Documentation of Public Meeting

Project Location
Midland County

Interstate Highway (IH) 20
CSJ: 0005-14-067

Project Limits
from Loop 250 to 0.5 miles east of Midkiff Road

Meeting Location
Midland County Horseshoe Arena, Education Room
2514 Arena Trail, Midland, TX 79706

Meeting Date and Time
Thursday, February 28, 2019 from 5 p.m. to 7 p.m

Translation Services
Spanish Speakers Available
Spanish Translation of Notice Printed & Available

Presenters
Gene Powell, Jr., TxDOT Odessa District
Jeff Wesanen, P.E., Stantec

Elected Officials in Attendance
Robert Marquez, District 2, Midland ISD School Board of Trustees

Total Number of Attendees (approx.)
42

Total Number of Commenters
10

Contents

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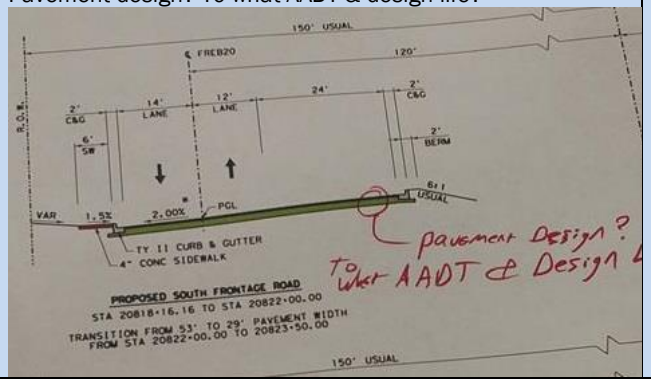
A. Comment/Response Matrix

02/28/2018 Public Meeting Comments

Comment Number	Commenter Name	Date Received	Source	Comment Topic	Comment	Response
1	Steve Price	02/28/2019	Public Meeting	right turn lanes / sidewalks / left turns / one-way frontage roads / general conditions	I work on the I-20 corridor & have traveled it daily for 24 years. It's a disaster! I have routinely used the I-20 exits @ Loop 250, 1788, & Loop 338. Re-working these intersections has not made them any better. I hope the Midkiff Rd improvements actually work. Every intersection with a traffic light should have a dedicated right turn lane. Traffic backs up waiting for one vehicle that is going straight. I see sidewalks are planned for the Mikdiff Rd project. A waste of money! Leave an easement for future sidewalks, but don't build them. We have a lot of traffic that turns left. Use 2 lanes for left turns. I've heard plans to make frontage roads one way in the future. This is a terrible idea! Interchanges are too far apart. For my daily commute, this would increase my driving distance by 10 miles. That's 50 miles per weeks, 2500 miles extra per year, an extra 150 gallons of gas, and waste approximate 100 hours of my time per year. 2-way traffic on a frontage road is no more dangerous than on other streets. There have been a couple of accidents at frontage road ramps. These could be reduced/eliminated by using yield signs with flashing lights. I have seen several people die on I-20. I have helped pull a driver from an upside down truck (he later died*), I'm sick of it! This road needs thorough improvement planning, better quality construction, and better maintenance! This goes for frontage roads too! My truck has cracked 2 wheels due to the poor condition of the frontage road. My company had a trailer that had both axles ripped out from under it on the frontage road.	The addition of a dedicated right turn lane and two left turn lanes cannot be accommodated within existing ROW. ROW acquisition is not proposed as part of this project. Converting the frontage roads to one-way is not part of the project. Federal regulation requires consideration of sidewalks in urbanized settings. TxDOT is continuing to evaluate the need for sidewalks as part of this project. The frontage roads within the project limits would be reconstructed to improve pavement structure.

Comment Number	Commenter Name	Date Received	Source	Comment Topic	Comment	Response
2	Sheri Gray	02/28/2019	Public Meeting	sidewalks / Cost	Why exactly are we needing sidewalks? How much does that portion cost?	Federal regulation requires consideration of sidewalks in urbanized settings. TxDOT is continuing to evaluate the need for sidewalks as part of this project. TxDOT's preliminary cost estimate for sidewalks is approximately $829,000.
3	Jason Kelliher	02/28/2019	Public Meeting / Comment Form	congestion / drainage	The detour plan as presented will severely impact the congested CR1200/Cottonflat road. Unless careful planning and implementation of congestion relief measures are enacted, quality of life for the residents living and working south if I-20 will be severely degradated by even more heinous congestion and unsafe driving patterns. Will there be any increased runoff flow from north to south towards the south draw via Midkiff & associated drainage conveyance? There is no way 17' (or even 19' for that matter) clearance is sufficient for oilfield roads. They. Don't. Care.	To improve this interchange, Midkiff Rd would need to be closed during certain phases of construction. Although Cotton Flat Road would be the designated detour route, drivers may use alternative routes. Drainage is being evaluated as part of this project. The bridge clearance is designed per current TxDOT design standards.
4	Gree?	02/28/2019	Public Meeting / Comment Form	Horseshoe Arena	Consider the events that will be happening at the Horseshoe – particularly the fair in late August.	Large events would be considered during the construction timeframe.

Comment Number	Commenter Name	Date Received	Source	Comment Topic	Comment	Response
5	John Geib	02/28/2019	Public Meeting / Comment Form	washboarding / watermain / drainage / sidewaks / congestion	There will be lots of LARGE Trucks on southside access road. Should probably be built from concrete to prevent washboarding. Ensure city extends watermain south of interstate during construction. Drainage down Midkiff is currently an issue. Please ensure drainage is taken into account. Sidewalks on north side is useless. No one will use them. You cannot get onto cottonflat from the southside acess road now due to traffic. The extra traffic will make this intersection a death trap.	The amount of traffic and percentage of trucks would be considered during the design and selection of pavement type and pavement thickness. TxDOT does not have jurisdiction or authority to plan watermain extensions. Drainage is being evaluated as part of this project. Federal regulation requires consideration of sidewalks in urbanized settings. TxDOT is continuing to evaluate the need for sidewalks as part of this project. To improve this interchange, Midkiff Rd would need to be closed during certain phases of construction. Although Cotton Flat Road would be the designated detour route, drivers may use alternative routes.
6	Patsy Hoelscher	02/28/2019	Public Meeting / Comment Form	temporary lights	Please consider placing temporary lights on Cotton Flat on both sides of I20 during construction. As well as at 140 + Rankin Hwy. This must be considered, the number of people that travel these roads are staggering so please insure we can get to work/school in a timely manner. I would be happy to consult with anyone on this project.	TxDOT will consider the use of temporary traffic signals during the design of construction phasing.

Comment Number	Commenter Name	Date Received	Source	Comment Topic	Comment	Response
7	Anonymous	02/28/2019	Public Meeting / Schematic Note	local street	Market St? 	Currently, Market Street does not connect to the north frontage road of IH 20.
8	Anonymous	02/28/2019	Public Meeting / Schematic Note	pavement design	Pavement design? To what AADT & design life?  	The amount of traffic and percentage of trucks will be considered during the design and selection of pavement type and pavement thickness.

Comment Number	Commenter Name	Date Received	Source	Comment Topic	Comment	Response
9	Kenneth M. White, PSP	03/13/2019	Email	ornamental pedestrian railings	Mr. Gabriel Ramirez, I trust this message finds you in good health and business is going well. I understand that you are the advanced planning engineer for the above referenced project, and wanted to see if there were any requirements for ornamental pedestrian railings. If so, please find attached information on the Aegis II Xtreme product manufactured by Ameristar Perimeter Security USA. This product is ideal for overpasses and bridges that have pedestrian and/or bicycle traffic (see attachments). The product is engineered to meet AASHTO LRFD standards, is plate mounted to the concrete deck or knee wall, and can follow grade changes. Please contact me at your convenience. Respectfully submitted, Kenneth M. White, PSP Business Development Manager Transportation – Federal - International Ameristar Perimeter Security USA Inc, an ASSA ABLOY Group brand 1555 N. Mingo Road Tulsa, OK 74116 918-760-0319 mobile Ken.white@assaabloy.com Skype: ken.white1107 www.ameristarfence.com www.ameristarsecurity.com	There are currently no requirements for ornamental pedestrian railing. All the pedestrian/bicycle traffic would be at grade for this project.
10	Kevin Wade	02/28/2019	Email	Midkiff/IH-20	Mr. Ramirez, I have heard about today's meeting at the Midland Horseshoe and will attempt to attend. I do have a few questions about Midkiff/IH-20 and other projects as I prepare letters to our representatives in Austin. I hope you can help me.	Thank you for interest in the project. See below for specific responses.

Comment Number	Commenter Name	Date Received	Source	Comment Topic	Comment	Response
10 Continued	Kevin Wade	02/28/2019	Email	overpass	On the Midkiff overpass: Will the Midkiff grade have 6 lanes - including a dedicated left turn lane in each direction and room for U-turns - similar to most SL-250 interchanges?	The proposal calls for frontage roads to be two lanes, except for the areas where a bit of widening will accommodate the Texas U-turns. The ultimate proposal is for one-way frontage roads, which eliminates the need for left turn lanes. The interstate itself, will only handle through traffic.
10 Continued	Kevin Wade	02/28/2019	Email	overpass	Looking ahead toward widening IH-20 to 6 lanes, will this overpass be wide enough for the future expansion?	Yes, the new overpass will be able to accommodate six lanes.
10 Continued	Kevin Wade	02/28/2019	Email	frontage roads	If so these may seem like foolish questions with obvious answers, but last weekend I spent 20 minutes waiting south of IH-20 while crews were milling and filling a frontage road which will entirely go away next year. I hate to make assumptions based on what seem like logical conclusions to me.	None of the frontage roads will go away next year.

B. Notices

Midland Reporter-Telegram

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Austin, TX 78703

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Twila Denison of the Midland Reporter-Telegram, a newspaper of general circulation published in Midland, Ector, Howard, Crane, Glasscock, Martin, Upton, and Andrews Counties, Texas, who stated on oath that the attached instrument was published in said newspaper on each of the following dates to wit:

02-10-2019

A.D.

Twila Denison

Sworn and Subscribed to before me, this Monday, February 11, 2019

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SHENEE CLARY
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Expires July 24, 2021

Shenee Clary
Notary Public

Order Confirmation

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0	0	0			

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Ad Order Notes

Net Amount	Tax Amount	Total Amount	Payment Method	Payment Amount	Amount Due
$1,625.88	$0.00	$1,625.88	redit Card - AmEx:17	$1,625.88	$0.00

Ad Number	Ad Type	Ad Size	Color	Production Method	Production Notes
0000352200-0	MR-CLS Disp	: 8.0 X 10.7500"	MRT-Full	Creative Services	

External Ad Number	Ad Attributes	Ad Released	Pick Up
		No	

Product Information Run Schedule Invoice Text	Placement/Classification Sort Text	Run Dates	# Inserts	Cost
Midland Reporter-Telegram::	Events and Notices - 726 HICKS & COMPANY -ENGLISH	2/10/2019	1	$1,610.88
mywesttexas.com-Online::	Events and Notices - 726 HICKS & COMPANY -ENGLISH	2/10/2019	1	$15.00

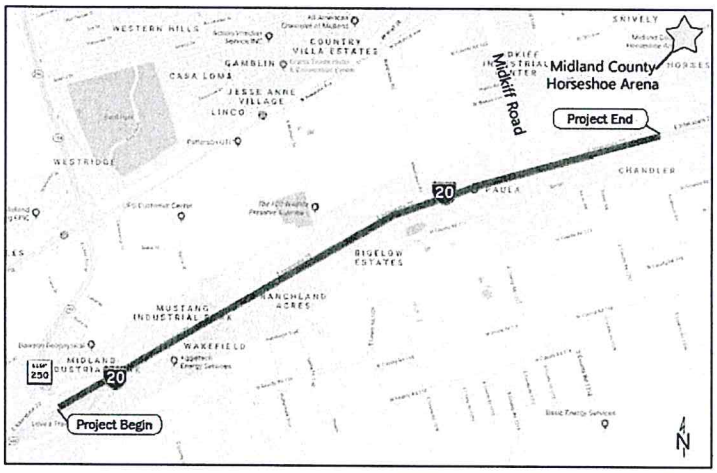
352 200 - 01

Texas Department of Transportation

Public Meeting Notice

The Odessa District of the Texas Department of Transportation (TxDOT) has scheduled a public meeting for a proposed project on Interstate Highway (IH) 20 from Loop 250 to 0.5 miles east of Midkiff Road in Midland County, Texas. The public meeting is scheduled for:

5:00 p.m. to 7:00 p.m., Thursday, February 28, 2019
Midland County Horseshoe Arena, Education Room
2514 Arena Trail, Midland, TX 79706



The purpose of the meeting is to provide information about the proposed project and to gather input from the public. Maps of the project area and other displays will be available for review and comment. TxDOT staff will be available to answer questions. The meeting will consist of an open house from 5 p.m. to 6 p.m., with a brief presentation at 6 p.m. followed by a question-and-answer session.

The Odessa District of TxDOT proposes to make improvements along the IH 20 corridor, including interchange reconfiguration at Midkiff Road (IH 20 is proposed to go over Midkiff Road), installation of signals for frontage roads at Midkiff Road intersections, frontage road reconstruction, addition of sidewalks, and ramp reconfigurations. The proposed improvements are located in Midland County.

Persons interested in attending the meeting who have special communication or accommodation needs are encouraged to contact the Public Information Office at (432) 498-4746 at least two working days prior to the meeting. TxDOT will make every reasonable effort to accommodate these needs.

Verbal and written comments from the public regarding this project are encouraged. Comments may be submitted either at the public meeting or in writing within 15 days of the public meeting and must be postmarked by March 15, 2019, to be included as part of the official public record. For additional information, please contact Gabriel A. Ramirez, P.E., Advanced Planning Engineer, TxDOT Odessa District Office, 3901 East Highway 80, Odessa, Texas 79761, by telephone at (432) 498-4645, or email Gabriel.Ramirez@txdot.gov.

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.

Ad Number:	352200-01	Advertiser:	Hicks and Company
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Midland Reporter-Telegram

Sunday, February 10, 2019

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Legal and Public Notices

Texas Department of Transportation

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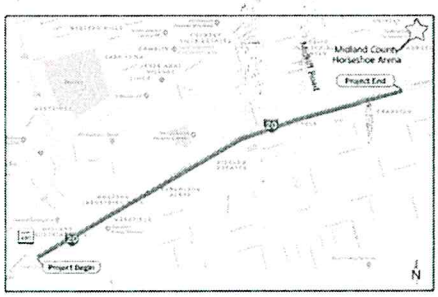

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Midland Reporter-Telegram

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I-20 Midkiff Elected Officials Mailing List

Title	Salutation	Salutation Name	Name	Second Title	Location	Street	City, State, Zip
City Manager	Ms.	Sharp	Courtney Sharp	City of Midland	City Hall	300 N. Loraine	Midland, Texas 79701
Mayor	Mayor	Morales	Jerry Morales	City of Midland	City Hall	300 N. Loraine	Midland, Texas 79701
County Commissioner	Commissioner	Sanchez	Luis Sanchez	Midland County		500 N. Loraine St., Suite 1100	Midland, Texas 79701
County Judge	Judge	Johnson	Terry Johnson	Midland County		500 N. Loraine St., Suite 1100	Midland, Texas 79701
Executive Director	Mr.	Walker	Cameron Walker	Permian Basin MPO		P.O. Box 60916	Midland, Texas 78711
Representative	Representative	Craddick	Tom Craddick	Texas House of Representatives	Room 1W.9	P.O. Box 2910	Austin, Texas 78768
Senator	Senator	Seliger	Kel Seliger	Texas State Senate	Capitol Station	P.O. Box 12068	Austin, Texas 78711
Representative	Representative	Conway	Mike Conway	U.S. House of Representatives		6 Desta Drive, Suite 2000	Midland, Texas 79705
City Councilman	Mr.	Love	John Love	City of Midland	City Hall	300 N. Loraine	Midland, Texas 79701

Texas Department of Transportation

3901 EAST HIGHWAY 80 | ODESSA, TEXAS 79761 | (432) 498-4697 | WWW.TXDOT.GOV

February 6, 2019

«Title»
«Name»
«Second_Title»
«Location»
«Street»
«City_State_Zip»

Regarding: Public Meeting
Highway: IH 20
Limits: From Loop 250 to 0.5 miles east of Midkiff Road
CSJ: 0005-14-067
County: Midland

Dear «Salutation» «Salutation_Name»,

The Texas Department of Transportation has scheduled a public meeting to provide details about a proposed project on IH 20 from Loop 250 to 0.5 miles east of Midkiff Road in Midland County, Texas. For details about the project and the public meeting, please see the attached public notice.

If you have any questions or concerns, please contact Gabriel A. Ramirez, P.E., Advanced Planning Engineer, TxDOT Odessa District Office, 3901 East Highway 80, Odessa, Texas, 79761, by telephone at (432) 498-4645, or email Gabriel.Ramirez@txdot.gov.

