



Documentation of Public Meeting

Project Location

Cooke County, Texas

US 82 Reliever Route Study – Gainesville, Texas

Project Limits

I-35 and FM 678

Meeting Location

Gainesville Civic Center, 311 South Weaver Street, Gainesville, TX 76240

Meeting Date and Time

Tuesday, October 4, 2016, 5 p.m. – 7 p.m.

Translation Services

Spanish

Elected Officials in Attendance

Drew Springer, House District 68
Jason Brinkley, Cooke County Judge
Ken Keeler, Gainesville City Council

Total Number of Attendees

119

Contents

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**NOTE: A follow-up online survey received responses between November 10, 2016 and December 7, 2016. The results of that survey are not detailed in the attached.*

A. Comment Response Matrix

Comments pertaining to the Public Meeting were accepted through Friday, October 14, 2016. 93 comments were received prior to that deadline. Comments received after this deadline are still being received and evaluated but are not reflected in the summary analysis below. The Comment/Response Matrix is included behind this summary page. The number of comments received by topic area is included below. Many comments covered several topic areas.

Number of Comments Received by Topic Area

Topic Area	Number of Comments Received
Preferred alternative	18
Taking of property	17
New alternative	13
Construction cost	6
Access to property	5
Economic hardship	4
Community Impact	3
Congestion	3
Against reliever route	2
Environmental impact - agricultural land	2
Environmental impact - general	2
Environmental impact - noise	2
Environmental impact - rural character	2
Historic feature	2
Community impact	1
Environmental impact - floodplain	1
Environmental impact - vegetation	1
Environmental impact - water	1
Environmental impacts - air	1
Existing right-of-way	1
Growth trends	1
Land Use - housing	1
Preferred section	1
Project questions	1
Public involvement	1
Support for study	1

US 82 Reliever Route Study, Gainesville, TX - Comment/Response Matrix

Comment	Date Received	Source	Comment Topic	Resource Category	Response
1	10/4/2016	Comment Form	Both red and yellow routes go immediately (w/in 100') of my residence and shop. Probably closer to 30' from my barn/shop.	Taking of property	Potentially impacted and/or adjacent properties and structures will be considered as part of the study effort. TxDOT hopes to minimize the impact on them as it refines alternative alignments through the alternatives screening process as defined at the public meeting held on October 4, 2016.
2	10/4/2016	Comment Form	The blue route actually goes through my oil well that is valued at \$1 Million +.	Economic hardship	Potentially impacted and/or adjacent properties and structures will be considered as part of the study effort. TxDOT hopes to minimize the impact on them as it refines alternative alignments through the alternatives screening process as defined at the public meeting held on October 4, 2016.
3	10/4/2016	Comment Form	My residence is beautifully landscaped with trees and could not remain with either route. Our home would have to be torn down to accommodate the red or yellow route.	Environmental Impact - Vegetation	Potentially impacted and/or adjacent properties and structures will be considered as part of the study effort. TxDOT hopes to minimize the impact on them as it refines alternative alignments through the alternatives screening process as defined at the public meeting held on October 4, 2016. Should the acquisition of Right-of-Way be required for this project, TxDOT will follow all applicable state and federal laws as noted in the <i>Landowners Bill of Rights</i> which is available on the Texas Attorney General's and/or TxDOT's website.
4	10/4/2016	Comment Form	Since the reliever route solely handles traffic moving essentially between Sherman and Denton, why could you not just use 377 out of Whitesboro to 922 into Valley View? Widen 377 while it is still in use, widen 922 while it is still in use. Those roads are already established and you could not be displacing people from very much of their property. If 4 lanes is the goal, you are 1/2 way there.	New alternative	As part of previous study efforts conducted by TxDOT to address mobility issues in the greater Gainesville area, a reliever route near the US 82 / IH 35 interchange was identified as a long term solution. In order for a reliever route to make an impact at the US 82 / IH 35 interchange, the reliever route needs to be close enough to the interchange to make a meaningful impact which has been confirmed by traffic analyses conducted during this study. Utilizing US 377 and FM 922 will not divert enough traffic away from the US 82 / IH 35 interchange due to the distance from the interchange in Gainesville.
5	10/4/2016	Comment Form	Taking over private property that has be in Texan's families for over a century is such a shame. Just to accommodate illegal people flooding our beautiful State makes me sick!	Taking of property	Potentially impacted and/or adjacent properties and structures will be considered as part of the study effort. TxDOT hopes to minimize the impact on them as it refines alternative alignments through the alternatives screening process as defined at the public meeting held on October 4, 2016. Should the acquisition of Right-of-Way be required for this project, TxDOT will follow all applicable state and federal laws as noted in the <i>Landowners Bill of Rights</i> which is available on the Texas Attorney General's and/or TxDOT's website.

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6	10/4/2016	Comment Form	Needs to be studied - perhaps north side of 82 just past I35. These routes don't appear cost effective. I do realize no matter the route people will be affected with that said, I personally don't see these choices as beneficial.	New alternative	TxDOT will continue to refine alternative alignments through the alternatives screening process as defined at the public meeting held on October 4, 2016.
7	10/4/2016	Comment Form	Would prefer option B off of Spring Creek Road	Preferred alternative	Thank you for your comment. As we continue working through this process all comments will be carefully considered. TxDOT will continue to refine alternative alignments through the alternatives screening process as defined at the public meeting held on October 4, 2016.
8	10/4/2016	Comment Form	Prefer option B, not C	Preferred alternative	Thank you for your comment. As we continue working through this process all comments will be carefully considered. TxDOT will continue to refine alternative alignments through the alternatives screening process as defined at the public meeting held on October 4, 2016.
9	10/4/2016	Comment Form	I prefer alternative D. Why not utilize more of 3092 rather than having to secure new ROW?	Preferred alternative	Thank you for your comment. As we continue working through this process all comments will be carefully considered. TxDOT will continue to refine alternative alignments through the alternatives screening process, including the use of existing right-of-way, as defined at the public meeting held on October 4, 2016.
10	10/4/2016	Comment Form	Against Alternative E:	Preferred alternative	Thank you for your comment. As we continue working through this process all comments will be carefully considered. TxDOT will continue to refine alternative alignments through the alternatives screening process as defined at the public meeting held on October 4, 2016.
11	10/4/2016	Comment Form	No notice in 2015 for area under consideration was much smaller	Public Involvement	The alternatives presented at the October 4, 2016 meeting are a refinement of those developed in previous studies. They were developed in coordination with stakeholders and in accordance with the alternative screening process as defined in the public meeting held on October 4, 2016.
12	10/4/2016	Comment Form	Historic girl scout cabin is under renovation and would be under right-of-way	Historic feature	Our study team is conducting a preliminary environmental constraints assessment for this proposed project. The assessment will include a historical analysis and every attempt would be made to avoid registered historic structures.
13	10/4/2016	Comment Form	Crosses Oncor Creg high lines	Environmental Impact - Water	Potentially impacted utilities will be considered as part of the study effort. TxDOT hopes to minimize the impact on them as it refines alternative alignments through the alternatives screening process as defined at the public meeting held on October 4, 2016.

US 82 Reliever Route Study, Gainesville, TX - Comment/Response Matrix

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14	10/4/2016	Comment Form	Costs higher due to crossing significant floodplain and distance further east and south 5. already has "not preferred" status	Construction cost	Thank you for your comment. As we continue working through this process all comments will be carefully considered. Environmental hazards/constraints are being considered as part of the study as well as the costs of construction and/or mitigating known hazards.
15	10/4/2016	Comment Form	Help! Gainesville needs this 82 reliever very bad. I am a retail delivery driver on 82. Traffic has quadrupled in the 16 years I've been working!	Support for study	Thank you for your comment. As we continue working through this process all comments will be carefully considered. TxDOT will continue to refine alternative alignments through the alternatives screening process as defined at the public meeting held on October 4, 2016.
16	10/4/2016	Comment Form	I think Route E is the best route and blue is the next best one.	Preferred alternative	Thank you for your comment. As we continue working through this process all comments will be carefully considered. TxDOT will continue to refine alternative alignments through the alternatives screening process as defined at the public meeting held on October 4, 2016.
17	10/4/2016	Comment Form	I do not think you should choose the green route because it will take our barn out. So please do not choose the green (C) route.	Taking of property	Potentially impacted and/or adjacent properties and structures will be considered as part of the study effort. TxDOT hopes to minimize the impact on them as it refines alternative alignments through the alternatives screening process as defined at the public meeting held on October 4, 2016. Should the acquisition of Right-of-Way be required for this project, TxDOT will follow all applicable state and federal laws as noted in the <i>Landowners Bill of Rights</i> which is available on the Texas Attorney General's and/or TxDOT's website.
18	10/4/2016	Comment Form	I prefer Route G and Route C as a second option. I suggest ROW be purchased for a 4 lane controlled access with overpasses. I do not think signal lights would be practical.	Preferred alternative	Thank you for your comment. As we continue working through this process all comments will be carefully considered. TxDOT will continue to refine alternative alignments through the alternatives screening process as defined at the public meeting held on October 4, 2016.
19	10/4/2016	Comment Form	I prefer Route G and Route C as a second option. I suggest ROW be purchased for a 4 lane controlled access with overpasses. I do not think signal lights would be practical.	Preferred alternative	Thank you for your comment. As we continue working through this process all comments will be carefully considered. TxDOT will continue to refine alternative alignments through the alternatives screening process as defined at the public meeting held on October 4, 2016.
20	10/4/2016	Comment Form	The green or C route is not an option!	Preferred alternative	Thank you for your comment. As we continue working through this process all comments will be carefully considered. TxDOT will continue to refine alternative alignments through the alternatives screening process as defined at the public meeting held on October 4, 2016.

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21	10/4/2016	Comment Form	This route goes through our place, through our barn and it splits up a field that is farmed. This land is in a generation skipping trust and will go to our niece and nephews to farm also.	Taking of property	<p>Potentially impacted and/or adjacent properties and structures will be considered as part of the study effort. TxDOT hopes to minimize the impact on them as it refines alternative alignments through the alternatives screening process as defined at the public meeting held on October 4, 2016.</p> <p>Should the acquisition of Right-of-Way be required for this project, TxDOT will follow all applicable state and federal laws as noted in the <i>Landowners Bill of Rights</i> which is available on the Texas Attorney General's and/or TxDOT's website.</p>
22	10/4/2016	Comment Form	I suggested routes use no existing right-of-ways outside Spring Creek Rd. Three of the proposed routes cut across my family land (12 Whitleys Ridge Ln) instead of following an available right-of-way. I have spent the last fifteen years purchasing this land to keep it intact. There must be a route that does not take so much family farm land.	Taking of property	<p>Potentially impacted and/or adjacent properties and structures will be considered as part of the study effort. TxDOT hopes to minimize the impact on them as it refines alternative alignments through the alternatives screening process as defined at the public meeting held on October 4, 2016.</p> <p>Should the acquisition of Right-of-Way be required for this project, TxDOT will follow all applicable state and federal laws as noted in the <i>Landowners Bill of Rights</i> which is available on the Texas Attorney General's and/or TxDOT's website.</p>
23	10/4/2016	Comment Form	Green or C route is not an option. I farm on it. I am 8 years old. My grandpa left it for me. I dislike the green option. I like to farm and if you take the green option, you will take my farm land.	Taking of property	<p>Potentially impacted and/or adjacent properties and structures will be considered as part of the study effort. TxDOT hopes to minimize the impact on them as it refines alternative alignments through the alternatives screening process as defined at the public meeting held on October 4, 2016.</p> <p>Should the acquisition of Right-of-Way be required for this project, TxDOT will follow all applicable state and federal laws as noted in the <i>Landowners Bill of Rights</i> which is available on the Texas Attorney General's and/or TxDOT's website.</p>
24	10/4/2016	Comment Form	What consideration has been given to routing the bypass northwest of Gainesville? I understand where the traffic is coming from and going to (I-35 to E. Hwy 82), but the traffic will go where you build the road.	New alternative	<p>As part of previous study efforts conducted by TxDOT to address mobility issues in the greater Gainesville area, a reliever route north and south of US 82 was identified as a long term solution, including additional alternatives north of Gainesville. In that study the southeast quadrant of the reliever route was identified as the area with the greatest need. The current study will focus on the southeast quadrant while also considering for future routes north of US 82.</p>

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25	10/4/2016	Comment Form	The cost of construction and maintenance going southeast of town is not in the taxpayers best interest.	Construction cost	As part of previous study efforts conducted by TxDOT to address mobility issues in the greater Gainesville area, a reliever route of US 82 was identified as a long term solution. In that study the southeast quadrant of the reliever route was identified as the area with the greatest need. The current study will focus on the southeast quadrant while also considering for future routes north of US 82 and west of IH 35. The current study includes cost estimates for the alternatives being considered as well as a number of short- and long-term solutions.
26	10/4/2016	Comment Form	I own the SW corner of 82 and 372. I bought this property as a long-term investment with hopes of further development. I prefer the road to be on the east side of my property so I still have a valuable 0.6 acres of land. Please contact me so I can make future plans as soon as any decisions are made or proposals so I can make appropriate plans.	Taking of property	<p>Potentially impacted and/or adjacent properties and structures will be considered as part of the study effort. TxDOT hopes to minimize the impact on them as it refines alternative alignments through the alternatives screening process as defined at the public meeting held on October 4, 2016. TxDOT will work to keep the public and stakeholders involved as the study progresses.</p> <p>Should the acquisition of Right-of-Way be required for this project, TxDOT will follow all applicable state and federal laws as noted in the Landowners Bill of Rights which is available on the Texas Attorney General's and/or TxDOT's website.</p>
27	10/4/2016	Comment Form	Family farm is located at 731 E. Spring Creek Rd. Both houses currently are located 75 feet from Spring Creek Road.	Taking of property	<p>Potentially impacted and/or adjacent properties and structures will be considered as part of the study effort. TxDOT hopes to minimize the impact on them as it refines alternative alignments through the alternatives screening process as defined at the public meeting held on October 4, 2016.</p> <p>Should the acquisition of Right-of-Way be required for this project, TxDOT will follow all applicable state and federal laws as noted in the Landowners Bill of Rights which is available on the Texas Attorney General's and/or TxDOT's website.</p>

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28	10/4/2016	Comment Form	Back and forth access straight across would be preferred. Further options to assess issues requested. G route preferred from RR tracks east. Property Value? 4 lane?	Access to property	<p>Potentially impacted and/or adjacent properties and structures will be considered as part of the study effort. TxDOT hopes to minimize the impact on them as it refines alternative alignments through the alternatives screening process as defined at the public meeting held on October 4, 2016. Any alternative constructed must follow the guidelines in TxDOT's Access Management Manual. The study team has noted your comment and will review it as it develops and refines alternatives.</p> <p>Should the acquisition of Right-of-Way be required for this project, TxDOT will follow all applicable state and federal laws as noted in the Landowners Bill of Rights which is available on the Texas Attorney General's and/or TxDOT's website.</p>
29	10/4/2016	Comment Form	None of the routes adjoining Spring Creek Rd (are) preferred. The hand drawn Plumlee Rt 1 is preferred.	Preferred alternative	Your preference has been noted and the study team will refer to the hand drawn route on the map from the 10/4/16 meeting labeled Plumlee. TxDOT will continue to refine alternative alignments through the alternatives screening process as defined at the public meeting held on October 4, 2016.
30	10/4/2016	Comment Form	Any route need to have ag equipment access. Lots of agriculture land in area.	Access to property	Any alternative constructed must follow the guidelines in TxDOT's Access Management Manual. The study team has noted your comment and will review it as it develops and refines alternatives.
31	10/4/2016	Comment Form	TxDOT needs to try to stay with existing roads/paths.	Existing Right-of-Way	Thank you for your comment. As we continue working through this process all comments will be carefully considered. TxDOT will continue to refine alternative alignments through the alternatives screening process, including the use of existing right-of-way, as defined at the public meeting held on October 4, 2016.
32	10/4/2016	Comment Form	The Plumlee #1 route looked like my preferred route. This would affect the least amount of people and farm land.	Preferred alternative	Your preference has been noted and the study team will refer to the hand drawn route on the map from the 10/4/16 meeting labeled Plumlee. TxDOT will continue to refine alternative alignments through the alternatives screening process as defined at the public meeting held on October 4, 2016.

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Comment	Date Received	Source	Comment Topic	Resource Category	Response
33	10/4/2016	Comment Form	The green or C route would divide our property and we farm and have cattle. C route would make it difficult to move cattle and equipment across the road if C route was built.	Taking of property	<p>Potentially impacted and/or adjacent properties and structures will be considered as part of the study effort. TxDOT hopes to minimize the impact on them as it refines alternative alignments through the alternatives screening process as defined at the public meeting held on October 4, 2016. Any alternative constructed must follow the guidelines in TxDOT's Access Management Manual. The study team has noted your comment and will review it as it develops and refines alternatives.</p> <p>Should the acquisition of Right-of-Way be required for this project, TxDOT will follow all applicable state and federal laws as noted in the Landowners Bill of Rights which is available on the Texas Attorney General's and/or TxDOT's website.</p>
34	10/4/2016	Comment Form	It seems to me that using the existing 3092 makes the most sense, least time and cost. Otherwise Alternative "E" or Alternative "B" makes the most sense.	Preferred alternative	<p>Thank you for your comment. As we continue working through this process all comments will be carefully considered. TxDOT will continue to refine alternative alignments through the alternatives screening process, including the use of existing right-of-way, as defined at the public meeting held on October 4, 2016.</p>
35	10/4/2016	Comment Form	I believe this is a bit pre-mature but long range planning is a good idea..... Option "E" seems like it would be the least disruptive for homeowners.	Preferred alternative	<p>Thank you for your comment. As we continue working through this process all comments will be carefully considered. TxDOT will continue to refine alternative alignments through the alternatives screening process as defined at the public meeting held on October 4, 2016.</p>
36	10/4/2016	Comment Form	Option G is my preferred route.	Preferred alternative	<p>Thank you for your comment. As we continue working through this process all comments will be carefully considered. TxDOT will continue to refine alternative alignments through the alternatives screening process as defined at the public meeting held on October 4, 2016.</p>
37	10/4/2016	Comment Form	We own property on both sides of Spring Creek Rd. west of RR	Taking of property	<p>Potentially impacted and/or adjacent properties and structures will be considered as part of the study effort. TxDOT hopes to minimize the impact on them as it refines alternative alignments through the alternatives screening process as defined at the public meeting held on October 4, 2016.</p> <p>Should the acquisition of Right-of-Way be required for this project, TxDOT will follow all applicable state and federal laws as noted in the Landowners Bill of Rights which is available on the Texas Attorney General's and/or TxDOT's website.</p>
38	10/4/2016	Comment Form	[N]eed access to both sides of road to move cattle	Access to property	<p>Any alternative constructed must follow the guidelines in TxDOT's Access Management Manual. The study team has noted your comment and will review it as it develops and refines alternatives.</p>

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Comment	Date Received	Source	Comment Topic	Resource Category	Response
39	10/4/2016	Comment Form	[B]oth houses are and other buildings are in proposed development, do not want either house that close to the noise. Need access possibly under bridge or under hi-way for transport of livestock. Need to discuss further options as far as houses being too close to construction with on N and one on S sides of road.	Environmental Impact - Noise	<p>Potentially impacted and/or adjacent properties and structures will be considered as part of the study effort. TxDOT hopes to minimize the impact on them as it refines alternative alignments through the alternatives screening process as defined at the public meeting held on October 4, 2016. Any alternative constructed must follow the guidelines in TxDOT's Access Management Manual. The study team has noted your comment and will review it as it develops and refines alternatives.</p> <p>Should the acquisition of Right-of-Way be required for this project, TxDOT will follow all applicable state and federal laws as noted in the Landowners Bill of Rights which is available on the Texas Attorney General's and/or TxDOT's website.</p>
40	10/4/2016	Comment Form	Prefer green route	Preferred alternative	<p>Thank you for your comment. As we continue working through this process all comments will be carefully considered. TxDOT will continue to refine alternative alignments through the alternatives screening process as defined at the public meeting held on October 4, 2016.</p>
41	10/4/2016	Comment Form	[B]lue route severely impacting property. The proposed blue route crosses my property over two pastures, leaves sections of land that cannot be leased, sold or built upon. My property is east of 2071 with 2152 intersects the property. 2071 is west border.	Taking of property	<p>Potentially impacted and/or adjacent properties and structures will be considered as part of the study effort. TxDOT hopes to minimize the impact on them as it refines alternative alignments through the alternatives screening process as defined at the public meeting held on October 4, 2016.</p> <p>Should the acquisition of Right-of-Way be required for this project, TxDOT will follow all applicable state and federal laws as noted in the Landowners Bill of Rights which is available on the Texas Attorney General's and/or TxDOT's website.</p>
42	10/4/2016	Comment Form	The hill, Terrapin Hill is a historic (landmark) for wagon Trails.	Historic feature	<p>Our study team is conducting a preliminary environmental constraints assessment for this proposed project. The assessment will include a historical analysis and every attempt would be made to avoid registered historic structures.</p>

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Comment	Date Received	Source	Comment Topic	Resource Category	Response
43	10/4/2016	Comment Form	There is loss of access to water for cattle occupying NW pasture. Pasture lines run along south boundary. Landowner intervened in PUC docket number 38597 - because of proposed route in that case was going to cut swath 320 ft. wide out of the middle of the land. The blue route will cut swath from 15 ft. to 300 ft. wide out of the land. The PUC agreed to reroute that only takes 50 ft. out of land along the southern boundary. Change of address for Robert Foater deceased of Wichita Falls, former owner of land, daughter now owns.	Access to property	<p>Potentially impacted and/or adjacent properties and structures will be considered as part of the study effort. TxDOT hopes to minimize the impact on them as it refines alternative alignments through the alternatives screening process as defined at the public meeting held on October 4, 2016. Any alternative constructed must follow the guidelines in TxDOT's Access Management Manual. The study team has noted your comment and will review it as it develops and refines alternatives.</p> <p>Should the acquisition of Right-of-Way be required for this project, TxDOT will follow all applicable state and federal laws as noted in the Landowners Bill of Rights which is available on the Texas Attorney General's and/or TxDOT's website.</p>
44	10/4/2016	Comment Form	Better to use FM 1306 to Radio Hill Rd. It will be a shorter distance to reduce cost. Only 2 miles north of Spring Creek Rd. Considering all of this area is wildlife area and wetlands.	New alternative	Thank you for your comment. As we continue working through this process all comments will be carefully considered. TxDOT will continue to refine alternative alignments through the alternatives screening process, including the use of existing right-of-way, as defined at the public meeting held on October 4, 2016.
45	10/4/2016	Email	Concerning the Hwy 82 bypass in Gainesville. Concern was taken on the south end of the route to use existing right of way on Spring Creek Rd. The same concern was not given on the northern end even though 3092 provides it. There are only three buildings on the west side at the north end. 300 foot right of way on 3092 would be the least intrusive.	New alternative	Thank you for your comment. As we continue working through this process all comments will be carefully considered. TxDOT will continue to refine alternative alignments through the alternatives screening process, including the use of existing right-of-way, as defined at the public meeting held on October 4, 2016.
46	10/6/2016	Email	I want to go on record as being opposed to the reliever bypass at Spring Creek Rd. My wife and I are part of a community of rural farmers, many of whom depend on the area for their livelihood, and who appreciate the quality of life that this area of Texas affords us. A new highway of the magnitude that you are proposing would disrupt that lifestyle.	Against Reliever Route	Thank you for your comment. As we continue working through this process all comments will be carefully considered. TxDOT will continue to refine alternative alignments through the alternatives screening process, including the use of existing right-of-way, as defined at the public meeting held on October 4, 2016.
47	10/7/2016	Email	I believe the alternative route G would have less impact on residences, be closer to Lake Kiowa for commuters, and be a straighter route than the other alternatives. It would also have less impact on the Chalmers Elementary school than the other routes. It also would require less elevating of the roadway than the other routes.	Preferred alternative	Thank you for your comment. As we continue working through this process all comments will be carefully considered. TxDOT will continue to refine alternative alignments through the alternatives screening process, including improving safety and addressing congestion while minimizing impacts on adjacent properties, as defined at the public meeting held on October 4, 2016.

