

Legend

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



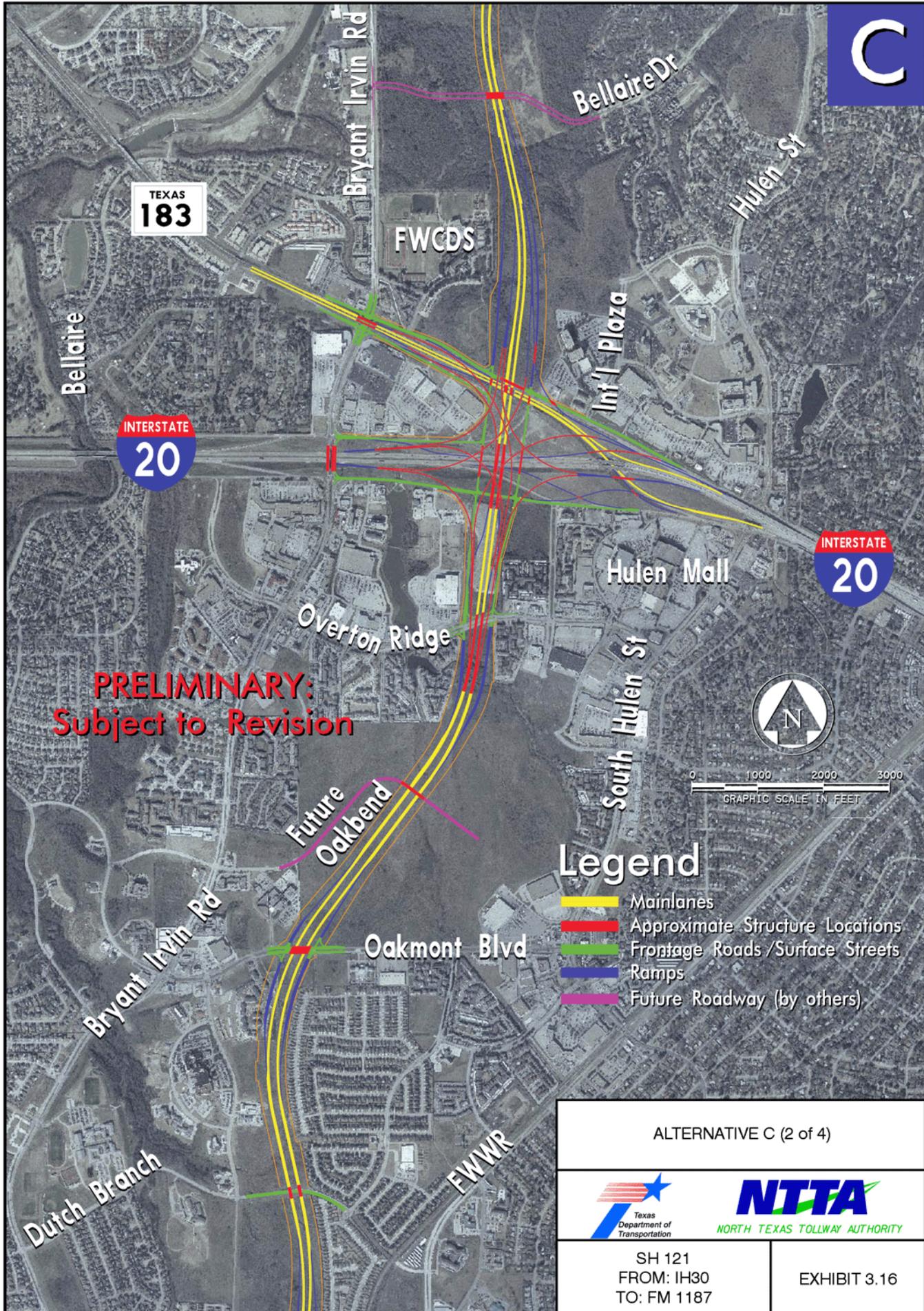
ALTERNATIVE C (1 of 4)