Sincerely,

Robert Ornelas, P.E.
Director of Transportation Planning and Development
Odessa District Office

Enclosure

I-20 Midkiff Landowner Mailing List

PIN	Owner/Name	Mailing_Address 1	Mailing_Address 2	Geog_ID	Prop_Id
630000010026	TJ&S LP	[redacted]	ALICE, TX 78332	00063000.001.0026	R000213603
630100020030	TJ&S LP	[redacted]	ALICE, TX 78332	00063010.002.0030	R000033210
630100020040	TJ&S LP	[redacted]	ALICE, TX 78332	00063010.002.0040	R000033211
808750030015	COUNTRY STORES INC	[redacted]	OKLAHOMA CITY, OK 73120	00080875.003.0015	R000215519
39200052701	ENDEAVOR ENERGY RESOURCES LP	[redacted]	MIDLAND, TX 79701	00003920.005.2701	R000004600
39200052810	ENDEAVOR ENERGY RESOURCES LP	[redacted]	MIDLAND, TX 79701	00003920.005.2810	R000004602
39200052840	ENDEAVOR ENERGY RESOURCES LP	[redacted]	MIDLAND, TX 79701	00003920.005.2840	R000203798
39200081401	ENDEAVOR ENERGY RESOURCES LP	[redacted]	MIDLAND, TX 79701	00003920.008.1401	R000004895
39200041200	ABELL HANGER FOUNDATION	[redacted]	MIDLAND, TX 79705	00003920.004.1200	R000004530
598000050050	MILAN JAY HOTELS LLC STATE BANK OF TEX	[redacted]	DALLAS, TX 75234	00059800.005.0050	R000031260
39200070000	STATE HWY COMMISSION	[redacted]	AUSTIN, TX 78701-2483	00003920.007.0000	R000004719
39200071800	STATE HWY COMMISSION	[redacted]	AUSTIN, TX 78701-2483	00003920.007.1800	R000004747
598300110011	STATE HWY COMMISSION	[redacted]	AUSTIN, TX 78701-2483	00059830.011.0011	R000031292
39200041620	THOMAS MOORE	[redacted]	MIDLAND, TX 79703	00003920.004.1620	R000004540
39200071900	WEATHERFORD ENTERRA	[redacted]	HOUSTON, TX 77040	00003920.007.1900	R000004749
849000030010	TRUESDELL EQUIPMENT CO	[redacted]	STEPHENVILLE, TX 76401	00084900.003.0010	R000050030
39200052820	TERRY GOULEY	[redacted]	MIDLAND, TX 79701	00003920.005.2820	R000004603
39200041600	PERRY L RIGGS	[redacted]	RICHMOND, TX 77469-6630	00003920.004.1600	R000004537
723700090010	PERRY L RIGGS	[redacted]	RICHMOND, TX 77469-6630	00072370.009.0010	R000040262
723700090020	PERRY L RIGGS	[redacted]	RICHMOND, TX 77469-6630	00072370.009.0020	R000040263
723700090030	PERRY L RIGGS	[redacted]	RICHMOND, TX 77469-6630	00072370.009.0030	R000040264
723700090040	PERRY L RIGGS	[redacted]	RICHMOND, TX 77469-6630	00072370.009.0040	R000040265
723700090050	PERRY L RIGGS	[redacted]	RICHMOND, TX 77469-6630	00072370.009.0050	R000040266
723700090060	PERRY L RIGGS	[redacted]	RICHMOND, TX 77469-6630	00072370.009.0060	R000040267
39200070600	KLIMANTINE A KHAMIS	[redacted]	MODESTO, CA 95355-7917	00003920.007.0600	R000004737
590000170010	TOWBOTS LLC	[redacted]	MIDLAND, TX 79705	00059000.017.0010	R000109602
723600080010	RODNEY G CORGILL ET AL	[redacted]	MIDLAND, TX 79701-2027	00072360.008.0010	R000040258
849000020010	MARADI X INC	[redacted]	MIDLAND, TX 79705-1809	00084900.002.0010	R000050021
39200053208	CITY OF MIDLAND	[redacted]	MIDLAND, TX 79701	00003920.005.3208	R000207849
39200050002	CITY OF MIDLAND	[redacted]	MIDLAND, TX 79701-4725	00003920.005.0002	R000004572
39200050003	CITY OF MIDLAND	[redacted]	MIDLAND, TX 79701-4725	00003920.005.0003	R000004573
39200070910	ALFORD RAY CRENSHAW	[redacted]	MIDLAND, TX 79706	00003920.007.0910	R000004741
39200053301	FRANK HOLDAMPF	[redacted]	MIDLAND, TX 79701 2013	00003920.005.3301	R000004619
39200053201	DAVID HOFF	[redacted]	SAN ANTONIO, TX 78230-2029	00003920.005.3201	R000004606
40200121130	CARLOS S URIAS	[redacted]	MIDLAND, TX 79706	00004020.012.1130	R000207530
39200052800	MC CLATCHY BROS INC	[redacted]	MIDLAND, TX 79703	00003920.005.2800	R000004601
39200081700	JAMES T PERRY	[redacted]	MIDLAND, TX 79701	00003920.008.1700	R000004904
539500010010	MARTIN S DOMINGUEZ	[redacted]	MIDLAND, TX 79706	00053950.001.0010	R000207363
724000070040	OUT WEST CHURCH	[redacted]	MIDLAND, TX 79703	00072400.007.0040	R000040320
724000070050	OUT WEST CHURCH	[redacted]	MIDLAND, TX 79703	00072400.007.0050	R000040321
849000010010	DONALD E CRANE	[redacted]	MIDLAND, TX 79706	00084900.001.0010	R000050019
39200042402	MIDLAND COUNTY	[redacted]	MIDLAND, TX 79701	00003920.004.2402	R000109601
598300110010	DAWSON GEOPHYSICAL CO	[redacted]	MIDLAND, TX 79701	00059830.011.0010	R000031291
590000070010	CEBRIDGE ACQUISITION LP	[redacted]	LOUIS, MO 63141	00059000.007.0010	R000030815
723600080020	MARY WEAVER	[redacted]	ODESSA, TX 79762-5141	00072360.008.0020	R000040259

723600080030	MARY WEAVER	[redacted]	ODESSA, TX 79762-5141	00072360.008.0030	R000040260
723600080040	MARY WEAVER	[redacted]	ODESSA, TX 79762-5141	00072360.008.0040	R000040261
598000050060	NDC MIDLAND 20 LP	[redacted]	DALLAS, TX 75225	00059800.005.0060	R000031264
581300010011	COTTON FLAT RD APARTMENTS LLC	[redacted]	KIRKLAND, WA 98034	00058130.001.0011	R000057853
581300010010	COTTON FLAT RD APARTMENTS LLC	[redacted]	KIRKLAND, WA 98034	00058130.001.0010	R000030589
39200046300	PAT GRAY	[redacted]	MIDLAND, TX 79704	00003920.004.6300	R000004568
39200042210	PAT GRAY	[redacted]	MIDLAND, TX 79704	00003920.004.2210	R000203131
39200070200	SOUTHWEST MIDLAND TRUST	[redacted]	MIDLAND, TX 79704	00003920.007.0200	R000004726
724000010050	WIRELINE ACCESSORIES & SALES LLC	[redacted]	MIDLAND, TX 79710	00072400.001.0050	R000040271
39200070900	AGGIETECH HOLDINGS LLC	[redacted]	MIDLAND, TX 79708-7742	00003920.007.0900	R000110364
MO03920007	WILDLIFE REFUGE (I-20 WILDLIFE PRESEVE)	[redacted]	MIDLAND, TX 79702	MO03920007	No Data
39200072120	BRIAN PACK	[redacted]	MIDLAND, TX 79702	00003920.007.2120	R000216804
39200042401	WESTERN-T CORPORATION	[redacted]	MIDLAND, TX 79702	00003920.004.2401	R000105969
694000010010	INSTRUMENT MAINTENANCE CO	[redacted]	ABILENE, TX 79604-1245	00069400.001.0010	R000036763
39200041601	POKA LAMBRO TELECOMMUNICATIONS IN	[redacted]	TAHOKA, TX 79373-1340	00003920.004.1601	R000004538
39200032400	MIDLAND PETRO DC PARTNERS LLC	[redacted]	MIDLAND, TX 79702	00003920.003.2400	R000004462
39200081701	CHRIS MCINTOSH	[redacted]	MIDLAND, TX 79710	00003920.008.1701	R000213648
39200070700	MARK HARRELL	[redacted]	MIDLAND, TX 79704	00003920.007.0700	R000004738
39200070901	ROWE MANAGEMENT CORP	[redacted]	MIDLAND, TX 79711	00003920.007.0901	R000004740
39200070920	ROWE CLIFF & COMPRO LEASING CO	[redacted]	MIDLAND, TX 79711	00003920.007.0920	R000203473
39200040602	MIDLAND COUNTY	[redacted]	MIDLAND, TX 79702-0712	00003920.004.0602	R000004525
488500010010	MIDLAND COUNTY	[redacted]	PO BOX 712 MIDLAND, TX 79702-0712	00048850.001.0010	R000203816
724000060080	BEARD EQUIPMENT CO INC	[redacted]	MIDLAND, TX 79708	00072400.006.0080	R000040307
724000060090	BEARD EQUIPMENT CO INC	[redacted]	MIDLAND, TX 79708	00072400.006.0090	R000040308
724000060100	BEARD EQUIPMENT CO INC	[redacted]	MIDLAND, TX 79708	00072400.006.0100	R000040309
724000060110	BEARD EQUIPMENT CO INC	[redacted]	MIDLAND, TX 79708	00072400.006.0110	R000040310
849100030010	CLINE CONSTRUCTION CO	[redacted]	BIG SPRING, TX 79720	00084910.003.0010	R000050031
39200070960	CBR HOLDINGS LP	[redacted]	BIG SPRING, TX 79721	00003920.007.0960	R000110365

Texas Department of Transportation

Public Meeting Notice

The Odessa District of the Texas Department of Transportation (TxDOT) has scheduled a public meeting for a proposed project on Interstate Highway (IH) 20 from Loop 250 to 0.5 miles east of Midkiff Road in Midland County, Texas. The public meeting is scheduled for:

5:00 p.m. to 7:00 p.m., Thursday, February 28, 2019
Midland County Horseshoe Arena, Education Room
2514 Arena Trail, Midland, TX 79706

The purpose of the meeting is to provide information about the proposed project and to gather input from the public. Maps of the project area and other displays will be available for review and comment. TxDOT staff will be available to answer questions. The meeting will consist of an open house from 5 p.m. to 6 p.m., with a brief presentation at 6 p.m. followed by a question-and-answer session.

The Odessa District of TxDOT proposes to make improvements along the IH 20 corridor, including interchange reconfiguration at Midkiff Road (IH 20 is proposed to go over Midkiff Road), installation of signals for frontage roads at Midkiff Road intersections, frontage road reconstruction, addition of sidewalks, and ramp reconfigurations. The proposed improvements are located in Midland County.

Persons interested in attending the meeting who have special communication or accommodation needs are encouraged to contact the Public Information Office at (432) 498-4746 at least two working days prior to the meeting. TxDOT will make every reasonable effort to accommodate these needs.

Verbal and written comments from the public regarding this project are encouraged. Comments may be submitted either at the public meeting or in writing within 15 days of the public meeting and must be postmarked by March 15, 2019, to be included as part of the official public record. For additional information, please contact Gabriel A. Ramirez, P.E., Advanced Planning Engineer, TxDOT Odessa District Office, 3901 East Highway 80, Odessa, Texas 79761, by telephone at (432) 498-4645, or email Gabriel.Ramirez@txdot.gov.

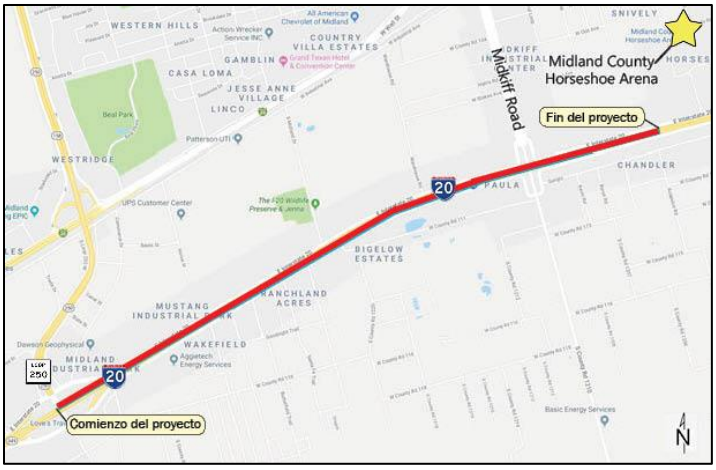
The environmental review, consultation, and other actions required by applicable Federal environmental laws for this project are being, or have been, carried-out by TxDOT pursuant to 23 U.S.C. 327 and a Memorandum of Understanding dated December 16, 2014, and executed by FHWA and TxDOT.

Texas Department of Transportation

Aviso de Reunión Pública

El Distrito de Odessa del Departamento de Transporte de Texas (TxDOT) llevará a cabo una reunión pública con respecto a la propuesta de construcción en autopista interestatal (IH) 20 desde Loop 250 a 0.5 millas al este de Midkiff Road condado Midland, Texas. La reunión se conduciría desde las:

5 p.m. a 7 p.m., jueves, 28 de febrero, 2019
Midland County Horseshoe Arena, Education Room
2514 Arena Trail, Midland, TX 79706



El propósito de la reunión es presentar informacion sobre la construcción propuesta y reunir opiniones del público. Mapas del proyecto y otras exhibiciones estarán disponibles para inspección. Se invitan los comentarios del público. TxDOT y su equipo estarán disponibles para contestar preguntas. La reunión se conduciría en un formato abierto desde las 5 de la tarde hasta las 6 de la noche. Habrá una breva presentación a las 6 p.m., seguida por tiempo para responder preguntas.

El Distrito de Odessa de TxDOT propone realizar mejoras a lo largo del corredor IH 20, incluida la reconfiguración del intercambio a Midkiff Road (se propone IH 20 para pasar por Midkiff Road), la instalación de señales para las intersecciones de las carreteras frontales y Midkiff Road, la reconstrucción de las carreteras frontales, la adición de aceras, y reconfiguraciones de rampas. Las mejoras propuestas se encuentran en el condado de Midland.

Se anima a las personas interesadas en ir a la reunión pública que requieren comunicación especial o necesidades de alojamiento favor de comunicarse con la oficina de TxDOT en el Distrito Odessa, Oficina de Información Pública al (432) 498-4746 por lo menos dos días laborales antes de la reunión. La reunión pública se llevará a cabo en inglés. Solicitudes de traducciones en otros idiomas, o requerimientos especiales de comunicación deberán realizarse con por lo menos dos días laborales de anticipación al día de la reunión pública. TxDOT hará todos los esfuerzos razonables para acomodar estas necesidades.

Se invitan todas las personas interesadas en esta reunión pública. Los comentarios por escrito en relación con el proyecto propuesto se pueden entregar en la reunión o enviar por correo o (correo electrónico) en o antes del 15 de marzo de 2018 para que sean incluidos en el archivo de la audiencia. Si tiene preguntas generales o inquietudes sobre el proyecto propuesto, puede comunicarse con Gabriel A. Ramirez, P.E., Ingeniero de Planificaciones Avanzadas, TxDOT Odessa District Office, 3901 East Highway 80, Odessa, Texas 79761, por teléfono al (432) 498-4645, o correo electrónico al Gabriel.Ramirez@txdot.gov.

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."

C. Sign-in Sheets

Texas Department of Transportation

Elected Officials Sign In Sheet

IH 20 from Loop 250 to 0.5 miles east of Midkiff Road
Public Meeting
February 28, 2019 5:00 – 7:00pm

Name	Address	Phone Number	Affiliation	How did you hear about the meeting?
Robert Marquez	[redacted]		MISD	Newspaper ✓ Road-side sign ___ TV ___ Friend___ Radio___ Community Flyer__ Other (please specify) _____
				Newspaper___ Road-side sign ___ TV ___ Friend___ Radio___ Community Flyer__ Other (please specify) _____
				Newspaper___ Road-side sign ___ TV ___ Friend___ Radio___ Community Flyer__ Other (please specify) _____
				Newspaper___ Road-side sign ___ TV ___ Friend___ Radio___ Community Flyer__ Other (please specify) _____
				Newspaper___ Road-side sign ___ TV ___ Friend___ Radio___ Community Flyer__ Other (please specify) _____
				Newspaper___ Road-side sign ___ TV ___ Friend___ Radio___ Community Flyer__ Other (please specify) _____
				Newspaper___ Road-side sign ___ TV ___ Friend___ Radio___ Community Flyer__ Other (please specify) _____
				Newspaper___ Road-side sign ___ TV ___ Friend___ Radio___ Community Flyer__ Other (please specify) _____
				Newspaper___ Road-side sign ___ TV ___ Friend___ Radio___ Community Flyer__ Other (please specify) _____
				Newspaper___ Road-side sign ___ TV ___ Friend___ Radio___ Community Flyer__ Other (please specify) _____

Texas Department of Transportation

General Public Sign In Sheet

IH 20 from Loop 250 to 0.5 miles east of Midkiff Road

Public Meeting

February 28, 2019 5:00 – 7:00pm

Name	Address	Phone Number	Affiliation	How did you hear about the meeting?
Jesse Ramirez	[redacted]	[redacted]	Reece Albert	Newspaper ✓ Road-side sign ___ TV ___ Friend___ Radio___ Community Flyer___ Other (please specify) ___
Nilutha Reddy	[redacted]	[redacted]	MDC	Newspaper ✓ Road-side sign ___ TV ___ Friend ✓ Radio___ Community Flyer___ Other (please specify) ___
Susie Hitchcock	[redacted]	[redacted]	Home Corner	Newspaper ✓ Road-side sign ___ TV ___ Friend___ Radio___ Community Flyer___ Other (please specify) ___
Cameron Walker	[redacted]	[redacted]	MPO	Newspaper___ Road-side sign ___ TV ___ Friend___ Radio___ Community Flyer ✓ Other (please specify) ___
Mike Pacelli	[redacted]	[redacted]	COM	Newspaper___ Road-side sign ___ TV ___ Friend___ Radio___ Community Flyer___ Other (please specify) ___
Taha Sakrani	[redacted]	[redacted]	COM	Newspaper___ Road-side sign ___ TV ___ Friend___ Radio___ Community Flyer___ Other (please specify) ___
MATT CARR	[redacted]	[redacted]	COM	Newspaper___ Road-side sign ___ TV ___ Friend___ Radio___ Community Flyer___ Other (please specify) GENER.
GARY J. LAW	[redacted]	[redacted]	MDC	Newspaper___ Road-side sign ___ TV ___ Friend___ Radio___ Community Flyer___ Other (please specify) ___
				Newspaper___ Road-side sign ___ TV ___ Friend___ Radio___ Community Flyer___ Other (please specify) ___
				Newspaper___ Road-side sign ___ TV ___ Friend___ Radio___ Community Flyer___ Other (please specify) ___

Texas Department of Transportation

General Public Sign In Sheet

IH 20 from Loop 250 to 0.5 miles east of Midkiff Road

Public Meeting

February 28, 2019 5:00 – 7:00pm

Name	Address	Phone Number	Affiliation	How did you hear about the meeting?
Troy Rice	[redacted]			Newspaper ✓ Road-side sign ___ TV ___ Friend___ Radio___ Community Flyer___ Other (please specify) ___
Jason Kelliher, P.E.			Dunaway Associates	Newspaper___ Road-side sign ___ TV ___ Friend___ Radio___ Community Flyer___ Other (please specify) TXDOT
Ryan Robarts			—	Newspaper___ Road-side sign ___ TV ___ Friend___ Radio___ Community Flyer___ Other (please specify) ✓ text
German Gre				Newspaper ✓ Road-side sign ___ TV ___ Friend___ Radio ✓ Community Flyer___ Other (please specify) ___
Ann Flatt				Newspaper___ Road-side sign ___ TV ✓ Friend ✓ Radio___ Community Flyer___ Other (please specify) ___
Chris Pool				Newspaper___ Road-side sign ___ TV ___ Friend ✓ Radio___ Community Flyer___ Other (please specify) ___
Levin Wade				Newspaper___ Road-side sign ___ TV ___ Friend___ Radio___ Community Flyer___ Other (please specify) neighbors
Tommy Moore				Newspaper___ Road-side sign ___ TV ___ Friend___ Radio___ Community Flyer___ Other (please specify) Mail
Robert & Jessica Guzman				Newspaper___ Road-side sign ___ TV ✓ Friend___ Radio___ Community Flyer___ Other (please specify) ___
Fariss Murphy			—	Newspaper ✓ Road-side sign ___ TV ___ Friend___ Radio___ Community Flyer___ Other (please specify) ___

