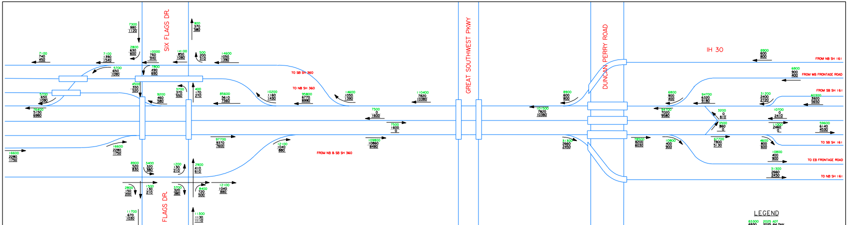
ROLL 7 OF 12


SIX FLAGS DR.
GREAT SOUTHWEST PKWY
DUNCAN PERRY ROAD
IH 30
TO SB SH 360
TO NB SH 360
FROM NB & SB SH 360
FROM NB SH 161
FROM WB FRONTAGE ROAD
FROM SB SH 161
TO SB SH 161
TO EB FRONTAGE ROAD
TO NB SH 161

LEGEND

83300	2025 ADT
6930	2025 AM DHV
7540	2025 PM DHV

SOURCE: TxDOT TP&P APPROVED TRAFFIC (SEPTEMBER 6, 2005)

TRAFFIC DIAGRAM

N.T.S.

NOTES:

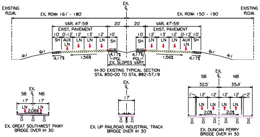
1.) EXISTING FEATURES WERE NOT FIELD SURVEYED. SCHEMATIC LAYOUTS ARE BASED ON AERIAL SURVEY AND RECORD PLANS ONLY.

2.) TRAFFIC VOLUMES SHOWN HEREIN ARE BASED ON TRAFFIC NUMBERS APPROVED BY TxDOT TP&P DIVISION, ON SEPTEMBER 6, 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. ROW: 161' - 180'
EX. ℄
EX. ROW: 150' - 190'
EXISTING R.O.W.
VAR. 47-59'
20'
20'
VAR. 47-59'
EXIST. PAVEMENT
EXIST. PAVEMENT
SH
AUX LN
LN
LN
LN
SH
SH
LN
LN
LN
AUX LN
SH
4.17%
1.56%
4.17%
4.17%
1.56%
4.17%
PGL
PGL
EX. SLOPES VARY
SB
NB
32.5'
35.4'
2.0%
2.0%
2.08%
17'
17'

IH-30 EXISTING TYPICAL SECTION
STA. 850+00 TO STA. 882+57.19

EX. GREAT SOUTHWEST PKWY BRIDGE OVER IH 30

EX. UP RAILROAD INDUSTRIAL TRACK BRIDGE OVER IH 30

EX. DUNCAN PERRY BRIDGE OVER IH 30

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.

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
PROPOSED GREAT SOUTHWEST PARKWAY = 30 mph

SCALE: 1"=200' H, 1"=20' V
ROLL 7 OF 12
IH 30 STA 850+00 TO 888+77

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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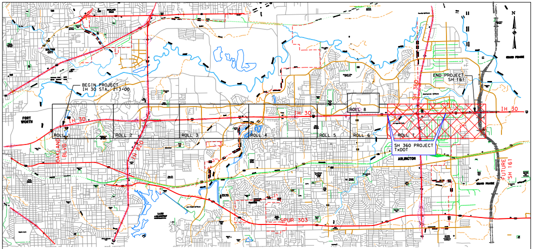
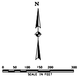

N
BEGIN PROJECT
IH 30 STA. 213+00
END PROJECT
SH 161
FORT WORTH
IH 30
IH 30
IH 30
ROLL 1
ROLL 2
ROLL 3
ROLL 4
ROLL 5
ROLL 6
ROLL 7
ROLL 8
OAKLAND BLVD
IH 820
SH 360
SH 360 PROJECT
TxDOT
ARLINGTON
FUTURE SH 161
SPUR 303
GRAND PRAIRIE

LOCATION MAP
N. T. S.

