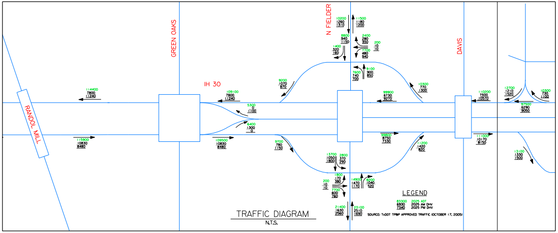
ROLL 4 OF 12


RANDOL MILL
GREEN OAKS
IH 30
N FIELDER
DAVIS
114400
7800
11240
115900
10830
8480
109100
7800
11240
109500
10830
8480
5300
0
1100
6400
1300
0
9200
1070
870
9700
780
1150
10200
1260
1310
11500
1180
1200
8800
940
1150
2400
280
350
200
10
10
1400
320
160
7700
480
940
7600
740
700
9100
900
850
99900
6730
9270
99800
8750
7330
10300
770
1300
11200
1420
820
13700
1050
1800
2800
370
290
1800
170
380
200
10
10
7700
600
760
14900
1470
1170
8200
1040
520
21400
1630
2560
23100
2510
1690
110200
7500
10570
111000
10170
8150
12700
1210
1520
10300
730
1100
97500
6290
9050
13100
1330
1500
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:

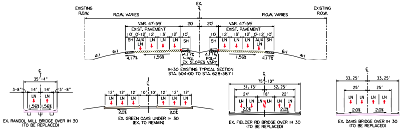
1.) EXISTING FEATURES WERE NOT FIELD SURVEYED. SCHEMATIC LAYOUTS ARE BASED ON AERIAL SURVEY AND RECORD PLANS ONLY.

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 DERIV
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

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

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


EXISTING R.O.W.
R.O.W. VARIES
EX. ℄
VAR. 47'-59'
20'
20'
EXIST. PAVEMENT
10'
0'-12'
12'
13'
12'
SH
AUX LN
LN
4:1
6:1
4.17%
1.56%
PGL
EX. SLOPES VARY
35'-4"
3'-8"
14'
1.56%
10'
2.0%
75'-10"
31.75'
32.25'
24'
18'
22'
33.25'
25'

IH-30 EXISTING TYPICAL SECTION
STA. 504+00 TO STA. 628+38.71

EX. RANDOL MILL BRIDGE OVER IH 30
(TO BE REPLACED)

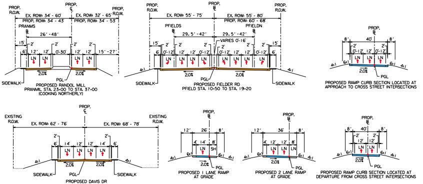
EX. GREEN OAKS UNDER IH 30
(EX. TO REMAIN)

EX. FIELDER RD BRIDGE OVER IH 30
(TO BE REPLACED)

EX. DAVIS 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


PROP. R.O.W.
PROP. ℄
EX. ROW: 34' - 60'
PROP. ROW: 34' - 43'
EX. ROW: 32' - 65'
PROP. ROW: 34' - 53'
PRANMS
26' - 48'
15'
2'
6'
12'
0'-30'
15' - 27'
LN
2.0%
PGL
SIDEWALK
EX. ROW: 55' - 75'
EX. ROW: 55' - 80'
PROP. ROW: 60' - 68'
PFIELDS
PFIELDN
29.5' - 42'
VARIES 0'-16'
0'-12'
4:1
6:1
40'
8'
EXISTING R.O.W.
EX. ROW: 62' - 76'
EX. ROW: 68' - 78'
14'
26'
36'
4'
SH

PROPOSED RANDOL MILL
PRANMIL STA. 23+00 TO STA. 37+00
(COOKING NORTHERLY)

