			<i>Leslie Dock</i>	resident/NISD
Hanna Uibarii			<i>Hanna Uibarii</i>	resident
Tiffany Clay			<i>Tiffany Clay</i>	resident
Stephanie Marshall			<i>Stephanie Marshall</i>	NISD
Pam Berry			<i>Pam Berry</i>	NISD
Jaicee Sawyer			<i>Jaicee Sawyer</i>	NISD
Jamie Deunam			<i>Jamie Deunam</i>	NISD
Amy Murphy			<i>Amy Murphy</i>	NISD
Kim Cartwell			<i>Kim Cartwell</i>	NISD
Jammy Gray			<i>Jammy Gray</i>	NISD/resident
Kandi Walker			<i>Kandi Walker</i>	resident
Lyndsey Shaw			<i>Lyndsey Shaw</i>	NISD/resident
Karie Lewis			<i>Karie Lewis</i>	NISD/resident

PETITION ON US 82 EXPANSION STUDY AND PROJECT PRIORITIES

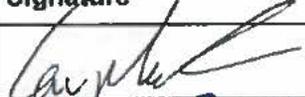
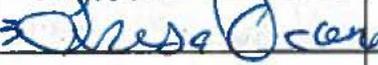
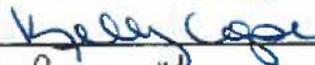
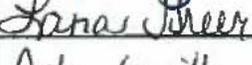
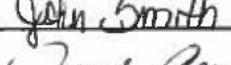
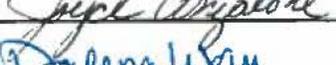
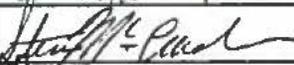
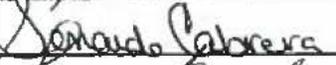
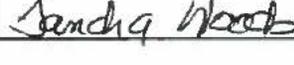
Name	Nocona Address	Phone #	Signature	Business/Organization Name
Jan Campsey	[REDACTED]	[REDACTED]	Jan Campsey	
TAL Hilton			TAL Hilton	
Brandy Elmore			Brandy Elmore	
Oscar Heat			Oscar Heat	
Edwards Garza			Edwards Garza	R. ME Construction + Reming Knowl-
Christina Claxton			Christina Claxton	
Leo Mier Emery			Leo Mier Emery	
Jamethe Bet			Jamethe Bet	
Justin Killen			Justin Killen	
Ken West			Ken West	
Beth West			Beth West	
Patricia Burnett			Patricia Burnett	
Marion Ivey			Marion Ivey	Ivey Lowa Pottery
Cheryl Johnson	Cheryl Johnson			

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Lance Meekins				NGH
Robin Bowles				NGH
Tressa Deane				NGH
Kathy Cope				NGH
Lana Pheer				Nocona General Hospital
John Smith				Cholla Petroleum
Jaye Anzalone				NGH
Dalena Wynn				NGH
Mozie Wood				Nocona
Steve McCreesh				NGH
Seraido Cabrera				NGH
Terina Bell				NGH
Sandra Woods				NGH

PETITION ON US 82 EXPANSION STUDY AND PROJECT PRIORITIES

Name	Nocona Address	Phone #	Signature	Business/Organization Name
Michelle Johnson			<i>M Johnson</i>	
John Tyler			<i>John Tyler</i>	
Nancy Nell			<i>Nancy Nell</i>	Nell Construction, Hwy 82
Paula Perreault			<i>Paula Perreault</i>	
Kathy Caddock			<i>Kathy Caddock</i>	
Amber Cordero			<i>Amber Cordero</i>	
Diana Torpe			<i>Diana Torpe, LW</i>	
Peggy Maxwell			<i>Peggy Maxwell</i>	NGH
Linda Keeling			<i>Linda Keeling</i>	NGH
Brandi Duit			<i>Brandi Duit</i>	NGH
Kim Bruhn			<i>Kim Bruhn</i>	NGH

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Name	Nocona Address	Phone #	Signature	Business/Organization Name
John Keal			John Keal	Retired
Gene Fitzgerald			Gene Fitzgerald	Lions
				Lions
Donald Dewell			Donald Dewell	Lions
Page William				Lions
Larry Deale			Larry Deale	Lions Club
Paul Gauthier			Paul Gauthier	Lion's
Phil Spaley			Phil Spaley	Legend Bank
Renee Lewis			Renee Lewis	Legend Bank
Nick Parsons				Parts City
Wayne Jacobs				Wayne's Barber Shop
Billy R. Juggle				Retired
Donell Fuller		Donell Fuller	Retired	

PETITION ON US 82 EXPANSION STUDY AND PROJECT PRIORITIES

Name	Nocona Address	Phone #	Signature	Business/Organization Name
Sharynne	[REDACTED]	[REDACTED]	<i>Sharynne</i>	Carpenter Vet Clinic
Kim Koontz			<i>Kim Koontz</i>	Legend Bank
Ken Koontz			<i>Ken Koontz</i>	Koontz Oil Co.
Brady Atteberry			Brady Atteberry	
Laurie Ritchie			<i>Laurie Ritchie</i>	U/H Home
Brandy Barfield			<i>Brandy Barfield</i>	Home
Whitney Eldred			<i>Whitney Eldred</i>	Eldred Products

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We, the business owners and citizens of Nocona, Texas, petition the Texas Department of Transportation to delete the proposed study and design for a Nocona by-pass and to fast-track the 4-lane expansion of US Highway 82 from Nocona to the Clay County line.

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While the "super 2" lane re-striping a few years ago has helped traffic flow, the absence of a shoulder is extremely hazardous. Given that US 82 between the Clay County line and Henrietta has already been widened, it is our request that the first phase of this new construction will begin in Nocona, extending the existing 4-lane profile from Nocona to the Clay County line.

