Documentation of Public Meeting

Project Location

Cooke County
I-35
CSJ Nos. 0194-01-010, 0194-02-081, 0194-02-092, 0195-01-087, 0195-01-111, 0195-01-119, and 0903-15-100

Project Limits

Farm-to-Market 3002 in Texas to Mile Maker 1/Merle Wolfe Road in Oklahoma

Meeting Location

Bob Andrew Agricultural Center
700 South Frontage Road
Valley View, Texas 76272
(Located behind the Football Field)

Meeting Date and Time

Thursday, February 27, 2020
5:30 p.m. to 7:30 p.m.

Translation Services

Spanish Translator Onsite

Presenters

No Formal Presentation

Elected Officials in Attendance

Tommy C Hardin, Oklahoma State House Representative District 49
Jason Brinkley; County Judge, Cooke County
Gary Hollowell, Precinct 1 Commissioner, Cooke County
Leon Klement; Precinct 4 Commissioner, Cooke County
George Belcheff, Valley View City Engineer
Lynn Hillis, Valley View City Secretary

Total Number of Attendees (approx.)

193

Total Number of Commenters

15

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A: Comment and Response Report

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Commenter Number	Commenter Name	Date Received	Source	Comment Topic	Response
1	Mark Burkett	02/27/2020	Comment Card	Regarding the IH 35 Improvement Project 1307 near station (10-40?): 1) SB I-35 on ramp concern-too shoot visibility issue while entering I-35. 2) Water under crossing just south of 1-35 on ramp-has had safety guardrail removed (Per TxDOT, due to flooding?) (Recovery zone is angled toward stream) 3) Drainage from town square to south of water crossing not properly draining both sides of 1307. 4) TxDOT, City of Valley View, Valley View ISD have not addressed #3. 5) Increase traffic flow on 1307 & Newton – Not addressed.	Thank you for your participation and comments on the I-35 Improvement Project. The existing ramps were designed under older design standards and do not meet current criteria. The I-35 upgrade will re-design all ramps to meet or exceed current design standards which should improve sight distance.
2	Robert S. Stricklin	02/27/2020	Comment Card	Regarding the IH 35 Improvement: I can see an issue with access to the post office. Making the access one way will force traffic back onto local streets and through a back alley into post office. I would like to see a better solution to the train crossing. Make the train go over or under FM 922. As traffic increases this will become more of a problem it is now. When you finish this project, you will be re-engineering for a train solution.	Thank you for your participation and comments on the I-35 Improvement Project. Studies of one way traffic patterns have identified them as safer options for the traveling public. Additionally, initial studies proposed improvements to the FM 922 crossing; however, we were unable to come to an agreement with BNSF that met all agencies requirements. We continue working with BNSF to develop a solution at this location.
3	Lillian Stricklin	02/27/2020	Comment Card	Regarding the IH 35 Improvement: Will be hard to get to post office from 922 E with access to road only 1 direction lots of people get mail from post office.	Thank you for your participation and comments on the I-35 Improvement Project. Studies of one way traffic patterns have identified them as safer options for the traveling public.
4	Doug Potter	02/27/2020	Comment Card	Regarding the IH 35 Improvement: With this design all elementary, middle and high school traffic, other than those living in close city homes, all must use 922 underpass morning and evening, all at the same time, that will be over 800 cars at once, twice daily, horrible design, must be re-engineered with valley view children, citizens and businesses considered.	Thank you for your participation and comments on the I-35 Improvement Project. Initial studies proposed improvements to the FM 922 crossing; however, we were unable to come to an agreement with BNSF that met all agencies requirements. We continue working with BNSF to develop a solution at this location. So, to reduce impacts to traffic movements in this area we have added left turn lanes to FM 922 at the I-35 frontage roads.
5	Mike Wilson	02/27/2020	Comment Card	Regarding the IH 35 Improvement: Since RR not moving – and your intention to make service road one-way – when the RR blocks 922 – (which is all the time) Our buses will have no way to Krahl Road to go to Lone Oak Rd which would be a 10 mile out of the way trip for 4 buses of about 200 students.	Thank you for your participation and comments on the I-35 Improvement Project. Initial studies proposed improvements to the FM 922 crossing; however, we were unable to come to an agreement with BNSF that met all agencies requirements. We continue working with BNSF to develop a solution at this location.
6	Walt Schmidt	02/27/2020	Comment Card	Regarding the IH 35 Improvement: Info boards should have had date and timelines. *3882-82 Begin _____; Finish_____ * 82-OK Begin _____; Finish _____". Etc.	Thank you for your participation and comments on the I-35 Improvement Project. Programming and scheduling projects of this scale continually have moving target dates. While we do our best to estimate construction schedule start and finish dates there are many variables that impact those

Commenter Number	Commenter Name	Date Received	Source	Comment Topic	Response
					dates. Current proposal is that the first phase of this project will begin in Fiscal Year (FY) 21 and continue with the following phases every 2 years after that. Please keep in mind agency coordination's, material availability, weather, etc. can impact the timelines and schedules. Project specific information and updates can be found on the following webpage: https://www.txdot.gov/inside-txdot/projects/studies/wichita-falls/i35-cooke-county.html
7	Joe Wilkerson	02/27/2020	Comment Card	Regarding the IH 35 Improvement: I feel like the one way service roads will place a huge burden on everyone in the community including businesses and emergency services.	Thank you for your participation and comments on the I-35 Improvement Project. Studies of one way traffic patterns have identified them as safer options for the traveling public.
8	Carol R Kemplin	02/27/2020	Comment Card	Regarding the IH 35 Improvement: Something desperately needs to be done about the railroad trains blocking traffic on FM 922 for long periods of times.	Thank you for your participation and comments on the I-35 Improvement Project. Initial studies proposed improvements to the FM 922 crossing; however, we were unable to come to an agreement with BNSF that met all agencies requirements. We continue working with BNSF to develop a solution at this location.
9	Kevin H Kemplin	02/27/2020	Comment Card	The constant blocking of FM 922 by BNSF trains is detrimental to the welfare of the community. It affects commerce, public safety and the good disposition of the local and visiting populace. FM 922 serves as a major east/west travel path.	Thank you for your participation and comments on the I-35 Improvement Project. Initial studies proposed improvements to the FM 922 crossing; however, we were unable to come to an agreement with BNSF that met all agencies requirements. We continue working with BNSF to develop a solution at this location.
10	Jeffrey Johnson	02/29/2020 03/02/2020 03/03/2020	Email	2/29 We live along I-35 just south of Valley View on the east side (northbound) side of I-35. Where can we see the map of the proposed expansion? We just received the notice yesterday, too late to attend the meeting.	Via email 03/02/2020: Please find a link below that will take you directly to the schematic that we displayed at the public meeting on February 27th. It may take time for the schematic to completely load due to the file size. Depending on how far south of Valley View you are located, your property will most likely be on Sheet 11 or 12.
				03/02 Thanks for the response!! I opened the link below, but it takes us to "end the streak"	Via email 03/02/2020: Please try this link. https://www.txdot.gov/inside-txdot/projects/studies/wichita-falls/i35-cooke-county.html
				03/03 Thanks a bunch for the link! We are on page 12. I see all of the existing improvements/roadways, but there doesn't appear to be any adding of lanes. I thought the plan is to widen by two lanes. (attachment showing schematic section included)	Via email 03/04/2020: You are correct. The plan is to widen the I-35 mainlanes to add two more lanes in each direction, which is depicted on the schematic. If you have questions about the schematic, maybe you could call me to discuss those or perhaps I could set up a Webex so we can view the schematic together at the same time. Please let me know if you would like to discuss this further.

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11	Craig Voth	03/02/2020 03/04/2020	Email	03/02 Question about the proposed changes on I35 at Valley View, TX. I saw in an article that "TxDOT is no longer looking to realign the BNSF rail line." Does this mean that the railroad crossing issue will not be addressed? The trains stop there and cause huge delays. I don't really care if the rail line is not moved as long as a bridge or some other solution is put in place. However, doing a huge makeover on 35 and not addressing the train delays would be disappointing.	Email 03/04/2020: With TxDOT no longer pursuing the realignment of the BNSF rail line, we did evaluate the possibility of an overpass to take FM 922 over the BNSF line to avoid the delays at this location. However, due to the minimal amount of space that exists between the railroad and I-35 it would cause significant impacts to several existing homes and businesses near the intersection including impacts to access as well. Therefore, at this time we have decided not to pursue any of these options and to leave the intersection of FM 922 and the railroad crossing the same. Thank you for your comment and inquiry. We understand your concern and the inconvenience caused when trains are blocking this intersection. We will continue to evaluate this intersection to try to find a solution to this issue.
				03/04 Thank you for the reply. It would not be a huge issue if this was a normal crossing with trains just passing through. Unfortunately, they typically stop at the grain mill and vehicles are stuck for 30 minutes or more. Just want to make sure the issue is noted, I understand if nothing can be done. Thanks.	Thank you for your participation and comments on the I-35 Improvement Project. Initial studies proposed improvements to the FM 922 crossing; however, we were unable to come to an agreement with BNSF that met all agencies requirements. We also understand the community concern regarding wait times and will continue working with BNSF to develop a solution at this location.
12	John Nowell	03/04/2020	Email	Would you be so kind as to provide me a link to an overview or description of the proposed I-35 widening project between FM 3002 and the Oklahoma border?	Via email 03/04/2020: Please find a link the I-35 project webpage below. If you have any questions or need additional information, please let us know. https://www.txdot.gov/inside-txdot/projects/studies/wichita-falls/i35-cooke-county.html
13	Debbie Strebig	03/04/2020	Email	Please include me in the email info and plans for this.	Via email 03/10/2020: Debbie, I have sent your information to get you added to the emailing list. The website should email you whenever there is an update to the project webpage. Feel free to check back on project website at https://www.txdot.gov/inside-txdot/projects/studies/wichita-falls/i35-cooke-county.html
14	Cheryl Huckabee	03/05/2020	Email	Please send a copy of the 2/27/2020 open house summary report when it's available.	Via email 03/10/2020: Cheryl, your information has been added to our emailing list for the project webpage. Whenever there is an update to the page like the addition of the Summary Report, you should get an email informing you of any updates. In regards to the summary report, we do not expect the report to be available for approximately 2 months, at which time it will be added to the project webpage at https://www.txdot.gov/inside-txdot/projects/studies/wichita-falls/i35-cooke-county.html

Commenter Number	Commenter Name	Date Received	Source	Comment Topic	Response
15	Wendy Kirkpatrick	03/13/2020	Email	Thanks for the opportunity to see the newest plan for the highway. Unfortunately I still believe the lack of effort to trade the very TINY portion of BNSF & Corps land at the start of the proposed BNSF yellow line (proposed about 10 or 15 years ago) is inexcusable. Obviously somebody somewhere thinks it's worth the lives that will be lost cramming that many high-speed vehicles in that little space. Hopefully it's not one of your relatives. Not to mention it will make our town less desirable since we will remain crammed between one of the main highways in the country and a railroad track that continuously interrupts an untold amount of traffic on a daily basis. The time periods of blockage appear to be illegal and nobody cares about that either. It's poor planning and execution. Nobody including the people presenting the new plan appear to like it. Government bureaucracy and politics at its finest. No good excuse not to do the yellow line. Thanks for the opportunity to express my opinion.	Via email 03/16/2020: Thank you for your written comments regarding the IH 35 Project. The Public Meeting Report will be available on the project webpage in the near future. The project webpage can be viewed by going to https://www.txdot.gov/inside-txdot/projects/studies/wichita-falls/i35-cooke-county.html The TxDOT Wichita Falls District project team worked diligently with BNSF and the U.S. Army Corps of Engineers on this project until such time we exhausted all options. We understand this is not the most desirable situation for all involved but continue working to improve the safety of IH 35 and the surrounding roadways. Your comments will be included in the report and will remain a part of the project file as the project moves forward. If you have questions please don't hesitate to contact me at (940) 720-7733, or by replying to this email. Thank you again for your participation and input into this project.

B: Notices

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Public Notices

APPLICATION HAS BEEN made with Texas Alcoholic Beverage Commission for Wine and Beer Retail on-premise License by York N Dale Food Services DBA York N Dale Burger and Ale, located at 112 McCubbin, Valley View, Tx 76272. Officers of said LLC are Josh York and Cody Martindale.

NOTICE OF PUBLIC Meeting
I-35 from FM 3002 to Merle Wolfe Road/Mile Marker 1 in Oklahoma
CSJs: 0194-01-010, 0194-02-081, 0194-02-092, 0195-01-087, 0195-01-111, 0195-01-119, and 0903-15-100

The Federal Highway Administration (FHWA) in conjunction with the Texas Department of Transportation (TxDOT), Wichita Falls District, are proposing to widen Interstate Highway 35 (I-35) from near Farm-to-Market (FM) 3002 to Merle Wolfe Road in Cooke County, Texas (TX) and Love County, Oklahoma (OK), respectively. This notice advises the public that TxDOT will be conducting a public meeting on the proposed project. The meeting will be held Thursday, Feb. 27, 2020, at Bob Andrew Agriculture Center (located behind the football field), 700 South Frontage Road, Valley View, TX 76272. Displays will be available for viewing from 5:30 p.m. to 7:30 p.m. The purpose of the meeting is to present the planned improvements and to receive public comments on the proposed project. No formal presentation will be made.

The proposed project will construct two additional travel lanes in each direction on I-35 in Cooke County, Texas, and Love County, Oklahoma and convert the I-35 frontage roads to one-way traffic. The addition of two travel lanes on I-35 would also require a new bridge at the Red River. Due to funding constraints, construction of the proposed project would likely require two phases. The interim phase would implement two of the improvements: constructing one additional travel lane in each direction to create a six-lane facility and converting the two-way frontage roads to one-way frontage roads. All bridges, including the proposed new Red River Bridge, would be built during the interim phase of construction. All frontage roads upon project completion will be one way. The ultimate phase would construct one additional travel lane in each direction of I-35 to increase the facility's capacity from six to eight lanes.

The width of the existing right of way (ROW) varies considerably within the proposed project limits. At its narrowest, the existing ROW is approximately 275 feet wide. The widest portions of the existing ROW range between 800 and 1,100 feet to accommodate traffic interchanges and the Texas Travel Information Center. New ROW would be required along various segments of I-35 to complete the widening. The new ROW requirements range between less than 10 feet to as much as 350 feet at the Red River Bridge approach. The proposed ROW would require the acquisition of 124 acres of additional ROW, including anticipated non-residential displacements. The proposed project would displace 11 structures and 20 billboards/signs. Information about the TxDOT Relocation Assistance Program, benefits and services for displacees, as well as information about the tentative schedules for ROW acquisition and construction can be obtained from the TxDOT District Office at the address listed below. Relocation assistance is available for displaced persons and businesses. Information concerning services and benefits available to affected property owners and information about the tentative schedule for right-of-way acquisition may be obtained from the district office at the address listed below.

The proposed project crosses 30 potentially jurisdictional waters and 17 potentially non-jurisdictional waters. Eight of the potentially jurisdictional waterway crossings also cross the 100-year floodplain. Approximately 5.96 acres of potentially jurisdictional wetlands were found within the proposed ROW. In addition, the proposed project would impact property owned by the USACE 5.6 acres within the Lake Texoma Fee Area in Oklahoma. However, it has been determined that there is no 4(f) protected activity directly adjacent to I-35; therefore, a Section 4(f) does not apply.

Since the last public meeting, the BNSF railway realignment has been eliminated from the proposed project and the roadway design was revised to fit within the existing ROW in the Valley View area. Maps showing the proposed project's location and design drawings will be available for review at the public meeting. This information will also be available by appointment for review Monday through Friday between the hours of 8 a.m. and 5 p.m., excluding state holidays, at the TxDOT Wichita Falls office, at 1601 Southwest Parkway, Wichita Falls, TX 76302. To schedule an appointment, please contact Shaun Barnes at (940)720-7744. Information will also be available at TxDOT's Gainesville Area Office, at 2615 West US-82, Gainesville, TX, 76241, (940) 665-5071. The project information can also be viewed at TxDOT's website:https://www.txdot.gov/inside-txdot/projects/studies/wichita-falls/i35-cooke-county.html. This information also will be available for inspection at the hearing. Additionally, responses to comments received will similarly be on file and available for inspection once they have been prepared.

All interested persons are invited to attend this public meeting. Written comments must be postmarked or submitted electronically by March 13, 2020. Written comments may be submitted at the meeting. Written comments may also be submitted either in person or by mail to the TxDOT District Office, Environmental Coordinator, 1601 Southwest Parkway, Wichita Falls, TX 76302 or submitted electronically at MyProjectsWichitaFalls@txdot.gov.

Materials for the public meeting will be presented in English. Persons interested in attending the meeting who have special communication or accommodation needs, or need an interpreter, are encouraged to contact TxDOT's Wichita Falls District Environmental Coordinator (940) 720-7733. Requests should be made at least two days prior to the public meeting. Every reasonable effort will be made to accommodate these needs. If you have any general questions or concerns regarding the proposed project or the meeting, please contact the I-35 Project Team via email at MyProjectsWichitaFalls@txdot.gov.

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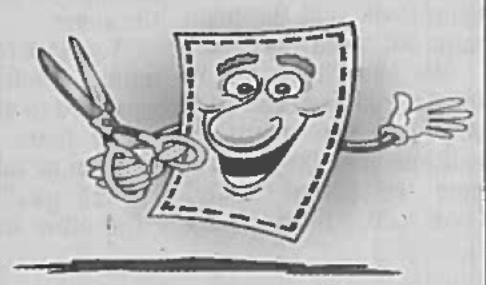
Gainesville Daily Register

Clip & Save Coupon Marketplace

Business & Service Directory



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Any hours
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Handyman

STOP
LEE HANDY SERVICE

Masonry

MIKE WHITTINGTON MASONRY

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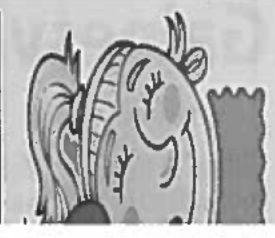
A-1 Sprinkler & Landscape
Now Offering Dirt Work

Dave's Janitorial Service
Get your carpets Steam Cleaned
Residential Specials: 3 Rooms and a Hallway $99 with a Free Deodorizer (3 Room Min). Add Scotch Guard for only $10.00 more per room.



Website Postings

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Public Meeting - I-35 from FM 3002 to Merle Wolfe Road in Cooke County, TX and Love County, OK

Where: Bob Andrew Agriculture Center
(located behind the football field)
700 South Frontage Road
Valley View, TX 76272 (Map)

When: Thursday, Feb. 27, 2020
Displays will be available from 5:30 p.m. - 7:30 p.m.

Purpose: The purpose of the meeting is to gather information on the proposed widening of I-35 from near FM 3002 to Merle Wolfe Road in Cooke County, Texas and Love County, Oklahoma. TxDOT personnel will be onsite to answer questions regarding the project. No formal presentation will be made. Comments must be received by Friday, March 13, 2020, to be part of the official record.

Description: The proposed project would construct two additional travel lanes in each direction on I-35 in Cooke County, Texas, and Love County, Oklahoma and convert the I-35 frontage roads to one-way traffic. The addition of two travel lanes on I-35 would also require a new bridge at the Red River. Due to funding constraints, construction of the proposed project would likely require two phases. The interim phase would implement two of the improvements: constructing one additional travel lane in each direction to create a six-lane facility and converting the two-way frontage roads to one-way frontage roads. All bridges, including the proposed new Red River Bridge, would be built during the interim phase of construction. All frontage roads upon project completion will be one way. The ultimate phase would construct one additional travel lane in each direction of I-35 to increase the facility's capacity from six to eight lanes.

The width of the existing right of way (ROW) varies considerably within the proposed project limits. At its narrowest, the existing ROW is approximately 275 feet wide. The widest portions of the existing ROW range between 800 and 1,100 feet to accommodate traffic interchanges and the Texas Travel Information Center. New ROW would be required along various segments of I-35 to complete the widening. The new ROW requirements range between less than 10 feet to as much as 350 feet

at the Red River Bridge approach The proposed ROW would require the acquisition of 124 acres of additional ROW, including anticipated non residential displacements The proposed project would displace 11 structures and 20 billboards/signs Information about the TxDOT Relocation Assistance Program, benefits and services for displacees, as well as information about the tentative schedules for ROW acquisition and construction can be obtained from the TxDOT District Office at the address listed below Relocation assistance is available for displaced persons and businesses Information concerning services and benefits available to affected property owners and information about the tentative schedule for right of way acquisition may be obtained from the district office at the address listed below

Special Accommodations:

TxDOT makes every reasonable effort to accommodate the needs of the public. The public meeting will be in English. If require special accommodations or need an interpreter, a request can be made. If you have a disability and need assistance, special arrangements can also be made to accommodate most needs. To make this request, please call (940) 720-7733 at least two working days prior to the meeting. Please be aware that advance notice is requested as some accommodations may require time for TxDOT to arrange.

Memorandum of Understanding:

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 9, 2019, and executed by FHWA and TxDOT

Downloads:

- Notice

Contact:

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

(940) 720-7733

Email

Posted Feb. 12, 2020

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Larry Vaughan Corbett

Services

Funeral services for Larry Vaughan Corbett, 76, of Dexter, is set for 2:00 PM Friday, February 7, 2020 at the Geo. J. Carroll & Son Funeral Home with the Rev. Ronnie Conyers officiating. Burial will follow in the Fairview Cemetery under the direction of the Geo. J. Carroll & Son Funeral Home. A visitation will be held on Thursday, February, 6, 2020 from 6:00 - 7:00 PM at the funeral home.

History

Larry was born on August 29, 1943 in Gainesville to Linden Bert Corbett and Ina (Vaughan) Corbett. He passed away on February 2, 2020 in Gainesville.

Larry grew up and lived in the Dexter community his whole life. He was very proud of his Dexter heritage and his home and land was recognized in Austin, TX as being owned and operated by the same family for over 100 years. He has enjoyed living in Dexter for close to fifty years on the family farm improving the land and taking care of his cattle.

In 1969 Larry began working for Mid-Continent Supply Company, and spent his career in the oilfield service industry. He also worked for Continental Emsco, LTV and eventually co-owned and operated Energy Devices LLC until his retirement in 2012.

Larry married Sandra Miller on January 28, 1972 in Durant, OK. They recently celebrated their 48th anniversary.

Larry served on the Callisburg ISD School Board from 1986 until 1995.

Larry was elected to the Cooke County Electric Coop Board on April 23, 1990 and served for 30 years. He served many of those years as President of the Board. He was extremely proud to be a part of this organization, now known as PenTex Energy, and thoroughly enjoyed his service on this Board. He eventually became the PenTex representative on the Brazos Electric Coop Board in Waco, TX, serving as Chairman of the financial committee.

Survivors

He is survived by his wife Sandy Corbett of Dexter; son Clay Corbett and wife Kelly of Lindsay; grandchildren Carson Corbett, Chloe Corbett, and Karoline Corbett; brother-in-law Richard Miller and wife Vinetta of Gainesville; sister-in-law Debi Zielinski and husband Ed of Gainesville; and numerous neices and nephews.

Larry was preceded in death by his parents; and sister Linda Ruth Corbett.

Donations

Memorial contributions may be made to the Dexter Cemetery Association or charity of your choice.

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

Sandy Truesdell

Services

A memorial service to be held at First Baptist Church of Gainesville for Sandra Mina Truesdell, 58, of Gainesville, is pending at this time.

Ms. Truesdell passed away February 5, 2020 in Denton.

Please visit www.geojcarroll.com for service time updates and to sign the online register.

History

Sandy was born in Sweetwater, Texas, the third child of Joe and Carol Albro. This beautiful baby girl had the distinction of being the first girl born with the Albro name in 82 years. She moved to Gainesville with her family after high school, where she worked as a florist and always had a natural green thumb. She was a homemaker during her children's younger years, always finding the time to be a room mom at the kid's schools and making custom birthday cakes. Later she joined the family art gallery and worked along side three generations of the family. Sandy had a love for breeding and raising Dobermans and exotic birds. She loved spending time with and taking road trips with her two grandsons, Trevor and Cash. She will be forever missed by all that knew her.

Survivors

Survivors include: daughter Kacie Methner and husband Cody of Gainesville; grandchildren: Cash and Trevor; parents Joe and Carol Albro; brother Doug Albro and wife Darla of Decatur; and brother Mark Albro of Gainesville.

Ms. Truesdell was preceded in death by: son Travis Banks; and son Bryan Fraze.

Marie Henrie

Services

Marie Henrie, age 72 of Era, Texas was called home on February 3, 2020.

Her Memorial service will be held Saturday, February 8, 2020 at 2:00 at Meador Funeral Home of Gainesville, officiated by Rev. Doyle Henderson. Time of visitation will be held 1 hour prior to service at the funeral home.

History

She was born on September 29, 1947 to Bill Newton and Ruby (Elliott) Newton of Kansas City, Missouri. Marie married Donald Eugene Henrie who preceded her in death. She was a homemaker and loved collecting what nots and pictures of her kids and grandchildren. She was all about her family and making sure all the kids were fed.

Survivors

Marie is survived by a son, Eddie Muldoon and fiancé Tracy of Red Oak, Texas; daughters, Mechial Lavinder and Dale Arnett of Era, Texas; Brenda and Randall Hall of Joplin, Missouri; Reva Simpson and Maurice of Sherman, Texas; sister, Pat Stokes of Joplin, Missouri; 10 grandchildren and numerous great grandchildren; step children, Gary Don Henrie, Kelly Henrie and Laurie Henrie.

She was preceded in death by her husband Donald Eugene Henrie; son, Harvey and daughter, Nikki.

Ricky Nelson

Services

A funeral service for Ricky Nelson, 70, of Gainesville, is scheduled for 11:00 AM on Thursday, February 13, 2020 at Geo. J. Carroll & Son Funeral Home with Rev. Larry Kremling officiating.

Mr. Nelson passed away February 8, 2020 in Gainesville.

History

Ricky was born January 10, 1950 in Lamesa, TX to Mack and Vena (Wilson) Nelson. He married Darlene Smith on February 11, 1993 in Andrews, TX. Mr. Nelson worked in sales for Harbison Fischer and, most recently, Traditions Hospitality before his retirement. He enjoyed fishing and supporting the Texas Rangers, and treasured the time he spent around his beloved family.

(Continued on Page 5)

KGAF

92.3 FM & 1580 AM

IT'S YOUR

HOMETOWN LOCAL STATION

FROM HERE

FOR HERE

FROM PEOPLE YOU KNOW

Notice of Public Meeting
I-35 from FM 3002 to Merle Wolfe Road/Mile Marker 1 in Oklahoma
CSJs: 0194-01-010, 0194-02-081, 0194-02-092, 0195-01-087, 0195-01-111, 0195-01-119, and 0903-15-100

The Federal Highway Administration (FHWA) in conjunction with the Texas Department of Transportation (TxDOT), Wichita Falls District, are proposing to widen Interstate Highway 35 (I-35) from near Farm-to-Market (FM) 3002 to Merle Wolfe Road in Cooke County, Texas (TX) and Love County, Oklahoma (OK), respectively. This notice advises the public that TxDOT will be conducting a public meeting on the proposed project. The meeting will be held Thursday, Feb. 27, 2020, at Bob Andrew Agriculture Center (located behind the football field), 700 South Frontage Road, Valley View, TX 76272. Displays will be available for viewing from 5:30 p.m. to 7:30 p.m. The purpose of the meeting is to present the planned improvements and to receive public comments on the proposed project. No formal presentation will be made.

The proposed project will construct two additional travel lanes in each direction on I-35 in Cooke County, Texas, and Love County, Oklahoma and convert the I-35 frontage roads to one-way traffic. The addition of two travel lanes on I-35 would also require a new bridge at the Red River. Due to funding constraints, construction of the proposed project would likely require two phases. The interim phase would implement two of the improvements: constructing one additional travel lane in each direction to create a six-lane facility and converting the two-way frontage roads to one-way frontage roads. All bridges, including the proposed new Red River Bridge, would be built during the interim phase of construction. All frontage roads upon project completion will be one way. The ultimate phase would construct one additional travel lane in each direction of I-35 to increase the facility's capacity from six to eight lanes.

