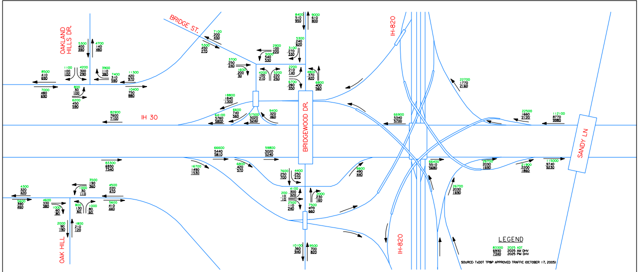
ROLL 2 OF 12


OAKLAND HILLS DR.
BRIDGE ST.
IH 30
BRIDGEWOOD DR.
IH-820
SANDY LN
OAK HILL
LEGEND
83300 2025 ADT
6930 2025 AM DHV
7340 2025 PM DHV
SOURCE: TxDOT TP&P APPROVED TRAFFIC (OCTOBER 17, 2005)

TRAFFIC DIAGRAM
N.T.S.

NOTES:

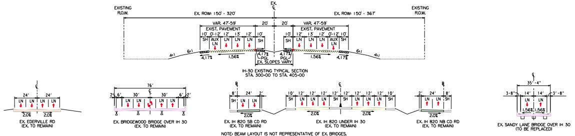
1.) EXISTING FEATURES WERE NOT FIELD SURVEYED. SCHEMATIC LAYOUTS ARE BASED ON AERIAL SURVEY AND RECORD PLANS ONLY.

2.) TRAFFIC VOLUMES SHOWN HEREIN ARE BASED ON TRAFFIC NUMBERS APPROVED BY TxDOT TP&P DIVISION, ON OCTOBER 17, 2005.

3.) THE FLOODPLAIN BOUNDARY LIMITS ARE DERIVED FROM FIRM COMMUNITY-PANEL NUMBERS:
 48439C0295 H
 48439C0313 H
 48439C0314 H
 48439C0318 H
 48439C0319 H
 48439C0338 H
 48439C0339 H
 48439C0343 H
 48113C0295 J
ALL MAPS REVISED AUGUST 2, 1995 AND AUGUST 23, 2001

4.) MINIMUM VERTICAL CLEARANCE FOR PROPOSED ROADWAY BRIDGE IS 16.5′.

5.) FOR PROPOSED CROSS STREET PROFILES, SEE ROLL 9. FOR PROPOSED RAMP PROFILES, SEE ROLL 10.


EXISTING R.O.W.
EX. ℄
EX. ROW: 150′ - 320′
EX. ROW: 150′ - 367′
VAR. 47′-59′
20′
EXIST. PAVEMENT
10′ 0′-12′ 12′ 13′ 12′ 10′
SH AUX LN LN LN LN SH
6:1
4:1
4.17%
1.56%
PGL
EX. SLOPES VARY
24′
LN
2.0%
76′
2′ 6′ 30′
8′
10′ 12′
35′-4″
3′-8″
14′
1.56%

IH-30 EXISTING TYPICAL SECTION
STA. 300+00 TO STA. 405+00

EX. EDERVILLE RD
(EX. TO REMAIN)

EX. BRIDGEWOOD BRIDGE OVER IH 30
(EX. TO REMAIN)

EX. IH 820 SB CD RD
(EX. TO REMAIN)

EX. IH 820 UNDER IH 30
(EX. TO REMAIN)

EX. IH 820 NB CD RD
(EX. TO REMAIN)

EX. SANDY LANE BRIDGE OVER IH 30
(TO BE REPLACED)

NOTE: BEAM LAYOUT IS NOT REPRESENTATIVE OF EX. BRIDGES.
SUB-STRUCTURE SHOWN FOR VISUAL PURPOSES ONLY.

EXISTING TYPICAL SECTIONS

EXISTING R.O.W.
EXISTING R.O.W.
EXISTING R.O.W.
EXISTING R.O.W.
EXISTING R.O.W.
EXISTING R.O.W.

