DRAFT

US 82, etc.
CSJ: 0044-08-067, etc.

Environmental Documentation

Stephanie D. Manry, Wichita Falls District

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

MEMO

November 16, 2015

To: Project File - ECOS
US 82, etc. (CSJ: 0044-08-067, etc.), Gainesville, Cooke County, Texas

From: Stephanie D. Manry
Environmental Coordinator, Wichita Falls District

Subject: DRAFT US 82, etc. (CSJ: 0044-08-067, etc.) Project Description

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

Project Description

US 82 is a rural principal arterial roadway that runs east and west through the northern portion of Cooke County in Texas. US 82 runs primarily through a rural area of the state; however, it does pass through numerous smaller communities such as Gainesville, Texas where it is used as a main thoroughfare by the local population to traverse throughout their local community and by travelers whom use it as a pass-through to cross through the county.

The US 82 Improvement Project (CSJ: 0044-08-067, etc.) has been developed to aid in improving the travel conditions within the city of Gainesville. Proposed plans include intersection improvements along US 82 at the following cross streets: IH 35, Culberson Dr., Weaver St., Lawrence Rd., FM 372 and Fair Ave. Re-striping and/or minor pavement widening to add an additional lane is proposed from the northbound IH-35 Frontage Road to Lawrence Street, as well as the addition of curb and gutter at various locations throughout the project. At FM 372 west to east and east to west turnarounds are being proposed as well as right turn lanes at FM 3092 and FM 371 to improve traffic flow. Additionally, pedestrian facilities, safety end treatments, and signs and signals are proposed to be upgraded at various locations throughout the project area. Furthermore, improvements to Zodiac Drive (signed Weber Drive) are proposed with this project. The city of Gainesville has requested improvements along Weber Drive from near Sta. 11+00 to near Sta. 36+00 such as widening, re-striping and signage, driveway improvements, curb and gutter, and concrete ditch paving.

No new right of way or easements are proposed with this project. There is no proposed bridge rehab or replacements with this project. The project is scheduled to let in February 2016. Funding for the US 82 Improvement Project is 80% Federal/20% State. This project is not located in an MPO nor is the project located in an MS4 area, coastal region, or the Edwards Aquifer.

Scoping Procedure Thresholds

Air - The project is located in an area in attainment or unclassifiable for all national ambient air quality standards (NAAQS). Therefore, the transportation conformity rules do not apply. The project is not located within a CO or PM nonattainment or maintenance area. Therefore, a project level hot spot analysis is not required. The AADT projections for the project do not exceed 140,000 vehicles per day. Therefore a traffic air quality analysis was not required. A CMP analysis would not be required. During the construction phase of this project, temporary increases in PM and MSAT emissions may occur from construction activities. The primary construction-related emissions of PM are fugitive dust from site preparation, and the primary construction-related emissions of MSAT are diesel particulate matter from diesel powered construction equipment and vehicles. The potential impacts of particulate matter emissions will be minimized by using fugitive dust control measures contained in standard specifications, as appropriate. Considering the temporary and transient nature of construction-related emissions, as well as the mitigation actions to be utilized including compliance with applicable regulatory requirements, it is not anticipated that emissions from construction of this project will have any significant impact on air quality in the area. See documentation in Air Quality Section.

Archeology –The proposed project would require work to occur outside the horizontal and vertical footprint of the existing crown. The project was determined to have no effect on archeological properties; therefore, consultation with the Texas State Historic Preservation Officer (SHPO) was not necessary and individual coordination with the Texas Historical Commission (THC) was not required. Tribal coordination concluded on 9/30/15. The Risk Assessment was completed in ECOS. See documentation in Archeology Section.

Biology – The proposed project would have no effect on federally listed threatened or endangered species. TxDOT will take appropriate actions to prevent the take of migratory birds, their active nests, eggs or young to maintain compliance with the Migratory Bird Treaty Act (MBTA). Revegetation of disturbed areas will be in compliance with the Executive Order on Invasive Species (EO 13112) and the Executive Memorandum (EM) on Beneficial Landscaping. This project was not exempt from Texas Parks and Wildlife Department (TPWD) coordination under the Memorandum of Understanding (MOU) due to exceeding the mapped threshold of the EMST Mapper. TPWD coordination concluded on 9/22/15. See documentation in Biology Section.

Community Impacts – The project does not require any displacements. The proposed project would not adversely impact community cohesion. An analysis of the community profile determined that the proposed project would not have a disproportionately high and adverse impact on minority and/or low-income populations. TxDOT has made a reasonable effort to identify and accommodate limited English proficiency persons (LEP). Spanish speakers were identified based on knowledge of the area and a sign in Spanish at a local church. Efforts have been made and will continue to be made to accommodate Spanish speakers at public involvement events. See documentation in Environmental Justice and Community Impacts section.

Hazmat – The proposed project would occur entirely within the existing ROW. Work will not include demolition or renovation of a bridge defined by TxDOT Standard Specifications for Construction and Maintenance of Highways, Streets, and Bridges. Work will not be performed on any existing bridges, riprap will be disturbed but it is not a component of the bridge itself. Work will not include substantial excavation operations. Even though a formal ISA was not required for this project, a limited database review was conducted for the area around the new turn around lanes. No potential issues were identified. An LPST was identified, but it was a substantial distance from the project and due to little to no substantial excavation will be conducted for this project; therefore, it should not be an issue. See documentation in HazMat section.

History –The proposed project does not involve construction outside of the existing ROW. A historical Project Coordination Request (PCR) was prepared. No National Register of Historic Places (NRHP), State Archeological Landmarks (SAL), or Recorded Texas Historical Landmarks (RTHL) were located within the area of potential effect (APE) which for this project. A TxDOT historian determined project activities have no potential for effects. Individual project coordination with SHPO is not required.

Noise – Because the proposed action would add through traffic lanes (Type I Project), a traffic noise analysis was required. The FHWA traffic noise modeling software (TNM2.5) was used to calculate existing and predicted traffic noise levels. The model primarily considers the number, type and speed of vehicles; highway alignment and grade; cuts, fills and natural berms; surrounding terrain features; and the locations of activity areas likely to be impacted by the associated traffic noise. Existing and predicted traffic noise levels were modeled at receiver locations that represent the land use activity areas adjacent to the proposed project that might be impacted by traffic noise and potentially benefit from feasible and reasonable noise abatement. The proposed project would result in traffic noise impacts at two modeled receivers, representing three impacted receivers. The following noise abatement measures were considered: traffic management, alteration of horizontal and/or vertical alignments, and acquisition of undeveloped property to act as a buffer zone, and the construction of noise barriers. None of the above noise abatement measures would be both feasible and reasonable; therefore, no abatement measures are proposed for this project. See documentation in Noise Section.

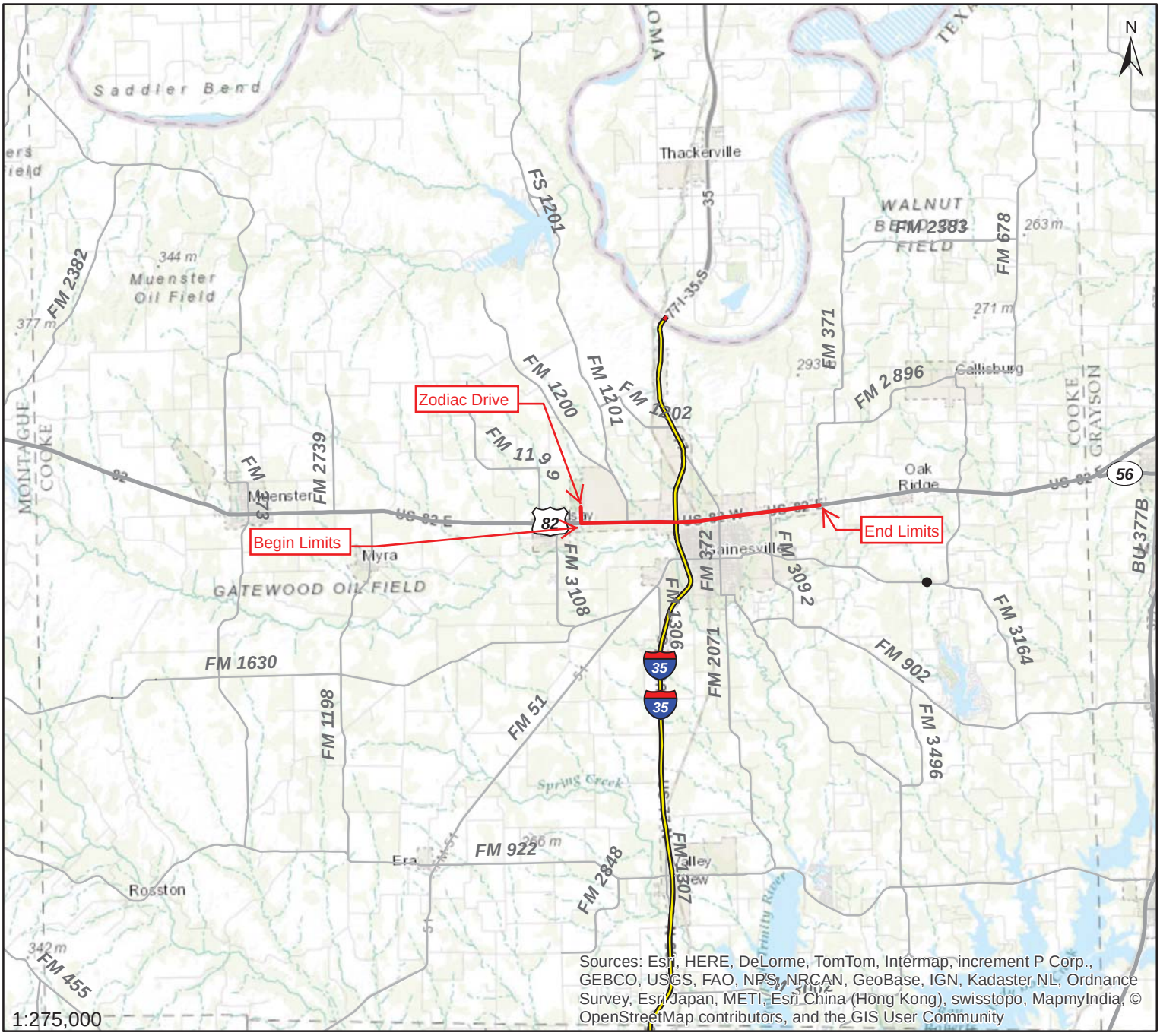
Planning – The proposed project is listed as a Grouped CSJ in the Statewide Transportation Improvement Plan (STIP). See documentation in STIP Section.

Public Involvement – The Texas Department of Transportation (TxDOT) held an open house on Thursday, February 5, 2015, from 5:30 PM to 7:30 PM, at First United Methodist Church, 214 S. Denton Street, Gainesville, Texas, 76240. The purpose of the open house for the US 82 Improvement Project was to provide an opportunity for citizens to learn more about the project and provide input on the proposed changes to the 2012 Feasibility Study. This open house was held in conjunction with the IH 35 Improvement project Open House. Since the project would involve the addition of a lane (added capacity) through a segment of the project, TxDOT will afford an opportunity for Public Hearing per 43 TAC 2.106(b)(1)(C). See documentation in Public Involvement Section.

Water – The proposed project would not affect any waterbody, floodplain or wetland. An EPIC was created in ECOS to develop and monitor a Stormwater Pollution Prevention Plan (SWP3) and post a Construction Site Notice, because the project would involve more than 1 acre of earth disturbance. This would ensure compliance with Section 402 of the Clean Water Act.

Section 4f – The project would not require use of public park, recreation lands, wildlife or waterfowl refuge and/or historic property.

US 82, etc. Location Map - Cooke County, TX - CSJ: 0044-08-067, etc.



Sources: Esri, HERE, DeLorme, TomTom, Intermap, increment P Corp., GEBCO, USGS, FAO, NPS, NRCAN, GeoBase, IGN, Kadaster NL, Ordnance Survey, Esri Japan, METI, Esri China (Hong Kong), swisstopo, MapmyIndia, © OpenStreetMap contributors, and the GIS User Community

Date: 7/31/2015

US 82, etc. Aerial Map - Cooke County, TX - CSJ: 0044-08-067, etc.

0 0.5 1 2 Miles

Date: 7/31/2015

US 82, etc. Aerial Map - Cooke County, TX - CSJ: 0044-08-067, etc.

0 0.5 1 2 Miles

Date: 7/31/2015

Qualitative Mobile Source Air Toxics Assessment

US 82, etc.

CSJ: 0044-08-067, etc.

Stephanie D. Manry, Wichita Falls District

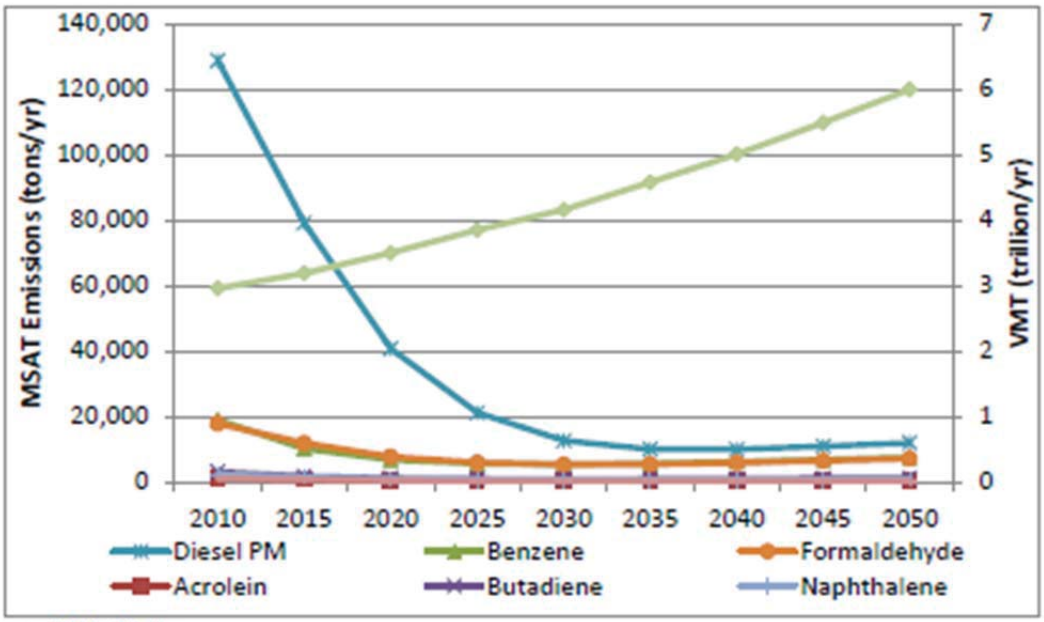
The environmental review, consultation, and other actions required by applicable Federal environmental laws for this project are being, or have been, carried-out by TxDOT pursuant to 23 U.S.C. 327 and a Memorandum of Understanding dated December 16, 2014, and executed by FHWA and TxDOT.

Background

Controlling air toxic emissions became a national priority with the passage of the Clean Air Act Amendments (CAAA) of 1990, whereby Congress mandated that the U.S. Environmental Protection Agency (EPA) regulate 188 air toxics, also known as hazardous air pollutants. The EPA has assessed this expansive list in their latest rule on the Control of Hazardous Air Pollutants from Mobile Sources (Federal Register, Vol. 72, No. 37, page 8430, February 26, 2007), and identified a group of 93 compounds emitted from mobile sources that are listed in their Integrated Risk Information System (IRIS) (http://www.epa.gov/iris/). In addition, EPA identified seven compounds with significant contributions from mobile sources that are among the national and regional-scale cancer risk drivers from their 1999 National Air Toxics Assessment (NATA) (http://www.epa.gov/ttn/atw/nata1999/). These are acrolein, benzene, 1,3-butidiene, diesel particulate matter plus diesel exhaust organic gases (diesel PM), formaldehyde, naphthalene, and polycyclic organic matter. While FHWA considers these the priority mobile source air toxics, the list is subject to change and may be adjusted in consideration of future EPA rules.

The 2007 EPA Mobile Source Air Toxics (MSAT) rule mentioned above requires controls that will dramatically decrease MSAT emissions through cleaner fuels and cleaner engines. Based on an FHWA analysis using EPA's MOVES2010b model, as shown in Figure 1 and Table 1, even if vehicle-miles travelled (VMT) increases by 102 percent as assumed from 2010 to 2050, a combined reduction of 83 percent in the total annual emissions for the priority MSAT is projected for the same time period.

Figure 1:
PROJECTED NATIONAL MSAT EMISSION TRENDS 2010 – 2050
FOR VEHICLES OPERATING ON ROADWAYS
USING EPA's MOVES2010b MODEL



Source: Table 1 below.

Note: Trends for specific locations may be different, depending on locally derived information representing vehicle-miles travelled, vehicle speeds, vehicle mix, fuels, emission control programs, meteorology, and other factors.

Table 1:
PROJECTED NATIONAL MSAT EMISSION TRENDS 2010 – 2050
FOR VEHICLES OPERATING ON ROADWAYS
USING EPA's MOVES2010b MODEL

Pollutant / VMT	Pollutant Emissions (tons) and Vehicle-Miles Traveled (VMT) by Calendar Year									Change
	2010	2015	2020	2025	2030	2035	2040	2045	2050	2010 to 2050
Acrolein	1,244	805	476	318	258	247	264	292	322	-74%
Benzene	18,995	10,195	6,765	5,669	5,386	5,696	6,216	6,840	7,525	-60%
Butadiene	3,157	1,783	1,163	951	890	934	1,017	1,119	1,231	-61%
Diesel PM	128,847	79,158	40,694	21,155	12,667	10,027	9,978	10,942	11,992	-91%
Formaldehyde	17,848	11,943	7,778	5,938	5,329	5,407	5,847	6,463	7,141	-60%
Naphthalene	2,366	1,502	939	693	607	611	659	727	802	-66%
Polycyclics	1,102	705	414	274	218	207	219	240	262	-76%
Trillions VMT	2.96	3.19	3.5	3.85	4.16	4.58	5.01	5.49	6	102%

Source: EPA MOVES2010b model runs conducted during May – June 2012 by FHWA.

Air toxics analysis is a continuing area of research. While much work has been done to assess the overall health risk of air toxics, many questions remain unanswered. In particular, the tools and techniques for assessing project-specific health outcomes as a result of lifetime MSAT exposure remain limited. These limitations impede the ability to evaluate how the potential health risks posed by MSAT exposure should be factored into project-level decision-making within the context of the National Environmental Policy Act (NEPA). The FHWA, EPA, the Health Effects Institute, and others have funded and conducted research studies to try to more clearly define potential risks from MSAT emissions associated with highway projects. The FHWA will continue to monitor the developing research in this emerging field.

Project-Specific MSAT Information

A qualitative analysis provides a basis for identifying and comparing the potential differences among MSAT emissions, if any, from the various alternatives. The qualitative assessment presented below is derived in part from a study conducted by the FHWA entitled A Methodology for Evaluating Mobile Source Air Toxic Emissions Among Transportation Project Alternatives, found at: http://www.fhwa.dot.gov/environment/air_quality/air_toxics/research_and_analysis/mobile_source_air_toxics/msatemissions.pdf

For each alternative in this document, the amount of MSAT emitted would be proportional to the vehicle miles travelled, or VMT, assuming that other variables such as fleet mix are the same for each alternative. The VMT estimated for the Build Alternative is slightly higher than that for the No Build Alternative, because the additional capacity increases the efficiency of the roadway and attracts rerouted trips from elsewhere in the transportation network. This increase in VMT would lead to higher MSAT emissions for the preferred action alternative along the highway corridor, along with a corresponding decrease in MSAT emissions along the parallel routes. The emissions increase is offset somewhat by lower MSAT emission rates due to increased speeds; according to EPA's MOVES2010b model, emissions of all of the priority MSAT decrease as speed increases. Because the estimated VMT under each alternative are nearly the same, it is expected there would be no appreciable difference in overall MSAT emissions among the build and no build alternatives. Also, regardless of the alternative chosen, emissions will likely be lower than present levels in the design year as a result of EPA's national control programs that are projected to reduce annual MSAT Emissions by over 80 percent between 2010 and 2050. Local conditions may differ from these national projections in terms of fleet mix and turnover, VMT growth rates, and local control measures. However, the magnitude of the EPA-projected reductions is so great (even after accounting for VMT growth) that MSAT emissions in the study area are likely to be lower in the future in nearly all cases.

The additional travel lanes contemplated as part of the build alternative will have the effect of moving some traffic closer to nearby homes, schools, and businesses; therefore, under each alternative there may be localized areas where ambient concentrations of MSAT could be higher under the build alternative than the no build alternative. The localized increases in MSAT concentrations would likely be most pronounced along the expanded roadway section that would be built along US 82, under the build alternative between IH 35 and Lawrence Street. However, the magnitude and the duration of these potential increases compared to the No-Build alternative cannot be reliably quantified due to incomplete or unavailable information in forecasting project-specific MSAT health impacts. In sum, when a highway is widened, the localized level of MSAT emissions for the Build Alternative could be higher relative to the No Build Alternative, but this could be offset due to increases in speeds and reductions in congestion (which are associated with lower MSAT emissions). Also, MSAT will be lower in other locations when traffic shifts away from them. However, on a regional basis, EPA's vehicle and fuel regulations, coupled with fleet turnover, will over time cause substantial reductions that, in almost all cases, will cause region-wide MSAT levels to be significantly lower than today.

Incomplete or Unavailable Information for Project-Specific MSAT Health Impacts Analysis

In FHWA’s view, information is incomplete or unavailable to credibly predict the project specific health impacts due to changes in MSAT emissions associated with a proposed set of highway alternatives. The outcome of such an assessment, adverse or not, would be influenced more by the

uncertainty introduced into the process through assumption and speculation rather than any genuine insight into the actual health impacts directly attributable to MSAT exposure associated with a proposed action.

The U.S. Environmental Protection Agency (EPA) is responsible for protecting the public health and welfare from any known or anticipated effect of an air pollutant. They are the lead authority for administering the Clean Air Act and its amendments and have specific statutory obligations with respect to hazardous air pollutants and MSAT. The EPA is in the continual process of assessing human health effects, exposures, and risks posed by air pollutants. They maintain the Integrated Risk Information System (IRIS), which is "a compilation of electronic reports on specific substances found in the environment and their potential to cause human health effects" (EPA, http://www.epa.gov/iris/). Each report contains assessments of non-cancerous and cancerous effects for individual compounds and quantitative estimates of risk levels from lifetime oral and inhalation exposures with uncertainty spanning perhaps an order of magnitude.

Other organizations are also active in the research and analyses of the human health effects of MSAT, including the Health Effects Institute (HEI). Two HEI studies are summarized in Appendix D of FHWA's Interim Guidance Update on Mobile source Air Toxic Analysis in NEPA Documents. Among the adverse health effects linked to MSAT compounds at high exposures are; cancer in humans in occupational settings; cancer in animals; and irritation to the respiratory tract, including the exacerbation of asthma. Less obvious is the adverse human health effects of MSAT compounds at current environmental concentrations (HEI, http://pubs.healtheffects.org/view.php?id=282) or in the future as vehicle emissions substantially decrease (HEI, http://pubs.healtheffects.org/view.php?id=306).

The methodologies for forecasting health impacts include emissions modeling; dispersion modeling; exposure modeling; and then final determination of health impacts – each step in the process building on the model predictions obtained in the previous step. All are encumbered by technical shortcomings or uncertain science that prevents a more complete differentiation of the MSAT health impacts among a set of project alternatives. These difficulties are magnified for lifetime (i.e., 70 year) assessments, particularly because unsupportable assumptions would have to be made regarding changes in travel patterns and vehicle technology (which affects emissions rates) over that time frame, since such information is unavailable.

It is particularly difficult to reliably forecast 70-year lifetime MSAT concentrations and exposure near roadways; to determine the portion of time that people are actually exposed at a specific location; and to establish the extent attributable to a proposed action, especially given that some of the information needed is unavailable.

There are considerable uncertainties associated with the existing estimates of toxicity of the various MSAT, because of factors such as low-dose extrapolation and translation of occupational exposure

data to the general population, a concern expressed by HEI (http://pubs.healtheffects.org/view.php?id=282). As a result, there is no national consensus on air dose-response values assumed to protect the public health and welfare for MSAT compounds, and in particular for diesel PM. The EPA (http://www.epa.gov/risk/basicinformation.htm#g) and the HEI (http://pubs.healtheffects.org/getfile.php?u=395) have not established a basis for quantitative risk assessment of diesel PM in ambient settings.

There is also the lack of a national consensus on an acceptable level of risk. The current context is the process used by the EPA as provided by the Clean Air Act to determine whether more stringent controls are required in order to provide an ample margin of safety to protect public health or to prevent an adverse environmental effect for industrial sources subject to the maximum achievable control technology standards, such as benzene emissions from refineries. The decision framework is a two-step process. The first step requires EPA to determine an "acceptable" level of risk due to emissions from a source, which is generally no greater than approximately 100 in a million. Additional factors are considered in the second step, the goal of which is to maximize the number of people with risks less than 1 in a million due to emissions from a source. The results of this statutory two-step process do not guarantee that cancer risks from exposure to air toxics are less than 1 in a million; in some cases, the residual risk determination could result in maximum individual cancer risks that are as high as approximately 100 in a million. In a June 2008 decision, the U.S. Court of Appeals for the District of Columbia Circuit upheld EPA's approach to addressing risk in its two step decision framework.

Information is incomplete or unavailable to establish that even the largest of highway projects would result in levels of risk greater than deemed acceptable. Because of the limitations in the methodologies for forecasting health impacts described, any predicted difference in health impacts between alternatives is likely to be much smaller than the uncertainties associated with predicting the impacts. Consequently, the results of such assessments would not be useful to decision makers, who would need to weigh this information against project benefits, such as reducing traffic congestion, accident rates, and fatalities plus improved access for emergency response, that are better suited for quantitative analysis.

Conclusion

In this document, a qualitative MSAT assessment has been provided relative to the build and no build alternatives of MSAT emissions and has acknowledged that the build alternative may result in increased exposure to MSAT emissions in certain locations, although the concentrations and duration of exposures are uncertain, and because of this uncertainty, the health effects from these emissions cannot be estimated.

Archaeological Resources

U.S. 82, etc.
CSJ: 0044-08-067, etc.

Stephanie D. Manry, Wichita Falls District

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

MEMO

September 30, 2015

To: 850 File, Various Road Projects, Various CSJs, Various Districts

From: Scott Pletka, Ph.D.

Subject: Internal review under the First Amended Programmatic Agreement Among the Federal Highway Administration, the Texas Department of Transportation, the Texas State Historic Preservation Officer, and the Advisory Council on Historic Preservation Regarding the Implementation of Transportation Undertakings (PA-TU), and internal review under the Memorandum of Understanding (MOU) Between the Texas Historical Commission and the Texas Department of Transportation

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Listed below are the projects reviewed internally by qualified TxDOT archeologists from 9/24/15 to 9/30/15. The projects will have no effect on archeological historic properties. As provided under the PA-TU, consultation with the Texas State Historic Preservation Officer is not necessary for these undertakings. As provided under the MOU, the proposed projects do not require individual coordination with the Texas Historical Commission.

CSJ	DISTRICT	ROADWAY	WORK PERFORMED
2635-03-018	Amarillo	SL 335	No Survey
0113-08-077	Austin	US 290	No Survey
0471-04-029	Austin	SH 21	No Survey
0917-17-062	Bryan	Mill Creek Run	Recon Survey
0917-31-023	Bryan	CR 211	Recon Survey
0918-47-097	Dallas	FM 1382 Trail-Cedar Hill State Park	No Survey
0044-08-067 0045-01-059	Wichita Falls	US 82	No Survey

Signature _____ Date: 09 / 30 / 2015

For TxDOT

cc: ECOS Data Entry; PD; ENV_ARC: PA File *Table Template for Weekly List Memo.doc*

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

Archeology Background Study Details

Documentation of Project Setting

1. Does the project conform to a type agreed (per Appendix 3 of PA-TU) to pose no potential to affect historic properties? No

2. Geologic Atlas of Texas map or PALM or soils maps examined. Yes

3. Texas Archeological Sites Atlas map examined for sites within one kilometer of the project area. Yes

4. Historical information examined. Check all that apply. Yes

Resources Used During the Initial Assessment

☑ Topographic map(s) ☑ Soil map(s) ☑ Road map(s) ☐ As-built plans ☐ Other

If other selected, please identify:

5. Aerial images or project area images (e.g., Google Maps with Street View) examined. Yes

Analysis of Project Setting

6. Have archeological sites been identified within the area of potential effects (APE) or within 150 feet of the APE? No

Comments:

A search of the Texas Archeological Sites Atlas (Atlas) was conducted in order to identify archeological sites, historical markers or Official Texas Historical Markers (OTHMs), Recorded Texas Historic Landmarks (RTHLs), properties or districts listed on the National Register of Historic Places (NRHP), State Antiquities Landmarks (SALs), cemeteries, or other cultural resources that may have been previously recorded in or near the APE, as well as previous surveys undertaken in the area. No previously recorded sites are shown within the APE or the

7. Do cemeteries occur within the APE or within 25 feet of the APE? No

Comments:

8. Do Holocene-age deposits mapped on Geologic Atlas of Texas or PALM or soils maps occur within the APE? Yes

Comments:

The Geologic Atlas of Texas, Sherman Sheet, depicts the project area surface geology as composed of Lower Cretaceous age formations such as Weno Limestone, Fort Worth Limestone, Denton Clay, Grayson Marl and Main Street Limestone, Pawpaw formation, and Duck Creek formation. A band of Holocene alluvium is mapped along Pecan Creek at US 82. Human habitation is associated with Holocene deposits, and this location would have the most likely prospect of cultural deposition. Given the age and nature of the Lower Cretaceous

9. Does the APE cross a waterway with the potential for shipwrecks? No

Comments:

10. Is the APE within 500 feet of a historically reliable water source? No

Comments:

11. Does the APE include a wetland or frequently flooded area? Yes

Comments:

Gowen soils, frequently flooded. The Gowen series (4.9%) consists of very deep soils that formed in loamy Holocene alluvium on nearly level flood plains. Flooding occurs at intervals ranging from one or more times a year to once in about every five years unless protected. Tinn clay. The Tinn series (1.3%) consists of very deep soils that formed in Holocene calcareous clayey alluvium. These soils are on flood plains of dissected plains that drain the Blackland Prairies.

12. Does the Atlas map or other information (enter comment) show that occupation typically occurs on particular landform or landforms that the APE does not contain? No

Comments:

13. Have all settings that may have been favorable for occupation been subject to previous disturbances? Check all that apply. Yes

Previous Disturbances Identified During the Initial Assessment

☑ Previous road construction and maintenance ☑ Installation of utilities
☑ Modern land use practices like plowing and brush clearing ☑ Urban and/or suburban development
☐ Erosion and scouring by natural processes ☐ Other

If other selected, please identify:

14. Have the majority of the settings with high potential for archeological sites within the APE been previously surveyed? No

Comments:

Conclusions

15. Have previous investigations covered a sufficient proportion of the APE to conclude that the APE is unlikely to contain archeological sites or cemeteries? No

Comments:

16. Has the APE been sufficiently disturbed that any prehistoric archeological sites would lack the integrity to address important questions? Any such sites would lack integrity of (check all that apply): Yes

Integrity Issues Identified During the Initial Assessment

☑ Location ☑ Design ☑ Materials ☑ Association ☐ Other

If other selected, please identify:

17. Has the APE been sufficiently disturbed that any historic-era archeological deposits would lack sufficient integrity to address important questions? Any such sites would lack integrity of (check all that apply): Yes

Integrity Issues Identified During the Initial Assessment

☑ Location ☑ Design ☑ Materials ☑ Association ☐ Other

If other selected, please identify:

18. Does historic research show that historic-era archeological deposits, cemeteries, and shipwrecks are not likely to occur within the APE? Yes

Comments:

US 82 was built on the Butterfield Stage Route, but the ROW is too disturbed for traces to remain.

19. Does the project area occur in a setting that was not conducive to human occupation and activity? No

Comments:

20. Will the project adversely affect archeological sites or cemeteries? No

Comments:

The Texas Department of Transportation (TxDOT) proposes to improve United States Highway (US) 82 from near Weber Drive (Zodiac Drive) to near Interstate Highway (IH) 35 and from Near IH 35 to near Farm-to-Market Road (FM) 371. US 82 serves as an east-west rural principal arterial roadway in north Cooke County. US 82 does pass through numerous towns such as Gainesville, Texas. In these communities it is used as a main thoroughfare by the local population to travel throughout their local area and by travelers passing through the

Last Updated By: Barbara J Hickman **Last Updated Date:** 09/28/2015 03:01:51

U.S. Department of Transportation
Federal Highway Administration

FEDERAL HIGHWAY ADMINISTRATION
300 EAST 8TH STREET, RM 826
AUSTIN, TEXAS 78701

Texas Department of Transportation

TEXAS DEPARTMENT OF TRANSPORTATION
125 E. 11th STREET
AUSTIN, TEXAS 78701-2483

July 9, 2014

Ms. Edwina Butler-Wolfe, Governor
Absentee-Shawnee Tribe of Oklahoma
2025 S. Gordon Cooper Dr.
Shawnee, OK 74801

RE: Texas Department of Transportation Proposed Highway Projects, Wichita Falls District

Dear Ms. Butler-Wolfe:

The above referenced transportation projects are being considered for construction by the Federal Highway Administration (FHWA) and the Texas Department of Transportation (TxDOT). Environmental studies are in the process of being conducted for these projects. The purpose of this letter is to contact you in order to initiate Section 106 consultation with your Tribe pursuant to stipulations of the First Amended Programmatic Agreement among the Federal Highway Administration, the Texas Department of Transportation, the Texas State Historic Preservation Officer, and the Advisory Council on Historic Preservation Regarding the Implementation of Transportation Undertakings (PA-TU). The projects are located in an area that may be of interest to your Tribe.

The proposed projects can be categorized as highway improvement projects that vary in scope. The planning for these projects is at an early stage. The work may not require new right of way or easements, although the project requirements are not finalized at this time. The project locations are depicted on the enclosed maps. A map of the state, which identifies the counties for the proposed projects, is also included.

Based upon the types of proposed projects identified, the following assumptions have been considered:

- All construction activity would occur within 100 feet of the existing ROW
- The area of potential effects (APE) for these projects would be within 100 feet of the existing ROW within the project limits
- Depth of impact may vary with project type and terrain:
    - three or more feet for road widening projects in relatively flat terrain
    - six or more feet for road widening projects in hilly terrain
    - ten or more feet for bridge replacements

The attached table provides project description and location information. TxDOT conducted a review of the Texas Archeological Sites Atlas for previously recorded sites or completed archeological projects mapped within 1.0 kilometer (0.62 mile) at each of the project locations. Unless otherwise indicated, the recorded sites, cemeteries, and markers are located more than 500 feet from the proposed project area. Information regarding geology and soils would be reviewed as part of the proposed archeological investigation.

Based on the project area information summarized in the attached table, TxDOT recommends that: 1) a buffer zone of 100 feet beyond the APE be considered as part of the cultural resources evaluation; and 2) additional archeological investigations be conducted to confirm the presence or absence of intact archeological deposits that could be adversely impacted by the undertaking. The additional archeological investigations may include activities ranging from further background study or reconnaissance survey to intensive survey, with likelihood for mechanical trenching and/or shovel testing. The minimum level of effort would be a background study of the proposed project APE. This study would include review of available maps, databases, reports, and other archival documentation. The information would be evaluated for natural conditions, results of previous archeological projects, and/or existing disturbances that could affect the presence or preservation of archeological deposits. TxDOT would continue consultation in the event that additional archeological investigations reveal archeological deposits that could be adversely impacted by the undertaking.

In the event that unanticipated archeological deposits are encountered during construction, work in the immediate area will cease, and TxDOT archeological staff will be contacted to initiate post-review discovery procedures under the provisions of the PA-TU and the Memorandum of Understanding (MOU) between TxDOT and the Texas Historical Commission.

According to our procedures and at the request of the FHWA under Section 106 of the National Historic Preservation Act, we are writing to request your comments on historic properties of cultural or religious significance to your Tribe that may be affected by the proposed undertaking APE and the area within the above defined buffer. Any comments you may have on the TxDOT recommendation should also be provided. Please provide your comments within 30 days of

receipt of this letter. Any comments provided after that time will be addressed to the fullest extent possible. If you do not object that the proposed findings and recommendations are appropriate, please sign below to indicate your concurrence. In the event that further investigations by our office disclose the presence of archeological deposits, we will contact your Tribe to continue consultation.

Thank you for your attention to this matter. If you have questions, please contact me at 512/416-2638 (email: Sharon.Dornheim@txdot.gov). When replying to this correspondence, please ensure that the envelope address includes reference to the Archeological Studies Branch, Environmental Affairs Division.

Sincerely,

Sharon Dornheim

Sharon Dornheim
Staff Archeologist / Consultation Coordinator
Archeological Studies Branch
Environmental Affairs Division

Concurrence by: _____ Date: _____

Attachments

cc w/attachments:
ENV-ARCH Project File / ENV-ARCH ECOS

US Department
of Transportation
Federal Highway Administration

FEDERAL HIGHWAY ADMINISTRATION
300 EAST 8TH STREET, RM 826
AUSTIN, TEXAS 78701

Texas Department of Transportation

TEXAS DEPARTMENT OF TRANSPORTATION
125 E. 11th STREET
AUSTIN, TEXAS 78701-2483

July 9, 2014

Mr. Juan Garza, Jr., Chairperson
NAGPRA Coordinator
Kickapoo Traditional Tribe of Texas
HC1 Route, Box 9700
162 Chick Kazen St
Eagle Pass, TX 78852

RE: Texas Department of Transportation Proposed Highway Projects, Wichita Falls District

Dear Mr. Garza.:

The above referenced transportation projects are being considered for construction by the Federal Highway Administration (FHWA) and the Texas Department of Transportation (TxDOT). Environmental studies are in the process of being conducted for these projects. The purpose of this letter is to contact you in order to initiate Section 106 consultation with your Tribe pursuant to stipulations of the First Amended Programmatic Agreement among the Federal Highway Administration, the Texas Department of Transportation, the Texas State Historic Preservation Officer, and the Advisory Council on Historic Preservation Regarding the Implementation of Transportation Undertakings (PA-TU). The projects are located in an area that may be of interest to your Tribe.

The proposed projects can be categorized as highway improvement projects that vary in scope. The planning for these projects is at an early stage. The work may not require new right of way or easements, although the project requirements are not finalized at this time. The project locations are depicted on the enclosed maps. A map of the state, which identifies the counties for the proposed projects, is also included.

TXDOT-ENV
AUG 04 2014
CRM

Re: Section 106 Consultation, National Historic Preservation Act;
Proposed Texas Department of Transportation Highway Improvement Projects
Wichita Falls District

Based upon the types of proposed projects identified, the following assumptions have been considered:

- All construction activity would occur within 100 feet of the existing ROW
- The area of potential effects (APE) for these projects would be within 100 feet of the existing ROW within the project limits
- Depth of impact may vary with project type and terrain:
  - three or more feet for road widening projects in relatively flat terrain
  - six or more feet for road widening projects in hilly terrain
  - ten or more feet for bridge replacements

The attached table provides project description and location information. TxDOT conducted a review of the Texas Archeological Sites Atlas for previously recorded sites or completed archeological projects mapped within 1.0 kilometer (0.62 mile) at each of the project locations. Unless otherwise indicated, the recorded sites, cemeteries, and markers are located more than 500 feet from the proposed project area. Information regarding geology and soils would be reviewed as part of the proposed archeological investigation.

Based on the project area information summarized in the attached table, TxDOT recommends that: 1) a buffer zone of 100 feet beyond the APE be considered as part of the cultural resources evaluation; and 2) additional archeological investigations be conducted to confirm the presence or absence of intact archeological deposits that could be adversely impacted by the undertaking. The additional archeological investigations may include activities ranging from further background study or reconnaissance survey to intensive survey, with likelihood for mechanical trenching and/or shovel testing. The minimum level of effort would be a background study of the proposed project APE. This study would include review of available maps, databases, reports, and other archival documentation. The information would be evaluated for natural conditions, results of previous archeological projects, and/or existing disturbances that could affect the presence or preservation of archeological deposits. TxDOT would continue consultation in the event that additional archeological investigations reveal archeological deposits that could be adversely impacted by the undertaking.

In the event that unanticipated archeological deposits are encountered during construction, work in the immediate area will cease, and TxDOT archeological staff will be contacted to initiate post-review discovery procedures under the provisions of the PA-TU and the Memorandum of Understanding (MOU) between TxDOT and the Texas Historical Commission.

According to our procedures and at the request of the FHWA under Section 106 of the National Historic Preservation Act, we are writing to request your comments on historic properties of cultural or religious significance to your Tribe that may be affected by the proposed undertaking APE and the area within the above defined buffer. Any comments you may have on the TxDOT recommendation should also be provided. Please provide your comments within 30 days of

receipt of this letter. Any comments provided after that time will be addressed to the fullest extent possible. If you do not object that the proposed findings and recommendations are appropriate, please sign below to indicate your concurrence. In the event that further investigations by our office disclose the presence of archeological deposits, we will contact your Tribe to continue consultation.

Thank you for your attention to this matter. If you have questions, please contact me at 512/416-2638 (email: Sharon.Dornheim@txdot.gov). When replying to this correspondence, please ensure that the envelope address includes reference to the Archeological Studies Branch, Environmental Affairs Division.

Sincerely,

Sharon Dornheim

Sharon Dornheim
Staff Archeologist / Consultation Coordinator
Archeological Studies Branch
Environmental Affairs Division

Concurrence by: _____ Date: 7/30/14

Attachments

cc w/attachments:
ENV-ARCH Project File / ENV-ARCH ECOS

Kickapoo Tribe of Oklahoma

P.O. Box 70
407 N. Hwy 102
McLoud, Oklahoma 74851

Administration Department
Phone: 405-964-7053; Fax: 405-964-7065
Email: kwilson@kickapootribeofoklahoma.com

August 6, 2014

Texas Department of Transportation
ATTN: Sharon Dornheim
Staff Archeologist/Consultant Coord.
Archeological Studies Branch
Environmental Affairs Division
125 E. 11th Street
Austin, TX 78701-2483

RE: Project #'s: 039105018, Clay County; 004408067, 004501059, 082301029 & 082301030, Cooke County; 035103022, 084501018, 084501019, 135201021 & 176704030, Montague County; 015604110 & 080202066, Wichita County; Proposed Highway Improvement Projects; Wichita Falls District

Dear Mrs. Dornheim:

Thank you for consulting with the Kickapoo Tribe of Oklahoma in regard to the above referenced site(s). At this time, the Kickapoo Tribe of Oklahoma has no objections to the proposed project(s) at the intended site(s). However, in the event burial remains and/or artifacts are discovered during the development or construction process, the Kickapoo Tribe of Oklahoma would ask for immediate notification of such findings.

Should I be of any further assistance, please contact me at (405) 964-4227.

Sincerely,

Kent Collier
NAGPRA Contact
Kickapoo Tribe of Oklahoma

TXDOT-ENV
AUG 06 2014
CRM

Cc: File

Gilbert Salazar
APETOKA
CHAIRMAN

Nathan Gonzalez
MAH MA TO MA
VICE-CHAIRMAN

Patricia Gonzales
MOKITANOCUA
SECRETARY

Jennell Downs
KISAKODICUA
TREASURER

Everett Suke
MOKITANOA
COUNCILMAN

Biological Evaluation Form

US 82, etc.

CSJ: 0044-08-067, etc.

Stephanie D. Manry, Wichita Falls District

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

Biological Evaluation Form

Main CSJ: 0044-08-067 etc.

Date of Evaluation: September 15, 2015

Proposed Letting Date: February 2016

District(s): Wichita Falls

County(ies): Cooke

Roadway Name: US 82 etc

Limits From: Near Weber Drive, etc.

Limits To: Near IH 35, etc.

Project Description: Rehabilitation of Existing Road

☐ *Project has no Federal nexus.*

☐ *Project not assigned to TxDOT under the NEPA Assignment MOU*

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

Endangered Species Act (ESA)

No — Is the action area of the proposed project within the range and in suitable habitat of federally protected species?

Date that the IPaC system was accessed: September 15, 2015

Resources consulted or activities conducted to make effect determination (if applicable):

- ☒ TPWD County List
- ☒ USFWS Critical Habitat Maps
- ☐ Species Expert Consulted
- ☒ Aerial Photography
- ☐ Coastal Areas Maps
- ☒ Site Visit
- ☒ Topographic Map
- ☐ Species Study Conducted
- ☐ Karst Zone Maps
- ☒ Ecological Mapping System of Texas (EMST)
- ☒ Natural Diversity Database (NDD)

Other:

The project area is primarily located in a more heavily populated area of Cooke County in Gainesville, Texas. The project area is primarily within the existing paved area with additional impacts to the mowed and maintained right of way. There are zero bridges proposed for rehab or replacement. The impacts to the mowed and maintained ROW will be kept to the minimum necessary to construct the project. Impacts to waters of the US are not proposed in this project. Based on the site visit and a review of the TXNDD and the USFWS list, it is not anticipated that the Build Alternative would have an impact on any federally listed species, its habitat, or designated critical habitat. No anticipated impacts to species listed on the USFWS list of threatened and endangered species are expected with this project. Additionally, the contractor will be reminded that the location of the PSL is also included as part of the action area and must conform to local, state and federal laws.

Migratory Bird Treaty Act (MBTA)

Yes — Is there potential for nesting birds to be present in the project action area during construction?

No — Were active nests identified during the site survey?

Yes — Will BMPs will be incorporated to protect migratory bird nests?

Bald and Golden Eagle Protection Act (BGEPA)

No — Does the proposed project have the potential to impact Bald or Golden Eagles?

Comments:

Bald and Golden Eagles require a good food base, perching areas, and nesting sites. Their habitat includes estuaries, large lakes, reservoirs, rivers, and some seacoasts. The project area does not provide sufficient perching areas or estuaries, lakes, reservoirs, or rivers nor does it provide a seacoast as the project area is not near a coastal region. Therefore, it is highly unlikely this species will be located within the project limits.

Fish and Wildlife Coordination Act (FWCA)

No — Does the project have impacts on one or more Waters of the U.S. or wetlands?

Comments:

Work is not proposed in waters of the US nor wetlands. Any work in waters of the US would be kept to the minimum necessary and would not exceed 1/10 acre per single and complete crossing.

Executive Order 13112 on Invasive Species

Yes — Would the project be in compliance with EO 13112?

Comments:

EPIC language will be provided for the contractor.

Executive Memorandum on Beneficial Landscaping

No — Would landscaping be included in the proposed projects?

Farmland Protection Policy Act (FPPA)

No — Would the project require new ROW or permanent easements (do not include temporary easements)?

General Comments

No new right of way or easements are proposed with this project.

TPWD Analysis Section

Texas Parks and Wildlife Coordination Conditions

1. No — Is the project limited to a maintenance activity exempt from coordination?

   http://txdot.gov/inside-txdot/division/environmental/maintenance-program.html

2. No — Has the project previously completed coordination with TPWD?

Tier I Site Assessment

MOU Triggers

1. Yes — Is the project within range of a state threatened or endangered species or SGCN and suitable habitat is present?

*Explanation:

Timber rattlesnake (*Crotalus horridus*): EPIC language provided by BMP-PA

Plains spotted skunk (*Spilogale putorius interrupta*): EPIC language provided by BMP-PA

Western burrowing owl (*Athene cunicularia hypugaea*): Bird BMP

Date TPWD County List Accessed: September 15, 2015

Date that the NDD was accessed: July 31, 2015

What agency performed the NDD search? TxDOT

What version of the NDD was used? November 17, 2014

1.1 Yes — Does the BMP PA eliminate the requirement to coordinate for all species?

*Explanation:

Contractor language per the BMP-PA and Bird BMP language will be provided on the EPIC for the contractor.

2. No — NDD and TCAP review indicates adverse impacts to remnant vegetation?

Comments:

No adverse impacts to remnant vegetation is anticipated with this project.

3. No — Does the project require a NWP with PCN or IP by USACE?

Comments:

Any work in waters of the US would be kept to the minimum necessary and would not exceed 1/10 acre per single and complete crossing or impact a wetland.

4. No — Does the project include more than 200 linear feet of stream channel for each single and complete crossing of one or more of the following that is not already channelized or otherwise maintained:

Comments:

Stream channel impacts are not anticipated with this project.

5. No — Does the project contain known isolated wetlands outside the TxDOT ROW that will be directly impacted by the project?

Comments:

No impacts to isolated wetlands were identified during the plan review and site visit.

6. No — Would the project impact at least 0.10 acre of riparian vegetation?

Comments:

The EMST mapper indicates the project would impact 0.59 acres of riparian vegetation; however, riparian vegetation within the project area is located adjacent to bridge class structures. These structures do not have work proposed with the exception of possible re-striping to accommodate the additional lane. Therefore, impacts to riparian vegetation are less than 0.10 acres.

7. Yes — Does project disturb a habitat type in an area equal to or greater than the area of disturbance indicated in the Threshold Table Programmatic Agreement?

*Explanation:

Crosstimbers Woodland and Forest: 2.21 acres (threshold limit 2 acres)
Tallgrass Prairie, Grassland: 4.21 acres (threshold limit 0.1 acres)

The EMST Mapper on ArcGIS used a buffer around the project with a set area. The buffer is known to encompass areas that are not proposed to be disturbed. Although the buffer indicates the riparian area would exceed the 0.1 acre it is not anticipated that this would occur. Therefore, it is unlikely this threshold will be exceeded.

*Attach associated file of EMST output (Mapper Report or other Excel File which includes MOU Type, Ecosystem Name, Common/Vegetation Type Name) in ECOS

Excel File Name:

US 82 (0044-08-067, etc.) EMST.xls

7.1 No — Is there a discrepancy between actual habitat(s) and EMST mapped habitat(s)?

Comments:

Is TPWD Coordination Required?

Yes

☒ Early Coordination

☐ Administrated Coordination - Must be conducted through ENV-NRM

BMPs Implemented or EPICs included (as necessary):

EO 13112 and EM on Beneficial Landscaping EPIC Language

MBTA EPIC Language

Timber rattlesnake (*Crotalus horridus*): EPIC language provided by BMP-PA

Plains spotted skunk (*Spilogale putorius interrupta*): EPIC language provided by BMP-PA

Western burrowing owl (*Athene cunicularia hypugaea*): Bird BMP

TxDOT Contact Information

Name: Stephanie Manry

Phone Number: (940)720-7733

E-mail: stephanie.manry@txdot.gov

Findings

Endangered Species Act (ESA)

No suitable habitat was observed for any federally listed species. Therefore, there would be no effect on federally listed species. However, measures to avoid harm to any threatened and endangered species would be taken should they be observed during construction of the proposed project. Coordination with the USFWS would not be required. The USFWS IPaC website was accessed on September 15, 2015.

Essential Fish Habitat (EFH)

Essential fish habitat is defined by the Magnuson-Stevens Fishery Conservation and Management Act (MSA) as those waters and substrate necessary to fish for spawning, breeding, feeding, or growth to maturity. Tidally influenced waters do not occur within the project action area. Coordination with National Marine Fisheries Service (NMFS) is not required.

Coastal Barrier Resources Act (CBRA)

This project is not located within a designated CBRA map unit. Coordination with the U.S. Fish and Wildlife Service (USFWS) is not required.

Marine Mammal Protection Act (MMPA)

Marine mammals are protected under the Marine Mammal Protection Act (MMPA). The Texas coast provides suitable habitat and is within range of several marine mammals including the West Indian Manatee (*Trichechus manatus*), and bottlenose dolphin (*Tursiops truncatus*).

The project area does not contain suitable habitat for marine mammals. Coordination with NMFS is not required.

Migratory Bird Treaty Act (MBTA)

The Migratory Bird Treaty Act (MBTA) states that it is unlawful to kill, capture, collect, possess, buy, sell, trade, or transport any migratory bird, nest, young, feather, or egg in part or in whole, without a federal permit issued in accordance within the Act's policies and regulations.

A site survey did not identify active nests within the project action area. TxDOT will take all appropriate actions to prevent the take of migratory birds, their active nests, eggs, or young by the use of proper phasing of the project or other appropriate actions.

A MBTA appropriate EPIC will be included in the project file.

Bald and Golden Eagle Protection Act (BGEPA)

The proposed project does not have the potential to impact Bald or Golden Eagles.

Fish and Wildlife Coordination Act (FWCA)

The Fish and Wildlife Coordination Act (FWCA) of 1958 requires that federal agencies obtain comments from USFWS and TPWD. This coordination is required whenever a project involves impounding, diverting, or deepening a stream channel or other body of water.

The proposed project would have no impact to Waters of the U.S. or wetlands and no Section 404 permit is required; therefore, no review by the U.S. Fish and Wildlife Service (USFWS).

Executive Order 13112 on Invasive Species (EO 13112)

Re-vegetation of disturbed areas would be in compliance with the Executive Order on Invasive Species (EO 13112). Regionally native and non-invasive plants will be used to the extent practicable in landscaping and re-vegetation.

Executive Memorandum on Beneficial Landscaping

No landscaping would be a part of the proposed project. Disturbed areas would be re-vegetated according to TxDOT's standard practices for rural areas, which to the extent practicable, is in compliance with Executive Memorandum on Beneficial Landscaping.

Farmland Protection Policy Act (FPPA)

Coordination with the National Resources Conservation Service for FPPA would not be required because the project requires no additional ROW or permanent easements.

Signatures:

Yes Was this form completed by TxDOT environmental staff?

Prepared By: Stephanie D. Manry Title: Environmental Specialist IV

Digitally signed by Stephanie D. Manry
DN: cn=Stephanie D. Manry, o=Texas Department of Transportation, ou=WFS, email=stephanie.manry@txdot.gov, c=US
Date: 2015.09.17 09:08:55 -05'00'

Signature

Date: September 17, 2015

Suggested Attachments

Aerial Map (with delineated project boundaries)

USFWS T&E List

TPWD T&E List

Species Impact Table

NDD EOID List and Tracked Managed Areas (Required for TPWD Coordination)

NOAA EFH Mapper Printout

USFWS CBRA Mapper Printout

EMST Project MOU Summary Table (Required for TPWD Coordination)

TPWD SGCN List

FPPA Documentation

NRCS Web Soil Survey Map

Census Bureau Urbanized Area Map

Landscaping Plans

Photos (Required for TPWD Coordination)

Previous TPWD Coordination Documentation (if applicable)

The following table shows the revision history for this guidance document.

Revision History	
Effective Date Month, Year	Reason for and Description of Change
May 2014	Version 1 released.
August 2015	Version 2 released. Revised the overall appearance to be more consistent with a form. Upgraded the District and County selection fields for increased simplicity. Included the NEPA Assignment MOU language for projects that are assigned to TxDOT under the NEPA Assignment MOU. Revised the Endangered Species Act to distinguish between take/no take and affect based on the project having or not having a federal nexus. Updated the Farmland Protection Policy Act questions to be more consistent with the applicable regulations.

DESIGN	FED. RD. DIV. NO.	PROJECT NO.		HIGHWAY NO.
LDD	6	NH ( )		US 82
GRAPHICS ET	STATE	DISTRICT	COUNTY	SHEET NO.
CHECK CRC	TEXAS	WFS	COOKE	1
	CONTROL	SECTION	JOB	
CHECK LDD	0044 0045	08 01	067 059	

FINAL PLANS

NAME OF CONTRACTOR: _____

DATE OF LETTING: _____

DATE WORK BEGAN: _____

DATE WORK COMPLETED: _____

DATE WORK ACCEPTED: _____

SUMMARY OF CHANGE ORDERS:

90 % SUBMITTAL

STATE OF TEXAS
DEPARTMENT OF TRANSPORTATION

PLANS OF PROPOSED
STATE HIGHWAY IMPROVEMENT

STATE PROJECT
NH ( )
CSJ: 0044-08-067
CSJ: 0045-01-059

US 82

COOKE COUNTY

DESIGN SPEEDS = 45 MPH MAINLANES
30 MPH FRONTAGE ROADS
30 MPH RAMPS
30 MPH CROSS STREETS

NOTE:

SPECIFICATIONS ADOPTED BY THE TEXAS DEPARTMENT OF TRANSPORTATION, NOVEMBER 1, 2014, AND THE CONTRACT PROVISIONS LISTED AND DATED AS FOLLOWS SHALL GOVERN ON THIS PROJECT: REQUIRED CONTRACT PROVISIONS FOR ALL FEDERAL-AID CONSTRUCTION CONTRACTS (FORM FHWA 1273, MAY, 2012).

LIMITS: FROM NEAR ZODIAC DR TO NEAR IH 35
AND NEAR IH 35 TO NEAR FM 3092

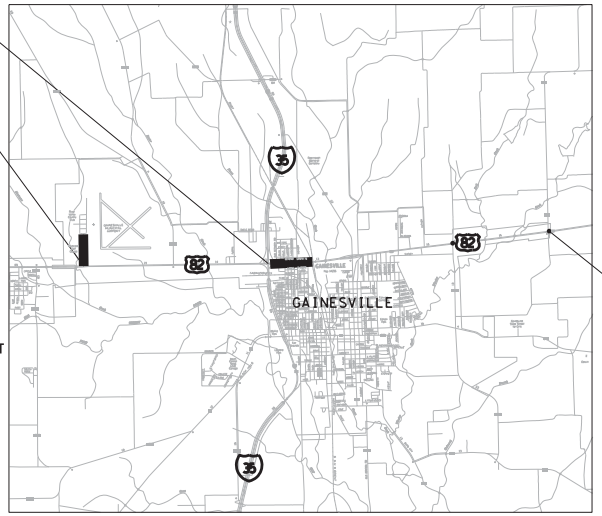
TOTAL LENGTH OF PROJECT =			
ROADWAY	= 31701	FT. = 6.004	MI.
BRIDGE	= 0.00	FT. = 0.00	MI.
TOTAL	= 31701	FT. = 6.004	MI.

TYPE OF WORK: REHABILITATION OF EXISTING ROAD

CONSISTING OF: INTERSECTION IMPROVEMENTS (MID / LONG TERM)

END CSJ 0044-08-067
BEGIN CSJ 0045-01-059

BEGIN PROJECT
CSJ 0044-08-067



END PROJECT
END CSJ 0045-01-059

N

COOKE COUNTY

NOT TO SCALE

WICHITA FALLS DISTRICT

TDLR INSPECTION REQUIRED

JACOBS
777 MAIN STREET
FORTWORTH, TX 76102
Phone 817.735.6000
Firm Registration F-2966

SUBMITTED FOR LETTING 5/11/ 2015

, P.E.
CONSULTANT DESIGN ENGINEER OR PROJECT MANAGER

TEXAS DEPARTMENT OF TRANSPORTATION

RECOMMENDED FOR LETTING 20
, P.E.
DESIGN ENGINEER

APPROVED FOR LETTING 20
, P.E.
DIRECTOR, BRIDGE DIVISION

RECOMMENDED FOR LETTING 20
, P.E.
DIRECTOR OF TRANSPORTATION PLANNING & DEVELOPMENT

APPROVED FOR LETTING 20
, P.E.
DIRECTOR, TRAFFIC OPERATIONS DIVISION

RECOMMENDED FOR LETTING: 20
, P.E.
DISTRICT ENGINEER

APPROVED FOR LETTING 20
, P.E.
DIRECTOR, DESIGN DIVISION

EQUATIONS: NONE
EXCEPTIONS: NONE
RAILROAD CROSSINGS: NONE

WORK WAS COMPLETED ACCORDING TO THE PLANS AND CONTRACT.

_____, P.E.
Signature of Registrant & Date

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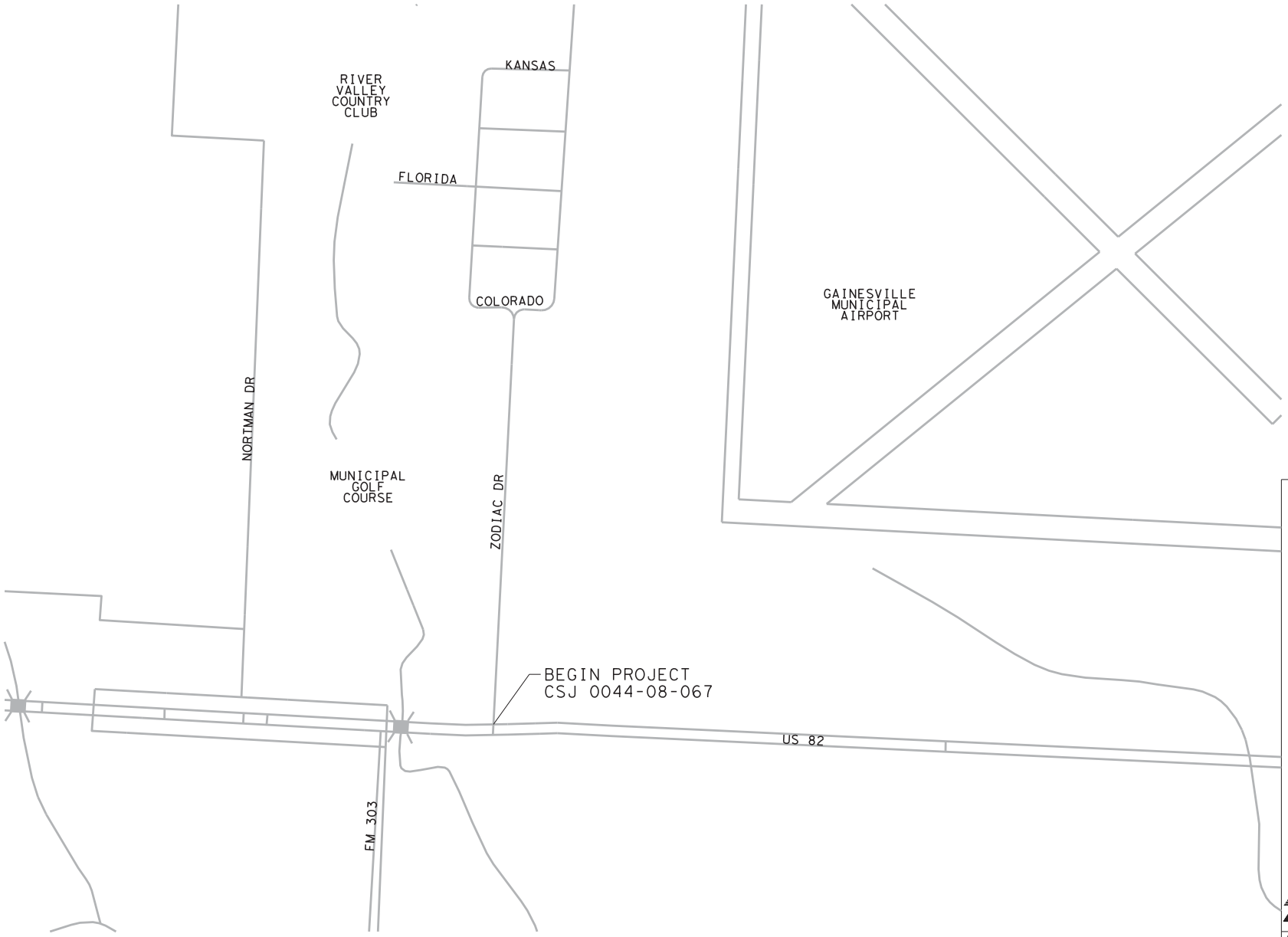
pw:\\DCICLUSO1.jacobs.com:NAI\Documents\WFXM4601-US82-WAI&S\WFXM4601-WAI\700CADD\702Civil\Roadway\Title & Index Sheet\US82-CVR.DGN 5/4/2015 12:01:08 PM



US 82

JACOBS

777 MAIN STREET
FORT WORTH, TX 76102
Phone 817.735.6000
Firm Registration F-2966

STATE OF TEXAS
LAURA D. DITTFURTH
96558
LICENSED
PROFESSIONAL ENGINEER
F-2966
05/11/15

PROJECT LAYOUT

0 300 600
SCALE IN FEET
(HORIZONTAL)

2015 Texas Department of Transportation

SHEET 1 OF 3

CONT	SECT	JOB	HIGHWAY
0044 0045	08 01	067 059	US82
DIST		COUNTY	SHEET NO.
WFS		COOKE	7

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US 82

JACOBS
777 MAIN STREET
FORT WORTH, TX 76102
Phone 817.735.6000
Firm Registration F-2966

STATE OF TEXAS
LAURA D. DITTFURTH
96558
LICENSED PROFESSIONAL ENGINEER
F-2966
05/11/15

PROJECT LAYOUT

0 300 600
SCALE IN FEET
(HORIZONTAL)

2015 Texas Department of Transportation®

SHEET 2 OF 3

CONT	SECT	JOB	HIGHWAY
0044 0045	08 01	067 059	US82
DIST		COUNTY	SHEET NO.
WFS		COOKE	8

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US 82

JACOBS

777 MAIN STREET
FORT WORTH, TX 76102
Phone 817.735.6000
Firm Registration F-2966

STATE OF TEXAS
LAURA D. DITTFURTH
96558
LICENSED
PROFESSIONAL ENGINEER
F-2966
05/11/15

PROJECT LAYOUT

0 300 600
SCALE IN FEET
(HORIZONTAL)

2015 Texas Department of Transportation

SHEET 3 OF 3

CONT	SECT	JOB	HIGHWAY
0044 0045	08 01	067 059	US82
DIST		COUNTY	SHEET NO.
WFS		COOKE	9

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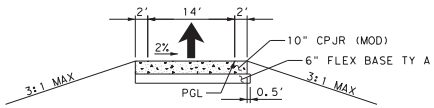
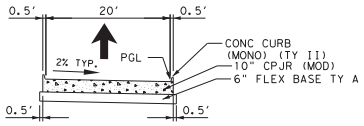
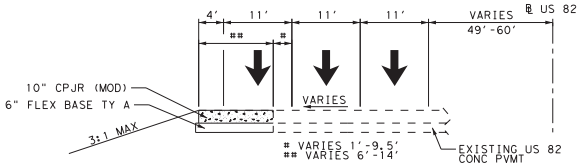


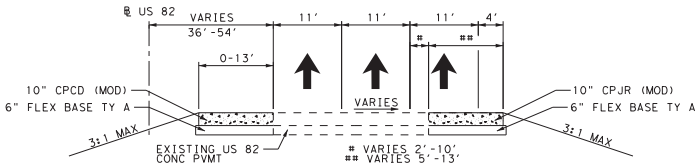
PROPOSED RAMPS
TYPICAL SECTION



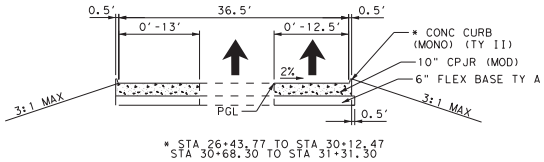
PROPOSED TURN-AROUND AT FM 372
TYPICAL SECTION



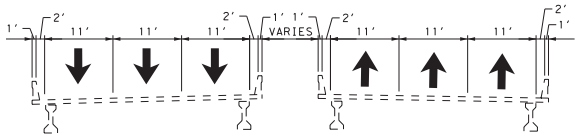
PROPOSED 3-LANE WB US 82
TYPICAL SECTION STA 59+21.83 TO STA 66+21.01



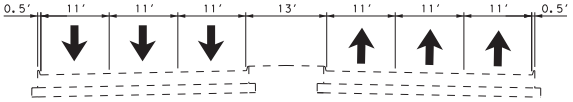
PROPOSED 3-LANE EB US 82
TYPICAL SECTION STA 59+03.24 TO STA 65+96.44



PROPOSED 2-LANE FRONTAGE RD TYPICAL SECTION
EBFR STA 25+95.36 TO STA 31+38.82
WBFR STA 28+41.85 TO STA 31+32.23



PROPOSED US 82 MAINLANES BRIDGE
RESTRIPING TYPICAL SECTION



PROPOSED US 82 MAINLANES
FROM IH 35 TO WEAVER ST
RESTRIPING TYPICAL SECTION

US 82

JACOBS
777 MAIN STREET
FORT WORTH, TX 76102
Phone 817.735.6000
Firm Registration F-2966

STATE OF TEXAS
LAURA D. DITTFURTH
96558
LICENSED PROFESSIONAL ENGINEER
F-2966
05/11/15

TYPICAL SECTIONS

2015 Texas Department of Transportation

SHEET 1 OF 2

CONT	SECT	JOB	HIGHWAY
0044 0045	08 01	067 059	US82
DIST		COUNTY	SHEET NO.
WFS		COOKE	10

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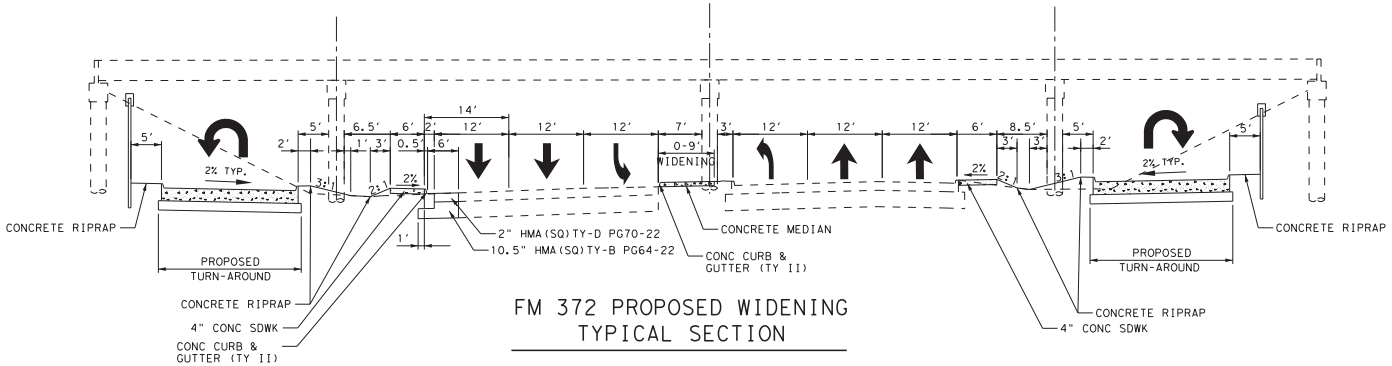
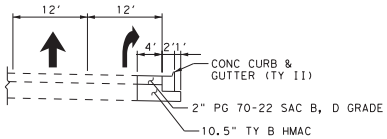
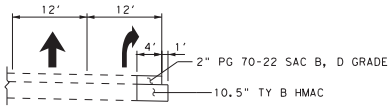


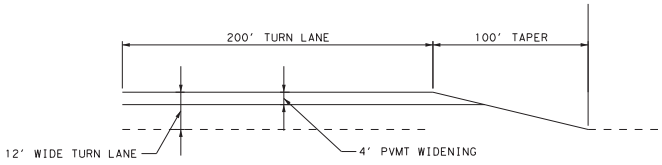
FM 372 PROPOSED WIDENING
TYPICAL SECTION



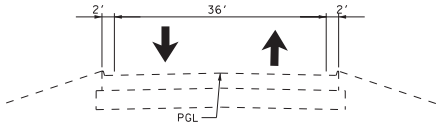
PROPOSED DEDICATED
RIGHT TURN LANE AT
FM 372
TYPICAL SECTION



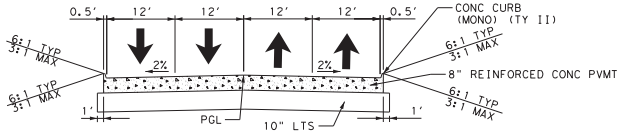
PROPOSED DEDICATED
RIGHT TURN LANE AT
FM 371, AND FM 3092
TYPICAL SECTION



PROPOSED DEDICATED
RIGHT TURN LANE AT
FM 371 AND FM 3092
TYPICAL SECTION - PLAN VIEW



EXISTING ZODIAC
TYPICAL SECTION



PROPOSED ZODIAC
TYPICAL SECTION

US 82

JACOBS
777 MAIN STREET
FORT WORTH, TX 76102
Phone 817.735.6000
Firm Registration F-2966

STATE OF TEXAS
LAURA D. DITTFURTH
96558
LICENSED PROFESSIONAL ENGINEER
F-2966
05/11/15

TYPICAL SECTIONS

2015 Texas Department of Transportation®

SHEET 2 OF 2

CONT	SECT	JOB	HIGHWAY
0044 0045	08 07	067 059	US82
DIST		COUNTY	SHEET NO.
WFS		COOKE	11

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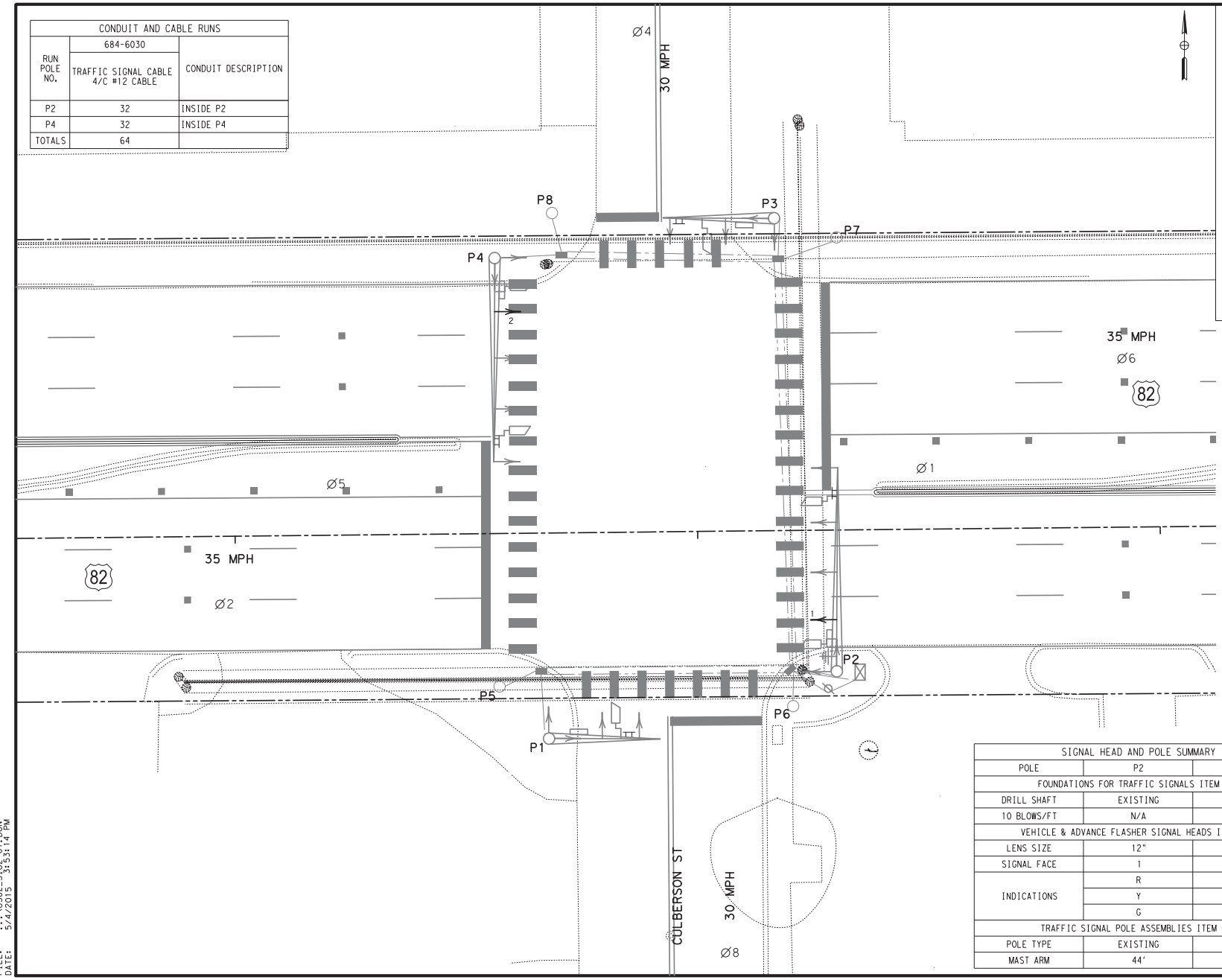
CONDUIT AND CABLE RUNS		
RUN POLE NO.	684-6030 TRAFFIC SIGNAL CABLE 4/C #12 CABLE	CONDUIT DESCRIPTION
P2	32	INSIDE P2
P4	32	INSIDE P4
TOTALS	64	



LEGEND

- PED PUSH BUTTON POLE
- SIGNAL / PEDESTRIAN HEAD
- SIGNAL POLE / MAST ARM
- CONTROLLER CABINET
- GROUND BOX
- CONDUIT/CABLE RUNS
- SERVICE POLE TYPE
- CONDUIT (SCH 40) (TRENCHED)
- CONDUIT (SCH 80) (BORED)
- VIVDS CAMERA
- YAGI ANTENNA
- ILSN
- LUMINAIRE

SIGNAL HEAD AND POLE SUMMARY		
POLE	P2	P4
FOUNDATIONS FOR TRAFFIC SIGNALS ITEM 416		
DRILL SHAFT	EXISTING	EXISTING
10 BLOWS/FT	N/A	N/A
VEHICLE & ADVANCE FLASHER SIGNAL HEADS ITEM 682		
LENS SIZE	12"	12"
SIGNAL FACE	1	2
INDICATIONS	R	R
	Y	Y
	G	G
TRAFFIC SIGNAL POLE ASSEMBLIES ITEM 686		
POLE TYPE	EXISTING	EXISTING
MAST ARM	44'	44'

TRAFFIC SIGNAL DESIGN

JACOBS

777 MAIN STREET
FORT WORTH, TX 76102
Phone 817.735.6000
Firm Registration F-2966

STATE OF TEXAS
EDWARD J. PULTORAK
93681
LICENSED PROFESSIONAL ENGINEER
F-2966
5/5/2015

INTERSECTION LAYOUT - CULBERSON DR

0 10 20
SCALE IN FEET (HORIZONTAL)

2015 Texas Department of Transportation

SHEET 1 OF 1

CONT	SECT	JOB	HIGHWAY
0044 0045	08 01	067 059	US82
DIST	COUNTY		SHEET NO.
WFS	COOKE		107

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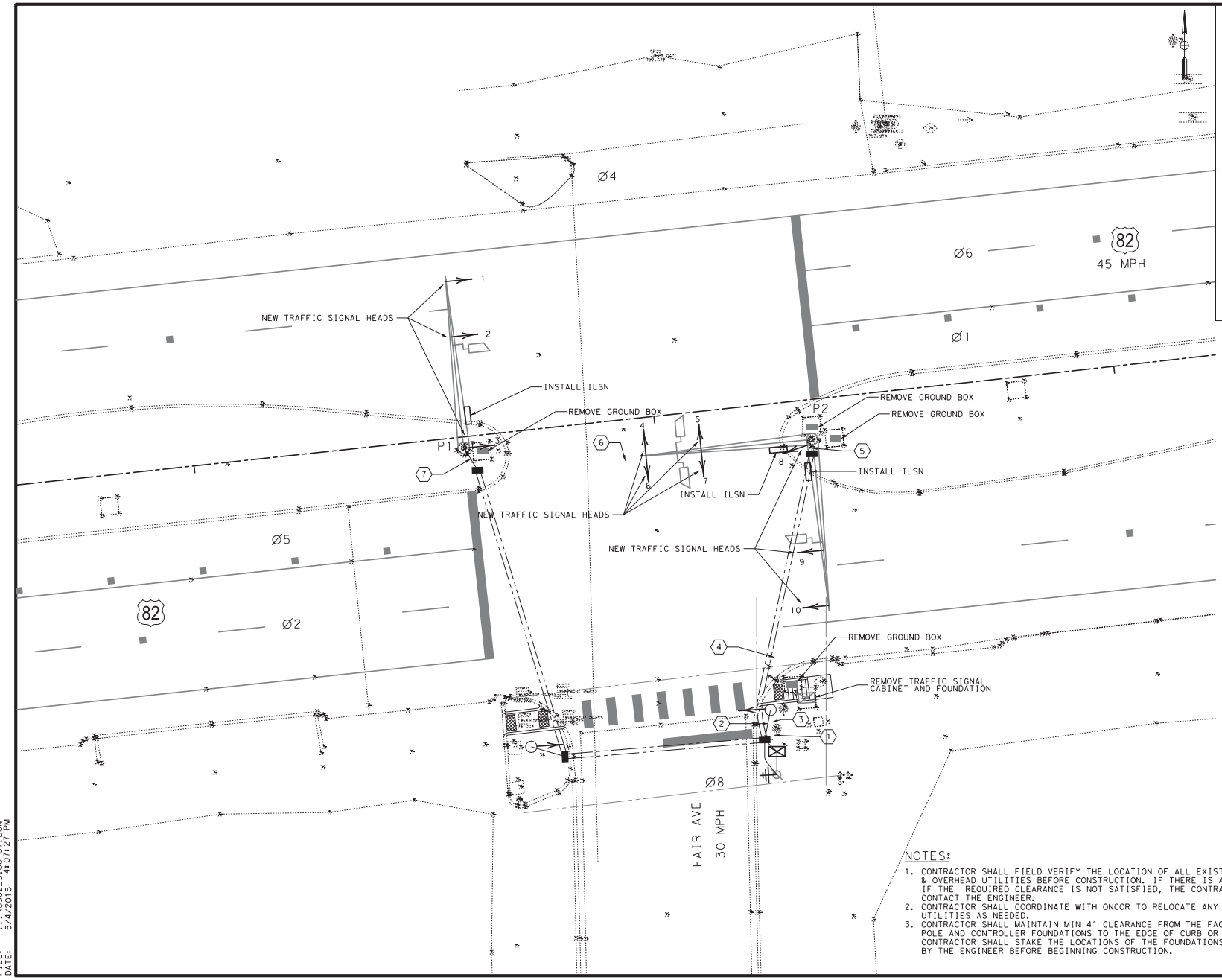


LEGEND

- PED PUSH BUTTON POLE
- SIGNAL / PEDESTRIAN HEAD
- SIGNAL POLE / MAST ARM
- CONTROLLER CABINET
- GROUND BOX
- CONDUIT/CABLE RUNS
- SERVICE POLE TYPE
- CONDUIT (SCH 40) (TRENCHED)
- CONDUIT (SCH 80) (BORED)
- VIVDS CAMERA
- YAGI ANTENNA
- ILSN
- LUMINAIRE

NOTES:

1. CONTRACTOR SHALL FIELD VERIFY THE LOCATION OF ALL EXISTING UNDERGROUND & OVERHEAD UTILITIES BEFORE CONSTRUCTION. IF THERE IS ANY CONFLICT OR IF THE REQUIRED CLEARANCE IS NOT SATISFIED, THE CONTRACTOR SHALL CONTACT THE ENGINEER.
2. CONTRACTOR SHALL COORDINATE WITH ONCOR TO RELOCATE ANY EXISTING UTILITIES AS NEEDED.
3. CONTRACTOR SHALL MAINTAIN MIN 4' CLEARANCE FROM THE FACE OF THE SIGNAL POLE AND CONTROLLER FOUNDATIONS TO THE EDGE OF CURB OR PAVEMENT. THE CONTRACTOR SHALL STAKE THE LOCATIONS OF THE FOUNDATIONS FOR APPROVAL BY THE ENGINEER BEFORE BEGINNING CONSTRUCTION.