Name	Nocona Address	Phone #	Signature	Business/Organization Name
Kim Shears			<i>Kim O. Shears</i>	Resident
Billy Silk			<i>Billy Silk</i>	Resident
Jay Brown			<i>Jay Brown</i>	"
Cody O'Neal			<i>Cody O'Neal</i>	Resident
Traci Crow			<i>Traci Crow</i>	Resident
William Ates			<i>William Ates</i>	Resident
Jane Allen			<i>Jane Allen</i>	resident
Tom Picard			<i>Tom Picard</i>	resident
Jan Ogora			<i>Jan Ogora</i>	Resident
Maecell			<i>Maecell</i>	Resident
<i>[Signature]</i>			<i>[Signature]</i>	Resident
<i>[Signature]</i>			<i>[Signature]</i>	Resident
W.R. Tucker			<i>W.R. Tucker</i>	Resident

PETITION ON US 82 EXPANSION STUDY AND PROJECT PRIORITIES

Name	Nocona Address	Phone #	Signature	Business/Organization Name
Paati Pa	[REDACTED]	[REDACTED]	Paati Pa	Resident
Alicia Smuddy			Alicia Smuddy	Resident
Barbara Stallcup			Barbara Stallcup	Resident of Montague County
Lindsey Rhodes			L. Rhodes	Resident
Michelle Boyd			Michelle Boyd	Resident
Brian Boyd			Jim Boyd	Resident
James Tompkins			James Tompkins	Resident of Montague County
Mahmud Buck			Mahmud Buck	Resident
Timmi Adams			Timmi Adams	FARMER
Jay Williams			Jay Williams	Resident
Ray M... [unclear]	Ray M... [unclear]	RESIDENT		

Randall Clayton
Randall Clayton Jr.
Robert Vadnais
Larry Craddock
940 825-4350

~~Robert Vadnais~~
~~Randall Clayton~~
[Signature]

ABE'S D
IT AL

Abe Friesen
Pamela Groves

Tim Murphy

[Signature]

Don Strain

Matt Womack

Zach Ste. de

Wesley Beck

Shelly Franken

Earl Walker

[Signature]

Stephany Womack

Jo Fitchie

[Signature]

Linda Castillo

[Signature]

PAUL N PALMIER

SHARON McNEER

[Signature]

[Signature]

[Signature]

Brian Ritchie

[Signature]

NAME | Address | Phone # | Signature | Business / ORGANIZATION

NAME	Address	Phone #	Signature	Business / ORGANIZATION
Dakota Anthony			[Signature]	
Brittany Puckett			[Signature]	
[Signature]			[Signature]	
Kriston Carter			[Signature]	
Healy [Signature]			[Signature]	
Beantlyn League			[Signature]	
[Signature]			[Signature]	
Jenny Nell			[Signature]	
John Kent			[Signature]	Citizen
Terri Brown			[Signature]	Rancher
Trisa Winkle			[Signature]	
Randall Ritchie			[Signature]	TELEPHONE
Jaquel Pedro Castro			[Signature]	Resident
Luiz Cabran			[Signature]	Resident
JAMES MORAN			[Signature]	Resident
[Signature]			[Signature]	Resident
Nancy Dell			[Signature]	Resident
[Signature]			[Signature]	Resident
Rigil Hernandez			[Signature]	Resident
Justin Buel			[Signature]	Resident
Jennifer Dwyer			[Signature]	Resident
Courtney Young			[Signature]	Resident
Rody Contreras			[Signature]	Resident
Angela Ferris			[Signature]	Resident
Tracey Dial			[Signature]	Resident
Jeanna Messer			[Signature]	Resident
Phillip Murray			[Signature]	Resident
Nikki Roper			[Signature]	QD
OLLA MILLER			[Signature]	
F.L. SMITH			[Signature]	
STEVE BISHOP			[Signature]	RESIDENT

