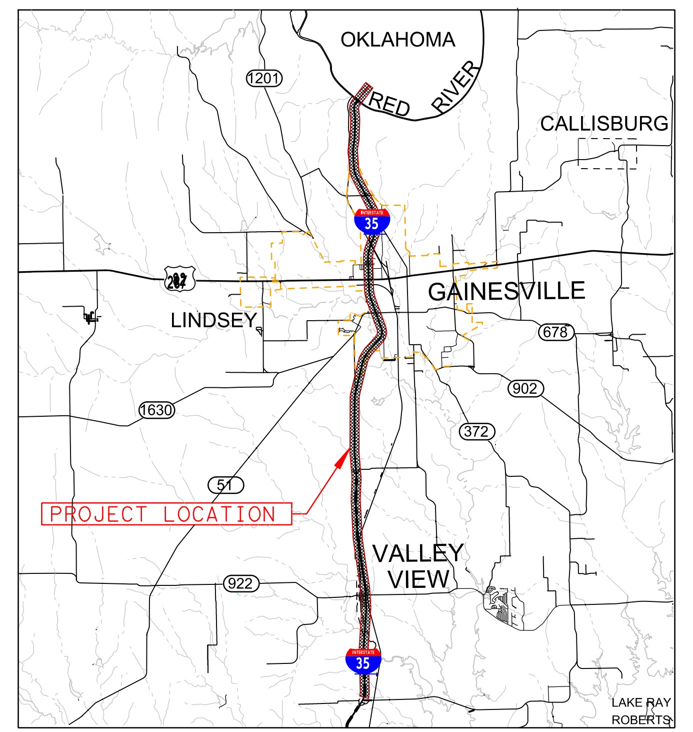

Location / Key Map

Legend:

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

ROLL 1 of 23

TEXAS DEPARTMENT OF TRANSPORTATION
WICHITA FALLS DISTRICT

PRELIMINARY 100% DESIGN SCHEMATIC

IH 35

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

NOT INTENDED FOR CONSTRUCTION, BIDDING, OR PERMIT PURPOSES

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

PREPARED BY JACOBS ENGINEERING GROUP, INC.
FIRM #2966
UNDER THE SUPERVISION OF
SCOTT YATES, PE 81176

DATE SUBMITTED

DATE REVISED

DATE APPROVED

JACOBS

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

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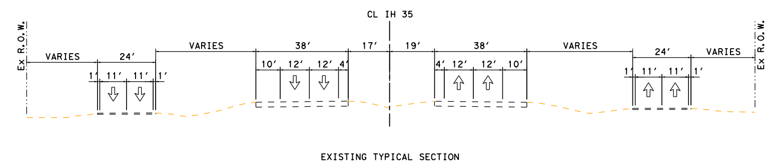
NOTES:

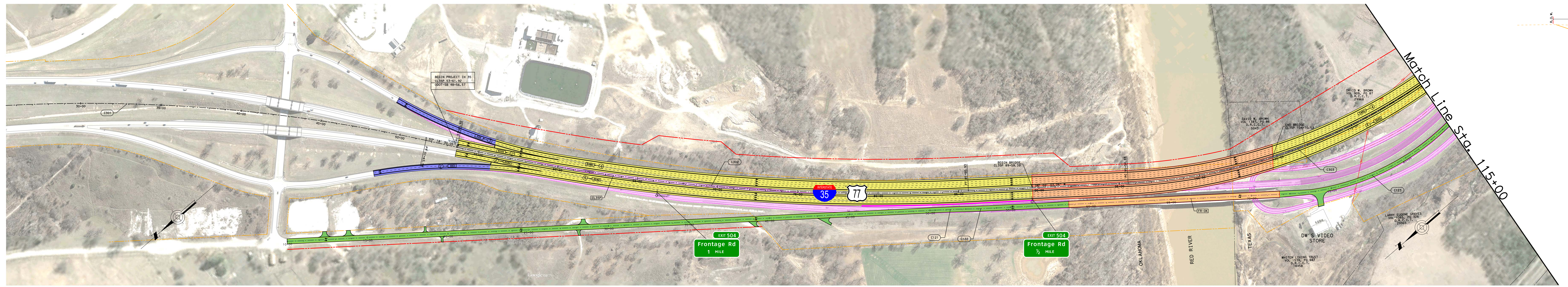
1. ALL EXISTING CULVERT CROSSING NOT SHOWN IN PROFILE TO REMAIN THE SAME SIZE AND TO BE EXTENDED AS REQUIRED BY THE SCHEMATIC DESIGN. REFERENCE: I35 CORRIDOR DRAINAGE IMPACT ANALYSIS NOV 2016

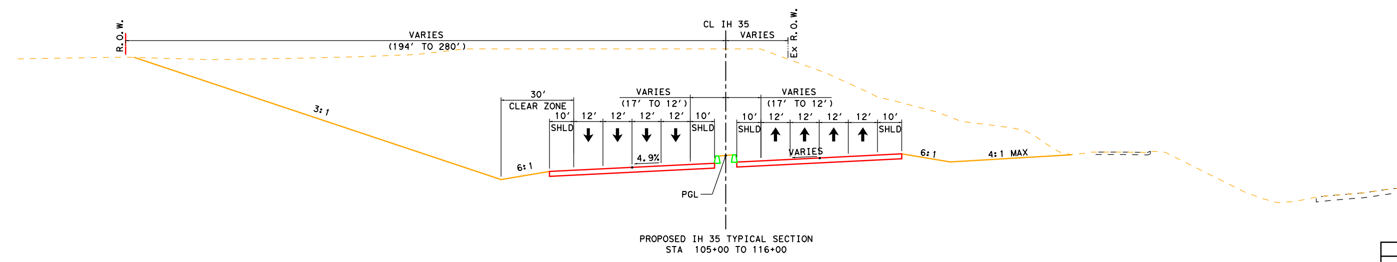
Projected Design Hour Traffic Volumes (Year 2030)

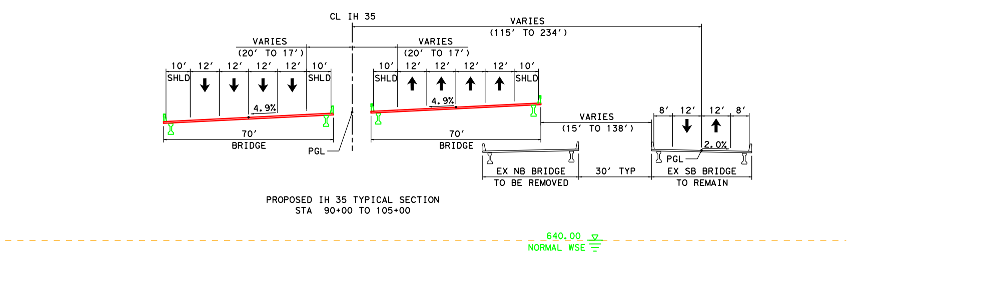
Directional Distribution	DHV 60-40
Percent Trucks of DHV	2%
Design Hourly Volume	4760
DESIGN SPEED:	
Mainlanes	70 mph
Ramps	50 mph
Frontage Roads	40 mph
Surface Streets	30 mph

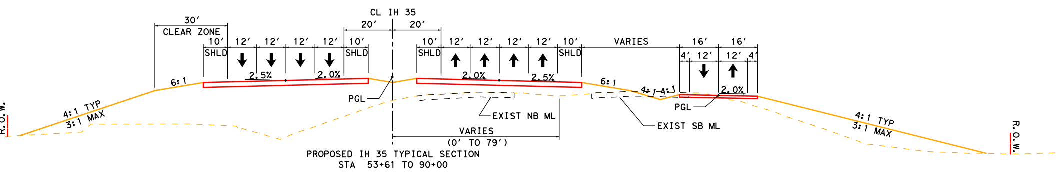


EXISTING TYPICAL SECTION









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

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

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

TEXAS DEPARTMENT OF TRANSPORTATION
WICHITA FALLS DISTRICT
ROLL 1 of 23
PRELIMINARY 100% DESIGN SCHEMATIC
IH 35
CSJ NOS. 0194-01-010,
0194-02-081
0195-01-087
NOT INTENDED FOR CONSTRUCTION, BIDDING, OR PERMIT PURPOSES
ALONG IH 35 FROM 3800' NORTH OF FM 3002
IN COOKE COUNTY, TEXAS TO EXIT 1 IN OKLAHOMA
PREPARED BY JACOBS ENGINEERING GROUP, INC.
FIRM #2966
UNDER THE SUPERVISION OF
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DATE SUBMITTED
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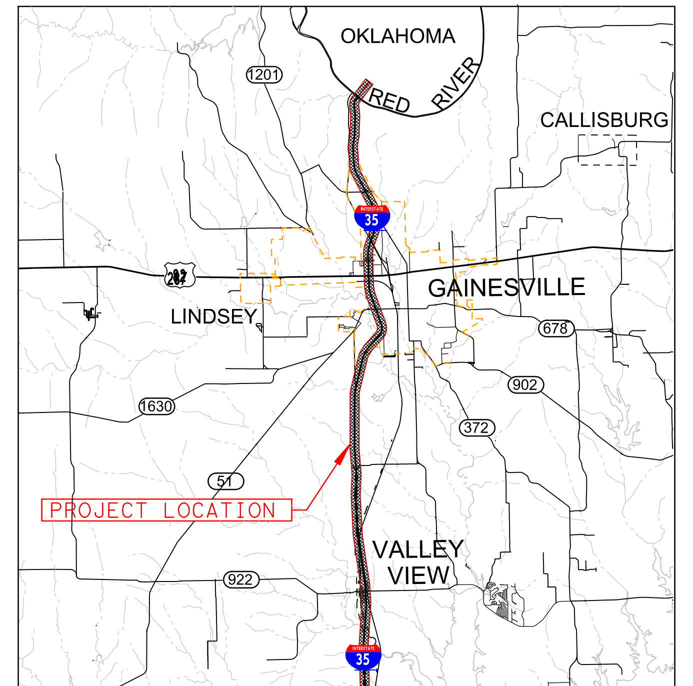
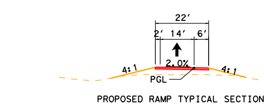


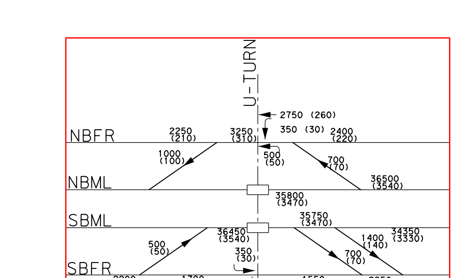
Location / Key Map

Legend:

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



PROPOSED RAMP TYPICAL SECTION



2045 ADT XXXX
2045 DDHV (XXX)

NOTES:

1. ALL EXISTING CULVERT CROSSING NOT SHOWN IN PROFILE TO REMAIN THE SAME SIZE AND TO BE EXTENDED AS REQUIRED BY THE SCHEMATIC DESIGN. REFERENCE: I35 CORRIDOR DRAINAGE IMPACT ANALYSIS NOV 2016

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

Projected Design Hour Traffic Volumes (Year 2030)

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

DESIGN SPEED:
Mainlanes — 70 mph
Ramps — 50 mph
Frontage Roads — 40 mph
Surface Streets — 30 mph

ROLL 2 of 23

TEXAS DEPARTMENT OF TRANSPORTATION
WICHITA FALLS DISTRICT

PRELIMINARY 100% DESIGN SCHEMATIC

IH 35

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

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Texas Department of Transportation

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

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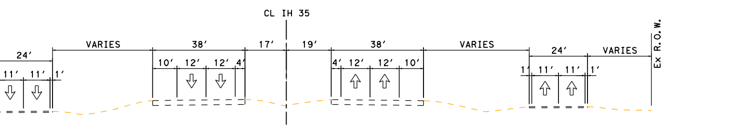
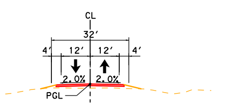
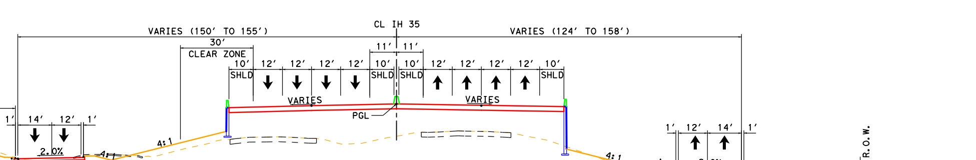


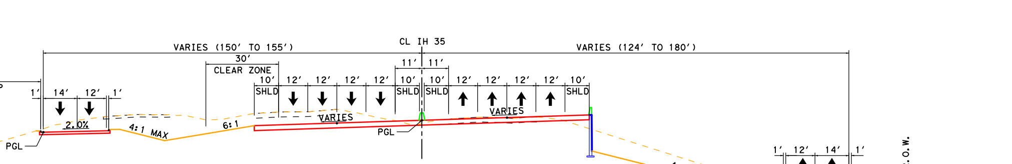
EXISTING TYPICAL SECTION
IH 35



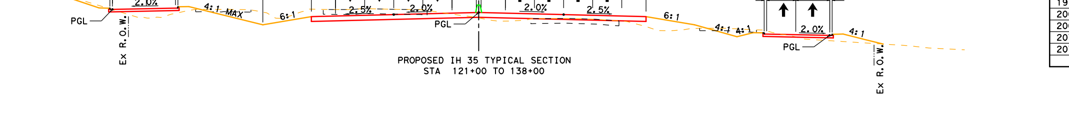
PROPOSED TYPICAL SECTION
C-175, HOCKLEY CREEK, CR 248, SPRING CREEK



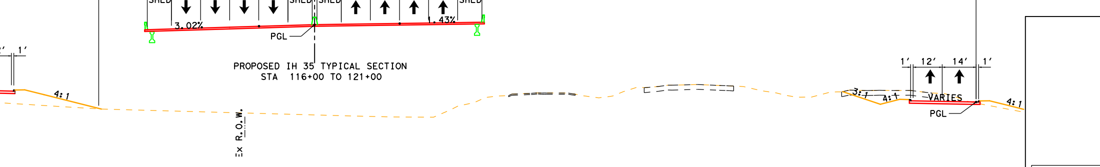
PROPOSED IH 35 TYPICAL SECTION
STA 170+00 TO 180+00
(BRIDGE FROM 174+50 TO 175+75)



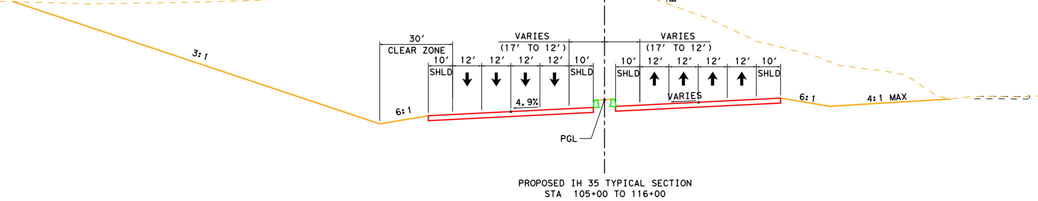
PROPOSED IH 35 TYPICAL SECTION
STA 138+00 TO 170+00
STA 180+00 TO 218+00



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



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



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

ALIGNMENT DATA

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

SUPERELEVATION TABLE - MAINLANES

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

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

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

TEXAS DEPARTMENT OF TRANSPORTATION
WICHITA FALLS DISTRICT
ROLL 2 of 23
PRELIMINARY 100% DESIGN SCHEMATIC
IH 35
CSJ NOS. 0194-01-010,
0194-02-081
0195-01-087
NOT INTENDED FOR CONSTRUCTION, BIDDING, OR PERMIT PURPOSES
ALONG IH 35 FROM 3800' NORTH OF FM 3002
IN COOKE COUNTY, TEXAS TO EXIT 1 IN OKLAHOMA
PREPARED BY JACOBS ENGINEERING GROUP, INC.
FIRM #2966
UNDER THE SUPERVISION OF
SCOTT YATES, PE 81176
DATE SUBMITTED
DATE REVISED
DATE APPROVED
Texas Department of Transportation
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JACOBS
GRAPHIC SCALES IN FEET — HORIZONTAL 0 100 200 300; VERTICAL 0 10 20 30
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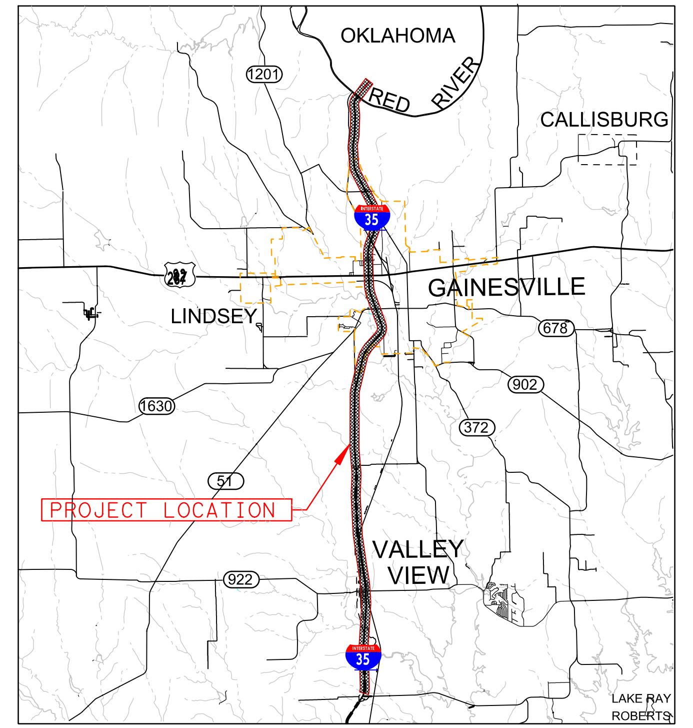
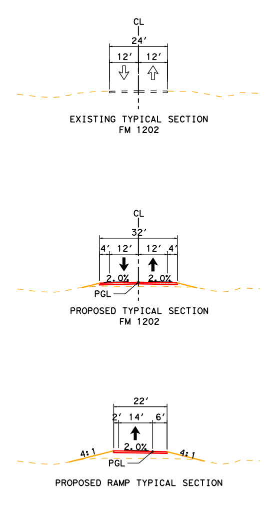
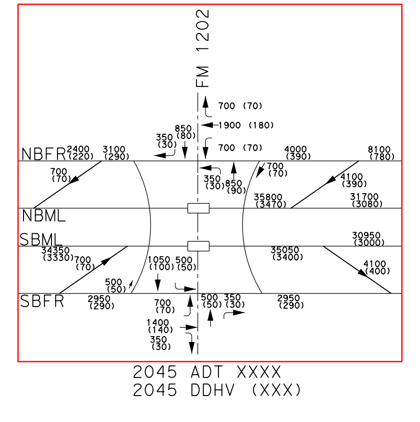


Location / Key Map

Legend:

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





ROLL 3 of 23

TEXAS DEPARTMENT OF TRANSPORTATION
WICHITA FALLS DISTRICT

PRELIMINARY 100% DESIGN SCHEMATIC

IH 35

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

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

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

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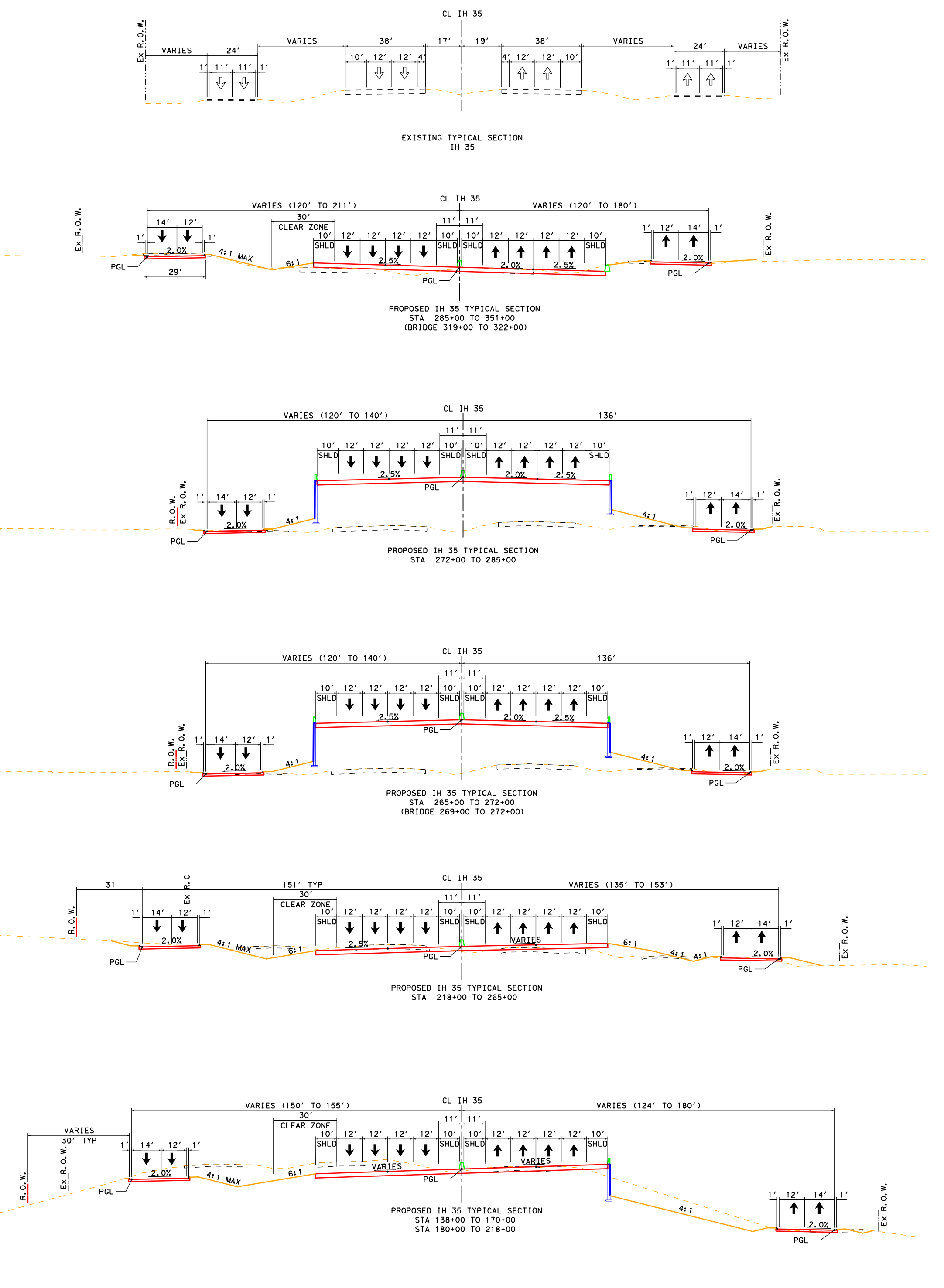
NOTES:
1. ALL EXISTING CULVERT CROSSING NOT SHOWN IN PROFILE TO REMAIN THE SAME SIZE AND TO BE EXTENDED AS REQUIRED BY THE SCHEMATIC DESIGN. REFERENCE: I35 CORRIDOR DRAINAGE IMPACT ANALYSIS NOV 2016

