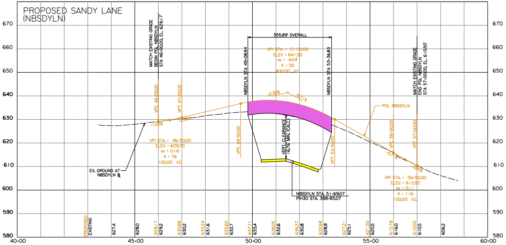
ROLL 9 OF 12


PROPOSED SANDY LANE
(NBSDYLN)
670
660
650
640
630
620
610
600
590
580
MATCH EXISTING GRADE
BEGIN PGL NBSDYLN
STA 46+00.00, EL. 629.17'
VPC 46+00.00
VPT 47+00.00
+1.05%
+2.36%
VPI STA. = 46+50.00
ELEV = 629.70
ex = 0.16'
K = 76
100.00' V.C.
EX. GROUND AT
NBSDYLN ℄
VPC 49+50.00
NBSDYLN STA 49+08.94
355.89' OVERALL
VPI STA. = 51+50.00
ELEV = 641.50
ex = -4.04'
K = 50
400.00' V.C.
+2.36%
-5.71%
VERT. CLEARANCE
16.76' MIN. (CALC.)
NBSDYLN STA 53+36.83
VPT 53+50.00
NBSDYLN STA. 51+69.07
PIH30 STA. 388+85.07
PGL NBSDYLN
VPC 56+00.00
VPT 57+00.00
-5.71%
-1.05%
MATCH EXISTING GRADE
END PGL NBSDYLN
STA 57+00.00, EL. 610.50'
VPI STA. = 56+50.00
ELEV = 612.93
ex = 0.11'
K = 116
100.00' V.C.
PROPOSED
EXISTING
627.4
628.0
629.17
629.2
630.88
630.2
633.24
631.6
635.60
632.7
637.71
633.4
638.05
632.6
636.37
630.8
632.68
628.9
627.21
625.1
621.50
620.5
615.78
616.0
610.50
610.5
606.2
40+00
45+00
50+00
55+00
60+00

620
610
600
590
580
570
560
550
540
530

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

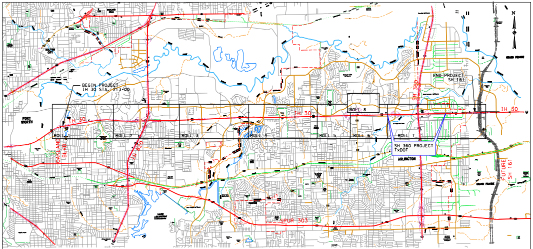
IH 30 MAIN LANES
STA. 213+00 TO STA. 888+77
EXCLUDES STA. 750+00 TO STA. 850+00
DESIGN SPEED:
FREEWAY = 70 mph
RAMPS = 50 mph
FRONTAGE ROADS = 40 mph
CROSS STREETS = 40 mph
PROPOSED GREAT SOUTHWEST PKWY = 30 mph
SCALE: 1"=200' H, 1"=20' V
ROLL 9 OF 12
CROSS STREET PROFILES

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

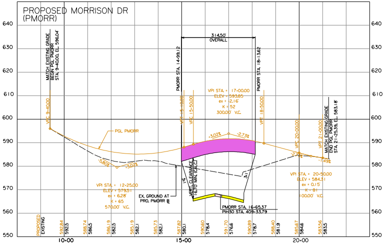
Matthew G. Craig	69910	10-06-2006
Type or Print Name	PE#	Date

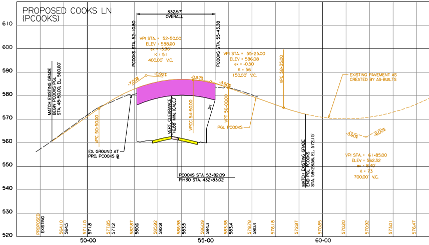
Halff Associates
ENGINEERS . ARCHITECTS . SCIENTISTS . PLANNERS . SURVEYORS

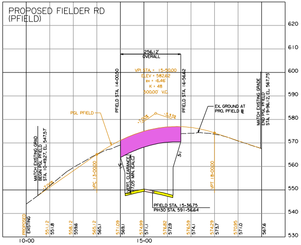
© 2006 BY TEXAS DEPARTMENT OF TRANSPORTATION
(512) 416-2055; ALL RIGHTS RESERVED

