TEXAS DEPARTMENT OF TRANSPORTATION
DAVID W. GARRISON, P.E. DISTRICT ENGINEER
DAVID M. BAUER, P.E. DISTRICT ENGINEER

PUBLIC MEETING DISPLAY
CONCEPTUAL DESIGN SCHEMATIC
I-20 ARLINGTON-GRAND PRAIRIE CORRIDOR STUDY
GENERAL PURPOSE LANES
CSJS: 2374-05-084, 2374-04-083
TARRANT & DALLAS COUNTIES, TEXAS

MAY 16, 2024 ROLL: 2 OF 4

ROADWAY NAME	STUDY LIMITS	STUDY LENGTH
	CSJ: 2374-05-084:	
I-20	FROM US 287 TO FM 1187	10.35 MI
SH360	FROM ARKANSAS LANE TO E EUBALLY RD	3.20 MI
	CSJ: 2374-04-083:	
I-20	FROM TARRANT COUNTY/DALLAS COUNTY PKWY	1.14 MI
SH161	FROM NAPOLEON RD TO SAM RAYBURN TOLL	1.31 MI
	TOTAL	16.00 MI

ROADWAY NAME	FUNCTIONAL CLASSIFICATION	DESIGN SPEED
I-20	URBAN INTERSTATE	70 MPH
DIRECT CONNECTORS	URBAN FREEWAY	50 MPH
SH360	URBAN PRINCIPAL ARTERIAL	40 MPH
SH161	URBAN PRINCIPAL ARTERIAL	35 MPH
FRONTAGE ROADS	URBAN MAJOR COLLECTOR	40 MPH
EXTRANEOUS RAMPS	URBAN PRINCIPAL ARTERIAL	40 MPH
CROSS STREETS	URBAN PRINCIPAL ARTERIAL	30-40 MPH
CROSS STREETS	URBAN MINOR COLLECTOR	30-40 MPH
TURNAROUND	URBAN COLLECTOR	20 MPH

TRAFFIC DATA (I-20):

ADT (2055) = 206,700	% TRUCK ADT: 7.1%, % TRUCK DHV: 3.2%
AADT (2019) = 175,000	DHV = 17,500
AADT (2045) = 206,400	DD: 58/41

TRAFFIC DATA (SH360):

AADT (2055) = 134,700	% TRUCK ADT: 5.9%, % TRUCK DHV: 3.8%
AADT (2019) = 979,000	K-FACTOR: 7.7
AADT (2045) = 136,300	DD: 55/45

TRAFFIC DATA (SH161):

AADT (2055) = 116,100	% TRUCK ADT: 5.5%, % TRUCK DHV: 5.0%
AADT (2019) = 79,000	K-FACTOR: 7.7
AADT (2045) = 200,000	DD: 55/45

SOURCE: TRADS TRANSPORTATION PROGRAMMING DATA (2019 UPDATE) / TEXAS STATEWIDE TRAVEL DEMAND MODEL (TSTDM) VERSION 4.0 (2045 AM PEAK HOUR) / TEXAS DEPARTMENT OF TRANSPORTATION (TXDOT) DISTRICT OFFICE ANALYSIS (TRAFFIC DATA SUMMARY) (2021)