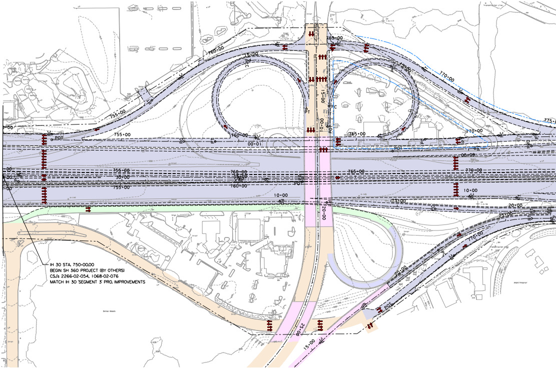
LEGEND

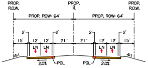
- EXISTING R.O.W.
- PROPOSED R.O.W.
- CONTROL OF ACCESS (ACCESS DENIAL LINE)
- → DIRECTION OF TRAFFIC
- EXISTING PROPERTY LINE
- CITY LIMITS
- 100-YR FLOODPLAIN LIMITS
- EXISTING CREEK CENTER LINE
- EXISTING CONTOURS
- EXISTING BRIDGE BENT LOCATION
- FIB OPT EXISTING FIBER OPTICS
- GAS EXISTING GAS LINE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

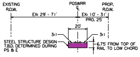

N
0
50
100
150
200
300
SCALE IN FEET

MATCH LINE - STATION EQUATION
BK STA 750+00.56 =
AH STA 750+00.00
SEE ROLL 6

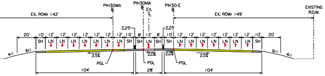

755+00
760+00
765+00
770+00
10+00
15+00
20+00
25+00
30+00
POT
PC
PT
IH 30 STA. 750+00.00
BEGIN SH 360 PROJECT (BY OTHERS)
CSJs 2266-02-054, 1068-02-076
MATCH IH 30 'SEGMENT 3' PRO. IMPROVEMENTS


PROP. R.O.W.
PROP. ℄
PROP. R.O.W.
PROP. ROW: 64'
PROP. ROW: 64'
2'
15'
12'
12'
21'
21'
LN
4:1
2.0%
PGL

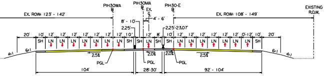
PROPOSED GREAT SOUTHWEST PKWY
PGSWPKWY STA. 43+64 TO STA. 62+79


EXISTING R.O.W.
PGSWRR ℄
PROP. R.O.W.
EX: 29' - 71'
EX: 10' - 31'
PRO. 25'
20'
3:1
STEEL STRUCTURE DESIGN T.B.D. DETERMINED DURING PS & E
6.75' FROM TOP OF RAIL TO LOW CHORD

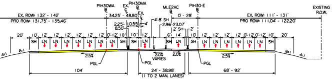
PRO. UP RAILROAD INDUSTRIAL TRACK
PGSWRR STA. 10+00.00 TO STA. 20+11.79


PIH30WA ℄
PIH30MA ℄
EX. ℄
PIH30-E ℄
EX. ROW: 142'
EX. ROW: 149'
EXISTING R.O.W.
2.25'
20'
10'
12'
8'
SH
LN
4:1
6:1
2.5%
2.0%
PGL
104'
28'

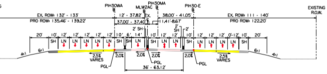
IH-30 10 GP LANES + AUX. LNS + 1 MANAGED LANE (REV)
PIH30MA STA. 850+00


PIH30WA ℄
PIH30MA ℄
EX. ℄
PIH30-E ℄
EX. ROW: 123' - 142'
EX. ROW: 108' - 149'
EXISTING R.O.W.
8' - 10'
4' - 6'
2.25'
2.25'-23.07'
0-12'
SH
LN
2.5%
2.0%
PGL
104'
28'-30'
92' - 104'

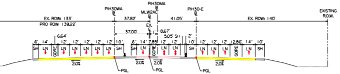
IH-30 10 GP LANES + AUX. LNS + 1 MANAGED LANE (REV)
PIH30MA STA. 850+00 TO STA. 865+05.24


PIH30WA ℄
PIH30MA
MLE2AC ℄
PIH30-E ℄
EX. ℄
EX. ROW: 132' - 142'
PRO ROW: 131.75' - 135.46'
EX. ROW: 111' - 131'
PRO ROW: 111.04' - 122.20'
EXISTING R.O.W.
34.25' - 48.80'
2.25'
8.50'
10.55'
4'
4'-8' SH
0' - 28'
2.96'-23.07'
2' SH
SH
LN
2.5%
2.0%
VARIES
PGL
104'
24' - 38.98'
(1 TO 2 MAN. LANES)
68' - 92'