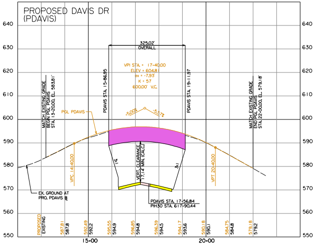

BEGIN PROJECT
IH 30 STA. 213+00
FORT WORTH
HALTOM CITY
IH 30
OAKLAND BLVD
IH 820
ROLL 1
ROLL 2
ROLL 3
ROLL 4
ROLL 5
ROLL 6
ROLL 7
ROLL 8
SH 360
END PROJECT
SH 161
SH 360 PROJECT
TxDOT
ARLINGTON
SPUR 303
FUTURE SH 161
GRAND PRAIRIE
N

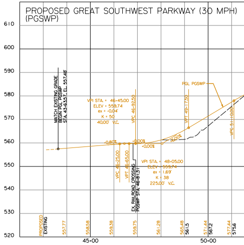
LOCATION MAP
N.T.S.

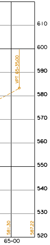

PROPOSED MORRISON DR
(PMORR)
640
630
620
610
600
590
580
570
560
550
MATCH EXISTING GRADE
BEGIN PGL PMORR
STA. 9+40.00, EL. 596.04'
VPC 9+40.00
PGL PMORR
-5.80%
+3.02%
VPI STA. = 12+25.00
ELEV = 579.51
ex = 6.28'
K = 65
570.00' V.C.
EX. GROUND AT
PRO. PMORR ℄
PMORR STA. 14+99.12
VPT 15+10.00
VPC 15+50.00
314.50'
OVERALL
VPI STA. = 17+00.00
ELEV = 593.85
ex = -2.16'
K = 52
300.00' V.C.
+3.02%
-2.73%
1½:1
VERT. CLEARANCE
16.70' MIN. (CALC.)
3:1
PMORR STA. 16+65.37
PIH30 STA. 409+33.79
PMORR STA. 18+13.62
VPT 18+50.00
VPC 20+00.00
-2.73%
VPT 21+00.00
-1.49%
MATCH EXISTING GRADE
END PGL PMORR
STA. 21+25.39, EL. 583.18'
VPI STA. = 20+50.00
ELEV = 584.31
ex = 0.15'
K = 81
100.00' V.C.
PROPOSED
EXISTING
592.84
592.5
588.74
586.5
586.19
582.5
585.19
582.1
585.73
582.1
587.82
580.1
590.60
578.4
591.70
576.6
590.89
578.7
588.40
581.9
585.67
584.6
583.56
583.5
10+00
15+00
20+00


PROPOSED COOKS LN
(PCOOKS)
610
600
590
580
570
560
550
540
530
520
MATCH EXISTING GRADE
BEGIN PCOOKS PGL
STA. 48+50.00, EL. 560.60'
VPC 50+50.00
EX. GROUND AT
PRO. PCOOKS ℄
PCOOKS STA. 52+10.80
332.57'
OVERALL
VPI STA. = 52+50.00
ELEV = 588.60
ex = -3.96'
K = 51
400.00' V.C.
+7.00%
-0.92%
-0.92%
VERT. CLEARANCE
16.88' MIN. (CALC.)
VPCC 54+50.00
3:1
PCOOKS STA. 53+82.09
PIH30 STA. 432+83.02
PCOOKS STA. 55+43.38
VPI STA. = 55+25.00
ELEV = 586.08
ex = -0.50'
K = 56
150.00' V.C.
-3.60%
VPT 56+00.00
PGL PCOOKS
VPC 58+35.00
EXISTING PAVEMENT AS
CREATED BY AS-BUILTS
MATCH EXISTING GRADE
END PGL PCOOKS
STA. 59+28.56, EL. 572.15'
-3.60%
+6.00%
VPI STA. = 61+85.00
ELEV = 562.32
ex = 8.40'
K = 73
700.00' V.C.
PROPOSED
EXISTING
564.10
564.5
571.10
571.8
577.85
577.2
582.87
580.6
585.92
582.8
586.98
583.5
586.09
584.3
583.38
583.4
579.78
580.4
576.18
572.87
570.85
570.20
570.92
573.01
576.47
50+00
55+00
60+00