Texas Department of Transportation

General Public Sign In Sheet

IH 20 from Loop 250 to 0.5 miles east of Midkiff Road

Public Meeting

February 28, 2019 5:00 – 7:00pm

Name	Address	Phone Number	Affiliation	How did you hear about the meeting?
David Hageman	[redacted]	[redacted]	Poka Lambro Telephone.	Newspaper___ Road-side sign ___ TV ___ Friend___ Radio___ Community Flyer___ Other (please specify) Letter
Chad Swinford	[redacted]	[redacted]	Poka Lambro Telephone Coop	Newspaper___ Road-side sign ___ TV ___ Friend___ Radio___ Community Flyer___ Other (please specify) Letter
Gabriel Ramirez	[redacted]	[redacted]	TxDot	Newspaper___ Road-side sign ___ TV ___ Friend___ Radio___ Community Flyer___ Other (please specify) ___
Robert Ornelas	[redacted]	[redacted]	TxDOT	Newspaper___ Road-side sign ___ TV ___ Friend___ Radio___ Community Flyer___ Other (please specify) ___
Amanda Bourland	[redacted]	[redacted]		Newspaper___ Road-side sign ___ TV ___ Friend___ Radio___ Community Flyer___ Other (please specify) FB
Patsy Hoelscher	[redacted]	[redacted]		Newspaper___ Road-side sign ___ TV ___ Friend___ Radio___ Community Flyer___ Other (please specify) ___
Ron Eckert	[redacted]	[redacted]		Newspaper___ Road-side sign ___ TV ___ Friend___ Radio___ Community Flyer___ Other (please specify) ___
John Geib	[redacted]	[redacted]	Public	Newspaper___ Road-side sign ___ TV X Friend___ Radio___ Community Flyer___ Other (please specify) ___
Lucy Geib	[redacted]	[redacted]	Public	Newspaper___ Road-side sign ___ TV X Friend___ Radio___ Community Flyer___ Other (please specify) ___
Joann Fleming	[redacted]	[redacted]		Newspaper ✓ Road-side sign ___ TV ___ Friend___ Radio___ Community Flyer___ Other (please specify) ___

Texas Department of Transportation

General Public Sign In Sheet

IH 20 from Loop 250 to 0.5 miles east of Midkiff Road

Public Meeting

February 28, 2019 5:00 – 7:00pm

Name	Address	Phone Number	Affiliation	How did you hear about the meeting?
STEVE PRICE	[redacted]	[redacted]		Newspaper___ Road-side sign ___ TV ___ Friend____ Radio X Community Flyer__ Other (please specify) _____
Stephanie McDonald	[redacted]	[redacted]	the Liberty Project of Texas	Newspaper___ Road-side sign ___ TV ___ Friend____ Radio___ Community Flyer__ Other (please specify) _____
Mike HESTER	[redacted]	[redacted]	ROZER ALBERT	Newspaper___ Road-side sign ___ TV ___ Friend____ Radio___ Community Flyer__ Other (please specify) CONSTRUCTION
Tim & Nancy Mabry	[redacted]	[redacted]	owner Lonestar Heating & Cooling	Newspaper___ Road-side sign ___ TV ___ Friend____ Radio___ Community Flyer__ Other (please specify) _____
Alex Bedford	[redacted]	[redacted]	Endeavor Energy	Newspaper___ Road-side sign ___ TV ___ Friend X Radio___ Community Flyer__ Other (please specify) _____
BYRON FENDER	[redacted]	[redacted]	FENDER INVESTMENT GROUP	Newspaper ✓ Road-side sign ___ TV ✓ Friend____ Radio___ Community Flyer__ Other (please specify) _____
Sheri Gray	[redacted]	[redacted]	Home owner	Newspaper___ Road-side sign ___ TV ___ Friend____ Radio___ FB Community Flyer__ Other (please specify) _____
Ray Berry	[redacted]	[redacted]	Homeowner	Newspaper___ Road-side sign ___ TV ___ Friend ✓ Radio___ Community Flyer__ Other (please specify) _____
Ranjita Shi Chennamsetti	[redacted]	[redacted]	MDC	Newspaper___ Road-side sign ___ TV ___ Friend____ Radio___ Community Flyer__ Other (please specify) OFFICE
Dustin Fawcett	[redacted]	[redacted]	MOTRAN	Newspaper___ Road-side sign ___ TV ___ Friend____ Radio___ Community Flyer__ Other (please specify) _____

Texas Department of Transportation

General Public Sign In Sheet

IH 20 from Loop 250 to 0.5 miles east of Midkiff Road

Public Meeting

February 28, 2019 5:00 – 7:00pm

Name	Address	Phone Number	Affiliation	How did you hear about the meeting?
Dale Myers	[redacted]			Newspaper___ Road-side sign ___ TV ___ Friend____ Radio___ Community Flyer__ Other (please specify) _____
Jay Duke				Newspaper___ Road-side sign ___ TV ___ Friend____ Radio___ Community Flyer__ Other (please specify) _____
				Newspaper___ Road-side sign ___ TV ___ Friend____ Radio___ Community Flyer__ Other (please specify) _____
				Newspaper___ Road-side sign ___ TV ___ Friend____ Radio___ Community Flyer__ Other (please specify) _____
				Newspaper___ Road-side sign ___ TV ___ Friend____ Radio___ Community Flyer__ Other (please specify) _____
				Newspaper___ Road-side sign ___ TV ___ Friend____ Radio___ Community Flyer__ Other (please specify) _____
				Newspaper___ Road-side sign ___ TV ___ Friend____ Radio___ Community Flyer__ Other (please specify) _____
				Newspaper___ Road-side sign ___ TV ___ Friend____ Radio___ Community Flyer__ Other (please specify) _____
				Newspaper___ Road-side sign ___ TV ___ Friend____ Radio___ Community Flyer__ Other (please specify) _____
				Newspaper___ Road-side sign ___ TV ___ Friend____ Radio___ Community Flyer__ Other (please specify) _____

Staff Sign in Sheet
IH 20 from Loop 250 to 0.5 miles east of Midkiff Road
2/28/2019 | 5 p.m.

Name	Representing	Mailing Address	Phone Number
Holly Brady	TxDOT	[redacted]	
Gene Powell	TxDOT		
Jeff Wesanen	Tx DOT		
JESUS IPINA	TxDOT		
Cliff Hall	TxDOT		
Shannon Barrionder	Hicks + Company		
JASON BUNTZ	HICKS & COMPANY		
Fred Herrera	TxDOT		

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.

D. Presentation

TEXAS DEPARTMENT OF TRANSPORTATION

PUBLIC MEETING

IH 20: from Loop 250 to 0.5 miles east of Midkiff Rd (CSJ 0005-14-067)

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.

Introductions

- Gene Powell – Public Information Officer (TxDOT)
- Elected Officials
- Robert Ornelas, P.E. – TP&D Director (TxDOT)
- Gabriel Ramirez, P.E. – Project Manager (TxDOT)
- Jeff Wesanen, P.E. – Project Manager (Stantec)
- Jason Buntz - Environmental Manager (Hicks)
- Other TxDOT Staff

Agenda

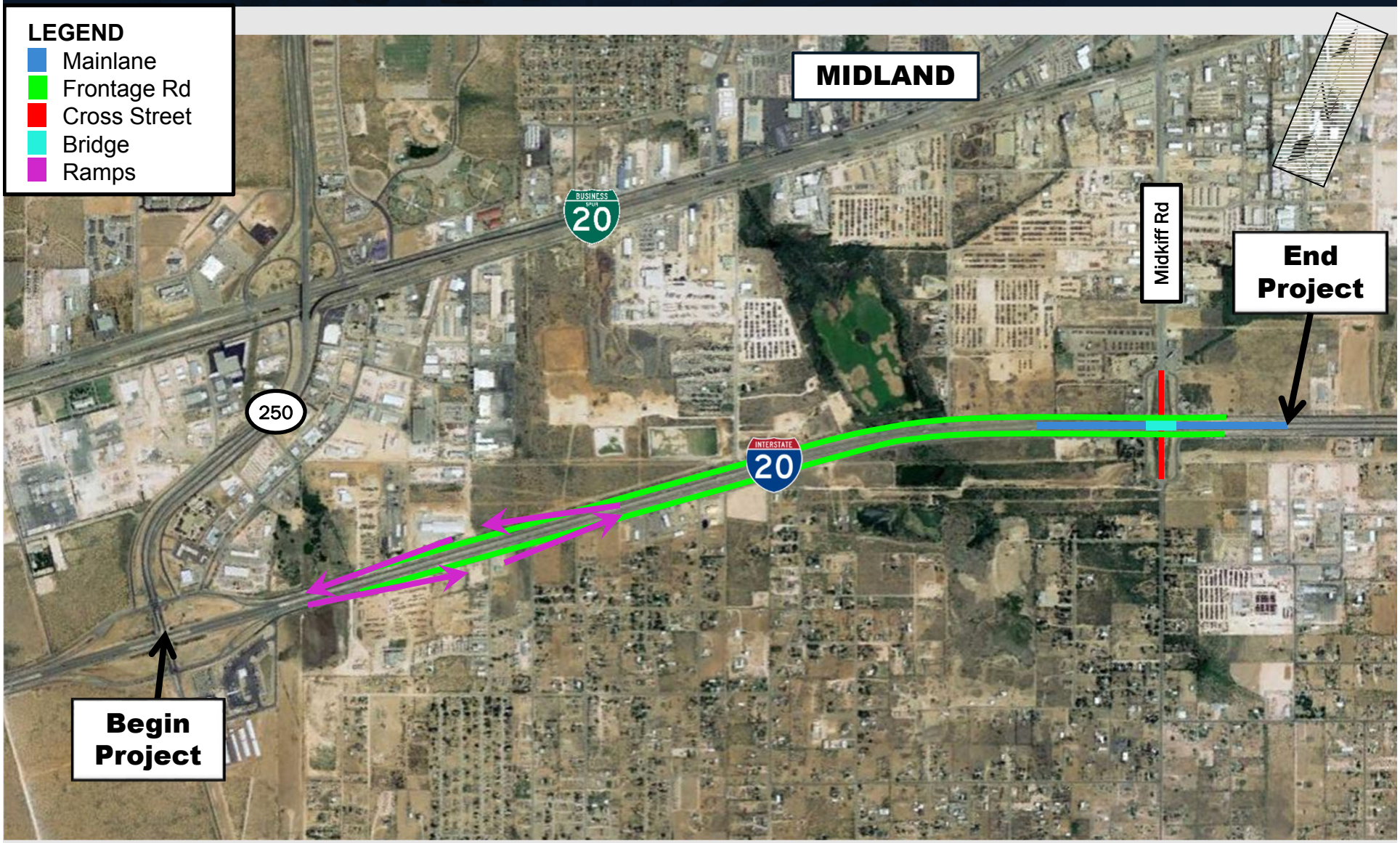
1. Proposed Project
2. Project Funding
3. Project Overview
4. Environmental Considerations
5. Project Timeline

Proposed Project and Project Funding

- Limits – State Loop 250 to 0.5 miles east of Midkiff Rd
- Project Description
  - Reconfigure interchange at Midkiff Rd
  - Signalize frontage roads at Midkiff Rd
  - Reconstruct frontage roads and add sidewalks
  - Reconfigure ramps
- Funding
  - $28.16M Total authorized funding
    - $14.16M Category 2U
    - $12M Category 4
    - $2M Local contribution (MDC)

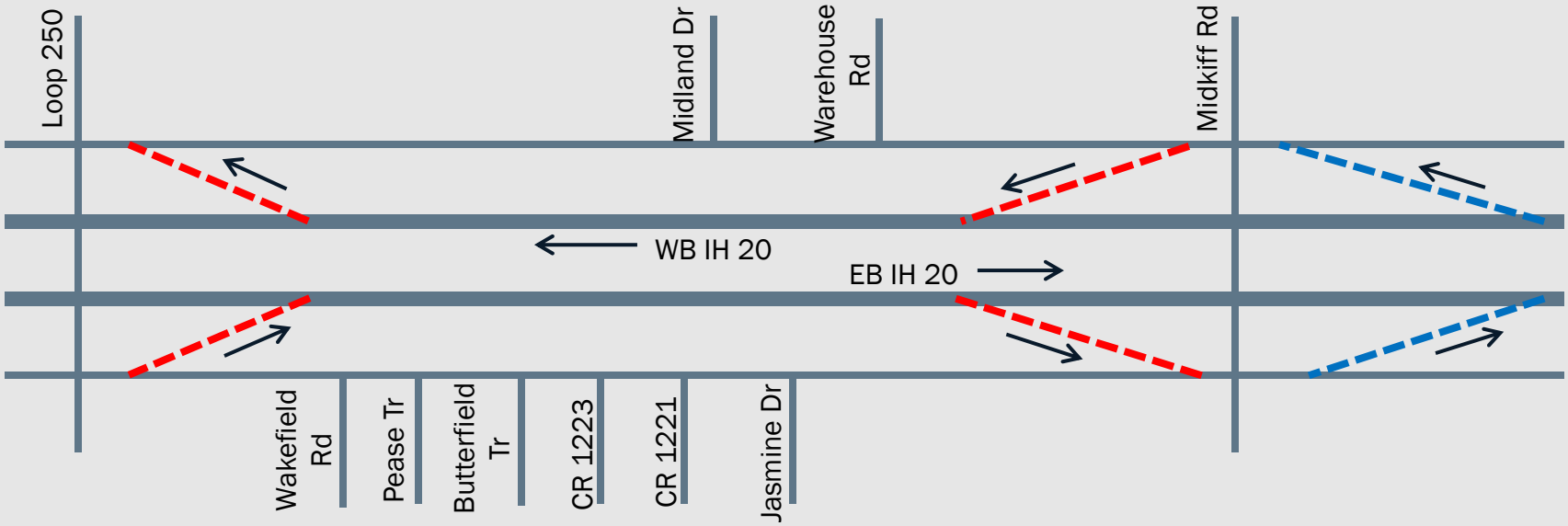
Project Overview – Project Limits

Project Overview – Proposed Improvements



Project Overview – Ramp Reconfiguration

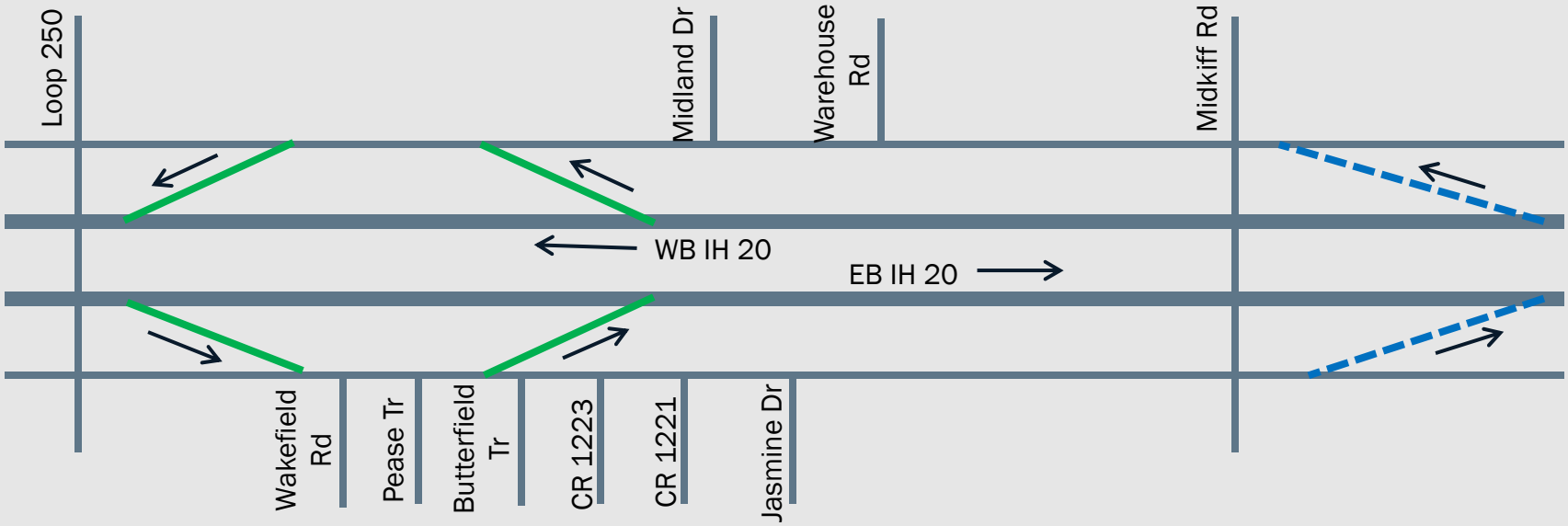
LEGEND
- Existing ramps to remain
- Existing ramps to be removed
- Proposed ramps



Existing Ramp Configuration

Project Overview – Ramp Reconfiguration

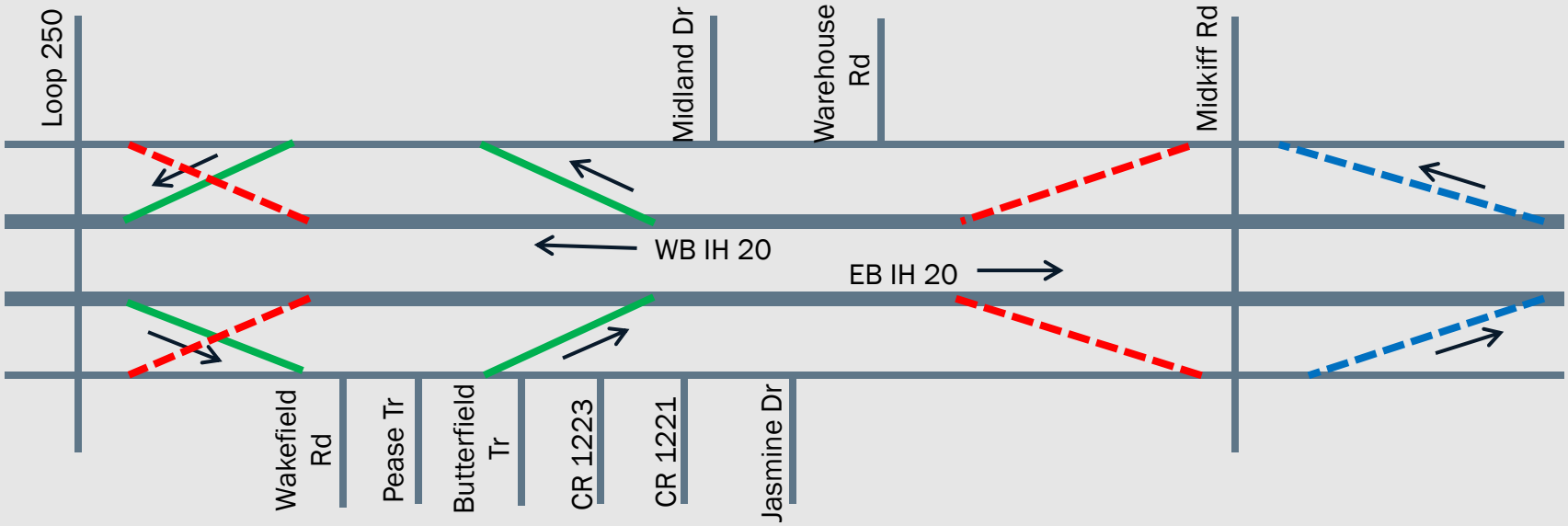
LEGEND
- Existing ramps to remain
- Existing ramps to be removed
- Proposed ramps