**PRELIMINARY:
Subject to Revision**

SH 121
FROM: IH 30
TO: FM 1187

EXHIBIT 3.15



**PRELIMINARY:
Subject to Revision**



0 1000 2000 3000
GRAPHIC SCALE IN FEET

Legend

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

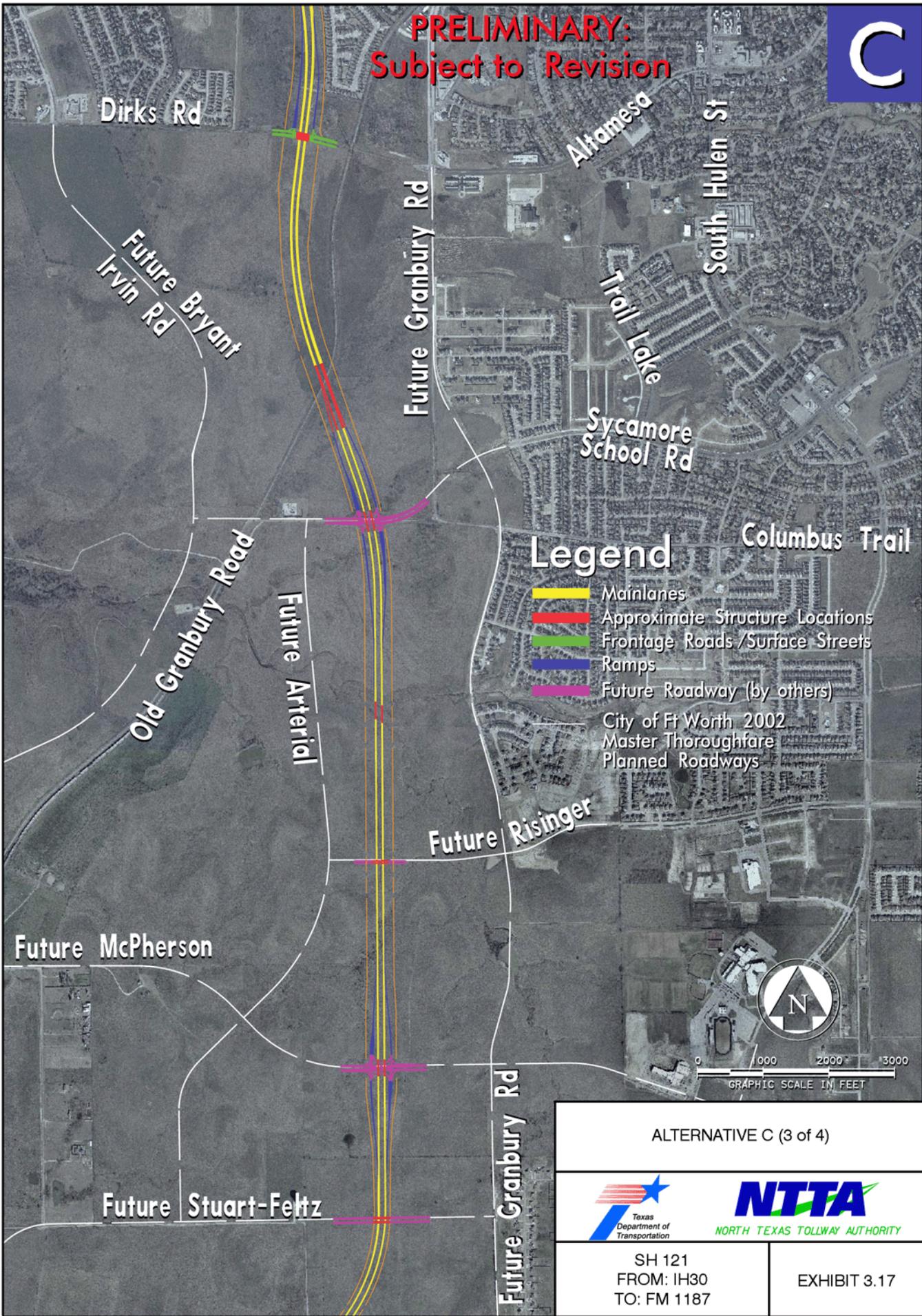
ALTERNATIVE C (2 of 4)



SH 121
FROM: IH30
TO: FM 1187

EXHIBIT 3.16

**PRELIMINARY:
Subject to Revision**



Legend

- Yellow line: Mainlanes
- Red line: Approximate Structure Locations
- Green line: Frontage Roads /Surface Streets
- Blue line: Ramps
- Pink line: Future Roadway (by others)

City of Ft Worth 2002
Master Thoroughfare
Planned Roadways

ALTERNATIVE C (3 of 4)



SH 121
FROM: IH30
TO: FM 1187

EXHIBIT 3.17

**PRELIMINARY:
Subject to Revision**



Mainlane
Toll Plaza

Future

Cleburne-Crowley Rd

Future
Granbury Rd

Legend

-  Mainlanes
-  Approximate Structure Locations
-  Frontage Roads /Surface Streets
-  Ramps
-  Future Roadway (by others)
-  City of Ft Worth 2002
Master Thoroughfare
Planned Roadways

Future SH 121
(FM 1187 to US 67)



0 1000 2000 3000
GRAPHIC SCALE IN FEET

ALTERNATIVE C (4 of 4)



SH 121
FROM: IH30
TO: FM 1187

EXHIBIT 3.18

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 diamond 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 over SH 121 with a diamond interchange. 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.

Alternative C then would cross under the future extension of Bellaire Drive with no interchange with Bellaire Drive. The median on SH 121 would be widened in this area and 80 ft buffers outside the clear zone are included on each side of SH 121.

At the interchange with IH 20 and frontage roads on SH 121 from SH 183 to Overton Ridge Boulevard, a fully directional interchange is planned for IH 20, including direct connections to SH 183. SH 121 would cross under the westbound SH 183 frontage road and over SH 183, IH 20, the eastbound IH 20 frontage road and Overton Ridge Boulevard. A full diamond interchange would be included at Overton Ridge Boulevard. Overton Ridge Boulevard would not be lowered or reconstructed.

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.

SH 121 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 half 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 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 Plan*. This alignment would differ from Alternatives A, B and D.

3.3.5. Alternative D

The typical section for Alternative D of SH 121 would consist of two to three 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 3.19 through Exhibit 3.22 depict the alignment of the alternative through the corridor.