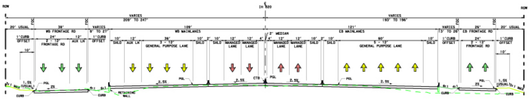
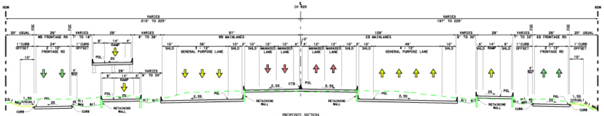
Legend:

🟨	Mainlanes	▨	Existing Pavement Removal
🟥	Managed Lanes	➡	Traffic Direction
🟧	Direct Connectors	— - - —	Existing Right-of-Way
🟩	Frontage Roads/Surface St.	III	Proposed Control-of-Access
🟦	Ramps	— - - —	Proposed Right-of-Way (Access Restricted)
▬	Approximate Structure Location	— - - —	Proposed Right-of-Way (Existing Access to Remain)
▬	Proposed Sidewalk	—	Proposed Retaining Wall
▬	Managed Lane Toll Gantry		Edge of Shoulder Edge of Lane Lane Line Striping Edge of Lane Edge of Shoulder
●	Ramp Toll Gantry	▩ XX	Early Acquisition
◆	HOV Declaration Area		
4760	2030 Design Hourly Volume		
▬ - ▬	Noise Wall		
■	Displaced Residence		


ROW
℄ IH 820
ROW
VARIES
209' TO 247'
VARIES
193' TO 196'
20' USUAL
FOC
38'
WB FRONTAGE RD
FOC
VARIES
8' TO 21'
109'
WB MAINLANES
2' MEDIAN
121'
EB MAINLANES
VARIES
13' TO 26'
FOC
26'
EB FRONTAGE RD
FOC
20' USUAL
1'CURB OFFSET
24'
2 - 12'
FRONTAGE RD
12'
AUX LN
1'CURB OFFSET
10'
SHLD
12'
AUX LN
36'
3 - 12'
GENERAL PURPOSE LANE
10'
SHLD
2'
10'
SHLD
12'
MANAGED LANE
12'
MANAGED LANE
4'
4'
12'
MANAGED LANE
12'
MANAGED LANE
10'
SHLD
2'
10'
SHLD
60'
5 - 12'
GENERAL PURPOSE LANE
10'
SHLD
1'CURB OFFSET
24'
2 - 12'
FRONTAGE RD
1'CURB OFFSET
10'
10'
1.5%
(USUAL)
PGL
2%
4:1
6:1
CURB
CURB
RETAINING WALL
2.5%
PGL
2.5%
CTB
PGL
2.5%
PGL
2.5%
4:1
4:1
CURB
PGL
2%
1.5%
(USUAL)
3:1 MAX
CURB

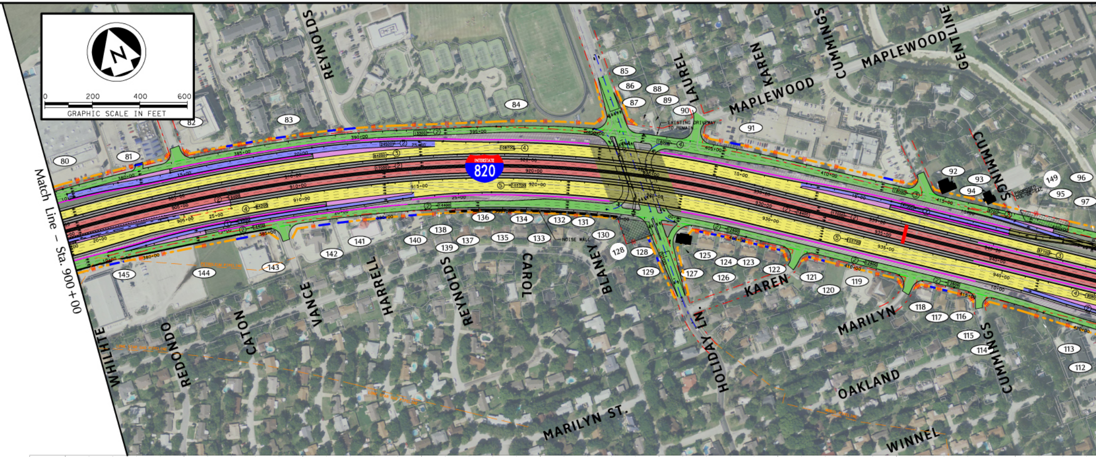
PROPOSED SECTION
WITH FRONTAGE ROADS, RETAINING WALLS AND
MANAGED LANES

IH 820
N.T.S.


