At IH 30, the Alternative C/A would tie into the downtown IH 30 improvements, including IH 30 and the connections to Macon Street, Cherry Street and Lancaster Avenue. This alternative would connect ramps from SH 121 with Forest Park Boulevard at a signalized intersection south of IH 30 and north of the UPRR. A half diamond interchange would serve Forest Park Boulevard with a ramp from eastbound IH 30 to Summit Avenue. A full diamond interchange is proposed at Summit Avenue and IH 30.

Access to Summit Avenue and Forest Park Boulevard in this alternative would be a split diamond with the ramps from and to the west at Forest Park Boulevard and ramps to and from the east at Summit Avenue, in addition to a ramp from westbound IH 30 to Forest Park Boulevard. IH 30 to the east would have direct access to and from SH 121.

Access from University Drive to northbound SH 121 and eastbound IH 30 would be provided. Traffic from Summit Avenue would be able to access westbound IH 30 and southbound SH 121 via separate ramps off of the frontage road near the St. Paul Lutheran Church. A ramp would be provided from the IH 30-to-SH 121 direct connection to University Drive, utilizing the existing Vickery Boulevard bridge, which would no longer be needed for eastbound traffic. A portion of this bridge is proposed to accommodate pedestrian/bicycle traffic from each side of the river.

Proceeding to the southwest adjacent to the UPRR, the tollroad would cross over the Clear Fork of the Trinity River and University Drive and under the Vickery Boulevard connections to Rosedale Street and the extended Montgomery Street. The mainlane toll plaza would be located between Montgomery Street and Hulen Street with the SH 121 alignment between Vickery Boulevard and the UPRR. A split diamond interchange would serve Montgomery Street and University Drive with access to Rosedale Street. Vickery Boulevard would continue to have access to Rosedale Street. Most of the improvements that would be acquired as part of the ROW acquisition process would occur between Summit Avenue and Hulen Street.

At Hulen Street, SH 121 would pass under the Hulen Street bridge and over the UPRR. The Hulen Street bridge would be rebuilt and widened as part of this project at a slightly higher profile. Stonegate Boulevard is proposed to be extended to the west and would cross under SH 121 with a diamond interchange north of the electrical transmission line, but south of the UPRR. Stonegate Boulevard would serve as access to and from Hulen Street.

The alignment would curve to the south at this location and would cross over the Clear Fork of the Trinity River. This river crossing would span as much of the river as possible with proper clearances for the existing bike trail and maintenance road. It also would allow for future roads on each side of the river. The median on SH 121 would be widened in this area and 80-foot buffers outside the clear zone are included on each side of SH 121.

SH 121 then would cross under the future Arborlawn Drive with a diamond interchange. A frontage road would run south from Arborlawn Drive past the Fort Worth Country Day School, to Overton Ridge Boulevard. The widened median would end near the Arborlawn Drive extension, but the buffers would continue where possible.

A fully directional interchange with IH 20 is planned, including direct connections from SH 121 on the south to SH 183 to the west. SH 121 would cross under the existing SH 183 frontage road and over a lowered SH 183, then over existing IH 20 and the IH 20 eastbound frontage road. A diamond interchange would be included at Overton Ridge Boulevard. Overton Ridge would not be lowered or reconstructed. A frontage road would run northbound from Overton Ridge to the existing SH 183 frontage road. The frontage road would not continue north from the intersection with the SH 183 westbound frontage road.

South of Overton Ridge Boulevard the median would be widened where feasible. Where possible, the landscape buffers would be included except where they would displace current development, such as apartments and homes. At Dutch Branch Road, the existing roadway would not be lowered or reconstructed.

Alternative C/A would cross under the future Oakbend Trail and existing Oakmont Boulevard as well as under a future reconstructed Altamesa/Dirks Road. The tollroad would pass over the existing Dutch Branch Road. A diamond interchange is planned for Oakmont Boulevard with a full diamond interchange at Altamesa/Dirks Road. Ramp toll plazas would be included at the interchanges south of Hulen Street, with the exception of the IH 20 interchange.

South of Altamesa/Dirks Road, SH 121 would cross over the Fort Worth and Western Railroad (FWWRR) and the future Sycamore School Road with a diamond interchange at Sycamore School Road. From this point, SH 121 would continue south and pass under the future Risinger Road and over future McPherson Road with an interchange at McPherson Road.