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

Projected Design Hour Traffic Volumes (Year 2030)
Directional Distribution: DHV 60-40
Percent Trucks of DHV: 2%
Design Hourly Volume: 4760
DESIGN SPEED:
Mainlanes 70 mph
Ramps 50 mph
Frontage Roads 40 mph
Surface Streets 30 mph



ALIGNMENT DATA

NUM	DELTA	DEGREE	TANGENT	LENGTH	RADIUS	PI STATION	PI NORTHING	PI EASTING	PC STATION	PT STATION
CL35P	IH 35 PROPOSED CENTERLINE									
C306	23° 02' 27.05" LT	0° 49' 06.64"	1,426.76'	2,814.97'	7,000.00'	227+82.46	7,302,163.14	2,375,620.88	213+55.70	241+70.67
C307	46° 49' 32.93" RT	0° 50' 33.31"	2,944.44'	5,557.40'	6,800.00'	324+40.38	7,293,451.28	2,379,878.25	294+95.94	350+53.34
FRNB	NB FRONTAGE ROAD									
FRNB-4	23° 02' 27.05" LT	0° 50' 11.17"	1,396.19'	2,754.65'	6,850.00'	227+39.72	7,302,201.53	2,375,769.07	213+43.53	240+98.17
FRNB-5	1° 07' 07.22" RT	1° 25' 56.62"	39.05'	78.10'	4,000.00'	258+90.33	7,299,336.94	2,377,168.96	258+51.28	259+29.38
FRNB-6	1° 07' 07.22" LT	0° 57' 17.75"	58.58'	117.15'	6,000.00'	274+26.96	7,297,943.44	2,377,816.55	273+68.38	274+85.53
FRNB-7	3° 23' 24.57" LT	0° 57' 17.75"	177.56'	355.02'	6,000.00'	288+26.29	7,296,686.20	2,378,430.95	286+48.73	290+03.75
FRNB-8	3° 23' 24.57" RT	0° 57' 17.75"	177.56'	355.02'	6,000.00'	291+81.31	7,296,376.92	2,378,605.47	290+03.75	293+58.76
FRNB-9	22° 51' 10.08" RT	1° 25' 56.62"	808.46'	1,595.43'	4,000.00'	308+87.98	7,294,843.45	2,379,354.85	300+79.52	316+74.95
FRSB	SB FRONTAGE ROAD									
FRSB-5	23° 02' 27.05" LT	0° 45' 50.20"	1,528.68'	3,016.04'	7,500.00'	228+19.44	7,302,143.12	2,375,463.71	212+90.77	243+06.81
FRSB-6	3° 30' 33.06" LT	1° 25' 56.62"	122.53'	244.99'	4,000.00'	251+94.62	7,299,972.01	2,376,524.70	250+72.08	253+17.07
FRSB-7	3° 30' 33.06" RT	1° 25' 56.62"	122.53'	244.99'	4,000.00'	254+39.60	7,299,758.83	2,376,645.58	253+17.07	255+62.06
FRSB-8	22° 55' 52.03" RT	0° 57' 17.75"	1,216.96'	2,401.34'	6,000.00'	308+16.75	7,294,927.63	2,379,006.52	295+99.79	320+01.13
RS-1202	RAMP FROM IH 35 SB TO FM 1202									
RS-1202-1	5° 25' 31.08" LT	0° 59' 59.73"	271.49'	542.57'	5,730.00'	16+47.76	7,301,174.82	2,376,015.68	13+76.27	19+18.84
RS-1202-2	3° 13' 10.48" RT	1° 58' 32.58"	81.50'	162.96'	2,900.00'	24+00.07	7,300,483.34	2,376,313.06	23+18.57	24+81.53
RS-1202-3	5° 59' 32.81" LT	1° 58' 32.58"	151.79'	303.30'	2,900.00'	26+33.32	7,300,264.19	2,376,393.05	24+81.53	27+84.83
R1202-N	RAMP FROM FM 1202 TO IH 35 NB									
R1202-N-1	3° 00' 00.00" LT	0° 59' 59.73"	150.05'	300.02'	5,730.00'	11+50.05	7,299,550.38	2,376,498.94	10+00.00	13+00.02
R1202-N-2	3° 35' 59.32" RT	3° 57' 05.16"	45.57'	91.10'	1,450.00'	24+73.32	7,299,371.16	2,377,141.40	24+27.75	25+18.85
RTIC-S	RAMP FROM IH 35 SB TO FM 372									
RTIC-S-1	5° 25' 51.61" LT	1° 54' 35.49"	146.66'	293.09'	3,000.00'	11+46.66	7,299,530.07	2,376,768.87	10+00.00	12+93.09
RTIC-S-2	5° 44' 01.90" RT	1° 54' 35.49"	150.24'	300.22'	3,000.00'	14+43.33	7,299,277.68	2,376,925.23	12+93.09	15+93.32
RTIC-S-3	3° 42' 31.48" LT	0° 59' 59.73"	185.52'	370.90'	5,730.00'	21+78.83	7,298,616.44	2,377,248.27	19+93.32	23+64.22
RTIC-S-4	3° 42' 31.48" RT	0° 59' 59.73"	185.52'	370.90'	5,730.00'	25+49.73	7,298,294.52	2,377,432.40	23+64.22	27+35.12
RS-372	RAMP FROM IH 35 SB TO FM 372									
RS-372-1	4° 05' 31.21" RT	1° 58' 32.58"	103.60'	207.11'	2,900.00'	11+03.60	7,297,075.07	2,378,028.33	10+00.00	12+07.11
RS-372-2	4° 05' 31.21" LT	0° 59' 59.73"	204.70'	409.23'	5,730.00'	14+11.82	7,296,789.12	2,378,143.58	12+07.11	16+16.35
RS-372-3	7° 13' 16.80" RT	1° 58' 32.58"	182.99'	365.50'	2,900.00'	21+99.34	7,296,081.41	2,378,489.43	20+16.35	23+81.85
RS-372-4	4° 00' 30.03" LT	1° 58' 32.58"	101.48'	202.88'	2,900.00'	24+83.33	7,295,812.15	2,378,581.21	23+81.85	25+84.73
R372-N	RAMP FROM FM 372 TO IH 35 NB									
R372-N-1	3° 31' 44.86" LT	0° 59' 59.73"	176.53'	352.94'	5,730.00'	11+76.53	7,296,833.99	2,378,304.19	10+00.00	13+52.94
R372-N-2	2° 07' 12.71" RT	0° 59' 59.73"	106.03'	212.04'	5,730.00'	14+58.97	7,296,588.25	2,378,443.64	13+52.94	15+64.97
R372-N-3	3° 55' 50.64" LT	1° 58' 32.58"	99.52'	198.95'	2,900.00'	20+71.19	7,296,044.95	2,378,725.90	19+71.68	21+70.63
R372-N-4	5° 20' 22.79" RT	3° 57' 05.16"	67.62'	135.13'	1,450.00'	22+38.24	7,295,902.27	2,378,812.93	21+70.63	23+05.76
RN-1202	RAMP FROM IH 35 NB TO FM 1202									
RN-1202-1	15° 23' 42.23" RT	3° 57' 05.16"	195.98'	389.61'	1,450.00'	11+95.98	7,294,905.86	2,379,236.17	10+00.00	13+89.61
RN-1202-2	1° 56' 42.65" LT	1° 58' 32.58"	49.23'	98.45'	2,900.00'	23+09.11	7,293,792.28	2,379,301.22	22+59.88	23+58.33
FM1202	FM 1202									
FM1202-2	44° 14' 20.72" RT	11° 27' 32.96"	203.23'	386.06'	500.00'	15+75.25	7,298,135.66	2,378,432.89	13+72.02	17+58.08
FM1202-3	69° 52' 25.53" LT	11° 27' 32.96"	349.28'	609.76'	500.00'	21+07.36	7,298,518.28	2,378,034.31	17+58.08	23+67.84
FM1202-4	26° 15' 03.72" RT	7° 38' 21.97"	174.88'	343.63'	750.00'	29+14.18	7,298,125.05	2,377,229.64	27+39.29	30+82.92

SUPERELEVATION TABLE - MAINLANES

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

SUPERELEVATION TABLE - FRONTAGE ROADS, RAMPS AND CROSS-STREETS

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

TEXAS DEPARTMENT OF TRANSPORTATION
WICHITA FALLS DISTRICT
ROLL 3 of 23
PRELIMINARY 100% DESIGN SCHEMATIC
IH 35
CSJ NOS. 0194-01-010, 0194-02-081 0195-01-087
NOT INTENDED FOR CONSTRUCTION, BIDDING, OR PERMIT PURPOSES
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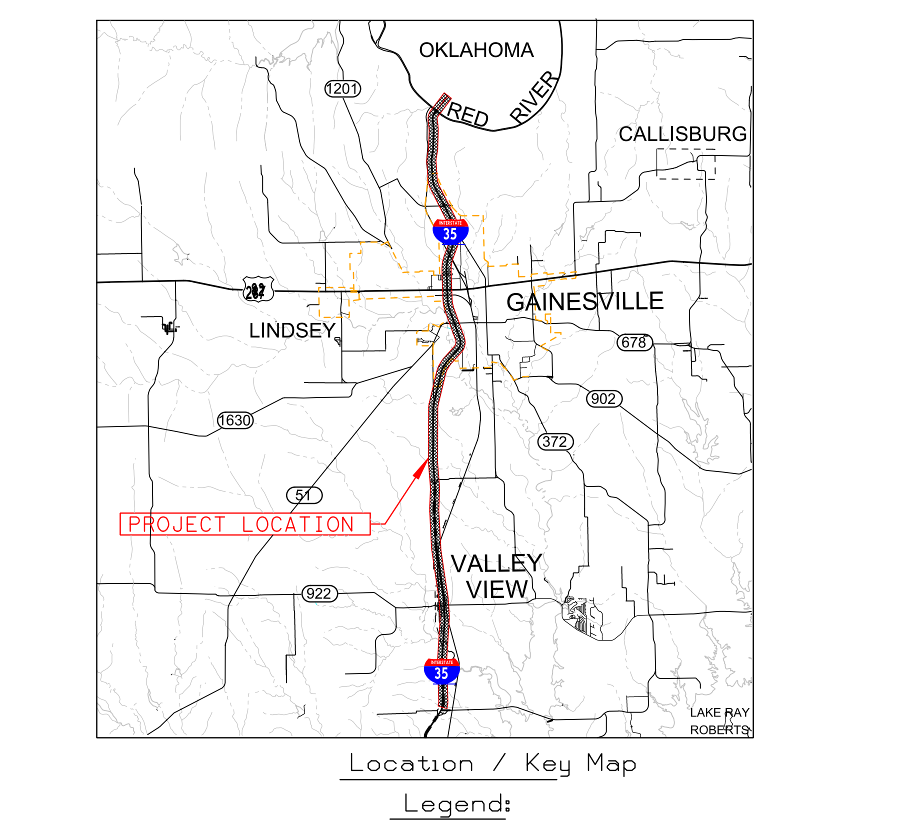

Legend:

Proposed Retaining Wall

SIDEWALKS

OVERHEAD ELECTIC

OVERHEAD TELEPHONE

City Limits

Approximate Structure Limits and Bents / Columns

TEXAS DEPARTMENT OF TRANSPORTATION

WICHITA FALLS DISTRICT

PRELIMINARY 100% DESIGN SCHEMATIC

IH 35

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

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DATE SUBMITTED

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JACOBS

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

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TEXAS DEPARTMENT OF TRANSPORTATION
WICHITA FALLS DISTRICT
PRELIMINARY 100% DESIGN SCHEMATIC
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ROLL 4 of 23
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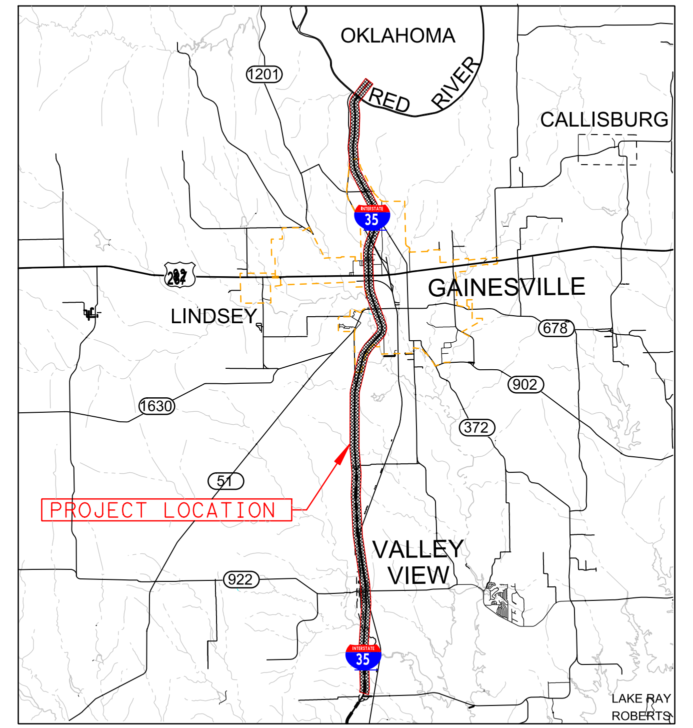
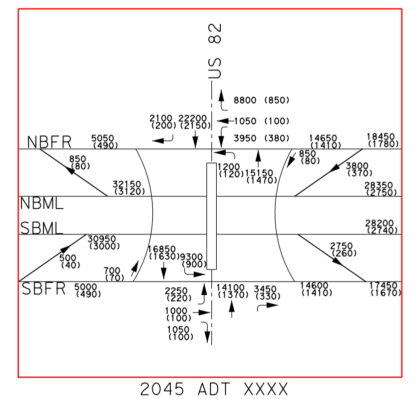


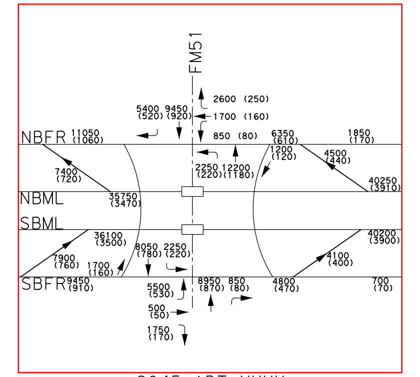
Location / Key Map

Legend:

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



2045 ADT XXXX
2045 DDHV (XXX)



2045 ADT XXXX
2045 DDHV (XXX)

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

NOTES:

1. ALL EXISTING CULVERT CROSSING NOT SHOWN IN PROFILE TO REMAIN THE SAME SIZE AND TO BE EXTENDED AS REQUIRED BY THE SCHEMATIC DESIGN. REFERENCE: I35 CORRIDOR DRAINAGE IMPACT ANALYSIS NOV 2016

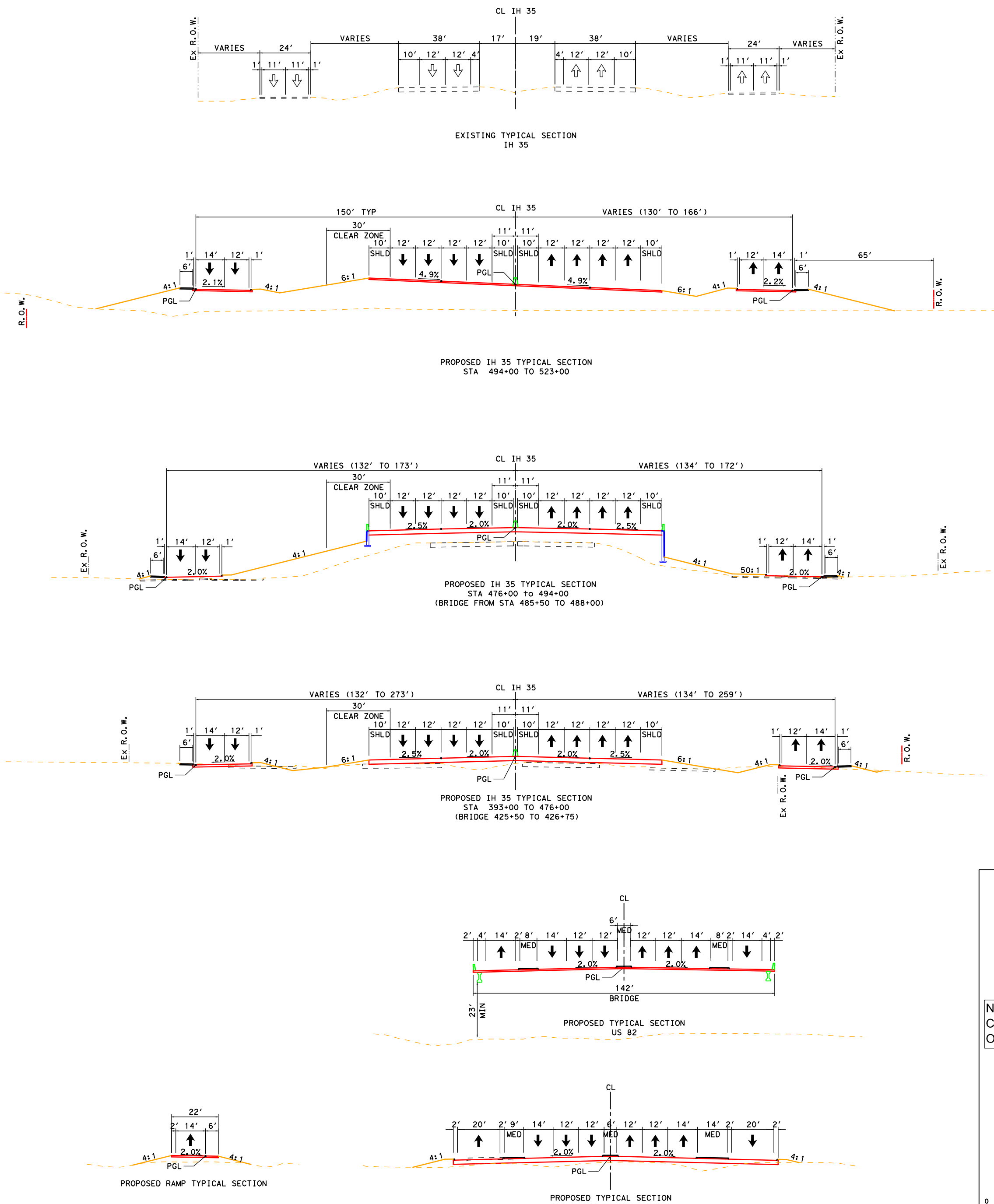
US 82:
Functional Class - Urban Principal Arterial - Other
Design Speed - 30 MPH
Design Standard - TxDOT RDM

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

Projected Design Hour Traffic Volumes (Year 2030)

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

DESIGN SPEED:
Mainlanes 70 mph
Ramps 50 mph
Frontage Roads 40 mph
Surface Streets 30 mph