PROPOSED FIELDER RD
PFIELD STA. 10+50 TO STA. 19+20

PROPOSED RAMP CURB SECTION LOCATED AT APPROACH TO CROSS STREET INTERSECTIONS

PROPOSED DAVIS DR
PDAVIS STA. 13+20 TO STA. 22+00

PROPOSED 1 LANE RAMP AT GRADE

PROPOSED 2 LANE RAMP AT GRADE

PROPOSED RAMP CURB SECTION LOCATED AT DEPARTURE FROM CROSS STREET INTERSECTIONS

PROPOSED TYPICAL SECTIONS

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 4 OF 12
IH 30 STA 504+00 TO 627+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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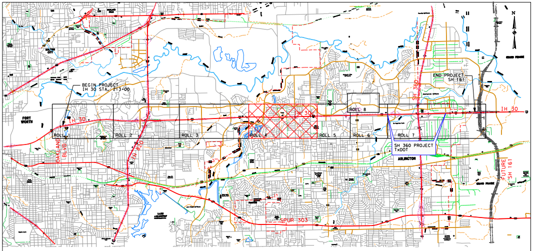

N
BEGIN PROJECT
IH 30 STA. 213+00
END PROJECT
SH 161
FORT WORTH
IH 30
OAKLAND BLVD
IH 820
SH 360
SH 360 PROJECT
TxDOT
ARLINGTON
ROLL 1
ROLL 2
ROLL 3
ROLL 4
ROLL 5
ROLL 6
ROLL 7
ROLL 8
SPUR 303
FUTURE SH 161
GRAND PRAIRIE

LOCATION MAP

N. T. S.

VED

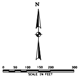
T 23, 2001

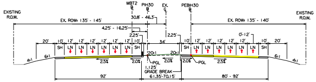
ROLL 9.

LEGEND

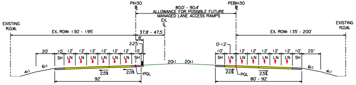
—·—·—	EXISTING R.O.W.
—·—·—	PROPOSED R.O.W.
╫——╫	CONTROL OF ACCESS (ACCESS DENIAL LINE)
→	DIRECTION OF TRAFFIC
——	EXISTING PROPERTY LINE
– – –	CITY LIMITS
——	100-YR FLOODPLAIN LIMITS
—··—	EXISTING CREEK CENTER LINE
- - - -	EXISTING CONTOURS
▭	EXISTING BRIDGE BENT LOCATION
—FIB OPT—	EXISTING FIBER OPTICS
—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

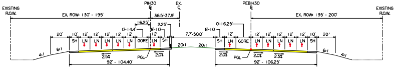

N
0
50
100
150
200
300
SCALE IN FEET


EXISTING R.O.W.
EX. ROW: 135' - 145'
WBT2
PIH30
EX.
PEBIH30
30.8' - 46.3'
4.25' - 16.25'
2.25'
34'
0'-12'
EX. ROW: 135' - 140'
20' 10' 12' 12' 12' 12' 12' 12' 10'
SH LN LN LN LN LN LN SH
20:1 20:1
2.5% 2.0% 2.0% 2.0% 2.5%
PGL
1.125' GRADE BREAK
61.35'-70.15'
6:1 4:1
92'
80' - 92'

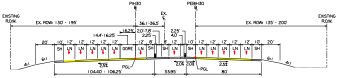
IH-30 11 GP LANES + AUX. LN
PIH30 STA. 504+00 TO STA. 515+31


PIH30
PEBIH30
80.0' - 90.4'
ALLOWANCE FOR POSSIBLE FUTURE MANAGED LANE ACCESS RAMPS
EX.
EXISTING R.O.W.
EX. ROW: 130' - 195'
37.9' - 47.5'
8'
2.25'
0'-12'
EX. ROW: 135' - 200'
SH LN LN LN LN LN LN SH
20:1 20:1
2.5% 2.0% 2.0% 2.5%
PGL
6:1 4:1
92'
80' - 92'

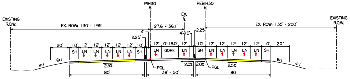
IH-30 11 GP LANES + AUX. LN
PIH30 STA. 515+31 TO STA. 531+76


PIH30
EX.
PEBIH30
EXISTING R.O.W.
EX. ROW: 130' - 195'
36.5'-37.9'
16.25'
2.25'
0'-14.4'
8'-10'
7.7-50.0'
0'-16.25'
EX. ROW: 135' - 200'
SH LN LN LN LN LN GORE LN SH
SH LN GORE LN LN LN LN LN SH
20:1 20:1
2.5% 2.0% 2.0% 2.0% 2.5%
PGL
92' - 104.40'
92' - 106.25'

