TEXAS DEPARTMENT OF TRANSPORTATION
BEAUMONT DISTRICT

DONALD L. SMITH, P.E.
DISTRICT ENGINEER

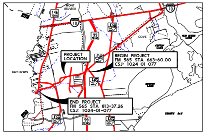
DESIGN SCHEMATIC
FM 565 FROM SH 99
TO SH 146

CSJ 1024-01-077
NET LENGTH OF PROJECT = 2.911 MI
ROADWAY = 2.790 MI
BRIDGE = 0.121 MI

CHAMBERS COUNTY

CONSTRUCTION OF: 4-LANE ROADWAY WITH CENTER TWO WAY LEFT TURN LANE AND OVERPASS AT U.P.R.R.

1/16/2020

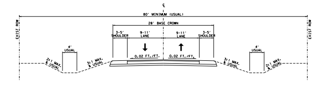

MONT BELVIEU
146
10
99
COVE
BAYTOWN
PROJECT LOCATION
BEGIN PROJECT
FM 565 STA 663+60.00
CSJ: 1024-01-077
END PROJECT
FM 565 STA 813+37.26
CSJ: 1024-01-077

PROJECT LOCATION MAP
N.T.S

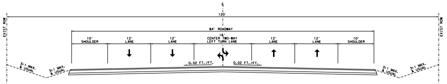
LEGEND

- ▬ EXISTING ROW
- ▬ PROPOSED ROW
- ▬ CONSTRUCTION EASEMENT
- ▬ PROPERTY BOUNDARY
- ▬ RETAINING WALL
- ▬ PROPOSED CULVERT
- → PROPOSED TRAFFIC ARROW
- ▨ EXISTING PAVEMENT TO BE REMOVED
- ~ DIRECTION OF FLOW
- 🟨 PROPOSED PAVEMENT
- 🟥 PROPOSED BRIDGE
- 🟧 TEMPORARY PAVEMENT
- ▬ EXISTING PAVEMENT
- ▬ 100 YEAR FLOODPLAIN

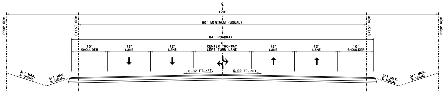
FUNCTIONAL CLASSIFICATION: URBAN MAJOR COLLECTOR
FM 565 DESIGN SPEED: 45 MPH
SH 99 FR DESIGN SPEED: ASSUMED 55 MPH
AMERIPORT PKWY DESIGN SPEED: 45 MPH
FM 1405 DESIGN SPEED: 55 MPH
SH 146 DESIGN SPEED: 55 MPH
PROJECTED 2020 AADT: 13,890


℄
80' MINIMUM (USUAL)
28' BASE CROWN
EXIST ROW
3-5' SHOULDER
9-11' LANE
9-11' LANE
3-5' SHOULDER
4' USUAL
4' USUAL
0.02 FT./FT.
0.02 FT./FT.
2:1 MAX. & USUAL
3:1 MAX. & USUAL
3:1 MAX. & USUAL
2:1 MAX. & USUAL
EXIST ROW

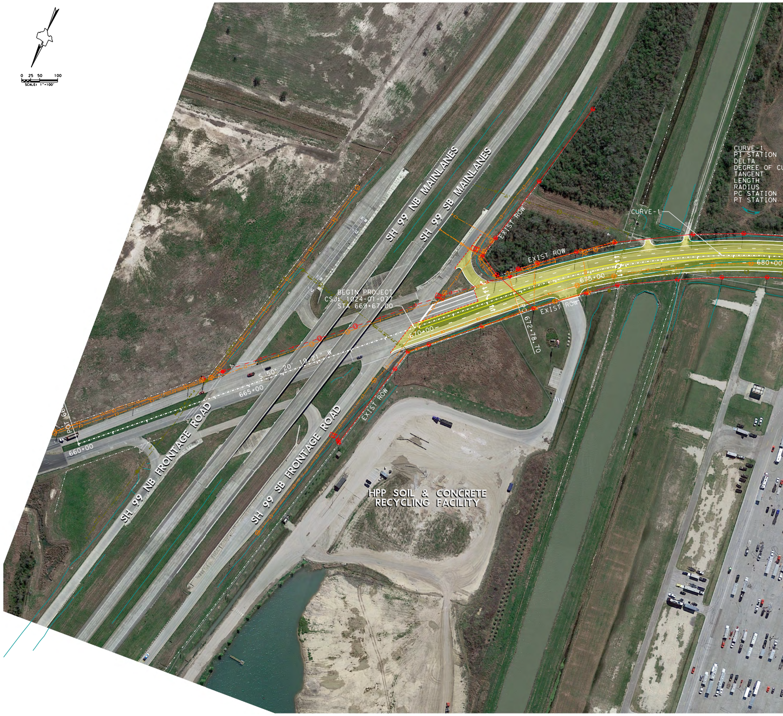
FM 565 EXISTING TYPICAL SECTION


℄
120'
EXIST ROW
84' ROADWAY
10' SHOULDER
12' LANE
12' LANE
16' CENTER TWO-WAY LEFT TURN LANE
12' LANE
12' LANE
10' SHOULDER
0.02 FT./FT.
0.02 FT./FT.
3:1 MAX. & USUAL
3:1 MAX. & USUAL
3:1 MAX. & USUAL
3:1 MAX. & USUAL
EXIST ROW

