NOTES:

1.) EXISTING FEATURES WERE NOT FIELD SURVEYED. SCHEMATIC LAYOUTS ARE BASED ON AERIAL SURVEY AND RECORD PLANS ONLY.

2.) FREEWAY, RAMP, AND FRONTAGE ROAD VOLUMES SHOWN HEREIN ARE BASED ON THE YEAR 2025 TRAFFIC PROJECTIONS PROVIDED BY TxDOT TRANSPORTATION PLANNING AND PROGRAMMING DIVISION (DATED SEPT. 6, 2005).
IH 30 TRAFFIC ANALYSIS DATA
K FACTOR = 8.5%
DISTRIBUTION = 56% - 44%
ADT % TRUCKS = 7.1%
SH 360 TRAFFIC ANALYSIS DATA
K FACTOR = 10.6%
DISTRIBUTION = 61% - 39%
ADT % TRUCKS = 4.8% (FROM IH 30 TO IH 20)

3.) THE FLOODPLAIN BOUNDARY LIMITS WERE OBTAINED FROM FIRM COMMUNITY-PANEL NUMBERS:
48439C0339 H
48439C0343 H
48439C0452 H
48439C0456 H
48439C0454 H
48439C0458 H
48439C0462 H
48439C0466 H
ALL MAPS REVISED AUGUST 2, 1995.

4.) ℄ DESIGNATES ROADWAY CONTROL LINE.

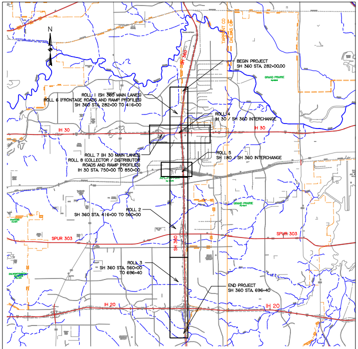
5.) RPN DESIGNATES RAMP PHYSICAL NOSE LOCATION (PROFILE).

6.) ALL GUIDE SIGNS SHOWN WITHIN ROLL LIMITS ARE PROPOSED (UNLESS OTHERWISE NOTED). ALL EXISTING GUIDE SIGNS WITHIN ROLL LIMITS TO BE REMOVED.

7.) MINIMUM VERTICAL CLEARANCE FOR ROADWAY BRIDGES IS 16.5' AND FOR RAILROAD BRIDGE OVERPASSES IS 23.0'.

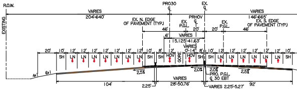
LEGEND:

— – – —	EXISTING R.O.W.
— – – —	PROPOSED R.O.W.
▨	PROPOSED R.O.W. ACQUISITION
➡	DIRECTION OF TRAFFIC
——	EXISTING PROPERTY LINE
—‖‖——‖‖—	CONTROL OF ACCESS - ACCESS DENIAL LINE
– – – –	CITY LIMITS
——	100 FLOODPLAIN LIMITS
548	100 YR FLOOD ELEVATION
12" W	EXISTING WATER LINE
6" GAS	EXISTING GAS LINE
30" SS	EXISTING SANITARY SEWER
▬	EXISTING STORM SEWER
—FIBER OPTIC—	EXISTING FIBER OPTICS
▬	PROPOSED STORM SEWER
●	EXISTING POWER POLE
○MH	EXISTING SANITARY SEWER MANHOLE
- - - -	EXISTING CONTOURS
——	PAVEMENT EDGE
▩	PAVEMENT TO BE REMOVED
— - — -	PROPOSED BASELINE
— - — -	EXISTING BASELINE
——	PROPOSED RAILROAD BASELINE
-■-	PROPOSED D.C. RAMP COLUMN LOCATION
— — —	PROPOSED RETAINING WALL
— — —	PROPOSED NOISE WALL
🟪	PROPOSED BRIDGE
🟪	PROPOSED RAILROAD BRIDGE
⬜	PROPOSED SHOULDER
🟨	PROPOSED SH 360 MAINLANES
🟦	PROPOSED RAMP / DIRECT CONNECT
🟩	PROPOSED FRONTAGE / COLLECTOR ROAD
🟫	PROPOSED CROSS AND LOCAL STREET
🟧	PROPOSED IH 30 MAINLANES
⬜	PROPOSED IH 30 HOV LANES
🟪	EXISTING BRIDGE
⬜	EXISTING SHOULDER
⬜	EXISTING SH 360 MAINLANES
⬜	EXISTING RAMP / DIRECT CONNECT
⬜	EXISTING FRONTAGE / COLLECTOR ROAD
⬜	EXISTING CROSS AND LOCAL STREET
🟧	POTENTIAL DISPLACED PROPERTY

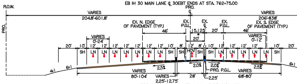

N
BEGIN PROJECT
SH 360 STA. 282+00.00
ROLL 1 (SH 360 MAIN LANES)
ROLL 6 (FRONTAGE ROADS AND RAMP PROFILES)
SH 360 STA. 282+00 TO 416+00
ROLL 4
IH 30 / SH 360 INTERCHANGE
IH 30
IH 30
ROLL 7 (IH 30 MAIN LANES)
ROLL 8 (COLLECTOR / DISTRIBUTOR
ROADS AND RAMP PROFILES)
IH 30 STA. 750+00 TO 850+00
ROLL 5
SH 180 / SH 360 INTERCHANGE
ROLL 2
SH 360 STA. 416+00 TO 560+00
SPUR 303
SPUR 303
SH 360
SH 360
ROLL 3
SH 360 STA. 560+00
TO 696+40
END PROJECT
SH 360 STA. 696+40
IH 20
IH 20
TARRANT CO
DALLAS CO
GRAND PRAIRIE
ARLINGTON

LOCATION MAP

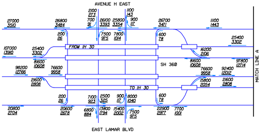
N.T.S.

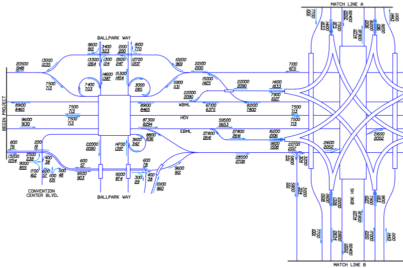

R.O.W.
EXISTING
VARIES
204'-640'
PRO30 ℄
EX. ℄
PRHOV ℄
EX. N. EDGE OF PAVEMENT (TYP.)
EX. S. EDGE OF PAVEMENT (TYP.)
EX. P.G.L.
VARIES
146'-665'
46'
20'
20'
46'
6'
VARIES
15.125'-41.63'
VARIES
0'-14'
20'
10'
12'
8'
SH
LN
HOV
GORE
2.5%
2.0%
2.0%
2.5%
4:1
6:1
PRO. P.G.L.
℄ 30 EBT
VARIES
28'-50.76'
104'
2.25'
VARIES 2.25'-5.27'
92'

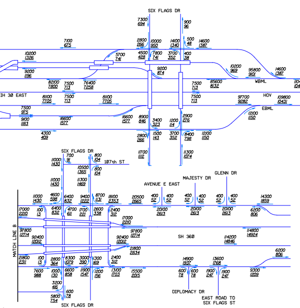
PRO. IH 30 10 GP LANES + 2 LANE REV. HOV + AUX.
FROM PRO30 STA. 750+00.00 TO STA. 762+75.00
EB IH 30 MAIN LANE TRANSITION TO ALLOW FOR HOV RAMP
HOV RAMP TAPER ENDS AT STA. 761+17.89
EB IH 30 MAIN LANE ℄ 30EBT ENDS AT STA. 762+75.00


R.O.W.
PRO.
VARIES
204.8'-601.8'
PRO. ℄
EX. ℄
EX. N. EDGE OF PAVEMENT (TYP.)
EX. S. EDGE OF PAVEMENT (TYP.)
EX. P.G.L.
VARIES
206'-838'
46'
15.125'
*
20'
20'
46'
VARIES
0'-24'
VARIES
0'-12'
20'
10'
12'
8'
SH
LN
HOV
2.5%
2.0%
2.0%
2.5%
4:1
6:1
PRO. P.G.L.
VARIES
80'-104'
VARIES
2.25'-12.75'
28'
2.25'
VARIES
68'-80'

PRO. IH 30 10 GP LANES + 1 LANE REV HOV+AUX.
FROM PRO30 STA. 762+75.00 TO STA. 819+51.94
4 GP LANES EB IH 30 STA. 772+56.64 TO 812+14.86
* VARIES FROM 15.125' TO 0' FROM STA. 809+53.19 TO 819+51.94
MATCH AT WB PGL OF EX. CONCRETE PAVEMENT (CROSS SLOPE = 1.56%)
PROJECT FROM EX. WB PGL TO PRO. PGL AT 2.00% (EXCEPT AT JOHNSON CREEK BRIDGE)


AVENUE H EAST
FROM IH 30
SH 360
TO IH 30
MATCH LINE A
EAST LAMAR BLVD


MATCH LINE A
BALLPARK WAY
BEGIN PROJECT
WBML
HOV
EBML
CONVENTION CENTER BLVD.
BALLPARK WAY
SH 360
MATCH LINE B


SIX FLAGS DR
IH 30 EAST
WBML
HOV
EBML
SIX FLAGS DR
107th ST
AVENUE E EAST
MAJESTY DR
GLENN DR
MATCH LINE B
SH 360
DIPLOMACY DR
SIX FLAGS DR
EAST ROAD TO
SIX FLAGS ST

LEGEND
1000 - 2025 ADT
1000 - 2025 DDHV

SEE SCHEMATIC NOTE 2 FOR ADDITIONAL TRAFFIC DATA

TRAFFIC VOLUMES - 2025 ADT/DHV

HALFF ASSOCIATES, INC.
ENGINEERS SURVEYORS • SCIENTISTS

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Matthew G. Craig	69910	01-08-2007
Type or Print Name	PE#	Date

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

SH 360 CORRIDOR
FROM BROWN BLVD/AVE K TO GREEN OAKS
CSJ'S: 2266-02-054, 1068-02-076

IH 30 / SH 360 DIRECT CONNECTING INTERCHANGE
ROLL 4 OF 8

DESIGN SPEED:
FREEWAY = 70 mph (RECONSTRUCTION)
SH 360 (STA. 426+00 to STA. 461+61) = 60 mph (TRANSITION TO EXISTING)
SH 360 (INSIDE WIDENING - STA. 461+61 to STA. 644+50) = 55 mph (EXISTING)
SH 360 (INSIDE WIDENING - STA. 644+50 to STA. 696+40) = 50 mph (EXISTING)
RAMPS = 50 mph
RAMP PWBNB-DC = 45 mph
FRONTAGE ROADS = 40 mph
DIVISION ST INTERCHANGE RAMPS = 25 mph
CROSS STREETS = 40 mph

