Texas Department of Transportation®

Fort Worth District
Maribel P. Chavez, P.E. District Engineer

NTTA®
NORTH TEXAS TOLLWAY AUTHORITY

Gerry Carrigan, Executive Director

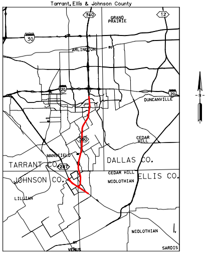
STATE HIGHWAY 360
From Green Oaks Boulevard to US 287
Design Schematic
Project Length = 9.20 Miles
CSJ # 2266-02-136
CONTRACT # 02282-SH-360 PS-PD

DESIGN SPEEDS

DESIGN SPEEDS AND FUNCTIONAL CLASSIFICATIONS:

MAINLANES (URBAN FREEWAY)	- 70 MPH
RAMPS (URBAN FREEWAY)	- 50 MPH
DIRECT CONNECTOR (URBAN FREEWAY)	- 40 MPH
FRONTAGE ROADS (URBAN COLLECTOR)	- 40 MPH
CROSS STREETS	
SUBLETT RD / CAMP WISDOM RD (URBAN MAJOR ARTERIAL)	- 35 MPH
WEBB LYNN RD / LYNN CREEK PKWY (URBAN MINOR COLLECTOR)	- 35 MPH
NEW YORK AVE (URBAN MAJOR COLLECTOR)	- 40 MPH
EDEN RD (URBAN MINOR ARTERIAL)	- 40 MPH
DEBBIE LN / RAGLAND RD (URBAN MAJOR ARTERIAL)	- 35 MPH
HOLLAND RD (URBAN PRINCIPAL ARTERIAL)	- 30 MPH
BROAD ST (URBAN PRINCIPAL ARTERIAL)	- 40 MPH
HERITAGE PKWY (URBAN PRINCIPAL ARTERIAL)	- 40 MPH
LONE STAR RD (URBAN PRINCIPAL ARTERIAL)	- 40 MPH
MATLOCK RD AT SH 360 (URBAN MAJOR ARTERIAL)	- 40 MPH
MATLOCK RD AT US 287 (RURAL MAJOR ARTERIAL)	- 30 MPH
ELLIS DR/ST (RURAL MAJOR COLLECTOR)	- 30 MPH
ST. PAUL RD (RURAL MINOR COLLECTOR)	- 30 MPH
UTURNS (URBAN COLLECTOR)	- 20 MPH

Tarrant, Ellis & Johnson County



360
12
GRAND PRAIRIE
30
ARLINGTON
80
20
20
DUNCANVILLE
CEDAR HILL
360
MANSFIELD
287
TARRANT CO.
DALLAS CO.
JOHNSON CO.
ELLIS CO.
CEDAR HILL
MIDLOTHIAN
LILLIAN
MIDLOTHIAN
67
VENUS
SARDIS

100% SUBMITTAL
AUGUST 16, 2013

ROLL INDEX

ROLL 1: SH 360 MAINLANES
STA 736+90 TO STA 794+00
RAMPS AND MAJOR CROSS STREETS

ROLL 2: SH 360 MAINLANES
STA 794+00 TO STA 878+00
RAMPS AND MAJOR CROSS STREETS

ROLL 3: SH 360 MAINLANES
STA 878+00 TO STA 966+00
RAMPS AND MAJOR CROSS STREETS

ROLL 4: SH 360 MAINLANES
STA 966+00 TO STA 1049+00
RAMPS AND MAJOR CROSS STREETS

ROLL 5: SH 360 MAINLANES
STA 1049+00 TO STA 1110+00
RAMPS AND MAJOR CROSS STREETS

ROLL 6: SH 360 MAINLANES
STA 1110+00 TO STA 1209+00
RAMPS AND MAJOR CROSS STREETS

ROLL 7: SH 360 MAINLANES
STA 1209+00 TO STA 1243+00
RAMPS, US 287 MAINLANES AND
FRONTAGE ROADS STA 193+40
TO 343+00

ROLL 8: US 287 MAINLANES
AND FRONTAGES ROAD PROFILES
(US287E,US287W,FREB,FRWB)

ROLL 9: SH 360 NORTHBOUND
FRONTAGE ROAD
PROFILES (FRNB)

ROLL 10: SH 360 NORTHBOUND AND
SOUTHBOUND FRONTAGE ROAD
PROFILES (FRNB & FRSB)

ROLL 11: SH 360 SOUTHBOUND FRONTAGE ROAD
PROFILE (FRSB), UTURN PROFILES AND
MAINLANES PROFILE STA 1209+00 TO END

ROLL 12: DIRECT CONNECTOR PROFILES

PRELIMINARY
SUBJECT TO CHANGE BASED
ON FURTHER DEVELOPMENTS
RESULTING FROM PUBLIC
INPUT AND TECHNICAL REVIEW

DATE APPROVED	DATE SUBMITTED

SCHEMATIC PREPARED BY:

HDR ENGINEERING, INC.
REGISTRATION NUMBER F-754

FOR INTERIM REVIEW ONLY. NOT FOR
PERMITTING, BIDDING OR CONSTRUCTION.

Prepared by or under the
Direct Supervision of:

NAME	P.E. NUMBER
BRIAN ANDREW SWINDELL	80688
M. SHANE WALTERS	100195

AUGUST 16, 2013
DATE

SCALE
0 50 100 150 200 300

ROLL 1 OF 12

HDR
HDR Engineering, Inc.
17111 Preston Road, Suite 200
Dallas, Texas 75248-1229

LEGEND

— - — - — - —	ALIGNMENT
— - - — - - —	PROPOSED R.O.W.
— - - — - - —	EXISTING R.O.W.
—‖‖—‖‖—	PROPOSED ACCESS DENIED
—‖‖—‖‖—	EXISTING ACCESS DENIED
———	BENTS/ABUTMENTS
———	PROPOSED RETAINING WALL
———	PROPOSED NOISE WALL
- - - - - - -	CITY LIMITS
🟧	PROPOSED TOLL GANTRY
➞	DIRECTION OF TRAFFIC, ONE LANE
(XX)	PARCEL NUMBER
———	PARCEL BOUNDARY
▨	PAVEMENT TO BE REMOVED
🟨	PROPOSED MAINLANES
🟦	PROPOSED RAMPS, DIRECT CONNECTORS, COLLECTOR DISTRIBUTORS
🟩	PROPOSED FRONTAGE ROADS
🟪	PROPOSED CROSS STREETS / U-TURNS
🟫	PROPOSED CONCRETE STRUCTURES
🟫	PROPOSED STEEL STRUCTURES
⬜	PROPOSED SHOULDERS, GORES
🟪	PROPOSED SIDEWALKS
🟨	PROPOSED CONSTRUCTION BY OTHERS

GENERAL NOTES:

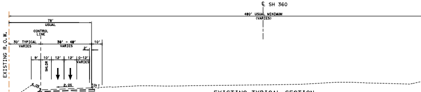
1. EXISTING PAVEMENT WITHIN LIMITS OF PROPOSED RECONSTRUCTION IS ASSUMED TO BE REMOVED.

2. EXISTING RIGHT OF WAY HAS NOT BEEN FIELD SURVEYED. SCHEMATIC LAYOUTS ARE BASED ON AERIAL SURVEY, SUPPLEMENTAL FIELD SURVEYS AND RECORD PLANS ONLY

3. PARCEL OWNERSHIP WAS OBTAINED FROM TARRANT APPRAISAL DISTRICT, 2013 AND ELLIS COUNTY APPRAISAL DISTRICT, 2013, JOHNSON COUNTY APPRAISAL DISTRICT, 2013.

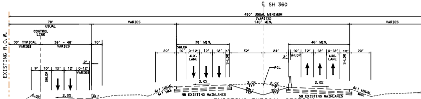
4. APPROXIMATE 100 YEAR FLOODPLAIN LIMITS ARE BASED UPON FEMA FLOOD INSURANCE RATE MAPS NUMBER 48439C0365K, 48439C0480K, 48439C0490K, 48113C0590J.

5. ASSUME SIX FOOT STRUCTURE DEPTH USED FOR CLEARANCE CALCULATIONS UNLESS NOTED OTHERWISE



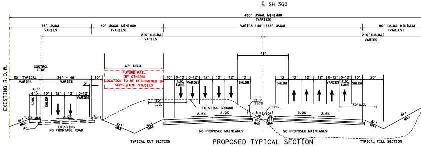
℄ SH 360
480' USUAL MINIMUM (VARIES)
78' USUAL
CONTROL LINE
30' TYPICAL VARIES
36' - 48' VARIES
EXISTING R.O.W.
SHLDR
PGL
EXISTING NB FRONTAGE ROAD
STA 737+00 TO STA 1094+25

EXISTING TYPICAL SECTION
SH 360
STA 736+90 TO STA 1095+00



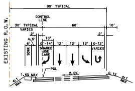
℄ SH 360
480' USUAL MINIMUM (VARIES)
140' MIN.
78' USUAL
VARIES
CONTROL LINE
EXISTING R.O.W.
38' MIN.
46' MIN.
AUX. LANE
SHLDR
PGL
NB EXISTING MAINLANES
SB EXISTING MAINLANES
EXISTING NB FRONTAGE ROAD

EXISTING TYPICAL SECTION
WITH MAINLANE
SH 360
BEGINNING TO STA 736+90



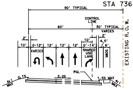
℄ SH 360
480' USUAL MINIMUM (VARIES)
78' USUAL VARIES
80' USUAL MINIMUM (VARIES)
VARIES 140'-188' USUAL
210' (USUAL) VARIES
48'
67' USUAL
FUTURE RAIL (BY OTHERS)
LOCATION TO BE DETERMINED IN SUBSEQUENT STUDIES
CONTROL LINE
EXISTING R.O.W.
EXISTING GROUND
SHLDR
AUX. LANE
PGL
EXISTING NB FRONTAGE ROAD
NB PROPOSED MAINLANES
SB PROPOSED MAINLANES
TYPICAL CUT SECTION
TYPICAL FILL SECTION

PROPOSED TYPICAL SECTION
SH 360
STA 736+90 TO STA 910+00



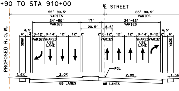
90' TYPICAL
CONTROL LINE
30' TYPICAL VARIES
60'
EXISTING R.O.W.
SHARED USE LANE
SDWK
PGL

PROPOSED TYPICAL SECTION
NB FRONTAGE RD
APPROACH TO INTERSECTION AT
W. CAMP WISDOM RD/E SUBLETT RD



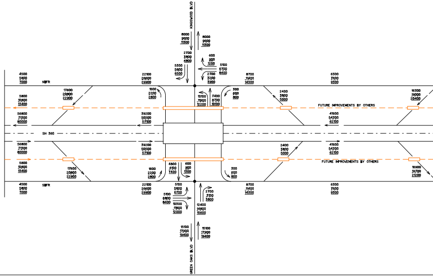
90' TYPICAL
CONTROL LINE
30' TYPICAL VARIES
60'
EXISTING R.O.W.
SHARED USE LANE
SDWK
PGL

PROPOSED TYPICAL SECTION
SB FRONTAGE RD
APPROACH TO INTERSECTION AT
W. CAMP WISDOM RD/E SUBLETT RD

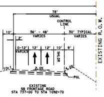


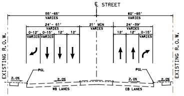
℄ STREET
55'-80.5' VARIES
65'-80.5' VARIES
24'-50' VARIES
24'-62' VARIES
PROPOSED R.O.W.
SHARED USE LANE
SDWK
PGL
EB LANES
WB LANES

PROPOSED TYPICAL SECTION
AT CROSS STREET
E. SUBLETT RD
WEST OF FRONTAGE ROAD

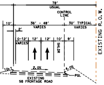


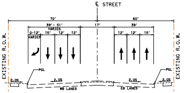
KINGSWOOD BLVD
GREEN OAKS BLVD
SH 360
NBFR
SBFR
FUTURE IMPROVEMENTS BY OTHERS


78'
USUAL
CONTROL
LINE
36' - 48'
VARIES
30' TYPICAL
VARIES
0-12'
VARIES
SHLDR
2.0%
4.0%
PGL
EXISTING
SB FRONTAGE ROAD
STA 737+00 TO STA 1092+70
EXISTING R.O.W.

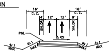

℄ STREET
55'-65'
VARIES
24'- 61'
VARIES
21' MIN
VARIES
60'-65'
VARIES
24'-39'
VARIES
PGL
2.0%
WB LANES
EB LANES
EXISTING R.O.W.

EXISTING TYPICAL SECTION
E. SUBLETT RD
WEST OF FRONTAGE ROAD

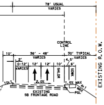

78'
USUAL
CONTROL
LINE
36' - 48'
VARIES
30' TYPICAL
VARIES
0-12'
VARIES
2.0%
4.0%
PGL
EXISTING
SB FRONTAGE ROAD
EXISTING R.O.W.

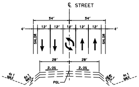

℄ STREET
70'
60'
39'- 51'
VARIES
17'
39'
PGL
2.0%
WB LANES
EB LANES
EXISTING R.O.W.

EXISTING TYPICAL SECTION
W. CAMP WISDOM RD
EAST OF FRONTAGE ROAD

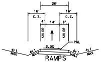

16'
C.Z.
12'
12'
8'
16'
C.Z.
SHLDR
2.0%
PGL
6:1
MAX
4:1
MAX

TYPICAL SECTION
2 LANE DC

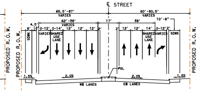

78' USUAL
VARIES
CONTROL
LINE
36' - 48'
VARIES
30' TYPICAL
VARIES
0-12'
VARIES
SHLDR
SDWK
2.0%
4.0%
1.5% MAX
PGL
EXISTING
SB FRONTAGE ROAD
EXISTING R.O.W.


℄ STREET
34'
34'
12'
SHLDR
28'
28'
2.0%
PGL
4:1
MAX
6:1
MAX

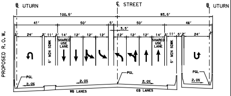
EXISTING TYPICAL SECTION
AT CROSS STREET
E. SUBLETT RD/ W. CAMP WISDOM RD
BETWEEN FRONTAGE ROADS


26'
16'
C.Z.
14'
16'
C.Z.
SHLDR
2.0%
PGL
6:1
MAX
4:1
MAX

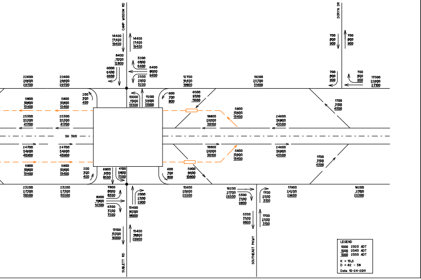
RAMPS
TYPICAL SECTION


℄ STREET
65.5'-87'
VARIES
60'-80.5'
VARIES
62'-58'
VARIES
17'
38'
10'-8'
SHARED
USE
LANE
SDWK
PGL
2.0%
1.5%
WB LANES
EB LANES
PROPOSED R.O.W.

PROPOSED TYPICAL SECTION
AT CROSS STREET
W. CAMP WISDOM RD
EAST OF FRONTAGE ROAD


℄ UTURN
℄ STREET
℄ UTURN
100.5'
93.5'
41'
50'
50'
46'
24'
14'
SHARED
USE
LANE
5' MIN SDWK
3.5'
PGL
2.0%
WB LANES
EB LANES
PROPOSED R.O.W.

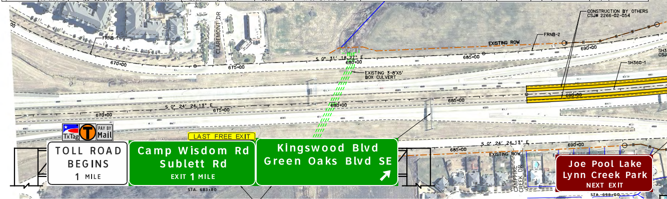
PROPOSED TYPICAL SECTION
AT CROSS STREET
E. SUBLETT RD/ W. CAMP WISDOM RD
BETWEEN FRONTAGE ROADS


CAMP WISDOM RD
DORYIN DR
SH 360
SUBLETT RD
SOUTHEAST PKWY

LEGEND
1000 2020 ADT
1000 2040 ADT
1000 2050 ADT
K = 10.5
D = 62 - 38
Date 10-24-2011

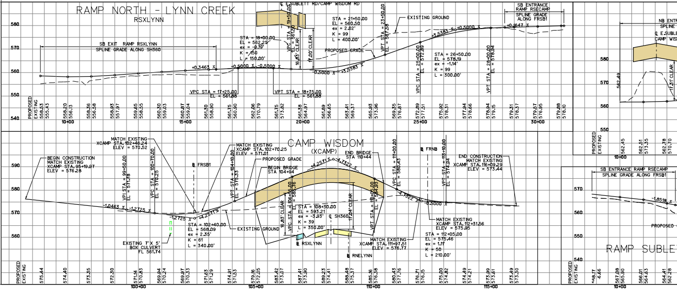
CURVE DATA

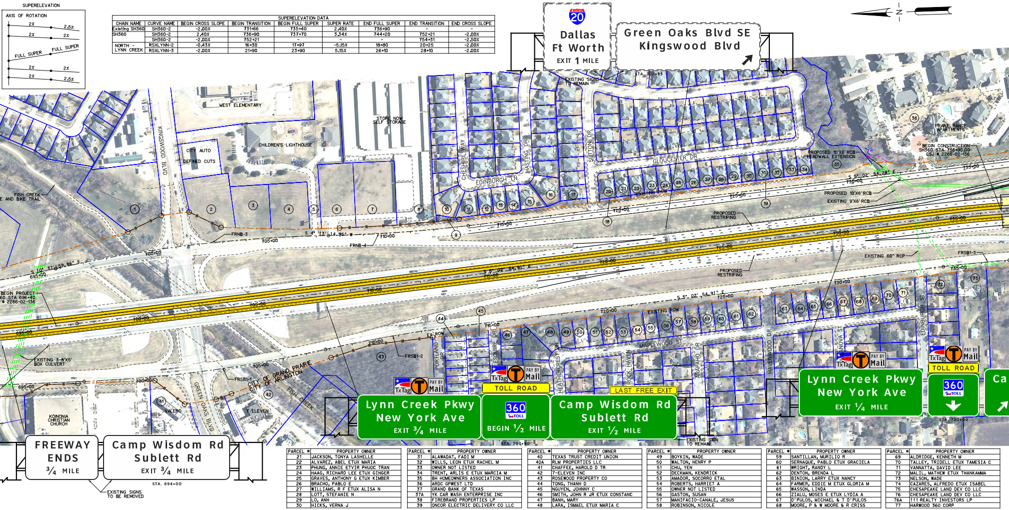
CHAIN NAME	CURVE NO.	DELTA	DEGREE	TANGENT	LENGTH	RADIUS	BACK BEARING	AHEAD BEARING	PI STATION	PC STATION	PT STATION	PI NORTHING	PI EASTING
MAINLANE													
SH 360	SH360-1	4° 38' 30.78" LT	0° 30' 00.00"	464.44'	928.38'	11,459.16'	S 0° 24' 24.13" E	S 5° 02' 54.91" E	692+64.13	687+99.69	697+28.07	6,928,400.41	2,411,067.86
	SH360-2	12° 43' 00.26" RT	1° 00' 00.00"	638.46'	1,271.67'	5,729.58'	S 5° 02' 54.91" E	S 7° 40' 05.35" W	740+53.91	734+15.45	746+87.12	6,923,628.71	2,411,489.41
FRONTAGE ROADS													
SH 360 NORTHBOUND FRONTAGE RD	FRNB-1	41° 05' 55.26" LT	4° 00' 00.00"	536.96'	1,027.47'	1,432.39'	S 40° 34' 36.99" W	S 0° 31' 18.27" E	668+34.06	662+97.10	673+24.57	6,930,806.68	2,411,228.45
	FRNB-2	10° 16' 14.82" LT	1° 00' 00.00"	514.92'	1,027.08'	5,729.58'	S 0° 31' 18.27" E	S 10° 47' 33.10" E	690+68.25	685+53.33	695+80.41	6,928,526.13	2,411,249.22
	FRNB-3	11° 42' 26.91" RT	1° 00' 00.00"	587.42'	1,170.75'	5,729.58'	S 10° 47' 33.11" E	S 0° 54' 53.80" W	701+67.84	695+80.43	707+51.17	6,927,443.27	2,411,455.64
	FRNB-4	5° 57' 48.09" LT	1° 00' 00.00"	298.44'	596.34'	5,729.58'	S 0° 54' 53.81" W	S 5° 02' 54.28" E	710+49.61	707+51.17	713+47.51	6,926,557.53	2,411,441.50
	FRNB-5	31° 28' 09.51" RT	6° 00' 00.00"	269.04'	524.49'	954.93'	S 5° 02' 54.29" E	S 26° 25' 15.22" W	750+77.91	748+08.87	753+33.36	6,922,544.32	2,411,796.02
	FRNB-6	18° 45' 09.89" LT	2° 00' 00.00"	473.05'	937.64'	2,864.79'	S 26° 25' 15.24" W	S 7° 40' 05.35" W	758+06.41	753+33.36	762+71.00	6,921,879.74	2,411,465.82
	FRNB-7	9° 56' 50.15" LT	1° 00' 00.00"	498.62'	994.73'	5,729.58'	S 7° 40' 05.35" W	S 2° 16' 44.80" E	789+70.21	784+71.59	794+66.32	6,918,735.85	2,411,042.53
SH 360 SOUTHBOUND FRONTAGE RD	FRSB1-1	10° 22' 07.53" LT	1° 00' 00.00"	519.86'	1,036.88'	5,729.58'	S 0° 24' 24.13" E	S 10° 46' 31.66" E	702+67.01	697+47.16	707+84.03	6,927,396.07	2,410,864.98
	FRSB1-2	5° 43' 36.75" RT	1° 00' 00.00"	286.58'	572.69'	5,729.58'	S 10° 46' 31.66" E	S 5° 02' 54.91" E	710+70.61	707+84.03	713+56.72	6,926,603.85	2,411,015.76
	FRSB1-3	2° 55' 06.06" RT	1° 02' 16.97"	140.60'	281.14'	5,519.58'	S 5° 02' 54.91" E	S 2° 07' 48.85" E	735+77.55	734+36.95	737+18.09	6,924,106.16	2,411,236.41
	FRSB1-4	40° 13' 44.37" RT	5° 59' 59.96"	349.73'	670.48'	954.93'	S 2° 07' 48.85" E	S 38° 05' 55.51" W	740+67.81	737+18.09	743+88.57	6,923,616.17	2,411,254.64
	FRSB1-5	50° 00' 13.42" LT	6° 00' 00.00"	445.33'	833.40'	954.93'	S 38° 05' 55.51" W	S 11° 54' 17.91" E	749+23.73	744+78.40	753+11.80	6,922,919.81	2,410,708.64
	FRSB1-6	14° 08' 05.06" RT	2° 00' 00.00"	355.17'	706.74'	2,864.79'	S 11° 54' 17.91" E	S 2° 13' 47.15" W	759+05.77	755+50.59	762+57.33	6,921,902.87	2,410,923.04
	FRSB1-7	5° 26' 18.21" RT	0° 30' 00.00"	544.25'	1,087.68'	11,459.16'	S 2° 13' 47.15" W	S 7° 40' 05.36" W	771+79.01	766+34.76	777+22.44	6,920,626.98	2,410,873.36
	FRSB1-8	11° 12' 52.26" RT	1° 00' 00.00"	562.52'	1,121.45'	5,729.58'	S 7° 40' 05.36" W	S 18° 52' 57.62" W	789+11.74	783+49.22	794+70.67	6,918,908.94	2,410,642.04
RAMPS													
LYNN CREEK-NORTH	RNELYNN-1	5° 00' 00.00" LT	1° 00' 00.00"	250.16'	500.00'	5,729.58'	S 7° 40' 05.35" W	S 2° 40' 05.35" W	12+50.16	10+00.00	15+00.00	6,922,590.03	2,411,422.21
	RNELYNN-2	5° 00' 00.00" RT	2° 00' 00.00"	125.08'	250.00'	2,864.79'	S 2° 40' 05.35" W	S 7° 40' 05.35" W	24+66.05	23+40.97	25+90.97	6,921,375.14	2,411,365.59
SOUTH-SUBLETT /CAMP WISDOM	RNXCAMP-1	5° 00' 00.00" RT	2° 00' 00.00"	125.08'	250.00'	2,864.79'	S 7° 40' 05.35" W	S 12° 40' 05.35" W	11+25.08	10+00.00	12+50.00	6,920,263.94	2,411,215.98
	RNXCAMP-2	5° 00' 00.00" LT	2° 00' 00.00"	125.08'	250.00'	2,864.79'	S 12° 40' 05.35" W	S 7° 40' 05.35" W	23+41.13	22+16.05	24+66.05	6,919,077.33	2,410,949.26
NORTH-LYNN CREEK	RSXLYNN-1	11° 44' 07.33" RT	2° 00' 00.00"	294.41'	586.77'	2,864.79'	S 0° 43' 21.18" W	S 12° 27' 28.51" W	11+77.86	8+83.44	14+70.21	6,923,394.60	2,411,391.29
	RSXLYNN-2	8° 39' 54.32" RT	4° 00' 00.00"	108.52'	216.63'	1,432.39'	S 12° 27' 28.51" W	S 21° 07' 22.83" W	18+03.79	16+95.27	19+11.90	6,922,781.40	2,411,255.81
	RSXLYNN-3	14° 04' 37.11" LT	4° 00' 00.00"	176.85'	351.92'	1,432.39'	S 21° 07' 22.83" W	S 7° 02' 45.71" W	24+96.96	23+20.11	26+72.03	6,922,134.42	2,411,005.87
	RSXLYNN-4	4° 48' 58.56" LT	2° 00' 00.00"	120.48'	240.81'	2,864.79'	S 7° 02' 45.71" W	S 2° 13' 47.15" W	29+92.51	28+72.03	31+12.85	6,921,640.84	2,410,944.86
SUBLETT/CAMP WISDOM-SOUTH	RSECAMP-1	5° 00' 00.01" LT	2° 00' 00.00"	125.08'	250.00'	2,864.79'	S 7° 40' 05.36" W	S 2° 40' 05.35" W	10+06.23	8+81.15	11+31.15	6,919,728.39	2,410,784.65
	RSECAMP-2	5° 03' 02.28" RT	1° 00' 00.00"	252.70'	505.06'	5,729.58'	S 2° 40' 05.35" W	S 7° 43' 07.63" W	22+24.96	19+72.26	24+77.32	6,918,510.83	2,410,727.91
CROSS STREET													
CAMP WISDOM	XCAMP-1	2° 08' 47.39" RT	1° 54' 35.49"	56.20'	112.39'	3,000.00'	N 89° 43' 32.79" E	S 88° 07' 39.82" E	99+86.46	99+30.26	100+42.65	6,922,693.75	2,410,530.33
	XCAMP-2	2° 27' 48.34" LT	1° 54' 35.49"	64.50'	128.98'	3,000.00'	S 88° 07' 39.82" E	N 89° 24' 31.84" E	104+35.10	103+70.60	104+99.58	6,922,679.09	2,410,978.74
	XCAMP-3	33° 50' 39.84" RT	5° 27' 24.27"	319.46'	620.23'	1,050.00'	N 89° 24' 31.84" E	S 56° 44' 48.33" E	119+20.98	116+01.53	122+21.76	6,922,694.42	2,412,464.56
TURNAROUND													
CAMP WISDOM	UN-CAMP-1	102° 20' 08.68" LT	62° 16' 40.88"	114.29'	164.32'	92.00'	S 13° 33' 24.06" W	S 88° 46' 44.63" E	103+57.76	102+43.46	104+07.78	6,922,780.19	2,410,836.17
	UN-CAMP-2	1° 48' 43.54" LT	1° 58' 26.45"	45.90'	91.80'	2,902.50'	S 88° 46' 44.63" E	N 89° 24' 31.84" E	104+53.69	104+07.78	104+99.58	6,922,776.78	2,410,996.33
	UN-CAMP-3	94° 27' 26.12" LT	62° 16' 40.88"	99.45'	151.67'	92.00'	N 89° 24' 31.84" E	N 5° 02' 54.28" W	111+98.07	110+98.62	112+50.29	6,922,784.46	2,411,740.68
	US-CAMP-1	101° 18' 49.74" RT	62° 16' 40.88"	112.23'	162.68'	92.00'	N 11° 54' 17.91" W	N 89° 24' 31.84" E	103+30.76	102+18.53	103+81.21	6,922,586.88	2,410,813.58
	US-CAMP-2	106° 50' 59.18" RT	62° 16' 40.88"	123.99'	171.57'	92.00'	N 89° 24' 31.84" E	S 16° 15' 31.02" W	111+72.35	110+48.35	112+19.92	6,922,596.20	2,411,716.90


CLAREMONT DR
FRNB-1
670+00
675+00
680+00
685+00
690+00
S 0° 31' 18.27" E
EXISTING 3-8'X5' BOX CULVERT
EXISTING ROW
FRNB-2
CONSTRUCTION BY OTHERS
CSJ# 2266-02-054
SH360-1
S 0° 24' 24.13" E
TxTag
PAY BY Mail
LAST FREE EXIT
TOLL ROAD
BEGINS
1 MILE
Camp Wisdom Rd
Sublett Rd
EXIT 1 MILE
Kingswood Blvd
Green Oaks Blvd SE
STA. 683+80
CAMPFIRE CREEK DR
Joe Pool Lake
Lynn Creek Park
NEXT EXIT
STA. 696+00
EXISTING SIGNS
TO REMAIN

PARCEL #	PROPERTY OWNER
1	BNNC INC
2	MOORE-WINDFALL JOINT VENTURE
3	KINGSWOOD 72 LTD
4	KINGSWOOD 72 LTD
5	TRI-B PROPERTIES LTD
6	RETAIL AT GRAND PRAIRIE LTD
7	RETAIL AT GRAND PRAIRIE LTD
8	GRAND PRAIRIE STORAGE PARTNERS
9	BH HOMEOWNERS ASSOCIATION INC
10	ONG, ANH

PARCEL #	PROPERTY OWNER
11	ETUMNU, PATRICK
12	AMERSON, KAREN
13	BROOKS, MICKEY ETUX LETTIE
14	HO, TUONG K
15	DE LEON, GILBERTO ETUX BELEN
16	ANTAL, MICHAEL ETUX MELISSA
17	TU, MICHELLE NGUYET
18	GRAND PRAIRIE, CITY OF
19	BH HOMEWONERS ASSOCIATION INC
20	PHAM, SON C


RAMP NORTH - LYNN CREEK
RSXLYNN
℄ E.SUBLETT RD/CAMP WISDOM RD
SB EXIT RAMP RSXLYNN
SPLINE GRADE ALONG SH360
EXISTING GROUND
PROPOSED GRADE
STA = 18+00.00
EL = 562.25
ex = -0.19
K = 150
L = 150.00'
STA = 21+50.00
EL = 560.50
ex = 2.02
K = 99
L = 400.00'
STA = 26+50.00
EL = 578.19
ex = -1.14
K = 99
L = 300.00'
VPC STA = 17+25.00
EL = 561.88
VPT STA = 18+75.00
EL = 561.88
+0.3463 %
+0.5000 %
-0.5000 %
+3.5383 %
+0.1647 %
17.00' CLEAR
16.83' CLEAR
SB ENTRANCE
RAMP RSECAMP
SPLINE GRADE
ALONG FRSB1
NB ENTR
SPLINE
℄ E.SUBLE
CAMP WIS
10+00
15+00
20+00
25+00
30+00
PROPOSED
EXISTING
CAMP WISDOM
(XCAMP)
MATCH EXISTING
XCAMP STA. 102+46.24
ELEV = 570.52
MATCH EXISTING
XCAMP STA. 102+70.25
ELEV = 571.01
BEGIN CONSTRUCTION
MATCH EXISTING
XCAMP STA. 95+19.97
ELEV = 576.28
BEGIN BRIDGE
STA 104+94
END BRIDGE
STA 110+44
END CONSTRUCTION
MATCH EXISTING
XCAMP STA. 116+09.29
ELEV = 573.44
MATCH EXISTING
XCAMP STA. 112+31.56
ELEV = 575.95
MATCH EXISTING
XCAMP STA. 111+97.51
ELEV = 576.77
STA = 102+40.00
EL = 568.09
ex = 2.35'
K = 61
L = 340.00'
STA = 108+30.00
EL = 593.21
ex = -3.93'
K = 39
L = 350.00'
STA = 112+05.00
EL = 575.46
ex = 1.11
K = 50
L = 210.00'
EXISTING 7'X 5'
BOX CULVERT
FL 561.74
-1.0463 %
-1.2725 %
+4.2571 %
-4.7322 %
-0.5000 %
℄ FRSB1
℄ FRNB
℄ SH360
℄ RSXLYNN
℄ RNELYNN
EXISTING GROUND
PROPOSED GRADE
100+00
105+00
110+00
115+00
SB ENTRANCE RAMP RSECAMP
SPLINE GRADE ALONG FRSB1
RAMP SUBLE
PROPOSED


SUPERELEVATION
AXIS OF ROTATION
2%
2.5%
FULL SUPER
Dallas
Ft Worth
EXIT 1 MILE
Green Oaks Blvd SE
Kingswood Blvd
EXISTING SIGNS TO REMAIN
STA. 722+95
WEST ELEMENTARY
STORE NOW SELF STORAGE
CHILDREN'S LIGHTHOUSE
CITY AUTO
DEFINED CUTS
KINGSWOOD BLVD
CHESHIRE WAY
HASTING DR
SUTTON DR
EDINBURGH LN
GLOUCESTER DR
FRAIRE RANCH APARTMENTS
BEGIN CONSTRUCTION SH360 STA 736+90.00 CSJ # 2266-02-136
PROPOSED 10'X6' RCB HEADWALL EXTENSION
PROPOSED 10'X6' RCB
EXISTING 9'X6' RCB
EXISTING ROW
PROPOSED RESTRIPING
EXISTING 60" RCP
FISH CREEK
FRNB-3
FRNB-4
FRSB1-1
FRSB1-2
FRSB1-3
S 4° 13' 14.95" W
S 5° 02' 54.28" E
S 5° 02' 54.91" E
S 10° 37' 59.86" E
BEGIN PROJECT 360 STA 696+40 # 2266-02-136
EXISTING 3-8'X5' BOX CULVERT
CITY OF GRAND PRAIRIE
CITY OF ARLINGTON
KOINONIA CHRISTIAN CHURCH
VALERO
7 ELEVEN
GREEN OAKS BLVD
PORTLAND DR
ESQUIRE DR
HEATHERCREST DR
ROCK HAVEN
ARAPAHO DR
MAPLEWOOD ST
HAVENWOOD DR
CANOVA ST
EDINBURGH ST
EX. ROW
TxTag
PAY BY Mail
TOLL ROAD
LAST FREE EXIT
Lynn Creek Pkwy
New York Ave
EXIT 3/4 MILE
360 TOLL
BEGIN 1/2 MILE
Camp Wisdom Rd
Sublett Rd
EXIT 1/2 MILE
Lynn Creek Pkwy
New York Ave
EXIT 1/4 MILE
360 TOLL
Ca
FREEWAY ENDS
3/4 MILE
Camp Wisdom Rd
Sublett Rd
EXIT 3/4 MILE
STA. 694+00
STA. 707+90
STA. 730+00
EXISTING SIGN TO REMAIN
EXISTING SIGNS TO BE REMOVED
695+00
700+00
705+00
710+00
715+00
720+00
725+00
730+00
735+00

SUPERELEVATION DATA								
CHAIN NAME	CURVE NAME	BEGIN CROSS SLOPE	BEGIN TRANSITION	BEGIN FULL SUPER	SUPER RATE	END FULL SUPER	END TRANSITION	END CROSS SLOPE
Existing SH360	SH360-2	-2.00%	731+66	735+40	2.40%	736+90	-	-
SH360	SH360-2	2.40%	736+90	737+70	3.34%	744+20	752+21	-2.00%
	SH360-2	-2.00%	752+21	-	-	-	754+31	-2.50%
NORTH - LYNN CREEK	RSXLYNN-2	-0.43%	16+30	17+97	-5.15%	18+80	20+25	-2.00%
	RSXLYNN-3	-2.00%	21+90	23+90	5.15%	26+10	28+10	-2.00%

PARCEL #	PROPERTY OWNER
21	JACKSON, TONYA LASHELLE
22	ALVAREZ, ABEL ETUX MARIA
23	PHUNG, ANNIE ETVIR PHUOC TRAN
24	HAAG, RICHARD LEE ETUX GINGER
25	GRAVES, ANTHONY G ETUX KIMBER
26	BRACHO, PABLO E
27	WILLIAMS, R F ETUX ALISA N
28	LOTT, STEFANIE N
29	LO, ANH
30	HICKS, VERNA J

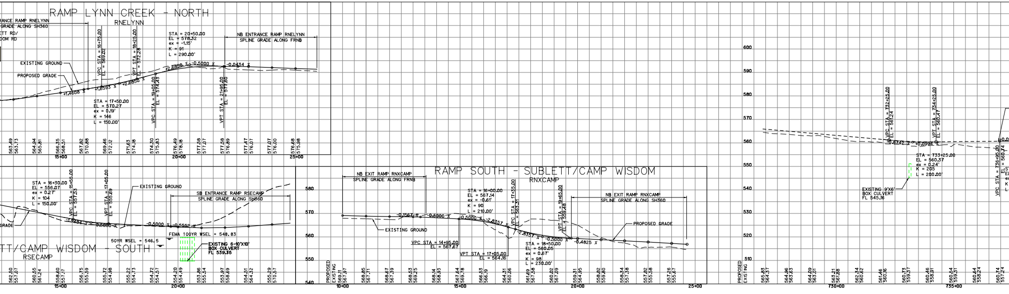
PARCEL #	PROPERTY OWNER
31	ALAWADAT, FADI M
32	WILLS, LEON ETUX RACHEL M
33	OWNER NOT LISTED
34	TRENT, ARLIS E ETUX MARCIA M
35	BH HOMEOWNERS ASSOCIATION INC
36	ARDC GPWEST LTD
37	GRAND BANK OF TEXAS
37A	YK CAR WASH ENTERPRISE INC
38	FIREBRAND PROPERTIES LP
39	ONCOR ELECTRIC DELIVERY CO LLC

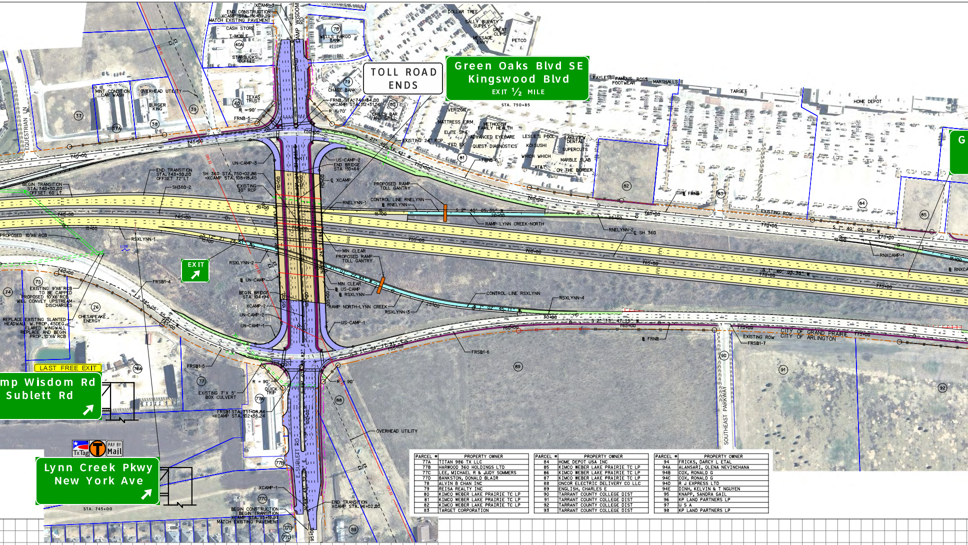
PARCEL #	PROPERTY OWNER
40	TEXAS TRUST CREDIT UNION
40A	RLM PROPERTIES LLC
41	CHAFFEE, HAROLD D TR
42	7-ELEVEN INC
43	ROSEWOOD PROPERTY CO
44	TONG, THANH D
45	NGUYEN, JOHNNY C
46	SMITH, JOHN R JR ETUX CONSTANC
47	BANH, MARY
48	LARA, ISMAEL ETUX MARIA C

PARCEL #	PROPERTY OWNER
49	BOYKIN, WADE
50	WALTON, HENRY P
51	CHU, YEN
52	DECKMAN, KENDRICK
53	AMADOR, SOCORRO ETAL
54	ROBERTS, HARRIET A
55	OWNER NOT LISTED
56	GASTON, SUSAN
57	MANIFACIO-CANALE, JESUS
58	ROBINSON, NICOLE

PARCEL #	PROPERTY OWNER
59	SANTILLAN, MURILIO R
60	SERNAQUE, PABLO ETUX GRACIELA
61	WRIGHT, RANDY L
62	DENTON, BRENDA L
63	BINION, LARRY ETUX NANCY
64	FARMER, EDDIE M ETUX GLORIA M
65	WASSON, LINDA
66	ZIALU, MOSES E ETUX LYDIA A
67	D'PULOS, MICHAEL & T D'PULOS
68	MOORE, P & W MOORE & R CRISS

PARCEL #	PROPERTY OWNER
69	ALDRIDGE, KENNETH M
70	TALLEY, TRIDELL ETUX TAMESIA C
71	VANNATTA, DAVID LEE
72	MALIL, MATHEW ETUX THANKAMMA
73	NELSON, WADE
74	CAZARES, ALFREDO ETUX ISABEL
75	CHESAPEAKE LAND DEV CO LLC
76	CHESAPEAKE LAND DEV CO LLC
76A	111 REALTY INVESTORS LP
77	HARWOOD 360 CORP


RAMP LYNN CREEK - NORTH
RNELYNN
NB ENTRANCE RAMP RNELYNN SPLINE GRADE ALONG FRNB
EXISTING GROUND
PROPOSED GRADE
STA = 20+50.00
EL = 578.32
ex = -1.15'
K = 91
L = 290.00'
STA = 17+50.00
EL = 570.27
ex = 0.19'
K = 146
L = 150.00'
+1.4608 %
+1.8593 %
+2.6850 %
-0.5000 %
-0.0434 %
RAMP SOUTH - SUBLETT/CAMP WISDOM
RNXCAMP
NB EXIT RAMP RNXCAMP SPLINE GRADE ALONG FRNB
NB EXIT RAMP RNXCAMP SPLINE GRADE ALONG SH360
STA = 16+00.00
EL = 567.14
ex = -0.61'
K = 90
L = 210.00'
STA = 18+50.00
EL = 560.05
ex = 0.87'
K = 98
L = 230.00'
-0.1567 %
-0.5900 %
-2.8357 %
-0.5000 %
-0.4825 %
VPC STA = 14+95.00
EL = 567.67
VPT STA = 17+05.00
EL = 564.16
EXISTING GROUND
PROPOSED GRADE
TT/CAMP WISDOM - SOUTH
RSECAMP
SB ENTRANCE RAMP RSECAMP SPLINE GRADE ALONG SH360
STA = 16+30.00
EL = 556.07
ex = 0.27'
K = 104
L = 150.00'
-1.9484 %
-0.5000 %
-0.5552 %
50YR WSEL = 546.5
FEMA 100YR WSEL = 548.83
EXISTING 6-10'X10' BOX CULVERT
FL 539.36
STA = 733+25.00
EL = 560.37
ex = 0.24'
K = 205
L = 200.00'
EXISTING 9'X6' BOX CULVERT
FL 545.16
PROPOSED
EXISTING
15+00
20+00
25+00
10+00
730+00
735+00
510
520
530
540
550
560
570
580
590
600


TOLL ROAD ENDS
Green Oaks Blvd SE
Kingswood Blvd
EXIT ½ MILE
STA. 750+85
EXIT
LAST FREE EXIT
mp Wisdom Rd
Sublett Rd
TxTag
PAY BY Mail
Lynn Creek Pkwy
New York Ave
STA. 745+00
CAMP WISDOM RD
E. SUBLETT RD
SOUTHEAST PARKWAY
EQUESTRIAN LN
END CONSTRUCTION XCAMP STA. 116+09.29 MATCH EXISTING PAVEMENT
BEGIN CONSTRUCTION BEGIN TRANSITION XCAMP STA. 95+19.97 MATCH EXISTING PAVEMENT
END TRANSITION XCAMP STA. 96+02.00
END TRANSITION STA. 743+30.00 OFFSET 72' LT
BEGIN TRANSITION STA. 740+30.00 OFFSET 60' LT
SH 360 STA. 750+02.86 =XCAMP STA. 108+18.45
FRNB STA. 748+84.00 =XCAMP STA. 112+31.56
FRSB1 STA. 751+08.84 =XCAMP STA. 102+36.24
BEGIN BRIDGE STA 104+94
END BRIDGE STA 110+44
PROPOSED RAMP TOLL GANTRY
MIN CLEAR
CONTROL LINE RNELYNN
CONTROL LINE RSXLYNN
RAMP LYNN CREEK-NORTH
RAMP NORTH-LYNN CREEK
PROPOSED 10'X6' RCB
EXISTING 9'X6' RCB TO BE CAPPED PROPOSED 10'X6' RCB WILL CONVEY UPSTREAM DISCHARGES
REPLACE EXISTING SLANTED HEADWALL W. PROP. 45DEG. FLARED WINGWALL REPLACE AND BEGIN PROP. 10'X6' RCB
EXISTING 7' X 5' BOX CULVERT
EXISTING 24" RCP
EXISTING 30" RCP
OVERHEAD UTILITY
EXISTING ROW
CITY OF GRAND PRAIRIE
CITY OF ARLINGTON
R = 90'
QUICK TRIP
CHESAPEAKE ENERGY
FRSB1-4
FRSB1-5
FRSB1-6
FRSB1-7
FRNB
FRNB-5
FRNB-6
RNELYNN-1
RNELYNN-2
RSXLYNN-1
RSXLYNN-2
RSXLYNN-3
RSXLYNN-4
RNXCAMP-1
SH360-2
UN-CAMP-1
UN-CAMP-2
UN-CAMP-3
US-CAMP-1
US-CAMP-2
XCAMP-1
XCAMP-2
XCAMP-3
℄ SH 360
℄ XCAMP
CASH STORE
T-MOBILE
STARBUCKS COFFEE
WELLS FARGO BANK
CHASE BANK
TEXAS TRUST
MINT CONDITION CAR WASH
BURGER KING
CHILI'S BAR AND GRILL
DOLLAR TREE
SALLY BEAUTY SUPPLY
GREAT CLIPS
MESSAGE ENVY
PETCO
PAYLESS
FAMOUS FOOTWEAR
ROSS
MARSHALLS
TARGET
HOME DEPOT
VERIZON
MATTRESS FIRM
METHODIST FAMILY HEALTH
ELITE SPA
ADVANCED EYECARE
FED EX
QUEST DIAGNOSTICS
LESLIE'S POOL
LAKEVIEW DENTAL
KOI SUSHI
SUPERCUTS
WHICH WHICH
MARBLE SLAB
AT&T
ON THE BORDER
37
37A
38
39
40
40A
74
75
76
76A
77
77A
77B
77C
77D
78
79
80
81
82
83
84
85
88
89
90
91
92
740+00
745+00
750+00
755+00
760+00
765+00
770+00
775+00

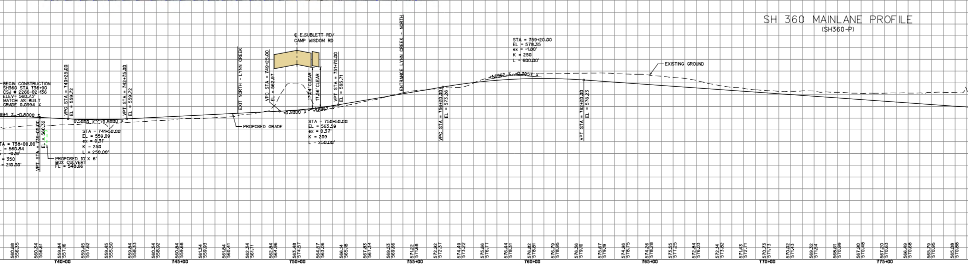
PARCEL #	PROPERTY OWNER
77A	TITAN 986 TX LLC
77B	HARWOOD 360 HOLDINGS LTD
77C	LEE, MICHAEL R & JUDY SOMMERS
77D	BANKSTON, DONALD BLAIR
78	ALVIN B CHAN INC
79	REISA REALTY INC
80	KIMCO WEBER LAKE PRAIRIE TC LP
81	KIMCO WEBER LAKE PRAIRIE TC LP
82	KIMCO WEBER LAKE PRAIRIE TC LP
83	TARGET CORPORATION

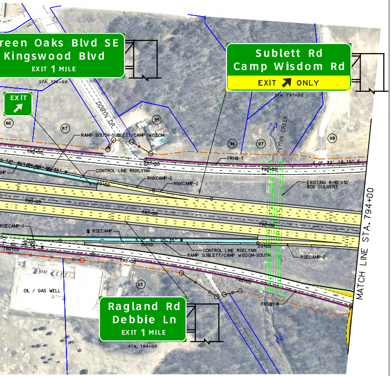
PARCEL #	PROPERTY OWNER
84	HOME DEPOT USA INC
85	KIMCO WEBER LAKE PRAIRIE TC LP
86	KIMCO WEBER LAKE PRAIRIE TC LP
87	KIMCO WEBER LAKE PRAIRIE TC LP
88	ONCOR ELECTRIC DELIVERY CO LLC
89	ENGLISH, CHARLES E
90	TARRANT COUNTY COLLEGE DIST
91	TARRANT COUNTY COLLEGE DIST
92	TARRANT COUNTY COLLEGE DIST
93	TARRANT COUNTY COLLEGE DIST

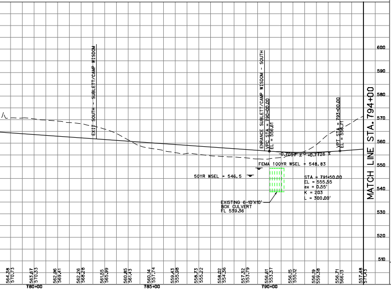
PARCEL #	PROPERTY OWNER
94	FRICKS, DARCY L ETAL
94A	ALANSARI, OLENA NEVINCHANA
94B	COX, RONALD G
94C	COX, RONALD G
94D	R J EXPRESS LTD
94E	DINH, KELVIN & T NGUYEN
95	KNAPP, SANDRA GAIL
96	KP LAND PARTNERS LP
97	U S A
98	KP LAND PARTNERS LP

SH 360 MAINLANE PROFILE

(SH360-P)


BEGIN CONSTRUCTION
SH360 STA 736+90
CSJ # 2266-02-136
ELEV= 560.73'
MATCH AS BUILT
GRADE 0.0994 %
-0.5000 %
STA = 738+00.00
EL = 560.84
ex = -0.16'
K = 350
L = 210.00'
VPT STA = 739+05.00
EL = 560.32
PROPOSED 10' X 6'
BOX CULVERT
FL = 548.66
VPC STA = 740+25.00
EL = 559.72
-0.5000 %
+0.5000 %
STA = 741+50.00
EL = 559.09
ex = 0.31'
K = 250
L = 250.00'
VPT STA = 742+75.00
EL = 559.72
EXIT NORTH - LYNN CREEK
PROPOSED GRADE
℄ E.SUBLETT RD/
CAMP WISDOM RD
VPC STA = 749+25.00
EL = 562.97
17.04' CLEAR
17.56' CLEAR
+0.5000 %
+1.6962 %
STA = 750+50.00
EL = 563.59
ex = 0.37'
K = 209
L = 250.00'
VPT STA = 751+75.00
EL = 565.71
ENTRANCE LYNN CREEK - NORTH
VPC STA = 756+20.00
EL = 573.26
+1.6962 %
-0.7057 %
STA = 759+20.00
EL = 578.35
ex = -1.80'
K = 250
L = 600.00'
EXISTING GROUND
VPT STA = 762+20.00
EL = 576.23
740+00
745+00
750+00
755+00
760+00
765+00
770+00
775+00
560.88 556.35
560.34 556.81
559.84 557.16
559.45 557.62
559.45 555.50
559.84 558.33
560.34 558.92
560.84 559.88
561.34 559.93
561.84 560.41
562.34 561.71
562.84 564.36
563.48 574.37
564.57 563.36
566.14 565.38
567.83 567.34
569.53 569.66
571.22 571.88
572.92 572.37
574.49 573.22
575.66 576.77
576.44 578.31
576.82 578.81
576.79 578.95
576.36 579.10
575.67 579.19
574.96 578.75
574.26 578.28
573.55 577.25
572.84 576.03
572.14 573.82
571.43 572.71
570.73 571.73
570.02 571.43
569.32 571.54
568.61 570.99
567.90 570.48
567.20 570.63
566.49 570.88
565.79 570.95
565.08 570.88


reen Oaks Blvd SE
Kingswood Blvd
EXIT 1 MILE
STA. 776+00
EXIT
Sublett Rd
Camp Wisdom Rd
EXIT ONLY
STA. 787+00
LYNN CREEK
DOBKIN DR
RAMP SOUTH-SUBLETT/CAMP WISDOM
FRNB-7
CONTROL LINE RNXLYNN
RNXCAMP-2
EXISTING 6-10'X10' BOX CULVERT
MATCH LINE STA. 794+00
RSECAMP-1
RSECAMP
CONTROL LINE RSELYNN
RAMP SUBLETT/CAMP WISDOM-SOUTH
RSECAMP-2
OIL / GAS WELL
FRSB1-8
Ragland Rd
Debbie Ln
EXIT 1 MILE
STA. 784+00
780+00
785+00
790+00
86
87
93
95
96
97
98



Texas Department of Transportation®

Fort Worth District

Maribel P. Chavez, P.E. District Engineer

NTTA®

NORTH TEXAS TOLLWAY AUTHORITY

Gerry Carrigan, Executive Director

STATE HIGHWAY 360

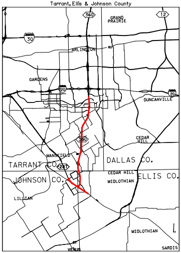
From Green Oaks Boulevard to US 287
Design Schematic
Project Length = 9.20 Miles
CSJ # 2266-02-136
CONTRACT # 02282-SH-360 PS-PD

DESIGN SPEEDS

DESIGN SPEEDS AND FUNCTIONAL CLASSIFICATIONS:

MAINLANES (URBAN FREEWAY)	- 70 MPH
RAMPS (URBAN FREEWAY)	- 50 MPH
DIRECT CONNECTOR (URBAN FREEWAY)	- 40 MPH
FRONTAGE ROADS (URBAN COLLECTOR)	- 40 MPH
CROSS STREETS	
SUBLETT RD / CAMP WISDOM RD (URBAN MAJOR ARTERIAL)	- 35 MPH
WEBB LYNN RD / LYNN CREEK PKWY (URBAN MINOR COLLECTOR)	- 35 MPH
NEW YORK AVE (URBAN MAJOR COLLECTOR)	- 40 MPH
EDEN RD (URBAN MINOR ARTERIAL)	- 40 MPH
DEBBIE LN / RAGLAND RD (URBAN MAJOR ARTERIAL)	- 35 MPH
HOLLAND RD (URBAN PRINCIPAL ARTERIAL)	- 30 MPH
BROAD ST (URBAN PRINCIPAL ARTERIAL)	- 40 MPH
HERITAGE PKWY (URBAN PRINCIPAL ARTERIAL)	- 40 MPH
LONE STAR RD (URBAN PRINCIPAL ARTERIAL)	- 40 MPH
MATLOCK RD AT SH 360 (URBAN MAJOR ARTERIAL)	- 40 MPH
MATLOCK RD AT US 287 (RURAL MAJOR ARTERIAL)	- 30 MPH
ELLIS DR/ST (RURAL MAJOR COLLECTOR)	- 30 MPH
ST.PAUL RD (RURAL MINOR COLLECTOR)	- 30 MPH
UTURNS (URBAN COLLECTOR)	- 20 MPH

Tarrant, Ellis & Johnson County


360
12
30
20
GRAND PRAIRIE
ARLINGTON
GARDENS
DUNCANVILLE
CEDAR HILL
MANSFIELD
287
TARRANT CO.
DALLAS CO.
JOHNSON CO.
ELLIS CO.
CEDAR HILL
MIDLOTHIAN
LILLIAN
MIDLOTHIAN
VENUS
SARDIS

100% SUBMITTAL
AUGUST 16, 2013

PRELIMINARY
SUBJECT TO CHANGE BASED
ON FURTHER DEVELOPMENTS
RESULTING FROM PUBLIC
INPUT AND TECHNICAL REVIEW

ROLL INDEX

ROLL 1:	SH 360 MAINLANES STA 736+90 TO STA 794+00 RAMPS AND MAJOR CROSS STREETS
ROLL 2:	SH 360 MAINLANES STA 794+00 TO STA 878+00 RAMPS AND MAJOR CROSS STREETS
ROLL 3:	SH 360 MAINLANES STA 878+00 TO STA 966+00 RAMPS AND MAJOR CROSS STREETS
ROLL 4:	SH 360 MAINLANES STA 966+00 TO STA 1049+00 RAMPS AND MAJOR CROSS STREETS
ROLL 5:	SH 360 MAINLANES STA 1049+00 TO STA 1110+00 RAMPS AND MAJOR CROSS STREETS
ROLL 6:	SH 360 MAINLANES STA 1110+00 TO STA 1209+00 RAMPS AND MAJOR CROSS STREETS
ROLL 7:	SH 360 MAINLANES STA 1209+00 TO STA 1243+00 RAMPS, US 287 MAINLANES AND FRONTAGE ROADS STA 193+40 TO 343+00
ROLL 8:	US 287 MAINLANES AND FRONTAGES ROAD PROFILES (US287E,US287W,FREB,FRWB)
ROLL 9:	SH 360 NORTHBOUND FRONTAGE ROAD PROFILES (FRNB)
ROLL 10:	SH 360 NORTHBOUND AND SOUTHBOUND FRONTAGE ROAD PROFILES (FRNB & FRSB)
ROLL 11:	SH 360 SOUTHBOUND FRONTAGE ROAD PROFILE (FRSB), UTURN PROFILES AND MAINLANES PROFILE STA 1209+00 TO END
ROLL 12:	DIRECT CONNECTOR PROFILES

DATE APPROVED	DATE SUBMITTED

SCHEMATIC PREPARED BY:

HDR ENGINEERING, INC.
REGISTRATION NUMBER F-754

FOR INTERIM REVIEW ONLY. NOT FOR PERMITTING, BIDDING OR CONSTRUCTION.

