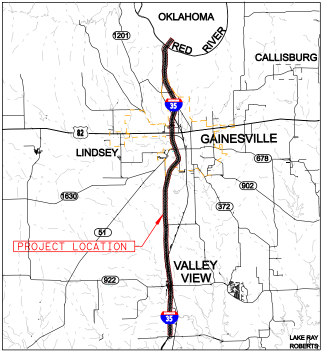

OKLAHOMA
RED RIVER
1201
CALLISBURG
35
82
LINDSEY
GAINESVILLE
678
902
1630
372
51
PROJECT LOCATION
VALLEY VIEW
922
35
LAKE RAY ROBERTS

Location /Key Map

Legend:

🟨	Mainlanes
🟧	Bridge
🟩	Frontage Roads/Surface St.
🟦	Ramps and Direct Connectors
- - -	Future Roadway (by others)
	Edge of Shoulder
	Edge of Lane
	Lane Line Striping
	Edge of Lane
	Edge of Shoulder
―	Proposed Retaining Wall
🟦	SIDEWALKS
170W35S	Alignment Name
ALBCL-1	Curve Callout
➡	Traffic Direction
▨	Existing Pavement Removal
— - —	Existing Right-of-Way
―‖―	Preliminary Proposed Control-of-Access
— — —	Preliminary Proposed Right-of-Way (Access Restricted)
— - - —	City Limits
▨	Approximate Structure Limits and Bents / Columns

ROLL 1 of 23

TEXAS DEPARTMENT OF TRANSPORTATION
WICHITA FALLS DISTRICT

PRELIMINARY 100% DESIGN SCHEMATIC

IH 35

CSJ NOS. 0194-01-010,
0194-02-081
0195-01-087

ALONG IH 35 FROM 3800' NORTH OF FM 3002
IN COOKE COUNTY, TEXAS TO EXIT 1 IN OKLAHOMA

PREPARED BY JACOBS ENGINEERING GROUP, INC.
FIRM #2966
UNDER THE SUPERVISION OF
C. RODGER CLEMENTS, PE

SERIAL NUMBER 36250

DATE SUBMITTED

DATE REVISED

DATE APPROVED

JACOBS

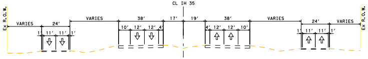
NOT INTENDED FOR
CONSTRUCTION, BIDDING,
OR PERMIT PURPOSES

Texas Department of Transportation

0 100 200 300
HORIZONTAL

0 10 20 30
VERTICAL

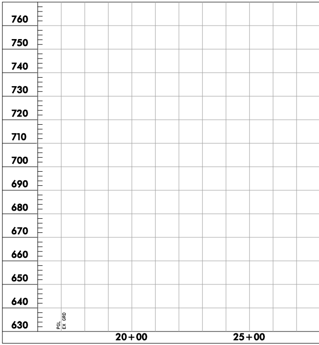
GRAPHIC SCALES IN FEET

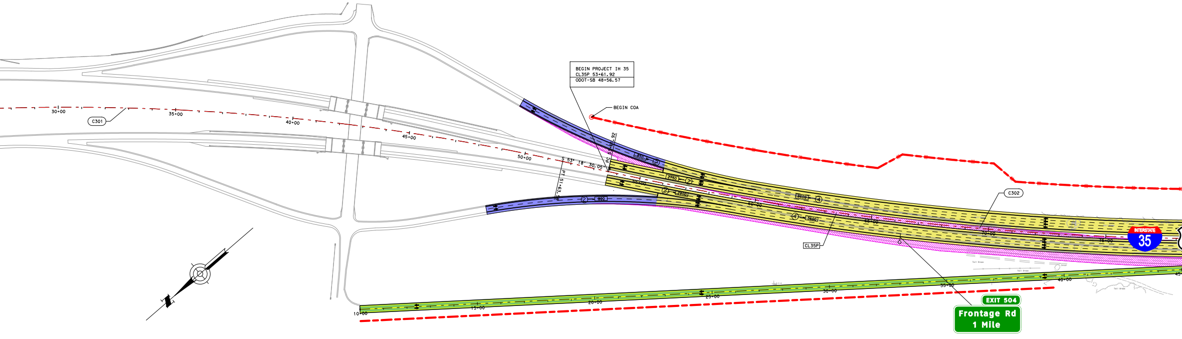

CL IH 35
Ex R.O.W.
VARIES
24'
1'
11'
11'
1'
VARIES
38'
10'
12'
12'
4'
17'
19'
38'
4'
12'
12'
10'
VARIES
24'
1'
11'
11'
1'
VARIES
Ex R.O.W.

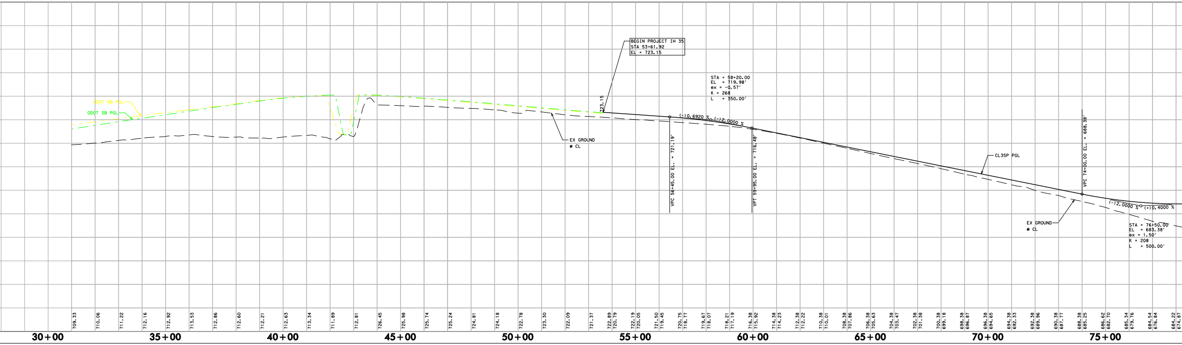
EXISTING TYPICAL SECTION
IH 35

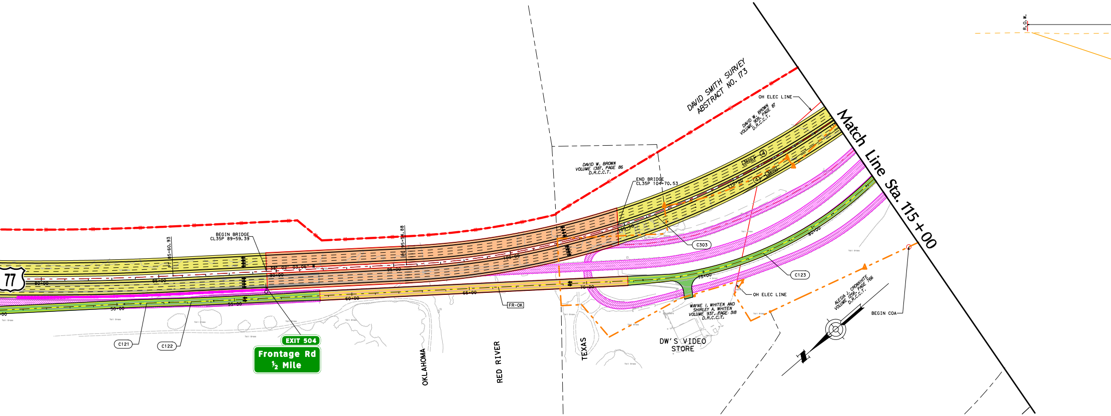
Projected Design Hour
Traffic Volumes
(Year 2030)

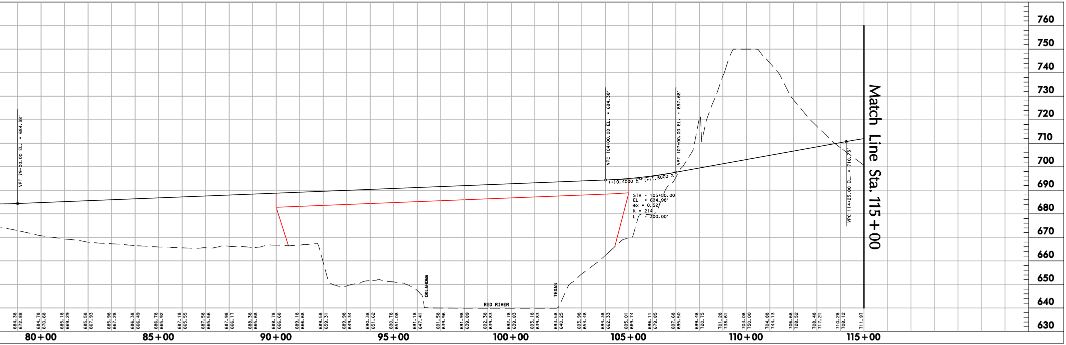
Directional Distribution	①—DHV 60-40
Percent Trucks of DHV	2%
Design Hourly Volume	4760
DESIGN SPEED:	
Mainlanes	70 mph
Ramps	50 mph
Frontage Roads	40 mph
Surface Streets	30 mph

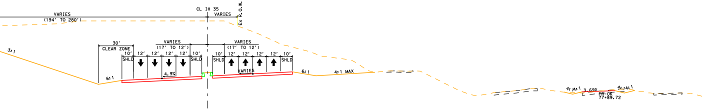



BEGIN PROJECT IH 35
CL35P 53+61.92
ODOT-SB 48+56.57
BEGIN COA
C301
30+00
35+00
40+00
45+00
50+00
55+00
60+00
65+00
70+00
75+00
S 53° 18' 30.05"
PC 53+61.92
PT 51+63.58
850
800
2750
2800
3600
②
④
C302
CL35P
10+00
15+00
20+00
25+00
30+00
35+00
40+00
45+
INTERSTATE
35
EXIT 504
Frontage Rd
1 Mile


ODOT NB PGL
ODOT SB PGL
BEGIN PROJECT IH 35
STA 53+61.92
EL = 723.15
723.15
EX GROUND
@ CL
STA = 58+20.00
EL = 719.98'
ex = -0.57'
K = 268
L = 350.00'
(-)0.6920 %
(-)2.0000 %
VPC 56+45.00 EL. = 721.19'
VPT 59+95.00 EL. = 716.48'
CL35P PGL
VPC 74+00.00 EL. = 688.38'
(-)2.0000 %
(+)0.4000 %
EX GROUND
@ CL
STA = 76+50.00
EL = 683.38'
ex = 1.50'
K = 208
L = 500.00'
709.33
710.06
711.22
712.16
712.92
713.53
712.86
712.60
712.21
712.63
713.34
711.89
712.81
726.45
725.98
725.74
725.24
724.81
724.18
722.78
723.30
722.09
721.37
722.89
720.79
722.19
720.05
721.50
719.45
720.75
718.77
719.67
718.07
718.21
717.19
716.38
715.92
714.38
714.23
712.38
712.22
710.38
710.01
708.38
707.86
706.38
705.63
704.38
703.47
702.38
701.38
700.38
699.18
698.38
696.87
696.38
694.65
694.38
692.33
692.38
689.96
690.38
687.77
688.38
685.25
686.62
682.70
685.34
679.76
684.54
676.84
684.22
674.87
30+00
35+00
40+00
45+00
50+00
55+00
60+00
65+00
70+00
75+00

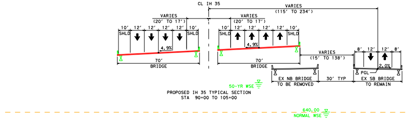

R.O.W.
DAVID SMITH SURVEY
ABSTRACT NO. 173
OH ELEC LINE
DAVID W. BROWN
VOLUME 909, PAGE 87
D.R.C.C.T.
DAVID W. BROWN
VOLUME 1387, PAGE 86
D.R.C.C.T.
END BRIDGE
CL35P 104+70.53
Match Line Sta. 115+00
3600
4
C303
C123
OH ELEC LINE
WAYNE I. WHITEN AND
SHIRLEY A. WHITEN
VOLUME 937, PAGE 318
D.R.C.C.T.
ALESIA J. CRONKHITE
VOLUME 1256, PAGE 766
D.R.C.C.T.
BEGIN COA
DW'S VIDEO
STORE
TEXAS
RED RIVER
OKLAHOMA
FR-OK
BEGIN BRIDGE
CL35P 89+59.39
PT 85+60.93
PC 95+54.88
38° 02' 03.06" W
77
80+00
85+00
90+00
95+00
100+00
105+00
110+00
50+00
55+00
60+00
65+00
70+00
75+00
80+00
C121
C122
EXIT 504
Frontage Rd
½ Mile




VARIES
(194' TO 280')
CL IH 35
VARIES
Ex R.O.W.
3:1
30'
CLEAR ZONE
VARIES
(17' TO 12')
10' 12' 12' 12' 12' 10'
SHLD
SHLD
4.9%
6:1
VARIES
(17' TO 12')
10' 12' 12' 12' 12' 10'
SHLD
SHLD
VARIES
6:1
4:1 MAX
4:1
4:1
3.69%
FR-OK
77+89.72

PROPOSED IH 35 TYPICAL SECTION
STA 105+00 TO 116+00

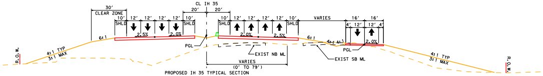
ALIGNMENT DATA										
NUM	DELTA	DEGREE	TANGENT	LENGTH	RADIUS	PI STATION	PI NORTHING	PI EASTING	PC STATION	PT STATION
CL35P	IH 35 PROPOSED CENTERLINE									
C301	22° 08' 47.25" RT	0° 35' 26.44"	1,898.36'	3,749.33'	9,700.00'	33+12.61	7,319,453.14	2,381,321.63	14+14.25	51+63.58
C302	15° 16' 26.99" LT	0° 28' 38.87"	1,609.05'	3,199.01'	12,000.00'	69+70.96	7,317,238.93	2,378,350.13	53+61.92	85+60.93
C303	35° 20' 14.28" LT	1° 38' 13.28"	1,114.88'	2,158.63'	3,500.00'	106+69.76	7,314,310.56	2,376,059.42	95+54.88	117+13.51
FR-OK	FRONTAGE ROAD THAT EXTENDS INTO OKLAHOMA									
C121	1° 21' 32.11" RT	0° 42' 58.31"	94.87'	189.74'	8,000.00'	51+26.76	7,316,131.95	2,377,344.54	50+31.89	52+21.63
C122	1° 21' 32.11" LT	0° 42' 58.31"	94.88'	189.74'	8,000.00'	53+16.51	7,315,985.31	2,377,224.12	52+21.63	54+11.37
C123	40° 08' 48.57" LT	3° 49' 10.99"	548.13'	1,051.04'	1,500.00'	77+88.18	7,314,038.51	2,375,701.24	72+40.04	82+91.08


CL IH 35
VARIES
(115' TO 234')
VARIES
(20' TO 17')
10' 12' 12' 12' 12' 10'
SHLD
SHLD
4.9%
70'
BRIDGE
VARIES
(20' TO 17')
10' 12' 12' 12' 12' 10'
SHLD
SHLD
4.9%
70'
BRIDGE
VARIES
(15' TO 138')
8' 12' 12' 8'
2.0%
PGL
EX NB BRIDGE
TO BE REMOVED
30' TYP
EX SB BRIDGE
TO REMAIN
50-YR WSE
640.00
NORMAL WSE

PROPOSED IH 35 TYPICAL SECTION
STA 90+00 TO 105+00

SUPERELEVATION TABLE - MAINLANES					
SOUTHBOUND LANES			NORTHBOUND LANES		
STATION	OUTSIDE TWO LANES	INSIDE TWO LANES	STATION	OUTSIDE TWO LANES	INSIDE TWO LANES
53+61.92		-2.00%	53+61.92		-2.00%
55+88.00	-2.50%	-2.00%	55+88.00	-2.50%	-2.00%
87+04.00	-2.50%	-2.00%	92+34.00	-2.50%	-2.00%
87+49.00	-2.00%	-2.00%	92+79.00	-2.50%	-2.50%
99+80.00	4.90%	4.90%	96+93.00	-4.90%	-4.90%
112+88.00	4.90%	4.90%			

SUPERELEVATION TABLE - FRONTAGE ROADS, RAMPS			
CHAIN NAME	STATION	CROSS SLOPE LT	CROSS SLOPE RT
FR-OK	10+00.00	-2.00%	-2.00%
	33+90.00	-2.00%	-2.00%
	35+40.00	2.00%	-2.00%
	58+64.00	2.00%	-2.00%
	71+56.00	2.00%	-2.00%
	72+81.00	-4.00%	4.00%
	82+50.00	-4.00%	4.00%
	83+75.00	2.00%	-2.00%
	86+50.00	2.00%	-2.00%


CL IH 35
30'
CLEAR ZONE
20' 20'
10' 12' 12' 12' 12' 10'
SHLD
SHLD
2.5%
2.0%
6:1
PGL
10' 12' 12' 12' 12' 10'
SHLD
SHLD
2.0%
2.5%
VARIES
16' 16'
4' 12' 12' 4'
2.0%
6:1
4:1 4:1
PGL
EXIST NB ML
EXIST SB ML
VARIES
(0' TO 79')
4:1 TYP
3:1 MAX
R.O.W.
4:1 TYP
3:1 MAX
R.O.W.

PROPOSED IH 35 TYPICAL SECTION
STA 53+61 TO 90+00

TEXAS DEPARTMENT OF TRANSPORTATION
WICHITA FALLS DISTRICT

ROLL 1 of 23

PRELIMINARY 100% DESIGN SCHEMATIC

IH 35

CSJ NOS. 0194-01-010,
0194-02-081
0195-01-087

ALONG IH 35 FROM 3800' NORTH OF FM 3002
IN COOKE COUNTY, TEXAS TO EXIT 1 IN OKLAHOMA

PREPARED BY JACOBS ENGINEERING GROUP, INC.
FIRM #2966
UNDER THE SUPERVISION OF
C. RODGER CLEMENTS, PE

NOT INTENDED FOR CONSTRUCTION, BIDDING, OR PERMIT PURPOSES

Texas Department of Transportation

0 100 200 300
HORIZONTAL

0 10 20 30
VERTICAL

GRAPHIC SCALES IN FEET

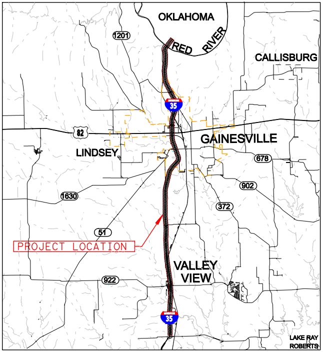
SERIAL NUMBER 36250

DATE SUBMITTED

DATE REVISED

DATE APPROVED

JACOBS


OKLAHOMA
RED RIVER
CALLISBURG
GAINESVILLE
LINDSEY
VALLEY VIEW
PROJECT LOCATION
LAKE RAY ROBERTS
1201
82
678
902
372
1630
51
922
35

Location /Key Map

Legend:

- 🟨 Mainlanes
- 🟥 Bridge
- 🟩 Frontage Roads/Surface St.
- 🟦 Ramps and Direct Connectors
- Future Roadway (by others)
- Edge of Shoulder
- Edge of Lane
- Lane Line Striping
- Edge of Lane
- Edge of Shoulder
- Proposed Retaining Wall
- SIDEWALKS
- I70W35S Alignment Name
- ALBCL-1 Curve Callout
- ➔ Traffic Direction
- ▨ Existing Pavement Removal
- Existing Right-of-Way
- Preliminary Proposed Control-of-Access
- Preliminary Proposed Right-of-Way (Access Restricted)
- City Limits
- Approximate Structure Limits and Bents / Columns

ROLL 2 of 23

TEXAS DEPARTMENT OF TRANSPORTATION
WICHITA FALLS DISTRICT

PRELIMINARY 100% DESIGN SCHEMATIC

IH 35

CSJ NOS. 0194-01-010,
0194-02-081
0195-01-087

ALONG IH 35 FROM 3800' NORTH OF FM 3002
IN COOKE COUNTY, TEXAS TO EXIT 1 IN OKLAHOMA

PREPARED BY JACOBS ENGINEERING GROUP, INC.
FIRM #2966
UNDER THE SUPERVISION OF
C. RODGER CLEMENTS, PE

SERIAL NUMBER 36250

NOT INTENDED FOR CONSTRUCTION, BIDDING, OR PERMIT PURPOSES

Texas Department of Transportation

DATE SUBMITTED

DATE REVISED

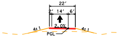
DATE APPROVED

JACOBS

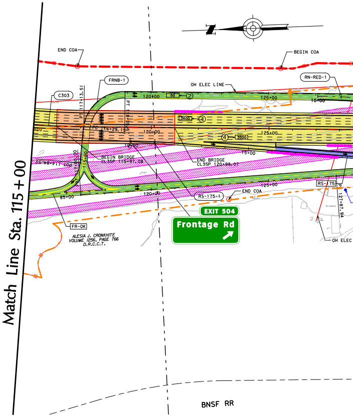
0 100 200 300
HORIZONTAL

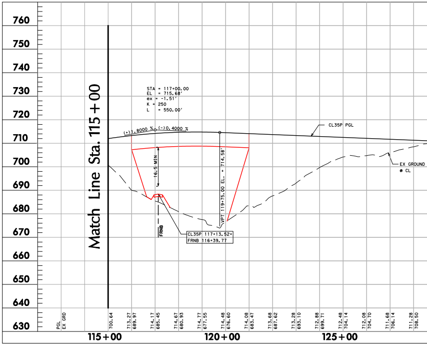
0 10 20 30
VERTICAL

GRAPHIC SCALES IN FEET


22'
2' 14' 6'
2.0%
4:1
4:1
PGL

PROPOSED RAMP TYPICAL SECTION


Match Line Sta. 115+00
END COA
BEGIN COA
RN-RED-1
FRNB-1
C303
OH ELEC LINE
120+00
125+00
BEGIN BRIDGE CL35P 115+87.08
END BRIDGE CL35P 120+99.07
RS-175-1
RS-175
END COA
EXIT 504
Frontage Rd
FR-OK
ALESIA J. CRONKHITE VOLUME 1256, PAGE 766 D.R.C.C.T.
OH ELEC
BNSF RR



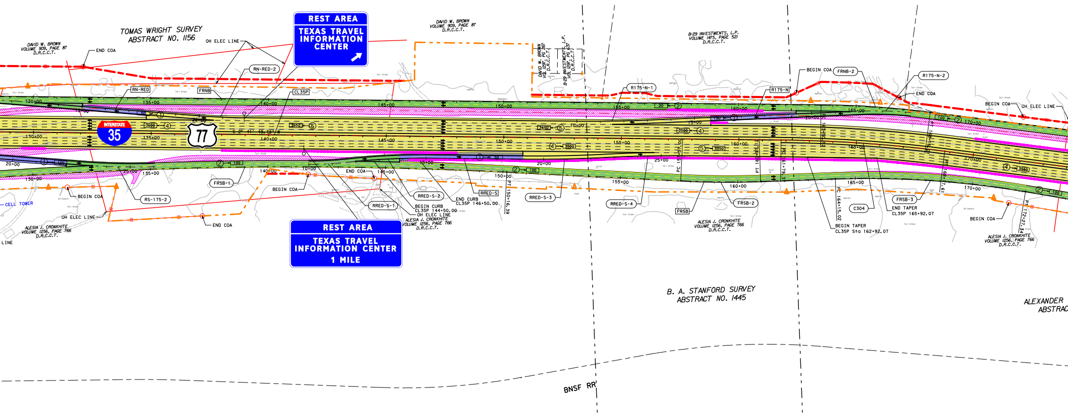
C-175:
Functional Class - Rural Major Collector
Design Speed - 30 MPH
Design Standard - TxDOT RDM

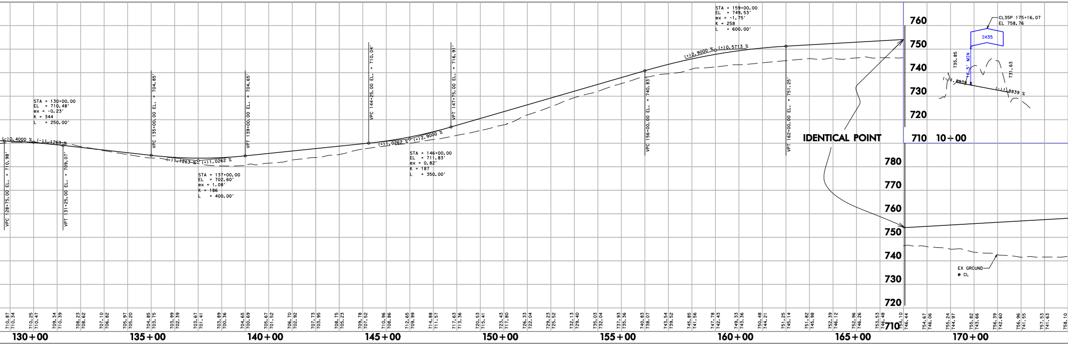
Projected Design Hour
Traffic Volumes
(Year 2030)

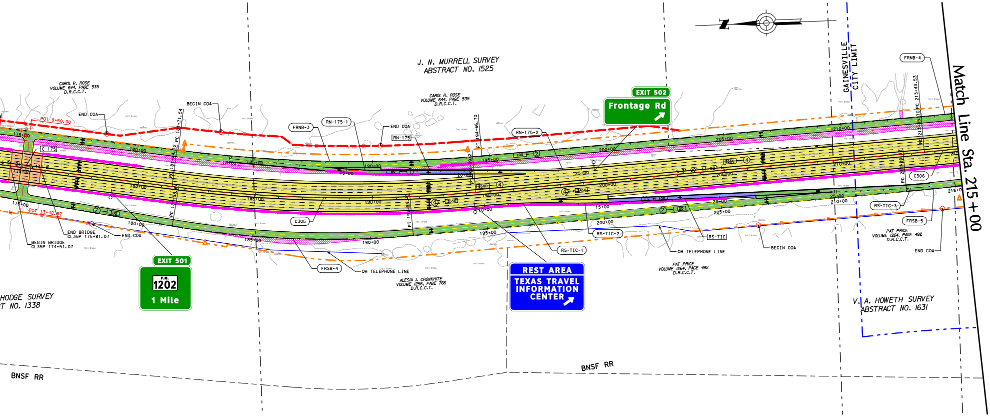
Directional Distribution	①—DHV	60-40
Percent Trucks of DHV	2%	
Design Hourly Volume	4760	

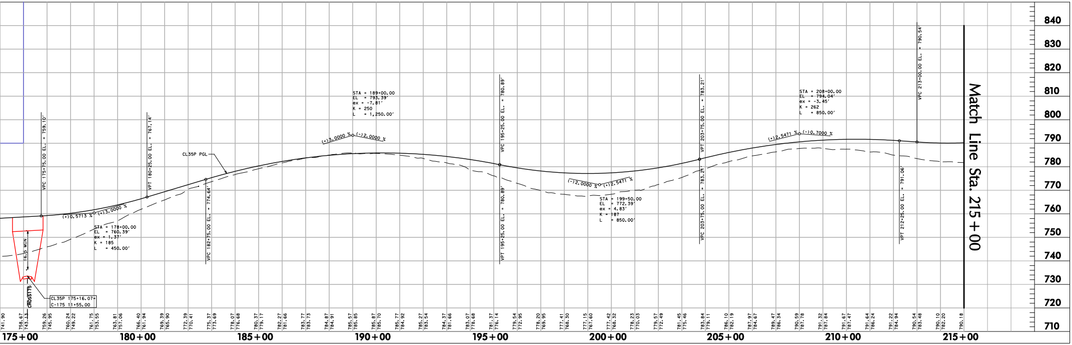
DESIGN SPEED:

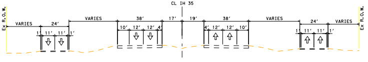
Mainlanes	70 mph
Ramps	50 mph
Frontage Roads	40 mph
Surface Streets	30 mph


TOMAS WRIGHT SURVEY
ABSTRACT NO. 1156
DAVID W. BROWN VOLUME 909, PAGE 87 D.R.C.C.T.
REST AREA
TEXAS TRAVEL INFORMATION CENTER
REST AREA
TEXAS TRAVEL INFORMATION CENTER
1 MILE
B-29 INVESTMENTS, L.P. VOLUME 1475, PAGE 521 D.R.C.C.T.
ALESIA J. CRONKHITE VOLUME 1256, PAGE 766 D.R.C.C.T.
B. A. STANFORD SURVEY
ABSTRACT NO. 1445
ALEXANDER
ABSTRAC
BNSF RR
OH ELEC LINE
END COA
BEGIN COA
CELL TOWER
RN-RED
RN-RED-2
FRNB
FRNB-2
CL35P
R175-N
R175-N-1
R175-N-2
RS-175-2
FRSB
FRSB-1
FRSB-2
FRSB-3
RRED-S
RRED-S-1
RRED-S-2
RRED-S-3
RRED-S-4
C304
INTERSTATE 35
77
BEGIN CURB CL35P 144+50.00
END CURB CL35P 146+50.00
BEGIN TAPER CL35P Sta 162+92.07
END TAPER CL35P 165+92.07
130+00
135+00
140+00
145+00
150+00
155+00
160+00
165+00
170+00

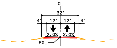



J. N. MURRELL SURVEY
ABSTRACT NO. 1525
CAROL R. ROSE
VOLUME 644, PAGE 535
D.R.C.C.T.
CAROL R. ROSE
VOLUME 644, PAGE 535
D.R.C.C.T.
BEGIN COA
END COA
POT 9+50.00
POT 13+42.67
C-175
175+00
180+00
185+00
190+00
195+00
200+00
205+00
210+00
215+00
10+00
15+00
20+00
25+00
PC 181+71.54
PC 181+44.12
PC 181+53.84
PT 194+66.70
PT 194+39.27
PT 193+83.42
PC 213+43.53
PC 213+55.70
PC 212+90.77
FRNB-3
RN-175-1
END COA
RN-175
RN-175-2
EXIT 502
Frontage Rd
100
50
3500
3550
3450
4
1
2
S 3° 00' 11.80" E
C305
C306
END BRIDGE
CL35P 175+81.07
END COA
BEGIN BRIDGE
CL35P 174+51.07
EXIT 501
F.M.
1202
1 Mile
FRSB-4
OH TELEPHONE LINE
ALESIA J. CRONKHITE
VOLUME 1256, PAGE 766
D.R.C.C.T.
HODGE SURVEY
T NO. 1338
REST AREA
TEXAS TRAVEL
INFORMATION
CENTER
RS-TIC-1
RS-TIC-2
RS-TIC
RS-TIC-3
OH TELEPHONE LINE
BEGIN COA
PAT PRICE
VOLUME 1264, PAGE 492
D.R.C.C.T.
PAT PRICE
VOLUME 1264, PAGE 492
D.R.C.C.T.
GAINESVILLE
CITY LIMIT
FRNB-4
FRSB-5
END COA
V. A. HOWETH SURVEY
ABSTRACT NO. 1631
BNSF RR
BNSF RR
Match Line Sta. 215+00

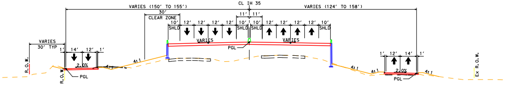

840
830
820
810
800
790
780
770
760
750
740
730
720
710
VPC 175+75.00 EL. = 759.10'
VPT 180+25.00 EL. = 767.14'
VPC 182+75.00 EL. = 774.64'
VPC 195+25.00 EL. = 780.89'
VPT 195+25.00 EL. = 780.89'
VPT 203+75.00 EL. = 783.21'
VPC 203+75.00 EL. = 783.21'
VPT 212+25.00 EL. = 791.06'
VPC 213+00.00 EL. = 790.54'
CL35P PGL
(+)0.5713 %
(+)3.0000 %
STA = 178+00.00
EL = 760.39'
ex = 1.37'
K = 185
L = 450.00'
(+)3.0000 %
(-)2.0000 %
STA = 189+00.00
EL = 793.39'
ex = -7.81'
K = 250
L = 1,250.00'
(-)2.0000 %
(+)2.5471 %
STA = 199+50.00
EL = 772.39'
ex = 4.83'
K = 187
L = 850.00'
(+)2.5471 %
(-)0.7000 %
STA = 208+00.00
EL = 794.04'
ex = -3.45'
K = 262
L = 850.00'
16.5 MIN
CROSS175
CL35P 175+16.07
C-175 11+55.00
741.90
758.67
743.13
759.26
745.95
760.24
749.22
761.75
753.55
763.81
757.06
766.40
761.94
769.39
765.90
772.39
770.41
775.37
773.69
778.07
776.68
780.37
779.17
782.27
781.66
783.77
783.73
784.87
784.91
785.57
785.85
785.87
785.70
785.77
784.92
785.27
783.54
784.37
781.66
783.07
778.68
781.37
776.14
779.54
772.95
778.20
769.95
777.41
768.30
777.15
767.60
777.42
768.32
778.23
770.03
779.57
772.49
781.45
775.46
783.84
779.11
786.10
782.19
787.97
784.67
789.47
786.34
790.59
787.78
791.32
787.84
791.67
787.47
791.64
786.24
791.22
784.94
790.54
783.48
790.10
782.20
790.18
175+00
180+00
185+00
190+00
195+00
200+00
205+00
210+00
215+00
Match Line Sta. 215+00


CL IH 35
Ex R.O.W.
VARIES
24'
38'
17'
19'
1'
11'
10'
12'
4'

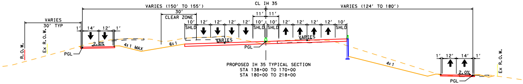
EXISTING TYPICAL SECTION
IH 35


CL
32'
4'
12'
2.0%
PGL

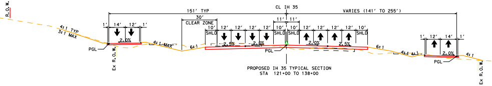
PROPOSED TYPICAL SECTION
C-175, HOCKLEY CREEK, CR 248,
SPRING CREEK


CL IH 35
VARIES (150' TO 155')
VARIES (124' TO 158')
30'
CLEAR ZONE
VARIES
30' TYP
10'
12'
11'
14'
1'
SHLD
VARIES
PGL
4:1
2.0%
R.O.W.
Ex R.O.W.

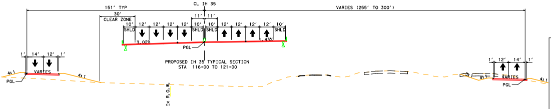
PROPOSED IH 35 TYPICAL SECTION
STA 170+00 TO 180+00
(BRIDGE FROM 174+50 TO 175+75)


CL IH 35
VARIES (150' TO 155')
VARIES (124' TO 180')
30'
CLEAR ZONE
VARIES
30' TYP
SHLD
PGL
2.0%
4:1 MAX
6:1
4:1
R.O.W.
Ex R.O.W.

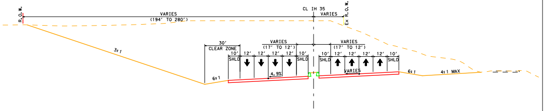
PROPOSED IH 35 TYPICAL SECTION
STA 138+00 TO 170+00
STA 180+00 TO 218+00


CL IH 35
151' TYP
VARIES (141' TO 255')
30'
CLEAR ZONE
4:1 TYP
3:1 MAX
4:1 MAX
6:1
2.0%
2.5%
SHLD
PGL
R.O.W.
Ex R.O.W.

PROPOSED IH 35 TYPICAL SECTION
STA 121+00 TO 138+00


CL IH 35
151' TYP
VARIES (255' TO 300')
30'
CLEAR ZONE
SHLD
3.02%
4.43%
PGL
VARIES
4:1
Ex R.O.W.

PROPOSED IH 35 TYPICAL SECTION
STA 116+00 TO 121+00


R.O.W.
CL IH 35
VARIES
(194' TO 280')
30'
CLEAR ZONE
VARIES
(17' TO 12')
SHLD
4.9%
3:1
6:1
4:1 MAX
Ex R.O.W.

PROPOSED IH 35 TYPICAL SECTION
STA 105+00 TO 116+00

ALIGNMENT DATA

NUM	DELTA	DEGREE	TANGENT	LENGTH	RADIUS	PI STATION	PI NORTHING	PI EASTING	PC STATION	PT STATION
CL35P	IH 35 PROPOSED CENTERLINE									
C303	35° 20' 14.28" LT	1° 38' 13.28"	1,114.88'	2,158.63'	3,500.00'	106+69.76	7,314,310.56	2,376,059.42	95+54.88	117+13.51
C304	6° 40' 03.66" RT	0° 57' 17.75"	349.51'	698.24'	6,000.00'	165+28.88	7,308,386.88	2,375,780.39	161+79.37	168+77.61
C305	12° 22' 04.24" LT	0° 57' 17.75"	650.11'	1,295.16'	6,000.00'	187+94.22	7,306,150.95	2,375,411.66	181+44.12	194+39.27
C306	23° 02' 27.05" LT	0° 49' 06.64"	1,426.76'	2,814.97'	7,000.00'	227+82.46	7,302,163.14	2,375,620.88	213+55.70	241+70.67
FRNB	NB FRONTAGE ROAD									
FRNB-1	85° 15' 44.44" RT	32° 44' 25.60"	161.10'	260.42'	175.00'	117+90.25	7,313,177.75	2,376,156.23	116+29.15	118+89.57
FRNB-2	6° 40' 03.66" RT	1° 25' 56.62"	233.01'	465.49'	4,000.00'	165+83.53	7,308,328.08	2,375,927.79	163+50.52	168+16.01
FRNB-3	12° 22' 04.24" LT	0° 57' 17.75"	650.11'	1,295.16'	6,000.00'	188+21.64	7,306,119.27	2,375,563.53	181+71.54	194+66.70
FRNB-4	23° 02' 27.05" LT	0° 50' 11.17"	1,396.19'	2,754.65'	6,850.00'	227+39.72	7,302,201.53	2,375,769.07	213+43.53	240+98.17
FRSB	SB FRONTAGE ROAD									
FRSB-1	7° 05' 36.12" RT	0° 19' 05.92"	1,115.65'	2,228.45'	18,000.00'	139+03.59	7,311,018.43	2,375,800.64	127+87.94	150+16.39
FRSB-2	4° 52' 18.75" LT	1° 25' 56.62"	170.16'	340.12'	4,000.00'	159+27.17	7,308,999.65	2,375,624.71	157+57.00	160+97.12
FRSB-3	11° 38' 08.48" RT	1° 25' 56.62"	407.56'	812.32'	4,000.00'	168+22.58	7,308,104.03	2,375,623.01	164+15.02	172+27.34
FRSB-4	14° 44' 52.15" LT	1° 25' 56.62"	517.66'	1,029.59'	4,000.00'	186+71.50	7,306,291.08	2,375,246.09	181+53.84	191+83.43
FRSB-5	23° 02' 27.05" LT	0° 45' 50.20"	1,528.68'	3,016.04'	7,500.00'	228+19.44	7,302,143.12	2,375,463.71	212+90.77	243+06.81
RS-175	RAMP FROM IH 35 SB TO CROSS OVER									
RS-175-1	3° 44' 44.78" RT	1° 58' 32.58"	94.83'	189.59'	2,900.00'	10+94.83	7,312,904.25	2,375,934.12	10+00.00	11+89.59
RS-175-2	6° 13' 30.60" LT	1° 58' 32.58"	157.70'	315.08'	2,900.00'	24+48.47	7,311,559.09	2,375,782.22	22+90.77	26+05.85
RN-RED	RAMP FROM IH 35 NB TO THE RED RIVER EXIT									
RN-RED-1	4° 00' 00.00" RT	1° 58' 32.58"	101.27'	202.46'	2,900.00'	11+01.27	7,312,098.19	2,376,095.37	10+00.00	12+02.46
RN-RED-2	4° 00' 00.00" LT	1° 58' 32.58"	101.27'	202.46'	2,900.00'	20+90.34	7,311,115.79	2,375,980.02	19+89.07	21+91.53
RRED-S	RAMP FROM THE RED RIVER TO IH 35 SB									
RRED-S-1	6° 28' 16.07" LT	3° 57' 05.16"	81.97'	163.77'	1,450.00'	10+81.97	7,310,665.41	2,375,763.97	10+00.00	11+63.77
RRED-S-2	6° 52' 08.64" RT	1° 58' 32.58"	174.05'	347.67'	2,900.00'	13+37.81	7,310,410.08	2,375,782.59	11+63.77	15+11.44
RRED-S-3	3° 33' 02.88" LT	0° 59' 59.73"	177.61'	355.11'	5,730.00'	20+89.05	7,309,659.25	2,375,747.22	19+11.44	22+66.55
RRED-S-4	3° 33' 02.88" RT	0° 59' 59.73"	177.61'	355.11'	5,730.00'	24+44.16	7,309,304.07	2,375,752.52	22+66.55	26+21.65
R175-N	RAMP FROM CROSS OVER TO IH 35 NB									
R175-N-1	3° 00' 00.00" LT	0° 59' 59.73"	150.05'	300.02'	5,730.00'	11+50.05	7,309,451.42	2,375,901.62	10+00.00	13+00.02
R175-N-2	8° 30' 03.85" RT	3° 57' 05.16"	107.77'	215.14'	1,450.00'	23+14.66	7,308,286.76	2,375,907.78	22+06.89	24+22.03
RN-175	RAMP FROM IH 35 NB TO CROSS OVER									
RN-175-1	5° 12' 48.92" LT	1° 58' 32.58"	132.03'	263.88'	2,900.00'	15+78.40	7,305,969.67	2,375,554.42	14+46.37	17+10.25
RN-175-2	5° 02' 42.68" LT	1° 58' 32.58"	127.76'	255.36'	2,900.00'	24+20.48	7,305,127.95	2,375,524.41	22+92.71	25+48.07
RS-TIC	RAMP FROM IH 35 SB TO THE TEXAS WELCOME CENTER									
RS-TIC-1	6° 26' 52.08" RT	1° 58' 32.58"	163.35'	326.35'	2,900.00'	11+63.35	7,305,303.28	2,375,397.05	10+00.00	13+26.35
RS-TIC-2	3° 58' 51.42" LT	1° 58' 32.58"	100.79'	201.49'	2,900.00'	14+27.14	7,305,039.62	2,375,381.18	13+26.35	15+27.85
RS-TIC-3	3° 14' 23.22" LT	1° 58' 32.58"	82.01'	163.98'	2,900.00'	28+15.56	7,303,651.19	2,375,394.18	27+33.54	28+97.52

SUPERELEVATION TABLE - MAINLANES

SOUTHBOUND LANES			NORTHBOUND LANES		
STATION	OUTSIDE TWO LANES	INSIDE TWO LANES	STATION	OUTSIDE TWO LANES	INSIDE TWO LANES
115+76.00	3.23%	3.23%	115+76.00	-4.90%	-4.90%
125+20.00	-2.00%	-2.00%	119+90.00	-2.50%	-2.50%
125+65.00	-2.50%	-2.00%	120+35.00	-2.50%	-2.00%
159+98.00	-2.50%	-2.00%	155+24.00	-2.50%	-2.00%
160+43.00	-2.50%	-2.50%	155+69.00	-2.00%	-2.00%
162+48.00	-3.20%	-3.20%	165+07.00	3.20%	3.20%
168+09.00	-3.20%	-3.20%	165+51.00	3.20%	3.20%
170+14.00	-2.50%	-2.50%	174+88.00	-2.00%	-2.00%
170+59.00	-2.50%	-2.00%	175+33.00	-2.50%	-2.00%
174+89.00	-2.50%	-2.00%	179+62.00	-2.50%	-2.00%
175+34.00	-2.00%	-2.00%	180+07.00	-2.50%	-2.50%
184+72.00	3.20%	3.20%	182+12.00	-3.20%	-3.20%
191+12.00	3.20%	3.20%	193+71.00	-3.20%	-3.20%
200+51.00	-2.00%	-2.00%	195+76.00	-2.50%	-2.50%
200+95.00	-2.50%	-2.00%	196+21.00	-2.50%	-2.00%
207+35.00	-2.50%	-2.00%	211+74.00	-2.50%	-2.00%
207+80.00	-2.00%	-2.00%	212+24.00	-2.50%	-2.50%
			214+24.00	-2.90%	-2.90%

SUPERELEVATION TABLE - FRONTAGE ROADS, RAMPS, AND CROSS-STREETS

CHAIN NAME	STATION	CROSS SLOPE LT	CROSS SLOPE RT
FRSB	117+89.00	2.00%	-2.00%
	1148+23.00	2.00%	-2.00%
FRNB	118+20.00	6.00%	-6.00%
	118+51.00	6.00%	-6.00%
	119+69.00	-2.00%	2.00%
	1147+69.00	-2.00%	2.00%
RS-175	16+15.66	2.10%	-2.10%
	16+61.00	2.00%	-2.00%
	22+26.79	2.00%	-2.00%
RN-RED	15+02.58	-2.00%	2.00%
	17+29.00	-2.00%	2.00%
	17+74.47	-2.50%	2.50%
RRED-S	13+87.54	2.00%	-2.00%
	18+66.00	2.00%	-2.00%
	19+11.44	2.50%	-2.50%
R175-N	15+70.70	-0.28%	0.28%
	17+18.00	-2.00%	2.00%
	19+33.38	-2.00%	2.00%
RN-175	16+45.83	-2.00%	2.00%
	18+87.00	-2.00%	2.00%
	20+34.40	3.00%	-3.00%
RS-TIC	15+27.85	1.71%	-1.71%
	15+73.00	2.00%	-2.00%
	21+55.15	2.00%	-2.00%
C-175	10+26.00	-2.00%	-2.00%
	12+50.00	-2.00%	-2.00%

TEXAS DEPARTMENT OF TRANSPORTATION
WICHITA FALLS DISTRICT

ROLL 2 of 23

PRELIMINARY 100% DESIGN SCHEMATIC

IH 35

CSJ NOS. 0194-01-010,
0194-02-081
0195-01-087

ALONG IH 35 FROM 3800' NORTH OF FM 3002
IN COOKE COUNTY, TEXAS TO EXIT 1 IN OKLAHOMA

PREPARED BY JACOBS ENGINEERING GROUP, INC.
FIRM #2966
UNDER THE SUPERVISION OF
C. RODGER CLEMENTS, PE

SERIAL NUMBER 36250

NOT INTENDED FOR CONSTRUCTION, BIDDING, OR PERMIT PURPOSES

Texas Department of Transportation

0 100 200 300
HORIZONTAL

0 10 20 30
VERTICAL

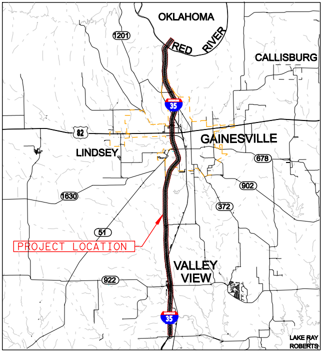
GRAPHIC SCALES IN FEET

DATE SUBMITTED

DATE REVISED

DATE APPROVED

JACOBS


OKLAHOMA
RED RIVER
1201
CALLISBURG
35
82
LINDSEY
GAINESVILLE
678
902
1630
372
51
PROJECT LOCATION
VALLEY VIEW
922
35
LAKE RAY ROBERTS