TRAFFIC SIGNAL DESIGN

JACOBS
777 MAIN STREET
FORT WORTH, TX 76102
Phone 817.735.6000
Firm Registration F-2966

STATE OF TEXAS
EDWARD J. PULTORAK
93881
LICENSED PROFESSIONAL ENGINEER
F-2966
5/5/2015

INTERSECTION LAYOUT - FAIR AVE

0 10 20
SCALE IN FEET (HORIZONTAL)

2015 Texas Department of Transportation®

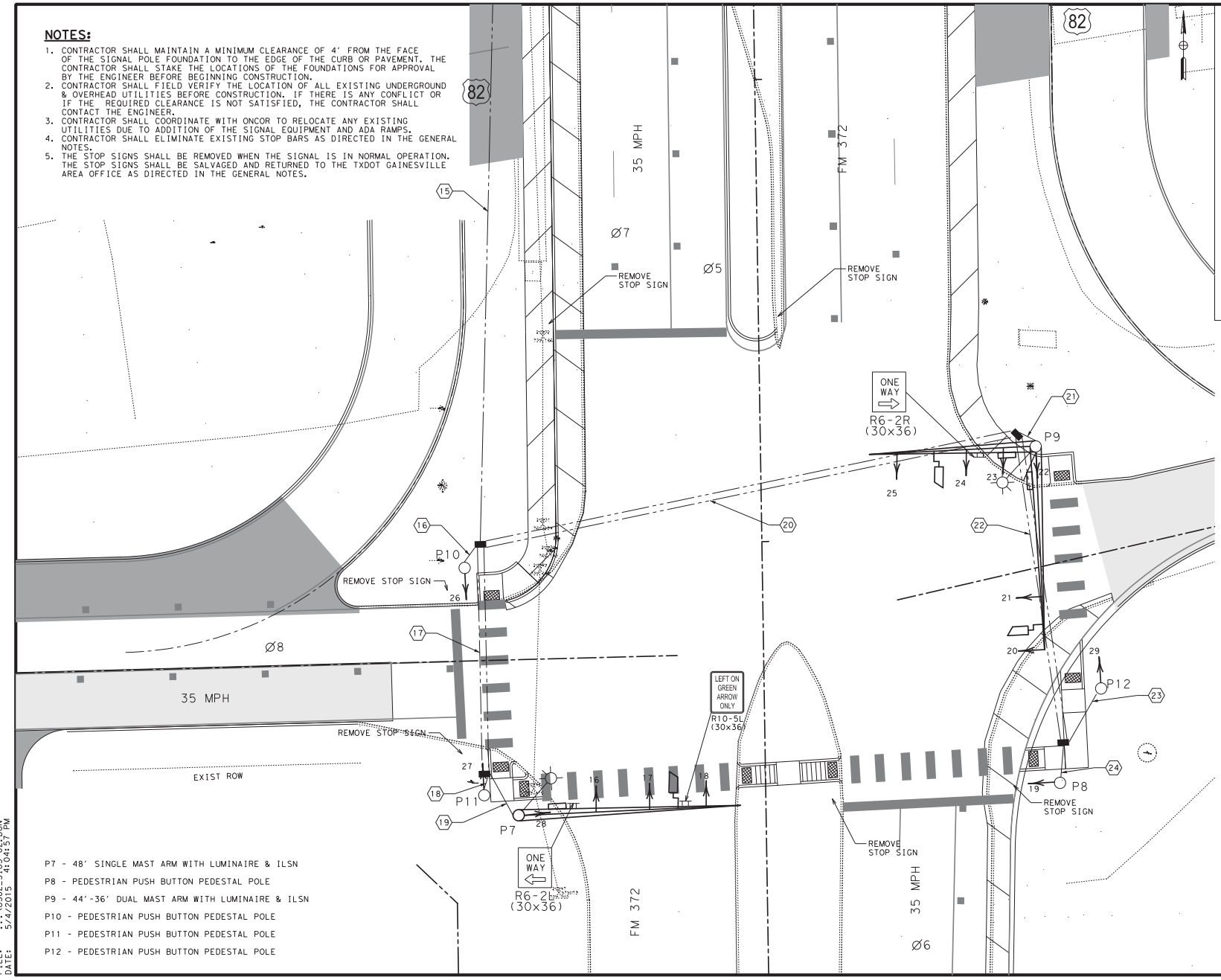
SHEET 1 OF 2

CONT	SECT	JOB	HIGHWAY
0044 0045	08 01	067 059	US82
DIST		COUNTY	SHEET NO.
WFS		COOKE	114

FILE: ...\US82-SIG6-01.DGN
DATE: 5/4/2015 4:07:27 PM

NOTES:

1. CONTRACTOR SHALL MAINTAIN A MINIMUM CLEARANCE OF 4' FROM THE FACE OF THE SIGNAL POLE FOUNDATION TO THE EDGE OF THE CURB OR PAVEMENT. THE CONTRACTOR SHALL STAKE THE LOCATIONS OF THE FOUNDATIONS FOR APPROVAL BY THE ENGINEER BEFORE BEGINNING CONSTRUCTION.
2. CONTRACTOR SHALL FIELD VERIFY THE LOCATION OF ALL EXISTING UNDERGROUND & OVERHEAD UTILITIES BEFORE CONSTRUCTION. IF THERE IS ANY CONFLICT OR IF THE REQUIRED CLEARANCE IS NOT SATISFIED, THE CONTRACTOR SHALL CONTACT THE ENGINEER.
3. CONTRACTOR SHALL COORDINATE WITH ONCOR TO RELOCATE ANY EXISTING UTILITIES DUE TO ADDITION OF THE SIGNAL EQUIPMENT AND ADA RAMPS.
4. CONTRACTOR SHALL ELIMINATE EXISTING STOP BARS AS DIRECTED IN THE GENERAL NOTES.
5. THE STOP SIGNS SHALL BE REMOVED WHEN THE SIGNAL IS IN NORMAL OPERATION. THE STOP SIGNS SHALL BE SALVAGED AND RETURNED TO THE TXDOT GAINESVILLE AREA OFFICE AS DIRECTED IN THE GENERAL NOTES.



P7 - 48' SINGLE MAST ARM WITH LUMINAIRE & ILSN

P8 - PEDESTRIAN PUSH BUTTON PEDESTAL POLE

P9 - 44'-36' DUAL MAST ARM WITH LUMINAIRE & ILSN

P10 - PEDESTRIAN PUSH BUTTON PEDESTAL POLE

P11 - PEDESTRIAN PUSH BUTTON PEDESTAL POLE

P12 - PEDESTRIAN PUSH BUTTON PEDESTAL POLE

LEGEND

- PED PUSH BUTTON POLE
- SIGNAL / PEDESTRIAN HEAD
- SIGNAL POLE / MAST ARM
- CONTROLLER CABINET
- GROUND BOX
- CONDUIT/CABLE RUNS
- SERVICE POLE TYPE
- CONDUIT (SCH 40) (TRENCHED)
- CONDUIT (SCH 80) (BORED)
- VIVDS CAMERA
- YAGI ANTENNA
- ILSN
- LUMINAIRE

TRAFFIC SIGNAL DESIGN

JACOBS

777 MAIN STREET
FORT WORTH, TX 76102
Phone 817.735.6000
Firm Registration F-2966

STATE OF TEXAS
EDWARD J. PULTORAK
93681
LICENSED PROFESSIONAL ENGINEER
F-2966 5/5/2015

INTERSECTION LAYOUT - FM 372

0 10 20
SCALE IN FEET (HORIZONTAL)

2015 Texas Department of Transportation

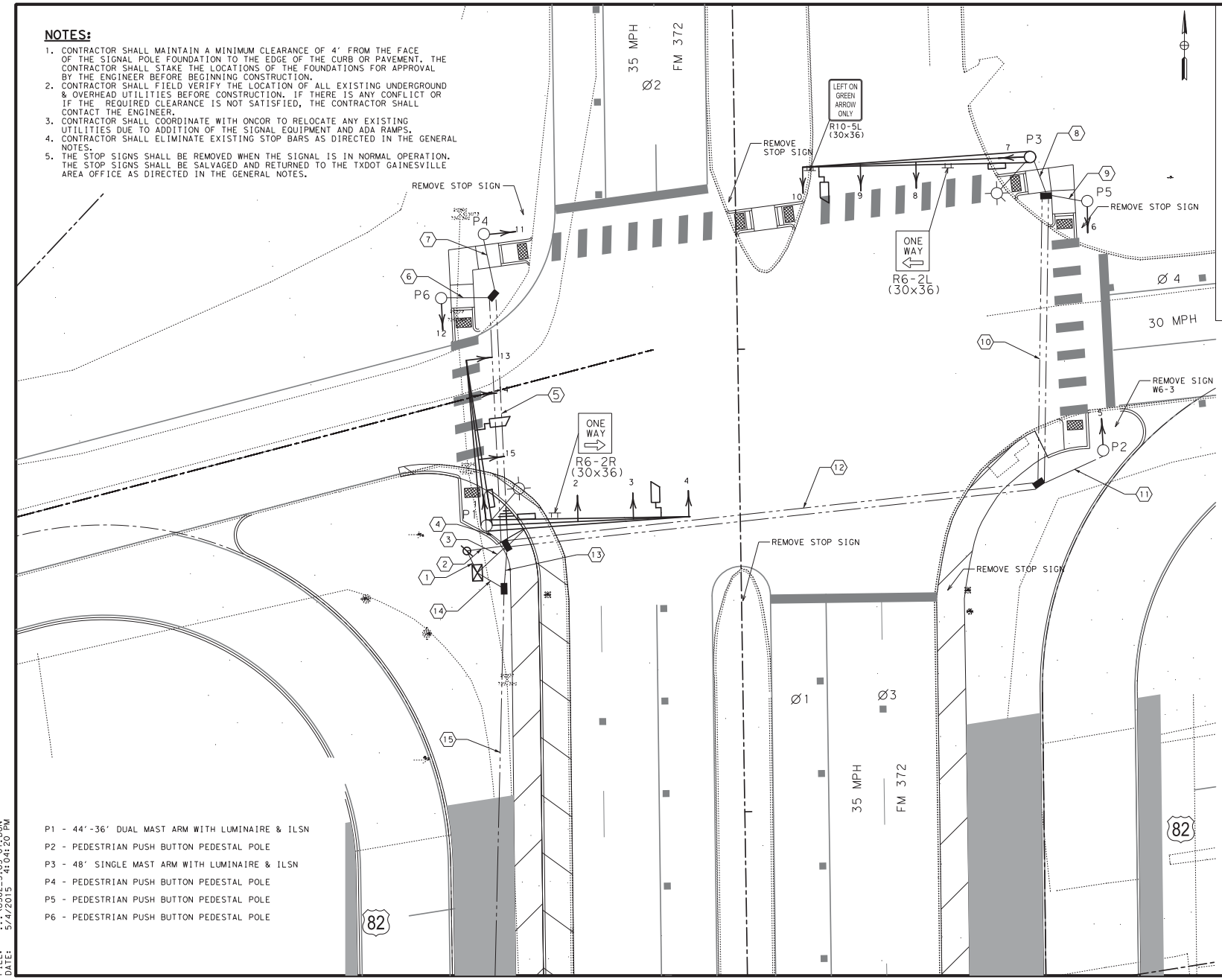
SHEET 2 OF 4

CONT	SECT	JOB	HIGHWAY
0044	08	067	US82
0045	01	059	
DIST		COUNTY	SHEET NO.
WFS		COOKE	111

FILE: ...\US82-SIGS-02.DGN
DATE: 5/4/2015 4:04:57 PM

NOTES:

1. CONTRACTOR SHALL MAINTAIN A MINIMUM CLEARANCE OF 4' FROM THE FACE OF THE SIGNAL POLE FOUNDATION TO THE EDGE OF THE CURB OR PAVEMENT. THE CONTRACTOR SHALL STAKE THE LOCATIONS OF THE FOUNDATIONS FOR APPROVAL BY THE ENGINEER BEFORE BEGINNING CONSTRUCTION.
2. CONTRACTOR SHALL FIELD VERIFY THE LOCATION OF ALL EXISTING UNDERGROUND & OVERHEAD UTILITIES BEFORE CONSTRUCTION. IF THERE IS ANY CONFLICT OR IF THE REQUIRED CLEARANCE IS NOT SATISFIED, THE CONTRACTOR SHALL CONTACT THE ENGINEER.
3. CONTRACTOR SHALL COORDINATE WITH ONCOR TO RELOCATE ANY EXISTING UTILITIES DUE TO ADDITION OF THE SIGNAL EQUIPMENT AND ADA RAMPS.
4. CONTRACTOR SHALL ELIMINATE EXISTING STOP BARS AS DIRECTED IN THE GENERAL NOTES.
5. THE STOP SIGNS SHALL BE REMOVED WHEN THE SIGNAL IS IN NORMAL OPERATION. THE STOP SIGNS SHALL BE SALVAGED AND RETURNED TO THE TXDOT GAINESVILLE AREA OFFICE AS DIRECTED IN THE GENERAL NOTES.



P1 - 44'-36' DUAL MAST ARM WITH LUMINAIRE & ILSN

P2 - PEDESTRIAN PUSH BUTTON PEDESTAL POLE

P3 - 48' SINGLE MAST ARM WITH LUMINAIRE & ILSN

P4 - PEDESTRIAN PUSH BUTTON PEDESTAL POLE

P5 - PEDESTRIAN PUSH BUTTON PEDESTAL POLE

P6 - PEDESTRIAN PUSH BUTTON PEDESTAL POLE

LEGEND

- PED PUSH BUTTON POLE
- SIGNAL / PEDESTRIAN HEAD
- SIGNAL POLE / MAST ARM
- CONTROLLER CABINET
- GROUND BOX
- CONDUIT/CABLE RUNS
- SERVICE POLE TYPE
- CONDUIT (SCH 40) (TRENCHED)
- CONDUIT (SCH 80) (BORED)
- VIVDS CAMERA
- YAGI ANTENNA
- ILSN
- LUMINAIRE

TRAFFIC SIGNAL DESIGN

JACOBS

777 MAIN STREET
FORT WORTH, TX 76102
Phone 817.735.6000
Firm Registration F-2966

STATE OF TEXAS
EDWARD J. PULTORAK
93681
LICENSED PROFESSIONAL ENGINEER
F-2966
5/5/2015

INTERSECTION LAYOUT - FM 372 N

0 10 20
SCALE IN FEET (HORIZONTAL)

2015 Texas Department of Transportation

SHEET 1 OF 4

CONT	SECT	JOB	HIGHWAY
0044	08	067	US82
0045	01	059	
DIST		COUNTY	SHEET NO.
WFS		COOKE	110

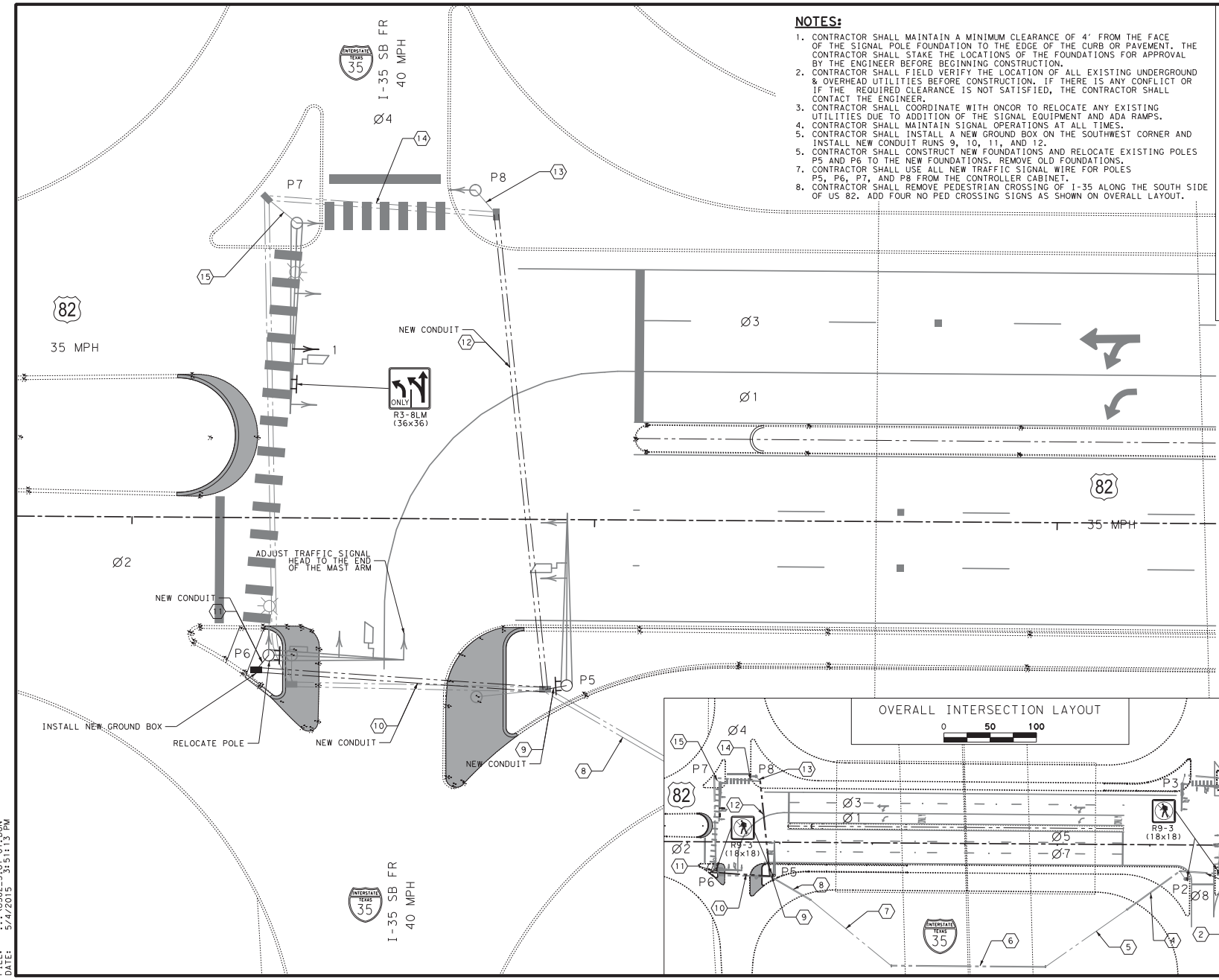
FILE: ...\US82-SIGS-01.DGN
DATE: 5/4/2015 4:04:20 PM

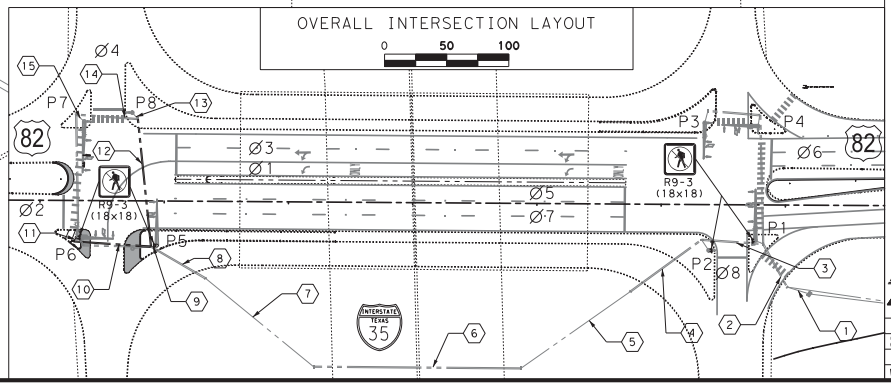
NOTES:

1. CONTRACTOR SHALL MAINTAIN A MINIMUM CLEARANCE OF 4' FROM THE FACE OF THE SIGNAL POLE FOUNDATION TO THE EDGE OF THE CURB OR PAVEMENT. THE CONTRACTOR SHALL STAKE THE LOCATIONS OF THE FOUNDATIONS FOR APPROVAL BY THE ENGINEER BEFORE BEGINNING CONSTRUCTION.
2. CONTRACTOR SHALL FIELD VERIFY THE LOCATION OF ALL EXISTING UNDERGROUND & OVERHEAD UTILITIES BEFORE CONSTRUCTION. IF THERE IS ANY CONFLICT OR IF THE REQUIRED CLEARANCE IS NOT SATISFIED, THE CONTRACTOR SHALL CONTACT THE ENGINEER.
3. CONTRACTOR SHALL COORDINATE WITH ONCOR TO RELOCATE ANY EXISTING UTILITIES DUE TO ADDITION OF THE SIGNAL EQUIPMENT AND ADA RAMPS.
4. CONTRACTOR SHALL MAINTAIN SIGNAL OPERATIONS AT ALL TIMES.
5. CONTRACTOR SHALL INSTALL A NEW GROUND BOX ON THE SOUTHWEST CORNER AND INSTALL NEW CONDUIT RUNS 9, 10, 11, AND 12.
5. CONTRACTOR SHALL CONSTRUCT NEW FOUNDATIONS AND RELOCATE EXISTING POLES P5 AND P6 TO THE NEW FOUNDATIONS. REMOVE OLD FOUNDATIONS.
7. CONTRACTOR SHALL USE ALL NEW TRAFFIC SIGNAL WIRE FOR POLES P5, P6, P7, AND P8 FROM THE CONTROLLER CABINET.
8. CONTRACTOR SHALL REMOVE PEDESTRIAN CROSSING OF I-35 ALONG THE SOUTH SIDE OF US 82. ADD FOUR NO PED CROSSING SIGNS AS SHOWN ON OVERALL LAYOUT.

LEGEND

- PED PUSH BUTTON POLE
- SIGNAL / PEDESTRIAN HEAD
- SIGNAL POLE / MAST ARM
- CONTROLLER CABINET
- GROUND BOX
- CONDUIT/CABLE RUNS
- SERVICE POLE TYPE
- CONDUIT (SCH 40) (TRENCHED)
- CONDUIT (SCH 80) (BORED)
- VIVDS CAMERA
- YAGI ANTENNA
- ILSN
- LUMINAIRE





TRAFFIC SIGNAL DESIGN

JACOBS

777 MAIN STREET
FORT WORTH, TX 76102
Phone 817.735.6000
Firm Registration F-2966

STATE OF TEXAS
EDWARD J. PULTORAK
93681
LICENSED
PROFESSIONAL ENGINEER
F-2966
5/5/2015

INTERSECTION LAYOUT - I-35

0 10 20
SCALE IN FEET (HORIZONTAL)

2015 Texas Department of Transportation

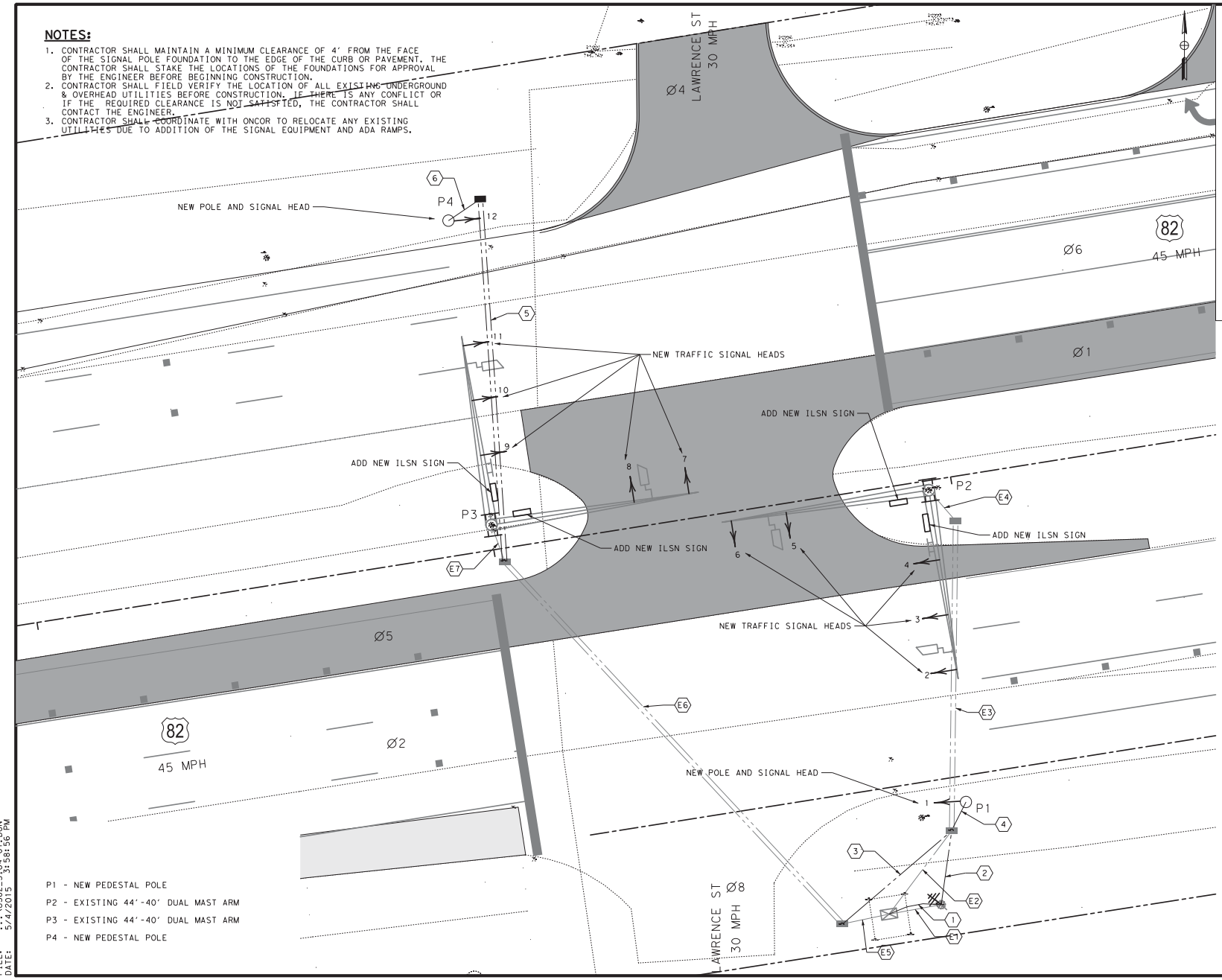
SHEET 1 OF 2

CONT	SECT	JOB	HIGHWAY
0044	08	067	US82
0045	01	059	
DIST		COUNTY	SHEET NO.
WFS		COOKE	105

FILE: ...\US82-SIGI-01.DGN
DATE: 5/4/2015 3:51:13 PM

NOTES:

1. CONTRACTOR SHALL MAINTAIN A MINIMUM CLEARANCE OF 4' FROM THE FACE OF THE SIGNAL POLE FOUNDATION TO THE EDGE OF THE CURB OR PAVEMENT. THE CONTRACTOR SHALL STAKE THE LOCATIONS OF THE FOUNDATIONS FOR APPROVAL BY THE ENGINEER BEFORE BEGINNING CONSTRUCTION.
2. CONTRACTOR SHALL FIELD VERIFY THE LOCATION OF ALL EXISTING UNDERGROUND & OVERHEAD UTILITIES BEFORE CONSTRUCTION. IF THERE IS ANY CONFLICT OR IF THE REQUIRED CLEARANCE IS NOT SATISFIED, THE CONTRACTOR SHALL CONTACT THE ENGINEER.
3. CONTRACTOR SHALL COORDINATE WITH ONCOR TO RELOCATE ANY EXISTING UTILITIES DUE TO ADDITION OF THE SIGNAL EQUIPMENT AND ADA RAMPS.



P1 - NEW PEDESTAL POLE
P2 - EXISTING 44'-40' DUAL MAST ARM
P3 - EXISTING 44'-40' DUAL MAST ARM
P4 - NEW PEDESTAL POLE

LEGEND

- PED PUSH BUTTON POLE
- SIGNAL / PEDESTRIAN HEAD
- SIGNAL POLE / MAST ARM
- CONTROLLER CABINET
- GROUND BOX
- CONDUIT/CABLE RUNS
- SERVICE POLE TYPE
- CONDUIT (SCH 40) (TRENCHED)
- CONDUIT (SCH 80) (BORED)
- VIVDS CAMERA
- YAGI ANTENNA
- ILSN
- LUMINAIRE

TRAFFIC SIGNAL DESIGN

JACOBS

777 MAIN STREET
FORT WORTH, TX 76102
Phone 817.735.6000
Firm Registration F-2966

STATE OF TEXAS
EDWARD J. PULTORAK
93681
LICENSED
PROFESSIONAL ENGINEER
F-2966
5/5/2015

INTERSECTION LAYOUT - LAWRENCE

0 10 20
SCALE IN FEET (HORIZONTAL)

2015 Texas Department of Transportation

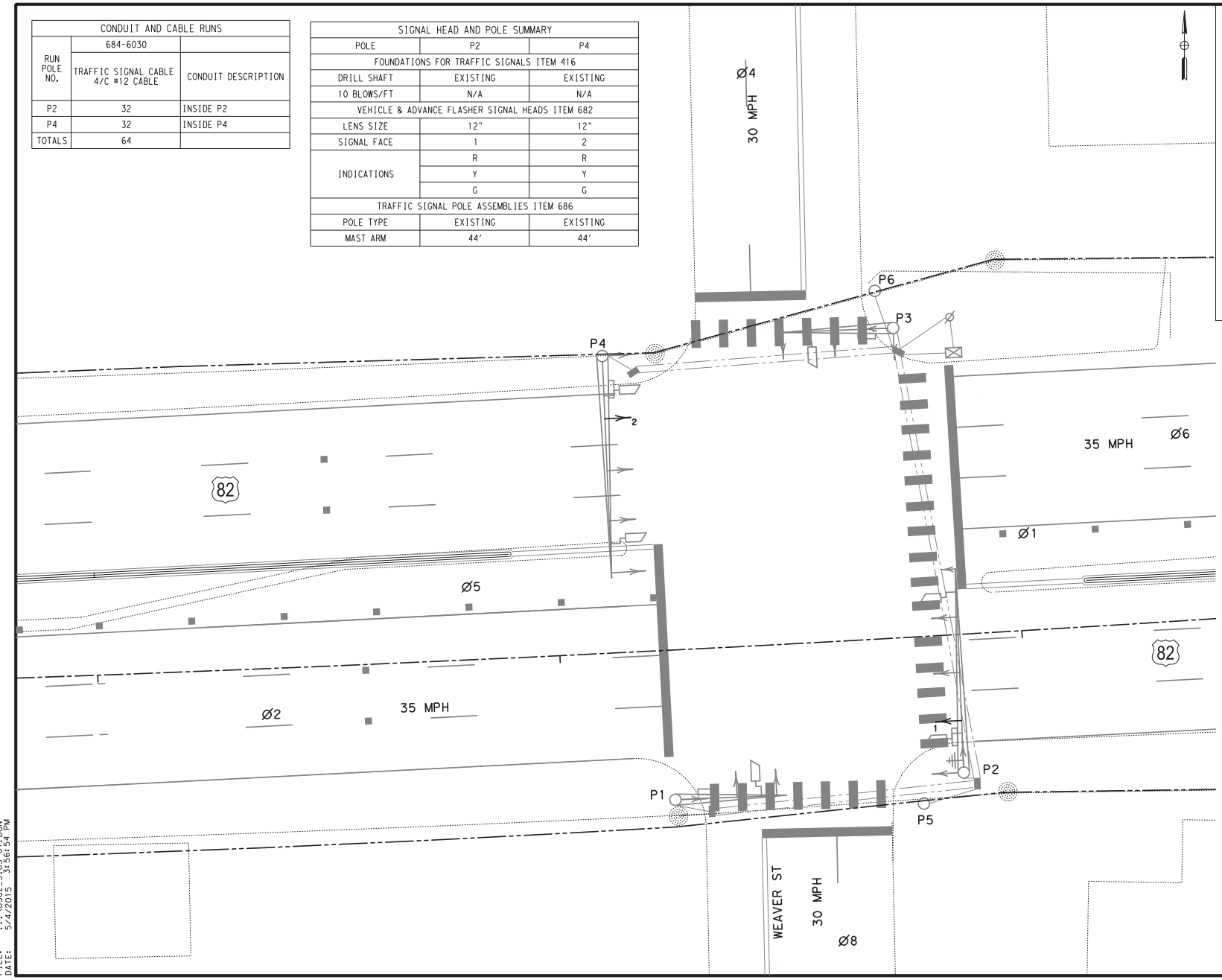
SHEET 1 OF 2

CONT	SECT	JOB	HIGHWAY
0044 0045	08 01	067 059	US82
DIST		COUNTY	SHEET NO.
WFS		COOKE	109

FILE: ...\US82-SIG4-01.DGN
DATE: 5/4/2015 3:58:56 PM

CONDUIT AND CABLE RUNS		
RUN POLE NO.	684-6030	
	TRAFFIC SIGNAL CABLE 4/C #12 CABLE	CONDUIT DESCRIPTION
P2	32	INSIDE P2
P4	32	INSIDE P4
TOTALS	64	

SIGNAL HEAD AND POLE SUMMARY		
POLE	P2	P4
FOUNDATIONS FOR TRAFFIC SIGNALS ITEM 416		
DRILL SHAFT	EXISTING	EXISTING
10 BLOWS/FT	N/A	N/A
VEHICLE & ADVANCE FLASHER SIGNAL HEADS ITEM 682		
LENS SIZE	12"	12"
SIGNAL FACE	1	2
INDICATIONS	R	R
	Y	Y
	G	G
TRAFFIC SIGNAL POLE ASSEMBLIES ITEM 686		
POLE TYPE	EXISTING	EXISTING
MAST ARM	44'	44'



LEGEND

- PED PUSH BUTTON POLE
- SIGNAL / PEDESTRIAN HEAD
- SIGNAL POLE / MAST ARM
- CONTROLLER CABINET
- GROUND BOX
- CONDUIT/CABLE RUNS
- SERVICE POLE TYPE
- CONDUIT (SCH 40) (TRENCHED)
- CONDUIT (SCH 80) (BORED)
- VIVDS CAMERA
- YAGI ANTENNA
- ILSN
- LUMINAIRE

TRAFFIC SIGNAL DESIGN

JACOBS

777 MAIN STREET
FORT WORTH, TX 76102
Phone 817.735.6000
Firm Registration F-2966

STATE OF TEXAS
EDWARD J. PULTORAK
93881
LICENSED
PROFESSIONAL ENGINEER
F-2966
5/5/2015

INTERSECTION LAYOUT - WEAVER ST

0 10 20
SCALE IN FEET (HORIZONTAL)

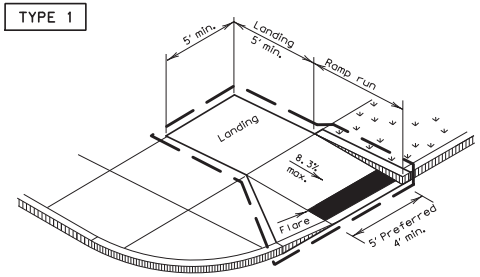
2015 Texas Department of Transportation

SHEET 1 OF 1

CONT	SECT	JOB	HIGHWAY
0044	08	067	US82
0045	01	059	
DIST		COUNTY	SHEET NO.
WFS		COOKE	108

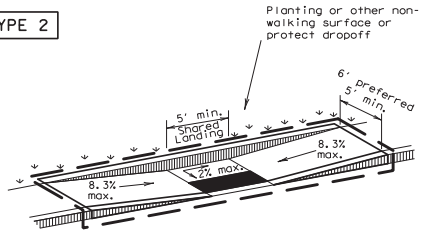
FILE: ...\US82-SIG3-01.DGN
DATE: 5/4/2015 3:56:54 PM

TYPE 1



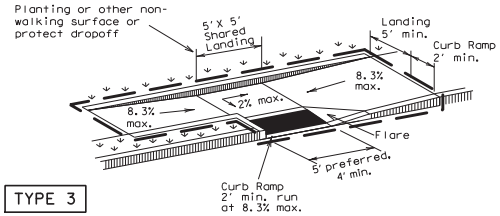
PERPENDICULAR CURB RAMP

TYPE 2



PARALLEL CURB RAMP
(Use only where water will not pond in the landing.)

TYPE 3



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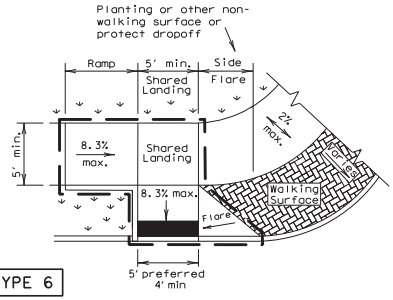
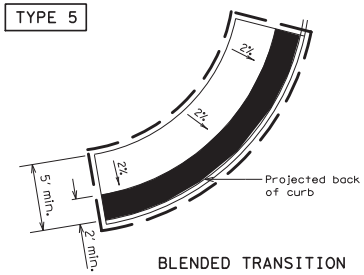


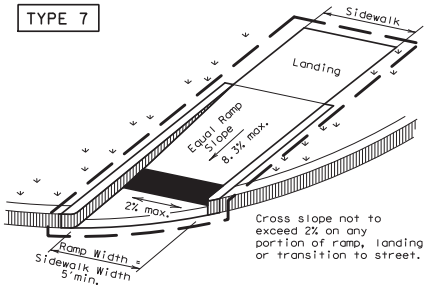
COMBINATION CURB RAMPS

TYPE 5



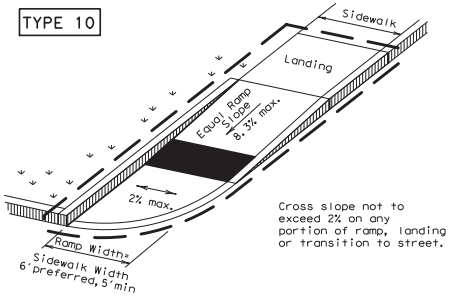
BLENDED TRANSITION

TYPE 7



(Sidewalk set back from curb)

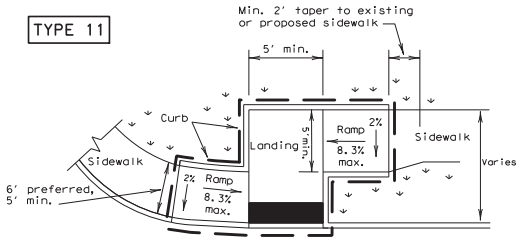
TYPE 10



(Sidewalk adjacent to curb)

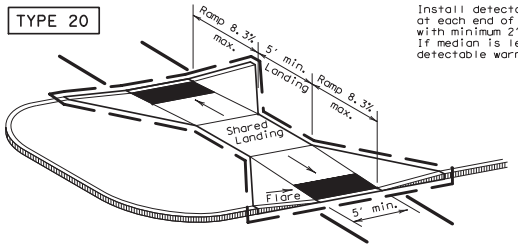
DIRECTIONAL RAMPS WITHIN RADIUS

TYPE 11



OFFSET PARALLEL CURB RAMP

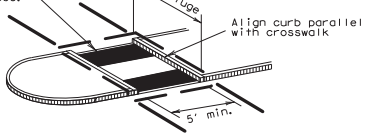
TYPE 20



Install detectable warning surface at each end of cut-through ramp with minimum 2' smooth surface between. If median is less than 6' wide, eliminate detectable warning surfaces.

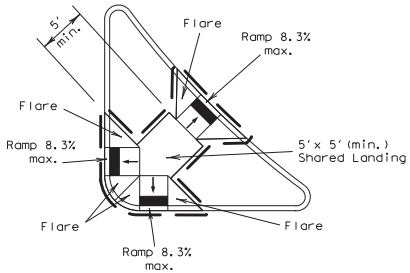
CURB RAMPS AT MEDIAN ISLANDS

TYPE 21



Curb details are shown elsewhere in the plans.

TYPE 22



COMBINATION ISLAND RAMPS

NOTES / LEGEND:

See General Notes on sheet 2 of 4 for more information.

Denotes planting or non-walking surface not part of pedestrian circulation path.

Ramp Limits of Payment

Detectable Warning Surface

SHEET 1 OF 4

Texas Department of Transportation — Design Division Standard

PEDESTRIAN FACILITIES CURB RAMPS

PED-12A

FILE: ped12a.dgn	DN: TxDOT	CK: PK	DW: TxDOT	CK: HD
©TxDOT March 2002	CONT	SECT	JOB	HIGHWAY
REVISIONS	0044	01	056	US82
VP June 13, 2012	DIST		COUNTY	SHEET NO.
	WFS		COOKE	63A

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FILE: ...\evansjil\dms9695\ped12a-1.dgn

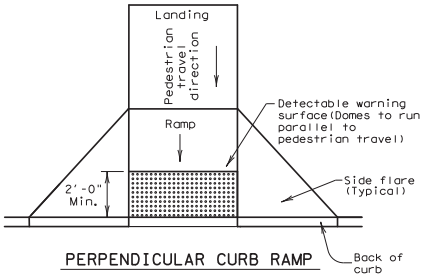
General Notes

Curb Ramps

1. Install a curb ramp or blended transition at each pedestrian street crossing.
2. All slopes shown are maximum allowable. Lesser slopes that will still drain properly should be used. Adjust curb ramp length or grade of approach sidewalks as directed.
3. The minimum sidewalk width is 5'. Where the sidewalk is adjacent to the back of curb, a 6' sidewalk width is desirable. Where a 5' sidewalk cannot be provided due to site constraints, sidewalk width may be reduced to 4' for short distances. 5'x 5' passing areas at intervals not to exceed 200' are required.
4. Landings shall be 5'x 5' minimum with a maximum 2% slope in any direction.
5. Maneuvering space at the bottom of curb ramps shall be a minimum of 4'x 4' wholly contained within the crosswalk and wholly outside the parallel vehicular travel path.
6. Maximum allowable cross slope on sidewalk and curb ramp surfaces is 2%.
7. Provide flared sides where the pedestrian circulation path crosses the curb ramp. Flared sides shall be sloped at 10% maximum, measured parallel to the curb. Returned curbs may be used only where pedestrians would not normally walk across the ramp, either because the adjacent surface is planted, substantially obstructed, or otherwise protected.
8. Additional information on curb ramp location, design, light reflective value and texture may be found in the current edition of the Texas Accessibility Standards (TAS) and 16 TAC 68.102.
9. To serve as a pedestrian refuge area, the median should be a minimum of 6' wide, measured from back of curbs. Medians should be designed to provide accessible passage over or through them.
10. Small channelization islands, which do not provide a minimum 5'x 5' landing at the top of curb ramps, shall be cut through level with the surface of the street.
11. Crosswalk dimensions, crosswalk markings and stop bar locations shall be as shown elsewhere in the plans. At intersections where crosswalk markings are not required, curb ramps shall align with theoretical crosswalks unless otherwise directed.
12. Handrails are not required on curb ramps. Provide curb ramps wherever on accessible route crosses (penetrates) a curb.
13. Curb ramps and landings shall be constructed and paid for in accordance with Item 531 "Sidewalks".
14. Place concrete at a minimum depth of 5" for ramps, flares and landings, unless otherwise directed.
15. Provide a smooth transition where the curb ramps connect to the street.
16. Curbs shown on sheet 1 within the limits of payment are considered part of the curb ramp for payment, whether it is concrete curb, gutter, or combined curb and gutter.
17. Existing features that comply with TAS may remain in place unless otherwise shown on the plans.

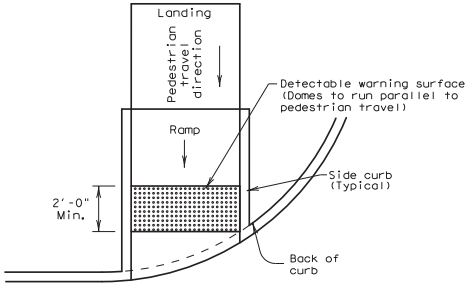
Detectable Warning Material

18. Curb ramps must contain a detectable warning surface that consists of raised truncated domes complying with Section 705 of the TAS. The surface must contrast visually with adjoining surfaces, including side flares. Furnish and install an approved cast-in-place dark brown or dark red detectable warning surface material adjacent to uncolored concrete, unless specified elsewhere in the plans.
19. Detectable Warning Materials must meet TxDOT Departmental Materials Specification DMS 4350 and be listed on the Material Producer List. Install products in accordance with manufacturer's specifications.
20. Detectable warning surfaces must be slip resistant and not allow water to accumulate.
21. Detectable warning surfaces shall be a minimum of 24" in depth in the direction of pedestrian travel, and extend the full width of the curb ramp or landing where the pedestrian access route enters the street.
22. Detectable warning surfaces shall be located so that the edge nearest the curb line is at the back of curb. Align the rows of domes to be perpendicular to the grade break between the ramp run and the street. Detectable warning surfaces may be curved along the corner radius.
23. Shaded areas on Sheet 1 of 4 indicate the approximate location for the detectable warning surface for each curb ramp type.



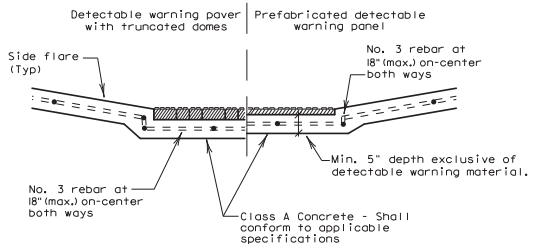
PERPENDICULAR CURB RAMP

Typical placement of detectable warning surface on sloping ramp run.

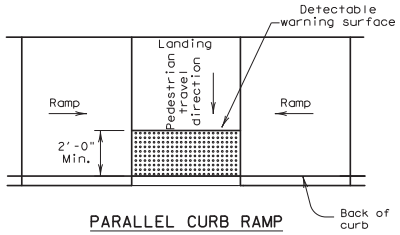


DIRECTIONAL CURB RAMP

Typical placement of detectable warning surface on sloping ramp run.



SECTION: CURB RAMP AT DETECTABLE WARNING



PARALLEL CURB RAMP

Typical placement of detectable warning surface on landing at street edge.

DETECTABLE WARNINGS

Detectable Warning Pavers

24. Furnish detectable warning paver units meeting all requirements of ASTM C-936, C-33. Lay in a two by two unit basket weave pattern or as directed.
25. Lay full-size units first followed by closure units consisting of at least 25 percent of a full unit. Cut detectable warning paver units using a power saw.

Sidewalks

26. Provide clear ground space at operable parts, including pedestrian push buttons. Operable parts shall be placed within one or more reach ranges specified in TAS 308.
27. Place traffic signal or illumination poles, ground boxes, controller boxes, signs, drainage facilities and other items so as not to obstruct the pedestrian access route or clear ground space.
28. Street grades and cross slopes shall be as shown elsewhere in the plans.
29. Changes in level greater than 1/4 inch are not permitted.
30. The least possible grade should be used to maximize accessibility. The running slope of sidewalks and crosswalks within the public right of way may follow the grade of the parallel roadway. Where a continuous grade greater than 5% must be provided, handrails may be desirable to improve accessibility. Handrails may also be needed to protect pedestrians from potentially hazardous conditions. If provided, handrails shall comply with TAS 505.
31. Handrail extensions shall not protrude into the usable landing area or into intersecting pedestrian routes.
32. Driveways and turnouts shall be constructed and paid for in accordance with Item "Intersections, Driveways and Turnouts". Sidewalks shall be constructed and paid for in accordance with Item, "Sidewalks".
33. Sidewalk details are shown elsewhere in the plans.

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FILE: ...\evansjil\dms9695\ped12a-2.dgn

Texas Department of Transportation — Design Division Standard

PEDESTRIAN FACILITIES CURB RAMPS

PED-12A

FILE: ped12a.dgn	DN: TxDOT	CK: PK	DW: TxDOT	CK: HD
© TxDOT March 2002	CONT	SECT	JOB	HIGHWAY
REVISIONS	0044	08	058	US82
VP June 13, 2012	DIST		COUNTY	SHEET NO.
	WFS		COOKE	63B

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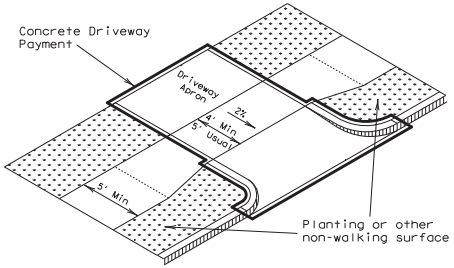
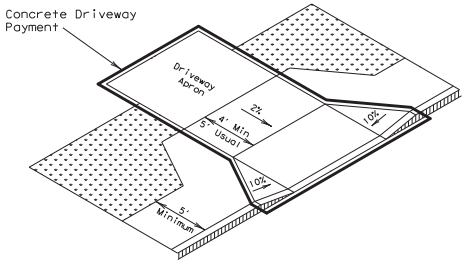
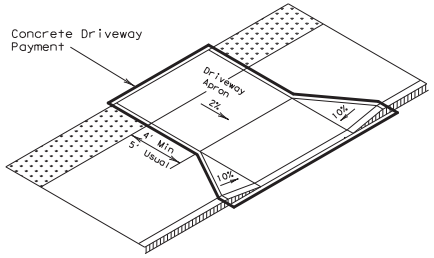


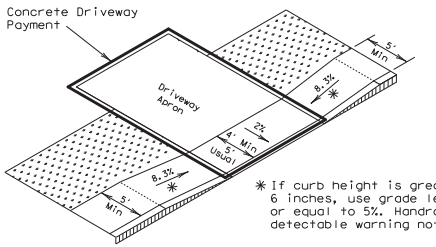
Setback sidewalk



Apron offset sidewalk



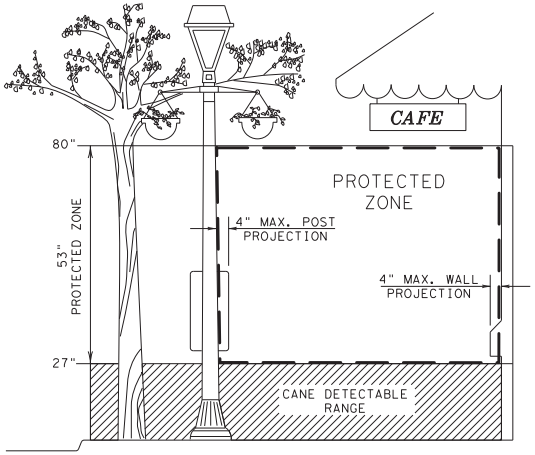
Wide sidewalk



* If curb height is greater than 6 inches, use grade less than or equal to 5%. Handrail and detectable warning not required.

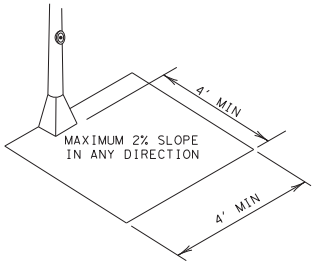
Ramp sidewalk

SIDEWALK TREATMENT AT DRIVEWAYS

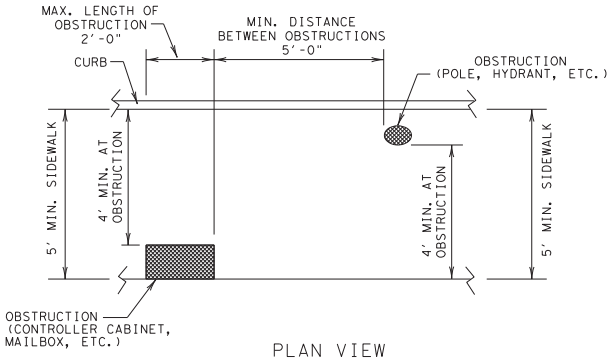


PROTECTED ZONE

In pedestrian circulation area, maximum 4" projection for post or wall mounted objects between 27"and 80" above the surface.



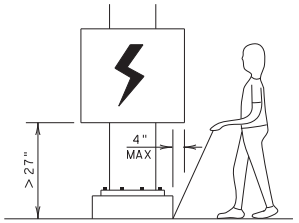
CLEAR GROUND SPACE ADJACENT TO PEDESTRIAN PUSH BUTTON



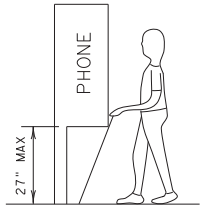
PLAN VIEW

PLACEMENT OF STREET FIXTURES

(ITEMS NOT INTENDED FOR PUBLIC USE. MINIMUM 4' x 4' CLEAR GROUND SPACE REQUIRED AT PUBLIC USE FIXTURES.)



When an obstruction of a height greater than 27" from the surface would create a protrusion of more than 4" into the pedestrian circulation area, construct additional curb or foundation at the bottom to provide a maximum 4" overhang.



Protruding objects of a height ≤ 27" are detectable by cane and do not require additional treatment.

DETECTION BARRIER FOR VERTICAL CLEARANCE < 80"

SHEET 3 OF 4

Texas Department of Transportation — Design Division Standard

PEDESTRIAN FACILITIES CURB RAMPS

PED-12A

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© TxDOT March 2002	CONT	SECT	JOB	HIGHWAY
REVISIONS	0044 0045	08 07	056 058	US82
VP June 13, 2012	DIST		COUNTY	SHEET NO.
	WFS		COOKE	63C

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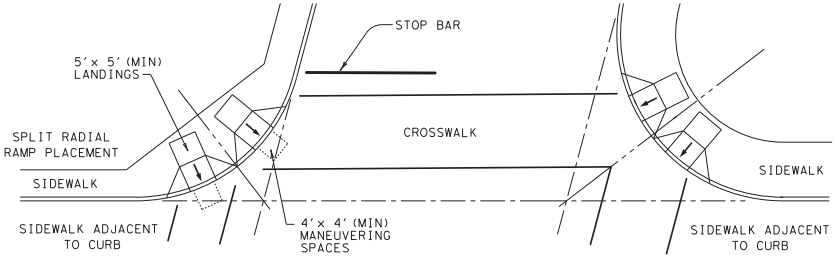
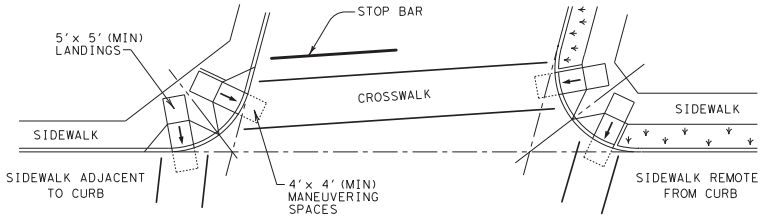
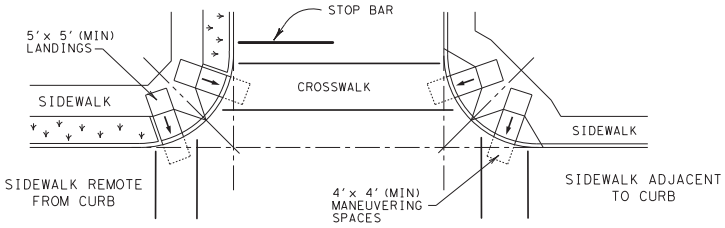


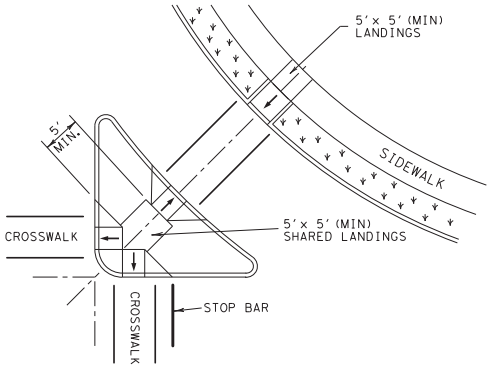
SKEWED INTERSECTION WITH "LARGE" RADIUS



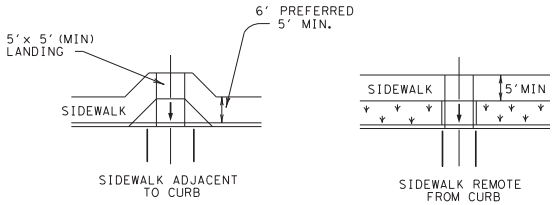
SKEWED INTERSECTION WITH "SMALL" RADIUS



NORMAL INTERSECTION WITH "SMALL" RADIUS



AT INTERSECTION
W/FREE RIGHT TURN & ISLAND



MID-BLOCK PLACEMENT
PERPENDICULAR RAMPS

TYPICAL CROSSING LAYOUTS

SHEET 4 OF 4

Texas Department of Transportation — Design Division Standard

PEDESTRIAN FACILITIES CURB RAMPS

PED-12A

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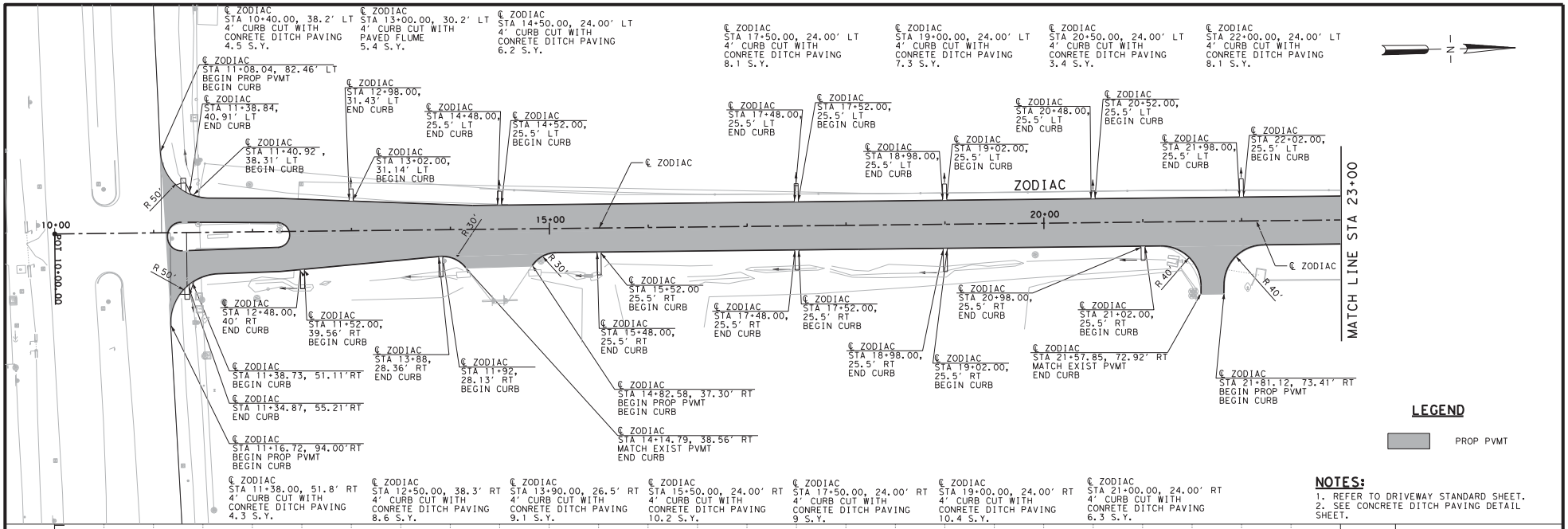
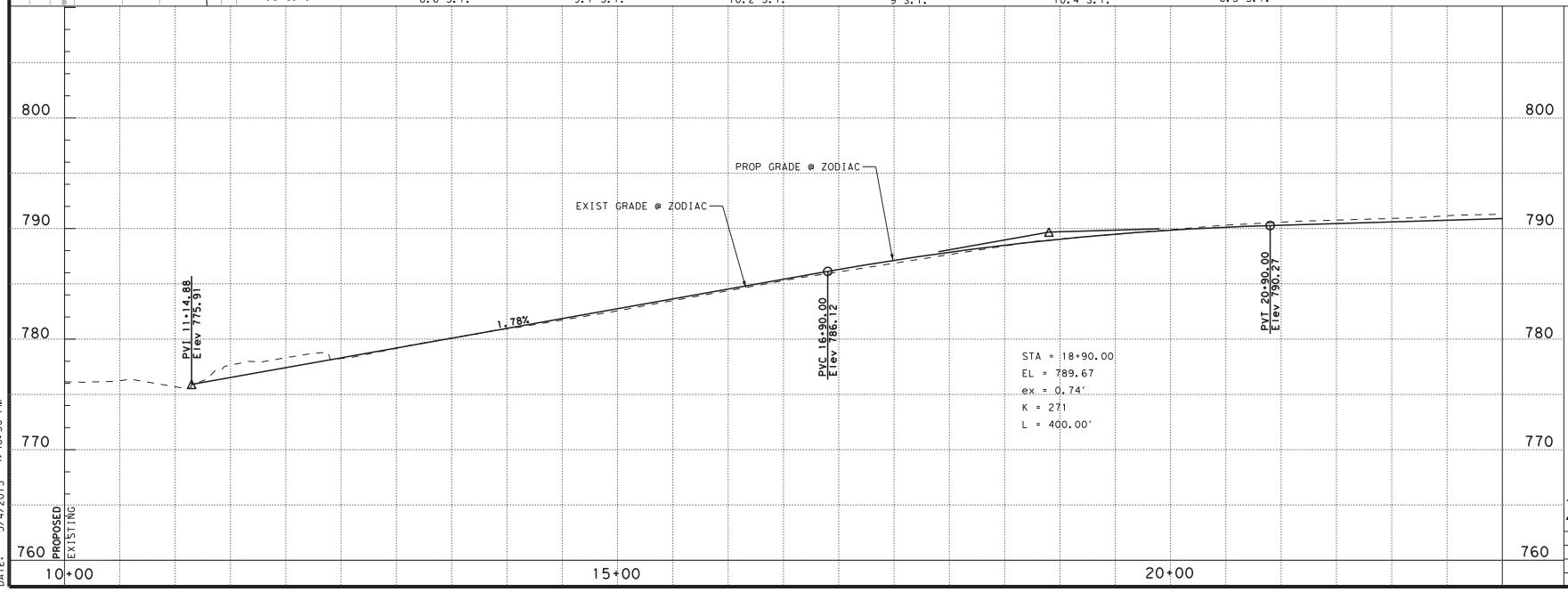


LEGEND

PROP PVMT

NOTES:

1. REFER TO DRIVEWAY STANDARD SHEET.
2. SEE CONCRETE DITCH PAVING DETAIL SHEET.



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JACOBS
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FORT WORTH, TX 76102
Phone 817.735.6000
Firm Registration F-2966

STATE OF TEXAS
CLAUDE RODGER CLEMENTS
36250
REGISTERED PROFESSIONAL ENGINEER
F-2966
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PLAN & PROFILE

0 50 100
SCALE IN FEET (HORIZONTAL)

0 5 10
SCALE IN FEET (VERTICAL)

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SHEET 1 OF 3

CONT	SECT	JOB	HIGHWAY
0044	08	067	US82
0045	01	059	
DIST		COUNTY	SHEET NO.
WFS		COOKE	53

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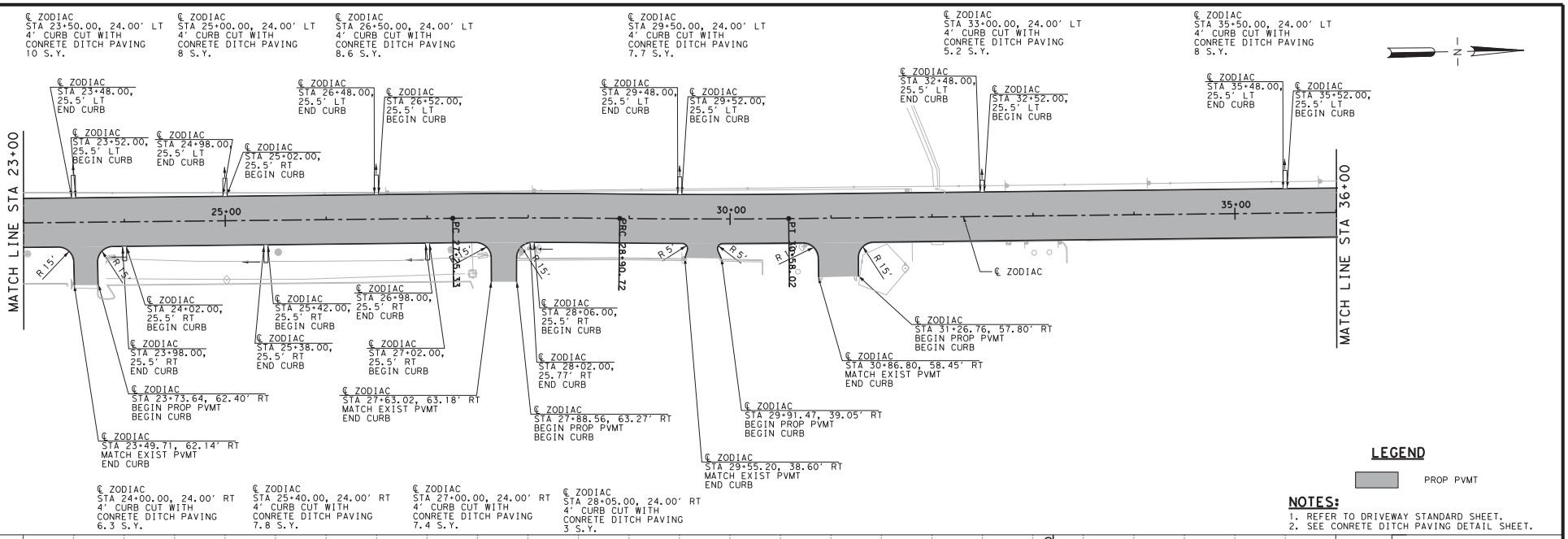
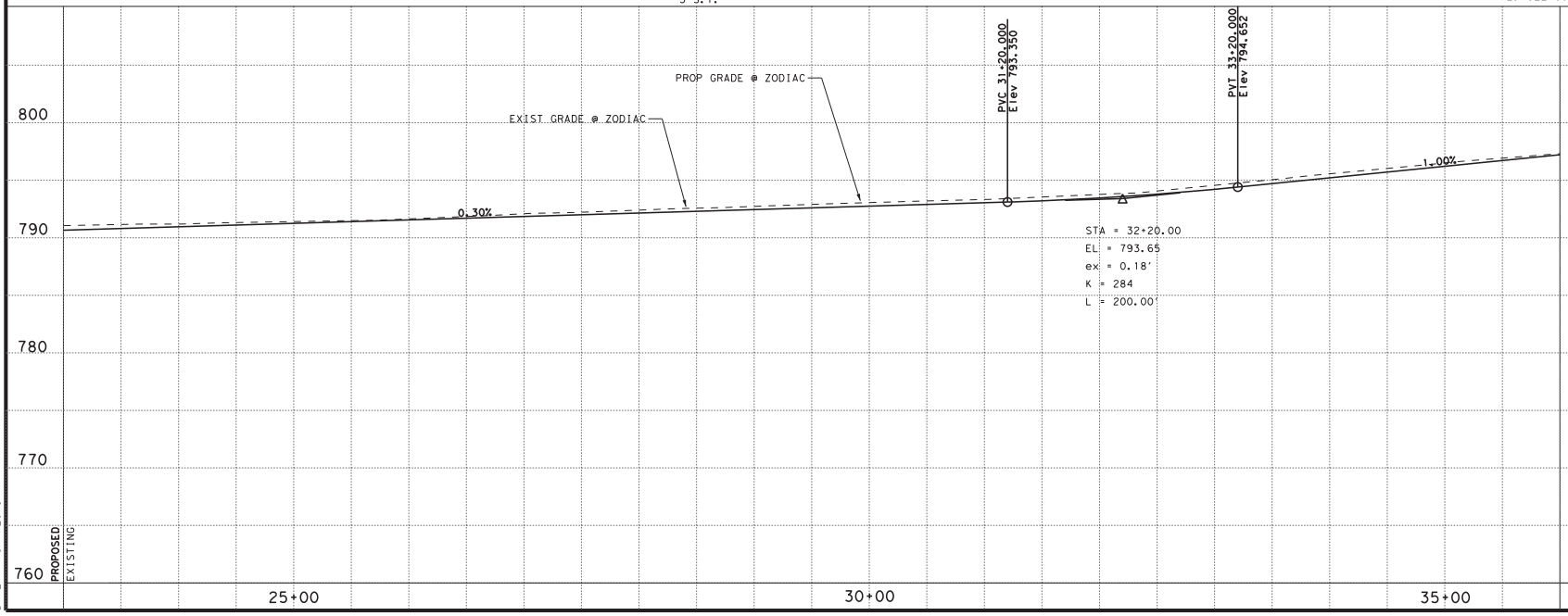


LEGEND

PROP PVMT

NOTES:

1. REFER TO DRIVEWAY STANDARD SHEET.
2. SEE CONRETE DITCH PAVING DETAIL SHEET.



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5/11/2015

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PLAN & PROFILE

0 50 100
SCALE IN FEET (HORIZONTAL)

0 5 10
SCALE IN FEET (VERTICAL)

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SHEET 2 OF 3

CONT	SECT	JOB	HIGHWAY
0044 0045	08 01	067 059	US82
DIST		COUNTY	SHEET NO.
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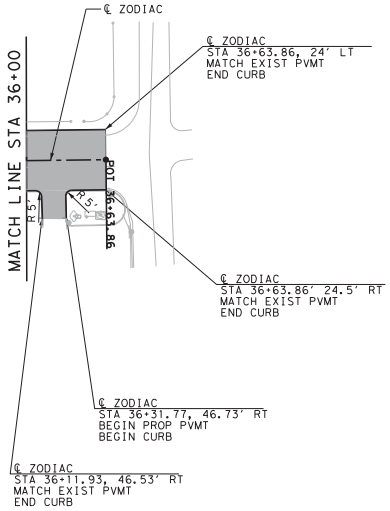
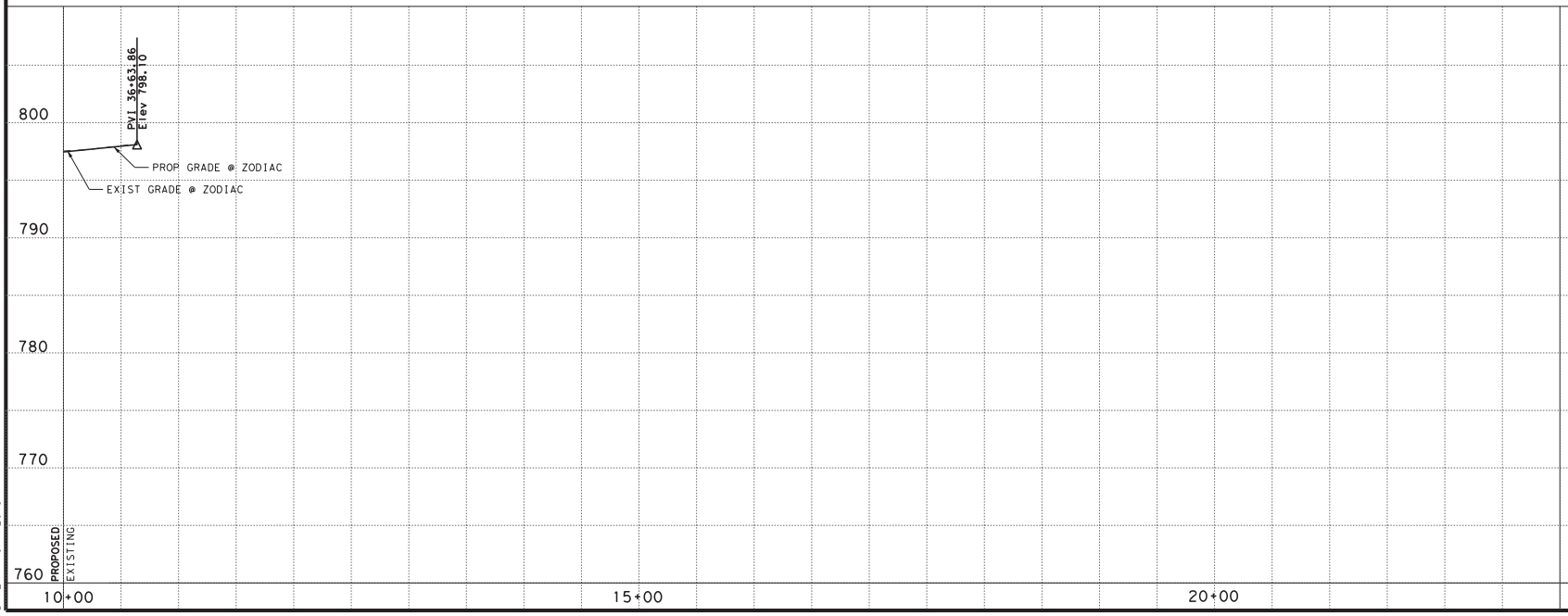


LEGEND

PROP PVMT

NOTES:

1. REFER TO DRIVEWAY STANDARD SHEET.



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36250
REGISTERED PROFESSIONAL ENGINEER
P.E.
F-2966
5/11/2015

ZODIAC
PLAN & PROFILE

0 50 100
SCALE IN FEET
(HORIZONTAL)

0 5 10
SCALE IN FEET
(VERTICAL)

2015 Texas Department of Transportation®
SHEET 3 OF 3

CONT	SECT	JOB	HIGHWAY
0044	08	067	US82
0045	01	059	
DIST		COUNTY	SHEET NO.
WFS		COOKE	55

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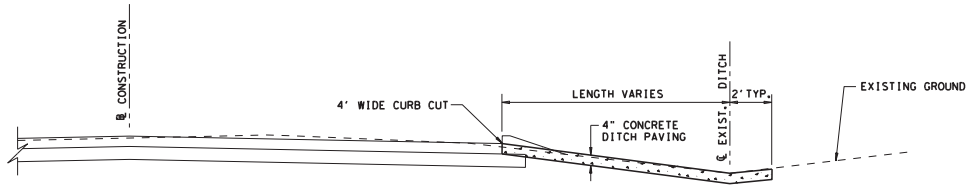

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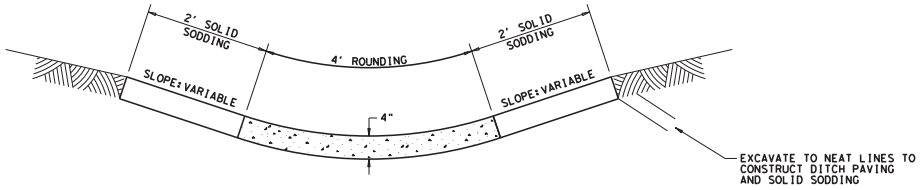

CONCRETE DITCH PAVING DETAIL

(NOT TO SCALE)

ZODIAC

JACOBS

777 MAIN STREET
FORT WORTH, TX 76102
Phone 817.735.6000
Firm Registration F-2966

STATE OF TEXAS
CLAUDE RODGER CLEMENTS
36250
REGISTERED PROFESSIONAL ENGINEER
P.E.
F-2966

5/11/2015

CONCRETE DITCH PAVING DETAILS

2015 Texas Department of Transportation®

SHEET 1 OF 1

CONT	SECT	JOB	HIGHWAY
0044 0045	08 01	067 059	US82
DIST		COUNTY	SHEET NO.
WFS		COOKE	56

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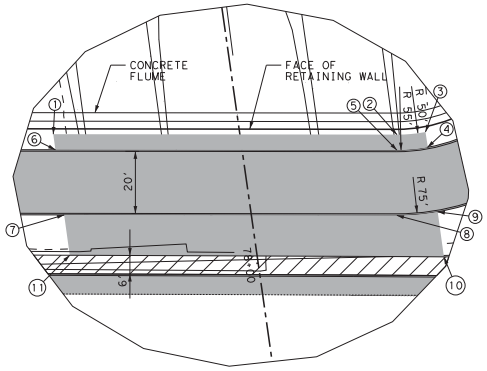

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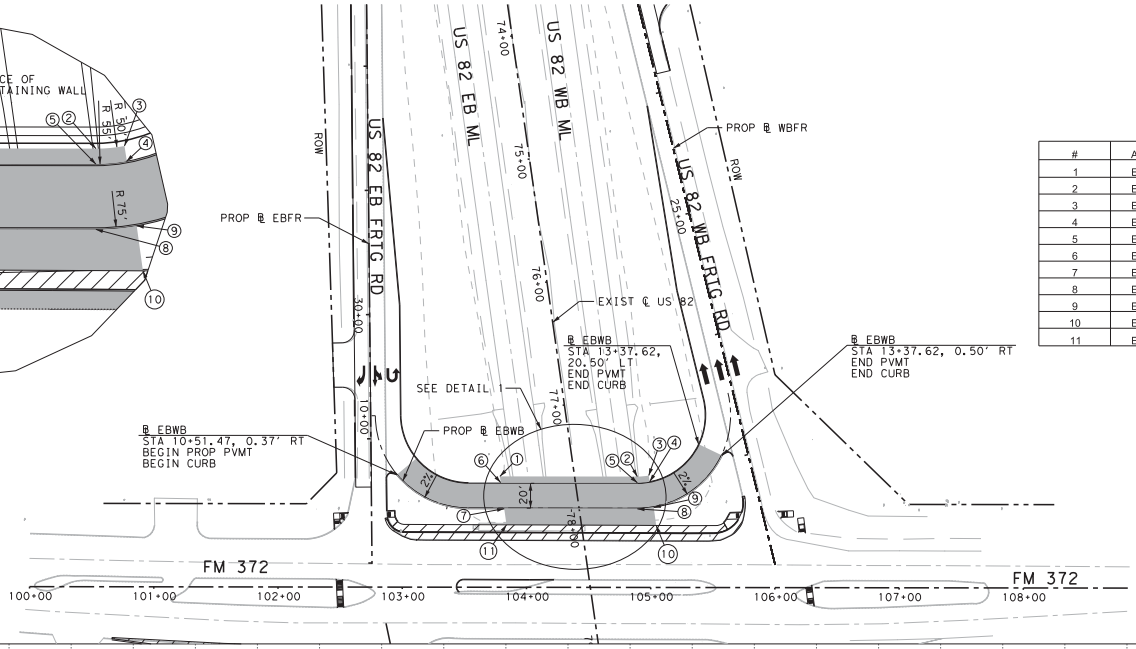

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2	EBWB	12+53.05	25.50	LT	
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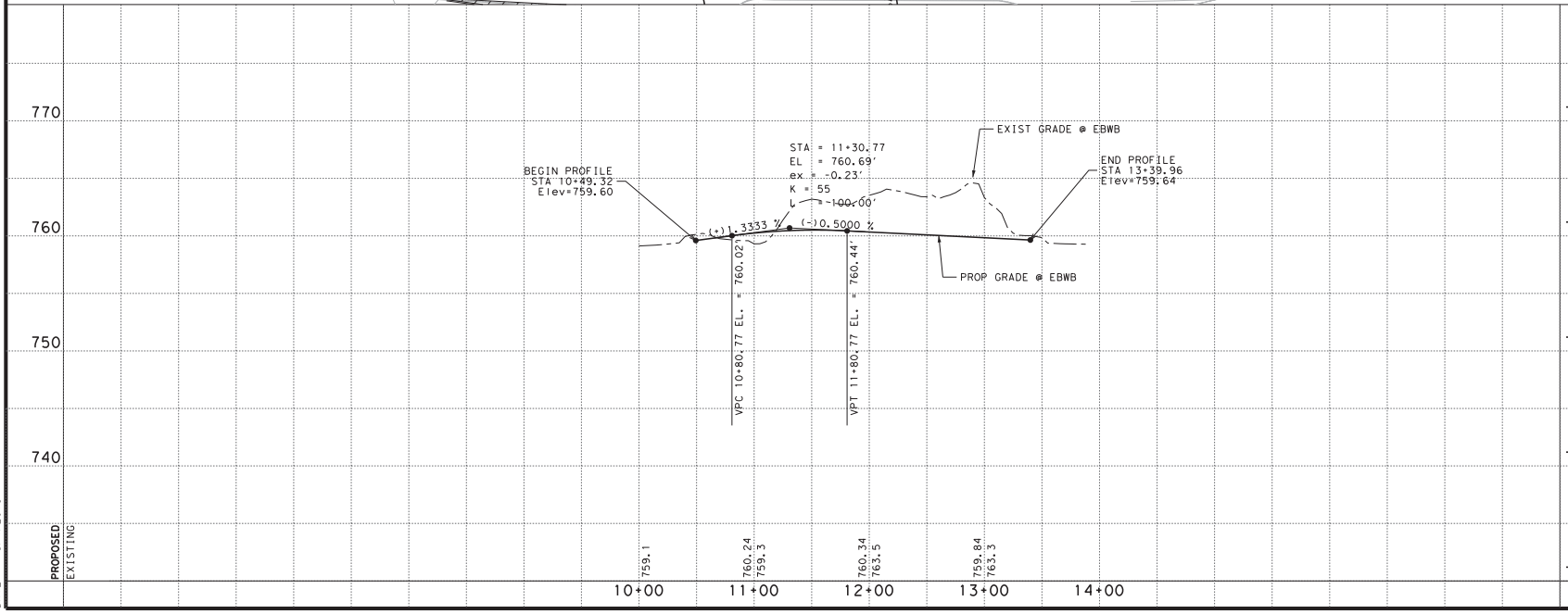
4	EBWB	12+66.85	20.50	LT	
5	EBWB	12+53.05	20.50	LT	
6	EBWB	11+43.08	20.50	LT	
7	EBWB	11+45.94	0.50	RT	
8	EBWB	12+53.05	0.50	RT	
9	EBWB	12+66.20	0.50	RT	
10	EBWB	12+65.76	15.15	RT	
11	EBWB	11+47.76	13.47	RT	

