

# **FM 691 CORRIDOR STUDY**

***Sherman-Denison MPO  
Transportation Policy Board  
Meeting***

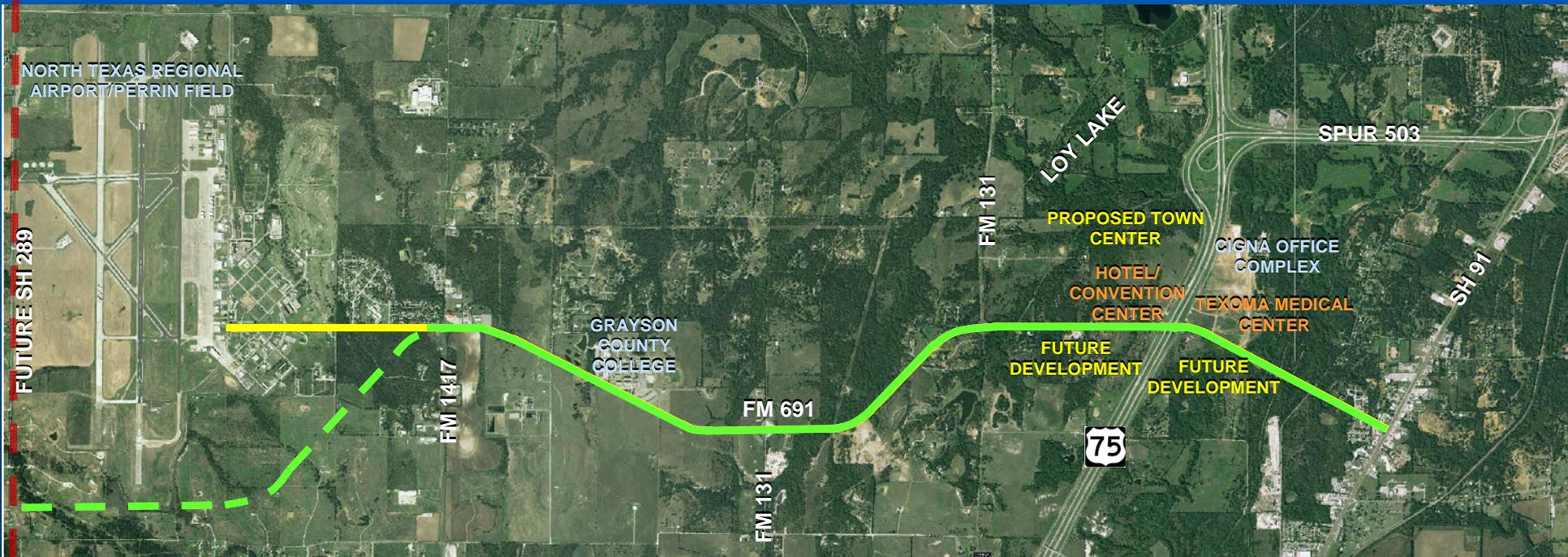
***August 13, 2008***

# Agenda

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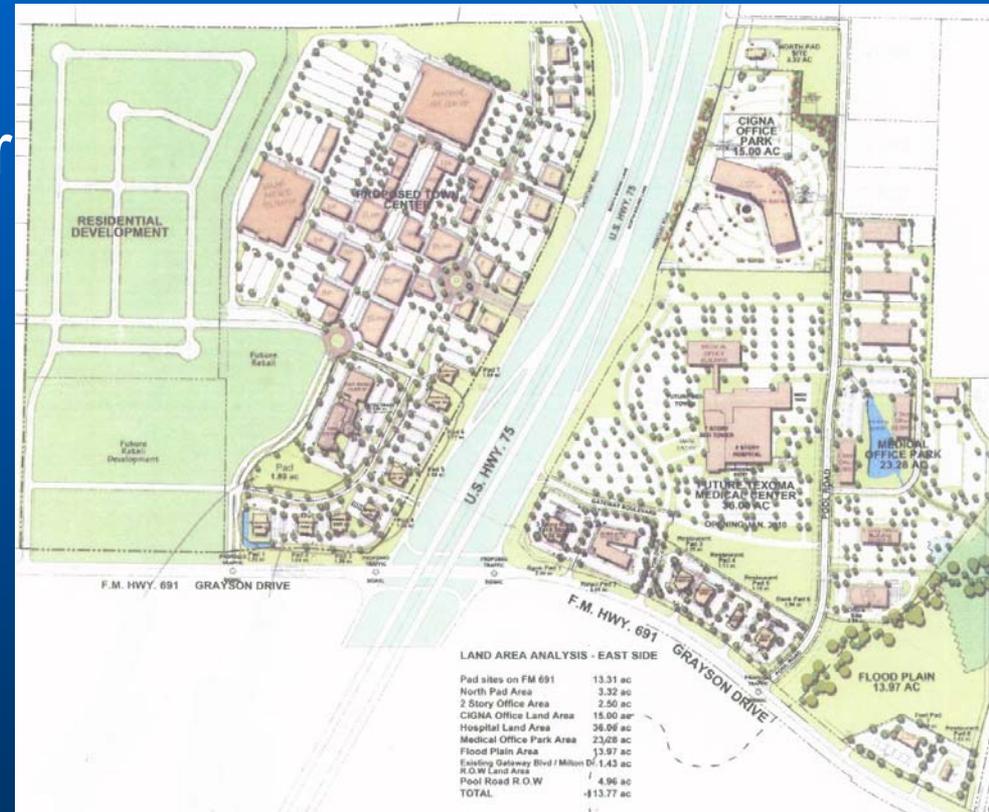
- Project Overview
- US 75/FM 691 Interchange
- US 75 Ramping Alternatives
- FM 691 Corridor Typical Sections
- Extension to SH 289
- Access Management
- Schedule