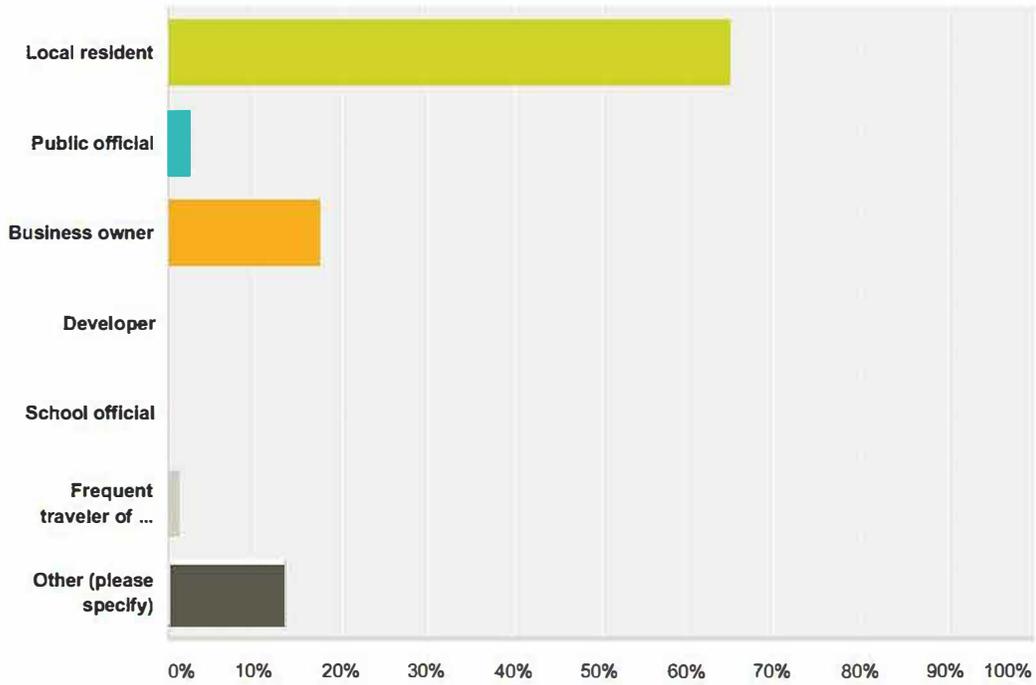
NAME	Nacoma Address	Phone #	Signature	Buss / Organization
Harold DeBord	[REDACTED]	[REDACTED]	Harold DeBord	
Clay Elde	[REDACTED]	[REDACTED]	[REDACTED]	
Fred Asta	[REDACTED]	[REDACTED]	[REDACTED]	
Risa Kocan	[REDACTED]	[REDACTED]	[REDACTED]	
GARY Elde	[REDACTED]	[REDACTED]	[REDACTED]	
Joseph Lantz	[REDACTED]	[REDACTED]	[REDACTED]	
Edwin Brooks	[REDACTED]	[REDACTED]	[REDACTED]	
Jacquette Richmond	[REDACTED]	[REDACTED]	[REDACTED]	
Jim Weaver	[REDACTED]	[REDACTED]	Jim Weaver	
Sharon Barcroft	[REDACTED]	[REDACTED]	Sharon Barcroft	
Vernon Barcroft	[REDACTED]	[REDACTED]	Vernon Barcroft	
Therry Pinski	[REDACTED]	[REDACTED]	[REDACTED]	
BILLY SULLIVAN	[REDACTED]	[REDACTED]	[REDACTED]	
Kyle Lewis	[REDACTED]	[REDACTED]	[REDACTED]	
Sydney Navell	[REDACTED]	[REDACTED]	Shewell N. Fenoglio	
Tolly Fenoglio	[REDACTED]	[REDACTED]	[REDACTED]	
David Harrison	[REDACTED]	[REDACTED]	David Harrison	
William Newlan	[REDACTED]	[REDACTED]	William Newlan	
Jarvice Lee	[REDACTED]	[REDACTED]	[REDACTED]	
Erin Hernandez	[REDACTED]	[REDACTED]	[REDACTED]	
Phillip Demoss	[REDACTED]	[REDACTED]	Phillip Demoss	
Jerry Howard	[REDACTED]	[REDACTED]	[REDACTED]	
Kim Shears	[REDACTED]	[REDACTED]	[REDACTED]	
Trent Skowor	[REDACTED]	[REDACTED]	Trent Skowor	
Tim L. Keck	[REDACTED]	[REDACTED]	Tim L. Keck	
AMES TIPTON	[REDACTED]	[REDACTED]	AMES TIPTON	
JATHAN TIPTON	[REDACTED]	[REDACTED]	JATHAN TIPTON	
JAYMONTIPTON	[REDACTED]	[REDACTED]	JAYMONTIPTON	
BRANDON HALE 126	[REDACTED]	[REDACTED]	Brandon Hale	
Donna (Tina)	[REDACTED]	[REDACTED]	Donna (Tina)	

SKWOR
FOOD LOT
KSPOR

Survey Results

Q1 Which category best describes your interest?

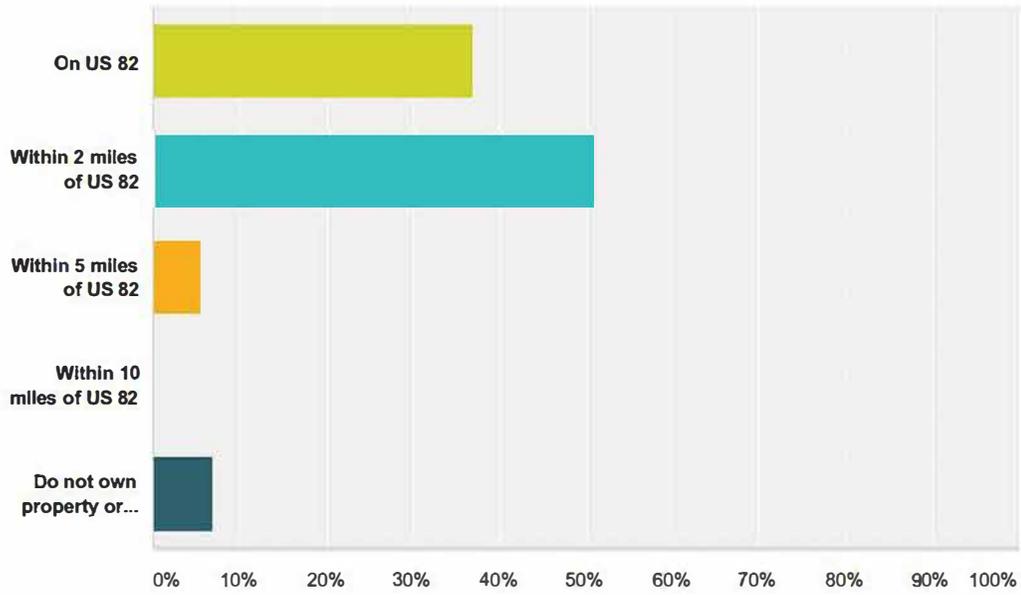
Answered: 74 Skipped: 0



Answer Choices	Responses	
Local resident	64.86%	48
Public official	2.70%	2
Business owner	17.57%	13
Developer	0.00%	0
School official	0.00%	0
Frequent traveler of US 82	1.35%	1
Other (please specify)	13.51%	10
Total		74

Q2 Do you currently own property or reside near this segment of US 82?

