



August 28, 2025

# WELCOME Public Meeting

**US 82 from Farm-to-Market (FM) 2739 to I-35**

**And from I-35 to the Grayson County Line**

Cooke County

CSJ: 0044-08-065 and 0045-04-055

Hello and welcome to the Virtual Public Meeting for the TxDOT Wichita Falls District's US 82 Relief Route Study. This is a pre-recorded video presentation.

The Texas Department of Transportation is conducting a Feasibility Study on a US 82 relief route for an east-west highway loop to the north of the City of Gainesville in Cooke County, Texas. My name is Sarah Cumm, and I am an Environmental Planner at Stantec, a consultant for this study. Today, I will be presenting on behalf of the Texas Department of Transportation, or TxDOT. I would like to thank you for your interest in this study.

This meeting presentation is available for viewing starting Thursday, August 28, 2025, at 5 p.m. During the virtual public meeting, you may pause this presentation and navigate forward or backward using your video player to allow more time to review the information.



November 7, 2000, was the last deathless day on roadways in Texas. That means for over two decades, at least one person has died every single day. We all have a part to play to change that. This message is that reminder – to End the Streak of deaths on Texas highways. We need drivers and passengers to act more responsibly and help us reach our goal of zero deaths by 2050. Texans can play a major role in ending fatal crashes with a few simple driving habits: wear seatbelts, drive the speed limit, put away the phone and other distractions, and never drive under the influence of alcohol or drugs. So please do your part and share this message with your friends and family.

## Purpose of the Public Meeting

- Explain what the US 82 Relief Route Study is about.
- Share how it may affect local travel, safety and businesses.
- Give the public an opportunity to ask questions and provide feedback.
- Keep the community informed as the study progresses.

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The purpose of this public meeting is to provide information about the feasibility study, describe the study so the public can determine how they might be affected, provide an opportunity to receive public input, and maintain effective communication with the public regarding the study.

During this presentation, we will go over the study overview and conceptual alternatives proposed by the study. In addition, we will provide next steps and information on how you can submit comments or ask questions.

## Number of Vehicles Using US 82

- US 82 Corridor: 8,100 to 25,100 vehicles per day in 2024
- I-35 mainlanes (north of US 82): 39,800 to 52,800 vehicles per day in 2024
- Traffic counts collected on May 13, 2025
  - US 82 roadway usage increased
  - I-35 roadway usage decreased
- Average growth rate: 1.1% per year
- Truck percentage along US 82: 15.5%



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This slide shows a comparison of the number of vehicles using US 82 in 2024 and 2025. The information indicates that the busiest part of this roadway is near the intersection of I-35 with just over 25,000 vehicles per day. Traffic counts were also provided for I-35, indicating that traffic along this roadway is approximately 39,800 vehicles per day near the US 82 intersection and 52,800 vehicles per day further north of this intersection.

On Tuesday, May 13, 2025, traffic data was collected for roadway usage. Compared to the information collected in 2024, the number of vehicles using US 82 increased, and the number of vehicles using I-35 decreased.

Traffic counts along this roadway are anticipated to increase by 1.1% per year.

Truck traffic accounts for approximately 15.5% of the overall traffic on US 82.

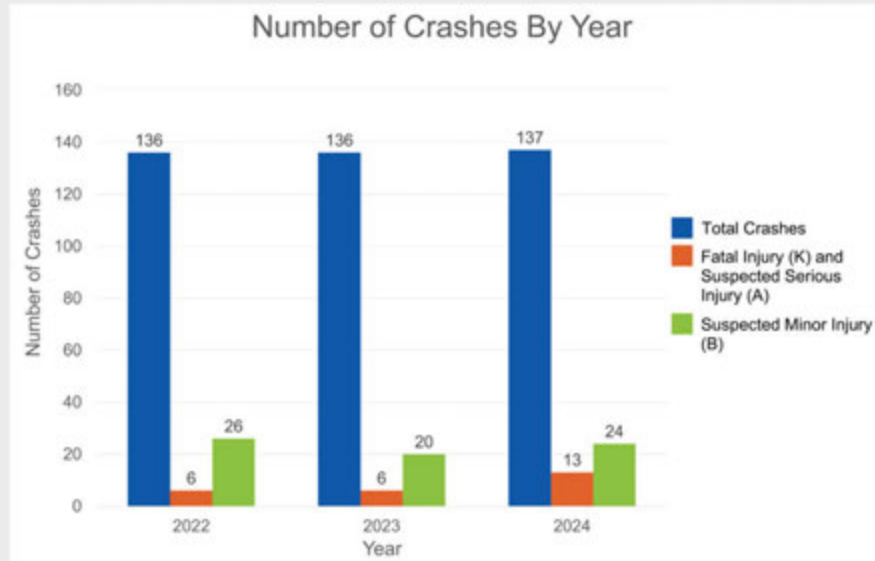
Due to the high volume of truck traffic going through the city, this project is anticipated to reduce truck traffic by providing an alternative route to bypass the city and alleviate some of the overall congestion through the City of Gainesville.