Location /Key Map

Legend:

🟨	Mainlanes
🟧	Bridge
🟩	Frontage Roads/Surface St.
🟦	Ramps and Direct Connectors
┄	Future Roadway (by others)
═	Edge of Shoulder Edge of Lane Lane Line Striping Edge of Lane Edge of Shoulder
—	Proposed Retaining Wall
🟦	SIDEWALKS

170W35S	Alignment Name
ALBCL-1	Curve Callout
➡	Traffic Direction
▨	Existing Pavement Removal
- - -	Existing Right-of-Way
—‖—	Preliminary Proposed Control-of-Access
— —	Preliminary Proposed Right-of-Way (Access Restricted)
- · -	City Limits
▨	Approximate Structure Limits and Bents / Columns

ROLL 3 of 23

TEXAS DEPARTMENT OF TRANSPORTATION
WICHITA FALLS DISTRICT

PRELIMINARY 100% DESIGN SCHEMATIC

IH 35

CSJ NOS. 0194-01-010,
0194-02-081
0195-01-087

ALONG IH 35 FROM 3800' NORTH OF FM 3002
IN COOKE COUNTY, TEXAS TO EXIT 1 IN OKLAHOMA

PREPARED BY JACOBS ENGINEERING GROUP, INC.
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DATE SUBMITTED

DATE REVISED

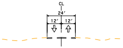
DATE APPROVED

JACOBS

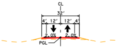
0 100 200 300
HORIZONTAL

0 10 20 30
VERTICAL

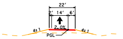
GRAPHIC SCALES IN FEET



EXISTING TYPICAL SECTION
FM 1202


CL
32'
4'
12'
12'
4'
2.0%
2.0%
PGL

PROPOSED TYPICAL SECTION
FM 1202


22'
2'
14'
6'
2.0%
4:1
4:1
PGL

PROPOSED RAMP TYPICAL SECTION

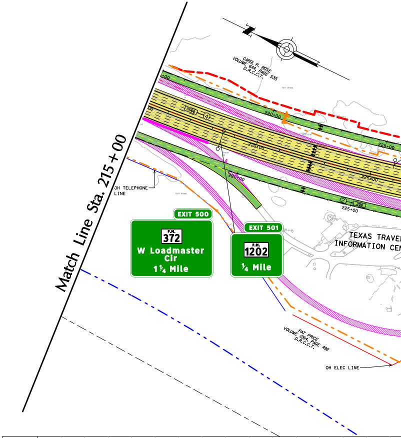
FM 1202:
Functional Class - Urban Collector
Design Speed - 30 MPH
Design Standard - TxDOT RDM

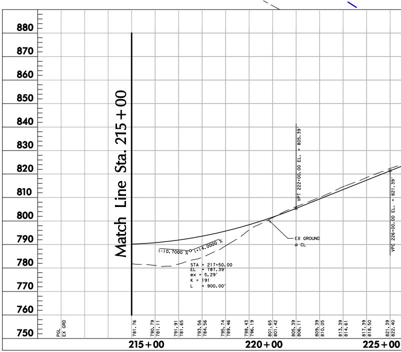
Projected Design Hour
Traffic Volumes
(Year 2030)

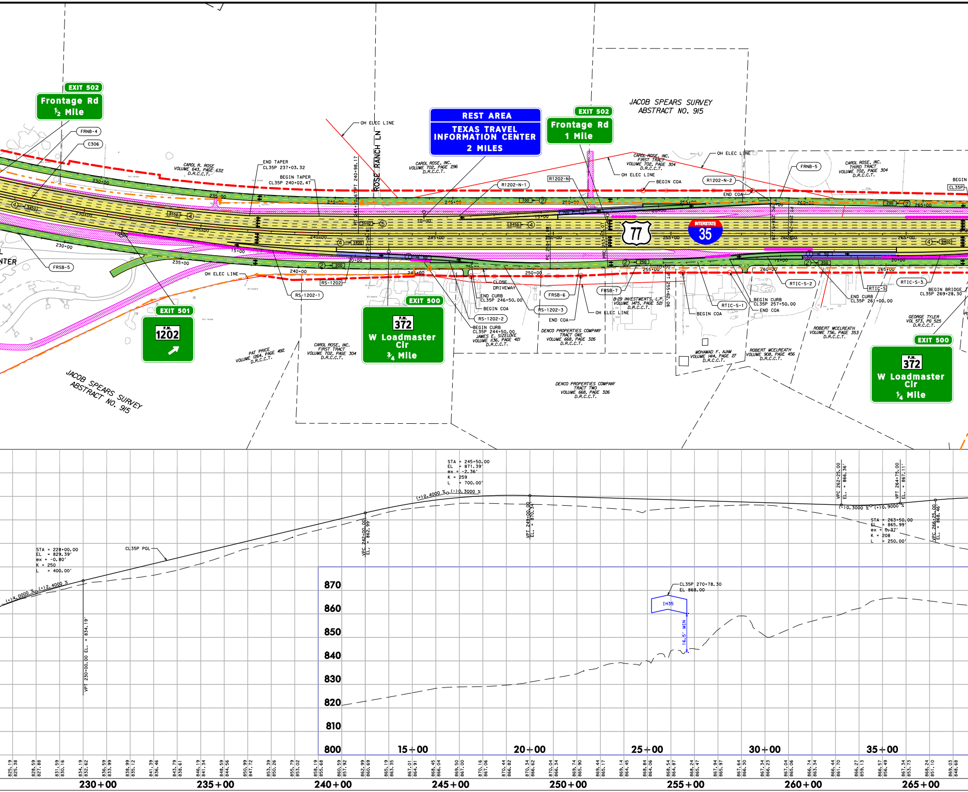
Directional Distribution	①—DHV	60-40
Percent Trucks of DHV	2%	
Design Hourly Volume	4760	

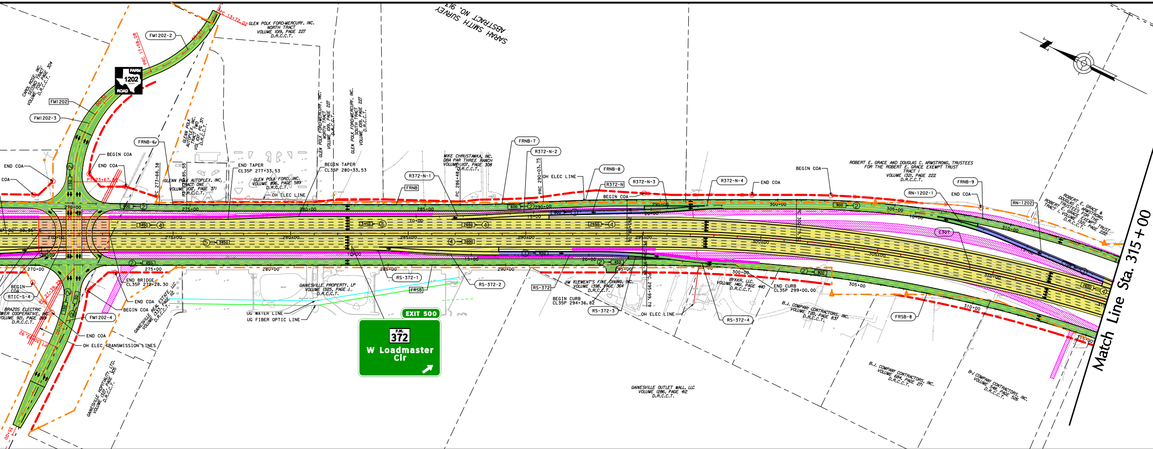
DESIGN SPEED:

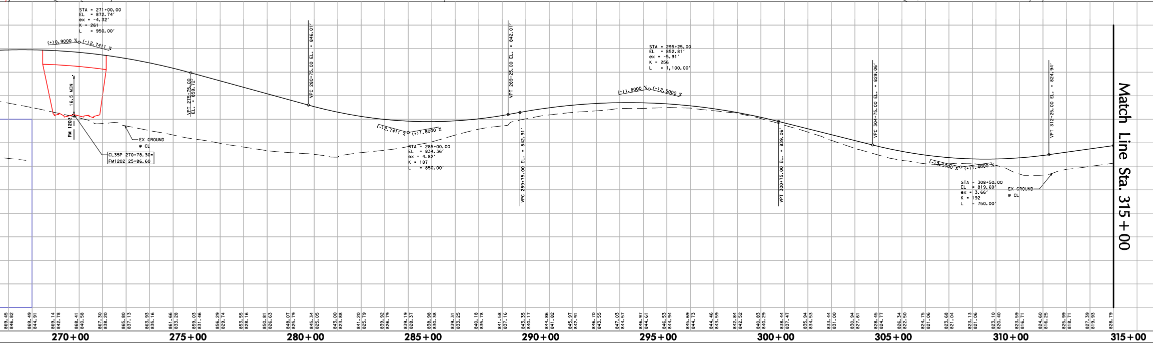
Mainlanes	70 mph
Ramps	50 mph
Frontage Roads	40 mph
Surface Streets	30 mph


Match Line Sta. 215+00
CAROL R. ROSE
VOLUME 644, PAGE 535
D.R.C.C.T.
220+00
225+00
3560
④
220+00
225+00
220+00
②
200
225+00
OH TELEPHONE LINE
EXIT 500
F.M. 372
W Loadmaster Cir
1¼ Mile
EXIT 501
F.M. 1202
¼ Mile
TEXAS TRAVEL INFORMATION CEN
PAT PRICE
VOLUME 1264, PAGE 492
D.R.C.C.T.
OH ELEC LINE

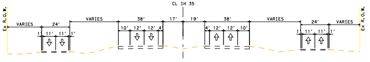



EXIT 502
Frontage Rd
½ Mile
REST AREA
TEXAS TRAVEL INFORMATION CENTER
2 MILES
EXIT 502
Frontage Rd
1 Mile
JACOB SPEARS SURVEY
ABSTRACT NO. 915
OH ELEC LINE
ROSE RANCH LN
FRNB-4
C306
FRNB-5
CAROL R. ROSE VOLUME 643, PAGE 632 D.R.C.C.T.
END TAPER CL35P 237+03.32
BEGIN TAPER CL35P 240+02.47
CAROL ROSE, INC. VOLUME 702, PAGE 296 D.R.C.C.T.
CAROL ROSE, INC. FIRST TRACT VOLUME 702, PAGE 304 D.R.C.C.T.
CAROL ROSE, INC. THIRD TRACT VOLUME 702, PAGE 304 D.R.C.C.T.
R1202-N-1
R1202-N
R1202-N-2
BEGIN COA
END COA
BEGIN
CL35P
77
INTERSTATE
35
230+00
235+00
240+00
245+00
250+00
255+00
260+00
265+00
15+00
20+00
FRSB-5
INTER
OH ELEC LINE
RS-1202
RS-1202-1
EXIT 501
F.M.
1202
EXIT 500
F.M.
372
W Loadmaster Clr
¾ Mile
CLOSE DRIVEWAY
END CURB CL35P 246+50.00
BEGIN COA
RS-1202-2
BEGIN CURB CL35P 244+50.00
JAMES E. SIZELOVE VOLUME 1136, PAGE 421 D.R.C.C.T.
FRSB-6
RS-1202-3
END COA
FRSB-7
B-29 INVESTMENTS, L.P. VOLUME 1475, PAGE 521 D.R.C.C.T.
OH ELEC LINE
DENCO PROPERTIES COMPANY TRACT ONE VOLUME 668, PAGE 326 D.R.C.C.T.
DENCO PROPERTIES COMPANY TRACT TWO VOLUME 668, PAGE 326 D.R.C.C.T.
RTIC-S-1
RTIC-S-2
RTIC-S
RTIC-S-3
BEGIN CURB CL35P 257+50.00
END COA
BEGIN COA
END CURB CL35P 261+00.00
BEGIN BRIDGE CL35P 269+28.30
MOHAMAD F. AJAM VOLUME 1414, PAGE 27 D.R.C.C.T.
ROBERT MCELREATH VOLUME 908, PAGE 456 D.R.C.C.T.
ROBERT MCELREATH VOLUME 756, PAGE 353 D.R.C.C.T.
GEORGE TYLER VOL 573, PG 525 D.R.C.C.T.
PAT PRICE VOLUME 1264, PAGE 492 D.R.C.C.T.
EXIT 500
F.M.
372
W Loadmaster Clr
¼ Mile
JACOB SPEARS SURVEY
ABSTRACT NO. 915
STA = 245+50.00
EL = 871.39'
ex = -2.36'
K = 259
L = 700.00'
(+)2.4000 %
(-)0.3000 %
VPC 242+00.00 EL. = 862.99'
VPT 249+00.00 EL. = 870.34'
VPC 262+25.00 EL. = 866.36'
VPT 264+75.00 EL. = 867.11'
(-)0.3000 %
(+)0.9000 %
STA = 263+50.00
EL = 865.99'
ex = 0.37'
K = 208
L = 250.00'
VPC 266+25.00 EL. = 868.46'
STA = 228+00.00
EL = 829.39'
ex = -0.80'
K = 250
L = 400.00'
CL35P PGL
(+)4.0000 %
(+)2.4000 %
VPT 230+00.00 EL. = 834.19'
CL35P 270+78.30
EL 868.00
IH35
16.5' MIN
870
860
850
840
830
820
810
800
15+00
20+00
25+00
30+00
35+00
230+00
235+00
240+00
245+00
250+00
255+00
260+00
265+00

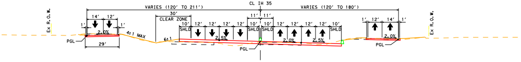

SARAH SMITH SURVEY
ABSTRACT NO. 913
GLEN POLK FORD-MERCURY, INC. NORTH TRACT VOLUME 1019, PAGE 227 D.R.C.C.T.
PC 13+72.02
PRC 17+58.08
FM1202-2
FARM 1202 ROAD
CAROL ROSE, INC. SECOND TRACT VOLUME 702, PAGE 304 D.R.C.C.T.
FM1202
FM1202-3
FRNB-6
BEGIN COA
END COA
END COA
COA
PT 23+67.86
PC 273+68.38
GLENN POLK AUTOPLEX, INC. TRACT TWO VOL 1017, PG 371 D.R.C.C.T.
GLENN POLK AUTOPLEX, INC. TRACT ONE VOLUME 1017, PAGE 371 D.R.C.C.T.
GLEN POLK FORD, INC. VOLUME 896, PAGE 589 D.R.C.C.T.
OH ELEC LINE
END TAPER CL35P 277+33.53
BEGIN TAPER CL35P 280+33.53
GLEN POLK FORD-MERCURY, INC. NORTH TRACT VOLUME 1019, PAGE 227 D.R.C.C.T.
GLEN POLK FORD-MERCURY, INC. SOUTH TRACT VOLUME 1019, PAGE 227 D.R.C.C.T.
MIKE CHRUSTAWKA, INC. DBA PAR THREE RANCH VOLUME 1107, PAGE 308 D.R.C.C.T.
PC 286+48.
R372-N-1
FRNB
FRNB-7
R372-N-2
PRC 290+03.75
OH ELEC LINE
FRNB-8
R372-N
R372-N-3
BEGIN COA
R372-N-4
END COA
BEGIN COA
ROBERT E. GRACE AND DOUGLAS C. ARMSTRONG, TRUSTEES FOR THE ROBERT E. GRACE EXEMPT TRUST TRACT I VOLUME 1321, PAGE 222 D.R.C.C.T.
RN-1202-1
END COA
FRNB-9
RN-1202
ROBERT E. GRACE & DOUGLAS C. ARMSTRONG, TRUSTEES FOR THE ROBERT E. GRACE EXEMPT TRUST TRACT I, VOLUME 1321, PAGE 222 D.R.C.C.T.
C307
270+00
275+00
280+00
285+00
290+00
295+00
300+00
305+00
310+00
315+00
10+00
15+00
20+00
600
3450
2650
3000
450
900
150
50
293+58.76
PC 295+99.79
PC 300+79.52
6° 02′ 38.85″ E
END BRIDGE CL35P 272+28.30
BEGIN COA
RTIC-S-4
BRAZOS ELECTRIC POWER COOPERATIVE, INC. VOLUME 921, PAGE 269 D.R.C.C.T.
PC 27+39.29
PT 30+82.92
END COA
BEGIN COA
FM1202-4
END COA
OH ELEC TRANSMISSION LINES
GAINESVILLE REAL ESTATE, LLC VOLUME 1333, PAGE 112 D.R.C.C.T.
GAINESVILLE HOPITALITY, LTD. VOLUME 1327, PAGE 305 D.R.C.C.T.
35+00
GAINESVILLE PROPERTY, LP VOLUME 1325, PAGE 1 D.R.C.C.T.
UG WATER LINE
UG FIBER OPTIC LINE
RS-372-1
FRSB
RS-372-2
RS-372
JIM KLEMENT'S FINE DINING, INC. VOLUME 1398, PAGE 364 D.R.C.C.T.
BEGIN CURB CL35P 294+36.82
RS-372-3
OH ELEC LINE
RS-372-4
BYKKR, LLC. VOLUME 1461, PAGE 440 D.R.C.C.T.
END CURB CL35P 299+00.00
B.J. COMPANY CONTRACTORS, INC. VOLUME 720, PAGE 837 D.R.C.C.T.
FRSB-8
GAINESVILLE OUTLET MALL, LLC VOLUME 1286, PAGE 412 D.R.C.C.T.
B.J. COMPANY CONTRACTORS, INC. VOLUME 684, PAGE 271 D.R.C.C.T.
B-J COMPANY CONTRACTORS, INC. VOLUME 548, PAGE 526 D.R.C.C.T.
EXIT 500
F.M. 372
W Loadmaster Cir
Match Line Sta. 315+00



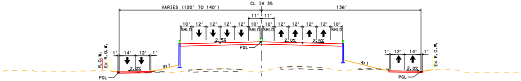
880
870
860
850
840
830
820
810
800
790
780
770
760
750


CL IH 35
Ex R.O.W.
VARIES
24'
VARIES
38'
17'
19'
38'
VARIES
24'
VARIES
Ex R.O.W.
1' 11' 11' 1'
10' 12' 12' 4'
4' 12' 12' 10'
1' 11' 11' 1'

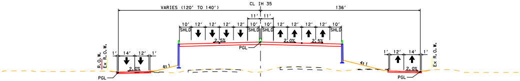
EXISTING TYPICAL SECTION
IH 35


CL IH 35
VARIES (120' TO 211')
VARIES (120' TO 180')
Ex R.O.W.
14' 12'
1' 1'
2.0%
4:1 MAX
29'
PGL
30'
CLEAR ZONE
6:1
10' 12' 12' 12' 12' 10'
SHLD
2.5%
11' 11'
10' 12' 12' 12' 12' 10'
SHLD
2.0%
2.5%
PGL
1' 12' 14' 1'
2.0%
PGL
Ex R.O.W.

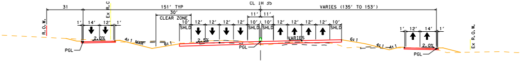
PROPOSED IH 35 TYPICAL SECTION
STA 285+00 TO 351+00
(BRIDGE 319+00 TO 322+00)


CL IH 35
VARIES (120' TO 140')
136'
11' 11'
10' 12' 12' 12' 12' 10'
SHLD
2.5%
10' 12' 12' 12' 12' 10'
SHLD
2.0%
2.5%
PGL
R.O.W.
Ex R.O.W.
1' 14' 12' 1'
2.0%
4:1
PGL
4:1
1' 12' 14' 1'
2.0%
PGL
Ex R.O.W.

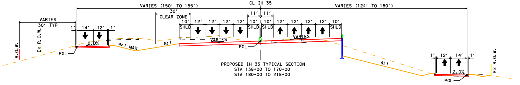
PROPOSED IH 35 TYPICAL SECTION
STA 272+00 TO 285+00


CL IH 35
VARIES (120' TO 140')
136'
11' 11'
10' 12' 12' 12' 12' 10'
SHLD
2.5%
10' 12' 12' 12' 12' 10'
SHLD
2.0%
2.5%
PGL
R.O.W.
Ex R.O.W.
1' 14' 12' 1'
2.0%
4:1
PGL
4:1
1' 12' 14' 1'
2.0%
PGL
Ex R.O.W.

PROPOSED IH 35 TYPICAL SECTION
STA 265+00 TO 272+00
(BRIDGE 269+00 TO 272+00)


CL IH 35
31
151' TYP
VARIES (135' TO 153')
R.O.W.
Ex R.O.C
1' 14' 12' 1'
2.0%
4:1 MAX
PGL
30'
CLEAR ZONE
6:1
11' 11'
10' 12' 12' 12' 12' 10'
SHLD
2.5%
10' 12' 12' 12' 12' 10'
SHLD
VARIES
PGL
6:1
4:1
4:1
1' 12' 14' 1'
2.0%
PGL
Ex R.O.W.

PROPOSED IH 35 TYPICAL SECTION
STA 218+00 TO 265+00


CL IH 35
VARIES (150' TO 155')
VARIES (124' TO 180')
VARIES
30' TYP
R.O.W.
Ex R.O.W.
1' 14' 12' 1'
2.0%
4:1 MAX
PGL
30'
CLEAR ZONE
6:1
11' 11'
10' 12' 12' 12' 12' 10'
SHLD
VARIES
10' 12' 12' 12' 12' 10'
SHLD
VARIES
PGL
4:1
1' 12' 14' 1'
2.0%
PGL
Ex R.O.W.

PROPOSED IH 35 TYPICAL SECTION
STA 138+00 TO 170+00
STA 180+00 TO 218+00

ALIGNMENT DATA

NUM	DELTA	DEGREE	TANGENT	LENGTH	RADIUS	PI STATION	PI NORTHING	PI EASTING	PC STATION	PT STATION
CL35P	IH 35 PROPOSED CENTERLINE									
C306	23° 02' 27.05" LT	0° 49' 06.64"	1,426.76'	2,814.97'	7,000.00'	227+82.46	7,302,163.14	2,375,620.88	213+55.70	241+70.67
C307	46° 49' 32.93" RT	0° 50' 33.31"	2,944.44'	5,557.40'	6,800.00'	324+40.38	7,293,451.28	2,379,878.25	294+95.94	350+53.34
FRNB	NB FRONTAGE ROAD									
FRNB-4	23° 02' 27.05" LT	0° 50' 11.17"	1,396.19'	2,754.65'	6,850.00'	227+39.72	7,302,201.53	2,375,769.07	213+43.53	240+98.17
FRNB-5	1° 07' 07.22" RT	1° 25' 56.62"	39.05'	78.10'	4,000.00'	258+90.33	7,299,336.94	2,377,168.96	258+51.28	259+29.38
FRNB-6	1° 07' 07.22" LT	0° 57' 17.75"	58.58'	117.15'	6,000.00'	274+26.96	7,297,943.44	2,377,816.55	273+68.38	274+85.53
FRNB-7	3° 23' 24.57" LT	0° 57' 17.75"	177.56'	355.02'	6,000.00'	288+26.29	7,296,686.20	2,378,430.95	286+48.73	290+03.75
FRNB-8	3° 23' 24.57" RT	0° 57' 17.75"	177.56'	355.02'	6,000.00'	291+81.31	7,296,376.92	2,378,605.47	290+03.75	293+58.76
FRNB-9	22° 51' 10.08" RT	1° 25' 56.62"	808.46'	1,595.43'	4,000.00'	308+87.98	7,294,843.45	2,379,354.85	300+79.52	316+74.95
FRSB	SB FRONTAGE ROAD									
FRSB-5	23° 02' 27.05" LT	0° 45' 50.20"	1,528.68'	3,016.04'	7,500.00'	228+19.44	7,302,143.12	2,375,463.71	212+90.77	243+06.81
FRSB-6	3° 30' 33.06" LT	1° 25' 56.62"	122.53'	244.99'	4,000.00'	251+94.62	7,299,972.01	2,376,524.70	250+72.08	253+17.07
FRSB-7	3° 30' 33.06" RT	1° 25' 56.62"	122.53'	244.99'	4,000.00'	254+39.60	7,299,758.83	2,376,645.58	253+17.07	255+62.06
FRSB-8	22° 55' 52.03" RT	0° 57' 17.75"	1,216.96'	2,401.34'	6,000.00'	308+16.75	7,294,927.63	2,379,006.52	295+99.79	320+01.13
RS-1202	RAMP FROM IH 35 SB TO FM 1202									
RS-1202-1	5° 25' 31.08" LT	0° 59' 59.73"	271.49'	542.57'	5,730.00'	16+47.76	7,301,174.82	2,376,015.68	13+76.27	19+18.84
RS-1202-2	3° 13' 10.48" RT	1° 58' 32.58"	81.50'	162.96'	2,900.00'	24+00.07	7,300,483.34	2,376,313.06	23+18.57	24+81.53
RS-1202-3	5° 59' 32.81" LT	1° 58' 32.58"	151.79'	303.30'	2,900.00'	26+33.32	7,300,264.19	2,376,393.05	24+81.53	27+84.83
R1202-N	RAMP FROM FM 1202 TO IH 35 NB									
R1202-N-1	3° 00' 00.00" LT	0° 59' 59.73"	150.05'	300.02'	5,730.00'	11+50.05	7,300,528.08	2,376,498.94	10+00.00	13+00.02
R1202-N-2	3° 35' 59.32" RT	3° 57' 05.16"	45.57'	91.10'	1,450.00'	24+73.32	7,299,371.16	2,377,141.40	24+27.75	25+18.85
RTIC-S	RAMP FROM IH 35 SB TO FM 372									
RTIC-S-1	5° 35' 51.61" LT	1° 54' 35.49"	146.66'	293.09'	3,000.00'	11+46.66	7,299,530.07	2,376,768.87	10+00.00	12+93.09
RTIC-S-2	5° 44' 01.90" RT	1° 54' 35.49"	150.24'	300.22'	3,000.00'	14+43.33	7,299,277.68	2,376,925.23	12+93.09	15+93.32
RTIC-S-3	3° 42' 31.48" LT	0° 59' 59.73"	185.52'	370.90'	5,730.00'	21+78.83	7,298,616.64	2,377,248.27	19+93.32	23+64.22
RTIC-S-4	3° 42' 31.48" RT	0° 59' 59.73"	185.52'	370.90'	5,730.00'	25+49.73	7,298,294.52	2,377,432.40	23+64.22	27+35.12
RS-372	RAMP FROM IH 35 SB TO FM 372									
RS-372-1	4° 05' 31.21" RT	1° 58' 32.58"	103.60'	207.11'	2,900.00'	11+03.60	7,297,075.07	2,378,028.33	10+00.00	12+07.11
RS-372-2	4° 05' 31.21" LT	0° 59' 59.73"	204.70'	409.23'	5,730.00'	14+11.82	7,296,789.12	2,378,143.58	12+07.11	16+16.35
RS-372-3	7° 13' 16.80" RT	1° 58' 32.58"	182.99'	365.50'	2,900.00'	21+99.34	7,296,081.41	2,378,489.43	20+16.35	23+81.85
RS-372-4	4° 00' 30.03" LT	1° 58' 32.58"	101.48'	202.88'	2,900.00'	24+83.33	7,295,812.15	2,378,581.21	23+81.85	25+84.73
R372-N	RAMP FROM FM 372 TO IH 35 NB									
R372-N-1	3° 31' 44.86" LT	0° 59' 59.73"	176.53'	352.94'	5,730.00'	11+76.53	7,296,833.99	2,378,304.19	10+00.00	13+52.94
R372-N-2	2° 07' 12.71" RT	0° 59' 59.73"	106.03'	212.04'	5,730.00'	14+58.97	7,296,588.25	2,378,443.64	13+52.94	15+64.97
R372-N-3	3° 55' 50.64" LT	1° 58' 32.58"	99.52'	198.95'	2,900.00'	20+71.19	7,296,044.95	2,378,725.90	19+71.68	21+70.63
R372-N-4	5° 20' 22.79" RT	3° 57' 05.16"	67.62'	135.13'	1,450.00'	22+38.24	7,295,902.27	2,378,812.93	21+70.63	23+05.76
RN-1202	RAMP FROM IH 35 NB TO FM 1202									
RN-1202-1	15° 23' 42.23" RT	3° 57' 05.16"	195.98'	389.61'	1,450.00'	11+95.98	7,294,905.86	2,379,236.17	10+00.00	13+89.61
RN-1202-2	1° 56' 42.65" LT	1° 58' 32.58"	49.23'	98.45'	2,900.00'	23+09.11	7,293,792.28	2,379,301.22	22+59.88	23+58.33
FM1202	FM 1202									
FM1202-2	44° 14' 20.72" RT	11° 27' 32.96"	203.23'	386.06'	500.00'	15+75.25	7,298,135.66	2,378,432.89	13+72.02	17+58.08
FM1202-3	69° 52' 25.53" LT	11° 27' 32.96"	349.28'	609.76'	500.00'	21+07.36	7,298,518.28	2,378,034.31	17+58.08	23+67.84
FM1202-4	26° 15' 03.72" RT	7° 38' 21.97"	174.88'	343.63'	750.00'	29+14.18	7,298,125.05	2,377,229.64	27+39.29	30+82.92

SUPERELEVATION TABLE - MAINLANES

SOUTHBOUND LANES			NORTHBOUND LANES		
STATION	OUTSIDE TWO LANES	INSIDE TWO LANES	STATION	OUTSIDE TWO LANES	INSIDE TWO LANES
216+66.00	2.90%	2.90%	241+02.00	-2.90%	-2.90%
238+60.00	2.90%	2.90%	243+07.00	-2.50%	-2.50%
247+47.00	-2.00%	-2.00%	243+52.00	-2.50%	-2.00%
247+92.00	-2.50%	-2.00%	288+86.00	-2.50%	-2.00%
293+14.00	-2.50%	-2.00%	289+31.00	-2.00%	-2.00%
293+59.00	-2.50%	-2.50%	298+01.00	2.80%	2.80%
295+64.00	-2.80%	-2.80%			

SUPERELEVATION TABLE - FRONTAGE ROADS, RAMPS AND CROSS-STREETS

CHAIN NAME	STATION	CROSS SLOPE LT	CROSS SLOPE RT
FRSB	117+89.00	2.00%	-2.00%
	1148+23.00	2.00%	-2.00%
FRNB	118+20.00	6.00%	-6.00%
	118+51.00	6.00%	-6.00%
	119+69.00	-2.00%	2.00%
	1147+69.00	-2.00%	2.00%
RS-1202	19+19.33	-1.70%	1.70%
	19+65.00	2.00%	-2.00%
	23+18.57	2.00%	-2.00%
R1202-N	15+70.61	-2.50%	2.50%
	16+16.00	-2.00%	2.00%
	19+33.38	-2.00%	2.00%
RTIC-S	15+93.32	2.00%	-2.00%
	19+48.00	2.00%	-2.00%
	19+93.32	2.50%	-2.50%
RS-372	16+16.35	2.50%	-2.50%
	16+62.00	2.00%	-2.00%
	21+68.68	2.00%	-2.00%
R372-N	15+65.32	-1.08%	1.08%
	16+11.00	-2.00%	2.00%
	19+71.42	-2.00%	2.00%
RN-1202	15+27.85	-2.00%	2.00%
	15+73.00	-2.00%	2.00%
	21+55.15	2.90%	-2.90%
FM 1202	13+72.02	-2.00%	-2.00%
	34+58.86	-2.00%	-2.00%

TEXAS DEPARTMENT OF TRANSPORTATION
WICHITA FALLS DISTRICT

ROLL 3 of 23

PRELIMINARY 100% DESIGN SCHEMATIC

IH 35

CSJ NOS. 0194-01-010,
0194-02-081
0195-01-087

NOT INTENDED FOR
CONSTRUCTION, BIDDING,
OR PERMIT PURPOSES

ALONG IH 35 FROM 3800' NORTH OF FM 3002
IN COOKE COUNTY, TEXAS TO EXIT 1 IN OKLAHOMA

PREPARED BY JACOBS ENGINEERING GROUP, INC.
FIRM #2966
UNDER THE SUPERVISION OF
C. RODGER CLEMENTS, PE

Texas Department of Transportation

0 100 200 300
HORIZONTAL
0 10 20 30
VERTICAL
GRAPHIC SCALES IN FEET

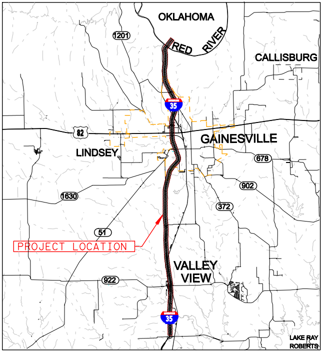
SERIAL NUMBER 36250

DATE SUBMITTED

DATE REVISED

DATE APPROVED

JACOBS


OKLAHOMA
RED RIVER
CALLISBURG
1201
35
82
LINDSEY
GAINESVILLE
678
902
1630
372
51
PROJECT LOCATION
VALLEY VIEW
922
35
LAKE RAY ROBERTS

Location /Key Map

Legend:

🟨	Mainlanes
🟧	Bridge
🟩	Frontage Roads/Surface St.
🟦	Ramps and Direct Connectors
- - -	Future Roadway (by others)

Edge of Shoulder
Edge of Lane
Lane Line Striping
Edge of Lane
Edge of Shoulder

—	Proposed Retaining Wall
▬	SIDEWALKS
170W35S	Alignment Name
ALBCL-1	Curve Callout
➡	Traffic Direction
▨	Existing Pavement Removal
— - —	Existing Right-of-Way
—‖—	Preliminary Proposed Control-of-Access
— — —	Preliminary Proposed Right-of-Way (Access Restricted)
— - - —	City Limits
▨	Approximate Structure Limits and Bents / Columns

ROLL 4 of 23

TEXAS DEPARTMENT OF TRANSPORTATION
WICHITA FALLS DISTRICT

PRELIMINARY 100% DESIGN SCHEMATIC

IH 35

CSJ NOS. 0194-01-010,
0194-02-081
0195-01-087

ALONG IH 35 FROM 3800' NORTH OF FM 3002
IN COOKE COUNTY, TEXAS TO EXIT 1 IN OKLAHOMA

PREPARED BY JACOBS ENGINEERING GROUP, INC.
FIRM #2966
UNDER THE SUPERVISION OF
C. RODGER CLEMENTS, PE

SERIAL NUMBER 36250

NOT INTENDED FOR CONSTRUCTION, BIDDING, OR PERMIT PURPOSES

Texas Department of Transportation

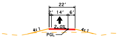
0 100 200 300
HORIZONTAL
0 10 20 30
VERTICAL
GRAPHIC SCALES IN FEET

DATE SUBMITTED

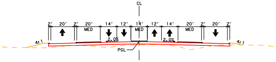
DATE REVISED

DATE APPROVED

JACOBS


22'
2' 14' 6'
2.0%
4:1
4:1
PGL

PROPOSED RAMP TYPICAL SECTION


CL
2' 20' 2' 20' 14' 12' 14' 12' 14' 20' 2' 20' 2'
MED
MED
MED
2.0%
2.0%
4:1
4:1
PGL

PROPOSED TYPICAL SECTION
FM 372

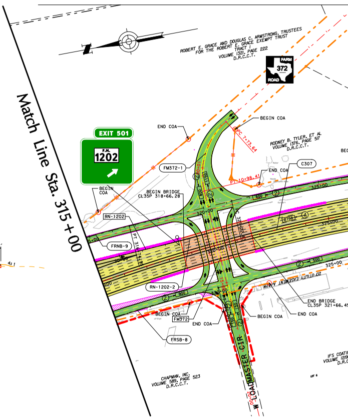
FM 372:
Functional Class - Urban Minor Arterial
Design Speed - 30 MPH
Design Standard - TxDOT RDM

Projected Design Hour
Traffic Volumes
(Year 2030)

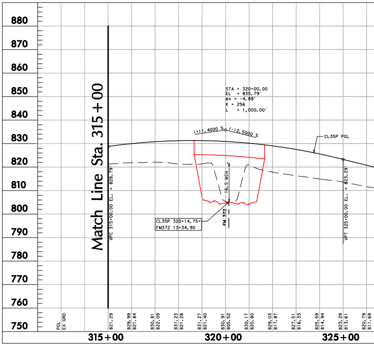
Directional Distribution	①—DHV	60-40
Percent Trucks of DHV	2%	
Design Hourly Volume	4760	

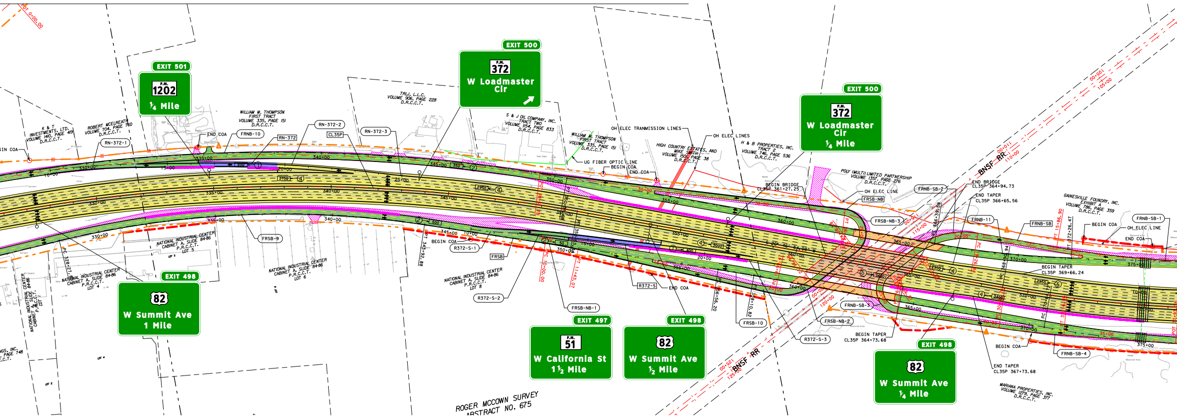
DESIGN SPEED:

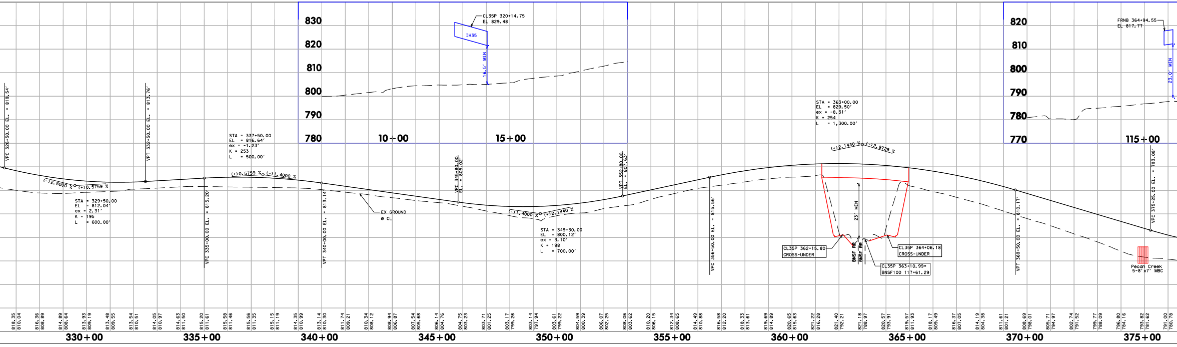
Mainlanes	70 mph
Ramps	50 mph
Frontage Roads	40 mph
Surface Streets	30 mph

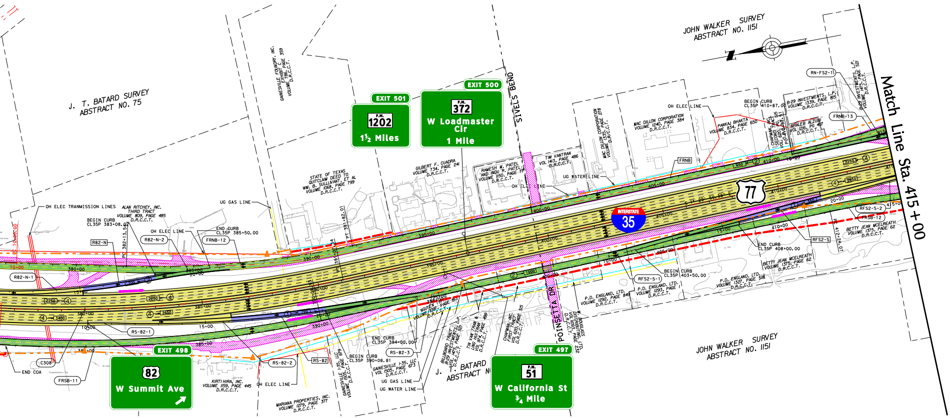

Match Line Sta. 315+00
ROBERT E. GRACE AND DOUGLAS C. ARMSTRONG, TRUSTEES FOR THE ROBERT E. GRACE EXEMPT TRUST TRACT I VOLUME 1321, PAGE 222 D.R.C.C.T.
FARM 372 ROAD
EXIT 501
F.M. 1202
END COA
BEGIN COA
PC 7+73.64
RODNEY B. TYLER, ET AL VOLUME 1376, PAGE 517 D.R.C.C.T.
FM372-1
C307
END COA
PT 10+98.41
BEGIN COA
BEGIN BRIDGE CL35P 318+66.28
RN-1202
FRNB-9
PT 316+74.95
RN-1202-2
320+00
325+00
1150
800
600
2750
500
900
150
20' UTILITY EASEMENT
END BRIDGE CL35P 321+66.45
BEGIN COA
END COA
FM372
END COA
FRSB-8
BEGIN COA
IFS COATINGS VOLUME 1219 D.R.C.
CHAPMAN, INC. VOLUME 589, PAGE 523 D.R.C.C.T.
LOT 6
W. LOADMASTER CIR

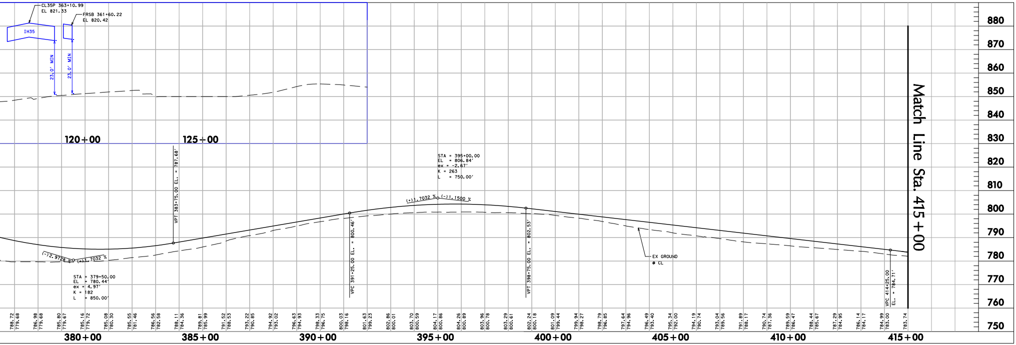
URBAN LIMITS: STA 393+00 TO STA 523+00 (LIMITS OF SIDEWALK)

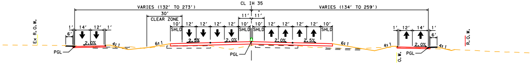



POT 0+00.00
EXIT 501
F.M. 1202
¼ Mile
EXIT 500
F.M. 372
W Loadmaster Cir
EXIT 500
F.M. 372
W Loadmaster Cir
¼ Mile
EXIT 498
82
W Summit Ave
1 Mile
EXIT 497
F.M. 51
W California St
1½ Mile
EXIT 498
82
W Summit Ave
½ Mile
EXIT 498
82
W Summit Ave
¼ Mile
K & T INVESTMENTS, LTD. VOLUME 1410, PAGE 419 D.R.C.C.T.
ROBERT MCELREATH VOLUME 704, PAGE 760 D.R.C.C.T.
WILLIAM M. THOMPSON FIRST TRACT VOLUME 335, PAGE 151 D.R.C.C.T.
TRLJ, L.L.C. VOLUME 906, PAGE 228 D.R.C.C.T.
S & J OIL COMPANY, INC. TRACT TWO VOLUME 1154, PAGE 833 D.R.C.C.T.
WILLIAM M. THOMPSON FIRST TRACT VOLUME 335, PAGE 151 D.R.C.C.T.
HIGH COUNTRY ESTATES, AND MIKE SMITH VOLUME 1501, PAGE 38 D.R.C.C.T.
H & B PROPERTIES, INC. TRACT 2 VOLUME 746, PAGE 536 D.R.C.C.T.
POLY (MULTI) LIMITED PARTNERSHIP VOLUME 1357, PAGE 276 D.R.C.C.T.
GAINESVILLE FOUNDRY, INC. EXHIBIT A VOLUME 786, PAGE 359 D.R.C.C.T.
MARIANA PROPERTIES, INC. VOLUME 1279, PAGE 377 D.R.C.C.T.
NATIONAL INDUSTRIAL CENTER CABINET A, SLIDE 84-86 P.R.C.C.T. LOT 1
NATIONAL INDUSTRIAL CENTER CABINET A, SLIDE 84-86 P.R.C.C.T. LOT 4
NATIONAL INDUSTRIAL CENTER CABINET A, SLIDE 84-86 P.R.C.C.T. LOT 5
NATIONAL INDUSTRIAL CENTER CABINET A, SLIDE 84-86 P.R.C.C.T. LOT 6
NATIONAL INDUSTRIAL CENTER CABINET A, SLIDE 84-86 P.R.C.C.T. LOT 8
NGS, INC. PAGE 748 C.C.T.
ROGER MCCOWN SURVEY ABSTRACT NO. 675
BEGIN COA
END COA
RN-372-1
RN-372
RN-372-2
RN-372-3
FRNB-10
CL35P
UG FIBER OPTIC LINE
OH ELEC TRANMISSION LINES
OH ELEC LINES
OH ELEC LINE
FRSB-NB
FRSB-NB-1
FRSB-NB-2
FRSB-NB-3
FRSB-9
FRSB-10
FRSB
R372-S
R372-S-1
R372-S-2
R372-S-3
FRNB-SB
FRNB-SB-1
FRNB-SB-2
FRNB-SB-3
FRNB-SB-4
FRNB-11
BEGIN BRIDGE CL35P 361+27.25
END BRIDGE CL35P 364+94.73
END TAPER CL35P 366+65.56
BEGIN TAPER CL35P 369+66.24
BEGIN TAPER CL35P 364+73.68
END TAPER CL35P 367+73.68
BNSF RR
S 20° 46' 54.08" W
PC 328+27.8
PT 343+92.88
POT 29+57.78
PC 10+00.00
PT 11+43.07
PT 356+56.20
PT 358+10.82
PC 366+39.58
PT 15+86.90
PT 372+26.47
PC 368+90.94
PC 370+61.72
330+00
335+00
340+00
345+00
350+00
355+00
360+00
365+00
370+00
375+00
10+00
15+00
20+00
25+00
30+00
35+00
105+00
110+00
115+00
120+00
125+00
200
2750
2950
350
500
50
400
3000
3400
3450
2950