ROW
℄ IH 820
ROW
VARIES
215' TO 225'
VARIES
197' TO 225'
20' USUAL
FOC
26'
WB FRONTAGE RD
FOC
VARIES
7' TO 18'
28'
VARIES
8' TO 30'
97'
WB MAINLANES
2'
109'
EB MAINLANES
VARIES
8' TO 30'
28'
VARIES
7' TO 32'
FOC
26'
EB FRONTAGE RD
FOC
20' USUAL
1'CURB OFFSET
24'
2 - 12'
FRONTAGE RD
1'CURB OFFSET
8'
14'
RAMP
4'
PGL
2%
28'
VARIES
8' TO 30'
8'
14'
RAMP
4'
PGL
2%
10'
SHLD
36'
3 - 12'
GENERAL PURPOSE LANE
10'
SHLD
2'
10'
SHLD
12'
MANAGED LANE
12'
MANAGED LANE
4'
4'
12'
MANAGED LANE
12'
MANAGED LANE
10'
SHLD
2'
10'
SHLD
48'
4 - 12'
GENERAL PURPOSE LANE
10'
SHLD
4'
SHLD
14'
RAMP
8'
SHLD
1'CURB OFFSET
24'
2 - 12'
FRONTAGE RD
1'CURB OFFSET
10'
4' MIN
4' MIN
10'
1.5%
(USUAL)
PGL
2%
4%
4:1 MAX
6:1
CURB
CURB
RETAINING WALL
2.5%
PGL
2.5%
CTB
PGL
2.5%
RETAINING WALL
RETAINING WALL
PGL
2.5%
6:1
4:1
2%
PGL
RETAINING WALL
6:1
4:1 MAX
4%
CURB
PGL
2%
1.5%
(USUAL)
3:1 MAX
CURB

PROPOSED SECTION
WITH FRONTAGE ROADS, RETAINING WALLS AND
MANAGED LANES

IH 820
N.T.S.