TEXAS DEPARTMENT OF TRANSPORTATION
FORT WORTH DISTRICT
MARIBEL P. CHAVEZ, P.E., DISTRICT ENGINEER

IH-30 CORRIDOR
FROM OAKLAND BLVD TO PROPOSED SH-161
CSJ: 1068-02-072
PUBLIC HEARING DISPLAY

JANUARY 25, 2007

IH 30 MAIN LANES
STA. 213+00 TO STA. 888+77
EXCLUDES STA. 750+00 TO STA. 850+00

DESIGN SPEED:
FREEWAY = 70 mph
RAMPS = 50 mph
FRONTAGE ROADS = 40 mph
CROSS STREETS = 40 mph

SCALE: 1"=200′ H, 1"=20′ V

ROLL 2 OF 12
IH 30 STA 300+00 TO STA 405+00

These documents are for Interim Review and not intended for Construction, Bidding, or Permit Purposes. They were prepared by, or under the supervision of:

Matthew G. Craig	69910	10-06-2006
Type or Print Name	PE#	Date

Halff Associates
ENGINEERS . ARCHITECTS . SCIENTISTS . PLANNERS . SURVEYORS

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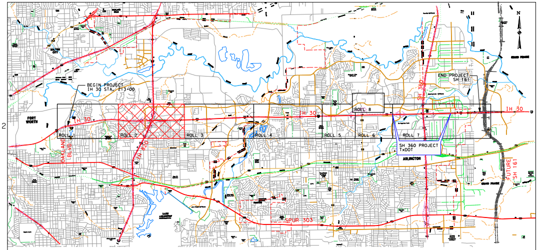
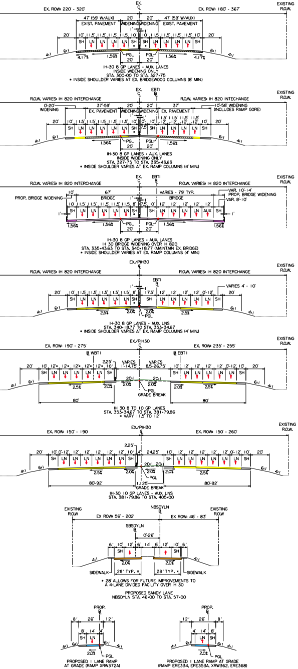

2
BEGIN PROJECT
IH 30 STA. 213+00
END PROJECT
SH 161
FORT WORTH
ARLINGTON
IH 30
IH 820
SH 360
OAKLAND BLVD
ROLL 1
ROLL 2
ROLL 3
ROLL 4
ROLL 5
ROLL 6
ROLL 7
ROLL 8
SH 360 PROJECT
TxDOT
FUTURE SH 161
SPUR 303
N

LOCATION MAP
N. T. S.


EX. ROW: 220' - 320'
EX. ROW: 180' - 367'
EXISTING R.O.W.
EX. ℄
47' (59' W/AUX) EXIST. PAVEMENT
20' WIDENING
SH
LN
PGL
4:1
6:1
1.56%
4.17%
R.O.W. VARIES: IH 820 INTERCHANGE
EBT1 ℄
0'-20' WIDENING
10'-58' WIDENING (INCLUDES RAMP GORE)
PROP. BRIDGE WIDENING
VAR. 10'-14' PROP. BRIDGE WIDENING
VAR. 8'-10'
BRIDGE
AUX
EX/PIH30 ℄
VARIES 4' - 10'
2.5%
2.0%
EX. ROW: 190' - 275'
EX. ROW: 235' - 255'
℄ WBT1
℄ EBT1
GRADE BREAK
EX. ROW: 150' - 190'
EX. ROW: 150' - 260'
NBSDYLN ℄
SBSDYLN ℄
EX ROW: 56' - 202'
EX ROW: 46' - 83'
SIDEWALK
28' TYP. *
PROP. ℄

IH-30 8 GP LANES + AUX. LANES
INSIDE WIDENING ONLY
STA. 300+00 TO STA. 327+75
• INSIDE SHOULDER VARIES AT EX. BRIDGEWOOD COLUMNS (8' MIN.)