SCALE: 1"=200' H, 1"=20' V
JANUARY 8, 2007

Halff Associates
ENGINEERS . ARCHITECTS . SCIENTISTS . PLANNERS . SURVEYORS

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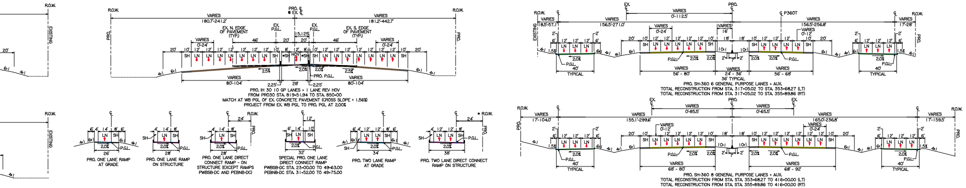
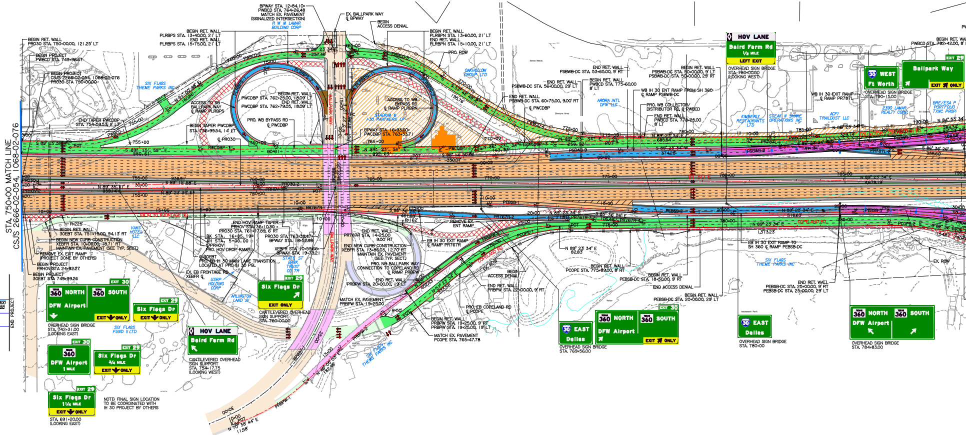
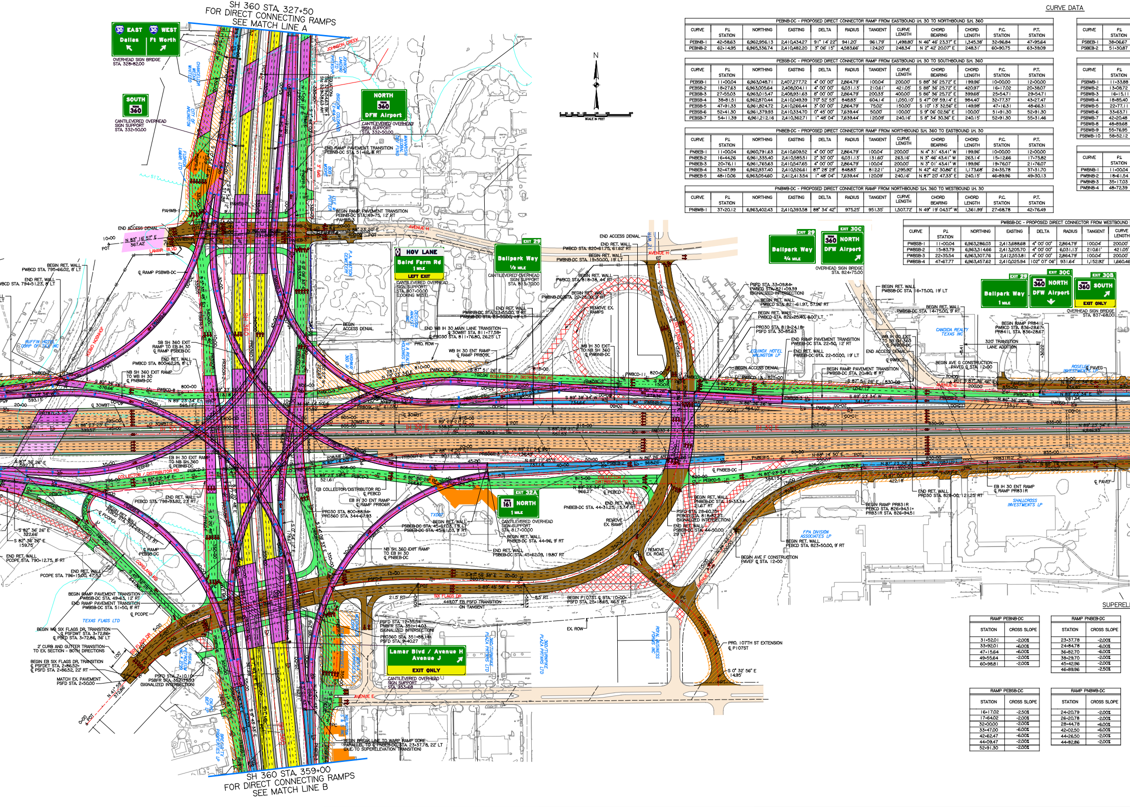

R.O.W.
PRO. ℄
EX. ℄
VARIES 180.7'-241.2'
VARIES 181.2'-442.7'
EX. N. EDGE OF PAVEMENT (TYP.)
EX. S. EDGE OF PAVEMENT (TYP.)
EX. P.G.L.
PRO. P.G.L.
SH
LN
HOV
2.5%
2.0%
PRO. IH 30 10 GP LANES + 1 LANE REV HOV
FROM PRO30 STA. 819+51.94 TO STA. 850+00
MATCH AT WB PGL OF EX. CONCRETE PAVEMENT (CROSS SLOPE = 1.56%)
PROJECT FROM EX. WB PGL TO PRO. PGL AT 2.00%
PRO. ONE LANE RAMP AT GRADE
PRO. ONE LANE RAMP ON STRUCTURE
PRO. ONE LANE DIRECT CONNECT RAMP - ON STRUCTURE (EXCEPT RAMPS PWBSB-DC AND PEBNB-DC)
SPECIAL PRO. ONE LANE DIRECT CONNECT RAMP
PWBSB-DC STA. 23+00.00 TO 49+63.00
PEBNB-DC STA. 31+52.00 TO 49+75.00
PRO. TWO LANE RAMP AT GRADE
PRO. TWO LANE DIRECT CONNECT RAMP ON STRUCTURE
℄ P360T
36' TYPICAL
40' TYPICAL
PRO. SH-360 6 GENERAL PURPOSE LANES + AUX.
TOTAL RECONSTRUCTION FROM STA. 317+05.02 TO STA. 353+68.27 (LT)
TOTAL RECONSTRUCTION FROM STA. 317+05.02 TO STA. 355+89.86 (RT)
PRO. SH-360 8 GENERAL PURPOSE LANES + AUX.
TOTAL RECONSTRUCTION FROM STA. STA. 353+68.27 TO 416+00.00 (LT)
TOTAL RECONSTRUCTION FROM STA. STA. 355+89.86 TO 416+00.00 (RT)

TYPICAL SECTIONS

NOTE: ALL DIMENSIONS ARE TO FACE OF CURB / RAIL AND ℄ OF BARRIER UNLESS NOTED OTHERWISE


STA. 750+00 MATCH LINE
CSJS 2666-02-054, 1068-02-076
END PROJECT
BPWAY STA. 12+84.10=
PWBCD STA. 764+26.48
MATCH EX. PAVEMENT
(SIGNALIZED INTERSECTION)
EX. BALLPARK WAY
℄ BPWAY
BEGIN ACCESS DENIAL
BALLPARK WAY
HOV LANE
Baird Farm Rd
1/2 MILE
LEFT EXIT
OVERHEAD SIGN BRIDGE STA. 780+00.00 (LOOKING WEST)
30 WEST Ft Worth
Ballpark Way
EXIT 29 ONLY
360 NORTH
360 SOUTH
DFW Airport
EXIT 30 ONLY
Six Flags Dr
EXIT 29 ONLY
OVERHEAD SIGN BRIDGE STA. 742+31.00 (LOOKING EAST)
CANTILEVERED OVERHEAD SIGN SUPPORT STA. 760+00.00
CANTILEVERED OVERHEAD SIGN SUPPORT STA. 754+17.75 (LOOKING WEST)
DFW Airport 1 MILE
Six Flags Dr 3/4 MILE
Six Flags Dr 1 1/4 MILE
STA. 691+20.00 (LOOKING EAST)
NOTE: FINAL SIGN LOCATION TO BE COORDINATED WITH IH 30 PROJECT BY OTHERS
30 EAST Dallas
OVERHEAD SIGN BRIDGE STA. 769+56.00
OVERHEAD SIGN BRIDGE STA. 780+00
OVERHEAD SIGN BRIDGE STA. 784+83.00
SIX FLAGS THEME PARKS INC
STADIUM & I-30 PARTNERS LP
OAKHOLLOW GROUP LTD
ARORA INTL DFW LLC
KIMBERLY RESTAURANTS LTD
STEAK N SHAKE OPERATIONS INC
ACFI TRAILDUST LLC
2330 LAMAR REALTY CORP
BRE/ESA P PORTFOLIO TXNC PROP
VANS HOTEL LLC
USRP HOLDING CORP
ARLINGTON LAND JV
STATE ST BANK TRUST CO TR
SIX FLAGS FUND II LTD
R W M LAMAR BUILDING CORP
PRO. WB BYPASS RD ℄ PWCDBP
ACCESS TO SB BALLPARK WAY ℄ RAMP PLRBPS
ACCESS TO WB BYPASS RD ℄ RAMP PLRBPN
WB IH 30 ENT RAMP FROM SH 360 ℄ RAMP PSBWB-DC
PRO. WB COLLECTOR/DISTRIBUTOR RD. ℄ PWBCD
WB IH 30 EXIT RAMP ℄ RAMP PR787L
EB IH 30 EXIT RAMP ℄ RAMP PR767R
EB IH 30 EXIT RAMP TO SH 360 ℄ RAMP PEBSB-DC
PRO. EB COPELAND RD ℄ PCOPE
MATCH EX. PAVEMENT PCOPE STA. 765+47.78
MATCH EX. PAVEMENT PRBPW STA. 19+25.00
PRO. NB BALLPARK WAY CONNECTION TO COPELAND RD ℄ RAMP PRBPW
PRO. HOV DROP RAMP
PRO. IH 30 MAIN LANE TRANSITION LOCATED AT PRO IH 30 PGL
EX. EB FRONTAGE RD XEBFR ℄
REMOVE EX. EXIT RAMP (PROJECT DONE BY OTHERS)
BEGIN PROJECT PRHOV STA. 24+92.27
BEGIN PROJECT 30EBT STA. 749+39.26
BEGIN PROJECT PWBCD STA. 749+98.67
BEGIN PROJECT CSJS 2266-02-054, 1068-02-076 PRO30 STA. 750+00.00
BEGIN RET. WALL PRO30 STA. 750+00.00, 121.25' LT
EX ROW
PRO. ROW
COPELAND RD