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Comment	Date Received	Source	Comment Topic	Resource Category	Response
48	10/7/2016	Email	The US 82 Reliever Route will forever change the rural nature of the southeast section of Cooke County. A highway of this size will turn this area into an industrial and commercial zone. Farms will be bisected and farmland access will be compromised.	Environmental Impact - Agricultural land	A reliever route would undoubtedly change the landscape of the area in which it would be built. TxDOT will work with the community to develop a facility that meets the needs of users, area residents while minimizing the negative impact of building such a facility. Currently, TxDOT is considering a number of alternatives which include use of existing right-of-way and/or additional improvements.
49	10/7/2016	Email	Farmers and ranchers need to move equipment and livestock between farmland scattered across the county. This will make it more difficult. Farms divided by highways decimates the value of the land, both in usability and monetary terms.	Access to property	Potentially impacted and/or adjacent properties and structures will be considered as part of the study effort. TxDOT hopes to minimize the impact on them as it refines alternative alignments through the alternatives screening process as defined at the public meeting held on October 4, 2016. Any alternative constructed must follow the guidelines in TxDOT's Access Management Manual. The study team has noted your comment and will review it as it develops and refines alternatives. Should the acquisition of Right-of-Way be required for this project, TxDOT will follow all applicable state and federal laws as noted in the Landowners Bill of Rights which is available on the Texas Attorney General's and/or TxDOT's website.
50	10/7/2016	Email	A 10 % increase in Cooke County's population through 2040 as projected by TxDOT does not warrant sacrificing this rural area. The only reason for this thoroughfare is to relieve heavy truck traffic from the IH35 / US82 intersection. A better solution is to improve the IH35 / US82 intersection to handle this traffic, rather than sacrificing our homes and farms.	New alternative	The previous study developed Short- and long-term solutions including those that better manage traffic near the I-35/US 82 interchange. Some of these improvements are now complete and others will be completed soon. As part of the current study, the study team is looking at projected traffic volumes all along the corridor to help determine the best solution to traffic demands.
51	10/7/2016	Email	By intersecting CR 237 and cutting access to FM 2071, you will be creating a dead-end road on CR 237 that will attract criminal behavior and trash dumping. Having this highway cross FM 2071 will cause problems relating to access through the community.	Environmental Impact - General	Thank you for your comment. As we continue working through this process all comments will be carefully considered. TxDOT will continue to refine alternative alignments through the alternatives screening process, including the use of existing right-of-way, as defined at the public meeting held on October 4, 2016.
52	10/7/2016	Email	The reason people move to this county from the DFW Metroplex is to get away from traffic and commercial activity. No one will want to live in this area if this highway bypass, with the inevitable commercial growth, is placed here.	Environmental Impact - Rural Character	A reliever route would undoubtedly change the landscape of the area in which it would be built. TxDOT will work with the community to develop a facility that meets the needs of users, area residents while minimizing the negative impact of building such a facility. Currently, TxDOT is considering a number of alternatives which include use of existing right-of-way and/or additional improvements.

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Comment	Date Received	Source	Comment Topic	Resource Category	Response
53	10/5/2016	Email	<p>I attended the open house on October 4, 2016, regarding the US 82 Reliever Route that is currently included in your study. I expressed my concerns verbally that evening to several representatives there, but I wanted to formally write so my concerns and comments can be included in the study.</p> <p>After looking at the proposed routes for the US 82 Reliever Route, I must tell you I am against this project for a couple of reasons. First, the routes proposed will remove through traffic away from Gainesville. Gainesville is a small town that is built on small, family owned businesses. These businesses need the support of locals and those traveling through to survive. Rerouting traffic away from Gainesville will prevent people who are traveling from stopping to eat in our restaurants, shopping in our stores, and visiting our zoo and parks. This would hurt Gainesville and the business owners financially, and possibly cause locally owned businesses to close.</p>	Economic hardship	Your comment has been noted, the study team is currently evaluating the impact of the reliever route on traffic in Gainesville. Depending on the type of traffic (through-traffic v. local traffic), there could be an impact on the local economy. However, congestion, delay and safety will be considered and have an economic impact on the community and region.
54	10/5/2016	Email	<p>Secondly, I am against this project because of the amount of farmland and homes that will be affected. Some of the homes that the proposed routes will either take out or go right past are new homes built within the last few years with the hopes of living out the rest of the days in those homes. When these homes were built, no word of warning was given about a potentially 4 lane highway intersecting their house. Some of the farmland that will be affected has been farmed for multiple generations. Farmers have sacrificed season after season to work the land and make enough to hang onto this land to pass along to the next generation. At no time did these hard working farmers want to see there years of toil and hard work end up under a multilane highway. These farmers put more emphasis on pride and tradition than any money the state can offer for their land.</p>	Environmental Impact - Agricultural land	<p>A reliever route would undoubtedly change the landscape of the area in which it would be built. TxDOT will work with the community to develop a facility that meets the needs of users, area residents while minimizing the negative impact of building such a facility. Currently, TxDOT is considering a number of alternatives which include use of existing right-of-way and/or additional improvements.</p> <p>Should the acquisition of Right-of-Way be required for this project, TxDOT will follow all applicable state and federal laws as noted in the Landowners Bill of Rights which is available on the Texas Attorney General's and/or TxDOT's website.</p>
55	10/5/2016	Email	<p>As I stated before, Gainesville is a small community built on hard work and tradition. This reliever route project plan is an insult to the hard work and tradition that has built this community. The effects of rerouting traffic could be felt for generations to come and potentially harm the growth and stability of a community that has been established since 1850. A better proposal, in my opinion, is to invest the millions of dollars that would be spent on this project into upgraded and improving the two existing corridors of US 82 and I-35 to better handle the traffic flow in the future.</p>	Community Impact	The previous study developed Short- and long-term solutions including those that better manage traffic near the I-35/US 82 interchange. Some of these improvements are now complete and others will be completed soon. As part of the current study, the study team is looking at projected traffic volumes all along the corridor to help determine the best solution to traffic demands. The study team is considering additional alternatives, a "no-build" alternative, and improvements to existing facilities to manage traffic in the future.

US 82 Reliever Route Study, Gainesville, TX - Comment/Response Matrix

Comment	Date Received	Source	Comment Topic	Resource Category	Response
56	10/14/2016	Mailed	We do not need this yellowish or red route they need to use FM 3092, make the road out east of the town to move the traffic.	Preferred alternative	Thank you for your comment. As we continue working through this process all comments will be carefully considered. TxDOT will continue to refine alternative alignments through the alternatives screening process, including the use of existing right-of-way, as defined at the public meeting held on October 4, 2016.
57	10/14/2016	Mailed	We don't want taxes going up.	Economic hardship	Your comment has been noted, thank you for your input. Financing for any new facility and/or proposed alternatives will be determined by TxDOT in coordination with local government.
58	10/14/2016	Mailed	If the goal of the US82 Reliever Route is for a high speed highway, why not move it further east where you would not be hindered by homes, churches and a school?	New alternative	<p>As part of previous study efforts conducted by TxDOT to address mobility issues in the greater Gainesville area, a reliever route near the US 82 / IH 35 interchange was identified as a long term solution. In order for a reliever route to make an impact at the US 82 / IH 35 interchange, the reliever route needs to be close enough to the interchange to make a meaningful impact which has been confirmed by traffic analyses conducted during this study. Moving the reliever route further east will not divert enough traffic away from the US 82 / IH 35 interchange due to the distance from the interchange in Gainesville.</p> <p>The study team is considering additional alternative alignments including those that are farther east of the alignments presented at the 10/4/16 public meeting.</p>
59	10/14/2016	Mailed	We are just sick to see the route that would destroy our home and those of our neighbors. We remember the lawsuit when you took frontage off our property on 3092 and offered us \$175 per acre. We, together with our neighbors were successful, but not an experience that we wish to repeat. Please consider an open route further east near Co. Rd 214. Thank you!	Taking of property	<p>Potentially impacted and/or adjacent properties and structures will be considered as part of the study effort. TxDOT hopes to minimize the impact on them as it refines alternative alignments through the alternatives screening process as defined at the public meeting held on October 4, 2016.</p> <p>Should the acquisition of Right-of-Way be required for this project, TxDOT will follow all applicable state and federal laws as noted in the Landowners Bill of Rights which is available on the Texas Attorney General's and/or TxDOT's website.</p>
60	10/14/2016	Mailed	I was told at the meeting someone in Gainesville wanted to keep the bypass closer to [Tyler] People that use this are not looking to travel in Gainesville anyways. It doesn't make sense to put the road on yellow, red or blue route when we have the right of way already on 3092. Traffic wouldn't involve any [illegible] roads.	New alternative	Thank you for your comment. As we continue working through this process all comments will be carefully considered. TxDOT will continue to refine alternative alignments through the alternatives screening process, including the use of existing right-of-way, as defined at the public meeting held on October 4, 2016.
61	10/14/2016	Mailed	They had rather destroy 57 years of someone's life.	Taking of property	Thank you for your comment. As we continue working through this process all comments will be carefully considered.

US 82 Reliever Route Study, Gainesville, TX - Comment/Response Matrix

Comment	Date Received	Source	Comment Topic	Resource Category	Response
62	10/14/2016	Mailed	We were told when they built 3092 this would be the loop around Gainesville. The red and yellow route crosses a big flood plain. The creek gets all over the bottom. It would take a heck of a bridge to cross it. I know how big it gets I own cattle on that property. The road needs to be built further east of Gainesville to move traffic.	Environmental Impact - Floodplain	The study will look at environmental hazards along proposed alternatives, this includes floodplains. As the study team refines alternatives, it will consider routes farther east of the current alternatives.
63	10/14/2016	Mailed	There is plenty of other country where houses won't be destroyed. Lake Kiowa people want it closer to them for a faster route to Denton or Fuller.	New alternative	Thank you for your comment. As we continue working through this process all comments will be carefully considered. TxDOT will continue to refine alternative alignments through the alternatives screening process, including the use of existing right-of-way, as defined at the public meeting held on October 4, 2016.
64	10/14/2016	Mailed	We already see how the engineers messed up at I35 and Hwy 82 intersection. Which is now being torn out[.]	Construction cost	The previous study developed Short- and long-term solutions including those that better manage traffic near the I-35/US 82 interchange. Some of these improvements are now complete and others will be completed soon. As part of the current study, the study team is looking at projected traffic volumes all along the corridor to help determine the best solution to traffic demands.
65	10/14/2016	Mailed	[T]he red, yellow or blue route should be kept for development of homes. Everything at Gainesville seems to be moving to the east anyway. Gainesville population has not grown that much in the last 50 years. The heads [illegible] want to keep it small. They are all going to lose control because people are coming from the south. These 3 routes need to be dropped and moved further east.	Community Impact	A reliever route would undoubtedly change the landscape of the area in which it would be built. TxDOT will work with the community to develop a facility that meets the needs of users, area residents while minimizing the negative impact of building such a facility. Currently, TxDOT is considering a number of alternatives which include use of existing right-of-way and/or additional improvements. The study team will also consider additional alternatives including those that would be further east.
66	10/14/2016	Mailed	If I lose my home in these routes it won't be challenged. I will develop my property with business those Gainesville won't be fond of. Thanks for reconsidering the three routes.	Taking of property	Your comment has been noted.
67	10/13/2016	Email	I am writing to voice my concerns about the US 82 reliever route. First and foremost, I feel it is a bad idea. I do not like the idea of the traffic of I-35 being diverted around Gainesville. I understand that the traffic on I-35 is going to increase, but with that traffic going through Gainesville, Gainesville's economy can increase as well. If you divert the traffic around Gainesville then the economy will not grow. Let's compare to some off the other reliever routes built around the state. The new 131 toll road around Austin. Wonderful road. I love it. I drive through that area about 12 times a year. How many times have I stopped in Austin and bought gas or ate in the last 3 years? ZERO! Austin has close to a million people. Gainesville does not. Austin is a destination for a lot of people. Gainesville is not.	Community Impact	Your comment has been noted, the study team is currently evaluating the impact of the reliever route on traffic in Gainesville. Depending on the type of traffic (through-traffic v. local traffic), there could be an impact on the local economy. However, congestion, delay and safety will be considered and have an economic impact on the community and region.

US 82 Reliever Route Study, Gainesville, TX - Comment/Response Matrix

Comment	Date Received	Source	Comment Topic	Resource Category	Response
68	10/13/2016	Email	<p>Austin needs a relief around the traffic of I-35. Gainesville does not. One note I will point out is the Loop really doesn't seem to carry the amount of cars it was predicted to when built. It's a toll road though, maybe that's why, lets continue.</p> <p>Another loop is 288 around Denton. I believe this route was built to relieve the congestion on 35 around the university and south of the downtown area. It hasn't done that. I hardly use 288 and judging by the traffic on it, not many people do either. I must admit, I do use it on occasion to bypass University Drive/380. The millions spent on 288 to relieve about 10 blocks of University Drive doesn't seem to be worth it. Of course there is always the added point that the reliever route will bring businesses and growth along it. Look at 288 on the north side of Denton. Not a lot of growth there. Where has the new growth been greatest on the north side of Denton? You guessed it University Drive. With the addition of the Razor Ranch area and the construction to improve University Drive, I would guess 288 won't be much relief to anything.</p> <p>Also, Denton has a population of 115000, Gainesville has a population of 15000.</p>	Congestion	Your comment has been noted, the study team is currently evaluating the impact of the reliever route on traffic in Gainesville. Depending on the type of traffic (through-traffic v. local traffic), there could be an impact on the local economy. However, congestion, delay and safety will be considered and have an economic impact on the community and region.
69	10/13/2016	Email	<p>I guess what I am trying to say is that the loop may sound like good plan on paper, but the best laid plans of mice and men. When a loop works, it takes money and economic growth away from the town it is looping around. When a loop doesn't work, it was a huge waste of funds that could have been used improving existing roadways.</p>	Construction cost	Your comment has been noted, the study team is currently evaluating the impact of the reliever route on traffic in Gainesville. Depending on the type of traffic (through-traffic v. local traffic), there could be an impact on the local economy. The study will also include cost estimates for the alternatives being considered as well as a number of short- and long-term solutions.

US 82 Reliever Route Study, Gainesville, TX - Comment/Response Matrix

Comment	Date Received	Source	Comment Topic	Resource Category	Response
70	10/13/2016	Email	<p>What are some alternatives to a loop around Gainesville? Well, first and foremost I think you look at I-35. Look at the improvements that have been made between Hillsboro and Austin over the last 10 yrs. A world of difference compared to how it once was. And that area handles a lot more traffic than what is running down I-35 through Gainesville now. Also look at the interchange between I-35 and HWY 82, this is where the congestion is now. I understand the exits and on ramps were short and bad vision. Yes that needed to be corrected. But, the stop lights are where your congestion is caused. It is hard to beat the efficiency of a clover leaf when it comes to the merging of traffic. The clover leaf could have been part of the design with the new extended exits. In reality, though it is not the lights at the interchange that cause all the congestion, it is the other lights along that stretch that slows everything down. Any time you have that many lights in a row, it will cause a slow down. Increasing the lanes of both I-35 and Hwy 82 would make a huge difference and probably be considerably less money than creating a new loop.</p>	New alternative	<p>The previous study developed Short- and long-term solutions including those that better manage traffic near the I-35/US 82 interchange. Some of these improvements are now complete and others will be completed soon. As part of the current study, the study team is looking at current and projected traffic volumes all along the corridor to help determine the best solution to traffic demands. The study team is considering additional alternatives, a "no-build" alternative, and improvements to existing facilities to manage traffic in the future.</p>
71	10/13/2016	Email	<p>Spring Creek Road is presented as the route of choice. It doesn't seem like a logical choice. There are two creeks and a railroad track on this road. The roadway would have to be elevated to 40 ft to clear the tracks and both creeks. How many miles of elevated roadway would have to be built to accomplish that? Doesn't seem very cost effective.</p>	Environmental Impact - General	<p>The study will look at a number of constraints along proposed alternatives, this includes construction costs and the mitigation of facilities built over water features and railroad infrastructure. TxDOT hopes to minimize the impact on them as it refines alternative alignments through the alternatives screening process as defined at the public meeting held on October 4, 2016.</p>

US 82 Reliever Route Study, Gainesville, TX - Comment/Response Matrix

Comment	Date Received	Source	Comment Topic	Resource Category	Response
72	10/13/2016	Email	<p>Enough about the logistical reasons why the loop is a bad idea. Let's talk about the personal reasons. I live on Spring Creek Road. I just built a new house on Spring Creek Road. The land that I own once belonged to my parents. I was blessed to purchase a portion of this land in 2010. Two other siblings purchased the remaining acreage to keep the whole farm intact. I built my new home on this land. When I purchased this land and as long as I've been on this land, it has been awesome. We spend peaceful evenings on the patio enjoying the quiet or the occasional coyote yip. The wood trim I used in my house for railings and such, I've milled myself and built myself from trees taken from this land. These are things that money cannot replace. These are things that a highway 40 ft in the air carrying 20000 cars will destroy.</p> <p>In closing, I hope you truly reconsider the loop around Gainesville and veto the job all together. If you continue down the path, I hope you change the course and not go down Spring Creek Road. I truly feel the funds could be better spent than on a loop.</p>	Taking of property	<p>TxDOT will continue to review and refine alternative alignments as part of the US 82 Reliever Route Study, this includes using existing right-of-way and other short- and long-term solutions. TxDOT hopes to minimize the impact on them as it refines alternative alignments through the alternatives screening process as defined at the public meeting held on October 4, 2016.</p> <p>Should the acquisition of Right-of-Way be required for this project, TxDOT will follow all applicable state and federal laws as noted in the Landowners Bill of Rights which is available on the Texas Attorney General's and/or TxDOT's website.</p>
73	10/14/2016	Email	I am writing regarding my opposition to Alternative D. (yellow) and Alternative A. (red) routes for the US 82 Reliever Routes outlined on the map of the proposed southeastern loop around the city of Gainesville TX.	Preferred alternative	Thank you for your comment. As we continue working through this process all comments will be carefully considered. TxDOT will continue to refine alternative alignments through the alternatives screening process as defined at the public meeting held on October 4, 2016.
74	10/14/2016	Email	These routes would not only reduce my property's short-term value, but further reduce potential long-term future site development options. This farm has been in my family for the past 55 years. It was and is a place of peace, quiet, nature and solitude. These routes would render it useless in those regards. Dreams of building a home here will be taken away, as I choose not to live in close proximity of a noisy major highway.	Taking of property	<p>TxDOT will continue to review and refine alternative alignments as part of the US 82 Reliever Route Study, this includes using existing right-of-way and other short- and long-term solutions. TxDOT hopes to minimize the impact on them as it refines alternative alignments through the alternatives screening process as defined at the public meeting held on October 4, 2016.</p> <p>Should the acquisition of Right-of-Way be required for this project, TxDOT will follow all applicable state and federal laws as noted in the Landowners Bill of Rights which is available on the Texas Attorney General's and/or TxDOT's website.</p>
75	10/14/2016	Email	The traffic on these routes D. & A. will produce noise pollution for the City's eastern area and	Environmental Impact - Noise	The impact of noise will be considered as the study team refines alternatives. TxDOT hopes to minimize the impact of noise on properties as it refines alternative alignments through the alternatives screening process as defined at the public meeting held on October 4, 2016.

US 82 Reliever Route Study, Gainesville, TX - Comment/Response Matrix

Comment	Date Received	Source	Comment Topic	Resource Category	Response
76	10/14/2016	Email	[Traffic could] possibly increase diesel truck exhaust pollution for the whole city of Gainesville as south winds prevail a large part of the year (tceq.texas.gov website). Please reconsider these routes and or not building this southeastern loop.	Environmental Impacts - Air	During the alternatives screening process phase of this project our study team is conducting a preliminary environmental constraints assessment. Mobile source emissions are generally estimated during the environmental review phase of a proposed project. During that phase, applicable air quality agencies and TCEQ would be involved. Emission calculations are based on a number of factors including vehicle mix, idling, traffic speeds and environmental conditions.
77	10/13/2016	Email	I live on FM 371 approximately one mile north of Hwy 82 and have been following the efforts to examine a Hwy 82 reliever route around the southeast side of Gainesville. A reliever route is urgently needed and I fully support the effort to find a route and find funding for the project as soon as possible.	Support for study	Your comment and support for a reliever route has been noted.
78	10/13/2016	Email	The modifications currently underway on the segment of Hwy 82 from I-35 to Grand Avenue (FM 372) will do very little to provide relief and I personally believe it is a wasted effort. The current modifications will also eliminate pedestrian traffic on the bridges that go over the railroad...an issue that I have objected to in past letters to TxDOT. I sincerely hope a pedestrian pathway can be constructed on these bridges.	Construction cost	The previous study developed Short- and long-term solutions including those that better manage traffic near the I-35/US 82 interchange. Some of these improvements are now complete and others will be completed soon. As part of the current study, the study team is looking at current and projected traffic volumes all along the corridor to help determine the best solution to traffic demands. The study team is considering additional alternatives, a "no-build" alternative, and improvements to existing facilities to manage traffic in the future.
79	10/13/2016	Email	I have examined the various alignment options for the reliever route and would favor Alignments B or G if the intersection with Hwy 82 (at FM 371) would serve to make the current intersection more safe. My other choice would be Alternative C. I do not favor A, D, F, or E because I believe too many residential properties would be adversely affected.	Preferred alternative	Thank you for your comment. As we continue working through this process all comments will be carefully considered. TxDOT will continue to refine alternative alignments through the alternatives screening process as defined at the public meeting held on October 4, 2016.
80	10/13/2016	Email	I think enough right-of-way should be acquired to construct a 4-lane divided highway with one-way service roads. The service roads may not be needed immediately but land should be acquired so they can be constructed eventually. Thank your for pushing forward with this urgently needed project. Without this project, traffic on Hwy 82 within a mile of I-35 will be intolerable in the very near future.	Preferred section	Your preference for facility type has been noted. Thank you for your input.