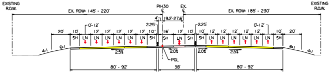
IH-30 10 GP LANES + AUX. LN + MANAGED LANES TRANSITION
PIH30 STA. 531+76 TO STA. 543+00


PIH30
PEBIH30
EX.
EXISTING R.O.W.
EX. ROW: 130' - 195'
36.1'-36.5'
16.25'
2.0'-7.8'
14.4'-16.25'
2.25'
4.0'
EX. ROW: 135' - 200'
SH LN LN LN LN LN GORE LN SH SH LN SH LN LN LN LN LN SH
2.5% 2.0% 2.0% 2.5%
PGL
104.40' - 106.25'
33.95'
80'

IH-30 10 GP LANES + MANAGED LANES TRANSITION
PIH30 STA. 543+00 TO STA. 546+00

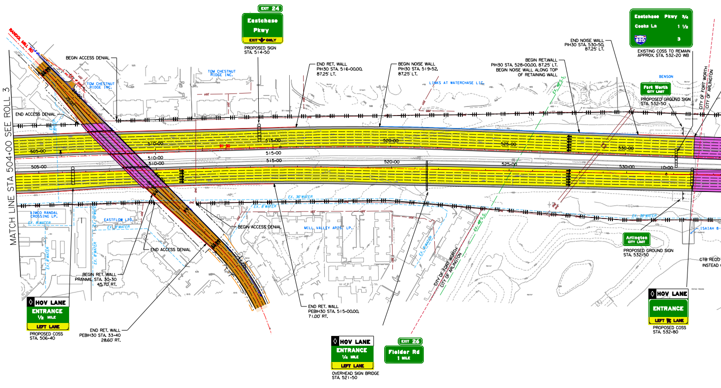

PIH30
PEBIH30
EX.
EXISTING R.O.W.
EX. ROW: 130' - 195'
27.6' - 36.1'
4'
2.25'
4'-10'
EX. ROW: 135' - 200'
12' 0'-18.0' 12'
SH LN LN LN LN LN SH LN GORE LN SH LN LN LN LN LN SH
2.5% 2.0% 2.0% 2.5%
PGL
80'
38' - 50'
80'

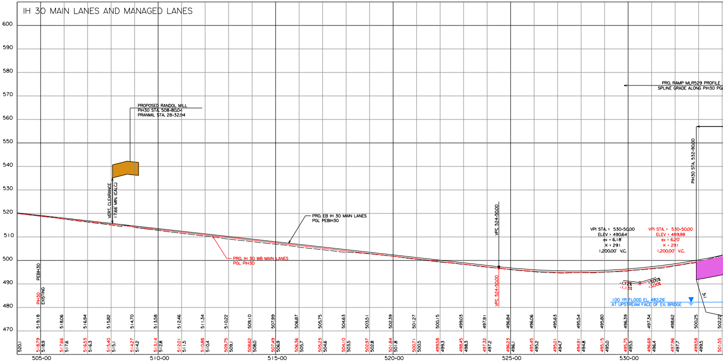
IH-30 10 GP LANES + MANAGED LANES TRANSITION
PIH30 STA. 546+00 TO STA. 556+71