IH-30 10 GP LANES + AUX. LNS + 1 MANAGED LANE (REV)
PIH30MA STA 865+05.24 TO STA. 881+74.88

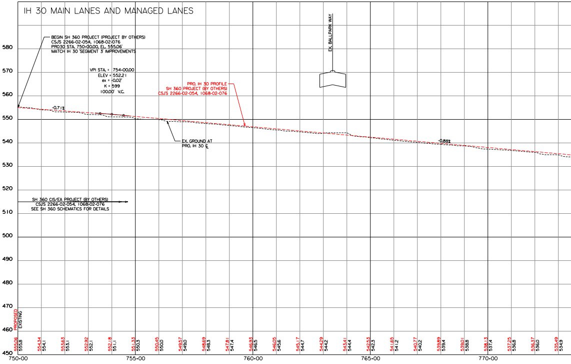

PIH30WA ℄
MLW2AC ℄
PIH30MA ℄
PIH30-E ℄
EX. ℄
EX. ROW: 132' - 133'
PRO ROW: 135.46' - 139.22'
12' - 37.82'
37.00' - 37.40'
38.00' - 41.05'
11.41'-8.67'
EX. ROW: 111 - 140'
PRO ROW: 122.20'
EXISTING R.O.W.
2' SH
SH
LN
2.5%
VARIES
2.0%
PGL
36' - 63.12'

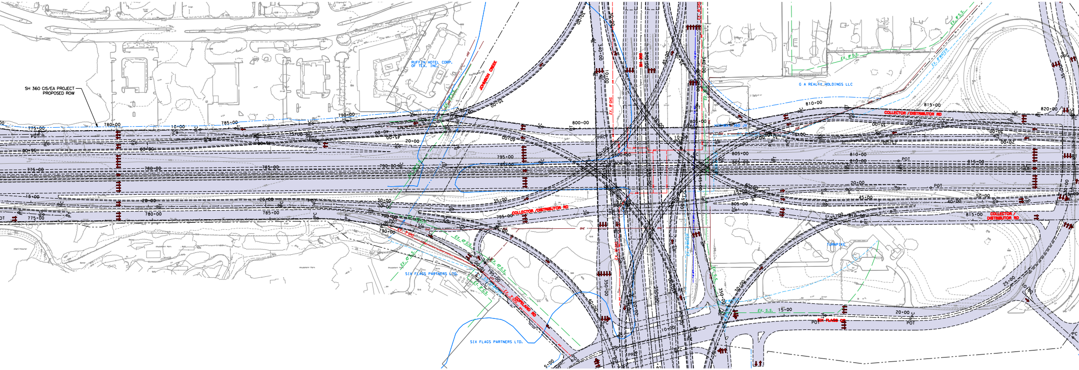
IH-30 9 GP LANES + 2 MANAGED LANES (REV)
PIH30MA STA. 881+74.88 TO STA. 888+77.59
MATCH EX. IH 30 PAVEMENT CONSTRUCTED BY DALLAS DISTICT AT STA. 882+57.09

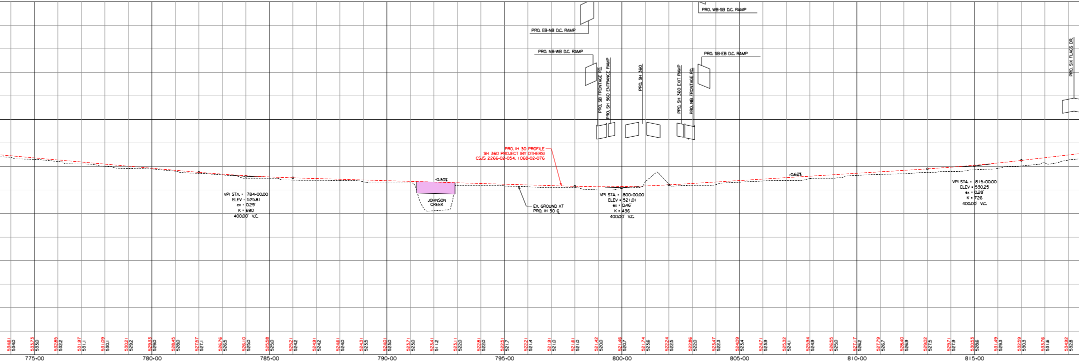

PIH30WA ℄
PIH30MA ℄
MLW2AC ℄
PIH30-E ℄
EX. ℄
EX. ROW: 133'
PRO ROW: 139.22'
37.82'
41.05'
EX. ROW: 140'
EXISTING R.O.W.
37.00'
8.67'
6.64'
5.05' SH
2'
7.85'
12.86'
SH
LN
GORE
2.0%
PGL