US 82 Reliever Route Study, Gainesville, TX - Comment/Response Matrix

Comment	Date Received	Source	Comment Topic	Resource Category	Response
81	10/13/2016	Email	I would like to voice my displeasure with the idea and proposed plan for a highway 82 reliever route. I have been told the idea of the reliever route is to ease traffic congestion at the intersection of highway 82 and I-35. There was never a problem at this intersection until it was redesigned and the clover leaves were taken out. The clover leaves could've been improved with better acceleration lanes entering on I-35, that would've been much cheaper than where we are now.	Against Reliever Route	The previous study developed Short- and long-term solutions including those that better manage traffic near the I-35/US 82 interchange. Some of these improvements are now complete and others will be completed soon. The current US 82 Reliever Route Study is underway to address a number of safety issues along with congestion along US82 in Gainesville. The study team will continue to evaluate short- and long-term improvements along the corridor including interchanges.
82	10/13/2016	Email	The idea of constructing the new reliever route as planned seems like a huge waste of tax payer dollars and can only hurt the economy of Gainesville.	Construction Cost	As part of the current study, the study team is looking at current and projected traffic volumes all along the corridor to help determine the best solution to traffic demands. The study team is considering additional alternatives, a "no-build" alternative, and improvements to existing facilities to manage traffic in the future.
83	10/13/2016	Email	My wife's family has owned land along Spring Creek for generations. Several years ago we bought acreage on Spring Creek Road with the intention of building our retirement home. It is a beautiful piece of property that we have dreamed of moving to and spend our golden years. I just can't imagine how such a project will destroy the area and our dreams. Besides the personal interest we have in the area I think the reliever route is a bad financial idea for the taxpayer and the business in Gainesville. Please consider other options before a cent of taxpayer money is wasted with this idea.	Taking of property	Potentially impacted and/or adjacent properties and structures will be considered as part of the study effort as well as the use of existing right-of-way. TxDOT hopes to minimize the impact on impacts as it refines alternative alignments through the alternatives screening process as defined at the public meeting held on October 4, 2016. Should the acquisition of Right-of-Way be required for this project, TxDOT will follow all applicable state and federal laws as noted in the Landowners Bill of Rights which is available on the Texas Attorney General's and/or TxDOT's website.
84	10/7/2016	Email	I have a couple of questions concerning the US 82 Reliever Route Study. When do you anticipate that a decision will be made regarding the route? When you buy right of way - do you buy an entire piece of land, or just the part the proposed road will go on? And what about property that is next to the route, but not on it ?	Project Questions	We are currently compiling and evaluating all of the comments that we received on this project. If there is a consensus, we should be able to proceed forward with the preferred route as identified by the public. If there is not a consensus, it will take additional discussions and evaluation to determine which route should be carried forward. At a minimum, I expect that we will have at least one more open house on this project sometime next year. Our goal is to have the study complete and a preferred alternative developed by November 2017. Under state law, TxDOT is not authorized to acquire property in excess of the needed right of way. Therefore, only the portion of the property where the proposed road will be located would be purchased. Only the property needed for the roadway would be acquired.

US 82 Reliever Route Study, Gainesville, TX - Comment/Response Matrix

Comment	Date Received	Source	Comment Topic	Resource Category	Response
85	10/7/2016	Email	<p>A route such as you are proposing could change a quiet country parcel to a completely different thing – will you be making offers on those parcels as well?</p> <p>And what about a timeline for the construction? Do you have a general idea of when you might start?</p>	Environmental Impact - Rural Character	If the property is needed for the roadway, an independent appraiser will assess the property to determine their opinion of the value for the property needed. Also, they will determine whether or not they think the use of the remaining property changes because of the highway and they will evaluate whether or not compensation needs to be made as a result of that potential change. This project is in the early planning phases and construction is not funded at this time. Planning projects similar to this in the past has usually taken 10-20 years before construction begins.
86	10/14/2016	Email	<p>The possibility of developing a loop around Gainesville from Hwy 82 to Interstate 35 is a project for consideration. The following are concerns that should be considered and addressed. Gainesville continues to grow toward the East. This being proved by the City recently annexing more property into the city limits.</p>	Growth trends	Thank you for your comment. As we continue working through this process all comments will be carefully considered. TxDOT will continue to refine alternative alignments that are east of Gainesville through the alternatives screening process as defined at the public meeting held on October 4, 2016.
87	10/14/2016	Email	<p>Businesses that are being built at the present intersection of Hwy 82 and I35 would suffer monetary losses.</p>	Economic hardship	Your comment has been noted, the study team is currently evaluating the impact of the reliever route on traffic in Gainesville. Depending on the type of traffic (through-traffic v. local traffic), there could be an impact on the local economy. However, congestion, delay and safety will be considered and have an economic impact on the community and region.
88	10/14/2016	Email	<p>The present alignments proposed will be too close to the city limits. A study of loops around cities will show that commercial development always takes place on loops. This would pose problems within the Gainesville City limits.</p>	New alternative	As part of previous study efforts conducted by TxDOT to address mobility issues in the greater Gainesville area, a reliever route near the US 82 / IH 35 interchange was identified as a long term solution. In order for a reliever route to make an impact at the US 82 / IH 35 interchange, the reliever route needs to be close enough to the interchange to make a meaningful impact which has been confirmed by traffic analyses conducted during this study. A reliever route well outside the city limits will not divert enough traffic away from the US 82 / IH 35 interchange due to the distance from the interchange in Gainesville.
89	10/14/2016	Email	<p>Property on both sides of 3092 from Hwy 82 to FM 678 could be considered prime property for housing development for the City of Gainesville.</p>	Land Use - Housing	Thank you for your comment. As we continue working through this process all comments will be carefully considered. TxDOT will continue to refine alternative alignments through the alternatives screening process as defined at the public meeting held on October 4, 2016.
90	10/14/2016	Email	<p>The present alignments closeness to the Gainesville State School would create an unpleasant environment for the school inhabitants and workers.</p>	Community Impact	Your comment has been noted and the potential impact on the Gainesville State School will be considered. TxDOT will continue to refine alternative alignments through the alternatives screening process as defined at the public meeting held on October 4, 2016.

US 82 Reliever Route Study, Gainesville, TX - Comment/Response Matrix

Comment	Date Received	Source	Comment Topic	Resource Category	Response
91	10/14/2016	Email	The closeness to Chamblers Elementary School would pose a traffic problem and environmental hazard to the school.	Congestion	Your comment has been noted and the potential impact on Chamblers Elementary School will be considered. TxDOT will continue to refine alternative alignments through the alternatives screening process as defined at the public meeting held on October 4, 2016.
92	10/14/2016	Email	The city of Callisburg is growing and would be better served by a route that is further East of Gainesville.	New alternative	As part of previous study efforts conducted by TxDOT to address mobility issues in the greater Gainesville area, a reliever route near the US 82 / IH 35 interchange was identified as a long term solution. In order for a reliever route to make an impact at the US 82 / IH 35 interchange, the reliever route needs to be close enough to the interchange to make a meaningful impact which has been confirmed by traffic analyses conducted during this study. A reliever route well outside the city limits will not divert enough traffic away from the US 82 / IH 35 interchange due to the distance from the interchange in Gainesville.
93	10/14/2016	Email	The utilization of FM 678 could prove to be great for future development in the Eastern part of Cooke County.	New alternative	Thank you for your comment. As we continue working through this process all comments will be carefully considered. TxDOT will continue to refine alternative alignments through the alternatives screening process, including the use of existing right-of-way of FM 678, as defined at the public meeting held on October 4, 2016.

B. Notices

The project team notified the public about the meeting via the following methods:

- Press Release
- Public Meeting Notice
 - Gainesville Daily Register
 - The Weekly News of Cooke County
- TxDOT Website
 - Project website
 - Hearings and Meetings Schedule
- Letter to elected officials
- Postcard sent to landowners adjacent to alternative routes
- Email sent to project stakeholder group
- Social Media Postings
 - Wichita Falls District Twitter
 - October 4, 2016
 - October 3, 2016
 - September 30, 2016
 - TxDOT Facebook
 - October 4, 2016



MEDIA ADVISORY

WICHITA FALLS DISTRICT

Adèle Lewis
(940) 720-7728
Adele.Lewis@txdot.gov

OPEN HOUSE FOR US 82 RELIEVER ROUTE GAINESVILLE

Come and Go Meeting to Introduce Possible Options

September 26, 2016

WHEN: Tuesday, Oct. 4, 2016
5 p.m. - 7 p.m.

WHERE: Gainesville Civic Center
311 South Weaver St.
Gainesville, TX 76240

GAINESVILLE — The Texas Department of Transportation invites citizens to learn about the planning and design of a potential [US 82 reliever route](#) in Gainesville. US 82 is a major thoroughfare for motorists and trucks and as population and commercial activity continue to grow in the area, it has become necessary to move forward with the planning and design of a reliever route that can more adequately meet the capacity and safety needs of the corridor.

A study is currently underway to identify a recommended alignment that can be carried forward into future phases of project development. Members of the project development team and engineering consultants will be on hand to answer questions. No formal presentation will be given. Attendees are invited to come and go at their convenience.

MEDIA: For more information, contact Adele.Lewis@txdot.gov or (940) 720-7728.

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The Texas Department of Transportation is responsible for maintaining 80,000 miles of road and for supporting aviation, rail, and public transportation across the state. Through collaboration and leadership, we deliver a safe, reliable, and integrated transportation system that enables the movement of people and goods.

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Host City



Gainesville Daily Register

*****CALL FOR ADC 760
TX DEPT OF TRANSPORTATION
ATTN: ADELE LEWIS
1601 SOUTHWEST PKWY
WICHITA FALLS, TX 76302-4906 127TH YEAR NO. 17

LET DAK BE

COMBOYS SHOULD FOCUS ON FUTURE, PG 10



TO OUR VALUED READERS AND ADVERTISERS
We have been experiencing production and quality issues with our outside printer. Please know that we are working to address those issues and expect to have improvement soon. We appreciate your support.
Lisa Chappell, Publisher

WEDNESDAY, SEPTEMBER 21, 2016

www.gainesvilleregister.com

50 CENTS

Bomb threat prompts evacuation at GHS

MEGAN GRAY-HATFIELD
mhatfield@nfin.net
Register Staff Writer

Students and faculty were evacuated from Gainesville High School Tuesday after a bomb threat was discovered in a student bathroom, according to Leslie Cruisinger, spokeswoman for Gainesville Independent School District.

She said an anonymous note was discovered on the wall inside a bathroom "that was determined to be a threat of a bomb."

The building was evacuated at approximately 2 p.m. Tuesday in Leonard Stadium.

a mass phone call from the administration office and a post on the school's Facebook page.

Gainesville ISD police, Gainesville police, Gainesville Fire-Rescue and the GISD administration all assisted with determining the safety of the school before students were allowed to return to class, Cruisinger said.

No explosive devices were located and emergency personnel determined the building, located off Interstate Highway 35, "clear" for students and staff to return at 2:40 p.m., according to GISD.

Downtown spirit



Staff photo by Delania Trigg
Downtown offices and businesses are participating in spirit week to mark Gainesville High School's homecoming. A parade is set for 6 p.m. today followed by a pep rally in downtown Gainesville. The homecoming game between the Gainesville Leopards and the Van Alstyne Panthers is slated for 7:30 p.m. Friday.

Dulock is Teacher of the Week

DELANIA TRIGG
dtrigg@nfin.net

year with the district and likes working with students in second, third and fourth grade.

"You develop a relationship with

Bobbi Kristina Brown's partner loses wrongful death case

ATLANTA (AP) — A judge ruled Friday against Bobbi Kristina Brown's partner, Nick Gordon, in a wrongful death lawsuit filed by her estate, though the decision doesn't answer any of the questions surrounding her mysterious death.

Brown, the daughter of singers Whitney Houston and Bobby Brown, was found face-down and unresponsive in a bathtub in her suburban Atlanta townhome in January 2015. She died in hospice care about six months later.

Investigators with the medical examiner's office were not able to determine exactly how she died. An autopsy showed that she had morphine, cocaine, alcohol

Gordon must pay in damages; if he cannot pay, he could face a lien on property he owns or have his wages garnished.

No lawyer was listed for Gordon in online court records. Two attorneys representing him against any criminal allegations that may be filed said they were not involved in the civil case.

Bobby Brown, who had joined the wrongful death suit filed by his daughter's estate, said in a statement released by his attorney that he is pleased with the judge's ruling.

"All I ever wanted was answers relating to who and what caused my daughter's death. Today's judgment tells me it was Nick Gordon," Brown said in the statement.

However, the ruling does not mean the judge made any determination about Bobbi Kristina Brown's death based on the facts of the case, said Page Pate, an Atlanta criminal defense attorney not involved in the case.

"There's been no finding of liability, no finding that he killed her or had any involvement in the killing."

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TEXAS DEPARTMENT OF TRANSPORTATION OPEN HOUSE - US 82 RELIEVER ROUTE

US 82 Reliever Route

The Texas Department of Transportation invites citizens to learn about the planning and design of a potential US 82 reliever route in Gainesville and to review potential alignments that can be carried forward into future phases of project development. Members of the project team and engineering consultants will be on hand to answer questions. No formal presentation will be given. Attendees are invited to come and go at their convenience.

US 82 Reliever Route
Open House

Tuesday, Oct. 4, 2016
5 p.m. - 7 p.m.

Gainesville Civic Center
311 South Weaver St.
Gainesville, Texas 76240

Contact Information:
Shaun Barnes
Shaun.Barnes@TxDOT.gov
940.720.7744

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 Dec. 16, 2014, and executed by FHWA and TxDOT.

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David L. Eulich, D.D.S., P.C.

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The Weekly News of COOKE COUNTY

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Volume 13, Number 17

Cooke County, Texas

September 21, 2016

The LARGEST and MOST READ Newspaper in Cooke County!

CCAD Approves 2017- 2018 Reappraisal Plan King Around Town

By Nikki King
The Weekly News

COOKE COUNTY - The Cooke County Appraisal District Board of Directors gathered for a regular meeting on the evening of Monday, September 12. Prior to the regular meeting, board President Eddie Hadlock opened a public hearing at 6:02

p.m. regarding the 2017-2018 Reappraisal Plan. There were no members of the public present and therefore, no speakers during the public hearing. The public hearing was closed at 6:06 p.m.

At 6:06 p.m., board members called to order the regular meeting and unanimously approved the 2017-2018 Reappraisal Plan. Chief Appraiser Doug Smith-

son explained that this plan must be adopted every 2 years.

Members of the board unanimously adopted the 2017 Holiday Schedule. This is the official Holiday Schedule adopted by Cooke County.

The CCAD Board also reviewed the payment of bills and financial statements, and approved the minutes of the last

regular meeting. Randell Reed abstained from voting on the minutes as he was unable to attend last month's meeting.

With no further action items to address, the meeting was adjourned at 6:39 p.m. Jason Snuggs was unable to attend the meeting. The next regular meeting is scheduled for Monday, October 3, 2016 at 6:00 p.m.

by Grice King

For those of you with children in sports, this time of year is when things start getting a little more hectic. Our family is no different. We had one kid in football practice and three with games this past Saturday so needless to say we spent almost all day down at a field of one sort or another. It was such a great sight to see all the families supporting their children and the smiles on their faces while playing their favorite sports. Most of ours were good, had great games and enjoyed it...except our littlest one. She is 3 years old now and starting her first soccer season. She was pumped up and ready to go all the way until it was time to go on the field then it was the biggest fit you have ever seen. Luckily we weren't the only parents that had this issue with the first tim-



COOKE COUNTY SPORTSTALK

DARIN ALLRED TALKS LOCAL SPORTS & MORE

FRIDAY NIGHT FOOTBALL

GAINESVILLE LEOPARDS GAMES LIVE

SCOREBOARD REPORTS

LATE NIGHT FRIDAY & SATURDAY MORNING

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Friday Crossword

MAKE SOME NOISE by Billie Truitt
 Edited by Stanley Newman
www.stanxwords.com

- 66 Happen next
- 67 ___ 1 (speed of sound)
- 68 Gush forth
- 69 Campfire residue
- 70 Deep black
- 71 Bonnets and berets
- DOWN
- 1 St. Louis landmark
- 2 Goes it alone
- 3 Approximately
- 4 Coke competitor
- 5 2012 presidential candidate
- 6 Very eager
- 7 Difficulty, for short
- 8 11:50 a.m. or 12:50 p.m.
- 9 Person growing crops
- 10 "It's my turn now"
- 11 Four-run homer
- 12 Roll-call response
- 13 Try out
- 21 Bed-and-breakfasts
- 22 Space shuttle's path
- 26 National bird
- 28 Coup d'___
- 29 Pulsate
- 31 Japanese wrestling
- 32 Thumbs-up votes
- 33 Thaw
- 34 Spark of inspiration
- 35 Computer mishap
- 36 On the Pacific
- 38 Top-notch
- 41 Moral principle
- 45 Dull in color
- 47 Colored parts of eyes
- 49 Indifference
- 51 Hindu mentor
- 53 Reduce drastically
- 54 West Florida city
- 55 Selling point
- 56 ___ market (outdoor bargain venue)
- 57 Charged atoms
- 59 Actor Aida
- 60 "Argyle" footwear
- 61 Drags from behind
- 63 "With all ___" respect ...

1	2	3	4	5	6	7	8	9	10	11	12	13
14				15					16			
17				18				19				
20				21				22			23	
				24				25			26	
33	34	35	36		27	28	29	30			31	32
40						37	38				39	
43						41					42	
45						44					45	
						47					48	
						50					51	
56	57					58		59	60			61
62						63		64			65	
66						67		68			69	
69						70		71				

CREATORS SYNDICATE © 2015 STANLEY NEWMAN STANXWORDS@aol.com

James Funeral Home in Tyler. Funeral services were held 10:00 am Friday, September 16 at Rose Heights Church in Tyler, officiated by Rev. Gary Oglesbee & Rev. Michael Flemming with interment following at Fairview Cemetery in Gainesville.

History

Marie was born March 3, 1925 to Frank and Grace Steele in Bridgeport where she attended school. Marie fell in love with Leland Tillman "LT" Grimes by seeing a photo of him in Army uniform and waited for him to return home from World War II. They met and later married in Ft. Worth on December 24, 1945 and were happily together for 67 years until his death in 2012.

LT & Marie moved to Gainesville in 1960. Marie was a devoted homemaker of four children, and later worked as a nurse's aid in Muenster. In 2003, they relocated to Tyler.

Marie was known for her faith in God and exuberant joy which showed in her constant smile and contagious laugh. She loved to read the bible and prayed for

Lommie Buckaloo

Services

Lommie Buckaloo passed away Saturday morning, September 17, 2016 at his home in Callisburg, TX.

A funeral service will be held at Geo J. Carroll Funeral Home in Gainesville, Texas on Thursday September 22 at 10:00 AM., followed by burial service at Callisburg Cemetery. Family night visitation will be held on Wednesday September 21 from 6:00 PM to 8:00 PM.

History

Mr. Buckaloo was born in Madill, OK on June 13, 1950 in the company of his parents Coover Ward Buckaloo of Davis, OK and Esther Lee Walker of Gainesville, TX.

Lommie was the proud grandfather of twenty-four grandchildren and two great grandchildren.

Lommie worked as a residential paint contractor in the North Texas area for 50 years. Lommie was best known for the pride he had

Johnnie (J.M.) Lewis

Services

Mr. Lewis passed away at his home September 14, 2016. He was born September 25, 1929 to Chess B. and Myrtle Jones Lewis in Hageman, TX.

No services are planned.

Survivors

He is survived by his wife Dorothy Lewis of Gainesville; son and daughter-in-law Greg and Shella Lewis of Gainesville; son and daughter-in-law Chuck and Eve Lewis of Gainesville; brother and sister-in-law Olan and Judy Lewis of Pottsboro; brother and sister-in-law Franklin and Kay Lewis of Pottsboro; 6 grandchildren and 4 great-grandchildren.

You may sign the online registry at www.geojcarroll.com.

Ronney Lee Orr

Services

Celebration of Life Services for Ronney Lee Orr, 65, of Gordonville, Texas, will (Continued on Page 9)



TEXAS DEPARTMENT OF TRANSPORTATION OPEN HOUSE - US 82 RELIEVER ROUTE

US 82 Reliever Route

The Texas Department of Transportation invites citizens to learn about the planning and design of a potential US 82 reliever route in Gainesville and to review potential alignments that can be carried forward into future phases of project development. Members of the project team and engineering consultants will be on hand to answer questions. No formal presentation will be given. Attendees are invited to come and go at their convenience.

US 82 Reliever Route
 Open House

Tuesday, Oct. 4, 2016
 5 p.m. - 7 p.m.

Gainesville Civic Center
 311 South Weaver St.
 Gainesville, Texas 76240

Contact Information:

Shaun Barnes
Shaun.Barnes@TxDOT.gov
 940.720.7744

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Contact Information:

Shaun Barnes
Shaun.Barnes@TxDOT.gov
940.720.7744

Open House - US 82 Reliever Route Gainesville

[Home](#) > [Inside TxDOT](#) > [Get Involved](#) > [Hearings & Meetings](#) > [Schedule](#)

Where: Gainesville Civic Center
311 South Weaver St.
Gainesville, TX 76240

When: Tuesday, Oct. 4, 2016
5 p.m. - 7 p.m.

Purpose: The Texas Department of Transportation invites citizens to learn about the planning and design of a potential US 82 reliever route in Gainesville. US 82 is a major thoroughfare for motorists and trucks and as population and commercial activity continue to grow in the area, it has become necessary to move forward with the planning and design of a reliever route that can more adequately meet the capacity and safety needs of the corridor.

A study is currently underway to identify a recommended alignment that can be carried forward into future phases of project development. Members of the project development team and engineering consultants will be on hand to answer questions. No formal presentation will be given. Attendees are invited to come and go at their convenience.

Description: The US 82 Reliever Route Study focuses on an area southeast of Gainesville in Cooke County, Texas, that is generally bound by I-35 to the west and FM 678 to the east. This effort has built upon the previous US 82 Feasibility Study, completed in December 2012. The current study is evaluating different types of roadway configurations.

To best understand community needs and concerns, local community leaders have been engaged for the study. Similar to other TxDOT studies, a working group has been established to help TxDOT identify and assess transportation needs, and to review technical data and planning assumptions. Working group members include county commissioners, city staff and local business representatives.

People interested in attending who have special communication or accommodation needs, or need an interpreter, are encouraged to call (940) 720-7700 at least three working days prior to the meeting. Every reasonable effort will be made to accommodate these needs.

Downloads:

- [Fact Sheet](#)
- [Virtual Open House](#)

Contact: TxDOT Wichita Falls District
1601 Southwest Parkway
Wichita Falls, TX 76302

(940) 720-7700
Email

Updated Oct. 4, 2016.



September 14, 2016

The Honorable Drew Springer, Jr.
110 W. Main St., Suite F
Gainesville, TX 76240

Dear Representative Springer,

The Texas Department of Transportation invites you to an Open House to learn more about and comment on an ongoing effort in Cooke County to study a proposed US 82 Reliever Route around Gainesville. The Open House will use a come-and-go format; no formal presentation will be given so you can attend at your convenience.