Proposed Ramp Configuration

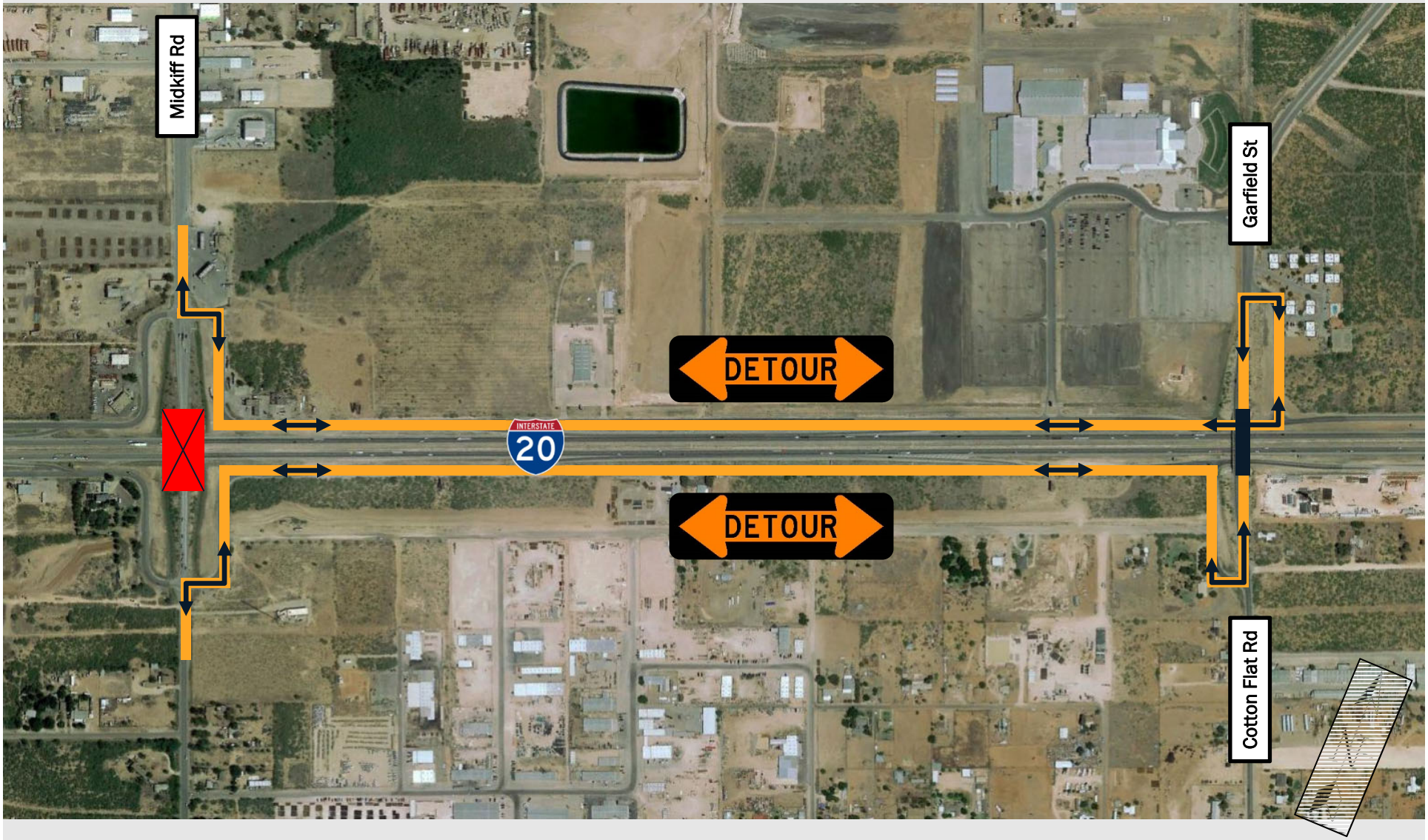
Project Overview – Ramp Reconfiguration

LEGEND
- Existing ramps to remain
- Existing ramps to be removed
- Proposed ramps



Proposed Ramp Configuration

Project Overview – Midkiff Road Detour



Environmental Considerations

Environmental Study:

NEPA requires environmental analysis of a project's impact on natural and human environment if federal funds are to be used.

Natural Environment

- Waters of the U.S./wetlands
- Water quality
- Vegetation
- Wildlife
- Threatened and endangered species

Human Environment

- Community impacts
- Bike/pedestrian considerations
- Parks
- Traffic noise
- Air quality
- Cultural resources
- Hazardous Materials

Project Timeline

Ongoing Public Outreach

Environmental Decision	Finalize Design	Project Letting	Begin Construction
Spring 2019	Summer 2019	January 2020	Spring 2020

- Construction Duration: Approx. 2.5 years
- Midkiff Rd Detour Duration: Approx. 1 year

Questions and Comments

Comments must be received or post-marked by March 15, 2019

Send comments to:

Texas Department of Transportation
Attn: Gabriel Ramirez, P.E.
3901 E. Hwy 80
Odessa, TX 79761

Gabriel.Ramirez@txdot.gov
432-498-4645

E. Figures

Photo 1. The Horseshoe Arena facility facing the Education Room from the parking lot.

Photo 2. External wayfinding signs direct the flow of attendees.

Photo 3. A sign in table greets attendees.

Photo 4. Informative brochures are available for attendees.

Photo 5. A comment table with forms and a collection box encourages feedback.

Photo 6. Attendees can view displays that exhibit project information, such as project location and typical sections.

Photo 7. A row of informative displays.

Photo 8. Attendees can review, and comment on, project schematics.

Photo 9. Attendees view schematics; TxDOT representatives are present.

Photo 10. Attendees view schematics; TxDOT representatives are present.

Photo 11. Attendees view displays and speak to TxDOT representatives.

Photo 12. Attendees have discussion.

Photo 13. Attendees are given an informative presentation about the project, back view.

Photo 14. Attendees are given an informative presentation about the project, side view.

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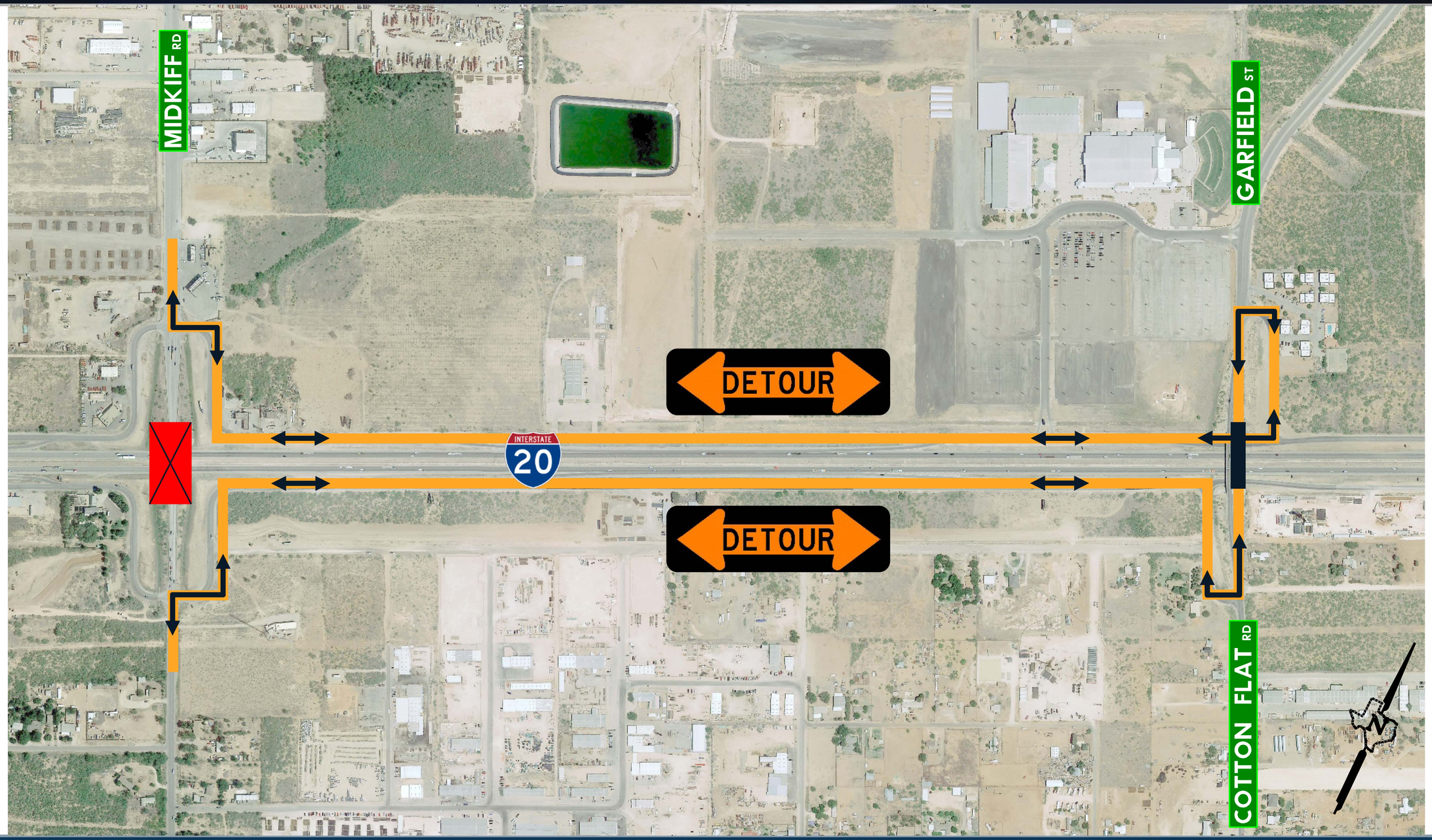
Photo 15. After the presentation, there is an open question and answer session, side view.

Photo 16. After the presentation, there is an open question and answer session, back view.

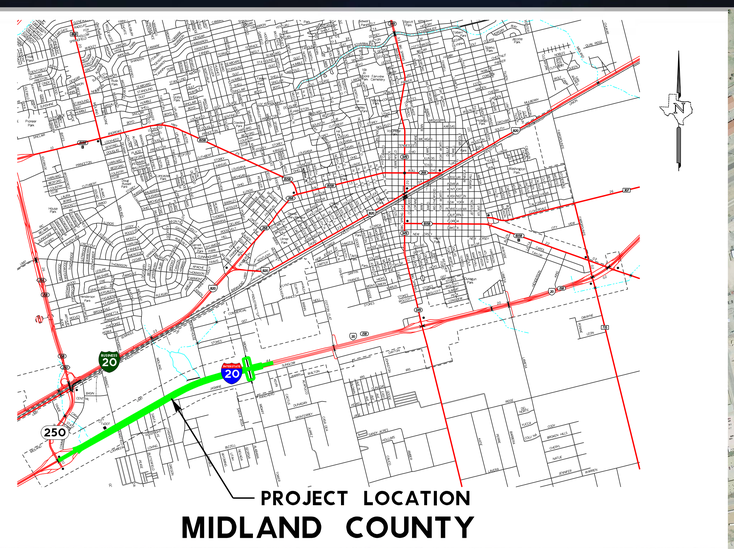
IH 20 - PROPOSED MIDKIFF RD DETOUR

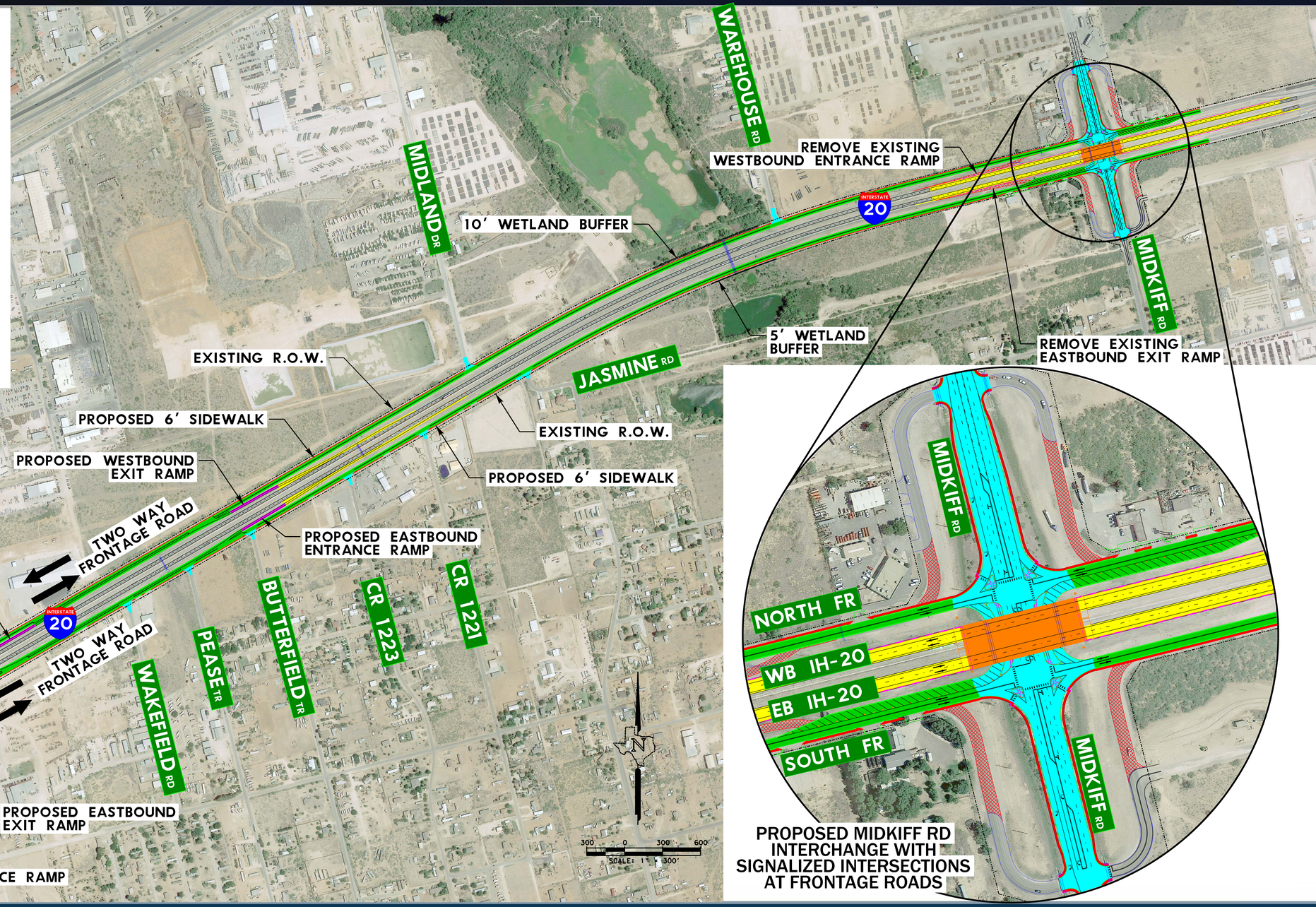


IH 20 AT MIDKIFF ROAD - CSJ: 0005-14-067

Texas Department of Transportation

IH 20 - PROPOSED IMPROVEMENTS

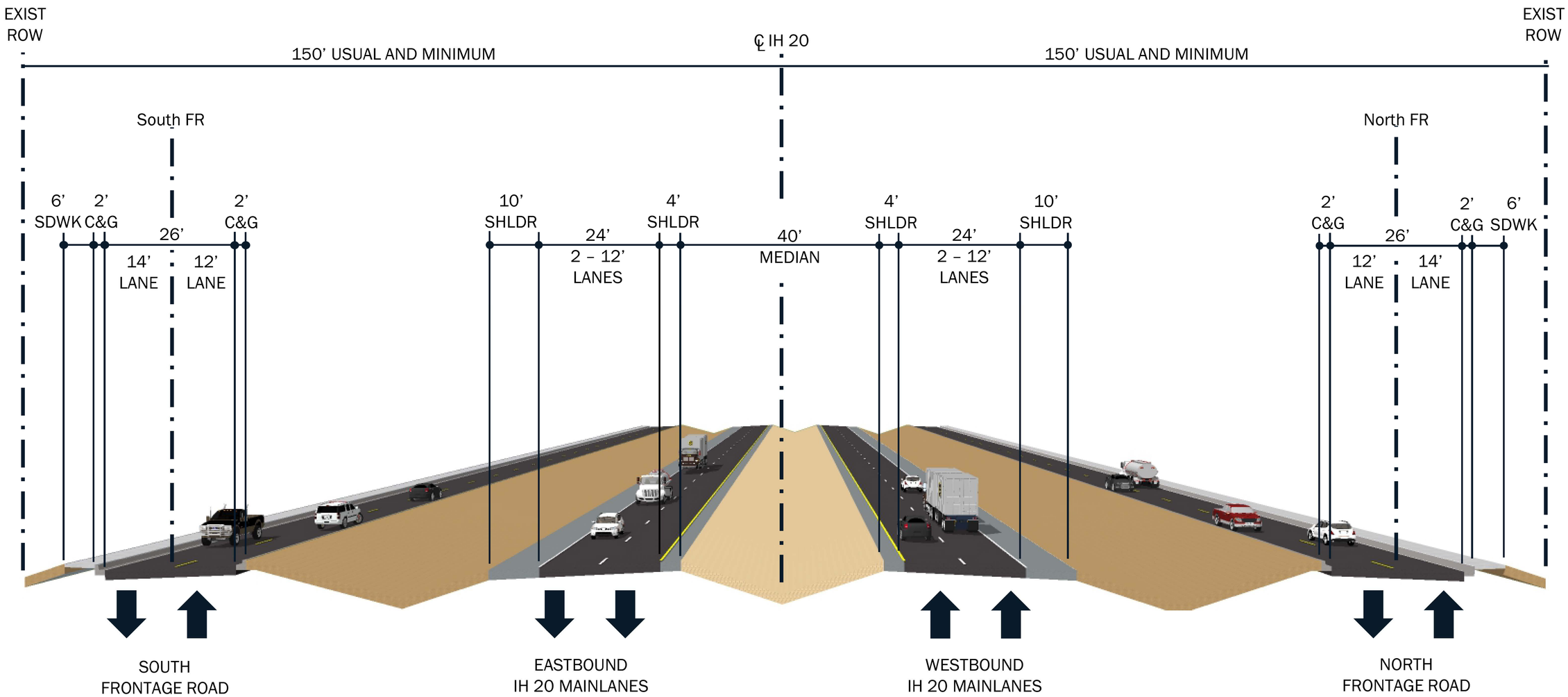




IH 20 AT MIDKIFF ROAD - CSJ: 0005-14-067

Texas Department of Transportation

IH 20 - PROPOSED TYPICAL SECTION



PROPOSED TYPICAL SECTION
(LOOKING WEST)

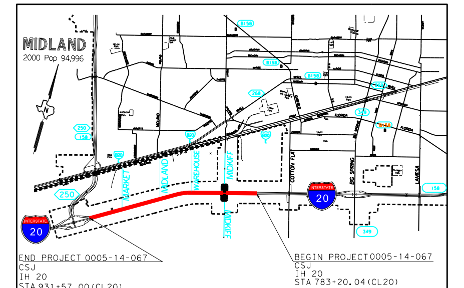
Texas Department of Transportation
©2018

ODESSA DISTRICT
DESIGN SCHEMATIC
JOHN R. SPEED, P.E.
DISTRICT ENGINEER

PROPOSED SCHEMATIC LAYOUT
IH 20

MIDLAND COUNTY
PROJECT LIMITS
CSJ: 0005-14-067
LIMITS: FROM 0.63 MILE EAST OF MIDKIFF RD TO 0.22 MILES EAST OF LOOP 250
LENGTH: 2.77 MILES

DESCRIPTION: PLAN AND PROFILE FOR MAINLANE, EBFR, WBFR. ROLL: 1 OF 1



VICINITY MAP
N.T.S.