SH 360 STA. 327+50
FOR DIRECT CONNECTING RAMPS
SEE MATCH LINE A
30 EAST Dallas
30 WEST Ft Worth
OVERHEAD SIGN BRIDGE STA. 328+82.00
SOUTH 360
CANTILEVERED OVERHEAD SIGN SUPPORT STA. 332+50.00
NORTH 360 DFW Airport
CANTILEVERED OVERHEAD SIGN SUPPORT STA. 332+50.00
JOHNSON CREEK
END RAMP PAVEMENT TRANSITION PEBNB-DC STA. 51+62, 8' RT
BEGIN RAMP PAVEMENT TRANSITION PEBNB-DC STA. 49+75, 12' RT
END ACCESS DENIAL
LAMAR BLVD
AVENUE H
HOV LANE
Baird Farm Rd 1 MILE
LEFT EXIT
CANTILEVERED OVERHEAD SIGN SUPPORT STA. 807+00.00 (LOOKING WEST)
EXIT 29 Ballpark Way 1/2 MILE
CANTILEVERED OVERHEAD SIGN SUPPORT STA. 813+70.00
EXIT 29 Ballpark Way 3/4 MILE
EXIT 30C 360 NORTH DFW Airport
OVERHEAD SIGN BRIDGE STA. 824+75.00
EXIT 29 Ballpark Way 1 MILE
EXIT 30C 360 NORTH DFW Airport
EXIT 30B 360 SOUTH EXIT ONLY
OVERHEAD SIGN BRIDGE STA. 837+68.00
BEGIN RET. WALL PWBSB-DC STA. 16+75.00, 19' LT
BEGIN RAMP PR841L PWBCD STA. 836+28.67 PR841L STA. 836+28.67
320' TRANSITION LANE ADDITION
BEGIN AVE G CONSTRUCTION PAVEG STA. 12+00
CANDIDA REALTY TEXAS INC
EQUINOX HOTEL ARLINGTON LP
ROSELEE INVESTMENTS LP
PSFD STA. 33+09.84 PWBCD STA. 821+09.39 (SIGNALIZED INTERSECTION)
PRO30 STA. 819+24.18 PSFD STA. 30+85.63
END RAMP PAVEMENT TRANSITION PWBSB-DC STA. 22+50, 12' RT
BEGIN RAMP PAVEMENT TRANSITION PWBSB-DC STA. 20+80, 8' RT
END WB IH 30 MAIN LANE TRANSITION 30WBT STA. 811+77.58 PR030 STA. 811+76.80, 26.25' LT
WB IH 30 ENT RAMP RAMP PR809L
SB SH 360 EXIT RAMP TO EB IH 30 RAMP PSBEB-DC
NB SH 360 EXIT RAMP TO WB IH 30 PNBWB-DC
WB IH 30 EXIT TO NB SH 360 PWBNB-DC
WB IH 30 EXIT TO SB SH 360 PWBSB-DC
EB IH 30 EXIT RAMP TO NB SH 360 PEBNB-DC
COLLECTOR / DISTRIBUTOR RD
EB COLLECTOR/DISTRIBUTOR RD
EB IH 30 ENT RAMP RAMP PR806R
EB IH 30 ENT RAMP RAMP PR831R
EXIT 32A 161 NORTH 1 MILE
CANTILEVERED OVERHEAD SIGN SUPPORT STA. 817+00.00
NB SH 360 EXIT RAMP TO EB IH 30 PNBEB-DC
BEGIN RAMP PR831R PEBCD STA. 826+94.51 PR831R STA. 826+94.51
FPA DIVISION ASSOCIATES LP
SHALLCROSS INVESTMENTS LP
BEGIN AVE F CONSTRUCTION PAVEF STA. 12+00
SIX FLAGS DR
449.07' EB PSFD TRANSITION ON TANGENT
BEGIN P107ST STA. 10+00 PSFD STA. 25+18.65, 46.5' RT
PRO. 107TH ST EXTENSION P107ST
TEXAS FLAGS LTD
BEGIN WB SIX FLAGS DR TRANSITION PSFDWT STA. 3+72.86 PSFD STA. 3+72.86, 36' LT
2' CURB AND GUTTER TRANSITION TO EX SECTION - BOTH DIRECTIONS
BEGIN EB SIX FLAGS DR TRANSITION PSFDET STA. 2+86.52 PSFD STA. 2+86.52, 22' RT
MATCH EX. PAVEMENT PSFD STA. 2+50.00
PSFD STA. 7+10.10 PSBFR STA. 352+79.93 (SIGNALIZED INTERSECTION)
PSFD STA. 12+35.54 PNBFR STA. 351+03 (SIGNALIZED INTERSECTION)
Lamar Blvd / Avenue H Avenue J EXIT ONLY
CANTILEVERED OVERHEAD SIGN SUPPORT STA. 353+68
BEGIN BREAK LINE TO WARP RAMP GORE PARALLEL TO PNBEB-DC STA. 23+37.78, 22' LT (DUE TO SUPERELEVATION TRANSITION)
AVENUE E
RUFFIN HOTEL CORP OF TEXAS INC
COLLECTOR / DISTRIBUTOR RD
IH 30 E
SH 360
SH 360 STA. 359+00
FOR DIRECT CONNECTING RAMPS
SEE MATCH LINE B
N
SCALE IN FEET

CURVE DATA

PEBNB-DC - PROPOSED DIRECT CONNECTOR RAMP FROM EASTBOUND I.H. 30 TO NORTHBOUND S.H. 360											
CURVE	P.I. STATION	NORTHING	EASTING	DELTA	RADIUS	TANGENT	CURVE LENGTH	CHORD BEARING	CHORD LENGTH	P.C. STATION	P.T. STATION
PEBNB-1	42+58.63	6,962,956.13	2,410,434.27	91° 14' 22"	941.20'	961.79'	1,498.80'	N 46° 46' 23.37" E	1,345.38'	32+96.84	47+95.64
PEBNB-2	62+14.95	6,965,336.74	2,410,482.20	3° 06' 15"	4,583.66'	124.20'	248.34'	N 2° 42' 20.07" E	248.31'	60+90.75	63+39.09

PEBSB-DC - PROPOSED DIRECT CONNECTOR RAMP FROM EASTBOUND I.H. 30 TO SOUTHBOUND S.H. 360											
CURVE	P.I. STATION	NORTHING	EASTING	DELTA	RADIUS	TANGENT	CURVE LENGTH	CHORD BEARING	CHORD LENGTH	P.C. STATION	P.T. STATION
PEBSB-1	11+00.04	6,963,048.71	2,407,277.72	4° 00' 00"	2,864.79'	100.04'	200.00'	S 88° 36' 25.72" E	199.96'	10+00.00	12+00.00
PEBSB-2	18+27.63	6,963,005.64	2,408,004.11	4° 00' 00"	6,031.13'	210.61'	421.05'	S 88° 36' 25.72" E	420.97'	16+17.02	20+38.07
PEBSB-3	27+55.03	6,963,015.47	2,408,931.63	8° 00' 00"	2,864.79'	200.33'	400.00'	S 86° 36' 25.72" E	399.68'	25+54.71	29+54.71
PEBSB-4	38+81.51	6,962,870.44	2,410,049.39	70° 52' 53"	848.83'	604.14'	1,050.10'	S 47° 09' 59.14" E	984.40'	32+77.37	43+27.47
PEBSB-5	47+91.33	6,961,824.72	2,410,266.44	3° 00' 00"	2,864.79'	75.02'	150.00'	S 10° 13' 32.56" E	149.98'	47+16.31	48+66.31
PEBSB-6	52+41.30	6,961,379.93	2,410,334.70	0° 45' 00"	7,639.44'	50.00'	100.00'	S 9° 06' 02.56" E	100.00'	51+91.30	52+91.30
PEBSB-7	54+11.39	6,961,212.16	2,410,362.71	1° 48' 04"	7,639.44'	120.09'	240.16'	S 8° 34' 30.36" E	240.15'	52+91.30	55+31.46

PNBEB-DC - PROPOSED DIRECT CONNECTOR RAMP FROM NORTHBOUND S.H. 360 TO EASTBOUND I.H. 30											
CURVE	P.I. STATION	NORTHING	EASTING	DELTA	RADIUS	TANGENT	CURVE LENGTH	CHORD BEARING	CHORD LENGTH	P.C. STATION	P.T. STATION
PNBEB-1	11+00.04	6,960,791.63	2,410,609.52	4° 00' 00"	2,864.79'	100.04'	200.00'	N 4° 31' 43.41" W	199.96'	10+00.00	12+00.00
PNBEB-2	16+44.26	6,961,335.40	2,410,585.51	2° 30' 00"	6,031.13'	131.60'	263.16'	N 3° 46' 43.41" W	263.14'	15+12.66	17+75.82
PNBEB-3	20+76.11	6,961,765.63	2,410,547.65	4° 00' 00"	2,864.79'	100.04'	200.00'	N 3° 01' 43.41" W	199.96'	19+76.07	21+76.07
PNBEB-4	32+47.99	6,962,937.40	2,410,526.61	87° 28' 29"	848.83'	812.21'	1,295.92'	N 42° 42' 30.86" E	1,173.68'	24+35.78	37+31.70
PNBEB-5	48+10.06	6,963,054.60	2,412,413.54	1° 48' 04"	7,639.44'	120.09'	240.16'	N 87° 20' 47.33" E	240.15'	46+89.96	49+30.13

PNBWB-DC - PROPOSED DIRECT CONNECTOR RAMP FROM NORTHBOUND S.H. 360 TO WESTBOUND I.H. 30											
CURVE	P.I. STATION	NORTHING	EASTING	DELTA	RADIUS	TANGENT	CURVE LENGTH	CHORD BEARING	CHORD LENGTH	P.C. STATION	P.T. STATION
PNBWB-1	37+20.12	6,963,402.43	2,410,393.58	88° 34' 42"	975.25'	951.35'	1,507.72'	N 49° 19' 04.57" W	1,361.99'	27+68.78	42+76.49

CURVE	P.I. STATION
PSBEB-1	38+06.67
PSBEB-2	51+30.87

CURVE	P.I. STATION
PSBWB-1	11+33.88
PSBWB-2	13+08.72
PSBWB-3	16+15.11
PSBWB-4	18+85.40
PSBWB-5	22+77.11
PSBWB-6	33+63.71
PSBWB-7	42+20.48
PSBWB-8	48+89.68
PSBWB-9	55+76.95
PSBWB-10	58+52.12

CURVE	P.I. STATION
PWBNB-1	11+00.04
PWBNB-2	18+61.54
PWBNB-3	35+17.03
PWBNB-4	48+72.39

PWBSB-DC - PROPOSED DIRECT CONNECTOR FROM WESTBOUND							
CURVE	P.I. STATION	NORTHING	EASTING	DELTA	RADIUS	TANGENT	CURVE LENGTH
PWBSB-1	11+00.04	6,963,286.03	2,413,688.68	4° 00' 00"	2,864.79'	100.04'	200.00'
PWBSB-2	15+83.79	6,963,314.66	2,413,205.70	4° 00' 00"	6,031.13'	210.61'	421.05'
PWBSB-3	22+35.54	6,963,307.76	2,412,553.81	4° 00' 00"	2,864.79'	100.04'	200.00'
PWBSB-4	47+67.77	6,963,457.62	2,410,025.94	102° 07' 06"	931.64'	1,152.92'	1,660.46

SUPERELE

RAMP PEBNB-DC	
STATION	CROSS SLOPE
31+52.01	-2.00%
33+92.01	+6.00%
47+15.64	+6.00%
49+55.64	-2.00%
60+98.81	-2.00%

RAMP PNBEB-DC	
STATION	CROSS SLOPE
23+37.78	-2.00%
24+84.78	-6.00%
36+82.70	-6.00%
38+29.70	-2.00%
45+42.96	-2.00%
46+89.96	-2.50%