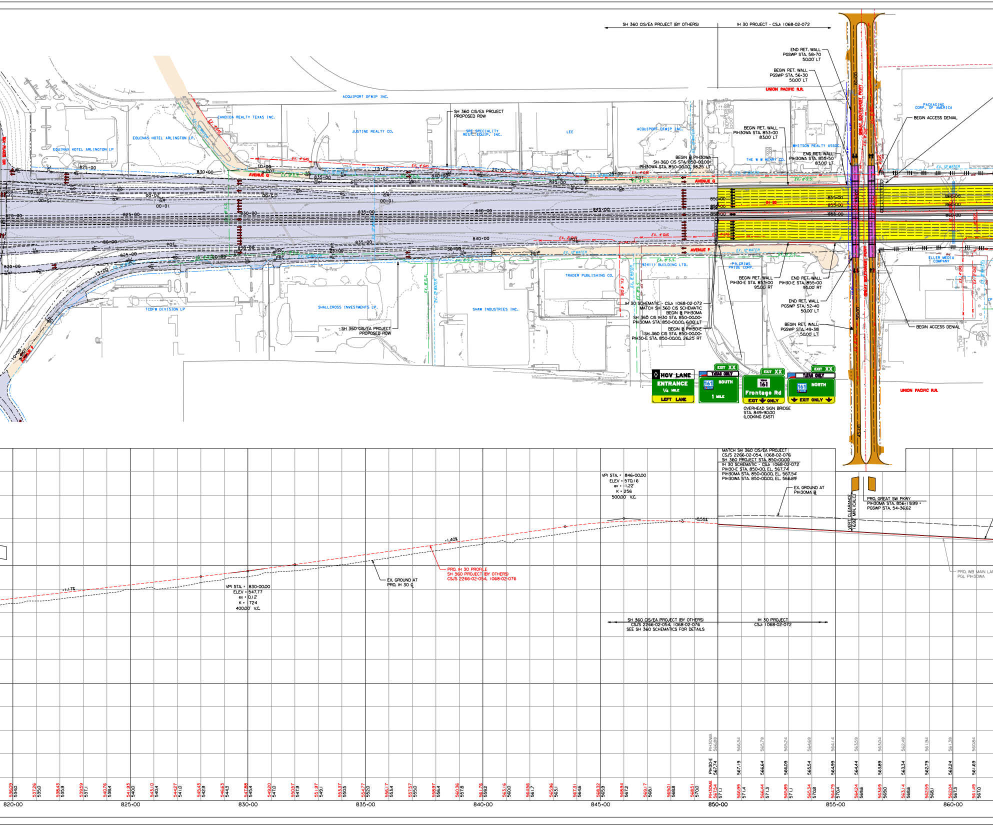
IH-30 9 GP LANES + 2 MANAGED LANES (REV)
PIH30MA STA. 888+77.59