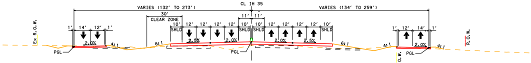

830
820
810
800
790
780
10+00
15+00
CL35P 320+14.75
EL 829.48
IH35
16.5' MIN
820
810
800
790
780
770
115+00
FRNB 364+94.55
EL 817.77
23.0' MIN
VPC 326+50.00 EL. = 819.54'
VPT 332+50.00 EL. = 813.76'
(-)2.5000 %
(+)0.5759 %
STA = 329+50.00
EL = 812.04'
ex = 2.31'
K = 195
L = 600.00'
VPC 335+00.00 EL. = 815.20'
STA = 337+50.00
EL = 816.64'
ex = -1.23'
K = 253
L = 500.00'
(+)0.5759 %
(-)1.4000 %
VPT 340+00.00 EL. = 813.14'
EX GROUND
@ CL
VPC 345+80.00 EL. = 805.02'
(-)1.4000 %
(+)2.1440 %
STA = 349+30.00
EL = 800.12'
ex = 3.10'
K = 198
L = 700.00'
VPT 352+80.00 EL. = 807.63'
VPC 356+50.00 EL. = 815.56'
STA = 363+00.00
EL = 829.50'
ex = -8.31'
K = 254
L = 1,300.00'
(+)2.1440 %
(-)2.9728 %
23' MIN
BNSF RR
BNSF RR
CL35P 362+15.80
CROSS-UNDER
CL35P 364+06.18
CROSS-UNDER
CL35P 363+10.99=
BNSF100 117+61.29
VPT 369+50.00 EL. = 810.17'
VPC 375+25.00 EL. = 793.08'
Pecan Creek
5-8'x7' MBC
818.35 810.04
816.36 808.89
814.89 808.64
813.93 809.19
813.48 809.55
813.54 810.51
814.05 810.97
814.63 811.50
815.20 811.61
815.58 811.46
815.56 811.35
815.15 811.19
814.35 810.99
813.14 810.30
811.74 809.21
810.34 808.12
808.94 806.87
807.54 805.68
806.14 804.76
804.75 803.23
803.71 801.25
803.17 799.26
803.14 797.94
803.61 799.22
804.59 800.39
806.07 802.25
808.06 803.62
810.20 806.15
812.34 808.65
814.49 810.88
816.58 812.20
818.33 813.61
819.69 814.89
820.65 815.63
821.22 816.28
821.40 792.21
821.18 788.97
820.57 793.91
819.57 811.93
818.17 809.49
816.37 807.05
814.19 804.38
811.61 801.21
808.69 798.01
805.71 794.97
802.74 791.52
799.77 788.09
796.80 784.16
793.82 781.62
791.00 780.78
330+00
335+00
340+00
345+00
350+00
355+00
360+00
365+00
370+00
375+00


JOHN WALKER SURVEY
ABSTRACT NO. 1151
J. T. BATARD SURVEY
ABSTRACT NO. 75
EXIT 501
F.M. 1202
1½ Miles
EXIT 500
F.M. 372
W Loadmaster Cir
1 Mile
SIVELS BEND
Match Line Sta. 415+00
GAINESVILLE FOUNDRY, INC. EXHIBIT C VOLUME 786, PAGE 359 D.R.C.C.T.
STATE OF TEXAS QUITCLAIM DEED TO WM. B. SULLIVANT, ET AL VOLUME 1068, PAGE 799 D.R.C.C.T.
GILBERT F. CUADRA VOLUME 734, PAGE 241 D.R.C.C.T.
RAMESH M. PATEL AND INDU R. PATEL VOLUME 1150, PAGE 77 D.R.C.C.T.
TIM VANTRAN VOL 1413, PAGE 486 D.R.C.C.T.
MAC DILLON CORPORATION VOLUME 1240, PAGE 384 D.R.C.C.T.
MAC DILLON CORPORATION VOLUME 1335, PAGE 278 D.R.C.C.T.
PANKAJ BHAKTA VOLUME 834, PAGE 650 D.R.C.C.T.
B-29 INVESTMENTS, L.P. VOLUME 1339, PAGE 815 D.R.C.C.T.
BHALEB ALZUBI VOL 1216, PG 487 D.R.C.C.T.
B-29 INVESTMENTS, L.P. VOLUME 1425, PAGE 521 D.R.C.C.T.
OH ELEC LINE
UG WATER LINE
UG GAS LINE
OH ELEC TRANMISSION LINES
ALAN RITCHEY, INC. THIRD TRACT VOLUME 809, PAGE 485 D.R.C.C.T.
BEGIN CURB CL35P 383+08.02
END CURB CL35P 385+50.00
BEGIN CURB CL35P 410+87.00
RN-FS2-1
FRNB-13
FRNB
FRNB-12
R82-N
R82-N-2
R82-N-1
RS-82-1
RS-82-2
RS-82-3
RS-82
RFS2-S-2
FRSB-12
RFS2-S
RFS2-S-1
FRSB-11
C308
END COA
77
INTERSTATE 35
BEGIN CURB CL35P 403+50.00
END CURB CL35P 408+00.00
BETTY JEAN MCELREATH VOLUME 1375, PAGE 62 D.R.C.C.T.
P.D. ENGLAND, LTD. VOLUME 1327, PAGE 518 D.R.C.C.T.
P.D. ENGLAND, LTD. VOLUME 1293, PAGE D.R.C.C.T.
P.D. ENGLAND, LTD. VOLUME 1292, PAGE 849 D.R.C.C.T.
POINSETTA DR.
EXIT 498
82
W Summit Ave
EXIT 497
F.M. 51
W California St
¾ Mile
KIRTI HIRA, INC. VOLUME 1159, PAGE 445 D.R.C.C.T.
MARIANA PROPERTIES, INC. VOLUME 1279, PAGE 377 D.R.C.C.T.
GAINESVILLE I-35, LLC VOLUME 1505, PAGE 679 D.R.C.C.T.
GAINESVILLE I-35, LLC VOL 1505, PAGE 673 D.R.C.C.T.
BEGIN CURB CL35P 390+08.81
END CURB CL35P 394+00.00
UG GAS LINE
UG WATER LINE
J. T. BATARD SURVEY
ABSTRACT NO.
JOHN WALKER SURVEY
ABSTRACT NO. 1151
380+00
385+00
390+00
395+00
400+00
405+00
410+00
415+00
10+00
15+00
20+00

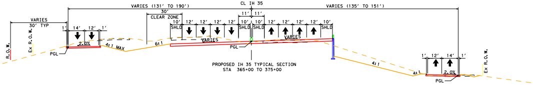

CL35P 363+10.99
EL 821.33
FRSB 361+60.22
EL 820.42
IH35
23.0' MIN
23.0' MIN
120+00
125+00
VPT 383+75.00 EL. = 787.68'
STA = 395+00.00
EL = 806.84'
ex = -2.67'
K = 263
L = 750.00'
(+)1.7032 %
(-)1.1500 %
(-)2.9728 %
(+)1.7032 %
STA = 379+50.00
EL = 780.44'
ex = 4.97'
K = 182
L = 850.00'
VPC 391+25.00 EL. = 800.46'
VPT 398+75.00 EL. = 802.53'
EX GROUND
CL
VPC 414+25.00 EL. = 784.71'
Match Line Sta. 415+00
880
870
860
850
840
830
820
810
800
790
780
770
760
750
380+00
385+00
390+00
395+00
400+00
405+00
410+00
415+00


CL IH 35
VARIES (132' TO 273')
VARIES (134' TO 259')
30'
CLEAR ZONE
Ex R.O.W.
R.O.W.
SHLD
2.0%
2.5%
6:1
4:1
PGL

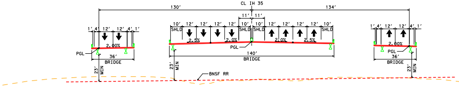
PROPOSED IH 35 TYPICAL SECTION
STA 393+00 TO 476+00
(BRIDGE 425+50 TO 426+75)


CL IH 35
VARIES (132' TO 273')
VARIES (134' TO 259')
30'
CLEAR ZONE
Ex R.O.W.
R.O.W.
SHLD
2.0%
2.5%
6:1
4:1
PGL

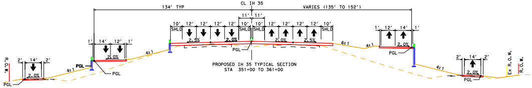
PROPOSED IH 35 TYPICAL SECTION
STA 375+00 TO 393+00


CL IH 35
VARIES (131' TO 190')
VARIES (135' TO 151')
VARIES
30' TYP
30'
CLEAR ZONE
R.O.W.
Ex R.O.W.
SHLD
2.0%
2.5%
4:1 MAX
6:1
4:1
VARIES
PGL

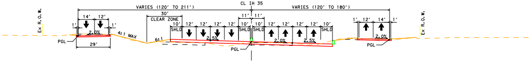
PROPOSED IH 35 TYPICAL SECTION
STA 365+00 TO 375+00


CL IH 35
130'
134'
SHLD
2.00%
2.0%
2.5%
36'
BRIDGE
140'
BRIDGE
36'
BRIDGE
23' MIN
23' MIN
23' MIN
BNSF RR
PGL

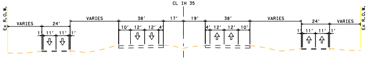
PROPOSED IH 35 TYPICAL SECTION
STA 361+00 TO 365+00


CL IH 35
134' TYP
VARIES (135' TO 152')
R.O.W.
Ex R.O.W.
SHLD
2.0%
2.5%
4:1
6:1
PGL

PROPOSED IH 35 TYPICAL SECTION
STA 351+00 TO 361+00


CL IH 35
VARIES (120' TO 211')
VARIES (120' TO 180')
30'
CLEAR ZONE
Ex R.O.W.
SHLD
2.0%
2.5%
4:1 MAX
6:1
29'
PGL

PROPOSED IH 35 TYPICAL SECTION
STA 285+00 TO 351+00
(BRIDGE 319+00 TO 322+00)


CL IH 35
Ex R.O.W.
VARIES
24'
38'
17'
19'
38'
24'
VARIES
1' 11' 11' 1'
10' 12' 12' 4'
4' 12' 12' 10'

EXISTING TYPICAL SECTION
IH 35

ALIGNMENT DATA

NUM	DELTA	DEGREE	TANGENT	LENGTH	RADIUS	PI STATION	PI NORTHING	PI EASTING	PC STATION	PT STATION
CL35P	IH 35 PROPOSED CENTERLINE									
C307	46° 49' 32.93" RT	0° 50' 33.31"	2,944.44'	5,557.40'	6,800.00'	324+40.38	7,293,451.28	2,379,878.25	294+95.94	350+53.34
C308	22° 16' 44.46" LT	1° 00' 18.68"	1,122.38'	2,216.40'	5,700.00'	380+13.32	7,287,931.01	2,377,783.31	368+90.94	391+07.34
FRNB	NB FRONTAGE ROAD									
FRNB-9	22° 51' 10.08" RT	1° 25' 56.62"	808.46'	1,595.43'	4,000.00'	308+87.98	7,294,843.45	2,379,354.85	300+79.52	316+74.95
FRNB-10	23° 58' 22.85" RT	0° 49' 06.64"	1,486.17'	2,928.86'	7,000.00'	336+09.00	7,292,105.19	2,379,507.53	321+22.83	350+51.68
FRNB-11	8° 24' 23.98" LT	1° 25' 56.62"	293.98'	586.90'	4,000.00'	369+33.55	7,288,956.28	2,378,312.51	366+39.58	372+26.47
FRNB-12	13° 52' 20.48" LT	1° 25' 56.62"	486.62'	968.47'	4,000.00'	387+00.16	7,287,229.69	2,377,933.69	382+13.54	391+82.01
FRNB-13	10° 05' 47.58" LT	1° 25' 56.62"	353.35'	704.87'	4,000.00'	414+45.86	7,284,480.17	2,378,005.56	410+92.51	417+97.38
FRSB	SB FRONTAGE ROAD									
FRSB-8	22° 55' 52.03" RT	0° 57' 17.75"	1,216.96'	2,401.34'	6,000.00'	308+16.75	7,294,927.63	2,379,006.52	295+99.79	320+01.13
FRSB-9	22° 25' 05.20" RT	1° 25' 56.62"	792.68'	1,565.08'	4,000.00'	336+20.48	7,292,095.51	2,379,160.54	328+27.80	343+92.88
FRSB-10	1° 28' 35.70" RT	0° 57' 17.75"	77.32'	154.63'	6,000.00'	357+33.52	7,290,082.15	2,378,455.27	356+56.20	358+10.82
FRSB-11	22° 16' 44.46" LT	1° 08' 45.30"	984.54'	1,944.21'	5,000.00'	380+49.26	7,287,917.07	2,377,633.63	370+64.72	390+08.93
FRSB-12	9° 05' 58.96" RT	1° 25' 56.62"	318.31'	635.28'	4,000.00'	415+42.38	7,284,400.27	2,377,725.55	412+24.07	418+59.35
RN-1202	RAMP FROM IH 35 NB TO FM 1202									
RN-1202-1	15° 23' 42.23" RT	3° 57' 05.16"	195.98'	389.61'	1,450.00'	11+95.98	7,294,905.86	2,379,236.17	10+00.00	13+89.61
RN-1202-2	1° 56' 42.65" LT	1° 58' 32.58"	49.23'	98.45'	2,900.00'	23+09.11	7,293,792.28	2,379,301.22	22+59.88	23+58.33
RN-372	RAMP FROM IH 35 NB TO FM 372									
RN-372-1	7° 12' 19.45" RT	1° 58' 32.58"	182.59'	364.70'	2,900.00'	11+82.59	7,292,687.74	2,379,409.29	10+00.00	13+64.70
RN-372-2	7° 54' 04.81" RT	0° 59' 59.73"	395.72'	790.19'	5,730.00'	20+28.79	7,291,853.68	2,379,263.64	16+33.06	24+23.26
RN-372-3	2° 50' 08.34" LT	1° 58' 32.58"	71.78'	143.53'	2,900.00'	24+95.03	7,291,408.58	2,379,120.68	24+23.26	25+66.78
R372-S	RAMP FROM FM 372 TO IH 35 SB									
R372-S-1	6° 39' 24.06" LT	3° 57' 05.16"	84.33'	168.46'	1,450.00'	10+84.33	7,291,077.49	2,378,814.53	10+00.00	11+68.46
R372-S-2	4° 48' 43.16" RT	1° 58' 32.58"	121.85'	243.56'	2,900.00'	12+90.31	7,290,876.32	2,378,769.38	11+68.46	14+12.02
R372-S-3	3° 19' 16.59" RT	0° 59' 59.73"	166.12'	332.15'	5,730.00'	21+89.47	7,290,018.45	2,378,499.55	20+23.35	23+55.50
R82-N	RAMP FROM US 82 TO IH 35 NB									
R82-N-1	15° 41' 42.12" LT	1° 58' 32.58"	399.70'	794.40'	2,900.00'	13+99.70	7,288,022.14	2,377,968.77	10+00.00	17+94.40
R82-N-2	6° 52' 42.38" RT	1° 58' 32.58"	174.28'	348.15'	2,900.00'	19+68.68	7,287,448.21	2,377,976.42	17+94.40	21+42.55
RS-82	RAMP FROM IH 35SB TO US 82									
RS-82-1	2° 35' 44.82" RT	1° 58' 32.58"	65.70'	131.38'	2,900.00'	10+65.70	7,287,845.18	2,377,820.07	10+00.00	11+31.38
RS-82-2	10° 06' 29.93" LT	1° 08' 45.30"	442.21'	882.12'	5,000.00'	15+73.59	7,287,348.57	2,377,713.50	11+31.38	20+13.50
RS-82-3	3° 30' 00.00" LT	1° 58' 32.58"	88.60'	177.15'	2,900.00'	24+72.15	7,286,448.26	2,377,682.02	23+83.55	25+60.70
RFS2-S	RAMP FROM SB FRONTAGE ROAD TO IH 35 SB									
RFS2-S-1	3° 00' 00.00" LT	3° 57' 05.16"	37.97'	75.92'	1,450.00'	10+37.97	7,285,641.50	2,377,703.11	10+00.00	10+75.92
RFS2-S-2	3° 00' 00.00" RT	0° 59' 59.73"	150.05'	300.02'	5,730.00'	23+56.36	7,284,327.16	2,377,806.49	22+06.31	25+06.33
RN-FS2	RAMP FROM IH 35 NB TO NB FRONTAGE ROAD									
RN-FS2-1	4° 00' 00.00" RT	1° 25' 56.62"	139.68'	279.25'	4,000.00'	14+67.97	7,284,365.33	2,377,998.56	13+28.29	16+07.54
RN-FS2-2	4° 00' 00.00" LT	1° 58' 32.58"	101.27'	202.46'	2,900.00'	23+71.00	7,283,463.05	2,377,959.12	22+69.73	24+72.19
FM372	FM 372									
FM372-1	62° 01' 35.46" LT	19° 05' 54.94"	180.35'	324.77'	300.00'	9+53.99	7,293,704.72	2,379,668.15	7+73.64	10+98.41
FRSB-NB	TURNAROUND FROM SOUTHBOUND FRONTAGE ROAD TO NORTHBOUND FRONTAGE ROAD									
FRSB-NB-1	4° 05' 54.80" RT	2° 51' 53.24"	71.56'	143.07'	2,000.00'	10+71.56	7,290,789.75	2,378,703.14	10+00.00	11+43.07
FRSB-NB-2	50° 51' 18.41" LT	28° 38' 52.40"	95.08'	177.52'	200.00'	20+94.55	7,289,850.87	2,378,296.78	19+99.47	21+76.98
FRSB-NB-3	135° 08' 25.82" LT	57° 17' 44.81"	242.26'	235.86'	100.00'	26+50.65	7,289,346.16	2,378,558.97	24+08.38	26+44.25
FRNB-SB	TURNAROUND FROM NORTHBOUND FRONTAGE ROAD TO SOUTHBOUND FRONTAGE ROAD									
FRNB-SB-1	8° 24' 23.98" RT	1° 25' 56.62"	293.98'	586.90'	4,000.00'	12+93.98	7,288,448.51	2,378,201.11	10+00.00	15+86.90
FRNB-SB-2	48° 13' 59.32" LT	6° 22' 12.80"	156.68'	294.64'	350.00'	20+83.12	7,289,187.30	2,378,481.48	19+26.44	22+21.08
FRNB-SB-3	133° 38' 49.66" LT	57° 17' 44.81"	233.58'	233.26'	100.00'	26+00.39	7,289,662.95	2,378,234.38	23+66.81	26+00.07
FRNB-SB-4	3° 59' 00.61" LT	1° 25' 56.62"	139.11'	278.10'	4,000.00'	31+77.87	7,288,895.32	2,377,971.54	30+38.76	33+16.86

SUPERELEVATION TABLE - MAINLANES

SOUTHBOUND LANES			NORTHBOUND LANES		
STATION	OUTSIDE TWO LANES	INSIDE TWO LANES	STATION	OUTSIDE TWO LANES	INSIDE TWO LANES
349+85.00	-2.80%	-2.80%	347+49.00	2.80%	2.80%
351+90.00	-2.50%	-2.50%	356+18.00	-2.00%	-2.00%
352+35.00	-2.50%	-2.00%	356+63.00	-2.50%	-2.00%
362+12.00	-2.50%	-2.00%	367+09.00	-2.50%	-2.00%
362+57.00	-2.00%	-2.00%	367+54.00	-2.50%	-2.50%
372+30.00	3.40%	3.40%	369+59.00	-3.40%	-3.40%
387+68.00	3.40%	3.40%	390+39.00	-3.40%	-3.40%
397+41.00	-2.00%	-2.00%	392+44.00	-2.50%	-2.50%
397+86.00	-2.50%	-2.00%	392+89.00	-2.50%	-2.00%

SUPERELEVATION TABLE - FRONTAGE ROADS, RAMPS

CHAIN NAME	STATION	CROSS SLOPE LT	CROSS SLOPE RT
FRSB	117+89.00	2.00%	-2.00%
	1148+23.00	2.00%	-2.00%
FRNB	118+20.00	6.00%	-6.00%
	118+51.00	6.00%	-6.00%
	119+69.00	-2.00%	2.00%
	1147+69.00	-2.00%	2.00%
RN-372	16+33.06	-2.00%	2.00%
	18+22.00	-2.00%	2.00%
	19+68.21	2.80%	-2.80%
R372-S	14+17.54	2.00%	-2.00%
	17+64.00	2.00%	-2.00%
	18+09.33	2.50%	-2.50%
R82-N	15+13.79	-3.40%	3.40%
	15+61.00	-2.00%	2.00%
	18+24.03	-2.00%	2.00%
RS-82	16+11.58	-3.40%	3.40%
	17+63.00	2.00%	-2.00%
	20+13.50	2.00%	-2.00%
RFS2-S	15+72.96	2.00%	-2.00%
	18+90.00	2.00%	-2.00%
	19+35.63	2.50%	-2.50%

TEXAS DEPARTMENT OF TRANSPORTATION
WICHITA FALLS DISTRICT

ROLL 4 of 23

PRELIMINARY 100% DESIGN SCHEMATIC

IH 35

CSJ NOS. 0194-01-010,
0194-02-081
0195-01-087

NOT INTENDED FOR CONSTRUCTION, BIDDING, OR PERMIT PURPOSES

ALONG IH 35 FROM 3800' NORTH OF FM 3002
IN COOKE COUNTY, TEXAS TO EXIT 1 IN OKLAHOMA

PREPARED BY JACOBS ENGINEERING GROUP, INC.
FIRM #2966
UNDER THE SUPERVISION OF
C. RODGER CLEMENTS, PE

SERIAL NUMBER 36250

DATE SUBMITTED

DATE REVISED

DATE APPROVED

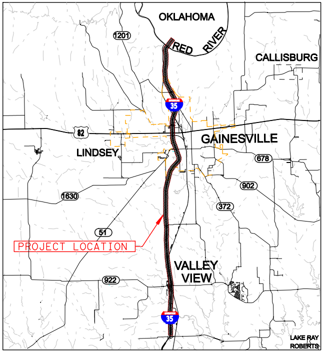
Texas Department of Transportation

0 100 200 300
HORIZONTAL

0 10 20 30
VERTICAL

GRAPHIC SCALES IN FEET

JACOBS


OKLAHOMA
RED RIVER
CALLISBURG
1201
35
82
LINDSEY
GAINESVILLE
678
902
1630
372
51
PROJECT LOCATION
VALLEY VIEW
922
35
LAKE RAY ROBERTS

Location /Key Map

Legend:

🟨	Mainlanes
🟥	Bridge
🟩	Frontage Roads/Surface St.
🟦	Ramps and Direct Connectors
– – –	Future Roadway (by others)
	Edge of Shoulder
	Edge of Lane
	Lane Line Striping
	Edge of Lane
	Edge of Shoulder
—	Proposed Retaining Wall
🟦	SIDEWALKS
170W35S	Alignment Name
ALBCL-1	Curve Callout
➡	Traffic Direction
▨	Existing Pavement Removal
— · —	Existing Right-of-Way
—‖—	Preliminary Proposed Control-of-Access
— —	Preliminary Proposed Right-of-Way (Access Restricted)
— · —	City Limits
🟧	Approximate Structure Limits and Bents / Columns

ROLL 5 of 23

TEXAS DEPARTMENT OF TRANSPORTATION
WICHITA FALLS DISTRICT

PRELIMINARY 100% DESIGN SCHEMATIC

IH 35

CSJ NOS. 0194-01-010,
0194-02-081
0195-01-087

ALONG IH 35 FROM 3800' NORTH OF FM 3002
IN COOKE COUNTY, TEXAS TO EXIT 1 IN OKLAHOMA

PREPARED BY JACOBS ENGINEERING GROUP, INC.
FIRM #2966
UNDER THE SUPERVISION OF
C. RODGER CLEMENTS, PE

SERIAL NUMBER 36250

NOT INTENDED FOR CONSTRUCTION, BIDDING, OR PERMIT PURPOSES

Texas Department of Transportation

DATE SUBMITTED

DATE REVISED

DATE APPROVED

JACOBS

0 100 200 300
HORIZONTAL
0 10 20 30
VERTICAL
GRAPHIC SCALES IN FEET

US 82:
Functional Class - Urban Principal Arterial - Other
Design Speed - 30 MPH
Design Standard - TxDOT RDM

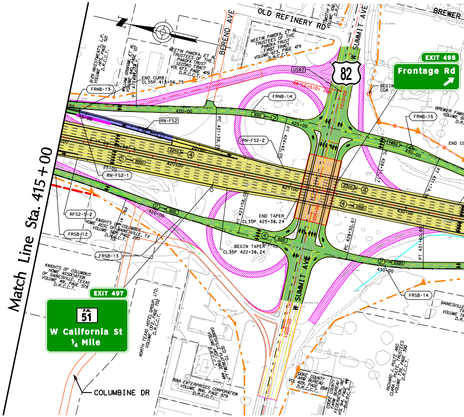
FM 51:
Functional Class - Urban Minor Arterial
Design Speed - 30 MPH
Design Standard - TxDOT RDM

Projected Design Hour
Traffic Volumes
(Year 2030)

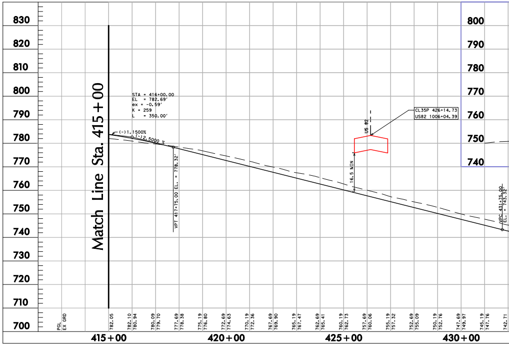
Directional Distribution	①—DHV	60-40
Percent Trucks of DHV	2%	
Design Hourly Volume	4760	

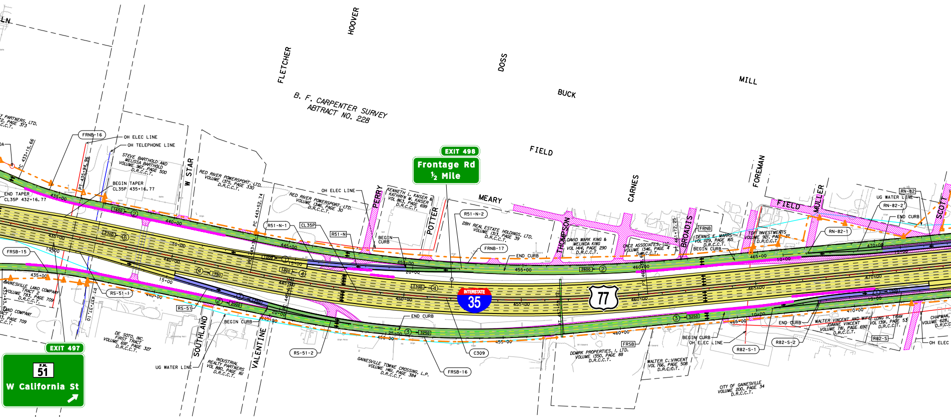
DESIGN SPEED:

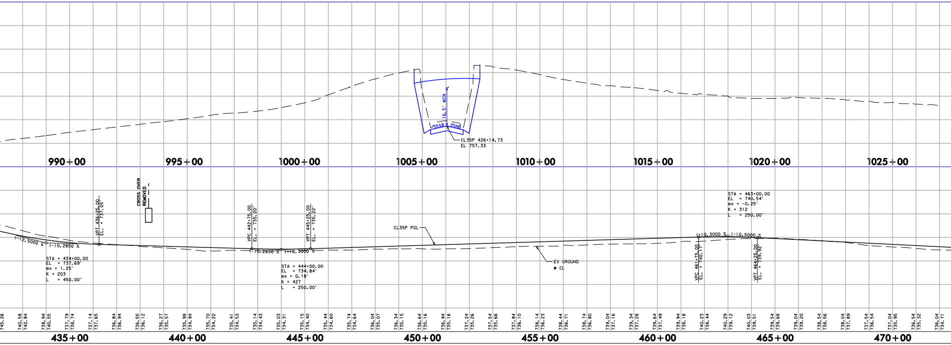
Mainlanes	70 mph
Ramps	50 mph
Frontage Roads	40 mph
Surface Streets	30 mph

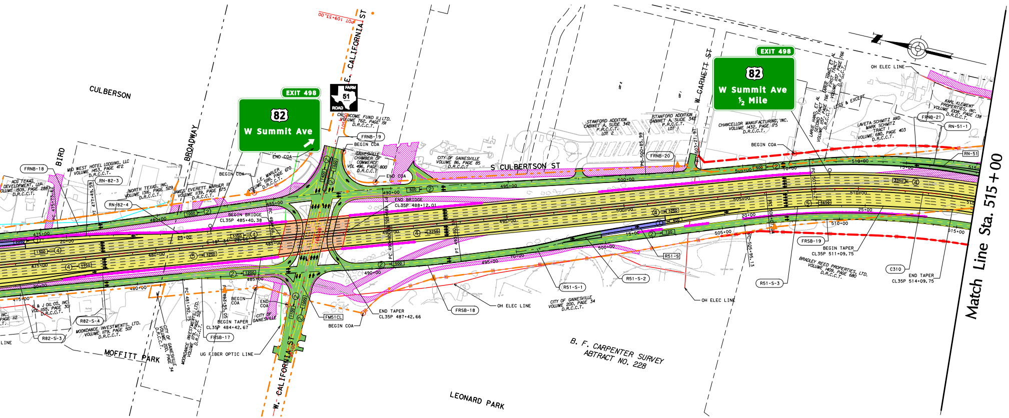

Match Line Sta. 415+00
OLD REFINERY RD
BEREND AVE
W SUMMIT AVE
BREWER
82
EXIT 498
Frontage Rd
FRNB-13
FRNB-14
FRNB-15
RN-FS2
RN-FS2-1
RN-FS2-2
RFS2-S-2
FRSB-12
FRSB-13
FRSB-14
420+00
425+00
430+00
END CURB CL35P 415+56.75
END TAPER CL35P 425+38.24
BEGIN TAPER CL35P 422+38.24
EXIT 497
F.M. 51
W California St
¼ Mile
COLUMBINE DR
KNIGHTS OF COLUMBUS HOME ASSOCIATION OF GAINESVILLE, TEXAS VOLUME 491, PAGE 578 D.R.C.C.T.
NEETIN PANDYA, ET AL TRUSTEES OF THE PANDYA TRUST FIRST TRACT VOLUME 673, PAGE 479 D.R.C.C.T.
RINA ENTERPRISES CORPORATION VOLUME 866, PAGE 579 D.R.C.C.T.
NORTH TEXAS HOTEL GROUP, LTD.
COOKE COUNTY FARM BUREAU

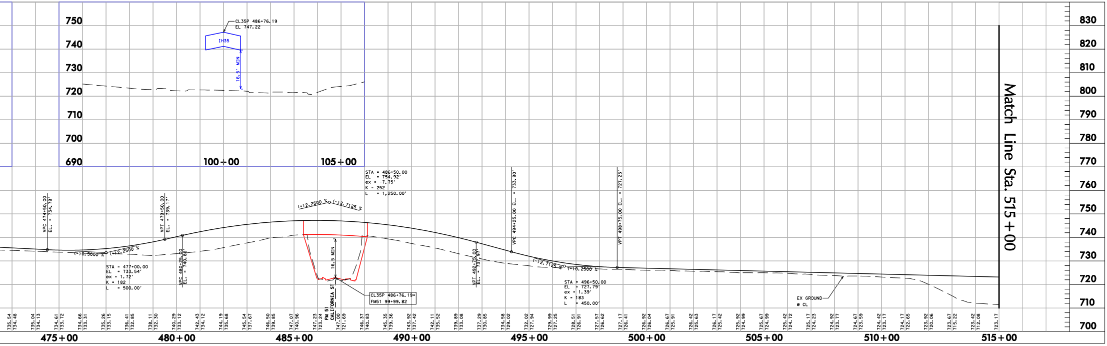
URBAN LIMITS: STA 393+00 TO STA 523+00 (LIMITS OF SIDEWALK)

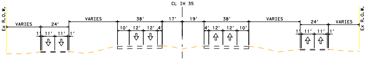

830
820
810
800
790
780
770
760
750
740
730
720
710
700
800
790
780
770
760
750
740
Match Line Sta. 415+00
STA = 416+00.00
EL = 782.69'
ex = -0.59'
K = 259
L = 350.00'
(-)1.1500%
(-)2.5000 %
VPT 417+75.00 EL. = 778.32'
US 82
16.5 MIN
CL35P 426+14.73
US82 1006+04.39
VPC 431+75.00 EL. = 743.32'
PGL
EX GRD
415+00
420+00
425+00
430+00


HOOVER
FLETCHER
DOSS
BUCK
MILL
B. F. CARPENTER SURVEY
ABSTRACT NO. 228
FIELD
MEARY
THOMPSON
BROADIS
CARNES
FOREMAN
FIELD
MULLER
SCOTT
PERRY
POTTER
W STAR
SOUTHLAND
VALENTINE
EXIT 498
Frontage Rd
½ Mile
EXIT 497
F.M.
51
W California St
INTERSTATE
35
77
FRNB-16
OH ELEC LINE
OH TELEPHONE LINE
STEVE BARTHOLD AND MELISSA BARTHOLD VOLUME 967, PAGE 500 D.R.C.C.T.
BEGIN TAPER CL35P 435+16.77
END TAPER CL35P 432+16.77
PT 435+94.96
RED RIVER POWERSPORT, LTD. VOLUME 1375, PAGE 330 D.R.C.C.T.
RED RIVER POWERSPORT, LTD. VOLUME 1346, PAGE 30 D.R.C.C.T.
OH ELEC LINE
PC 443+52.74
KENNETH L. KAISER & KATHRYN M. KAISER VOL 863, PAGE 699 D.R.C.C.T.
BEGIN CURB
R51-N-1
CL35P
R51-N
R51-N-2
FRNB-17
28H REAL ESTATE HOLDINGS, LTD. VOLUME 1313, PAGE 39 D.R.C.C.T.
END CURB
DAVID MARK KING & MELINDA KING VOL 1414, PAGE 290 D.R.C.C.T.
CHC2 ASSOCIATES, LLC VOLUME 1346, PAGE 4 D.R.C.C.T.
PI 461+72.25
FRNB
DENNIS E. MARRS VOL 1129, PAGE 165 D.R.C.C.T.
BEGIN CURB
TDF INVESTMENTS VOLUME 921, PAGE 37 D.R.C.C.T.
RN-82
UG WATER LINE
RN-82-2
END CURB
RN-82-1
FRSB-15
GAINESVILLE LAND COMPANY TRACT 2 VOLUME 783, PAGE 709 D.R.C.C.T.
LAND COMPANY VOL 783, PAGE 709 D.R.C.C.T.
PT 437+31.10
RS-51-1
RS-51
DE SOTO, INC. FIRST TRACT VOLUME 697, PAGE 327 D.R.C.C.T.
UG WATER LINE
INDUSTRIAL REALTY PARTNERS VOL 880, PAGE 161 D.R.C.C.T.
BEGIN CURB
RS-51-2
END CURB
GANESVILLE TOWNE CROSSING, L.P. VOLUME 1461, PAGE 384 D.R.C.C.T.
C309
FRSB-16
FRSB
DDMRK PROPERTIES, I, LTD. VOLUME 1350, PAGE 88 D.R.C.C.T.
WALTER C. VINCENT VOL 766, PAGE 508 D.R.C.C.T.
BEGIN CURB
OH ELEC LINE
R82-S-1
CITY OF GAINESVILLE VOLUME 200, PAGE 34 D.R.C.C.T.
END CURB
R82-S-2
WALTER VINCENT AND WIFE JOANNE VINCENT VOLUME 781, PAGE 692 D.R.C.C.T.
LONG H. TRAN VOL 1391, PAGE 53 D.R.C.C.T.
R82-S
CHAPMAN VOLUME 628 D.R.C.C.T.
OH ELEC
435+00
440+00
445+00
450+00
455+00
460+00
465+00
470+00
10+00
15+00
20+00
25+00
1650
2300
1000
1300
1500
1750
2000
1250
2600
3250
3500

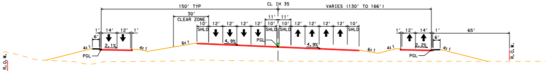

16.5' MIN
35SB
35NB
CL35P 426+14.73
EL 757.33
990+00
995+00
1000+00
1005+00
1010+00
1015+00
1020+00
1025+00
CROSS OVER REMOVED
VPT 436+25.00
EL. = 737.05'
VPC 442+75.00
EL. = 735.20'
VPT 445+25.00
EL. = 735.22'
(-)2.5000 %
(-)0.2850 %
STA = 434+00.00
EL = 737.69'
ex = 1.25'
K = 203
L = 450.00'
(-)0.2850 %
(+)0.3000 %
STA = 444+00.00
EL = 734.84'
ex = 0.18'
K = 427
L = 250.00'
CL35P PGL
EX GROUND @ CL
VPC 461+75.00
EL. = 740.17'
(+)0.3000 %
(-)0.5000 %
VPT 464+25.00
EL. = 739.92'
STA = 463+00.00
EL = 740.54'
ex = -0.25'
K = 312
L = 250.00'
435+00
440+00
445+00
450+00
455+00
460+00
465+00
470+00


EXIT 498
82
W Summit Ave
FARM ROAD 51
EXIT 498
82
W Summit Ave
½ Mile
CULBERSON
BIRD
BROADWAY
E. CALIFORNIA ST
W. CALIFORNIA ST
S CULBERTSON ST
W GARNETT ST
MOFFITT PARK
LEONARD PARK
B. F. CARPENTER SURVEY
ABSTRACT NO. 228
POT 109+33.00
FRNB-18
FRNB-19
FRNB-20
FRNB-21
RN-82-3
RN-82-4
RN-51
RN-51-1
R82-S-3
R82-S-4
FRSB-17
FRSB-18
FRSB-19
R51-S
R51-S-1
R51-S-2
R51-S-3
FM51CL
C310
BEGIN COA
END COA
BEGIN BRIDGE
CL35P 485+40.38
END BRIDGE
CL35P 488+12.01
BEGIN TAPER
CL35P 484+42.67
END TAPER
CL35P 487+42.66
BEGIN TAPER
CL35P 511+09.75
END TAPER
CL35P 514+09.75
OH ELEC LINE
UG FIBER OPTIC LINE
CITY OF GAINESVILLE
VOLUME 200, PAGE 34
D.R.C.C.T.
CHANCELLOR MANUFACTURING, INC.
VOLUME 1432, PAGE 175
D.R.C.C.T.
BRADLEY REED PROPERTIES, LTD.
VOLUME 1409, PAGE 680
D.R.C.C.T.
LAVETA SCHMITZ AND
MARK SCHMITZ
TRACT 1
VOLUME 680, PAGE 403
KARL KLEMENT
PROPERTIES, INC.
VOLUME 1008, PAGE 138
D.R.C.C.T.
STANFORD ADDITION
CABINET A, SLIDE 342
P.R.C.C.T.
MID WEST HOTEL LODGING, LLC
VOLUME 1453, PAGE 472
D.R.C.C.T.
NORTH TEXAS, INC.
VOLUME 1316, PAGE 529
JAMES EVERETT MARLER III
VOLUME 1139, PAGE 675
MOONDANCE INVESTMENTS, LTD.
VOLUME 1179, PAGE 507
D.R.C.C.T.
GAINESVILLE CHAMBER OF COMMERCE
VOL 496, PAGE 800
D.R.C.C.T.
475+00
480+00
485+00
490+00
495+00
500+00
505+00
510+00
515+00
Match Line Sta. 515+00

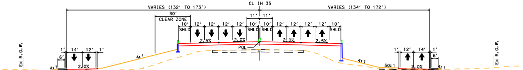

CL35P 486+76.19
EL 747.22
IH35
16.5' MIN
750
740
730
720
710
700
690
100+00
105+00
STA = 486+50.00
EL = 754.92'
ex = -7.75'
K = 252
L = 1,250.00'
(+)2.2500 %
(-)2.7125 %
VPC 474+50.00 EL. = 734.79'
VPT 479+50.00 EL. = 739.17'
VPC 480+25.00 EL. = 740.86'
(-)0.5000 %
(+)2.2500 %
STA = 477+00.00
EL = 733.54'
ex = 1.72'
K = 182
L = 500.00'
16.5 MIN
CL35P 486+76.19=
FM51 99+99.82
FM 51 CALIFORNIA ST
VPT 492+75.00 EL. = 737.91'
VPC 494+25.00 EL. = 733.90'
VPT 498+75.00 EL. = 727.23'
(-)2.7125 %
(+)0.2500 %
STA = 496+50.00
EL = 727.79'
ex = 1.39'
K = 183
L = 450.00'
EX GROUND
@ CL
830
820
810
800
790
780
770
760
750
740
730
720
710
700
475+00
480+00
485+00
490+00
495+00
500+00
505+00
510+00
515+00
Match Line Sta. 515+00


CL IH 35
Ex R.O.W.
VARIES
24'
38'
17'
19'
38'
VARIES
24'
VARIES
Ex R.O.W.
1' 11' 11' 1'
10' 12' 12' 4'
4' 12' 12' 10'
1' 11' 11' 1'

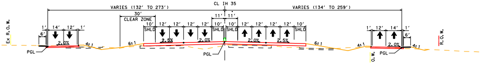
EXISTING TYPICAL SECTION
IH 35


CL IH 35
150' TYP
VARIES (130' TO 166')
30'
CLEAR ZONE
11' 11'
1' 14' 12' 1'
10' 12' 12' 12' 12' 10' 10' 12' 12' 12' 12' 10'
1' 12' 14' 1'
65'
SHLD
6'
4.9%
4.9%
2.1%
2.2%
4:1
6:1
PGL
R.O.W.

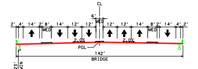
PROPOSED IH 35 TYPICAL SECTION
STA 494+00 TO 523+00


CL IH 35
VARIES (132' TO 173')
VARIES (134' TO 172')
30'
CLEAR ZONE
11' 11'
10' 12' 12' 12' 12' 10' 10' 12' 12' 12' 12' 10'
1' 14' 12' 1'
1' 12' 14' 1'
SHLD
6'
2.5%
2.0%
2.0%
2.5%
2.0%
2.0%
4:1
50:1
PGL
Ex R.O.W.

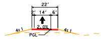
PROPOSED IH 35 TYPICAL SECTION
STA 476+00 to 494+00
(BRIDGE FROM STA 485+50 TO 488+00)


CL IH 35
VARIES (132' TO 273')
VARIES (134' TO 259')
30'
CLEAR ZONE
11' 11'
10' 12' 12' 12' 12' 10' 10' 12' 12' 12' 12' 10'
1' 14' 12' 1'
1' 12' 14' 1'
SHLD
6'
2.0%
2.5%
2.0%
2.0%
2.5%
2.0%
4:1
6:1
PGL
Ex R.O.W.
R.O.W.