RAMP PEBSB-DC	
STATION	CROSS SLOPE
16+17.02	-2.50%
17+64.02	-2.00%
32+00.00	-2.00%
33+47.00	-6.00%
42+62.47	-6.00%
44+09.47	-2.00%
52+91.30	-2.00%

RAMP PNBWB-DC	
STATION	CROSS SLOPE
24+20.79	-2.00%
26+20.78	-2.00%
28+44.78	+6.00%
42+02.50	+6.00%
44+26.50	-2.00%
44+82.86	-2.00%

PSBEB-DC - PROPOSED DIRECT CONNECTOR FROM SOUTHBOUND S.H. 360 TO EASTBOUND I.H. 30

NORTHING	EASTING	DELTA	RADIUS	TANGENT	CURVE LENGTH	CHORD BEARING	CHORD LENGTH	P.C. STATION	P.T. STATION
6,963,003.90	2,409,993.59	97° 42' 27"	924.13'	1,057.62'	1,575.93'	S 41° 57' 01.21" E	1,391.79'	27+49.04	43+24.97
6,963,030.05	2,411,856.93	2° 45' 00"	2,864.79'	68.76'	137.50'	N 87° 49' 15.13" E	137.49'	50+62.11	51+99.61

PSBWB-DC - PROPOSED DIRECT CONNECTOR RAMP FROM SOUTHBOUND S.H. 360 TO WESTBOUND I.H. 30

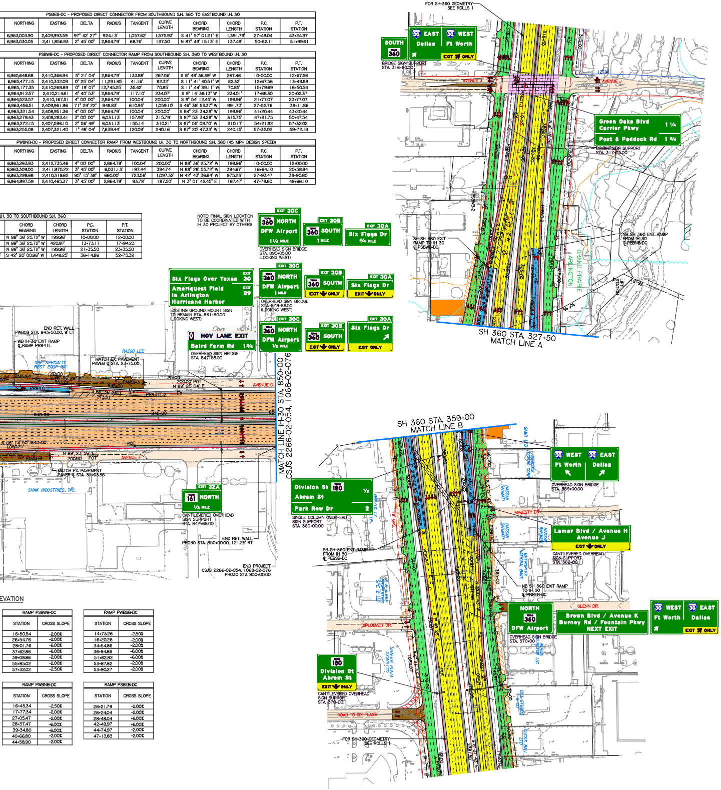
NORTHING	EASTING	DELTA	RADIUS	TANGENT	CURVE LENGTH	CHORD BEARING	CHORD LENGTH	P.C. STATION	P.T. STATION
6,965,648.68	2,410,366.94	5° 21' 04"	2,864.79'	133.88'	267.56'	S 8° 48' 36.39" W	267.46'	10+00.00	12+67.56
6,965,477.15	2,410,332.09	0° 25' 04"	11,291.45'	41.16'	82.32'	S 11° 41' 40.51" W	82.32'	12+67.56	13+49.88
6,965,177.35	2,410,268.89	0° 19' 07"	12,745.25'	35.42'	70.85'	S 11° 44' 39.11" W	70.85'	15+79.69	16+50.54
6,964,912.57	2,410,214.61	4° 40' 53"	2,864.79'	117.10'	234.07'	S 9° 14' 39.13" W	234.01'	17+68.30	20+02.37
6,964,523.57	2,410,167.51	4° 00' 00"	2,864.79'	100.04'	200.00'	S 8° 54' 12.45" W	199.96'	21+77.07	23+77.07
6,963,456.51	2,409,961.96	71° 29' 22"	848.83'	610.95'	1,059.10'	S 46° 38' 53.37" W	991.73'	27+52.76	38+11.86
6,963,321.54	2,408,951.36	4° 00' 00"	2,864.79'	100.04'	200.00'	S 84° 23' 34.28" W	199.96'	41+20.44	43+20.44
6,963,279.43	2,408,283.41	3° 00' 00"	6,031.13'	157.93'	315.79'	S 87° 53' 34.28" W	315.75'	47+31.75	50+47.54
6,963,272.15	2,407,596.10	2° 56' 49"	6,031.13'	155.14'	310.21'	S 87° 55' 09.70" W	310.17'	54+21.82	57+32.02
6,963,255.08	2,407,321.40	1° 48' 04"	7,639.44'	120.09'	240.16'	S 87° 20' 47.33" W	240.15'	57+32.02	59+72.19

PWBNB-DC - PROPOSED DIRECT CONNECTOR RAMP FROM WESTBOUND I.H. 30 TO NORTHBOUND S.H. 360 (45 MPH DESIGN SPEED)

NORTHING	EASTING	DELTA	RADIUS	TANGENT	CURVE LENGTH	CHORD BEARING	CHORD LENGTH	P.C. STATION	P.T. STATION
6,963,263.93	2,412,735.46	4° 00' 00"	2,864.79'	100.04'	200.00'	N 88° 36' 25.72" W	199.96'	10+00.00	12+00.00
6,963,309.00	2,411,975.22	3° 45' 00"	6,031.13'	197.44'	394.74'	N 88° 28' 55.72" W	394.67'	16+64.10	20+58.84
6,963,298.68	2,410,319.62	95° 15' 38"	660.00'	723.56'	1,097.32'	N 42° 43' 36.64" W	975.23'	27+93.47	38+90.80
6,964,997.59	2,410,465.37	3° 45' 00"	2,864.79'	93.78'	187.50'	N 3° 01' 42.45" E	187.47'	47+78.60	49+66.10

I.H. 30 TO SOUTHBOUND S.H. 360

CHORD BEARING	CHORD LENGTH	P.C. STATION	P.T. STATION
N 88° 36' 25.72" W	199.96'	10+00.00	12+00.00
N 88° 36' 25.72" W	420.97'	13+73.17	17+94.23
N 88° 36' 25.72" W	199.96'	21+35.50	23+35.50
S 42° 20' 00.86" W	1,449.25'	36+14.86	52+75.32


FOR SH-360 GEOMETRY SEE ROLLS I
SOUTH 360
30 EAST Dallas
30 WEST Ft Worth
EXIT ONLY
BRIDGE SIGN SUPPORT STA. 316+60.00
AVENUE J
12" W
Green Oaks Blvd 1 1/4
Carrier Pkwy
Post & Paddock Rd 1 3/4
BRIDGE SIGN SUPPORT STA. 317+55.00
SH SH 360 EXIT RAMP TO IH 30 ℄ PSBWB-DC
NB SH 360 ENT RAMP FROM IH 30 ℄ PEBNB-DC
GRAND PRAIRIE
ARLINGTON
LIFT STATION
SH 360 STA. 327+50
MATCH LINE A
NOTE: FINAL SIGN LOCATION TO BE COORDINATED WITH IH 30 PROJECT BY OTHERS
EXIT 30C
360 NORTH
DFW Airport
1 1/4 MILE
EXIT 30B
360 SOUTH
1 MILE
EXIT 30A
Six Flags Dr
3/4 MILE
OVERHEAD SIGN BRIDGE STA. 890+05.00 (LOOKING WEST)
Six Flags Over Texas EXIT 30
Ameriquest Field In Arlington EXIT 29
Hurricane Harbor
EXISTING GROUND MOUNT SIGN TO REMAIN STA. 861+80.00 (LOOKING WEST)
EXIT 30C
360 NORTH
DFW Airport
1 MILE
EXIT 30B
360 SOUTH
EXIT ONLY
EXIT 30A
Six Flags Dr
EXIT ONLY
OVERHEAD SIGN BRIDGE STA. 878+88.00 (LOOKING WEST)
HOV LANE EXIT
Baird Farm Rd 1 3/4
OVERHEAD SIGN BRIDGE STA. 847+68.00
EXIT 30C
360 NORTH
DFW Airport
1/2 MILE
EXIT 30B
360 SOUTH
EXIT ONLY
EXIT 30A
Six Flags Dr
EXIT ONLY
END RET. WALL PWBCB STA. 843+50.00, 9' LT
WB IH-30 EXIT RAMP ℄ RAMP PR841L
RAZGO LEE
SRE SPECIALTY REST EQUIP INC
MATCH EX. PAVEMENT PAVEG ℄ STA. 23+75.00
PAVEG-2
PAVEG-3
PR841L-1
PR841L-2
845+00
840+00
850
200.00' POT N 89° 20' 04" E
AVENUE G
N 88° 14' 50" E
1,050.21'
PAVEF-4
N 89° 23' 56" E 200.00' POT
AVENUE F
MATCH EX. PAVEMENT PAVEF ℄ STA. 31+63.36
SHAW INDUSTRIES, INC.
EXIT 32A
161 NORTH
1/2 MILE
CANTILEVERED OVERHEAD SIGN SUPPORT STA. 847+68.00
END RET. WALL PR030 STA. 850+00.00, 121.25' RT
END PROJECT CSJS 2266-02-054, 1068-02-076 PR030 STA. 850+00.00
MATCH LINE IH-30 STA. 850+00
CSJS 2266-02-054, 1068-02-076
SH 360 STA. 359+00
MATCH LINE B
Division St 180 1/2
Abram St
Park Row Dr 2
SINGLE COLUMN OVERHEAD SIGN SUPPORT STA. 360+00.00
30 WEST Ft Worth
30 EAST Dallas
OVERHEAD SIGN BRIDGE STA. 359+00.00
MAJESTY DR.
Lamar Blvd / Avenue H
Avenue J
EXIT ONLY
CANTILEVERED OVERHEAD SIGN SUPPORT STA. 362+00
SB SH 360 ENT RAMP FROM IH 30 ℄ PEBSB-DC
NB SH 360 EXIT RAMP TO IH 30 ℄ PNBEB-DC
GLENN DR.
NORTH 360 DFW Airport
OVERHEAD SIGN BRIDGE STA. 370+00
Brown Blvd / Avenue K
Burney Rd / Fountain Pkwy
NEXT EXIT
30 WEST Ft Worth
30 EAST Dallas
EXIT ONLY
DIPLOMACY DR.
180 Division St Abram St
EXIT ONLY
CANTILEVERED OVERHEAD SIGN SUPPORT STA. 370+00
ROAD TO SIX FLAGS
FOR SH-360 GEOMETRY SEE ROLLS I
HASSAN RAHMATI
METROPLEX NATIONAL BANK
SHAFER PLAZA XXXIII LTD
BILL STUBBS & CO