## Crash History: US 82 (2022 – 2025)



This slide provides historical crash data from 2022 to August 1, 2025, displayed in a heatmap. A heatmap illustrates the concentration of crashes throughout the corridor. Based on the map, it appears more crashes occur at the intersections of FM 3092, Lawrence Street, and near I-35.

## Crash History: US 82 (2022 – 2024)



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This slide provides a breakdown of the number and types of crashes occurring throughout the study corridor. From 2022 to 2024, there have been a total of 409 crashes. Of these crashes, a total of 25 were fatal crashes or serious injury crashes and 70 were minor injury crashes.

## Study Purpose



Improve safety, mobility and accessibility



Provide access to large commercial and retail development and airport



Improve transfer of goods along Texas Trunk System and Texas Highway Freight Network



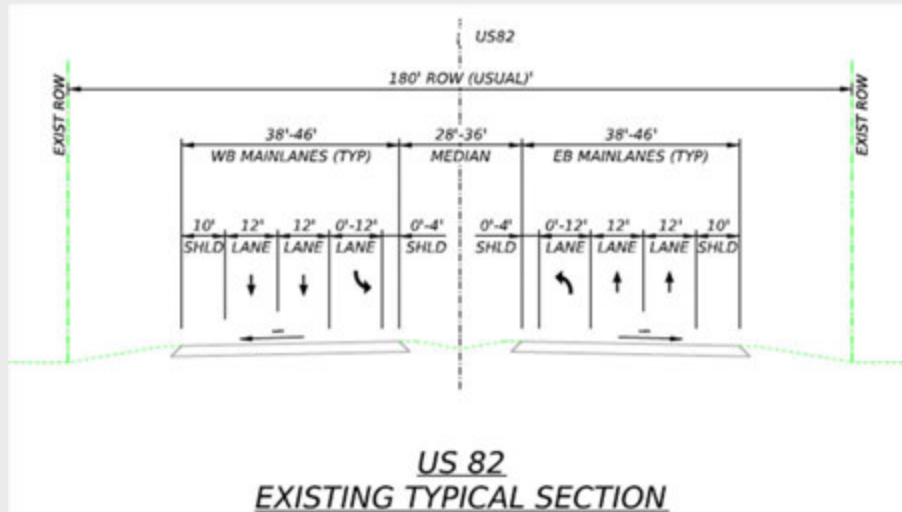
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The purpose of this feasibility study is to investigate existing and future transportation needs and develop conceptual alternatives to improve mobility, safety, and accessibility along US 82 around Gainesville.

A US 82 Relief Route would provide access to large commercial and retail development and the airport, improve mobility and connectivity, and improve the transfer of goods along the Texas Trunk System and the Texas Highway Freight Network.

Next, we will review what US 82 looks like today.

## Existing Typical Section



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This slide shows a typical section of how the road looks today. A typical section is an illustration of a roadway that shows design elements including main lanes, median, and right-of-way widths.

The existing roadway layout for US 82 consists of:

- Two travel lanes in each direction
- Turn lanes at various intersections
- Inside and outside shoulders and a
- Grassy median separating opposing directions of traffic

It is important to note that the study is to determine the design and path for the relief route and is not intended to modify the layout of the existing US 82 corridor.

Next, we will review the conceptual alternatives.