ALIGNMENT DATA										
NUM	DELTA	DEGREE	TANGENT	LENGTH	RADIUS	PI STATION	PI NORTHING	PI EASTING	PC STATION	PT STATION
CL35P	IH 35 PROPOSED CENTERLINE									
C309	17° 04′ 38.28" LT	1° 00′ 18.68"	855.80′	1,698.91′	5,700.00′	451+95.56	7,280,722.87	2,377,971.73	443+39.76	460+38.68
C310	63° 20′ 53.35" RT	1° 38′ 13.28"	2,159.46′	3,869.72′	3,500.00′	527+67.10	7,273,533.71	2,380,387.60	506+07.64	544+77.36
FRNB	NB FRONTAGE ROAD									
FRNB-13	10° 05′ 47.58" LT	1° 25′ 56.62"	353.35′	704.87′	4,000.00′	414+45.86	7,284,480.17	2,378,005.56	410+92.51	417+97.38
FRNB-14	12° 03′ 11.14" RT	3° 58′ 04.29"	152.45′	303.77′	1,444.00′	422+91.72	7,283,649.77	2,378,175.92	421+39.28	424+43.05
FRNB-15	9° 37′ 03.25" RT	3° 57′ 05.16"	121.98′	243.39′	1,450.00′	429+93.15	7,282,947.24	2,378,170.29	428+71.17	431+14.56
FRNB-16	11° 16′ 10.44" LT	4° 02′ 05.72"	140.10′	279.30′	1,420.00′	434+55.76	7,282,491.20	2,378,089.25	433+15.66	435+94.96
FRNB-17	17° 22′ 30.16" LT	0° 57′ 17.75"	916.79′	1,819.51′	6,000.00′	452+69.53	7,280,676.92	2,378,127.03	443+52.74	461+72.25
FRNB-18	2° 31′ 14.13" LT	1° 25′ 56.62"	88.00′	175.97′	4,000.00′	476+61.62	7,278,396.00	2,378,893.21	475+73.62	477+49.59
FRNB-19	4° 46′ 01.99" RT	0° 57′ 17.75"	249.76′	499.22′	6,000.00′	487+15.86	7,277,412.34	2,379,272.55	484+66.11	489+65.33
FRNB-20	2° 15′ 12.35" LT	0° 57′ 17.75"	118.00′	235.98′	6,000.00′	502+03.99	7,275,983.91	2,379,690.82	500+85.99	503+21.97
FRNB-21	17° 28′ 31.31" RT	1° 54′ 35.49"	461.08′	915.01′	3,000.00′	512+45.29	7,274,996.82	2,380,022.53	507+84.21	516+99.22
FRSB	SB FRONTAGE ROAD									
FRSB-14	9° 05′ 58.96" RT	1° 25′ 56.62"	318.31′	635.28′	4,000.00′	415+42.38	7,284,400.27	2,377,725.55	412+24.07	418+59.35
FRSB-15	7° 08′ 37.58" LT	1° 25′ 56.62"	249.69′	498.73′	4,000.00′	421+09.04	7,283,837.26	2,377,650.41	418+59.35	423+58.08
FRSB-16	13° 05′ 37.86" LT	3° 58′ 04.29"	165.72′	330.00′	1,444.00′	429+96.33	7,282,949.36	2,377,643.69	428+30.61	431+60.60
FRSB-17	11° 16′ 19.37" RT	2° 51′ 53.24"	197.37′	393.47′	2,000.00′	435+41.00	7,282,416.74	2,377,764.40	433+43.63	437+37.10
FRSB-18	17° 04′ 38.28" LT	1° 25′ 56.62"	600.56′	1,192.22′	4,000.00′	451+67.57	7,280,789.46	2,377,806.93	445+67.00	457+59.22
FRSB-19	2° 19′ 29.15" RT	1° 25′ 56.62"	81.16′	162.30′	4,000.00′	482+73.91	7,277,836.49	2,378,799.26	481+92.75	483+55.05
FRSB-20	4° 06′ 50.50" LT	1° 25′ 56.62"	143.67′	287.21′	4,000.00′	492+36.80	7,276,912.05	2,379,068.71	490+93.13	493+80.34
FRSB-21	67° 44′ 19.77" RT	1° 39′ 38.69"	2,315.63′	4,078.82′	3,450.00′	528+57.07	7,273,517.92	2,380,328.54	505+41.43	546+20.25
RN-FS2	RAMP FROM IH 35 NB TO NB FRONTAGE ROAD									
RN-FS2-1	4° 00′ 00.00" RT	1° 25′ 56.62"	139.68′	279.25′	4,000.00′	14+67.97	7,284,365.33	2,377,998.56	13+28.29	16+07.54
RN-FS2-2	4° 00′ 00.00" LT	1° 58′ 32.58"	101.27′	202.46′	2,900.00′	23+71.00	7,283,463.05	2,377,959.12	22+69.73	24+72.19
RS-51	RAMP FROM IH 35 SB TO FM 51 (CALIFORNIA ST)									
RS-51-1	4° 33′ 15.53" RT	1° 58′ 32.58"	115.32′	230.51′	2,900.00′	11+15.32	7,282,305.23	2,377,871.35	10+00.00	12+30.51
RS-51-2	11° 32′ 37.18" LT	1° 58′ 32.58"	293.13′	584.28′	2,900.00′	22+24.81	7,281,197.19	2,377,812.17	19+31.68	25+15.96
R51-N	RAMP FROM FM 51 (CALIFORNIA ST) TO IH 35 NB									
R51-N-1	11° 34′ 13.75" LT	0° 59′ 59.73"	580.54′	1,157.13′	5,730.00′	15+80.54	7,281,322.78	2,378,027.07	10+00.00	21+57.13
R51-N-2	2° 55′ 12.90" RT	2° 51′ 53.24"	50.98′	101.94′	2,000.00′	22+08.11	7,280,707.61	2,378,169.86	21+57.13	22+59.07
R82-S	RAMP FROM US 82 TO IH 35 SB									
R82-S-1	5° 29′ 46.87" LT	3° 57′ 05.16"	69.60′	139.10′	1,450.00′	10+69.60	7,279,379.54	2,378,303.94	10+00.00	11+39.10
R82-S-2	5° 29′ 46.87" RT	1° 58′ 32.58"	139.20′	278.20′	2,900.00′	12+78.30	7,279,188.89	2,378,389.10	11+39.10	14+17.29
R82-S-3	3° 33′ 02.88" LT	0° 59′ 59.73"	177.61′	355.11′	5,730.00′	19+18.71	7,278,581.64	2,378,593.17	17+41.10	20+96.21
R82-S-4	3° 33′ 02.88" RT	0° 59′ 59.73"	177.61′	355.11′	5,730.00′	22+73.82	7,278,252.58	2,378,726.95	20+96.21	24+51.31
RN-82	RAMP FROM IH 35 NB TO US 82									
RN-82-1	4° 10′ 14.38" RT	1° 58′ 32.58"	105.59′	211.10′	2,900.00′	11+05.59	7,279,289.05	2,378,570.02	10+00.00	12+11.10
RN-82-2	4° 10′ 38.87" LT	1° 58′ 32.58"	105.77′	211.44′	2,900.00′	13+16.86	7,279,084.32	2,378,622.57	12+11.10	14+22.54
RN-82-3	5° 14′ 06.78" RT	0° 59′ 59.73"	261.96′	523.56′	5,730.00′	20+84.50	7,278,356.58	2,378,867.13	18+22.54	23+46.10
RN-82-4	5° 14′ 06.78" LT	1° 58′ 32.58"	132.58′	264.98′	2,900.00′	24+78.68	7,277,972.68	2,378,958.15	23+46.10	26+11.07
R51-S	RAMP FROM FM 51 (CALIFORNIA ST) TO IH 35 SB									
R51-S-1	7° 02′ 09.16" LT	3° 57′ 05.16"	89.14′	178.06′	1,450.00′	10+89.14	7,276,474.01	2,379,241.97	10+00.00	11+78.06
R51-S-2	4° 53′ 31.51" RT	1° 58′ 32.58"	123.88′	247.61′	2,900.00′	13+01.94	7,276,284.88	2,379,340.00	11+78.06	14+25.67
R51-S-3	12° 09′ 09.70" RT	1° 40′ 15.30"	365.02′	727.31′	3,429.00′	22+15.01	7,275,441.22	2,379,689.59	18+49.99	25+77.30
RN-51	RAMP FROM IH 35 NB TO FM 51 (CALIFORNIA ST)									
RN-51-1	33° 29′ 23.95" RT	1° 58′ 32.58"	872.52′	1,695.08′	2,900.00′	18+72.52	7,274,685.85	2,380,116.48	10+00.00	26+95.08
RN-51-2	2° 40′ 26.29" LT	1° 58′ 32.58"	67.68′	135.34′	2,900.00′	27+62.76	7,273,777.32	2,379,874.48	26+95.08	28+30.42

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

NO.	PROPERTY OWNER	PROP I.D.
1	VISION BILLBOARDS LLC VOL 1967, PG 428	67750
2	CNC2 ASSOCIATES, LLC. VOL 1346, PG 4	11863
3	TDF INVESTMENTS VOL 921, PG 37	16057
4	S & J OIL COMPANY INC VOL 1155, PG 719	10065
5	4S MARKET PLACE LP VOL 1847, PG 288	13672
6	NORTH TEXAS HOTEL GROUP, LTD. VOL 1372, PG 702	18096
7	QUICKTRIP CORPORATION VOL 2067, PG 476	2106
8	JAMES EVERETT MARLER III VOL 1139, PG 675	13338

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

TEXAS DEPARTMENT OF TRANSPORTATION
WICHITA FALLS DISTRICT

PRELIMINARY 100% DESIGN SCHEMATIC

IH 35

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

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

PREPARED BY JACOBS ENGINEERING GROUP, INC.
FIRM #2966
UNDER THE SUPERVISION OF
SCOTT YATES, PE 81176

NOT INTENDED FOR CONSTRUCTION, BIDDING, OR PERMIT PURPOSES

DATE SUBMITTED
DATE REVISED
DATE APPROVED

JACOBS

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

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ROLL 5 of 23
TEXAS DEPARTMENT OF TRANSPORTATION
WICHITA FALLS DISTRICT
PRELIMINARY 100% DESIGN SCHEMATIC
IH 35
CSJ NOS. 0194-01-010,
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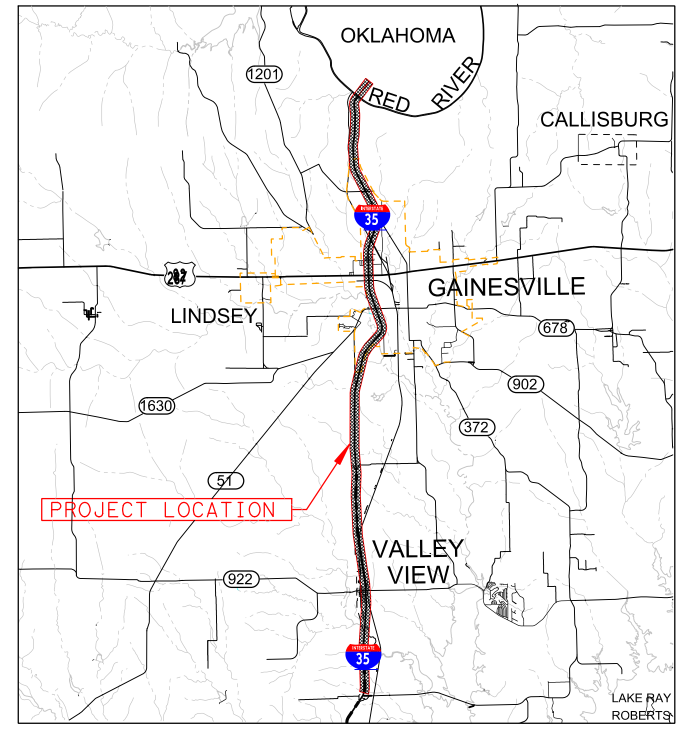
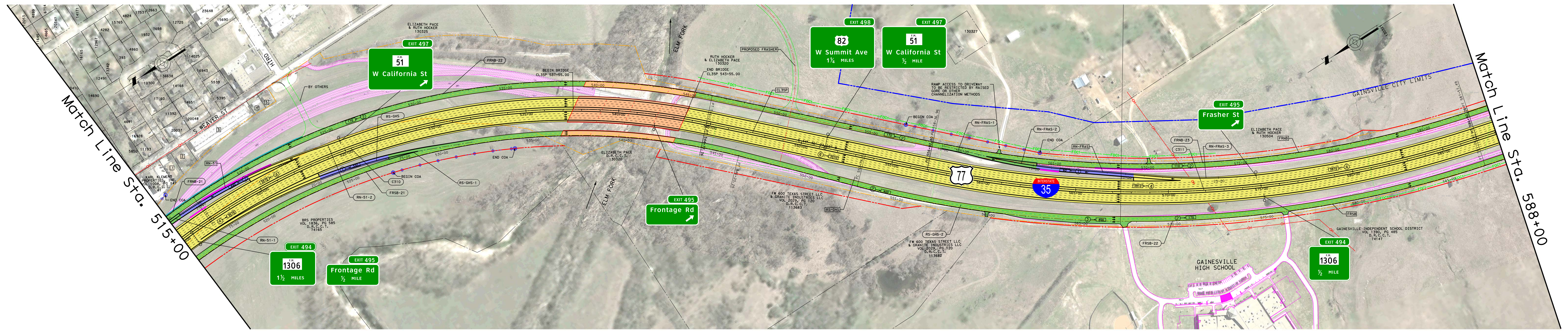


Location / Key Map

Legend:

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

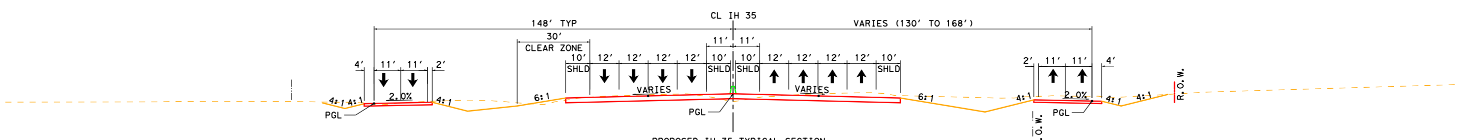


URBAN LIMITS: STA 393+00 TO STA 523+00 (LIMITS OF SIDEWALK)

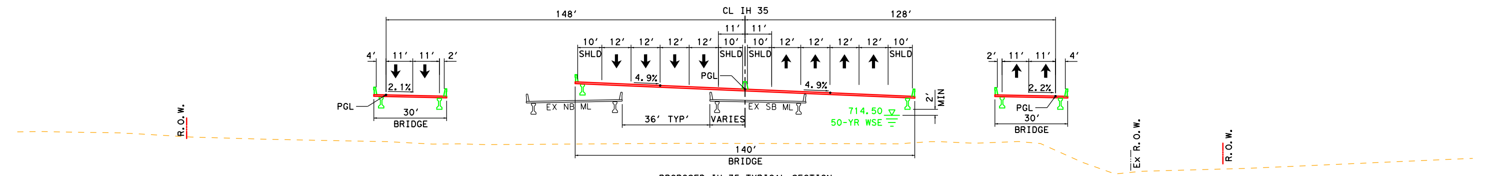
NOTES:
1. ALL EXISTING CULVERT CROSSING NOT SHOWN IN PROFILE TO REMAIN THE SAME SIZE AND TO BE EXTENDED AS REQUIRED BY THE SCHEMATIC DESIGN. REFERENCE: I35 CORRIDOR DRAINAGE IMPACT ANALYSIS NOV 2016

Projected Design Hour Traffic Volumes (Year 2030)

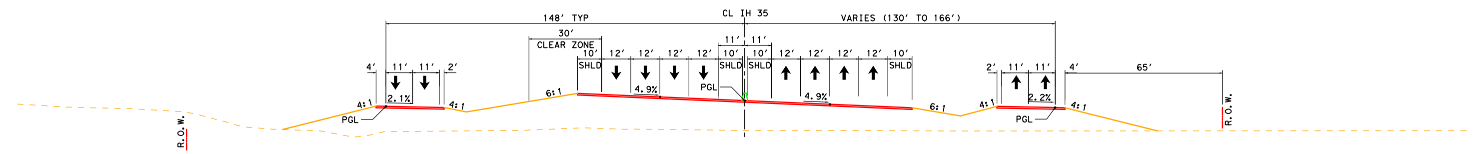
Directional Distribution	DHV 60-40
Percent Trucks of DHV	2%
Design Hourly Volume	4760
DESIGN SPEED:	
Mainlanes	70 mph
Ramps	50 mph
Frontage Roads	40 mph
Surface Streets	30 mph



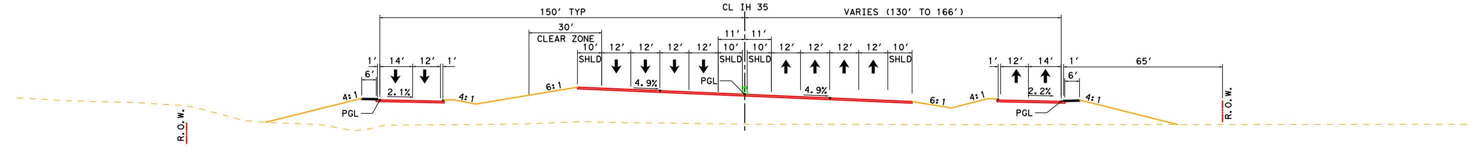
PROPOSED IH 35 TYPICAL SECTION
STA 544+00 to 629+00



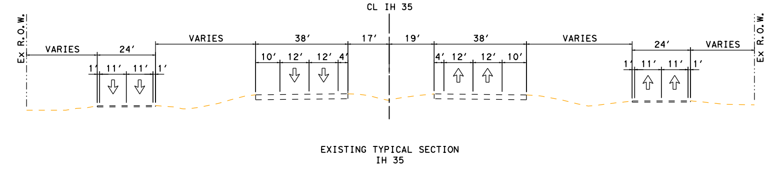
PROPOSED IH 35 TYPICAL SECTION
STA 537+00 TO 544+00



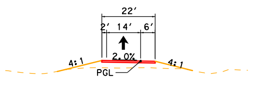
PROPOSED IH 35 TYPICAL SECTION
STA 523+00 TO 537+00



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



EXISTING TYPICAL SECTION
IH 35



PROPOSED RAMP TYPICAL SECTION

ALIGNMENT DATA										
NUM	DELTA	DEGREE	TANGENT	LENGTH	RADIUS	PI STATION	PI NORTHING	PI EASTING	PC STATION	PT STATION
CL35P	IH 35 PROPOSED CENTERLINE									
C310	63° 20' 53.35" RT	1° 38' 13.28"	2,159.46'	3,869.72'	3,500.00'	527+67.10	7,273,533.71	2,380,387.60	506+07.64	544+77.36
C311	30° 09' 00.99" LT	1° 00' 18.68"	1,535.32'	2,999.46'	5,700.00'	572+28.12	7,270,047.97	2,376,929.30	556+92.80	586+92.26
FRNB	NB FRONTAGE ROAD									
FRNB-21	17° 28' 31.31" RT	1° 54' 35.49"	461.08'	915.01'	3,000.00'	512+45.29	7,274,996.82	2,380,022.53	507+84.21	516+99.22
FRNB-22	45° 52' 22.04" RT	1° 34' 11.09"	1,544.55'	2,922.30'	3,650.00'	532+43.77	7,272,991.55	2,380,061.01	516+99.22	546+21.52
FRNB-23	30° 09' 00.99" LT	1° 01' 56.48"	1,494.92'	2,920.53'	5,550.00'	573+31.88	7,269,971.00	2,377,064.24	558+36.96	587+57.49
FRSB	SB FRONTAGE ROAD									
FRSB-21	67° 44' 19.77" RT	1° 39' 38.69"	2,315.63	4,078.81	3,450.00'	528+57.06	7,273,517.92	2,380,328.54	505+95.13	545+79.37
FRSB-22	32° 45' 06.06" LT	0° 57' 17.75"	1,763.15'	3,429.75'	6,000.00'	570+55.13	7,270,309.57	2,376,842.54	552+91.98	587+21.73
RN-51	RAMP FROM IH 35 NB TO FM 51 (CALIFORNIA ST)									
RN-51-1	33° 29' 23.95" RT	1° 58' 32.58"	872.52'	1,695.08'	2,900.00'	18+72.52	7,274,685.85	2,380,116.48	10+00.00	26+95.08
RN-51-2	2° 40' 26.29" LT	1° 58' 32.58"	67.68'	135.34'	2,900.00'	27+62.76	7,273,777.32	2,379,874.48	26+95.08	28+30.42
RS-GHS	RAMP FROM IH 35 SB TO GAINESVILLE HIGH SCHOOL EXIT									
RS-GHS-1	31° 24' 40.66" RT	1° 54' 35.49"	843.58'	1,644.69	3,000.00	18+43.58	7,274,098.73	2,379,778.88	10+00.00	26+44.69
RN-FRAS	RAMP FROM IH 35 NB TO FRASHER									
RN-FRAS-1	3° 28' 53.57" RT	1° 58' 32.58"	88.14'	176.22'	2,900.00'	10+88.14	7,270,936.97	2,378,010.12	10+00.00	11+76.22
RN-FRAS-2	10° 12' 08.38" LT	1° 58' 32.58"	258.88'	516.39'	2,900.00'	14+35.09	7,270,703.38	2,377,753.50	11+76.22	16+92.60
RN-FRAS-3	10° 40' 26.40" LT	1° 58' 32.58"	270.91'	540.26'	2,900.00'	24+33.97	7,269,909.70	2,377,144.77	21+63.05	27+03.31

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

SUPERELEVATION TABLE - FRONTAGE ROADS, RAMPS			
CHAIN NAME	STATION	CROSS SLOPE LT	CROSS SLOPE RT
FRSB	117+89.00	2.00%	-2.00%
	1148+23.00	2.00%	-2.00%
FRNB	118+20.00	6.00%	-6.00%
	118+51.00	6.00%	-6.00%
	119+69.00	-2.00%	2.00%
	1147+69.00	-2.00%	2.00%
RN-51	18+79.96	-2.00%	2.00%
	21+06.00	-2.00%	2.00%
	22+99.46	4.90%	-4.90%
RS-GHS	19+05.02	4.90%	-2.00%
	24+16.02	2.00%	-2.00%
RN-FRAS	15+17.92	-2.00%	2.00%
	18+96.19	-2.00%	2.00%
	20+42.69	-3.40%	3.40%

NO.	PROPERTY OWNER	PROP I.D.
1	KARL KLEMENT PROPERTIES, INC. VOL 867, PG 192 D.R.C.C.T.	10860
2	DALE & DOROTHY ALEXANDER VOL 474, PG 118 D.R.C.C.T.	121
3	KARL KLEMENT PROPERTIES, INC. VOL 911 , PG 54 D.R.C.C.T.	19787
4	KARL KLEMENT PROPERTIES, INC. VOL 1201, PG 12	12370
5	SALVADOR CANCINO VOL. 858, PG. 73	6734

ROLL 6 of 23

TEXAS DEPARTMENT OF TRANSPORTATION
WICHITA FALLS DISTRICT

PRELIMINARY 100% DESIGN SCHEMATIC

IH 35

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

NOT INTENDED FOR CONSTRUCTION, BIDDING, OR PERMIT PURPOSES

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

PREPARED BY JACOBS ENGINEERING GROUP, INC.
FIRM #2966
UNDER THE SUPERVISION OF
SCOTT YATES, PE 81176

DATE SUBMITTED
DATE REVISED
DATE APPROVED

JACOBS

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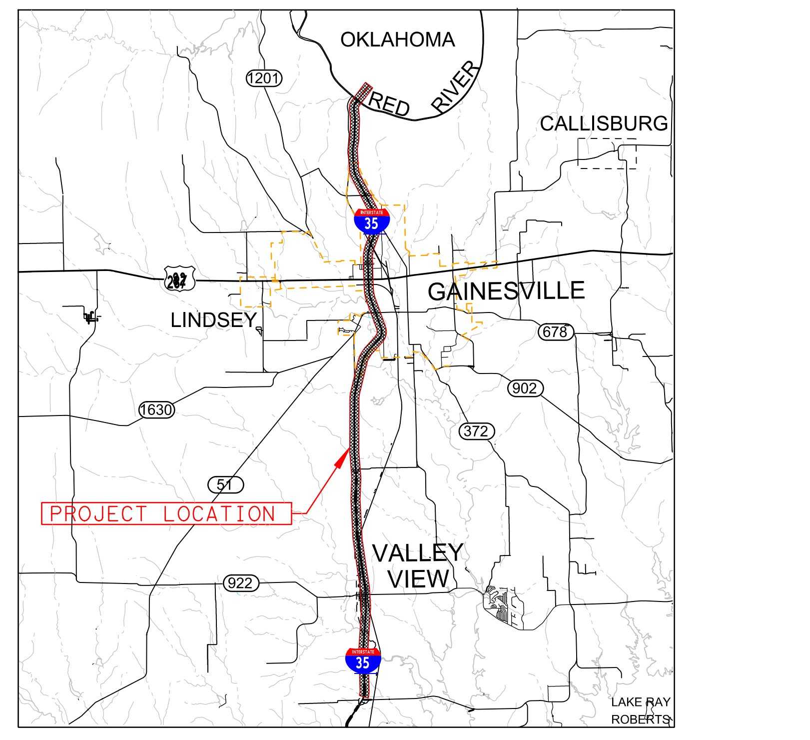
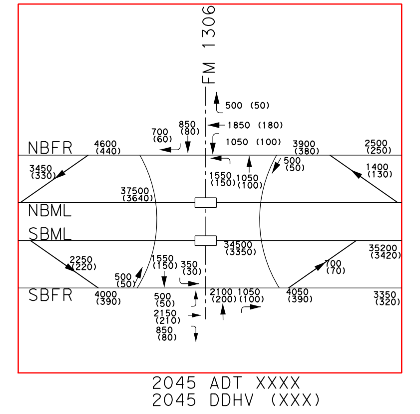
ROLL 6 of 23
TEXAS DEPARTMENT OF TRANSPORTATION
WICHITA FALLS DISTRICT
PRELIMINARY 100% DESIGN SCHEMATIC
IH 35
CSJ NOS. 0194-01-010, 0194-02-081 0195-01-087
NOT INTENDED FOR CONSTRUCTION, BIDDING, OR PERMIT PURPOSES
ALONG IH 35 FROM 3800' NORTH OF FM 3002 IN COOKE COUNTY, TEXAS TO EXIT 1 IN OKLAHOMA
PREPARED BY JACOBS ENGINEERING GROUP, INC. FIRM #2966 UNDER THE SUPERVISION OF SCOTT YATES, PE 81176
DATE SUBMITTED
DATE REVISED
DATE APPROVED
JACOBS



Location / Key Map

Legend:

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



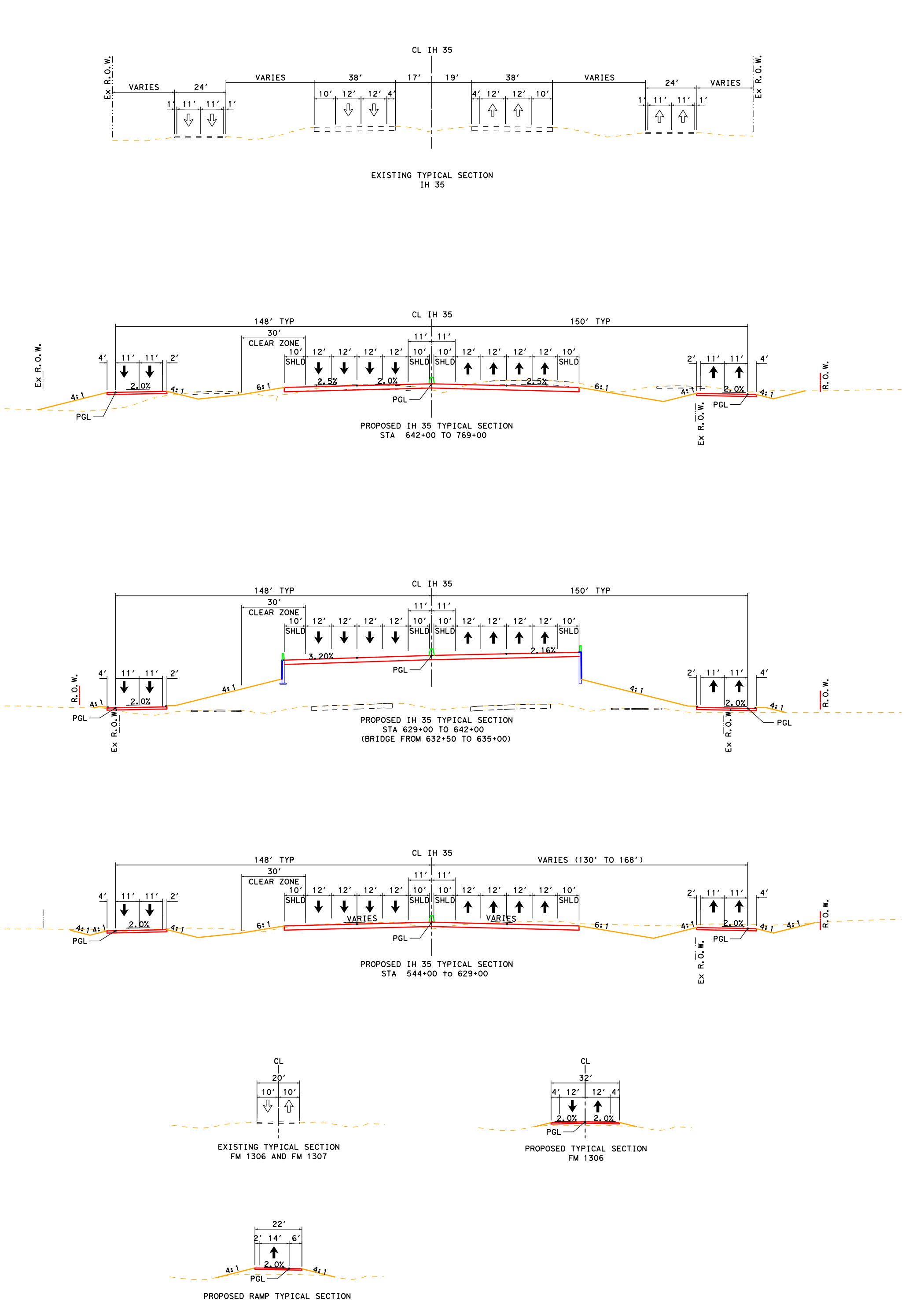
NOTES:

1. ALL EXISTING CULVERT CROSSING NOT SHOWN IN PROFILE TO REMAIN THE SAME SIZE AND TO BE EXTENDED AS REQUIRED BY THE SCHEMATIC DESIGN. REFERENCE: I35 CORRIDOR DRAINAGE IMPACT ANALYSIS NOV 2016

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

Projected Design Hour Traffic Volumes (Year 2030)

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



ALIGNMENT DATA

NUM	DELTA	DEGREE	TANGENT	LENGTH	RADIUS	PI STATION	PI NORTHING	PI EASTING	PC STATION	PT STATION
CL35P	IH 35 PROPOSED CENTERLINE									
C312	14° 37′ 24.08" LT	0° 57′ 17.75"	769.86′	1,531.35′	6,000.00′	643+29.77	7,263,107.48	2,375,118.43	635+59.91	650+91.26
FRNB	NB FRONTAGE ROAD									
FRNB-24	14° 37′ 24.08" LT	0° 58′ 45.89"	750.61′	1,493.07′	5,850.00′	643+75.75	7,263,088.24	2,375,268.44	636+25.14	651+18.21
FRNB-25	3° 04′ 10.05" LT	0° 36′ 31.97"	252.12′	504.11′	9,410.00	661+44.37	7,261,311.46	2,375,268.44	658+92.25	663+96.37
FRNB-26	3° 04′ 10.05" LT	0° 36′ 31.97"	252.12′	504.11′	9,410.00	666+48.48	2,260,807.94	2,375,241.43	663+96.37	669+00.47
FRSB	SB FRONTAGE ROAD									
FRSB-23	14° 37′ 24.08" LT	0° 55′ 53.90"	789.11′	1,569.64′	6,150.00′	643+69.07	7,263,126.73	2,374,968.43	635+79.96	651+49.60
RS-1306	RAMP FROM IH 35 SB TO FM 1306									
RS-1306-1	2° 00′ 00.00" RT	1° 58′ 32.58"	50.62′	101.23′	2,900.00′	10+50.62	7,267,237.35	2,376,135.00	10+00.00	11+01.23
RS-1306-2	2° 00′ 00.00" LT	1° 58′ 32.58"	50.62′	101.23′	2,900.00′	33+71.56	7,265,013.40	2,375,471.03	33+20.94	34+22.17
R1306-N	RAMP FROM FM 1306 TO IH 35 NB									
R1306-N-1	3° 00′ 00.00" LT	0° 59′ 59.73"	150.05′	300.02′	5,730.00′	11+50.05	7,266,457.51	2,376,065.88	10+00.00	13+00.02
R1306-N-2	3° 00′ 00.00" RT	1° 58′ 32.58"	75.94′	151.84′	2,900.00′	24+68.38	7,265,166.14	2,375,800.25	23+92.44	25+44.29
RN-1306	RAMP FROM IH 35 NB TO FM 1306									
RN-1306-1	3° 00′ 00.00" LT	1° 58′ 32.58"	75.94′	151.84′	2,900.00′	27+01.12	7,260,945.50	2,375,177.44	26+25.18	27+77.02
R1306-S	RAMP FROM FM 1306 TO IH 35 SB									
R1306-S-1	4° 00′ 00.00" LT	1° 58′ 32.58"	101.27′	202.46′	2,900.00′	11+01.27	7,262,173.65	2,374,978.44	10+00.00	12+02.46
R1306-S-2	4° 00′ 00.00" RT	0° 59′ 59.73"	200.10′	400.03′	5,730.00′	20+90.35	7,261,186.89	2,375,047.44	18+90.25	22+90.28
FM1306	FM 1306									
FM1306-2	89° 46′ 38.33" RT	76° 23′ 39.74"	74.71′	117.52′	75.00′	32+51.62	7,264,099.83	2,375,117.31	31+76.91	32+94.43
FM1306-3	14° 48′ 10.65" LT	11° 14′ 04.08"	66.25′	131.76′	510.00′	35+62.03	7,264,431.04	2,375,203.72	34+95.78	36+27.54

SUPERELEVATION TABLE - MAINLANES

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

NO.	PROPERTY OWNER	PROP I.D.
1	BUCKET REALITY LTD VOL 1619, PG 579	20161
2	BUCKET MANAGEMENT VOL 1656, PG 233	6873
3	BUCKET REALTY LTD VOL 1715, PG 197	8663
4	BART PRESCHER VOL 1113, PG 181	16879
5	MICHELLE PRESCHER, MONICA PRESCHER, CONNIE PRESCHER, & RONNIE PRESCHER	130346
6	CHARLES LYNDEL CARROLL VOL 933, PG 8Ø5	8287
7	TIMOTHY SAMPERT VOL 123Ø, PG 719 D.R.C.C.T.	18141
8	BRADLEY REITER AND CONNIE PRESCHER-REITER VOL 839, PG 64 D.R.C.C.T.	13871

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

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

TEXAS DEPARTMENT OF TRANSPORTATION
WICHITA FALLS DISTRICT

PRELIMINARY 100% DESIGN SCHEMATIC

IH 35

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

NOT INTENDED FOR CONSTRUCTION, BIDDING, OR PERMIT PURPOSES

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

PREPARED BY JACOBS ENGINEERING GROUP, INC.
FIRM #2966
UNDER THE SUPERVISION OF
SCOTT YATES, PE 81176

DATE SUBMITTED

DATE REVISED

DATE APPROVED

JACOBS

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

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ROLL 7 of 23
TEXAS DEPARTMENT OF TRANSPORTATION
WICHITA FALLS DISTRICT
PRELIMINARY 100% DESIGN SCHEMATIC
IH 35
CSJ NOS. 0194-01-010, 0194-02-081 0195-01-087
NOT INTENDED FOR CONSTRUCTION, BIDDING, OR PERMIT PURPOSES
ALONG IH 35 FROM 3800' NORTH OF FM 3002 IN COOKE COUNTY, TEXAS TO EXIT 1 IN OKLAHOMA
PREPARED BY JACOBS ENGINEERING GROUP, INC. FIRM #2966 UNDER THE SUPERVISION OF SCOTT YATES, PE 81176
DATE SUBMITTED
DATE REVISED
DATE APPROVED
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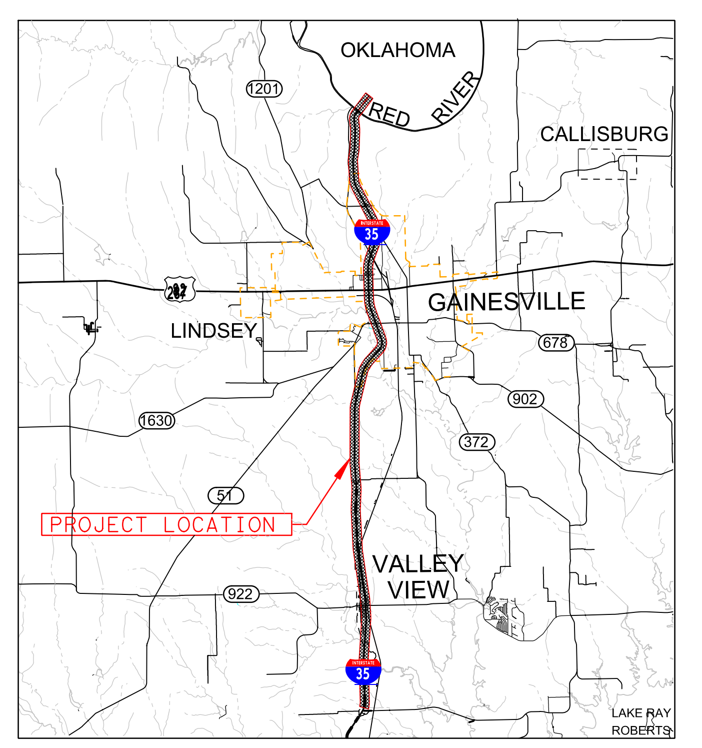
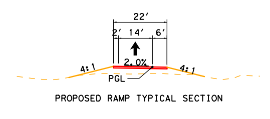
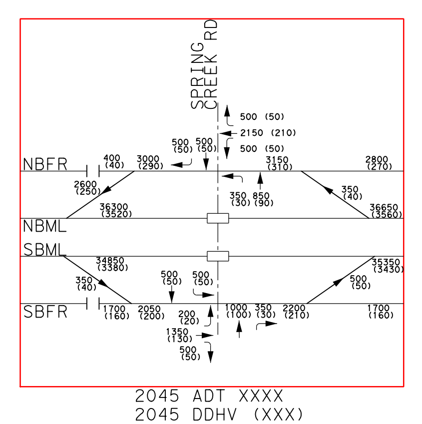


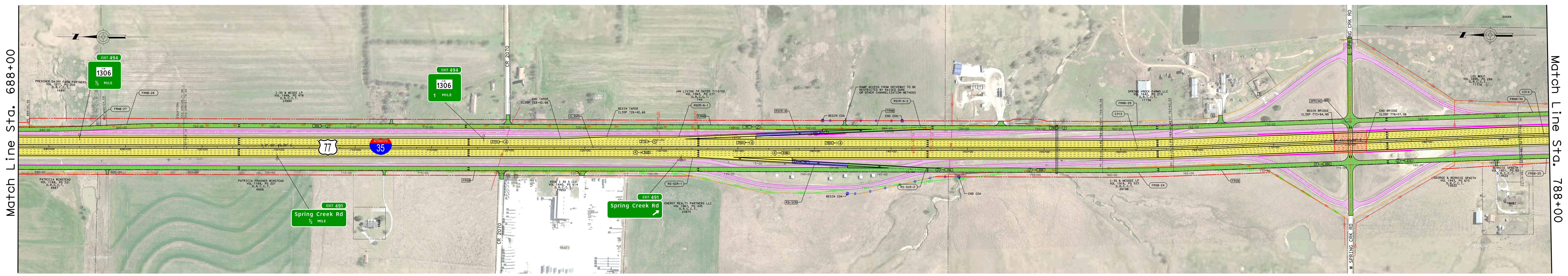
Location / Key Map

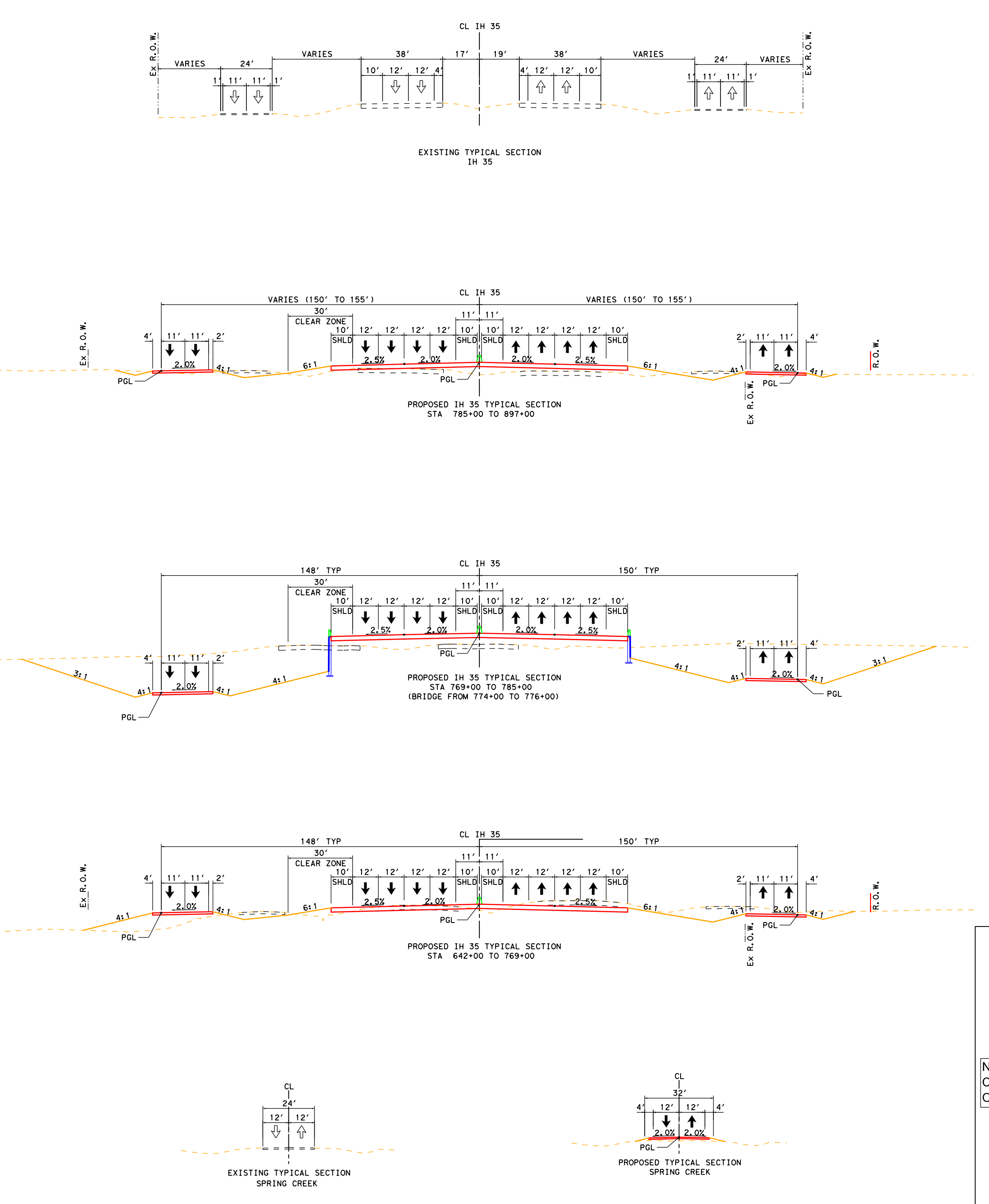
Legend:

SIDEWALKS
OVERHEAD ELECTIC
OVERHEAD TELEPHONE
Proposed Retaining Wall
City Limits
Approximate Structure Limits and Bents / Columns









ROLL 8 of 23

TEXAS DEPARTMENT OF TRANSPORTATION
WICHITA FALLS DISTRICT

PRELIMINARY 100% DESIGN SCHEMATIC

IH 35

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

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

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DATE SUBMITTED
DATE REVISED
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JACOBS

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

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NOTES:
1. ALL EXISTING CULVERT CROSSINGS ... IN PROFILE TO REMAIN THE SAME ... AND TO BE EXTENDED AS REQUIRED BY THE SCHEMATIC DESIGN. REFERENCE: I35 CORRIDOR DRAINAGE IMPACT ANALYSIS NOV 2016

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

Projected Design Hour Traffic Volumes (Year 2030)
Directional Distribution
Percent Trucks of DHV
Design Hourly Volume
DESIGN SPEED:
Mainlanes
Ramps
Frontage Roads
Surface Streets

ROLL 8 of 23

TEXAS DEPARTMENT OF TRANSPORTATION
WICHITA FALLS DISTRICT

PRELIMINARY 100% DESIGN SCHEMATIC

IH 35

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

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

PREPARED BY JACOBS ENGINEERING GROUP, INC.
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JACOBS

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

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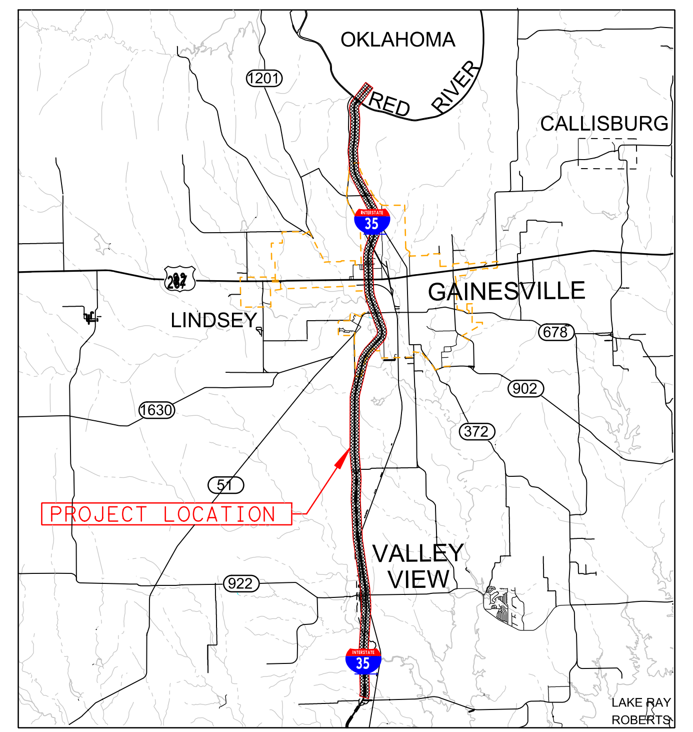
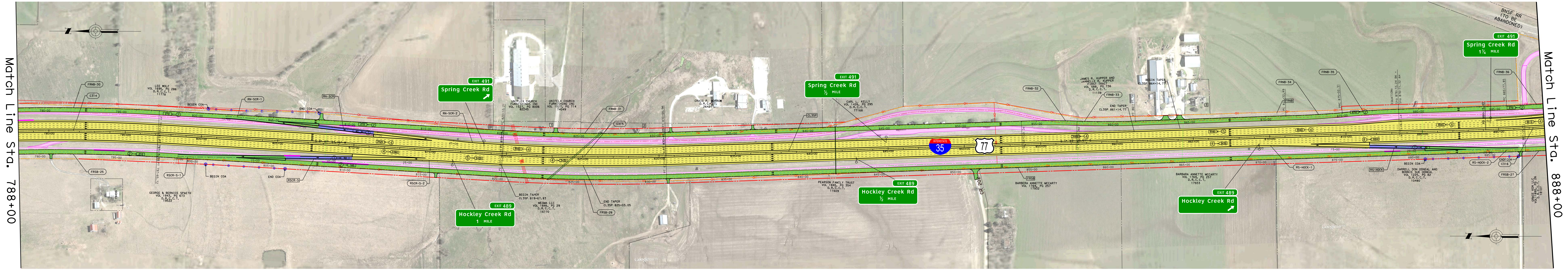
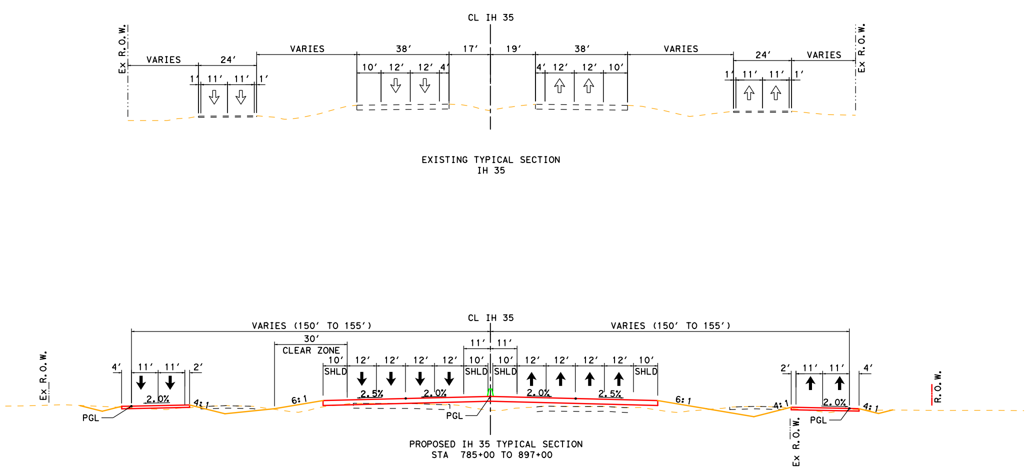