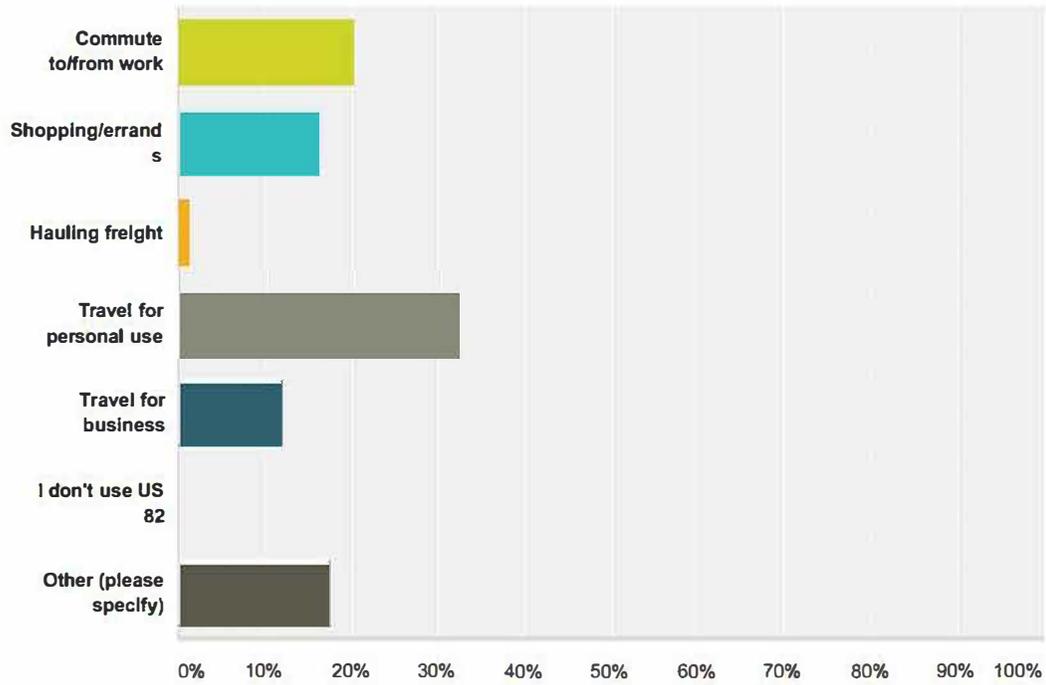
Answered: 73 Skipped: 1



Answer Choices	Responses
On US 82	36.99% 27
Within 2 miles of US 82	50.68% 37
Within 5 miles of US 82	5.48% 4
Within 10 miles of US 82	0.00% 0
Do not own property or reside near US 82	6.85% 5
Total	73

Q3 What is your primary reason for driving US 82?

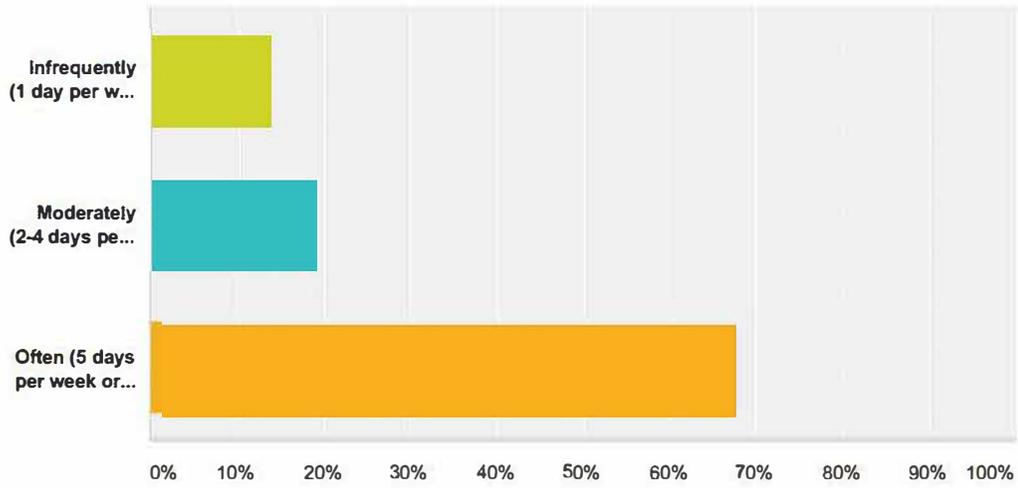
Answered: 74 Skipped: 0



Answer Choices	Responses	Count
Commute to/from work	20.27%	15
Shopping/errands	16.22%	12
Hauling freight	1.35%	1
Travel for personal use	32.43%	24
Travel for business	12.16%	9
don't use US 82	0.00%	0
Other (please specify)	17.57%	13
Total		74

Q4 On average, how often to you travel on this segment of US 82?

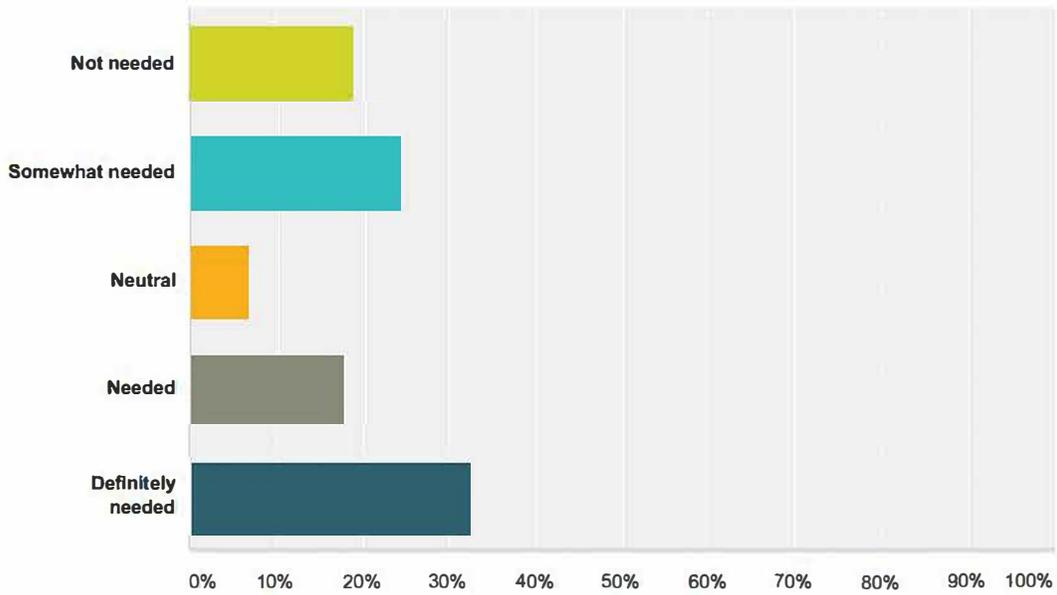
Answered: 73 Skipped: 1



Answer Choices	Responses
Infrequently (1 day per week or less)	13.70% 10
Moderately (2-4 days per week)	19.18% 14
Often (5 days per week or more)	67.12% 49
Total	73