Prepared by or under the
Direct Supervision of:

NAME	P.E. NUMBER
BRIAN ANDREW SWINDELL	80688
M. SHANE WALTERS	100195

AUGUST 16, 2013
DATE

SCALE
0 50 100 150 200 300

ROLL 1 OF 12

HDR

HDR Engineering, Inc.
17111 Preston Road, Suite 200
Dallas, Texas 75248-1229

Texas Department of Transportation®

Fort Worth District
Maribel P. Chavez, P.E. District Engineer

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NORTH TEXAS TOLLWAY AUTHORITY

Gerry Carrigan, Executive Director

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From Green Oaks Boulevard to US 287
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CROSS STREETS	
SUBLETT RD / CAMP WISDOM RD (URBAN MAJOR ARTERIAL)	- 35 MPH
WEBB LYNN RD / LYNN CREEK PKWY (URBAN MINOR COLLECTOR)	- 35 MPH
NEW YORK AVE (URBAN MAJOR COLLECTOR)	- 40 MPH
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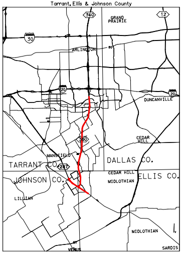
MATLOCK RD AT US 287 (RURAL MAJOR ARTERIAL)	- 30 MPH
ELLIS DR/ST (RURAL MAJOR COLLECTOR)	- 30 MPH
ST. PAUL RD (RURAL MINOR COLLECTOR)	- 30 MPH
UTURNS (URBAN COLLECTOR)	- 20 MPH

Tarrant, Ellis & Johnson County


360
12
GRAND PRAIRIE
30
ARLINGTON
80
20
20
DUNCANVILLE
CEDAR HILL
360
MANSFIELD
287
TARRANT CO.
DALLAS CO.
CEDAR HILL
MIDLOTHIAN
ELLIS CO.
JOHNSON CO.
LILLIAN
MIDLOTHIAN
67
VENUS
SARDIS

100% SUBMITTAL
AUGUST 16, 2013

ROLL INDEX

ROLL 1: SH 360 MAINLANES
STA 736+90 TO STA 794+00
RAMPS AND MAJOR CROSS STREETS

ROLL 2: SH 360 MAINLANES
STA 794+00 TO STA 878+00
RAMPS AND MAJOR CROSS STREETS

ROLL 3: SH 360 MAINLANES
STA 878+00 TO STA 966+00
RAMPS AND MAJOR CROSS STREETS

ROLL 4: SH 360 MAINLANES
STA 966+00 TO STA 1049+00
RAMPS AND MAJOR CROSS STREETS

ROLL 5: SH 360 MAINLANES
STA 1049+00 TO STA 1110+00
RAMPS AND MAJOR CROSS STREETS

ROLL 6: SH 360 MAINLANES
STA 1110+00 TO STA 1209+00
RAMPS AND MAJOR CROSS STREETS

ROLL 7: SH 360 MAINLANES
STA 1209+00 TO STA 1243+00
RAMPS, US 287 MAINLANES AND
FRONTAGE ROADS STA 193+40
TO 343+00

ROLL 8: US 287 MAINLANES
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ROLL 9: SH 360 NORTHBOUND
FRONTAGE ROAD
PROFILES (FRNB)

ROLL 10: SH 360 NORTHBOUND AND
SOUTHBOUND FRONTAGE ROAD
PROFILES (FRNB & FRSB)

ROLL 11: SH 360 SOUTHBOUND FRONTAGE ROAD
PROFILE (FRSB), UTURN PROFILES AND
MAINLANES PROFILE STA 1209+00 TO END

ROLL 12: DIRECT CONNECTOR PROFILES

PRELIMINARY
SUBJECT TO CHANGE BASED
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DATE APPROVED	DATE SUBMITTED

SCHEMATIC PREPARED BY:

HDR ENGINEERING, INC.
REGISTRATION NUMBER F-754

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Prepared by or under the
Direct Supervision of:

NAME	P.E. NUMBER
BRIAN ANDREW SWINDELL	80688
M. SHANE WALTERS	100195

AUGUST 16, 2013
DATE

SCALE
0 50 100 150 200 300

ROLL 2 OF 12

HDR
HDR Engineering, Inc.
17111 Preston Road, Suite 200
Dallas, Texas 75248-1229

LEGEND

— · — · —	ALIGNMENT
— · — · —	PROPOSED R.O.W.
— · — · —	EXISTING R.O.W.
—‖‖—‖‖—	PROPOSED ACCESS DENIED
—‖‖—‖‖—	EXISTING ACCESS DENIED
——	BENTS/ABUTMENTS
——	PROPOSED RETAINING WALL
——	PROPOSED NOISE WALL
- - - - -	CITY LIMITS
🟧	PROPOSED TOLL GANTRY
→	DIRECTION OF TRAFFIC, ONE LANE
(XX)	PARCEL NUMBER
——	PARCEL BOUNDARY
▨	PAVEMENT TO BE REMOVED
🟨	PROPOSED MAINLANES
🟦	PROPOSED RAMPS, DIRECT CONNECTORS, COLLECTOR DISTRIBUTORS
🟩	PROPOSED FRONTAGE ROADS
🟪	PROPOSED CROSS STREETS / U-TURNS
🟫	PROPOSED CONCRETE STRUCTURES
🟫	PROPOSED STEEL STRUCTURES
⬜	PROPOSED SHOULDERS, GORES
🟪	PROPOSED SIDEWALKS
🟨	PROPOSED CONSTRUCTION BY OTHERS

GENERAL NOTES:

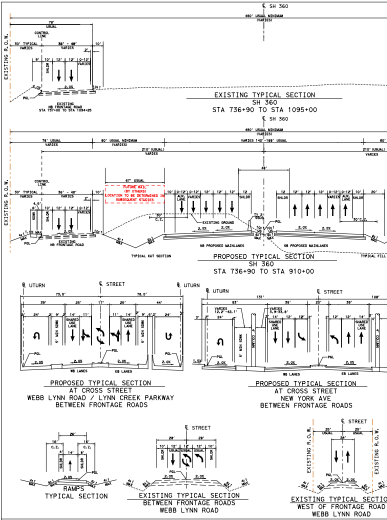
1. EXISTING PAVEMENT WITHIN LIMITS OF PROPOSED RECONSTRUCTION IS ASSUMED TO BE REMOVED.

2. EXISTING RIGHT OF WAY HAS NOT BEEN FIELD SURVEYED. SCHEMATIC LAYOUTS ARE BASED ON AERIAL SURVEY, SUPPLEMENTAL FIELD SURVEYS AND RECORD PLANS ONLY

3. PARCEL OWNERSHIP WAS OBTAINED FROM TARRANT APPRAISAL DISTRICT, 2013 AND ELLIS COUNTY APPRAISAL DISTRICT, 2013, JOHNSON COUNTY APPRAISAL DISTRICT, 2013.

4. APPROXIMATE 100 YEAR FLOODPLAIN LIMITS ARE BASED UPON FEMA FLOOD INSURANCE RATE MAPS NUMBER 48439C0365K, 48439C0480K, 48439C0490K, 48113C0590J.

5. ASSUME SIX FOOT STRUCTURE DEPTH USED FOR CLEARANCE CALCULATIONS UNLESS NOTED OTHERWISE


℄ SH 360
EXISTING R.O.W.
CONTROL LINE
EXISTING NB FRONTAGE ROAD STA 737+00 TO STA 1094+25
TYPICAL CUT SECTION
FUTURE RAIL (BY OTHERS) LOCATION TO BE DETERMINED IN SUBSEQUENT STUDIES
NB PROPOSED MAINLANES
SB PROPOSED MAINLANES
TYPICAL FILL
℄ UTURN
℄ STREET
WB LANES
EB LANES
SHARED USE LANE
RAMPS TYPICAL SECTION

EXISTING TYPICAL SECTION
SH 360
STA 736+90 TO STA 1095+00

PROPOSED TYPICAL SECTION
SH 360
STA 736+90 TO STA 910+00

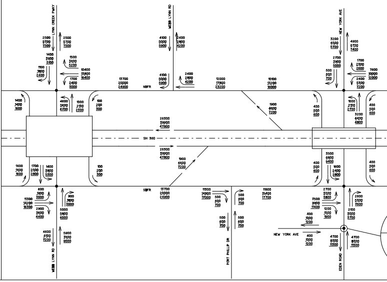
PROPOSED TYPICAL SECTION
AT CROSS STREET
WEBB LYNN ROAD / LYNN CREEK PARKWAY
BETWEEN FRONTAGE ROADS

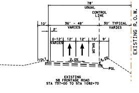
PROPOSED TYPICAL SECTION
AT CROSS STREET
NEW YORK AVE
BETWEEN FRONTAGE ROADS

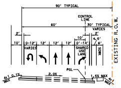
RAMPS
TYPICAL SECTION

EXISTING TYPICAL SECTION
BETWEEN FRONTAGE ROADS
WEBB LYNN ROAD

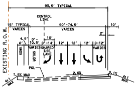
EXISTING TYPICAL SECTIO
WEST OF FRONTAGE ROAD
WEBB LYNN ROAD


LYNN CREEK PKWY
WEBB LYNN RD
NEW YORK AVE
SH 360
NBFR
SBFR
PORT PHILLIP DR
NEW YORK AVE
EDEN ROAD
WEBB LYNN RD

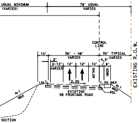

78'
USUAL
CONTROL LINE
36' - 48'
VARIES
30' TYPICAL
VARIES
EXISTING R.O.W.
EXISTING
SB FRONTAGE ROAD
STA 757+00 TO STA 1092+70
PGL


90' TYPICAL
CONTROL LINE
60'
30' TYPICAL VARIES
SHARED USE LANE
SDWK
EXISTING R.O.W.
PGL
2.0%
1.5% MAX

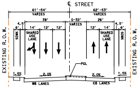
PROPOSED TYPICAL SECTION
SB FRONTAGE RD
APPROACH TO INTERSECTION AT
LYNN CREEK PKWY


93.5' TYPICAL
CONTROL LINE
15' TYPICAL VARIES
60'-74.5' VARIES
SHARED USE LANE
SDWK
SHLDR
EXISTING R.O.W.
PGL
2.0%
1.5% MAX

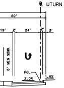
PROPOSED TYPICAL SECTION
NB FRONTAGE RD
APPROACH TO INTERSECTION AT
LYNN CREEK PKWY

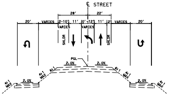

USUAL MINIMUM (VARIES)
78' USUAL VARIES
CONTROL LINE
36' - 48' VARIES
30' TYPICAL VARIES
EXISTING R.O.W.
EXISTING
SB FRONTAGE ROAD
PGL

SECTION

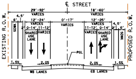

℄ STREET
61'-54' VARIES
62'-53' VARIES
38'
26'
0-32' VARIES
SHARED USE LANE
SDWK
EXISTING R.O.W.
PGL
WB LANES
EB LANES
2.0%
1.5%

PROPOSED TYPICAL SECTION
AT CROSS STREET
NEW YORK AVE
EAST OF FRONTAGE ROADS

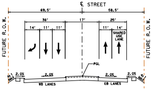

℄ UTURN
60'
24'
5' MIN SDWK
PGL
2.0%
1.5%


℄ STREET
28'
22'
20'
VARIES
20'
SHLDR
PGL
2.0%

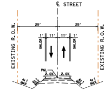
EXISTING TYPICAL SECTION
AT CROSS STREET
NEW YORK AVE


℄ STREET
29'-92' VARIES
18'-60' VARIES
0'-17' VARIES
12'-24' VARIES
12'-25' VARIES
SHARED USE LANE
SDWK
EXISTING R.O.W.
PROPOSED R.O.W.
PGL
WB LANES
EB LANES
2.0%
1.5%

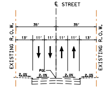
PROPOSED TYPICAL SECTION
WEBB LYNN ROAD
WEST OF FRONTAGE ROADS


℄ STREET
69.5'
58.5'
36'
17'
25'
SHARED USE LANE
FUTURE R.O.W.
PGL
WB LANES
EB LANES
2.0%

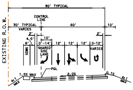
EXISTING/PROPOSED TYPICAL SECTION
LYNN CREEK PARKWAY
EAST OF FRONTAGE ROADS


℄ STREET
25'
25'
SHLDR
EXISTING R.O.W.
PGL
2.0%

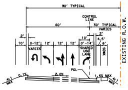
EXISTING TYPICAL SECTION
NEW YORK AVE
WEST OF FRONTAGE ROADS


℄ STREET
35'
35'
EXISTING R.O.W.
PGL
2.0%

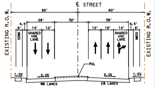
EXISTING TYPICAL SECTION
NEW YORK AVE
EAST OF FRONTAGE ROADS


90' TYPICAL
CONTROL LINE
30' TYPICAL VARIES
60'
SHARED USE LANE
SDWK
EXISTING R.O.W.
PGL
1.5% MAX

PROPOSED TYPICAL SECTION
NB FRONTAGE RD
APPROACH TO INTERSECTION AT
NEW YORK AVE


90' TYPICAL
CONTROL LINE
30' TYPICAL VARIES
60'
SHARED USE LANE
SDWK
PGL
1.5% MAX

PROPOSED TYPICAL SECTION
SB FRONTAGE RD
APPROACH TO INTERSECTION AT
NEW YORK AVE


℄ STREET
60'
60'
26'
32'
38'
SHARED USE LANE
SDWK
EXISTING R.O.W.
PGL
WB LANES
EB LANES
2.0%
1.6%

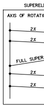
PROPOSED TYPICAL SECTION
AT CROSS STREET
EDEN ROAD
WEST OF FRONTAGE ROADS

CURVE DATA

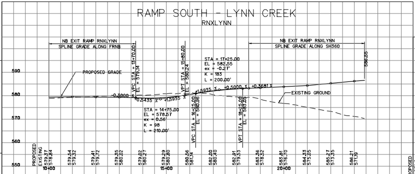
CHAIN NAME	CURVE NO.	DELTA	DEGREE	TANGENT	LENGTH	RADIUS	BACK BEARING	AHEAD BEARING	PI STATION	PC STATION	PT STATION	PI NORTHING	PI EASTING
MAINLANE													
SH 360	SH360-3	25° 32' 36.92" RT	1° 00' 00.00"	1,298.76'	2,554.36'	5,729.58'	S 7° 40' 05.35" W	S 33° 12' 42.26" W	807+68.85	794+70.08	820+24.44	6,916,968.62	2,410,592.70
	SH360-4	31° 15' 16.98" LT	1° 00' 00.00"	1,602.68'	3,125.47'	5,729.58'	S 33° 12' 42.26" W	S 1° 57' 25.28" W	870+99.20	854+96.52	886+21.99	6,911,636.21	2,407,101.70
FRONTAGE ROADS													
SH 360 NORTHBOUND FRONTAGE RD	FRNB-8	18° 59' 27.04" RT	3° 00' 00.00"	319.44'	633.03'	1,909.86'	S 2° 16' 44.79" E	S 16° 42' 42.25" W	797+85.76	794+66.32	800+99.35	6,917,918.43	2,411,075.06
	FRNB-9	16° 30' 00.01" RT	1° 00' 00.00"	830.75'	1,650.00'	5,729.58'	S 16° 42' 42.25" W	S 33° 12' 42.26" W	809+30.10	800+99.35	817+49.35	6,916,816.82	2,410,744.32
	FRNB-10	31° 15' 16.98" LT	1° 02' 16.97"	1,543.94'	3,010.92'	5,519.58'	S 33° 12' 42.26" W	S 1° 57' 25.29" W	871+89.42	856+45.48	886+56.40	6,911,570.33	2,407,309.57
SH 360 SOUTHBOUND FRONTAGE RD	FRSB1-9	19° 44' 29.03" LT	3° 00' 00.00"	332.32'	658.05'	1,909.86'	S 18° 52' 57.62" W	S 0° 51' 31.41" E	798+02.99	794+70.67	801+28.72	6,918,062.25	2,410,352.45
	FRSB1-10	22° 17' 24.72" RT	3° 00' 00.00"	376.26'	743.01'	1,909.86'	S 0° 51' 31.41" E	S 21° 25' 53.31" W	805+04.98	801+28.72	808+71.72	6,917,353.76	2,410,363.07
	FRSB1-11	11° 46' 48.95" RT	1° 02' 16.97"	569.43'	1,134.85'	5,519.58'	S 21° 25' 53.31" W	S 33° 12' 42.26" W	814+41.16	808+71.72	820+06.57	6,916,473.45	2,410,017.52
	FRSB1-12	31° 15' 16.98" LT	0° 57' 52.72"	1,661.42'	3,240.03'	5,939.58'	S 33° 12' 42.26" W	S 1° 57' 25.28" W	871+40.07	854+78.65	887+18.68	6,911,702.08	2,406,893.83
RAMPS													
SOUTH- LYNN CREEK	RNXLYNN-1	5° 18' 42.07" RT	2° 00' 00.00"	132.89'	265.58'	2,864.79'	S 32° 54' 00.19" W	S 38° 12' 42.26" W	11+32.89	10+00.00	12+65.58	6,916,054.00	2,410,207.43
	RNXLYNN-2	5° 00' 00.00" LT	2° 00' 00.00"	125.08'	250.00'	2,864.79'	S 38° 12' 42.26" W	S 33° 12' 42.26" W	22+18.55	20+93.47	23+43.47	6,915,200.81	2,409,535.76
DEBBIE/RAGLAND -NORTH	RNEDEBB-1	15° 11' 35.15" LT	2° 00' 00.00"	382.07'	759.65'	2,864.79'	S 32° 11' 47.84" W	S 17° 00' 12.70" W	13+82.07	10+00.00	17+59.65	6,912,523.60	2,407,792.20
	RNEDEBB-2	1° 34' 42.69" RT	2° 00' 00.00"	39.47'	78.93'	2,864.79'	S 17° 00' 12.70" W	S 18° 34' 55.39" W	22+96.04	22+56.58	23+35.50	6,911,645.29	2,407,523.62
LYNN CREEK- SOUTH	RSELYNN-1	1° 50' 20.57" LT	1° 00' 00.00"	91.96'	183.90'	5,729.58'	S 19° 35' 31.18" W	S 17° 45' 10.62" W	10+91.96	10+00.00	11+83.90	6,916,967.59	2,410,235.07
	RSELYNN-2	2° 24' 08.58" RT	1° 00' 00.00"	120.14'	240.24'	5,729.58'	S 17° 45' 10.62" W	S 20° 09' 19.20" W	13+04.04	11+83.90	14+24.14	6,916,765.60	2,410,170.40
	RSELYNN-3	7° 54' 30.20" RT	2° 00' 00.00"	198.02'	395.42'	2,864.79'	S 20° 09' 19.20" W	S 28° 03' 49.40" W	17+69.87	15+71.84	19+67.26	6,916,328.27	2,410,009.88
	RSELYNN-4	5° 08' 52.87" RT	1° 00' 00.00"	257.57'	514.80'	5,729.58'	S 28° 03' 49.40" W	S 33° 12' 42.26" W	23+58.41	21+00.84	26+15.64	6,915,808.36	2,409,732.70
NORTH-DEBBIE/ RAGLAND	RSXDEBB-1	4° 00' 00.00" RT	2° 00' 00.00"	100.04'	200.00'	2,864.79'	S 33° 12' 42.26" W	S 37° 12' 42.26" W	11+00.04	10+00.00	12+00.00	6,914,469.49	2,408,856.18
	RSXDEBB-2	2° 56' 57.17" LT	1° 00' 00.00"	147.49'	294.92'	5,729.58'	S 37° 12' 42.26" W	S 34° 15' 45.09" W	17+31.72	15+84.23	18+79.15	6,913,966.35	2,408,474.11
	RSXDEBB-3	3° 56' 57.17" RT	1° 00' 00.00"	197.54'	394.92'	5,729.58'	S 34° 15' 45.09" W	S 38° 12' 42.26" W	25+33.99	23+36.45	27+31.37	6,913,303.25	2,408,022.41
	RSXDEBB-4	8° 16' 55.20" LT	2° 00' 00.00"	207.41'	414.10'	2,864.79'	S 38° 12' 42.26" W	S 29° 55' 47.06" W	29+62.97	27+55.56	31+69.66	6,912,966.06	2,407,756.96
CROSS STREETS													
LYNN CREEK	XLYNN-1	20° 01' 53.16" RT	7° 00' 00.00"	144.56'	286.16'	818.51'	N 64° 50' 10.00" E	N 84° 52' 03.16" E	105+71.69	104+27.13	107+13.30	6,917,982.98	2,410,115.01
	XLYNN-2	32° 36' 37.01" RT	5° 43' 46.48"	292.52'	569.16'	1,000.00'	N 84° 52' 03.16" E	S 62° 31' 19.83" E	119+40.08	116+47.56	122+16.72	6,918,105.66	2,411,480.85
NEW YORK	XNEWY-1	15° 10' 21.50" RT	7° 09' 43.10"	106.55'	211.85'	800.00'	S 71° 47' 17.75" E	S 56° 36' 56.25" E	116+31.80	115+25.25	117+37.10	6,914,428.74	2,409,707.06
TURNAROUND													
LYNN CREEK PKWY	UN-LYNN-1	109° 11' 28.33" LT	62° 16' 40.88"	129.44'	175.33'	92.00'	S 14° 03' 31.50" W	N 84° 52' 03.16" E	109+84.15	108+54.71	110+30.04	6,918,082.89	2,410,439.24
	UN-LYNN-2	87° 16' 14.02" LT	62° 16' 40.88"	87.72'	140.13'	92.00'	N 84° 52' 03.16" E	N 2° 24' 10.86" W	114+96.33	114+08.61	115+48.74	6,918,136.18	2,411,032.57
	US-LYNN-1	81° 59' 32.14" RT	62° 16' 40.88"	79.96'	131.66'	92.00'	N 2° 52' 31.03" E	N 84° 52' 03.16" E	108+73.94	107+93.98	109+25.64	6,917,932.56	2,410,397.58
	US-LYNN-2	104° 11' 35.19" RT	62° 16' 40.88"	118.16'	167.30'	92.00'	N 84° 52' 03.16" E	S 9° 03' 38.36" W	114+51.90	113+33.73	115+01.04	6,917,986.79	2,411,001.38
NEW YORK AVE	UN-NEWY-1	105° 00' 00.00" LT	62° 16' 40.88"	119.90'	168.60'	92.00'	S 33° 12' 42.26" W	S 71° 47' 17.75" E	109+06.24	107+86.35	109+54.95	6,914,797.42	2,408,989.59
	UN-NEWY-2	74° 59' 59.99" LT	62° 16' 40.88"	70.59'	120.43'	92.00'	S 71° 47' 17.75" E	N 33° 12' 42.26" E	111+74.62	111+04.03	112+24.45	6,914,691.30	2,409,312.15
	US-NEWY-1	74° 59' 59.99" RT	62° 16' 40.88"	70.59'	120.43'	92.00'	N 33° 12' 42.26" E	S 71° 47' 17.75" E	107+69.60	106+99.01	108+19.44	6,914,606.85	2,408,836.14
	US-NEWY-2	105° 00' 00.01" RT	62° 16' 40.88"	119.90'	168.60'	92.00'	S 71° 47' 17.75" E	S 33° 12' 42.26" W	110+88.41	109+68.52	111+37.12	6,914,500.72	2,409,158.70

SUPERELEVATION DATA

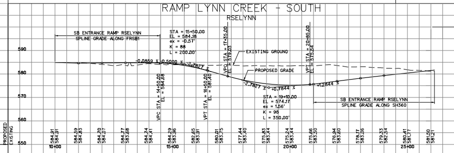
CHAIN NAME	CURVE NAME	BEGIN CROSS SLOPE	BEGIN TRANSITION	BEGIN FULL SUPER	SUPER RATE	END FULL SUPER	END TRANSITION	END CROSS SLOPE
SH360	SH360-3	-2.50%	786+20	-	-	-	788+30	-2.00%
	SH360-3	-2.00%	788+30	797+90	3.34%	817+10	826+70	-2.00%
	SH360-3	-2.00%	826+70	-	-	-	828+80	-2.50%
	SH360-4	-2.50%	846+50	-	-	-	848+60	-2.00%
	SH360-4	-2.00%	848+60	858+20	3.34%	883+10	892+70	-2.00%
	SH360-4	-2.00%	892+70	-	-	-	894+80	-2.50%
LYNN CREEK - SOUTH	RSELYNN-3	-2.00%	15+84	16+38	3.50%	19+01	19+55	-2.00%
SOUTH - LYNN CREEK	RNXLYNN	-0.59%	18+51	-	-	-	17+01	-2.00%
DEBBIE/ RAGLAND-NORTH	RNEDEBB-1	-3.34%	15+08	16+58	3.51%	17+15	18+60	-2.00%


SUPERELE
AXIS OF ROTATIO
2%
2%
FULL SUPER
2%
2%

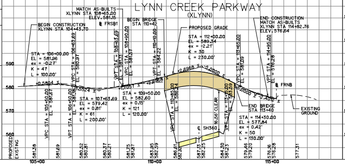
RAMP SOUTH - LYNN CREEK
RNXLYNN



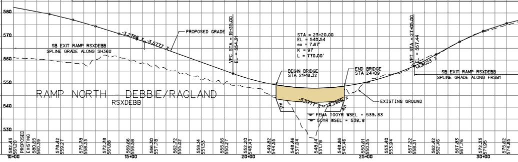
RAMP LYNN CREEK - SOUTH
RSELYNN

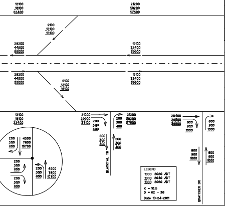


LYNN CREEK PARKWAY
(XLYNN)



RAMP NORTH - DEBBIE/RAGLAND
RSXDEBB

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18100
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21200
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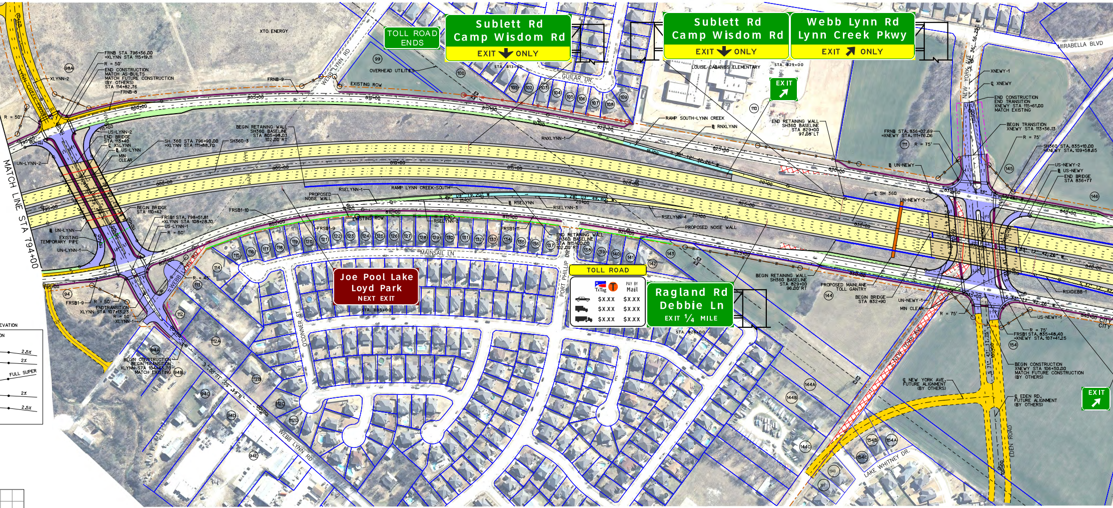
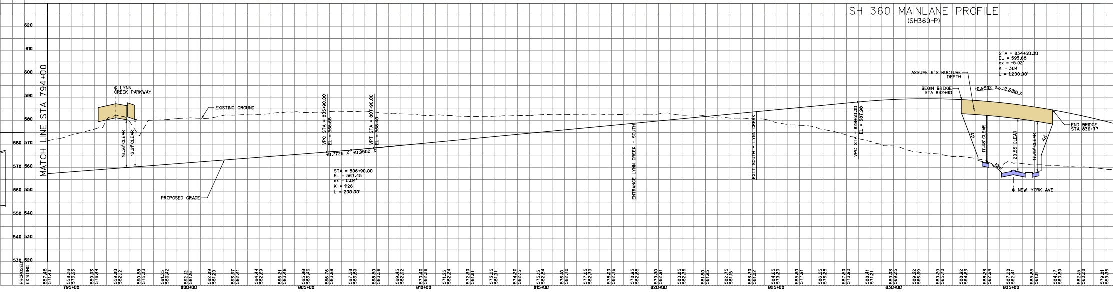
37500
9100
12100
16100
28200
44500
55000
19100
32400
39900
BLACKTAIL TR
BRATCHER DR
20400
29500
36500

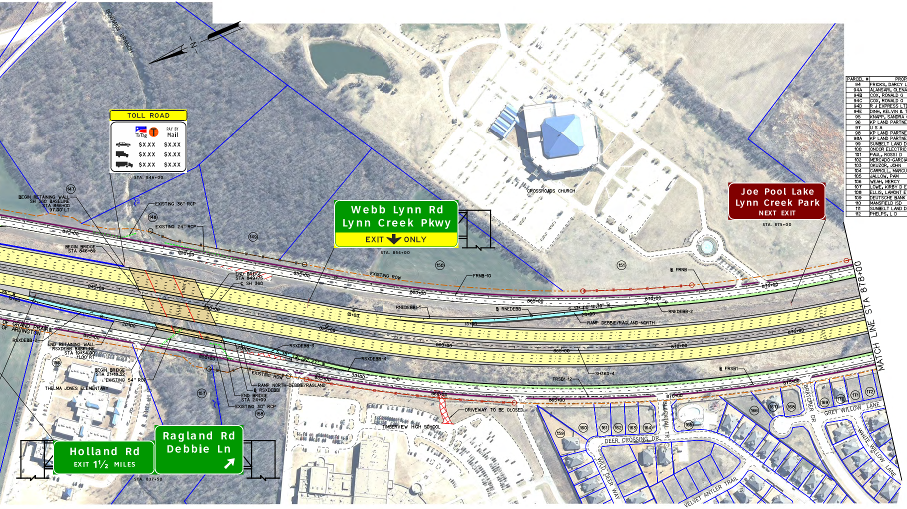
LEGEND
1000 2020 ADT
1000 2040 ADT
1000 2050 ADT
K = 10.5
D = 62 - 38
Date 10-24-2011


TOLL ROAD ENDS
Sublett Rd
Camp Wisdom Rd
EXIT ONLY
Sublett Rd
Camp Wisdom Rd
EXIT ONLY
Webb Lynn Rd
Lynn Creek Pkwy
EXIT ONLY
EXIT
Joe Pool Lake
Loyd Park
NEXT EXIT
TOLL ROAD
TxTag
PAY BY Mail
$X.XX $X.XX
$X.XX $X.XX
$X.XX $X.XX
Ragland Rd
Debbie Ln
EXIT 1/4 MILE
EXIT
MATCH LINE STA 794+00
XTO ENERGY
WEBB LYNN RD
LYNN CREEK PKWY
GUILAR DR
LOUISE CABANISS ELEMENTARY
MIRABELLA BLVD
NEW YORK AVE
MAINSAIL LN
PORT PHILLIP DR
O'CONNER ST
WEBB LYNN RD
LAKE WHITNEY DR
NEW YORK AVE
EDEN ROAD
FRNB STA 796+36.00 =XLYNN STA 115+19.11
END CONSTRUCTION MATCH AS-BUILTS MATCH FUTURE CONSTRUCTION (BY OTHERS) STA 114+82.76
BEGIN RETAINING WALL SH360 BASELINE STA 805+98.03 102.00' RT
SH 360 STA 796+90.00 =XLYNN STA 111+88.70
PROPOSED NOISE WALL
RAMP LYNN CREEK-SOUTH
RAMP SOUTH-LYNN CREEK
END RETAINING WALL SH360 BASELINE STA 829+00 97.08' LT
END RETAINING WALL SH360 BASELINE STA 815+60.00 102.00' RT
BEGIN RETAINING WALL SH360 BASELINE STA 829+00 96.00' RT
PROPOSED MAINLANE TOLL GANTRY
BEGIN BRIDGE STA 832+90
END CONSTRUCTION END TRANSITION XNEWY STA 115+61.00 MATCH EXISTING
BEGIN TRANSITION XNEWY STA 113+36.13
SH360 STA 835+10.00 =XNEWY STA 109+58.65
END BRIDGE STA 836+77
FRSB1 STA 835+48.40 =XNEWY STA 107+41.25
BEGIN CONSTRUCTION XNEWY STA 106+30.00 MATCH FUTURE CONSTRUCTION (BY OTHERS)
℄ NEW YORK AVE. FUTURE ALIGNMENT (BY OTHERS)
℄ EDEN RD. FUTURE ALIGNMENT (BY OTHERS)
BEGIN CONSTRUCTION BEGIN TRANSITION XLYNN STA 104+45.70 MATCH EXISTING
FRSB1 STA 798+51.81 =XLYNN STA 108+28.10
BEGIN BRIDGE STA 110+42
END BRIDGE STA 113+40
EXISTING TEMPORARY PIPE
FULL SUPER

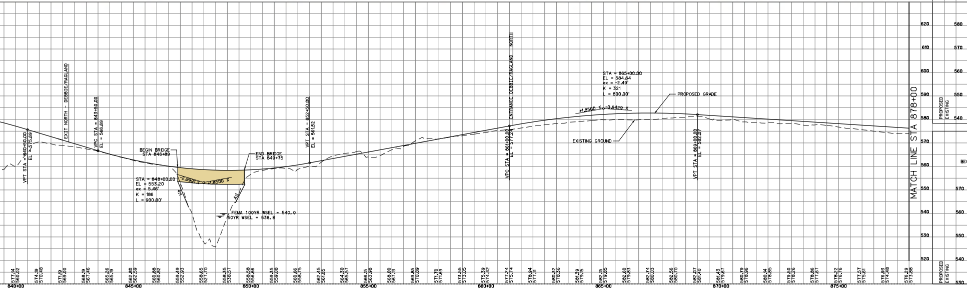
SH 360 MAINLANE PROFILE

(SH360-P)


MATCH LINE STA 794+00
℄ LYNN CREEK PARKWAY
EXISTING GROUND
PROPOSED GRADE
16.56' CLEAR
16.61' CLEAR
VPC STA = 805+90.00 EL = 566.66
VPT STA = 807+90.00 EL = 568.40
-0.7726 %
+0.9502
STA = 806+90.00
EL = 567.45
ex = 0.04'
K = 1126
L = 200.00'
ENTRANCE LYNN CREEK - SOUTH
EXIT SOUTH - LYNN CREEK
VPC STA = 828+50.00 EL = 587.98
ASSUME 6' STRUCTURE DEPTH
BEGIN BRIDGE STA 832+90
STA = 834+50.00
EL = 593.68
ex = -5.92'
K = 304
L = 1,200.00'
+0.9502 %
-2.9991 %
END BRIDGE STA 836+77
17.48' CLEAR
20.55' CLEAR
17.49' CLEAR
℄ NEW YORK AVE
PROPOSED
EXISTING
795+00
800+00
805+00
810+00
815+00
820+00
825+00
830+00
835+00
520
530
540
550
560
570
580
590
600
610
620


BOWMAN BRANCH
N
TOLL ROAD
TxTag
PAY BY Mail
$X.XX $X.XX
$X.XX $X.XX
$X.XX $X.XX
STA. 846+00
147
BEGIN RETAINING WALL SH 360 BASELINE STA 846+00 97.00' LT
EXISTING 36" RCP
148
EXISTING 24" RCP
149
FLOW
BEGIN BRIDGE STA 846+89
845+00
850+00
855+00
END BRIDGE STA 849+75
℄ SH 360
Webb Lynn Rd
Lynn Creek Pkwy
EXIT ONLY
STA. 854+00
CROSSROADS CHURCH
150
151
EXISTING ROW
FRNB-10
860+00
865+00
870+00
875+00
℄ FRNB
RNEDEBBI-1
℄ RNEDEBB
S 17° 00' 12.78" W
RNEDEBB-2
RAMP DEBBIE/RAGLAND-NORTH
10+00
15+00
20+00
Joe Pool Lake
Lynn Creek Park
NEXT EXIT
STA. 875+00
26" W
OF GRAND PRAIRIE
OF ARLINGTON
RSXDEBB-2
END RETAINING WALL RSXDEBB BASELINE STA 19+34.00 11.00' RT
20+00
25+00
30+00
RSXDEBB-3
RSXDEBB-4
S 38° 12' 42.27" W
156
BEGIN BRIDGE STA 21+18.32
EXISTING 54" RCP
THELMA JONES ELEMENTARY
157
RAMP NORTH-DEBBIE/RAGLAND
℄ RSXDEBBI
END BRIDGE STA 24+09
EXISTING 30" RCP
158
EXISTING ROW
SH360-4
FRSB1-12
℄ FRSB1
DRIVEWAY TO BE CLOSED
TIMBERVIEW HIGH SCHOOL
159
160
161
162
163
164
165
166
167
168
169
170
171
172
DEER CROSSING DR.
BLACKTAIL TR
WILD DEER WAY
VELVET ANTLER TRAIL
BRATCHER DR
GREY WILLOW LANE
WHITE WILLOW LANE
Holland Rd
EXIT 1½ MILES
Ragland Rd
Debbie Ln
STA. 837+50
MATCH LINE STA 878+00

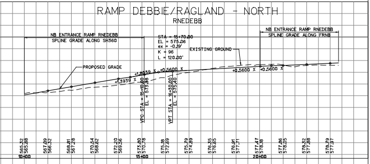
PARCEL #	PROPERTY OWNER
94	FRICKS, DARCY L ETAL
94A	ALANSARI, OLENA NEVINCHANA
94B	COX, RONALD G
94C	COX, RONALD G
94D	R J EXPRESS LTD
94E	DINH, KELVIN & T NGUYEN
95	KNAPP, SANDRA GAIL
96	KP LAND PARTNERS LP
97	U S A
98	KP LAND PARTNERS LP
98A	KP LAND PARTNERS LP
99	SUNBELT LAND DEV/360
100	ONCOR ELECTRIC DELIVERY CO LLC
101	PAUL, ROSSI D
102	MERCADO-GARCIA, MARICRUZ
103	OKUZOR, JOHN
104	CARROLL, MARCUS ETUX TAWANA
105	JALLOW, PAM
106	WEAH, MERCY
107	LOWE, KIRBY D ETUX TRINA A
108	ELLIS, LAMONT ETUX KIMBERLY
109	DEUTSCHE BANK NATIONAL TR CO
110	MANSFIELD ISD
111	SUNBELT LAND DEV/360
112	PHELPS, L D

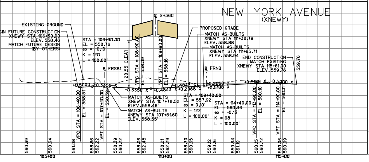

VPT STA = 840+50.00
EL = 575.69
EXIT NORTH - DEBBIE/RAGLAND
VPC STA = 843+50.00
EL = 566.69
BEGIN BRIDGE STA 846+89
STA = 848+00.00
EL = 553.20
ex = 5.46'
K = 186
L = 900.00'
-2.9991 %
+1.8500 %
4:1
4:1
END BRIDGE STA 849+75
FEMA 100YR WSEL = 540.0
50YR WSEL = 538.8
VPT STA = 852+50.00
EL = 561.52
ENTRANCE DEBBIE/RAGLAND - NORTH
VPC STA = 861+00.00
EL = 577.24
STA = 865+00.00
EL = 584.64
ex = -2.49'
K = 321
L = 800.00'
+1.8500 %
-0.6429 %
PROPOSED GRADE
EXISTING GROUND
VPT STA = 869+00.00
EL = 582.07
MATCH LINE STA 878+00
620
610
600
590
580
570
560
550
540
530
520
PROPOSED
EXISTING
580
570
560
550
540
570
560
550
540
530
BEG
577.14 560.02
574.19 570.48
571.19 569.00
568.19 567.46
565.26 565.19
562.80 562.59
560.88 560.82
559.49 552.93
558.65 527.70
558.35 538.57
558.58 556.66
559.35 559.08
560.66 558.75
562.45 561.85
564.30 565.57
566.15 563.98
568.00 567.13
569.85 570.89
571.70 571.69
573.55 573.05
575.39 574.42
577.24 575.74
578.94 577.11
580.32 578.36
581.39 579.15
582.15 579.85
582.60 579.83
582.74 580.03
582.56 580.70
582.07 581.40
581.43 579.67
580.79 578.96
580.14 578.85
579.50 578.26
578.86 577.67
578.22 576.76
577.57 575.61
576.93 574.48
576.29 573.88
840+00
845+00
850+00
855+00
860+00
865+00
870+00
875+00

PARCEL #	PROPERTY OWNER
113	BUI, KIM Q
114	TAYLOR, KENNETH DWAIN
115	YARBOROUGH, REGINA L ETVIR
116	ORTEGA, JUAN F
117	YANCY, MARY ANN
118	O'BARR, D MARK & TRACI LYNNE
119	MARTINEZ, ERNESTO A ETUX BARBA
120	WEYGANDT, KELLIE RENEE
121	NUEVA, NOVELINA V
122	ALEXANDER, JAMES S ETUX ROBIN
123	STUART, DEBORAH LYNN
124	MICHAEL, DENNIS ALAN
125	ALVARADO, DIANA LAURA
126	BYRD, ALVIN EARL ETUX SOPHIA M
127	BURNS, RONALD E ETUX DENISE A
128	AKINMADE, VICTOR O ETUX ROSEMA
129	PARKER, BELINDA ANNETTE
130	COLLINS, LEONARD D ETUX DEBRA
131	HUGHES, JOHNNY RAY ETUX SANDY
132	OCHOA, DANIEL
133	CITIMORTAGE INC
134	SHIELDS, TAMMY
135	CLEAVES, TOMMIE P ETUX NADINE
136	MUSTAPHA, BOLANLE
137	KEMBLE, SAMANTHA D

PARCEL #	PROPERTY OWNER
138	PHAN, TUYEN MONG
139	MONGA, ADEEL PARVEZ
140	ETHERIDGE, VIRGINIA
141	BANK OF AMERICA NA
142	JAFRI, ARIF
143	ONCOR ELECTRIC DELIVERY CO LLC
144	SUNBELT LAND DEV/360
144A	SUNBELT LAND DEV/360
144B	ROSSON, BETTY LOYD ETAL
144C	GARNER, DIANNE T
145	SUNBELT LAND DEV/360
146	SUNBELT LAND DEV/360
147	U S A
148	SUNBELT LAND INVESTMENTS/360
149	SUNBELT LAND INVESTMENTS/360
150	SUNBELT LAND INVESTMENTS/360
151	CROSSROADS CHRISTIAN CH ETAL
152	CHESAPEAKE LAND DEV CO LLC
152A	111 REALTY INVESTORS LP
153	CHESAPEAKE LAND DEV CO LLC
154	SUNBELT LAND DEV/360
154A	MASSEY, DERRICK SR ETUX
154B	EMMANUEL, IWEKHAO ETUX JUDITH
154C	CONTRERAS, MANUEL
154D	WRIGHT, ANGELA W ETVIR FREDERI

PARCEL #	PROPERTY OWNER
155	BOYNTON, LISA RAE
156	MANSFIELD ISD
157	SUNBELT LAND INVESTMENTS/360
158	MANSFIELD ISD
159	COOPER, RODNEY ETUX EDITH
160	D R HORTON-TEXAS LTD
161	D R HORTON-TEXAS LTD
162	D R HORTON-TEXAS LTD
163	D R HORTON-TEXAS LTD
164	D R HORTON-TEXAS LTD
165	DEER VALLEY OWNERS ASSOCIATION
166	D R HORTON-TEXAS LTD
167	HODGES, PATRICK ETUX MELINDA
168	WOODS, CYNTHIA DENISE
169	COLEMAN, YLONDA T ETVIR GEORGE
170	PLAYER, BETTY M
171	BROADNAX, EDWARD JR
172	AGUILAR, TENAYA


RAMP DEBBIE/RAGLAND - NORTH
RNEDEBB
NB ENTRANCE RAMP RNEDEBB
SPLINE GRADE ALONG SH360
STA = 15+70.00
EL = 575.06
ex = -0.19'
K = 96
L = 120.00'
EXISTING GROUND
PROPOSED GRADE
+1.8039 %
+0.5600 %
+1.3939 %
VPC STA = 15+10.00
EL = 573.98
VPT STA = 16+30.00
EL = 575.40
NB ENTRANCE RAMP RNEDEBB
SPLINE GRADE ALONG FRNB
+0.5600 %
+0.5600 %
565.32
565.88
567.09
566.32
568.81
567.28
570.54
568.62
572.20
569.56
573.80
570.78
575.18
572.69
575.79
574.89
576.35
576.65
576.91
577.71
577.47
578.18
577.86
578.05
578.32
577.88
578.79
577.97
10+00
15+00
20+00


NEW YORK AVENUE
(XNEWY)
℄ SH360
EXISTING GROUND
GIN FUTURE CONSTRUCTION
XNEWY STA 106+30.00
ELEV. 558.46
MATCH FUTURE DESIGN
(BY OTHERS)
STA = 106+90.00
EL = 558.76
ex = -0.10'
K = 120
L = 100.00'
℄ FRSB1
20.55' CLEAR
VPC STA = 108+90.00
EL = 558.09
VPT STA = 109+90.00
EL = 558.16
PROPOSED GRADE
MATCH AS-BUILTS
XNEWY STA 111+38.79
ELEV. 558.88
MATCH AS-BUILTS
XNEWY STA 111+65.71
ELEV. 558.94
℄ FRNB
END CONSTRUCTION
MATCH EXISTING
XNEWY STA 115+61.00
ELEV. 559.76
559.76
+0.5000 %
-0.3350 %
-0.3350 %
+0.4843 %
+0.4843 %
+0.2068 %
+0.2068 %
+0.5188 %
+0.5188 %
-0.5000 %
VPC STA = 106+40.00
EL = 558.51
VPT STA = 107+40.00
EL = 558.59
MATCH AS-BUILTS
XNEWY STA 107+78.52
ELEV. 558.46'
MATCH AS-BUILTS
XNEWY STA 107+51.60
ELEV. 558.55'
STA = 109+40.00
EL = 557.92
ex = 0.10'
K = 122
L = 100.00'
STA = 114+40.00
EL = 560.36
ex = -0.13'
K = 98
L = 100.00'
VPC STA = 113+90.00
EL = 560.10
VPT STA = 114+90.00
EL = 560.11
560.69
560.64
561.08
558.66
562.22
558.39
560.22
558.06
562.48
558.21
562.29
558.70
560.65
559.12
560.16
559.64
561.19
560.15
560.72
560.06
560.09
105+00
110+00
115+00

Texas Department of Transportation®

Fort Worth District

Maribel P. Chavez, P.E. District Engineer

NORTH TEXAS TOLLWAY AUTHORITY

Gerry Carrigan, Executive Director

STATE HIGHWAY 360

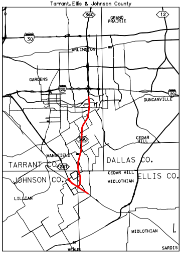
From Green Oaks Boulevard to US 287
Design Schematic
Project Length = 9.20 Miles
CSJ # 2266-02-136
CONTRACT # 02282-SH-360 PS-PD

DESIGN SPEEDS

DESIGN SPEEDS AND FUNCTIONAL CLASSIFICATIONS:

MAINLANES (URBAN FREEWAY) - 70 MPH
RAMPS (URBAN FREEWAY) - 50 MPH
DIRECT CONNECTOR (URBAN FREEWAY) - 40 MPH
FRONTAGE ROADS (URBAN COLLECTOR) - 40 MPH
CROSS STREETS
  SUBLETT RD / CAMP WISDOM RD (URBAN MAJOR ARTERIAL) - 35 MPH
  WEBB LYNN RD / LYNN CREEK PKWY (URBAN MINOR COLLECTOR) - 35 MPH
  NEW YORK AVE (URBAN MAJOR COLLECTOR) - 40 MPH
  EDEN RD (URBAN MINOR ARTERIAL) - 40 MPH
  DEBBIE LN / RAGLAND RD (URBAN MAJOR ARTERIAL) - 35 MPH
  HOLLAND RD (URBAN PRINCIPAL ARTERIAL) - 30 MPH
  BROAD ST (URBAN PRINCIPAL ARTERIAL) - 40 MPH
  HERITAGE PKWY (URBAN PRINCIPAL ARTERIAL) - 40 MPH
  LONE STAR RD (URBAN PRINCIPAL ARTERIAL) - 40 MPH
  MATLOCK RD AT SH 360 (URBAN MAJOR ARTERIAL) - 40 MPH
  MATLOCK RD AT US 287 (RURAL MAJOR ARTERIAL) - 30 MPH
  ELLIS DR/ST (RURAL MAJOR COLLECTOR) - 30 MPH
  ST.PAUL RD (RURAL MINOR COLLECTOR) - 30 MPH
UTURNS (URBAN COLLECTOR) - 20 MPH

Tarrant, Ellis & Johnson County


360
GRAND PRAIRIE
12
30
ARLINGTON
80
GARDENS
20
20
DUNCANVILLE
360
CEDAR HILL
MANSFIELD
287
TARRANT CO.
DALLAS CO.
CEDAR HILL
ELLIS CO.
JOHNSON CO.
MIDLOTHIAN
LILLIAN
67
VENUS
MIDLOTHIAN
SARDIS

ROLL INDEX

ROLL 1: SH 360 MAINLANES
STA 736+90 TO STA 794+00
RAMPS AND MAJOR CROSS STREETS

ROLL 2: SH 360 MAINLANES
STA 794+00 TO STA 878+00
RAMPS AND MAJOR CROSS STREETS

ROLL 3: SH 360 MAINLANES
STA 878+00 TO STA 966+00
RAMPS AND MAJOR CROSS STREETS

ROLL 4: SH 360 MAINLANES
STA 966+00 TO STA 1049+00
RAMPS AND MAJOR CROSS STREETS

ROLL 5: SH 360 MAINLANES
STA 1049+00 TO STA 1110+00
RAMPS AND MAJOR CROSS STREETS

ROLL 6: SH 360 MAINLANES
STA 1110+00 TO STA 1209+00
RAMPS AND MAJOR CROSS STREETS

ROLL 7: SH 360 MAINLANES
STA 1209+00 TO STA 1243+00
RAMPS, US 287 MAINLANES AND
FRONTAGE ROADS STA 193+40
TO 343+00

ROLL 8: US 287 MAINLANES
AND FRONTAGES ROAD PROFILES
(US287E,US287W,FREB,FRWB)

ROLL 9: SH 360 NORTHBOUND
FRONTAGE ROAD
PROFILES (FRNB)

ROLL 10: SH 360 NORTHBOUND AND
SOUTHBOUND FRONTAGE ROAD
PROFILES (FRNB & FRSB)

ROLL 11: SH 360 SOUTHBOUND FRONTAGE ROAD
PROFILE (FRSB), UTURN PROFILES AND
MAINLANES PROFILE STA 1209+00 TO END

ROLL 12: DIRECT CONNECTOR PROFILES

100% SUBMITTAL

AUGUST 16, 2013

PRELIMINARY
SUBJECT TO CHANGE BASED
ON FURTHER DEVELOPMENTS
RESULTING FROM PUBLIC
INPUT AND TECHNICAL REVIEW

DATE APPROVED	DATE SUBMITTED

SCHEMATIC PREPARED BY:

HDR ENGINEERING, INC.
REGISTRATION NUMBER F-754

FOR INTERIM REVIEW ONLY. NOT FOR PERMITTING, BIDDING OR CONSTRUCTION.

Prepared by or under the
Direct Supervision of:

NAME	P.E. NUMBER
BRIAN ANDREW SWINDELL	80688
M. SHANE WALTERS	100195

AUGUST 16, 2013
DATE

SCALE
0 50 100 150 200 300

ROLL 2 OF 12

HDR Engineering, Inc.
17111 Preston Road, Suite 200
Dallas, Texas 75248-1229

Texas Department of Transportation®
Fort Worth District
Maribel P. Chavez, P.E. District Engineer

NTTA®
NORTH TEXAS TOLLWAY AUTHORITY

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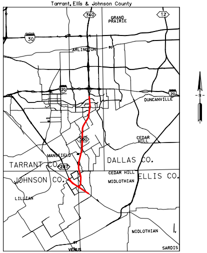
Tarrant, Ellis & Johnson County


360
12
GRAND PRAIRIE
30
ARLINGTON
80
20
DUNCANVILLE
CEDAR HILL
MANSFIELD
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287
DALLAS CO.
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CEDAR HILL
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LILLIAN
MIDLOTHIAN
VENUS
SARDIS
N

100% SUBMITTAL
AUGUST 16, 2013

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PRELIMINARY
SUBJECT TO CHANGE BASED
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DATE APPROVED	DATE SUBMITTED

SCHEMATIC PREPARED BY:

HDR ENGINEERING, INC.
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Prepared by or under the
Direct Supervision of:

NAME	P.E. NUMBER
BRIAN ANDREW SWINDELL	80688
M. SHANE WALTERS	100195

AUGUST 16, 2013
DATE

SCALE
0 50 100 150 200 300

ROLL 3 OF 12

HDR
HDR Engineering, Inc.
17111 Preston Road, Suite 200
Dallas, Texas 75248-1229

LEGEND

— · — · —	ALIGNMENT
— · — · —	PROPOSED R.O.W.
— · — · —	EXISTING R.O.W.
—‖‖—‖‖—	PROPOSED ACCESS DENIED
—‖‖—‖‖—	EXISTING ACCESS DENIED
━━	BENTS/ABUTMENTS
━━	PROPOSED RETAINING WALL
━━	PROPOSED NOISE WALL
- - - - -	CITY LIMITS
🟧	PROPOSED TOLL GANTRY
→	DIRECTION OF TRAFFIC, ONE LANE
(XX)	PARCEL NUMBER
——	PARCEL BOUNDARY
▨	PAVEMENT TO BE REMOVED
🟨	PROPOSED MAINLANES
🟦	PROPOSED RAMPS, DIRECT CONNECTORS, COLLECTOR DISTRIBUTORS
🟩	PROPOSED FRONTAGE ROADS
🟪	PROPOSED CROSS STREETS / U-TURNS
🟫	PROPOSED CONCRETE STRUCTURES
🟫	PROPOSED STEEL STRUCTURES
⬜	PROPOSED SHOULDERS, GORES
🟪	PROPOSED SIDEWALKS
🟨	PROPOSED CONSTRUCTION BY OTHERS

GENERAL NOTES:

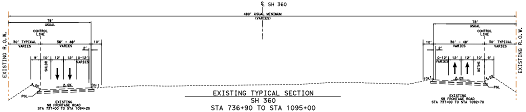
1. EXISTING PAVEMENT WITHIN LIMITS OF PROPOSED RECONSTRUCTION IS ASSUMED TO BE REMOVED.

