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Texas Department of Transportation

Dallas District
Design Schematic

Mohamed K. Bur, P.E.
Dallas District Engineer

IH 35E at FM 664

From: Red Oak Rd in Red Oak
To: Tater Brown Rd in Red Oak
CSJ: 0442-03-042
Functional Class: Interstate
Length: 1.98 Miles

FM 664

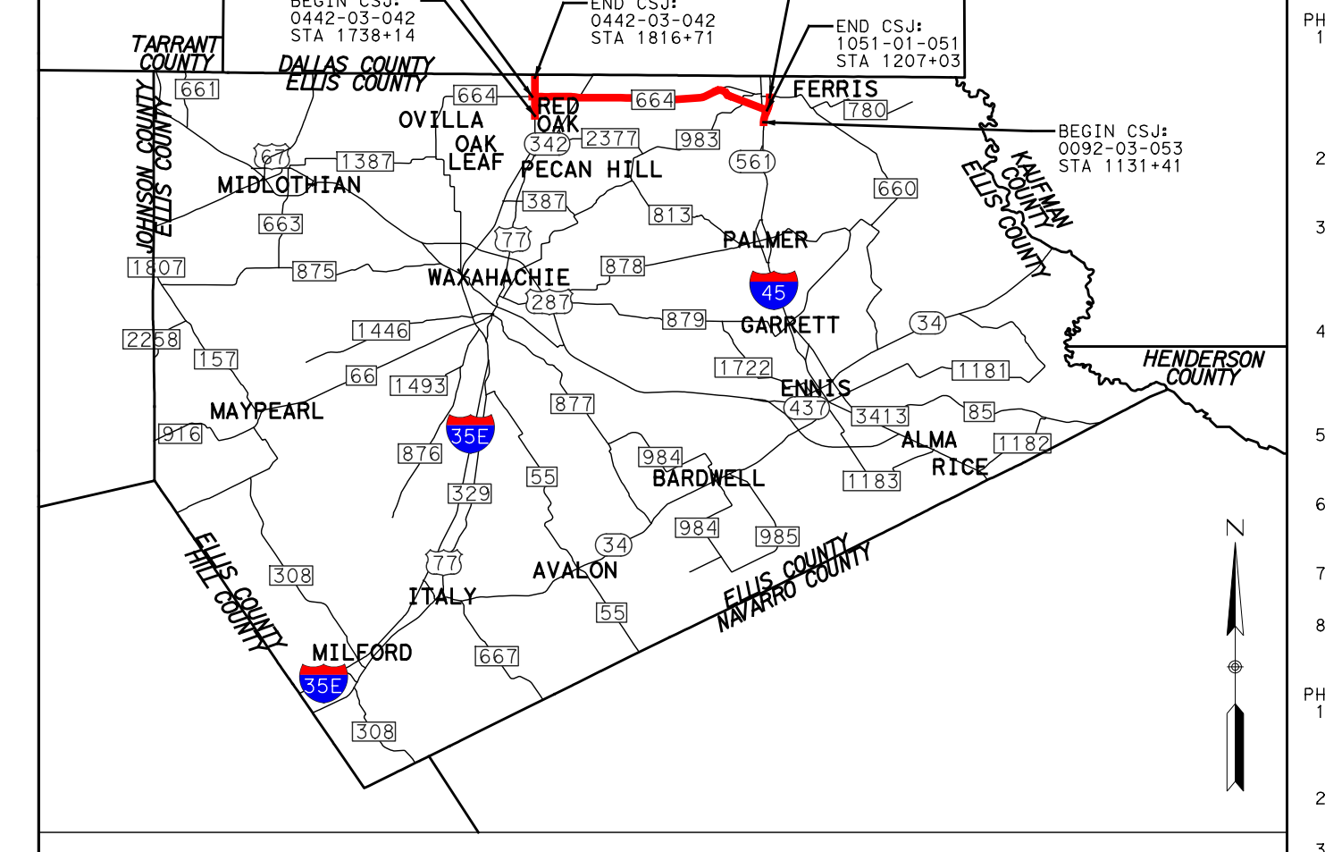
From: IH 35E in Red Oak
To: IH 45 in Ferris
CSJ: 1051-01-051
Functional Class: Principal Arterial
Length: 9.18 Miles

IH 45 at FM 664

From: Bus IH45 Crossover in Ferris
To: E 8th Street in Ferris
CSJ: 0092-03-053
Functional Class: Interstate
Length: 1.23 Miles

Ellis County
Total Project Length: 12.39 Miles

IH 35E / IH 45 Mainlanes:	70 mph
General Ramps:	50 mph
SPUI Ramps:	40 mph
Frontage Roads:	40 mph
FM 664	40 mph
Access Roads:	40 mph
Cross Streets:	30 mph
Jughandles:	20 mph


BEGIN CSJ: 1051-01-051 STA 680+90
BEGIN CSJ: 0442-03-042 STA 1738+14
END CSJ: 0442-03-042 STA 1816+71
END CSJ: 0092-03-053 STA 1197+12
END CSJ: 1051-01-051 STA 1207+03
BEGIN CSJ: 0092-03-053 STA 1131+41
TARRANT COUNTY
DALLAS COUNTY
ELLIS COUNTY
JOHNSON COUNTY
KAUFMAN COUNTY
HENDERSON COUNTY
HILL COUNTY
NAVARRO COUNTY
OVILLA
RED OAK
OAK LEAF
PECAN HILL
FERRIS
MIDLOTHIAN
WAXAHACHIE
PALMER
GARRETT
ENNIS
MAYPEARL
ALMA
RICE
BARDWELL
ITALY
AVALON
MILFORD
N

Scale: Horizontal 1"=200'
Scale: Vertical 1"=20'

MAY 2019

PRELIMINARY
SUBJECT TO REVISIONS

SCHEMATIC PREPARED BY:
M. SHANE WALTERS — NAME
100195 — P.E. NUMBER
MAY 2019 — DATE

NOT INTENDED FOR CONSTRUCTION, BIDDING, OR PERMIT PURPOSES

ROLL 1 OF 8

HDR
Firm Registration No. F-754
17111 Preston Road, Suite 300
Dallas, Texas 75248-1229
972.960.4400

LEGEND:

- 🟩 PROPOSED MAINLANES
- PROPOSED FRONTAGE ROADS
- PROPOSED RAMPS
- PROPOSED SPUI RAMPS
- PROPOSED CROSS STREETS / DRIVEWAYS
- PROPOSED ACCESS ROADS
- PROPOSED BRIDGE STRUCTURES
- PROPOSED SIDEWALK
- PROJECT BY OTHERS
- DISPLACEMENT
- FLOODPLAIN
- PAVEMENT REMOVAL
- APPARENT EXISTING ROW
- PROPOSED ROW
- PROPOSED CONTROL OF ACCESS
- EXISTING DRAINAGE EASEMENT
- PROPOSED DRAINAGE EASEMENT
- PROPOSED CENTERLINE/BASELINE
- PROPOSED RETAINING WALL
- PROPOSED CULVERT
- EXISTING CULVERT
- FLOW DIRECTION
- CITY/UNINCORPORATED LIMITS
- PROPERTY LINES
- XX-X CURVE NUMBER
- (XX) PROPERTY OWNERSHIP LABELS

NOTES:

1. EXISTING FEATURES WERE NOT FIELD SURVEYED. SCHEMATICS ARE BASED ON AERIAL SURVEYS DATED SEPTEMBER 2017 AND RECORD PLANS.
2. MEDIAN OPENINGS WERE DETERMINED IN COORDINATION WITH LOCAL GOVERNMENT. FINAL LOCATION OF MEDIAN OPENINGS WILL BE DETERMINED IN THE PS&E DEVELOPMENT PHASE IN COORDINATION WITH THE LOCAL GOVERNMENTS.
3. SUPERELEVATION AXIS OF ROTATION IS ABOUT THE PGL.
4. DIMENSIONS ARE TO THE EDGE OF PAVEMENT OR NOMINAL FACE OF CURB, RAIL, BARRIER, OR WALL (UNLESS OTHERWISE NOTED).
5. APPROXIMATE 100 YEAR FLOODPLAIN LIMITS ARE BASED UPON FEMA FLOOD INSURANCE RATE MAPS.
6. EXISTING CULVERT LOCATIONS, SIZE, AND ELEVATIONS OBTAINED FROM RECORD DOCUMENTS AND ARE SHOWN FOR INFORMATIONAL PURPOSES ONLY.
7. EXISTING DRIVEWAYS WILL REMAIN UNLESS IT IS DETERMINED DURING DETAILED DESIGN STAGE AND COORDINATION WITH THE LOCAL GOVERNMENT THAT THE DRIVEWAY IS A SAFETY ISSUE AND/OR IS LOCATED WITHIN ACCESS DENIAL LIMITS SHOWN.
8. BUILDINGS ARE SHOWN AS POTENTIAL DISPLACEMENT IF THE PROPOSED ROW PHYSICALLY INTERSECTS THE EXISTING BUILDING STRUCTURE.
9. CURBS ON THE FRONTAGE ROAD AND CROSS STREETS ARE TYPE II (UNLESS NOTED OTHERWISE).
10. CONVENTIONAL ROADWAY SIGNAGE (SMALL SIGNS) ARE NOT SHOWN AND WILL BE DEVELOPED DURING THE PS&E PHASE OF THE PROJECT.
11. WB-62 DESIGN VEHICLE WAS USED IN EVALUATION OF TURNING MOVEMENTS.
12. TRAFFIC VOLUMES BASED ON TRAFFIC COUNTS AND GROWTH RATES PROVIDED BY TP&P. TRAFFIC VOLUMES APPROVED BY TXDOT TP&P (JULY 2018).
13. AS PER MUTCD REQUIREMENTS, A TRAFFIC SIGNAL WARRANT ANALYSIS WILL BE REQUIRED AFTER INTERSECTIONS ARE CONSTRUCTED TO JUSTIFY THE INSTALLATION OF TRAFFIC SIGNALS.
14. OWNERSHIP INFORMATION SHOWN ON SCHEMATIC OBTAINED FROM ELLIS COUNTY APPRAISAL DISTRICT (MARCH 2018).

TRAFFIC CONTROL PLAN:

IH 35E CORRIDOR

PHASE 1:
1. CONSTRUCT 2-6'X3' DRAINAGE STRUCTURE UNDER IH 35E MAINLANES AND FRONTAGE ROADS USING JACK AND BORE AND CUT & RESTORE TECHNIQUES RESPECTIVELY. CONSTRUCT 2-4'X3' DRAINAGE STRUCTURE UNDER FM 664 (OVILLA RD) AND 2-4'X2' STRUCTURE UNDER E. OVILLA AVE. USING JACK AND BORE AND CUT & RESTORE TECHNIQUES RESPECTIVELY.
2. REDUCE EXISTING IH 35E NB AND SB FRONTAGE ROAD TRAFFIC TO INSIDE 11' LANE AND CONSTRUCT OUTSIDE 1 OR 2 LANES AS SHOWN LEAVING OUT AREA NEAR FM 664.
3. NORTON (JUG HANDLE AT NW QUADRANT) TRAFFIC IN ONE-LANE WB DIRECTION ONLY (EB CONNECTION TO IH 35E SB FRONTAGE ROAD CLOSED AS IN PROPOSED FINAL CONDITION). CONSTRUCT PORTION OF NEW NORTON FROM IH 35E SB FRONTAGE ROAD TO FM 664 FOR ONE-LANE TRAFFIC NEXT PHASE.
4. PLAZA DRIVE (JUG HANDLE AT SW QUADRANT) TRAFFIC IN ONE-LANE FOR FM 664 TO IH 35E SB FRONTAGE ROAD CONNECTION ONLY. CONNECTION FROM SB FRONTAGE ROAD BACK TO FM 664 CLOSED. CONSTRUCT PORTION OF NEW PLAZA DRIVE FOR ONE-LANE TRAFFIC NEXT PHASE.
5. E OVILLA AVE (JUG HANDLE AT NE QUADRANT) TRAFFIC MAINTAINED IN CURRENT POSITION. CONSTRUCT PORTION OF NEW E. OVILLA AVE FOR ONE-LANE TRAFFIC NEXT PHASE.
6. ON FM 664 (FROM BEGIN PROJECT TO JUG HANDLES WEST SIDE OF IH-35), SHIFT EXISTING 2 EB & 2 WB LANES SOUTH AND BUILD PROPOSED 2 WB OUTSIDE LANES AND 1 EB LANE.
7. ON FM 664 (FROM E OVILLA AVE TO NEAR S RYAN DR), SHIFT EXISTING 2 EB & 2 WB LANES SOUTH AND BUILD PROPOSED 2 WB OUTSIDE LANES.
8. CONSTRUCT TEMPORARY DRIVEWAY CONNECTIONS AS NEEDED FROM PROPOSED PAVEMENT TO EXISTING TRAFFIC LANES.

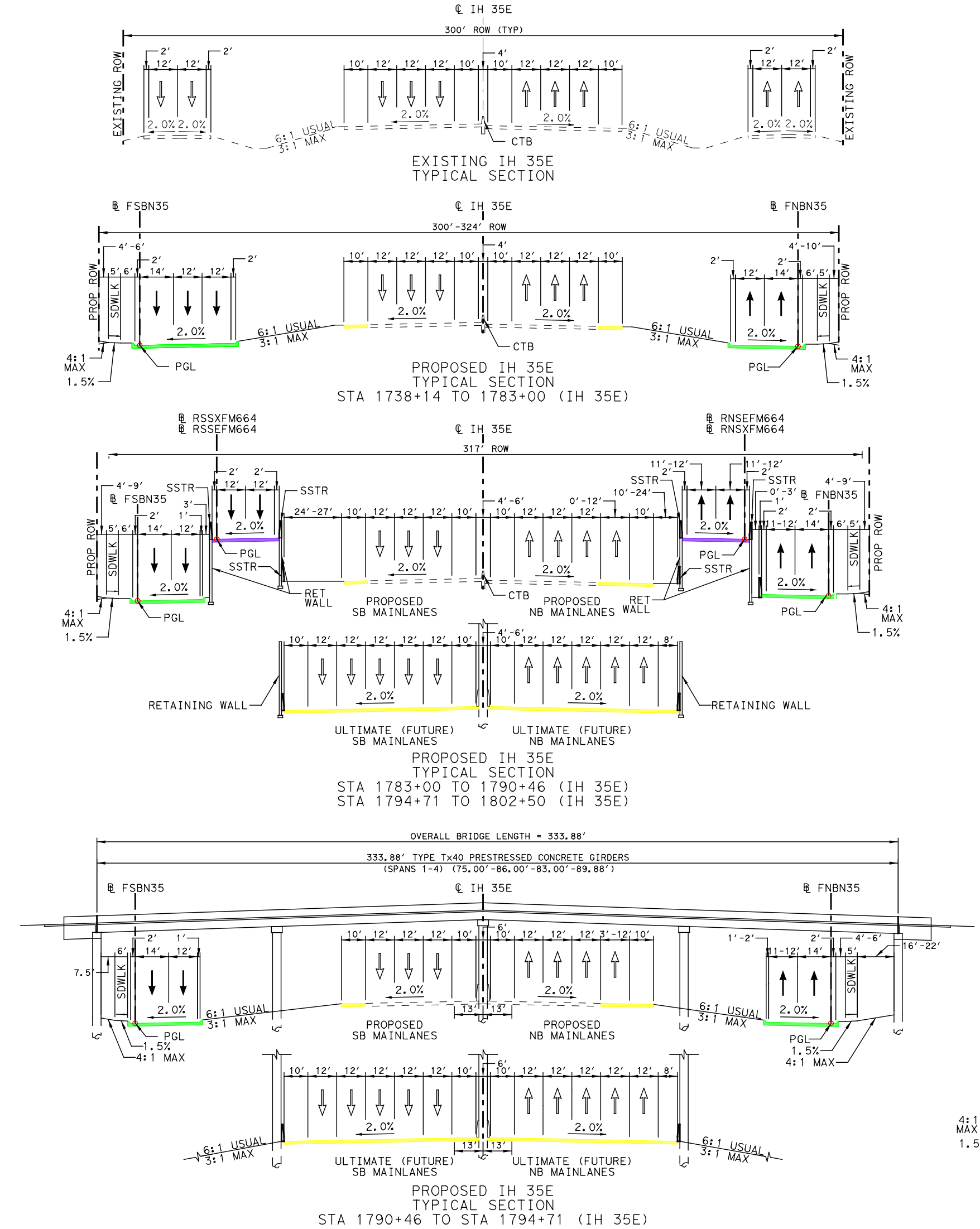
PHASE 2:
1. CONSTRUCT OUTSIDE PORTIONS OF FM 664 BRIDGE OVER IH 35E, KEEPING TRAFFIC ON EXISTING BRIDGE. CONSTRUCT TEMPORARY SHORING AND 2 WB OUTSIDE LANES ON FM 664 BRIDGE APPROACHES BETWEEN JUG HANDLES.
2. CONSTRUCT SPUI RAMPS AND ASSOCIATED RETAINING WALLS LEADING UP TO ALL FOUR CORNERS OF FM 664 BRIDGE.
3. CONSTRUCT REMAINING NB FRONTAGE ROAD FROM BEGINNING OF PROJECT TO EXISTING NB EXIT RAMP WITH TRAFFIC ON OUTSIDE LANE BUILT IN PHASE 1.
4. CONSTRUCT NEW IH 35E NB EXIT RAMP TO FM 664.
5. CONSTRUCT REMAINING IH 35E SB FRONTAGE ROAD FROM BEGINNING OF PROJECT TO EXISTING SB ENTRANCE RAMP WITH TRAFFIC ON OUTSIDE LANE BUILT IN PHASE 1.
6. CONSTRUCT PROPOSED ENTRANCE RAMP FROM FM 664 TO IH 35E SB.
7. CONSTRUCT REMAINDER OF IH 35E NB & SB FRONTAGE ROADS NORTH OF FM 664 WITH TRAFFIC ON OUTSIDE LANES BUILT IN PHASE 1.
8. CONSTRUCT REMAINDER OF PLAZA DR (JUG HANDLE AT SW QUADRANT).

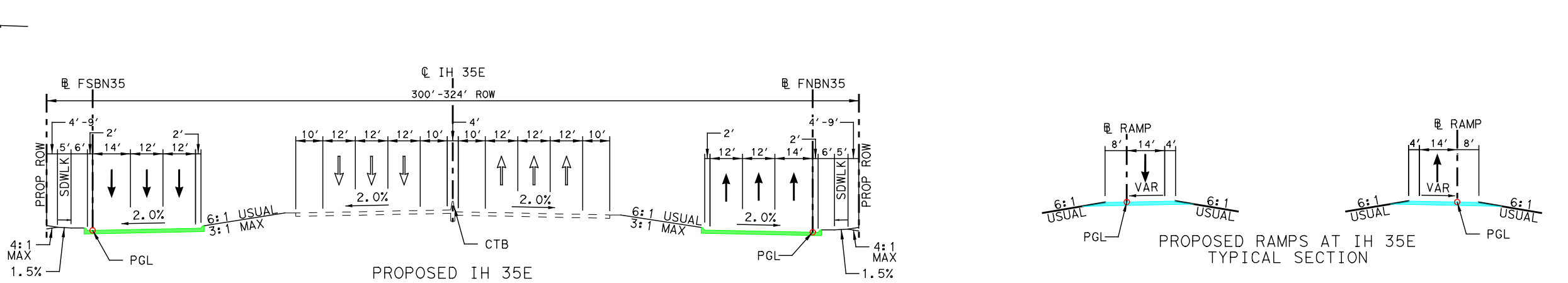
PHASE 3:
1. CONSTRUCT REMAINING E OVILLA AVE (NW JUG HANDLE) WHILE TRAFFIC MOVED TO PREVIOUSLY CONSTRUCTED OUTSIDE LANE.
2. CONSTRUCT PAVEMENT APPROACHES TO SPUI RAMPS ON SOUTH SIDE OF FM 664.
3. CONSTRUCT NB ENTRANCE RAMP FROM RED OAK TO IH 35E.
4. CLOSE EXISTING NB ENTRANCE RAMP JUST NORTH OF FM 664. CONSTRUCT SPUI RAMP AND ASSOCIATED RETAINING WALLS.

PHASE 4:
1. WB FM 664 TRAFFIC MOVED TO NEW BRIDGE OVER IH 35E. EB TRAFFIC KEPT ON EXISTING BRIDGE. COMPLETE OUTSIDE APPROACHES AND ASSOCIATED RETAINING WALLS TO EB SIDE OF FM 664 BRIDGE.
2. SPUI RAMPS AND U-TURN ON NORTH SIDE OF FM 664 OPEN TO TRAFFIC.

PHASE 5:
1. SHIFT EB FM 664 TRAFFIC TO OUTSIDE OF NEW FM 664 BRIDGE OVER IH 35E. REMOVE EXISTING FM 664 BRIDGE AND COMPLETE CONSTRUCTION OF FM 664 BRIDGE AND APPROACHES.

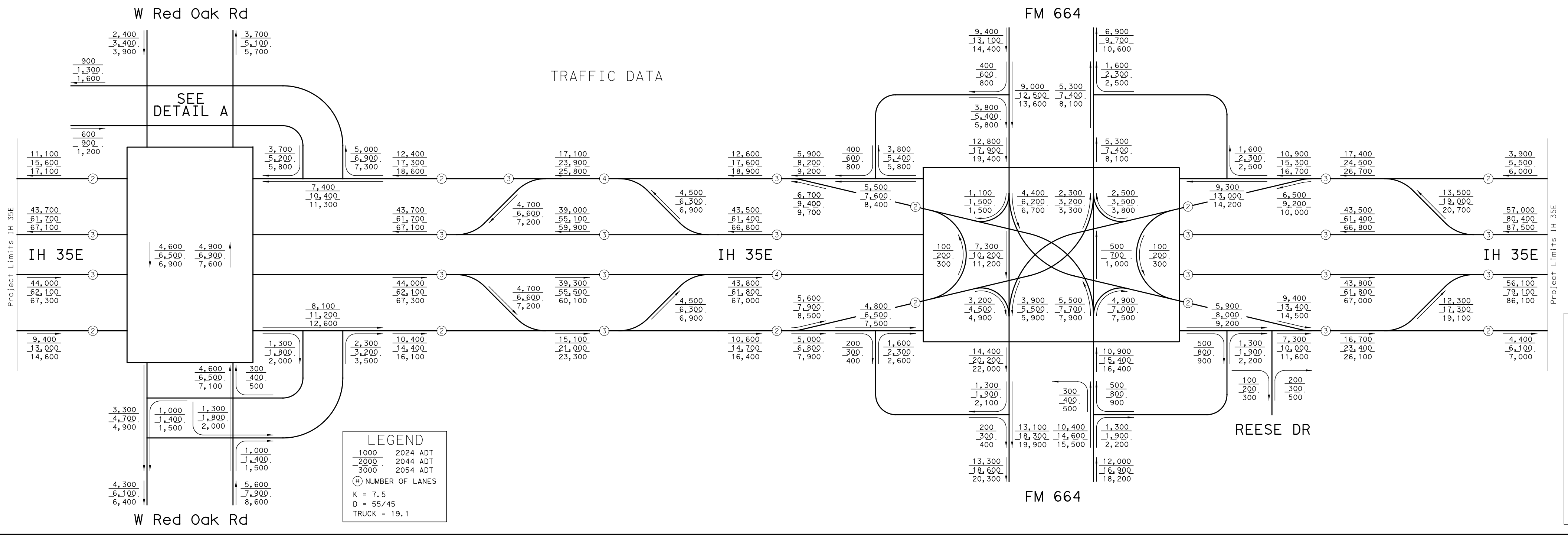
PHASE 6:
1. SHIFT EB AND WB FM 664 TRAFFIC TO OUTSIDE NEW PAVEMENT AND CONSTRUCT REMAINING INSIDE TRAFFIC LANES FROM BEGINNING OF PROJECT TO NEAR S RYAN DRIVE.
2. SPUI INTERSECTION OPERATIONAL.
3. COMPLETE FRONTAGE ROAD CONSTRUCTION UNDER FM 664.

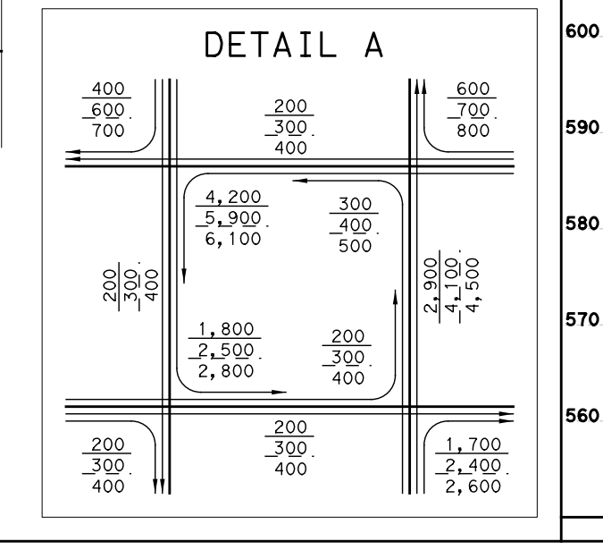

℄ IH 35E
300' ROW (TYP)
EXISTING ROW
EXISTING IH 35E TYPICAL SECTION
℄ FSBN35
℄ FNBN35
300'-324' ROW
PROP ROW
SDWLK
PGL
CTB
6:1 USUAL
3:1 MAX
4:1 MAX
1.5%
2.0%
PROPOSED IH 35E TYPICAL SECTION
STA 1738+14 TO 1783+00 (IH 35E)
℄ RSSXFM664
℄ RSSEFM664
℄ RSNEFM664
℄ RSNXFM664
317' ROW
SSTR
RET WALL
PROPOSED SB MAINLANES
PROPOSED NB MAINLANES
RETAINING WALL
ULTIMATE (FUTURE) SB MAINLANES
ULTIMATE (FUTURE) NB MAINLANES
PROPOSED IH 35E TYPICAL SECTION
STA 1783+00 TO 1790+46 (IH 35E)
STA 1794+71 TO 1802+50 (IH 35E)
OVERALL BRIDGE LENGTH = 333.88'
333.88' TYPE Tx40 PRESTRESSED CONCRETE GIRDERS
(SPANS 1-4) (75.00'-86.00'-83.00'-89.88')
PROPOSED IH 35E TYPICAL SECTION
STA 1790+46 TO STA 1794+71 (IH 35E)


℄ FSBN35
℄ IH 35E
℄ FNBN35
300'-324' ROW
CTB
PGL
PROPOSED IH 35E TYPICAL SECTION
STA 1802+50 TO 1816+71 (IH 35E)
℄ RAMP
VAR
6:1 USUAL
PROPOSED RAMPS AT IH 35E TYPICAL SECTION

CURVE DATA

ROADWAY	CURVE NAME	DELTA	DEGREE	TANGENT	LENGTH	RADIUS	BACK BEARING	AHEAD BEARING	PI STATION	PC STATION	PT STATION
MAINLANES											
CIH35											
FRONTAGE ROADS											
FNBN35	FNBN35-1	1° 00' 47.91" LT	0° 59' 52.84"	50.77'	101.53'	5,741.00'	N 0° 08' 21.52" E	N 0° 52' 26.40" W	2755+40.28	2754+89.51	2755+91.05
	FNBN35-2	2° 10' 38.94" LT	3° 49' 10.99"	28.51'	57.01'	1,500.00'	N 0° 52' 26.40" W	N 3° 03' 05.33" W	2759+27.18	2758+98.67	2759+55.67
	FNBN35-3	2° 01' 40.59" RT	3° 49' 10.99"	26.55'	53.09'	1,500.00'	N 3° 03' 05.33" W	N 1° 01' 24.74" W	2760+11.65	2759+85.10	2760+38.19
	FNBN35-4	2° 40' 53.46" RT	3° 49' 10.99"	35.11'	70.20'	1,500.00'	N 1° 01' 24.74" W	N 1° 39' 28.72" E	2771+26.78	2770+91.68	2771+61.88
	FNBN35-5	2° 31' 55.12" LT	3° 49' 10.99"	33.15'	66.29'	1,500.00'	N 1° 39' 28.72" E	N 0° 52' 26.40" W	2772+87.95	2772+54.80	2773+21.09
	FNBN35-6	0° 30' 42.44" RT	3° 49' 10.99"	6.70'	13.40'	1,500.00'	N 0° 52' 26.40" W	N 0° 21' 43.95" W	2780+52.60	2780+45.90	2780+59.30
	FNBN35-7	0° 46' 41.98" LT	3° 49' 10.99"	10.19'	20.38'	1,500.00'	N 0° 21' 43.95" W	N 1° 08' 25.93" W	2782+55.94	2782+45.76	2782+66.13
	FNBN35-8	3° 05' 36.86" RT	3° 49' 10.99"	40.50'	80.99'	1,500.00'	N 1° 08' 25.93" W	N 1° 57' 10.93" E	2791+56.96	2791+16.45	2791+97.44
	FNBN35-9	3° 05' 36.86" LT	3° 49' 10.99"	40.50'	80.99'	1,500.00'	N 1° 57' 10.93" E	N 1° 08' 25.93" W	2792+86.65	2792+46.14	2793+27.13
	FNBN35-10	2° 40' 07.76" LT	3° 49' 10.99"	34.94'	69.87'	1,500.00'	N 1° 08' 25.93" W	N 3° 48' 33.69" W	2803+06.37	2802+71.42	2803+41.29
	FNBN35-11	2° 40' 07.76" RT	3° 49' 10.99"	34.94'	69.87'	1,500.00'	N 3° 48' 33.69" W	N 1° 08' 25.93" W	2806+49.97	2806+15.03	2806+84.90
	FNBN35-12	1° 17' 18.45" RT	3° 49' 10.99"	16.87'	33.73'	1,500.00'	N 1° 08' 25.93" W	N 0° 08' 52.51" E	2815+54.21	2815+37.35	2815+71.08
FSBN35	FSBN35-1	3° 00' 54.90" LT	3° 49' 10.99"	39.48'	78.94'	1,500.00'	N 1° 26' 13.87" W	N 4° 27' 08.77" W	3750+57.96	3750+18.48	3750+97.42
	FSBN35-2	1° 51' 33.86" RT	0° 42' 58.31"	129.82'	259.62'	8,000.00'	N 4° 27' 08.77" W	N 2° 35' 34.91" W	3752+70.20	3751+40.38	3754+00.00
	FSBN35-3	1° 43' 08.52" RT	0° 59' 44.72"	86.32'	172.64'	5,754.00'	N 2° 35' 34.91" W	N 0° 52' 26.40" W	3755+04.73	3754+18.41	3755+91.05
	FSBN35-4	5° 29' 14.04" RT	3° 49' 10.99"	71.88'	143.66'	1,500.00'	N 0° 52' 26.40" W	N 4° 36' 47.64" E	3760+71.73	3759+99.84	3761+43.50
	FSBN35-5	5° 29' 14.04" LT	3° 49' 10.99"	71.88'	143.66'	1,500.00'	N 4° 36' 47.64" E	N 0° 52' 26.40" W	3762+49.40	3761+77.51	3763+21.17
	FSBN35-6	4° 59' 16.96" LT	3° 49' 10.99"	65.33'	130.59'	1,500.00'	N 0° 52' 26.40" W	N 5° 51' 43.36" W	3770+87.47	3770+22.13	3771+52.72
	FSBN35-7	4° 59' 16.96" RT	3° 49' 10.99"	65.33'	130.59'	1,500.00'	N 5° 51' 43.36" W	N 0° 52' 26.40" W	3772+71.40	3772+06.07	3773+36.66
	FSBN35-8	0° 39' 00.77" RT	0° 43' 13.55"	45.13'	90.25'	7,953.00'	N 0° 52' 26.40" W	N 0° 13' 25.62" W	3777+53.35	3777+08.22	3777+98.48
	FSBN35-9	0° 55' 00.31" LT	3° 49' 10.99"	12.00'	24.00'	1,500.00'	N 0° 13' 25.62" W	N 1° 08' 25.93" W	3780+13.08	3780+01.08	3780+25.08
	FSBN35-10	3° 52' 32.72" RT	3° 49' 10.99"	50.75'	101.47'	1,500.00'	N 1° 08' 25.93" W	N 2° 44' 06.79" E	3803+21.66	3802+70.91	3803+72.37
	FSBN35-11	3° 52' 32.95" LT	3° 49' 10.99"	50.75'	101.47'	1,500.00'	N 2° 44' 06.79" E	N 1° 08' 26.16" W	3805+70.24	3805+19.48	3806+20.95
	FSBN35-12	2° 49' 00.02" LT	0° 43' 02.83"	196.34'	392.59'	7,986.00'	N 1° 08' 26.16" W	N 3° 57' 26.18" W	3816+48.92	3814+52.58	3818+45.17
RAMPS											
RNECENWA	RNECENWA-1	6° 06' 16.73" LT	5° 27' 24.27"	55.99'	111.87'	1,050.00'	N 0° 38' 00.03" W	N 6° 44' 16.76" W	10+55.99	10+00.00	11+11.87
	RNECENWA-2	5° 51' 50.36" RT	5° 27' 24.27"	53.78'	107.46'	1,050.00'	N 6° 44' 16.76" W	N 0° 52' 26.40" W	11+65.65	11+11.87	12+19.34
	RNECENWA-3	4° 10' 49.30" LT	0° 43' 30.95"	288.32'	576.39'	7,900.00'	N 0° 52' 26.40" W	N 5° 03' 15.69" W	18+93.86	16+05.53	21+81.93
	RNECENWA-4	3° 54' 49.76" RT	1° 00' 18.68"	194.76'	389.36'	5,700.00'	N 5° 03' 15.69" W	N 1° 08' 25.93" W	23+76.68	21+81.93	25+71.29
RNXMARLN	RNXMARLN-1	4° 42' 49.62" RT	1° 00' 18.68"	234.60'	468.94'	5,700.00'	N 0° 52' 26.40" W	N 3° 50' 23.22" E	12+34.60	10+00.00	14+68.94
	RNXMARLN-2	4° 42' 49.62" LT	0° 43' 30.95"	325.15'	649.94'	7,900.00'	N 3° 50' 23.22" E	N 0° 52' 26.40" W	17+94.10	14+68.94	21+18.89
	RNXMARLN-3	6° 29' 27.40" RT	5° 27' 24.27"	59.54'	118.95'	1,050.00'	N 0° 52' 26.40" W	N 5° 37' 01.01" E	24+66.59	24+07.05	25+26.01
	RNXMARLN-4	6° 38' 25.75" LT	5° 27' 24.27"	60.91'	121.69'	1,050.00'	N 5° 37' 01.01" E	N 1° 01' 24.74" W	25+86.92	25+26.01	26+47.70
RSEBALDW	RSEBALDW-1	4° 03' 08.16" LT	1° 00' 18.68"	201.65'	403.13'	5,700.00'	N 0° 52' 26.40" W	N 4° 55' 34.56" W	12+01.65	10+00.00	14+03.13
	RSEBALDW-2	4° 03' 08.16" RT	0° 43' 30.95"	279.48'	558.73'	7,900.00'	N 4° 55' 34.56" W	N 0° 52' 26.40" W	16+82.62	14+03.13	19+61.87
	RSEBALDW-3	1° 28' 45.88" LT	3° 49' 10.99"	19.37'	38.73'	1,500.00'	N 0° 52' 26.40" W	N 2° 21' 12.28" W	23+57.02	23+37.66	23+76.39
	RSEBALDW-4	1° 28' 45.88" RT	3° 49' 10.99"	19.37'	38.73'	1,500.00'	N 2° 21' 12.28" W	N 0° 52' 26.40" W	23+95.76	23+76.39	24+15.12
RSXBALDW	RSXBALDW-1	1° 28' 45.88" RT	3° 49' 10.99"	19.37'	38.73'	1,500.00'	N 0° 52' 26.40" W	N 0° 36' 19.49" E	12+55.90	12+36.54	12+75.27
	RSXBALDW-2	1° 28' 45.88" LT	3° 49' 10.99"	19.37'	38.73'	1,500.00'	N 0° 36' 19.49" E	N 0° 52' 26.40" W	12+94.63	12+75.27	13+14.00
	RSXBALDW-3	4° 34' 14.77" RT	0° 43' 30.95"	315.28'	630.22'	7,900.00'	N 0° 52' 26.40" W	N 3° 41' 48.38" E	20+00.85	16+85.57	23+15.79
	RSXBALDW-4	4° 55' 42.36" LT	1° 00' 18.68"	245.30'	490.30'	5,700.00'	N 3° 41' 48.38" E	N 1° 13' 53.98" W	25+61.09	23+15.79	28+06.09
RNSEFM664	RNSEFM664-1	7° 20' 49.86" LT	5° 27' 24.27"	67.41'	134.64'	1,050.00'	N 0° 52' 26.40" W	N 8° 13' 16.26" W	10+67.41	10+00.00	11+34.64
	RNSEFM664-2	7° 04' 50.33" RT	5° 27' 24.27"	64.96'	129.76'	1,050.00'	N 8° 13' 16.26" W	N 1° 08' 25.93" W	11+99.61	11+34.64	12+64.40
RNSXFM664	RNSXFM664-1	2° 40' 07.76" LT	5° 23' 42.30"	24.74'	49.47'	1,062.00'	N 1° 08' 25.93" W	N 3° 48' 33.69" W	22+58.03	22+33.29	22+82.75
RSSEFM664	RSSEFM664-1	4° 09' 48.00" LT	3° 52' 54.58"	53.65'	107.25'	1,476.00'	N 1° 08' 25.93" W	N 5° 18' 13.93" W	20+61.46	20+07.81	21+15.06
	RSSEFM664-2	4° 09' 48.00" RT	3° 45' 34.44"	55.39'	110.74'	1,524.00'	N 5° 18' 13.93" W	N 1° 08' 25.93" W	21+99.15	21+43.76	22+54.50
RSSXFM664	RSSXFM664-1	4° 26' 21.58" RT	3° 49' 10.99"	58.14'	116.22'	1,500.00'	N 1° 08' 25.93" W	N 3° 17' 55.65" E	10+58.14	10+00.00	11+16.22
	RSSXFM664-2	4° 26' 21.58" LT	3° 49' 10.99"	58.14'	116.22'	1,500.00'	N 3° 17' 55.65" E	N 1° 08' 25.93" W	11+74.36	11+16.22	12+32.44
JUGHANDLES											
JHNE	JHNE-1	56° 14' 12.00" RT	76° 23' 39.74"	40.08'	73.61'	75.00'	S 89° 20' 05.30" E	S 33° 05' 53.30" E	15+31.70	14+91.62	15+65.24
	JHNE-2	56° 14' 12.00" LT	45° 50' 11.84"	66.80'	122.69'	125.00'	S 33° 05' 53.30" E	S 89° 20' 05.30" E	16+32.03	15+65.24	16+87.93
JHNW	JHNW-1	32° 58' 18.47" LT	106° 06' 11.86"	15.98'	31.08'	54.00'	N 83° 05' 29.97" E	N 50° 07' 11.50" E	10+15.98	10+00.00	10+31.08
	JHNW-2	38° 29' 19.01" RT	40° 20' 56.91"	49.57'	95.39'	142.00'	N 50° 07' 11.50" E	N 88° 36' 30.51" E	11+25.48	10+75.91	11+71.30
JHSW	JHSW-1	89° 21' 15.13" LT	61° 36' 30.11"	91.96'	145.04'	93.00'	S 1° 37' 20.91" E	N 89° 01' 23.96" E	13+09.32	12+17.36	13+62.39


TRAFFIC DATA
W Red Oak Rd
FM 664
IH 35E
REESE DR
SEE DETAIL A
Project Limits IH 35E
LEGEND
1000 2024 ADT
2000 2044 ADT
3000 2054 ADT
ⓝ NUMBER OF LANES
K = 7.5
D = 55/45
TRUCK = 19.1



SUPERELEVATION DATA

CROSS SLOPE & SUPERELEVATION RATES - (CIH35)

STATION LIMITS			SUPERELEVATION RATE (%)
1738+14	TO	1816+71	NORMAL CROWN

CROSS SLOPE & SUPERELEVATION RATES - (FNBN35)

STATION LIMITS			SUPERELEVATION RATE (%)
2750+59	TO	2816+71	NORMAL CROWN

CROSS SLOPE & SUPERELEVATION RATES - (FSBN35)

STATION LIMITS			SUPERELEVATION RATE (%)
3752+58	TO	3811+20	NORMAL CROWN

SUPERELEVATION DATA

CROSS SLOPE & SUPERELEVATION RATES - (RNECENWA)

STATION LIMITS			SUPERELEVATION RATE (%)
12+19	TO	17+83	2.00%

CROSS SLOPE & SUPERELEVATION RATES - (RNXMARLN)

STATION LIMITS			SUPERELEVATION RATE (%)
19+41	TO	24+07	2.00%

CROSS SLOPE & SUPERELEVATION RATES - (RSEBALDW)

STATION LIMITS			SUPERELEVATION RATE (%)
17+84	TO	23+38	2.00%

SUPERELEVATION DATA

CROSS SLOPE & SUPERELEVATION RATES - (RSXBALDW)

STATION LIMITS			SUPERELEVATION RATE (%)
13+14	TO	18+63	2.00%

CROSS SLOPE & SUPERELEVATION RATES - (RNSEFM664)

STATION LIMITS			SUPERELEVATION RATE (%)
12+64	TO	22+60	2.00%

CROSS SLOPE & SUPERELEVATION RATES - (RNSXFM664)

STATION LIMITS			SUPERELEVATION RATE (%)
10+00	TO	20+09	2.00%

SUPERELEVATION DATA

CROSS SLOPE & SUPERELEVATION RATES - (RSSEFM664)

STATION LIMITS			SUPERELEVATION RATE (%)
10+00	TO	20+08	2.00%

CROSS SLOPE & SUPERELEVATION RATES - (RSSXFM664)

STATION LIMITS			SUPERELEVATION RATE (%)
12+32	TO	22+22	2.00%

OWNERSHIP DATA

ID	OWNER NAME	ADDRESS
S1	WBB TRAILERS LP &	319 N INTERSTATE 35
S2	ESTRADA JOSE LUIS	INTERSTATE 35
S3	CARBO SERGIO B	INTERSTATE 45
S4	TAMEZ ALFREDO B & FELIX B TAMEZ	301 N INTERSTATE 35
S5	BUTLER PHILLIP W	108 NORTON ST
S6	BUTLER PHILLIP W	1030 FM 664
S7	BELL DAVID & ERNEST BELL	FM 664
S8	BELL DAVID & ERNEST BELL	1205 BATCHLER RD
S9	NUFF LLC	FM 664
S10	TABIBI WASAE	321 N INTERSTATE 35
S11	ROSALES RIGOBERTO	INTERSTATE 35
S12	DAVIDSON CHARLIE & DALE WESTER	401 N INTERSTATE 35
S13	FONSECA JOSE L	405 N INTERSTATE 35
S14	FAUST CP	407 N INTERSTATE 35

OWNERSHIP DATA

ID	OWNER NAME	ADDRESS
E3	JUDO LLC	2505 OVILLA RD
E4	RED OAK SQUARE LTD	100 PLAZA DR
E5	GONZALEZ MARIO	100 MOREVIEW ST
E6	GONZALEZ ELIVERTO	OVILLA RD
E7	RED OAK ADP LLC	733 E OVILLA RD
E8	STANTON MICHAEL W	863 E OVILLA RD
E9	BROOKS LANCE C & ARGUMANIZ GILBERT	907 E OVILLA RD
E10	GONZALEZ JESUS Z & MARIA D	415 N INTERSTATE 35

OWNERSHIP DATA

ID	OWNER NAME	ADDRESS
W2	JOHNSON GREGORY D	126 E OVILLA RD
W3	VICTRON STORES LP	101 RANCH RD
W4	VICTRON STORES LP	HIGHWAY 342
W5	VICTRON STORES LP	102 PRAIRIE VIEW LN
W6	HIDDEN JEWEL INVESTMENTS LLC	102 LORENE DR
W7	HIDDEN JEWEL INVESTMENTS LLC	934 E OVILLA RD
W8	HIDDEN JEWEL INVESTMENTS LLC	988 E OVILLA RD
W9	SALDENA PROPERTIES LP	1016 E OVILLA RD
W10	PANDY & SONS CORPORATION	FM 664
W11	SAIRAM REALTY LLC	1342 FM 664
W12	SAIRAM REALTY LLC	1606 E FM 664

OWNERSHIP DATA

ID	OWNER NAME	ADDRESS
S23	COMPANY H L JR	1129 MAIN ST
S24	DMJ PROPERTIES LTD	1081 S MAIN ST
S25	AP LAWTON LTD PARTNERSHIP	N INTERSTATE 35
S26	MC GEATH KIMBERLEY A & MATTHEW G	1061 S MAIN ST
S27	AP FT WAYNE LTD PARTNERSHIP	1031 S MAIN ST

N
W RED OAK
BUCKSKIN DR
MARA LN
CENTURY WAY
CALDWELL
BALDWIN ST
MOREVIEW ST
ROXY LN
DANA ST
PLAZA DR
OVILLA RD (FM 664)
HARRIS AVE
NORTON ST
HILL LN
SPERRY LN
REESE DR
SHARAF AVE
AUGUSTA ST
ELLIS AVE
TRAVIS ST
TATER BROWN RD
CITY OF RED OAK
UNINCORPORATED
EXIT 410B 664 Ovilla Rd ¾ MILE
EXIT 410B 664 Ovilla Rd ½ MILE
EXIT 410A Red Oak Rd
EXIT 410A Red Oak Rd ¾ MILE
EXIT 410A Red Oak Rd ½ MILE
EXIT 410 B
EXIT 410 A
664 Ovilla Rd LEFT LANE
664 Ovilla Rd
35E NORTH Dallas
35E SOUTH Waco
STA 1719+00 SIGNS AND COSS
STA 1734+17 EXISTING SIGN AND COSS TO BE REMOVED
STA 1736+80 SIGN AND COSS
STA 1748+90 SIGN AND COSS
STA 1754+54 SIGN AND STRUCTURE
STA 1765+00 EXISTING SIGN TO BE REMOVED
STA 1778+55 SIGN AND STRUCTURE
STA 1784+20 SIGNS AND COSS
STA 1804+00 EXISTING SIGN AND COSS TO BE REMOVED
STA 1805+05 SIGN AND OSB
STA 1810+00 SIGN AND COSS
STA 1815+00 SIGN AND COSS
STA 1824+00 SIGN AND COSS
300' MERGING TAPER
700' ACCELERATION LANE
SEE ROLL 2

OWNERSHIP DATA

ID	OWNER NAME	ADDRESS
N1	MULTIPLE OWNERS	402 N INTERSTATE 35
N2	CITYWIDE DEVELOPMENT & CONSTRUCTIOIN LLC	540 N INTERSTATE 35
N3	2311 LAKELAND LTD	622 N INTERSTATE 35
N4	2311 LAKELAND LTD	714 N INTERSTATE 35
N5	2311 LAKELAND LTD	CENTURY WAY
N6	GREEN FLOWER LLC	700 W RED OAK RD
N7	GIRDLEY JOHN M ETAL	311 N INTERSTATE 35
N8	TRINITY OAKS MORTGAGE LLC	313 N INTERSTATE 35
N9	TRINITY OAKS MORTGAGE LLC	317 N INTERSTATE 35
N10	KNAPHEIDE RED OAK LLC	404 N INTERSTATE 35
N11	STUART TERRY GENE	406 N INTERSTATE 35
N12	USA ROOFING INC	408 N INTERSTATE 35
N13	FAROIS INVESTMENTS INC	508 N INTERSTATE 35
N14	LAMBETH VICKI & WILLIAM	N INTERSTATE 35
N15	LUGO MANAGEMENT LLC	510 N INTERSTATE 35

OWNERSHIP DATA

ID	OWNER NAME	ADDRESS
E11	BARRAND INC	101 HARRIS AVE
E12	SALDENA PROPERTIES LP	100 HARRIS AVE
E13	CAVA DICK & BETTY L/E	410 N INTERSTATE 35
E14	J & B RENTAL INC	103 HARRIS AVE
E15	CITIZENS NATIONAL BANK	102 HARRIS AVE
E16	GDP RED OAK LLC	105 HARRIS AVE

OWNERSHIP DATA

ID	OWNER NAME	ADDRESS
W13	PROSPERITY BANK	FM 664
W14	ROSENBLUM JERRY A	601 S INTERSTATE 45
W15	WAL MART STORES TEXAS LP	102 OVILLA RD
W16	OVILLA 35 PLAZA LLC	108 E OVILLA RD
W17	OVILLA 35 PLAZA LLC	110 E OVILLA RD

OWNERSHIP DATA

ID	OWNER NAME	ADDRESS
N16	AMP HOSPITALITY LLC	N INTERSTATE 35
N17	BROWN JUDY A	196 N INTERSTATE 35
N18	BROWN JUDY A	N INTERSTATE 35
N19	BROWN JUDY A	530 N INTERSTATE 35
N20	BROWN JUDY A	801 AUGUSTA ST
N21	WOODRUFF DOROTHY	800 AUGUSTA ST
N22	MADDALOZZO TERRY	608 N INTERSTATE 35
N23	JWR PROPERTIES LLC - SERIES B	610 N INTERSTATE 35
N24	SMITH RAYMOND L & DOROTHY LIVING TRUST	612 N INTERSTATE 35
N25	SMITH RAYMOND L & DOROTHY LIVING TRUST	614 N INTERSTATE 35
N26	ISA ADIEB & ALIA	616 N INTERSTATE 35