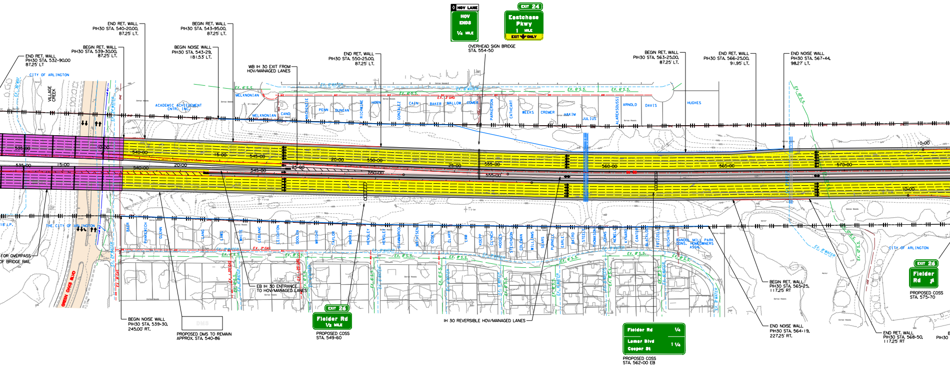

EXISTING R.O.W.
PIH30
EX.
EX. ROW: 145' - 220'
EX. ROW: 185' - 230'
4'
19.2'-27.6'
2.25'
0'-12'
16'
SH LN LN LN LN LN LN SH SH LN SH SH LN LN LN LN LN LN SH
2.5% 2.0% 2.0% 2.5%
PGL
80' - 92'
38'
80' - 92'

IH-30 10 GP LANES + AUX. LNS + 1 MANAGED LANE (REV.)
STA. 556+71 TO STA. 626+38.68

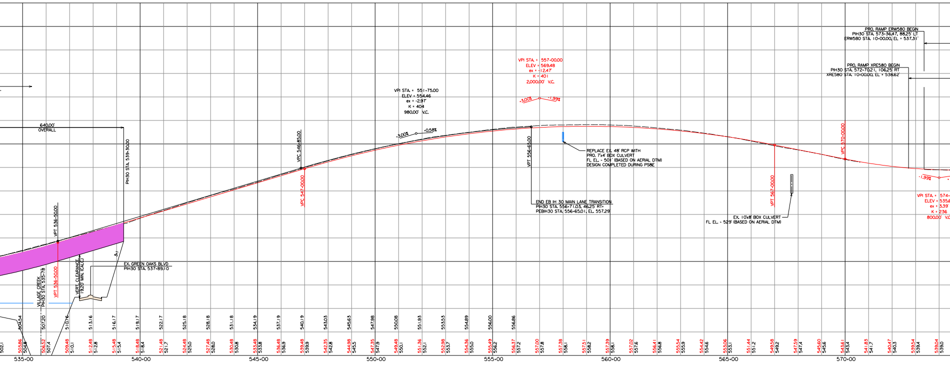
PROPOSED TYPICAL SECTIONS


MATCH LINE STA 504+00 SEE ROLL 3
RANDOL MILL RD
EXIT 24
Eastchase Pkwy
EXIT ONLY
PROPOSED SIGN STA. 514+50
BEGIN ACCESS DENIAL
END ACCESS DENIAL
TGM CHESTNUT RIDGE INC.
END RET. WALL PIH30 STA. 516+00.00, 87.25' LT.
BEGIN NOISE WALL PIH30 STA. 519+52, 87.25' LT.
LINKS AT WATERCHASE L.L.C.
BEGIN RET.WALL PIH30 STA. 528+00.00, 87.25' LT. BEGIN NOISE WALL ALONG TOP OF RETAINING WALL
END NOISE WALL PIH30 STA. 530+50, 87.25' LT.
Eastchase Pkwy 3/4
Cooks Ln 1 1/2
820 3
EXISTING COSS TO REMAIN APPROX. STA. 532+20 WB
BENSON
Fort Worth CITY LIMIT
PROPOSED GROUND SIGN STA. 532+50
CITY OF FORT WORTH
CITY OF ARLINGTON
505+00
510+00
515+00
520+00
525+00
530+00
10+00
IH 30
EX. 36" WATER
EX. 8" WATER
EX. 48" S.S.
AIMCO RANDAL CROSSING LP.
EASTFLOW LTD.
MILL VALLEY APTS. LP.
ISAIAH 8
BEGIN RET. WALL PRANMIL STA. 30+30 45.70' RT.
END RET. WALL PEBIH30 STA. 33+40 28.60' RT.
END RET. WALL PEBIH30 STA. 515+00.00, 71.00' RT.
HOV LANE ENTRANCE 1/2 MILE LEFT LANE
PROPOSED COSS STA. 506+40
HOV LANE ENTRANCE 1/4 MILE LEFT LANE
OVERHEAD SIGN BRIDGE STA. 521+50
EXIT 26
Fielder Rd 1 MILE
Arlington CITY LIMIT
PROPOSED GROUND SIGN STA. 532+50
HOV LANE ENTRANCE LEFT LANE
PROPOSED COSS STA. 532+80
CTB REQD INSTEAD