LEGEND

- PROP PVMT
- PROP 6' SIDEWALK
- PROP ASPHALT PVMT
- PROP LANE
- EXIST LANE



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US 82

JACOBS
777 MAIN STREET
FORT WORTH, TX 76102
Phone 817.735.6000
Firm Registration F-2966

STATE OF TEXAS
LAURA D. DITTFURTH
96558
LICENSED PROFESSIONAL ENGINEER
F-2966
05/11/15

EAST TO WEST TURNAROUND PLAN & PROFILE

0 50 100
SCALE IN FEET (HORIZONTAL)

0 5 10
SCALE IN FEET (VERTICAL)

2015 Texas Department of Transportation®

SHEET 1 OF 1

CONT	SECT	JOB	HIGHWAY
0044 0045	08 01	067 059	US82
DIST		COUNTY	SHEET NO.
WFS		COOKE	51A

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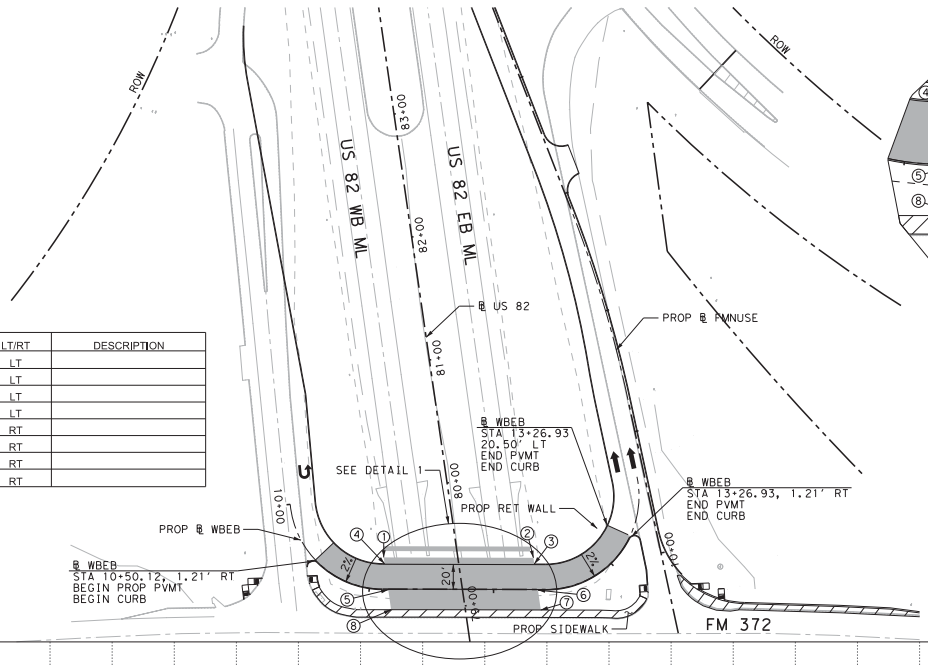
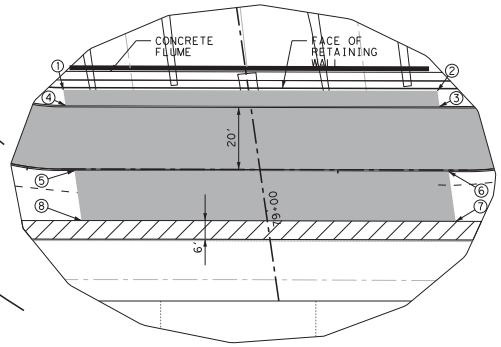
3	WBEB	12+32.68	20.50	LT	
4	WBEB	11+12.18	20.50	LT	
5	WBEB	11+15.19	0.50	RT	
6	WBEB	12+35.69	0.50	RT	
7	WBEB	12+37.99	16.50	RT	
8	WBEB	11+17.50	16.50	RT	





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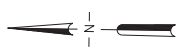
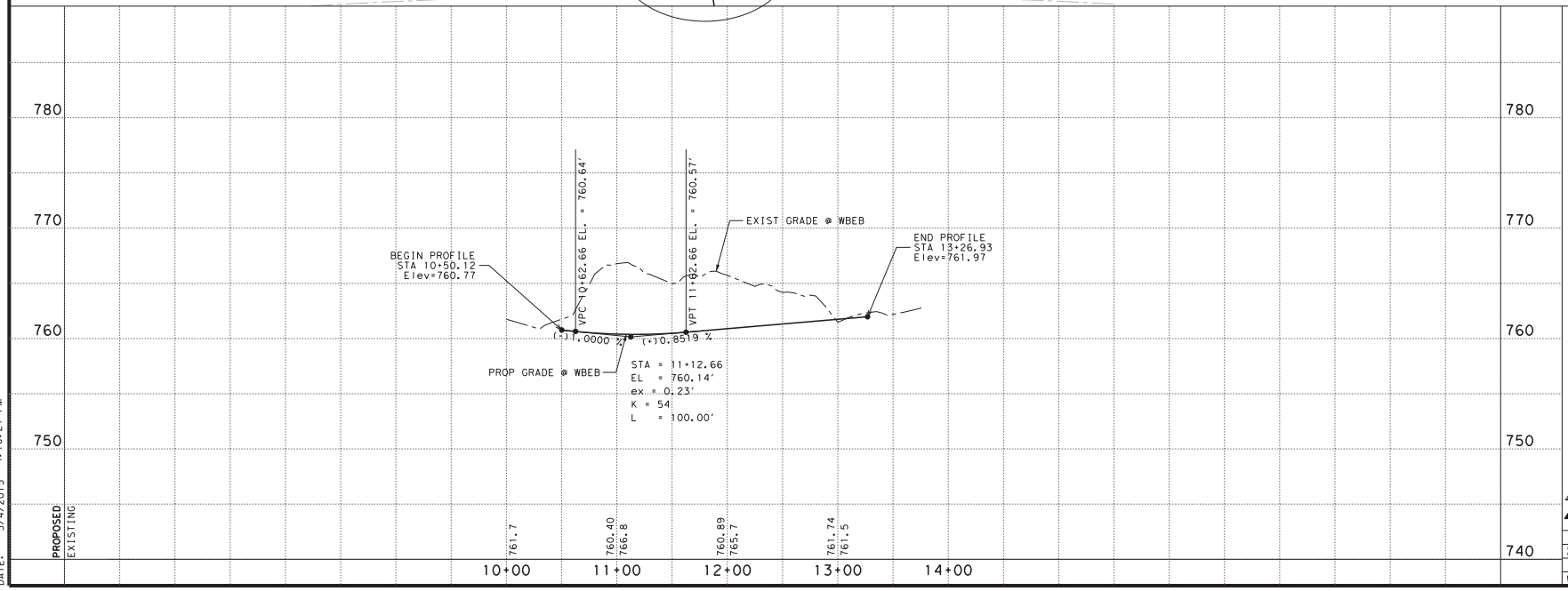


LEGEND

- PROP PVMT
- PROP 6' SIDEWALK
- PROP ASPHALT PVMT
- PROP LANE
- EXIST LANE



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US 82

JACOBS
777 MAIN STREET
FORT WORTH, TX 76102
Phone 817.735.6000
Firm Registration F-2966

STATE OF TEXAS
LAURA D. DITTFURTH
96558
LICENSED PROFESSIONAL ENGINEER
F-2966
05/11/15

WEST TO EAST TURNAROUND PLAN & PROFILE

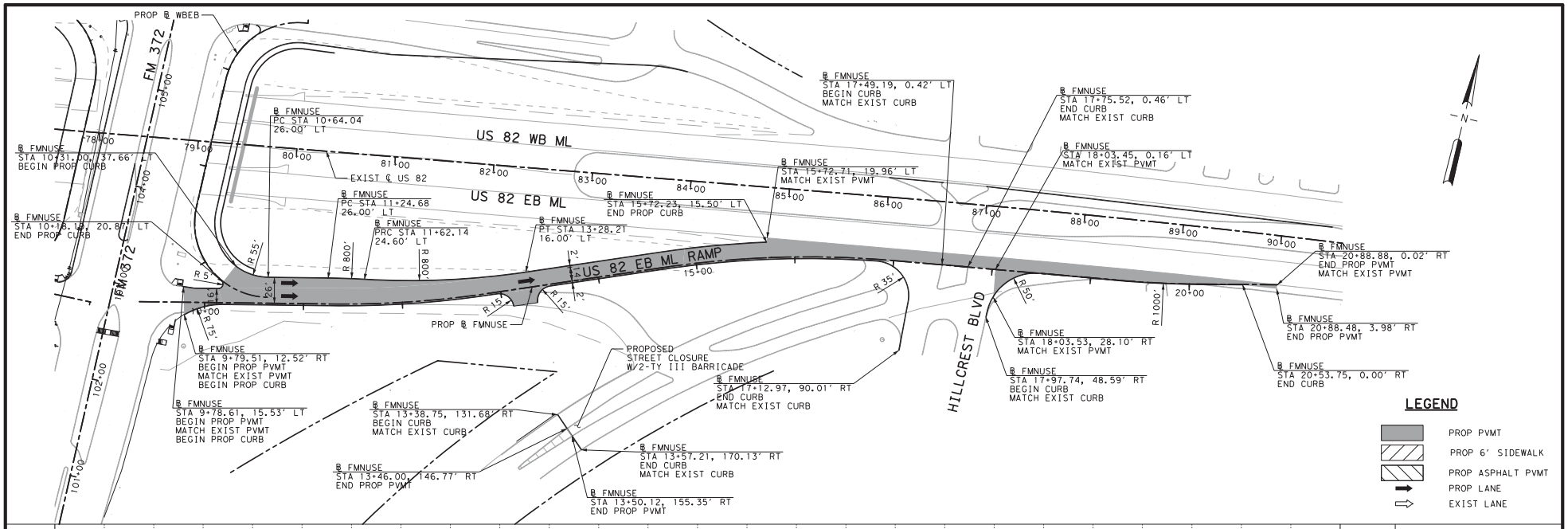
0 50 100
SCALE IN FEET (HORIZONTAL)

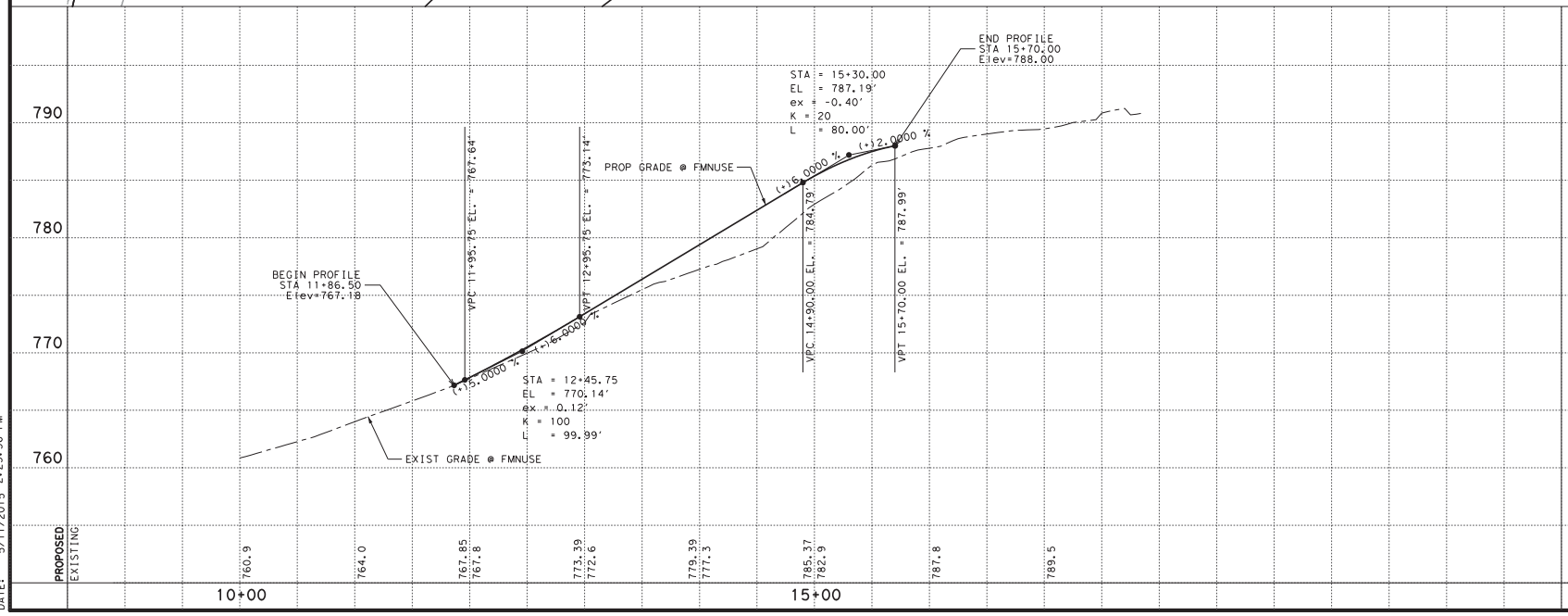
0 5 10
SCALE IN FEET (VERTICAL)

2015 Texas Department of Transportation®

SHEET 1 OF 1

CONT	SECT	JOB	HIGHWAY
0044	08	067	US82
0045	01	059	
DIST		COUNTY	SHEET NO.
WFS		COOKE	51B





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US 82

JACOBS
777 MAIN STREET
FORT WORTH, TX 76102
Phone 817.735.6000
Firm Registration F-2966

STATE OF TEXAS
LAURA D. DITTFURTH
96558
LICENSED PROFESSIONAL ENGINEER
F-2966
05/11/15

FM 372 TO US 82 EAST RAMP PLAN & PROFILE

0 50 100
SCALE IN FEET (HORIZONTAL)

0 5 10
SCALE IN FEET (VERTICAL)

2015 Texas Department of Transportation®

SHEET 1 OF 1

CONT	SECT	JOB	HIGHWAY
0044 0045	08 01	067 059	US82
DIST		COUNTY	SHEET NO.
WFS		COOKE	51C

US 82

Improvement Project

Cooke County, Texas

CSJ: 0044-08-067, etc.

US 82 looking west at Weber Drive

US 82 looking east at Weber Drive

Pictures taken on 7/24/2015

US 82

Improvement Project

Cooke County, Texas

CSJ: 0044-08-067, etc.

US 82 at Weber Drive looking northwest

Weber Drive looking north

Pictures taken on 7/24/2015

US 82

Improvement Project

Cooke County, Texas

CSJ: 0044-08-067, etc.

Camp Howze Sign on Weber Drive

Weber Drive looking north

Pictures taken on 7/24/2015

US 82

Improvement Project

Cooke County, Texas

CSJ: 0044-08-067, etc.

US 82 near FM 1201 looking west

US 82 at McCoy's Building Supply looking east

Pictures taken on 7/24/2015

US 82

Improvement Project

Cooke County, Texas

CSJ: 0044-08-067, etc.

US 82 at Justice Center Road looking west

US 82 at Floral Drive looking east

Pictures taken on 7/24/2015

US 82

Improvement Project

Cooke County, Texas

CSJ: 0044-08-067, etc.

US 82 east of Hospital Blvd looking west

US 82 looking east at IH 35 Overpass

Pictures taken on 7/24/2015

US 82

Improvement Project

Cooke County, Texas

CSJ: 0044-08-067, etc.

US 82 looking west at IH 35 Overpass

US 82 at Refinery Road looking east

Pictures taken on 7/24/2015

US 82

Improvement Project

Cooke County, Texas

CSJ: 0044-08-067, etc.

US 82 at Culberson Street looking west

US 82 near Throckmorton Street looking east

Pictures taken on 7/24/2015

US 82

Improvement Project

Cooke County, Texas

CSJ: 0044-08-067, etc.

US 82 near Weaver Street looking west

Lawrence Street at US 82 looking north

Pictures taken on 7/24/2015

US 82

Improvement Project

Cooke County, Texas

CSJ: 0044-08-067, etc.

US 82 looking west at Lawrence Street

Lawrence Street looking south at US 82

Pictures taken on 7/24/2015

US 82

Improvement Project

Cooke County, Texas

CSJ: 0044-08-067, etc.

Fair Avenue looking north at US 82

US 82 looking west at Fair Avenue

Pictures taken on 7/24/2015

US 82

Improvement Project

Cooke County, Texas

CSJ: 0044-08-067, etc.

North Clements Street at unnamed city street looking northeast at US 82

FM 372 (signed Grand Avenue) looking north at US 82 Overpass

Pictures taken on 7/24/2015

US 82

Improvement Project

Cooke County, Texas

CSJ: 0044-08-067, etc.

US 82 EB Frontage Road at FM 372 (Grand Avenue) looking east

US 82 WB Frontage Road at FM 372 looking east

Pictures taken on 7/24/2015

US 82

Improvement Project

Cooke County, Texas

CSJ: 0044-08-067, etc.

FM 372 (signed Grand Avenue) looking south

Proposed East to West and West to East Turnarounds

US 82 looking west over FM 372 (Grand Avenue)

Pictures taken on 7/24/2015

US 82

Improvement Project

Cooke County, Texas

CSJ: 0044-08-067, etc.

US 82 at Hillcrest Blvd looking east

US 82 at Hillcrest Blvd looking south-southwest

Pictures taken on 7/24/2015

US 82

Improvement Project

Cooke County, Texas

CSJ: 0044-08-067, etc.

US 82 at North Howell Street looking south

US 82 at Aspen Road looking west

Pictures taken on 7/24/2015

US 82

Improvement Project

Cooke County, Texas

CSJ: 0044-08-067, etc.

US 82 looking west

US 82 looking east

Pictures taken on 7/24/2015

US 82

Improvement Project

Cooke County, Texas

CSJ: 0044-08-067, etc.

US 82 at Independence Avenue looking east

US 82 looking west at FM 3092

Pictures taken on 7/24/2015

US 82

Improvement Project

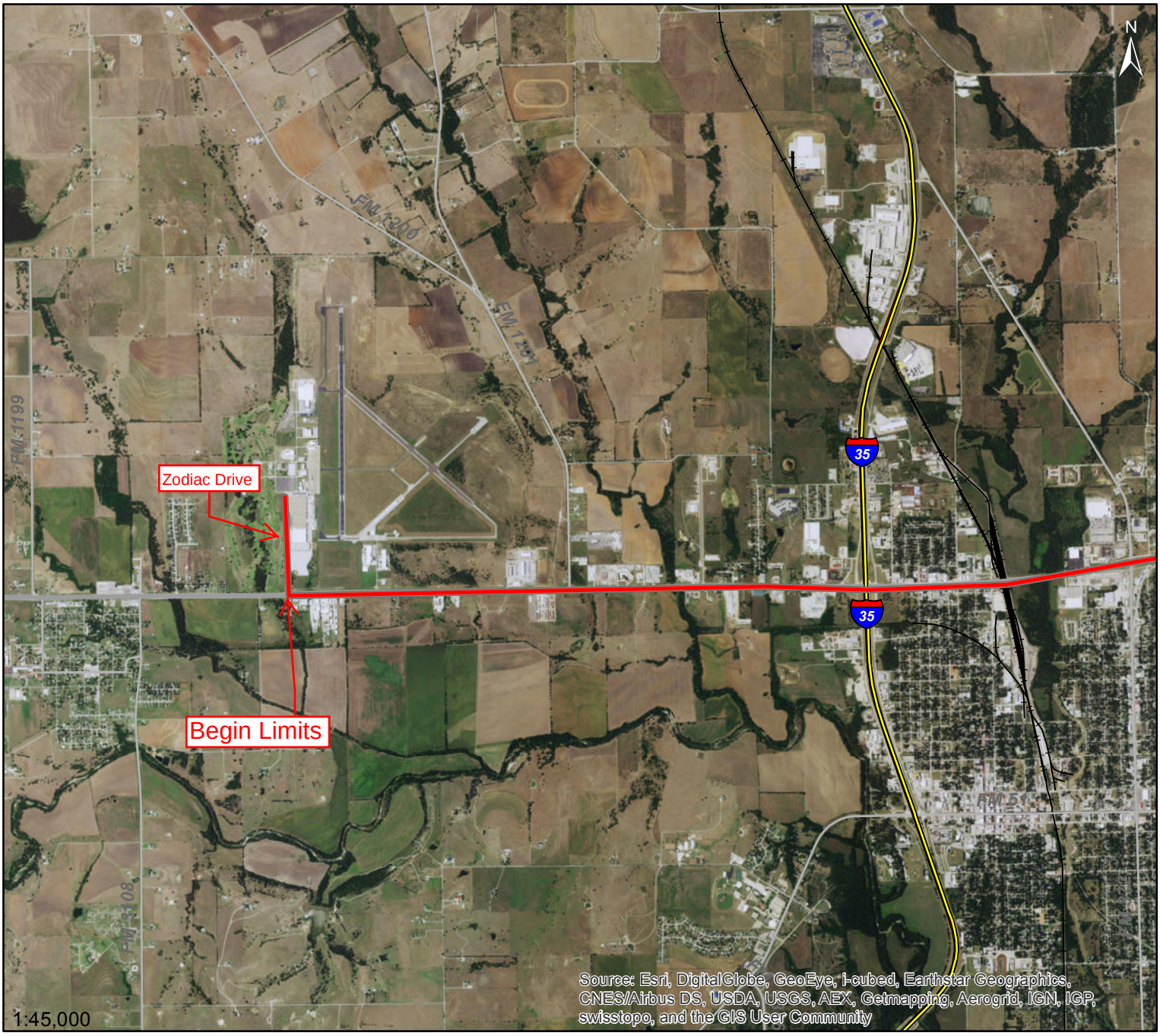
Cooke County, Texas

CSJ: 0044-08-067, etc.

US 82 near FM 3092 looking east

Pictures taken on 7/24/2015

US 82, etc. Aerial Map - Cooke County, TX - CSJ: 0044-08-067, etc.



0 0.5 1 2 Miles

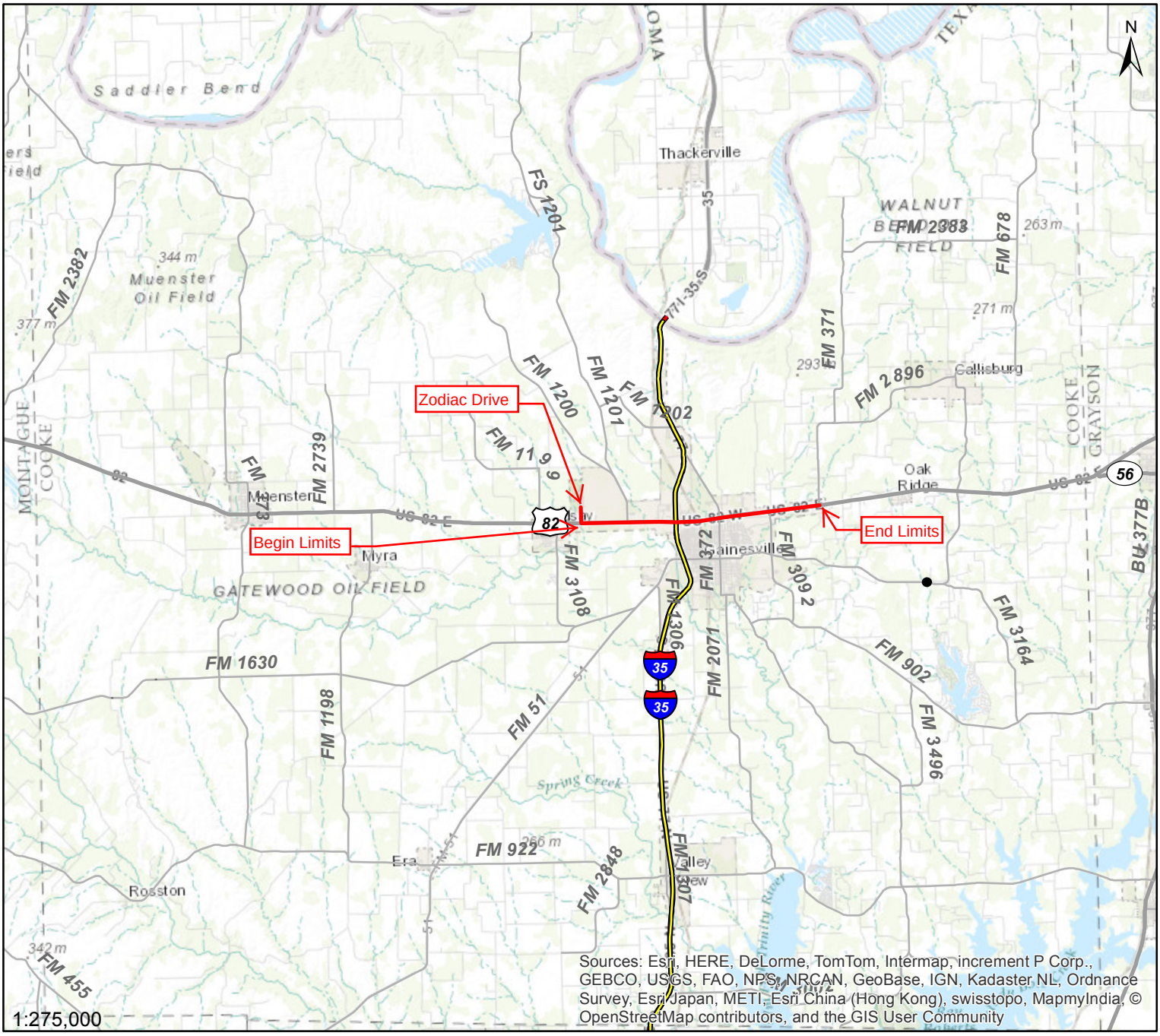
Date: 7/31/2015

US 82, etc. Aerial Map - Cooke County, TX - CSJ: 0044-08-067, etc.

0 0.5 1 2 Miles

Date: 7/31/2015

US 82, etc. Location Map - Cooke County, TX - CSJ: 0044-08-067, etc.



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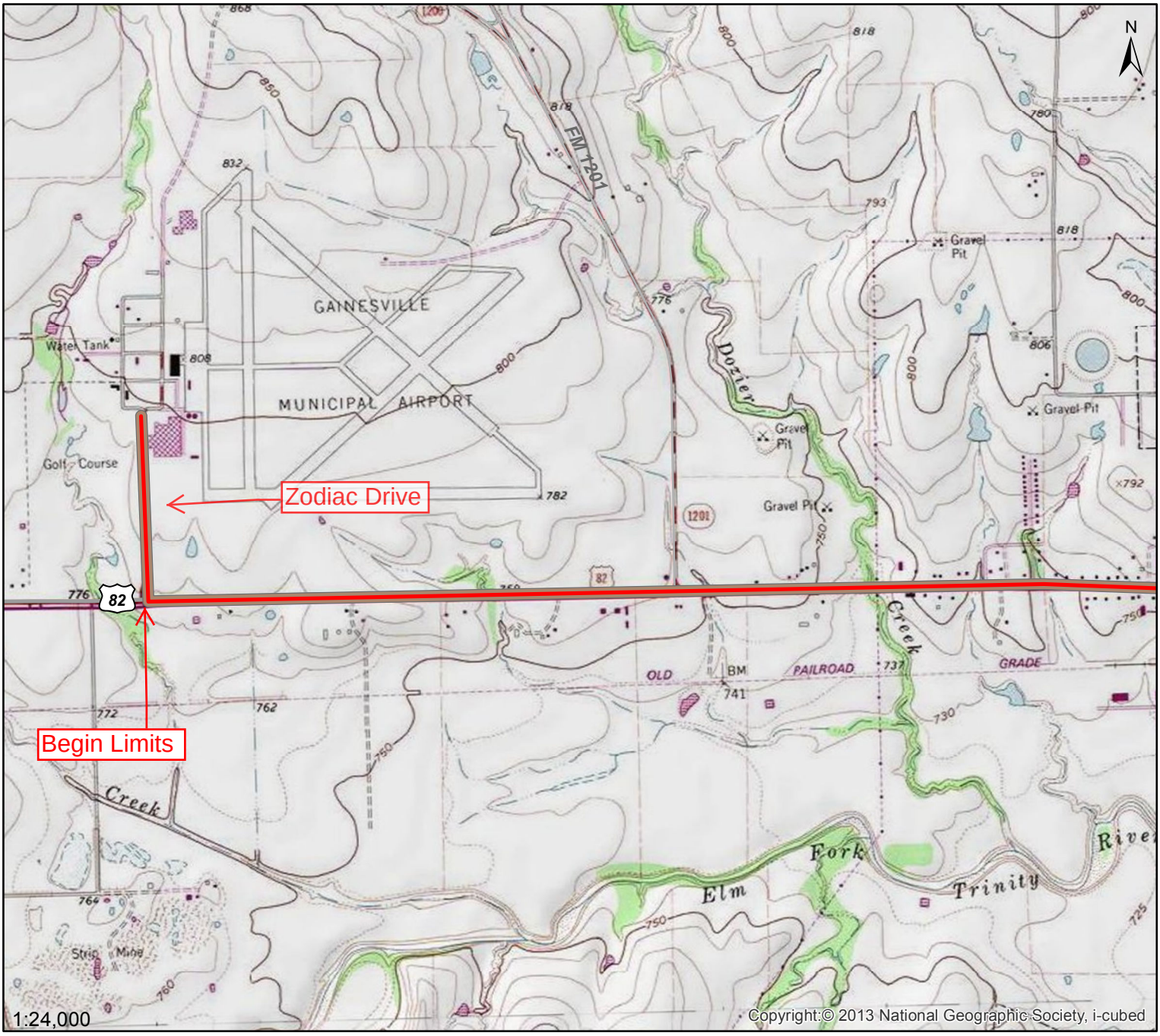
US 82, etc. USGS Topo Map - Cooke County, TX - CSJ: 0044-08-067, etc.



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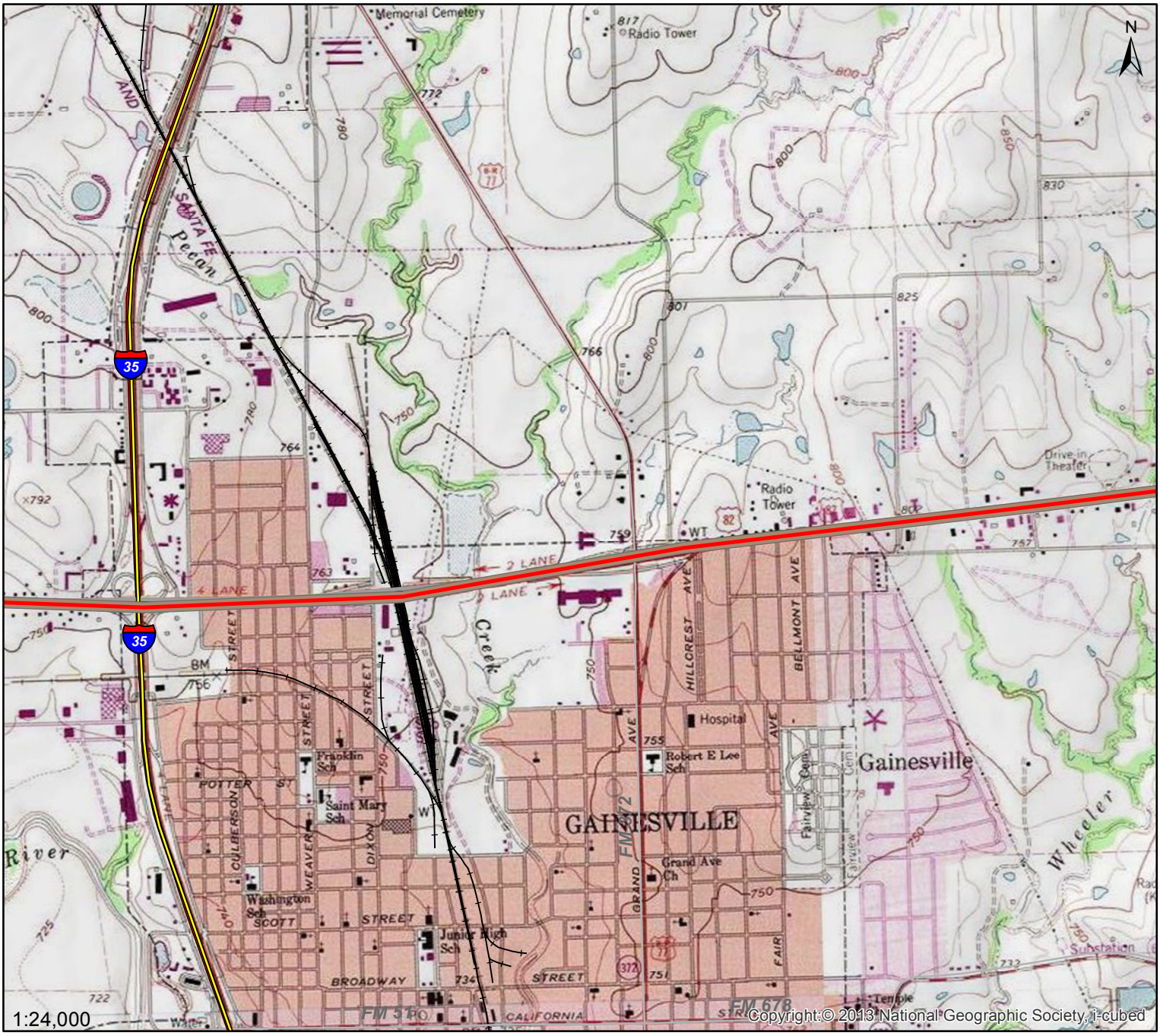

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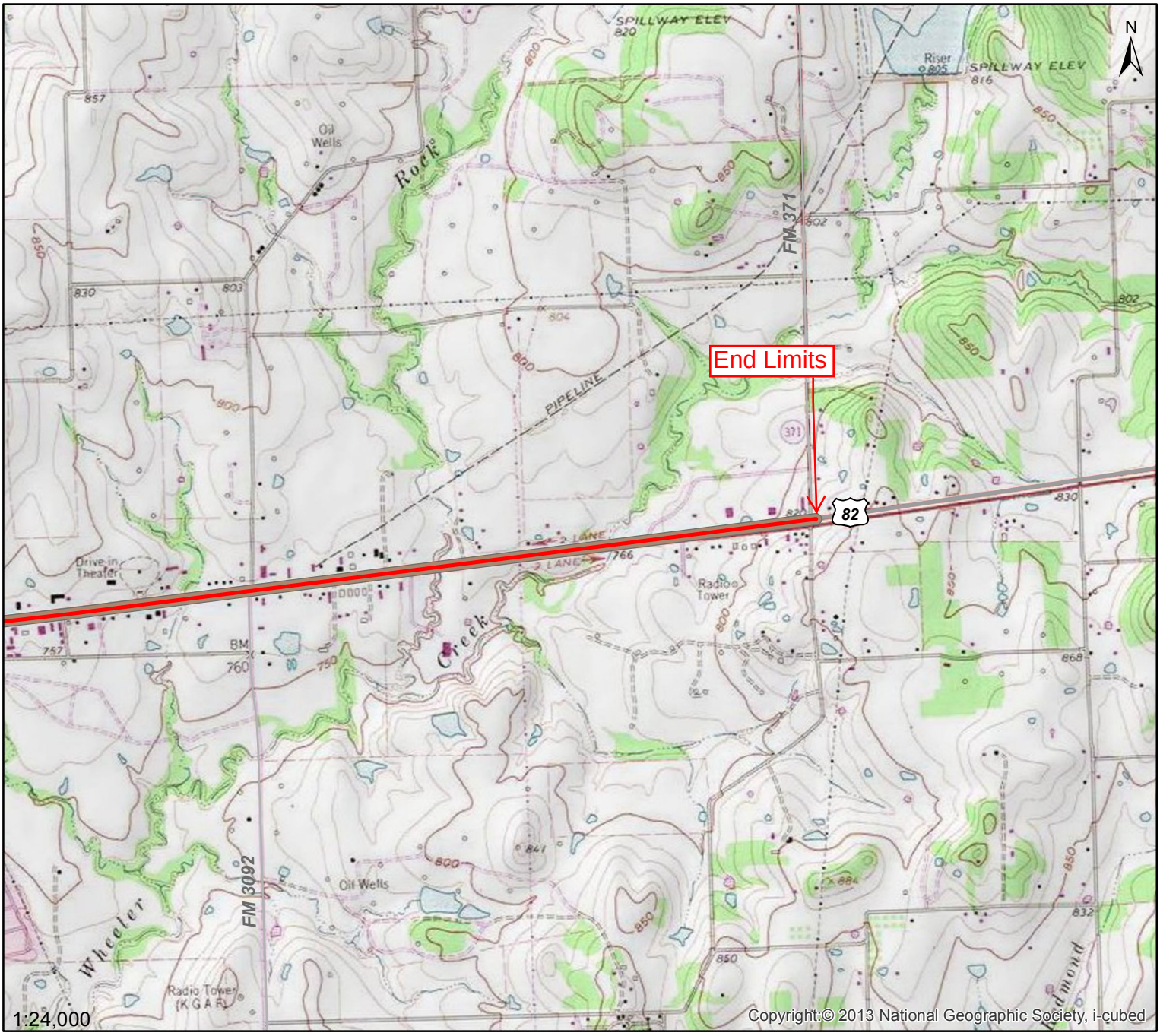


0 0.25 0.5 1 Miles

Date: 7/31/2015

Project MOU Summary

Common	MOU Habitat	Acres
Central Texas: Floodplain Hardwood Forest	Floodplain	0.370437
Central Texas: Floodplain Herbaceous Vegetation	Floodplain	0.004964
Central Texas: Riparian Hardwood Forest	Riparian	0.315554
Central Texas: Riparian Herbaceous Vegetation	Riparian	0.279048
Crosstimbers: Post Oak Woodland	Crosstimbers Woodland and Forest	0.085215
Crosstimbers: Savanna Grassland	Crosstimbers Woodland and Forest	2.125737
Grand Prairie: Tallgrass Prairie	Tallgrass Prairie, Grassland	4.212763
Grass Farm	Agriculture	0.094153
Native Invasive: Deciduous Woodland	Disturbed Prairie	0.584399
Urban High Intensity	Urban	20.173104
Urban Low Intensity	Urban	85.054305
Total		**113.299679**

COOKE COUNTY

BIRDS

		Federal Status	State Status
American Peregrine Falcon	*Falco peregrinus anatum*	DL	T

year-round resident and local breeder in west Texas, nests in tall cliff eyries; also, migrant across state from more northern breeding areas in US and Canada, winters along coast and farther south; occupies wide range of habitats during migration, including urban, concentrations along coast and barrier islands; low-altitude migrant, stopovers at leading landscape edges such as lake shores, coastlines, and barrier islands.

Arctic Peregrine Falcon	*Falco peregrinus tundrius*	DL	

migrant throughout state from subspecies' far northern breeding range, winters along coast and farther south; occupies wide range of habitats during migration, including urban, concentrations along coast and barrier islands; low-altitude migrant, stopovers at leading landscape edges such as lake shores, coastlines, and barrier islands.

Bald Eagle	*Haliaeetus leucocephalus*	DL	T

found primarily near rivers and large lakes; nests in tall trees or on cliffs near water; communally roosts, especially in winter; hunts live prey, scavenges, and pirates food from other birds

Black-capped Vireo	*Vireo atricapilla*	LE	E

oak-juniper woodlands with distinctive patchy, two-layered aspect; shrub and tree layer with open, grassy spaces; requires foliage reaching to ground level for nesting cover; return to same territory, or one nearby, year after year; deciduous and broad-leaved shrubs and trees provide insects for feeding; species composition less important than presence of adequate broad-leaved shrubs, foliage to ground level, and required structure; nesting season March-late summer

Cerulean Warbler	*Dendroica cerulea*		

treetops of riverbank woodlands, swamps, and bottomlands; mainly insectivorous

Eskimo Curlew	*Numenius borealis*	LE	E

historic; nonbreeding: grasslands, pastures, plowed fields, and less frequently, marshes and mudflats

Henslow's Sparrow	*Ammodramus henslowii*		

wintering individuals (not flocks) found in weedy fields or cut-over areas where lots of bunch grasses occur along with vines and brambles; a key component is bare ground for running/walking

Interior Least Tern	*Sterna antillarum athalassos*	LE	E

subspecies is listed only when inland (more than 50 miles from a coastline); nests along sand and gravel bars within braided streams, rivers; also know to nest on man-made structures (inland beaches, wastewater treatment plants, gravel mines, etc); eats small fish and crustaceans, when breeding forages within a few hundred feet of colony

Peregrine Falcon	*Falco peregrinus*	DL	T

both subspecies migrate across the state from more northern breeding areas in US and Canada to winter along coast and farther south; subspecies (F. p. anatum) is also a resident breeder in west Texas; the two subspecies' listing statuses differ, F.p. tundrius is no longer listed in Texas; but because the subspecies are not easily distinguishable at a distance, reference is generally made only to the species level; see subspecies for habitat.

COOKE COUNTY

BIRDS

		Federal Status	State Status
Red Knot	*Calidris canutus rufa*	T	

Red knots migrate long distances in flocks northward through the contiguous United States mainly April-June, southward July-October. A small plump-bodied, short-necked shorebird that in breeding plumage, typically held from May through August, is a distinctive and unique pottery orange color. Its bill is dark, straight and, relative to other shorebirds, short-to-medium in length. After molting in late summer, this species is in a drab gray-and-white non-breeding plumage, typically held from September through April. In the non-breeding plumage, the knot might be confused with the omnipresent Sanderling. During this plumage, look for the knot's prominent pale eyebrow and whitish flanks with dark barring. The Red Knot prefers the shoreline of coast and bays and also uses mudflats during rare inland encounters. Primary prey items include coquina clam (Donax spp.) on beaches and dwarf surf clam (Mulinia lateralis) in bays, at least in the Laguna Madre. Wintering Range includes- Aransas, Brazoria, Calhoun, Cameron, Chambers, Galveston, Jefferson, Kennedy, Kleberg, Matagorda, Nueces, San Patricio, and Willacy. Habitat: Primarily seacoasts on tidal flats and beaches, herbaceous wetland, and Tidal flat/shore.

Sprague's Pipit	*Anthus spragueii*	C	

only in Texas during migration and winter, mid September to early April; short to medium distance, diurnal migrant; strongly tied to native upland prairie, can be locally common in coastal grasslands, uncommon to rare further west; sensitive to patch size and avoids edges.

Western Burrowing Owl	*Athene cunicularia hypugaea*		

open grasslands, especially prairie, plains, and savanna, sometimes in open areas such as vacant lots near human habitation or airports; nests and roosts in abandoned burrows

Whooping Crane	*Grus americana*	LE	E

potential migrant via plains throughout most of state to coast; winters in coastal marshes of Aransas, Calhoun, and Refugio counties

Wood Stork	*Mycteria americana*		T

forages in prairie ponds, flooded pastures or fields, ditches, and other shallow standing water, including salt-water; usually roosts communally in tall snags, sometimes in association with other wading birds (i.e. active heronries); breeds in Mexico and birds move into Gulf States in search of mud flats and other wetlands, even those associated with forested areas; formerly nested in Texas, but no breeding records since 1960

MAMMALS

		Federal Status	State Status
Gray wolf	*Canis lupus*	LE	E

extirpated; formerly known throughout the western two-thirds of the state in forests, brushlands, or grasslands

Plains spotted skunk	*Spilogale putorius interrupta*		

catholic; open fields, prairies, croplands, fence rows, farmyards, forest edges, and woodlands; prefers wooded, brushy areas and tallgrass prairie

Red wolf	*Canis rufus*	LE	E

COOKE COUNTY

MAMMALS

		Federal Status	State Status

extirpated; formerly known throughout eastern half of Texas in brushy and forested areas, as well as coastal prairies

MOLLUSKS

		Federal Status	State Status
Texas heelsplitter	*Potamilus amphichaenus*		T

quiet waters in mud or sand and also in reservoirs. Sabine, Neches, and Trinity River basins

REPTILES

		Federal Status	State Status
Texas horned lizard	*Phrynosoma cornutum*		T

open, arid and semi-arid regions with sparse vegetation, including grass, cactus, scattered brush or scrubby trees; soil may vary in texture from sandy to rocky; burrows into soil, enters rodent burrows, or hides under rock when inactive; breeds March-September

Timber rattlesnake	*Crotalus horridus*		T

swamps, floodplains, upland pine and deciduous woodlands, riparian zones, abandoned farmland; limestone bluffs, sandy soil or black clay; prefers dense ground cover, i.e. grapevines or palmetto

U.S. Fish & Wildlife Service

US 82 (0044-08-067 etc) USFWS Species Report

IPaC Trust Resource Report

Generated September 15, 2015 11:45 AM MDT

US Fish & Wildlife Service

IPaC Trust Resource Report

Project Description

NAME

US 82 (0044-08-067 etc) USFWS Species Report

PROJECT CODE

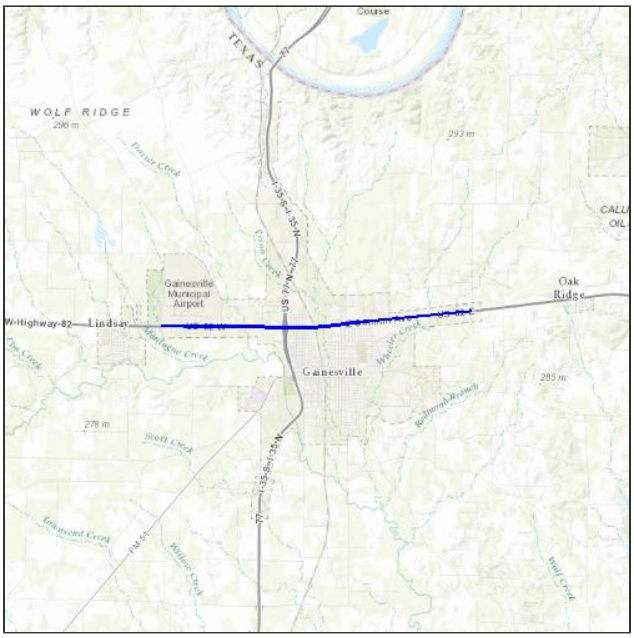
FBVDQ-DCMHR-CZ3KC-CFNUI-BRGOQQ

LOCATION

Cooke County, Texas

DESCRIPTION

No description provided



U.S. Fish & Wildlife Contact Information

Species in this report are managed by:

Arlington Ecological Services Field Office
2005 Ne Green Oaks Blvd
SUITE 140
Arlington, TX 76006-6247
(817) 277-1100

Endangered Species

Proposed, candidate, threatened, and endangered species that are managed by the Endangered Species Program and should be considered as part of an effect analysis for this project.

This unofficial species list is for informational purposes only and does not fulfill the requirements under Section 7 of the Endangered Species Act, which states that Federal agencies are required to "request of the Secretary of Interior information whether any species which is listed or proposed to be listed may be present in the area of a proposed action." This requirement applies to projects which are conducted, permitted or licensed by any Federal agency.

A letter from the local office and a species list which fulfills this requirement can be obtained by returning to this project on the IPaC website and requesting an Official Species List from the regulatory documents section.

Birds

Black-capped Vireo Vireo atricapilla — Endangered

CRITICAL HABITAT
No critical habitat has been designated for this species.

https://ecos.fws.gov/speciesProfile/profile/speciesProfile.action?spcode=B07T

Least Tern Sterna antillarum — Endangered

CRITICAL HABITAT
No critical habitat has been designated for this species.

https://ecos.fws.gov/speciesProfile/profile/speciesProfile.action?spcode=B07N

Piping Plover Charadrius melodus — Threatened

THIS SPECIES ONLY NEEDS TO BE CONSIDERED IF THE FOLLOWING CONDITION APPLIES
Wind Energy Projects

CRITICAL HABITAT
No critical habitat has been designated for this species.

https://ecos.fws.gov/speciesProfile/profile/speciesProfile.action?spcode=B079

Red Knot Calidris canutus rufa — Threatened

THIS SPECIES ONLY NEEDS TO BE CONSIDERED IF THE FOLLOWING CONDITION APPLIES
Wind Energy Projects

CRITICAL HABITAT
No critical habitat has been designated for this species.

https://ecos.fws.gov/speciesProfile/profile/speciesProfile.action?spcode=B0DM

Whooping Crane Grus americana — Endangered

CRITICAL HABITAT
There is **final** critical habitat designated for this species.

https://ecos.fws.gov/speciesProfile/profile/speciesProfile.action?spcode=B003

Critical Habitats

Potential effects to critical habitat(s) within the project area must be analyzed along with the endangered species themselves.

There is no critical habitat within this project area

Migratory Birds

Birds are protected by the Migratory Bird Treaty Act and the Bald and Golden Eagle Protection Act.

Any activity which results in the take of migratory birds or eagles is prohibited unless authorized by the U.S. Fish and Wildlife Service (1). There are no provisions for allowing the take of migratory birds that are unintentionally killed or injured.

You are responsible for complying with the appropriate regulations for the protection of birds as part of this project. This involves analyzing potential impacts and implementing appropriate conservation measures for all project activities.

Bald Eagle Haliaeetus leucocephalus — **Bird of conservation concern**
Season: Wintering
https://ecos.fws.gov/speciesProfile/profile/speciesProfile.action?spcode=B008

Bell's Vireo Vireo bellii — **Bird of conservation concern**
Season: Breeding

Burrowing Owl Athene cunicularia — **Bird of conservation concern**
Season: Wintering

Chestnut-collared Longspur Calcarius ornatus — **Bird of conservation concern**
Season: Wintering

Dickcissel Spiza americana — **Bird of conservation concern**
Season: Breeding

Fox Sparrow Passerella iliaca — **Bird of conservation concern**
Season: Wintering

Golden Eagle Aquila chrysaetos — **Bird of conservation concern**
Season: Wintering
https://ecos.fws.gov/speciesProfile/profile/speciesProfile.action?spcode=B0DV

Harris's Sparrow Zonotrichia querula — **Bird of conservation concern**
Season: Wintering

Hudsonian Godwit Limosa haemastica — **Bird of conservation concern**
Season: Migrating

Lark Bunting Calamospiza melanocorys — **Bird of conservation concern**
Season: Wintering

Le Conte's Sparrow Ammodramus leconteii — **Bird of conservation concern**
Season: Wintering

Least Bittern Ixobrychus exilis — **Bird of conservation concern**
Season: Breeding

Little Blue Heron Egretta caerulea — **Bird of conservation concern**
Season: Breeding

Loggerhead Shrike Lanius ludovicianus — **Bird of conservation concern**
Year-round
https://ecos.fws.gov/speciesProfile/profile/speciesProfile.action?spcode=B0FY

Mississippi Kite Ictinia mississippiensis — **Bird of conservation concern**
Season: Breeding

Orchard Oriole Icterus spurius **Bird of conservation concern**
Season: Breeding

Painted Bunting Passerina ciris **Bird of conservation concern**
Season: Breeding

Prothonotary Warbler Protonotaria citrea **Bird of conservation concern**
Season: Breeding

Red-headed Woodpecker Melanerpes erythrocephalus **Bird of conservation concern**
Year-round

Rusty Blackbird Euphagus carolinus **Bird of conservation concern**
Season: Wintering

Scissor-tailed Flycatcher Tyrannus forficatus **Bird of conservation concern**
Season: Breeding

Short-eared Owl Asio flammeus **Bird of conservation concern**
Season: Wintering
https://ecos.fws.gov/speciesProfile/profile/speciesProfile.action?spcode=B0HD

Sprague's Pipit Anthus spragueii **Bird of conservation concern**
Season: Wintering
https://ecos.fws.gov/speciesProfile/profile/speciesProfile.action?spcode=B0GD

Refuges

Any activity proposed on National Wildlife Refuge lands must undergo a 'Compatibility Determination' conducted by the Refuge. If your project overlaps or otherwise impacts a Refuge, please contact that Refuge to discuss the authorization process.

Refuge data is unavailable at this time.

Wetlands

Impacts to NWI wetlands and other aquatic habitats from your project may be subject to regulation under Section 404 of the Clean Water Act, or other State/Federal Statutes.

Project proponents should discuss the relationship of these requirements to their project with the Regulatory Program of the appropriate U.S. Army Corps of Engineers District.

DATA LIMITATIONS

The Service's objective of mapping wetlands and deepwater habitats is to produce reconnaissance level information on the location, type and size of these resources. The maps are prepared from the analysis of high altitude imagery. Wetlands are identified based on vegetation, visible hydrology and geography. A margin of error is inherent in the use of imagery; thus, detailed on-the-ground inspection of any particular site may result in revision of the wetland boundaries or classification established through image analysis.

The accuracy of image interpretation depends on the quality of the imagery, the experience of the image analysts, the amount and quality of the collateral data and the amount of ground truth verification work conducted. Metadata should be consulted to determine the date of the source imagery used and any mapping problems.

Wetlands or other mapped features may have changed since the date of the imagery or field work. There may be occasional differences in polygon boundaries or classifications between the information depicted on the map and the actual conditions on site.

DATA EXCLUSIONS

Certain wetland habitats are excluded from the National mapping program because of the limitations of aerial imagery as the primary data source used to detect wetlands. These habitats include seagrasses or submerged aquatic vegetation that are found in the intertidal and subtidal zones of estuaries and nearshore coastal waters. Some deepwater reef communities (coral or tuberficid worm reefs) have also been excluded from the inventory. These habitats, because of their depth, go undetected by aerial imagery.

DATA PRECAUTIONS

Federal, state, and local regulatory agencies with jurisdiction over wetlands may define and describe wetlands in a different manner than that used in this inventory. There is no attempt, in either the design or products of this inventory, to define the limits of proprietary jurisdiction of any Federal, state, or local government or to establish the geographical scope of the regulatory programs of government agencies. Persons intending to engage in activities involving modifications within or adjacent to wetland areas should seek the advice of appropriate federal, state, or local agencies concerning specified agency regulatory programs and proprietary jurisdictions that may affect such activities.

There are no wetlands identified in this project area

Stephanie Manry

From: Sue Reilly <Sue.Reilly@tpwd.texas.gov>
Sent: Monday, September 21, 2015 3:44 PM
To: Stephanie Manry
Subject: FW: US 82 (0044-08-067 etc) TPWD Early Coordination

Stephanie,

Thank you for submitting the following project for early coordination: US 82 improvement project in Gainesville (CSJ 0044-08-067). TPWD appreciates TxDOT's commitment to implement the practices listed in the Biological Evaluation Form submitted on Sep 17, 2015. Based on a review of the documentation, the avoidance and mitigation efforts described, and provided that project plans do not change, TPWD considers coordination to be complete. However, please note it is the responsibility of the project proponent to comply with all federal, state, and local laws that protect fish and wildlife.

Thank you,

Sue Reilly
Transportation Assessment Liaison
TPWD Wildlife Division
512-389-8021

From: WHAB_TxDOT
Sent: Monday, September 21, 2015 3:39 PM
To: Sue Reilly
Subject: FW: US 82 (0044-08-067 etc) TPWD Early Coordination

From: Stephanie Manry [mailto:Stephanie.Manry@txdot.gov]
Sent: Friday, September 18, 2015 9:20 AM
To: WHAB_TxDOT
Subject: RE: US 82 (0044-08-067 etc) TPWD Early Coordination

Hi Sue,

I apologize for not getting back to you sooner. I went home sick yesterday. A schematic was never developed for this project. See attached "Project Summary".

Thanks,
Stephanie

From: WHAB_TxDOT [mailto:WHAB_TxDOT@tpwd.texas.gov]
Sent: Thursday, September 17, 2015 3:35 PM
To: Stephanie Manry
Subject: FW: US 82 (0044-08-067 etc) TPWD Early Coordination

Hi Stephanie,

Do you happen to have a schematic for this project? Or a project description? There are a lot of pieces to it and I was hoping to get an overview of where the widening is, etc.

I did notice the BE Form said no bridge replacement or rehab is planned, that is helpful information.

Thanks!
Sue

From: WHAB_TxDOT
Sent: Thursday, September 17, 2015 11:06 AM
To: Stephanie Manry; WHAB_TxDOT
Cc: Sue Reilly
Subject: RE: US 82 (0044-08-067 etc) TPWD Early Coordination

Good morning,

The TPWD Wildlife Habitat Assessment Program has received your request for Early Coordination and has assigned it project ID #35420. The Habitat Assessment Biologist who will complete your project review is copied on this email.

Thank you,
Gloria Garza
Administrative Assistant
Texas Parks and Wildlife Dept
Wildlife Division - Habitat Assessment Program
4200 Smith School Rd
Austin, TX 78744

Office: (512) 389-4571
Fax: (512) 389-4599

gloria.garza@tpwd.texas.gov

Support Texas Wildlife!
Order a conservation license plate today at www.conservationplate.org

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From: Stephanie Manry [mailto:Stephanie.Manry@txdot.gov]
Sent: Thursday, September 17, 2015 10:44 AM
To: WHAB_TxDOT
Subject: US 82 (0044-08-067 etc) TPWD Early Coordination

WHAB,

Please find attached the Biological Impact Evaluation Form and Biological Technical Report for the US 82 Project located in Cooke County, TX.
The reports include the following documentation:

- TPWD Analysis Form and Tier I
- Plan Sheets
- Pictures
- Maps
- EMST Report
- TPWD List
- USFWS List

If I have missed anything please let me know at your earliest convenience.

Thanks,
Stephanie Manry
Environmental Coordinator
Texas Department of Transportation
1601 Southwest Parkway
Wichita Falls, TX 76302
(940) 720-7733

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

Talk. Text. Crash.

Talk. Text. Crash.

Environmental Justice & Community Impacts

US 82, etc.

CSJ: 0044-08-067, etc.

Stephanie D. Manry, Wichita Falls District

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

Community Impacts Assessment Technical Report Form

Reset Form

Project Name: US 82 Improvement Project

CSJ Number: 0044-08-067, etc.

District(s): Wichita Falls

County(ies): Cooke

COMMUNITY PROFILE

Attach a map showing the community study area boundaries as well as the locations of any community facilities in the area (schools, places of worship, health care facilities, recreation centers, social services, libraries, etc).

I. General Information

What is the location of the community that may be impacted?

Gainesville, Texas

II. Project Description

Briefly describe the proposed project.

The US 82 Improvement Project (CSJ: 0044-08-067, etc.) has been developed to aid in improving the travel conditions within the city of Gainesville. Proposed plans include intersection improvements along US 82 at the following cross streets: IH 35, Culberson Dr., Weaver St., Lawrence Rd., FM 372 and Fair Ave. Re-striping and/or minor pavement widening to add an additional lane is proposed from the northbound IH-35 Frontage Road to FM 371 as well as the addition of curb and gutter at various locations throughout the project. At FM 372 west to east and east to west turnarounds are being proposed as well as right turn lanes at FM 3092 and FM 371 to improve traffic flow. Additionally, pedestrian facilities, safety end treatments, and signs and signals are proposed to be upgraded at various locations throughout the project area. Furthermore, improvements to Zodiac Drive (signed Weber Drive) are proposed with this project. The city of Gainesville has requested improvements along Weber Drive from near Sta. 11+00 to near Sta. 36+00 such as widening, re-striping and signage, driveway improvements, curb and gutter, and concrete ditch paving.

III. General Character of the Community

What is the name and general character of the community (scattered rural, planned suburban, urban, mixed use)?

Mixed use. The project begins in an area that is mostly rural with scattered houses and industry to the west for approximately 2 miles. Traveling further east brings you to a more densely populated area with numerous business and houses along the route for approximately 3 miles. Finally as you continue further east the area becomes less densely populated with scattered homes and business with a more rural community type for the last approximate mile of the project.

Describe the community facilities (shown on attached map) in the area:

Name of Facility	Type of Facility	Public or private?	Does the facility serve a specific population? If so, who?	Additional details, if necessary
See aerial map attached	Various	Public	Various	

Reset Form

Name of Facility	Type of Facility	Public or private?	Does the facility serve a specific population? If so, who?	Additional details, if necessary

IV. Data

1. What data sources were used?

Yes **U.S. Census Bureau**

Yes **American Community Survey (ACS)**

Yes **Texas State Data Center**

No **Other**

If other, describe:

Attach tables or thematic maps detailing race (including Hispanics), language, income, disability, gender, and age data for the affected community study area. Tables and maps may be downloaded from FactFinder and the ACS Summary File. Instructions for navigating Fact Finder and ACS Summary File can be found in the Toolkit. A list of tables to use can be found in the Toolkit. If you prefer to use template tables see the Demographic Table Template in the Toolkit.

2. What is the current DHHS poverty level? $24,250.00

3. No **Do any of the census geographies show over a 50% minority population?**

4. No **Do any of the census geographies show a median income below the DHHS poverty level?**

5. Yes **Do any of the census geographies show presence of persons who speak English "less than very well"?**

Describe:

Based on a review of the "American Census Fact Finder - Language Spoken at Home By Ability to Speak English For the Population 5 Yrs and Over (B16001)" for Cooke County, Texas there is the presence of persons who speak English "less than very well".

V. Site Visit

1. Yes **Was a site visit conducted?**

If yes, attach documentation, notes, and photographs from the field visit.

2. No **Were there any signs observed in languages other than English?**

3. Yes **Were there places of worship, businesses, or services that target or serve specific minority groups?**

Describe:

Gainesville First Church - "Hispanic Service Sunday at 6:00 p.m."

Reset Form

4. No **Were there signs of disabled persons such as ramps on homes or public transportation vehicles or stops specifically designed for disabled persons?**

5. Yes **Were there signs of other vulnerable populations such as children or elderly (presence of day cares, elementary schools or assisted living facilities)?**

Describe:

Angel Academy Daycare located at Gainesville First Church at 2205 US 82, Gainesville, TX 76240

6. No **Were there any signs of low-income families or neighborhoods (subsidized housing, homes or cars in need of repair, used goods stores, low-cost health care facilities)?**

7. No **Are there signs of other modes of transportation?**

8. No **Is there any additional information about this community that will be helpful?**

9. Yes **Is public involvement planned for this project?**

Results from the Scope Development Tool

1. No **Did the Scope Development Tool identify the need for a residential displacements analysis?**

2. No **Did the Scope Development Tool identify the need for a commercial displacements analysis?**

3. No **Did the Scope Development Tool identify the need for an other displacements analysis?**

4. No **Did the Scope Development Tool identify the need for an access and travel patterns analysis?**

5. No **Did the Scope Development Tool identify the need for a community cohesion analysis?**

ENVIRONMENTAL JUSTICE

1. No **Will there be displacements?**

2. Yes **Will there be access and travel pattern impacts?**

What types of impacts are in predominantly minority and/or low income census geographies versus non-minority and non-low income geographies?

There are no impacts that would predominantly affect minority and/or low income census geographies vs. non-minority and non-low income geographies. Proposed plans include intersection improvements along US 82 at the following cross streets: IH 35, Culberson Dr., Weaver St., Lawrence Rd., FM 372 and Fair Ave. Re-striping and/or minor pavement widening to add an additional lane is proposed from the northbound IH-35 Frontage Road to FM 371 as well as the addition of curb and gutter at various locations throughout the project. At FM 372 west to east and east to west turnarounds are being proposed as well as right turn lanes at FM 3092 and FM 371 to improve traffic flow. Additionally, pedestrian facilities, safety end treatments, and signs and signals are proposed to be upgraded at various locations throughout the project area. Furthermore, improvements to Zodiac Drive (signed Weber Drive) are proposed with this project. The city of Gainesville has requested improvements along Weber Drive from near Sta. 11+00 to near Sta. 36+00 such as widening, re-striping and signage, driveway improvements, curb and gutter, and concrete ditch paving.

3. No **Will there be community cohesion impacts?**

Reset Form

4. No **Will the community experience any negative impacts to air quality or water quality from increased noise level or from hazardous materials?**

5. No **Has the community experienced substantial impacts from past transportations projects such as a new roadway causing large number of displacements or introducing a barrier and separating parts of the community?**

6. No **Has the community experienced substantial impacts from any other major projects such as utilities, industry, etc?**

7. No **Is there any mitigation proposed to specifically lessen the severity of these impacts on EJ populations?**

8. No **If there are any impacts to minority or low-income populations would these impacts still be considered disproportionately high and adverse after mitigation has been applied?**

NOTE: *The conclusion statement should be included in the NEPA document if one is being produced. Upon completion, upload this Documentation Standard to the Community Impacts and EJ section of the Documents page in ECOS. If is concluded that there will be disproportionately high and adverse impacts to EJ communities, consult the CIA handbook or further guidance.*

Conclusion: Based on the information above and information in the community profile, will the proposed project have disproportionately high and adverse impacts on minority and/or low-income populations?

The proposed project is not anticipated to have disproportionately high and adverse impacts on minority and/or low income populations. The level of public involvement exceeded the normal standards and the information provided to and available to the public has exceeded most expectations. There are no significant changes in travel patterns. Additionally, it is anticipated the project will improve travel patterns and opportunities.

Limited English Proficiency

1. Yes **Were there LEP persons identified in the project area?**

What languages do they speak?

Spanish

2. **What public involvement techniques were used or is planned to be used?**

Please note in the response whether public involvement notices are available to view under the Public Involvement or Community Impacts section of ECOS.

Public involvement techniques used prior to the public meeting included legal notices and display ads, website postings, notices to elected and public officials, emails, postcards, media advisory, social media postings, and community calendars. The week of the public meeting the Gainesville Area Office placed a changeable message board in a heavily traveled area within Gainesville notifying residents of the upcoming public meetings.
We anticipated 50-100 individuals attending the public meeting; however, we had over 400 participants.

3. Yes **Was assistance in a language other than English requested or is it anticipated to be requested?**

Describe:

TxDOT staff participated in Gainesville's Depot Days in October 2014 to provide input on another proposed project in Cooke County. During this event TxDOT staff felt the number of hispanics actually in the community appeared to be greater than what was identified during the census bureau evaluation; therefore,

Reset Form

TxDOT felt compelled to ensure a bilingual staff member was present during the Public Meeting held in February 2015.

4. How were LEP persons accommodated during the public involvement process?

Please note in the response if copies of public involvement materials are available to view under the Public Involvement or Community Impacts section of ECOS.

Public notice documents were printed in English and Spanish and a Spanish translator was available during the public meeting.

5. Yes **Is any more public involvement planned?**

Yes **Will LEP persons continue to be accommodated?**

NOTE: *The conclusion statement should be included in the NEPA document if one is being produced. Upon completion, upload this Documentation Standard to the Community Impacts and EJ section of the Documents page in ECOS.*

Conclusion: Based on the information above and public involvement documentation, were LEP persons given the opportunity for meaningful involvement in the NEPA process?

LEP persons were given the opportunity for meaningful involvement since all public notice documents were printed in English and Spanish. Additionally, a Spanish translator was available during the public meeting.

Prepared By:

Stephanie D. Manry
Preparer Name

Environmental Specialist IV
Title

Digitally signed by Stephanie D. Manry
DN: cn=Stephanie D. Manry, o=Texas Department of Transportation, ou=WFS, email=stephanie.manry@txdot.gov, c=US
Date: 2015.09.22 15:22:49 -05'00'
Preparer Signature

September 22, 2015
Date

US 82, etc. Limited English Proficiency
CSJ: 0044-08-067, etc.
Cooke County, Texas

Executive Order (EO) 13166 "Improving Access to Services for Persons with Limited English Proficiency" requires agencies to examine the services they provide, identify any need for services to those with limited English proficiency (LEP), and develop and implement a system to provide those services so that LEP persons can have meaningful access to them.

From the onset of this project the Texas Department of Transportation (TxDOT) - Wichita Falls (WFS) District evaluated the local area of Gainesville, Texas not only for billboards and signs, but also when working within the local community. On Saturday, October 11, 2014, 5 TxDOT employees, 3 from the WFS District and 2 from the Office of Public Involvement (OPI) Division, participated in Gainesville's Depot Days to provide information and receive feedback on a separate TxDOT-WFS project. Gainesville's Depot Day Festival is held annually on the second weekend in October in and around the downtown courthouse square. Varied in its attractions and appeal, Depot Day marks the importance of railroad history to Gainesville and celebrates fun for the family and enthusiasts of many walks. Depot Day is held from 10am-5pm on Saturday. It was determined to be a great way to meet the local citizens as well as get information out to the local community. It was at this time that we determined a larger population of Hispanics speaking persons were present in the community that initially thought. IN addition to the population of Hispanics identified at Depot Days there was one church within the project area with signs soliciting Hispanics. The

As we moved forward with this project we included additional resources to ensure persons of Hispanic origin could effectively participate in the project development process. Methods used to ensure the Hispanic population could equally participate include the following:

1. Spanish translator provided at the Public Meeting held on February 5, 2015, at the First United Methodist Church, 214 S. Denton St, Gainesville, TX.
2. Legal Notices and Ads printed in English and Spanish.
3. Postcards, in English and Spanish, were mailed to over 11,000 addresses in the project area within the 76240 zip code.
4. Environmental Justice Outreach– Postcards (English and Spanish) were distributed at:
    a. Public/low-income housing complexes in project area (Washington Court & Walnut Lane);
    b. TLG Language Resources and Training Academy,
    c. Places of worship that offer services in Spanish,
    d. Gainesville Municipal Building,
    e. Cooke County Library,
    f. Love County Library,
    g. American Red Cross-Denison,
    h. WIC State Agency Area Office,
    i. Gainesville Economic Development Corp, and
    j. Cooke County Offices.

None of the Limited English Proficient populations would be discriminated against as a result of the proposed project. Public involvement for this project complies with Title VI of the Civil Rights Act and EO 13116. The need for public involvement for this project was anticipated and efforts have been

undertaken to include the LEP population in the project development process. If it is determined necessary for future public involvement, notices will also be published in alternate languages. Public involvement/outreach would be conducted in a manner so that all interested parties can provide both oral and written comments concerning the proposed project. Reasonable arrangements (such as special communication interpreters or accommodation needs) would be taken to ensure all persons have meaningful access to the programs, services, and information TxDOT provides. Therefore, the requirements of Executive Order 13166 appear to be satisfied.

Select State

Texas

Display | Areas Within

Counties / Municipios

Cooke County

Display | Areas Within

Census Tracts

Census Tract 5

Display | Areas Within

Link To This Page

http://www.census.gov/2010census/popmap/ipmtex

Action

"TX - Angelina County - Census Tract 5" removed.

Please Note

Data for American Indian and Alaska Native areas are shown for the portion within each state, and only as each state's data are released.

Additional Data

Download summary files

Map View: 2010 Census Interactive Population Map

2010 Census Interactive Population Search

Print|Share this page

TX - Gainesville CCD

Population

Total Population	15,464

Housing Status
(in housing units unless noted)

Total	6,460
Occupied	5,738
Owner-occupied	3,037
Population in owner-occupied (number of individuals)	8,092
Renter-occupied	2,701
Population in renter-occupied (number of individuals)	6,985
Households with individuals under 18	2,126
Vacant	722
Vacant: for rent	349
Vacant: for sale	78

Population by Sex/Age

Male	7,386
Female	8,078
Under 18	4,260
18 & over	11,204
20 - 24	1,235
25 - 34	2,179
35 - 49	2,520
50 - 64	2,553
65 & over	2,199

Population by Ethnicity

Hispanic or Latino	4,474
Non Hispanic or Latino	10,990

Population by Race

White	11,476
African American	811
Asian	187
American Indian and Alaska Native	196
Native Hawaiian and Pacific Islander	15
Other	2,253
Identified by two or more	526

TX - Cooke County

Population

Total Population	38,437

Housing Status
(in housing units unless noted)

Total	16,606
Occupied	14,513
Owner-occupied	10,295
Population in owner-occupied (number of individuals)	26,892
Renter-occupied	4,218
Population in renter-	

Population by Sex/Age

Male	19,056
Female	19,381
Under 18	9,831
18 & over	28,606
20 - 24	2,236
25 - 34	4,210
35 - 49	7,060
50 - 64	7,891
65 & over	6,100

Population by Ethnicity

occupied (number of individuals)	10,859
Households with individuals under 18	4,862
Vacant	2,093
Vacant: for rent	485
Vacant: for sale	191

Hispanic or Latino	5,997
Non Hispanic or Latino	32,440

Population by Race

White	32,943
African American	1,054
Asian	290
American Indian and Alaska Native	402
Native Hawaiian and Pacific Islander	19
Other	2,901
Identified by two or more	828

TX - Texas

Population

Total Population	25,145,561

Housing Status
(in housing units unless noted)

Total	9,977,436
Occupied	8,922,933
Owner-occupied	5,685,353
Population in owner-occupied (number of individuals)	16,331,580
Renter-occupied	3,237,580
Population in renter-occupied (number of individuals)	8,232,842
Households with individuals under 18	3,472,070
Vacant	1,054,503
Vacant: for rent	394,310
Vacant: for sale	121,430

Population by Sex/Age

Male	12,472,280
Female	12,673,281
Under 18	6,865,824
18 & over	18,279,737
20 - 24	1,817,079
25 - 34	3,613,473
35 - 49	5,218,849
50 - 64	4,272,560
65 & over	2,601,886

Population by Ethnicity

Hispanic or Latino	9,460,921
Non Hispanic or Latino	15,684,640

Population by Race

White	17,701,552
African American	2,979,598
Asian	964,596
American Indian and Alaska Native	170,972
Native Hawaiian and Pacific Islander	21,656
Other	2,628,186
Identified by two or more	679,001

Advanced Search - Search all data in American FactFinder

B11001

HOUSEHOLD TYPE (INCLUDING LIVING ALONE)
Universe: Households
2009-2013 American Community Survey 5-Year Estimates

Although the American Community Survey (ACS) produces population, demographic and housing unit estimates, it is the Census Bureau's Population Estimates Program that produces and disseminates the official estimates of the population for the nation, states, counties, cities and towns and estimates of housing units for states and counties.

Versions of this table are available for the following years:
2013
2012
2011
2010
2009

1 - 9 of 9

	Texas		Cooke County, Texas	
	Estimate	Margin of Error	Estimate	Margin of Error
Total:	8,886,471	+/-18,279	14,466	+/-316
Family households:	6,206,755	+/-17,642	10,366	+/-352
Married-couple family	4,485,819	+/-20,302	8,015	+/-344
Other family:	1,720,936	+/-9,448	2,351	+/-253
Male householder, no wife present	447,557	+/-4,722	767	+/-182
Female householder, no husband present	1,273,379	+/-7,808	1,584	+/-217
Nonfamily households:	2,679,716	+/-9,568	4,100	+/-360
Householder living alone	2,206,158	+/-9,286	3,512	+/-363
Householder not living alone	473,558	+/-5,798	588	+/-157

Source: U.S. Census Bureau, 2009-2013 5-Year American Community Survey

Explanation of Symbols:
An '**' entry in the margin of error column indicates that either no sample observations or too few sample observations were available to compute a standard error and thus the margin of error. A statistical test is not appropriate.
An '-' entry in the estimate column indicates that either no sample observations or too few sample observations were available to compute an estimate, or a ratio of medians cannot be calculated because one or both of the median estimates falls in the lowest interval or upper interval of an open-ended distribution.
An '-' following a median estimate means the median falls in the lowest interval of an open-ended distribution.
An '+' following a median estimate means the median falls in the upper interval of an open-ended distribution.
An '***' entry in the margin of error column indicates that the median falls in the lowest interval or upper interval of an open-ended distribution. A statistical test is not appropriate.
An '*****' entry in the margin of error column indicates that the estimate is controlled. A statistical test for sampling variability is not appropriate.
An 'N' entry in the estimate and margin of error columns indicates that data for this geographic area cannot be displayed because the number of sample cases is too small.
An '(X)' means that the estimate is not applicable or not available.

Measuring America — People, Places, and Our Economy

Accessibility | Information Quality | FOIA | Data Protection & Privacy Policy | U.S. Dept of Commerce

United States Census Bureau

Source: U.S. Census Bureau | American FactFinder

U.S. Department of Commerce
United States Census Bureau
AMERICAN FactFinder

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B16001

LANGUAGE SPOKEN AT HOME BY ABILITY TO SPEAK ENGLISH FOR THE POPULATION 5 YEARS AND OVER
Universe: Population 5 years and over
2009-2013 American Community Survey 5-Year Estimates

Table View

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Versions of this table are available for the following years:

- 2013
- 2012
- 2011
- 2010
- 2009

1 - 119 of 119

	Texas		Cooke County, Texas	
	Estimate	Margin of Error	Estimate	Margin of Error
Total:	23,704,400	+/-783	35,881	+/-38
Speak only English	15,471,149	+/-15,635	30,617	+/-432
Spanish or Spanish Creole:	6,983,384	+/-15,508	4,756	+/-320
Speak English "very well"	4,056,869	+/-15,332	2,850	+/-351
Speak English less than "very well"	2,926,515	+/-13,992	1,906	+/-302
French (incl. Patois, Cajun):	62,487	+/-2,286	47	+/-41
Speak English "very well"	49,759	+/-1,978	39	+/-39
Speak English less than "very well"	12,728	+/-947	8	+/-13
French Creole:	6,027	+/-802	0	+/-27
Speak English "very well"	4,416	+/-715	0	+/-27
Speak English less than "very well"	1,611	+/-426	0	+/-27
Italian:	11,386	+/-1,040	0	+/-27
Speak English "very well"	9,070	+/-907	0	+/-27
Speak English less than "very well"	2,316	+/-405	0	+/-27
Portuguese or Portuguese Creole:	19,762	+/-1,476	2	+/-3
Speak English "very well"	14,833	+/-1,102	0	+/-27
Speak English less than "very well"	4,929	+/-753	2	+/-3
German:	69,214	+/-2,338	191	+/-238
Speak English "very well"	58,010	+/-2,186	180	+/-239
Speak English less than "very well"	11,204	+/-758	11	+/-14
Yiddish:	231	+/-104	0	+/-27
Speak English "very well"	215	+/-101	0	+/-27
Speak English less than "very well"	16	+/-20	0	+/-27
Other West Germanic languages:	7,628	+/-899	0	+/-27

Speak English "very well"	7,007	+/-861	0	+/-27
Speak English less than "very well"	621	+/-165	0	+/-27
Scandinavian languages:	6,568	+/-878	0	+/-27
Speak English "very well"	5,776	+/-771	0	+/-27
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Greek:	6,615	+/-751	0	+/-27
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Serbo-Croatian:	7,897	+/-1,062	0	+/-27
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Speak English less than "very well"	2,313	+/-398	0	+/-27
Armenian:	1,439	+/-520	0	+/-27
Speak English "very well"	909	+/-394	0	+/-27
Speak English less than "very well"	530	+/-249	0	+/-27
Persian:	26,231	+/-1,864	0	+/-27
Speak English "very well"	15,826	+/-1,263	0	+/-27
Speak English less than "very well"	10,405	+/-1,156	0	+/-27
Gujarati:	30,317	+/-2,452	43	+/-51
Speak English "very well"	20,569	+/-1,760	43	+/-51
Speak English less than "very well"	9,748	+/-1,159	0	+/-27
Hindi:	59,602	+/-2,942	16	+/-24
Speak English "very well"	47,437	+/-2,651	16	+/-24
Speak English less than "very well"	12,165	+/-1,266	0	+/-27
Urdu:	57,662	+/-3,831	12	+/-19
Speak English "very well"	41,147	+/-2,724	0	+/-27
Speak English less than "very well"	16,515	+/-1,701	12	+/-19
Other Indic languages:	53,177	+/-2,586	66	+/-44
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Hmong:	768	+/-290	0	+/-27
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Laotian:	10,999	+/-1,282	18	+/-33

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Vietnamese:	193,408	+/-5,443	30	+/-49
Speak English "very well"	80,259	+/-3,215	0	+/-27
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Source: U.S. Census Bureau, 2009-2013 5-Year American Community Survey

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United States Census Bureau

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Source: U.S. Census Bureau, 2009-2013 5-Year American Community Survey

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United States Census Bureau

Source: U.S. Census Bureau | American FactFinder

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B19013

MEDIAN HOUSEHOLD INCOME IN THE PAST 12 MONTHS (IN 2013 INFLATION-ADJUSTED DOLLARS)
Universe: Households
2009-2013 American Community Survey 5-Year Estimates

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	Texas		Cooke County, Texas	
	Estimate	Margin of Error	Estimate	Margin of Error
Median household income in the past 12 months (in 2013 inflation-adjusted dollars)	51,900	+/-132	50,067	+/-2,685

Source: U.S. Census Bureau, 2009-2013 5-Year American Community Survey

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B11001

HOUSEHOLD TYPE (INCLUDING LIVING ALONE)
Universe: Households
2009-2013 American Community Survey 5-Year Estimates

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	Texas		Cooke County, Texas	
	Estimate	Margin of Error	Estimate	Margin of Error
Total:	8,886,471	+/-18,279	14,466	+/-316
Family households:	6,206,755	+/-17,642	10,366	+/-352
Married-couple family	4,485,819	+/-20,302	8,015	+/-344
Other family:	1,720,936	+/-9,448	2,351	+/-253
Male householder, no wife present	447,557	+/-4,722	767	+/-182
Female householder, no husband present	1,273,379	+/-7,808	1,584	+/-217
Nonfamily households:	2,679,716	+/-9,568	4,100	+/-360
Householder living alone	2,206,158	+/-9,286	3,512	+/-363
Householder not living alone	473,558	+/-5,798	588	+/-157

Source: U.S. Census Bureau, 2009-2013 5-Year American Community Survey

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UNITED STATES

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Gainesville (city), Texas

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People QuickFacts	Gainesville	Texas
Population, 2014 estimate	16,095	26,956,958
Population, 2013 estimate	15,997	26,505,637
Population, 2010 (April 1) estimates base	16,002	25,146,104
Population, percent change - April 1, 2010 to July 1, 2014	0.6%	7.2%
Population, percent change - April 1, 2010 to July 1, 2013	Z	5.4%
Population, 2010	16,002	25,145,561
Persons under 5 years, percent, 2010	9.3%	7.7%
Persons under 18 years, percent, 2010	27.4%	27.3%
Persons 65 years and over, percent, 2010	14.3%	10.3%
Female persons, percent, 2010	52.1%	50.4%
White alone, percent, 2010 (a)	74.7%	70.4%
Black or African American alone, percent, 2010 (a)	5.1%	11.8%
American Indian and Alaska Native alone, percent, 2010 (a)	1.3%	0.7%
Asian alone, percent, 2010 (a)	1.3%	3.8%
Native Hawaiian and Other Pacific Islander alone, percent, 2010 (a)	0.1%	0.1%
Two or More Races, percent, 2010	3.3%	2.7%
Hispanic or Latino, percent, 2010 (b)	28.3%	37.6%
White alone, not Hispanic or Latino, percent, 2010	62.6%	45.3%
Living in same house 1 year & over, percent, 2009-2013	75.9%	82.8%
Foreign born persons, percent, 2009-2013	15.4%	16.3%
Language other than English spoken at home, pct age 5+, 2009-2013	27.3%	34.7%
High school graduate or higher, percent of persons age 25+, 2009-2013	73.6%	81.2%
Bachelor's degree or higher, percent of persons age 25+, 2009-2013	13.9%	26.7%
Veterans, 2009-2013	1,047	1,583,272
Mean travel time to work (minutes), workers age 16+, 2009-2013	22.2	25.0
Housing units, 2010	6,688	9,977,436
Homeownership rate, 2009-2013	53.1%	63.3%
Housing units in multi-unit structures, percent, 2009-2013	18.3%	24.2%

Median value of owner-occupied housing units, 2009-2013	$90,700	$128,900
Households, 2009-2013	5,919	8,886,471
Persons per household, 2009-2013	2.64	2.82
Per capita money income in past 12 months (2013 dollars), 2009-2013	$19,600	$26,019
Median household income, 2009-2013	$37,715	$51,900
Persons below poverty level, percent, 2009-2013	24.1%	17.6%
Business QuickFacts	**Gainesville**	**Texas**
Total number of firms, 2007	2,316	2,164,852
Black-owned firms, percent, 2007	S	7.1%
American Indian- and Alaska Native-owned firms, percent, 2007	F	0.9%
Asian-owned firms, percent, 2007	S	5.3%
Native Hawaiian and Other Pacific Islander-owned firms, percent, 2007	F	0.1%
Hispanic-owned firms, percent, 2007	7.0%	20.7%
Women-owned firms, percent, 2007	S	28.2%
Manufacturers shipments, 2007 ($1000)	D	593,541,502
Merchant wholesaler sales, 2007 ($1000)	76,265	424,238,194
Retail sales, 2007 ($1000)	414,643	311,334,781
Retail sales per capita, 2007	$25,242	$13,061
Accommodation and food services sales, 2007 ($1000)	46,091	42,054,592
Geography QuickFacts	**Gainesville**	**Texas**
Land area in square miles, 2010	19.01	261,231.71
Persons per square mile, 2010	841.6	96.3
FIPS Code	27984	48
Counties	Cooke County	

Download these tables - delimited | Download these tables - Excel | Download the full data set

(a) Includes persons reporting only one race.
(b) Hispanics may be of any race, so also are included in applicable race categories.