OWNERSHIP DATA

ID	OWNER NAME	ADDRESS
N27	ISA ADIEB & ALIA	200 N INTERSTATE 35
N28	ISA ADIEB & ALIA	618 N INTERSTATE 35
N29	ISA ADIEB & ALIA	620 N INTERSTATE 35
N30	MARTIN CHRIS & THELMA	332 ELLIS AVE
N31	MARTIN CHRIS & THELMA	630 N INTERSTATE 35
N32	BUTLER BILLY D & CATHERINE	630 N INTERSTATE 35 RD
N33	BUTLER BILLY D & CATHERINE	410 ELLIS AVE
N34	BUTLER DAVID	N INTERSTATE 35
N35	BUTLER WILLIAM DAVID	642 N INTERSTATE 35
N36	BOLTON DIANE	702 N INTERSTATE 35 SER RD
N37	CAVAZOS CRYSTAL D	202 N INTERSTATE 35
N38	RAY CARLOS L	704 N INTERSTATE 35
N39	RED OAK CTW LLC	710 N INTERSTATE 35
N40	RED OAK CTW LLC	1200 S INTERSTATE 45
N41	MASON KENT	1100 S INTERSTATE 45
N42	GONZALEZ JESUS Z & MARIA D	INTERSTATE 45

LEGEND:
EXISTING GROUND AT IH 35E CL
AS-BUILT PROFILE - IH 35E NB
AS-BUILT PROFILE - IH 35E SB
EX BRIDGE
℄ CFM664
BEAM TYPE TX40 STRUC DEPTH 4.6'
EXISTING GROUND AT IH 35E CL
AS-BUILT PROFILE - IH 35E SB
AS-BUILT PROFILE - IH 35E NB
PROP 2-6'x3' MBC
STA = 1744+15.00 EL = 567.62 ex = 2.78' K = 181 L = 635.00
STA = 1745+73.20 EL = 570.62 ex = 2.76' K = 209 L = 680.00
STA = 1752+25.00 EL = 590.18 ex = -0.14' K = 399 L = 210.00
STA = 1761+33.00 EL = 612.65 ex = 0.06' K = 990 L = 210.00
STA = 1766+12.00 EL = 625.52 ex = -0.18' K = 313 L = 210.00
STA = 1768+36.00 EL = 628.54 ex = -0.45' K = 740 L = 515.00
STA = 1780+00.00 EL = 653.51 ex = -3.10' K = 247 L = 783.00
STA = 1780+43.00 EL = 650.51 ex = -2.14' K = 247 L = 650.00
STA = 1791+72.00 EL = 640.04 ex = 1.46' K = 181 L = 460.00
STA = 1792+35.00 EL = 640.84 ex = 1.13' K = 200 L = 425.00
STA = 1802+82.00 EL = 654.61 ex = -0.46' K = 435 L = 400.00
STA = 1802+67.00 EL = 655.23 ex = -0.25' K = 285 L = 240.00
STA = 1806+08.00 EL = 657.09 ex = -0.05' K = 3899 L = 380.00
STA = 1822+36.00 EL = 662.36 ex = -0.19' K = 1035 L = 400.00
STA = 1823+58.00 EL = 664.93 ex = -0.42' K = 1066 L = 600.00
1740+00
1745+00
1750+00
1755+00
1760+00
1765+00
1770+00
1775+00
1780+00
1785+00
1790+00
1795+00
1800+00
1805+00
1810+00
1815+00
1820+00
1825+00
1830+00
1835+00
1840+00
1845+00
560
570
580
590
600
610
620
630
640
650
660
670

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Texas Department of Transportation

Dallas District
Design Schematic

Mohamed K. Bur, P.E.
Dallas District Engineer

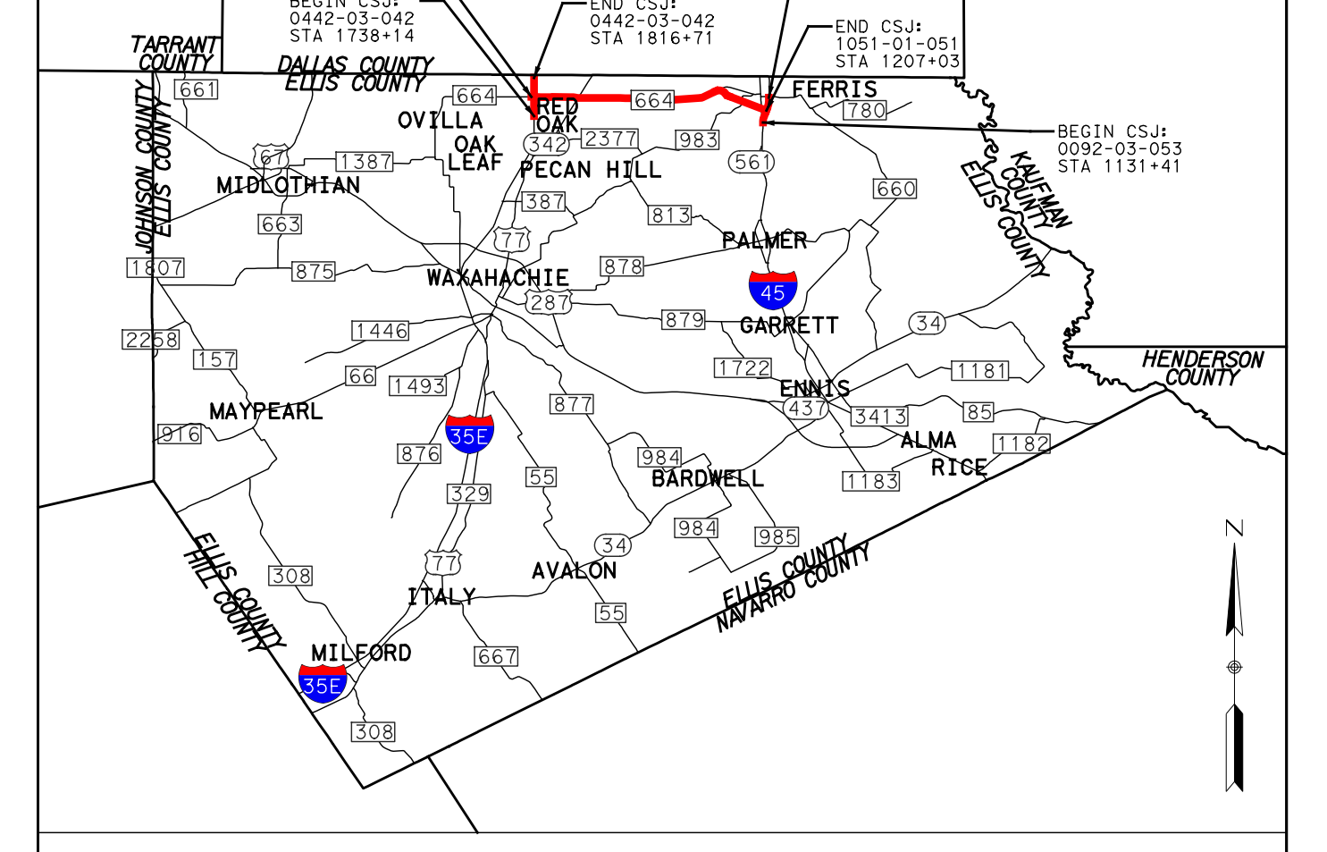
IH 35E at FM 664
From: Red Oak Rd in Red Oak
To: Tater Brown Rd in Red Oak
CSJ: 0442-03-042
Functional Class: Interstate
Length: 1.98 Miles

FM 664
From: IH 35E in Red Oak
To: IH 45 in Ferris
CSJ: 1051-01-051
Functional Class: Principal Arterial
Length: 9.18 Miles

IH 45 at FM 664
From: Bus IH45 Crossover in Ferris
To: E 8th Street in Ferris
CSJ: 0092-03-053
Functional Class: Interstate
Length: 1.23 Miles

Ellis County
Total Project Length: 12.39 Miles

IH 35E / IH 45 Mainlanes: 70 mph
General Ramps: 50 mph
SPUI Ramps: 40 mph
Frontage Roads: 40 mph
FM 664 40 mph
Access Roads: 40 mph
Cross Streets: 30 mph
Jughandles: 20 mph


BEGIN CSJ: 1051-01-051 STA 680+90
BEGIN CSJ: 0442-03-042 STA 1738+14
END CSJ: 0442-03-042 STA 1816+71
END CSJ: 0092-03-053 STA 1197+12
END CSJ: 1051-01-051 STA 1207+03
BEGIN CSJ: 0092-03-053 STA 1131+41
RED OAK
FERRIS
WAXAHACHIE
ENNIS
N

Scale: Horizontal 1"=200'
Scale: Vertical 1"=20'
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MAY 2019
PRELIMINARY
SUBJECT TO REVISIONS
SCHEMATIC PREPARED BY:
M. SHANE WALTERS — NAME
100195 — P.E. NUMBER
MAY 2019 — DATE
NOT INTENDED FOR CONSTRUCTION, BIDDING, OR PERMIT PURPOSES
ROLL 1 OF 8
HDR
Firm Registration No. F-754
17111 Preston Road, Suite 300
Dallas, Texas 75248-1229
972.960.4400

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Dallas District Design Schematic

Mohamed K. Bur, P.E.
Dallas District Engineer

IH 35E at FM 664

From: Red Oak Rd in Red Oak
To: Tater Brown Rd in Red Oak
CSJ: 0442-03-042
Functional Class: Interstate
Length: 1.98 Miles

FM 664

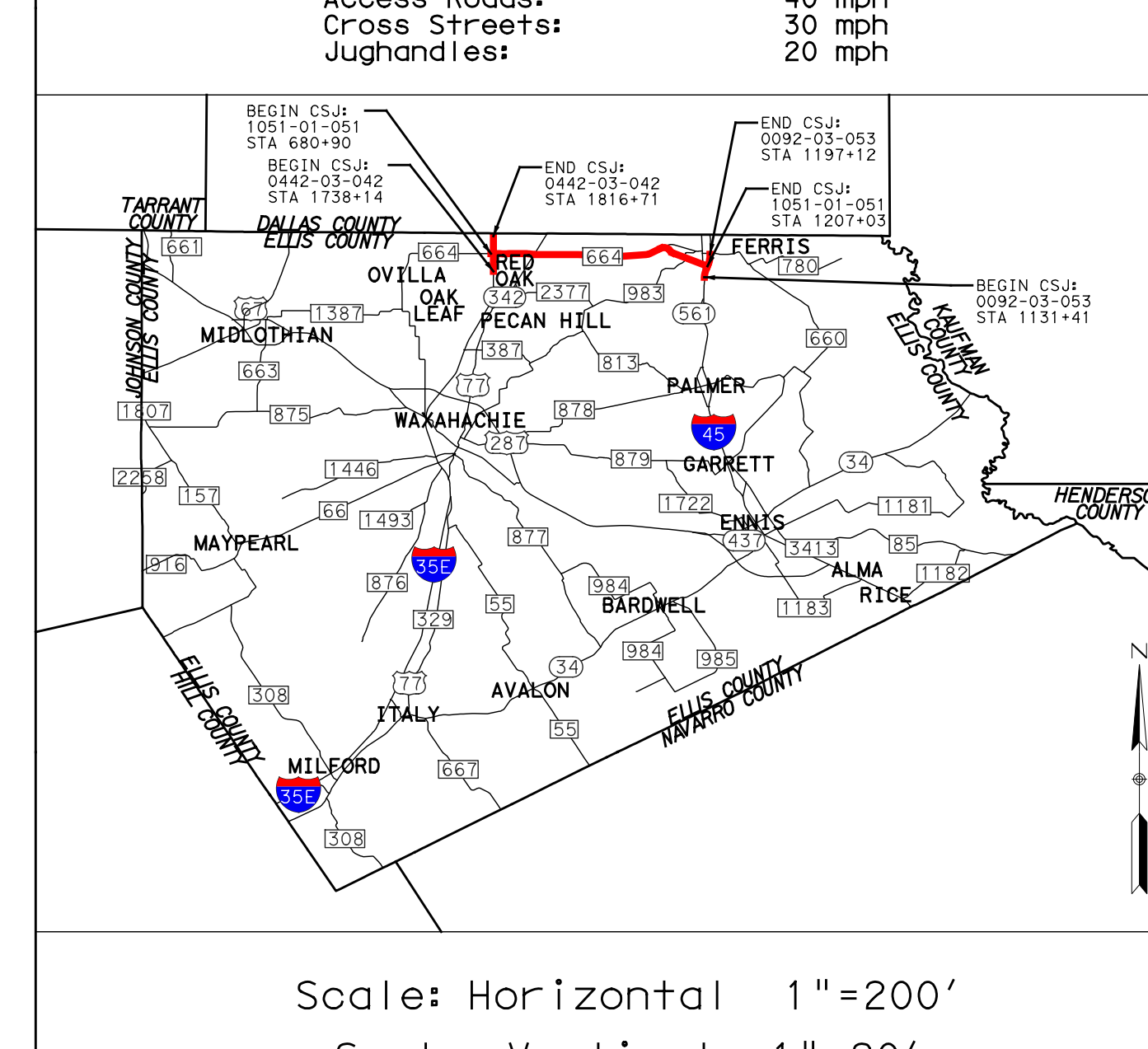
From: IH 35E in Red Oak
To: IH 45 in Ferris
CSJ: 1051-01-051
Functional Class: Principal Arterial
Length: 9.18 Miles

IH 45 at FM 664

From: Bus IH45 Crossover in Ferris
To: E 8th Street in Ferris
CSJ: 0092-03-053
Functional Class: Interstate
Length: 1.23 Miles

Ellis County
Total Project Length: 12.39 Miles

IH 35E / IH 45 Mainlanes:	70 mph
General Ramps:	50 mph
SPUI Ramps:	40 mph
Frontage Roads:	40 mph
FM 664	40 mph
Access Roads:	40 mph
Cross Streets:	30 mph
Jughandles:	20 mph


BEGIN CSJ: 1051-01-051 STA 680+90
BEGIN CSJ: 0442-03-042 STA 1738+14
END CSJ: 0442-03-042 STA 1816+71
END CSJ: 0092-03-053 STA 1197+12
END CSJ: 1051-01-051 STA 1207+03
BEGIN CSJ: 0092-03-053 STA 1131+41
TARRANT COUNTY
DALLAS COUNTY
ELLIS COUNTY
JOHNSON COUNTY
KAUFMAN COUNTY
HENDERSON COUNTY
HILL COUNTY
NAVARRO COUNTY
OVILLA
RED OAK
OAK LEAF
PECAN HILL
FERRIS
MIDLOTHIAN
PALMER
WAXAHACHIE
GARRETT
ENNIS
ALMA
RICE
MAYPEARL
BARDWELL
ITALY
AVALON
MILFORD
N

Scale: Horizontal 1"=200'
Scale: Vertical 1"=20'

MAY 2019

PRELIMINARY
SUBJECT TO REVISIONS

SCHEMATIC PREPARED BY:
M. SHANE WALTERS 100195
NAME P.E. NUMBER
MAY 2019
DATE

NOT INTENDED FOR CONSTRUCTION, BIDDING, OR PERMIT PURPOSES

ROLL 2 OF 8

HDR
Firm Registration No. F-754
17111 Preston Road, Suite 300
Dallas, Texas 75248-1229
972.960.4400

LEGEND:

- 🟨 PROPOSED MAINLANES
- PROPOSED FRONTAGE ROADS
- PROPOSED RAMPS
- PROPOSED SPUI RAMPS
- PROPOSED CROSS STREETS / DRIVEWAYS
- PROPOSED ACCESS ROADS
- PROPOSED BRIDGE STRUCTURES
- PROPOSED SIDEWALK
- PROJECT BY OTHERS
- DISPLACEMENT
- FLOODPLAIN
- PAVEMENT REMOVAL
- APPARENT EXISTING ROW
- PROPOSED ROW
- PROPOSED CONTROL OF ACCESS
- EXISTING DRAINAGE EASEMENT
- PROPOSED DRAINAGE EASEMENT
- PROPOSED CENTERLINE/BASELINE
- PROPOSED RETAINING WALL
- PROPOSED CULVERT
- EXISTING CULVERT
- FLOW DIRECTION
- CITY/UNINCORPORATED LIMITS
- PROPERTY LINES
- XX-X CURVE NUMBER
- (XX) PROPERTY OWNERSHIP LABELS

NOTES:

1. EXISTING FEATURES WERE NOT FIELD SURVEYED. SCHEMATICS ARE BASED ON AERIAL SURVEYS DATED SEPTEMBER 2017 AND RECORD PLANS.
2. MEDIAN OPENINGS WERE DETERMINED IN COORDINATION WITH LOCAL GOVERNMENT. FINAL LOCATION OF MEDIAN OPENINGS WILL BE DETERMINED IN THE PS&E DEVELOPMENT PHASE IN COORDINATION WITH THE LOCAL GOVERNMENTS.
3. SUPERELEVATION AXIS OF ROTATION IS ABOUT THE PGL.
4. DIMENSIONS ARE TO THE EDGE OF PAVEMENT OR NOMINAL FACE OF CURB, RAIL, BARRIER, OR WALL (UNLESS OTHERWISE NOTED).
5. APPROXIMATE 100 YEAR FLOODPLAIN LIMITS ARE BASED UPON FEMA FLOOD INSURANCE RATE MAPS.
6. EXISTING CULVERT LOCATIONS, SIZE, AND ELEVATIONS OBTAINED FROM RECORD DOCUMENTS AND ARE SHOWN FOR INFORMATIONAL PURPOSES ONLY.
7. EXISTING DRIVEWAYS WILL REMAIN UNLESS IT IS DETERMINED DURING DETAILED DESIGN STAGE AND COORDINATION WITH THE LOCAL GOVERNMENT THAT THE DRIVEWAY IS A SAFETY ISSUE AND/OR IS LOCATED WITHIN ACCESS DENIAL LIMITS SHOWN.
8. BUILDINGS ARE SHOWN AS POTENTIAL DISPLACEMENT IF THE PROPOSED ROW PHYSICALLY INTERSECTS THE EXISTING BUILDING STRUCTURE.
9. CURBS ON THE FRONTAGE ROAD AND CROSS STREETS ARE TYPE II (UNLESS NOTED OTHERWISE).
10. CONVENTIONAL ROADWAY SIGNAGE (SMALL SIGNS) ARE NOT SHOWN AND WILL BE DEVELOPED DURING THE PS&E PHASE OF THE PROJECT.
11. WB-62 DESIGN VEHICLE WAS USED IN EVALUATION OF TURNING MOVEMENTS.
12. TRAFFIC VOLUMES BASED ON TRAFFIC COUNTS AND GROWTH RATES PROVIDED BY TP&P. TRAFFIC VOLUMES APPROVED BY TXDOT TP&P (JULY 2018).
13. AS PER MUTCD REQUIREMENTS, A TRAFFIC SIGNAL WARRANT ANALYSIS WILL BE REQUIRED AFTER INTERSECTIONS ARE CONSTRUCTED TO JUSTIFY THE INSTALLATION OF TRAFFIC SIGNALS.
14. OWNERSHIP INFORMATION SHOWN ON SCHEMATIC OBTAINED FROM ELLIS COUNTY APPRAISAL DISTRICT (MARCH 2018).

TRAFFIC CONTROL PLAN:

FM 664 FROM IH 35E TO AUSTIN BLVD

PHASE 1A:
1. CLOSE ONE LANE IN EACH DIRECTION FROM WEST OF SIERRA GRANDE ST TO END PROJECT (NEAR AUSTIN RD) AND SHIFT EB, CENTER TURN, AND WB LANES TO SOUTH SIDE OF EXISTING ROAD. CONSTRUCT 3 PROPOSED LANES IN WB DIRECTION IN THESE LIMITS AND TEMPORARY PAVEMENT TIE-INS TO EXISTING PAVEMENT AT EACH END USING STEPPED/STAGED CONSTRUCTION.
2. CONSTRUCT TEMPORARY DRIVEWAYS CONNECTIONS AS NEEDED FROM PROPOSED PAVEMENT TO EXISTING TRAFFIC LANES.

PHASE 1B:
1. PLACE TEMPORARY PAVEMENT MARKINGS ON NORTH SIDE OF FM 664 THROUGHOUT LIMITS OF PROJECT (EXISTING PAVEMENT AND PHASE 1A CONSTRUCTION) TO PROVIDE ONE LANE IN EACH DIRECTION AND A CENTER TURN LANE.
2. CONSTRUCT PROPOSED CULVERTS AND 3 EB LANES.

PHASE 2:
1. PLACE TEMPORARY PAVEMENT MARKINGS ON EB SIDE OF FM 664 CONSTRUCTED IN PHASE 1B TO PROVIDE ONE LANE IN EACH DIRECTION AND A CENTER TURN LANE.
2. CONSTRUCT REMAINING PORTIONS CULVERTS AND 3 WB LANES.

PHASE 3:
1. PUT EB AND WB TRAFFIC ON 2 OUTSIDE LANES. CONSTRUCT MEDIAN AND MEDIAN AREA PAVEMENT THROUGHOUT PROJECT.

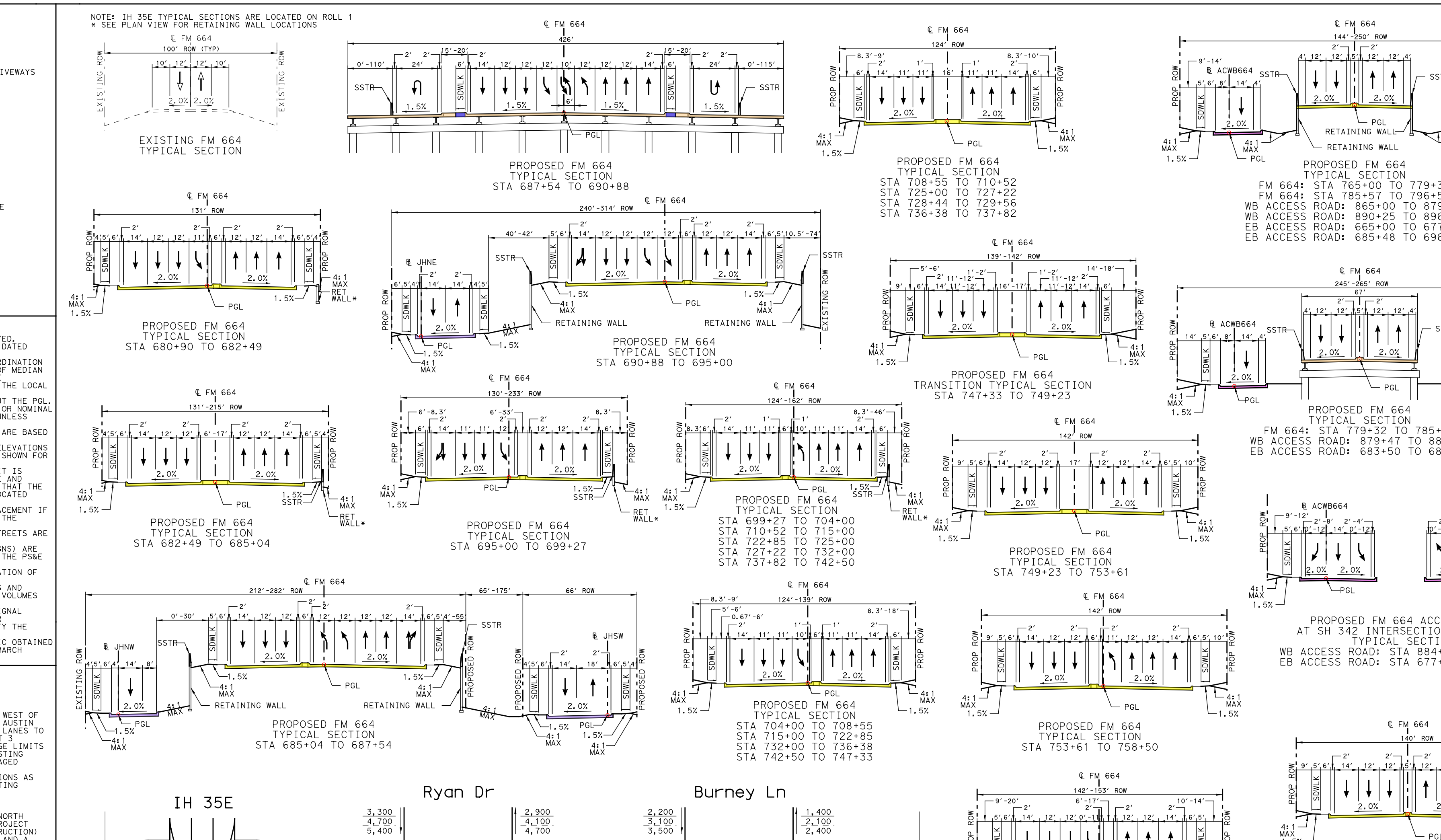
FM 664 FROM AUSTIN BLVD TO FERRIS RD

PHASE 1:
1. FOR FM 664 FROM AUSTIN BLVD TO EAST OF COLE RD, CLOSE OUTSIDE TRAFFIC LANE OF WB FM 664 FROM AUSTIN RD TO SH 342. MAINTAIN EXISTING TRAFFIC AND CONSTRUCT THE FOLLOWING:
   - 3 LANES WB FM 664 FROM AUSTIN BLVD TO WB ENTRANCE RAMP FROM SH 342
   - 2 LANES OF WB FM 664 APPROACHES AND MAIN LANE BRIDGE OVER SH 342
   - WB ENTRANCE FROM SH 342
   - WB EXIT RAMP TO SH 342
   - 2 OUTSIDE LANES OF WB FM 664 PROPOSED PAVEMENT FROM SH 342 TO EAST OF COLE RD. (NEAR 827+00)
   - TEMPORARY PAVEMENT TRANSITION FROM PROPOSED PAVEMENT CONSTRUCTION TO EXISTING FM 664 AT EACH END.
   - TEMPORARY DRIVEWAY CONNECTIONS AS NEEDED FROM PROPOSED PAVEMENT TO EXISTING TRAFFIC LANES
2. FOR FM 664 FROM EAST OF COLE RD TO RIDGE CREST RD - MAINTAIN TRAFFIC IN EXISTING CONDITION AND CONSTRUCT 2 OUTSIDE LANES OF EB FM 664 AND TEMPORARY PAVEMENT TRANSITION TO EXISTING FM 664 AT EACH END. CONSTRUCT TEMPORARY DRIVEWAYS CONNECTIONS AS NEEDED FROM PROPOSED PAVEMENT TO EXISTING TRAFFIC LANES.
3. FM 664 FROM NEAR CREST BROOK DR. TO EAST OF PRATT RD. MAINTAIN TRAFFIC IN EXISTING CONDITION AND CONSTRUCT 2 OUTSIDE LANES OF WB FM 664 AND TEMPORARY PAVEMENT TRANSITION TO EXISTING FM 664 AT EACH END. CONSTRUCT TEMPORARY DRIVEWAY CONNECTIONS AS NEEDED FROM PROPOSED PAVEMENT TO EXISTING TRAFFIC LANES. CONSTRUCT 2 OUTSIDE LANES OF WB FM 664 BRIDGE OVER BEAR CREEK TRIBUTARY.
4. FM 664 FROM EAST OF PRATT RD. TO NEAR STA 935+00. MAINTAIN TRAFFIC IN EXISTING CONDITION AND CONSTRUCT 2 OUTSIDE LANES OF EB FM 664 AND TEMPORARY PAVEMENT TRANSITION TO EXISTING FM 664 AT EACH END. CONSTRUCT TEMPORARY DRIVEWAY CONNECTIONS AS NEEDED FROM PROPOSED PAVEMENT TO EXISTING TRAFFIC LANES.
5. FM 664 FROM NEAR STA 935+00 TO WEST OF BATCHLER RD. MAINTAIN TRAFFIC IN EXISTING CONDITION AND CONSTRUCT 2 OUTSIDE LANES OF WB FM 664 AND 2 OUTSIDE LANES OF WB BRIDGE OVER BEAR CREEK. CONSTRUCT TEMPORARY PAVEMENT TRANSITION TO EXISTING FM 664 AT EACH END AND DRIVEWAY CONNECTIONS AS NEEDED FROM PROPOSED PAVEMENT TO EXISTING TRAFFIC LANES.
6. FM 664 FROM EAST OF BATCHLER RD. TO NEAR STA 1040+00. MAINTAIN TRAFFIC IN EXISTING CONDITION AND CONSTRUCT 2 OUTSIDE LANES OF EB FM 664 AND TEMPORARY PAVEMENT TRANSITION TO EXISTING FM 664 AT EACH END. CONSTRUCT TEMPORARY DRIVEWAY CONNECTIONS AS NEEDED FROM PROPOSED PAVEMENT TO EXISTING TRAFFIC LANES.
7. FM 664 FROM NEAR STA 1046+00 TO END OF PROJECT (NEAR 1075+00). MAINTAIN TRAFFIC IN EXISTING CONDITION AND CONSTRUCT 2 OUTSIDE LANES OF WB FM 664 AND TEMPORARY PAVEMENT TRANSITION TO EXISTING FM 664 AT EACH END. CONSTRUCT TEMPORARY DRIVEWAY CONNECTIONS AS NEEDED FROM PROPOSED PAVEMENT TO EXISTING TRAFFIC LANES.

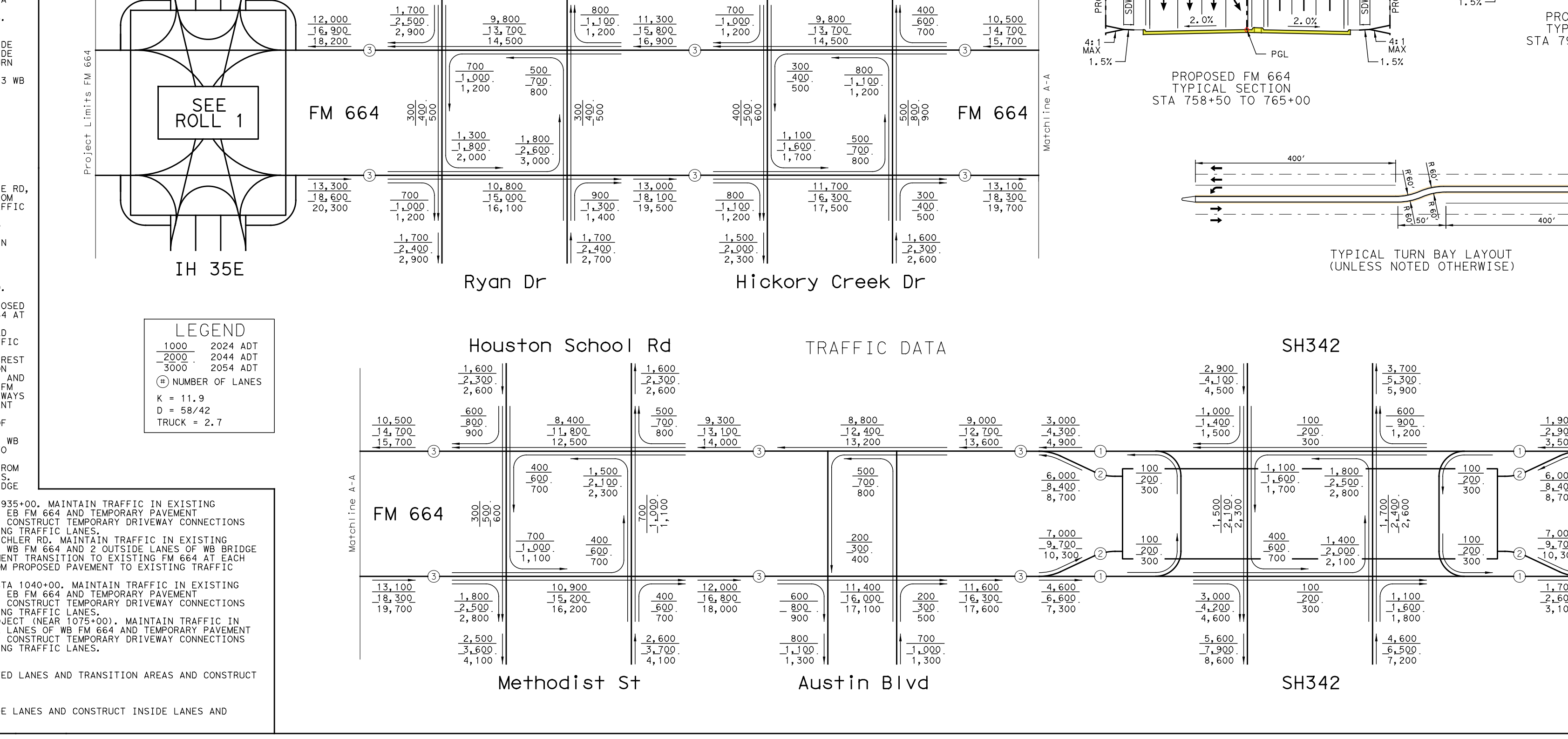
PHASE 2:
1. SHIFT EB AND WB TRAFFIC ONTO NEW CONSTRUCTED LANES AND TRANSITION AREAS AND CONSTRUCT OPPOSITE DIRECTION OUTSIDE LANES.

PHASE 3:
1. PUT 2 LANES OF TRAFFIC ON EB AND WB OUTSIDE LANES AND CONSTRUCT INSIDE LANES AND MEDIAN AREAS.

NOTE: IH 35E TYPICAL SECTIONS ARE LOCATED ON ROLL 1
* SEE PLAN VIEW FOR RETAINING WALL LOCATIONS


EXISTING FM 664 TYPICAL SECTION
PROPOSED FM 664 TYPICAL SECTION STA 687+54 TO 690+88
PROPOSED FM 664 TYPICAL SECTION STA 708+55 TO 710+52 STA 725+00 TO 727+22 STA 728+44 TO 729+56 STA 736+38 TO 737+82
PROPOSED FM 664 TYPICAL SECTION FM 664: STA 765+00 TO 779+32 FM 664: STA 785+57 TO 796+56 WB ACCESS ROAD: 865+00 TO 879+47 WB ACCESS ROAD: 890+25 TO 896+47 EB ACCESS ROAD: 665+00 TO 677+75 EB ACCESS ROAD: 685+48 TO 696+60
PROPOSED FM 664 TYPICAL SECTION STA 680+90 TO 682+49
PROPOSED FM 664 TYPICAL SECTION STA 690+88 TO 695+00
PROPOSED FM 664 TRANSITION TYPICAL SECTION STA 747+33 TO 749+23
PROPOSED FM 664 TYPICAL SECTION FM 664: STA 779+32 TO 785+57 WB ACCESS ROAD: 879+47 TO 884+50 EB ACCESS ROAD: 683+50 TO 685+48
PROPOSED FM 664 TYPICAL SECTION STA 682+49 TO 685+04
PROPOSED FM 664 TYPICAL SECTION STA 695+00 TO 699+27
PROPOSED FM 664 TYPICAL SECTION STA 699+27 TO 704+00 STA 710+52 TO 715+00 STA 722+85 TO 725+00 STA 727+22 TO 732+00 STA 737+82 TO 742+50
PROPOSED FM 664 TYPICAL SECTION STA 749+23 TO 753+61
PROPOSED FM 664 ACCESS ROAD AT SH 342 INTERSECTION APPROACH TYPICAL SECTION WB ACCESS ROAD: STA 884+50 TO 890+25 EB ACCESS ROAD: STA 677+75 TO 683+50
PROPOSED FM 664 TYPICAL SECTION STA 685+04 TO 687+54
PROPOSED FM 664 TYPICAL SECTION STA 704+00 TO 708+55 STA 715+00 TO 722+85 STA 732+00 TO 736+38 STA 742+50 TO 747+33
PROPOSED FM 664 TYPICAL SECTION STA 753+61 TO 758+50
PROPOSED FM 664 TYPICAL SECTION STA 758+50 TO 765+00
PROPOSED FM 664 TYPICAL SECTION STA 796+56 TO 800+00
PROP ROW
EXISTING ROW
SDWLK
PGL
SSTR
RETAINING WALL
RET WALL*
4:1 MAX
1.5%
2.0%

400'
TYPICAL TURN BAY LAYOUT (UNLESS NOTED OTHERWISE)


TRAFFIC DATA
IH 35E
SEE ROLL 1
Project Limits FM 664
FM 664
Ryan Dr
Burney Ln
Hickory Creek Dr
Matchline A-A
Houston School Rd
Methodist St
Austin Blvd
SH342
Matchline B-B
LEGEND
1000 2024 ADT
2000 2044 ADT
3000 2054 ADT
# NUMBER OF LANES
K = 11.9
D = 58/42
TRUCK = 2.7

OWNERSHIP DATA

ID	OWNER NAME	ADDRESS
W1	AP LAWTON LIMITED PARTNERSHIP	FM 664
W2	JOHNSON GREGORY D	126 E OVILLA RD
W3	VICTRON STORES LP	101 RANCH RD
W4	VICTRON STORES LP	HIGHWAY 342
W5	VICTRON STORES LP	102 PRAIRIE VIEW LN
W6	HIDDEN JEWEL INVESTMENTS LLC	102 LORENE DR
W7	HIDDEN JEWEL INVESTMENTS LLC	934 E OVILLA RD
W8	HIDDEN JEWEL INVESTMENTS LLC	988 E OVILLA RD
W9	SALDENA PROPERTIES LP	1016 E OVILLA RD
W10	PANDY & SONS CORPORATION	FM 664
W11	SAIRAM REALTY LLC	1342 FM 664
W12	SAIRAM REALTY LLC	1606 E FM 664

OWNERSHIP DATA

ID	OWNER NAME	ADDRESS
W13	PROSPERITY BANK	FM 664
W14	ROSENBLUM JERRY A	601 S INTERSTATE 45
W15	WAL MART STORES TEXAS LP	102 OVILLA RD
W16	OVILLA 35 PLAZA LLC	108 E OVILLA RD
W17	OVILLA 35 PLAZA LLC	110 E OVILLA RD
W18	PEPPERWOOD INC	124 E OVILLA RD
W19	CFT DEVELOPMENTS LLC	100 RYAN DR
W20	UNITED STATES POSTAL SERVICE	130 E OVILLA RD
W21	ANNADON INC	134 E OVILLA RD
W22	RED OAK RETAIL LLC	2502 OVILLA RD
W23	RED OAK RETAIL LLC	132 E OVILLA RD
W24	PIVOTAL 650 CALIFORNIA ST LLC	132 E OVILLA RD

OWNERSHIP DATA

ID	OWNER NAME	ADDRESS
W25	WAL MART STORES TEXAS LP	136 OVILLA RD
W26	MOORE KEITH LLC	138 OVILLA RD
W27	BOHANAN RONALD B	230 E OVILLA RD
W28	A-Z HOLDINGS LLC	240 E OVILLA RD
W29	AFI AUTO LLC	242 E OVILLA RD
W30	DFW ORACLE VENTURES FOUR LLC	102 RANCH RD
W31	DFW ORACLE VENTURES FOUR LLC	276 LESLIEWOOD
W32	STAPLES JAMES D & PAMELA S	2500 OVILLA RD
W33	KKB PROPERTIES LLC	272 E OVILLA RD
W34	HUMPHREYS DANNY	290 E OVILLA RD
W35	WYNN WILLIE T & WM K WYNN	FM 664
W36	PHOU HIEK K & SORN UY	FM 664

OWNERSHIP DATA

ID	OWNER NAME	ADDRESS
W37	PHOU HIEK K & SORN UY	320 E OVILLA RD
W38	COMMUNITY NATIONAL BANK & TRUST OF TEXAS	E OVILLA RD
W39	DAVIS NITA K	HIGHWAY 342
W40	CB&S PROPERTIES LLC	HIGHWAY 342
W41	EBLA INVESTMENT LP	680 E FM 664
W42	SALDENA PROPERTIES LP	681 OVILLA RD
W43	HARRIS KELLY S	FM 664
W44	FIRST BAPTIST CHURCH RED OAK	320 E OVILLA RD
W45	HARRIS KELLY S	E OVILLA RD
W46	WALTON TEXAS LP	HIGHWAY 342
W47	FILGO LANA HENSLEE	732 E OVILLA RD
W48	WP LEGACY LTD	744 E OVILLA RD

OWNERSHIP DATA

ID	OWNER NAME	ADDRESS
E30	HIGHLAND MEADOWS CHURCH OF THE ASSEMBLIES OF GOD	229 E OVILLA RD
E31	MITCHELL CLAUDE F	233 E OVILLA RD
E32	MITCHELL CLAUD F JR	235 E OVILLA RD
E33	DOLGENCORP OF TEXAS INC	243 E OVILLA RD
E34	COCKERHAM L D & REBECCA ANN	515-B BUTTERFLY LN
E35	A PLUS INVESTMENTS LLC	251 E OVILLA RD
E36	SULAK LEO JR & CHRISTA	OVILLA RD
E37	SULAK LEO JR & CHRISTA J	OVILLA RD
E38	SULAK LEO JR & CHRISTA J	OVILLA RD
E39	WILLIAMS CHARLES I	269 E OVILLA RD
E40	RED OAK RES LTD	273 E OVILLA RD
E41	LUSHAJ CEN	279 E OVILLA RD
E42	O REILLY AUTO ENTERPRISES LLC	285 E OVILLA RD
E43	DRIVE IN REALTY INC	291 E OVILLA RD

OWNERSHIP DATA

ID	OWNER NAME	ADDRESS
E44	RED OAK DEPOT 1 LTD	309 E OVILLA RD
E45	CENTERLINE RED OAK INC	311 E OVILLA RD
E46	HALLETT NO 1 LP	317 E OVILLA RD
E47	RED OAK OFFICE SPACE LLC	101 AUSTIN BLVD
E48	CITY OF RED OAK	AUSTIN BLVD
E49	FNB OF RED OAK	557 E OVILLA RD
E50	DANIELS DONNA J & STEVEN R	559 E OVILLA RD
E51	ACCESS SELF STORAGE RED OAK LP	E OVILLA RD
E52	BROCK LESLIE	599 N HIGHWAY 342
E53	SALDENA PROPERTIES LP	598 N HIGHWAY 342
E54	WALTON TEXAS LP	N HIGHWAY 342
E55	CAMPBELL PETER W & JULIE A	501 AILEEN DR
E56	PEARSON PAMELA S	627 FM 664
E57	HICKS CURTIS L	633 OVILLA RD

SPERRY LN
NORTON ST
IH 35
HILL LN
NORTON
OVILLA RD (FM 664)
E OVILLA AVE
PLAZA DR
HARRIS AVE
DANA ST
SHARAF AVE
S RYAN DR
BURNEY LN
HICKORY CREEK DR
BLUEBONNET LN
SIERRA GRANDE ST
SUNFLOWER LN
RANCH RD
BUTTERFLY ST
LESLIEWOOD DR
BLUEBIRD LN
HOUSTON SCHOOL RD
METHODIST ST
AUSTIN BLVD
N CENTRAL BLVD (SH 342)
BNSF RAILROAD
AILEEN DR
342 Central Blvd ½ MILE
STA 740+65 SIGN AND COSS
342 Central Blvd EXIT ONLY
STA 753+00 SIGN AND COSS
STA 765+00 SIGN AND COSS
STA 796+41 SIGN AND COSS
MATCHLINE STA. 800+00
CITY OF RED OAK UNINCORPORATED
NOTE: MEDIAN OPENINGS WERE DETERMINED IN COORDINATION WITH LOCAL GOVERNMENT. FINAL LOCATION OF MEDIAN OPENINGS WILL BE DETERMINED IN THE PS&E DEVELOPMENT PHASE IN COORDINATION WITH THE LOCAL GOVERNMENTS.
AUSTIN BLVD (XAUSB)
STA = 12+00.00
EL = 624.00
ex = -0.47'
K = 60
L = 150.00
EXISTING GROUND AT PGL
PROPOSED GRADE
N

SUPERELEVATION DATA

CROSS SLOPE & SUPERELEVATION RATES - (CFM664)

STATION LIMITS			SUPERELEVATION RATE (%)
680+90	TO	800+00	NORMAL CROWN

CROSS SLOPE & SUPERELEVATION RATES - (FEBN664)

STATION LIMITS			SUPERELEVATION RATE (%)
665+00	TO	696+08	NORMAL CROWN

CROSS SLOPE & SUPERELEVATION RATES - (FWBN664)

STATION LIMITS			SUPERELEVATION RATE (%)
865+00	TO	896+71	NORMAL CROWN

CURVE DATA

ROADWAY	CURVE NAME	DELTA	DEGREE	TANGENT	LENGTH	RADIUS	BACK BEARING	AHEAD BEARING	PI STATION	PC STATION	PT STATION
MAINLANES											
CFM664	CFM664-3	6° 07' 06.15" LT	5° 43' 46.48"	53.44'	106.79'	1,000.00'	N 89° 12' 36.11" E	N 83° 05' 29.97" E	681+54.11	681+00.66	682+07.45
	CFM664-4	6° 07' 06.15" RT	5° 12' 31.35"	58.79'	117.46'	1,100.00'	N 83° 05' 29.97" E	N 89° 12' 36.11" E	683+99.82	683+41.04	684+58.50
	CFM664-5	1° 27' 18.59" RT	1° 54' 35.49"	38.10'	76.19'	3,000.00'	N 89° 12' 36.11" E	S 89° 20' 05.30" E	696+81.42	696+43.32	697+19.51
	CFM664-6	3° 42' 11.88" LT	1° 54' 35.49"	96.99'	193.90'	3,000.00'	S 89° 20' 05.30" E	N 86° 57' 42.82" E	717+56.93	716+59.95	718+53.85
	CFM664-7	4° 53' 21.65" LT	3° 49' 10.99"	64.04'	128.00'	1,500.00'	N 86° 57' 42.82" E	N 82° 04' 21.17" E	723+34.61	722+70.57	723+98.57
	CFM664-8	7° 03' 16.80" RT	3° 49' 10.99"	92.46'	184.69'	1,500.00'	N 82° 04' 21.17" E	N 89° 07' 37.97" E	726+02.05	725+09.59	726+94.28
	CFM664-9	5° 59' 54.82" RT	3° 49' 10.99"	78.59'	157.04'	1,500.00'	N 89° 07' 37.97" E	S 84° 52' 27.22" E	732+47.78	731+69.18	733+26.22
	CFM664-10	5° 59' 54.82" LT	3° 49' 10.99"	78.59'	157.04'	1,500.00'	S 84° 52' 27.22" E	N 89° 07' 37.97" E	734+86.86	734+08.27	735+65.31
	CFM664-11	3° 56' 35.94" LT	5° 12' 31.35"	37.87'	75.71'	1,100.00'	N 89° 07' 37.97" E	N 85° 11' 02.03" E	738+87.01	738+49.14	739+24.85
	CFM664-12	3° 56' 35.94" RT	5° 12' 31.35"	37.87'	75.71'	1,100.00'	N 85° 11' 02.03" E	N 89° 07' 37.97" E	743+81.39	743+43.52	744+19.23
	CFM664-13	3° 07' 37.97" LT	3° 49' 10.99"	40.95'	81.87'	1,500.00'	N 89° 07' 37.97" E	N 86° 00' 00.00" E	765+44.70	765+03.76	765+85.63
	CFM664-14	11° 07' 23.50" RT	2° 00' 00.00"	278.96'	556.16'	2,864.79'	N 86° 00' 00.00" E	S 82° 52' 36.50" E	771+46.61	768+67.65	774+23.81
	CFM664-15	5° 10' 20.50" LT	2° 51' 53.24"	90.34'	180.55'	2,000.00'	S 82° 52' 36.50" E	S 88° 02' 56.99" E	786+78.06	785+87.72	787+68.27
	CFM664-16	2° 49' 25.61" LT	2° 00' 00.00"	70.61'	141.19'	2,864.79'	S 88° 02' 56.99" E	N 89° 07' 37.40" E	794+50.73	793+80.12	795+21.31
ACCESS ROADS											
ACEB664	ACEB664-1	0° 19' 04.80" LT	1° 53' 09.49"	8.43'	16.86'	3,038.00'	N 86° 19' 04.80" E	N 86° 00' 00.00" E	665+08.43	665+00.00	665+16.86
	ACEB664-2	4° 55' 06.84" RT	1° 58' 32.58"	124.55'	248.95'	2,900.00'	N 86° 00' 00.00" E	S 89° 04' 53.16" E	667+32.67	666+08.12	668+57.07
	ACEB664-3	10° 05' 17.24" RT	2° 02' 45.84"	247.16'	493.05'	2,800.29'	S 89° 04' 53.16" E	S 78° 59' 35.92" E	673+56.54	671+09.38	676+02.43
	ACEB664-4	11° 24' 09.10" LT	2° 17' 30.59"	249.59'	497.53'	2,500.00'	S 78° 59' 35.92" E	N 89° 36' 14.99" E	683+90.49	681+40.90	686+38.43
	ACEB664-5	4° 07' 17.23" LT	2° 02' 46.60"	100.75'	201.41'	2,800.00'	N 89° 36' 14.99" E	N 85° 28' 57.76" E	693+80.88	692+80.13	694+81.55
	ACEB664-6	3° 38' 39.64" RT	2° 02' 46.60"	89.08'	178.10'	2,800.00'	N 85° 28' 57.76" E	N 89° 07' 37.40" E	695+70.62	694+81.55	696+59.64
ACWB664	ACWB664-1	5° 54' 16.22" LT	2° 01' 43.99"	145.64'	291.02'	2,824.00'	N 89° 07' 37.97" E	N 83° 13' 21.74" E	866+56.26	865+10.62	868+01.64
	ACWB664-2	13° 54' 01.76" RT	2° 17' 30.59"	304.76'	606.52'	2,500.00'	N 83° 13' 21.74" E	S 82° 52' 36.50" E	872+28.38	869+23.62	875+30.15
	ACWB664-3	3° 18' 24.76" LT	2° 18' 03.73"	71.88'	143.71'	2,490.00'	S 82° 52' 36.50" E	S 86° 11' 01.26" E	886+48.52	885+76.64	887+20.36
	ACWB664-4	2° 10' 27.70" RT	2° 02' 46.60"	53.14'	106.26'	2,800.00'	S 86° 11' 01.26" E	S 84° 00' 33.55" E	891+66.81	891+13.67	892+19.93
	ACWB664-5	6° 51' 49.05" LT	2° 51' 53.24"	119.94'	239.59'	2,000.00'	S 84° 00' 33.55" E	N 89° 07' 37.40" E	895+27.05	894+07.12	896+46.70
CROSS STREETS											
XMETST	XMETST-1	27° 51' 20.14" LT	11° 59' 11.63"	118.54'	232.39'	478.00'	N 0° 37' 34.58" W	N 28° 28' 54.72" W	13+27.83	12+09.29	14+41.68
U-TURNS											
U342EW	U342EW-1	73° 42' 46.68" LT	114° 35' 29.61"	37.48'	64.33'	50.00'	S 78° 59' 35.92" E	N 27° 17' 37.40" E	10+37.48	10+00.00	10+64.33
	U342EW-2	110° 10' 13.89" LT	179° 02' 57.52"	45.85'	61.53'	32.00'	N 27° 17' 37.40" E	N 82° 52' 36.50" W	11+70.21	11+24.37	11+85.90
U342WE	U342WE-1	69° 49' 46.11" LT	110° 11' 03.09"	36.30'	63.38'	52.00'	N 82° 52' 36.50" W	S 27° 17' 37.40" W	10+36.30	10+00.00	10+63.38
	U342WE-2	114° 44' 20.13" LT	179° 02' 57.52"	49.98'	64.08'	32.00'	S 27° 17' 37.40" W	S 87° 26' 42.73" E	11+78.10	11+28.12	11+92.21