PROJECT LENGTH: 2.77 MI (0.63 MI EAST OF MIDKIFF RD TO 0.22 MI EAST OF LP 250)

EQUATIONS: NONE

EXCEPTIONS: NONE

TRAFFIC DATA: IH 20: 57,400 ADT (2014)
85,200 ADT (2034)

INDEX OF ROLLS:

ROLL	DESCRIPTION
1	IH 20: PLAN AND PROFILE (ML, EBFR, WBFR)
2	IH 20: PLAN AND PROFILE (EBFR, WBFR, RAMPS)

FUNCTIONAL CLASSIFICATION & DESIGN SPEEDS:

ROADWAY	FUNCTIONAL CLASSIFICATION	DESIGN SPEED
IH 20	URBAN FREEWAY	70 MPH
RAMPS	URBAN PRINCIPAL ARTERIAL	50 MPH
FRONTAGE RD	URBAN PRINCIPAL COLLECTOR	45 MPH
MIDKIFF RD	URBAN PRINCIPAL ARTERIAL	45 MPH

NOTES:

1. AERIAL IMAGES SHOWN WERE OBTAINED FROM TEXAS DEPARTMENT OF TRANSPORTATION ON 09/11/2018 AND AERIAL IMAGERY ON 09/11/2018.

2. EXISTING TOPOGRAPHY SHOWN WAS PROVIDED BY THE TEXAS DEPARTEMENT OF TRANSPORTATION ON 09/11/2018.

3. EXISTING RIGHT OF WAY SHOWN WAS DEVELOPED FROM EXISTING RIGHT OF WAY MAPS OBTAINED FROM TEXAS DEPARTMENT OF TRANSPORTATION IN 09/11/2018.

0 50 100 200
HORIZ SCALE IN FEET

0 5 10 20
VERT SCALE IN FEET

Stantec
Engineered by Stantec Consulting Services Inc.
Texas Registered Engineering Firm F-6324

SCHEMATIC PREPARED BY:
JEFFREY E. WESANEN
117522
TEXAS REGISTRATION NUMBER
2/19/2019
DATE

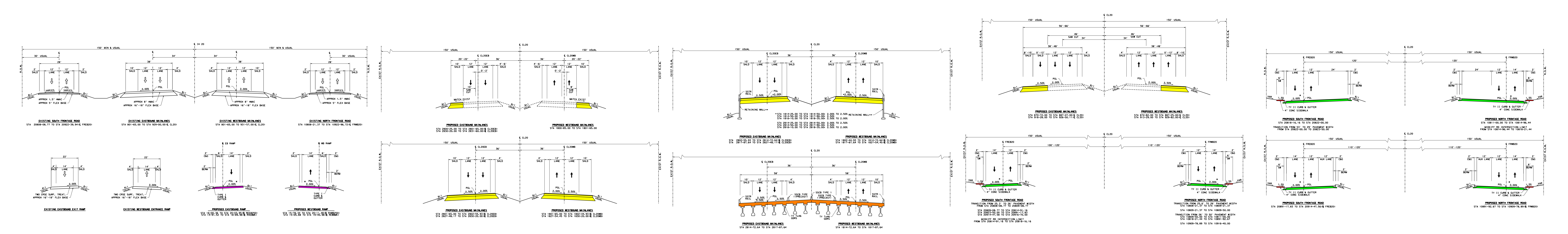
NOT INTENDED FOR CONSTRUCTION, BIDDING OR PERMIT PURPOSES

2/19/2019 5:23:45 PM

V:\2142\active\214220110\06-CAD\6.1-Sheets\6.1.0-Exhibit\Rolls\IH20*SCHEMATIC*ROLL3.dgn

LEGEND:

- GENERAL PURPOSE LANES (GP LANES)
- PROPOSED RAMP
- FRONTAGE ROAD
- BRIDGE
- DRIVEWAY
- CROSS STREET
- SIDEWALK
- PAVEMENT OBLITERATION
- TRAFFIC FLOW ARROW



Texas Department of Transportation
ODESSA DISTRICT
DESIGN SCHEMATIC
PROPOSED SCHEMATIC LAYOUT
IH 20
DESCRIPTION: PLAN AND PROFILE FOR MAINLANE, EBFR, WBFR. ROLL: 1 OF 1
VICINITY MAP
SCHEMATIC PREPARED BY:
JEFFREY E. WESANEN
NOT INTENDED FOR CONSTRUCTION, BIDDING OR PERMIT PURPOSES

F. Comments Received

PUBLIC MEETING COMMENT FORM

IH 20 Improvements
from Loop 250 to 0.5 miles east of Midkiff Road
Midland County

Midland County Horseshoe Arena, Education Room
2514 Arena Trail, Midland, TX 79706
February 28, 2019
5:00 – 7:00 PM

Per Texas Transportation Code, §201.881(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'm commenting
- ☒ I WORK ON THE I-20 CORRIDOR & HAVE TRAVELED IT DAILY FOR 24 YEARS. IT'S A DISASTER!

STEVE PRICE
Name
[redacted]

COMMENTS:

I HAVE ROUTINELY USED THE I-20 EXITS @ LOOP 250, 1788, & LOOP 338. RE-WORKING THESE INTERSECTIONS HAS NOT MADE THEM ANY BETTER. I HOPE THE MIDKIFF RD IMPROVEMENTS ACTUALLY WORK.

EVERY INTERSECTION WITH A TRAFFIC LIGHT SHOULD HAVE A DEDICATED RIGHT TURN LANE. TRAFFIC BACKS UP WAITING FOR ONE VEHICLE THAT IS GOING STRAIGHT.

I SEE SIDEWALKS ARE PLANNED FOR THE MIDKIFF RD PROJECT. A WASTE OF MONEY! LEAVE AN EASEMENT FOR FUTURE SIDEWALKS, BUT DON'T BUILD THEM.

ALL CURVES AT INTERSECTIONS SHOULD BE OF SUFFICIENT RADIUS TO ALLOW LARGE TRUCK TO PASS WITHOUT DRIVING OVER CURBS OR KNOCKING DOWN SIGNS.

OVER →

Written comments may be submitted this evening or mailed to the address below.
All comments must be received or postmarked by **March 15, 2019**.

TxDOT Odessa District, Attention: Gabriel Ramirez, P.E.
3901 East Highway 80, Odessa, Texas 79761

Comments may also be e-mailed to: Gabriel.Ramirez@txdot.gov

WE HAVE A LOT OF TRAFFIC THAT TURNS LEFT. USE 2 LANES FOR LEFT TURNS.

I'VE HEARD PLANS TO MAKE FRONTAGE ROADS ONE WAY IN THE FUTURE. THIS IS A TERRIBLE IDEA! INTERCHANGES ARE TOO FAR APART. FOR MY DAILY COMMUTE, THIS WOULD INCREASE MY DRIVING DISTACE BY 10 MILES. THAT'S 50 MILES PER WEEK, 2500 MILES EXTRA PER YEAR, AN EXTRA 150 GALLONS OF GAS, AND WASTE APPROXIMATE 100 HOURS OF MY TIME PER YEAR. 2-WAY TRAFFIC ON A FRONTAGE ROAD IS NO MORE DANGEROUS THAN ON OTHER STREETS. THERE HAVE BEEN A COUPLE OF ACCIDENTS AT FRONTAGE ROAD RAMPS. THESE COULD BE REDUCED/ELIMINATED BY USING ~~YIED~~ YIELD SIGNS WITH FLASHING LIGHTS.

I HAVE SEEN SEVERAL PEOPLE DIE ON I-20. I HAVE HELPED ~~EXTRA~~ PULL A DRIVER FROM AN UPSIDE DOWN TRUCK (HE LATER DIED*). I'M SICK OF IT! THIS ROAD NEEDS THOROUGH IMPROVEMENT PLANNING, ~~AND~~ BETTER QUALITY CONSTRUCTION, AND BETTER MAINTENANCE!

fold here

THIS GOES FOR FRONTAGE ROADS, TOO!

MY TRUCK HAS CRACKED 2 WHEELS DUE TO THE POOR CONDITION OF THE FRONTAGE ROAD. MY COMPANY HAD A TRAILER THAT HAD BOTH AXLES RIPPED OUT FROM UNDER IT ON THE FRONTAGE ROAD.

Please Place Postage Here

TxDOT Odessa District Office
ATTN: Gabriel Ramirez, P.E.
3901 East Highway 80
Odessa, Texas 79761

* SIDE NOTE: IF A DRIVER HAS AN ACCIDENT IN MIDLAND COUNTY, BUT DIES IN AN ODESSA HOSPITAL, IT'S NOT RECORDED AS A MIDLAND TRAFFIC DEATH.

RE: Public Meeting – February 28, 2019
from Loop 250 to 0.5 miles east of Midkiff Road in Midland County, Texas

PUBLIC MEETING COMMENT FORM

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Sheri Gray
Name

[redacted]

COMMENTS:

Why exactly are we needing Sidewalks? How much does that portion cost?

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Jason Kelliher
Name
[redacted]

COMMENTS:

The detour plan as presented will severly impact the already congested CR1200 / Cottonflat Road.

Unless careful planning and implementation of congestion relief measures are enacted, Quality of life for the residents living and working South of I-20 will be severly degradated by even more heinous Congestion and unsafe driving patterns.

Will there be any Increased Runoff flow from North to South towards the south draw via Midkiff & associated drainage conveyances?

there is no way 17' (or even 19' for that matter) Clearance is sufficient for oilfield Loads. They. Don't. Care.

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- ☐ I could benefit monetarily from the project or other item about which I'm commenting

Name: [redacted]

COMMENTS:

Consider the events that will be happening at the Horseshoe - particularly the fair in late August

Written comments may be submitted this evening or mailed to the address below.
All comments must be received or postmarked by **March 15, 2019.**

TxDOT Odessa District, Attention: Gabriel Ramirez, P.E.
3901 East Highway 80, Odessa, Texas 79761

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John Geib
Name
[redacted]

COMMENTS:

There will be lots of LARGE Trucks on southside access road. Should probably be built from concrete to prevent wash boarding.

Ensure city extends water main south of interstate during construction

Drainage down Midkiff is currently an issue Please ensure drainage is taken into account

sidewalks on North side is useless. no ~~wa~~one will use them

You cannot get onto cottonflat from the southside access road now due to traffic. The extra traffic will make this intersection a Death trap.

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Name: PATSY HOELSCHER

MIDLAND TX

[redacted]

COMMENTS:

PLEASE CONSIDER PLACING TEMPORARY LIGHTS ON COTTON FLAT ON BOTH SIDES OF I20 DURING CONSTRUCTION

AS WELL AS AT 140 & RANKIN HWY

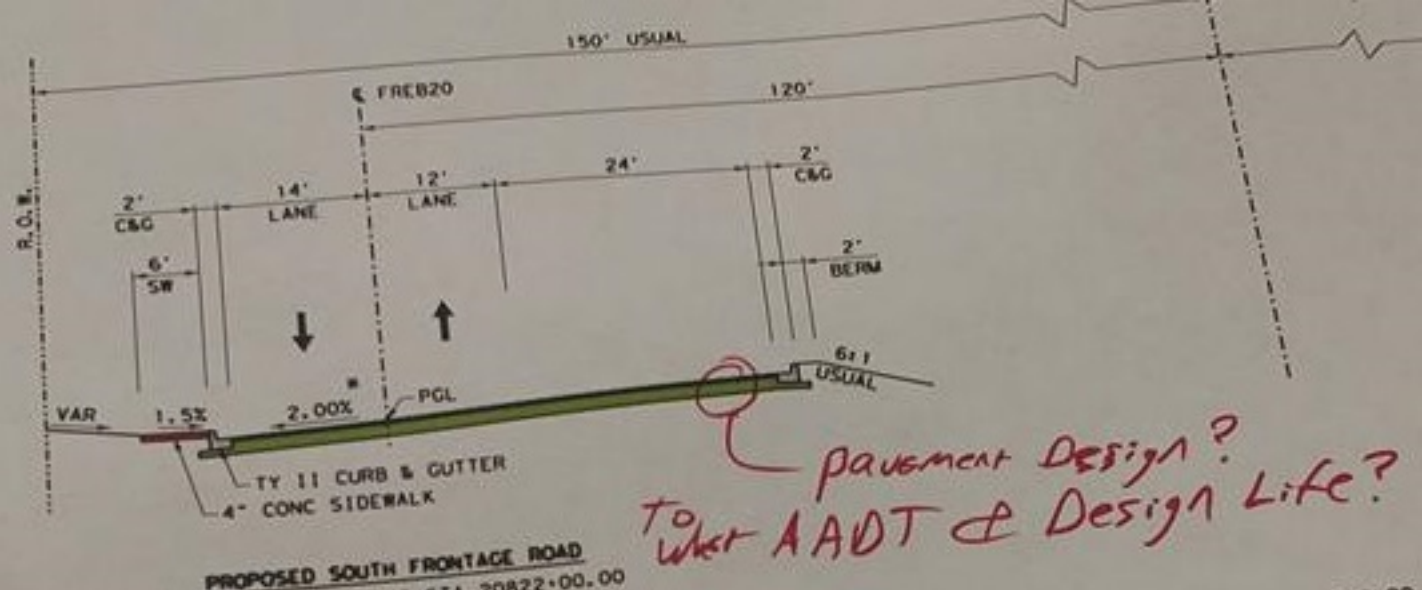
THIS MUST BE CONSIDERED, THE NUMBER OF PEOPLE THAT TRAVEL THESE ROADS ARE STAGGERING SO PLEASE INSURE WE CAN GET TO WORK/SCHOOL IN A TIMELY MANNER. I WOULD BE HAPPY TO CONSULT WITH ANYONE ON THIS PROJECT

Written comments may be submitted this evening or mailed to the address below.
All comments must be received or postmarked by **March 15, 2019.**

TxDOT Odessa District, Attention: Gabriel Ramirez, P.E.
3901 East Highway 80, Odessa, Texas 79761

Comments may also be e-mailed to: Gabriel.Ramirez@txdot.gov

Market St.?
PROPOSED WB ENTRANCE RAMP
EXIST R.O.W.
10910+00
10905+00


150' USUAL
℄ FREB20
120'
R.O.W.
2' C&G
14' LANE
12' LANE
24'
2' C&G
6' SW
2' BERM
6:1 USUAL
VAR
1.5%
2.00%
PGL
TY II CURB & GUTTER
4" CONC SIDEWALK
pavement Design?
To what AADT & Design Life?
PROPOSED SOUTH FRONTAGE ROAD
STA 20818+16.16 TO STA 20822+00.00
TRANSITION FROM 53' TO 29' PAVEMENT WIDTH
FROM STA 20822+00.00 TO 20823+50.00
℄ CL20
150' USUAL

Shannon Barrientes

From: Gene Powell Jr <[redacted]>
Sent: Wednesday, March 20, 2019 1:50 PM
To: Holly Brady; Gabriel Ramirez
Subject: RE: I-20 Upgrades and other questions

I responded through TRACK

Mr. Wade.
Mr. Ramirez forwarded your email to me for response. I am the public information officer and usually handle generic questions. Please feel free to contact either myself or Mr. Ramirez in the future with follow-up questions or suggestions. I just have to track our interactions with the public, and I have more time to develop responses. There are some points/questions where we don't have answers yet. And we certainly don't have a timeline - or funding -- identified yet. This process will be years in the making. Also, we won't comment on politics or other districts. That being said, I hope you find the answers below helpful.

Comment: On the Midkiff overpass: Will the Midkiff grade have 6 lanes - including a dedicated left turn lane in each direction and room for U-turns - similar to most SL-250 interchanges?
Response: The proposal calls for frontage roads to be two lanes, except for the areas where a bit of widening will accommodate the Texas U-turns. The ultimate proposal is for one-way frontage roads, which eliminates the need for left turn lanes. The interstate itself, will only handle through traffic.

Comment: Looking ahead toward widening IH-20 to 6 lanes, will this overpass be wide enough for the future expansion?
Response: Yes, the new overpass will be able to accommodate six lanes.

Comment: If so these may seem like foolish questions with obvious answers, but last weekend I spent 20 minutes waiting south of IH-20 while crews were milling and filling a frontage road which will entirely go away next year.
Response: I'm not sure where you are referring to. None of the frontage roads will go away next year.

Comment: Do the IH-20 one-way conversion projects include replacing existing underpasses at Cotton Flat and Fairgrounds Rd with overpasses similar to the current Midkiff project?
Response: Yes, eventually. Again, there is no timeline or funding yet.

Comment: And will the SH-349 overpass be replaced to accommodate full length left turn lanes as well as U-turns?
Response: U-turns only work if the frontage road is a one-way design, so I'm not sure what you mean by this question. There will be no need for left turn lanes on the I-20 service roads. The local roads going under I-20 will be designed on a case-by-case basis, but we will aim toward using maximum width/lanes. Sorry, but I don't have a more complete answer right now. The current overpass may need to be widened.

Comment: Similar question for FM-715 and SH-158.
Response: This location already has the interstate going over the local road, so the overpass will be widened at some point. The local road already has left turn lanes.

Comment: By the way, I haven't found an existing project proposal to widen FM-715 in the IH-20 area.
Response: There is no project identified yet to widen FM 715.

Comment: What are the plans for the SL-250/I-20 interchange? Will the one-way and widening projects precipitate reconfiguring that interchange to a correct layout? For example will the SL-250 frontage roads and bridges be realigned to allow the SL-250 main lanes to fly over IH-20, similar to the SL-250/SH-158 interchange?
Response: We are working on this proposal now. I would invite you to attend a public meeting in March that will outline a proposal for the I-20 corridor in Odessa-Midland. The events are 5-7 p.m. on Monday, March 25 at the Midland

Horseshoe Arena and Tuesday, March 26 at the Saulsbury Center at Odessa College. The meetings will present the same information.

Comment: Are there any plans in development to widen SH-191? Wichita Falls has miles of barely used 6-lane freeway. SH-191 probably has more traffic at it's lowest daytime flow than US-277 in Wichita Falls has at its peak.
Response: We have not identified a project to widen SH 191 at this time.

Comment: For purposes of my letters, is it reasonable to approximate cost based on the cost estimates for widening IH-20?
Response: We don't have any estimates for that corridor. Every project has its own unique characteristics in right of way needs and utilities. Since we haven't looked at SH 191 in any details, we can't offer advice on estimates.