The width of the existing right of way (ROW) varies considerably within the proposed project limits. At its narrowest, the existing ROW is approximately 275 feet wide. The widest portions of the existing ROW range between 800 and 1,100 feet to accommodate traffic interchanges and the Texas Travel Information Center. New ROW would be required along various segments of I-35 to complete the widening. The new ROW requirements range between less than 10 feet to as much as 350 feet at the Red River Bridge approach. The proposed ROW would require the acquisition of 124 acres of additional ROW, including anticipated non-residential displacements. The proposed project would displace 11 structures and 20 billboards/signs. Information about the TxDOT Relocation Assistance Program, benefits and services for displacees, as well as information about the tentative schedules for ROW acquisition and construction can be obtained from the TxDOT District Office at the address listed below. Relocation assistance is available for displaced persons and businesses. Information concerning services and benefits available to affected property owners and information about the tentative schedule for right-of-way acquisition may be obtained from the district office at the address listed below.

The proposed project crosses 30 potentially jurisdictional waters and 17 potentially non-jurisdictional waters. Eight of the potentially jurisdictional waterway crossings also cross the 100-year floodplain. Approximately 5.96 acres of potentially jurisdictional wetlands were found within the proposed ROW. In addition, the proposed project would impact property owned by the USACE 5.6 acres within the Lake Texoma Fee Area in Oklahoma. However, it has been determined that there is no 4(f) protected activity directly adjacent to I-35; therefore, a Section 4(f) does not apply.

Since the last public meeting, the BNSF railway realignment has been eliminated from the proposed project and the roadway design was revised to fit within the existing ROW in the Valley View area. Maps showing the proposed project's location and design drawings will be available for review at the public meeting. This information will also be available by appointment for review Monday through Friday between the hours of 8 a.m. and 5 p.m., excluding state holidays, at the TxDOT Wichita Falls office, at 1601 Southwest Parkway, Wichita Falls, TX 76302. To schedule an appointment, please contact Shaun Barnes at (940)720-7744. Information will also be available at TxDOT's Gainesville Area Office, at 2615 West US-82, Gainesville, TX, 76241, (940) 665-5071. The project information can also be viewed at TxDOT's website:https://www.txdot.gov/inside-txdot/projects/studies/wichita-falls/i35-cooke-county.html. This information also will be available for inspection at the hearing. Additionally, responses to comments received will similarly be on file and available for inspection once they have been prepared.

All interested persons are invited to attend this public meeting. Written comments must be postmarked or submitted electronically by March 13, 2020. Written comments may be submitted at the meeting. Written comments may also be submitted either in person or by mail to the TxDOT District Office, Environmental Coordinator, 1601 Southwest Parkway, Wichita Falls, TX 76302 or submitted electronically at MyProjectsWichitaFalls@txdot.gov.

Materials for the public meeting will be presented in English. Persons interested in attending the meeting who have special communication or accommodation needs, or need an interpreter, are encouraged to contact TxDOT's Wichita Falls District Environmental Coordinator (940) 720-7733. Requests should be made at least two days prior to the public meeting. Every reasonable effort will be made to accommodate these needs. If you have any general questions or concerns regarding the proposed project or the meeting, please contact the I-35 Project Team via email at MyProjectsWichitaFalls@txdot.gov.

Message Boards

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Photos from 2020 Valley View Open House

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Postcard Notices

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You're Invited!

Widening of I-35 from FM 3002 to Merle Wolfe Road in Oklahoma

When:
Thursday, Feb. 27, 2020
Displays will be available from 5:30 p.m. - 7:30 p.m

Where:
Bob Andrew Agriculture Center (located behind the football field)
700 South Frontage Road
Valley View, TX 76272

The Federal Highway Administration (FHWA) in conjunction with the Texas Department of Transportation (TxDOT), Wichita Falls District, will conduct a public meeting on the proposed widening of I-35 from near Farm-to-Market (FM) 3002 to Merle Wolfe Road in Cooke County, Texas (TX) and Love County, Oklahoma (OK), respectively.

The proposed project would include the following:

- Construction of two additional travel lanes in each direction on I-35 in Cooke County, Texas, and Love County, Oklahoma
- Convert the I-35 frontage roads to one-way traffic
- A new bridge at the Red River for two additional travel lanes

Written comments may be submitted at the meeting, by mail to the TxDOT District Office at 1601 Southwest Parkway, Wichita Falls, TX 76302 or by email at MyProjectsWichitaFalls@txdot.gov.

Comments must be received by March 13, 2020.

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 9 2019 and executed by FHWA and TxDOT.

1601 Southwest Parkway
Wichita Falls, TX 76302

Project information can be found at www.txdot.gov.

If you have questions, comments or have special communication and/or accommodation needs, please contact:

TxDOT District Office
Environmental Coordinator
1601 Southwest Parkway
Wichita Falls, TX 76302
MyProjectsWichitaFalls@txdot.gov

PUBLIC MEETING

Widening of I-35 from FM 3002 to Merle Wolfe Road in Oklahoma

2020 Valley View Open House Adjacent Landowners Mailing List

OWNER 1	OWNER 2	PROPERTY ID	ADDRESS	CITY	STATE	ZIP
AJH RANCH LTD		2633	[redacted]			
ALLAHWALA MASOOD		155118				
ALLEN RICHARD & JACKIE		20360				
ARONOFF LAND LLC		390				
ARONOFF NANCY F TRS NANCY ARONOFF LIVING TR		99535				
BAKER TRACY & LISA		68147				
BANKS CHRISTOPHER LEE		131328				
BANKS DONALD RAY JR		26634				
BARRON JUAN JOSE		99723				
BAYER NATHAN		14626				
BELZ LEROY & MARGARET		1226				
BEN FATTO LIMITED PARTNERSHIP		77074				
BEVERS SCOTT ALLEN		1360				
BEWLEY JANSON C		127821				
BEWLEY LOYD		16081				
BIERSCHENK WAYNE A & LISA		7449				
BLAND STEPHANIE L & JUSTIN K		4959				
BOAZ LEAH J		82145				
BOND KEVIN & SHARON		13768				
BOONE DAVID E & ROBIN		3667				
BOYD DON & JACQUELYN		1953				
BOYKIN JEFF		4951				
BRUCE JACQUELINE LEE		4970				
BUCHHEIT KENNETH & KAZA W		15582				
BUFFINGTON PATSY		2493				
BUSH TRAVIS O & MARNIE M		17801				
BUSH TWILA STARR & RANDY		9035				
CALHOUN BRAD ESTATE		4942				
CARDON HIATT INVESTMENTS LLC		79284				
CARLSON NANCY A		111526				
CHESTER ALTON RAY		9758				
CLELAND-GERAD AUSTIN		108492				
COE CONNIE		9106				
COLLETT PAMELA		4954				
COOKE COUNTY		24699				
CRAWFORD WILSON K		82393				
DAVIDSON MARK & CARRIE		4975				
DAWSON PENNY		8567				
DAYHOFF TROY		23050				
DEAMICIS KARLA & DOUGLAS DEAMICIS		7750				
DESERT VISTA LAND INVESTMENTS LLC	ATTN: INSIGHT LAND & INVESTMENTS	79282				
DEYOUNG DONNA		70022				
DOUGHTY DOUGLAS & ODELIA		5089				
DUGGER RON		14013				
DUNNE GREGORY A & JANELLE		7748				
EBERT GLORIA T		4978				
EDGEMON & EDGEMON PARTNERSHIP	ATTN: TRACY EDGEMON MANAGING PARTNER	53766				
EDGEMON TRACY		26636				
EJIOFOR JULIA		149503				
ESHA ENTERPRISES LLC		779				
FAR MAREL LLC		82261				
FARRELL RONALD D ETUX		4962				
FINGLASS JOEL B		127822				
FIRST BAPTIST CHURCH OF VALLEY VIEW		4946				
FORTENBERRY JOHN & BETTY		14254				
GIGOUX DEBRA		4961				
GONZALEZ NOEL & RUBY		15702				
GUILLEM ALVARO		15603				
HACKER ALFRED & BARBARA		282				
HACKER HERBERT		7747				
HAIR CHAD A & PAMELA G		13769				
HALEY DONALD & ROBERT HALEY LIVING INHERITANCE TR		1962				
HALSEY VICKIE		113505				
HARRELL WILLIAM D & LAURA M		436				
HAUN GEORGIE J		82388				
HAVERKAMP HALEY		4947				
HAYMAKER TODD EUGENE		55697				
HEBARD ROGER DUANE JR		15006				
HILL LISA & DWIGHT DEWAYNE		17595				
HITCHCOCK MARK		9485				
HOBBS BRENDA		9120				
HOGAN RAYMOND H ETUX		22605				
HOLT GWENDOLYN R		4960				
HUNTER JOHNNY		11104				
HURT MICHELLE		16875				
HVM VALLEY VIEW LTD		7858				
IVESTER RODNEY & JILL		149281				

JANZEN KIM & ROSIE		20366	[redacted]
JOHNSON JOHN R & DEBBRA		14602	
JOHNSON LAURI & JEFF		16878	
JOHNSTONE JANICE KAYE & ELDON RAY BROWN		82392	
JONES EVELYN J		82389	
JONES JAMES W		10183	
KAMMERDIENER BRYAN		11071	
KELLY AUDREY ANN ETAL		77168	
KELSEY CHARLES F & JULIE		4969	
KINCY DEBORAH PITZER		16707	
KING BONNIE B		10669	
KING DAKOTA & CAROLYN		20014	
KIPS GROUP INC		7756	
KIRKPATRICK LANCE & WENDY		108539	
KRAHL FAMILY FARM LLC	ATTN: DAMIAN KRAHL	11039	
KRAHL MARTIN ESTATE TRUST	ATTN: DAMIAN KRAHL	15599	
KRAHL NANCY DEE		11041	
KRAHL REAL EST LLC		139913	
KRAUSE CINDY BANKS		131327	
KREBS LEON & EILEEN LIVING TRUST		10326	
KUBICEK JOHN H		82391	
KUPPER BROS		11139	
KUPPER WILLIAM T		11146	
LAMBERT SARA REED		4944	
LCK PROPERTIES MGNT INC		77418	
LINKEN REAL ESTATE LP		4980	
LUTTMER RENITA		4963	
LUTTMER WILFRED J JR		11105	
MAJORS HOWARD ALAN & GENEVA L		110983	
MARTIN CECIL DUKE		18297	
MARTINDALE FEED MILL	ATTN: DAN O'REAR	13458	
MAUGHAN KARL W & JULIE		4966	
MAUGHMER STEVEN		5061	
MCDERMAND REBA & CHARLES		14116	
MCDONALD CURT & YVONNE		4974	
MCDONALD CURTIS TROY & TERESA C CHANCE-MCDONALD		139960	
MCDONALD ROBERT & DRUCELLA REV LIVING TR		26618	
MCDONALD ROBERT T		82152	
MCGINNIS BRENDA L		14588	
MCMURRAY CHARLOTTE K		11476	
MEDLEN CHERYL		14114	
MELCHOR BERNARDO & HERNANDEZ MARIA MAGDALENA		11688	
MEYER GEORGE & JANICE		111184	
MILLER DARRELL		4964	
MILLER FLETA JANE		14353	
MILLER KATIE		14327	
MILLER MATTHEW & KEVYN R		26633	
MOCK BRANDIE GAIL		4968	
MOLLENHOUR KAREN		9510	
MORROW CRAIG PATRICK		26421	
MT OLYMPUS INVESTMENTS LLC		79640	
MTGLQ INVESTORS LP		7885	
NEAL CHARLEEN		4965	
NEU DOUG		4943	
NEU KAY L		15233	
NEWTON JESSE & BRIANNE		6484	
NEWTON NELSON C		23453	
NEWTON NORMAN LYNN & MARY PERLENE		806	
NOLAND TINA VERONICA NEU		4956	
OKAY DAVID S ETUX		15346	
ONSTOTT WILLIAM JAMES		9318	
ORTEGA BOB		15698	
ORTEGA EDWARD KOENIG		15701	
PAGE HOLLI ELAINE		77396	
PEACOCK VALERIE & CHRISTI		19171	
PEARCE DAVID H & BRENDA A		56016	
PEARSE KENNETH		13410	
PECAN CREEK HOLDINGS LLC		56417	
PEDERSEN LAWRENCE & SHELLEY M		152429	
PENA GILBERT G		4953	
POTTS WAYNE		5856	
PRESCHER JIMMY		25408	
RAUSCHUBER ALVIN J EST		56512	
RAUSCHUBER COLE E		17172	
RAUSCHUBER MARVIN ETAL		17176	
RAUSCHUBER ROY LYNN & RHONDA		108717	
REISS WANDA SUE & W CHRISTOPHER		21484	
REYNOLDS VIRGINIA A		84871	
RICHARDSON JIMMY		54551	

RITCHEY ALAN INC	ATTN: DAN O'REAR	17548	[redacted]
ROANE JOHN DAVID & KATHERINE L		17594	
ROBERTS JODY & RONA		3326	
ROGERS JOHN I & VICKIE S		4949	
ROTH CYNTHIA		4955	
RUSSELL JOHN F JR		82656	
SANDMANN AMBER M & KEVIN L SANDMANN		11565	
SANDMANN KATY & MATTHEW		4972	
SARGENT JERRY DOUGLAS		24860	
SCHAD EDWARD J & ELAINE		54266	
SCHAD EDWARD J & VERONICA		4945	
SCHAD EDWARD JOSEPH		26619	
SCHUMACHER CATTLE CO LLC		20938	
SCHUMACHER EUGENE & SUSAN		20939	
SCHUMACHER RUDY & JOANN		140000	
SCOGGINS LARRY C & CAROL LYNN		19902	
SCOTT BRYAN & JAMIE		4957	
SERNA MANUEL C ETUX		18680	
SEYLER JOSEPH P		18725	
SEYLER MICHAEL L		82155	
SEYLER WILL		82158	
SHELBURNE WILLIAM & TRACIE		4977	
SHELTON MICHAEL JR		156783	
SICKING INVESTMENTS LTD		11777	
SILK GEORGE W		6485	
SLOVER KATIE		4950	
SMITH WAYNE & MARNEE		15601	
SPAINHOUR SEAN & KRISTY		149501	
STAHL KONROE		13478	
STEADMAN DEBRA L KING		10670	
STEPHENS MICAYLA ANNE FORSYTH	ATTN: JAMES FORSYTH	149499	
STOBAUGH MARY HELEN TRS & ETAL		20044	
STOCKTON JOHN V & CINDY		108890	
STONE BARBARA P		10178	
SWEIGER PAUL JOHN		12164	
TALLEY INVESTMENT PARTNERS LTD	ATTN: RYAN BROWN	8577	
TERRELL PHILLIP R & RACHEL L		67948	
THOMAS JAMES SCOTT & CYNTHIA RENEE		69684	
TORRES PEDRO		4948	
TYJ REALTY INC		16877	
U S ARMY ENGINEER DIST		18733	
UNIFLEX CHURCH FURNISHINGS INC		74049	
VALLEY VIEW 20 LLC	ATTN: INSIGHT LAND & INVESTMENTS	18021	
VALLEY VIEW CITY		87649	
VALLEY VIEW INDUSTRIAL LLC	ATTN: INSIGHT LAND & INVESTMENTS	17593	
VALLEY VIEW TOWN OF		68044	
VALLEY VIEW UN METHODIST C		4979	
VALLEY VIEW VOLUNTEER FIRE DEPT		14115	
VAUGHAN DANNY W		21303	
VIEL GLUCK LP		77075	
WEST MERI		22010	
WHITE GARY D & RUBY		3488	
WILHITE SANDRA J		149502	
WILKERSON CURTIS & TOMMYE		11369	
WILKINSON SUZANNE MARIE HOLMAN		9254	
WILLIAMS CONNIE & CALVIN		14231	
WILLIS MICHAEL R & ANDREA G		4976	
WOLF DANELLE LEIGH		87478	
WOLF GAYLA		4958	
WOOD DIANE LEE		26646	
WOODWARD NATHAN		84870	
YOUNG EARL & ANN		11582	
YOUNGBLOOD STEVEN M		4967	
ZIMMERER SERVICES LLC		10276	
ZYSKO MICHAEL JAMES		160291	

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Elected Official and Public Official Letters

PREFIX	Salutation	FIRST NAME	LAST NAME	TITLE	Organization	ADDRESS	CITY	TAT	ZIP	EMAIL	Phone
U.S.											
The Honorable	Senator	John	Cornyn		U.S. Senate	517 Hart Senate Office Bldg.	Washington	D.C.	20510	[redacted]	
The Honorable	Senator	Ted	Cruz		U.S. Senate	127A Russell Senate Office Bldg	Washington	D.C.	20510	[redacted]	
The Honorable	Mr.	Mac	Thornberry		U.S. House of Representatives	2208 Rayburn House Office Bldg	Washington	D.C.	20515	[redacted]	
The Honorable	Senator	James M.	Inhofe		U.S. Senate	205 Russell Senate Office Bldg	Washington	D.C.	20510	[redacted]	
The Honorable	Senator	James	Lankford		U.S. Senate	316 Hart Senate Office Bldg	Washington	D.C.	20510	[redacted]	
The Honorable	Mr.	Tom	Cole		U.S. House of Representatives	2207 Rayburn House Office Bldg	Washington	D.C.	20515	[redacted]	
State											
The Honorable	Senator	Pat	Fallon		Texas State Senate	P.O. Box 12068 Capitol Station	Austin	TX	78711	[redacted]	
The Honorable	Mr.	Drew	Springer		Texas State House of Representatives	P.O. Box 2910 State Capitol, Room E2.602 Capitol Extension	Austin	TX	78768	[redacted]	
Mr.	Mr.	Steven C.	McCraw	Director	Texas Department of Public Safety	P.O. Box 4087	Austin	TX	78773	[redacted]	
The Honorable	Senator	Frank	Simpson		Oklahoma State Senate	2300 N. Lincoln Blvd, Room 527	Oklahoma City	OK	73105	[redacted]	
The Honorable	Mr.	Tommy	Hardin		Oklahoma State House of Representatives	2300 N. Lincoln Blvd, Room 540	Oklahoma City	OK	73105	[redacted]	
Mr.	Mr.	John	Scully	Director	Oklahoma Department of Public Safety	3600 North Martin Luther King Ave	Oklahoma City	OK	73111	[redacted]	
City/County											
The Honorable	Judge	Jason	Brinkley	County Judge	Cooke County	101 South Dixon, Suite 132	Gainesville	TX	76240	[redacted]	
Mr.	Mr.	Gary	Hollowell	County Commissioner, Precinct 1	Cooke County	101 South Dixon	Gainesville	TX	76240	[redacted]	
Mr.	Mr.	Jason	Snuggs	County Commissioner, Precinct 2	Cooke County	101 South Dixon	Gainesville	TX	76240	[redacted]	
Mr.	Mr.	John	Klement	County Commissioner, Precinct 3	Cooke County	101 South Dixon	Gainesville	TX	76240	[redacted]	
Mr.	Mr.	Leon	Klement	County Commissioner, Precinct 4	Cooke County	101 South Dixon	Gainesville	TX	76240	[redacted]	
The Honorable	Mayor	Joshua	Brinkley	Mayor	City of Valley View	308 W. O'Buch P.O. Box 268	Valley View	TX	76272	[redacted]	
Mr.	Mr.	William	Shellburne	Mayor Pro Tem	City of Valley View	308 W. O'Buch P.O. Box 268	Valley View	TX	76272	[redacted]	
Mr	Mr.	Greg	Adcock	Community Services Coordinator	City of Valley View	309 W. O'Buch P.O. Box 268	Valley View	TX	76273	[redacted]	
Mr.	Mr.	Chris	Byrom	Alderman	City of Valley View	308 W. O'Buch P.O. Box 268	Valley View	TX	76272	[redacted]	
Mr.	Mr.	Jason	Grounds	Alderman	City of Valley View	308 W. O'Buch P.O. Box 268	Valley View	TX	76272	[redacted]	
Mr.	Mr.	John	Fortenberry	Alderman	City of Valley View	308 W. O'Buch P.O. Box 268	Valley View	TX	76272	[redacted]	
Mr.	Mr.	Janson	Bewley	Alderman	City of Valley View	308 W. O'Buch P.O. Box 268	Valley View	TX	76272	[redacted]	
Mr.	Mr.	William	Stokes	Superintendent	Valley View ISD	106 Newton Street	Valley View	TX	76272	[redacted]	
Mr.	Mr.	Kevin	Grant	Director	Cooke County Emergency Medical Services	305 South Chestnut	Gainesville	TX	76240	[redacted]	
Ms.	Sheriff	Terry	Gilbert	Sheriff	Cooke County Sheriff's Office	300 CR 451	Gainesville	TX	76240	[redacted]	
Ms.	Ms.	Phyllis	Griffin	County Extension Agent	Texas A&M Agrilife Extension - Cooke County Office	301 South Chestnut Street	Gainesville	TX	76240	[redacted]	
Mr.	Chief	Scott	Otto	Chief of Police	Valley View Police Department	308 W. O'Buch	Valley View	TX	76272	[redacted]	
Mr.	Mr.	Russell	Boening	President	Texas Farm Bureau - Cooke County Office	P.O. Box 1035	Gainesville	TX	76241	[redacted]	
Mr.	Mr.	David	Magee	County Commissioner, District 1	Love County	405 W. Main, Suite 101	Marietta	OK	73448	[redacted]	
Ms.	Ms.	Linda	Hyman	County Commissioner, District 2	Love County	405 W. Main, Suite 101	Marietta	OK	73448	[redacted]	
Mr.	Mr.	John Stacy	Rushing	County Commissioner, District 3	Love County	405 W. Main, Suite 101	Marietta	OK	73448	[redacted]	
Mr.	Mr.	William L.	Grisham	Sheriff	Love County	408 W. Chickasaw	Marietta	OK	73448	[redacted]	
Mr.	Mr.	Russell	Noland	Superintendent	Thackerville ISD	P.O. Box 377	Thackerville	OK	73459	[redacted]	
Mr.	Mr.	Aaron	Glenn	Precinct Captain	Lighthorse Police Department - Winstar Precinct	11051 Vegas Road	Thackerville	Ok	73459	[redacted]	
Other Stake Holders											
Mr.	Mr.	Tim	Cooper	Superintendent	AmTrak	400 South Houston Street, Suite 100	Dallas	TX	75202	[redacted]	
Mr.	Mr.	Tim	Huya	Manager Public Projects	BNSF Railway Company	5800 North Main Street	Saginaw	TX	76179	[redacted]	
Mr.	Mr.	Steven W.	Martchenke	Manager of Special Projects	Union Pacific Railroad	101 South Watson Road	Arlington	TX	76010	[redacted]	
Mr.	Mr.	Larry	Corbett	President	Cooke County Electric Cooperative Association	P.O. Box 530	Muenster	TX	76252	[redacted]	
MPO/COG											
The Honorable	Judge	Rusty	Stafford	Chairperson (Balyor County Judge)	Cross Plains Rural Transportation Council	119 East McLain	Seymore	TX	76380	[redacted]	
The Honorable	Judge	Woodrow	Gossom Jr.	Vice Chairperson (Wichita County Judge)	Cross Plains Rural Transportation Council	900 7th Street, Rm 260	Wichita Falls	TX	76301	[redacted]	
The Honorable	Judge	Jason	Brinkley	Governing Board Member (Cooke County Judge)	Texoma Council of Governments	1117 Gallagher Drive	Sherman	TX	75090	[redacted]	
The Honorable	Council Member	Josh	Stevenson	Governing Board Member (City of Sherman)	Texoma Council of Governments	1117 Gallagher Drive	Sherman	TX	75090	[redacted]	
The Honorable	Judge	Randy	Moore	Governing Board Member (Fannin County Judge)	Texoma Council of Governments	1117 Gallagher Drive	Sherman	TX	75090	[redacted]	
The Honorable	Mayor	Josh	Brinkley	Governing Board Member (Mayor - City of Valley View)	Texoma Council of Governments	1117 Gallagher Drive	Sherman	TX	76252	[redacted]	

Texas Department of Transportation

1601 SOUTHWEST PARKWAY, WICHITA FALLS, TEXAS 76302 | 940.720.7700 | WWW.TXDOT.GOV

February 7, 2020

[redacted]

Dear [redacted]

The Texas Department of Transportation invites you to an Open House to learn about updates to the I-35 Improvement project in Valley View, Texas (TX). The purpose of this meeting will be to share information and collect comments on the proposed changes in the roadway design and removal of the BNSF railway realignment within the Valley View section of the project since the September 2017 Open House. In addition, we will be presenting and collecting comments on the proposed changes in access at O'Brien Street in Valley View, TX.

The Open House will use a come-and-go format; no formal presentation will be given so you can attend at your convenience.

The Open House for this proposed project will take place:

Thursday, Feb. 27, 2020
5:30 p.m. to 7:30 p.m.

Bob Andrew Agricultural Center
700 South Frontage Road
Valley View, TX 76272
(Located behind the Football Field)

TxDOT is planning improvements for the widening of I-35 from FM 3002 in Cooke County, TX, to Merle Wolfe Road/Mile Marker 1 in Love County, OK., to update the roadway to current design standards and provide congestion relief for expected future traffic increases.

As part of the planning process, TxDOT is conducting an environmental assessment (EA) for the proposed widening and realignment of I-35 from the south Cooke County line to Merle Wolfe Road/Mile Marker 1 in Love County, OK… An EA is a report that documents the existing social, economic and environmental conditions, assesses effects of the proposed alternative and identifies potential mitigation. The EA will also evaluate the effects of a no-build alternative.

We hope that you can attend this Open House. If you need additional information on the project or have any questions, please contact Scot Reaves, P.E., Director of Transportation Planning & Development, TxDOT Wichita Falls District, 1601 Southwest Parkway, Wichita Falls, TX 76302, or call (940) 720-7700.