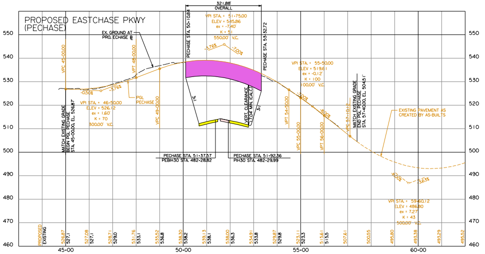

PROPOSED FIELDER RD
(PFIELD)
620
610
600
590
580
570
560
550
540
530
MATCH EXISTING GRAD
BEGIN PGL PFIELD
STA. 10+49.27, EL. 547.57'
+7.00%
PGL PFIELD
VPC 13+00.00
PFIELD STA. 14+00.50
256.12'
OVERALL
VPI STA. = 15+50.00
ELEV = 582.62
ex = -6.46'
K = 48
500.00' V.C.
+7.00%
-3.33%
1½:1
VERT. CLEARANCE
17.05' MIN. (CALC.)
3:1
PFIELD STA. 15+36.75
PIH30 STA. 591+56.64
PFIELD STA. 16+56.62
EX. GROUND AT
PRO. PFIELD ℄
VPT 18+00.00
MATCH EXISTING GRADE
END PGL PFIELD
STA. 19+96.12, EL. 567.75'
PROPOSED
EXISTING
551.12
551.8
558.12
559.6
565.12
565.1
571.09
569.1
574.99
571.1
576.82
572.9
576.59
574.1
574.29
573.7
570.95
571.0
567.6
10+00
15+00


PROPOSED DAVIS DR
(PDAVIS)
640
630
620
610
600
590
580
570
560
550
MATCH EXISTING GRADE
BEGIN PGL PDAVIS
STA. 13+20.00, EL. 583.81'
PGL PDAVIS
VPC 14+40.00
EX. GROUND AT
PRO. PDAVIS ℄
PDAVIS STA. 15+86.95
325.02'
OVERALL
VPI STA. = 17+40.00
ELEV = 604.81
ex = -7.93'
K = 57
600.00' V.C.
+5.00%
-5.57%
1½:1
VERT. CLEARANCE
17.14' MIN. (CALC.)
3:1
PDAVIS STA. 17+56.84
PIH30 STA. 617+90.44
PDAVIS STA. 19+11.97
VPT 20+40.00
MATCH EXISTING GRADE
END PGL PDAVIS
STA. 22+00.00, EL. 579.18'
PROPOSED
EXISTING
587.81
587.8
592.49
592.2
595.55
594.9
596.85
594.8
596.39
594.5
594.17
593.6
590.18
590.1
584.75
584.8
579.18
579.2
15+00
20+00

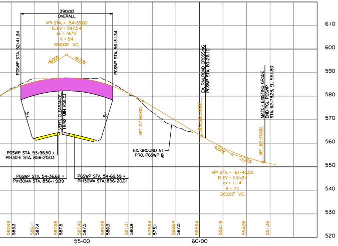

PROPOSED GREAT SOUTHWEST PARKWAY (30 MPH)
(PGSWP)
610
600
590
580
570
560
550
540
530
520
MATCH EXISTING GRADE
BEGIN PGL PGSWP
STA. 43+63.57, EL. 557.48'
VPI STA. = 46+45.00
ELEV = 559.74
ex = -0.04'
K = 50
40.00' V.C.
+0.80%
+0.00%
+0.00%
VPC 46+25.00
VPT 46+65.00
VPC 46+92.50
EX. RAILROAD CROSSING
PGSWP STA. 46+81.31
VPI STA. = 48+05.00
ELEV = 559.74
ex = 1.69'
K = 38
225.00' V.C.
+6.00%
VPT 49+17.50
PGL PGSWP
VPC 51+10.00
PROPOSED
EXISTING
557.77
558.58
559.38
559.75
561.28
565.48
561.5
571.44
567.2
577.44
575.6
45+00
50+00



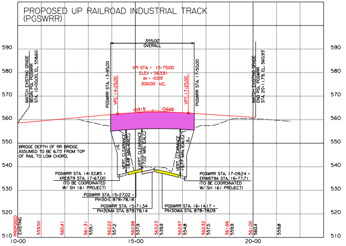
610
600
590
580
570
560
550
540
530
520
VPT 65+35.00
581.30
587.22
65+00