D: Suppressed to avoid disclosure of confidential information
F: Fewer than 25 firms
FN: Footnote on this item for this area in place of data
NA: Not available
S: Suppressed; does not meet publication standards
X: Not applicable
Z: Value greater than zero but less than half unit of measure shown

Source U.S. Census Bureau: State and County QuickFacts. Data derived from Population Estimates, American Community Survey, Census of Population and Housing, County Business Patterns, Economic Census, Survey of Business Owners, Building Permits, Census of Governments
Last Revised: Thursday, 03-Sep-2015 15:15:23 EDT

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1 1

S1701

POVERTY STATUS IN THE PAST 12 MONTHS
2009-2013 American Community Survey 5-Year Estimates

Table View

ADVANCED SEARCH

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Although the American Community Survey (ACS) produces population, demographic and housing unit estimates, it is the Census Bureau's Population Estimates Program that produces and disseminates the official estimates of the population for the nation, states, counties, cities and towns and estimates of housing units for states and counties.

Versions of this table are available for the following years:
2013
2012
2011
2010
2009

1 - 46 of 46

Subject	Texas						Cooke County, Texas					
	Total		Below poverty level		Percent below poverty level		Total		Below poverty level		Percent below poverty level	
	Estimate	Margin of Error	Estimate	Margin of Error	Estimate	Margin of Error	Estimate	Margin of Error	Estimate	Margin of Error	Estimate	Margin of Error
Population for whom poverty status is determined	25,032,531	+/-2,911	4,416,829	+/-32,670	17.6%	+/-0.1	37,685	+/-192	5,569	+/-790	14.8%	+/-2.1
AGE												
Under 18 years	6,840,903	+/-3,179	1,727,801	+/-17,382	25.3%	+/-0.3	9,380	+/-99	2,025	+/-458	21.6%	+/-4.9
Related children under 18 years	6,817,298	+/-3,592	1,707,008	+/-17,254	25.0%	+/-0.3	9,354	+/-104	1,999	+/-459	21.4%	+/-4.9
18 to 64 years	15,539,078	+/-1,632	2,389,903	+/-17,589	15.4%	+/-0.1	22,309	+/-152	3,114	+/-443	14.0%	+/-2.0
65 years and over	2,652,550	+/-1,297	299,125	+/-4,017	11.3%	+/-0.2	5,996	+/-188	430	+/-112	7.2%	+/-1.9
SEX												
Male	12,323,339	+/-3,124	1,984,244	+/-16,566	16.1%	+/-0.1	18,643	+/-127	2,481	+/-425	13.3%	+/-2.3
Female	12,709,192	+/-3,679	2,432,585	+/-18,685	19.1%	+/-0.1	19,042	+/-198	3,088	+/-497	16.2%	+/-2.6
RACE AND HISPANIC OR LATINO ORIGIN												
One race	24,457,650	+/-11,362	4,312,384	+/-32,855	17.6%	+/-0.1	36,878	+/-271	5,483	+/-802	14.9%	+/-2.2
White	18,669,845	+/-20,257	2,991,500	+/-27,746	16.0%	+/-0.1	34,274	+/-494	4,870	+/-760	14.2%	+/-2.2
Black or African American	2,895,531	+/-6,159	699,918	+/-10,407	24.2%	+/-0.4	954	+/-218	344	+/-158	36.1%	+/-14.6
American Indian and Alaska Native	125,057	+/-3,736	27,781	+/-1,747	22.2%	+/-1.2	360	+/-122	71	+/-62	19.7%	+/-18.6
Asian	1,006,513	+/-3,351	121,145	+/-4,293	12.0%	+/-0.4	285	+/-56	66	+/-77	23.2%	+/-27.1
Native Hawaiian and Other Pacific Islander	20,297	+/-1,150	3,839	+/-789	18.9%	+/-3.8	27	+/-41	0	+/-27	0.0%	+/-61.3

Some other race	1,740,407	+/-17,023	468,201	+/-11,611	26.9%	+/-0.6	978	+/-437	132	+/-146	13.5%	+/-13.2
Two or more races	574,881	+/-11,475	104,445	+/-3,724	18.2%	+/-0.6	807	+/-207	86	+/-68	10.7%	+/-7.9
Hispanic or Latino origin (of any race)	9,529,883	+/-3,500	2,505,875	+/-23,502	26.3%	+/-0.2	6,026	+/-55	1,676	+/-593	27.8%	+/-9.8
White alone, not Hispanic or Latino	11,228,051	+/-3,775	1,037,592	+/-11,893	9.2%	+/-0.1	29,529	+/-222	3,346	+/-584	11.3%	+/-2.0
EDUCATIONAL ATTAINMENT												
Population 25 years and over	15,748,402	+/-2,282	2,061,148	+/-15,159	13.1%	+/-0.1	25,077	+/-174	2,855	+/-405	11.4%	+/-1.6
Less than high school graduate	2,912,842	+/-15,830	851,866	+/-10,107	29.2%	+/-0.3	3,964	+/-499	1,243	+/-316	31.4%	+/-6.7
High school graduate (includes equivalency)	3,954,077	+/-16,574	585,023	+/-7,523	14.8%	+/-0.2	7,805	+/-511	819	+/-200	10.5%	+/-2.4
Some college, associate's degree	4,615,523	+/-15,678	448,473	+/-4,894	9.7%	+/-0.1	8,407	+/-459	647	+/-185	7.7%	+/-2.2
Bachelor's degree or higher	4,265,960	+/-24,116	175,786	+/-3,779	4.1%	+/-0.1	4,901	+/-379	146	+/-60	3.0%	+/-1.2
EMPLOYMENT STATUS												
Civilian labor force 16 years and over	12,546,301	+/-15,874	1,333,086	+/-10,619	10.6%	+/-0.1	19,440	+/-522	1,908	+/-345	9.8%	+/-1.8
Employed	11,535,584	+/-16,364	1,011,208	+/-8,808	8.8%	+/-0.1	17,689	+/-517	1,379	+/-291	7.8%	+/-1.7
Male	6,268,591	+/-9,871	498,222	+/-6,294	7.9%	+/-0.1	9,454	+/-337	605	+/-179	6.4%	+/-1.9
Female	5,266,993	+/-12,677	512,986	+/-5,515	9.7%	+/-0.1	8,235	+/-382	774	+/-225	9.4%	+/-2.7
Unemployed	1,010,717	+/-8,074	321,878	+/-4,958	31.8%	+/-0.4	1,751	+/-311	529	+/-177	30.2%	+/-8.4
Male	546,167	+/-6,164	157,711	+/-3,416	28.9%	+/-0.5	796	+/-195	269	+/-140	33.8%	+/-12.8
Female	464,550	+/-5,115	164,167	+/-3,172	35.3%	+/-0.6	955	+/-203	260	+/-95	27.2%	+/-10.1
WORK EXPERIENCE												
Population 16 years and over	18,937,589	+/-3,863	2,845,866	+/-19,255	15.0%	+/-0.1	29,421	+/-202	3,714	+/-473	12.6%	+/-1.6
Worked full-time, year-round in the past 12 months	8,468,861	+/-14,509	366,051	+/-4,806	4.3%	+/-0.1	12,940	+/-523	609	+/-176	4.7%	+/-1.3
Worked part-time or part-year in the past 12 months	4,390,681	+/-17,782	941,230	+/-8,402	21.4%	+/-0.2	6,893	+/-536	1,269	+/-286	18.4%	+/-3.7
Did not work	6,078,047	+/-16,684	1,538,585	+/-13,364	25.3%	+/-0.2	9,588	+/-463	1,836	+/-294	19.1%	+/-2.9
All Individuals below:												
50 percent of poverty level	1,838,272	+/-21,740	(X)	(X)	(X)	(X)	2,177	+/-531	(X)	(X)	(X)	(X)
125 percent of poverty level	5,812,512	+/-34,424	(X)	(X)	(X)	(X)	7,878	+/-924	(X)	(X)	(X)	(X)
150 percent of poverty level	7,188,197	+/-35,693	(X)	(X)	(X)	(X)	9,804	+/-890	(X)	(X)	(X)	(X)
185 percent of poverty level	9,004,313	+/-38,914	(X)	(X)	(X)	(X)	12,108	+/-873	(X)	(X)	(X)	(X)
200 percent of poverty level	9,718,669	+/-42,589	(X)	(X)	(X)	(X)	13,716	+/-910	(X)	(X)	(X)	(X)
Unrelated individuals for whom poverty status is determined	3,884,128	+/-17,676	1,040,884	+/-8,872	26.8%	+/-0.2	5,600	+/-483	1,408	+/-252	25.1%	+/-3.8
Male	1,973,171	+/-12,351	463,439	+/-5,867	23.5%	+/-0.2	2,814	+/-341	675	+/-189	24.0%	+/-5.9
Female	1,910,957	+/-10,130	577,445	+/-5,897	30.2%	+/-0.3	2,786	+/-297	733	+/-178	26.3%	+/-5.4
Mean income deficit for unrelated individuals (dollars)	6,588	+/-36	(X)	(X)	(X)	(X)	6,252	+/-632	(X)	(X)	(X)	(X)
Worked full-time, year-round in the past 12 months	1,805,881	+/-14,596	67,449	+/-2,069	3.7%	+/-0.1	2,343	+/-331	195	+/-106	8.3%	+/-4.3
Worked less than full-time, year-round in the past 12 months	920,901	+/-8,210	401,240	+/-4,959	43.6%	+/-0.4	1,150	+/-249	460	+/-175	40.0%	+/-11.1
Did not work	1,157,346	+/-7,729	572,195	+/-6,104	49.4%	+/-0.4	2,107	+/-256	753	+/-158	35.7%	+/-5.9
PERCENT IMPUTED												
Poverty status for individuals	24.9%	(X)	(X)	(X)	(X)	(X)	26.8%	(X)	(X)	(X)	(X)	(X)

Source: U.S. Census Bureau, 2009-2013 5-Year American Community Survey

Explanation of Symbols:
An '**' entry in the margin of error column indicates that either no sample observations or too few sample observations were available to compute a standard error and thus the margin of error. A statistical test is not appropriate.
An '-' entry in the estimate column indicates that either no sample observations or too few sample observations were available to compute an estimate, or a ratio of medians cannot be calculated because one or both of the median estimates falls in the lowest interval or upper interval of an open-ended distribution.

An '-' following a median estimate means the median falls in the lowest interval of an open-ended distribution.
An '+' following a median estimate means the median falls in the upper interval of an open-ended distribution.
An '***' entry in the margin of error column indicates that the median falls in the lowest interval or upper interval of an open-ended distribution. A statistical test is not appropriate.
An '*****' entry in the margin of error column indicates that the estimate is controlled. A statistical test for sampling variability is not appropriate.
An 'N' entry in the estimate and margin of error columns indicates that data for this geographic area cannot be displayed because the number of sample cases is too small.
An '(X)' means that the estimate is not applicable or not available.

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United States Census Bureau

Source: U.S. Census Bureau | American FactFinder

Hazardous Materials Report

US 82, etc.
CSJ: 0044-08-067, etc.

Stephanie D. Manry, Wichita Falls District

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

US 82
CSJ# 0044-08-067
Hazardous Materials Scoping to determine the need for a formalized ISA

Performed by: Douglass Mack, ENV-HMM
Date: September 16, 2015

Hazardous Materials

Does the project meet ALL of the following conditions? **YES, no formalized ISA is required for this project.**

- Work WILL occur entirely within the existing ROW: **The work will be performed entirely within the current ROW; no new ROW will be needed for this project.**

- Work WILL NOT include demolition or renovation of a bridge as defined by TxDOT Standard Specifications for Construction and Maintenance of Highways, Streets, and Bridges. **Work will not be performed on any existing bridges, riprap will be disturbed but it is not a component of the bridge itself.**

- Work WILL NOT include substantial excavation operations. (Substantial excavation includes, but is not necessarily limited to: **No substantial excavations will be performed for this project.**
    - Underpass construction;
    - Storm sewer installations;
    - Trenching or tunneling that would require temporary or permanent shoring.)

*** Even though a formal ISA was not required for this project, a limited database review was conducted for the area around the new turnaround lanes. No potential issues were identified. An LPST was identified, but it was a substantial distance from the project and due to little to no substantial excavation will be conducted for this project it should not be an issue.

Douglass Mack, ENV-HMM

9/17/15
Date

US 82
33.64095207475931, -97.13368332128165
Prepared for: D Mack
Ref: Cooke

Tuesday, September 15, 2015

Environmental Radius Report

2055 E. Rio Salado Pkwy
Tempe, AZ 85381
480-967-6752

Summary

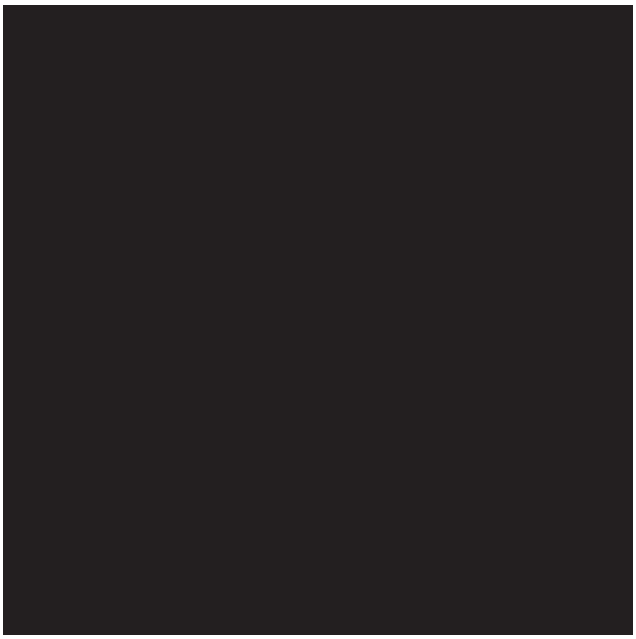
Aerial Views 2012, 2010, 2008, 2004, 1995

Flood Zones Hazard Map Federal Emergency Management Agency (FEMA)

	< 1/4	1/4 - 1/2	1/2 - 1
National Priorities List (NPL)			
CERCLIS List			
CERCLIS NFRAP			
RCRA CORRACTS Facilities			
RCRA non-CORRACTS TSD Facilities			
Federal Institutional Control / Engineering Control Registry			
Emergency Response Notification System (ERNS)	1	1	
US Toxic Release Inventory			
US RCRA Generators (CESQG, SQG, LQG)	2	1	
US ACRES (Brownfields)			
US NPDES			1
US Air Facility System (AIRS / AFS)			1
TX Commission of Environmental Quality ACR			
TX Leaking Petroleum Storage Tanks	1	1	2
TX Drycleaners			
TX State Superfund Registry			
TX Brownfields			
TX Voluntary Cleanup Program Sites			
TX Innocent Owner Program			
TX Landfills			

Aerial Views

2012



2010

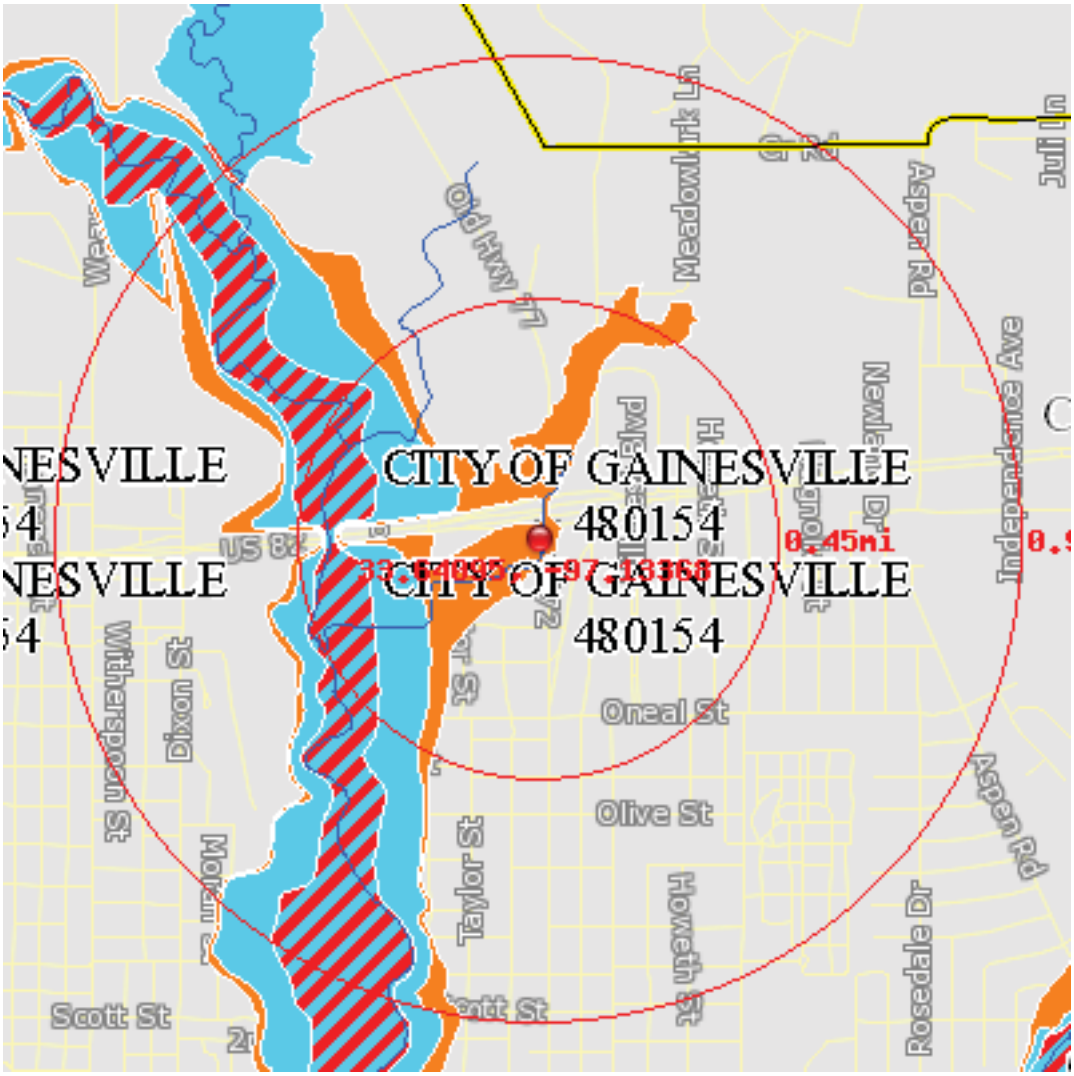
2008

2004

Aerial Views

1995

Flood Hazard Zones Map



- Area of Undetermined Flood Hazard
- 0.2% Annual Chance Flood Hazard
- Future Conditions 1% Annual Chance Flood Hazard
- 1% Annual Chance Flood Hazard
- Regulatory Floodway
- Special Floodway
- Area with Reduced Risk Due to Levee

National Priorities List (NPL)

This database returned no results for your area.

The Superfund Program, administered under the Comprehensive Environmental Response, Compensation, and Liability Act (CERCLA) is an EPA Program to locate, investigate, and clean up the worst hazardous waste sites throughout the United States. The NPL (National Priorities List) is the list of national priorities among the known releases or threatened releases of hazardous substances, pollutants, or contaminants throughout the United States and its territories. The NPL is intended primarily to guide the EPA in determining which sites warrant further investigation. The boundaries of an NPL site are not tied to the boundaries of the property on which a facility is located. The release may be contained with a single property's boundaries or may extend across property boundaries onto other properties. The boundaries can, and often do change as further information on the extent and degree of contamination is obtained.

CERCLIS List

This database returned no results for your area.

The United States Environmental Protection Agency (EPA) investigates known or suspected uncontrolled or abandoned hazardous substance facilities under the Comprehensive Environmental Response, Compensation, and Liability Act (CERCLA). EPA maintains a comprehensive list of these facilities in a database known as the Comprehensive Environmental Response, Compensation and Liability Information System (CERCLIS). These sites have either been investigated or are currently under investigation by the EPA for release or threatened release of hazardous substances. Once a site is placed in CERCLIS, it may be subjected to several levels of review and evaluation and ultimately placed on the National Priority List (NPL).

CERCLIS sites designated as "No Further Remedial Action Planned" (NFRAP) have been removed from CERCLIS. NFRAP sites may be sites where, following an intitial investigation, no contamination was found, contamination was removed quickly without the need for the site to be placed on the NPL, or the contamination was not serious enough to require Federal Superfund Action or NPL consideration.

CERCLIS NFRAP

This database returned no results for your area.

As of February 1995, CERCLIS sites designated "No Further Remedial Action Planned" NFRAP have been removed from CERCLIS. NFRAP sites may be sites where, following an initial investigation, no contamination was found, contamination was removed quickly without the site being placed on the NPL, or the contamination was not serious enough to require Federal Superfund action or NPL consideration.
EPA has removed these NFRAP sites from CERCLIS to lift unintended barriers to the redevelopment of these properties. This policy change is part of EPA"s Brownfields Redevelopment Program to help cities, states, private investors and affected citizens promote economic redevelopment of unproductive urban sites.

RCRA CORRACTS Facilities

This database returned no results for your area.

The United States Environmental Protection Agency (EPA) regulates hazardous waste under the Resource Conservation and Recovery Act (RCRA). The EPA maintains the Corrective Action Report (CORRACTS) database of Resource Conservation and Recovery Act (RCRA) facilities that are undergoing "corrective action." A "corrective action order" is issued pursuant to RCRA Section 3008(h) when there has been a release of hazardous waste or constituents into the environment from a RCRA facility. Corrective actions may be required beyond the facility"s boundary and can be required regardless of when the release occurred, even if it predated RCRA.

RCRA non-CORRACTS TSD Facilities

This database returned no results for your area.

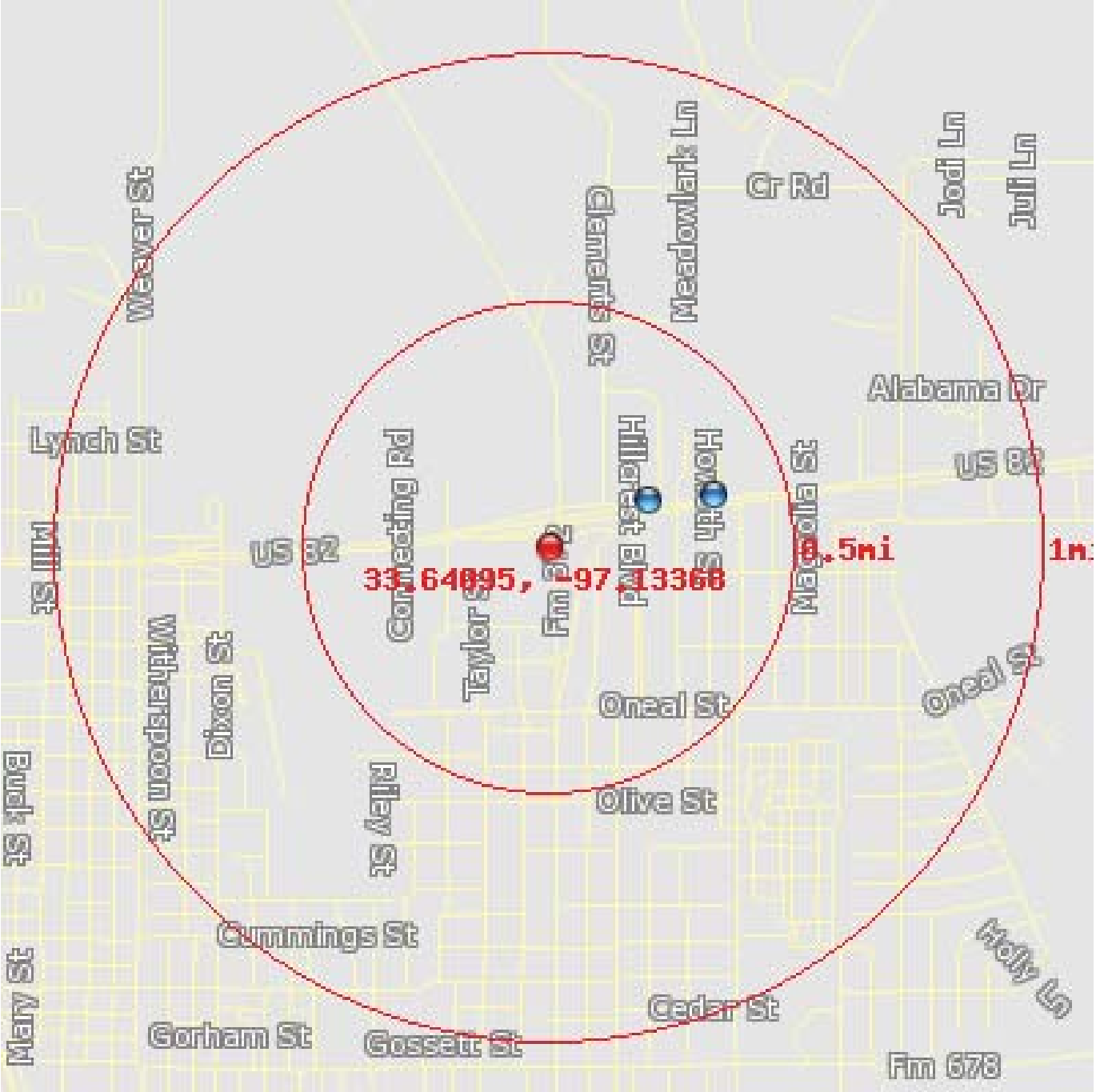
The United States Environmental Protection Agency (EPA) regulates hazardous waste under the Resource Conservation and Recovery Act (RCRA). The EPA"s RCRA Program identifies and tracks hazardous waste from the point of generation to the point of disposal. The RCRA Facilites database is a compilation by the EPA of facilities that report generation, storage, transportation, treatment, or disposal of hazardous waste. RCRA Permitted Treatment, Storage, Disposal Facilities (RCRA-TSD) are facilities which treat, store and/or dispose of hazardous waste.

Federal Institutional Control / Engineering Control Registry

This database returned no results for your area.

Federal Institutional Control / Engineering Control Registry

Emergency Response Notification System (ERNS)



This database returned 2 results for your area.

The Emergency Response Notification System (ERNS) is a national computer database used to store information on unauthorized releases of oil and hazardous substances. The program is a cooperative effort of the Environmental Protection Agency, the Department of Transportation Research and Special Program Administration"s John Volpe National Transportation System Center and the National Response Center. There are primarily five Federal statutes that require release reporting: the Comprehensive Environmental Response, Compensation and Liability Act (CERCLA) section 103; the Superfund Amendments and Reauthorization Act(SARA) Title III Section 304; the Clean Water Act of 1972(CWA) section 311(b)(3); and the Hazardous Material Transportation Act of 1974(HMTA section 1808(b).

Emergency Response Notification System (ERNS)

Location	33.64222, -97.13017
Distance to site	1164 ft / 0.22 mi E
Incident	CALLER STATED THERE WAS A SPILL OF 200-300 GALLONS OF RED DYE DIESEL FROM A STORAGE TANK DUE TO EQUIPMENT FAILURE. THERE WAS A LEAK FROM THE BOTTOM OF THE STORAGE TANK ONTO EARTHEN BERM.
Incident Date	9/11/2014 14:00
Year Reported	2014
Address	1403 EAST HWY 82
City	GAINESVILLE
State	TX
County	COOKE
Zip Code	76240

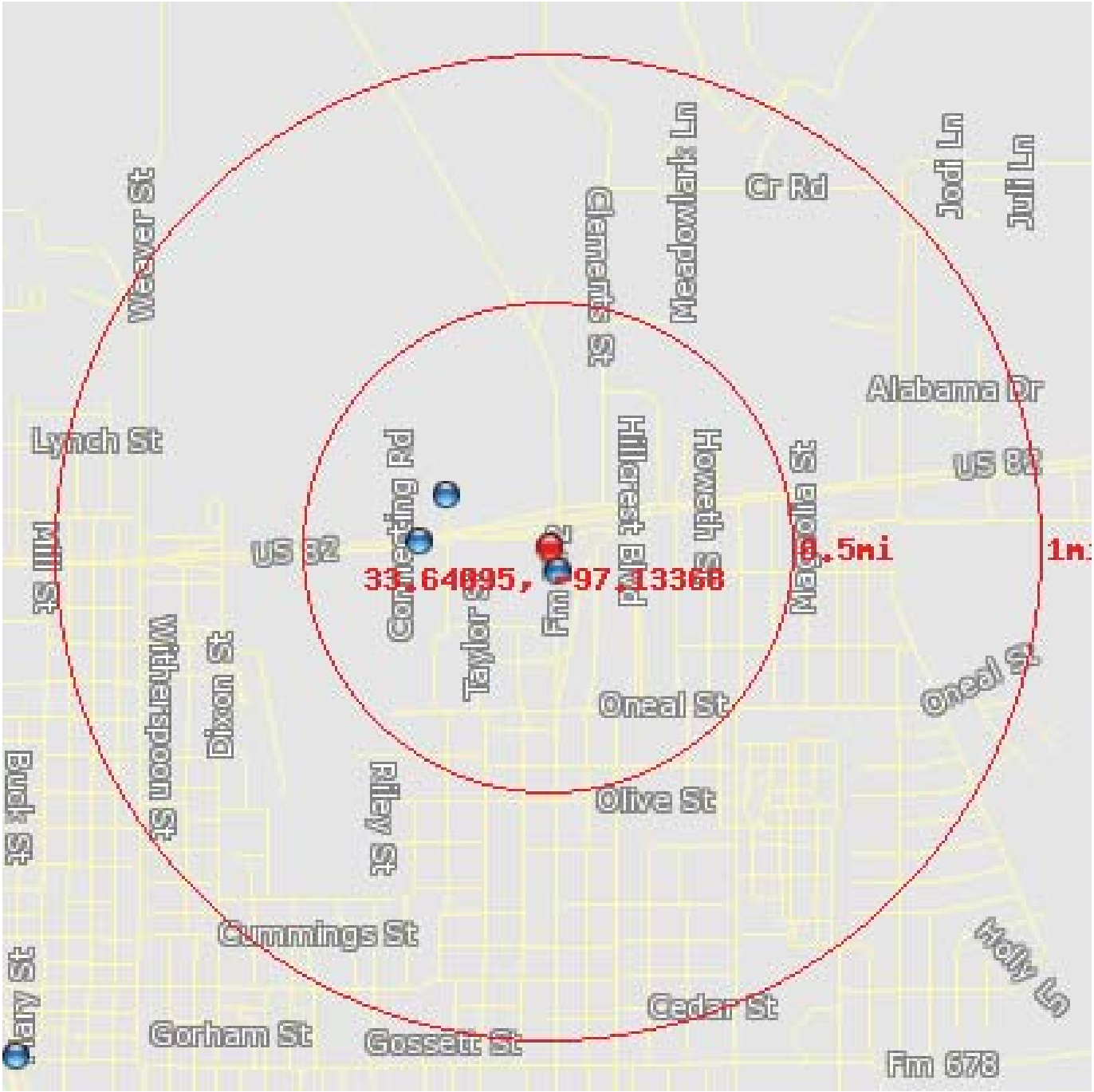
Location	33.6424, -97.12787
Distance to site	1843 ft / 0.35 mi E
Incident	CALLER STATES THE RESPONSIBLE PARTY IS INTENTIONALLY DUMPING TRANSMISSION FLUID AND MOTOR OIL INTO THE GROUND FROM VEHICLES THAT ARE BEING WORKED ON. THIS INCIDENT HAS BEEN ONGOING FOR YEARS AND NOTHING HAS BEEN DONE TO PROPERLY CLEAN UP THE CONTAMINATED PROPERTY.
Incident Date	4/26/2012 9:00
Incident location	AUTOMOTIVE SHOP
Year Reported	2012
Address	1621 EAST HWY 82
City	GAINESVILLE
State	TX
County	COOKE

US Toxic Release Inventory

This database returned no results for your area.

The Toxics Release Inventory (TRI) is a publicly available EPA database that contains information on toxic chemical releases and other waste management activities reported annually by certain covered industry groups as well as federal facilities. TRI reporters for all reporting years are provided in the file.

US RCRA Generators (CESQG, SQG, LQG)



This database returned 3 results for your area.

The United States Environmental Protection Agency (EPA) regulates hazardous waste under the Resource Conservation and Recovery Act (RCRA). EPA maintains a database of facilities, which generate hazardous waste or treat, store, and/or dispose of hazardous wastes.

Conditionally Exempt Small Quantity Generators (CESQG) generate 100 kilograms or less per month of hazardous waste, or 1 kilogram or less per month of acutely hazardous waste.

Small Quantity Generators (SQG) generate more than 100 kilograms, but less than 1,000 kilograms, of hazardous waste per month.

Large Quantity Generators (LQG) generate 1,000 kilograms per month or more of hazardous waste, or more than 1 kilogram per month of acutely hazardous waste.

US RCRA Generators (CESQG, SQG, LQG)

Location	33.64018, -97.13332
Distance to site	303 ft / 0.06 mi SE
Info URL	*http://iaspub.epa.gov/enviro/fii_query_detail.disp_program_facility?p_registry_id=110054868700*
EPA Identifier	110054868700
Primary Name	CVS PHARMACY 6901
Address	1520 N GRAND AVE
City	GAINESVILLE
County	COOKE
State	TX
Zipcode	762402316
NAICS Codes	812922
Programs	RCRAINFO
Program Interests	SQG
Updated On	30-JUL-13
Recorded On	30-JAN-13
NAICS Descriptions	ONE-HOUR PHOTOFINISHING.
Program ID	TXR000080679

Location	33.6424, -97.13721
Distance to site	1193 ft / 0.23 mi W
Info URL	*http://iaspub.epa.gov/enviro/fii_query_detail.disp_program_facility?p_registry_id=110035098934*
EPA Identifier	110035098934
Primary Name	WAL-MART SUPERCENTER 185
Address	1800 LAWRENCE ST
City	GAINESVILLE
County	COOKE
State	TX
Zipcode	762402200
Programs	RCRAINFO, TX-TCEQ ACR
Program Interests	SQG, STATE MASTER
Updated On	08-MAR-11
Recorded On	19-APR-08
Program ID	TXR000079124

US RCRA Generators (CESQG, SQG, LQG)

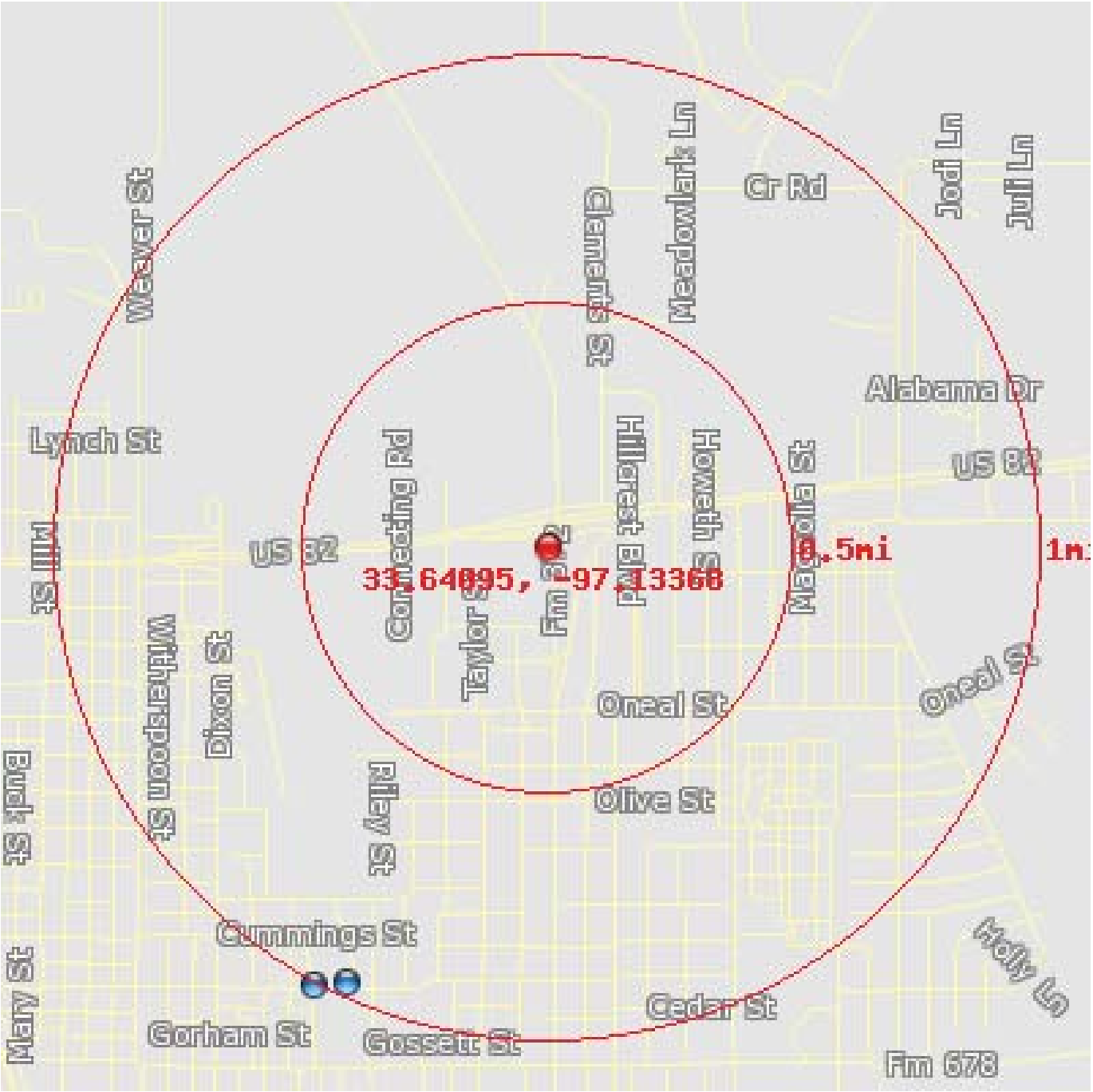
Location	33.64101, -97.13814
Distance to site	1354 ft / 0.26 mi W
Info URL	*http://iaspub.epa.gov/enviro/fii_query_detail.disp_program_facility?p_registry_id=110020120493*
EPA Identifier	110020120493
Primary Name	HOME DEPOT USA HD0519
Address	804 E HIGHWAY 82
City	GAINESVILLE
County	COOKE
State	TX
Zipcode	762402719
Programs	RCRAINFO
Program Interests	SQG
Updated On	29-JUN-11
Recorded On	27-DEC-04
Program ID	TXR000060707

US ACRES (Brownfields)

This database returned no results for your area.

Brownfields are real property, the expansion, redevelopment, or reuse of which may be complicated by the presence or potential presence of a hazardous substance, pollutant, or contaminant. Cleaning up and reinvesting in these properties protects the environment, reduces blight, and takes development pressures off greenspaces and working lands. The Assessment, Cleanup and Redevelopment Exchange System (ACRES) is an online database for Brownfields Grantees to electronically submit data directly to The United States Environmental Protection Agency (EPA)

US NPDES



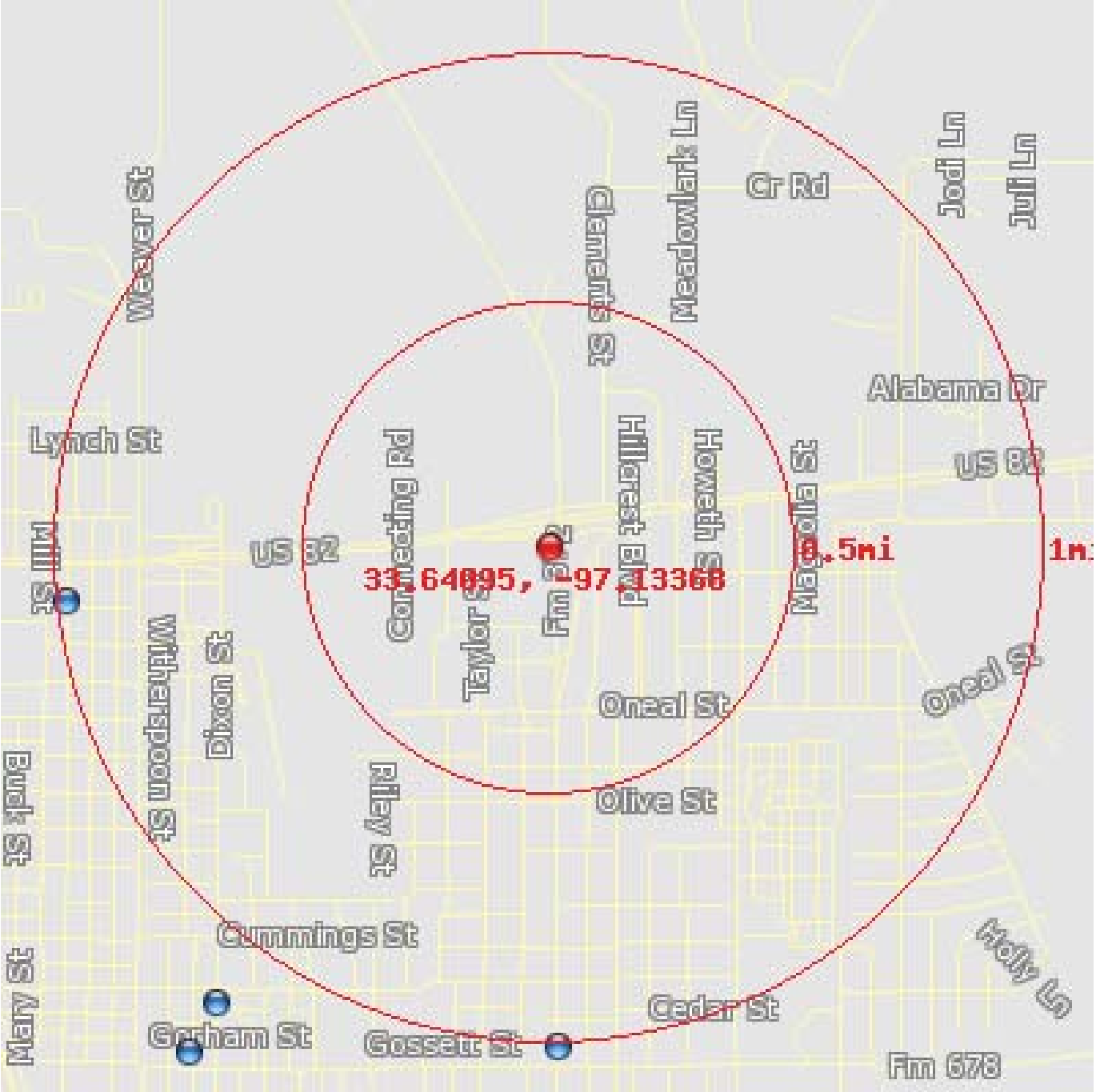
This database returned 1 results for your area.

The NPDES module of the Compliance Information System (ICIS) tracks surface water permits issued under the Clean Water Act. Under NPDES, all facilities that discharge pollutants from any point source into waters of the United States are required to obtain a permit. The permit will likely contain limits on what can be discharged, impose monitoring and reporting requirements, and include other provisions to ensure that the discharge does not adversely affect water quality.

US NPDES

Location	33.62816, -97.14066
Distance to site	5126 ft / 0.97 mi SW
Info URL	*http://iaspub.epa.gov/enviro/fii_query_detail.disp_program_facility?p_registry_id=110005149008*
EPA Identifier	110005149008
Primary Name	REDI MIX
Address	518 E SCOTT STREET
City	GAINESVILLE
County	COOKE
State	TX
Zipcode	76240-4144
NAICS Codes	327320
SIC Codes	3273
SIC Descriptions	READY-MIXED CONCRETE
Programs	NPDES, RCRAINFO, TX-TCEQ ACR
Program Interests	ICIS-NPDES NON-MAJOR, STATE MASTER, UNSPECIFIED UNIVERSE
Updated On	05-MAR-13
Recorded On	01-MAR-00
NAICS Descriptions	READY-MIX CONCRETE MANUFACTURING.
Program ID	TXG110642

US Air Facility System (AIRS / AFS)



This database returned 1 results for your area.

The Air Facility System (AIRS / AFS) contains compliance and permit data for stationary sources of air pollution (such as electric power plants, steel mills, factories, and universities) regulated by EPA, state and local air pollution agencies. The information in AFS is used by the states to prepare State Implementation Plans (SIPs) and to track the compliance status of point sources with various regulatory programs under Clean Air Act.

US Air Facility System (AIRS / AFS)

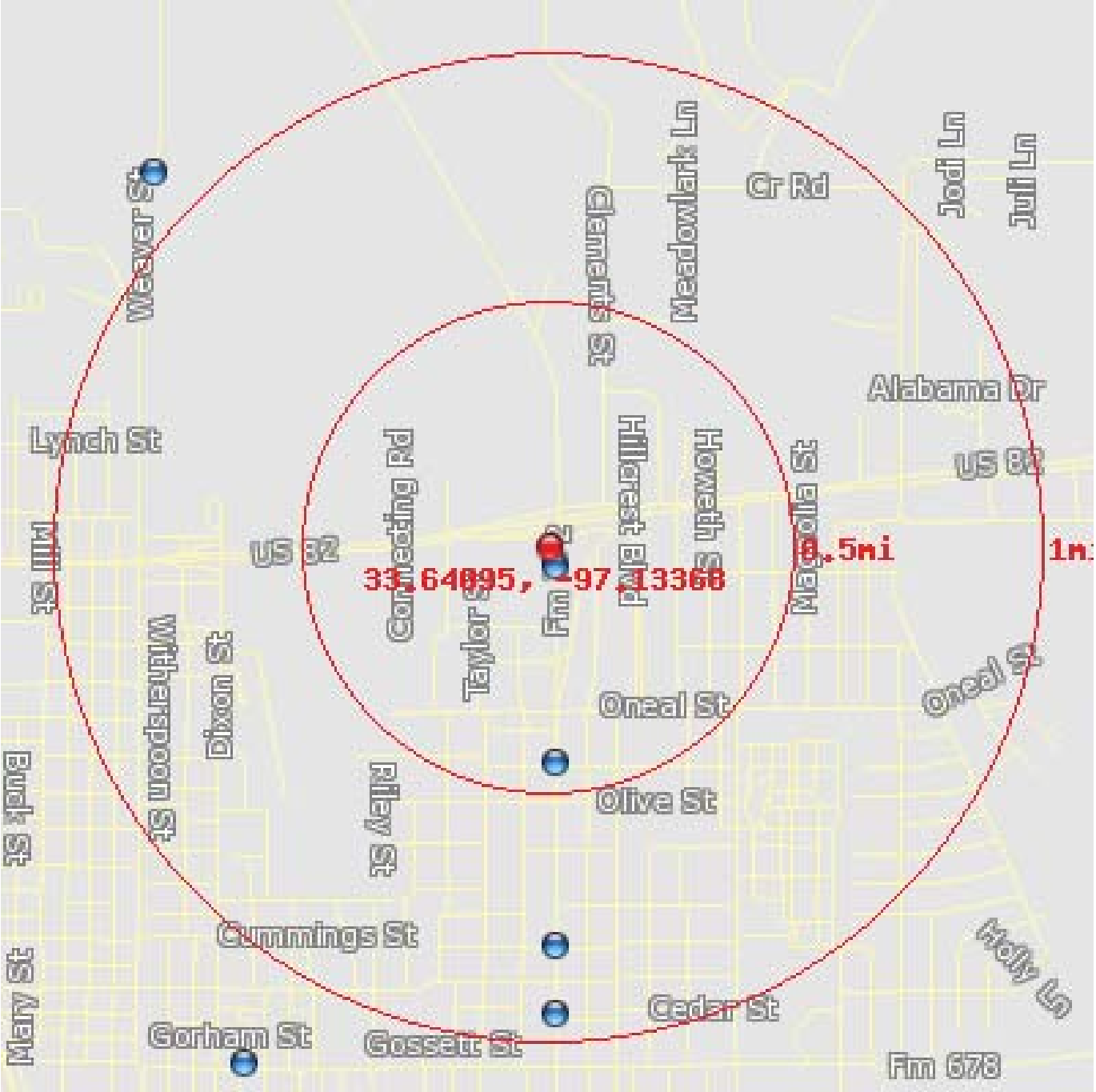
Location	33.63931, -97.15047
Distance to site	5137 ft / 0.97 mi W
Info URL	*http://iaspub.epa.gov/enviro/fii_query_detail.disp_program_facility?p_registry_id=110007205130*
EPA Identifier	110007205130
Primary Name	CULBERSON STREET CLEANERS
Address	1511 NORTH CULBERSON STREET
City	GAINESVILLE
County	COOKE
State	TX
Zipcode	76240
SIC Codes	7216, PRIV
SIC Descriptions	DRYCLEANING PLANTS, EXCEPT RUG CLEANING
Programs	AIRS/AFS
Program Interests	AIR MINOR
Updated On	30-APR-14
Recorded On	01-MAR-00
Program ID	480976E001

TX Commission of Environmental Quality ACR

This database returned no results for your area.

The TX-TCEQ ACR is a computer application that allows the Texas Commission on Environmental Quality (TCEQ) to use a single, centralized area to record common information, such as the company names, addresses, and telephone numbers of those the TCEQ regulates. It also contains additional IDs (permits, registrations, authorizations, etc) and their status.

TX Leaking Petroleum Storage Tanks



This database returned 4 results for your area.

Information on Leaking petroleum storage tanks containing hazardous or petroleum substances is maintained by The Texas Commission on Environmental Quality (TCEQ), Petroleum Storage Tank Division.

TX Leaking Petroleum Storage Tanks

Location	33.6403, -97.13338
Distance to site	253 ft / 0.05 mi SE
Facility Name	BILL BRANNON
Facility Location	1425 N GRAND
City	GAINESVILLE
Zip Code	76240
Reported	1991-12-09
Recorded	1992-07-27
ID Number	103462
Owner Name	BRANNON BILL
Priority	5
Status	6A
City	GAINESVILLE
State	TX
Zip	76240

Location	33.6346, -97.13342
Distance to site	2319 ft / 0.44 mi S
Facility Name	VICKERS STATION 2244
Facility Location	1003 N GRAND
City	GAINESVILLE
Zip Code	76240
Reported	1990-02-16
Recorded	1990-03-26
ID Number	95030
Owner Name	ULTRAMAR DIAMOND SHAMROCK
Priority	4.1
Status	6A
City	SAN ANTONIO
State	TX
Zip	78269

TX Leaking Petroleum Storage Tanks

Location	33.62928, -97.13339
Distance to site	4259 ft / 0.81 mi S
Facility Name	NORTH GRAND AVE TIRE 100116
Facility Location	603 NORTH GRAND AVENUE
City	GAINESVILLE
Zip Code	76240
Reported	1993-05-13
Recorded	1993-07-12
ID Number	106735
Owner Name	E Z SERVE MANAGEMENT CO
Priority	4.2
Status	6A
City	HOUSTON
State	TX
Zip	77092

Location	33.62724, -97.13339
Distance to site	5004 ft / 0.95 mi S
Facility Name	C MART 9706
Facility Location	406 N GRAND
City	GAINESVILLE
Zip Code	76240
Reported	1997-09-11
Recorded	1997-12-03
ID Number	112806
Owner Name	COASTAL MART INC
Priority	4.1
Status	6A
City	HOUSTON
State	TX
Zip	77252

TX Drycleaners

This database returned no results for your area.

Texas Administrative Code, Title 30, Chapter 337, requires all dry cleaning drop stations and facilities in Texas to register with the Texas Commission on Environmental Quality (TCEQ) and implement new performance standards at their facilities as appropriate.

Environmental contamination at a dry cleaner site can occur from spills and leaks of solvent. The most common dry cleaning solvent can penetrate concrete and can sink through floor cracks since it is heavier then water. In addition, many dry cleaners historically disposed of wastes containing solvent by pouring wastewater into a sanitary sewer, throwing spent filters and sludge into the trash, or dumping wastewater on the ground near their facility. The Resource Conservation and Recovery Act, a federal law passed in 1980 and amended in 1984 increased regulation of hazardous waste and unsafe practices are no longer allowed. However, at some dry cleaner facilities, past disposal and management practices have resulted in contamination of soil and groundwater to an extent that requires cleanup.

TX State Superfund Registry

This database returned no results for your area.

The State Superfund registry, established by the 69th Texas Legislature in 1985 and administered by the Texas Commission on Environmental Quality, lists those abandoned or inactive sites that have serious contamination but do not qualify for the federal program, and therefore are cleaned up under the state program. The state must comply with federal guidelines in administering the state Superfund program, but EPA approval of state Superfund actions is not required.

TX Brownfields

This database returned no results for your area.

Many former industrial properties lie dormant or underutilized due to liability associated with real or perceived contamination. These properties are broadly referred to as brownfields. The Texas Commission on Environmental Quality (TCEQ), in close partnership with the U.S. Environmental Protection Agency (EPA) and other federal, state, and local redevelopment agencies, and stakeholders, is facilitating cleanup, transferability, and revitalization of brownfields through the development of regulatory, tax, and technical assistance tools.

TX Voluntary Cleanup Program Sites

This database returned no results for your area.

The Texas Voluntary Cleanup Program (VCP) provides administrative, technical, and legal incentives to encourage the cleanup of contaminated sites in Texas. Since all non-responsible parties, including future lenders and landowners, receive protection from liability to the state of Texas for cleanup of sites under the VCP, most of the constraints for completing real estate transactions at those sites are eliminated. As a result, many unused or under used properties may be restored to economically productive or community beneficial use. Also under the VCP, site cleanups follow a streamlined approach to reduce future human and environmental risk to safe levels.

TX Innocent Owner Program

This database returned no results for your area.

Texas instituted the Innocent Owner/Operator Program (IOP) to mitigate the risks of environmental contamination to innocent parties. The Texas IOP created by House Bill 2776 of the 75th Legislature, provides a certificate to an innocent owner or operator if their property is contaminated as a result of a release or migration of contaminants from a source or sources not located on the property, and they did not cause or contribute to the source or sources of contamination. Like the Texas Voluntary Cleanup Program (VCP), the IOP can be used as a redevelopment tool or as a tool to add value to a contaminated property by providing an Innocent Owner/Operator Certificate (IOC). However, unlike the VCP release of liability, IOCs are not transferable to future owners/operators. Future innocent owners or operators are eligible to enter the IOP and may receive an IOC only after they become an owner or operator of the site.

TX Landfills

This database returned no results for your area.

The Solid Waste Landfill List (SWLF) database is provided and maintained by the Texas Commission on Environmental Quality and consists of open solid waste disposal facilities and transfer stations.

Historical Resources

US 82, etc.
CSJ: 0044-08-067, etc.

Stephanie D. Manry, Wichita Falls District

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

Project Coordination Request for Historical Studies Project

Reset Form

Main CSJ: 0044-08-067
Child CSJs: 0045-01-059
District(s): Wichita Falls
County(ies): Cooke
Roadway Name: US 82
Limits From: Near Weber Drive
Limits To: Near IH 35
Project Description: Intersection Improvements

District personnel should complete this form with all appropriate documentation attached. ENV-HIST staff review is contingent on provision of an active CSJ (or equivalent if the project is not a construction project) against which environmental work can be charged. District-provided responses should reflect known data about the project and identify any limitations that hindered provision of the requested information. ENV-HIST staff will review the PCR form and attached information per established Documentation Standards. This review will result in:

- ENV-HIST environmental clearance of the project; OR
- ENV-HIST identification of additional technical studies required for clearance; OR
- ENV-HIST rejection of the PCR for failure to meet specific Documentation Standards and instructions on how to redress the rejection.

This form specifies minimally required information needed to properly facilitate ENV-HIST's review process. Please submit all relevant documentation with this PCR at one time.

NOTE: * If this project information changes over the course of design OR if the funding source changes, then HIST requires re-coordination and a revised PCR in ECOS.

Information Required to Process Historic Resources Coordination and Consultation

1. Targeted ENV clearance date: November 1, 2015
2. *Anticipated letting date: January 2016
3. "Historic-age" date (let date minus 45 years): 1971
4. Yes *The proposed action is subject to federal permitting (i.e. Corps of Engineers, Coast Guard, IBWC, etc.).

   Describe:

   Nationwide Permit 14 without a PCN

5. No *The proposed action requires additional ROW (purchased or donated) or easements?

Reset Form

6. The following maps, tables or equivalents been uploaded to ECOS?

Yes/No/NA	Map Type		
Yes	Existing and proposed ROW boundaries.	ECOS File Name:	US 82 (0044-08-067 etc) Removal Layout
No	Area of Potential Effects (APE) appropriate for project type.		
No	Parcel boundaries for properties within the APE.		
Yes	Results of the Texas Historic Sites Atlas search, identifying NHL, NRHP, SAL, and RTHL resources located within one-quarter mile of the project area listed in a table format and identified on color aerial map(s) or equivalent.	ECOS File Name:	US 82 etc (0044-08-067 etc) THC Site Atlas Map ((8-17-15).pdf US 82 etc (0044-08-067 etc) THC Site Atlas Map Zodiac Drive (8-17-15).pdf
	Comments:		
Yes	Results of Google Earth search with HIST-provided eligibility and historic bridge layers.	ECOS File Name:	US 82 etc (0044-08-067 etc) Google Earth with historic layers.pdf
	Comments:	None identified on Google Earth	

7. Yes — Representative and dated photographs of the project area are uploaded to ECOS.

Note: Photographs should include the following elements:

1. Buildings/structures in the APE and those adjacent.
2. Road Features (culverts, bridges, landscaping, etc.
3. Areas of proposed construction.

File Name in ECOS: US 82 etc (0044-08-067 etc) Pictures.pdf

8. Yes — Preliminary plans are uploaded to ECOS.

File Name in ECOS: US 82 0044-08-067 Signed and Sealed 20150511.pdf

9. Yes — Historic-age bridges are within the project area.

Location	NBI #	Year Built	Eligibility
US 82 at Dozier Creek (EB)	03-049-0-0044-08-044	1934	Not Eligible
US 82 at Dozier Creek (WB)	03-049-0-0044-08-089	1963	Not Eligible
US 82 at Rock Creek (EB)	03-049-0-0045-01-002	1932	Not Eligible
US 82 at Wheeler Creek (EB)	03-049-0-0045-01-003	1932	Not Eligible
US 82 at Indian Creek	03-049-0-0045-01-004	1932	Not Eligible
US 82 at Pecan Creek (WB)	03-049-0-0045-01-109	1958	Not Eligible

Reset Form

Location	NBI #	Year Built	Eligibility
US 82 at Pecan Creek (EB)	03-049-0-0045-01-110	1958	Not Eligible
US 82 (EB) at FM 372	03-049-0-0045-01-194	2000	Not Eligible
US 82 (WB) at FM 372	03-049-0-0045-01-195	2000	Not Eligible
US 82 (WB) at BNSF RR & Dixon St	03-049-0-0045-01-231	1997	Not Eligible
US 82 (EB) at BNSF RR & Dixon St	03-049-0-0045-01-232	1998	Not Eligible
US 82 at Rock Creek (WB)	03-049-0-0045-01-259	2013	Not Eligible
US 82 at Wheeler Creek (WB)	03-049-0-0045-01-260	2013	Not Eligible
US 82 at IH 35 (EB)	03-049-0-0194-02-034	1990	Not Eligible
US 82 at IH 35 (WB)	03-049-0-0194-02-035	1990	Not Eligible

9.1 Yes Aerial map(s) or equivalent with bridge location(s) identified are uploaded to ECOS.

File Name in ECOS: US 82 (0044-08-067 etc) Cooke County Inset On-System Map.pdf

9.2 No CHC consultation required (contact HIST if needed).

10. No Rock masonry features (culverts, ditches, walls, etc.) are within the project area.

11. No Historic-age rest area(s) are located within the project area.

12. No The proposed action involves the relocation of historical markers.

13. No Additional consulting parties (other than the THC) may be involved in this project.

Additional Project Comments:

District Personnel Certification

Yes I reviewed all submitted documents for quality assessment and control.

Stephanie D. Manry
District Personnel Name

September 15, 2015
Date:

Reset Form

The following table shows the revision history for this document.

Revision History	
Effective Date Month, Year	Reason for and Description of Change
December 2013	Version 1 released.
June 2015	Version 2 released. The form was converted to a PDF format. Form level validations were installed to ensure that all certified forms contained the minimum required information. Various questions were modified to accommodate the improved functionality of the PDF format.
August 2015	Version 3 released. Revised the form to make it compatible with Adobe Acrobat Reader DC. No changes were made to the question sequence or form logic.

Back To List

PCR Review Properties

Program Area: Historical Studies

Schedule Status: Complete

Task Type: Review - Historical Studies PCR Report

Review Type: PCR Review

Has deliverable been uploaded as a document?

Has a physical or electronic copy of the deliverable been sent to the reviewer?

Planned Start Date: 09/15/2015

Actual Start Date: 09/28/2015

Planned End Date: 09/25/2015

Actual End Date: 09/28/2015

Comments:

PCR reviewed and approved.

Last Updated By: Rebekah Dobrasko **Last Updated Date:** 09/28/2015 02:28:38

STRUCTURE NUMBER: 03-049-0-0044-08-044

(006-1) Feature Crossed: DOZIER CREEK

Texas Department of Transportation
Bridge Division
PONTEX Detail Bridge Report

9/4/2015 4:28:25 PM

(007-0) Facility Carried: US 82 EB

(009-0) LOCATION: 1.0 MI W OF IH 35

ITEM #	Description	Value	ITEM #	Description	Value	ITEM #	Description	Value
005-1	STRUCTURE FUNCTION	1	045-3	NO MIN APPR SPAN		106-0	YR RECONST	1969
004-0	CITY CODE	15630	046-0	TOTAL NUBER SPANS	6	106-1	WIDENING CODE	5
005-2	HWY SYS	12	047-0	TOTAL HORIZ CLR	39.70	107-1	DECK STR TYPE MAIN SPAN	1
005-3	RT DESIGN	1	048-0	MAX SPAN LENGTH	29	108-1	MAINSPAN WEAR SF	688
005-4	HWY NO	0082	049-0	STR LENGTH	171	107-2	STR TYPE MAJ APP SP	N
005-5	ROUTE DIR	0	050-1	LEFT SIDEWALK	0	108-2	MAJ APP SPN WEAR SF	NNN
006-2	CRIT BRDG		050-2	RIGHT SIDEWALK	0	107-3	STR TYPE MIN APP SP	N
010-0	RT MIN VERT CLR	9999	051-0	ROADWAY WIDTH	39.70	108-3	MIN APP SPN WEAR SF	NNN
011-0	MI-POINT	38.460	052-0	DECK WIDTH	44.80	109-0	AADT TRK PRECENT	2
011-1	MIPT DATE (PRI)	198312	053-0	VERT CLR OV	99FT 99IN	110-0	DESIGN NATION NETWORK	0
011-2	REF-MKR and DISP	0608+00501	054-1	VERT CLR REF FEAT	N	111-0	PIER/ABUT PROTECT	
011-A1	MIPT DATE (IR)		054-2	VERT CLR UN	0 FT 0IN	112-0	NBIS BRIDGE LENGTH	Y
012-0	BASE HWY NETWORK		055-1	LAT CUR REF FEAT	N	113-0	SCOUR CRITI BRDG	8
013-1	LRS INVENTORY		055-2	RIGHT LAT CLEAR	99.90	113-1	SCOUR VULNERABILITY	
013-2	LRS SUB RT.		056-0	LEFT LAT CLEAR	0	114-0	FUTURE AADT	17500
016-0	LATITUDE (D/M/S)	33382682	058-0	DECK COND	7	115-0	FUTURE AADT YEAR	2031
016-1	GPS LAT (DEG)	33.64078300	059-0	SUPERSTR COND	6	116-0	MIN NAVIG VERT CLR	
017-0	LONGITUDE (D/M/S)	097101900	060-0	SUBSTR COND	6	119-0	COST ORIGIN CONSTR	
017-1	GPS LONG (DEG)	-97.17194500	061-0	CHANN-PROTECT	6	120-0	DEFI / OBSO / 10YR RULE	
017-2	COLLECTION METHOD	1	062-0	CULVERT	N	121-0	SUFF RATING	90.50
019-0	BYPASS LENGTH	1	063-0	METHOD OPR RATING	5	122-0	X-REF PRIMARY RT ID	
020-0	TOLL	3	064-0	OPERATIONAL RATING	236	123-0	X-REF STR FUNC PRIMARY RT	
021-0	MAINT RESPON	01	065-0	RDWY APPR COND	6	124-0	X-REFIR ID	
022-0	OWNER	01	065-1	METHOD INV RATING	5	125-0	X-REF STR FUNC IR	
022-1	MAINT SECT NO	04	066-0	INVENTORY RATING	227	126-0	DIST USE	`
023-1	PROJECT TYPE	5	067-0	STR EVALUATION	6	128-0	OV HEIGHT DAMAGE	N
023-2	CONT / SEC / JOB	004408028	068-0	DECK GEOMETRY	7			
026-0	FUNCT. CLASS	13	069-0	JUD CLR VERT / HORZ	N	008-4A	IR CONTROL	
027-0	YR ORIGIN BUILT	1934	070-0	BRIDGE POSTING	5	008-5A	IR SECTION	
028-1	LANES ON STR	02	071-0	WATERWAY ADQEUACY	6	011-0A	IR MILEPOINT	
028-2	LANES UNDER STR	00	072-0	APPR RDWY ALIGN	8	008-6A	IR STR NO	
029-0	AADT	12500	075-0	TYPE WORK-REPLACE		008-3A	IR DUPL OVER	
030-0	YR OF AADT	2011	076-0	LENGTH IMPROVEMENT	0	005-1A	IR FUNCTION	
031-0	DESIGN LOAD	4	088-0	ST-FRAC-CRIT/STEEL	NNNN	005-3A	IR DESIGNAT	
032-0	APPROACH WIDTH	38	090-0	LAST INSP(MMDDYYYY)	1/16/2014	005-2A	IR HWY SYS	
033-0	MEDIAN	0	091-0	DESIGNAT INSP FREQ	24	005-4A	IR HWY NO	
034-0	SKEW	0	092-1	FRACT/CRITI DETIAL	N	005-5A	IR DIR	
035-0	STR F:AGGED	0	092-2	UNDERWATER INSP	N	011-2A	IR REF-MKR/DISP	
036-0	TRAF SAFETY FEAT	1001	092-3	OTHER SPECIAL INSP	N	047-0A	IR HORIZ CLR	
037-0	HISTORICAL SIGNIF	3	092-1-2	FRACT/CRIT FREQUENCY		010-0A	IR RT MIN VET CLR	0
038-0	NAVIG CNTL	0	092-2-2	UNDERWATER FREQUENCY		012-0A	IR BASE HWY NETWK	
039-0	NAVIG VERT CUR	0	092-3-2	OTHER SPECIAL FREQUENCY		013-1A	IR LRS HWY	
040-0	NAVIG HORIZ CUR	0	093-1	FRACT/CRITI (MMYYYY)		013-2A	IR LRS SUB RT	
041-0	OPER. STATUS	A	093-2	UNWATER INSP (MMYYYY)		019-0A	IR BYPASS LGTH	
041-1	LOAD TYPE	N	093-3	OT/SPEC INSP (MMYYYY)		020-0A	IR TOLL	
041-2	LOAD IN 1000 LBS	NNN	094-0	BDG IMPROVE COST		026-0A	IR FUNCT CLASS	
042-0	TYPE SERVICE	15	095-0	RDWY IMPROVE COST		029-0A	IR AADT	0
043-1	MAJ SPAN TYPE	1121	096-0	TOTAL PROJECT COST	000000	030-0A	IR YEAR OF ADT	
043-2	MAJ APP SPAN TYPE		097-0	YR IMPROVE COST EST		100-0A	IR DEF HWY DESGIN	
043-3	MIN APP SPAN TYPE		098-0	BORDER BRIDGE		101-0A	IR PAR STR DESIG	
043-4	CULVERT TYPE		099-0	BORDER STR NO		102-0A	IR DIR OF TRAF	
043-5	TUNNEL TYPE		100-0	DEFENSE HWY DESIGN	0	103-0A	IR TEMP STR DESIGN	
044-1	SUBSTR MAIN SPAN	341	101-0	PARALLEL STR DESIGN	R	104-0A	IR N H S	
044-2	SUBSTR MAJ APP SPAN		102-0	DIR OF TRAFFIC	1	109-0A	IR AADT TRK PCT	
044-3	SUBSTR MIN APP SPAN		103-0	TEMP STR DESIGN		110-0A	IR DESIG NAT NETWRK	
045-1	NO MAIN SPAN	6	104-0	N H S	1	114-0A	IR FUTURE AADT	0
045-2	NO MAJ APPR SPAN		105-0	FED LANDS HWY	0	115-0A	IR YEAR OF AADT	

Texas Department of Transportation
Bridge Division
PONTEX Detail Bridge Report

9/4/2015 4:29:10 PM

STRUCTURE NUMBER: 03-049-0-0044-08-089

(006-1) Feature Crossed: DOZIER CREEK

(007-0) Facility Carried: US 82 WB

(009-0) LOCATION: 1.0 MI W OF IH 35

ITEM #	Description	Value	ITEM #	Description	Value	ITEM #	Description	Value
005-1	STRUCTURE FUNCTION	1	045-3	NO MIN APPR SPAN		106-0	YR RECONST	0
004-0	CITY CODE	15630	046-0	TOTAL NUBER SPANS	6	106-1	WIDENING CODE	0
005-2	HWY SYS	12	047-0	TOTAL HORIZ CLR	38.30	107-1	DECK STR TYPE MAIN SPAN	1
005-3	RT DESIGN	1	048-0	MAX SPAN LENGTH	30	108-1	MAINSPAN WEAR SF	688
005-4	HWY NO	0082	049-0	STR LENGTH	182	107-2	STR TYPE MAJ APP SP	N
005-5	ROUTE DIR	0	050-1	LEFT SIDEWALK	0	108-2	MAJ APP SPN WEAR SF	NNN
006-2	CRIT BRDG		050-2	RIGHT SIDEWALK	0	107-3	STR TYPE MIN APP SP	N
010-0	RT MIN VERT CLR	9999	051-0	ROADWAY WIDTH	38.30	108-3	MIN APP SPN WEAR SF	NNN
011-0	MI-POINT	38.459	052-0	DECK WIDTH	40.30	109-0	AADT TRK PRECENT	2
011-1	MIPT DATE (PRI)	198312	053-0	VERT CLR OV	99FT 99IN	110-0	DESIGN NATION NETWORK	0
011-2	REF-MKR and DISP	0608+00500	054-1	VERT CLR REF FEAT	N	111-0	PIER/ABUT PROTECT	
011-A1	MIPT DATE (IR)		054-2	VERT CLR UN	0 FT 0IN	112-0	NBIS BRIDGE LENGTH	Y
012-0	BASE HWY NETWORK		055-1	LAT CUR REF FEAT	N	113-0	SCOUR CRITI BRDG	8
013-1	LRS INVENTORY		055-2	RIGHT LAT CLEAR	99.90	113-1	SCOUR VULNERABILITY	
013-2	LRS SUB RT.		056-0	LEFT LAT CLEAR	0	114-0	FUTURE AADT	17500
016-0	LATITUDE (D/M/S)	33382753	058-0	DECK COND	7	115-0	FUTURE AADT YEAR	2031
016-1	GPS LAT (DEG)	33.64098025	059-0	SUPERSTR COND	7	116-0	MIN NAVIG VERT CLR	
017-0	LONGITUDE (D/M/S)	097101916	060-0	SUBSTR COND	6	119-0	COST ORIGIN CONSTR	
017-1	GPS LONG (DEG)	-97.17198935	061-0	CHANN-PROTECT	5	120-0	DEFI / OBSO / 10YR RULE	
017-2	COLLECTION METHOD	1	062-0	CULVERT	N	121-0	SUFF RATING	97.80
019-0	BYPASS LENGTH	1	063-0	METHOD OPR RATING	1	122-0	X-REF PRIMARY RT ID	
020-0	TOLL	3	064-0	OPERATIONAL RATING	249	123-0	X-REF STR FUNC PRIMARY RT	
021-0	MAINT RESPON	01	065-0	RDWY APPR COND	7	124-0	X-REFIR ID	
022-0	OWNER	01	065-1	METHOD INV RATING	1	125-0	X-REF STR FUNC IR	
022-1	MAINT SECT NO	04	066-0	INVENTORY RATING	236	126-0	DIST USE	`
023-1	PROJECT TYPE	5	067-0	STR EVALUATION	6	128-0	OV HEIGHT DAMAGE	N
023-2	CONT / SEC / JOB	004408025	068-0	DECK GEOMETRY	7			
026-0	FUNCT. CLASS	13	069-0	JUD CLR VERT / HORZ	N	008-4A	IR CONTROL	
027-0	YR ORIGIN BUILT	1963	070-0	BRIDGE POSTING	5	008-5A	IR SECTION	
028-1	LANES ON STR	02	071-0	WATERWAY ADQEUACY	6	011-0A	IR MILEPOINT	
028-2	LANES UNDER STR	00	072-0	APPR RDWY ALIGN	8	008-6A	IR STR NO	
029-0	AADT	12500	075-0	TYPE WORK-REPLACE		008-3A	IR DUPL OVER	
030-0	YR OF AADT	2011	076-0	LENGTH IMPROVEMENT	0	005-1A	IR FUNCTION	
031-0	DESIGN LOAD	4	088-0	ST-FRAC-CRIT/STEEL	NNNN	005-3A	IR DESIGNAT	
032-0	APPROACH WIDTH	39	090-0	LAST INSP(MMDDYYYY)	1/16/2014	005-2A	IR HWY SYS	
033-0	MEDIAN	0	091-0	DESIGNAT INSP FREQ	24	005-4A	IR HWY NO	
034-0	SKEW	0	092-1	FRACT/CRITI DETIAL	N	005-5A	IR DIR	
035-0	STR F:AGGED	0	092-2	UNDERWATER INSP	N	011-2A	IR REF-MKR/DISP	
036-0	TRAF SAFETY FEAT	1001	092-3	OTHER SPECIAL INSP	N	047-0A	IR HORIZ CLR	
037-0	HISTORICAL SIGNIF	3	092-1-2	FRACT/CRIT FREQUENCY		010-0A	IR RT MIN VET CLR	0
038-0	NAVIG CNTL	0	092-2-2	UNDERWATER FREQUENCY		012-0A	IR BASE HWY NETWK	
039-0	NAVIG VERT CUR	0	092-3-2	OTHER SPECIAL FREQUENCY		013-1A	IR LRS HWY	
040-0	NAVIG HORIZ CUR	0	093-1	FRACT/CRITI (MMYYYY)		013-2A	IR LRS SUB RT	
041-0	OPER. STATUS	A	093-2	UNWATER INSP (MMYYYY)		019-0A	IR BYPASS LGTH	
041-1	LOAD TYPE	N	093-3	OT/SPEC INSP (MMYYYY)		020-0A	IR TOLL	
041-2	LOAD IN 1000 LBS	NNN	094-0	BDG IMPROVE COST		026-0A	IR FUNCT CLASS	
042-0	TYPE SERVICE	15	095-0	RDWY IMPROVE COST		029-0A	IR AADT	0
043-1	MAJ SPAN TYPE	1125	096-0	TOTAL PROJECT COST	000000	030-0A	IR YEAR OF ADT	
043-2	MAJ APP SPAN TYPE		097-0	YR IMPROVE COST EST		100-0A	IR DEF HWY DESGIN	
043-3	MIN APP SPAN TYPE		098-0	BORDER BRIDGE		101-0A	IR PAR STR DESIG	
043-4	CULVERT TYPE		099-0	BORDER STR NO		102-0A	IR DIR OF TRAF	
043-5	TUNNEL TYPE		100-0	DEFENSE HWY DESIGN	0	103-0A	IR TEMP STR DESIGN	
044-1	SUBSTR MAIN SPAN	341	101-0	PARALLEL STR DESIGN	L	104-0A	IR N H S	
044-2	SUBSTR MAJ APP SPAN		102-0	DIR OF TRAFFIC	1	109-0A	IR AADT TRK PCT	
044-3	SUBSTR MIN APP SPAN		103-0	TEMP STR DESIGN		110-0A	IR DESIG NAT NETWRK	
045-1	NO MAIN SPAN	6	104-0	N H S	1	114-0A	IR FUTURE AADT	0
045-2	NO MAJ APPR SPAN		105-0	FED LANDS HWY	0	115-0A	IR YEAR OF AADT	