The open house for this proposed project will take place:

Tuesday, October 4, 2016
5:00 p.m. to 7:00 p.m.
Gainesville Civic Center
311 South Weaver Street
Gainesville, Texas 76240

TxDOT is planning improvements for a potential reliever route to US 82 through Gainesville. The study and preliminary design will determine ultimate Right-of-Way (ROW) needs and identify likely access points. The study will also consider potential growth as well as environmental constraints to design a safer, more accessible roadway that avoids or mitigates impacts to sensitive areas.

We hope that you or your representative can attend this open house. If you need additional information on the project or have any questions, please contact me at (940) 720-7700 or by mail via TxDOT Wichita Falls District, 1601 Southwest Parkway, Wichita Falls, TX 76302.

Respectfully,



Michael D. Beaver, P.E.
Director of Trans. Planning & Development



You're Invited!

US 82 RELIEVER ROUTE OPEN HOUSE

¡ESTÁ INVITADO! CASA ABIERTA SOBRE LA RUTA DE DESAHOGO DE LA US 82

US 82 Reliever Route
Open House
Tuesday, Oct. 4, 2016
Martes 4 de octubre
de 2016
5-7 p.m.

Gainesville Civic Center
311 South Weaver St.
Gainesville, TX 76240

For more information, please scan the Quick Response (QR) code with your smart phone or tablet.



TxDOT invites you to an Open House to learn about the planning and design of a potential US 82 reliever route in Gainesville. Attendees can also review and comment on various alignment alternatives for a route southeast of the city that is generally bound by IH 35 on the west and FM 678 to the east. Staff will be on hand to answer questions and provide information. The meeting will be an Open House format with no formal presentation, so attendees may come and go at their convenience.

TxDOT lo invita a una Casa Abierta para aprender más sobre la planificación y el diseño de una posible ruta de desahogo para la US 82 en Gainesville. Los asistentes podrán también revisar y comentar sobre diversas alternativas de alineación para una ruta al sureste de la ciudad que generalmente está limitada a la IH 35 en el oeste y a la FM 678 en el este. El personal estará disponible para responder preguntas y brindar información. La reunión tendrá un formato de Casa Abierta sin presentaciones formales; por lo tanto, los asistentes podrán ir y venir como mejor les parezca.

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 Dec. 16, 2014, and executed by FHWA and TxDOT.



1601 Southwest Parkway

Wichita Falls, TX 76302

If you have questions or
comments, please contact:

Shaun Barnes, P.E.

940.720.7744

Shaun.Barnes@TxDOT.gov

Or

MyProjectsWichitaFalls@txdot.gov

You are receiving this notice for the sole purpose of notifying property owners near the proposed project area about this upcoming open house opportunity.

El único propósito de este aviso es notificar a los propietarios de las zonas cercanas al proyecto propuesto acerca de la oportunidad de asistir a esta próxima Casa Abierta.



TxDOT Wichita Falls
@TXDOTWF

TWEETS 861 FOLLOWING 55 FOLLOWERS 2,450 LIKES 21

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Route, Locations & Real-time Travel Info at [DIVE.TXDOT.ORG](#)

TxDOT Wichita Falls @TXDOTWF - Oct 4
Gainesville: Plans are being unveiled for a reliever route in Gainesville. Come to the public meeting at the civic center tonight at 5pm.

TxDOT Wichita Falls @TXDOTWF - Oct 3
Gainesville: TxDOT's public meeting is tomorrow, Oct at 5pm. Come out to the civic center to see proposed reliever routes for US 82.

TxDOT Wichita Falls @TXDOTWF - Sep 30
Gainesville: Come out & see the proposed reliever routes for US 82. TxDOT public meeting on Tues, Oct 4th at 5pm at the civic center.

TxDOT Wichita Falls @TXDOTWF - Sep 30
St Mary's Catholic School came out to the Gainesville Travel Info Ctr for a WW2 event.



Like Message Save More



Texas Department of Transportation @TxDOT

- Home About Photos Videos Likes MOTOR-13003 Events Notes Posts Create a Page

Texas Department of Transportation October 4 at 8:29am

TxDOT wants to hear from you! This week TxDOT will hold the following public meetings:

- 10/4 Mission- proposed improvements to FM 676 Gainesville- proposed reliever route to US 82 10/6 Sealy- proposed reconstruction of I-10 Please visit our website: http://bit.ly/TxDOTmeetings for the full list of meetings and additional details.



C. Sign-in sheets

Sign-in Table





Public Meeting Meeting
 US 82 Reliever Route Study _____
 Tuesday, October 4, 2016, 5 p.m. – 7 p.m.

SIGN-IN SHEET (please print)
REGISTRO DE PARTICIPACIÓN DEL PÚBLICO (por favor escriba en letra de molde)

NAME NOMBRE	Organization ORGANIZACION	EMAIL CORREO ELECTRONICO	TELEPHONE TELEFONO	How did you hear about this meeting?
Shaun Barnes	TxDOT			
Clay Churchill	TxDOT			
Stephanie Manning	TxDOT			
Seth Swearingen	CH2M			
Courtney Bechtel	CH2M			
Paul Hinojo	CH2M			
RUSIA BRALL	TxDOT			
CARY KARNSIADT	TX DOT			
Darell Johnson	TxDOT			
Susan Howard	TxDOT			



Public Meeting Meeting
 US 82 Reliever Route Study
 Tuesday, October 4, 2016, 5 p.m. - 7 p.m.

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REGISTRO DE PARTICIPACIÓN DEL PÚBLICO (por favor escriba en letra de molde)

NAME NOMBRE	Organization ORGANIZACION	EMAIL CORREO ELECTRONICO	TELEPHONE TELEFONO	How did you hear about this meeting?
Mike Hallum	TxDOT			Job
Roy CLAYTON				MAIL
Stephanie Halliday	HNTB			
VIVEK SINGH	HNTB			
Tim Purdy	TxDOT			Job
Wilbur Smith				
Phil Quinn				email
David + Amanda Reed				
Gary Hollowell	COOKE COUNTY			
Mark Whidden				Friend



Public Meeting Meeting
 US 82 Reliever Route Study
 Tuesday, October 4, 2016, 5 p.m. - 7 p.m.

SIGN-IN SHEET (please print)
REGISTRO DE PARTICIPACIÓN DEL PÚBLICO (por favor escriba en letra de molde)

NAME NOMBRE	Organization ORGANIZACION	EMAIL CORREO ELECTRONICO	TELEPHONE TELEFONO	How did you hear about this meeting?
Toby Stobaugh				Post Card
THOMAS BENO				
Ramiro Garcia				Website
Barry Sullivan	City of Gainesville			
Kenny Hoedel				
John Spouse				Radio Austin Paper
Bob Smith	Bob Smith Coachwork Inc			
David Vih				
Dale Bauer				Newspaper
Billy/Lisa Kupper				Newspaper



Public Meeting Meeting
 US 82 Reliever Route Study
 Tuesday, October 4, 2016, 5 p.m. - 7 p.m.

SIGN-IN SHEET (please print)
 REGISTRO DE PARTICIPACIÓN DEL PÚBLICO (por favor escriba en letra de molde)

NAME NOMBRE	Organization ORGANIZACION	EMAIL CORREO ELECTRONICO	TELEPHONE TELEFONO	How did you hear about this meeting?
Joseph Schmitz	None			Friend
all and more	NONE			card
Kenneth Clout				
Ken Keeler	City Council			
ED PULTORAK	INCOB ENGINEERING			ADD
MIKE POTTER	QT			PAPER
Dave Vinton	City of Gainesville			STAFF
Jan Brady	Cook County Judge			
Al E. Jones	NONE			POSTCARD
Ronnie Sickon				PAPER



Public Meeting Meeting
 US 82 Reliever Route Study
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NAME NOMBRE	Organization ORGANIZACION	EMAIL CORREO ELECTRONICO	TELEPHONE TELEFONO	How did you hear about this meeting?
ANNA SCOTT	—			
Tom Diamond	HNTB			Web
Sarah Stobaugh	—			—
Tom Ribic				—
Frank Morris				
Brenda Myers Brown				Small postcard to "Current Resid ^{ent} "
CHARLES & HENI GIBSON				MAIL
Hank + Robin Jones				NEWSPAPER MAIL online
Don Pettigrew				Paper
Chuck + Coraly Brown				Mail



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 US 82 Reliever Route Study
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NAME NOMBRE	Organization ORGANIZACION	EMAIL CORREO ELECTRONICO	TELEPHONE TELEFONO	How did you hear about this meeting?
JOAN CLARK	SELF			PAPER
DANNY WOLF	The Real Estate Co			
Greg Wolf				Postcard.
JANE ROOFT	Land owner			other owner
Betty Maxson	Landowner			Paper
Neil Plummer	Landowner			PAPER
Al Smith	Cooke Co			TXDOT
Jeanette Dellinger				newspaper
Darla Wolf				post card
Charles Ward				



Public Meeting Meeting
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NAME NOMBRE	Organization ORGANIZACION	EMAIL CORREO ELECTRONICO	TELEPHONE TELEFONO	How did you hear about this meeting?
Lynette O'Pettigrew				Paper
HERKEY BIFFLE				SIGN
Robert Hogan				PAPER
Judith McMullin Smith				Friend
Curtis Holland				Paper
David Paulin				received Card in mail
Bandy Walker				FRIEND
Kim Walker				Paper
Jeff Tinney				Friend
Steve Gordon				mail



Public Meeting Meeting
 US 82 Reliever Route Study
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NAME NOMBRE	Organization ORGANIZACION	EMAIL CORREO ELECTRONICO	TELEPHONE TELEFONO	How did you hear about this meeting?
Brandon Parker	Self			mail
Mitchell Borowski	Self			Sign on Road
Margaret Clark	self			paper
Jim Wilson	Self			
Leon Klemmer	COOPER CO.			
Cynthia B. Ayres	Cynthia B Ayres Attorney at Law PC			class
Diane Hutchinson	self			paper
Jim Plunk	None			
Mary Odean	city			Paper
Danelle Wolf	None			postcard



Public Meeting Meeting
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NAME NOMBRE	Organization ORGANIZACION	EMAIL CORREO ELECTRONICO	TELEPHONE TELEFONO	How did you hear about this meeting?
Selby Fallerman				Newspaper
Diane White Roger White				Postcard
Allen Fleitman				Paper
Michelle Cheaney				PAPER
YVONNE LOWE				POSTCARD
Larry & Delia Wolf				Hwy Dept
Aileen Keyl	GETC			email
Connie Reiter				Paper
John Klement				Paper
Jay Roberts				Register



Public Meeting Meeting
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NAME NOMBRE	Organization ORGANIZACION	EMAIL CORREO ELECTRONICO	TELEPHONE TELEFONO	How did you hear about this meeting?
Tom + Lucille Hesse				
William W. Baldwin				Paper
Megan Hatfield				
Bonnie Friedliel				
Cheryl Sutton				Paper
Shelby & Larry Kuehn				Paper
Jim Parr Boaz				online
B.C. & Robby Demons				
Bill Kirkwood				Mail
Ken White				? Mail



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 Tuesday, October 4, 2016, 5 p.m. - 7 p.m.

SIGN-IN SHEET (please print)
 REGISTRO DE PARTICIPACIÓN DEL PÚBLICO (por favor escriba en letra de molde)

NAME NOMBRE	Organization ORGANIZACION	EMAIL CORREO ELECTRONICO	TELEPHONE TELEFONO	How did you hear about this meeting?
JAMES HERMAN	on behalf of ANNUNCIALLY			Neighbor
RONALD B. HARRELL	N/A			RADIO
GLENDA M. HARRELL	N/A			"
DANE EBERHART	N/A			"
Bob Bloch	N/A			MAIL
Ronnie Precher	N/A			mail
Mark Meteler	NA			mail
Boyd Reed				Mail
Drew Springer	HDGO State Ref			
Paula Whitley	N/A			Newspaper



Public Meeting Meeting
 US 82 Reliever Route Study
 Tuesday, October 4, 2016, 5 p.m. – 7 p.m.

SIGN-IN SHEET (please print)
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NAME NOMBRE	Organization ORGANIZACION	EMAIL CORREO ELECTRONICO	TELEPHONE TELEFONO	How did you hear about this meeting?
Kenny & Betty Wilson				Invite
Allyson Dailey				mail
Lynne Compton				paper + mail
George Smith				STONS
Larry Stearns				
Bob Leuschen				Paper
Jeanette Ruff				paper
Tim Whitley				Paper Paper
Cindy Westbrook				paper
Allen M. Sicking				paper



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NAME NOMBRE	Organization ORGANIZACION	EMAIL CORREO ELECTRONICO	TELEPHONE TELEFONO	How did you hear about this meeting?
Donna Odell		[REDACTED]		
Patricia Dodson				News paper
Howard Ash				
Tommy James				



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NAME NOMBRE	Organization ORGANIZACION	EMAIL CORREO ELECTRONICO	TELEPHONE TELEFONO	How did you hear about this meeting?
KEITH ASTON				
Lorie Morrison				
Peggy Martin				
D. Andrew R...				Hwy Sign
John Hart				
Adele Lewis	TXDOT			Austin
Key James				-2152
Don Wiese				paper

D. Comments received

Comment Station





Texas Department of Transportation

US 82 RELIEVER ROUTE STUDY

PUBLIC MEETING

COMMENT FORM

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Comments:

Both Red + yellow routes go immediately (w/in 100') of my residence + shop - Probably closer to 30' from my barn/shop. The Blue route actually goes through my oil well that is valued at ~~\$100k~~ \$10million+. My residence is beautifully landscaped w/ trees + could not remain with either route. Our home would have to be torn down to accomodate the red or yellow route.

Please mail your comments to:

US 82 Reliever Route Study
Attn: Shaun Barnes
1601 Southwest Parkway
Wichita Falls, TX 76302

Please Print:

Redacted contact information.

(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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Comments:

Since the reliever route solely handles traffic moving essentially between Sherman and Denton why could you not just use 377 out of Whitesboro to 922 into Valley View; widen 377 while it is still in use, widen 922 while it is still in use. Those roads are already established and you would not be displacing people from very much of their property. IF 4 lanes is the goal you are halfway there.

Please mail your comments to:

US 82 Reliever Route Study
Attn: Shaun Barnes
1601 Southwest Parkway
Wichita Falls, TX 76302

Please Print:

Redacted contact information.

om

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Comments:

Taking over private property that has been in Texas's families for over a century is such a shame. Just to accomodate illegal people flooding to our beautiful State makes me sick!

Please mail your comments to:

US 82 Reliever Route Study
Attn: Shaun Barnes
1601 Southwest Parkway
Wichita Falls, TX 76302

Please Print:

Your Name: _____

Address: _____

City: _____ State: _____

Zip: _____

Email: _____

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Comments:

Needs to be studied - perhaps north side of 82
just past I35. These routes don't appear cost effective.
I do realize no matter the route people will
be affected with that said I personally don't
see these choices as beneficial.

Please mail your comments to:

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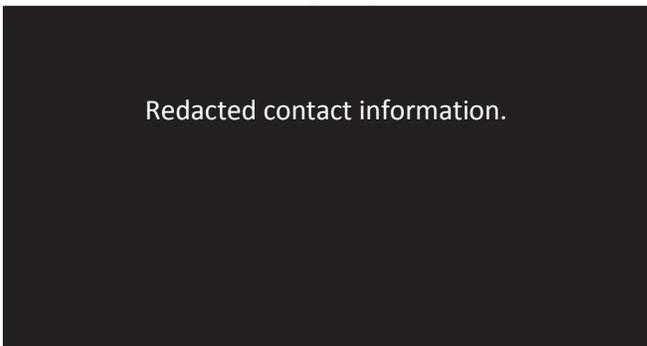
Comments:

would prefer option B. off of Spring Creek Road.

Please mail your comments to:

US 82 Reliever Route Study
 Attn: Shaun Barnes
 1601 Southwest Parkway
 Wichita Falls, TX 76302

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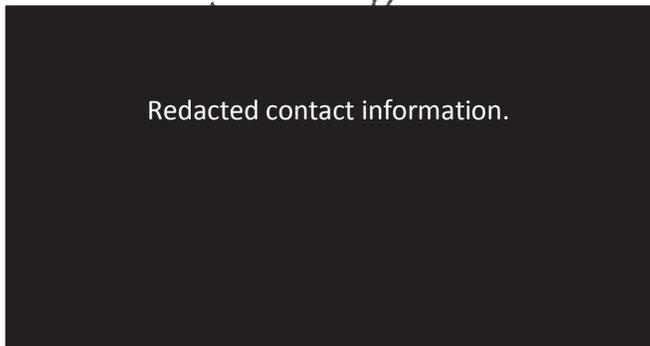
Comments:

prefer Option B - not C

Please mail your comments to:

US 82 Reliever Route Study
Attn: Shaun Barnes
1601 Southwest Parkway
Wichita Falls, TX 76302

Please Print: 17



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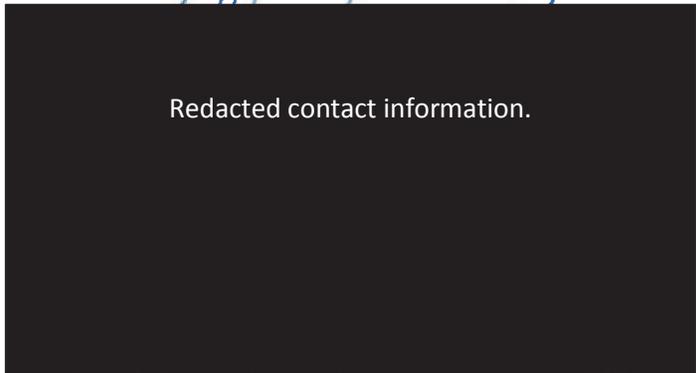
Comments:

I prefer Alternant D. Why not utilize more of 3092 rather than having to search new ROW?

Please mail your comments to:

US 82 Reliever Route Study
Attn: Shaun Barnes
1601 Southwest Parkway
Wichita Falls, TX 76302

Please Print:



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10/4/16
left in Comment Box

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Comments: *Against Alternative E:*

① no notice in 2015 for area under consideration was MUCH SMALLER ② historic Girl Scout cabin is under renovation + would be under right of way ③ crosses Oncor Crey high lines ④ costs higher due to crossing significant flood plain + distance further east + south ⑤ already has "not preferred" status

Please mail your comments to:

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Attn: Shaun Barnes
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Wichita Falls, TX 76302

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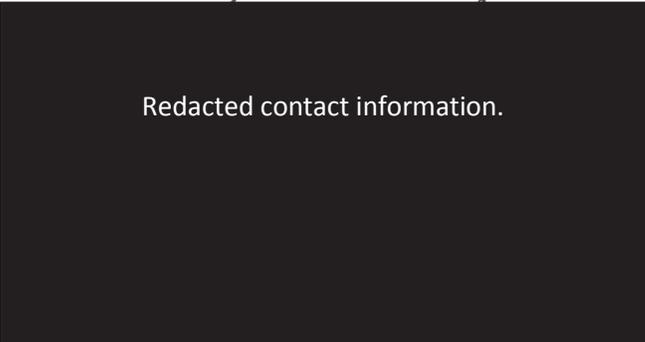
Comments:

Help! GAINESVILLE needs this 82 Reliever VERY BAD. I AM A RETAIL DELIVERY DRIVER ON 82. TRAFFIC HAS QUADRUPOLED IN THE 16 YEARS IVE BEEN WORKING!

Please mail your comments to:

US 82 Reliever Route Study
Attn: Shaun Barnes
1601 Southwest Parkway
Wichita Falls, TX 76302

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Comments:

~~Blue route~~ I think Route E is the best route and Blue is the next best one. I Do NOT think you should choose the Green route because it will take our barn out. So please do not choose the Green (C) route

Please mail your comments to:

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Wichita Falls, TX 76302

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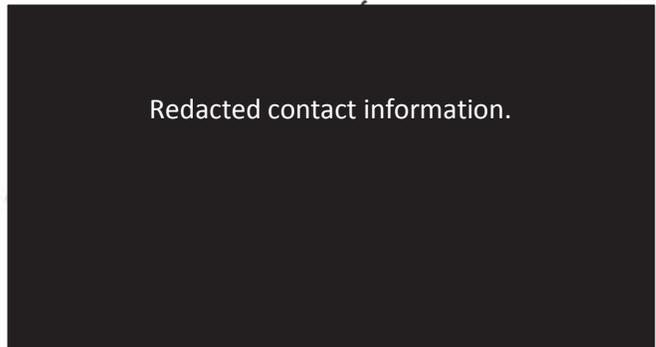
Comments:

*I prefer Route G and Route C as a second option.
I suggest ROW be purchased for a 4 Lane controlled
access with overpasses. I do not think signal lights
would be practical.*

Please mail your comments to:

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Attn: Shaun Barnes
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Wichita Falls, TX 76302

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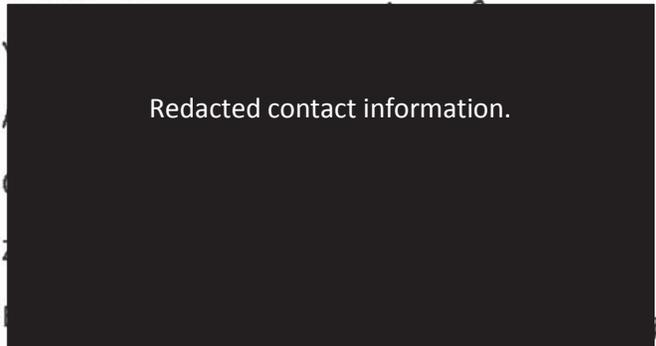
Comments:

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Comments:

*This green or C route is not an option!
This route goes through our place, through our
barn and it splits up a field that is farmed.
This land is in a generation skipping trust and will go
to our niece & nephews to farm also.*

Please mail your comments to:

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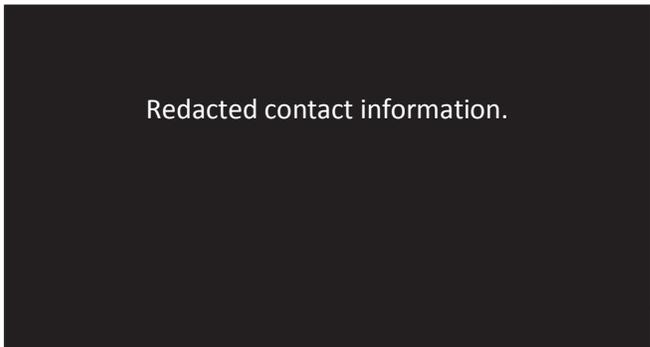
Comments:

The suggested routes use no existing right of ways outside Spring Creek Rd. Three of the proposed routes cut across my family land (12 Whitleys Ridge Ln) instead of following an available right of way. I have spent the last fifteen years purchasing this land to keep it intact. There must be a route that does not take so much family farm land.