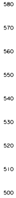
PROPOSED EASTCHASE PKWY (PECHASE)
321.88' OVERALL
VPI STA. = 51+75.00
ELEV = 545.86
ex = -7.40'
K = 51
550.00' V.C.
-3.76%
-7.00%
PECHASE STA. 50+10.84
PECHASE STA. 53+32.72
EX. GROUND AT PRO. ECHASE ℄
VPC 45+00.00
VPT 48+00.00
VPC 49+00.00
-0.50%
3.76%
PGL PECHASE
VPI STA. = 46+50.00
ELEV = 526.12
ex = 1.60'
K = 70
300.00' V.C.
MATCH EXISTING GRADE BEGIN PGL PECHASE STA. 45+00.00, EL. 526.87
1:1
3:1
VERT. CLEARANCE 17.04' MIN. (CALC)
PECHASE STA. 51+37.57
PEBIH30 STA. 482+28.82
PECHASE STA. 51+92.36
PIH30 STA. 482+29.99
VPI STA. = 55+50.00
ELEV = 519.61
ex = -0.12'
K = 100
100.00' V.C.
VPT 54+50.00
VPC 55+00.00
VPT 56+00.00
VPC 57+10.13
-7.00%
-8.00%
MATCH EXISTING GRADE END PGL PECHASE STA. 57+40.00, EL. 504.51'
EXISTING PAVEMENT AS CREATED BY AS-BUILTS
-8.00%
3.63%
VPI STA. = 59+60.12
ELEV = 486.80
ex = 7.27
K = 43
500.00' V.C.
550
540
530
520
510
500
490
480
470
460
PROPOSED
EXISTING
526.87
527.1
527.08
527.1
528.71
529.0
531.76
533.1
535.52
536.8
538.30
538.2
539.13
538.1
538.00
536.3
534.91
533.8
529.87
529.8
523.11
523.3
515.61
515.5
507.61
500.55
495.80
493.38
493.29
495.52
45+00
50+00
55+00
60+00



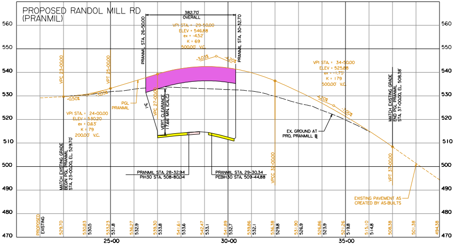
390.00' OVERALL
VPI STA. = 54+35.00
ELEV = 597.54
ex = -9.75'
K = 54
650.00' V.C.
-6.00%
-6.00%
PGSWP STA. 52+41.34
PGSWP STA. 56+31.34
1:1
3:1
VERT. CLEARANCE 16.92' MIN. (CALC)
PGSWP STA. 53+96.50 =
PIH30-E STA. 856+20.03
PGSWP STA. 54+36.62 =
PIH30MA STA. 856+19.99
PGSWP STA. 54+69.39 =
PIH30WA STA. 856+20.01
VPT 57+60.00
EX. GROUND AT PRO. PGSWP ℄
EX. RAILROAD CROSSING PGSWP STA. 60+26.10
VPC 60+10.00
-6.00%
-2.49%
VPT 62+70.00
MATCH EXISTING GRADE END PGL PGSWP STA. 62+78.24, EL. 551.80
VPI STA. = 61+40.00
ELEV = 555.24
ex = 1.14'
K = 74
260.00' V.C.
610
600
590
580
570
560
550
540
530
520
582.69
583.3
586.11
587.4
587.68
587.5
587.40
587.5
585.28
586.9
581.31
580.9
575.64
573.1
569.64
567.0
563.64
558.19
554.08
551.36
55+00
60+00

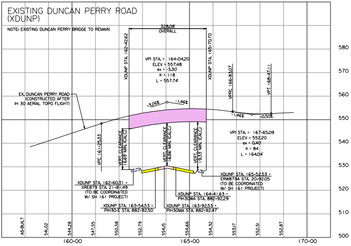


PROPOSED UP RAILROAD INDUSTRIAL TRACK (PGSWRR)
355.00' OVERALL
MATCH EXISTING GRADE BEGIN PGL PGSWRR STA. 10+00.00, EL. 558.60
PGSWRR STA. 13+95.00
VPC 14+25.00
VPI STA. = 15+75.00
ELEV = 563.81
ex = -0.59'
300.00' V.C.
VPT 17+25.00
PGSWRR STA. 17+50.00
-0.91%
-0.66%
MATCH EXISTING GRADE END PGL PGSWRR STA. 20+11.79, EL. 560.93
BRIDGE DEPTH OF RR BRIDGE ASSUMED TO BE 6.75' FROM TOP OF RAIL TO LOW CHORD.
VERT. CLEARANCE 18.48' MIN. (CALC)
VERT. CLEARANCE 17.02' MIN. (CALC)
VERT. CLEARANCE 19.77' MIN. (CALC)
3:1
PGSWRR STA. 14+32.85 =
XRE879 STA. 17+67.00
(TO BE COORDINATED W/ SH 161 PROJECT)
PGSWRR STA. 15+27.02 =
PIH30-E 878+78.18
PGSWRR STA. 15+71.34
PIH30MA STA. 878+78.14
PGSWRR STA. 16+14.17 =
PIH30WA STA. 878+78.09
PGSWRR STA. 17+09.24 =
ERW879A STA. 16+77.71
(TO BE COORDINATED W/ SH 161 PROJECT)
590
580
570
560
550
540
530
520
510
PROPOSED
EXISTING
559.50
560.41
561.31
559.1
562.22
557.2
562.98
537.9
563.23
539.9
562.97
554.8
562.32
557.5
561.66
559.9
561.00
560.4
559.8
10+00
15+00
20+00