STRUCTURE NUMBER: 03-049-0-0045-01-002

(006-1) Feature Crossed: ROCK CREEK

Texas Department of Transportation
Bridge Division
PONTEX Detail Bridge Report

9/4/2015 4:33:26 PM

(007-0) Facility Carried: US 82 EB

(009-0) LOCATION: 1.0 MI W OF FM 371

ITEM #	Description	Value	ITEM #	Description	Value	ITEM #	Description	Value
005-1	STRUCTURE FUNCTION	1	045-3	NO MIN APPR SPAN		106-0	YR RECONST	1969
004-0	CITY CODE	15630	046-0	TOTAL NUBER SPANS	4	106-1	WIDENING CODE	5
005-2	HWY SYS	12	047-0	TOTAL HORIZ CLR	41	107-1	DECK STR TYPE MAIN SPAN	1
005-3	RT DESIGN	1	048-0	MAX SPAN LENGTH	27	108-1	MAINSPAN WEAR SF	688
005-4	HWY NO	0082	049-0	STR LENGTH	106	107-2	STR TYPE MAJ APP SP	N
005-5	ROUTE DIR	0	050-1	LEFT SIDEWALK	0	108-2	MAJ APP SPN WEAR SF	NNN
006-2	CRIT BRDG		050-2	RIGHT SIDEWALK	0	107-3	STR TYPE MIN APP SP	N
010-0	RT MIN VERT CLR	9999	051-0	ROADWAY WIDTH	41	108-3	MIN APP SPN WEAR SF	NNN
011-0	MI-POINT	22.733	052-0	DECK WIDTH	43	109-0	AADT TRK PRECENT	2
011-1	MIPT DATE (PRI)	197405	053-0	VERT CLR OV	99FT 99IN	110-0	DESIGN NATION NETWORK	0
011-2	REF-MKR and DISP	0612+00742	054-1	VERT CLR REF FEAT	N	111-0	PIER/ABUT PROTECT	
011-A1	MIPT DATE (IR)		054-2	VERT CLR UN	0 FT 0IN	112-0	NBIS BRIDGE LENGTH	Y
012-0	BASE HWY NETWORK		055-1	LAT CUR REF FEAT	N	113-0	SCOUR CRITI BRDG	8
013-1	LRS INVENTORY		055-2	RIGHT LAT CLEAR	99.90	113-1	SCOUR VULNERABILITY	
013-2	LRS SUB RT.		056-0	LEFT LAT CLEAR	0	114-0	FUTURE AADT	12740
016-0	LATITUDE (D/M/S)	33384048	058-0	DECK COND	6	115-0	FUTURE AADT YEAR	2031
016-1	GPS LAT (DEG)	33.64457876	059-0	SUPERSTR COND	6	116-0	MIN NAVIG VERT CLR	
017-0	LONGITUDE (D/M/S)	097055377	060-0	SUBSTR COND	6	119-0	COST ORIGIN CONSTR	
017-1	GPS LONG (DEG)	-97.09826861	061-0	CHANN-PROTECT	5	120-0	DEFI / OBSO / 10YR RULE	
017-2	COLLECTION METHOD	4	062-0	CULVERT	N	121-0	SUFF RATING	90.80
019-0	BYPASS LENGTH	1	063-0	METHOD OPR RATING	5	122-0	X-REF PRIMARY RT ID	
020-0	TOLL	3	064-0	OPERATIONAL RATING	236	123-0	X-REF STR FUNC PRIMARY RT	
021-0	MAINT RESPON	01	065-0	RDWY APPR COND	7	124-0	X-REFIR ID	
022-0	OWNER	01	065-1	METHOD INV RATING	5	125-0	X-REF STR FUNC IR	
022-1	MAINT SECT NO	04	066-0	INVENTORY RATING	227	126-0	DIST USE	`
023-1	PROJECT TYPE	5	067-0	STR EVALUATION	6	128-0	OV HEIGHT DAMAGE	N
023-2	CONT / SEC / JOB	004501022	068-0	DECK GEOMETRY	7			
026-0	FUNCT. CLASS	13	069-0	JUD CLR VERT / HORZ	N	008-4A	IR CONTROL	
027-0	YR ORIGIN BUILT	1932	070-0	BRIDGE POSTING	5	008-5A	IR SECTION	
028-1	LANES ON STR	02	071-0	WATERWAY ADQEUACY	6	011-0A	IR MILEPOINT	
028-2	LANES UNDER STR	00	072-0	APPR RDWY ALIGN	8	008-6A	IR STR NO	
029-0	AADT	9100	075-0	TYPE WORK-REPLACE		008-3A	IR DUPL OVER	
030-0	YR OF AADT	2011	076-0	LENGTH IMPROVEMENT	0	005-1A	IR FUNCTION	
031-0	DESIGN LOAD	4	088-0	ST-FRAC-CRIT/STEEL	NNNN	005-3A	IR DESIGNAT	
032-0	APPROACH WIDTH	37	090-0	LAST INSP(MMDDYYYY)	1/14/2014	005-2A	IR HWY SYS	
033-0	MEDIAN	0	091-0	DESIGNAT INSP FREQ	24	005-4A	IR HWY NO	
034-0	SKEW	0	092-1	FRACT/CRITI DETIAL	N	005-5A	IR DIR	
035-0	STR F:AGGED	0	092-2	UNDERWATER INSP	N	011-2A	IR REF-MKR/DISP	
036-0	TRAF SAFETY FEAT	1001	092-3	OTHER SPECIAL INSP	N	047-0A	IR HORIZ CLR	
037-0	HISTORICAL SIGNIF	3	092-1-2	FRACT/CRIT FREQUENCY		010-0A	IR RT MIN VET CLR	0
038-0	NAVIG CNTL	0	092-2-2	UNDERWATER FREQUENCY		012-0A	IR BASE HWY NETWK	
039-0	NAVIG VERT CUR	0	092-3-2	OTHER SPECIAL FREQUENCY		013-1A	IR LRS HWY	
040-0	NAVIG HORIZ CUR	0	093-1	FRACT/CRITI (MMYYYY)		013-2A	IR LRS SUB RT	
041-0	OPER. STATUS	A	093-2	UNWATER INSP (MMYYYY)		019-0A	IR BYPASS LGTH	
041-1	LOAD TYPE	N	093-3	OT/SPEC INSP (MMYYYY)		020-0A	IR TOLL	
041-2	LOAD IN 1000 LBS	NNN	094-0	BDG IMPROVE COST		026-0A	IR FUNCT CLASS	
042-0	TYPE SERVICE	15	095-0	RDWY IMPROVE COST		029-0A	IR AADT	0
043-1	MAJ SPAN TYPE	1121	096-0	TOTAL PROJECT COST	000000	030-0A	IR YEAR OF ADT	
043-2	MAJ APP SPAN TYPE		097-0	YR IMPROVE COST EST		100-0A	IR DEF HWY DESGIN	
043-3	MIN APP SPAN TYPE		098-0	BORDER BRIDGE		101-0A	IR PAR STR DESIG	
043-4	CULVERT TYPE		099-0	BORDER STR NO		102-0A	IR DIR OF TRAF	
043-5	TUNNEL TYPE		100-0	DEFENSE HWY DESIGN	0	103-0A	IR TEMP STR DESIGN	
044-1	SUBSTR MAIN SPAN	121	101-0	PARALLEL STR DESIGN	R	104-0A	IR N H S	
044-2	SUBSTR MAJ APP SPAN		102-0	DIR OF TRAFFIC	1	109-0A	IR AADT TRK PCT	
044-3	SUBSTR MIN APP SPAN		103-0	TEMP STR DESIGN		110-0A	IR DESIG NAT NETWRK	
045-1	NO MAIN SPAN	4	104-0	N H S	1	114-0A	IR FUTURE AADT	0
045-2	NO MAJ APPR SPAN		105-0	FED LANDS HWY	0	115-0A	IR YEAR OF AADT	

Texas Department of Transportation
Bridge Division
PONTEX Detail Bridge Report

9/4/2015 4:34:30 PM

STRUCTURE NUMBER: 03-049-0-0045-01-003

(006-1) Feature Crossed: WHEELER CREEK

(007-0) Facility Carried: US 82 EB

(009-0) LOCATION: 0.5 MI W OF FM 371

ITEM #	Description	Value	ITEM #	Description	Value	ITEM #	Description	Value
005-1	STRUCTURE FUNCTION	1	045-3	NO MIN APPR SPAN		106-0	YR RECONST	1969
004-0	CITY CODE	00000	046-0	TOTAL NUBER SPANS	5	106-1	WIDENING CODE	5
005-2	HWY SYS	12	047-0	TOTAL HORIZ CLR	41	107-1	DECK STR TYPE MAIN SPAN	1
005-3	RT DESIGN	1	048-0	MAX SPAN LENGTH	27	108-1	MAINSPAN WEAR SF	688
005-4	HWY NO	0082	049-0	STR LENGTH	133	107-2	STR TYPE MAJ APP SP	N
005-5	ROUTE DIR	0	050-1	LEFT SIDEWALK	0	108-2	MAJ APP SPN WEAR SF	NNN
006-2	CRIT BRDG		050-2	RIGHT SIDEWALK	0	107-3	STR TYPE MIN APP SP	N
010-0	RT MIN VERT CLR	9999	051-0	ROADWAY WIDTH	41	108-3	MIN APP SPN WEAR SF	NNN
011-0	MI-POINT	23.177	052-0	DECK WIDTH	44.30	109-0	AADT TRK PRECENT	2
011-1	MIPT DATE (PRI)	197405	053-0	VERT CLR OV	99FT 99IN	110-0	DESIGN NATION NETWORK	0
011-2	REF-MKR and DISP	0612+01186	054-1	VERT CLR REF FEAT	N	111-0	PIER/ABUT PROTECT	
011-A1	MIPT DATE (IR)		054-2	VERT CLR UN	0 FT 0IN	112-0	NBIS BRIDGE LENGTH	Y
012-0	BASE HWY NETWORK		055-1	LAT CUR REF FEAT	N	113-0	SCOUR CRITI BRDG	8
013-1	LRS INVENTORY		055-2	RIGHT LAT CLEAR	99.90	113-1	SCOUR VULNERABILITY	
013-2	LRS SUB RT.		056-0	LEFT LAT CLEAR	0	114-0	FUTURE AADT	12740
016-0	LATITUDE (D/M/S)	33384278	058-0	DECK COND	6	115-0	FUTURE AADT YEAR	2031
016-1	GPS LAT (DEG)	33.64521676	059-0	SUPERSTR COND	6	116-0	MIN NAVIG VERT CLR	
017-0	LONGITUDE (D/M/S)	097052569	060-0	SUBSTR COND	5	119-0	COST ORIGIN CONSTR	
017-1	GPS LONG (DEG)	-97.09047036	061-0	CHANN-PROTECT	6	120-0	DEFI / OBSO / 10YR RULE	
017-2	COLLECTION METHOD	1	062-0	CULVERT	N	121-0	SUFF RATING	79.70
019-0	BYPASS LENGTH	1	063-0	METHOD OPR RATING	5	122-0	X-REF PRIMARY RT ID	
020-0	TOLL	3	064-0	OPERATIONAL RATING	236	123-0	X-REF STR FUNC PRIMARY RT	
021-0	MAINT RESPON	01	065-0	RDWY APPR COND	7	124-0	X-REFIR ID	
022-0	OWNER	01	065-1	METHOD INV RATING	5	125-0	X-REF STR FUNC IR	
022-1	MAINT SECT NO	04	066-0	INVENTORY RATING	227	126-0	DIST USE	`
023-1	PROJECT TYPE	5	067-0	STR EVALUATION	5	128-0	OV HEIGHT DAMAGE	N
023-2	CONT / SEC / JOB	004501022	068-0	DECK GEOMETRY	7			
026-0	FUNCT. CLASS	02	069-0	JUD CLR VERT / HORZ	N	008-4A	IR CONTROL	
027-0	YR ORIGIN BUILT	1932	070-0	BRIDGE POSTING	5	008-5A	IR SECTION	
028-1	LANES ON STR	02	071-0	WATERWAY ADQEUACY	6	011-0A	IR MILEPOINT	
028-2	LANES UNDER STR	00	072-0	APPR RDWY ALIGN	8	008-6A	IR STR NO	
029-0	AADT	9100	075-0	TYPE WORK-REPLACE		008-3A	IR DUPL OVER	
030-0	YR OF AADT	2011	076-0	LENGTH IMPROVEMENT	0	005-1A	IR FUNCTION	
031-0	DESIGN LOAD	4	088-0	ST-FRAC-CRIT/STEEL	NNNN	005-3A	IR DESIGNAT	
032-0	APPROACH WIDTH	38	090-0	LAST INSP(MMDDYYYY)	1/14/2014	005-2A	IR HWY SYS	
033-0	MEDIAN	0	091-0	DESIGNAT INSP FREQ	24	005-4A	IR HWY NO	
034-0	SKEW	0	092-1	FRACT/CRITI DETIAL	N	005-5A	IR DIR	
035-0	STR F:AGGED	0	092-2	UNDERWATER INSP	N	011-2A	IR REF-MKR/DISP	
036-0	TRAF SAFETY FEAT	1001	092-3	OTHER SPECIAL INSP	N	047-0A	IR HORIZ CLR	
037-0	HISTORICAL SIGNIF	3	092-1-2	FRACT/CRIT FREQUENCY		010-0A	IR RT MIN VET CLR	0
038-0	NAVIG CNTL	0	092-2-2	UNDERWATER FREQUENCY		012-0A	IR BASE HWY NETWK	
039-0	NAVIG VERT CUR	0	092-3-2	OTHER SPECIAL FREQUENCY		013-1A	IR LRS HWY	
040-0	NAVIG HORIZ CUR	0	093-1	FRACT/CRITI (MMYYYY)		013-2A	IR LRS SUB RT	
041-0	OPER. STATUS	A	093-2	UNWATER INSP (MMYYYY)		019-0A	IR BYPASS LGTH	
041-1	LOAD TYPE	N	093-3	OT/SPEC INSP (MMYYYY)		020-0A	IR TOLL	
041-2	LOAD IN 1000 LBS	NNN	094-0	BDG IMPROVE COST		026-0A	IR FUNCT CLASS	
042-0	TYPE SERVICE	15	095-0	RDWY IMPROVE COST		029-0A	IR AADT	0
043-1	MAJ SPAN TYPE	1121	096-0	TOTAL PROJECT COST	000000	030-0A	IR YEAR OF ADT	
043-2	MAJ APP SPAN TYPE		097-0	YR IMPROVE COST EST		100-0A	IR DEF HWY DESGIN	
043-3	MIN APP SPAN TYPE		098-0	BORDER BRIDGE		101-0A	IR PAR STR DESIG	
043-4	CULVERT TYPE		099-0	BORDER STR NO		102-0A	IR DIR OF TRAF	
043-5	TUNNEL TYPE		100-0	DEFENSE HWY DESIGN	0	103-0A	IR TEMP STR DESIGN	
044-1	SUBSTR MAIN SPAN	121	101-0	PARALLEL STR DESIGN	R	104-0A	IR N H S	
044-2	SUBSTR MAJ APP SPAN		102-0	DIR OF TRAFFIC	1	109-0A	IR AADT TRK PCT	
044-3	SUBSTR MIN APP SPAN		103-0	TEMP STR DESIGN		110-0A	IR DESIG NAT NETWRK	
045-1	NO MAIN SPAN	5	104-0	N H S	1	114-0A	IR FUTURE AADT	0
045-2	NO MAJ APPR SPAN		105-0	FED LANDS HWY	0	115-0A	IR YEAR OF AADT	

STRUCTURE NUMBER: 03-049-0-0045-01-004

(006-1) Feature Crossed: INDIAN CREEK

Texas Department of Transportation
Bridge Division
PONTEX Detail Bridge Report

9/4/2015 4:39:40 PM

(007-0) Facility Carried: US 82

(009-0) LOCATION: 2.0 MI E OF FM 371

ITEM #	Description	Value	ITEM #	Description	Value	ITEM #	Description	Value
005-1	STRUCTURE FUNCTION	1	045-3	NO MIN APPR SPAN		106-0	YR RECONST	1969
004-0	CITY CODE	30630	046-0	TOTAL NUBER SPANS	4	106-1	WIDENING CODE	5
005-2	HWY SYS	12	047-0	TOTAL HORIZ CLR	38.50	107-1	DECK STR TYPE MAIN SPAN	N
005-3	RT DESIGN	1	048-0	MAX SPAN LENGTH	6	108-1	MAINSPAN WEAR SF	NNN
005-4	HWY NO	0082	049-0	STR LENGTH	27	107-2	STR TYPE MAJ APP SP	N
005-5	ROUTE DIR	0	050-1	LEFT SIDEWALK	0	108-2	MAJ APP SPN WEAR SF	NNN
006-2	CRIT BRDG		050-2	RIGHT SIDEWALK	0	107-3	STR TYPE MIN APP SP	N
010-0	RT MIN VERT CLR	9999	051-0	ROADWAY WIDTH	0	108-3	MIN APP SPN WEAR SF	NNN
011-0	MI-POINT	25.806	052-0	DECK WIDTH	0	109-0	AADT TRK PRECENT	2
011-1	MIPT DATE (PRI)	197405	053-0	VERT CLR OV	99FT 99IN	110-0	DESIGN NATION NETWORK	0
011-2	REF-MKR and DISP	0614+01792	054-1	VERT CLR REF FEAT	N	111-0	PIER/ABUT PROTECT	
011-A1	MIPT DATE (IR)		054-2	VERT CLR UN	0 FT 0IN	112-0	NBIS BRIDGE LENGTH	Y
012-0	BASE HWY NETWORK		055-1	LAT CUR REF FEAT	N	113-0	SCOUR CRITI BRDG	8
013-1	LRS INVENTORY		055-2	RIGHT LAT CLEAR	99.90	113-1	SCOUR VULNERABILITY	
013-2	LRS SUB RT.		056-0	LEFT LAT CLEAR	0	114-0	FUTURE AADT	20020
016-0	LATITUDE (D/M/S)	33385891	058-0	DECK COND	N	115-0	FUTURE AADT YEAR	2031
016-1	GPS LAT (DEG)	33.64969774	059-0	SUPERSTR COND	N	116-0	MIN NAVIG VERT CLR	
017-0	LONGITUDE (D/M/S)	097024448	060-0	SUBSTR COND	N	119-0	COST ORIGIN CONSTR	
017-1	GPS LONG (DEG)	-97.04568991	061-0	CHANN-PROTECT	6	120-0	DEFI / OBSO / 10YR RULE	
017-2	COLLECTION METHOD	4	062-0	CULVERT	6	121-0	SUFF RATING	73
019-0	BYPASS LENGTH	1	063-0	METHOD OPR RATING	5	122-0	X-REF PRIMARY RT ID	
020-0	TOLL	3	064-0	OPERATIONAL RATING	236	123-0	X-REF STR FUNC PRIMARY RT	
021-0	MAINT RESPON	01	065-0	RDWY APPR COND	7	124-0	X-REFIR ID	
022-0	OWNER	01	065-1	METHOD INV RATING	5	125-0	X-REF STR FUNC IR	
022-1	MAINT SECT NO	04	066-0	INVENTORY RATING	227	126-0	DIST USE	`
023-1	PROJECT TYPE	5	067-0	STR EVALUATION	6	128-0	OV HEIGHT DAMAGE	
023-2	CONT / SEC / JOB	004501013	068-0	DECK GEOMETRY	N			
026-0	FUNCT. CLASS	02	069-0	JUD CLR VERT / HORZ	N	008-4A	IR CONTROL	
027-0	YR ORIGIN BUILT	1932	070-0	BRIDGE POSTING	5	008-5A	IR SECTION	
028-1	LANES ON STR	04	071-0	WATERWAY ADQEUACY	6	011-0A	IR MILEPOINT	
028-2	LANES UNDER STR	00	072-0	APPR RDWY ALIGN	8	008-6A	IR STR NO	
029-0	AADT	14300	075-0	TYPE WORK-REPLACE		008-3A	IR DUPL OVER	
030-0	YR OF AADT	2011	076-0	LENGTH IMPROVEMENT	0	005-1A	IR FUNCTION	
031-0	DESIGN LOAD	2	088-0	ST-FRAC-CRIT/STEEL	NNNN	005-3A	IR DESIGNAT	
032-0	APPROACH WIDTH	76	090-0	LAST INSP(MMDDYYYY)	1/15/2014	005-2A	IR HWY SYS	
033-0	MEDIAN	2	091-0	DESIGNAT INSP FREQ	24	005-4A	IR HWY NO	
034-0	SKEW	0	092-1	FRACT/CRITI DETIAL	N	005-5A	IR DIR	
035-0	STR F:AGGED	0	092-2	UNDERWATER INSP	N	011-2A	IR REF-MKR/DISP	
036-0	TRAF SAFETY FEAT	0000	092-3	OTHER SPECIAL INSP	N	047-0A	IR HORIZ CLR	
037-0	HISTORICAL SIGNIF	3	092-1-2	FRACT/CRIT FREQUENCY		010-0A	IR RT MIN VET CLR	0
038-0	NAVIG CNTL	0	092-2-2	UNDERWATER FREQUENCY		012-0A	IR BASE HWY NETWK	
039-0	NAVIG VERT CUR	0	092-3-2	OTHER SPECIAL FREQUENCY		013-1A	IR LRS HWY	
040-0	NAVIG HORIZ CUR	0	093-1	FRACT/CRITI (MMYYYY)		013-2A	IR LRS SUB RT	
041-0	OPER. STATUS	A	093-2	UNWATER INSP (MMYYYY)		019-0A	IR BYPASS LGTH	
041-1	LOAD TYPE	N	093-3	OT/SPEC INSP (MMYYYY)		020-0A	IR TOLL	
041-2	LOAD IN 1000 LBS	NNN	094-0	BDG IMPROVE COST		026-0A	IR FUNCT CLASS	
042-0	TYPE SERVICE	15	095-0	RDWY IMPROVE COST		029-0A	IR AADT	0
043-1	MAJ SPAN TYPE		096-0	TOTAL PROJECT COST	000000	030-0A	IR YEAR OF ADT	
043-2	MAJ APP SPAN TYPE		097-0	YR IMPROVE COST EST		100-0A	IR DEF HWY DESGIN	
043-3	MIN APP SPAN TYPE		098-0	BORDER BRIDGE		101-0A	IR PAR STR DESIG	
043-4	CULVERT TYPE	23	099-0	BORDER STR NO		102-0A	IR DIR OF TRAF	
043-5	TUNNEL TYPE		100-0	DEFENSE HWY DESIGN	0	103-0A	IR TEMP STR DESIGN	
044-1	SUBSTR MAIN SPAN		101-0	PARALLEL STR DESIGN	N	104-0A	IR N H S	
044-2	SUBSTR MAJ APP SPAN		102-0	DIR OF TRAFFIC	2	109-0A	IR AADT TRK PCT	
044-3	SUBSTR MIN APP SPAN		103-0	TEMP STR DESIGN		110-0A	IR DESIG NAT NETWRK	
045-1	NO MAIN SPAN	4	104-0	N H S	1	114-0A	IR FUTURE AADT	0
045-2	NO MAJ APPR SPAN		105-0	FED LANDS HWY	0	115-0A	IR YEAR OF AADT	

Texas Department of Transportation
Bridge Division
PONTEX Detail Bridge Report

9/4/2015 4:31:48 PM

STRUCTURE NUMBER: 03-049-0-0045-01-109

(006-1) Feature Crossed: PECAN CREEK

(007-0) Facility Carried: US 82 WB

(009-0) LOCATION: 0.8 MI E OF IH 35

ITEM #	Description	Value	ITEM #	Description	Value	ITEM #	Description	Value
005-1	STRUCTURE FUNCTION	1	045-3	NO MIN APPR SPAN		106-0	YR RECONST	1992
004-0	CITY CODE	15630	046-0	TOTAL NUBER SPANS	3	106-1	WIDENING CODE	1
005-2	HWY SYS	12	047-0	TOTAL HORIZ CLR	38.50	107-1	DECK STR TYPE MAIN SPAN	1
005-3	RT DESIGN	1	048-0	MAX SPAN LENGTH	50	108-1	MAINSPAN WEAR SF	188
005-4	HWY NO	0082	049-0	STR LENGTH	151	107-2	STR TYPE MAJ APP SP	N
005-5	ROUTE DIR	0	050-1	LEFT SIDEWALK	0	108-2	MAJ APP SPN WEAR SF	NNN
006-2	CRIT BRDG		050-2	RIGHT SIDEWALK	0	107-3	STR TYPE MIN APP SP	N
010-0	RT MIN VERT CLR	9999	051-0	ROADWAY WIDTH	38.50	108-3	MIN APP SPN WEAR SF	NNN
011-0	MI-POINT	20.296	052-0	DECK WIDTH	40.20	109-0	AADT TRK PRECENT	2
011-1	MIPT DATE (PRI)	197405	053-0	VERT CLR OV	99FT 99IN	110-0	DESIGN NATION NETWORK	0
011-2	REF-MKR and DISP	0610+00298	054-1	VERT CLR REF FEAT	N	111-0	PIER/ABUT PROTECT	
011-A1	MIPT DATE (IR)		054-2	VERT CLR UN	0 FT 0IN	112-0	NBIS BRIDGE LENGTH	Y
012-0	BASE HWY NETWORK		055-1	LAT CUR REF FEAT	N	113-0	SCOUR CRITI BRDG	8
013-1	LRS INVENTORY		055-2	RIGHT LAT CLEAR	99.90	113-1	SCOUR VULNERABILITY	
013-2	LRS SUB RT.		056-0	LEFT LAT CLEAR	0	114-0	FUTURE AADT	17500
016-0	LATITUDE (D/M/S)	33382761	058-0	DECK COND	7	115-0	FUTURE AADT YEAR	2031
016-1	GPS LAT (DEG)	33.64100375	059-0	SUPERSTR COND	6	116-0	MIN NAVIG VERT CLR	
017-0	LONGITUDE (D/M/S)	097082640	060-0	SUBSTR COND	6	119-0	COST ORIGIN CONSTR	
017-1	GPS LONG (DEG)	-97.14066599	061-0	CHANN-PROTECT	6	120-0	DEFI / OBSO / 10YR RULE	
017-2	COLLECTION METHOD	1	062-0	CULVERT	N	121-0	SUFF RATING	97.80
019-0	BYPASS LENGTH	1	063-0	METHOD OPR RATING	1	122-0	X-REF PRIMARY RT ID	
020-0	TOLL	3	064-0	OPERATIONAL RATING	249	123-0	X-REF STR FUNC PRIMARY RT	
021-0	MAINT RESPON	01	065-0	RDWY APPR COND	6	124-0	X-REFIR ID	
022-0	OWNER	01	065-1	METHOD INV RATING	1	125-0	X-REF STR FUNC IR	
022-1	MAINT SECT NO	04	066-0	INVENTORY RATING	236	126-0	DIST USE	`
023-1	PROJECT TYPE	5	067-0	STR EVALUATION	6	128-0	OV HEIGHT DAMAGE	N
023-2	CONT / SEC / JOB	004501013	068-0	DECK GEOMETRY	7			
026-0	FUNCT. CLASS	13	069-0	JUD CLR VERT / HORZ	N	008-4A	IR CONTROL	
027-0	YR ORIGIN BUILT	1958	070-0	BRIDGE POSTING	5	008-5A	IR SECTION	
028-1	LANES ON STR	02	071-0	WATERWAY ADQEUACY	8	011-0A	IR MILEPOINT	
028-2	LANES UNDER STR	00	072-0	APPR RDWY ALIGN	8	008-6A	IR STR NO	
029-0	AADT	12500	075-0	TYPE WORK-REPLACE	381	008-3A	IR DUPL OVER	
030-0	YR OF AADT	2011	076-0	LENGTH IMPROVEMENT	151	005-1A	IR FUNCTION	
031-0	DESIGN LOAD	2	088-0	ST-FRAC-CRIT/STEEL	NNN2	005-3A	IR DESIGNAT	
032-0	APPROACH WIDTH	38	090-0	LAST INSP(MMDDYYYY)	1/17/2014	005-2A	IR HWY SYS	
033-0	MEDIAN	0	091-0	DESIGNAT INSP FREQ	24	005-4A	IR HWY NO	
034-0	SKEW	0	092-1	FRACT/CRITI DETIAL	N	005-5A	IR DIR	
035-0	STR F:AGGED	0	092-2	UNDERWATER INSP	N	011-2A	IR REF-MKR/DISP	
036-0	TRAF SAFETY FEAT	1001	092-3	OTHER SPECIAL INSP	N	047-0A	IR HORIZ CLR	
037-0	HISTORICAL SIGNIF	3	092-1-2	FRACT/CRIT FREQUENCY		010-0A	IR RT MIN VET CLR	0
038-0	NAVIG CNTL	0	092-2-2	UNDERWATER FREQUENCY		012-0A	IR BASE HWY NETWK	
039-0	NAVIG VERT CUR	0	092-3-2	OTHER SPECIAL FREQUENCY		013-1A	IR LRS HWY	
040-0	NAVIG HORIZ CUR	0	093-1	FRACT/CRITI (MMYYYY)		013-2A	IR LRS SUB RT	
041-0	OPER. STATUS	A	093-2	UNWATER INSP (MMYYYY)		019-0A	IR BYPASS LGTH	
041-1	LOAD TYPE	N	093-3	OT/SPEC INSP (MMYYYY)		020-0A	IR TOLL	
041-2	LOAD IN 1000 LBS	NNN	094-0	BDG IMPROVE COST	000115	026-0A	IR FUNCT CLASS	
042-0	TYPE SERVICE	15	095-0	RDWY IMPROVE COST	000029	029-0A	IR AADT	0
043-1	MAJ SPAN TYPE	2111	096-0	TOTAL PROJECT COST	000144	030-0A	IR YEAR OF ADT	
043-2	MAJ APP SPAN TYPE		097-0	YR IMPROVE COST EST	2002	100-0A	IR DEF HWY DESGIN	
043-3	MIN APP SPAN TYPE		098-0	BORDER BRIDGE		101-0A	IR PAR STR DESIG	
043-4	CULVERT TYPE		099-0	BORDER STR NO		102-0A	IR DIR OF TRAF	
043-5	TUNNEL TYPE		100-0	DEFENSE HWY DESIGN	0	103-0A	IR TEMP STR DESIGN	
044-1	SUBSTR MAIN SPAN	341	101-0	PARALLEL STR DESIGN	L	104-0A	IR N H S	
044-2	SUBSTR MAJ APP SPAN		102-0	DIR OF TRAFFIC	1	109-0A	IR AADT TRK PCT	
044-3	SUBSTR MIN APP SPAN		103-0	TEMP STR DESIGN		110-0A	IR DESIG NAT NETWRK	
045-1	NO MAIN SPAN	3	104-0	N H S	1	114-0A	IR FUTURE AADT	0
045-2	NO MAJ APPR SPAN		105-0	FED LANDS HWY	0	115-0A	IR YEAR OF AADT	

STRUCTURE NUMBER: 03-049-0-0045-01-110

(006-1) Feature Crossed: PECAN CREEK

Texas Department of Transportation
Bridge Division
PONTEX Detail Bridge Report

9/4/2015 4:31:18 PM

(007-0) Facility Carried: US 82 EB

(009-0) LOCATION: 0.8 MI E OF IH 35

ITEM #	Description	Value	ITEM #	Description	Value	ITEM #	Description	Value
005-1	STRUCTURE FUNCTION	1	045-3	NO MIN APPR SPAN		106-0	YR RECONST	1992
004-0	CITY CODE	15630	046-0	TOTAL NUBER SPANS	3	106-1	WIDENING CODE	1
005-2	HWY SYS	12	047-0	TOTAL HORIZ CLR	38	107-1	DECK STR TYPE MAIN SPAN	1
005-3	RT DESIGN	1	048-0	MAX SPAN LENGTH	50	108-1	MAINSPAN WEAR SF	188
005-4	HWY NO	0082	049-0	STR LENGTH	151	107-2	STR TYPE MAJ APP SP	N
005-5	ROUTE DIR	0	050-1	LEFT SIDEWALK	0	108-2	MAJ APP SPN WEAR SF	NNN
006-2	CRIT BRDG		050-2	RIGHT SIDEWALK	0	107-3	STR TYPE MIN APP SP	N
010-0	RT MIN VERT CLR	9999	051-0	ROADWAY WIDTH	38	108-3	MIN APP SPN WEAR SF	NNN
011-0	MI-POINT	20.296	052-0	DECK WIDTH	40	109-0	AADT TRK PRECENT	2
011-1	MIPT DATE (PRI)	197405	053-0	VERT CLR OV	99FT 99IN	110-0	DESIGN NATION NETWORK	0
011-2	REF-MKR and DISP	0610+00298	054-1	VERT CLR REF FEAT	N	111-0	PIER/ABUT PROTECT	
011-A1	MIPT DATE (IR)		054-2	VERT CLR UN	0 FT 0IN	112-0	NBIS BRIDGE LENGTH	Y
012-0	BASE HWY NETWORK		055-1	LAT CUR REF FEAT	N	113-0	SCOUR CRITI BRDG	8
013-1	LRS INVENTORY		055-2	RIGHT LAT CLEAR	99.90	113-1	SCOUR VULNERABILITY	
013-2	LRS SUB RT.		056-0	LEFT LAT CLEAR	0	114-0	FUTURE AADT	17500
016-0	LATITUDE (D/M/S)	33382697	058-0	DECK COND	7	115-0	FUTURE AADT YEAR	2031
016-1	GPS LAT (DEG)	33.64082475	059-0	SUPERSTR COND	6	116-0	MIN NAVIG VERT CLR	
017-0	LONGITUDE (D/M/S)	097082631	060-0	SUBSTR COND	6	119-0	COST ORIGIN CONSTR	
017-1	GPS LONG (DEG)	-97.14064099	061-0	CHANN-PROTECT	6	120-0	DEFI / OBSO / 10YR RULE	
017-2	COLLECTION METHOD	1	062-0	CULVERT	N	121-0	SUFF RATING	97.80
019-0	BYPASS LENGTH	1	063-0	METHOD OPR RATING	1	122-0	X-REF PRIMARY RT ID	
020-0	TOLL	3	064-0	OPERATIONAL RATING	249	123-0	X-REF STR FUNC PRIMARY RT	
021-0	MAINT RESPON	01	065-0	RDWY APPR COND	7	124-0	X-REFIR ID	
022-0	OWNER	01	065-1	METHOD INV RATING	1	125-0	X-REF STR FUNC IR	
022-1	MAINT SECT NO	04	066-0	INVENTORY RATING	236	126-0	DIST USE	`
023-1	PROJECT TYPE	5	067-0	STR EVALUATION	6	128-0	OV HEIGHT DAMAGE	N
023-2	CONT / SEC / JOB	004501013	068-0	DECK GEOMETRY	7			
026-0	FUNCT. CLASS	13	069-0	JUD CLR VERT / HORZ	N	008-4A	IR CONTROL	
027-0	YR ORIGIN BUILT	1958	070-0	BRIDGE POSTING	5	008-5A	IR SECTION	
028-1	LANES ON STR	02	071-0	WATERWAY ADQEUACY	8	011-0A	IR MILEPOINT	
028-2	LANES UNDER STR	00	072-0	APPR RDWY ALIGN	8	008-6A	IR STR NO	
029-0	AADT	12500	075-0	TYPE WORK-REPLACE	381	008-3A	IR DUPL OVER	
030-0	YR OF AADT	2011	076-0	LENGTH IMPROVEMENT	151	005-1A	IR FUNCTION	
031-0	DESIGN LOAD	2	088-0	ST-FRAC-CRIT/STEEL	NNN2	005-3A	IR DESIGNAT	
032-0	APPROACH WIDTH	38	090-0	LAST INSP(MMDDYYYY)	1/17/2014	005-2A	IR HWY SYS	
033-0	MEDIAN	0	091-0	DESIGNAT INSP FREQ	24	005-4A	IR HWY NO	
034-0	SKEW	0	092-1	FRACT/CRITI DETIAL	N	005-5A	IR DIR	
035-0	STR F:AGGED	0	092-2	UNDERWATER INSP	N	011-2A	IR REF-MKR/DISP	
036-0	TRAF SAFETY FEAT	1001	092-3	OTHER SPECIAL INSP	N	047-0A	IR HORIZ CLR	
037-0	HISTORICAL SIGNIF	3	092-1-2	FRACT/CRIT FREQUENCY		010-0A	IR RT MIN VET CLR	0
038-0	NAVIG CNTL	0	092-2-2	UNDERWATER FREQUENCY		012-0A	IR BASE HWY NETWK	
039-0	NAVIG VERT CUR	0	092-3-2	OTHER SPECIAL FREQUENCY		013-1A	IR LRS HWY	
040-0	NAVIG HORIZ CUR	0	093-1	FRACT/CRITI (MMYYYY)		013-2A	IR LRS SUB RT	
041-0	OPER. STATUS	A	093-2	UNWATER INSP (MMYYYY)		019-0A	IR BYPASS LGTH	
041-1	LOAD TYPE	N	093-3	OT/SPEC INSP (MMYYYY)		020-0A	IR TOLL	
041-2	LOAD IN 1000 LBS	NNN	094-0	BDG IMPROVE COST	000115	026-0A	IR FUNCT CLASS	
042-0	TYPE SERVICE	15	095-0	RDWY IMPROVE COST	000029	029-0A	IR AADT	0
043-1	MAJ SPAN TYPE	2111	096-0	TOTAL PROJECT COST	000144	030-0A	IR YEAR OF ADT	
043-2	MAJ APP SPAN TYPE		097-0	YR IMPROVE COST EST	2002	100-0A	IR DEF HWY DESGIN	
043-3	MIN APP SPAN TYPE		098-0	BORDER BRIDGE		101-0A	IR PAR STR DESIG	
043-4	CULVERT TYPE		099-0	BORDER STR NO		102-0A	IR DIR OF TRAF	
043-5	TUNNEL TYPE		100-0	DEFENSE HWY DESIGN	0	103-0A	IR TEMP STR DESIGN	
044-1	SUBSTR MAIN SPAN	341	101-0	PARALLEL STR DESIGN	R	104-0A	IR N H S	
044-2	SUBSTR MAJ APP SPAN		102-0	DIR OF TRAFFIC	1	109-0A	IR AADT TRK PCT	
044-3	SUBSTR MIN APP SPAN		103-0	TEMP STR DESIGN		110-0A	IR DESIG NAT NETWRK	
045-1	NO MAIN SPAN	3	104-0	N H S	1	114-0A	IR FUTURE AADT	0
045-2	NO MAJ APPR SPAN		105-0	FED LANDS HWY	0	115-0A	IR YEAR OF AADT	

STRUCTURE NUMBER: 03-049-0-0045-01-194

(006-1) Feature Crossed: FM 372

Texas Department of Transportation
Bridge Division
PONTEX Detail Bridge Report

(007-0) Facility Carried: US 82 EB

(009-0) LOCATION: AT FM 372

9/4/2015 4:32:24 PM

ITEM #	Description	Value	ITEM #	Description	Value	ITEM #	Description	Value
005-1	STRUCTURE FUNCTION	1	045-3	NO MIN APPR SPAN		106-0	YR RECONST	0
004-0	CITY CODE	15630	046-0	TOTAL NUBER SPANS	4	106-1	WIDENING CODE	0
005-2	HWY SYS	12	047-0	TOTAL HORIZ CLR	36.50	107-1	DECK STR TYPE MAIN SPAN	1
005-3	RT DESIGN	1	048-0	MAX SPAN LENGTH	59	108-1	MAINSPAN WEAR SF	188
005-4	HWY NO	0082	049-0	STR LENGTH	197	107-2	STR TYPE MAJ APP SP	1
005-5	ROUTE DIR	0	050-1	LEFT SIDEWALK	0	108-2	MAJ APP SPN WEAR SF	101
006-2	CRIT BRDG		050-2	RIGHT SIDEWALK	0	107-3	STR TYPE MIN APP SP	N
010-0	RT MIN VERT CLR	9999	051-0	ROADWAY WIDTH	36.50	108-3	MIN APP SPN WEAR SF	NNN
011-0	MI-POINT	20.700	052-0	DECK WIDTH	39.40	109-0	AADT TRK PRECENT	2
011-1	MIPT DATE (PRI)	197405	053-0	VERT CLR OV	99FT 99IN	110-0	DESIGN NATION NETWORK	0
011-2	REF-MKR and DISP	0610+00702	054-1	VERT CLR REF FEAT	H	111-0	PIER/ABUT PROTECT	
011-A1	MIPT DATE (IR)	197405	054-2	VERT CLR UN	16FT 03IN	112-0	NBIS BRIDGE LENGTH	Y
012-0	BASE HWY NETWORK		055-1	LAT CUR REF FEAT	H	113-0	SCOUR CRITI BRDG	N
013-1	LRS INVENTORY		055-2	RIGHT LAT CLEAR	16.30	113-1	SCOUR VULNERABILITY	
013-2	LRS SUB RT.		056-0	LEFT LAT CLEAR	5.30	114-0	FUTURE AADT	17500
016-0	LATITUDE (D/M/S)	33382969	058-0	DECK COND	7	115-0	FUTURE AADT YEAR	2031
016-1	GPS LAT (DEG)	33.64157975	059-0	SUPERSTR COND	7	116-0	MIN NAVIG VERT CLR	
017-0	LONGITUDE (D/M/S)	097080082	060-0	SUBSTR COND	7	119-0	COST ORIGIN CONSTR	01562449
017-1	GPS LONG (DEG)	-97.13355976	061-0	CHANN-PROTECT	N	120-0	DEFI / OBSO / 10YR RULE	
017-2	COLLECTION METHOD	4	062-0	CULVERT	N	121-0	SUFF RATING	99
019-0	BYPASS LENGTH	0	063-0	METHOD OPR RATING	5	122-0	X-REF PRIMARY RT ID	0045011950
020-0	TOLL	3	064-0	OPERATIONAL RATING	249	123-0	X-REF STR FUNC PRIMARY RT	1
021-0	MAINT RESPON	01	065-0	RDWY APPR COND	6	124-0	X-REFIR ID	
022-0	OWNER	01	065-1	METHOD INV RATING	5	125-0	X-REF STR FUNC IR	
022-1	MAINT SECT NO	04	066-0	INVENTORY RATING	236	126-0	DIST USE	REPLACED STR # 112
023-1	PROJECT TYPE	1	067-0	STR EVALUATION	7	128-0	OV HEIGHT DAMAGE	Y
023-2	CONT / SEC / JOB	004501043	068-0	DECK GEOMETRY	6			
026-0	FUNCT. CLASS	13	069-0	JUD CLR VERT / HORZ	6	008-4A	IR CONTROL	0194
027-0	YR ORIGIN BUILT	2000	070-0	BRIDGE POSTING	5	008-5A	IR SECTION	03
028-1	LANES ON STR	02	071-0	WATERWAY ADQEUACY	N	011-0A	IR MILEPOINT	12.243
028-2	LANES UNDER STR	05	072-0	APPR RDWY ALIGN	8	008-6A	IR STR NO	194
029-0	AADT	12500	075-0	TYPE WORK-REPLACE		008-3A	IR DUPL OVER	0
030-0	YR OF AADT	2011	076-0	LENGTH IMPROVEMENT	0	005-1A	IR FUNCTION	2
031-0	DESIGN LOAD	5	088-0	ST-FRAC-CRIT/STEEL	NNNN	005-3A	IR DESIGNAT	1
032-0	APPROACH WIDTH	37	090-0	LAST INSP(MMDDYYYY)	1/17/2014	005-2A	IR HWY SYS	15
033-0	MEDIAN	0	091-0	DESIGNAT INSP FREQ	24	005-4A	IR HWY NO	0372
034-0	SKEW	8	092-1	FRACT/CRITI DETIAL	N	005-5A	IR DIR	0
035-0	STR F:AGGED	0	092-2	UNDERWATER INSP	N	011-2A	IR REF-MKR/DISP	
036-0	TRAF SAFETY FEAT	1001	092-3	OTHER SPECIAL INSP	N	047-0A	IR HORIZ CLR	35.80
037-0	HISTORICAL SIGNIF	5	092-1-2	FRACT/CRIT FREQUENCY		010-0A	IR RT MIN VET CLR	16FT 06IN
038-0	NAVIG CNTL	N	092-2-2	UNDERWATER FREQUENCY		012-0A	IR BASE HWY NETWK	
039-0	NAVIG VERT CUR	0	092-3-2	OTHER SPECIAL FREQUENCY		013-1A	IR LRS HWY	
040-0	NAVIG HORIZ CUR	0	093-1	FRACT/CRITI (MMYYYY)		013-2A	IR LRS SUB RT	
041-0	OPER. STATUS	A	093-2	UNWATER INSP (MMYYYY)		019-0A	IR BYPASS LGTH	
041-1	LOAD TYPE	N	093-3	OT/SPEC INSP (MMYYYY)		020-0A	IR TOLL	3
041-2	LOAD IN 1000 LBS	NNN	094-0	BDG IMPROVE COST		026-0A	IR FUNCT CLASS	13
042-0	TYPE SERVICE	61	095-0	RDWY IMPROVE COST		029-0A	IR AADT	8800
043-1	MAJ SPAN TYPE	1133	096-0	TOTAL PROJECT COST		030-0A	IR YEAR OF ADT	2011
043-2	MAJ APP SPAN TYPE	1133	097-0	YR IMPROVE COST EST		100-0A	IR DEF HWY DESGIN	0
043-3	MIN APP SPAN TYPE		098-0	BORDER BRIDGE		101-0A	IR PAR STR DESIG	N
043-4	CULVERT TYPE		099-0	BORDER STR NO		102-0A	IR DIR OF TRAF	2
043-5	TUNNEL TYPE		100-0	DEFENSE HWY DESIGN	0	103-0A	IR TEMP STR DESIGN	
044-1	SUBSTR MAIN SPAN	341	101-0	PARALLEL STR DESIGN	R	104-0A	IR N H S	1
044-2	SUBSTR MAJ APP SPAN	341	102-0	DIR OF TRAFFIC	1	109-0A	IR AADT TRK PCT	12
044-3	SUBSTR MIN APP SPAN		103-0	TEMP STR DESIGN		110-0A	IR DESIG NAT NETWRK	0
045-1	NO MAIN SPAN	2	104-0	N H S	1	114-0A	IR FUTURE AADT	15120
045-2	NO MAJ APPR SPAN	2	105-0	FED LANDS HWY	0	115-0A	IR YEAR OF AADT	2031

STRUCTURE NUMBER: 03-049-0-0045-01-195

(006-1) Feature Crossed: FM 372

Texas Department of Transportation
Bridge Division
PONTEX Detail Bridge Report

9/4/2015 4:32:56 PM

(007-0) Facility Carried: US 82 WB

(009-0) LOCATION: AT JCT FM 372

ITEM #	Description	Value	ITEM #	Description	Value	ITEM #	Description	Value
005-1	STRUCTURE FUNCTION	1	045-3	NO MIN APPR SPAN		106-0	YR RECONST	0
004-0	CITY CODE	15630	046-0	TOTAL NUBER SPANS	4	106-1	WIDENING CODE	0
005-2	HWY SYS	12	047-0	TOTAL HORIZ CLR	36.50	107-1	DECK STR TYPE MAIN SPAN	1
005-3	RT DESIGN	1	048-0	MAX SPAN LENGTH	59	108-1	MAINSPAN WEAR SF	188
005-4	HWY NO	0082	049-0	STR LENGTH	197	107-2	STR TYPE MAJ APP SP	1
005-5	ROUTE DIR	0	050-1	LEFT SIDEWALK	0	108-2	MAJ APP SPN WEAR SF	101
006-2	CRIT BRDG		050-2	RIGHT SIDEWALK	0	107-3	STR TYPE MIN APP SP	N
010-0	RT MIN VERT CLR	9999	051-0	ROADWAY WIDTH	36.50	108-3	MIN APP SPN WEAR SF	NNN
011-0	MI-POINT	20.698	052-0	DECK WIDTH	39.40	109-0	AADT TRK PRECENT	2
011-1	MIPT DATE (PRI)	197405	053-0	VERT CLR OV	99FT 99IN	110-0	DESIGN NATION NETWORK	0
011-2	REF-MKR and DISP	0610+00700	054-1	VERT CLR REF FEAT	H	111-0	PIER/ABUT PROTECT	
011-A1	MIPT DATE (IR)	197405	054-2	VERT CLR UN	16FT 06IN	112-0	NBIS BRIDGE LENGTH	Y
012-0	BASE HWY NETWORK		055-1	LAT CUR REF FEAT	H	113-0	SCOUR CRITI BRDG	N
013-1	LRS INVENTORY		055-2	RIGHT LAT CLEAR	16.60	113-1	SCOUR VULNERABILITY	
013-2	LRS SUB RT.		056-0	LEFT LAT CLEAR	5.40	114-0	FUTURE AADT	17500
016-0	LATITUDE (D/M/S)	33383035	058-0	DECK COND	7	115-0	FUTURE AADT YEAR	2031
016-1	GPS LAT (DEG)	33.64176375	059-0	SUPERSTR COND	7	116-0	MIN NAVIG VERT CLR	
017-0	LONGITUDE (D/M/S)	097080083	060-0	SUBSTR COND	7	119-0	COST ORIGIN CONSTR	01562449
017-1	GPS LONG (DEG)	-97.13356276	061-0	CHANN-PROTECT	N	120-0	DEFI / OBSO / 10YR RULE	
017-2	COLLECTION METHOD	4	062-0	CULVERT	N	121-0	SUFF RATING	99
019-0	BYPASS LENGTH	0	063-0	METHOD OPR RATING	5	122-0	X-REF PRIMARY RT ID	0045011940
020-0	TOLL	3	064-0	OPERATIONAL RATING	249	123-0	X-REF STR FUNC PRIMARY RT	1
021-0	MAINT RESPON	01	065-0	RDWY APPR COND	7	124-0	X-REFIR ID	
022-0	OWNER	01	065-1	METHOD INV RATING	5	125-0	X-REF STR FUNC IR	
022-1	MAINT SECT NO	04	066-0	INVENTORY RATING	236	126-0	DIST USE	REPLACED STR # 111
023-1	PROJECT TYPE	5	067-0	STR EVALUATION	7	128-0	OV HEIGHT DAMAGE	N
023-2	CONT / SEC / JOB	004501043	068-0	DECK GEOMETRY	6			
026-0	FUNCT. CLASS	13	069-0	JUD CLR VERT / HORZ	6	008-4A	IR CONTROL	0194
027-0	YR ORIGIN BUILT	2000	070-0	BRIDGE POSTING	5	008-5A	IR SECTION	03
028-1	LANES ON STR	02	071-0	WATERWAY ADQEUACY	N	011-0A	IR MILEPOINT	12.229
028-2	LANES UNDER STR	05	072-0	APPR RDWY ALIGN	8	008-6A	IR STR NO	195
029-0	AADT	12500	075-0	TYPE WORK-REPLACE		008-3A	IR DUPL OVER	0
030-0	YR OF AADT	2011	076-0	LENGTH IMPROVEMENT	0	005-1A	IR FUNCTION	2
031-0	DESIGN LOAD	5	088-0	ST-FRAC-CRIT/STEEL	NNNN	005-3A	IR DESIGNAT	1
032-0	APPROACH WIDTH	37	090-0	LAST INSP(MMDDYYYY)	1/17/2014	005-2A	IR HWY SYS	15
033-0	MEDIAN	0	091-0	DESIGNAT INSP FREQ	24	005-4A	IR HWY NO	0372
034-0	SKEW	8	092-1	FRACT/CRITI DETIAL	N	005-5A	IR DIR	0
035-0	STR F:AGGED	0	092-2	UNDERWATER INSP	N	011-2A	IR REF-MKR/DISP	
036-0	TRAF SAFETY FEAT	1001	092-3	OTHER SPECIAL INSP	N	047-0A	IR HORIZ CLR	35.80
037-0	HISTORICAL SIGNIF	5	092-1-2	FRACT/CRIT FREQUENCY		010-0A	IR RT MIN VET CLR	17FT 01IN
038-0	NAVIG CNTL	N	092-2-2	UNDERWATER FREQUENCY		012-0A	IR BASE HWY NETWK	
039-0	NAVIG VERT CUR	0	092-3-2	OTHER SPECIAL FREQUENCY		013-1A	IR LRS HWY	
040-0	NAVIG HORIZ CUR	0	093-1	FRACT/CRITI (MMYYYY)		013-2A	IR LRS SUB RT	
041-0	OPER. STATUS	A	093-2	UNWATER INSP (MMYYYY)		019-0A	IR BYPASS LGTH	
041-1	LOAD TYPE	N	093-3	OT/SPEC INSP (MMYYYY)		020-0A	IR TOLL	3
041-2	LOAD IN 1000 LBS	NNN	094-0	BDG IMPROVE COST		026-0A	IR FUNCT CLASS	13
042-0	TYPE SERVICE	61	095-0	RDWY IMPROVE COST		029-0A	IR AADT	8800
043-1	MAJ SPAN TYPE	1133	096-0	TOTAL PROJECT COST		030-0A	IR YEAR OF ADT	2011
043-2	MAJ APP SPAN TYPE	1133	097-0	YR IMPROVE COST EST		100-0A	IR DEF HWY DESGIN	0
043-3	MIN APP SPAN TYPE		098-0	BORDER BRIDGE		101-0A	IR PAR STR DESIG	N
043-4	CULVERT TYPE		099-0	BORDER STR NO		102-0A	IR DIR OF TRAF	2
043-5	TUNNEL TYPE		100-0	DEFENSE HWY DESIGN	0	103-0A	IR TEMP STR DESIGN	
044-1	SUBSTR MAIN SPAN	341	101-0	PARALLEL STR DESIGN	L	104-0A	IR N H S	1
044-2	SUBSTR MAJ APP SPAN	341	102-0	DIR OF TRAFFIC	1	109-0A	IR AADT TRK PCT	12
044-3	SUBSTR MIN APP SPAN		103-0	TEMP STR DESIGN		110-0A	IR DESIG NAT NETWRK	0
045-1	NO MAIN SPAN	2	104-0	N H S	1	114-0A	IR FUTURE AADT	15120
045-2	NO MAJ APPR SPAN	2	105-0	FED LANDS HWY	0	115-0A	IR YEAR OF AADT	2031

STRUCTURE NUMBER: 03-049-0-0045-01-231

(006-1) Feature Crossed: BNSF RR & DIXON ST

Texas Department of Transportation
Bridge Division
PONTEX Detail Bridge Report

9/4/2015 4:30:37 PM

(007-0) Facility Carried: US 82 WB

(009-0) LOCATION: 0.6 MI E OF IH 35

ITEM #	Description	Value	ITEM #	Description	Value	ITEM #	Description	Value
005-1	STRUCTURE FUNCTION	1	045-3	NO MIN APPR SPAN	1	106-0	YR RECONST	0
004-0	CITY CODE	15630	046-0	TOTAL NUBER SPANS	6	106-1	WIDENING CODE	0
005-2	HWY SYS	12	047-0	TOTAL HORIZ CLR	36.50	107-1	DECK STR TYPE MAIN SPAN	2
005-3	RT DESIGN	1	048-0	MAX SPAN LENGTH	151	108-1	MAINSPAN WEAR SF	188
005-4	HWY NO	0082	049-0	STR LENGTH	600	107-2	STR TYPE MAJ APP SP	2
005-5	ROUTE DIR	0	050-1	LEFT SIDEWALK	0	108-2	MAJ APP SPN WEAR SF	191
006-2	CRIT BRDG		050-2	RIGHT SIDEWALK	0	107-3	STR TYPE MIN APP SP	2
010-0	RT MIN VERT CLR	9999	051-0	ROADWAY WIDTH	36.50	108-3	MIN APP SPN WEAR SF	191
011-0	MI-POINT	20.015	052-0	DECK WIDTH	39.30	109-0	AADT TRK PRECENT	2
011-1	MIPT DATE (PRI)	197405	053-0	VERT CLR OV	99FT 99IN	110-0	DESIGN NATION NETWORK	0
011-2	REF-MKR and DISP	0610+00017	054-1	VERT CLR REF FEAT	H	111-0	PIER/ABUT PROTECT	
011-A1	MIPT DATE (IR)		054-2	VERT CLR UN	19FT 03IN	112-0	NBIS BRIDGE LENGTH	Y
012-0	BASE HWY NETWORK		055-1	LAT CUR REF FEAT	H	113-0	SCOUR CRITI BRDG	N
013-1	LRS INVENTORY		055-2	RIGHT LAT CLEAR	14.50	113-1	SCOUR VULNERABILITY	
013-2	LRS SUB RT.		056-0	LEFT LAT CLEAR	0	114-0	FUTURE AADT	17500
016-0	LATITUDE (D/M/S)	33382645	058-0	DECK COND	7	115-0	FUTURE AADT YEAR	2031
016-1	GPS LAT (DEG)	33.64068131	059-0	SUPERSTR COND	8	116-0	MIN NAVIG VERT CLR	
017-0	LONGITUDE (D/M/S)	097084377	060-0	SUBSTR COND	7	119-0	COST ORIGIN CONSTR	02252706
017-1	GPS LONG (DEG)	-97.14549036	061-0	CHANN-PROTECT	N	120-0	DEFI / OBSO / 10YR RULE	
017-2	COLLECTION METHOD	3	062-0	CULVERT	N	121-0	SUFF RATING	97.80
019-0	BYPASS LENGTH	1	063-0	METHOD OPR RATING	5	122-0	X-REF PRIMARY RT ID	
020-0	TOLL	3	064-0	OPERATIONAL RATING	249	123-0	X-REF STR FUNC PRIMARY RT	
021-0	MAINT RESPON	01	065-0	RDWY APPR COND	7	124-0	X-REFIR ID	
022-0	OWNER	01	065-1	METHOD INV RATING	5	125-0	X-REF STR FUNC IR	
022-1	MAINT SECT NO	04	066-0	INVENTORY RATING	236	126-0	DIST USE	REPLACED STR.# 107
023-1	PROJECT TYPE	1	067-0	STR EVALUATION	7	128-0	OV HEIGHT DAMAGE	N
023-2	CONT / SEC / JOB	004501040	068-0	DECK GEOMETRY	6			
026-0	FUNCT. CLASS	13	069-0	JUD CLR VERT / HORZ	9	008-4A	IR CONTROL	B002
027-0	YR ORIGIN BUILT	1997	070-0	BRIDGE POSTING	5	008-5A	IR SECTION	30
028-1	LANES ON STR	02	071-0	WATERWAY ADQEUACY	N	011-0A	IR MILEPOINT	00.000
028-2	LANES UNDER STR	02	072-0	APPR RDWY ALIGN	8	008-6A	IR STR NO	231
029-0	AADT	12500	075-0	TYPE WORK-REPLACE		008-3A	IR DUPL OVER	0
030-0	YR OF AADT	2011	076-0	LENGTH IMPROVEMENT	0	005-1A	IR FUNCTION	2
031-0	DESIGN LOAD	5	088-0	ST-FRAC-CRIT/STEEL	NNN1	005-3A	IR DESIGNAT	1
032-0	APPROACH WIDTH	37	090-0	LAST INSP(MMDDYYYY)	1/20/2014	005-2A	IR HWY SYS	31
033-0	MEDIAN	0	091-0	DESIGNAT INSP FREQ	24	005-4A	IR HWY NO	0082
034-0	SKEW	0	092-1	FRACT/CRITI DETIAL	N	005-5A	IR DIR	0
035-0	STR F:AGGED	0	092-2	UNDERWATER INSP	N	011-2A	IR REF-MKR/DISP	
036-0	TRAF SAFETY FEAT	1001	092-3	OTHER SPECIAL INSP	N	047-0A	IR HORIZ CLR	43
037-0	HISTORICAL SIGNIF	5	092-1-2	FRACT/CRIT FREQUENCY		010-0A	IR RT MIN VET CLR	19FT 03IN
038-0	NAVIG CNTL	N	092-2-2	UNDERWATER FREQUENCY		012-0A	IR BASE HWY NETWK	
039-0	NAVIG VERT CUR	0	092-3-2	OTHER SPECIAL FREQUENCY		013-1A	IR LRS HWY	
040-0	NAVIG HORIZ CUR	0	093-1	FRACT/CRITI (MMYYYY)		013-2A	IR LRS SUB RT	
041-0	OPER. STATUS	A	093-2	UNWATER INSP (MMYYYY)		019-0A	IR BYPASS LGTH	
041-1	LOAD TYPE	N	093-3	OT/SPEC INSP (MMYYYY)		020-0A	IR TOLL	3
041-2	LOAD IN 1000 LBS	NNN	094-0	BDG IMPROVE COST		026-0A	IR FUNCT CLASS	06
042-0	TYPE SERVICE	14	095-0	RDWY IMPROVE COST		029-0A	IR AADT	1670
043-1	MAJ SPAN TYPE	2112	096-0	TOTAL PROJECT COST		030-0A	IR YEAR OF ADT	2009
043-2	MAJ APP SPAN TYPE	2112	097-0	YR IMPROVE COST EST		100-0A	IR DEF HWY DESGIN	0
043-3	MIN APP SPAN TYPE	1131	098-0	BORDER BRIDGE		101-0A	IR PAR STR DESIG	N
043-4	CULVERT TYPE		099-0	BORDER STR NO		102-0A	IR DIR OF TRAF	2
043-5	TUNNEL TYPE		100-0	DEFENSE HWY DESIGN	0	103-0A	IR TEMP STR DESIGN	
044-1	SUBSTR MAIN SPAN	341	101-0	PARALLEL STR DESIGN	L	104-0A	IR N H S	0
044-2	SUBSTR MAJ APP SPAN	341	102-0	DIR OF TRAFFIC	1	109-0A	IR AADT TRK PCT	0
044-3	SUBSTR MIN APP SPAN	341	103-0	TEMP STR DESIGN		110-0A	IR DESIG NAT NETWRK	0
045-1	NO MAIN SPAN	3	104-0	N H S	1	114-0A	IR FUTURE AADT	1670
045-2	NO MAJ APPR SPAN	2	105-0	FED LANDS HWY	0	115-0A	IR YEAR OF AADT	2027

STRUCTURE NUMBER: 03-049-0-0045-01-232

(006-1) Feature Crossed: BNSF RR & DIXON ST

Texas Department of Transportation
Bridge Division
PONTEX Detail Bridge Report

9/4/2015 4:30:10 PM

(007-0) Facility Carried: US 82 EB

(009-0) LOCATION: 0.6 MI E OF IH 35

ITEM #	Description	Value	ITEM #	Description	Value	ITEM #	Description	Value
005-1	STRUCTURE FUNCTION	1	045-3	NO MIN APPR SPAN	1	106-0	YR RECONST	0
004-0	CITY CODE	15630	046-0	TOTAL NUBER SPANS	6	106-1	WIDENING CODE	0
005-2	HWY SYS	12	047-0	TOTAL HORIZ CLR	36.50	107-1	DECK STR TYPE MAIN SPAN	2
005-3	RT DESIGN	1	048-0	MAX SPAN LENGTH	151	108-1	MAINSPAN WEAR SF	188
005-4	HWY NO	0082	049-0	STR LENGTH	608	107-2	STR TYPE MAJ APP SP	2
005-5	ROUTE DIR	0	050-1	LEFT SIDEWALK	0	108-2	MAJ APP SPN WEAR SF	191
006-2	CRIT BRDG		050-2	RIGHT SIDEWALK	0	107-3	STR TYPE MIN APP SP	2
010-0	RT MIN VERT CLR	9999	051-0	ROADWAY WIDTH	36.50	108-3	MIN APP SPN WEAR SF	191
011-0	MI-POINT	20.015	052-0	DECK WIDTH	39.30	109-0	AADT TRK PRECENT	2
011-1	MIPT DATE (PRI)	197405	053-0	VERT CLR OV	99FT 99IN	110-0	DESIGN NATION NETWORK	0
011-2	REF-MKR and DISP	0610+00017	054-1	VERT CLR REF FEAT	H	111-0	PIER/ABUT PROTECT	
011-A1	MIPT DATE (IR)		054-2	VERT CLR UN	19FT 03IN	112-0	NBIS BRIDGE LENGTH	Y
012-0	BASE HWY NETWORK		055-1	LAT CUR REF FEAT	H	113-0	SCOUR CRITI BRDG	N
013-1	LRS INVENTORY		055-2	RIGHT LAT CLEAR	10.40	113-1	SCOUR VULNERABILITY	
013-2	LRS SUB RT.		056-0	LEFT LAT CLEAR	0	114-0	FUTURE AADT	17500
016-0	LATITUDE (D/M/S)	33382593	058-0	DECK COND	7	115-0	FUTURE AADT YEAR	2031
016-1	GPS LAT (DEG)	33.64053493	059-0	SUPERSTR COND	8	116-0	MIN NAVIG VERT CLR	
017-0	LONGITUDE (D/M/S)	097084371	060-0	SUBSTR COND	7	119-0	COST ORIGIN CONSTR	02252706
017-1	GPS LONG (DEG)	-97.14547440	061-0	CHANN-PROTECT	N	120-0	DEFI / OBSO / 10YR RULE	
017-2	COLLECTION METHOD	3	062-0	CULVERT	N	121-0	SUFF RATING	99
019-0	BYPASS LENGTH	0	063-0	METHOD OPR RATING	5	122-0	X-REF PRIMARY RT ID	
020-0	TOLL	3	064-0	OPERATIONAL RATING	249	123-0	X-REF STR FUNC PRIMARY RT	
021-0	MAINT RESPON	01	065-0	RDWY APPR COND	7	124-0	X-REFIR ID	
022-0	OWNER	01	065-1	METHOD INV RATING	5	125-0	X-REF STR FUNC IR	
022-1	MAINT SECT NO	04	066-0	INVENTORY RATING	236	126-0	DIST USE	REPLACED STR.# 108
023-1	PROJECT TYPE	1	067-0	STR EVALUATION	7	128-0	OV HEIGHT DAMAGE	N
023-2	CONT / SEC / JOB	004501040	068-0	DECK GEOMETRY	6			
026-0	FUNCT. CLASS	13	069-0	JUD CLR VERT / HORZ	6	008-4A	IR CONTROL	B002
027-0	YR ORIGIN BUILT	1998	070-0	BRIDGE POSTING	5	008-5A	IR SECTION	30
028-1	LANES ON STR	02	071-0	WATERWAY ADQEUACY	N	011-0A	IR MILEPOINT	00.000
028-2	LANES UNDER STR	02	072-0	APPR RDWY ALIGN	8	008-6A	IR STR NO	232
029-0	AADT	12500	075-0	TYPE WORK-REPLACE		008-3A	IR DUPL OVER	0
030-0	YR OF AADT	2011	076-0	LENGTH IMPROVEMENT	0	005-1A	IR FUNCTION	2
031-0	DESIGN LOAD	5	088-0	ST-FRAC-CRIT/STEEL	NNNN	005-3A	IR DESIGNAT	1
032-0	APPROACH WIDTH	37	090-0	LAST INSP(MMDDYYYY)	1/20/2014	005-2A	IR HWY SYS	31
033-0	MEDIAN	1	091-0	DESIGNAT INSP FREQ	24	005-4A	IR HWY NO	0082
034-0	SKEW	99	092-1	FRACT/CRITI DETIAL	N	005-5A	IR DIR	0
035-0	STR F:AGGED	0	092-2	UNDERWATER INSP	N	011-2A	IR REF-MKR/DISP	
036-0	TRAF SAFETY FEAT	1001	092-3	OTHER SPECIAL INSP	N	047-0A	IR HORIZ CLR	43
037-0	HISTORICAL SIGNIF	5	092-1-2	FRACT/CRIT FREQUENCY		010-0A	IR RT MIN VET CLR	19FT 03IN
038-0	NAVIG CNTL	N	092-2-2	UNDERWATER FREQUENCY		012-0A	IR BASE HWY NETWK	
039-0	NAVIG VERT CUR	0	092-3-2	OTHER SPECIAL FREQUENCY		013-1A	IR LRS HWY	
040-0	NAVIG HORIZ CUR	0	093-1	FRACT/CRITI (MMYYYY)		013-2A	IR LRS SUB RT	
041-0	OPER. STATUS	A	093-2	UNWATER INSP (MMYYYY)		019-0A	IR BYPASS LGTH	
041-1	LOAD TYPE	N	093-3	OT/SPEC INSP (MMYYYY)		020-0A	IR TOLL	3
041-2	LOAD IN 1000 LBS	NNN	094-0	BDG IMPROVE COST		026-0A	IR FUNCT CLASS	06
042-0	TYPE SERVICE	14	095-0	RDWY IMPROVE COST		029-0A	IR AADT	1670
043-1	MAJ SPAN TYPE	2112	096-0	TOTAL PROJECT COST		030-0A	IR YEAR OF ADT	2009
043-2	MAJ APP SPAN TYPE	2112	097-0	YR IMPROVE COST EST		100-0A	IR DEF HWY DESGIN	0
043-3	MIN APP SPAN TYPE	1131	098-0	BORDER BRIDGE		101-0A	IR PAR STR DESIG	N
043-4	CULVERT TYPE		099-0	BORDER STR NO		102-0A	IR DIR OF TRAF	2
043-5	TUNNEL TYPE		100-0	DEFENSE HWY DESIGN	0	103-0A	IR TEMP STR DESIGN	
044-1	SUBSTR MAIN SPAN	341	101-0	PARALLEL STR DESIGN	R	104-0A	IR N H S	0
044-2	SUBSTR MAJ APP SPAN	341	102-0	DIR OF TRAFFIC	1	109-0A	IR AADT TRK PCT	0
044-3	SUBSTR MIN APP SPAN	341	103-0	TEMP STR DESIGN		110-0A	IR DESIG NAT NETWRK	0
045-1	NO MAIN SPAN	3	104-0	N H S	1	114-0A	IR FUTURE AADT	1670
045-2	NO MAJ APPR SPAN	2	105-0	FED LANDS HWY	0	115-0A	IR YEAR OF AADT	2027

Texas Department of Transportation
Bridge Division
PONTEX Detail Bridge Report

9/4/2015 4:34:02 PM

STRUCTURE NUMBER: 03-049-0-0045-01-259

(006-1) Feature Crossed: ROCK CREEK

(007-0) Facility Carried: US 82 WB

(009-0) LOCATION: 1.0 MI W OF FM 371

ITEM #	Description	Value	ITEM #	Description	Value	ITEM #	Description	Value
005-1	STRUCTURE FUNCTION	1	045-3	NO MIN APPR SPAN		106-0	YR RECONST	0
004-0	CITY CODE	15630	046-0	TOTAL NUBER SPANS	1	106-1	WIDENING CODE	0
005-2	HWY SYS	12	047-0	TOTAL HORIZ CLR	37.20	107-1	DECK STR TYPE MAIN SPAN	2
005-3	RT DESIGN	1	048-0	MAX SPAN LENGTH	90	108-1	MAINSPAN WEAR SF	101
005-4	HWY NO	0082	049-0	STR LENGTH	90	107-2	STR TYPE MAJ APP SP	N
005-5	ROUTE DIR	4	050-1	LEFT SIDEWALK	0	108-2	MAJ APP SPN WEAR SF	NNN
006-2	CRIT BRDG		050-2	RIGHT SIDEWALK	0	107-3	STR TYPE MIN APP SP	N
010-0	RT MIN VERT CLR	9999	051-0	ROADWAY WIDTH	37.20	108-3	MIN APP SPN WEAR SF	NNN
011-0	MI-POINT	22.731	052-0	DECK WIDTH	40	109-0	AADT TRK PRECENT	2
011-1	MIPT DATE (PRI)	197405	053-0	VERT CLR OV	99FT 99IN	110-0	DESIGN NATION NETWORK	0
011-2	REF-MKR and DISP	0612+00740	054-1	VERT CLR REF FEAT	N	111-0	PIER/ABUT PROTECT	
011-A1	MIPT DATE (IR)		054-2	VERT CLR UN	0 FT 0IN	112-0	NBIS BRIDGE LENGTH	Y
012-0	BASE HWY NETWORK		055-1	LAT CUR REF FEAT	N	113-0	SCOUR CRITI BRDG	8
013-1	LRS INVENTORY		055-2	RIGHT LAT CLEAR	99.90	113-1	SCOUR VULNERABILITY	
013-2	LRS SUB RT.		056-0	LEFT LAT CLEAR	0	114-0	FUTURE AADT	12740
016-0	LATITUDE (D/M/S)	33384153	058-0	DECK COND	7	115-0	FUTURE AADT YEAR	2031
016-1	GPS LAT (DEG)	33.64486973	059-0	SUPERSTR COND	8	116-0	MIN NAVIG VERT CLR	
017-0	LONGITUDE (D/M/S)	097055384	060-0	SUBSTR COND	8	119-0	COST ORIGIN CONSTR	
017-1	GPS LONG (DEG)	-97.09828957	061-0	CHANN-PROTECT	7	120-0	DEFI / OBSO / 10YR RULE	
017-2	COLLECTION METHOD	1	062-0	CULVERT	N	121-0	SUFF RATING	99.10
019-0	BYPASS LENGTH	1	063-0	METHOD OPR RATING	5	122-0	X-REF PRIMARY RT ID	
020-0	TOLL	3	064-0	OPERATIONAL RATING	249	123-0	X-REF STR FUNC PRIMARY RT	
021-0	MAINT RESPON	01	065-0	RDWY APPR COND	8	124-0	X-REFIR ID	
022-0	OWNER	01	065-1	METHOD INV RATING	5	125-0	X-REF STR FUNC IR	
022-1	MAINT SECT NO	04	066-0	INVENTORY RATING	236	126-0	DIST USE	REPLACED STR. # 113
023-1	PROJECT TYPE	1	067-0	STR EVALUATION	8	128-0	OV HEIGHT DAMAGE	
023-2	CONT / SEC / JOB	004501056	068-0	DECK GEOMETRY	6			
026-0	FUNCT. CLASS	13	069-0	JUD CLR VERT / HORZ	N	008-4A	IR CONTROL	
027-0	YR ORIGIN BUILT	2013	070-0	BRIDGE POSTING	5	008-5A	IR SECTION	
028-1	LANES ON STR	02	071-0	WATERWAY ADQEUACY	9	011-0A	IR MILEPOINT	
028-2	LANES UNDER STR	00	072-0	APPR RDWY ALIGN	8	008-6A	IR STR NO	
029-0	AADT	9100	075-0	TYPE WORK-REPLACE		008-3A	IR DUPL OVER	
030-0	YR OF AADT	2011	076-0	LENGTH IMPROVEMENT	0	005-1A	IR FUNCTION	
031-0	DESIGN LOAD	0	088-0	ST-FRAC-CRIT/STEEL	NNNN	005-3A	IR DESIGNAT	
032-0	APPROACH WIDTH	37	090-0	LAST INSP(MMDDYYYY)	1/14/2014	005-2A	IR HWY SYS	
033-0	MEDIAN	0	091-0	DESIGNAT INSP FREQ	24	005-4A	IR HWY NO	
034-0	SKEW	0	092-1	FRACT/CRITI DETIAL	N	005-5A	IR DIR	
035-0	STR F:AGGED	0	092-2	UNDERWATER INSP	N	011-2A	IR REF-MKR/DISP	
036-0	TRAF SAFETY FEAT	1111	092-3	OTHER SPECIAL INSP	N	047-0A	IR HORIZ CLR	
037-0	HISTORICAL SIGNIF	5	092-1-2	FRACT/CRIT FREQUENCY		010-0A	IR RT MIN VET CLR	0
038-0	NAVIG CNTL	0	092-2-2	UNDERWATER FREQUENCY		012-0A	IR BASE HWY NETWK	
039-0	NAVIG VERT CUR	0	092-3-2	OTHER SPECIAL FREQUENCY		013-1A	IR LRS HWY	
040-0	NAVIG HORIZ CUR	0	093-1	FRACT/CRITI (MMYYYY)		013-2A	IR LRS SUB RT	
041-0	OPER. STATUS	A	093-2	UNWATER INSP (MMYYYY)		019-0A	IR BYPASS LGTH	
041-1	LOAD TYPE	N	093-3	OT/SPEC INSP (MMYYYY)		020-0A	IR TOLL	
041-2	LOAD IN 1000 LBS	NNN	094-0	BDG IMPROVE COST		026-0A	IR FUNCT CLASS	
042-0	TYPE SERVICE	15	095-0	RDWY IMPROVE COST		029-0A	IR AADT	0
043-1	MAJ SPAN TYPE	1139	096-0	TOTAL PROJECT COST		030-0A	IR YEAR OF ADT	
043-2	MAJ APP SPAN TYPE		097-0	YR IMPROVE COST EST		100-0A	IR DEF HWY DESGIN	
043-3	MIN APP SPAN TYPE		098-0	BORDER BRIDGE		101-0A	IR PAR STR DESIG	
043-4	CULVERT TYPE		099-0	BORDER STR NO		102-0A	IR DIR OF TRAF	
043-5	TUNNEL TYPE		100-0	DEFENSE HWY DESIGN	0	103-0A	IR TEMP STR DESIGN	
044-1	SUBSTR MAIN SPAN		101-0	PARALLEL STR DESIGN	L	104-0A	IR N H S	
044-2	SUBSTR MAJ APP SPAN		102-0	DIR OF TRAFFIC	1	109-0A	IR AADT TRK PCT	
044-3	SUBSTR MIN APP SPAN		103-0	TEMP STR DESIGN		110-0A	IR DESIG NAT NETWRK	
045-1	NO MAIN SPAN	1	104-0	N H S	1	114-0A	IR FUTURE AADT	0
045-2	NO MAJ APPR SPAN		105-0	FED LANDS HWY	0	115-0A	IR YEAR OF AADT	

Texas Department of Transportation
Bridge Division
PONTEX Detail Bridge Report

9/4/2015 4:35:00 PM

STRUCTURE NUMBER: 03-049-0-0045-01-260

(006-1) Feature Crossed: WHEELER CREEK

(007-0) Facility Carried: US 82 WB

(009-0) LOCATION: 0.5 MI W OF FM 371

ITEM #	Description	Value	ITEM #	Description	Value	ITEM #	Description	Value
005-1	STRUCTURE FUNCTION	1	045-3	NO MIN APPR SPAN		106-0	YR RECONST	0
004-0	CITY CODE	15630	046-0	TOTAL NUBER SPANS	2	106-1	WIDENING CODE	0
005-2	HWY SYS	12	047-0	TOTAL HORIZ CLR	37.20	107-1	DECK STR TYPE MAIN SPAN	2
005-3	RT DESIGN	1	048-0	MAX SPAN LENGTH	65	108-1	MAINSPAN WEAR SF	101
005-4	HWY NO	0082	049-0	STR LENGTH	105	107-2	STR TYPE MAJ APP SP	2
005-5	ROUTE DIR	4	050-1	LEFT SIDEWALK	0	108-2	MAJ APP SPN WEAR SF	101
006-2	CRIT BRDG		050-2	RIGHT SIDEWALK	0	107-3	STR TYPE MIN APP SP	N
010-0	RT MIN VERT CLR	9999	051-0	ROADWAY WIDTH	37.20	108-3	MIN APP SPN WEAR SF	NNN
011-0	MI-POINT	23.188	052-0	DECK WIDTH	40	109-0	AADT TRK PRECENT	2
011-1	MIPT DATE (PRI)	197405	053-0	VERT CLR OV	99FT 99IN	110-0	DESIGN NATION NETWORK	0
011-2	REF-MKR and DISP	0612+01197	054-1	VERT CLR REF FEAT	N	111-0	PIER/ABUT PROTECT	
011-A1	MIPT DATE (IR)		054-2	VERT CLR UN	0 FT 0IN	112-0	NBIS BRIDGE LENGTH	Y
012-0	BASE HWY NETWORK		055-1	LAT CUR REF FEAT	N	113-0	SCOUR CRITI BRDG	8
013-1	LRS INVENTORY		055-2	RIGHT LAT CLEAR	99.90	113-1	SCOUR VULNERABILITY	
013-2	LRS SUB RT.		056-0	LEFT LAT CLEAR	0	114-0	FUTURE AADT	12740
016-0	LATITUDE (D/M/S)	33384375	058-0	DECK COND	7	115-0	FUTURE AADT YEAR	2031
016-1	GPS LAT (DEG)	33.64548740	059-0	SUPERSTR COND	8	116-0	MIN NAVIG VERT CLR	
017-0	LONGITUDE (D/M/S)	097052584	060-0	SUBSTR COND	8	119-0	COST ORIGIN CONSTR	
017-1	GPS LONG (DEG)	-97.09051220	061-0	CHANN-PROTECT	7	120-0	DEFI / OBSO / 10YR RULE	
017-2	COLLECTION METHOD	1	062-0	CULVERT	N	121-0	SUFF RATING	99.10
019-0	BYPASS LENGTH	1	063-0	METHOD OPR RATING	5	122-0	X-REF PRIMARY RT ID	
020-0	TOLL	3	064-0	OPERATIONAL RATING	249	123-0	X-REF STR FUNC PRIMARY RT	
021-0	MAINT RESPON	01	065-0	RDWY APPR COND	8	124-0	X-REFIR ID	
022-0	OWNER	01	065-1	METHOD INV RATING	5	125-0	X-REF STR FUNC IR	
022-1	MAINT SECT NO	04	066-0	INVENTORY RATING	236	126-0	DIST USE	REPLACES STR. # 114
023-1	PROJECT TYPE	1	067-0	STR EVALUATION	8	128-0	OV HEIGHT DAMAGE	
023-2	CONT / SEC / JOB	004501057	068-0	DECK GEOMETRY	6			
026-0	FUNCT. CLASS	13	069-0	JUD CLR VERT / HORZ	N	008-4A	IR CONTROL	
027-0	YR ORIGIN BUILT	2013	070-0	BRIDGE POSTING	5	008-5A	IR SECTION	
028-1	LANES ON STR	02	071-0	WATERWAY ADQEUACY	9	011-0A	IR MILEPOINT	
028-2	LANES UNDER STR	00	072-0	APPR RDWY ALIGN	8	008-6A	IR STR NO	
029-0	AADT	9100	075-0	TYPE WORK-REPLACE		008-3A	IR DUPL OVER	
030-0	YR OF AADT	2011	076-0	LENGTH IMPROVEMENT	0	005-1A	IR FUNCTION	
031-0	DESIGN LOAD	0	088-0	ST-FRAC-CRIT/STEEL	NNNN	005-3A	IR DESIGNAT	
032-0	APPROACH WIDTH	37	090-0	LAST INSP(MMDDYYYY)	1/14/2014	005-2A	IR HWY SYS	
033-0	MEDIAN	0	091-0	DESIGNAT INSP FREQ	24	005-4A	IR HWY NO	
034-0	SKEW	0	092-1	FRACT/CRITI DETIAL	N	005-5A	IR DIR	
035-0	STR F:AGGED	0	092-2	UNDERWATER INSP	N	011-2A	IR REF-MKR/DISP	
036-0	TRAF SAFETY FEAT	1111	092-3	OTHER SPECIAL INSP	N	047-0A	IR HORIZ CLR	
037-0	HISTORICAL SIGNIF	5	092-1-2	FRACT/CRIT FREQUENCY		010-0A	IR RT MIN VET CLR	0
038-0	NAVIG CNTL	0	092-2-2	UNDERWATER FREQUENCY		012-0A	IR BASE HWY NETWK	
039-0	NAVIG VERT CUR	0	092-3-2	OTHER SPECIAL FREQUENCY		013-1A	IR LRS HWY	
040-0	NAVIG HORIZ CUR	0	093-1	FRACT/CRITI (MMYYYY)		013-2A	IR LRS SUB RT	
041-0	OPER. STATUS	A	093-2	UNWATER INSP (MMYYYY)		019-0A	IR BYPASS LGTH	
041-1	LOAD TYPE	N	093-3	OT/SPEC INSP (MMYYYY)		020-0A	IR TOLL	
041-2	LOAD IN 1000 LBS	NNN	094-0	BDG IMPROVE COST		026-0A	IR FUNCT CLASS	
042-0	TYPE SERVICE	15	095-0	RDWY IMPROVE COST		029-0A	IR AADT	0
043-1	MAJ SPAN TYPE	2139	096-0	TOTAL PROJECT COST		030-0A	IR YEAR OF ADT	
043-2	MAJ APP SPAN TYPE	2139	097-0	YR IMPROVE COST EST		100-0A	IR DEF HWY DESGIN	
043-3	MIN APP SPAN TYPE		098-0	BORDER BRIDGE		101-0A	IR PAR STR DESIG	
043-4	CULVERT TYPE		099-0	BORDER STR NO		102-0A	IR DIR OF TRAF	
043-5	TUNNEL TYPE		100-0	DEFENSE HWY DESIGN	0	103-0A	IR TEMP STR DESIGN	
044-1	SUBSTR MAIN SPAN	341	101-0	PARALLEL STR DESIGN	L	104-0A	IR N H S	
044-2	SUBSTR MAJ APP SPAN	341	102-0	DIR OF TRAFFIC	1	109-0A	IR AADT TRK PCT	
044-3	SUBSTR MIN APP SPAN		103-0	TEMP STR DESIGN		110-0A	IR DESIG NAT NETWRK	
045-1	NO MAIN SPAN	1	104-0	N H S	1	114-0A	IR FUTURE AADT	0
045-2	NO MAJ APPR SPAN	1	105-0	FED LANDS HWY	0	115-0A	IR YEAR OF AADT	