FM 565 PROPOSED TYPICAL SECTION
SH 99 TO STA 740+00


℄
120'
PROP ROW
EXIST ROW
80' MINIMUM (USUAL)
84' ROADWAY
10' SHOULDER
12' LANE
12' LANE
16' CENTER TWO-WAY LEFT TURN LANE
12' LANE
12' LANE
10' SHOULDER
0.02 FT./FT.
0.02 FT./FT.
3:1 MAX. & USUAL
3:1 MAX. & USUAL
3:1 MAX. & USUAL
3:1 MAX. & USUAL
EXIST ROW
PROP ROW

FM 565 PROPOSED TYPICAL SECTION
STA 740+00 TO SH 146


0 25 50 100
SCALE: 1"=100'
SH 99 NB MAINLANES
SH 99 SB MAINLANES
SH 99 NB FRONTAGE ROAD
SH 99 SB FRONTAGE ROAD
EXIST ROW
EXIST ROW
EXIST ROW
EXIST ROW
BEGIN PROJECT
CSJ: 1024-01-077
STA 669+67.00
S 50° 20' 19.21" W
POT 66
660+00
665+00
670+00
675+00
680+00
PC 672+78.70
CURVE-1
CURVE-1
PI STATION
DELTA
DEGREE OF CU
TANGENT
LENGTH
RADIUS
PC STATION
PT STATION
HPP SOIL & CONCRETE RECYCLING FACILITY

ALTERNATIVE 1A

AERIAL IMAGERY DATE: 02/2017
TOPOGRAPHICAL DATA DATE: 01/2016

SCHEMATIC PREPARED BY:

JACOBS
TBPE FIRM NO. F-2966

PRELIMINARY SUBJECT TO CHANGE

THESE PRELIMINARY DOCUMENTS ARE TO BE RELEASED FOR INFORMATION PURPOSES AND ARE NOT INTENDED FOR CONSTRUCTION. THEY WERE PREPARED FOR THE TEXAS DEPARTMENT OF TRANSPORTATION UNDER THE SUPERVISION OF:

ROBERT G. PARRENT, P.E. 1/16/2020
SERIAL NO. 85545

Texas Department of Transportation
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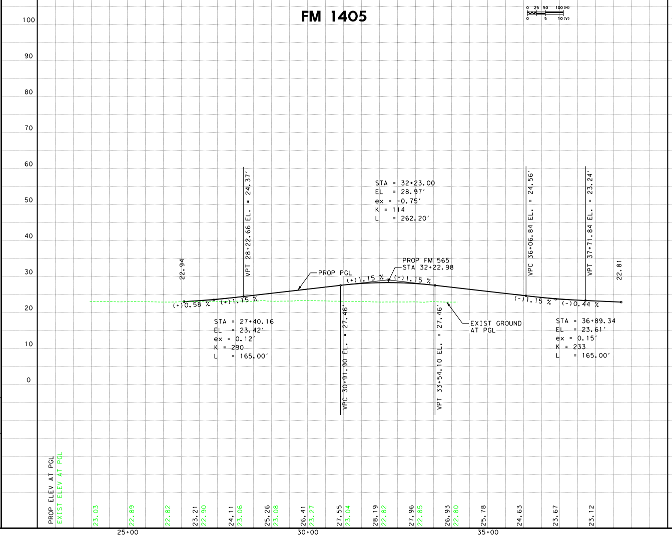
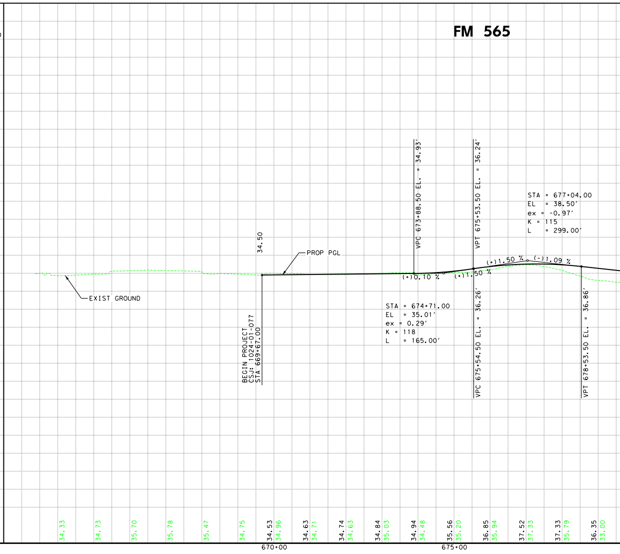
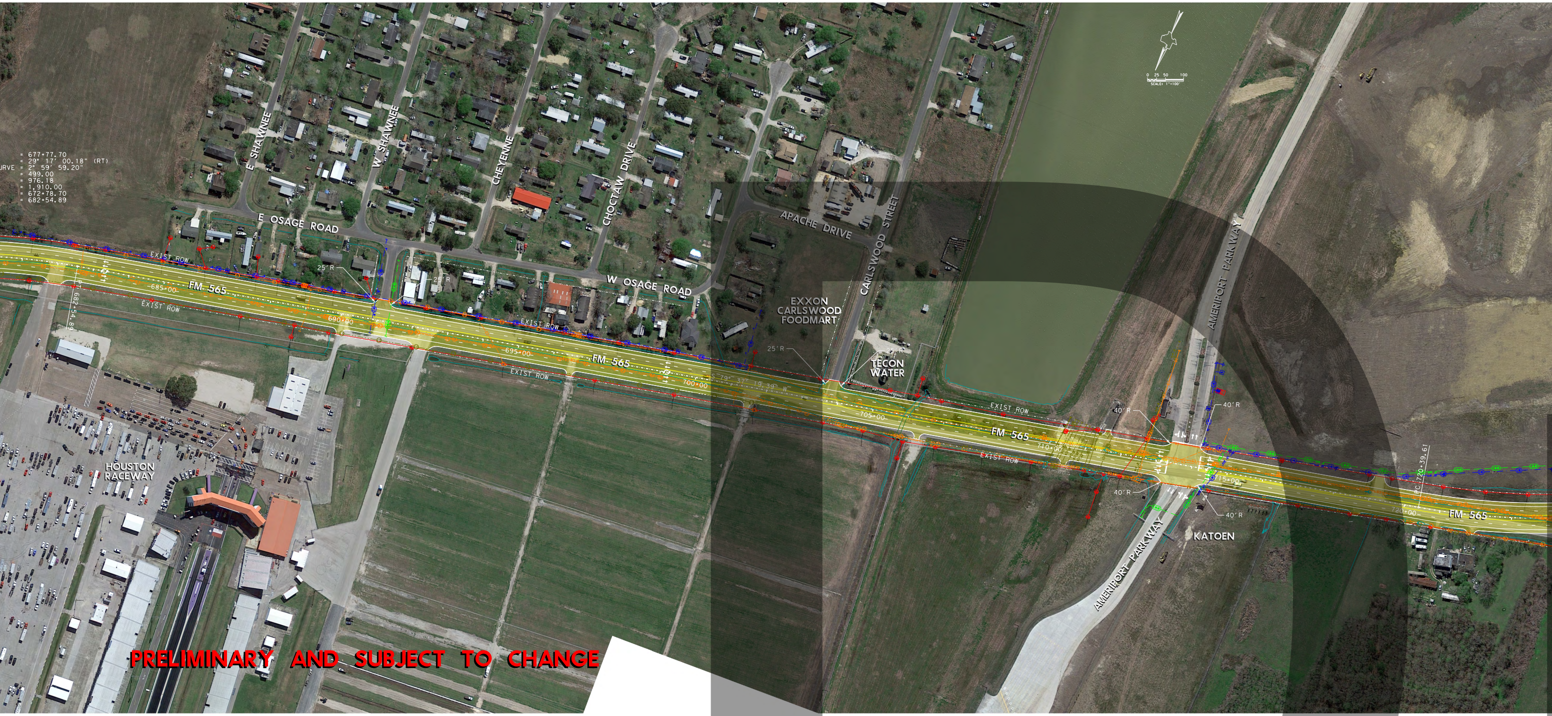
BEAUMONT DISTRICT
DATE SUBMITTED: ____________________
DATE REVISED: ____________________
DATE APPROVED: ____________________