Sincerely,

Michael Beaver, District Engineer
Texas Department of Transportation
Wichita Falls District

C: Sign-in Sheets

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ELECTED OFFICIALS (FUNCIONARIOS ELECTOS)

SIGN-IN SHEET (HOJA DE REGISTRO)
FM 2920 - from BU 290 to SH 249
CSJ: 0194-01-010, 0194-02-081, 0194-02-092, 0195-01-087, 0195-01-111, 0195-01-119, and 0903-15-100
Public Meeting / Reunión Pública
Tuesday, January 28, 2020
Open House 5:30 to 7:30 p.m.
Bob Andrew Agricultural Center

Texas Department of Transportation

NO.	NAME (PLEASE PRINT) Nombre (Letra de Molde)	ELECTED OFFICE Oficio (Cargo Oficial)	MAILING ADDRESS / CITY / STATE / ZIP Dirección Postal / Ciudad / Estado / Código Postal
1	Tommy C Hardin	St. Rep	[redacted]
2	Jason Brinkley	County Judge	
3	Gary Hollowell	Commissioner	
4	Roy Rauschaber		
5	Leon Klement	Commissioner	
6			
7			
8			
9			
10			

George Belcheff
[redacted]
Valley View City Engineer

Lynn Hillis
[redacted]
City Secretary Valley View

MEDIA (MEDIOS DE COMUNICACIÓN)
SIGN-IN SHEET (HOJA DE REGISTRO)

I-35 Improvement Project
CSJ: 0194-01-010, 0194-02-081, 0194-02-092, 0195-01-087, 0195-01-111, 0195-01-119, and 0903-15-100
Public Meeting / Reunión Pública
Thursday, February 27, 2020
Open House 5:30 to 7:30 p.m.
Bob Andrew Agricultural Center

NO.	NAME (PLEASE PRINT) Nombre (Letra de Molde)	REPRESENTING Representando	MAILING ADDRESS / CITY / STATE / ZIP Dirección Postal / Ciudad / Estado / Código Postal
1	Megan Matfield	Gainesville Daily Register	
2	Steve Snyde	Lindsay Letter	
3			
4			
5			
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PUBLIC (PÚBLICO)
SIGN-IN SHEET (HOJA DE REGISTRO)

I-35 Improvement Project
CSJ: 0194-01-010, 0194-02-081, 0194-02-092, 0195-01-087, 0195-01-111, 0195-01-119, and 0903-15-100
Public Meeting / Reunión Pública
Thursday, February 27, 2020
Open House 5:30 to 7:30 p.m.
Bob Andrew Agricultural Center

NO.	NAME (PLEASE PRINT) Nombre (Letra de Molde)	MAILING ADDRESS / CITY / STATE / ZIP Dirección Postal/ Ciudad / Estado / Código Postal
1	Marcia + Jim Hardy	[redacted]
2	Harold & Jeannine Flusche	
3	Danny Vaughan	
4	WALT SCHMIDT	
5	Rachel Terrell	
6	Jg Bryit	
7	Ronnie + Kim White	
8	Charles Kelly	
9	Connie Brannan	
10	ROD TYLER	

PUBLIC (PÚBLICO)
SIGN-IN SHEET (HOJA DE REGISTRO)

I-35 Improvement Project
CSJ: 0194-01-010, 0194-02-081, 0194-02-092, 0195-01-087, 0195-01-111, 0195-01-119, and 0903-15-100
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NO.	NAME (PLEASE PRINT) Nombre (Letra de Molde)	MAILING ADDRESS / CITY / STATE / ZIP Dirección Postal/ Ciudad / Estado / Código Postal
1	Elaine McHorse	[redacted]
2	Jared Groce	
3	George Belcheff	
4	David Pembroke	
5	Mande Kalbfleisch	
6	Carl Kalbfleisch	
7	Joe Wilkerson	
8	Lori Davidson	
9	Tracey Lance	
10	Glenn Lance	

PUBLIC (PÚBLICO)
SIGN-IN SHEET (HOJA DE REGISTRO)

I-35 Improvement Project
CSJ: 0194-01-010, 0194-02-081, 0194-02-092, 0195-01-087, 0195-01-111, 0195-01-119, and 0903-15-100
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Bob Andrew Agricultural Center

NO.	NAME (PLEASE PRINT) Nombre (Letra de Molde)	MAILING ADDRESS / CITY / STATE / ZIP Dirección Postal/ Ciudad / Estado / Código Postal
1	CHARLES SALISBURY	[redacted]
2	MICHAEL HUPP	
3	Donna DeYoung	
4	[illegible]	
5	Lisa Price	
6	[illegible]	
7	Danny & Danita Lewter	
8	George Eaton	
9	Robert Roth	
10	[illegible]	

PUBLIC (PÚBLICO)
SIGN-IN SHEET (HOJA DE REGISTRO)

I-35 Improvement Project
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Bob Andrew Agricultural Center

NO.	NAME (PLEASE PRINT) Nombre (Letra de Molde)	MAILING ADDRESS / CITY / STATE / ZIP Dirección Postal/ Ciudad / Estado / Código Postal
1	Jim Reser	[redacted]
2	Ramiro García	
3	Stefanie Guin	
4	Arthur Champlin	
5	Julia Dutsch	
6	JoAnn Schumacher	
7	Rudy Schumacher	
8	Kerry Bowden	
9	Scott Schumacher	
10		

PUBLIC (PÚBLICO)
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NO.	NAME (PLEASE PRINT) Nombre (Letra de Molde)	MAILING ADDRESS / CITY / STATE / ZIP Dirección Postal/ Ciudad / Estado / Código Postal
1	KUMAR MAINALI	[redacted]
2	Jaime Noles	
3	Lynn Hillis	
4	Robert Stricklin	
5	Lillian Stricklin	
6	FRANK RAUSCHUBER	
7	Ricky Lemons	
8	Dick Roth	
9	Holly Lee	
10	LANA BRYANT	

PUBLIC (PÚBLICO)
SIGN-IN SHEET (HOJA DE REGISTRO)

I-35 Improvement Project
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NO.	NAME (PLEASE PRINT) Nombre (Letra de Molde)	MAILING ADDRESS / CITY / STATE / ZIP Dirección Postal/ Ciudad / Estado / Código Postal
1	Gayle Shaffer	[redacted]
2	Nelda Hudspeth	
3	Danelle Ellis	
4	Ed & Katy Gallaher	
5	Joel Wilhite	
6	DAVID CLAUNCH	
7	NELSON C. NEWTON	
8	Jerry Flowers	
9	James Horton	
10	Joey Prescher	

PUBLIC (PÚBLICO)
SIGN-IN SHEET (HOJA DE REGISTRO)

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1	Mark Burkett	[redacted]
2	Jodie Vance	
3	MIR H. ALI	
4	CHRIS ZWINGGI	
5	Joe Fenton	
6	Larry Pedersen & Shelley Pedersen	
7	Natalie Graves	
8	Don Hobbs	
9	Byron Shafer	
10		

PUBLIC (PÚBLICO)
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1	Guy Dankel	[redacted]
2	Leslie Alexander	
3	Don H Hoover	
4	Thomas McMurtry	
5	[illegible]	
6	Elaine Schad	
7	Joe Hodge	
8	Connie Reiter	
9	Glen Kersey	
10		

PUBLIC (PÚBLICO)
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NO.	NAME (PLEASE PRINT) Nombre (Letra de Molde)	MAILING ADDRESS / CITY / STATE / ZIP Dirección Postal/ Ciudad / Estado / Código Postal
1	Hillary Terry	[redacted]
2	Mary Terry	
3	Brenda McGinnis	
4	Wendy Kirkpatrick	
5	Bobby Ritchey	
6	Sandra Vann	
7	Jimmy Nickerson	
8	RAY SAPPINGTON	
9	Anne Haynie	
10	Wray Westbrook	

PUBLIC (PÚBLICO)
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1	JAMSHID JAHANGIRI (J.J.)	[redacted]
2	Mitch Borowski	
3	Dennis Seal	
4	Shelley HEAD	
5	Kristin Pilcher	
6	Matt Hurt	
7	Anna Jones	
8	Pauline + Jimmy Gresher	
9		
10		

PUBLIC (PÚBLICO)
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1	Jack R Medcalf, PE	[redacted]
2	Ryan Zolodik	
3	William Barthel	
4	David + Cindy Barthel	
5	Robert Kiser	
6	Allen Henry	
7	Steven Rauschuber	
8	Ray Rauschuber	
9	Dolores Bierschenk	
10	Pam Collett	

PUBLIC (PÚBLICO)
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1	STEVEN MORDECAI	[redacted]
2	Greg Vowels	
3	Norman L. Newton	
4	Evelyn J. Jones	
5	TRACY BAKER	
6	Kay Claunch	
7	Anthony Drosser	
8	DUSTIN McKINNEY	
9	Kyle Riley	
10	Cynthia Roth	

PUBLIC (PÚBLICO)
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NO.	NAME (PLEASE PRINT) Nombre (Letra de Molde)	MAILING ADDRESS / CITY / STATE / ZIP Dirección Postal/ Ciudad / Estado / Código Postal
1	Emily Hoffman	[redacted]
2	Andrew Blankenan / Cathy B.	
3	* Doug Smithson doug_smithson@obeglobal.net	
4	Carl R Kemplin	
5	Kevin L. Kemplin	
6	Gene Schumacher	
7	BRENT JONES	
8	James Jones	
9	Chris Hoade	
10		

PUBLIC (PÚBLICO)
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1	Chad Beck	[redacted]
2	Diane Potter & Doug	
3	Billy & Lisa Rupper	
4	Joe Myers	
5	Jesse Newton	
6	Richard Womack	
7	Leslie Bruce	
8	Michael Clements	
9	Mark Compton	
10	John + Norma Kubicek	

PUBLIC (PÚBLICO)
SIGN-IN SHEET (HOJA DE REGISTRO)

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1	Cliff Hall	[redacted]
2	Wilton Smith	
3	Patsy Hacker	
4	Wayne Bell	
5	Kim McConnell	
6	JOE MILLER	
7	Tim + Brenda Sparkman	
8	Jordan Sessams	
9	Sheri Bertrand	
10	James Parkman	

PUBLIC (PÚBLICO)
SIGN-IN SHEET (HOJA DE REGISTRO)

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1	Alanna Williams	[redacted]
2	Casey McElray	
3	Bill Friddell	
4	Linda + Doug Daffron	
5	Michael Brown	
6	Tim Moon	
7	Adam Zimmerer	
8	Jim Parker	
9	Jill Meyer	
10	The Plato's	

PUBLIC (PÚBLICO)
SIGN-IN SHEET (HOJA DE REGISTRO)

I-35 Improvement Project
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NO.	NAME (PLEASE PRINT) Nombre (Letra de Molde)	MAILING ADDRESS / CITY / STATE / ZIP Dirección Postal/ Ciudad / Estado / Código Postal
1	Curtis & Teresa McDonald	[redacted]
2	Craig LRoy	
3	Dylan Perryman	
4		
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STAFF SIGN-IN

Texas Department of Transportation

I-35 Improvement Project
CSJ: 0194-01-010, 0194-02-081, 0194-02-092, 0195-01-087, 0195-01-111, 0195-01-119, and 0903-15-100
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NO.	NAME (PLEASE PRINT)	COMPANY / FIRM / AGENCY
1	Lorena O'Ramirez	Jacobs.
2	Lisa DeLaCruz	Jacobs
3	Robb Fishman	Jacobs
4	Jana Johnson	TxDOT
5	Bryson Lawrence	TxDOT
6	Stephanie Manry	TXDOT
7	Scot Reaves	TxDOT
8	Shann Barnes	TxDOT
9	JANICE KRUSE	CONSOR
10	Mike Hallum	TXDOT

STAFF SIGN-IN

I-35 Improvement Project
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NO.	NAME (PLEASE PRINT)	COMPANY / FIRM / AGENCY
1	Paul Parpura	Consor
2	MIKE BEAVER	TXDOT
3	Laura Fuller	Consor
4	Justin Vosek	CONSOR
5	Sami El Salish	CONSOR
6		
7		
8		
9		
10		

D: Comments Received

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[redacted]

From: MyProjectsWichitaFalls <MyProjectsWichitaFalls@txdot.gov>
Sent: Tuesday, March 10, 2020 9:32 AM
To: Cheryl Huckabee; MyProjectsWichitaFalls
Subject: RE: Copy of 2/27/2020 Open House Summary Report

Cheryl, your information has been added to our emailing list for the project webpage. Whenever there is an update to the page like the addition of the Summary Report, you should get an email informing you of any updates. In regards to the summary report, we do not expect the report to be available for approximately 2 months, at which time it will be added to the project webpage at https://www.txdot.gov/inside-txdot/projects/studies/wichita-falls/i35-cooke-county.html

From: Cheryl Huckabee [redacted]
Sent: Thursday, March 05, 2020 9:14 AM
To: MyProjectsWichitaFalls <MyProjectsWichitaFalls@txdot.gov>
Subject: Copy of 2/27/2020 Open House Summary Report

Please send a copy of the 2/27/2020 open house summary report when it's available.

Thank you,
Cheryl Huckabee
Valley View, TX

[redacted]

From: MyProjectsWichitaFalls <MyProjectsWichitaFalls@txdot.gov>
Sent: Wednesday, March 4, 2020 7:59 AM
To: [redacted] MyProjectsWichitaFalls
Subject: RE: TxDOT Internet E-Mail

Mrs. Johnson,

You are correct. The plan is to widen the I-35 mainlanes to add two more lanes in each direction, which is depicted on the schematic. If you have questions about the schematic, maybe you could call me to discuss those or perhaps I could set up a Webex so we can view the schematic together at the same time. Please let me know if you would like to discuss this further.

Thanks,

Shaun Barnes, P.E.
[redacted]

-----Original Message-----
From: [redacted]
Sent: Tuesday, March 03, 2020 8:04 PM
To: MyProjectsWichitaFalls <MyProjectsWichitaFalls@txdot.gov>
Subject: RE: TxDOT Internet E-Mail

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.

Thanks a bunch for the link! We are on page 12. I see all of the existing improvements/roadways, but there doesn't appear to be any adding of lanes.
I thought the plan is to widen by two lanes.

-----Original Message-----
From: MyProjectsWichitaFalls <MyProjectsWichitaFalls@txdot.gov>
Sent: Monday, March 2, 2020 9:23 AM
To: [redacted]; MyProjectsWichitaFalls <MyProjectsWichitaFalls@txdot.gov>
Subject: RE: TxDOT Internet E-Mail

Please try this link.

https://urldefense.com/v3/__http://ftp.dot.state.tx.us/pub/txdot/get-involved/wfs/i35ea/021220-revised-s__;!!B5cixuoO7ltTeg!Q5oXVjHojt24zwpWzQsg7SQ1l9WwKiwVfmxgBxi_m1ulzIVmvUjA1tV-l0_XiNQk_4Q$
chematic.pdf

Thanks,
Shaun

-----Original Message-----
From: [redacted]
Sent: Monday, March 02, 2020 9:18 AM
To: MyProjectsWichitaFalls <MyProjectsWichitaFalls@txdot.gov>
Subject: RE: TxDOT Internet E-Mail

Thanks for the response!! I opened the link below, but it takes us to "end the streak"

-----Original Message-----
From: Jeff Johnson [redacted]
Sent: Monday, March 2, 2020 8:40 AM
To: [redacted]
Subject: FW: TxDOT Internet E-Mail

-----Original Message-----
From: MyProjectsWichitaFalls <MyProjectsWichitaFalls@txdot.gov>
Sent: Monday, March 2, 2020 8:34 AM
To: [redacted]
Cc: MyProjectsWichitaFalls <MyProjectsWichitaFalls@txdot.gov>
Subject: RE: TxDOT Internet E-Mail

Mr. and Mrs. Johnson,

Please find a link below that will take you directly to the schematic that we displayed at the public meeting on February 27th. It may take time for the schematic to completely load due to the file size. Depending on how far south of Valley View you are located, your property will most likely be on Sheet 11 or 12.

Please let us know if you have any questions.

Thanks,
Shaun

-----Original Message-----
From: [redacted]
Sent: Saturday, February 29, 2020 8:25 PM
To: MyProjectsWichitaFalls <MyProjectsWichitaFalls@txdot.gov>
Subject: TxDOT Internet E-Mail

Name: Mr. JEFFREY JOHNSON [redacted]
Address:
[redacted]

Phone:
[redacted]

Requested Contact Method: Email

Reason for Contact: Customer Service

Complaint: No

Comment: We live along I-35 just south of Valley View on the east side
(northbound) side of I-35. Where can we see the map of the proposed expansion? We just received the notice yesterday, too late to attend the meeting.

Thanks,
Jeff & Lauri Johnson

[A Texas Department of Transportation (TxDOT)
message]<https://urldefense.com/v3/__https://eur01.safelinks.protection.outlook.com/?url=https*3A*2F*2Fw__;JSUI!
!B5cixuoO7ItTeg!Q5oXVjHojt24zwpWzQsg7SQ1I9WwKiwVfmxgBxi_m1ulzIVmvUjA1tV-I0_X2J_Bzp8$
ww.txdot.gov%2Finside-txdot%2Fmedia-center%2Ffeatured.html&data=02%7C01%
7C%7C155a1675e0164796de0208d7beb6d112%7C84df9e7fe9f640afb435aaaaaaaaaaaa%7C1
%7C0%7C637187564724051610&sdata=qO8CSQNVQjQjPt2yGPuxut5rGiWQugwrEfpk%2FN
JLzbs%3D&reserved=0>

[A Texas Department of Transportation (TxDOT) message]<https://urldefense.com/v3/__https://www.txdot.gov/inside-
txdot/media-
center/featured.html__;!!B5cixuoO7ItTeg!Q5oXVjHojt24zwpWzQsg7SQ1I9WwKiwVfmxgBxi_m1ulzIVmvUjA1tV-
I0_X3paAbHY$ >

[redacted]

From: MyProjectsWichitaFalls <MyProjectsWichitaFalls@txdot.gov>
Sent: Monday, March 16, 2020 3:49 PM
To: [redacted]
Cc: MyProjectsWichitaFalls
Subject: RE: I-35 Improvement Project in Cooke County - Comment

Ms. Kirkpatrick,

Thank you for your written comments regarding the IH 35 Project. The Public Meeting Report will be available on the project webpage in the near future. The project webpage can be viewed by going to https://urldefense.com/v3/__https://www.txdot.gov/inside-txdot/projects/studies/wichita-falls/i35-cooke-county.html__;!!B5cixuoO7ltTeg!TQ66iNHtcxFyvCualh7JzvjkIFd3Hm732WGqvCqFBKcQXiB6Bty-bwjoeC0ZxjifP9U$.

The TxDOT Wichita Falls District project team worked diligently with BNSF and the U.S. Army Corps of Engineers on this project until such time we exhausted all options. We understand this is not the most desirable situation for all involved but continue working to improve the safety of IH 35 and the surrounding roadways.

Your comments will be included in the report and will remain a part of the project file as the project moves forward. If you have questions please don't hesitate to contact me at [redacted] or by replying to this email.

Thank you again for your participation and input into this project.

Sincerely,
Stephanie Manry
Wichita Falls Project Team

-----Original Message-----
From: [redacted]
Sent: Friday, March 13, 2020 3:47 PM
To: MyProjectsWichitaFalls <MyProjectsWichitaFalls@txdot.gov>
Subject: I-35 Improvement Project in Cooke County - Comment

Name: Wendy Kirkpatrick

E-mail: [redacted]

Address:
[redacted]

Comment:
Thanks for the opportunity to see the newest plan for the highway. Unfortunately I still believe the lack of effort to trade the very TINY portion of BNSF & Corps land at the start of the proposed BNSF yellow line (proposed about 10 or 15 years ago) is inexcusable. Obviously somebody somewhere thinks it's worth the lives that will be lost cramming that many high-speed vehicles in that little space. Hopefully it's not one of your relatives. Not to mention it will make our town less desirable since we will remain crammed between one of the main highways in the country and a railroad track that continuously interrupts an untold amount of traffic on a daily basis. The time periods of blockage appear to be illegal

and nobody cares about that either. It's poor planning and execution. Nobody including the people presenting the new plan appear to like it. Government bureaucracy and politics at its finest.
No good excuse not to do the yellow line.
Thanks for the opportunity to express my opinion.

[redacted]

From: MyProjectsWichitaFalls <MyProjectsWichitaFalls@txdot.gov>
Sent: Wednesday, March 4, 2020 1:56 PM
To: John Nowell; MyProjectsWichitaFalls
Subject: RE: Ms. Manry,

Mr. Nowell,

Please find a link the I-35 project webpage below. If you have any questions or need additional information, please let us know.

https://www.txdot.gov/inside-txdot/projects/studies/wichita-falls/i35-cooke-county.html

Thanks,
Shaun

From: John Nowell [redacted]
Sent: Wednesday, March 04, 2020 12:40 PM
To: MyProjectsWichitaFalls <MyProjectsWichitaFalls@txdot.gov>
Subject: Ms. Manry,

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.

Would you be so kind as to provide me a link to an overview or description of the proposed I-35 widening project between FM 3002 and the Oklahoma border?

Thank you.

john nowell
Valley view

[redacted]

From: Debbie Strebig [redacted]
Sent: Wednesday, March 4, 2020 8:05 PM
To: MyProjectsWichitaFalls
Subject: I-35 widening Cooke county

Follow Up Flag: Follow up
Flag Status: Flagged

Please include me in the email info and plans for this.
Thank you,
Debbie Strebig
[redacted]

Sent from my iPhone

[redacted]

From: Craig Voth [redacted]
Sent: Wednesday, March 4, 2020 9:45 AM
To: MyProjectsWichitaFalls
Subject: Re: I35 proposed changes at Valley View

Hi Shaun,

Thank you for the reply. It would not be a huge issue if this was a normal crossing with trains just passing through. Unfortunately, they typically stop at the grain mill and vehicles are stuck for 30 minutes or more. Just want to make sure the issue is noted, I understand if nothing can be done. Thanks.

On Wed, Mar 4, 2020 at 9:34 AM MyProjectsWichitaFalls <MyProjectsWichitaFalls@txdot.gov> wrote:

> Mr. Voth,
>
> With TxDOT no longer pursuing the realignment of the BNSF rail line, we did evaluate the possibility of an overpass to take FM 922 over the BNSF line to avoid the delays at this location. However, due to the minimal amount of space that exists between the railroad and I-35 it would cause significant impacts to several existing homes and businesses near the intersection including impacts to access as well. Therefore, at this time we have decided not to pursue any of these options and to leave the intersection of FM 922 and the railroad crossing the same.
>
> Thank you for your comment and inquiry. We understand your concern and the inconvenience caused when trains are blocking this intersection. We will continue to evaluate this intersection to try to find a solution to this issue.
>
> Thanks,
> Shaun
>
> -----Original Message-----
> From: Craig Voth [redacted]
> Sent: Monday, March 02, 2020 6:36 PM
> To: MyProjectsWichitaFalls <MyProjectsWichitaFalls@txdot.gov>
> Subject: I35 proposed changes at Valley View
>
> Hello,
> Question about the proposed changes on I35 at Valley View, TX. I saw in an article that "TxDOT is no longer looking to realign the BNSF rail line." Does this mean that the railroad crossing issue will not be addressed? The trains stop there and cause huge delays. I don't really care if the rail line is not moved as long as a bridge or some other solution is put in place. However doing a huge makeover on 35 and not addressing the train delays would be disappointing.
> Thanks
> Craig Voth
>
> [A Texas Department of Transportation (TxDOT) message]<https://www.txdot.gov/inside-txdot/media-center/featured.html>

TEXAS DEPARTMENT OF TRANSPORTATION

I-35 IMPROVEMENT PROJECTS OPEN HOUSE

Comment Card

1 of 2

February 27, 2020

Name: Mark Burkett [redacted]

Address [redacted]

Representing: Myself - Home owner + Tax payer

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

- ☐ I am employed by TxDOT
- ☐ I do business with TxDOT
- ☐ I could benefit monetarily from the project or other item about which I am commenting

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This comment is regarding the: ☒ IH 35 Improvement Project

☐ O'Brien Street ☒ Other

1307 near Station (10.40?) (1) SB I-35 on ramp concern - too short + visibility issue while entering I-35. (2) Water under crossing just south of I-35 on ramp - has had safety guardrail removed - (Due to flooding? Per TxDOT) (Recovery zone is angled toward stream)

(3) Drainage from Town Square to South of Water Crossing not properly draining both side's of 1307.

(4) Tx dot, City of Valley View, Valley View ISD have not addressed #3.

(5) Increase traffic flow on 1307 + Newton - Not Addressed.

TEXAS DEPARTMENT OF TRANSPORTATION

I-35 IMPROVEMENT PROJECTS OPEN HOUSE

Comment Card

February 27, 2020

Name: Robert S. Stricklin

Address [redacted]

Representing: Self

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

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This comment is regarding the: ☑ IH 35 Improvement Project

☐ O'Brien Street ☐ Other

I can see an issue with access to the post office. Making the access one way will force traffic back onto local streets and through a back alley into post office.

TEXAS DEPARTMENT OF TRANSPORTATION

I-35 IMPROVEMENT PROJECTS OPEN HOUSE

Comment Card

February 27, 2020

Name: Lillian Stricklin

Address [redacted]

Representing: Self

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

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This comment is regarding the: ☑ IH 35 Improvement Project

☐ O'Brien Street ☐ Other

Will be hard to get to Post office from 922 E with access Rd only 1 direction lots of people get mail from Post office

TEXAS DEPARTMENT OF TRANSPORTATION

I-35 IMPROVEMENT PROJECTS OPEN HOUSE

Comment Card

February 27, 2020

Name: DOUG POTTER

Address [redacted]

Representing: CITIZEN, BUSINESS ON SQUARE, ALL AGES STUDENTS

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

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This comment is regarding the: ☒ IH 35 Improvement Project

☐ O'Brien Street ☐ Other

WITH THIS DESIGN ALL ELEMENTARY, MIDDLE AND HIGH SCHOOL TRAFFIC, OTHER THAN THOSE LIVING IN CLOSE CITY HOMES, ALL MUST USE 922 UNDERPASS MORING & EVENING, ALL AT THE SAME TIME, THAT WILL BE OVER 800 CARS AT ONCE, TWICE DAILY, HORRIBLE DESIGN, MUST BE RE-ENGINEERED WITH VALLEY VIEW CHILDREN, CITIZENS AND BUSINESSES CONSIDERED

TEXAS DEPARTMENT OF TRANSPORTATION

I-35 IMPROVEMENT PROJECTS OPEN HOUSE

Comment Card

February 27, 2020

Name: Robert S. Stricklin, Jr.

Address [redacted]

Representing: Self

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

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This comment is regarding the: ☑ IH 35 Improvement Project

☐ O'Brien Street ☐ Other

I would like to see a better solution to the train crossing. Make the train go over or under FM 922. As traffic increases this will become more of a problem than it is now. When you finish this project you will be reengineering for a train solution.

TEXAS DEPARTMENT OF TRANSPORTATION

I-35 IMPROVEMENT PROJECTS OPEN HOUSE

Comment Card

February 27, 2020

Name: Mike Wilson

Address [redacted]

Representing: Valley View ISD

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This comment is regarding the: ☒ IH 35 Improvement Project

☐ O'Brien Street ☐ Other

Since RR not moving - And your intention to make Service Road one way - when the RR blocks 922 - (which is all the time) Our Buses will have No way to get to Frank Road to Go Around the RR The only way would be to go to Lone Oak Rd which would be a 10 mile out of the way trip for 4 buses of about 200 students.

TEXAS DEPARTMENT OF TRANSPORTATION

I-35 IMPROVEMENT PROJECTS OPEN HOUSE

Comment Card

February 27, 2020

Name: Walt Schmidt

Address [redacted]

Representing: Me

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This comment is regarding the: ❑IH 35 Improvement Project

❑ O'Brien Street ❑Other

Info Boards should have had Date Timelines:

'3882-82 begin — ; finish —

'82-ok. " — ; " —

etc.

TEXAS DEPARTMENT OF TRANSPORTATION

I-35 IMPROVEMENT PROJECTS OPEN HOUSE

Comment Card

February 27, 2020

Name: Joe Wilkerson

Address: [redacted]

Representing: myself / Cooke Co. EMS

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This comment is regarding the: ☑ IH 35 Improvement Project

☐ O'Brien Street ☐ Other

I feel like the one way service roads will place a huge burden on everyone in the community, including businesses and Emergency Services

TEXAS DEPARTMENT OF TRANSPORTATION

I-35 IMPROVEMENT PROJECTS OPEN HOUSE

Comment Card

February 27, 2020

Name: Carl R Kempfer

Address [redacted]

Representing: Myself

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

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This comment is regarding the: ❑ IH 35 Improvement Project

❑ O'Brien Street ❑ Other

Something desperately needs to be done about the railroad trains blocking traffic on FM922 for long periods of time.

TEXAS DEPARTMENT OF TRANSPORTATION

I-35 IMPROVEMENT PROJECTS OPEN HOUSE

Comment Card

February 27, 2020

Name: Kevin A. Kemplin

Address [redacted]

Representing: Self

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

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This comment is regarding the: ☐ IH 35 Improvement Project

☐ O'Brien Street ☒ Other

The constant blocking of F.M. 922 by BNSF trains is detrimental to the welfare of the community. It affects commerce, public safety and the good disposition of the local and visiting populace. F.M. 922 serves as a major east/west travel path.

E: Exhibits and Handouts

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Exhibit Boards

WELCOME TO THE OPEN HOUSE

I-35 Improvement Project

FM 3002 in Texas to Merle Wolfe Road (Mile Marker 1) in Oklahoma

February 27 2020

Please sign in

Explore the exhibits

Ask questions

Submit a comment card

We want to know your comments and concerns.

A comment card has been prov ded to you for your conven ence

If you do not have one please ask a project team member

WHY AM I HERE?