# Study Area

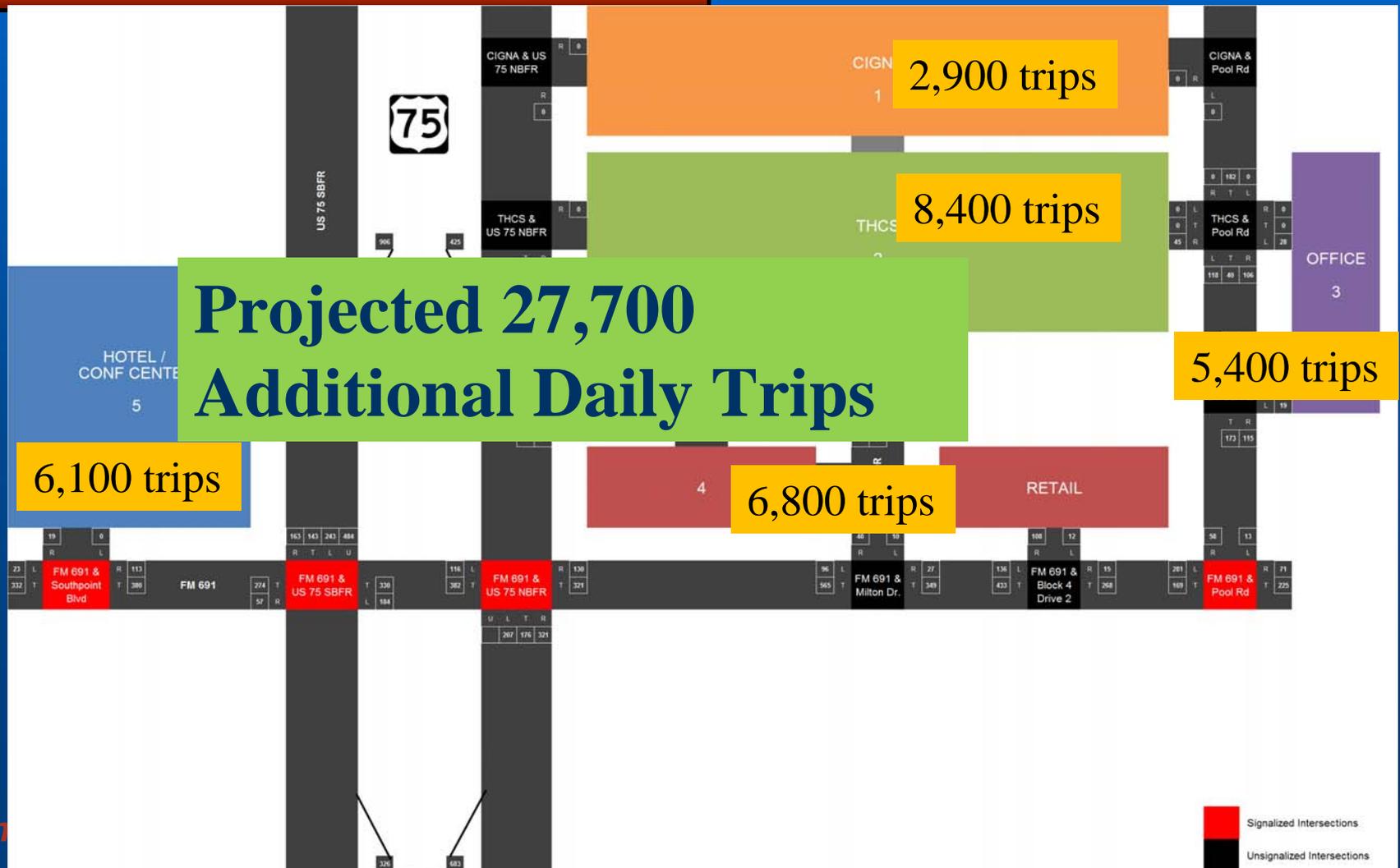


# Proposed Developments near US 75/FM 691

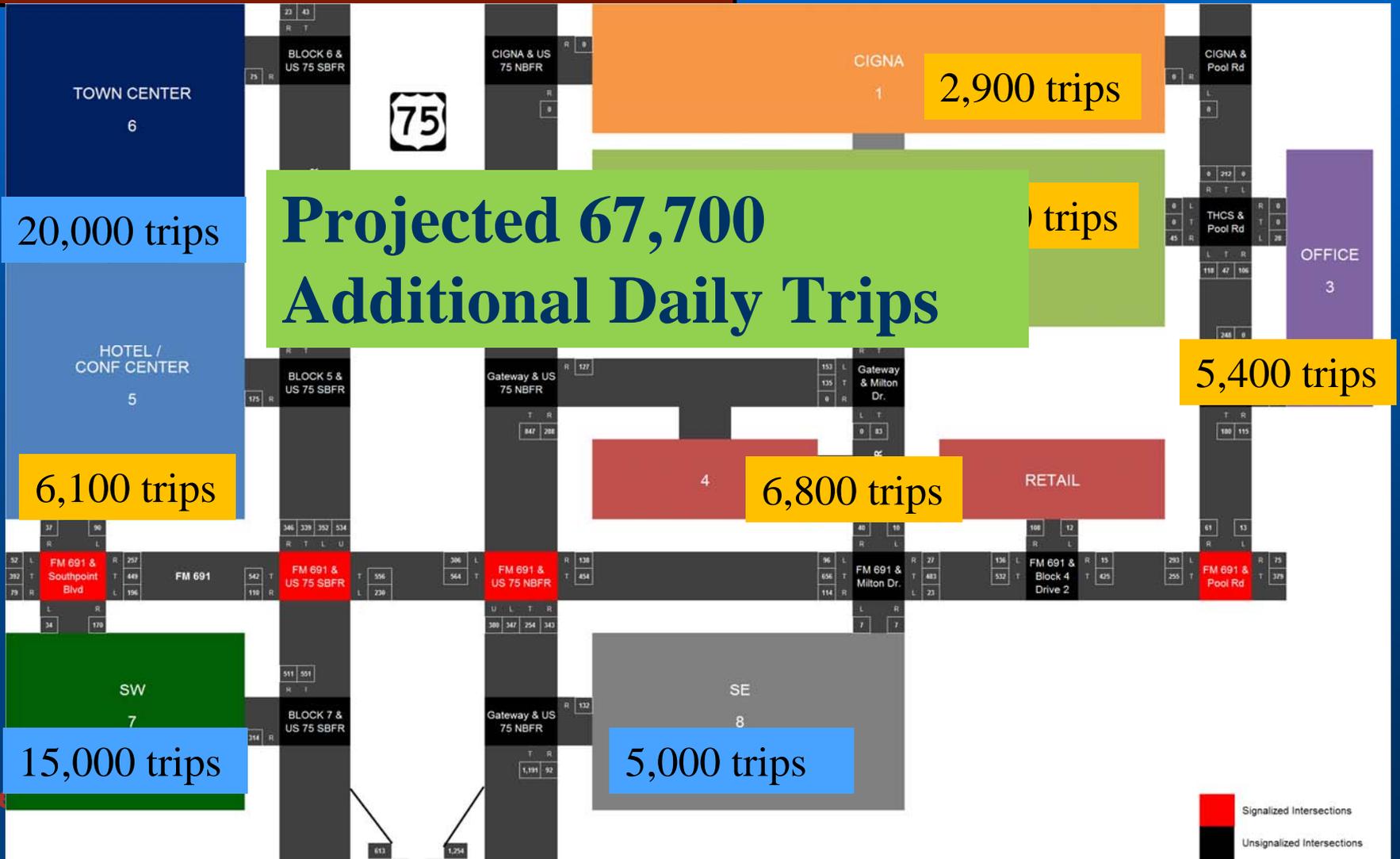
- Cigna Office Complex
- Texoma Medical Center (2010)
- Hotel/Convention Center (2010)
- Proposed Town Center (2015)



# Short-Term Site Generated Trips



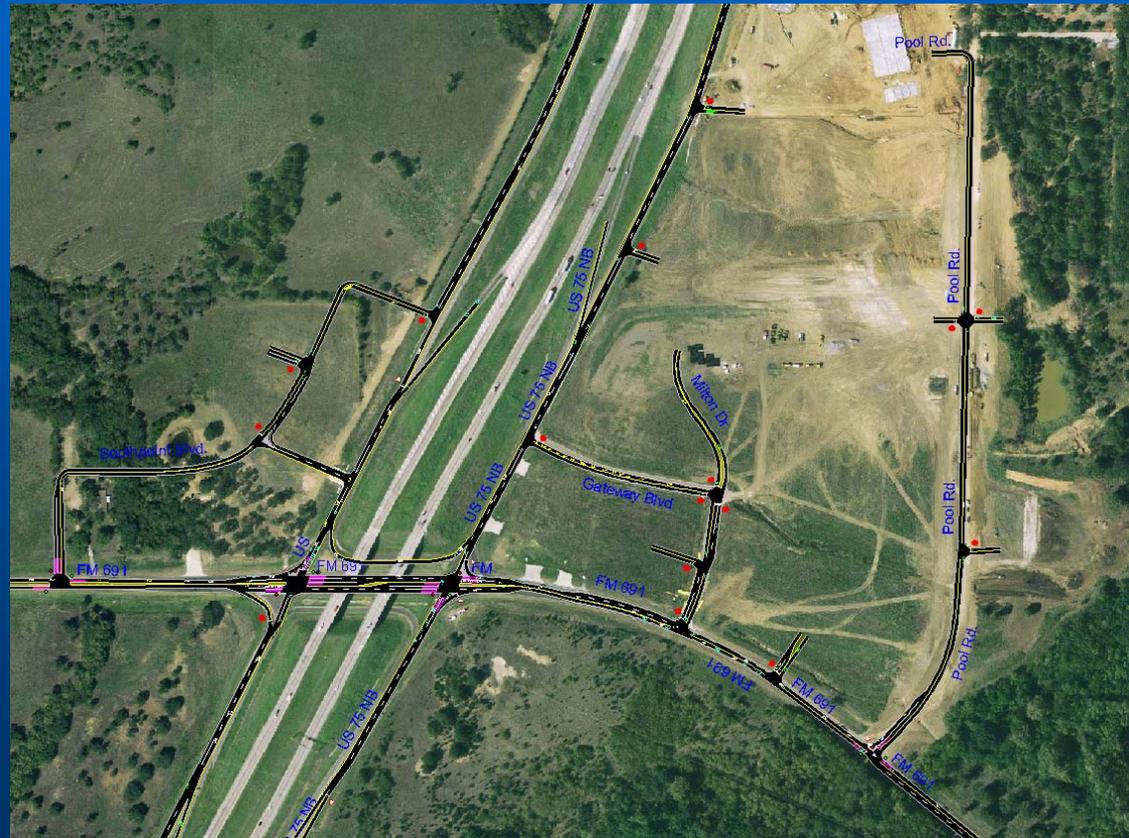
# Long-Term Site Generated Trips





# US 75/FM 691 in Short-Term

- Close Proximity of SB Exit Ramp to Driveway
- Heavy U-turn traffic to TMC and from Hotel/Convention Center
- NB access to US 75 from TMC, CIGNA, and Office limited
- Signalize interchange, Pool Road and Town Center Blvd.
- Operates acceptably with existing geometry