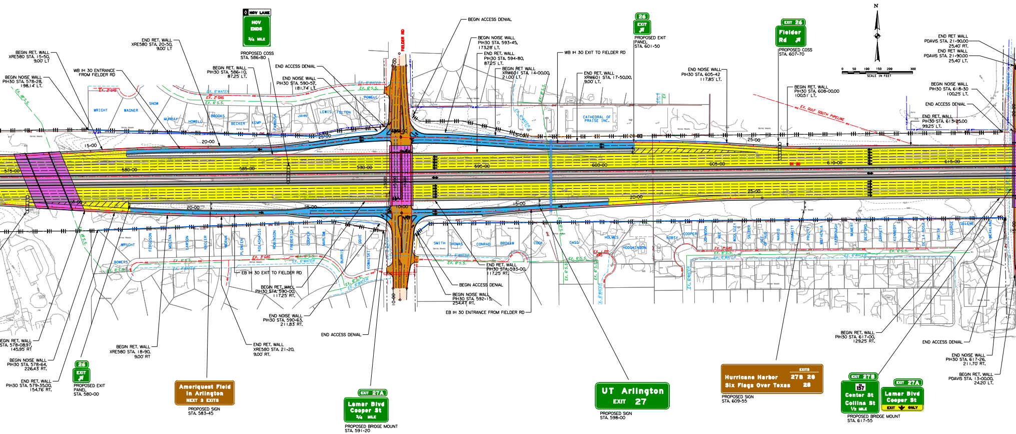


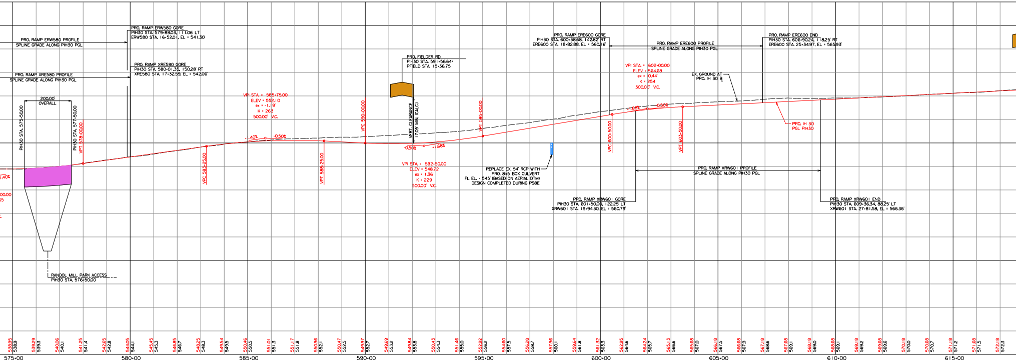


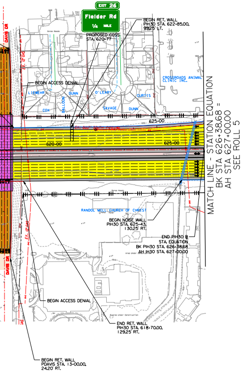
HOV LANE
HOV ENDS 1/4 MILE
EXIT 24
Eastchase Pkwy 1 MILE
EXIT ONLY
OVERHEAD SIGN BRIDGE STA. 554+50
END RET. WALL PIH30 STA. 540+20.00, 87.25' LT.
BEGIN RET. WALL PIH30 STA. 543+95.00, 87.25' LT.
BEGIN RET. WALL PIH30 STA. 539+30.00, 87.25' LT.
BEGIN NOISE WALL PIH30 STA. 543+29, 181.53' LT.
END RET. WALL PIH30 STA. 532+90.00 87.25' LT
WB IH 30 EXIT FROM HOV/MANAGED LANES
END RET. WALL PIH30 STA. 550+25.00, 87.25' LT.
BEGIN RET. WALL PIH30 STA. 563+25.00, 87.25' LT.
END RET. WALL PIH30 STA. 566+25.00, 91.95' LT.
END NOISE WALL PIH30 STA. 567+44, 98.27' LT.
CITY OF ARLINGTON
VILLAGE CREEK
ACADEMIC ACHIEVEMENT CNTR., INC.
MELKONIAN
HUGHES
535+00
540+00
545+00
550+00
555+00
560+00
565+00
570+00
10+00
15+00
20+00
25+00
FOR OVERPASS
OF BRIDGE RAIL
GREEN OAKS BLVD
THE CITY OF ARLINGTON
EB IH 30 ENTRANCE TO HOV/MANAGED LANES
BEGIN NOISE WALL PIH30 STA. 539+30, 245.00' RT.
DMS
PROPOSED DMS TO REMAIN APPROX. STA. 540+86
EXIT 26
Fielder Rd 1/2 MILE
PROPOSED COSS STA. 549+60
IH 30 REVERSIBLE HOV/MANAGED LANES
Fielder Rd 1/4
Lamar Blvd Cooper St 1 1/4
PROPOSED COSS STA. 562+00 EB
RANDOL MILL PARK CONS. HOMEOWNERS ASSN.
BEGIN RET. WALL PIH30 STA. 565+25, 117.25' RT
END NOISE WALL PIH30 STA. 564+19, 227.25' RT.
END RET. WALL PIH30 STA. 568+50, 117.25' RT
EXIT 26
Fielder Rd
PROPOSED COSS STA. 575+70