2. EXISTING RIGHT OF WAY HAS NOT BEEN FIELD SURVEYED. SCHEMATIC LAYOUTS ARE BASED ON AERIAL SURVEY, SUPPLEMENTAL FIELD SURVEYS AND RECORD PLANS ONLY.

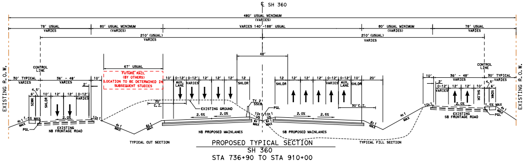
3. PARCEL OWNERSHIP WAS OBTAINED FROM TARRANT APPRAISAL DISTRICT, 2013 AND ELLIS COUNTY APPRAISAL DISTRICT, 2013, JOHNSON COUNTY APPRAISAL DISTRICT, 2013.

4. APPROXIMATE 100 YEAR FLOODPLAIN LIMITS ARE BASED UPON FEMA FLOOD INSURANCE RATE MAPS NUMBER 48439C0365K, 48439C0480K, 48439C0490K, 48113C0590J.

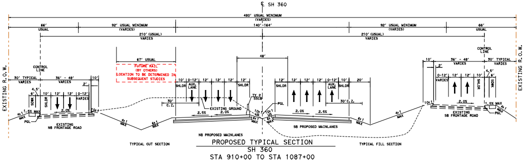
5. ASSUME SIX FOOT STRUCTURE DEPTH USED FOR CLEARANCE CALCULATIONS UNLESS NOTED OTHERWISE


℄ SH 360
480' USUAL MINIMUM (VARIES)
78' USUAL
CONTROL LINE
30' TYPICAL VARIES
36' - 48' VARIES
10'
2'
9'
10'
12'
12'
0-12' VARIES
SHLDR
2.0%
4.0%
10:1
PGL
EXISTING R.O.W.
EXISTING NB FRONTAGE ROAD STA 737+00 TO STA 1094+25
EXISTING SB FRONTAGE ROAD STA 737+00 TO STA 1092+70

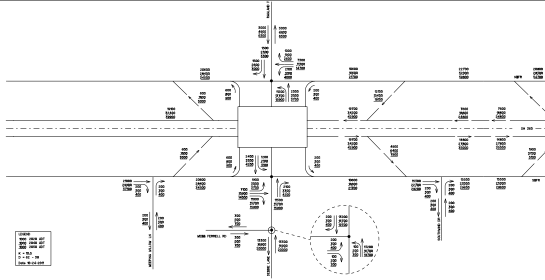
EXISTING TYPICAL SECTION
SH 360
STA 736+90 TO STA 1095+00


℄ SH 360
480' USUAL MINIMUM (VARIES)
78' USUAL VARIES
80' USUAL MINIMUM (VARIES)
VARIES 140'-188' USUAL
210' (USUAL) VARIES
48'
67' USUAL
FUTURE RAIL (BY OTHERS) LOCATION TO BE DETERMINED IN SUBSEQUENT STUDIES
CONTROL LINE
30' TYPICAL VARIES
36' - 48' VARIES
AUX. LANE
SHLDR
TY 2 SSCB
EXISTING GROUND
30' C.Z.
EXISTING NB FRONTAGE ROAD
NB PROPOSED MAINLANES
SB PROPOSED MAINLANES
EXISTING SB FRONTAGE ROAD
TYPICAL CUT SECTION
TYPICAL FILL SECTION
EXISTING R.O.W.

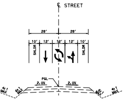
PROPOSED TYPICAL SECTION
SH 360
STA 736+90 TO STA 910+00


℄ SH 360
480' USUAL MINIMUM (VARIES)
66' USUAL
92' USUAL MINIMUM (VARIES)
140'-164'
210' (USUAL) VARIES
48'
67' USUAL
FUTURE RAIL (BY OTHERS) LOCATION TO BE DETERMINED IN SUBSEQUENT STUDIES
CONTROL LINE
30' TYPICAL VARIES
36' - 48' VARIES
AUX. LANE
SHLDR
TY 2 SSCB
EXISTING GROUND
30' C.Z.
EXISTING NB FRONTAGE ROAD
NB PROPOSED MAINLANES
SB PROPOSED MAINLANES
EXISTING SB FRONTAGE ROAD
TYPICAL CUT SECTION
TYPICAL FILL SECTION
EXISTING R.O.W.

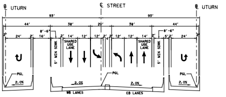
PROPOSED TYPICAL SECTION
SH 360
STA 910+00 TO STA 1087+00


RAGLAND RD
SH 360
NBFR
SBFR
WEBB FERRELL RD
WEEPING WILLOW LN
DEBBE LANE
SOUTHWIND DR

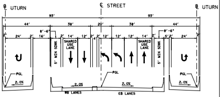
LEGEND
1000 2020 ADT
1000 2040 ADT
1000 2050 ADT
K = 10.5
D = 62 - 38
Date 10-24-2011


℄ STREET
28'
28'
10'
12'
12'
12'
12'
10'
SHLDR
SHLDR
PGL
2.0%
2.0%
6:1 MAX
6:1 MAX

EXISTING TYPICAL SECTION
BETWEEN FRONTAGE ROADS
DEBBIE LANE/RAGLAND RD


℄ UTURN
℄ STREET
℄ UTURN
93'
93'
44'
38'
20'
38'
44'
5' MIN SDWK
SHARED USE LANE
SHARED USE LANE
5' MIN SDWK
PGL
PGL
PGL
2.0%
2.0%
2.0%
2.0%
WB LANES
EB LANES

PROPOSED TYPICAL SECTION
AT CROSS STREET
DEBBIE LANE/RAGLAND RD
FROM SB FRONTAGE TO STA 117+00


℄ UTURN
℄ STREET
℄ UTURN
93'
93'
44'
38'
20'
38'
44'
5' MIN SDWK
SHARED USE LANE
SHARED USE LANE
5' MIN SDWK
PGL
PGL
PGL
2.0%
2.0%
2.0%
2.0%
WB LANES
EB LANES

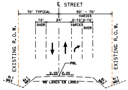
PROPOSED TYPICAL SECTION
AT CROSS STREET
DEBBIE LANE/RAGLAND RD
FROM STA 117+00 TO NB FRONTAGE

CURVE DATA

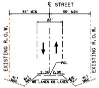
CHAIN NAME	CURVE NO.	DELTA	DEGREE	TANGENT	LENGTH	RADIUS	BACK BEARING	AHEAD BEARING	PISTATION	PC STATION	PT STATION
MAINLANE											
SH 360	SH360-4	31° 15' 16.98" LT	1° 00' 00.00"	1,602.68'	3,125.47'	5,729.58'	S 33° 12' 42.26" W	S 1° 57' 25.28" W	870+99.20	854+96.52	886+21.99
FRONTAGE ROADS											
SH 360 NORTHBOUND FRONTAGE RD	FRNB-10	31° 15' 16.98" LT	1° 02' 16.97"	1,543.94'	3,010.92'	5,519.58'	S 33° 12' 42.26" W	S 1° 57' 25.29" W	871+89.42	856+45.48	886+56.40
	FRNB-11	22° 41' 25.67" LT	4° 00' 00.00"	287.40'	567.26'	1,432.39'	S 1° 57' 25.27" W	S 20° 44' 00.40" E	889+43.79	886+56.40	892+23.66
	FRNB-12	45° 24' 43.06" RT	6° 00' 00.00"	399.57'	756.87'	954.93'	S 20° 44' 00.36" E	S 24° 40' 42.69" W	898+96.89	894+97.32	902+54.18
	FRNB-13	22° 43' 17.39" LT	4° 00' 00.00"	287.80'	568.04'	1,432.39'	S 24° 40' 42.66" W	S 1° 57' 25.27" W	908+13.99	905+26.19	910+94.23
SH 360 SOUTHBOUND FRONTAGE RD	FRSB1-12	31° 15' 16.98" LT	0° 57' 52.72"	1,661.42'	3,240.03'	5,939.58'	S 33° 12' 42.26" W	S 1° 57' 25.28" W	871+40.07	854+78.65	887+18.68
	FRSB1-13	17° 26' 49.89" RT	2° 00' 00.00"	439.58'	872.36'	2,864.79'	S 1° 57' 25.28" W	S 19° 24' 15.17" W	895+55.78	891+16.19	899+88.55
	FRSB1-14	34° 24' 32.02" LT	6° 00' 00.00"	295.68'	573.48'	954.93'	S 19° 24' 15.17" W	S 15° 00' 16.86" E	904+31.64	901+35.96	907+09.44
	FRSB1-15	16° 57' 42.14" RT	4° 00' 00.00"	213.58'	424.04'	1,432.39'	S 15° 00' 16.86" E	S 1° 57' 25.28" W	913+20.92	911+07.34	915+31.38
RAMPS											
SOUTH-NEW YORK	RNXNEWY-1	1° 15' 28.04" LT	1° 00' 00.00"	62.89'	125.78'	5,729.58'	S 7° 12' 53.32" W	S 5° 57' 25.28" W	14+15.31	13+52.41	14+78.19
	RNXNEWY-2	4° 00' 00.00" LT	2° 00' 00.00"	100.04'	200.00'	2,864.79'	S 5° 57' 25.28" W	S 1° 57' 25.28" W	27+24.15	26+24.11	28+24.11
HOLLAND-NORTH	RNEHOLL-1	5° 00' 00.00" LT	1° 00' 00.00"	250.16'	500.00'	5,729.58'	S 1° 57' 25.28" W	S 3° 02' 34.72" E	12+50.16	10+00.00	15+00.00
	RNEHOLL-2	5° 00' 00.00" RT	2° 00' 00.00"	125.08'	250.00'	2,864.79'	S 3° 02' 34.72" E	S 1° 57' 25.28" W	24+66.05	23+40.98	25+90.98
NEW YORK-SOUTH	RSENEWY-1	6° 29' 09.62" LT	2° 00' 00.00"	162.32'	324.30'	2,864.79'	S 3° 56' 34.91" W	S 2° 32' 34.72" E	11+62.32	10+00.00	13+24.30
	RSENEWY-2	4° 30' 00.00" RT	1° 00' 00.00"	225.12'	450.00'	5,729.58'	S 2° 32' 34.72" E	S 1° 57' 25.28" W	23+86.52	21+61.41	26+11.41
NORTH-HOLLAND	RSXHOLL-1	5° 00' 00.00" RT	2° 00' 00.00"	125.08'	250.00'	2,864.79'	S 1° 57' 25.28" W	S 6° 57' 25.28" W	11+25.08	10+00.00	12+50.00
	RSXHOLL-2	5° 00' 00.00" LT	2° 00' 00.00"	125.08'	250.00'	2,864.79'	S 6° 57' 25.28" W	S 1° 57' 25.28" W	23+41.13	22+16.05	24+66.05
DEBBIE/ RAGLAND-SOUTH	RSEDEBB-1	5° 00' 00.00" LT	2° 00' 00.00"	125.08'	250.00'	2,864.79'	S 1° 57' 25.28" W	S 3° 02' 34.72" E	12+62.76	11+37.68	13+87.68
	RSEDEBB-2	5° 00' 00.00" RT	1° 00' 00.00"	250.16'	500.00'	5,729.58'	S 3° 02' 34.72" E	S 1° 57' 25.28" W	24+78.82	22+28.66	27+28.66
SOUTH-DEBBIE/ RAGLAND	RNXDEBB-1	5° 00' 00.00" RT	2° 00' 00.00"	125.08'	250.00'	2,864.79'	S 1° 57' 25.28" W	S 6° 57' 25.28" W	11+25.08	10+00.00	12+50.00
	RNXDEBB-2	5° 00' 00.00" LT	2° 00' 00.00"	125.08'	250.00'	2,864.79'	S 6° 57' 25.28" W	S 1° 57' 25.28" W	24+78.81	23+53.73	26+03.73
CROSS STREETS											
DEBBIE LN	XDEBB-1	15° 52' 54.32" RT	4° 00' 00.00"	199.80'	397.04'	1,432.39'	N 43° 46' 02.46" E	N 59° 38' 56.78" E	108+26.36	106+26.56	110+23.60
TURNAROUND											
RAGLAND RD	UN-RAGL-1	139° 45' 18.39" LT	62° 16' 40.88"	251.10'	224.41'	92.00'	S 19° 24' 15.17" W	N 59° 38' 56.78" E	114+80.78	112+29.68	114+54.09
	UN-RAGL-2	69° 04' 41.73" LT	62° 16' 40.88"	63.32'	110.92'	92.00'	N 59° 38' 56.78" E	N 9° 25' 44.95" W	121+91.26	121+27.94	122+38.86
	US-RAGL-1	69° 10' 54.25" RT	62° 16' 40.88"	63.44'	111.09'	92.00'	N 9° 31' 57.47" W	N 59° 38' 56.78" E	110+99.43	110+35.98	111+47.07
	US-RAGL-2	145° 01' 45.90" RT	62° 16' 40.88"	292.05'	232.87'	92.00'	N 59° 38' 56.78" E	S 24° 40' 42.68" W	121+19.34	118+27.29	120+60.16

SUPERELEVATION DATA

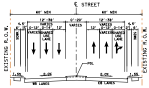
CHAIN NAME	CURVE NAME	BEGIN CROSS SLOPE	BEGIN TRANSITION	BEGIN FULL SUPER	SUPER RATE	END FULL SUPER	END TRANSITION	END CROSS SLOPE
SH360	SH360-4	-2.50%	846+50	-	-	-	848+60	-2.00%
	SH360-4	-2.00%	848+60	858+20	3.34%	883+10	892+70	-2.00%
	SH360-4	-2.00%	892+70	-	-	-	894+80	-2.50%


℄ STREET
70' TYPICAL
50' - 70' VARIES
EXISTING R.O.W.
EXISTING R.O.W.
SHDR
SHDR
PGL
2.0%
2.0%
WB LANES
EB LANES
4:1 MAX
4:1 MAX

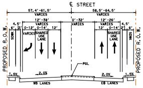
EXISTING TYPICAL SECTION
DEBBIE LANE
WEST OF FRONTAGE ROADS


℄ STREET
35' MIN
35' MIN
22'
EXISTING R.O.W.
EXISTING R.O.W.
PGL
2.0%
2.0%
WB LANES
EB LANES

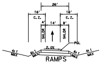
EXISTING TYPICAL SECTION
RAGLAND RD
EAST OF FRONTAGE ROADS


℄ STREET
60' MIN
60' MIN
EXISTING R.O.W.
EXISTING R.O.W.
SHARED USE LANE
SHARED USE LANE
SDWK
SDWK
PGL
1.5%
2.0%
2.0%
1.5%
WB LANES
EB LANES

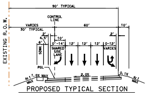
PROPOSED TYPICAL SECTION
AT CROSS STREET
DEBBIE LANE
WEST OF FRONTAGE ROADS


℄ STREET
57.4' - 61.5' VARIES
58.5' - 64.5' VARIES
PROPOSED R.O.W.
PROPOSED R.O.W.
SHARED USE LANE
SHARED USE LANE
SDWK
SDWK
PGL
1.5%
2.0%
2.0%
1.5%
WB LANES
EB LANES

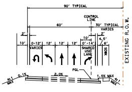
PROPOSED TYPICAL SECTION
AT CROSS STREET
RAGLAND RD
EAST OF FRONTAGE ROADS


26'
16'
16'
C. Z.
C. Z.
4'
14'
8'
SHLDR
SHLDR
PGL
2.0%
6:1 MAX
6:1 MAX
4:1 MAX
4:1 MAX

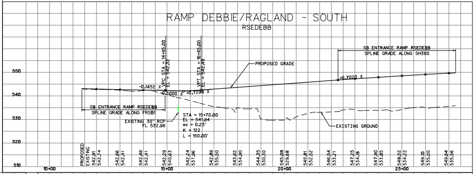
RAMPS
TYPICAL SECTION

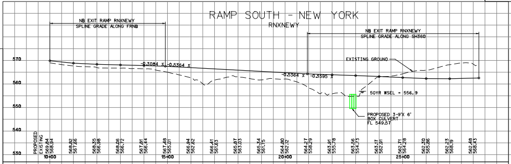

90' TYPICAL
CONTROL LINE
VARIES
30' TYPICAL
60'
10'
EXISTING R.O.W.
SHARED USE LANE
SDWK
PGL
2.0%
1.5% MAX
0.1%
4:1 MAX
4:1 MAX

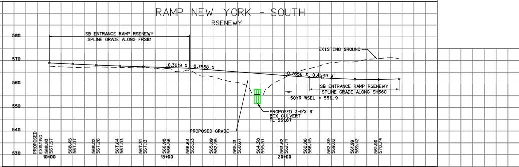
PROPOSED TYPICAL SECTION
NB FRONTAGE RD
APPROACH TO INTERSECTION AT
DEBBIE LN/RAGLAND RD

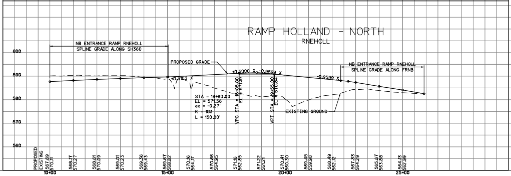

90' TYPICAL
CONTROL LINE
30' TYPICAL
VARIES
60'
10'
EXISTING R.O.W.
SHARED USE LANE
SDWK
PGL
2.0%
1.5% MAX
0.1%
4:1 MAX
4:1 MAX

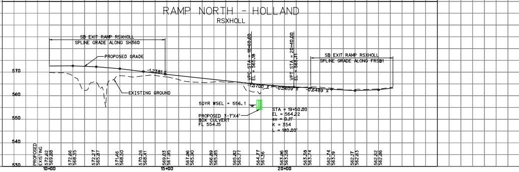
PROPOSED TYPICAL SECTION
SB FRONTAGE RD
APPROACH TO INTERSECTION AT
DEBBIE LN/RAGLAND RD


RAMP DEBBIE/RAGLAND - SOUTH
RSEDEBB


RAMP SOUTH - NEW YORK
RNXNEWY

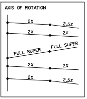

RAMP NEW YORK - SOUTH
RSENEWY

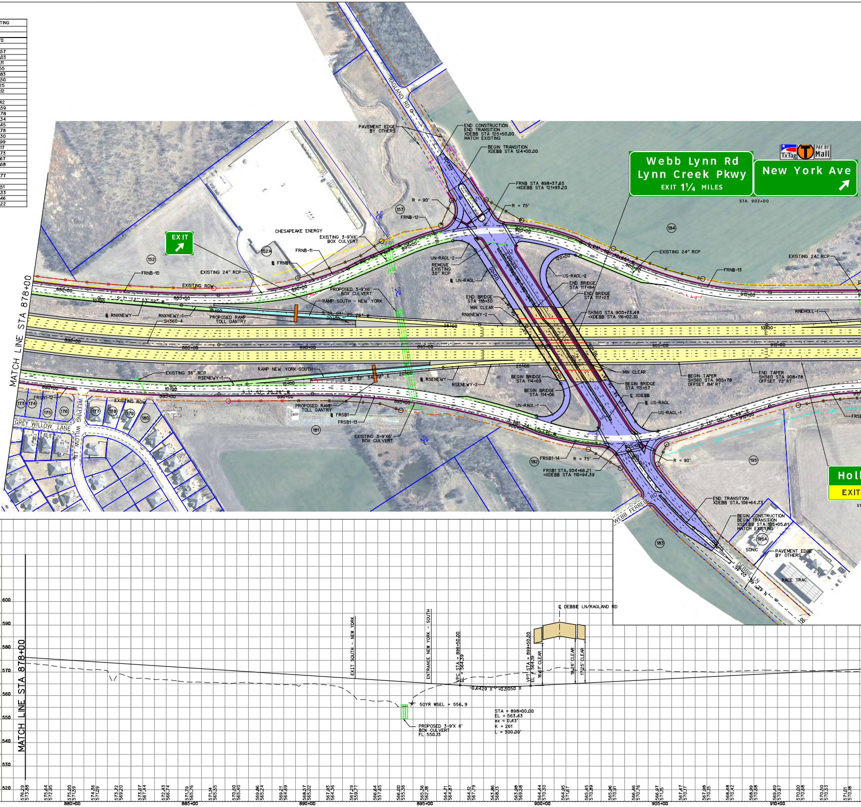

RAMP HOLLAND - NORTH
RNEHOLL


RAMP NORTH - HOLLAND
RSXHOLL

PI NORTHING	PI EASTING
6,911,636.21	2,407,101.70
6,911,570.33	2,407,309.57
6,909,740.06	2,407,247.03
6,908,841.65	2,407,587.11
6,907,969.89	2,407,186.55
6,911,702.08	2,406,893.83
6,909,205.03	2,406,808.50
6,908,372.49	2,406,515.25
6,907,496.26	2,406,750.12
6,910,124.00	2,407,213.42
6,908,822.22	2,407,077.59
6,907,452.25	2,407,030.78
6,906,237.75	2,407,095.34
6,910,083.09	2,406,868.45
6,908,859.75	2,406,922.78
6,906,592.07	2,406,857.30
6,905,384.81	2,406,709.99
6,903,048.96	2,406,630.17
6,901,834.46	2,406,694.73
6,903,057.49	2,406,986.67
6,901,713.57	2,406,822.68
6,908,190.55	2,406,325.77
6,908,459.82	2,406,607.51
6,908,959.19	2,407,460.33
6,908,244.18	2,406,595.46
6,908,707.61	2,407,489.22

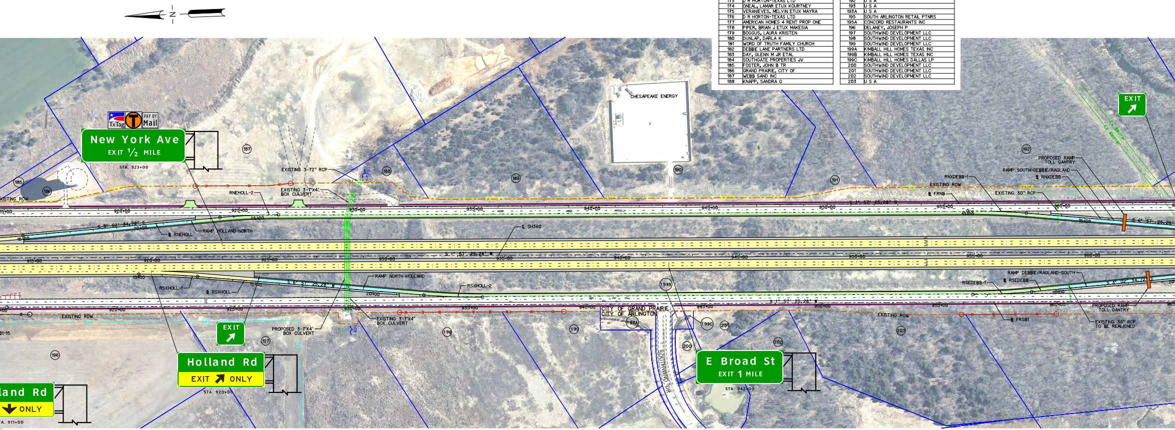
SUPERELEVATION

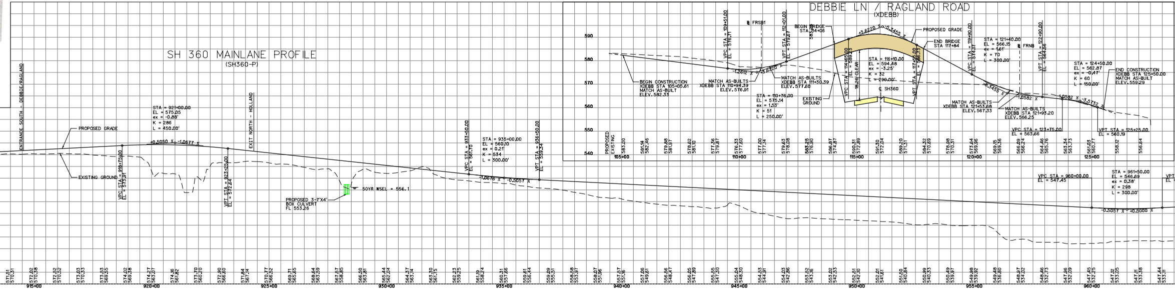

AXIS OF ROTATION
2%
2.5%
2%
2%
FULL SUPER
FULL SUPER
2%
2%
2%
2.5%

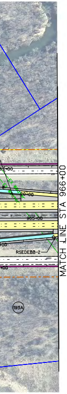

RAGLAND RD
PAVEMENT EDGE BY OTHERS
END CONSTRUCTION
END TRANSITION
XDEBB STA 125+50.00
MATCH EXISTING
BEGIN TRANSITION
XDEBB STA 124+00.00
FRNB STA 898+37.65
=XDEBB STA 121+93.20
R = 90'
R = 75'
FRNB-12
153
EXIT
CHESAPEAKE ENERGY
EXISTING 3-9'X6' BOX CULVERT
152A
FRNB-11
FRNB1
152
FRNB-10
EXISTING 24" RCP
EXISTING ROW
UN-RAGL-2
REMOVE EXISTING 30" RCP
UN-RAGL
US-RAGL-2
END BRIDGE STA 117+84
END BRIDGE STA 117+23
END BRIDGE STA 118+50
MIN CLEAR
RNXNEWY-2
SH360 STA 900+73.48 =XDEBB STA 116+02.10
PROPOSED 3-9'X6' BOX CULVERT
RAMP SOUTH - NEW YORK
RNXNEWY
RNXNEWY-1
SH360-4
PROPOSED RAMP TOLL GANTRY
184
EXISTING 24" RCP
FRNB-13
RNEHOLL-1
Webb Lynn Rd
Lynn Creek Pkwy
EXIT 1¼ MILES
New York Ave
TxTag
PAY BY Mail
STA. 902+00
MATCH LINE STA 878+00
880+00
885+00
890+00
895+00
900+00
905+00
910+00
RAMP NEW YORK-SOUTH
EXISTING 36" RCP
RSENEWY-1
RSENEWY
RSENEWY-2
BEGIN BRIDGE STA 114+69
BEGIN BRIDGE STA 114+06
BEGIN BRIDGE STA 113+57
℄ XDEBB
℄ US-RAGL
US-RAGL-1
UN-RAGL-1
BEGIN TAPER SH360 STA 905+78 OFFSET 84' RT
END TAPER SH360 STA 908+78 OFFSET 72' RT
FRSB1-12
EXISTING ROW
PROPOSED RAMP TOLL GANTRY
FRSB1
FRSB1-13
EXISTING 3-9'X6' BOX CULVERT
181
173
174
175
176
177
178
179
180
GREY WILLOW LANE
WEEPING WILLOW LN
FRSB1-14
R = 75'
182
FRSB1 STA. 904+66.21 =XDEBB STA 110+94.39
R = 90'
195
183
WEBB FERRELL RD
END TRANSITION XDEBB STA. 106+64.73
BEGIN CONSTRUCTION
BEGIN TRANSITION
XDEBB STA 105+05.61
MATCH EXISTING
195A
SONIC
PAVEMENT EDGE BY OTHERS
RACE TRAC
DEBBIE LN
Hol
EXIT
℄ DEBBIE LN/RAGLAND RD
EXIT SOUTH - NEW YORK
ENTRANCE NEW YORK - SOUTH
VPC STA = 896+50.00
EL = 564.39
VPT STA = 899+50.00
EL = 564.19
16.67' CLEAR
18.26' CLEAR
17.25' CLEAR
-0.6429 %
+0.5050 %
50YR WSEL = 556.9
STA = 898+00.00
EL = 563.43
ex = 0.43'
K = 261
L = 300.00'
PROPOSED 3-9'X 6' BOX CULVERT
FL 550.13
600
590
580
570
560
550
540
530
520
MATCH LINE STA 878+00
PROPOSED
EXISTING

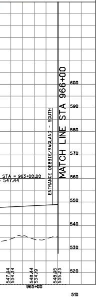
PARCEL #	PROPERTY OWNER
152	CHESAPEAKE LAND DEV CO LLC
152A	111 REALTY INVESTORS LP
153	CHESAPEAKE LAND DEV CO LLC
173	D R HORTON-TEXAS LTD
174	ONEAL, LAMAR ETUX KOURTNEY
175	VERANIEVES, MELVIN ETUX MAYRA
176	D R HORTON-TEXAS LTD
177	AMERICAN HOMES 4 RENT PROP ONE
178	PIPER, BRIAN J ETUX MAKESIA
179	BOGGUS, LAURA KRISTEN
180	DUNLAP, DARLA K
181	WORD OF TRUTH FAMILY CHURCH
182	DEBBIE LANE PARTNERS LTD
183	DAY, GLENN M JR ETAL
184	SOUTHGATE PROPERTIES JV
185	FOSTER, JOHN B TR
186	GRAND PRAIRIE, CITY OF
187	WEBB SAND INC
188	KNAPP, SANDRA G

PARCEL #	PROPERTY OWNER
189	KNAPP, SANDRA G
190	KNAPP, SANDRA G
191	U S A
192	U S A
193	U S A
193A	U S A
195	SOUTH ARLINGTON RETAIL PTNRS
195A	CONCORD RESTAURANTS INC
196	DELANEY, JOSEPH P
197	SOUTHWIND DEVELOPMENT LLC
198	SOUTHWIND DEVELOPMENT LLC
199	SOUTHWIND DEVELOPMENT LLC
199A	KIMBALL HILL HOMES TEXAS INC
199B	KIMBALL HILL HOMES TEXAS INC
199C	KIMBALL HILL HOMES DALLAS LP
200	SOUTHWIND DEVELOPMENT LLC
201	SOUTHWIND DEVELOPMENT LLC
202	SOUTHWIND DEVELOPMENT LLC
203	U S A


N
TxTag
PAY BY Mail
New York Ave
EXIT ½ MILE
STA. 923+00
CHESAPEAKE ENERGY
EXIT
EXISTING 3-72" RCP
EXISTING 3-7'X4' BOX CULVERT
RNEHOLL-2
EXISTING ROW
RAMP HOLLAND-NORTH
Ⓑ RNEHOLL
S 3° 02' 34.72" E
Ⓒ SH360
S 1° 57' 25.28" W
RAMP NORTH-HOLLAND
RSXHOLL-1
RSXHOLL-2
Ⓑ RSXHOLL
PROPOSED 3-7'X4' BOX CULVERT
EXISTING 3-7'X4' BOX CULVERT
CITY OF GRAND PRAIRIE
CITY OF ARLINGTON
SOUTHWIND DR
RNXDEBB-1
Ⓑ RNXDEBB
Ⓑ FRNB
RAMP SOUTH-DEBBIE/RAGLAND
PROPOSED RAMP TOLL GANTRY
EXISTING 30" RCP
RAMP DEBBIE/RAGLAND-SOUTH
RSEDEBB-1
Ⓑ RSEDEBB
Ⓑ FRSB1
EXISTING 36" RCP TO BE REALIGNED
EXIT
Holland Rd
EXIT ONLY
STA. 920+00
land Rd
ONLY
STA. 911+00
E Broad St
EXIT 1 MILE
STA. 942+00
915+00
920+00
925+00
930+00
935+00
940+00
945+00
950+00
955+00
960+00


SH 360 MAINLANE PROFILE
(SH360-P)
ENTRANCE SOUTH - DEBBIE/RAGLAND
EXIT NORTH - HOLLAND
PROPOSED GRADE
EXISTING GROUND
STA = 921+00.00
EL = 575.05
ex = -0.88'
K = 286
L = 450.00'
+0.5050 % -1.0677 %
VPC STA = 918+75.00 EL = 573.91
VPT STA = 923+25.00 EL = 572.64
PROPOSED 3-7'X4' BOX CULVERT FL 553.26
50YR WSEL = 556.1
VPC STA = 933+50.00 EL = 561.70
VPT STA = 936+50.00 EL = 559.34
STA = 935+00.00
EL = 560.10
ex = 0.21'
K = 534
L = 300.00'
-1.0677 % -0.5057 %
VPC STA = 960+00.00
EL = 547.45
STA = 961+50.00
EL = 546.69
ex = 0.38'
K = 298
L = 300.00'
-0.5057 % +0.5000 %
DEBBIE LN / RAGLAND ROAD
(XDEBB)
Ⓑ FRSB1
VPC STA = 109+51.00 EL = 576.71
VPT STA = 112+01.00 EL = 579.67
BEGIN BRIDGE STA 114+06
+3.6220 % -5.3455 %
PROPOSED GRADE
END BRIDGE STA 117+84
VPC STA = 119+90.00 EL = 574.17
STA = 121+40.00
EL = 566.15
ex = 1.61'
K = 70
L = 300.00'
Ⓑ FRNB
VPT STA = 122+90.00 EL = 564.56
STA = 124+50.00
EL = 562.87
ex = -0.47'
K = 60
L = 150.00'
END CONSTRUCTION XDEBB STA 125+50.00 MATCH AS-BUILT ELEV. 559.29
BEGIN CONSTRUCTION XDEBB STA 105+05.61 MATCH AS-BUILT ELEV. 582.33
MATCH AS-BUILTS XDEBB STA 110+94.39 ELEV. 576.91
-1.2612 % +3.6220 %
MATCH AS-BUILTS XDEBB STA 111+30.39 ELEV. 577.60
STA = 110+76.00
EL = 575.14
ex = 1.53'
K = 51
L = 250.00'
EXISTING GROUND
VPC STA = 114+65.00 EL = 589.23
18.26' CLEAR
STA = 116+10.00
EL = 594.48
ex = -3.25'
K = 32
L = 290.00'
Ⓒ SH360
VPT STA = 117+55.00 EL = 586.73
-5.3455 %
MATCH AS-BUILTS XDEBB STA 121+53.68 ELEV. 567.33
MATCH AS-BUILTS XDEBB STA 121+93.20 ELEV. 566.25
-1.0582 % -3.5732 %
VPC STA = 123+75.00 EL = 563.66
VPT STA = 125+25.00 EL = 560.19
590
580
570
560
550
540
PROPOSED
EXISTING
105+00
110+00
115+00
120+00
125+00
915+00
920+00
925+00
930+00
935+00
940+00
945+00
950+00
955+00
960+00


65+00
EX Water
EX Water
20+00
965+00
+00
RSEDEBB-2
+00
193A
MATCH LINE STA 966+00


STA = 963+00.00
= 547.44
ENTRANCE DEBBIE/RAGLAND - SOUTH
MATCH LINE STA 966+00
600
590
580
570
560
550
540
530
520
510
547.94
534.34
548.44
534.19
548.95
535.23
965+00

Texas Department of Transportation®
Fort Worth District
Maribel P. Chavez, P.E. District Engineer

NTTA®
NORTH TEXAS TOLLWAY AUTHORITY

Gerry Carrigan, Executive Director

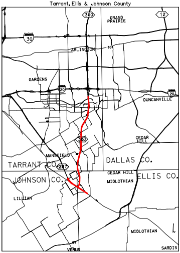
STATE HIGHWAY 360
From Green Oaks Boulevard to US 287
Design Schematic
Project Length = 9.20 Miles
CSJ # 2266-02-136
CONTRACT # 02282-SH-360 PS-PD

DESIGN SPEEDS

DESIGN SPEEDS AND FUNCTIONAL CLASSIFICATIONS:

MAINLANES (URBAN FREEWAY)	- 70 MPH
RAMPS (URBAN FREEWAY)	- 50 MPH
DIRECT CONNECTOR (URBAN FREEWAY)	- 40 MPH
FRONTAGE ROADS (URBAN COLLECTOR)	- 40 MPH
CROSS STREETS	
SUBLETT RD / CAMP WISDOM RD (URBAN MAJOR ARTERIAL)	- 35 MPH
WEBB LYNN RD / LYNN CREEK PKWY (URBAN MINOR COLLECTOR)	- 35 MPH
NEW YORK AVE (URBAN MAJOR COLLECTOR)	- 40 MPH
EDEN RD (URBAN MINOR ARTERIAL)	- 40 MPH
DEBBIE LN / RAGLAND RD (URBAN MAJOR ARTERIAL)	- 35 MPH
HOLLAND RD (URBAN PRINCIPAL ARTERIAL)	- 30 MPH
BROAD ST (URBAN PRINCIPAL ARTERIAL)	- 40 MPH
HERITAGE PKWY (URBAN PRINCIPAL ARTERIAL)	- 40 MPH
LONE STAR RD (URBAN PRINCIPAL ARTERIAL)	- 40 MPH
MATLOCK RD AT SH 360 (URBAN MAJOR ARTERIAL)	- 40 MPH
MATLOCK RD AT US 287 (RURAL MAJOR ARTERIAL)	- 30 MPH
ELLIS DR/ST (RURAL MAJOR COLLECTOR)	- 30 MPH
ST. PAUL RD (RURAL MINOR COLLECTOR)	- 30 MPH
UTURNS (URBAN COLLECTOR)	- 20 MPH

Tarrant, Ellis & Johnson County


360
12
GRAND PRAIRIE
30
ARLINGTON
GARDENS
20
20
DUNCANVILLE
360
CEDAR HILL
MANSFIELD
287
TARRANT CO.
DALLAS CO.
JOHNSON CO.
CEDAR HILL
ELLIS CO.
MIDLOTHIAN
LILLIAN
MIDLOTHIAN
VENUS
SARDIS

100% SUBMITTAL
AUGUST 16, 2013

ROLL INDEX

ROLL 1: SH 360 MAINLANES
STA 736+90 TO STA 794+00
RAMPS AND MAJOR CROSS STREETS

ROLL 2: SH 360 MAINLANES
STA 794+00 TO STA 878+00
RAMPS AND MAJOR CROSS STREETS

ROLL 3: SH 360 MAINLANES
STA 878+00 TO STA 966+00
RAMPS AND MAJOR CROSS STREETS

ROLL 4: SH 360 MAINLANES
STA 966+00 TO STA 1049+00
RAMPS AND MAJOR CROSS STREETS

ROLL 5: SH 360 MAINLANES
STA 1049+00 TO STA 1110+00
RAMPS AND MAJOR CROSS STREETS

ROLL 6: SH 360 MAINLANES
STA 1110+00 TO STA 1209+00
RAMPS AND MAJOR CROSS STREETS

ROLL 7: SH 360 MAINLANES
STA 1209+00 TO STA 1243+00
RAMPS, US 287 MAINLANES AND
FRONTAGE ROADS STA 193+40
TO 343+00

ROLL 8: US 287 MAINLANES
AND FRONTAGES ROAD PROFILES
(US287E, US287W, FREB, FRWB)

ROLL 9: SH 360 NORTHBOUND
FRONTAGE ROAD
PROFILES (FRNB)

ROLL 10: SH 360 NORTHBOUND AND
SOUTHBOUND FRONTAGE ROAD
PROFILES (FRNB & FRSB)

ROLL 11: SH 360 SOUTHBOUND FRONTAGE ROAD
PROFILE (FRSB), UTURN PROFILES AND
MAINLANES PROFILE STA 1209+00 TO END

ROLL 12: DIRECT CONNECTOR PROFILES

PRELIMINARY
SUBJECT TO CHANGE BASED
ON FURTHER DEVELOPMENTS
RESULTING FROM PUBLIC
INPUT AND TECHNICAL REVIEW

DATE APPROVED	DATE SUBMITTED

SCHEMATIC PREPARED BY:
HDR ENGINEERING, INC.
REGISTRATION NUMBER F-754
FOR INTERIM REVIEW ONLY. NOT FOR PERMITTING, BIDDING OR CONSTRUCTION.
Prepared by or under the
Direct Supervision of:

NAME	P.E. NUMBER
BRIAN ANDREW SWINDELL	80688
M. SHANE WALTERS	100195

AUGUST 16, 2013
DATE

SCALE
0 50 100 150 200 300

ROLL 3 OF 12

HDR
HDR Engineering, Inc.
17111 Preston Road, Suite 200
Dallas, Texas 75248-1229

Texas Department of Transportation®

Fort Worth District
Maribel P. Chavez, P.E. District Engineer

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NORTH TEXAS TOLLWAY AUTHORITY

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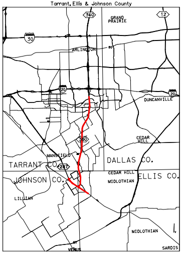
ELLIS DR/ST (RURAL MAJOR COLLECTOR)	- 30 MPH
ST. PAUL RD (RURAL MINOR COLLECTOR)	- 30 MPH
UTURNS (URBAN COLLECTOR)	- 20 MPH

Tarrant, Ellis & Johnson County


360
GRAND PRAIRIE
12
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ARLINGTON
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DUNCANVILLE
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JOHNSON CO.
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SARDIS

100% SUBMITTAL

AUGUST 16, 2013

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PRELIMINARY
SUBJECT TO CHANGE BASED
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DATE APPROVED	DATE SUBMITTED

SCHEMATIC PREPARED BY:

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REGISTRATION NUMBER F-754

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Prepared by or under the Direct Supervision of:

NAME	P.E. NUMBER
BRIAN ANDREW SWINDELL	80688
M. SHANE WALTERS	100195

AUGUST 16, 2013
DATE

SCALE
0 50 100 150 200 300

ROLL 4 OF 12

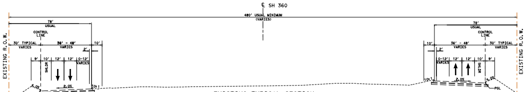
HDR
HDR Engineering, Inc.
17111 Preston Road, Suite 200
Dallas, Texas 75248-1229

LEGEND

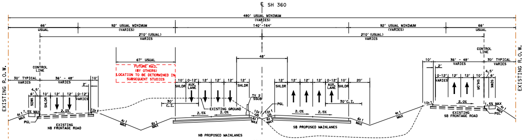
— · — · —	ALIGNMENT
- - - -	PROPOSED R.O.W.
- - - -	EXISTING R.O.W.
—‖‖—	PROPOSED ACCESS DENIED
—‖‖—	EXISTING ACCESS DENIED
🟥	BENTS/ABUTMENTS
🟦	PROPOSED RETAINING WALL
🟩	PROPOSED NOISE WALL
- - - -	CITY LIMITS
🟧	PROPOSED TOLL GANTRY
→	DIRECTION OF TRAFFIC, ONE LANE
(XX)	PARCEL NUMBER
—	PARCEL BOUNDARY
▨	PAVEMENT TO BE REMOVED
🟨	PROPOSED MAINLANES
🟦	PROPOSED RAMPS, DIRECT CONNECTORS, COLLECTOR DISTRIBUTORS
🟩	PROPOSED FRONTAGE ROADS
🟪	PROPOSED CROSS STREETS / U-TURNS
🟫	PROPOSED CONCRETE STRUCTURES
🟫	PROPOSED STEEL STRUCTURES
⬜	PROPOSED SHOULDERS, GORES
🟪	PROPOSED SIDEWALKS
🟨	PROPOSED CONSTRUCTION BY OTHERS

GENERAL NOTES:

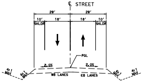
1. EXISTING PAVEMENT WITHIN LIMITS OF PROPOSED RECONSTRUCTION IS ASSUMED TO BE REMOVED.
2. EXISTING RIGHT OF WAY HAS NOT BEEN FIELD SURVEYED. SCHEMATIC LAYOUTS ARE BASED ON AERIAL SURVEY, SUPPLEMENTAL FIELD SURVEYS AND RECORD PLANS ONLY.
3. PARCEL OWNERSHIP WAS OBTAINED FROM TARRANT APPRAISAL DISTRICT, 2013 AND ELLIS COUNTY APPRAISAL DISTRICT, 2013, JOHNSON COUNTY APPRAISAL DISTRICT, 2013.
4. APPROXIMATE 100 YEAR FLOODPLAIN LIMITS ARE BASED UPON FEMA FLOOD INSURANCE RATE MAPS NUMBER 48439C0365K, 48439C0480K, 48439C0490K, 48113C0590J.
5. ASSUME SIX FOOT STRUCTURE DEPTH USED FOR CLEARANCE CALCULATIONS UNLESS NOTED OTHERWISE


℄ SH 360
480' USUAL MINIMUM (VARIES)
78' USUAL
CONTROL LINE
30' TYPICAL VARIES
36' - 48' VARIES
EXISTING R.O.W.
SHLDR
2.0%
4.0%
PGL
EXISTING NB FRONTAGE ROAD STA 737+00 TO STA 1094+25
EXISTING SB FRONTAGE ROAD STA 737+00 TO STA 1092+70

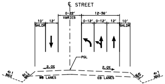
EXISTING TYPICAL SECTION
SH 360
STA 736+90 TO STA 1095+00


℄ SH 360
480' USUAL MINIMUM (VARIES)
66' USUAL
92' USUAL MINIMUM (VARIES)
140'-164'
210' (USUAL) VARIES
67' USUAL
FUTURE RAIL (BY OTHERS) LOCATION TO BE DETERMINED IN SUBSEQUENT STUDIES
48'
AUX. LANE
SHLDR
EXISTING GROUND
EXISTING R.O.W.
EXISTING NB FRONTAGE ROAD
EXISTING SB FRONTAGE ROAD
NB PROPOSED MAINLANES
SB PROPOSED MAINLANES
PGL
TYPICAL CUT SECTION
TYPICAL FILL SECTION

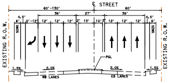
PROPOSED TYPICAL SECTION
SH 360
STA 910+00 TO STA 1087+00


℄ STREET
SHLDR
PGL
WB LANES
EB LANES
2.0%

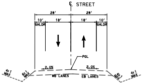
EXISTING TYPICAL SECTION
E. BROAD ST
FROM SB FRONTAGE TO STA 109+00


℄ STREET
SHLDR
PGL
WB LANES
EB LANES
2.0%

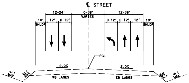
EXISTING TYPICAL SECTION
E. BROAD ST
FROM STA 109+00 TO NB FRONTAGE


℄ STREET
EXISTING R.O.W.
SDWK
PGL
WB LANES
EB LANES
2.0%

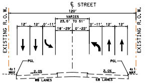
PROPOSED TYPICAL SECTION
N. HOLLAND RD
EAST OF FRONTAGE ROADS


℄ STREET
SHLDR
PGL
WB LANES
EB LANES
2.0%

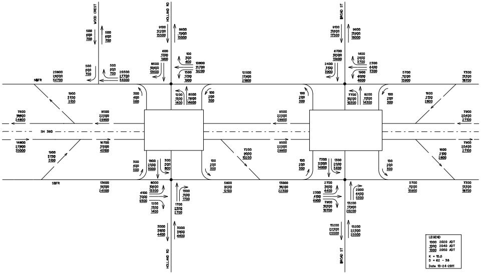
EXISTING TYPICAL SECTION
N. HOLLAND RD
FROM SB FRONTAGE TO STA 108+00


℄ STREET
SHLDR
PGL
WB LANES
EB LANES
2.0%

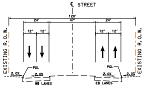
EXISTING TYPICAL SECTION
N. HOLLAND RD
FROM STA 108+00 TO NB FRONTAGE


℄ STREET
120' VARIES
EXISTING R.O.W.
PGL
WB LANES
EB LANES
2.0%

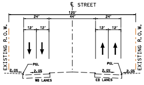
EXISTING TYPICAL SECTION
N. HOLLAND RD
EAST OF FRONTAGE ROAD


WOOD CREST
HOLLAND RD
BROAD ST
NBFR
SBFR
SH 360

LEGEND
1000 2020 ADT
1000 2040 ADT
1000 2050 ADT
K = 10.5
D = 62 - 38
Date 10-24-2011


℄ STREET
120'
24'
47'
24'
12'
12'
EXISTING R.O.W.
PGL
2.0%
WB LANES
EB LANES

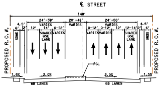
EXISTING TYPICAL SECTION
E. BROAD ST
WEST OF FRONTAGE ROADS


℄ STREET
120'
24'
44'
24'
12'
12'
EXISTING R.O.W.
PGL
2.0%
WB LANES
EB LANES

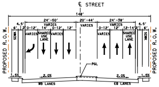
EXISTING TYPICAL SECTION
E. BROAD ST
EAST OF FRONTAGE ROADS

CURVE DATA

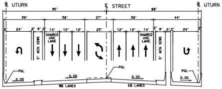
CHAIN NAME	CURVE NO.	DELTA	DEGREE	TANGENT	LENGTH	RADIUS	BACK BEARING	AHEAD BEARING	PI STATION	PC STATION	PT STATION	PI NORTHING	PI EASTING
MAINLANE													
SH360	SH360-5	11° 07' 27.84" RT	0° 30' 00.00"	1,115.95'	2,224.88'	11,459.16'	S 1° 57' 25.28" W	S 13° 04' 53.13" W	991+89.15	980+73.20	1002+98.08	6,899,473.47	2,406,686.10
FRONTAGE ROADS													
SH 360 NORTHBOUND FRONTAGE RD	FRNB-14	19° 45' 00.01" LT	4° 00' 00.00"	249.35'	493.75'	1,432.39'	S 1° 57' 25.28" W	S 17° 47' 34.74" E	995+45.90	992+96.55	997+90.30	6,899,235.52	2,406,888.09
	FRNB-15	53° 53' 59.64" RT	6° 00' 00.00"	485.51'	898.33'	954.93'	S 17° 47' 34.75" E	S 36° 06' 24.89" W	1004+92.52	1000+07.01	1009+05.34	6,898,329.47	2,407,178.87
	FRNB-16	37° 59' 59.98" LT	6° 00' 00.00"	328.81'	633.33'	954.93'	S 36° 06' 24.92" W	S 1° 53' 35.06" E	1017+15.68	1013+86.87	1020+20.20	6,897,282.53	2,406,415.23
	FRNB-17	31° 49' 38.35" RT	6° 00' 00.00"	272.27'	530.46'	954.93'	S 1° 53' 35.07" E	S 29° 56' 03.28" W	1022+92.47	1020+20.20	1025+50.66	6,896,681.78	2,406,435.09
	FRNB-18	16° 51' 10.14" LT	2° 30' 00.00"	339.51'	674.11'	2,291.83'	S 29° 56' 03.28" W	S 13° 04' 53.14" W	1028+90.17	1025+50.66	1032+24.77	6,896,151.62	2,406,129.81
SH 360 SOUTHBOUND FRONTAGE RD	FRSB1-16	2° 22' 39.53" RT	0° 30' 33.60"	233.44'	466.82'	11,249.16'	S 1° 57' 25.28" W	S 4° 20' 04.82" W	984+55.59	982+22.15	986+88.96	6,900,362.64	2,406,506.36
	FRSB1-17	35° 10' 17.39" RT	6° 00' 00.00"	302.66'	586.19'	954.93'	S 4° 20' 04.82" W	S 39° 30' 22.20" W	989+91.62	986+88.96	992+75.15	6,899,828.07	2,406,465.84
	FRSB1-18	52° 03' 56.69" LT	6° 00' 00.00"	466.43'	867.76'	954.93'	S 39° 30' 22.20" W	S 12° 33' 34.49" E	999+25.36	994+58.93	1003+26.69	6,899,092.88	2,405,859.67
	FRSB1-19	32° 45' 57.68" RT	6° 00' 00.00"	280.74'	546.10'	954.93'	S 12° 33' 34.49" E	S 20° 12' 23.20" W	1010+72.83	1007+92.09	1013+38.19	6,897,909.33	2,406,123.34
	FRSB1-20	18° 26' 05.84" LT	4° 00' 00.00"	232.45'	460.87'	1,432.39'	S 20° 12' 23.20" W	S 1° 46' 17.36" W	1024+19.52	1021+87.07	1026+47.95	6,896,631.08	2,405,652.88
	FRSB1-21	11° 18' 35.77" RT	2° 00' 00.00"	283.67'	565.50'	2,864.79'	S 1° 46' 17.36" W	S 13° 04' 53.13" W	1031+96.04	1029+12.37	1034+77.87	6,895,850.91	2,405,628.75
RAMPS													
DEBBIE/ RAGLAND-SOUTH	RSEDEBB-1	5° 00' 00.00" LT	2° 00' 00.00"	125.08'	250.00'	2,864.79'	S 1° 57' 25.28" W	S 3° 02' 34.72" E	12+62.76	11+37.68	13+87.68	6,903,048.96	2,406,630.17
	RSEDEBB-2	5° 00' 00.00" RT	1° 00' 00.00"	250.16'	500.00'	5,729.58'	S 3° 02' 34.72" E	S 1° 57' 25.28" W	24+78.82	22+28.66	27+28.66	6,901,834.46	2,406,694.73
HERITAGE- NORTH	RNEHERI-1	5° 00' 00.00" LT	1° 00' 00.00"	250.16'	500.00'	5,729.58'	S 13° 04' 53.13" W	S 8° 04' 53.13" W	12+50.16	10+00.00	15+00.00	6,896,469.32	2,406,061.96
	RNEHERI-2	5° 00' 00.00" RT	2° 00' 00.00"	125.08'	250.00'	2,864.79'	S 8° 04' 53.13" W	S 13° 04' 53.13" W	24+66.05	23+40.98	25+90.98	6,895,265.19	2,405,890.98
NORTH-BROAD	RSXBROA-1	6° 16' 21.63" RT	2° 30' 00.00"	125.58'	250.91'	2,291.83'	S 7° 51' 08.17" W	S 14° 07' 29.80" W	11+25.58	10+00.00	12+50.91	6,899,299.99	2,406,534.97
	RSXBROA-2	1° 12' 05.63" RT	0° 30' 00.00"	120.16'	240.31'	11,459.16'	S 14° 07' 29.80" W	S 15° 19' 35.42" W	13+71.07	12+50.91	14+91.22	6,899,061.68	2,406,475.00
	RSXBROA-3	1° 56' 25.59" RT	1° 00' 00.00"	97.03'	194.04'	5,729.58'	S 15° 19' 35.42" W	S 17° 16' 01.01" W	15+98.97	15+01.94	16+95.98	6,898,841.88	2,406,414.76
	RSXBROA-4	4° 30' 17.99" LT	1° 00' 00.00"	225.37'	450.50'	5,729.58'	S 17° 16' 01.01" W	S 12° 45' 43.02" W	23+88.19	21+62.82	26+13.32	6,898,088.21	2,406,180.49
	RSXBROA-5	7° 26' 40.18" RT	5° 00' 00.00"	74.55'	148.89'	1,145.92'	S 12° 45' 43.02" W	S 20° 12' 23.20" W	26+97.87	26+23.32	27+72.21	6,897,785.95	2,406,112.03
SOUTH-DEBBIE/ RAGLAND	RNXDEBB-1	5° 00' 00.00" RT	2° 00' 00.00"	125.08'	250.00'	2,864.79'	S 1° 57' 25.28" W	S 6° 57' 25.28" W	11+25.08	10+00.00	12+50.00	6,903,057.49	2,406,986.67
	RNXDEBB-2	5° 00' 00.00" LT	2° 00' 00.00"	125.08'	250.00'	2,864.79'	S 6° 57' 25.28" W	S 1° 57' 25.28" W	24+78.81	23+53.73	26+03.73	6,901,713.57	2,406,822.68
NORTH- HERITAGE	RSXHERI-1	5° 00' 00.00" RT	2° 00' 00.00"	125.08'	250.00'	2,864.79'	S 13° 04' 53.13" W	S 18° 04' 53.13" W	11+25.08	10+00.00	12+50.00	6,895,735.17	2,405,755.85
	RSXHERI-2	4° 59' 11.00" LT	2° 00' 00.00"	124.74'	249.32'	2,864.79'	S 18° 04' 53.13" W	S 13° 05' 42.12" W	24+79.87	23+55.13	26+04.45	6,894,447.14	2,405,335.32
CROSS STREETS													
HOLLAND	XHOLLA-1	27° 45' 51.87" RT	5° 43' 46.48"	247.15'	484.58'	1,000.00'	S 57° 55' 06.87" E	S 30° 09' 15.00" E	116+73.17	114+26.02	119+10.61	6,898,306.22	2,407,160.28
TURNAROUND													
HOLLAND RD	UN-HOLL-1	80° 38' 36.75" LT	62° 16' 40.88"	78.08'	129.49'	92.00'	S 22° 43' 29.88" W	S 57° 55' 06.87" E	103+14.93	102+36.84	103+66.33	6,899,119.74	2,406,035.71
	UN-HOLL-2	133° 36' 19.90" LT	62° 16' 40.88"	214.68'	214.53'	92.00'	S 57° 55' 06.87" E	N 11° 31' 26.77" W	115+04.83	112+90.15	115+04.68	6,898,473.58	2,407,066.51
	US-HOLL-1	126° 49' 37.58" RT	62° 16' 40.88"	183.83'	203.65'	92.00'	N 4° 44' 44.45" W	S 57° 55' 06.87" E	104+77.22	102+93.39	104+97.04	6,898,952.27	2,405,960.19
	US-HOLL-2	2° 58' 13.27" RT	6° 17' 46.46"	23.59'	47.18'	910.00'	S 57° 55' 06.87" E	S 54° 56' 53.60" E	114+49.62	114+26.02	114+73.20	6,898,348.70	2,406,923.06
	US-HOLL-3	72° 18' 14.61" RT	62° 16' 40.88"	67.22'	116.10'	92.00'	S 54° 56' 53.60" E	S 17° 21' 21.01" W	115+40.42	114+73.20	115+89.30	6,898,296.55	2,406,997.40
BROAD ST	UN-BROA-1	139° 00' 05.63" LT	62° 16' 40.88"	246.08'	223.20'	92.00'	S 20° 12' 21.39" W	N 61° 12' 15.75" E	109+98.42	107+52.35	109+75.54	6,896,745.31	2,405,756.73
	UN-BROA-2	52° 15' 52.25" LT	62° 16' 40.88"	45.13'	83.92'	92.00'	N 61° 18' 17.40" E	N 9° 02' 25.15" E	114+59.41	114+14.28	114+98.20	6,897,096.26	2,406,396.77
	US-BROA-1	57° 21' 26.78" RT	62° 16' 40.88"	50.32'	92.10'	92.00'	N 3° 50' 48.97" E	N 61° 12' 15.75" E	105+56.74	105+06.42	105+98.52	6,896,498.50	2,405,685.54
	US-BROA-2	134° 38' 39.67" RT	62° 16' 40.88"	220.17'	216.20'	92.00'	N 61° 18' 17.40" E	S 15° 56' 57.07" W	113+56.99	111+36.82	113+53.02	6,896,887.59	2,406,394.59


