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
CONCURRENT EXPRESS LANES (5-2-2-5)
CSJS: 2374-05-084, 2374-04-083
TARRANT & DALLAS COUNTIES, TEXAS

MAY 16, 2024 ROLL: 3 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 K ARKANSAS LANE TO E SUBLETT RD	3.23 MI
	CSJ: 2374-04-083	
I-20	FROM TARRANT COUNTY LINE TO BARRON PKWY	1.14 MI
SH360	FROM MAYFIELD RD TO SUBLETT RD	0.50 MI
	TOTAL	15.22 MI

ROADWAY NAME	FUNCTIONAL CLASSIFICATION	DESIGN SPEED
I-20	URBAN INTERSTATE	70 MPH
DIRECT CONNECTORS	URBAN DIRECT CONNECT	35 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 (2030) = 206,700	% TRUCK ADT 7.1%, % TRUCK DHV 3.2%
AADT (2045) = 206,700	K-FACTOR: 7.7
AADT (2060) = 206,400	DD: 58.61

TRAFFIC DATA (SH360):

ADT (2030) = 216,700	% TRUCK ADT 3.0%, % TRUCK DHV 3.0%
AADT (2045) = 279,000	K-FACTOR: 7.7
AADT (2060) = 436,300	DD: 58.61

TRAFFIC DATA (SH161):

ADT (2030) = 116,100	% TRUCK ADT 5.3%, % TRUCK DHV 5.3%
AADT (2045) = 176,000	K-FACTOR: 7.7
AADT (2060) = 200,000	DD: 58.61

SOURCE: TRADIC PROJECTION FOR PROGRAMMING AND PLANNING PURPOSES (TPP) OPTION 2 - BASED ON STATEWIDE ANALYSIS MODEL (SAM) VERSION 4.0 (TRADIC-SAM V4.0), 2022 AND 2019 STATEWIDE ANALYSIS MODEL FACTS DATA SYSTEM (V.1.0), 2023

NOTES:
1. EXISTING TOPOGRAPHY, RIGHT OF WAY, UTILITIES, AND BUILDING LOCATIONS ARE BASED ON AERIAL PHOTOGRAPHY FROM NOVEMBER 2020 AND FIELD SURVEY DATA COLLECTED IN 2023.
2. FHWA IMAGINE PROPERTY OWNER LINE.
3. EXISTING RIGHT OF WAY LINES ARE BASED ON TXDOT ROW RECORDS, RIGHT OF CURB, FALL, EMINENT DOMAIN, ETC. THIS IS NOT AN ACCURATE DETERMINATION.
4. ALL DIMENSIONS ARE FROM RIGHT OF CURB UNLESS OTHERWISE NOTED.
5. EXISTING TOPOGRAPHY, UTILITIES, AND BUILDINGS ARE BASED ON AERIAL PHOTOGRAPHY FROM FALL 2020 AND FIELD SURVEY DATA COLLECTED IN 2023.
6. EXISTING PARCEL LINES AND OWNERSHIP INFORMATION WERE OBTAINED FROM DALLAS COUNTY CADASTRAL DATA AND TARRANT COUNTY CADASTRAL DATA. PARCEL LINES ARE SHOWN FOR REFERENCE ONLY. THIS IS NOT A LEGAL DETERMINATION.
7. EXISTING RIGHT OF WAY LINES ARE BASED ON TXDOT ROW RECORDS, RIGHT OF CURB, FALL, EMINENT DOMAIN, ETC. THIS IS NOT AN ACCURATE DETERMINATION.
8. CONCURRENT RIGHT OF WAY LINES ARE BASED ON TXDOT ROW RECORDS, RIGHT OF CURB, FALL, EMINENT DOMAIN, ETC. THIS IS NOT AN ACCURATE DETERMINATION.
9. CONCURRENT RIGHT OF WAY LINES ARE BASED ON TXDOT ROW RECORDS, RIGHT OF CURB, FALL, EMINENT DOMAIN, ETC. THIS IS NOT AN ACCURATE DETERMINATION.
10. EXISTING UTILITIES, BUILDINGS, BRIDGES, RAILROAD TRACKS, CURBS, SIGNS, AND ALL ROADWAYS ARE NOT SHOWN ON THE PLAN AND PROFILE SHEETS. THEY ARE SHOWN ON THE CROSS SECTIONS.
11. THE PROPOSED TRAFFIC SIGNAL POLES, SIGNAL ARMS, AND LIGHTING POLES ARE SHOWN ON THE PLAN AND PROFILE SHEETS. THEY ARE SHOWN ON THE CROSS SECTIONS.
12. EXISTING UTILITIES WERE LOCATED BY DIGITAL DETECTION (SUE) TO THE PROPERTY LINE. THE LOCATIONS ARE ACCURATE WITHIN 2 FEET. THE LOCATIONS OF UTILITIES BEYOND THE PROPERTY LINE ARE BASED ON AERIAL PHOTOGRAPHY AND ARE APPROXIMATE. THE LOCATIONS OF UTILITIES BEYOND THE PROPERTY LINE ARE BASED ON AERIAL PHOTOGRAPHY AND ARE APPROXIMATE.
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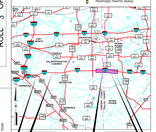
14. THE PROPOSED TRAFFIC SIGNAL POLES, SIGNAL ARMS, AND LIGHTING POLES ARE SHOWN ON THE PLAN AND PROFILE SHEETS. THEY ARE SHOWN ON THE CROSS SECTIONS.