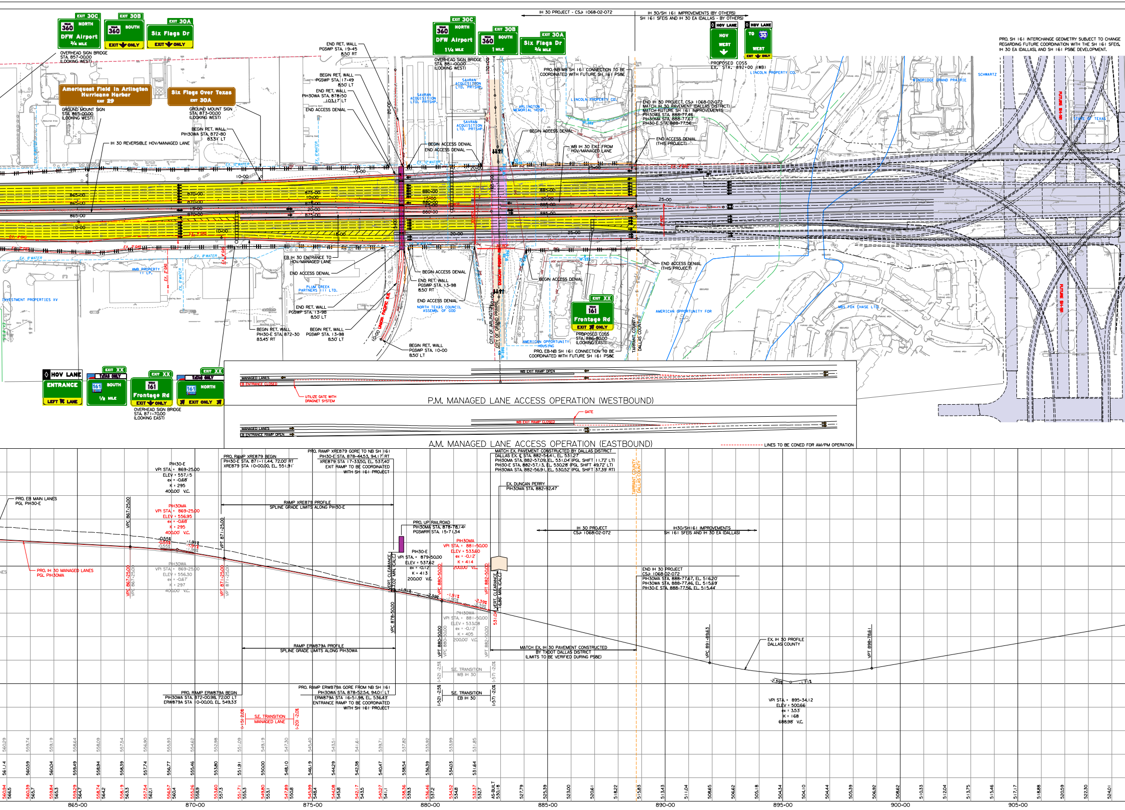
PROPOSED TYPICAL SECTIONS

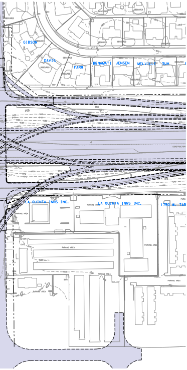


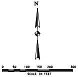

SH 360 CIS/EA PROJECT
PROPOSED ROW
RUFFIN HOTEL CORP.
OF TEX. INC.
JOHNSON CREEK
G A REALTY HOLDINGS LLC
COLLECTOR /DISTRIBUTOR RD
SIX FLAGS PARTNERS LTD.
COPELAND RD
TURNPIKE
SIX FLAGS DR
775+00
780+00
785+00
790+00
795+00
800+00
805+00
810+00
815+00
820+00
EX. 8" S.S.
EX. 12" S.S.
15+00
20+00
25+00
30+00
35+00
40+00
45+00
50+00
340+00
345+00
350+00