0
200
400
600
GRAPHIC SCALE IN FEET
N
Match Line – Sta. 900+00
INTERSTATE 820
REYNOLDS
LAUREL
KAREN
CUMMINGS
MAPLEWOOD
MAPLEWOODLINE
GENTLINE
CUMMINGS
EXISTING DRIVEWAY TO REMAIN
PROPOSED CUL-DE-SAC
NOISE WALL
WHILHTE
REDONDO
CATON
VANCE
HARRELL
REYNOLDS
CAROL
BLANEY
HOLIDAY LN.
KAREN
MARILYN
CUMMINGS
OAKLAND
MARILYN ST.
WINNEL
80
81
82
83
84
85
86
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90
91
92
93
94
95
96
97
149
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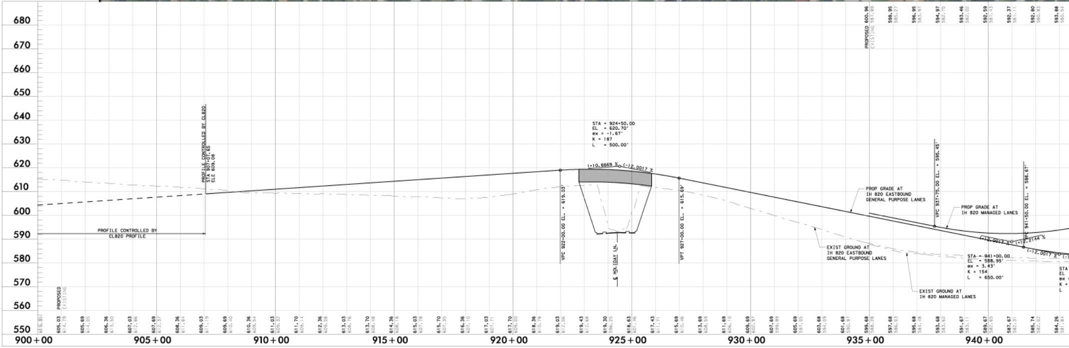
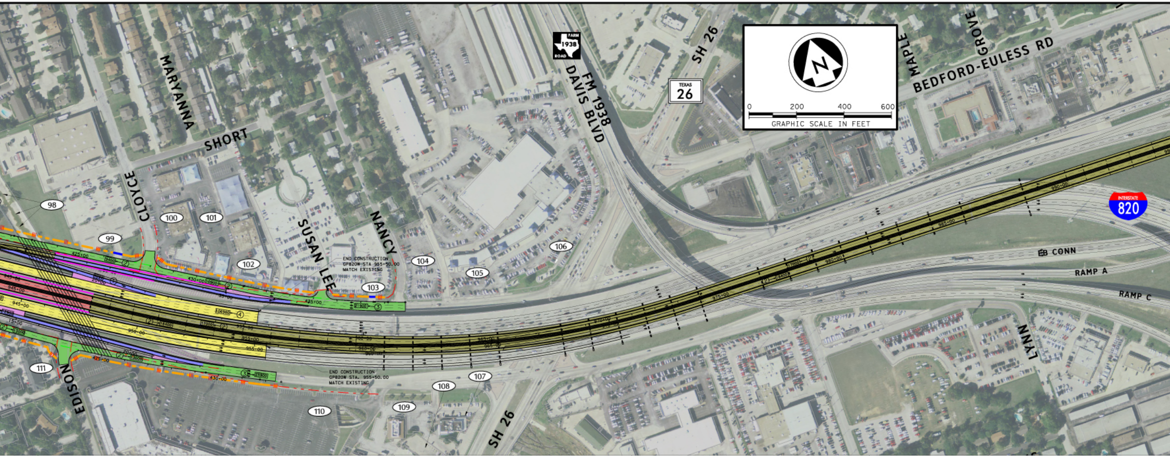
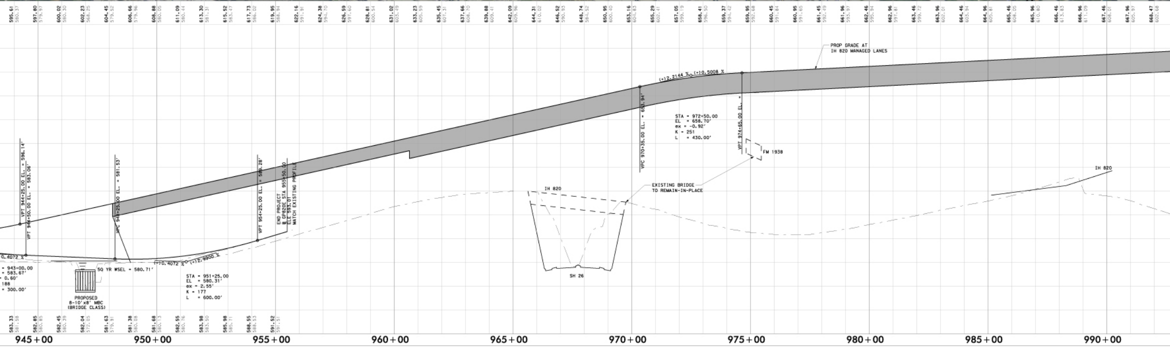
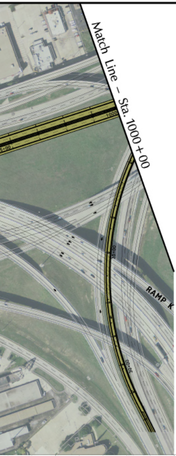
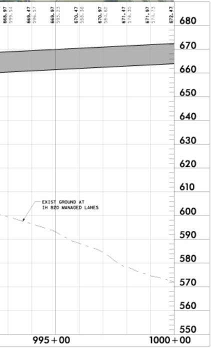
141
142
143
144
145
380+00
385+00
390+00
395+00
400+00
405+00
410+00
415+00
420+00
900+00
905+00
910+00
915+00
920+00
925+00
930+00
935+00
940+00
10+00
15+00
20+00
25+00




MARYANNA
SHORT
CLOYCE
SUSAN LEE
NANCY
FARM 1938 ROAD
FM 1938
DAVIS BLVD
SH 26
TEXAS 26
MAPLE
GROVE
BEDFORD-EULESS RD
0 200 400 600
GRAPHIC SCALE IN FEET
INTERSTATE 820
EB CONN
RAMP A
RAMP C
LYNN
EDISON
SH 26
98
99
100
101
102
103
104
105
106
107
108
109
110
111
END CONSTRUCTION
GP820W STA 955+50.00
MATCH EXISTING
END CONSTRUCTION
GP820W STA. 955+50.00
MATCH EXISTING
945+00
950+00
955+00
960+00
965+00
970+00
975+00
980+00
985+00
990+00