FM 1405

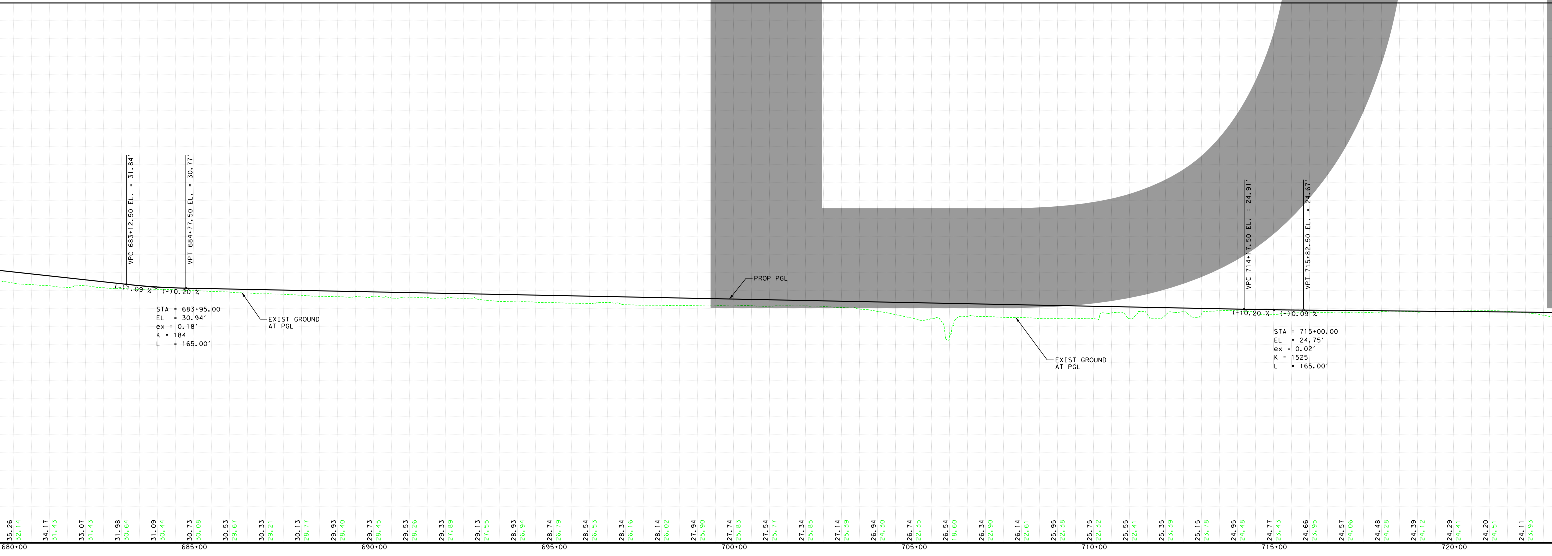


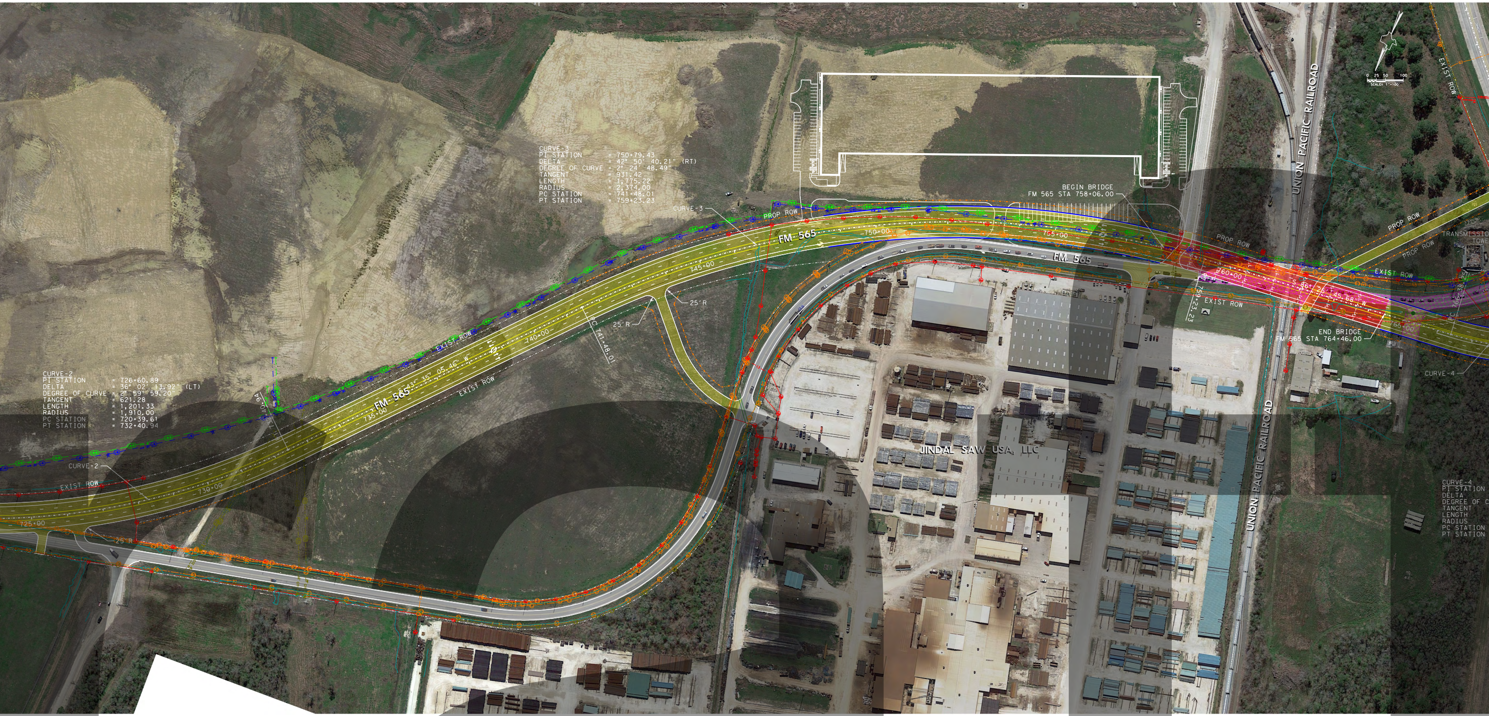
FM 565



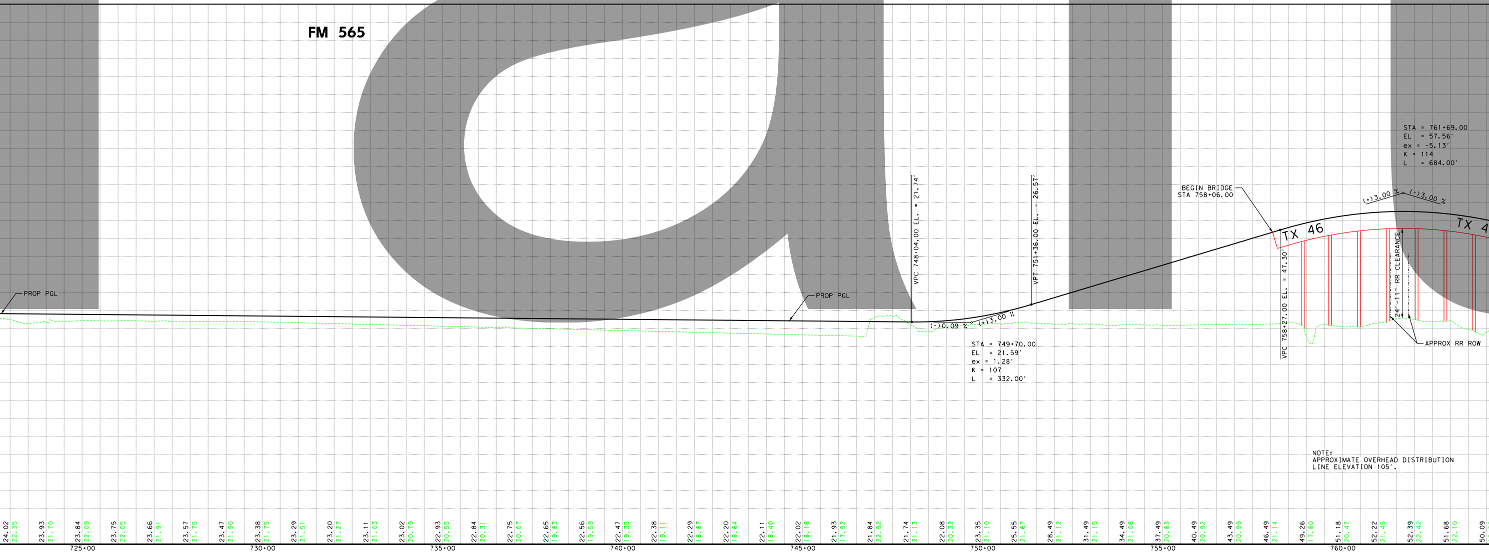

= 677+77.70
= 29° 17′ 00.18" (RT)
URVE = 2° 59′ 59.20"
= 499.00
= 976.18
= 1,910.00
= 672+78.70
= 682+54.89
E SHAWNEE
W SHAWNEE
CHEYENNE
CHOCTAW DRIVE
E OSAGE ROAD
W OSAGE ROAD
APACHE DRIVE
CARLSWOOD STREET
AMERIPORT PARKWAY
EXIST ROW
FM 565
685+00
690+00
695+00
700+00
705+00
710+00
715+00
720+00
25′R
40′R
PC 682+54.89
PC 720+39.61
HOUSTON RACEWAY
EXXON CARLSWOOD FOODMART
TECON WATER
KATOEN
0 25 50 100
SCALE: 1"=100′