SH 360 CIS/EA PROJECT (BY OTHERS)
IH 30 PROJECT - CSJ: 1068-02-072
END RET. WALL PGSWP STA. 58+70 50.00' LT
BEGIN RET. WALL PGSWP STA. 56+30 50.00' LT
UNION PACIFIC R.R.
GREAT SOUTHWEST PKWY
PACKAGING CORP. OF AMERICA
BEGIN ACCESS DENIAL
ACQUIPORT DFWIP INC.
CANDIDA REALTY TEXAS INC.
JUSTINE REALTY CO.
SPE SPECIALITY REST. EQUIP. INC.
LEE
EQUINAS HOTEL ARLINGTON LP.
EQUINAX HOTEL ARLINGTON LP
SH 360 CIS/EA PROJECT PROPOSED ROW
BEGIN RET. WALL PIH30WA STA. 853+00 83.00' LT
WHITSON REALTY ASSOC.
THE W W HENRY CO.
END RET. WALL PIH30WA STA. 855+50 83.00' LT
BEGIN ℄ PIH30WA SH 360 CIS STA. 850+00.00= PIH30WA STA. 850+00.00, 38.25' LT
AVENUE G
EX. 4" GAS
EX. 8" S.S.
EX. 12" WATER
POT
IH 30
825+00
830+00
835+00
840+00
845+00
850+00
855+00
860+00
AVENUE F
924111 BUILDING LTD.
PILGRIMS PRIDE CORP.
ELLER MEDIA COMPANY
TRADER PUBLISHING CO.
SHALLCROSS INVESTMENTS LP.
SHAW INDUSTRIES INC.
TCDFW DIVISION LP
SH 360 CIS/EA PROJECT PROPOSED ROW
BEGIN RET. WALL PIH30-E STA. 853+00 95.00' RT
END RET. WALL PIH30-E STA. 855+00 95.00' RT
END RET. WALL PGSWP STA. 52+40 50.00' LT
BEGIN RET. WALL PGSWP STA. 49+38 50.00' LT
BEGIN ACCESS DENIAL
IH 30 SCHEMATIC - CSJ: 1068-02-072 MATCH SH 360 CIS SCHEMATIC BEGIN ℄ PIH30MA SH 360 CIS IH30 STA. 850+00.00= PIH30MA STA. 850+00.00, 6.00' LT
BEGIN ℄ PIH30-E SH 360 CIS STA. 850+00.00= PIH30-E STA. 850+00.00, 26.25' RT
HOV LANE
ENTRANCE
1/4 MILE
LEFT LANE
EXIT XX
TEXAS ONLY
161
SOUTH
1 MILE
EXIT XX
TEXAS 161
Frontage Rd
EXIT ONLY
EXIT XX
TEXAS ONLY
161
NORTH
EXIT ONLY
OVERHEAD SIGN BRIDGE STA. 849+90.00 (LOOKING EAST)
UNION PACIFIC R.R.
60.00
45.00
MATCH SH 360 CIS/EA PROJECT CSJ'S 2266-02-054, 1068-02-076 SH 360 PROJECT STA. 850+00.00
IH 30 SCHEMATIC - CSJ: 1068-02-072 PIH30-E STA. 850+00, EL. 567.74' PIH30MA STA. 850+00.00, EL. 567.54' PIH30WA STA. 850+00.00, EL. 566.89'
VPI STA. = 846+00.00 ELEV = 570.16 ex = -1.22' K = 256 500.00' V.C.
EX. GROUND AT PIH30MA ℄
VERT. CLEARANCE 16.92' MIN. (CALC)
PRO. GREAT SW PKWY PIH30MA STA. 856+19.99 = PGSWP STA. 54+36.62
-0.55%
+1.40%
+1.17%
PRO. WB MAIN LANE PGL PIH30WA
EX. GROUND AT PRO. IH 30 ℄
PRO. IH 30 PROFILE SH 360 PROJECT (BY OTHERS) CSJ'S 2266-02-054, 1068-02-076
VPI STA. = 830+00.00 ELEV = 547.77 ex = 0.12' K = 1724 400.00' V.C.
SH 360 CIS/EA PROJECT (BY OTHERS) CSJ'S 2266-02-054, 1068-02-076 SEE SH 360 SCHEMATICS FOR DETAILS
IH 30 PROJECT CSJ: 1068-02-072
PIH30WA
566.89
566.34
565.79
565.24
564.69
564.14
563.59
563.04
562.49
561.94
561.39
560.84
PIH30-E
567.74
567.19
566.64
566.09
565.54
564.99
564.44
563.89
563.34
562.79
562.24
561.69
536.09 534.0
537.26 535.0
538.43 535.9
539.59 537.1
540.76 538.4
541.93 540.0
543.10 540.4
544.27 541.0
545.43 542.9
546.63 544.3
547.88 545.4
549.20 547.0
550.57 547.9
551.97 549.1
553.37 550.5
554.77 552.0
556.17 553.4
557.57 555.0
558.97 556.4
560.36 557.8
561.76 559.2
563.16 560.0
564.56 561.7
565.96 563.1
567.31 564.6
568.32 565.9
568.94 567.2
569.17 568.1
569.01 568.8
568.51 570.0
PIH30MA 567.54 571.1
566.99 571.4
566.44 571.3
565.89 571.1
565.34 570.8
564.79 570.4
564.24 569.6
563.69 569.0
563.14 568.6
562.59 568.1
562.04 567.3
561.49 567.0
820+00
825+00
830+00
835+00
840+00
845+00
850+00
855+00
860+00