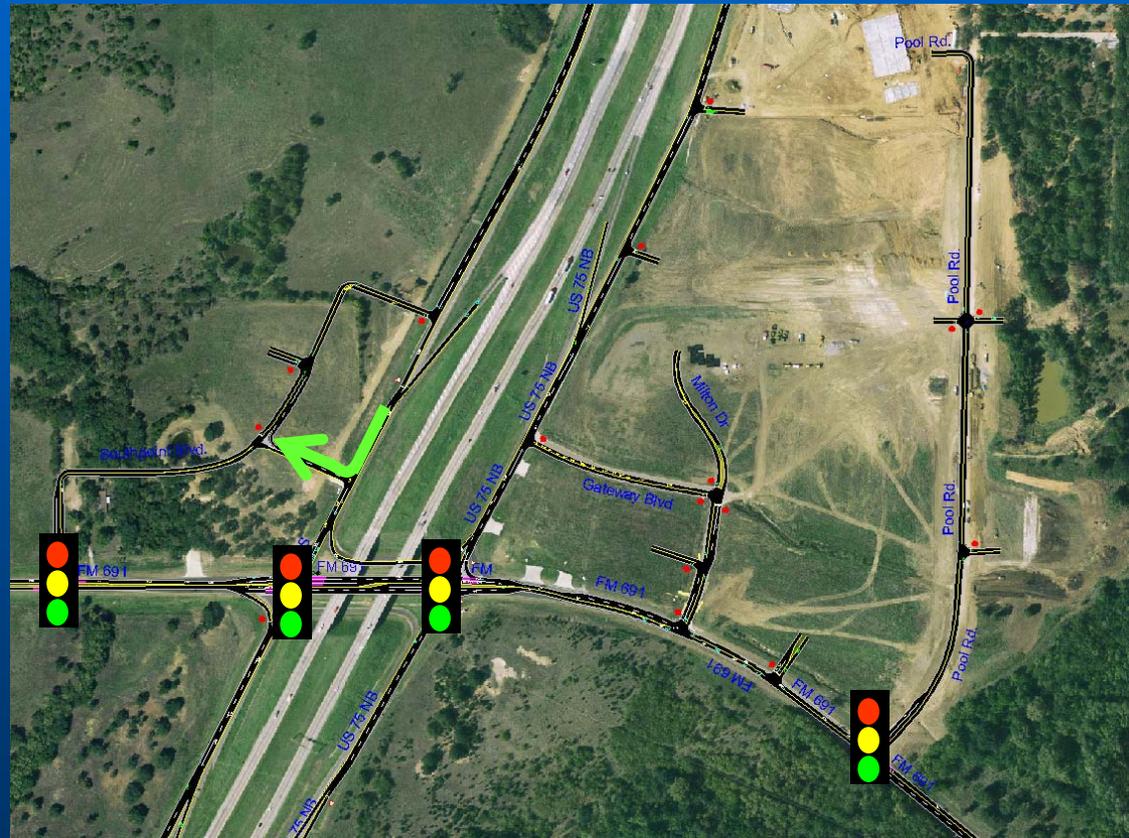
# US 75/FM 691 in Long-Term

- Increases total trips from 30,000 to 70,000
- SB Exit Ramp results in poor operation and potential safety issues
- NB Entrance Ramp over capacity
- NB access to US 75 from TMC, CIGNA, and Office limited
- Gateway Blvd over capacity
- U-turn traffic to TMC and from Hotel/Convention Center & Town Center



# Recommended Short-Term Improvements for US 75/FM 691

- Limited access for planned driveway (inbound only)
- Signalize major intersections once warranted
- Existing configuration projected to operate acceptable in short-term



# Recommended Long-Term Improvements for US 75/FM 691

- Four through lanes along FM 691 with exclusive turn lanes for major access points
- US 75 ramp alternatives

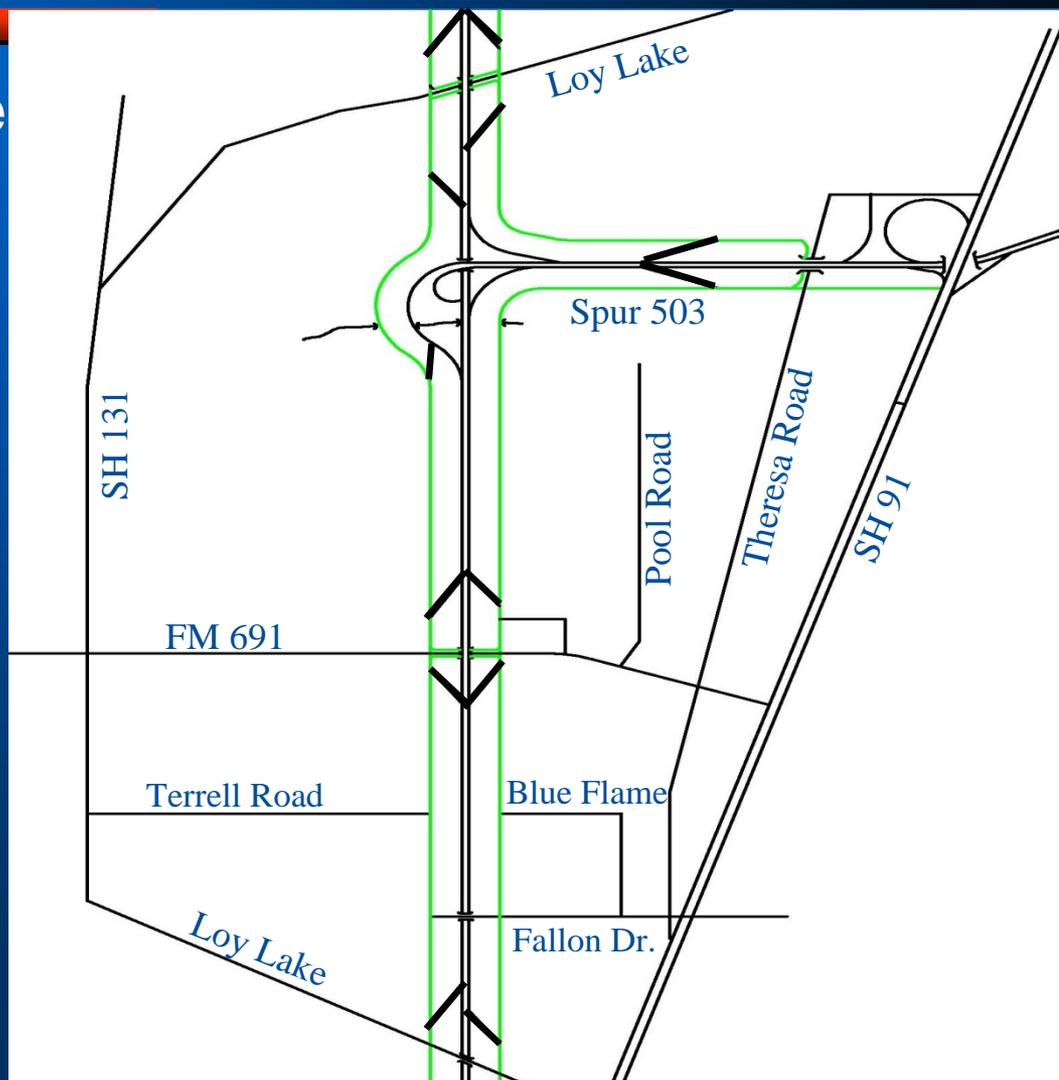


# Benefit for US 75 Ramp Alternatives

- Improve local access to proposed developments
- Minimize safety and operational impacts to the interchange and local roadways
- Improve regional movement