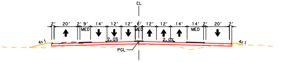
PROPOSED IH 35 TYPICAL SECTION
STA 393+00 to 476+00
(BRIDGE 425+50 TO 426+75)


CL
6'
MED
2' 4' 14' 2' 8' 14' 12' 12' 12' 12' 14' 8' 2' 14' 4' 2'
MED
2.0%
2.0%
PGL
142'
BRIDGE
23' MIN

PROPOSED TYPICAL SECTION
US 82


22'
2' 14' 6'
2.0%
4:1
4:1
PGL

PROPOSED RAMP TYPICAL SECTION


CL
2' 20' 2' 9' 14' 12' 12' 6' 12' 12' 14' 2' 20' 2'
MED
MED
MED
2.0%
2.0%
4:1
4:1
PGL

PROPOSED TYPICAL SECTION
FM 51

ALIGNMENT DATA										
NUM	DELTA	DEGREE	TANGENT	LENGTH	RADIUS	PI STATION	PI NORTHING	PI EASTING	PC STATION	PT STATION
CL35P	IH 35 PROPOSED CENTERLINE									
C309	17° 04′ 38.28" LT	1° 00′ 18.68"	855.80′	1,698.91′	5,700.00′	451+95.56	7,280,722.87	2,377,971.73	443+39.76	460+38.68
C310	63° 20′ 53.35" RT	1° 38′ 13.28"	2,159.46′	3,869.72′	3,500.00′	527+67.10	7,273,533.71	2,380,387.60	506+07.64	544+77.36
FRNB	NB FRONTAGE ROAD									
FRNB-13	10° 05′ 47.58" LT	1° 25′ 56.62"	353.35′	704.87′	4,000.00′	414+45.86	7,284,480.17	2,378,005.56	410+92.51	417+97.38
FRNB-14	12° 03′ 11.14" RT	3° 58′ 04.29"	152.45′	303.77′	1,444.00′	422+91.72	7,283,649.77	2,378,175.92	421+39.28	424+43.05
FRNB-15	9° 37′ 03.25" RT	3° 57′ 05.16"	121.98′	243.39′	1,450.00′	429+93.15	7,282,947.24	2,378,170.29	428+71.17	431+14.56
FRNB-16	11° 16′ 10.44" LT	4° 02′ 05.72"	140.10′	279.30′	1,420.00′	434+55.76	7,282,491.20	2,378,089.25	433+15.66	435+94.96
FRNB-17	17° 22′ 30.16" LT	0° 57′ 17.75"	916.79′	1,819.51′	6,000.00′	452+69.53	7,280,676.92	2,378,127.03	443+52.74	461+72.25
FRNB-18	2° 31′ 14.13" LT	1° 25′ 56.62"	88.00′	175.97′	4,000.00′	476+61.62	7,278,396.00	2,378,893.21	475+73.62	477+49.59
FRNB-19	4° 46′ 01.99" RT	0° 57′ 17.75"	249.76′	499.22′	6,000.00′	487+15.86	7,277,412.34	2,379,272.55	484+66.11	489+65.33
FRNB-20	2° 15′ 12.35" LT	0° 57′ 17.75"	118.00′	235.98′	6,000.00′	502+03.99	7,275,983.91	2,379,690.82	500+85.99	503+21.97
FRNB-21	17° 28′ 31.31" RT	1° 54′ 35.49"	461.08′	915.01′	3,000.00′	512+45.29	7,274,996.82	2,380,022.53	507+84.21	516+99.22
FRSB	SB FRONTAGE ROAD									
FRSB-12	9° 05′ 58.96" RT	1° 25′ 56.62"	318.31′	635.28′	4,000.00′	415+42.38	7,284,400.27	2,377,725.55	412+24.07	418+59.35
FRSB-13	7° 08′ 37.58" LT	1° 25′ 56.62"	249.69′	498.73′	4,000.00′	421+09.04	7,283,837.26	2,377,650.41	418+59.35	423+58.08
FRSB-14	13° 05′ 37.86" LT	3° 58′ 04.29"	165.72′	330.00′	1,444.00′	429+96.33	7,282,949.36	2,377,643.69	428+30.61	431+60.60
FRSB-15	11° 16′ 19.37" RT	2° 51′ 53.24"	197.37′	393.47′	2,000.00′	435+41.00	7,282,416.74	2,377,764.40	433+43.63	437+37.10
FRSB-16	17° 04′ 38.28" LT	1° 25′ 56.62"	600.56′	1,192.22′	4,000.00′	451+67.57	7,280,789.46	2,377,806.93	445+67.00	457+59.22
FRSB-17	2° 19′ 29.15" RT	1° 25′ 56.62"	81.16′	162.30′	4,000.00′	482+73.91	7,277,836.49	2,378,799.26	481+92.75	483+55.05
FRSB-18	4° 06′ 50.50" LT	1° 25′ 56.62"	143.67′	287.21′	4,000.00′	492+36.80	7,276,912.05	2,379,068.71	490+93.13	493+80.34
FRSB-19	67° 44′ 19.77" RT	1° 42′ 00.62"	2,261.94′	3,984.23′	3,370.00′	528+57.07	7,273,517.92	2,380,328.54	505+95.13	545+79.37
RN-FS2	RAMP FROM IH 35 NB TO NB FRONTAGE ROAD									
RN-FS2-1	4° 00′ 00.00" RT	1° 25′ 56.62"	139.68′	279.25′	4,000.00′	14+67.97	7,284,365.33	2,377,998.56	13+28.29	16+07.54
RN-FS2-2	4° 00′ 00.00" LT	1° 58′ 32.58"	101.27′	202.46′	2,900.00′	23+71.00	7,283,463.05	2,377,959.12	22+69.73	24+72.19
RS-51	RAMP FROM IH 35 SB TO FM 51 (CALIFORNIA ST)									
RS-51-1	4° 33′ 15.53" RT	1° 58′ 32.58"	115.32′	230.51′	2,900.00′	11+15.32	7,282,305.23	2,377,871.35	10+00.00	12+30.51
RS-51-2	11° 32′ 37.18" LT	1° 58′ 32.58"	293.13′	584.28′	2,900.00′	22+24.81	7,281,197.19	2,377,812.17	19+31.68	25+15.96
R51-N	RAMP FROM FM 51 (CALIFORNIA ST) TO IH 35 NB									
R51-N-1	11° 34′ 13.75" LT	0° 59′ 59.73"	580.54′	1,157.13′	5,730.00′	15+80.54	7,281,322.78	2,378,027.07	10+00.00	21+57.13
R51-N-2	2° 55′ 12.90" RT	2° 51′ 53.24"	50.98′	101.94′	2,000.00′	22+08.11	7,280,707.61	2,378,169.86	21+57.13	22+59.07
R82-S	RAMP FROM US 82 TO IH 35 SB									
R82-S-1	5° 29′ 46.87" LT	3° 57′ 05.16"	69.60′	139.10′	1,450.00′	10+69.60	7,279,379.54	2,378,303.94	10+00.00	11+39.10
R82-S-2	5° 29′ 46.87" RT	1° 58′ 32.58"	139.20′	278.20′	2,900.00′	12+78.30	7,279,188.89	2,378,389.10	11+39.10	14+17.29
R82-S-3	3° 33′ 02.88" LT	0° 59′ 59.73"	177.61′	355.11′	5,730.00′	19+18.71	7,278,581.64	2,378,593.17	17+41.10	20+96.21
R82-S-4	3° 33′ 02.88" RT	0° 59′ 59.73"	177.61′	355.11′	5,730.00′	22+73.82	7,278,252.58	2,378,726.95	20+96.21	24+51.31
RN-82	RAMP FROM IH 35 NB TO US 82									
RN-82-1	4° 10′ 14.38" RT	1° 58′ 32.58"	105.59′	211.10′	2,900.00′	11+05.59	7,279,289.05	2,378,570.02	10+00.00	12+11.10
RN-82-2	4° 10′ 38.87" LT	1° 58′ 32.58"	105.77′	211.44′	2,900.00′	13+16.86	7,279,084.32	2,378,622.57	12+11.10	14+22.54
RN-82-3	5° 14′ 06.78" RT	0° 59′ 59.73"	261.96′	523.56′	5,730.00′	20+84.50	7,278,356.58	2,378,867.13	18+22.54	23+46.10
RN-82-4	5° 14′ 06.78" LT	1° 58′ 32.58"	132.58′	264.98′	2,900.00′	24+78.68	7,277,972.68	2,378,958.15	23+46.10	26+11.07
R51-S	RAMP FROM FM 51 (CALIFORNIA ST) TO IH 35 SB									
R51-S-1	7° 02′ 09.16" LT	3° 57′ 05.16"	89.14′	178.06′	1,450.00′	10+89.14	7,276,474.01	2,379,241.97	10+00.00	11+78.06
R51-S-2	4° 53′ 31.51" RT	1° 58′ 32.58"	123.88′	247.61′	2,900.00′	13+01.94	7,276,284.88	2,379,340.00	11+78.06	14+25.67
R51-S-3	12° 09′ 09.70" RT	1° 40′ 15.30"	365.02′	727.31′	3,429.00′	22+15.01	7,275,441.22	2,379,689.59	18+49.99	25+77.30
RN-51	RAMP FROM IH 35 NB TO FM 51 (CALIFORNIA ST)									
RN-51-1	33° 29′ 23.95" RT	1° 58′ 32.58"	872.52′	1,695.08′	2,900.00′	18+72.52	7,274,685.85	2,380,116.48	10+00.00	26+95.08
RN-51-2	2° 40′ 26.29" LT	1° 58′ 32.58"	67.68′	135.34′	2,900.00′	27+62.76	7,273,777.32	2,379,874.48	26+95.08	28+30.42

SUPERELEVATION TABLE - MAINLANES					
SOUTHBOUND LANES			NORTHBOUND LANES		
STATION	OUTSIDE TWO LANES	INSIDE TWO LANES	STATION	OUTSIDE TWO LANES	INSIDE TWO LANES
436+61.00	-2.50%	-2.00%	441+58.00	-2.50%	-2.00%
437+06.00	-2.00%	-2.00%	442+03.00	-2.50%	-2.50%
446+79.00	3.40%	3.40%	444+08.00	-3.40%	-3.40%
456+99.00	3.40%	3.40%	459+70.00	-3.40%	-3.40%
466+72.00	-2.00%	-2.00%	461+75.00	-2.50%	-2.50%
467+17.00	-2.50%	-2.00%	462+20.00	-2.50%	-2.00%
502+87.00	-2.50%	-2.00%	497+57.00	-2.50%	-2.00%
503+32.00	-2.50%	-2.50%	498+02.00	-2.00%	-2.00%
507+46.00	-4.90%	-4.90%	510+33.00	4.90%	4.90%

SUPERELEVATION TABLE - FRONTAGE ROADS, RAMPS			
CHAIN NAME	STATION	CROSS SLOPE LT	CROSS SLOPE RT
FRSB	117+89.00	2.00%	-2.00%
	1148+23.00	2.00%	-2.00%
FRNB	118+20.00	6.00%	-6.00%
	118+51.00	6.00%	-6.00%
	119+69.00	-2.00%	2.00%
	1147+69.00	-2.00%	2.00%
RN-FS2	14+70.40	-2.00%	2.00%
	18+38.00	-2.00%	2.00%
	18+83.10	-2.50%	2.50%
RS-51	15+31.71	0.22%	-0.22%
	15+77.00	2.00%	-2.00%
	19+46.89	2.00%	-2.00%
R51-N	15+53.75	-3.40%	3.40%
	17+01.00	-2.00%	2.00%
	19+69.90	-2.00%	2.00%
R82-S	12+64.96	2.00%	-2.00%
	16+95.00	2.00%	-2.00%
	17+40.54	2.50%	-2.50%
RN-82	14+22.54	-2.00%	2.00%
	17+77.00	-2.00%	2.00%
	18+22.54	-2.50%	2.50%
R51-S	13+68.05	2.00%	-2.00%
	16+01.00	2.00%	-2.00%
	16+45.50	2.50%	-2.50%

NOT INTENDED FOR CONSTRUCTION, BIDDING, OR PERMIT PURPOSES

Texas Department of Transportation

0 100 200 300
HORIZONTAL

0 10 20 30
VERTICAL

GRAPHIC SCALES IN FEET

TEXAS DEPARTMENT OF TRANSPORTATION
WICHITA FALLS DISTRICT

ROLL 5 of 23

PRELIMINARY 100% DESIGN SCHEMATIC

IH 35

CSJ NOS. 0194-01-010,
0194-02-081
0195-01-087

ALONG IH 35 FROM 3800' NORTH OF FM 3002
IN COOKE COUNTY, TEXAS TO EXIT 1 IN OKLAHOMA

PREPARED BY JACOBS ENGINEERING GROUP, INC.
FIRM #2966
UNDER THE SUPERVISION OF
C. RODGER CLEMENTS, PE

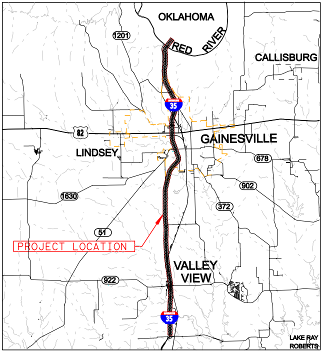
DATE SUBMITTED

DATE REVISED

DATE APPROVED

JACOBS

SERIAL NUMBER 36250


OKLAHOMA
RED RIVER
CALLISBURG
1201
35
82
LINDSEY
GAINESVILLE
678
902
372
1630
51
PROJECT LOCATION
VALLEY VIEW
922
35
LAKE RAY ROBERTS

Location /Key Map

Legend:

- 🟨 Mainlanes
- 🟧 Bridge
- 🟩 Frontage Roads/Surface St.
- 🟦 Ramps and Direct Connectors
- Future Roadway (by others)
- Edge of Shoulder
- Edge of Lane
- Lane Line Striping
- Edge of Lane
- Edge of Shoulder
- Proposed Retaining Wall
- SIDEWALKS

- 170W35S Alignment Name
- ALBCL-1 Curve Callout
- ➡ Traffic Direction
- ▨ Existing Pavement Removal
- Existing Right-of-Way
- Preliminary Proposed Control-of-Access
- Preliminary Proposed Right-of-Way (Access Restricted)
- City Limits
- Approximate Structure Limits and Bents / Columns

ROLL 6 of 23

TEXAS DEPARTMENT OF TRANSPORTATION
WICHITA FALLS DISTRICT

PRELIMINARY 100% DESIGN SCHEMATIC

IH 35

CSJ NOS. 0194-01-010,
0194-02-081
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ALONG IH 35 FROM 3800' NORTH OF FM 3002
IN COOKE COUNTY, TEXAS TO EXIT 1 IN OKLAHOMA

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SERIAL NUMBER 36250

DATE SUBMITTED

DATE REVISED

DATE APPROVED

JACOBS

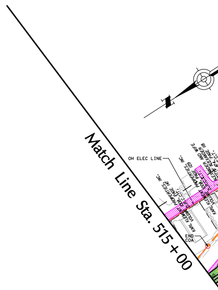
NOT INTENDED FOR CONSTRUCTION, BIDDING, OR PERMIT PURPOSES

Texas Department of Transportation

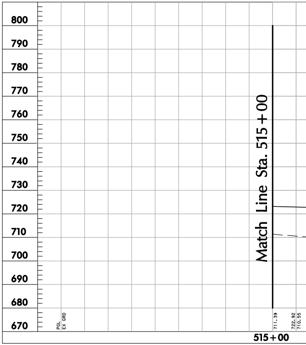
0 100 200 300
HORIZONTAL

0 10 20 30
VERTICAL

GRAPHIC SCALES IN FEET


Match Line Sta. 515+00
OH ELEC LINE
PROPERTIES, INC.
PAGE 147
D.R.C.C.T.
KARL KLEMENT
VOLUME
PROPERTIES, INC.
PAGE 129
KARL KLEMENT
VOLUME
ALEXANDER AND WIFE
ALEXANDER
PAGE 118
END COA

URBAN LIMITS: STA 393+00 TO STA 523+00 (LIMITS OF SIDEWALK)

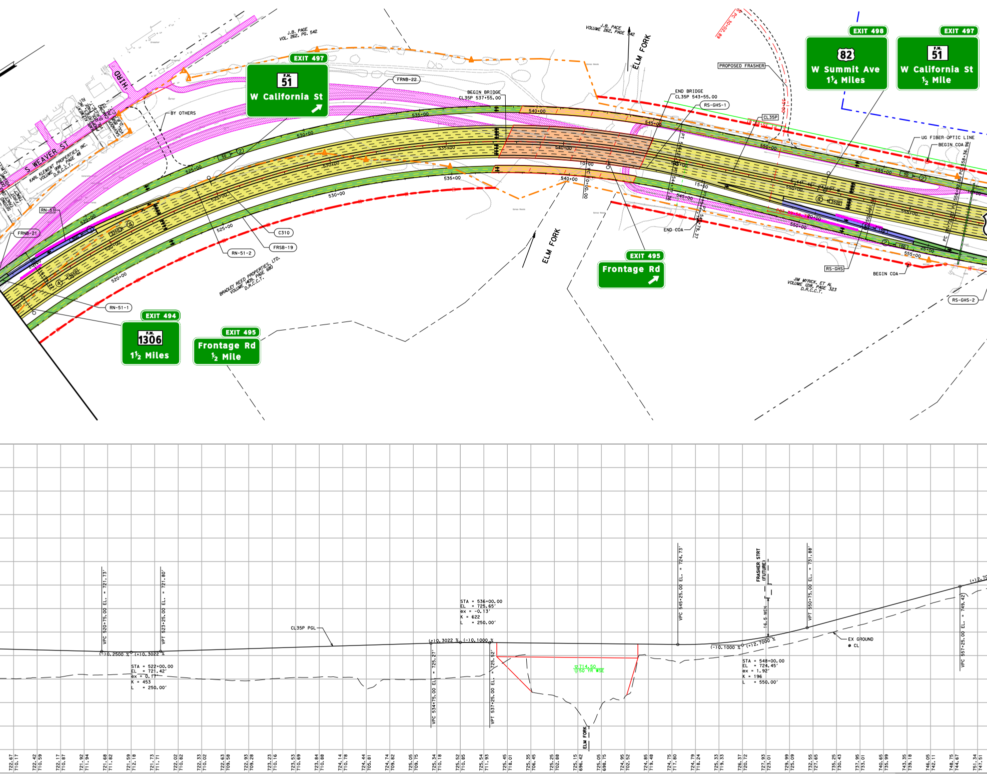


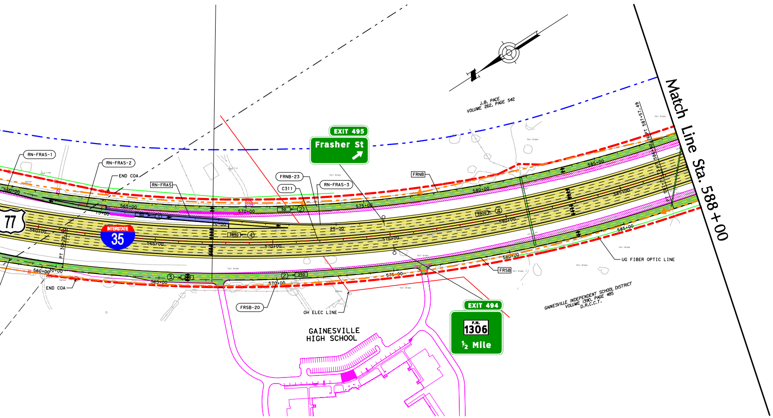
Projected Design Hour
Traffic Volumes
(Year 2030)

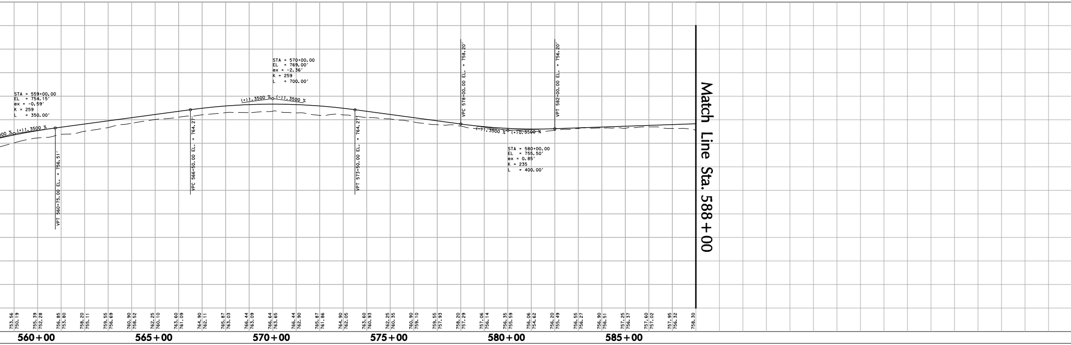
Directional Distribution	①→DHV	60-40
Percent Trucks of DHV	2%	
Design Hourly Volume	4760	

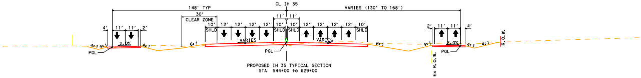
DESIGN SPEED:

Mainlanes	70 mph
Ramps	50 mph
Frontage Roads	40 mph
Surface Streets	30 mph

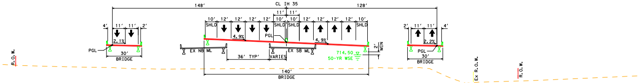

EXIT 497
F.M. 51
W California St
EXIT 498
82
W Summit Ave
1¼ Miles
EXIT 497
F.M. 51
W California St
½ Mile
EXIT 495
Frontage Rd
EXIT 494
F.M. 1306
1½ Miles
EXIT 495
Frontage Rd
½ Mile
J.B. PAGE VOL. 262, PG. 542
J.B. PACE VOLUME 262, PAGE 542
ELM FORK
ELM FORK
PROPOSED FRASHER
FRNB-22
BEGIN BRIDGE CL35P 537+55.00
END BRIDGE CL35P 543+55.00
RS-GHS-1
CL35P
UG FIBER OPTIC LINE
BEGIN COA
BY OTHERS
THIRD
S. WEAVER ST
KARL KLEMENT PROPERTIES, INC. VOLUME 998, PAGE 48 D.R.C.C.T.
BRADLEY REED PROPERTIES, LTD. VOLUME 409, PAGE 680 D.R.C.C.T.
JIM MYRICK, ET AL VOLUME 1218, PAGE 323 D.R.C.C.T.
RN-51
FRNB-21
C310
FRSB-19
RN-51-2
RN-51-1
END COA
RS-GHS
BEGIN COA
RS-GHS-2
520+00
525+00
530+00
535+00
540+00
545+00
550+00
555+00
10+00
15+00
20+00
25+00
CL35P PGL
VPC 520+75.00 EL. = 721.73'
VPT 523+25.00 EL. = 721.80'
(-)0.2500 %
(+)0.3022 %
STA = 522+00.00
EL = 721.42'
ex = 0.17'
K = 453
L = 250.00'
STA = 536+00.00
EL = 725.65'
ex = -0.13'
K = 622
L = 250.00'
(+)0.3022 %
(-)0.1000 %
VPC 534+75.00 EL. = 725.27'
VPT 537+25.00 EL. = 725.52'
714.50
50 YR WSE
ELM FORK
VPC 545+25.00 EL. = 724.73'
FRASHER STRT (FUTURE)
16.5 MIN
VPT 550+75.00 EL. = 731.88'
(-)0.1000 %
(+)2.7000 %
STA = 548+00.00
EL = 724.45'
ex = 1.92'
K = 196
L = 550.00'
EX GROUND
@ CL
VPC 557+25.00 EL. = 749.42'
722.67 710.17
722.42 710.59
722.17 710.87
721.92 711.94
721.68 711.82
721.59 712.18
721.73 711.71
722.02 710.82
722.33 710.02
722.63 709.58
722.93 709.28
723.23 710.16
723.53 710.69
723.84 710.88
724.14 710.78
724.44 705.81
724.74 709.82
725.05 709.75
725.34 710.18
725.52 710.85
725.54 711.93
725.45 718.01
725.35 706.45
725.25 702.88
725.15 696.42
725.05 698.75
724.95 702.52
724.85 719.48
724.75 717.80
724.79 718.24
725.33 719.33
726.37 720.72
727.93 723.01
729.99 725.09
732.55 727.65
735.25 730.43
737.95 733.01
740.65 735.99
743.35 739.18
746.05 742.11
748.75 744.67
751.34 747.51
520+00
525+00
530+00
535+00
540+00
545+00
550+00
555+00


Match Line Sta. 588+00
J.B. PACE
VOLUME 262, PAGE 542
EXIT 495
Frasher St
EXIT 494
F.M.
1306
½ Mile
RN-FRAS-1
RN-FRAS-2
END COA
RN-FRAS
FRNB-23
C311
RN-FRAS-3
FRNB
FRSB
FRSB-20
OH ELEC LINE
UG FIBER OPTIC LINE
END COA
77
INTERSTATE
35
GAINESVILLE
HIGH SCHOOL
GAINESVILLE INDEPENDENT SCHOOL DISTRICT
VOLUME 1390, PAGE 485
D.R.C.C.T.
560+00
565+00
570+00
575+00
580+00
585+00
25+00
20+00
3850
3900
250
50

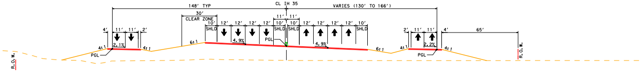



CL IH 35
148' TYP
VARIES (130' TO 168')
30' CLEAR ZONE
4'
11'
11'
2'
10' SHLD
12'
12'
12'
12'
10' SHLD
10' SHLD
12'
12'
12'
12'
10' SHLD
2.0%
VARIES
VARIES
PGL
4:1
6:1
R.O.W.
Ex R.O.W.

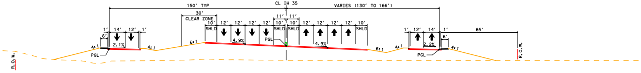
PROPOSED IH 35 TYPICAL SECTION
STA 544+00 to 629+00


CL IH 35
148'
128'
4'
11'
11'
2'
2.1%
PGL
30' BRIDGE
10' SHLD
12'
12'
12'
12'
4.9%
4.9%
PGL
EX NB ML
36' TYP'
VARIES
EX SB ML
714.50
50-YR WSE
2' MIN
140' BRIDGE
2.2%
30' BRIDGE
R.O.W.
Ex R.O.W.

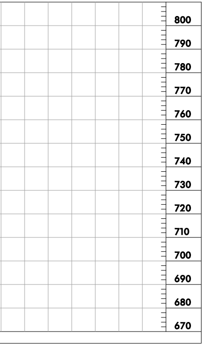
PROPOSED IH 35 TYPICAL SECTION
STA 537+00 TO 544+00

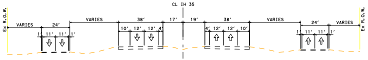

CL IH 35
148' TYP
VARIES (130' TO 166')
30' CLEAR ZONE
4'
11'
11'
2'
2.1%
10' SHLD
12'
12'
12'
12'
4.9%
4.9%
PGL
2.2%
65'
4:1
6:1
R.O.W.

PROPOSED IH 35 TYPICAL SECTION
STA 523+00 TO 537+00

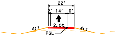

CL IH 35
150' TYP
VARIES (130' TO 166')
30' CLEAR ZONE
1'
14'
12'
1'
6'
2.1%
10' SHLD
12'
12'
12'
12'
4.9%
4.9%
PGL
2.2%
65'
4:1
6:1
R.O.W.

PROPOSED IH 35 TYPICAL SECTION
STA 494+00 TO 523+00


800
790
780
770
760
750
740
730
720
710
700
690
680
670


CL IH 35
Ex R.O.W.
VARIES
24'
VARIES
38'
17'
19'
38'
VARIES
24'
VARIES
1'
11'
11'
1'
10'
12'
12'
4'
4'
12'
12'
10'
Ex R.O.W.

EXISTING TYPICAL SECTION
IH 35


22'
2'
14'
6'
2.0%
4:1
4:1
PGL

PROPOSED RAMP TYPICAL SECTION

ALIGNMENT DATA										
NUM	DELTA	DEGREE	TANGENT	LENGTH	RADIUS	PI STATION	PI NORTHING	PI EASTING	PC STATION	PT STATION
CL35P	IH 35 PROPOSED CENTERLINE									
C310	63° 20' 53.35" RT	1° 38' 13.28"	2,159.46'	3,869.72'	3,500.00'	527+67.10	7,273,533.71	2,380,387.60	506+07.64	544+77.36
C311	30° 09' 00.99" LT	1° 00' 18.68"	1,535.32'	2,999.46'	5,700.00'	572+28.12	7,270,047.97	2,376,929.30	556+92.80	586+92.26
FRNB	NB FRONTAGE ROAD									
FRNB-21	17° 28' 31.31" RT	1° 54' 35.49"	461.08'	915.01'	3,000.00'	512+45.29	7,274,996.82	2,380,022.53	507+84.21	516+99.22
FRNB-22	45° 52' 22.04" RT	1° 34' 11.09"	1,544.55'	2,922.30'	3,650.00'	532+43.77	7,272,991.55	2,380,061.01	516+99.22	546+21.52
FRNB-23	30° 09' 00.99" LT	1° 01' 56.48"	1,494.92'	2,920.53'	5,550.00'	573+31.88	7,269,971.00	2,377,064.24	558+36.96	587+57.49
FRSB	SB FRONTAGE ROAD									
FRSB-19	67° 44' 19.77" RT	1° 42' 00.62"	2,261.94'	3,984.23'	3,370.00'	528+57.07	7,273,517.92	2,380,328.54	505+95.13	545+79.37
FRSB-20	32° 45' 06.06" LT	0° 57' 17.75"	1,763.15'	3,429.75'	6,000.00'	570+55.13	7,270,309.57	2,376,842.54	552+91.98	587+21.73
RN-51	RAMP FROM IH 35 NB TO FM 51 (CALIFORNIA ST)									
RN-51-1	33° 29' 23.95" RT	1° 58' 32.58"	872.52'	1,695.08'	2,900.00'	18+72.52	7,274,685.85	2,380,116.48	10+00.00	26+95.08
RN-51-2	2° 40' 26.29" LT	1° 58' 32.58"	67.68'	135.34'	2,900.00'	27+62.76	7,273,777.32	2,379,874.48	26+95.08	28+30.42
RS-GHS	RAMP FROM IH 35 SB TO GAINESVILLE HIGH SCHOOL EXIT									
RS-GHS-1	10° 05' 56.60" RT	1° 58' 32.58"	256.24'	511.16'	2,900.00'	12+56.24	7,272,115.48	2,378,908.34	10+00.00	15+11.16
RS-GHS-2	8° 59' 48.37" LT	1° 58' 32.58"	228.15'	455.37'	2,900.00'	28+01.08	7,271,096.50	2,377,745.45	25+72.93	30+28.30
RN-FRAS	RAMP FROM IH 35 NB TO FRASHER									
RN-FRAS-1	3° 28' 53.57" RT	1° 58' 32.58"	88.14'	176.22'	2,900.00'	10+88.14	7,270,936.97	2,378,010.12	10+00.00	11+76.22
RN-FRAS-2	10° 12' 08.38" LT	1° 58' 32.58"	258.88'	516.39'	2,900.00'	14+35.09	7,270,703.38	2,377,753.50	11+76.22	16+92.60
RN-FRAS-3	10° 40' 26.40" LT	1° 58' 32.58"	270.91'	540.26'	2,900.00'	24+33.97	7,269,909.70	2,377,144.77	21+63.05	27+03.31

SUPERELEVATION TABLE - MAINLANES					
SOUTHBOUND LANES			NORTHBOUND LANES		
STATION	OUTSIDE TWO LANES	INSIDE TWO LANES	STATION	OUTSIDE TWO LANES	INSIDE TWO LANES
543+39.00	-4.90%	-4.90%	540+52.00	4.90%	4.90%
547+98.00	-2.50%	-2.50%	552+83.00	-2.00%	-2.00%
550+14.00	-2.50%	-2.00%	553+28.00	-2.50%	-2.00%
550+59.00	-2.00%	-2.00%	555+11.00	-2.50%	-2.00%
560+32.00	3.40%	3.40%	555+56.00	-2.50%	-2.50%
583+53.00	3.40%	3.40%	557+61.00	-3.40%	-3.40%
			586+24.00	-3.40%	-3.40%

SUPERELEVATION TABLE - FRONTAGE ROADS, RAMPS			
CHAIN NAME	STATION	CROSS SLOPE LT	CROSS SLOPE RT
FRSB	117+89.00	2.00%	-2.00%
	1148+23.00	2.00%	-2.00%
FRNB	118+20.00	6.00%	-6.00%
	118+51.00	6.00%	-6.00%
	119+69.00	-2.00%	2.00%
	1147+69.00	-2.00%	2.00%
RN-51	18+79.96	-2.00%	2.00%
	21+06.00	-2.00%	2.00%
	22+99.46	4.90%	-4.90%
RS-GHS	18+53.89	2.34%	-2.34%
	18+99.00	2.00%	-2.00%
	24+35.16	2.00%	-2.00%
RN-FRAS	15+17.92	-2.00%	2.00%
	18+96.19	-2.00%	2.00%
	20+42.69	-3.40%	3.40%

NOT INTENDED FOR CONSTRUCTION, BIDDING, OR PERMIT PURPOSES

Texas Department of Transportation

0 100 200 300
HORIZONTAL

0 10 20 30
VERTICAL

GRAPHIC SCALES IN FEET

TEXAS DEPARTMENT OF TRANSPORTATION
WICHITA FALLS DISTRICT

ROLL 6 of 23

PRELIMINARY 100% DESIGN SCHEMATIC

IH 35

CSJ NOS. 0194-01-010,
0194-02-081
0195-01-087

ALONG IH 35 FROM 3800' NORTH OF FM 3002
IN COOKE COUNTY, TEXAS TO EXIT 1 IN OKLAHOMA

PREPARED BY JACOBS ENGINEERING GROUP, INC.
FIRM #2966
UNDER THE SUPERVISION OF
C. RODGER CLEMENTS, PE

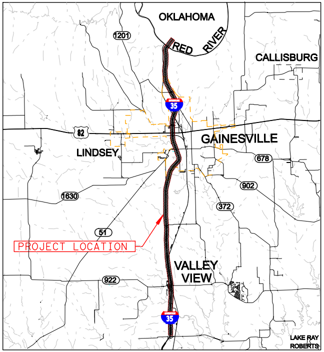
SERIAL NUMBER 36250

DATE SUBMITTED

DATE REVISED

DATE APPROVED

JACOBS


OKLAHOMA
RED RIVER
1201
CALLISBURG
35
82
GAINESVILLE
LINDSEY
678
902
1630
372
51
PROJECT LOCATION
VALLEY VIEW
922
35
LAKE RAY ROBERTS

Location /Key Map

Legend:

🟨	Mainlanes
🟥	Bridge
🟩	Frontage Roads/Surface St.
🟦	Ramps and Direct Connectors
- - -	Future Roadway (by others)
	Edge of Shoulder
	Edge of Lane
	Lane Line Striping
	Edge of Lane
	Edge of Shoulder
	Proposed Retaining Wall
	SIDEWALKS
170W35S	Alignment Name
ALBCL-1	Curve Callout
➡	Traffic Direction
▨	Existing Pavement Removal
- - -	Existing Right-of-Way
	Preliminary Proposed Control-of-Access
- - -	Preliminary Proposed Right-of-Way (Access Restricted)
- - -	City Limits
	Approximate Structure Limits and Bents / Columns

ROLL 7 of 23

TEXAS DEPARTMENT OF TRANSPORTATION
WICHITA FALLS DISTRICT

PRELIMINARY 100% DESIGN SCHEMATIC

IH 35

CSJ NOS. 0194-01-010,
0194-02-081
0195-01-087

ALONG IH 35 FROM 3800' NORTH OF FM 3002
IN COOKE COUNTY, TEXAS TO EXIT 1 IN OKLAHOMA

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Texas Department of Transportation

DATE SUBMITTED

DATE REVISED

DATE APPROVED

JACOBS

0 100 200 300
HORIZONTAL

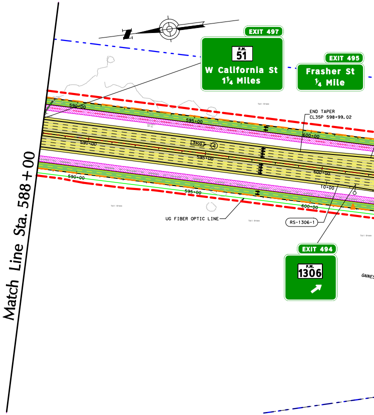
0 10 20 30
VERTICAL

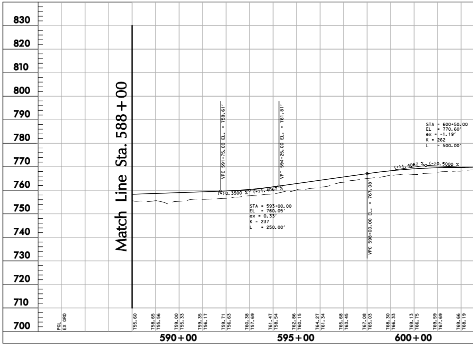
GRAPHIC SCALES IN FEET

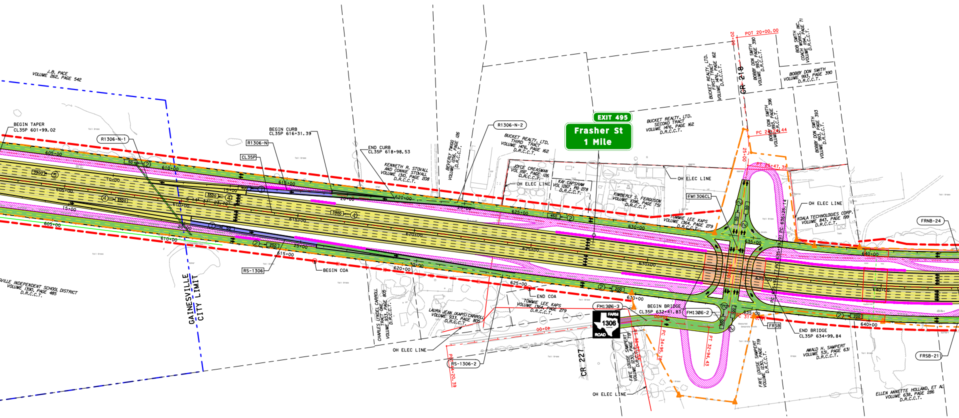
FM 1306:
Functional Class - Rural Minor Collector
Design Speed - 30 MPH
Design Standard - TxDOT RDM

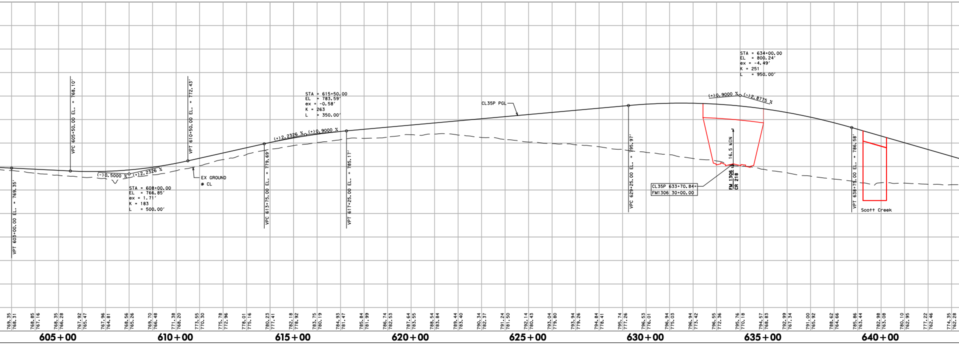
Projected Design Hour
Traffic Volumes
(Year 2030)

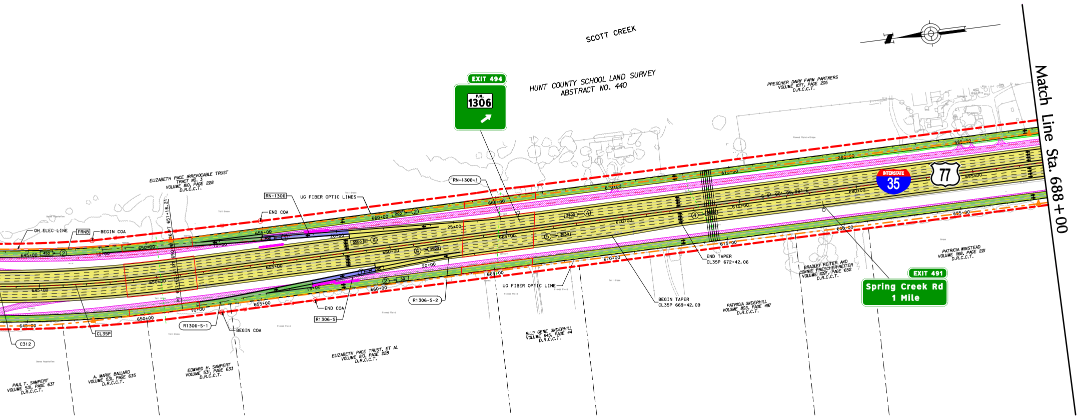
Directional Distribution	①-DHV 60-40
Percent Trucks of DHV	2%
Design Hourly Volume	4760
DESIGN SPEED:	
Mainlanes	70 mph
Ramps	50 mph
Frontage Roads	40 mph
Surface Streets	30 mph

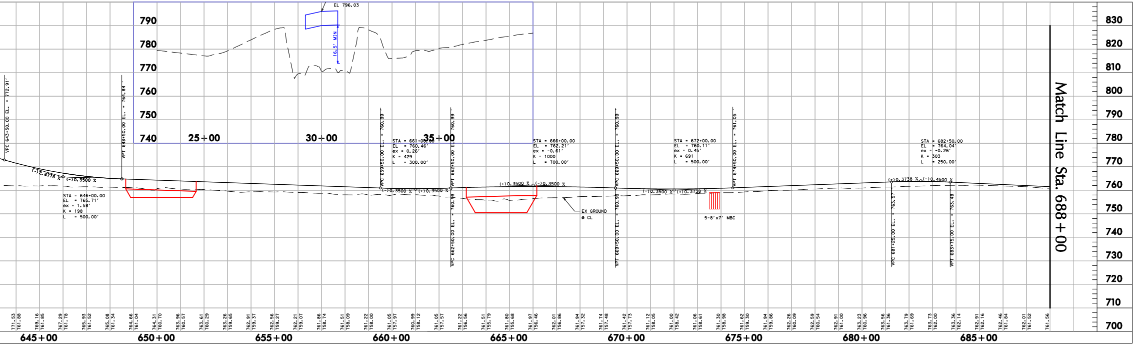

Match Line Sta. 588+00
EXIT 497
F.M. 51
W California St
1¼ Miles
EXIT 495
Frasher St
¼ Mile
END TAPER
CL35P 598+99.02
590+00
595+00
600+00
3900
④
10+00
UG FIBER OPTIC LINE
RS-1306-1
EXIT 494
F.M. 1306
GAINES

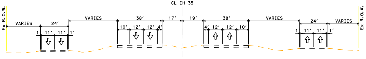



J.B. PACE
VOLUME 262, PAGE 542
BEGIN TAPER
CL35P 601+99.02
R1306-N-1
R1306-N
CL35P
BEGIN CURB
CL35P 616+31.39
END CURB
CL35P 618+98.53
KENNETH R. STOVALL AND CONNIE STOVALL
VOLUME 1310, PAGE 208
D.R.C.C.T.
BEVERLY TWIGG
VOLUME 1256, PAGE 126
D.R.C.C.T.
R1306-N-2
BUCKET REALTY, LTD.
THIRD TRACT
VOLUME 1476, PAGE 162
D.R.C.C.T.
JOYCE CREASMAN
VOL 1197, PAGE 126
D.R.C.C.T.
KAY CAPSHAW
VOL 1267, PG 278
D.R.C.C.T.
OH ELEC LINE
EXIT 495
Frasher St
1 Mile
BUCKET REALTY, LTD.
SECOND TRACT
VOLUME 1476, PAGE 162
D.R.C.C.T.
BUCKET REALTY, LTD.
FIRST TRACT
VOLUME 1476, PAGE 162
D.R.C.C.T.
CR 218
POT 20+00.00
BOBBY DON SMITH
VOLUME 993, PAGE 390
D.R.C.C.T.
BOB SMITH INC. COACH WORKS, INC.
VOLUME 1194, PAGE 71
D.R.C.C.T.
BOBBY DON SMITH
VOLUME 993, PAGE 390
D.R.C.C.T.
BOBBY DON SMITH
VOLUME 993, PAGE 396
D.R.C.C.T.
BOBBY DON SMITH
VOLUME 993, PAGE 393
D.R.C.C.T.
FM1306CL
KIMBERLY S. FERGUSON
VOLUME 1096, PAGE 751
D.R.C.C.T.
TOMMIE LEE KAPS
VOLUME 1364, PAGE 279
D.R.C.C.T.
OH ELEC LINE
KOALA TECHNOLOGIES CORP.
VOLUME 843, PAGE 199
D.R.C.C.T.
FRNB-24
605+00
610+00
615+00
620+00
625+00
630+00
635+00
640+00
10+00
15+00
20+00
25+00
30+00
40+00
3900
3500
3000
450
250
200
50
GAINESVILLE
CITY LIMIT
GAINESVILLE INDEPENDENT SCHOOL DISTRICT
VOLUME 1390, PAGE 485
D.R.C.C.T.
RS-1306
BEGIN COA
END COA
CHARLES LYNDEL CARROLL
TRACT ONE
VOLUME 933, PAGE 805
D.R.C.C.T.
LAURA JEAN (KAPS) CARROLL
VOLUME 933, PAGE 805
D.R.C.C.T.
TOMMIE LEE KAPS
VOLUME 1364, PAGE 279
D.R.C.C.T.
OH ELEC LINE
RS-1306-2
CR 227
FM1306-3
FARM 1306 ROAD
BEGIN BRIDGE
CL35P 632+41.83
FM1306-2
FAYE LOUISE SAMPERT
VOLUME 1230, PAGE 719
D.R.C.C.T.
FAYE LOUISE SAMPERT
VOLUME 1230, PAGE 719
D.R.C.C.T.
FRSB
END BRIDGE
CL35P 634+99.84
AWALD H. SAMPERT
VOLUME 531, PAGE 631
D.R.C.C.T.
FRSB-21
ELLEN ANNETTE HOLLAND, ET AL
VOLUME 638, PAGE 286
D.R.C.C.T.
OH ELEC LINE
PC 34+95.78
PT 32+94.43

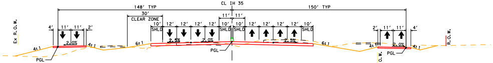



SCOTT CREEK
HUNT COUNTY SCHOOL LAND SURVEY
ABSTRACT NO. 440
EXIT 494
F.M. 1306
PRESCHER DAIRY FARM PARTNERS VOLUME 1077, PAGE 205 D.R.C.C.T.
ELIZABETH PACE IRREVOCABLE TRUST TRACT NO. 3 VOLUME 810, PAGE 228 D.R.C.C.T.
RN-1306-1
RN-1306
UG FIBER OPTIC LINES
END COA
OH ELEC LINE
FRNB
BEGIN COA
PT 651+18.21
PT 650+96
PT 651+62
450
200
3500
3800
3650
3350
50
645+00
650+00
655+00
660+00
665+00
670+00
675+00
680+00
685+00
10+00
15+00
20+00
25+00
INTERSTATE 35
77
N 8° 09' 00.38" E
END TAPER CL35P 672+42.06
BEGIN TAPER CL35P 669+42.09
UG FIBER OPTIC LINE
R1306-S-2
R1306-S
R1306-S-1
END COA
BEGIN COA
CL35P
C312
EXIT 491
Spring Creek Rd 1 Mile
PATRICIA WINSTEAD VOLUME 1168, PAGE 221 D.R.C.C.T.
BRADLEY REITER AND CONNIE PRESCHER-REITER VOLUME 1097, PAGE 652 D.R.C.C.T.
PATRICIA UNDERHILL VOLUME 803, PAGE 487 D.R.C.C.T.
BILLY GENE UNDERHILL VOLUME 645, PAGE 44 D.R.C.C.T.
ELIZABETH PACE TRUST, ET AL VOLUME 810, PAGE 228 D.R.C.C.T.
EDWARD H. SAMPERT VOLUME 531, PAGE 633 D.R.C.C.T.
A. MARIE BALLARD VOLUME 531, PAGE 635 D.R.C.C.T.
PAUL T. SAMPERT VOLUME 531, PAGE 637 D.R.C.C.T.
Match Line Sta. 688+00

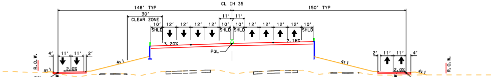

EL 796.03
16.5' MIN
790
780
770
760
750
740
25+00
30+00
35+00
VPC 643+50.00 EL. = 772.91'
VPT 648+50.00 EL. = 764.84'
(-)2.8775 %
(-)0.3500 %
STA = 646+00.00
EL = 765.71'
ex = 1.58'
K = 198
L = 500.00'
VPC 659+50.00 EL. = 760.99
VPT 662+50.00 EL. = 760.99
VPC 662+50.00 EL. = 760.99
STA = 661+00.00
EL = 760.46'
ex = 0.26'
K = 429
L = 300.00'
(-)0.3500 %
(+)0.3500 %
(+)0.3500 %
(-)0.3500 %
STA = 666+00.00
EL = 762.21'
ex = -0.61'
K = 1000
L = 700.00'
VPC 669+50.00 EL. = 760.99
VPT 669+50.00 EL. = 760.99
EX GROUND
@ CL
STA = 672+00.00
EL = 760.11'
ex = 0.45'
K = 691
L = 500.00'
(-)0.3500 %
(+)0.3738 %
VPT 674+50.00 EL. = 761.05
5-8'x7' MBC
STA = 682+50.00
EL = 764.04'
ex = -0.26'
K = 303
L = 250.00'
(+)0.3738 %
(-)0.4500 %
VPC 681+25.00 EL. = 763.57
VPT 683+75.00 EL. = 763.48
Match Line Sta. 688+00
830
820
810
800
790
780
770
760
750
740
730
720
710
700
771.53 761.88
769.16 761.85
767.29 761.78
765.93 761.52
765.08 761.34
764.66 761.04
764.31 760.70
763.96 760.57
763.61 760.29
763.26 759.65
762.91 759.37
762.56 759.27
762.21 759.07
761.86 758.74
761.51 758.09
761.22 758.00
761.05 757.97
760.99 758.12
761.05 757.57
761.22 756.56
761.51 755.79
761.80 755.68
761.97 756.46
762.01 756.86
761.94 757.32
761.74 757.48
761.42 757.73
761.12 758.05
761.00 758.42
761.06 758.61
761.30 758.98
761.62 759.30
761.94 759.86
762.26 760.09
762.59 760.54
762.91 761.00
763.23 760.96
763.56 761.36
763.79 761.69
763.73 762.00
763.36 762.14
762.91 762.16
762.46 761.84
762.01 761.52
761.56
645+00
650+00
655+00
660+00
665+00
670+00
675+00
680+00
685+00


CL IH 35
Ex R.O.W.
VARIES
24'
1' 11' 11' 1'
VARIES
38'
10' 12' 12' 4'
17'
19'
4' 12' 12' 10'
38'
VARIES
24'
1' 11' 11' 1'
VARIES
Ex R.O.W.