## Conceptual Alternatives

- Two conceptual alternatives
  - Alternative 1: Blue Line
  - Alternative 2: Orange Line

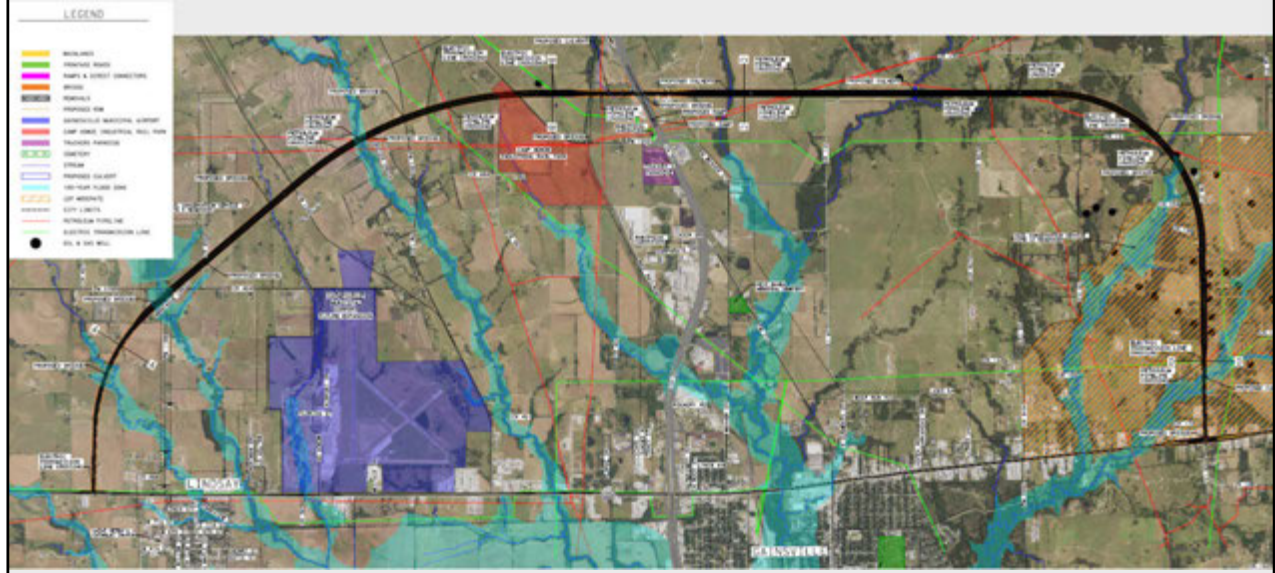


The US 82 Relief Route study includes two alternatives which are shown on the slide as the Blue Line (Alternative 1) and the Orange Line (Alternative 2). Each conceptual alternative will be discussed in greater detail on the upcoming slides.

Both alternatives would be constructed on new location and would require additional right-of-way.

At this time, the study is still in the preliminary planning stages and no conceptual alternatives have been selected. Our goals are to improve safety, mobility, and connectivity and to provide access to all roadway users. We are seeking your input to help determine what you think is the most appropriate conceptual alternative, which could be one shown here, or some other configuration, that will help us achieve our study goal.

## Alternative 1



Alternative 1 connects US 82 to the west of the Gainesville Municipal Airport and to the east along the existing FM 371 route. The proposed intersections of US 82 are anticipated to be stop conditions with either the use of stop signs or signalized intersections. The intersection at I-35 is proposed to be an overpass with I-35 going over the US 82 relief route.

This proposed alternative would provide two travel lanes in each direction separated by a median that varies in width depending on the location. Near the intersection with I-35, US 82 would contain two mainlanes in each direction as well as frontage roads with two lanes in each direction. In this alternative, the frontage roads would connect to I-35 with a stop sign or traffic signal at the intersection.

The proposed right-of-way would be approximately 300-foot-wide throughout the entire corridor.

The black line on the map indicates the proposed roadway alignment for this alternative.

## Alternative 2



In Alternative 2, the US 82 relief route connects to the existing US 82 roadway in a diamond shaped configuration near the city of Lindsay to the west and near the city of Oak Ridge to the east. The intersection at I-35 will provide an underpass with the US 82 Relief Route going over I-35 and the railroad. Traffic on US 82 in both directions wishing to turn onto I-35, both north or southbound, will be able to exit US 82 via an overpass that will directly connect to I-35 and allow entering traffic to merge into existing traffic without stopping.