Q5 Given current traffic patterns and the potential for future traffic increases on this segment of US 82, please rank the need for widening the highway:

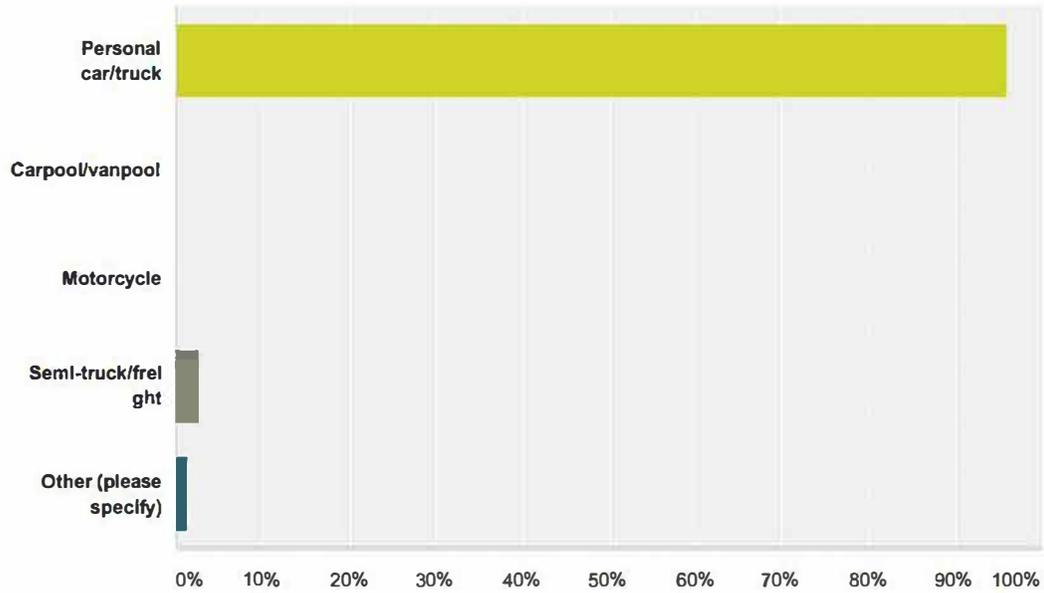
Answered: 74 Skipped: 0



Answer Choices	Responses	
Not needed	18.92%	14
Somewhat needed	24.32%	18
Neutral	6.76%	5
Needed	17.57%	13
Definitely needed	32.43%	24
Total		74

Q6 What modes of transportation do you most often use to travel this segment of US 82?

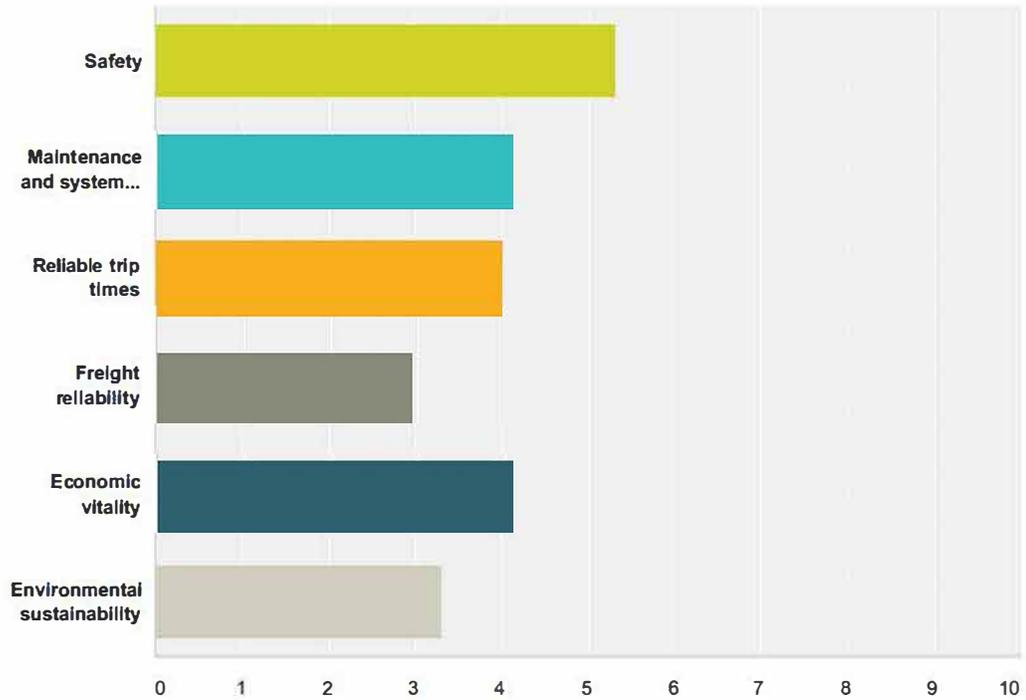
Answered: 74 Skipped: 0



Answer Choices	Responses	
Personal car/truck	95.95%	71
Carpool/vanpool	0.00%	0
Motorcycle	0.00%	0
Semi truck/freight	2.70%	2
Other (please specify)	1.35%	1
Total		74

Q7 Please rank your three highest priorities for transportation in the Nocona/Ringgold/Henrietta corridor:

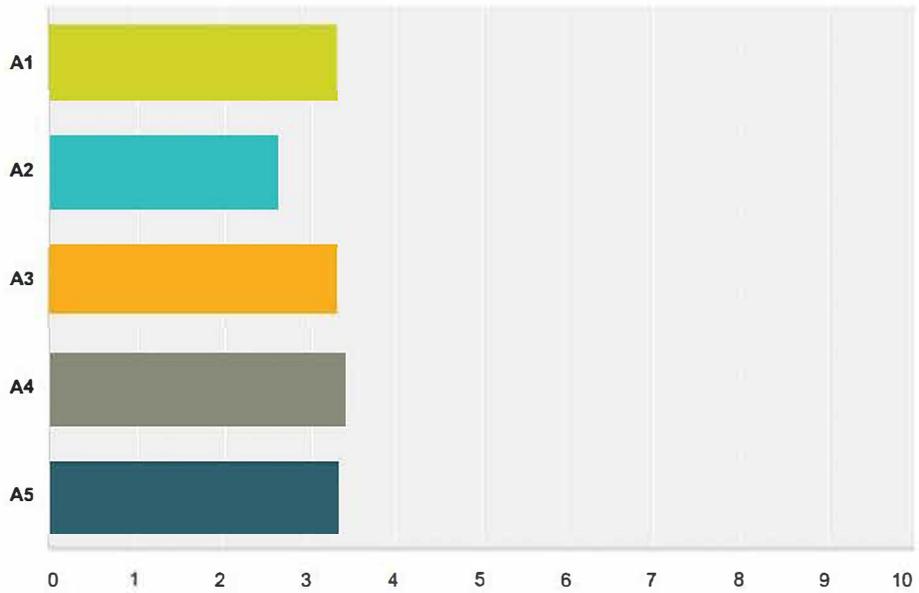
Answered: 72 Skipped: 2



	1	2	3	4	5	6	Total	Score
Safety	73.44% 47	10.94% 7	4.69% 3	1.56% 1	4.69% 3	4.69% 3	64	5.33
Maintenance and system efficiency	2.33% 1	44.19% 19	27.91% 12	16.28% 7	9.30% 4	0.00% 0	43	4.14
Reliable trip times	4.88% 2	26.83% 11	46.34% 19	12.20% 5	4.88% 2	4.88% 2	41	4.00
Freight reliability	0.00% 0	9.09% 2	18.18% 4	40.91% 9	22.73% 5	9.09% 2	22	2.95
Economic vitality	26.09% 12	21.74% 10	19.57% 9	10.87% 5	15.22% 7	6.52% 3	46	4.13
Environmental sustainability	5.00% 2	30.00% 12	22.50% 9	5.00% 2	7.50% 3	30.00% 12	40	3.30

Q8 Please rank the alternatives around Henrietta, with 1 being your first choice:

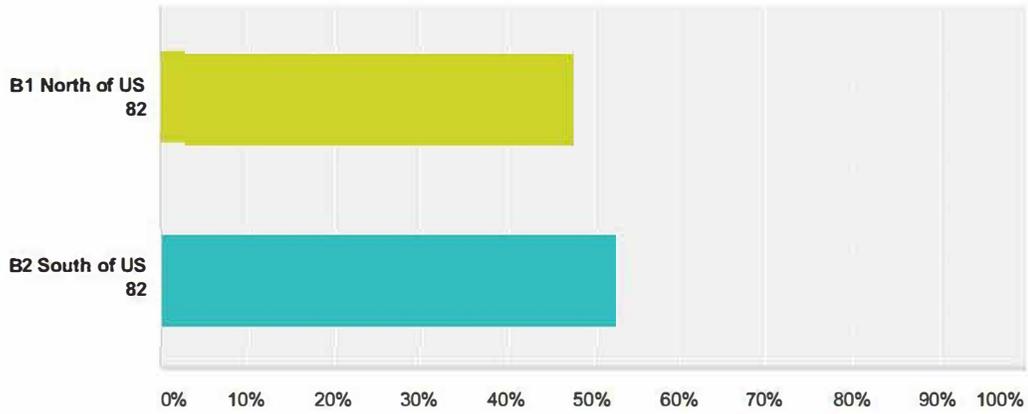
Answered: 62 Skipped: 12



	1	2	3	4	5	Total	Score
A1	37.50% 18	12.50% 6	12.50% 6	22.92% 11	14.58% 7	48	3.35
A2	20.83% 10	10.42% 5	14.58% 7	16.67% 8	37.50% 18	48	2.60
A3	17.39% 8	30.43% 14	28.26% 13	15.22% 7	8.70% 4	46	3.33
A4	26.53% 13	26.53% 13	16.33% 8	24.49% 12	6.12% 3	49	3.43
A5	25.00% 13	26.92% 14	19.23% 10	9.62% 5	19.23% 10	52	3.29

Q9 Should the widening between Nocona and Henrietta be to the north (B1) or to the south (B2) of the existing roadway?

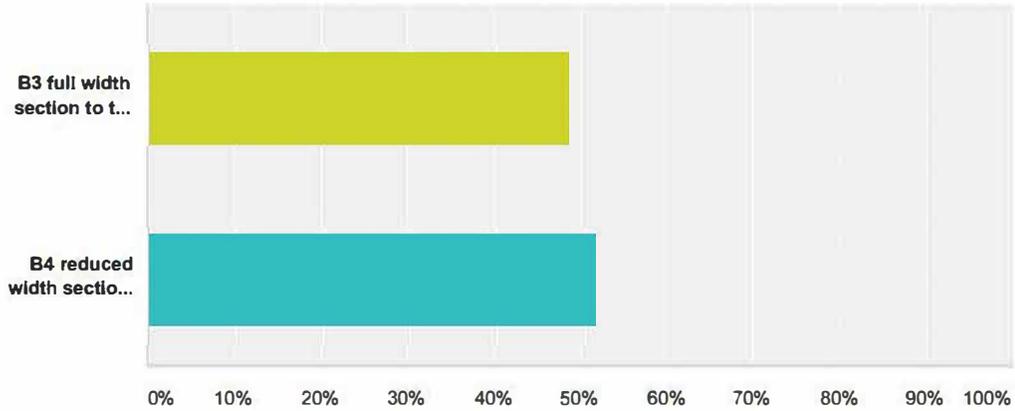
Answered: 57 Skipped: 17



Answer Choices	Responses	
B1 North of US 82	47.37%	27
B2 South of US 82	52.63%	30
Total		57

Q10 In Ringgold, we are constrained considering the existing railroad bridge. Would you prefer a full width section to the south of US 82 or a reduced width section along US 82?