640.00' OVERALL
PIH30 STA. 539+30.00
VPT 536+50.00
VILLAGE CREEK PIH30 STA. 535+78
VERT. CLEARANCE 19.20' MIN. (CALC)
EX. GREEN OAKS BLVD PIH30 STA. 537+89.10
VPC 546+85.00
VPC 547+00.00
VPI STA. = 551+75.00
ELEV = 554.46
ex = -2.97
K = 404
980.00' V.C.
+3.00%
+0.58%
VPI STA. = 557+00.00
ELEV = 569.48
ex = -12.47
K = 401
2,000.00' V.C.
+3.00%
-1.99%
VPT 556+65.00
REPLACE EX. 48" RCP WITH PRO. 7'x4' BOX CULVERT FL EL. - 501' (BASED ON AERIAL DTM) DESIGN COMPLETED DURING PS&E
END EB IH 30 MAIN LANE TRANSITION PIH30 STA. 556+71.03, 46.25' RT= PEBIH30 STA. 556+65.01, EL. 557.29
VPT 567+00.00
EX. 10'x8' BOX CULVERT FL EL. - 529' (BASED ON AERIAL DTM)
VPC 570+00.00
PRO. RAMP ERW580 BEGIN PIH30 STA. 573+36.47, 88.25' LT ERW580 STA. 10+00.00, EL = 537.31'
PRO. RAMP XRE580 BEGIN PIH30 STA. 572+70.21, 106.25' RT XRE580 STA. 10+00.00, EL = 538.62'
-1.99%
VPI STA. = 574+
ELEV = 535.
ex = 3.39
K = 236
800.00' V.
535+00
540+00
545+00
550+00
555+00
560+00
565+00
570+00