OWNERSHIP DATA

ID	OWNER NAME	ADDRESS
E1	TEXAS DEPARTMENT OF TRANSPORTATION	OVILLA RD
E2	MDKJ INVESTMENTS LLC	2509 OVILLA RD
E3	JUDO LLC	2505 OVILLA RD
E4	RED OAK SQUARE LTD	100 PLAZA DR
E5	GONZALEZ MARIO	100 MOREVIEW ST
E6	GONZALEZ ELIVERTO	OVILLA RD
E7	RED OAK ADP LLC	733 E OVILLA RD
E8	STANTON MICHAEL W	863 E OVILLA RD
E9	BROOKS LANCE C & ARGUMANIZ GILBERT	907 E OVILLA RD
E10	GONZALEZ JESUS Z & MARIA D	415 N INTERSTATE 35
E11	BARRAND INC	101 HARRIS AVE
E12	SALDENA PROPERTIES LP	100 HARRIS AVE
E13	CAVA DICK & BETTY L/E	410 N INTERSTATE 35
E14	J & B RENTAL INC	103 HARRIS AVE
E15	CITIZENS NATIONAL BANK	102 HARRIS AVE
E16	GDP RED OAK LLC	105 HARRIS AVE
E17	GOLDEN ARCH LIMITED PARTNERSHIP	101 E OVILLA RD
E18	FIREBRAND PROPERTIES LP	103 E OVILLA RD
E19	BROOKSHIRES GROCERY CO	105 E OVILLA RD
E20	POGGI FAMILY REVOCABLE TRUST	107 E OVILLA RD
E21	DCTN3 TEXAS PORTFOLIO NO 1 LLC	109 E OVILLA RD
E22	DIEP BACH & KIM LU	111 E OVILLA RD
E23	TURBO RESTAURANT MANAGEMENT LLC	125 E OVILLA RD
E24	RED OAK CITY OF	HICKORY CREEK DR
E25	RED OAK ECONOMIC DEVELOPMENT CORPORATION	131 E OVILLA RD
E26	RED OAK ECONOMIC DEVELOPMENT CORPORATION	135 E OVILLA RD
E27	HUFFMAN JAIMIE & ALMA V	OVILLA RD
E28	ECOSIUM LLC	143A/B E OVILLA RD
E29	SANCHEZ MARY I	OVILLA RD

LEGEND:
PROPOSED GRADE AT FM 664 CL
EXISTING GROUND AT FM 664 CL
EXISTING GROUND AT LT ROW
EXISTING GROUND AT RT ROW
BEGIN CONSTRUCTION ℄ CFM664 STA 680+90.00 EL = 653.95 CSJ: 1051-01-051 MATCH EXISTING PAVEMENT
℄ CFM664 STA 687+54.95 EL=668.18 BEGIN BRIDGE
℄ CFM664 STA 690+87.79 EL=666.82 END BRIDGE
BEAM TYPE TX40 STRUC DEPTH 4.6'
PROP 2-4'x3' MBC
EXISTING 2-8'x5' MBC
PROP 3-8'x5' RCB ADDITION
PROP 3-6'x3' MBC EXTENSION
℄ RYAN DR
℄ METHODIST ST/ ℄ HOUSTON SCHOOL RD
℄ AUSTIN BLVD
℄ CFM664 STA 779+32.00 EL=638.48 BEGIN BRIDGE
℄ CFM664 STA 785+57.00 EL=636.36 END BRIDGE
BEAM TYPE TX62 STRUC DEPTH 6.2'
BNSF RAILROAD
SOUTH RYAN DR (XSRYDR)
METHODIST STREET (XMETST)
NORTH CENTRAL BLVD (XSH342)
NORTH CENTRAL BLVD U-TURN (U342EW)
NORTH CENTRAL BLVD U-TURN (U342WE)
EXISTING GROUND AT PGL
PROPOSED GRADE
MATCHLINE STA. 800+00
685+00
690+00
695+00
700+00
705+00
710+00
715+00
720+00
725+00
730+00
735+00
740+00
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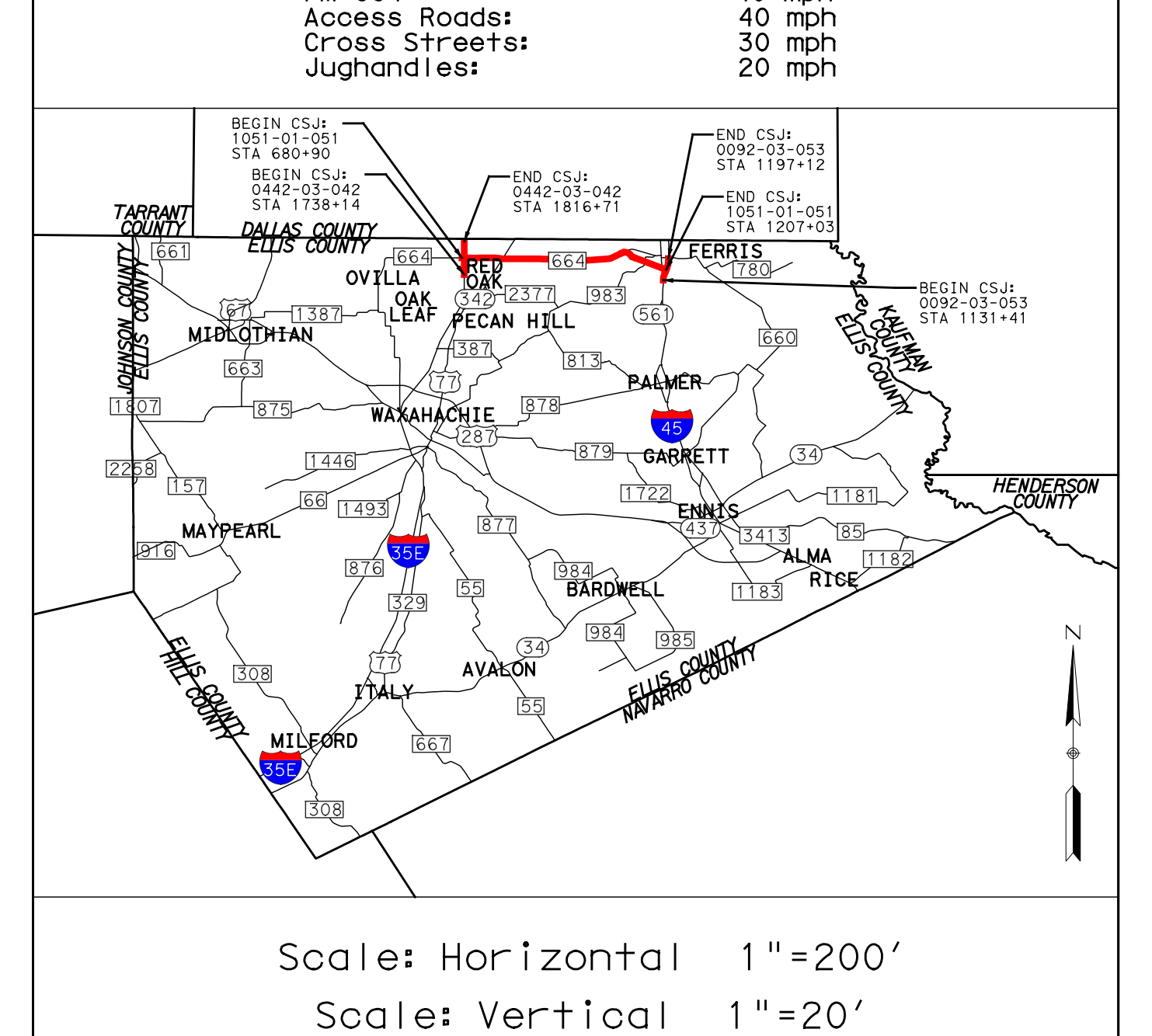
755+00
760+00
765+00
770+00
775+00
780+00
785+00
790+00
795+00



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Dallas District Design Schematic
Mohamed K. Bur, P.E.
Dallas District Engineer
IH 35E at FM 664
From: Red Oak Rd in Red Oak
To: Tater Brown Rd in Red Oak
CSJ: 0442-03-042
Functional Class: Interstate
Length: 1.98 Miles
FM 664
From: IH 35E in Red Oak
To: IH 45 in Ferris
CSJ: 1051-01-051
Functional Class: Principal Arterial
Length: 9.18 Miles
IH 45 at FM 664
From: Bus IH45 Crossover in Ferris
To: E 8th Street in Ferris
CSJ: 0092-03-053
Functional Class: Interstate
Length: 1.23 Miles
Ellis County
Total Project Length: 12.39 Miles
IH 35E / IH 45 Mainlanes: 70 mph
General Ramps: 50 mph
SPUI Ramps: 40 mph
Frontage Roads: 40 mph
FM 664 40 mph
Access Roads: 40 mph
Cross Streets: 30 mph
Jughandles: 20 mph
Scale: Horizontal 1"=200'
Scale: Vertical 1"=20'
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MAY 2019
PRELIMINARY SUBJECT TO REVISIONS
SCHEMATIC PREPARED BY:
M. SHANE WALTERS 100195
NAME P.E. NUMBER
MAY 2019
DATE
NOT INTENDED FOR CONSTRUCTION, BIDDING, OR PERMIT PURPOSES
ROLL 2 OF 8
HDR
Firm Registration No. F-754
17111 Preston Road, Suite 300
Dallas, Texas 75248-1229
972.960.4400

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Dallas District Design Schematic

Mohamed K. Bur, P.E.
Dallas District Engineer

IH 35E at FM 664

From: Red Oak Rd in Red Oak
To: Tater Brown Rd in Red Oak
CSJ: 0442-03-042
Functional Class: Interstate
Length: 1.98 Miles

FM 664

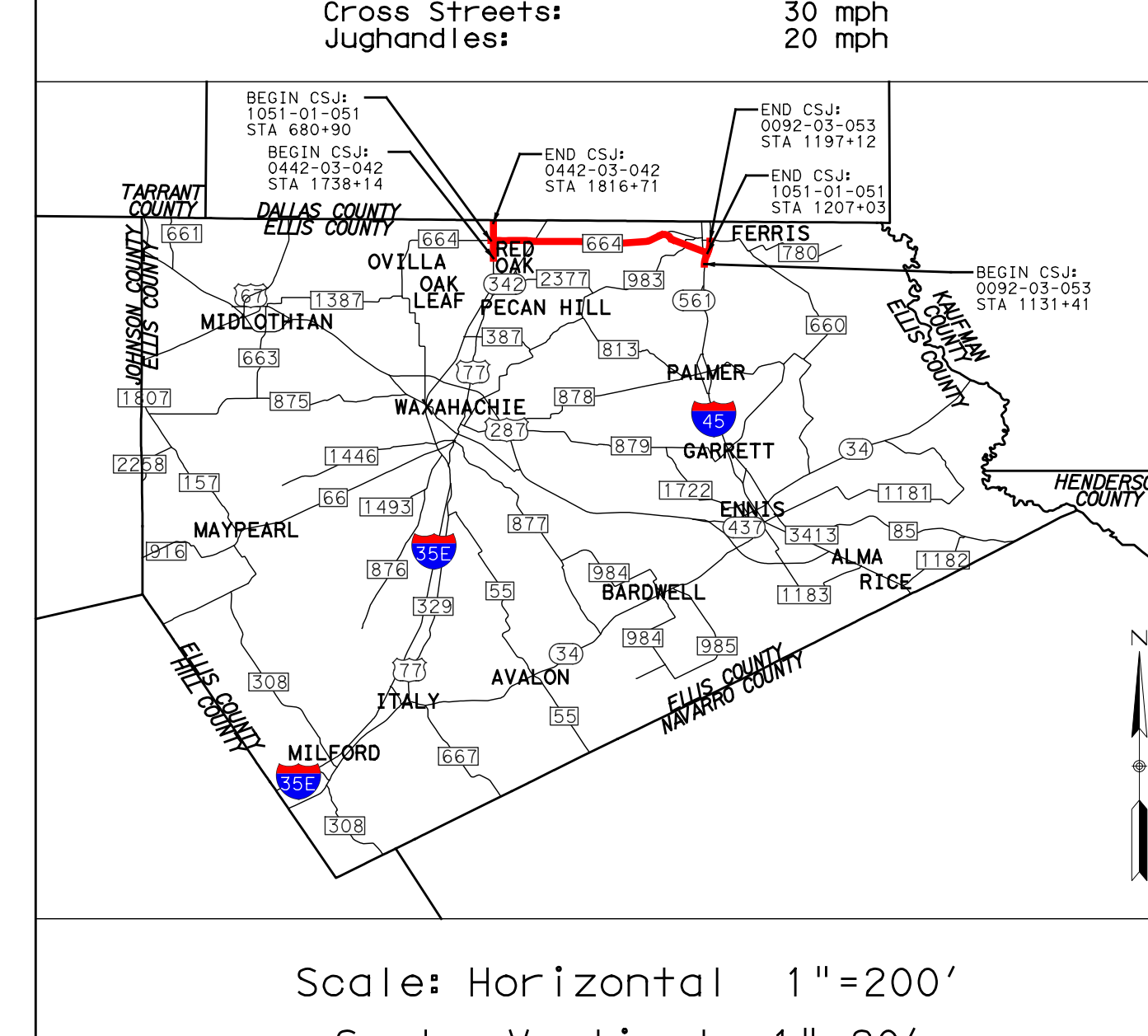
From: IH 35E in Red Oak
To: IH 45 in Ferris
CSJ: 1051-01-051
Functional Class: Principal Arterial
Length: 9.18 Miles

IH 45 at FM 664

From: Bus IH45 Crossover in Ferris
To: E 8th Street in Ferris
CSJ: 0092-03-053
Functional Class: Interstate
Length: 1.23 Miles

Ellis County
Total Project Length: 12.39 Miles

IH 35E / IH 45 Mainlanes:	70 mph
General Ramps:	50 mph
SPUI Ramps:	40 mph
Frontage Roads:	40 mph
FM 664	40 mph
Access Roads:	40 mph
Cross Streets:	30 mph
Jughandles:	20 mph


BEGIN CSJ: 1051-01-051 STA 680+90
BEGIN CSJ: 0442-03-042 STA 1738+14
END CSJ: 0442-03-042 STA 1816+71
END CSJ: 0092-03-053 STA 1197+12
END CSJ: 1051-01-051 STA 1207+03
BEGIN CSJ: 0092-03-053 STA 1131+41
TARRANT COUNTY
DALLAS COUNTY
ELLIS COUNTY
JOHNSON COUNTY
KAUFMAN COUNTY
HENDERSON COUNTY
HILL COUNTY
NAVARRO COUNTY
OVILLA
RED OAK
OAK LEAF
PECAN HILL
FERRIS
MIDLOTHIAN
WAXAHACHIE
PALMER
GARRETT
ENNIS
ALMA
RICE
BARDWELL
MAYPEARL
ITALY
AVALON
MILFORD
N

Scale: Horizontal 1"=200'
Scale: Vertical 1"=20'

MAY 2019

PRELIMINARY
SUBJECT TO REVISIONS

SCHEMATIC PREPARED BY:
M. SHANE WALTERS — 100195
NAME — P.E. NUMBER
MAY 2019
DATE

NOT INTENDED FOR CONSTRUCTION, BIDDING, OR PERMIT PURPOSES

ROLL 3 OF 8

HDR
Firm Registration No. F-754
17111 Preston Road, Suite 300
Dallas, Texas 75248-1229
972.960.4400

LEGEND:

🟨	PROPOSED MAINLANES
🟩	PROPOSED FRONTAGE ROADS
▬	PROPOSED RAMPS
🟪	PROPOSED SPUI RAMPS
▬	PROPOSED CROSS STREETS / DRIVEWAYS
▬	PROPOSED ACCESS ROADS
▬	PROPOSED BRIDGE STRUCTURES
🟦	PROPOSED SIDEWALK
▬	PROJECT BY OTHERS
▨	DISPLACEMENT
▨	FLOODPLAIN
▨	PAVEMENT REMOVAL
— - —	APPARENT EXISTING ROW
— - —	PROPOSED ROW
—III—	PROPOSED CONTROL OF ACCESS
- — - —	EXISTING DRAINAGE EASEMENT
— - —	PROPOSED DRAINAGE EASEMENT
- — - —	PROPOSED CENTERLINE/BASELINE
▬	PROPOSED RETAINING WALL
—	PROPOSED CULVERT
—	EXISTING CULVERT
~→	FLOW DIRECTION
— — —	CITY/UNINCORPORATED LIMITS
—	PROPERTY LINES
XX-X	CURVE NUMBER
(XX)	PROPERTY OWNERSHIP LABELS

NOTES:

1. EXISTING FEATURES WERE NOT FIELD SURVEYED. SCHEMATICS ARE BASED ON AERIAL SURVEYS DATED SEPTEMBER 2017 AND RECORD PLANS.
2. MEDIAN OPENINGS WERE DETERMINED IN COORDINATION WITH LOCAL GOVERNMENT. FINAL LOCATION OF MEDIAN OPENINGS WILL BE DETERMINED IN THE PS&E DEVELOPMENT PHASE IN COORDINATION WITH THE LOCAL GOVERNMENTS.
3. SUPERELEVATION AXIS OF ROTATION IS ABOUT THE PGL.
4. DIMENSIONS ARE TO THE EDGE OF PAVEMENT OR NOMINAL FACE OF CURB, RAIL, BARRIER, OR WALL (UNLESS OTHERWISE NOTED).
5. APPROXIMATE 100 YEAR FLOODPLAIN LIMITS ARE BASED UPON FEMA FLOOD INSURANCE RATE MAPS.
6. EXISTING CULVERT LOCATIONS, SIZE, AND ELEVATIONS OBTAINED FROM RECORD DOCUMENTS AND ARE SHOWN FOR INFORMATIONAL PURPOSES ONLY.
7. EXISTING DRIVEWAYS WILL REMAIN UNLESS IT IS DETERMINED DURING DETAILED DESIGN STAGE AND COORDINATION WITH THE LOCAL GOVERNMENT THAT THE DRIVEWAY IS A SAFETY ISSUE AND/OR IS LOCATED WITHIN ACCESS DENIAL LIMITS SHOWN.
8. BUILDINGS ARE SHOWN AS POTENTIAL DISPLACEMENT IF THE PROPOSED ROW PHYSICALLY INTERSECTS THE EXISTING BUILDING STRUCTURE.
9. CURBS ON THE FRONTAGE ROAD AND CROSS STREETS ARE TYPE II (UNLESS NOTED OTHERWISE).
10. CONVENTIONAL ROADWAY SIGNAGE (SMALL SIGNS) ARE NOT SHOWN AND WILL BE DEVELOPED DURING THE PS&E PHASE OF THE PROJECT.
11. WB-62 DESIGN VEHICLE WAS USED IN EVALUATION OF TURNING MOVEMENTS.
12. TRAFFIC VOLUMES BASED ON TRAFFIC COUNTS AND GROWTH RATES PROVIDED BY TP&P. TRAFFIC VOLUMES APPROVED BY TXDOT TP&P (JULY 2018).
13. AS PER MUTCD REQUIREMENTS, A TRAFFIC SIGNAL WARRANT ANALYSIS WILL BE REQUIRED AFTER INTERSECTIONS ARE CONSTRUCTED TO JUSTIFY THE INSTALLATION OF TRAFFIC SIGNALS.
14. OWNERSHIP INFORMATION SHOWN ON SCHEMATIC OBTAINED FROM ELLIS COUNTY APPRAISAL DISTRICT (MARCH 2018).

TRAFFIC CONTROL PLAN:

FM 664 FROM AUSTIN BLVD TO FERRIS RD

PHASE 1:

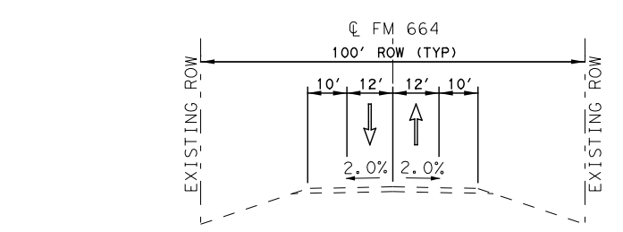
1. FOR FM 664 FROM AUSTIN BLVD TO EAST OF COLE RD, CLOSE OUTSIDE TRAFFIC LANE OF WB FM 664 FROM AUSTIN RD TO SH 342. MAINTAIN EXISTING TRAFFIC AND CONSTRUCT THE FOLLOWING:
   - 3 LANES WB FM 664 FROM AUSTIN BLVD TO WB ENTRANCE RAMP FROM SH 342
   - 2 LANES OF WB FM 664 APPROACHES AND MAIN LANE BRIDGE OVER SH 342
   - WB ENTRANCE FROM SH 342
   - WB EXIT RAMP TO SH 342
   - 2 OUTSIDE LANES OF WB FM 664 PROPOSED PAVEMENT FROM SH 342 TO EAST OF COLE RD. (NEAR 827+00)
   - TEMPORARY PAVEMENT TRANSITION FROM PROPOSED PAVEMENT CONSTRUCTION TO EXISTING FM 664 AT EACH END.
   - TEMPORARY DRIVEWAY CONNECTIONS AS NEEDED FROM PROPOSED PAVEMENT TO EXISTING TRAFFIC LANES
2. FOR FM 664 FROM EAST OF COLE RD TO RIDGE CREST RD - MAINTAIN TRAFFIC IN EXISTING CONDITION AND CONSTRUCT 2 OUTSIDE LANES OF EB FM 664 AND TEMPORARY PAVEMENT TRANSITION TO EXISTING FM 664 AT EACH END. CONSTRUCT TEMPORARY DRIVEWAYS CONNECTIONS AS NEEDED FROM PROPOSED PAVEMENT TO EXISTING TRAFFIC LANES.
3. FM 664 FROM NEAR CREST BROOK DR. TO EAST OF PRATT RD. MAINTAIN TRAFFIC IN EXISTING CONDITION AND CONSTRUCT 2 OUTSIDE LANES OF WB FM 664 AND TEMPORARY PAVEMENT TRANSITION TO EXISTING FM 664 AT EACH END. CONSTRUCT TEMPORARY DRIVEWAY CONNECTIONS AS NEEDED FROM PROPOSED PAVEMENT TO EXISTING TRAFFIC LANES. CONSTRUCT 2 OUTSIDE LANES OF WB FM 664 BRIDGE OVER BEAR CREEK TRIBUTARY.
4. FM 664 FROM EAST OF PRATT RD. TO NEAR STA 935+00. MAINTAIN TRAFFIC IN EXISTING CONDITION AND CONSTRUCT 2 OUTSIDE LANES OF EB FM 664 AND TEMPORARY PAVEMENT TRANSITION TO EXISTING FM 664 AT EACH END. CONSTRUCT TEMPORARY DRIVEWAY CONNECTIONS AS NEEDED FROM PROPOSED PAVEMENT TO EXISTING TRAFFIC LANES.
5. FM 664 FROM NEAR STA 935+00 TO WEST OF BATCHLER RD. MAINTAIN TRAFFIC IN EXISTING CONDITION AND CONSTRUCT 2 OUTSIDE LANES OF WB FM 664 AND 2 OUTSIDE LANES OF WB BRIDGE OVER BEAR CREEK. CONSTRUCT TEMPORARY PAVEMENT TRANSITION TO EXISTING FM 664 AT EACH END AND DRIVEWAY CONNECTIONS AS NEEDED FROM PROPOSED PAVEMENT TO EXISTING TRAFFIC LANES.
6. FM 664 FROM EAST OF BATCHLER RD. TO NEAR STA 1040+00. MAINTAIN TRAFFIC IN EXISTING CONDITION AND CONSTRUCT 2 OUTSIDE LANES OF EB FM 664 AND TEMPORARY PAVEMENT TRANSITION TO EXISTING FM 664 AT EACH END. CONSTRUCT TEMPORARY DRIVEWAY CONNECTIONS AS NEEDED FROM PROPOSED PAVEMENT TO EXISTING TRAFFIC LANES.
7. FM 664 FROM NEAR STA 1046+00 TO END OF PROJECT (NEAR 1075+00). MAINTAIN TRAFFIC IN EXISTING CONDITION AND CONSTRUCT 2 OUTSIDE LANES OF WB FM 664 AND TEMPORARY PAVEMENT TRANSITION TO EXISTING FM 664 AT EACH END. CONSTRUCT TEMPORARY DRIVEWAY CONNECTIONS AS NEEDED FROM PROPOSED PAVEMENT TO EXISTING TRAFFIC LANES.

PHASE 2:

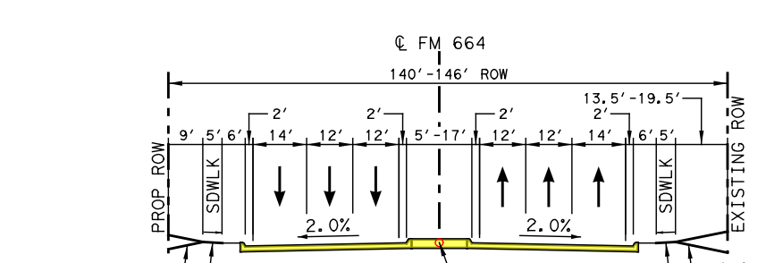
1. SHIFT EB AND WB TRAFFIC ONTO NEW CONSTRUCTED LANES AND TRANSITION AREAS AND CONSTRUCT OPPOSITE DIRECTION OUTSIDE LANES.

PHASE 3:

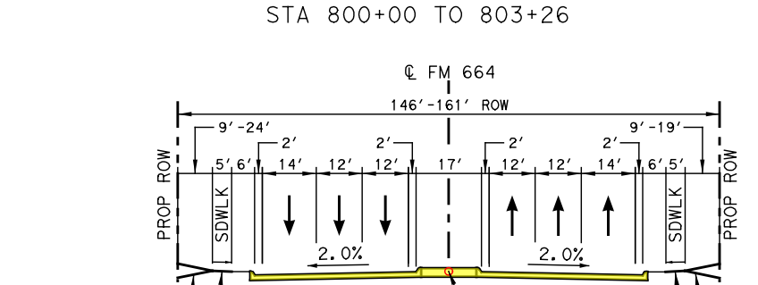
1. PUT 2 LANES OF TRAFFIC ON EB AND WB OUTSIDE LANES AND CONSTRUCT INSIDE LANES AND MEDIAN AREAS.


℄ FM 664
100' ROW (TYP)
10'
12'
12'
10'
2.0%
2.0%
EXISTING ROW
EXISTING ROW

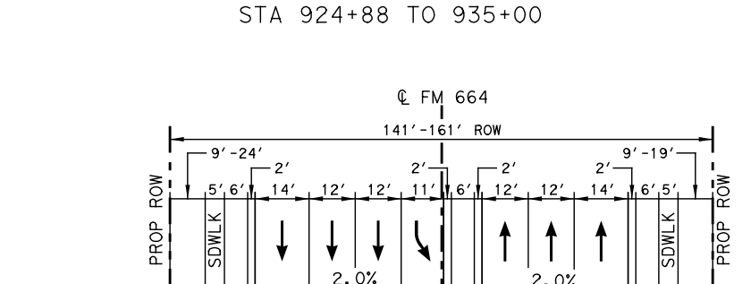
EXISTING FM 664
TYPICAL SECTION


℄ FM 664
140'-146' ROW
13.5'-19.5'
9'
5'
6'
2'
14'
12'
12'
5'-17'
PROP ROW
SDWLK
2.0%
PGL
4:1 MAX
1.5%
EXISTING ROW

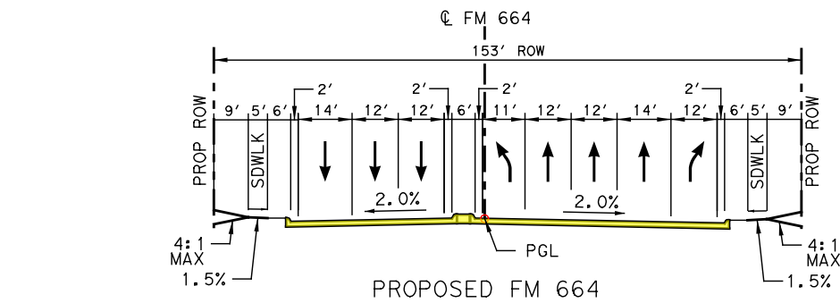
PROPOSED FM 664
TYPICAL SECTION
STA 800+00 TO 803+26


℄ FM 664
146'-161' ROW
9'-24'
9'-19'
5'
6'
2'
14'
12'
12'
17'
PROP ROW
SDWLK
2.0%
PGL
4:1 MAX
1.5%

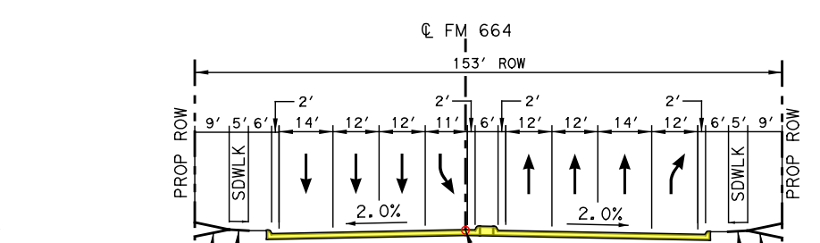
PROPOSED FM 664
TYPICAL SECTION
STA 803+26 TO 811+00
STA 834+77 TO 836+76
STA 841+00 TO 848+70
STA 853+00 TO 856+00
STA 860+69 TO 863+43
STA 868+00 TO 875+00
STA 882+50 TO 888+18
STA 889+10 TO 894+31
STA 903+66 TO 915+11
STA 924+88 TO 935+00


℄ FM 664
141'-161' ROW
9'-24'
9'-19'
5'
6'
2'
14'
12'
12'
11'
PROP ROW
SDWLK
2.0%
PGL
4:1 MAX
1.5%

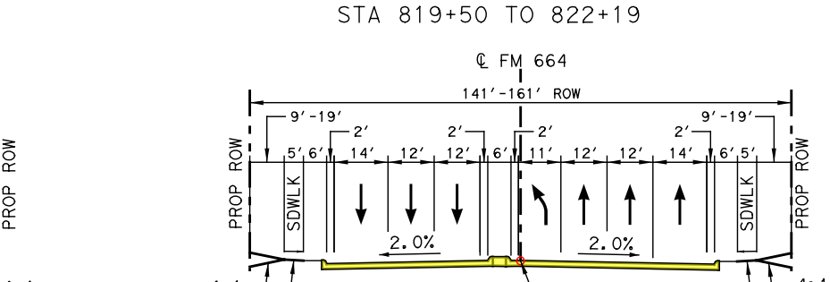
PROPOSED FM 664
TYPICAL SECTION
STA 811+00 TO 815+05
STA 825+00 TO 827+51
STA 830+00 TO 834+77
STA 856+00 TO 860+69
STA 875+00 TO 878+55
STA 899+00 TO 903+66
STA 920+00 TO 924+88


℄ FM 664
153' ROW
9'
5'
6'
2'
14'
12'
12'
6'
11'
PROP ROW
SDWLK
2.0%
PGL
4:1 MAX
1.5%

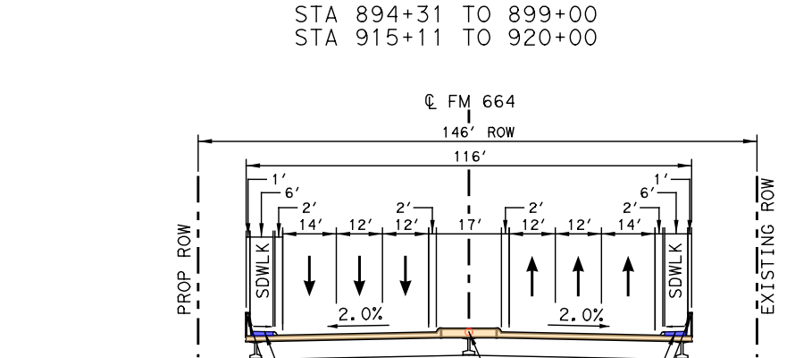
PROPOSED FM 664
TYPICAL SECTION
STA 815+05 TO 819+50
STA 822+19 TO 825+00


℄ FM 664
153' ROW
9'
5'
6'
2'
14'
12'
12'
11'
6'
PROP ROW
SDWLK
2.0%
PGL
4:1 MAX
1.5%

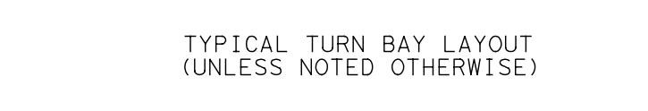
PROPOSED FM 664
TYPICAL SECTION
STA 819+50 TO 822+19


℄ FM 664
141'-161' ROW
9'-19'
5'
6'
2'
14'
12'
12'
6'
11'
PROP ROW
SDWLK
2.0%
PGL
4:1 MAX
1.5%

PROPOSED FM 664
TYPICAL SECTION
STA 827+51 TO 830+00
STA 836+76 TO 841+00
STA 848+70 TO 853+00
STA 863+43 TO 868+00
STA 878+55 TO 882+50
STA 894+31 TO 899+00
STA 915+11 TO 920+00


℄ FM 664
146' ROW
116'
1'
6'
2'
14'
12'
12'
17'
PROP ROW
SDWLK
2.0%
PGL
1.5%
SSTR
EXISTING ROW

PROPOSED FM 664
TYPICAL SECTION
STA 888+18 TO 889+10


400'
50'
50'
400'

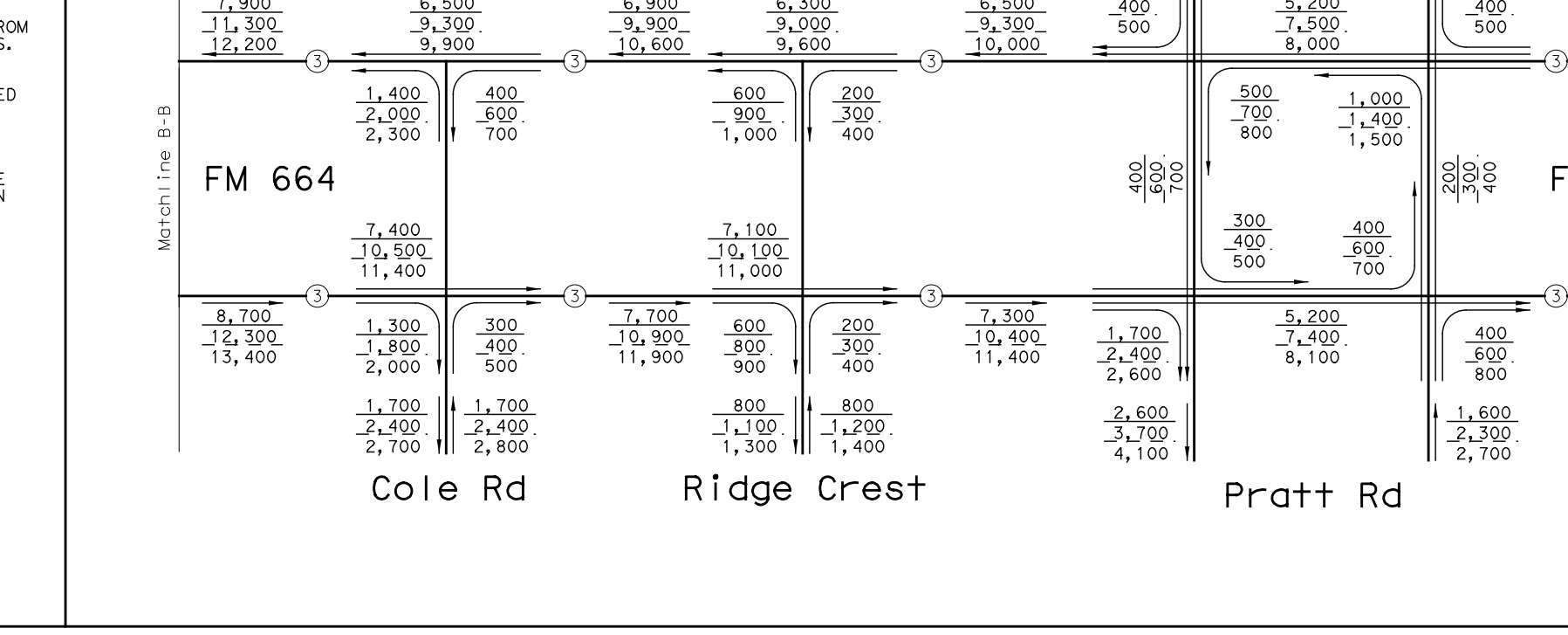
TYPICAL TURN BAY LAYOUT
(UNLESS NOTED OTHERWISE)

LEGEND

1000	2024 ADT
2000	2044 ADT
3000	2054 ADT
③	NUMBER OF LANES

K = 11.9
D = 58/42
TRUCK = 2.7

TRAFFIC DATA


Matchline B-B
FM 664
7,900
11,300
12,200
6,500
9,300
9,900
6,900
9,900
10,600
6,300
9,000
9,600
6,500
9,300
10,000
1,000
1,400
1,700
900
1,300
1,600
300
400
500
5,200
7,500
8,000
6,000
8,600
9,300
1,400
2,000
2,300
400
600
700
600
900
1,000
200
300
400
500
700
800
1,000
1,400
1,500
7,400
10,500
11,400
7,100
10,100
11,000
300
400
500
400
600
700
8,700
12,300
13,400
1,300
1,800
2,000
300
400
500
7,700
10,900
11,900
600
800
900
200
300
400
7,300
10,400
11,400
1,700
2,400
2,600
5,200
7,400
8,100
400
600
800
5,900
8,400
9,400
1,700
2,400
2,700
1,700
2,400
2,800
700
1,100
1,200
800
1,200
1,400
2,600
3,700
4,100
1,600
2,300
2,700
FM 664
Matchline C-C
Cole Rd
Ridge Crest
Pratt Rd

OWNERSHIP DATA

ID	OWNER NAME	ADDRESS
W48	WP LEGACY LTD	744 E OVILLA RD
W49	ROCKETT SPECIAL UTILITY DIST	101 PRAIRIE VIEW LN
W50	RED OAK 72 LLC	746 E OVILLA RD
W51	RED OAK 72 LLC	748 E OVILLA RD
W52	RED OAK 72 LLC	101 PRAIRIE CREEK RD
W53	RED OAK 72 LLC	102 PRAIRIE CREEK RD
W54	EASTRIDGE BAPTIST CHURCH	760 E OVILLA RD
W55	LEE LLOYD & LORNA	760 E OVILLA RD
W56	BISHOP DARRELL WAYNE	141 MABRY LN
W57	IBARRA ABRAHAM RAMIREZ	101 MABRY LN
W58	ARICEAGA CYNTHIA & LUCIA A TACKER	102 MABRY LN

OWNERSHIP DATA

ID	OWNER NAME	ADDRESS
W59	PRENTICE PAUL V	101 LORENE DR
W60	GREEN CHRISTOPHER S	850 E OVILLA RD
W61	MONTOYA LINDA	101 NORTON ST
W62	TRUELOVE DANNIE L & CATHY P	101 NORTON ST
W63	TRUELOVE DANNIE L & CATHY P	E OVILLA RD
W64	HARLAN PROPERTIES INC	141 MABRY LN
W65	WELLS NICKEY L & RHONDA L	890 E OVILLA RD
W66	RIVERA ROMANA T	1201 PRATT RD
W67	CERDA MARCOS & TOSHA R	922 E OVILLA RD
W68	ALMON RICHARD A	922 E OVILLA RD
W69	MEDELLIN PEDRO SR & RACHEL A	OVILLA RD

OWNERSHIP DATA

ID	OWNER NAME	ADDRESS
W70	MEDELLIN PEDRO SR & RACHEL A	E OVILLA RD
W71	NO INFORMATION AVAILABLE	E OVILLA RD
W72	CHISOLM JOSEPH S & DEBBIE A	HILL LN
W73	TAMEZ VERONICA & GUMARO	958 E OVILLA RD
W74	PRNG INC	956 E OVILLA RD
W75	PRNG INC	962 E OVILLA RD
W76	RAI INVESTMENTS INC	966 E OVILLA RD
W77	JACOBUS HERITAGE LLC	974 E OVILLA RD
W78	ALROUSAN SALAHELDDIN	976 E OVILLA RD
W79	ALROUSAN SALAHELDDIN	982 E OVILLA RD
W80	THOMAS TIMOTHY	990 OVILLA RD

OWNERSHIP DATA

ID	OWNER NAME	ADDRESS
W81	WALTERS MARK ALAN	1000 E OVILLA RD
W82	TEETER CARROLL	100 NORTON ST
W83	HANSEN ROCKY N & SHELLEE R	1002 E OVILLA RD
W84	VILLARRUEL ENRIQUE L	1004 E OVILLA RD
W85	QUIROZ JOSE S & MA DEL CARMEN	1006 E OVILLA RD
W86	BAPTIST TEMPLE OF RED OAK INC DBA LANDMARK BAPTIST CHURCH	1008 OVILLA RD
W87	EDWARDS MARTELLE A & HOWARD C	1012 E OVILLA RD
W88	PALMER TRENT & DIANNE	1010 E OVILLA RD
W89	RODRIGUEZ SIMON JR	1014 E OVILLA RD
W90	VILLARRUEL JOSE LUIS	1018 E OVILLA RD

OWNERSHIP DATA

ID	OWNER NAME	ADDRESS
E57	HICKS CURTIS L	633 OVILLA RD
E58	JBMJ HOLDING LLC	OVILLA RD
E59	JBMJ HOLDING LLC	INTERSTATE 35
E60	DELGADILLO VERONICA	201 COBBLESTONE CIR
E61	KNARAS SPENCER & KALIE	200 COBBLESTONE CIR
E62	SMITH RONALD L II	270 COBBLESTONE CIR
E63	JEFFRIES HEATHER & GREGORY	271 COBBLESTONE CIR
E64	CAMPOS ALBERTO & JASMIN	345 COLE RD
E65	MASTON ROBERT	350 COLE RD
E66	RED OAK ISD	725 E OVILLA RD
E67		727 E OVILLA RD

OWNERSHIP DATA

ID	OWNER NAME	ADDRESS
E68	KOSTAK JOE	731 E OVILLA RD
E69	KOSTAK JOE	106 PLAZA DR
E70	KOSTAK JAMES & MONICA T	101 DEBORDE CIR
E71	CEDILLO BENITO JR & ESTELLA R	102 DEBORDE CIR
E72	MATHEWS DONALD R & CLEDA A	138 DEBORDE CIR
E73	ESCAMILLA DIANA	139 DEBORDE CIR
E74	DOYLE LONNY J & BRENDA S	805 E OVILLA RD
E75	DEBORDE HAROLD JR & MARTHA HAZARD	801 FM 664
E76	PEREZ JOE & REBECCA H	101 RIDGE CREST DR
E77	ELLIOTT JILL A	102 RIDGE CREST DR
E78	MULTIPLE OWNERS	101 CREST BROOK DR

OWNERSHIP DATA

ID	OWNER NAME	ADDRESS
E79	PRATT ANITA W	419 N INTERSTATE 35
E80	LOYA LETICIA	865 E OVILLA RD
E81	ZAVALA ROBERTO D	867 E OVILLA RD
E82	HARGROVE JOHN P & PAMELA	869 E OVILLA RD
E83	SELMAN THURMAN SR	871 E OVILLA RD
E84	SMITH CARL S	881 OVILLA RD
E85	NORTHCUTT KYLE	805 E OVILLA RD
E86	BASS JOHN DBA JOHN BASS HOMES	1159 PRATT RD
E87	CHEHAB DON A	901 E OVILLA RD
E88	JUDE MANAGEMENT LLC	1126 PRATT RD
E89	LELAND COLLIER PROPERTIES LTD	417 N INTERSTATE 35

OWNERSHIP DATA

ID	OWNER NAME	ADDRESS
E90	MASTON ROBERT	925 E OVILLA RD
E91	BRADY RANDY A	929 E OVILLA RD
E92	MOYA PABLO G	931 E OVILLA RD
E93	CHAPA JOSE I SR & MARIA	933 E OVILLA RD
E94	SALAS RODOLFO & LORENA	943 E OVILLA RD
E95	SALAS RODOLFO D & LORENA	945 E OVILLA RD
E96	ORELLIANNA LISANDRO	947 E OVILLA RD
E97	SPRING JANET R	953 E OVILLA RD
E98	ZABOJNIK TOMMY	398 N INTERSTATE 35
E99	MERRITT CHRISTOPHER & WENDY	400 N INTERSTATE 35
E100	GONZALEZ JESUS Z & MARIA D	957 E OVILLA RD

OWNERSHIP DATA

ID	OWNER NAME	ADDRESS
E101	BARNHILL PAUL K & TINA C	959 E OVILLA RD
E102	ARTHUR BENNETT	961 E OVILLA RD
E103	GILLIHAN L W INC	OVILLA RD
E104	ESTRADA ROBERT & TRACY	981 OVILLA RD
E105	RODRIGUEZ DAVID G	983 E OVILLA RD
E106	COWBOY PLAZA LLC	991 E OVILLA RD
E107	GILLIHAN LLOYD W	995 OVILLA RD
E108	GILLIHAN LLOYD W	999 E OVILLA RD
E109	COE JONATHAN D & MORSE MARY L	1003 E FM 664

SUPERELEVATION DATA

CROSS SLOPE & SUPERELEVATION RATES - (CFM664)

STATION LIMITS			SUPERELEVATION RATE (%)
800+00	TO	935+00	NORMAL CROWN

MATCHLINE STA. 800+00
MATCHLINE STA. 935+00
342 Central Blvd EXIT ONLY
STA 808+50 SIGN AND COSS
342 Central Blvd ½ MILE
STA 822+80 SIGN AND COSS
DRAINAGE ESMT
NON-FEMA 2-A PROP 3-6'x3' RCB STA 812+15.00
REMOVE EXISTING 3-6'x3' RCB
BEGIN 350' TURN BAY
END CONTRUCTION ℄ XCOLE STA 12+08.77
EXISTING SIGNALIZED INTERSECTION ℄ CFM664 STA 819+35.81 = ℄ XCOLE STA 11+27.86
BEGIN 347' TURN BAY
BEGIN CONTRUCTION ℄ XCOLE STA 10+34.94
BEGIN 187' TURN BAY
BEGIN 200' TURN BAY
℄ XCOLE
CFM664-17
CFM664-18
CITY OF RED OAK
UNINCORPORATED
COBBLESTONE CIR
COBBLESTONE CIR
COLE RD
PROPOSED INTERSECTION ℄ CFM664 STA 830+20.00
BEGIN 183' TURN BAY
BEGIN 185' TURN BAY
RED OAK EASTRIDGE ELEMENTARY
EXISTING ROW
PROPOSED ROW
℄ CFM664
EASTRIDGE BAPTIST CHURCH
PRAIRIE VIEW LN
PRAIRIE CREEK RD
DEBORDE CIR
DEBORDE CIR
PROPOSED 2-4'X3' RCB TRUNKLINE SHOWN AS AN EXAMPLE ONLY. SIZE AND LOCATION TO BE DETERMINED DURING DETAILED STORM DRAIN DESIGN.
NOTE: MEDIAN OPENINGS WERE DETERMINED IN COORDINATION WITH LOCAL GOVERNMENT. FINAL LOCATION OF MEDIAN OPENINGS WILL BE DETERMINED IN THE PS&E DEVELOPMENT PHASE IN COORDINATION WITH THE LOCAL GOVERNMENTS.
MABRY LN
LORENE DR
NARROW LN
RIDGE CREST DR
CREST BROOK DR
BEGIN 295' TURN BAY
BEGIN 307' TURN BAY
CFM664-19
CFM664-20
BEGIN BRIDGE ℄ CFM664 STA 888+17.72
END BRIDGE ℄ CFM664 STA 889+09.72
DRAINAGE ESMT
BEAR CREEK
PRATT RD
℄ XPRARD
END CONTRUCTION ℄ XPRARD STA 12+61.00
EXISTING SIGNALIZED INTERSECTION ℄ CFM664 STA 898+98.80 = ℄ XPRARD STA 11+80.50
BEGIN CONTRUCTION ℄ XPRARD STA 11+06.00
NON-FEMA 2-C PROP 2-6'x4' RCB STA 901+66.00
REMOVE EXISTING 2-6'x4' RCB
EASTRIDGE MINI STORAGE & RV-BOAT TRAILER
CFM664-21
SHELL
A&B STATE INSPECTION
GLAM HAIR
PRECISION AUTO DIAGNOSTICS
LELAND COLLIER ELECTRIC
RED OAK RECYCLING
UNINCORPORATED CITY OF RED OAK
RUDY'S TIRES
ROCKY'S GARAGE
REMOVE EXISTING 1-6'x4' RCB
NON-FEMA 2-D PROP 1-6'x4' RCB STA 924+62.00
LANDMARK BAPTIST CHURCH
REMOVE EXISTING 2-30" CMP
NON-FEMA 2-E PROP 1-6'x3' RCB STA 933+25.00
CFM664-22
DRAINAGE ESMT
664
N
W48
W49
W50
W51
W52
W53
W54
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E102
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E106
E107
E108
E109