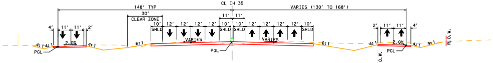
EXISTING TYPICAL SECTION
IH 35


CL IH 35
148' TYP
150' TYP
30' CLEAR ZONE
4' 11' 11' 2'
10' SHLD 12' 12' 12' 12' 10' SHLD
11' 11'
10' SHLD 12' 12' 12' 12' 10' SHLD
2' 11' 11' 4'
2.0%
2.5%
2.0%
2.5%
2.0%
4:1
6:1
6:1
4:1
PGL
PGL
PGL
Ex R.O.W.
R.O.W.

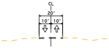
PROPOSED IH 35 TYPICAL SECTION
STA 642+00 TO 769+00


CL IH 35
148' TYP
150' TYP
30' CLEAR ZONE
4' 11' 11' 2'
10' SHLD 12' 12' 12' 12' 10' SHLD
11' 11'
10' SHLD 12' 12' 12' 12' 10' SHLD
2' 11' 11' 4'
2.0%
3.20%
2.16%
2.0%
4:1
4:1
PGL
PGL
PGL
Ex R.O.W.
R.O.W.

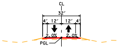
PROPOSED IH 35 TYPICAL SECTION
STA 629+00 TO 642+00
(BRIDGE FROM 632+50 TO 635+00)


CL IH 35
148' TYP
VARIES (130' TO 168')
30' CLEAR ZONE
4' 11' 11' 2'
10' SHLD 12' 12' 12' 12' 10' SHLD
11' 11'
10' SHLD 12' 12' 12' 12' 10' SHLD
2' 11' 11' 4'
2.0%
VARIES
VARIES
2.0%
4:1
6:1
6:1
4:1
PGL
PGL
PGL
Ex R.O.W.
R.O.W.

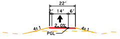
PROPOSED IH 35 TYPICAL SECTION
STA 544+00 to 629+00



EXISTING TYPICAL SECTION
FM 1306 AND FM 1307


CL
32'
4' 12' 12' 4'
2.0%
2.0%
PGL

PROPOSED TYPICAL SECTION
FM 1306


22'
2' 14' 6'
2.0%
4:1
4:1
PGL

PROPOSED RAMP TYPICAL SECTION

ALIGNMENT DATA

NUM	DELTA	DEGREE	TANGENT	LENGTH	RADIUS	PI STATION	PI NORTHING	PI EASTING	PC STATION	PT STATION
CL35P	IH 35 PROPOSED CENTERLINE									
C312	14° 37' 24.08" LT	0° 57' 17.75"	769.86'	1,531.35'	6,000.00'	643+29.77	7,263,107.48	2,375,118.43	635+59.91	650+91.26
FRNB	NB FRONTAGE ROAD									
FRNB-24	14° 37' 24.08" LT	0° 58' 45.89"	750.61'	1,493.07'	5,850.00'	643+75.75	7,263,088.24	2,375,268.44	636+25.14	651+18.21
FRSB	SB FRONTAGE ROAD									
FRSB-21	14° 37' 24.08" LT	0° 55' 53.90"	789.11'	1,569.64'	6,150.00'	643+81.88	7,263,126.73	2,374,968.43	635+92.77	651+62.41
RS-1306	RAMP FROM IH 35 SB TO FM 1306									
RS-1306-1	2° 00' 00.00" RT	1° 58' 32.58"	50.62'	101.23'	2,900.00'	10+50.62	7,267,237.35	2,376,135.00	10+00.00	11+01.23
RS-1306-2	2° 00' 00.00" LT	1° 58' 32.58"	50.62'	101.23'	2,900.00'	33+71.56	7,265,013.40	2,375,471.03	33+20.94	34+22.17
R1306-N	RAMP FROM FM 1306 TO IH 35 NB									
R1306-N-1	3° 00' 00.00" LT	0° 59' 59.73"	150.05'	300.02'	5,730.00'	11+50.05	7,266,457.51	2,376,065.88	10+00.00	13+00.02
R1306-N-2	3° 00' 00.00" RT	1° 58' 32.58"	75.94'	151.84'	2,900.00'	24+68.38	7,265,166.14	2,375,800.25	23+92.44	25+44.29
RN-1306	RAMP FROM IH 35 NB TO FM 1306									
RN-1306-1	3° 00' 00.00" LT	1° 58' 32.58"	75.94'	151.84'	2,900.00'	27+01.12	7,260,945.50	2,375,177.44	26+25.18	27+77.02
R1306-S	RAMP FROM FM 1306 TO IH 35 SB									
R1306-S-1	4° 00' 00.00" LT	1° 58' 32.58"	101.27'	202.46'	2,900.00'	11+01.27	7,262,173.65	2,374,978.44	10+00.00	12+02.46
R1306-S-2	4° 00' 00.00" RT	0° 59' 59.73"	200.10'	400.03'	5,730.00'	20+90.35	7,261,186.89	2,375,047.44	18+90.25	22+90.28
FM1306	FM 1306									
FM1306-2	89° 46' 38.33" RT	76° 23' 39.74"	74.71'	117.52'	75.00'	32+51.62	7,264,099.83	2,375,117.31	31+76.91	32+94.43
FM1306-3	14° 48' 10.65" LT	11° 14' 04.08"	66.25'	131.76'	510.00'	35+62.03	7,264,431.04	2,375,203.72	34+95.78	36+27.54

SUPERELEVATION TABLE - MAINLANES

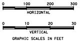
SOUTHBOUND LANES			NORTHBOUND LANES		
STATION	OUTSIDE TWO LANES	INSIDE TWO LANES	STATION	OUTSIDE TWO LANES	INSIDE TWO LANES
593+26.00	-2.00%	-2.00%	588+29.00	-2.50%	-2.50%
593+71.00	-2.50%	-2.00%	588+84.00	-2.50%	-2.00%
629+04.00	-2.50%	-2.00%	633+78.00	-2.50%	-2.00%
629+49.00	-2.00%	-2.00%	634+23.00	-2.50%	-2.50%
638+88.00	3.20%	3.20%	636+28.00	-3.20%	-3.20%
647+64.00	3.20%	3.20%	650+23.00	-3.20%	-3.20%
657+02.00	-2.00%	-2.00%	652+28.00	-2.50%	-2.50%
657+47.00	-2.50%	-2.00%	652+73.00	-2.50%	-2.00%

SUPERELEVATION TABLE - FRONTAGE ROADS, RAMPS, AND CROSS-STREETS

CHAIN NAME	STATION	CROSS SLOPE LT	CROSS SLOPE RT
FRSB	117+89.00	2.00%	-2.00%
	1148+23.00	2.00%	-2.00%
FRNB	118+20.00	6.00%	-6.00%
	118+51.00	6.00%	-6.00%
	119+69.00	-2.00%	2.00%
	1147+69.00	-2.00%	2.00%
RS-1306	20+25.08	2.50%	-2.50%
	20+71.00	2.00%	-2.00%
	25+69.26	2.00%	-2.00%
R1306-N	15+70.70	-2.50%	2.50%
	16+16.00	-2.00%	2.00%
	19+33.38	-2.00%	2.00%
RN-1306	16+83.98	-2.00%	2.00%
	20+06.00	-2.00%	2.00%
	20+51.10	-2.50%	2.50%
R1306-S	15+02.58	2.00%	-2.00%
	17+30.00	2.00%	-2.00%
	17+75.45	2.50%	-2.50%
FM1306	31+50.00	-1.50%	1.50%
	32+86.00	6.00%	-6.00%
	32+95.00	6.00%	-6.00%
	34+95.00	-5.10%	5.10%
	35+91.00	-5.10%	5.10%
	37+00.00	1.00%	-1.00%

NOT INTENDED FOR CONSTRUCTION, BIDDING, OR PERMIT PURPOSES

Texas Department of Transportation


0
100
200
300
HORIZONTAL
0
10
20
30
VERTICAL

GRAPHIC SCALES IN FEET

TEXAS DEPARTMENT OF TRANSPORTATION
WICHITA FALLS DISTRICT

ROLL 7 of 23

PRELIMINARY 100% DESIGN SCHEMATIC

IH 35

CSJ NOS. 0194-01-010,
0194-02-081
0195-01-087

ALONG IH 35 FROM 3800' NORTH OF FM 3002
IN COOKE COUNTY, TEXAS TO EXIT 1 IN OKLAHOMA

PREPARED BY JACOBS ENGINEERING GROUP, INC.
FIRM #2966
UNDER THE SUPERVISION OF
C. RODGER CLEMENTS, PE

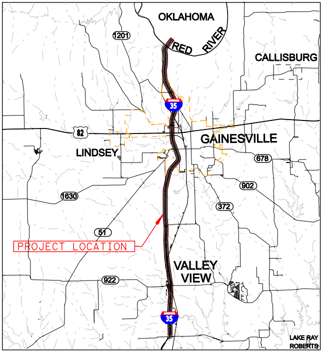
SERIAL NUMBER 36250

DATE SUBMITTED

DATE REVISED

DATE APPROVED

JACOBS


OKLAHOMA
RED RIVER
1201
CALLISBURG
35
82
LINDSEY
GAINESVILLE
678
902
1630
372
51
PROJECT LOCATION
VALLEY VIEW
922
35
LAKE RAY ROBERTS

Location /Key Map

Legend:

🟨	Mainlanes
🟥	Bridge
🟩	Frontage Roads/Surface St.
🟦	Ramps and Direct Connectors
- - -	Future Roadway (by others)
	Edge of Shoulder
	Edge of Lane
	Lane Line Striping
	Edge of Lane
	Edge of Shoulder
—	Proposed Retaining Wall
🟦	SIDEWALKS

I70W35S	Alignment Name
ALBCL-1	Curve Callout
➡	Traffic Direction
▨	Existing Pavement Removal
- - -	Existing Right-of-Way
—‖—	Preliminary Proposed Control-of-Access
— —	Preliminary Proposed Right-of-Way (Access Restricted)
- - -	City Limits
▨	Approximate Structure Limits and Bents / Columns

ROLL 8 of 23

TEXAS DEPARTMENT OF TRANSPORTATION
WICHITA FALLS DISTRICT

PRELIMINARY 100% DESIGN SCHEMATIC

IH 35

CSJ NOS. 0194-01-010,
0194-02-081
0195-01-087

ALONG IH 35 FROM 3800' NORTH OF FM 3002
IN COOKE COUNTY, TEXAS TO EXIT 1 IN OKLAHOMA

PREPARED BY JACOBS ENGINEERING GROUP, INC.
FIRM #2966
UNDER THE SUPERVISION OF
C. RODGER CLEMENTS, PE

SERIAL NUMBER 36250

NOT INTENDED FOR CONSTRUCTION, BIDDING, OR PERMIT PURPOSES

Texas Department of Transportation

DATE SUBMITTED

DATE REVISED

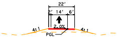
DATE APPROVED

JACOBS

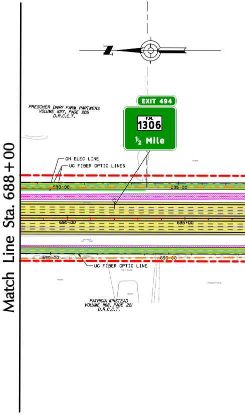
0 100 200 300
HORIZONTAL

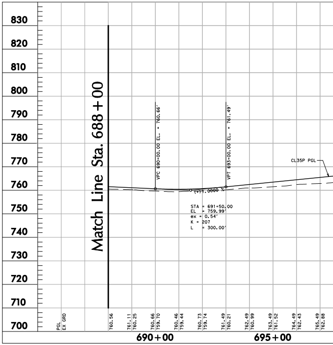
0 10 20 30
VERTICAL

GRAPHIC SCALES IN FEET


22'
2'
14'
6'
2.0%
4:1
4:1
PGL

PROPOSED RAMP TYPICAL SECTION


Match Line Sta. 688+00
EXIT 494
F.M.
1306
½ Mile
PRESCHER DAIRY FARM PARTNERS
VOLUME 1077, PAGE 205
D.R.C.C.T.
OH ELEC LINE
UG FIBER OPTIC LINES
690+00
695+00
690+00
695+00
690+00
695+00
UG FIBER OPTIC LINE
PATRICIA WINSTEAD
VOLUME 1168, PAGE 221
D.R.C.C.T.


830
820
810
800
790
780
770
760
750
740
730
720
710
700
Match Line Sta. 688+00
VPC 690+00.00 EL. = 760.66'
VPT 693+00.00 EL. = 761.49'
CL35P PGL
(+)1.0000 %
STA = 691+50.00
EL = 759.99'
ex = 0.54'
K = 207
L = 300.00'
PGL
EX GRD
760.56
761.11
760.25
760.66
759.70
760.46
759.44
760.73
759.74
761.49
760.21
762.49
760.99
763.49
761.52
764.49
762.43
765.49
762.88
690+00
695+00

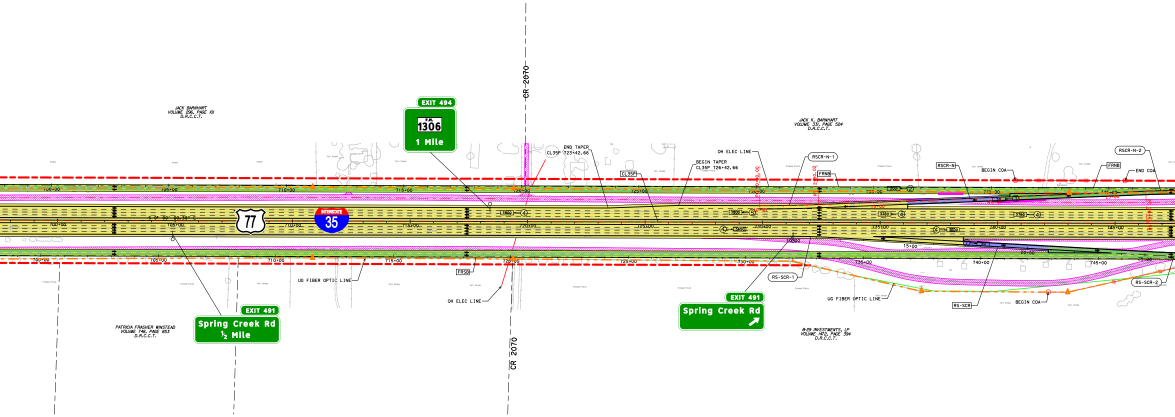
Spring Creek Road:
Functional Class - Rural Local Road
Design Speed - 30 MPH
Design Standard - TxDOT RDM

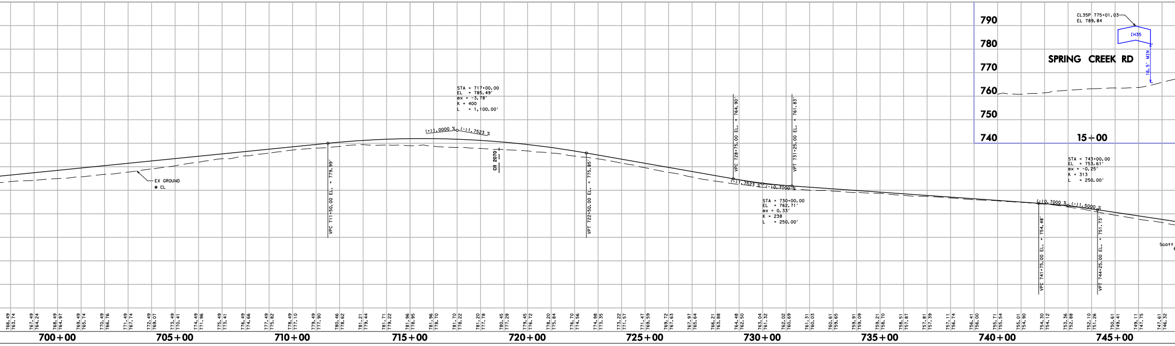
Projected Design Hour
Traffic Volumes
(Year 2030)

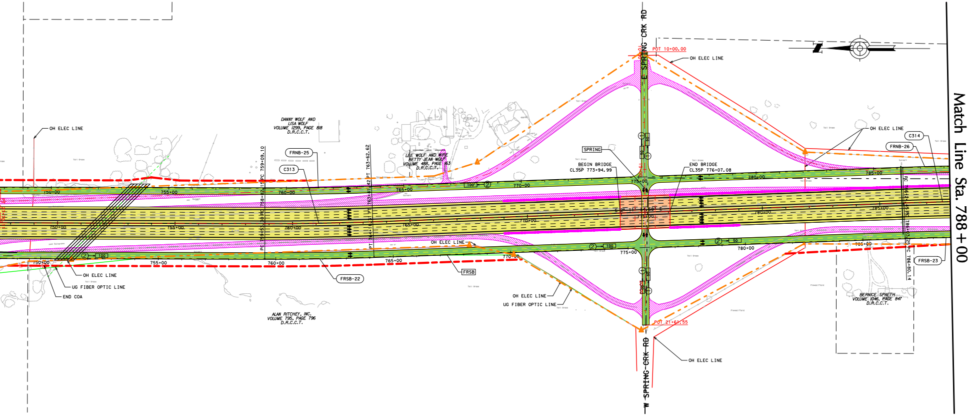
Directional Distribution	①-DHV 60-40
Percent Trucks of DHV	2%
Design Hourly Volume	4760

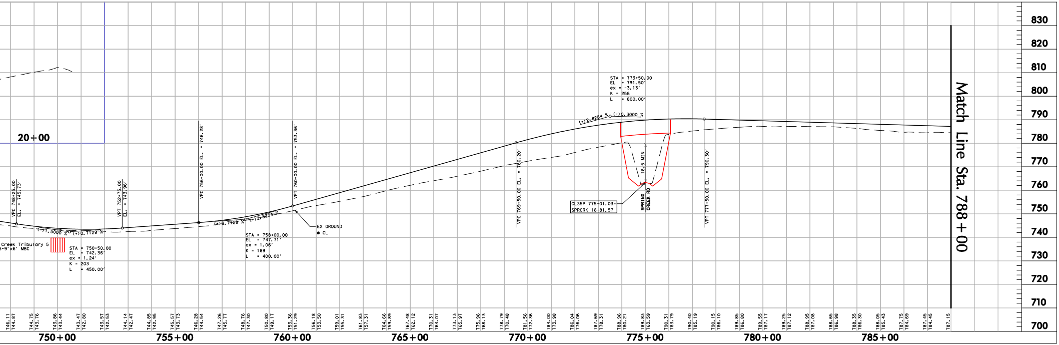
DESIGN SPEED:

Mainlanes	70 mph
Ramps	50 mph
Frontage Roads	40 mph
Surface Streets	30 mph

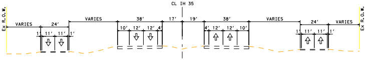

JACK BARNHART
VOLUME 296, PAGE 101
D.R.C.C.T.
EXIT 494
F.M. 1306
1 Mile
CR 2070
END TAPER
CL35P 723+42.66
CL35P
BEGIN TAPER
CL35P 726+42.66
OH ELEC LINE
RSCR-N-1
FRNB
JACK K. BARNHART
VOLUME 331, PAGE 524
D.R.C.C.T.
RSCR-N
BEGIN COA
FRNB
RSCR-N-2
END COA
PI 10+00.00
PI 12+50.02
26+43.58
700+00
705+00
710+00
715+00
720+00
725+00
730+00
735+00
740+00
745+00
10+00
15+00
20+00
25+00
S 0° 00' 00.30" E
77
INTERSTATE
35
3800
3650
3750
3600
200
50
4
5
2
1
FRSB
UG FIBER OPTIC LINE
OH ELEC LINE
RS-SCR-1
EXIT 491
Spring Creek Rd
RS-SCR
UG FIBER OPTIC LINE
BEGIN COA
RS-SCR-2
EXIT 491
Spring Creek Rd
½ Mile
PATRICIA FRASHER WINSTEAD
VOLUME 748, PAGE 853
D.R.C.C.T.
B-29 INVESTMENTS, LP
VOLUME 1472, PAGE 394
D.R.C.C.T.
CR 2070


790
780
770
760
750
740
SPRING CREEK RD
15+00
CL35P 775+01.03
EL 789.84
IH35
16.5' MIN
STA = 717+00.00
EL = 785.49'
ex = -3.78'
K = 400
L = 1,100.00'
(+)1.0000 %
(-)1.7523 %
CR 2070
EX GROUND
@ CL
VPC 711+50.00 EL. = 779.99'
VPT 722+50.00 EL. = 775.85'
VPC 728+75.00 EL. = 764.90'
VPT 731+25.00 EL. = 761.83'
(-)1.7523 %
(-)0.7000 %
STA = 730+00.00
EL = 762.71'
ex = 0.33'
K = 238
L = 250.00'
STA = 743+00.00
EL = 753.61'
ex = -0.25'
K = 313
L = 250.00'
(-)0.7000 %
(-)1.5000 %
VPC 741+75.00 EL. = 754.48'
VPT 744+25.00 EL. = 751.73'
Scott
766.49 763.74
767.49 764.24
768.49 764.97
769.49 765.74
770.49 766.76
771.49 767.74
772.49 769.07
773.49 770.41
774.49 771.96
775.49 773.41
776.49 774.66
777.49 775.82
778.49 777.10
779.49 777.90
780.46 778.62
781.21 779.44
781.71 779.22
781.96 778.95
781.96 778.70
781.70 778.22
781.20 777.78
780.45 777.28
779.45 776.72
778.20 775.84
776.70 774.56
774.98 773.35
773.22 771.57
771.47 769.59
769.72 767.63
767.97 765.64
766.21 763.88
764.48 762.50
763.04 761.32
762.02 760.69
761.31 760.03
760.61 759.65
759.91 759.09
759.21 758.70
758.51 757.87
757.81 757.39
757.11 756.74
756.41 756.00
755.71 755.54
755.01 754.90
754.30 754.12
753.36 752.88
752.10 751.26
750.61 749.41
749.11 747.75
747.61 746.32
700+00
705+00
710+00
715+00
720+00
725+00
730+00
735+00
740+00
745+00

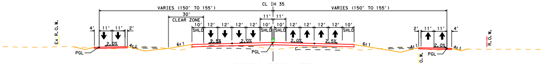

E SPRING CRK RD
POT 10+00.00
OH ELEC LINE
OH ELEC LINE
DANNY WOLF AND
LISA WOLF
VOLUME 1299, PAGE 818
D.R.C.C.T.
FRNB-25
C313
PC 759+09.10
PC 758+82.15
PC 759+53.30
PT 763+62.62
PT 763+41.42
LEE WOLF AND WIFE
BETTY JEAN WOLF
VOLUME 488, PAGE 163
D.R.C.C.T.
SPRING
BEGIN BRIDGE
CL35P 773+94.99
END BRIDGE
CL35P 776+07.08
OH ELEC LINE
C314
FRNB-26
750+00
755+00
760+00
765+00
770+00
775+00
780+00
785+00
100'
2
100
50
OH ELEC LINE
UG FIBER OPTIC LINE
END COA
FRSB-22
FRSB
OH ELEC LINE
OH ELEC LINE
UG FIBER OPTIC LINE
ALAN RITCHEY, INC.
VOLUME 795, PAGE 796
D.R.C.C.T.
POT 21+61.55
W SPRING CRK RD
OH ELEC LINE
PC 786+24.45
PC 786+03.25
PC 786+80.14
FRSB-23
BERNICE SPAETH
VOLUME 1046, PAGE 847
D.R.C.C.T.
Match Line Sta. 788+00


830
820
810
800
790
780
770
760
750
740
730
720
710
700
20+00
VPC 748+25.00 EL. = 745.73'
VPT 752+75.00 EL. = 743.96'
VPC 756+00.00 EL. = 746.28'
VPT 760+00.00 EL. = 753.36'
VPC 769+50.00 EL. = 780.20'
VPT 777+50.00 EL. = 790.30'
(-)1.5000 %
(+)0.7129 %
(+)0.7129 %
(+)2.8254 %
(+)2.8254 %
(-)0.3000 %
Creek Tributary 5
6-9'x6' MBC
STA = 750+50.00
EL = 742.36'
ex = 1.24'
K = 203
L = 450.00'
STA = 758+00.00
EL = 747.71'
ex = 1.06'
K = 189
L = 400.00'
EX GROUND
@ CL
STA = 773+50.00
EL = 791.50'
ex = -3.13'
K = 256
L = 800.00'
16.5 MIN
CL35P 775+01.03=
SPRCRK 16+81.57
SPRING CREEK RD
Match Line Sta. 788+00
746.11
744.87
744.75
743.76
743.86
743.44
743.47
742.80
743.57
742.53
744.14
742.47
744.85
742.95
745.57
743.73
746.28
744.54
747.26
745.77
748.76
747.30
750.80
749.17
753.36
751.29
756.18
753.50
759.01
755.31
761.83
757.31
764.66
759.89
767.48
762.12
770.31
764.07
773.13
765.97
775.96
768.13
778.79
770.48
781.56
772.36
784.00
773.98
786.04
776.06
787.69
778.31
788.96
780.21
789.83
763.59
790.31
783.79
790.40
785.19
790.15
786.10
789.85
786.80
789.55
787.17
789.25
787.12
788.95
787.08
788.65
786.98
788.35
786.30
788.05
785.43
787.75
784.69
787.45
784.45
787.15
750+00
755+00
760+00
765+00
770+00
775+00
780+00
785+00

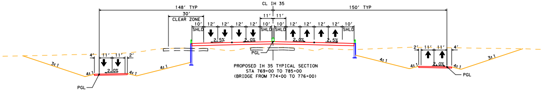
ROLL 8 of 23


CL IH 35
Ex R.O.W.
VARIES
24'
1'
11'
11'
1'
VARIES
38'
10'
12'
12'
4'
17'
19'
38'
4'
12'
12'
10'
VARIES
24'
1'
11'
11'
1'
VARIES
Ex R.O.W.

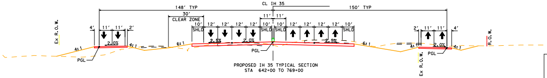
EXISTING TYPICAL SECTION
IH 35


CL IH 35
VARIES (150' TO 155')
VARIES (150' TO 155')
30'
CLEAR ZONE
Ex R.O.W.
4'
11'
11'
2'
2.0%
4:1
PGL
6:1
10'
SHLD
12'
12'
12'
12'
2.5%
2.0%
11'
11'
10'
SHLD
10'
SHLD
PGL
12'
12'
12'
12'
10'
SHLD
2.0%
2.5%
6:1
4:1
2'
11'
11'
4'
2.0%
4:1
PGL
Ex R.O.W.
R.O.W.

PROPOSED IH 35 TYPICAL SECTION
STA 785+00 TO 897+00


CL IH 35
148' TYP
150' TYP
30'
CLEAR ZONE
3:1
4'
11'
11'
2'
4:1
2.0%
4:1
PGL
4:1
10'
SHLD
12'
12'
12'
12'
2.5%
2.0%
11'
11'
10'
SHLD
10'
SHLD
PGL
12'
12'
12'
12'
10'
SHLD
2.0%
2.5%
4:1
4:1
2'
11'
11'
4'
2.0%
4:1
PGL
3:1

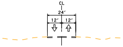
PROPOSED IH 35 TYPICAL SECTION
STA 769+00 TO 785+00
(BRIDGE FROM 774+00 TO 776+00)


CL IH 35
148' TYP
150' TYP
30'
CLEAR ZONE
Ex R.O.W.
4'
11'
11'
2'
4:1
2.0%
4:1
PGL
6:1
10'
SHLD
12'
12'
12'
12'
2.5%
2.0%
11'
11'
10'
SHLD
10'
SHLD
PGL
12'
12'
12'
12'
10'
SHLD
2.5%
6:1
4:1
2'
11'
11'
4'
2.0%
4:1
PGL
Ex R.O.W.
R.O.W.

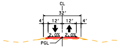
PROPOSED IH 35 TYPICAL SECTION
STA 642+00 TO 769+00

ALIGNMENT DATA										
NUM	DELTA	DEGREE	TANGENT	LENGTH	RADIUS	PI STATION	PI NORTHING	PI EASTING	PC STATION	PT STATION
CL35P	IH 35 PROPOSED CENTERLINE									
C313	2° 11′ 34.21" LT	0° 28′ 38.87"	229.66′	459.27′	12,000.00′	761+11.82	7,251,317.07	2,375,118.46	758+82.15	763+41.42
C314	5° 18′ 39.04" RT	0° 28′ 38.87"	556.55′	1,112.30′	12,000.00′	791+59.80	7,248,271.26	2,375,235.09	786+03.25	797+15.55
FRNB	NB FRONTAGE ROAD									
FRNB-25	2° 11′ 34.21" LT	0° 29′ 00.63"	226.79′	453.53′	11,850.00′	761+35.89	7,251,319.94	2,375,268.46	759+09.10	763+62.62
FRNB-26	5° 18′ 39.04" RT	0° 28′ 17.65"	563.51′	1,126.20′	12,150.00′	791+87.96	7,248,270.05	2,375,385.25	786+24.45	797+50.66
FRSB	SB FRONTAGE ROAD									
FRSB-22	2° 11′ 34.21" LT	0° 28′ 17.65"	232.53′	465.01′	12,150.00′	761+85.83	7,251,314.20	2,374,968.46	759+53.30	764+18.31
FRSB-23	5° 18′ 39.04" RT	0° 29′ 00.63"	549.59′	1,098.40′	11,850.00′	792+29.73	7,248,272.48	2,375,084.93	786+80.14	797+78.54
RSCR-N	RAMP FROM SPRING CREEK ROAD TO IH 35 NB									
RSCR-N-1	2° 30′ 00.00" LT	0° 59′ 59.73"	125.03′	250.02′	5,730.00′	11+25.03	7,254,315.87	2,375,189.45	10+00.00	12+50.02
RSCR-N-2	2° 30′ 00.00" RT	1° 58′ 32.58"	63.28′	126.54′	2,900.00′	27+06.85	7,252,735.51	2,375,258.45	26+43.58	27+70.11
RS-SCR	RAMP FROM IH 35 SB TO SPRING CREEK ROAD									
RS-SCR-1	3° 00′ 00.00" RT	1° 58′ 32.58"	75.94′	151.84′	2,900.00′	10+75.94	7,254,223.61	2,375,059.45	10+00.00	11+51.84
RS-SCR-2	3° 00′ 00.00" LT	1° 58′ 32.58"	75.94′	151.84′	2,900.00′	26+23.60	7,252,678.03	2,374,978.45	25+47.66	26+99.51

SUPERELEVATION TABLE - FRONTAGE ROADS, RAMPS			
CHAIN NAME	STATION	CROSS SLOPE LT	CROSS SLOPE RT
FRSB	117+89.00	2.00%	-2.00%
	1148+23.00	2.00%	-2.00%
FRNB	118+20.00	6.00%	-6.00%
	118+51.00	6.00%	-6.00%
	119+69.00	-2.00%	2.00%
	1147+69.00	-2.00%	2.00%
RSCR-N	16+29.66	-2.50%	2.50%
	16+75.00	-2.00%	2.00%
	20+19.09	-2.00%	2.00%
RS-SCR	17+25.92	2.50%	-2.50%
	17+71.00	2.00%	-2.00%
	20+88.60	2.00%	-2.00%



EXISTING TYPICAL SECTION
SPRING CREEK


CL
32'
4'
12'
12'
4'
2.0%
2.0%
PGL

PROPOSED TYPICAL SECTION
SPRING CREEK

TEXAS DEPARTMENT OF TRANSPORTATION
WICHITA FALLS DISTRICT

ROLL 8 of 23

PRELIMINARY 100% DESIGN SCHEMATIC

IH 35

CSJ NOS. 0194-01-010,
0194-02-081
0195-01-087

ALONG IH 35 FROM 3800' NORTH OF FM 3002
IN COOKE COUNTY, TEXAS TO EXIT 1 IN OKLAHOMA

PREPARED BY JACOBS ENGINEERING GROUP, INC.
FIRM #2966
UNDER THE SUPERVISION OF
C. RODGER CLEMENTS, PE

SERIAL NUMBER 36250

NOT INTENDED FOR CONSTRUCTION, BIDDING, OR PERMIT PURPOSES

0 100 200 300
HORIZONTAL

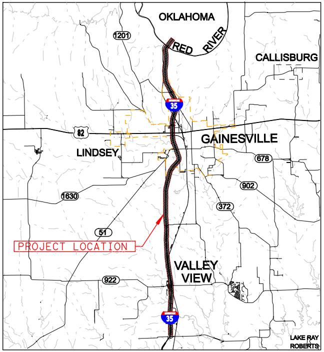
0 10 20 30
VERTICAL

GRAPHIC SCALES IN FEET

DATE SUBMITTED

DATE REVISED

DATE APPROVED


OKLAHOMA
RED RIVER
1201
CALLISBURG
35
82
GAINESVILLE
LINDSEY
678
902
1630
372
51
PROJECT LOCATION
VALLEY VIEW
922
35
LAKE RAY ROBERTS

Location /Key Map

Legend:

- 🟨 Mainlanes
- 🟥 Bridge
- 🟩 Frontage Roads/Surface St.
- 🟦 Ramps and Direct Connectors
- Future Roadway (by others)
- Edge of Shoulder
- Edge of Lane
- Lane Line Striping
- Edge of Lane
- Edge of Shoulder
- Proposed Retaining Wall
- SIDEWALKS
- I70W35S Alignment Name
- ALBCL-1 Curve Callout
- ➡ Traffic Direction
- ▨ Existing Pavement Removal
- Existing Right-of-Way
- Preliminary Proposed Control-of-Access
- Preliminary Proposed Right-of-Way (Access Restricted)
- City Limits
- Approximate Structure Limits and Bents / Columns

ROLL 9 of 23

TEXAS DEPARTMENT OF TRANSPORTATION
WICHITA FALLS DISTRICT

PRELIMINARY 100% DESIGN SCHEMATIC

IH 35

CSJ NOS. 0194-01-010,
0194-02-081
0195-01-087

ALONG IH 35 FROM 3800' NORTH OF FM 3002
IN COOKE COUNTY, TEXAS TO EXIT 1 IN OKLAHOMA

PREPARED BY JACOBS ENGINEERING GROUP, INC.
FIRM #2966
UNDER THE SUPERVISION OF
C. RODGER CLEMENTS, PE

SERIAL NUMBER 36250

NOT INTENDED FOR CONSTRUCTION, BIDDING, OR PERMIT PURPOSES

Texas Department of Transportation

DATE SUBMITTED

DATE REVISED

DATE APPROVED

JACOBS

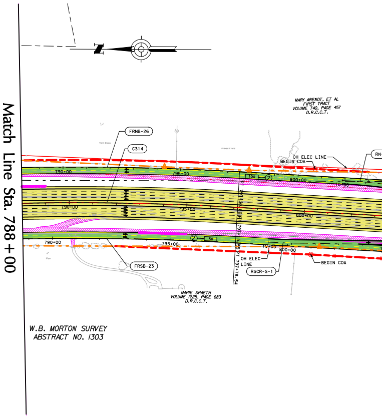
0 100 200 300
HORIZONTAL

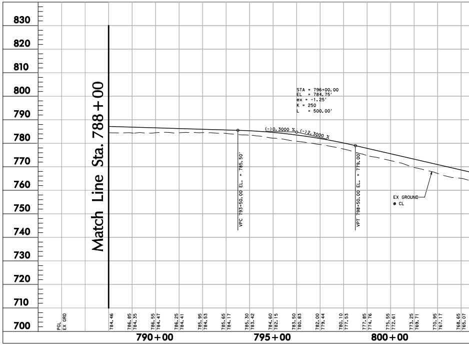
0 10 20 30
VERTICAL

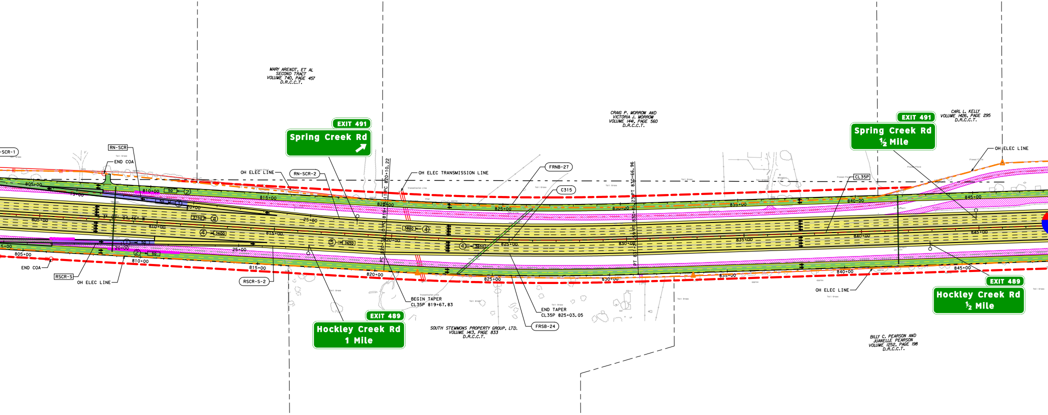
GRAPHIC SCALES IN FEET

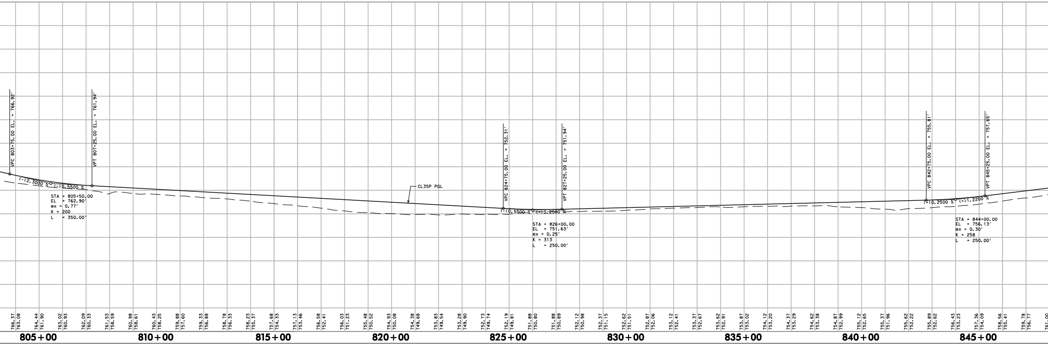
Projected Design Hour
Traffic Volumes
(Year 2030)

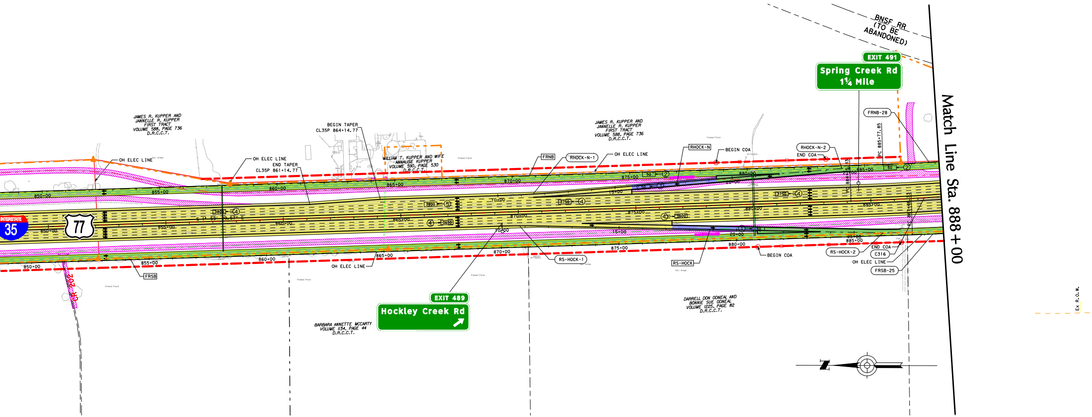
Directional Distribution	①—DHV 60-40
Percent Trucks of DHV	2%
Design Hourly Volume	4760
DESIGN SPEED:	
Mainlanes	70 mph
Ramps	50 mph
Frontage Roads	40 mph
Surface Streets	30 mph


Match Line Sta. 788+00
FRNB-26
C314
MARY ARENDT, ET AL
FIRST TRACT
VOLUME 740, PAGE 457
D.R.C.C.T.
OH ELEC LINE
BEGIN COA
790+00
795+00
800+00
FRSB-23
OH ELEC LINE
RSCR-S-1
BEGIN COA
MARIE SPAETH
VOLUME 1225, PAGE 683
D.R.C.C.T.
W.B. MORTON SURVEY
ABSTRACT NO. 1303

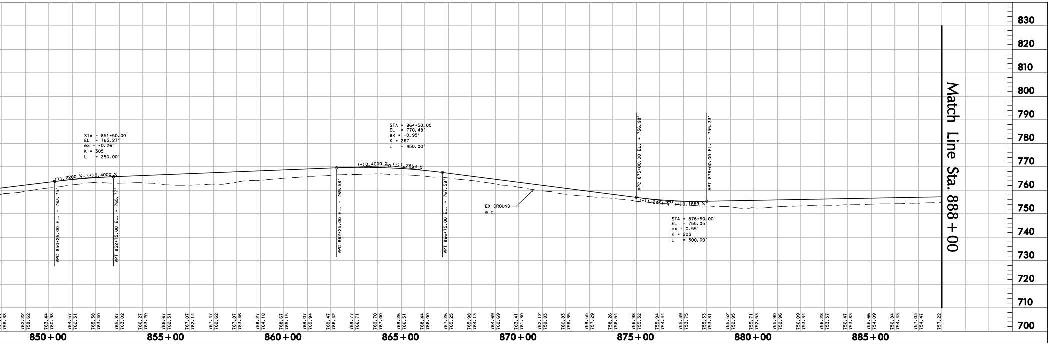


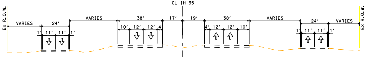

MARY ARENDT, ET AL
SECOND TRACT
VOLUME 740, PAGE 457
D.R.C.C.T.
CRAIG P. MORROW AND
VICTORIA J. MORROW
VOLUME 1441, PAGE 560
D.R.C.C.T.
CARL L. KELLY
VOLUME 1426, PAGE 295
D.R.C.C.T.
EXIT 491
Spring Creek Rd
EXIT 491
Spring Creek Rd
½ Mile
RN-SCR
END COA
OH ELEC LINE
RN-SCR-2
PC 820+10.22
OH ELEC TRANSMISSION LINE
FRNB-27
C315
PT 830+66.96
CL35P
OH ELEC LINE
805+00
810+00
815+00
820+00
825+00
830+00
835+00
840+00
845+00
3750
3600
3650
3800
3650
END COA
RSCR-S
OH ELEC LINE
RSCR-S-2
BEGIN TAPER
CL35P 819+67.83
END TAPER
CL35P 825+03.05
FRSB-24
OH ELEC LINE
EXIT 489
Hockley Creek Rd
1 Mile
SOUTH STEMMONS PROPERTY GROUP, LTD.
VOLUME 1413, PAGE 833
D.R.C.C.T.
EXIT 489
Hockley Creek Rd
½ Mile
BILLY C. PEARSON AND
JUANELLE PEARSON
VOLUME 1252, PAGE 198
D.R.C.C.T.


VPC 803+75.00 EL. = 766.92'
VPT 807+25.00 EL. = 761.94'
(-)2.3000 %
(-)0.5500 %
STA = 805+50.00
EL = 762.90'
ex = 0.77'
K = 200
L = 350.00'
CL35P PGL
VPC 824+75.00 EL. = 752.31'
VPT 827+25.00 EL. = 751.94'
(-)0.5500 %
(+)0.2500 %
STA = 826+00.00
EL = 751.63'
ex = 0.25'
K = 313
L = 250.00'
VPC 842+75.00 EL. = 755.81'
VPT 845+25.00 EL. = 757.65'
(+)0.2500 %
(+)1.2200 %
STA = 844+00.00
EL = 756.13'
ex = 0.30'
K = 258
L = 250.00'
766.37
763.08
764.44
761.90
763.02
760.93
762.09
760.33
761.53
758.59
760.98
758.61
760.43
758.25
759.88
757.60
759.33
756.88
758.78
756.33
758.23
755.37
757.68
754.33
757.13
753.46
756.58
752.41
756.03
751.23
755.48
750.52
754.93
750.08
754.38
749.68
753.83
749.54
753.28
749.90
752.73
749.74
752.19
749.81
751.88
750.80
751.88
750.89
752.12
750.98
752.37
751.15
752.62
751.51
752.87
752.06
753.12
752.41
753.37
752.67
753.62
752.91
753.87
753.02
754.12
753.20
754.37
753.29
754.62
753.38
754.87
752.99
755.12
752.65
755.37
751.96
755.62
752.22
755.89
752.62
756.43
753.23
757.36
754.09
758.56
755.41
759.78
756.77
805+00
810+00
815+00
820+00
825+00
830+00
835+00
840+00
845+00

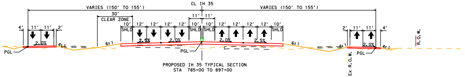


JAMES R. KUPPER AND
JANNELLE R. KUPPER
FIRST TRACT
VOLUME 588, PAGE 736
D.R.C.C.T.
BEGIN TAPER
CL35P 864+14.77
OH ELEC LINE
OH ELEC LINE
END TAPER
CL35P 861+14.77
WILLIAM T. KUPPER AND WIFE
ANNALISE KUPPER
VOLUME 590, PAGE 530
D.R.C.C.T.
JAMES R. KUPPER AND
JANNELLE R. KUPPER
FIRST TRACT
VOLUME 588, PAGE 736
D.R.C.C.T.
FRNB
RHOCK-N-1
OH ELEC LINE
RHOCK-N
BEGIN COA
RHOCK-N-2
END COA
PC 885+77.85
FRNB-28
BNSF RR
(TO BE
ABANDONED)
EXIT 491
Spring Creek Rd
1¼ Mile
INTERSTATE
35
77
850+00
855+00
860+00
865+00
870+00
875+00
880+00
885+00
15+00
20+00
25+00
3800
4
S 1° 59' 39.57" E
3800
5
4
3650
3750
4
3750
4
4
3600
50
2
50
2
1
1
PC 884+25.13
PC 881+48.33
FRSB
CR 202
OH ELEC LINE
RS-HOCK-1
RS-HOCK
BEGIN COA
RS-HOCK-2
END COA
C316
OH ELEC LINE
FRSB-25
EXIT 489
Hockley Creek Rd
BARBARA ANNETTE MCCARTY
VOLUME 1134, PAGE 44
D.R.C.C.T.
DARRELL DON ODNEAL AND
BONNIE SUE ODNEAL
VOLUME 1225, PAGE 82
D.R.C.C.T.
N
Match Line Sta. 888+00
Ex R.O.W.