- To learn about changes to the I-35 Improvement Project with the Valley View Section of the proposed project

- To review and provide input on:
  - Removal of the BNSF rail realignment and the new roadway design within the Valley View section of the proposed project
  - Removal of O'Brien Street intersection with I-35

PURPOSE AND NEED

- What are we trying to do? (Project Purpose)
  - Meet local and regional travel demands by increasing capacity
  - Upgrade infrastructure to meet current Federal Highway Administration and TxDOT design standards for interstates bridges and frontage roads
  - Improve safety by correcting design deficiencies and converting two-way frontage roads to one-way frontage roads

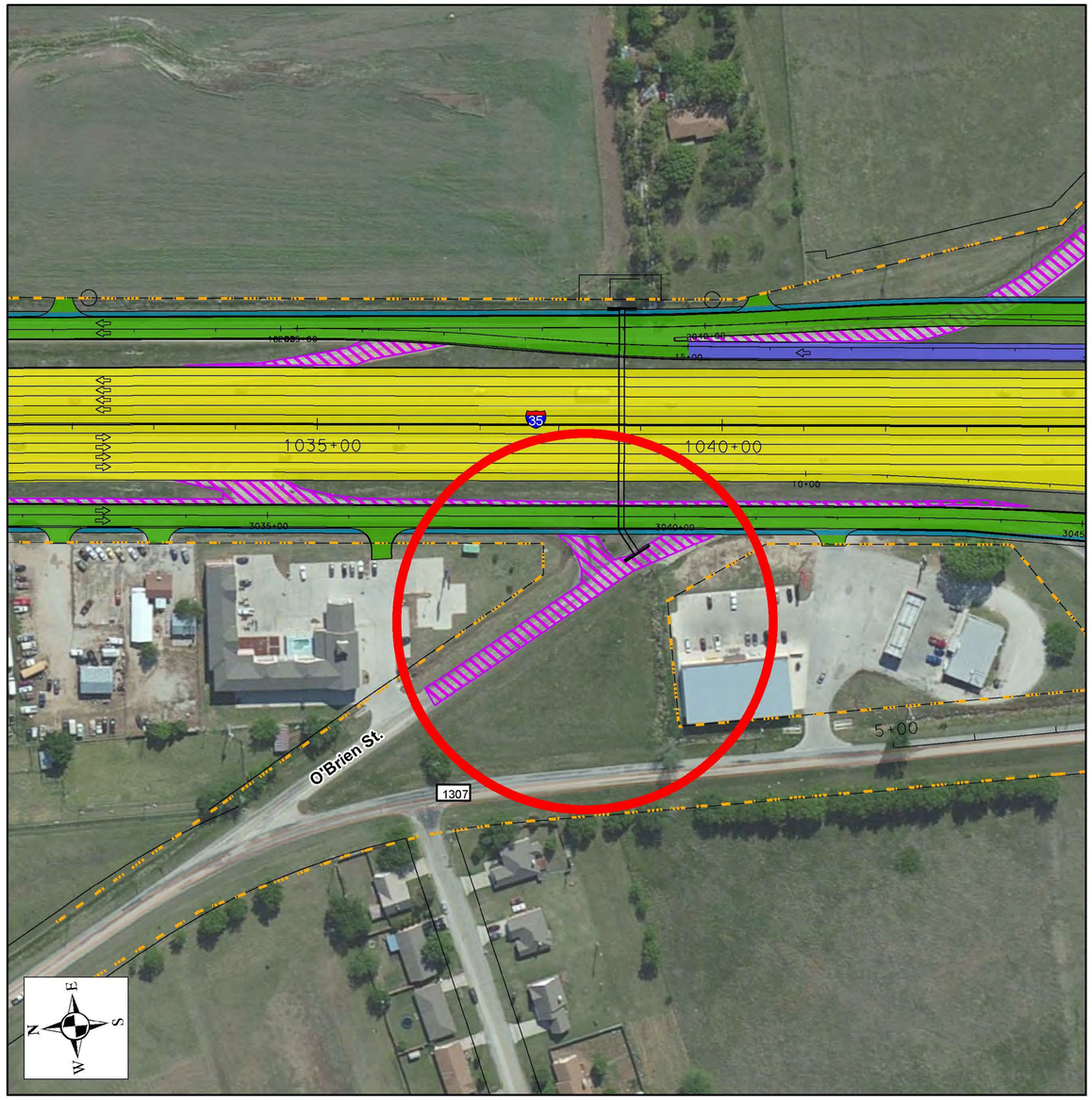
- What problems need to be addressed? (Project Need)
  - Congestion
  - Roadway design deficiencies
  - Safety

Changes Since Public Meeting Held September 2017

- Northern project limit has been revised back to Merle Wolfe Road (Mile Marker 1) in Oklahoma
- Removal of O'Brien Street intersection with I-35 southbound frontage road
- An agreement could not be reached between TxDOT and BNSF; therefore, the BNSF rail alignment alternative has been removed from the proposed project and the all proposed roadway design improvements will be included within the existing ROW within the Valley View area

Changes at O'Brien Street

- Access to O'Brien Street and the I-35 Frontage Road will be closed (red circle)
- Residents who usually use O'Brien Street to access I-35 Frontage will still have access via:
  - Newton Street
  - FM 1307

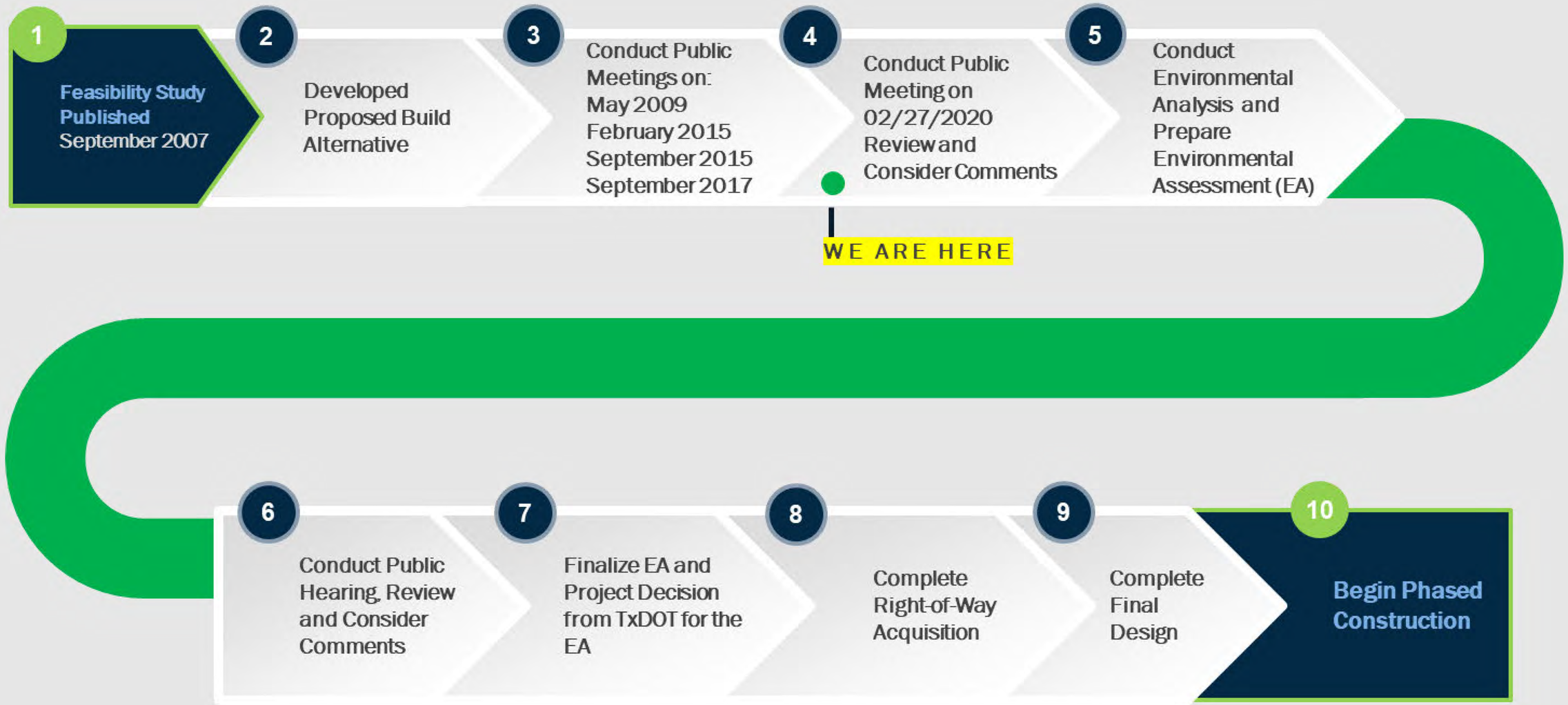


ENVIRONMENTAL CONSIDERATIONS

The following resources will be evaluated in the Environmental Assessment for the proposed project:

- Air Quality
- Roadway Noise Analysis
- Land Use
- Soils and Farmlands
- Environmental Justice
- Community Cohesion
- Social and Economic Resources
- Pedestrian and Bicycle
- Water Resources
  - Floodplains
  - Water Quality
- Wetlands & Waters of the U.S.
  - US Army Corps of Engineers Permitting for impacts at the Red River and other water crossings
- Wildlife
  - Threatened and Endangered Species
- Vegetation
- Archeological Sites
- Non-Archeological Historic Resources
- Hazardous Materials
- Indirect and Cumulative Effects

PROJECT HISTORY AND NEXT STEPS FOR THE I-35 IMPROVEMENT PROJECT



HOW TO STAY INVOLVED

- Go to TxDOT.gov and search for I-35 Cooke County
- Sign-up for email updates
- Call Stephanie Manry at the TxDOT Wichita Falls District Office at 940-720-7733
- Participate in meetings
- Invite the project team to meet with your group

All comments must be received by **March 13, 2020,**
to be part of the official record of the Open House

Submit Comments **TONIGHT** by placing in the comment box

Submit Comments by **MAIL** to

Texas Department of Transportation

c/o Stephanie Manry

1601 Southwest Parkway

Wichita Fa ls Texas 76302

Submit Comments **ELECTRONICALLY** by

- Accessing project website www txdot gov/inside-txdot/projects/studies/wichita-falls/i35-cooke-county html
- Email to MyProjectsWichitaFalls@txdot.gov

Thank you for attending. Please drive safely.

PREFERRED BUILD ALTERNATIVE FOR IMPROVEMENTS TO I-35

Exhibit Maps and Schematic

This page is intentionally left blank.

Location / Key Map

Legend:

- Sections
- Bridge
- Frontage Roads/Surface Sts.
- Ramps and Direct Connects
- Future Roadway Designation
- Edge of Pavement
- Edge of Shoulder
- Lane Line Striping
- Edge of Shoulder
- Edge of Pavement
- Proposed Resurfacing Mill
- CONCRETE
- CONCRETE BLOCK
- CONCRETE TRAFFICKED
- ALIGNMENT NAME
- CURVE CONTROL
- TRAFFIC DIRECTION
- Existing Pavement Removal
- Existing Right-of-Way
- Proposed Proposed Contractor Access
- Proposed Proposed Right-of-Way Access Restriction
- Fog Line/Mk.
- Rumble Strips/Pavement Texture
- EXISTING
- EXISTING SUBGRADE
- PROPOSED SUBGRADE

ROLL 1 of 23

TEXAS DEPARTMENT OF TRANSPORTATION
WICHITA FALLS DISTRICT

PRELIMINARY 100% DESIGN SCHEMATIC

IH 35

CSJ NOS. 0184-01-010,
0184-02-081
0185-01-087

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

NOT INTENDED FOR CONSTRUCTION, BIDDING, OR PERMIT PURPOSES

Texas Department of Transportation
Texas Department of Transportation
Wichita Falls District
1601 S. Scott Avenue
Wichita Falls, Texas 76309-1250
Phone: (940) 720-7700

PREPARED BY CONSOR ENGINEERS
FIRM #12345
UNDER THE SUPERVISION OF
JANICE E. KRUSE, PE 66845

CONSOR
F-12345

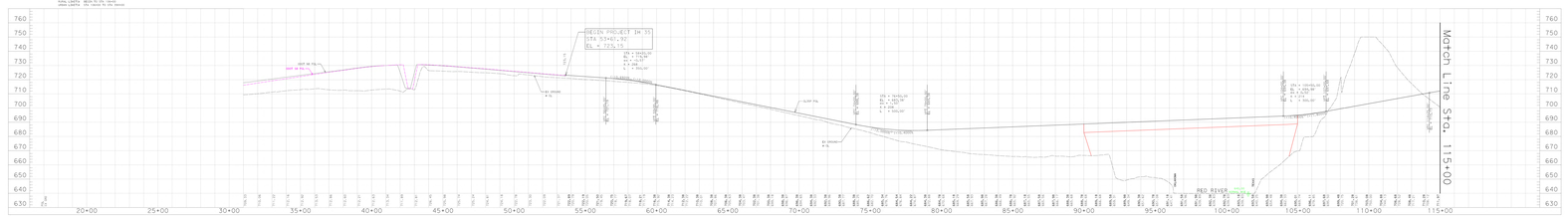
LICENSED
DATE SUBMITTED

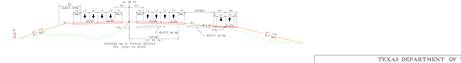
DATE REVIEWED

DATE APPROVED

Projection Datum: NAD
Proj: Lambert Conformal Conic
Datum: NAD83
Zone: Texas North Central
Units: Feet
Grid Factor: 0.9999
Combined Factor: 0.9999
Convergence: 1.0000
Elevation Adjustment: 1.0000
Elevation Datum: NAVD88
Rotation: 0.0000
Horizontal Datum: NAD83
Vertical Datum: NAVD88

Scale: 1" = 50'
Horiz. Scale: 1" = 50'
Vert. Scale: 1" = 5'





INTERSECTION TABLE (RURAL)					
CROSS STREET					
STATION	LEFT TURN LANE	RIGHT TURN LANE	STATION	LEFT TURN LANE	RIGHT TURN LANE
554+00	N/A	N/A	564+00	N/A	N/A
556+00	N/A	N/A	566+00	N/A	N/A
558+00	N/A	N/A	568+00	N/A	N/A
560+00	N/A	N/A	570+00	N/A	N/A
562+00	N/A	N/A	572+00	N/A	N/A

INTERSECTION TABLE - FRONTAGE ROADS, RAMPS			
CROSS NAME	STATION	CROSS SLOPE L/T	CROSS SLOPE RT
RP2C	539+00	2.00%	2.00%
	539+50	2.00%	2.00%
	540+00	2.00%	2.00%
	540+50	2.00%	2.00%
	541+00	2.00%	2.00%
	541+50	2.00%	2.00%
	542+00	2.00%	2.00%
	542+50	2.00%	2.00%

ROLL 1 of 23

TEXAS DEPARTMENT OF TRANSPORTATION
WICHITA FALLS DISTRICT

PRELIMINARY 100% DESIGN SCHEMATIC

IH 35

CSJ NOS. 0184-01-010,
0184-02-081
0185-01-087

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

NOT INTENDED FOR CONSTRUCTION, BIDDING, OR PERMIT PURPOSES

Texas Department of Transportation
Texas Department of Transportation
Wichita Falls District
1601 S. Scott Avenue
Wichita Falls, Texas 76309-1250
Phone: (940) 720-7700

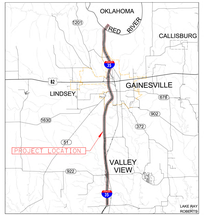
PREPARED BY CONSOR ENGINEERS
FIRM #12345
UNDER THE SUPERVISION OF
JANICE E. KRUSE, PE 66845

CONSOR
F-12345

LICENSED
DATE SUBMITTED

DATE REVIEWED

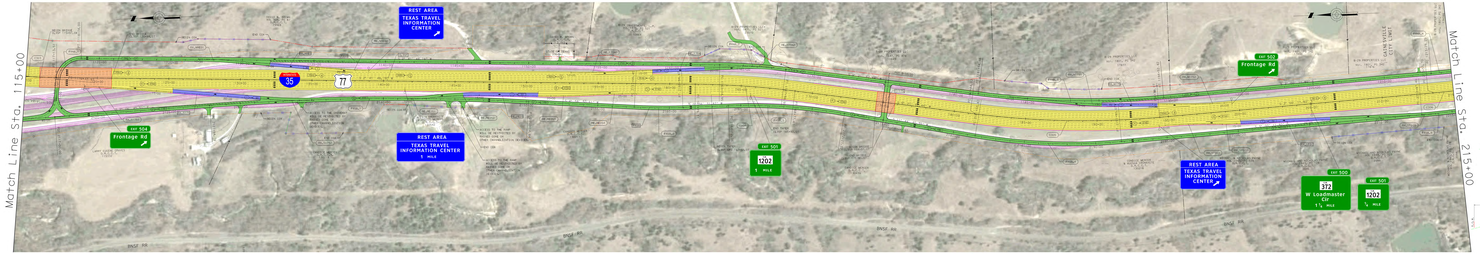
DATE APPROVED

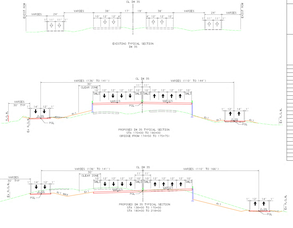


Location / Key Map

Legend:

- Sections
- R-Line
- R-Line Rate/Surface Ch.
- Ramp and Crash Connects
- Future Roadway by others
- Edge of Pavement
- Edge of Shoulder
- Lane Line Striping
- Edge of Shoulder
- Edge of Pavement
- Proposed Retaining Wall
- CONRAC
- CONRAC BLDG
- CONRAC TELEPHONE
- ALIGNMENT NOW
- CURVE
- Curve Chaining
- Existing Pavement Removal
- Existing Alignment Key
- Proposed Proposed Contourline
- Proposed Proposed Right-of-Way
- Proposed Rail/Road
- Fly Line
- Proposed Structure Limits and Number
- EDIT SUBSET
- TOP SUBSET