IH-30 8 GP LANES + AUX. LANES
INSIDE WIDENING ONLY
STA. 327+75 TO STA. 335+43.63
• INSIDE SHOULDER VARIES AT EX. RAMP COLUMNS (4' MIN.)

IH-30 8 GP LANES + AUX. LANES
IH 30 BRIDGE WIDENING OVER IH 820
STA. 335+43.63 TO STA. 340+18.77 (MAINTAIN EX. BRIDGE)
• INSIDE SHOULDER VARIES AT EX. RAMP COLUMNS (4' MIN.)

IH-30 8 GP LANES + AUX. LNS
STA. 340+18.77 TO STA. 353+34.67
• INSIDE SHOULDER VARIES AT EX. RAMP COLUMNS (4' MIN.)

IH 30 8 TO 10 GP LANES
STA. 353+34.67 TO STA. 381+79.86
• VARY 11.5' TO 12'

IH-30 10 GP LANES + AUX. LNS
STA. 381+79.86 TO STA. 405+00

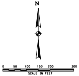
* 28' ALLOWS FOR FUTURE IMPROVEMENTS TO A 4-LANE DIVIDED FACILITY OVER IH 30

PROPOSED SANDY LANE
NBSDYLN STA. 46+00 TO STA. 57+00

PROPOSED 1 LANE RAMP
AT GRADE (RAMP XRW372A)

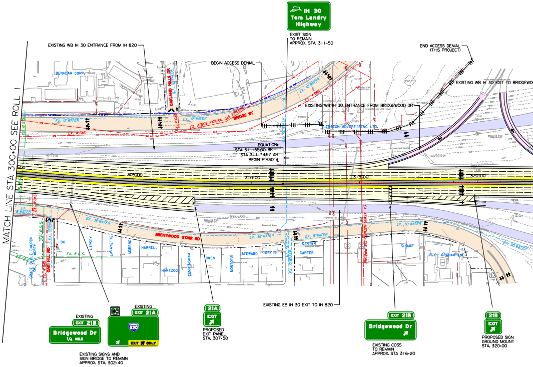
PROPOSED 1 LANE RAMP AT GRADE
(RAMP ERE334, ERE353A, XRW362, ERE368)