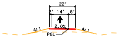



CL IH 35
Ex R.O.W.
VARIES
24'
1'
11'
11'
1'
VARIES
38'
10'
12'
12'
4'
17'
19'
38'
4'
12'
12'
10'
VARIES
24'
1'
11'
11'
1'
VARIES
Ex R.O.W.

EXISTING TYPICAL SECTION
IH 35


CL IH 35
VARIES (150' TO 155')
VARIES (150' TO 155')
30'
CLEAR ZONE
4'
11'
11'
2'
2.0%
4:1
6:1
10'
SHLD
12'
12'
12'
12'
2.5%
2.0%
11'
11'
10'
SHLD
10'
SHLD
12'
12'
12'
12'
2.0%
2.5%
10'
SHLD
6:1
4:1
2'
11'
11'
4'
2.0%
4:1
PGL
PGL
PGL
Ex R.O.W.
R.O.W.

PROPOSED IH 35 TYPICAL SECTION
STA 785+00 TO 897+00


22'
2'
14'
6'
2.0%
4:1
4:1
PGL

PROPOSED RAMP TYPICAL SECTION

ALIGNMENT DATA										
NUM	DELTA	DEGREE	TANGENT	LENGTH	RADIUS	PI STATION	PI NORTHING	PI EASTING	PC STATION	PT STATION
CL35P	IH 35 PROPOSED CENTERLINE									
C314	5° 18' 39.04" RT	0° 28' 38.87"	556.55'	1,112.30'	12,000.00'	791+59.80	7,248,271.26	2,375,235.09	786+03.25	797+15.55
C315	5° 06' 34.02" LT	0° 28' 38.87"	535.42'	1,070.12'	12,000.00'	825+10.53	7,244,924.70	2,375,052.80	819+75.11	830+45.23
C316	5° 41' 06.23" LT	0° 28' 38.87"	595.83'	1,190.68'	12,000.00'	890+11.26	7,238,427.18	2,375,278.74	884+15.43	896+06.11
FRNB	NB FRONTAGE ROAD									
FRNB-26	5° 18' 39.04" RT	0° 28' 17.65"	563.51'	1,126.20'	12,150.00'	791+87.96	7,248,270.05	2,375,385.25	786+24.45	797+50.66
FRNB-27	5° 06' 34.02" LT	0° 29' 00.63"	528.72'	1,056.74'	11,850.00'	825+38.94	7,244,923.22	2,375,202.94	820+10.22	830+66.96
FRNB-28	5° 41' 06.23" LT	0° 42' 58.31"	397.22'	793.78'	8,000.00'	889+75.07	7,238,490.28	2,375,426.63	885+77.85	893+71.64
FRSB	SB FRONTAGE ROAD									
FRSB-23	5° 18' 39.04" RT	0° 29' 00.63"	549.59'	1,098.40'	11,850.00'	792+29.73	7,248,272.48	2,375,084.93	786+80.14	797+78.54
FRSB-24	5° 06' 34.02" LT	0° 28' 17.65"	542.11'	1,083.50'	12,150.00'	825+80.20	7,244,926.18	2,374,902.65	820+38.10	831+21.59
FRSB-25	5° 41' 06.23" LT	0° 42' 58.31"	397.22'	793.78'	8,000.00'	891+45.54	7,238,364.08	2,375,130.84	887+48.33	895+42.11
RSCR-S	RAMP FROM SPRING CREEK ROAD TO IH 35 SB									
RSCR-S-1	2° 30' 00.00" LT	1° 58' 32.58"	63.28'	126.54'	2,900.00'	10+63.28	7,247,521.89	2,375,054.06	10+00.00	11+26.54
RSCR-S-2	2° 30' 00.10" RT	0° 59' 59.73"	125.03'	250.02'	5,730.00'	26+45.12	7,245,940.11	2,375,037.00	25+20.09	27+70.11
RN-SCR	RAMP FROM IH 35 NB TO SPRING CREEK ROAD									
RN-SCR-1	3° 00' 00.00" RT	1° 58' 32.58"	75.94'	151.84'	2,900.00'	10+75.94	7,247,195.75	2,375,316.71	10+00.00	11+51.84
RN-SCR-2	3° 00' 00.00" LT	1° 58' 32.58"	75.94'	151.84'	2,900.00'	26+23.60	7,245,656.88	2,375,151.77	25+47.66	26+99.50
RHOCK-N	RAMP FROM HOCKLEY CREEK ROAD TO IH 35 NB									
RHOCK-N-1	3° 00' 00.00" LT	0° 59' 59.73"	150.05'	300.02'	5,730.00'	11+50.05	7,240,374.92	2,375,282.05	10+00.00	13+00.02
RHOCK-N-2	3° 00' 00.00" RT	3° 57' 05.16"	37.97'	75.92'	1,450.00'	24+68.38	7,239,061.51	2,375,396.76	24+30.41	25+06.33
RS-HOCK	RAMP FROM IH 35 SB TO HOCKLEY CREEK ROAD									
RS-HOCK-1	3° 00' 00.00" RT	1° 58' 32.58"	75.94'	151.84'	2,900.00'	10+75.94	7,240,432.50	2,375,149.97	10+00.00	11+51.84
RS-HOCK-2	3° 00' 00.00" LT	1° 58' 32.58"	75.94'	151.84'	2,900.00'	26+23.60	7,238,885.05	2,375,122.73	25+47.66	26+99.50

SUPERELEVATION TABLE - FRONTAGE ROADS, RAMPS			
CHAIN NAME	STATION	CROSS SLOPE LT	CROSS SLOPE RT
FRSB	117+89.00	2.00%	-2.00%
	1148+23.00	2.00%	-2.00%
FRNB	118+20.00	6.00%	-6.00%
	118+51.00	6.00%	-6.00%
	119+69.00	-2.00%	2.00%
	1147+69.00	-2.00%	2.00%
RSCR-S	17+05.17	2.00%	-2.00%
	20+95.00	2.00%	-2.00%
	21+40.45	2.50%	-2.50%
RN-SCR	16+10.91	-2.00%	2.00%
	19+28.00	-2.00%	2.00%
	19+73.58	-2.50%	2.50%
RHOCK-N	15+70.70	-2.50%	2.50%
	16+16.00	-2.00%	2.00%
	19+33.38	-2.00%	2.00%
RS-HOCK	17+25.92	2.50%	-2.50%
	17+71.00	2.00%	-2.00%
	20+88.59	2.00%	-2.00%

TEXAS DEPARTMENT OF TRANSPORTATION
WICHITA FALLS DISTRICT

ROLL 9 of 23

PRELIMINARY 100% DESIGN SCHEMATIC

IH 35

CSJ NOS. 0194-01-010,
0194-02-081
0195-01-087

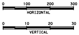
ALONG IH 35 FROM 3800' NORTH OF FM 3002
IN COOKE COUNTY, TEXAS TO EXIT 1 IN OKLAHOMA

PREPARED BY JACOBS ENGINEERING GROUP, INC.
FIRM #2966
UNDER THE SUPERVISION OF
C. RODGER CLEMENTS, PE

SERIAL NUMBER 36250

NOT INTENDED FOR CONSTRUCTION, BIDDING, OR PERMIT PURPOSES

Texas Department of Transportation


0
100
200
300
HORIZONTAL
0
10
20
30
VERTICAL

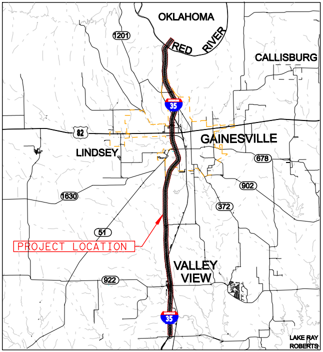
GRAPHIC SCALES IN FEET

DATE SUBMITTED

DATE REVISED

DATE APPROVED

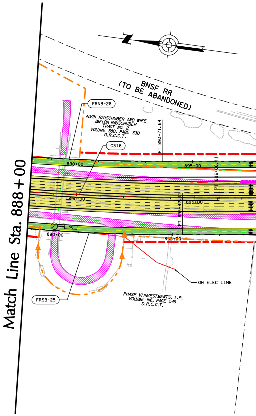
JACOBS


OKLAHOMA
1201
RED RIVER
CALLISBURG
35
82
GAINESVILLE
LINDSEY
678
902
1630
372
51
PROJECT LOCATION
VALLEY VIEW
922
35
LAKE RAY ROBERTS

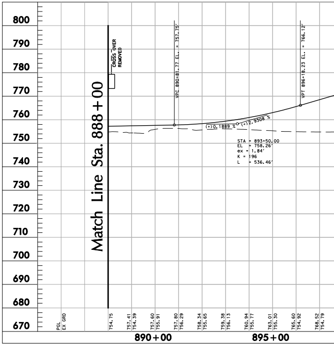
Location /Key Map

Legend:

- 🟨 Mainlanes
- 🟥 Bridge
- 🟩 Frontage Roads/Surface St.
- 🟦 Ramps and Direct Connectors
- Future Roadway (by others)
- Edge of Shoulder
- Edge of Lane
- Lane Line Striping
- Edge of Lane
- Edge of Shoulder
- Proposed Retaining Wall
- SIDEWALKS
- 170W35S Alignment Name
- ALBCL-1 Curve Callout
- ➡ Traffic Direction
- ▨ Existing Pavement Removal
- Existing Right-of-Way
- Preliminary Proposed Control-of-Access
- Preliminary Proposed Right-of-Way (Access Restricted)
- City Limits
- Approximate Structure Limits and Bents / Columns


Match Line Sta. 888+00
BNSF RR
(TO BE ABANDONED)
FRNB-28
ALVIN RAUSCHUBER AND WIFE
IMELDA RAUSCHUBER
TRACT NO. 2
VOLUME 580, PAGE 330
D.R.C.C.T.
C316
PT 893+71.64
890+00
895+00
PT 896+06.11
890+00
895+00
PT 895+42.11
2
50
890+00
895+00
OH ELEC LINE
FRSB-25
PHASE VI INVESTMENTS, L.P.
VOLUME 1116, PAGE 546
D.R.C.C.T.

URBAN LIMITS: STA 924+00 TO STA 1047+00 (LIMITS OF SIDEWALK)


800
790
780
770
760
750
740
730
720
710
700
690
680
670
Match Line Sta. 888+00
CROSS OVER REMOVED
VPC 890+81.77 EL. = 757.75'
VPT 896+18.23 EL. = 766.12'
(+)0.1889 %
(+)2.9308 %
STA = 893+50.00
EL = 758.26'
ex = 1.84'
K = 196
L = 536.46'
PGL
EX GRD
754.75
757.41
754.39
757.60
755.91
757.80
756.29
758.34
755.65
759.38
756.13
760.94
755.77
763.01
755.30
765.60
754.92
768.52
754.79
890+00
895+00

Hockley Creek Road:
Functional Class - Rural Local Road
Design Speed - 30 MPH
Design Standard - TxDOT RDM

Projected Design Hour
Traffic Volumes
(Year 2030)

Directional Distribution	①–DHV 60-40
Percent Trucks of DHV	2%
Design Hourly Volume	4760
DESIGN SPEED:	
Mainlanes	70 mph
Ramps	50 mph
Frontage Roads	40 mph
Surface Streets	30 mph

ROLL 10 of 23

TEXAS DEPARTMENT OF TRANSPORTATION
WICHITA FALLS DISTRICT

PRELIMINARY 100% DESIGN SCHEMATIC

IH 35

CSJ NOS. 0194-01-010,
0194-02-081
0195-01-087

ALONG IH 35 FROM 3800' NORTH OF FM 3002
IN COOKE COUNTY, TEXAS TO EXIT 1 IN OKLAHOMA

PREPARED BY JACOBS ENGINEERING GROUP, INC.
FIRM #2966
UNDER THE SUPERVISION OF
C. RODGER CLEMENTS, PE

SERIAL NUMBER 36250

NOT INTENDED FOR CONSTRUCTION, BIDDING, OR PERMIT PURPOSES

Texas Department of Transportation

DATE SUBMITTED

DATE REVISED

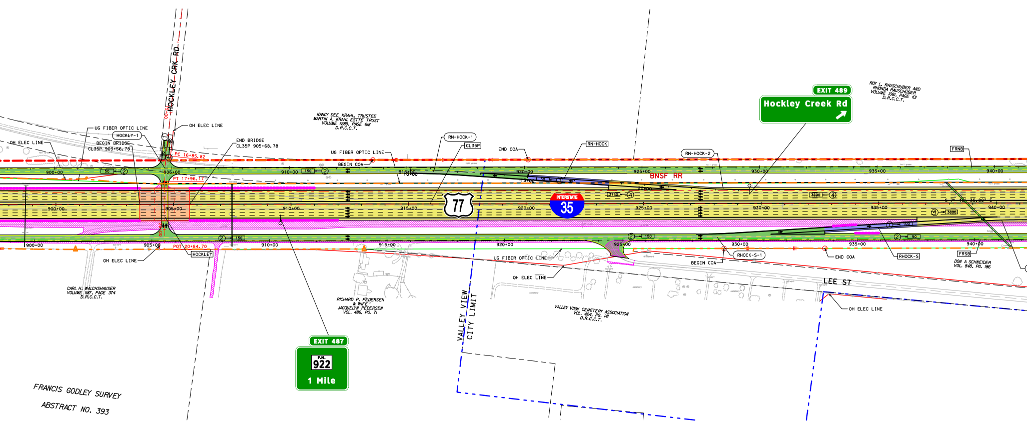
DATE APPROVED

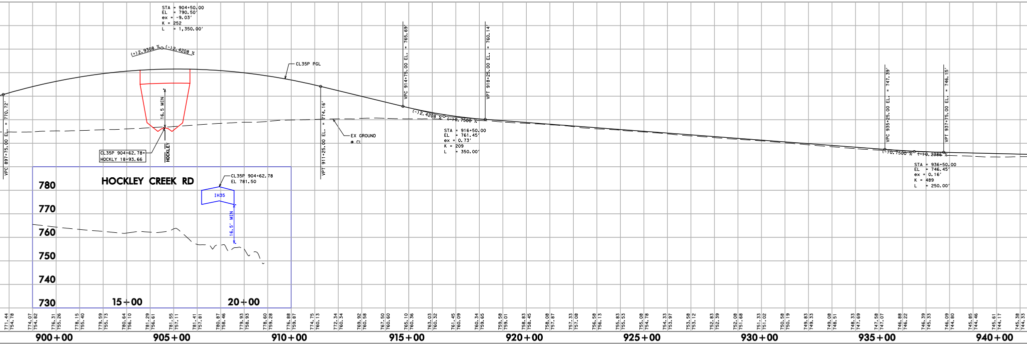
JACOBS

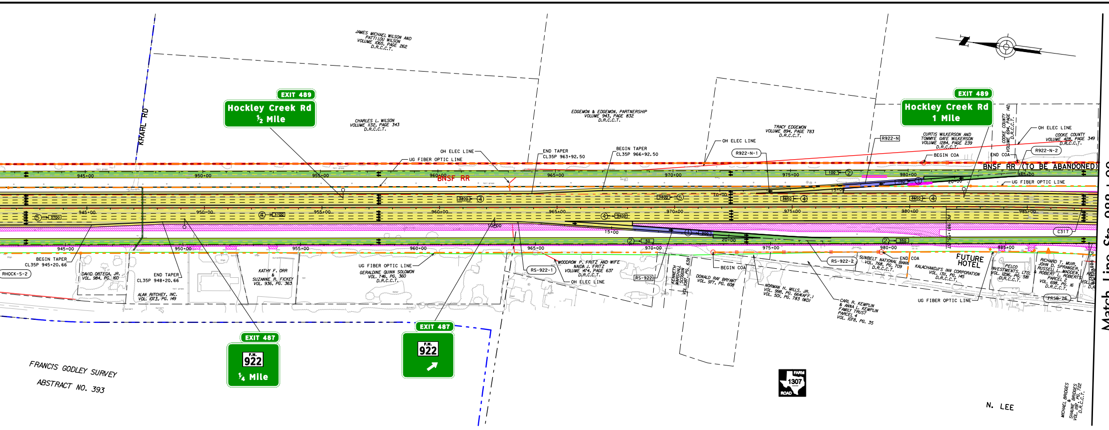
0 100 200 300
HORIZONTAL

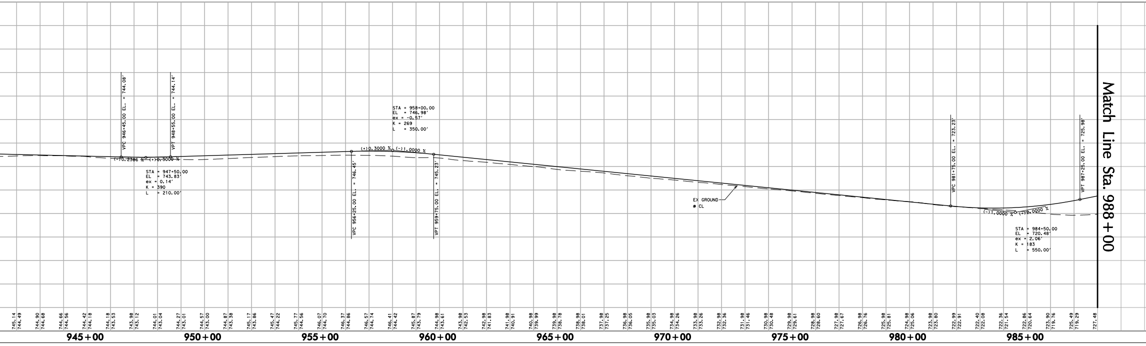
0 10 20 30
VERTICAL

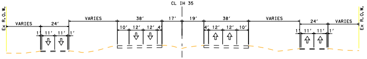
GRAPHIC SCALES IN FEET


HOCKLEY CRK RD
15+00
OH ELEC LINE
UG FIBER OPTIC LINE
HOCKLY-1
OH ELEC LINE
BEGIN BRIDGE
CL35P 903+56.78
END BRIDGE
CL35P 905+68.78
PC 16+85.82
PT 17+96.17
POT 20+84.70
HOCKLEY
900+00
905+00
910+00
915+00
920+00
925+00
930+00
935+00
940+00
50
150
3750
3800
3600
100
NANCY DEE KRAHL, TRUSTEE
MARTIN A. KRAHL ESTTE TRUST
VOLUME 1289, PAGE 618
D.R.C.C.T.
UG FIBER OPTIC LINE
BEGIN COA
RN-HOCK-1
CL35P
END COA
RN-HOCK
RN-HOCK-2
20+00
BNSF RR
77
INTERSTATE
35
EXIT 489
Hockley Creek Rd
ROY L. RAUSCHUBER AND
RHONDA RAUSCHUBER
VOLUME 1081, PAGE 101
D.R.C.C.T.
FRNB
S 7° 10' 35.80" E
FRSB
DON A SCHNEIDER
VOL. 848, PG. 186
RHOCK-S-1
RHOCK-S
BEGIN COA
END COA
UG FIBER OPTIC LINE
OH ELEC LINE
OH ELEC LINE
LEE ST
OH ELEC LINE
VALLEY VIEW CEMETERY ASSOCIATION
VOL. 424, PG. 141
D.R.C.C.T.
VALLEY VIEW
CITY LIMIT
CARL H. WALCHSHAUSER
VOLUME 1187, PAGE 374
D.R.C.C.T.
RICHARD P. PEDERSEN
& WIFE
JACQUELYN PEDERSEN
VOL. 486, PG. 71
EXIT 487
F.M.
922
1 Mile
FRANCIS GODLEY SURVEY
ABSTRACT NO. 393

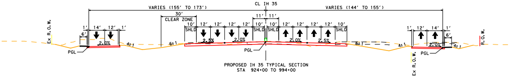

STA = 904+50.00
EL = 790.50'
ex = -9.03'
K = 252
L = 1,350.00'
(+)2.9308 %
(-)2.4208 %
CL35P PGL
16.5 MIN
CL35P 904+62.78=
HOCKLY 18+93.66
HOCKLEY
VPC 897+75.00 EL. = 770.72'
VPT 911+25.00 EL. = 774.16'
EX GROUND
@ CL
VPC 914+75.00 EL. = 765.69'
VPT 918+25.00 EL. = 760.14'
(-)2.4208 %
(-)0.7500 %
STA = 916+50.00
EL = 761.45'
ex = 0.73'
K = 209
L = 350.00'
VPC 935+25.00 EL. = 747.39'
VPT 937+75.00 EL. = 746.15'
(-)0.7500 %
(-)0.2386 %
STA = 936+50.00
EL = 746.45'
ex = 0.16'
K = 489
L = 250.00'
HOCKLEY CREEK RD
CL35P 904+62.78
EL 781.50
IH35
16.5' MIN
780
770
760
750
740
730
15+00
20+00
771.44 754.78
774.07 754.82
776.31 755.26
778.15 755.40
779.59 755.73
780.64 756.10
781.29 756.61
781.55 757.11
781.41 757.81
780.87 758.46
779.93 758.93
778.60 759.28
776.88 759.87
774.75 760.13
772.34 760.34
769.92 760.58
767.50 760.60
765.10 760.36
763.03 760.32
761.45 760.09
760.34 759.65
759.58 759.01
758.83 758.45
758.08 757.87
757.33 757.08
756.58 756.13
755.83 755.53
755.08 754.78
754.33 753.97
753.58 753.12
752.83 752.39
752.08 751.68
751.33 751.02
750.58 750.19
749.83 749.33
749.08 748.51
748.33 747.69
747.58 747.07
746.88 746.22
746.39 745.33
746.09 744.80
745.85 744.46
745.61 744.17
745.38 744.33
900+00
905+00
910+00
915+00
920+00
925+00
930+00
935+00
940+00


JAMES MICHAEL WILSON AND PATTI LOU WILSON VOLUME 1065, PAGE 262 D.R.C.C.T.
KRAHL RD
EXIT 489
Hockley Creek Rd ½ Mile
CHARLES L. WILSON VOLUME 1132, PAGE 343 D.R.C.C.T.
EDGEMON & EDGEMON, PARTNERSHIP VOLUME 943, PAGE 832 D.R.C.C.T.
TRACY EDGEMON VOLUME 894, PAGE 783 D.R.C.C.T.
EXIT 489
Hockley Creek Rd 1 Mile
CURTIS WILKERSON AND TOMMYE GAYE WILKERSON VOLUME 1284, PAGE 239 D.R.C.C.T.
COOKE COUNTY VOLUME 694, PAGE 142 D.R.C.C.T.
COOKE COUNTY VOLUME 428, PAGE 349 D.R.C.C.T.
OH ELEC LINE
UG FIBER OPTIC LINE
END TAPER CL35P 963+92.50
BEGIN TAPER CL35P 966+92.50
OH ELEC LINE
R922-N-1
R922-N
R922-N-2
BEGIN COA
END COA
OH ELEC LINE
BNSF RR
BNSF RR (TO BE ABANDONED)
UG FIBER OPTIC LINE
945+00
950+00
955+00
960+00
965+00
970+00
975+00
980+00
985+00
10+00
15+00
20+00
100 ②
3800 ④
3800 ⑤
3660 ④
3650 ④
⑤ 3700
④ 3700
④ 3400
① 300
② 50
② 350
C317
BEGIN TAPER CL35P 945+20.66
RHOCK-S-2
DAVID ORTEGA, JR. VOL. 984, PG. 160
END TAPER CL35P 948+20.66
ALAN RITCHEY, INC. VOL. 1073, PG. 149
KATHY F. ORR & SUZANNE R. FICKEY VOL. 936, PG. 363
UG FIBER OPTIC LINE
GERALDINE QUINN SOLOMON VOL. 746, PG. 360 D.R.C.C.T.
RS-922-1
WOODROW P. FRITZ AND WIFE NAIDA J. FRITZ VOLUME 474, PAGE 637 D.R.C.C.T.
OH ELEC LINE
RS-922
KENNETH MARSHALL SCOGGIN VOL. 1087, PG. 638
DONALD RAY BRYANT VOL. 977, PG. 608
BEGIN COA
NORMAN H. MILLS, JR. VOL. 998, PG. 664(AFF.) VOL. 501, PG. 783 (WD)
CARL R. KEMPLIN & ANNA L. KEMPLIN FAMILY TRUST PARCEL 4 VOL. 1078, PG. 35
RS-922-2
SUNBELT NATIONAL BANK VOL. 768, PG. 709 D.R.C.C.T.
END COA
FUTURE HOTEL
KALACHANDJI'S INN CORPORATION VOL. 1311, PG. 145 D.R.C.C.T.
UG FIBER OPTIC LINE
PELCO INVESTMENTS, LTD. VOL. 1296, PG. 581 D.R.C.C.T.
RICHARD T. MUIR, JOHN D. SPRANGER, RUSSELL L. MADDEN, & ROBERT L. ROBERTS PARCEL 2 VOL. 698, PG. 16 D.R.C.C.T.
FRSB-26
PC 981+55.87
EXIT 487
F.M. 922 ¼ Mile
EXIT 487
F.M. 922
FRANCIS GODLEY SURVEY
ABSTRACT NO. 393
FARM 1307 ROAD
N. LEE
MICHAEL BRIDGES & SHAUNE BRIDGES VOL. 1197, PG. 722 D.R.C.C.T.
Match Line Sta. 988+00

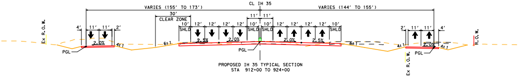



CL IH 35
Ex R.O.W.
VARIES
24'
VARIES
38'
17'
19'
38'
VARIES
24'
VARIES
Ex R.O.W.
1' 11' 11' 1'
10' 12' 12' 4'
4' 12' 12' 10'
1' 11' 11' 1'

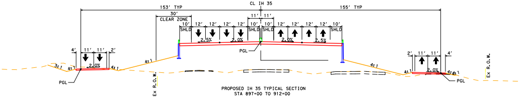
EXISTING TYPICAL SECTION
IH 35


CL IH 35
VARIES (155' TO 173')
VARIES (144' TO 155')
30'
CLEAR ZONE
11' 11'
10' 12' 12' 12' 12' 10' 10' 12' 12' 12' 12' 10'
SHLD SHLD SHLD SHLD
1' 14' 12' 1'
6'
2.0%
4:1
6:1
2.5%
2.0%
2.0%
2.5%
6:1
4:1
1' 12' 14' 1'
6'
2.0%
4:1
PGL
PGL
PGL
Ex R.O.W.
Ex R.O.W.
R.O.W.

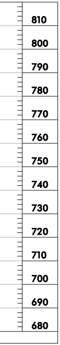
PROPOSED IH 35 TYPICAL SECTION
STA 924+00 TO 994+00


CL IH 35
VARIES (155' TO 173')
VARIES (144' TO 155')
30'
CLEAR ZONE
11' 11'
10' 12' 12' 12' 12' 10' 10' 12' 12' 12' 12' 10'
SHLD SHLD SHLD SHLD
4' 11' 11' 2'
2.0%
4:1
6:1
2.5%
2.0%
2.0%
2.5%
6:1
4:1
2' 11' 11' 4'
2.0%
4:1
PGL
PGL
PGL
Ex R.O.W.
Ex R.O.W.
R.O.W.

PROPOSED IH 35 TYPICAL SECTION
STA 912+00 TO 924+00

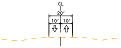

CL IH 35
153' TYP
155' TYP
30'
CLEAR ZONE
11' 11'
10' 12' 12' 12' 12' 10' 10' 12' 12' 12' 12' 10'
SHLD SHLD SHLD SHLD
4' 11' 11' 2'
3:1
4:1
2.0%
4:1
4:1
2.5%
2.0%
2.0%
2.5%
4:1
4:1
2' 11' 11' 4'
2.0%
4:1
PGL
PGL
PGL
Ex R.O.W.
Ex R.O.W.

PROPOSED IH 35 TYPICAL SECTION
STA 897+00 TO 912+00
(BRIDGE FROM 903+50 TO 905+50)

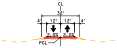

810
800
790
780
770
760
750
740
730
720
710
700
690
680

ALIGNMENT DATA										
NUM	DELTA	DEGREE	TANGENT	LENGTH	RADIUS	PI STATION	PI NORTHING	PI EASTING	PC STATION	PT STATION
CL35P	IH 35 PROPOSED CENTERLINE									
C316	5° 41' 06.23" LT	0° 28' 38.87"	595.83'	1,190.68'	12,000.00'	890+11.26	7,238,427.18	2,375,278.74	884+15.43	896+06.11
C317	12° 25' 08.74" RT	0° 14' 56.80"	2,502.48'	4,985.34'	23,000.00'	1006+57.85	7,226,884.00	2,376,834.64	981+55.37	1031+40.72
FRNB	NB FRONTAGE ROAD									
FRNB-28	5° 41' 06.23" LT	0° 42' 58.31"	397.22'	793.78'	8,000.00'	889+75.07	7,238,490.28	2,375,426.63	885+77.85	893+71.64
FRSB	SB FRONTAGE ROAD									
FRSB-25	5° 41' 06.23" LT	0° 42' 58.31"	397.22'	793.78'	8,000.00'	891+45.54	7,238,364.08	2,375,130.84	887+48.33	895+42.11
FRSB-26	5° 26' 49.16" RT	0° 57' 17.75"	285.42'	570.41'	6,000.00'	991+39.58	7,228,458.97	2,376,465.94	988+54.16	994+24.57
RN-HOCK	RAMP FROM IH 35 NB TO HOCKLEY CREEK ROAD									
RN-HOCK-1	4° 00' 00.00" RT	1° 58' 32.58"	101.27'	202.46'	2,900.00'	11+01.27	7,235,871.27	2,375,769.56	10+00.00	12+02.46
RN-HOCK-2	4° 00' 00.00" LT	1° 54' 35.49"	104.76'	209.44'	3,000.00'	23+34.05	7,234,640.95	2,375,848.61	22+29.29	24+38.73
RHOCK-S	RAMP FROM HOCKLEY CREEK ROAD TO IH 35 SB									
RHOCK-S-1	3° 29' 59.20" LT	1° 58' 32.58"	88.60'	177.14'	2,900.00'	10+88.60	7,234,639.58	2,375,642.95	10+00.00	11+77.14
RHOCK-S-2	3° 29' 59.04" RT	1° 58' 32.58"	88.60'	177.14'	2,900.00'	23+00.68	7,233,450.43	2,375,877.91	22+12.08	23+89.22
RS-922	RAMP FROM IH 35 SB TO FM 922									
RS-922-1	4° 00' 00.00" RT	1° 58' 32.58"	101.27'	202.46'	2,900.00'	11+01.27	7,231,161.27	2,376,198.57	10+00.00	12+02.46
RS-922-2	4° 00' 00.00" LT	1° 58' 32.58"	101.27'	202.46'	2,900.00'	23+34.05	7,229,930.95	2,376,277.63	22+32.78	24+35.24
R922-N	RAMP FROM FM 922 TO IH 35 NB									
R922-N-1	4° 00' 00.00" LT	0° 57' 17.75"	209.52'	418.88'	6,000.00'	12+09.52	7,230,120.13	2,376,470.08	10+00.00	14+18.88
R922-N-2	4° 00' 00.00" RT	3° 57' 05.16"	50.64'	101.23'	1,450.00'	22+70.19	7,229,081.25	2,376,684.78	22+19.55	23+20.78
HOCKLEY	HOCKLEY CREEK ROAD									
HOCKLY-1	6° 19' 21.80" LT	5° 43' 46.48"	55.23'	110.35'	1,000.00'	17+41.05	7,237,008.10	2,375,624.12	16+85.82	17+96.17

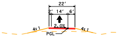
SUPERELEVATION TABLE - FRONTAGE ROADS, RAMPS, AND CROSS-STREETS			
CHAIN NAME	STATION	CROSS SLOPE LT	CROSS SLOPE RT
FRSB	117+89.00	2.00%	-2.00%
	1148+23.00	2.00%	-2.00%
FRNB	118+20.00	6.00%	-6.00%
	118+51.00	6.00%	-6.00%
	119+69.00	-2.00%	2.00%
	1147+69.00	-2.00%	2.00%
RN-HOCK	15+02.58	-2.00%	2.00%
	18+01.00	-2.00%	2.00%
	18+46.15	-2.50%	2.50%
RHOCK-S	15+70.70	2.00%	-2.00%
	16+16.00	2.00%	-2.00%
	19+33.38	2.50%	-2.50%
RS-922	15+89.09	2.50%	-2.50%
	16+35.00	2.00%	-2.00%
	19+32.65	2.00%	-2.00%
R922-N	15+25.23	-2.50%	2.50%
	15+70.00	-2.00%	2.00%
	18+68.79	-2.00%	2.00%
HOCKLY	13+00.00	-2.00%	-2.00%
	20+48.66	-2.00%	-2.00%



EXISTING TYPICAL SECTION
HOCKLEY CREEK

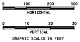

CL
32'
4' 12' 12' 4'
2.0%
2.0%
PGL

PROPOSED TYPICAL SECTION
HOCKLEY CREEK


22'
2' 14' 6'
2.0%
4:1
4:1
PGL

PROPOSED RAMP TYPICAL SECTION

NOT INTENDED FOR CONSTRUCTION, BIDDING, OR PERMIT PURPOSES


0
100
200
300
HORIZONTAL
0
10
20
30
VERTICAL

GRAPHIC SCALES IN FEET

TEXAS DEPARTMENT OF TRANSPORTATION
WICHITA FALLS DISTRICT

ROLL 10 of 23

PRELIMINARY 100% DESIGN SCHEMATIC

IH 35

CSJ NOS. 0194-01-010,
0194-02-081
0195-01-087

ALONG IH 35 FROM 3800' NORTH OF FM 3002
IN COOKE COUNTY, TEXAS TO EXIT 1 IN OKLAHOMA

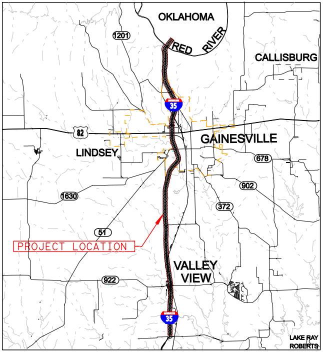
PREPARED BY JACOBS ENGINEERING GROUP, INC.
FIRM #2966
UNDER THE SUPERVISION OF
C. RODGER CLEMENTS, PE

SERIAL NUMBER 36250

DATE SUBMITTED

DATE REVISED

DATE APPROVED


OKLAHOMA
RED RIVER
CALLISBURG
1201
35
82
LINDSEY
GAINESVILLE
678
902
1630
372
51
PROJECT LOCATION
VALLEY VIEW
922
35
LAKE RAY ROBERTS

Location /Key Map

Legend:

🟨	Mainlanes
🟧	Bridge
🟩	Frontage Roads/Surface St.
🟦	Ramps and Direct Connectors
- - -	Future Roadway (by others)
═	Edge of Shoulder Edge of Lane Lane Line Striping Edge of Lane Edge of Shoulder
―	Proposed Retaining Wall
🟦	SIDEWALKS

170W35S	Alignment Name
ALBCL-1	Curve Callout
➡	Traffic Direction
▨	Existing Pavement Removal
- - -	Existing Right-of-Way
―╫―	Preliminary Proposed Control-of-Access
– – –	Preliminary Proposed Right-of-Way (Access Restricted)
– - –	City Limits
▨	Approximate Structure Limits and Bents / Columns

ROLL 11 of 23

TEXAS DEPARTMENT OF TRANSPORTATION
WICHITA FALLS DISTRICT

PRELIMINARY 100% DESIGN SCHEMATIC

IH 35

CSJ NOS. 0194-01-010,
0194-02-081
0195-01-087

ALONG IH 35 FROM 3800' NORTH OF FM 3002
IN COOKE COUNTY, TEXAS TO EXIT 1 IN OKLAHOMA

PREPARED BY JACOBS ENGINEERING GROUP, INC.
FIRM #2966
UNDER THE SUPERVISION OF
C. RODGER CLEMENTS, PE

SERIAL NUMBER 36250

NOT INTENDED FOR CONSTRUCTION, BIDDING, OR PERMIT PURPOSES

DATE SUBMITTED

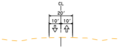
DATE REVISED

DATE APPROVED

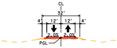
0 100 200 300
HORIZONTAL

0 10 20 30
VERTICAL

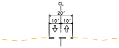
GRAPHIC SCALES IN FEET



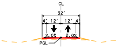
EXISTING TYPICAL SECTION
CR 248


CL
32'
4'
12'
12'
4'
2.0%
2.0%
PGL

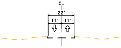
PROPOSED TYPICAL SECTION
CR 248



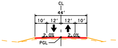
EXISTING TYPICAL SECTION
FM 1307


CL
32'
4'
12'
12'
4'
2.0%
2.0%
PGL

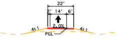
PROPOSED TYPICAL SECTION
FM 1307, OBRIEN



EXISTING TYPICAL SECTION
FM 922


CL
44'
10'
12'
12'
10'
2.0%
2.0%
PGL

PROPOSED TYPICAL SECTION
FM 922


22'
2'
14'
6'
2.0%
4:1
4:1
PGL

PROPOSED RAMP TYPICAL SECTION

FM 922:
Functional Class - Rural Major Connector
Design Speed - 30 MPH
Design Standard - TxDOT RDM

FM 1307 Connector at Sta 1038+00 (OBRIEN):
Functional Class - Rural Major Connector
Design Speed - 30 MPH
Design Standard - TxDOT RDM

FM 1307:
Functional Class - Rural Major Connector
Design Speed - 30 MPH
Design Standard - TxDOT RDM

EASY
Functional Class - Rural Local Road
Design Speed - 30 MPH
Design Standard - TxDOT RDM

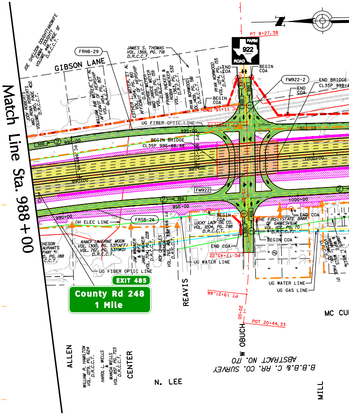
CR 248:
Functional Class - Rural Local Road
Design Speed - 30 MPH
Design Standard - TxDOT RDM

Projected Design Hour
Traffic Volumes
(Year 2030)

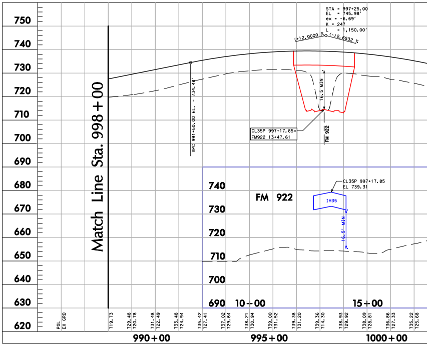
Directional Distribution	①-DHV 60-40
Percent Trucks of DHV	2%
Design Hourly Volume	4760

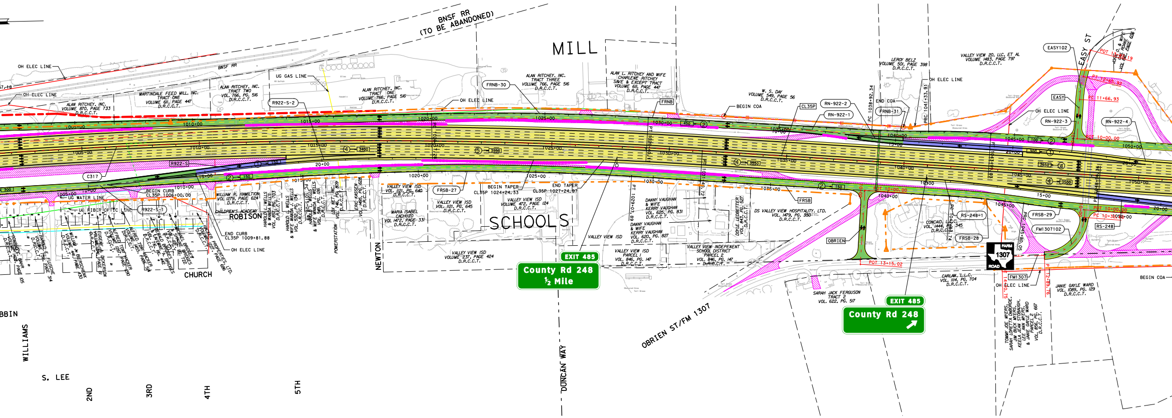
DESIGN SPEED:

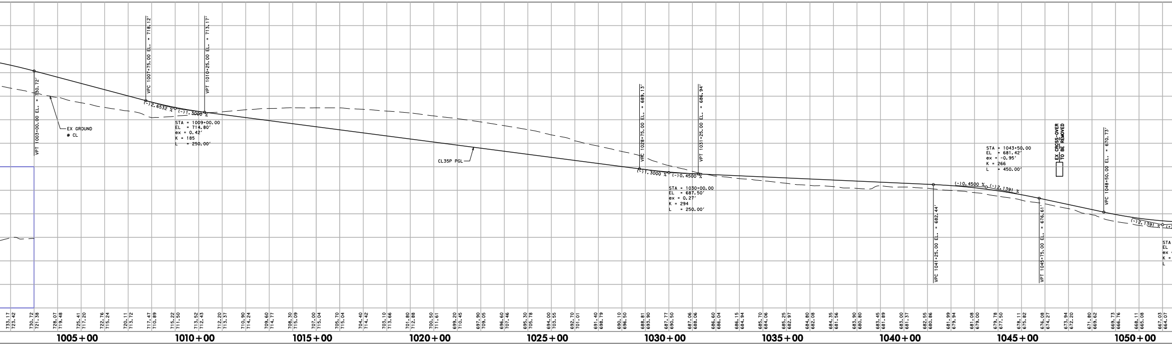
Mainlanes	70 mph
Ramps	50 mph
Frontage Roads	40 mph
Surface Streets	30 mph

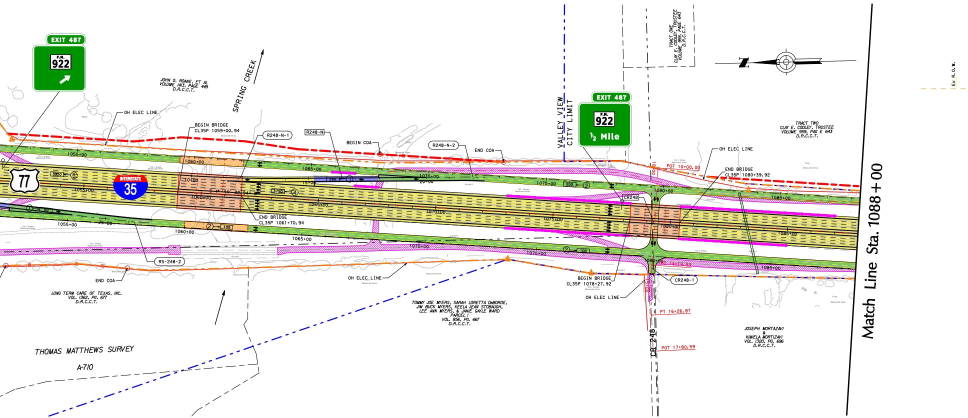

Match Line Sta. 988+00
JOE SHELDON DOUGHTY AND WIFE EMMA DOUGHTY VOLUME 448, PAGE 97 D.R.C.C.T.
FRNB-29
GIBSON LANE
JAMES S. THOMAS VOL. 1369, PG. 718 D.R.C.C.T.
JODY ROBERTS AND RONA ROBERTS VOLUME 1190, PAGE 402 D.R.C.C.T.
PT 8+27.38
FARM ROAD 922
END COA
BEGIN COA
FM922-2
END BRIDGE CL35P 998+4
END COA
BEGIN COA
UG FIBER OPTIC LINE
990+00
995+00
1000+00
BEGIN BRIDGE CL35P 995+88.48
FM922
300
350
400
FRSB-26
OH ELEC LINE
LUCKY LADY OIL CO. VOL. 1204, PG. 798 D.R.C.C.T.
THE FIRST STATE BANK OF GAINESVILLE VOL. 1107, PG. 70 D.R.C.C.T.
NANCY LAVERNE MOON VOL. 1300, PG. 537(AFF) VOL. 767, PG. 537(WD) D.R.C.C.T.
END COA
BEGIN COA
UG WATER LINE
UG FIBER OPTIC LINE
EXIT 485
County Rd 248
1 Mile
REAVIS
PT 19+21.66
POT 20+44.33
UG WATER LINE
UG GAS LINE
MC CU
ALLEN
WILLIAM R. HAMILTON VOL. 1279, PG. 624 D.R.C.C.T.
HAROL L. WELLS & WANDA WELLS VOL. 857, PG. 703 D.R.C.C.T.
CENTER
N. LEE
W OBUCH
B.B.B.& C. RR. CO. SURVEY ABSTRACT NO. 170
MILL

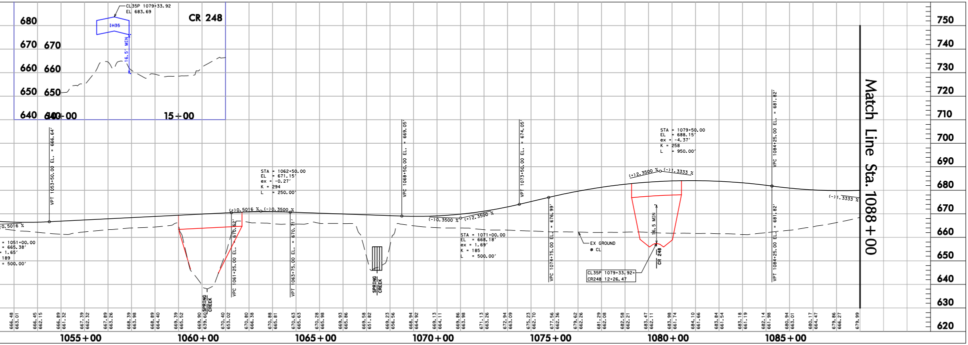
URBAN LIMITS: STA 924+00 TO STA 1047+00 (LIMITS OF SIDEWALK)

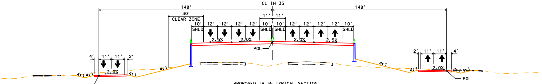

750
740
730
720
710
700
690
680
670
660
650
640
630
620
Match Line Sta. 998+00
VPC 991+50.00 EL. = 734.48'
STA = 997+25.00
EL = 745.98'
ex = -6.69'
K = 247
L = 1,150.00'
(+)2.0000 %
(-)2.6532 %
16.5' MIN
CL35P 997+17.85=
FM922 13+47.61
FM 922
FM 922
740
730
720
710
700
690
CL35P 997+17.85
EL 739.31
IH35
16.5' MIN
10+00
15+00
PGL
EX GRD
719.73
729.48
720.78
731.48
722.49
733.48
724.94
735.42
727.41
737.02
729.64
738.21
730.94
739.00
731.52
739.38
731.20
739.36
714.30
738.93
729.92
738.09
728.81
736.86
727.33
735.22
725.68
990+00
995+00
1000+00