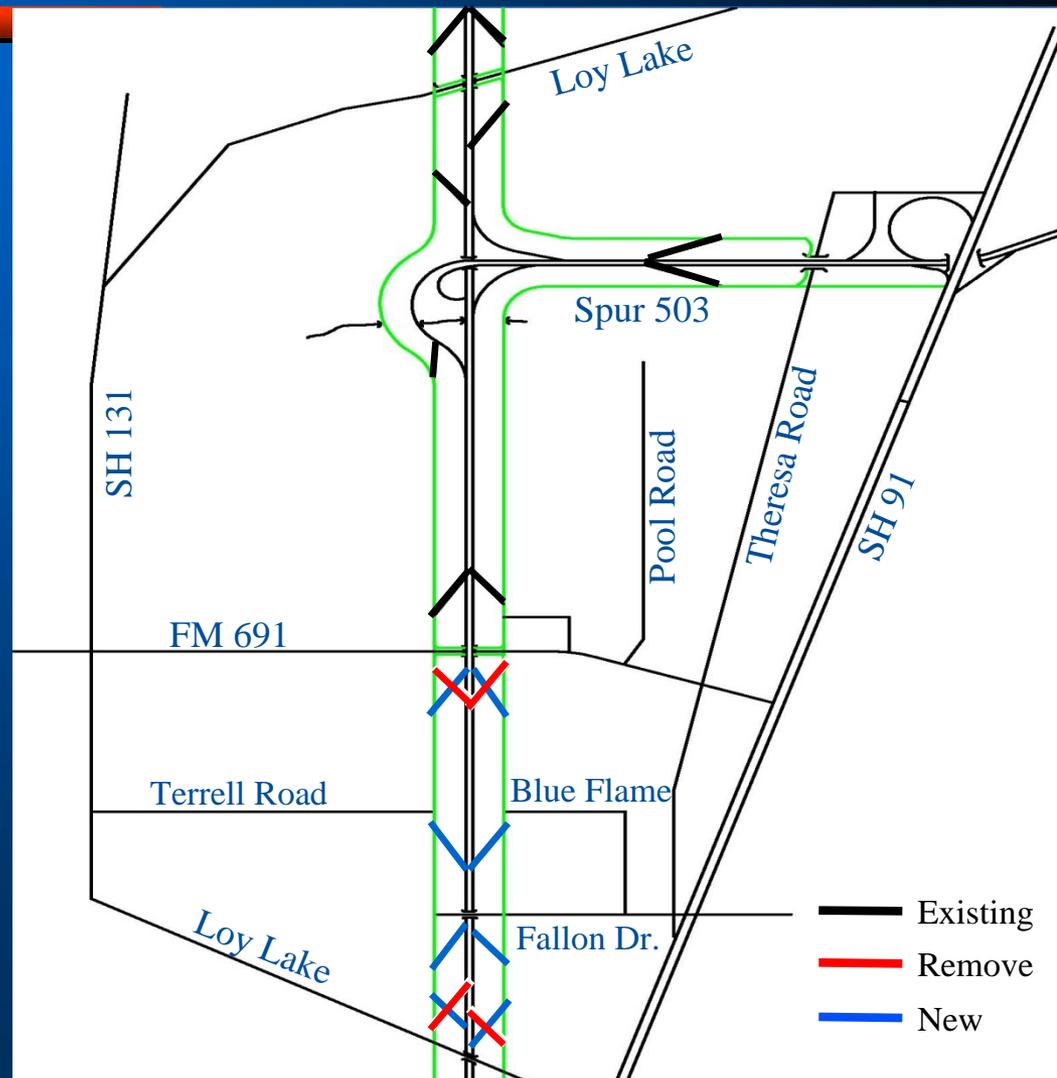
# US 75 Ramp Option Methodology

- Provide necessary distance between ramp and access
- Proper weaving distances
- Maximize interchange operation
- Maintain access



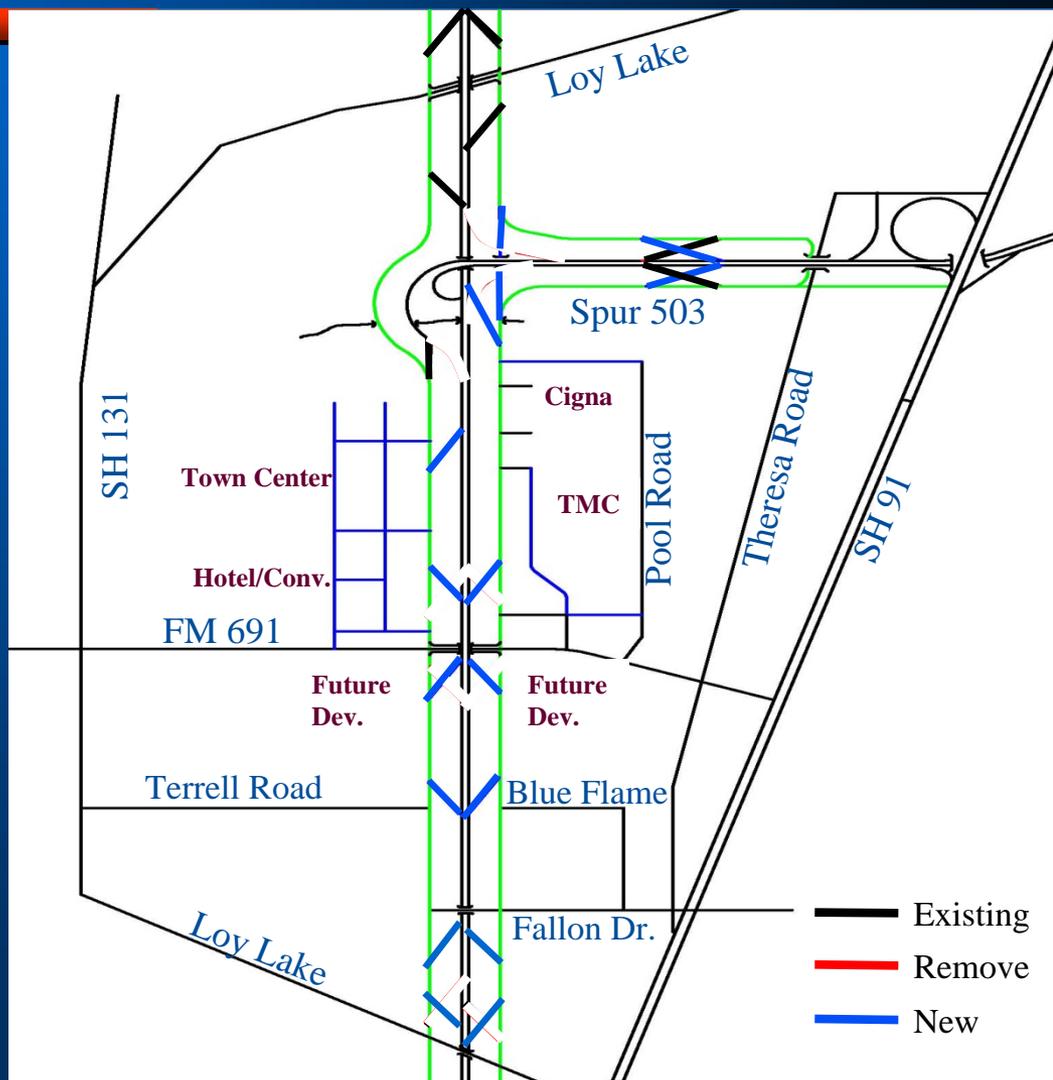
# TxDOT's Planned Ultimate US 75 Ramp Configuration

- Provide full ramp access to Fallon Drive for improved Midway Mall access
- Maintain full ramp access to FM 691