℄ STREET
148'
24'-38'
20'-48'
24'-50'
VARIES
SHARED USE LANE
PROPOSED R.O.W.
SDWK
PGL
1.5%
2.0%
WB LANES
EB LANES

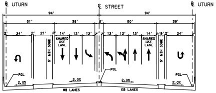
PROPOSED TYPICAL SECTION
AT CROSS STREET
E. BROAD ST
WEST OF FRONTAGE ROADS


℄ STREET
148'
24'-50'
20'-44'
24'-38'
VARIES
SHARED USE LANE
PROPOSED R.O.W.
SDWK
PGL
1.5%
2.0%
WB LANES
EB LANES

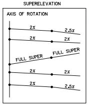
PROPOSED TYPICAL SECTION
AT CROSS STREET
E. BROAD ST
EAST OF FRONTAGE ROADS

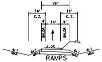

℄ UTURN
℄ STREET
℄ UTURN
95'
88'
39'
38'
27'
38'
44'
24'
SHARED USE LANE
5' MIN SDWK
PGL
2.0%
WB LANES
EB LANES

PROPOSED TYPICAL SECTION
AT CROSS STREET
N. HOLLAND RD
BETWEEN FRONTAGE ROADS

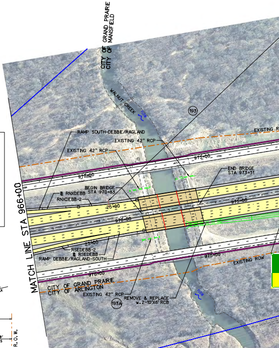

℄ UTURN
℄ STREET
℄ UTURN
94'
94'
51'
38'
50'
39'
24'
SHARED USE LANE
5' MIN SDWK
PGL
2.0%
WB LANES
EB LANES

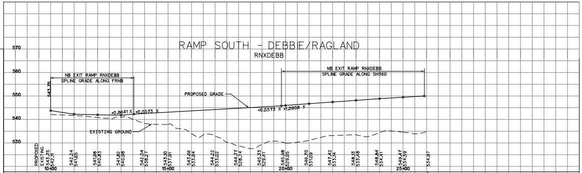
PROPOSED TYPICAL SECTION
AT CROSS STREET
E. BROAD ST
BETWEEN FRONTAGE ROADS

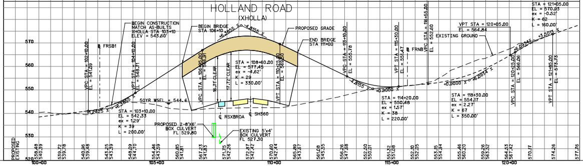

SUPERELEVATION
AXIS OF ROTATION
2%
2.5%
2%
FULL SUPER
FULL SUPER
2%
2%
2%
2.5%

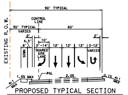

26'
16'
16'
C.Z.
C.Z.
4'
14'
8'
SHLDR
PGL
2.0%
6:1 MAX
4:1 MAX

RAMPS
TYPICAL SECTION

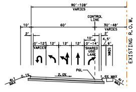

CITY OF GRAND PRAIRIE
CITY OF MANSFIELD
WALNUT CREEK
FLOW
193
RAMP SOUTH-DEBBIE/RAGLAND
EXISTING 42" RCP
EXISTING 42" RCP
EXISTING ROW
975+00
970+00
END BRIDGE STA 973+31
BEGIN BRIDGE STA 970+83
℄ RNXDEBB
RNXDEBB-2
25+00
975+00
970+00
25+00
RSEDEBB-2
℄ RSEDEBB
RAMP DEBBIE/RAGLAND-SOUTH
EXISTING ROW
975+00
970+00
MATCH LINE STA 966+00
CITY OF GRAND PRAIRIE
CITY OF ARLINGTON
EXISTING 42" RCP
REMOVE & REPLACE w. 2-10'X6' RCB
193A



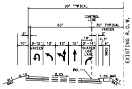



90' TYPICAL
30' TYPICAL VARIES
CONTROL LINE
60'
EXISTING R.O.W.
SHARED USE LANE
SDWK
PGL
1.5% MAX
2.0%
4:1 MAX

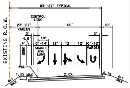
PROPOSED TYPICAL SECTION
NB FRONTAGE RD
APPROACH TO INTERSECTION AT
HOLLAND RD


90'-108' VARIES
CONTROL LINE
60'
30'-48' VARIES
EXISTING R.O.W.
SHARED USE LANE
SDWK
PGL
2.0%
1.5% MAX
4:1 MAX

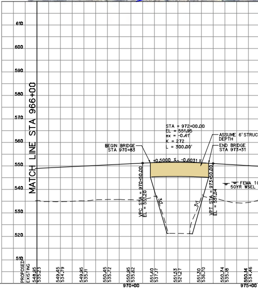
PROPOSED TYPICAL SECTION
SB FRONTAGE RD
APPROACH TO INTERSECTION AT
BROAD ST

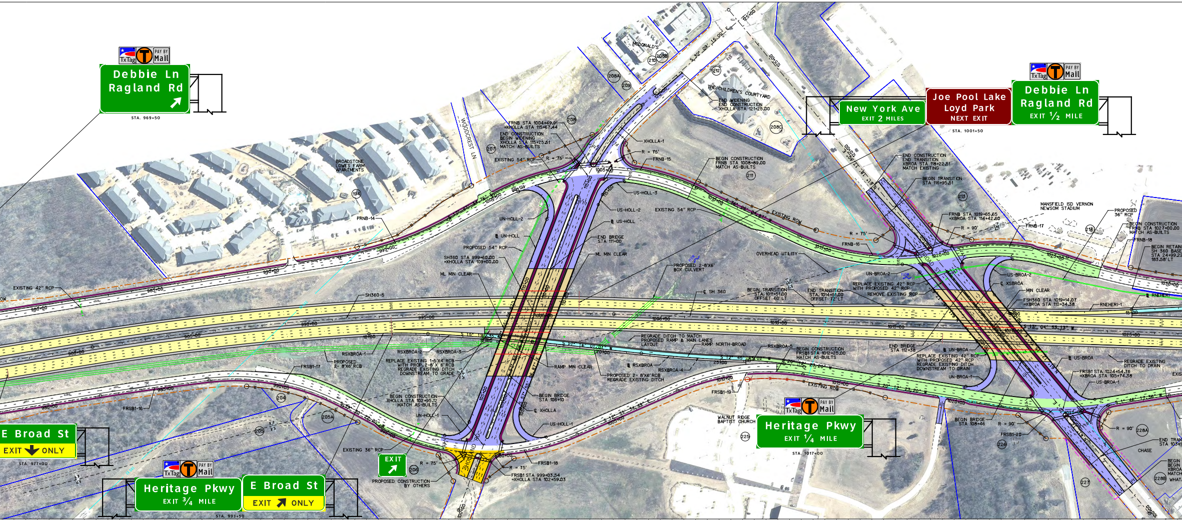

90' TYPICAL
CONTROL LINE
60'
30' TYPICAL VARIES
EXISTING R.O.W.
SHARED USE LANE
SDWK
PGL
2.0%
1.5% MAX
4:1 MAX

PROPOSED TYPICAL SECTION
SB FRONTAGE RD
APPROACH TO INTERSECTION AT
HOLLAND RD


83'-87' TYPICAL
CONTROL LINE
23'-27' VARIES
60'
EXISTING R.O.W.
SHARED USE LANE
SDWK
PGL
1.5% MAX
2.0%
4:1 MAX

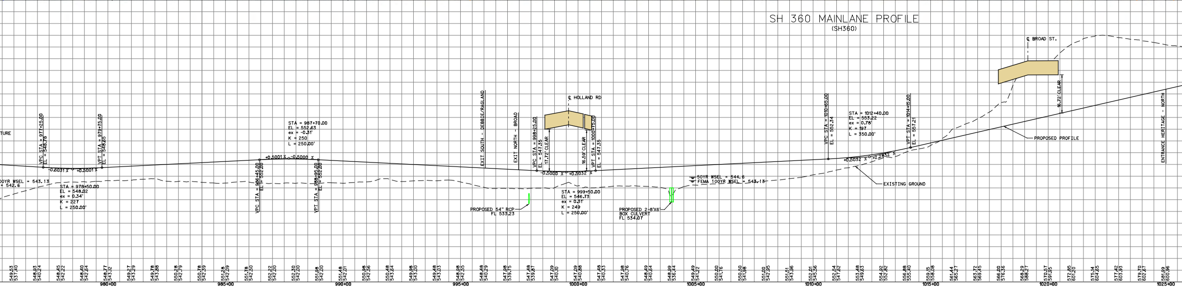
PROPOSED TYPICAL SECTION
NB FRONTAGE RD
APPROACH TO INTERSECTION AT
BROAD ST




Debbie Ln
Ragland Rd
STA. 969+50
New York Ave
EXIT 2 MILES
Joe Pool Lake
Loyd Park
NEXT EXIT
Debbie Ln
Ragland Rd
EXIT 1/2 MILE
STA. 1001+50
E Broad St
EXIT ONLY
STA. 977+00
Heritage Pkwy
EXIT 3/4 MILE
E Broad St
EXIT ONLY
STA. 993+50
EXIT
Heritage Pkwy
EXIT 1/4 MILE
STA. 1017+00
TxTag
PAY BY Mail
MCDONALD'S
THE CHILDREN'S COURTYARD
BROADSTONE LOWES FARM APARTMENTS
WOODCREST LN
MANSFIELD ISD VERNON NEWSOM STADIUM
WALNUT RIDGE BAPTIST CHURCH
CHASE
FRNB STA 1004+49.91 =XHOLLA STA 115+67.44
END CONSTRUCTION BEGIN WIDENING XHOLLA STA 115+25.51 MATCH AS-BUILTS
END WIDENING END CONSTRUCTION XHOLLA STA 121+25.00
BEGIN CONSTRUCTION FRNB STA 1008+89.00 MATCH AS-BUILTS
END CONSTRUCTION END TRANSITION XBROA STA 118+22.51 MATCH EXISTING
BEGIN TRANSITION STA 116+95.51
FRNB STA 1019+65.65 =XBROA STA 114+42.60
BEGIN CONSTRUCTION FRNB STA 1027+00.00 MATCH AS-BUILTS
SH360 STA 999+60.00 =XHOLLA STA 109+00.00
BEGIN TRANSITION STA. 1011+51.00 OFFSET 60' LT
END TRANSITION STA. 1014+51.00 OFFSET 72' LT
FSH360 STA 1019+14.07 =XBROA STA 110+34.38
REPLACE EXISTING 42" RCP WITH PROPOSED 42" RCP
REMOVE EXISTING RCP
PROPOSED 2-8'X6' BOX CULVERT
PROPOSED 54" RCP
EXISTING 54" RCP
EXISTING 42" RCP
EXISTING 36" RCP
PROPOSED 36" RCP
OVERHEAD UTILITY
EXISTING ROW
ML MIN CLEAR
MIN CLEAR
RAMP MIN CLEAR
END BRIDGE STA 111+00
BEGIN BRIDGE STA 106+10
END BRIDGE STA 112+38
BEGIN BRIDGE STA 108+46
REGRADE DITCH TO MATCH PROPOSED RAMP & MAIN LANES LAYOUT
RAMP NORTH-BROAD
REPLACE EXISTING 1-5'X4' RCB WITH PROP. 2-8'X 6' RCB REGRADE EXISTING DITCH DOWNSTREAM TO GRADE
PROPOSED 2- 8'X6' RCB
PROPOSED 2- 8'X6' RCB REGRADE EXISTING DITCH
BEGIN CONSTRUCTION XHOLLA STA 102+95.12 MATCH AS-BUILTS
BEGIN CONSTRUCTION FRSB1 STA 1012+25.00 MATCH AS-BUILTS
REPLACE EXISTING 42" RCP WITH PROPOSED 42" RCP REGRADE EXISTING DITCH DOWNSTREAM TO DRAIN
REGRADE EXISTING DITCH TO DRAIN
FRSB1 STA 1024+54.76 =XBROA STA 105+74.38
FRSB1 STA 999+03.54 =XHOLLA STA 102+59.03
PROPOSED CONSTRUCTION BY OTHERS
SH 360
SH360-5
XHOLLA
XBROA
UN-HOLL
US-HOLL
UN-BROA
US-BROA
R = 75'
R = 90'
FRNB-14
FRNB-15
FRNB-16
FRNB-17
FRNB-18
FRSB1-16
FRSB1-17
FRSB1-18
FRSB1-19
FRSB1-20
RSXBROA-1
RSXBROA-2
RSXBROA-3
RSXBROA-4
RSXBROA-5
RNEHERI-1
XHOLLA-1
US-HOLL-1
US-HOLL-2
US-HOLL-3
UN-HOLL-1
UN-HOLL-2
UN-BROA-1
UN-BROA-2
US-BROA-1
US-BROA-2
194
204
205
205A
206
207
208
208A
208B
208C
209
210
211
212
213
214
225
226
227
228A
228B

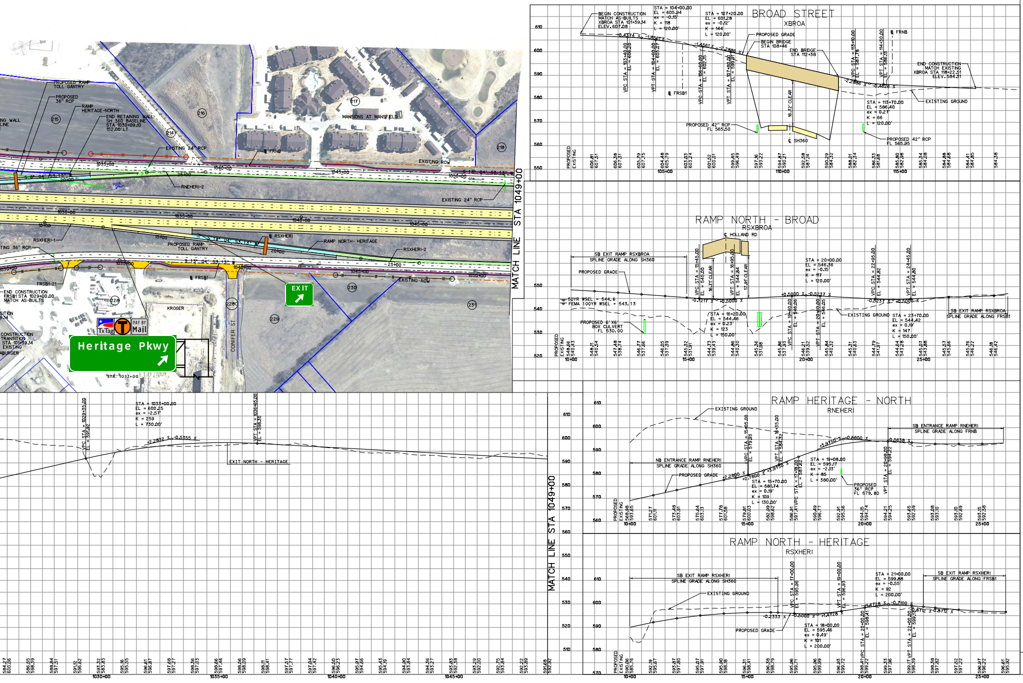
SH 360 MAINLANE PROFILE

(SH360)


℄ BROAD ST.
℄ HOLLAND RD
16.72' CLEAR
17.72' CLEAR
16.59' CLEAR
PROPOSED PROFILE
EXISTING GROUND
ENTRANCE HERITAGE - NORTH
EXIT SOUTH - DEBBIE/RAGLAND
EXIT NORTH - BROAD
VPC STA = 977+25.00 EL = 548.78
VPT STA = 979+75.00 EL = 548.65
STA = 978+50.00 EL = 548.02 ex = 0.34' K = 227 L = 250.00'
STA = 987+70.00 EL = 552.63 ex = -0.31' K = 250 L = 250.00'
STA = 999+50.00 EL = 546.73 ex = 0.31' K = 249 L = 250.00'
STA = 1012+40.00 EL = 553.22 ex = 0.78' K = 197 L = 350.00'
VPC STA = 998+25.00 EL = 547.35
VPT STA = 1000+75.00 EL = 547.35
VPC STA = 1010+65.00 EL = 552.34
VPT STA = 1014+15.00 EL = 557.21
-0.5031 %
+0.5001 %
-0.5000 %
+0.5032 %
+2.2332 %
PROPOSED 54" RCP FL 533.23
PROPOSED 2-8'X6' BOX CULVERT FL 534.07
50YR WSEL = 544.6
FEMA 100YR WSEL = 543.13
980+00
985+00
990+00
995+00
1000+00
1005+00
1010+00
1015+00
1020+00
1025+00

PARCEL #	PROPERTY OWNER
193	U S A
193A	U S A
194	MID-AMERICA APARTMENTS LP
204	DFW MIDSTREAM SERVICES LLC
205	U S A
205A	ONCOR ELECTRIC DELIVERY CO LLC
206	WALNUT RIDGE BAPTIST CH INC
207	LOWE'S INVESTORS GROUP LTD
208	LOWE'S INVESTORS GROUP LTD
209	LOWE'S INVESTORS GROUP LTD
210	MCDONALD'S REAL ESTATE CO
211	JOSIAH VENTURES LTD
212	REALTEX VENTURES INC
213	HWY 360-MATLOCK RD-BROAD LP
214	MANSFIELD ISD

PARCEL #	PROPERTY OWNER
215	HWY 360-MATLOCK RD-BROAD LP
216	TCI LUNA VENTURES LLC
217	MANSIONS OF MANSFIELD APTS LTD
218	DOLCE LIVING MANSFIELD S LLC
225	WALNUT RIDGE BAPTIST CH INC
226	WALNUT RIDGE PARTNERS LP
227	WALNUT RIDGE PARTNERS LP
228	KROGER CO THE
228A	CHASING DOLLARS LLC
228B	STETTHEIMER, JOE ETUX TRACYE
228C	MANSFIELD, CITY OF
229	111 REALTY INVESTORS LP
230	SWEENEY, C D ETAL
231	SWEENEY, C D ETAL


MATCH LINE STA 1049+00
BROAD STREET
XBROA
RAMP NORTH - BROAD
RSXBROA
RAMP HERITAGE - NORTH
RNEHERI
RAMP NORTH - HERITAGE
RSXHERI
EXIT NORTH - HERITAGE
Heritage Pkwy
EXIT
MANSIONS AT MANSFIELD
KROGER
CONIFER ST
PROPOSED RAMP TOLL GANTRY
EXISTING ROW
RNEHERI-2
RSXHERI-1
RSXHERI-2
FRSB1
FRNB
END CONSTRUCTION FRSB1 STA 1029+00.00 MATCH AS-BUILTS
BEGIN CONSTRUCTION MATCH AS-BUILTS XBROA STA 101+39.14 ELEV. 607.08
END CONSTRUCTION MATCH EXISTING XBROA STA 118+22.51 ELEV. 584.31
PROPOSED GRADE
EXISTING GROUND
SB EXIT RAMP RSXBROA SPLINE GRADE ALONG SH360
SB EXIT RAMP RSXBROA SPLINE GRADE ALONG FRSB1
NB ENTRANCE RAMP RNEHERI SPLINE GRADE ALONG SH360
SB ENTRANCE RAMP RNEHERI SPLINE GRADE ALONG FRNB
SB EXIT RAMP RSXHERI SPLINE GRADE ALONG SH360
SB EXIT RAMP RSXHERI SPLINE GRADE ALONG FRSB1
50YR WSEL = 544.6
FEMA 100YR WSEL = 543.13
PROPOSED 6'X6' BOX CULVERT FL 530.00

Texas Department of Transportation®
Fort Worth District
Maribel P. Chavez, P.E. District Engineer

NTTA®
NORTH TEXAS TOLLWAY AUTHORITY

Gerry Carrigan, Executive Director

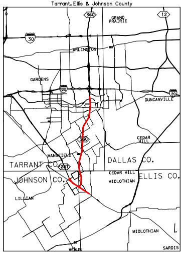
STATE HIGHWAY 360
From Green Oaks Boulevard to US 287
Design Schematic
Project Length = 9.20 Miles
CSJ # 2266-02-136
CONTRACT # 02282-SH-360 PS-PD

DESIGN SPEEDS

DESIGN SPEEDS AND FUNCTIONAL CLASSIFICATIONS:

MAINLANES (URBAN FREEWAY)	- 70 MPH
RAMPS (URBAN FREEWAY)	- 50 MPH
DIRECT CONNECTOR (URBAN FREEWAY)	- 40 MPH
FRONTAGE ROADS (URBAN COLLECTOR)	- 40 MPH
CROSS STREETS	
SUBLETT RD / CAMP WISDOM RD (URBAN MAJOR ARTERIAL)	- 35 MPH
WEBB LYNN RD / LYNN CREEK PKWY (URBAN MINOR COLLECTOR)	- 35 MPH
NEW YORK AVE (URBAN MAJOR COLLECTOR)	- 40 MPH
EDEN RD (URBAN MINOR ARTERIAL)	- 40 MPH
DEBBIE LN / RAGLAND RD (URBAN MAJOR ARTERIAL)	- 35 MPH
HOLLAND RD (URBAN PRINCIPAL ARTERIAL)	- 30 MPH
BROAD ST (URBAN PRINCIPAL ARTERIAL)	- 40 MPH
HERITAGE PKWY (URBAN PRINCIPAL ARTERIAL)	- 40 MPH
LONE STAR RD (URBAN PRINCIPAL ARTERIAL)	- 40 MPH
MATLOCK RD AT SH 360 (URBAN MAJOR ARTERIAL)	- 40 MPH
MATLOCK RD AT US 287 (RURAL MAJOR ARTERIAL)	- 30 MPH
ELLIS DR/ST (RURAL MAJOR COLLECTOR)	- 30 MPH
ST.PAUL RD (RURAL MINOR COLLECTOR)	- 30 MPH
UTURNS (URBAN COLLECTOR)	- 20 MPH

Tarrant, Ellis & Johnson County


360
12
GRAND PRAIRIE
30
ARLINGTON
GARDENS
20
DUNCANVILLE
CEDAR HILL
TARRANT CO.
DALLAS CO.
JOHNSON CO.
ELLIS CO.
MIDLOTHIAN
LILLIAN
VENUS
SARDIS

100% SUBMITTAL
AUGUST 16, 2013

ROLL INDEX

ROLL 1: SH 360 MAINLANES
STA 736+90 TO STA 794+00
RAMPS AND MAJOR CROSS STREETS
ROLL 2: SH 360 MAINLANES
STA 794+00 TO STA 878+00
RAMPS AND MAJOR CROSS STREETS
ROLL 3: SH 360 MAINLANES
STA 878+00 TO STA 966+00
RAMPS AND MAJOR CROSS STREETS
ROLL 4: SH 360 MAINLANES
STA 966+00 TO STA 1049+00
RAMPS AND MAJOR CROSS STREETS
ROLL 5: SH 360 MAINLANES
STA 1049+00 TO STA 1110+00
RAMPS AND MAJOR CROSS STREETS
ROLL 6: SH 360 MAINLANES
STA 1110+00 TO STA 1209+00
RAMPS AND MAJOR CROSS STREETS
ROLL 7: SH 360 MAINLANES
STA 1209+00 TO STA 1243+00
RAMPS, US 287 MAINLANES AND
FRONTAGE ROADS STA 193+40
TO 343+00
ROLL 8: US 287 MAINLANES
AND FRONTAGES ROAD PROFILES
(US287E,US287W,FREB,FRWB)
ROLL 9: SH 360 NORTHBOUND
FRONTAGE ROAD
PROFILES (FRNB)
ROLL 10: SH 360 NORTHBOUND AND
SOUTHBOUND FRONTAGE ROAD
PROFILES (FRNB & FRSB)
ROLL 11: SH 360 SOUTHBOUND FRONTAGE ROAD
PROFILE (FRSB), UTURN PROFILES AND
MAINLANES PROFILE STA 1209+00 TO END
ROLL 12: DIRECT CONNECTOR PROFILES

PRELIMINARY
SUBJECT TO CHANGE BASED
ON FURTHER DEVELOPMENTS
RESULTING FROM PUBLIC
INPUT AND TECHNICAL REVIEW

DATE APPROVED
DATE SUBMITTED

SCHEMATIC PREPARED BY:
HDR ENGINEERING, INC.
REGISTRATION NUMBER F-754
FOR INTERIM REVIEW ONLY. NOT FOR PERMITTING, BIDDING OR CONSTRUCTION.
Prepared by or under the Direct Supervision of:

NAME	P.E. NUMBER
BRIAN ANDREW SWINDELL	80688
M. SHANE WALTERS	100195

AUGUST 16, 2013
DATE

SCALE
0 50 100 150 200 300

ROLL 4 OF 12

HDR
HDR Engineering, Inc.
17111 Preston Road, Suite 200
Dallas, Texas 75248-1229

Texas Department of Transportation®
Fort Worth District
Maribel P. Chavez, P.E. District Engineer

NTTA®
NORTH TEXAS TOLLWAY AUTHORITY

Gerry Carrigan, Executive Director

STATE HIGHWAY 360
From Green Oaks Boulevard to US 287
Design Schematic
Project Length = 9.20 Miles
CSJ # 2266-02-136
CONTRACT # 02282-SH-360 PS-PD

DESIGN SPEEDS

DESIGN SPEEDS AND FUNCTIONAL CLASSIFICATIONS:

MAINLANES (URBAN FREEWAY)	- 70 MPH
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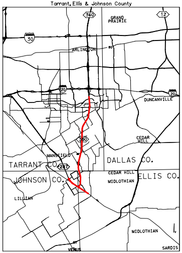
ELLIS DR/ST (RURAL MAJOR COLLECTOR)	- 30 MPH
ST. PAUL RD (RURAL MINOR COLLECTOR)	- 30 MPH
UTURNS (URBAN COLLECTOR)	- 20 MPH

Tarrant, Ellis & Johnson County


360
GRAND PRAIRIE
12
30
ARLINGTON
80
20
20
DUNCANVILLE
CEDAR HILL
360
MANSFIELD
TARRANT CO.
287
DALLAS CO.
JOHNSON CO.
CEDAR HILL
MIDLOTHIAN
ELLIS CO.
LILLIAN
MIDLOTHIAN
67
VENUS
SARDIS

100% SUBMITTAL
AUGUST 16, 2013

ROLL INDEX

ROLL 1: SH 360 MAINLANES
STA 736+90 TO STA 794+00
RAMPS AND MAJOR CROSS STREETS

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STA 794+00 TO STA 878+00
RAMPS AND MAJOR CROSS STREETS

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STA 878+00 TO STA 966+00
RAMPS AND MAJOR CROSS STREETS

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STA 966+00 TO STA 1049+00
RAMPS AND MAJOR CROSS STREETS

ROLL 5: SH 360 MAINLANES
STA 1049+00 TO STA 1110+00
RAMPS AND MAJOR CROSS STREETS

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ROLL 12: DIRECT CONNECTOR PROFILES

PRELIMINARY
SUBJECT TO CHANGE BASED
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M. SHANE WALTERS	100195

AUGUST 16, 2013
DATE

SCALE
0 50 100 150 200 300

ROLL 5 OF 12

HDR
HDR Engineering, Inc.
17111 Preston Road, Suite 200
Dallas, Texas 75248-1229

LEGEND

— - — - — -	ALIGNMENT
— - — - — -	PROPOSED R.O.W.
— - — - — -	EXISTING R.O.W.
—III——III—	PROPOSED ACCESS DENIED
—III——III—	EXISTING ACCESS DENIED
——	BENTS/ABUTMENTS
——	PROPOSED RETAINING WALL
——	PROPOSED NOISE WALL
- - - - - - -	CITY LIMITS
▬	PROPOSED TOLL GANTRY
➞	DIRECTION OF TRAFFIC, ONE LANE
(XX)	PARCEL NUMBER
——	PARCEL BOUNDARY
▨	PAVEMENT TO BE REMOVED
🟨	PROPOSED MAINLANES
🟦	PROPOSED RAMPS, DIRECT CONNECTORS, COLLECTOR DISTRIBUTORS
🟩	PROPOSED FRONTAGE ROADS
🟪	PROPOSED CROSS STREETS / U-TURNS
🟫	PROPOSED CONCRETE STRUCTURES
🟫	PROPOSED STEEL STRUCTURES
⬜	PROPOSED SHOULDERS, GORES
🟪	PROPOSED SIDEWALKS
🟨	PROPOSED CONSTRUCTION BY OTHERS

GENERAL NOTES:

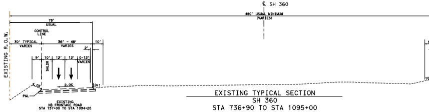
1. EXISTING PAVEMENT WITHIN LIMITS OF PROPOSED RECONSTRUCTION IS ASSUMED TO BE REMOVED.

2. EXISTING RIGHT OF WAY HAS NOT BEEN FIELD SURVEYED. SCHEMATIC LAYOUTS ARE BASED ON AERIAL SURVEY, SUPPLEMENTAL FIELD SURVEYS AND RECORD PLANS ONLY

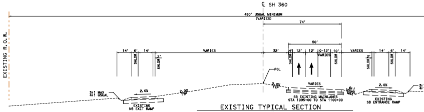
3. PARCEL OWNERSHIP WAS OBTAINED FROM TARRANT APPRAISAL DISTRICT, 2013 AND ELLIS COUNTY APPRAISAL DISTRICT, 2013, JOHNSON COUNTY APPRAISAL DISTRICT, 2013.

4. APPROXIMATE 100 YEAR FLOODPLAIN LIMITS ARE BASED UPON FEMA FLOOD INSURANCE RATE MAPS NUMBER 48439C0365K, 48439C0480K, 48439C0490K, 48113C0590J.

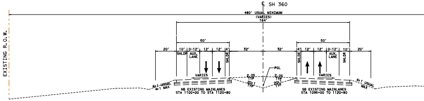
5. ASSUME SIX FOOT STRUCTURE DEPTH USED FOR CLEARANCE CALCULATIONS UNLESS NOTED OTHERWISE


℄ SH 360
480' USUAL MINIMUM (VARIES)
78' USUAL
CONTROL LINE
EXISTING R.O.W.
30' TYPICAL VARIES
36' - 48' VARIES
10'
2'
9'
10'
12'
12'
0-12' VARIES
SHLDR
4.0%
2.0%
10:1
PGL
EXISTING NB FRONTAGE ROAD STA 737+00 TO STA 1094+25

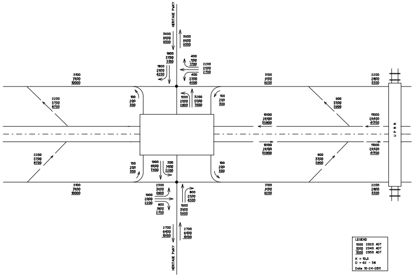
EXISTING TYPICAL SECTION
SH 360
STA 736+90 TO STA 1095+00

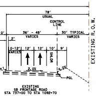

℄ SH 360
480' USUAL MINIMUM (VARIES)
74'
50'
EXISTING R.O.W.
VARIES
SHLDR
PGL
2.0%
4:1 MAX
EXISTING NB EXIT RAMP
SB EXISTING MAINLANES STA 1095+00 TO STA 1100+00
EXISTING SB ENTRANCE RAMP

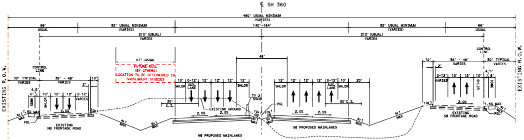
EXISTING TYPICAL SECTION
SH 360
STA 1095+00 TO STA 1100+00


℄ SH 360
480' USUAL MINIMUM (VARIES)
164'
50'
50'
EXISTING R.O.W.
20'
32'
32'
20'
SHLDR
AUX. LANE
VARIES
PGL
2.0% TYP
6:1 USUAL 4:1 MAX
NB EXISTING MAINLANES STA 1100+00 TO STA 1120+80
SB EXISTING MAINLANES STA 1095+00 TO STA 1120+80

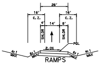
EXISTING TYPICAL SECTION
SH 360 MAINLANE ONLY
STA 1100+00 TO STA 1120+80


HERITAGE PKWY
HERITAGE PKWY
U P R R
LEGEND
1000 2020 ADT
1000 2040 ADT
1000 2050 ADT
K = 10.5
D = 62 - 38
Date 10-24-2011

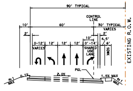

78' USUAL
CONTROL LINE
36' - 48' VARIES
30' TYPICAL VARIES
EXISTING R.O.W.
2.0%
PGL
EXISTING SB FRONTAGE ROAD STA 737+00 TO STA 1092+70


℄ SH 360
480' USUAL MINIMUM (VARIES)
140' - 164'
66' USUAL
92' USUAL MINIMUM (VARIES)
210' (USUAL) VARIES
FUTURE RAIL (BY OTHERS) LOCATION TO BE DETERMINED IN SUBSEQUENT STUDIES
EXISTING R.O.W.
CONTROL LINE
EXISTING NB FRONTAGE ROAD
EXISTING SB FRONTAGE ROAD
NB PROPOSED MAINLANES
SB PROPOSED MAINLANES
EXISTING GROUND
TYPICAL CUT SECTION
TYPICAL FILL SECTION

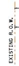
PROPOSED TYPICAL SECTION
SH 360
STA 910+00 TO STA 1087+00

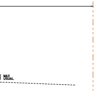

26'
16' C.Z.
14'
PGL
2.0%

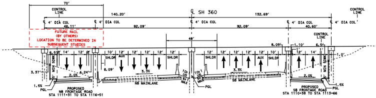
RAMPS
TYPICAL SECTION


90' TYPICAL
CONTROL LINE
60'
30' TYPICAL VARIES
SHARED USE LANE
EXISTING R.O.W.
PGL
2.0%

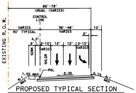
PROPOSED TYPICAL SECTION
SB FRONTAGE RD
APPROACH TO INTERSECTION AT
HERITAGE PKWY


EXISTING R.O.W.

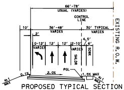

EXISTING R.O.W.
MAX USUAL


℄ SH 360
70'
CONTROL LINE
140.20'
132.69'
℄ 4' DIA COL
48.11'
92.09'
40.60'
FUTURE RAIL (BY OTHERS) LOCATION TO BE DETERMINED IN SUBSEQUENT STUDIES
NB MAINLANE
SB MAINLANE
PROPOSED NB FRONTAGE ROAD STA 1111+31 TO STA 1116+51
PROPOSED SB FRONTAGE ROAD STA 1110+38 TO STA 1113+66
PGL

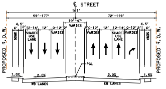
PROPOSED TYPICAL SECTION
SH 360
AT UNION PACIFIC RAILROAD UNDERPASS


66'-78' USUAL (VARIES)
CONTROL LINE
30' TYPICAL VARIES
36'-48' VARIES
EXISTING R.O.W.
PGL
2.0%

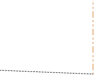
PROPOSED TYPICAL SECTION
NB FRONTAGE RD

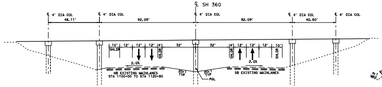

66'-78' USUAL (VARIES)
CONTROL LINE
36'-48' VARIES
30' TYPICAL VARIES
EXISTING R.O.W.
PGL
2.0%

PROPOSED TYPICAL SECTION
SB FRONTAGE RD
STA 1088+20 TO STA 1107+53
AND STA 1115+53 TO 1141+00

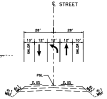

℄ STREET
161'
59'-177'
72'-119'
19'-47' VARIES
SHARED USE LANE
PROPOSED R.O.W.
PGL
WB LANES
EB LANES
2.0%

PROPOSED TYPICAL SECTION
AT CROSS STREET
HERITAGE PARKWAY
WEST OF FRONTAGE ROADS

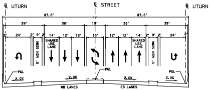

EXISTING R.O.W.


℄ SH 360
℄ 4' DIA COL
48.11'
92.09'
40.60'
NB EXISTING MAINLANES STA 1100+00 TO STA 1120+80
SB EXISTING MAINLANES
PGL
2.0%

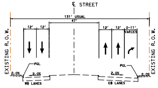
EXISTING TYPICAL SECTION
SH 360
AT UNION PACIFIC RAILROAD UNDERPASS


℄ STREET
28'
28'
PGL
2.0%

EXISTING TYPICAL SECTION
AT CROSS STREET
HERITAGE PARKWAY
BETWEEN FRONTAGE ROADS

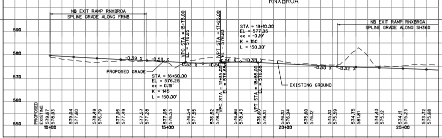

℄ UTURN
℄ STREET
℄ UTURN
87.5'
87.5'
SHARED USE LANE
PGL
WB LANES
EB LANES
2.0%

PROPOSED TYPICAL SECTION
AT CROSS STREET
HERITAGE PARKWAY
BETWEEN FRONTAGE ROADS

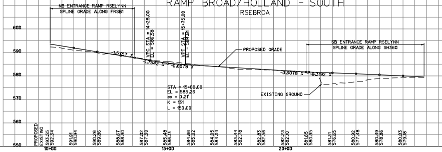

℄ STREET
131' USUAL
47'
EXISTING R.O.W.
PGL
WB LANES
EB LANES
2.0%

EXISTING TYPICAL SECTION
HERITAGE PARKWAY
WEST OF FRONTAGE ROADS

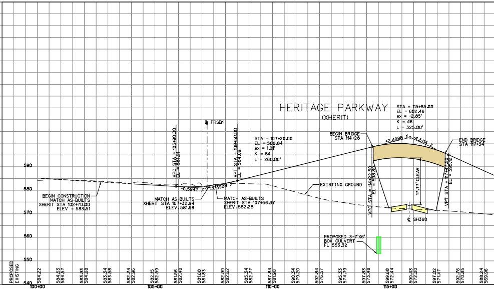
RAMP SOUTH - BROAD/HOLLAND
RNXBROA

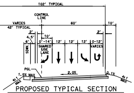


RAMP BROAD/HOLLAND - SOUTH
RSEBROA

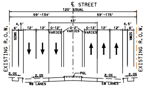


HERITAGE PARKWAY
(XHERIT)

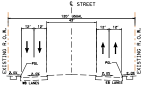



102' TYPICAL
CONTROL LINE
VARIES
42' TYPICAL
60'
10'
2'
4.5'
6'
0'-14'
12'
12'
12'
0-12'
SDWK
SHARED USE LANE
VARIES
PGL
1.5% MAX
2.0%
0.1%
4:1 MAX
4:1 MAX

PROPOSED TYPICAL SECTION
NB FRONTAGE RD
APPROACH TO INTERSECTION AT
HERITAGE PKWY

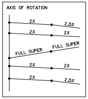

℄ STREET
120' USUAL
43'
59'-134'
59'-175'
4.5'
6'
12'
12'
0-12'
0-2'
0-12'
12'
12'
4.5'
6'
VARIES
VARIES
VARIES
SDWK
SDWK
EXISTING R.O.W.
EXISTING R.O.W.
2.0%
2.0%
PGL
2.0%
2.0%
WB LANES
EB LANES

PROPOSED TYPICAL SECTION
AT CROSS STREET
HERITAGE PARKWAY
EAST OF FRONTAGE ROADS


℄ STREET
120' USUAL
43'
12'
12'
12'
12'
EXISTING R.O.W.
EXISTING R.O.W.
PGL
PGL
2.0%
2.0%
2.0%
2.0%
WB LANES
EB LANES

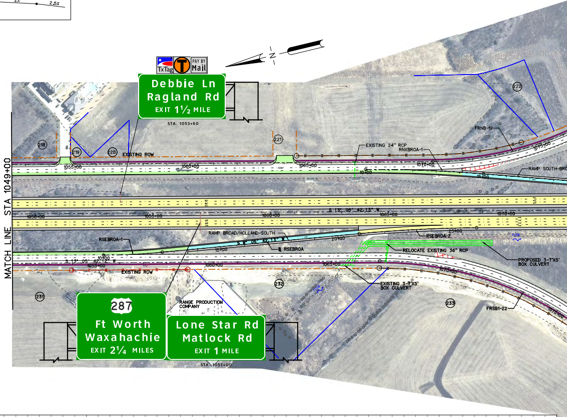
EXISTING TYPICAL SECTION
HERITAGE PARKWAY
EAST OF FRONTAGE ROADS

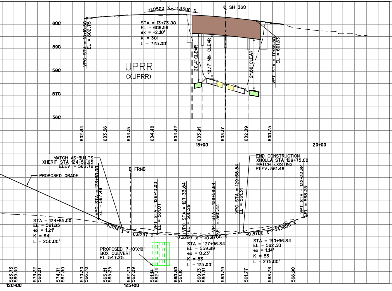
SUPERELEVATION

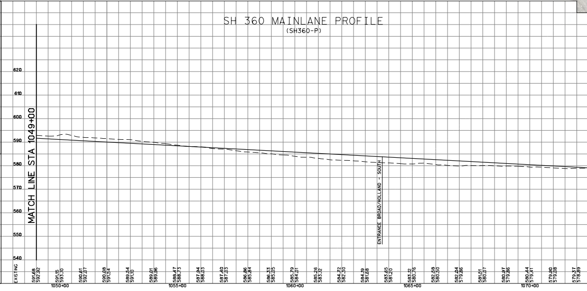

AXIS OF ROTATION
2%
2.5%
2%
2%
FULL SUPER
FULL SUPER
2%
2%
2%
2.5%

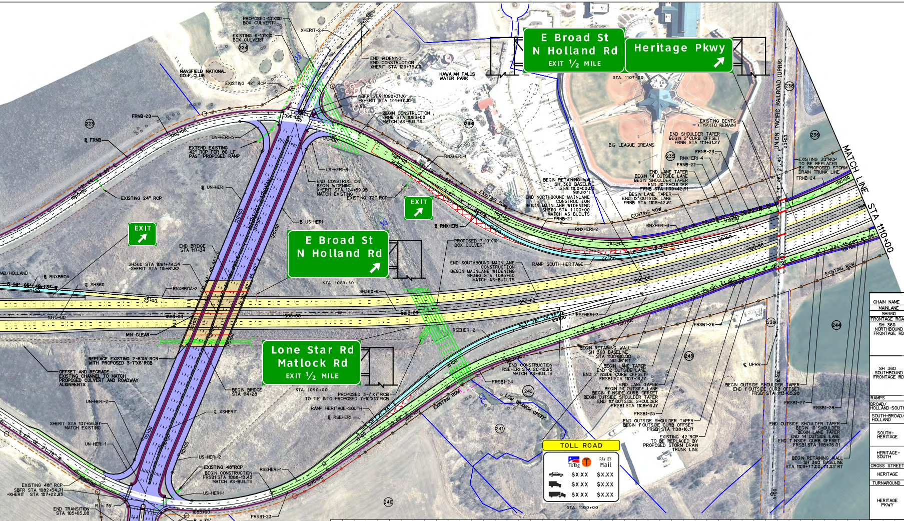
SUPERELEVATION DATA								
CHAIN NAME	CURVE NAME	BEGIN CROSS SLOPE	BEGIN TRANSITION	BEGIN FULL SUPER	SUPER RATE	END FULL SUPER	END TRANSITION	END CROSS SLOPE
SH360 SB	SH360-6	-2.50%	1079+70	-	-	-	1081+80	-2.00%
	SH360-6	-2.00%	1081+80	1089+75	3.30%	-	-	-
EX. SH 360SB	SH360-6	-	-	1095+00*	3.30%	1116+50	1120+80*	0.36%
SH360 NB	SH360-6	-2.50%	1079+70	-	-	-	1081+80	-2.00%
	SH360-6	-2.00%	1081+80	1089+75	-3.30%	-	-	-
EX. SH 360NB	SH360-6	-	-	1100+00*	-3.30%	1116+50	1118+40	-2.00%
HERITAGE - SOUTH	RSEHERI-2	-2.00%	12+90	14+40	-5.68%	17+63	20+09	3.30%
SOUTH - HERITAGE	RNXHERI-2	-2.00%	13+70	15+15	-6.00%	20+75	21+50	-2.00%

*MATCH EXISTING PAVEMENT SUPERELEVATION


N
TxTag
PAY BY Mail
Debbie Ln
Ragland Rd
EXIT 1½ MILE
STA. 1053+60
MATCH LINE STA 1049+00
218
219
220
221
222
EXISTING ROW
1055+00
1060+00
1065+00
EXISTING 24" RCP
RNXBROA-1
1070+00
FRNB-19
1075+00
RAMP SOUTH-BRO
1050+00
1055+00
1060+00
S 13° 05' 42.13" W
1065+00
1070+00
RAMP BROAD/HOLLAND-SOUTH
RSEBROA-1
RSEBROA-2
15+00
20+00
25+00
℄ RSEBROA
S 13° 05' 42.13" W
RELOCATE EXISTING 36" RCP
PROPOSED 3-7'X5' BOX CULVERT
EXISTING ROW
EXISTING 3-7'X5' BOX CULVERT
231
232
233
RANGE PRODUCTION COMPANY
FRSB1-22
287
Ft Worth
Waxahachie
EXIT 2¼ MILES
Lone Star Rd
Matlock Rd
EXIT 1 MILE
STA. 1057+00


℄ SH 360
+1.0500 %
-1.3600 %
STA = 13+73.00
EL = 606.56
ex = -2.18'
K = 301
L = 725.00'
VPC STA = 10+10.50
EL = 602.75
VPT STA = 17+35.50
EL = 601.63
20.4' CLEAR
18.17' MIN CLEAR
21.80' CLEAR
UPRR
(XUPRR)
600
590
580
570
560
602.64
603.56
604.15
604.40
604.32
603.91
603.17
602.09
600.75
15+00
20+00
MATCH AS-BUILTS
XHERIT STA 124+59.95
ELEV = 563.76
PROPOSED GRADE
℄ FRNB
VPC STA = 123+60.00
EL = 567.49
VPT STA = 126+10.00
EL = 561.07
VPC STA = 127+33.84
EL = 560.29
VPT STA = 128+58.84
EL = 560.44
VPC STA = 129+58.84
EL = 561.31
VPT STA = 132+33.84
EL = 568.25
END CONSTRUCTION
XHOLLA STA 129+75.00
MATCH EXISTING
ELEV. 561.46'
-4.5114 %
-0.6297 %
-0.6297 %
+0.8700 %
+0.8700 %
+4.1800 %
STA = 124+85.00
EL = 561.85
ex = 1.21'
K = 64
L = 250.00'
PROPOSED 7-10'X10'
BOX CULVERT
FL 547.25
STA = 127+96.34
EL = 559.89
ex = 0.23'
K = 83
L = 125.00'
STA = 130+96.34
EL = 562.50
ex = 1.14'
K = 83
L = 275.00'
583.73
569.30
579.22
568.81
574.71
567.90
570.20
566.78
565.81
565.25
562.70
562.89
561.14
562.14
560.50
561.16
560.13
560.91
560.79
561.77
563.73
566.90
120+00
125+00


SH 360 MAINLANE PROFILE
(SH360-P)
MATCH LINE STA 1049+00
620
610
600
590
580
570
560
550
540
ENTRANCE BROAD/HOLLAND - SOUTH
EXISTING
591.68
592.92
591.15
593.10
590.61
592.07
590.08
591.54
589.54
591.10
589.01
589.96
588.47
588.73
587.94
588.03
587.40
587.03
586.86
585.84
586.33
585.05
585.79
584.01
585.26
583.12
584.72
582.30
584.19
581.28
583.65
581.20
583.12
580.76
582.58
580.50
582.04
579.86
581.51
580.07
580.97
579.86
580.44
579.41
579.90
579.08
579.37
578.89
1050+00
1055+00
1060+00
1065+00
1070+00

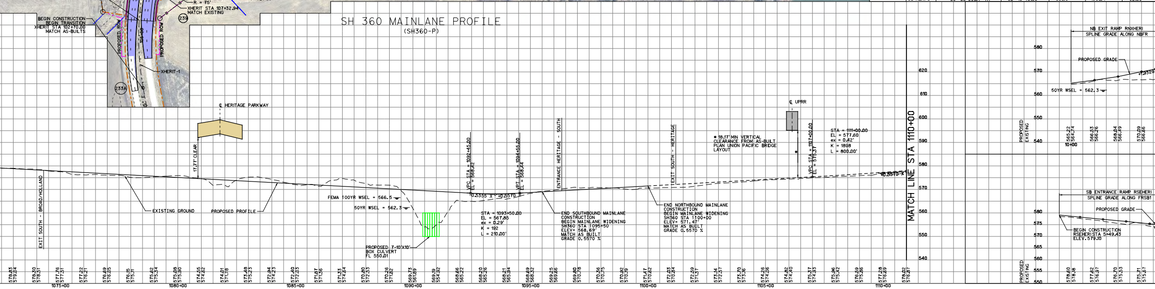

E Broad St
N Holland Rd
EXIT 1/2 MILE
Heritage Pkwy
EXIT
E Broad St
N Holland Rd
Lone Star Rd
Matlock Rd
EXIT 1/2 MILE
TOLL ROAD
TxTag
PAY BY Mail
$X.XX
STA. 1107+00
STA. 1083+50
STA. 1090+00
STA. 1100+00
MANSFIELD NATIONAL GOLF CLUB
HAWAIIAN FALLS WATER PARK
BIG LEAGUE DREAMS
UNION PACIFIC RAILROAD (UPRR)
MATCH LINE STA 1110+00
LOW BRANCH CREEK
PROPOSED 10'X10' BOX CULVERT
EXISTING 6-10'X10' BOX CULVERT
EXISTING 42" RCP
EXISTING 24" RCP
EXISTING 72" RCP
EXTEND EXISTING 42" RCP FOR 80 LF PAST PROPOSED RAMP
END WIDENING END CONSTRUCTION XHERIT STA 129+75.00
NBFR STA 1090+31.16 =XHERIT STA 124+97.16
BEGIN CONSTRUCTION FRNB STA 1093+00 MATCH AS-BUILTS
END CONSTRUCTION BEGIN WIDENING XHERIT STA 124+59.95 MATCH EXISTING
BEGIN RETAINING WALL SH 360 BASELINE STA 1100+00.00 169.92' LT
END NORTHBOUND MAINLANE CONSTRUCTION BEGIN MAINLANE WIDENING SH360 STA 1100+00 MATCH AS-BUILTS
EXISTING BENTS (TYP) (TO REMAIN)
END SHOULDER TAPER BEGIN 2' CURB OFFSET FRNB STA 1111+31.27
EXISTING 30" RCP TO BE REPLACED BY PROPOSED STORM DRAIN TRUNK LINE
END LANE TAPER BEGIN 14' OUTSIDE LANE BEGIN SHOULDER TAPER END 10' SHOULDER FRNB STA 1109+42.61
BEGIN LANE TAPER END 12' OUTSIDE LANE FRNB STA 1108+42.61
END BRIDGE STA 117+34
SH360 STA 1081+79.54 =XHERIT STA 115+81.82
PROPOSED 7-10'X10' BOX CULVERT
END SOUTHBOUND MAINLANE CONSTRUCTION BEGIN MAINLANE WIDENING SH360 STA 1095+50 MATCH AS-BUILTS
RAMP SOUTH-HERITAGE
MIN CLEAR
REPLACE EXISTING 2-8'X5' RCB WITH PROPOSED 3-7'X6' RCB
OFFSET AND REGRADE EXISTING CHANNEL TO MATCH PROPOSED CULVERT AND ROADWAY ALIGNMENTS
BEGIN BRIDGE STA 114+28
PROPOSED 3-7'X7' RCB TO TIE INTO PROPOSED 7-10'X10' RCB
RAMP HERITAGE-SOUTH
BEGIN RETAINING WALL SH 360 BASELINE STA 1100+00.00 163.18' RT
END CONSTRUCTION RSEHERI STA 20+10.95 MATCH AS-BUILTS
BEGIN LANE TAPER END 12' OUTSIDE LANE END 2' INSIDE CURB OFFSET FRSB1 STA 1107+16.17
END LANE TAPER BEGIN 14' OUTSIDE LANE BEGIN 1' INSIDE CURB OFFSET BEGIN OUTSIDE SHOULDER TAPER END 10' OUTSIDE SHOULDER FRSB1 STA 1108+16.17
END OUTSIDE SHOULDER TAPER BEGIN 1' OUTSIDE CURB OFFSET FRSB1 STA 1108+16.17
EXISTING 42" RCP TO BE REPLACED BY PROPOSED STORM DRAIN TRUNK LINE
BEGIN OUTSIDE SHOULDER TAPER END 1' OUTSIDE CURB OFFSET FRSB1 STA 1113+65.98
END OUTSIDE SHOULDER TAPER BEGIN 10' SHOULDER BEGIN LANE TAPER END 14' OUTSIDE LANE END 1' INSIDE CURB OFFSET FRSB1 STA 1115+76.01
BEGIN RETAINING WALL SH 360 BASELINE STA 1109+77.00, 111.03' RT
XHERIT STA 107+56.97 MATCH EXISTING
EXISTING 48" RCP SBFR STA 1082+54.71 =XHERIT STA 107+22.93
EXISTING 48" RCP BEGIN CONSTRUCTION FRSB1 STA 1088+10.43 MATCH AS-BUILTS
END TRANSITION STA 105+65.00
BEGIN CONSTRUCTION BEGIN TRANSITION XHERIT STA 102+70.00 MATCH AS-BUILTS
XHERIT STA 107+32.94 MATCH EXISTING
R = 75'
PROPOSED ROW
EXISTING ROW
FRNB
FRSB1
SH360
XHERIT
RNXBROA
RNXHERI
RSEHERI
UN-HERI
US-HERI
UPRR
218
223
224
233A
234
235
236
238
239
240
241
242
243
244

PARCEL #	PROPERTY OWNER
218	DOLCE LIVING MANSFIELD S LLC
219	SWEENEY, C D ETAL
220	TWIN CITIES EQUIPMENT CO INC
221	SWEENEY, C D ETAL
222	SWEENEY, C D ETAL
223	JPC-STONEHEDGE LP
224	MANSFIELD PARK FACILITIES DEV
231	SWEENEY, C D ETAL
232	SWEENEY, C D ETAL
233	TEXAS HEALTH RESOURCES
233A	MANSFIELD TOWN CENTER LLC
234	MANSFIELD, CITY OF
235	MANSFIELD, CITY OF
236	MATHIS, BEATRICE ETAL
238	UNION PACIFIC RAIL ROAD
239	MANSFIELD TOWN CENTER LLC
240	MANSFIELD LAND PARTNERS
241	MANSFIELD LAND PARTNERS
242	TEXAS MIDSTREAM GAS SERV LLC
243	TEXAS MIDSTREAM GAS SERV LLC