CURVE DATA

ROADWAY	CURVE NAME	DELTA	DEGREE	TANGENT	LENGTH	RADIUS	BACK BEARING	AHEAD BEARING	PI STATION	PC STATION	PT STATION
MAINLANES											
CFM664	CFM664-17	4° 11' 46.85" RT	1° 25' 56.62"	146.55'	292.96'	4,000.00'	N 89° 07' 37.40" E	S 86° 40' 35.76" E	825+65.02	824+18.47	827+11.43
	CFM664-18	4° 11' 46.85" LT	1° 25' 56.62"	146.55'	292.96'	4,000.00'	S 86° 40' 35.76" E	N 89° 07' 37.40" E	832+48.18	831+01.64	833+94.60
	CFM664-19	1° 38' 37.28" LT	1° 25' 56.62"	57.38'	114.75'	4,000.00'	N 89° 07' 37.40" E	N 87° 29' 00.12" E	874+25.45	873+68.07	874+82.82
	CFM664-20	1° 41' 11.65" RT	1° 25' 56.62"	58.88'	117.74'	4,000.00'	N 87° 29' 00.12" E	N 89° 10' 11.77" E	879+38.92	878+80.05	879+97.79
	CFM664-21	11° 12' 53.63" RT	1° 25' 56.62"	392.73'	782.95'	4,000.00'	N 89° 10' 11.77" E	S 79° 36' 54.60" E	904+87.74	900+95.01	908+77.96
	CFM664-22	3° 18' 30.41" LT	1° 08' 45.30"	144.40'	288.72'	5,000.00'	S 79° 36' 54.60" E	S 82° 55' 25.01" E	931+32.70	929+88.30	932+77.02

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Dallas District Design Schematic

Mohamed K. Bur, P.E.
Dallas District Engineer

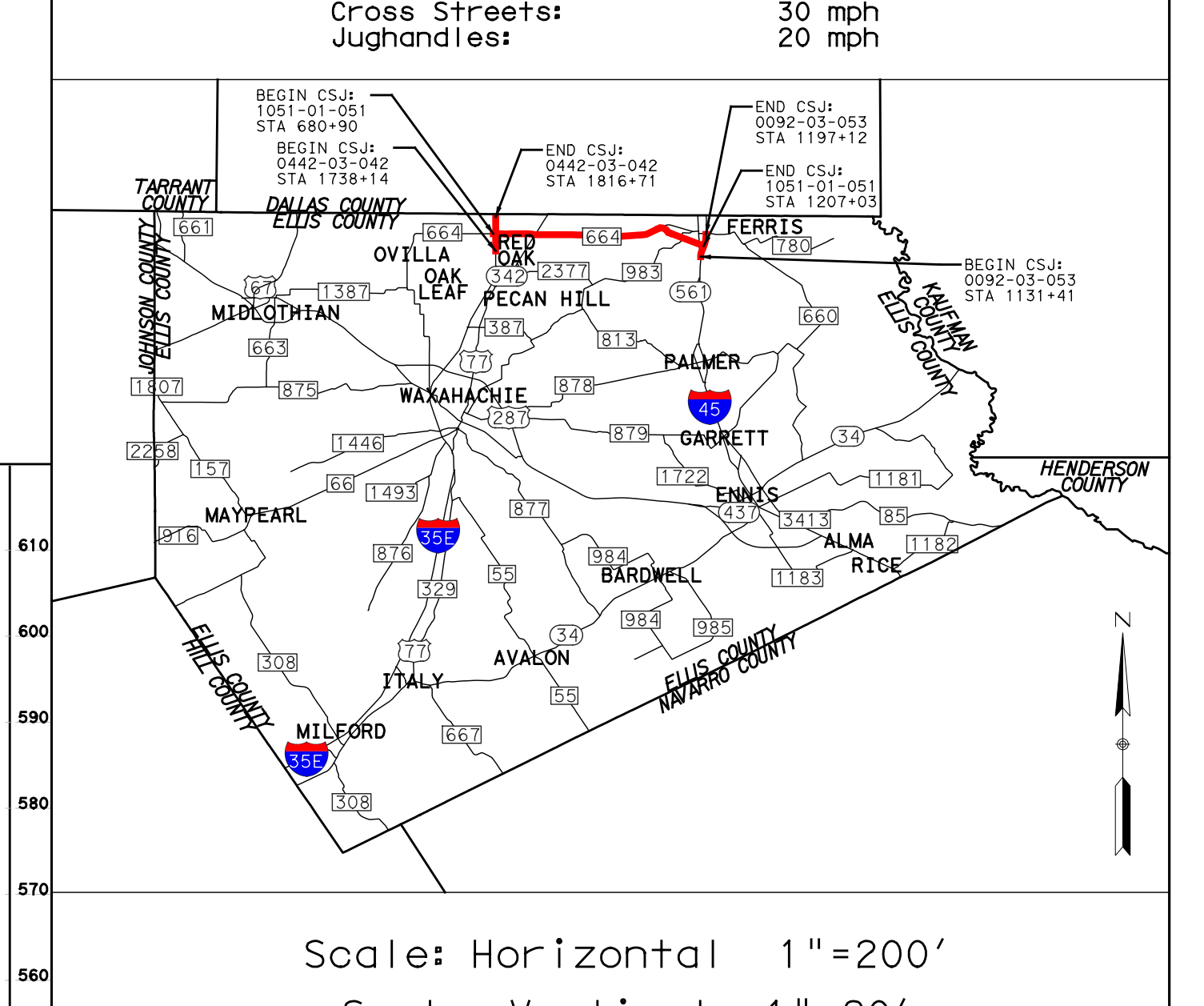
IH 35E at FM 664
From: Red Oak Rd in Red Oak
To: Tater Brown Rd in Red Oak
CSJ: 0442-03-042
Functional Class: Interstate
Length: 1.98 Miles

FM 664
From: IH 35E in Red Oak
To: IH 45 in Ferris
CSJ: 1051-01-051
Functional Class: Principal Arterial
Length: 9.18 Miles

IH 45 at FM 664
From: Bus IH45 Crossover in Ferris
To: E 8th Street in Ferris
CSJ: 0092-03-053
Functional Class: Interstate
Length: 1.23 Miles

Ellis County
Total Project Length: 12.39 Miles

IH 35E / IH 45 Mainlanes: 70 mph
General Ramps: 50 mph
SPUI Ramps: 40 mph
Frontage Roads: 40 mph
FM 664 40 mph
Access Roads: 40 mph
Cross Streets: 30 mph
Jughandles: 20 mph


BEGIN CSJ: 1051-01-051 STA 680+90
BEGIN CSJ: 0442-03-042 STA 1738+14
END CSJ: 0442-03-042 STA 1816+71
END CSJ: 0092-03-053 STA 1197+12
END CSJ: 1051-01-051 STA 1207+03
BEGIN CSJ: 0092-03-053 STA 1131+41
RED OAK
FERRIS
WAXAHACHIE
ENNIS
N

Scale: Horizontal 1"=200'
Scale: Vertical 1"=20'
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MAY 2019
PRELIMINARY
SUBJECT TO REVISIONS
SCHEMATIC PREPARED BY:
M. SHANE WALTERS — 100195
NAME — P.E. NUMBER
MAY 2019
DATE
NOT INTENDED FOR CONSTRUCTION, BIDDING, OR PERMIT PURPOSES
ROLL 3 OF 8
HDR
Firm Registration No. F-754
17111 Preston Road, Suite 300
Dallas, Texas 75248-1229
972.960.4400

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Dallas District Design Schematic

Mohamed K. Bur, P.E.
Dallas District Engineer

IH 35E at FM 664

From: Red Oak Rd in Red Oak
To: Tater Brown Rd in Red Oak
CSJ: 0442-03-042
Functional Class: Interstate
Length: 1.98 Miles

FM 664

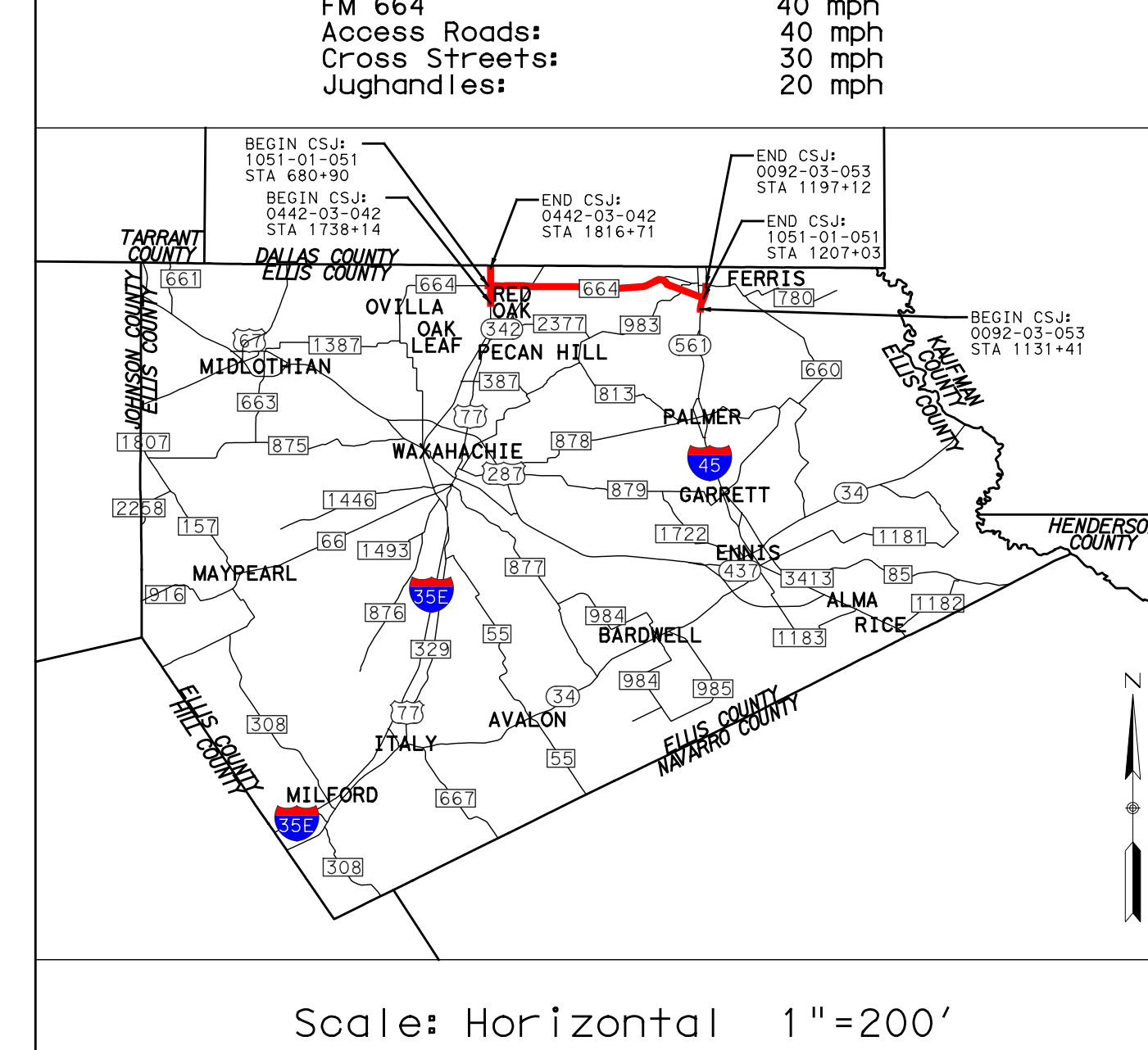
From: IH 35E in Red Oak
To: IH 45 in Ferris
CSJ: 1051-01-051
Functional Class: Principal Arterial
Length: 9.18 Miles

IH 45 at FM 664

From: Bus IH45 Crossover in Ferris
To: E 8th Street in Ferris
CSJ: 0092-03-053
Functional Class: Interstate
Length: 1.23 Miles

Ellis County
Total Project Length: 12.39 Miles

IH 35E / IH 45 Mainlanes:	70 mph
General Ramps:	50 mph
SPUI Ramps:	40 mph
Frontage Roads:	40 mph
FM 664	40 mph
Access Roads:	40 mph
Cross Streets:	30 mph
Jughandles:	20 mph



BEGIN CSJ: 1051-01-051 STA 680+90
BEGIN CSJ: 0442-03-042 STA 1738+14
END CSJ: 0442-03-042 STA 1816+71
END CSJ: 0092-03-053 STA 1197+12
END CSJ: 1051-01-051 STA 1207+03
BEGIN CSJ: 0092-03-053 STA 1131+41
TARRANT COUNTY
DALLAS COUNTY
ELLIS COUNTY
JOHNSON COUNTY
KAUFMAN COUNTY
HENDERSON COUNTY
HILL COUNTY
NAVARRO COUNTY
OVILLA
RED OAK
OAK LEAF
PECAN HILL
FERRIS
MIDLOTHIAN
PALMER
WAXAHACHIE
GARRETT
MAYPEARL
ENNIS
ALMA
RICE
BARDWELL
ITALY
AVALON
MILFORD
N

Scale: Horizontal 1"=200'
Scale: Vertical 1"=20'

MAY 2019

PRELIMINARY
SUBJECT TO REVISIONS

SCHEMATIC PREPARED BY:
M. SHANE WALTERS 100195
NAME P.E. NUMBER
MAY 2019
DATE

NOT INTENDED FOR CONSTRUCTION, BIDDING, OR PERMIT PURPOSES

ROLL 4 OF 8

HDR
Firm Registration No. F-754
17111 Preston Road, Suite 300
Dallas, Texas 75248-1229
972.960.4400

LEGEND:

🟨	PROPOSED MAINLANES
🟩	PROPOSED FRONTAGE ROADS
🟦	PROPOSED RAMPS
🟪	PROPOSED SPUI RAMPS
🟪	PROPOSED CROSS STREETS / DRIVEWAYS
🟪	PROPOSED ACCESS ROADS
🟧	PROPOSED BRIDGE STRUCTURES
🟦	PROPOSED SIDEWALK
⬜	PROJECT BY OTHERS
▨	DISPLACEMENT
▨	FLOODPLAIN
▩	PAVEMENT REMOVAL
- - -	APPARENT EXISTING ROW
- - -	PROPOSED ROW
—III—	PROPOSED CONTROL OF ACCESS
- - -	EXISTING DRAINAGE EASEMENT
- - -	PROPOSED DRAINAGE EASEMENT
— - —	PROPOSED CENTERLINE/BASELINE
▭—	PROPOSED RETAINING WALL
—	PROPOSED CULVERT
—	EXISTING CULVERT
~~→	FLOW DIRECTION
- - -	CITY/UNINCORPORATED LIMITS
—	PROPERTY LINES
XX-X	CURVE NUMBER
(XX)	PROPERTY OWNERSHIP LABELS

NOTES:

1. EXISTING FEATURES WERE NOT FIELD SURVEYED. SCHEMATICS ARE BASED ON AERIAL SURVEYS DATED SEPTEMBER 2017 AND RECORD PLANS.
2. MEDIAN OPENINGS WERE DETERMINED IN COORDINATION WITH LOCAL GOVERNMENT. FINAL LOCATION OF MEDIAN OPENINGS WILL BE DETERMINED IN THE PS&E DEVELOPMENT PHASE IN COORDINATION WITH THE LOCAL GOVERNMENTS.
3. SUPERELEVATION AXIS OF ROTATION IS ABOUT THE PGL.
4. DIMENSIONS ARE TO THE EDGE OF PAVEMENT OR NOMINAL FACE OF CURB, RAIL, BARRIER, OR WALL (UNLESS OTHERWISE NOTED).
5. APPROXIMATE 100 YEAR FLOODPLAIN LIMITS ARE BASED UPON FEMA FLOOD INSURANCE RATE MAPS.
6. EXISTING CULVERT LOCATIONS, SIZE, AND ELEVATIONS OBTAINED FROM RECORD DOCUMENTS AND ARE SHOWN FOR INFORMATIONAL PURPOSES ONLY.
7. EXISTING DRIVEWAYS WILL REMAIN UNLESS IT IS DETERMINED DURING DETAILED DESIGN STAGE AND COORDINATION WITH THE LOCAL GOVERNMENT THAT THE DRIVEWAY IS A SAFETY ISSUE AND/OR IS LOCATED WITHIN ACCESS DENIAL LIMITS SHOWN.
8. BUILDINGS ARE SHOWN AS POTENTIAL DISPLACEMENT IF THE PROPOSED ROW PHYSICALLY INTERSECTS THE EXISTING BUILDING STRUCTURE.
9. CURBS ON THE FRONTAGE ROAD AND CROSS STREETS ARE TYPE II (UNLESS NOTED OTHERWISE).
10. CONVENTIONAL ROADWAY SIGNAGE (SMALL SIGNS) ARE NOT SHOWN AND WILL BE DEVELOPED DURING THE PS&E PHASE OF THE PROJECT.
11. WB-62 DESIGN VEHICLE WAS USED IN EVALUATION OF TURNING MOVEMENTS.
12. TRAFFIC VOLUMES BASED ON TRAFFIC COUNTS AND GROWTH RATES PROVIDED BY TP&P. TRAFFIC VOLUMES APPROVED BY TXDOT TP&P (JULY 2018).
13. AS PER MUTCD REQUIREMENTS, A TRAFFIC SIGNAL WARRANT ANALYSIS WILL BE REQUIRED AFTER INTERSECTIONS ARE CONSTRUCTED TO JUSTIFY THE INSTALLATION OF TRAFFIC SIGNALS.
14. OWNERSHIP INFORMATION SHOWN ON SCHEMATIC OBTAINED FROM ELLIS COUNTY APPRAISAL DISTRICT (MARCH 2018).

TRAFFIC CONTROL PLAN:

FM 664 FROM AUSTIN BLVD TO FERRIS RD

PHASE 1:

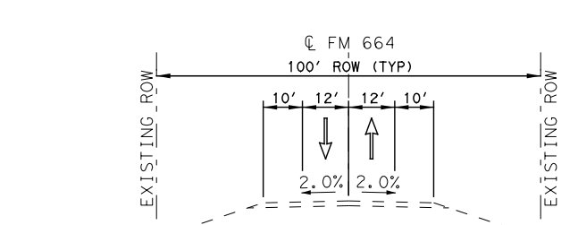
1. FOR FM 664 FROM AUSTIN BLVD TO EAST OF COLE RD, CLOSE OUTSIDE TRAFFIC LANE OF WB FM 664 FROM AUSTIN RD TO SH 342. MAINTAIN EXISTING TRAFFIC AND CONSTRUCT THE FOLLOWING:
   - 3 LANES WB FM 664 FROM AUSTIN BLVD TO WB ENTRANCE RAMP FROM SH 342
   - 2 LANES OF WB FM 664 APPROACHES AND MAIN LANE BRIDGE OVER SH 342
   - WB ENTRANCE FROM SH 342
   - WB EXIT RAMP TO SH 342
   - 2 OUTSIDE LANES OF WB FM 664 PROPOSED PAVEMENT FROM SH 342 TO EAST OF COLE RD. (NEAR 827+00)
   - TEMPORARY PAVEMENT TRANSITION FROM PROPOSED PAVEMENT CONSTRUCTION TO EXISTING FM 664 AT EACH END.
   - TEMPORARY DRIVEWAY CONNECTIONS AS NEEDED FROM PROPOSED PAVEMENT TO EXISTING TRAFFIC LANES
2. FOR FM 664 FROM EAST OF COLE RD TO RIDGE CREST RD - MAINTAIN TRAFFIC IN EXISTING CONDITION AND CONSTRUCT 2 OUTSIDE LANES OF EB FM 664 AND TEMPORARY PAVEMENT TRANSITION TO EXISTING FM 664 AT EACH END. CONSTRUCT TEMPORARY DRIVEWAYS CONNECTIONS AS NEEDED FROM PROPOSED PAVEMENT TO EXISTING TRAFFIC LANES.
3. FM 664 FROM NEAR CREST BROOK DR. TO EAST OF PRATT RD. MAINTAIN TRAFFIC IN EXISTING CONDITION AND CONSTRUCT 2 OUTSIDE LANES OF WB FM 664 AND TEMPORARY PAVEMENT TRANSITION TO EXISTING FM 664 AT EACH END. CONSTRUCT TEMPORARY DRIVEWAY CONNECTIONS AS NEEDED FROM PROPOSED PAVEMENT TO EXISTING TRAFFIC LANES. CONSTRUCT 2 OUTSIDE LANES OF WB FM 664 BRIDGE OVER BEAR CREEK TRIBUTARY.
4. FM 664 FROM EAST OF PRATT RD. TO NEAR STA 935+00. MAINTAIN TRAFFIC IN EXISTING CONDITION AND CONSTRUCT 2 OUTSIDE LANES OF EB FM 664 AND TEMPORARY PAVEMENT TRANSITION TO EXISTING FM 664 AT EACH END. CONSTRUCT TEMPORARY DRIVEWAY CONNECTIONS AS NEEDED FROM PROPOSED PAVEMENT TO EXISTING TRAFFIC LANES.
5. FM 664 FROM NEAR STA 935+00 TO WEST OF BATCHLER RD. MAINTAIN TRAFFIC IN EXISTING CONDITION AND CONSTRUCT 2 OUTSIDE LANES OF WB FM 664 AND 2 OUTSIDE LANES OF WB BRIDGE OVER BEAR CREEK. CONSTRUCT TEMPORARY PAVEMENT TRANSITION TO EXISTING FM 664 AT EACH END AND DRIVEWAY CONNECTIONS AS NEEDED FROM PROPOSED PAVEMENT TO EXISTING TRAFFIC LANES.
6. FM 664 FROM EAST OF BATCHLER RD. TO NEAR STA 1040+00. MAINTAIN TRAFFIC IN EXISTING CONDITION AND CONSTRUCT 2 OUTSIDE LANES OF EB FM 664 AND TEMPORARY PAVEMENT TRANSITION TO EXISTING FM 664 AT EACH END. CONSTRUCT TEMPORARY DRIVEWAY CONNECTIONS AS NEEDED FROM PROPOSED PAVEMENT TO EXISTING TRAFFIC LANES.
7. FM 664 FROM NEAR STA 1046+00 TO END OF PROJECT (NEAR 1075+00). MAINTAIN TRAFFIC IN EXISTING CONDITION AND CONSTRUCT 2 OUTSIDE LANES OF WB FM 664 AND TEMPORARY PAVEMENT TRANSITION TO EXISTING FM 664 AT EACH END. CONSTRUCT TEMPORARY DRIVEWAY CONNECTIONS AS NEEDED FROM PROPOSED PAVEMENT TO EXISTING TRAFFIC LANES.

PHASE 2:

1. SHIFT EB AND WB TRAFFIC ONTO NEW CONSTRUCTED LANES AND TRANSITION AREAS AND CONSTRUCT OPPOSITE DIRECTION OUTSIDE LANES.

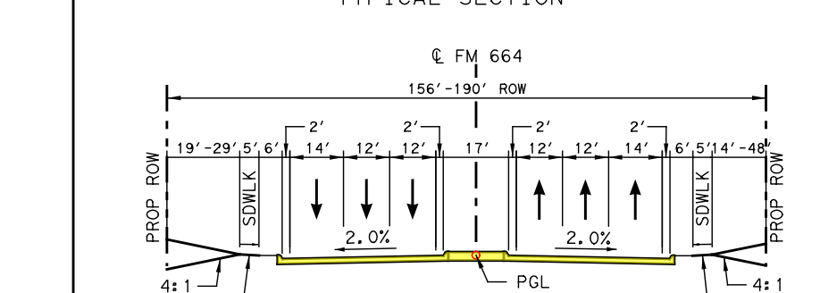
PHASE 3:

1. PUT 2 LANES OF TRAFFIC ON EB AND WB OUTSIDE LANES AND CONSTRUCT INSIDE LANES AND MEDIAN AREAS.



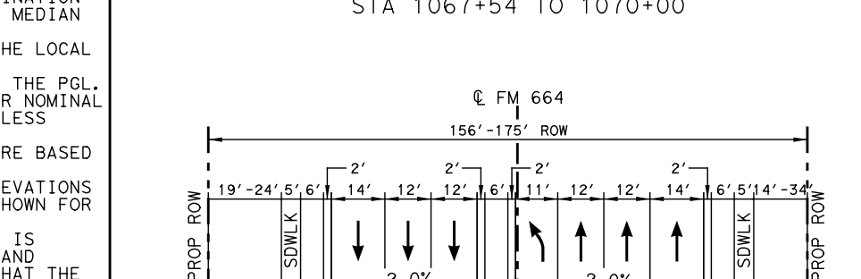
℄ FM 664
100' ROW (TYP)
10' 12' 12' 10'
2.0% 2.0%
EXISTING ROW

EXISTING FM 664
TYPICAL SECTION



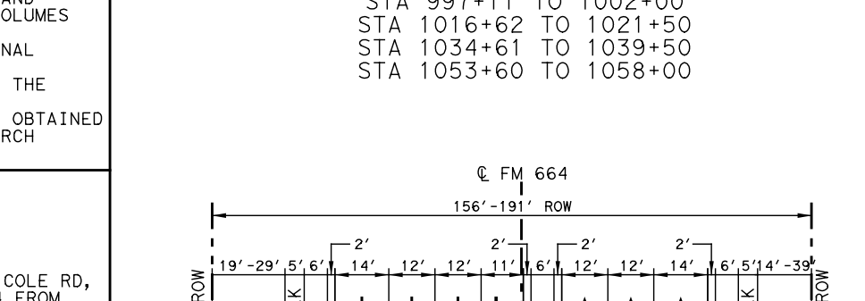
℄ FM 664
156'-190' ROW
19'-29' 5' 6' 14' 12' 12' 12' 12' 14' 6' 5' 24'-48'
PROP ROW
SDWLK
2.0% 2.0%
PGL
4:1 MAX
1.5%

PROPOSED FM 664
TYPICAL SECTION
STA 935+00 TO 937+11
STA 946+88 TO 951+34
STA 969+00 TO 979+11
STA 988+88 TO 997+11
STA 1006+88 TO 1016+62
STA 1025+92 TO 1034+61
STA 1044+39 TO 1053+60
STA 1067+54 TO 1070+00



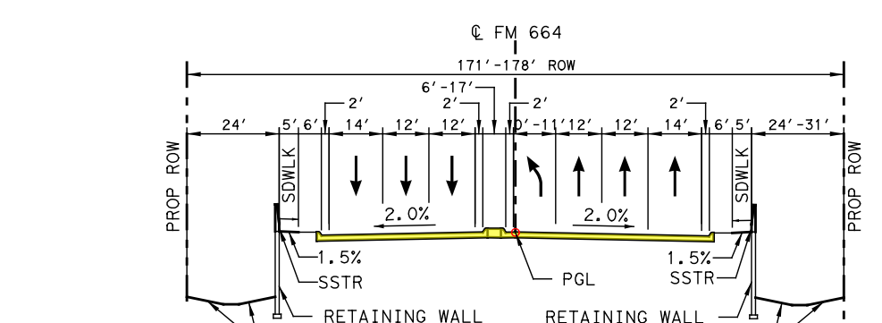
℄ FM 664
156'-175' ROW
19'-24' 5' 6' 14' 12' 12' 12' 12' 14' 6' 5' 24'-48'
PROP ROW
SDWLK
2.0% 2.0%
PGL
4:1 MAX
1.5%

PROPOSED FM 664
TYPICAL SECTION
STA 937+11 TO 942+00
STA 961+85 TO 964+50
STA 979+11 TO 984+00
STA 997+11 TO 1002+00
STA 1016+62 TO 1021+50
STA 1034+61 TO 1039+50
STA 1053+60 TO 1058+00



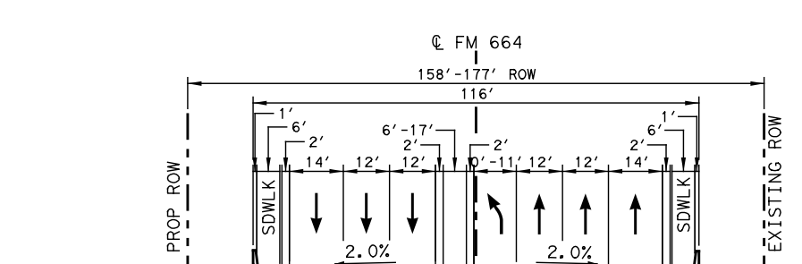
℄ FM 664
156'-191' ROW
19'-29' 5' 6' 14' 12' 12' 12' 12' 14' 6' 5' 24'-39'
PROP ROW
SDWLK
2.0% 2.0%
PGL
4:1 MAX
1.5%

PROPOSED FM 664
TYPICAL SECTION
STA 942+00 TO 946+88
STA 964+50 TO 969+00
STA 984+00 TO 988+88
STA 1002+00 TO 1006+88
STA 1021+50 TO 1025+92
STA 1039+50 TO 1044+39
STA 1058+00 TO 1065+04
STA 1067+14 TO 1067+54



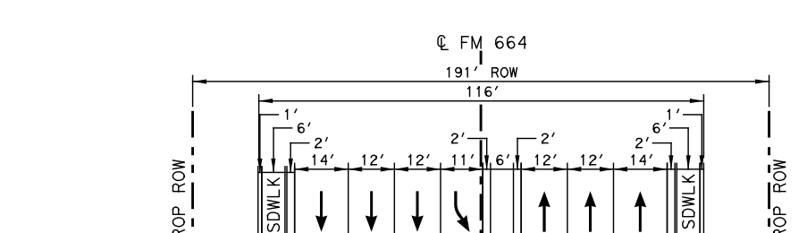
℄ FM 664
171'-178' ROW
6'-17'
24' 5' 6' 14' 12' 12' 12' 12' 14' 6' 5' 24'-31'
PROP ROW
SDWLK
2.0% 2.0%
1.5% SSTR
PGL
RETAINING WALL
4:1 MAX

PROPOSED FM 664
TYPICAL SECTION
STA 951+34 TO 958+85
STA 961+85 TO 964+50



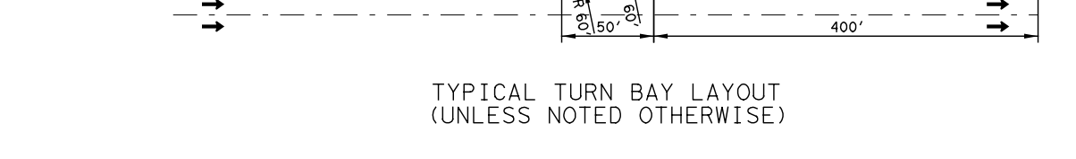
℄ FM 664
158'-177' ROW
116'
6'-17'
PROP ROW
EXISTING ROW
SDWLK
2.0% 2.0%
1.5% SSTR
PGL

PROPOSED FM 664
TYPICAL SECTION
STA 958+85 TO 961+85



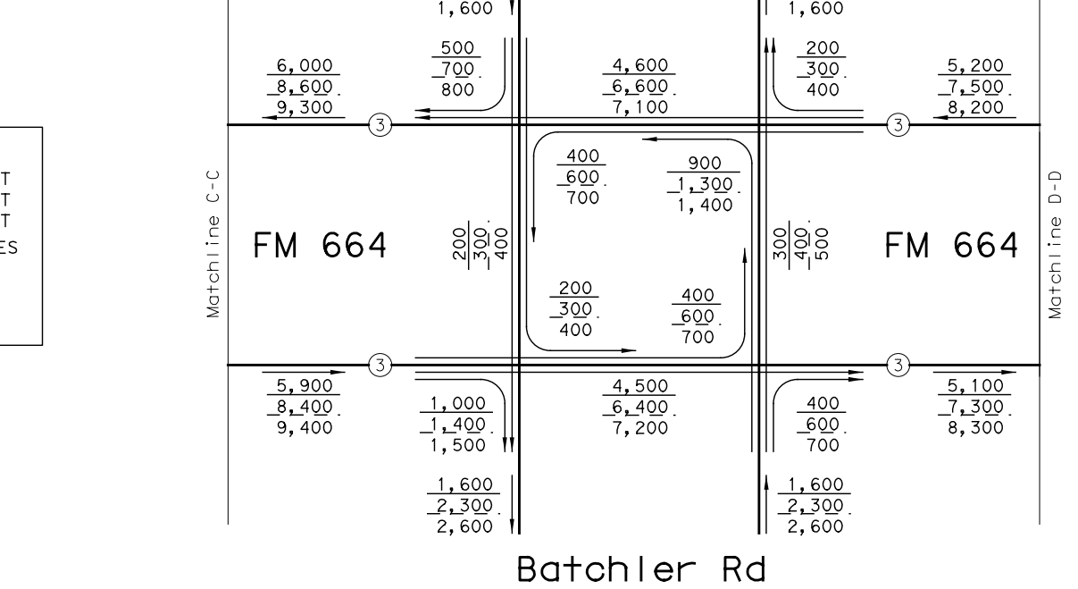
℄ FM 664
191' ROW
116'
PROP ROW
SDWLK
2.0% 2.0%
1.5% SSTR

PROPOSED FM 664
TYPICAL SECTION
STA 1065+04 TO 1067+14



TYPICAL TURN BAY LAYOUT
(UNLESS NOTED OTHERWISE)

TRAFFIC DATA



FM 664
FM 664
Batchler Rd
Matchline C-C
Matchline D-D
900 1,300 1,600
900 1,300 1,600
6,000 8,600 9,300
4,600 6,600 7,100
5,200 7,500 8,200
500 700 800
200 300 400
400 600 900
900 1,300 1,400
200 300 400
400 600 700
5,900 8,400 9,400
4,500 6,400 7,200
5,100 7,300 8,300
1,000 1,400 1,500
400 600 700
1,600 2,300 2,600
1,600 2,300 2,600

LEGEND
1000 2024 ADT
2000 2044 ADT
3000 2054 ADT
(#) NUMBER OF LANES
K = 11.9
D = 58/42
TRUCK = 2.7

OWNERSHIP DATA

ID	OWNER NAME	ADDRESS
W91	BELL ERNEST L	1020 E OVILLA RD
W92	JAMES RONNIE G & SHERRY S	403 N INTERSTATE 35
W93	J G & A INVESTMENTS LLC	128 E OVILLA RD
W94	HERNANDEZ ABEL & GELENA RODRIGUEZ	927 E OVILLA RD
W95	EMERTON PAUL R SR & DONNA J	631 E OVILLA RD
W96	GAJDICA GEORGE R III	1707 E FM 664
W97	ROGOZINSKI CHRIS A	440 MARA LN
W98	GAJDICA GEORGE JR & DIANA GAIL	2019 FM 664
W99	GAJDICA BILLY J & STEPHANIE L	1051 S MAIN ST
W100	HERNANDEZ HADIEE	FM 664
W101	HERNANDEZ HADIEE	FM 664
W102	GOODWYN BEN REED	1250 E FM 664

OWNERSHIP DATA

ID	OWNER NAME	ADDRESS
W103	JOHNDROE S G III TRUSTEE	FM 664 RD
W104	RED OAK CITY OF	505 N INTERSTATE 35
W105	FERRIS CITY OF	1300 E FM 664
W106	JOHNDROE S G III TRUSTEE	1302 E FM 664
W107	ONCOR ELECTRIC DELIVERY COMPANY	1304 E FM 664
W108	ONCOR ELECTRIC DELIVERY COMPANY	1306 FM 664
W109	VIRANI MINAZALI & KHAIRUNNISA	1332 E FM 664
W110	SCHRIEBER FAMILY REVOCABLE LIVING TRUST	1392 E FM 664
W111	MARIN CARLOS H	1400 E FM 664
W112	ALCARAZ JOSE J & MARIA G	1430 E FM 664
W113	SOLARES UMILDAD & NEFTALY ETAL	1434 E FM 664
W114	GOMEZ MARIELA & JOSE Y	507 N INTERSTATE 35

OWNERSHIP DATA

ID	OWNER NAME	ADDRESS
W115	OFFRELL STEVEN	1502 W FM 664
W116	AGUIRRE JOSE M & CANDELARIA	1522 E FM 664
W117	IGLESIA CRISTIANA ARBOL DE VIDA	1528 E FM 664
W118	ENGRUM MAURICE L & ANGEL A ENGRUM	1540 E FM 664
W119	MANQUERO ROBERTO & TRINIDAD	1590 E FM 664
W120	CORONADO LUIS & ROSA M	E FM 664
W121	MORENO PEDRO B & LAURA C	1608 E FM 664
W122	MORENO PEDRO B & LAURA C	1624 E FM 664
W123	MORENO PEDRO B & LAURA C	1630 FM 664
W124	RIOS RAMON	500 N INTERSTATE 35
W125	CLEMENTS BILLY G & FRANCES D	1710 E FM 664
W126	CLEMENTS BILLY G & FRANCES D	1522 E FM 664

OWNERSHIP DATA

ID	OWNER NAME	ADDRESS
W127	CLEMENTS BILLY G & FRANCES D	FM 664
W128	DAVIDSON CHARLES & A DALE WESTER	FM 664
W129	MAXWELL RONNIE D & PAMELA	STAINBACK RD
W130	CAPOBLANCO KERRIE LEANN & KELLIE ANN WEST	2310 E FM 664
W131	MORENO PEDRO B & LAURA C	502 N INTERSTATE 35
W132	INFORMATION NOT AVAILABLE	N/A
W133	OLIVAREZ MARCIANO & ROSA F DE OLIVAREZ REVOCABLE LIVING TRUST	540 FM 983
W134	COLLIER PATSY NELL TRUSTEE OF	FM 983
W135	COLLIER PATSY NELL	554 FM 983
W136	DEINHART DONALD M & CHARLOTTE W	FM 983

OWNERSHIP DATA

ID	OWNER NAME	ADDRESS
E109	COE JONATHAN D & MORSE MARY L	1003 E FM 664
E110	LONESTAR COWBOY CHURCH OF THE NAZARENE ELLIS COUNTY &	1011 E OVILLA RD
E111	TEXAS PARKS & RECREATION FOUNDATION	BATCHLER RD
E112	SEAGO IDA C	FM 664
E113	GASTON BILLY W L/E	1175 BATCHLER RD
E114	RED OAK CITY OF	E OVILLA RD
E115	GASTON BILLY W L/E	E OVILLA RD
E116	LEDERER MICHAEL SCOTT	E OVILLA RD
E117	WALTON TEXAS LP	FM 664
E118	GODINEZ MINERVA M & J GUADALUPE M LOPEZ	1507 FM 664
E119	LOPEZ JOSIE	FM 664
E120	HUGHES PAULA & RANDY	1515 FM 664

OWNERSHIP DATA

ID	OWNER NAME	ADDRESS
E121	WATERMAN DANIEL L	1517 E FM 664
E122	HERNANDEZ MA LORENA & J SERVANDO BRITO	1521 FM 664
E123	SAUCEDA GUADALUPE V	FM 664
E124	MORENO PEDRO B	1529 FM 664
E125	RODARTE NORMA H	1531 E FM 664
E126	LOZANO MARINO & ELSA	1601 E FM 664
E127	MC GHEE ANTONIA C	1605 E FM 664
E128	LOPEZ CHRISTOPHER L	202 HILL RD
E129	COMMUNITY BAPTIST CHURCH	1609 E FM 664
E130	SHERRARD A SCOTT & CYNTHIA A	1625 FM 664
E131	SHERMAN EXPRESS LLC	1625 FM 664
E132	ZMOLEK JERRY E & ELLA M	1631 E FM 664

OWNERSHIP DATA

ID	OWNER NAME	ADDRESS
E133	HORTON DAVID W	1711 E FM 664
E134	GUZMAN MARIO & LORENA	1715 FM 664
E135	BEASLEY BARBARA GAYLE	1801 E FM 664
E136	VIDALES ROCIO A & ANTONIO TRISTAN	1805 E FM 664
E137	SMITH DONALD G	INTERSTATE 35 RED OAK TX
E138	MONTOYA NICOLAS & YANETH	1811 FM 664
E139	OVALLE ELIAZAR	1817 E FM 664
E140	DE SALES ABEL J & ERCILIA S	1821 E FM 664
E141	GARCIA REYNALDO L & CINDIA	1825 FM 664
E142	GARCIA REYNALDO L & CINDIA	1825 FM 664
E143	NAJERA ERNESTO & MARISOL	1833 E FM 664
E144	CAULKINS DONNA PIKE	1901 E FM 664

OWNERSHIP DATA

ID	OWNER NAME	ADDRESS
E145	JAMES LARRY D & JACQUELINE D	1905 E FM 664
E146	TUCKER MIKE & TERESA TUCKER	1909 E FM 664
E147	GREENLEE MARSHALL D & CHARLSEY L	1911 FM 664
E148	AMAYA FRANCISCO R & ESTHER P	1915 E FM 664
E149	BEUSCH CHARLES E & SANDRA L	1921 FM 664
E150	WATSON VIRGINIA ANN	849 BLUFF SPRINGS RD
E151	PONCE PASCUAL & MAGDALENA	900 BLUFF SPRINGS RD
E152	MALLINSON SUSAN CANNON	TANNERS FARM RD
E153	HERNANDEZ JUAN P & BLANCA I MANQUEROS	101 TANNERS FARM RD
E154	ANGLIN & ASSOCIATES	FM 664

MATCHLINE STA. 935+00
MATCHLINE STA. 1070+00
BATCHLER RD
HILL RD
BLUFF SPRINGS RD
TANNER FARM RD
LONE STAR COWBOY CHURCH
FERRIS RED OAK MUNICIPAL HELIPORT
V M TRUCK SALES
TAQUERIA EL CHEVE
COMMUNITY BAPTIST CHURCH
S&S AUTOMOTIVE
UNINCORPORATED CITY OF RED OAK
CITY OF RED OAK UNINCORPORATED
UNINCORPORATED CITY OF FERRIS
POTENTIAL LOCATION OF FUTURE BULLET TRAIN CROSSING
CFM664
CFM664-23
CFM664-24
CFM664-25
DRAINAGE ESMT
BEGIN RETAINING WALL ℄ CFM664 STA 951+33.67 61.5' LT
END RETAINING WALL ℄ CFM664 STA 959+52.94 61.5' LT
BEGIN RETAINING WALL ℄ CFM664 STA 961+49.92 61.5' LT
END RETAINING WALL ℄ CFM664 STA 963+58.05 61.5' LT
BEGIN RETAINING WALL ℄ CFM664 STA 951+33.67 61.5' RT
BEGIN BRIDGE ℄ CFM664 STA 958+85.23
END RETAINING WALL ℄ CFM664 STA 959+20.71 61.5' RT
BEGIN RETAINING WALL ℄ CFM664 STA 961+17.69 61.5' RT
END BRIDGE ℄ CFM664 STA 961+85.23
END RETAINING WALL ℄ CFM664 STA 963+10.00 61.5' RT
PROPOSED INTERSECTION ℄ CFM664 STA 964+36.25 = ℄ XBATCH STA 11+62.98
END CONTRUCTION ℄ XBATCH STA 13+00.00
BEGIN CONTRUCTION ℄ XBATCH STA 10+00.00
REMOVE EXISTING 3-24" CMP
NON-FEMA 2-F
PROP 2-4'x2' RCB STA 977+97.00
EXISTING ROW
PROPOSED ROW
MEDIAN OPENING FOR EMERGENCY ACCESS ONLY
REMOVE EXISTING 2-6'x3' RCB
NON-FEMA 2-G
PROP 3-3'x2' RCB STA 1008+81.00
REMOVE EXISTING 2-24" CMP
NON-FEMA 2-H
PROP 2-4'x2' RCB STA 1013+05.00
REMOVE EXISTING 1-7'x3' RCB
NON-FEMA
PROP 1-7'x3' RCB STA 1036+04.00
BEGIN 318' TURN BAY
BEGIN BRIDGE ℄ CFM664 STA 1065+04.30
END BRIDGE ℄ CFM664 STA 1067+14.30
N 84° 00' 13.15" E
940+00
945+00
950+00
955+00
960+00
970+00
975+00
980+00
985+00
990+00
995+00
1000+00
1005+00
1010+00
1015+00
1020+00
1025+00
1030+00
1035+00
1040+00
1045+00
1050+00
1055+00
1060+00
1065+00
664
N

NOTE:
MEDIAN OPENINGS WERE DETERMINED IN COORDINATION WITH LOCAL GOVERNMENT. FINAL LOCATION OF MEDIAN OPENINGS WILL BE DETERMINED IN THE PS&E DEVELOPMENT PHASE IN COORDINATION WITH THE LOCAL GOVERNMENTS.