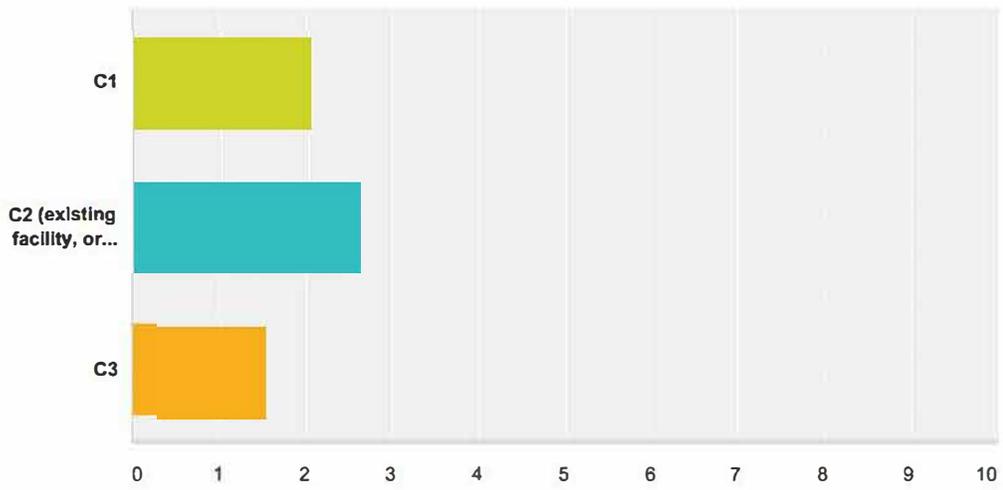
Answered: 60 Skipped: 14



Answer Choices	Responses
B3 full width section to the south of US 82 in Ringgold	48.33% 29
B4 reduced width section on US 82 in Ringgold	51.67% 31
Total	60

Q11 Please rank the alternatives around Nocona, with 1 being your first choice:

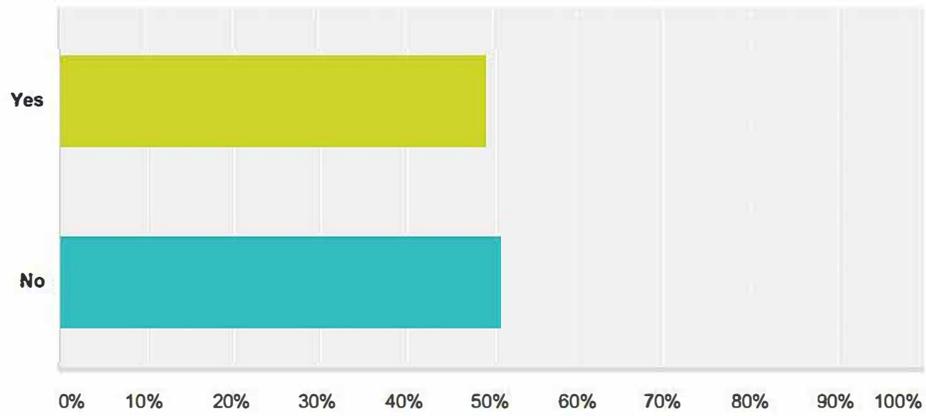
Answered: 55 Skipped: 19



	1	2	3	Total	Score
C1	21.05% 8	60.53% 23	18.42% 7	38	2.03
C2 (existing facility or No Build)	78.85% 41	5.77% 3	15.38% 8	52	2.63
C3	10.53% 4	28.95% 11	60.53% 23	38	1.50

Q12 Are there structures/areas of historical/community significance that the study team should be aware of? If so, please describe.

Answered: 53 Skipped: 21



Answer Choices	Responses
Yes	49.06% 26
No	50.94% 27
Total	53

**Q13 Please leave any additional comments/concerns about the US 82
Nocona/Henrietta Study below:**

Answered: 37 Skipped: 37

Additional Comments
We bought our home here with having a nice business along Highway 82. with the widening on the North would destroy our home. And increased traffic would affect our peacefulness, that was the decision for us to buying our home.
numerous homes on north side of highway
Choose side of highway with less homes.
Don't want to tear down homes or move highway closer to them. Choose the side with the least amount of homes/businesses
Having worked in Wichita Falls for over twelve years, I have traveled 82 daily. I can testify to the increased traffic, particularly truck traffic. As a result, this widening is desperately needed to handle current and future traffic, as the Metroplex becomes more congested and travelers and freight-haulers are pushed further north to avoid gridlock. Currently, Nocona is the only town with an urban 5-lane already in place within this study area. Traffic flows smoothly through town, and lanes are wide. Funds should be directed to more troubling areas that are safety hazards. Of all the small towns along 82, Nocona is the only one that has the current infrastructure to handle growing traffic well into the future. Henrietta is the major culprit. Currently, four narrow lanes have been retrofitted to what is really a two-lane highway through town. It is dangerous! I have been run up on the curb multiple times by 18-wheelers going past me in the inside lane, especially at the stretch near the hospital. This safety hazard should be addressed first, as a bypass is critical. Tying in to 287 on the south side seems logical, as it would give northbound 287 traffic an easy transition if heading east on 82, while still allowing the preexisting 287 bypass to be used for southbound 287 traffic exiting and heading east on 82. Options 4 and 5 would give much-needed relieve and also would have the least amount of economic impact for a bypass, as some businesses already exist along 287 and additional businesses are being built. Widening the current through-way seems illogical and very expensive, as an entire row of houses and buildings would have to be purchased and demolished, or the desired results will never be achieved. Leaving Henrietta virtually untouched would be a huge mistake, and would contribute to added safety concerns. Additionally, Ringgold needs to be addressed. Because the railroad bridge was not relocated further south when it was re-built, it creates major constraints; however, cutting corners and simply widening the existing highway would be short-sighted. The divided four-lane should continue through Ringgold to the south, as far as possible, as there are not enough existing structures or traffic within the actual town to merit anything less. Currently, the few structures left along 82 after the fire are too close to the highway and create a hazard for growing traffic flow, if the existing roadway is used without any major reconfiguration. It should be designed in a way so that the speed of traffic can remain 75 mph without having to slow to go through town, and have a more efficient way to tie into highway 81. Widening of highway 82 is long overdue and should occur as soon as possible in order to stay ahead of the future growth of the areas north and northwest of the Metroplex. Safety is priority one, and this project will take giant leaps toward keeping motorists safe, while creating infrastructure for future growth.
My home on Hwy 82, but you left my home off your schematics. Between schematics 6 and 7 is my home. Please send me the missing area between schematic 6 and 7.
82 is plenty wide enough through Nocona to provide safe access. To put the highway around would kill the economy of the town.