PROP GRADE AT
IH 820 MANAGED LANES
(+)2.2144 %
(+)0.5008 %
VPC 970+35.00 EL. = 653.94'
STA = 972+50.00
EL = 658.70'
ex = -0.92'
K = 251
L = 430.00'
VPT 974+65.00 EL. =
FM 1938
EXISTING BRIDGE
TO REMAIN-IN-PLACE
IH 820
SH 26
IH 820
VPT 944+25.00 EL. = 596.14'
VPT 944+50.00 EL. = 583.06'
VPC 948+25.00 EL. = 581.53'
VPT 954+25.00 EL. = 588.28'
END PROJECT
@ GP820E STA 955+50.00
ELE 593.01
MATCH EXISTING PROFILE
0.4072 %
(-)0.4072 %
(+)2.9900 %
= 943+00.00
= 583.67'
= 0.60'
188
= 300.00'
50 YR WSEL = 580.71'
PROPOSED
8-10'x8' MBC
(BRIDGE CLASS)
STA = 951+25.00
EL = 580.31'
ex = 2.55'
K = 177
L = 600.00'
945+00
950+00
955+00
960+00
965+00
970+00
975+00
980+00
985+00
990+00


Match Line – Sta. 1000+00
RAMP K



R.O.W.	
Parcel #	Owner
80	Texas Investors LLC
81	Sterling Mngmt & Inv Grp Etal
82	Cooanougher Asset #1, Ltd
83	Grayson Ridge Associates LP
84	Birdville ISD
85	Steinsultz, Clifford R
86	Gtoa Prperties LP
87	Garrett, Earl Sr Est/Naomi Est
88	North Richland Hills, City of
89	North Richland Hills, City of
90	Walker, Martha F
91	North Richland Hills, City of
92	Bertling, Opal
93	Calloway, Virginia C
94	McGuffin, Erik L
95	Holy Trinity Charism Episc Ch
96	North Richland Hills, City of
97	North Richland Hills, City of
98	North Richland Hills, City of
99	Cole As Richland Hills TX LLC
100	Huggins, E G & Max Pearson
101	Huggins, Gene Etal
102	H & H Virginia LP
103	Rivercrown Investments LLC
104	Hudiburg Chevrolet Ltd
105	Hudiburg Tr, #32 2765 00 9
106	Hudiburg Children Trust, The
107	May Advertising Venture II
108	Miller, Fred L Tr
109	Cnirs Bep LP
110	Bromont Pavillion Midstar Maste
111	May Advertising Venture II
112	Fourth Berkshire Properties
113	North Richland Hills, City of
114	Jmason Properties LLC
115	North Richland Hills, City of
116	Sharp, Roy S Etux Penerl
117	Miller, Paul W Jr & Shereen
118	Apgar, Cheryl
119	First Ch of Christ Scientist
120	First Ch of Christ Scientist
121	Lemmon, William Etux Carol A
122	Karmer, Harold F Etux Berniae
123	Apgar, Cheryl
124	Luxton, Ernest L & Jane Luxton
125	Paul W Miller Jr & Shereen Tr
126	Paul W Miller Jr & Shereen Tr
127	Smith, Jason Etux Jessica
128	Moore, Carolyn & Everette
129	Gifford, Pamela C
130	Wright, Ernest D & Katherine
131	Folz, John W Etux Stephanie L
132	Bellamy, Gary A Etux Casie L
133	Brown, James D Jr Etux Linda D
134	Rea, Cort C
135	Livingston, Patricia G
136	Phelps, Wm E
137	Bush, Heather Michelle
138	7000 Investors LP
139	Brockin, William Etux Frances
140	7000 Investors Lp
141	Service King Paint & Body Inc
142	Davis Chapel Inc
143	Realty Income Tx PropIp
144	Richland Hills Ch of Christ

ROLL 5 OF 6

TEXAS DEPARTMENT OF TRANSPORTATION
FORT WORTH DISTRICT
MARIBEL CHAVEZ, P.E. DISTRICT ENGINEER

PUBLIC HEARING DISPLAY

IH 820

CSJ NO. 008-14-058
CSJ NO. 008-14-059
CSJ NO. 0014-16-194

IH 820 FROM INTERSTATE HIGHWAY 35W TO STATE HIGHWAY 121/183/26

MAIN LANES DESIGN SPEED = 60 MPH
DIRECT CONNECTOR DESIGN SPEED = 50 MPH
RAMP DESIGN SPEED = 50 MPH
FRONTAGE ROAD DESIGN SPEED = 40 MPH
AERIAL PHOTOGRAPHY: EARLY 2006

Texas Department of Transportation

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NOT INTENDED FOR CONSTRUCTION, BIDDING, OR PERMIT PURPOSES

PRELIMINARY SCHEMATIC
NOT FOR CONSTRUCTION
C. RODGER CLEMENTS, PE
PE NO. 36250
DATE: 12-20-2007