NOTES:
1. EXISTING TOPOGRAPHY, STREET CENTERLINES, CURB & GUTTER, DRIVEWAYS, RIGHT-OF-WAY, AND BUILDING FOOTPRINTS WERE OBTAINED FROM THE NORTH TARRANT EXPRESS (NTE) PROJECT.
2. FHWA IMAGERY/FEH PRIVATE DRIVES LINE.
3. EXISTING RIGHT-OF-WAY LINE WAS ESTIMATED BY OBTAINING PLOT OF CURB, FALL, DRAINAGE EASEMENT, TLAD, AND ROW DATA.
4. EXISTING TOPOGRAPHY, STREET CENTERLINES, CURB & GUTTER, DRIVEWAYS, RIGHT-OF-WAY, AND BUILDING FOOTPRINTS WERE OBTAINED FROM PRELIMINARY SURVEY DRAWINGS PROVIDED BY TXDOT.
5. EXISTING PARCEL, LINES AND OWNERSHIP INFORMATION WERE OBTAINED FROM TARRANT COUNTY GIS DATA DOWNLOADED ON 2/2/2023 AND DALLAS COUNTY GIS DATA DOWNLOADED ON 2/2/2023.
6. EXISTING UTILITIES WERE OBTAINED FROM THE NORTH TARRANT EXPRESS (NTE) PROJECT, DALLAS COUNTY GIS DATA DOWNLOADED ON 2/2/2023, AND TXDOT DISTRICT OFFICE ANALYSIS (TRAFFIC DATA SUMMARY) (2021).
7. CONCEPTUAL RETAINING SYSTEMS (BRIDGE, BRIDGE WIDENING, CURB WALLS, NOISE WALLS) ARE NOT SHOWN ON THE PLAN AND PROFILE SHEETS. THEY ARE SHOWN ON THE CROSS SECTIONS.
8. THE PROPOSED RIGHT-OF-WAY LINE WAS ESTIMATED BY OBTAINING PLOT OF CURB, FALL, DRAINAGE EASEMENT, TLAD, AND ROW DATA. THE PROPOSED RIGHT-OF-WAY LINE WAS ESTIMATED BY OFFSETTING THE PROPOSED CURB LINE A MINIMUM OF 10 FEET.
9. ALL ROADWAY AND BRIDGE ELEVATIONS ARE APPROXIMATE AND SUBJECT TO CHANGE.
10. ALIGNMENTS AND GEOMETRY ARE PRELIMINARY AND SUBJECT TO CHANGE.
11. ALL DIMENSIONS ARE ESTIMATED AND SUBJECT TO CHANGE.
12. ALL ROADWAY AND BRIDGE ELEVATIONS ARE APPROXIMATE AND SUBJECT TO CHANGE.
13. ALIGNMENTS AND GEOMETRY ARE PRELIMINARY AND SUBJECT TO CHANGE.
14. ALL DIMENSIONS ARE ESTIMATED AND SUBJECT TO CHANGE.
15. THE PROPOSED RIGHT-OF-WAY LINE WAS ESTIMATED BY OFFSETTING THE PROPOSED CURB LINE A MINIMUM OF 10 FEET.

LEGEND
GENERAL PURPOSE LANES
EXISTING RAMP/CONNECTOR STREET
BRIDGE/BRIDGE WIDENING
CURB WALLS
NOISE WALLS
PROPOSED BRIDGE
EXISTING RIGHT-OF-WAY
COLLECTOR DISTRIBUTORS
PAVEMENT REMOVAL
EXISTING CURB & GUTTER
EXISTING STREETS TO REMAIN
OTHER TXDOT PROJECT
CITY OF ARLINGTON STREETS
CITY OF ARLINGTON STREET NAME
LOCAL CITY STREETS
COUNTY LINE
CITY LIMIT LINE
EXISTING RIGHT-OF-WAY (R.O.W.)
PROPOSED RIGHT-OF-WAY (R.O.W.)
PARCEL BOUNDARIES
ENGINEERING
PROPOSED CONTROL OF ACCESS
PROPOSED CONTROL OF ACCESS
EXISTING EXISTING CONTROL OF ACCESS
EXISTING PROPOSED CONTROL OF ACCESS
PROPOSED BENTS
PROPOSED LANE DIRECTION
EXISTING LANE DIRECTION
NUMBER OF LANES
TARRANT COUNTY PARCEL ID
DALLAS COUNTY PARCEL ID
PROPOSED TRAFFIC SIGNAL