CHAIN NAME	CURVE NO.	DELTA	DEGREE	TANGENT	LENGTH	RADIUS
MAINLANE						
SH360	SH360-6	31° 49' 07.93" LT	1° 00' 00.00"	1,633.13'	3,181.89'	5,729.58'
FRONTAGE ROADS						
SH 360 NORTHBOUND FRONTAGE RD	FRNB-19	33° 01' 25.93" LT	4° 00' 00.00"	424.62'	825.60'	1,432.39'
	FRNB-20	63° 15' 13.43" RT	6° 00' 00.00"	588.09'	1,054.23'	954.93'
	FRNB-21	46° 20' 38.88" LT	5° 30' 00.00"	445.89'	842.62'	1,041.74'
	FRNB-22	3° 53' 14.60" RT	5° 30' 00.00"	35.35'	70.68'	1,041.74'
	FRNB-23	3° 53' 14.60" LT	5° 30' 00.00"	35.35'	70.68'	1,041.74'
	FRNB-24	19° 12' 40.82" LT	3° 15' 00.00"	298.36'	591.12'	1,762.95'
SH 360 SOUTHBOUND FRONTAGE RD	FRSB1-22	34° 01' 09.66" RT	4° 00' 00.00"	438.19'	850.48'	1,432.39'
	FRSB1-23	68° 07' 31.47" LT	6° 00' 00.00"	645.63'	1,135.42'	954.93'
	FRSB1-24	16° 14' 18.24" RT	6° 00' 00.00"	136.23'	270.64'	954.93'
	FRSB1-25	3° 06' 22.51" LT	5° 30' 00.00"	28.25'	56.48'	1,041.74'
	FRSB1-26	3° 06' 22.51" RT	5° 30' 00.00"	28.25'	56.48'	1,041.74'
	FRSB1-27	3° 32' 36.43" RT	5° 30' 00.00"	32.22'	64.43'	1,041.74'
	FRSB1-28	3° 32' 36.43" LT	5° 30' 00.00"	32.22'	64.43'	1,041.74'
RAMPS						
BROAD/ HOLLAND-SOUTH	RSEBROA-1	5° 00' 00.00" LT	2° 00' 00.00"	125.08'	250.00'	2,864.79'
	RSEBROA-2	5° 00' 00.00" RT	1° 00' 00.00"	250.16'	500.00'	5,729.58'
SOUTH-BROAD/ HOLLAND	RNXBROA-1	5° 00' 49.00" RT	1° 00' 00.00"	250.84'	501.36'	5,729.58'
	RNXBROA-2	5° 00' 00.00" LT	2° 00' 00.00"	125.08'	250.00'	2,864.79'
SOUTH-HERITAGE	RNXHERI-1	4° 00' 00.00" RT	2° 00' 00.00"	100.04'	200.00'	2,864.79'
	RNXHERI-2	44° 19' 40.32" LT	6° 45' 00.00"	345.78'	656.71'	848.83'
	RNXHERI-3	2° 09' 48.18" LT	1° 00' 00.00"	108.18'	216.34'	5,729.58'
	RNXHERI-4	6° 01' 08.01" LT	3° 00' 00.00"	100.41'	200.63'	1,909.86'
HERITAGE-SOUTH	RSEHERI-1	20° 41' 23.60" LT	8° 00' 00.00"	130.74'	258.62'	716.20'
	RSEHERI-2	22° 40' 07.08" RT	5° 00' 00.00"	229.69'	453.37'	1,145.92'
	RSEHERI-3	3° 34' 26.77" RT	1° 00' 00.00"	178.76'	357.41'	5,729.58'
CROSS STREET						
HERITAGE	XHERIT-1	32° 51' 53.00" RT	4° 46' 28.73"	353.92'	688.32'	1,200.00'
	XHERIT-2	24° 24' 12.00" RT	4° 46' 28.73"	259.49'	511.10'	1,200.00'
TURNAROUND						
HERITAGE PKWY	UN-HERI-1	98° 38' 16.87" LT	62° 16' 40.88"	107.03'	158.38'	92.00'
	UN-HERI-2	4° 04' 08.97" RT	4° 27' 37.98"	45.63'	91.23'	1,284.50'
	UN-HERI-3	119° 27' 41.89" LT	62° 16' 40.88"	157.63'	191.82'	92.00'
	US-HERI-1	106° 15' 44.11" RT	62° 16' 40.88"	122.67'	170.63'	92.00'
	US-HERI-2	4° 04' 03.20" RT	5° 08' 10.79"	39.61'	79.19'	1,115.50'
	US-HERI-3	86° 05' 36.87" RT	62° 16' 40.88"	85.93'	138.24'	92.00'

SH 360 MAINLANE PROFILE

(SH360-P)

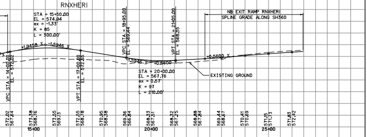

℄ HERITAGE PARKWAY
17.77' CLEAR
EXIT SOUTH - BROAD/HOLLAND
EXISTING GROUND
PROPOSED PROFILE
FEMA 100YR WSEL = 566.5
50YR WSEL = 562.3
PROPOSED 7-10'X10' BOX CULVERT FL 550.01
VPC STA = 1092+45.00 EL = 568.72
STA = 1093+50.00 EL = 567.85 ex = 0.29' K = 192 L = 210.00'
VPT STA = 1094+55.00 EL = 568.44
-0.5355 %
+0.5570 %
ENTRANCE HERITAGE - SOUTH
END SOUTHBOUND MAINLANE CONSTRUCTION BEGIN MAINLANE WIDENING SH360 STA 1095+50 ELEV= 568.69' MATCH AS BUILT GRADE 0.5570 %
EXIT SOUTH - HERITAGE
END NORTHBOUND MAINLANE CONSTRUCTION BEGIN MAINLANE WIDENING SH360 STA 1100+00 ELEV= 571.47' MATCH AS BUILT GRADE 0.5570 %
* 18.17' MIN VERTICAL CLEARANCE FROM AS-BUILT PLAN UNION PACIFIC BRIDGE LAYOUT
℄ UPRR
VPC STA = 1107+00.00 EL = 575.37
STA = 1111+00.00 EL = 577.60 ex = 0.42' K = 1898 L = 800.00'
+0.5570 %
MATCH LINE STA 1110+00
620
610
600
590
580
570
560
550
540
1075+00
1080+00
1085+00
1090+00
1095+00
1100+00
1105+00
1110+00
NB EXIT RAMP RNXHERI SPLINE GRADE ALONG NBFR
PROPOSED GRADE
50YR WSEL = 562.3
PROPOSED
EXISTING
10+00
SB ENTRANCE RAMP RSEHERI SPLINE GRADE ALONG FRSB1
BEGIN CONSTRUCTION RSEHERI STA 5+49.43 ELEV. 579.10
575
565
555

CURVE DATA

BACK BEARING	AHEAD BEARING	PI STATION	PC STATION	PT STATION	PI NORTHING	PI EASTING
S 13° 05' 42.13" W	S 18° 43' 25.81" E	1103+38.98	1087+05.84	1118+87.73	6,888,606.50	2,404,159.44
S 13° 04' 53.13" W	S 19° 56' 32.80" E	1074+56.96	1070+32.34	1078+57.94	6,891,698.56	2,405,095.08
S 19° 56' 32.80" E	S 43° 18' 40.63" W	1089+18.39	1083+30.29	1093+84.52	6,890,302.54	2,405,601.60
S 43° 18' 40.63" W	S 3° 01' 58.25" E	1103+95.88	1099+49.99	1107+92.61	6,889,138.72	2,404,504.43
S 3° 01' 58.25" E	S 0° 51' 16.35" W	1109+77.97	1109+42.61	1110+13.29	6,888,508.36	2,404,537.83
S 0° 51' 16.35" W	S 3° 01' 58.25" E	1110+95.94	1110+60.59	1111+31.27	6,888,390.37	2,404,536.07
S 3° 01' 58.25" E	S 22° 14' 39.07" E	1114+66.82	1111+68.46	1117+59.58	6,888,019.99	2,404,555.70
S 13° 05' 42.12" W	S 47° 06' 51.78" W	1071+44.15	1067+05.96	1075+56.44	6,892,003.62	2,404,734.06
S 47° 06' 51.78" W	S 21° 00' 39.69" E	1085+83.33	1079+37.70	1090+73.13	6,891,006.58	2,403,660.58
S 21° 00' 39.69" E	S 4° 46' 21.45" E	1098+26.67	1096+90.43	1099+61.07	6,889,700.44	2,404,162.25
S 4° 46' 21.45" E	S 7° 52' 43.96" E	1108+44.41	1108+16.17	1108+72.65	6,888,684.40	2,404,247.08
S 7° 52' 43.96" E	S 4° 46' 21.45" E	1110+10.49	1109+82.24	1110+38.72	6,888,519.88	2,404,269.85
S 4° 46' 21.45" E	S 1° 13' 45.02" E	1113+98.21	1113+65.98	1114+30.41	6,888,133.49	2,404,302.11
S 1° 13' 45.02" E	S 4° 46' 21.45" E	1115+43.81	1115+11.58	1115+76.01	6,887,987.91	2,404,305.23
S 13° 05' 42.13" W	S 8° 05' 42.13" W	11+25.08	10+00.00	12+50.00	6,893,444.94	2,405,102.19
S 8° 05' 42.13" W	S 13° 05' 42.13" W	23+41.13	20+90.98	25+90.98	6,892,240.84	2,404,930.93
S 13° 04' 53.13" W	S 18° 05' 42.13" W	12+50.84	10+00.00	15+01.36	6,892,154.01	2,405,168.05
S 18° 05' 42.13" W	S 13° 05' 42.13" W	26+11.66	24+86.58	27+36.58	6,890,860.19	2,404,745.29
S 43° 14' 51.04" W	S 47° 14' 51.04" W	11+00.04	10+00.00	12+00.00	6,889,733.23	2,405,020.39
S 47° 14' 51.04" W	S 2° 55' 10.72" W	18+10.66	14+64.88	21+21.59	6,889,250.78	2,404,498.53
S 2° 55' 10.72" W	S 0° 45' 22.54" W	23+38.66	22+30.48	24+46.82	6,888,688.66	2,404,469.86
S 0° 45' 22.54" W	S 5° 15' 45.47" E	25+47.23	24+46.82	26+47.45	6,888,480.09	2,404,467.10
S 5° 14' 57.74" E	S 25° 56' 21.34" E	6+80.68	5+49.94	8+08.57	6,890,530.54	2,403,864.46
S 25° 56' 21.34" E	S 3° 16' 14.25" E	16+20.17	13+90.48	18+43.86	6,889,683.13	2,404,276.66
S 3° 16' 14.25" E	S 0° 18' 12.51" W	21+89.72	20+10.95	23+68.36	6,889,108.52	2,404,309.49
S 86° 44' 38.85" E	S 53° 52' 45.85" E	106+30.12	102+76.20	109+64.52	6,891,282.33	2,403,864.18
S 53° 52' 45.85" E	S 29° 28' 33.85" E	127+63.47	125+03.99	130+15.09	6,890,013.24	2,405,603.23
S 40° 41' 22.05" W	S 57° 56' 54.82" E	108+21.94	107+14.91	108+73.29	6,891,249.87	2,404,033.62
S 57° 56' 54.82" E	S 53° 52' 45.85" E	109+18.92	108+73.29	109+64.52	6,891,168.85	2,404,163.02
S 53° 52' 45.85" E	N 6° 39' 32.26" E	124+49.96	122+92.32	124+84.14	6,890,266.31	2,405,399.78
N 15° 47' 26.84" E	S 57° 56' 49.05" E	108+37.37	107+14.70	108+85.33	6,891,114.92	2,403,930.71
S 57° 56' 49.06" E	S 53° 52' 45.85" E	109+24.94	108+85.33	109+64.52	6,891,028.79	2,404,068.26
S 53° 52' 45.85" E	S 32° 12' 51.02" W	124+57.58	123+71.65	125+09.89	6,890,125.30	2,405,306.32

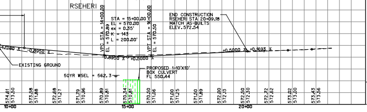
RAMP SOUTH - HERITAGE

RNXHERI


STA = 15+50.00
EL = 574.94
ex = -1.33'
K = 85
L = 300.00'
+1.9458 %
-1.5946 %
VPC STA = 14+00.00
EL = 572.02
VPT STA = 17+00.00
EL = 572.55
VPC STA = 18+95.00
EL = 569.44
VPT STA = 21+05.00
EL = 568.35
-1.5946 %
+0.5600 %
STA = 20+00.00
EL = 567.76
ex = 0.57'
K = 97
L = 210.00'
EXISTING GROUND
NB EXIT RAMP RNXHERI
SPLINE GRADE ALONG SH360
+0.5600 %
572.02
567.64
573.38
568.76
573.55
569.13
572.55
568.78
570.95
568.38
569.36
566.84
568.33
567.51
568.32
567.25
568.88
567.84
569.44
568.67
570.41
570.69
571.15
571.73
571.83
572.42
15+00
20+00
25+00

RAMP HERITAGE - SOUTH

RSEHERI


VPC STA = 14+00.00
EL = 570.89
STA = 15+00.00
EL = 570.00
ex = 0.35'
K = 143
L = 200.00'
VPT STA = 16+00.00
EL = 570.50
END CONSTRUCTION
RSEHERI STA 20+09.18
MATCH AS-BUILTS
ELEV. 572.54
-1.1280 %
-0.8950 %
-0.8950 %
+0.5000 %
+0.5000 %
+0.1693 %
EXISTING GROUND
50YR WSEL = 562.3
PROPOSED 1-10'X10'
BOX CULVERT
FL 550.44
574.61
573.50
573.58
571.88
572.68
571.27
571.79
570.96
570.89
570.81
570.34
570.81
570.50
571.06
571.00
571.25
571.50
571.89
572.00
572.13
572.50
572.30
572.72
572.62
573.02
573.00
573.43
573.56
10+00
15+00
20+00

Texas Department of Transportation®

Fort Worth District

Maribel P. Chavez, P.E. District Engineer

NTTA

NORTH TEXAS TOLLWAY AUTHORITY

Gerry Carrigan, Executive Director

STATE HIGHWAY 360

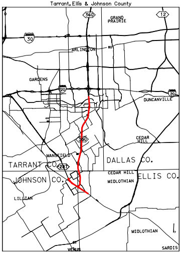
From Green Oaks Boulevard to US 287
Design Schematic
Project Length = 9.20 Miles
CSJ # 2266-02-136
CONTRACT # 02282-SH-360 PS-PD

DESIGN SPEEDS

DESIGN SPEEDS AND FUNCTIONAL CLASSIFICATIONS:

MAINLANES (URBAN FREEWAY)	- 70 MPH
RAMPS (URBAN FREEWAY)	- 50 MPH
DIRECT CONNECTOR (URBAN FREEWAY)	- 40 MPH
FRONTAGE ROADS (URBAN COLLECTOR)	- 40 MPH
CROSS STREETS	
SUBLETT RD / CAMP WISDOM RD (URBAN MAJOR ARTERIAL)	- 35 MPH
WEBB LYNN RD / LYNN CREEK PKWY (URBAN MINOR COLLECTOR)	- 35 MPH
NEW YORK AVE (URBAN MAJOR COLLECTOR)	- 40 MPH
EDEN RD (URBAN MINOR ARTERIAL)	- 40 MPH
DEBBIE LN / RAGLAND RD (URBAN MAJOR ARTERIAL)	- 35 MPH
HOLLAND RD (URBAN PRINCIPAL ARTERIAL)	- 30 MPH
BROAD ST (URBAN PRINCIPAL ARTERIAL)	- 40 MPH
HERITAGE PKWY (URBAN PRINCIPAL ARTERIAL)	- 40 MPH
LONE STAR RD (URBAN PRINCIPAL ARTERIAL)	- 40 MPH
MATLOCK RD AT SH 360 (URBAN MAJOR ARTERIAL)	- 40 MPH
MATLOCK RD AT US 287 (RURAL MAJOR ARTERIAL)	- 30 MPH
ELLIS DR/ST (RURAL MAJOR COLLECTOR)	- 30 MPH
ST.PAUL RD (RURAL MINOR COLLECTOR)	- 30 MPH
UTURNS (URBAN COLLECTOR)	- 20 MPH

Tarrant, Ellis & Johnson County


360
12
GRAND PRAIRIE
30
ARLINGTON
80
GARDENS
20
20
DUNCANVILLE
360
CEDAR HILL
MANSFIELD
TARRANT CO.
287
DALLAS CO.
CEDAR HILL
JOHNSON CO.
ELLIS CO.
MIDLOTHIAN
LILLIAN
MIDLOTHIAN
67
VENUS
SARDIS

ROLL INDEX

ROLL 1: SH 360 MAINLANES
STA 736+90 TO STA 794+00
RAMPS AND MAJOR CROSS STREETS

ROLL 2: SH 360 MAINLANES
STA 794+00 TO STA 878+00
RAMPS AND MAJOR CROSS STREETS

ROLL 3: SH 360 MAINLANES
STA 878+00 TO STA 966+00
RAMPS AND MAJOR CROSS STREETS

ROLL 4: SH 360 MAINLANES
STA 966+00 TO STA 1049+00
RAMPS AND MAJOR CROSS STREETS

ROLL 5: SH 360 MAINLANES
STA 1049+00 TO STA 1110+00
RAMPS AND MAJOR CROSS STREETS

ROLL 6: SH 360 MAINLANES
STA 1110+00 TO STA 1209+00
RAMPS AND MAJOR CROSS STREETS

ROLL 7: SH 360 MAINLANES
STA 1209+00 TO STA 1243+00
RAMPS, US 287 MAINLANES AND
FRONTAGE ROADS STA 193+40
TO 343+00

ROLL 8: US 287 MAINLANES
AND FRONTAGES ROAD PROFILES
(US287E,US287W,FREB,FRWB)

ROLL 9: SH 360 NORTHBOUND
FRONTAGE ROAD
PROFILES (FRNB)

ROLL 10: SH 360 NORTHBOUND AND
SOUTHBOUND FRONTAGE ROAD
PROFILES (FRNB & FRSB)

ROLL 11: SH 360 SOUTHBOUND FRONTAGE ROAD
PROFILE (FRSB), UTURN PROFILES AND
MAINLANES PROFILE STA 1209+00 TO END

ROLL 12: DIRECT CONNECTOR PROFILES

100% SUBMITTAL

AUGUST 16, 2013

PRELIMINARY
SUBJECT TO CHANGE BASED
ON FURTHER DEVELOPMENTS
RESULTING FROM PUBLIC
INPUT AND TECHNICAL REVIEW

DATE APPROVED	DATE SUBMITTED

SCHEMATIC PREPARED BY:

HDR ENGINEERING, INC.
REGISTRATION NUMBER F-754

FOR INTERIM REVIEW ONLY. NOT FOR PERMITTING, BIDDING OR CONSTRUCTION.

Prepared by or under the
Direct Supervision of:

NAME	P.E. NUMBER
BRIAN ANDREW SWINDELL	80688
M. SHANE WALTERS	100195

AUGUST 16, 2013
DATE

SCALE
0 50 100 150 200 300

ROLL 5 OF 12

HDR

HDR Engineering, Inc.
17111 Preston Road, Suite 200
Dallas, Texas 75248-1229

Texas Department of Transportation®

Fort Worth District

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NORTH TEXAS TOLLWAY AUTHORITY

Gerry Carrigan, Executive Director

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From Green Oaks Boulevard to US 287
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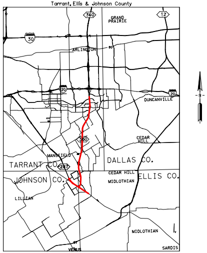
Tarrant, Ellis & Johnson County



360
12
GRAND PRAIRIE
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287
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JOHNSON CO.
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N

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RAMPS AND MAJOR CROSS STREETS

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Prepared by or under the
Direct Supervision of:

NAME	P.E. NUMBER
BRIAN ANDREW SWINDELL	80688
M. SHANE WALTERS	100195

AUGUST 16, 2013
DATE

SCALE
0 50 100 150 200 300

ROLL 6 OF 12

HDR

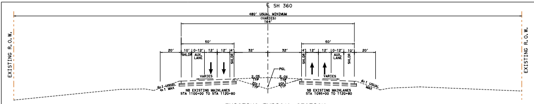
HDR Engineering, Inc.
17111 Preston Road, Suite 200
Dallas, Texas 75248-1229

LEGEND

—·—·—·—	ALIGNMENT
—··—··—	PROPOSED R.O.W.
—·—·—·—	EXISTING R.O.W.
—‖‖—‖‖—	PROPOSED ACCESS DENIED
—‖‖—‖‖—	EXISTING ACCESS DENIED
——	BENTS/ABUTMENTS
——	PROPOSED RETAINING WALL
——	PROPOSED NOISE WALL
- - - - -	CITY LIMITS
🟧	PROPOSED TOLL GANTRY
➞	DIRECTION OF TRAFFIC, ONE LANE
(XX)	PARCEL NUMBER
——	PARCEL BOUNDARY
▨	PAVEMENT TO BE REMOVED
🟨	PROPOSED MAINLANES
🟦	PROPOSED RAMPS, DIRECT CONNECTORS, COLLECTOR DISTRIBUTORS
🟩	PROPOSED FRONTAGE ROADS
🟪	PROPOSED CROSS STREETS / U-TURNS
🟫	PROPOSED CONCRETE STRUCTURES
🟫	PROPOSED STEEL STRUCTURES
⬜	PROPOSED SHOULDERS, GORES
🟪	PROPOSED SIDEWALKS
🟨	PROPOSED CONSTRUCTION BY OTHERS

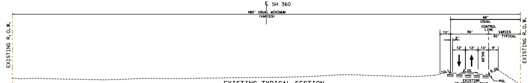
GENERAL NOTES:

1. EXISTING PAVEMENT WITHIN LIMITS OF PROPOSED RECONSTRUCTION IS ASSUMED TO BE REMOVED.
2. EXISTING RIGHT OF WAY HAS NOT BEEN FIELD SURVEYED. SCHEMATIC LAYOUTS ARE BASED ON AERIAL SURVEY, SUPPLEMENTAL FIELD SURVEYS AND RECORD PLANS ONLY
3. PARCEL OWNERSHIP WAS OBTAINED FROM TARRANT APPRAISAL DISTRICT, 2013 AND ELLIS COUNTY APPRAISAL DISTRICT, 2013, JOHNSON COUNTY APPRAISAL DISTRICT, 2013.
4. APPROXIMATE 100 YEAR FLOODPLAIN LIMITS ARE BASED UPON FEMA FLOOD INSURANCE RATE MAPS NUMBER 48439C0365K, 48439C0480K, 48439C0490K, 48113C0590J.
5. ASSUME SIX FOOT STRUCTURE DEPTH USED FOR CLEARANCE CALCULATIONS UNLESS NOTED OTHERWISE



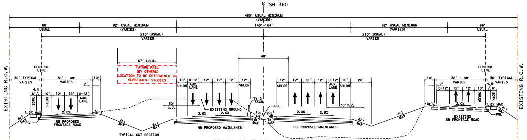
℄ SH 360
EXISTING R.O.W.
480' USUAL MINIMUM (VARIES)
NB EXISTING MAINLANES STA 1100+00 TO STA 1120+80
SB EXISTING MAINLANES STA 1095+00 TO STA 1120+80
PGL

EXISTING TYPICAL SECTION
SH 360 MAINLANE ONLY
STA 1100+00 TO STA 1120+80



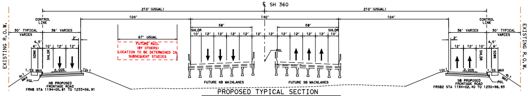
℄ SH 360
EXISTING R.O.W.
480' USUAL MINIMUM (VARIES)
CONTROL LINE
EXISTING SB FRONTAGE ROAD
PGL

EXISTING TYPICAL SECTION
SH 360
STA 1120+80 TO STA 1216+00



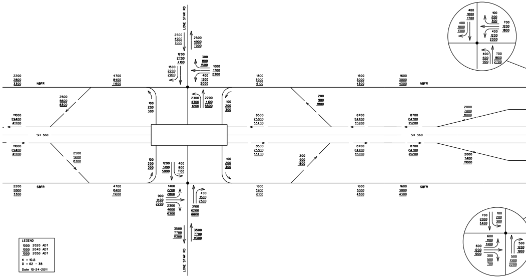
℄ SH 360
EXISTING R.O.W.
480' USUAL MINIMUM (VARIES)
FUTURE RAIL (BY OTHERS) LOCATION TO BE DETERMINED IN SUBSEQUENT STUDIES
CONTROL LINE
NB PROPOSED FRONTAGE ROAD
NB PROPOSED MAINLANES
SB PROPOSED MAINLANES
EXISTING SB FRONTAGE ROAD
EXISTING GROUND
TYPICAL CUT SECTION
TYPICAL FILL SECTION
PGL

PROPOSED TYPICAL SECTION
SH 360
FROM STA 1087+00 TO STA 1188+00

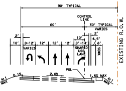


℄ SH 360
EXISTING R.O.W.
210' (USUAL)
FUTURE RAIL (BY OTHERS) LOCATION TO BE DETERMINED IN SUBSEQUENT STUDIES
CONTROL LINE
NB PROPOSED FRONTAGE ROAD FRNB STA 1194+05.81 TO 1233+56.91
FUTURE NB MAINLANES
FUTURE SB MAINLANES
SB PROPOSED FRONTAGE ROAD FRSB2 STA 1194+02.40 TO 1230+98.93
PGL

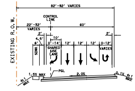
PROPOSED TYPICAL SECTION
SH 360
STA 1188+00 TO 1275+00



LONE STAR RD
SH 360
NBFR
SBFR
LEGEND
1000 2020 ADT
1000 2040 ADT
1000 2050 ADT
K = 10.5
D = 62 - 38
Date 10-24-2011


90' TYPICAL
CONTROL LINE
60'
30' TYPICAL VARIES
EXISTING R.O.W.
PGL
2.0%

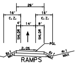
PROPOSED TYPICAL SECTION
SB FRONTAGE RD
APPROACH TO INTERSECTION AT
MATLOCK RD


82'-92' VARIES
CONTROL LINE
22'-32' VARIES
60'
EXISTING R.O.W.
PGL
2.0%

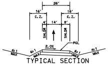
PROPOSED TYPICAL SECTION
NB FRONTAGE RD
APPROACH TO INTERSECTION AT
MATLOCK RD

CURVE DATA

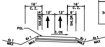
CHAIN NAME	CURVE NO.	DELTA	DEGREE	TANGENT	LENGTH	RADIUS	BACK BEARING	AHEAD BEARING	PI STATION	PC STATION	PT STATION	PI NORTHING	PI EASTING
MAINLANE													
SH360	SH360-6	31° 49' 07.93" LT	1° 00' 00.00"	1,633.13'	3,181.89'	5,729.58'	S 13° 05' 42.13" W	S 18° 43' 25.81" E	1103+38.98	1087+05.84	1118+87.73	6,888,606.50	2,404,159.44
	SH360-7	22° 08' 52.19" RT	1° 00' 00.00"	1,121.39'	2,214.78'	5,729.58'	S 18° 43' 25.81" E	S 3° 25' 26.39" W	1159+82.53	1148+61.14	1170+75.92	6,883,181.71	2,405,998.15
FRONTAGE ROADS													
SH 360 NORTHBOUND FRONTAGE RD	FRNB-24	19° 12' 40.82" LT	3° 15' 00.00"	298.36'	591.12'	1,762.95'	S 3° 01' 58.25" E	S 22° 14' 39.07" E	1114+66.82	1111+68.46	1117+59.58	6,888,019.99	2,404,555.70
	FRNB-25	3° 31' 13.26" RT	5° 30' 00.00"	32.01'	64.01'	1,041.74'	S 22° 14' 39.07" E	S 18° 43' 25.81" E	1118+35.69	1118+03.68	1118+67.68	6,887,673.38	2,404,697.45
	FRNB-26	22° 08' 52.19" RT	0° 57' 52.72"	1,162.49'	2,295.96'	5,939.58'	S 18° 43' 25.81" E	S 3° 25' 26.39" W	1165+48.27	1153+85.78	1176+81.74	6,883,210.19	2,406,210.23
SH 360 SOUTHBOUND FRONTAGE RD	FRSB1-29	13° 57' 04.36" LT	1° 30' 00.00"	467.35'	930.08'	3,819.72'	S 4° 46' 21.45" E	S 18° 43' 25.81" E	1121+63.86	1116+96.51	1126+26.59	6,887,369.98	2,404,356.82
	FRSB2-1	22° 08' 52.19" RT	1° 02' 16.97"	1,080.29'	2,133.61'	5,519.58'	S 18° 43' 25.81" E	S 3° 25' 26.39" W	1166+25.01	1155+44.73	1176+78.33	6,883,153.22	2,405,786.07
RAMPS/DC													
NORTH-LONE STAR	RSXLONE-1	4° 13' 52.22" LT	2° 00' 00.00"	105.83'	211.56'	2,864.79'	S 14° 29' 33.58" E	S 18° 43' 25.81" E	26+61.55	25+55.72	27+67.28	6,885,822.05	2,404,915.27
LONE STAR-NORTH	RNELONE-1	5° 00' 01.02" LT	2° 00' 00.00"	125.09'	250.01'	2,864.79'	S 18° 43' 24.79" E	S 23° 43' 25.81" E	11+25.09	10+00.00	12+50.01	6,886,964.47	2,404,792.03
	RNELONE-2	5° 00' 00.00" RT	2° 00' 00.00"	125.08'	250.00'	2,864.79'	S 23° 43' 25.81" E	S 18° 43' 25.81" E	24+78.83	23+53.75	26+03.75	6,885,724.97	2,405,336.74
LONE STAR-SOUTH	RSELONE-1	4° 54' 34.63" LT	2° 00' 00.00"	122.82'	245.48'	2,864.79'	S 18° 43' 25.81" E	S 23° 38' 00.44" E	11+22.82	10+00.00	12+45.48	6,884,471.45	2,405,360.38
	RSELONE-2	16° 17' 55.15" RT	2° 00' 00.00"	410.24'	814.93'	2,864.79'	S 23° 38' 00.44" E	S 7° 20' 05.29" E	21+46.29	17+36.05	25+50.98	6,883,533.68	2,405,770.73
SOUTH-LONE STAR	RNXLONE-1	6° 06' 28.34" RT	2° 00' 00.00"	152.84'	305.39'	2,864.79'	S 18° 43' 25.81" E	S 12° 36' 57.47" E	11+52.84	10+00.00	13+05.39	6,884,512.33	2,405,735.09
	RNXLONE-2	7° 55' 38.98" RT	1° 00' 00.00"	397.01'	792.75'	5,729.58'	S 12° 36' 57.47" E	S 4° 41' 18.49" E	20+02.25	16+05.25	23+97.99	6,883,683.14	2,405,920.68
	RNXLONE-3	2° 02' 28.17" LT	1° 00' 00.00"	102.07'	204.12'	5,729.58'	S 4° 41' 18.49" E	S 6° 43' 46.65" E	25+00.06	23+97.99	26+02.11	6,883,185.73	2,405,961.47
CROSS STREET													
ELLIS RD	XELLIS-1	33° 15' 08.22" RT	19° 05' 54.94"	89.58'	174.11'	300.00'	N 60° 10' 18.17" E	S 86° 34' 33.61" E	101+17.02	100+27.44	102+01.55	6,878,665.03	2,405,406.92
TURNAROUND													
LONE STAR RD	UN-LONE-1	101° 19' 01.62" LT	62° 16' 40.88"	112.24'	162.69'	92.00'	S 18° 43' 25.81" E	N 59° 57' 32.58" E	105+80.71	104+68.48	106+31.16	6,885,215.44	2,405,148.33
	UN-LONE-2	78° 40' 58.38" LT	62° 16' 40.88"	75.41'	126.34'	92.00'	N 59° 57' 32.58" E	N 18° 43' 25.81" W	108+53.43	107+78.02	109+04.36	6,885,382.90	2,405,437.90
	US-LONE-1	78° 40' 58.38" RT	62° 16' 40.88"	75.41'	126.34'	92.00'	N 18° 43' 25.81" W	N 59° 57' 32.58" E	104+77.71	104+02.29	105+28.63	6,885,004.22	2,405,194.58
	US-LONE-2	101° 19' 01.62" RT	62° 16' 40.88"	112.24'	162.69'	92.00'	N 59° 57' 32.58" E	S 18° 43' 25.81" E	107+87.73	106+75.49	108+38.18	6,885,171.68	2,405,484.15
MATLOCK RD	UN-MATL-1	32° 59' 04.50" LT	62° 16' 40.88"	27.24'	52.96'	92.00'	S 3° 25' 26.39" W	S 29° 33' 38.11" E	106+48.47	106+21.23	106+74.19	6,879,525.33	2,405,627.11
	UN-MATL-2	147° 00' 51.13" LT	62° 16' 40.88"	310.73'	236.06'	92.00'	S 29° 33' 38.11" E	N 3° 25' 30.76" E	112+49.43	109+38.70	111+74.76	6,879,001.28	2,405,924.34
	US-MATL-1	147° 00' 55.50" RT	62° 16' 40.88"	310.74'	236.06'	92.00'	N 3° 25' 26.39" E	S 29° 33' 38.11" E	112+79.50	109+68.76	112+04.83	6,879,217.14	2,405,584.63
	US-MATL-2	32° 59' 04.50" RT	62° 16' 40.88"	27.24'	52.96'	92.00'	S 29° 33' 38.11" E	S 3° 25' 26.39" W	114+96.57	114+69.33	115+22.30	6,878,693.08	2,405,881.86


C.Z.
16'
26'
PGL
2.0%

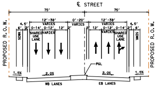
RAMPS
TYPICAL SECTION


26'
16'
C.Z.
PGL
2.0%

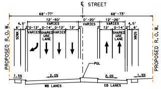
TYPICAL SECTION
1 LANE DC



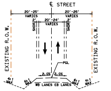
TYPICAL SECTION
2 LANE DC


℄ STREET
75'
PROPOSED R.O.W.
PGL
WB LANES
EB LANES

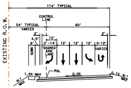
PROPOSED TYPICAL SECTION
AT CROSS STREET
LONE STAR RD AND MATLOCK RD
WEST OF FRONTAGE ROADS


℄ STREET
PROPOSED R.O.W.
PGL
WB LANES
EB LANES

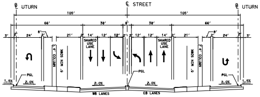
PROPOSED TYPICAL SECTION
AT CROSS STREET
LONE STAR RD AND MATLOCK RD
EAST OF FRONTAGE ROADS


℄ STREET
EXISTING R.O.W.
PGL
WB LANES
EB LANES

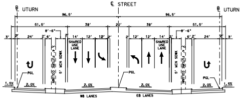
EXISTING TYPICAL SECTION
LONE STAR ROAD AND MATLOCK ROAD


114' TYPICAL
CONTROL LINE
54' TYPICAL VARIES
60'
EXISTING R.O.W.
PGL
2.0%

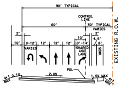
PROPOSED TYPICAL SECTION
NB FRONTAGE RD
APPROACH TO INTERSECTION AT
LONESTAR RD


℄ UTURN
℄ STREET
℄ UTURN
105'
105'
PGL
WB LANES
EB LANES

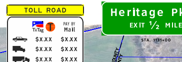
PROPOSED TYPICAL SECTION
AT CROSS STREET
LONE STAR RD
BETWEEN FRONTAGE ROADS

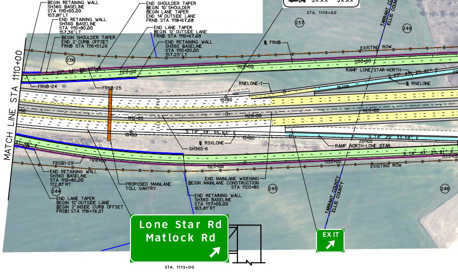

℄ UTURN
℄ STREET
℄ UTURN
96.5'
96.5'
PGL
WB LANES
EB LANES

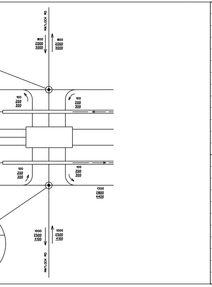
PROPOSED TYPICAL SECTION
AT CROSS STREET
MATLOCK ROAD
BETWEEN FRONTAGE ROADS

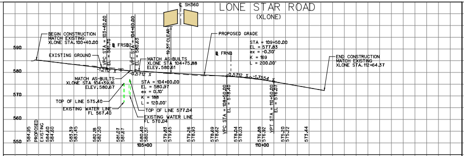

90' TYPICAL
CONTROL LINE
60'
30' TYPICAL VARIES
EXISTING R.O.W.
PGL
2.0%

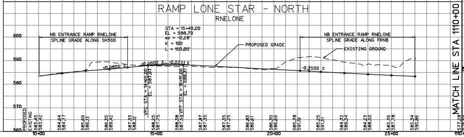
PROPOSED TYPICAL SECTION
SB FRONTAGE RD
APPROACH TO INTERSECTION AT
LONESTAR RD

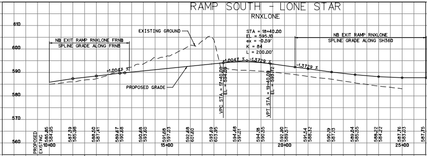

TOLL ROAD
TxTag
PAY BY Mail
$X.XX
$X.XX
$X.XX
$X.XX
$X.XX
$X.XX
Heritage Pk
EXIT 1/2 MILE
STA. 1131+00

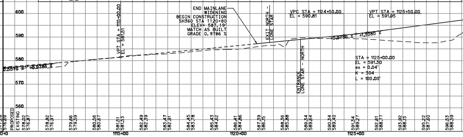

BEGIN RETAINING WALL
SH360 BASELINE
STA 1110+00.00
103.81' LT
END RETAINING WALL
SH360 BASELINE
STA 1110+80.00
157.36' LT
BEGIN SHOULDER TAPER
END 2' CURB OFFSET
FRNB STA 1116+51.26
END SHOULDER TAPER
BEGIN 10' SHOULDER
BEGIN LANE TAPER
END 14' OUTSIDE LANE
FRNB STA 1118+67.68
END LANE TAPER
BEGIN 12' OUTSIDE LANE
FRNB STA 1119+67.68
END RETAINING WALL
SH360 BASELINE
STA 1115+00.00
157.25' LT
℄ FRNB
EXISTING ROW
RAMP LONE STAR-NORTH
RNELONE-1
℄ RNELONE
FRNB-24
FRNB-25
MATCH LINE STA 1110+00
℄ RSXLONE
SH360-6
RAMP NORTH-LONE STAR
FRSB1-29
END RETAINING WALL
SH360 BASELINE
STA 1110+85.00
172.81' RT
END LANE TAPER
BEGIN 12' OUTSIDE LANE
BEGIN 2' INSIDE CURB OFFSET
FRSB1 STA 1116+76.01
PROPOSED MAINLANE TOLL GANTRY
END MAINLANE WIDENING
BEGIN MAINLANE CONSTRUCTION
STA 1120+80
END RETAINING WALL
SH360 BASELINE
STA 1117+00.00
163.81' RT
TARRANT COUNTY
ELLIS COUNTY
STA. 1119+00
Lone Star Rd
Matlock Rd
STA. 1113+00
EXIT


MATLOCK RD
800
2000
3000
100
200
300
1300
2800
4400
1000
2500
4100



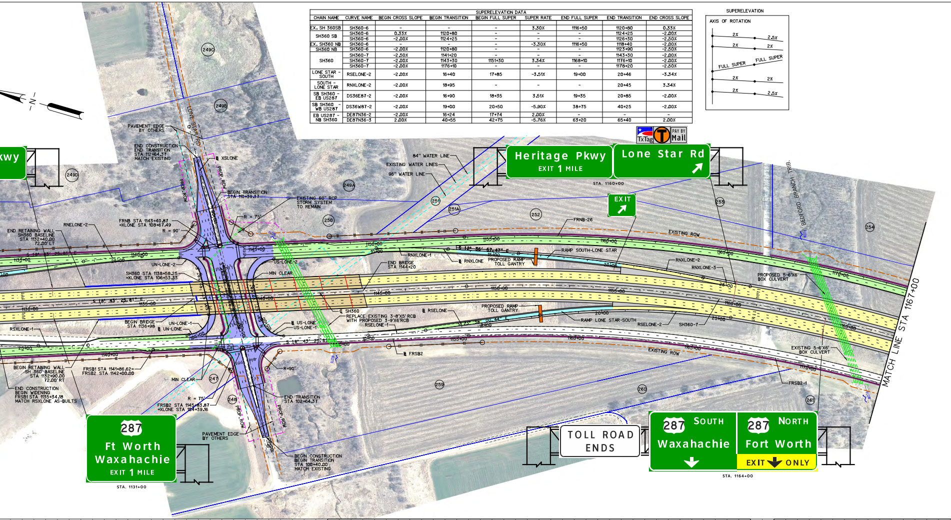


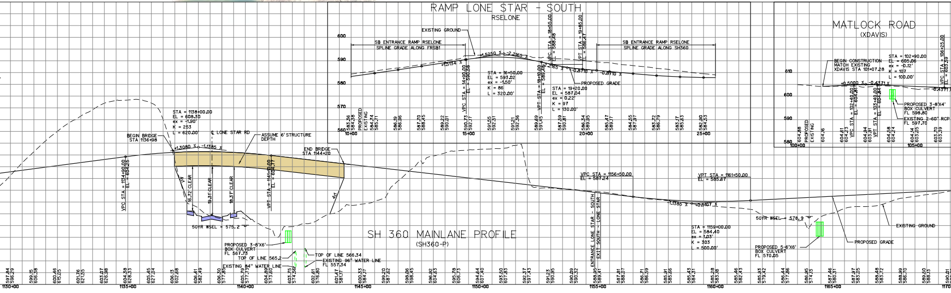




SUPERELEVATION DATA

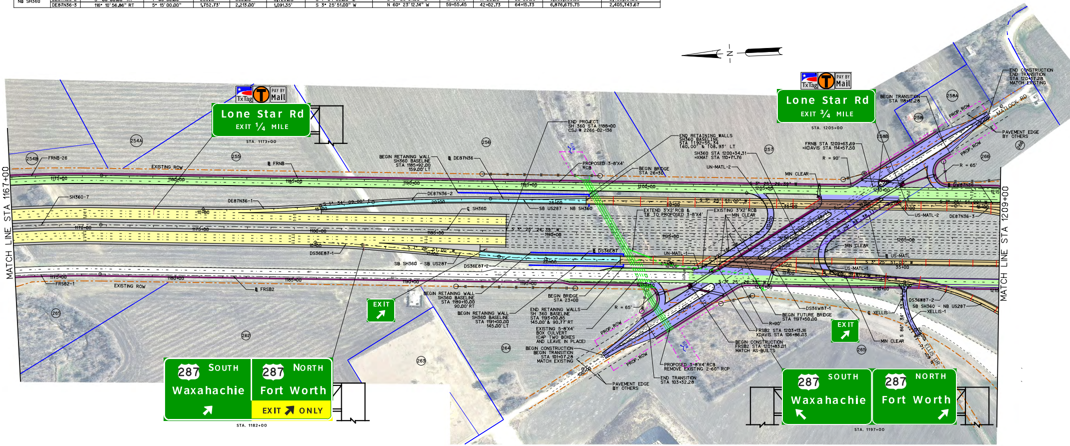
CHAIN NAME	CURVE NAME	BEGIN CROSS SLOPE	BEGIN TRANSITION	BEGIN FULL SUPER	SUPER RATE	END FULL SUPER	END TRANSITION	END CROSS SLOPE
EX. SH 360SB	SH360-6	-	-	-	3.30%	1116+50	1120+80	0.33%
SH360 SB	SH360-6	0.33%	1120+80	-	-	-	1124+25	-2.00%
	SH360-6	-2.00%	1124+25	-	-	-	1126+30	-2.50%
EX. SH360 NB	SH360-6	-	-	-	-3.30%	1116+50	1118+40	-2.00%
SH360 NB	SH360-6	-2.00%	1120+80	-	-	-	1123+90	-2.50%
SH360	SH360-7	-2.50%	1141+20	-	-	-	1143+30	-2.00%
	SH360-7	-2.00%	1143+30	1151+30	3.34%	1168+10	1176+10	-2.00%
	SH360-7	-2.00%	1176+10	-	-	-	1178+20	-2.50%
LONE STAR - SOUTH	RSELONE-2	-2.00%	16+40	17+85	-3.51%	19+00	20+46	-3.34%
SOUTH - LONE STAR	RNXLONE-2	-2.00%	18+95	-	-	-	20+45	3.34%
SB SH360 - EB US287	DS36E87-2	-2.00%	16+90	18+35	3.51%	19+35	20+85	-2.00%
SB SH360 - WB US287	DS36W87-2	-2.00%	19+00	20+50	-5.90%	38+75	40+25	-2.00%
EB US287 - NB SH360	DE87N36-2	-2.00%	16+24	17+74	2.00%	-	-	-
	DE87N36-3	2.00%	40+55	42+75	-5.76%	63+20	65+40	2.00%


SUPERELEVATION
AXIS OF ROTATION
2%
2.5%
2%
2%
FULL SUPER
FULL SUPER
2%
2%
2%
2.5%
N
249C
249B
249D
249A
LONE STAR RD
PAVEMENT EDGE BY OTHERS
END CONSTRUCTION END TRANSITION STA 112+64.37 MATCH EXISTING
℄ XSLONE
PROP. ROW
BEGIN TRANSITION STA 110+39.37
EXISTING 60" RCP STORM SYSTEM TO REMAIN
R = 75'
250
FRNB STA 1143+40.87 =XLONE STA 108+67.49
R = 90'
RNELONE-2
END RETAINING WALL SH360 BASELINE STA 1132+40.00 72.00' LT
S 18° 43' 25.81" E
1135+00
1140+00
1145+00
25+00
UN-LONE-2
US-LONE-2
MIN CLEAR
SH360 STA 1138+58.25 =XLONE STA 106+53.33
1136+00
1146+00
BEGIN BRIDGE STA 1136+98
UN-LONE-1
℄ UN-LONE
℄ US-LONE
US-LONE-1
RSXLONE-1
105+00
BEGIN RETAINING WALL SH 360 BASELINE STA 1132+90.00 72.00' RT
FRSB1 STA 1141+86.62= FRSB2 STA 1142+00.00
MIN CLEAR
247
R=90'
END CONSTRUCTION BEGIN WIDENING FRSB1 STA 1135+34.18 MATCH RSXLONE AS-BUILTS
R = 75'
248
FRSB2 STA 1145+83.87 =XLONE STA 104+39.16
END TRANSITION STA 102+64.37
PAVEMENT EDGE BY OTHERS
BEGIN CONSTRUCTION BEGIN TRANSITION STA 100+40.00 MATCH EXISTING
287
Ft Worth
Waxahachie
EXIT 1 MILE
STA. 1131+00
kwy
84" WATER LINE
EXISTING WATER LINES
96" WATER LINE
251
251A
252
253
254
TxTag
T
PAY BY Mail
Heritage Pkwy
EXIT 1 MILE
Lone Star Rd
STA. 1160+00
EXIT
FRNB-26
EXISTING ROW
BEDFORD BRANCH TRIB.
FLOW
1150+00
1155+00
1160+00
1165+00
1170+00
10+00
15+00
20+00
RNXLONE-1
℄ RNXLONE
S 12° 36' 57.47" E
PROPOSED RAMP TOLL GANTRY
RAMP SOUTH-LONE STAR
END BRIDGE STA 1144+20
RNXLONE-2
RNXLONE-3
PROPOSED 5-6'X6' BOX CULVERT
℄ SH360
REPLACE EXISTING 3-8'X5' RCB WITH PROPOSED 3-9'X6' RCB
RSELONE-1
℄ RSELONE
PROPOSED RAMP TOLL GANTRY
S 23° 38' 00.44" E
RAMP LONE STAR-SOUTH
RSELONE-2
SH360-7
℄ FRSB2
EXISTING ROW
EXISTING 5-6'X6' BOX CULVERT
FRSB2-1
MATCH LINE STA 1167+00
259
260
261
TOLL ROAD ENDS
287 SOUTH
Waxahachie
287 NORTH
Fort Worth
EXIT ONLY
STA. 1164+00

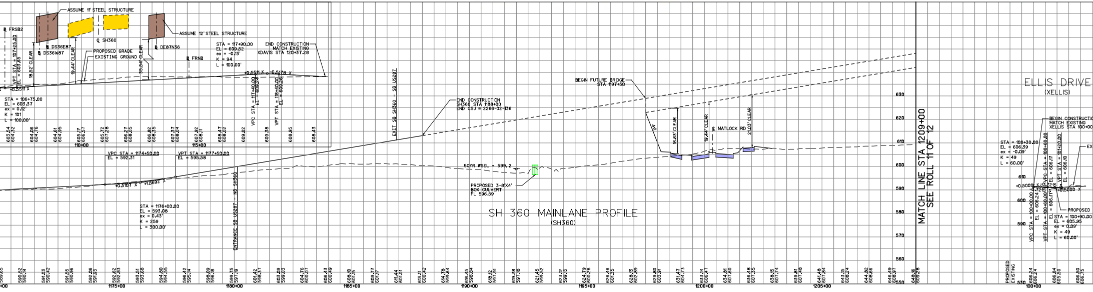

RAMP LONE STAR - SOUTH
RSELONE
EXISTING GROUND
SB ENTRANCE RAMP RSELONE SPLINE GRADE ALONG FRSB1
SB ENTRANCE RAMP RSELONE SPLINE GRADE ALONG SH360
+1.5134 %
+1.5250 %
-2.2165 %
-0.8710 %
-0.8710 %
VPC STA = 14+90.00 EL = 590.58
STA = 16+50.00 EL = 593.02 ex = -1.50' K = 86 L = 320.00'
VPT STA = 18+10.00 EL = 589.46
VPC STA = 18+55.00 EL = 588.48
VPT STA = 19+85.00 EL = 586.47
STA = 19+20.00 EL = 587.04 ex = 0.22' K = 97 L = 130.00'
PROPOSED GRADE
600
590
580
570
560
PROPOSED
EXISTING
583.36 584.38
584.74 585.71
586.19 586.96
587.70 588.45
589.22 590.01
590.73 592.17
591.55 592.51
591.21 592.36
589.69 591.45
587.59 590.81
586.34 589.95
585.47 589.17
584.55 587.97
583.72 586.79
583.17 585.63
582.90 584.53
10+00
15+00
20+00
25+00
MATLOCK ROAD
(XDAVIS)
BEGIN CONSTRUCTION MATCH EXISTING XDAVIS STA 101+07.28
STA = 102+90.00 EL = 605.06 ex = -0.12' K = 107 L = 100.00'
+0.5000 %
-0.4371 %
-0.4371 %
VPC STA = 102+40.00 EL = 604.81
VPT STA = 103+40.00 EL = 604.84
VPC STA = 106+25.00 EL = 603.59
PROPOSED 3-8'X4' BOX CULVERT FL 598.80
EXISTING 2-60" RCP FL 597.70
610
600
590
580
604.88
604.16
604.61 604.23
604.94 603.91
604.58 604.24
604.14 603.05
603.70 603.39
100+00
105+00
STA = 1138+00.00 EL = 608.30 ex = -1.90' K = 253 L = 620.00'
BEGIN BRIDGE STA 1136+98
℄ LONE STAR RD
ASSUME 6' STRUCTURE DEPTH
END BRIDGE STA 1144+20
+1.3080 %
-1.1385 %
VPC STA = 1134+90.00 EL = 604.25
VPT STA = 1141+10.00 EL = 604.77
4:1
16.72' CLEAR
19.31' CLEAR
18.37' CLEAR
4:1
50YR WSEL = 575.2
PROPOSED 3-8'X6' BOX CULVERT FL 567.73
TOP OF LINE 565.2
EXISTING 84" WATER LINE
TOP OF LINE 566.34
EXISTING 96" WATER LINE FL 557.34
SH 360 MAINLANE PROFILE
(SH360-P)
VPC STA = 1156+50.00 EL = 587.24
VPT STA = 1161+50.00 EL = 585.67
ENTRANCE LONE STAR - SOUTH
EXIT SOUTH - LONE STAR
-1.1385 %
+0.5407 %
STA = 1159+00.00 EL = 584.40 ex = 1.03' K = 303 L = 500.00'
50YR WSEL = 578.9
PROPOSED 5-6'X6' BOX CULVERT FL 570.05
PROPOSED GRADE
EXISTING GROUND
597.84 596.29
599.15 606.38
600.46 615.05
601.76 621.55
603.07 626.98
604.38 628.33
605.45 627.04
606.13 602.68
606.41 582.49
606.30 577.85
605.79 577.73
604.89 573.60
603.75 574.56
602.61 576.80
601.47 581.17
600.33 584.17
599.20 587.62
598.06 598.45
596.92 604.63
595.78 606.73
594.64 607.40
593.50 607.83
592.37 597.43
591.23 590.95
590.09 590.32
588.95 589.41
587.81 588.07
586.71 586.59
585.91 585.66
585.43 584.31
585.28 583.18
585.46 582.43
585.93 579.42
586.44 577.86
586.95 574.13
587.46 580.31
587.97 583.05
588.48 583.72
588.99 586.70
589.50 588.13
590.01
1130+00
1135+00
1140+00
1145+00
1150+00
1155+00
1160+00
1165+00
1170

CURVE DATA

CHAIN NAME	CURVE NO.	DELTA	DEGREE	TANGENT	LENGTH	RADIUS	BACK BEARING	AHEAD BEARING	PI STATION	PC STATION	PT STATION	PI NORTHING	PI EASTING
RAMPS/DC													
SB SH360 - WB US287	DS36W87-1	5° 00'00.00" RT	1° 00'00.00"	250.16'	500.00'	5,729.58'	S 3° 25'51.00" W	S 8° 25'51.00" W	12+50.16	10+00.00	15+00.00	6,879,395.84	2,405,644.59
	DS36W87-2	110° 58'41.33" RT	5° 45'00.00"	1,449.25'	1,930.05'	996.45'	S 8° 25'51.00" W	N 60° 35'27.67" W	34+46.34	19+97.09	39+27.15	6,877,223.07	2,405,322.55
SB SH360 - EB US287	DS36E87-1	4° 00'24.61" RT	1° 59'34.95"	100.56'	201.04'	2,874.79'	S 3° 25'26.39" W	S 7° 25'51.00" W	11+00.56	10+00.00	12+01.04	6,881,053.59	2,405,808.71
	DS36E87-2	4° 00'00.00" LT	2° 00'25.22"	99.69'	199.30'	2,854.79'	S 7° 25'51.00" W	S 3° 25'51.00" W	18+83.56	17+83.87	19+83.17	6,880,277.09	2,405,707.44
EB US 287 - NB SH360	DE87N36-1	4° 59'35.39" LT	1° 00'00.00"	249.82'	499.32'	5,729.58'	S 3° 25'26.39" W	S 1° 34'09.00" E	12+49.82	10+00.00	14+99.32	6,881,374.61	2,405,962.16
	DE87N36-2	5° 00'00.00" RT	1° 00'00.00"	250.16'	500.00'	5,729.58'	S 1° 34'09.00" E	S 3° 25'51.00" W	19+73.49	17+23.33	22+23.33	6,880,650.89	2,405,981.98
	DE87N36-3	116° 10'56.86" RT	5° 15'00.00"	1,752.73'	2,213.00'	1,091.35'	S 3° 25'51.00" W	N 60° 23'12.14" W	59+55.45	42+02.73	64+15.73	6,876,675.75	2,405,743.67