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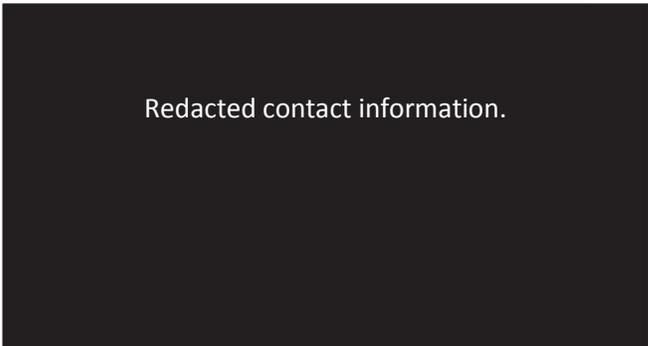
Comments:

green or C route is not a option,
 I farm on it. I am 8 years old.
 my grandpa left it for me. I dislike
 The green option. I like to farm
 and if you take ~~the~~ ^{the green} ~~option~~ option you will
 take my farm land.

Please mail your comments to:

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Comments:

What consideration has been given to routing the bypass northeast of Gainesville? I understand where the traffic is coming from and going to (I-35 to E. Hwy 82), but the traffic will go where you build the road. The cost of construction and maintenance going southeast of town is not in the taxpayers best interest.

Please mail your comments to:

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Attn: Shaun Barnes
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Wichita Falls, TX 76302

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Redacted contact information.

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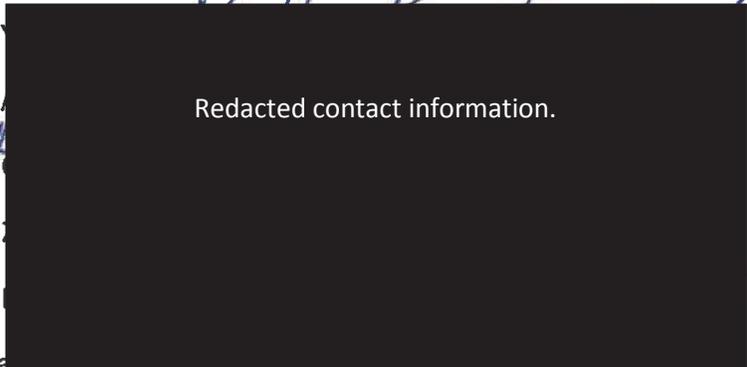
Comments:

I own the SW corner of 82 & 372
 I bought this property as a long term investment with hopes of further development
 I prefer the road to be on the East side of my property so I still have a valuable 0.6 acres of land
 Please contact me so I can make future plans as soon as any decisions

Please mail your comments to:

US 82 Reliever Route Study
 Attn: Shaun Barnes
 1601 Southwest Parkway
 Wichita Falls, TX 76302

Please Print:



Redacted contact information.

So I can make appropriate plans

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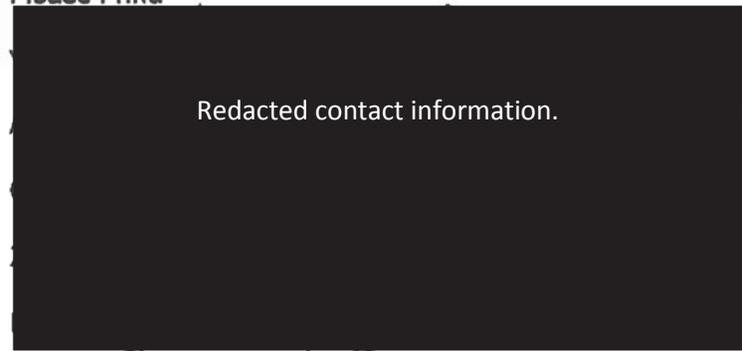
Comments:

Family farm is located at 731 E. Spring Creek Rd. Both houses currently are located 75 feet from Spring Creek Rd. ~~with~~
 Back + forth access straight across would be preferred.
 Further options to access issues requested. G route preferred from RR tracks east. Property value? 4 lane R.

Please mail your comments to:

US 82 Reliever Route Study
 Attn: Shaun Barnes
 1601 Southwest Parkway
 Wichita Falls, TX 76302

Please Print:



(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





Texas Department of Transportation

US 82 RELIEVER ROUTE STUDY PUBLIC MEETING

COMMENT FORM

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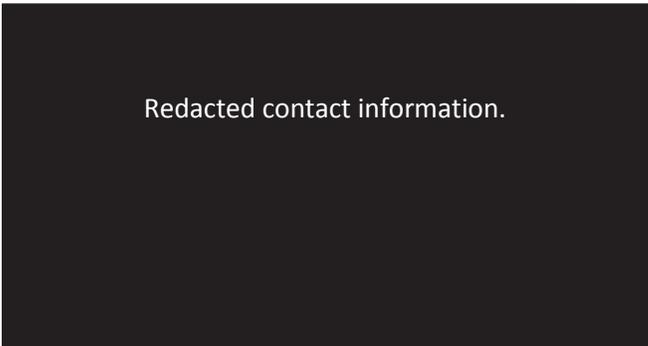
Comments:

NONE OF THE ROUTES ADJACENT TO SPRING CREEK RD IS PREFERRED
 & THE HAND DRAWN PLUNCEE RT 1 IS PREFERRED
 ANY ROUTE NEED TO HAVE AG EQUIPMENT ACCESS. LOTS
 OF AGRICULTURE LAND IN AREA. TxDOT NEEDS TO TRY TO
 STAY WITH EXISTING ROADS PATHS

Please mail your comments to:

US 82 Reliever Route Study
 Attn: Shaun Barnes
 1601 Southwest Parkway
 Wichita Falls, TX 76302

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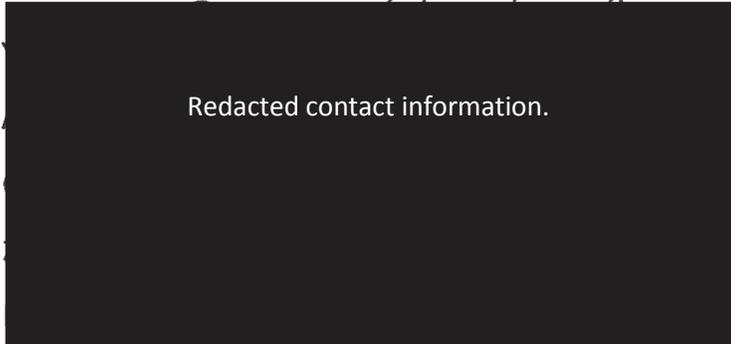
Comments:

The Plumb #1 route looked like my preferred route. This would affect the least amount of people & farm ~~land~~. The green or C route would divide our property & we farm & have a cattle. C route would make it difficult to move cattle & equipment across that road if C route was build.

Please mail your comments to:

US 82 Reliever Route Study
 Attn: Shaun Barnes
 1601 Southwest Parkway
 Wichita Falls, TX 76302

Please Print:



Redacted contact information.

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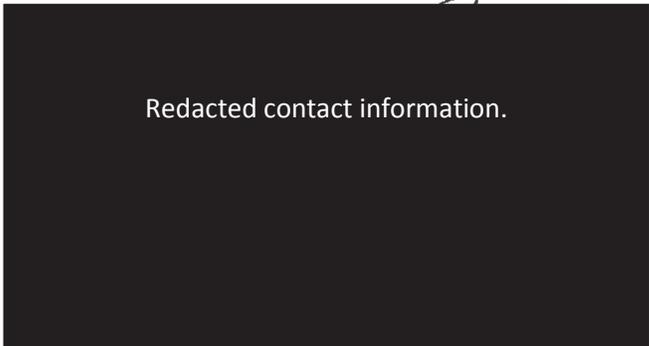
Comments:

IT SEEMS TO ME THAT USING THE EXISTING 3092 MAKES THE MOST SENSE, LEAST TIME AND COST. OTHERWISE ALTERNATIVE "E" OR ALTERNATIVE B MAKES THE MOST SENSE.

Please mail your comments to:

US 82 Reliever Route Study
Attn: Shaun Barnes
1601 Southwest Parkway
Wichita Falls, TX 76302

Please Print:



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Comments:

I believe this is a bit pre-mature but long range planning is a good idea Option "E" seems like it would be the least disruptive for homeowners.

Please mail your comments to:

US 82 Reliever Route Study
Attn: Shaun Barnes
1601 Southwest Parkway
Wichita Falls, TX 76302

Please Print:

no
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Redacted contact information.

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Comments:

option G is my preferred route

We own property on both sides of Spring Creek Rd west of RR need access to both sides of road to move cattle, both houses are and other buildings are in proposed development, do not want either house that close to noise, need access possibly under bridge or under hi-way for transport of livestock, need to discuss further options, - as far as ~~need~~ houses being too close to construction with one on N and one on S sides of road

Please mail your comments to:

US 82 Reliever Route Study
Attn: Shaun Barnes
1601 Southwest Parkway
Wichita Falls, TX 76302

Please Print:

Redacted contact information.

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Comments: *Prefer green route - blue route severely impacts my property.*

The proposed blue route crosses my property over two pastures, leaves sections of land that cannot be leased, sold, or built upon. My property is east of 2071 with 2152 intersects the property.

2071 is west boundary. The hill, Terrapin Hill, is a historic landmark for Wagon Trails. There is loss of access to water for cattle occupying pasture.

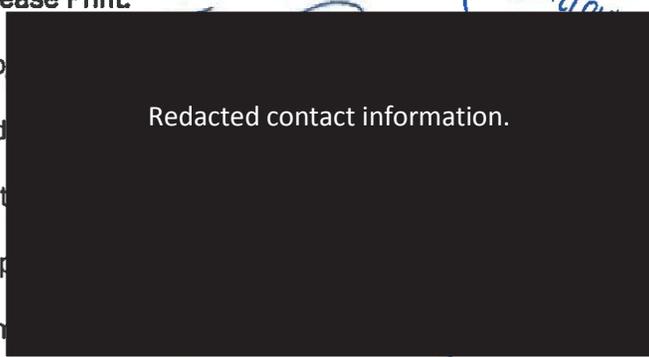
Powerlines run along south boundary. Landowner intervened in PUC docket number 38597 - because the proposed route in that case was going to cut a swath 320ft wide out of the middle of the land. The blue route will cut a swath from 136ft to 300ft wide out of the land. The PUC agreed to a reroute that only takes 50ft of land along the southern boundary.

Please mail your comments to:

Please Print:

US 82 Reliever Route Study
Attn: Shaun Barnes
1601 Southwest Parkway
Wichita Falls, TX 76302

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Redacted contact information.

Change of address for Robert Foote, deceased, of Wichita Falls, former owner of land, daughter owns now.

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US 82 RELIEVER ROUTE STUDY

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Comments:

Better to use F.M. 1306 to Radio Hill Rd. It will be a shorter distance to reduce cost. Only 2 miles North of Spring Creek Rd. Considering all of this area is wildlife area and wetlands.

Please mail your comments to:

US 82 Reliever Route Study
Attn: Shaun Barnes
1601 Southwest Parkway
Wichita Falls, TX 76302

Please Print:

Redacted contact information.

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

From: [Redacted contact information.] Sent:
Tuesday, October 04, 2016 8:38 PM
To: MyProjectsWichitaFalls
Subject: TxDOT Internet E-Mail

[Redacted contact information.]

Requested Contact Method: Email

Reason for Contact: Customer Service

Complaint: No

Comment: Concerning the Hwy 82 bypass in Gainesville. Concern was taken on the south end of the route to use existing right of way on Spring Creek Rd. The same concern was not given on the northern end even though 3092 provides it. There are only three buildings on the west side at the north end. 300 foot right of way on 3092 would be the least intrusive.

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

From: [REDACTED] Redacted contact information.

Thursday, October 06, 2016 1:44 PM

To: JOYCE.BUJAK@txdot.gov; Adele Lewis; Marcia Madsen Subject: TxDOT Internet E-Mail

[REDACTED]
Redacted contact information.

Requested Contact Method: Email

Reason for Contact: Customer Service

Complaint: No

Comment: I want to go on record as being opposed to the reliever bypass at Spring Creek Rd. My wife and I are part of a community of rural farmers, many of whom depend on the area for their livelihood, and who appreciate the quality of life that this area of Texas affords us. A new highway of the magnitude that you are proposing would disrupt that lifetyl

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

From: [Redacted] Redacted contact information.

Friday, October 07, 2016 9:22 AM

To: MyProjectsWichitaFalls

Subject: TxDOT Internet E-Mail

[Redacted] Redacted contact information.

Requested Contact Method: Email

Reason for Contact: Customer Service

Complaint: No

Comment: I believe the alternative route G would have less impact on residences, be closer to Lake Kiowa for commuters, and be a straighter route than the other alternatives. It would also have less impact on the Chalmers Elementary school than the other routes. It also would require less elevating of the roadway than the other routes.

From: [Redacted contact information.]

Sent: Friday, October 07, 2016 4:17 PM

To: MyProjectsWichitaFalls

Subject: US 82 Reliever Route Study, Gainesville TX

The US 82 Reliever Route will forever change the rural nature of the southeast section of Cooke County. A highway of this size will turn this area into an industrial and commercial zone. Farms will be bisected and farmland access will be compromised. Farmers and ranchers need to move equipment and livestock between farmland scattered across the county. This will make it more difficult. Farms divided by highways decimates the value of the land, both in usability and monetary terms.

A 10 % increase in Cooke County's population through 2040 as projected by TXDOT does not warrant sacrificing this rural area. The only reason for this thoroughfare is to relieve heavy truck traffic from the IH35 / US82 intersection. A better solution is to improve the IH35 / US82 intersection to handle this traffic, rather than sacrificing our homes and farms.

By intersecting CR 237 and cutting access to FM 2071, you will be creating a dead-end road on CR 237 that will attract criminal behavior and trash dumping. Having this highway cross FM 2071 will cause problems relating to access through the community.

The reason people move to this county from the DFW Metroplex is to get away from traffic and commercial activity. No one will want to live in this area if this highway bypass, with the inevitable commercial growth, is placed here.

[Redacted contact information.]

US 82 Reliever Route Study

Attn: Shaun Barnes

1601 Southeast Parkway

Wichita Falls, TX 76302

October 5, 2016

Mr. Barnes,

I attended the open house on October 4, 2016, regarding the US 82 Reliever Route that is currently included in your study. I expressed my concerns verbally that evening to several representatives there, but I wanted to formally write so my concerns and comments can be included in the study.

After looking at the proposed routes for the US 82 Reliever Route, I must tell you I am against this project for a couple of reasons. First, the routes proposed will remove through traffic away from Gainesville. Gainesville is a small town that is built on small, family owned businesses. These businesses need the support of locals and those traveling through to survive. Rerouting traffic away from Gainesville will prevent people who are traveling from stopping to eat in our restaurants, shopping in our stores, and visiting our zoo and parks. This would hurt Gainesville and the business owners financially, and possibly cause locally owned businesses to close.

Secondly, I am against this project because of the amount of farmland and homes that will be affected. Some of the homes that the proposed routes will either take out or go right past are new homes built within the last few years with the hopes of living out the rest of the days in those homes. When these homes were built, no word of warning was given about a potentially 4 lane highway intersecting their house. Some of the farmland that will be affected has been farmed for multiple generations. Farmers have sacrificed season after season to work the land and make enough to hang onto this land to pass along to the next generation. At no time did these hard working farmers want to see there years of toil and hard work end up under a multilane highway. These farmers put more emphasis on pride and tradition than any money the state can offer for their land.

As I stated before, Gainesville is a small community built on hard work and tradition. This reliever route project plan is an insult to the hard work and tradition that has built this community. The effects of rerouting traffic could be felt for generations to come and potentially harm the growth and stability of a community that has been established since 1850. A better proposal, in my opinion, is to invest the millions of dollars that would be spent on this project into upgraded and improving the two existing corridors of US 82 and I-35 to better handle the traffic flow in the future.

Thank you for taking the time to consider my concerns.

Redacted contact information.

Redacted contact information.

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Texas Department of Transportation

US 82 RELIEVER ROUTE STUDY PUBLIC MEETING

COMMENT FORM

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Comments:

We do not need this yellow or red route they need to use Fm 3092, make the road out east of the town to move the traffic. We don't want taxes going up.

Please mail your comments to:

US 82 Reliever Route Study
Attn: Shaun Barnes
1601 Southwest Parkway
Wichita Falls, TX 76302

Please Print:

Redacted contact information.

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

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Texas Department of Transportation

US 82 RELIEVER ROUTE STUDY

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Comments:

If the goal of the US 82 Reliever Rt. is for a high speed highway, why not move it further east where you would not be hindered by homes, churches & a school? We are just sick to see the route that would destroy our home & those of our neighbors. We remember the lawsuit when you took frontage off our property on 3092 and offered us \$75.00 per ac. We, together with our neighbors were successful, but not an experience that we wish to repeat. Please consider an open route further east near Co. Rd 214. Thank You!

Please mail your comments to:

US 82 Reliever Route Study
 Attn: Shaun Barnes
 1601 Southwest Parkway
 Wichita Falls, TX 76302

Please Print:

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**US 82 RELIEVER ROUTE STUDY
PUBLIC MEETING**

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Comments:

I was told at the meeting someone in Gainesville wanted to keep the bypass closer to Towler. People that use this are not looking to teach in Gainesville anymore. It don't make sense to put the road on yellow red, as B101 route when we have the right of way already on 3092. That wouldn't involve any new roads. They had rather destroy 577 and all someone lives we were (over)

Please mail your comments to:

US 82 Reliever Route Study
Attn: Shaun Barnes
1601 Southwest Parkway
Wichita Falls, TX 76302

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Told when they built 3090 this would be the loop
around Gainesville. The red & yellow route crosses
a Big Flood Plane. The creek gets all over the bottom.
It would take a heck of a bridge to cross it.

I know how big it gets & runs cattle on that property.

The road needs to be built further east of Gainesville
to move traffic. There is plenty of open country where
houses won't be destroyed. Like Kiowa people want it
closer to them for a faster route to Denton & Dallas.

We already see how the engineers messed up at I 35 and
Hwy 82 intersections, which is now being torn out.

The red yellow & blue route should be kept for development
of houses. Everything at Gainesville seems to be moving
to the east anyway. Gainesville population has not grown
that much in the last 50 years. The heads here want to
keep it small. They are going to lose control because
people are coming from the south. These 3 routes
need to be dropped and moved further east. If I lose
my home in these routes it won't be cheap. I will
develop my property with business that Gainesville
won't be afraid of. Thanks for reconsidering the
three routes.

Redacted contact information.

From: [Redacted contact information.]

Sent: Thursday, October 13, 2016 11:50 AM

To: MyProjectsWichitaFalls

Subject: us 82 reliever route study

Txdot,

I am writing to voice my concerns about the US 82 reliever route. First and foremost, I feel it is a bad idea. I do not like the idea of the traffic of I-35 being diverted around Gainesville. I understand that the traffic on I-35 is going to increase, but with that traffic going through Gainesville, Gainesville's economy can increase as well. If you divert the traffic around Gainesville then the economy will not grow.

Let's compare to some off the other reliever routes built around the state. The new 131 toll road around Austin. Wonderful road. I love it. I drive through that area about 12 times a year. How many times have I stopped in Austin and bought gas or ate in the last 3 years? ZERO! Austin has close to a million people. Gainesville does not. Austin is a destination for a lot of people. Gainesville is not. Austin needs a relief around the traffic of I-35. Gainesville does not. One note I will point out is the Loop really doesn't seem to carry the amount of cars it was predicted to when built. It's a toll road though, maybe that's why, lets continue.

Another loop is 288 around Denton. I believe this route was built to relieve the congestion on 35 around the university and south of the downtown area. It hasn't done that. I hardly use 288 and judging by the traffic on it, not many people do either. I must admit, I do use it on occasion to bypass University Drive/380. The millions spent on 288 to relieve about 10 blocks of University Drive doesn't seem to be worth it. Of course there is always the added point that the reliever route will bring businesses and growth along it. Look at 288 on the north side of Denton. Not a lot of growth there. Where has the new growth been greatest on the north side of Denton? You guessed it University Drive. With the addition of the Razor Ranch area and the construction to improve University Drive, I would guess 288 won't be much relief to anything.

Also, Denton has a population of 115000, Gainesville has a population of 15000.

I guess what I am trying to say is that the loop may sound like good plan on paper, but the best laid plans of mice and men. When a loop works, it takes money and economic growth away from the town it is looping around. When a loop doesn't work, it was a huge waste of funds that could have been used improving existing roadways.

What are some alternatives to a loop around Gainesville? Well, first and foremost I think you look at I35. Look at the improvements that have been made between Hillsboro and Austin over the last 10 yrs. A world of difference compared to how it once was. And that area handles a lot more traffic than what is running down I-35 through Gainesville now. Also look at the interchange between I-35 and HWY 82, this is where the congestion is now. I understand the exits and on ramps were short and bad vision. Yes that needed to be corrected. But, the stop lights are where your congestion is caused. It is hard to beat the efficiency of a clover leaf when it comes to the merging of traffic. The clover leaf could have been part of the design with the new extended exits. In reality, though it is not the lights at the interchange that cause all the congestion, it is the other lights along that stretch that slows everything down. Any time you have that many lights in a row, it will cause a slow down. Increasing the lanes of both I-35 and Hwy 82 would make a huge difference and probably be considerably less money than creating a new loop.

Spring Creek Road is presented as the route of choice. It doesn't seem like a logical choice. There are two creeks and a railroad track on this road. The roadway would have to be elevated to 40 ft to clear the tracks and both creeks. How many miles of elevated roadway would have to be built to accomplish that? Doesn't seem very cost effective

Enough about the logistical reasons why the loop is a bad idea. Let's talk about the personal reasons. I live on Spring Creek Road. I just built a new house on Spring Creek Road.

The land that I own once belonged to my parents. I was blessed to purchase a portion of this land in 2010. Two other siblings purchased the remaining acreage to keep the whole farm intact. I built my new home on this land. When I purchased this land and as long as I've been on this land, it has been awesome. We spend peaceful evenings on the patio enjoying the quite or the occational coyote yip. The wood trim I used in my house for railings and such, I've milled myself and built myself from trees taken from this land. These are things that money cannot replace. These are things that a highway 40 ft in the air carrying 20000 cars will destroy.

In closing, I hope you truly reconsider the loop around Gainesville and veto the job all together. If you continue down the path, I hope you change the course and not go down Spring Creek Road. I truly feel the funds could be better spent than on a loop.

Redacted contact information.

Redacted contact information.

I-

Redacted contact information.

Friday, October 14, 2016 2:55 AM

MyProjectsWichitaFalls

RE: US 82 Reliever Route-Southeastern Loop Gainesville, TX

Shaun Barnes, P.E.
Michael Hallum, P.E.
TxDOT

I am writing regarding my opposition to Alternative D. (yellow) and Alternative A. (red) routes for the US 82

Reliever Routes outlined on the map of the proposed southeastern loop around the city of Gainesville TX. These routes would not only reduce my property's short-term value, but further reduce potential longterm future site development options. This farm has been in my family for the past 55 years. It was and is a place of peace, quite, nature and solitude. These routes would render it useless in those regards.