STRUCTURE NUMBER: 03-049-0-0194-02-034

(006-1) Feature Crossed: IH 35

Texas Department of Transportation
Bridge Division
PONTEX Detail Bridge Report

9/4/2015 4:27:33 PM

(007-0) Facility Carried: US 82 EB

(009-0) LOCATION: AT JCT US 82 & IH 35

ITEM #	Description	Value	ITEM #	Description	Value	ITEM #	Description	Value
005-1	STRUCTURE FUNCTION	2	045-3	NO MIN APPR SPAN		106-0	YR RECONST	2013
004-0	CITY CODE	15630	046-0	TOTAL NUBER SPANS	4	106-1	WIDENING CODE	1
005-2	HWY SYS	11	047-0	TOTAL HORIZ CLR	49.80	107-1	DECK STR TYPE MAIN SPAN	1
005-3	RT DESIGN	1	048-0	MAX SPAN LENGTH	65	108-1	MAINSPAN WEAR SF	188
005-4	HWY NO	0035	049-0	STR LENGTH	230	107-2	STR TYPE MAJ APP SP	N
005-5	ROUTE DIR	0	050-1	LEFT SIDEWALK	0	108-2	MAJ APP SPN WEAR SF	NNN
006-2	CRIT BRDG		050-2	RIGHT SIDEWALK	0	107-3	STR TYPE MIN APP SP	N
010-0	RT MIN VERT CLR	1606	051-0	ROADWAY WIDTH	57.60	108-3	MIN APP SPN WEAR SF	NNN
011-0	MI-POINT	15.433	052-0	DECK WIDTH	70	109-0	AADT TRK PRECENT	21
011-1	MIPT DATE (PRI)	197405	053-0	VERT CLR OV	99FT 99IN	110-0	DESIGN NATION NETWORK	1
011-2	REF-MKR and DISP	0498+00326	054-1	VERT CLR REF FEAT	H	111-0	PIER/ABUT PROTECT	
011-A1	MIPT DATE (IR)	198312	054-2	VERT CLR UN	16FT 06IN	112-0	NBIS BRIDGE LENGTH	Y
012-0	BASE HWY NETWORK		055-1	LAT CUR REF FEAT	H	113-0	SCOUR CRITI BRDG	N
013-1	LRS INVENTORY		055-2	RIGHT LAT CLEAR	13.40	113-1	SCOUR VULNERABILITY	
013-2	LRS SUB RT.		056-0	LEFT LAT CLEAR	3.30	114-0	FUTURE AADT	39210
016-0	LATITUDE (D/M/S)	33382584	058-0	DECK COND	7	115-0	FUTURE AADT YEAR	2031
016-1	GPS LAT (DEG)	33.64050973	059-0	SUPERSTR COND	8	116-0	MIN NAVIG VERT CLR	
017-0	LONGITUDE (D/M/S)	097092090	060-0	SUBSTR COND	7	119-0	COST ORIGIN CONSTR	
017-1	GPS LONG (DEG)	-97.15580448	061-0	CHANN-PROTECT	N	120-0	DEFI / OBSO / 10YR RULE	
017-2	COLLECTION METHOD	4	062-0	CULVERT	N	121-0	SUFF RATING	95
019-0	BYPASS LENGTH	0	063-0	METHOD OPR RATING	5	122-0	X-REF PRIMARY RT ID	0194020640
020-0	TOLL	3	064-0	OPERATIONAL RATING	249	123-0	X-REF STR FUNC PRIMARY RT	2
021-0	MAINT RESPON	01	065-0	RDWY APPR COND	7	124-0	X-REFIR ID	0044080640
022-0	OWNER	01	065-1	METHOD INV RATING	5	125-0	X-REF STR FUNC IR	1
022-1	MAINT SECT NO	04	066-0	INVENTORY RATING	236	126-0	DIST USE	WIDEN CSJ 019402087
023-1	PROJECT TYPE	1	067-0	STR EVALUATION	7	128-0	OV HEIGHT DAMAGE	N
023-2	CONT / SEC / JOB	019402049	068-0	DECK GEOMETRY	5			
026-0	FUNCT. CLASS	11	069-0	JUD CLR VERT / HORZ	3	008-4A	IR CONTROL	0044
027-0	YR ORIGIN BUILT	1990	070-0	BRIDGE POSTING	5	008-5A	IR SECTION	08
028-1	LANES ON STR	04	071-0	WATERWAY ADQEUACY	N	011-0A	IR MILEPOINT	39.404
028-2	LANES UNDER STR	06	072-0	APPR RDWY ALIGN	8	008-6A	IR STR NO	034
029-0	AADT	28010	075-0	TYPE WORK-REPLACE		008-3A	IR DUPL OVER	0
030-0	YR OF AADT	2011	076-0	LENGTH IMPROVEMENT	0	005-1A	IR FUNCTION	1
031-0	DESIGN LOAD	5	088-0	ST-FRAC-CRIT/STEEL	NNNN	005-3A	IR DESIGNAT	1
032-0	APPROACH WIDTH	38	090-0	LAST INSP(MMDDYYYY)	1/20/2014	005-2A	IR HWY SYS	12
033-0	MEDIAN	2	091-0	DESIGNAT INSP FREQ	24	005-4A	IR HWY NO	0082
034-0	SKEW	2	092-1	FRACT/CRITI DETIAL	N	005-5A	IR DIR	0
035-0	STR F:AGGED	0	092-2	UNDERWATER INSP	N	011-2A	IR REF-MKR/DISP	
036-0	TRAF SAFETY FEAT	1NNN	092-3	OTHER SPECIAL INSP	N	047-0A	IR HORIZ CLR	38.40
037-0	HISTORICAL SIGNIF	5	092-1-2	FRACT/CRIT FREQUENCY		010-0A	IR RT MIN VET CLR	99FT 99IN
038-0	NAVIG CNTL	N	092-2-2	UNDERWATER FREQUENCY		012-0A	IR BASE HWY NETWK	
039-0	NAVIG VERT CUR	0	092-3-2	OTHER SPECIAL FREQUENCY		013-1A	IR LRS HWY	
040-0	NAVIG HORIZ CUR	0	093-1	FRACT/CRITI (MMYYYY)		013-2A	IR LRS SUB RT	
041-0	OPER. STATUS	A	093-2	UNWATER INSP (MMYYYY)		019-0A	IR BYPASS LGTH	
041-1	LOAD TYPE	N	093-3	OT/SPEC INSP (MMYYYY)		020-0A	IR TOLL	3
041-2	LOAD IN 1000 LBS	NNN	094-0	BDG IMPROVE COST		026-0A	IR FUNCT CLASS	13
042-0	TYPE SERVICE	61	095-0	RDWY IMPROVE COST		029-0A	IR AADT	12500
043-1	MAJ SPAN TYPE	1131	096-0	TOTAL PROJECT COST		030-0A	IR YEAR OF ADT	2011
043-2	MAJ APP SPAN TYPE		097-0	YR IMPROVE COST EST		100-0A	IR DEF HWY DESGIN	0
043-3	MIN APP SPAN TYPE		098-0	BORDER BRIDGE		101-0A	IR PAR STR DESIG	R
043-4	CULVERT TYPE		099-0	BORDER STR NO		102-0A	IR DIR OF TRAF	2
043-5	TUNNEL TYPE		100-0	DEFENSE HWY DESIGN	1	103-0A	IR TEMP STR DESIGN	
044-1	SUBSTR MAIN SPAN	341	101-0	PARALLEL STR DESIGN	R	104-0A	IR N H S	1
044-2	SUBSTR MAJ APP SPAN		102-0	DIR OF TRAFFIC	1	109-0A	IR AADT TRK PCT	2
044-3	SUBSTR MIN APP SPAN		103-0	TEMP STR DESIGN		110-0A	IR DESIG NAT NETWRK	0
045-1	NO MAIN SPAN	4	104-0	N H S	1	114-0A	IR FUTURE AADT	17500
045-2	NO MAJ APPR SPAN		105-0	FED LANDS HWY	0	115-0A	IR YEAR OF AADT	2031

STRUCTURE NUMBER: 03-049-0-0194-02-035

(006-1) Feature Crossed: IH 35

Texas Department of Transportation
Bridge Division
PONTEX Detail Bridge Report

9/4/2015 4:26:03 PM

(007-0) Facility Carried: US 82 WB

(009-0) LOCATION: AT JCT US 82 & IH 35

ITEM #	Description	Value	ITEM #	Description	Value	ITEM #	Description	Value
005-1	STRUCTURE FUNCTION	2	045-3	NO MIN APPR SPAN		106-0	YR RECONST	2013
004-0	CITY CODE	15630	046-0	TOTAL NUBER SPANS	4	106-1	WIDENING CODE	1
005-2	HWY SYS	11	047-0	TOTAL HORIZ CLR	49.80	107-1	DECK STR TYPE MAIN SPAN	1
005-3	RT DESIGN	1	048-0	MAX SPAN LENGTH	65	108-1	MAINSPAN WEAR SF	188
005-4	HWY NO	0035	049-0	STR LENGTH	230	107-2	STR TYPE MAJ APP SP	N
005-5	ROUTE DIR	0	050-1	LEFT SIDEWALK	0	108-2	MAJ APP SPN WEAR SF	NNN
006-2	CRIT BRDG		050-2	RIGHT SIDEWALK	0	107-3	STR TYPE MIN APP SP	N
010-0	RT MIN VERT CLR	1606	051-0	ROADWAY WIDTH	57.50	108-3	MIN APP SPN WEAR SF	NNN
011-0	MI-POINT	15.438	052-0	DECK WIDTH	70	109-0	AADT TRK PRECENT	21
011-1	MIPT DATE (PRI)	197405	053-0	VERT CLR OV	99FT 99IN	110-0	DESIGN NATION NETWORK	1
011-2	REF-MKR and DISP	0498+00330	054-1	VERT CLR REF FEAT	H	111-0	PIER/ABUT PROTECT	
011-A1	MIPT DATE (IR)	198312	054-2	VERT CLR UN	16FT 06IN	112-0	NBIS BRIDGE LENGTH	Y
012-0	BASE HWY NETWORK		055-1	LAT CUR REF FEAT	H	113-0	SCOUR CRITI BRDG	N
013-1	LRS INVENTORY		055-2	RIGHT LAT CLEAR	13.40	113-1	SCOUR VULNERABILITY	
013-2	LRS SUB RT.		056-0	LEFT LAT CLEAR	3.30	114-0	FUTURE AADT	39210
016-0	LATITUDE (D/M/S)	33382648	058-0	DECK COND	7	115-0	FUTURE AADT YEAR	2031
016-1	GPS LAT (DEG)	33.64068972	059-0	SUPERSTR COND	7	116-0	MIN NAVIG VERT CLR	
017-0	LONGITUDE (D/M/S)	097092091	060-0	SUBSTR COND	7	119-0	COST ORIGIN CONSTR	
017-1	GPS LONG (DEG)	-97.15580748	061-0	CHANN-PROTECT	N	120-0	DEFI / OBSO / 10YR RULE	
017-2	COLLECTION METHOD	4	062-0	CULVERT	N	121-0	SUFF RATING	95
019-0	BYPASS LENGTH	0	063-0	METHOD OPR RATING	5	122-0	X-REF PRIMARY RT ID	
020-0	TOLL	3	064-0	OPERATIONAL RATING	249	123-0	X-REF STR FUNC PRIMARY RT	
021-0	MAINT RESPON	01	065-0	RDWY APPR COND	7	124-0	X-REFIR ID	
022-0	OWNER	01	065-1	METHOD INV RATING	5	125-0	X-REF STR FUNC IR	
022-1	MAINT SECT NO	04	066-0	INVENTORY RATING	236	126-0	DIST USE	WIDEN CSJ 019402087
023-1	PROJECT TYPE	1	067-0	STR EVALUATION	7	128-0	OV HEIGHT DAMAGE	N
023-2	CONT / SEC / JOB	019402049	068-0	DECK GEOMETRY	5			
026-0	FUNCT. CLASS	11	069-0	JUD CLR VERT / HORZ	3	008-4A	IR CONTROL	0044
027-0	YR ORIGIN BUILT	1990	070-0	BRIDGE POSTING	5	008-5A	IR SECTION	08
028-1	LANES ON STR	04	071-0	WATERWAY ADQEUACY	N	011-0A	IR MILEPOINT	39.404
028-2	LANES UNDER STR	06	072-0	APPR RDWY ALIGN	8	008-6A	IR STR NO	035
029-0	AADT	28010	075-0	TYPE WORK-REPLACE		008-3A	IR DUPL OVER	0
030-0	YR OF AADT	2011	076-0	LENGTH IMPROVEMENT	0	005-1A	IR FUNCTION	1
031-0	DESIGN LOAD	5	088-0	ST-FRAC-CRIT/STEEL	NNNN	005-3A	IR DESIGNAT	1
032-0	APPROACH WIDTH	38	090-0	LAST INSP(MMDDYYYY)	1/20/2014	005-2A	IR HWY SYS	12
033-0	MEDIAN	2	091-0	DESIGNAT INSP FREQ	24	005-4A	IR HWY NO	0082
034-0	SKEW	2	092-1	FRACT/CRITI DETIAL	N	005-5A	IR DIR	0
035-0	STR F:AGGED	0	092-2	UNDERWATER INSP	N	011-2A	IR REF-MKR/DISP	
036-0	TRAF SAFETY FEAT	1NNN	092-3	OTHER SPECIAL INSP	N	047-0A	IR HORIZ CLR	38
037-0	HISTORICAL SIGNIF	5	092-1-2	FRACT/CRIT FREQUENCY		010-0A	IR RT MIN VET CLR	99FT 99IN
038-0	NAVIG CNTL	N	092-2-2	UNDERWATER FREQUENCY		012-0A	IR BASE HWY NETWK	
039-0	NAVIG VERT CUR	0	092-3-2	OTHER SPECIAL FREQUENCY		013-1A	IR LRS HWY	
040-0	NAVIG HORIZ CUR	0	093-1	FRACT/CRITI (MMYYYY)		013-2A	IR LRS SUB RT	
041-0	OPER. STATUS	A	093-2	UNWATER INSP (MMYYYY)		019-0A	IR BYPASS LGTH	
041-1	LOAD TYPE	N	093-3	OT/SPEC INSP (MMYYYY)		020-0A	IR TOLL	3
041-2	LOAD IN 1000 LBS	NNN	094-0	BDG IMPROVE COST		026-0A	IR FUNCT CLASS	13
042-0	TYPE SERVICE	61	095-0	RDWY IMPROVE COST		029-0A	IR AADT	12500
043-1	MAJ SPAN TYPE	1131	096-0	TOTAL PROJECT COST		030-0A	IR YEAR OF ADT	2011
043-2	MAJ APP SPAN TYPE		097-0	YR IMPROVE COST EST		100-0A	IR DEF HWY DESGIN	0
043-3	MIN APP SPAN TYPE		098-0	BORDER BRIDGE		101-0A	IR PAR STR DESIG	L
043-4	CULVERT TYPE		099-0	BORDER STR NO		102-0A	IR DIR OF TRAF	2
043-5	TUNNEL TYPE		100-0	DEFENSE HWY DESIGN	1	103-0A	IR TEMP STR DESIGN	
044-1	SUBSTR MAIN SPAN	341	101-0	PARALLEL STR DESIGN	L	104-0A	IR N H S	1
044-2	SUBSTR MAJ APP SPAN		102-0	DIR OF TRAFFIC	1	109-0A	IR AADT TRK PCT	2
044-3	SUBSTR MIN APP SPAN		103-0	TEMP STR DESIGN		110-0A	IR DESIG NAT NETWRK	0
045-1	NO MAIN SPAN	4	104-0	N H S	1	114-0A	IR FUTURE AADT	17500
045-2	NO MAJ APPR SPAN		105-0	FED LANDS HWY	0	115-0A	IR YEAR OF AADT	2031

TEXAS HISTORICAL COMMISSION

Atlas Home | Comment | Keyword | County | Map Address | Address | Designation | Site Name

Cooke County

County map

135 records match your search criteria.

<<Print all results>>

Choose results page:
1 2 3 4 5 Next Last

Able

- Cemetery [Brief]
- Location Map

Akers

- Cemetery [Brief]
- Location Map

American Paint Horse Association

- Historical marker [Brief]

Bailey, Joseph Weldon

- Historical marker [Brief]
- Location Map

Barbed Wire in Cooke County

- Historical marker [Brief]
- Location Map

Barlow

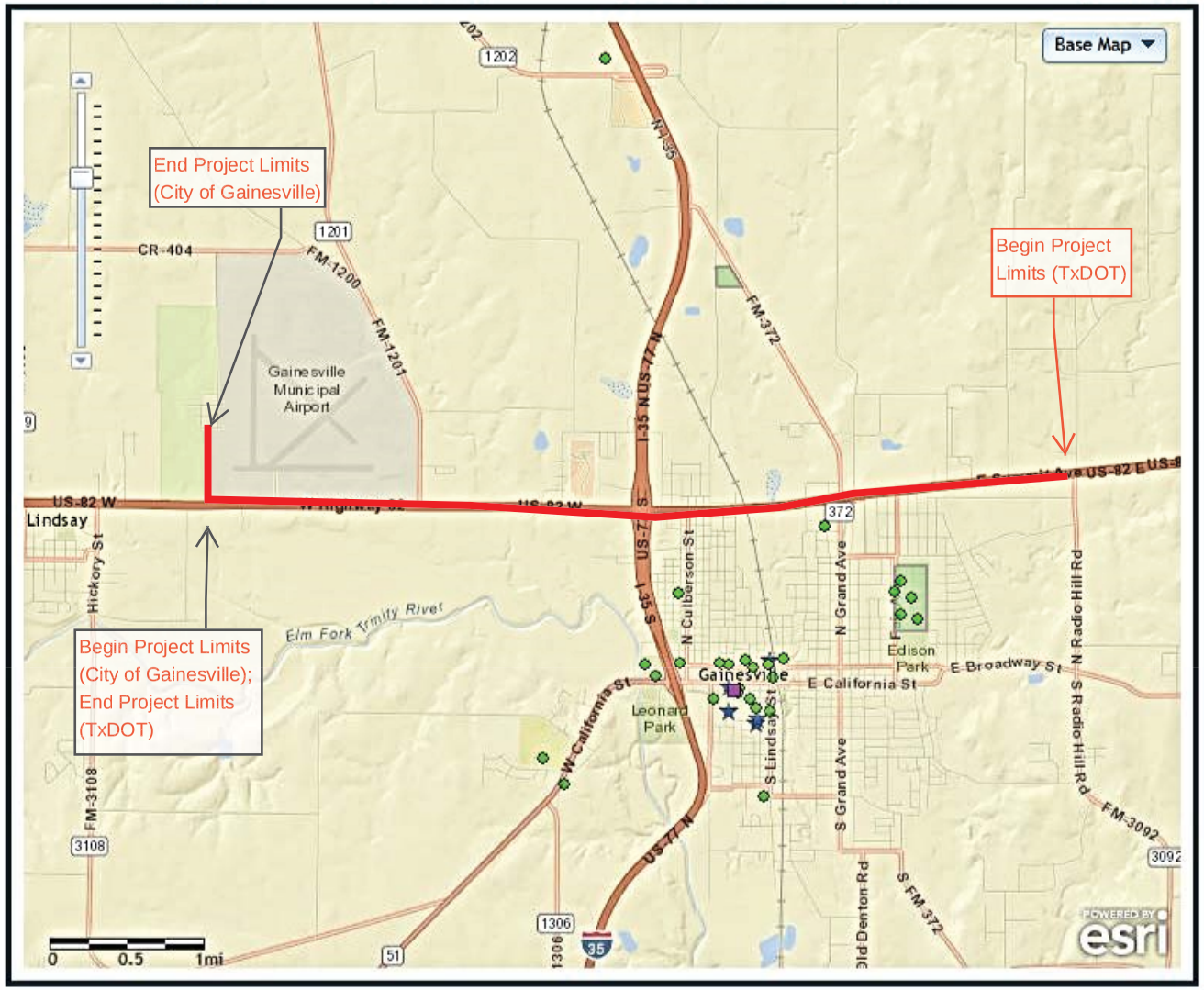
- Cemetery [Brief]
- Location Map

Barron

- Cemetery [Brief]
- Location Map

Bear Head

- Cemetery [Brief]
- Location Map



Legend

- Neighborhood Survey
- Museum
- Historical Marker
- National Register Property
- National Register District
- Cemetery

- Click on a feature for more information.
- Click and drag to move map.
- Shift-click and drag to zoom to a region.

Print Map

Measurement Tools

Instructions

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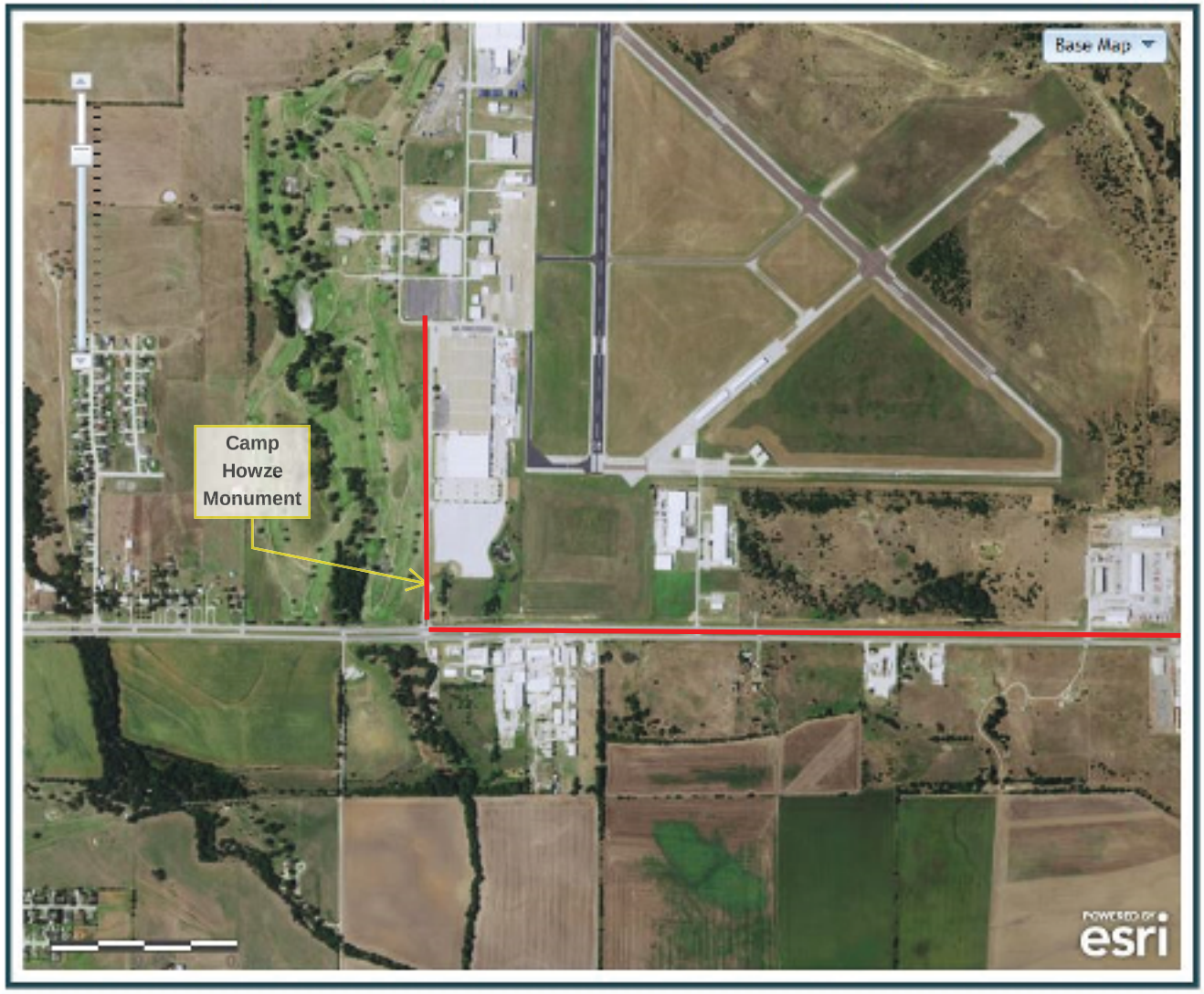

Legend

- Neighborhood Survey
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- Cemetery

- Click on a feature for more information.
- Click and drag to move map.
- Shift-click and drag to zoom to a region.

Print Map

Measurement Tools

Instructions

Texas Historic Sites Atlas – Copyright © 1995-2011 Texas Historical Commission

Traffic Noise Technical Report

US 82 from IH 35 to Lawrence Street

CSJ# 0044-08-067

Prepared by: TxDOT Wichita Falls District

November 2015

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

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2.0 TRAFFIC NOISE ANALYSIS 1
3.0 RESULTS OF TRAFFIC NOISE ANALYSIS 2
4.0 CONCLUSION 4
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1.0 INTRODUCTION

The Texas Department of Transportation (TxDOT) proposes improvements to U.S. Highway (US) 82 in Gainsville, Cooke County, Texas. The US 82 Improvement Project has been developed to aid in improving the travel conditions within the city of Gainesville.

The existing facility is a four-lane divided arterial with a raised median (see **Figure 1** in **Appendix A**). The proposed plans include intersection improvements, reconstruction of the median turning lanes, and restriping of the existing pavement to provide an additional through-traffic lane in each direction between Interstate Highway (IH) 35 and Lawrence Street. No new right of way or easements are proposed with this project. Proposed plans include pedestrian facilities, safety end treatments, signs and signals, and the addition of curb and gutter at various locations throughout the project.

2.0 TRAFFIC NOISE ANALYSIS

This traffic noise analysis was conducted in accordance with TxDOT's 2011 *Guidelines for Analysis and Abatement of Highway Traffic Noise*, which has been approved by the Federal Highway Administration (FHWA).

Sound from highway traffic is generated primarily from a vehicle's tires, engine and exhaust. It is commonly measured in decibels and is expressed as "dB." Sound occurs over a wide range of frequencies. However, not all frequencies are detectable by the human ear; therefore, an adjustment is made to the high and low frequencies to approximate the way the average person hears traffic sounds. This adjustment is called A-weighting and is expressed as "dB(A)."

Also, because traffic sound levels are never constant due to the changing number, type and speed of vehicles, a single value is used to represent the average or equivalent sound level and is expressed as "Leq."

The traffic noise analysis typically includes the following elements.

- Identification of land use activity areas that might be impacted by traffic noise.
- Determination of existing noise levels.
- Prediction of future noise levels.
- Identification of possible noise impacts.
- Consideration and evaluation of measures to reduce noise impacts.

FHWA has established the following Noise Abatement Criteria (NAC) for various land use activity areas that are used as one of two means to determine when a traffic noise impact would occur (see **Table 2-1**).

Table 2-1 Noise Abatement Criteria			
Activity Category	**FHWA dB(A) Leq**	**TxDOT dB(A) Leq**	**Description of Land Use Activity Areas**
A	57 (exterior)	56 (exterior)	Lands on which serenity and quiet are of extra-ordinary significance and serve an important public need and where the preservation of those qualities is essential if the area is to continue to serve its intended purpose.
B	67 (exterior)	66 (exterior)	Residential
C	67 (exterior)	66 (exterior)	Active sport areas, amphitheaters, auditoriums, campgrounds, cemeteries, day care centers, hospitals, libraries, medical facilities, parks, picnic areas, places of worship, playgrounds, public meeting rooms, public or nonprofit institutional structures, radio studios, recording studios, recreation areas, Section 4(f) sites, schools, television studios, trails, and trail crossings.
D	52 (interior)	51 (interior)	Auditoriums, day care centers, hospitals, libraries, medical facilities, places of worship, public meeting rooms, public or nonprofit institutional structures, radio studios, recording studios, schools, and television studios.
E	72 (exterior)	71 (exterior)	Hotels, motels, offices, restaurants/bars, and other developed lands, properties, or activities not included in A-D or F.
F	--	--	Agricultural, airports, bus yards, emergency services, industrial, logging, maintenance facilities, manufacturing, mining, rail yards, retail facilities, shipyards, utilities (water resources, water treatment, electrical), and warehousing.
G	--	--	Undeveloped lands that are not permitted.

A noise impact occurs when either the absolute or relative criterion is met:

- Absolute criterion: the predicted noise level at a receiver approaches, equals or exceeds the NAC. "Approach" is defined as one dB(A) below the FHWA NAC. For example: a noise impact would occur at a Category B residence if the noise level is predicted to be 66 dB(A) or above.

- Relative criterion: the predicted noise level substantially exceeds the existing noise level at a receiver even though the predicted noise level does not approach, equal or exceed the NAC. “Substantially exceeds” is defined as more than 10 dB(A). For example: a noise impact would occur at a Category B residence if the existing level is 54 dB(A) and the predicted level is 65 dB(A) (11 dB[A] increase).

When a traffic noise impact occurs, noise abatement measures must be considered. A noise abatement measure is any positive action taken to reduce the impact of traffic noise on an activity area.

3.0 RESULTS OF TRAFFIC NOISE ANALYSIS

The FHWA traffic noise modeling software (TNM2.5) was used to calculate existing and predicted traffic noise levels. The model primarily considers the number, type and speed of vehicles; highway alignment and grade; cuts, fills and natural berms; surrounding terrain features; and the locations of activity areas likely to be impacted by the associated traffic noise.

Existing and predicted traffic noise levels were modeled at receiver locations that represent the land use activity areas adjacent to the proposed project that might be impacted by traffic noise and potentially

benefit from feasible and reasonable noise abatement (see **Plates 1-1** through **1-3** in **Appendix B** and **Table 3-1**).

Table 3-1 Traffic Noise Levels dB(A) Leq

Representative Receiver	NAC Category	FHWA NAC	Existing 2012	Predicted 2032	Change (+/-)	Noise Impact
R-1 – Residential	B	67	62	64	+2	No
R-2 – Residential	B	67	67	69	+2	**Yes**
R-3 – Residential	B	67	61	63	+2	No
R-4 – Medical Facility	D	52	42	44	+2	No
R-5 – Residential	B	67	61	64	+3	No
R-6 – Residential	B	67	63	66	+3	**Yes**
R-7 – Residential	B	67	62	64	+2	No
R-8 – Public Meeting Room	D	52	38	40	+2	No

Source: US 82 Noise Study Team 2015; FHWA Traffic Noise Model v2.5.

As indicated in **Table 3-1**, the proposed project would result in traffic noise impacts at two modeled receivers, representing three impacted receivers. The following noise abatement measures were considered: traffic management, alteration of horizontal and/or vertical alignments, acquisition of undeveloped property to act as a buffer zone, and the construction of noise barriers.

Before any abatement measure can be proposed for incorporation into the project, it must be both feasible and reasonable. In order to be "feasible," the abatement measure must be able to reduce the noise level at greater than 50 percent of impacted, first row receivers by at least 5 dB(A). To be "reasonable," it must not exceed the cost-effectiveness criterion of $25,000 for each receiver that would benefit by a reduction of at least 5 dB(A), and the abatement measure must be able to reduce the noise level for at least one impacted, first row receiver by at least 7 dB(A).

Traffic management: control devices could be used to reduce the speed of the traffic; however, the minor benefit of one dB(A) per five miles per hour (mph) reduction in speed does not outweigh the associated increase in congestion and air pollution. Other measures such as time or use restrictions for certain vehicles are prohibited on State highways.

Alteration of horizontal and/or vertical alignments: any alteration of the existing alignment could displace existing businesses and residences, require additional right of way and not be cost effective/reasonable.

Buffer zone: the acquisition of undeveloped property to act as a buffer zone is designed to avoid rather than abate traffic noise impacts and, therefore, is not feasible.

Noise walls: this is the most commonly used noise abatement measure. Noise walls were evaluated for each of the impacted receiver locations with the following results.

R-2: This receiver represents an impacted single-family residence located on the south side of US 82, and east of W. Cloud Street (see **Plate 1-1** in **Appendix B**). A continuous noise wall located along the US 82 right of way would restrict access to the residence; therefore, two separate noise walls were

modeled at a height of 20 feet. These noise walls would not be sufficient to achieve the minimum, feasible noise reduction of 5 dB(A) for greater than 50 percent of the impacted, first row receivers or the minimum, feasible noise reduction of 7 dB(A) for any impacted, first row receiver; therefore, these noise walls are not proposed for this location.

R-6: This receiver represents two impacted single-family residences located behind a restaurant on the north side of US 82 west of Weaver Street (see **Plate 1-2** in **Appendix B**). A noise wall located along the US 82 right of way would restrict access to the restaurant; therefore, no noise walls are proposed for this location.

None of the above noise abatement measures would be both feasible and reasonable; therefore, no abatement measures are proposed for this project.

4.0 CONCLUSION

Any subsequent project design changes may require a reevaluation of traffic noise impacts. To avoid noise impacts that may result from future development of properties adjacent to the project, local officials responsible for land use control programs must ensure, to the maximum extent possible, no new activities are planned or constructed along or within the following predicted (2032) noise impact contours (see **Table 4-1**).

Table 4-1 Year 2032 Predicted Noise Impact Contours

Land Use Category (NAC)	Impact Contour	Distance From Right of Way
B and C	66 dB(A)	130 feet
E	71 dB(A)	40 feet

Source: US 82 Noise Study Team 2015.

Noise associated with the construction of the proposed project is difficult to predict. Heavy machinery, the major source of noise in construction, is constantly moving in unpredictable patterns. However, construction normally occurs during daylight hours when occasional loud noises are more tolerable. None of the receivers are expected to be exposed to construction noise for a long duration; therefore, any extended disruption of normal activities is not expected. Provisions would be included in the plans and specifications that require the contractor to make every reasonable effort to minimize construction noise through abatement measures such as work-hour controls and proper maintenance of muffler systems.

A copy of this traffic noise analysis will be made available to local officials. On the date of approval of this document (Date of Public Knowledge), TxDOT is no longer responsible for providing noise abatement for new development adjacent to the proposed project.

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5.0 REFERENCES

Federal Highway Administration. 1996. Measurement of Highway-Related Noise. Final Report. Office of Environment and Planning. Report Numbers FHWA-PD-96-046 and DOT-VNTSC-FHWA-96-5. May 1996

Federal Highway Administration. 2004. FHWA Traffic Noise Model (computer software). Version 2.5 LOS1. McTrans: University of Florida. License 65917.

Texas Department of Transportation. 2011. Guidelines for Analysis and Abatement of Roadway Traffic Noise. April 2011.

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APPENDIX A

FIGURES

Figure 1
Project Location

US 82 Intersection Improvements
Gainesville, Cooke County, Texas

CSJ: 0044-08-067

APPENDIX B

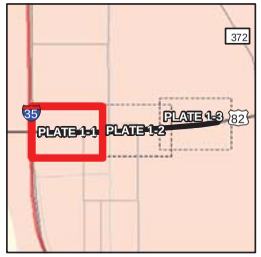
PLATES

TRAFFIC NOISE STUDIES

US 82 Intersection Improvements
Gainesville, Cooke County, TX

CSJ: 0044-08-067

LOCATOR DIAGRAM



Key to Features

- Representative Receiver
- Impacted Representative Receiver
- Proposed Roadway Centerlines

N

0 75 150 225
Feet

One inch equals 150 ft

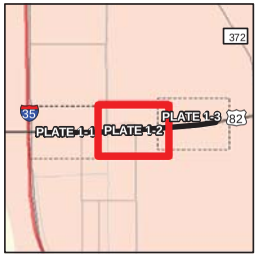
PLATE 1-1

TRAFFIC NOISE STUDIES

US 82 Intersection Improvements
Gainesville, Cooke County, TX

CSJ: 0044-08-067

LOCATOR DIAGRAM



Key to Features

- Representative Receiver
- Impacted Representative Receiver
- Proposed Roadway Centerlines

N

0 75 150 225
Feet

One inch equals 150 ft

PLATE 1-2

TRAFFIC NOISE STUDIES

US 82 Intersection Improvements
Gainesville, Cooke County, TX

CSJ: 0044-08-067

LOCATOR DIAGRAM

Key to Features

- Representative Receiver
- Impacted Representative Receiver
- Proposed Roadway Centerlines

N

0 75 150 225
Feet

One inch equals 150 ft

PLATE 1-3

Statewide Transportation Improvement Program (STIP)

US 82, etc.
CSJ: 0044-08-067, etc.

Stephanie D. Manry, Wichita Falls District

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

B. GROUPED PROJECT CSJ DEFINITION AND FUNDING

Table 2 - Grouped CSJ Definition and Funding

Proposed CSJ	Grouped Project Category	Definition and Funding
5000-00-950	Preliminary Engineering	Preliminary Engineering for any project that is not added capacity in a non-attainment area. Includes activities which do not involve or lead directly to construction such as planning and technical studies, grants for training and research programs.
5000-00-951	Right of Way Acquisition	Right of Way acquisition for any project that is not added capacity in a non-attainment area. Includes relocation assistance, hardship acquisition and protective buying.
5000-00-952 5000-00-957 5000-00-958	Preventive Maintenance and Rehabilitation	Projects to include pavement repair to preserve existing pavement so that it may achieve its designed loading. Includes seal coats, overlays, resurfacing, restoration and rehabilitation done with existing ROW. Also includes modernization of a highway by reconstruction, adding shoulders or adding auxiliary lanes (e.g., parking, weaving, turning, climbing, non-added capacity).
5000-00-953	Bridge Replacement and Rehabilitation	Projects to replace and/or rehabilitate functionally obsolete or structurally deficient bridges.
5000-00-954	Railroad Grade Separations	Projects to construct or replace existing highway-railroad grade crossings and to rehabilitate and/or replace deficient railroad underpasses, resulting in no added capacity.
5800-00-950	Safety	Projects to include the construction or replacement/rehabilitation of guard rails, median barriers, crash cushions, pavement markings, skid treatments, medians, lighting improvements, railroad/highway crossing warning devices, fencing, intersection improvements (e.g., turn lanes), signalization projects and interchange modifications. Also includes projects funded via the Federal Hazard Elimination Program and the Federal Railroad Signal Safety Program.
5000-00-956	Landscaping	Project consisting of typical right of way landscape development, establishment and aesthetic improvements to include any associated erosion control and environmental mitigation activities.
5800-00-915	Intelligent Transportation Systems Deployment	Highway traffic operation improvement projects including the installation of ramp metering control devices, variable message signs, traffic monitoring equipment and projects in the Federal ITS/IVHS programs.
5000-00-916	Bicycle and Pedestrian	Construction or rehabilitation of bicycle and pedestrian lanes, paths and facilities.
5000-00-917	Safety Rest Areas and Truck Weigh Stations	Construction and improvement of rest areas and truck weigh stations.
5000-00-918	Transit Improvements	Projects include the construction and improvement of small passenger shelters and information kiosks. Also includes the construction and improvement of rail storage/maintenance facilities bus transfer facilities here minor amounts of additional land are required and there is not a substantial increase in the number of users.

Public Involvement

US 82, etc.
CSJ: 0044-08-067, etc.

Stephanie D. Manry, Wichita Falls District

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

US 82 Improvement Project

Open House Summary Report

February 5, 2015

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PURPOSE OF OPEN HOUSE 1

SUMMARY OF OPEN HOUSE 1

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Date, Location and Format 2

Registration and Handouts 3

Attendance 3

Virtual Open House 3

Public Comments 3

COMMENT AND RESPONSE REPORT 4

List of Attachments

Attachment A Notification and Advertising

Attachment B Open House Materials

Attachment C Photos

Attachment D Virtual Open House

Attachment E Original Written Comments

Introduction

The Texas Department of Transportation (TxDOT) held an open house on Thursday, February 5, 2015, from 5:30 PM to 7:30 PM, at First United Methodist Church, 214 S. Denton Street, Gainesville, Texas, 76240. This open house focused on two projects, the IH 35 Improvement Project and the US 82 Improvement Project. This summary report documents the US 82 Improvement Project.

TxDOT is planning to make interim improvements to US 82 in Gainesville, TX to provide congestion relief and is currently preparing construction plans for this project.

The 6-mile project extends from Zodiac Drive to FM 371 and includes:

- Reconstruction of Zodiac Drive and widening to two lanes in each direction
- Restriping from IH 35 to Lawrence Street to provide three lanes in each direction
- Redesign of medians from IH 35 to Weaver Street for safety
- Update of signal at Lawrence Street
- Redesign of intersection at FM 372/US 82 and add signals
- Redesign of ramps east of FM 372/US 82 to one way and add turnaround
- Redesign of intersection at Hillcrest Boulevard
- Update signal at Fair Avenue
- Addition of right turn lanes at FM 3002 and FM 371

Purpose of Open House

The purpose of the open house for the US 82 Improvement Project was to provide an opportunity for citizens to learn more about the project and provide input on the proposed changes to the 2012 Feasibility Study. This open house was held in conjunction with the IH 35 Improvement project Open House.

Summary of Open House

Notifications and Advertising

The open house was advertised through a variety of traditional and electronic media to try to reach as many local citizens as possible. The following tools were used to notify the public of the open house.

- **Legal Notices and Display Ads** - Legal notices and display ads were placed in the *Gainesville Daily Register* on January 6 and 27, 2015; and in the *Weekly News of Cooke County* on January 7 and 28, 2015 issues of the newspaper.
- **Website Postings** – Meeting notifications were posted on TxDOT.gov
- **Elected and Public Officials** – Letters were mailed to area elected and public officials with details of the open house on January 12, 2015 and on January 22, 2015.

- **Emails** – An email announcement was sent to adjacent businesses, interest groups, chambers of commerce, and tribal nations on January 20, 2015.
- **Postcards** - Postcards were mailed on January 22, 2015 to over 11,000 addresses in the project area, including the 76240 zip code. The postcards were in English and Spanish.
- **Media Advisory** –TxDOT and ODOT issued separate media advisories on January 26, 2015, to local media sources regarding the open house.
- **Social Media Postings** – Meeting notifications were posted on the TxDOT Facebook page as well as the Cooke County (Texas A&M ArgiLife Extension Service) Facebook page.
- **Community Calendars** – Meeting notifications were posted on the City of Gainesville community calendar.
- **Environmental Justice Outreach**– Postcards (English and Spanish) were distributed at: public/low-income housing complexes in project area (Washington Court & Walnut Lane); the TLG Language Resources and Training Academy; places of worship that offer services in Spanish; Gainesville Municipal Building, Cooke County Library, Love County Library, the American Red Cross-Denison, WIC State Agency Area Office, the Gainesville Economic Development Corp, and the Cooke County Office.

Copies of meeting notifications and advertisements are available in **Attachment A.**

Date, Location and Format

TxDOT held the open house on Thursday, February 5, 2015 at First United Methodist Church, 214 S. Denton Street, Gainesville, Texas, 76240. The open house was held in the fellowship hall. The event was designed to be a casual, come-and-go format in an accessible location for the community. Hours were 5:30 PM to 7:30 PM.

Directional signs were posted outside on S. Denton Street and E. Pecan Street. Directional signs were placed inside the church to help people find the fellowship hall.

Attendees were encouraged to fill out comment cards and leave them in a box stationed in the comment table area. Project team members (including one Spanish translator) were available to provide information, assistance, and answer questions.

The room was separated into two sections with IH 35 Improvement Project on the right-hand side and US 82 Improvement Project on the left-hand side.

The exhibits included:

- Welcome
- Room Layout Diagram
    - Why am I here?
    - Project History
    - Interim Improvement Layout Roll Plot Displays
    - Traffic Simulation
    - Next Steps

- How to Submit Comments
- We welcome your comments!

Copies of the exhibits can be found in **Attachment B.**

Registration and Handouts

Attendees were asked to sign in and were provided these handouts:

- Comment Form
- Fact Sheet – US 82 Improvement Project

The following handouts were also made available: TxDOT ROW materials (English and Spanish) and Title VI pamphlets (English and Spanish).

Copies of the handout materials are included in **Attachment B.**

Attendance

Based on signatures on the sign-in sheets from the open house, a total of 418 people were in attendance. Copies of the sign-in sheets are included in **Attachment B**. Photos of the open house are in **Attachment C.**

Virtual Open House

TxDOT launched a virtual open house (VOH) for the US 82 Improvement Project at TxDOT.gov. The VOH was made available from February 6, 2015 through February 17, 2015. The US 82 Improvement Project VOH was downloaded 19 times during this period. The VOH materials are available in **Attachment D.**

Public Comments

Input in the form of comments from citizens was gathered from February 5, 2015 through February 17, 2015. The comments were collected through the following formats:

- Comment forms received at the open house and through the mail
- Comments submitted through TxDOT.gov

A total of 19 comments were received (12 via comment forms at open house and 7 via TxDOT.gov.)

Copies of public comments in original form are included in **Attachment E.**

Comment and Response Report

#	Date	Method	Comment (verbatim)	IH 35	US 82	Both	Response
1	Feb. 5, 2015	Comment Card	Very good improvements		✓		We appreciate your comment voicing favor for the proposed US 82 Improvement Project. Your comment will be considered throughout project development and will remain a part of the project file as the study moves forward.
2	Feb. 5, 2015	Comment Card	All ok with me		✓		We appreciate your comment expressing that you are okay with the proposed US 82 Improvement Project. Your comment will remain a part of the project file as the study moves forward.
3	Feb. 17, 2015	Website	Redesign of intersection at FM 372 and add signals; Redesign of ramps east of FM 372 to one way and add turnaround. The above 2 improvements listed are designed in such a way that is detrimental and harmful to our business "Brannan Auto Sales". This property was purchased in 1985 with accessibility on the north and side and provided ample entrances for our clients. The proposed ramp east of FM 372 and the turnaround will remove 2 accesses to this property has had for over 50 years. The removal of the entrance to our business on the north side of our property will hinder our company and render it useless as a car dealership or any viable company. Our location will have plenty of visibility but no access. This entrance to our property has been there since US 82 was installed. Please let us know how we can plan access to our property that will keep us viable.		✓		After considering your comments and reviewing the current proposed design it has been determined that a driveway will be added at this location to allow access to this property. As information is being compiled, we are continually evaluating the information and the potential impacts from this project. Your comment will be considered throughout project development and will remain a part of the project file as the study moves forward.
4	Feb. 5, 2015	Comment Card	'Access' to the property in the southeast corner of IH 35 and US 82 intersection is of vital importance to the properties optimal development. Benefits from proper traffic flow and access planning apply not only to the Brewer Family (current owners), but to the city in tax revenue and future employees as well as customers of businesses on this corner. "Hooded lefts' off of UW 82 westbound and access points with turn lanes from the IH 35 service road will be needed by 'any' development on this corner. Additionally, of major concern to TxDOT and to those who travel thru this area is safety and a smooth flow of traffic. Intelligent design of traffic flow and ingress/egress around and into this property will accomplish all the needs of all concerned.			✓	In considering your comment concerning access for the proposed IH 35 and US 82 Improvement Projects it was decided a hooded left-turn from westbound US 82 to Brewer Lane will be added to the design plans. A hooded left-turn at this location will allow safe access to the property from the east now and in the future. Additionally, the US 82/IH 35 intersection will be greatly improved with the construction of this US 82 Improvement Project. Timing on traffic signals will be adjusted to allow for more efficient flow of traffic and reduce congestion. The signals will be timed and interconnected so if you stop at one signal, you should be able to drive the rest of the way on US 82 without stopping for a signal again. As information is being compiled we are continually evaluating the information and the potential impacts from this project. Your comment will be considered as the study moves forward.
5	Feb. 14, 2015	Website	In addition to the previous comment that I just sent by Roy Brewer and in an effort to keep open the lines of communication for a meaningful resolution to the issue of eliminated crossover access on US 82 at Brewer Lane and Mill Street, I have sent copies of my comments to our brokers at Venture Commercial, our civil engineers at Kimley Horn, the City of Gainesville, Gainesville Economic Development, and State Representative Drew Springer as all of these representatives have been involved in deep discussions on the crossover issue at hand. This will allow everyone to be up to date at our hopefully future discussions with you to resolve the issue in a positive manner.		✓		In response to your comments and a review of the current proposed design it was decided a hooded left-turn from westbound US 82 to Brewer Lane will be added to the design plans. A hooded left-turn at this location will allow access to the property from the east now and in the future. As information is being compiled we are continually evaluating the information and the potential impacts from this project. Your comment will be considered throughout project development and will remain a part of the project file as the study moves forward.

#	Date	Method	Comment (verbatim)	IH 35	US 82	Both	Response
6	Feb. 16, 2015	Website	Our mother and family own the Southeast corner of US 82 and IH 35. We are seriously concerned about the removal of the crossover access at US 82 at Brewer Lane AND Mill Street. It will have a detrimental effect on our Brewer Property. 1. Severe damage to our property value will result if these crossovers are removed as we are working to develop one of the most valuable corners of land between Denton and Oklahoma City. Our prospective buyers are looking for current access. We have had deeded access from TxDOT since the 1940's. 2. A crossover is needed for safety reasons. We do understand that the project is trying to correct traffic flow, but there is potentially increased danger as traffic will need away to access the property as it develops and avoid a more dangerous U-turn somewhere to the west. There is no need to cut crossover access at both of these intersections when it currently and in the near future will have an increasing need for it. A continuous median will only restrict the safe movement of traffic in this particular area and will cut off much needed access to the businesses that will develop on this corner very soon. Please make modifications to your plans now and re-access the situation at this important intersection. Thank you. [redacted]		✓		In response to your concerns and a review of the proposed design it has been determined that a hooded left-turn from westbound US 82 to Brewer Lane will be added to the design plans. A hooded left-turn at this location will allow access to the property from the east now and in the future. As information is being compiled we are continually evaluating the information and the potential impacts from this project. Your comments will be considered throughout project development and will remain a part of the project file as the study moves forward.
7	Feb. 18, 2015	Comment Card	Making the service roads one way will be very inconvenient for the farmers and ranchers between Gainesville & Valley View hauling grain to the feed mill etc. There needs to be an entrance to 35 from the S side of Gainesville without having to go back to California Street. Some people try to use East Spring Creek Rd. but it is very poorly maintained & will tear your car up. Service roads need to go across Spring Creek at Valley V. and the Trinity S. of Gainesville. Need to eliminate the light at US 82 and Lawrence St.			✓	We have taken into consideration your comments concerning the proposed frontage road conversion to one-way traffic for the proposed IH 35 Improvement Project. Additionally, we have reviewed the TxDOT Roadway Design Manual. It has been determined that the preferred operation for frontage roads is one-way since one-way frontage roads are considered to be significantly safer than two-way frontage roads and with traffic forecasts projecting increased traffic over time, the need to convert to one-way frontage roads is recommended. The benefits expected from the conversion to one-way frontage roads are: • Smoother traffic flow • Improved safety at entrance & exit rams • Improved intersection safety & efficiency • Helps make frontage roads uniform statewide • Meets driver expectations by bringing consistency to local frontage roads TxDOT will continue to evaluate impacts to access from the conversion of two-way frontage roads to one-way frontage roads and consider cross-overs where reasonable and feasible. Currently, cross-overs are proposed approximately every 1.5 miles. Additionally, we have considered your comments regarding the traffic signals for the proposed US 82 Improvement Project. It has been determined that the traffic signal and cross-over at Lawrence Street needs to remain at its current location to allow access to businesses on the south side of US 82. As information is being compiled we are continually evaluating the information and the potential impacts. Your comment will be considered throughout project development and will remain a part of the project file as the studies move forward.

#	Date	Method	Comment (verbatim)	IH 35	US 82	Both	Response
8	Feb. 5, 2015	Comment Card	I believe you are creating a choke point near the Walmart and Home Depot area by bringing the lanes back down to two, and why not carry on the three lanes west to Lindsey for the factory worker traffic?		✓		In considering your comment in regards to a choke point near Wal-Mart and Home Depot on US 82, created by the US 82 Improvement Project, we have reviewed the proposed project plans. The US 82 Improvement Project would allow for the addition of three lanes at these locations in the future. As information is being compiled we are continually evaluating the information and the potential impacts from this project. Your comment will be considered throughout project development and will remain a part of the project file as the study moves forward.
9	Feb. 5, 2015	Comment Card	Please keep the road systems the same.			✓	In considering your comment regarding not improving either roadway we would like to let you know we will be evaluating the No-Build Alternative in addition to the Build Alternatives as we move forward in the Environmental Assessment for the proposed IH 35 Improvement Project as well as the environmental study for the US 82 Improvement Project. As information is being compiled we are continually evaluating the information and the potential impacts from these projects. Your comment will be considered and remain a part of the project file as the studies move forward.

#	Date	Method	Comment (verbatim)	IH 35	US 82	Both	Response
10	Feb. 16, 2015	Website	My understanding on the project is that the turn access to my home is going to be removed when traveling westbound. I understand there will no longer be turn points at Mill St. and Brewer Ln. To you this may seem like it will be a solution to better traffic flow. To me, a resident on US 82, it is going to be a living nightmare. When traveling westbound I will virtually be cut off from my house and my grandmother's house (next door). My grandmother is 95 years old and I help take care of her. I use that turn at Brewer Lane constantly to get back and forth to her house. Without this turn I will have to travel across 35 and then make a U-Turn to come back East Bound. The same would go for persons trying to get to Dr. Jolly and the new urgent care facility. What happens when there is a fire at one of these places or at my home? The fire trucks will have to pass the house or business cross over 35 and come back eastbound to reach the destination. I am sorry but this seems a bit absurd. There is already a huge problem with fire trucks and ambulances trying to go westbound across IH 35 right now on US 82. What kind of help is it to someone's safety during road construction to take that away? Sure, there are back roads available but Gainesville has a HUGE drug problem and the street directly behind my house is a prime location. I have been threatened on more than one occasion by drug dealers and I have had to pull my gun on such people as well. I have found evidence of voodoo and choose not to take that route but if the turns are taken away you leave me with no choice. By taking the turns away you are not solving any traffic flow problems you are only creating more once you cross over the IH 35 bridge and people are forced to make U turns. In the event that there is a fire or a disaster or terroristic threat at any of these businesses you are cutting off on US 82 and the emergency response teams are not able to reach people in a timely manner, you are clearly setting the city up for a lawsuit. Safety first - isn't that all our goal. I invite you to come visit with me anytime and see how the traffic flows or does not flow now rather. You might see that it is more of a light issue rather than a turn/access issue. Getting the timing down on the new light at US 82 and IH 35 is your real concern. Cutting off access to the 4 major corners of Gainesville is not only a safety issue it is a huge blow to the community economically. These corners stand to someday be developed and make Gainesville the envy and eye of all surrounding communities but not if there is no access. I have never seen the likes of a community that wants to cut off access to future development. This should be number one rule in business and development in things that should never happen when making a successful community. Again I invite you to come visit anytime and see how the traffic really flows. I have lived at this location for 43 of my 43 years. This property has been in my family since 1950 with my grandfather, Vern Brewer, building this house. I beg you to not cut off access to me or my grandmother or the many people seeking medical help daily from Dr. Jolly and the urgent care facility.			✓	In considering your comment regarding roadway safety, neighborhood safety, and access for the proposed IH 35 Improvement Project and the proposed US 82 Improvement Project we would like to let you know safety is a major goal of the US 82 Improvement Project. TxDOT believes that the proposed design would improve safety and increase mobility in the area. In regards to concerns about neighborhood safety, please contact local police or government officials. Additionally, in order to improve access on US 82, a hooded left-turn from westbound US 82 to Brewer Lane will be added to the design plans. A hooded left-turn at this location will allow access to the property from the east now and in the future. As information is being compiled we are continually evaluating the information and the potential impacts from these projects. Your comments will be considered and will remain a part of the project file as the study's move forward.

#	Date	Method	Comment (verbatim)	IH 35	US 82	Both	Response
11	Feb. 5, 2015	Comment Card	The movement of the rail road tracks will ruin our wheat crop pasture and devalue our home and land tremendously!			✓	In considering your comment regarding the proposed BNSF rail relocation for the proposed IH 35 Improvement Project we would like to let you know throughout the alternative analysis process, impacts to right-of-way and ecological and social resources (including adjacent land uses) have been considered, and, where possible, minimized. The Preferred Build Alternative is the result of this process. TxDOT and the IH 35 Study Team will continue to consider options that will minimize these impacts to the maximum extent possible. As information is being compiled we are continually evaluating the information and the potential impacts from this project. Your comment is being considered and will remain a part of the project file as the study moves forward.

#	Date	Method	Comment (verbatim)	IH 35	US 82	Both	Response
12	Feb. 16, 2015	Comment Card	US 82 Intersection with IH 35 is a traffic jam. That project needs rethinked, worse than it was. (IH 35) 1 – most important things to me is for the frontage roads outside the city limits of Gainesville to stay two way. It would be a great hardship for us in the country with our farming equipment and all the extra time it would take to get to our farms just down the frontage road. 2 – Lisa and my house could become too close to the frontage road if more footage is taken. We will lose our dairy barn if any footage is taken on our side. 3 – Relocation of RR is a good idea. Who will be in charge of that, TxDOT or BNSF? We could not get an answer to this.			✓	In considering your comment regarding congestion at the US 82/IH 35 intersection for the proposed US 82 Improvement Project and the frontage road conversion, access issues, as well as the BNSF rail relocation for the proposed IH 35 Improvement Project we would like to let you know we have conducted engineering studies and evaluated the US 82/IH 35 intersection that have provided insight on how we can best improve congestion in this area. The proposed improvements will be greatly improved with the construction of the proposed project. Timing on traffic signals will be adjusted to allow for more efficient flow of traffic and reduce congestion. Additionally, the signals will be timed and interconnected, so if you stop at one signal, you should be able to drive the rest of the way on US 82 without stopping for a signal again. The TxDOT Roadway Design Manual states that the preferred operation for frontage roads is one-way since one-way frontage roads are considered to be much safer than two-way frontage roads. With traffic forecasts projecting increased traffic over time, the need to convert to one-way frontage roads is recommended. The benefits expected from the conversion to one-way frontage roads are: • Smoother traffic flow • Improved safety at entrance & exit rams • Improved intersection safety & efficiency • Helps make frontage roads uniform statewide • Meets driver expectations by bringing consistency to local frontage roads TxDOT will continue to evaluate impacts to access from the conversion of two-way frontage roads to one-way frontage roads and consider cross-overs where feasible. Currently, cross-overs are proposed approximately every 1.5 miles. Throughout the alternative analysis process, impacts to right-of-way and ecological and social resources (including adjacent land uses) have been considered, and, where possible, minimized. The Preferred Build Alternative is the result of this process. TxDOT and the IH 35 Study Team will continue to consider options that will minimize these impacts where possible. In reference to your question regarding the BNSF Rail Relocation, TxDOT will be responsible for the relocation of the railroad. As information is being compiled we are continually evaluating the information and the potential impacts from this project. Your comment will be considered as the study moves forward.

#	Date	Method	Comment (verbatim)	IH 35	US 82	Both	Response
13	Feb. 16, 2015	Comment Card	IH 35 – There are 3 issues to me about IH 35 with the first being my home. On the proposed map there is an orange dotted line surrounding our home. At the Open Hose we could not get a definitive answer of why. It is a little over 70' from easement to edge of our house - was told by one person could take 25' and by another it wold be a little less than 50'. We would appreciate being able to know the correct figure. Either way – this will put us very close to frontage road. Also, our dairy barn would be taken in either of these distances. Second – the removal of the railroad that currently divides our property – unfortunately no one was there that could answer our questions about the land that will be vacated. Plus we might be interest in lad connecting to our property with the moving of the Hockley Creek Road overpass. Third – the change to a One Way frontage road. We have several different acreages and it would be a major issue to try to get to our farm efficiently with equipment and checking on cattle. US 82 – The re-designed intersection at IH 35 doesn't work! Traffic seems to "sit" a lot. Might need to adjust lights.			✓	During past public involvement efforts a reasonable range of potentially feasible alternatives were presented. The Preferred Build Alternative was selected based on the information obtained during those meetings and because it avoids or substantially lessens any of the significant effects of the project. As we move forward with this project we will do our best to lessen the impacts even further. The approved schematic estimates that approximately 25-feet of right-of-way would be required from your property. Once the Environmental Assessment is approved we will begin the Plan, Specification and Estimates (PS&E) phase which will allow us to have a more precise footprint. Additionally, the TxDOT Roadway Design Manual states that the preferred operation for frontage roads is one-way since one-way frontage roads are considered to be significantly safer than two-way frontage roads. With traffic forecasts projecting increased traffic over time, the need to convert to one-way frontage roads is recommended. The benefits expected from the conversion to one-way frontage roads allow for smoother traffic flow, improved safety at entrance and exit ramps, improved intersection safety and efficiency, helps make frontage roads uniform statewide, and meet driver expectations by bringing consistency to local frontage roads. TxDOT will continue to evaluate impacts to access from the conversion of two-way frontage roads to one-way frontage roads and consider cross-overs where feasible. Internal discussions will commence to discuss the location of the proposed ramps to ensure we are meeting the needs of the local community. Currently, cross-overs are proposed approximately every 1.5 miles. As information is being compiled we are continually evaluating the information and the potential impacts to this project. The relocation of the railroad is the responsibility of TxDOT. Discussions with BNSF are ongoing as we intend to work collectively to meet the needs of all parties involved. Railroad property abandoned by the relocation of the rail will be determined by BNSF. In addressing the US 82/IH 35 intersection concerns, this intersection will be greatly improved with the construction of the US 82 Improvement Project. Timing on traffic signals will be adjusted to allow for more efficient flow of traffic and reduce congestion. The signals will be timed and interconnected, so if you stop at one signal, you should be able to drive the rest of the way on US 82 without stopping for a signal again. Your comments will be considered throughout project development and will remain a part of the project file as the study moves forward.
14	Feb. 5, 2015	Comment Card	IH 35 - Awesome! US 82 - Really could use 3 lanes all the way from Radio Hill Road if at all possible, if no loop will ever go in.			✓	We appreciate your support of the IH 35 Improvement project. Additionally, in considering your question regarding the additional lanes for the US 82 Project it has been determined the proposed design for US 82 would allow for three lanes at the location of concern in the future. Your comments will be considered and remain a part of the project file as the study moves forward.

#	Date	Method	Comment (verbatim)	IH 35	US 82	Both	Response
15	Feb. 16, 2015	Website	My interest as a daily and lifelong user of US 82 is to traverse from start to destination with as few stops as possible, and this is mainly hindered by the use of traffic controlled stop lights. Yes I understand that some traffic controlled intersection cannot be eliminated. And for those a little common sense can be applied to east the unnecessary cross traffic that in a lot of cases for the most part is lazy drivers, who are incapable of seeing the impact of their choices of using traffic controlled lights that stop the majority of traffic passing through. And unfortunately it is due to poor setup and execution of traffic intersections. My main point is to emphasize that in many cases having a dedicated right turn lane onto the main though fare can eliminate a large percentage traffic stoppage, especially for traffic on the opposite side of the intersection. Whether these dedicated right turn lanes have a dedicated lane to get up to speed and flow into the existing traffic, or utilizing only a stop light for only the one direction of travel will significantly allow for traffic in the other direction to keep moving and avoid many unnecessary stops. Doing such a setup for the existing traffic controlled lights would really keep all users from being so frustrated at these intersections, and be able to get to their destinations quicker. Now for the Grand Ave intersection and the adding of traffic controlled lights I can see what can improve the whole area. At first I was mixed about the idea of the East side turnaround under the bridge, but after realizing what it will do for traffic congestion especially during peak usage at school times it makes good sense. And it keeps unnecessary traffic coming from Lee elementary and points immediately to the North and East of that area heading East off of Grand Ave. and out of the traffic controlled lights (to be installed there). So with this turnaround for the East side traffic, there needs to be a turnaround under the bridge for traffic on the West side for Grand Ave., as well. Doing this will enable all Eastbound traffic going to Walmart, the strip malls, apartments and restaurants to be able to do so without any Westbound US 82 traffic stoppage. Another idea is to direct traffic that will ultimately become Northbound on IH35 traffic onto North Grand (FM 372) using a large radius turn through the field South of CVS. And keeping that traffic out of the traffic controlled lights.		✓		In considering your comment regarding signals and access for the US 82 Improvement Project it was determined that the traffic signal and cross-over at Lawrence Street/US 82 need to remain at their current location. This signal allows access to businesses on the south side of US 82. Additionally, a turnaround at the existing railroad bridge on US 82 was considered; however, the cost associated with a turnaround at this location would be considerable and is not feasible at this time. TxDOT will use Traffic Control Management measures to address traffic flow concerns on US 82. Timing on signals would be set in such a way that maximum flow would be maintained on US 82. The intent is that if a vehicle is stopped at one light, they would not be stopped again. As information is being compiled we are continually evaluating the information and the potential impacts from this project. Your comment will be considered throughout project development and will remain a part of the project file as the study moves forward.

#	Date	Method	Comment (verbatim)	IH 35	US 82	Both	Response
15 cont.	Feb. 16, 2015	Website	Doing this will help ease unnecessary traffic through the already congested area from Weaver St. to IH 35. I did speak with one of the TxDOT representatives and he said that there were implications to do this, but with a little foresight and planning ahead this area from US 82 to IH 35 via FM 372 will soon be developing and this thoroughfare will become a viable route to move primarily Westbound US 82 traffic to Northbound IH 35. The next light is Laurence St. this is a terrible light and in my opinion (and many other people I have talked to). It needs to be eliminated. The options to keep traffic flower here are relatively easy. Eliminate all Northbound and Southbound traffic on Laurence St. from crossing US 82 completely, Set it up as a right turn only intersection on Laurence St. this is really a street of convenience it is not a major thoroughfare, though people try to use it as if it is, and that mind-set needs to be changed. And with eliminating the Laurence St. Traffic controlled light that will redirect all traffic to go under US 82 at Grand Ave. This will force all Eastbound traffic going to Walmart, the new strip shopping areas, the apartment and Atwoods to have a free flowing roadway and uninterrupted path of travel to those destinations. This will eliminate all Westbound and Eastbound traffic stoppage. And now your first argument is what about the traffic desiring to go South on Laurence St. Well the first option headed Westbound is the get off on the Grand Avenue exit ramp and go South to East Cloud St. (@ Sonic) and go West to Home Depot, Nascoga FCU, FSB etc., I do this route of travel all the time and it works extremely well. Secondly for all the traffic that comes from Walmart, Atwoods, China King and the new strip mall that traffic needs to be directed over to grand Ave. via the access road in front of Walmart. Or another option; And a new idea for the traffic headed South is to make service road and a turnaround under the railroad overpass and make a service loop that all traffic, will make an uninterrupted flow to get to the South side of US 82 to access all business, and housing. This will allow for free flowing travel thought that area without any stoppage. And for all those who are too narrow minded to see that the efficiency of this design after about two times though they will adapt and eventually see it works better and wastes less time waiting on lights to change and stop traffic.		✓		Comment 15, continued.

#	Date	Method	Comment (verbatim)	IH 35	US 82	Both	Response
15 cont.	Feb. 16, 2015	Website	All this areas needs is to have a turnaround lane under Grand Ave. a basic one way service road or maybe just an extra lane and not have entrance. Exit ramps (just a traffic blending area) and a turnaround under the railroad bridge. This service road will use a small portion of the Atwoods parking lot on the North side, and will end up using small portions of the properties from Frist State Bank, the Title Loan business, and some of the Western end of the strip mall parking lot areas. And for the acreage on the North and South side nearest the railroad will now make it more accessible for future businesses This Maybe a tall order now but it will make the whole area more efficient for many years to come. The next and newest light is Weaver street I get having this light for The next and newest light is Weaver street I get having this light for emergency vehicles (and it needs to only works on command from the emergency vehicles to expedite their travel to all emergencies), but for the general traffic, first and foremost is (like stated earlier) make dedicated right turn lanes on both the South side and the North side, that can allow traffic to turn and flow into the East and West bound US 82. Next and this is almost set up to work with minimal impact, and some signage to direct the traffic as needed, Any Weaver St. traffic Northbound and Southbound need to be directed to go over to Dixon St. via Santa Fe St. and Thomas St. go under US 82 on Weaver St. and return back to Weaver St. By using Santa Fe St. on the North side and Thomas St. on the South side, traffic will be forced to get to the opposite side of the US 82 and that will eliminate any Westbound and Eastbound traffic stoppage. All that will be needed is some improvement to these streets, some signage to direct the traffic and of course the elimination of the left turn lanes across US 82. Culberson St. this is an intersection that really just has to be there. First and foremost creation of dedicated right turn lanes with runout area to blend with the US 82 traffic will help some by eliminating traffic stoppage on the opposite side of the intersection. But just to get any traffic needing to go right will eliminate stoppage for that situation. But not much can be done here for traffic crossing and turning left.		✓		Comment 15, continued.

#	Date	Method	Comment (verbatim)	IH 35	US 82	Both	Response
15 cont.	Feb. 16, 2015	Website	US 82 and IH 35, so much to be addressed here, but what is set up now is not working efficiently, especially at rush hour times. My main input is to do everything to get as much traffic away from the signals as possible. And part of what to do there is to put in long sweeping right turn lanes (ex: Westbound US 82 to Northbound IH 35 service road, (where all the trees are planted in front of 12 oaks)). This at least will allow for that traffic to keep rolling and not congest the traffic controlled lights and also be making such a hard right turn at the light. The same could be done on the West side of IH 35 for both the Southbound to Westbound traffic, and for the Eastbound traffic going Southbound as well, get all right turning traffic as far away from the signals as possible. A plus for doing so gets all the traffic from needing to come to a complete stop or a near complete stop, and this will in the long run be better for the road surface, having to endure all the heavy loads slowing down to a stop and then powering up to get back rolling. I know that over time this is hard on any surface. The next light at the GMH this light needs to be redesigned and the best idea I see is to eliminate the stoppage of Eastbound traffic. Again put in a dedicated right turn lane going West. Though nothing can be done for West bound stoppage caused by traffic turning left, but Eastbound traffic could be free flowing by using the center turn lane going East to be a runout lane for traffic to get up to speed and blend in with traffic. Yes maybe the speed for East bound traffic needs to be reduced to make that be safe but it could be a simple fix for that intersection. My purpose for putting in my suggestions is strictly from a long time users point of view, I will not gain in any way monetarily or will be losing any land from my suggestions. I will gain from ease of use, and being able to traverse the area in question with less stoppage.		✓		Comment 15, continued.
16	Feb. 5, 2015	Comment Card	Connect northbound traffic of IH 35 to north side of US 82 to go west bound. Add temporary light to US 82 and FM 372. Reconstruct Zodiac Drive near US 82, which is in bad condition.		✓		We have reviewed the proposed project plans in considering your comment regarding a direct connection to IH 35 from US 82, and reconstruction of Zodiac Drive. Unfortunately, a direct connection from IH 35 to US 82 is not feasible without upgrading US 82 to a much larger freeway facility. However, there are plans to reconstruct Zodiac Drive. As information is being compiled we are continually evaluating the information and the potential impacts from this project. Your comment will be considered throughout project development and will remain a part of the project file as the study moves forward.

#	Date	Method	Comment (verbatim)	IH 35	US 82	Both	Response
17	Feb. 5, 2015	Comment Card	It will hurt my business tremendously if the service road in front of my restaurant is made a one way and it will force me to move or close down.			✓	Throughout the alternative analysis process, impacts to right-of-way and ecological and social resources (including adjacent land uses) have been considered, and, where possible, minimized. Additionally, during the alternative analysis process, alternative courses of action were evaluated and decisions were made in the best overall public interest based upon a balanced consideration of the need for safe and efficient transportation; of the social, economic, and environmental impacts of the proposed transportation improvement; and of national, state, and local environmental protection goals. The Preferred Build Alternative is the result of this process. Additionally, the TxDOT Roadway Design Manual specifies that the preferred operation for frontage roads is one-way since one-way frontage roads are considered to be much safer than two-way frontage roads. With traffic forecasts projecting increased traffic over time, the need to convert to one-way frontage roads is recommended. The benefits expected from the conversion to one-way frontage roads are smoother traffic flow, improved safety at entrance and exit ramps, improved intersection safety and efficiency, helps make frontage roads uniform statewide, and meet driver expectations by bringing consistency to local frontage roads TxDOT and the IH 35 Study Team will continue to consider options that will minimize these impacts where possible. As information is being compiled we are continually evaluating the information and the potential impacts from this project. Your comments will be considered throughout project development and will remain a part of the project file as the study moves forward.
18	Feb. 6, 2014	Website	What part of the Red River bridge is Oklahoma funding? Any chance of changing the debacle which is at US 82 over IH 35? Traffic flow used to be smooth, now it's a constant traffic jam. Seven traffic signals from Walmart to Weber Drive are ridiculous. The latest light installation is already responsible for a four car pileup.			✓	In considering your comment regarding funding for the proposed IH 35 Improvement Project we wanted to let you know at this time funding for construction has not been identified. We continue to move forward in the planning and design phase so that when funding does become available we are ready to move forward towards construction. Additionally, we have considered your comments on the US 82 Improvement Project and your congestion concerns. TxDOT will utilize Traffic Control Management measures to address traffic flow concerns on US 82. Timing of traffic signals would be set in such a way that maximum traffic flow would be maintained on US 82. The intent is that if a vehicle is stopped at one signal, they would not be stopped again. As information is being compiled we are continually evaluating the information and the potential impacts from this project. Your comment will be considered throughout project development and will remain a part of the project file as the studies move forward.

#	Date	Method	Comment (verbatim)	IH 35	US 82	Both	Response
19	Feb. 10, 2015	Website	The proposed improvements will be inadequate to relieve the growing congestion on this segment of US 82 but the additional turning lanes at the IH 35 intersection are needed, as is the elimination of the intersection at Hillcrest Blvd. I do not believe that a third lane can be added in the segment between IH 35 and Grand Avenue without making pedestrian traffic impossible on the bridges over the railroad and over Pecan Creek. Many pedestrians and bicycles go over these bridges and I cannot see how a pedestrian path can be preserved. Overall, I would rather see the money for this project be applied toward construction of the southeast segment of the loop road that has been presented conceptually. This segment of the loop is going to be needed very soon even if the proposed improvements to US 82 are completed. In addition, the intersection of US 82 and FM 371 needs immediate improvement by cutting down the hill to the east and then adding a traffic signal. Better yet, construct a bridge. This is a very busy intersection and extremely dangerous. A major new gas station/quick stop is currently being constructed at this intersection which will only add to congestion. Thanks for a good public meeting on 5 Feb.			✓	In considering your comment regarding noise impacts from the IH 35 Improvement Project we wanted to let you know studies analyzing the potential traffic noise impacts from the IH 35 Improvement Project (both roadway and rail relocation) are underway as part of the IH 35 Environmental Assessment (EA). The findings of these studies will be presented in the Draft EA and at the Public Hearing for the proposed project. Notification of the Public Hearing will be forthcoming once the Draft EA is reviewed and approved and will be sent out in a manner similar to the Open House notifications. Congestion improvements at the intersection of US 82 and IH 35, as well as along US 82, from near Weber Drive to near FM 3092, is being proposed with the US 82 Improvement Project. Proposed improvements on US 82 are an intermediate step to help traffic congestion. Currently, the US 82 bridges over the railroad and creek is not safe for pedestrian traffic. We are always looking for ways to improve our roadways and make them safer for pedestrian use; however, with this project new pedestrian accommodations at this location are not feasible under the existing constraints. Additionally, improvements to the intersection of FM 371 at US 82 are being considered as a separate project with the exception of the addition of a longer right turn lane that is proposed with this project. As information is being compiled we are continually evaluating the information and the potential impacts. Your comments will be considered throughout project development and will remain a part of the project file as the studies move forward.

US 82
Open House Summary Report

Attachment A: Notification and Advertisement

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Legal Notices and Display Ads

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STATE OF TEXAS

COUNTY OF COOKE

Before me, the undersigned, on this day personally appeared Jim Perry, the Publisher, of the Gainesville Daily Register, a newspaper having general circulation in Cooke County, Texas, who being by me duly sworn, deposes and says that the foregoing attached notice was published in said newspaper on the following date(s), to wit: January 6 And January 27, 2015

Jim Perry

Jim Perry, Publisher

Subscribed and sworn to before me this 27th day of January, 2015.

Bernice Trimble

Notary Public in and for the State of Texas

BERNICE TRIMBLE
Notary Public, State of Texas
My Commission Expires
AUGUST 07, 2017

Trucks

2000 Dodge Dakota, Club Cab, 4x4, 5.2 L. Eng., Auto OD, Air, Power Windows & Locks, Tilt, Cruise, Sport Wheels, Low Mileage, 5,000 Mile Warranty.
$4,900.00
Marler Used Cars
I-35 @ Broadway
Gainesville, TX
(940)665-8888
www.marlerusedcarsonline.com

2002 Chevy 2500, Ext. Cab, LS Pkg., 4x4, 5.3 L. Eng., Auto OD, Air, Power Windows & Locks, Tilt, Cruise. Great Buy for a 4x4 Ext. Cab.
$3,400.00
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www.marlerusedcarsonline.com

2005 Ford F-150 Super Crew, 4 Dr., Lariat Pkg. with Leather, 5.4 L. Eng., Auto OD, Air, Power Windows & Locks, Tilt, Cruise, AM/FM/CD, Sport Wheels, 4,000 Mile Warranty. Great Buy for a 4x4 Lariat.
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Gainesville, TX
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www.marlerusedcarsonline.com

2007 Ford F-150, 4 Dr., Super Crew, 4.6 L. Eng., Auto OD, Air, Power Windows & Locks, Tilt, Cruise, AM/FM/CD, Sport Wheels, 6,000 Mile Warranty.
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SEE the SATELLITE TV Difference! Packages as LOW as $19.99/month!

Legals

Notice of Open House

I-35 Improvement Project
From Farm-to-Market 3002 to Mile Marker One in Oklahoma
Cooke County, Texas; Love County, Oklahoma
CSJs: 0194-01-010, 0194-02-081, 0195-01-087 & 0903-15-100

U.S. 82 Improvement Project
From Zodiac Road to FM 371
Cooke County, Texas
CSJs: 0044-08-067, 0045-01-059

The Texas Department of Transportation (TxDOT) invites you to attend an Open House for the Interstate Highway 35 (I-35) Improvement Project and the United States Highway 82 (US 82) Improvement Project. The Open House will be held:

Thursday,
February 5, 2015
5:30 p.m. to 7:30 p.m.
First United Methodist Church
214 South Denton Street
Gainesville, Texas 76240

No formal presentation will be given, and you can come and go at your convenience. The public is encouraged to make comments on both projects.

TxDOT is planning improvements to I-35 in Cooke County to update the roadway to current design standards and provide congestion relief for expected future traffic increases. As part of the planning process, TxDOT is conducting an environmental assessment (EA) for the proposed widening and realignment of I-35 from Farm-to-Market 3002 (FM 3002) to mile marker one in Oklahoma (Love County). The planned improvements along the 22-mile corridor include: two additional lanes in each direction; realignment of portions of the roadway; two new bridges over the Red River; removal of the northbound Red River bridge; conversion of the southbound Red River bridge to a frontage road; realignment of a rail corridor for approximately 4.8 miles; and conversion of two-way frontage roads to one-way. These improve-

Legals

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3) Advertiser shall not authorize the reproduction of any advertisement, or any part of an advertisement, created by the Newspaper, without the Newspaper's prior consent.

4) Newspaper shall have no responsibility or liability for errors appearing in original or advertiser approved copy. Advertiser agrees to check the advertisement's first publication and notify Newspaper of any errors or the omission of an advertisement, which is Newspaper's fault. Newspaper's sole responsibility or liability shall be to correctly publish the advertisement. Newspaper shall not be liable n any other manner whatsoever to advertiser.

5) Credit & Rate Policy. All Classified categories may require prepayment. If in doubt, please call the Classified Department. All classified display ads require prepayment in the absence of established credit terms. Commercial rates apply to commercial business and applicable classifications, i.e. Help Wanted, Rentals, Real Estate for Sale, etc. Classified line rates are discounted by consecutive insertions. Canceled Classified ads are non-refundable.

6) Adjustment of Errors. It is the responsibility of the advertiser to check each insertion of an advertisement. On consecutive run advertisements, no adjustments will be made by the publisher for errors not corrected after the first day. The Publisher accepts no liability or responsibility for failure

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EZ Pay is just that -- EASY! No more bills. No more checks. No more hunting for stamps and envelopes. Best of all it's safe and reliable. With your authorization, we'll either charge the cost of your Daily Register subscription to your credit card or deduct from your bank account each month.

Gainesville Daily Register

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EZ Pay works by letting you automatically bill your subscription to your credit/ATM/debit card, checking or savings account. It's the easy way to subscribe to The

FREE DVR Upgrade. FREE HD Upgrade. FREE Professional Installation! Call NOW and Start SAVING! 1-866-725-5145

Storage

*4 Sizes Available, MCM Mini Storage. (940)668-8865, if no answer, (940)668-7129.

*Daily Specials. Several sizes available. Free lock. Big Blue Storage- Gainesville, Lindsay, Valley View, TX & Thackerville, OK. (940)665-5852, (580)276-7663.

*Move-In Special- Free lock with storage rental. 4 sizes available, Rexter's Storage. Call 940-665-9709.

8'x8'x40', $75/ month. Call Maria, days 940-665-2216.

Tree Service

Lemons Tree Service- Professional service, reasonable prices, since 1969. Free estimates. 940-665-9994, 736-9939.

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Gainesville Daily Register

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1	7	8	2	9	5	3	4	6
5	6	3	1	4	8	7	2	9
2	9	4	3	7	6	5	8	1
4	3	9	6	8	7	1	5	2
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6	5	7	9	1	2	4	3	8
3	8	5	7	2	1	6	9	4
9	4	1	8	6	3	2	7	5
7	2	6	4	5	9	8	1	3

ments" would require the acquisition of some new right-of-way. The EA will document the existing social, economic and environmental conditions, assesses effects of the proposed alternative and identifies potential mitigation. The EA will also evaluate the effects of a No-Build alternative.

In addition, staff will be sharing information on intersection improvements along US 82 that will help increase mobility throughout the City of Gainesville. The environmental review, consultation, and other actions required by applicable Federal environmental laws for this project are being, or have been, carried-out by TxDOT pursuant to 23 U.S.C. 327 and a Memorandum of Understanding dated December 16, 2014, and executed by FHWA and TxDOT.