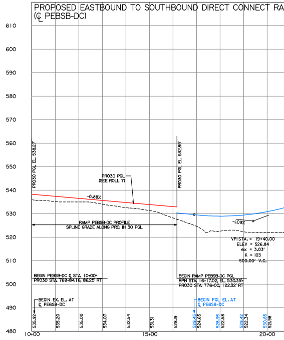
EVATION

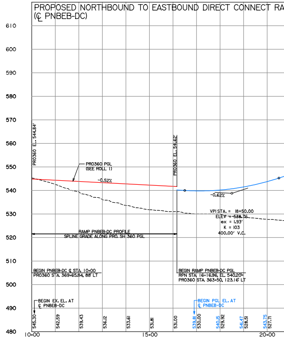
RAMP PSBWB-DC	
STATION	CROSS SLOPE
16+50.54	-2.00%
26+54.76	-2.00%
28+01.76	-6.00%
37+62.86	-6.00%
39+09.86	-2.00%
55+85.02	-2.00%
57+32.02	-2.50%

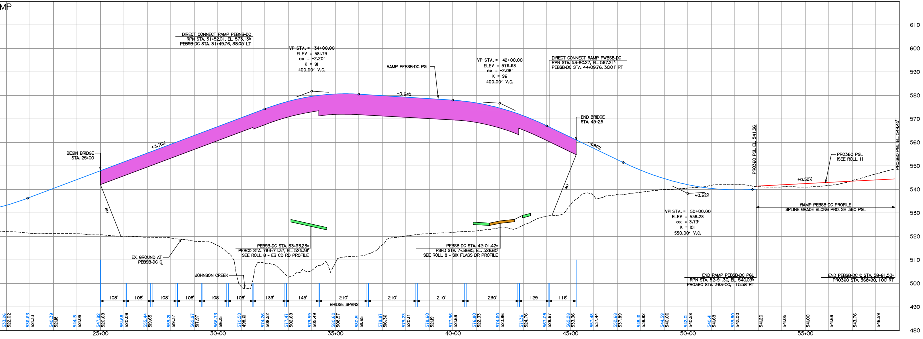
RAMP PWBSB-DC	
STATION	CROSS SLOPE
14+73.26	-2.50%
16+20.26	-2.00%
34+54.86	-2.00%
36+94.86	+6.00%
51+62.82	+6.00%
53+87.82	-2.00%
53+90.27	-2.00%

RAMP PWBNB-DC	
STATION	CROSS SLOPE
16+45.34	-2.50%
17+77.34	-2.00%
27+05.47	-2.00%
28+37.47	-6.00%
39+34.80	-6.00%
40+66.80	-2.00%
44+58.90	-2.00%

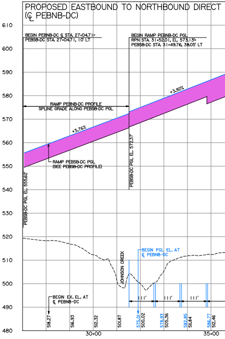
RAMP PSBEB-DC	
STATION	CROSS SLOPE
26+21.79	-2.00%
26+24.04	-2.00%
28+48.04	+6.00%
42+49.97	+6.00%
44+74.97	-2.00%
47+13.83	-2.00%

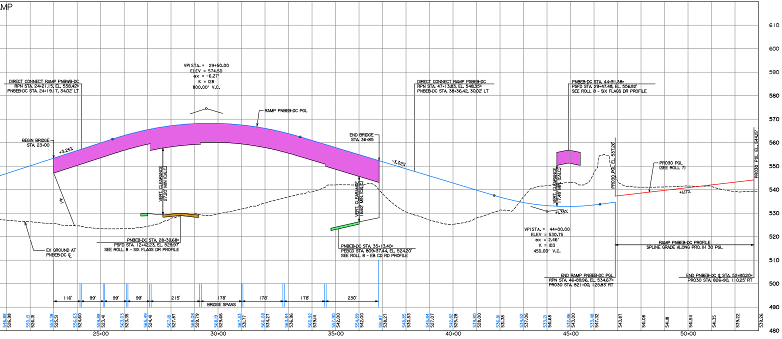




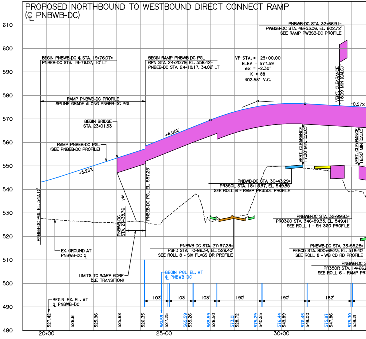

MP
DIRECT CONNECT RAMP PEBNB-DC
RPN STA. 31+52.01, EL. 573.13'=
PEBSB-DC STA. 31+49.76, 38.05' LT
VPI STA. = 34+00.00
ELEV = 581.79
ex = -2.20'
K = 91
400.00' V.C.
RAMP PEBSB-DC PGL
-0.64%
VPI STA. = 42+00.00
ELEV = 576.68
ex = -2.08'
K = 96
400.00' V.C.
DIRECT CONNECT RAMP PWBSB-DC
RPN STA. 53+90.27, EL. 567.21'=
PEBSB-DC STA. 44+09.76, 30.01' RT
END BRIDGE
STA. 45+25
-4.80%
BEGIN BRIDGE
STA. 25+00
+3.76%
4:1
PRO360 PGL EL. 541.36'
PRO360 PGL EL. 544.45'
PRO360 PGL
(SEE ROLL 1)
+0.52%
+0.62%
VPI STA. = 50+00.00
ELEV = 538.28
ex = 3.73'
K = 101
550.00' V.C.
RAMP PEBSB-DC PROFILE
SPLINE GRADE ALONG PRO. SH 360 PGL
PEBSB-DC STA. 33+93.23=
PEBCD STA. 793+71.37, EL. 525.39'
SEE ROLL 8 - EB CD RD PROFILE
PEBSB-DC STA. 42+01.42=
PSFD STA. 7+39.65, EL. 526.60'
SEE ROLL 8 - SIX FLAGS DR PROFILE
EX. GROUND AT
PEBSB-DC ℄
JOHNSON CREEK
END RAMP PEBSB-DC PGL
RPN STA. 52+91.30, EL. 540.09'=
PRO360 STA. 363+00, 115.58' RT
END PEBSB-DC ℄ STA. 58+81.53=
PRO360 STA. 368+90, 100' RT
108' 108' 108' 108' 108' 108' 139' 145' 210' 210' 210' 230' 129' 116'
BRIDGE SPANS
533.26 522.02 536.63 521.33 540.39 521.18 544.15 521.09 547.92 520.69 551.68 520.09 555.44 519.65 559.21 519.37 562.97 517.97 566.73 516.15 570.50 498.61 574.26 508.52 577.47 502.69 579.59 505.49 580.60 508.57 580.51 511.65 579.87 516.36 579.23 520.17 578.60 521.19 577.96 521.69 576.80 522.33 574.60 523.86 571.36 524.76 567.08 528.67 562.28 533.36 557.48 537.44 552.68 537.89 548.16 538.82 544.59 540.00 542.01 540.58 540.41 541.69 539.80 542.00 541.20 541.05 541.00 541.69 543.76 546.59
25+00 30+00 35+00 40+00 45+00 50+00 55+00
610 600 590 580 570 560 550 540 530 520 510 500 490 480

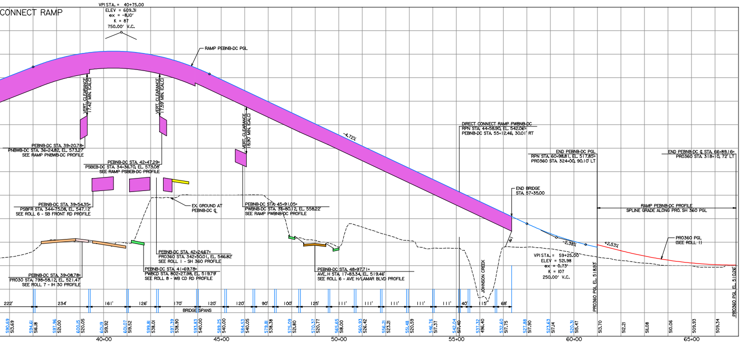
PROPOSED EASTBOUND TO NORTHBOUND DIRECT
(℄ PEBNB-DC)


610 600 590 580 570 560 550 540 530 520 510 500 490 480
BEGIN PEBNB-DC ℄ STA. 27+04.71=
PEBSB-DC STA. 27+04.71, 10' LT
BEGIN RAMP PEBNB-DC PGL
RPN STA. 31+52.01, EL. 573.13'=
PEBSB-DC STA. 31+49.76, 38.05' LT
+3.92%
RAMP PEBNB-DC PROFILE
SPLINE GRADE ALONG PEBSB-DC PGL
+3.76%
RAMP PEBSB-DC PGL
(SEE PEBSB-DC PROFILE)
PEBSB-DC PGL EL. 555.62'
PEBSB-DC PGL EL. 572.37'
JOHNSON CREEK
BEGIN PGL EL. AT
℄ PEBNB-DC
BEGIN EX. EL. AT
℄ PEBNB-DC
111' 111' 111'
518.27 516.93 512.32 501.87 575.01 500.02 578.93 505.36 582.85 511.84 586.77 512.46
30+00 35+00

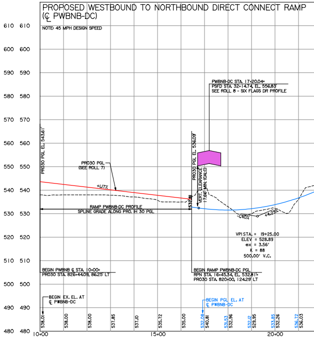

AMP
DIRECT CONNECT RAMP PNBWB-DC
RPN STA. 24+21.15, EL. 558.42'=
PNBEB-DC STA. 24+19.17, 34.02' LT
VPI STA. = 29+50.00
ELEV = 574.50
ex = -6.27'
K = 128
800.00' V.C.
RAMP PNBEB-DC PGL
BEGIN BRIDGE
STA. 23+00
+3.25%
END BRIDGE
STA. 36+85
-3.02%
4:1
VERT. CLEARANCE
27.20' MIN (CALC)
VERT. CLEARANCE
16.62' MIN. (CALC)
DIRECT CONNECT RAMP PSBEB-DC
RPN STA. 47+13.83, EL. 548.35'=
PNBEB-DC STA. 38+36.42, 30.02' LT
PNBEB-DC STA. 44+91.38=
PSFD STA. 29+47.48, EL. 556.82'
SEE ROLL 8 - SIX FLAGS DR PROFILE
VERT. CLEARANCE
17.48' MIN. (CALC)
PRO30 PGL EL. 537.26'
PRO30 PGL EL. 544.15'
PRO30 PGL
(SEE ROLL 7)
+1.17%
+1.35%
VPI STA. = 44+00.00
ELEV = 530.75
ex = 2.46'
K = 103
450.00' V.C.
RAMP PNBEB-DC PROFILE
SPLINE GRADE ALONG PRO. IH 30 PGL
EX GROUND AT
PNBEB-DC ℄
PNBEB-DC STA. 28+39.68=
PSFD STA. 12+42.23, EL. 529.97'
SEE ROLL 8 - SIX FLAGS DR PROFILE
PNBEB-DC STA. 35+13.40=
PEBCD STA. 809+37.44, EL. 524.20'
SEE ROLL 8 - EB CD RD PROFILE
END RAMP PNBEB-DC PGL
RPN STA. 46+89.96, EL. 534.67'=
PRO30 STA. 821+00, 125.83' RT
END PNBEB-DC ℄ STA. 52+80.20=
PRO30 STA. 826+90, 110.25' RT
116' 99' 99' 99' 215' 178' 178' 178' 230'
BRIDGE SPANS
546.88 526.98 550.13 526.31 553.38 525.51 556.63 524.60 559.88 523.41 563.03 523.35 565.49 524.41 567.18 527.87 568.08 529.79 568.19 529.66 567.53 531.77 566.08 534.27 563.84 536.96 560.92 539.14 557.90 542.00 554.89 542.00 551.87 538.27 548.85 530.53 545.84 527.07 542.82 525.28 539.80 528.00 536.81 531.38 534.52 537.06 533.21 541.68 532.86 543.00 533.48 547.32 543.87 541.08 541.18 541.54 541.35 539.22 539.26
25+00 30+00 35+00 40+00 45+00 50+00