It then would cross under future roads at Stewart-Feltz Road and Cleburne-Crowley Road, with a mainlane toll plaza between Cleburne-Crowley Road and FM 1187. After crossing Stewart-Feltz Road, SH 121 would curve to the southwest in accordance with the *2002 Fort Worth Master Thoroughfare Pla*n. This curve to the southwest would be the same as Alternative C, but would differ from Alternatives A, B and D.

3.3.2. Alternative A

The typical section for Alternative A would consist of two to three travel lanes in each direction divided by a median. The median would vary from 48 to 100 ft in width. The alternative would have ten-foot inside and outside shoulders. The minimum ROW for this alternative would be 220 ft with additional ROW needed at the interchanges and for widened medians and buffers.

Exhibit 3.2Exhibit 3.2 depicts the typical section for this alignment and Exhibit 3.7 through Exhibit 3.10 depicts the alignment of the alternative through the corridor.

Alternative A would tie to the downtown IH 30 improvements, including IH 30, Summit Avenue and the connections to Macon Street, Cherry Street and Lancaster Avenue. This Alternative, developed

A

Legend

- Mainlanes
- Approximate Structure Locations
- Frontage Roads /Surface Streets
- Ramps
- Future Roadway (by others)

Camp Bowie
Clover
Montgomery
Botanic Gardens
University Dr.
Trinity Park
Clear Fork Trinity River
Lancaster
7th
Summit
INTERSTATE 30
Pennsylvania
8th
Rosedale
Forest Park
FWWR
INTERSTATE 30
Vickery
Hulen St
Proposed Toll Plaza
UPRR
Clear Fork Trinity River
Fort Worth Zoo
Vickery
UPRR
TXU
Stonegate
Hulen St
TCU
University Dr.
Berry
Vickery
Riverpark
Bryant Irvin Rd
Bellaire Dr

N

0 1000 2000 3000
GRAPHIC SCALE IN FEET

PRELIMINARY:
Subject to Revision

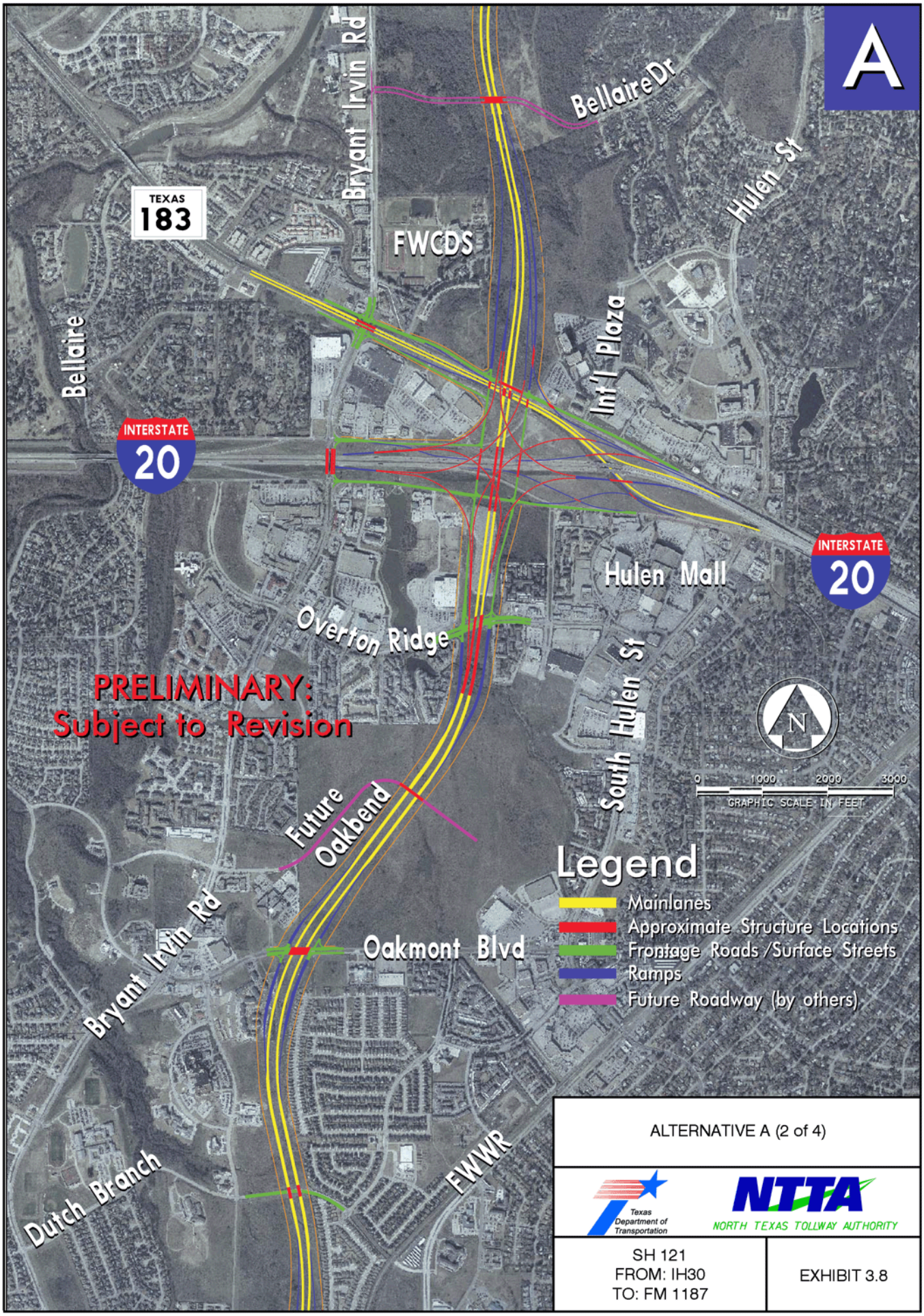
ALTERNATIVE A (1 of 4)