SUPERELEVATION DATA

CROSS SLOPE & SUPERELEVATION RATES - (CFM664)

STATION LIMITS			SUPERELEVATION RATE (%)
935+00	TO	1070+00	NORMAL CROWN

CURVE DATA

ROADWAY	CURVE NAME	DELTA	DEGREE	TANGENT	LENGTH	RADIUS	BACK BEARING	AHEAD BEARING	PI STATION	PC STATION	PT STATION
MAINLANES											
CFM664	CFM664-23	11° 42' 16.25" LT	1° 54' 35.49"	307.49'	612.85'	3,000.00'	S 82° 55' 25.01" E	N 85° 22' 18.74" E	949+24.57	946+17.08	952+29.93
	CFM664-24	1° 22' 05.59" LT	1° 08' 45.30"	59.70'	119.40'	5,000.00'	N 85° 22' 18.74" E	N 84° 00' 13.15" E	972+44.43	971+84.73	973+04.13
	CFM664-25	24° 30' 21.09" LT	1° 25' 56.62"	868.70'	1,710.83'	4,000.00'	N 84° 00' 13.15" E	N 59° 29' 52.06" E	1049+17.24	1040+48.54	1057+59.37

LEGEND:
PROPOSED GRADE AT FM 664 CL
EXISTING GROUND AT FM 664 CL
EXISTING GROUND AT LT ROW
EXISTING GROUND AT RT ROW
MATCHLINE STA. 935+00
MATCHLINE STA. 1070+00
PROPOSED GRADE
EXISTING GROUND AT LT ROW
EXISTING GROUND AT RT ROW
EXISTING GROUND AT PGL
STA = 937+25.00 EL = 514.48 ex = -0.20' K = 142 L = 150.00
STA = 949+20.00 EL = 508.51 ex = -0.80' K = 45 L = 170.00
STA = 953+00.00 EL = 492.36 ex = 3.94' K = 79 L = 500.00
STA = 964+00.00 EL = 514.90 ex = -0.48' K = 161 L = 250.00
STA = 974+00.00 EL = 519.90 ex = -0.19' K = 150 L = 150.00
STA = 979+50.00 EL = 517.15 ex = -0.07' K = 399 L = 150.00
STA = 989+00.00 EL = 508.83 ex = -0.11' K = 263 L = 150.00
STA = 993+95.00 EL = 501.67 ex = 0.18' K = 159 L = 150.00
STA = 1013+60.00 EL = 491.85 ex = 0.42' K = 67 L = 150.00
STA = 1024+25.00 EL = 510.27 ex = -1.65' K = 121 L = 400.00
STA = 1036+00.00 EL = 491.79 ex = 0.95' K = 118 L = 300.00
STA = 1042+00.00 EL = 497.57 ex = -0.59' K = 85 L = 200.00
STA = 1057+00.00 EL = 476.64 ex = -0.82' K = 96 L = 250.00
STA = 1062+25.00 EL = 455.60 ex = 1.31' K = 86 L = 300.00
STA = 1067+75.00 EL = 452.84 ex = 0.13' K = 100 L = 100.00
℄ CFM664 STA 958+85.23 EL=504.35 BEGIN BRIDGE
℄ CFM664 STA 961+85.23 EL=510.50 END BRIDGE
BEAM TYPE TX54 STRUC DEPTH 6.0'
TW = 475.81
TW = 474.06
HW = 483.15
HW = 480.60
℄ BATCHLER RD
BATCHLER RD (XBATCH)
STA = 10+20.00 EL = 518.20 ex = -0.08' K = 24 L = 40.00
STA = 11+60.00 EL = 514.15 ex = 0.73' K = 39 L = 150.00
EXISTING GROUND AT PGL
PROPOSED GRADE
HW = 514.76
HW = 514.39
TW = 512.74
TW = 512.80
PROP 2-4'x2' RCB
TW = 490.52
TW = 490.45
HW = 490.67
HW = 490.54
PROP 6-3'x2' RCB
HW = 489.60
HW = 490.01
TW = 487.72
TW = 487.67
PROP 2-4'x2' RCB
HW = 488.62
HW = 488.23
TW = 487.18
TW = 487.04
PROP 1-7'x3' RCB
℄ CFM664 STA 1065+04.30 EL=454.20 BEGIN BRIDGE
℄ CFM664 STA 1067+14.30 EL=453.15 END BRIDGE
BEAM TYPE TX28 STRUC DEPTH 3.6'
HW = 448.85
HW = 448.22
TW = 449.05
TW = 448.36
+0.5565%
-0.5000%
-4.2500%
+2.0494%
+0.5000%
-0.8759%
-1.4463%
+1.7391%
+1.7301%
-1.5732%
+0.9635%
-1.3952%
-4.0077%
-0.5018%
+0.5006%
430
440
450
460
470
480
490
500
510
520
530
540
935+00
940+00
945+00
950+00
955+00
960+00
965+00
970+00
975+00
980+00
985+00
990+00
995+00
1000+00
1005+00
1010+00
1015+00
1020+00
1025+00
1030+00
1035+00
1040+00
1045+00
1050+00
1055+00
1060+00
1065+00
1070+00
EXISTING
PROPOSED

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Dallas District Design Schematic

Mohamed K. Bur, P.E.
Dallas District Engineer

IH 35E at FM 664
From: Red Oak Rd in Red Oak
To: Tater Brown Rd in Red Oak
CSJ: 0442-03-042
Functional Class: Interstate
Length: 1.98 Miles

FM 664
From: IH 35E in Red Oak
To: IH 45 in Ferris
CSJ: 1051-01-051
Functional Class: Principal Arterial
Length: 9.18 Miles

IH 45 at FM 664
From: Bus IH45 Crossover in Ferris
To: E 8th Street in Ferris
CSJ: 0092-03-053
Functional Class: Interstate
Length: 1.23 Miles

Ellis County
Total Project Length: 12.39 Miles

IH 35E / IH 45 Mainlanes: 70 mph
General Ramps: 50 mph
SPUI Ramps: 40 mph
Frontage Roads: 40 mph
FM 664 40 mph
Access Roads: 40 mph
Cross Streets: 30 mph
Jughandles: 20 mph

Scale: Horizontal 1"=200'
Scale: Vertical 1"=20'
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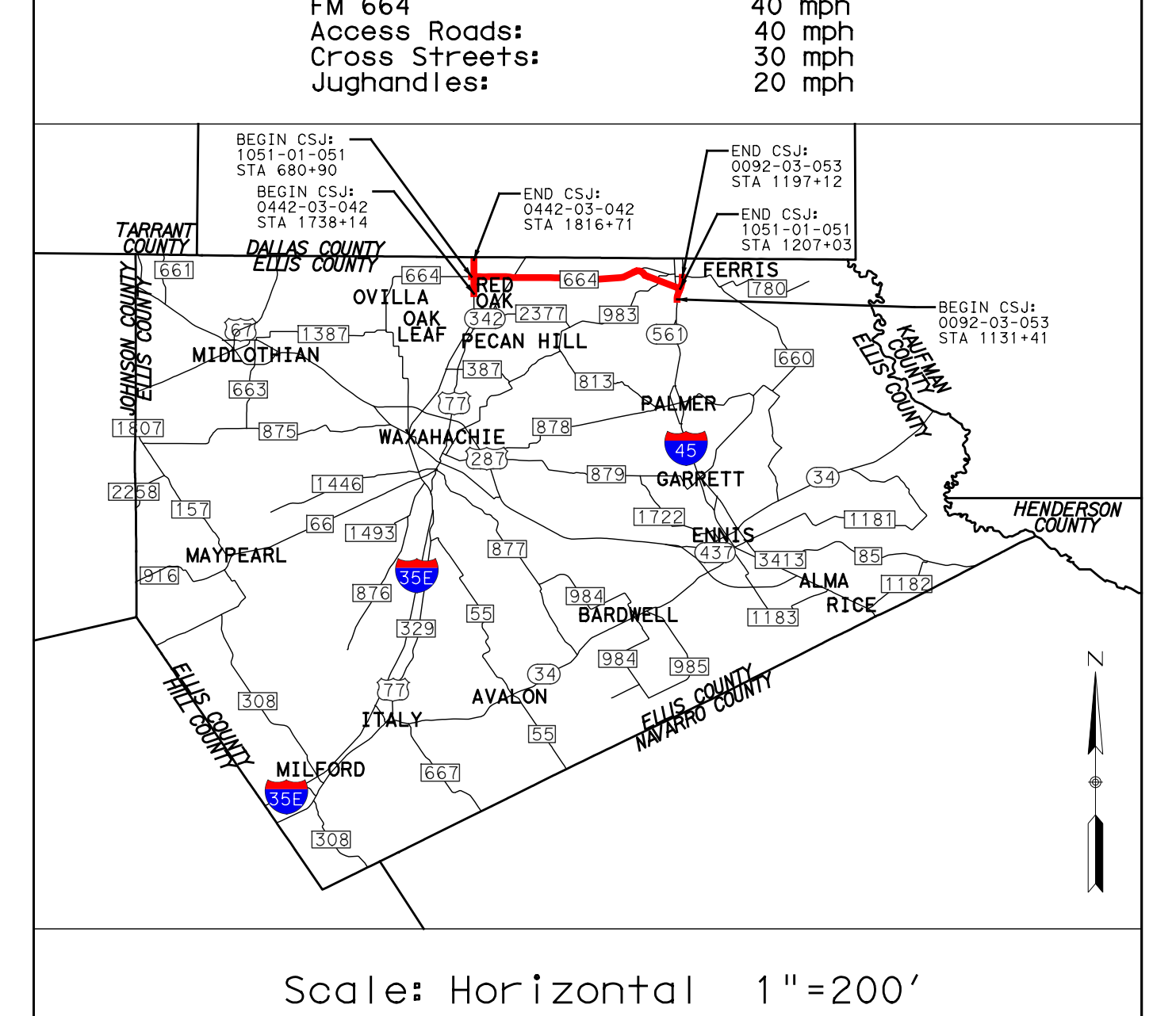
MAY 2019
PRELIMINARY
SUBJECT TO REVISIONS
SCHEMATIC PREPARED BY:
M. SHANE WALTERS 100195
NAME P.E. NUMBER
MAY 2019
DATE
NOT INTENDED FOR CONSTRUCTION, BIDDING, OR PERMIT PURPOSES
ROLL 4 OF 8
HDR
Firm Registration No. F-754
17111 Preston Road, Suite 300
Dallas, Texas 75248-1229
972.960.4400



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Dallas District
Design Schematic

Mohamed K. Bur, P.E.
Dallas District Engineer

IH 35E at FM 664

From: Red Oak Rd in Red Oak
To: Tater Brown Rd in Red Oak
CSJ: 0442-03-042
Functional Class: Interstate
Length: 1.98 Miles

FM 664

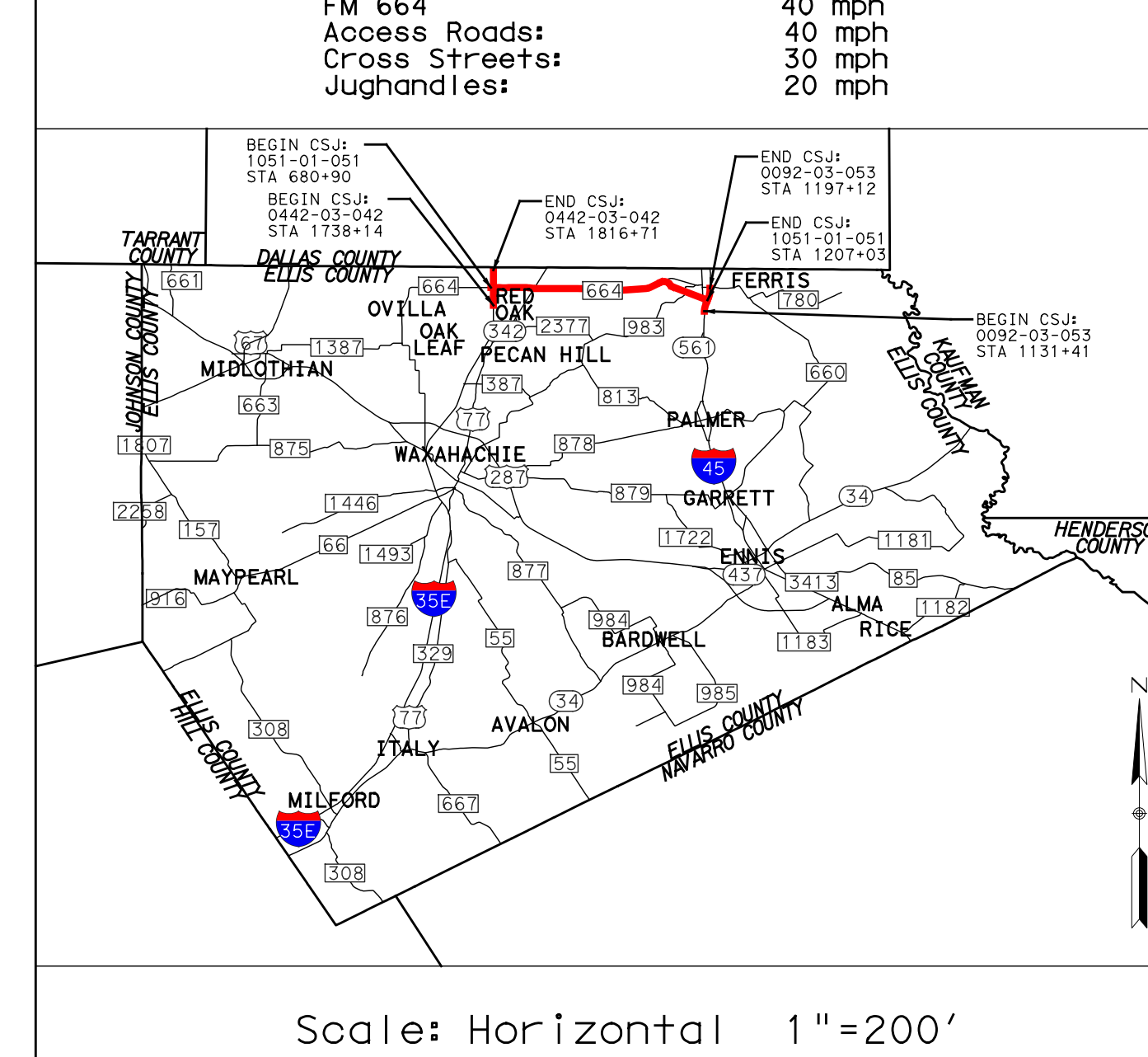
From: IH 35E in Red Oak
To: IH 45 in Ferris
CSJ: 1051-01-051
Functional Class: Principal Arterial
Length: 9.18 Miles

IH 45 at FM 664

From: Bus IH45 Crossover in Ferris
To: E 8th Street in Ferris
CSJ: 0092-03-053
Functional Class: Interstate
Length: 1.23 Miles

Ellis County
Total Project Length: 12.39 Miles

IH 35E / IH 45 Mainlanes:	70 mph
General Ramps:	50 mph
SPUI Ramps:	40 mph
Frontage Roads:	40 mph
FM 664	40 mph
Access Roads:	40 mph
Cross Streets:	30 mph
Jughandles:	20 mph



BEGIN CSJ: 1051-01-051 STA 680+90
BEGIN CSJ: 0442-03-042 STA 1738+14
END CSJ: 0442-03-042 STA 1816+71
END CSJ: 0092-03-053 STA 1197+12
END CSJ: 1051-01-051 STA 1207+03
BEGIN CSJ: 0092-03-053 STA 1131+41
TARRANT COUNTY
DALLAS COUNTY
ELLIS COUNTY
JOHNSON COUNTY
KAUFMAN COUNTY
HENDERSON COUNTY
HILL COUNTY
NAVARRO COUNTY
OVILLA
RED OAK
OAK LEAF
PECAN HILL
FERRIS
MIDLOTHIAN
PALMER
WAXAHACHIE
GARRETT
ENNIS
MAYPEARL
ALMA
RICE
BARDWELL
ITALY
AVALON
MILFORD
35E
45
N

Scale: Horizontal 1"=200'
Scale: Vertical 1"=20'

MAY 2019

PRELIMINARY
SUBJECT TO REVISIONS

SCHEMATIC PREPARED BY:
M. SHANE WALTERS 100195
NAME P.E. NUMBER
MAY 2019
DATE

NOT INTENDED FOR CONSTRUCTION, BIDDING, OR PERMIT PURPOSES

ROLL 5 OF 8

HDR
Firm Registration No. F-754
17111 Preston Road, Suite 300
Dallas, Texas 75248-1229
972.960.4400

LEGEND:

🟨	PROPOSED MAINLANES
🟩	PROPOSED FRONTAGE ROADS
🟩	PROPOSED RAMPS
🟪	PROPOSED SPUI RAMPS
🟪	PROPOSED CROSS STREETS / DRIVEWAYS
🟪	PROPOSED ACCESS ROADS
🟧	PROPOSED BRIDGE STRUCTURES
▬	PROPOSED SIDEWALK
▬	PROJECT BY OTHERS
▨	DISPLACEMENT
▨	FLOODPLAIN
🟥	PAVEMENT REMOVAL
— · —	APPARENT EXISTING ROW
— · —	PROPOSED ROW
—■—	PROPOSED CONTROL OF ACCESS
— —	EXISTING DRAINAGE EASEMENT
— —	PROPOSED DRAINAGE EASEMENT
— · —	PROPOSED CENTERLINE/BASELINE
▬	PROPOSED RETAINING WALL
▬	PROPOSED CULVERT
—	EXISTING CULVERT
∿→	FLOW DIRECTION
— —	CITY/UNINCORPORATED LIMITS
—	PROPERTY LINES
XX-X	CURVE NUMBER
(XX)	PROPERTY OWNERSHIP LABELS

NOTES:

1. EXISTING FEATURES WERE NOT FIELD SURVEYED. SCHEMATICS ARE BASED ON AERIAL SURVEYS DATED SEPTEMBER 2017 AND RECORD PLANS.
2. MEDIAN OPENINGS WERE DETERMINED IN COORDINATION WITH LOCAL GOVERNMENT. FINAL LOCATION OF MEDIAN OPENINGS WILL BE DETERMINED IN THE PS&E DEVELOPMENT PHASE IN COORDINATION WITH THE LOCAL GOVERNMENTS.
3. SUPERELEVATION AXIS OF ROTATION IS ABOUT THE PGL.
4. DIMENSIONS ARE TO THE EDGE OF PAVEMENT OR NOMINAL FACE OF CURB, RAIL, BARRIER, OR WALL (UNLESS OTHERWISE NOTED).
5. APPROXIMATE 100 YEAR FLOODPLAIN LIMITS ARE BASED UPON FEMA FLOOD INSURANCE RATE MAPS.
6. EXISTING CULVERT LOCATIONS, SIZE, AND ELEVATIONS OBTAINED FROM RECORD DOCUMENTS AND ARE SHOWN FOR INFORMATIONAL PURPOSES ONLY.
7. EXISTING DRIVEWAYS WILL REMAIN UNLESS IT IS DETERMINED DURING DETAILED DESIGN STAGE AND COORDINATION WITH THE LOCAL GOVERNMENT THAT THE DRIVEWAY IS A SAFETY ISSUE AND/OR IS LOCATED WITHIN ACCESS DENIAL LIMITS SHOWN.
8. BUILDINGS ARE SHOWN AS POTENTIAL DISPLACEMENT IF THE PROPOSED ROW PHYSICALLY INTERSECTS THE EXISTING BUILDING STRUCTURE.
9. CURBS ON THE FRONTAGE ROAD AND CROSS STREETS ARE TYPE II (UNLESS NOTED OTHERWISE).
10. CONVENTIONAL ROADWAY SIGNAGE (SMALL SIGNS) ARE NOT SHOWN AND WILL BE DEVELOPED DURING THE PS&E PHASE OF THE PROJECT.
11. WB-62 DESIGN VEHICLE WAS USED IN EVALUATION OF TURNING MOVEMENTS.
12. TRAFFIC VOLUMES BASED ON TRAFFIC COUNTS AND GROWTH RATES PROVIDED BY TP&P. TRAFFIC VOLUMES APPROVED BY TXDOT TP&P (JULY 2018).
13. AS PER MUTCD REQUIREMENTS, A TRAFFIC SIGNAL WARRANT ANALYSIS WILL BE REQUIRED AFTER INTERSECTIONS ARE CONSTRUCTED TO JUSTIFY THE INSTALLATION OF TRAFFIC SIGNALS.
14. OWNERSHIP INFORMATION SHOWN ON SCHEMATIC OBTAINED FROM ELLIS COUNTY APPRAISAL DISTRICT (MARCH 2018).

TRAFFIC CONTROL PLAN:

FM 664 FROM AUSTIN BLVD TO FERRIS RD

PHASE 1:

1. FOR FM 664 FROM AUSTIN BLVD TO EAST OF COLE RD, CLOSE OUTSIDE TRAFFIC LANE OF WB FM 664 FROM AUSTIN RD TO SH 342. MAINTAIN EXISTING TRAFFIC AND CONSTRUCT THE FOLLOWING:
   - 3 LANES WB FM 664 FROM AUSTIN BLVD TO WB ENTRANCE RAMP FROM SH 342
   - 2 LANES OF WB FM 664 APPROACHES AND MAIN LANE BRIDGE OVER SH 342
   - WB ENTRANCE FROM SH 342
   - WB EXIT RAMP TO SH 342
   - 2 OUTSIDE LANES OF WB FM 664 PROPOSED PAVEMENT FROM SH 342 TO EAST OF COLE RD. (NEAR 827+00)
   - TEMPORARY PAVEMENT TRANSITION FROM PROPOSED PAVEMENT CONSTRUCTION TO EXISTING FM 664 AT EACH END.
   - TEMPORARY DRIVEWAY CONNECTIONS AS NEEDED FROM PROPOSED PAVEMENT TO EXISTING TRAFFIC LANES
2. FOR FM 664 FROM EAST OF COLE RD TO RIDGE CREST RD - MAINTAIN TRAFFIC IN EXISTING CONDITION AND CONSTRUCT 2 OUTSIDE LANES OF EB FM 664 AND TEMPORARY PAVEMENT TRANSITION TO EXISTING FM 664 AT EACH END. CONSTRUCT TEMPORARY DRIVEWAYS CONNECTIONS AS NEEDED FROM PROPOSED PAVEMENT TO EXISTING TRAFFIC LANES.
3. FM 664 FROM NEAR CREST BROOK DR. TO EAST OF PRATT RD. MAINTAIN TRAFFIC IN EXISTING CONDITION AND CONSTRUCT 2 OUTSIDE LANES OF WB FM 664 AND TEMPORARY PAVEMENT TRANSITION TO EXISTING FM 664 AT EACH END. CONSTRUCT TEMPORARY DRIVEWAY CONNECTIONS AS NEEDED FROM PROPOSED PAVEMENT TO EXISTING TRAFFIC LANES. CONSTRUCT 2 OUTSIDE LANES OF WB FM 664 BRIDGE OVER BEAR CREEK TRIBUTARY.
4. FM 664 FROM EAST OF PRATT RD. TO NEAR STA 935+00. MAINTAIN TRAFFIC IN EXISTING CONDITION AND CONSTRUCT 2 OUTSIDE LANES OF EB FM 664 AND TEMPORARY PAVEMENT TRANSITION TO EXISTING FM 664 AT EACH END. CONSTRUCT TEMPORARY DRIVEWAY CONNECTIONS AS NEEDED FROM PROPOSED PAVEMENT TO EXISTING TRAFFIC LANES.
5. FM 664 FROM NEAR STA 935+00 TO WEST OF BATCHLER RD. MAINTAIN TRAFFIC IN EXISTING CONDITION AND CONSTRUCT 2 OUTSIDE LANES OF WB FM 664 AND 2 OUTSIDE LANES OF WB BRIDGE OVER BEAR CREEK. CONSTRUCT TEMPORARY PAVEMENT TRANSITION TO EXISTING FM 664 AT EACH END AND DRIVEWAY CONNECTIONS AS NEEDED FROM PROPOSED PAVEMENT TO EXISTING TRAFFIC LANES.
6. FM 664 FROM EAST OF BATCHLER RD. TO NEAR STA 1040+00. MAINTAIN TRAFFIC IN EXISTING CONDITION AND CONSTRUCT 2 OUTSIDE LANES OF EB FM 664 AND TEMPORARY PAVEMENT TRANSITION TO EXISTING FM 664 AT EACH END. CONSTRUCT TEMPORARY DRIVEWAY CONNECTIONS AS NEEDED FROM PROPOSED PAVEMENT TO EXISTING TRAFFIC LANES.
7. FM 664 FROM NEAR STA 1046+00 TO END OF PROJECT (NEAR 1075+00). MAINTAIN TRAFFIC IN EXISTING CONDITION AND CONSTRUCT 2 OUTSIDE LANES OF WB FM 664 AND TEMPORARY PAVEMENT TRANSITION TO EXISTING FM 664 AT EACH END. CONSTRUCT TEMPORARY DRIVEWAY CONNECTIONS AS NEEDED FROM PROPOSED PAVEMENT TO EXISTING TRAFFIC LANES.

PHASE 2:

1. SHIFT EB AND WB TRAFFIC ONTO NEW CONSTRUCTED LANES AND TRANSITION AREAS AND CONSTRUCT OPPOSITE DIRECTION OUTSIDE LANES.

PHASE 3:

1. PUT 2 LANES OF TRAFFIC ON EB AND WB OUTSIDE LANES AND CONSTRUCT INSIDE LANES AND MEDIAN AREAS.

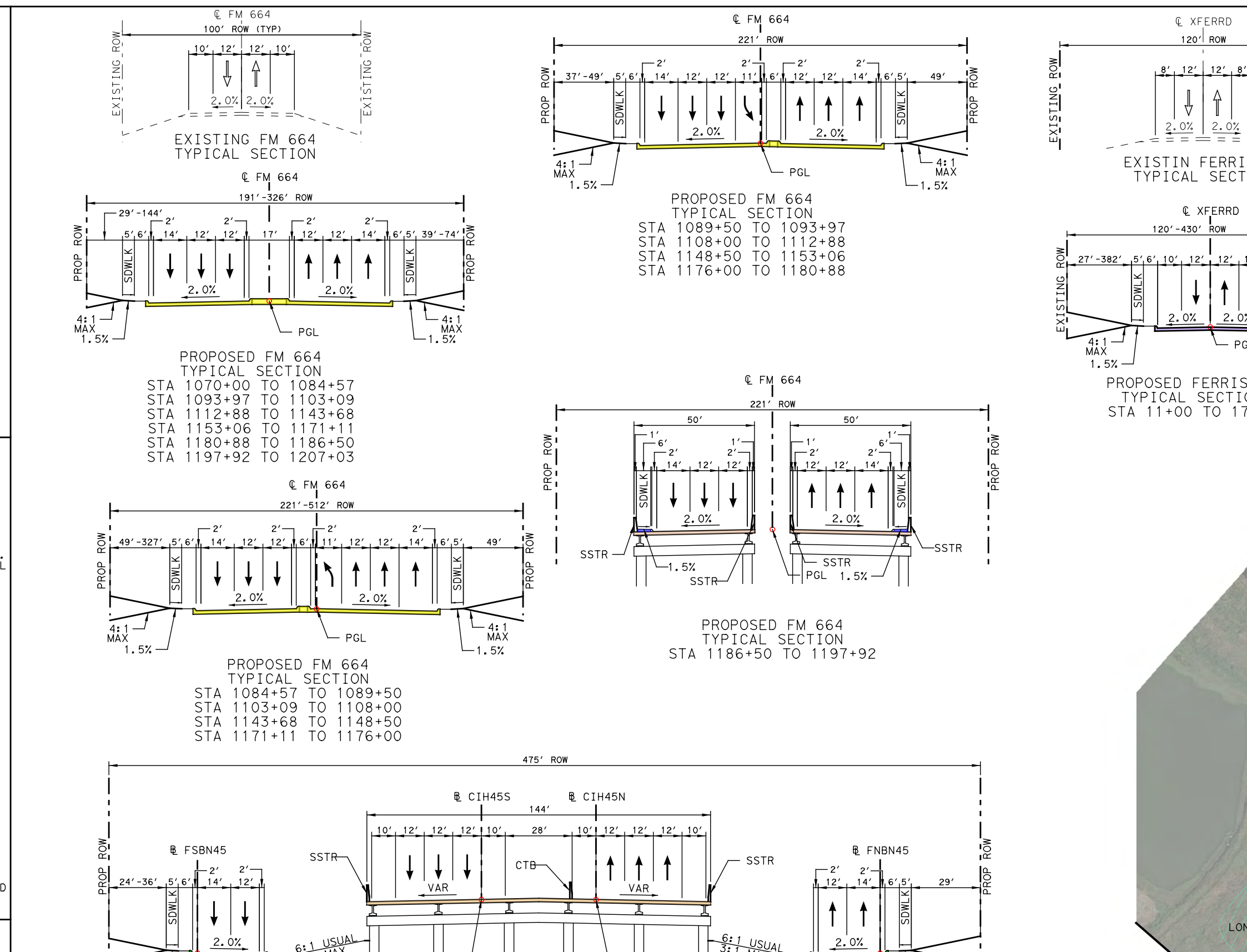
FM 664 FROM FERRIS RD TO IH 45

PHASE 1:

1. CONSTRUCT ALL PROPOSED CULVERTS FROM FM 983 TO THE IH 45 INTERCHANGE
2. CONSTRUCT FM 983 INTERCHANGE USING STEPPED CONSTRUCTION
3. CONSTRUCT NEW LOCATION PAVEMENT FROM FM 983 TO THE IH 45 INTERCHANGE
4. CONSTRUCT BRIDGE OVER RAILROAD AND S. CENTRAL ST.

PHASE 2:

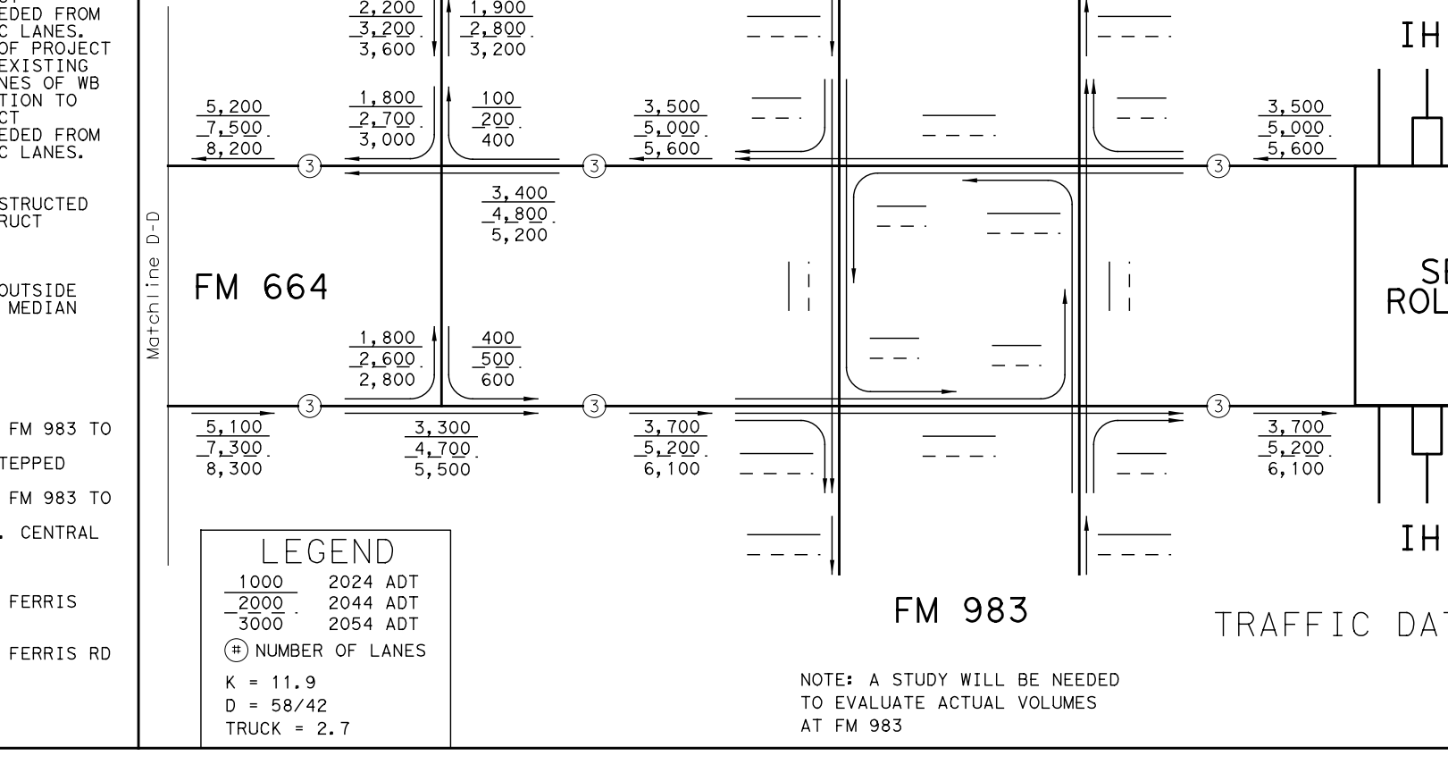
1. CONSTRUCT ALL PROPOSED CULVERTS FROM FERRIS BLVD TO FM 983.
2. CONSTRUCT NEW FERRIS RD. INTERCHANGE
3. CONSTRUCT NEW LOCATION PAVEMENT FROM FERRIS RD TO FM 983.



℄ FM 664
100' ROW (TYP)
EXISTING ROW
EXISTING FM 664
TYPICAL SECTION
191'-326' ROW
PROP ROW
SDWLK
PGL
4:1 MAX
1.5%
2.0%
PROPOSED FM 664
TYPICAL SECTION
STA 1070+00 TO 1084+57
STA 1093+97 TO 1103+09
STA 1112+88 TO 1143+68
STA 1153+06 TO 1171+11
STA 1180+88 TO 1186+50
STA 1197+92 TO 1207+03
221'-512' ROW
PROPOSED FM 664
TYPICAL SECTION
STA 1084+57 TO 1089+50
STA 1103+09 TO 1108+00
STA 1143+68 TO 1148+50
STA 1171+11 TO 1176+00
221' ROW
PROPOSED FM 664
TYPICAL SECTION
STA 1089+50 TO 1093+97
STA 1108+00 TO 1112+88
STA 1148+50 TO 1153+06
STA 1176+00 TO 1180+88
SSTR
PROPOSED FM 664
TYPICAL SECTION
STA 1186+50 TO 1197+92
475' ROW
℄ FSBN45
℄ CIH45S
℄ CIH45N
℄ FNBN45
CTB
VAR
6:1 USUAL 3:1 MAX
PROPOSED SB IH 45
TYPICAL SECTION
STA 2164+11 TO 2167+71 (SB IH 45)
PROPOSED NB IH 45
TYPICAL SECTION
STA 1164+11 TO 1167+71 (NB IH 45)
℄ XFERRD
120' ROW
EXISTIN FERRIS RD
TYPICAL SECTION
120'-430' ROW
PROPOSED FERRIS RD
TYPICAL SECTION
STA 11+00 TO 17+21

OWNERSHIP DATA

ID	OWNER NAME	ADDRESS
E154	ANGLIN & ASSOCIATES	FM 664
E155	WALTON TEXAS LP	664 FM 983
E156	WALTON TEXAS LP	545 FM 983
E157	MORENO MARIO	620 FM 983
E158	ARREOLA JUVENCIO & NORMA JEAN	654 FM 983
E159	MORENO ADOLFO	620 FM 983
E160	LOZANO MERCEDES	FM 983
E161	TAYLOR RAMONA & KATHY UNDERWOOD	508 FM 983
E162	BIRDWELL JAYME DOYLE	W TWELFTH ST
E163	DALLAS PRAETORIAN LLC	901 S MAIN ST
E164	DALLAS PRAETORIAN LLC	S MAIN ST
E165	FERRIS CITY OF	OLD HWY 75
E166	ADAMS W O	INTERSTATE 45
E167	AUGUST HENRY BECK IV FAMILY 2012 TRUST	INTERSTATE 45
E168	820 MARK IV LLC	INTERSTATE 45
W136	DEINHART DONALD M & CHARLOTTE W	FM 983
W137	FAITH RENEWAL MINISTRIES	REESE DR
W138	HARRIS KELLY	INTERSTATE 45
W139	POZO ROBERTO & MARIA	602 8TH ST
W140	POZO ROBERTO & MARIA	603 SHARAF AVE
W141	HERNANDEZ ANTONIO	604 FM 983
W142	MOSSIAH MARIO R	100 OVILLA RD
W143	MAGNETAR PROPERTIES LP	110 E OVILLA RD
W144	ATCO PRODUCTS INC	104 S OVILLA RD
W145	LINDO APPAREL, INC	106 E OVILLA RD



Ferris Rd
FM 983
IH 45
FM 664
Matchline D-D
SEE ROLL 6
Project Limits FM 664
2,200 3,200 3,600
1,900 2,800 3,200
5,200 7,500 8,200
1,800 2,700 3,000
100 200 400
3,500 5,000 5,600
3,400 4,800 5,200
1,800 2,600 2,800
400 500 600
5,100 7,300 8,300
3,300 4,700 5,500
3,700 5,300 6,100
3,500 5,000 5,600
3,700 5,300 6,100
3
LEGEND
1000 2024 ADT
2000 2044 ADT
3000 2054 ADT
(#) NUMBER OF LANES
K = 11.9
D = 58/42
TRUCK = 2.7
NOTE: A STUDY WILL BE NEEDED TO EVALUATE ACTUAL VOLUMES AT FM 983

TRAFFIC DATA

MATCHLINE STA. 1070+00
END CONTRUCTION ℄ XFERRD STA 17+20.80
XFERRD-1
℄ XFERRD
R 160'
EXISTING ROW
PROPOSED ROW
PROPOSED INTERSECTION ℄ CFM664 STA 1089+30.12 = ℄ XFERRD STA 10+50.50
CFM664-26
REMOVE EXISTING 3-6'x5' RCB
LONG BRANCH TRIBUTARY ZONE AE
PROP 3-8'x6' RCB STA 1071+75.50
DRAINAGE ESMT
UNINCORPORATED CITY OF FERRIS
W136 W137 W138 E154 E155 E156
NOTE: MEDIAN OPENINGS WERE DETERMINED IN COORDINATION WITH LOCAL GOVERNMENT. FINAL LOCATION OF MEDIAN OPENINGS WILL BE DETERMINED IN THE PS&E DEVELOPMENT PHASE IN COORDINATION WITH THE LOCAL GOVERNMENTS.
CFM664-27
LONG BRANCH TRIBUTARY ZONE A PROP 6-7'x4' RCB STA 1125+71.50
LONG BRANCH TRIBUTARY ZONE AE PROP 2-7'x4' RCB & 2-6'x4' RCB STA 1135+63.50
END CONTRUCTION ℄ XFM983 STA 16+87.34 MATCH EXISTING PAVEMENT
℄ XFM983
BEGIN TRANSTION TO EXISTING PAVEMENT ℄ XFM983 STA 14+50.93
PROPOSED INTERSECTION ℄ CFM664 STA 1148+33.11 = ℄ XFM983 STA 13+37.92
END PAVEMENT TRANSITION ℄ XFM983 STA 12+23.33
BEGIN CONTRUCTION ℄ XFM983 STA 10+00.00 MATCH EXISTING PAVEMENT BEGIN TRANSITION TO PROPOSED TYPICAL SECTION
FM 983
CFM664-28
W139 W140 W141 W142 E157 E158 E159 E160 E161
LONG BRANCH TRIBUTARY ZONE A PROP 4-8'x6' RCB STA 1166+59.50
℄ CFM664
BEGIN BRIDGES ℄ FM664 STA 1186+50.32
℄ UNION PACIFIC RAILROAD ℄ CFM664 STA 1190+85.75
UNION PACIFIC RAILROAD
S CENTRAL ST
END BRIDGES ℄ FM664 STA 1197+92.23
E162 E163 E164 E165 E166 E167 E168 W143 W144 W145
℄ CIH45N ℄ CIH45S
END BRIDGE ℄ CIH45N STA 1167+78.59
END BRIDGE ℄ CIH45S STA 2167+78.59
BEGIN BRIDGE ℄ CIH45S STA 2164+03.59
BEGIN BRIDGE ℄ CIH45N STA 1164+03.59
℄ CIH45S STA 2165+91.48 ℄ CFM664 STA 1204+80.76
℄ CIH45N STA 1165+90.69 ℄ CFM664 STA 1205+28.77
END CONSTRUCTION ℄ CFM664 STA 1207+02.79 CSJ: 1051-01-051
IH 45 SB FRONTAGE ROAD
IH 45 NB FRONTAGE ROAD
CITY OF FERRIS UNINCORPORATED
1085+00 1090+00 1095+00 1100+00 1105+00 1110+00 1115+00 1120+00 1125+00 1130+00 1135+00 1140+00 1145+00 1150+00 1155+00 1160+00 1165+00 1170+00 1175+00 1180+00 1185+00 1190+00 1195+00 1200+00 1205+00 1210+00
664
45
N
400'
50'
R 60'
TYPICAL TURN BAY LAYOUT (UNLESS NOTED OTHERWISE)
FERRIS RD (XFERRD)
PROPOSED GRADE
EXISTING GROUND AT PGL
STA = 14+00.00
EL = 480.23
ex = -0.37'
K = 76
L = 150.00
10+00
15+00
FM 983 (XFM983)
STA = 14+25.00
EL = 468.24
ex = -1.32'
K = 64
L = 260.00

SUPERELEVATION DATA

CROSS SLOPE & SUPERELEVATION RATES - (CFM664)

STATION LIMITS			SUPERELEVATION RATE (%)
1070+00	TO	1206+42	NORMAL CROWN

CURVE DATA

ROADWAY	CURVE NAME	DELTA	DEGREE	TANGENT	LENGTH	RADIUS	BACK BEARING	AHEAD BEARING	PI STATION	PC STATION	PT STATION
MAINLANES											
CFM664	CFM664-26	88° 08' 08.94" RT	2° 51' 53.24"	1,935.96'	3,076.52'	2,000.00'	N 59° 29' 52.06" E	S 32° 21' 59.00" E	1096+05.56	1076+69.60	1107+46.12
	CFM664-27	43° 24' 49.55" LT	3° 49' 10.99"	597.13'	1,136.57'	1,500.00'	S 32° 21' 59.00" E	S 75° 46' 48.56" E	1119+47.95	1113+50.82	1124+87.39
	CFM664-28	3° 28' 36.53" RT	2° 51' 53.24"	60.70'	121.36'	2,000.00'	S 75° 46' 48.56" E	S 72° 18' 12.02" E	1154+72.71	1154+12.01	1155+33.37
CROSS STREETS											
XFERRD	XFERRD-1	54° 53' 47.95" RT	11° 27' 32.96"	259.71'	479.06'	500.00'	N 5° 36' 32.37" E	N 60° 30' 20.32" E	15+01.45	12+41.74	17+20.80

LEGEND:
PROPOSED GRADE AT FM 664 CL
EXISTING GROUND AT FM 664 CL
EXISTING GROUND AT LT ROW
EXISTING GROUND AT RT ROW
MATCHLINE STA. 1070+00
STA = 1070+00.00 EL = 453.97 ex = -0.19' K = 150 L = 150.00
STA = 1074+00.00 EL = 451.97 ex = 1.86' K = 107 L = 400.00
HW100 = 446.47
HW25 = 445.37
PROP 3-8'x6' RCB
TW100 = 444.80
TW25 = 445.18
STA = 1080+00.00 EL = 471.32 ex = -0.85' K = 132 L = 300.00
STA = 1088+25.00 EL = 479.15 ex = -0.46' K = 110 L = 200.00
℄ FERRIS RD
STA = 1097+75.00 EL = 470.83 ex = -0.11' K = 259 L = 150.00
STA = 1110+00.00 EL = 452.99 ex = 1.22' K = 256 L = 500.00
STA = 1115+50.00 EL = 455.74 ex = -1.09' K = 103 L = 300.00
PROPOSED GRADE
EXISTING GROUND AT LT ROW
EXISTING GROUND AT RT ROW
EXISTING GROUND AT PGL
STA = 1122+00.00 EL = 440.14 ex = 1.22' K = 64 L = 250.00
HW100 = 438.75
HW25 = 438.02
PROP 6-7'x4' RCB
TW100 = 433.92
TW25 = 433.66
STA = 1124+65.00 EL = 444.11 ex = -0.13' K = 215 L = 150.00
STA = 1130+50.00 EL = 448.79 ex = -1.88' K = 45 L = 260.00
STA = 1135+00.00 EL = 426.29 ex = 7.99' K = 64 L = 640.00
TW100 = 428.93
TW25 = 428.01
PROP 2-7'x4' RCB & 2-6'x4' RCB
HW100 = 429.59
HW25 = 428.57
STA = 1141+10.00 EL = 456.69 ex = -1.71' K = 46 L = 250.00
STA = 1145+50.00 EL = 454.49 ex = 1.59' K = 71 L = 300.00
STA = 1147+75.00 EL = 462.88 ex = -0.59' K = 47 L = 150.00
℄ FM 983
STA = 1154+90.00 EL = 466.92 ex = -2.77' K = 72 L = 400.00
STA = 1164+15.00 EL = 420.88 ex = 8.11' K = 65 L = 650.00
PROP 4-8'x6' RCB
TW100 = 422.53
TW25 = 422.16
HW100 = 422.34
HW25 = 421.75
STA = 1174+50.00 EL = 472.63 ex = -2.75' K = 73 L = 400.00
STA = 1185+00.00 EL = 467.38 ex = 1.90' K = 80 L = 350.00
℄ CFM664 STA 1186+50.32 EL=473.21 BEGIN BRIDGES
STA = 1191+00.00 EL = 490.50 ex = -5.79' K = 65 L = 550.00
BEAM TYPE TX54 STRUC DEPTH 6.0'
23.5' MIN CLR
UNION PACIFIC RAILROAD
℄ FERRIS RD
℄ CFM664 STA 1197+92.23 EL=459.50 END BRIDGES
HW100 = 428.79
HW25 = 426.55
TW100 = 428.72
TW25 = 426.38
STA = 1199+50.00 EL = 451.64 ex = 4.78' K = 65 L = 500.00
STA = 1202+75.00 EL = 461.61 ex = -0.27' K = 105 L = 150.00
STA = 1205+45.00 EL = 466.05 ex = -0.54' K = 93 L = 200.00
℄ CIH45S
℄ CIH45N
BEAM TYPE TX46 STRUC DEPTH 5.1'
16.7' MIN CLR
℄ FSBN45
℄ FNBN45
END CONSTRUCTION ℄ CFM664 STA 1207+02.79 EL = 465.26 CSJ: 1051-01-051
410 420 430 440 450 460 470 480 490
1070+00 1075+00 1080+00 1085+00 1090+00 1095+00 1100+00 1105+00 1110+00 1115+00 1120+00 1125+00 1130+00 1135+00 1140+00 1145+00 1150+00 1155+00 1160+00 1165+00 1170+00 1175+00 1180+00 1185+00 1190+00 1195+00 1200+00 1205+00

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Dallas District
Design Schematic
Mohamed K. Bur, P.E.
Dallas District Engineer
IH 35E at FM 664
From: Red Oak Rd in Red Oak
To: Tater Brown Rd in Red Oak
CSJ: 0442-03-042
Functional Class: Interstate
Length: 1.98 Miles
FM 664
From: IH 35E in Red Oak
To: IH 45 in Ferris
CSJ: 1051-01-051
Functional Class: Principal Arterial
Length: 9.18 Miles
IH 45 at FM 664
From: Bus IH45 Crossover in Ferris
To: E 8th Street in Ferris
CSJ: 0092-03-053
Functional Class: Interstate
Length: 1.23 Miles
Ellis County
Total Project Length: 12.39 Miles
IH 35E / IH 45 Mainlanes: 70 mph
General Ramps: 50 mph
SPUI Ramps: 40 mph
Frontage Roads: 40 mph
FM 664 40 mph
Access Roads: 40 mph
Cross Streets: 30 mph
Jughandles: 20 mph
Scale: Horizontal 1"=200'
Scale: Vertical 1"=20'
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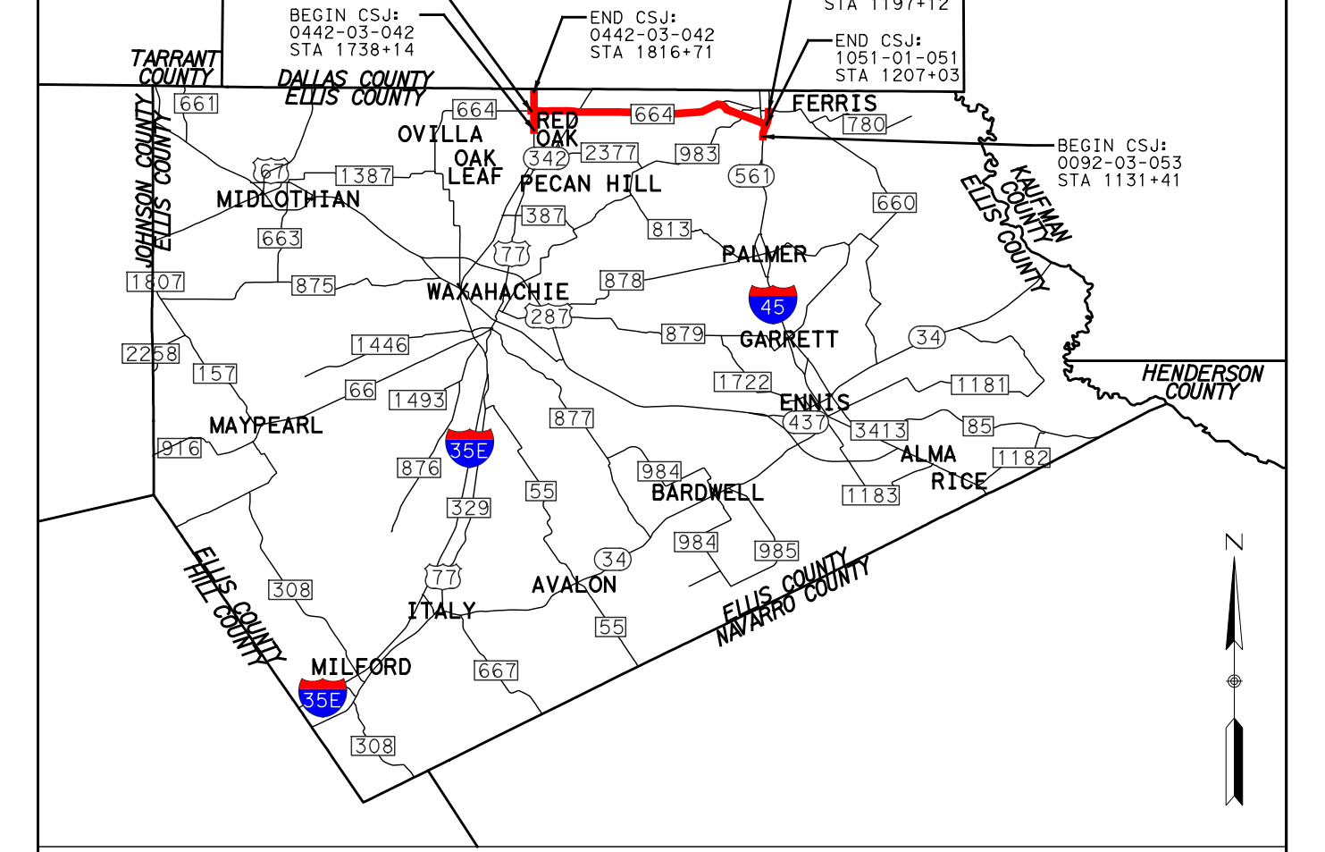
MAY 2019
PRELIMINARY SUBJECT TO REVISIONS
SCHEMATIC PREPARED BY: M. SHANE WALTERS 100195 NAME P.E. NUMBER MAY 2019 DATE
NOT INTENDED FOR CONSTRUCTION, BIDDING, OR PERMIT PURPOSES
ROLL 5 OF 8
HDR Firm Registration No. F-754 17111 Preston Road, Suite 300 Dallas, Texas 75248-1229 972.960.4400



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Dallas District
Design Schematic

Mohamed K. Bur, P.E.
Dallas District Engineer

IH 35E at FM 664
From: Red Oak Rd in Red Oak
To: Tater Brown Rd in Red Oak
CSJ: 0442-03-042
Functional Class: Interstate
Length: 1.98 Miles

FM 664
From: IH 35E in Red Oak
To: IH 45 in Ferris
CSJ: 1051-01-051
Functional Class: Principal Arterial
Length: 9.18 Miles

IH 45 at FM 664
From: Bus IH45 Crossover in Ferris
To: E 8th Street in Ferris
CSJ: 0092-03-053
Functional Class: Interstate
Length: 1.23 Miles

Ellis County
Total Project Length: 12.39 Miles

IH 35E / IH 45 Mainlanes:	70 mph
General Ramps:	50 mph
SPUI Ramps:	40 mph
Frontage Roads:	40 mph
FM 664	40 mph
Access Roads:	40 mph
Cross Streets:	30 mph
Jughandles:	20 mph

LEGEND:

- PROPOSED MAINLANES
- PROPOSED FRONTAGE ROADS
- PROPOSED RAMPS
- PROPOSED SPUI RAMPS
- PROPOSED CROSS STREETS / DRIVEWAYS
- PROPOSED ACCESS ROADS
- PROPOSED BRIDGE STRUCTURES
- PROPOSED SIDEWALK
- PROJECT BY OTHERS
- DISPLACEMENT
- FLOODPLAIN
- PAVEMENT REMOVAL
- APPARENT EXISTING ROW
- PROPOSED ROW
- PROPOSED CONTROL OF ACCESS
- EXISTING DRAINAGE EASEMENT
- PROPOSED DRAINAGE EASEMENT
- PROPOSED CENTERLINE/BASELINE
- PROPOSED RETAINING WALL
- PROPOSED CULVERT
- EXISTING CULVERT
- FLOW DIRECTION
- CITY/UNINCORPORATED LIMITS
- PROPERTY LINES
- XX-X CURVE NUMBER
- (XX) PROPERTY OWNERSHIP LABELS

NOTES:

1. EXISTING FEATURES WERE NOT FIELD SURVEYED. SCHEMATICS ARE BASED ON AERIAL SURVEYS DATED SEPTEMBER 2017 AND RECORD PLANS.
2. MEDIAN OPENINGS WERE DETERMINED IN COORDINATION WITH LOCAL GOVERNMENT. FINAL LOCATION OF MEDIAN OPENINGS WILL BE DETERMINED IN THE PS&E DEVELOPMENT PHASE IN COORDINATION WITH THE LOCAL GOVERNMENTS.
3. SUPERELEVATION AXIS OF ROTATION IS ABOUT THE PGL.
4. DIMENSIONS ARE TO THE EDGE OF PAVEMENT OR NOMINAL FACE OF CURB, RAIL, BARRIER, OR WALL (UNLESS OTHERWISE NOTED).
5. APPROXIMATE 100 YEAR FLOODPLAIN LIMITS ARE BASED UPON FEMA FLOOD INSURANCE RATE MAPS.
6. EXISTING CULVERT LOCATIONS, SIZE, AND ELEVATIONS OBTAINED FROM RECORD DOCUMENTS AND ARE SHOWN FOR INFORMATIONAL PURPOSES ONLY.
7. EXISTING DRIVEWAYS WILL REMAIN UNLESS IT IS DETERMINED DURING DETAILED DESIGN STAGE AND COORDINATION WITH THE LOCAL GOVERNMENT THAT THE DRIVEWAY IS A SAFETY ISSUE AND/OR IS LOCATED WITHIN ACCESS DENIAL LIMITS SHOWN.
8. BUILDINGS ARE SHOWN AS POTENTIAL DISPLACEMENT IF THE PROPOSED ROW PHYSICALLY INTERSECTS THE EXISTING BUILDING STRUCTURE.
9. CURBS ON THE FRONTAGE ROAD AND CROSS STREETS ARE TYPE II (UNLESS NOTED OTHERWISE).
10. CONVENTIONAL ROADWAY SIGNAGE (SMALL SIGNS) ARE NOT SHOWN AND WILL BE DEVELOPED DURING THE PS&E PHASE OF THE PROJECT.
11. WB-62 DESIGN VEHICLE WAS USED IN EVALUATION OF TURNING MOVEMENTS.
12. TRAFFIC VOLUMES BASED ON TRAFFIC COUNTS AND GROWTH RATES PROVIDED BY TP&P. TRAFFIC VOLUMES APPROVED BY TXDOT TP&P (JULY 2018).
13. AS PER MUTCD REQUIREMENTS, A TRAFFIC SIGNAL WARRANT ANALYSIS WILL BE REQUIRED AFTER INTERSECTIONS ARE CONSTRUCTED TO JUSTIFY THE INSTALLATION OF TRAFFIC SIGNALS.
14. OWNERSHIP INFORMATION SHOWN ON SCHEMATIC OBTAINED FROM ELLIS COUNTY APPRAISAL DISTRICT (MARCH 2018).