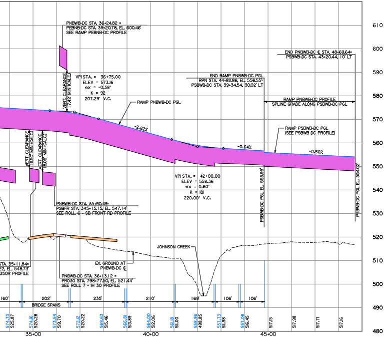
PROPOSED NORTHBOUND TO WESTBOUND DIRECT CONNECT RAMP
(℄ PNBWB-DC)


610 600 590 580 570 560 550 540 530 520 510 500 490 480
PNBWB-DC STA. 32+66.91=
PWBSB-DC STA. 46+53.06, EL. 602.72'
SEE RAMP PWBSB-DC PROFILE
BEGIN PNBWB-DC ℄ STA. 19+76.07=
PNBEB-DC STA. 19+76.07, 10' LT
BEGIN RAMP PNBWB-DC PGL
RPN STA. 24+20.79, EL. 558.42'=
PNBEB-DC STA. 24+19.17, 34.02' LT
VPI STA. = 29+00.00
ELEV = 577.59
ex = -2.30'
K = 88
402.58' V.C.
VERT. CLEARANCE
18.09' MIN (CALC)
-0.57%
RAMP PNBWB-DC PROFILE
SPLINE GRADE ALONG PNBEB-DC PGL
BEGIN BRIDGE
STA. 23+01.33
+4.00%
VERT. CLEARANCE
17.30' MIN. (CALC)
VERT. CLEARANCE
16.50' MIN (CALC)
RAMP PNBEB-DC PGL
(SEE PNBEB-DC PROFILE)
+3.25%
PNBWB-DC STA. 30+43.29=
PR350L STA. 18+13.37, EL. 549.85'
SEE ROLL 6 - RAMP PR350L PROFILE
PNBEB-DC PGL EL. 543.12'
4:1
PNBEB-DC PGL EL. 557.25'
PNBWB-DC
STA. 23+38.76
PNBWB-DC STA. 32+99.83=
PRO360 STA. 346+89.35, EL. 549.41'
SEE ROLL 1 - SH 360 PROFILE
EX. GROUND AT
PNBWB-DC ℄
PNBWB-DC STA. 27+97.28=
PSFD STA. 10+86.34, EL. 528.40'
SEE ROLL 8 - SIX FLAGS DR PROFILE
PNBWB-DC STA. 33+55.28=
PEBCD STA. 800+69.23, EL. 519.40'
SEE ROLL 8 - WB CD RD PROFILE
PNBWB-DC S
PR350R STA. 14+66.2
SEE ROLL 6 - RAMP PR
LIMITS TO WARP GORE
(S.E. TRANSITION)
BEGIN PGL EL. AT
℄ PNBWB-DC
BEGIN EX. EL. AT
℄ PNBWB-DC
103' 103' 103' 190' 190' 182'
527.42 526.61 525.96 525.68 526.35 561.59 527.25 565.59 535.26 569.59 526.50 573.01 528.72 575.29 540.55 576.44 549.89 576.45 549.00 575.87 547.86 575.30 539.21
20+00 25+00 30+00

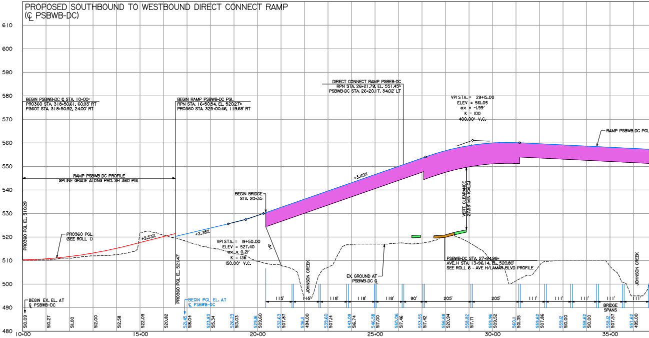

CONNECT RAMP
VPI STA. = 40+75.00
ELEV = 609.31
ex = -8.10'
K = 87
750.00' V.C.
RAMP PEBNB-DC PGL
VERT. CLEARANCE 17.42' MIN (CALC)
VERT. CLEARANCE 17.59' MIN (CALC)
VERT. CLEARANCE 18.90' MIN (CALC)
-4.72%
PEBNB-DC STA. 39+20.78=
PNBWB-DC STA. 36+24.82, EL. 573.27'
SEE RAMP PNBWB-DC PROFILE
PEBNB-DC STA. 42+47.29=
PSBEB-DC STA. 34+36.70, EL. 573.08'
SEE RAMP PSBEB-DC PROFILE
PEBNB-DC STA. 39+54.35=
PSBFR STA. 344+75.08, EL. 547.12'
SEE ROLL 6 - SB FRONT RD PROFILE
EX. GROUND AT PEBNB-DC ℄
PEBNB-DC STA. 45+91.05=
PWBNB-DC STA. 35+80.12, EL. 558.22'
SEE RAMP PWBNB-DC PROFILE
PEBNB-DC STA. 42+24.67=
PRO360 STA. 342+50.01, EL. 546.82'
SEE ROLL 1 - SH 360 PROFILE
PEBNB-DC STA. 41+69.78=
PWBCD STA. 802+27.98, EL. 519.79'
SEE ROLL 8 - WB CD RD PROFILE
PEBNB-DC STA. 39+08.78=
PRO30 STA. 798+58.12, EL. 521.47'
SEE ROLL 7 - IH 30 PROFILE
PEBNB-DC STA. 48+97.71=
AVE. H STA. 17+83.34, EL. 519.46'
SEE ROLL 6 - AVE H/LAMAR BLVD PROFILE
DIRECT CONNECT RAMP PWBNB-DC
RPN STA. 44+58.90, EL. 542.06'=
PEBNB-DC STA. 55+12.46, 30.01' RT
END PEBNB-DC PGL
RPN STA. 60+98.81, EL. 517.85'=
PRO360 STA. 324+00, 90.10' LT
END PEBNB-DC ℄ STA. 66+89.16=
PRO360 STA. 318+10, 72' LT
END BRIDGE
STA. 57+35.00
RAMP PEBNB-DC PROFILE
SPLINE GRADE ALONG PRO. SH 360 PGL
4:1
-2.38%
+2.53%
PRO360 PGL
(SEE ROLL 1)
VPI STA. = 59+25.00
ELEV = 521.98
ex = 0.73'
K = 107
250.00' V.C.
JOHNSON CREEK
PRO360 PGL EL. 518.93'
PRO360 PGL EL. 510.26'
222' 234' 161' 126' 170' 120' 120' 90' 100' 125' 111' 111' 111' 111' 111' 111' 40' 115' 68'
BRIDGE SPANS
590.69 513.69 594.61 516.18 597.96 521.00 600.15 520.05 601.19 519.92 601.07 519.52 599.81 538.01 597.39 538.90 593.83 540.00 589.25 540.00 584.53 540.05 579.81 538.38 575.09 521.80 570.37 520.77 565.65 518.00 560.93 526.42 556.21 523.21 551.48 520.59 546.76 517.37 542.04 517.40 537.32 496.40 532.60 517.75 527.88 517.90 523.63 517.14 520.31 515.47 513.70 512.21 511.08 510.06 509.93 509.34
40+00
45+00
50+00
55+00
60+00
65+00
610 600 590 580 570 560 550 540 530 520 510 500 490 480

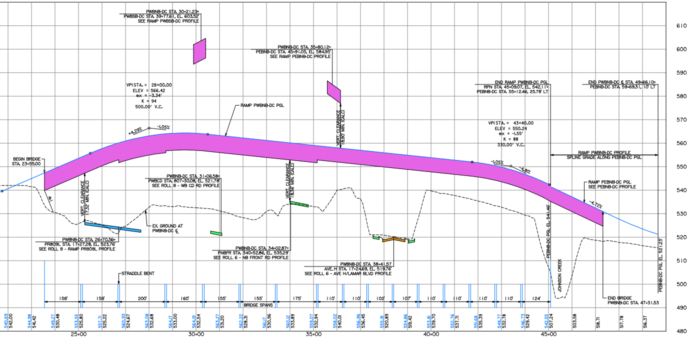
PROPOSED WESTBOUND TO NORTHBOUND DIRECT CONNECT RAMP (℄ PWBNB-DC)

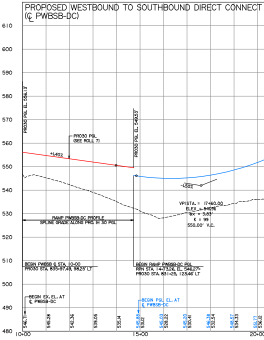

NOTE: 45 MPH DESIGN SPEED
610 600 590 580 570 560 550 540 530 520 510 500 490 480
PWBNB-DC STA. 17+20.04=
PSFD STA. 32+14.74, EL. 556.83'
SEE ROLL 8 - SIX FLAGS DR PROFILE
PRO30 PGL EL. 543.61'
PRO30 PGL EL. 536.09'
PRO30 PGL
(SEE ROLL 7)
+1.17%
VERT. CLEARANCE 17.66' MIN. (CALC)
532.81
RAMP PWBNB-DC PROFILE
SPLINE GRADE ALONG PRO. IH 30 PGL
-1.40%
+4.29%
VPI STA. = 19+25.00
ELEV = 528.89
ex = 3.56'
K = 88
500.00' V.C.
BEGIN PWBNB ℄ STA. 10+00=
PRO30 STA. 826+44.09, 86.25' LT
BEGIN RAMP PWBNB-DC PGL
RPN STA. 16+45.34, EL. 532.81'=
PRO30 STA. 820+00, 124.29' LT
BEGIN EX. EL. AT
℄ PWBNB-DC
BEGIN PGL EL. AT
℄ PWBNB-DC
538.01 538.00 538.00 537.85 537.10 535.72 535.00 532.08 540.81 531.53 532.96 532.12 529.95 533.85 532.26 536.72 536.03
10+00
15+00
20+00