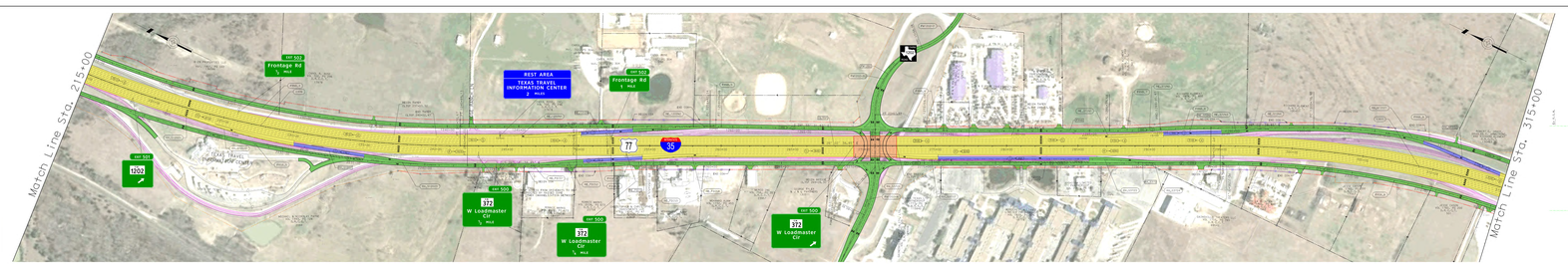
SUPER ELEVATION TABLE - FRONTAGE ROADS, RAMPS AND CROSS STREETS

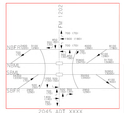
CROSS NAME	STATION	DELTA	DEGREE	TANGENT	LENGTH	RADIUS	PC STATION	PT STATION	PS NORMAL	PS EXISTING	PC STATION	PT STATION
FR50	1+00.00 RT	0°00'00"	0°00'00"	0.00	0.00	0.00	0+00.00 RT	0+00.00 RT	0.00% RT	0.00% RT	0+00.00 RT	0+00.00 RT
	2+00.00 RT	0°00'00"	0°00'00"	0.00	0.00	0.00	0+00.00 RT	0+00.00 RT	0.00% RT	0.00% RT	0+00.00 RT	0+00.00 RT
	3+00.00 RT	0°00'00"	0°00'00"	0.00	0.00	0.00	0+00.00 RT	0+00.00 RT	0.00% RT	0.00% RT	0+00.00 RT	0+00.00 RT
	4+00.00 RT	0°00'00"	0°00'00"	0.00	0.00	0.00	0+00.00 RT	0+00.00 RT	0.00% RT	0.00% RT	0+00.00 RT	0+00.00 RT
	5+00.00 RT	0°00'00"	0°00'00"	0.00	0.00	0.00	0+00.00 RT	0+00.00 RT	0.00% RT	0.00% RT	0+00.00 RT	0+00.00 RT
	6+00.00 RT	0°00'00"	0°00'00"	0.00	0.00	0.00	0+00.00 RT	0+00.00 RT	0.00% RT	0.00% RT	0+00.00 RT	0+00.00 RT
	7+00.00 RT	0°00'00"	0°00'00"	0.00	0.00	0.00	0+00.00 RT	0+00.00 RT	0.00% RT	0.00% RT	0+00.00 RT	0+00.00 RT
	8+00.00 RT	0°00'00"	0°00'00"	0.00	0.00	0.00	0+00.00 RT	0+00.00 RT	0.00% RT	0.00% RT	0+00.00 RT	0+00.00 RT
	9+00.00 RT	0°00'00"	0°00'00"	0.00	0.00	0.00	0+00.00 RT	0+00.00 RT	0.00% RT	0.00% RT	0+00.00 RT	0+00.00 RT
	10+00.00 RT	0°00'00"	0°00'00"	0.00	0.00	0.00	0+00.00 RT	0+00.00 RT	0.00% RT	0.00% RT	0+00.00 RT	0+00.00 RT
	11+00.00 RT	0°00'00"	0°00'00"	0.00	0.00	0.00	0+00.00 RT	0+00.00 RT	0.00% RT	0.00% RT	0+00.00 RT	0+00.00 RT
	12+00.00 RT	0°00'00"	0°00'00"	0.00	0.00	0.00	0+00.00 RT	0+00.00 RT	0.00% RT	0.00% RT	0+00.00 RT	0+00.00 RT
	13+00.00 RT	0°00'00"	0°00'00"	0.00	0.00	0.00	0+00.00 RT	0+00.00 RT	0.00% RT	0.00% RT	0+00.00 RT	0+00.00 RT
	14+00.00 RT	0°00'00"	0°00'00"	0.00	0.00	0.00	0+00.00 RT	0+00.00 RT	0.00% RT	0.00% RT	0+00.00 RT	0+00.00 RT
	15+00.00 RT	0°00'00"	0°00'00"	0.00	0.00	0.00	0+00.00 RT	0+00.00 RT	0.00% RT	0.00% RT	0+00.00 RT	0+00.00 RT
	16+00.00 RT	0°00'00"	0°00'00"	0.00	0.00	0.00	0+00.00 RT	0+00.00 RT	0.00% RT	0.00% RT	0+00.00 RT	0+00.00 RT
	17+00.00 RT	0°00'00"	0°00'00"	0.00	0.00	0.00	0+00.00 RT	0+00.00 RT	0.00% RT	0.00% RT	0+00.00 RT	0+00.00 RT
	18+00.00 RT	0°00'00"	0°00'00"	0.00	0.00	0.00	0+00.00 RT	0+00.00 RT	0.00% RT	0.00% RT	0+00.00 RT	0+00.00 RT
	19+00.00 RT	0°00'00"	0°00'00"	0.00	0.00	0.00	0+00.00 RT	0+00.00 RT	0.00% RT	0.00% RT	0+00.00 RT	0+00.00 RT
	20+00.00 RT	0°00'00"	0°00'00"	0.00	0.00	0.00	0+00.00 RT	0+00.00 RT	0.00% RT	0.00% RT	0+00.00 RT	0+00.00 RT
	21+00.00 RT	0°00'00"	0°00'00"	0.00	0.00	0.00	0+00.00 RT	0+00.00 RT	0.00% RT	0.00% RT	0+00.00 RT	0+00.00 RT
	22+00.00 RT	0°00'00"	0°00'00"	0.00	0.00	0.00	0+00.00 RT	0+00.00 RT	0.00% RT	0.00% RT	0+00.00 RT	0+00.00 RT
	23+00.00 RT	0°00'00"	0°00'00"	0.00	0.00	0.00	0+00.00 RT	0+00.00 RT	0.00% RT	0.00% RT	0+00.00 RT	0+00.00 RT
	24+00.00 RT	0°00'00"	0°00'00"	0.00	0.00	0.00	0+00.00 RT	0+00.00 RT	0.00% RT	0.00% RT	0+00.00 RT	0+00.00 RT
	25+00.00 RT	0°00'00"	0°00'00"	0.00	0.00	0.00	0+00.00 RT	0+00.00 RT	0.00% RT	0.00% RT	0+00.00 RT	0+00.00 RT
	26+00.00 RT	0°00'00"	0°00'00"	0.00	0.00	0.00	0+00.00 RT	0+00.00 RT	0.00% RT	0.00% RT	0+00.00 RT	0+00.00 RT
	27+00.00 RT	0°00'00"	0°00'00"	0.00	0.00	0.00	0+00.00 RT	0+00.00 RT	0.00% RT	0.00% RT	0+00.00 RT	0+00.00 RT
	28+00.00 RT	0°00'00"	0°00'00"	0.00	0.00	0.00	0+00.00 RT	0+00.00 RT	0.00% RT	0.00% RT	0+00.00 RT	0+00.00 RT
	29+00.00 RT	0°00'00"	0°00'00"	0.00	0.00	0.00	0+00.00 RT	0+00.00 RT	0.00% RT	0.00% RT	0+00.00 RT	0+00.00 RT
	30+00.00 RT	0°00'00"	0°00'00"	0.00	0.00	0.00	0+00.00 RT	0+00.00 RT	0.00% RT	0.00% RT	0+00.00 RT	0+00.00 RT
	31+00.00 RT	0°00'00"	0°00'00"	0.00	0.00	0.00	0+00.00 RT	0+00.00 RT	0.00% RT	0.00% RT	0+00.00 RT	0+00.00 RT
	32+00.00 RT	0°00'00"	0°00'00"	0.00	0.00	0.00	0+00.00 RT	0+00.00 RT	0.00% RT	0.00% RT	0+00.00 RT	0+00.00 RT
	33+00.00 RT	0°00'00"	0°00'00"	0.00	0.00	0.00	0+00.00 RT	0+00.00 RT	0.00% RT	0.00% RT	0+00.00 RT	0+00.00 RT
	34+00.00 RT	0°00'00"	0°00'00"	0.00	0.00	0.00	0+00.00 RT	0+00.00 RT	0.00% RT	0.00% RT	0+00.00 RT	0+00.00 RT
	35+00.00 RT	0°00'00"	0°00'00"	0.00	0.00	0.00	0+00.00 RT	0+00.00 RT	0.00% RT	0.00% RT	0+00.00 RT	0+00.00 RT
	36+00.00 RT	0°00'00"	0°00'00"	0.00	0.00	0.00	0+00.00 RT	0+00.00 RT	0.00% RT	0.00% RT	0+00.00 RT	0+00.00 RT
	37+00.00 RT	0°00'00"	0°00'00"	0.00	0.00	0.00	0+00.00 RT	0+00.00 RT	0.00% RT	0.00% RT	0+00.00 RT	0+00.00 RT
	38+00.00 RT	0°00'00"	0°00'00"	0.00	0.00	0.00	0+00.00 RT	0+00.00 RT	0.00% RT	0.00% RT	0+00.00 RT	0+00.00 RT
	39+00.00 RT	0°00'00"	0°00'00"	0.00	0.00	0.00	0+00.00 RT	0+00.00 RT	0.00% RT	0.00% RT	0+00.00 RT	0+00.00 RT
	40+00.00 RT	0°00'00"	0°00'00"	0.00	0.00	0.00	0+00.00 RT	0+00.00 RT	0.00% RT	0.00% RT	0+00.00 RT	0+00.00 RT
	41+00.00 RT	0°00'00"	0°00'00"	0.00	0.00	0.00	0+00.00 RT	0+00.00 RT	0.00% RT	0.00% RT	0+00.00 RT	0+00.00 RT
	42+00.00 RT	0°00'00"	0°00'00"	0.00	0.00	0.00	0+00.00 RT	0+00.00 RT	0.00% RT	0.00% RT	0+00.00 RT	0+00.00 RT
	43+00.00 RT	0°00'00"	0°00'00"	0.00	0.00	0.00	0+00.00 RT	0+00.00 RT	0.00% RT	0.00% RT	0+00.00 RT	0+00.00 RT
	44+00.00 RT	0°00'00"	0°00'00"	0.00	0.00	0.00	0+00.00 RT	0+00.00 RT	0.00% RT	0.00% RT	0+00.00 RT	0+00.00 RT
	45+00.00 RT	0°00'00"	0°00'00"	0.00	0.00	0.00	0+00.00 RT	0+00.00 RT	0.00% RT	0.00% RT	0+00.00 RT	0+00.00 RT
	46+00.00 RT	0°00'00"	0°00'00"	0.00	0.00	0.00	0+00.00 RT	0+00.00 RT	0.00% RT	0.00% RT	0+00.00 RT	0+00.00 RT
	47+00.00 RT	0°00'00"	0°00'00"	0.00	0.00	0.00	0+00.00 RT	0+00.00 RT	0.00% RT	0.00% RT	0+00.00 RT	0+00.00 RT
	48+00.00 RT	0°00'00"	0°00'00"	0.00	0.00	0.00	0+00.00 RT	0+00.00 RT	0.00% RT	0.00% RT	0+00.00 RT	0+00.00 RT
	49+00.00 RT	0°00'00"	0°00'00"	0.00	0.00	0.00	0+00.00 RT	0+00.00 RT	0.00% RT	0.00% RT	0+00.00 RT	0+00.00 RT
	50+00.00 RT	0°00'00"	0°00'00"	0.00	0.00	0.00	0+00.00 RT	0+00.00 RT	0.00% RT	0.00% RT	0+00.00 RT	0+00.00 RT
	51+00.00 RT	0°00'00"	0°00'00"	0.00	0.00	0.00	0+00.00 RT	0+00.00 RT	0.00% RT	0.00% RT	0+00.00 RT	0+00.00 RT
	52+00.00 RT	0°00'00"	0°00'00"	0.00	0.00	0.00	0+00.00 RT	0+00.00 RT	0.00% RT	0.00% RT	0+00.00 RT	0+00.00 RT
	53+00.00 RT	0°00'00"	0°00'00"	0.00	0.00	0.00	0+00.00 RT	0+00.00 RT	0.00% RT	0.00% RT	0+00.00 RT	0+00.00 RT
	54+00.00 RT	0°00'00"	0°00'00"	0.00	0.00	0.00	0+00.00 RT	0+00.00 RT	0.00% RT	0.00% RT	0+00.00 RT	0+00.00 RT
	55+00.00 RT	0°00'00"	0°00'00"	0.00	0.00	0.00	0+00.00 RT	0+00.00 RT	0.00% RT	0.00% RT	0+00.00 RT	0+00.00 RT
	56+00.00 RT	0°00'00"	0°00'00"	0.00	0.00	0.00	0+00.00 RT	0+00.00 RT	0.00% RT	0.00% RT	0+00.00 RT	0+00.00 RT
	57+00.00 RT	0°00'00"	0°00'00"	0.00	0.00	0.00	0+00.00 RT	0+00.00 RT	0.00% RT	0.00% RT	0+00.00 RT	0+00.00 RT
	58+00.00 RT	0°00'00"	0°00'00"	0.00	0.00	0.00	0+00.00 RT	0+00.00 RT	0.00% RT	0.00% RT	0+00.00 RT	0+00.00 RT
	59+00.00 RT	0°00'00"	0°00'00"	0.00	0.00	0.00	0+00.00 RT	0+00.00 RT	0.00% RT	0.00% RT	0+00.00 RT	0+00.00 RT
	60+00.00 RT	0°00'00"	0°00'00"	0.00	0.00	0.00	0+00.00 RT	0+00.00 RT	0.00% RT	0.00% RT	0+00.00 RT	0+00.00 RT
	61+00.00 RT	0°00'00"	0°00'00"	0.00	0.00	0.00	0+00.00 RT	0+00.00 RT	0.00% RT	0.00% RT	0+00.00 RT	0+00.00 RT
	62+00.00 RT	0°00'00"	0°00'00"	0.00	0.00	0.00	0+00.00 RT	0+00.00 RT	0.00% RT	0.00% RT	0+00.00 RT	0+00.00 RT
	63+00.00 RT	0°00'00"	0°00'00"	0.00	0.00	0.00	0+00.00 RT	0+00.00 RT	0.00% RT	0.00% RT	0+00.00 RT	0+00.00 RT
	64+00.00 RT	0°00'00"	0°00'00"	0.00	0.00	0.00	0+00.00 RT	0+00.00 RT	0.00% RT	0.00% RT	0+00.00 RT	0+00.00 RT
	65+00.00 RT	0°00'00"	0°00'00"	0.00	0.00	0.00	0+00.00 RT	0+00.00 RT	0.00% RT	0.00% RT	0+00.00 RT	0+00.00 RT
	66+00.00 RT	0°00'00"	0°00'00"	0.00	0.00	0.00	0+00.00 RT	0+00.00 RT	0.00% RT	0.00% RT	0+00.00 RT	0+00.00 RT
	67+00.00 RT	0°00'00"	0°00'00"	0.00	0.00	0.00	0+00.00 RT	0+00.00 RT	0.00% RT	0.00% RT	0+00.00 RT	0+00.00 RT
	68+00.00 RT	0°00'00"	0°00'00"	0.00	0.00	0.00	0+00.00 RT	0+00.00 RT	0.00% RT	0.00% RT	0+00.00 RT	0+00.00 RT
	69+00.00 RT	0°00'00"	0°00'00"	0.00	0.00	0.00	0+00.00 RT	0+00.00 RT	0.00% RT	0.00% RT	0+00.00 RT	0+00.00 RT
	70+00.00 RT	0°00'00"	0°00'00"	0.00	0.00	0.00	0+00.00 RT	0+00.00 RT	0.00% RT	0.00% RT	0+00.00 RT	0+00.00 RT
	71+00.00 RT	0°00'00"	0°00'00"	0.00	0.00	0.00	0+00.00 RT	0+00.00 RT	0.00% RT	0.00% RT	0+00.00 RT	0+00.00 RT
	72+00.00 RT	0°00'00"	0°00'00"	0.00	0.00	0.00	0+00.00 RT	0+00.00 RT	0.00% RT	0.00% RT	0+00.00 RT	0+00.00 RT
	73+00.00 RT	0°00'00"	0°00'00"	0.00	0.00	0.00	0+00.00 RT	0+00.00 RT	0.00% RT	0.00% RT	0+00.00 RT	0+00.00 RT
	74+00.00 RT	0°00'00"	0°00'00"	0.00	0.00	0.00	0+00.00 RT	0+00.00 RT	0.00% RT	0.00% RT	0+00.00 RT	0+00.00 RT
	75+00.00 RT	0°00'00"	0°00'00"	0.00	0.00	0.00	0+00.00 RT	0+00.00 RT	0.00% RT	0.00% RT	0+00.00 RT	0+00.00 RT
	76+00.00 RT	0°00'00"	0°00'00"	0.00	0.00	0.00	0+00.00 RT	0+00.00 RT	0.00% RT	0.00% RT	0+00.00 RT	0+00.00 RT
	77+00.00 RT	0°00'00"	0°00'00"	0.00	0.00	0.00	0+00.00 RT	0+00.00 RT	0.00% RT	0.00% RT	0+00.00 RT	0+00.00 RT
	78+00.00 RT	0°00'00"	0°00'00"	0.00	0.00	0.00	0+00.00 RT	0+00.00 RT	0.00% RT	0.00% RT	0+00.00 RT	0+00.00 RT
	79+00.00 RT	0°00'00"	0°00'00"	0.00	0.00	0.00	0+00.00 RT	0+00.00 RT	0.00% RT	0.00% RT	0+00.00 RT	0+00.00 RT
	80+00.00 RT	0°00'00"	0°00'00"	0.00	0.00	0.00	0+00.00 RT	0+00.00 RT	0.00% RT	0.00% RT	0+00.00 RT	0+00.00 RT
	81+00.00 RT	0°00'00"	0°00'00"	0.00	0.00	0.00	0+00.00 RT	0+00.00 RT	0.00% RT	0.00% RT	0+00.00 RT	0+00.00 RT
	82+00.00 RT	0°00'00"	0°00'00"	0.00	0.00	0.00	0+00.00 RT	0+00.00 RT	0.00% RT	0.00% RT	0+00.00 RT	0+00.00 RT
	83+00.00 RT	0°00'00"	0°00'00"	0.00	0.00	0.00	0+00.00 RT	0+00.00 RT	0.00% RT	0.00% RT	0+00.00 RT	0+00.00 RT
	84+00.00 RT	0°00'00"	0°00'00"	0.00	0.00	0.00	0+00.00 RT	0+00.00 RT	0.00% RT	0.00% RT	0+00.00 RT	0+00.00 RT
	85+00.00 RT	0°00'00"	0°00'00"	0.00	0.00	0.00	0+00.00 RT	0+00.00 RT	0.00% RT	0.00% RT	0+00.00 RT	0+00.00 RT
	86+00.00 RT	0°00'00"	0°00'00"	0.00	0.00	0.00	0+00.00 RT	0+00.00 RT	0.00% RT	0.00% RT	0+00.00 RT	0+00.00 RT
	87+00.00 RT	0°00'00"	0°00'00"	0.00	0.00	0.00	0+00.00 RT	0+00.00 RT	0.00% RT	0.00% RT	0+00.00 RT	0+00.00 RT
	88+00.00 RT	0°00'00"	0°00'00"	0.00	0.00	0.00	0+00.00 RT	0+00.00 RT	0.00% RT	0.00% RT	0+00.00 RT	0+00.00 RT
	89+00.00 RT	0°00'00"	0°00'00"	0.00	0.00	0.00	0+00.00 RT	0+00.00 RT	0.00% RT	0.00% RT	0+00.00 RT	0+00.00 RT
	90+00.00 RT	0°00'00"	0°00'00"	0.00	0.00	0.00	0+00.00 RT	0+00.00 RT	0.00% RT	0.00% RT	0+00.00 RT	0+00.00 RT
	91+00.00 RT	0°00'00"	0°00'00"	0.00	0.00	0.00	0+00.00 RT	0+00.00 RT	0.00% RT	0.00% RT	0+00.00 RT	0+00.00 RT
	92+00.00 RT	0°00'00"	0°00'00"	0.00	0.00	0.00	0+00.00 RT	0+00.00 RT	0.00% RT	0.00% RT	0+00.00 RT	0+00.00 RT
	93+00.00 RT	0°00'00"	0°00'00"	0.00	0.00	0.00	0+00.00 RT	0+00.00 RT	0.00% RT	0.00% RT	0+00.00 RT	0+00.00 RT
	94+00.00 RT	0°00'00"	0°00'00"	0.00	0.00	0.00	0+00.00 RT	0+00.00 RT	0.00% RT	0.00% RT	0+00.00 RT	0+00.00 RT
	95+00.00 RT	0°00'00"	0°00'00"	0.00	0.00	0.00	0+00.00 RT	0+00.00 RT	0.00% RT	0.00% RT	0+00.00 RT	0+00.00 RT
	96+00.00 RT	0°00'00"	0°00'00"	0.00	0.00	0.00	0+00.00 RT	0+00.00 RT	0.00% RT	0.00% RT	0+00.00 RT	0+00.00 RT
	97+00.00 RT	0°00'00"	0°00'00"	0.00	0.00	0.00	0+00.00 RT	0+00.00 RT	0.00% RT	0.00% RT	0+00.00 RT	0+00.00 RT
	98+00.00 RT	0°00'00"	0°00'00"	0.00	0.00	0.00	0+00.00 RT	0+00.00 RT	0.00% RT	0.00% RT	0+00.00 RT	0+00.00 RT
	99+00.00 RT	0°00'00"	0°00'00"	0.00	0.00	0.00	0+00.00 RT	0+00.00 RT	0.00% RT	0.00% RT	0+00.00 RT	0+00.00 RT
	100+00.00 RT	0°00'00"	0°00'00"	0.00	0.00	0.00	0+00.00 RT	0+00.00 RT	0.00% RT	0.00% RT	0+00.00 RT	0+00.00 RT
	101+00.00 RT	0°00'00"	0°00'00"	0.00	0.00	0.00	0+00.00 RT	0+00.00 RT	0.00% RT	0.00% RT	0+00.00 RT	0+00.00 RT
	102+00.00 RT	0°00'00"	0°00'00"	0.00	0.00	0.00	0+00.00 RT	0+00.00 RT	0.00% RT	0.00% RT	0+00.00 RT	0+00.00 RT
	103+00.00 RT	0°00'00"	0°00'00"	0.00	0.00	0.00	0+00.00 RT	0+00.00 RT	0.00% RT	0.00% RT	0+00.00 RT	0+00.00 RT
	104+00.00 RT	0°00'00"	0°00'00"	0.00	0.00	0.00	0+00.00 RT	0+00.00 RT	0.00% RT	0.00% RT	0+00.00 RT	0+00.00 RT
	105+00.00 RT	0°00'00"	0°00'00"	0.00	0.00	0.00	0+00.00 RT	0+00.00 RT	0.00% RT	0.00% RT	0+00.00 RT	0+00.00 RT
	106+00.00 RT	0°00'00"	0°00'00"	0.00	0.00	0.00	0+00.00 RT	0+00.00 RT	0.00% RT	0.00% RT	0+00.00 RT	0+00.00 RT
	107+00.00 RT	0°00'00"	0°00'00"	0.00	0.00	0.00	0+00.00 RT	0+00.00 RT	0.00% RT	0.00% RT	0+00.00 RT	0+00.00 RT
	108+00.00 RT	0°00'00"	0°00'00"	0.00	0.00	0.00	0+00.00 RT	0+00.00 RT	0.00% RT	0.00% RT	0+00.00 RT	0+00.00 RT
	109+00.00 RT	0°00'00"	0°00'00"	0.00	0.00	0.00	0+00.00 RT	0+00.00 RT	0.00% RT	0.00% RT	0+00.00 RT	0+00.00 RT
	110+00.00 RT	0°00'00"	0°00'00"	0.00	0.00	0.00	0+00.00 RT	0+00.00 RT	0.00% RT	0.00% RT	0+00.00 RT	0+00.00 RT
	111+00.00 RT	0°00'00"	0°00'00"	0.00	0.00	0.00	0+00.00 RT	0+00.00 RT	0.00% RT	0.00% RT	0+00.00 RT	0+00.00 RT
	112+00.00 RT	0°00'00"	0°00'00"	0.00	0.00	0.00	0+00.00 RT	0+00.00 RT	0.00% RT	0.00% RT	0+00.00 RT	0+00.00 RT
	113+00.00 RT	0°00'00"	0°00'00"	0.00	0.00	0.00	0+00.00 RT	0+00.00 RT	0.00% RT	0.00% RT	0+00.00 RT	0+00.00 RT
	114+00.00 RT	0°00'00"	0°00'00"	0.00	0.00	0.00	0+00.00 RT	0+00.00 RT	0.00% RT	0.00% RT	0+00.00 RT	0+00.00 RT
	115+00.00 RT	0°00'00"	0°00'00"	0.00	0.00	0.00	0+00.00 RT	0+00.00 RT	0.00% RT	0.00% RT	0+00.00 RT	0+00.00 RT
	116+00.00 RT	0°00'00"	0°00'00"	0.00	0.00	0.00	0+00.00 RT	0+00.00 RT	0.00% RT	0.00% RT	0+00.00 RT	0+00.00 RT
	117+00.00 RT	0°00'00"	0°00'00"	0.00	0.00	0.00	0+00.00 RT	0+00.00 RT	0.00% RT	0.00% RT	0+00.00 RT	0+00.00 RT
	118+00.00 RT	0°00'00"	0°00'00"	0.00	0.00	0.00	0+00.00 RT	0+00.00 RT	0.00% RT	0.00% RT	0+00.00 RT	0+00.00 RT
	119+00.00 RT	0°00'00"	0°00'00"	0.00	0.00	0.00	0+00.00 RT	0+00.00 RT	0.00% RT	0.00% RT	0+00.00 RT	0+00.00 RT
	120+00.00 RT	0°00'00"	0°00'00"	0.00	0.00	0.00	0+00.00 RT	0+00.00 RT	0.00% RT	0.00% RT	0+00.00 RT	0+00.00 RT
	121+00.00 RT	0°00'00"	0°00'00"	0.00	0.00	0.00	0+00.00 RT	0+00.00 RT	0.00% RT	0.00% RT	0+00.00 RT	0+00.00 RT
	122+00.00 RT	0°00'00"	0°00'00"	0.00	0.00	0.00	0+00.00 RT	0+00.00 RT	0.00% RT	0.00% RT	0+00.00 RT	0+00.00 RT
	123+00.00 RT	0°00'00"	0°00'00"	0.00	0.00	0.00	0+00.00 RT	0+00.00 RT	0.00% RT	0.00% RT	0+00.00 RT	0+00.00 RT
	124+00.00 RT	0°00'00"	0°00'00"	0.00	0.00	0.00	0+00.00 RT	0+00.00 RT	0.00% RT	0.00% RT	0+00.00 RT	0+00.00 RT
	125+00.00 RT	0°00'00"	0°00'00"	0.00	0.00	0.00	0+00.00 RT	0+00.00 RT	0.00% RT	0.00% RT	0+00.00 RT	0+00.00 RT
	126+00.00 RT	0°00'00"	0°00'00"	0.00	0.00	0.00	0+00.00 RT	0+00.00 RT	0.00% RT	0.00% RT	0+00.00 RT	0+00.00 RT
	127+00.00 RT	0°00'00"	0°00'00"	0.00	0.00	0.00	0+00.00 RT	0+00.00 RT	0.00% RT	0.00% RT	0+00.00 RT	0+00.00 RT
	128+00.00 RT	0°00'00"	0°00'00"	0.00	0.00	0.00	0+00.00 RT	0+00.00 RT	0.00% RT	0.00% RT	0+00.00 RT	0+00.00 RT
	129+00.00 RT	0°00'00"	0°00'00"	0.00	0.00	0.00	0+00.00 RT	0+00.00 RT	0.00% RT	0.00% RT	0+00.00 RT	0+00.00 RT
	130+00.00 RT	0°00'00"	0°00'00"	0.00	0.00	0.00	0+00.00 RT	0+00.00 RT	0.00% RT	0.00% RT	0+00.00 RT	0+00.00 RT
	131+00.00 RT	0°00'00"	0°00'00"	0.00	0.00	0.00	0+00.00 RT	0+00.00 RT	0.00% RT	0.00% RT	0+00.00 RT	0+00.00 RT
	132+00.00 RT	0°00'00"	0°00'00"	0.00	0.00	0.00	0+00.00 RT	0+00.00 RT	0.00% RT	0.00% RT	0+00.00 RT	0+00.00 RT
	133+00.00 RT	0°00'00"	0°00'00"	0.00	0.00	0.00	0+00.00 RT	0+00.00 RT	0.00% RT	0.00% RT	0+00.00 RT	0+00.00 RT
	134+00.00 RT	0°00'00"	0°00'00"	0.00	0.00	0.00	0+00.00 RT	0+00.00 RT	0.00% RT	0.00% RT	0+00.00 RT	0+00.00 RT
	135+00.00 RT	0°00'00"	0°00'00"	0.00	0.00	0.00	0+00.00 RT	0+00.00 RT	0.00% RT	0.00% RT	0+00.00 RT	0+00.00 RT
	136+00.00 RT	0°00'00"	0°00'00"	0.00	0.00	0.00	0+00.00 RT	0+00.00 RT	0.00% RT	0.00% RT	0+00.00 RT	0+00.00 RT
	137+00.00 RT	0°00'00"	0°00'00"	0.00	0.00	0.00	0+00.00 RT	0+00.00 RT	0.00% RT	0.00% RT	0+00.00 RT	0+00.00 RT
	138+00.00 RT	0°00'00"	0°00'00"	0.00	0.00	0.00	0+00.00 RT	0+00.00 RT	0.00% RT	0.00% RT	0+00.00 RT	0+00.00 RT
	139+00.00 RT	0°00'00"	0°00'00"	0.00	0.00	0.00	0+00.00 RT	0+00.00 RT	0.00% RT	0.00% RT	0+00.00 RT	0+00.00 RT
	140+00.00 RT	0°00'00"	0°00'00"	0.00	0.00	0.00	0+00.00 RT	0+00.00 RT	0.00% RT	0.00% RT	0+00.00 RT	0+00.00 RT
	141+00.00 RT	0°00'00"	0°00'00"	0.00	0.00	0.00	0+00.00 RT	0+00.00 RT	0.00% RT	0.00% RT	0+00.00 RT	0+00.00 RT
	142+00.00 RT	0°00'00"	0°00'00"	0.00	0.00	0.00	0+00.00 RT	0+00.00 RT	0.00% RT	0.00% RT	0+00.00 RT	0+00.00 RT
	143+00.00 RT	0°00'00"	0°00'00"	0.00	0.00	0.00	0+00.00 RT	0+00.00 RT	0.00% RT	0.00% RT	0+00.00 RT	0+00.00 RT
	144+00.00 RT	0°00'00"	0°00'00"	0.00	0.00	0.00	0+00.00 RT	0+00.00 RT	0.00% RT	0.00% RT	0+00.00 RT	0+00.00 RT

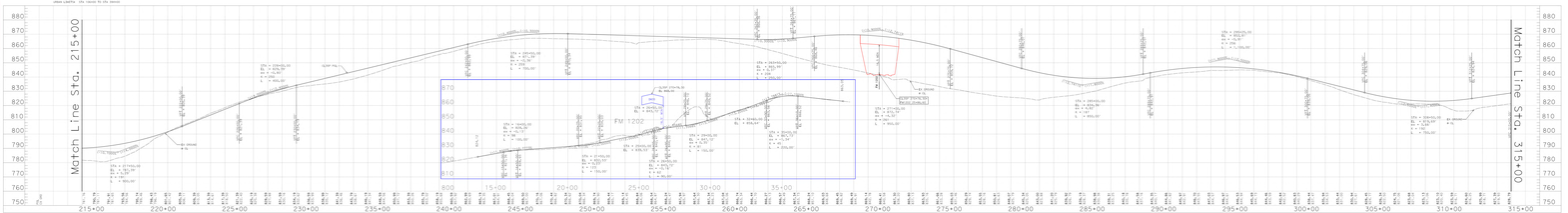
Location / Key Map

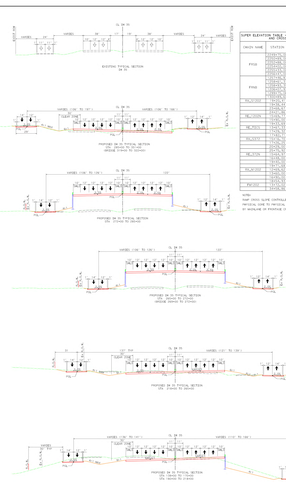
Legend:

- Sections
- Bridge
- Frontage Roads/Surface St.
- Ramps and Direct Connectors
- Future Roadway by others
- Edge of Pavement
- Edge of Shoulder
- Lines Line Detailing
- Edge of Pavement
- Edge of Pavement
- Proposed Retaining Wall
- CONCRETE
- CURBED GUTTER
- CURBED TRAFFICKED
- ALIGNMENT NAME
- CURVE CONTROL
- TRAFFIC DIRECTION
- Existing Pavement Removal
- Existing Alignment Key
- Proposed Proposed Construction
- Proposed Proposed Alignment Key
- Proposed Pavement
- FILL SLOPE
- Proposed Proposed Structure Slope and Retaining Wall
- EXIST SUBGRADE
- PROP SUBGRADE



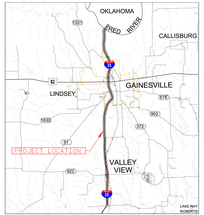






SUPER ELEVATION TABLE - PROPOSED TRAVEL PAVEMENT
FOR TRAVELLERS

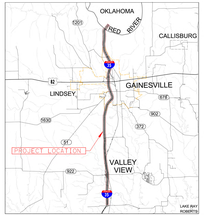
CROSS NAME	STATION	DELTA	DEGREE	TANGENT	LENGTH	RADIUS	PI X	PI Y	PC STATION	PT STATION	PC ELEVATION	PT ELEVATION
						RT TRAVEL						
FM 1202	215+00.00	0°00'00"	0°00'00"	0.00	0.00	0.00	2145000.000	7000000.000	215+00.00	215+00.00	1000.000	1000.000
	215+00.00	0°00'00"	0°00'00"	0.00	0.00	0.00	2145000.000	7000000.000	215+00.00	215+00.00	1000.000	1000.000
	215+00.00	0°00'00"	0°00'00"	0.00	0.00	0.00	2145000.000	7000000.000	215+00.00	215+00.00	1000.000	1000.000



Location / Key Map

Legend:

- Sections
- Bridge
- Drainage Structures
- Signs and Other Overhead Structures
- Edge of Pavement
- Edge of Shoulder
- Lane Line Striping
- Edge of Shoulder
- Edge of Pavement
- Proposed Guardrail
- SIDEWALK
- CURBED GUTTER
- CURBED TRAPEZOIDAL
- ALIGNMENT NAME
- CURVE DATA
- Grading Breakline
- Existing Pavement Removal
- Existing Right-of-Way
- Proposed Permanent Right-of-Way
- Proposed Temporary Right-of-Way
- Proposed Temporary Easement
- Proposed Permanent Easement
- Proposed Permanent Drainage Easement
- Proposed Temporary Drainage Easement
- Proposed Temporary Construction Easement
- Proposed Temporary Utility Easement
- Proposed Permanent Utility



Location / Key Map

Legend:

- Sections
- Bridge
- Frontage Roads/Surface St.
- Ramps and Direct Connectors
- Future Roadway Sys. Alignment
- Edge of Pavement
- Edge of Shoulder
- Curb Line Carrying Stormwater Runoff
- Edge of Pavement
- Proposed Reinforcing Bar
- Sidewalk
- Channel Gabion
- Overhead Telephone
- Alignment Data
- Curve Control
- Traffic Direction
- Existing Pavement Removal
- Existing Alignment
- Proposed Pavement Construction
- Proposed Alignment
- City Limits
- Approximate Limits and Extent of Work
- EOT SUBMIT
- PDP SUBMIT

ROLL 5 of 23

TEXAS DEPARTMENT OF TRANSPORTATION
WICHITA FALLS DISTRICT

PRELIMINARY 100% DESIGN SCHEMATIC

IH 35

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

ALONG IH 35 FROM 3807 NORTH OF FM 3002
IN COOKE COUNTY, TEXAS TO EXIT 1 IN OKLAHOMA

NOT INTENDED FOR CONSTRUCTION, BIDDING, OR PERMIT PURPOSES

PREPARED BY CONSOR ENGINEERS
FIRM #12345
UNDER THE SUPERVISION OF
JANICE E. KRUSE, PE 88845

Texas Department of Transportation
Wichita Falls District
1601 S. Washington
Gainesville, Texas 76240
Janice.Kruse@txdot.gov
(940) 668-4200

CONSOR
F-12345

SUBMITTED BY: JANICE KRUSE, PE, 88845

SUBMITTED FOR: PDP

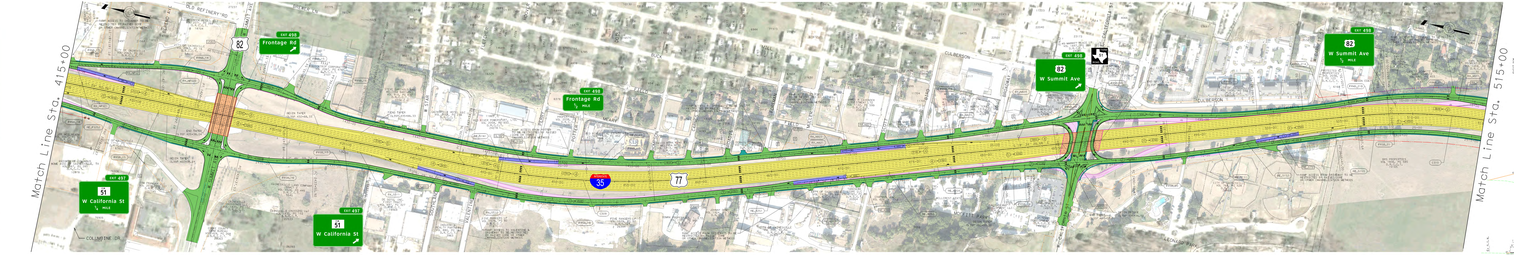
SUBMITTED DATE:

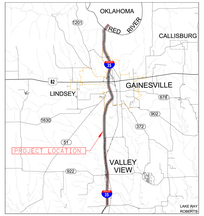
DATE SUBMITTED:

DATE REVIEWED:

DATE APPROVED:

2050 ADT XXXX
2050 DDHV (XXX)

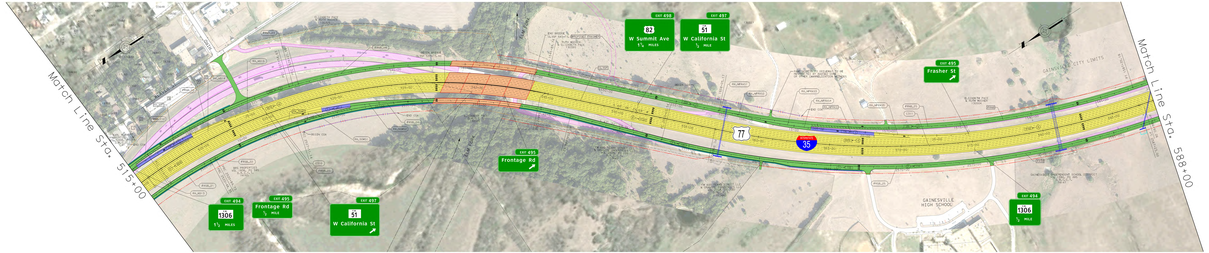

Match Line Sta. 415+00
Match Line Sta. 515+00
Frontage Rd
W Summit Ave
W California St
US 82
FM 51
SH 77
IH 35
COLLINS DR
BOLLING DR
BOLLING DR
BOLLING DR
COLLINS DR
COLLINS DR
COLLINS

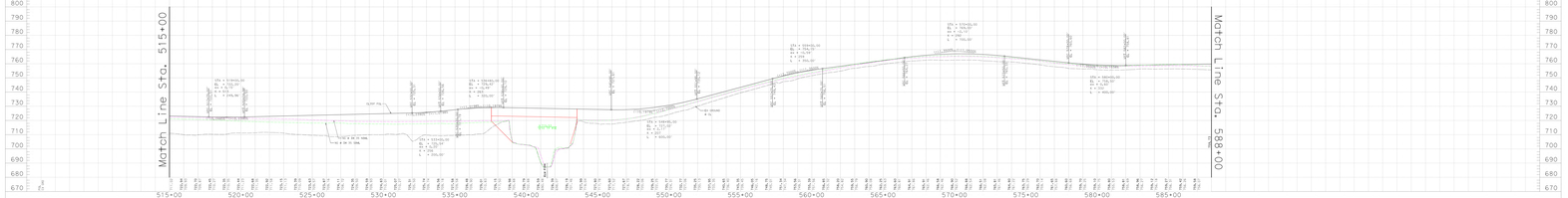


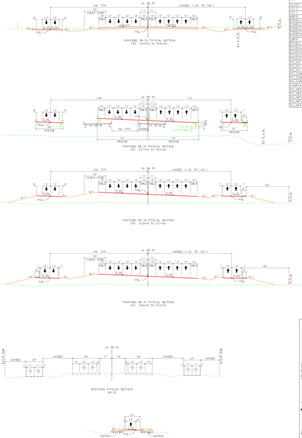
Location / Key Map

Legend:

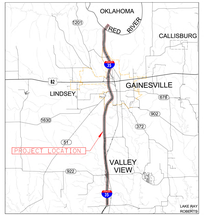
- Sections
- Bridge
- Frontage Roads/Surface St.
- Ramps and Direct Connects
- Future Roadway Designation
- Edge of Pavement
- Edge of Shoulder
- Lane Line Striping
- Edge of Shoulder
- Edge of Pavement
- Proposed Retaining Wall
- CONCRETE
- CONCRETE
- ALIGNMENT NAME
- CURVE CONTROL
- TRAFFIC DIRECTION
- Existing Proposed Removal
- Existing Original Way
- Proposed Ultimate Construction
- Proposed Ultimate Right-of-Way
- Future Construction
- City Limits
- Future Ultimate Limits and Ultimate Limits
- EDIT SUBMIT
- PDF SUBMIT







ALIGNMENT DATA - LINE 1									
POI	DELTA	DEGREE	TANGENT	LENGTH	RADIUS	PC STATION	PC NORTHING	PT STATION	PT NORTHING
PC STATION 515+00									
PC	0.00	0.00	0.00	0.00	0.00	515+00.00	10000000.00	515+00.00	10000000.00
PI	0.00	0.00	0.00	0.00	0.00	515+00.00	10000000.00	515+00.00	10000000.00
PT	0.00	0.00	0.00	0.00	0.00	515+00.00	10000000.00	515+00.00	10000000.00



Location / Key Map

Legend:

- Sections
- R-O-Ways
- R-O-Ways Acquired/Total TPL
- Temp and Const Easements
- Future Roadway Jur Limits
- Edge of Pavement
- Edge of Shoulder
- Lane Line Striping
- Edge of Shoulder
- Edge of Pavement
- Proposed Guardrail Box
- SIDEWALK
- CURBED BLOCK
- CURBED TELEPHONE
- ALIGNMENT NAME
- CURVE DATA
- TRAFFIC DIRECTION
- Existing Pavement Removal
- Existing Right-of-Way
- Proposed Proposed Contractor Access
- Proposed Proposed Right-of-Way
- Access Restricted
- Fly Ash
- Proposed Temporary Traffic Arrow Panel
- EDOT SUBUNIT
- FMO SUBUNIT

ROLL 7 of 23

TEXAS DEPARTMENT OF TRANSPORTATION
WICHITA FALLS DISTRICT

PRELIMINARY 100% DESIGN SCHEMATIC

NOT INTENDED FOR CONSTRUCTION, BIDDING, OR PERMIT PURPOSES

IH 35

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

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

PREPARED BY CONSOR ENGINEERS
FIRM #12045
UNDER THE SUPERVISION OF
JANICE E. KRUSE, PE 66845

Texas Department of Transportation
Wichita Falls District
1601 S. Washington
Gainesville, Texas 76240
(940) 668-4400

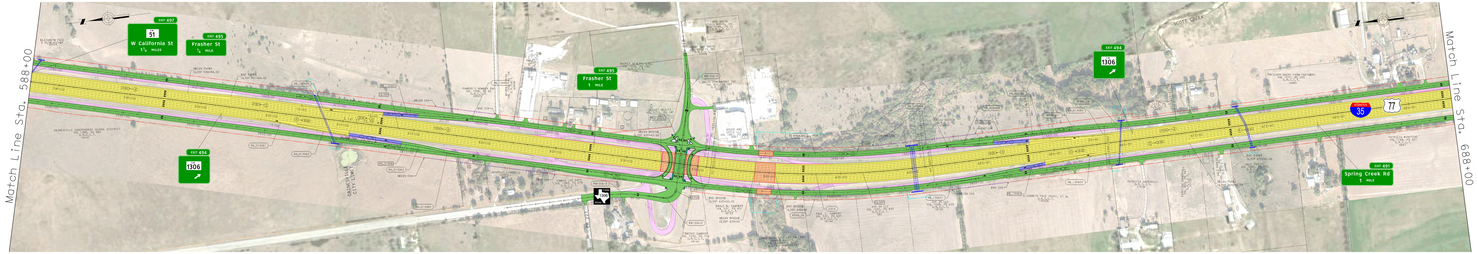
Janice E. Kruse
Janice E. Kruse, P.E.
Date: 2025.04.16 14:11:11 -05'00'

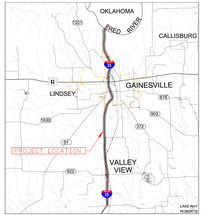
CONSOR
F-12045

CLEARANCE
DATE SUBMITTED
DATE REVIEWED
DATE APPROVED

NOTE: ALL DIMENSIONS ARE MEASURED FROM THE BACK OF CURB

NOTE: ALL DIMENSIONS ARE MEASURED FROM THE BACK OF CURB

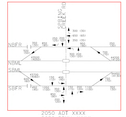

Match Line Sta. 588+00
Match Line Sta. 688+00
EXIT 457A
51
W California St
½ mile
EXIT 457
Frasher St
½ mile
EXIT 457B
Frasher St
1 mile
EXIT 458
1306
EXIT 458
1306
EXIT 459
Spring Creek Rd
1 mile
35
77
FM 1306
CITY OF GAINESVILLE
CITY OF VALLEY VIEW
CITY OF LINDSEY

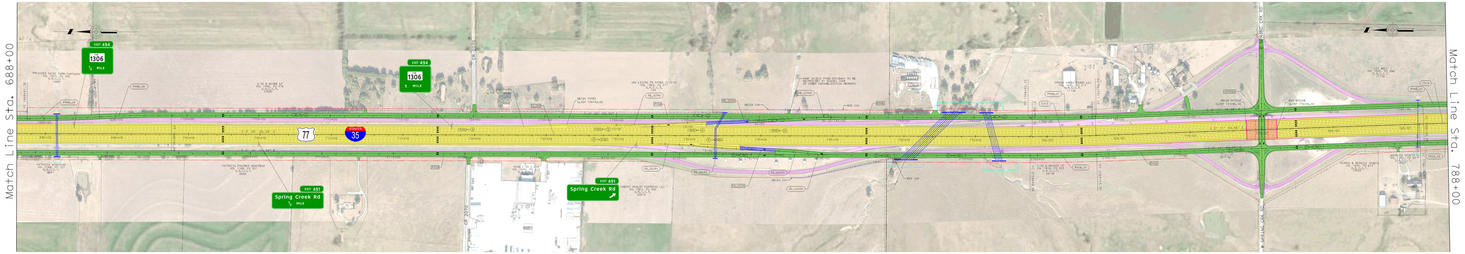


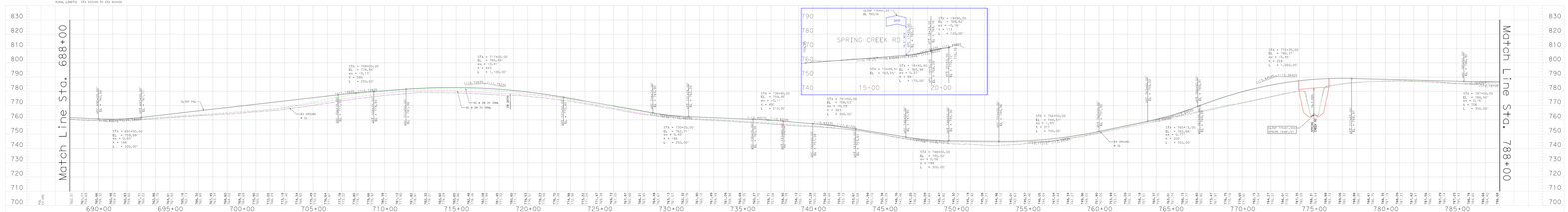
Location / Key Map

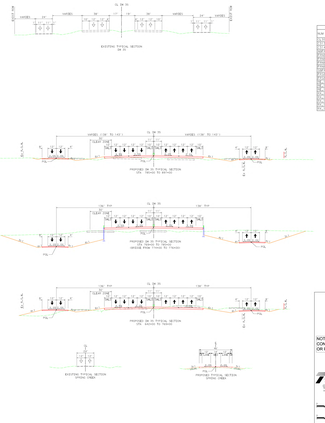
Legend:

- Sections
- Bridge
- Village Name/Surface Str.
- Ramp and Direct Connectors
- Future Roadway by others
- Edge of Pavement
- Edge of Shoulder
- Lane Line Striping
- Edge of Shoulder
- Edge of Pavement
- Proposed Guardrail Run
- SIDEWALK
- CURBED BLOCK
- CURBED TRIAGNLE
- ALIGNMENT NAME
- CURVE CONTROL
- Traffic Direction
- Existing Pavement Removal
- Existing Original Alignment
- Proposed Proposed Contour/Grade
- Proposed Proposed Right-of-Way
- Proposed Temporary Pavement
- Fill Slope
- Cut Slope
- Rock Fall Protection Ditch and Berm Location
- EXIST SUBSTRUCTURE
- PROP SUBSTRUCTURE









ALIGNMENT DATA - CURVES

RAM	DELTA	DEGREE	TANGENT	LENGTH	PI STATION	PC STATION	PT STATION	PI NORTHING	PI EASTING	PC NORTHING	PC EASTING	PT NORTHING	PT EASTING
IH 35 NB													
RC1-1	2°-00'-00.0"	0°-30'-00.0"	58.7 FT	117.4 FT	1+17.4	0+58.7	1+76.1	7,098,000.000	2,000,000.000	7,098,000.000	2,000,000.000	7,098,000.000	2,000,000.000
RC1-2	2°-00'-00.0"	0°-30'-00.0"	58.7 FT	117.4 FT	1+17.4	1+76.1	2+93.5	7,098,000.000	2,000,000.000	7,098,000.000	2,000,000.000	7,098,000.000	2,000,000.000
RC1-3	2°-00'-00.0"	0°-30'-00.0"	58.7 FT	117.4 FT	1+17.4	2+93.5	4+10.9	7,098,000.000	2,000,000.000	7,098,000.000	2,000,000.000	7,098,000.000	2,000,000.000
RC1-4	2°-00'-00.0"	0°-30'-00.0"	58.7 FT	117.4 FT	1+17.4	4+10.9	5+28.3	7,098,000.000	2,000,000.000	7,098,000.000	2,000,000.000	7,098,000.000	2,000,000.000
RC1-5	2°-00'-00.0"	0°-30'-00.0"	58.7 FT	117.4 FT	1+17.4	5+28.3	6+45.7	7,098,000.000	2,000,000.000	7,098,000.000	2,000,000.000	7,098,000.000	2,000,000.000
RC1-6	2°-00'-00.0"	0°-30'-00.0"	58.7 FT	117.4 FT	1+17.4	6+45.7	7+63.1	7,098,000.000	2,000,000.000	7,098,000.000	2,000,000.000	7,098,000.000	2,000,000.000
RC1-7	2°-00'-00.0"	0°-30'-00.0"	58.7 FT	117.4 FT	1+17.4	7+63.1	8+80.5	7,098,000.000	2,000,000.000	7,098,000.000	2,000,000.000	7,098,000.000	2,000,000.000
RC1-8	2°-00'-00.0"	0°-30'-00.0"	58.7 FT	117.4 FT	1+17.4	8+80.5	9+97.9	7,098,000.000	2,000,000.000	7,098,000.000	2,000,000.000	7,098,000.000	2,000,000.000
RC1-9	2°-00'-00.0"	0°-30'-00.0"	58.7 FT	117.4 FT	1+17.4	9+97.9	11+15.3	7,098,000.000	2,000,000.000	7,098,000.000	2,000,000.000	7,098,000.000	2,000,000.000
RC1-10	2°-00'-00.0"	0°-30'-00.0"	58.7 FT	117.4 FT	1+17.4	11+15.3	12+32.7	7,098,000.000	2,000,000.000	7,098,000.000	2,000,000.000	7,098,000.000	2,000,000.000
RC1-11	2°-00'-00.0"	0°-30'-00.0"	58.7 FT	117.4 FT	1+17.4	12+32.7	13+50.1	7,098,000.000	2,000,000.000	7,098,000.000	2,000,000.000	7,098,000.000	2,000,000.000
RC1-12	2°-00'-00.0"	0°-30'-00.0"	58.7 FT	117.4 FT	1+17.4	13+50.1	14+67.5	7,098,000.000	2,000,000.000	7,098,000.000	2,000,000.000	7,098,000.000	2,000,000.000
RC1-13	2°-00'-00.0"	0°-30'-00.0"	58.7 FT	117.4 FT	1+17.4	14+67.5	15+84.9	7,098,000.000	2,000,000.000	7,098,000.000	2,000,000.000	7,098,000.000	2,000,000.000
RC1-14	2°-00'-00.0"	0°-30'-00.0"	58.7 FT	117.4 FT	1+17.4	15+84.9	17+02.3	7,098,000.000	2,000,000.000	7,098,000.000	2,000,000.000	7,098,000.000	2,000,000.000
RC1-15	2°-00'-00.0"	0°-30'-00.0"	58.7 FT	117.4 FT	1+17.4	17+02.3	18+19.7	7,098,000.000	2,000,000.000	7,098,000.000	2,000,000.000	7,098,000.000	2,000,000.000
RC1-16	2°-00'-00.0"	0°-30'-00.0"	58.7 FT	117.4 FT	1+17.4	18+19.7	19+37.1	7,098,000.000	2,000,000.000	7,098,000.000	2,000,000.000	7,098,000.000	2,000,000.000
RC1-17	2°-00'-00.0"	0°-30'-00.0"	58.7 FT	117.4 FT	1+17.4	19+37.1	20+54.5	7,098,000.000	2,000,000.000	7,098,000.000	2,000,000.000	7,098,000.000	2,000,000.000
RC1-18	2°-00'-00.0"	0°-30'-00.0"	58.7 FT	117.4 FT	1+17.4	20+54.5	21+71.9	7,098,000.000	2,000,000.000	7,098,000.000	2,000,000.000	7,098,000.000	2,000,000.000
RC1-19	2°-00'-00.0"	0°-30'-00.0"	58.7 FT	117.4 FT	1+17.4	21+71.9	22+89.3	7,098,000.000	2,000,000.000	7,098,000.000	2,000,000.000	7,098,000.000	2,000,000.000
RC1-20	2°-00'-00.0"	0°-30'-00.0"	58.7 FT	117.4 FT	1+17.4	22+89.3	24+06.7	7,098,000.000	2,000,000.000	7,098,000.000	2,000,000.000	7,098,000.000	2,000,000.000
RC1-21	2°-00'-00.0"	0°-30'-00.0"	58.7 FT	117.4 FT	1+17.4	24+06.7	25+24.1	7,098,000.000	2,000,000.000	7,098,000.000	2,000,000.000	7,098,000.000	2,000,000.000
RC1-22	2°-00'-00.0"	0°-30'-00.0"	58.7 FT	117.4 FT	1+17.4	25+24.1	26+41.5	7,098,000.000	2,000,000.000	7,098,000.000	2,000,000.000	7,098,000.000	2,000,000.000
RC1-23	2°-00'-00.0"	0°-30'-00.0"	58.7 FT	117.4 FT	1+17.4	26+41.5	27+58.9	7,098,000.000	2,000,000.000	7,098,000.000	2,000,000.000	7,098,000.000	2,000,000.000
RC1-24	2°-00'-00.0"	0°-30'-00.0"	58.7 FT	117.4 FT	1+17.4	27+58.9	29+76.3	7,098,000.000	2,000,000.000	7,098,000.000	2,000,000.000	7,098,000.000	2,000,000.000
RC1-25	2°-00'-00.0"	0°-30'-00.0"	58.7 FT	117.4 FT	1+17.4	29+76.3	30+93.7	7,098,000.000	2,000,000.000	7,098,000.000	2,000,000.000	7,098,000.000	2,000,000.000
RC1-26	2°-00'-00.0"	0°-30'-00.0"	58.7 FT	117.4 FT	1+17.4	30+93.7	32+11.1	7,098,000.000	2,000,000.000	7,098,000.000	2,000,000.000	7,098,000.000	2,000,000.000
RC1-27	2°-00'-00.0"	0°-30'-00.0"	58.7 FT	117.4 FT	1+17.4	32+11.1	33+28.5	7,098,000.000	2,000,000.000	7,098,000.000	2,000,000.000	7,098,000.000	2,000,000.000
RC1-28	2°-00'-00.0"	0°-30'-00.0"	58.7 FT	117.4 FT	1+17.4	33+28.5	34+45.9	7,098,000.000	2,000,000.000	7,098,000.000	2,000,000.000	7,098,000.000	2,000,000.000
RC1-29	2°-00'-00.0"	0°-30'-00.0"	58.7 FT	117.4 FT	1+17.4	34+45.9	36+63.3	7,098,000.000	2,000,000.000	7,098,000.000	2,000,000.000	7,098,000.000	2,000,000.000
RC1-30	2°-00'-00.0"	0°-30'-00.0"	58.7 FT	117.4 FT	1+17.4	36+63.3	37+80.7	7,098,000.000	2,000,000.000	7,098,000.000	2,000,000.000	7,098,000.000	2,000,000.000
RC1-31	2°-00'-00.0"	0°-30'-00.0"	58.7 FT	117.4 FT	1+17.4	37+80.7	38+98.1	7,098,000.000	2,000,000.000	7,098,000.000	2,000,000.000	7,098,000.000	2,000,000.000
RC1-32	2°-00'-00.0"	0°-30'-00.0"	58.7 FT	117.4 FT	1+17.4	38+98.1	40+15.5	7,098,000.000	2,000,000.000	7,098,000.000	2,000,000.000	7,098,000.000	2,000,000.000
RC1-33	2°-00'-00.0"	0°-30'-00.0"	58.7 FT	117.4 FT	1+17.4	40+15.5	41+32.9	7,098,000.000	2,000,000.000	7,098,000.000	2,000,000.000	7,098,000.000	2,000,000.000
RC1-34	2°-00'-00.0"	0°-30'-00.0"	58.7 FT	117.4 FT	1+17.4	41+32.9	42+50.3	7,098,000.000	2,000,000.000	7,098,000.000	2,000,000.000	7,098,000.000	2,000,000.000
RC1-35	2°-00'-00.0"	0°-30'-00.0"	58.7 FT	117.4 FT	1+17.4	42+50.3	43+67.7	7,098,000.000	2,000,000.000	7,098,000.000	2,000,000.000	7,098,000.000	2,000,000.000
RC1-36	2°-00'-00.0"	0°-30'-00.0"	58.7 FT	117.4 FT	1+17.4	43+67.7	44+85.1	7,098,000.000	2,000,000.000	7,098,000.000	2,000,000.000	7,098,000.000	2,000,000.000
RC1-37	2°-00'-00.0"	0°-30'-00.0"	58.7 FT	117.4 FT	1+17.4	44+85.1	46+02.5	7,098,000.000	2,000,000.000	7,098,000.000	2,000,000.000	7,098,000.000	2,000,000.000
RC1-38	2°-00'-00.0"	0°-30'-00.0"	58.7 FT	117.4 FT	1+17.4	46+02.5	47+19.9	7,098,000.000	2,000,000.000	7,098,000.000	2,000,000.000	7,098,000.000	2,000,000.000
RC1-39	2°-00'-00.0"	0°-30'-00.0"	58.7 FT	117.4 FT	1+17.4	47+19.9	48+37.3	7,098,000.000	2,000,000.000	7,098,000.000	2,000,000.000	7,098,000.000	2,000,000.000
RC1-40	2°-00'-00.0"	0°-30'-00.0"	58.7 FT	117.4 FT	1+17.4	48+37.3	49+54.7	7,098,000.000	2,000,000.000	7,098,000.000	2,000,000.000	7,098,000.000	2,000,000.000
RC1-41	2°-00'-00.0"	0°-30'-00.0"	58.7 FT	117.4 FT	1+17.4	49+54.7	51+72.1	7,098,000.000	2,000,000.000	7,098,000.000	2,000,000.000	7,098,000.000	2,000,000.000
RC1-42	2°-00'-00.0"	0°-30'-00.0"	58.7 FT	117.4 FT	1+17.4	51+72.1	52+89.5	7,098,000.000	2,000,000.000	7,098,000.000	2,000,000.000	7,098,000.000	2,000,000.000
RC1-43	2°-00'-00.0"	0°-30'-00.0"	58.7 FT	117.4 FT	1+17.4	52+89.5	54+06.9	7,098,000.000	2,000,000.000	7,098,000.000	2,000,000.000	7,098,000.000	2,000,000.000
RC1-44	2°-00'-00.0"	0°-30'-00.0"	58.7 FT	117.4 FT	1+17.4	54+06.9	55+24.3	7,098,000.000	2,000,000.000	7,098,000.000	2,000,000.000	7,098,000.000	2,000,000.000
RC1-45	2°-00'-00.0"	0°-30'-00.0"	58.7 FT	117.4 FT	1+17.4	55+24.3	56+41.7	7,098,000.000	2,000,000.000	7,098,000.000	2,000,000.000	7,098,000.000	2,000,000.000
RC1-46	2°-00'-00.0"	0°-30'-00.0"	58.7 FT	117.4 FT	1+17.4	56+41.7	57+59.1	7,098,000.000	2,000,000.000	7,098,000.000	2,000,000.000	7,098,000.000	2,000,000.000
RC1-47	2°-00'-00.0"	0°-30'-00.0"	58.7 FT	117.4 FT	1+17.4	57+59.1	58+76.5	7,098,000.000	2,000,000.000	7,098,000.000	2,000,000.000	7,098,000.000	2,000,000.000
RC1-48	2°-00'-00.0"	0°-30'-00.0"	58.7 FT	117.4 FT	1+17.4	58+76.5	59+93.9	7,098,000.000	2,000,000.000	7,098,000.000	2,000,000.000	7,098,000.000	2,000,000.000
RC1-49	2°-00'-00.0"	0°-30'-00.0"	58.7 FT	117.4 FT	1+17.4	59+93.9	61+11.3	7,098,000.000	2,000,000.000	7,098,000.000	2,000,000.000	7,098,000.000	2,000,000.000
RC1-50	2°-00'-00.0"	0°-30'-00.0"	58.7 FT	117.4 FT	1+17.4	61+11.3	62+28.7	7,098,000.000	2,000,000.000	7,098,000.000	2,000,000.000	7,098,000.000	2,000,000.000
RC1-51	2°-00'-00.0"	0°-30'-00.0"	58.7 FT	117.4 FT	1+17.4	62+28.7	63+46.1	7,098,000.000	2,000,000.000	7,098,000.000	2,000,000.000	7,098,000.000	2,000,000.000
RC1-52	2°-00'-00.0"	0°-30'-00.0"	58.7 FT	117.4 FT	1+17.4	63+46.1	64+63.5	7,098,000.000	2,000,000.000	7,098,000.000	2,000,000.000	7,098,000.000	2,000,000.000
RC1-53	2°-00'-00.0"	0°-30'-00.0"	58.7 FT	117.4 FT	1+17.4	64+63.5	65+80.9	7,098,000.000	2,000,000.000	7,098,000.000	2,000,000.000	7,098,000.000	2,000,000.000
RC1-54	2°-00'-00.0"	0°-30'-00.0"	58.7 FT	117.4 FT	1+17.4	65+80.9	67+98.3	7,098,000.000	2,000,000.000	7,098,000.000	2,000,000.000	7,098,000.000	2,000,000.000
RC1-55	2°-00'-00.0"	0°-30'-00.0"	58.7 FT	117.4 FT	1+17.4	67+98.3	69+15.7	7,098,000.000	2,000,000.000	7,098,000.000	2,000,000.000	7,098,000.000	2,000,000.000
RC1-56	2°-00'-00.0"	0°-30'-00.0"	58.7 FT	117.4 FT	1+17.4	69+15.7	70+33.1	7,098,000.000	2,000,000.000	7,098,000.000	2,000,000.000	7,098,000.000	2,000,000.000
RC1-57	2°-00'-00.0"	0°-30'-00.0"	58.7 FT	117.4 FT	1+17.4	70+33.1	71+50.5	7,098,000.000	2,000,000.000	7,098,000.000	2,000,000.000	7,098,000.000	2,000,000.000
RC1-58	2°-00'-00.0"	0°-30'-00.0"	58.7 FT	117.4 FT	1+17.4	71+50.5	72+67.9	7,098,000.000	2,000,000.000	7,098,000.000	2,000,000.000	7,098,000.000	2,000,000.000
RC1-59	2°-00'-00.0"	0°-30'-00.0"	58.7 FT	117.4 FT	1+17.4	72+67.9	73+85.3	7,098,000.000	2,000,000.000	7,098,000.000	2,000,000.000	7,098,000.000	2,000,000.000
RC1-60	2°-00'-00.0"	0°-30'-00.0"	58.7 FT	117.4 FT	1+17.4	73+85.3	75+02.7	7,098,000.000	2,000,000.000	7,098,000.000	2,000,000.000	7,098,000.000	2,000,000.000
RC1-61	2°-00'-00.0"	0°-30'-00.0"	58.7 FT	117.4 FT	1+17.4	75+02.7	76+20.1	7,098,000.000	2,000,000.000	7,098,000.000	2,000,000.000	7,098,000.000	2,000,000.000
RC1-62	2°-00'-00.0"	0°-30'-00.0"	58.7 FT	117.4 FT	1+17.4	76+20.1	77+37.5	7,098,000.000	2,000,000.000	7,098,000.000	2,000,000.000	7,098,000.000	2,000,000.000
RC1-63	2°-00'-00.0"	0°-30'-00.0"	58.7 FT	117.4 FT	1+17.4	77+37.5	78+54.9	7,098,000.000	2,000,000.000	7,098,000.000	2,000,000.000	7,098,000.000	2,000,000.000
RC1-64	2°-00'-00.0"	0°-30'-00.0"	58.7 FT	117.4 FT	1+17.4	78+54.9	79+72.3	7,098,000.000	2,000,000.000	7,098,000.000	2,000,000.000	7,098,000.000	2,000,000.000
RC1-65	2°-00'-00.0"	0°-30'-00.0"	58.7 FT	117.4 FT	1+17.4	79+72.3	80+89.7	7,098,000.000	2,000,000.000	7,098,000.000	2,000,000.000	7,098,000.000	2,000,000.000
RC1-66	2°-00'-00.0"	0°-30'-00.0"	58.7 FT	117.4 FT	1+17.4	80+89.7	82+07.1	7,098,000.000	2,000,000.000	7,098,000.000	2,000,000.000	7,098,000.000	2,000,000.000
RC1-67	2°-00'-00.0"	0°-30'-00.0"	58.7 FT	117.4 FT	1+17.4	82+07.1	83+24.5	7,098,000.000	2,000,000.000	7,098,000.000	2,000,000.000	7,098,000.000	2,000,000.000
RC1-68	2°-00'-00.0"	0°-30'-00.0"	58.7 FT	117.4 FT	1+17.4	83+24.5	84+41.9	7,098,000.000	2,000,000.000	7,098,000.000	2,000,000.000	7,098,000.000	2,000,000.000
RC1-69	2°-00'-00.0"	0°-30'-00.0"	58.7 FT	117.4 FT	1+17.4	84+41.9	85+59.3	7,098,000.000	2,000,000.000	7,098,000.000	2,000,000.000	7,098,000.000	2,000,000.000
RC1-70	2°-00'-00.0"	0°-30'-00.0"	58.7 FT	117.4 FT	1+17.4	85+59.3	86+76.7	7,098,000.000	2,000,000.000	7,098,000.000	2,000,000.000	7,098,000.000	2,000,000.000
RC1-71	2°-00'-00.0"	0°-30'-00.0"	58.7 FT	117.4 FT	1+17.4	86+76.7	87+94.1	7,098,000.000	2,000,000.000	7,098,000.000	2,000,000.000	7,098,000.000	2,000,000.000
RC1-72	2°-00'-00.0"	0°-30'-00.0"	58.7 FT	117.4 FT	1+17.4	87+94.1	89+11.5	7,098,000.000	2,000,000.000	7,098,000.000	2,000,000.000	7,098,000.000	2,000,000.000
RC1-73	2°-00'-00.0"	0°-30'-00.0"	58.7 FT	117.4 FT	1+17.4	89+11.5	90+28.9	7,098,000.000	2,000,000.000	7,098,000.000	2,000,000.000	7,098,000.000	2,000,000.000
RC1-74	2°-00'-00.0"	0°-30'-00.0"	58.7 FT	117.4 FT	1+17.4	90+28.9	91+46.3	7,098,000.000	2,000,000.000	7,098,000.000	2,000,000.000	7,098,000.000	2,000,000.000
RC1-75	2°-00'-00.0"	0°-30'-00.0"	58.7 FT	117.4 FT	1+17.4	91+46.3	92+63.7	7,098,000.000	2,000,000.000	7,098,000.000	2,000,000.000	7,098,000.000	2,000,000.000
RC1-76	2°-00'-00.0"	0°-30'-00.0"	58.7 FT	117.4 FT	1+17.4	92+63.7	93+81.1	7,098,000.000	2,000,000.000	7,098,000.000	2,000,000.000	7,098,000.000	2,000,000.000
RC1-77	2°-00'-00.0"	0°-30'-00.0"	58.7 FT	117.4 FT	1+17.4	93+81.1	94+98.5	7,098,000.000	2,000,000.000	7,098,000.000	2,000,000.000	7,098,000.000	2,000,000.000
RC1-78	2°-00'-00.0"	0°-30'-00.0"	58.7 FT	117.4 FT	1+17.4	94+98.5	96+15.9	7,098,000.000	2,000,000.000	7,098,000.000	2,000,000.000	7,098,000.000	2,000,000.000
RC1-79	2°-00'-00.0"	0°-30'-00.0"	58.7 FT	117.4 FT	1+17.4	96+15.9	97+33.3	7,098,000.000	2,000,000.000	7,098,000.000	2,000,000.000	7,098,000.000	2,000,000.000
RC1-80	2°-00'-00.0"	0°-30'-00.0"	58.7 FT	117.4 FT	1+17.4	97+33.3	98+50.7	7,098,000.000	2,000,000.000	7,098,000.000	2,000,000.000	7,098,000.000	2,000,000.000
RC1-81	2°-00'-00.0"	0°-30'-00.0"	58.7 FT	117.4 FT	1+17.4	98+50.7	99+68.1	7,098,000.000	2,000,000.000	7,098,000.000	2,000,000.000	7,098,000.000	2,000,000.000
RC1-82	2°-00'-00.0"	0°-30'-00.0"	58.7 FT	117.4 FT	1+17.4	99+68.1	100+85.5	7,098,000.000	2,000,000.000	7,098,000.000	2,000,000.000	7,098,000.000	2,000,000.000
RC1-83	2°-00'-00.0"	0°-30'-00.0"	58.7 FT	117.4 FT	1+17.4	100+85.5	102+02.9	7,098,000.000	2,000,000.000	7,098,000.000	2,000,000.000	7,098,000.000	2,000,000.000
RC1-84	2°-00'-00.0"	0°-30'-00.0"	58.7 FT	117.4 FT	1+17.4	102+02.9	103+20.3	7,098,000.000	2,000,000.000	7,098,000.000	2,000,000.000	7,098,000.000	2,000,000.000
RC1-85	2°-00'-00.0"	0°-30'-00.0"	58.7 FT	117.4 FT	1+17.4	103+20.3	104+37.7	7,098,000.000	2,000,000.000	7,098,000.000	2,000,000.000	7,098,000.000	2,000,000.000
RC1-86	2°-00'-00.0"	0°-30'-00.0"	58.7 FT	117.4 FT	1+17.4	104+37.7	105+55.1	7,098,000.000	2,000,000.000	7,098,000.000	2,000,000.000	7,098,000.000	2,000,000.000
RC1-87	2°-00'-00.0"	0°-30'-00.0"	58.7 FT	117.4 FT	1+17.4	105+55.1	106+72.5	7,098,000.000	2,000,000.000	7,098,000.000	2,000,000.000	7,098,000.000	2,000,000.000
RC1-88	2°-00'-00.0"	0°-30'-00.0"	58.7 FT	117.4 FT	1+17.4	106+72.5	107+89.9	7,098,000.000	2,000,000.000	7,098,000.000	2,000,000.000	7,098,000.000	2,000,000.000
RC1-89	2°-00'-00.0"	0°-30'-00.0"	58.7 FT	117.4 FT	1+17.4	107+89.9	109+07.3	7,098,000.000	2,000,000.000	7,098,000.000	2,000,000.000	7,098,000.000	2,000,000.000
RC1-90	2°-00'-00.0"	0°-30'-00.0"	58.7 FT	117.4 FT	1+17.4	109+07.3	110+24.7	7,098,000.000	2,000,000.000	7,098,000.000	2,000,000.000	7,098,000.000	2,000,000.000
RC1-91	2°-00'-00.0"	0°-30'-00.0"	58.7 FT	117.4 FT	1+17.4	110+24.7	111+42.1	7,098,000.000	2,000,000.000	7,098,000.000	2,000,000.000	7,098,000.000	2,000,000.000
RC1-92	2°-00'-00.0"	0°-30'-00.0"	58.7 FT	117.4 FT	1+17.4	111+42.1	112+59.5	7,098,000.000	2,000,000.000	7,098,000.000	2,000,000.000	7,098,000.000	2,000,000.000
RC1-93	2°-00'-00.0"	0°-30'-00.0"	58.7 FT	117.4 FT	1+17.4	112+59.5	113+76.9	7,098,000.000	2,000,000.000	7,098,000.000	2,000,000.000	7,098,000.000	2,000,000.000
RC1-94	2°-00'-00.0"	0°-30'-00.0"	58.7 FT	117.4 FT	1+17.4	113+76.9	114+94.3	7,098,000.000	2,000,000.000	7,098,000.000	2,000,000.000	7,098,000.000	2,000,000.000
RC1-95	2°-00'-00.0"	0°-30'-00.0"	58.7 FT	117.4 FT	1+17.4	114+94.3	116+11.7	7,098,000.000	2,000,000.000	7,098,000.000	2,000,000.000	7,098,000.000	2,000,000.000
RC1-96	2°-00'-00.0"	0°-30'-00.0"	58.7 FT	117.4 FT	1+17.4	116+11.7	117+29.1	7,098,000.000	2,000,000.000	7,098,000.000	2,000,000.000	7,098,000.000	2,000,000.000
RC1-97	2°-00'-00.0"	0°-30'-00.0"	58.7 FT	117.4 FT	1+17.4	117+29.1	118+46.5	7,098,000.000	2,000,000.000	7,098,000.000	2,000,000.000	7,098,000.000	2,000,000.000
RC1-98	2°-00'-00.0"	0°-30'-00.0"	58.7 FT	117.4 FT	1+17.4	118+46.5	119+63.9	7,098,000.000	2,000,000.000	7,098,000.000	2,000,000.000	7,098,000.000	2,000,000.000
RC1-99	2°-00'-00.0"	0°-30'-00.0"	58.7 FT	117.4 FT	1+17.4	119+63.9	120+81.3	7,098,000.000	2,000,000.000	7,098,000.000	2,000,000.000	7,098,000.000	2,000,000.000
RC1-100	2°-00'-00.0"	0°-30'-00.0"	58.7 FT	117.4 FT	1+17.4	120+81.3	121+98.7	7,098,000.000	2,000,000.000	7,098,000.000	2,000,000.000	7,098,000.000	2,000,000.000
RC1-101	2°-00'-00.0"	0°-30'-00.0"	58.7 FT	117.4 FT	1+17.4	121+98.7	123+16.1	7,098,000.000	2,000,000.000	7,098,000.000	2,000,000.000	7,098,000.000	2,000,000.000
RC1-102	2°-00'-00.0"	0°-30'-00.0"	58.7 FT	117.4 FT	1+17.4	123+16.1	124+33.5	7,098,000.000	2,000,000.000	7,098,000.000	2,000,000.000	7,098,000.000	2,000,000.000
RC1-103	2°-00'-00.0"	0°-30'-00.0"	58.7 FT	117.4 FT	1+17.4	124+33.5	125+50.9	7,098,000.000	2,000,000.000	7,098,000.000	2,000,000.000	7,098,000.000	2,000,000.000
RC1-104	2°-00'-00.0"	0°-30'-00.0"	58.7 FT	117.4 FT	1+17.4	125+50.9	126+68.3	7,098,000.000	2,000,000.000	7,098,000.000	2,000,000.000	7,098,000.000	2,000,000.000
RC1-105	2°-00'-00.0"	0°-30'-00.0"	58.7 FT	117.4 FT	1+17.4	126+68.3	127+85.7	7,098,000.000	2,000,000.000	7,098,000.000	2,000,000.000	7,098,000.000	2,000,000.000
RC1-106	2°-00'-00.0"	0°-30'-00.0"	58.7 FT	117.4 FT	1+17.4	127+85.7	129+03.1	7,098,000.000	2,000,000.000	7,098,000.000	2,000,000.000	7,098,000.000	2,000,000.000
RC1-107	2°-00'-00.0"	0°-30'-00.0"	58.7 FT	117.4 FT	1+17.4	129+03.1	130+20.5	7,098,000.000	2,000,000.000	7,098,000.000	2,000,000.000	7,098,000.000	2,000,000.000
RC1-108	2°-00'-00.0"	0°-30'-00.0"	58.7 FT	117.4 FT	1+17.4	130+20.5	131+37.9	7,098,000.000	2,000,000.000	7,098,000.000	2,000,000.000	7,098,000.000	2,000,000.000
RC1-109	2°-00'-00.0"	0°-30'-00.0"	58.7 FT	117.4 FT	1+17.4	131+37.9	132+55.3	7,098,000.000	2,000,000.000	7,098,000.000	2,000,000.000	7,098,000.000	2,000,000.000
RC1-110	2°-00'-00.0"	0°-30'-00.0"	58.7 FT	117.4 FT	1+17.4	132+55.3	133+72.7	7,098,000.000	2,000,000.000	7,098,000.000	2,000,000.000	7,098,000.000	2,000,000.000
RC1-111	2°-00'-00.0"	0°-30'-00.0"	58.7 FT	117.4 FT	1+17.4	133+72.7	134+90.1	7,098,000.000	2,000,000.000	7,098,000.000