EXIT 30C
360 NORTH
DFW Airport
3/4 MILE
EXIT 30B
360 SOUTH
EXIT ONLY
EXIT 30A
Six Flags Dr
EXIT ONLY
OVERHEAD SIGN BRIDGE
STA. 857+00.00
(LOOKING WEST)
Ameriquest Field in Arlington
Hurricane Harbor
EXIT 29
GROUND MOUNT SIGN
STA. 865+00.00
(LOOKING WEST)
Six Flags Over Texas
EXIT 30A
GROUND MOUNT SIGN
STA. 873+00.00
(LOOKING WEST)
IH 30 REVERSIBLE HOV/MANAGED LANE
END RET. WALL
PGSWP STA. 19+45
8.50' RT
BEGIN RET. WALL
PGSWP STA. 17+49
8.50' LT
END RET. WALL
PIH30WA STA. 878+50
103.17' LT
END ACCESS DENIAL
BEGIN RET. WALL
PIH30WA STA. 872+80
83.31' LT
EXIT 30C
360 NORTH
DFW Airport
1 1/4 MILE
EXIT 30B
360 SOUTH
1 MILE
EXIT 30A
Six Flags Dr
3/4 MILE
OVERHEAD SIGN BRIDGE
STA. 881+00.00
(LOOKING WEST)
IH 30 PROJECT - CSJ: 1068-02-072
IH 30/SH 161 IMPROVEMENTS (BY OTHERS)
SH 161 SFEIS AND IH 30 EA (DALLAS - BY OTHERS)
HOV LANE
HOV
WEST
HOV LANE
TO 30
WEST
EXIT ONLY
PROPOSED COSS
EX. STA. 892+00 (WB)
PRO. SH 161 INTERCHANGE GEOMETRY SUBJECT TO CHANGE
REGARDING FUTURE COORDINATION WITH THE SH 161 SFEIS,
IH 30 EA (DALLAS), AND SH 161 PS&E DEVELOPMENT.
PRO. NB-WB SH 161 CONNECTION TO BE
COORDINATED WITH FUTURE SH 161 PS&E
SAVRAN ACQUISITION LTD. PRTSHP.
ARLINGTON MEMORIAL HOSP.
LINCOLN PROPERTY CO.
WOODRIDGE GRAND PRAIRIE
SCHWARTZ
STATE OF TEXAS
FUTURE SH 161
END IH 30 PROJECT, CSJ: 1068-02-072
MATCH IH 30 PAVEMENT (DALLAS DISTRICT)
MATCH FUTURE SH 161 IMPROVEMENTS
PIH30WA STA. 888+77.46
PIH30MA STA. 888+77.67
PIH30-E STA. 888+77.56
BEGIN ACCESS DENIAL
END ACCESS DENIAL
(THIS PROJECT)
BEGIN ACCESS DENIAL
END ACCESS DENIAL
WB IH 30 EXIT FROM
HOV/MANAGED LANE
EX. 12" WATER
EX. 8" WATER
EX. 2" GAS
EX. 6" WATER
865+00
870+00
875+00
880+00
885+00
10+00
15+00
20+00
25+00
EB IH 30 ENTRANCE TO
HOV/MANAGED LANE
END ACCESS DENIAL
PLUM CREEK PARTNERS III LTD.
AMB PROPERTY II LP.
INVESTMENT PROPERTIES XV
END RET. WALL
PGSWP STA. 13+98
8.50' LT
BEGIN RET. WALL
PIH30-E STA. 872+30
83.45' RT
BEGIN RET. WALL
PGSWP STA. 13+98
8.50' LT
BEGIN ACCESS DENIAL
END RET. WALL
PGSWP STA. 13+98
8.50' RT
END ACCESS DENIAL
NORTH TEXAS COUNCIL ASSEMBL. OF GOD
UNION PACIFIC R.R.
DUNCAN PERRY RD
BEGIN RET. WALL
PGSWP STA. 10+00
8.50' LT
CITY OF ARLINGTON
CITY OF GRAND PRAIRIE
BEGIN ACCESS DENIAL
EXIT XX
161
Frontage Rd
EXIT ONLY
PROPOSED COSS
STA. 886+80.00
(LOOKING EAST)
AMERICAN OPPORTUNITY HOUSING
PRO. EB-NB SH 161 CONNECTION TO BE
COORDINATED WITH FUTURE SH 161 PS&E
TARRANT COUNTY
DALLAS COUNTY
AMERICAN OPPORTUNITY FOR
MHS FOX CHASE LTD.
END ACCESS DENIAL
(THIS PROJECT)
HOV LANE
ENTRANCE
LEFT LANE
EXIT XX
TEXAS ONLY
161 SOUTH
1/2 MILE
EXIT XX
161
Frontage Rd
EXIT ONLY
EXIT XX
TEXAS ONLY
161 NORTH
EXIT ONLY
OVERHEAD SIGN BRIDGE
STA. 871+70.00
(LOOKING EAST)
WB EXIT RAMP OPEN
MANAGED LANES
EB ENTRANCE CLOSED
UTILIZE GATE WITH
DRAGNET SYSTEM
P.M. MANAGED LANE ACCESS OPERATION (WESTBOUND)
GATE
WB EXIT RAMP CLOSED
MANAGED LANES
EB ENTRANCE RAMP OPEN