As with Alternative 1, Alternative 2 would also provide two travel lanes in each direction separated by a median that varies in width depending on the location. Near the intersection with I-35, US 82 will also offer two lanes to exit and two main thru lanes to remain on the relief route.

The proposed right-of-way would be approximately 300-feet-wide throughout the entire corridor.

The black line on the map indicates the proposed roadway alignment for this alternative.

## Conceptual Alternatives

- Two conceptual alternatives
  - Alternative 1
  - Alternative 2
  - Some combination of these alternatives



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At this time, nothing is decided and the alternative that is chosen may be Alternative 1, Alternative 2, or some combination of the two. There is a possibility that portions of each option could be used in the “Preferred Alternative”, an alternative that meets the needs of the roadway and its users. We want your opinion on what alternative you like and why or what parts of each alternative work or don’t work.

Your feedback will help us determine the best proposed relief route.

## Feasibility Study Timeline

- Current Phase: Feasibility Study and Public Input
- Feasibility Study Completion: Spring 2026
- Next Steps: environmental review and design (if advanced)
- **\*At this time, the project does not have funding for construction.\***



**Updates will be available on the project website: [www.txdot.gov](http://www.txdot.gov) keyword search "US 82 Relief Route"**

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The feasibility study is anticipated to be completed by Spring 2026. Once the study is completed, the project team will review public input and comments made during this public meeting. These comments will then be incorporated into future alternatives and design concepts. The team may propose new alternatives to be reviewed by the public before recommending the preferred alternative. The timeline for new alternatives and the selection of a preferred alternative is unknown at this time.

As the project advances in development, updates will be available on the project website at [www.txdot.gov](http://www.txdot.gov), keyword search "US 82 Relief Route." You can periodically visit the project website to see which phases of planning the project is in and which phases are upcoming.

Currently, this project is in the preliminary planning stages and no alternatives have been selected. There is no funding available for this project and there is no anticipated timeline for construction.

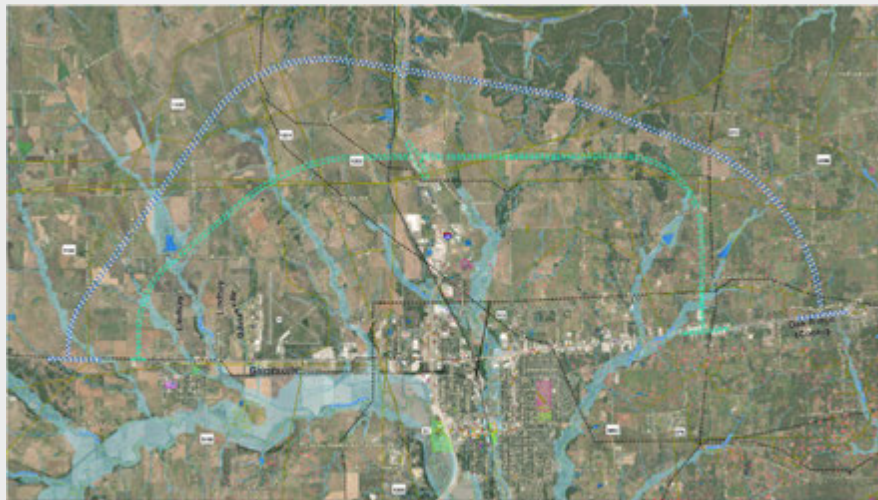
### **National Environmental Policy Act (NEPA) Assignment to the Texas Department of Transportation**

**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 July 17, 2025, and executed by FHWA and TxDOT.**

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Once the study and alternatives phases are completed, any projects resulting from this study are anticipated to receive federal funding. Because of the federal component, TxDOT is required to assess the potential environmental effects of the proposed project in accordance with Federal standards. The process that is followed is called the National Environmental Policy Act process, otherwise known as NEPA. The NEPA process provides analyses of the potential impacts to the natural and manmade environments and helps the decision maker to make an informed decision on whether or not to proceed with the project. On Dec. 16, 2014, TxDOT assumed responsibility from the Federal Highway Administration, otherwise known as the FHWA, for reviewing and approving certain assigned NEPA environmental documents. This memorandum of understanding was renewed on July 17, 2025. This review and approval process would apply to projects resulting from this study.