BNSF RR
(TO BE ABANDONED)
BNSF RR
MILL
SCHOOLS
ROBISON
CHURCH
NEWTON
DUNCAN WAY
OBRIEN ST/FM 1307
EASY ST
WILLIAMS
S. LEE
2ND
3RD
4TH
5TH
OH ELEC LINE
UG GAS LINE
UG WATER LINE
UG FIBER OPTIC LINE
EXIT 485
County Rd 248
½ Mile
EXIT 485
County Rd 248
FARM
1307
ROAD
BEGIN COA
END COA
BEGIN TAPER
CL35P 1024+24.33
END TAPER
CL35P 1027+24.97
BEGIN CURB
CL35P 1006+00.00
END CURB
CL35P 1009+81.88
1005+00
1010+00
1015+00
1020+00
1025+00
1030+00
1035+00
1040+00
1045+00
1050+00
FRNB-30
FRNB-31
FRNB
FRSB-27
FRSB-28
FRSB-29
FRSB
R922-S-2
R922-S-1
RN-922-1
RN-922-2
RN-922-3
RN-922-4
RS-248-1
RS-248
FM1307102
FM1307
CL35P
C317
EASY102
EASY
OBRIEN
PC 1038+92.34
PRC 1041+33.91
POT 13+15.02
VALLEY VIEW ISD
ALAN RITCHEY, INC.
MARTINDALE FEED MILL, INC.
LEROY BELZ
VALLEY VIEW 20, LLC, ET AL
W. S. DAY
DANNY VAUGHAN & WIFE KERRY VAUGHAN
DS VALLEY VIEW HOSPITALITY, LTD.
VALLEY VIEW INDEPENDENT SCHOOL DISTRICT
MARIA ISABEL CACHUZO
CONCAID, LLC
CARLAW, L.L.C.
SARAH JACK FERGUSON
JANIE GAYLE WARD
WILLIAM R. HAMILTON
CHILDREN'S ACADEMY
POWERSTATION
DOYLE LEDBETTER

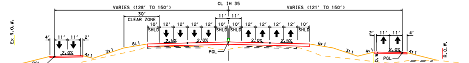



EXIT 487
F.M. 922
JOHN O. ROANE, ET AL
VOLUME 1413, PAGE 449
D.R.C.C.T.
SPRING CREEK
OH ELEC LINE
BEGIN BRIDGE
CL35P 1059+00.94
R248-N-1
R248-N
BEGIN COA
R248-N-2
END COA
VALLEY VIEW
CITY LIMIT
TRACT ONE
CLAY E. COOLEY, TRUSTEE
VOLUME 959, PAGE 643
D.R.C.C.T.
EXIT 487
F.M. 922
½ Mile
TRACT TWO
CLAY E. COOLEY, TRUSTEE
VOLUME 959, PAG E 643
D.R.C.C.T.
Ex R.O.W.
OH ELEC LINE
POT 10+00.00
END BRIDGE
CL35P 1080+39.92
77
INTERSTATE
35
3950
5
1055+00
1060+00
10+00
15+00
20+00
1065+00
200
1
3750
4
1070+00
1075+00
200
2
CR248
1080+00
1085+00
1
50
25+00
2
100
END BRIDGE
CL35P 1061+70.94
RS-248-2
END COA
OH ELEC LINE
2
100
BEGIN BRIDGE
CL35P 1078+27.92
OH ELEC LINE
PC 14+14.53
CR248-1
PT 16+26.87
POT 17+80.59
CR 248
LONG TERM CARE OF TEXAS, INC.
VOL. 1362, PG. 677
D.R.C.C.T.
TOMMY JOE MYERS, SARAH LORETTA DeBORDE,
JIM BUCK MYERS, KEELA JEAN STOBAUGH,
LEE ANN MYERS, & JANIE GAYLE WARD
PARCEL I
VOL. 856, PG. 667
D.R.C.C.T.
JOSEPH MORTAZAVI
&
KIMIELA MORTIZAVI
VOL. 1320, PG. 696
D.R.C.C.T.
THOMAS MATTHEWS SURVEY
A-710
Match Line Sta. 1088+00

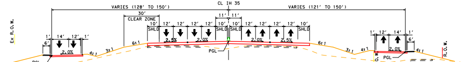

CL35P 1079+33.92
EL 683.69
IH35
16.5' MIN
CR 248
680
670 670
660 660
650 650
640 640
10+00
15+00
VPT 1053+50.00 EL. = 666.64'
0.5016 %
= 1051+00.00
= 665.38'
= 1.65'
189
= 500.00'
STA = 1062+50.00
EL = 671.15'
ex = -0.27'
K = 294
L = 250.00'
(+)0.5016 %
(-)0.3500 %
VPC 1061+25.00 EL. = 670.52'
VPT 1063+75.00 EL. = 670.71'
SPRING CREEK
SPRING CREEK
VPC 1068+50.00 EL. = 669.05'
(-)0.3500 %
(+)2.3500 %
STA = 1071+00.00
EL = 668.18'
ex = 1.69'
K = 185
L = 500.00'
VPT 1073+50.00 EL. = 674.05'
VPC 1074+75.00 EL. = 676.99'
EX GROUND
@ CL
STA = 1079+50.00
EL = 688.15'
ex = -4.37'
K = 258
L = 950.00'
(+)2.3500 %
(-)1.3333 %
16.5 MIN
CR 248
CL35P 1079+33.92=
CR248 12+26.47
VPC 1084+25.00 EL. = 681.82'
VPT 1084+25.00 EL. = 681.82'
(-)1.3333 %
Match Line Sta. 1088+00
750
740
730
720
710
700
690
680
670
660
650
640
630
620
666.48 663.01
666.45 662.15
666.89 661.32
667.39 662.32
667.89 663.26
668.39 663.98
668.89 664.40
669.39 665.52
669.90 639.60
670.40 653.02
670.80 666.38
670.88 665.81
670.63 665.63
670.28 665.98
669.93 665.86
669.58 651.82
669.23 656.56
668.94 664.92
669.13 664.11
669.86 663.98
671.13 663.26
672.94 663.09
675.23 662.70
677.56 662.36
679.62 662.26
681.29 662.08
682.58 662.21
683.47 662.11
683.98 661.74
684.10 661.66
683.84 661.54
683.18 661.19
682.14 661.98
680.94 663.01
680.17 664.47
679.86 666.27
679.99
1055+00
1060+00
1065+00
1070+00
1075+00
1080+00
1085+00


CL IH 35
148'
148'
30' CLEAR ZONE
10' 12' 12' 12' 12' 10' 11' 11' 10' 12' 12' 12' 12' 10'
SHLD
2.5% 2.0% 2.0% 2.5%
PGL
4' 11' 11' 2'
2.0%
4:1
PGL

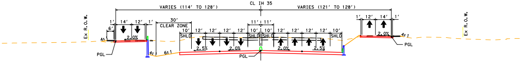
PROPOSED IH 35 TYPICAL SECTION
STA 1073+00 TO 1086+00
(BRIDGE FROM 1078+25 TO 1080+50)


CL IH 35
VARIES (128' TO 150')
VARIES (121' TO 150')
30' CLEAR ZONE
SHLD
2.5% 2.0% 2.0% 2.5%
6:1
3:1
4:1
PGL
Ex R.O.W.
R.O.W.

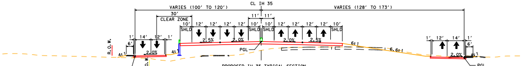
PROPOSED IH 35 TYPICAL SECTION
STA 1047+00 TO 1073+00
(BRIDGE FROM 1059+00 TO 1061+50)


CL IH 35
VARIES (128' TO 150')
VARIES (121' TO 150')
30' CLEAR ZONE
1' 14' 12' 1'
6'
2.5% 2.0% 2.0% 2.5%
6:1
3:1
4:1
PGL
Ex R.O.W.
R.O.W.

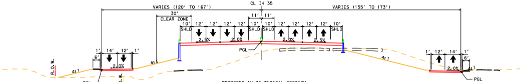
PROPOSED IH 35 TYPICAL SECTION
STA 1026+00 TO 1047+00


CL IH 35
VARIES (114' TO 128')
VARIES (121' TO 128')
30' CLEAR ZONE
2.5% 2.0% 2.0% 2.5%
6:1
4:1
PGL
Ex R.O.W.

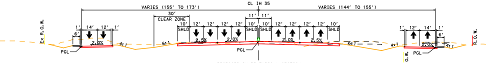
PROPOSED IH 35 TYPICAL SECTION
STA 1020+00 TO 1026+00


CL IH 35
VARIES (100' TO 120')
VARIES (128' TO 173')
30' CLEAR ZONE
2.5% 2.0% 2.0% 2.5%
6:1
6.6:1
4:1
PGL
R.O.W.
Ex R.O.W.

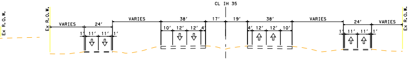
PROPOSED IH 35 TYPICAL SECTION
STA 1002+00 TO 1020+00


CL IH 35
VARIES (120' TO 167')
VARIES (155' TO 173')
30' CLEAR ZONE
2.5% 2.0% 2.0% 2.5%
4:1
PGL
R.O.W.
Ex R.O.W.

PROPOSED IH 35 TYPICAL SECTION
STA 994+00 TO 1002+00
(BRIDGE FROM 996+00 TO 998+50)


CL IH 35
VARIES (155' TO 173')
VARIES (144' TO 155')
30' CLEAR ZONE
2.5% 2.0% 2.0% 2.5%
6:1
4:1
PGL
Ex R.O.W.
R.O.W.

PROPOSED IH 35 TYPICAL SECTION
STA 924+00 TO 994+00


CL IH 35
Ex R.O.W.
VARIES
24'
38'
17'
19'
1' 11' 11' 1'
10' 12' 12' 4'
4' 12' 12' 10'

EXISTING TYPICAL SECTION

ALIGNMENT DATA

NUM	DELTA	DEGREE	TANGENT	LENGTH	RADIUS	PI STATION	PI NORTHING	PI EASTING	PC STATION	PT STATION
CL35P	IH 35 PROPOSED CENTERLINE									
C317	12° 25' 08.74" RT	0° 14' 56.80"	2,502.48'	4,985.34'	23,000.00'	1006+57.85	7,226,884.00	2,376,834.64	981+55.37	1031+40.72
FRNB	NB FRONTAGE ROAD									
FRNB-29	7° 31' 24.79" RT	1° 25' 56.62"	263.00'	525.24'	4,000.00'	992+61.13	7,228,295.76	2,376,800.75	989+98.13	995+23.38
FRNB-30	4° 33' 29.20" RT	0° 29' 38.14"	461.66'	922.83'	11,600.00'	1024+78.94	7,225,077.21	2,376,809.35	1020+17.28	1029+40.11
FRNB-31	3° 27' 36.49" LT	1° 25' 56.62"	120.82'	241.56'	4,000.00'	1040+13.16	7,223,547.03	2,376,691.47	1038+92.34	1041+33.91
FRNB-32	3° 47' 51.23" RT	1° 25' 56.62"	132.61'	265.12'	4,000.00'	1042+66.52	7,223,293.64	2,376,687.29	1041+33.91	1043+99.03
FRSB	SB FRONTAGE ROAD									
FRSB-26	5° 26' 49.16" RT	0° 57' 17.75"	285.42'	570.41'	6,000.00'	991+39.58	7,228,458.97	2,376,465.94	988+54.16	994+24.57
FRSB-27	6° 58' 19.58" RT	0° 29' 53.61"	700.56'	1,399.39'	11,500.00'	1022+09.05	7,225,391.39	2,376,585.38	1015+08.49	1029+07.89
FRSB-28	4° 31' 50.92" RT	1° 25' 56.62"	158.24'	316.31'	4,000.00'	1044+21.98	7,223,184.32	2,376,402.28	1042+63.74	1045+80.05
FRSB-29	4° 31' 50.92" LT	1° 25' 56.62"	158.24'	316.31'	4,000.00'	1047+38.29	7,222,871.98	2,376,351.28	1045+80.05	1048+96.36
R922-S	RAMP FROM FM 922 TO IH 35 SB									
R922-S-1	3° 53' 43.74" LT	3° 57' 05.16"	49.31'	98.58'	1,450.00'	10+49.31	7,226,955.31	2,376,534.50	10+00.00	10+98.58
R922-S-2	7° 50' 00.49" RT	0° 59' 59.73"	392.31'	783.40'	5,730.00'	20+09.82	7,226,000.25	2,376,636.99	16+17.51	24+00.91
RN-922	RAMP FROM IH 35 NB TO FM 922									
RN-922-1	5° 34' 45.45" RT	1° 58' 32.58"	141.31'	282.39'	2,900.00'	11+41.31	7,223,922.13	2,376,710.34	10+00.00	12+82.39
RN-922-2	5° 07' 50.26" LT	1° 58' 32.58"	129.93'	259.68'	2,900.00'	14+12.32	7,223,655.00	2,376,663.31	12+82.39	15+42.08
RN-922-3	4° 09' 49.56" RT	0° 59' 59.73"	208.30'	416.41'	5,730.00'	22+50.89	7,222,819.27	2,376,592.34	20+42.59	24+59.00
RN-922-4	4° 16' 30.01" LT	1° 58' 32.58"	108.24'	216.38'	2,900.00'	25+67.24	7,222,506.65	2,376,542.73	24+59.00	26+75.38
RS-248	RAMP FROM IH 35 SB TO CR 248									
RS-248-1	3° 00' 00.00" RT	1° 58' 32.58"	75.94'	151.84'	2,900.00'	10+75.94	7,223,360.98	2,376,483.16	10+00.00	11+51.84
RS-248-2	3° 00' 00.00" LT	1° 58' 32.58"	75.94'	151.84'	2,900.00'	26+23.60	7,221,827.40	2,376,274.65	25+47.66	26+99.50
R248-N	RAMP FROM CR 248 TO IH 35 NB									
R248-N-1	4° 00' 00.00" LT	0° 57' 17.75"	209.52'	418.88'	6,000.00'	12+09.52	7,221,372.16	2,376,448.61	10+00.00	14+18.88
R248-N-2	4° 00' 00.00" RT	3° 57' 05.16"	50.64'	101.23'	1,450.00'	21+98.51	7,220,383.09	2,376,435.79	21+47.87	22+49.10
FM922	FM 922									
FM922-2	2° 50' 33.68" RT	3° 57' 05.16"	35.98'	71.94'	1,450.00'	11+51.76	7,227,808.25	2,376,852.19	11+15.79	11+87.73
CR248	CR 248									
CR248-1	6° 04' 58.92" LT	2° 51' 53.24"	106.27'	212.34'	2,000.00'	15+20.80	7,219,637.63	2,375,938.13	14+14.53	16+26.87
EASY	EASY									
EASY102	11° 20' 39.54" LT	11° 27' 32.96"	49.66'	99.00'	500.00'	12+16.59	7,222,776.95	2,376,861.76	11+66.93	12+65.92
FM1307	FM 1307									
FM1307102	84° 11' 46.51" RT	32° 44' 25.60"	158.11'	257.16'	175.00'	11+90.71	7,222,786.67	2,376,153.22	10+32.60	12+89.76

SUPERELEVATION TABLE - FRONTAGE ROADS, RAMPS, AND CROSS-STREETS

CHAIN NAME	STATION	CROSS SLOPE LT	CROSS SLOPE RT
FRSB	117+89.00	2.00%	-2.00%
	1148+23.00	2.00%	-2.00%
FRNB	118+20.00	6.00%	-6.00%
	118+51.00	6.00%	-6.00%
	119+69.00	-2.00%	2.00%
	1147+69.00	-2.00%	2.00%
R922-S	14+61.42	2.00%	-2.00%
	18+02.00	2.00%	-2.00%
	18+47.54	2.50%	-2.50%
RN-922	15+31.97	-2.00%	2.00%
	19+97.00	-2.00%	2.00%
	20+42.59	-2.50%	2.50%
RS-248	17+25.92	2.50%	-2.50%
	17+71.00	2.00%	-2.00%
	20+88.59	2.00%	-2.00%
R248-N	15+02.58	-2.50%	2.50%
	17+30.00	-2.00%	2.00%
	17+75.45	-2.00%	2.00%
CR248	10+76.47	-2.00%	-2.00%
	14+50.00	-2.00%	-2.00%
EASY	10+00.00	-2.00%	-2.00%
	12+94.42	-2.00%	-2.00%
FM1307	10+00.00	-2.00%	-2.00%
	12+89.76	-2.00%	-2.00%
OBRIEN	10+00.00	-2.00%	-2.00%
	12+91.98	-2.00%	-2.00%

NOT INTENDED FOR CONSTRUCTION, BIDDING, OR PERMIT PURPOSES

0 100 200 300
HORIZONTAL

0 10 20 30
VERTICAL

GRAPHIC SCALES IN FEET

TEXAS DEPARTMENT OF TRANSPORTATION
WICHITA FALLS DISTRICT

ROLL 11 of 23

PRELIMINARY 100% DESIGN SCHEMATIC

IH 35

CSJ NOS. 0194-01-010,
0194-02-081
0195-01-087

ALONG IH 35 FROM 3800' NORTH OF FM 3002
IN COOKE COUNTY, TEXAS TO EXIT 1 IN OKLAHOMA

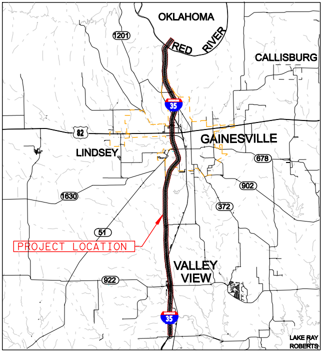
PREPARED BY JACOBS ENGINEERING GROUP, INC.
FIRM #2966
UNDER THE SUPERVISION OF
C. RODGER CLEMENTS, PE

DATE SUBMITTED

DATE REVISED

DATE APPROVED

SERIAL NUMBER 36250


OKLAHOMA
1201
RED RIVER
CALLISBURG
35
82
LINDSEY
GAINESVILLE
678
902
1630
372
51
PROJECT LOCATION
VALLEY VIEW
922
35
LAKE RAY ROBERTS

Location /Key Map

Legend:

🟨	Mainlanes
🟧	Bridge
🟩	Frontage Roads/Surface St.
🟦	Ramps and Direct Connectors
– – –	Future Roadway (by others)
	Edge of Shoulder Edge of Lane Lane Line Striping Edge of Lane Edge of Shoulder
—	Proposed Retaining Wall
🟦	SIDEWALKS
170W35S	Alignment Name
(ALBCL-1)	Curve Callout
➡	Traffic Direction
▨	Existing Pavement Removal
— - —	Existing Right-of-Way
—‖—	Preliminary Proposed Control-of-Access
— — —	Preliminary Proposed Right-of-Way (Access Restricted)
— - —	City Limits
▨	Approximate Structure Limits and Bents / Columns

ROLL 12 of 23

TEXAS DEPARTMENT OF TRANSPORTATION
WICHITA FALLS DISTRICT

PRELIMINARY 100% DESIGN SCHEMATIC

IH 35

CSJ NOS. 0194-01-010,
0194-02-081
0195-01-087

ALONG IH 35 FROM 3800' NORTH OF FM 3002
IN COOKE COUNTY, TEXAS TO EXIT 1 IN OKLAHOMA

PREPARED BY JACOBS ENGINEERING GROUP, INC.
FIRM #2966
UNDER THE SUPERVISION OF
C. RODGER CLEMENTS, PE

SERIAL NUMBER 36250

DATE SUBMITTED

DATE REVISED

DATE APPROVED

JACOBS

NOT INTENDED FOR CONSTRUCTION, BIDDING, OR PERMIT PURPOSES

Texas Department of Transportation

0 100 200 300
HORIZONTAL

0 10 20 30
VERTICAL

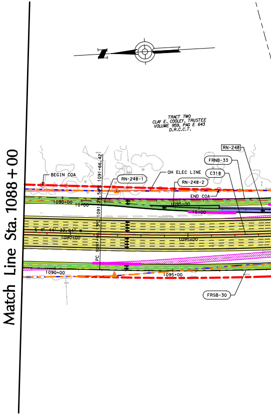
GRAPHIC SCALES IN FEET

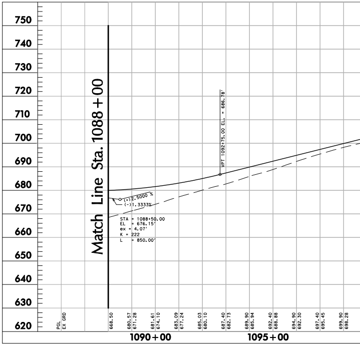
Projected Design Hour
Traffic Volumes
(Year 2030)

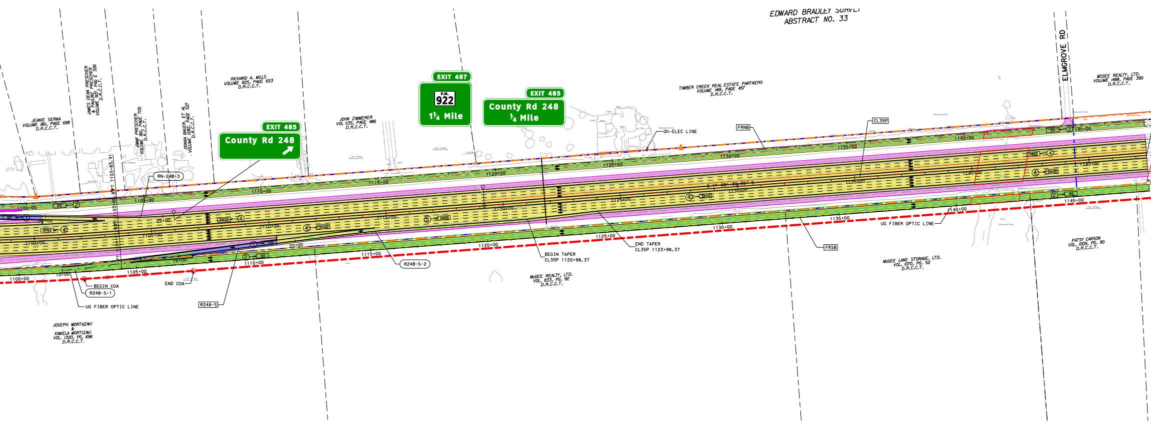
Directional Distribution	①→DHV 60-40
Percent Trucks of DHV	2%
Design Hourly Volume	4760

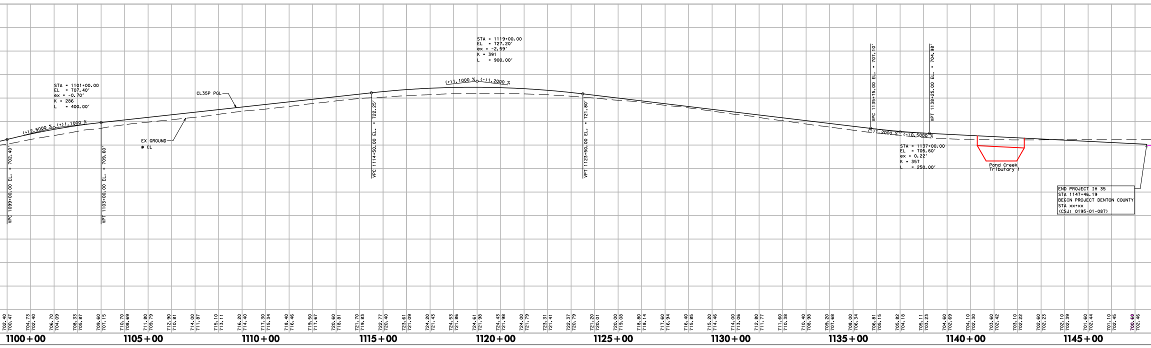
DESIGN SPEED:

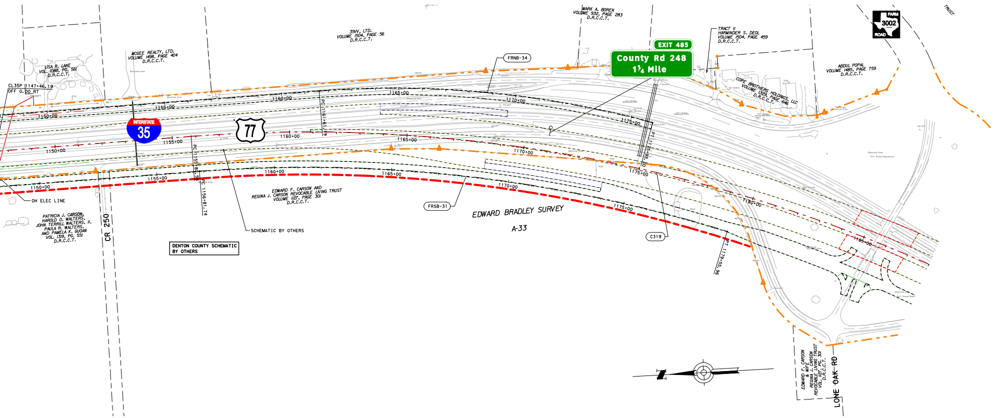
Mainlanes	70 mph
Ramps	50 mph
Frontage Roads	40 mph
Surface Streets	30 mph

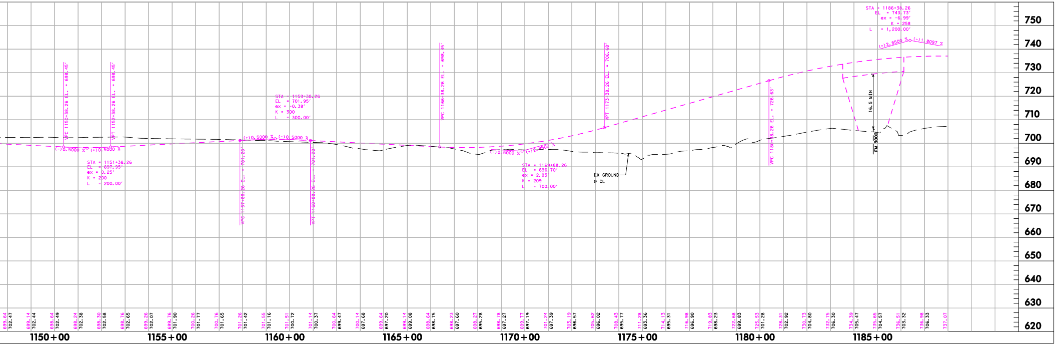

Match Line Sta. 1088+00
N
TRACT TWO
CLAY E. COOLEY, TRUSTEE
VOLUME 959, PAG E 643
D.R.C.C.T.
RN-248
FRNB-33
BEGIN COA
OH ELEC LINE
C318
RN-248-1
RN-248-2
END COA
PC 1091+66.42
1090+00
10+00
1095+00
15+00
S 4° 44' 32.94" W
1090+00
1095+00
PC 1091+29.50
PC 1091+90.30
1090+00
1095+00
FRSB-30

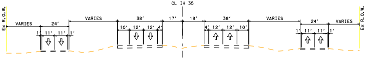



EDWARD BRADLEY SURVEY
ABSTRACT NO. 33
ELMGROVE RD
JEANIE SERNA
VOLUME 861, PAGE 698
D.R.C.C.T.
JAMES DEAN PRESCHER
& PAULINE PRESCHER
VOLUME 927, PAG E 326
D.R.C.C.T.
JIMMY PRESCHER
VOLUME 861, PAGE 705
D.R.C.C.T.
DONNA BAUER, ET AL
VOLUME 1282, PAGE 527
D.R.C.C.T.
RICHARD A. MILLS
VOLUME 825, PAGE 653
D.R.C.C.T.
JOHN ZIMMERER
VOL 1135, PAGE 486
D.R.C.C.T.
EXIT 487
F.M.
922
1¼ Mile
EXIT 485
County Rd 248
¼ Mile
EXIT 485
County Rd 248
TIMBER CREEK REAL ESTATE PARTNERS
VOLUME 1491, PAGE 457
D.R.C.C.T.
MCGEE REALTY, LTD.
VOLUME 1498, PAGE 390
D.R.C.C.T.
OH ELEC LINE
FRNB
CL35P
RN-248-3
PT 1103+83.41
1103+60.89
1104+31.93
PT
50
②
①
③
3750
④
3800
④
3500
④
⑤
3600
④
3600
④
3800
④
3600
②
50
②
50
100
S 1° 08' 30.35" E
1100+00
1105+00
1110+00
1115+00
1120+00
1125+00
1130+00
1135+00
1140+00
1145+00
10+00
15+00
20+00
25+00
BEGIN COA
R248-S-1
END COA
UG FIBER OPTIC LINE
R248-S
R248-S-2
BEGIN TAPER
CL35P 1120+98.37
END TAPER
CL35P 1123+98.37
FRSB
UG FIBER OPTIC LINE
JOSEPH MORTAZAVI
&
KIMIELA MORTIZAVI
VOL. 1320, PG. 696
D.R.C.C.T.
McGEE REALTY, LTD.
VOL. 833, PG. 92
D.R.C.C.T.
McGEE LANE STORAGE, LTD.
VOL. 1070, PG. 52
D.R.C.C.T.
PATSY CARSON
VOL. 1009, PG. 90
D.R.C.C.T.


STA = 1101+00.00
EL = 707.40'
ex = -0.70'
K = 286
L = 400.00'
(+)2.5000 %
(+)1.1000 %
VPC 1099+00.00 EL. = 702.40'
VPT 1103+00.00 EL. = 709.60'
EX GROUND
@ CL
CL35P PGL
VPC 1114+50.00 EL. = 722.25'
STA = 1119+00.00
EL = 727.20'
ex = -2.59'
K = 391
L = 900.00'
(+)1.1000 %
(-)1.2000 %
VPT 1123+50.00 EL. = 721.80'
VPC 1135+75.00 EL. = 707.10'
VPT 1138+25.00 EL. = 704.98'
(-)1.2000 %
(-)0.5000 %
STA = 1137+00.00
EL = 705.60'
ex = 0.22'
K = 357
L = 250.00'
Pond Creek
Tributary 1
END PROJECT IH 35
STA 1147+46.19
BEGIN PROJECT DENTON COUNTY
STA xx+xx
(CSJ: 0195-01-087)
702.40 700.47
704.73 702.40
706.70 704.09
708.33 705.87
709.60 707.15
710.70 708.69
711.80 709.79
712.90 710.81
714.00 711.87
715.10 713.11
716.20 714.40
717.30 715.34
718.40 716.46
719.50 717.67
720.60 718.81
721.70 719.83
722.77 720.40
723.61 721.09
724.20 721.43
724.53 721.86
724.61 721.98
724.43 721.98
724.00 721.79
723.31 721.41
722.37 720.79
721.20 720.01
720.00 719.08
718.80 718.14
717.60 716.94
716.40 715.85
715.20 714.46
714.00 713.06
712.80 711.77
711.60 710.38
710.40 708.98
709.20 707.68
708.00 706.34
706.81 705.15
705.82 704.18
705.11 703.23
704.60 702.69
704.10 702.30
703.60 702.42
703.10 702.22
702.60 702.23
702.10 702.39
701.60 702.44
701.10 702.45
700.60 702.46
1100+00
1105+00
1110+00
1115+00
1120+00
1125+00
1130+00
1135+00
1140+00
1145+00

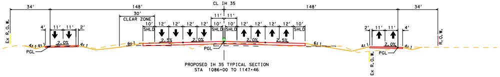

LISA R. LANE
VOL. 1088, PG. 561
D.R.C.C.T.
MCGEE REALTY, LTD.
VOLUME 1498, PAGE 404
D.R.C.C.T.
35VV, LTD.
VOLUME 1504, PAGE 56
D.R.C.C.T.
MARK A. BOREN
VOLUME 932, PAGE 283
D.R.C.C.T.
TRACT II
HARMINDER S. DEOL
VOLUME 1504, PAGE 459
D.R.C.C.T.
COPE BROTHERS HOLDINGS, LLC
VOLUME 1329, PAGE 646
D.R.C.C.T.
ABDUL POPAL
VOLUME 1485, PAGE 759
D.R.C.C.T.
TRUST
FARM 3002 ROAD
EXIT 485
County Rd 248
1¼ Mile
FRNB-34
CL35P 1147+46.19
OFF 0.00 RT
INTERSTATE 35
77
1150+00
1155+00
1160+00
1165+00
1170+00
1175+00
1180+00
1185+00
PC 1161+61.19
PC 1155+80.58
PC 1156+81.74
PT 1175+93.20
PT 1179+55.96
OH ELEC LINE
CR 250
PATRICIA J. CARSON,
HAROLD D. WALTERS,
JOHN TERRILL WALTERS, II,
PAULA R. WALTERS,
AND PAMELA K. GUOAN
VOL. 1319, PG. 551
D.R.C.C.T.
DENTON COUNTY SCHEMATIC
BY OTHERS
SCHEMATIC BY OTHERS
EDWARD F. CARSON AND
REGINA J. CARSON REVOCABLE LIVING TRUST
VOLUME 1127, PAGE 301
D.R.C.C.T.
FRSB-31
EDWARD BRADLEY SURVEY
A-33
C319
EDWARD F. CARSON
& WIFE
REGINA J. CARSON
REVOCABLE LIVING TRUST
VOL. 1127, PG. 301
D.R.C.C.T.
LONE OAK RD
N




CL IH 35
Ex R.O.W.
VARIES
24'
VARIES
38'
17'
19'
38'
VARIES
24'
VARIES
Ex R.O.W.
1'
11'
11'
1'
10'
12'
12'
4'
4'
12'
12'
10'
1'
11'
11'
1'

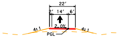
EXISTING TYPICAL SECTION
IH 35

ALIGNMENT DATA										
NUM	DELTA	DEGREE	TANGENT	LENGTH	RADIUS	PI STATION	PI NORTHING	PI EASTING	PC STATION	PT STATION
CL35P	IH 35 PROPOSED CENTERLINE									
C318	5° 53′ 03.30" LT	0° 28′ 38.87"	616.74′	1,232.39′	12,000.00′	1097+45.24	7,217,808.18	2,376,081.69	1091+28.50	1103+60.89
C319	35° 10′ 17.31" RT	0° 52′ 53.30"	2,060.14′	3,990.08′	6,500.00′	1176+40.72	7,209,913.19	2,376,239.04	1155+80.58	1195+70.66
FRNB	NB FRONTAGE ROAD									
FRNB-33	5° 53′ 03.30" LT	0° 29′ 00.63"	609.03′	1,216.99′	11,850.00′	1097+75.45	7,217,803.47	2,376,231.82	1091+66.42	1103+83.41
FRNB-34	19° 32′ 07.09" RT	1° 21′ 51.07"	723.02′	1,432.01′	4,200.00′	1168+84.21	7,210,695.05	2,376,373.49	1161+61.19	1175+93.20
FRSB	SB FRONTAGE ROAD									
FRSB-30	5° 53′ 03.30" LT	0° 28′ 17.65"	624.45′	1,247.80′	12,150.00′	1098+14.58	7,217,812.90	2,375,931.57	1091+90.13	1104+37.93
FRSB-31	21° 43′ 01.78" RT	0° 57′ 17.75"	1,150.92′	2,274.22′	6,000.00′	1168+32.67	7,210,795.11	2,376,071.43	1156+81.74	1179+55.96
RN-248	RAMP FROM IH 35 NB TO CR 248									
RN-248-1	3° 50′ 26.90" RT	1° 58′ 32.58"	97.24′	194.40′	2,900.00′	10+97.24	7,218,398.75	2,376,271.17	10+00.00	11+94.40
RN-248-2	4° 29′ 38.75" LT	1° 08′ 45.30"	196.19′	392.18′	5,000.00′	13+90.59	7,218,108.61	2,376,227.37	11+94.40	15+86.58
RN-248-3	5° 13′ 51.45" LT	1° 58′ 32.58"	132.47′	264.76′	2,900.00′	24+06.50	7,217,095.09	2,376,154.92	22+74.03	25+38.79
R248-S	RAMP FROM CR 248 TO IH 35 SB									
R248-S-1	4° 11′ 39.66" LT	3° 57′ 05.16"	53.10′	106.15′	1,450.00′	10+53.10	7,217,388.73	2,375,951.56	10+00.00	11+06.15
R248-S-2	3° 00′ 00.00" RT	0° 59′ 59.73"	150.05′	300.02′	5,730.00′	23+42.21	7,216,102.94	2,376,044.66	21+92.16	24+92.18


CL IH 35
34'
148'
148'
34'
Ex R.O.W.
4'
11'
11'
2'
2.0%
4:1
4:1
4:1
PGL
30'
CLEAR ZONE
6:1
10'
SHLD
12'
12'
12'
12'
2.5%
2.0%
11'
11'
10'
SHLD
10'
SHLD
PGL
12'
12'
12'
12'
2.0%
2.5%
10'
SHLD
6:1
2'
11'
11'
4'
4:1
2.0%
4:1
PGL
Ex R.O.W.
R.O.W.

PROPOSED IH 35 TYPICAL SECTION
STA 1086+00 TO 1147+46

SUPERELEVATION TABLE - FRONTAGE ROADS, RAMPS			
CHAIN NAME	STATION	CROSS SLOPE LT	CROSS SLOPE RT
FRSB	117+89.00	2.00%	-2.00%
	1148+23.00	2.00%	-2.00%
FRNB	118+20.00	6.00%	-6.00%
	118+51.00	6.00%	-6.00%
	119+69.00	-2.00%	2.00%
	1147+69.00	-2.00%	2.00%
RN-248	15+86.58	-2.00%	2.00%
	19+40.00	-2.00%	2.00%
	19+85.67	-2.50%	2.50%
R248-S	15+58.81	2.00%	-2.00%
	18+76.00	2.00%	-2.00%
	19+21.48	2.50%	-2.50%


22'
2'
14'
6'
2.0%
4:1
4:1
PGL

PROPOSED RAMP TYPICAL SECTION

TEXAS DEPARTMENT OF TRANSPORTATION
WICHITA FALLS DISTRICT

ROLL 12 of 23

PRELIMINARY 100% DESIGN SCHEMATIC

IH 35

**NOT INTENDED FOR
CONSTRUCTION, BIDDING,
OR PERMIT PURPOSES**

CSJ NOS. 0194-01-010,
0194-02-081
0195-01-087

ALONG IH 35 FROM 3800' NORTH OF FM 3002
IN COOKE COUNTY, TEXAS TO EXIT 1 IN OKLAHOMA

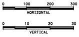
PREPARED BY JACOBS ENGINEERING GROUP, INC.
FIRM #2966
UNDER THE SUPERVISION OF
C. RODGER CLEMENTS, PE

DATE SUBMITTED

DATE REVISED

DATE APPROVED

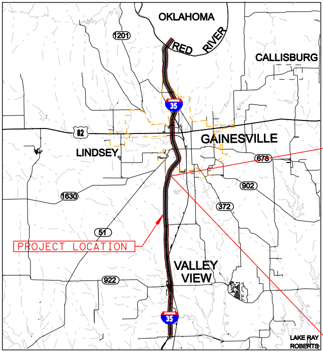
Texas Department of Transportation


0
100
200
300
HORIZONTAL
0
10
20
30
VERTICAL

GRAPHIC SCALES IN FEET

SERIAL NUMBER 36250

JACOBS


OKLAHOMA
1201
RED RIVER
CALLISBURG
35
82
GAINESVILLE
LINDSEY
678
902
1630
372
51
PROJECT LOCATION
VALLEY VIEW
922
35
LAKE RAY ROBERTS

Location /Key Map

Legend:

🟨	Mainlanes
🟥	Bridge
🟩	Frontage Roads/Surface St.
🟦	Ramps and Direct Connectors
- - -	Future Roadway (by others)
	Edge of Shoulder
	Edge of Lane
	Lane Line Striping
	Edge of Lane
	Edge of Shoulder
—	Proposed Retaining Wall
🟦	SIDEWALKS
170W35S	Alignment Name
(ALBCL-1)	Curve Callout
➡	Traffic Direction
▨	Existing Pavement Removal
— - - —	Existing Right-of-Way
—‖—	Preliminary Proposed Control-of-Access
— — —	Preliminary Proposed Right-of-Way (Access Restricted)
— - - —	City Limits
	Approximate Structure Limits and Bents / Columns

ROLL 1 of 4

TEXAS DEPARTMENT OF TRANSPORTATION
WICHITA FALLS DISTRICT

PRELIMINARY 100% DESIGN SCHEMATIC

IH 35

CSJ NOS. 0194-01-010,
0194-02-081
0195-01-087

NOT INTENDED FOR
CONSTRUCTION, BIDDING,
OR PERMIT PURPOSES

ALONG IH 35 FROM 3800' NORTH OF FM 3002
IN COOKE COUNTY, TEXAS TO EXIT 1 IN OKLAHOMA

PREPARED BY JACOBS ENGINEERING GROUP, INC.
FIRM #2966
UNDER THE SUPERVISION OF
C. RODGER CLEMENTS, PE

SERIAL NUMBER 36250

DATE SUBMITTED

DATE REVISED

DATE APPROVED

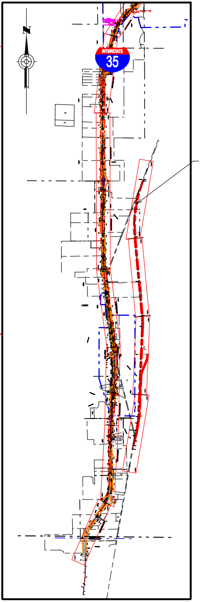
JACOBS

Texas Department of Transportation

0 100 200 300
HORIZONTAL

0 10 20 30
VERTICAL

GRAPHIC SCALES IN FEET


N
INTERSTATE
35

RR ALIGNMENT THIS SHEET

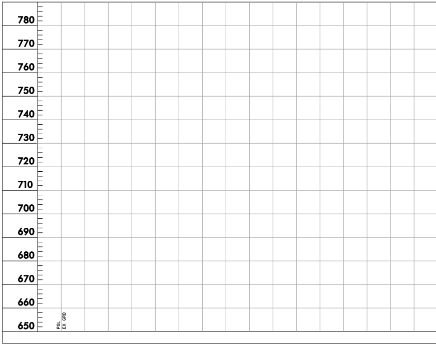
Projected Design Hour
Traffic Volumes
(Year 2030)

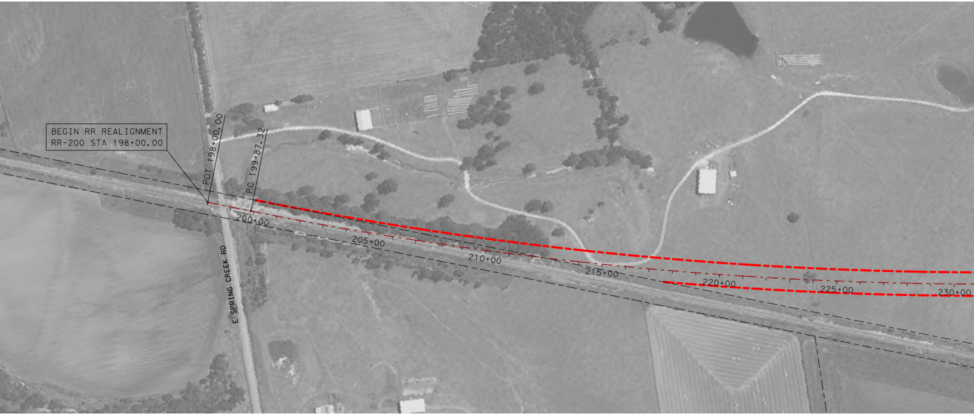
Directional Distribution	①-DHV 60-40
Percent Trucks of DHV	2%
Design Hourly Volume	4760

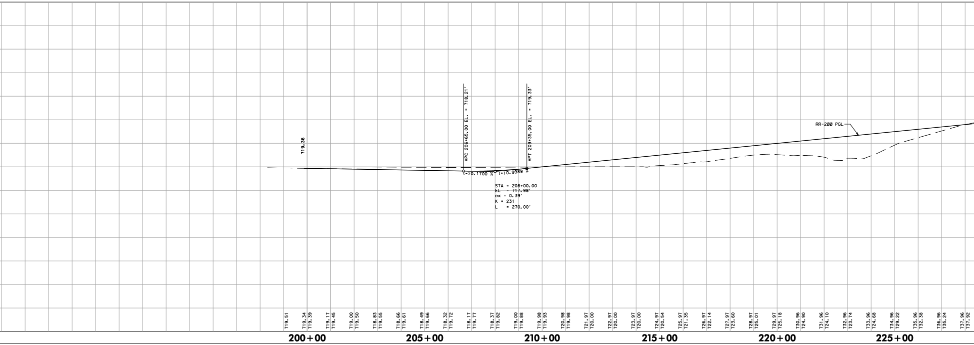
DESIGN SPEED:

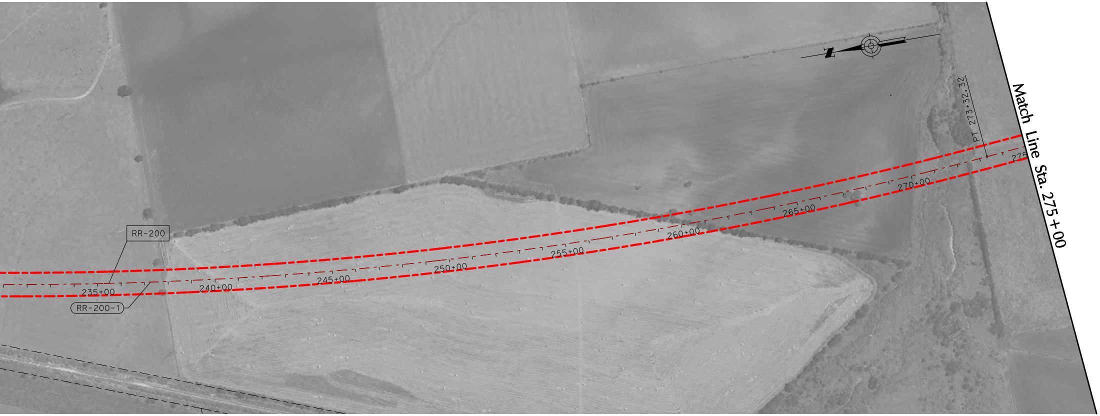
Mainlanes	70 mph
Ramps	50 mph
Frontage Roads	40 mph
Surface Streets	30 mph