A.M. MANAGED LANE ACCESS OPERATION (EASTBOUND)
LINES TO BE CONED FOR AM/PM OPERATION
PRO. EB MAIN LANES
PGL PIH30-E
PRO. IH 30 MANAGED LANES
PGL PIH30MA
PIH30-E
VPI STA. = 869+25.00
ELEV = 557.15
ex = -0.68
K = 295
400.00' V.C.
PIH30MA
VPI STA. = 869+25.00
ELEV = 556.95
ex = -0.68
K = 295
400.00' V.C.
PIH30WA
VPI STA. = 869+25.00
ELEV = 556.30
ex = -0.67
K = 297
400.00' V.C.
VPC 867+25.00
VPT 871+25.00
-0.55%
-1.91%
PRO. RAMP XRE879 BEGIN
PIH30-E STA. 871+11.44, 72.00' RT
XRE879 STA. 10+00.00, EL. 551.91'
PRO. RAMP XRE879 GORE TO NB SH 161
PIH30-E STA. 878+44.53, 94.17' RT
XRE879 STA. 17+33.50, EL. 537.40'
EXIT RAMP TO BE COORDINATED
WITH SH 161 PROJECT
RAMP XRE879 PROFILE
SPLINE GRADE LIMITS ALONG PIH30-E
PRO. UP RAILROAD
PIH30MA STA. 878+78.14±
PGSWRR STA. 15+71.34
PIH30-E
VPI STA. = 879+50.00
ELEV = 537.62
ex = -0.12
K = 413
200.00' V.C.
VPC 878+50.00
VERT. CLEARANCE
17.02' MIN. (CALC.)
PIH30MA
VPI STA. = 881+50.00
ELEV = 533.60
ex = -0.12
K = 414
200.00' V.C.
PIH30WA
VPI STA. = 881+50.00
ELEV = 533.08
ex = -0.12
K = 405
200.00' V.C.
VPC 880+50.00
VPT 882+50.00
-2.39%
VERT. CLEARANCE
16.86' MIN. (CALC.)
MATCH EX. PAVEMENT CONSTRUCTED BY DALLAS DISTRICT
DALLAS EX. ℄ STA. 882+54.41, EL. 531.27'
PIH30MA STA. 882+57.09, EL. 531.04' (PGL SHIFT 11.72' LT)
PIH30-E STA. 882+57.13, EL. 530.28' (PGL SHIFT 49.72' LT)
PIH30WA STA. 882+56.91, EL. 530.52' (PGL SHIFT 37.39' RT)
EX. DUNCAN PERRY
PIH30MA STA. 882+92.47
IH 30 PROJECT
CSJ: 1068-02-072
IH30/SH161 IMPROVEMENTS
SH 161 SFEIS AND IH 30 EA (DALLAS)
END IH 30 PROJECT
CSJ: 1068-02-072
PIH30MA STA. 888+77.67, EL. 516.20'
PIH30WA STA. 888+77.46, EL. 515.69'
PIH30-E STA. 888+77.56, EL. 515.44'
MATCH EX. IH 30 PAVEMENT CONSTRUCTED
BY TXDOT DALLAS DISTRICT
(LIMITS TO BE VERIFIED DURING PS&E)
EX. IH 30 PROFILE
DALLAS COUNTY
VPC 891+89.63
VPT 898+78.61
-2.39%
1.71%
VPI STA. = 895+34.12
ELEV = 500.66
ex = 3.53
K = 168
688.98' V.C.
RAMP ERW879A PROFILE
SPLINE GRADE LIMITS ALONG PIH30WA
PRO. RAMP ERW879A BEGIN
PIH30WA STA. 872+00.98, 72.00' LT
ERW879A STA. 10+00.00, EL. 549.33'
PRO. RAMP ERW879A GORE FROM NB SH 161
PIH30WA STA. 878+52.54, 94.01' LT
ERW879A STA. 16+51.98, EL. 536.43'
ENTRANCE RAMP TO BE COORDINATED
WITH SH 161 PROJECT
S.E. TRANSITION
MANAGED LANE
S.E. TRANSITION
WB IH 30
S.E. TRANSITION
EB IH 30
865+00
870+00
875+00
880+00
885+00
890+00
895+00
900+00
905+00
AS-BUILT 530.18

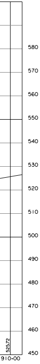

GIBSON
DAVIS
FARR
BENAMATI
JENSEN
MELVILLE
SUH
LA QUINTA INNS INC.
LA QUINTA INNS INC.
1750 W. TAB
PARKING AREA


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

ROLL 7 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
PROPOSED GREAT SOUTHWEST PARKWAY = 30 mph

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

ROLL 7 OF 12
IH 30 STA 850+00 TO 888+77

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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