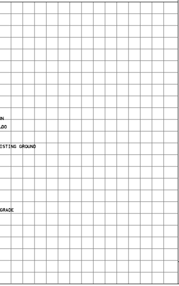


N
MATCH LINE STA 1167+00
MATCH LINE STA 1209+00
TxTag
PAY BY Mail
Lone Star Rd
EXIT 1/4 MILE
STA. 1173+00
Lone Star Rd
EXIT 3/4 MILE
STA. 1205+00
287 South Waxahachie
287 North Fort Worth
EXIT ONLY
STA. 1182+00
287 SOUTH Waxahachie
287 NORTH Fort Worth
STA. 1197+00
EXIT
EXIT
254A
254B
255
256
257
258A
258B
261
262
263
264
265
266
FRNB-26
EXISTING ROW
SH360-7
DE87N36-1
DS36E87-1
SB SH360 - SB US287
DS36E87-2
FRSB2-1
EXISTING ROW
℄ FRSB2
℄ FRNB
BEGIN RETAINING WALL SH360 BASELINE STA 1185+92.00 159.00' LT
℄ DE87N36
DE87N36-2
℄ SH360
END PROJECT SH 360 STA 1188+00 CSJ # 2266-02-136
PROPOSED 3-8'X4' RCB
BEGIN BRIDGE STA 26+30
SB US287 - NB SH360
EXTEND 3'X2' RCB & TIE TO PROPOSED 3-8'X4'
EXISTING 3'X2' RCB
MIN CLEAR
END RETAINING WALLS SH360 BASELINE STA 1192+55.34 160.00' & 108.93' LT
SH360 STA 1200+34.31 =XMAT STA 110+71.76
UN-MATL-2
UN-MATL-1
MIN CLEAR
FRNB STA 1209+63.69 =XDAVIS STA 114+57.50
R = 90'
R = 65'
BEGIN TRANSITION STA 118+12.28
END CONSTRUCTION END TRANSITION STA 120+37.28 MATCH EXISTING
PROP. ROW
MATLOCK RD
PAVEMENT EDGE BY OTHERS
US-MATL-2
DE87N36-3
℄ US-MATL
US-MATL-1
MIN CLEAR
℄ DS36E87
BEGIN RETAINING WALL SH360 BASELINE STA 1189+10.00 90.00' RT
BEGIN BRIDGE STA 23+00
BEGIN RETAINING WALL SH360 BASELINE STA 1191+00.00 145.00' LT
END RETAINING WALLS SH 360 BASELINE STA 1193+00.85 145.00' & 90.77' RT
EXISTING 5-8'X4' BOX CULVERT (CAP TWO BOXES AND LEAVE IN PLACE)
BEGIN CONSTRUCTION BEGIN TRANSITION STA 101+07.28 MATCH EXISTING
PROP. ROW
R = 65'
R=90'
DS36W87-1
BEGIN FUTURE BRIDGE STA 1197+50.00
FRSB2 STA 1203+13.16 XDAVIS STA 106+86.03
BEGIN CONSTRUCTION FRSB2 STA 1201+83.01 MATCH AS-BUILTS
PROPOSED 3-8'X4' RCB REMOVE EXISTING 2-60" RCP
END TRANSITION STA 103+32.28
PAVEMENT EDGE BY OTHERS
℄ XELLIS
XELLIS-1
DS36W87-2
SB SH360 - NB US287
MIN CLEAR
ELLIS DR



ASSUME 11' STEEL STRUCTURE
ASSUME 12' STEEL STRUCTURE
℄ FRSB2
℄ DS36E87
℄ DS36W87
℄ SH360
℄ DE87N36
℄ FRNB
PROPOSED GRADE
EXISTING GROUND
18.52' CLEAR
19.44' CLEAR
35.54' CLEAR
STA = 117+90.00 EL = 609.52 ex = -0.13' K = 94 L = 100.00'
END CONSTRUCTION MATCH EXISTING XDAVIS STA 120+37.28
STA = 106+75.00 EL = 603.37 ex = 0.12' K = 101 L = 100.00'
+0.5511 %
-0.5178 %
VPC STA = 117+40.00 EL = 609.24
VPT STA = 118+40.00 EL = 609.26
VPC STA = 1174+50.00 EL = 592.31
VPT STA = 1177+50.00 EL = 595.58
110+00
115+00
EXIT SB SH360 - SB US287
END CONSTRUCTION SH360 STA 1188+00 END CSJ # 2266-02-136
BEGIN FUTURE BRIDGE STA 1197+50
16.63' CLEAR
19.44' CLEAR
21.03' CLEAR
℄ MATLOCK RD
4:1
50YR WSEL = 599.2
PROPOSED 3-8'X4' BOX CULVERT FL 596.59
+0.5167 %
+1.6692 %
STA = 1176+00.00 EL = 593.08 ex = 0.43' K = 259 L = 300.00'
ENTRANCE SB US287 - NB SH360
SH 360 MAINLANE PROFILE
(SH360)
630
620
610
600
590
580
570
560
550
1175+00
1180+00
1185+00
1190+00
1195+00
1200+00
1205+00
MATCH LINE STA 1209+00 SEE ROLL 11 OF 12
ELLIS DRIVE
(XELLIS)
BEGIN CONSTRUCTION MATCH EXISTING XELLIS STA 100+00
STA = 100+30.00 EL = 606.39 ex = -0.09' K = 49 L = 60.00'
+0.5000 %
-0.5000 %
STA = 100+90.00 EL = 605.95 ex = 0.09' K = 49 L = 60.00'
PROPOSED
EXISTING
100+00

PARCEL #	PROPERTY OWNER
236	MATHIS, BEATRICE ETAL
237	MATHIS, BEATRICE ETAL
244	RUBY 07 SPMTGE LLC
245	RUBY 07 SPMTGE LLC
246	RUBY 07 SPMTGE LLC
247	TARRANT CO WATER
248	RUBY 07 SPMTGE LLC
249	WESTERFELD BETTY ETAL
249A	THREE SIXTY REALTY INC
249B	PHILLIPS JUDITH A
249C	REUNION CONSTRUCTION MANAGEMENT
249D	WESTERFELD BETTY ETAL
250	THREE SIXTY REALTY INC
251	TARRANT CO WATER
251A	THREE SIXTY REALTY INC
252	THREE SIXTY REALTY INC
253	THREE SIXTY REALTY INC
254	SUNBELT LAND INVESTMENTS LTD
254A	SUNBELT LAND INVESTMENTS LTD
254B	SUNBELT LAND INVESTMENTS LTD
255	SUNBELT LAND INVESTMENTS LTD
256	AULD ROBERT M ETAL
257	SW LAKEVIEW DRIVE LP
258	SMART CLINTON
258A	CRAMER JUDSON
258B	SAHAT MEHRDAD & MAJID ETAL
259	THREE SIXTY REALTY INC
260	KNAPP SISTERS INV LTD
261	SUNBELT LAND INVESTMENTS LTD
262	TEXAS MIDSTREAM GAS SERVICES LLC
263	SWOFFORD ROGER D & LINDA D
264	AULD ROBERT M ETAL
265	RUBY 07 SPMTGE LLC
266	SAHAT MEHRDAD & MAJID ETAL


ON
.00
ISTING GROUND
GRADE

Texas Department of Transportation®

Fort Worth District

Maribel P. Chavez, P.E. District Engineer

NTTA®

NORTH TEXAS TOLLWAY AUTHORITY

Gerry Carrigan, Executive Director

STATE HIGHWAY 360

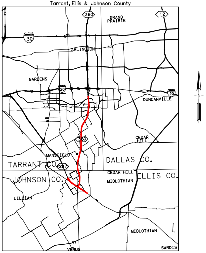
From Green Oaks Boulevard to US 287
Design Schematic
Project Length = 9.20 Miles
CSJ # 2266-02-136
CONTRACT # 02282-SH-360 PS-PD

DESIGN SPEEDS

DESIGN SPEEDS AND FUNCTIONAL CLASSIFICATIONS:

MAINLANES (URBAN FREEWAY)	- 70 MPH
RAMPS (URBAN FREEWAY)	- 50 MPH
DIRECT CONNECTOR (URBAN FREEWAY)	- 40 MPH
FRONTAGE ROADS (URBAN COLLECTOR)	- 40 MPH
CROSS STREETS	
SUBLETT RD / CAMP WISDOM RD (URBAN MAJOR ARTERIAL)	- 35 MPH
WEBB LYNN RD / LYNN CREEK PKWY (URBAN MINOR COLLECTOR)	- 35 MPH
NEW YORK AVE (URBAN MAJOR COLLECTOR)	- 40 MPH
EDEN RD (URBAN MINOR ARTERIAL)	- 40 MPH
DEBBIE LN / RAGLAND RD (URBAN MAJOR ARTERIAL)	- 35 MPH
HOLLAND RD (URBAN PRINCIPAL ARTERIAL)	- 30 MPH
BROAD ST (URBAN PRINCIPAL ARTERIAL)	- 40 MPH
HERITAGE PKWY (URBAN PRINCIPAL ARTERIAL)	- 40 MPH
LONE STAR RD (URBAN PRINCIPAL ARTERIAL)	- 40 MPH
MATLOCK RD AT SH 360 (URBAN MAJOR ARTERIAL)	- 40 MPH
MATLOCK RD AT US 287 (RURAL MAJOR ARTERIAL)	- 30 MPH
ELLIS DR/ST (RURAL MAJOR COLLECTOR)	- 30 MPH
ST.PAUL RD (RURAL MINOR COLLECTOR)	- 30 MPH
UTURNS (URBAN COLLECTOR)	- 20 MPH

Tarrant, Ellis & Johnson County


360
GRAND PRAIRIE
12
30
ARLINGTON
80
GARDENS
20
20
DUNCANVILLE
N
360
CEDAR HILL
MANSFIELD
TARRANT CO.
287
DALLAS CO.
CEDAR HILL
ELLIS CO.
JOHNSON CO.
MIDLOTHIAN
LILLIAN
MIDLOTHIAN
67
VENUS
SARDIS

100% SUBMITTAL

AUGUST 16, 2013

ROLL INDEX

ROLL 1: SH 360 MAINLANES
STA 736+90 TO STA 794+00
RAMPS AND MAJOR CROSS STREETS

ROLL 2: SH 360 MAINLANES
STA 794+00 TO STA 878+00
RAMPS AND MAJOR CROSS STREETS

ROLL 3: SH 360 MAINLANES
STA 878+00 TO STA 966+00
RAMPS AND MAJOR CROSS STREETS

ROLL 4: SH 360 MAINLANES
STA 966+00 TO STA 1049+00
RAMPS AND MAJOR CROSS STREETS

ROLL 5: SH 360 MAINLANES
STA 1049+00 TO STA 1110+00
RAMPS AND MAJOR CROSS STREETS

ROLL 6: SH 360 MAINLANES
STA 1110+00 TO STA 1209+00
RAMPS AND MAJOR CROSS STREETS

ROLL 7: SH 360 MAINLANES
STA 1209+00 TO STA 1243+00
RAMPS, US 287 MAINLANES AND
FRONTAGE ROADS STA 193+40
TO 343+00

ROLL 8: US 287 MAINLANES
AND FRONTAGES ROAD PROFILES
(US287E,US287W,FREB,FRWB)

ROLL 9: SH 360 NORTHBOUND
FRONTAGE ROAD
PROFILES (FRNB)

ROLL 10: SH 360 NORTHBOUND AND
SOUTHBOUND FRONTAGE ROAD
PROFILES (FRNB & FRSB)

ROLL 11: SH 360 SOUTHBOUND FRONTAGE ROAD
PROFILE (FRSB), UTURN PROFILES AND
MAINLANES PROFILE STA 1209+00 TO END

ROLL 12: DIRECT CONNECTOR PROFILES

PRELIMINARY
SUBJECT TO CHANGE BASED
ON FURTHER DEVELOPMENTS
RESULTING FROM PUBLIC
INPUT AND TECHNICAL REVIEW

DATE APPROVED	DATE SUBMITTED

SCHEMATIC PREPARED BY:

HDR ENGINEERING, INC.
REGISTRATION NUMBER F-754

FOR INTERIM REVIEW ONLY. NOT FOR
PERMITTING, BIDDING OR CONSTRUCTION.

Prepared by or under the
Direct Supervision of:

NAME	P.E. NUMBER
BRIAN ANDREW SWINDELL	80688
M. SHANE WALTERS	100195

AUGUST 16, 2013
DATE

SCALE
0 50 100 150 200 300

ROLL 6 OF 12

HDR

HDR Engineering, Inc.
17111 Preston Road, Suite 200
Dallas, Texas 75248-1229

Texas Department of Transportation®

Fort Worth District
Maribel P. Chavez, P.E. District Engineer

NTTA®
NORTH TEXAS TOLLWAY AUTHORITY

Gerry Carrigan, Executive Director

STATE HIGHWAY 360

From Green Oaks Boulevard to US 287
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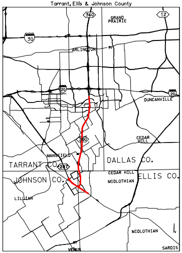
CROSS STREETS	
SUBLETT RD / CAMP WISDOM RD (URBAN MAJOR ARTERIAL)	- 35 MPH
WEBB LYNN RD / LYNN CREEK PKWY (URBAN MINOR COLLECTOR)	- 35 MPH
NEW YORK AVE (URBAN MAJOR COLLECTOR)	- 40 MPH
EDEN RD (URBAN MINOR ARTERIAL)	- 40 MPH
DEBBIE LN / RAGLAND RD (URBAN MAJOR ARTERIAL)	- 35 MPH
HOLLAND RD (URBAN PRINCIPAL ARTERIAL)	- 30 MPH
BROAD ST (URBAN PRINCIPAL ARTERIAL)	- 40 MPH
HERITAGE PKWY (URBAN PRINCIPAL ARTERIAL)	- 40 MPH
LONE STAR RD (URBAN PRINCIPAL ARTERIAL)	- 40 MPH
MATLOCK RD AT SH 360 (URBAN MAJOR ARTERIAL)	- 40 MPH
MATLOCK RD AT US 287 (RURAL MAJOR ARTERIAL)	- 30 MPH
ELLIS DR/ST (RURAL MAJOR COLLECTOR)	- 30 MPH
ST. PAUL RD (RURAL MINOR COLLECTOR)	- 30 MPH
UTURNS (URBAN COLLECTOR)	- 20 MPH

Tarrant, Ellis & Johnson County


360
12
GRAND PRAIRIE
30
ARLINGTON
80
20
20
DUNCANVILLE
CEDAR HILL
360
MANSFIELD
287
TARRANT CO.
DALLAS CO.
JOHNSON CO.
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MIDLOTHIAN
LILLIAN
MIDLOTHIAN
67
VENUS
SARDIS

100% SUBMITTAL
AUGUST 16, 2013

ROLL INDEX

ROLL 1:	SH 360 MAINLANES STA 736+90 TO STA 794+00 RAMPS AND MAJOR CROSS STREETS
ROLL 2:	SH 360 MAINLANES STA 794+00 TO STA 878+00 RAMPS AND MAJOR CROSS STREETS
ROLL 3:	SH 360 MAINLANES STA 878+00 TO STA 966+00 RAMPS AND MAJOR CROSS STREETS
ROLL 4:	SH 360 MAINLANES STA 966+00 TO STA 1049+00 RAMPS AND MAJOR CROSS STREETS
ROLL 5:	SH 360 MAINLANES STA 1049+00 TO STA 1110+00 RAMPS AND MAJOR CROSS STREETS
ROLL 6:	SH 360 MAINLANES STA 1110+00 TO STA 1209+00 RAMPS AND MAJOR CROSS STREETS
ROLL 7:	SH 360 MAINLANES STA 1209+00 TO STA 1243+00 RAMPS, US 287 MAINLANES AND FRONTAGE ROADS STA 193+40 TO 343+00
ROLL 8:	US 287 MAINLANES AND FRONTAGES ROAD PROFILES (US287E, US287W, FREB, FRWB)
ROLL 9:	SH 360 NORTHBOUND FRONTAGE ROAD PROFILES (FRNB)
ROLL 10:	SH 360 NORTHBOUND AND SOUTHBOUND FRONTAGE ROAD PROFILES (FRNB & FRSB)
ROLL 11:	SH 360 SOUTHBOUND FRONTAGE ROAD PROFILE (FRSB), UTURN PROFILES AND MAINLANES PROFILE STA 1209+00 TO END
ROLL 12:	DIRECT CONNECTOR PROFILES

PRELIMINARY
SUBJECT TO CHANGE BASED ON FURTHER DEVELOPMENTS RESULTING FROM PUBLIC INPUT AND TECHNICAL REVIEW

DATE APPROVED	DATE SUBMITTED

SCHEMATIC PREPARED BY:

HDR ENGINEERING, INC.
REGISTRATION NUMBER F-754

FOR INTERIM REVIEW ONLY. NOT FOR PERMITTING, BIDDING OR CONSTRUCTION.

Prepared by or under the Direct Supervision of:

NAME	P.E. NUMBER
BRIAN ANDREW SWINDELL	80688
M. SHANE WALTERS	100195

AUGUST 16, 2013
DATE

SCALE
0 50 100 150 200 300

ROLL 7 OF 12

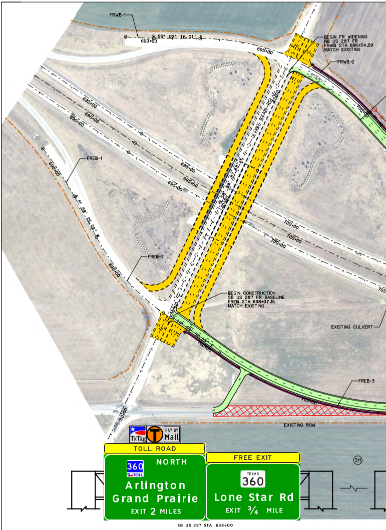
HDR
HDR Engineering, Inc.
17111 Preston Road, Suite 200
Dallas, Texas 75248-1229

LEGEND

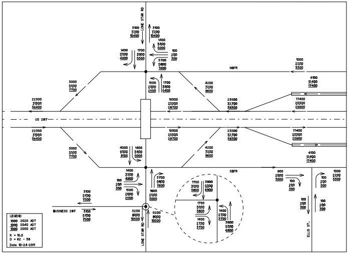
— · — · —	ALIGNMENT
— · — · —	PROPOSED R.O.W.
— · — · —	EXISTING R.O.W.
—III——III—	PROPOSED ACCESS DENIED
—III——III—	EXISTING ACCESS DENIED
——	BENTS/ABUTMENTS
——	PROPOSED RETAINING WALL
——	PROPOSED NOISE WALL
- - - - - -	CITY LIMITS
▬	PROPOSED TOLL GANTRY
➞	DIRECTION OF TRAFFIC, ONE LANE
(XX)	PARCEL NUMBER
——	PARCEL BOUNDARY
▨	PAVEMENT TO BE REMOVED
🟨	PROPOSED MAINLANES
🟦	PROPOSED RAMPS, DIRECT CONNECTORS, COLLECTOR DISTRIBUTORS
🟩	PROPOSED FRONTAGE ROADS
🟦	PROPOSED CROSS STREETS / U-TURNS
🟫	PROPOSED CONCRETE STRUCTURES
🟫	PROPOSED STEEL STRUCTURES
⬜	PROPOSED SHOULDERS, GORES
🟪	PROPOSED SIDEWALKS
🟨	PROPOSED CONSTRUCTION BY OTHERS

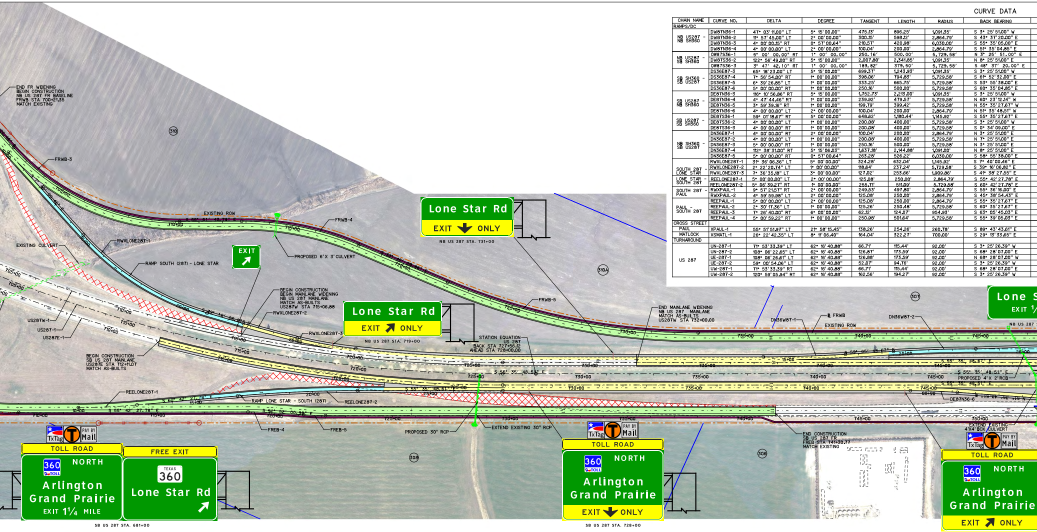
GENERAL NOTES:

1. EXISTING PAVEMENT WITHIN LIMITS OF PROPOSED RECONSTRUCTION IS ASSUMED TO BE REMOVED.
2. EXISTING RIGHT OF WAY HAS NOT BEEN FIELD SURVEYED. SCHEMATIC LAYOUTS ARE BASED ON AERIAL SURVEY, SUPPLEMENTAL FIELD SURVEYS AND RECORD PLANS ONLY.
3. PARCEL OWNERSHIP WAS OBTAINED FROM TARRANT APPRAISAL DISTRICT, 2013 AND ELLIS COUNTY APPRAISAL DISTRICT, 2013, JOHNSON COUNTY APPRAISAL DISTRICT, 2013.
4. APPROXIMATE 100 YEAR FLOODPLAIN LIMITS ARE BASED UPON FEMA FLOOD INSURANCE RATE MAPS NUMBER 48439C0365K, 48439C0480K, 48439C0490K, 48113C0590J.
5. ASSUME SIX FOOT STRUCTURE DEPTH USED FOR CLEARANCE CALCULATIONS UNLESS NOTED OTHERWISE.


FRWB-1
S 55° 02' 16.01" E
690+00
695+00
BEGIN FR WIDENING
NB US 287 FR
FRWB STA 696+34.09
MATCH EXISTING
FRWB-2
LONE STAR RD
690+00
690+00
690+00
FREB-1
695+00
695+00
695+00
700+00
700+00
700+00
FREB-2
695+00
BEGIN CONSTRUCTION
SB US 287 FR BASELINE
FREB STA 698+07.15
MATCH EXISTING
EXISTING CULVERT
700+00
FREB-3
705+00
EXISTING ROW
30+00
311
TxTag
PAY BY Mail
TOLL ROAD
360 TOLL
NORTH
Arlington
Grand Prairie
EXIT 2 MILES
FREE EXIT
TEXAS 360
Lone Star Rd
EXIT ¾ MILE

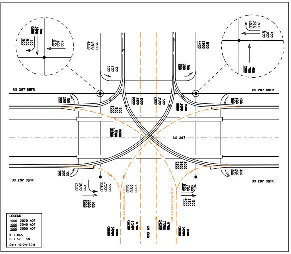
SB US 287 STA. 638+00


LONE STAR RD
NBFR
US 287
SBFR
BUSINESS 287
LONE STAR RD
ELLIS ST.
LEGEND
1000 2020 ADT
1000 2040 ADT
1000 2050 ADT
K = 10.5
D = 62 - 38
Date 10-24-2011


END FR WIDENING
BEGIN CONSTRUCTION
NB US 287 FR BASELINE
FRWB STA 700+21.35
MATCH EXISTING
310
FRWB-3
705+00
710+00
715+00
720+00
725+00
730+00
735+00
740+00
745+00
750+00
EXISTING ROW
S 55° 51' 45.78" E
FRWB-4
PROPOSED 6'X 3' CULVERT
EXISTING CULVERT
RWXLONE287-1
RAMP SOUTH (287) - LONE STAR
EXIT
US287W-1
US287-1
US287E-1
BEGIN CONSTRUCTION
BEGIN MAINLANE WIDENING
NB US 287 MAINLANE
MATCH AS-BUILTS
US287W STA 715+06.88
RWXLONE287-2
RWXLONE287-3
S 39° 16' 06.82" E
BEGIN CONSTRUCTION
SB US 287 MAINLANE
US287E STA 712+11.07
MATCH AS-BUILTS
Lone Star Rd
EXIT ONLY
NB US 287 STA. 719+00
Lone Star Rd
EXIT ONLY
NB US 287 STA. 731+00
REELONE287-1
S 60° 42' 27.78" E
S 55° 42' 27.78" E
RAMP LONE STAR - SOUTH (287)
REELONE287-2
S 51° 52' 00.98" E
FREB-4
FREB-5
PROPOSED 30" RCP
EXTEND EXISTING 30" RCP
STATION EQUATION
US 287
BACK STA 727+56.12
AHEAD STA 728+00.00
S 55° 35' 48.51" E
FRWB-5
310A
END MAINLANE WIDENING
NB US 287 MAINLANE
MATCH AS-BUILTS
US287W STA 732+00.00
DN36W87-1
℄ FRWB
EXISTING ROW
DN36W87-2
307
S 59° 05' 48.67" E
15+00
20+00
25+00
PROPOSED 4'X 2' RCB
DE87N36-6
END CONSTRUCTION
SB US 287 FR
FREB STA 741+30.77
MATCH EXISTING
EXTEND EXISTING
4'X4' BOX CULVERT
TxTag
PAY BY Mail
TOLL ROAD
360 TOLL
NORTH
Arlington
Grand Prairie
EXIT 1¼ MILE
FREE EXIT
TEXAS 360
Lone Star Rd
SB US 287 STA. 681+00
308
TOLL ROAD
360 TOLL
NORTH
Arlington
Grand Prairie
EXIT ONLY
SB US 287 STA. 728+00
306
TOLL ROAD
360 TOLL
NORTH
Arlington
Grand Prairie
EXIT ONLY
SB US 287 STA. 744+00
Lone S
EXIT 1/
NB US 287

CURVE DATA

CHAIN NAME	CURVE NO.	DELTA	DEGREE	TANGENT	LENGTH	RADIUS	BACK BEARING
RAMPS/DC							
NB US287 - NB SH360	DW87N36-1	47° 03' 11.00" LT	5° 15' 00.00"	475.13'	896.25'	1,091.35'	S 3° 25' 51.00" W
	DW87N36-2	11° 57' 45.00" LT	2° 00' 00.00"	300.15'	598.12'	2,864.79'	S 43° 37' 20.00" E
	DW87N36-3	4° 00' 00.15" RT	0° 57' 00.64"	210.57'	420.98'	6,030.00'	S 55° 35' 05.00" E
	DW87N36-4	4° 00' 00.00" LT	2° 00' 00.00"	100.04'	200.00'	2,864.79'	S 51° 35' 04.85" E
NB US287 - SB SH360	DW87S36-1	5° 00' 00.00" RT	1° 00' 00.00"	250.16'	500.00'	5,729.58'	N 3° 25' 51.00" E
	DW87S36-2	122° 56' 49.00" RT	5° 15' 00.00"	2,007.80'	2,341.85'	1,091.35'	N 8° 25' 51.00" E
	DW87S36-3	3° 47' 42.10" RT	1° 00' 00.00"	189.82'	379.50'	5,729.58'	S 48° 37' 20.00" E
SB SH360 - SB US287	DS36E87-3	65° 18' 23.00" LT	5° 15' 00.00"	699.37'	1,243.93'	1,091.35'	S 3° 25' 51.00" W
	DS36E87-4	7° 56' 54.00" RT	1° 00' 00.00"	398.06'	794.83'	5,729.58'	S 61° 52' 32.00" E
	DS36E87-5	6° 39' 26.85" LT	1° 00' 00.00"	333.25'	665.75'	5,729.58'	S 53° 55' 38.00" E
	DS36E87-6	5° 00' 00.00" RT	1° 00' 00.00"	250.16'	500.00'	5,729.58'	S 60° 35' 04.85" E
SB US287 - NB SH360	DE87N36-3	116° 10' 56.86" RT	5° 15' 00.00"	1,752.73'	2,213.00'	1,091.35'	S 3° 25' 51.00" W
	DE87N36-4	4° 47' 44.46" RT	1° 00' 00.00"	239.92'	479.57'	5,729.58'	N 60° 23' 12.14" W
	DE87N36-5	3° 59' 39.16" RT	1° 00' 00.00"	199.79'	399.42'	5,729.58'	N 55° 35' 27.67" W
	DE87N36-6	4° 00' 00.00" LT	2° 00' 00.00"	100.04'	200.00'	2,864.79'	N 51° 35' 48.51" W
SB US287 - SB SH360	DE87S36-1	59° 01' 18.67" RT	5° 00' 00.00"	648.62'	1,180.44'	1,145.92'	S 55° 35' 27.67" E
	DE87S36-2	4° 00' 00.00" LT	1° 00' 00.00"	200.08'	400.00'	5,729.58'	S 3° 25' 51.00" W
	DE87S36-3	4° 00' 00.00" RT	1° 00' 00.00"	200.08'	400.00'	5,729.58'	S 0° 34' 09.00" E
NB SH360 - SB US287	DN36E87-1	4° 00' 00.00" RT	2° 00' 00.00"	100.04'	200.00'	2,864.79'	N 3° 25' 51.00" E
	DN36E87-2	4° 00' 00.00" LT	1° 00' 00.00"	200.08'	400.00'	5,729.58'	N 7° 25' 51.00" E
	DN36E87-3	5° 00' 00.00" RT	1° 00' 00.00"	250.16'	500.00'	5,729.58'	N 3° 25' 51.00" E
	DN36E87-4	112° 38' 31.00" RT	5° 15' 06.03"	1,637.18'	2,144.88'	1,091.00'	N 8° 25' 51.00" E
	DN36E87-5	5° 00' 00.00" RT	0° 57' 00.64"	263.28'	526.22'	6,030.00'	S 58° 55' 38.00" E
SOUTH 287 - LONE STAR	RWXLONE287-1	31° 36' 06.36" LT	5° 00' 00.00"	324.28'	632.04'	1,145.92'	S 7° 40' 00.46" E
	RWXLONE287-2	2° 22' 20.74" LT	1° 00' 00.00"	118.64'	237.24'	5,729.58'	S 39° 16' 06.82" E
	RWXLONE287-3	7° 36' 35.18" LT	3° 00' 00.00"	127.02'	253.66'	1,909.86'	S 41° 38' 27.55" E
LONE STAR - SOUTH 287	REELONE287-1	5° 00' 00.00" LT	2° 00' 00.00"	125.08'	250.00'	2,864.79'	S 55° 42' 27.78" E
	REELONE287-2	5° 06' 39.27" RT	1° 00' 00.00"	255.71'	511.09'	5,729.58'	S 60° 42' 27.78" E
SOUTH 287 - PAUL	RWXPAUL-1	9° 57' 21.57" RT	2° 00' 00.00"	249.53'	497.80'	2,864.79'	S 55° 36' 16.00" E
	RWXPAUL-2	4° 59' 59.98" LT	2° 00' 00.00"	125.08'	250.00'	2,864.79'	S 45° 38' 54.43" E
PAUL - SOUTH 287	REEPAUL-1	5° 00' 00.00" LT	2° 00' 00.00"	125.08'	250.00'	2,864.79'	S 55° 35' 27.67" E
	REEPAUL-2	2° 30' 17.36" LT	1° 00' 00.00"	125.26'	250.48'	5,729.58'	S 60° 35' 27.67" E
	REEPAUL-3	7° 26' 40.00" RT	6° 00' 00.00"	62.12'	124.07'	954.93'	S 63° 05' 45.03" E
	REEPAUL-4	5° 00' 59.22" RT	1° 00' 00.00"	250.98'	501.64'	5,729.58'	S 55° 39' 05.03" E
CROSS STREET							
PAUL	XPAUL-1	55° 51' 51.97" LT	21° 58' 15.45"	138.26'	254.26'	260.78'	S 89° 43' 43.61" E
MATLOCK	XSMATL-1	26° 22' 42.35" LT	8° 11' 06.40"	164.04'	322.27'	700.00'	S 29° 13' 33.65" E
TURNAROUND							
US 287	UN-287-1	71° 53' 33.39" LT	62° 16' 40.88"	66.71'	115.44'	92.00'	S 3° 25' 26.39" W
	UN-287-2	108° 06' 22.65" LT	62° 16' 40.88"	126.87'	173.59'	92.00'	S 68° 28' 07.00" E
	UE-287-1	108° 06' 26.61" LT	62° 16' 40.88"	126.88'	173.59'	92.00'	N 68° 28' 07.00" W
	UE-287-2	59° 00' 54.06" LT	62° 16' 40.88"	52.07'	94.76'	92.00'	S 3° 25' 26.39" W
	UW-287-1	71° 53' 33.39" RT	62° 16' 40.88"	66.71'	115.44'	92.00'	S 68° 28' 07.00" E
	UW-287-2	120° 59' 05.94" RT	62° 16' 40.88"	162.56'	194.27'	92.00'	S 3° 25' 26.39" W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US 287 NBFR
US 287
US 287 SBFR
US 287 SBFR
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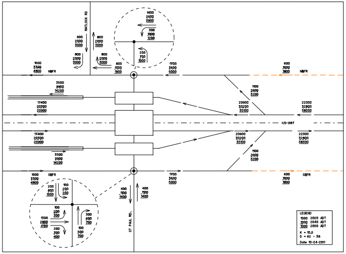
1000 2050 ADT
K = 10.5
D = 62 - 38
Date 10-24-2011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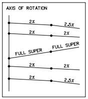
ST PAUL RD
NBFR
NBFR
US-287
SBFR
SBFR
LEGEND
1000 2020 ADT
1000 2040 ADT
1000 2050 ADT
K = 10.5
D = 62 - 38
Date 10-24-2011

SUPERELEVATION DATA								
CHAIN NAME	CURVE NAME	BEGIN CROSS SLOPE	BEGIN TRANSITION	BEGIN FULL SUPER	SUPER RATE	END FULL SUPER	END TRANSITION	END CROSS SLOPE
US287	US287-1	4.00%	-	*711+50	4.00%	723+75	727+35	-2.00%
	US287-2	-2.00%	764+70	766+75	3.20%	778+95	781+00	-2.00%
	US287-3	-2.00%	782+00	784+15	5.20%	795+45	797+60	-2.00%
	US287-4	-2.00%	799+30	801+35	3.20%	811+85	813+90	-2.00%
	US287-5	-2.00%	827+05	829+15	2.50%	834+35	836+40	-2.00%
DS36W87	DS36W87-2	-2.00%	19+15	20+60	-5.90%	38+95	40+40	-2.00%
DE87N36	DE87N36-3	2.00%	40+55	42+75	-5.73%	63+20	65+40	2.00%
DE87N36	DE87N36-5	2.00%	76+05	77+65	-3.51%	78+55	80+15	2.00%
DS36E87	DS36E87-3	-2.00%	47+60	49+80	5.76%	60+75	62+95	-2.00%
DW87N36	DW87N36-1	2.00%	16+90	19+10	-5.76%	26+80	28+30	2.00%
	DW87N36-2	-2.00%	47+70	49+15	-3.51%	54+20	55+65	-2.00%
RWXLONE287	RWXLONE287-1	-2.00%	13+35	14+75	-5.68%	20+57	22+07	-2.50%
REEPAUL	REEPAUL-3	-2.00%	17+77	19+27	-5.95%	19+51	21+01	-2.00%

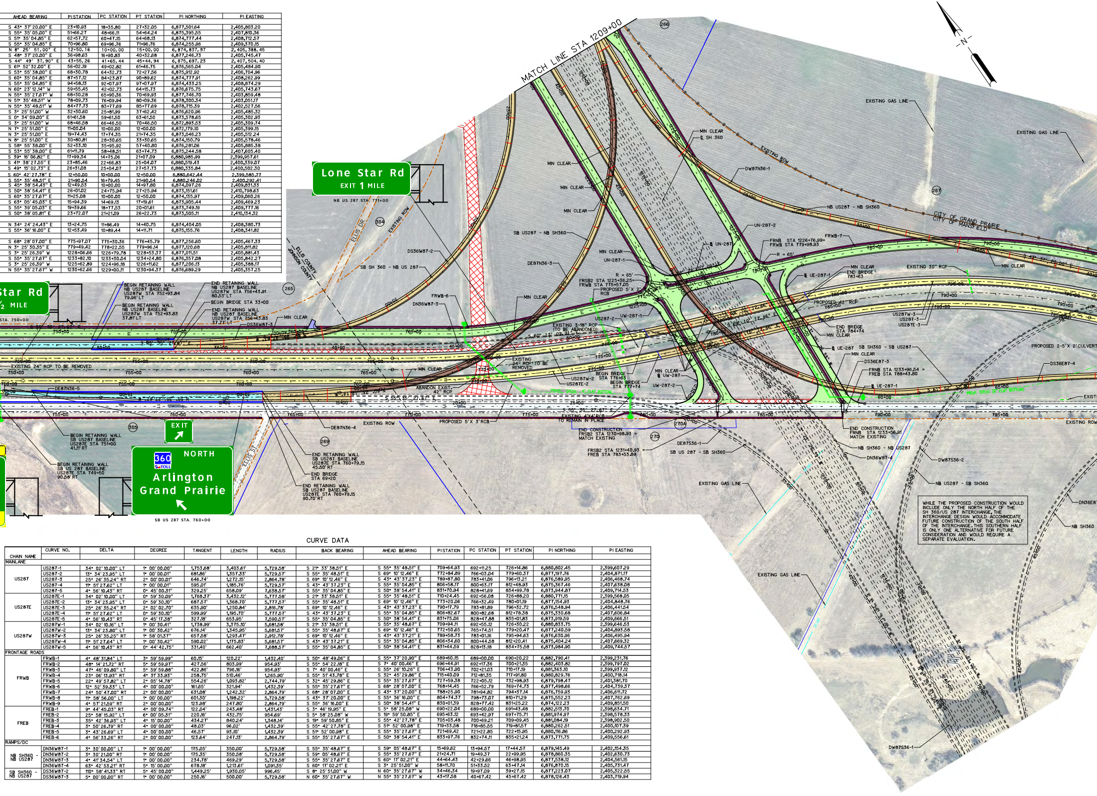
*MATCH EXISTING PAVEMENT SUPERELEVATION

SUPERELEVATION


AXIS OF ROTATION
2%
2.5%
2%
2%
FULL SUPER
FULL SUPER
2%
2%
2%
2.5%

PARCEL #	PROPERTY OWNER
266	SAHAT MEHRDAD & MAJID ETAL
267	SAHAT MEHRDAD & MAJID ETAL
268	BOWERS JOE & JEFF HANSEN
268A	ELLIS JOINT VENTURE
268B	USA CORP OF ENGINEERS
268C	WILD HORSE LIVING TRUST
269	EAGLE FORD LAND PARTNERS, LP
270	EAGLE FORD LAND PARTNERS, LP
270A	EAGLE FORD LAND PARTNERS, LP
300	STAE OF TEXAS DEPARTMENT OF
300A	ST PAUL CEMETERY ASSOCIATION
300B	ALDANA VALENTIN
300C	WILD HORSE LIVING TRUST
303	KILCHENSTEIN ROBERT C ETAL
304	RUBY 07 SPMTGE LLC
305	EAGLE FORD LAND PARTNERS, LP
306	EAGLE FORD LAND PARTNERS, LP
307	RUBY 07 SPMTGE LLC
308	EAGLE FORD LAND PARTNERS, LP
310	RUBY 07 SPMTGE LLC
311	EAGLE FORD LAND PARTNERS, LP

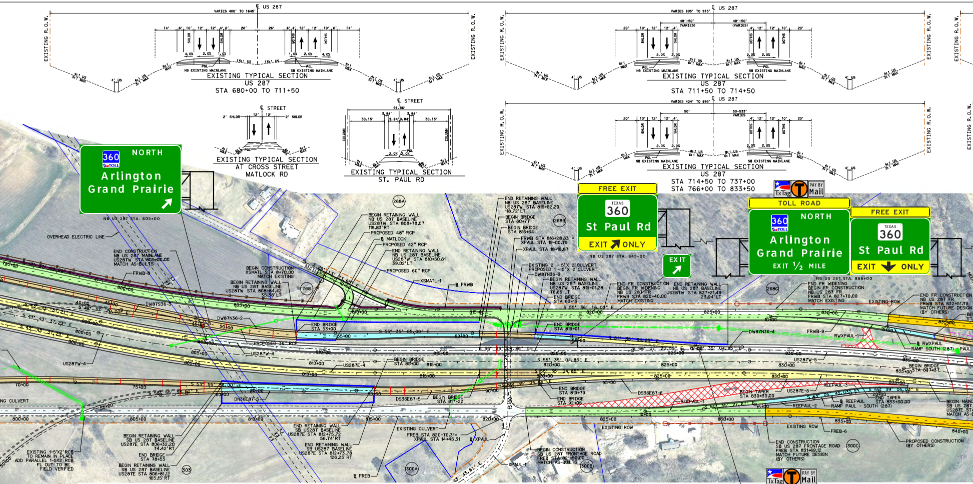
AHEAD BEARING	PI STATION	PC STATION	PT STATION	PI NORTHING	PI EASTING
S 43° 37'20.00" E	23+10.93	18+35.80	27+32.05	6,877,501.64	2,405,803.20
S 55° 35'05.00" E	51+66.27	48+66.11	54+64.24	6,875,395.55	2,407,810.36
S 51° 35'04.85" E	62+57.72	60+47.15	64+68.13	6,874,777.44	2,408,712.57
S 55° 35'04.85" E	70+96.80	69+96.76	71+96.76	6,874,255.96	2,409,370.15
N 8° 25' 51.00" E	12+50.16	10+00.00	15+00.00	6,874,837.97	2,405,388.45
S 48° 37'20.00" E	36+98.63	16+90.83	40+32.68	6,877,246.73	2,405,745.47
S 44° 49' 37.90" E	43+55.26	41+65.44	45+44.94	6,875,697.23	2,407,504.40
S 61° 52'32.00" E	56+02.19	49+02.82	61+46.75	6,876,565.04	2,405,484.90
S 53° 55'38.00" E	68+30.78	64+32.73	72+27.56	6,875,912.92	2,406,704.96
S 60° 35'04.85" E	87+57.12	84+23.87	90+89.62	6,874,777.91	2,408,262.99
S 55° 35'04.85" E	94+58.13	92+07.97	97+07.97	6,874,433.25	2,408,874.29
N 60° 23'12.14" W	59+55.45	42+02.73	64+15.73	6,876,675.75	2,405,743.67
N 55° 35'27.67" W	68+30.28	65+90.36	70+69.93	6,877,746.70	2,403,859.48
N 51° 35'48.51" W	78+09.73	76+09.94	80+09.36	6,878,300.34	2,403,051.17
N 55° 35'48.51" W	84+77.73	83+77.69	85+77.69	6,878,715.39	2,402,527.56
S 3° 25'51.00" W	32+30.60	25+81.99	37+62.42	6,876,620.96	2,405,485.32
S 0° 34'09.00" E	61+61.58	59+61.50	63+61.50	6,873,578.65	2,405,302.93
S 3° 25'51.00" W	68+46.58	66+46.50	70+46.50	6,872,893.53	2,405,309.74
N 7° 25'51.00" E	11+00.04	10+00.00	12+00.00	6,872,179.10	2,405,399.15
N 3° 25'51.00" E	19+74.43	17+74.35	21+74.35	6,873,046.23	2,405,512.24
N 8° 25'51.00" E	30+80.81	28+30.65	33+30.65	6,874,150.79	2,405,578.46
S 58° 55'38.00" E	52+33.10	35+95.92	57+40.80	6,876,281.06	2,405,885.38
S 53° 55'38.00" E	61+11.79	58+48.51	63+74.73	6,875,244.58	2,407,605.40
S 39° 16'06.82" E	17+99.34	14+75.06	21+07.09	6,880,985.99	2,399,957.61
S 41° 38'27.55" E	23+85.46	22+66.83	25+04.07	6,880,519.43	2,400,339.07
S 49° 15'02.73" E	26+31.08	25+04.07	27+57.73	6,880,335.84	2,400,502.30
S 60° 42'27.78" E	12+50.00	10+00.00	12+50.00	6,880,642.44	2,399,585.77
S 55° 35'48.51" E	21+90.54	16+79.45	21+90.54	6,880,246.02	2,400,292.41
S 45° 38'54.43" E	12+49.53	10+00.00	14+97.80	6,874,097.26	2,409,831.33
S 50° 38'54.41" E	26+01.02	24+75.94	27+25.94	6,873,151.61	2,410,798.63
S 60° 35'27.67" E	11+25.08	10+00.00	12+50.00	6,874,135.97	2,409,060.26
S 63° 05'45.03" E	15+94.39	14+69.13	17+19.61	6,873,905.44	2,409,469.23
S 55° 39'05.03" E	19+39.66	18+77.53	20+01.61	6,873,749.19	2,409,777.16
S 50° 38'05.81" E	23+72.07	21+21.09	26+22.73	6,873,505.11	2,410,134.32
N 34° 24'24.43" E	13+24.75	11+86.49	14+40.75	6,874,404.05	2,408,380.73
S 55° 36'16.00" E	12+53.49	10+89.44	14+11.71	6,875,155.76	2,408,341.82
S 68° 28'07.00" E	775+97.07	775+30.36	776+45.79	6,877,256.60	2,405,467.33
N 3° 25'30.35" E	779+49.42	778+22.55	779+96.14	6,877,120.68	2,405,811.82
S 3° 25'26.39" W	1228+06.66	1226+79.78	1228+53.37	6,877,011.51	2,405,881.43
S 55° 35'27.67" E	1233+82.10	1233+30.04	1234+24.80	6,876,357.08	2,405,842.27
S 3° 25'26.39" W	1225+62.89	1224+96.18	1226+11.62	6,877,206.13	2,405,388.17
N 55° 35'27.67" W	1230+62.66	1229+00.11	1230+94.37	6,876,689.29	2,405,357.25


MATCH LINE STA 1209+00
N
Lone Star Rd
EXIT 1 MILE
NB US 287 STA. 771+00
Star Rd
½ MILE
STA. 750+00
EXIT
360
TOLL
NORTH
Arlington
Grand Prairie
SB US 287 STA. 760+00
ELLIS DR
ELLIS ST
ELLIS COUNTY
JOHNSON COUNTY
EXISTING ROW
266
267
265
304
305
269
270
270A
BEGIN RETAINING WALL
NB US287 BASELINE
US287W STA 752+93.84
79.96' LT
BEGIN RETAINING WALL
NB US287 BASELINE
US287W STA 752+93.83
37.81' LT
END RETAINING WALL
NB US287 BASELINE
US287W STA 756+43.91
80.53' LT
BEGIN BRIDGE STA 33+00
END RETAINING WALL
NB US287 BASELINE
US287W STA 756+43.83
37.77' LT
DS36W87-3
MIN CLEAR
EXISTING 24" RCP TO BE REMOVED
DE87N36-5
BEGIN RETAINING WALL
SB US287 BASELINE
US287E STA 751+00
41.11' RT
BEGIN RETAINING WALL
SB US 287 BASELINE
US287E STA 749+50
90.58' RT
END RETAINING WALL
SB US287 BASELINE
US287E STA 760+79.15
45.50' RT
END BRIDGE
STA 69+20
END RETAINING WALL
SB US287 BASELINE
US287E STA 760+79.15
90.70' RT
DE87N36-4
EXISTING ROW
DS36W87-2
SB SH 360 - NB US 287
DE87N36-3
FRWB-6
DN36W87-3
MIN CLEAR
MIN CLEAR
MIN CLEAR
MIN CLEAR
SB US287 - NB SH360
MIN CLEAR
UN-287-1
R = 65'
FRSB2 STA 1225+36.25=
FRWB STA 775+57.05
PROPOSED 5'X 2'
RCB
UW-287-1
US287-2
EXISTING 3-18" RCP
(TO BE ABANDONED)
EXISTING
24" RCP TO BE
REMOVED
ABANDON EXIST.
42" RCP
PROPOSED 5'X 3'RCB
US287W-2
US287E-2
BEGIN BRIDGE
STA 776+63
BEGIN BRIDGE
STA 777+74
MIN CLEAR
℄ UW-287
UW-287-2
EXISTING 4'X4' RCB
TO REMAIN IN PLACE
END CONSTRUCTION
FRSB2 STA 1230+98.93 =
MATCH EXISTING
FRSB2 STA 1231+40.93 =
FREB STA 783+53.89
DE87S36-1
SB US 287 - SB SH360
PROP. DITCH (6' FLAT BOTTOM)
MIN CLEAR
℄ SH 360
EXISTING ROW
DW87N36-1
NB US287 - NB SH360
UN-287-2
℄ UN-287
FRNB STA 1226+76.99=
FRWB STA 779+98.93
R = 65'
FRWB-7
CITY OF GRAND PRAIRIE
CITY OF MANSFIELD
MIN CLEAR
S 47° 37' 20.00" E
EXISTING GAS LINE
EXISTING GAS LINE
EXISTING 30" RCP
MIN CLEAR
END BRIDGE
783+63
℄ UE-287-1
PROPOSED 42" RCP
US287W-3
US287-3
US287E-3
END BRIDGE
STA 784+74
MIN CLEAR
℄ UE-287
SB SH360 - SB US287
MIN CLEAR
DS36E87-3
FRNB STA 1233+96.54 =
FREB STA 788+43.80
℄ UE-287-1
PROPOSED 2-5'X 2'CULVERT
DS36E87-4
EXIST
EXISTING ROW
END CONSTRUCTION
FRNB STA 1233+56.91
MATCH EXISTING
NB SH360 - NB US287
DN36W87-4
DW87S36-2
NB US287 - SB SH360
EXISTING GAS LINE
EXISTING GAS LINE
DN36E87
NB SH360
DW87S36-1
750+00
755+00
760+00
765+00
770+00
775+00
780+00
785+00
790+00
795+00
1225+00

WHILE THE PROPOSED CONSTRUCTION WOULD INCLUDE ONLY THE NORTH HALF OF THE SH 360/US 287 INTERCHANGE, THE INTERCHANGE DESIGN WOULD ACCOMMODATE FUTURE CONSTRUCTION OF THE SOUTH HALF OF THE INTERCHANGE. THIS SOUTHERN HALF IS ONLY ONE ALTERNATIVE FOR FUTURE CONSIDERATION AND WOULD REQUIRE A SEPARATE EVALUATION.