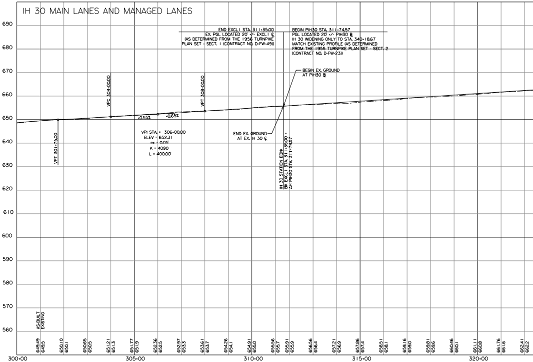
PROPOSED TYPICAL SECTIONS

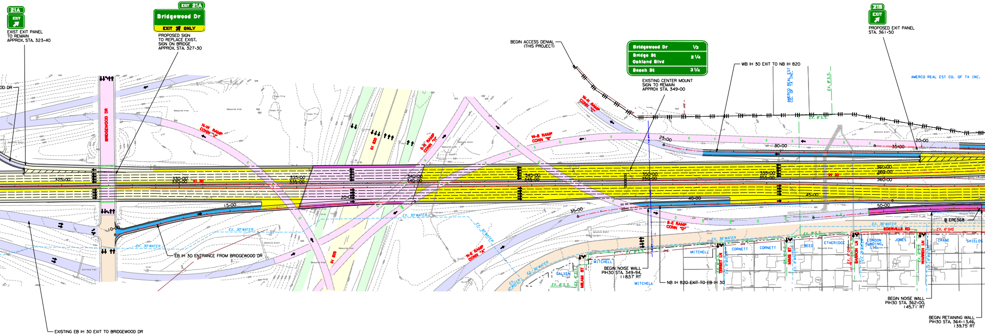

N
0
50
100
150
200
300
SCALE IN FEET

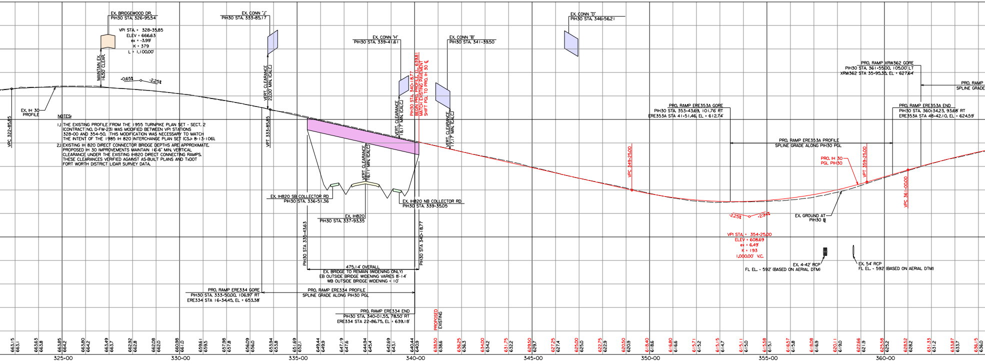
LEGEND

- EXISTING R.O.W.
- PROPOSED R.O.W.
- CONTROL OF ACCESS (ACCESS DENIAL LINE)
- DIRECTION OF TRAFFIC
- EXISTING PROPERTY LINE
- CITY LIMITS
- 100-YR FLOODPLAIN LIMITS
- EXISTING CREEK CENTER LINE
- EXISTING CONTOURS
- EXISTING BRIDGE BENT LOCATION
- FIB OPT — EXISTING FIBER OPTICS
- GAS — EXISTING GAS LINE
- 12" W — EXISTING WATER LINE
- 8" SS — EXISTING SANITARY SEWER
- EXISTING STORM SEWER
- PROPOSED STORM SEWER
- PROPOSED PAVEMENT EDGE
- PROPOSED RETAINING WALL
- PROPOSED NOISE WALL
- PROPOSED BASELINE
- PROPOSED BRIDGE
- PROPOSED SHOULDER
- PROPOSED IH 30 MAINLANES
- PROPOSED IH 30 HOV LANES
- PROPOSED RAMP / DIRECT CONNECT
- PROPOSED FRONTAGE / COLLECTOR ROAD
- PROPOSED LOCAL STREET
- EXISTING BRIDGE
- EXISTING SHOULDER
- EXISTING MAINLANES
- EXISTING RAMP / DIRECT CONNECT
- EXISTING FRONTAGE / COLLECTOR ROAD
- EXISTING LOCAL STREET
- FUTURE / PROPOSED IMPROVEMENTS BY OTHERS


MATCH LINE STA 300+00 SEE ROLL 1
IH 30 Tom Landry Highway
EXIST SIGN TO REMAIN APPROX. STA. 311+50
EXISTING WB IH 30 ENTRANCE FROM IH 820
BEGIN ACCESS DENIAL
END ACCESS DENIAL (THIS PROJECT)
EXISTING WB IH 30 EXIT TO BRIDGEWO
EXISTING WB IH 30 ENTRANCE FROM BRIDGEWOOD DR
BENADAM CORP.
OAKLAND HILLS DR
BRIDGE ST
EX. 12" WATER
EX. 4" GAS
EX. ATMOS NATURAL GAS PIPELINE
JEFFERSON ADVERTISING LTD.
EQUATION:
STA 311+35.00 BK =
STA 311+74.57 AH
BEGIN PIH30 ℄
305+00
310+00
315+00
320+00
EX. 36" WATER
EX. 30" WATER
EX. 8" S.S.
BRENTWOOD STAIR RD
GRACE BIBLE CHURCH OF FT. WORTH
OAK HILL RD
LIPSEY
LAFAYETTE
MORENO
HARRELL
HARTZOG
CUNNINGHAM
OWEN
MONTOYA
STEWARD
DAVIS
CARTER
SLOAN
R.L.C. GRAHAM INC.
EXISTING EB IH 30 EXIT TO IH 820
EXISTING EXIT 21B
Bridgewood Dr 1/4 MILE
EXISTING EXIT 21A
820
EXIT ONLY
EXISTING SIGNS AND SIGN BRIDGE TO REMAIN APPROX. STA. 302+40
21A EXIT
PROPOSED EXIT PANEL STA. 307+50
EXIT 21B
Bridgewood Dr
EXISTING COSS TO REMAIN APPROX. STA. 316+20
21B EXIT
PROPOSED SIGN GROUND MOUNT STA. 320+00