Dreams of building a home here will be taken away, as I choose not to live in close proximity of a noisy major highway.

The traffic on these routes D. & A. will produce noise pollution for the City's eastern area and possibly increase diesel truck exhaust pollution for the whole city of Gainesville as south winds prevail a large part of the year (tceq.texas.gov website). Please reconsider these routes and or not building this southeastern loop.

Respectfully

Redacted contact information.

Redacted contact information.

Thursday, October 13, 2016 11:02 PM
MyProjectsWichitaFalls
US 82 Reliever Route Study

Dear TxDot,

I live on FM 371 approximately one mile north of Hwy 82 and have been following the efforts to examine a Hwy 82 reliever route around the southeast side of Gainesville. A reliever route is urgently needed and I fully support the effort to find a route and find funding for the project as soon as possible. The modifications currently underway on the segment of Hwy 82 from I-35 to Grand Avenue (FM 372) will do very little to provide relief and I personally believe it is a wasted effort. The current modifications will also eliminate pedestrian traffic on the bridges that go over the railroad...an issue that I have objected to in past letters to TxDOT. I sincerely hope a pedestrian pathway can be constructed on these bridges.

I have examined the various alignment options for the reliever route and would favor Alignments B or G if the intersection with Hwy 82 (at FM 371) would serve to make the current intersection more safe. My other choice would be Alternative C. I do not favor A, D, F, or E because I believe too many residential properties would be adversely affected. I think enough right-of-way should be acquired to construct a 4-lane divided highway with one-way service roads. The service roads may not be needed immediately but land should be acquired so they can be constructed eventually.

Thank your for pushing forward with this urgently needed project. Without this project, traffic on Hwy 82 within a mile of I-35 will be intolerable in the very near future.

Sincerely,

Redacted contact information.

Redacted contact information.

Thursday, October 13, 2016 9:24 PM
MyProjectsWichitaFalls
US 82 Reliever Route

Attn: Shaun Barnes

I would like to voice my displeasure with the idea and proposed plan for a highway 82 reliever route. I have been told the idea of the reliever route is to ease traffic congestion at the intersection of highway 82 and I-35. There was never a problem at this intersection until it was redesigned and the clover leafs were taken out. The clover leafs could've been improved with better acceleration lanes entering on I-35, that would've been much cheaper than where we are now. The idea of constructing the new reliever route as planned seems like a huge waste of tax payer dollars and can only hurt the economy of Gainesville.

My wife's family has owned land along Spring Creek for generations. Several years ago we bought acreage on Spring Creek Road with the intention of building our retirement home. It is s beautiful piece of property that we have dreamed of moving to and spend our golden years. I just can't imagine how such a project will destroy the area and our dreams. Besides the personal interest we have in the area I think the reliever route is a bad financial idea for the taxpayer and the business in Gainesville.

Please consider other options before a cent of taxpayer money is wasted with this idea.

Redacted contact information.

Sent from my iPhone

Redacted contact information.

Friday, October 07, 2016 1:51 PM

MyProjectsWichi

taFalls 82

reliever route

Hello Mr Barnes:

I have a couple of questions concerning the US 82 Reliever Route Study.

When do you anticipate that a decision will be made regarding the route ?

When you buy right of way - do you buy an entire piece of land, or just the part the proposed road will go on ? And what about property that is next to the route, but not on it ? A route such as you are proposing could change a quiet country parcel to a completely different thing – will you be making offers on those parcels as well ?

And what about a timeline for the construction? Do you have a general idea of when you might start ?

Thank you,

Redacted contact information.

From: [Redacted contact information.]

Sent: Friday, October 14, 2016 9:20 AM

To: MyProjectsWichitaFalls

Subject: US 82 Reliever Route

The possibility of developing a loop around Gainesville from Hwy 82 to Interstate 35 is a project for consideration.

The following are concerns that should be considered and addressed.

1. Gainesville continues to grow toward the East. This being proved by the City recently annexing more property into the city limits.
2. Businesses that are being built at the present intersection of Hwy 82 and I35 would suffer monetary losses.
3. The present alignments proposed will be too close to the city limits. A study of loops around cities will show that commercial development always takes place on loops. This would pose problems within the Gainesville City limits.
4. Property on both sides of 3092 from Hwy 82 to FM 678 could be considered prime property for housing development for the City of Gainesville.
5. The present alignments closeness to the Gainesville State School would create an unpleasant environment for the school inhabitants and workers.
6. The closeness to Chamblers Elementary School would pose a traffic problem and environmental hazard to the school.
7. The city of Callisburg is growing and would be better served by a route that is further East of Gainesville.
8. The utilization of FM 678 could prove to be great for future development in the Eastern part of Cooke County.

I am not employed or do business with TXDOT nor would I benefit monetarily from the project. I would like to ask TXDOT to review the above listed considerations.

[Redacted contact information.]

E. Figures

As individuals entered the open house they were met by a welcome table where they were asked to sign in. After signing in, individuals were asked to visit a number of stations. Staff were available to answer questions. Stations included:

- Why we are here
- Project history
- Screening criteria
- Traffic volumes
- Alternative alignments (4 aerial maps were available for individuals to draw on)
- Comments
- PowerPoint presentation with voiceover on loop
- Lap-top computer with GoogleEarth file of alternatives
- Right-of-way

The following pages include the materials that were available at the open house.

Display Boards



Boards

The open house featured six display boards. These boards were printed to be 36 inches by 48 inches.

Attendees review boards



Welcome!

Thank you for attending our open house for the US 82 Reliever Route Study being conducted by TxDOT.

Please sign in. Thank you for your interest and participation!

The purpose of this meeting is to learn about the project and to share comments.

While you're here, you can:

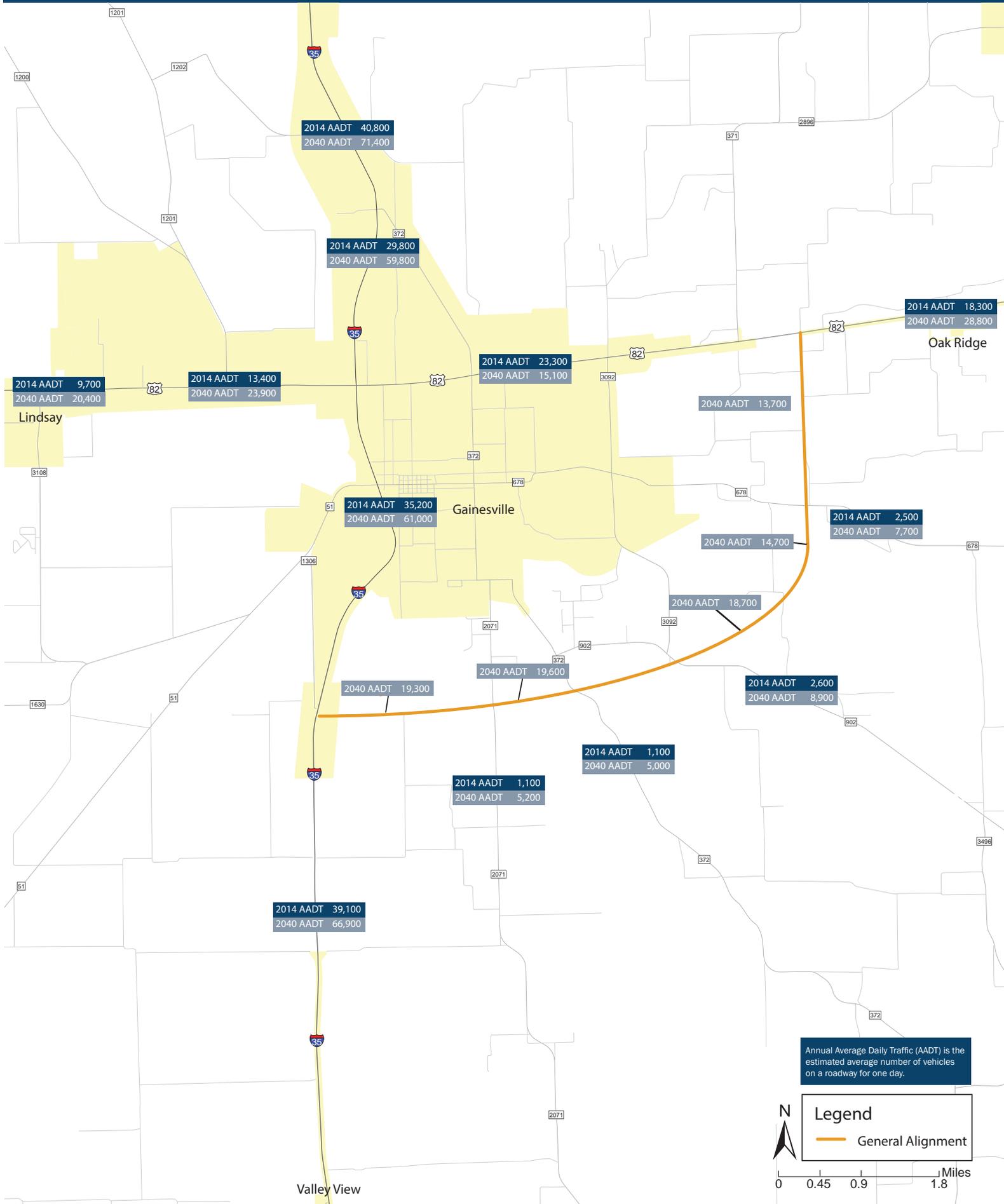
- **Review displays and talk to staff**
- **View a presentation explaining the study**
- **Provide input on alignment alternatives**

History of the Development of the Reliever Route

- 2002: An IH 35 / US 82 Connector Route Study was completed through a comprehensive public engagement process with 5 alternative alignments being developed, and one being recommended as the preferred alternative.
- 2012: A US 82 Feasibility Study was completed through a comprehensive public engagement process with various improvements suggested for US 82, including a reliever route. A Public Meeting was held in February 2015 and a preferred alternative was later recommended.
- The recommended alternatives from both previous studies are being evaluated in the current study.

Purpose of the Reliever Route Study

- The US 82 Reliever Route Study will build upon two previous studies in evaluating the future need of a reliever route by evaluating various alternative alignments through a needs assessment, evaluation of forecasted traffic data, and stakeholder and public input. Ultimately, one alternative alignment will be recommended for further study.

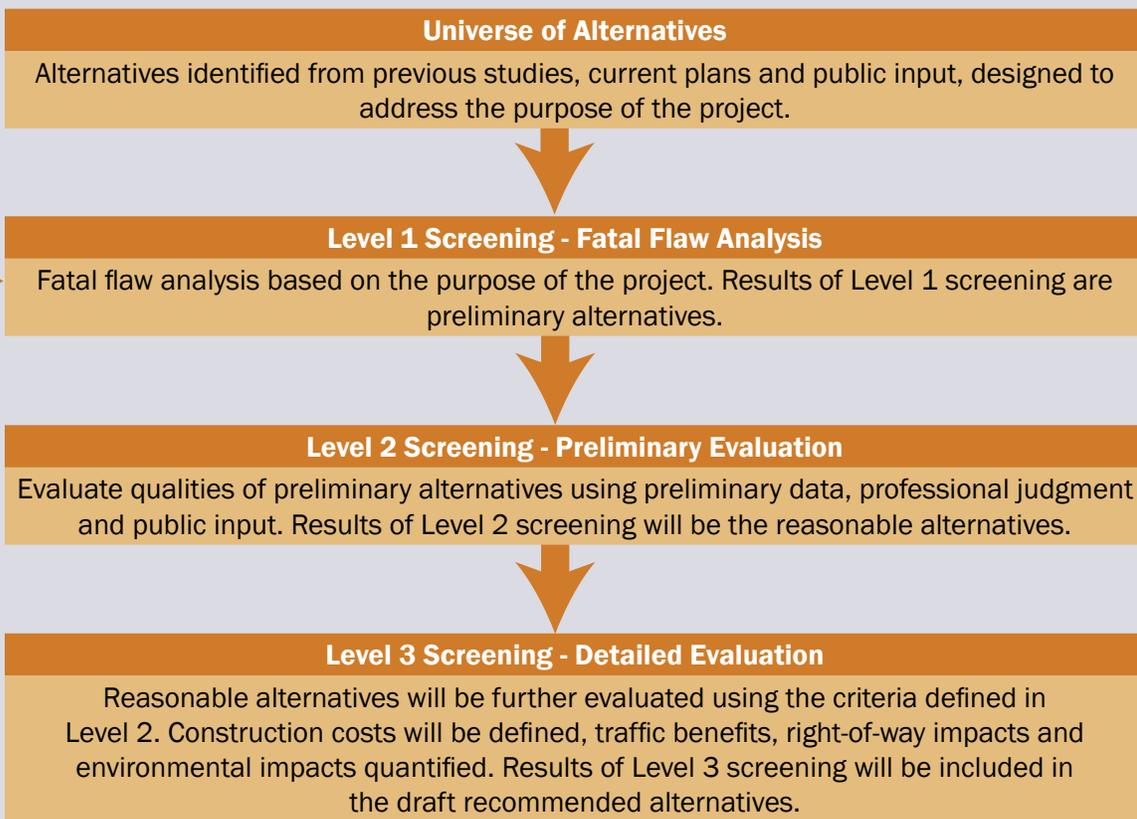


Annual Average Daily Traffic (AADT) is the estimated average number of vehicles on a roadway for one day.

Legend

- General Alignment

0 0.45 0.9 1.8 Miles



Draft US 82 Reliever Route Level 1 Qualitative Fatal Flaw Matrix

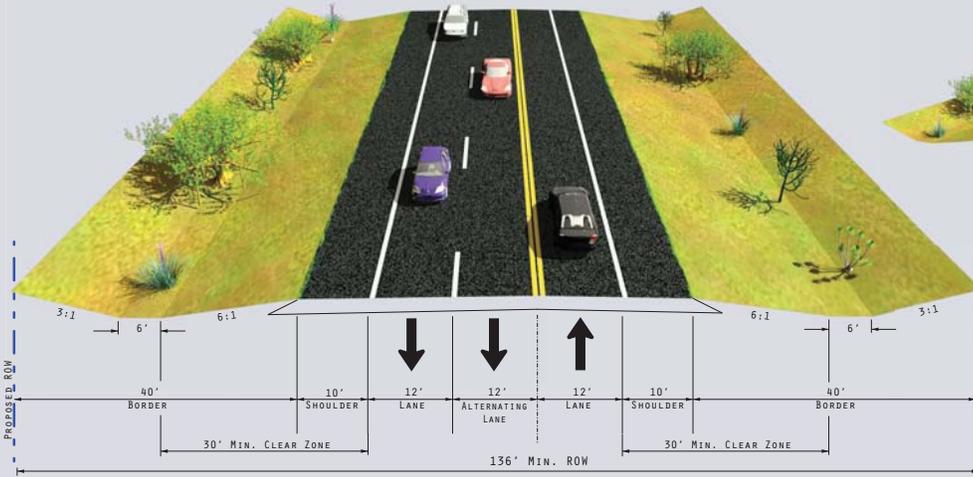
Category	Criteria	Alignments							
		A	B	C	E	F	A/D/F	B/G/C	No-build
Cost Effectiveness	Is length of alignment significantly longer (greater than 5%) than the average length of all alignments?	N	N	N	Y ¹	N	N	N	N/A
Environmental Impacts	Human Impacts: Potential displacements to residential structures	-	-	-	-- ²	-- ³	-	-	0
	Potential noise impacts	-	-	-	--	--	-	-	0
	Natural impacts: Are potential impacts to floodplain, wetlands, and parks significantly more than average of all alignments?	N	N	N	N	Y ⁴	N	N	N
Overall Rating	Is alignment recommended for further study?	Y	Y	Y	N	N	Y	Y	Y

Notes:

- ¹ Alignment is 10% longer than average alignment length
- ² 2nd highest residential structure impacts
- ³ Most residential structure impacts
- ⁴ Alignment impacts largest amount of floodplain and wetlands

Scoring/Rating Key				
Better	Good	Neutral	Bad	Worse
++	+	0	-	--

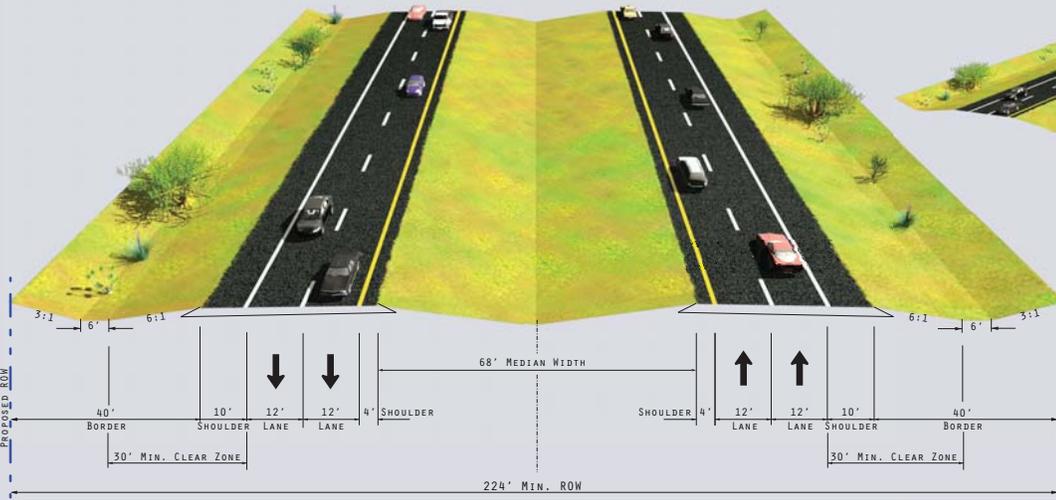
Super 2 (2 lane roadway with occasional passing lane)



Side Oblique View



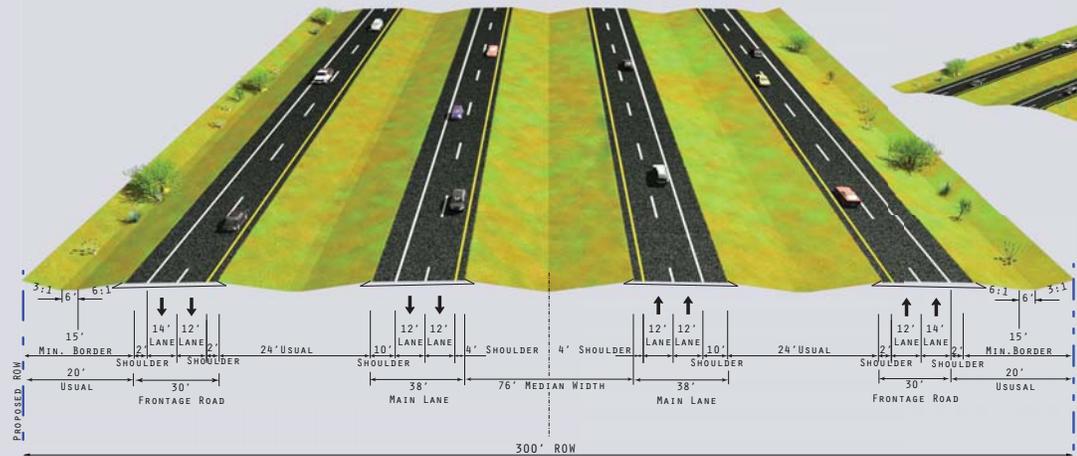
4-Lane Divided



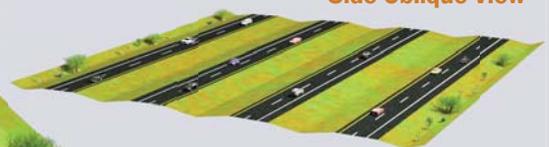
Side Oblique View



4-Lane Controlled Access



Side Oblique View

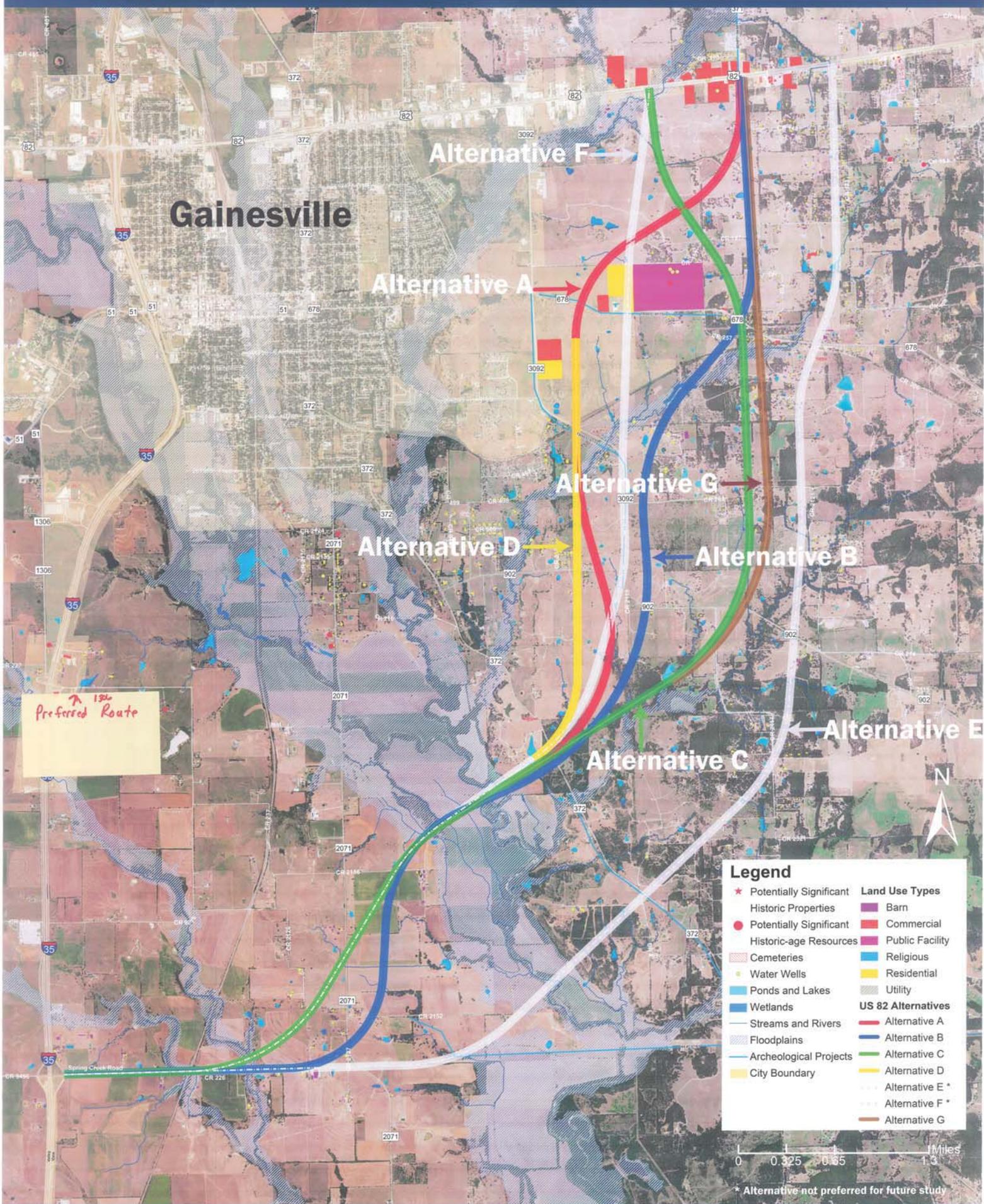


Alternative Alignments

Four large format aerial maps were printed including reliever route alternatives and environmental constraints. Meeting attendees were invited to write comments, issues, or draw alternative alignments on the aerials. Attendees drew on three of these aerials. These are attached on the following pages.