Location / Key Map

Legend:

- Sections
- R-Line
- Bridge Rails/Surface Sh.
- Edge and Break Contours
- Future Roadway Id. Offset
- Edge of Pavement
- Edge of Shoulder
- Lane Line Striping
- Edge of Ditch
- Edge of Pavement
- Proposed Retaining Wall
- SIDEWALK
- CURBED BLOCK
- CURBED RAILROAD
- ALIGNMENT NAME
- CURVE CONTROL
- Drainage Structure
- Existing Pavement Removal
- Existing Right-of-Way
- Proposed Proposed Contour Modifications
- Proposed Proposed Right-of-Way
- Access Modification
- Fill Slope
- Cut Slope
- Proposed Pavement Surfacing and Rehabilitation
- EXIST SUBGRADE
- PROP SUBGRADE

ROLL 9 of 23

TEXAS DEPARTMENT OF TRANSPORTATION
WICHITA FALLS DISTRICT

PRELIMINARY 100% DESIGN SCHEMATIC

NOT INTENDED FOR CONSTRUCTION, BIDDING, OR PERMIT PURPOSES

IH 35

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

ALONG IH 35 FROM 3807 NORTH OF FM 3002
IN COOKE COUNTY, TEXAS TO EXIT 1 IN OKLAHOMA

PREPARED BY CONSOR ENGINEERS
FIRM #12045
UNDER THE SUPERVISION OF
JANICE E. KRUSE, PE 66845

Texas Department of Transportation
Wichita Falls District
1601 S. Washington
Gainesville, Texas 76240
940-668-4400

Scale: 1" = 100'
Horiz. Scale: 1" = 100'

CONSOR
F-12045

SUBMITTED: DATE SUBMITTED
REVIEWED: DATE REVIEWED
APPROVED: DATE APPROVED

Projection Datum NAD
Plane Coordinates
Texas Lambert
Grid
Elevations Based Upon Sea Level
Vertical Datum of 1988
Combined Scale Factor 0.9998
GRID TIMES
Rotation 0.00000000
Angle 0.0
Grid Factor 0.9998
Surface Factor 1.0000

Grid Bearing = Azimuth
Grid Distance = Horizontal Distance x Surface Factor
Grid Coordinates = Surface Coordinates x Grid Factor

Surface Distance = Grid Distance / Surface Factor

Surface Coordinates = Grid Coordinates / Grid Factor

Surface Distance = Horizontal Distance / Surface Factor

Grid Distance = Horizontal Distance / Grid Factor

Horizontal Distance = Surface Distance x Surface Factor

Horizontal Distance = Surface Distance x Grid Factor

Grid Coordinates = Surface Coordinates / Grid Factor

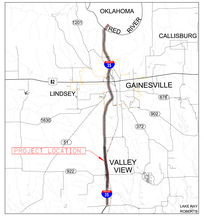
Surface Coordinates = Grid Coordinates x Grid Factor

Surface Distance = Grid Distance / Surface Factor

Grid Distance = Surface Distance x Surface Factor

Surface Factor = Grid Factor / Combined Scale Factor

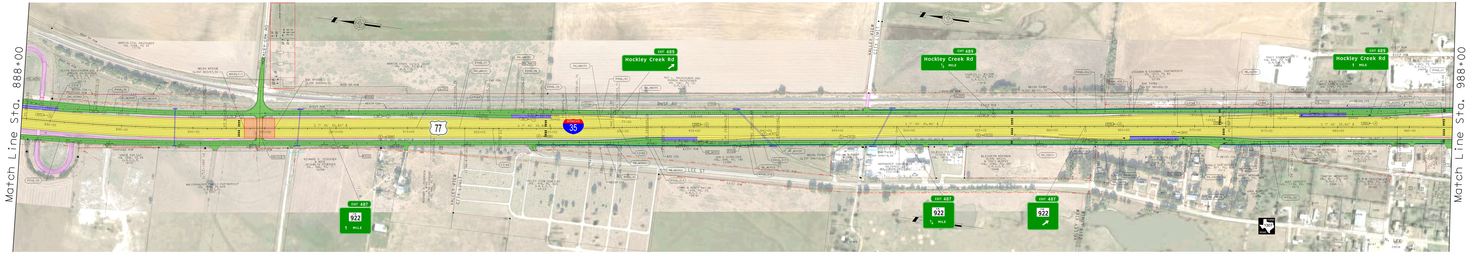
Surface Factor = 1 / Combined Scale

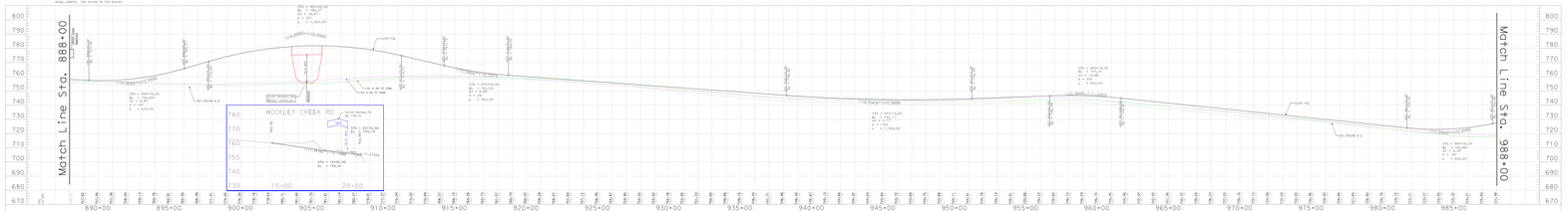


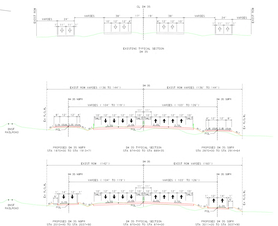
Location / Key Map

Legend:

- Sections
- Bridge
- Frontage Roads/Surface St.
- Ramps and Direct Connectors
- Future Roadway by others
- Edge of Pavement
- Edge of Shoulder
- Lane Line Striping
- Edge of Shoulder
- Edge of Pavement
- Proposed Retaining Wall
- SIDEWALK
- CURBED GUTTER
- CURBED RAILROAD
- ALIGNMENT NAME
- CURVE CONTROL
- Traffic Direction
- Existing Pavement Removal
- Existing Alignment Way
- Proposed Pavement Construction
- Proposed Alignment Removal
- City Limits
- Texas Department of Transportation Right-of-Way
- EXIST SUBGRADE
- PROP SUBGRADE







ROLLMASTER CURVE TABLE													
NUM	DELTA	DEGREE	TANGENT	LENGTH	RADIUS	PI STATION	PI NORTHING	PI EASTING	PC STATION	PT STATION	PRC STATION	PRT STATION	PI
1	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
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4	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
5	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
6	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
7	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
8	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
9	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
10	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
11	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
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13	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
14	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
15	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
16	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
17	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
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19	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
20	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
21	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
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37	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
38	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
39	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
40	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
41	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
42	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
43	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
44	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
45	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
46	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
47	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
48	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
49	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
50	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
51	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
52	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
53	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
54	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
55	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
56	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
57	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
58	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
59	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
60	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
61	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
62	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
63	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
64	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
65	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
66	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
67	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
68	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
69	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
70	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
71	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
72	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
73	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
74	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
75	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
76	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
77	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
78	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
79	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
80	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
81	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
82	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
83	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
84	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
85	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
86	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
87	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
88	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
89	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
90	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
91	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
92	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
93	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
94	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
95	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
96	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
97	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
98	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
99	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
100	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
101	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
102	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
103	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
104	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
105	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
106	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
107	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
108	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
109	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
110	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
111	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
112	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
113	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
114	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
115	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
116	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
117	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
118	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
119	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
120	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
121	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
122	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
123	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
124	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
125	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
126	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
127	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
128	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
129	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
130	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
131	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
132	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
133	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
134	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
135	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
136	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
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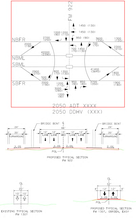
Location / Key Map

Legend:

- Sections
- Bridge
- Frontage Roads/Surface St.
- Ramps and Direct Connectors
- Future Roadway Lp. Ultimate
- Edge of Pavement
- Edge of Shoulder
- Lane Line Striping
- Edge of Ramp
- Edge of Pavement
- Proposed Retaining Wall
- Bents
- CONVEX BLUETOP
- CONVEX YELLOWTOP
- ALIGNMENT NAME
- CURVE CONTROL
- Drainage Structure
- Existing Pavement Removal
- Existing Right-of-Way
- Proposed Pavement Removal
- Proposed Right-of-Way
- Utility Poles
- Proposed Utility Poles
- Water Valve
- EXIST SUBGRADE
- PROP SUBGRADE



NOTES:

1. EXISTING CULVERT CROSSING NOT SHOWN ON PLAN/PROFILE TO REMAIN FOR THE LIFE AND TO BE EXTENDED AS REQUIRED BY PROPOSED CONDITIONS.
2. REFERENCE CSJ CORRIDOR DRAINAGE DEFICIT ANALYSIS NOV 2016

PM NOTES:
Mainlanes Cross Lower Driver Contractor Design Speed = 55 MPH
Mainlanes Cross Lower Driver Contractor Design Elevation = Exist Gnd

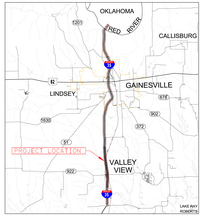
PM 1A/1B
Mainlanes Cross Lower Driver Contractor Design Speed = 55 MPH
Mainlanes Cross Lower Driver Contractor Design Elevation = Exist Gnd

PM 1A/1B
Mainlanes Cross Lower Driver Contractor Design Speed = 55 MPH
Mainlanes Cross Lower Driver Contractor Design Elevation = Exist Gnd

PM 1A/1B
Mainlanes Cross Lower Driver Contractor Design Speed = 55 MPH
Mainlanes Cross Lower Driver Contractor Design Elevation = Exist Gnd

Proposed Outer Mnr
Front to Rear:
Surface Course
Intermediate Course
Permeable Course or Sec
Tack Coat
Prime Coat
Seal Coat
Base
Subgrade Prep
Surface Offsets
Surface Offsets

2 in
2 in
2 in



Location / Key Map

Legend:

- Sections
- Bridge
- Frontage Roads/Surface St.
- Ramps and Direct Connectors
- Future Roadway Jurisdiction
- Edge of Pavement
- Edge of Shoulder
- Lane Line Striping
- Centerline Striping
- Edge of Pavement
- Proposed Resurfacing Mill
- SIDEWALK
- CURBED ELECTRIC
- CURBED TELEPHONE
- ALIGNMENT NAME
- CURVE CONTROL
- TRAFFIC DIRECTION
- EXISTING PAVEMENT REMOVAL
- EXISTING RIGHT-OF-WAY
- PROPOSED PROPOSED CONTROLLED ACCESS
- PROPOSED PROPOSED RIGHT-OF-WAY
- PROPOSED RIGHT-OF-WAY
- FIELD SITE
- BORING LOCATION & SITE ANALYSIS
- EXISTING SUBGRADE
- PROPOSED SUBGRADE

ROLL 12 of 23

TEXAS DEPARTMENT OF TRANSPORTATION
WICHITA FALLS DISTRICT
PRELIMINARY 100% DESIGN SCHEMATIC
IH 35
CSJ NOS. 0195-01-019
ALONG IH 35 FROM 3807 NORTH OF FM 3002
IN COOKE COUNTY, TEXAS TO EXIT 1 IN OKLAHOMA

NOT INTENDED FOR CONSTRUCTION, BIDDING, OR PERMIT PURPOSES

TEXAS Department of Transportation
Texas Transportation Commission
Kenneth Stewart, Chairman
Bruce Bugg, Jr., Vice Chairman
Alvin New
Laura Ryan
Jeff Wood
Marc Williams, P.E.
Executive Director

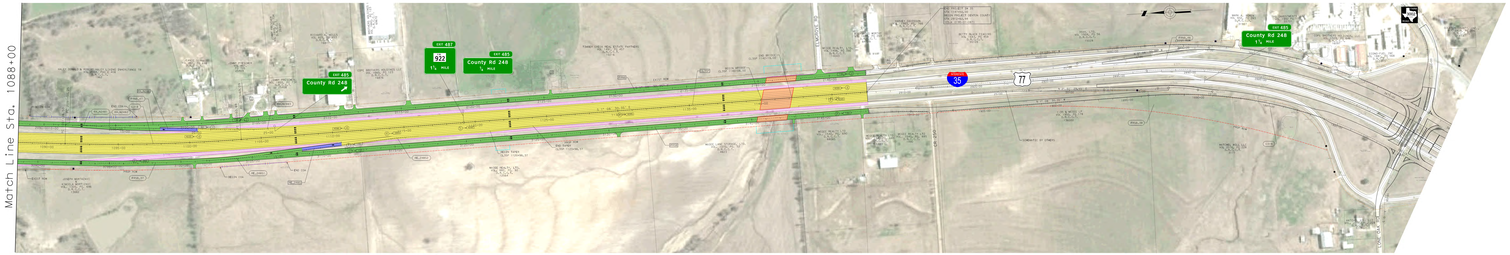
Scale (Horiz): 1" = 100'
Scale (Vert): 1" = 10'

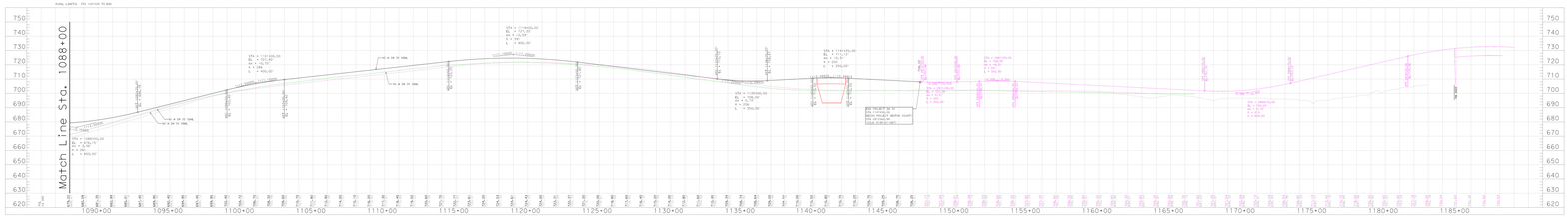
DATE SUBMITTED
DATE REVIEWED
DATE APPROVED

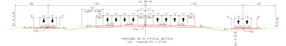
HUITT-ZOLLARS
AUSTIN | DALLAS | FORT WORTH | HOUSTON | SAN ANTONIO
TBPE Firm No. F-2165 TBPLS Firm No. 10194800

NOTES:
1. THE EXISTING CULVERT CROSSING NOT SHOWN ON PROFILE TO REMAIN THE SAME SIZE AND TO BE EXTENDED AS REQUIRED BY THE CONTRACTOR.
2. FOR SOIL & GEOLOGY DATA REFER TO GEOTECH DATA(IF AVAILABLE) AND SITE.