TRAFFIC CONTROL PLAN:

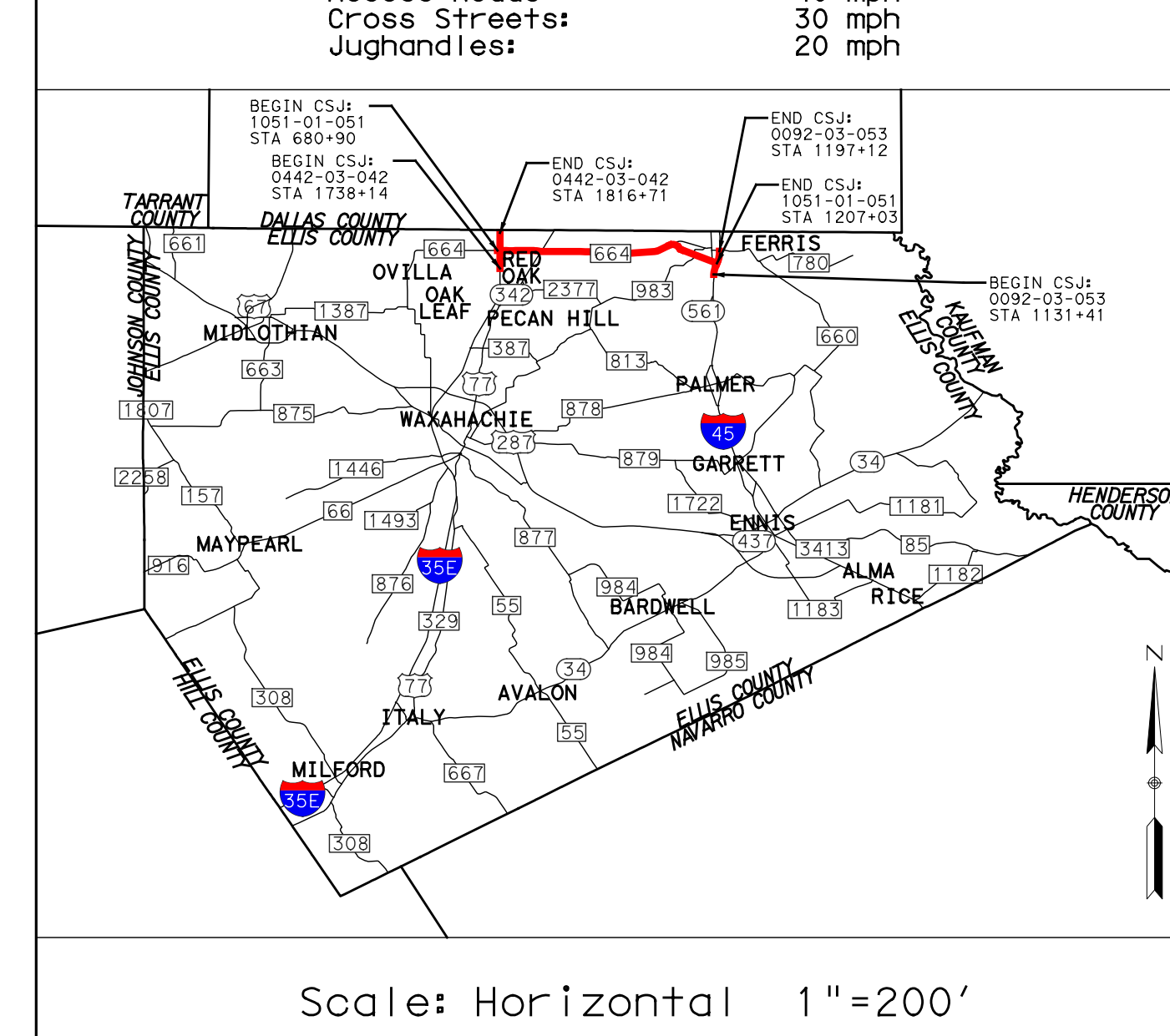
IH 45 CORRIDOR

PHASE 1:
1. CONSTRUCT 2-10'X6' DRAINAGE STRUCTURE EXTENSION TO THE EAST OF THE IH 45 MAINLANES AND ULTIMATE FRONTAGE ROADS. CONSTRUCT 2-42" RCP DRAINAGE STRUCTURE EXTENSION TO THE EAST OF THE IH 45 MAINLANES.
2. CONSTRUCT NB FRONTAGE ROAD, NORTHBOUND EXIT TO FM 664, NORTHBOUND ENTRANCE FROM FM 664, AND EASTERN PORTION OF THE FM 664 INTERSECTION OUTSIDE OF EXISTING FRONTAGE ROAD AND RAMP PAVEMENT LIMITS.
3. CONSTRUCT NORTHBOUND EXIT RAMP TO FM 664 USING STEPPED CONSTRUCTION AT EXISTING MAINLANES.
4. CONSTRUCT NORTHBOUND ENTRANCE RAMP FROM FM 664 STEPPED CONSTRUCTION AT EXISTING MAINLANES.

PHASE 2:
1. SHIFT NORTHBOUND TRAFFIC TO NEW PAVEMENT AND REMOVE EXISTING NORTHBOUND FRONTAGE ROAD.
2. CONSTRUCT NORTHBOUND MAINLANES USING STEPPED CONSTRUCTION AT EXISTING PAVEMENT TIE-IN.
3. CONSTRUCT NORTHBOUND MAINLANE BRIDGES AND RETAINING WALLS.
4. COMPLETE CONSTRUCTION OF NORTHBOUND MAINLANE RAMP GORES.

PHASE 3:
1. SHIFT NORTHBOUND MAINLANES TO NEW PAVEMENT.
2. COMPLETE NORTHBOUND MAINLANE TIE-IN CONSTRUCTION AT EXISTING PAVEMENT TIE-IN USING STEPPED CONSTRUCTION.
3. COMPLETE SOUTHBOUND MAINLANE TIE-IN CONSTRUCTION AT EXISTING PAVEMENT TIE-IN.
4. CONSTRUCT SOUTHBOUND MAINLANE BRIDGES AND RETAINING WALLS.

PHASE 4:
1. SHIFT SOUTHBOUND MAINLANES TO NEW PAVEMENT.
2. CONSTRUCT SOUTHBOUND FRONTAGE ROAD BY UTILIZING EXISTING SOUTHBOUND IH 45 MAINLANE PAVEMENT AS NEEDED.
3. CONSTRUCT SOUTHBOUND EXIT RAMP TO FM 664.
4. CONSTRUCT SOUTHBOUND ENTRANCE RAMP FROM FM 664.
5. CONSTRUCT FM 664 PAVEMENT UNDER IH 45 MAINLANE BRIDGES.


BEGIN CSJ: 1051-01-051 STA 680+90
BEGIN CSJ: 0442-03-042 STA 1738+14
END CSJ: 0442-03-042 STA 1816+71
END CSJ: 0092-03-053 STA 1197+12
END CSJ: 1051-01-051 STA 1207+03
BEGIN CSJ: 0092-03-053 STA 1131+41
TARRANT COUNTY
DALLAS COUNTY
ELLIS COUNTY
JOHNSON COUNTY
KAUFMAN COUNTY
HENDERSON COUNTY
HILL COUNTY
NAVARRO COUNTY
OVILLA
RED OAK
OAK LEAF
PECAN HILL
FERRIS
MIDLOTHIAN
PALMER
WAXAHACHIE
GARRETT
ENNIS
ALMA
RICE
MAYPEARL
BARDWELL
ITALY
AVALON
MILFORD
N

Scale: Horizontal 1"=200'
Scale: Vertical 1"=20'

MAY 2019

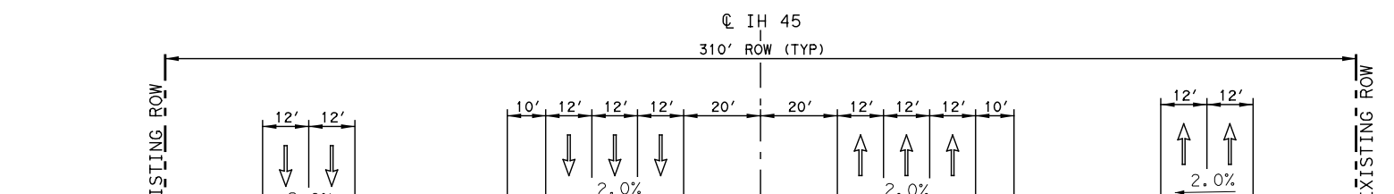
PRELIMINARY
SUBJECT TO REVISIONS

SCHEMATIC PREPARED BY:
M. SHANE WALTERS 100195
NAME P.E. NUMBER
MAY 2019
DATE

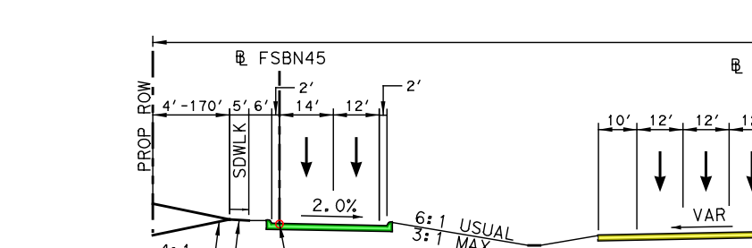
NOT INTENDED FOR CONSTRUCTION, BIDDING, OR PERMIT PURPOSES

ROLL 6 OF 8

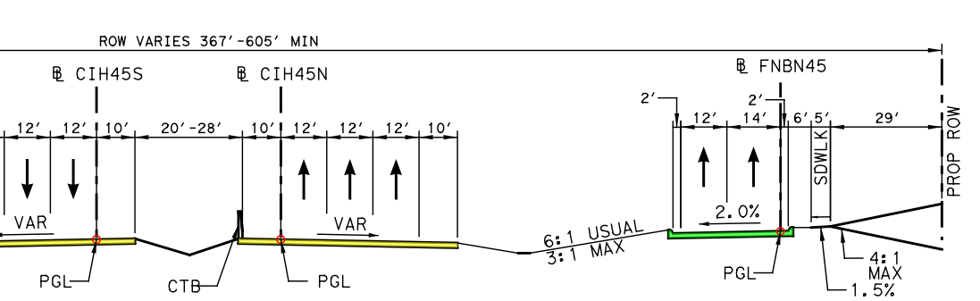
HDR
Firm Registration No. F-754
17111 Preston Road, Suite 300
Dallas, Texas 75248-1229
972.960.4400


℄ IH 45
310' ROW (TYP)
EXISTING ROW
12' 12'
10' 12' 12' 12' 20'
20' 12' 12' 12' 10'
2.0%

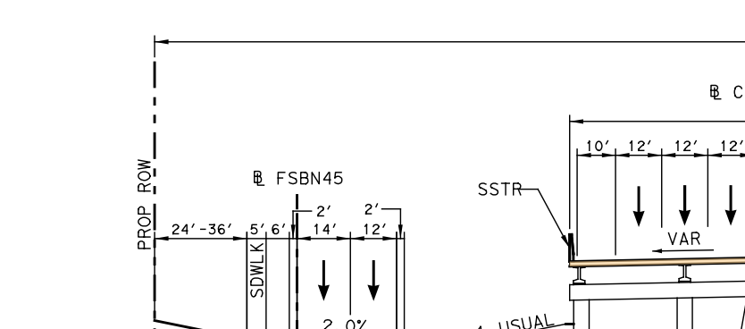
EXISTING IH 45
TYPICAL SECTION


ROW VARIES 367'-605' MIN
℄ FSBN45
℄ CIH45S
PROP ROW
SDWLK
2.0%
VAR
6:1 USUAL
3:1 MAX
4:1 MAX
1.5%
PGL

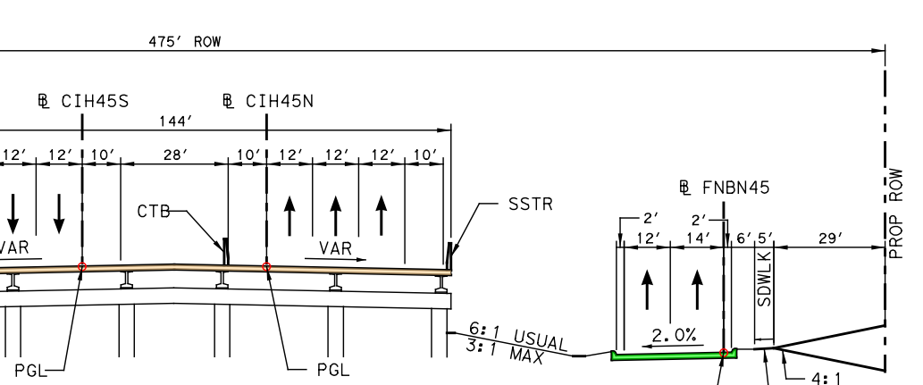
PROPOSED SB IH 45
TYPICAL SECTION
STA 2131+29 TO 2164+11 (SB IH 45)
STA 2167+71 TO 2196+98 (SB IH 45)


℄ CIH45N
℄ FNBN45
CTB
VAR
2.0%
6:1 USUAL
3:1 MAX
PGL
PROP ROW

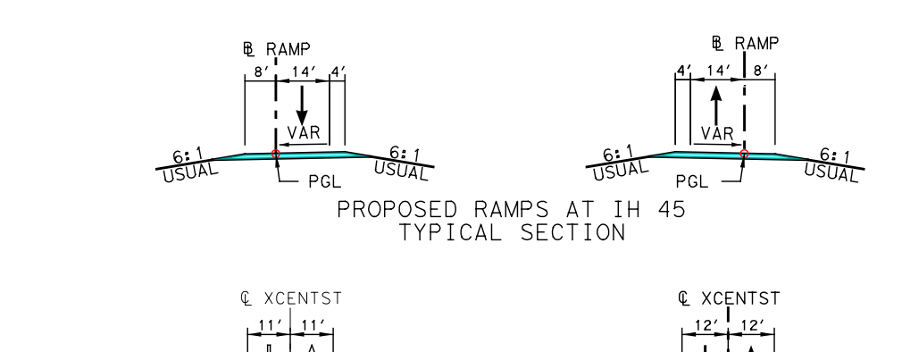
PROPOSED NB IH 45
TYPICAL SECTION
STA 1131+41 TO 1164+11 (NB IH 45)
STA 1167+71 TO 1197+12 (NB IH 45)


475' ROW
℄ CIH45S
℄ FSBN45
PROP ROW
SSTR
144'
VAR
2.0%
6:1 USUAL
3:1 MAX
PGL

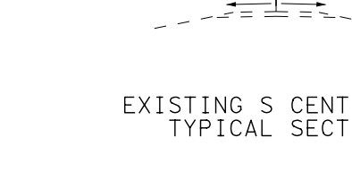
PROPOSED SB IH 45
TYPICAL SECTION
STA 2164+11 TO 2167+71 (SB IH 45)


℄ CIH45N
℄ FNBN45
CTB
SSTR
VAR
2.0%
PGL
PROP ROW

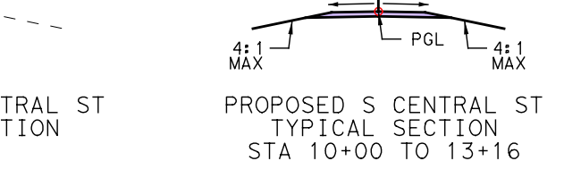
PROPOSED NB IH 45
TYPICAL SECTION
STA 1164+11 TO 1167+71 (NB IH 45)


℄ RAMP
8' 14' 4'
4' 14' 8'
VAR
6:1 USUAL
PGL

PROPOSED RAMPS AT IH 45
TYPICAL SECTION


℄ XCENTST
11' 11'
2.0% 2.0%

EXISTING S CENTRAL ST
TYPICAL SECTION


℄ XCENTST
12' 12'
2.0% 2.0%
PGL
4:1 MAX

PROPOSED S CENTRAL ST
TYPICAL SECTION
STA 10+00 TO 13+16

OWNERSHIP DATA

ID	OWNER NAME	ADDRESS
E166	ADAMS W O	INTERSTATE 45
E167	AUGUST HENRY BECK IV FAMILY 2012 TRUST	INTERSTATE 45
E168	820 MARK IV LLC	INTERSTATE 45

OWNERSHIP DATA

ID	OWNER NAME	ADDRESS
N43	FAIRBANKS PARTNERSHIP LTD	INTERSTATE 45
N44	CRETNEY ROBERT P	N INTERSTATE 45
N45	FRICKE JANIE M	410 N INTERSTATE 45
N46	FERRIS TYPE A ECONOMIC DEVELOPMENT CORP	640 INTERSTATE 45
N47	BOARD OF TRUSTEES OF FERRIS ISD	204 N INTERSTATE 35
N48	FERRIS TYPE A ECONOMIC DEVELOPMENT CORP	400 INTERSTATE 45
N49	FERRIS MASONIC LODGE	MARA LN
N50	ARC JBFERTX001 LLC	CENTURY WAY

OWNERSHIP DATA

ID	OWNER NAME	ADDRESS
S28	MOORE JOHN L & MARI-ANNE	1031 S MAIN ST
S29	CONNELL KATREENA L & CHRISTOPHER J	1011 S MAIN ST
S30	CLINDANIEL ZACHARY S & AMBRE L	1020 S MAIN ST
S31	SHORT MARTHA	1002 S INTERSTATE 45
S32	TRAN MICHAEL D & MY HUONG T NGUYEN	981 S INTERSTATE 45
S33	VO TONY & MINDY TRAN	1000 S CENTRAL ST
S34	JORDAN DONNIE	201 N INTERSTATE 35
S35	CASEY ALCANTAR LLC	950 S CENTRAL ST
S36	THREE STAR TRUCKING PARTS	900 S CENTRAL ST
S37	WHITE BILLY T	502 E 8TH ST
S38	WHITE BILLY T	INTERSTATE 35
S39	THREE STAR TRUCK PARTS INC	211 N INTERSTATE 35
S40	GARCIA MA C M	301 N INTERSTATE 35
S41	HATHCOCK BILLY	307 N INTERSTATE 35
S42	BAE JAE C & POK S	OVILLA RD

SUPERELEVATION DATA

CROSS SLOPE & SUPERELEVATION RATES - (CIH45N)			
STATION LIMITS			SUPERELEVATION RATE (%)
1131+40	TO	1133+51	-3.33% (EXIST) TO -4.60%
1133+51	TO	1142+25	-4.60%
1142+25	TO	1146+00	-4.60% TO -2.50%
1146+00	TO	1164+85	-2.50%
1164+85	TO	1170+20	-2.50% TO 3.40%
1170+20	TO	1184+90	3.40%
1184+90	TO	1191+50	3.40% TO -2.08%
1191+50	TO	1197+12	-2.08%

CROSS SLOPE & SUPERELEVATION RATES - (CIH45S)			
STATION LIMITS			SUPERELEVATION RATE (%)
2131+29	TO	2133+40	3.33% (EXIST) TO 4.60%
2133+40	TO	2141+55	4.60%
2141+55	TO	2147+95	4.60% TO -2.50%
2147+95	TO	2168+65	-2.50%
2168+65	TO	2169+50	-2.50% TO -3.40%
2169+50	TO	2185+60	-3.40%
2185+60	TO	2186+80	-3.40% TO -2.08%
2186+80	TO	2196+98	-2.08%

CROSS SLOPE & SUPERELEVATION RATES - (FSBN451)			
STATION LIMITS			SUPERELEVATION RATE (%)
5131+38	TO	5167+93	NORMAL CROWN

CROSS SLOPE & SUPERELEVATION RATES - (FSBN452)			
STATION LIMITS			SUPERELEVATION RATE (%)
5167+93	TO	5192+47	NORMAL CROWN

CROSS SLOPE & SUPERELEVATION RATES - (FNBN45)			
STATION LIMITS			SUPERELEVATION RATE (%)
4131+62	TO	4190+87	NORMAL CROWN

CROSS SLOPE & SUPERELEVATION RATES - (RNEFM664)			
STATION LIMITS			SUPERELEVATION RATE (%)
13+00	TO	16+10	2.00%
16+10	TO	17+63	2.00% TO -3.40%

CROSS SLOPE & SUPERELEVATION RATES - (RNXFM664)			
STATION LIMITS			SUPERELEVATION RATE (%)
21+47	TO	24+35	3.15% TO 2.00%
24+35	TO	26+63	2.00%

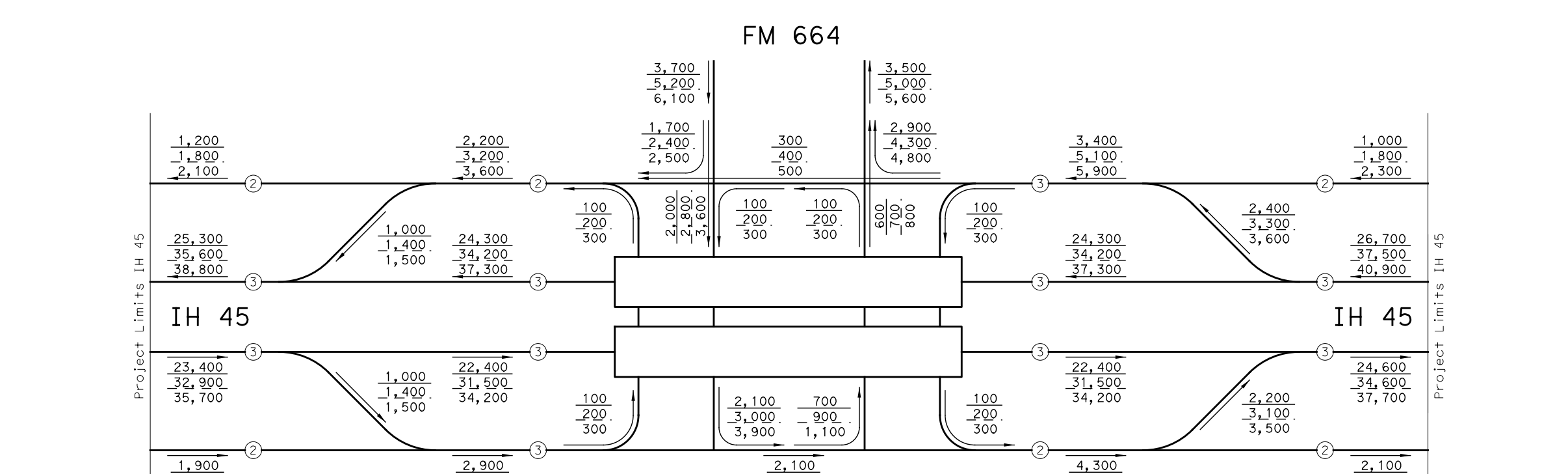
CROSS SLOPE & SUPERELEVATION RATES - (RSEFM664)			
STATION LIMITS			SUPERELEVATION RATE (%)
15+55	TO	16+65	0.06% TO 2.00%
16+65	TO	24+67	2.00%

CROSS SLOPE & SUPERELEVATION RATES - (RSXFM664)			
STATION LIMITS			SUPERELEVATION RATE (%)
12+81	TO	16+85	2.00%
16+85	TO	17+31	2.00% TO 3.40%

CURVE DATA

ROADWAY	CURVE NAME	DELTA	DEGREE	TANGENT	LENGTH	RADIUS	BACK BEARING	AHEAD BEARING	PI STATION	PC STATION	PT STATION
MAINLANES											
CIH45*	CIH45-2	5° 35' 35.52" RT	1° 00' 00.00"	279.88'	559.32'	5,729.58'	N 3° 14' 27.88" W	N 2° 21' 07.64" E	3130+11.40	3127+31.52	3132+90.84
	CIH45-3	14° 24' 03.08" RT	1° 29' 59.60"	482.61'	960.13'	3,820.00'	N 2° 21' 07.64" E	N 16° 45' 10.72" E	3137+73.44	3132+90.84	3142+50.96
	CIH45-4	16° 24' 00.00" LT	1° 00' 00.00"	825.64'	1,640.00'	5,729.58'	N 16° 45' 10.72" E	N 0° 21' 10.72" E	3177+65.98	3169+40.33	3185+80.33
CIH45N	CIH45N-2	5° 35' 35.52" RT	1° 00' 12.61"	278.91'	557.37'	5,709.58'	N 3° 14' 27.88" W	N 2° 21' 07.64" E	1130+17.38	1127+38.47	1132+95.84
	CIH45N-3	14° 24' 03.08" RT	1° 30' 28.02"	480.08'	955.10'	3,800.00'	N 2° 21' 07.64" E	N 16° 45' 10.72" E	1137+75.92	1132+95.84	1142+50.94
	CIH45N-4	0° 57' 54.17" RT	0° 24' 22.87"	118.75'	237.49'	14,100.00'	N 16° 45' 10.72" E	N 17° 43' 04.89" E	1147+58.02	1146+39.27	1148+76.76
	CIH45N-5	0° 57' 54.17" LT	0° 24' 22.87"	118.75'	237.49'	14,100.00'	N 17° 43' 04.89" E	N 16° 45' 10.72" E	1149+95.51	1148+76.76	1151+14.25
	CIH45N-6	16° 24' 00.00" LT	0° 59' 44.98"	829.10'	1,646.87'	5,753.58'	N 16° 45' 10.72" E	N 0° 21' 10.72" E	1177+69.43	1169+40.33	1185+87.20
	CIH45N-7	0° 57' 54.17" LT	0° 24' 22.87"	118.75'	237.49'	14,100.00'	N 0° 21' 10.72" E	N 0° 36' 43.45" W	1193+57.26	1192+38.51	1194+76.00
	CIH45N-8	0° 57' 54.17" RT	0° 24' 22.87"	118.75'	237.49'	14,100.00'	N 0° 36' 43.45" W	N 0° 21' 10.72" E	1195+94.75	1194+76.00	1197+13.49
CIH45S	CIH45S-2	5° 35' 35.52" RT	0° 59' 47.48"	280.86'	561.27'	5,749.58'	N 3° 14' 27.88" W	N 2° 21' 07.64" E	2130+05.37	2127+24.52	2132+85.79
	CIH45S-3	14° 24' 03.08" RT	1° 29' 31.48"	485.13'	965.15'	3,840.00'	N 2° 21' 07.64" E	N 16° 45' 10.72" E	2137+70.92	2132+85.79	2142+50.94
	CIH45S-4	0° 57' 54.17" LT	0° 24' 22.87"	118.75'	237.49'	14,100.00'	N 16° 45' 10.72" E	N 15° 47' 16.55" E	2147+58.02	2146+39.27	2148+76.76
	CIH45S-5	0° 57' 54.17" RT	0° 24' 22.87"	118.75'	237.49'	14,100.00'	N 15° 47' 16.55" E	N 16° 45' 10.72" E	2149+95.51	2148+76.76	2151+14.25
	CIH45S-6	16° 24' 00.00" LT	1° 00' 15.14"	822.19'	1,633.13'	5,705.58'	N 16° 45' 10.72" E	N 0° 21' 10.72" E	2177+62.52	2169+40.33	2185+73.46
	CIH45S-7	0° 57' 54.17" RT	0° 24' 22.87"	118.75'	237.49'	14,100.00'	N 0° 21' 10.72" E	N 1° 19' 04.89" E	2193+43.52	2192+24.77	2194+62.26
	CIH45S-8	0° 57' 54.17" LT	0° 24' 22.87"	118.75'	237.49'	14,100.00'	N 1° 19' 04.89" E	N 0° 21' 10.72" E	2195+81.01	2194+62.26	2196+99.75
FRONTAGE ROADS											
FNBN45	FNBN45-1	17° 32' 11.75" RT	2° 32' 47.32"	347.04'	688.66'	2,250.00'	N 0° 47' 01.04" W	N 16° 45' 10.72" E	4135+32.48	4131+85.43	4138+74.09
	FNBN45-2	15° 40' 50.02" LT	1° 53' 36.42"	416.68'	828.15'	3,026.00'	N 16° 45' 10.72" E	N 1° 04' 20.70" E	4174+99.95	4170+83.27	4179+11.42
FSBN451	FSBN451-1	19° 51' 50.44" RT	2° 05' 00.54"	481.53'	953.40'	2,750.00'	N 3° 06' 39.72" W	N 16° 45' 10.72" E	5136+50.83	5131+69.30	5141+22.70
FSBN452	FSBN452-1	16° 26' 44.27" LT	1° 08' 45.30"	722.54'	1,435.15'	5,000.00'	N 16° 45' 10.72" E	N 0° 18' 26.45" E	5179+78.04	5172+55.49	5186+90.65
RAMPS											
RNEFM664	RNEFM664-1	12° 57' 15.33" LT	5° 27' 24.27"	119.21'	237.40'	1,050.00'	N 13° 18' 26.05" E	N 0° 21' 10.72" E	11+19.21	10+00.00	12+37.40
RNXFM664	RNXFM664-1	8° 50' 37.63" RT	2° 00' 00.00"	221.53'	442.19'	2,864.79'	N 1° 20' 51.32" E	N 10° 11' 28.95" E	12+21.53	10+00.00	14+42.19
	RNXFM664-2	14° 00' 01.04" RT	1° 29' 59.50"	469.06'	933.44'	3,820.07'	N 10° 11' 28.95" E	N 24° 11' 29.99" E	19+11.24	14+42.19	23+75.63
	RNXFM664-3	7° 26' 19.27" LT	5° 27' 24.27"	68.26'	136.32'	1,050.00'	N 24° 11' 29.99" E	N 16° 45' 10.72" E	27+71.02	27+02.76	28+39.08
RSEFM664	RSEFM664-1	3° 23' 37.35" RT	5° 27' 24.27"	31.11'	62.19'	1,050.00'	N 13° 21' 33.37" E	N 16° 45' 10.72" E	29+05.82	28+74.71	29+36.91
RSXFM664	RSXFM664-1	6° 04' 39.54" RT	5° 27' 24.27"	55.74'	111.38'	1,050.00'	N 10° 06' 19.09" E	N 16° 10' 58.63" E	10+55.74	10+00.00	11+11.38
	RSXFM664-2	9° 16' 13.69" LT	5° 27' 24.27"	85.13'	169.89'	1,050.00'	N 16° 10' 58.63" E	N 6° 54' 44.94" E	11+96.51	11+11.38	12+81.27
	RSXFM664-3	1° 55' 38.99" LT	1° 00' 18.68"	95.89'	191.75'	5,700.00'	N 6° 54' 44.94" E	N 4° 59' 05.95" E	13+77.16	12+81.27	14+73.02
	RSXFM664-4	4° 34' 32.67" LT	1° 00' 18.68"	227.73'	455.21'	5,700.00'	N 4° 59' 05.95" E	N 0° 24' 33.28" E	22+00.02	19+72.30	24+27.51
CROSS STREETS											
XCENTST	XCENTST-1	68° 10' 49.07" RT	28° 38' 52.40"	135.36'	237.99'	200.00'	N 71° 25' 09.74" W	N 3° 14' 20.67" W	11+35.36	10+00.00	12+37.99
U-TURNS											
U664NS	U664NS-1	89° 03' 22.74" LT	95° 29' 34.68"	59.02'	93.26'	60.00'	N 16° 45' 10.72" E	N 72° 18' 12.02" W	10+59.02	10+00.00	10+93.26
	U664NS-2	90° 56' 37.26" LT	143° 14' 22.02"	40.66'	63.49'	40.00'	N 72° 18' 12.02" W	S 16° 45' 10.72" W	13+54.28	13+13.62	13+77.11
U664SN	U664SN-1	89° 03' 22.74" LT	95° 29' 34.68"	59.02'	93.26'	60.00'	S 16° 45' 10.72" W	S 72° 18' 12.02" E	10+59.02	10+00.00	10+93.26
	U664SN-2	90° 56' 37.26" LT	143° 14' 22.02"	40.66'	63.49'	40.00'	S 72° 18' 12.02" E	N 16° 45' 10.72" E	13+66.28	13+25.62	13+89.11

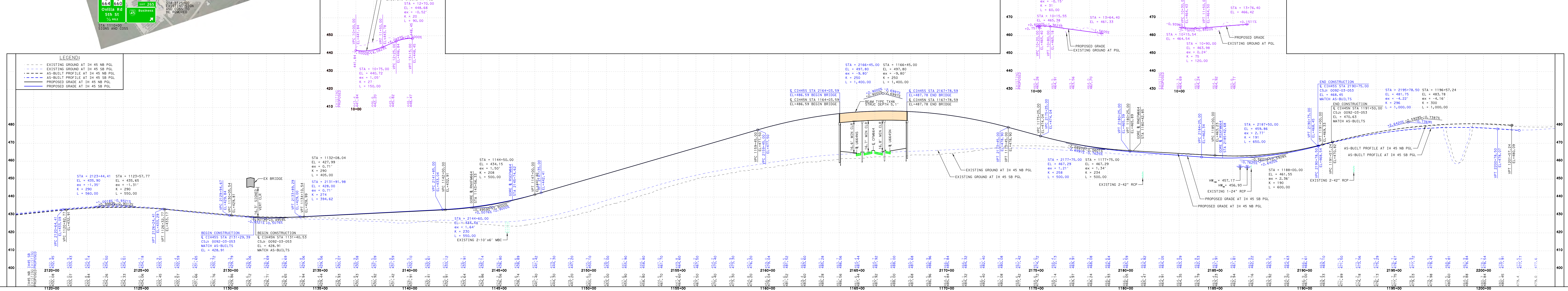
* ALIGNMENT CIH45 SHOWN FOR CROSS-SECTION REFERENCE ONLY


FM 664
IH 45
IH 45
Project Limits IH 45
1,200 / 1,800 / 2,100
25,300 / 35,600 / 38,800
23,400 / 32,900 / 35,700
1,900 / 2,800 / 3,300
1,000 / 1,400 / 1,500
2,200 / 3,200 / 3,600
24,300 / 34,200 / 37,300
22,400 / 31,500 / 34,200
2,900 / 4,200 / 4,800
100 / 200 / 300
3,700 / 5,200 / 6,100
1,700 / 2,400 / 2,500
3,500 / 5,000 / 5,600
2,900 / 4,300 / 4,800
300 / 400 / 500
2,100 / 3,000 / 3,900
700 / 900 / 1,100
3,400 / 5,100 / 5,900
4,300 / 6,300 / 7,600
2,400 / 3,300 / 3,600
2,200 / 3,100 / 3,500
26,700 / 37,500 / 40,900
24,600 / 34,600 / 37,700
1,000 / 1,800 / 2,300
2,100 / 3,200 / 4,100

TRAFFIC DATA

LEGEND
1000 2024 ADT
2000 2044 ADT
3000 2054 ADT
(n) NUMBER OF LANES
K = 8.9
D = 65/35
TRUCK = 22.7

SEE ROLL 5
S CENTRAL ST
DE LEON TRUCK PARTS
PARK EQUIPMENT
ATCO PRODUCTS
JACK IN THE BOX
CITY OF FERRIS
UNINCORPORATED
700' ACCELERATION LANE
300' MERGING TAPER
BEGIN BRIDGE ℄ CIH45S STA 2164+03.59
BEGIN BRIDGE ℄ CIH45N STA 1164+03.59
END BRIDGE ℄ CIH45S STA 2167+78.59
END BRIDGE ℄ CIH45N STA 1167+78.59
BEGIN CONSTRUCTION ℄ CIH45N STA 1131+40.53 ℄ CIH45S STA 2131+29.39 CSJ: 0092-03-053 MATCH AS-BUILTS
END CONSTRUCTION ℄ CIH45S STA 2190+75.00 CSJ: 0092-03-053 MATCH EXISTING PAVEMENT
END CONSTRUCTION ℄ CIH45N STA 1191+50.00 CSJ: 0092-03-053 MATCH EXISTING PAVEMENT
END CONSTRUCTION ℄ CFM664 STA 1207+02.79 CSJ: 1051-01-051
EXIT 266 664 660 Ovilla Rd 5th St
EXIT 266 664 Ovilla Rd
EXIT 264 Frontage Rd
EXIT 265 45 Business
BEAR CREEK TRIBUTARY (CULVERT 3) EXISTING 2-10'x6' MBC
N 16° 45' 10.72" E


SOUTH CENTRAL ST (XCENTST)
PROPOSED GRADE
EXISTING GROUND AT PGL
FM 664 U-TURN (U664NS)
FM 664 U-TURN (U664SN)
EX BRIDGE
BEAM TYPE TX46 STRUC DEPTH 5.1'
EXISTING 2-10'x6' MBC
EXISTING 2-42" RCP
EXISTING 1-24" RCP
EXISTING GROUND AT IH 45 NB PGL
EXISTING GROUND AT IH 45 SB PGL
AS-BUILT PROFILE AT IH 45 NB PGL
AS-BUILT PROFILE AT IH 45 SB PGL
PROPOSED GRADE AT IH 45 NB PGL
PROPOSED GRADE AT IH 45 SB PGL
℄ CIH45S STA 2164+03.59 EL=486.59 BEGIN BRIDGE
℄ CIH45N STA 1164+03.59 EL=486.59 BEGIN BRIDGE
℄ CIH45S STA 2167+78.59 EL=487.78 END BRIDGE
℄ CIH45N STA 1167+78.59 EL=487.78 END BRIDGE
STA = 2166+45.00 EL = 497.80 K = 250 L = 1,400.00
BEGIN CONSTRUCTION ℄ CIH45S STA 2131+29.39 CSJ: 0092-03-053 MATCH AS-BUILTS EL = 428.91
BEGIN CONSTRUCTION ℄ CIH45N STA 1131+40.53 CSJ: 0092-03-053 EL = 428.91 MATCH AS-BUILTS
END CONSTRUCTION ℄ CIH45S STA 2190+75.00 CSJ: 0092-03-053 EL = 468.45 MATCH AS-BUILTS
END CONSTRUCTION ℄ CIH45N STA 1191+50.00 CSJ: 0092-03-053 EL = 470.63 MATCH AS-BUILTS
16.8' MIN CLR
16.7' MIN CLR
400
410
420
430
440
450
460
470
480
2120+00
2125+00
2130+00
2135+00
2140+00
2145+00
2150+00
2155+00
2160+00
2165+00
2170+00
2175+00
2180+00
2185+00
2190+00
2195+00
2200+00
1120+00
1125+00
1130+00
1135+00
1140+00
1145+00
1150+00
1155+00
1160+00
1165+00
1170+00
1175+00
1180+00
1185+00
1190+00
1195+00
1200+00

LEGEND:
- EXISTING GROUND AT IH 45 NB PGL
- EXISTING GROUND AT IH 45 SB PGL
- AS-BUILT PROFILE AT IH 45 NB PGL
- AS-BUILT PROFILE AT IH 45 SB PGL
- PROPOSED GRADE AT IH 45 NB PGL
- PROPOSED GRADE AT IH 45 SB PGL

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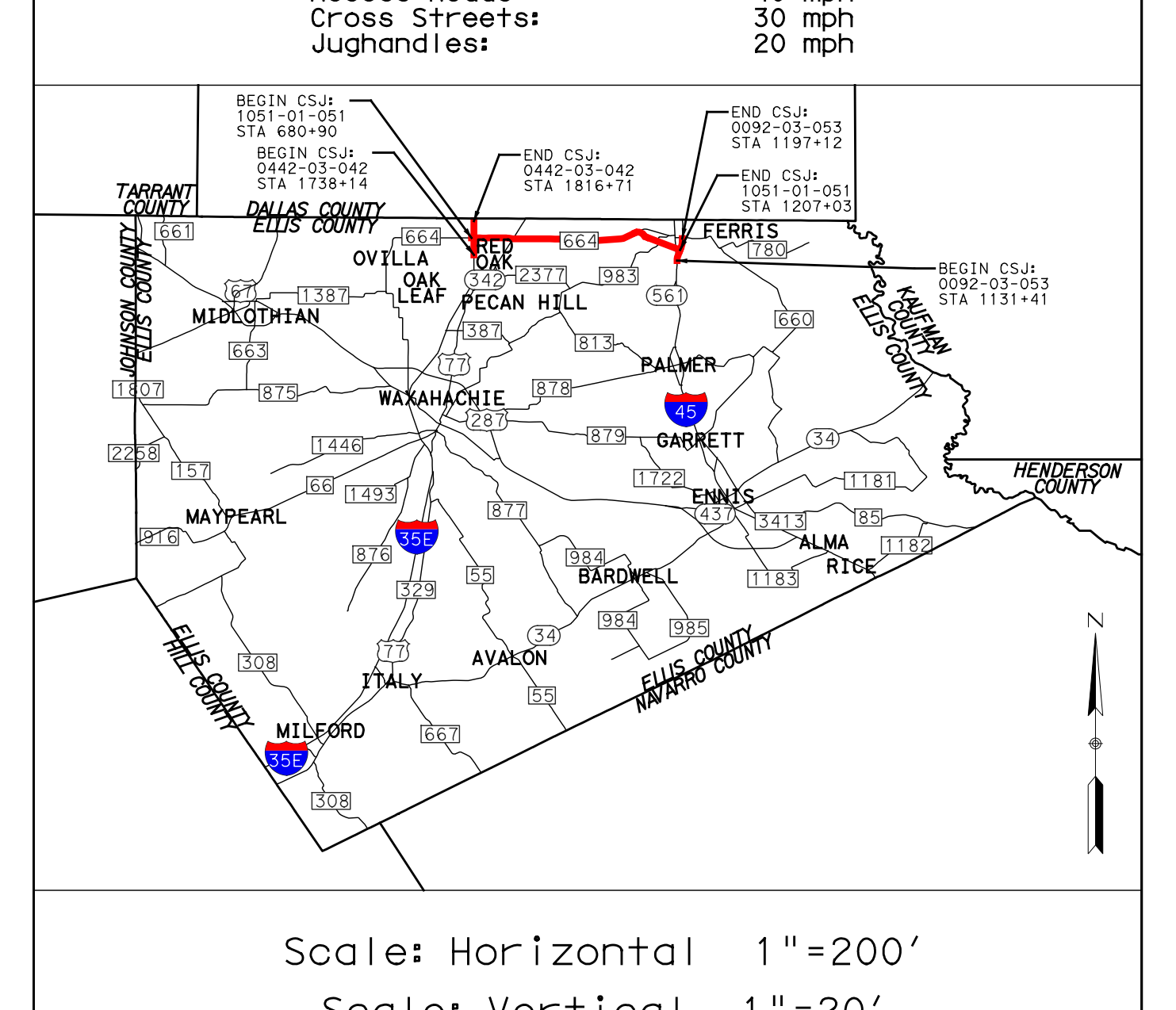
Dallas District
Design Schematic
Mohamed K. Bur, P.E.
Dallas District Engineer
IH 35E at FM 664
From: Red Oak Rd in Red Oak
To: Tater Brown Rd in Red Oak
CSJ: 0442-03-042
Functional Class: Interstate
Length: 1.98 Miles
FM 664
From: IH 35E in Red Oak
To: IH 45 in Ferris
CSJ: 1051-01-051
Functional Class: Principal Arterial
Length: 9.18 Miles
IH 45 at FM 664
From: Bus IH45 Crossover in Ferris
To: E 8th Street in Ferris
CSJ: 0092-03-053
Functional Class: Interstate
Length: 1.23 Miles
Ellis County
Total Project Length: 12.39 Miles
IH 35E / IH 45 Mainlanes: 70 mph
General Ramps: 50 mph
SPUI Ramps: 40 mph
Frontage Roads: 40 mph
FM 664 40 mph
Access Roads: 40 mph
Cross Streets: 30 mph
Jughandles: 20 mph



Scale: Horizontal 1"=200'
Scale: Vertical 1"=20'
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MAY 2019
PRELIMINARY
SUBJECT TO REVISIONS
SCHEMATIC PREPARED BY:
M. SHANE WALTERS 100195
NAME P.E. NUMBER
MAY 2019
DATE
NOT INTENDED FOR CONSTRUCTION, BIDDING, OR PERMIT PURPOSES
ROLL 6 OF 8
HDR
Firm Registration No. F-754
17111 Preston Road, Suite 300
Dallas, Texas 75248-1229
972.960.4400

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Texas Department of Transportation

Dallas District Design Schematic

Mohamed K. Bur, P.E.
Dallas District Engineer

IH 35E at FM 664

From: Red Oak Rd in Red Oak
To: Tater Brown Rd in Red Oak
CSJ: 0442-03-042
Functional Class: Interstate
Length: 1.98 Miles