Alternative Alignments Tables





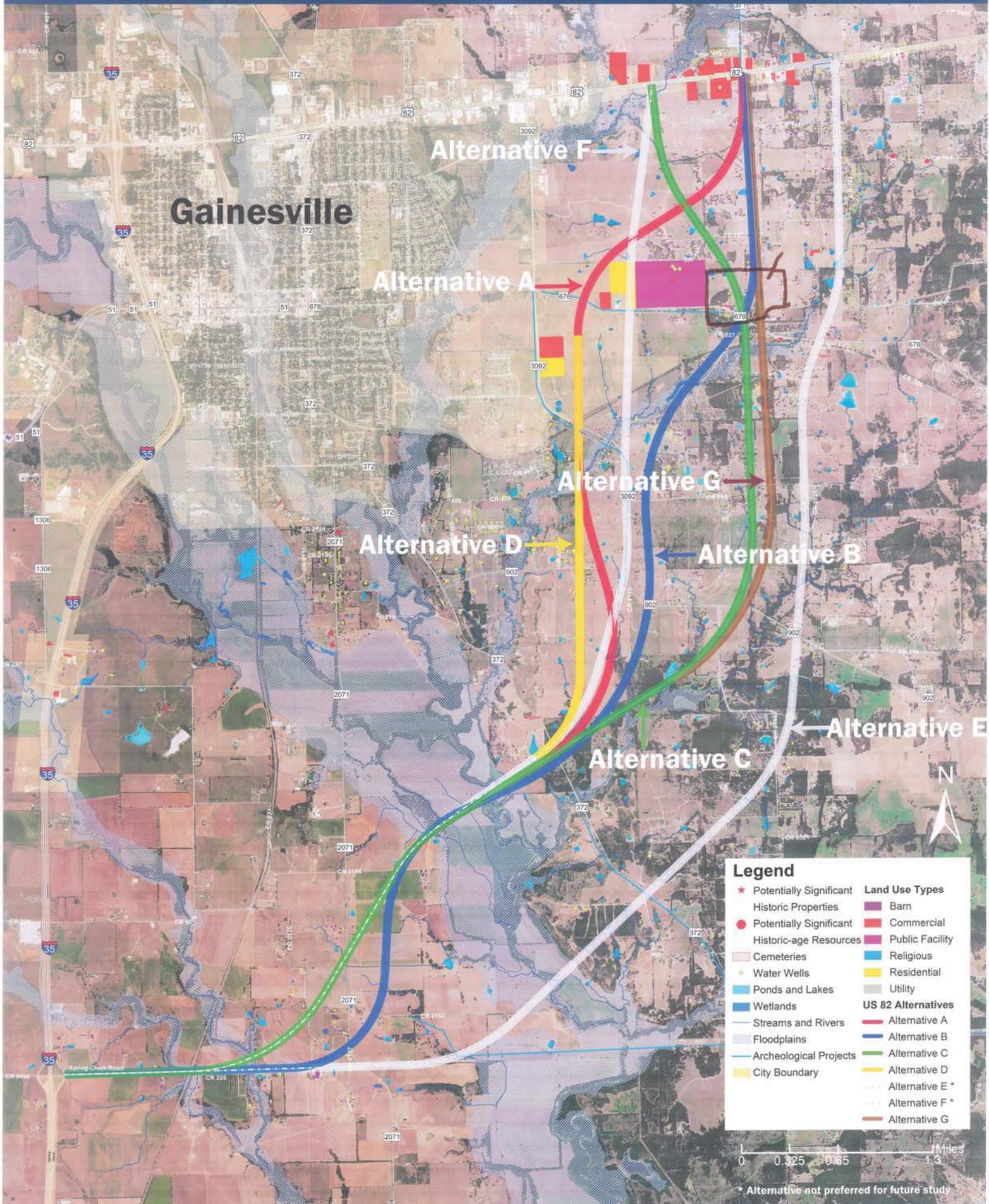
↑ 150
Preferred Route

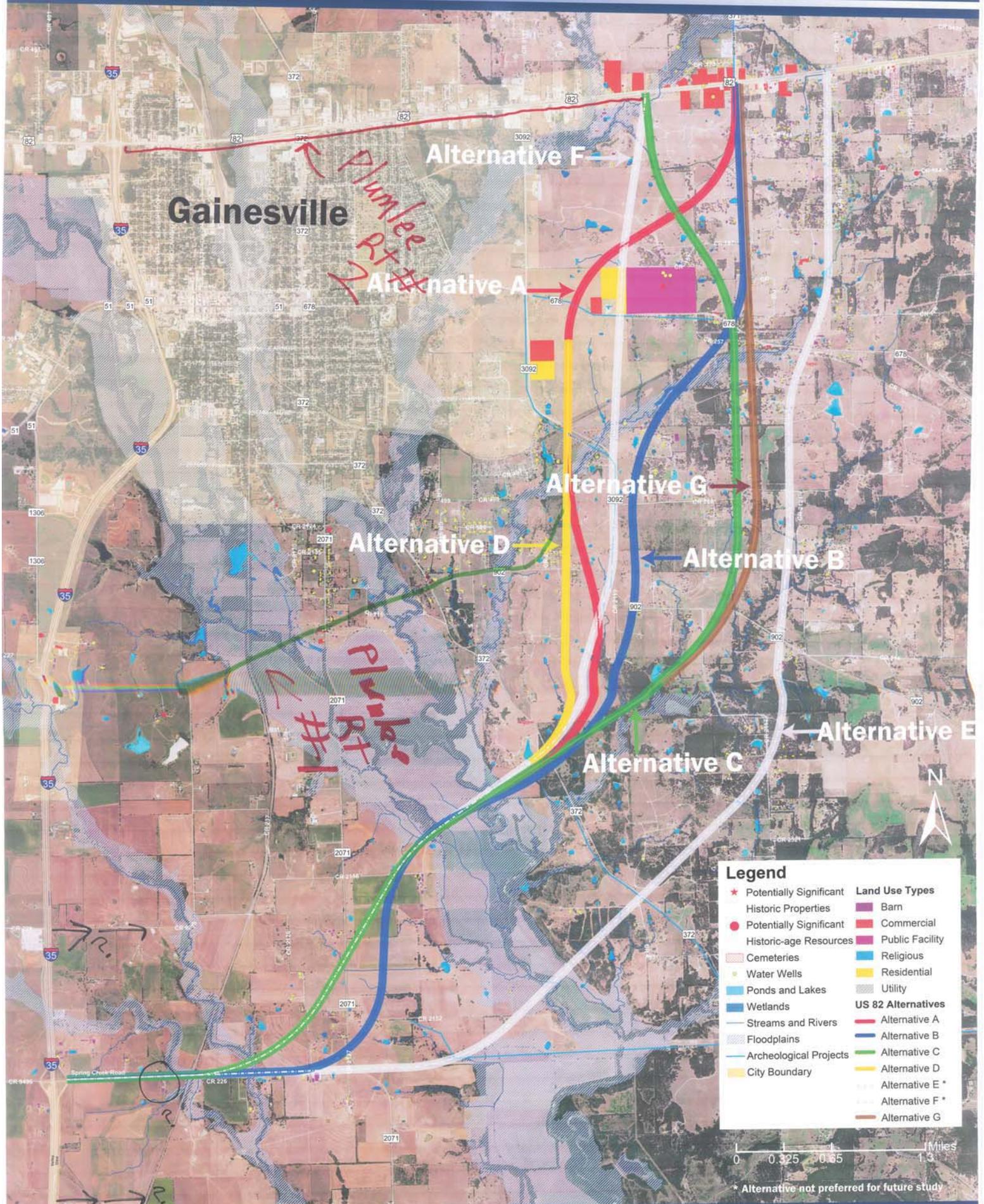
Legend

★ Potentially Significant Historic Properties	Land Use Types
● Potentially Significant Historic-age Resources	■ Barn
■ Cemeteries	■ Commercial
● Water Wells	■ Public Facility
■ Ponds and Lakes	■ Religious
■ Wetlands	■ Residential
■ Streams and Rivers	■ Utility
■ Floodplains	US 82 Alternatives
■ Archeological Projects	— Alternative A
■ City Boundary	— Alternative B
	— Alternative C
	— Alternative D
	— Alternative E*
	— Alternative F*
	— Alternative G



* Alternative not preferred for future study





Virtual Meeting Presentation

A PowerPoint presentation was available with a voice-over for meeting attendees to view. The PowerPoint slides are included for reference.

Chairs set up in front of virtual presentation





TEXAS DEPARTMENT OF TRANSPORTATION



US 82 RELIEVER ROUTE STUDY

Public Meeting
October 4, 2016



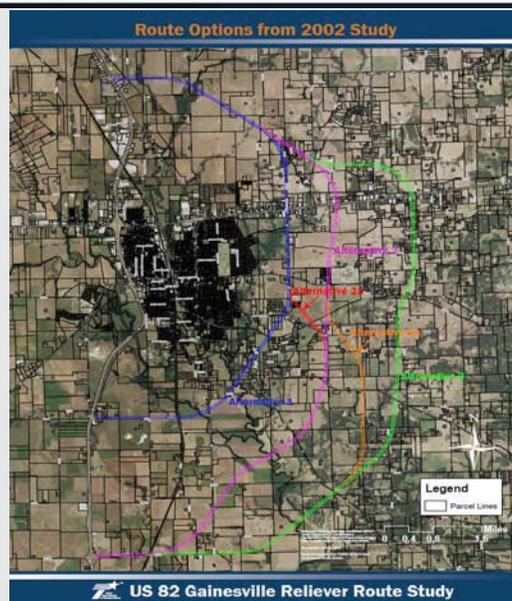
The environmental review, consultation, and other actions required by applicable Federal environmental laws for this project are being, or have been, carried-out by TxDOT pursuant to 23 U.S.C. 327 and a Memorandum of Understanding dated December 16, 2014, and executed by FHWA and TxDOT.

Meeting Purpose and Overview

- To inform the public and area stakeholders about the US 82 Reliever Route Study
- To solicit feedback on issues/needs along the corridor
- To solicit feedback on various alignment alternatives under consideration for the reliever route

Overview of Previous Study Efforts

- An IH35/US 82 Connector Route Study was completed in March 2002. Five potential new alternatives were developed and evaluated.
- A study group comprised of local civic and business leaders, created to help inform TxDOT's decision-making process, identified the pink alignment as their preferred alternative.
- The public, through a series of public meetings, identified the green alignment as their preferred alternative.
- Ultimately the pink alternative was recommended for further evaluation due to improved mobility, travel time savings, improved access, less cost, improved safety and best opportunity for economic development as compared to the other alternatives.



Overview of Previous Study Efforts

- A US 82 Feasibility Study was completed in 2012 through a comprehensive public engagement process and analysis of relevant data.
- The study identified mobility issues along US 82 and evaluated 7 different route alternatives that would address these mobility issues.
- Ultimately Alternative D was selected in the southeast quadrant of Cooke County as the Locally Preferred Alternative based on analysis of each of the alternatives and input from the stakeholders and public.
- Short-, medium-, and long-term improvements were also recommended with several improvements either complete or underway today.



Recently Completed Improvements to US 82

US 82 & North Weaver Street

- Re-striping
- Update Signal
- Update Pedestrian Ramps



US 82 & Culberson Street

- Re-striping
- Update Signal
- Update Pedestrian Ramps



US 82 & Lawrence Street

- Re-striping
- Extend the outermost westbound lane
- Remove median pavement

Review of Current Improvements to US 82

A 6-mile project extends from Zodiac Drive to Farm to Market (FM) 371 and includes:

- Reconstruction of Zodiac Drive and widening to 2 lanes in each direction
- Restriping from Interstate 35 (I-35) to Lawrence Street to provide 3 lanes in each direction
- Redesign of medians from I-35 to Weaver Street for safety
- Update signal at Lawrence Street
- Redesign of intersection at FM 372 and add signals
- Redesign of ramps east of FM 372 to one way and add turnaround
- Redesign of intersection at Hillcrest Boulevard
- Update signal at Fair Avenue
- Addition of right turn lanes at FM 3002 and FM 371

Overview of Current Study Efforts

- The current US 82 Reliever Route Study has had three workgroup meetings with stakeholders comprised of local civic and business leaders, created to inform TxDOT's decision-making process, who have played a vital role in helping to develop the current alignment alternatives.
- The workgroup began the alternative alignment identification process with the three alternatives that were identified as recommended routes from the previous studies in 2002 and 2012.



US 82 Reliever Route Study

October 4, 2016

7

Overview of Current Study Efforts

- The workgroup identified five additional alternatives to study further.
- The group eliminated the preferred alignment from the 2012 study from further consideration due to excessive impacts to residences along CR 123 and excessive floodplain impacts in southern Cooke County.
- The remaining seven different alternatives were evaluated against a fatal flaw matrix, which determines if an alignment alternative meets the general purpose of the project. A No-Build Alternative was also included to provide a baseline condition representing the effects of making no improvements.

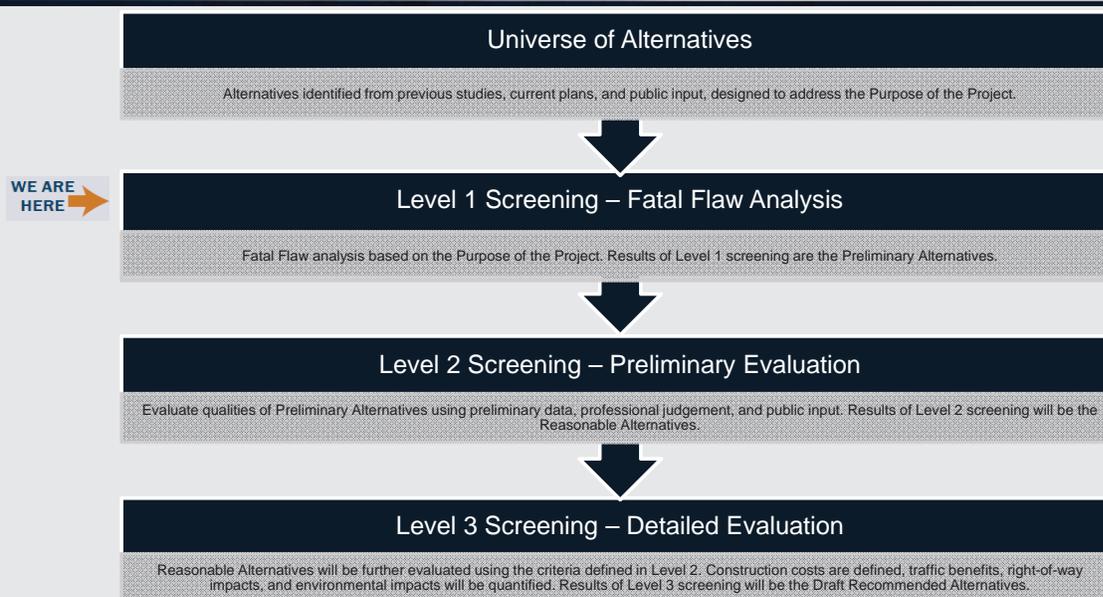


US 82 Reliever Route Study

October 4, 2016

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Overview of Alternative Screening Process



Overview of Level 1 Fatal Flaw Analysis

- All seven alternatives as well as the No-Build Alternative were evaluated and weighed against one another based on the following:
 - Cost Effectiveness
 - Is the alternative's length significantly longer than the average of all alternatives?
 - Environmental Impacts
 - Potential displacements to residential structures
 - Potential noise impacts
 - Are potential impacts to floodplains, wetlands, and parks significantly more than the average of all alternatives?
- Overall Rating: Is the alternative recommended for further study?

Overview of Level 1 Fatal Flaw Matrix

Draft US 82 Reliever Route Level 1 Qualitative Fatal Flaw Matrix

Category	Criteria	Alignments								
		A	B	C	E	F	A/D/F	B/G/C	No-build	
Cost Effectiveness	Is length of alignment significantly longer (greater than 20%) than the average length of all alignments?	N	N	N	Y ¹	N	N	N	N	N/A
Environmental Impacts	Human Impacts: Potential displacement to residential structures	-	-	-	--	--	-	-	-	D
	Potential noise impacts	-	-	-	--	--	-	-	-	D
	Natural Impacts: Are potential impacts to floodplain, wetlands, and parks significantly more than average of all alignments?	N	N	N	N	Y ⁴	N	N	N	N
Overall Rating	Is alignment recommended for further study?	Y	Y	Y	N	N	Y	Y	Y	

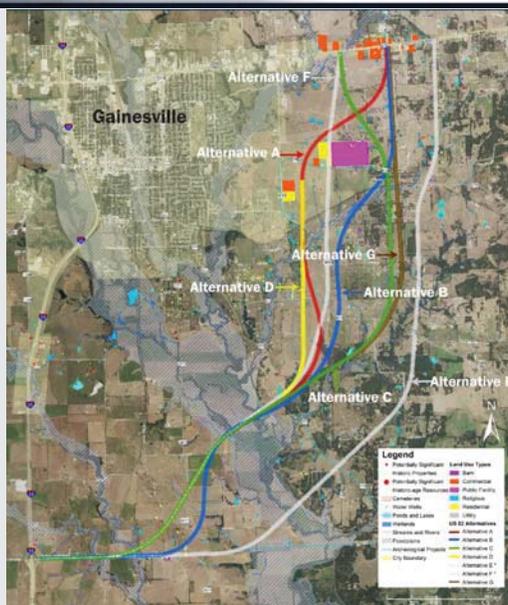
Notes:

- ¹ Alignment is 10% longer than average alignment length
- ² 2nd highest residential structure impacts
- ³ Most residential structure impacts
- ⁴ Alignment impacts largest amount of floodplain and wetlands

Scoring/Rating Key				
Better	Good	Neutral	Bad	Worse
++	+	D	-	--

- Alternatives A, B, C, A/D/F, & B/G/C were recommended for further evaluation.
- Alternatives E and F were recommended to be removed from further evaluation due to excessive impacts to residential properties and floodplains.

Overview of Alternatives

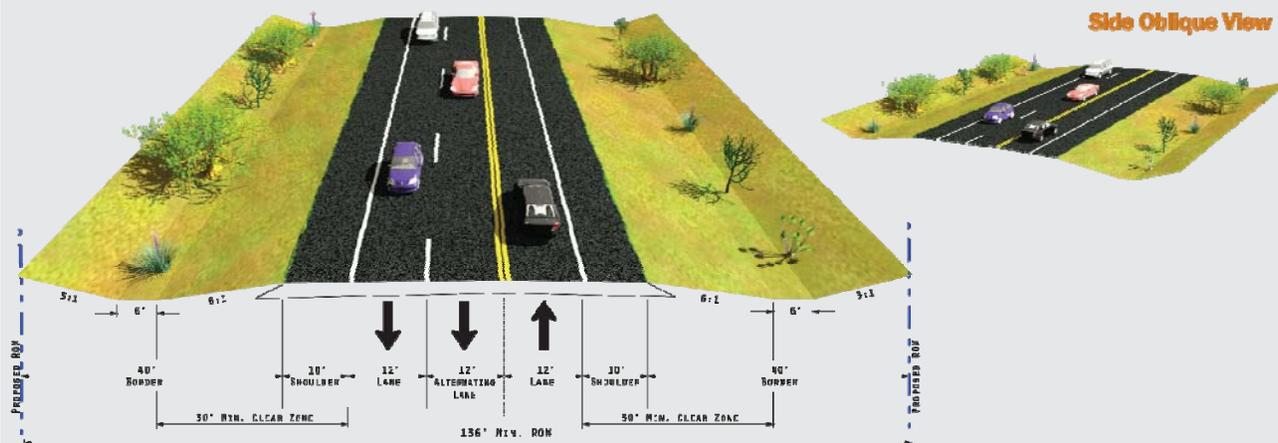


Future Traffic Conditions– Initial Observations

- Projected 2040 traffic volumes for a reliever route are 50% greater than what US 82 carries today.
- A 2- or 4- lane divided rural highway would be feasible in the future as this will reduce travel times in the corridor. Future traffic analyses will confirm exact roadway configurations and their anticipated Level of Service (LOS).
- Level of Service is a qualitative measure used to describe the traffic on a roadway. It considers items such as traffic flow, traffic density, delay times, and travel speeds.
- Level of Service A represents complete free flow with Level C showing signs of traffic congestion but traffic is generally stable. Level D represents a noted decrease in travel speeds with Levels E & F representing severe congestion.