The purpose of this Open House is to present information on the I-35 Improvement Project including: the purpose and need for improvements; evaluation and screening of alternatives; and a preliminary schematic of the recommended alternative. This Open House will also present information on the US 82 Improvement project. Maps and exhibits will be displayed, and project staff will be on hand to answer questions and provide information on both projects.

Comments on the I-35 Improvement Project, which are postmarked by Tuesday, February 17, 2015, will become part of the project record of the I-35 EA. Written comments may either be submitted in person at the Open House or by mail to: Stephanie Manry, Texas Department of Transportation, 1601 Southwest Parkway, Wichita Falls, Texas 76302. Persons interested in attending who have special communication or accommodation needs, or need an interpreter, are encouraged to contact Stephanie Manry at least three working days prior to the meeting. She can be reached by email at Stephanie.Manry@txdot.gov or by calling (940)720-7733. Every reasonable effort will be made to accommodate these needs. Para más información por favor comuníquese con: Stephanie Manry at (940) 720-7733.

to insert an advertisement. The publisher accepts no liability for any error in an advertisement, regardless of course, except for the cost of the space actually occupied by the error. The publisher reserves the right to revise or reject, at its opinion, any advertisement deemed objectionable by the Publisher in subject matter, phraseology or composition, or to classify any advertisements. All ads subject to credit approval.

LETTER POLICY

The Gainesville Daily Register encourages readers to express their views. Viewpoints expressed in letters to the editor are those of the writer and not the viewpoints of the Gainesville Daily Register. Letters are limited to 400 words, about one page typed or two pages hand written. Longer letters will be condensed. Frequent writers should limit submissions to one letter per month. The Gainesville Daily Register reserves the right to accept or reject letters based on content and reserves the right to edit letters for space and clarity in order to conform to good taste, readability, the laws of libel and space considerations. Writers may address local political issues but specific candidate endorsements will not be published as a letter. Political letters will stop 7 days prior to election day. All letters must include a single name of one author, complete address and phone number for verification purposes (address and phone number will not be published). Personal attacks on private citizens or businesses will not be published. Unsigned letters, multiple signature letters, third party letters or letters requesting that the writer's name be withheld will not be published. Submitted letters will not be returned.

Letters may be brought to our office at 306 E. California in downtown Gainesville, emailed to dailredgdr@ntin.net or mailed to us at P.O. Box 309, Gainesville, TX 76241. Letters may be faxed to (940) 665-1499.

Gainesville Daily Register. **940-665-5511**

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☐ I want to take advantage of EZ Pay, and I authorize you to bill my credit/ATM/debit card for the applicable amount each month until I instruct you otherwise.

Please bill my: ☐ VISA ☐ MasterCard ☐ DISCOVER

Credit Card Account Number _____ Exp. Date __/__

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Required for validation

Mail To: Daily Register P.O. Box 309
Gainesville, TX 76241

Direct Debit from Checking/Savings Account

☐ I want to take advantage of EZ Pay, and I authorize you to process a payment-in paper, electronic or other form-for the applicable amount on my checking/savings account each month until I instruct you otherwise.

☐ Enclosed is a check for my first month's payment, along with a blank check/deposit slip marked "VOID" across the front

Important: Please include a voided check/deposit slip

Savings/Deposit Slip

John Smith 1234
123 Any Street
Anytown, TX 12345
PAY TO ORDER OF _____
"VOID"
123-4567-8900 _____

AUTHORIZATION AGREEMENT FOR DIRECT DEPOSITS (ACH DEBITS)

Company Name Gainesville Daily Register Company ID Number _____

I (we) hereby authorize Gainesville Daily Register, hereinafter called COMPANY, to initiate debit entries to my (our) ☐ Checking Account/ ☐ Savings Account (select one) indicated below at the depository financial institution named below, hereafter called DEPOSITORY, and to credit the same to such account. I (we) acknowledge that the origination of ACH transactions to my (our) account must comply with the provisions of U.S. law.

Depository Name_____ Branch_____

City_____ State_____ Zip_____

Routing Number_____ Account Number_____

This authorization is to remain in full force and effect until COMPANY has received written notification from me (or either of us) of its termination in such time an in such manner as to afford COMPANY and DEPOSITORY a reasonable opportunity to act on it.

Name(s)_____ ID Number)_____
Please Print

Date_____ Signature_____

NOTE: ALL WRITTEN DEBIT AUTHORIZATIONS MUST PROVIDE THAT THE RECEIVER MAY REVOKE THE AUTHORIZATION ONLY BY NOTIFYING THE ORIGINATOR IN THE MANNER SPECIFIED IN THE AUTHORIZATION

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Cars

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2012 Nissan NV2500 3/4 Ton Cargo Van, V-6 Eng., Auto OD, Air, Power Windows & Locks, Navigation, Tilt, Cruise, 48K, 6,000 Mile Warranty, Perfect for Plumbing, Electrical or Any Other Type of Work.
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8'x8'x40', $75/ month. Call Maria, days 940-665-2216.

Tree Service

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Public Notices

Notice of Public Sale

Legals

Notice of Open House

I-35 Improvement Project
From Farm-to-Market 3002 to Mile Marker One in Oklahoma
Cooke County, Texas; Love County, Oklahoma
CSJs: 0194-01-010, 0194-02-081, 0195-01-087 & 0903-15-100

U.S. 82 Improvement Project
From Zodiac Road to FM 371
Cooke County, Texas
CSJs: 0044-08-067, 0045-01-059

The Texas Department of Transportation (TxDOT) invites you to attend an Open House for the Interstate Highway 35 (I-35) Improvement Project and the United States Highway 82 (US 82) Improvement Project. The Open House will be held:

Thursday,
February 5, 2015
5:30 p.m. to 7:30 p.m.
First United Methodist Church
214 South Denton Street
Gainesville, Texas 76240

No formal presentation will be given, and you can come and go at your convenience. The public is encouraged to make comments on both projects.

TxDOT is planning improvements to I-35 in Cooke County to update the roadway to current design standards and provide congestion relief for expected future traffic increases. As part of the planning process, TxDOT is conducting an environmental assessment (EA) for the proposed widening and realignment of I-35 from Farm-to-Market 3002 (FM 3002) to mile marker one in Oklahoma (Love County). The planned improvements along the 22-mile corridor include: two additional lanes in each direction; realignment of portions of the roadway; two new bridges over the Red River; removal of the northbound Red River bridge; conversion of the southbound Red River bridge to a frontage road; realignment of a rail corridor for approximately 4.8 miles; and conversion of two-way frontage roads to one-way. These improve-

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3/2/2, 1103 W. University, pool, fence, fireplace, storage, $1150 month. 940-372-3602, 940-665-5918.

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two reception rooms, waiting room with public restrooms, break room, two conference rooms and three private restrooms. Building is handicap accessible with ample parking for staff and customers.
Suitable for office space, call center, medical or dental facility. Owner can remodel to suit with longer term lease. Space can be divided for 2 tenants.
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2009 Ford Focus, 4 Dr., 6 Cyl. Eng., Auto. OD, Air, Power Windows & Locks, Tilt, Cruise, AM/FM/CD, Sport Wheels, 6,000 Mile Warranty, Great Gas Mileage & Buy.
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www.marlerusedcarsonline.com

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TexSCAN Week of January 25, 2015

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25 DRIVER TRAINEES NEEDED! Learn to drive for Stevens Transport! No experience needed! Paid CDL training! New drivers can earn $800 per week! 1-888-589-9677. drive4stevens.com

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SOCIAL SECURITY DISABILITY BENEFITS. Unable to work? Denied benefits? We Can Help! WIN or Pay Nothing! Contact Bill Gordon & Associates at 1-800-755-0168 to start your application today!

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290 Newspapers, 871,154 Circulation
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NOTICE: While most advertisers are reputable, we cannot guarantee products or services advertised. We urge readers to use caution and when in doubt, contact the Texas Attorney General at 1-800-621-0508 or the Federal Trade Commission at 1-877-FTC-HELP. The FTC web site is www.ftc.gov/bizop

Seller reserves the right to withdraw the property at any time before sale. Unit items sold to highest bidder. Property includes household items of spaces of the following tenants:
Darrin Perry, Evaristo Gonzales, Phillip Woolsey, Kristi Rice, Michael Woolsey, Tara Williams, Stacey Miller, Bradley Graves, Jarvis Construction, Nicholas Moster, Phillip Ray, Robert Johnson, Stephen Brewer. The property is being sold to satisfy a landlord's lien.
AUCTION
Rexter's Self Storage, 3222 E. Hwy. 82, Gainesville, TX 76240, 940-665-9709. Date February 7th, 2015 at 10:00 am.

LETTER POLICY

The Gainesville Daily Register encourages readers to express their views. Viewpoints expressed in letters to the editor are those of the writer and not the viewpoints of the Gainesville Daily Register. Letters are limited to 400 words, about one page typed or two pages hand written. Longer letters will be condensed. Frequent writers should limit submissions to one letter per month. The Gainesville Daily Register reserves the right to accept or reject letters based on content and reserves the right to edit letters for space and clarity in order to conform to good taste, readability, the laws of libel and space considerations. Writers may address local political issues but specific candidate endorsements will not be published as a letter. Political letters will stop 7 days prior to election day. All letters must include a single name of one author; complete address and phone number for verification purposes (address and phone number will not be published). Personal attacks on private citizens or businesses will not be published. Unsigned letters, multiple signature letters, third party letters or letters requesting that the writer's name be withheld will not be published. Submitted letters will not be returned. Letters may be brought to our office at 306 E. California in downtown Gainesville, emailed to dallredgdr@mtn.net or mailed to us at P.O. Box 309, Gainesville, TX 76241. Letters may be faxed to (940) 665-1499.

alternatives would require the acquisition of some new right-of-way. The EA will document the existing social, economic and environmental conditions, assesses effects of the proposed alternative and identifies potential mitigation. The EA will also evaluate the effects of a No-Build alternative.
In addition, staff will be sharing information on intersection improvements along US 82 that will help increase mobility throughout the City of Gainesville. The environmental review, consultation, and other actions required by applicable Federal environmental laws for this project are being, or have been, carried-out by TxDOT pursuant to 23 U.S.C. 327 and a Memorandum of Understanding dated December 16, 2014, and executed by FHWA and TxDOT.
The purpose of this Open House is to present information on the I-35 Improvement Project including: the purpose and need for improvements, evaluation and screening of alternatives, and a preliminary schematic of the recommended alternative. This Open House will also present information on the US 82 Improvement project. Maps and exhibits will be displayed, and project staff will be on hand to answer questions and provide information on both projects.
Comments on the I-35 Improvement Project, which are postmarked by Tuesday, February 17, 2015, will become part of the project record of the I-35 EA. Written comments may either be submitted in person at the Open House or by mail to: Stephanie Manry, Texas Department of Transportation, 1601 Southwest Parkway, Wichita Falls, Texas 76302. Persons interested in attending who have special communication or accommodation needs, or need an interpreter, are encouraged to contact Stephanie Manry at least three working days prior to the meeting. She can be reached by email at Stephanie.Manry@txdot.gov or by calling (940)720-7733. Every reasonable effort will be made to accommodate these needs. Para más información por favor comuníquese con Stephanie Manry at (940) 720-7733.

commercial business and applicable classifications, i.e. Help Wanted, Rentals, Real Estate for Sale, etc. Classified line rates are discounted by consecutive insertions. Canceled Classified ads are non-refundable.
6) Adjustment of Errors.
It is the responsibility of the advertiser to check each insertion of an advertisement. On consecutive run advertisements, no adjustments will be made by the publisher for errors not corrected after the first day. The Publisher accepts no liability or responsibility for failure to insert an advertisement. The publisher accepts no liability for any error in an advertisement, regardless of course, except for the cost of the space actually occupied by the error. The publisher reserves the right to revise or reject, at its opinion, any advertisement deemed objectionable by the Publisher in subject matter, phraseology or composition, or to classify any advertisements. All ads subject to credit approval.

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Sudoku Solution #3517-M

6	8	7	1	2	9	3	5	4
3	9	1	4	5	6	7	8	2
5	2	4	8	7	3	1	9	6
8	1	3	2	4	7	9	6	5
2	4	6	5	9	1	8	3	7
7	5	9	6	3	8	2	4	1
9	6	2	3	1	4	5	7	8
1	7	8	9	6	5	4	2	3
4	3	5	7	8	2	6	1	9

STATE OF TEXAS

COUNTY OF COOKE

Before me, the undersigned, on this day personally appeared Jim Perry, the Publisher, of the Gainesville Daily Register, a newspaper having general circulation in Cooke County, Texas, who being by me duly sworn, deposes and says that the foregoing attached notice was published in said newspaper on the following date(s), to wit: JANUARY 6 And JANUARY 27, 2015

Jim Perry

Jim Perry, Publisher

Subscribed and sworn to before me this 27th day of JANUARY, 2015.

Bernice Trimble

Notary Public in and for the State of Texas

BERNICE TRIMBLE
Notary Public, State of Texas
My Commission Expires
AUGUST 07, 2017

Piano

Cont

retailer with a chain of stores in Iowa and Illinois.

To succeed now, Walenta said retailers must engage families in music education. Her company offers an early childhood music program that starts with 3-month-old babies. A keyboard exploration program is available for youngsters until they're ready to begin individual lessons at age 7 or 8.

Foster Family Music survived because it took a similar approach, offering digital pianos and acoustic pianos with built-in electronics for student lessons and hostin thousands of students in larg performance events, Foste said, sitting at a Wi-Fi an fiber optic-equipped Yamah Disklavier grand piano.

Walenta said those type of features on pianos hel ensure the instrument contin

Hit

Contin

and Kendrick, from previous movies, had the pipes for their roles, but prepared to be blown away by everyone else, especially Blunt (who was—ironically—pregnant during much of the shoot) and Cordon, who you'll be seeing even more of when he takes over The Late Late Show on CBS in March.

This fractured fairy tale might get a bit grim, especially for overly sensitive little ones; it was never intended as a sweet-dreams bedtime story. Disney has

RENAISSANCE CARE CENTER

1400 Black Hills Dr. - Gainesville, TX 76240 - www.cantexas.net

940-665-5221

Linda Edington Returns Home

Linda came to stay at Renaissance for a short term stay and therapy services." I really am glad to be going home. I met some really nice people and they helped me so much." pictured with Mrs. Edington is Mark Shasteen, physical therapist.

GONGRATULATIONS AND GOOD LUGK LINDA!!!!!
WE WILL MISS YOU HERE AT RENAISSANCE!

★★★★★ *5 STAR RATINK*
*Source: www.medicare.gov

I-35 and US 82 Improvement Projects

OPEN HOUSE

Thursday, February 5, 2015
5:30 p.m. - 7:30 p.m.
First United Methodist Church
214 S. Denton Street
Gainesville, TX 76240

The Texas Department of Transportation invites you to attend an Open House for two projects. Project team members will be available to talk about the proposed changes to I-35 in Cooke County and the Environmental Assessment that is currently underway, as well as the US 82 improvement project. No formal presentation will be given, and you can come and go at your convenience.

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Stephanie Manry at (940) 720-7733 or Stephanie.Manry@txdot.gov.

More information about the I-35 project can be found here:
www.txdot.gov/inside-txdot/projects/studies/wichita-falls/i35-cooke-county.html

Texas Department of Transportation

Gainesville Police Department reports

The following individuals were taken into custody by Gainesville Police officers on the following dates according to public information reports released by the police department.

Jan. 16

Sean Matthew Bruce, 28, felony warrant.

Jan. 18

Vanessa Alicia Herrera Graves, 29, misdemeanor warrant.

Linda Martinez Samaro, 49, driving with an invalid driver's license.

Bobby Bryant Trammell, 59, misdemeanor warrant.

Jan. 19

Vanta Lamont Windom, 41, public intoxication.

Michael Lynn Kirk, 52, misdemeanor warrant.

Wendall Dewayne Elliott, 43, failure to identify a fugitive.

Jan. 21

William Scott Smith, 55, felony and misdemeanor warrants.

Brittany Jean Gray, 24, organized retail theft.

Joshua Michael Kirk, 21, organized retail theft.

Ruth Ann Garrison, 60, felony warrant, criminal trespass, theft of property with two or more convictions.

Jan. 22

Angelica Magana, 29, misdemeanor warrant.

Howard Andrew Hornbeck, 47, driving while intoxicated.

Tony Joseph Beardon, 34, felony warrant.

Rhonda Marie Nail, 48, organized retail theft.

Jan. 23

Montana Lee Inman, 18, public intoxication by a minor.

Alan John Worely, 35, driving with an invalid driver's license.

Jan. 24

Deonte Rashad Hayes, 34, driving while intoxicated.

Joshua Jeff Barrier, 35,

Theft of property with two or more convictions in the 1800 block of Lawrence Street.

Jan. 16

Theft of property in the 2600 block of Highway 82.

Accident involving damage to vehicle in the 500 block of West California Street.

Credit card abuse in the 600 block of North Grand Avenue.

Forgery in the 500 block of West Highway 82.

Accident involving damage to vehicle in the 100 block of North Grand Avenue.

Burglary of a habitation in the 1800 block of North Gulberson Street.

Jan. 18

Misdemeanor warrant in the 500 block of North Dixon Street.

Evading arrest in the 400 block of North Denison Street.

Driving with an invalid driver's license, misdemeanor warrant in the 1300 block of East Garnett Street.

Habitual criminal trespass in the 900 block of Kent Drive.

Burglary of a habitation in the 500 block of North Hancock Street.

Organized retail theft in the 1800 block of Lawrence Street.

Striking an unattended vehicle in the 300 block of North Taylor Street.

Harassment in the 1800 block of Lawrence Street.

Jan. 19

Evading arrest in the 500 block of West California Street.

Theft of livestock in the 200 block of Candlewood Circle.

Misdemeanor warrant in the 200 block of Bell Street.

Public intoxication in the 200 block of North Taylor Street.

Failure to identify a fugitive in the 2000 block of North I-35.

Jan. 20

Organized retail theft in the 1800 block of Lawrence Street.

Misdemeanor warrant int eh 1400 block of Olive Street.

Found property in the 200 block of North Schopmeyer Street.

Criminal trespass in the 200 block of South Weaver Street.

Disorderly conduct, discharging a firearm in the 800 block of Buck Street.

Driving while intoxicated in the 4300 block of North I-35.

Felony warrant in the 1800 block of Buck Street.

Jan. 23

Theft of property in the 1000 block of O'Neal Street.

Fraud, theft in the 300 block of Rosedale Drive.

Burglary of a habitation in the 900 block of Ritchey Street.

Driving with an invalid driver's license in the 1100 block of East Highway 82.

Jan. 24

Organized retail theft in the 1800 block of Lawrence Street.

Misdemeanor warrant in the 1700 block of Lawrence Street.

Theft of property in the 1800 block of Lawrence Street.

Theft of property in the 2300 block of Alabama Drive.

Criminal trespass in the 1400 block of East Broadway Street.

Criminal trespass in the 1800 block of Lawrence Street.

Criminal mischief in the 600 block of Walter Road.

Driving while intoxicated, striking a highway fixture in the 900 block of Morris Street.

Organized retail theft in the 1800 block of Lawrence Street.

Habitual criminal trespass in the 1500 block of Patricia Street.

Driving with an invalid dri-

block of East Scott Street.

Theft in the 1800 block of Lawrence Street.

Felony warrant in the 1100 block of North Commerce Street.

Criminal mischief in the 1100 block of North Morris Street.

Driving with an invalid driver's license in the 1300 block of Lawrence Street.

Jan. 26

Tampering with evidence, fleeing from a police officer, possession of a controlled substance in the 4900 block of North I-35.

I-35 and US 82 Improvement Projects

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First United Methodist Church
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Gainesville, TX 76240

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More information about the I-35 project can be found here:
www.txdot.gov/inside-txdot/projects/studies/wichita-falls/i35-cooke-county.html

www.ntmconline.net
940-665-1751

NTMC
North Texas Medical Center

1900 Hospital Blvd.
Gainesville, TX 76240

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- Emergency
- Home Health
- Inpatient Care
- Medical Imaging
- Outpatient Care
- Pediatrics
- Pharmacy
- Pulmonary Rehabilitation
- Surgery
- Therapy Services
- Women's Center

The Weekly News
of Cooke County

216 W. Pecan St.
Gainesville, TX 76240

PUBLISHER'S AFFIDAVIT

"I solemnly swear that the LEGAL NOTICE OPEN HOUSE & OPEN HOUSE AD - JACOBS/TXDOT was published TWO (2) times in *The Weekly News of Cooke County* a newspaper published in Gainesville, Cooke County, Texas, as provided for the service of Citation or Notice of Publication, and the date borne by the issue of the newspaper in which said notice was published was JANUARY 7, 2015 and JANUARY 28, 2015.

Keith G. King
Publisher

SWORN TO AND SUBSCRIBED BEFORE ME by Keith G. King on this the 30th day of January, 2015.

PAMELA J. ARMSTRONG
Notary Public
State of Texas
Comm. Expires 09-26-2015

Notary Public, State of Texas

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JANUARY SPECIALS
Shirts $1.79
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Dry Cleaning $2.99
Most Items. Some Exceptions Apply.
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Laundered & Cowboy Starched.
Comforters $23.95
Any Size must be prepaid. (Down $29.75)
Prices Valid thru January 31, 2015.

Updated property tax information available to Texas taxpayers

Special to The Weekly News

COOKE COUNTY – New and updated property tax information has been compiled by Cooke County Appraisal District and is available to help tax payers.

The property tax information is current and covers a wide range of topics including taxpayer remedies, exemptions and appraisals, and is of value to select groups such as disabled veterans and those who are 65 years old or older.

"Whether you are a homeowner, business owner, disabled veteran or a taxpayer, it's important you know your rights concerning the property tax laws," CCAD Chief Appraiser Doug Smithson said. "You can contact us about any property tax issues with full confidence that we will provide you the most complete, accurate and up-to-date available information to assist you."

This includes information about the following programs.

– **Property Tax Exemptions for Disabled Veterans** – The law provides partial exemptions for any property owned by veterans who are disabled, spouses and survivors of deceased disabled veterans. This includes homesteads donated to disabled veterans by charitable organizations at no cost to the disabled veterans. The amount of exemption is determined according to percentage of service-connected disability. The law also provides a 100 percent exemption for 100 percent disabled veterans and their surviving spouses, beginning in 2009, and for surviving spouses of U.S. armed service members killed in action.

– **Property Tax Exemptions** – Non-profit organizations that meet statutory requirements may seek property tax exemptions and must apply to their county appraisal district by a specific date. Businesses that receive tax abatements granted by taxing units; ship inventory out of Texas that may be eligible for the "Freeport" exemption; store certain goods in transit in warehouses that are moved within 175 days; construct, install or acquire pollution control property; own and operate energy storage systems; or store offshore drilling equipment while not in use may also be eligible for statutory exemptions and require an annual application.

– **Rendering Taxable Property** – If a business owns tangible personal property that is used to produce income, the business must file a rendition with its local county appraisal district by a specified date. Personal property includes inventory and equipment used by a business. Owners do not have to render exempt property such as church property or an agriculture producer's equipment used for farming.

– **Homestead Exemptions** – A homestead is generally defined as the home and land used as the owner's principal residence on Jan. 1 of the tax year. A homestead exemption reduces the appraised value of the home and as a result lowers property taxes. Applications are submitted to the appropriate local county appraisal district.

– **Productivity Appraisal** – Property owners who use land for timber land production, agricultural purposes or wildlife management can be granted property tax relief on their land. They may apply to their local county appraisal district for an agricultural appraisal which may result in a lower appraisal of the land based on how much the taxpayer produces versus what the land would sell for in the open market.

– **Residence Homestead Tax Deferral** – Texas homeowners may postpone paying the currently delinquent property taxes due on the appreciating value of their homes by filing a tax deferral affidavit at their local county appraisal district. This tax relief allows homeowners to pay the property taxes on 105 percent of the preceding year's appraised value of their homestead, plus the taxes on any new improvements to the homestead. The remaining taxes are postponed, but not cancelled, with interest accruing at 8 percent per year.

– **Property Tax Deferral for Persons Age 65 or Older or Disabled.** Homeowners – Texans who are age 65 years old or older or disabled, as defined by law, may postpone paying current and delinquent property taxes on their homes by signing a tax deferral affidavit. Once the affidavit is on file, taxes are deferred, but not cancelled, as long as the owner continues to own and live in the home. Interest continues to accrue on unpaid taxes. You may obtain a deferral affidavit at the appraisal district

– **Property Taxpayer Remedies** – This Texas Comptroller publication explains in detail how to protest a property appraisal, what issues the county Appraisal Review Board (ARB) can consider and what to expect during a protest hearing. The publication also discusses the options of taking a taxpayer's case to district court, the State Office of Administrative Hearings or binding arbitration if the taxpayer is dissatisfied with the outcome of the ARB hearing.

– **Appraisal Notices** – If a taxpayer's property value increased in the last year, the Texas taxpayer will receive a notice of appraised value from the appropriate local county appraisal district. The city, county, school districts and other local taxing units will use the appraisal district's value to set property taxes for the coming year.

– **Protesting Property Appraisal Values** – Property owners who disagree with the appraisal district's appraisal of their property for local taxes or for any other action that adversely affects them may protest their property value to the appraisal district's ARB.

For more information about these programs, contact the CCAD at 201 N. Dixon St., in Gainesville or visit www.cookecad.org.

Information also is available on the Comptroller's Property Tax Assistance Division's Web site at www.window.state.tx.us/taxinfo/proptax/.

The Weekly News

Kids Fishing Derby casts off Saturday

(Continued from Page 1)

able to take home a maximum of four fish.

The event is sponsored by the Gainesville Parks and Recreation Department.

Limited fishing supplies will be available. Family members are allowed to help children fish, but cannot actually fish themselves.

And as a reminder, anyone 17 years old or older are required to have a valid Texas Fishing License to fish.

For more information about the event, call 940.668.4530 or email to dylan.johnson@cogtx.org.

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Are you tired of being treated like a number? Try banking with us. We're hometown people. We believe in first name friendly personal service with a hometown touch. When you bank with us you can count on professional financial service in a relaxed, yet friendly atmosphere. Stop in and see us today.
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I-35 and US 82 Improvement Projects
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Classifieds

Classified deadline is 5 p.m. Friday. Payment is required at the time the order is placed. Cash, check or MasterCard/Visa/Discover is accepted. Call 940.665.2320 or e-mail Grice.King@TheWeeklyNewsCC.com.

Animal Adoptions

Meet Manny, he came to us as a stray back in October. He is a 1 year old Rottweiler mix. He is super sweet and wants to be loved on. He gets along with other dogs and doesn't seem to mind the cats either! He is good with kids and loves to play ball. He has been with us awhile and would love for you to come see him. You can find him and all his friends at Noah's Ark located at 2501 N. Weaver St. in Gainesville, TX 76240.

Animals For Sale

- Selling Out -
Grown Turkeys & Geese
$35-50 each
940-634-1512

Animals Found

Remember: *The Weekly News of Cooke County* runs all found animal classified word ads for FREE in an attempt to help the owner in locating their lost family pet. Please just call 940-665-2320 for more information.

Animals Lost

Lost Dog, male, chocolate lab mix, neutered, 80-85 lbs., around 8 yrs old. Lost 1-3-15 near CR 321 at FM 51. Reward. 940-768-8153 or 940-665-4877. 1/7

MISSING
on Sunday 12/21/2014
Light brown male toy poodle named Miller. Has some health and diet issues.

Needs to come home.
Last seen in Muenster around North Pecan St.
940-759-4283 or
940-600-8773

The Weekly News classified ads as low as $7.50.

Autos For Sale

2002 Mercury Grand Marquis, 4 Door - 4.6L Engine, Auto Transmission, A/C, Leather Seats, Power Windows & Locks, Tilt, Cruise, AM FM CD, Sport Wheels, 3,000 Mile Warranty, Great Luxury Ride.
$5,900.00
Marler Used Cars
I-35 @ Broadway
Gainesville, TX
(940) 665-8888
www.marlerusedcarsonline.com 12/31

1996 GMC 1500 Extended Cab, 4x4, Z-71 Package - 5.7L Engine, Auto Transmission, A/C, Power Windows & Locks, Leather Seats, Tilt, Cruise, Great 4x4, Nice Look, 3,000 Mile Warranty.
$6,900.00
Marler Used Cars
I-35 @ Broadway
Gainesville, TX
(940) 665-8888
www.marlerusedcarsonline.com 12/31

2008 Saturn Outlook, XR Package - V6 Engine, Auto Transmission, A/C, Leather Seats, Power Windows & Locks, Tilt, Cruise, AM FM CD, Chrome Wheels, 5,000 Mile Warranty, Nice Crossover SUV, Great Value.
$8,900.00
Marler Used Cars
I-35 @ Broadway
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(940) 665-8888
www.marlerusedcarsonline.com 12/31

2000 Dodge Dakota, Club Cab, 4x4 - 5.2L Engine, Auto Transmission, A/C, Power Windows & Locks, Tilt, Cruise, Sport Wheels, Low Mileage, 5,000 Mile Warranty.
$4,900.00
Marler Used Cars
I-35 @ Broadway,
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www.marlerusedcarsonline.com 1/7

1995 Ford Taurus - 6 Cyl. Engine, Auto Transmission, A/C, Drives Good.
$895.00
Marler Used Cars
I-35 @ Broadway
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(940) 665-8888
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For Sale

Broadway Exchange Sale - Furniture, Gift Items 25-50% Off on select items. Decor items, jewelry. 105 W. Broadway St, Gainesville. 1/14

We Honor
All Pre-Arranged Funeral Plans
Regardless of When and Where it Was Purchased.
George J. Carroll and Son
602 S. Lindsay
940-665-3455

Antique Dealers
Broadway Exchange
We have booths available. 105 W. Broadway St, Gainesville. 940-437-0130. 1/14

Bowflex Blaze workout system for sale. Great Condition. $250 or best offer. Call AFTER 5pm. 940-641-2225. 1/14

Furniture For Sale

Furniture Consignment
Broadway Exchange
As low as 65%/35% Split. 105 W. Broadway St, Gainesville. 940-437-0130. 1/14

Water Pump Services

WATER PUMP SERVICE! Red Jacket Pump Distributor. Service Available. Muenster Building Center, Inc. 940-736-4411 or 940-759-2232.

Help Wanted

Kee Bee Express
is looking for drivers for flatbed and step deck operations.
Must meet DOT qualifications. Must pass drug screening and physical.
Call Larkin
940-759-2163.

The Weekly News classified ads. 940-665-2320.

Certified Medical Assistant or LVN needed for busy practice. Please send resume with references to P O Box 1538 Gainesville, TX 76241-1538. 1/7

Part time servers, all shifts, Must be 18
Will train.
Doc's Bar & Grill
Muenster, TX 76252
940-759-3627
or apply in person 1/28

Red River Farm Coop, Inc. - Hiring within the crop production dept. 2 Positions available. Custom applicator and delivery driver/plant maintenance, CDL will be required, we can help attain. Benefits Include: Vacation, Sick, Health Insurance, Retirement, And 401-K. 940-665-4338 Telephone, 940-665-1465 Fax, bko@redrivercoop.com 1/7

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Back of House Staff - Hourly pay is $10.50 - $12.00 per hour depending on exp.
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Servers - Talented full time servers make $35,000 to $50,000 per year.
Apply in person. We are located in the Northwest corner of the WinStar World Casino & Resort

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Call 1-877-717-6101
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940.665.2320

Legal Notices

IN THE COUNTY COURT AT LAW, COOKE COUNTY, TEXAS
CAUSE NO: PR-17177
IN THE ESTATE OF PATSY L. GIBSON

NOTICE TO CREDITORS

Notice is hereby given that original Letters Testamentary for the Estate of Patsy L. Gibson, Deceased, were issued on December 31, 2014, in Cause No. PR-1711 pending in the County Court of Cooke County, Texas, to LeighAnna Emshoff McGough.

All persons having claims against this Estate which is currently being administered are required to present them within the time and in the manner prescribed by law to the following:

c/o **H. MACK BARNHART**
Lawyer for the Estate of
Patsy L. Gibson, Deceased
P.O. Box 1298
Gainesville, Texas 76241-1298

DATED December 31, 2014.

H. MACK BARNHART
Lawyer for the Estate
State Bar No.: 01788000 1/7

Texas Department of Transportation

Notice of Open House

I-35 Improvement Project
From Farm-to-Market 3002 to Mile Marker One in Oklahoma
Cooke County, Texas; Love County, Oklahoma
CSJs: 0194-01-010, 0194-02-081, 0195-01-087 & 0903-15-100

U.S. 82 Improvement Project
From Zodiac Road to FM 371
Cooke County, Texas
CSJs: 0044-08-067, 0045-01-059

The Texas Department of Transportation (TxDOT) invites you to attend an Open House for the Interstate Highway 35 (I-35) Improvement Project and the United States Highway 82 (US 82) Improvement Project. The Open House will be held:

Thursday, February 5, 2015
5:30 p.m. to 7:30 p.m.
First United Methodist Church
214 South Denton Street
Gainesville, Texas 76240

No formal presentation will be given, and you can come and go at your convenience. The public is encouraged to make comments on both projects.

TxDOT is planning improvements to I-35 in Cooke County to update the roadway to current design standards and provide congestion relief for expected future traffic increases. As part of the planning process, TxDOT is conducting an environmental assessment (EA) for the proposed widening and realignment of I-35 from Farm-to-Market 3002 (FM 3002) to mile marker one in Oklahoma (Love County). The planned improvements along the 22-mile corridor include: two additional lanes in each direction; realignment of portions of the roadway; two new bridges over the Red River; removal of the northbound Red River bridge; conversion of the southbound Red River bridge to a frontage road; realignment of a rail corridor for approximately 4.8 miles; and conversion of two-way frontage roads to one-way. These improvements would require the acquisition of some new right-of-way. The EA will document the existing social, economic and environmental conditions, assesses effects of the proposed alternative and identifies potential mitigation. The EA will also evaluate the effects of a No-Build alternative.

In addition, staff will be sharing information on intersection improvements along US 82 that will help increase mobility throughout the City of Gainesville. The environmental review, consultation, and other actions required by applicable Federal environmental laws for this project are being, or have been, carried-out by TxDOT pursuant to 23 U.S.C. 327 and a Memorandum of Understanding dated December 16, 2014, and executed by FHWA and TxDOT.

The purpose of this Open House is to present information on the I-35 Improvement Project including: the purpose and need for improvements; evaluation and screening of alternatives; and a preliminary schematic of the recommended alternative. This Open House will also present information on the US 82 Improvement project. Maps and exhibits will be displayed, and project staff will be on hand to answer questions and provide information on both projects.

Comments on the I-35 Improvement Project, which are postmarked by Tuesday, February 17, 2015, will become part of the project record of the I-35 EA. Written comments may either be submitted in person at the Open House or by mail to: Stephanie Manry, Texas Department of Transportation, 1601 Southwest Parkway, Wichita Falls, Texas 76302. Persons interested in attending who have special communication or accommodation needs, or need an interpreter, are encouraged to contact Stephanie Manry at least three working days prior to the meeting. She can be reached by email at Stephanie.Manry@txdot.gov or by calling (940) 720-7733. Every reasonable effort will be made to accommodate these needs. Para más información por favor comuníquese con: Stephanie Manry at (940) 720-7733.

Use *The Weekly News of Cooke County* for all of your legal notice needs. We service the largest number of clients of ANY paper in the Cooke County Area. Our legal notices are a low, flat rate price to help you service your client. Please just give us a call at 940-665-2320 or visit our website at www.theweeklynewscc.com for more information.

Classifieds

Classified deadline is 5 p.m. Friday. Payment is required at the time the order is placed. Cash, check or MasterCard/Visa/Discover is accepted. Call 940.665.2320 or e-mail Grice.King@TheWeeklyNewsCC.com.

Help Wanted

Part time servers, all shifts, Must be 18 Will train.
Doc's Bar & Grill
Muenster, TX 76252
940-759-3627
or apply in person
1/28

Certified Medical Assistant or LVN needed for busy practice. Please send resume with references to P O Box 1538 Gainesville, TX 76241-1538.
1/28

The Weekly News classified ads as low as $7.50.

Rodman/Surveyor Helper. Light Office Duties. Must Be Physically Fit, Non Smoker, Clean Background. Apply @107 N. Dixon.
1/28

Caregivers needed for Senior Call 940-665-2999 M-F between 8am - 5pm.
2/4

Gainesville Office needs Orthodontic Assistant. Experience Preferred. Email Resumes to info@starnesortho.com. Please call 940-665-9715 to inquire.
1/21

Drivers: Oils Down – Freight is UP! Regional Freight! Excellent Money & Hometime! Company & Owner Op's. CDL-A, TWIC & Hazmat. 855-252-1634.
1/28

Need Person To Clean Carpet, Strip and Wax Floors. Call 940-736-5615.
2/4

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Call Jon: 877-317-3223
darylthomasontrucking.com

Furniture For Sale

Furniture Consignment Broadway Exchange
As low as 65%/35% Split. 105 W. Broadway St, Gainesville. 940-437-0130.
1/14

Water Pump

WATER PUMP SERVICE! Red Jacket Pump Distributor. Service Available. Muenster Building Center, Inc. 940-736-4411 or 940-759-2232.

TNT Electric, Inc.
Gainesville, TX
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Top hourly pay and benefits. Applicant must hold a current Texas journeyman electrician license and a valid driver license (CDL a plus). Industrial/commercial electrical experience required. (lineman experience a plus). A pre-employment drug screen will be required. Applications are available and must be filled out at 5240 E Hwy 82, Gainesville, TX

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Toby Keith's I Love This Bar & Grill is now interviewing for the following positions!!
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Bus Boys - Hourly pay is $10.50 - $12.00 per hour
Servers - Talented full time servers make $35,000 to $50,000 per year.
Apply in person. We are located in the Northwest corner of the WinStar World Casino & Resort

Legal Notices

Texas Department of Transportation

Notice of Open House

I-35 Improvement Project
From Farm-to-Market 3002 to Mile Marker One in Oklahoma
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5:30 p.m. to 7:30 p.m.
First United Methodist Church
214 South Denton Street
Gainesville, Texas 76240

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HATS OFF TOWING
818 N. Grand Ave, Gainesville, TX 76240 • 940.665.8680
TDLR VSF LIC.# 0647362VSF

The following is a list of abandoned vehicles available for public sale through *Hats Off Towing*. The owner and/or lien holder failed to claim the vehicle before the date of the sale which is (1) a waiver of all rights, title and interest in the vehicle and (2) a consent to sell the vehicle at public sale in compliance with Sec 2303.145 of Code 16 Texas Admin Code, Chapter 85. Amount owed is towing plus applicable storage fees and taxes.

1) 6'x18' Green Trailer - Total Owed: $425
Impounded by authority of Cooke County Sheriff on 1/20/2015.

The public sale will occur thirty days from the date of this publication.
1/28

Bid Announcement for Radiology Equipment

Bid Invitation with specifications for Radiology equipment to be delivered to the North Central Texas College's Health Science Center. Specifications can be obtained by contacting Robbie Baugh, Sr. Director of Campus Operations, (940) 668-3338 or rbaugh@nctc.edu Bids and completed Conflict of Interest Questionnaire should be submitted in a sealed envelope marked "Radiology Equipment for Health Science Center". All bids must be received in the office of Robbie Baugh, Sr. Director of Campus Operations, 1525 West California Street, Room 102, Gainesville, TX 76240 by 10:00 am on February 2, 2015. Late bids, emailed bids, and faxed bids will not be accepted. NCTC reserves the right to reject any or all proposals and to waive any or all formalities. NCTC does not discriminate on the basis of race, color, national origin, gender, religion, age, disability in employment, or the provision of services.
1/28

Use *The Weekly News of Cooke County* for all of your legal notice needs. We service the largest number of clients of ANY paper in the Cooke County Area. Our legal notices are a low, flat rate price to help you service your client. Please just give us a call at 940-665-2320 or visit our website at www.theweeklynewscc.com.

Texas Parks & Wildlife

Fishing report

Lewisville
Water lightly stained; 42–46 degrees; 7.29' low. Black bass are fair on Megabass 110 jerkbaits in Pro Blue and French Pearl, as well as football jigs near isolated rocky points on main lake. Crappie are good on minnows and jigs. White bass are fair on minnows. Hybrid striper are fair on slabs. Catfish are good on trotlines.

Ray Roberts
Water clear; 42–45 degrees; 8.09' low. Black bass are slow on Swormin' Hornet jigheads rigged with flukes as well as drop shots worms near deeper timber. Crappie are good on minnows near brush piles. White bass are fair on minnows. Catfish are fair on trotlines.

Texoma
Water clear; 42–46 degrees; 5.70' low. Black bass are hood on suspending jerkbaits, umbrella rigs and small crankbaits. Crappie are good on minnows and jigs near brush piles. Striped bass are slow on minnows. Catfish are fair on trotlines and prepared bait.

The Weekly News
"We are the best bang for your buck!"

Area obituaries *Continued*

(Continued from Page 3)

Anna Louise Harris Kemplin

History
Continued

She began graduate work at Texas Woman's University and later completed a Master's in education at North Texas State University.

She married Carl R. Kemplin in Valley View Church of Christ Aug. 6, 1954.

She taught in Gainesville at Benjamin Franklin Elementary before she resigned to begin her family. After her children were in school, she taught first grade at Sanger Elementary for 15 years and then taught at Valley View Elementary until her retirement.

She began teaching Bible classes while in high school and continued to teach children and ladies classes for years. She was a cook and an accomplished seamstress, made hats, painted and enjoyed crochet and quilting.

She sang solos, duets and in groups for area weddings, funerals, graduations and other events.

She also served on the North Central Texas College Board of Regents and the NCTC Foundation Development Board.

Survivors

Anna Louise Harris Kemplin is survived by her husband, Carl Kemplin; son, Kevin Kemplin of Sanger; daughter and son-in-law Carolyn and David Kilpatrick of Valley View; grandchildren, John Kilpatrick, Thomas Kilpatrick, Thomas Kilpatrick and Crissy Kilpatrick; brothers-in-law, John Kemplin of Fort Worth and Milton Pogue of Liberty Hill; and several nieces, nephews and cousins.

She was preceded in death by her son, Mark Kemplin; brother, Michael Harris; and parents.

Bill Puckett

Services

Bill Puckett, 78, of Gainesville died Jan. 23 in Gainesville.

Graveside services were held Jan. 26 at the Era Cemetery with Jay Culpepper officiating. Arrangements were under the direction of the Geo. J. Carroll & Son Funeral Home of Gainesville.

History

Bill Puckett was born Nov. 11, 1936 in Leo, Texas to Bernice and Mattie Puckett. He married Sandra Theobold Sept. 15, 1955 in Sherman.

Bill Puckett retired from Tom Thumb in 1975. He was the founder of the "Bubba Stik" walking cane company and enjoyed woodworking in his garage, where he envisioned the idea of the "Bubba Stik."

He was a member of Commerce Street Church of Christ for many years.

Survivors

Bill Puckett is survived by his wife, Sandra; children and spouses, Kerry and Jay Ullman, Mark and Sharlene Puckett, Taryn and Steve Winters and Kim and Jeff Hammer; 14 grandchildren; and several great-grandchildren.

He was preceded in death by his parents; brother, Linden Puckett; and sister, Betty Jeter.

Lois Loretta Clark

Services

Lois Loretta Clark, 93, of Gainesville died Jan. 23 in Gainesville.

Services were held Jan. 26 at the Geo. J. Carroll & Son Chapel with the Rev. Larry Kremling officiating. Burial was in Fairview Cemetery. Arrangements were under the direction of the Geo. J. Carroll & Son Funeral Home of Gainesville.

Pallbearers were Kevin Clark, Khris Clark, Billy Clark, Doyle Thetford, Daryl Clark and Jakeb Gilbreath.

History

Lois Loretta Clark was born March 10, 1921 in Marysville to Martin S. and Emmie A. Gibson Thetford.

Survivors

Lois Loretta Clark is survived by her daughter, Janet Mitchell of Gainesville; daughter and son-in-law, Deneen and Mark Gilbreath of Muenster; daughter-in-law, Cathey Lemons of Callisburg; grandchildren, Tanda Stringfellow, Kellie Buckaloo, Kevin Clark, Khris Clark, Ashley Archer, Mike Mitchell, Michelle Yeatts, Jeremy Gilbreath, Lauren Gilbreath, Jakeb Gilbreath, Blake West and Garret West; 22 great-grandchildren; one great-great-grandchild; sister-in-law, Nell Thetford; and several nieces, nephews and cousins.

She was preceded in death by her parents; husband, Kenneth Clark; son, Gary Don Clark; son-in-law, David Mitchell; sisters, Ira Fleitman and Edith Fern Switzer; and brothers, Edward Dewey "Slim" Thetford and Dale Thetford.

Dola Marie Lemons

Services

Dola Marie Lemons, 97, of Gainesville died Jan. 22 at Pecan Tree Rehabilitation and Health Care Center in Gainesville.

Services were held Jan. 26 in the Meador Funeral Home Chapel with the Rev. Bill Conley officiating. Burial was in New Hope Cemetery in Mountain Springs. Arrangements were under the direction of the Meador Funeral Home of Gainesville.

Pallbearers were Ricky Lemons, Aaron Lemons, Rick Reflogal, Glenn Nehib, James Wilson and Glenn Crutsinger.

History

Dola Marie Lemons was born Jan. 24, 1918 in Burns City (Gainesville) to Grover Cleveland and Dettie Lavonia Hughes Cason.

She was a longtime member of the New Hope Missionary Baptist Church. She enjoyed sewing, reading, working crossword puzzles and watch television.

She had resided at Pecan Tree Rehabilitation and Health Care Center for seven years.

Survivors

Dola Marie Lemons is survived by her daughter and son-in-law, Glenda and Bob Liedtke of Gainesville; sons and daughters-in-law, B.C. and Robby Lemons of Burns City, Jerry and Shirley Lemons of Woodbine and Gary Lemons of Gainesville; grandchildren and spouses, Ricky and Ginger Lemons, Deanna and Dave Bowman, Mitzie and Gary Fazio, Aaron and Whitney Lemons, Kim and Rick Reflogal, Kelly and Crystal Lemons and Eric Lemons; 17 great-grandchildren; one great-great-grandchild; and several nieces and nephews.

She was preceded in death by her husband, Carl Lemons; parents, G.D. and Dettie Cason; one brother; and five sisters.

County Clerk receives marriage license requests

GAINESVILLE – The following marriage license applications were received by the Cooke County Clerk's Office.

Julio Cesar S. Gonzalez, 23, Gainesville and Joselina J. Gutierrez, 19, Gainesville.

Jerad R. Barnes, 22, Gainesville and Jainaba Ceesay, 23, Gainesville.

Joe R. Jones, 28, Lindsay and Jessica L. Bartram, 26, Muenster.

Marion L. Manuel, 67, Stratford, Okla., and Louise M. Vermillion, 59, Stratford, Okla.

Brett M. Miller, 30, Kingston, Okla., and Edda S. Morales Zepeda, 27, Kingston, Okla.

Chad E. Miller, 42, Pilot Point and Debra D. Goodman, 39, Wylie.

Jimmy C. Montgomery, 64, Midwest City, Okla., and Tammie D. Montgomery, 55, Midwest City, Okla.

DEF RECYCLING LLC
David Fulton Angela Fulton
David E. Fulton
Mon - Fri
7:30am - 5pm
Sat
7:30am - 12pm
700 E. Scott
Gainesville, TX
Office: 940.665.2800
Fax: 940.612.1596
defrecyling@att.net

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Valentine Bundles of Love
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213 N Main St, Muenster
Bob76252@ntin.net

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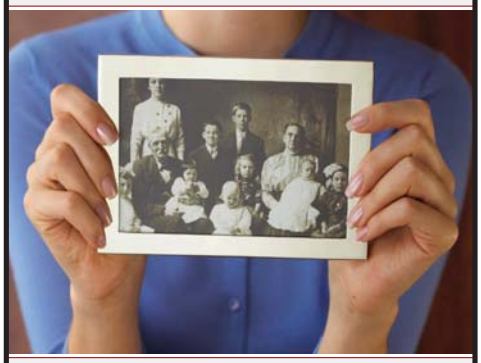
940.665.6971
TIMKEN

I-35 and US 82 Improvement Projects
OPEN HOUSE
Thursday, February 5, 2015
5:30 p.m. – 7:30 p.m.
First United Methodist Church
214 S. Denton Street
Gainesville, TX 76240
The Texas Department of Transportation invites you to attend an Open House for two projects. Project team members will be available to talk about the proposed changes to I-35 in Cooke County and the Environmental Assessment that is currently underway, as well as the US 82 improvement project. No formal presentation will be given, and you can come and go at your convenience.
If you plan to attend the Open House and have special communication/accommodation needs, or have questions about the meeting, please contact:
Stephanie Manry at (940) 720-7733 or Stephanie.Manry@txdot.gov.
More information about the I-35 project can be found here:
www.txdot.gov/inside-txdot/projects/studies/wichita-falls/i35-cooke-county.html

"We think long term. Always have. Always will."



We don't take long term risks chasing after short term gains. We think long term. Always have always will. Some may say we're conservative. They're right, we are conservative. It's your money that's deposited with us. We have to be. That's one of the reasons we are consistently rated as a strong bank.
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Muenster State Bank
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EQUAL HOUSING LENDER
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1601 W. Hwy 82, Gainesville 940/665-7900
Member FDIC

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Website Postings

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Open House - US 82 | DuckDuckGo

www.txdot.gov/inside-txdot/get-involved/about/hearings-meetings/wichita-falls/020515-us-82.html

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TEXAS DEPARTMENT OF TRANSPORTATION

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Open House - US 82

Home > Inside TxDOT > Get Involved > Hearings & Meetings > Schedule

Where: First United Methodist Church, 214 S. Denton St., Gainesville, TX 76240

When: Thursday, Feb. 5, 2015, Open House: 5:30 p.m. – 7:30 p.m.

Purpose: The Texas Department of Transportation invites citizens to learn about intersection improvements along US 82 that will help increase mobility throughout the City of Gainesville. Members of the project development team and engineering consultants will be on hand to answer questions. No formal presentation will be given. Attendees are invited to come and go at their convenience.

Description: The proposed project will construct improvements at intersections along the corridor. The project team will show traffic models that demonstrate the impacts of the planned construction.

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

This meeting will be held in conjunction with another public meeting. The public is encouraged to make comments on both projects.

Downloads:
- Virtual Open House
- Traffic Simulation
- Interim Improvements
- Feasibility Study
- Fact Sheet

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

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My35

www.my35.org/north/news/wichita-falls/001-2015.htm

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News

I-35 Expansion and US 82 Improvements Public Meeting
Open House for Two Separate Projects

Author: Adèle Lewis | Published: Jan. 21, 2015 | Contact: (940) 720-7728

When:	Thursday, February 5, 2015 5:30 pm - 7:30 pm
Where:	First United Methodist Church 214 S. Denton St. Gainesville, TX 76240

GAINESVILLE — TxDOT is planning improvements for widening two highways in Cooke County. The jobs will update the roadways to current design standards and provide congestion relief for expected future traffic increases.

I-35 from FM 3002 to mile marker one in Oklahoma

- Two additional lanes in each direction
- Realignment of portions of the roadway
- Two new bridges over the Red River
- Removal of the northbound Red River bridge
- Conversion of the southbound Red River bridge to a frontage road
- Realignment of a rail corridor for approximately 4.8 miles
- Conversion of two-way frontage roads to one-way
- New right of way

US 82 through the City of Gainesville

- The proposed project will construct improvements at intersections along the corridor. The project team will show traffic models that demonstrate the impacts of the planned construction.

TxDOT invites you to attend this open house to learn about this planning effort. Staff will be on hand to answer questions and provide information. No formal presentation will be given. Attendees are invited to come and go at their convenience.

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Elected Official and Public Official Letters

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Texas Department of Transportation
1601 SOUTHWEST PARKWAY | WICHITA FALLS, TEXAS 76302-4906 | (940) 720-7700 | WWW.TXDOT.GOV

January 12, 2015

The Honorable John Cornyn
U.S. Senate
517 Hart Senate Office Bldg.
Washington, D.C. 20510

Dear Senator Cornyn,

The Texas Department of Transportation invites you to an Open House to learn more about and comment on two efforts in Cooke County: I-35 Environmental Assessment and US 82 improvements. The Open House will use a come-and-go format; no formal presentation will be given so you can attend at your convenience.

The Open House for these proposed projects will take place:

Thursday, February 5, 2015
5:30 p.m. to 7:30 p.m.
First United Methodist Church
214 South Denton Street
Gainesville, Texas 76240

TxDOT is planning improvements for the widening of I-35 in Cooke County to update the roadway to current design standards and provide congestion relief for expected future traffic increases. As part of the planning process, TxDOT is conducting an environmental assessment (EA) for the proposed widening and realignment of I-35 from FM 3002 to mile marker one in Oklahoma.

In addition, staff will be sharing information on intersection improvements along US 82 that will help increase mobility throughout the City of Gainesville.

We hope that you can attend this Open House. If you need additional information on the projects or have any questions, please contact Danny Brown, P.E., Director of Transportation Planning and Development, TxDOT Wichita Falls District, 1601 Southwest Parkway, Wichita Falls, TX 76302 or call (940) 720-7700.

Sincerely,
Larry Tegtmeyer, District Engineer
Texas Department of Transportation
Wichita Falls District

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Notification Letter Recipients (from TxDOT)

PREFIX	Salutation	FIRST NAME	LAST NAME	TITLE	Organization	ADDRESS	CITY	STATE	ZIP	EMAIL	Phone
U.S.											
The Honorable	Senator	John	Cornyn		U.S. Senate	517 Hart Senate Office Bldg.	Washington	D.C.	20510		202-224-2934
The Honorable	Senator	Ted	Cruz		U.S. Senate	Dirksen Senate Office Bldg. Suite 185	Washington	D.C.	20510		202-224-5922
The Honorable	Mr.	John	Ratcliffe		U.S. House of Representatives	2405 Rayburn H.O.B.	Washington	D.C.	20515		202-225-6673
The Honorable	Mr.	Mac	Thornberry		U.S. House of Representatives	2208 Rayburn House Office Bldg	Washington	D.C.	20515		202-225-3706
State											
The Honorable	Senator	Craig	Estes		Texas State Senate	P.O. Box 12068 Capitol Station State Capitol, Room 1E.9	Austin	TX	78711		512-463-0130
The Honorable	Mr.	Drew	Springer		Texas State House of Representatives	P.O. Box 2910 State Capitol, Room E2.410 Capitol Extension	Austin	TX	78768		512-463-0526
Mr.	Mr.	Steven C.	McCraw	Director	Texas Department of Public Safety	P.O. Box 4087	Austin	TX	78773		
City/County											
The Honorable	Mayor	Jim	Goldsworthy	Mayor	City of Gainesville	200 S. Rusk Street	Gainesville	TX	76240		940-665-7777
Mr.	Mr.	Barry	Sullivan	City Manager	City of Gainesville	200 S. Rusk Street	Gainesville	TX	76240		940-668-4500
Mr.	Mr.	Ron	Sellman	Public Services Director	City of Gainesville	104 W. Hird Street	Gainesville	TX	76240		940-668-4547
Ms.	Ms.	Beverly	Snuggs	City Council Member - Ward 2	City of Gainesville	200 S. Rusk Street	Gainesville	TX	76240		940-665-0278
Ms.	Ms.	Carolyn	Hendricks	City Council Member - Ward 1	City of Gainesville	200 S. Rusk Street	Gainesville	TX	76240		940-665-5364
Mr.	Mr.	Keith	Clegg	City Council Member - Ward 3	City of Gainesville	200 S. Rusk Street	Gainesville	TX	76240		940-665-5577
Mr.	Mr.	Ray	Nichols	Mayor Pro Tem, City Council Member - Ward 5	City of Gainesville	200 S. Rusk Street	Gainesville	TX	76240		940- 665-5426
Ms.	Ms.	Mary Jo	Dollar	City Council Member - Ward 6	City of Gainesville	200 S. Rusk Street	Gainesville	TX	76240		940-736-3404
Mr.	Mr.	Ken	Keeler	City Council Member - Ward 4	City of Gainesville	200 S. Rusk Street	Gainesville	TX	76240		940-665-8278
The Honorable	Judge	John, O.	Roane	County Judge	Cooke County	101 South Dixon	Gainesville	TX	76240		940-668-5435
Mr.	Mr.	Gary	Hollowell	County Commissioner, Precinct 1	Cooke County	101 South Dixon	Gainesville	TX	76240	ghollowell@co.cooke.tx.us	940-668-5481
Mr.	Mr.	Alan	Smith	County Commissioner, Precinct 3	Cooke County	101 South Dixon	Gainesville	TX	76240	alan.smith@co.cooke.tx.us	940-668-5483
Mr.	Mr.	Leon	Klement	County Commissioner, Precinct 4	Cooke County	101 South Dixon	Gainesville	TX	76240	leon.klement@co.cooke.tx.us	940-668-5484
Mr.	Mr.	B.C.	Lemons	County Commissioner, Precinct 2	Cooke County	101 South Dixon	Gainesville	TX	76240		940-668-5482
The Honorable	Mayor	Donald	Bryant	Mayor	City of Valley View	308 W. O'Buch P.O. Box 268	Valley View	TX	76272		940-726-3740
Mr.	Mr.	William	Shellburne	Mayor Pro Tem	City of Valley View	308 W. O'Buch P.O. Box 268	Valley View	TX	76272		940-726-3740
Mr.	Mr.	John	Lester	City Council Member	City of Valley View	308 W. O'Buch P.O. Box 268	Valley View	TX	76272		940-726-3740
Mr.	Mr.	J.D.	Roane	City Council Member	City of Valley View	308 W. O'Buch P.O. Box 268	Valley View	TX	76272		940-726-3740
Mr.	Mr.	Nathan	Sandmann	City Council Member	City of Valley View	308 W. O'Buch P.O. Box 268	Valley View	TX	76272		940-726-3740
Mrs.	Mrs.	Shawna	Brinkley	City Council Member	City of Valley View	308 W. O'Buch P.O. Box 268	Valley View	TX	76272		940-726-3740
Mr	Mr	David	Patterson	Public Works Director	City of Valley View	308 W. O'Buch P.O. Box 268	Valley View	TX	76272		
The Honorable	Mayor	Frances	West	Mayor	City of Callisburg	59 Campbell Street	Callisburg	TX	76240	callisburg@ntin.net	940-665-9809
Mr.	Mr.	George	Cannon	City Council Member	City of Callisburg	59 Campbell Street	Callisburg	TX	76240	callisburg@ntin.net	940-665-9809
Mr.	Mr.	Mike	Medford	City Council Member	City of Callisburg	59 Campbell Street	Callisburg	TX	76240	callisburg@ntin.net	940-665-9809
Mr.	Mr.	Nathan	Caldwell	City Council Member	City of Callisburg	59 Campbell Street	Callisburg	TX	76240	callisburg@ntin.net	940-665-9809
Mr.	Mr.	Danny	Powell	City Council Member	City of Callisburg	59 Campbell Street	Callisburg	TX	76240	callisburg@ntin.net	940-665-9809
The Honorable	Mayor	Joey	Anderson	Mayor	City of Muenster	P.O. Box 208	Muenster	TX	76252	cityofmuenster@ntin.net	940-759-2250
Ms.	Ms.	Jewel	Otto	Mayor Pro Tem	City of Muenster	P.O. Box 208	Muenster	TX	76252	cityofmuenster@ntin.net	940-759-2250
Mr.	Mr.	Greg	Bohl	City Council Member	City of Muenster	P.O. Box 208	Muenster	TX	76252	cityofmuenster@ntin.net	940-759-2250
Mr.	Mr.	Tim	Felderhoff	City Council Member	City of Muenster	P.O. Box 208	Muenster	TX	76252	cityofmuenster@ntin.net	940-759-2250
Mr.	Mr.	Jack	Flusche	City Council Member	City of Muenster	P.O. Box 208	Muenster	TX	76252	cityofmuenster@ntin.net	940-759-2250
Mr.	Mr.	Pat	Stelzer	City Council Member	City of Muenster	P.O. Box 208	Muenster	TX	76252	cityofmuenster@ntin.net	940-759-2250
The Honorable	Mayor	Donald	Metzler	Mayor	City of Lindsay	P.O. Box 153	Lindsay	TX	76250	cityoflindsay@ntin.net	940-668-6678
Mr.	Mr.	Danny	Nortman	Mayor Pro Tem	City of Lindsay	P.O. Box 153	Lindsay	TX	76250	cityoflindsay@ntin.net	940-665-8297
Mr.	Mr.	Glenn "Tic"	Block	City Council Member	City of Lindsay	P.O. Box 153	Lindsay	TX	76250	cityoflindsay@ntin.net	940-668-8273
Mr.	Mr.	Jeff	Neu	City Council Member	City of Lindsay	P.O. Box 153	Lindsay	TX	76250	cityoflindsay@ntin.net	940-665-8412
Mr.	Mr.	Robert	Sharp	City Council Member	City of Lindsay	P.O. Box 153	Lindsay	TX	76250	cityoflindsay@ntin.net	940-727-3279
Mr.	Mr.	Sam	Sparkman	City Council Member	City of Lindsay	P.O. Box 153	Lindsay	TX	76250	cityoflindsay@ntin.net	940-612-1822
The Honorable	Mayor	Chad	Ramsey	Mayor	Town of Oak Ridge	129 Oak Ridge Drive	Gainesville	TX	76240	citysecretary@townofoakridge.com	940-665-8474
Ms.	Ms.	Denise	Langston	City Council Member	Town of Oak Ridge	129 Oak Ridge Drive	Gainesville	TX	76240	citysecretary@townofoakridge.com	940-665-8474
The Honorable	Mayor	W.D.	Welch	Mayor	City of Whitesboro	111 West Main	Whitesboro	TX	76273	info@WhitesboroTexas.com	(903) 564-3311
Mr.	Mr.	Mike	Pack	Mayor Pro Tem	City of Whitesboro	111 West Main	Whitesboro	TX	76273	info@WhitesboroTexas.com	(903) 564-3311
Mr	Mr.	Matthew	Pike	City Alderman	City of Whitesboro	111 West Main	Whitesboro	TX	76273	info@WhitesboroTexas.com	(903) 564-3311
Mr.	Mr.	Barry	Keller	City Alderman	City of Whitesboro	111 West Main	Whitesboro	TX	76273	info@WhitesboroTexas.com	(903) 564-3311
Mr.	Mr.	Chuck	Cox	City Alderman	City of Whitesboro	111 West Main	Whitesboro	TX	76273	info@WhitesboroTexas.com	(903) 564-3311
Mr.	Mr.	Charles	Whitecotton	City Alderman	City of Whitesboro	111 West Main	Whitesboro	TX	76273	info@WhitesboroTexas.com	(903) 564-3311
Mr.	Mr.	Jeremy	Thompson	Superintendent	Era ISD	P.O. Box 98	Era	TX	76238	thompsonj@eraisd.net	940-665-2007 ex212
Mr.	Mr.	Steve	Clugston	Superintendent	Callisburg ISD	148 Dozier Street	Callisburg	TX	76240		940-665-0540
Mr.	Mr.	Jeffrey L.	Brasher	Superintendent	Gainesville ISD	2201 South I-35	Gainesville	TX	76240	jbrasher@gainesvilleisd.org	940-665-4362
Mrs.	Ms.	Sharon	Browning	Superintendent	Muenster ISD	P.O. Box 608 135 E 7th Street	Muenster	TX	76252	sbrowning@muensterisd.net	940-759-2281 ext 601
Mr.	Mr.	William	Stokes	Superintendent	Valley View ISD	106 Newton Street	Valley View	TX	76272	wstokes@vvisd.net	940-726-3659
Mr.	Mr.	Philip	Newton	Superintendent	Sivells Bend ISD	1053 CR 403	Gainesville	TX	76240	pnewton@sivellsbendisd.net	940-665-6411
Mr.	Mr.	Matthew	Davenport	Superintendent	Walnut Bend ISD	47 CR 198	Gainesville	TX	76240	mdavenport@walnutbendisd.net	
Mr.	Chief	Ricky	Crow	Chief of Police	Lindsay Police Department	P.O. Box 153	Lindsay	TX	76250	cityoflindsay@ntin.net	940-665-4910
Mr.	Chief	Marcus	Dennis	Fire Chief	Lindsay Fire Department	P.O. Box 153	Lindsay	TX	76250	cityoflindsay@ntin.net	940-648-4100 x5848

Notification Letter Recipients (from TxDOT), continued

Mr.	Chief	Kevin	Phillips	Chief of Police	Gainesville Police Department	201 Santa Fe Street	Gainesville	TX	76240	kphillips@gvps.org	(940) 668-4775
Mr.	Chief	Wally	Cox	Fire Chief	Gainesville Fire Rescue	201 Santa Fe Street	Gainesville	TX	76240	kphillips@gvps.org	(940) 668-4775
Mr.	Mr.	Ron	Sellman	Public Services Director	Gainesville	104 W. Hird Street	Gainesville	TX	76240	rsellman@cogtx.org	940-668-4547
Mr.	Chief	Scott	Taylor	Chief of Police	Whitesboro (Callisburg Jurisdiction)	113 W. Main Street	Whitesboro	TX	76273		903-564-3585
Mr.	Chief	Wesley	Jenkins	Fire Chief	Callisburg Fire Department	116 McDaniel Street	Callisburg	TX	76240		940-612-1881
Mr.	Mr.	Kevin	Grant	Director	Cooke County Emergency Medical Services	305 South Chestnut	Gainesville	TX	76240		940-668-5560
Ms.	Sheriff	Terry	Gilbert	Sheriff	Cooke County Sheriff's Office	300 CR 451	Gainesville	TX	76240		940-665-3471
Ms.	Ms.	Phyllis	Griffin	County Extension Agent	Texas A&M Agrilife Extension - Cooke County Office	301 South Chestnut Street	Gainesville	TX	76240	pa-griffin@tamu.edu	
Mr.	Chief	Greg	Adcock	Chief of Police	Valley View Police Department	308 W. O'Buch	Valley View	TX	76272		940-641-6056
Mr.	Chief	Tom	Barr	Chief of Police	Muenster Police Department	400 N Main Street	Muenster	TX	76252		940-759-2236
Mr.	Chief	Burt	Walterscheid	Fire Chief	Muenster Fire Department	400 N Main Street	Muenster	TX	76252		940-759-2237
Ms.	Chief	Janet	Van Patten	Chief of Police	Oak Ridge Police Department	129 Oak Ridge Drive	Gainesville	TX	76240		940-665-0537
Mr.	Chief	Chris	Mazingo	Fire Chief	Oak Ridge Fire Department	7446 E US Highway 82	Gainesville	TX	76240		940-736-4214
Mr.	Mr.	Robert	Klement	President	Texas Farm Bureau - Cooke County Office	P.O. Box 1035	Gainesville	TX	76241		254-772-3030
Dr.	Dr.	Bill	Ledbetter	Chairman	North Central Texas College Board of Regents	1525 W. California Street	Gainesville	TX	76240		940-668-7731
Mr.	Mr.	Jim	Bishop		Enderby Gas dba Bishop Energy	1405 W. Hwy. 82	Gainesville	TX	76240		940-665-3457
Mr.	Mr.	Ronnie	Chough		Enderby Gas dba Bishop Energy	1405 W. Hwy. 82	Gainesville	TX	76240	ronnie@enderbygas.com	940-665-3457
Mr.	Ms.	Max	Eubanks		Enderby Gas dba Bishop Energy	1405 W. Hwy. 82	Gainesville	TX	76240		940-665-3457
Ms.	Ms.	Marilyn	Rash		Complete Energy Services	P.O. Box 1299	Gainesville	TX	76241		940.668.5100
Mr.	Mr.	Robert	Martinez		Oncor	115 West 7th Street, Suite 625	Fort Worth	TX	76102		
Mr.	Mr.	Tim	Huya		BNSF Railway Company	5800 North Main Street	Saginaw	TX	76179	Tim.Huya@bnsf.com	817-352-2902
Mr.	Mr.	Steven W.	Martchenke	Manager of Special Projects	Union Pacific Railroad	101 South Watson Road	Arlington	TX	76010	swmartch@up.com	817-353-7625
Mr.	Mr.	Antonio	Cedillo		A&D Trucking	1030 Moss Street	Gainesville	TX	76240		940-736-7973
Mr.	Mr.	Chad A.	Day		Rocking D Trucking	1081 Clark Road	Gainesville	TX	76240		940-665-1041
Mr.	Mr.	John	Esparza		Texas Trucking Association	700 East 11th Street	Austin	TX	78701		800-727-7135
Mr.	Mr.	Anthony S.	Holland		711 Trucking	384 CR 163	Gainesville	TX	76240		940-668-5968
Ms.	Ms.	Bobbietta	Jones		B Jones Express Trucking	1919 CR 412	Gainesville	TX	76240		940-665-9360
Mr.	Mr.	Clifford W.	Lutkenhaus		C & WL Trucking	411 Ashland Drive	Gainesville	TX	76240		940-727-1947
Mr.	Mr.	Bobby R.	Perry		Perry's Trucking	FM 678	Gainesville	TX	76240		940-736-8776
Ms.	Ms.	Cynthia	Temple		CAT Trucking	1817 Throckmorton Street	Gainesville	TX	76240		940-902-0357
Mr.	Mr.	Jay	Davidson	Chairman	TAPS Public Transit	3400 Texoma Pkway	Sherman	TX	75090		903.893.4601
Mr.	Mr.	Larry	Corbett	President	Cooke County Electric Cooperative Association	P.O. Box 530	Muenster	TX	76252		940-759-2211
MPO/COG											
The Honorable	Judge	Randall C.	Jackson	Chairperson (Archer County Judge)	Cross Plains Rural Transportation Council	P.O. BOX 458	Archer City	TX	76351		940-720-7727
The Honorable	Judge	Woodrow	Gossom Jr.	Interim Chairperson (Wichita County Judge)	Cross Plains Rural Transportation Council	900 7th Street, Rm 260	Wichita Falls	TX	76301		940-720-7727
The Honorable	Judge	John, O.	Roane	Governing Board Member (Cooke County Judge)	Texoma Council of Governments	1117 Gallagher Drive	Sherman	TX	75090	tcog@texoma.cog.tx.us	903-893-2161
The Honorable	Judge	Drue	Bynum	Governing Board Member (Grayson County Judge)	Texoma Council of Governments	1117 Gallagher Drive	Sherman	TX	75090	tcog@texoma.cog.tx.us	903-893-2161
The Honorable	Judge	Creta L.	Carter II	Governing Board Member (Fannin County Judge)	Texoma Council of Governments	1117 Gallagher Drive	Sherman	TX	75090	tcog@texoma.cog.tx.us	903-893-2161

Emails

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From:	Susan Howard
To:	Bruck, Tricia
Cc:	Annie Lagow
Subject:	FW: TxDOT Public Meeting - I35 and US 82
Date:	Tuesday, January 20, 2015 9:42:58 AM

From: Annie Lagow
Sent: Tuesday, January 20, 2015 9:41 AM
To: Susan Howard
Subject: TxDOT Public Meeting - I35 and US 82

The Texas Department of Transportation (TxDOT) invites you to attend an Open House for two projects. Project team members will be available to talk about the proposed changes to I-35 in Cooke County and the Environmental Assessment (EA) that is currently underway, as well as the US 82 improvement project. No formal presentation will be given, and you can come and go at your convenience.

Meeting Information:

I-35 EA/US 82 Open House
First United Methodist Church
214 S. Denton St.
Gainesville, TX 76240
Thursday, February 5, 2014
5:30 – 7:30 p.m.

If you have questions or comments, please contact:
Stephanie Manry
1601 Southwest Parkway
Wichita Falls, TX 76302
Stephanie.Manry@txdot.gov
(940) 720-7733

For more information on the I35 Environmental Assessment: http://www.txdot.gov/inside-txdot/get-involved/about/hearings-meetings/wichita-falls/020515.html, which includes a link to a project-specific web page.

For more information on the US 82 Improvement Project: http://www.txdot.gov/inside-txdot/get-involved/about/hearings-meetings/wichita-falls/020515-us-82.html

We look forward to seeing you there!

Susan Howard

Public Involvement Specialist
Office of Public Involvement
Texas Department of Transportation
Phone: (512) 416-2030
Cell: (512) 720-8442

Drive Smart in Winter Weather

Texas Department of Transportation
1601 SOUTHWEST PARKWAY | WICHITA FALLS, TEXAS 76302-4906 | (940) 720-7700 | WWW.TXDOT.GOV

January 5, 2015

The Honorable Edwina Butler-Wolfe
Absentee-Shawnee Tribe of Oklahoma, Governor
2025 S. Gordon Cooper Dr.
Shawnee, OK 74801

Dear Governor Butler-Wolfe,

The Texas Department of Transportation invites you to an Open House to learn more about and comment on two efforts in Cooke County: I-35 Environmental Assessment and US 82 improvements. The Open House will use a come-and-go format; no formal presentation will be given so you can attend at your convenience.

The Open House for these proposed projects will take place:

Thursday, February 5, 2015
5:30 p.m. to 7:30 p.m.
First United Methodist Church
214 South Denton Street
Gainesville, Texas 76240

TxDOT is planning improvements for the widening of I-35 in Cooke County to update the roadway to current design standards and provide congestion relief for expected future traffic increases. As part of the planning process, TxDOT is conducting an environmental assessment (EA) for the proposed widening and realignment of I-35 from FM 3002 to mile marker one in Oklahoma.

In addition, staff will be sharing information on intersection improvements along US 82 that will help increase mobility throughout the City of Gainesville.

We hope that you can attend this Open House. If you need additional information on the projects or have any questions, please contact Danny Brown, P.E., Director of Transportation Planning and Development, TxDOT Wichita Falls District, 1601 Southwest Parkway, Wichita Falls, TX 76302 or call (940) 720-7700.

Sincerely,
Larry Tegtmeyer, District Engineer
Texas Department of Transportation
Wichita Falls District

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Notification Email Recipients (from TxDOT)

Salutation	Prefix	FIRST NAME	LAST NAME	TITLE	TRIBAL NATION	Mailing Address_Line 1	Mailing Address_Line 2	CITY	STATE	ZIP	EMAIL	PHONE	FAX
Ms.	The Honorable	Edwina	Butler-Wolfe	Governor	Absentee-Shawnee Tribe of Oklahoma	2025 S. Gordon Cooper Dr.		Shawnee	OK	74801	Address and send all correspondence to: Edwina Butler-Wolfe edwinaB@astribe.com copy all email correspondence to: Joseph Blanchard, THPO joseph.blanchard@astribe.com 405-275-4030 x 203 405-878-4711 (fax)	405-275-4030 ext 188	405-275-1922
Mr.	Mr.	Lyman	Guy	Chairman	Apache Tribe of Oklahoma	P.O. Box 1330		Anadarko	OK	73005	Address and send all correspondence to: Lyman Guy, Chairman chairman@apachetribe.org	405-247-9493	405-247-2686
Mr.	Mr.	Robert	Cast	THPO	Caddo Nation of Oklahoma	P.O. Box 487		Binger	OK	73009	Address and send all correspondence to: Robert Cast, THPO rcast@caddonation.org [405-656-2344, ext 245]	2901 or 405-656-2903	405-656-2386
Mr.	Mr.	Jimmy	Arterberry	THPO	Comanche Nation of Oklahoma	Comanche Nation Office of Historic Preservation	P.O. Box 908	Lawton	OK	73502	Address and send all correspondence to: Jimmy Arterberry, THPO jimmya@comanchenation.com	580-595-9960	580-595-9733
Mr.	Mr.	Tiger	Hobia	Town King	Kialegee Tribal Town	P.O. Box 332		Wetumka	OK	74883	Address and send by correspondence by Email to: Tiger Hobia, Town King kialegeetribal@yahoo.com	405-452-3262	405-452-3413
Mr.	Mr.	Juan	Garza, Jr.	Chairperson	Kickapoo Traditional Tribe of Texas	162 Chick Kazen St		Eagle Pass	TX	78852	Address all correspondence to: Juan Garza, Jr., Chairperson Send all Email correspondence to: Don Spaulding (Tribal Administrator) don.spaulding@kttribe.org	830-758-8024	830-757-9228
Mr.	Mr.	Gilbert	Salazar	Chairperson	Kickapoo Tribe of Oklahoma	P.O. Box 70		McLoud	OK	74851	Address and send all correspondence by Email to: Gilbert Salazar, Chairperson gsalazar@kickapootribeofoklahoma.com Copy Email correspondence to: Pam Wesley (copy her if emailing Mr. Salazar) pamwesley@kickapootribeofoklahoma.com For reference: Kent Collier kentcollier@kickapootribeofoklahoma.com	405-964-2075	405-964-6211
Ms.	Mr.	Amie	Tah-Bone		Kiowa Indian Tribe of Oklahoma	P.O. Box 369		Carnegie	OK	73015	Address and send all correspondence to: Amie Tah-Bone atahbone@kiowatribe.org 580-654-2300 ext 370 For reference: Amber Toppah, Lady Chairman kbo@kiowatribe.org	580-654-2300	580-654-2188

Notification Email Recipients (from TxDOT), continued

Mr.	The Honorable	Danny	Breuninger, Sr.	President	Mescalero Apache Tribe	P.O. Box 227		Mescalero	NM	88340	Address all correspondence to: Mr. Danny Breuninger, Sr., President All correspondence should be sent in care of and all email should be sent to: Holly Houghten, THPO holly@mathpo.org 575-464-3005	575-464-4494	575-464-9191
Ms.	Ms.	Stephanie A.	Bryan	Chairperson	Poarch Band of Creek Indians	5811 Jack Springs Road		Atmore	AL	36502	Address all correspondence to: Stephanie A. Bryan, Chairperson Send all Email correspondence to: Megan Young, Executive Assistant for the Tribal Chair myoung@pci-nsn.gov 251-368-9136 ext 2205	251-368-9136	251-368-4502
Ms.	Ms.	Nekole	Alligood	Director	The Delaware Nation	P.O. Box 825		Anadarko	OK	73005	Address and send all correspondence to: Nekole Alligood nalligood@delawarenation.com if the Delaware email doesn't work: alligoodnekole@rocketmail.com Copy all Email correspondence to: Jason Ross (Sect 106 reviewer) jross@delawarenation.com	405-247-2448	405-247-9393
Mr.	The Honorable	Don	Patterson	President	Tonkawa Tribe of Indians of Oklahoma	1 Rush Buffalo Rd		Tonkawa	OK	74653	Address all correspondence to: Mr. Don Patterson, President Send email correspondence to: Miranda Myer mallen@tonkawatribe.com	580-628-2561	580-628-3375
Ms.	The Honorable	Terri	Parton	President	Wichita and Affiliated Tribes	P.O. Box 729		Anadarko	OK	73005	Address and send all correspondence to: Terri.Parton@wichitatribe.com Copy all Email correspondence to: Gary McAdams Gary.McAdams@wichitatribe.com	405-247-2425	405-247-2430
		Historic Preservation Officer			Chickasaw Nation	P.O. Box 1548		Ada	OK	74821	Address letter and send email to: Historic Preservation Office HPO@chickasaw.net		
Mr.	The Honorable	Geoffrey	Standing Bear	Principal Chief	Osage Nation	627 Grandview		Pawhuska	OK	74056	Address all correspondence to: Geoffrey Standing Bear, Principal Chief Send all email correspondence to: Dr. Andrea Hunter, THPO ahunter@osagenation-nsn.gov		

Postcards

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You're Invited!

IH 35 EA & US 82 OPEN HOUSE

¡Está Invitado! Casa abierta para IH 35 y US 82

IH 35 & US 82 Open House

Thursday, February 5, 2015

Jueves, 5 de febrero de 2015

5:30–7:30 p.m.

First United Methodist Church

(CORRECTION) 214 S. Denton St.
Gainesville, TX 76240

The Texas Department of Transportation (TxDOT) invites you to attend an Open House for two projects. Project team members will be available to talk about the proposed changes to I-35 in Cooke County and the Environmental Assessment (EA) that is currently underway, as well as the US 82 improvement project. No formal presentation will be given, and you can come and go at your convenience.

El Departamento de Transporte de Texas (TxDOT) lo invita a una exhibición de planos para dos proyectos. Miembros del equipo de estos proyectos estarán disponibles para hablar sobre los cambios propuestos a la I-35 en el Condado Cooke y sobre la Asesoría Ambiental (EA por sus siglas en ingles) que está en pie, así como el proyecto de mejoría de US82. No se hará una presentación formal y usted puede entrar y salir a su conveniencia.

You are receiving this notice for the sole purpose of notifying area property owners about this open house; the mailing list was procured from the Cooke County Central Appraisal District.

You're Invited!

IH 35 EA & US 82 OPEN HOUSE

¡Está Invitado! Casa abierta para IH 35 y US 82

IH 35 & US 82 Open House

Thursday, February 5, 2015

Jueves, 5 de febrero de 2015

5:30–7:30 p.m.

First United Methodist Church

(CORRECTION) 214 S. Denton St.
Gainesville, TX 76240

The Texas Department of Transportation (TxDOT) invites you to attend an Open House for two projects. Project team members will be available to talk about the proposed changes to I-35 in Cooke County and the Environmental Assessment (EA) that is currently underway, as well as the US 82 improvement project. No formal presentation will be given, and you can come and go at your convenience.

El Departamento de Transporte de Texas (TxDOT) lo invita a una exhibición de planos para dos proyectos. Miembros del equipo de estos proyectos estarán disponibles para hablar sobre los cambios propuestos a la I-35 en el Condado Cooke y sobre la Asesoría Ambiental (EA por sus siglas en ingles) que está en pie, así como el proyecto de mejoría de US82. No se hará una presentación formal y usted puede entrar y salir a su conveniencia.

You are receiving this notice for the sole purpose of notifying area property owners about this open house; the mailing list was procured from the Cooke County Central Appraisal District.

You're Invited!

IH 35 EA & US 82 OPEN HOUSE

¡Está Invitado! Casa abierta para IH 35 y US 82

IH 35 & US 82 Open House

Thursday, February 5, 2015

Jueves, 5 de febrero de 2015

5:30–7:30 p.m.