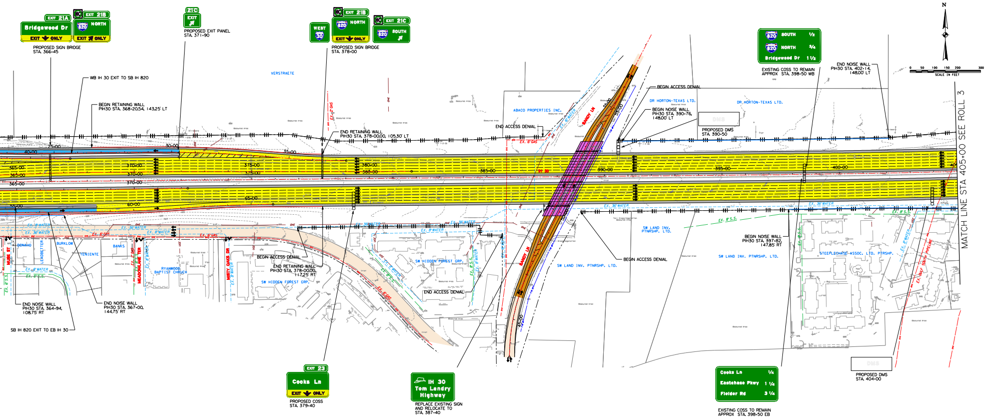

21A
EXIT
EXIST EXIT PANEL
TO REMAIN
APPROX. STA. 323+40
EXIT 21A
Bridgewood Dr
EXIT ONLY
PROPOSED SIGN
TO REPLACE EXIST.
SIGN ON BRIDGE
APPROX. STA. 327+30
BEGIN ACCESS DENIAL
(THIS PROJECT)
Bridgewood Dr 1/2
Bridge St 2 1/4
Oakland Blvd
Beach St 3 1/4
EXISTING CENTER MOUNT
SIGN TO REMAIN
APPROX STA. 349+00
WB IH 30 EXIT TO NB IH 820
21B
EXIT
PROPOSED EXIT PANEL
STA. 361+50
AMERCO REAL EST CO. OF TX INC.
AMERCO REAL EST CO. OF TX INC.
EX. 8" S.S.
OD DR
BRIDGEWOOD DR
N-W RAMP CONN "J"
IH 820
S-N RAMP CONN "H"
W-N RAMP CONN "C"
W-S RAMP CONN "B"
E-N RAMP CONN "A"
S-E RAMP CONN "D"
IH 30
325+00
330+00
335+00
340+00
345+00
350+00
355+00
360+00
15+00
20+00
25+00
30+00
35+00
40+00
45+00
50+00
EX. 30" WATER
EX. 36" WATER
EX. 6" GAS
EDERVILLE RD
ERE368
MITCHELL
CORNETT
REED
ETHERIDGE
LONDON FUNDING
JONES
CRANE
SHIELDS
GALYEN
MILAM ST
TORBETT LN
MIMS ST
BARRON LN
WARREN LN
BEGIN NOISE WALL
PIH30 STA. 349+94,
118.57' RT
NB IH 820 EXIT TO EB IH 30
BEGIN NOISE WALL
PIH30 STA. 362+00,
145.71' RT
BEGIN RETAINING WALL
PIH30 STA. 364+13.46,
139.75' RT
EB IH 30 ENTRANCE FROM BRIDGEWOOD DR
EXISTING EB IH 30 EXIT TO BRIDGEWOOD DR