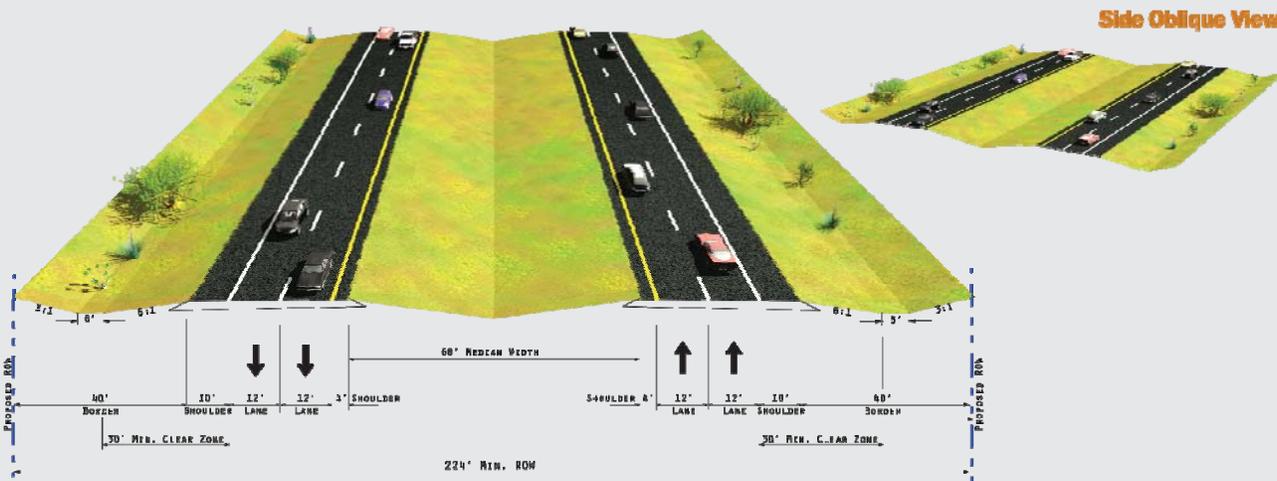
Potential Typical Section: Super Two

A 2-lane highway with passing lanes and interchanges at major cross roads would operate at Level of Service (LOS) D or better in 2040



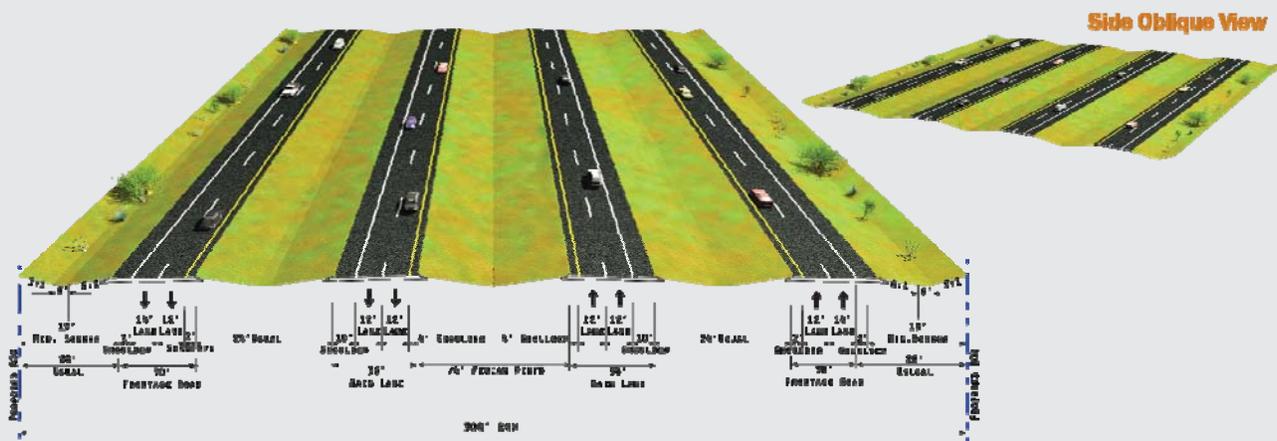
Potential Typical Section: 4-Lane Divided Highway

A 4-lane divided highway with signalized intersections at major cross roads would operate at Level of Service C or better in 2040, but travel times would increase due to delays at signalized intersections.



Potential Typical Section: 4-Lane Controlled Access

A 4-lane divided highway with interchanges at major cross roads would operate at Level of Service C or better in 2040 but will have lesser reduced travel times than with a 4-lane divided highway with signalized intersections.



Your Input Matters!

- We are now seeking input from the public on issues/needs along the corridor and feedback on the various alternative alignments under consideration.



How You Can Help!

- Please make sure you sign in to be notified about future meetings.
- Please leave comments tonight by dropping them off in the comment box, giving them to a staff member, or mailing them to the address on the comment cards. You can also email them to: MyProjectsWichitaFalls@txdot.gov

Please visit the project website often by visiting TxDOT.gov and then searching "US 82 Reliever Route".



What Happens Next?

- Once the official comment period ends on Oct. 14, 2016, the Wichita Falls project team will review all public comments and use them as a guide to continue refining the alternatives.
- The public meeting summary will be posted on the project web page and will include responses to all comments received.
- The study is expected to last until late 2017.
- At this time funding is available only for planning and study development. Construction is not funded or scheduled at this time.

Thank you!

Shaun Barnes, P.E.

TxDOT Project Manager

Roger Beall, P.E.

TxDOT Corridor Planning Manager

Will Barresi, P.E.

CH2M Project Manager

Project Email: MyProjectsWichitaFalls@txdot.gov

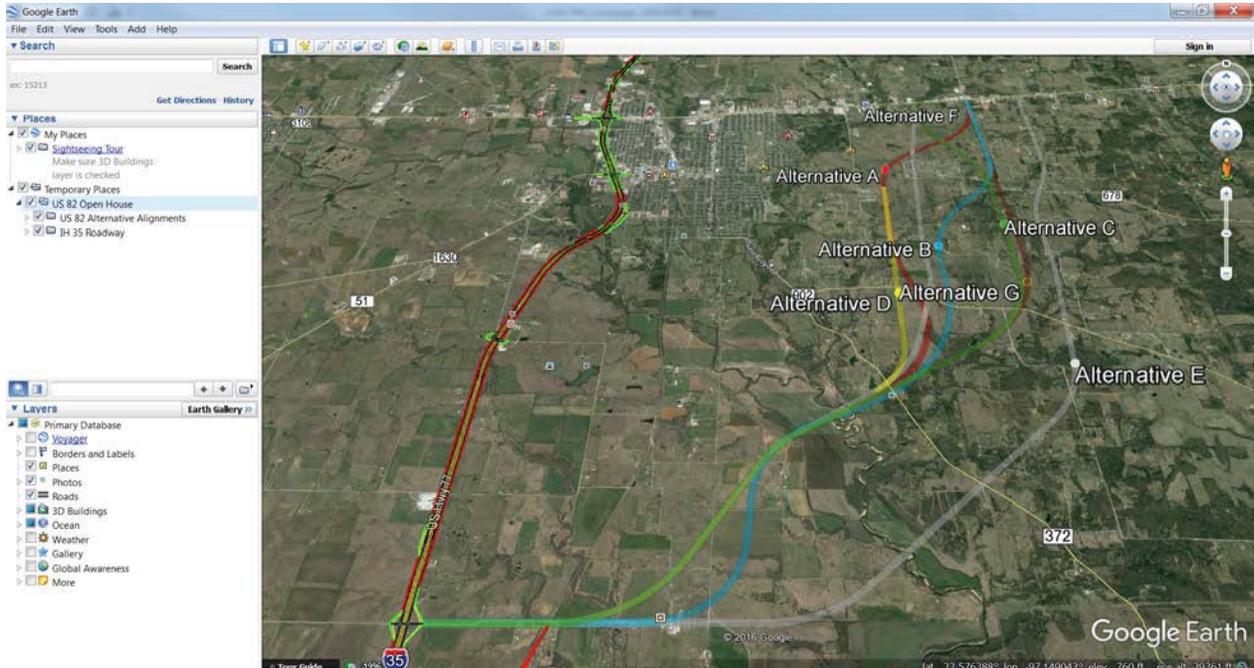
Interactive Mapping – GoogleEarth

Five laptops were available displaying GoogleEarth and layer files of reliever route alternatives. Meeting participants could view the different alternatives and zoom in to see the alternatives in greater detail.

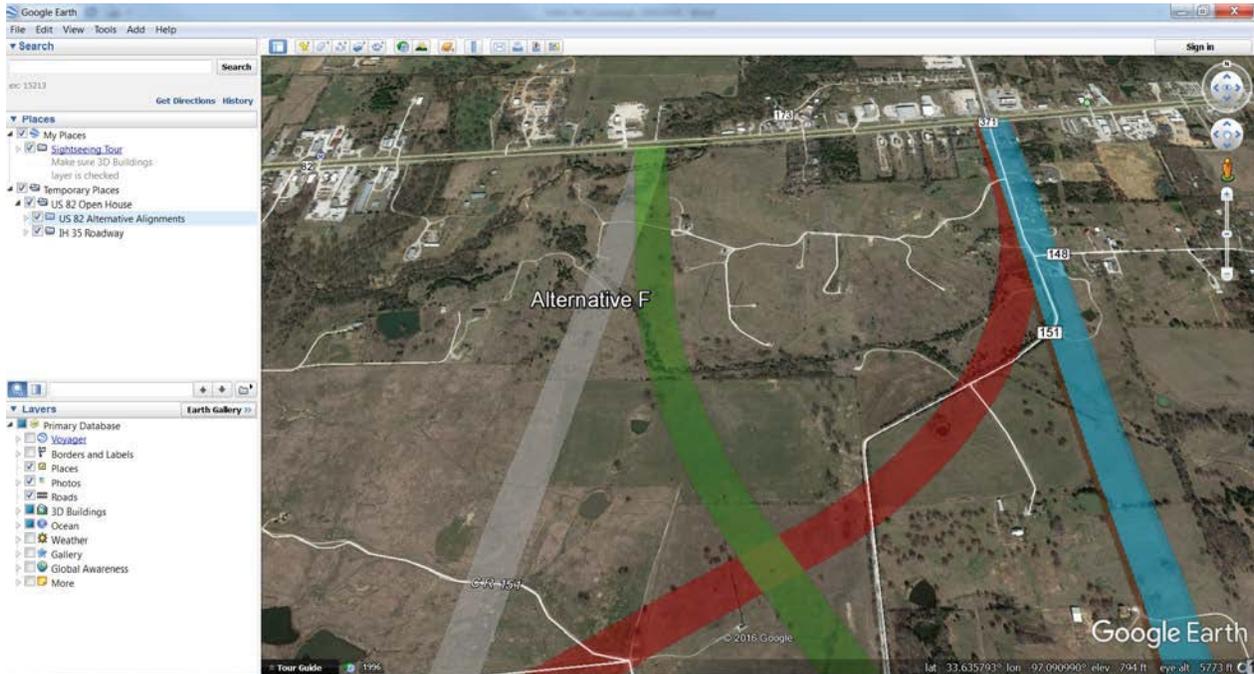
Interactive Mapping Station



Google Earth Screenshot – All Alternatives



Google Earth Screenshot – Detail View



Meeting Handouts

Additional materials available at the meeting included the project fact sheet (English and Spanish versions) and a Frequently Asked Questions handout.

US 82 Reliever Route Study

October 2016

To Learn More:

www.txdot.gov

Keyword search: US 82



www.txdot.gov/inside-txdot/projects/studies/wichita-falls/us82-gainesville.html

TxDOT Project Manager:
Shaun Barnes
MyProjectsWichitaFalls@txdot.gov

Fact Sheet

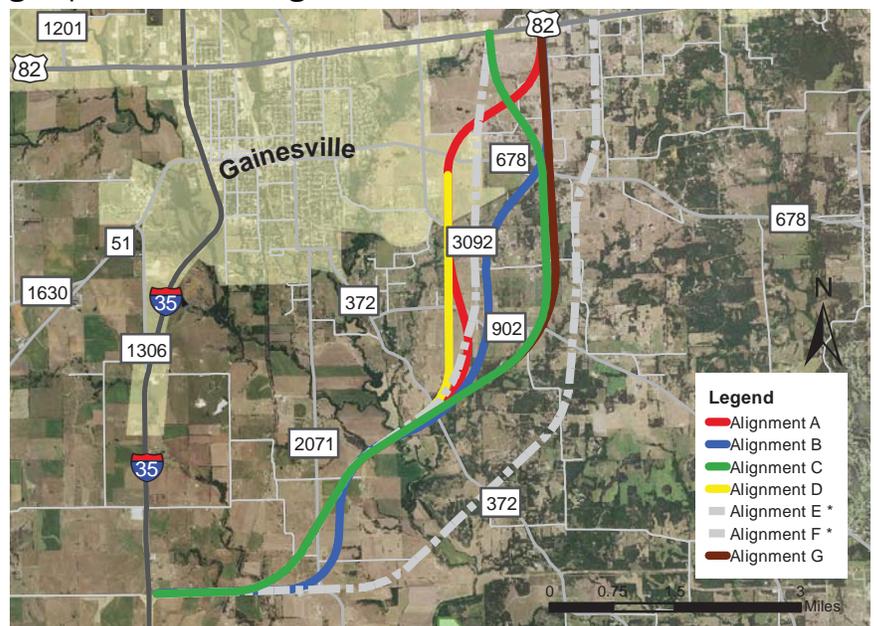
Overview

US 82 is a major thoroughfare for motorists and trucks in Gainesville, Texas. As population and commercial activity continue to grow in the area, it has become necessary to move forward with the planning and design of a reliever route that can more adequately meet the capacity and safety needs of the corridor. The US 82 Reliever Route Study is currently underway to identify a recommended alignment that can be carried forward into future phases of project development.

Project Purpose

The US 82 Reliever Route Study focuses on an area southeast of Gainesville in Cooke County, Texas that is generally bound by I-35 to the west and FM 678 to the east.

The study builds upon the previous US 82 Feasibility Study, finalized in December 2012. The current study evaluates different types of roadway configurations after a needs assessment, analysis of existing and future traffic data, stakeholder engagement and input from the public. The study team continues to refine alignment options in consultation with the stakeholder group; the current alignment alternatives are shown below.



* Alignment not preferred for future study



US 82 Reliever Route Study

October 2016

To Learn More:

www.txdot.gov

Keyword search: US 82



www.txdot.gov/inside-tdot/projects/studies/wichita-falls/us82-gainesville.html

TxDOT Project Manager:

Shaun Barnes

MyProjectsWichitaFalls@txdot.gov

Fact Sheet

Corridor Needs

TxDOT will consider a number of items as the alignment and preliminary design for the roadway is developed and refined.

Safety: The design and alignment for the route will support a safer and more accessible roadway that will limit points of conflict, provide adequate sight distance and include safety features.

Growth: Between 2010 and 2040, the population of Cooke County is estimated to increase by more than 10%; the alignment will consider how and where growth in population, commercial activity, and overall traffic volumes will impact the route.

Access and Right-of-Way: This study will determine the ultimate Right-of-Way (ROW) needs for the corridor and identify likely access points.

System Continuity: The study and preliminary design will include appropriate design features with cross streets that support mobility and connectivity. The study team will review traffic on cross streets along with potential commercial and residential needs.

Environmental Impacts: The study will evaluate environmental constraints along the corridor to design a roadway that avoids or mitigates impacts to sensitive areas.

We Want Your Feedback

To better understand and address all user needs, we want your feedback. Please provide input at the Public Meeting or online at the project website. There will be other opportunities during project development to provide additional input. Sign up for our mailing list today!



Estudio de la Ruta de Desahogo de la US 82

Octubre de 2016

Para más información, ingrese a:

www.txdot.gov Palabra clave para la búsqueda: US 82



www.txdot.gov/inside-txdot/projects/studies/wichita-falls/us82-gainesville.html

Gerente de Proyectos de TxDOT:

Shaun Barnes

MyProjectsWichitaFalls@txdot.gov

Hoja de Datos

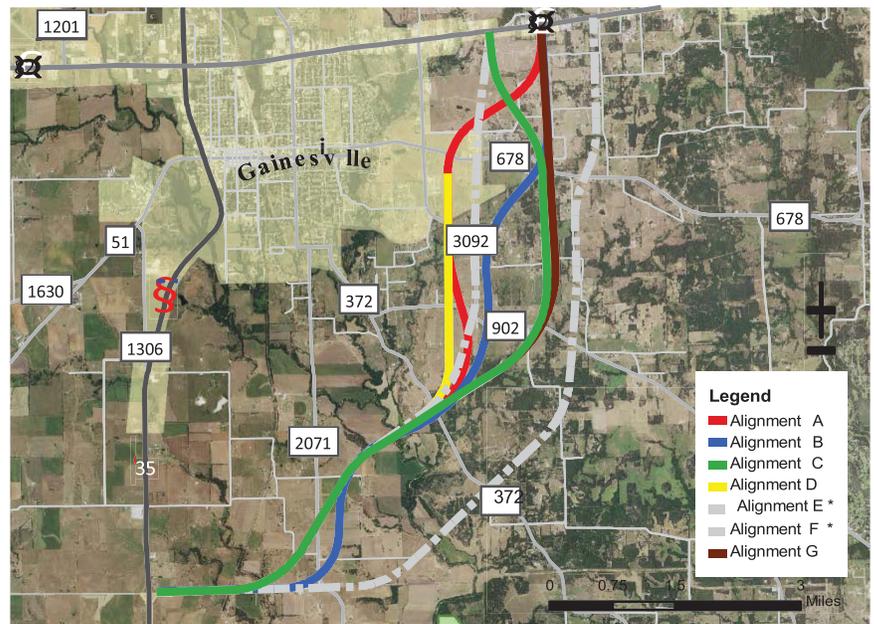
Descripción General

La US 82 es una importante vía pública para conductores y camiones en Gainesville, Texas. A medida que la población y la actividad comercial continúan creciendo en el área, nos vemos ante la necesidad de avanzar con la planificación y el diseño de una ruta de desahogo que pueda satisfacer más adecuadamente las necesidades de capacidad y seguridad del corredor. El Estudio de la Ruta de Desahogo de la US 82 se está llevando a cabo actualmente para identificar un alineamiento recomendado que pueda ser continuado más adelante durante las fases futuras del desarrollo del proyecto.

Propósito del Proyecto

El Estudio de la Ruta de Desahogo de la US 82 se centra en un área al sureste de Gainesville en el condado de Cooke, Texas, la cual está generalmente limitada por la I-35 al oeste y la FM 678 al este.

El estudio se basa en el Estudio de Viabilidad de la US 82 previamente realizado, el cual finalizó en diciembre de 2012. El estudio actual evalúa diferentes tipos de configuraciones de carreteras luego de haberse realizado tanto una evaluación de necesidades como un análisis de los datos de tráfico actual y futuro, de la participación de las partes interesadas y de las opiniones del público. El equipo del estudio continúa refinando opciones de alineamiento junto con el grupo de partes interesadas. Las alternativas actuales de alineamiento se muestran a continuación.



* Alineamiento no preferido para estudios futuros



Estudio de la Ruta de Desahogo de la US 82

Octubre de 2016

Para más información, ingrese a:

www.txdot.gov Palabra clave para la búsqueda: US 82



www.txdot.gov/inside-txdot/projects/studies/wichita-falls/us82-gainesville.html

Gerente de Proyectos de TxDOT:

Shaun Barnes

MyProjectsWichitaFalls@txdot.gov

Hoja de Datos

Necesidades del Corredor

TxDOT tomará en consideración una variedad de elementos a medida que se vaya desarrollando y refinando tanto el alineamiento como el diseño preliminar de la carretera.

Seguridad: El diseño y alineamiento de la ruta promoverán una carretera más segura y accesible que limitará puntos de conflicto, proveerá una distancia de visibilidad adecuada e incluirá elementos de seguridad.

Crecimiento: Se estima que entre los años 2010 y 2040 la población del condado de Cooke incrementará en más de 10%. El alineamiento tomará en consideración cómo y dónde es que la ruta será impactada por el crecimiento en población, actividad comercial y volumen de tráfico en general.

Acceso y Derecho de Paso: Este estudio determinará las necesidades fundamentales de Derecho de Paso del corredor (ROW por sus siglas en inglés) e identificará posibles puntos de acceso.

Continuidad del Sistema: Tanto el estudio como el diseño preliminar incluirán características de diseño apropiadas con calles transversales que promuevan la circulación y la conectividad. El equipo del estudio revisará el tráfico en las calles transversales junto con las posibles necesidades comerciales y residenciales.

Impacto en el Medio Ambiente: El estudio evaluará las restricciones medioambientales a lo largo del corredor para diseñar una carretera que evite o minimice el impacto en áreas sensibles.

Sus comentarios nos

Necesitamos saber su opinión para entender mejor todas las necesidades de los usuarios y responder a ellas adecuadamente. Por favor háganos llegar sus comentarios en la Reunión Pública o en línea, ingresando a la página web del proyecto. Habrán otras oportunidades durante el desarrollo del proyecto para hacernos llegar opiniones adicionales. ¡Regístrese para ser parte de nuestra lista de correo hoy mismo!



US 82 Reliever Route Study - Gainesville, Texas

Frequently Asked Questions

Please Note: Any questions received through the comment forms will be addressed in the Open House Summary Report that will be available for review at the TxDOT District office and on the website.

1. Why is the proposed project being considered and what are the benefits (What is the purpose for the proposed project)?

This project is a continuation of previous study efforts that identified strategies to improve mobility in the US 82 / IH 35 corridor. The purpose and anticipated benefits are to meet local and regional future travel demands by adding a reliever route between US 82 and IH 35 around Gainesville.

2. Will the project require additional right-of-way (ROW)?

Yes. The amount of required ROW is unknown at this time because the roadway type and number of lanes, etc. have not been determined yet. The amount will be determined when a preferred alternative is selected during this project.

3. Will the project require any displacements of businesses or residences?

Some displacements may occur after a final alignment is determined. All proposed routes under consideration currently include some displacements of businesses or residences.

4. Who is Included In the Stakeholder Workgroup?

The stakeholder workgroup is comprised of County and City leaders as well as various business leaders in the area.

5. Where did the alignments under consideration originate from?

Two of the alignments under consideration originated from previous study efforts that were conducted in 2002 and 2012. The additional alignments have originated via this current study with guidance from the stakeholder workgroup.

6. How long will the study last?

The study has been underway for 1 year and is expected to last another year.



7. What is the construction cost of the project?

At this stage of project development, the corridor typical section (e.g. number of lanes) have not been decided therefore no construction cost estimate is available.

8. When will the construction begin and how long will it take?

At this time funding is available only for planning and study development. Construction is not funded at this time.

9. How can we stay informed about the project?

You can sign up for our mailing list at this public meeting and look for updates on the project webpage – go to www.TxDOT.gov and search ‘US 82 Reliever Route’.

10. Why not just use FM 3092?

It would be difficult to avoid impacts to adjacent properties such as the WE Chalmers Elementary School, the Gainesville Bible Church, and other adjacent properties as the existing ROW width for FM 3092 would not be sufficient for a proposed reliever route. Also, the existing horizontal curves on FM 3092 would not meet the minimum criteria for a higher speed reliever route.

11. Why are you considering one-way frontage roads?

It has been determined that the preferred operation for frontage roads is one-way since one-way frontage roads are considered to be significantly safer than two-way frontage roads. With traffic forecasts projecting to increase over time, the recommendation is to use one-way frontage roads. The benefits expected from one-way frontage roads are:

- Smoother traffic flow
- Improved safety at entrance ramps and exit ramps
- Improved intersection safety & efficiency
- Helps make frontage roads uniform statewide
- Meets driver expectations by bringing consistency to local frontage roads

12. What other improvement efforts are planned for US 82?

Other than a project currently under construction along US 82, there are no other projects currently planned for US 82.



13. Will the public have input in the planning and decision-making process? If so, how will you keep the public informed?

The public is being given the opportunity to comment during the public involvement process. Persons wishing to submit written comments are encouraged to fill out comment forms provided at the sign-in table. Comment forms may be turned in at this meeting, or mailed to the address listed on the comment form, provided that the comments are postmarked on or prior to **October 14, 2016**. All comments received from the public will be documented, reviewed, and responded to in an open house summary report that will be available to the public after the summary report is approved. You can also subscribe for email updates on the project web page.

14. What other improvement efforts are planned for IH 35?

There are efforts underway to widen IH 35 to three lanes in each direction and consultants are working to revise the schematic based on feedback we received from the public. We also have consultants working on an environmental study along the corridor. Additionally, survey firms are starting to develop required documentation for the ROW that will be acquired.

15. What is the latest with the IH 35 Environmental Assessment?

We anticipate the project to be environmentally clear by summer of 2017. After environmental clearance, final design can begin and the project can be constructed when funding is identified.

16. What is the funding source for the US 82 Reliever Route project?

At this time, the project does not have funding for construction. Should the project be funded for construction, it is anticipated state and federal funds would be used.