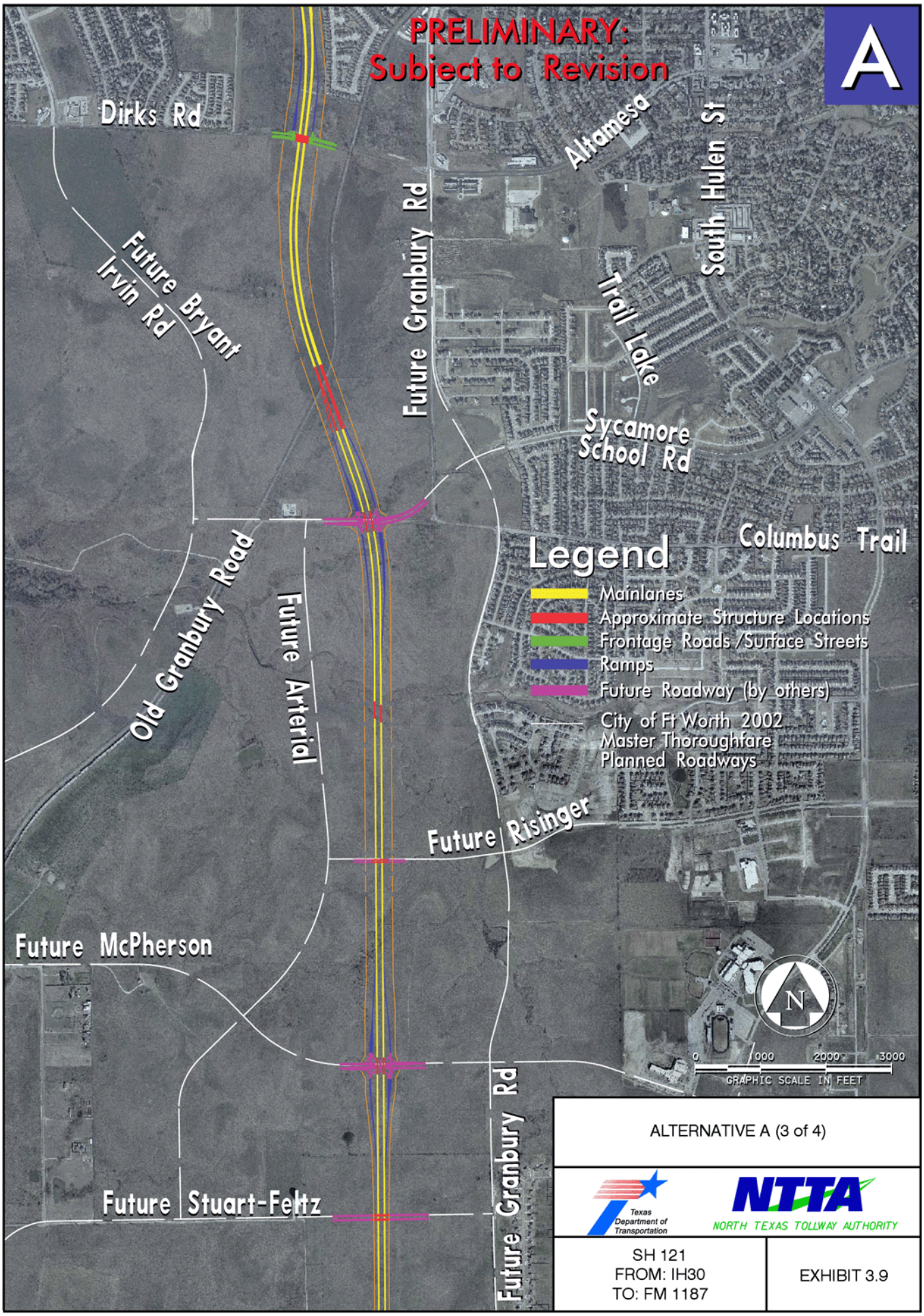
Texas Department of Transportation

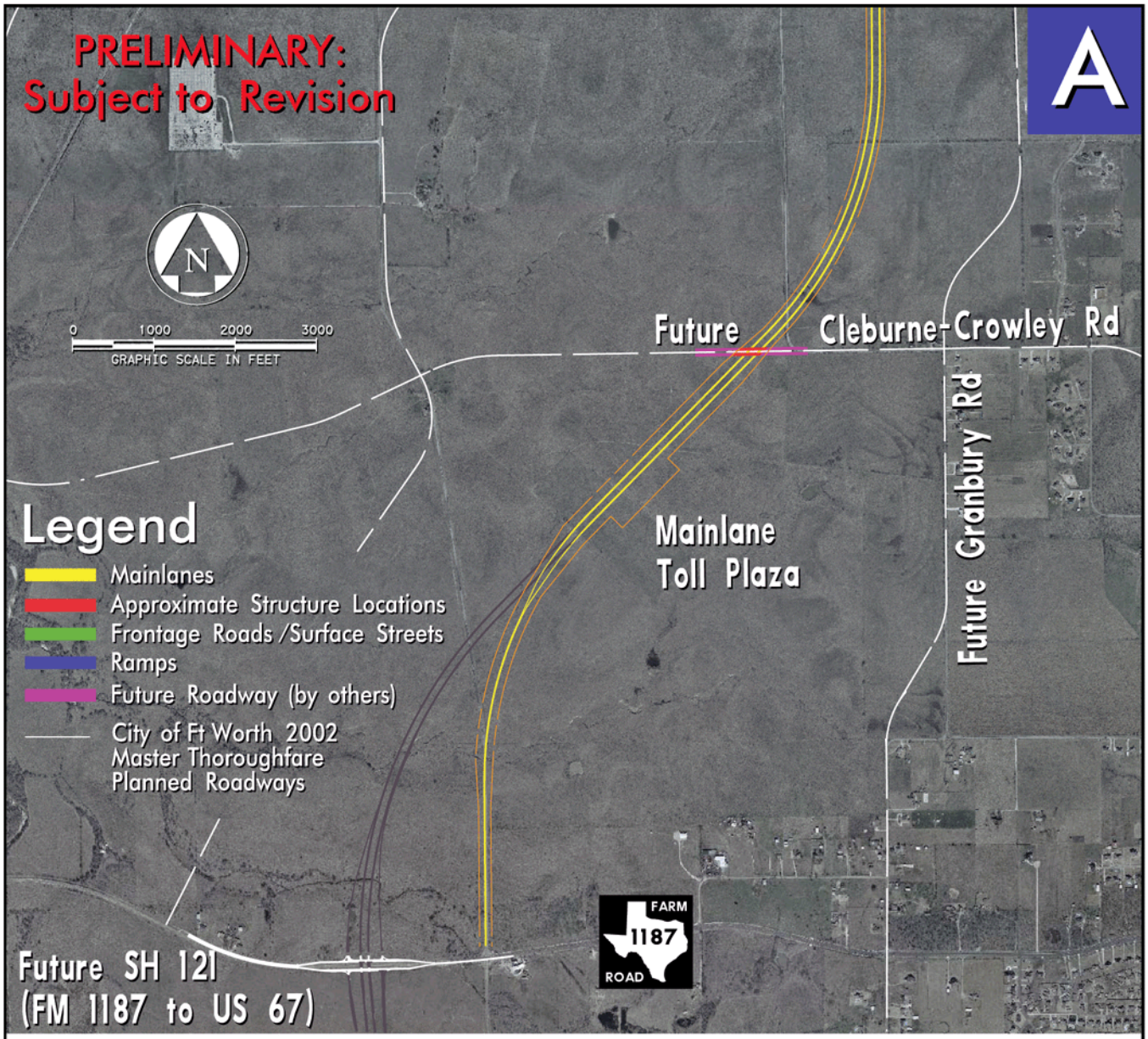
NTTA
NORTH TEXAS TOLLWAY AUTHORITY

SH 121
FROM: IH 30
TO: FM 1187

EXHIBIT 3.7


A
Bryant Irvin Rd
Bellaire Dr
Hulen St
TEXAS 183
FWCDS
Bellaire
Int'l Plaza
INTERSTATE 20
INTERSTATE 20
Hulen Mall
Overton Ridge
PRELIMINARY:
Subject to Revision
South Hulen St
N
0 1000 2000 3000
GRAPHIC SCALE IN FEET
Future Oakbend
Bryant Irvin Rd
Oakmont Blvd
Legend
Mainlanes
Approximate Structure Locations
Frontage Roads /Surface Streets
Ramps
Future Roadway (by others)
Dutch Branch
FWWR
ALTERNATIVE A (2 of 4)
Texas Department of Transportation
NTTA
NORTH TEXAS TOLLWAY AUTHORITY
SH 121
FROM: IH30
TO: FM 1187
EXHIBIT 3.8


PRELIMINARY:
Subject to Revision
A
Dirks Rd
Altamesa
South Hulen St
Future Granbury Rd
Future Bryant
Irvin Rd
Trail Lake
Sycamore
School Rd
Columbus Trail
Legend
Mainlanes
Approximate Structure Locations
Frontage Roads /Surface Streets
Ramps
Future Roadway (by others)
City of Ft Worth 2002
Master Thoroughfare