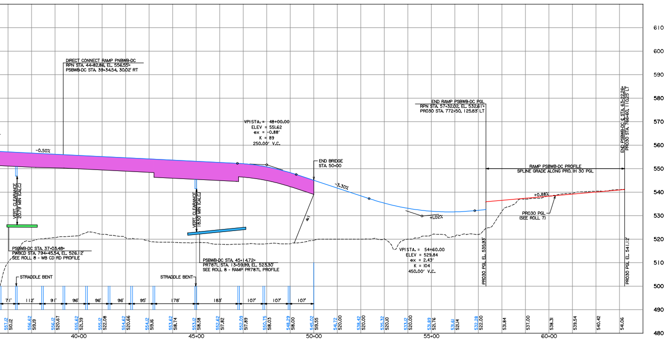

PNBWB-DC STA. 36+24.82 =
PEBNB-DC STA. 39+20.78, EL. 600.46'
SEE RAMP PEBNB-DC PROFILE
END PNBWB-DC ℄ STA. 48+69.64=
PSBWB-DC STA. 43+20.44, 10' LT
END RAMP PNBWB-DC PGL
RPN STA. 44+82.86, EL. 556.55'=
PSBWB-DC STA. 39+34.54, 30.02' LT
VPI STA. = 36+75.00
ELEV = 573.16
ex = -0.58'
K = 92
207.29' V.C.
VERT. CLEARANCE 17.42' MIN (CALC)
RAMP PNBWB-DC PGL
RAMP PNBWB-DC PROFILE
SPLINE GRADE ALONG PSBWB-DC PGL
-2.82%
RAMP PSBWB-DC PGL
(SEE PSBWB-DC PROFILE)
-0.64%
-0.50%
VERT. CLEARANCE 16.50' MIN (CALC)
VERT. CLEARANCE 18.05' MIN (CALC)
VPI STA. = 42+00.00
ELEV = 558.36
ex = 0.60'
K = 101
220.00' V.C.
PSBWB-DC PGL EL. 555.95'
PSBWB-DC PGL EL. 554.02'
PNBWB-DC STA. 35+90.49=
PSBFR STA. 345+15.15, EL. 547.14'
SEE ROLL 6 - SB FRONT RD PROFILE
JOHNSON CREEK
STA. 35+11.84=
22, EL. 548.73'
350R PROFILE
EX. GROUND AT
PNBWB-DC ℄
PNBWB-DC STA. 36+13.12 =
PRO30 STA. 798+77.50, EL. 521.44'
SEE ROLL 7 - IH 30 PROFILE
160' 202' 235' 210' 169' 106' 106'
BRIDGE SPANS
574.73 525.87 574.16 520.28 573.54 519.70 572.12 520.22 569.63 515.46 566.81 513.89 564.00 512.06 561.18 511.00 558.96 498.85 557.73 511.98 557.08 516.45 517.15 517.98 517.71 517.16
35+00
40+00
45+00
610 600 590 580 570 560 550 540 530 520 510 500 490 480

PROPOSED SOUTHBOUND TO WESTBOUND DIRECT CONNECT RAMP (℄ PSBWB-DC)


610 600 590 580 570 560 550 540 530 520 510 500 490 480
BEGIN PSBWB-DC ℄ STA. 10+00=
PRO360 STA. 318+50.61, 60.93' RT
P360T STA. 318+50.92, 24.00' RT
BEGIN RAMP PSBWB-DC PGL
RPN STA. 16+50.54, EL. 520.27'=
PRO360 STA. 325+00.46, 119.68' RT
DIRECT CONNECT RAMP PSBEB-DC
RPN STA. 26+21.79, EL. 551.45'=
PSBWB-DC STA. 26+20.17, 34.02' LT
VPI STA. = 29+15.00
ELEV = 561.05
ex = -1.99'
K = 100
400.00' V.C.
RAMP PSBWB-DC PGL
RAMP PSBWB-DC PROFILE
SPLINE GRADE ALONG PRO. SH 360 PGL
+3.49%
BEGIN BRIDGE
STA. 20+35
VERT. CLEARANCE 27.53' MIN (CALC)
PRO360 PGL EL. 510.29'
PRO360 PGL
(SEE ROLL 1)
+2.53%
+2.38%
4:1
VPI STA. = 19+50.00
ELEV = 527.40
ex = 0.21'
K = 136
150.00' V.C.
PRO360 PGL EL. 521.47'
JOHNSON CREEK
EX. GROUND AT
PSBWB-DC ℄
PSBWB-DC STA. 27+94.98=
AVE. H STA. 13+96.14, EL. 520.80'
SEE ROLL 6 - AVE H/LAMAR BLVD PROFILE
BEGIN EX. EL. AT
℄ PSBWB-DC
BEGIN PGL EL. AT
℄ PSBWB-DC
115' 115' 118' 118' 118' 90' 205' 205' 111' 111' 111' 111' 111'
BRIDGE SPANS
510.09 510.27 511.00 512.00 512.58 522.09 520.82 521.45 518.04 523.83 515.34 526.23 513.03 529.16 509.60 532.63 507.87 536.11 494.00 539.60 507.14 543.09 516.74 546.58 517.00 550.06 517.46 553.55 517.42 556.68 520.94 558.82 517.71 559.96 509.52 560.11 501.35 559.62 507.86 559.12 510.00 558.62 510.00 558.12 507.57 557.62 495.00
10+00
15+00
20+00
25+00
30+00
35+00


PWBNB-DC STA. 30+21.23=
PWBSB-DC STA. 39+77.61, EL. 603.52'
SEE RAMP PWBSB-DC PROFILE
PWBNB-DC STA. 35+80.12=
PEBNB-DC STA. 45+91.05, EL. 584.95'
SEE RAMP PEBNB-DC PROFILE
VPI STA. = 28+00.00
ELEV = 566.42
ex = -3.34'
K = 94
500.00' V.C.
RAMP PWBNB-DC PGL
+4.29%
-1.05%
END RAMP PWBNB-DC PGL
RPN STA. 45+09.07, EL. 542.11'=
PEBNB-DC STA. 55+12.46, 25.78' LT
END PWBNB-DC ℄ STA. 49+66.10=
PEBNB-DC STA. 59+69.31, 10' LT
VPI STA. = 43+40.00
ELEV = 550.24
ex = -1.55'
K = 88
330.00' V.C.
RAMP PWBNB-DC PROFILE
SPLINE GRADE ALONG PEBNB-DC PGL
-1.05%
-4.81%
-4.72%
RAMP PEBNB-DC PGL
SEE PEBNB-DC PROFILE
BEGIN BRIDGE
STA. 23+55.00
VERT. CLEARANCE
17.32' MIN. (CALC)
VERT. CLEARANCE
18.30' MIN. (CALC)
VERT. CLEARANCE
18.36' MIN. (CALC)
PWBNB-DC STA. 31+06.58=
PWBCD STA. 807+30.08, EL. 521.78'
SEE ROLL 8 - WB CD RD PROFILE
EX. GROUND AT
PWBNB-DC ℄
PWBNB-DC STA. 26+70.36=
PR809L STA. 17+27.28, EL. 523.76'
SEE ROLL 8 - RAMP PR809L PROFILE
PWBNB-DC STA. 34+02.87=
PNBFR STA. 340+52.86, EL. 535.29'
SEE ROLL 6 - NB FRONT RD PROFILE
PWBNB-DC STA. 38+41.57
AVE. H STA. 17+24.69, EL. 519.76'
SEE ROLL 6 - AVE H/LAMAR BLVD PROFILE
PEBNB-DC PGL EL. 541.46'
JOHNSON CREEK
PEBNB-DC PGL EL. 521.23'
END BRIDGE
PWBNB-DC STA. 47+31.53
STRADDLE BENT
158'
158'
200'
160'
155'
155'
175'
110'
110'
102'
107'
110'
110'
110'
110'
124'
BRIDGE SPANS
540.69
542.00
544.98
541.42
549.27
530.48
553.55
525.80
557.71
525.22
560.93
524.67
563.08
532.68
564.17
533.00
564.19
532.54
563.27
531.20
562.22
528.31
561.17
530.96
560.12
533.89
559.07
532.94
558.02
540.01
556.96
536.45
555.91
520.89
554.86
519.42
553.81
539.70
552.76
537.71
551.68
535.39
549.77
532.78
546.73
529.42
542.55
507.24
503.58
518.71
517.78
516.37
25+00
30+00
35+00
40+00
45+00
610
600
590
580
570
560
550
540
530
520
510
500
490
480


PROPOSED WESTBOUND TO SOUTHBOUND DIRECT CONNECT
(℄ PWBSB-DC)
610
600
590
580
570
560
550
540
530
520
510
500
490
480
PRO30 PGL EL. 556.13'
PRO30 PGL
(SEE ROLL 7)
+1.40%
PRO30 PGL EL. 549.53'
-1.50%
VPI STA. = 17+60.00
ELEV = 541.36
ex = 3.83'
K = 99
550.00' V.C.
RAMP PWBSB-DC PROFILE
SPLINE GRADE ALONG PRO. IH 30 PGL
BEGIN PWBSB ℄ STA. 10+00
PRO30 STA. 835+97.49, 98.25' LT
BEGIN RAMP PWBSB-DC PGL
RPN STA. 14+73.26, EL. 546.27'=
PRO30 STA. 831+25, 123.46' LT
BEGIN EX. EL. AT
℄ PWBSB-DC
BEGIN PGL EL. AT
℄ PWBSB-DC
546.71
545.28
542.36
539.05
535.14
545.88
531.12
545.03
528.22
546.20
530.41
546.38
532.54
548.57
534.33
551.77
536.12
10+00
15+00
20+00