LEGEND:
GENERAL PURPOSE LANES
EXPRESS/MANAGED LANES
SHOULDER
CURB AND GUTTER
CURB INLET
PROPOSED BRIDGE
EXISTING BRIDGE/CULVERT
COLLECTOR DISTRIBUTORS
EXPRESS LANES
EXISTING BRIDGE
PAVEMENT MARKS
EXISTING STREETS TO REMAIN
PROPOSED STREETS
FUTURE/ FUTURE EXPRESS LANES
CITY OF GRAND PRAIRIE STREET NAME
DALLAS CITY STREETS
COUNTY LINE
CITY LIMIT LINE
EXISTING RIGHT OF WAY (R.O.W.)
PROPOSED RIGHT OF WAY (R.O.W.)
PARCEL BOUNDARIES
PROPOSED TRAFFIC BARRIER
EXISTING CONTROL OF ACCESS
PROPOSED CONTROL OF ACCESS
EXISTING CONTROLLED ACCESS
PROPOSED CONTROLLED ACCESS
EXISTING BRIDGE BEAMS
PROPOSED BRIDGE BEAMS
EXISTING LANE DIRECTION
NUMBER OF LANES
TARRANT COUNTY PARCEL ID
DALLAS COUNTY PARCEL ID
PROPOSED TRAFFIC SIGNAL

ROLL 3 OF 4



PROJECT LOCATION MAP - VERNAL

AECOM
Texas Registered Firm F-3580
13355 Noel Road, Suite 1500
Dallas, TX 75240
972-778-1600

These Preliminary Documents Are To Be Released For Information and Review Purposes Only.
They Were Prepared For The Texas Department of Transportation
Under Key Date: 11/01/23

BRIAN M. HERNANDEZ			REVISIONS
NAME	PE NUMBER		DATE
CHARLES E. BENNETT			
NAME	PE NUMBER		DATE

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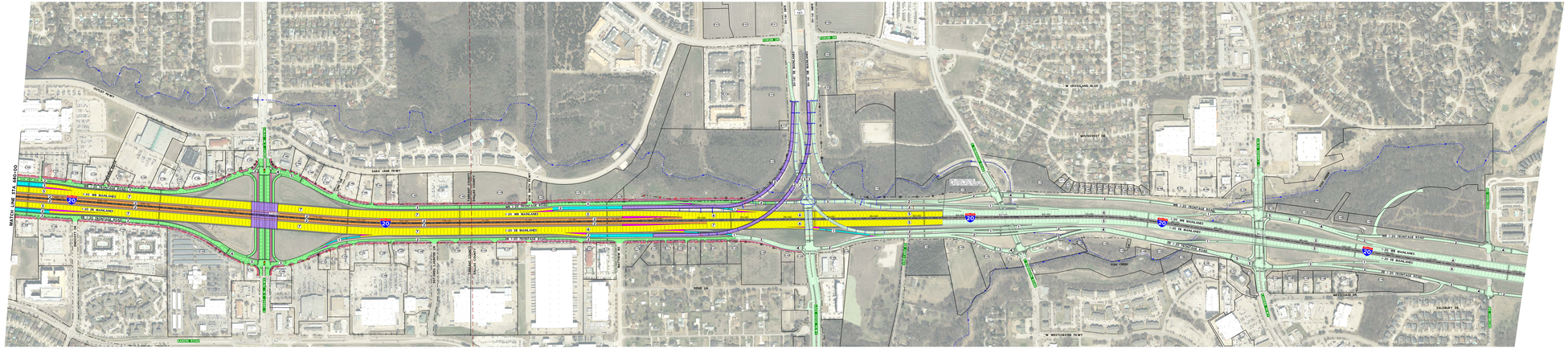
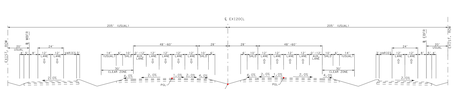
DISTRICT: FWD-FORT WORTH
COUNTIES: TARRANT & DALLAS
CONTROL: 2374-05-084, 2374-04-083

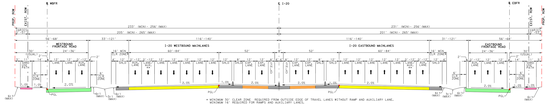
PUBLIC MEETING DISPLAY
CONCEPTUAL DESIGN SCHEMATIC
I-20 ARLINGTON-GRAND PRAIRIE CORRIDOR STUDY

PRELIMINARY
SUBJECT TO CHANGE





EXISTING I-20 MAINLANES TYPICAL SECTION
NO SCALE



* BUFFERS TO CLEAR ZONE REQUIRED FROM OUTSIDE EDGE OF TRAVEL LANES WITHOUT RAMP AND AUXILIARY LANE.
** BUFFERS TO REQUIRED TRAFFIC BARRIER FROM OUTSIDE EDGE OF TRAVEL LANE.
*** AN AUXILIARY LANE OVER ONE MILE IS CONSIDERED A TRAVEL LANE.

CONCURRENT EXPRESS LANES TYPICAL SECTION
(WITHOUT RAMP AND AUXILIARY LANES)
NO SCALE

PROPERTY OWNERSHIP TABLE

PARCEL	OWNER
1	TEXAS DEPARTMENT OF TRANSPORTATION
2	TEXAS DEPARTMENT OF TRANSPORTATION
3	TEXAS DEPARTMENT OF TRANSPORTATION
4	TEXAS DEPARTMENT OF TRANSPORTATION
5	TEXAS DEPARTMENT OF TRANSPORTATION