Comment: Also, has it been considered to add direct interchanges at the SH-158/SL-250 interchange? Specifically ramps going directly between Southbound SL-250 and Westbound SH-158 as well as between Eastbound SH-158 and Northbound SL-250 would make a tremendous difference in the traffic backups on those frontage roads.
Response: Yes, those are part of the discussion. The Permian Basin Metropolitan Planning Organization is the group that sets priorities in Odessa-Midland for transportation projects. The MPO has two projects planned in the area. One moves ramps around in the next few years. The second adds a possible flyover(s) in 2040. To change that date would require a change in prioritization by the MPO. It would also require funding since the funding that has been earmarked isn't available until 2040.

Comment: In the same area, could we use braided ramps on SL-250 between SH-158 and Wadley?
Response: No projects are identified in this area as of yet. (Again, Wichita Falls scored these a few years ago. Their state rep must have some serious pull.)

Comment: Another thing: widening of SL-250, at least from North of SH-158 to West of Garfield. That entire stretch is bumper-to-bumper in all lanes for significant portions of the day. Is anything in the works for that?
Response: No projects are identified in this area as of yet.

Comment: Lastly, why do we have a Farm-to-Market road running for two miles entirely within the Midland city limits? There haven't been any farms there since I was a young child in the 1970's. On the other hand, South Midkiff/CR1210 legitimately carries farm traffic and lots of the West Texas equivalent: oilfield traffic. This traffic benefits people far beyond Midland County and is destroying that road. Perhaps FM-868 could be moved down there where it can do more good.
Response: FM 868 is a holdover. Transferring roads between governmental agencies is difficult because nobody wants to add more roads to take care of. At this time we aren't looking to acquire more roads in the county.

Comment: We are really at least 20 years behind on highway work around here. If it weren't for local funding initiatives we wouldn't even be as far as we are. Shame on our State Government for that.
Response: Just so you know, the Odessa District is spending more than $1.1 billion over the next four years in our 12-county area. Hope this helps.

-----Original Message-----
From: Holly Brady
Sent: Wednesday, March 20, 2019 1:40 PM
To: Gabriel Ramirez; Gene Powell Jr
Subject: RE: I-20 Upgrades and other questions

Did either of you provide a response to his questions? If so, can you forward the responses to me for the meeting summary, please?

-----Original Message-----
From: Gabriel Ramirez
Sent: Thursday, February 28, 2019 1:17 PM
To: Gene Powell Jr
Cc: Holly Brady
Subject: FW: I-20 Upgrades and other questions

Gene,

Please see email below from Mr. Wade.

Thank You.

-----Original Message-----
From: Kevin Wade [mailto:[redacted]]
Sent: Thursday, February 28, 2019 11:19 AM
To: Gabriel Ramirez
Subject: I-20 Upgrades and other questions

This email originated from outside of the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

Mr. Ramirez,

I have heard about today's meeting at the Midland Horseshoe and will attempt to attend. I do have a few questions about Midkiff/IH-20 and other projects as I prepare letters to our representatives in Austin. I hope you can help me.

On the Midkiff overpass:
Will the Midkiff grade have 6 lanes - including a dedicated left turn lane in each direction and room for U-turns - similar to most SL-250 interchanges? Looking ahead toward widening IH-20 to 6 lanes, will this overpass be wide enough for the future expansion? If so these may seem like foolish questions with obvious answers, but last weekend I spent 20 minutes waiting south of IH-20 while crews were milling and filling a frontage road which will entirely go away next year. I hate to make assumptions based on what seem like logical conclusions to me.

Do the IH-20 one-way conversion projects include replacing existing underpasses at Cotton Flat and Fairgrounds Rd with overpasses similar to the current Midkiff project? And will the SH-349 overpass be replaced to accommodate full length left turn lanes as well as U-turns? Similar question for FM-715 and SH-158. By the way, I haven't found an existing project proposal to widen FM-715 in the IH-20 area. If you've ever been there you know that road needs to be widened to at least 4 lanes for probably a quarter mile or more south of IH-20.

What are the plans for the SL-250/I-20 interchange? Will the one-way and widening projects precipitate reconfiguring that interchange to a correct layout? For example will the SL-250 frontage roads and bridges be realigned to allow the SL-250 main lanes to fly over IH-20, similar to the SL-250/SH-158 interchange?

Are there any plans in development to widen SH-191? Wichita Falls has miles of barely used 6-lane freeway. SH-191 probably has more traffic at it's lowest daytime flow than US-277 in Wichita Falls has at its peak.
For purposes of my letters, is it reasonable to approximate cost based on the cost estimates for widening IH-20?

Also, has it been considered to add direct interchanges at the

SH-158/SL-250 interchange? Specifically ramps going directly between Southbound SL-250 and Westbound SH-158 as well as between Eastbound
SH-158 and Northbound SL-250 would make a tremendous difference in the traffic backups on those frontage roads. In the same area, could we use braided ramps on SL-250 between SH-158 and Wadley? (Again, Wichita Falls scored these a few years ago. Their state rep must have some serious pull.)

Another thing: widening of SL-250, at least from North of SH-158 to West of Garfield. That entire stretch is bumper-to-bumper in all lanes for significant portions of the day. Is anything in the works for that?

Lastly, why do we have a Farm-to-Market road running for two miles entirely within the Midland city limits? There haven't been any farms there since I was a young child in the 1970's. On the other hand, South Midkiff/CR1210 legitimately carries farm traffic and lots of the West Texas equivalent: oilfield traffic. This traffic benefits people far beyond Midland County and is destroying that road. Perhaps FM-868 could be moved down there where it can do more good.

I know that as far as Austin goes, we won't get what we don't ask for.
My hope is to get enough voices asking to get something done this legislative session so that projects like these can move up a few years.
We are really at least 20 years behind on highway work around here. If it weren't for local funding initiatives we wouldn't even be as far as we are. Shame on our State Government for that. Roads are one of the few things that only government can do effectively. Education, welfare, professional licensing, etc. can all be done well privately. Roads, courts, law enforcement, and military protection really need government involvement. In this day and age roads are arguably the most relevant of these.

Thank you very much for indulging me. I look forward to your response.

Regards,
Kevin Wade

Shannon Barrientes

From: Gabriel Ramirez <[redacted]>
Sent: Monday, March 18, 2019 7:48 AM
To: Holly Brady
Subject: FW: I-20 Midkiff TX overpass - ornamental pedestrian railing
Attachments: Aegis II Xtreme - UT DoT.JPG; Aegis II Xtreme Spec - 180221.doc; Aegis II XtremeFlyer.pdf; Aegis II Xtreme.pdf; AEGIS X-TREME ARCH DWG.PDF

For the record.

Thanks.

From: White, Ken [mailto:[redacted]]
Sent: Wednesday, March 13, 2019 6:34 AM
To: Gabriel Ramirez
Subject: I-20 Midkiff TX overpass - ornamental pedestrian railing

This email originated from outside of the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

Mr. Gabriel Ramirez,

I trust this message finds you in good health and business is going well.

I understand that you are the advanced planning engineer for the above referenced project, and wanted to see if there were any requirements for ornamental pedestrian railings. If so, please find attached information on the Aegis II Xtreme product manufactured by Ameristar Perimeter Security USA. This product is ideal for overpasses and bridges that have pedestrian and/or bicycle traffic (see attachments). The product is engineered to meet AASHTO LRFD standards, is plate mounted to the concrete deck or knee wall, and can follow grade changes.

Please contact me at your convenience.

Respectfully submitted,

Kenneth M. White, PSP

Business Development Manager
Transportation – Federal - International
Ameristar Perimeter Security USA Inc, an ASSA ABLOY Group brand

www.ameristarfence.com www.ameristarsecurity.com

This email and any attachments are intended only for the person(s) addressed and may contain confidential or privileged information. If you are not the intended recipient, please advise us immediately by reply email, do not use or disclose the contents, and delete the message from your system. Thank you for your cooperation.

YANMAR

AMERISTAR® PERIMETER SECURITY USA INC.
AEGIS II® Xtreme - Ornamental Pedestrian Railing System – Internally Secured
Construction Specification – SECTION 32 31 19

PART 1 - GENERAL

1.01 WORK INCLUDED

The contractor shall provide all labor, materials and appurtenances necessary for installation of the industrial ornamental steel fence system defined herein at (specify project site).

1.02 RELATED WORK

Section ___ ___ - Earthwork
Section ___ ___ - Concrete

1.03 SYSTEM DESCRIPTION

The manufacturer shall supply a total industrial ornamental steel fence system of the Ameristar® Aegis II® Xtreme (specify Classic™, Majestic™, Genesis™ or Invincible™) design. They system shall include all components (i.e., pickets, rails, posts, and hardware) required.

1.04 QUALITY ASSURANCE

The contractor shall provide laborers and supervisors who are thoroughly familiar with the type of construction involved and materials and techniques specified.

1.05 REFERENCES

- ASTM A653/A653M - Standard Specification for Steel Sheet, Zinc-Coated (Galvanized) or Zinc-Iron Alloy Coated (Galvannealed) by the Hot-Dip Process.
- ASTM B117 - Practice for Operating Salt-Spray (Fog) Apparatus.
- ASTM D523 - Test Method for Specular Gloss.
- ASTM D714 - Test Method for Evaluating Degree of Blistering in Paint.
- ASTM D1654 - Test Method for Evaluation of Painted or Coated Specimens Subjected to Corrosive Environments.
- ASTM D2244 - Test Method for Calculation of Color Differences from Instrumentally Measured Color Coordinates.
- ASTM D2794 - Test Method for Resistance of Organic Coatings to the Effects of Rapid Deformation (Impact).
- ASTM D3359 - Test Method for Measuring Adhesion by Tape Test.
- ASTM F2408 – Ornamental Fences Employing Galvanized Steel Tubular Pickets.
- AASHTO LRFD Bridge Design Specifications, 6th Edition

1.06 SUBMITTAL

The manufacturer's submittal package shall be provided prior to installation.

1.07 PRODUCT HANDLING AND STORAGE

Upon receipt at the job site, all materials shall be checked to ensure that no damages occurred during shipping or handling. Materials shall be stored in such a manner to ensure proper ventilation and drainage, and to protect against damage, weather, vandalism and theft.

1.08 PRODUCT WARRANTY

A. All structural fence components (i.e. rails, pickets, and posts) shall be warranted within specified limitations, by the manufacturer for a period of ten (10) years from date of original purchase. Warranty shall cover any defects in material finish, including cracking, peeling, chipping, blistering, or corroding.

PART 2 - MATERIALS

2.01 MANUFACTURER

The fence system shall conform to Ameristar Aegis II Xtreme, (specify Classic, Majestic, Genesis, or Invincible) design, (specify 2-Rail or 3-Rail) style manufactured by Ameristar Perimeter Security USA Inc. in Tulsa, Oklahoma.

2.02 MATERIAL

A. Steel material for fence framework (i.e. tubular pickets, rails and posts), shall be galvanized prior to forming in accordance with the requirements of ASTM A653/A653M, with minimum yield strength of 50,000 psi. The steel shall be hot-dip galvanized to meet the requirements of ASTM A653/A653M with a minimum zinc coating weight of 0.90 oz/ft^2 (276 g/m^2), Coating Designation G-90.

B. Material for pickets shall be 1" square x 14 Ga. tubing. The cross-sectional shape of the rails shall conform to the manufacturer's ForeRunner Xtreme™ dual rail design with outside cross-section dimensions of 1.75" x 3.5" and a minimum material thickness of 14 Ga. Picket holes in the ForeRunner Xtreme rail shall be spaced 4.715" o.c., except for Invincible style, which shall be, spaced 4.98" o.c. Picket retaining rods shall be 0.125" diameter galvanized steel. High quality PVC grommets shall be supplied to seal all picket-to-rail intersections. Fence posts shall meet the minimum size of 4" x 11ga. with 5/8" thick minimum post plates.

C. Material for posts shall be 4" square x 11 Ga. Mounting plate options shall be engineered as required to meet herein described panel loading requirements.

2.03 FABRICATION

A. Pickets, rails and posts shall be precut to specified lengths. ForeRunner Xtreme rails shall be prepunched to accept pickets. Pickets shall be predrilled to accept retaining rods.

B. Grommets shall be inserted into the prepunched holes in the rails and pickets shall be inserted through the grommets so that predrilled picket holes align with the internal upper raceway of the ForeRunner Xtreme rails (Note: This can best be accomplished by making an alignment jig). Retaining rods shall be inserted into each ForeRunner Xtreme rail so that they pass through the predrilled holes in each picket. Panels shall be biasable, capable of 5 inches over eight foot span.

C. The manufactured galvanized rails shall be subjected to a multi-stage pretreatment/wash, followed by a dual stage coating process consisting of a cathodic electro-coat epoxy primer base coat and an electrostatic spray topcoat application, a PermaCoat® powder coat system. The manufactured galvanized pickets and posts be subjected to the PermaCoat® thermal stratification coating process (high-temperature, in-line, multi-stage, multi-layer) including, as a minimum, a six-stage pretreatment/wash, an electrostatic spray application of an epoxy base, and a separate electrostatic spray application of a polyester finish. The base coat shall be a thermosetting epoxy powder coating (gray in color) with a minimum thickness of 2 mils (0.0508mm). The topcoat shall be a "no-mar" TGIC polyester powder coat finish with a minimum thickness of 2 mils (0.0508mm). The color shall be (specify Black, Bronze, White, or Desert Sand). The stratification-coated framework shall be capable of meeting the performance requirements for each quality characteristic shown in Table 1.

D. AASHTO Compliant Loading - 2 rail systems (i.e., panels) shall be capable of supporting 450 lbs. vertical point load applied at any point along the span, 50 lbs. per linear foot vertical load and 50 lbs. per linear foot horizontal loading without permanent deformation per rail. Vertical and horizontal loading values shall be simultaneously applied. Completed section shall be capable of supporting a total vertical load of 1700 lbs. per section.

E. AASHTO Compliant Loading -3 rail systems (i.e., panels) shall be capable of supporting 480 lbs. vertical point load applied at any point along the span, 50 lbs. per linear foot vertical load, 50 lbs. per linear foot horizontal loading without permanent deformation per rail. Vertical and horizontal loading values shall be simultaneously applied. Completed section shall be capable of supporting a total vertical load of 2640 lbs. per section.

D. Completed Sections shall comply with AASHTO 13.8.2, Load Combination Limit State: Strength 3, 1.00 design live load, 1.25 dead load

PART 3 - EXECUTION

3.01 PREPARATION

All new installation shall be laid out by the contractor in accordance with the construction plans.

3.02 FENCE INSTALLATION

Fence post shall be spaced according to product drawings. For installations that must be raked to follow sloping grades, the post spacing dimension must be measured along the grade. Fence panels shall be attached to posts with brackets supplied by the manufacturer. Posts setting by methods such as plated posts or grouted core-drilled footers are permissible only if shown by engineering analysis to be sufficient in strength for the intended application.

3.03 FENCE INSTALLATION MAINTENANCE

When cutting/drilling rails or posts adhere to the following steps to seal the exposed steel surfaces; 1) Remove all metal shavings from cut area. 2) Apply zinc-rich primer to thoroughly cover cut edge and/or drilled hole; let dry. 3) Apply 2 coats of custom finish paint matching fence color. Failure to seal exposed surfaces per steps 1-3 above will negate warranty. Ameristar spray cans or paint pens shall be used to prime and finish exposed surfaces; it is recommended that paint pens be used to prevent overspray. Use of non-Ameristar parts or components will negate the manufactures' warranty.

3.04 CLEANING

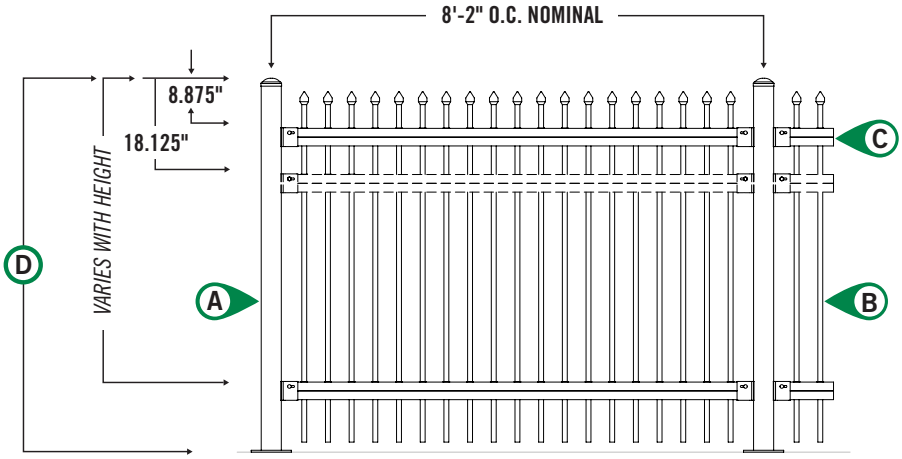
The contractor shall clean the jobsite of excess materials; post-hole excavations shall be scattered uniformly away from posts.

Table 1 – Coating Performance Requirements

Quality Characteristics	ASTM Test Method	Performance Requirements
Adhesion	D3359 – Method B	Adhesion (Retention of Coating) over 90% of test area (Tape and knife test).
Corrosion Resistance	B117, D714 & D1654	Corrosion Resistance over 3,500 hours (Scribed per D1654; failure mode is accumulation of 1/8" coating loss from scribe or medium #8 blisters).
Impact Resistance	D2794	Impact Resistance over 60 inch lb. (Forward impact using 0.625" ball).
Weathering Resistance	D2244, D523 (60˚ Method)	Weathering Resistance over 1,000 hours (Failure mode is 60% loss of gloss or color variance of more than 3 delta-E color units).

AEGIS II® XTREME | 2 & 3-RAIL OPTIONS | 4" AIR-SPACE

STANDARD BOTTOM OPTION



Classic panel shown

- (A) 4"sq x 11ga PLATED POSTS
- (B) 1"sq x 14ga PICKETS
- (C) 1.75" x 3.5" x 14ga ForeRunner Xtreme RAILS
- (D) 3½', 4', 5', 6', 7' & 8' PANEL HEIGHTS

PANELS REQUIRE ASSEMBLY

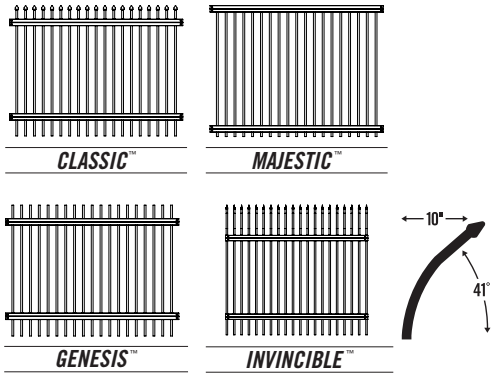
Refer to construction specification & tables within this section for recommended post spacing by bracket type

Effective: 01/01/16

AEGIS II® XTREME | 2-RAIL PANELS | 8' PANEL LENGTH

STANDARD BOTTOM | 8' PANEL LENGTH *(92.625"/ 91.25"† actual width)* **| 19 / 20† PICKETS PER PANEL | ASSEMBLY REQUIRED**

PANEL	ITEM NUMBER	WEIGHT	STOCKING
3.5'	X2☒⊗20408	128 lbs	⊘
4'	X2☒⊗20468	136 lbs	⊘
5'	X2☒⊗20588	153 lbs	⊘
6'	X2☒⊗20708	171 lbs	⊘
7'	X2☒⊗20828	187 / 193†	⊘
8'	X2☒⊗20948	204 / 212†	⊘



☒ = ***FENCE STYLES AVAILABLE*** | **C** = Classic **M** = Majestic **G** = Genesis **I** = Invincible†

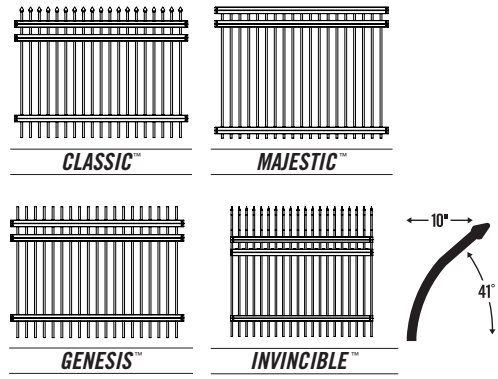
⊗ = ***COLOR OPTIONS AVAILABLE*** | **B** = Black **N** = Bronze **W** = White **S** = Sand

⊘ = ***NON-STOCKED PRODUCT***
For details, see Ameristar's Sales Policy in the catalog guide.