First United Methodist Church

(CORRECTION) 214 S. Denton St.
Gainesville, TX 76240

The Texas Department of Transportation (TxDOT) invites you to attend an Open House for two projects. Project team members will be available to talk about the proposed changes to I-35 in Cooke County and the Environmental Assessment (EA) that is currently underway, as well as the US 82 improvement project. No formal presentation will be given, and you can come and go at your convenience.

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You're Invited!

IH 35 EA & US 82 OPEN HOUSE

¡Está Invitado! Casa abierta para IH 35 y US 82

IH 35 & US 82 Open House

Thursday, February 5, 2015

Jueves, 5 de febrero de 2015

5:30–7:30 p.m.

First United Methodist Church

(CORRECTION) 214 S. Denton St.
Gainesville, TX 76240

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You are receiving this notice for the sole purpose of notifying area property owners about this open house; the mailing list was procured from the Cooke County Central Appraisal District.

If you have questions or comments, please contact:

Stephanie Manry
1601 Southwest Parkway
Wichita Falls, TX 76302

stephanie.manry@txdot.gov
(940) 720-7733

Usted recibe este aviso con el único propósito de notificarle a todos los dueños de propiedad en el área de Cooke sobre el próximo evento de casa abierta. La lista de correo se obtuvo del Distrito Central de Valoración del condado de Cooke.

If you have questions or comments, please contact:

Stephanie Manry
1601 Southwest Parkway
Wichita Falls, TX 76302

stephanie.manry@txdot.gov
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Media Advisory

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Texas Department of Transportation

News

1601 Southwest Parkway
Wichita Falls, TX 76302
(940) 720-7728

TxDOT's four goals: Maintain a safe system, address congestion, connect Texas communities, and be a Best-in-Class state agency

--- Public Meeting ---

January 26, 2015 #1818

I-35 Environmental Assessment and US 82 Improvements Open House

Open House for Two Separate Projects

WHEN: **February 5, 2015**
5:30 pm – 7:30 pm

WHERE: **First United Methodist Church**
214 S. Denton St.
Gainesville, TX 76240

TxDOT is planning improvements for two highways in Cooke County. The jobs will update the roadways to current design standards and provide congestion relief for expected future traffic increases.

1. **I-35 from FM 3002 to mile marker one in Oklahoma.**

The 22-mile project includes:

- Two additional lanes in each direction
- Realignment of portions of the roadway
- Two new bridges over the Red River
- Removal of the northbound Red River bridge
- Conversion of the southbound Red River bridge to a frontage road
- Realignment of a rail corridor for approximately 4.8 miles
- Conversion of two-way frontage roads to one-way
- New right of way

2. **US 82 through the City of Gainesville.**

The proposed project will construct improvements at intersections along the corridor. The project team will show traffic models that demonstrate the impacts of the planned construction, scheduled to begin in the fall of 2017

TxDOT invites you to attend this open house to learn about these planning efforts. Staff will be on hand to answer questions and provide information. No formal presentation will be given. Attendees are invited to come and go at their convenience.

###

MEDIA For more information, contact TxDOT's Wichita Falls PIO, Adèle Lewis at (940) 720-7728

Follow Wichita Falls TxDOT on Twitter: *www.twitter.com/txdotwf*

Greg Worrell

From: CHackett@odot.org on behalf of mpr@odot.org
Sent: Tuesday, January 27, 2015 11:15 AM
Subject: ODOT Media Advisory - Citizens invited to give input at public meeting in Gainsville, TX on planned I-35 widening in North Texas and Southern Oklahoma

Media Advisory

****
Oklahoma Department of Transportation, Media & Public Relations Division
200 N.E. 21st Street, Oklahoma City, OK 73105
Phone: 405-521-6000, Fax: 405-521-2524
****

PLEASE DO NOT REPLY TO THIS EMAIL
****

Media Advisory
January 26, 2015

Citizens invited to give input at public meeting in Gainesville, TX on planned I-35 widening in Northern Texas and Southern Oklahoma

The Texas Department of Transportation, in cooperation with Oklahoma Department of Transportation the is hosting a public meeting on Thursday, February 5 to present information and receive public input on a proposed project to widen I-35 through Cooke County, in northern Texas and into Love County in southern Oklahoma. The open house will use a come-and-go format with no formal presentation, so those interested can attend at their convenience and speak with engineers and planners.

The public meeting to present information and receive public input will be held at the following time and location:

5:30 - 7:30 p.m.
Thursday, February 5
First United Methodist Church
214 S. Denton St.
Gainesville, TX

The Texas Department of Transportation is planning improvements to update I-35 to current design standards and provide congestion relief for expected future traffic increases. As part of the planning process, TxDOT is conducting an environmental assessment for the proposed widening and realignment of I-35 from FM 3002 in Texas to mile marker one in

Oklahoma. The environmental assessment corridor is extending into Oklahoma because additional work may need to be done on the Oklahoma side of the Red River in conjunction with the improvements made to I-35 on the Texas side. Information on the meeting can be found on ODOT's website at odot.org by clicking on the Programs and Projects tab and then Public Meetings and Hearings.

For additional information on this project or if you have any questions, please contact Stephanie Manry, TxDOT Wichita Falls District Environmental Coordinator, 1601 Southwest Parkway, Wichita Falls, TX 76302 or (940) 720-7733 or stephanie.manry@txdot.gov.

-www.okladot.state.ok.us-

(Editors and News Directors: For questions, please call the ODOT Media & Public Relations Division at 405-521-6000.)

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Social Media Postings

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Texas Department of Tran

https://www.facebook.com/TxDOT

VIDEOS

NOTES

PORT ARANSAS FERRY ART CONTEST 2013 GUIDELINES
October 21, 2013

TxDOT offers small business workshop
January 31, 2013

TxDOT's homey rest areas lure weary drivers off the high...
January 23, 2013

POSTS TO PAGE

George Rojo
Today at 2:05pm
I have a question about the new sticker system. I have a 2/15 inspec... See More
Like · Comment · Share

Laddie Bordovsky
Today at 9:39am
I have a question for TxDot. I live in Kyle Texas and would like to... See More
Like · Comment · Share

Heather Huish
Yesterday at 3:34am
San Angelo Stock Show and Rodeo!
Like · Comment · Share

LIKED BY THIS PAGE

Like · Comment · Share · 28 · 7 · 3

Texas Department of Transportation
February 2 at 2:55pm

Mark your calendars! TxDOT's Austin District is hosting an open house next week to gather input on proposed improvements for I-35 at 51st Street. Come learn about the proposed changes and improvements. The open house will be held at the Ridgetop Elementary School gym on Feb. 12 from 5-7:30 p.m. or you can leave your comments online. Visit Mobility35.org for more information.

Like · Comment · 12 · 1 · 3

EARLIER IN 2015 HIGHLIGHTS

Texas Department of Transportation
February 2 at 1:38pm

Gainesville fans, come on out to an Open House for two TxDOT projects this Thursday evening! We'll be talking about proposed changes to I-35 in Cooke County and the Environmental Assessment, as well as the US 82 improvement project. Come and go at your convenience:
I-35 EA/US 82 Open House
First United Methodist Church
214 S. Denton St.
Gainesville, TX 76240... See More

Like · Comment · Share · 24

Texas Department of Transportation shared their photo.
February 1 at 3:55pm

Good advice, Amarillo-area partiers!

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Community Calendars

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Gainesville, TX - Official W...

www.gainesville.tx.us/Calendar.aspx?EID=442

+myConnections: Engage your community - connect to news, events and information you care about. View more information...

Sign In

GAINESVILLE THE STAR OF NORTH TEXAS EST. 1850

LIVING IN GAINESVILLE | VISITING GAINESVILLE | DOING BUSINESS IN GAINESVILLE

Home > Calendar

Calendar

View all calendars is the default. Choose Select a Calendar to view a specific calendar.

List | Week | Month

Find a Facility | Notify Me | Subscribe to iCalendar

Search calendar by:

Start date | End date | Search | Select a Calendar

Event Details

Return to Previous

View Map

I-35 Expansion and US 82 Improvements Public Meeting

Thursday, February 5

TxDOT is planning improvements for widening two highways in Cooke County. The jobs will update the roadways to current design standards and provide congestion relief for expected future traffic increases. 1. I-35 from FM 3002 to mile marker one in Oklahoma. 2. US 82 through the City of Gainesville. TxDOT invites you to attend this open house to learn about this planning effort. Staff will be on hand to answer questions and provide information. No formal presentation will be given. Attendees are invited to come and go at their convenience.

Date:	February 5, 2015
Time:	5:30 PM - 7:30 PM
Time Details:	Meeting will be held from 5:30 PM to 7:30 PM.
Location:	First United Methodist Church
Address:	214 S Denton Gainesville, TX 76240
Contact:	(940) 720-7728
Email:	Adele Lewis, TXDOT
Links:	TXDOT Press Release

Invite Friends

Citizen Help Center | Financial Transparency | Forms | Site Tools >> | The City of Gainesville

Connecting...

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Environmental Justice Outreach

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EJ Outreach

Postcards distributed as a leave behind at the following locations:

- Public/low-income housing complexes in project area (Washington Court/Walnut Lane, Turner Apartments, Pecan Creek Village, Lexington Square Apartments, Denton Affordable Housing, Northpark Apartments, and Fern Markwell Senior Housing)
- TLG Language Resources and Training Academy
- Places of worship that offer services in Spanish (First Baptist Church, St. Mary's Catholic Church and Northlake Hispanic Baptist Church)
- Gainesville Municipal Building
- Cooke County Library and Love County Library

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US 82
Open House Summary Report

Attachment B: Open House Materials

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Exhibits

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WELCOME TO THE OPEN HOUSE

IH 35 Improvement Project
FM 3002 to Mile Marker One in Oklahoma

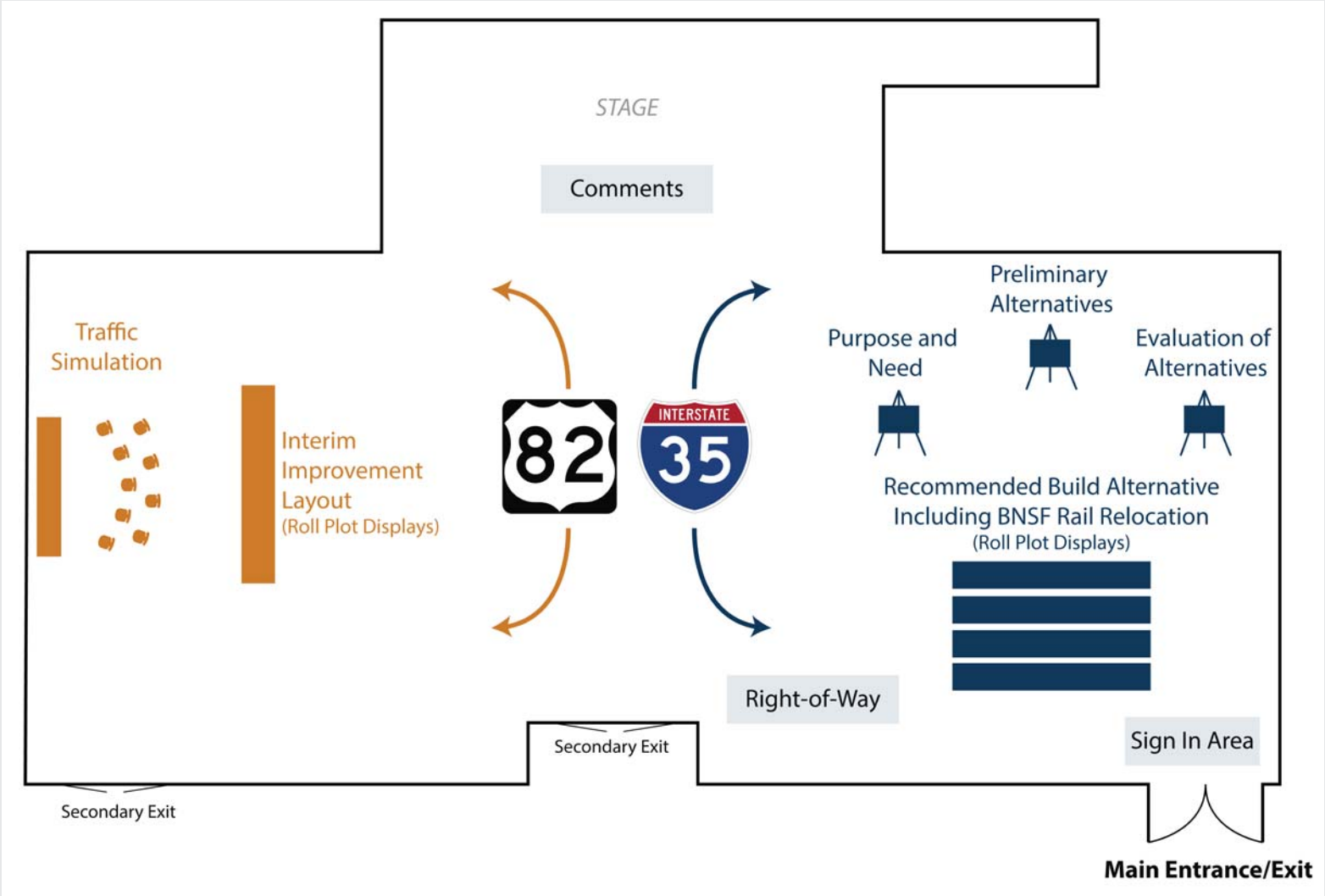
US 82 Improvement Project
Zodiac Drive to FM 371

February 5, 2015

- **Please sign in**
- **Explore the exhibits**
- **Submit a comment card**
- **Ask questions**

We want to know your comments and concerns.
A comment card has been provided to you for your convenience.
If you do not have one, please ask a project team member.

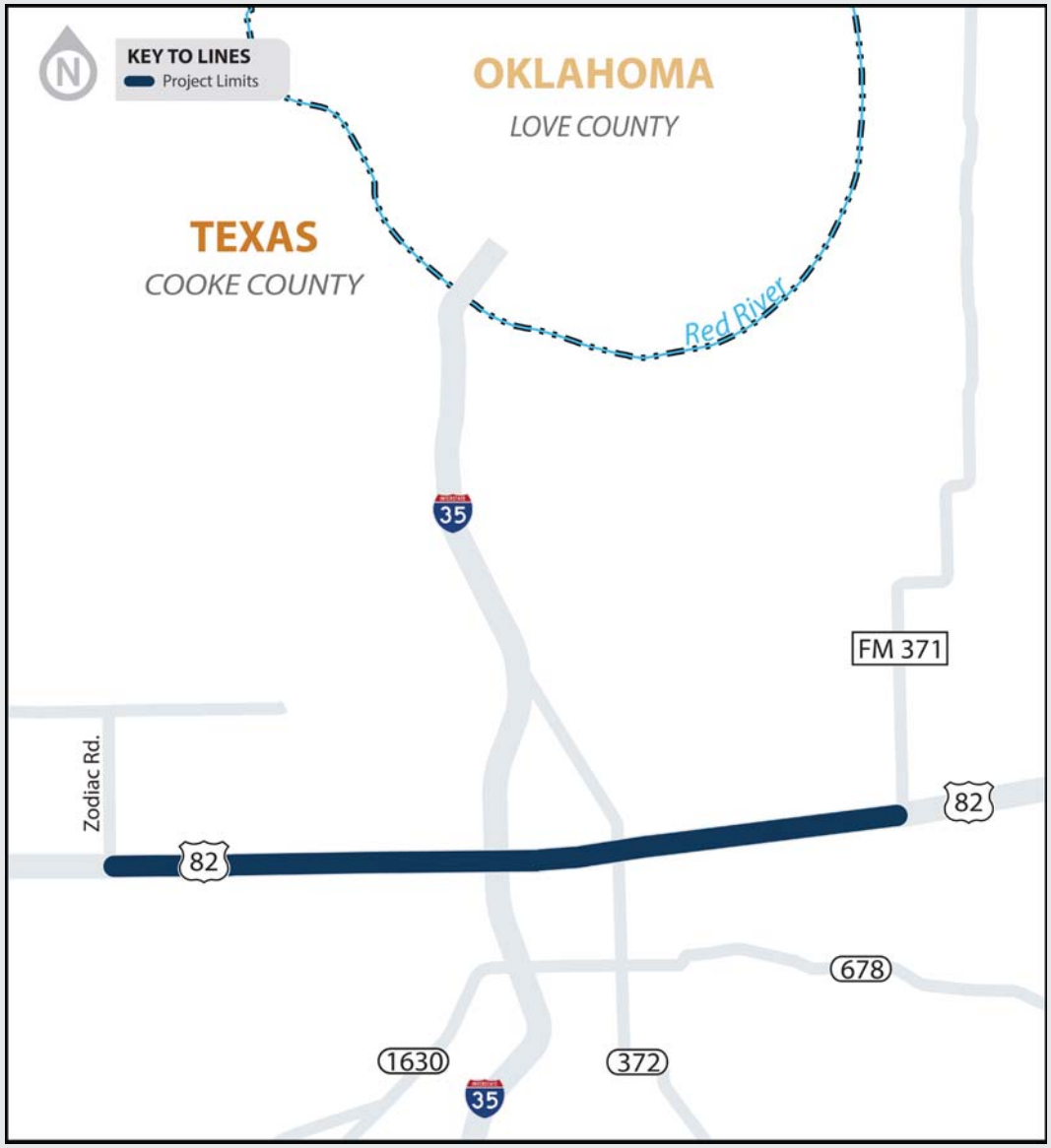
ROOM LAYOUT DIAGRAM



TEXAS DEPARTMENT OF TRANSPORTATION

WHY AM I HERE?

- To learn about the US 82 Improvement Project
- To review and provide input on the proposed changes to the 2012 Feasibility Study



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

US 82 IMPROVEMENT PROJECT HISTORY

- **December 2008:** Traffic projections for the IH 35 schematic indicate that the interchange at US 82 is inadequate to handle future traffic.
- **April 2012:** Feasibility study began to determine how best to accommodate future traffic on US 82.
- **October 2012:** A public meeting was held to present the Feasibility Study. The study resulted in a recommendation for a loop around Gainesville. Several interim improvements were identified to improve traffic operations before the loop around Gainesville can be built.
- **October 2013:** The first interim project began. It included the addition of traffic signals at Culbertson Street/US 82 and Weaver Street/US 82.
- **November 2014:** The second interim project began which includes improvements from Zodiac Drive to FM 371.

MATCH LINE STA 52+50
US 63
MCKAYE ST
MCKAYE ST
MCKAYE ST
CULBERSON ST
CULBERSON ST
CULBERSON ST
W CLOOD ST
REFINERY RD
NB I-35 FW
SB I-35 FW
SB I-35
SB I-35
US 63

MATCH LINE STA 92+50
LAWRENCE ST
LAWRENCE ST
US 52
US 52
US 52
US 52
PM 272
PM 273
MILLCREEK BLVD
WHALEY DR
MATCH LINE STA 91+50
MATCH LINE STA 96+50
FAIRWAY
US 52
MATCH LINE STA 99+50

NEXT STEPS FOR THE US 82 IMPROVEMENT PROJECT

- Compile and consider input from tonight's meeting
- Continue to listen to and engage the community
- Continue development of long-term solutions

- How to stay involved:
  - Visit http://www.txdot.gov/inside-txdot/get-involved/about/hearings-meetings/wichita-falls/020515-us-82.html and participate in Virtual Open House through February 17, 2015
  - Call Shaun Barnes at the TxDOT Wichita Falls District Office at 940-720-7744
  - Participate in meetings
  - Invite the project team to meet with your group

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

HOW TO SUBMIT COMMENTS

- Today at the Open House:
  - Fill out a comment card
- Electronic Method:
  - Go to the website: www.txdot.gov/inside-txdot/projects/studies/wichita-falls/i35-cooke-county.html
- Mail:

  Texas Department of Transportation

  c/o Stephanie Manry

  1601 Southwest Parkway

  Wichita Falls, Texas 76302
- All comments must be received by **February 17, 2015,** to be part of the official record of the Open House.

We welcome your comments!

Please submit your comments by

February 17, 2015

to be included in the official public record of the Open House.

Thank you for attending.

Please drive safely.

Handouts

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TEXAS DEPARTMENT OF TRANSPORTATION

IH 35 AND US 82 IMPROVEMENT PROJECTS OPEN HOUSE

Comment Card

February 5, 2015

Name: _____

Address _____

Representing: _____

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

❑ I am employed by TxDOT

❑ I do business with TxDOT

❑ I could benefit monetarily from the project or other item about which I am commenting

All written comments will be given the same consideration as comments presented at this open house. You may leave the card with us tonight or mail it to the address on the back of this form no later than **February 17, 2015**. (To mail, please fold the form in half with this part on the inside and affix a postage stamp. Please tape closed, do not staple.) You can also submit comments through the project website: www.txdot.gov/inside-txdot/projects/studies/wichita-falls/i35-cooke-county.html.

This comment is regarding the: ❑US 82 Improvement Project ❑ IH 35 Improvement Project

_____

_____

_____

_____

_____

_____

_____

_____

Texas Department of Transportation
Stephanie Manry
1601 Southwest Parkway
Wichita Falls, TX 76302

Open House 2-5-15

TEXAS DEPARTMENT OF TRANSPORTATION

US 82 IMPROVEMENT PROJECT

Fact Sheet

TxDOT is planning to make interim improvements to United States (US) 82 in Gainesville, TX to provide congestion relief and is currently preparing construction plans for this project.

Project Information

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

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

TxDOT initiated a feasibility study in 2012 to define long-term strategies for improving traffic conditions on US 82 from FM 1198 to FM 678. A Public Meeting was held in October 2012 to present these proposed strategies. As one component of the feasibility study, interim plans were designed on US 82 from Zodiac Drive to FM 371 to relieve traffic congestion now while the long term strategies are in various stages of project development. Construction of these interim improvements is expected to begin in the fall of 2017.

Contact
Shaun Barnes
1601 Southwest Parkway
Wichita Falls, TX 76302
Shaun.Barnes@txdot.gov
(940) 720-7744

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

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Project Update:
I-35 Improvement Project

Open House I-35

Thursday, February 5, 2014
5:30 p.m. – 7:30 p.m.
First United Methodist Church
214 S. Denton Street
Gainesville, TX 76240

We look forward to seeing you there!

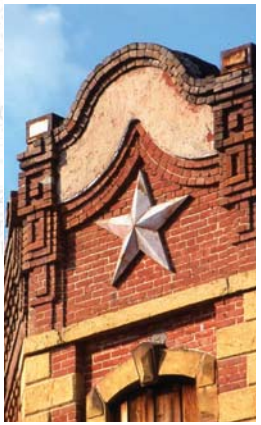
Texas Department of Transportation

Texas Department of Transportation
Wichita Falls District
1601 Southwest Parkway
Wichita Falls, TX 76302

WICHITA FALLS DISTRICT

Project Update: I-35 Improvement Project

Add Lanes to I-35 from FM 3002 to Mile Marker 1 in Oklahoma



TEXAS DEPARTMENT OF TRANSPORTATION

Project Update

The Texas Department of Transportation (TxDOT) is planning improvements for the widening of I-35 in Cooke County to update the roadway to current design standards and provide congestion relief for expected future traffic increases. As part of the planning process, TxDOT is conducting an environmental assessment (EA) for the proposed widening and realignment of I-35 from FM 3002 to mile marker 1 in Oklahoma. An EA is a report that documents the existing social, economic and environmental conditions, assesses effects of the proposed alternative and identifies potential mitigation. The EA will also evaluate the effects of doing nothing.

Project Information

The 22-mile project includes:

- Two additional lanes in each direction
- Realignment of portions of the roadway
- Two new bridges over the Red River
- Removal of the northbound Red River bridge
- Conversion of the southbound Red River bridge to a frontage road
- Realignment of a rail corridor for approximately 4.8 miles
- Conversion of two-way frontage roads to one-way
- New right of way

Get Involved

Public involvement is a fundamental part of the transportation planning process, and TxDOT invites you to attend an Open House on Thursday, February 5 at the First United Methodist Church (214 S. Denton Street) from 5:30 p.m. - 7:30 p.m. The public is encouraged to learn details of the proposed project, ask questions and to provide input to TxDOT staff.

Public involvement last occurred with a round of public meetings in May 2009 to review alignment options and design alternatives. The project stalled due to lack of funding. Funding is now available for this planning and study development phase.

Project Schedule

For EA and future planning updates, visit txdot.gov and search for "I-35 Cooke County." Public involvement opportunities will be available throughout the process.

A draft Environmental Assessment is expected to be approved in late fall 2015. Once the Federal Highway Administration approves the EA, a public hearing will occur with an expected finding of no significant impact (FONSI). TxDOT anticipates that a public hearing will be held in the winter/spring of 2016. The FONSI is anticipated in late fall/early winter 2016. Construction is not funded at this time. If you have questions or comments, please contact:

Stephanie Manry
1601 Southwest Parkway
Wichita Falls, TX 76302
Stephanie.Manry@txdot.gov
(940) 720-7700

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Sign-In Sheets

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STAFF

~~PUBLIC (PUBLICO)~~

SIGN-IN SHEET (HOJA DE ASISTENCIA)

I-35 and US 82 Improvement Projects
CSJ: I-35 0194-01-010, 0194-02-081, 0195-01-087, 0903-15-100; US 82 0044-08-067, 0045-01-059
Open House
5-Feb-15
First United Methodist Church
Gainesville, Texas

NO.	NAME (PLEASE PRINT) Nombre (Favor usar letra de molde)	MAILING LIST? Lista de Correo		MAILING ADDRESS / CITY / STATE / ZIP Dirección / Ciudad / Estado / Zona Postal	EMAIL ADDRESS Direccion de correo electrónico
		YES / SÍ	NO / NO		
1	Tricia Bruck	[redacted]			
2	Anne LaGow				
3	Susan Howard				
4	Danny Brown				
5	David VanGordt				
6	Shaun Barnes				
7	Angela McMurray				
8	Stephanie Manny				
9	Darell E Johnson				
10	Clay Churchill				

*The mailing list will keep you informed of future infomation on this project.

Staff

~~PUBLIC (PUBLICO)~~

SIGN-IN SHEET (HOJA DE ASISTENCIA)

Texas Department of Transportation

I-35 and US 82 Improvement Projects
CSJ: I-35 0194-01-010, 0194-02-081, 0195-01-087, 0903-15-100; US 82 0044-08-067, 0045-01-059
Open House
5-Feb-15
First United Methodist Church
Gainesville, Texas

NO.	NAME (PLEASE PRINT) Nombre (Favor usar letra de molde)	MAILING LIST? Lista de Correo		MAILING ADDRESS / CITY / STATE / ZIP Dirección / Ciudad / Estado / Zona Postal	EMAIL ADDRESS Direccion de correo electrónico
		YES / SÍ	NO / NO		
1	Mike Hallum	[redacted]			
2	Robb Fishman				
3	Ed Pultorak				
4	Vinod Eadavalli				
5	Natalie Holsomback				
6	Rodger Clements				
7					
8					
9					
10					

*The mailing list will keep you informed of future infomation on this project.

MEDIA (MEDIOS DE COMUNICACION)

SIGN-IN SHEET (HOJA DE ASISTENCIA)

I-35 and US 82 Improvement Projects
CSJ: I-35 0194-01-010, 0194-02-081, 0195-01-087, 0903-15-100; US 82 0044-08-067, 0045-01-059
Open House
5-Feb-15
First United Methodist Church
Gainesville, Texas

NO.	NAME (PLEASE PRINT) Nombre (Favor usar letra de molde)	REPRESENTING Representación	MAILING LIST? Lista de Correo		MAILING ADDRESS / CITY / STATE / ZIP Dirección / Ciudad / Estado / Zona Postal	EMAIL ADDRESS Direccion de correo electrónico
			YES / SÍ	NO / NO		
1	Kathleen Jordan					
2						
3						
4						
5						
6						
7						
8						
9						
10						

*The mailing list will keep you informed of future infomation on this project.

PAGE___/___ OF___/___

ELECTED OFFICIALS (FUNCIONARIOS ELEGIDOS)

SIGN-IN SHEET (HOJA DE ASISTENCIA)

I-35 and US 82 Improvement Projects
CSJ: I-35 0194-01-010, 0194-02-081, 0195-01-087, 0903-15-100; US 82 0044-08-067, 0045-01-059
Open House
5-Feb-15
First United Methodist Church
Gainesville, Texas

NO.	NAME &TITLE (PLEASE PRINT) Nombre Y Título (Favor usar letra de molde)	MAILING LIST? Lista de Correo		MAILING ADDRESS / CITY / STATE / ZIP Dirección / Ciudad / Estado / Zona Postal	EMAIL ADDRESS Direccion de correo electrónico
		YES / SÍ	NO / NO		
1	HAL Smith	[redacted]			
2	Barry L. Sullivan				
3	Terry Gilbert				
4	Matt Maiden				
5	Drew Springer				
6	Gary Hollowell				
7					
8					
9					
10					

*The mailing list will keep you informed of future infomation on this project.

PUBLIC (PUBLICO)
SIGN-IN SHEET (HOJA DE ASISTENCIA)

I-35 and US 82 Improvement Projects
CSJ: I-35 0194-01-010, 0194-02-081, 0195-01-087, 0903-15-100; US 82 0044-08-067, 0045-01-059
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5-Feb-15
First United Methodist Church
Gainesville, Texas

NO.	NAME (PLEASE PRINT) Nombre (Favor usar letra de molde)	MAILING LIST? Lista de Correo YES / SÍ	NO / NO	MAILING ADDRESS / CITY / STATE / ZIP Dirección / Ciudad / Estado / Zona Postal	EMAIL ADDRESS Direccion de correo electrónico
1	Melinda Cheatham	[redacted]			
2	Roão Huerta				
3	Gary Conaway				
4	Phil Howard				
5	Samuel R Ingle				
6	Candice Mercer				
7	[illegible]				
8	[illegible]				
9	Terry McGill				
10					

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Texas Department of Transportation

PUBLIC (PUBLICO)

SIGN-IN SHEET (HOJA DE ASISTENCIA)

I-35 and US 82 Improvement Projects
CSJ: I-35 0194-01-010, 0194-02-081, 0195-01-087, 0903-15-100; US 82 0044-08-067, 0045-01-059
Open House
5-Feb-15
First United Methodist Church
Gainesville, Texas

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		YES / SÍ	NO / NO		
1	Shelly Russell + DeWayne Russell	[redacted]			
2	Karl Maughan				
3	Donald - Brenda Mabley				
4	MELVIN SICKING				
5	Greg Wilf				
6	KENNETH KIDDEAU				
7	Pam Nickerson				
8					
9					
10					

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PUBLIC (PUBLICO)

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I-35 and US 82 Improvement Projects
CSJ: I-35 0194-01-010, 0194-02-081, 0195-01-087, 0903-15-100; US 82 0044-08-067, 0045-01-059
Open House
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		YES / SÍ	NO / NO		
1	LANITA LEWTER	[redacted]			
2	BOB CHEATHAM				
3	JOHN MARRIOTT JR.				
4	Lance Kirkpatrick				
5	Aaron Bloom				
6	[illegible]				
7	Sharon Budzin				
8	Greta Cuellar				
9					
10					

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I-35 and US 82 Improvement Projects
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		YES / SÍ	NO / NO		
1	Steven Cope	[redacted]			
2					
3					
4					
5					
6					
7					
8					
9					
10					

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		YES / SÍ	NO / NO		
1	Mike & Sharon Murphree	[redacted]			
2	William W. Baldwin				
3	Ray & Sue Downe				
4	JK Marriott				
5	Juli McClennahan				
6	Mary Adams				
7	Pamela Eurich				
8	David Eurich				
9	Robby Ritchey				
10	[illegible]				

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1	GARY HOLLOWELL (Elected Official)			[redacted]	
2	BHAKTA SANJAY				
3	MIKE McHORSE				
4	Gary & Shelly Kuehn				
5	Ken Artenbury				
6	Rod Tyler				
7	Diane Hutchinson				
8	Don Yeager				
9	Jim Greenhaw				
10	Janet Brown				

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		YES / SÍ	NO / NO		
1	Jerry Metzler	[redacted]			
2	CRAIG W. NYBRO				
3	Al Smith				
4	Bob Parks				
5	Roy Rauschuber				
6	Roger Kelley				
7	Rick & Sharon Nichols				
8	[illegible] Brewer				
9	Ariel Garcia				
10	ROSA GARCIA				

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		YES / SÍ	NO / NO		
1	Josephine Rauschuber	[redacted]			
2	Betty Brewer				
3	Billy Meeks				
4	Ronnie Clough				
5	Joseph Fenton				
6	Roger Kraak				
7	Harold Bauch				
8	Rudy G. Pachlica				
9	David W. Brown				
10	Brian Steadman				

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1	KENNETH KEELER			[redacted]	
2	Henry CLAY PACE				
3	MARK Miller (DWS)				
4	Allen Fox				
5	Scott Sundermeyer				
6	Ray Nichols				
7	Bill Brannan				
8	Carl Ploeger				
9	NATHAN McQUILLAN				
10	Bill Freeman				

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		YES / SÍ	NO / NO		
1	Debby Steadman	[redacted]			
2	Julie Banks				
3	Mark McCaleb				
4	Johnny Thompson				
5	James Lewis				
6	Phil Adams				
7	B.C. Lemons				
8	Peggy Lowery				
9	Dana Kizzar				
10	Larry Kizzar				

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		YES / SÍ	NO / NO		
1	SHIRLEY J. NEWTON	[redacted]			
2	Bill G. Lance				
3	[illegible] Lewis				
4	[illegible] Smith				
5	Judith R Dowd				
6	Charles Hargole				
7	Nancy Taylor				
8	Robert Dietz + Jean Dietz				
9	Gene Hoenig				
10	BRYAN HOENIG				

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		YES / SÍ	NO / NO		
1	JOCK C CONNER			[redacted]	[redacted]
2	GEORGE SPAETH			[redacted]	[redacted]
3	Kathy Eberhart			[redacted]	[redacted]
4	Larry Eberhart			[redacted]	[redacted]
5	Nick Payne			[redacted]	[redacted]
6	Betty Southerland			[redacted]	[redacted]
7	Donna Lore			[redacted]	[redacted]
8	Billy Stobaugh			[redacted]	[redacted]
9	Charlene Marrs			[redacted]	[redacted]
10	Zach Collins			[redacted]	[redacted]

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		YES / SÍ	NO / NO		
1	Larry Stewart	[redacted]			
2	Ruella Fuhrmann				
3	Don + Kim Wiese				
4	Steve Gaylord				
5	Vidyut Bhakta				
6	LARRY GRAVES				
7	BERNARD HESSE				
8	Brandon Parker				
9	Patti Winters Hunnicutt				
10	Dana Scott				

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1	[illegible]	[redacted]			
2	Janice Cooper				
3	Handie Pressler				
4	[illegible]				
5	Cherry + Rogers Woolsey				
6	Mark Schnitzer Sub				
7	Mark Jones				
8	Charles Johnston				
9	[illegible]				
10	Walter + Joann Herman				

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Texas Department of Transportation

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		YES / SÍ	NO / NO		
1	Ralph Hearner	[redacted]			
2	Jann Kahl				
3	June Sherrill				
4	CHRIS FUHRMANN, ODOT				
5	Greg Adcock				
6	Randy Jones				
7	Joe Gibson				
8	Jerry Lawson				
9	Ron Crosby				
10					

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		YES / SÍ	NO / NO		
1	Billy J Jarrell			[redacted]	[redacted]
2	[illegible]			[redacted]	[redacted]
3	CHRIS ZWINGGI			[redacted]	[redacted]
4	Linda Martin			[redacted]	[redacted]
5	Siv Sundaram			[redacted]	[redacted]
6	Roy BREWER			[redacted]	[redacted]
7	Cynthia Chrisby			[redacted]	[redacted]
8	Andy Pijan			[redacted]	[redacted]
9	Jack Estrada			[redacted]	[redacted]
10				[redacted]	[redacted]

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		YES / SÍ	NO / NO		
1	Ray Fletcher	[redacted]			
2	KATHY NEWTON				
3	BILL ANDATUBBY				
4	John David Flatman				
5	Gary Dale Lewis Jr				
6	Jimmy Prowler				
7	Bill Sullivan				
8	Brooke Spearman				
9					
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		YES / SÍ	NO / NO		
1	Susan Walker	[redacted]			
2	John D. Roane				
3	MICHAEL HERMES				
4	John Sellers				
5	James & Barbara Barnett				
6	Alice Sanchez				
7	Myrna Nix + Frank Amaya				
8	Ron Pus				
9	Elizabeth Elliott				
10					

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		YES / SÍ	NO / NO		
1	Chuck + Cathy DeLPREE	[redacted]			
2	Frank Sandman				
3	Billy & Lisa Kupper				
4	GARY BRAMMER				
5	DIANNE SMITH				
6	Donald Sandman				
7	Leslie Alexander				
8	ED ZIELINSKI				
9	Russell Lamb				
10	Chris Hoppe				

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		YES / SÍ	NO / NO		
1	Tracy Terrill	[redacted]			
2	Bridgie J. Summers				
3	Rudy M. Summers				
4	SHARON CARPENTER				
5	Jim Myrick				
6	Jay Prescher				
7	Sam ENDRES				
8	Glenn Cook				
9	Alec Fisk				
10	Deb Kincy				

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		YES / SÍ	NO / NO		
1	Matt Chalmers	[redacted]			
2	Dawn Sullivan				
3	Greg Worrell				
4	Parker Yarbrough				
5	ELIZABETH GRAYN				
6					
7					
8	Shelley HEAD – Energy Realty Partners - B29 Properties; Stark Enterprises				
9	Paul Sandman BOX 71 LINDSAY 76250				
10	Bob Rose, ODOT				

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		YES / SÍ	NO / NO		
1	Victoria Schnepp	[redacted]			
2	Gail Hess				
3	Debbie Hermes				
4	Gary Lordmann				
5	Howard Aiken				
6	Adam Taylor				
7	Charma Johnson				
8	Robbie Bangs				
9	Rebecca Lawson				
10	Danny SWA Horsechord				

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		YES / SÍ	NO / NO		
1	Larry Lentz	[redacted]			
2	Connie Reiter				
3	David Vinton				
4	Dakota King				
5	Tim Hennigan				
6	John H Kubicek				
7	Beto Huerta				
8	Judith L Hess				
9	Stephen Harlow				
10	Barbara Dick Sparkman				

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1	Tim + Pam Boaz	[redacted]			
2	Courtney Kelley				
3	Chris Bylauw				
4	Arleene Loyd Arleene				
5	Shane Feldhoff				
6	Byron Berry				
7	Kenneth Pickens				
8	Lynna + Henry Hall				
9	CHAD Henderson				
10	Gay Bloodworth				

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		YES / SÍ	NO / NO		
1	Jerry Lewis	[redacted]			
2	Cindy Walker				
3	Larry Lewis				
4	Tim + Dolores Zimmer				
5	Ed + Fran Dick				
6	Bob + Barbara Bloom				
7	Dixie Kuhlmann				
8	Dave Holt				
9	Harvey Ronnie + Pankratz				
10	Dale + Jan Drowatzky				

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Open House
5-Feb-15
First United Methodist Church
Gainesville, Texas

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		YES / SÍ	NO / NO		
1	J.W. Kincy				
2	Susan Cobb				
3	Peggy Lutkenhaus				
4	Jordon King				
5	Carla Waters				
6	ED PERKINS/WENDY PERKINS				
7	Delwin & Mike Lauderbach				
8	Michael Campbell				
9	D.L. & Jean Morrison				
10	Jeff Sawyer				

*The mailing list will keep you informed of future infomation on this project.

PUBLIC (PUBLICO)
SIGN-IN SHEET (HOJA DE ASISTENCIA)

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		YES / SÍ	NO / NO		
1	Stephen Broyles	[redacted]			
2	Don Hobbs				
3	Tim Cooper				
4	C. Cyart				
5	Larry Knabe Sandy & Lisa				
6	Mike & Elaine Mattorse				
7	Gary Best				
8	Albert Zimmerer Imogene Zimmerer				
9	Danny Nortman				
10	Frank & Louise Mahnich				

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1	Larry Brammer	[redacted]			
2	Edi Waterhouse				
3	Bob & Melodye McLeroy				
4	Tom & Lisa Beno				
5	Brad Reiter				
6	Brian Broyles				
7	Donald Miller				
8	Kevin Kemplin				
9	Mark Shasteen				
10	Summer & Brian Cataldo				

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1	DAVID C ESTES	[redacted]			
2	Norma Gaskie				
3	Dwayne Harris				
4	CARL ROACH				
5	Mike Voth Margie				
6	Bart Poescher				
7	Gary Estes				
8	JD Benson				
9	[illegible]				
10	[illegible]				

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1	CHARLES WATERS	[redacted]			
2	BRIAN WINTERS				
3	WILLIE JOE MATTHEWS				
4	Damian Krahl				
5	Scott Schumacher				
6	Chad Kelley				
7	RALPH BILLARD				
8	Lorraine Bueko				
9	David Vik				
10	SHAY EVANS				

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Texas Department of Transportation

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		YES / SÍ	NO / NO		
1	Kevin Pinellen	[redacted]			
2	Mike King				
3	Patsy Wilson				
4	Bill Kirkwood				
5	William Stokes				
6	Santiago Millan				
7	Tim Camp & Patty Camp				
8	Jack Hanna				
9	N. Bowles				
10	David Behring				

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		YES / SÍ	NO / NO		
1	NATHAN SANDMANN	[redacted]			
2	Shirley Kinsella				
3	Carolyn Johnson				
4	Diane Baugh				
5	Keri Gibson				
6	Michael Hermes				
7	Harold Pembroke				
8	alfred morris				
9	DANNY EWINGGI				
10	GUY GEORGE				

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		YES / SÍ	NO / NO		
1	KENNETH KIEMEN	[redacted]			
2	Glenn Polk				
3	MIKE TODD				
4	Sharon Simmons				
5	Geoff Young				
6	Frankye Johnson				
7	Patsy Hacker				
8	Nelda Hudspeth				
9	Jerry Hudspeth				
10	Chris Keating				

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		YES / SÍ	NO / NO		
1	RONNIE FELDERHOFF	[redacted]			
2	Monty Carlton				
3	LEO LUTKENHAUS				
4	Gwen Holt				
5	Kathy Shaw				
6	Vicky Miller				
7	Carol R Templin				
8	Georgia Wolf				
9	Kay CLAUNCH				
10	Ronald J. Prescher				

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		YES / SÍ	NO / NO		
1	Brian Otto	[redacted]			
2	Brenda & Mike McCaughan				
3	Donna & Jim Parker				
4	Karen Cheaney				
5	Gene Brown				
6	Anna Jones				
7	B. J. Harris				
8	Phil Pearson				
9	Lowell Bridgman				
10	Bill Beaver				

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1	DAVID W DIETZ	[redacted]			
2	John Richey (Atmos)				
3	HAROLD FLUSCHE				
4	W. Goetsch				
5	Brian Hoffman				
6	JOSH MCKINLEY				
7	DENNIS WILLIAMS				
8	Joe Meschiouh				
9	Bill Schindler				
10	Lawrence & Velma Lenz				

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		YES / SÍ	NO / NO		
1	John Fortenberry	[redacted]			
2	Betty Fortenberry				
3	Jay W Earp				
4	Chris Kubis				
5	Inez Vaughn				
6	CHARLES GIBSON				
7	BK Clegg				
8	MARK GRAHAM				
9	Bill MOSTER				
10	Ronnie Sicking				

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		YES / SÍ	NO / NO		
1	Don Pettigrew			[redacted]	
2	Jacquelyn Pederson				
3	Richard P. Pederson				
4	Tom Barr				
5	Corey B. Mitchell				
6	Connie Brannan				
7	Andrew Ploeger				
8	George & Meredith Eaton				
9	Suzy Klement				
10	Mark A. Kaiser				

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Texas Department of Transportation

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		YES / SÍ	NO / NO		
1	Kay George	[redacted]			
2	Jason Brinkley				
3	Wanda Almon				
4	Nancy Gay				
5	Dale Lloyd				
6	Joe Gerry				
7	Lorrie Gerry				
8	Glen Schumacher				
9	Cathy Knell				
10	Loretta DeBorde				

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		YES / SÍ	NO / NO		
1	Bill + Janice Hunter	[redacted]			
2	Johnny Hunter				
3					
4					
5					
6					
7					
8					
9					
10					

*The mailing list will keep you informed of future infomation on this project.

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US 82
Open House Summary Report

Attachment C: Photos

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US 82
Open House Summary Report

Attachment D: Virtual Open House

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Open House - US 82

www.txdot.gov/inside-txdot/get-involved/about/hearings-meetings/wichita-falls/020515-us-82.html

TEXAS DEPARTMENT OF TRANSPORTATION

Inside TxDOT | Careers | Get Involved | Media Center | Projects | Forms & Publications | Administration | Districts | Divisions | Offices

Get Involved

Open House - US 82

Where: First United Methodist Church, 2145 S. Denton St., Gainesville, TX 76240

When: Thursday, Feb. 5, 2015, Open House: 5:30 p.m. – 7:30 p.m.

Purpose: The Texas Department of Transportation invites citizens to learn about intersection improvements along US 82 that will help increase mobility throughout the City of Gainesville. Members of the project development team and engineering consultants will be on hand to answer questions. No formal presentation will be given. Attendees are invited to come and go at their convenience.

Description: The proposed project will construct improvements at intersections along the corridor. The project team will show traffic models that demonstrate the impacts of the planned construction.

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

This meeting will be held in conjunction with another public meeting. The public is encouraged to make comments on both projects.

Downloads:

- Virtual Open House
- Traffic Simulation
- Interim Improvements
- Feasibility Study
- Fact Sheet

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

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http://ftp.dot.state.tx.us/pub/txdot-info/wfs/projects/us82/virtual-open-house.pdf

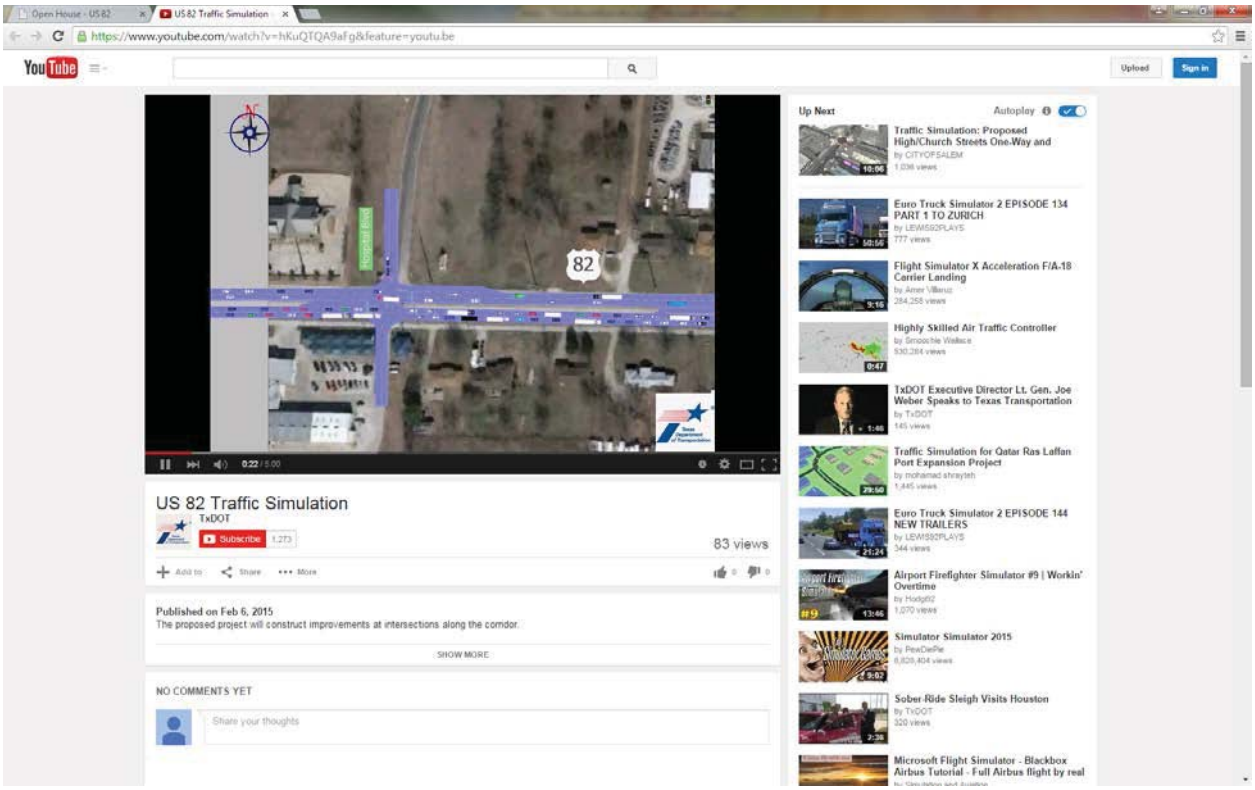
TEXAS DEPARTMENT OF TRANSPORTATION

US 82 IMPROVEMENT PROJECT

Virtual Open House

US 82 Virtual Open House

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


Open House - US 82
US 82 Traffic Simulation
https://www.youtube.com/watch?v=hKuQTQA9afg&feature=youtu.be
Upload
Sign in
Hospital Blvd
82
0:22 / 5:00
US 82 Traffic Simulation
TxDOT
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83 views
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Published on Feb 6, 2015
The proposed project will construct improvements at intersections along the corridor.
SHOW MORE
NO COMMENTS YET
Share your thoughts
Up Next
Autoplay
Traffic Simulation: Proposed High/Church Streets One-Way and
Euro Truck Simulator 2 EPISODE 134 PART 1 TO ZURICH
Flight Simulator X Acceleration F/A-18 Carrier Landing
Highly Skilled Air Traffic Controller
TxDOT Executive Director Lt. Gen. Joe Weber Speaks to Texas Transportation
Traffic Simulation for Qatar Ras Laffan Port Expansion Project
Euro Truck Simulator 2 EPISODE 144 NEW TRAILERS
Airport Firefighter Simulator #9 | Workin' Overtime
Simulator Simulator 2015
Sober-Ride Sleigh Visits Houston
Microsoft Flight Simulator - Blackbox Airbus Tutorial - Full Airbus flight by real

TEXAS DEPARTMENT OF TRANSPORTATION

US 82 IMPROVEMENT PROJECT

Virtual Open House

US 82 Virtual Open House

- The environmental review, consultation, and other actions required by applicable Federal environmental laws for this project are being, or have been, carried-out by TxDOT pursuant to 23 U.S.C. 327 and a Memorandum of Understanding dated December 16, 2014, and executed by FHWA and TxDOT.
- La revisión ambiental, consultas y otras acciones requeridas por las leyes ambientales federales aplicables para este proyecto están siendo o han sido, llevado a cabo por TxDOT - en virtud de 23 USC 327 y un Memorando de Entendimiento fechado el 16 de diciembre del 2014, y ejecutado por la FHWA y el TxDOT.

US 82 Virtual Open House

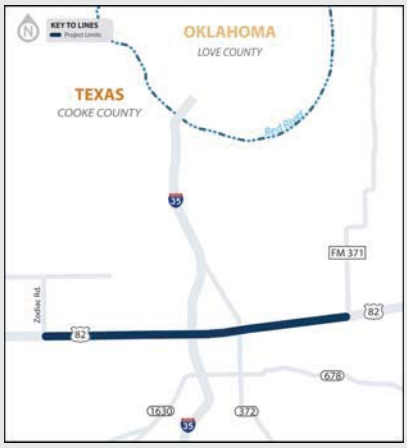
- Welcome to the Virtual Open House for the US 82 Improvements Project.
  - A Virtual Open House is an online opportunity to review project information and provide input at a time that is convenient for you.
- An Open House for this project was held on Thursday, Feb. 5, 2015, from 5:30 – 7:30 p.m. at the First United Methodist Church, 214 S. Denton Street in Gainesville.
- This Online Public Meeting will remain open until Feb. 17, 2015
- Your input is appreciated!

Materials

- All of the materials presented at the Open House are available for you to download and review.
- We hope you provide us with your input via the available Online Comment Form.
- You may also mail comments to the Texas Department of Transportation, Wichita Falls District, c/o Stephanie Manry, 1601 Southwest Parkway Wichita Falls, TX 76302
- All comments must be received **by Tuesday, Feb. 17, 2015,** to be included in the official record of this meeting.

Why am I here?

- To learn about the US 82 Improvement Project
- To review and provide input on the proposed changes to the 2012 Feasibility Study



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

US 82 Improvement Project

- **December 2008**: Traffic projections for the IH 35 schematic indicate that the interchange at US 82 is inadequate to handle future traffic.
- **April 2012**: Feasibility study began to determine how best to accommodate future traffic on US 82.
- **October 2012**: A public meeting was held to present the Feasibility Study. The study resulted in a recommendation for a loop around Gainesville. Several interim improvements were identified to improve traffic operations before the loop around Gainesville can be built.
- **October 2013**: The first interim project began. It included the addition of traffic signals at Culbertson Street/US 82 and Weaver Street/US 82.
- **November 2014**: The second interim project began which includes improvements from Zodiac Drive to FM 371.

About the Project

- TxDOT is planning to make improvements to US 82 in Gainesville to provide congestion relief now and in the future.
- Opportunities for public involvement last occurred with a public meeting in October 2012 to discuss the feasibility study. Construction is expected to begin in the fall of 2017.
- TxDOT is currently preparing construction plans for this project.

About the Project

- The 6-mile project extends from Zodiac Drive to FM 371 and includes:
  - Reconstruction of Zodiac Drive and widening to 2 lanes in each direction
  - Restriping from I-35 to Lawrence Street to provide 3 lanes in each direction
  - Revision of medians from I-35 to Weaver Street for safety
  - Revision of signal at Lawrence Street
  - Revision of intersection at FM 372 and add signals
  - Revision of ramps east of FM 372 to one way and add turnaround
  - Revision of intersection at Hillcrest Boulevard
  - Revision of signal at Fair Avenue
  - Addition of right turn lanes at FM 3002 and FM 371

Exhibit with Proposed Access Modifications

- Please review the proposed changes to the 2012 Feasibility Study

Next Steps

- Compile and consider input from the Open House and the Virtual Open House
- Continue to listen to and engage the community
- Continue to develop long-term solutions

Questions? Comments?

- For more information, please contact:

Shaun Barnes, 1601 Southwest Parkway, Wichita Falls, TX 76302

Shaun.Barnes@txdot.gov

(940) 720-7744

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US 82
Open House Summary Report

Attachment E: Original Written Comments

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TEXAS DEPARTMENT OF TRANSPORTATION

#1

IH 35 AND US 82 IMPROVEMENT PROJECTS OPEN HOUSE

Comment Card

February 5, 2015

[redacted]

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

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

All written comments will be given the same consideration as comments presented at this open house. You may leave the card with us tonight or mail it to the address on the back of this form no later than **February 17, 2015.** (To mail, please fold the form in half with this part on the inside and affix a postage stamp. Please tape closed, do not staple.) You can also submit comments through the project website: www.txdot.gov/inside-txdot/projects/studies/wichita-falls/i35-cooke-county.html.

This comment is regarding the: ☒ US 82 Improvement Project ☐ IH 35 Improvement Project

Very good improvements.

TEXAS DEPARTMENT OF TRANSPORTATION

#2

IH 35 AND US 82 IMPROVEMENT PROJECTS OPEN HOUSE

Comment Card

February 5, 2015

[redacted]

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

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

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This comment is regarding the: ☒ US 82 Improvement Project ☐ IH 35 Improvement Project

All OK with me

#3

[redacted]

Subject: I-35 Improvement Project in Cooke County - Comment

[redacted]

Comment:
Redesign of intersection at FM 372 and add signals  Redesign of ramps east of FM 372 to one way and add turnaround

The above 2 improvements listed are designed in such a way that is detrimental and harmful to our business "Brannan Auto Sales". This property was purchased in 1985 with accessibility on the north and side and provided ample entrances for our clients. The proposed ramp east of
372 and the turnaround will remove 2 accesses to this property has had for over 50 years. The removal of the entrance to our business on the north side of our property will hinder our company and render it useless as a car dealership or any viable company. Our location will have plenty of visibility but no access. This entrance to our property has been there since hwy 82 was installed. Please let us know how we can plan access to our property that will keep us viable.

[redacted]

I could benefit monetarily from the project or other item about which I am commenting

Drive Smart in Winter Weather

[Drive Smart in Winter Weather]<http://www.txdot.gov/inside-txdot/media-center/psas/weather/winter-travel.html>

TEXAS DEPARTMENT OF TRANSPORTATION

IH 35 AND US 82 IMPROVEMENT PROJECTS OPEN HOUSE

Comment Card #4

[redacted]

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

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- ☐ I do business with TxDOT
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This comment is regarding the: ☑ US 82 Improvement Project ☑ IH 35 Improvement Project

Access, Safety, Traffic Flow

'Access' to the property in the southeast corner the of IH-35 and U.S. 82 intersection is of vital importance to the properties optimal development. Benefits from proper traffic flow and access planning apply not only to the Brewer family (current owners), but to the city in tax revenue and future employees as well as customers of businesses on this corner. 'Hooded lefts' off of US 82 westbound and access points with turn lanes from the IH-35 service road will be needed by 'any' development on this corner. Additionally, of major concern to TxDOT and to those who travel thru this area is safety and a smooth flow of traffic. Intelligent design of traffic flow and ingress/egress around and into this property will accomplish all the needs of all concerned.

[redacted]

Comment:
In addition to the previous comment that I just sent by [redacted] and in an effort to keep open the lines of communication for a meaningful resolution to the issue of eliminated crossover access on US 82 at Brewer Lane and Mill Street, I have sent copies of my comments to our brokers at Venture Commercial, our civil engineers at Kimley Horn, the City of Gainesville, Gainesville Economic Development, and State Representative Drew Springer as all of these representatives have been involved in deep discussions on the crossover issue at hand. This will allow everyone to be up to date at our hopefully future discussions with you to resolve the issue in a positive manner.
Respectfully,
[redacted]

This page intentionally left blank.

[redacted]

#6

Subject: I-35 Improvement Project in Cooke County - Comment

[redacted]

Comment:
Our mother and family own the Southeast corner of Hwy 82 and I-35. We are
seriously concerned about the removal of the crossover access at US Hwy 82
at Brewer Lane AND Mill Street. It will have a detrimental effect on our Brewer Property.
1. Severe damage to our property value will result if these crossovers are removed as we are working to develop one of the most valuable corners
of land between Denton and Oklahoma City. Our prospective buyers are looking for current access. We have had deeded access from TXDOT since the
1940's.
2. A crossover is needed for safety reasons. We do understand that the project is trying to correct traffic flow, but there is potentually
increased danger as taffic will need away to access the property as it develops and avoid a more dangerous u-turn soemwhere to the west. There
is no need to cut crossover access at both of these intersections when it currently and in the near future will have a increasing need for it.
A continuous median will only restrict the safe movement of traffic in this particular area and will cut off much needed access to the businesses

that will develop on this corner very soon. Please make modifications to your plans now and re-access the situation at this important intersection.

[redacted]

#6
cont'd

Drive Smart in Winter Weather

TEXAS DEPARTMENT OF TRANSPORTATION

#7

IH 35 AND US 82 IMPROVEMENT PROJECTS OPEN HOUSE

Comment Card

February 5, 2015

[redacted]

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

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This comment is regarding the: ☑ US 82 Improvement Project ☑ IH 35 Improvement Project

(35) Making the service roads one way will be very inconvenient for the farmers + ranchers between Gainesville + Valley View — hauling grain to the feed mill etc. There needs to be an entrance to 35 from the S side of Gainesville without having to go back to California St. Some people try to use East Spring Creek Rd but it is very poorly maintained + will tear your car up. Service roads need to go across Spring Creek at Valley V. and the Trinity S. of Gainesville.

(82) Need to eliminate light at 82 + Lawrence St

[redacted]

TEXAS DEPARTMENT OF TRANSPORTATION

#8

IH 35 AND US 82 IMPROVEMENT PROJECTS OPEN HOUSE

Comment Card

February 5, 2015

[redacted]

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This comment is regarding the: ☒ US 82 Improvement Project ☐ IH 35 Improvement Project

I believe you are creating a choke point near The walmart Home depot area by Bringing the lanes back down to Two. And why not carry on the three lanes west To lindsey for the Factory worker trafic

[redacted]

TEXAS DEPARTMENT OF TRANSPORTATION

#9

IH 35 AND US 82 IMPROVEMENT PROJECTS OPEN HOUSE

Comment Card

February 5, 2015

[redacted]

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This comment is regarding the: ☐ US 82 Improvement Project ☐ IH 35 Improvement Project

Please keep the road systems the same.

[redacted]

This page intentionally left blank.

[redacted] #10

Subject: I-35 Improvement Project in Cooke County - Comment

[redacted]

Comment:
My understanding on the project is that the turn access to my home is going to be removed when traveling westbound. I understand there will no
longer be turn points at Mill St. and Brewer Ln. To you this may seem like it will be a solution to better traffic flow. To me, a resident on 82, it is going to be a living nightmare. When traveling westbound I will virtually be cut off from my house and my grandmother's house (next door).
My grandmother is 95 years old and I help take care of her. I use that turn at Brewer Lane constantly to get back and forth to her house. Without this turn I will have to travel across 35 and then make a U-Turn to come back East Bound. The same would go for persons trying to get to
Dr. Jolly and the new urgent care facility. What happens when there is a

fire at one of these places or at my home? The fire trucks will have to pass the house or business cross over 35 and come back eastbound to reach
the destination. I am sorry but this seems a bit absurd. There is already a huge problem with fire trucks and ambulances trying to go westbound across I 35 right now on 82. What kind of help is it to someone's safety during road construction to take that away? Sure, there
are back roads available but Gainesville has a HUGE drug problem and the

street directly behind my house is a prime location. I have been threatened on more than one occasion by drug dealers and I have had to

pull my gun on such people as well. I have found evidence of voodoo and
choose not to take that route but if the turns are taken away you leave me
with no choice. By taking the turns away you are not solving any traffic flow problems you are only creating more once you cross over the I 35 bridge and people are forced to make U turns. In the event that there is a fire or a disaster or terroristic threat at any of these businesses you are cutting off on 82 and the emergency response teams are not able to reach people in a timely manner, you are clearly setting the city up for a lawsuit. Saftey first - isn't that all our goal. I invite you to come visit with me anytime and see how the traffic flows or does not flow now rather. You might see that it is more of a light issue rather than a turn/access issue. Getting the timing down on the new light at 82 and 35
is your real concern. Cutting off access to the 4 major corners of Gainesville is not only a safety issue it is a huge blow to the community economically. These corners stand to some day be developed and make Gainesville the envy and eye of all surrounding communities but not if there is no access. I have never seen the likes of a community that wants
to cut off access to future development. This should be number one rule

in business and development in things that should never happen when making
a successful community. Again I invite you to come visit anytime and see

how the traffic really flows. I have lived at this location for 43 of my 43 years. This property has been in my family since 1950 with my grandfather, Vern Brewer, building this house. I beg you to not cut off access to me or my grandmother or the many people seeking medical help
daily from Dr. Jolly and the urgent care facility. Thank you,[redacted]

Drive Smart in Winter Weather

TEXAS DEPARTMENT OF TRANSPORTATION

#11

IH 35 AND US 82 IMPROVEMENT PROJECTS OPEN HOUSE

Comment Card

February 5, 2015

[redacted]

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This comment is regarding the: ☐ US 82 Improvement Project ☐ IH 35 Improvement Project

The movement of the Rail Road tracks Will Ruin our wheat crop pasture and devalue our home and Land tremendously!

[redacted]

#12

TEXAS DEPARTMENT OF TRANSPORTATION

IH 35 AND US 82 IMPROVEMENT PROJECTS OPEN HOUSE

[redacted]

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This comment is regarding the: ☑ US 82 Improvement Project ☑ IH 35 Improvement Project

US. 82 Intersection with I 35 is A traffic jam that Project needs Rethinked, worse than it was. (IH 35) (1) Most important things to me is for the frontage Roads Outside the city Limits of Gainesville to stay two way It would be a great Hardship for us in the country with our Farming equipment and all the extra time it would take to get to our farms just now the Frontage Rds. (2) Lisa & my House could become to close to the Frontage Rd if much footage is taken. We will Loose our Dairy barn if any Footage is taken on our side (3) Relocation of RR is a good idea Who will be in charge of that, TxDot or B.N.S.F. we could not get an answer to this.

[redacted]

TEXAS DEPARTMENT OF TRANSPORTATION

IH 35 AND US 82 IMPROVEMENT PROJECTS OPEN HOUSE

[redacted]

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This comment is regarding the: ☑ US 82 Improvement Project ☑ IH 35 Improvement Project

I-35 - There are 3 issues to me about I-35 with the first being my home. On the proposed map there is an orange dotted line surrounding our home. At the Open House we could not get a definitive answer of why. It is a little over 70' from easement to edge of our house - was told by one person could take 25' and by another it would be a little less than 50'. We would appreciate being able to know the correct figure. Either way - this will put us very close to frontage road. Also our dairy barn would be taken in either of these distances.
Second - the removal of the railroad that currently divides our property - unfortunately no one was there that could answer our questions about the land that will be vacated. Plus we might be interested in land connecting to our property with the moving of the Hockley Creek Rd. overpass.
Third - the change to a One Way frontage road. We have several different acreages and it would be a major issue to try to get to our farm efficiently with equipment and checking on cattle.

US82 - The re-designed intersection at I-35 doesn't work! Traffic seems to "sit" a lot. Might need to adjust lights.

[redacted]

TEXAS DEPARTMENT OF TRANSPORTATION

#14

IH 35 AND US 82 IMPROVEMENT PROJECTS OPEN HOUSE

Comment Card

February 5, 2015

[redacted]

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This comment is regarding the: ☒ US 82 Improvement Project ☒ IH 35 Improvement Project

I-35 - ~~[illegible]~~ AWESOME!

US-82 - Really could use 3 lanes all the way from Radio Hill Road if at all possible, IF no loop will ever go in.

[redacted]

Comment:
US 82 Improvement Project

My interest as a daily and life long user of US 82 is to traverse from start to destination with as few stops as possible, and this is mainly hindered by the use of traffic controlled stop lights. Yes I understand that some traffic controlled intersections cannot be eliminated. And for those a little common sense can be applied to ease the unnecessary cross traffic, that in a lot of cases for the most part is lazy drivers, who are incapable of seeing the impact of their choices of using a traffic controlled lights that stop the majority of traffic passing through. And unfortunately it is due to poor setup and execution of traffic intersections.

My main point is to emphasize that in many cases having a dedicated right turn lane onto the main thoroughfare can eliminate a large percentage traffic stoppage, especially for traffic on the opposite side of the intersection. Whether these dedicated right turn lanes have a dedicated lane to get up to speed and flow into the existing traffic, or utilizing only a stop light for only the one direction of travel will significantly allow for traffic in the other direction to keep moving and avoid many unnecessary stops.

Doing such a setup for the existing traffic controlled lights would really keep all users from being so frustrated at these intersections, and be able to get to their destinations quicker.

Now for the Grand Ave intersection and the adding of traffic controlled lights I can see that can improve that whole area.
At first I was mixed about the idea of the East side turnaround under the bridge, but after realizing what it will do for traffic congestion especially during peak usage at school times it makes good sense. And it keeps unnecessary traffic coming from Lee elementary and points immediately to the North and East of that area heading East off of Grand Ave. and out of the traffic controlled lights (to be installed there).

So with this turnaround for the East side traffic, there needs to be a turnaround under the bridge for traffic on the West side of Grand Ave., as well. Doing this will enable all Eastbound traffic going to WalMart, the strip malls, apartments and restaurants to be able to do so without any Westbound US 82 traffic stoppage.

#15
cont'd

Another idea is to direct traffic that will ultimately become Northbound on IH35 traffic onto North Grand (FM372) using a large radius turn (through the field South of CVS. And keeping that traffic out of the traffic controlled lights. Doing this will help ease unnecessary traffic through the already congested area from Weaver St. to IH 35. I did speak with one of the TXDot representatives and he said that there were implications to do this, but with a little foresight and planning ahead this area from US 82 to IH 35 via FM 372 will soon be developing and this thoroughfare will become a viable route to move primarily Westbound US 82 traffic to Northbound IH 35.

The next light is Laurence St. this is a terrible light and in my opinion (and many other people I have talked to), it needs to be eliminated. The options to keep traffic flowing here are relatively easy.
Eliminate all Northbound and Southbound traffic on Laurence St. from crossing US 82 completely. Set it up as a right turn only intersection on Laurence St. this is really a street of convenience it is not a major thoroughfare, though people try to use it as if it is, and that mindset needs to be changed.
And with eliminating the Laurence St. traffic controlled light that will redirect all traffic to go under US 82 at Grand Ave. This will force all Eastbound traffic going to WalMart, the new strip shopping areas, the apartments and Atwoods to have a free flowing roadway and uninterrupted path of travel to those destinations. This will eliminate all Westbound and Eastbound traffic stoppage.
And now your first argument is what about the traffic desiring to go South on Laurence St. Well the first option headed Westbound is the get off on the Grand Avenue exit ramp and go South to East Cloud St. (@ Sonic) and go West to Home Depot, Nascoga FCU, FSB etc., I do this route of travel all the time and it works extremely well.
Secondly for all the traffic that comes from Walmart, Atwoods, China King, and the new stripmall, that traffic needs to be directed over to Grand Ave. via the access road in front of Walmart.
Or another option; And a new idea for the traffic headed South is to make service road and a turn around under the railroad overpass and make a service loop that all traffic, will make an uninterrupted flow to get to the South side of US 82 to access all businesses, and housing.
This will allow for free flowing travel through that area without any stoppage. And for all those businesses on the South side of US 82. And for all those who are too narrow minded to see the efficiency of this design after about two times through they will adapt and eventually see it works better and wastes less time waiting on lights to change and stop traffic.

All this area needs is to have a turnaround lane under Grand Ave. a basic one way service road or maybe just an extra lane and not have entrance/exit ramps (just a traffic blending area) and a turnaround under the railroad bridge. This service road will use a small portion of the Atwoods parking lot on the North side, and will end up using a small portions of the properties from First State Bank, the Title Loan business, and some of the Western end of the strip mall parking lot areas. And for the acreage on the North and South side nearest the railroad will now make it more accessible for future businesses This Maybe a tall order now but it will make the whole area more efficient for many years to come.

The next and newest light is Weaver street I get having this light for

#15
cont'd

emergency vehicles (and it needs to only works on command from the emergency vehicles to expedite their travel to all emergencies), but for the general traffic, first and foremost is (like stated earlier) make dedicated right turn lanes on both the South side and the North side, that can allow traffic to turn and flow into the East and West bound US 82.

Next and this is almost set up to work with minimal impact, and some signage to direct the traffic as needed, Any Weaver St. traffic Northbound and Southbound need to be directed to go over to Dixon St. via Santa Fe St. and Thomas St. go under US 82 on Weaver St. and return back to Weaver St. By using Santa Fe St. on the North side and Thomas St. on the South side, traffic will be forced to get to the opposite side of the US 82 and that will eliminate any Westbound and Eastbound traffic stoppage. All that will be needed is some improvement to these streets, some signage to direct the traffic and of course the elimination of the left turn lanes across US 82.

Culberson St. this is an intersection that really just has to be there. First and foremost creation of dedicated right turn lanes with runout area to blend with the US 82 traffic will help some by eliminating traffic stoppage on the opposite side of the intersection. But just to get any traffic needing to go right will eliminate stoppage for that situation. But not much can be done here for traffic crossing and turning left.

US hwy 82 and IH 35, so much to be addressed here, but what is set up now is not working efficiently, especially at rush hour times. My main input is to do everything to get as much traffic away from the signals as possible. And part of what to do there is to put in long sweeping right turn lanes (ex: Westbound US 82 to Northbound IH 35 service road, (where all the trees are planted in front of 12 oaks)). This at least will allow for that traffic to keep rolling and not congest the traffic controlled lights and also be making such a hard right turn at the light. The same could be done on the West side of IH 35 for both the Southbound to Westbound traffic, and for the Eastbound traffic going Southbound as well, get all right turning traffic as far away from the signals as possible. A plus for doing so gets all the traffic from needing to come to a complete stop or a near complete stop, and this will in the long run be better for the road surface, having to endure all the heavy loads slowing down to a stop and then powering up to get back rolling. I know that over time this is hard on any surface.

The next light at the GMH this light needs to be redesigned and the best idea I see is to eliminate the stoppage of Eastbound traffic. Again put in a dedicated right turn lane going West.
Though nothing can be done for West bound stoppage caused by traffic turning left, but Eastbound traffic could be free flowing by using the center turn lane going
East to be a runout lane for traffic to get up to speed and blend in with traffic. Yes maybe the speed for East bound traffic needs to be reduced to make that be safe but it could be a simple fix for that intersection.

I understand that your getting suggestions from all of us experts who use this road everyday, and I know you have to give and take in all the areas to make everything work as best you can. You can sit there and do studies of all the traffic, do traffic counting etc. But when you have to go through this area everyday and are on a timeline to get though it, it is all different.

#15
cont'd

My purpose for putting in my suggestions is strictly from a long time users point of view, I will not gain in any way monetarily or will be losing any land from my suggestions. I will gain from ease of use, and being able to traverse the area in question with less stoppage.

[redacted]

TEXAS DEPARTMENT OF TRANSPORTATION

#16

IH 35 AND US 82 IMPROVEMENT PROJECTS OPEN HOUSE

Comment Card

February 5, 2015

[redacted]

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This comment is regarding the: ☒ US 82 Improvement Project ☐ IH 35 Improvement Project

CONNECT NORTHBOUND TRAFFIC ~~ON THE~~ OF I-35 TO NORTH SIDE OF US ROUTE 82 TO GO WEST BOUND. ADD TEMPORARY LIGHT TO US 82 AND FM 372. RECONSTRUCT ZODIAC DRIVE NEAR U.S. 82, WHICH IS IN BAD CONDITION.

[redacted]

TEXAS DEPARTMENT OF TRANSPORTATION

IH 35 AND US 82 IMPROVEMENT PROJECTS OPEN HOUSE

Comment Card

February 5, 2015

[redacted]

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This comment is regarding the: ☐ US 82 Improvement Project ☐ IH 35 Improvement Project

IT WILL HURT MY BUSINESS TREMENDOUSLY IF THE SERVICE ROAD IN FRONT OF MY RESTAURANT IS MADE A ONE WAY AND IT WILL FORCE ME TO MOVE OR CLOSE DOWN

[redacted]

[redacted]

Subject: I-35 Improvement Project in Cooke County - Comment

[redacted]

Comment:
What part of the Red River bridge is Oklahoma funding?

Any chance of changing the debacle which is at 82 over 35? Traffic flow used to be smooth, now its a constant traffic jam.

Seven traffic signals from Walmart to Weber Drive is ridiculous. The latest light installation is already responsible for a four car pileup.

Drive Smart in Winter Weather

[Drive Smart in Winter Weather]<http://www.txdot.gov/inside-txdot/media-center/psas/weather/winter-travel.html>

[redacted]

Subject: I-35 Improvement Project in Cooke County - Comment

[redacted]

Comment:
These comments are for the proposed improvements to Highway 82 from I-35 east to FM 371. I could not find another spot to make these comments so I am using the I-35 comment page.

The proposed improvements will be inadequate to relieve the growing congestion on this segment of Hwy 82 but the additional turning lanes at the I-35 intersection are needed, as is the elimination of the intersection at Hillcrest Blvd. I do not believe that a third lane can be added in the segment between I-35 and Grand Avenue without making pedestrian traffic impossible on the bridges over the railroad and over Pecan Creek. Many pedestrians and bicycles go over these bridges and I cannot see how a pedestrian path can be preserved. Overall, I would rather see the money for this project be applied toward construction of the southeast segment of the loop road that has been presented conceptually. This segment of the loop is going to be needed very soon even if the proposed improvements to 82 are completed. In addition, the intersection of 82 and FM 371 needs immediate improvement by cutting down the hill to the east and then adding a traffic signal. Better yet, construct a bridge.
This is a very busy intersection and extremely dangerous. A major new gas station/quick stop is currently being constructed at this intersection which will only add to congestion. Thanks for a good public meeting on 5 Feb.

Drive Smart in Winter Weather

[Drive Smart in Winter Weather]<http://www.txdot.gov/inside-txdot/media-center/psas/weather/winter-travel.html>

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Proposed Construction Schedule

U.S. 82, etc.
CSJ: 0044-08-067, etc.

Stephanie D. Manry, Wichita Falls District

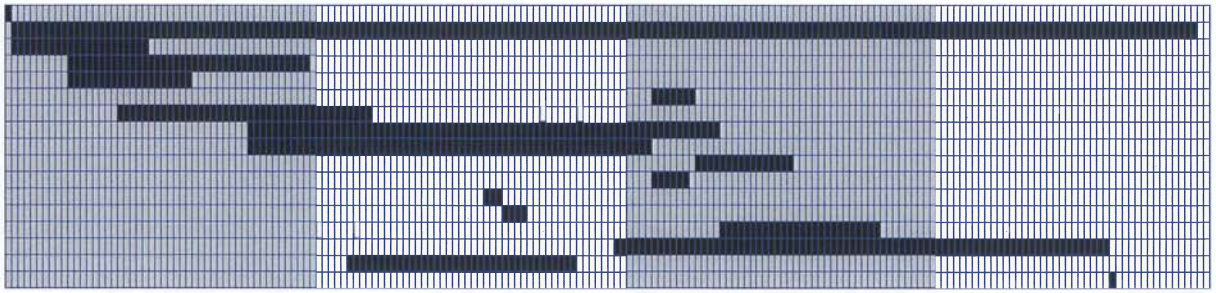
The environmental review, consultation, and other actions required by applicable Federal environmental laws for this project are being, or have been, carried-out by TxDOT pursuant to 23 U.S.C. 327 and a Memorandum of Understanding dated December 16, 2014, and executed by FHWA and TxDOT.

Contract Time Estimate

Rd: US 82 **County:** Cooke

CSJ: 0044-08-067 **Project:**

TASK #	Description	Quantity	Unit	Daily Rate	Duration	Pred Task	% Comp	Pred Task	% Comp	Pred Task	% Comp	Start Day	Finish Day (1)
1	Mobilization	1	LS	1	1							1	1
2	Barricades	12	MO	0.063	191	1	100					2	192
3	Prep ROW	87	STA	4	22	1	100					2	23
4	Remove Conc Pav	973	SY	25	39	3	40					11	49
5	Remove Conc Curb	5,704	SY	300	20	3	40					11	30
6	Remove Conc Median	654	SY	100	7	9	100					105	111
7	Remove Stab Base & HMAC	20,231	SY	500	41	3	75					19	59
8	Conc Pavement 8" CPCR	15,119	SY	200	76	7	50					40	115
9	Conc Pavement 10" CPCD	12,892	SY	200	65	7	50					40	104
10	Conc Median	32	SY	2	16	6	100					112	127
11	Sidewalks	379	SY	75	6	9	100					105	110
12	HMAC TY B	58	TON	20	3	8	50					78	80
13	HMAC TY D	16	TON	4	4	12	100					81	84
14	Pavement Marking	25,507	LF	1000	26	8	100					116	141
15	Traffic Signals	4	EA	0.05	80	9	90					99	178
16	Retaining Wall	7.267	SY	200	37	7	90					56	92
17	Final Cleanup	1	LS	1	1	15	100					179	179



JACOBS
777 MAIN STREET
FORT WORTH, TX 76102
Phone 817.735.6000
Firm Registration F-2966

STATE OF TEXAS
CLAUDE ROGGER CLEMENTS
36250
REGISTERED
PROFESSIONAL ENGINEER
F-2966

5/11/2015

CE Determination Form

U.S. 82, etc.
CSJ: 0044-08-067, etc.

Stephanie D. Manry, Wichita Falls District

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

CE Determination Form

Project Identification

Highway: US 82 **Main CSJ:** 0044-08-067

District(s): Wichita Falls

County(ies): Cooke

Limits From: Near Weber Drive, etc.

Limits To: Near IH 35, etc.

Select the CE list for the Main CSJ: (d)-list

Criterion: (d)-list open-ended authority for CEs

Are there any associated CSJs with the Main CSJ? Yes **Are all projects listed on this form the same CE classification?** Yes

Identify all associated CSJs:

0045-01-059

Proposed CE Determination *(This section is to be signed by a TxDOT staff member on behalf of the department delegate.)*

By my signature below, I confirm I have reviewed the project file and determined that:

The project does not involve unusual circumstances leading to significant environmental impacts, including:

- Significant impacts to planned growth or land use for the area,
- Relocation of significant numbers of people,
- Significant impacts on any natural, cultural, recreational, or other resource,
- Significant air, noise, or water quality impacts,
- Significant impacts on travel patterns,
- Other impacts that, individually or cumulatively, have significant environmental impacts.

The project does not involve substantial controversy on environmental grounds.

The project will not have a significant impact on properties protected by Section 4(f) of the Department of Transportation Act or Section 106 of the National Historic Preservation Act.

The project does not involve any inconsistencies with any federal, state, or local law, requirement, or administrative determination relating to the environmental aspects of the action.

Reviewed By: Stephanie D. Manry Title: Environmental Specialist IV

Digitally signed by Stephanie D. Manry
DN: cn=Stephanie D. Manry, o=Texas Department of Transportation, ou=WFS, email=stephanie.manry@txdot.gov, c=US
Date: 2015.11.18 07:30:07 -06'00'

Signature

Date: November 18, 2015

Highway: US 82 **District:** Wichita Falls **Main CSJ:** 0044-08-067

Final CE Determination *(The person with approval authority for the project completes this section.)*

Select the correct determination below:

☒ **Determination of Categorical Exclusion for a Project Assigned to TxDOT by FHWA**

The State has determined that this project has no significant impact(s) on the environment and that there are no unusual circumstances as described in 23 CFR 771.117(b). As such, the project is categorically excluded from the requirements to prepare an environmental assessment or environmental impact statement under the National Environmental Policy Act. The environmental review, consultation, and other actions required by applicable Federal environmental laws for this project are being, or have been, carried-out by TxDOT pursuant to 23 U.S.C. 327 and a Memorandum of Understanding dated December 16, 2014, and executed by FHWA and TxDOT.

Approved By: Larry Tegtmeyer, P.E. Title: District Engineer

Date:

Signature