FM 664

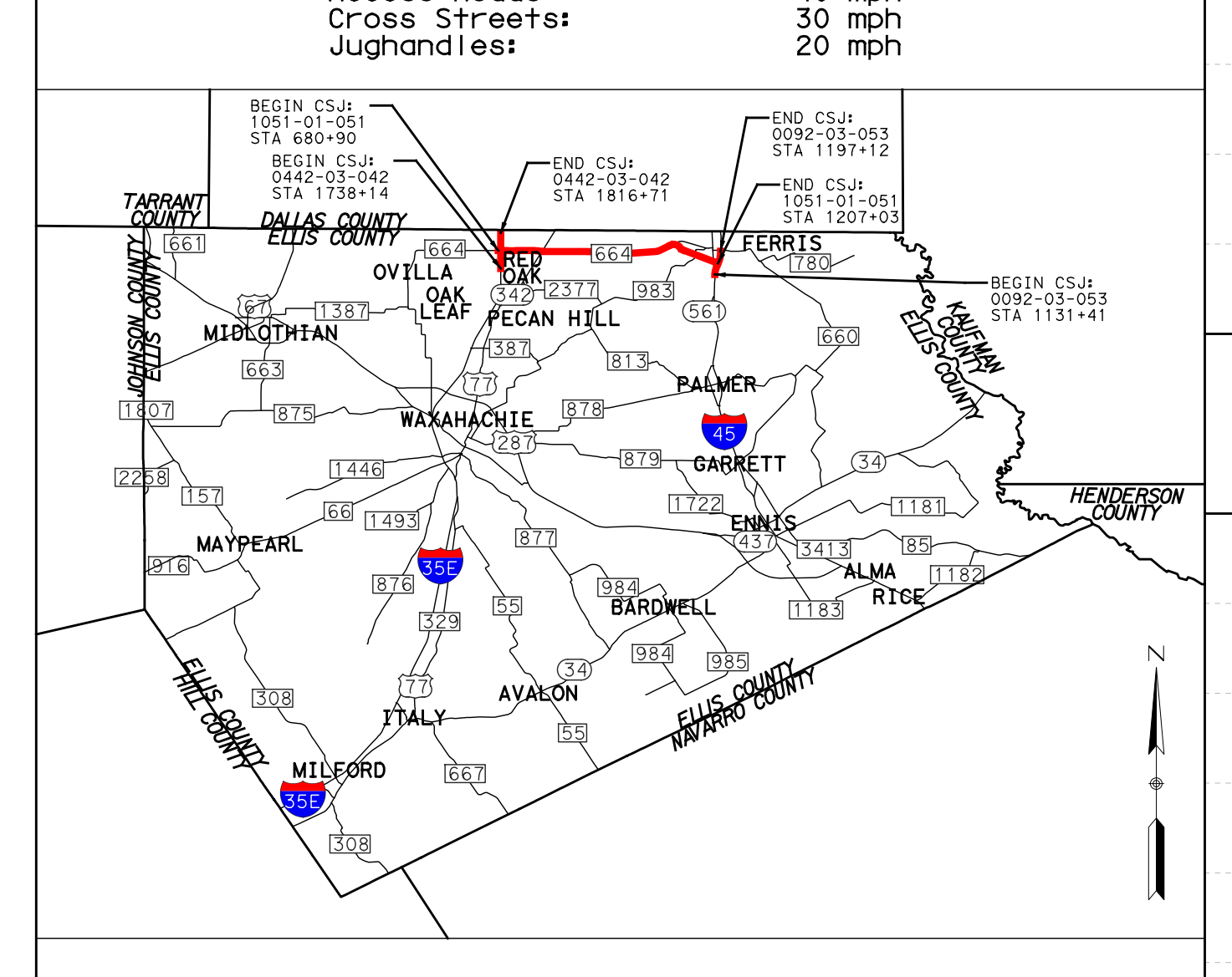
From: IH 35E in Red Oak
To: IH 45 in Ferris
CSJ: 1051-01-051
Functional Class: Principal Arterial
Length: 9.18 Miles

IH 45 at FM 664

From: Bus IH45 Crossover in Ferris
To: E 8th Street in Ferris
CSJ: 0092-03-053
Functional Class: Interstate
Length: 1.23 Miles

Ellis County
Total Project Length: 12.39 Miles

IH 35E / IH 45 Mainlanes:	70 mph
General Ramps:	50 mph
SPUI Ramps:	40 mph
Frontage Roads:	40 mph
FM 664	40 mph
Access Roads:	40 mph
Cross Streets:	30 mph
Jughandles:	20 mph


BEGIN CSJ: 1051-01-051 STA 680+90
BEGIN CSJ: 0442-03-042 STA 1738+14
END CSJ: 0442-03-042 STA 1816+71
END CSJ: 0092-03-053 STA 1197+12
END CSJ: 1051-01-051 STA 1207+03
BEGIN CSJ: 0092-03-053 STA 1131+41
TARRANT COUNTY
DALLAS COUNTY
ELLIS COUNTY
JOHNSON COUNTY
KAUFMAN COUNTY
HENDERSON COUNTY
HILL COUNTY
NAVARRO COUNTY
OVILLA
RED OAK
OAK LEAF
PECAN HILL
FERRIS
MIDLOTHIAN
PALMER
WAXAHACHIE
GARRETT
MAYPEARL
ENNIS
ALMA
RICE
BARDWELL
ITALY
AVALON
MILFORD
35E
45
N

Scale: Horizontal 1"=200'
Scale: Vertical 1"=20'

MAY 2019

PRELIMINARY
SUBJECT TO REVISIONS

SCHEMATIC PREPARED BY:
M. SHANE WALTERS 100195
NAME P.E. NUMBER
MAY 2019
DATE

NOT INTENDED FOR CONSTRUCTION, BIDDING, OR PERMIT PURPOSES

ROLL 7 OF 8

HDR
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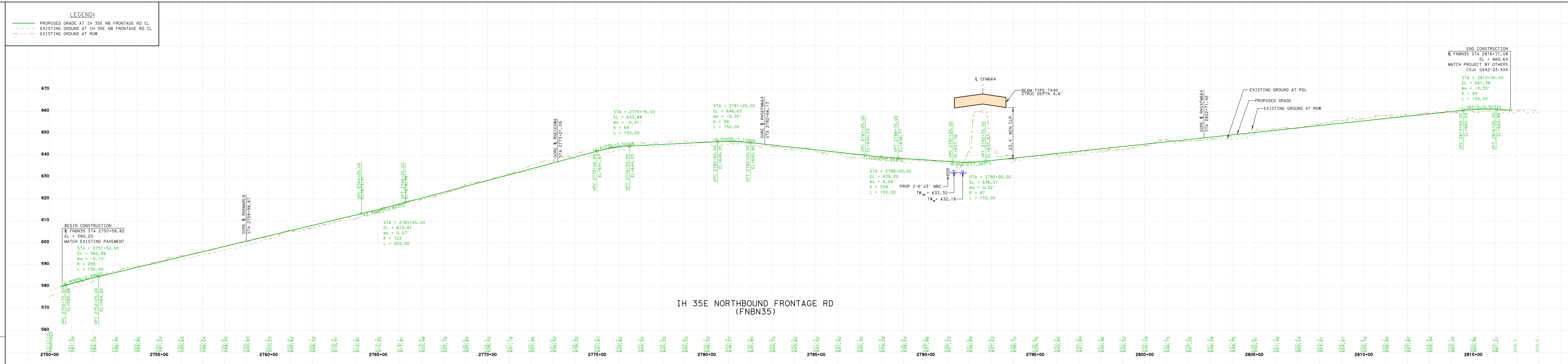
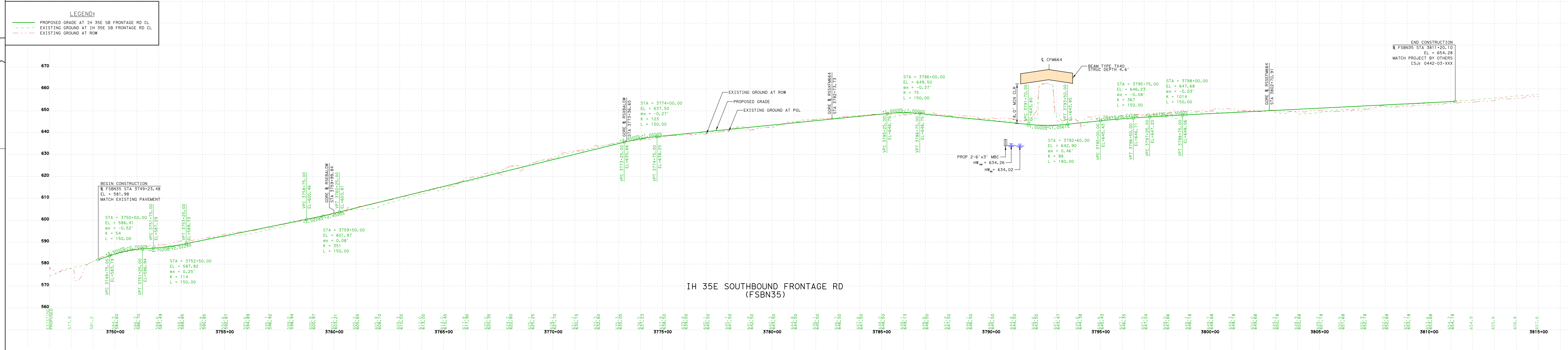
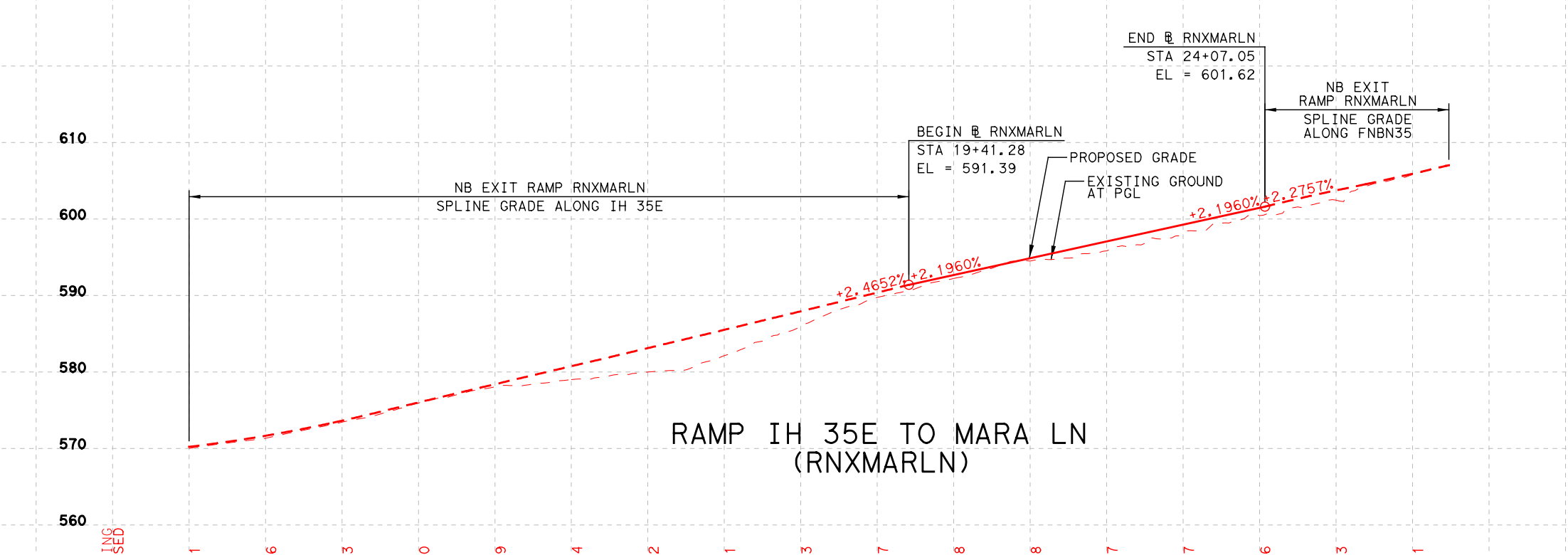
Dallas, Texas 75248-1229
972.960.4400


LEGEND:
PROPOSED GRADE AT IH 35E NB FRONTAGE RD CL
EXISTING GROUND AT IH 35E NB FRONTAGE RD CL
EXISTING GROUND AT ROW
BEGIN CONSTRUCTION
℄ FNBN35 STA 2750+58.82
EL = 580.20
MATCH EXISTING PAVEMENT
STA = 2751+50.00
EL = 582.86
ex = -0.10'
K = 293
L = 150.00
GORE ℄ RNXMARLN STA 2758+98.67
STA = 2765+25.00
EL = 615.81
ex = 0.07'
K = 722
L = 200.00
GORE ℄ RNECENWA STA 2773+21.49
STA = 2775+75.00
EL = 643.88
ex = -0.41'
K = 69
L = 150.00
STA = 2781+25.00
EL = 646.63
ex = -0.30'
K = 94
L = 150.00
GORE ℄ RNSEFM664 STA 2782+66.13
STA = 2788+00.00
EL = 639.20
ex = 0.08'
K = 339
L = 150.00
PROP 2-6'x3' MBC
STA = 2792+00.00
EL = 636.57
ex = 0.32'
K = 87
L = 150.00
℄ CFM664
BEAM TYPE TX40
STRUC DEPTH 4.6'
23.4' MIN CLR
GORE ℄ RNSXFM664 STA 2802+71.42
EXISTING GROUND AT PGL
PROPOSED GRADE
EXISTING GROUND AT ROW
END CONSTRUCTION
℄ FNBN35 STA 2816+71.08
EL = 660.64
MATCH PROJECT BY OTHERS
CSJ: 0442-03-XXX
STA = 2815+30.00
EL = 661.38
ex = -0.30'
K = 94
L = 150.00
2750+00
2755+00
2760+00
2765+00
2770+00
2775+00
2780+00
2785+00
2790+00
2795+00
2800+00
2805+00
2810+00
2815+00

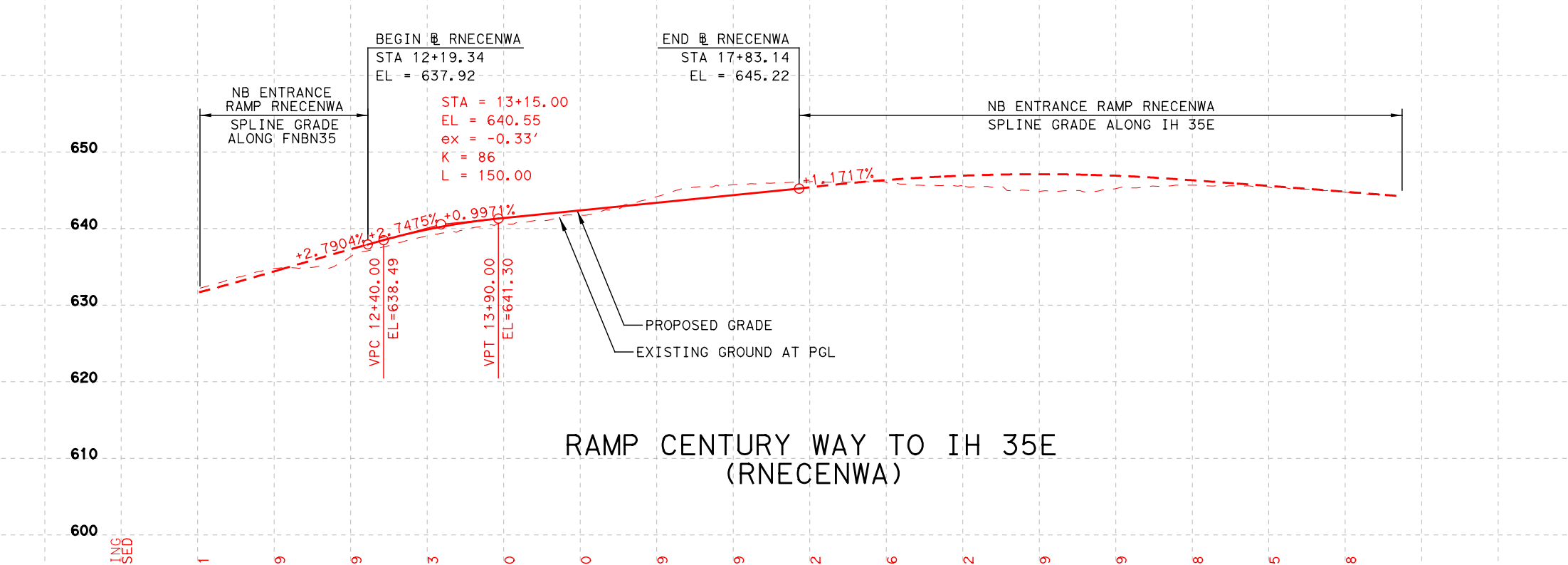
IH 35E NORTHBOUND FRONTAGE RD
(FNBN35)


LEGEND:
PROPOSED GRADE AT IH 35E SB FRONTAGE RD CL
EXISTING GROUND AT IH 35E SB FRONTAGE RD CL
EXISTING GROUND AT ROW
BEGIN CONSTRUCTION
℄ FSBN35 STA 3749+23.48
EL = 581.98
MATCH EXISTING PAVEMENT
STA = 3750+50.00
EL = 586.41
ex = -0.52'
K = 54
L = 150.00
STA = 3752+50.00
EL = 587.82
ex = 0.25'
K = 114
L = 150.00
GORE ℄ RSEBALDW STA 3759+99.84
STA = 3759+50.00
EL = 601.97
ex = 0.08'
K = 351
L = 150.00
GORE ℄ RSXBALDW STA 3773+36.65
STA = 3774+00.00
EL = 637.50
ex = -0.27'
K = 103
L = 150.00
EXISTING GROUND AT ROW
PROPOSED GRADE
EXISTING GROUND AT PGL
GORE ℄ RSSXFM664 STA 3782+12.73
STA = 3786+00.00
EL = 649.50
ex = -0.37'
K = 75
L = 150.00
℄ CFM664
BEAM TYPE TX40
STRUC DEPTH 4.6'
8.0' MIN CLR
PROP 2-6'x3' MBC
STA = 3792+60.00
EL = 642.90
ex = 0.46'
K = 88
L = 180.00
STA = 3795+75.00
EL = 646.23
ex = -0.03'
K = 367
L = 150.00
STA = 3798+00.00
EL = 647.68
ex = -0.03'
K = 1014
L = 150.00
GORE ℄ RSSEFM664 STA 3802+70.91
END CONSTRUCTION
℄ FSBN35 STA 3811+20.10
EL = 654.28
MATCH PROJECT BY OTHERS
CSJ: 0442-03-XXX
3750+00
3755+00
3760+00
3765+00
3770+00
3775+00
3780+00
3785+00
3790+00
3795+00
3800+00
3805+00
3810+00
3815+00

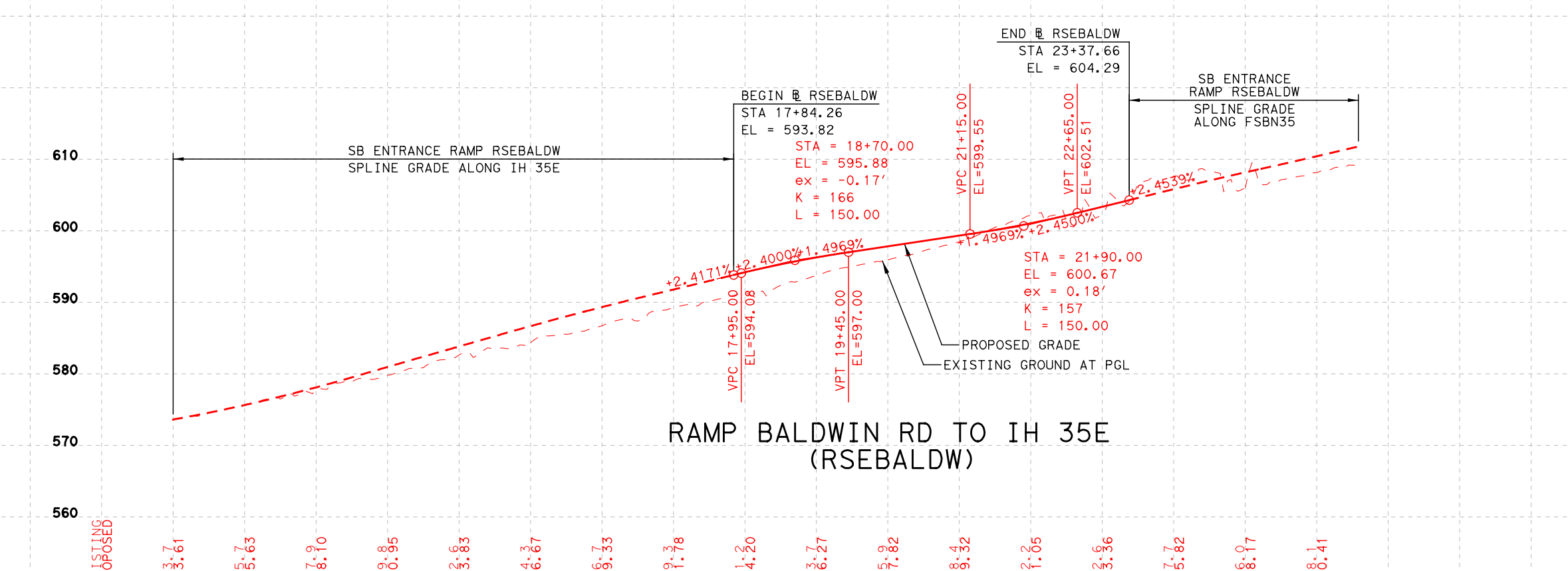
IH 35E SOUTHBOUND FRONTAGE RD
(FSBN35)


NB EXIT RAMP RNXMARLN
SPLINE GRADE ALONG IH 35E
BEGIN ℄ RNXMARLN
STA 19+41.28
EL = 591.39
END ℄ RNXMARLN
STA 24+07.05
EL = 601.62
NB EXIT RAMP RNXMARLN SPLINE GRADE ALONG FNBN35
PROPOSED GRADE
EXISTING GROUND AT PGL
10+00
15+00
20+00
25+00

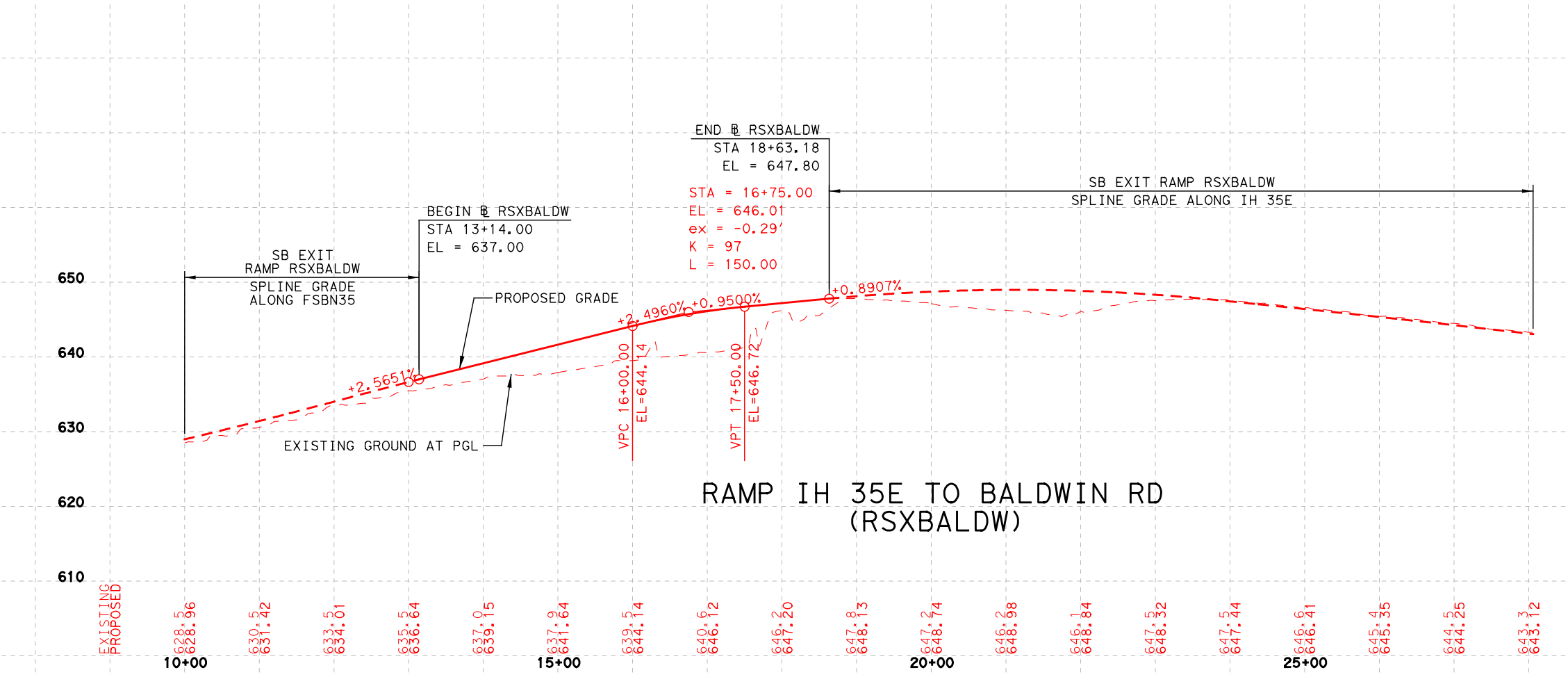
RAMP IH 35E TO MARA LN
(RNXMARLN)


NB ENTRANCE RAMP RNECENWA SPLINE GRADE ALONG FNBN35
BEGIN ℄ RNECENWA
STA 12+19.34
EL = 637.92
STA = 13+15.00
EL = 640.55
ex = -0.33'
K = 86
L = 150.00
END ℄ RNECENWA
STA 17+83.14
EL = 645.22
NB ENTRANCE RAMP RNECENWA SPLINE GRADE ALONG IH 35E
PROPOSED GRADE
EXISTING GROUND AT PGL
10+00
15+00
20+00
25+00

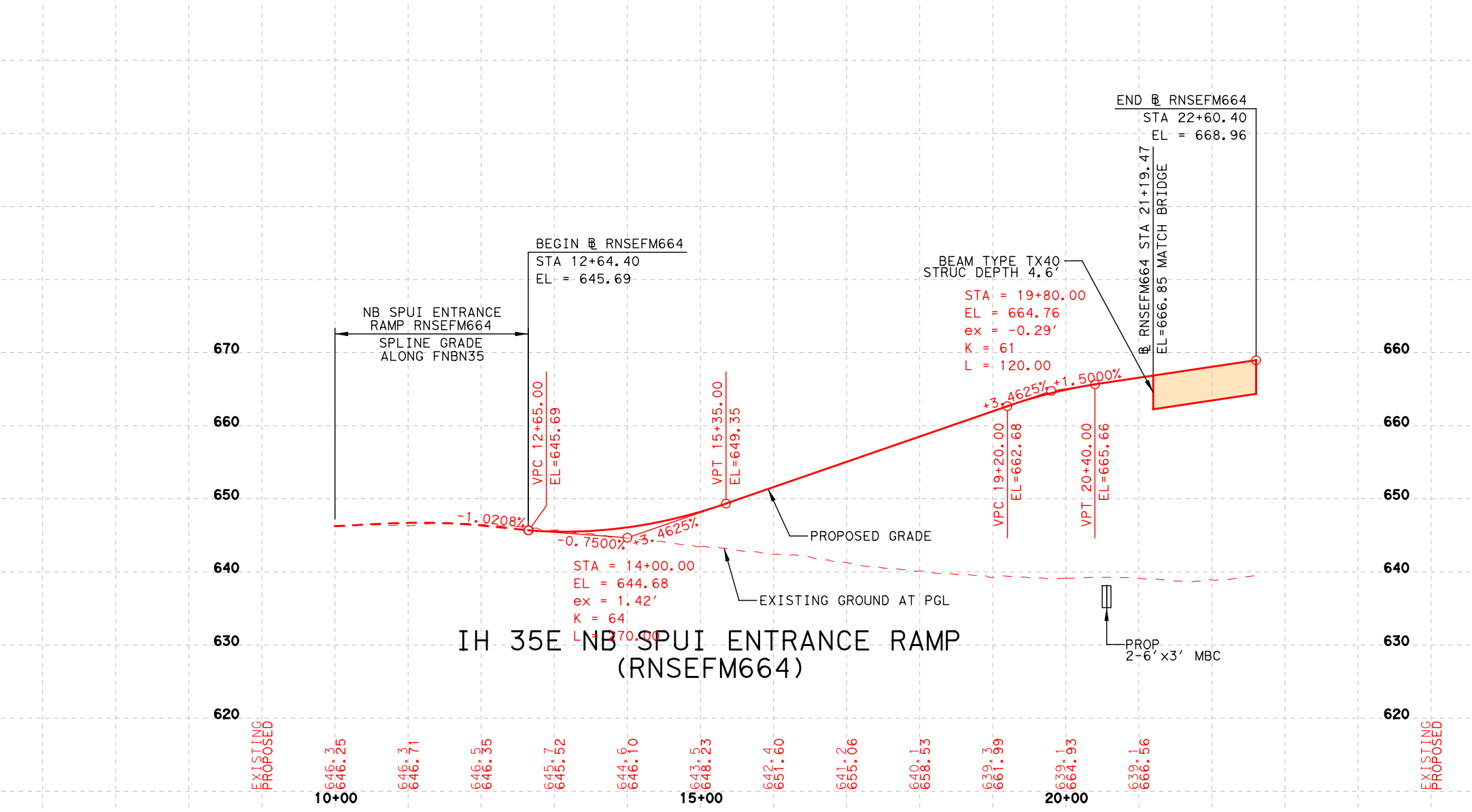
RAMP CENTURY WAY TO IH 35E
(RNECENWA)


SB ENTRANCE RAMP RSEBALDW
SPLINE GRADE ALONG IH 35E
BEGIN ℄ RSEBALDW
STA 17+84.26
EL = 593.82
STA = 18+70.00
EL = 595.88
ex = -0.17'
K = 166
L = 150.00
END ℄ RSEBALDW
STA 23+37.66
EL = 604.29
SB ENTRANCE RAMP RSEBALDW SPLINE GRADE ALONG FSBN35
STA = 21+90.00
EL = 600.67
ex = 0.18'
K = 157
L = 150.00
PROPOSED GRADE
EXISTING GROUND AT PGL
10+00
15+00
20+00
25+00

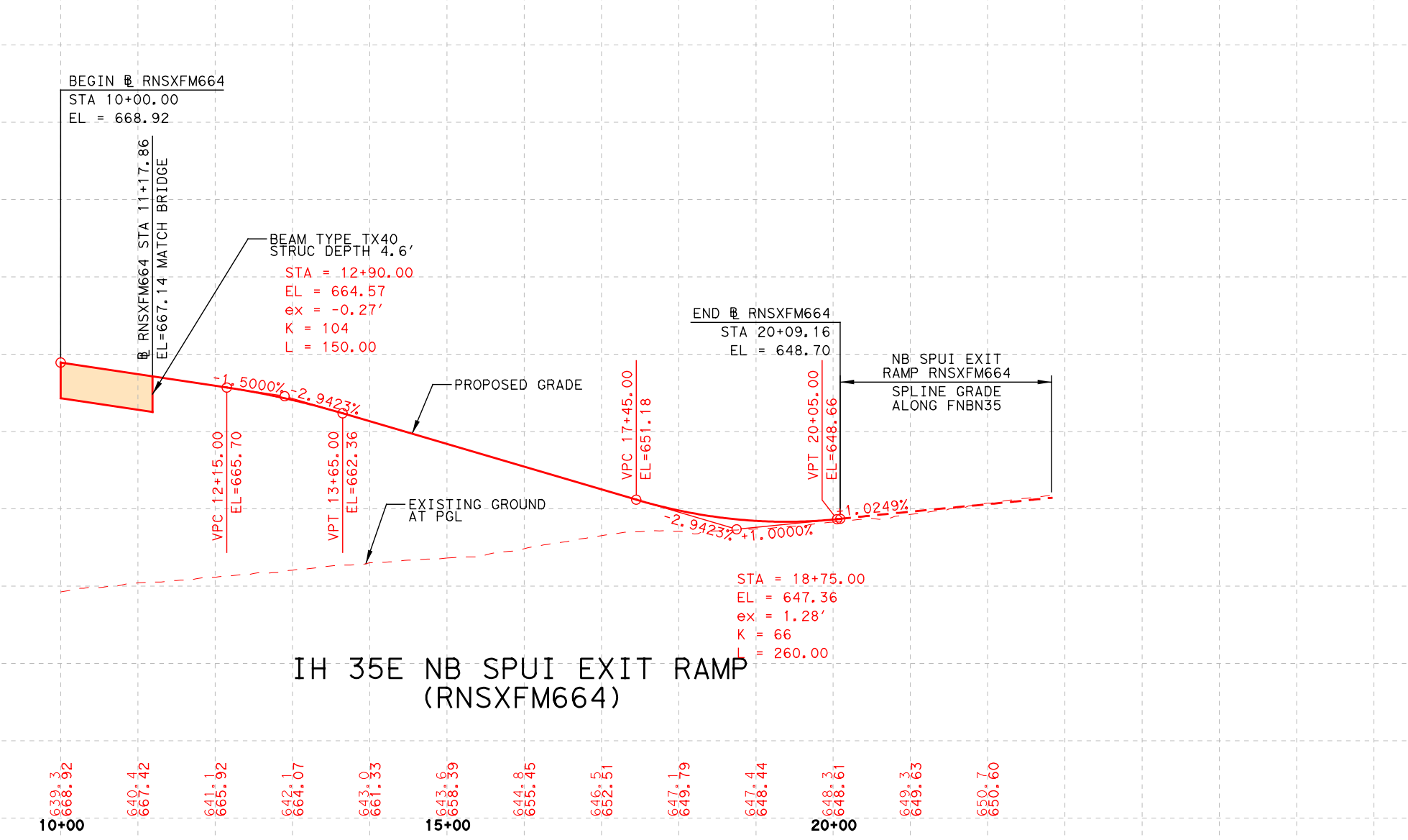
RAMP BALDWIN RD TO IH 35E
(RSEBALDW)


SB EXIT RAMP RSXBALDW SPLINE GRADE ALONG FSBN35
BEGIN ℄ RSXBALDW
STA 13+14.00
EL = 637.00
END ℄ RSXBALDW
STA 18+63.18
EL = 647.80
STA = 16+75.00
EL = 646.01
ex = -0.29'
K = 97
L = 150.00
SB EXIT RAMP RSXBALDW SPLINE GRADE ALONG IH 35E
PROPOSED GRADE
EXISTING GROUND AT PGL
10+00
15+00
20+00
25+00

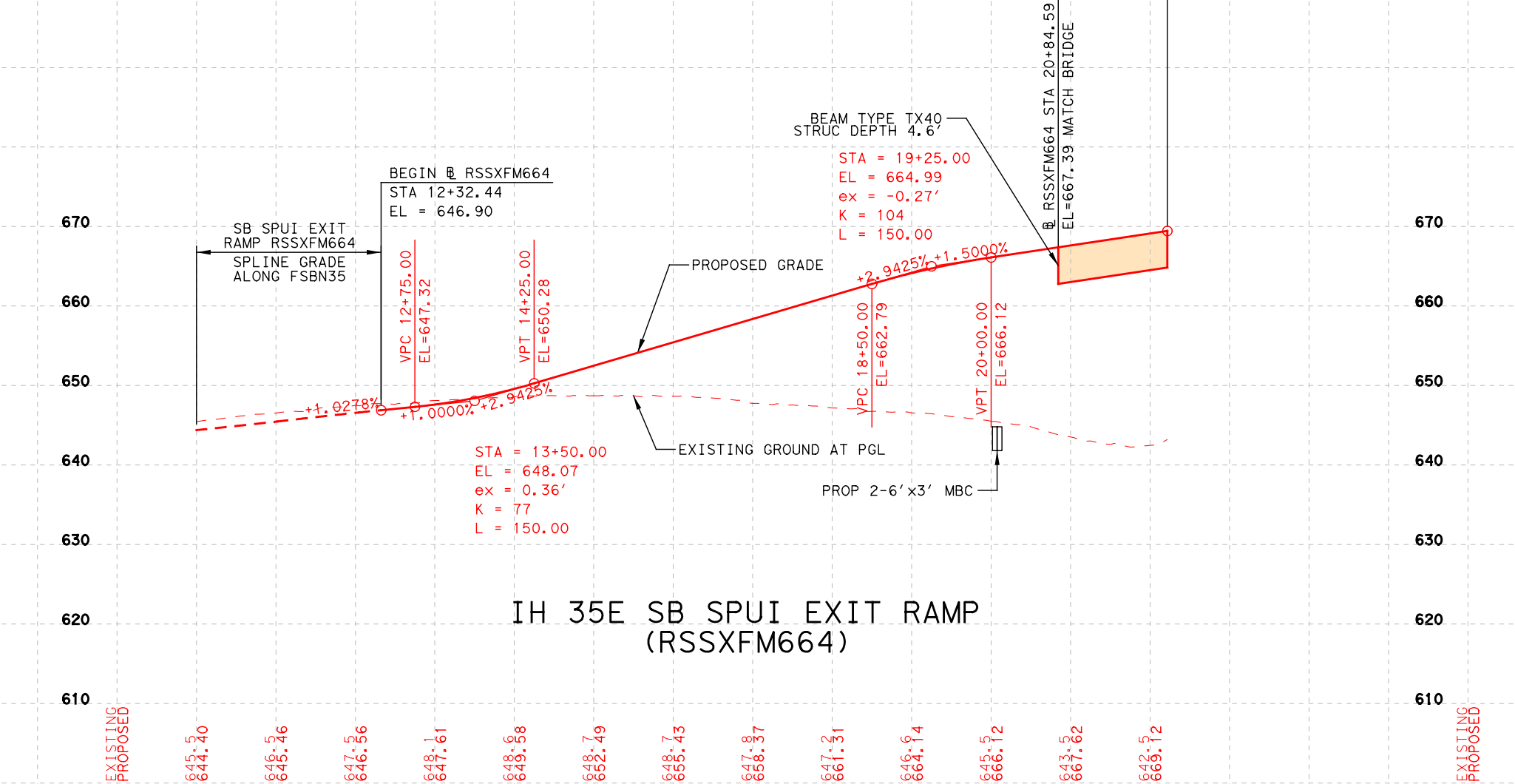
RAMP IH 35E TO BALDWIN RD
(RSXBALDW)


NB SPUI ENTRANCE RAMP RNSEFM664 SPLINE GRADE ALONG FNBN35
BEGIN ℄ RNSEFM664
STA 12+64.40
EL = 645.69
END ℄ RNSEFM664
STA 22+60.40
EL = 668.96
BEAM TYPE TX40
STRUC DEPTH 4.6'
STA = 19+80.00
EL = 664.76
ex = -0.29'
K = 61
L = 120.00
STA = 14+00.00
EL = 644.68
ex = 1.42'
K = 64
PROPOSED GRADE
EXISTING GROUND AT PGL
PROP 2-6'x3' MBC
10+00
15+00
20+00

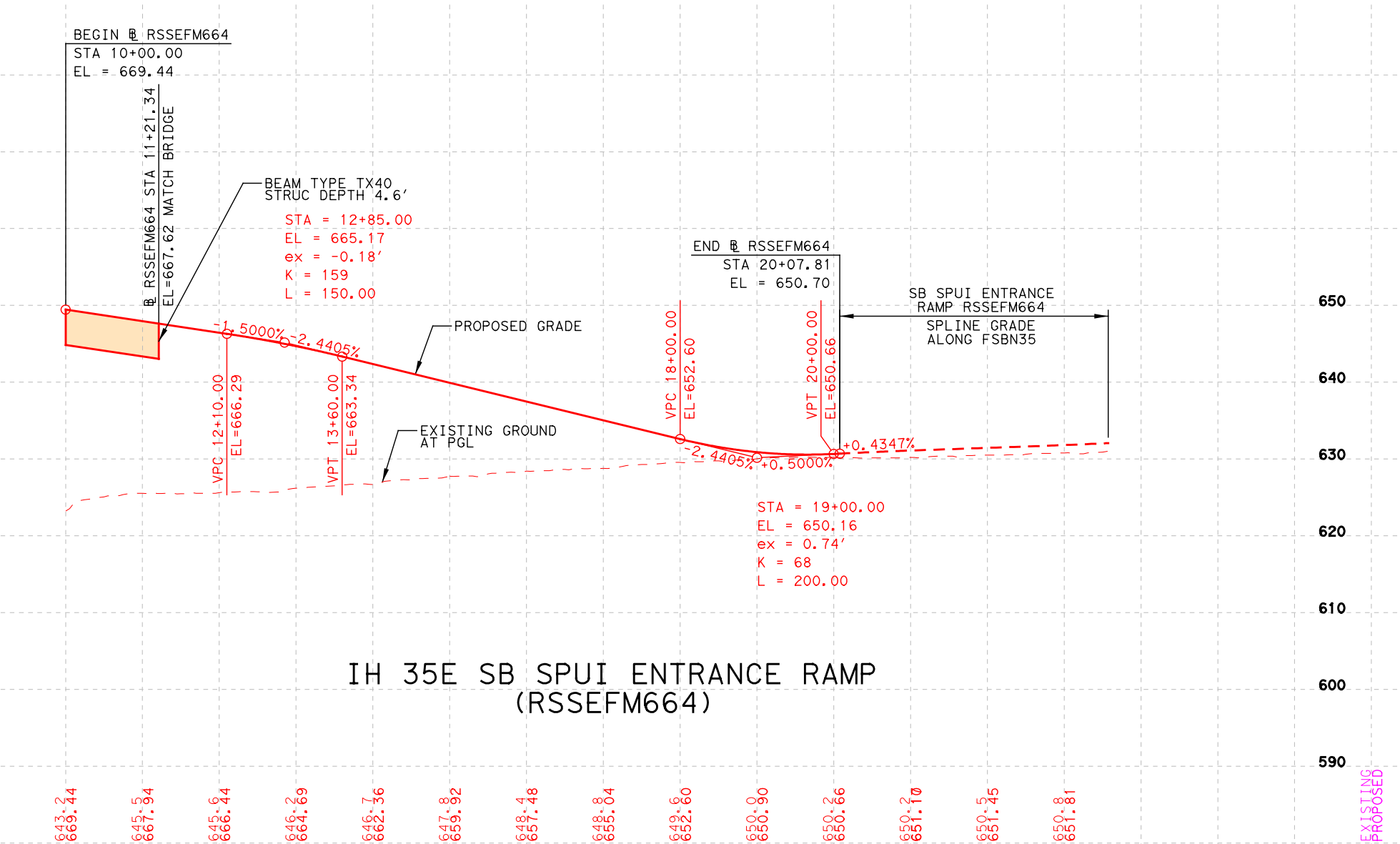
IH 35E NB SPUI ENTRANCE RAMP
(RNSEFM664)


BEGIN ℄ RNSXFM664
STA 10+00.00
EL = 668.92
BEAM TYPE TX40
STRUC DEPTH 4.6'
STA = 12+90.00
EL = 664.57
ex = -0.27'
K = 104
L = 150.00
PROPOSED GRADE
EXISTING GROUND AT PGL
END ℄ RNSXFM664
STA 20+09.16
EL = 648.70
NB SPUI EXIT RAMP RNSXFM664 SPLINE GRADE ALONG FNBN35
STA = 18+75.00
EL = 647.36
ex = 1.28'
K = 66
L = 260.00
10+00
15+00
20+00

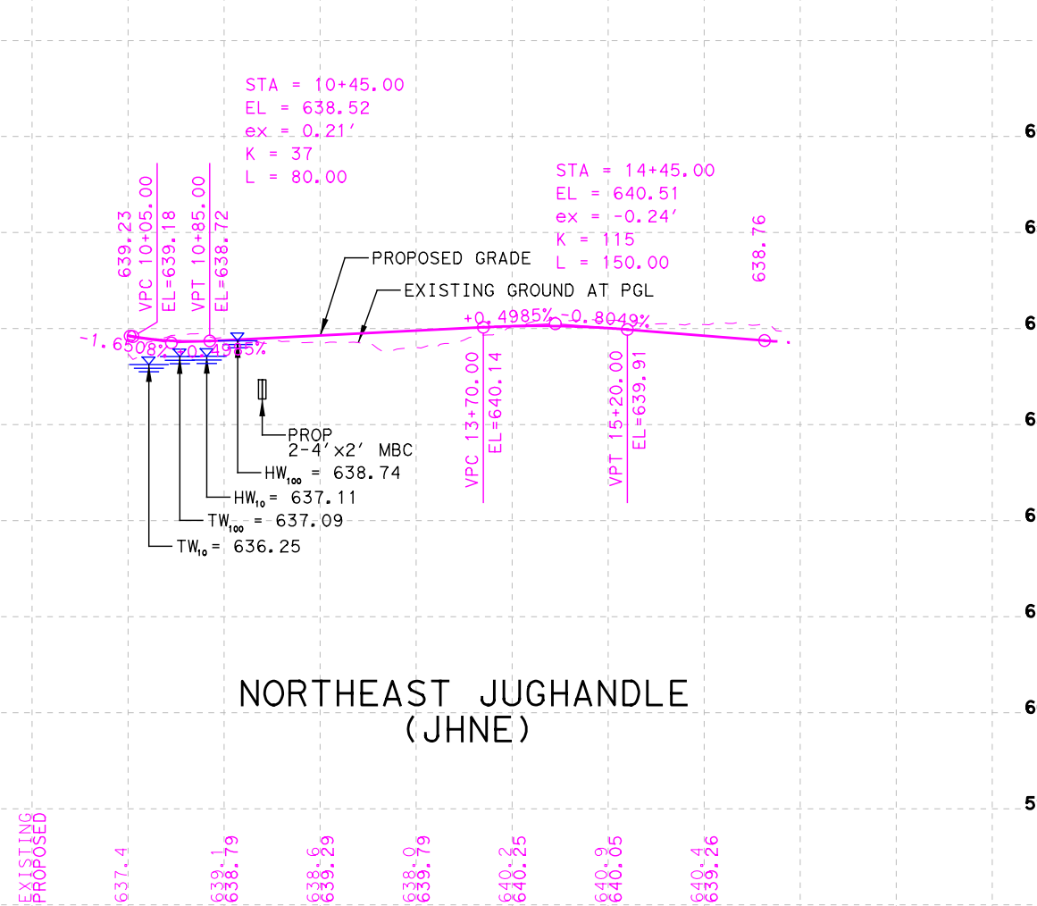
IH 35E NB SPUI EXIT RAMP
(RNSXFM664)


SB SPUI EXIT RAMP RSSXFM664 SPLINE GRADE ALONG FSBN35
BEGIN ℄ RSSXFM664
STA 12+32.44
EL = 646.90
STA = 13+50.00
EL = 648.07
ex = 0.36'
K = 77
L = 150.00
PROPOSED GRADE
EXISTING GROUND AT PGL
BEAM TYPE TX40
STRUC DEPTH 4.6'
STA = 19+25.00
EL = 664.99
ex = -0.27'
K = 104
L = 150.00
END ℄ RSSXFM664
STA 22+21.81
EL = 669.44
PROP 2-6'x3' MBC
10+00
15+00
20+00

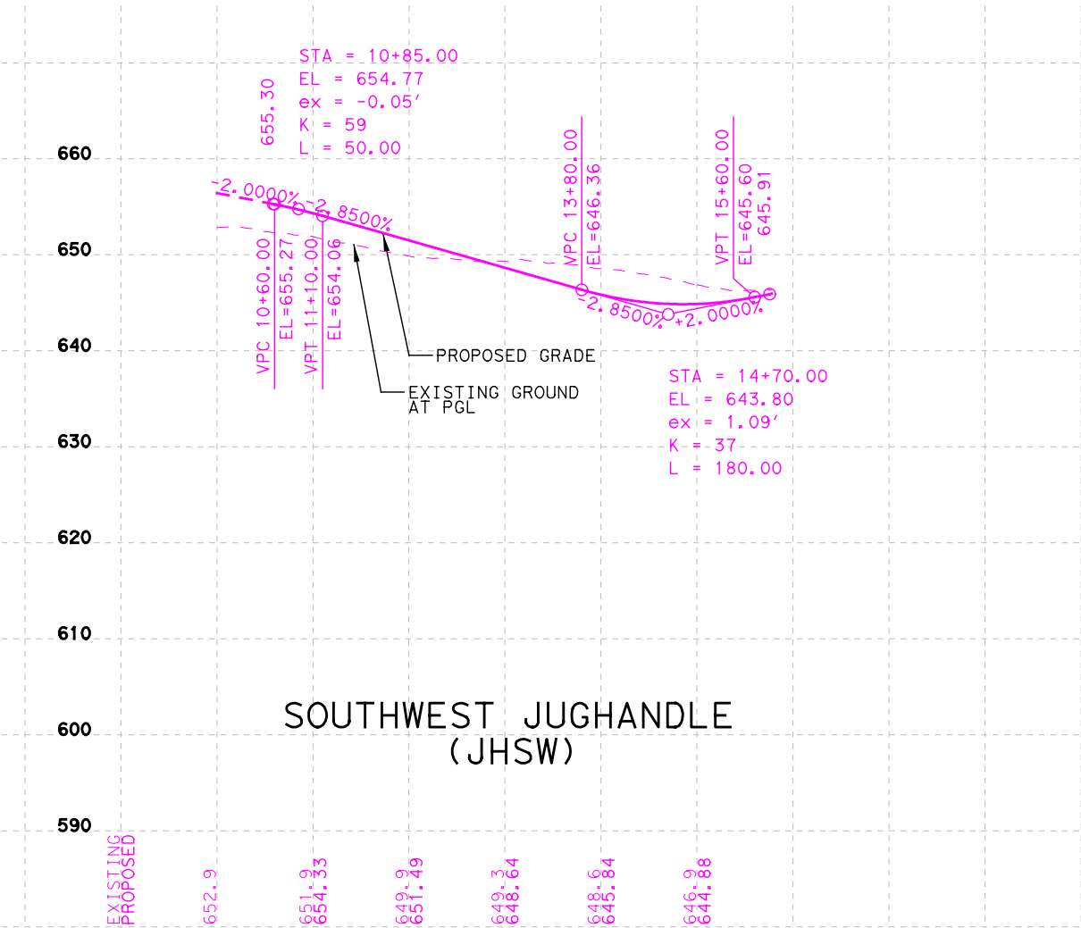
IH 35E SB SPUI EXIT RAMP
(RSSXFM664)