AEGIS II® XTREME | 3-RAIL PANELS | 8' PANEL LENGTH

STANDARD BOTTOM | 8' PANEL LENGTH *(92.625"/ 91.25"† actual width)* **| 19 / 20† PICKETS PER PANEL | ASSEMBLY REQUIRED**

PANEL	ITEM NUMBER	WEIGHT	STOCKING
3.5'	X2☒⊗30408	160 lbs	⊘
4'	X2☒⊗30468	168 lbs	⊘
5'	X2☒⊗30588	185 lbs	⊘
6'	X2☒⊗30708	202 lbs	⊘
7'	X2☒⊗30828	219 / 225†	⊘
8'	X2☒⊗30948	236 / 244†	⊘



☒ = ***FENCE STYLES AVAILABLE*** | **C** = Classic **M** = Majestic **G** = Genesis **I** = Invincible†

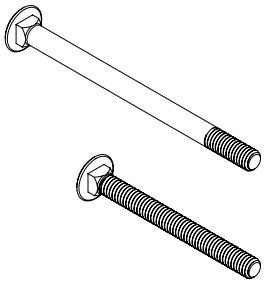
⊗ = ***COLOR OPTIONS AVAILABLE*** | **B** = Black **N** = Bronze **W** = White **S** = Sand

⊘ = ***NON-STOCKED PRODUCT***
For details, see Ameristar's Sales Policy in the catalog guide.

Effective: 01/01/16

AEGIS II® XTREME | FASTENERS

AVAILABLE IN BOX QUANTITIES ONLY



DESCRIPTION	ITEM	ITEM NUMBER	WEIGHT	BAG QTY
Carriage Bolts	3/8" - 16 x 5.440"	2-0081-1P-20	3.8 lbs	20
	3/8" - 16 x 6.281"	2-0082-1P-20	4.4 lbs	20
	3/8" - 16 x 7.125"	2-0084-1P-20	4.8 lbs	20
	5/16" x 3"	HB549P-20	1.4 lbs	20
	5/16" x 3.25"	2-0083-1P-20	1.4 lbs	20
Stainless Steel Carriage Bolts Black				

Flange Nuts	.375"	3-0039-1P-20	.4 lbs	20

Tri Groove Security Nuts	.3125"	3-0032-1P-20	.3 lbs	20

Fastener Socket	Tri-Groove	6-0058	.06 lbs	1
Tamper-proof fasteners require socket for installation				

AEGIS II® XTREME | FINIALS

FINIALS & PICKET PLUGS FOR GENESIS PANELS ONLY

QUAD FLARE
1" / .5 lbs
A⊗ 512

TRIAD
1" /.5 lbs
A⊗ 514

ROYALTY
1" / .26 lbs
A⊗ 526

1" PRESS FIT PICKET FINIALS

» **19 finals required per 8' panel**

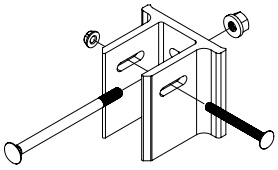
⊗ = ***COLOR OPTIONS AVAILABLE*** | **B** = Black **N** = Bronze **W** = White **S** = Sand

NOTE: Picket plugs are available in bag quantities only / 19 plugs per bag.
Item number: 8450P-20 = **B** / 8453P = **W**

Effective: 01/01/16

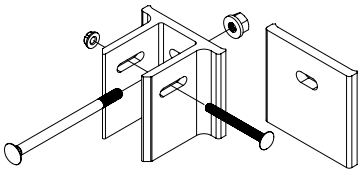
AEGIS II® XTREME | BRACKETS

AVAILABLE IN BAG QUANTITIES ONLY



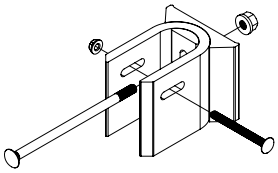
DESCRIPTION	ITEM NUMBER	ITEM # QTY	WEIGHT
Line Bracket Kit - 2 Rail System	AX⊗ 2L	4	5.50 lbs
Line Bracket Kit - 3 Rail System	AX⊗ 3L	6	8.25 lbs
Line Bracket Kit - Individual	AX⊗ LB	1	1.46 lbs

Below Item qtys based on bracket system: 2 Rail System qty of 4 each - 3 rail system qty of 6 each - Individual qty of 1 each Flt. Mnt. Brkt | 3/8" x 5.44" & 5/16" x 3" Carriage Bolt | 3/8" Flange Nut | 5/16" Tri-Groove Security Nut



End Bracket - 2 Rail System	AX⊗ 2E	2	4 lbs
End Bracket - 3 Rail System	AX⊗ 3E	3	6 lbs
End Bracket Kit - Individual	AX⊗ EB	1	2 lbs

Below Item qtys based on bracket system: 2 Rail System qty of 2 each - 3 rail system qty of 3 each - Individual qty of 1 each Flt. Mnt. Brkt | 3/8" x 5.44" & 5/16" x 3" Carriage Bolt | 3/8" Flange Nut | 5/16" Tri-Groove Security Nut | End Plate Brkt



Swivel Bracket - 2 Rail System	AX⊗ 2S	2	5.97 lbs
Swivel Bracket - 3 Rail System	AX⊗ 3S	3	8.95 lbs
Swivel Bracket Kit - Individual	AX⊗ SB	1	2.95 lbs

Below Item qtys based on bracket system: 2 Rail System qty of 2 each - 3 rail system qty of 3 each - Individual qty of 1 each Swivel Brkt, Base & Washer | 3/8" x 6.281", 3/8" x 7.125", & 5/16" x 3.25" Carriage Bolt | 3/8" Flange Nut | 5/16" Tri-Groove Security Nut

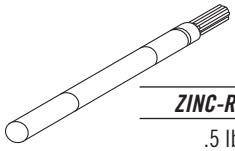
⊗ = ***COLOR OPTIONS AVAILABLE*** | **B** = Black **N** = Bronze **W** = White **S** = Sand

** Not for use with Invincible style panels*

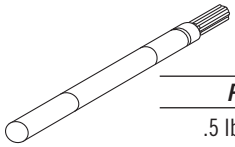
AEGIS II® XTREME | CUSTOM FINISHES

WARRANTY ON CUT COMPONENTS VOID WITHOUT PROPER TOUCH-UP APPLICATION*

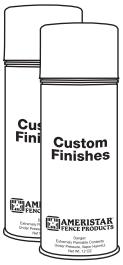
**For details & the guidelines for the proper 3-step process, see Ameristar's Sales Policy in the catalog guide*



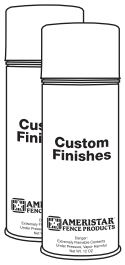
ZINC-RICH PAINT PEN
.5 lbs / PZ100



PAINT PEN
.5 lbs / P⊗100



SPRAY PAINT
1.1 lbs / F⊗100



ZINC-RICH PRIMER
1.1 lbs / FZ100

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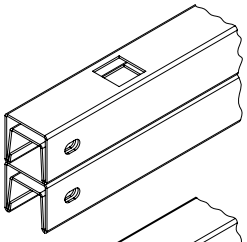
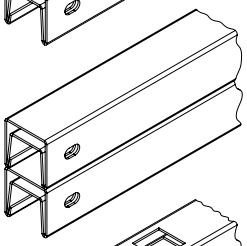
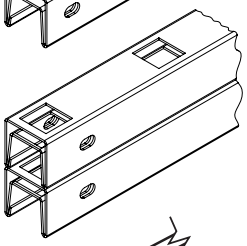
AEGIS II® XTREME | COMPONENTS



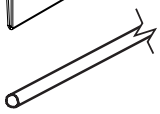
DESCRIPTION	PANEL HEIGHT	LENGTH	ITEM NUMBER	BOX QTY	WEIGHT
ForeRunner Rail / Through Punched	**8'**	**92.625"**	CX⊗D8N	**4**	**17 lbs**
Used for Classic, Genesis & Majestic (not Majestic top rail) styles. Includes grommets & retaining rods.					



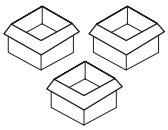
ForeRunner Rail / Bottom Punched	**8'**	**92.625"**	MX⊗D8N	**4**	**18 lbs**
Used for Majestic top rail. Includes retaining rods.					



ForeRunner Rail / Through Punched FOR INVINCIBLE ONLY	**8'**	**91.25"**	IX⊗D8N	**4**	**17 lbs**
Used for Invincible style. Includes grommets & retaining rods.					



Retaining Rods	92.625"		H530P	**1**	**.32 lbs**
Galvanized over .125" diameter steel.					

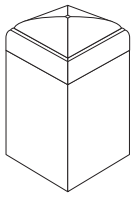


Grommet Sets	.75" sq.		X⊗190P-20	**19**	**4 oz.**
Available in bag quantities only.					

⊗ = ***COLOR OPTIONS AVAILABLE*** | **B** = Black **N** = Bronze **W** = White **S** = Sand

Effective: 01/01/16

AEGIS II® XTREME | STEEL SQUARE POSTS



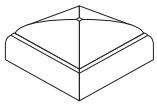
STEEL POSTS

4"sq. x 11ga.

POST LENGTH	PLATE SIZE	ITEM NUMBER	WEIGHT
4'	8" sq. x .375" / .5625" holes (8876G)	P⊗40048P	33 lbs
5'	8" sq. x .375" / .5625" holes (8876G)	P⊗40060P	39 lbs
6'	8" sq. x .375" / .5625" holes (8876G)	P⊗40072P	47 lbs
7'	8" sq. x .375" / .5625" holes (8876G)	P⊗40084P	54 lbs
8'	8" sq. x .375" / .5625" holes (8876G)	P⊗40096P	61 lbs
9'	8" sq. x .375" / .5625" holes (8876G)	P⊗40108P	67 lbs
10'	8" sq. x .375" / .5625" holes (8876G)	P⊗40120P	74 lbs

NOTE: 4" x 11ga steel posts are required. Post mounting option shall be determined by project specific engineering calculations. Engineering provided by others.

AEGIS II® XTREME | POST CAPS



STANDARD FLAT CAP
Steel

BALL CAP
Aluminum

CAP SIZE	CAP TYPE	ITEM NUMBER	WEIGHT
4"sq.	**Flat Cap**	A⊗509	**0.4 lbs**
4"sq.	**Ball Cap**	A⊗517	**2.0 lbs**

⊗ = ***COLOR OPTIONS AVAILABLE*** | **B** = Black **N** = Bronze **W** = White **S** = Sand

Effective: 01/01/16

AEGIS II® XTREME | CONSTRUCTION SPECIFICATION 32 31 19

HEAVY INDUSTRIAL STEEL ORNAMENTAL FENCE SYSTEM – INTERNALLY SECURED

PART 1 - GENERAL

1.01 WORK INCLUDED

The contractor shall provide all labor, materials and appurtenances necessary for installation of the industrial ornamental steel fence system defined herein at (specify project site).

1.02 RELATED WORK

Section ___ ___ - Earthwork
Section ___ ___ - Concrete

1.03 SYSTEM DESCRIPTION

The manufacturer shall supply a total industrial ornamental steel fence system of the Ameristar® Aegis II® Xtreme (specify Classic™, Majestic™, Genesis™ or Invincible™) design. They system shall include all components (i.e., pickets, rails, posts, and hardware) required.

1.04 QUALITY ASSURANCE

The contractor shall provide laborers and supervisors who are thoroughly familiar with the type of construction involved and materials and techniques specified.

1.05 REFERENCES

- **ASTM A653/A653M** – Standard Specification for Steel Sheet, Zinc–Coated *(Galvanized)* or Zinc–Iron Alloy Coated *(Galvannealed)* by the Hot–Dip Process
- **ASTM B117** – Practice for Operating Salt–Spray *(Fog)* Apparatus
- **ASTM D523** – Test Method for Specular Gloss
- **ASTM D714** – Test Method for Evaluating Degree of Blistering in Paint
- **ASTM D1654** – Test Method for Evaluation of Painted or Coated Specimens Subjected to Corrosive Environments
- **ASTM D2244** – Test Method for Calculation of Color Differences from Instrumentally Measured Color Coordinates
- **ASTM D2794** – Test Method for Resistance of Organic Coatings to the Effects of Rapid Deformation (Impact)
- **ASTM D3359** – Test Method for Measuring Adhesion by Tape Test
- **ASTM F2408** – Ornamental Fences Employing Galvanized Steel Tubular Pickets
- **AASHTO LRFD Bridge Design Specifications, 6th Edition**

1.06 SUBMITTAL

The manufacturer's submittal package shall be provided prior to installation.

1.07 PRODUCT HANDLING AND STORAGE

Upon receipt at the job site, all materials shall be checked to ensure that no damages occurred during shipping or handling. Materials shall be stored in such a manner to ensure proper ventilation and drainage, and to protect against damage, weather, vandalism and theft.

1.08 PRODUCT WARRANTY

A. All structural fence components *(i.e. rails, pickets, and posts)* shall be warranted within specified limitations, by the manufacturer for a period of 10 years from date of original purchase. Warranty shall cover any defects in material finish, including cracking, peeling, chipping, blistering or corroding.

PART 2 - MATERIALS

2.01 MANUFACTURER

The fence system shall conform to Ameristar Aegis II Xtreme, (specify Classic, Majestic, Genesis, or Invincible) design, (specify 2-Rail or 3-Rail) style manufactured by Ameristar Perimeter Security USA Inc. in Tulsa, Oklahoma.

2.02 MATERIAL

A. Steel material for fence framework (i.e. tubular pickets, rails and posts), shall be galvanized prior to forming in accordance with the requirements of ASTM A653/A653M, with minimum yield strength of 50,000 psi. The steel shall be hot-dip galvanized to meet the requirements of ASTM A653/A653M with a minimum zinc coating weight of 0.90 oz/ft2 (276 g/m2), Coating Designation G-90.

B. Material for pickets shall be 1” square x 14 Ga. tubing. The cross-sectional shape of the rails shall conform to the manufacturer’s ForeRunner Xtreme™ dual rail design with outside cross-section dimensions of 1.75” x 3.5” and a minimum material thickness of 14 Ga. Picket holes in the ForeRunner Xtreme rail shall be spaced 4.715” o.c., except for Invincible style, which shall be, spaced 4.98” o.c. Picket retaining rods shall be 0.125” diameter galvanized steel. High quality PVC grommets shall be supplied to seal all picket-to-rail intersections. Fence posts shall meet the minimum size of 4” x 11ga. with 5/8” thick minimum post plates.

C. Material for posts shall be 4” square x 11 Ga. Mounting plate options shall be engineered as required to meet herein described panel loading requirements.

AEGIS II® XTREME | CONSTRUCTION SPECIFICATION 32 31 19

HEAVY INDUSTRIAL STEEL ORNAMENTAL FENCE SYSTEM – INTERNALLY SECURED

2.03 FABRICATION

A. Pickets, rails and posts shall be precut to specified lengths. ForeRunner Xtreme rails shall be prepunched to accept pickets. Pickets shall be predrilled to accept retaining rods.

B. Grommets shall be inserted into the prepunched holes in the rails and pickets shall be inserted through the grommets so that predrilled picket holes align with the internal upper raceway of the ForeRunner Xtreme rails (Note: This can best be accomplished by making an alignment jig). Retaining rods shall be inserted into each ForeRunner Xtreme rail so that they pass through the predrilled holes in each picket. Panels shall be biasable, capable of 5 inches over eight foot span.

C. The manufactured galvanized rails shall be subjected to a multi-stage pretreatment/wash, followed by a dual stage coating process consisting of a cathodic electro-coat epoxy primer base coat and an electrostatic spray topcoat application, a PermaCoat® powder coat system. The manufactured galvanized pickets and posts be subjected to the PermaCoat thermal stratification coating process (high-temperature, in-line, multi-stage, multi-layer) including, as a minimum, a six-stage pretreatment/wash, an electrostatic spray application of an epoxy base, and a separate electrostatic spray application of a polyester finish. The base coat shall be a thermosetting epoxy powder coating (gray in color) with a minimum thickness of 2 mils (0.0508mm). The topcoat shall be a "no-mar" TGIC polyester powder coat finish with a minimum thickness of 2 mils (0.0508mm). The color shall be (specify Black, Bronze, White, or Desert Sand). The stratification-coated framework shall be capable of meeting the performance requirements for each quality characteristic shown in Table 1.

D. AASHTO Compliant Loading - 2 rail systems (i.e., panels) shall be capable of supporting 450 lbs. vertical point load applied at any point along the span, 50 lbs. per linear foot vertical load and 50 lbs. per linear foot horizontal loading without permanent deformation per rail. Vertical and horizontal loading values shall be simultaneously applied. Completed section shall be capable of supporting a total vertical load of 1700 lbs. per section.

E. AASHTO Compliant Loading -3 rail systems (i.e., panels) shall be capable of supporting 480 lbs. vertical point load applied at any point along the span, 50 lbs. per linear foot vertical load, 50 lbs. per linear foot horizontal loading without permanent deformation per rail. Vertical and horizontal loading values shall be simultaneously applied. Completed section shall be capable of supporting a total vertical load of 2640 lbs. per section.

F. Completed Sections shall comply with AASHTO 13.8.2, Load Combination Limit State: Strength 3, 1.00 design live load, 1.25 dead load.

PART 3 - EXECUTION

3.01 PREPARATION

All new installation shall be laid out by the contractor in accordance with the construction plans.

3.02 FENCE INSTALLATION

Fence post shall be spaced according to product drawings. For installations that must be raked to follow sloping grades, the post spacing dimension must be measured along the grade. Fence panels shall be attached to posts with brackets supplied by the manufacturer. Posts setting by methods such as plated posts or grouted core-drilled footers are permissible only if shown by engineering analysis to be sufficient in strength for the intended application.