PRELIMINARY AND SUBJECT TO CHANGE

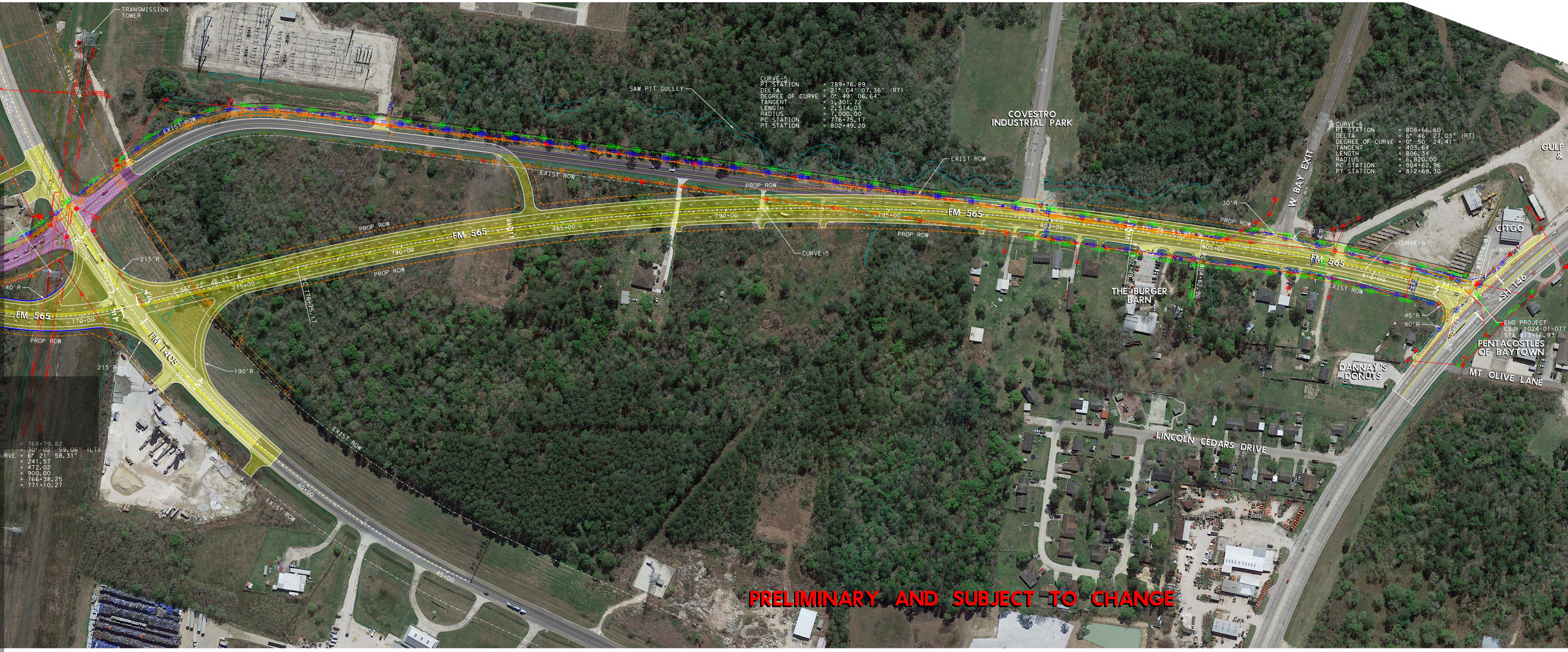

VPC 683+12.50 EL. = 31.84′
VPT 684+77.50 EL. = 30.77′
(-)1.09 %
(-)0.20 %
STA = 683+95.00
EL = 30.94′
ex = 0.18′
K = 184
L = 165.00′
EXIST GROUND AT PGL
PROP PGL
EXIST GROUND AT PGL
VPC 714+17.50 EL. = 24.91′
VPT 715+82.50 EL. = 24.67′
(-)0.20 %
(-)0.09 %
STA = 715+00.00
EL = 24.75′
ex = 0.02′
K = 1525
L = 165.00′
35.26 32.14
34.17 31.43
33.07 31.43
31.98 30.64
31.09 30.44
30.73 30.08
30.53 29.67
30.33 29.21
30.13 28.77
29.93 28.40
29.73 28.45
29.53 28.26
29.33 27.89
29.13 27.55
28.93 26.94
28.74 26.79
28.54 26.53
28.34 26.16
28.14 26.02
27.94 25.90
27.74 25.83
27.54 25.77
27.34 25.85
27.14 25.39
26.94 24.30
26.74 22.35
26.54 18.60
26.34 22.90
26.14 22.61
25.95 22.38
25.75 22.32
25.55 22.41
25.35 23.39
25.15 23.78
24.95 24.48
24.77 23.43
24.66 23.95
24.57 24.06
24.48 24.28
24.39 24.12
24.29 24.41
24.20 24.51
24.11 23.93
680+00
685+00
690+00
695+00
700+00
705+00
710+00
715+00
720+00


CURVE-3
PI STATION = 750+79.43
DELTA = 42° 50′ 40.21″ (RT)
DEGREE OF CURVE = 2° 24′ 48.49″
TANGENT = 931.42
LENGTH = 1,775.22
RADIUS = 2,374.00
PC STATION = 741+48.01
PT STATION = 759+23.23
CURVE-2
PI STATION = 726+60.89
DELTA = 36° 02′ 13.92″ (LT)
DEGREE OF CURVE = 2° 59′ 59.20″
TANGENT = 621.28
LENGTH = 1,201.33
RADIUS = 1,910.00
PC STATION = 720+39.61
PT STATION = 732+40.94
CURVE-4
PI STATION
DELTA
DEGREE OF C
TANGENT
LENGTH
RADIUS
PC STATION
PT STATION
CURVE-2
CURVE-3
CURVE-4
FM 565
FM 565
PROP ROW
PROP ROW
PROP ROW
PROP ROW
EXIST ROW
EXIST ROW
EXIST ROW
EXIST ROW
EXIST ROW
725+00
730+00
735+00
740+00
745+00
750+00
755+00
760+00
765+00
25′ R
25′ R
25′ R
25′ R
PC 741+48.01
PT 759+23.23
PC 766+38.25
S 86° 26′ 45.68″ W
BEGIN BRIDGE
FM 565 STA 758+06.00
END BRIDGE
FM 565 STA 764+46.00
JINDAL SAW USA, LLC
UNION PACIFIC RAILROAD
UNION PACIFIC RAILROAD
TRANSMISSION TOWER
0 25 50 100
SCALE: 1"=100'