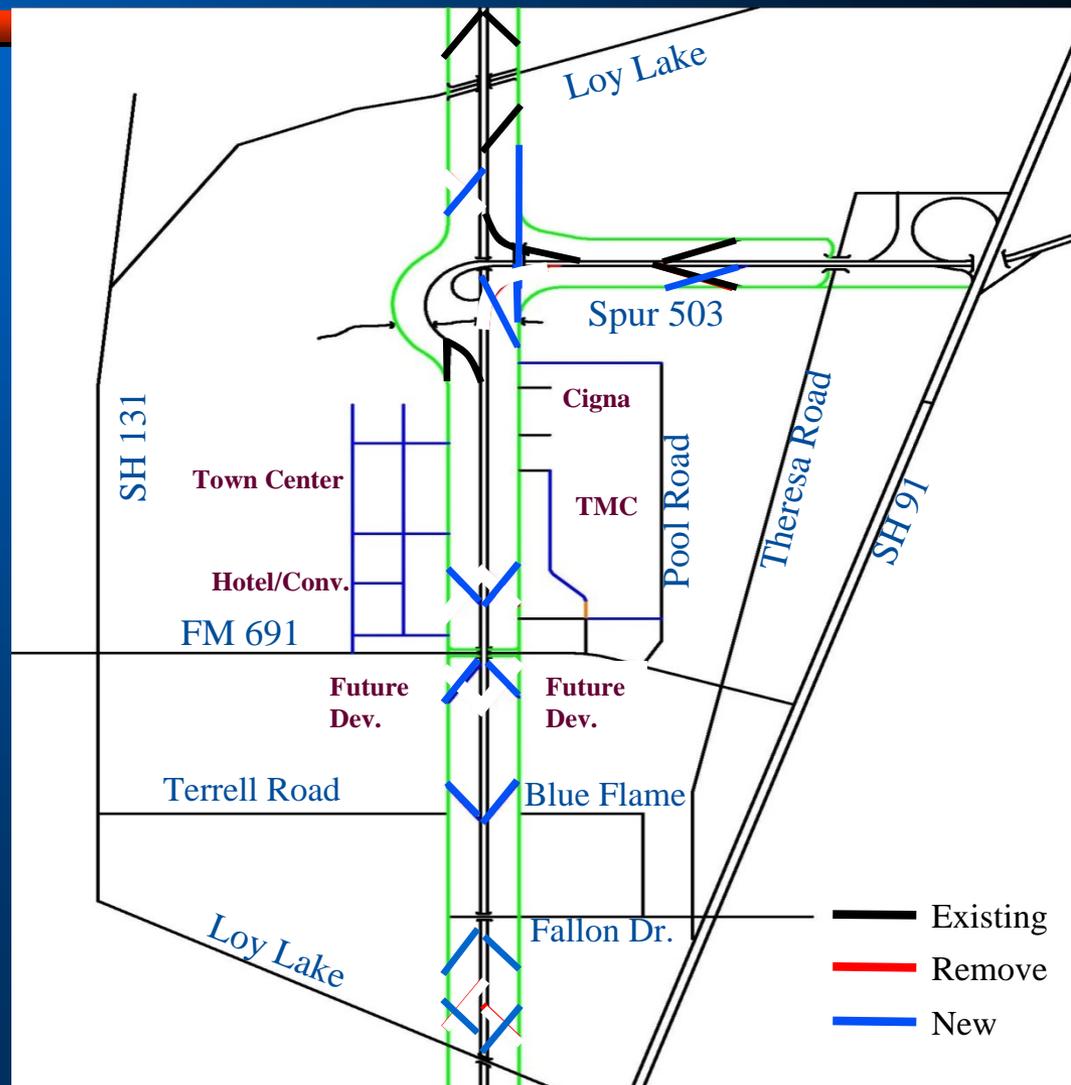
# US 75 Ramp Option 1

- Flip FM 691 ramps to provide frontage road access
- Eliminate direct connectors to/from Spur 503
- Move NB Entrance from FM 691 and SB Exit to FM 691
- Continuous NB Frontage Road goes under Spur 503



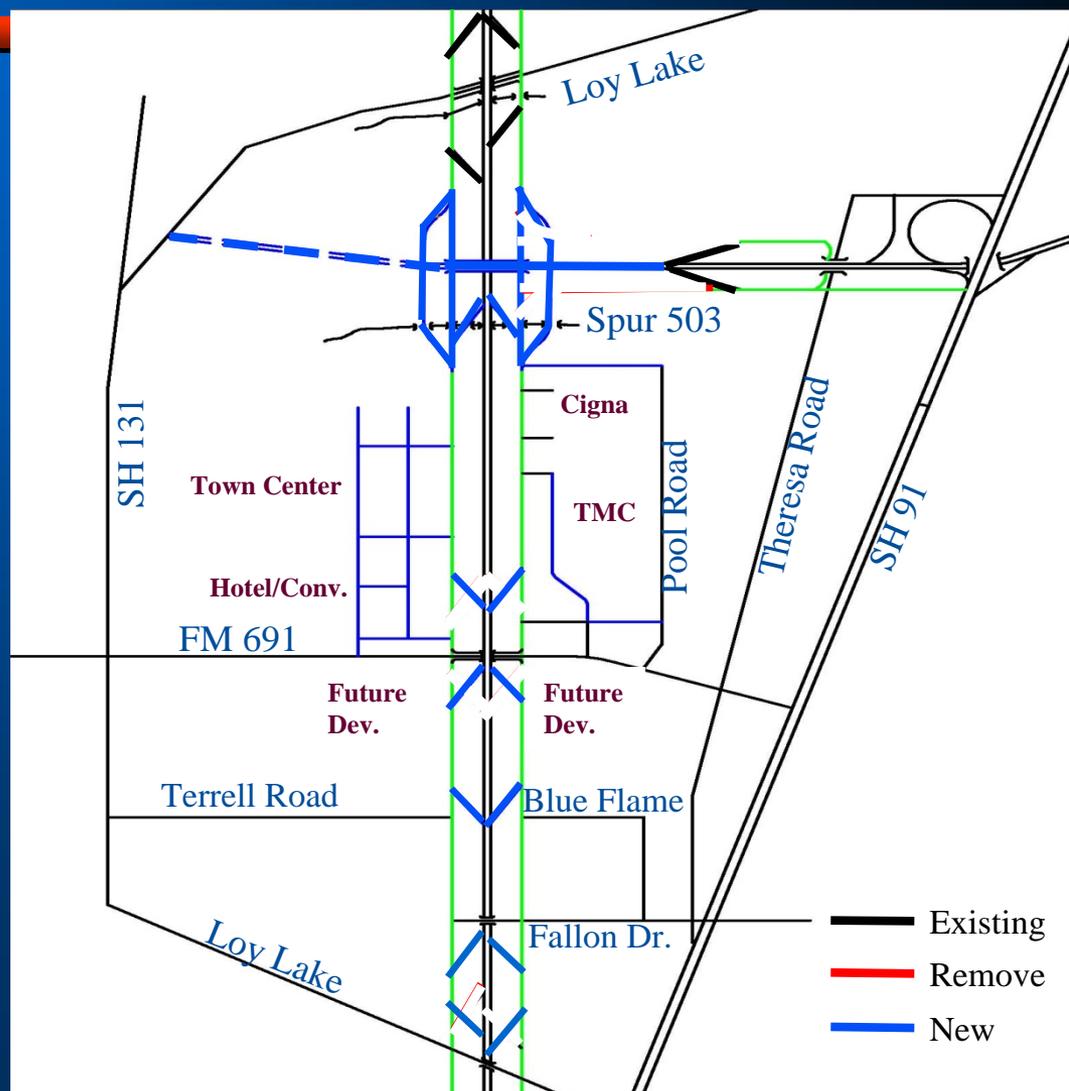
# US 75 Ramp Option 2

- Flip SB Entrance ramp from Loy Lake
- Flip FM 691 ramps
- NB Frontage Road spans over Spur 503 and WB to NB DC
- Eliminate NB to EB DC in order to provide NB Entrance ramp from FM 691



# US 75 Ramp Option 3

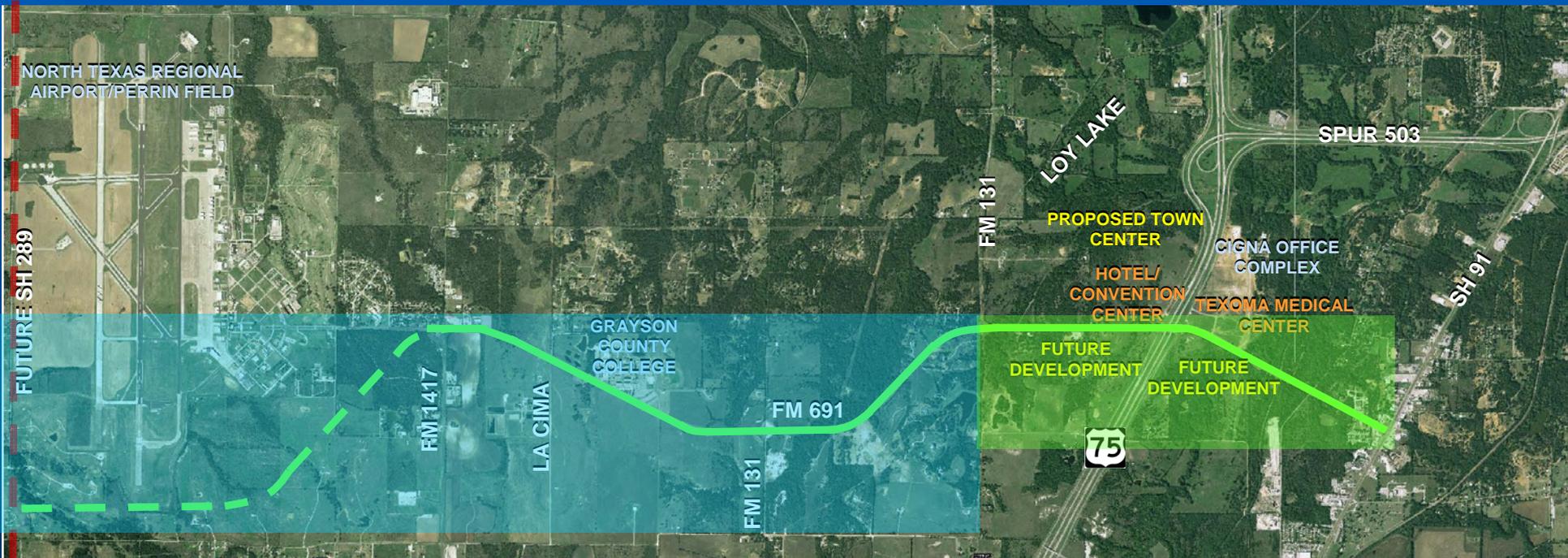
- Rural diamond interchange for Spur 503 with uninterrupted frontage roads
- Flip FM 691 ramps
- New ramps between Loy Lake and FM 691