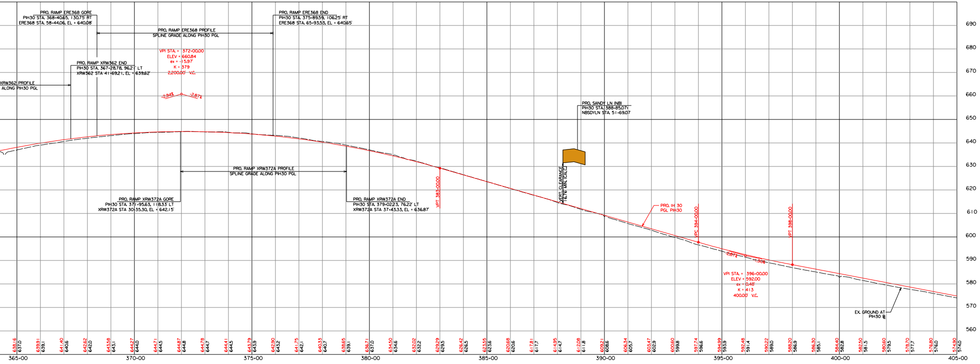

EX. BRIDGEWOOD DR.
PIH30 STA. 326+95.54
VPI STA. = 328+35.85
ELEV = 666.63
ex = -3.99'
K = 379
L = 1,100.00'
MAINTAIN EX. 16.50' CLEAR.
+0.65%
-2.25%
EX. IH 30 PROFILE
VPC 322+85.85
EX. CONN "J"
PIH30 STA. 333+85.17
VERT. CLEARANCE 22.00' MIN. (CALC)
VPT 333+85.85
EX. CONN "H"
PIH30 STA. 339+41.61
VERT. CLEARANCE 18.17' MIN. (CALC)
PIH30 STA. 340+18.77
BEGIN PRO. PROFILE, EL. 639.81
MATCH EXISTING PAVEMENT
SHIFT PGL TO PRO. IH 30 ℄
EX. CONN "B"
PIH30 STA. 341+39.50
VERT. CLEARANCE 17.17' MIN. (CALC)
VERT. CLEARANCE 16.11' MIN. (CALC)
EX. IH820 SB COLLECTOR RD
PIH30 STA. 336+51.36
EX. IH820
PIH30 STA. 337+93.35
EX. IH820 NB COLLECTOR RD
PIH30 STA. 339+35.05
PIH30 STA. 335+43.63
PIH30 STA. 340+18.77
475.14' OVERALL
EX. BRIDGE TO REMAIN (WIDENING ONLY)
EB OUTSIDE BRIDGE WIDENING VARIES 8'-14'
WB OUTSIDE BRIDGE WIDENING = 10'
PRO. RAMP ERE334 GORE
PIH30 STA. 333+50.00, 106.97' RT
ERE334 STA 16+34.45, EL = 653.38'
PRO. RAMP ERE334 PROFILE
SPLINE GRADE ALONG PIH30 PGL
PRO. RAMP ERE334 END
PIH30 STA. 340+01.55, 78.50' RT
ERE334 STA 22+86.75, EL = 639.18'
PROPOSED
EXISTING
EX. CONN "D"
PIH30 STA. 346+56.21
VPC 349+25.00
PRO. RAMP ERE353A GORE
PIH30 STA. 353+43.69, 101.76' RT
ERE353A STA 41+51.46, EL = 612.74'
PRO. RAMP ERE353A PROFILE
SPLINE GRADE ALONG PIH30 PGL
-2.25%
+2.94%
VPI STA. = 354+25.00
ELEV = 608.69
ex = 6.49'
K = 193
1,000.00' V.C.
EX. GROUND AT PIH30 ℄
PRO. IH 30
PGL PIH30
VPT 359+25.00
VPC 361+00.00
PRO. RAMP XRW362 GORE
PIH30 STA. 361+55.00, 105.00' LT
XRW362 STA 35+95.35, EL = 627.64'
PRO. RAMP ERE353A END
PIH30 STA. 360+34.23, 93.68' RT
ERE353A STA 48+42.10, EL = 624.59'
PRO. RAMP
SPLINE GRADE
EX. 4-42" RCP
FL EL. ~ 592' (BASED ON AERIAL DTM)
EX. 54" RCP
FL EL. ~ 592' (BASED ON AERIAL DTM)
663.15 663.1
663.63 663.8
663.85 664.2
663.80 664.2
663.49 663.7
662.92 662.8
662.08 662.0
660.98 661.0
659.61 659.5
657.98 657.8
656.09 656.0
653.94 653.8
651.69 652.1
649.44 649.9
647.19 647.6
644.94 645.4
642.69 643.1
640.44 640.9
638.50 638.6
636.25 636.3
634.00 634.2
631.75 632.2
629.50 629.7
627.25 627.4
625.00 625.0
622.75 622.9
620.50 620.9
618.40 618.6
616.80 616.6
615.71 615.2
615.15 614.7
615.11 615.0
615.58 615.1
616.57 615.8
618.08 616.9
620.11 619.0
622.66 621.9
625.58 625.2
628.52 628.2
631.33 631.2
633.87 633.7
636.15 636.0
325+00
330+00
335+00
340+00
345+00
350+00
355+00
360+00