BEGIN RET. WALL
XRE580 STA. 15+50,
9.00' LT
BEGIN NOISE WALL
PIH30 STA. 578+28,
198.14' LT.
WB IH 30 ENTRANCE
FROM FIELDER RD
END RET. WALL
XRE580 STA. 20+50,
9.00' LT
BEGIN RET. WALL
PIH30 STA. 586+10,
87.25' LT.
HOV LANE
HOV ENDS
3/4 MILE
PROPOSED COSS
STA. 586+80
END ACCESS DENIAL
END NOISE WALL
PIH30 STA. 590+57,
181.74' LT.
FIELDER RD
BEGIN ACCESS DENIAL
BEGIN NOISE WALL
PIH30 STA. 593+45,
173.28' LT.
END RET. WALL
PIH30 STA. 594+80,
87.25' LT.
BEGIN RET. WALL
XRW601 STA. 14+00.00,
21.00' LT.
END RET. WALL
XRW601 STA. 17+50.00,
9.00' LT.
WB IH 30 EXIT TO FIELDER RD
26
EXIT
PROPOSED EXIT
PANEL
STA. 601+50
END NOISE WALL
PIH30 STA. 605+42
117.85' LT.
EXIT 26
Fielder
Rd
PROPOSED COSS
STA. 607+70
BEGIN RET. WALL
PIH30 STA. 608+00.00
100.51' LT.
END RET WALL
PDAVIS STA. 21+90.00
25.40' RT.
END RET WALL
PDAVIS STA. 21+90.00
25.40' LT.
BEGIN NOISE WALL
PIH30 STA. 618+30
100.25' LT.
END ACCESS DENIAL
END RET. WALL
PIH30 STA. 613+25.00
99.25' LT.
EX. GULF SOUTH PIPELINE
CATHEDRAL OF PRAISE INC.
WRIGHT
WAGNER
SNOW
MURRAY
HOWELL
BROOKS
BECKER
KEMP
JAHN
LEWIS
FELTON
POWELL
575+00
580+00
585+00
590+00
595+00
600+00
605+00
610+00
615+00
15+00
20+00
25+00
10+00
EB IH 30 EXIT TO FIELDER RD
BEGIN RET. WALL
PIH30 STA. 590+00,
117.25' RT.
END NOISE WALL
PIH30 STA. 590+63,
211.83' RT.
END RET. WALL
XRE580 STA. 21+20,
9.00' RT.
END ACCESS DENIAL
END RET. WALL
PIH30 STA. 593+00,
117.25' RT.
BEGIN ACCESS DENIAL
BEGIN NOISE WALL
PIH30 STA. 592+15,
254.47' RT.
EB IH 30 ENTRANCE FROM FIELDER RD
BEGIN RET. WALL
STA. 578+08.97,
145.95' RT
BEGIN NOISE WALL
PIH30 STA. 578+64,
226.43' RT.
END RET. WALL
PIH30 STA. 579+35.00,
154.76' RT.
BEGIN RET. WALL
XRE580 STA. 18+90,
9.00' RT
26
EXIT
PROPOSED EXIT
PANEL
STA. 580+00
Ameriquest Field
in Arlington
NEXT 3 EXITS
PROPOSED SIGN
STA. 583+45
EXIT 27A
Lamar Blvd
Cooper St
3/4 MILE
PROPOSED BRIDGE MOUNT
STA. 591+20
UT Arlington
EXIT 27
PROPOSED SIGN
STA. 598+00
EXITS
Hurricane Harbor 27B 28
Six Flags Over Texas 28
PROPOSED SIGN
STA. 609+55
BEGIN RET. WALL
PIH30 STA. 617+00,
129.25' RT.
EXIT 27B
157
Center St
Collins St
1/2 MILE
EXIT 27A
Lamar Blvd
Cooper St
EXIT ONLY
PROPOSED BRIDGE MOUNT
STA. 617+55
END ACCESS DENIAL
END NOISE WALL
PIH30 STA. 617+26,
211.70' RT.
BEGIN RET. WALL
PDAVIS STA. 13+00.00,
24.20' LT.
N
SCALE IN FEET
0 50 100 150 200 300