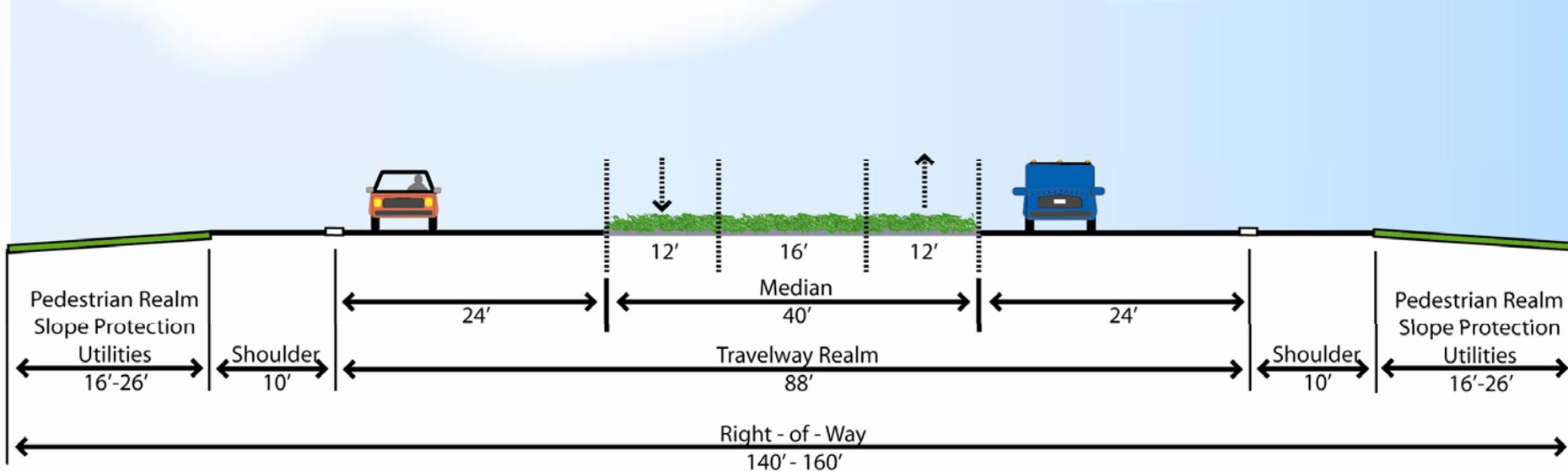
# FM 691 Corridor Goals

- Improve east-west movement and provide connection to future SH 289
- Sub-regional alternate to US 82
- Outline an access plan for future development