580
570
560
550
540
530
520
510
500


PROPOSED RANDOL MILL RD
(PRANMIL)
382.70'
OVERALL
PRANMIL STA. 26+50.00
PRANMIL STA. 30+32.70
VPI STA. = 29+50.00
ELEV = 546.88
ex = -4.52'
K = 69
500.00' V.C.
+3.03%
-4.20%
VPC 23+00.00
VPT 25+00.00
-0.50%
+3.03%
PGL
PRANMIL
VPI STA. = 24+00.00
ELEV = 530.20
ex = 0.63'
K = 79
200.00' V.C.
1½:1
VPC 27+00.00
VERT. CLEARANCE
17.66' MIN. (CALC)
VPI STA. = 34+50.00
ELEV = 525.88
ex = -1.75'
K = 179
500.00' V.C.
-4.20%
-7.00%
EX. GROUND AT
PRO. PRANMILL ℄
MATCH EXISTING GRADE
END PGL PRANMIL
STA. 37+00.00, EL. 508.38'
MATCH EXISTING GRADE
BEGIN PGL PRANMIL
STA. 23+00.00, EL. 529.70'
PRANMIL STA. 28+32.94
PIH30 STA. 508+80.04
PRANMIL STA. 29+30.34
PEBIH30 STA. 509+44.88
VPCC 32+00.00
VPT 37+00.00
EXISTING PAVEMENT AS
CREATED BY AS-BUILTS
560
550
540
530
520
510
500
490
480
470
PROPOSED
EXISTING
529.70
530.83
530.5
533.23
531.8
536.27
532.9
539.30
533.8
541.61
533.6
542.47
533.1
541.89
532.7
539.86
532.1
536.38
529.8
531.90
526.9
526.86
523.9
521.26
519.8
515.10
514.8
508.38
501.38
494.38
25+00
30+00
35+00


EXISTING DUNCAN PERRY ROAD
(XDUNP)
NOTE: EXISTING DUNCAN PERRY BRIDGE TO REMAIN
328.08'
OVERALL
XDUNP STA. 162+42.62
XDUNP STA. 165+70.70
VPI STA. = 164+04.20
ELEV = 557.48
ex = -3.30'
K = 118
L = 557.74'
VPRC 166+83.07
VPT 168+47.11
EX. DUNCAN PERRY ROAD
(CONSTRUCTED AFTER
IH 30 AERIAL TOPO FLIGHT)
+3.26%
-1.46%
-1.46%
+0.50%
VPC 161+25.33
VERT. CLEARANCE
16.69' MIN. (CALC)
VERT. CLEARANCE
16.86' MIN. (CALC)
VERT. CLEARANCE
19.33' MIN. (CALC)
VPI STA. = 167+65.09
ELEV = 552.20
ex = 0.40'
K = 84
L = 164.04'
XDUNP STA. 162+60.31 =
XRE879 STA. 21+81.49
(TO BE COORDINATED
W/ SH 161 PROJECT)
XDUNP STA. 165+52.53 =
ERW879A STA. 20+92.05
(TO BE COORDINATED
W/ SH 161 PROJECT)
XDUNP STA. 164+41.63 =
PIH30WA STA. 882+92.29
XDUNP STA. 163+54.53 =
PIH30-E STA. 882+92.50
XDUNP STA. 163+92.53 =
PIH30MA STA. 882+92.47
580
570
560
550
540
530
520
510
500
AS-BUILT
541.02
544.28
547.55
550.58
552.79
554.15
554.66
554.32
553.17
552.51
552.87
160+00
165+00
170+00

ROLL 9 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 PKWY = 30 mph
SCALE: 1"=200' H, 1"=20' V
ROLL 9 OF 12
CROSS STREET PROFILES

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

© 2006 BY TEXAS DEPARTMENT OF TRANSPORTATION
(512) 416-2055; ALL RIGHTS RESERVED