CURVE DATA

CHAIN NAME	CURVE NO.	DELTA	DEGREE	TANGENT	LENGTH	RADIUS	BACK BEARING	AHEAD BEARING	PI STATION	PC STATION	PT STATION	PI NORTHING	PI EASTING
MAINLANE													
US287	US287-1	34° 02'10.00" LT	1° 00'00.00"	1,753.68'	3,403.61'	5,729.58'	S 21° 33'38.51" E	S 55° 35'48.51" E	709+64.93	692+11.25	726+14.86	6,880,802.45	2,399,607.29
	US287-2	13° 34'23.95" LT	1° 00'00.01"	681.86'	1,357.33'	5,729.57'	S 55° 35'48.51" E	S 69° 10'12.46" E	772+84.89	766+03.04	779+60.37	6,877,197.76	2,404,871.17
	US287-3	25° 26'35.24" RT	2° 00'00.01"	646.74'	1,272.15'	2,864.78'	S 69° 10'12.46" E	S 43° 43'37.23" E	789+87.80	783+41.06	796+13.21	6,876,589.95	2,406,468.74
	US287-4	11° 51'27.62" LT	1° 00'00.01"	595.01'	1,185.76'	5,729.57'	S 43° 43'37.23" E	S 55° 35'04.85" E	806+58.17	800+63.17	812+48.93	6,875,367.46	2,407,638.08
	US287-5	4° 56'10.43" RT	0° 45'00.31"	329.25'	658.09'	7,638.57'	S 55° 35'04.85" E	S 50° 38'54.41" E	831+70.94	828+41.69	834+99.78	6,873,944.87	2,409,714.53
US287E	US287E-1	34° 02'10.00" LT	0° 59'30.09"	1,768.37'	3,432.12'	5,777.58'	S 21° 33'38.51" E	S 55° 35'48.51" E	710+24.45	692+56.08	726+88.20	6,880,771.15	2,399,568.05
	US287E-2	13° 34'23.95" LT	0° 59'30.10"	687.57'	1,368.70'	5,777.57'	S 55° 35'48.51" E	S 69° 10'12.46" E	773+20.06	766+32.49	780+01.19	6,877,154.93	2,404,848.76
	US287E-3	25° 26'35.24" RT	2° 02'02.70"	635.90'	1,250.84'	2,816.78'	S 69° 10'12.46" E	S 43° 43'37.23" E	790+17.79	783+81.89	796+32.72	6,876,548.94	2,406,441.54
	US287E-4	11° 51'27.62" LT	0° 59'30.10"	599.99'	1,195.70'	5,777.57'	S 43° 43'37.23" E	S 55° 35'04.85" E	806+82.67	800+82.68	812+78.38	6,875,330.68	2,407,606.84
	US287E-5	4° 56'10.43" RT	0° 45'17.38"	327.18'	653.95'	7,590.57'	S 55° 35'04.85" E	S 50° 38'54.41" E	831+75.06	828+47.88	835+01.83	6,873,919.59	2,409,666.51
US287W	US287W-1	34° 02'10.16" LT	1° 00'30.41"	1,738.99'	3,375.10'	5,681.58'	S 21° 33'38.51" E	S 55° 35'48.67" E	709+94.11	692+55.12	726+30.22	6,880,833.75	2,399,646.53
	US287W-2	13° 34'23.80" LT	1° 00'30.42"	676.14'	1,345.95'	5,681.57'	S 55° 35'48.67" E	S 69° 10'12.46" E	772+50.65	765+74.51	779+20.47	6,877,240.59	2,404,893.58
	US287W-3	25° 26'35.25" RT	1° 58'01.37"	657.58'	1,293.47'	2,912.78'	S 69° 10'12.46" E	S 43° 43'37.21" E	789+58.73	783+01.16	795+94.63	6,876,630.96	2,406,495.94
	US287W-4	11° 51'27.64" LT	1° 00'30.42"	590.02'	1,175.83'	5,681.57'	S 43° 43'37.21" E	S 55° 35'04.85" E	806+34.60	800+44.58	812+20.41	6,875,404.24	2,407,669.32
	US287W-5	4° 56'10.43" RT	0° 44'42.75"	331.40'	662.40'	7,688.57'	S 55° 35'04.85" E	S 50° 38'54.41" E	831+44.59	828+13.18	834+75.58	6,873,984.90	2,409,744.57
FRONTAGE ROADS													
FRWB	FRWB-1	4° 48'31.84" LT	3° 59'59.99"	60.15'	120.22'	1,432.40'	S 50° 48'49.06" E	S 55° 37'20.90" E	689+60.15	689+00.00	690+20.22	6,882,790.41	2,399,231.76
	FRWB-2	48° 14'21.72" RT	5° 59'59.97"	427.56'	803.99'	954.93'	S 55° 54'22.18" E	S 7° 40'00.46" E	696+44.91	692+17.36	700+21.35	6,882,403.82	2,399,797.02
	FRWB-3	47° 46'09.80" LT	5° 59'59.88"	422.86'	796.16'	954.93'	S 7° 40'00.46" E	S 55° 26'10.26" E	706+43.90	702+21.03	710+17.19	6,881,363.10	2,399,937.12
	FRWB-4	23° 06'13.93" RT	4° 31'33.93"	258.75'	510.46'	1,265.90'	S 55° 51'43.78" E	S 32° 45'29.86" E	715+40.09	712+81.35	717+91.80	6,880,829.76	2,400,718.14
	FRWB-5	22° 49'57.82" LT	2° 05'14.78"	554.26'	1,093.82'	2,744.79'	S 32° 45'29.86" E	S 55° 35'27.67" E	727+59.38	722+05.12	732+98.93	6,879,798.47	2,401,381.70
	FRWB-6	12° 52'39.33" LT	4° 00'00.00"	161.65'	321.94'	1,432.39'	S 55° 35'27.67" E	S 68° 28'07.00" E	768+14.45	766+52.79	769+74.73	6,877,498.66	2,404,739.37
	FRWB-7	24° 50'47.00" RT	2° 00'00.00"	631.08'	1,242.32'	2,864.79'	S 68° 28'07.00" E	S 43° 37'20.00" E	788+25.90	781+94.82	794+37.14	6,876,759.93	2,406,611.72
	FRWB-8	11° 58'56.00" LT	1° 00'00.00"	601.30'	1,198.22'	5,729.58'	S 43° 37'20.00" E	S 55° 36'16.00" E	804+74.37	798+73.07	810+71.29	6,875,552.23	2,407,762.69
	FRWB-9	4° 57'21.59" RT	2° 00'00.00"	123.98'	247.80'	2,864.79'	S 55° 36'16.00" E	S 50° 38'54.41" E	830+01.39	828+77.42	831+25.22	6,874,122.23	2,409,851.50
FREB	FREB-1	9° 44'45.03" RT	4° 00'09.74"	122.04'	243.48'	1,431.43'	S 3° 46'19.95" E	S 5° 58'25.08" W	690+22.04	689+00.00	691+43.48	6,882,513.70	2,398,634.71
	FREB-2	25° 58'15.92" LT	6° 00'05.31"	220.16'	432.75'	954.69'	S 5° 58'25.08" W	S 19° 59'50.85" E	695+63.12	693+42.97	697+75.71	6,881,974.97	2,398,578.33
	FREB-3	35° 42'36.93" LT	4° 15'00.00"	434.27'	840.24'	1,348.14'	S 19° 59'50.85" E	S 55° 42'27.78" E	705+03.48	700+69.21	709+09.45	6,881,084.19	2,398,902.50
	FREB-4	3° 50'26.79" RT	4° 00'00.00"	48.03'	96.02'	1,432.39'	S 55° 42'27.78" E	S 51° 52'00.98" E	719+33.58	718+85.55	719+81.57	6,880,262.51	2,400,107.39
	FREB-5	3° 43'26.69" LT	4° 00'00.00"	46.57'	93.10'	1,432.39'	S 51° 52'00.98" E	S 55° 35'27.67" E	721+69.42	721+22.85	722+15.95	6,880,116.86	2,400,292.93
	FREB-6	4° 56'33.26" RT	2° 00'00.00"	123.64'	247.13'	2,864.79'	S 55° 35'27.67" E	S 50° 38'54.41" E	833+97.76	832+74.11	835+21.24	6,873,771.75	2,409,556.61
RAMPS/DC													
NB SH360 - NB US287	DN36W87-1	3° 30'00.00" LT	1° 00'00.00"	175.05'	350.00'	5,729.58'	S 55° 35'48.67" E	S 59° 05'48.67" E	15+69.62	13+94.57	17+44.57	6,879,145.49	2,402,154.35
	DN36W87-2	3° 30'21.00" RT	1° 00'00.00"	175.35'	350.58'	5,729.58'	S 59° 05'48.67" E	S 55° 35'27.67" E	21+24.71	19+49.37	22+99.95	6,878,860.35	2,402,630.73
	DN36W87-3	4° 41'34.54" LT	1° 00'00.00"	234.78'	469.29'	5,729.58'	S 55° 35'27.67" E	S 60° 17'02.21" E	44+64.43	42+29.66	46+98.95	6,877,538.12	2,404,561.15
	DN36W87-4	63° 42'53.21" RT	5° 15'00.00"	678.18'	1,213.61'	1,091.35'	S 60° 17'02.21" E	S 3° 25'51.00" W	58+11.70	51+33.52	63+47.14	6,876,870.15	2,405,731.47
SB SH360 - NB US287	DS36W87-2	110° 58'41.33" RT	5° 45'00.00"	1,449.25'	1,930.05'	996.45'	S 8° 25'51.00" W	N 60° 35'27.67" W	34+46.34	19+97.09	39+27.15	6,877,223.07	2,405,322.55
	DS36W87-3	5° 00'00.00" RT	1° 00'00.00"	250.16'	500.00'	5,729.58'	N 60° 35'27.67" W	N 55° 35'27.67" W	43+17.58	40+67.42	45+67.42	6,878,126.43	2,403,719.94


℄ US 287
EXISTING R.O.W.
VARIES 400' TO 1646'
NB EXISTING MAINLANE
SB EXISTING MAINLANE
VARIES 896' TO 916'
VARIES 404' TO 896'
℄ STREET
360 TOLL NORTH Arlington Grand Prairie
NB US 287 STA. 805+00
FREE EXIT
TEXAS 360 St Paul Rd
EXIT ONLY
NB US 287 STA. 845+00
EXIT
TxTag PAY BY Mail
TOLL ROAD
360 TOLL NORTH Arlington Grand Prairie EXIT ½ MILE
FREE EXIT
TEXAS 360 St Paul Rd
EXIT ONLY
NB US 287 STA. 866+00
OVERHEAD ELECTRIC LINE
END CONSTRUCTION NB US 287 MAINLANE US287W STA 805+00.00 MATCH AS-BUILTS
BEGIN CONSTRUCTION XSMATL STA 8+70.00 MATCH EXISTING
BEGIN RETAINING WALL NB US 287 BASELINE US287W STA 808+64.42 35.38' LT
BEGIN RETAINING WALL NB US 287 BASELINE US287W STA 808+78.07 118.83' RT
PROPOSED 48" RCP
℄ MATLOCK
PROPOSED 42" RCP
END RETAINING WALL NB US 287 BASELINE US287W STA 810+50.61 39.02' LT
PROPOSED 60" RCP
XSMATL-1
℄ FRWB
END RETAINING WALL NB US 287 BASELINE US287W STA 816+62.20 118.72' LT
BEGIN BRIDGE STA 60+77
BEGIN BRIDGE STA 816+64
FRWB STA 816+28.63 = XPAUL STA 19+00.79
XPAUL STA 18+16.87
EXISTING 2 - 5'X 2' CULVERT PROPOSED 1 - 5'X 2' CULVERT
DW87N36-3
BEGIN RETAINING WALL NB US 287 BASELINE US287W STA 819+01.28 76.66' LT
END BRIDGE STA 63+13
END FR CONSTRUCTION BEGIN FR WIDENING NB US 287 FR FRWB STA 820+40.00 MATCH EXISTING
END RETAINING WALL NB US 287 BASELINE US287W STA 827+21.49 23.84' LT
END FR WIDENING BEGIN FR CONSTRUCTION NB US 287 FR FRWB STA 827+70.00 MATCH EXISTING
EXISTING ROW
END FR CONSTRUCTION NB US 287 FR FRWB STA 832+51.79 MATCH FUTURE DESIGN (BY OTHERS)
FRWB-8
DW87S36-3
DW87N36-2
END BRIDGE STA 53+00
END BRIDGE STA 819+01
DW87N36-4
FRWB-9
RWXPAUL-1
RWXPAUL RAMP SOUTH (287)
PROPOSED 36" RCP
US287W-4
US287E-4
BEGIN BRIDGE STA 85+00
US287W-5
BEGIN BRIDGE STA 835+00
REEPAUL-3
US287E-5
BEGIN TAPER STA 830+30.00
END TAPER STA 833+30.00
REEPAUL RAMP PAUL - SOUTH (287)
REEPAUL-1
REEPAUL-2
END BRIDGE STA 819+79
END BRIDGE STA 92+05
DS36E87-6
DN36E87-5
DS36E87-5
BEGIN BRIDGE STA 817+22
BEGIN MAINLANE SB US 287 US287E STA MATCH AS-
EXISTING ROW
FREB-6
EXISTING CULVERT
FREB STA 820+70.31= XPAUL STA 14+45.31
XPAUL
XPAUL-1
END RETAINING WALL SB US287 BASELINE US287E STA 812+75.72 56.74' RT
END RETAINING WALL SB US287 BASELINE US287E STA 812+73.78 126.25' RT
BEGIN RETAINING WALL SB US 287 BASELINE US287E STA 806+32.20 74.42' RT
END BRIDGE STA 78+53
BEGIN RETAINING WALL SB US 287 BASELINE US287E STA 806+81.12 165.15' RT
EXISTING 1-5'X2' RCB TO REMAIN IN PLACE ADD PARALLEL 1-5X2 RCB FL OUT TO BE FIELD VERIFIED
NG CULVERT
BEGIN CONSTRUCTION SB US 287 FRONTAGE ROAD FREB STA 821+50.00 MATCH AS-BUILTS
END CONSTRUCTION SB US 287 FRONTAGE ROAD FREB STA 831+69.12 MATCH FUTURE DESIGN (BY OTHERS)
PROPOSED CONSTRUCTION (BY OTHERS)
℄ FREB
SB US287
268A
268B
268
268C
300A
300B
300C
303

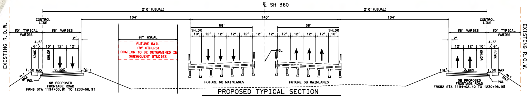
EXISTING TYPICAL SECTION
US 287
STA 680+00 TO 711+50

EXISTING TYPICAL SECTION
US 287
STA 711+50 TO 714+50

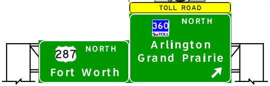
EXISTING TYPICAL SECTION
AT CROSS STREET
MATLOCK RD

EXISTING TYPICAL SECTION
ST. PAUL RD

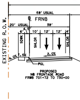
EXISTING TYPICAL SECTION
US 287
STA 714+50 TO 737+00
STA 766+00 TO 833+50

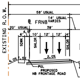

℄ SH 360
210' (USUAL)
104'
140'
67' USUAL
FUTURE RAIL (BY OTHERS) LOCATION TO BE DETERMINED IN SUBSEQUENT STUDIES
FUTURE NB MAINLANES
FUTURE SB MAINLANES
NB PROPOSED FRONTAGE ROAD FRNB STA 1194+06.81 TO 1233+56.91
SB PROPOSED FRONTAGE ROAD FRSB2 STA 1194+02.40 TO 1230+98.93
EXISTING R.O.W.
CONTROL LINE

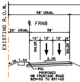
PROPOSED TYPICAL SECTION
SH 360
STA 1188+00 TO 1275+00

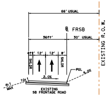

TxTag PAY BY Mail
TOLL ROAD
287 NORTH Fort Worth
360 TOLL NORTH Arlington Grand Prairie

NB US 287 STA. 826+00

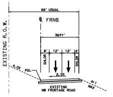

EXISTING R.O.W.
℄ FRNB
PROPOSED NB FRONTAGE ROAD FRNB 701+72 TO 730+00


EXISTING R.O.W.
℄ FRNB
PROPOSED NB FRONTAGE ROAD

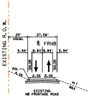

EXISTING R.O.W.
℄ FRNB
PROPOSED NB FRONTAGE ROAD 829+50 TO 851+00


66' USUAL
℄ FRSB
EXISTING R.O.W.
EXISTING SB FRONTAGE ROAD

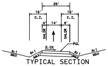
EXISTING TYPICAL SECTION
US 287 SBFR
STA 689+00 TO STA 698+07.15


66' USUAL
℄ FRNB
EXISTING R.O.W.
EXISTING NB FRONTAGE ROAD

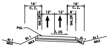
EXISTING TYPICAL SECTION
US 287 NBFR
STA 689+00 TO STA 703+00


℄ FRNB
EXISTING R.O.W.
EXISTING NB FRONTAGE ROAD

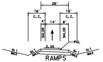
EXISTING TYPICAL SECTION
US 287 NBFR
STA 817+00 TO STA 830+74



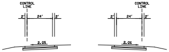
TYPICAL SECTION
1 LANE DC



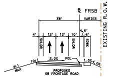
TYPICAL SECTION
2 LANE DC



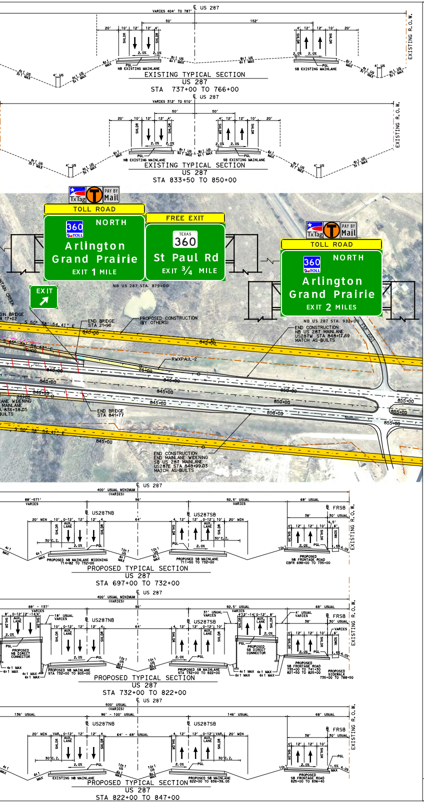
RAMPS
TYPICAL SECTION


CONTROL LINE
CONTROL LINE

PROPOSED TYPICAL SECTION
SH 360 UTURNS AT US 287


℄ FRSB
EXISTING R.O.W.
PROPOSED SB FRONTAGE ROAD

PROPOSED TYPICAL SECTION
US 287 SBFR
STA 698+07.15 TO STA 741+30.77


EXISTING TYPICAL SECTION
US 287
STA 737+00 TO 766+00
EXISTING TYPICAL SECTION
US 287
STA 833+50 TO 850+00
TOLL ROAD
NORTH
360
Arlington
Grand Prairie
EXIT 1 MILE
FREE EXIT
360
St Paul Rd
EXIT 3/4 MILE
EXIT
NB US 287 STA. 879+00
TOLL ROAD
NORTH
360
Arlington
Grand Prairie
EXIT 2 MILES
NB US 287 STA. 932+00
END CONSTRUCTION
NB US 287 MAINLANE
US287W STA 848+17.69
MATCH AS-BUILTS
PROPOSED CONSTRUCTION (BY OTHERS)
END BRIDGE STA 21+96
RWXPAUL-2
END BRIDGE STA 841+77
END CONSTRUCTION
END MAINLANE WIDENING
SB US 287 MAINLANE
US287E STA 848+99.03
MATCH AS-BUILTS
PROPOSED TYPICAL SECTION
US 287
STA 697+00 TO 732+00
PROPOSED TYPICAL SECTION
US 287
STA 732+00 TO 822+00
PROPOSED TYPICAL SECTION
US 287
STA 822+00 TO 847+00
EXISTING R.O.W.

Texas Department of Transportation

Fort Worth District

Maribel P. Chavez, P.E. District Engineer

NTTA

NORTH TEXAS TOLLWAY AUTHORITY

Gerry Carrigan, Executive Director

STATE HIGHWAY 360

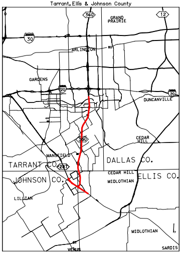
From Green Oaks Boulevard to US 287
Design Schematic
Project Length = 9.20 Miles
CSJ # 2266-02-136
CONTRACT # 02282-SH-360 PS-PD

DESIGN SPEEDS

DESIGN SPEEDS AND FUNCTIONAL CLASSIFICATIONS:

MAINLANES (URBAN FREEWAY)	- 70 MPH
RAMPS (URBAN FREEWAY)	- 50 MPH
DIRECT CONNECTOR (URBAN FREEWAY)	- 40 MPH
FRONTAGE ROADS (URBAN COLLECTOR)	- 40 MPH
CROSS STREETS	
SUBLETT RD / CAMP WISDOM RD (URBAN MAJOR ARTERIAL)	- 35 MPH
WEBB LYNN RD / LYNN CREEK PKWY (URBAN MINOR COLLECTOR)	- 35 MPH
NEW YORK AVE (URBAN MAJOR COLLECTOR)	- 40 MPH
EDEN RD (URBAN MINOR ARTERIAL)	- 40 MPH
DEBBIE LN / RAGLAND RD (URBAN MAJOR ARTERIAL)	- 35 MPH
HOLLAND RD (URBAN PRINCIPAL ARTERIAL)	- 30 MPH
BROAD ST (URBAN PRINCIPAL ARTERIAL)	- 40 MPH
HERITAGE PKWY (URBAN PRINCIPAL ARTERIAL)	- 40 MPH
LONE STAR RD (URBAN PRINCIPAL ARTERIAL)	- 40 MPH
MATLOCK RD AT SH 360 (URBAN MAJOR ARTERIAL)	- 40 MPH
MATLOCK RD AT US 287 (RURAL MAJOR ARTERIAL)	- 30 MPH
ELLIS DR/ST (RURAL MAJOR COLLECTOR)	- 30 MPH
ST.PAUL RD (RURAL MINOR COLLECTOR)	- 30 MPH
UTURNS (URBAN COLLECTOR)	- 20 MPH

Tarrant, Ellis & Johnson County


360
12
GRAND PRAIRIE
30
ARLINGTON
80
GARDENS
20
20
DUNCANVILLE
CEDAR HILL
360
MANSFIELD
TARRANT CO.
287
DALLAS CO.
CEDAR HILL
MIDLOTHIAN
ELLIS CO.
JOHNSON CO.
LILLIAN
MIDLOTHIAN
VENUS
SARDIS

100% SUBMITTAL

AUGUST 16, 2013

ROLL INDEX

ROLL 1:	SH 360 MAINLANES STA 736+90 TO STA 794+00 RAMPS AND MAJOR CROSS STREETS
ROLL 2:	SH 360 MAINLANES STA 794+00 TO STA 878+00 RAMPS AND MAJOR CROSS STREETS
ROLL 3:	SH 360 MAINLANES STA 878+00 TO STA 966+00 RAMPS AND MAJOR CROSS STREETS
ROLL 4:	SH 360 MAINLANES STA 966+00 TO STA 1049+00 RAMPS AND MAJOR CROSS STREETS
ROLL 5:	SH 360 MAINLANES STA 1049+00 TO STA 1110+00 RAMPS AND MAJOR CROSS STREETS
ROLL 6:	SH 360 MAINLANES STA 1110+00 TO STA 1209+00 RAMPS AND MAJOR CROSS STREETS
ROLL 7:	SH 360 MAINLANES STA 1209+00 TO STA 1243+00 RAMPS, US 287 MAINLANES AND FRONTAGE ROADS STA 193+40 TO 343+00
ROLL 8:	US 287 MAINLANES AND FRONTAGES ROAD PROFILES (US287E,US287W,FREB,FRWB)
ROLL 9:	SH 360 NORTHBOUND FRONTAGE ROAD PROFILES (FRNB)
ROLL 10:	SH 360 NORTHBOUND AND SOUTHBOUND FRONTAGE ROAD PROFILES (FRNB & FRSB)
ROLL 11:	SH 360 SOUTHBOUND FRONTAGE ROAD PROFILE (FRSB), UTURN PROFILES AND MAINLANES PROFILE STA 1209+00 TO END
ROLL 12:	DIRECT CONNECTOR PROFILES

PRELIMINARY
SUBJECT TO CHANGE BASED
ON FURTHER DEVELOPMENTS
RESULTING FROM PUBLIC
INPUT AND TECHNICAL REVIEW

DATE APPROVED	DATE SUBMITTED

SCHEMATIC PREPARED BY:

HDR ENGINEERING, INC.
REGISTRATION NUMBER F-754

FOR INTERIM REVIEW ONLY. NOT FOR PERMITTING, BIDDING OR CONSTRUCTION.

Prepared by or under the
Direct Supervision of:

NAME	P.E. NUMBER
BRIAN ANDREW SWINDELL	80688
M. SHANE WALTERS	100195

AUGUST 16, 2013
DATE

SCALE
0 50 100 150 200 300

ROLL 7 OF 12

HDR Engineering, Inc.
17111 Preston Road, Suite 200
Dallas, Texas 75248-1229

Texas Department of Transportation®
Fort Worth District
Maribel P. Chavez, P.E. District Engineer

NTTA®
NORTH TEXAS TOLLWAY AUTHORITY

Gerry Carrigan, Executive Director

STATE HIGHWAY 360

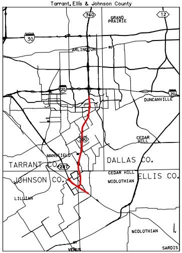
From Green Oaks Boulevard to US 287
Design Schematic
Project Length = 9.20 Miles
CSJ # 2266-02-136
CONTRACT # 02282-SH-360 PS-PD

DESIGN SPEEDS

DESIGN SPEEDS AND FUNCTIONAL CLASSIFICATIONS:

MAINLANES (URBAN FREEWAY)	- 70 MPH
RAMPS (URBAN FREEWAY)	- 50 MPH
DIRECT CONNECTOR (URBAN FREEWAY)	- 40 MPH
FRONTAGE ROADS (URBAN COLLECTOR)	- 40 MPH
CROSS STREETS	
SUBLETT RD / CAMP WISDOM RD (URBAN MAJOR ARTERIAL)	- 35 MPH
WEBB LYNN RD / LYNN CREEK PKWY (URBAN MINOR COLLECTOR)	- 35 MPH
NEW YORK AVE (URBAN MAJOR COLLECTOR)	- 40 MPH
EDEN RD (URBAN MINOR ARTERIAL)	- 40 MPH
DEBBIE LN / RAGLAND RD (URBAN MAJOR ARTERIAL)	- 35 MPH
HOLLAND RD (URBAN PRINCIPAL ARTERIAL)	- 30 MPH
BROAD ST (URBAN PRINCIPAL ARTERIAL)	- 40 MPH
HERITAGE PKWY (URBAN PRINCIPAL ARTERIAL)	- 40 MPH
LONE STAR RD (URBAN PRINCIPAL ARTERIAL)	- 40 MPH
MATLOCK RD AT SH 360 (URBAN MAJOR ARTERIAL)	- 40 MPH
MATLOCK RD AT US 287 (RURAL MAJOR ARTERIAL)	- 30 MPH
ELLIS DR/ST (RURAL MAJOR COLLECTOR)	- 30 MPH
ST.PAUL RD (RURAL MINOR COLLECTOR)	- 30 MPH
UTURNS (URBAN COLLECTOR)	- 20 MPH

Tarrant, Ellis & Johnson County


360
GRAND PRAIRIE
12
30
ARLINGTON
80
20
20
DUNCANVILLE
CEDAR HILL
360
MANSFIELD
TARRANT CO.
DALLAS CO.
287
CEDAR HILL
JOHNSON CO.
ELLIS CO.
MIDLOTHIAN
LILLIAN
MIDLOTHIAN
67
VENUS
SARDIS

100% SUBMITTAL
AUGUST 16, 2013

ROLL INDEX

ROLL 1: SH 360 MAINLANES
STA 736+90 TO STA 794+00
RAMPS AND MAJOR CROSS STREETS
ROLL 2: SH 360 MAINLANES
STA 794+00 TO STA 878+00
RAMPS AND MAJOR CROSS STREETS
ROLL 3: SH 360 MAINLANES
STA 878+00 TO STA 966+00
RAMPS AND MAJOR CROSS STREETS
ROLL 4: SH 360 MAINLANES
STA 966+00 TO STA 1049+00
RAMPS AND MAJOR CROSS STREETS
ROLL 5: SH 360 MAINLANES
STA 1049+00 TO STA 1110+00
RAMPS AND MAJOR CROSS STREETS
ROLL 6: SH 360 MAINLANES
STA 1110+00 TO STA 1209+00
RAMPS AND MAJOR CROSS STREETS
ROLL 7: SH 360 MAINLANES
STA 1209+00 TO STA 1243+00
RAMPS, US 287 MAINLANES AND
FRONTAGE ROADS STA 193+40
TO 343+00
ROLL 8: US 287 MAINLANES
AND FRONTAGES ROAD PROFILES
(US287E,US287W,FREB,FRWB)
ROLL 9: SH 360 NORTHBOUND
FRONTAGE ROAD
PROFILES (FRNB)
ROLL 10: SH 360 NORTHBOUND AND
SOUTHBOUND FRONTAGE ROAD
PROFILES (FRNB & FRSB)
ROLL 11: SH 360 SOUTHBOUND FRONTAGE ROAD
PROFILE (FRSB), UTURN PROFILES AND
MAINLANES PROFILE STA 1209+00 TO END
ROLL 12: DIRECT CONNECTOR PROFILES

PRELIMINARY
SUBJECT TO CHANGE BASED
ON FURTHER DEVELOPMENTS
RESULTING FROM PUBLIC
INPUT AND TECHNICAL REVIEW

DATE APPROVED: ____
DATE SUBMITTED: ____

SCHEMATIC PREPARED BY:
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AUGUST 16, 2013
DATE

SCALE
0 50 100 150 200 300

ROLL 8 OF 12

HDR
HDR Engineering, Inc.
17111 Preston Road, Suite 200
Dallas, Texas 75248-1229

LEGEND

— · — · —	ALIGNMENT
— · — · —	PROPOSED R.O.W.
— · — · —	EXISTING R.O.W.
—III———III—	PROPOSED ACCESS DENIED
—III———III—	EXISTING ACCESS DENIED
———	BENTS/ABUTMENTS
———	PROPOSED RETAINING WALL
———	PROPOSED NOISE WALL
- - - - - -	CITY LIMITS
🟧	PROPOSED TOLL GANTRY
➞	DIRECTION OF TRAFFIC, ONE LANE
(XX)	PARCEL NUMBER
———	PARCEL BOUNDARY
▨	PAVEMENT TO BE REMOVED
🟨	PROPOSED MAINLANES
🟦	PROPOSED RAMPS, DIRECT CONNECTORS, COLLECTOR DISTRIBUTORS
🟩	PROPOSED FRONTAGE ROADS
🟪	PROPOSED CROSS STREETS / U-TURNS
🟫	PROPOSED CONCRETE STRUCTURES
🟫	PROPOSED STEEL STRUCTURES
⬜	PROPOSED SHOULDERS, GORES
🟪	PROPOSED SIDEWALKS
🟨	PROPOSED CONSTRUCTION BY OTHERS

GENERAL NOTES:

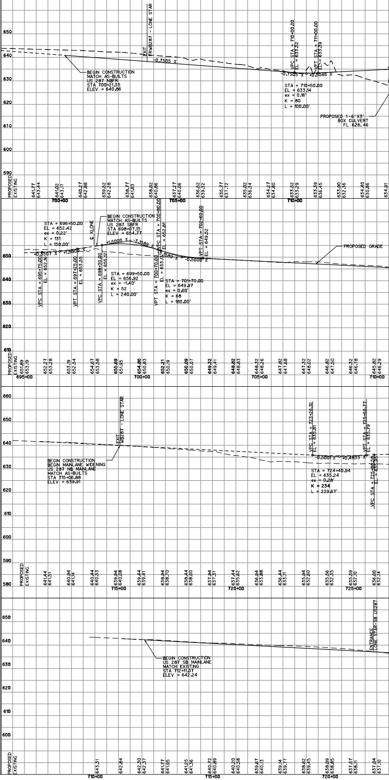
1. EXISTING PAVEMENT WITHIN LIMITS OF PROPOSED RECONSTRUCTION IS ASSUMED TO BE REMOVED.

2. EXISTING RIGHT OF WAY HAS NOT BEEN FIELD SURVEYED. SCHEMATIC LAYOUTS ARE BASED ON AERIAL SURVEY, SUPPLEMENTAL FIELD SURVEYS AND RECORD PLANS ONLY

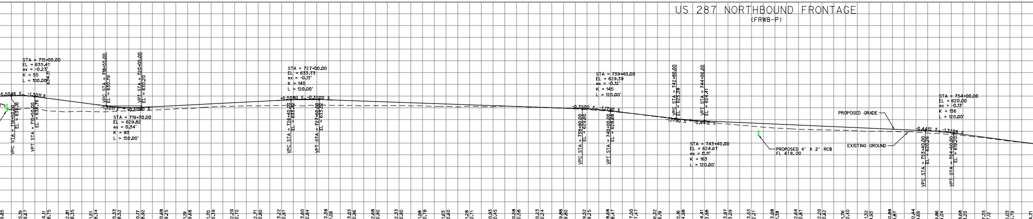
3. PARCEL OWNERSHIP WAS OBTAINED FROM TARRANT APPRAISAL DISTRICT, 2013 AND ELLIS COUNTY APPRAISAL DISTRICT, 2013, JOHNSON COUNTY APPRAISAL DISTRICT, 2013.

4. APPROXIMATE 100 YEAR FLOODPLAIN LIMITS ARE BASED UPON FEMA FLOOD INSURANCE RATE MAPS NUMBER 48439C0365K, 48439C0480K, 48439C0490K, 48113C0590J.

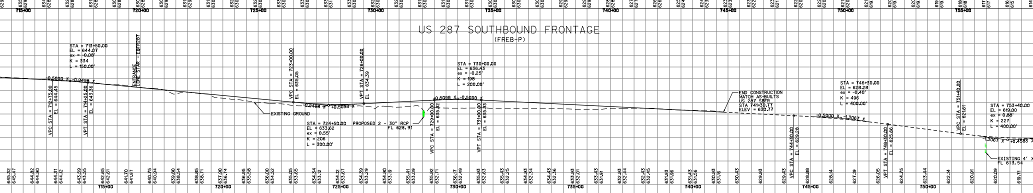
5. ASSUME SIX FOOT STRUCTURE DEPTH USED FOR CLEARANCE CALCULATIONS UNLESS NOTED OTHERWISE


650
640
630
620
610
600
590
580
660
PROPOSED
EXISTING
700+00
705+00
710+00
695+00
715+00
720+00
725+00
EXIT FRWB287 - LONE STAR
-0.7505 %
+0.5046 %
BEGIN CONSTRUCTION
MATCH AS-BUILTS
US 287 NBFR
STA 700+21.35
ELEV = 640.86
VPC STA = 710+00.00
EL = 633.52
VPT STA = 711+00.00
EL = 633.39
STA = 710+50.00
EL = 633.14
ex = 0.16'
K = 80
L = 100.00'
PROPOSED 1-6'X3'
BOX CULVERT
FL 628.46
STA = 696+50.00
EL = 652.42
ex = 0.22'
K = 131
L = 150.00'
℄ XLONE
BEGIN CONSTRUCTION
MATCH AS-BUILTS
US 287 SBFR
STA 698+07.15
ELEV = 654.77
+0.3507 %
+1.5000 %
-3.1589 %
-0.5000 %
VPC STA = 695+75.00
EL = 652.46
VPT STA = 697+25.00
EL = 653.55
VPC STA = 698+30.00
EL = 655.12
STA = 699+50.00
EL = 656.92
ex = -1.40'
K = 52
L = 240.00'
VPC STA = 700+80.00
EL = 652.81
VPT STA = 700+70.00
EL = 653.13
STA = 701+70.00
EL = 649.97
ex = 0.60'
K = 68
L = 180.00'
VPT STA = 702+60.00
EL = 649.52
PROPOSED GRADE
EXIT WB287 - LONE STAR
BEGIN CONSTRUCTION
BEGIN MAINLANE WIDENING
US 287 NB MAINLANE
MATCH AS-BUILTS
STA 715+06.88
ELEV = 639.91
VPC STA = 723+26.10
EL = 635.81
VPT STA = 725+55.77
EL = 635.79
-0.5001 %
+0.4833 %
STA = 724+40.94
EL = 635.24
ex = 0.28'
K = 234
L = 229.67'
VPC STA = 725+88.58
EL = 635.95
BEGIN CONSTRUCTION
US 287 SB MAINLANE
MATCH EXISTING
STA 712+11.07
ELEV = 642.24
ENTRANCE
LONE STAR-SB US287

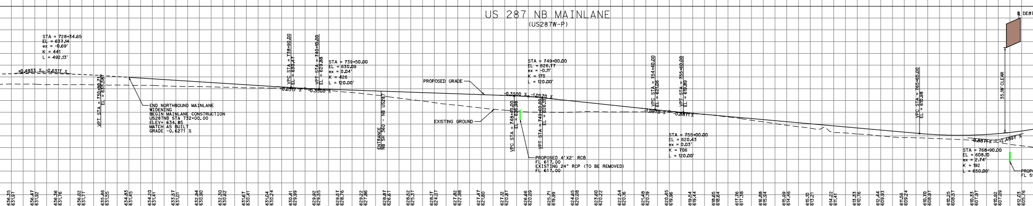
US 287 NORTHBOUND FRONTAGE
(FRWB-P)


STA = 715+00.00
EL = 635.41
ex = -0.23'
K = 55
L = 100.00'
STA = 719+30.00
EL = 629.82
ex = 0.34'
K = 83
L = 150.00'
STA = 727+00.00
EL = 633.73
ex = -0.13'
K = 140
L = 120.00'
STA = 739+40.00
EL = 629.39
ex = -0.12'
K = 145
L = 120.00'
STA = 743+40.00
EL = 624.67
ex = 0.11'
K = 163
L = 120.00'
STA = 754+00.00
EL = 620.00
ex = -0.13'
K = 56
L = 120.00'
PROPOSED GRADE
EXISTING GROUND
PROPOSED 4' X 2' RCB
FL 618.00
715+00
720+00
725+00
730+00
735+00
740+00
745+00
750+00
755+00

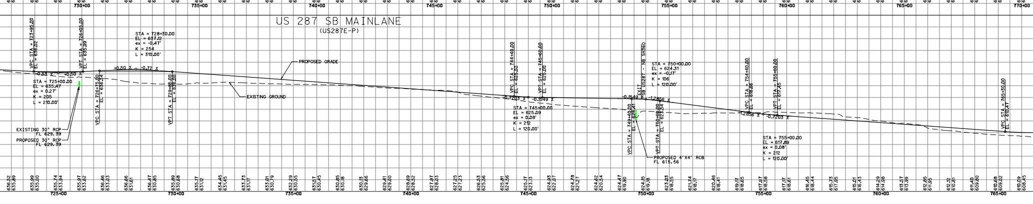
US 287 SOUTHBOUND FRONTAGE
(FREB-P)

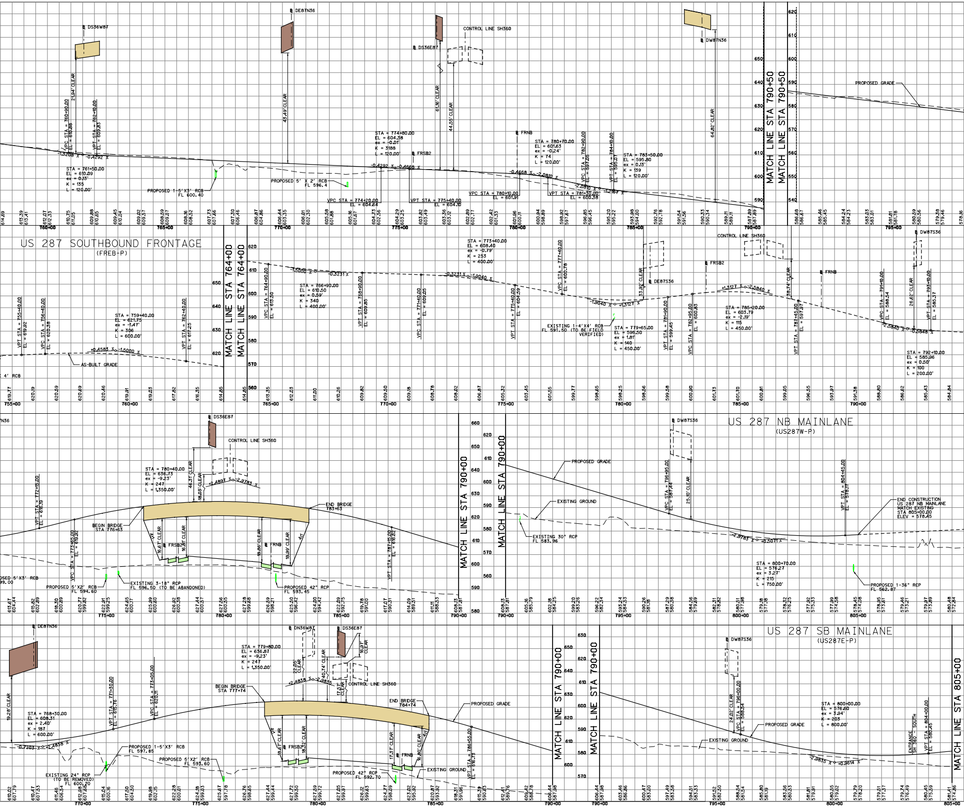

STA = 713+50.00
EL = 644.07
ex = -0.08'
K = 334
L = 150.00'
ENTRANCE
LONE STAR - EBFR287
STA = 724+50.00
EL = 633.62
ex = 0.55'
K = 206
L = 300.00'
STA = 730+00.00
EL = 636.43
ex = -0.25'
K = 198
L = 200.00'
EXISTING GROUND
PROPOSED 2 - 30" RCP
FL 628.91
END CONSTRUCTION
MATCH AS-BUILTS
US 287 SBFR
STA 741+30.77
ELEV = 630.77
STA = 746+30.00
EL = 628.28
ex = -0.40'
K = 496
L = 400.00'
STA = 753+40.00
EL = 619.00
ex = 0.88'
K = 227
L = 400.00'
EXISTING 4' X
FL 613.54
715+00
720+00
725+00
730+00
735+00
740+00
745+00
750+00

US 287 NB MAINLANE
(US287W-P)


STA = 728+34.65
EL = 637.14
ex = -0.69'
K = 441
L = 492.13'
END NORTHBOUND MAINLANE
WIDENING
BEGIN MAINLANE CONSTRUCTION
US287NB STA 732+00.00
ELEV= 634.85
MATCH AS BUILT
GRADE -0.6271 %
STA = 739+50.00
EL = 630.09
ex = 0.04'
K = 426
L = 120.00'
ENTRANCE
NB SH 360 - NB US287
PROPOSED GRADE
EXISTING GROUND
STA = 749+00.00
EL = 626.77
ex = -0.11'
K = 170
L = 120.00'
PROPOSED 4'X2' RCB
FL 617.00
EXISTING 24" RCP (TO BE REMOVED)
FL 617.00
STA = 755+00.00
EL = 620.43
ex = 0.03'
K = 706
L = 120.00'
35.18 CLEAR
STA = 768+90.00
EL = 608.10
ex = 2.74'
K = 192
L = 650.00'
730+00
735+00
740+00
745+00
750+00
755+00
760+00
765+00
770+00

US 287 SB MAINLANE
(US287E-P)


STA = 728+30.00
EL = 637.12
ex = -0.47'
K = 254
L = 310.00'
STA = 725+00.00
EL = 635.47
ex = 0.27'
K = 205
L = 210.00'
EXISTING 30" RCP
FL 629.39
PROPOSED 30" RCP
FL 629.39
PROPOSED GRADE
EXISTING GROUND
STA = 745+00.00
EL = 625.09
ex = 0.08'
K = 212
L = 120.00'
STA = 750+00.00
EL = 624.31
ex = -0.17'
K = 106
L = 120.00'
EXIT
SB US287 - NB SH360
PROPOSED 4'X4' RCB
FL 615.56
STA = 755+00.00
EL = 617.89
ex = 0.08'
K = 212
L = 120.00'
725+00
730+00
735+00
740+00
745+00
750+00
755+00
760+00
765+00

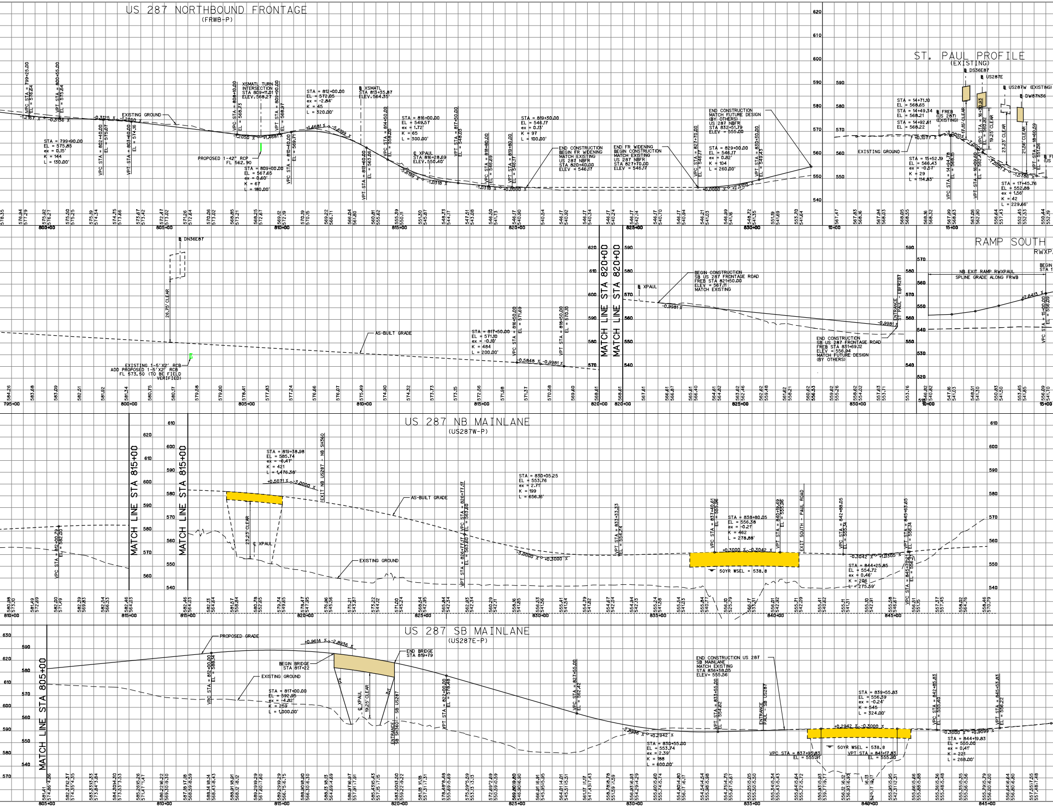


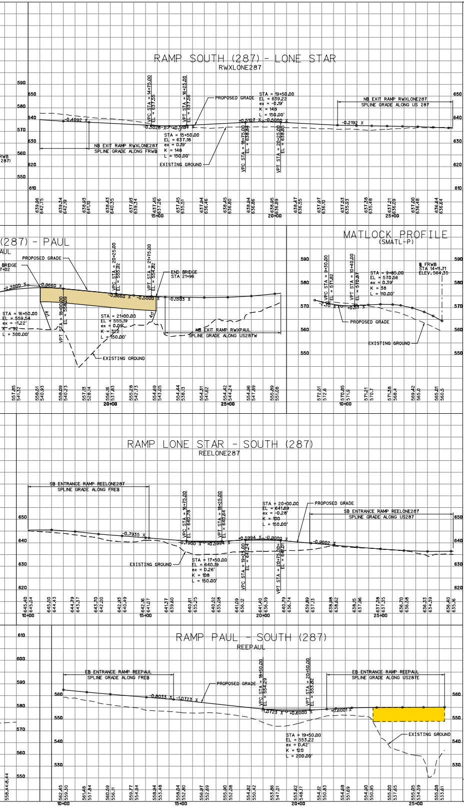
US 287 SOUTHBOUND FRONTAGE
(FREB-P)

US 287 NB MAINLANE
(US287W-P)

US 287 SB MAINLANE
(US287E-P)

DS36W87
DE87N36
DS36E87
CONTROL LINE SH360
DW87N36
21.94' CLEAR
43.49' CLEAR
61.16' CLEAR
44.55' CLEAR
64.82' CLEAR
VPC STA = 760+00.00
EL = 610.88
VPT STA = 762+10.00
EL = 609.83
STA = 761+50.00
EL = 610.09
ex = 0.13'
K = 135
L = 120.00'
PROPOSED 1-5'X3' RCB
FL 600.40
PROPOSED 5' X 2' RCB
FL 596.4
STA = 774+80.00
EL = 604.38
ex = -0.01'
K = 3188
L = 120.00'
VPC STA = 774+20.00
EL = 604.64
VPT STA = 775+40.00
EL = 604.10
FRSB2
FRNB
STA = 780+70.00
EL = 601.63
ex = -0.24'
K = 74
L = 120.00'
VPC STA = 780+10.00
EL = 601.91
VPT STA = 781+30.00
EL = 600.38
VPC STA = 782+90.00
VPT STA = 784+10.00
STA = 783+50.00
EL = 595.80
ex = 0.13'
K = 139
L = 120.00'
MATCH LINE STA 790+50
PROPOSED GRADE
MATCH LINE STA 764+00
VPT STA = 755+40.00
EL = 619.92
VPC STA = 756+40.00
EL = 620.38
STA = 759+40.00
EL = 621.75
ex = -1.47'
K = 306
L = 600.00'
VPT STA = 762+40.00
EL = 617.25
AS-BUILT GRADE
VPC STA = 764+90.00
EL = 613.50
STA = 766+90.00
EL = 610.50
ex = 0.59'
K = 340
L = 400.00'
VPT STA = 768+90.00
EL = 609.85
VPC STA = 771+40.00
EL = 609.05
STA = 773+40.00
EL = 608.40
ex = -0.79'
K = 253
L = 400.00'
VPT STA = 775+40.00
EL = 604.59
VPC STA = 777+40.00
EL = 600.78
33.92' CLEAR
DE87S36
EXISTING 1-4'X4' RCB
FL 591.50 (TO BE FIELD VERIFIED)
STA = 779+65.00
EL = 596.50
ex = 1.81'
K = 140
L = 450.00'
VPT STA = 781+90.00
EL = 599.45
VPC STA = 782+95.00
EL = 600.83
STA = 785+20.00
EL = 603.79
ex = -2.19'
K = 115
L = 450.00'
VPT STA = 787+45.00
EL = 597.87
38.74' CLEAR
DW87S36
26.62' CLEAR
VPC STA = 791+10.00
EL = 588.54
VPT STA = 793+10.00
EL = 585.37
STA = 792+10.00
EL = 585.96
ex = 0.50'
K = 100
L = 200.00'
STA = 780+40.00
EL = 636.73
ex = -9.23'
K = 247
L = 1,350.00'
46.31' CLEAR
18.03' CLEAR
BEGIN BRIDGE
STA 776+63
END BRIDGE
783+63
16.67' CLEAR
16.81' CLEAR
18.86' CLEAR
18.99' CLEAR
VPT STA = 772+15.00
EL = 616.19
VPC STA = 773+65.00
EL = 619.22
VPT STA = 787+15.00
EL = 616.62
PROPOSED 5'X2' RCB
FL 594.60
EXISTING 3-18" RCP
FL 596.50 (TO BE ABANDONED)
PROPOSED 42" RCP
FL 593.45
MATCH LINE STA 790+00
EXISTING GROUND
EXISTING 30" RCP
FL 583.96
VPC STA = 796+95.00
EL = 587.44
25.10' CLEAR
VPT STA = 804+45.00
EL = 578.11
STA = 800+70.00
EL = 576.27
ex = 3.27'
K = 215
L = 750.00'
END CONSTRUCTION
US 287 NB MAINLANE
MATCH EXISTING
STA 805+00.00
ELEV = 578.45
PROPOSED 1-36" RCP
FL 562.87
19.28' CLEAR
STA = 768+30.00
EL = 608.31
ex = 2.40'
K = 187
L = 600.00'
VPT STA = 771+30.00
EL = 615.76
VPC STA = 773+05.00
EL = 620.11
STA = 779+80.00
EL = 636.87
ex = -9.23'
K = 247
L = 1,350.00'
DN36W87
22.05' CLEAR
40.74' CLEAR
17.57' CLEAR
16.97' CLEAR
BEGIN BRIDGE
STA 777+74
END BRIDGE
784+74
18.67' CLEAR
18.32' CLEAR
17.37' CLEAR
16.80' CLEAR
PROPOSED 1-5'X3' RCB
FL 597.85
PROPOSED 5'X2' RCB
FL 593.60
EXISTING 24" RCP
(TO BE REMOVED)
FL 600.20
PROPOSED 42" RCP
FL 592.70
VPT STA = 786+55.00
EL = 616.73
24.02' CLEAR
VPC STA = 796+00.00
EL = 588.34
STA = 800+00.00
EL = 576.60
ex = 3.94'
K = 203
L = 800.00'
ENTRANCE SH 360 SOUTH
VPT STA = 804+00.00
EL = 580.45
MATCH LINE STA 805+00
755+00
760+00
765+00
770+00
775+00
780+00
785+00
790+00
795+00
800+00
805+00


US 287 NORTHBOUND FRONTAGE
(FRWB-P)
EXISTING GROUND
XSMATL TURN INTERSECTION STA 809+11.01 ELEV. 568.27
PROPOSED 1-42" RCP FL 562.90
STA = 799+90.00 EL = 575.85 ex = 0.15' K = 144 L = 130.00'
STA = 809+00.00 EL = 567.65 ex = 0.60' K = 67 L = 180.00'
STA = 812+00.00 EL = 572.05 ex = -2.84' K = 45 L = 320.00'
℄ XSMATL STA 813+35.87 ELEV. 564.35'
STA = 816+00.00 EL = 549.57 ex = 1.72' K = 65 L = 300.00'
℄ XPAUL STA 816+28.69 ELEV. 550.40'
STA = 819+30.00 EL = 546.17 ex = 0.13' K = 97 L = 100.00'
END CONSTRUCTION BEGIN FR WIDENING MATCH EXISTING US 287 NBFR STA 820+40.00 ELEV = 546.17
END FR WIDENING BEGIN CONSTRUCTION MATCH EXISTING US 287 NBFR STA 827+70.00 ELEV = 546.17
END CONSTRUCTION MATCH FUTURE DESIGN (BY OTHERS) US 287 NBFR STA 832+51.79 ELEV = 555.00
STA = 829+00.00 EL = 546.17 ex = 0.82' K = 104 L = 260.00'
ST. PAUL PROFILE
(EXISTING)
℄ DS36E87
℄ US287E
℄ US287W (EXISTING)
℄ DW87N36
℄ FREB (US 287) (EXISTING)
STA = 14+71.10 EL = 568.65
STA = 14+49.34 EL = 568.21
STA = 14+92.61 EL = 568.22
STA = 15+52.19 EL = 566.43 ex = -0.57' K = 29 L = 114.83'
STA = 17+45.76 EL = 552.88 ex = 1.56' K = 42 L = 229.66'
17.45' CLEAR
19.25' CLEAR
23.23' CLEAR
21.56' CLEAR
EXISTING GROUND
℄ DN36E87
26.75' CLEAR
AS-BUILT GRADE
EXISTING 1-5'X2' RCB ADD PROPOSED 1-5'X2' RCB FL 573.50 (TO BE FIELD VERIFIED)
STA = 817+50.00 EL = 571.10 ex = -0.10' K = 484 L = 200.00'
MATCH LINE STA 820+00
MATCH LINE STA 820+00
℄ XPAUL
BEGIN CONSTRUCTION SB US 287 FRONTAGE ROAD FREB STA 821+50.00 ELEV = 567.11 MATCH EXISTING
END CONSTRUCTION SB US 287 FRONTAGE ROAD FREB STA 831+69.12 ELEV = 556.94 MATCH FUTURE DESIGN (BY OTHERS)
ENTRANCE ST PAUL - EBFR287
RAMP SOUTH
RWXPA
NB EXIT RAMP RWXPAUL SPLINE GRADE ALONG FRWB
US 287 NB MAINLANE
(US287W-P)
MATCH LINE STA 815+00
MATCH LINE STA 815+00
STA = 819+38.98 EL = 585.74 ex = -6.47' K = 421 L = 1,476.36'
EXIT NB US287 - NB SH360
AS-BUILT GRADE
23.23' CLEAR
℄ XPAUL
EXISTING GROUND
STA = 830+05.25 EL = 553.76 ex = 2.71' K = 199 L = 656.16'
STA = 838+80.05 EL = 556.38 ex = -0.21' K = 462 L = 278.88'
EXIT SOUTH - PAUL ROAD
50YR WSEL = 538.8
STA = 844+25.85 EL = 554.72 ex = 0.46' K = 206 L = 275.59'
US 287 SB MAINLANE
(US287E-P)
PROPOSED GRADE
MATCH LINE STA 805+00
BEGIN BRIDGE STA 817+22
END BRIDGE STA 819+79
EXISTING GROUND
STA = 817+00.00 EL = 592.95 ex = -4.82' K = 259 L = 1,000.00'
℄ XPAUL
19.25' CLEAR
ENTRANCE SB SH360 - SB US287
END CONSTRUCTION US 287 SB MAINLANE MATCH EXISTING STA 836+38.05 ELEV = 555.56
STA = 830+55.00 EL = 553.74 ex = 2.39' K = 188 L = 600.00'
ENTRANCE PAUL - SB US287
VPC STA = 837+93.83 EL = 555.91
VPT STA = 841+17.83 EL = 555.90
50YR WSEL = 538.8
STA = 839+55.83 EL = 556.39 ex = -0.24' K = 545 L = 324.00'
STA = 844+19.83 EL = 555.00 ex = 0.41' K = 221 L = 268.00'


RAMP SOUTH (287) - LONE STAR
RWXLONE287
PROPOSED GRADE
EXISTING GROUND
NB EXIT RAMP RWXLONE287
SPLINE GRADE ALONG US 287
NB EXIT RAMP RWXLONE287
SPLINE GRADE ALONG FRWB
VPC STA = 14+75.00
VPT STA = 16+25.00
STA = 15+50.00
EL = 637.18
ex = 0.19'
K = 148
L = 150.00'
STA = 19+50.00
EL = 639.22
ex = -0.19'
K = 148
L = 150.00'
-0.4092 %
-0.5026 %
+0.5107 %
-0.5000 %
-0.2192 %
15+00
20+00
25+00
(287) - PAUL
PROPOSED GRADE
BRIDGE
END BRIDGE
STA 21+96
+2.3000 %
-0.9660 %
-0.5000 %
-0.1363 %
STA = 16+50.00
EL = 559.54
ex = -1.22'
K = 92
L = 300.00'
STA = 21+00.00
EL = 555.19
ex = 0.09'
K = 322
L = 150.00'
NB EXIT RAMP RWXPAUL
SPLINE GRADE ALONG US287W
EXISTING GROUND
20+00
25+00
MATLOCK PROFILE
(SMATL-P)
STA = 9+85.00
EL = 570.56
ex = 0.39'
K = 38
L = 110.00'
B FRWB
STA 14+11.71
ELEV. 564.35
PROPOSED GRADE
EXISTING GROUND
10+00
RAMP LONE STAR - SOUTH (287)
REELONE287
SB ENTRANCE RAMP REELONE287
SPLINE GRADE ALONG FREB
SB ENTRANCE RAMP REELONE287
SPLINE GRADE ALONG US287
PROPOSED GRADE
EXISTING GROUND
STA = 17+50.00
EL = 640.19
ex = 0.26'
K = 108
L = 150.00'
STA = 20+00.00
EL = 641.69
ex = -0.28'
K = 100
L = 150.00'
-0.7935 %
-0.7900 %
+0.5994 %
-0.9000 %
-0.9002 %
10+00
15+00
20+00
25+00
RAMP PAUL - SOUTH (287)
REEPAUL
EB ENTRANCE RAMP REEPAUL
SPLINE GRADE ALONG FREB
EB ENTRANCE RAMP REEPAUL
SPLINE GRADE ALONG US287E
PROPOSED GRADE
EXISTING GROUND
-0.8033 %
-1.0723 %
+0.6000 %
+0.6001 %
STA = 19+50.00
EL = 553.22
ex = 0.42'
K = 120
L = 200.00'
10+00
15+00
20+00
25+00

Texas Department of Transportation

Fort Worth District

Maribel P. Chavez, P.E. District Engineer

NTTA

NORTH TEXAS TOLLWAY AUTHORITY

Gerry Carrigan, Executive Director

STATE HIGHWAY 360

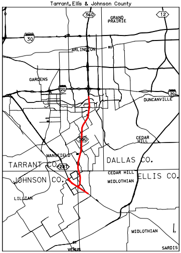
From Green Oaks Boulevard to US 287
Design Schematic
Project Length = 9.20 Miles
CSJ # 2266-02-136
CONTRACT # 02282-SH-360 PS-PD

DESIGN SPEEDS

DESIGN SPEEDS AND FUNCTIONAL CLASSIFICATIONS:

MAINLANES (URBAN FREEWAY)	- 70 MPH
RAMPS (URBAN FREEWAY)	- 50 MPH
DIRECT CONNECTOR (URBAN FREEWAY)	- 40 MPH
FRONTAGE ROADS (URBAN COLLECTOR)	- 40 MPH
CROSS STREETS	
SUBLETT RD / CAMP WISDOM RD (URBAN MAJOR ARTERIAL)	- 35 MPH
WEBB LYNN RD / LYNN CREEK PKWY (URBAN MINOR COLLECTOR)	- 35 MPH
NEW YORK AVE (URBAN MAJOR COLLECTOR)	- 40 MPH
EDEN RD (URBAN MINOR ARTERIAL)	- 40 MPH
DEBBIE LN / RAGLAND RD (URBAN MAJOR ARTERIAL)	- 35 MPH
HOLLAND RD (URBAN PRINCIPAL ARTERIAL)	- 30 MPH
BROAD ST (URBAN PRINCIPAL ARTERIAL)	- 40 MPH
HERITAGE PKWY (URBAN PRINCIPAL ARTERIAL)	- 40 MPH
LONE STAR RD (URBAN PRINCIPAL ARTERIAL)	- 40 MPH
MATLOCK RD AT SH 360 (URBAN MAJOR ARTERIAL)	- 40 MPH
MATLOCK RD AT US 287 (RURAL MAJOR ARTERIAL)	- 30 MPH
ELLIS DR/ST (RURAL MAJOR COLLECTOR)	- 30 MPH
ST.PAUL RD (RURAL MINOR COLLECTOR)	- 30 MPH
UTURNS (URBAN COLLECTOR)	- 20 MPH

Tarrant, Ellis & Johnson County


360
12
GRAND PRAIRIE
30
ARLINGTON
80
GARDENS
20
20
DUNCANVILLE
CEDAR HILL
360
MANSFIELD
TARRANT CO.
287
DALLAS CO.
CEDAR HILL
JOHNSON CO.
MIDLOTHIAN
ELLIS CO.
LILLIAN
MIDLOTHIAN
SARDIS
VENUS
67
N

100% SUBMITTAL

AUGUST 16, 2013

ROLL INDEX

ROLL 1: SH 360 MAINLANES
STA 736+90 TO STA 794+00
RAMPS AND MAJOR CROSS STREETS

ROLL 2: SH 360 MAINLANES
STA 794+00 TO STA 878+00
RAMPS AND MAJOR CROSS STREETS

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STA 878+00 TO STA 966+00
RAMPS AND MAJOR CROSS STREETS

ROLL 4: SH 360 MAINLANES
STA 966+00 TO STA 1049+00
RAMPS AND MAJOR CROSS STREETS

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STA 1049+00 TO STA 1110+00
RAMPS AND MAJOR CROSS STREETS

ROLL 6: SH 360 MAINLANES
STA 1110+00 TO STA 1209+00
RAMPS AND MAJOR CROSS STREETS

ROLL 7: SH 360 MAINLANES
STA 1209+00 TO STA 1243+00
RAMPS, US 287 MAINLANES AND
FRONTAGE ROADS STA 193+40
TO 343+00

ROLL 8: US 287 MAINLANES
AND FRONTAGES ROAD PROFILES
(US287E,US287W,FREB,FRWB)

ROLL 9: SH 360 NORTHBOUND
FRONTAGE ROAD
PROFILES (FRNB)

ROLL 10: SH 360 NORTHBOUND AND
SOUTHBOUND FRONTAGE ROAD
PROFILES (FRNB & FRSB)

ROLL 11: SH 360 SOUTHBOUND FRONTAGE ROAD
PROFILE (FRSB), UTURN PROFILES AND
MAINLANES PROFILE STA 1209+00 TO END

ROLL 12: DIRECT CONNECTOR PROFILES

PRELIMINARY
SUBJECT TO CHANGE BASED
ON FURTHER DEVELOPMENTS
RESULTING FROM PUBLIC
INPUT AND TECHNICAL REVIEW

DATE APPROVED

DATE SUBMITTED

SCHEMATIC PREPARED BY:

HDR ENGINEERING, INC.
REGISTRATION NUMBER F-754

FOR INTERIM REVIEW ONLY. NOT FOR PERMITTING, BIDDING OR CONSTRUCTION.