NOTES:

1.) THE EXISTING PROFILE FROM THE 1955 TURNPIKE PLAN SET - SECT. 2 (CONTRACT NO. D-FW-23) WAS MODIFIED BETWEEN VPI STATIONS 328+00 AND 354+50. THIS MODIFICATION WAS NECESSARY TO MATCH THE INTENT OF THE 1985 IH 820 INTERCHANGE PLAN SET (CSJ: 8-13-106).

2.) EXISTING IH 820 DIRECT CONNECTOR BRIDGE DEPTHS ARE APPROXIMATE. PROPOSED IH 30 IMPROVEMENTS MAINTAIN 16'-6" MIN. VERTICAL CLEARANCE UNDER THE EXISTING IH820 DIRECT CONNECTING RAMPS. THESE CLEARANCES VERIFIED AGAINST AS-BUILT PLANS AND TxDOT FORT WORTH DISTRICT LIDAR SURVEY DATA.


EXIT 21A
Bridgewood Dr
EXIT ONLY
EXIT 21B
820 NORTH
EXIT ONLY
PROPOSED SIGN BRIDGE
STA. 366+45
21C
EXIT
PROPOSED EXIT PANEL
STA. 371+90
WEST
30
EXIT 21B
820 NORTH
EXIT ONLY
EXIT 21C
820 SOUTH
PROPOSED SIGN BRIDGE
STA. 378+00
820 SOUTH 1/2
820 NORTH 3/4
Bridgewood Dr 1 1/2
EXISTING COSS TO REMAIN
APPROX. STA. 398+50 WB
END NOISE WALL
PIH30 STA. 402+14,
148.00' LT
N
0 50 100 150 200 300
SCALE IN FEET
WB IH 30 EXIT TO SB IH 820
VERSTRAETE
BEGIN RETAINING WALL
PIH30 STA. 368+20.54, 143.25' LT
END RETAINING WALL
PIH30 STA. 378+00.00, 105.30' LT
BEGIN ACCESS DENIAL
DR HORTON-TEXAS LTD.
DR HORTON-TEXAS LTD.
ABACO PROPERTIES INC.
BEGIN NOISE WALL
PIH30 STA. 390+76,
148.00' LT
END ACCESS DENIAL
PROPOSED DMS
STA. 390+50
DMS
SANDY LN
EX. 6" GAS
EX. 36" WATER
EX. 8" WATER
EX. 8" S.S.
IH 30
25+00
30+00
35+00
40+00
55+00
60+00
65+00
365+00
370+00
375+00
380+00
385+00
390+00
395+00
400+00
405+00
MATCH LINE STA 405+00 SEE ROLL 3
DENAMO
BURKLOW
LEADBETTER
MUSE ST
TENIENTE
BANKS
MEADOWLAKE TER
RYANWOOD BAPTIST CHURCH
MISTY OAKS DR
SW HIDDEN FOREST GRP.
SW HIDDEN FOREST GRP.
BEGIN ACCESS DENIAL
END RETAINING WALL
PIH30 STA. 378+00.00,
117.25' RT
END ACCESS DENIAL
SW LAND INV. PTNRSHP. LTD.
SW LAND INV. PTNRSHP. LTD.
SW LAND INV. PTNRSHP. LTD.
BEGIN ACCESS DENIAL
BEGIN NOISE WALL
PIH30 STA. 397+82,
147.85' RT
STEEPLECHASE ASSOC. LTD. PTRSHP.
EX. GULF SOUTH PIPELINE
END NOISE WALL
PIH30 STA. 364+94,
108.75' RT
END NOISE WALL
PIH30 STA. 367+00,
144.75' RT
SB IH 820 EXIT TO EB IH 30
EXIT 23
Cooks Ln
EXIT ONLY
PROPOSED COSS
STA. 379+40
IH 30
Tom Landry
Highway
REPLACE EXISTING SIGN
AND RELOCATE TO
STA. 387+40
Cooks Ln 1/4
Eastchase Pkwy 1 1/4
Fielder Rd 3 1/4
EXISTING COSS TO REMAIN
APPROX. STA. 398+50 EB
DMS
PROPOSED DMS
STA. 404+00