There is no need to reroute HW 82 around Nocona, the existing road is sufficient and a bypass would kill our economy that we have worked so hard to rebuild.
The section of highway 82 going through nocona is sufficient and should not be changed. It will kill the town of Nocona and there has been so much positive change here i dont want to see that go away.
please do not by pass
Hwy 82 thru Nocona has basically 5 lanes with wide shoulders on both sides. It is wide enough to accommodate traffic. The Hwy between Henrietta needs to be divided but needs to start on the West side of Nocona. Look into the old railway right a way which I believe was purchased years ago for this purpose.
How is it that the new "bridge" West of Ringgold is or will soon be outdated? With all of the forward-thinking of TxDot did someone fail in their forecast(s)?
If the road is routed around Nocona, it would destroy the town. Keep 82 on the same route it is now. There is no need to spend the money it would take to make a change that is not needed. There has been a lot of construction down town in the last few years because of where 82 is now. A move would stop the growth of our town. Please don't consider anything other than leaving the road where it is.
If a bypass is constructed, it will kill the growth of downtown Nocona.
SOUTHSIDE OF 82 AT THE EAST FORK RIVER CROSSING HAS STREAMBANK Damage from windfarm powerline construction.
It's a bad idea to circumvent the city of Nocona by removing the main corridor for retail business to the outside of the city limits.
Widen what we have if necessary. I do not feel going around is needed nor wanted but the residents in Nocona.
I believe there should be a 4 lane highway between Nocona and Henrietta. As far as making a north or south loop around Nocona I do not approve of that. Its a waste of money. We already have a wide highway through town. Nocona would not recover economically from that. I would be very sad to see that happen.
i am astonished that no economic research has occurred. Aren't the towns that are affected and the people given consideration. We do not want this to be changed.
This not needed. Nocona prepared for this years ago. You took people property then.
Nocona complied with the requirements for the highway to remain where it is. It would be detrimental to businesses currently located on the highway and the city as a whole.
This is a colossal waste of time and money. Nocona was smart enough in the 70's to make it wide enough for a 4-lane to go through town. NO BYPASS IS NEEDED! In 30 years, things may change, but it is unlikely to be to that extent. IF IT AIN'T BROKE, WHY TRY TO FIX IT???!!!!???
The existing road in Nocona is sufficient as is. The economic impact on the community to go around town would be devastating to the current businesses. However, I do see the need to widen hwy 82 through Henrietta. If widening is not an option, then going around town would be the best option.
Excisting Roadway uses shoulder for travel and not good for heavy trucks
if C3 goes around Nocona it will be going through the middle of a private air strip and Air Hanger also over a water well to my home [REDACTED]
Having dealt with the highway that loops around Seymour, TX, I have seen first hand the near death of a small town. As a business owner, the prospect of losing the commuter traffic concerns me greatly. Any option, other than the current route, would be detrimental to businesses and the town as a whole.
Nocona now has a 4 lane road through town. No need to even consider or spend money on plans to bypass Nocona

Priority should be widening of 82 to the west of Nocona before anything else. Nocona will die if the bypass is built.
You will kill our little town
There are several new business and plans for more new businesses on US 287 that would benefit from the Henrietta bypass going south of Henrietta and tying into US 287 east of spur 510. If you go north of Henrietta you are going to have to deal with the Little Wichita River and flood zones on either side of the river.
Nocona has worked to build up the community. Going around it would cause businesses to die, thus, the town. It is a historical town.
Approaching Henrietta, the speed limit over the old railroad bridge up to Diamonds is currently 70 mph.....it should be reduced before this point as the main access to the High School intersects 82 at this point. (Bearcat Lane)
Please go north of 82 and I strongly oppose A5
The most important things to building these roads is to direct the 18-wheelers away from going through town. They speed and are not considerate to local traffic.
I have a small agriculture I have a small agriculture interest on the south edge of Henrietta that would be ruined.
My family land and house is along the A3 through Henrietta. My concern on A3 is it is not along any business areas but it is along all residential areas. This would destroy values of all the homes on the west side of Henrietta. A4 and A5 would at least take cars to some of our businesses on the outskirts of town. I really just don't want a 4 lane highway in my backyard which is where it would go.
There are sections on Nocona to Henrietta part that could use alternating sections on each side.

Q14 To join our mailing list for study updates, please fill out the information below. Your information will be kept confidential and used only for this study.

Answered: 55 Skipped: 19

Answer Choices	Responses	
Name	100.00%	55
City/Town	100.00%	55
Zip code	100.00%	55
Email	85.45%	47