# FM 691 Corridor Typical Section

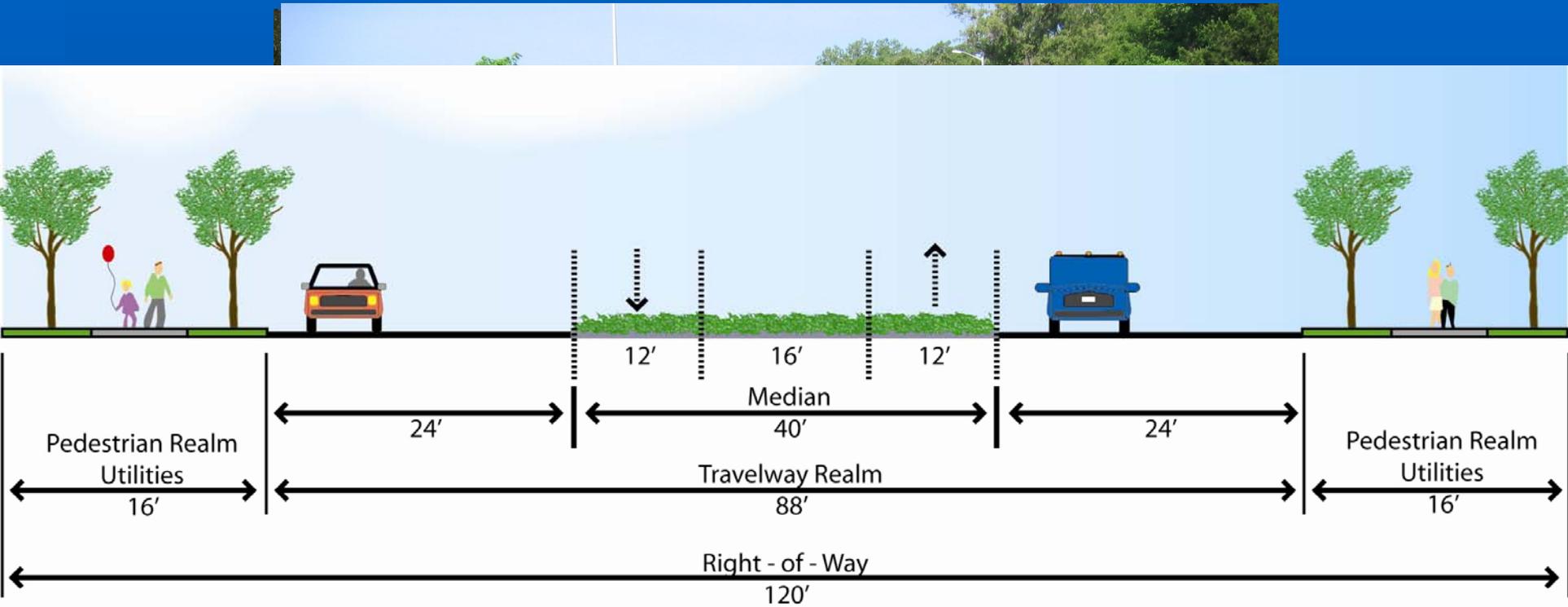


# FM 691 Corridor Typical Section (Future SH 289 to FM 131)



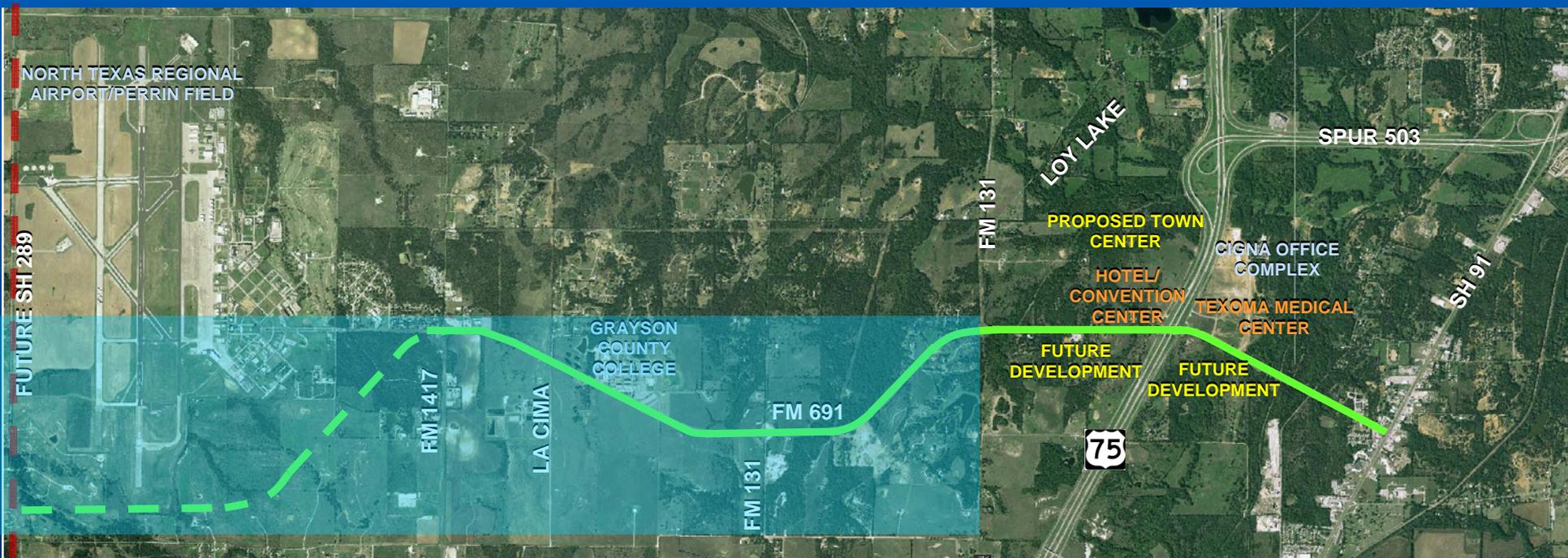
Rural four-lane with potential expansion to six lanes

# FM 691 Corridor Typical Section (FM 131 to Texoma Parkway)



Urban four-lane with potential expansion to six lanes

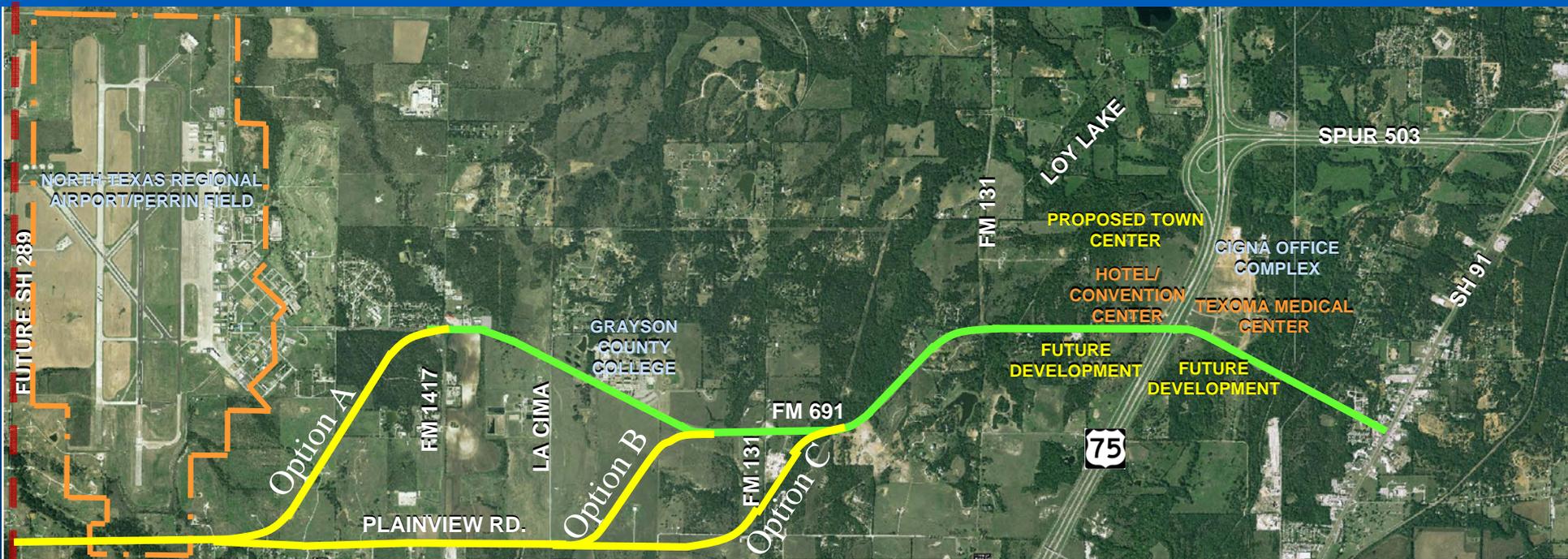
# FM 691 Corridor Evaluation (Future SH 289 to FM 131)



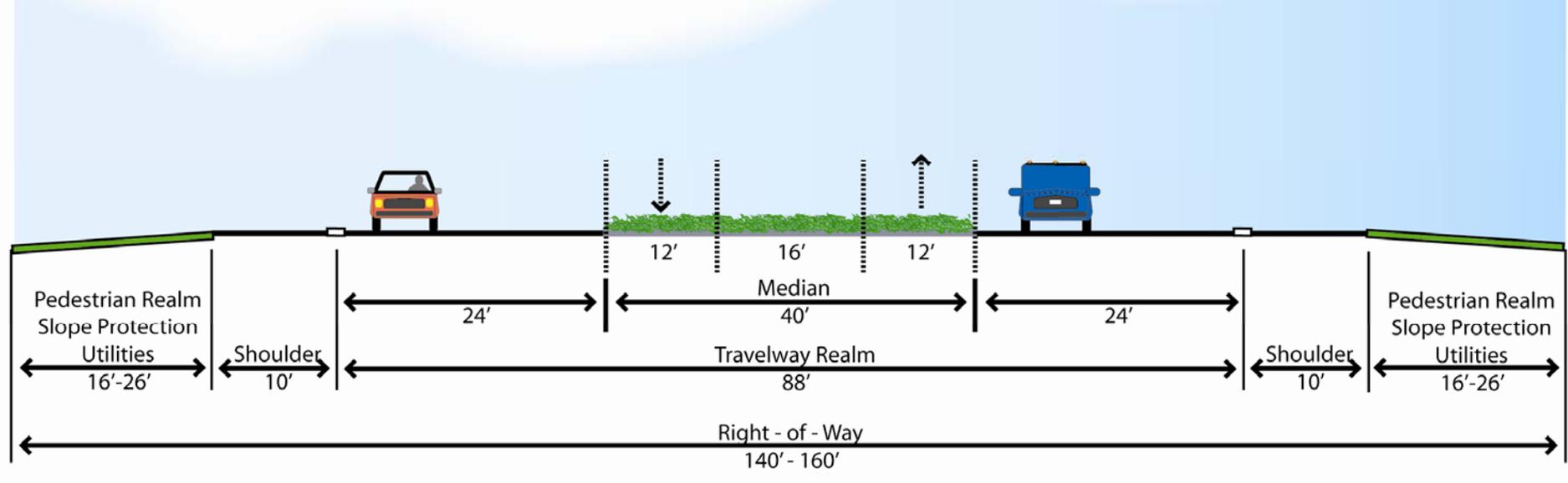
# Need for FM 691 Extension

- Future SH 289 extension
- Future industrial development along SH 289
- Intermodal development at the Airport
- Sub-regional alternative to US 82

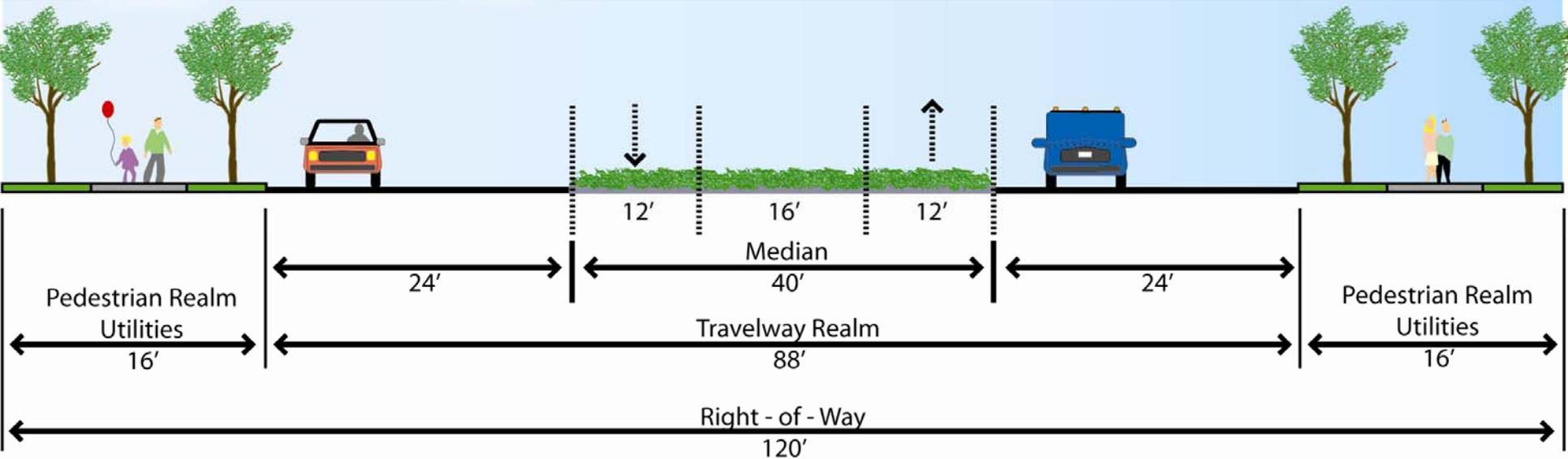
# FM 691 Corridor Evaluation (Future SH 289 to FM 131)