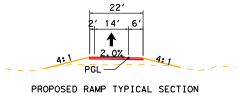
Location / Key Map

Legend:

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







ALIGNMENT DATA

NUM	DELTA	DEGREE	TANGENT	LENGTH	RADIUS	PI STATION	PI NORTHING	PI EASTING	PC STATION	PT STATION
CL35P	IH 35 PROPOSED CENTERLINE									
C314	5° 18' 39.04" RT	0° 28' 38.87"	556.55'	1,112.30'	12,000.00'	791+59.80	7,248,271.26	2,375,235.09	786+03.25	797+15.55
C315	5° 06' 34.02" LT	0° 28' 38.87"	535.42'	1,070.12'	12,000.00'	825+10.53	7,244,924.70	2,375,052.80	819+75.11	830+45.23
C316	5° 41' 06.23" LT	0° 28' 38.87"	595.83'	1,190.68'	12,000.00'	890+11.26	7,238,427.18	2,375,278.74	884+15.43	896+06.11
FRNB	NB FRONTAGE ROAD									
FRNB-30	5° 18' 39.04" RT	0° 28' 17.65"	563.51'	1,126.20'	12,150.00'	791+87.96	7,248,270.05	2,375,385.25	786+24.45	797+50.66
FRNB-31	5° 06' 34.02" LT	0° 29' 00.63"	528.72'	1,056.74'	11,850.00'	825+38.94	7,244,923.22	2,375,202.94	820+10.22	830+66.96
FRNB-32	3° 39' 41.37" LT	1° 00' 18.68"	182.19'	364.26	5,700.00'	855+82.14	7,241,881.16	2,375,308.72	853+99.95	857+64.21
FRNB-33	3° 43' 06.58" LT	0° 58' 30.26"	190.74'	381.35'	5,876.00'	859+54.95	7,241,508.38	2,375,297.85	857+64.21	861+45.56
FRNB-34	3° 43' 06.58" LT	1° 00' 19.69"	184.98'	369.83	5,698.50'	873+17.47	7,240,146.63	2,375,346.91	871+32.49	875+02.31
FRNB-35	3° 43' 06.58" LT	1° 00' 18.68"	185.02'	369.93'	5,700.00'	876+87.34	7,239,778.28	2,375,381.84	875+02.31	878+72.24
FRNB-36	5° 41' 06.23" LT	0° 42' 58.31"	397.22'	793.78'	8,000.00'	889+75.06	7,238,490.28	2,375,426.63	885+77.85	893+71.64
FRSB	SB FRONTAGE ROAD									
FRSB-25	5° 18' 39.04" RT	0° 29' 00.63"	549.59'	1,098.40'	11,850.00'	792+16.92	7,248,272.48	2,375,084.93	786+67.33	797+65.72
FRSB-26	5° 06' 34.02" LT	0° 28' 17.65"	542.11'	1,083.50'	12,150.00'	825+67.39	7,244,926.18	2,374,902.65	820+25.78	831+08.78
FRSB-27	5° 41' 06.23" LT	0° 42' 58.31"	397.22'	793.78'	8,000.00'	891+32.73	7,238,364.08	2,375,130.84	887+35.51	895+29.30
RSCR-S	RAMP FROM SPRING CREEK ROAD TO IH 35 SB									
RSCR-S-1	2° 30' 00.00" LT	1° 58' 32.58"	63.28'	126.54'	2,900.00'	10+63.28	7,247,521.89	2,375,054.06	10+00.00	11+26.54
RSCR-S-2	2° 30' 00.10" RT	0° 59' 59.73"	125.03'	250.02'	5,730.00'	26+45.12	7,245,940.11	2,375,037.00	25+20.09	27+70.11
RN-SCR	RAMP FROM IH 35 NB TO SPRING CREEK ROAD									
RN-SCR-1	3° 00' 00.00" RT	1° 58' 32.58"	75.94'	151.84'	2,900.00'	10+75.94	7,247,195.75	2,375,316.71	10+00.00	11+51.84
RN-SCR-2	3° 00' 00.00" LT	1° 58' 32.58"	75.94'	151.84'	2,900.00'	26+23.60	7,245,656.88	2,375,151.77	25+47.66	26+99.50
RS-HOCK	RAMP FROM IH 35 SB TO HOCKLEY CREEK ROAD									
RS-HOCK-1	3° 00' 00.00" RT	1° 58' 32.58"	75.94'	151.84'	2,900.00'	10+75.94	7,240,432.50	2,375,149.97	10+00.00	11+51.84
RS-HOCK-2	3° 00' 00.00" LT	1° 58' 32.58"	75.94'	151.84'	2,900.00'	26+23.60	7,238,885.05	2,375,122.73	25+47.66	26+99.50

SUPERELEVATION TABLE - FRONTAGE ROADS, RAMPS

CHAIN NAME	STATION	CROSS SLOPE LT	CROSS SLOPE RT
FRSB	117+89.00	2.00%	-2.00%
	1148+23.00	2.00%	-2.00%
FRNB	118+20.00	6.00%	-6.00%
	118+51.00	6.00%	-6.00%
	119+69.00	-2.00%	2.00%
	1147+69.00	-2.00%	2.00%
	1147+69.00	-2.00%	2.00%
	1147+69.00	-2.00%	2.00%
	1147+69.00	-2.00%	2.00%
	1147+69.00	-2.00%	2.00%
	1147+69.00	-2.00%	2.00%
RSCR-S	17+05.17	2.00%	-2.00%
	20+95.00	2.00%	-2.00%
	21+40.45	2.50%	-2.50%
RN-SCR	16+10.91	-2.00%	2.00%
	19+28.00	-2.00%	2.00%
	19+73.58	-2.50%	2.50%
RHOCK-N	15+51.17	-2.50%	2.50%
	18+74.33	-2.00%	2.00%

NO.	PROPERTY OWNER	PROP I.D.
1	UNIFLEX CHURCH FURNISHINGS INC VOL 1527, PG 714	82244
2	CRAIG P. MORROW D.R.C.C.T.	27358
3	WILLIAM T. KUPPER VOL 590, PG 430	11146

NOTES:

1. ALL EXISTING CULVERT CROSSING NOT SHOWN IN PROFILE TO REMAIN THE SAME SIZE AND TO BE EXTENDED AS REQUIRED BY THE SCHEMATIC DESIGN. REFERENCE: I35 CORRIDOR DRAINAGE IMPACT ANALYSIS NOV 2016

Projected Design Hour Traffic Volumes (Year 2030)

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

ROLL 9 of 23

TEXAS DEPARTMENT OF TRANSPORTATION
WICHITA FALLS DISTRICT

PRELIMINARY 100% DESIGN SCHEMATIC

IH 35

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

NOT INTENDED FOR CONSTRUCTION, BIDDING, OR PERMIT PURPOSES

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

PREPARED BY JACOBS ENGINEERING GROUP, INC.
FIRM #2966
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Texas Department of Transportation

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DATE SUBMITTED

DATE REVISED

DATE APPROVED

JACOBS

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

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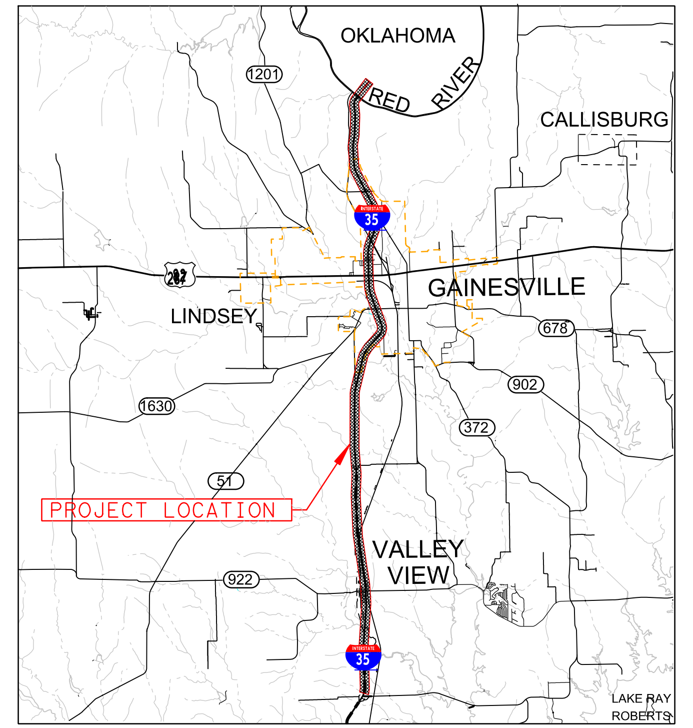
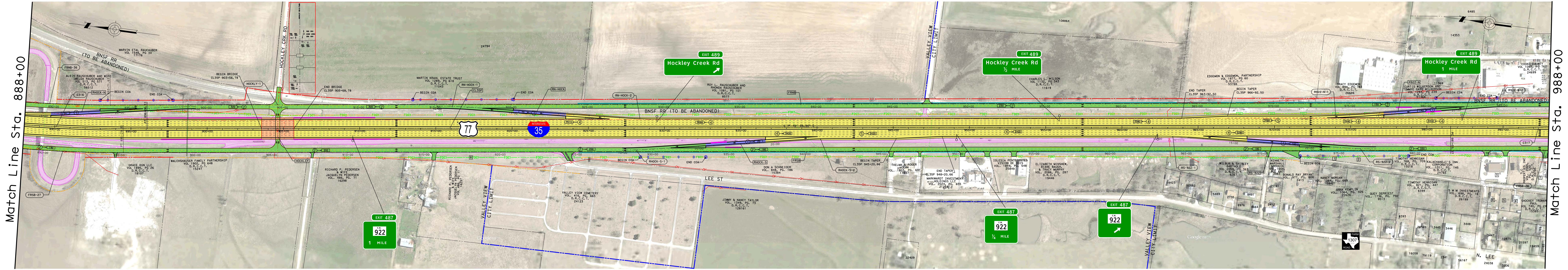
ROLL 9 of 23



Location / Key Map

Legend:

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



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

NOTES:

1. ALL EXISTING CULVERT CROSSING NOT SHOWN IN PROFILE TO REMAIN THE SAME SIZE AND TO BE EXTENDED AS REQUIRED BY THE SCHEMATIC DESIGN. REFERENCE: I35 CORRIDOR DRAINAGE IMPACT ANALYSIS NOV 2016

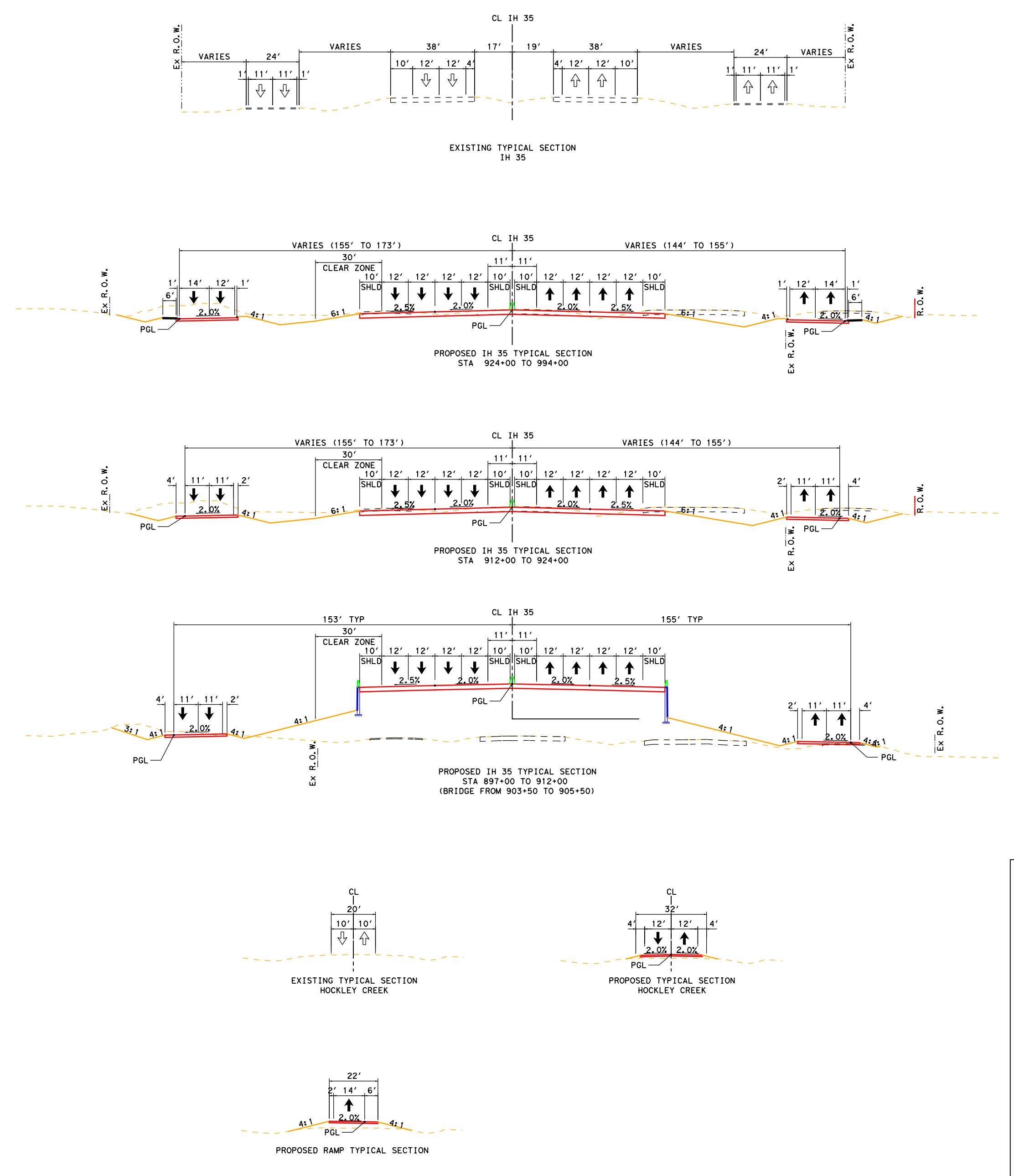
Hockley Creek Road:
Functional Class - Rural Local Road
Design Speed - 30 MPH
Design Standard - TxDOT RDM

Projected Design Hour Traffic Volumes (Year 2030)

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

DESIGN SPEED:

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



ALIGNMENT DATA										
NUM	DELTA	DEGREE	TANGENT	LENGTH	RADIUS	PI STATION	PI NORTHING	PI EASTING	PC STATION	PT STATION
CL35P	IH 35 PROPOSED CENTERLINE									
C316	5° 41' 06.23" LT	0° 28' 38.87"	595.83'	1,190.68'	12,000.00'	890+11.26	7,238,427.18	2,375,278.74	884+15.43	896+06.11
C317	12° 25' 08.74" RT	0° 14' 56.80"	2,502.48'	4,985.34'	23,000.00'	1006+57.85	7,226,884.00	2,376,834.64	981+55.37	1031+40.72
FRNB	NB FRONTAGE ROAD									
FRNB-36	5° 41' 06.23" LT	0° 42' 58.31"	397.22'	793.78'	8,000.00'	889+75.07	7,238,490.28	2,375,426.63	885+77.85	893+71.64
FRSB	SB FRONTAGE ROAD									
FRSB-27	5° 41' 06.23" LT	0° 42' 58.31"	397.22'	793.78'	8,000.00'	891+32.73	7,238,364.08	2,375,130.84	887+35.51	895+29.30
FRSB-28	5° 26' 49.16" RT	0° 57' 17.75"	285.42'	570.41'	6,000.00'	991+26.77	7,228,458.97	2,376,465.94	988+41.35	994+11.75
RN-HOCK	RAMP FROM IH 35 NB TO HOCKLEY CREEK ROAD									
RN-HOCK-1	4° 00' 00.00" RT	1° 58' 32.58"	101.27'	202.46'	2,900.00'	11+01.27	7,235,871.27	2,375,769.56	10+00.00	12+02.46
RN-HOCK-2	4° 00' 00.00" LT	1° 54' 35.49"	104.76'	209.44'	3,000.00'	23+34.05	7,234,640.95	2,375,848.61	22+29.29	24+38.73
RHOCK-S	RAMP FROM HOCKLEY CREEK ROAD TO IH 35 SB									
RHOCK-S-1	3° 29' 59.20" LT	1° 58' 32.58"	88.60'	177.14'	2,900.00'	10+88.60	7,234,639.58	2,375,642.95	10+00.00	11+77.14
RHOCK-S-2	3° 29' 59.04" RT	1° 58' 32.58"	88.60'	177.14'	2,900.00'	23+00.68	7,233,450.43	2,375,877.91	22+12.08	23+89.22
RS-922	RAMP FROM IH 35 SB TO FM 922									
RS-922-1	4° 00' 00.00" RT	1° 58' 32.58"	101.27'	202.46'	2,900.00'	11+01.27	7,231,161.27	2,376,198.57	10+00.00	12+02.46
RS-922-2	4° 00' 00.00" LT	1° 58' 32.58"	101.27'	202.46'	2,900.00'	23+34.05	7,229,930.95	2,376,277.63	22+32.78	24+35.24
R922-N	RAMP FROM FM 922 TO IH 35 NB									
R922-N-1	4° 00' 00.00" LT	0° 57' 17.75"	209.52'	418.88'	6,000.00'	12+09.52	7,230,120.13	2,376,470.08	10+00.00	14+18.88
R922-N-2	4° 00' 00.00" RT	3° 57' 05.16"	50.64'	101.23'	1,450.00'	22+70.19	7,229,081.25	2,376,684.78	22+19.55	23+20.78
HOCKLEY	HOCKLEY CREEK ROAD									
HOCKELY-1	6° 19' 21.80" LT	5° 43' 46.48"	55.23'	110.35'	1,000.00'	17+41.05	7,237,008.10	2,375,624.12	16+85.82	17+96.17
RHOCK-N	RAMP FROM HOCKLEY CREEK ROAD TO IH 35 SB									
RHOCK-N-1	8° 41' 06.23" LT	1° 08' 45.30"	379.68	757.91'	5,000.00'	14+04.43	7,238,621.00	2,375,345.04	10+24.75	17+82.66
RHOCK-N-2	2° 59' 59.24" RT	1° 54' 35.49"	78.55'	157.07'	3,000.00'	24+23.29	7,237,618.35	2,375,534.07	23+44.73	25+01.80

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

NO.	PROPERTY OWNER	PROP I.D.
1	NORMAN MILES JR VOL. 998, PG. 664	14426
2	CARL KEMPLIN FAMILY TRUST VOL. 1078, PG. 35	22627
3	HOMEOWNER OUTLET LLC VOL. 2048, PG. 337	
4	RIBERT HOLDER VOL. 939, PG. 773	54034
5	BURL BOURLAND	54035
6	EVAN J DAWSON & RACHEL MAYS VOL 1486, PG 248	54036
7	RICHESON RESTAURANTS COMPANY #1 VOL. 840, PG. 188	11992
8	RICHARD P. PEDERSEN & WIFE JACQUELYN PEDERSEN	114050

ROLL 10 of 23

TEXAS DEPARTMENT OF TRANSPORTATION
WICHITA FALLS DISTRICT

PRELIMINARY 100% DESIGN SCHEMATIC

IH 35

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

NOT INTENDED FOR CONSTRUCTION, BIDDING, OR PERMIT PURPOSES

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

PREPARED BY JACOBS ENGINEERING GROUP, INC.
FIRM #2966
UNDER THE SUPERVISION OF
SCOTT YATES, PE 81176

DATE SUBMITTED
DATE REVISED
DATE APPROVED

JACOBS

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

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TEXAS DEPARTMENT OF TRANSPORTATION
WICHITA FALLS DISTRICT
PRELIMINARY 100% DESIGN SCHEMATIC
IH 35
CSJ NOS. 0194-01-010, 0194-02-081 0195-01-087
NOT INTENDED FOR CONSTRUCTION, BIDDING, OR PERMIT PURPOSES
ALONG IH 35 FROM 3800' NORTH OF FM 3002 IN COOKE COUNTY, TEXAS TO EXIT 1 IN OKLAHOMA
PREPARED BY JACOBS ENGINEERING GROUP, INC. FIRM #2966 UNDER THE SUPERVISION OF SCOTT YATES, PE 81176
DATE SUBMITTED
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JACOBS
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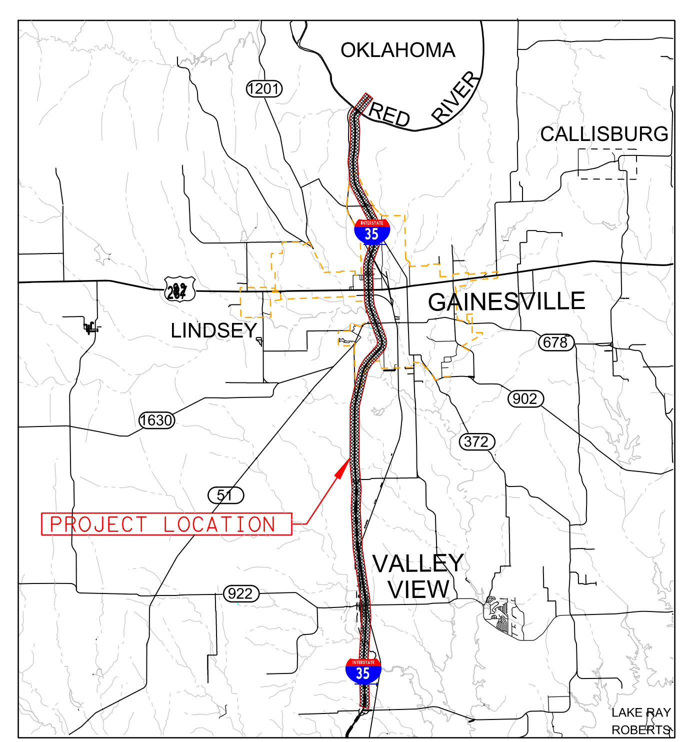
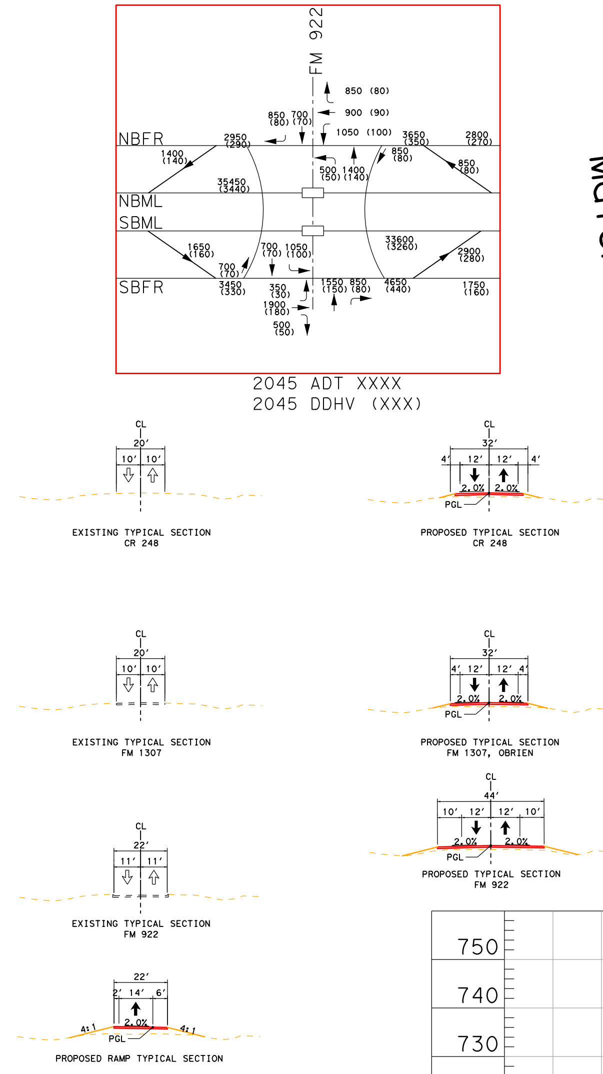