3.03 FENCE INSTALLATION MAINTENANCE

When cutting/drilling rails or posts adhere to the following steps to seal the exposed steel surfaces; 1) Remove all metal shavings from cut area. 2) Apply zinc-rich primer to thoroughly cover cut edge and/or drilled hole; let dry. 3) Apply 2 coats of custom finish paint matching fence color. Failure to seal exposed surfaces per steps 1-3 above will negate warranty. Ameristar spray cans or paint pens shall be used to prime and finish exposed surfaces; it is recommended that paint pens be used to prevent overspray. Use of non-Ameristar parts or components will negate the manufactures' warranty.

3.04 CLEANING

The contractor shall clean the jobsite of excess materials; post-hole excavations shall be scattered uniformly away from posts.

SEE REFERENCED TABLES ON THE FOLLOWING PAGE

AEGIS II® XTREME | CONSTRUCTION SPECIFICATION 32 31 19

HEAVY INDUSTRIAL STEEL ORNAMENTAL FENCE SYSTEM – INTERNALLY SECURED

TABLE 1

COATING PERFORMANCE REQUIREMENTS		
QUALITY CHARACTERISTICS	ASTM TEST METHOD	PERFORMANCE REQUIREMENTS
ADHESION	D3359 – METHOD B	**Adhesion** *(retention of coating)* **over 90% of test area** *(tape and knife kit test).*
CORROSION RESISTANCE	B117, D714, D1654	**Corrosion resistance over 3,500 hours** *(scribed per D1654; failure mode is accumulation of 1/8" coating loss from scribe or medium #8 blisters)*
IMPACT RESISTANCE	D2794	**Impact resistance over 60" lb.** *(forward impact using 0.625" ball).*
WEATHERING RESISTANCE	D822 D2244, D523 (60º method)	**Weathering resistance over 1,000 hours** *(failure mode is 60% loss of gloss or color variance of more than 3 delta-E color units).*

TABLE 2

AEGIS II XTREME POST SPACING BY BRACKET TYPE						
SPAN	Invincible 8' nominal *(91¼")*			Classic, Genesis & Majestic 8' nominal *(92⅝" rails)*		
POST SIZE	4"			4"		
BRACKET TYPE	LINE/END TO LINE/END	LINE/END TO SWIVEL	SWIVEL TO SWIVEL	LINE/END TO LINE/END	LINE/END TO SWIVEL	SWIVEL TO SWIVEL
POST SETTINGS ± .25" O.C.	96.75"	97.75"	98.75"	98.375"	99.875"	101.25"

**When using swivel brackets on either or both ends of a panel installation, care must be taken to ensure the spacing between post and adjoining pickets meets applicable codes. This may require trimming one or both ends of panel.*

Effective: 01/01/16

AEGIS II® XTREME | LIMITED WARRANTY

INTERNALLY SECURED STEEL ORNAMENTAL FENCE PRODUCTS

Aegis II® Xtreme Ornamental Pedestrian Railing System by Ameristar® is manufactured from the highest quality materials by skilled craftsmen to meet the highest standards of workmanship in the industry. Galvanized steel framework shall be subject to a six stage pretreatment/wash followed by an electrostatic spray application of PermaCoat® Color System, a two coat powder system. The base coat is a thermosetting epoxy powder coating *(gray in color).* The top coat is a *"no-mar"* TGIC polyester powder coat finish, which provides the protection necessary to withstand adverse environmental conditions.

The powder coated surface on all framework *(i.e., pickets, rails and posts)* by Ameristar is guaranteed under normal and proper usage, against cracking, peeling, chipping, blistering or corroding for a period of ten (10) years from the original purchase date. Normal and proper usage does not include physical damage, abrasion or exposure to salty environments to the protective coating.

Aegis II Xtreme Ornamental Pedestrian Railing System framework is also guaranteed for the same period of time against defects in workmanship or materials.

Should any ornamental fence framework manufactured by Ameristar Perimeter Security fail in accordance with any of the above conditions, Ameristar warrants to the original purchaser their redemption through replacement, renewal or issuance of a pro-rated credit. The decision as to which method of redemption is allowed is solely at the discretion of Ameristar.

If pro-rated allowance is the chosen alternative, the amount will be based on the total number of years under warranty from date of purchase to date of claim, based on the original cost of framing materials found to be defective. Notice of failure under the conditions of this warranty shall be sent to Ameristar or its authorized representative, in writing, together with proof of purchase and shall specify the nature of the defect and when it was first observed. When cutting Aegis II Xtreme components immediately seal the exposed surfaces by 1) Removing all metal shavings from cut area, 2) Apply zinc-rich primer to thoroughly cover cut edge and drilled hole; let dry, 3) Apply two (2) coats of custom finish paint matching fence color

Failure to seal exposed surfaces per steps 1-3 will negate warranty. If the contractor uses non Ameristar parts/components this will negate the warranty. Should the fence be improperly installed, Ameristar shall not be responsible for guaranteed performance or appearance of the material. Neither does this guarantee apply when failure or damage is due to improper use or application, abuse or misuse, salty environments, vandalism or acts of God. Ameristar reserves the right to inspect the material to determine validity of the claim.

Upon validation of the claim by Ameristar or its authorized representative, redemption by replacement, renewal or issuance of a pro-rated credit shall be made by Ameristar. Reimbursement for the costs of removal and installation of materials are not included in the guarantee, nor will Ameristar provide those services.

The above constitutes the complete warranty by the manufacturer. No other agreement, written or implied, is valid. Ameristar does not authorize any other person or agent to make any other express warranties. Ameristar neither assumes nor authorizes any other person or agent to assume any other liability in connection with Aegis Xtreme II Ornamental Pedestrian Railing System. Some jurisdictions do not allow limitations on how long an implied warranty lasts, nor do they allow an exclusion or limitation of incidental or consequential damages; therefore, the limitations and exclusions noted herein may not apply.

Effective: 01/01/16

AEGIS II® XTREME

ORNAMENTAL PEDESTRIAN RAILING

Engineered to meet AASHTO LRFD

Aegis II Xtreme is the obvious front-runner in *strength and durability for decorative pedestrian bridge railing.* With a dual ForeRunner rail and *multi-layer coating,* this pedestrian railing is unmatched in overall product performance. In addition, the manufactured design of Aegis II Xtreme allows for a simplistic installation that yields extreme project savings.

FENCE PRODUCTS

AMERISTARFENCE.COM | *888-333-3422*

ASSA ABLOY, the global leader in door opening solutions

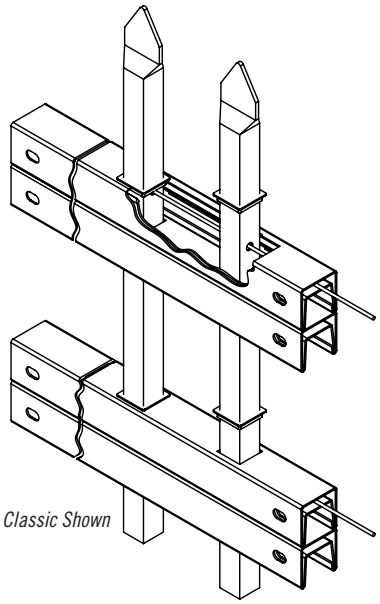
AMERISTAR®

ASSA ABLOY

AEGIS II XTREME

ORNAMENTAL PEDESTRIAN BRIDGE RAILING

1"sq x 14ga PICKETS | 1.75" x 3.5" x 14ga Dual ForeRunner™ RAILS | 4"sq x 11ga POSTS



Classic Shown

STYLE OPTIONS

CLASSIC™ | *MAJESTIC™* | *GENESIS™* | *INVINCIBLE™*

FABRICATION & DESIGN

The innovative design of the Dual ForeRunner rail contains an internally secured galvanized retaining rod that allows for variable pitch connection, biasability and eliminates the need for visually unappealing external fasteners. Galvanized inside and out; to protect against internal corrosion; puts the Dual ForeRunner rail in the upper echelon of decorative railing options.

PERMACOAT™ PROTECTIVE FINISH

Ameristar's production facilities use a state-of-the-art polyester powder coating system that provides a durable and scratch resistant finish. Aegis II Xtreme is protected with Ameristar's PermaCoat multi-layer coating process. The combination of these layers delivers a system that increases weathering resistance and product durability. The Ameristar coating system results in finished surfaces with unmatched performance.

10 YEAR LIMITED WARRANTY

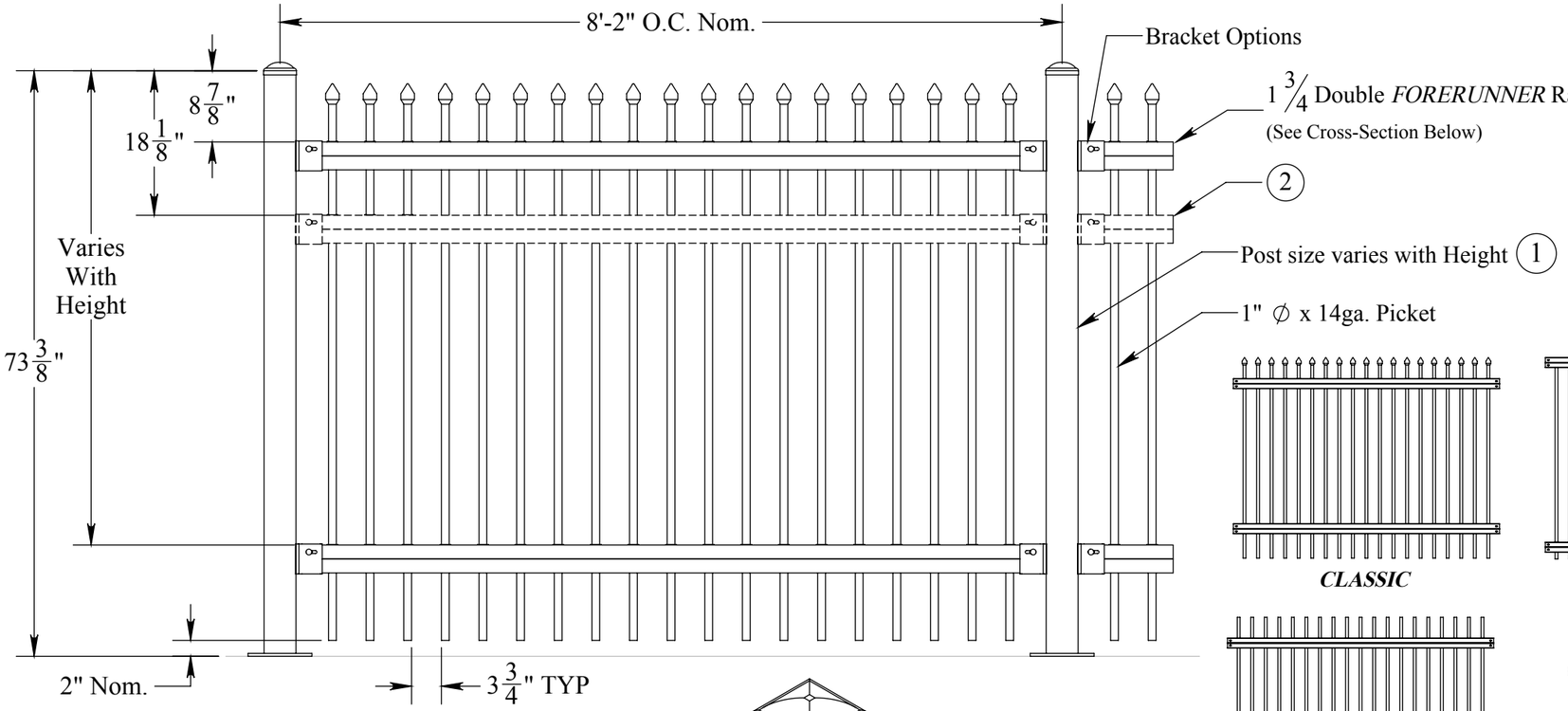
The family of Aegis steel products are manufactured from the highest quality materials by skilled craftsmen to meet the highest standards of workmanship in the industry. This is why Ameristar proudly offers a limited 10 year warranty.

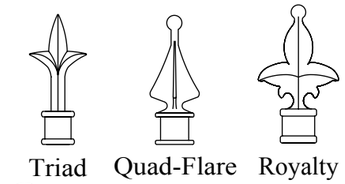
MEETS BUY AMERICAN

Ameristar is committed to providing products that meet the Buy American Act. We have made significant investments in technology, process improvement, and employee training in an effort to secure American jobs and combat inferior products.

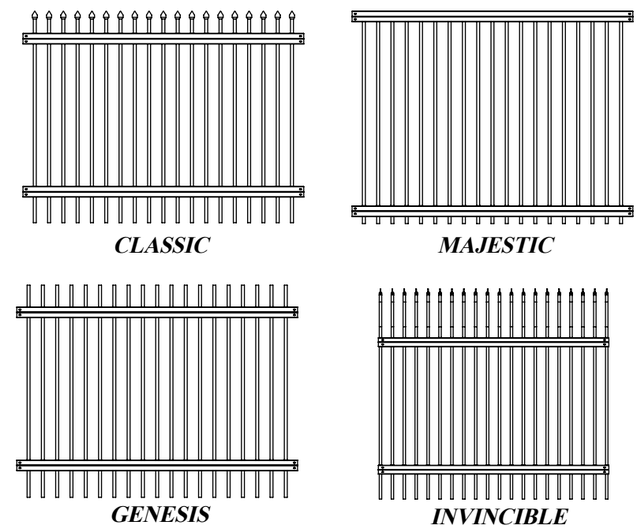
#9972 | REVISED 01/2018

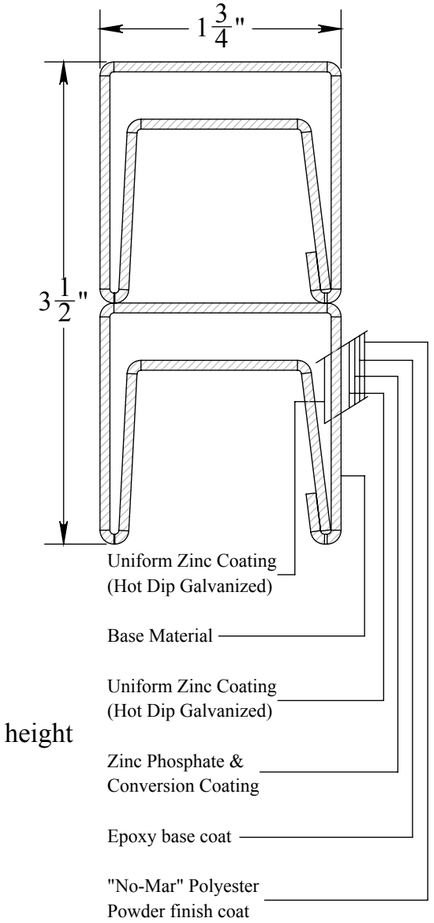
REV	DESCRIPTION	DATE	ENGINEER

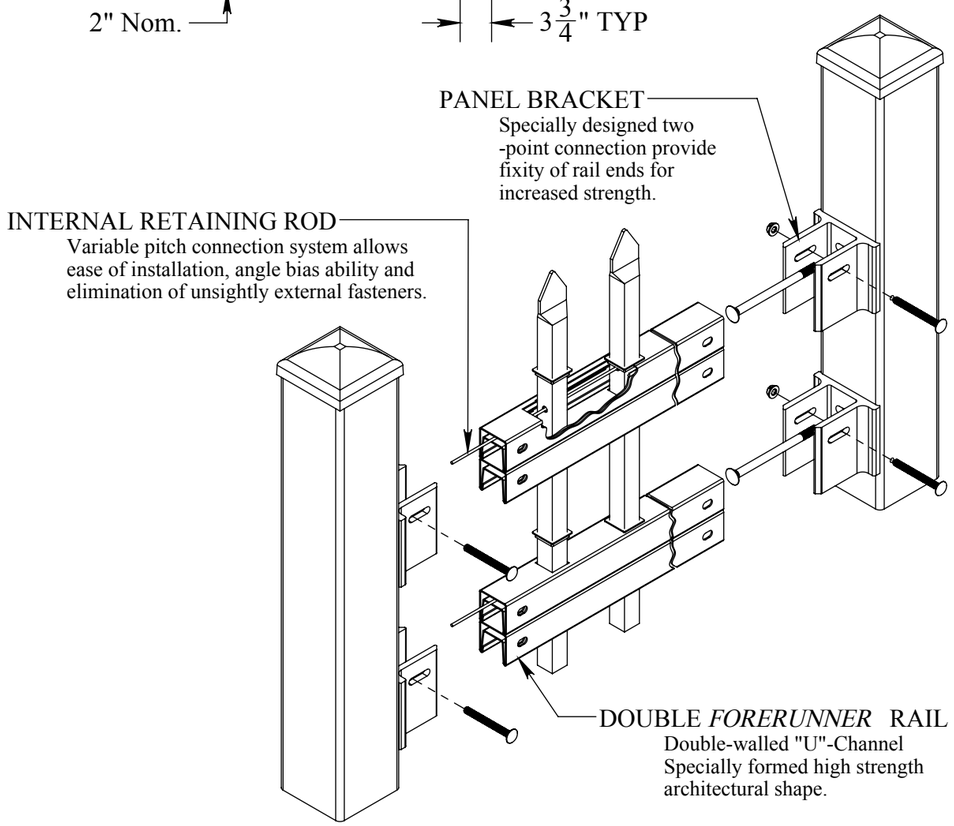


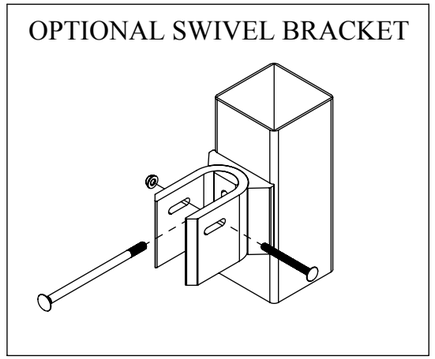


1 **Adornment Options**









NOTES:

1.) Additional heights available on request. Post height will change with Adornment installation.

2.) Third rail optional.

Values shown are nominal and not to be used for installation purposes. See product specification for installation requirements.

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UNLESS OTHERWISE SPECIFIED TOLERANCES

X.X	± .06
X.XX	± .03
X.XXX	± .02
ANGLES	± 0.5°
FRACTIONS	± 1/8
SURFACE FINISH	63

DRAWING COMPLIES WITH ASME Y14.5M - 1994

INCH / MM

THIRD ANGLE PROJECTION

ASSA ABLOY
Ameristar Perimeter Security USA Inc
Tulsa

MATERIAL		**AEGIS II ® XTREME**	
HEAT TREATMENT		DATE CREATED / DRAWN BY	DESIGNED BY
SURFACE/FINISH		DOCUMENT ID	SCALE 1:14 / SIZE B
MASS / VOLUME	SURFACE AREA	DRAWING NUMBER (ALT ID) ***AEGIS II ® XTREME***	

CONFIGURATION Default

LEGACY ID

SHEET 1 OF 1

G. Description of Project Modifications Resulting from the Public Meeting

No modifications were made to the project resulting from the public meeting.