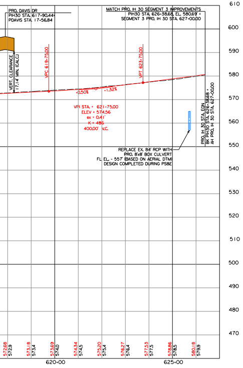

PRO. RAMP ERW580 PROFILE
SPLINE GRADE ALONG PIH30 PGL
PRO. RAMP ERW580 GORE
PIH30 STA. 579+88.03, 111.06' LT
ERW580 STA. 16+52.01, EL = 541.30'
PRO. RAMP XRE580 GORE
PIH30 STA. 580+01.35, 150.28' RT
XRE580 STA. 17+32.59, EL = 542.06'
PRO. RAMP XRE580 PROFILE
SPLINE GRADE ALONG PIH30 PGL
200.00'
OVERALL
PIH30 STA. 575+50.00
PIH30 STA. 577+50.00
VPT 578+00.00
RANDOL MILL PARK ACCESS
PIH30 STA. 576+50.00
VPI STA. = 585+75.00
ELEV = 552.10
ex = -1.19'
K = 263
500.00' V.C.
VPC 583+25.00
VPT 588+25.00
VPC 590+00.00
.40%
-0.50%
PRO. FIELDER RD
PIH30 STA. 591+56.64=
PFIELD STA. 15+36.75
VERT. CLEARANCE
17.05' MIN. (CALC)
-0.50%
+1.68%
VPI STA. = 592+50.00
ELEV = 548.72
ex = 1.36'
K = 229
500.00' V.C.
VPT 595+00.00
REPLACE EX. 54" RCP WITH
PRO. 8x5' BOX CULVERT
FL EL. = 545 (BASED ON AERIAL DTM)
DESIGN COMPLETED DURING PS&E
PRO. RAMP ERE600 GORE
PIH30 STA. 600+38.68, 142.82' RT
ERE600 STA. 18+82.88, EL = 560.16'
PRO. RAMP ERE600 PROFILE
SPLINE GRADE ALONG PIH30 PGL
PRO. RAMP ERE600 END
PIH30 STA. 606+90.24, 118.25' RT
ERE600 STA. 25+34.97, EL = 565.93'
VPI STA. = 602+00.00
ELEV = 564.68
ex = 0.44'
K = 254
300.00' V.C.
EX. GROUND AT
PRO. IH 30 ℄
+1.68%
0.50%
VPC 600+50.00
VPT 603+50.00
PRO. IH 30
PGL PIH30
PRO. RAMP XRW601 PROFILE
SPLINE GRADE ALONG PIH30 PGL
PRO. RAMP XRW601 GORE
PIH30 STA. 601+50.00, 122.25' LT
XRW601 STA. 19+94.30, EL = 560.79'
PRO. RAMP XRW601 END
PIH30 STA. 609+36.34, 88.25' LT
XRW601 STA. 27+81.58, EL = 566.36'
575+00
580+00
585+00
590+00
595+00
600+00
605+00
610+00
615+00


EXIT 26
Fielder Rd
1/4 MILE
BEGIN RET. WALL
PIH30 STA. 622+85.00,
99.25' LT.
PROPOSED COSS
STA. 620+77
DAVIS DR
EX. 12" GAS
BEGIN ACCESS DENIAL
LIEWEHR
DUNN
O'LEARY
CURTIS
CROSSROADS ANIMAL CLINIC INC.
COX
BALLOUN
SAVAGE
DUNN
625+00
620+00
625+00
RANDOL MILL CHURCH OF CHRIST
BEGIN NOISE WALL
PIH30 STA. 625+43,
130.25' RT.
END PIH30 ℄
STA. EQUATION
BK PIH30 STA. 626+38.68
AH IH30 STA. 627+00.00
BEGIN ACCESS DENIAL
END RET. WALL
PIH30 STA. 618+70.00,
129.25' RT.
BEGIN RET. WALL
PDAVIS STA. 13+00.00,
24.20' RT.
MATCH LINE - STATION EQUATION
BK STA 626+38.68 =
AH STA 627+00.00
SEE ROLL 5

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 4 OF 12


PRO. DAVIS DR
PIH30 STA. 617+90.44=
PDAVIS STA. 17+56.84
MATCH PRO. IH 30 SEGMENT 3 IMPROVEMENTS
PIH30 STA. 626+38.68, EL. 580.69' =
SEGMENT 3 PRO. IH 30 STA. 627+00.00
VERT. CLEARANCE
17.14' MIN. (CALC.)
VPC 619+75.00
VPT 623+75.00
+0.50%
+1.32%
VPI STA. = 621+75.00
ELEV = 574.56
ex = 0.41'
K = 486
400.00' V.C.
PRO. IH 30 STA. EQN.
BK PIH30 STA. 626+38.68 =
AH PRO. IH 30 STA. 627+00.00
REPLACE EX. 84' RCP WITH
PRO. 8'x8' BOX CULVERT
FL EL. - 557' (BASED ON AERIAL DTM)
DESIGN COMPLETED DURING PS&E
610
600
590
580
570
560
550
540
530
520
510
500
490
480
470
572.68
572.9
573.18
573.4
573.69
574.0
574.34
574.5
575.20
575.4
576.27
576.4
577.53
577.5
578.86
578.5
580.18
579.9
620+00
625+00

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 4 OF 12
IH 30 STA 504+00 TO 627+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:

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

Halff Associates
ENGINEERS . ARCHITECTS . SCIENTISTS . PLANNERS . SURVEYORS

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