Location / Key Map

Legend:

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



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

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

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

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

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

NOTES:
1. ALL EXISTING CULVERT CROSSING NOT SHOWN IN PROFILE TO REMAIN THE SAME SIZE AND TO BE EXTENDED AS REQUIRED BY THE SCHEMATIC DESIGN.
REFERENCE: I35 CORRIDOR DRAINAGE IMPACT ANALYSIS NOV 2016

Projected Design Hour Traffic Volumes (Year 2030)

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

TEXAS DEPARTMENT OF TRANSPORTATION
WICHITA FALLS DISTRICT

PRELIMINARY 100% DESIGN SCHEMATIC

IH 35

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

ALONG IH 35 FROM 3800' NORTH OF FM 3002
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GRAPHIC SCALES IN FEET: HORIZONTAL 0 100 200 300; VERTICAL 0 10 20 30

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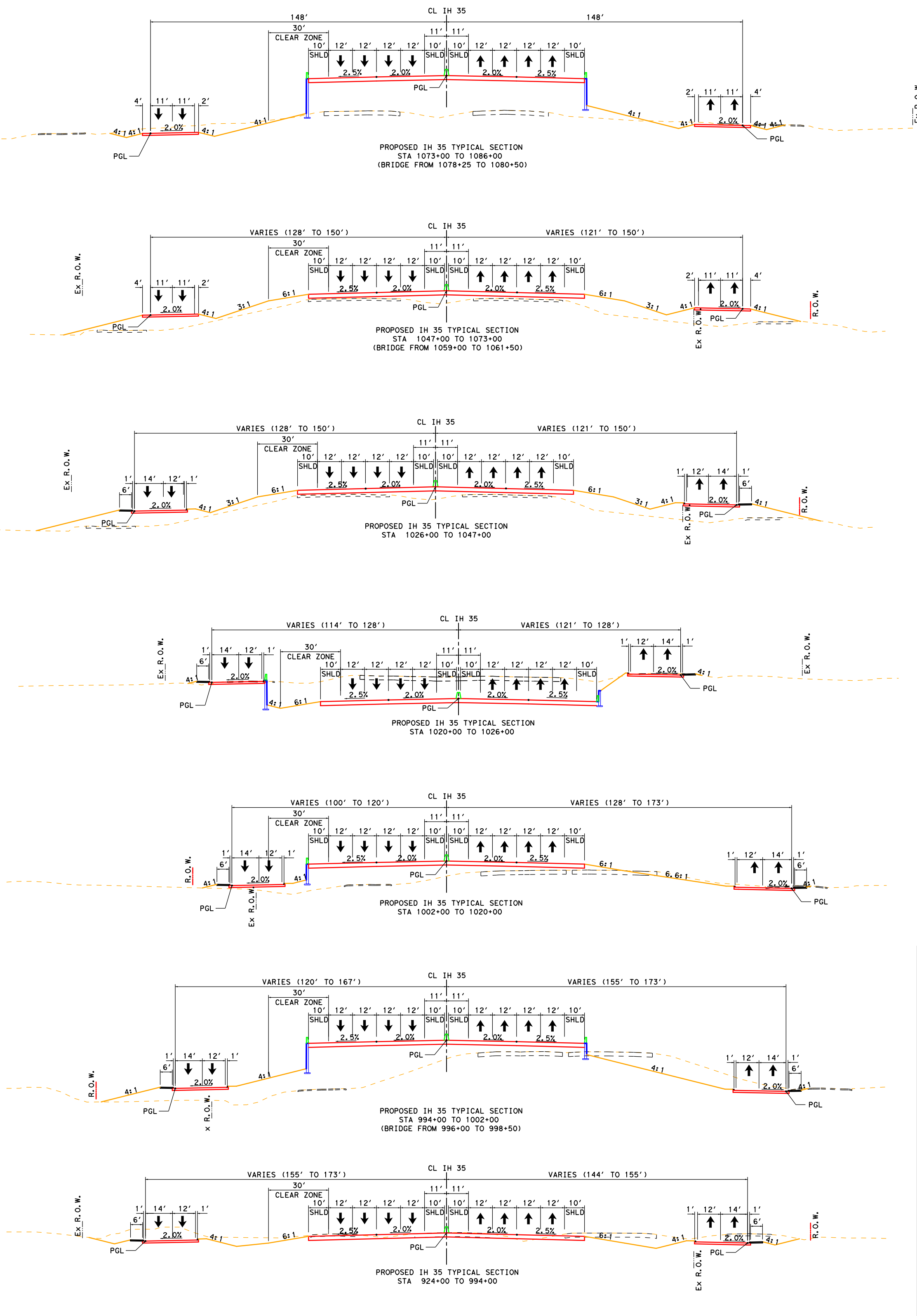

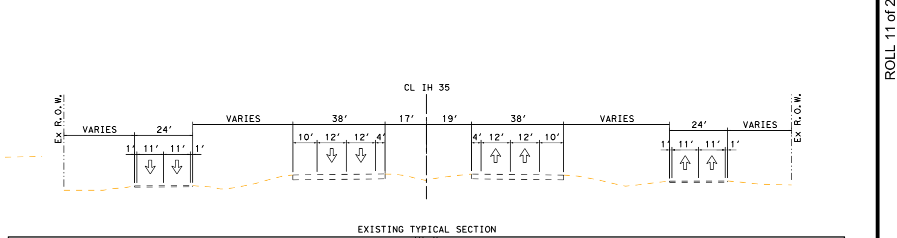

EXISTING TYPICAL SECTION

ALIGNMENT DATA

NUM	DELTA	DEGREE	TANGENT	LENGTH	RADIUS	PI STATION	PI NORTHING	PI EASTING	PC STATION	PT STATION
CL35P	IH 35 PROPOSED CENTERLINE									
C317	12° 25′ 08.74" RT	0° 14′ 56.80"	2,502.48′	4,985.34′	23,000.00′	1006+57.85	7,226,884.00	2,376,834.64	981+55.37	1031+40.72
FRNB	NB FRONTAGE ROAD									
FRNB-37	7° 31′ 24.79" RT	1° 25′ 56.62"	263.00′	525.24′	4,000.00′	992+61.13	7,228,295.76	2,376,800.75	989+98.13	995+23.38
FRNB-38	4° 33′ 29.20" RT	0° 29′ 38.14"	461.66′	922.83′	11,600.00′	1024+78.94	7,225,077.21	2,376,809.35	1020+17.28	1029+40.11
FRNB-39	3° 27′ 36.49" LT	1° 25′ 56.62"	120.82′	241.56′	4,000.00′	1040+13.16	7,223,547.03	2,376,691.47	1038+92.34	1041+33.91
FRNB-40	3° 47′ 51.23" RT	1° 25′ 56.62"	132.61′	265.12′	4,000.00′	1042+66.52	7,223,293.64	2,376,687.29	1041+33.91	1043+99.03
FRSB	SB FRONTAGE ROAD									
FRSB-28	5° 26′ 49.16" RT	0° 57′ 17.75"	285.42′	570.41′	6,000.00′	991+39.77	7,228,458.97	2,376,465.94	988+41.35	994+11.75
FRSB-29	6° 58′ 19.58" RT	0° 29′ 53.61"	700.56′	1,399.39′	11,500.00′	1021+96.24	7,225,391.39	2,376,585.38	1014+95.68	1028+95.07
FRSB-30	4° 31′ 50.92" RT	1° 25′ 56.62"	158.24′	316.31′	4,000.00′	1044+09.17	7,223,184.32	2,376,402.28	1042+50.93	1045+67.24
FRSB-31	4° 31′ 50.92" LT	1° 25′ 56.62"	158.24′	316.31′	4,000.00′	1047+25.48	7,222,871.98	2,376,351.28	1045+67.24	1048+83.55
R922-S	RAMP FROM FM 922 TO IH 35 SB									
R922-S-1	3° 53′ 43.74" LT	3° 57′ 05.16"	49.31′	98.58′	1,450.00′	10+49.31	7,226,955.31	2,376,534.50	10+00.00	10+98.58
R922-S-2	7° 50′ 00.49" RT	0° 59′ 59.73"	392.31′	783.40′	5,730.00′	20+09.82	7,226,000.25	2,376,636.99	16+17.51	24+00.91
RN-922	RAMP FROM IH 35 NB TO FM 922									
RN-922-1	5° 34′ 45.45" RT	1° 58′ 32.58"	141.31′	282.39′	2,900.00′	11+41.31	7,223,922.13	2,376,710.34	10+00.00	12+82.39
RN-922-2	5° 07′ 50.26" LT	1° 58′ 32.58"	129.93′	259.68′	2,900.00′	14+12.32	7,223,655.00	2,376,663.31	12+82.39	15+42.08
RN-922-3	4° 09′ 49.56" RT	0° 59′ 59.73"	208.30′	416.41′	5,730.00′	22+50.89	7,222,819.27	2,376,592.34	20+42.59	24+59.00
RN-922-4	4° 16′ 30.01" LT	1° 58′ 32.58"	108.24′	216.38′	2,900.00′	25+67.24	7,222,506.65	2,376,542.73	24+59.00	26+75.38
RS-248	RAMP FROM IH 35 SB TO CR 248									
RS-248-1	3° 00′ 00.00" RT	1° 58′ 32.58"	75.94′	151.84′	2,900.00′	10+75.94	7,223,360.98	2,376,483.16	10+00.00	11+51.84
RS-248-2	3° 00′ 00.00" LT	1° 58′ 32.58"	75.94′	151.84′	2,900.00′	26+23.60	7,221,827.40	2,376,274.65	25+47.66	26+99.50
R248-N	RAMP FROM CR 248 TO IH 35 NB									
R248-N-1	4° 00′ 00.00" LT	0° 57′ 17.75"	209.52′	418.88′	6,000.00′	12+09.52	7,221,372.16	2,376,448.61	10+00.00	14+18.88
R248-N-2	4° 00′ 00.00" RT	3° 57′ 05.16"	50.64′	101.23′	1,450.00′	21+98.51	7,220,383.09	2,376,435.79	21+47.87	22+49.10
FM922	FM 922									
FM922-2	2° 50′ 33.68" RT	3° 57′ 05.16"	35.98′	71.94′	1,450.00′	11+51.76	7,227,808.25	2,376,852.19	11+15.79	11+87.73
CR248	CR 248									
CR248-1	6° 04′ 58.92" LT	2° 51′ 53.24"	106.27′	212.34′	2,000.00′	15+20.80	7,219,637.63	2,375,938.13	14+14.53	16+26.87
EASY	EASY									
EASY102	11° 20′ 39.54" LT	11° 27′ 32.96"	49.66′	99.00′	500.00′	12+16.59	7,222,776.95	2,376,861.76	11+66.93	12+65.92
FM1307	FM 1307									
FM1307102	84° 11′ 46.51" RT	32° 44′ 25.60"	158.11′	257.16′	175.00′	11+90.71	7,222,786.67	2,376,153.22	10+32.60	12+89.76

NO.	PROPERTY OWNER	PROP I.D.
1	SHOCKEY TRUMAN PAUL VOL 740, PG 24	15385
2	IKE STEVENS VOL. 2054, PG. 614	24907
3	IKE STEVENS VOL. 2054, PG. 614	21499
4	KALEB MEYER & CURTIS B GLASSCOCK VOL 2031, PG 584	14424
5	CONRAD C. BAHR VOL 1428, PG 105	23688
6	HAROLD E. FLUSCHE VOL 752, PG 314	783
7	WILLIAM J. BIERSCHENK VOL 441, PG 430	1449
8	BERTIE COPE VOL 1740, PG 382	17947
9	KIPS GROUP INC VOL 2056, PG 242	7755
10	KIPS GROUP INC VOL 2056, PG 242	7756
11	GERALD BRIDGES VOL 716, PG 442	9485
12	VOCKEY HALSEY VOL 2084, PG 652	113505
13	FRANK HACKER VOL 1558, PG 9	8195
14	HAROLD L. WELLS & WANDA WELLS VOL. 857, PG. 703	2841
15	HAROLD L. WELLS VOL. 532, PG. 194	21986
16	WORLDCOM NETWORK VOL. 746, PG. 809	17550
17	DANNY VAUGHAN VOL. 625, PG. 831	21304
18	RICHESON RESTAURANTS COMPANY #1 VOL. 840, PG. 188	11992

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

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

TEXAS DEPARTMENT OF TRANSPORTATION
WICHITA FALLS DISTRICT

PRELIMINARY 100% DESIGN SCHEMATIC

IH 35

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

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

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FIRM #2966
UNDER THE SUPERVISION OF
SCOTT YATES, PE 81176

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DATE SUBMITTED

DATE REVISED

DATE APPROVED

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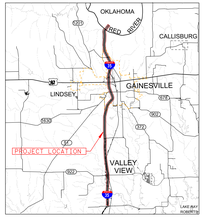

Location / Key Map

Legend:

- Backslopes
- Bridge
- Drainage Route Surface Pt.
- Rebar and Orange Centerpoint
- Future Roadway Rip (Offset)
- Edge of Shoulder
- Edge of Lane
- Edge of Pavement Striping
- Edge of Curb
- Edge of Shoulder
- Proposed Retaining Wall
- CONDUIT
- OVERHEAD ELECTRIC
- OVERHEAD TELEPHONE
- Alignment Name
- Rural Contour
- Traffic Direction
- Existing Pavement Removal
- Existing Right-of-Way
- Preliminary Proposed Control-of-Access
- Preliminary Proposed Right-of-Way
- Proposed Easement
- City Limits
- Approximate Structure Limits and Depth / Volume

ROLL 12 of 23

TEXAS DEPARTMENT OF TRANSPORTATION
WICHITA FALLS DISTRICT

PRELIMINARY 100% DESIGN SCHEMATIC

IH 35

CSJ NOS: 0194-01-010,
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Texas Department of Transportation
Texas A&M Transportation Institute
Texas A&M Engineering Extension Service

DATE SUBMITTED
DATE REVISED
DATE APPROVED

JACOBS

SCALE: 1" = 1000'
SHEET SIZE: 24 X 36

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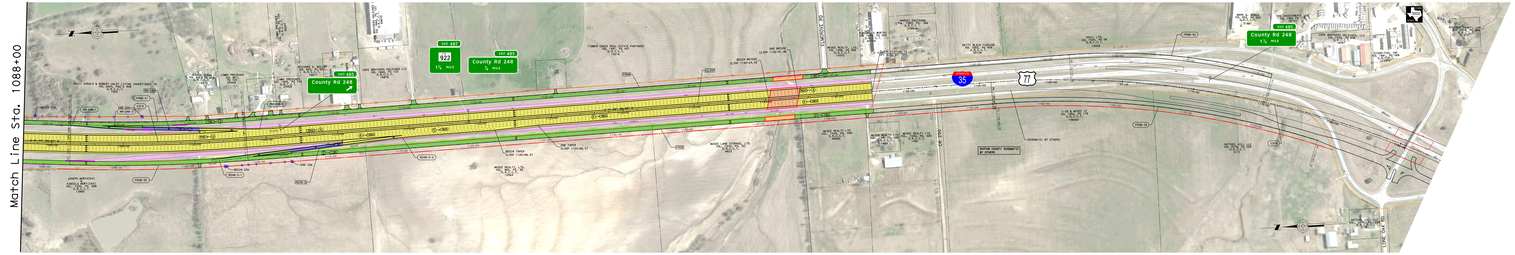
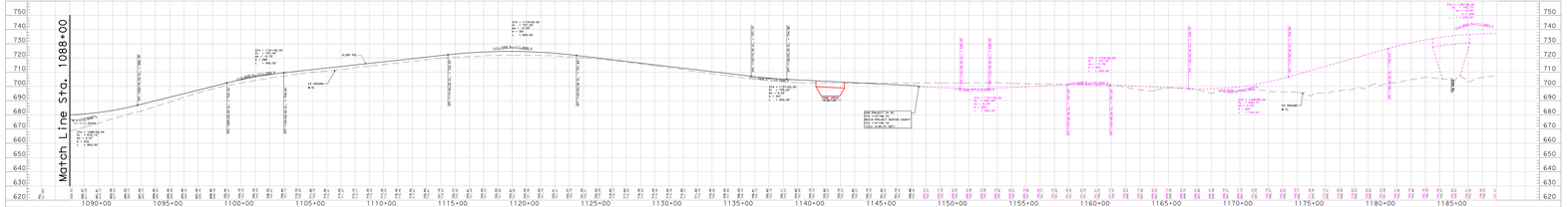
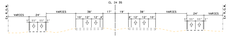
NOTES:
1. ALL EXISTING CULVERT CROSSING MUST SHOWN IN PROFILE TO REACH THE SAME SIZE AND TYPE AS THE CULVERT REQUIRED BY THE SUBMITTED REPORT.
REFERENCE: CD CORRIDOR DRAINAGE REPORT ANALYSIS MAY 2016

Projected Design Hour Traffic Volumes (Year 2045)
Directional 24-hour Traffic Volumes (Year 2045)
Design Heavy Vehicle
DESIGN SPEED
Terrain
Functional Class
Surfaced Offset

24-HOUR	40-40
Rolling	
75 MPH	
75 MPH	
Rural	
12 feet	







IH 35 CONNECT DATA

SYM	DELTA	DEGREE	TANGENT	LENGTH	RADIUS	P.I. STATION	P.I. NORTHING	P.I. EASTING	PC STATION	PT STATION
				IH 35 MAINLINE CURVE DATA						
C1-IH	4° 30' 00"	0° 15' 00"	2,292.96'	4,584.00'	76,394.37'	1+14.00	7,174,878.10	2,376,000.00	1+00.00	46+14.00
C2-IH	4° 30' 00"	0° 15' 00"	2,292.96'	4,584.00'	76,394.37'	46+14.00	7,179,458.10	2,376,000.00	45+21.04	91+98.04
				IH 35 RAMP CURVE DATA						
TR8A-1	90° 00' 00"	14° 19' 43"	400.00'	628.32'	400.00'	1+00.00	7,174,878.10	2,376,000.00	1+00.00	7+28.32
TR8A-2	90° 00' 00"	14° 19' 43"	400.00'	628.32'	400.00'	7+28.32	7,174,878.10	2,376,400.00	6+99.68	13+27.64
TR8B-1	90° 00' 00"	14° 19' 43"	400.00'	628.32'	400.00'	1+00.00	7,174,878.10	2,376,000.00	1+00.00	7+28.32
TR8B-2	90° 00' 00"	14° 19' 43"	400.00'	628.32'	400.00'	7+28.32	7,174,878.10	2,376,400.00	6+99.68	13+27.64
TR9A-1	90° 00' 00"	14° 19' 43"	400.00'	628.32'	400.00'	1+00.00	7,174,878.10	2,376,000.00	1+00.00	7+28.32
TR9A-2	90° 00' 00"	14° 19' 43"	400.00'	628.32'	400.00'	7+28.32	7,174,878.10	2,376,400.00	6+99.68	13+27.64
TR9B-1	90° 00' 00"	14° 19' 43"	400.00'	628.32'	400.00'	1+00.00	7,174,878.10	2,376,000.00	1+00.00	7+28.32
TR9B-2	90° 00' 00"	14° 19' 43"	400.00'	628.32'	400.00'	7+28.32	7,174,878.10	2,376,400.00	6+99.68	13+27.64
TR10A-1	90° 00' 00"	14° 19' 43"	400.00'	628.32'	400.00'	1+00.00	7,174,878.10	2,376,000.00	1+00.00	7+28.32
TR10A-2	90° 00' 00"	14° 19' 43"	400.00'	628.32'	400.00'	7+28.32	7,174,878.10	2,376,400.00	6+99.68	13+27.64
TR10B-1	90° 00' 00"	14° 19' 43"	400.00'	628.32'	400.00'	1+00.00	7,174,878.10	2,376,000.00	1+00.00	7+28.32
TR10B-2	90° 00' 00"	14° 19' 43"	400.00'	628.32'	400.00'	7+28.32	7,174,878.10	2,376,400.00	6+99.68	13+27.64

SUPERELEVATION TABLE

CURVE NAME	STATION	FRONTAGE ROAD (%)	MAIN LANES (%)
TR8A	1+00.00	2.50	2.50
	7+28.32	2.50	2.50
TR8B	1+00.00	2.50	2.50
	7+28.32	2.50	2.50
TR9A	1+00.00	2.50	2.50
	7+28.32	2.50	2.50
TR9B	1+00.00	2.50	2.50
	7+28.32	2.50	2.50
TR10A	1+00.00	2.50	2.50
	7+28.32	2.50	2.50
TR10B	1+00.00	2.50	2.50
	7+28.32	2.50	2.50

	FRONTAGE ROAD	RAMP L.S.
TR8	2% OR 70 MPH	2%
TR9	2% OR 70 MPH	2%
TR10	2% OR 70 MPH	2%
TR11	2% OR 70 MPH	2%
TR12	2% OR 70 MPH	2%
TR13	2% OR 70 MPH	2%

ROLL 13 of 23

TEXAS DEPARTMENT OF TRANSPORTATION
WICHITA FALLS DISTRICT

PRELIMINARY 100% DESIGN SCHEMATIC

IH 35

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

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

PREPARED BY JACOBS ENGINEERING GROUP, INC.
FIRM #2966
UNDER THE SUPERVISION OF
SCOTT YATES, PE #1176

NOT INTENDED FOR CONSTRUCTION, BIDDING, OR PERMIT PURPOSES

Texas Department of Transportation
Texas A&M Transportation Institute
Texas A&M Engineering Extension Service

DATE SUBMITTED
DATE REVISED
DATE APPROVED

JACOBS

SCALE: 1" = 1000'
SHEET SIZE: 24 X 36

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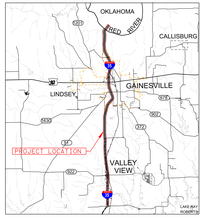

Location / Key Map

Legend:

- Backslopes
- Bridge
- Drainage Route Surface Pt.
- Radius and Direction Conductors
- Future Roadway Rip offsets
- Edge of Shoulder
- Edge of Lane
- Edge of Existing
- Edge of Lane
- Edge of Shoulder
- Proposed Retaining Wall
- CONDUITS
- OVERHEAD ELECTRIC
- OVERHEAD TELEPHONE
- ALIGNMENT NAME
- CURVE DATA
- TRAFFIC DIRECTION
- EXISTING PAVEMENT REMOVAL
- EXISTING RIGHT-OF-WAY
- PRELIMINARY PROPOSED DISTRICT-OF-WAYS
- PRELIMINARY PROPOSED RIGHT-OF-WAY
- EXISTING RIGHT-OF-WAY
- CITY LIMITS
- EXISTING STRUCTURE LENGTH AND DATA / SCOURS

ROLL 13 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

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SCOTT YATES, PE 81176

NOT INTENDED FOR CONSTRUCTION, BIDDING, OR PERMIT PURPOSES

Texas Department of Transportation
Texas Department of Transportation
Texas Department of Transportation
Texas Department of Transportation

1" = 100 Horiz.
1" = 10 Vert.
DATE: 2022
DATE: 2022
DATE: 2022
DATE: 2022

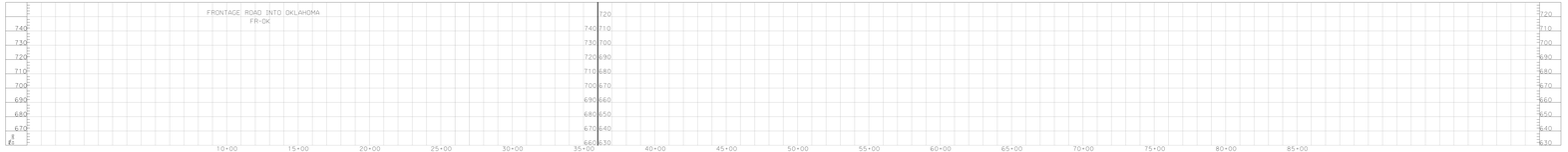
DATE SUBMITTED
DATE REVISED
DATE APPROVED

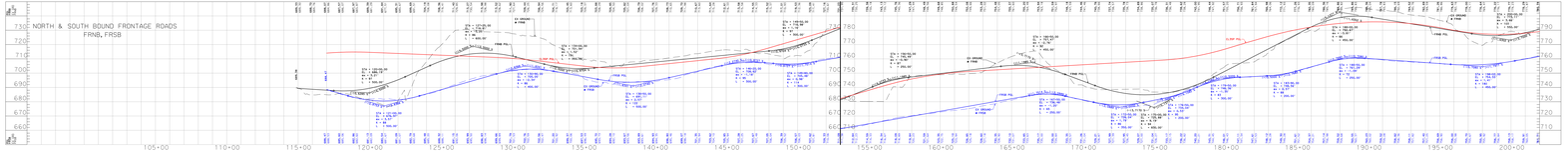
JACOBS

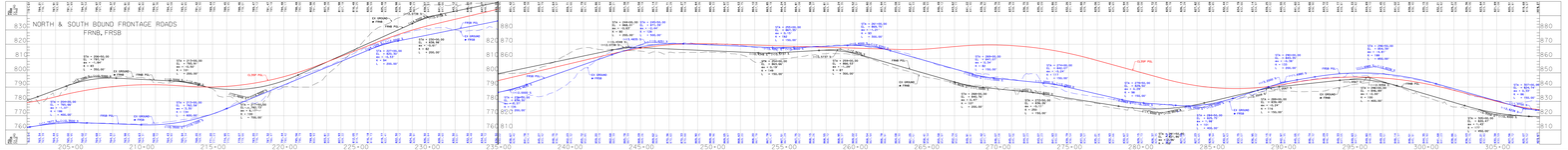
NOTES:
1. ALL EXISTING CULVERT CROSSING NOT SHOWN IN PROFILE TO REMAIN THE SAME SIZE AND LOCATION UNLESS REVISED BY THE SUBMITTED DESIGN.
REFERENCE: CSJ CONVERSION SPREADSHEET ANALYSIS MAY 2015

Projected Design Hour Traffic Volumes (Year 2045)

Directional Distribution 50 Percent
Design Speed 70 MPH
Design Vehicle Mix
DESIGN SPEED
Freeway 70 MPH
Frontage Roads 30 MPH
Surface Streets 35 MPH







ROLL 13 of 23

TEXAS DEPARTMENT OF TRANSPORTATION
WICHITA FALLS DISTRICT
PRELIMINARY 100% DESIGN SCHEMATIC

IH 35

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

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

PREPARED BY JACOBS ENGINEERING GROUP, INC.
FIRM #2966
UNDER THE SUPERVISION OF
SCOTT YATES, PE 81176

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DATE SUBMITTED
DATE REVISED
DATE APPROVED

JACOBS

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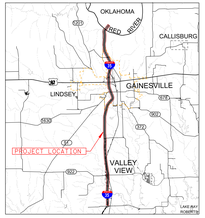


Location / Key Map

Legend:

- Backslopes
- Bridge
- Drainage Route Surface Flt.
- Median and Divider Delineators
- Future Roadway Rip-rap
- Edge of Shoulder
- Edge of Lane
- Edge of Existing
- Edge of Lane
- Edge of Shoulder
- Proposed Retaining Wall
- CONDUITS
- OVERHEAD ELECTRIC
- OVERHEAD TELEPHONE
- Alignment Name
- Curve Circular
- Traffic Direction
- Existing Pavement Removal
- Existing Right-of-Way
- Preliminary Proposed District-of-Access
- Preliminary Proposed Right-of-Way Acquisition Line
- City Limits
- Approximate Structure Limits and Name / Number

NOTES:
1. ALL EXISTING CULVERT CROSSING WITH SHOWN IN PROFILE TO REMAIN THE SAME SIZE AND LENGTH UNLESS OTHERWISE NOTED.
2. SUBMITTED BY: CS: CONSTRUCTION
REVIEWED: CS: CONSTRUCTION
DATE: MON FEB 08 2016

Projected Design Hour Traffic Volumes (Veh/Hour)
Directional Distribution
Design Hourly Volume
DESIGN SPEED
Posted Speed
Trucks
Percentage Trucks
Surface Details

TEXAS DEPARTMENT OF TRANSPORTATION
WICHITA FALLS DISTRICT
PRELIMINARY 100% DESIGN SCHEMATIC

IH 35

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

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

PREPARED BY JACOBS ENGINEERING GROUP, INC.
FIRM #2966
UNDER THE SUPERVISION OF
SCOTT YATES, PE 81176

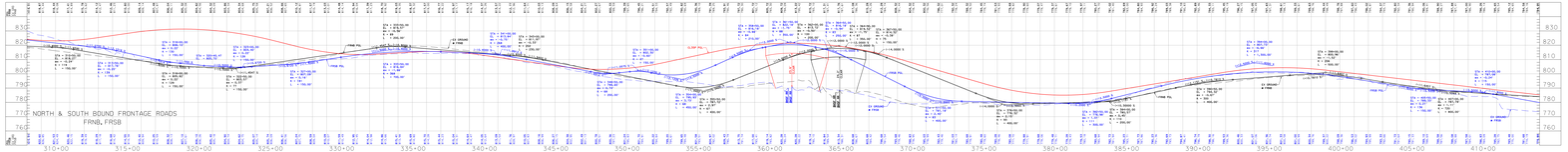
NOT INTENDED FOR CONSTRUCTION, BIDDING, OR PERMIT PURPOSES

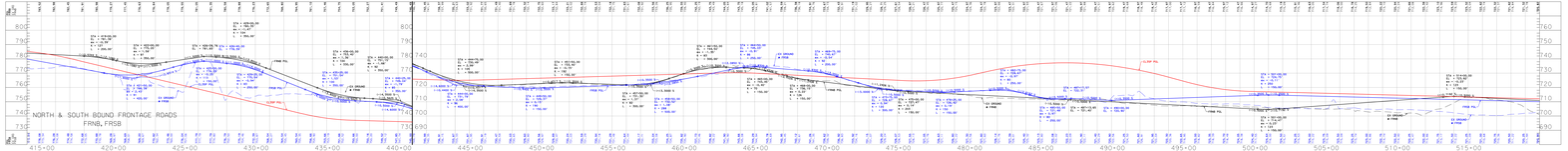
Texas Department of Transportation
Texas Air Transport Network
Texas Air Transport Network of Excellence
Texas Air Transport Network of Excellence

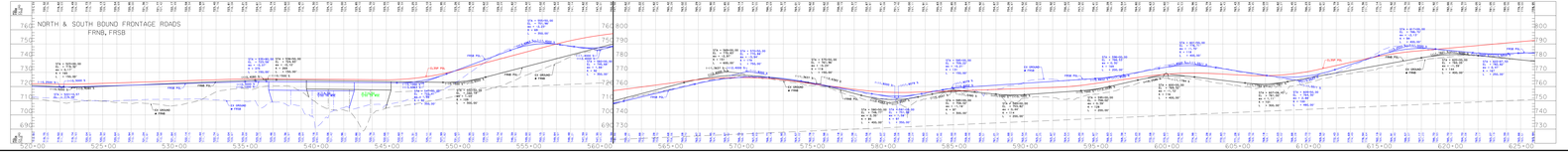
DATE SUBMITTED
DATE REVISED
DATE APPROVED

JACOBS

ROLL 14 of 23







TEXAS DEPARTMENT OF TRANSPORTATION
WICHITA FALLS DISTRICT
PRELIMINARY 100% DESIGN SCHEMATIC

IH 35

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

ALONG IH 35 FROM 3800' NORTH OF FM 3002
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PREPARED BY JACOBS ENGINEERING GROUP, INC.
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DATE SUBMITTED
DATE REVISED
DATE APPROVED

JACOBS

ROLL 14 of 23

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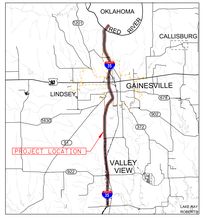


Location / Key Map

Legend:

- Bentonite
- Bridge
- Drainage Route/Surface Pt.
- Rebar and Orient Concentric
- Future Roadway Rip-rap/wall
- Edge of Shoulder
- Edge of Lane
- Edge of Existing Surfacing
- Edge of Lane
- Edge of Shoulder
- Proposed Retaining Wall
- CONCRETE
- ASPHALT BLOTTO
- ASPHALT TEXTURE
- 1126.5 Alignment Name
- 1126.5 Curve Contour
- Traffic Direction
- Existing Pavement Removal
- Existing Right-of-Way
- Preliminary Proposed Control-of-Access
- Preliminary Proposed Right-of-Way
- Proposed Pavement
- City Limits
- Approximate Structure Limits and Ramp / Slopes

ROLL 19 of 23

TEXAS DEPARTMENT OF TRANSPORTATION
WICHITA FALLS DISTRICT
PRELIMINARY 100% DESIGN SCHEMATIC

IH 35

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

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

PREPARED BY JACOBS ENGINEERING GROUP, INC.
FIRM #2966
UNDER THE SUPERVISION OF
SCOTT YATES, PE 81176

NOT INTENDED FOR CONSTRUCTION, BIDDING, OR PERMIT PURPOSES.

Texas Department of Transportation
Texas Transportation Commission
Brian Lee Ness Sean Hebert of Texas
Kelly Ann Bryant Jeffrey Wood
Eric Gregory Stan Lee

1" = 20 Horizontal
1" = 5 Vertical
DATUM: GRID IN FEET

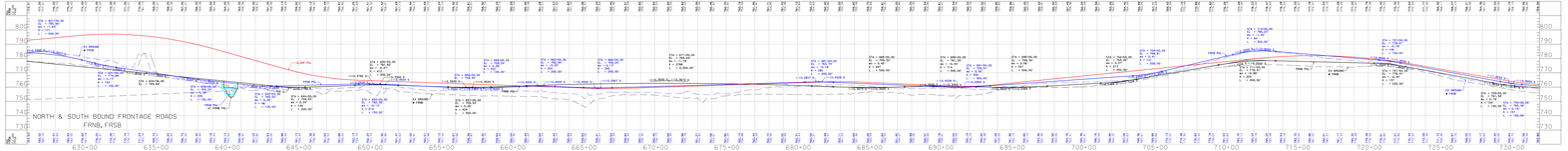
DATE SUBMITTED
DATE REVISED
DATE APPROVED

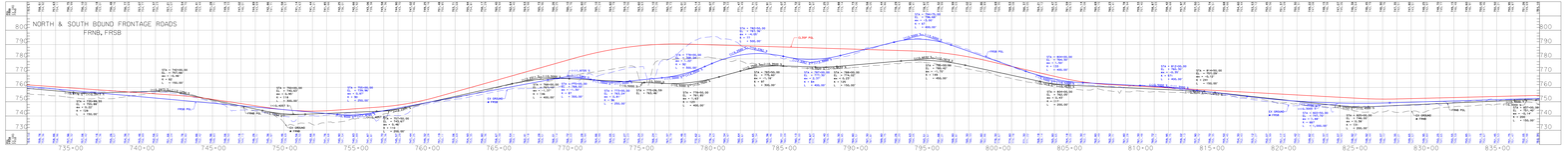
JACOBS

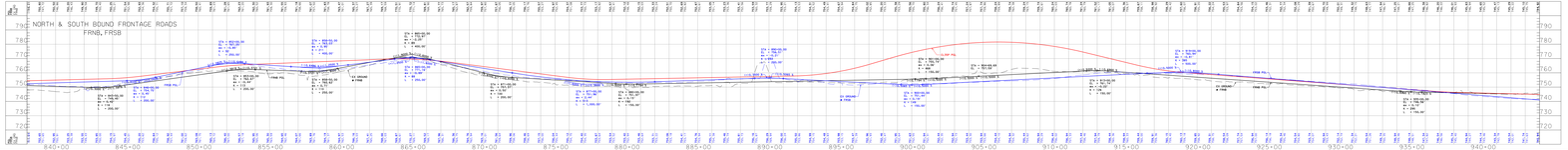
NOTES:
1. ALL EXISTING CULVERT CROSSING NTC DAMAGE IN PROFILE TO REMAIN THE SAME SIZE AND LOCATION UNLESS OTHERWISE BY THE SUBMITTED DESIGN.
REVISIONS: CD: CORRIDOR ORCHARD
IMPACT ANALYSIS MAY 2016

Projected Design Hour Traffic Volumes (Veh/Hour)

Directional Distribution 50-50%
Design Speed 70 MPH
Design Heavy Vehicle 2.0%
DESIGN SPEED
Freeway 70 MPH
Frontage Roads 30 MPH
Surface Streets 35 MPH







ROLL 19 of 23

TEXAS DEPARTMENT OF TRANSPORTATION
WICHITA FALLS DISTRICT
PRELIMINARY 100% DESIGN SCHEMATIC

IH 35

CSJ NOS: 0194-01-010,
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1" = 20 Horizontal
1" = 5 Vertical
DATUM: GRID IN FEET

DATE SUBMITTED
DATE REVISED
DATE APPROVED

JACOBS

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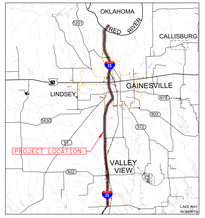


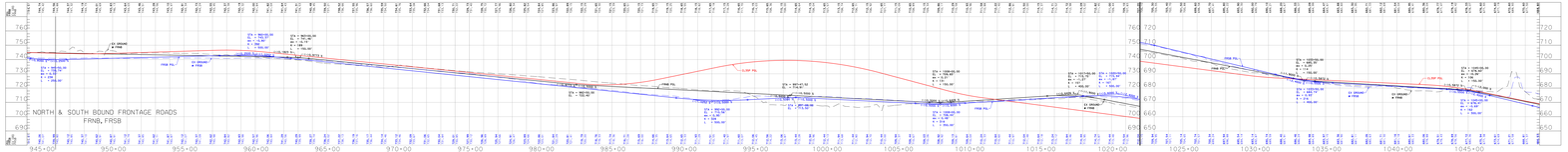
Location / Key Map

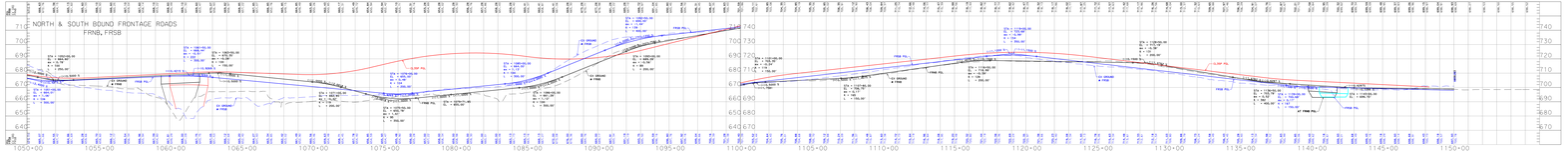
Legend:

- Bentonites
- Bridge
- Drainage Ruble/Surface Pit
- Rubble and Direct Complaints
- Future Roadway Rip-rap/rail
- Edge of Shoulder
- Edge of Lane
- Edge of Curb/Curbing
- Edge of Lane
- Edge of Shoulder
- Proposed Retaining Wall
- CONDUITS
- OVERHEAD ELECTRIC
- OVERHEAD TELEPHONE
- CONTROL
- Alignment Name
- Curve Contour
- Traffic Direction
- Existing Pavement Removal
- Existing Right-of-Way
- Preliminary Proposed Control-of-Access
- Preliminary Proposed Right-of-Way
- Right-of-Way Change
- City Limits
- Approximate Structure limits and Bents / Columns

NOTES:
1. ALL EXISTING CULVERT CROSSING MUST SHOWN IN PROFILE TO REACH THE SAME SIZE AND TYPE AS PROPOSED OR REQUIRED BY THE SUBMITTED REPORT.
REFERENCE: CD: CORRIDOR DRAINAGE REPORT ANALYSIS MAY 2015

Projected Design Hour Volumes (DHV) (veh/hr)
Directional Distribution (%)
Percent Trucks (%)
Design Hourly Volume
DESIGN SPEED
Freeway 70 MPH
Frontage Roads 50 MPH
Surface Streets 35 MPH





ROLL 16 of 23

TEXAS DEPARTMENT OF TRANSPORTATION
WICHITA FALLS DISTRICT
PRELIMINARY 100% DESIGN SCHEMATIC

IH 35

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

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

PREPARED BY JACOBS ENGINEERING GROUP, INC.
FIRM #2966
UNDER THE SUPERVISION OF
SCOTT YATES, PE 81176

NOT INTENDED FOR CONSTRUCTION, BIDDING, OR PERMIT PURPOSES

Texas Department of Transportation
Texas is Your Department of Transportation
Texas Department of Transportation

DATE SUBMITTED
DATE REVISED
DATE APPROVED

JACOBS

0 25 50 100
INCHES
0 1 2 4 6 8
FEET
BARRS SCALE IN FEET

ROLL 16 of 23

TEXAS DEPARTMENT OF TRANSPORTATION
WICHITA FALLS DISTRICT
PRELIMINARY 100% DESIGN SCHEMATIC

IH 35

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

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

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Texas Department of Transportation

DATE SUBMITTED
DATE REVISED
DATE APPROVED

JACOBS

0 25 50 100
INCHES
0 1 2 4 6 8
FEET
BARRS SCALE IN FEET

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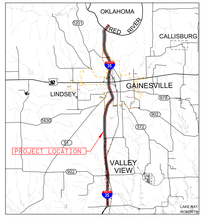


Location / Key Map

Legend:

- Backslopes
- Bridge
- Drainage Route Surface Pt.
- Roads and Street Centerlines
- Future Roadway Rip offsets
- Edge of Shoulder
- Edge of Lane
- Edge of Existing Surfacing
- Edge of Lane
- Edge of Shoulder
- Proposed Retaining Wall
- CONDUITS
- OVERHEAD ELECTRIC
- OVERHEAD TELEPHONE
- Irrigation Ditch
- Survey Centerline
- Traffic Direction
- Existing Pavement Removal
- Centerline Right-of-Way
- Preliminary Proposed Control-of-Access
- Preliminary Proposed Right-of-Way
- Right-of-Way Centerline
- City Limits
- Approximate Structure Limits and Ditch / Culvert

NOTES:
1. ALL EXISTING CULVERT CROSSING MUST SHOWN IN PROFILE TO REACH THE SAME SIZE AND TYPE AS THOSE PROPOSED BY THE SUBMITTED DESIGN.
REFERENCE: CSI CONVERSION ORCHARD
IMPACT ANALYSIS MAY 2016

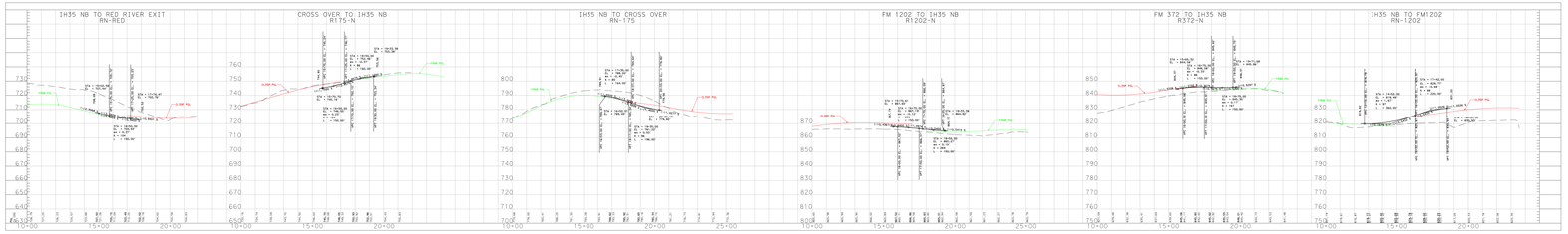
Projected Design Hour Traffic Volumes (Year 2020)

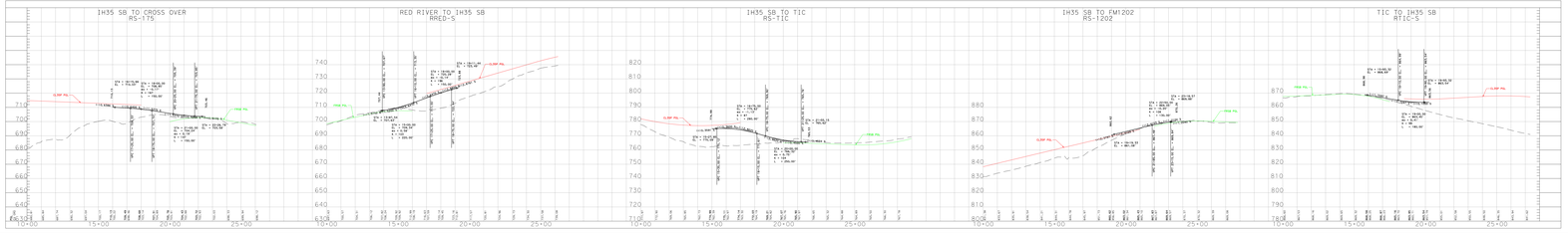
Directional Distribution 50/50 Percent Trucks 18 Wheeler