LEGEND

—·—·—·—	EXISTING R.O.W.
— · — · —	PROPOSED R.O.W.
‖‖——‖‖——	CONTROL OF ACCESS (ACCESS DENIAL LINE)
➡	DIRECTION OF TRAFFIC
————	EXISTING PROPERTY LINE
– – – – – –	CITY LIMITS
————	100-YR FLOODPLAIN LIMITS
——···——	EXISTING CREEK CENTER LINE
------------	EXISTING CONTOURS
▭	EXISTING BRIDGE BENT LOCATION
—FIB OPT—	EXISTING FIBER OPTICS
—GAS—	EXISTING GAS LINE
– –12" W– –	EXISTING WATER LINE
—8" SS—	EXISTING SANITARY SEWER
═══	EXISTING STORM SEWER
═══	PROPOSED STORM SEWER
————	PROPOSED PAVEMENT EDGE
————	PROPOSED RETAINING WALL
————	PROPOSED NOISE WALL
—·—·—·	PROPOSED BASELINE
🟪	PROPOSED BRIDGE
■	PROPOSED SHOULDER
🟨	PROPOSED IH 30 MAINLANES
■	PROPOSED IH 30 HOV LANES
🟦	PROPOSED RAMP / DIRECT CONNECT
🟩	PROPOSED FRONTAGE / COLLECTOR ROAD
🟧	PROPOSED LOCAL STREET
■	EXISTING BRIDGE
■	EXISTING SHOULDER
■	EXISTING MAINLANES
■	EXISTING RAMP / DIRECT CONNECT
■	EXISTING FRONTAGE / COLLECTOR ROAD
■	EXISTING LOCAL STREET
■	FUTURE / PROPOSED IMPROVEMENTS BY OTHERS

ROLL 2 OF 12

TEXAS DEPARTMENT OF TRANSPORTATION
FORT WORTH DISTRICT
MARIBEL P. CHAVEZ, P.E., DISTRICT ENGINEER

IH-30 CORRIDOR
FROM OAKLAND BLVD TO PROPOSED SH-161
CSJ: 1068-02-072
PUBLIC HEARING DISPLAY

JANUARY 25, 2007

IH 30 MAIN LANES
STA. 213+00 TO STA. 888+77
EXCLUDES STA. 750+00 TO STA. 850+00

DESIGN SPEED:
FREEWAY = 70 mph
RAMPS = 50 mph
FRONTAGE ROADS = 40 mph
CROSS STREETS = 40 mph

SCALE: 1"=200' H, 1"=20' V

ROLL 2 OF 12
IH 30 STA 300+00 TO STA 405+00

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Matthew G. Craig	69910	10-06-2006
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Halff Associates
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