## Environmental Constraints Map



US 82 Reroute Around Gainesville (North)  
FM 2739 to I-35 and from I-35 to the Grayson County Line

Potential Environmental Constraints - Figure 1

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This slide shows an environmental constraints map, which helps the planning team to visualize the natural and man-made resources along the corridor. As part of the planning process, the team must consider environmental impacts of any proposed solution resulting from the study. Studying the environmental impacts is part of the National Environmental Policy Act, or NEPA process. During the environmental review we will identify existing environmental constraints and characteristics of the study corridor. The study would consider environmental features such as:

- Rivers and streams
- Biological resources
- Community impacts
- Parks and recreational areas
- Historic and archeological resources
- Hazardous materials
- Air quality, and traffic noise

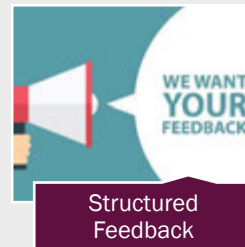
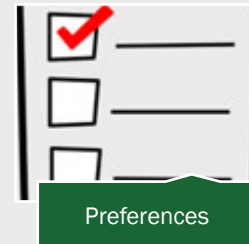
The goal of the environmental constraints mapping is to balance improvements with protection.

More information and opportunities to comment on the environmental analyses will be provided in future public meetings as the study progresses.

## Your Input Helps Develop Solutions

We want to hear from you

- **What transportation issues matters most?** (Examples: travel time, safety, access)
- **What do you think about the alternatives?**
- **How do you see the future of US 82 Relief Route?**



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We are seeking your input on the US 82 Relief Route. We want to understand your concerns and to receive your feedback. Participation from the community is critical in developing solutions that address the needs of the corridor and meet the visions of the community.

We want to know what transportation issues, such as travel time, safety, and access, are most important to you. What are your thoughts on the design and location of the alternatives?

We want to know how you envision the US 82 Relief Route. How do you see the future of the US 82 Relief Route?

Please let us know if there is additional information about transportation needs in the study area that we should be aware of.

The next slide will detail how to provide your comments.

## How to Provide Comments and Ask Questions



### Comment Box

Place in comment box at in-person option



### Email

[MyProjectsWichitaFalls@txdot.gov](mailto:MyProjectsWichitaFalls@txdot.gov)



### Mail

Texas Department of Transportation  
Attn: David Stroud  
1601 Southwest Pkwy  
Wichita Falls, TX 76302

### For more information, visit

[www.TxDOT.gov](http://www.TxDOT.gov), keyword search  
"US 82 Relief Route"

If you have any questions or need  
technical assistance, **contact the  
project team** at (940) 720-7752

All comments must be received or  
postmarked by **Friday, Sept. 12, 2025**

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Let's take a moment to explain the public meeting comment process.

You can provide your comment in the following ways:

- You can place your comment in the comment box at the in-person option
- You can email your comments to: [MyProjectsWichitaFalls@txdot.gov](mailto:MyProjectsWichitaFalls@txdot.gov)
- Or you can mail your comment to the TxDOT Wichita Falls District, Attn: David Stroud, 1601 Southwest Pkwy, Wichita Falls, TX 76302.

Please visit the US 82 study webpage by going to [www.TxDOT.gov](http://www.TxDOT.gov), keyword search "US 82 Relief Route". We encourage you to download and review the materials on this webpage for additional information. If you have any questions or if you need technical assistance, please contact the project team by calling the number on your screen.

All comments must be received by Friday, Sept. 12, 2025, at midnight. If you are mailing a comment, please be sure that it is postmarked by Friday, Sept. 12, 2025, to be included in the record.



August 28, 2025

# **Thank You For Participating!**

**Your input helps shape the future of US 82.**

**Submit comments by Friday, Sept. 12, 2025.**

We would like to thank you for your participation in this public meeting for the US 82 Relief Route Study. Please remember to submit your comments no later than Friday, Sept. 12, 2025, to be included in the official public meeting documentation.