BEGIN ℄ RSSEFM664
STA 10+00.00
EL = 669.44
BEAM TYPE TX40
STRUC DEPTH 4.6'
STA = 12+85.00
EL = 665.17
ex = -0.18'
K = 159
L = 150.00
PROPOSED GRADE
EXISTING GROUND AT PGL
END ℄ RSSEFM664
STA 20+07.81
EL = 650.70
SB SPUI ENTRANCE RAMP RSSEFM664 SPLINE GRADE ALONG FSBN35
STA = 19+00.00
EL = 650.16
ex = 0.74'
K = 68
L = 200.00
10+00
15+00
20+00

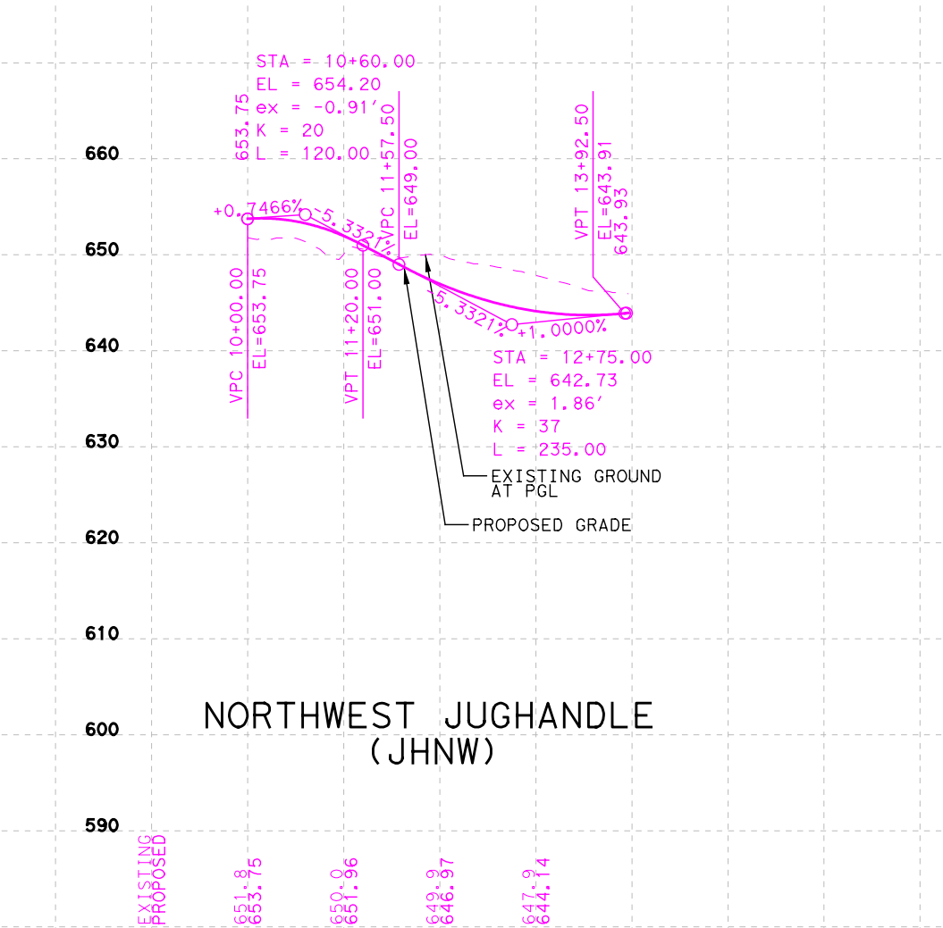
IH 35E SB SPUI ENTRANCE RAMP
(RSSEFM664)


STA = 10+45.00
EL = 638.52
ex = 0.21'
K = 37
L = 80.00
STA = 14+45.00
EL = 640.51
ex = -0.24'
K = 115
L = 150.00
PROPOSED GRADE
EXISTING GROUND AT PGL
PROP 2-4'x2' MBC
10+00
15+00

NORTHEAST JUGHANDLE
(JHNE)


STA = 10+85.00
EL = 654.77
ex = -0.05'
K = 59
L = 50.00
PROPOSED GRADE
EXISTING GROUND AT PGL
STA = 14+70.00
EL = 643.80
ex = 1.09'
K = 37
L = 180.00
10+00
15+00

SOUTHWEST JUGHANDLE
(JHSW)


STA = 10+60.00
EL = 654.20
ex = -0.91'
K = 20
L = 120.00
STA = 12+75.00
EL = 642.73
ex = 1.86'
K = 37
L = 235.00
EXISTING GROUND AT PGL
PROPOSED GRADE
10+00

NORTHWEST JUGHANDLE
(JHNW)

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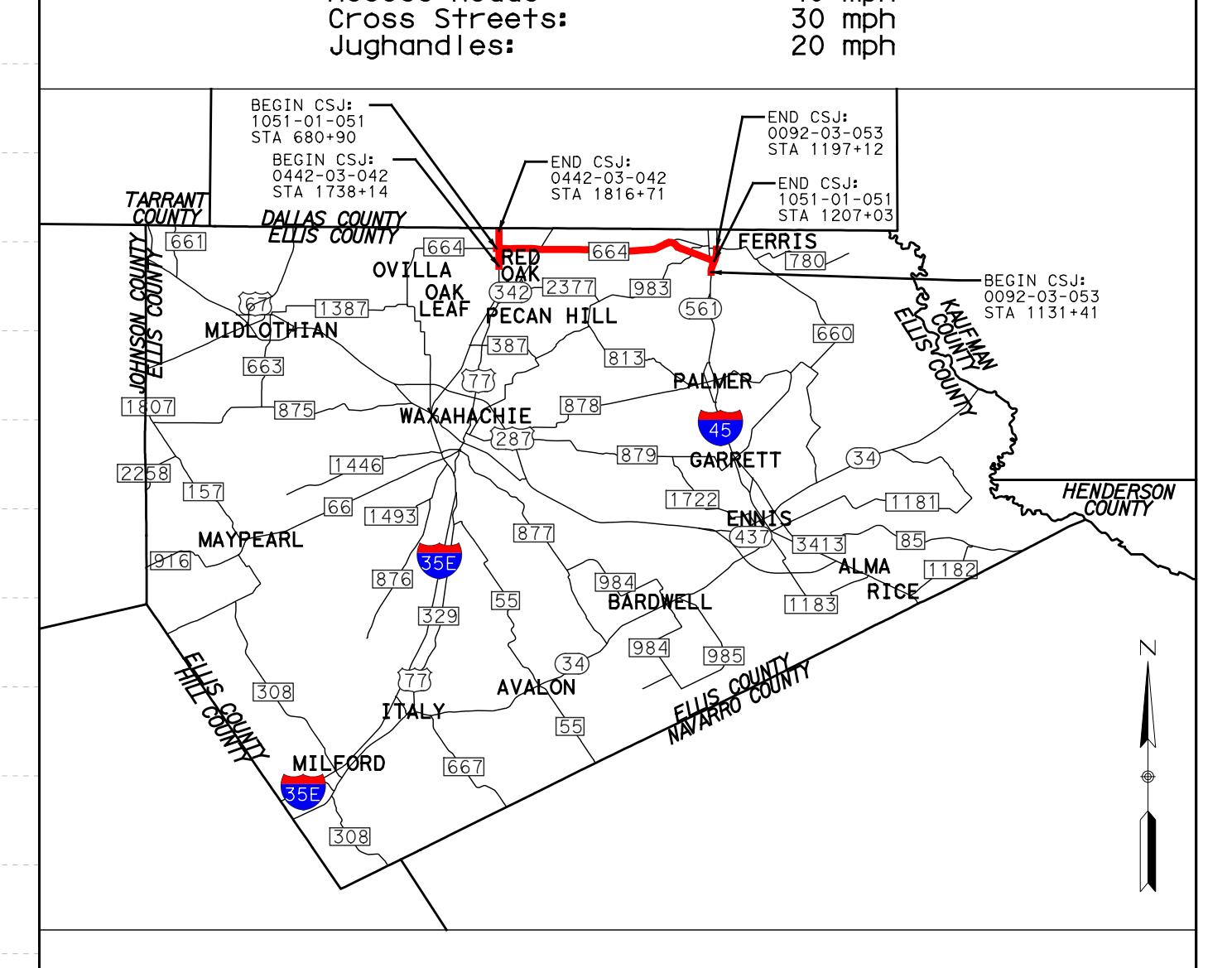
Texas Department of Transportation
Dallas District Design Schematic
Mohamed K. Bur, P.E.
Dallas District Engineer
IH 35E at FM 664
From: Red Oak Rd in Red Oak
To: Tater Brown Rd in Red Oak
CSJ: 0442-03-042
Functional Class: Interstate
Length: 1.98 Miles
FM 664
From: IH 35E in Red Oak
To: IH 45 in Ferris
CSJ: 1051-01-051
Functional Class: Principal Arterial
Length: 9.18 Miles
IH 45 at FM 664
From: Bus IH45 Crossover in Ferris
To: E 8th Street in Ferris
CSJ: 0092-03-053
Functional Class: Interstate
Length: 1.23 Miles
Ellis County
Total Project Length: 12.39 Miles
IH 35E / IH 45 Mainlanes: 70 mph
General Ramps: 50 mph
SPUI Ramps: 40 mph
Frontage Roads: 40 mph
FM 664 40 mph
Access Roads: 40 mph
Cross Streets: 30 mph
Jughandles: 20 mph



Scale: Horizontal 1"=200'
Scale: Vertical 1"=20'
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MAY 2019
PRELIMINARY
SUBJECT TO REVISIONS
SCHEMATIC PREPARED BY:
M. SHANE WALTERS 100195
NAME P.E. NUMBER
MAY 2019
DATE
NOT INTENDED FOR CONSTRUCTION, BIDDING, OR PERMIT PURPOSES
ROLL 7 OF 8
HDR
Firm Registration No. F-754
17111 Preston Road, Suite 300
Dallas, Texas 75248-1229
972.960.4400

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Texas Department of Transportation

Dallas District Design Schematic

Mohamed K. Bur, P.E.
Dallas District Engineer

IH 35E at FM 664

From: Red Oak Rd in Red Oak
To: Tater Brown Rd in Red Oak
CSJ: 0442-03-042
Functional Class: Interstate
Length: 1.98 Miles

FM 664

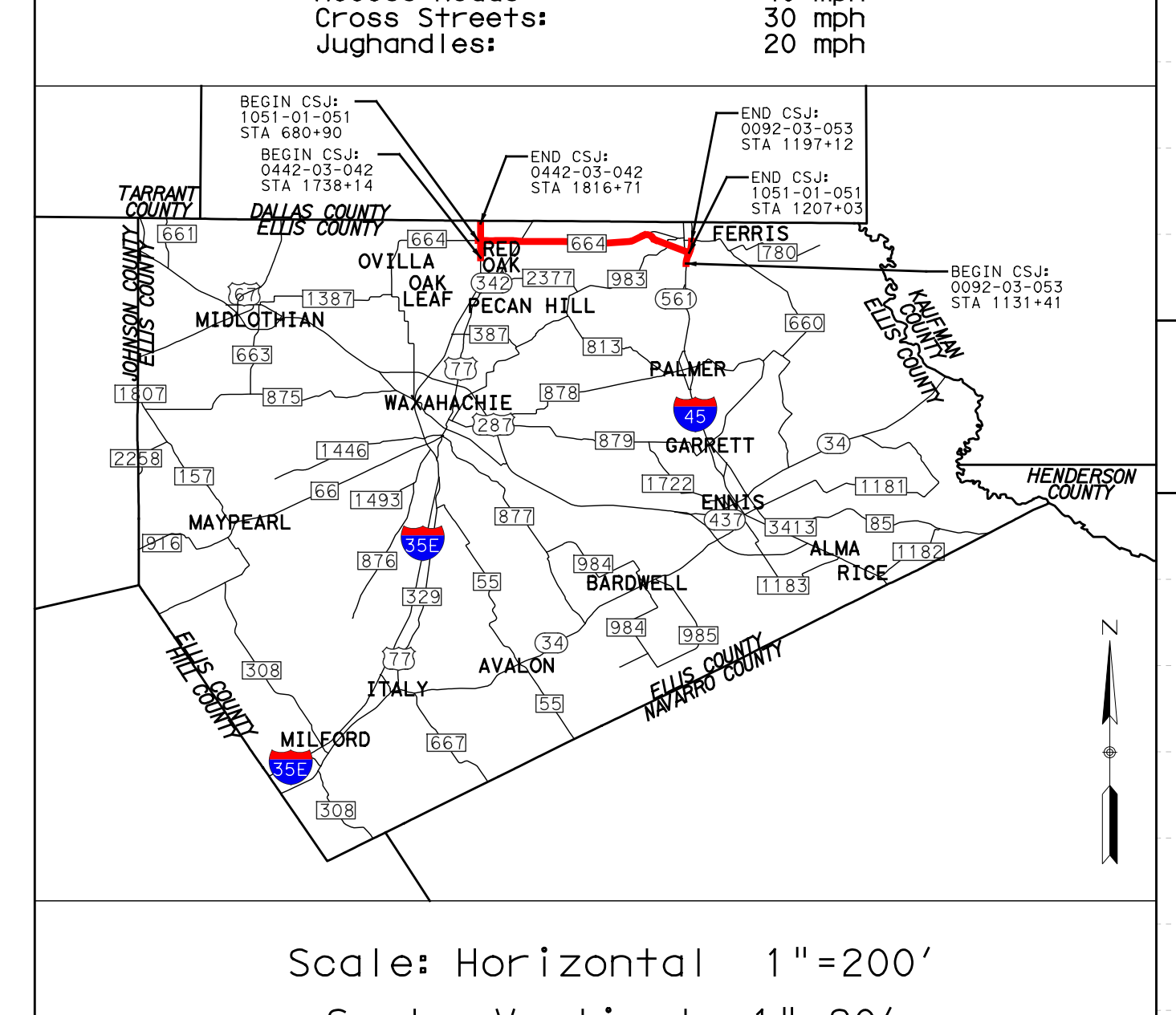
From: IH 35E in Red Oak
To: IH 45 in Ferris
CSJ: 1051-01-051
Functional Class: Principal Arterial
Length: 9.18 Miles

IH 45 at FM 664

From: Bus IH45 Crossover in Ferris
To: E 8th Street in Ferris
CSJ: 0092-03-053
Functional Class: Interstate
Length: 1.23 Miles

Ellis County
Total Project Length: 12.39 Miles

IH 35E / IH 45 Mainlanes:	70 mph
General Ramps:	50 mph
SPUI Ramps:	40 mph
Frontage Roads:	40 mph
FM 664	40 mph
Access Roads:	40 mph
Cross Streets:	30 mph
Jughandles:	20 mph



BEGIN CSJ: 1051-01-051 STA 680+90
BEGIN CSJ: 0442-03-042 STA 1738+14
END CSJ: 0442-03-042 STA 1816+71
END CSJ: 0092-03-053 STA 1197+12
END CSJ: 1051-01-051 STA 1207+03
BEGIN CSJ: 0092-03-053 STA 1131+41
TARRANT COUNTY
DALLAS COUNTY
ELLIS COUNTY
JOHNSON COUNTY
KAUFMAN COUNTY
HENDERSON COUNTY
HILL COUNTY
NAVARRO COUNTY
OVILLA
RED OAK
OAK LEAF
PECAN HILL
FERRIS
MIDLOTHIAN
PALMER
WAXAHACHIE
GARRETT
ENNIS
MAYPEARL
ALMA
RICE
BARDWELL
ITALY
AVALON
MILFORD
664
45
35E
N

Scale: Horizontal 1"=200'
Scale: Vertical 1"=20'

MAY 2019

PRELIMINARY
SUBJECT TO REVISIONS

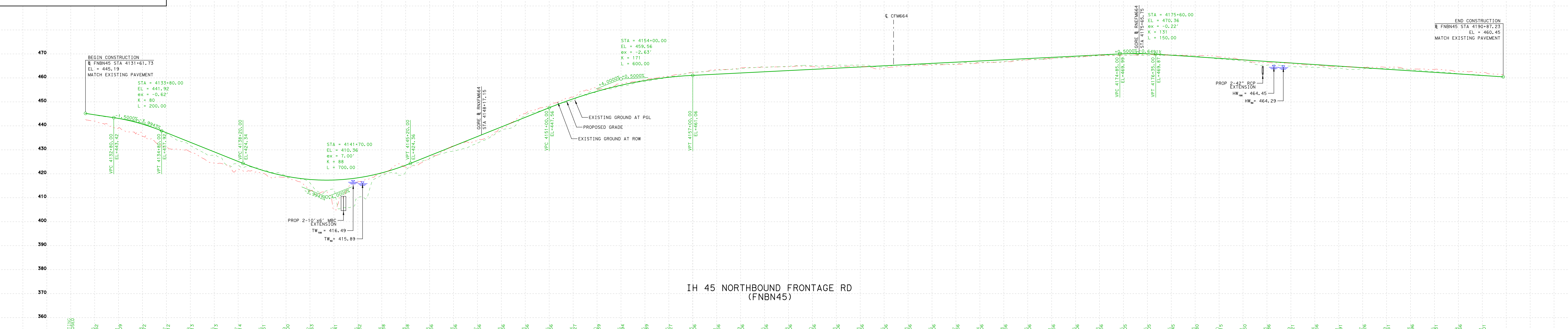
SCHEMATIC PREPARED BY:
M. SHANE WALTERS — 100195
NAME — P.E. NUMBER
MAY 2019
DATE

NOT INTENDED FOR CONSTRUCTION, BIDDING, OR PERMIT PURPOSES

ROLL 8 OF 8

HDR
Firm Registration No. F-754
17111 Preston Road, Suite 300
Dallas, Texas 75248-1229
972.960.4400

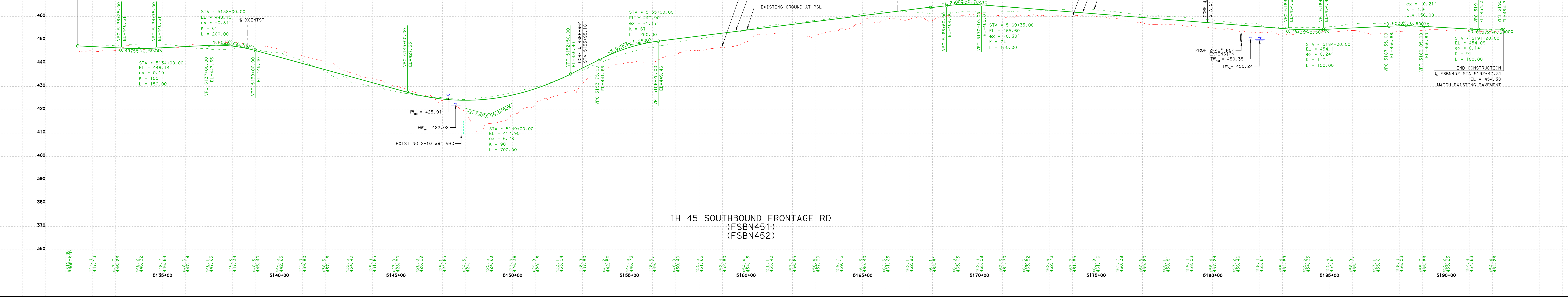
LEGEND:
PROPOSED GRADE AT IH 45 NB FRONTAGE RD CL
EXISTING GROUND AT IH 45 NB FRONTAGE RD CL
EXISTING GROUND AT ROW



BEGIN CONSTRUCTION
℄ FNBN45 STA 4131+61.73
EL = 445.19
MATCH EXISTING PAVEMENT
STA = 4133+80.00
EL = 441.92
ex = -0.62'
K = 80
L = 200.00
STA = 4141+70.00
EL = 410.36
ex = 7.00'
K = 88
L = 700.00
PROP 2-10'x6' MBC EXTENSION
TW = 416.49
TW = 415.89
GORE ℄ RNXFM664 STA 4148+17.15
EXISTING GROUND AT PGL
PROPOSED GRADE
EXISTING GROUND AT ROW
STA = 4154+00.00
EL = 459.56
ex = -2.63'
K = 171
L = 600.00
℄ CFM664
GORE ℄ RNEFM664 STA 4175+65.75
STA = 4175+60.00
EL = 470.36
ex = -0.22'
K = 131
L = 150.00
PROP 2-42" RCP EXTENSION
HW = 464.45
HW = 464.29
END CONSTRUCTION
℄ FNBN45 STA 4190+87.23
EL = 460.45
MATCH EXISTING PAVEMENT
470
460
450
440
430
420
410
400
390
380
370
360
4135+00
4140+00
4145+00
4150+00
4155+00
4160+00
4165+00
4170+00
4175+00
4180+00
4185+00
4190+00

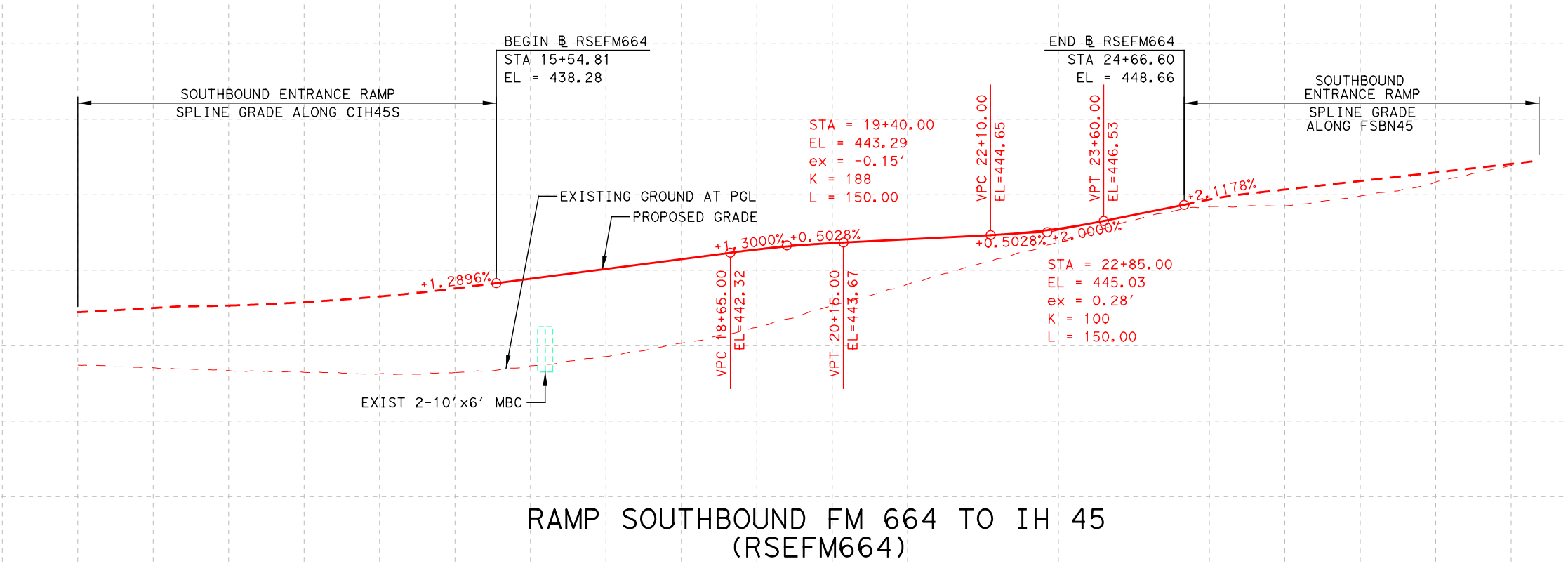
IH 45 NORTHBOUND FRONTAGE RD
(FNBN45)

LEGEND:
PROPOSED GRADE AT IH 45 SB FRONTAGE RD CL
EXISTING GROUND AT IH 45 SB FRONTAGE RD CL
EXISTING GROUND AT ROW



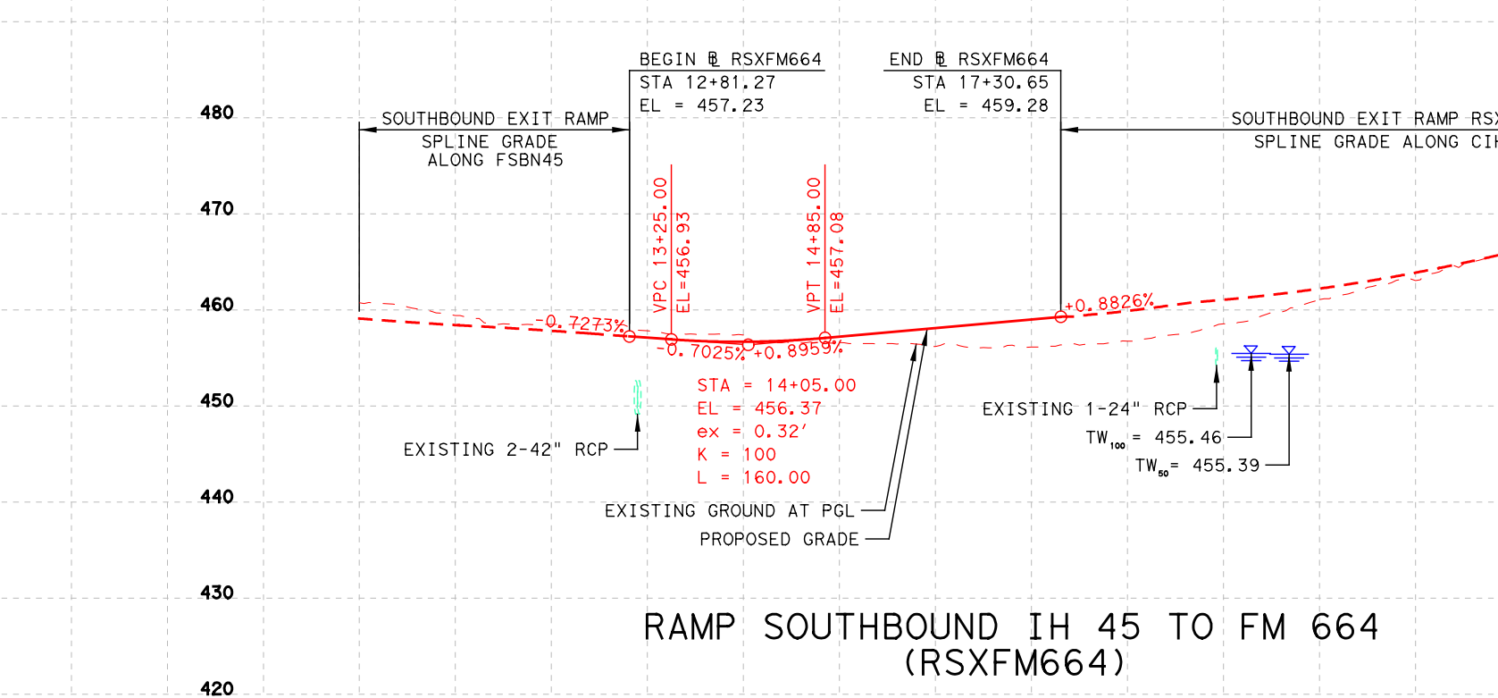
BEGIN CONSTRUCTION
℄ FSBN451 STA 5131+37.57
EL = 447.44
MATCH EXISTING PAVEMENT
STA = 5134+00.00
EL = 446.14
ex = 0.19'
K = 150
L = 150.00
STA = 5138+00.00
EL = 448.15
ex = -0.81'
K = 61
L = 200.00
℄ XCENTST
HW = 425.91
HW = 422.02
EXISTING 2-10'x6' MBC
STA = 5149+00.00
EL = 417.90
ex = 6.78'
K = 90
L = 700.00
GORE ℄ RSEFM664 STA 5153+95.18
STA = 5155+00.00
EL = 447.90
ex = -1.17'
K = 67
L = 250.00
EXISTING GROUND AT ROW
PROPOSED GRADE
EXISTING GROUND AT PGL
END PROFILE
℄ FSBN451 STA 5167+92.96
EL = 464.06
MATCH PROFILE
℄ FSBN452
BEGIN PROFILE
℄ FSBN452 STA 5167+92.96
EL = 463.82
MATCH PROFILE
℄ FSBN451
℄ CFM664
STA = 5169+35.00
EL = 465.60
ex = -0.38'
K = 74
L = 150.00
GORE ℄ RSXFM664 STA 5180+73.72
PROP 2-42" RCP EXTENSION
TW = 450.35
TW = 450.24
STA = 5184+00.00
EL = 454.11
ex = 0.24'
K = 117
L = 150.00
STA = 5188+30.00
EL = 456.26
ex = -0.21'
K = 136
L = 150.00
STA = 5191+90.00
EL = 454.09
ex = 0.14'
K = 91
L = 100.00
END CONSTRUCTION
℄ FSBN452 STA 5192+47.31
EL = 454.38
MATCH EXISTING PAVEMENT
460
450
440
430
420
410
400
390
380
370
360
5135+00
5140+00
5145+00
5150+00
5155+00
5160+00
5165+00
5170+00
5175+00
5180+00
5185+00
5190+00

IH 45 SOUTHBOUND FRONTAGE RD
(FSBN451)
(FSBN452)



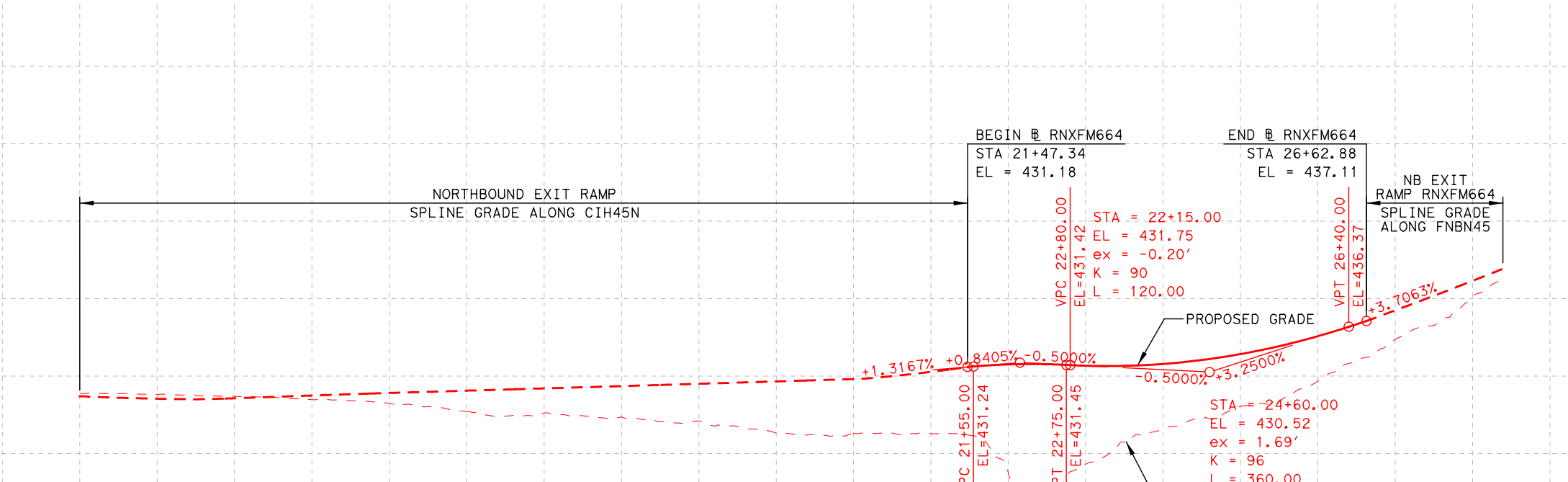
SOUTHBOUND ENTRANCE RAMP SPLINE GRADE ALONG CIH45S
BEGIN ℄ RSEFM664
STA 15+54.81
EL = 438.28
END ℄ RSEFM664
STA 24+66.60
EL = 448.66
SOUTHBOUND ENTRANCE RAMP SPLINE GRADE ALONG FSBN45
EXISTING GROUND AT PGL
PROPOSED GRADE
STA = 19+40.00
EL = 443.29
ex = -0.15'
K = 188
L = 150.00
STA = 22+85.00
EL = 445.03
ex = 0.28'
K = 100
L = 150.00
EXIST 2-10'x6' MBC
460
450
440
430
420
410
400
10+00
15+00
20+00
25+00

RAMP SOUTHBOUND FM 664 TO IH 45
(RSEFM664)



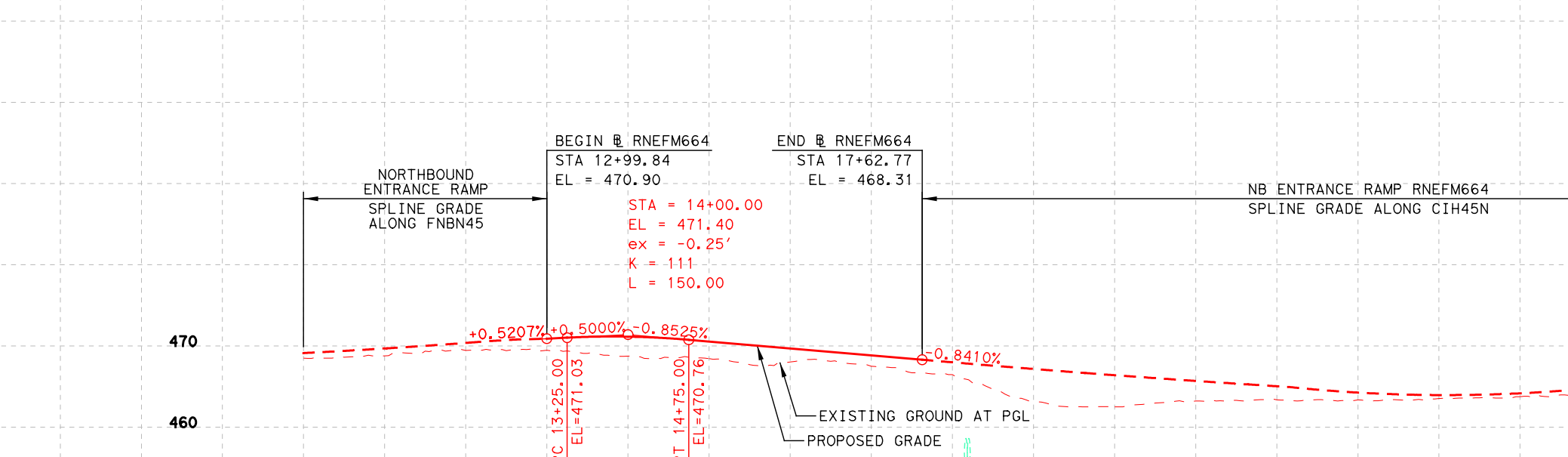
SOUTHBOUND EXIT RAMP SPLINE GRADE ALONG FSBN45
BEGIN ℄ RSXFM664
STA 12+81.27
EL = 457.23
END ℄ RSXFM664
STA 17+30.65
EL = 459.28
SOUTHBOUND EXIT RAMP RSXFM664 SPLINE GRADE ALONG CIH45S
STA = 14+05.00
EL = 456.37
ex = 0.32'
K = 100
L = 160.00
EXISTING 2-42" RCP
EXISTING GROUND AT PGL
PROPOSED GRADE
EXISTING 1-24" RCP
TW = 455.46
TW = 455.39
480
470
460
450
440
430
420
10+00
15+00
20+00

RAMP SOUTHBOUND IH 45 TO FM 664
(RSXFM664)



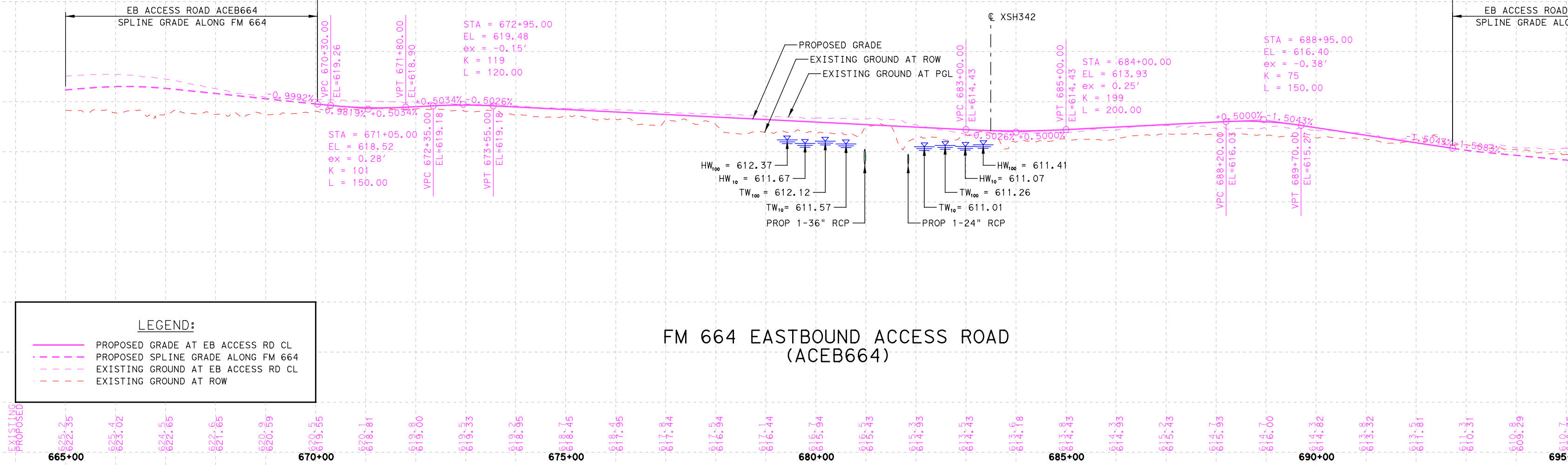
NORTHBOUND EXIT RAMP SPLINE GRADE ALONG CIH45N
BEGIN ℄ RNXFM664
STA 21+47.34
EL = 431.18
END ℄ RNXFM664
STA 26+62.88
EL = 437.11
NB EXIT RAMP RNXFM664 SPLINE GRADE ALONG FNBN45
STA = 22+15.00
EL = 431.75
ex = -0.20'
K = 90
L = 120.00
PROPOSED GRADE
STA = 24+60.00
EL = 430.52
ex = 1.69'
K = 96
L = 360.00
EXISTING GROUND AT PGL
PROP 2-10'x6' MBC EXTENSION
450
440
430
420
410
400
390
10+00
15+00
20+00
25+00

RAMP NORTHBOUND IH 45 TO FM 664
(RNXFM664)



NORTHBOUND ENTRANCE RAMP SPLINE GRADE ALONG FNBN45
BEGIN ℄ RNEFM664
STA 12+99.84
EL = 470.90
END ℄ RNEFM664
STA 17+62.77
EL = 468.31
NB ENTRANCE RAMP RNEFM664 SPLINE GRADE ALONG CIH45N
STA = 14+00.00
EL = 471.40
ex = -0.25'
K = 111
L = 150.00
EXISTING GROUND AT PGL
PROPOSED GRADE
EXIST 2-42" RCP
470
460
450
440
430
10+00
15+00
20+00
25+00

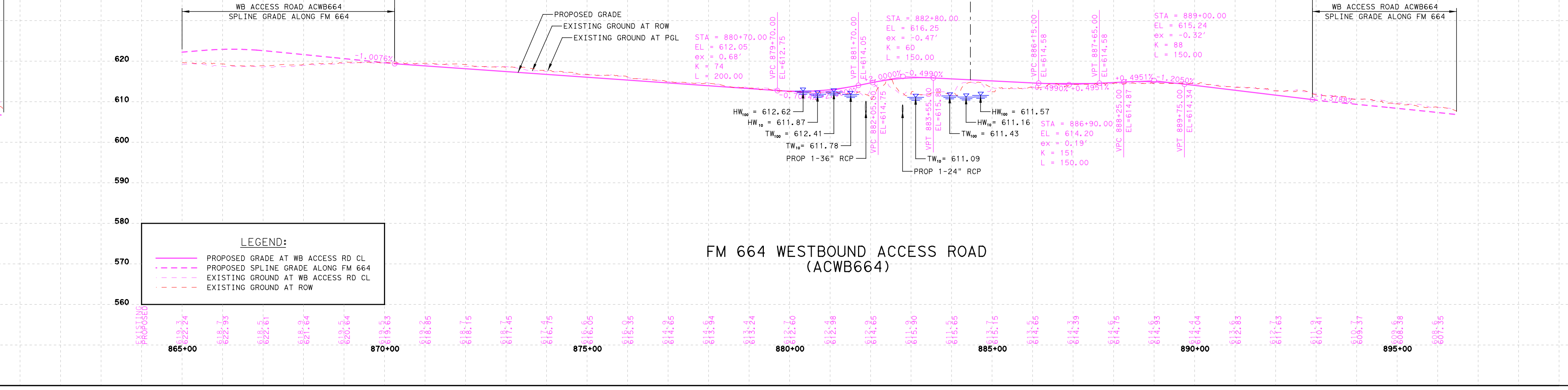
RAMP NORTHBOUND FM 664 TO IH 45
(RNEFM664)



EB ACCESS ROAD ACEB664 SPLINE GRADE ALONG FM 664
BEGIN ℄ ACEB664
STA 670+03.79
EL = 619.52
STA = 671+05.00
EL = 618.52
ex = 0.28'
K = 101
L = 150.00
STA = 672+95.00
EL = 619.48
ex = -0.15'
K = 119
L = 120.00
PROPOSED GRADE
EXISTING GROUND AT ROW
EXISTING GROUND AT PGL
HW = 612.37
HW = 611.67
TW = 612.12
TW = 611.57
PROP 1-36" RCP
℄ XSH342
HW = 611.41
HW = 611.07
TW = 611.26
TW = 611.01
PROP 1-24" RCP
STA = 684+00.00
EL = 613.93
ex = 0.25'
K = 199
L = 200.00
STA = 688+95.00
EL = 616.40
ex = -0.38'
K = 75
L = 150.00
END ℄ ACEB664
STA 692+72.76
EL = 610.72
EB ACCESS ROAD ACEB664 SPLINE GRADE ALONG FM 664
630
620
610
600
590
580
570
560
665+00
670+00
675+00
680+00
685+00
690+00
695+00

LEGEND:
PROPOSED GRADE AT EB ACCESS RD CL
PROPOSED SPLINE GRADE ALONG FM 664
EXISTING GROUND AT EB ACCESS RD CL
EXISTING GROUND AT ROW

FM 664 EASTBOUND ACCESS ROAD
(ACEB664)



WB ACCESS ROAD ACWB664 SPLINE GRADE ALONG FM 664
BEGIN ℄ ACWB664
STA 870+24.96
EL = 619.38
PROPOSED GRADE
EXISTING GROUND AT ROW
EXISTING GROUND AT PGL
STA = 880+70.00
EL = 612.05
ex = 0.68'
K = 74
L = 200.00
HW = 612.62
HW = 611.87
TW = 612.41
TW = 611.78
PROP 1-36" RCP
STA = 882+80.00
EL = 616.25
ex = -0.47'
K = 60
L = 150.00
℄ XSH342
HW = 611.57
HW = 611.16
TW = 611.43
TW = 611.09
PROP 1-24" RCP
STA = 886+90.00
EL = 614.20
ex = 0.19'
K = 151
L = 150.00
STA = 889+00.00
EL = 615.24
ex = -0.32'
K = 88
L = 150.00
END ℄ ACWB664
STA 892+91.02
EL = 610.53
WB ACCESS ROAD ACWB664 SPLINE GRADE ALONG FM 664
620
610
600
590
580
570
560
865+00
870+00
875+00
880+00
885+00
890+00
895+00

LEGEND:
PROPOSED GRADE AT WB ACCESS RD CL
PROPOSED SPLINE GRADE ALONG FM 664
EXISTING GROUND AT WB ACCESS RD CL
EXISTING GROUND AT ROW

FM 664 WESTBOUND ACCESS ROAD
(ACWB664)

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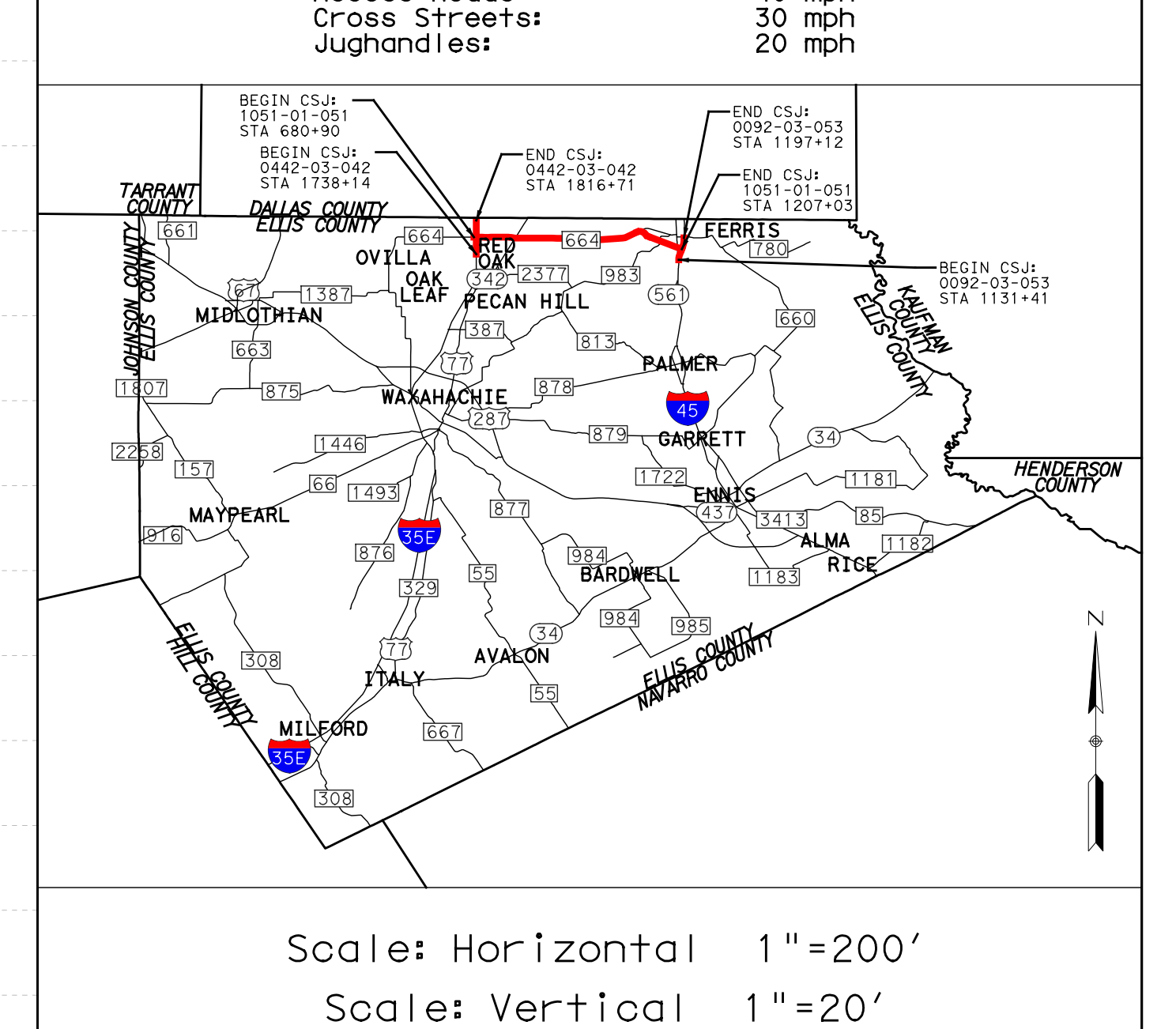
Texas Department of Transportation
Dallas District Design Schematic
Mohamed K. Bur, P.E.
Dallas District Engineer
IH 35E at FM 664
From: Red Oak Rd in Red Oak
To: Tater Brown Rd in Red Oak
CSJ: 0442-03-042
Functional Class: Interstate
Length: 1.98 Miles
FM 664
From: IH 35E in Red Oak
To: IH 45 in Ferris
CSJ: 1051-01-051
Functional Class: Principal Arterial
Length: 9.18 Miles
IH 45 at FM 664
From: Bus IH45 Crossover in Ferris
To: E 8th Street in Ferris
CSJ: 0092-03-053
Functional Class: Interstate
Length: 1.23 Miles
Ellis County
Total Project Length: 12.39 Miles
IH 35E / IH 45 Mainlanes: 70 mph
General Ramps: 50 mph
SPUI Ramps: 40 mph
Frontage Roads: 40 mph
FM 664 40 mph
Access Roads: 40 mph
Cross Streets: 30 mph
Jughandles: 20 mph



Scale: Horizontal 1"=200'
Scale: Vertical 1"=20'
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MAY 2019
PRELIMINARY
SUBJECT TO REVISIONS
SCHEMATIC PREPARED BY:
M. SHANE WALTERS — 100195
NAME — P.E. NUMBER
MAY 2019
DATE
NOT INTENDED FOR CONSTRUCTION, BIDDING, OR PERMIT PURPOSES
ROLL 8 OF 8
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