Projection Datum Now:
Plotting Datum:
NAD 83
Elevation Datum Shown:
Height Values of 200:
Grid Factor Applied:
GRID FACTOR
Units:
Area: SQ MILES
Volume: CU. YDS.
Linear Units: FEET
Surface Volume: CU. YDS.







ALIGNMENT DATA CHART								
NAME	DELTA	DEGREE	RADIUS	LENGTH	TANGENT	PI STATION	PT STATION	PC STATION
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Handouts

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I-35 IMPROVEMENT PROJECT

FM 3002 IN TEXAS TO MERLE WOLFE ROAD (MILE MARKER 1) IN OKLAHOMA

OPEN HOUSE, FEBRUARY 27, 2020

FACTS ABOUT THE PROJECT

Project Location:
Cooke County, Texas and Love County, Oklahoma

Proposed Project Length:
Approximately 22 miles

Proposed Project Limits:
FM 3002 to Merle Wolfe Road (Mile Marker 1)

Proposed Design:

- Two additional lanes in each direction
- Realignment of portions of the roadway
- Two new bridges over the Red River
- Removal of the northbound Red River bridge
- Conversion of the southbound Red River bridge to a frontage road
- Conversion of two-way frontage roads to one way
- Removal of O'Brien Street southbound frontage.
- New right of way

Welcome to Tonight's Open House

The Texas Department of Transportation (TxDOT) welcomes you to the Open House to provide updates on the current status of the I-35 Improvement project in Valley View, Texas. The purpose of this meeting will be to present to the public and collect comments on the removal of the BNSF rail line realignment from the project design and the proposed changes in the roadway design within the Valley View section of the I-35 Improvement Project since the September 2017 Open House. In addition, we will be presenting and collecting comments on the proposed changes in access at O'Brien Street in Valley View, Texas.

Representatives from TxDOT and the study team are available to answer individual questions. Public comments are encouraged.

Project Summary

TxDOT is planning to widen the I-35 from FM 3002 in Cooke County, Texas to Merle Wolfe Road (Mile Marker 1) in Love County, Oklahoma. The improvement would update the roadway to current design standards and provide congestion relief for expected future traffic increases. Since the realignment of the BNSF rail line is no longer a viable alternative, the roadway improvements are proposed within the existing right of way within the area of Valley View, Texas.

As part of the planning process, TxDOT is conducting an environmental assessment (EA) for the proposed widening of I-35. An EA is a report that documents the existing social, economic and environmental conditions, assesses effects of the proposed alternative and identifies potential mitigation. The EA will also evaluate the effects of a no-build alternative.

Purpose and Need

The purpose of the proposed project is to:

- Meet local and regional future travel demand by **increasing capacity** of I-35;
- **Upgrade the transportation infrastructure** to meet current FHWA and TxDOT design standards for interstates, bridges, and frontage roads; and
- **Improve the safety** of the roadway by correcting geometric deficiencies.

The needs for the proposed project are growing regional congestion, roadway design deficiencies and safety.

How to Stay Involved in the Proposed Project

To stay involved, sign-up for email updates, call Stephanie Manry at the TxDOT Wichita Falls District Office at 940-720-7733, participate in meetings or invite the project team to meet with your group. Additional public involvement opportunities will be provided throughout the study process. Once FHWA approves the Draft EA, a public hearing will occur to solicit comments from the public. A Final EA will be prepared addressing all comments with an expected Finding of No Significant Impact (FONSI). This process is expected to be completed in 2020.

Submit comments to:

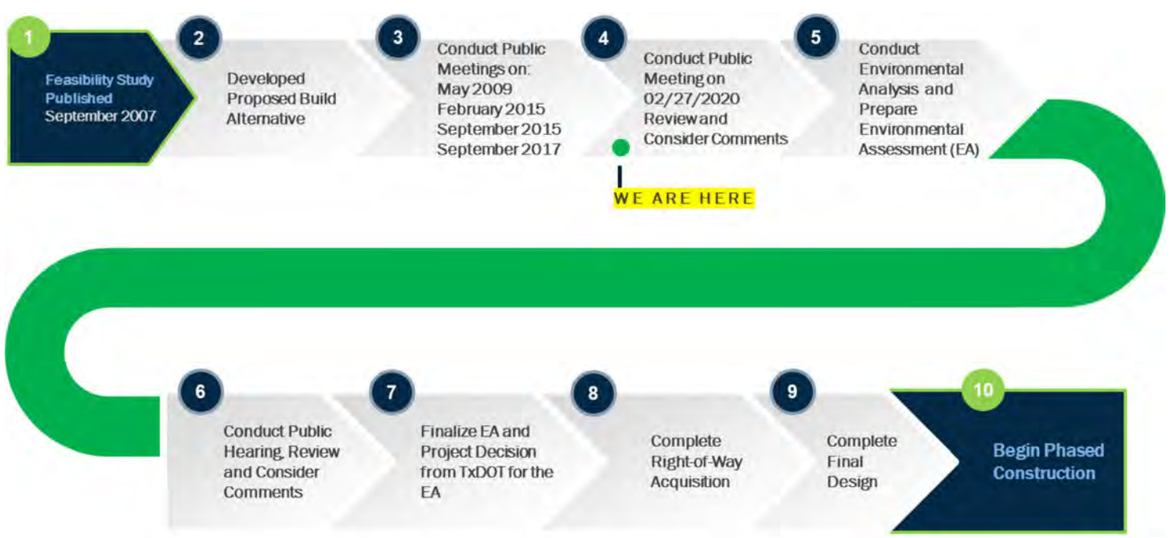
Texas Department of Transportation
c/o Stephanie Manry
1601 Southwest Parkway
Wichita Falls, Texas 76302

All comments should be submitted electronically at www.txdot.gov/inside-txdot/projects/studies/wichita-falls/i35-cooke-county.html or to MyProjectsWichitaFalls@txdot.gov or mailed and postmarked by March 13, 2020.

Project Information can be found at:

https://www.txdot.gov/inside-txdot/projects/studies/wichita-falls/i35-cooke-county.html

Project History and Next Steps for the I-35 Improvement Project

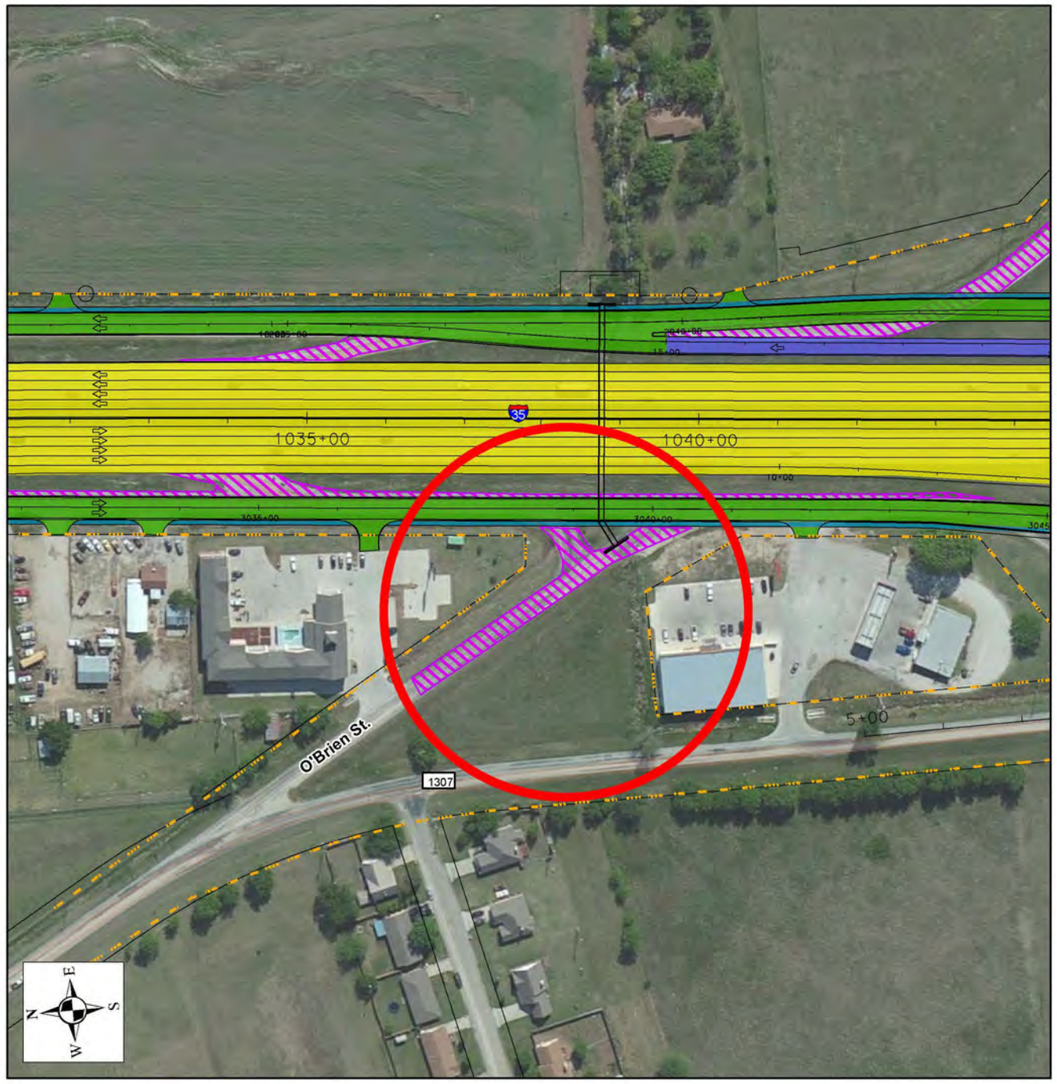


Changes in Access at O'Brien Street

Access at O'Brien Street and the I-35 southbound frontage road will be closed (see red circle in map below). Residents who usually use O'Brien Street to access I-35 frontage will still have access via:

- Newton Street
- FM 1307

**See map insert below for additional detail*



F: Photos

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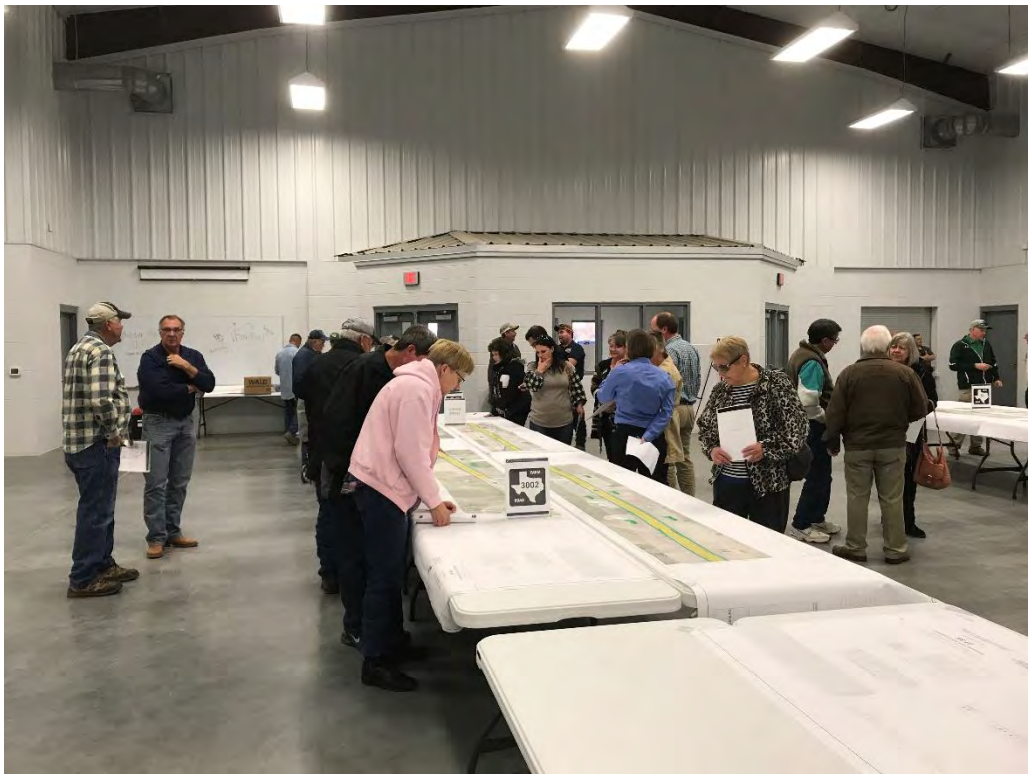
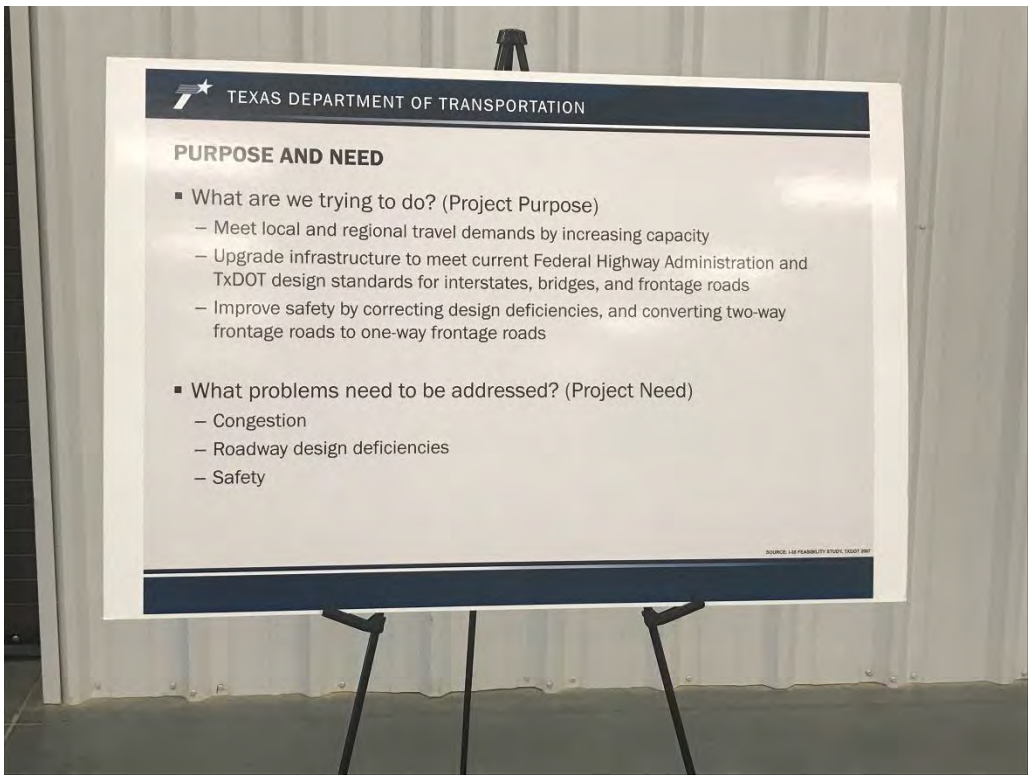
Photos from 2020 Valley View Open House

VALLEY VIEW
ISD
PUBLIC
MEETING

EXIT

922




TEXAS DEPARTMENT OF TRANSPORTATION
PURPOSE AND NEED
What are we trying to do? (Project Purpose)
– Meet local and regional travel demands by increasing capacity
– Upgrade infrastructure to meet current Federal Highway Administration and TxDOT design standards for interstates, bridges, and frontage roads
– Improve safety by correcting design deficiencies, and converting two-way frontage roads to one-way frontage roads
What problems need to be addressed? (Project Need)
– Congestion
– Roadway design deficiencies
– Safety

TEXAS DEPARTMENT OF TRANSPORTATION

Changes Since Public Meeting Held September 2017

- Northern project limit has been revised back to Merle Wolfe Road (Mile Marker 1) in Oklahoma
- Removal of O'Brien Street intersection with I-35 southbound frontage road
- An agreement could not be reached between TxDOT and BNSF; therefore, the BNSF rail alignment alternative has been removed from the proposed project and the all proposed roadway design improvements will be included within the existing ROW within the Valley View area

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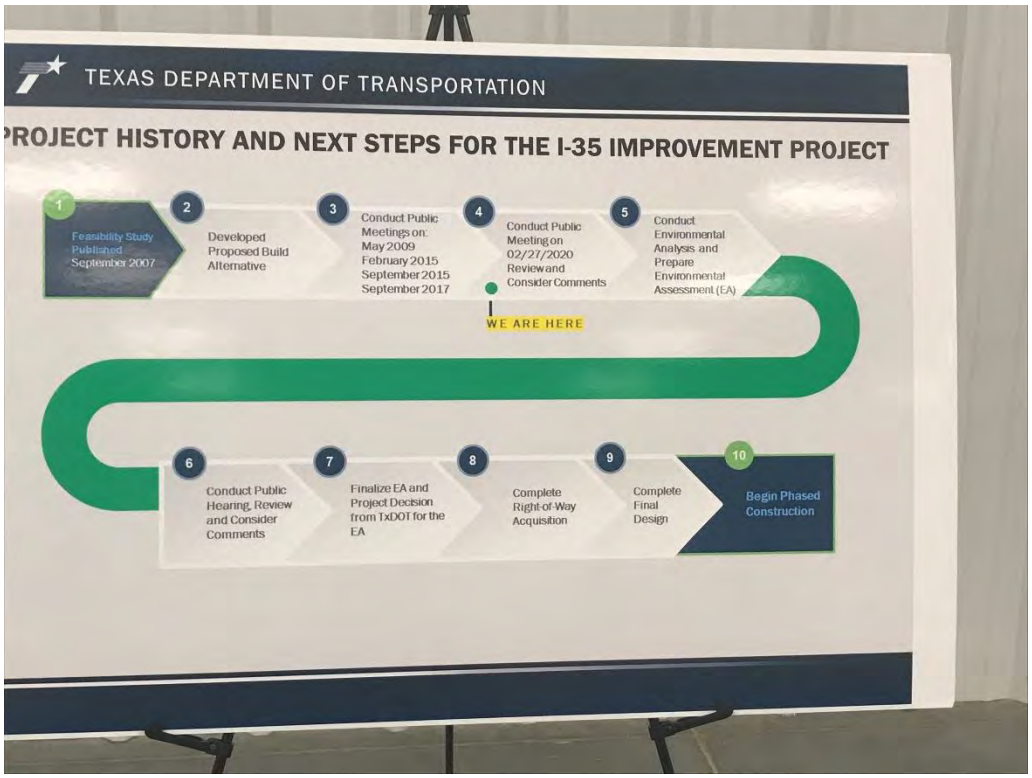
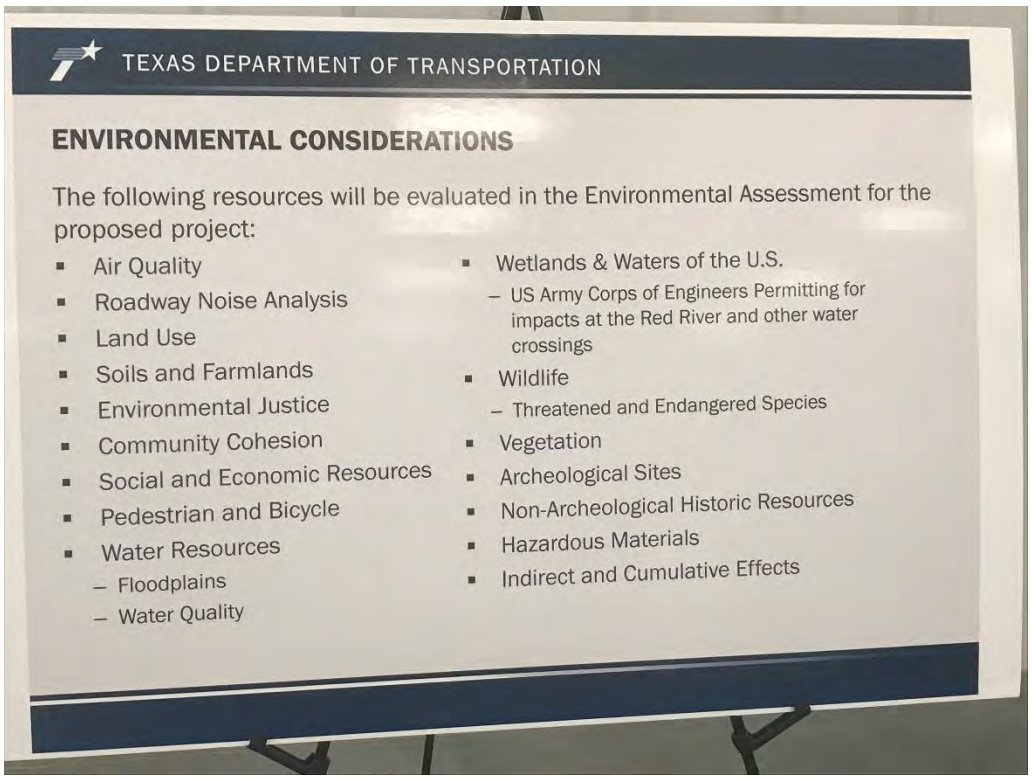
Changes at O'Brien Street

- Access to O'Brien Street and the I-35 Frontage Road will be closed (red circle)
- Residents who usually use O'Brien Street to access I-35 Frontage will still have access via:
  - Newton Street
  - FM 1307


TEXAS DEPARTMENT OF TRANSPORTATION
PROJECT HISTORY AND NEXT STEPS FOR THE I-35 IMPROVEMENT PROJECT
1
Feasibility Study Published September 2007
2
Developed Proposed Build Alternative
3
Conduct Public Meetings on: May 2009 February 2015 September 2015 September 2017
4
Conduct Public Meeting on 02/27/2020 Review and Consider Comments
5
Conduct Environmental Analysis and Prepare Environmental Assessment (EA)
WE ARE HERE
6
Conduct Public Hearing, Review and Consider Comments
7
Finalize EA and Project Decision from TxDOT for the EA
8
Complete Right-of-Way Acquisition
9
Complete Final Design
10
Begin Phased Construction


TEXAS DEPARTMENT OF TRANSPORTATION
ENVIRONMENTAL CONSIDERATIONS
The following resources will be evaluated in the Environmental Assessment for the proposed project:
Air Quality
Roadway Noise Analysis
Land Use
Soils and Farmlands
Environmental Justice
Community Cohesion
Social and Economic Resources
Pedestrian and Bicycle
Water Resources
– Floodplains
– Water Quality
Wetlands & Waters of the U.S.
– US Army Corps of Engineers Permitting for impacts at the Red River and other water crossings
Wildlife
– Threatened and Endangered Species
Vegetation
Archeological Sites
Non-Archeological Historic Resources
Hazardous Materials
Indirect and Cumulative Effects

TEXAS DEPARTMENT OF TRANSPORTATION

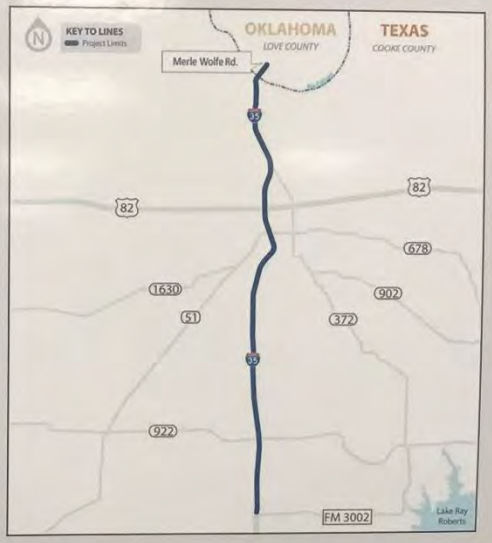
HOW TO STAY INVOLVED

- Go to TxDOT.gov and search for I-35 Cooke County
- Sign-up for email updates
- Call Stephanie Manry at the TxDOT Wichita Falls District Office at 940-720-7733
- Participate in meetings
- Invite the project team to meet with your group

TEXAS DEPARTMENT OF TRANSPORTATION

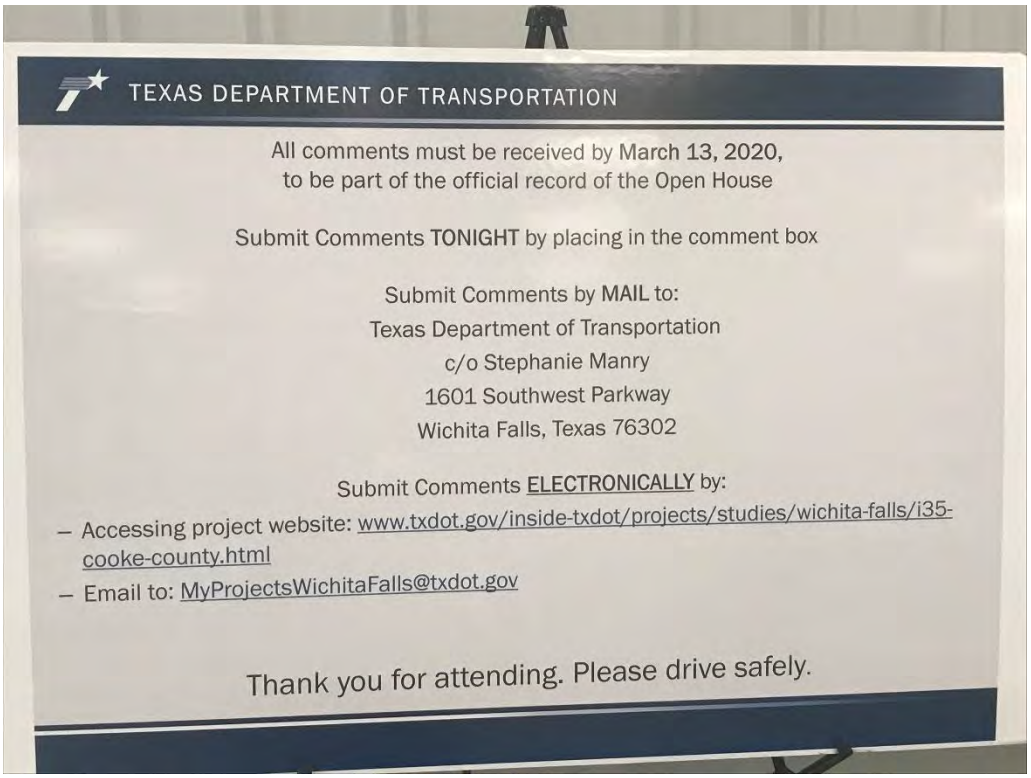
WHY AM I HERE?

- To learn about changes to the I-35 Improvement Project with the Valley View Section of the proposed project
- To review and provide input on:
  - Removal of the BNSF rail realignment and the new roadway design within the Valley View section of the proposed project
  - Removal of O'Brien Street intersection with I-35



TEXAS DEPARTMENT OF TRANSPORTATION
PREFERRED
BUILD ALTERNATIVE FOR
IMPROVEMENTS TO I-35

Comment Table
COMMENT BOX
Comment Table
COMMENT BOX


TEXAS DEPARTMENT OF TRANSPORTATION
All comments must be received by March 13, 2020,
to be part of the official record of the Open House
Submit Comments TONIGHT by placing in the comment box
Submit Comments by MAIL to:
Texas Department of Transportation
c/o Stephanie Manry
1601 Southwest Parkway
Wichita Falls, Texas 76302
Submit Comments ELECTRONICALLY by:
– Accessing project website: www.txdot.gov/inside-txdot/projects/studies/wichita-falls/i35-cooke-county.html
– Email to: MyProjectsWichitaFalls@txdot.gov
Thank you for attending. Please drive safely.

TEXAS DEPARTMENT OF TRANSPORTATION
WELCOME TO THE OPEN HOUSE
Elected Officials
General Registration

Right-of-Way

3002
O'BRIEN
STREET