Planned Roadways
Old Granbury Road
Future Arterial
Future Risinger
Future McPherson
N
0
1000
2000
3000
GRAPHIC SCALE IN FEET
Future Granbury Rd
Future Stuart-Feltz
ALTERNATIVE A (3 of 4)
Texas Department of Transportation
NTTA
NORTH TEXAS TOLLWAY AUTHORITY
SH 121
FROM: IH30
TO: FM 1187
EXHIBIT 3.9



ALTERNATIVE A (4 of 4)

Texas Department of Transportation

NTTA
NORTH TEXAS TOLLWAY AUTHORITY

SH 121 FROM: IH30 TO: FM 1187	EXHIBIT 3.10

by the PDT, would relocate the existing Forest Park Boulevard to the west in the area north of IH 30 and connects the relocated Forest Park Boulevard with ramps that would traverse under IH 30 adjacent to the FWWRR. In addition, a weave section on the IH 30 westbound frontage road would be provided to allow westbound traffic from Summit Avenue and Macon Street to access southbound SH 121, westbound IH 30 and Forest Park Boulevard. SH 121 would pass under the existing connections between IH 30 and Rosedale Street.

Access to Summit Avenue and Forest Park Boulevard in this alternative would be by a split diamond interchange with the ramps from and to the west at Forest Park Boulevard and ramps to and from the east at Summit Avenue. IH 30 to the east would have direct access to and from SH 121. Access from University Drive to northbound SH 121 and eastbound IH 30 would also be provided.

Proceeding to the southwest adjacent to the UPRR, the tollroad would cross over the Clear Fork of the Trinity River and University Drive and under the Vickery Boulevard connections to Rosedale Street and the extended Montgomery Street. The mainlane toll plaza would be located between Montgomery Street and Hulen Street with the SH 121 alignment between Vickery Boulevard and the UPRR. A split diamond interchange would serve Montgomery Street and University Drive with connections to Rosedale Street. Vickery Boulevard would continue to have access to Rosedale Street. Most of the improvements would be acquired as part of the ROW acquisition process between Summit Avenue and Hulen Street and between Overton Ridge Boulevard and Altamesa/Dirks Road.