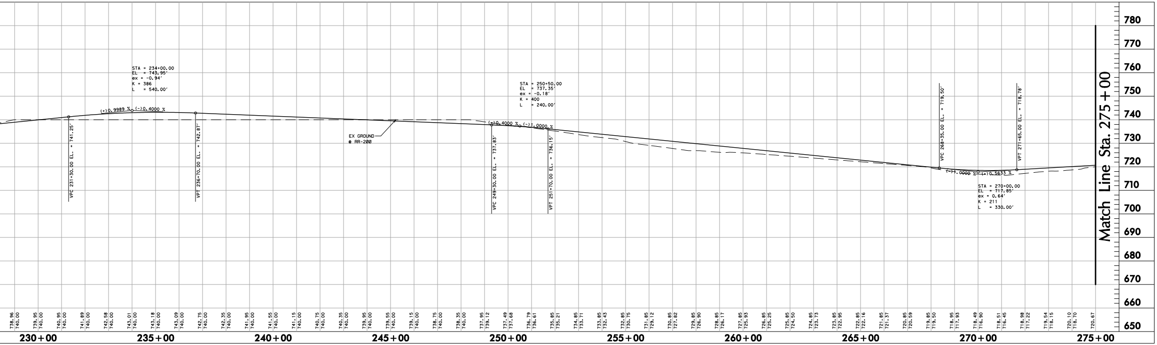
BNSF RAILROAD

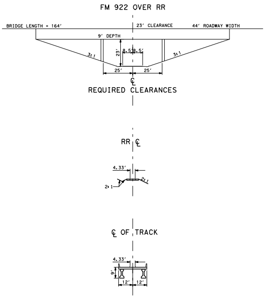



BEGIN RR REALIGNMENT
RR-200 STA 198+00.00
POT 198+00.00
PC 199+87.32
E SPRING CREEK RD
200+00
205+00
210+00
215+00
220+00
225+00
230+00


719.36
VPC 206+65.00 EL. = 718.21'
VPT 209+35.00 EL. = 719.33'
(-)0.1700 %
(+)0.9989 %
STA = 208+00.00
EL = 717.98'
ex = 0.39'
K = 231
L = 270.00'
RR-200 PGL
719.51
719.34
719.39
719.17
719.45
719.00
719.50
718.83
719.55
718.66
719.61
718.49
719.66
718.32
719.72
718.17
719.77
718.37
719.82
719.00
719.88
719.98
719.93
720.98
719.98
721.97
720.00
722.97
720.00
723.97
720.00
724.97
720.54
725.97
721.35
726.97
722.14
727.97
723.60
728.97
725.01
729.97
725.18
730.96
724.90
731.96
724.10
732.96
723.74
733.96
724.68
734.96
729.22
735.96
732.38
736.96
735.24
737.96
737.92
200+00
205+00
210+00
215+00
220+00
225+00


RR-200
RR-200-1
235+00
240+00
245+00
250+00
255+00
260+00
265+00
270+00
275
PT 273+32.32
Match Line Sta. 275+00




FM 922 OVER RR
BRIDGE LENGTH = 164'
23' CLEARANCE
44' ROADWAY WIDTH
9' DEPTH
3:1
23'
8.5'
8.5'
3:1
25'
25'
℄
REQUIRED CLEARANCES
RR ℄
4.33'
2:1
2:1
℄ OF TRACK
4.33'
9'
12'
12'

ALIGNMENT DATA										
NUM	DELTA	DEGREE	TANGENT	LENGTH	RADIUS	PI STATION	PI NORTHING	PI EASTING	PC STATION	PT STATION
RR-200	BNSF RAILROAD									
RR-200-1	26° 18' 08.52" LT	0° 21' 29.16"	3,738.39'	7,345.01'	16,000.00'	237+25.70	7,246,509.70	2,378,897.17	199+87.32	273+32.32

TEXAS DEPARTMENT OF TRANSPORTATION
WICHITA FALLS DISTRICT

ROLL 1 of 4

PRELIMINARY 100% DESIGN SCHEMATIC

IH 35

CSJ NOS. 0194-01-010,
0194-02-081
0195-01-087

ALONG IH 35 FROM 3800' NORTH OF FM 3002
IN COOKE COUNTY, TEXAS TO EXIT 1 IN OKLAHOMA

PREPARED BY JACOBS ENGINEERING GROUP, INC.
FIRM #2966
UNDER THE SUPERVISION OF
C. RODGER CLEMENTS, PE

SERIAL NUMBER 36250

NOT INTENDED FOR CONSTRUCTION, BIDDING, OR PERMIT PURPOSES

0 100 200 300
HORIZONTAL

0 10 20 30
VERTICAL

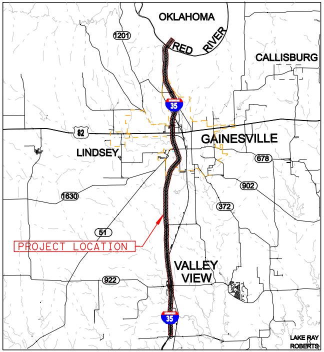
GRAPHIC SCALES IN FEET

DATE SUBMITTED

DATE REVISED

DATE APPROVED

JACOBS


OKLAHOMA
RED RIVER
1201
CALLISBURG
35
82
LINDSEY
GAINESVILLE
678
902
1630
372
51
PROJECT LOCATION
VALLEY VIEW
922
35
LAKE RAY ROBERTS

Location /Key Map

Legend:

🟨	Mainlanes
🟥	Bridge
🟩	Frontage Roads/Surface St.
🟦	Ramps and Direct Connectors
- - -	Future Roadway (by others)
	Edge of Shoulder Edge of Lane Lane Line Striping Edge of Lane Edge of Shoulder
—	Proposed Retaining Wall
🟦	SIDEWALKS
170W35S	Alignment Name
ALBCL-1	Curve Callout
➡	Traffic Direction
▨	Existing Pavement Removal
— - - —	Existing Right-of-Way
—‖—	Preliminary Proposed Control-of-Access
— — —	Preliminary Proposed Right-of-Way (Access Restricted)
— - - —	City Limits
▨	Approximate Structure Limits and Bents / Columns

ROLL 2 of 4

TEXAS DEPARTMENT OF TRANSPORTATION
WICHITA FALLS DISTRICT

PRELIMINARY 100% DESIGN SCHEMATIC

IH 35

CSJ NOS. 0194-01-010,
0194-02-081
0195-01-087

ALONG IH 35 FROM 3800' NORTH OF FM 3002
IN COOKE COUNTY, TEXAS TO EXIT 1 IN OKLAHOMA

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SERIAL NUMBER 36250

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Texas Department of Transportation

DATE SUBMITTED

DATE REVISED

DATE APPROVED

JACOBS

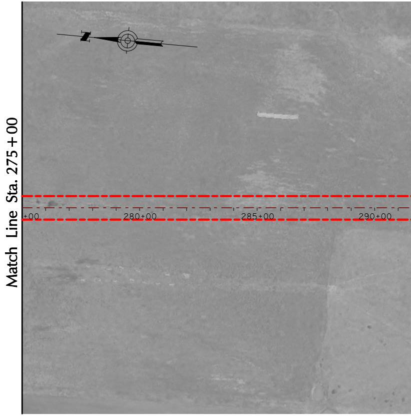
0 100 200 300
HORIZONTAL

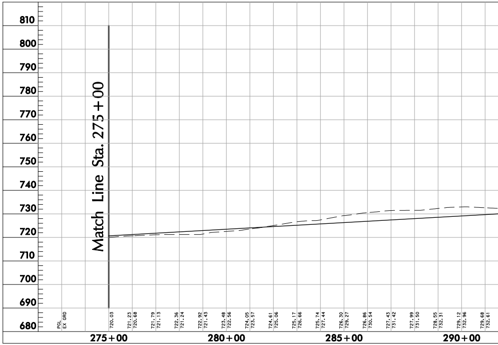
0 10 20 30
VERTICAL

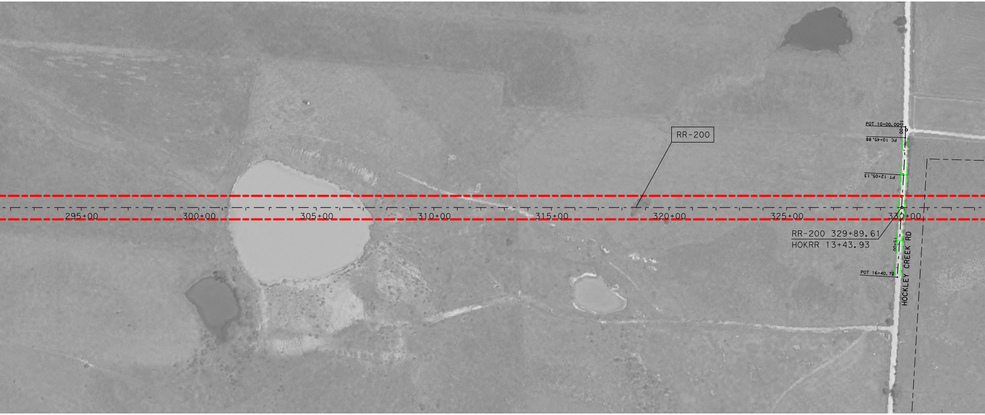
GRAPHIC SCALES IN FEET

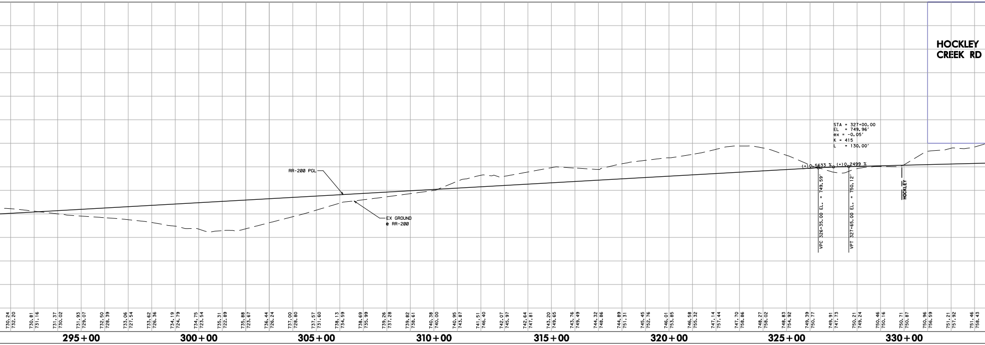
Projected Design Hour
Traffic Volumes
(Year 2030)

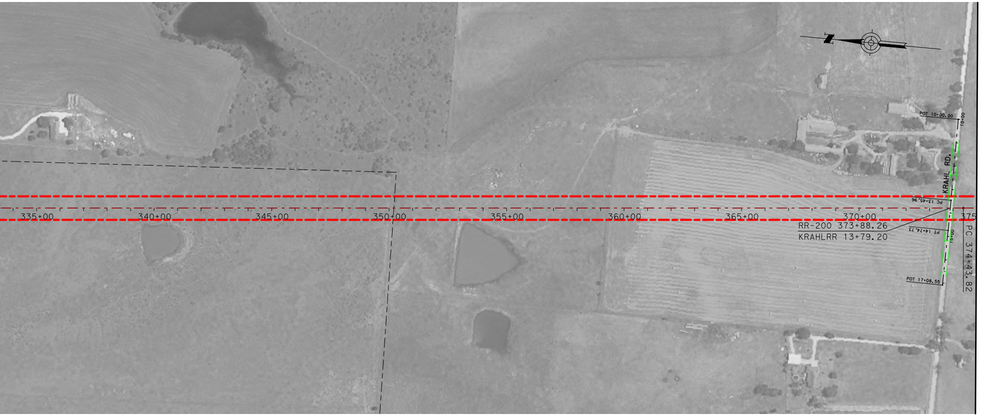
Directional Distribution	①—DHV 60-40
Percent Trucks of DHV	2%
Design Hourly Volume	4760
DESIGN SPEED:	
Mainlanes	70 mph
Ramps	50 mph
Frontage Roads	40 mph
Surface Streets	30 mph

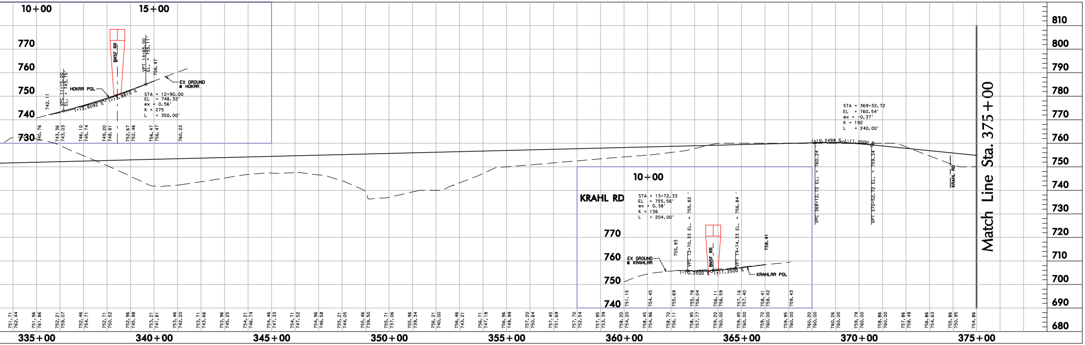

Match Line Sta. 275+00
+00
280+00
285+00
290+00

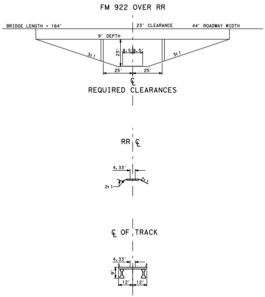



RR-200
295+00
300+00
305+00
310+00
315+00
320+00
325+00
330+00
POT 10+00.00
10+00
PC 10+45.88
PT 12+05.13
RR-200 329+89.61
HOKRR 13+43.93
15+00
POT 16+40.72
HOCKLEY CREEK RD


HOCKLEY
CREEK RD
RR-200 PGL
EX GROUND
⊄ RR-200
STA = 327+00.00
EL = 749.96'
ex = -0.05'
K = 415
L = 130.00'
(+)0.5633 %
(+)0.2499 %
VPC 326+35.00 EL. = 749.59'
VPT 327+65.00 EL. = 750.12'
HOCKLEY
730.24 732.20
730.81 731.16
731.37 730.02
731.93 729.07
732.50 728.39
733.06 727.54
733.62 726.36
734.19 724.79
734.75 723.54
735.31 722.89
735.88 723.67
736.44 726.24
737.00 728.80
737.57 731.60
738.13 734.59
738.69 735.99
739.26 737.28
739.82 738.61
740.38 740.00
740.95 743.87
741.51 746.40
742.07 745.97
742.64 747.81
743.20 749.65
743.76 749.49
744.32 748.86
744.89 751.31
745.45 752.76
746.01 753.85
746.58 755.32
747.14 757.44
747.70 758.86
748.27 758.02
748.83 754.92
749.39 750.77
749.91 747.73
750.21 749.24
750.46 750.16
750.71 750.87
750.96 756.59
751.21 757.92
751.46 758.43
295+00
300+00
305+00
310+00
315+00
320+00
325+00
330+00


335+00
340+00
345+00
350+00
355+00
360+00
365+00
370+00
375
RR-200 373+88.26
KRAHLRR 13+79.20
KRAHL RD.
POT 10+00.00
10+00
PC 13+45.96
PT 14+74.73
15+00
POT 17+08.55
PC 374+43.82
N
Match Line Sta. 375+00


10+00
15+00
770
760
750
740
730
742.11
VPC 11+15.00
EL. = 743.75'
HOKRR PGL
BNSF RR
VPT 14+65.00
EL. = 755.11'
756.47
EX GROUND
@ HOKRR
(+)2.6092 %
(+)3.8810 %
STA = 12+90.00
EL = 748.32'
ex = 0.56'
K = 275
L = 350.00'
740.76
743.36
743.03
746.10
745.74
749.20
748.81
752.67
752.46
756.47
756.47
760.22
STA = 369+32.72
EL = 760.54'
ex = -0.37'
K = 192
L = 240.00'
(+)0.2499 %
(-)1.0000 %
VPC 368+12.72 EL. = 760.24
VPT 370+52.72 EL. = 759.34
KRAHL RD
10+00
KRAHL RD
STA = 13+72.33
EL = 755.56'
ex = 0.38'
K = 136
L = 204.00'
VPC 12+70.33 EL. = 755.82'
VPT 14+74.33 EL. = 756.84'
755.93
758.41
BNSF RR
EX GROUND
@ KRAHLRR
(-)0.2500 %
(+)1.2500 %
KRAHLRR PGL
770
760
750
740
751.15
754.45
755.69
755.78
756.04
756.11
756.59
757.16
757.40
758.41
758.42
759.43
751.71
762.44
751.96
761.86
752.21
759.07
752.46
754.71
752.71
750.52
752.96
745.98
753.21
741.81
753.46
742.20
753.71
743.66
753.96
745.25
754.21
746.74
754.46
747.33
754.71
747.52
754.96
746.58
755.21
744.05
755.46
739.50
755.71
737.06
755.96
739.34
756.21
740.00
756.46
743.21
756.71
747.18
756.96
749.99
757.20
750.84
757.45
751.69
757.70
752.54
757.95
753.39
758.20
754.20
758.45
754.96
758.70
756.11
758.95
757.77
759.20
760.00
759.45
760.00
759.70
760.00
759.95
760.00
760.20
760.00
760.26
760.00
759.79
760.00
758.86
760.00
757.86
758.48
756.86
754.63
755.86
750.95
754.86
335+00
340+00
345+00
350+00
355+00
360+00
365+00
370+00
375+00
810
800
790
780
770
760
750
740
730
720
710
700
690
680
Match Line Sta. 375+00


FM 922 OVER RR
BRIDGE LENGTH = 164'
23' CLEARANCE
44' ROADWAY WIDTH
9' DEPTH
23'
8.5'
8.5'
3:1
3:1
25'
25'
℄
REQUIRED CLEARANCES
RR ℄
4.33'
2:1
2:1
℄ OF TRACK
4.33'
9'
12'
12'

TEXAS DEPARTMENT OF TRANSPORTATION
WICHITA FALLS DISTRICT

ROLL 2 of 4

PRELIMINARY 100% DESIGN SCHEMATIC

IH 35

NOT INTENDED FOR
CONSTRUCTION, BIDDING,
OR PERMIT PURPOSES

CSJ NOS. 0194-01-010,
0194-02-081
0195-01-087

ALONG IH 35 FROM 3800' NORTH OF FM 3002
IN COOKE COUNTY, TEXAS TO EXIT 1 IN OKLAHOMA

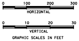
PREPARED BY JACOBS ENGINEERING GROUP, INC.
FIRM #2966
UNDER THE SUPERVISION OF
C. RODGER CLEMENTS, PE

DATE SUBMITTED

DATE REVISED

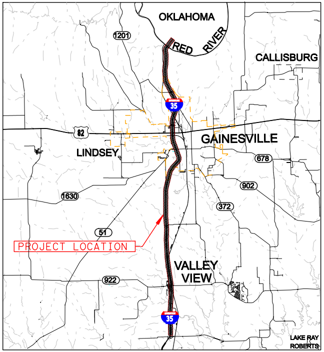
DATE APPROVED

Texas Department of Transportation



SERIAL NUMBER 36250

JACOBS


OKLAHOMA
RED RIVER
1201
CALLISBURG
35
82
GAINESVILLE
LINDSEY
678
902
1630
372
51
PROJECT LOCATION
VALLEY VIEW
922
35
LAKE RAY ROBERTS

Location /Key Map

Legend:

- ▬ Mainlanes
- ▭ Bridge
- ▬ Frontage Roads/Surface St.
- ▬ Ramps and Direct Connectors
- - - - Future Roadway (by others)
- Edge of Shoulder
- Edge of Lane
- Lane Line Striping
- Edge of Lane
- Edge of Shoulder
- ▬ Proposed Retaining Wall
- ▬ SIDEWALKS
- 170W35S Alignment Name
- ALBCL-1 Curve Callout
- ➡ Traffic Direction
- ▨ Existing Pavement Removal
- - - - Existing Right-of-Way
- Preliminary Proposed Control-of-Access
- - - - Preliminary Proposed Right-of-Way (Access Restricted)
- - - - City Limits
- Approximate Structure Limits and Bents / Columns

ROLL 3 of 4

TEXAS DEPARTMENT OF TRANSPORTATION
WICHITA FALLS DISTRICT

PRELIMINARY 100% DESIGN SCHEMATIC

IH 35

CSJ NOS. 0194-01-010,
0194-02-081
0195-01-087

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ALONG IH 35 FROM 3800' NORTH OF FM 3002
IN COOKE COUNTY, TEXAS TO EXIT 1 IN OKLAHOMA

PREPARED BY JACOBS ENGINEERING GROUP, INC.
FIRM #2966
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C. RODGER CLEMENTS, PE

SERIAL NUMBER 36250

DATE SUBMITTED

DATE REVISED

DATE APPROVED

JACOBS

Texas Department of Transportation

0 100 200 300
HORIZONTAL

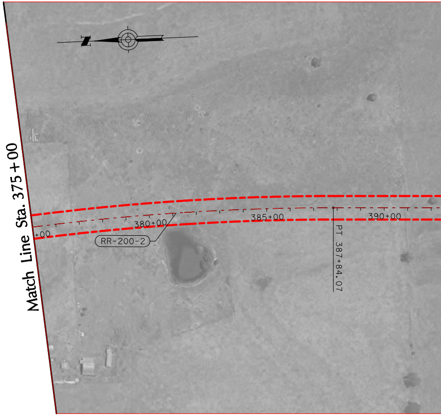
0 10 20 30
VERTICAL

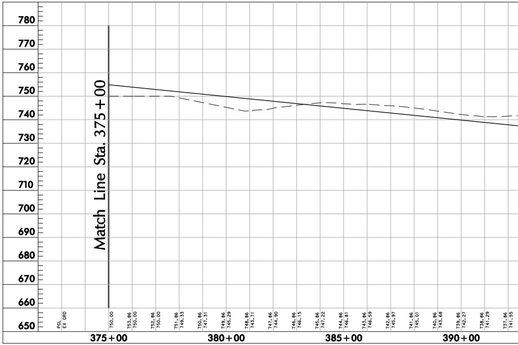
GRAPHIC SCALES IN FEET

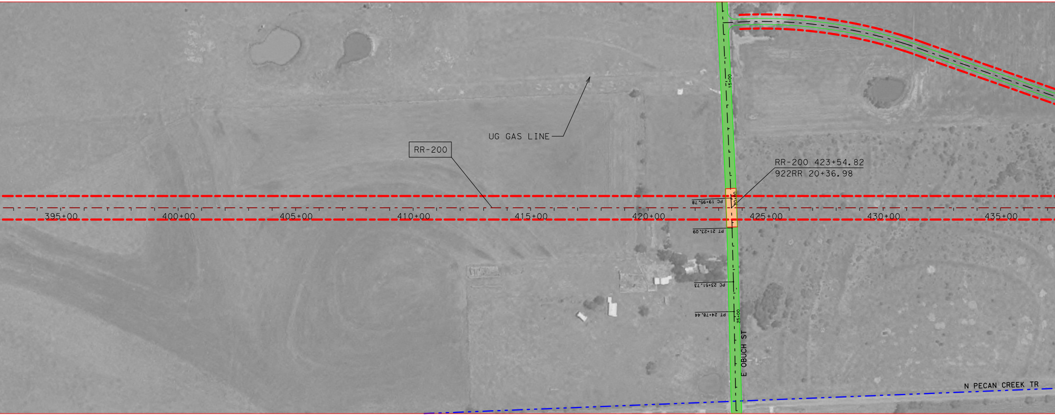
FM 922:
FUNCTIONAL CLASS - RURAL MAJOR CONNECTOR
DESIGN SPEED - 30 MPH
DESIGN STANDARD - TXDOT RDM

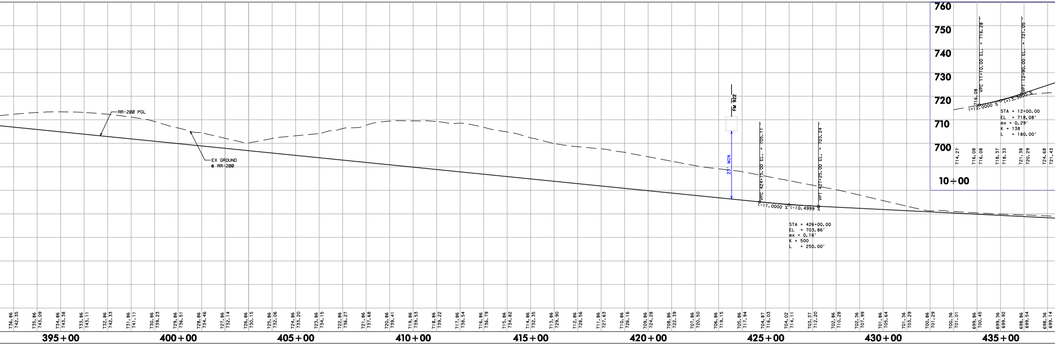
Projected Design Hour
Traffic Volumes
(Year 2030)

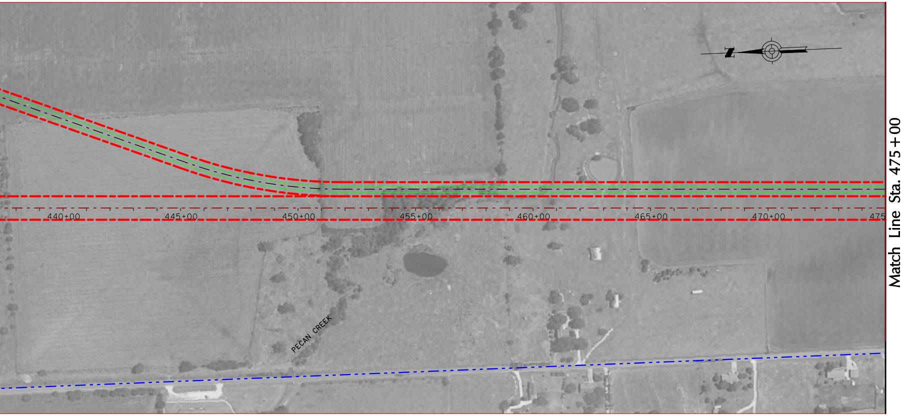
Directional Distribution	①—DHV 60-40
Percent Trucks of DHV	2%
Design Hourly Volume	4760
DESIGN SPEED:	
Mainlanes	70 mph
Ramps	50 mph
Frontage Roads	40 mph
Surface Streets	30 mph

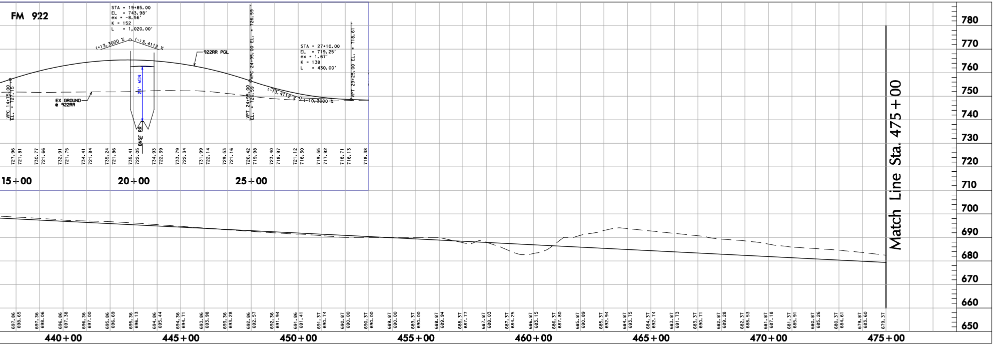

N
Match Line Sta. 375+00
+00
380+00
RR-200-2
385+00
390+00
PT 387+84.07



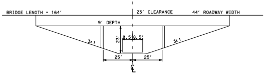

UG GAS LINE
RR-200
RR-200 423+54.82
922RR 20+36.98
15+00
20+00
PC 19+95.78
PT 21+23.09
PC 23+51.73
PT 24+78.44
25+00
E OBUCH ST
N PECAN CREEK TR
395+00
400+00
405+00
410+00
415+00
420+00
425+00
430+00
435+00


RR-200 PGL
EX GROUND
@ RR-200
FM 922
23' MIN
VPC 424+75.00 EL. = 705.11
VPT 427+25.00 EL. = 703.24
(-)1.0000 %
(-)0.4999 %
STA = 426+00.00
EL = 703.86'
ex = 0.16'
K = 500
L = 250.00'
760
750
740
730
720
710
700
VPC 11+10.00 EL. = 716.28
VPT 12+90.00 EL. = 721.05
716.08
(+)2.0000 %
(+)3.5000 %
STA = 12+00.00
EL = 718.08'
ex = 0.29'
K = 138
L = 180.00'
714.27
716.08
716.08
718.37
718.33
721.38
720.29
724.68
721.43
10+00
736.86
742.35
735.86
743.09
734.86
743.38
733.86
743.11
732.86
742.33
731.86
741.11
730.86
739.23
729.86
736.51
728.86
734.46
727.86
732.14
726.86
730.15
725.86
732.06
724.86
733.20
723.86
734.15
722.86
736.27
721.86
737.68
720.86
739.41
719.86
739.53
718.86
739.22
717.86
738.54
716.86
736.79
715.86
734.82
714.86
732.35
713.86
729.90
712.86
728.56
711.86
727.63
710.86
726.16
709.86
724.28
708.86
722.39
707.86
720.50
706.86
719.15
705.86
717.94
704.87
716.03
704.02
714.11
703.37
712.20
702.86
710.28
702.36
707.99
701.86
705.64
701.36
703.29
700.86
701.29
700.36
701.01
699.86
700.45
699.36
699.92
698.86
699.54
698.36
699.14
395+00
400+00
405+00
410+00
415+00
420+00
425+00
430+00
435+00

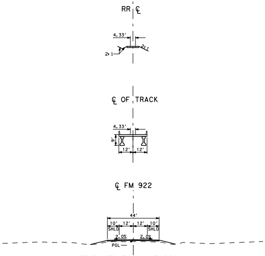

440+00
445+00
450+00
455+00
460+00
465+00
470+00
475
PECAN CREEK
N
Match Line Sta. 475+00


FM 922
STA = 19+85.00
EL = 743.98'
ex = -8.56'
K = 152
L = 1,020.00'
(+)3.3000 %
(-)3.4112 %
922RR PGL
VPC 14+75.00
EL. = 727.15
EX GROUND
@ 922RR
23' MIN
BNSF RR
VPC 24+95.00 EL. = 726.59
VPT 24+95.00
EL. = 726.59
(-)3.4112 %
STA = 27+10.00
EL = 719.25'
ex = 1.67'
K = 138
L = 430.00'
(-)0.3000 %
VPT 29+25.00 EL. = 718.61
727.96
721.81
730.77
721.66
732.91
721.75
734.41
721.84
735.24
721.86
735.41
722.05
734.93
722.39
733.79
722.34
731.99
722.14
729.53
721.16
726.42
719.98
723.40
718.97
721.12
718.30
719.55
717.92
718.71
718.13
718.38
15+00
20+00
25+00
780
770
760
750
740
730
720
710
700
690
680
670
660
650
697.86
698.65
697.36
698.06
696.86
697.38
696.36
697.00
695.86
696.69
695.36
696.13
694.86
695.44
694.36
694.71
693.86
693.98
693.36
693.28
692.86
692.57
692.36
691.94
691.86
691.41
691.37
690.74
690.87
690.00
690.37
690.00
689.87
690.00
689.37
690.00
688.87
689.94
688.37
687.77
687.87
688.03
687.37
684.25
686.87
683.15
686.37
687.80
685.87
690.89
685.37
692.94
684.87
693.75
684.37
692.74
683.87
691.73
683.37
690.71
682.87
689.28
682.37
688.53
681.87
687.18
681.37
685.91
680.87
685.26
680.37
684.61
679.87
683.60
679.37
440+00
445+00
450+00
455+00
460+00
465+00
470+00
475+00
Match Line Sta. 475+00

FM 922 OVER RR


BRIDGE LENGTH = 164'
23' CLEARANCE
44' ROADWAY WIDTH
9' DEPTH
23'
8.5'
8.5'
3:1
3:1
25'
25'
℄

REQUIRED CLEARANCES


RR ℄
4.33'
2:1
2:1
℄ OF TRACK
4.33'
9'
12'
12'
℄ FM 922
44'
10'
12'
12'
10'
SHLD
SHLD
2.0%
2.0%
PGL

PROPOSED FM 922 TYPICAL
SECTION AT BNSF RAILROAD

ALIGNMENT DATA										
NUM	DELTA	DEGREE	TANGENT	LENGTH	RADIUS	PI STATION	PI NORTHING	PI EASTING	PC STATION	PT STATION
RR-200	BNSF RAILROAD									
RR-200-2	7° 40' 44.58" RT	0° 34' 22.65"	671.13'	1,340.25'	10,000.00'	381+14.95	7,232,049.90	2,380,229.19	374+43.82	387+84.07
922RR	FM 922									
922RR-1	1° 12' 56.76" RT	0° 57' 17.75"	63.66'	127.31'	6,000.00'	20+59.44	7,227,811.64	2,380,027.93	19+95.78	21+23.09
922RR-2	0° 18' 09.00" RT	0° 14' 19.44"	63.36'	126.71'	24,000.00'	24+15.09	7,227,817.86	2,379,672.34	23+51.73	24+78.44

TEXAS DEPARTMENT OF TRANSPORTATION
WICHITA FALLS DISTRICT

ROLL 3 of 4

PRELIMINARY 100% DESIGN SCHEMATIC

IH 35

CSJ NOS. 0194-01-010,
0194-02-081
0195-01-087

NOT INTENDED FOR CONSTRUCTION, BIDDING, OR PERMIT PURPOSES

ALONG IH 35 FROM 3800' NORTH OF FM 3002
IN COOKE COUNTY, TEXAS TO EXIT 1 IN OKLAHOMA

PREPARED BY JACOBS ENGINEERING GROUP, INC.
FIRM #2966
UNDER THE SUPERVISION OF
C. RODGER CLEMENTS, PE

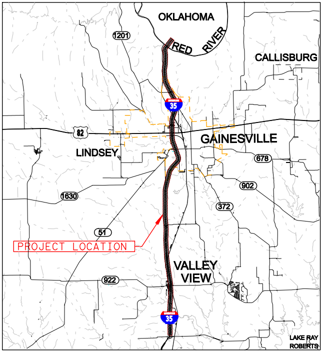
DATE SUBMITTED

DATE REVISED

DATE APPROVED

0 100 200 300
HORIZONTAL
0 10 20 30
VERTICAL
GRAPHIC SCALES IN FEET

SERIAL NUMBER 36250


OKLAHOMA
RED RIVER
1201
CALLISBURG
35
82
GAINESVILLE
LINDSEY
678
902
1630
372
51
PROJECT LOCATION
VALLEY VIEW
922
35
LAKE RAY ROBERTS

Location /Key Map

Legend:

🟨	Mainlanes
🟥	Bridge
🟩	Frontage Roads/Surface St.
🟦	Ramps and Direct Connectors
- - -	Future Roadway (by others)
	Edge of Shoulder Edge of Lane Lane Line Striping Edge of Lane Edge of Shoulder
—	Proposed Retaining Wall
🟦	SIDEWALKS
170W35S	Alignment Name
(ALBCL-1)	Curve Callout
➡	Traffic Direction
▨	Existing Pavement Removal
— - —	Existing Right-of-Way
—‖—	Preliminary Proposed Control-of-Access
— —	Preliminary Proposed Right-of-Way (Access Restricted)
— - —	City Limits
▨	Approximate Structure Limits and Bents / Columns

ROLL 4 of 4

TEXAS DEPARTMENT OF TRANSPORTATION
WICHITA FALLS DISTRICT

PRELIMINARY 100% DESIGN SCHEMATIC

IH 35

CSJ NOS. 0194-01-010,
0194-02-081
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ALONG IH 35 FROM 3800' NORTH OF FM 3002
IN COOKE COUNTY, TEXAS TO EXIT 1 IN OKLAHOMA

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C. RODGER CLEMENTS, PE

SERIAL NUMBER 36250

NOT INTENDED FOR CONSTRUCTION, BIDDING, OR PERMIT PURPOSES

Texas Department of Transportation

0 100 200 300
HORIZONTAL

0 10 20 30
VERTICAL

GRAPHIC SCALES IN FEET

DATE SUBMITTED

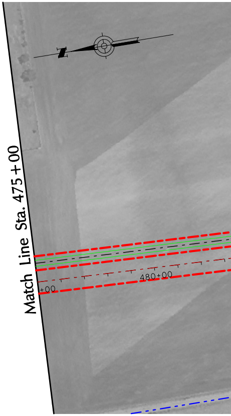
DATE REVISED

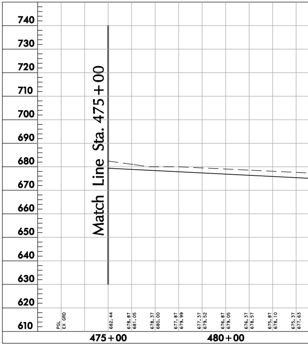
DATE APPROVED

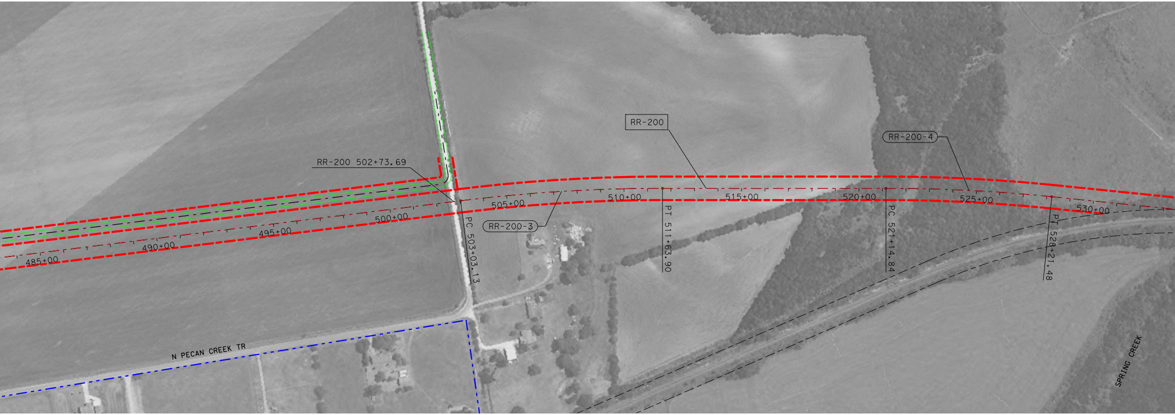
JACOBS

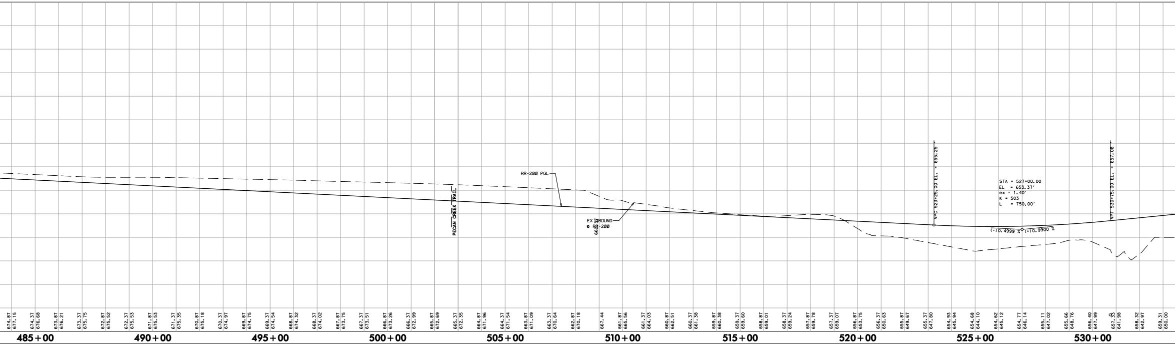
Projected Design Hour
Traffic Volumes
(Year 2030)

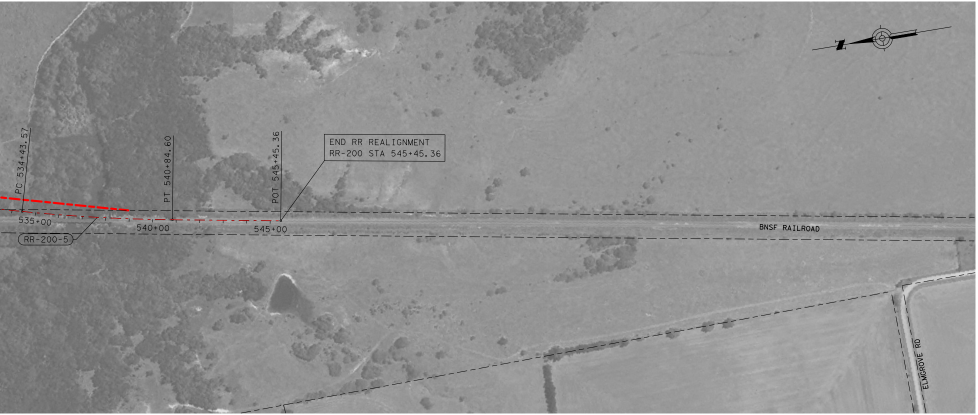
Directional Distribution	①—DHV 60-40
Percent Trucks of DHV	2%
Design Hourly Volume	4760
DESIGN SPEED:	
Mainlanes	70 mph
Ramps	50 mph
Frontage Roads	40 mph
Surface Streets	30 mph

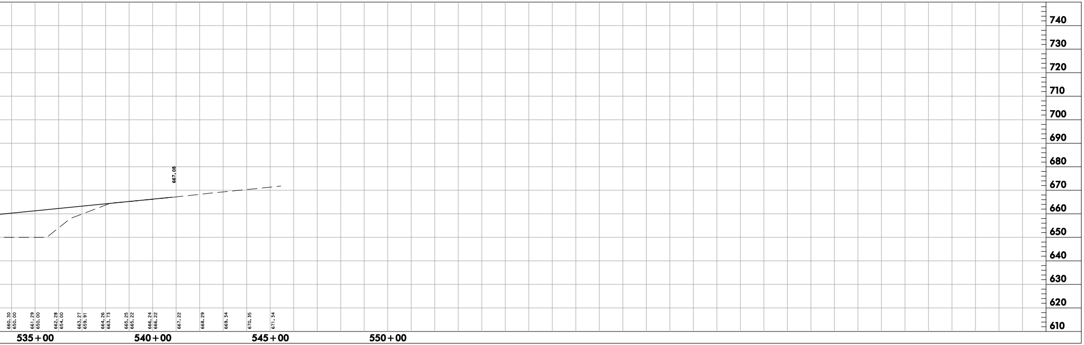

Match Line Sta. 475+00
480+00
+00


740
730
720
710
700
690
680
670
660
650
640
630
620
610
Match Line Sta. 475+00
PGL
EX GRD
682.44
678.87
681.05
678.37
680.00
677.87
679.99
677.37
679.52
676.87
679.05
676.37
678.57
675.87
678.10
675.37
677.63
475+00
480+00

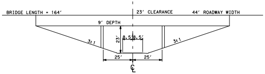

RR-200 502+73.69
RR-200
RR-200-4
RR-200-3
485+00
490+00
495+00
500+00
505+00
510+00
515+00
520+00
525+00
530+00
PC 503+03.13
PT 511+63.90
PC 521+14.84
PT 528+21.48
N PECAN CREEK TR
SPRING CREEK


RR-200 PGL
PECAN CREEK TRAIL
EX GROUND
@ RR-200
VPC 523+25.00 EL. = 655.25
VPT 530+75.00 EL. = 657.08
STA = 527+00.00
EL = 653.37'
ex = 1.40'
K = 503
L = 750.00'
(-)0.4999 %
(+)0.9900 %
674.87 677.15
674.37 676.68
673.87 676.21
673.37 675.75
672.87 675.52
672.37 675.53
671.87 675.53
671.37 675.35
670.87 675.18
670.37 674.97
669.87 674.75
669.37 674.54
668.87 674.32
668.37 674.02
667.87 673.75
667.37 673.51
666.87 673.26
666.37 672.99
665.87 672.69
665.37 672.35
664.87 671.96
664.37 671.54
663.87 671.09
663.37 670.64
662.87 670.18
667.44
661.87 665.56
661.37 664.03
660.87 662.51
660.37 661.38
659.87 660.38
659.37 659.60
658.87 659.01
658.37 659.24
657.87 659.78
657.37 659.07
656.87 653.75
656.37 650.63
655.87 649.67
655.37 647.80
654.93 645.94
654.68 644.10
654.62 645.12
654.77 646.14
655.11 647.02
655.66 648.76
656.40 647.99
657.33 641.98
658.32 642.97
659.31 650.00
485+00
490+00
495+00
500+00
505+00
510+00
515+00
520+00
525+00
530+00

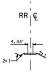

PC 534+43.57
PT 540+84.60
POT 545+45.36
END RR REALIGNMENT
RR-200 STA 545+45.36
535+00
540+00
545+00
RR-200-5
BNSF RAILROAD
ELMGROVE RD

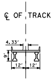


FM 922 OVER RR


BRIDGE LENGTH = 164'
23' CLEARANCE
44' ROADWAY WIDTH
9' DEPTH
3:1
3:1
23'
8.5'
8.5'
25'
25'
℄

REQUIRED CLEARANCES




℄ OF TRACK
4.33'
9'
12'
12'

ALIGNMENT DATA										
NUM	DELTA	DEGREE	TANGENT	LENGTH	RADIUS	PI STATION	PI NORTHING	PI EASTING	PC STATION	PT STATION
RR-200	BNSF RAILROAD									
RR-200-3	7° 02' 43.66" RT	0° 49' 06.64"	430.93'	860.77'	7,000.00'	507+34.06	7,219,440.00	2,379,697.18	503+03.13	511+63.90
RR-200-4	5° 47' 02.13" RT	0° 49' 06.64"	353.62'	706.64'	7,000.00'	524+68.46	7,217,728.12	2,379,411.90	521+14.84	528+21.48
RR-200-5	5° 14' 48.74" LT	0° 49' 06.64"	320.74'	641.03'	7,000.00'	537+64.31	7,216,477.30	2,379,071.00	534+43.57	540+84.60

TEXAS DEPARTMENT OF TRANSPORTATION
WICHITA FALLS DISTRICT

ROLL 4 of 4

PRELIMINARY 100% DESIGN SCHEMATIC

IH 35

CSJ NOS. 0194-01-010,
0194-02-081
0195-01-087

NOT INTENDED FOR
CONSTRUCTION, BIDDING,
OR PERMIT PURPOSES

ALONG IH 35 FROM 3800' NORTH OF FM 3002
IN COOKE COUNTY, TEXAS TO EXIT 1 IN OKLAHOMA

PREPARED BY JACOBS ENGINEERING GROUP, INC.
FIRM #2966
UNDER THE SUPERVISION OF
C. RODGER CLEMENTS, PE

SERIAL NUMBER 36250

Texas Department of Transportation

0 100 200 300
HORIZONTAL

0 10 20 30
VERTICAL

GRAPHIC SCALES IN FEET

DATE SUBMITTED

DATE REVISED

DATE APPROVED

JACOBS