ROLL 2 OF 4

PROJ. CONTINUATION: I-20: 374-04-082 | PROJ. END: I-20: 374-04-083
PROJ. CONTINUATION: I-20: 374-05-083 | PROJ. END: I-20: 374-05-084
PROJ. START: SH360: CSJ: 2374-05-083 | PROJ. END: SH360: CSJ: 2374-05-084
PROJ. START: SH161: CSJ: 2374-04-083 | PROJ. END: SH161: CSJ: 2374-04-083

PROJECT LOCATION MAP / KEYMAP

These Preliminary Documents Are To Be Released For Information Purposes Only and Not Intended For Bidding or Construction. They Were Prepared For The Texas Department of Transportation Under Key Map Number 96

BRIAN M. HERNANDEZ, P.E. — DESIGNED
CHAD E. BENNETT, P.E. — CHECKED
DATE: PE SEALED
DATE: PE SEALED

AECOM
13355 Noel Road, Suite 1500
Dallas, TX 75240
(972) 777-4600

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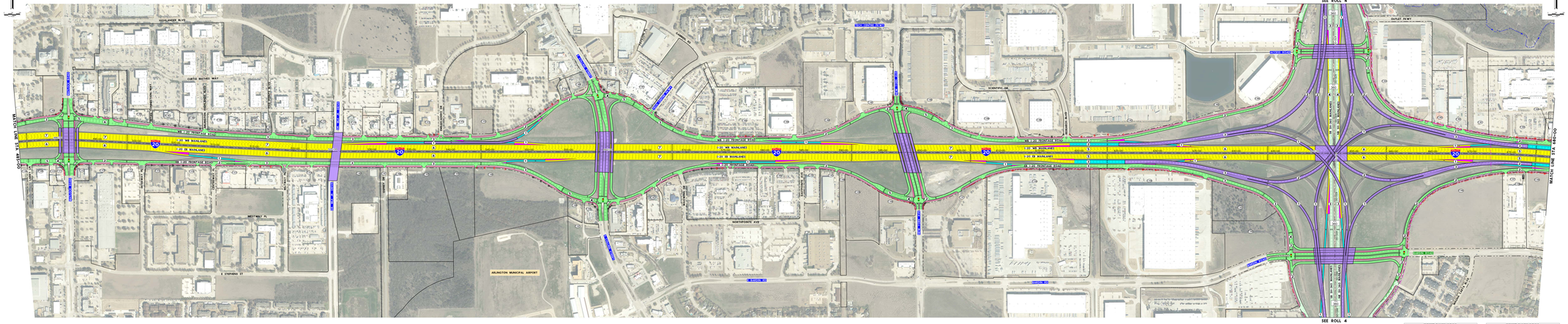
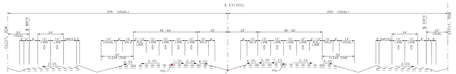
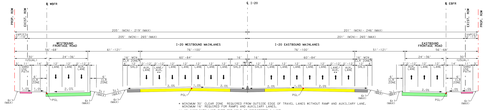
DISTRICT: FWD-FORTH
COUNTIES: TARRANT & DALLAS
ROUTE: I-20
PROJECT: 374-05-084, 374-04-083

PUBLIC MEETING DISPLAY
CONCEPTUAL DESIGN SCHEMATIC
I-20 ARLINGTON-GRAND PRAIRIE CORRIDOR STUDY







PRELIMINARY
SUBJECT TO CHANGE

PROPERTY OWNERSHIP TABLE
Source: Tarrant County Appraisal District

ID	OWNER
1	SAMPLE
2	SAMPLE
3	CLAUDIO M JUAN
4	ELIZABETH A JUAN
5	CHRISTOPHER M JUAN
6	CHARLES ANTHONY PROPERTIES LLC
7	SAMPLE
8	SAMPLE
9	SAMPLE
10	SAMPLE
11	SAMPLE
12	SAMPLE
13	SAMPLE
14	SAMPLE