At Hulen Street, SH 121 would pass under the Hulen Street bridge and over the UPRR. The Hulen Street bridge would be rebuilt and widened as part of this project at a slightly higher profile. The alignment continues southwest parallel to the electric transmission line and the UPRR for approximately one-half mile before curving to the south. Stonegate Boulevard is currently proposed to be extended to the west by the City. It would cross over SH 121 with a diamond interchange. Stonegate Boulevard would serve as access between Hulen Street and SH 121. The alignment would then cross over the Clear Fork of the Trinity River. This river crossing would span as much of the

river as possible with proper clearances for the existing bike trail and maintenance road. The crossing would also allow for future roads on each side of the river.

Alternative A would cross under the future extension of Bellaire Drive with no interchange with Bellaire Drive. The mainlane grade would be near the existing ground level. The median on SH 121 would be widened in this area and 80-foot buffers outside the clear zone are included on each side of SH 121.

On SH 121, from SH 183 to Overton Ridge Boulevard, a fully directional interchange is planned with IH 20 and frontage roads with no direct connections to SH 183. SH 121 would cross under the westbound SH 183 frontage road and over a lowered SH 183, IH 20, the eastbound IH 20 frontage road and Overton Ridge Boulevard. A diamond interchange would be provided for the SH 183 frontage road and Overton Ridge Boulevard. For this alternative, Overton Ridge Boulevard would be reconstructed eight feet lower than existing.

South of Overton Ridge Boulevard the median would be widened and buffers would be included south to Altamesa/Dirks Road. The buffers would result in impacts to the apartments at Overton Ridge Boulevard, homes on the east side of SH 121 between Oakmont Boulevard and Altamesa/Dirks Road and adjacent developments, including an apartment complex, on the west side of SH 121.

Alternative A then would cross under the future Oakbend Trail and under existing Oakmont Boulevard. The tollroad would pass over Dutch Branch Road, with Dutch Branch Road reconstructed eight feet lower. A diamond interchange is planned for Oakmont Boulevard with a diamond at Altamesa/Dirks Road. Ramp toll plazas would be included at the interchanges south of Hulen Street, with the exception of the IH 20 interchange.

South of Altamesa/Dirks Road, SH 121 would cross over the FWWRR and the future Sycamore School Road with a diamond interchange at Sycamore School Road. From this point, SH 121 would continue south and pass under the future Risinger Road and over future McPherson Road with an

interchange at McPherson Road. It would then cross under future roads at Stewart-Feltz Road and Cleburne-Crowley Road, with a mainlane toll plaza proposed between Cleburne-Crowley Road and FM 1187, if needed in the sequence of construction south of FM 1187.

3.3.3. Alternative B

The typical section for Alternative B of SH 121 would consist of two to three travel lanes in each direction divided by a median. The median would vary from 48 to 72 ft in width. The alternative would have ten-foot inside and outside shoulders. The minimum ROW for this alternative would be 220 ft with additional ROW needed at the interchanges.

Exhibit 3.2 depicts the typical section for this alignment and Exhibit 3.11 through Exhibit 3.14 depict the alignment of the alternative through the corridor.

Alternative B would tie to the downtown IH 30 improvements, including IH 30, Summit Avenue and the connections to Macon Street, Cherry Street and Lancaster Avenue. This Alternative, developed in cooperation with the City's CAC, would allow access to Summit Avenue and Forest Park Boulevard by a split diamond interchange with the ramps from and to the west at Forest Park Boulevard and ramps to and from the east at Summit Avenue. IH 30 would have direct access to and from SH 121. The connection between SH 121 and Forest Park Boulevard would consist of one-lane flyover ramps over IH 30 that tie to Forest Park Boulevard near the Lancaster Avenue bridge. For this alternative, Forest Park Boulevard would not be relocated. SH 121 would pass under the existing connections between IH 30 and Rosedale Street. Access from University Drive to northbound SH 121 and eastbound IH 30 would also be provided.

Proceeding to the west or south, adjacent to the UPRR, the tollroad would cross over the Clear Fork of the Trinity River and University Drive and under the Vickery Boulevard connections to Rosedale Street and the extended Montgomery Street. The mainlane toll plaza would be located between