DIRECT CONNECT RAMP PNBWB-DC
RPN STA. 44+82.86, EL. 556.55'=
PSBWB-DC STA. 39+34.54, 30.02' RT
-0.50%
VPI STA. = 48+00.00
ELEV = 551.62
ex = -0.88'
K = 89
250.00' V.C.
END BRIDGE
STA. 50+00
-3.30%
+1.02%
END RAMP PSBWB-DC PGL
RPN STA. 57+32.02, EL. 532.61'=
PRO30 STA. 772+50, 125.83' LT
RAMP PSBWB-DC PROFILE
SPLINE GRADE ALONG PRO. IH 30 PGL
+0.88%
PRO30 PGL
(SEE ROLL 7)
END PSBWB-DC ℄ STA. 63+22.26=
PRO30 STA. 766+60, 110.25' LT
VERT. CLEARANCE
20.79' MIN. (CALC)
VERT. CLEARANCE
18.50' MIN. (CALC)
PSBWB-DC STA. 37+08.48=
PWBCD STA. 794+45.54, EL. 526.12'
SEE ROLL 8 - WB CD RD PROFILE
PSBWB-DC STA. 45+14.72=
PR787L STA. 13+59.99, EL. 523.30'
SEE ROLL 8 - RAMP PR787L PROFILE
VPI STA. = 54+60.00
ELEV = 529.84
ex = 2.43'
K = 104
450.00' V.C.
PRO30 PGL EL. 535.93'
PRO30 PGL EL. 541.12'
STRADDLE BENT
STRADDLE BENT
71'
112'
91'
96'
96'
96'
95'
178'
183'
107'
107'
107'
557.12
510.12
558.62
519.19
556.12
520.67
555.62
521.39
555.12
522.08
554.62
520.66
554.12
519.16
553.62
518.74
553.12
518.58
552.62
517.82
552.09
517.89
550.75
518.03
548.29
518.00
546.02
519.55
544.72
520.00
538.42
520.00
535.32
520.10
533.12
520.00
531.89
521.76
531.61
521.14
532.28
522.00
531.84
537.00
538.31
539.54
540.42
541.06
40+00
45+00
50+00
55+00
60+00
610
600
590
580
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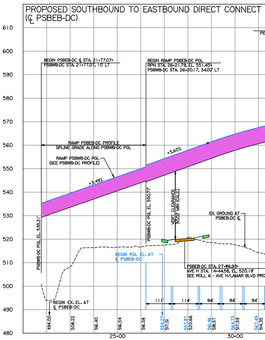
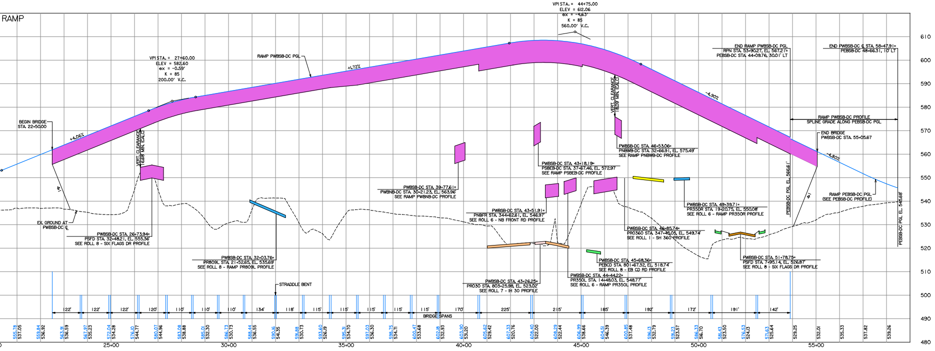
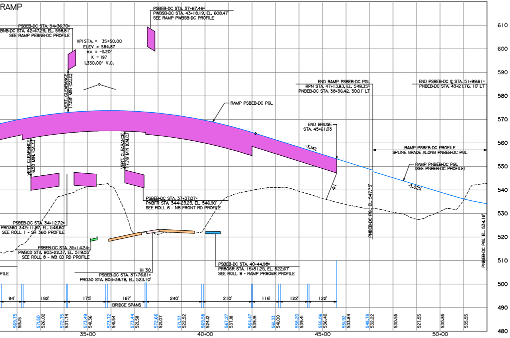
540
530
520
510
500
490
480


PROPOSED SOUTHBOUND TO EASTBOUND DIRECT CONNECT
(℄ PSBEB-DC)
610
600
590
580
570
560
550
540
530
520
510
500
490
480
BEGIN PSBEB-DC ℄ STA. 21+77.07=
PSBWB-DC STA. 21+77.07, 10' LT
BEGIN RAMP PSBEB-DC PGL
RPN STA. 26+21.79, EL. 551.45'=
PSBWB-DC STA. 26+20.17, 34.02' LT
RAMP PSBEB-DC PROFILE
SPLINE GRADE ALONG PSBWB-DC PGL
RAMP PSBWB-DC PGL
(SEE PSBWB-DC PROFILE)
+3.49%
+3.60%
PSBWB-DC PGL EL. 535.31'
PSBWB-DC PGL EL. 550.77'
VERT. CLEARANCE
30.02' MIN. (CALC)
EX. GROUND AT
PSBEB-DC ℄
BEGIN PGL EL. AT
℄ PSBEB-DC
PSBEB-DC STA. 27+86.93=
AVE H STA. 14+44.58, EL. 520.19'
SEE ROLL 6 - AVE H/LAMAR BLVD PROFILE
BEGIN EX. EL. AT
℄ PSBEB-DC
111'
114'
94'
94'
94'
494.00
508.22
516.40
516.54
516.58
554.27
517.51
557.87
520.66
561.46
518.57
564.73
517.59
567.49
514.35
25+00
30+00


RAMP
VPI STA. = 44+75.00
ELEV = 612.06
ex = -4.63'
K = 85
560.00' V.C.
VPI STA. = 27+60.00
ELEV = 582.60
ex = -0.59'
K = 85
200.00' V.C.
RAMP PWBSB-DC PGL
+1.72%
+4.06%
-4.90%
-4.80%
BEGIN BRIDGE
STA. 22+50.00
END RAMP PWBSB-DC PGL
RPN STA. 53+90.27, EL. 567.21±
PEBSB-DC STA. 44+09.76, 30.01' LT
END PWBSB-DC ℄ STA. 58+47.91±
PEBSB-DC 48+66.31, 10' LT
RAMP PWBSB-DC PROFILE
SPLINE GRADE ALONG PEBSB-DC PGL
END BRIDGE
PWBSB-DC STA. 55+05.67
VERT. CLEARANCE 16.68' MIN. (CALC)
VERT. CLEARANCE 18.09' MIN. (CALC)
PWBSB-DC STA. 46+53.06±
PNBWB-DC STA. 32+66.91, EL. 575.49'
SEE RAMP PNBWB-DC PROFILE
PWBSB-DC STA. 43+18.19±
PSBEB-DC STA. 37+67.46, EL. 572.97
SEE RAMP PSBEB-DC PROFILE
PWBSB-DC STA. 39+77.61±
PWBNB-DC STA. 30+21.23, EL. 563.96'
SEE RAMP PWBNB-DC PROFILE
PWBSB-DC STA. 43+51.91±
PNBFR STA. 344+62.61, EL. 546.97'
SEE ROLL 6 - NB FRONT RD PROFILE
PWBSB-DC STA. 49+39.71±
PR350R STA. 19+20.75, EL. 550.08'
SEE ROLL 6 - RAMP PR350R PROFILE
RAMP PEBSB-DC PGL
(SEE PEBSB-DC PROFILE)
PEBSB-DC PGL EL. 566.61'
PEBSB-DC PGL EL. 545.68'
EX. GROUND AT
PWBSB-DC ℄
PWBSB-DC STA. 26+73.94±
PSFD STA. 32+48.21, EL. 555.36'
SEE ROLL 8 - SIX FLAGS DR PROFILE
PWBSB-DC STA. 46+85.74±
PR0360 STA. 347+45.05, EL. 549.74'
SEE ROLL 1 - SH 360 PROFILE
PWBSB-DC STA. 32+03.76±
PR809L STA. 21+52.65, EL. 535.69'
SEE ROLL 8 - RAMP PR809L PROFILE
PWBSB-DC STA. 45+68.36±
PEBCD STA. 801+67.32, EL. 518.74'
SEE ROLL 8 - EB CD RD PROFILE
PWBSB-DC STA. 51+78.75±
PSFD STA. 7+95.14, EL. 526.87'
SEE ROLL 8 - SIX FLAGS DR PROFILE
PWBSB-DC STA. 44+44.22±
PR350L STA. 14+48.03, EL. 548.77'
SEE ROLL 6 - RAMP PR350L PROFILE
PWBSB-DC STA. 43+26.25±
PR030 STA. 803+25.98, EL. 523.02'
SEE ROLL 7 - IH 30 PROFILE
STRADDLE BENT
4:1
122' 122' 122' 120' 110' 110' 110' 134' 118' 115' 115' 115' 115' 115' 170' 225' 215' 185' 192' 172' 191' 142'
BRIDGE SPANS
25+00
30+00
35+00
40+00
45+00
50+00
55+00
610
600
590
580
570
560
550
540
530
520
510
500
490
480


RAMP
PSBEB-DC STA. 37+67.46±
PWBSB-DC STA. 43+18.19, EL. 608.47'
SEE RAMP PWBSB-DC PROFILE
PSBEB-DC STA. 34+36.70±
BNB-DC STA. 42+47.29, EL. 598.81'
SEE RAMP PEBNB-DC PROFILE
VPI STA. = 35+50.00
ELEV = 584.87
ex = -11.20'
K = 197
1,330.00' V.C.
VERT. CLEARANCE 17.59' MIN (CALC)
VERT. CLEARANCE 16.50' MIN. (CALC)
VERT. CLEARANCE 17.78' MIN. (CALC)
END RAMP PSBEB-DC PGL
RPN STA. 47+13.83, EL. 548.35±
PNBEB-DC STA. 38+36.42, 30.01' LT
END PSBEB-DC ℄ STA. 51+99.61±
PNBEB-DC STA. 43+21.76, 10' LT
RAMP PSBEB-DC PGL
END BRIDGE
STA. 45+61.03
-3.14%
-3.02%
RAMP PSBEB-DC PROFILE
SPLINE GRADE ALONG PNBEB-DC PGL
RAMP PNBEB-DC PGL
(SEE PNBEB-DC PROFILE)
PNBEB-DC PGL EL. 547.75'
PNBEB-DC PGL EL. 534.16'
4:1
PSBEB-DC STA. 37+37.07±
PNBFR STA. 344+23.23, EL. 546.90'
SEE ROLL 6 - NB FRONT RD PROFILE
PSBEB-DC STA. 34+12.72±
PR0360 342+11.87, EL. 546.60'
SEE ROLL 1 - SH 360 PROFILE
PSBEB-DC STA. 35+14.24±
PWBCD STA. 803+22.37, EL. 519.03'
SEE ROLL 8 - WB CD RD PROFILE
IH 30
PSBEB-DC STA. 37+76.61±
PR030 STA. 803+39.78, EL. 523.10'
PSBEB-DC STA. 40+44.98±
PR806R STA. 15+81.25, EL. 522.67'
SEE ROLL 8 - RAMP PR806R PROFILE
94' 182' 175' 167' 240' 210' 116' 122' 122'
BRIDGE SPANS
35+00
40+00
45+00
50+00
610
600
590
580
570
560
550
540
530
520
510
500
490
480

HALFF ASSOCIATES, INC.
ENGINEERS SURVEYORS • SCIENTISTS

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Matthew G. Craig	69910	01-08-2007
Type or Print Name	PE#	Date

TEXAS DEPARTMENT OF TRANSPORTATION

FORT WORTH DISTRICT
MARIBEL P. CHAVEZ, P.E., DISTRICT ENGINEER

SH 360 CORRIDOR
FROM BROWN BLVD/AVE K TO GREEN OAKS
CSJ'S: 2266-02-054, 1068-02-076

IH 30 / SH 360 DIRECT CONNECTING INTERCHANGE
ROLL 4 OF 8

DESIGN SPEED:
FREEWAY = 70 mph (RECONSTRUCTION)
SH 360 (STA. 426+00 to STA. 461+61) = 60 mph (TRANSITION TO EXISTING)
SH 360 (INSIDE WIDENING - STA. 461+61 to STA. 644+50) = 55 mph (EXISTING)
SH 360 (INSIDE WIDENING - STA. 644+50 to STA. 696+40) = 50 mph (EXISTING)
RAMPS = 50 mph
RAMP PWBNB-DC = 45 mph
FRONTAGE ROADS = 40 mph
DIVISION ST INTERCHANGE RAMPS = 25 mph
CROSS STREETS = 40 mph

SCALE: 1"=200' H, 1"=20' V
JANUARY 8, 2007

Halff Associates
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