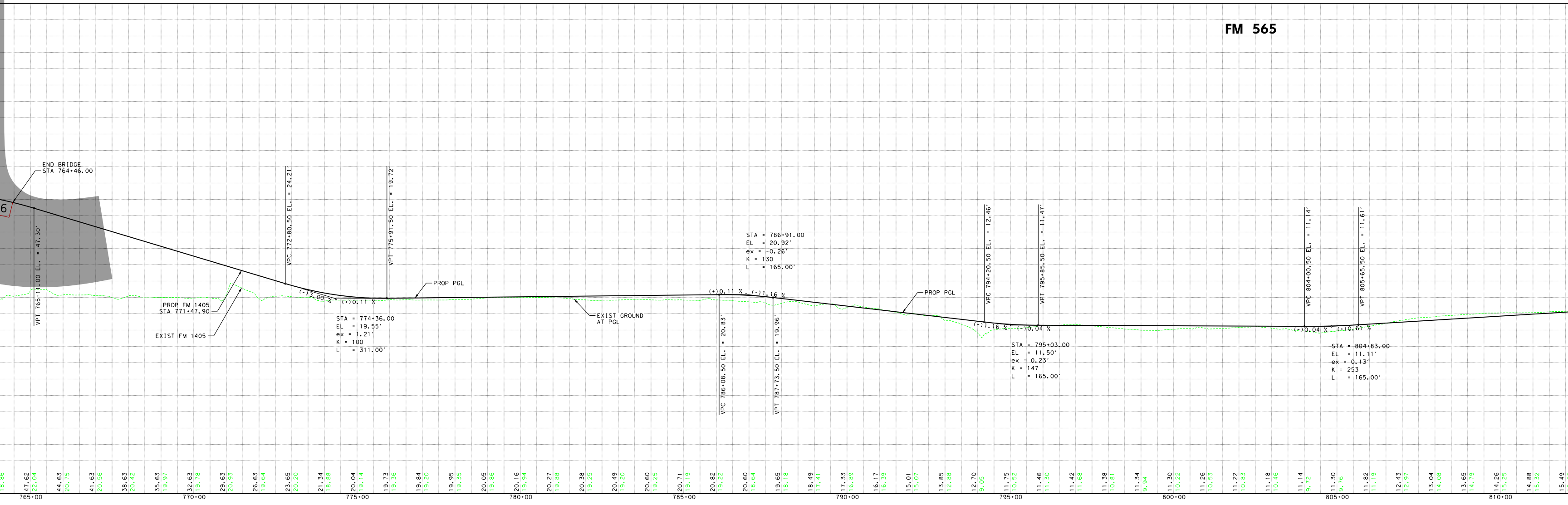
FM 565

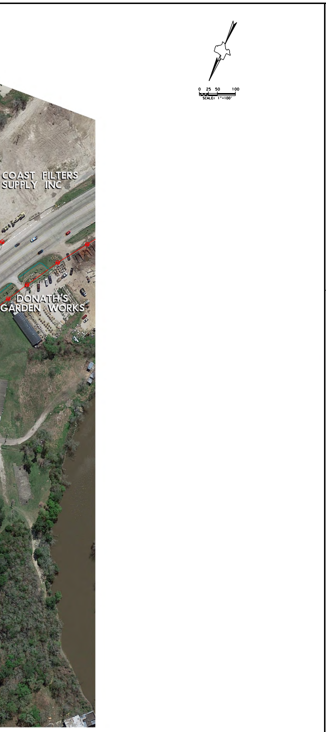

PROP PGL
PROP PGL
VPC 748+04.00 EL. = 21.74′
VPT 751+36.00 EL. = 26.57′
(-)0.09 %
(+)3.00 %
STA = 749+70.00
EL = 21.59′
ex = 1.28′
K = 107
L = 332.00′
BEGIN BRIDGE
STA 758+06.00
TX 46
TX 4
VPC 758+27.00 EL. = 47.30′
(+)3.00 %
(-)3.00 %
STA = 761+69.00
EL = 57.56′
ex = -5.13′
K = 114
L = 684.00′
24′-11″ RR CLEARANCE
APPROX RR ROW
24.02 22.35
23.93 21.70
23.84 22.09
23.75 22.05
23.66 21.91
23.57 21.75
23.47 21.90
23.38 21.75
23.29 21.51
23.20 21.27
23.11 21.03
23.02 20.79
22.93 20.55
22.84 20.31
22.75 20.07
22.65 19.83
22.56 19.59
22.47 19.35
22.38 19.11
22.29 18.87
22.20 18.64
22.11 18.40
22.02 18.16
21.93 17.92
21.84 22.92
21.74 21.13
22.08 20.32
23.35 21.10
25.55 21.67
28.49 21.12
31.49 21.15
34.49 21.06
37.49 20.83
40.49 20.92
43.49 20.99
46.49 21.14
49.26 17.80
51.18 20.47
52.22 21.45
52.39 22.42
51.68 22.10
50.09
725+00
730+00
735+00
740+00
745+00
750+00
755+00
760+00

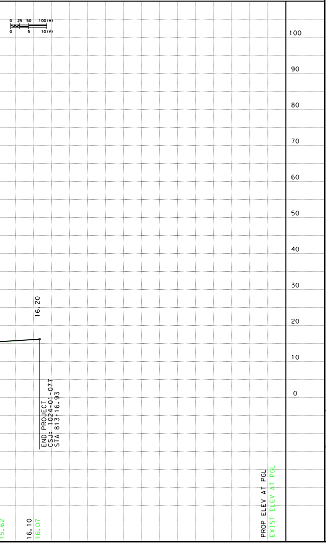
NOTE:
APPROXIMATE OVERHEAD DISTRIBUTION
LINE ELEVATION 105′.