Design Hourly Volume 1000

DESIGN SPEED

Interstate 70 MPH
Freeway 70 MPH
Frontage Roads 30 MPH
Surface Streets 35 MPH





ROLL 17 of 23

TEXAS DEPARTMENT OF TRANSPORTATION
WICHITA FALLS DISTRICT
PRELIMINARY 100% DESIGN SCHEMATIC

IH 35

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

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

PREPARED BY JACOBS ENGINEERING GROUP, INC.
FIRM #2966
UNDER THE SUPERVISION OF
SCOTT YATES, PE 81176

NOT INTENDED FOR CONSTRUCTION, BIDDING, OR PERMIT PURPOSES

Texas Department of Transportation
Wichita Falls District

Scale to Text Reduced or Enlarged Plans Differ from Original Scale

1" = 20 Feet
0 10 20 40 60 80 100
METRIC SCALE IS 1:500

DATE SUBMITTED
DATE REVISED
DATE APPROVED

JACOBS

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ROLL 17 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

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FIRM #2966
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Texas Department of Transportation
Wichita Falls District

Scale to Text Reduced or Enlarged Plans Differ from Original Scale

1" = 20 Feet
0 10 20 40 60 80 100
METRIC SCALE IS 1:500

DATE SUBMITTED
DATE REVISED
DATE APPROVED

JACOBS

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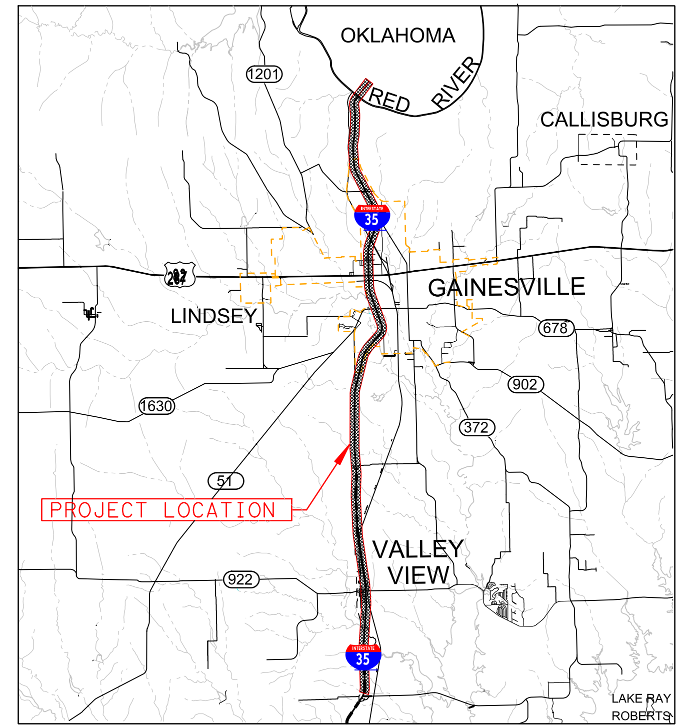

Location / Key Map

Legend:

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

ROLL 18 of 23

TEXAS DEPARTMENT OF TRANSPORTATION
WICHITA FALLS DISTRICT

PRELIMINARY 100% DESIGN SCHEMATIC

IH 35

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

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

PREPARED BY JACOBS ENGINEERING GROUP, INC.
FIRM #2966
UNDER THE SUPERVISION OF
SCOTT YATES, PE 81176

NOT INTENDED FOR CONSTRUCTION, BIDDING, OR PERMIT PURPOSES

Texas Department of Transportation

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

DATE SUBMITTED

DATE REVISED

DATE APPROVED

JACOBS

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NOTES:

1. ALL EXISTING CULVERT CROSSING NOT SHOWN IN PROFILE TO REMAIN THE SAME SIZE AND TO BE EXTENDED AS REQUIRED BY THE SCHEMATIC DESIGN. REFERENCE: I35 CORRIDOR DRAINAGE IMPACT ANALYSIS NOV 2016

Projected Design Hour Traffic Volumes (Year 2030)

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

ROLL 18 of 23

TEXAS DEPARTMENT OF TRANSPORTATION
WICHITA FALLS DISTRICT

PRELIMINARY 100% DESIGN SCHEMATIC

IH 35

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

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

PREPARED BY JACOBS ENGINEERING GROUP, INC.
FIRM #2966
UNDER THE SUPERVISION OF
SCOTT YATES, PE 81176

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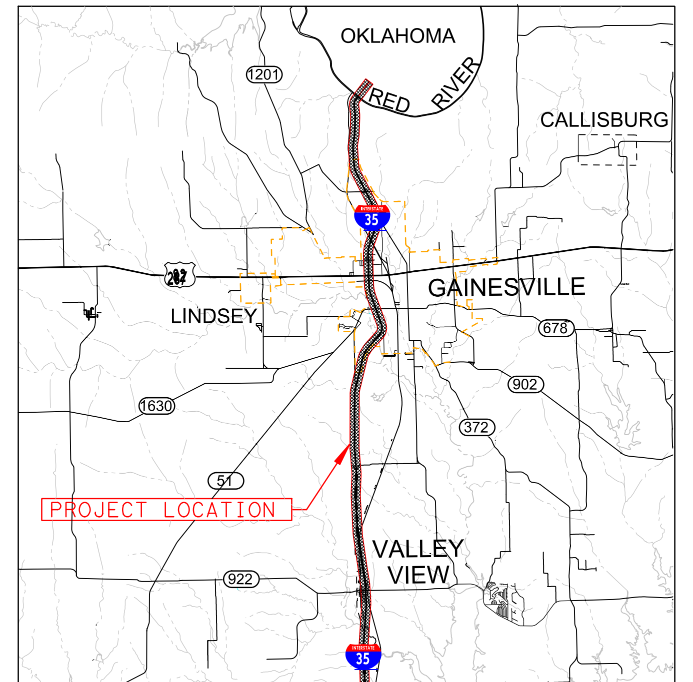
DATE SUBMITTED
DATE REVISED
DATE APPROVED
JACOBS



Location / Key Map

Legend:

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

NOTES:

1. ALL EXISTING CULVERT CROSSING NOT SHOWN IN PROFILE TO REMAIN THE SAME SIZE AND TO BE EXTENDED AS REQUIRED BY THE SCHEMATIC DESIGN. REFERENCE: I35 CORRIDOR DRAINAGE IMPACT ANALYSIS NOV 2016

Projected Design Hour Traffic Volumes (Year 2030)

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

ROLL 19 of 23

TEXAS DEPARTMENT OF TRANSPORTATION
WICHITA FALLS DISTRICT

PRELIMINARY 100% DESIGN SCHEMATIC

IH 35

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

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

PREPARED BY JACOBS ENGINEERING GROUP, INC.
FIRM #2966
UNDER THE SUPERVISION OF
SCOTT YATES, PE 81176

NOT INTENDED FOR CONSTRUCTION, BIDDING, OR PERMIT PURPOSES

Texas Department of Transportation

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DATE SUBMITTED

DATE REVISED

DATE APPROVED

JACOBS

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

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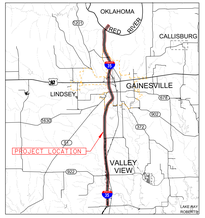

Location / Key Map

Legend:

- Backslopes
- Bridge
- Drainage Route Surface Pt.
- Roads and Street Centerlines
- Future Roadway Rip offsets
- Edge of Shoulder
- Edge of Lane
- Edge of Pavement Existing
- Edge of Lane
- Edge of Shoulder
- Proposed Retaining Wall
- CONDUITS
- OVERHEAD ELECTRIC
- OVERHEAD TELEPHONE
- Alignment Name
- Curve Contour
- Traffic Direction
- Existing Pavement Removal
- Existing Right-of-Way
- Preliminary Proposed Control-of-Access
- Preliminary Proposed Right-of-Way
- Proposed Pavement
- City Limits
- Approximate Structure Limits and Depth / Volumes

ROLL 20 of 23

TEXAS DEPARTMENT OF TRANSPORTATION
WICHITA FALLS DISTRICT
PRELIMINARY 100% DESIGN SCHEMATIC

IH 35

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

ALONG IH 35 FROM 3800' NORTH OF FM 3002
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PREPARED BY JACOBS ENGINEERING GROUP, INC.
FIRM #2966
UNDER THE SUPERVISION OF
SCOTT YATES, PE 81176

NOT INTENDED FOR CONSTRUCTION, BIDDING, OR PERMIT PURPOSES

Texas Department of Transportation
Austin to Texas Department of Transportation
Wichita Falls Office

1" = 20 Miles
1" = 1 Mile
1" = 500 Feet
DATE: 2/2/2018
SHEET: 1 OF 1

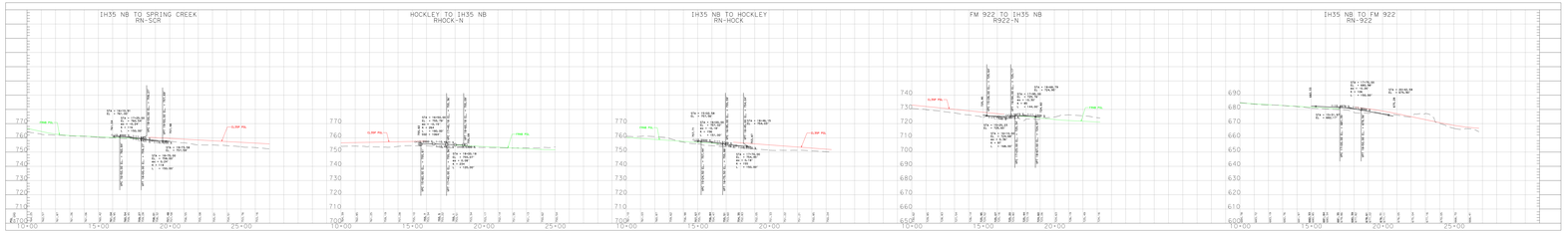
DATE SUBMITTED
DATE REVISED
DATE APPROVED

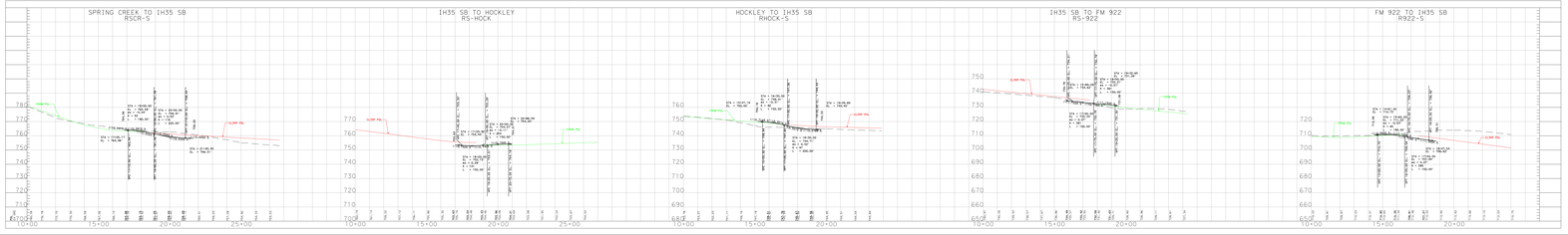
JACOBS

NOTES:
1. ALL EXISTING CULVERT CROSSING MAT SHOWN IN PROFILE TO REMAIN THE SAME SIZE AND LENGTH UNLESS OTHERWISE REQUIRED BY THE SUBMITTED DESIGN.
REFERENCE: CSJ: 0195-01-087 DRAINAGE SUMMARY ANALYSIS MAY 2016

Projected Design Hour Traffic Volumes (Year 2035)

Directional Distribution 50-50 Split
Design Speed 70 MPH
Design Vehicle Mix 10.0%
DESIGN SPEED
Interstate 70 MPH
FM 70 MPH
Frontage Roads 35 MPH
Surface Streets 35 MPH





TEXAS DEPARTMENT OF TRANSPORTATION
WICHITA FALLS DISTRICT
PRELIMINARY 100% DESIGN SCHEMATIC

IH 35

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

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

PREPARED BY JACOBS ENGINEERING GROUP, INC.
FIRM #2966
UNDER THE SUPERVISION OF
SCOTT YATES, PE 81176

NOT INTENDED FOR CONSTRUCTION, BIDDING, OR PERMIT PURPOSES

Texas Department of Transportation
Austin to Texas Department of Transportation
Wichita Falls Office

1" = 20 Miles
1" = 1 Mile
1" = 500 Feet
DATE: 2/2/2018
SHEET: 1 OF 1

DATE SUBMITTED
DATE REVISED
DATE APPROVED

JACOBS

ROLL 20 of 23

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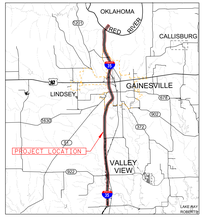


Location / Key Map

Legend:

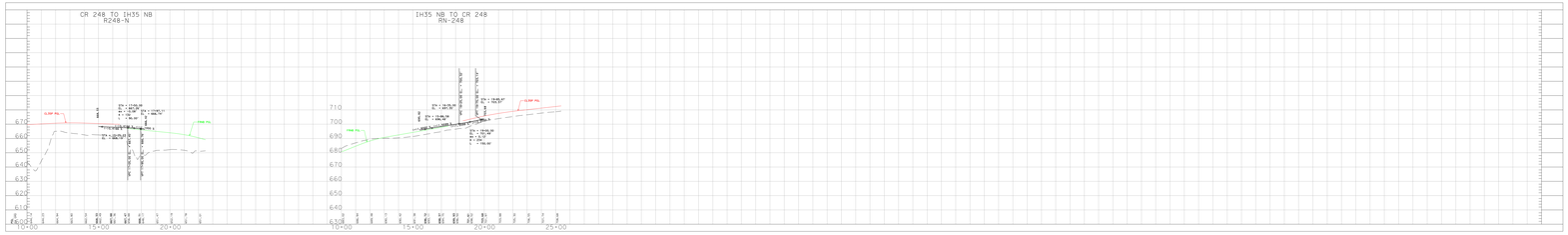
- Backslopes
- Bridge
- Drainage Route/Surface Flt.
- Median and Driver Connectors
- Future Roadway Rdy (others)
- Edge of Shoulder
- Edge of Lane
- Edge of Lane Existing
- Edge of Lane
- Edge of Shoulder
- Proposed Retaining Wall
- CONDUITS
- OVERHEAD ELECTRIC
- OVERHEAD TELEPHONE
- Irrigation Ditch
- Parcel Corner
- Traffic Direction
- Existing Pavement Removal
- Existing Right-of-Way
- Preliminary Proposed Control-of-Access
- Preliminary Proposed Right-of-Way
- Proposed Drainage
- City Limits
- Approximate Structure Limits and Ramp / Excess

NOTES:
1. ALL EXISTING CULVERT CROSSING MUST SHOWN IN PROFILE TO REACH THE SAME SIZE AND TYPE AS PROPOSED UNLESS REQUIRED BY THE SUBMITTED DESIGN.
REVISED: CD: CORRIDOR ORCHARD
IMPACT ANALYSIS MAY 2016

Projected Design Hour
Traffic Volume
(veh/ hour)

Orientation: Orientation: EB=WB=NB=SB=NB

Design Speed: 70 MPH
Design Heavy Truck Speed: 55 MPH
DESIGN SPEED
Mainlanes 70 MPH
Frontage Roads 30 MPH
Ramps 30 MPH
Surface Streets 35 MPH



ROLL 21 of 23

TEXAS DEPARTMENT OF TRANSPORTATION
WICHITA FALLS DISTRICT

PRELIMINARY 100% DESIGN SCHEMATIC

IH 35

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

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

PREPARED BY JACOBS ENGINEERING GROUP, INC.
FIRM #2966
UNDER THE SUPERVISION OF
SCOTT YATES, PE 81176

NOT INTENDED FOR CONSTRUCTION, BIDDING, OR PERMIT PURPOSES

Texas Department of Transportation
Wichita Falls District

Scott A. Yates
Texas Department of Transportation
Wichita Falls District
Date: 2016.05.31 08:00:00 -05'00'

DATE SUBMITTED

DATE REVISED

DATE APPROVED

JACOBS

TEXAS DEPARTMENT OF TRANSPORTATION
WICHITA FALLS DISTRICT

PRELIMINARY 100% DESIGN SCHEMATIC

IH 35

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0194-02-081
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SCOTT YATES, PE 81176

NOT INTENDED FOR CONSTRUCTION, BIDDING, OR PERMIT PURPOSES

Texas Department of Transportation
Wichita Falls District

Scott A. Yates
Texas Department of Transportation
Wichita Falls District
Date: 2016.05.31 08:00:00 -05'00'

DATE SUBMITTED

DATE REVISED

DATE APPROVED

JACOBS

ROLL 21 of 23

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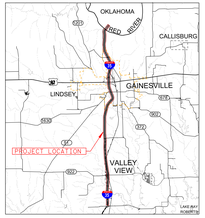

Location / Key Map

Legend:

- Backslopes
- Bridge
- Drainage Route Surface Pt.
- Median and Ditch Centerline
- Future Roadway Rip offsets
- Edge of Shoulder
- Edge of Lane
- Edge of Existing
- Edge of Lane
- Edge of Shoulder
- Proposed Retaining Wall
- CONDUITS
- OVERHEAD ELECTRIC
- OVERHEAD TELEPHONE
- Alignment Name
- Curve Contour
- Traffic Direction
- Existing Pavement Removal
- Existing Right-of-Way
- Preliminary Proposed Control-of-Access
- Preliminary Proposed Right-of-Way
- Proposed Pavement
- City Limits
- Approximate Structure Limits and Depth / Volumes

ROLL 22 of 23

TEXAS DEPARTMENT OF TRANSPORTATION
WICHITA FALLS DISTRICT
PRELIMINARY 100% DESIGN SCHEMATIC

IH 35

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

ALONG IH 35 FROM 3800' NORTH OF FM 3002
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PREPARED BY JACOBS ENGINEERING GROUP, INC.
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UNDER THE SUPERVISION OF
SCOTT YATES, PE 81176

NOT INTENDED FOR CONSTRUCTION, BIDDING, OR PERMIT PURPOSES

Texas Department of Transportation
Texas Department of Transportation
Texas Department of Transportation
Texas Department of Transportation

1" = 20 scale
1" = 40 scale
1" = 60 scale
1" = 80 scale
(BARS ONLY IN 1:20)

DATE SUBMITTED
DATE REVISED
DATE APPROVED

JACOBS

NOTES:
1. ALL EXISTING CULVERT CROSSING MAT DOWN IN PROFILE TO REMAIN THE SAME SIZE AND THE SAME LENGTH AS REQUIRED BY THE SUBMITTED REPORT.
REFERENCE: CD: CORRIDOR DRAINAGE SUMMARY ANALYSIS MAY 2016

Projected Design Hour
Traffic Volume
(Year 2035)

Directional Distribution 50-50 pct
Percent Trucks 15 pct
Design Heavy Trucks (DHT) 1.5 pct
DESIGN SPEED
Interstate 70 MPH
Frontage 50 MPH
Frontage Roads 40 MPH
Surface Streets 35 MPH

CROSS OVER STA 175+00
L-175

FM 1202

FM 372

BNSF RAILROAD

US 82

FM 51

FM 1306

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TEXAS DEPARTMENT OF TRANSPORTATION
WICHITA FALLS DISTRICT
PRELIMINARY 100% DESIGN SCHEMATIC

IH 35

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

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

PREPARED BY JACOBS ENGINEERING GROUP, INC.
FIRM #2966
UNDER THE SUPERVISION OF
SCOTT YATES, PE 81176

NOT INTENDED FOR CONSTRUCTION, BIDDING, OR PERMIT PURPOSES

ROLL 22 of 23

DATE SUBMITTED
DATE REVISED
DATE APPROVED

JACOBS

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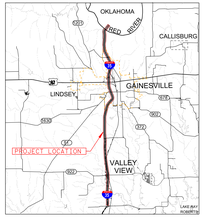

Location / Key Map

Legend:

- Backslopes
- Bridge
- Drainage Route/Surface Flt.
- Roads and Street Centerlines
- Future Roadway Rw offsets
  - Edge of Shoulder
  - Edge of Lane
- Existing Roadway Curbing
  - Edge of Lane
  - Edge of Shoulder
- Proposed Retaining Wall
- CONDUITS
- OVERHEAD ELECTRIC
- OVERHEAD TELEPHONE
- Irrigation Ditch
- Survey Centerline
- Traffic Direction
- Existing Pavement Removal
- Existing Right-of-Way
- Preliminary Proposed Control-of-Access
- Preliminary Proposed Right-of-Way
- Proposed Pavement Markings
- City Limits
- Approximate Structure Limits and Depth / Volumes

ROLL 23 of 23

TEXAS DEPARTMENT OF TRANSPORTATION
WICHITA FALLS DISTRICT
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Texas Department of Transportation
Texas Is Your Department of Transportation
Keep Texas Beautiful - Don't Mess With Texas

DATE SUBMITTED
DATE REVISED
DATE APPROVED

JACOBS

1" = 50 Horiz.
1" = 5 Vert.
DATE: 2022-11-10

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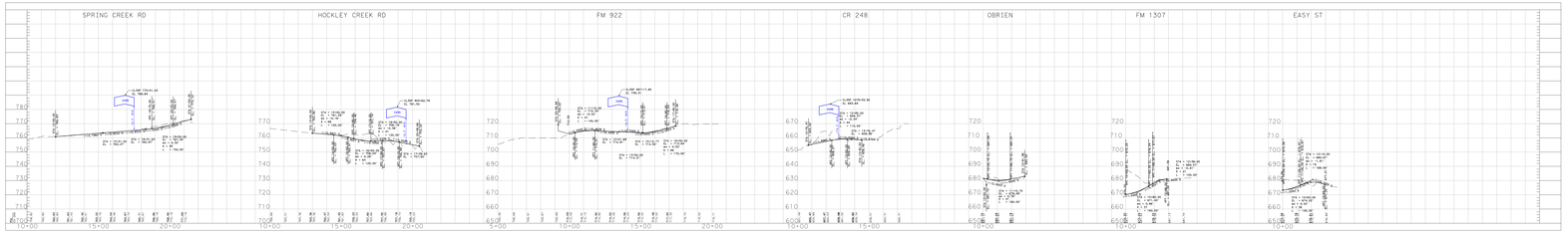
NOTES:
1. ALL EXISTING CULVERT CROSSING MUST SHOWN IN PROFILE TO REACH THE SAME SIZE AND TYPE AS PROPOSED UNLESS REQUIRED BY THE SUBMITTED DESIGN.
REFERENCE: CSJ CONVERSION ORCHARD
DATE: WEDNESDAY MAY 25th 2016

Projected Design Hour Traffic Volume (Year 2020)
Directional Distribution 50-50%
Design Speed 60 MPH
Design Vehicle Mix 20%
DESIGN SPEED
Interstate 70 MPH
Freeway 70 MPH
Frontage Roads 50 MPH
Surface Streets 35 MPH



TEXAS DEPARTMENT OF TRANSPORTATION
WICHITA FALLS DISTRICT
PRELIMINARY 100% DESIGN SCHEMATIC

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DATE SUBMITTED
DATE REVISED
DATE APPROVED

JACOBS

1" = 50 Horiz.
1" = 5 Vert.
DATE: 2022-11-10

ROLL 23 of 23

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