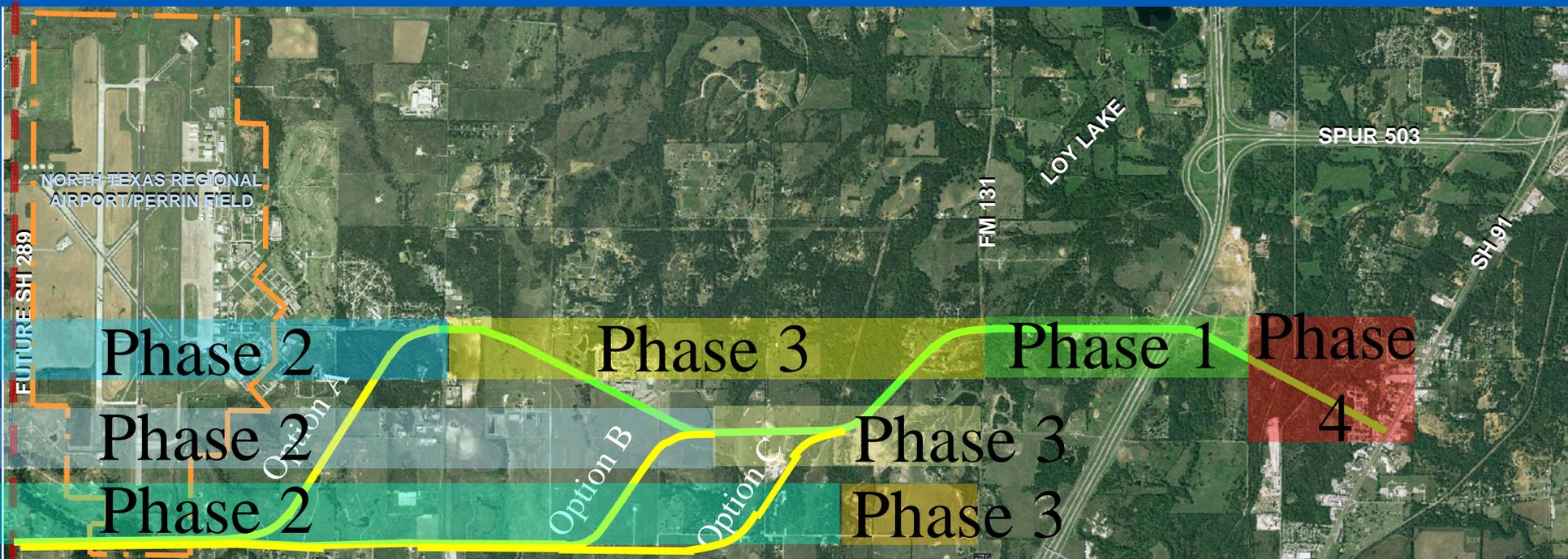
# Comparison of New FM 691 Alignments (Future SH 289 to FM 131)



# Evaluation of FM 691 Corridor (FM 131 to Texoma Parkway)



# FM 691 Corridor Phased Implementation



# Access Management

- Driveway management
- Median design and control
- Signal spacing
- Interchange design and layout
- Coordinated land uses

# Example of relatively poor access management



# Example of relatively good access management



# Bad Cross Access



# Good Shared Access



# Supporting Street Circulation



Source: Vergil Stover

# Access Management Policy

- FM 691 Corridor Access Management Plan developed through MPO
  - Driveway spacing
  - Median openings
  - Corner clips
  - Acceleration/deceleration lanes
- Assist TxDOT and Cities with access for future development

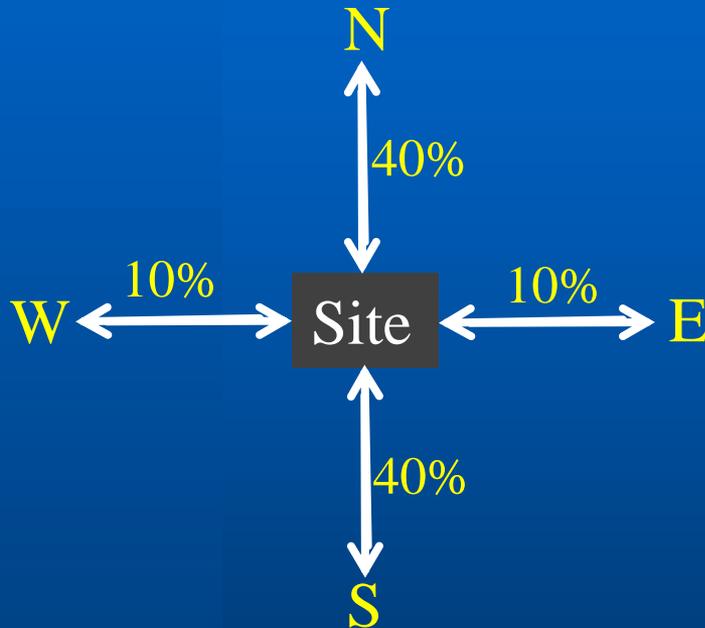
# Schedule

- Evaluation of Existing Conditions – June 2008
- Develop Conceptual Alternatives – June 2008
- Technical Steering Committee – **June 25, 2008**
- Evaluate Conceptual Alternatives – July 2008
- Transportation Policy Board Meeting – **August 13, 2008**
- Public Meeting – **August 20, 2008**
- Completion of Alternatives Comparison – August 2008
- Finalize FM 691 Corridor Study Report – October 2008

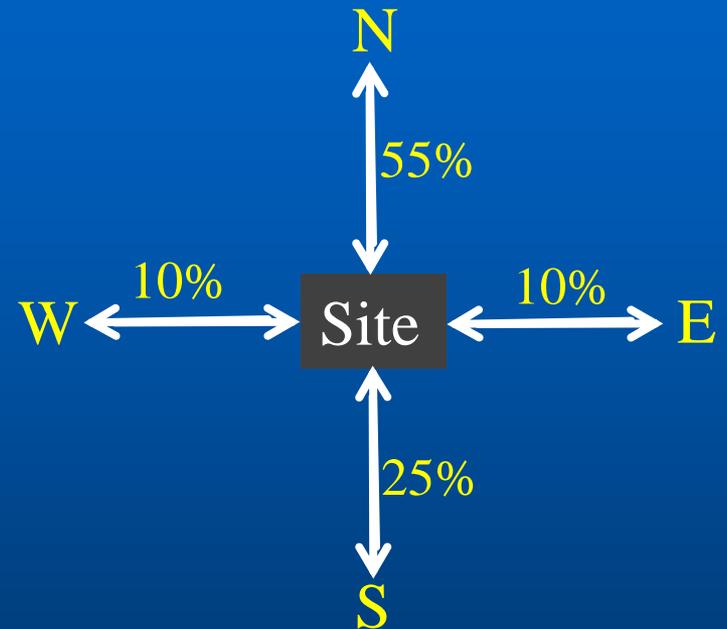
# **FM 691 CORRIDOR STUDY**

*Sherman-Denison MPO  
Transportation Policy Board Meeting  
August 13, 2008*

# Trip Distribution



Cigna Office Complex (Existing)  
Hotel/Convention Center (2010)  
Proposed Town Center (2015)  
Future Development on Southern Quadrants  
(2015)



Texoma Medical Center (2010)  
Medical / Dental Office (2010)