TRANSMISSION TOWER
EXIST ROW
SAW PIT GULLEY
CURVE-5
PI STATION = 789+76.89
DELTA = 21° 04′ 07.36″ (RT)
DEGREE OF CURVE = 0° 49′ 06.64″
TANGENT = 1,301.72
LENGTH = 2,574.03
RADIUS = 7,000.00
PC STATION = 776+75.17
PT STATION = 802+49.20
COVESTRO INDUSTRIAL PARK
W BAY EXIT
CURVE-6
PI STATION = 808+66.60
DELTA = 6° 46′ 27.03″ (RT)
DEGREE OF CURVE = 0° 50′ 24.41″
TANGENT = 403.64
LENGTH = 806.34
RADIUS = 6,820.00
PC STATION = 804+62.96
PT STATION = 812+69.30
GULF
CITGO
PROP ROW
FM 565
CURVE-5
CURVE-6
THE BURGER BARN
30′R
45′R
80′R
SH 146
END PROJECT
CSJ: 1024-01-077
STA 813+16.93
PENTACOSTLES OF BAYTOWN
DANNAY'S DONUTS
MT OLIVE LANE
LINCOLN CEDARS DRIVE
215′R
40′R
190′R
FM 1405
= 768+79.82
= 30° 02′ 59.06″ (LT)
URVE = 6° 21′ 58.31″
= 241.57
= 472.02
= 900.00
= 766+38.25
= 771+10.27

PRELIMINARY AND SUBJECT TO CHANGE


FM 565
END BRIDGE
STA 764+46.00
VPT 765+11.00 EL. = 47.30′
PROP FM 1405
STA 771+47.90
EXIST FM 1405
VPC 772+80.50 EL. = 24.21′
(-)3.00 %
(+)0.11 %
STA = 774+36.00
EL = 19.55′
ex = 1.21′
K = 100
L = 311.00′
VPT 775+91.50 EL. = 19.72′
PROP PGL
EXIST GROUND AT PGL
STA = 786+91.00
EL = 20.92′
ex = -0.26′
K = 130
L = 165.00′
(+)0.11 %
(-)1.16 %
VPC 786+08.50 EL. = 20.83′
VPT 787+73.50 EL. = 19.96′
PROP PGL
VPC 794+20.50 EL. = 12.46′
VPT 795+85.50 EL. = 11.47′
(-)1.16 %
(-)0.04 %
STA = 795+03.00
EL = 11.50′
ex = 0.23′
K = 147
L = 165.00′
VPC 804+00.50 EL. = 11.14′
VPT 805+65.50 EL. = 11.61′
(-)0.04 %
(+)0.61 %
STA = 804+83.00
EL = 11.11′
ex = 0.13′
K = 253
L = 165.00′
18.86
47.62 22.04
44.63 20.75
41.63 20.56
38.63 20.42
35.63 19.97
32.63 19.78
29.63 20.93
26.63 19.64
23.65 20.20
21.34 18.88
20.04 19.14
19.73 19.36
19.84 19.20
19.95 19.35
20.05 19.86
20.16 19.94
20.27 19.88
20.38 19.25
20.49 19.20
20.60 19.25
20.71 19.19
20.82 19.22
20.60 18.64
19.65 18.18
18.49 17.41
17.33 16.89
16.17 16.39
15.01 15.07
13.85 12.88
12.70 9.05
11.75 10.52
11.46 11.30
11.42 11.68
11.38 10.81
11.34 9.94
11.30 10.22
11.26 10.53
11.22 10.83
11.18 10.46
11.14 9.72
11.30 9.76
11.82 11.19
12.43 12.97
13.04 14.08
13.65 14.79
14.26 15.25
14.88 15.32
15.49
765+00
770+00
775+00
780+00
785+00
790+00
795+00
800+00
805+00
810+00


0 25 50 100
SCALE: 1"=100'
COAST FILTERS SUPPLY INC
DONATH'S GARDEN WORKS



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BEAUMONT DISTRICT

DONALD L. SMITH, P.E.
DISTRICT ENGINEER

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FM 565 FROM SH 99 TO SH 146

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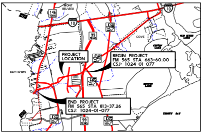
ROADWAY = 2.790 MI
BRIDGE = 0.121 MI

CHAMBERS COUNTY

CONSTRUCTION OF: 4-LANE ROADWAY WITH CENTER TWO WAY LEFT TURN LANE AND OVERPASS AT U.P.R.R.


MONT BELVIEU
146 TEXAS
10
99 TEXAS
COVE
BAYTOWN
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CSJ: 1024-01-077
END PROJECT
FM 565 STA 813+37.26
CSJ: 1024-01-077

PROJECT LOCATION MAP

N.T.S

LEGEND

- EXISTING ROW
- PROPOSED ROW
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- RETAINING WALL
- PROPOSED CULVERT
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- DIRECTION OF FLOW
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- TEMPORARY PAVEMENT
- EXISTING PAVEMENT
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AMERIPORT PKWY DESIGN SPEED: 45 MPH
FM 1405 DESIGN SPEED: 55 MPH
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