Prepared by or under the
Direct Supervision of:

NAME	P.E. NUMBER
BRIAN ANDREW SWINDELL	80688
M. SHANE WALTERS	100195

AUGUST 16, 2013
DATE

SCALE
0 50 100 150 200 300

ROLL 8 OF 12

HDR

HDR Engineering, Inc.
17111 Preston Road, Suite 200
Dallas, Texas 75248-1229

Texas Department of Transportation®
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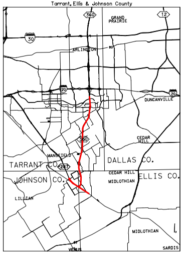
  ST.PAUL RD (RURAL MINOR COLLECTOR) - 30 MPH
UTURNS (URBAN COLLECTOR) - 20 MPH

Tarrant, Ellis & Johnson County


360
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AUGUST 16, 2013

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PRELIMINARY
SUBJECT TO CHANGE BASED
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DATE APPROVED	DATE SUBMITTED

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REGISTRATION NUMBER F-754
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Prepared by or under the
Direct Supervision of:

NAME	P.E. NUMBER
BRIAN ANDREW SWINDELL	80688
M. SHANE WALTERS	100195

AUGUST 16, 2013
DATE

SCALE
0 50 100 150 200 300

ROLL 9 OF 12

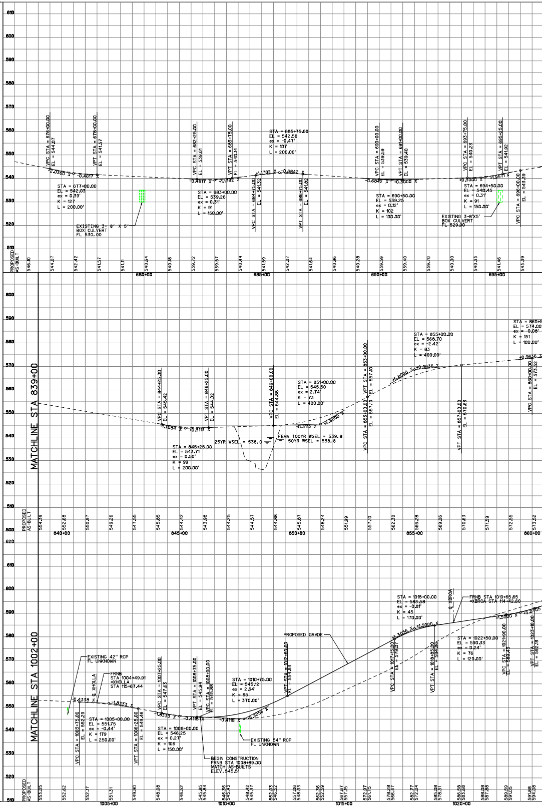
HDR
HDR Engineering, Inc.
17111 Preston Road, Suite 200
Dallas, Texas 75248-1229

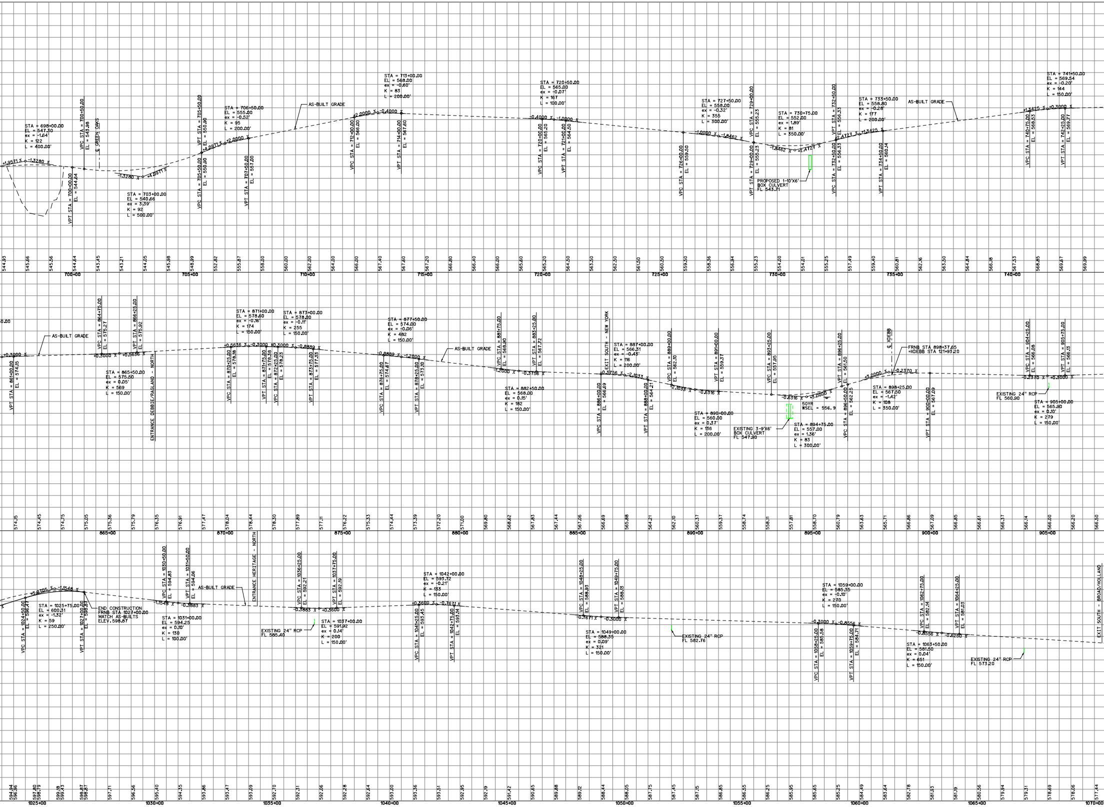
LEGEND

— · — · —	ALIGNMENT
— · — · —	PROPOSED R.O.W.
— · — · —	EXISTING R.O.W.
—‖‖—‖‖—	PROPOSED ACCESS DENIED
—‖‖—‖‖—	EXISTING ACCESS DENIED
——	BENTS/ABUTMENTS
——	PROPOSED RETAINING WALL
——	PROPOSED NOISE WALL
- - - - -	CITY LIMITS
▬	PROPOSED TOLL GANTRY
→	DIRECTION OF TRAFFIC, ONE LANE
(XX)	PARCEL NUMBER
——	PARCEL BOUNDARY
▨	PAVEMENT TO BE REMOVED
▭	PROPOSED MAINLANES
▭	PROPOSED RAMPS, DIRECT CONNECTORS, COLLECTOR DISTRIBUTORS
▭	PROPOSED FRONTAGE ROADS
▭	PROPOSED CROSS STREETS / U-TURNS
▭	PROPOSED CONCRETE STRUCTURES
▭	PROPOSED STEEL STRUCTURES
▭	PROPOSED SHOULDERS, GORES
▭	PROPOSED SIDEWALKS
▭	PROPOSED CONSTRUCTION BY OTHERS

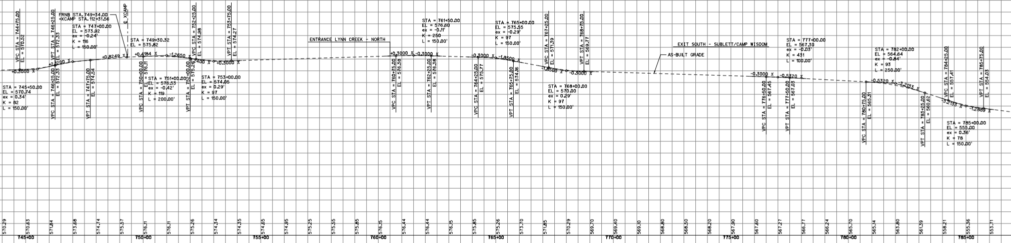
GENERAL NOTES:

1. EXISTING PAVEMENT WITHIN LIMITS OF PROPOSED RECONSTRUCTION IS ASSUMED TO BE REMOVED.
2. EXISTING RIGHT OF WAY HAS NOT BEEN FIELD SURVEYED. SCHEMATIC LAYOUTS ARE BASED ON AERIAL SURVEY, SUPPLEMENTAL FIELD SURVEYS AND RECORD PLANS ONLY
3. PARCEL OWNERSHIP WAS OBTAINED FROM TARRANT APPRAISAL DISTRICT, 2013 AND ELLIS COUNTY APPRAISAL DISTRICT, 2013, JOHNSON COUNTY APPRAISAL DISTRICT, 2013.
4. APPROXIMATE 100 YEAR FLOODPLAIN LIMITS ARE BASED UPON FEMA FLOOD INSURANCE RATE MAPS NUMBER 48439C0365K, 48439C0480K, 48439C0490K, 48113C0590J.
5. ASSUME SIX FOOT STRUCTURE DEPTH USED FOR CLEARANCE CALCULATIONS UNLESS NOTED OTHERWISE

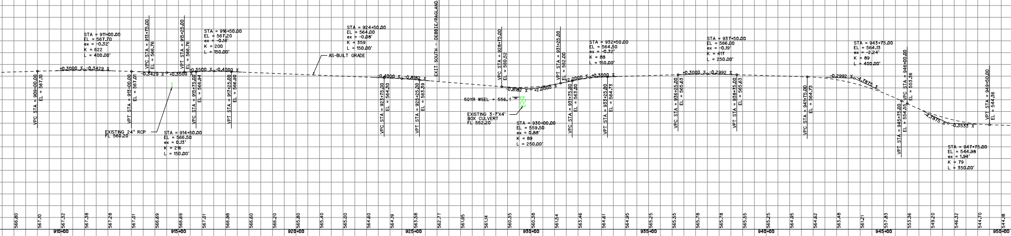

MATCHLINE STA 839+00
MATCHLINE STA 1002+00
PROPOSED AS-BUILT
680+00
685+00
690+00
695+00
840+00
845+00
850+00
855+00
860+00
1005+00
1010+00
1015+00
1020+00
EXISTING 3-8' X 5' BOX CULVERT FL 530.00
EXISTING 3-8'X5' BOX CULVERT FL 529.90
FEMA 100YR WSEL = 539.8
50YR WSEL = 538.8
25YR WSEL = 538.0
EXISTING 42" RCP FL UNKNOWN
EXISTING 54" RCP FL UNKNOWN
PROPOSED GRADE
BEGIN CONSTRUCTION FRNB STA 1008+89.00 MATCH AS-BUILTS ELEV. 545.51
FRNB STA 1004+49.91 =XHOLLA STA 115+67.44
FRNB STA 1019+65.65 =XBROA STA 114+42.60


STA = 698+00.00
EL = 547.30
ex = -1.64'
K = 122
L = 400.00'
+1.9571
-1.3280
VPC STA = 700+50.00
EL = 543.98
℄ GREEN OAKS
VPT STA = 700+00.00
EL = 544.64
-1.3280
+4.0971
STA = 703+00.00
EL = 540.66
ex = 3.39'
K = 92
L = 500.00'
VPT STA = 705+50.00
EL = 550.90
VPC STA = 705+50.00
EL = 550.90
+4.0971
+2.0000
STA = 706+50.00
EL = 555.00
ex = -0.52'
K = 95
L = 200.00'
VPT STA = 707+50.00
EL = 557.00
AS-BUILT GRADE
STA = 713+00.00
EL = 568.00
ex = -0.60'
K = 83
L = 200.00'
+2.0000
-0.4000
VPC STA = 712+00.00
EL = 566.00
VPT STA = 714+00.00
EL = 567.60
STA = 720+50.00
EL = 565.00
ex = -0.07'
K = 167
L = 100.00'
-0.4000
-1.0000
VPC STA = 720+00.00
EL = 565.20
VPT STA = 721+00.00
EL = 564.50
STA = 727+50.00
EL = 558.00
ex = -0.32'
K = 355
L = 300.00'
-1.0000
-1.8462
VPC STA = 726+00.00
EL = 559.50
VPC STA = 729+00.00
EL = 555.23
VPT STA = 729+00.00
EL = 555.23
STA = 730+75.00
EL = 552.00
ex = 1.89'
K = 81
L = 350.00'
-1.8462
+2.4727
PROPOSED 1-10'X6'
BOX CULVERT
FL 543.71
VPT STA = 732+50.00
EL = 556.33
VPC STA = 732+50.00
EL = 556.33
+2.4727
+1.3425
STA = 733+50.00
EL = 558.80
ex = -0.28'
K = 177
L = 200.00'
VPT STA = 734+50.00
EL = 560.14
AS-BUILT GRADE
STA = 741+50.00
EL = 569.54
ex = -0.20'
K = 144
L = 150.00'
+1.3425
+0.3000
VPC STA = 740+75.00
EL = 568.53
VPT STA = 742+25.00
EL = 569.77
544.93
545.66
545.56
544.64
543.45
543.21
544.05
545.98
548.99
552.82
555.87
558.00
560.00
562.00
564.00
566.00
567.40
567.60
567.20
566.80
566.40
566.00
565.60
565.20
564.50
563.50
562.50
561.50
560.50
559.50
558.36
556.94
555.23
554.00
554.01
555.25
557.49
559.40
560.81
562.16
563.50
564.84
566.18
567.53
568.85
569.87
569.99
700+00
705+00
710+00
715+00
720+00
725+00
730+00
735+00
740+00
+0.3000
AS-BUILT GRADE
VPT STA = 861+00.00
EL = 574.15
VPC STA = 864+75.00
EL = 575.27
VPT STA = 866+25.00
EL = 575.92
+0.3000
+0.5636
STA = 865+50.00
EL = 575.50
ex = 0.05'
K = 569
L = 150.00'
ENTRANCE DEBBIE/RAGLAND - NORTH
STA = 871+00.00
EL = 578.60
ex = -0.16'
K = 174
L = 150.00'
STA = 873+00.00
EL = 578.00
ex = -0.11'
K = 255
L = 150.00'
+0.5636
-0.3000
-0.3000
-0.8889
VPC STA = 870+25.00
EL = 578.18
VPT STA = 871+75.00
EL = 578.38
VPC STA = 872+25.00
EL = 578.23
VPT STA = 873+75.00
EL = 577.33
STA = 877+50.00
EL = 574.00
ex = -0.06'
K = 482
L = 150.00'
-0.8889
-1.2000
VPC STA = 876+75.00
EL = 574.67
VPT STA = 878+25.00
EL = 573.10
AS-BUILT GRADE
VPC STA = 881+75.00
EL = 568.90
VPT STA = 883+25.00
EL = 567.72
-1.2000
-0.3756
STA = 882+50.00
EL = 568.00
ex = 0.15'
K = 182
L = 150.00'
EXIT SOUTH - NEW YORK
STA = 887+00.00
EL = 566.31
ex = -0.43'
K = 116
L = 200.00'
-0.3756
-2.1033
VPC STA = 886+00.00
EL = 566.69
VPT STA = 888+00.00
EL = 564.21
VPC STA = 889+00.00
EL = 562.10
VPT STA = 891+00.00
EL = 559.37
-2.1033
-0.6316
STA = 890+00.00
EL = 560.00
ex = 0.37'
K = 136
L = 200.00'
VPC STA = 893+25.00
EL = 557.95
-0.6316
+3.0000
50YR
WSEL = 556.9
EXISTING 3-9'X6'
BOX CULVERT
FL 547.90
STA = 894+75.00
EL = 557.00
ex = 1.36'
K = 83
L = 300.00'
VPT STA = 896+25.00
EL = 561.50
VPC STA = 896+50.00
EL = 562.25
℄ XDEBB
FRNB STA 898+37.65
=XDEBB STA 121+93.20
+3.0000
-0.2370
STA = 898+25.00
EL = 567.50
ex = -1.42'
K = 106
L = 350.00'
VPT STA = 900+00.00
EL = 567.09
VPC STA = 904+25.00
EL = 566.08
VPT STA = 905+75.00
EL = 566.13
-0.2370
+0.3000
EXISTING 24" RCP
FL 560.90
STA = 905+00.00
EL = 565.90
ex = 0.10'
K = 279
L = 150.00'
574.15
574.45
574.75
575.05
575.36
575.79
576.35
576.91
577.47
578.04
578.44
578.30
577.89
577.11
576.22
575.33
574.44
573.39
572.20
571.00
569.80
568.62
567.83
567.44
567.06
566.69
565.88
564.21
562.10
560.37
559.37
558.74
558.11
557.81
558.70
560.79
563.63
565.71
566.86
567.09
566.85
566.61
566.37
566.14
566.00
566.20
566.50
865+00
870+00
875+00
880+00
885+00
890+00
895+00
900+00
905+00
+2.9705
-1.1548
VPC STA = 1024+50.00
EL = 596.27
STA = 1025+75.00
EL = 600.31
ex = -1.32'
K = 59
L = 250.00'
VPT STA = 1027+00.00
EL = 598.87
END CONSTRUCTION
FRNB STA 1027+00.00
MATCH AS-BUILTS
ELEV. 598.87
VPC STA = 1030+50.00
EL = 594.83
VPT STA = 1031+50.00
EL = 594.06
-1.1548
-0.3883
STA = 1031+00.00
EL = 594.25
ex = 0.10'
K = 130
L = 100.00'
AS-BUILT GRADE
ENTRANCE HERITAGE - NORTH
VPC STA = 1036+25.00
EL = 592.21
VPT STA = 1037+75.00
EL = 592.19
-0.3883
+0.3600
EXISTING 24" RCP
FL 585.40
STA = 1037+00.00
EL = 591.92
ex = 0.14'
K = 200
L = 150.00'
STA = 1042+00.00
EL = 593.72
ex = -0.21'
K = 133
L = 150.00'
+0.3600
-0.7671
VPC STA = 1041+25.00
EL = 593.45
VPT STA = 1042+75.00
EL = 593.14
VPC STA = 1048+25.00
EL = 588.93
VPT STA = 1049+75.00
EL = 588.13
-0.7671
-0.3000
STA = 1049+00.00
EL = 588.35
ex = 0.09'
K = 321
L = 150.00'
EXISTING 24" RCP
FL 582.76
STA = 1059+00.00
EL = 585.35
ex = -0.10'
K = 270
L = 150.00'
-0.3000
-0.6556
VPC STA = 1058+25.00
EL = 585.58
VPT STA = 1059+75.00
EL = 584.71
VPC STA = 1062+75.00
EL = 582.14
VPT STA = 1064+25.00
EL = 581.03
-0.6556
-0.6250
STA = 1063+50.00
EL = 581.50
ex = 0.04'
K = 651
L = 150.00'
EXISTING 24" RCP
FL 573.20
EXIT SOUTH - BROAD/HOLLAND
594.94
596.96
597.80
598.79
599.38
599.43
598.87
598.87
597.71
596.56
595.40
594.35
593.86
593.47
593.09
592.70
592.31
592.06
592.28
592.64
593.00
593.36
593.51
592.95
592.19
591.42
590.65
589.88
589.12
588.44
588.05
587.75
587.45
587.15
586.85
586.55
586.25
585.95
585.65
585.25
584.49
583.64
582.78
581.93
581.09
580.56
579.94
579.31
578.69
578.06
577.44
1025+00
1030+00
1035+00
1040+00
1045+00
1050+00
1055+00
1060+00
1065+00
1070+00

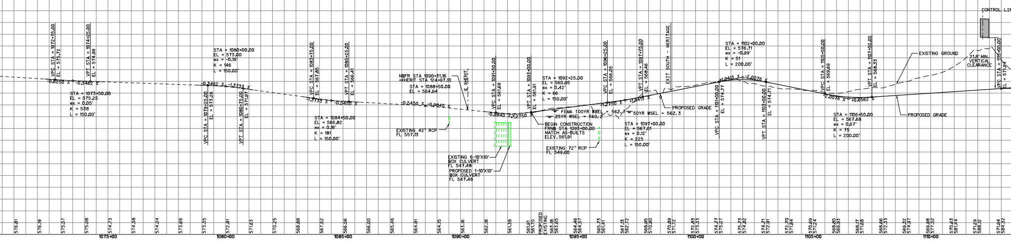
SH360 NORTHBOUND FRONTAGE
(FRNB-P)

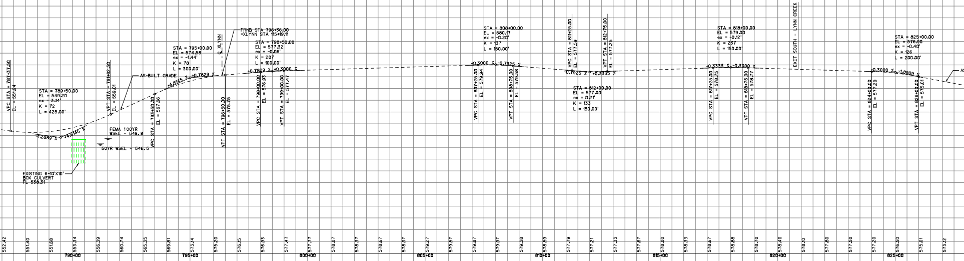

FRNB STA. 749+34.00
=XCAMP STA. 112+31.56
℄ XCAMP
VPC STA = 744+75.00 EL = 570.52
VPT STA = 746+25.00 EL = 572.33
STA = 747+00.00 EL = 573.92 ex = -0.24' K = 116 L = 150.00'
STA = 749+30.32 EL = 575.82
VPC STA = 752+25.00 EL = 574.98
VPT STA = 753+75.00 EL = 574.27
STA = 745+50.00 EL = 570.74 ex = 0.34' K = 82 L = 150.00'
VPC STA = 746+25.00 EL = 572.33
VPT STA = 747+75.00 EL = 574.54
VPC STA = 750+00.00 EL = 576.11
STA = 751+00.00 EL = 576.53 ex = -0.42' K = 119 L = 200.00'
VPT STA = 752+00.00 EL = 575.26
STA = 753+00.00 EL = 574.05 ex = 0.29' K = 97 L = 150.00'
+0.3000 %
+0.8249 %
+0.4184 %
-1.2650 %
+0.3000 %
ENTRANCE LYNN CREEK - NORTH
STA = 761+50.00 EL = 576.60 ex = -0.11' K = 250 L = 150.00'
+0.3000 % -0.3000 %
VPC STA = 760+75.00 EL = 576.38
VPT STA = 762+25.00 EL = 576.38
STA = 765+00.00 EL = 575.55 ex = -0.29' K = 97 L = 150.00'
-0.3000 % -1.8500 %
VPC STA = 764+25.00 EL = 575.77
VPT STA = 765+75.00 EL = 574.16
VPC STA = 767+25.00 EL = 571.39
VPT STA = 768+75.00 EL = 569.77
-1.8500 % -0.3000 %
STA = 768+00.00 EL = 570.00 ex = 0.29' K = 97 L = 150.00'
EXIT SOUTH - SUBLETT/CAMP WISDOM
AS-BUILT GRADE
STA = 777+00.00 EL = 567.30 ex = -0.03' K = 431 L = 100.00'
-0.3000 % -0.5320 %
VPC STA = 776+50.00 EL = 567.45
VPT STA = 777+50.00 EL = 567.03
STA = 782+00.00 EL = 564.64 ex = -0.84' K = 93 L = 250.00'
-0.5320 % -3.2133 %
VPC STA = 780+75.00 EL = 565.31
VPT STA = 783+25.00 EL = 560.62
VPC STA = 784+25.00 EL = 557.41
VPT STA = 785+75.00 EL = 554.03
-3.2133 % -1.2889 %
STA = 785+00.00 EL = 555.00 ex = 0.36' K = 78 L = 150.00'
570.29 570.63 571.84 573.68 574.74 575.57 576.11 576.11 575.26 574.34 574.35 574.65 574.95 575.25 575.55 575.85 576.15 576.44 576.44 576.15 575.85 575.26 573.70 571.85 570.29 569.70 569.40 569.10 568.80 568.50 568.20 567.90 567.60 567.27 566.77 566.24 565.70 565.14 563.80 561.39 558.21 555.36 553.71
745+00 750+00 755+00 760+00 765+00 770+00 775+00 780+00 785+00

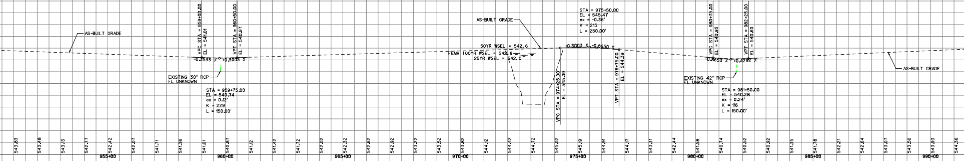
SH360 NORTHBOUND FRONTAGE
(FRNB-P)


STA = 911+00.00 EL = 567.70 ex = -0.32' K = 622 L = 400.00'
+0.3000 % -0.3429 %
VPC STA = 909+00.00 EL = 567.10
VPT STA = 913+00.00 EL = 567.01
VPC STA = 913+75.00 EL = 566.76
VPT STA = 915+25.00 EL = 566.76
-0.3429 % +0.3500 %
STA = 916+50.00 EL = 567.20 ex = -0.14' K = 200 L = 150.00'
+0.3500 % -0.4000 %
VPC STA = 915+75.00 EL = 566.94
VPT STA = 917+25.00 EL = 566.90
EXISTING 24" RCP FL 560.20
STA = 914+50.00 EL = 566.50 ex = 0.13' K = 216 L = 150.00'
AS-BUILT GRADE
STA = 924+50.00 EL = 564.00 ex = -0.08' K = 359 L = 150.00'
-0.4000 % -0.8182 %
VPC STA = 923+75.00 EL = 564.30
VPT STA = 925+25.00 EL = 563.39
EXIT SOUTH - DEBBIE/RAGLAND
VPC STA = 928+75.00 EL = 560.52
-0.8182 % +2.0000 %
50YR WSEL = 556.1
EXISTING 3-7'X4' BOX CULVERT FL 552.20
STA = 930+00.00 EL = 559.50 ex = 0.88' K = 89 L = 250.00'
VPT STA = 931+25.00 EL = 562.00
VPC STA = 931+75.00 EL = 563.00
+2.0000 % +0.3000 %
STA = 932+50.00 EL = 564.50 ex = -0.32' K = 88 L = 150.00'
VPT STA = 933+25.00 EL = 564.73
STA = 937+50.00 EL = 566.00 ex = -0.19' K = 417 L = 250.00'
+0.3000 % -0.2992 %
VPC STA = 936+25.00 EL = 565.63
VPT STA = 938+75.00 EL = 565.63
STA = 943+75.00 EL = 564.13 ex = -2.24' K = 89 L = 400.00'
-0.2992 % -4.7875 %
VPC STA = 941+75.00 EL = 564.73
VPT STA = 945+75.00 EL = 554.55
VPC STA = 946+00.00 EL = 553.36
-4.7875 % -0.3533 %
VPT STA = 949+50.00 EL = 544.36
STA = 947+75.00 EL = 544.98 ex = 1.94' K = 79 L = 350.00'
566.80 567.10 567.32 567.38 567.28 567.01 566.69 566.69 567.01 566.98 566.60 566.20 565.80 565.40 565.00 564.60 564.19 563.58 562.77 561.95 561.14 560.35 560.38 561.54 563.46 564.61 564.95 565.25 565.55 565.78 565.78 565.55 565.25 564.95 564.62 563.48 561.21 557.83 553.36 549.20 546.32 544.70 544.36
910+00 915+00 920+00 925+00 930+00 935+00 940+00 945+00 950+00

SH360 NORTHBOUND FRONTAGE
(FRNB-P)


CONTROL LIN
VPC STA = 1072+75.00 EL = 575.72
VPT STA = 1074+25.00 EL = 574.99
-0.8250 % -0.3462 %
STA = 1073+50.00 EL = 575.25 ex = 0.05' K = 538 L = 150.00'
STA = 1080+00.00 EL = 573.00 ex = -0.19' K = 146 L = 150.00'
+0.3462 % -1.3733 %
VPC STA = 1079+25.00 EL = 573.26
VPT STA = 1080+75.00 EL = 571.97
VPC STA = 1083+75.00 EL = 567.85
VPT STA = 1085+25.00 EL = 566.41
-1.3733 % -0.5450 %
STA = 1084+50.00 EL = 566.82 ex = 0.16' K = 181 L = 150.00'
NBFR STA 1090+31.16 =XHERIT STA 124+97.10
℄ XHERIT
STA = 1088+50.00 EL = 564.64
-0.5450 % -0.9840 %
EXISTING 42" RCP FL 557.13
VPC STA = 1091+50.00 EL = 561.69
VPT STA = 1093+00.00 EL = 561.91
-0.9840 % +2.2750 %
EXISTING 6-10'X10' BOX CULVERT FL 547.48
PROPOSED 1-10'X10' BOX CULVERT FL 547.48
STA = 1092+25.00 EL = 560.95 ex = 0.42' K = 66 L = 150.00'
FEMA 100YR WSEL = 562.7
25YR WSEL = 560.2
BEGIN CONSTRUCTION FRNB STA 1093+00.00 MATCH AS-BUILTS ELEV. 561.91
EXISTING 72" RCP FL 549.80
VPC STA = 1096+25.00 EL = 566.05
VPT STA = 1097+75.00 EL = 568.46
+2.2750 % +1.9413 %
50YR WSEL = 562.3
STA = 1097+00.00 EL = 567.01 ex = 0.12' K = 225 L = 150.00'
EXIT SOUTH - HERITAGE
PROPOSED GRADE
STA = 1102+00.00 EL = 576.71 ex = -0.99' K = 51 L = 200.00'
+1.9413 % -2.0076 %
VPC STA = 1101+00.00 EL = 574.77
VPT STA = 1103+00.00 EL = 574.71
VPC STA = 1105+50.00 EL = 569.69
VPT STA = 1107+50.00 EL = 568.33
-2.0076 % +0.6562 %
STA = 1106+50.00 EL = 567.68 ex = 0.67' K = 75 L = 200.00'
EXISTING GROUND
PROPOSED GRADE
21.8' MIN. VERTICAL CLEARANCE
VPC STA = 1111+00.00 EL = 571.94
PROPOSED
EXISTING
576.81 576.19 575.57 575.08 574.73 574.38 574.04 573.69 573.35 572.81 571.63 570.25 568.88 567.52 566.56 566.00 565.46 564.91 564.15 563.16 562.18 561.38 561.91 561.70 563.18 563.65 564.46 564.57 565.73 561.41 567.13 562.72 568.95 570.80 570.89 571.12 572.83 573.33 574.27 575.07 575.73 574.82 574.21 572.91 572.70 571.24 570.69 571.24 568.85 569.93 568.17 571.28 568.66 572.33 569.32 574.97 569.98 577.52 570.63 581.24 571.29 586.12 571.94 584.32
1075+00 1080+00 1085+00 1090+00 1095+00 1100+00 1105+00 1110+00


VPC STA = 787+37.50
EL = 551.94
STA = 789+50.00
EL = 549.20
ex = 3.14'
K = 72
L = 425.00'
-1.2889 %
+4.6145 %
EXISTING 6-10'X10'
BOX CULVERT
FL 538.31
VPT STA = 791+62.50
EL = 559.01
AS-BUILT GRADE
FEMA 100YR
WSEL = 548.8
50YR WSEL = 546.5
VPC STA = 793+50.00
EL = 567.66
STA = 795+00.00
EL = 574.58
ex = -1.44'
K = 78
L = 300.00'
+4.6145 %
+0.7829 %
℄ XLYNN
FRNB STA 796+36.00
=XLYNN STA 115+19.11
VPT STA = 796+50.00
EL = 575.75
STA = 798+50.00
EL = 577.32
ex = -0.06'
K = 207
L = 100.00'
+0.7829 %
+0.3000 %
VPC STA = 798+00.00
EL = 576.93
VPT STA = 799+00.00
EL = 577.47
STA = 808+00.00
EL = 580.17
ex = -0.20'
K = 137
L = 150.00'
+0.3000 %
-0.7925 %
VPC STA = 807+25.00
EL = 579.94
VPT STA = 808+75.00
EL = 579.58
VPC STA = 811+25.00
EL = 577.59
VPT STA = 812+75.00
EL = 577.25
-0.7925 %
+0.3333 %
STA = 812+00.00
EL = 577.00
ex = 0.21'
K = 133
L = 150.00'
STA = 818+00.00
EL = 579.00
ex = -0.12'
K = 237
L = 150.00'
+0.3333 %
-0.3000 %
VPC STA = 817+25.00
EL = 578.75
VPT STA = 818+75.00
EL = 578.77
EXIT SOUTH - LYNN CREEK
STA = 825+00.00
EL = 576.90
ex = -0.40'
K = 126
L = 200.00'
+0.3000 %
-1.8909 %
VPC STA = 824+00.00
EL = 577.20
VPT STA = 826+00.00
EL = 575.01
AS
552.42
551.40
551.68
553.34
556.39
560.74
565.35
569.81
573.14
575.20
576.15
576.93
577.47
577.77
578.07
578.37
578.67
578.97
579.27
579.57
579.87
579.97
579.38
578.59
577.79
577.21
577.33
577.67
578.00
578.33
578.67
578.88
578.70
578.40
578.10
577.80
577.50
577.20
576.50
575.01
573.12
790+00
795+00
800+00
805+00
810+00
815+00
820+00
825+00


AS-BUILT GRADE
VPC STA = 959+00.00
EL = 541.01
VPT STA = 960+50.00
EL = 540.97
-0.3533 %
+0.3003 %
EXISTING 30" RCP
FL UNKNOWN
STA = 959+75.00
EL = 540.74
ex = 0.12'
K = 229
L = 150.00'
AS-BUILT GRADE
50YR WSEL = 542.6
FEMA 100YR WSEL = 542.8
25YR WSEL = 542.0
STA = 975+50.00
EL = 545.47
ex = -0.36'
K = 215
L = 250.00'
+0.3003 %
-0.8650 %
VPC STA = 974+25.00
EL = 545.09
VPT STA = 976+75.00
EL = 544.39
VPC STA = 980+75.00
EL = 540.93
VPT STA = 982+25.00
EL = 540.60
-0.8650 %
+0.4292 %
EXISTING 42" RCP
FL UNKNOWN
STA = 981+50.00
EL = 540.28
ex = 0.24'
K = 116
L = 150.00'
AS-BUILT GRADE
543.83
543.48
543.13
542.77
542.42
542.07
541.71
541.36
541.01
540.87
541.12
541.42
541.72
542.02
542.32
542.62
542.92
543.22
543.52
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545.02
545.19
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543.31
542.44
541.58
540.74
540.52
540.92
541.35
541.78
542.21
542.64
543.07
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544.36
955+00
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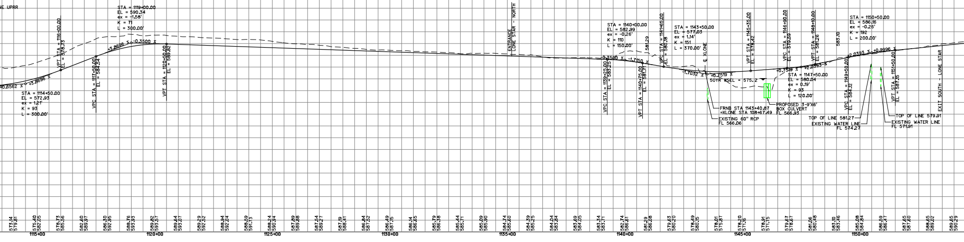
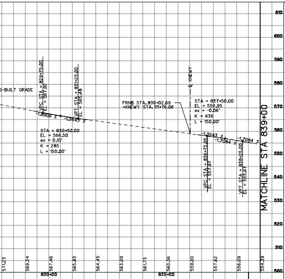
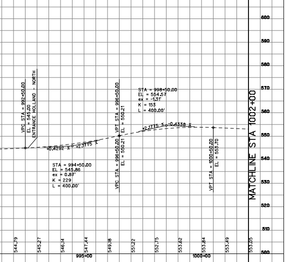
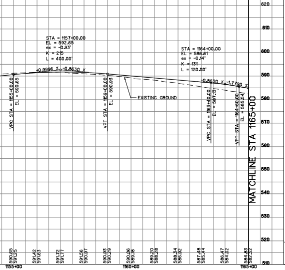
980+00
985+00
990+00


NE UPRR
+0.8562 %
+3.8696 %
STA = 1114+50.00
EL = 572.93
ex = 1.21'
K = 93
L = 300.00'
VPT STA = 1116+00.00
EL = 578.73
VPC STA = 1117+50.00
EL = 584.54
STA = 1119+00.00
EL = 590.34
ex = -1.58'
K = 71
L = 300.00'
+3.8696 %
-0.3500 %
VPT STA = 1120+50.00
EL = 589.82
ENTRANCE
LONE STAR - NORTH
STA = 1140+00.00
EL = 582.99
ex = -0.26'
K = 110
L = 150.00'
-0.3580 %
-1.7150 %
VPC STA = 1139+25.00
EL = 583.25
VPT STA = 1140+75.00
EL = 581.71
581.29
VPC STA = 1141+65.00
EL = 580.18
STA = 1143+50.00
EL = 577.03
ex = 1.14'
K = 151
L = 370.00'
℄ XLONE
-1.7032 %
+0.7519 %
50YR WSEL = 575.2
FRNB STA 1143+40.87
=XLONE STA 108+67.49
EXISTING 60" RCP
FL 566.06
PROPOSED 3-9'X6'
BOX CULVERT
FL 566.93
VPT STA = 1145+35.00
EL = 578.42
VPC STA = 1146+90.00
EL = 579.59
VPT STA = 1148+10.00
EL = 581.26
+0.7519 %
+2.0393 %
STA = 1147+50.00
EL = 580.04
ex = 0.19'
K = 93
L = 120.00'
583.10
STA = 1150+50.00
EL = 586.16
ex = -0.26'
K = 192
L = 200.00'
+2.0393 %
+0.9996 %
VPC STA = 1149+50.00
EL = 584.12
VPT STA = 1151+50.00
EL = 587.15
TOP OF LINE 581.27
EXISTING WATER LINE
FL 574.27
TOP OF LINE 579.91
EXISTING WATER LINE
FL 571.91
EXIT SOUTH - LONE STAR
573.14
579.81
575.40
582.05
578.73
585.56
582.60
589.97
586.30
592.95
588.76
593.93
589.82
593.57
589.64
593.07
589.29
592.52
588.94
592.04
588.59
591.73
588.24
590.94
587.89
589.88
587.54
589.27
587.19
588.41
586.84
587.52
586.49
587.15
586.14
586.65
585.79
586.38
585.44
585.71
585.09
585.90
584.74
585.60
584.39
585.25
584.04
583.84
583.69
584.05
583.34
583.71
582.74
586.61
581.29
586.08
579.63
580.20
578.49
580.15
578.01
575.87
578.20
571.16
578.91
571.75
579.67
578.67
581.06
580.48
583.10
583.46
585.08
584.84
586.59
586.47
587.65
587.60
588.65
589.02
589.65
590.29
1115+00
1120+00
1125+00
1130+00
1135+00
1140+00
1145+00
1150+00


S-BUILT GRADE
VPC STA = 829+75.00
EL = 567.92
VPT STA = 831+25.00
EL = 565.48
-1.8909 %
-1.3643 %
STA = 830+50.00
EL = 566.50
ex = 0.10'
K = 285
L = 150.00'
FRNB STA. 836+02.69
=XNEWY STA. 111+76.06
℄ XNEWY
STA = 837+50.00
EL = 556.95
ex = -0.06'
K = 436
L = 150.00'
-1.3643 %
-1.7084 %
-1.7084 %
VPC STA = 836+75.00
EL = 557.97
VPT STA = 838+25.00
EL = 555.67
MATCHLINE STA 839+00
610
600
590
580
570
560
550
540
530
520
510
500
571.23
569.34
567.46
565.83
564.45
563.09
561.73
560.36
559.00
557.62
556.09
554.39
830+00
835+00


VPC STA = 992+50.00
EL = 545.00
ENTRANCE HOLLAND - NORTH
+0.4292 %
+2.1775 %
STA = 994+50.00
EL = 545.86
ex = 0.87'
K = 229
L = 400.00'
VPT STA = 996+50.00
EL = 550.21
VPC STA = 996+50.00
EL = 550.21
STA = 998+50.00
EL = 554.57
ex = -1.31'
K = 153
L = 400.00'
+2.1775 %
-0.4338 %
VPT STA = 1000+50.00
EL = 553.70
MATCHLINE STA 1002+00
600
590
580
570
560
550
540
530
520
510
500
544.79
545.27
546.14
547.44
549.18
551.22
552.75
553.62
553.84
553.49
553.05
995+00
1000+00


STA = 1157+00.00
EL = 592.65
ex = -0.93'
K = 215
L = 400.00'
+0.9996 %
-0.8630 %
VPC STA = 1155+00.00
EL = 590.65
VPT STA = 1159+00.00
EL = 590.93
EXISTING GROUND
STA = 1164+00.00
EL = 586.61
ex = -0.14'
K = 131
L = 120.00'
-0.8630 %
-1.7790 %
VPC STA = 1163+40.00
EL = 587.13
VPT STA = 1164+60.00
EL = 585.54
MATCHLINE STA 1165+00
620
610
600
590
580
570
560
550
540
530
520
510
590.65
591.25
591.42
591.63
591.72
591.77
591.56
590.97
590.93
590.29
590.06
589.18
589.20
588.28
588.34
586.92
587.48
585.44
586.47
584.02
584.83
582.52
1155+00
1160+00
1165+00

Texas Department of Transportation®

Fort Worth District

Maribel P. Chavez, P.E. District Engineer

NTTA®

NORTH TEXAS TOLLWAY AUTHORITY

Gerry Carrigan, Executive Director

STATE HIGHWAY 360

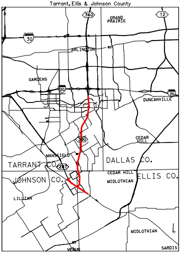
From Green Oaks Boulevard to US 287
Design Schematic
Project Length = 9.20 Miles
CSJ # 2266-02-136
CONTRACT # 02282-SH-360 PS-PD

DESIGN SPEEDS

DESIGN SPEEDS AND FUNCTIONAL CLASSIFICATIONS:

MAINLANES (URBAN FREEWAY)	- 70 MPH
RAMPS (URBAN FREEWAY)	- 50 MPH
DIRECT CONNECTOR (URBAN FREEWAY)	- 40 MPH
FRONTAGE ROADS (URBAN COLLECTOR)	- 40 MPH
CROSS STREETS	
SUBLETT RD / CAMP WISDOM RD (URBAN MAJOR ARTERIAL)	- 35 MPH
WEBB LYNN RD / LYNN CREEK PKWY (URBAN MINOR COLLECTOR)	- 35 MPH
NEW YORK AVE (URBAN MAJOR COLLECTOR)	- 40 MPH
EDEN RD (URBAN MINOR ARTERIAL)	- 40 MPH
DEBBIE LN / RAGLAND RD (URBAN MAJOR ARTERIAL)	- 35 MPH
HOLLAND RD (URBAN PRINCIPAL ARTERIAL)	- 30 MPH
BROAD ST (URBAN PRINCIPAL ARTERIAL)	- 40 MPH
HERITAGE PKWY (URBAN PRINCIPAL ARTERIAL)	- 40 MPH
LONE STAR RD (URBAN PRINCIPAL ARTERIAL)	- 40 MPH
MATLOCK RD AT SH 360 (URBAN MAJOR ARTERIAL)	- 40 MPH
MATLOCK RD AT US 287 (RURAL MAJOR ARTERIAL)	- 30 MPH
ELLIS DR/ST (RURAL MAJOR COLLECTOR)	- 30 MPH
ST.PAUL RD (RURAL MINOR COLLECTOR)	- 30 MPH
UTURNS (URBAN COLLECTOR)	- 20 MPH

Tarrant, Ellis & Johnson County


360
12
GRAND PRAIRIE
30
ARLINGTON
GARDENS
20
20
DUNCANVILLE
N
360
CEDAR HILL
MANSFIELD
287
TARRANT CO.
DALLAS CO.
JOHNSON CO.
CEDAR HILL
MIDLOTHIAN
ELLIS CO.
LILLIAN
MIDLOTHIAN
67
VENUS
SARDIS

100% SUBMITTAL

AUGUST 16, 2013

ROLL INDEX

ROLL 1: SH 360 MAINLANES
STA 736+90 TO STA 794+00
RAMPS AND MAJOR CROSS STREETS

ROLL 2: SH 360 MAINLANES
STA 794+00 TO STA 878+00
RAMPS AND MAJOR CROSS STREETS

ROLL 3: SH 360 MAINLANES
STA 878+00 TO STA 966+00
RAMPS AND MAJOR CROSS STREETS

ROLL 4: SH 360 MAINLANES
STA 966+00 TO STA 1049+00
RAMPS AND MAJOR CROSS STREETS

ROLL 5: SH 360 MAINLANES
STA 1049+00 TO STA 1110+00
RAMPS AND MAJOR CROSS STREETS

ROLL 6: SH 360 MAINLANES
STA 1110+00 TO STA 1209+00
RAMPS AND MAJOR CROSS STREETS

ROLL 7: SH 360 MAINLANES
STA 1209+00 TO STA 1243+00
RAMPS, US 287 MAINLANES AND
FRONTAGE ROADS STA 193+40
TO 343+00

ROLL 8: US 287 MAINLANES
AND FRONTAGES ROAD PROFILES
(US287E,US287W,FREB,FRWB)

ROLL 9: SH 360 NORTHBOUND
FRONTAGE ROAD
PROFILES (FRNB)

ROLL 10: SH 360 NORTHBOUND AND
SOUTHBOUND FRONTAGE ROAD
PROFILES (FRNB & FRSB)

ROLL 11: SH 360 SOUTHBOUND FRONTAGE ROAD
PROFILE (FRSB), UTURN PROFILES AND
MAINLANES PROFILE STA 1209+00 TO END

ROLL 12: DIRECT CONNECTOR PROFILES

PRELIMINARY
SUBJECT TO CHANGE BASED
ON FURTHER DEVELOPMENTS
RESULTING FROM PUBLIC
INPUT AND TECHNICAL REVIEW

DATE APPROVED	DATE SUBMITTED

SCHEMATIC PREPARED BY:

HDR ENGINEERING, INC.
REGISTRATION NUMBER F-754

FOR INTERIM REVIEW ONLY. NOT FOR
PERMITTING, BIDDING OR CONSTRUCTION.

Prepared by or under the
Direct Supervision of:

NAME	P.E. NUMBER
BRIAN ANDREW SWINDELL	80688
M. SHANE WALTERS	100195

AUGUST 16, 2013
DATE

SCALE
0 50 100 150 200 300

ROLL 9 OF 12

HDR
HDR Engineering, Inc.
17111 Preston Road, Suite 200
Dallas, Texas 75248-1229

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Fort Worth District

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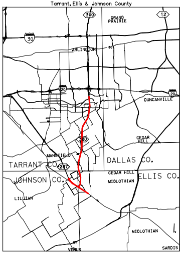
CROSS STREETS	
SUBLETT RD / CAMP WISDOM RD (URBAN MAJOR ARTERIAL)	- 35 MPH
WEBB LYNN RD / LYNN CREEK PKWY (URBAN MINOR COLLECTOR)	- 35 MPH
NEW YORK AVE (URBAN MAJOR COLLECTOR)	- 40 MPH
EDEN RD (URBAN MINOR ARTERIAL)	- 40 MPH
DEBBIE LN / RAGLAND RD (URBAN MAJOR ARTERIAL)	- 35 MPH
HOLLAND RD (URBAN PRINCIPAL ARTERIAL)	- 30 MPH
BROAD ST (URBAN PRINCIPAL ARTERIAL)	- 40 MPH
HERITAGE PKWY (URBAN PRINCIPAL ARTERIAL)	- 40 MPH
LONE STAR RD (URBAN PRINCIPAL ARTERIAL)	- 40 MPH
MATLOCK RD AT SH 360 (URBAN MAJOR ARTERIAL)	- 40 MPH
MATLOCK RD AT US 287 (RURAL MAJOR ARTERIAL)	- 30 MPH
ELLIS DR/ST (RURAL MAJOR COLLECTOR)	- 30 MPH
ST. PAUL RD (RURAL MINOR COLLECTOR)	- 30 MPH
UTURNS (URBAN COLLECTOR)	- 20 MPH

Tarrant, Ellis & Johnson County



360
GRAND PRAIRIE
12
30
ARLINGTON
80
20
20
DUNCANVILLE
360
CEDAR HILL
MANSFIELD
TARRANT CO.
DALLAS CO.
287
CEDAR HILL
JOHNSON CO.
ELLIS CO.
MIDLOTHIAN
LILLIAN
MIDLOTHIAN
67
VENUS
SARDIS

ROLL INDEX

ROLL 1:	SH 360 MAINLANES STA 736+90 TO STA 794+00 RAMPS AND MAJOR CROSS STREETS
ROLL 2:	SH 360 MAINLANES STA 794+00 TO STA 878+00 RAMPS AND MAJOR CROSS STREETS
ROLL 3:	SH 360 MAINLANES STA 878+00 TO STA 966+00 RAMPS AND MAJOR CROSS STREETS
ROLL 4:	SH 360 MAINLANES STA 966+00 TO STA 1049+00 RAMPS AND MAJOR CROSS STREETS
ROLL 5:	SH 360 MAINLANES STA 1049+00 TO STA 1110+00 RAMPS AND MAJOR CROSS STREETS
ROLL 6:	SH 360 MAINLANES STA 1110+00 TO STA 1209+00 RAMPS AND MAJOR CROSS STREETS
ROLL 7:	SH 360 MAINLANES STA 1209+00 TO STA 1243+00 RAMPS, US 287 MAINLANES AND FRONTAGE ROADS STA 193+40 TO 343+00
ROLL 8:	US 287 MAINLANES AND FRONTAGES ROAD PROFILES (US287E, US287W, FREB, FRWB)
ROLL 9:	SH 360 NORTHBOUND FRONTAGE ROAD PROFILES (FRNB)
ROLL 10:	SH 360 NORTHBOUND AND SOUTHBOUND FRONTAGE ROAD PROFILES (FRNB & FRSB)
ROLL 11:	SH 360 SOUTHBOUND FRONTAGE ROAD PROFILE (FRSB), UTURN PROFILES AND MAINLANES PROFILE STA 1209+00 TO END
ROLL 12:	DIRECT CONNECTOR PROFILES

100% SUBMITTAL

AUGUST 16, 2013

PRELIMINARY
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DATE APPROVED ☐

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SCHEMATIC PREPARED BY:

HDR ENGINEERING, INC.
REGISTRATION NUMBER F-754

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Prepared by or under the Direct Supervision of:

NAME	P.E. NUMBER
BRIAN ANDREW SWINDELL	80688
M. SHANE WALTERS	100195

DATE: AUGUST 16, 2013

SCALE

0 50 100 150 200 300

ROLL 10 OF 12

HDR

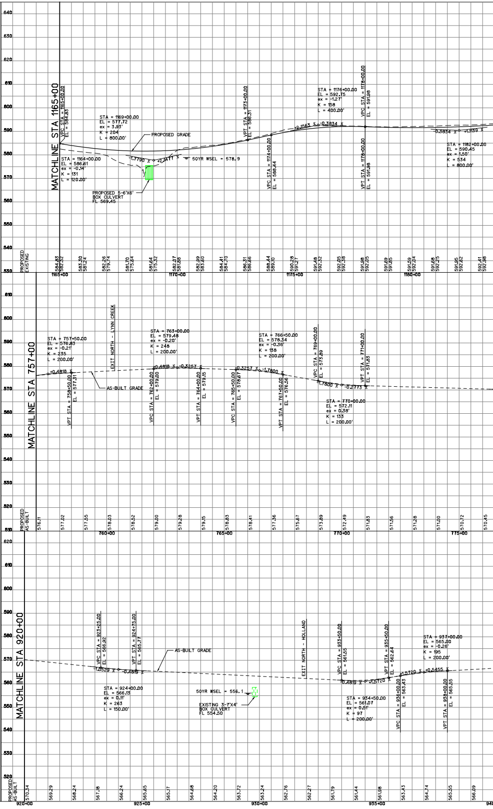
HDR Engineering, Inc.
17111 Preston Road, Suite 200
Dallas, Texas 75248-1229

LEGEND

— · — · —	ALIGNMENT
— · — · —	PROPOSED R.O.W.
— · — · —	EXISTING R.O.W.
—‖‖—‖‖—	PROPOSED ACCESS DENIED
—‖‖—‖‖—	EXISTING ACCESS DENIED
━━━	BENTS/ABUTMENTS
━━━	PROPOSED RETAINING WALL
━━━	PROPOSED NOISE WALL
- - - - -	CITY LIMITS
▬	PROPOSED TOLL GANTRY
➞	DIRECTION OF TRAFFIC, ONE LANE
(XX)	PARCEL NUMBER
───	PARCEL BOUNDARY
▨	PAVEMENT TO BE REMOVED
▭	PROPOSED MAINLANES
▭	PROPOSED RAMPS, DIRECT CONNECTORS, COLLECTOR DISTRIBUTORS
▭	PROPOSED FRONTAGE ROADS
▭	PROPOSED CROSS STREETS / U-TURNS
▭	PROPOSED CONCRETE STRUCTURES
▭	PROPOSED STEEL STRUCTURES
▭	PROPOSED SHOULDERS, GORES
▭	PROPOSED SIDEWALKS
▭	PROPOSED CONSTRUCTION BY OTHERS

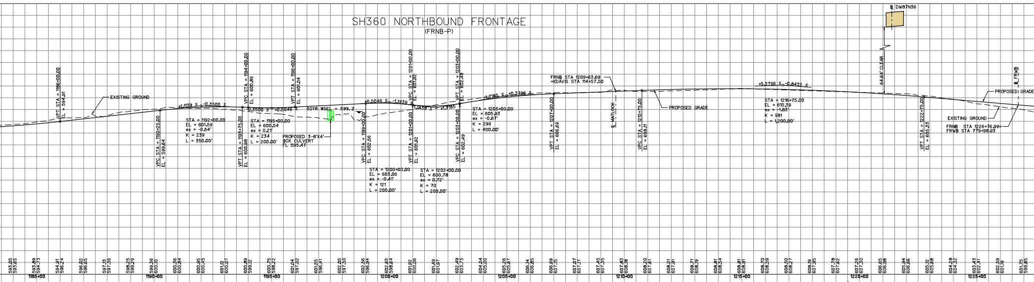
GENERAL NOTES:

1. EXISTING PAVEMENT WITHIN LIMITS OF PROPOSED RECONSTRUCTION IS ASSUMED TO BE REMOVED.
2. EXISTING RIGHT OF WAY HAS NOT BEEN FIELD SURVEYED. SCHEMATIC LAYOUTS ARE BASED ON AERIAL SURVEY, SUPPLEMENTAL FIELD SURVEYS AND RECORD PLANS ONLY
3. PARCEL OWNERSHIP WAS OBTAINED FROM TARRANT APPRAISAL DISTRICT, 2013 AND ELLIS COUNTY APPRAISAL DISTRICT, 2013, JOHNSON COUNTY APPRAISAL DISTRICT, 2013.
4. APPROXIMATE 100 YEAR FLOODPLAIN LIMITS ARE BASED UPON FEMA FLOOD INSURANCE RATE MAPS NUMBER 48439C0365K, 48439C0480K, 48439C0490K, 48113C0590J.
5. ASSUME SIX FOOT STRUCTURE DEPTH USED FOR CLEARANCE CALCULATIONS UNLESS NOTED OTHERWISE

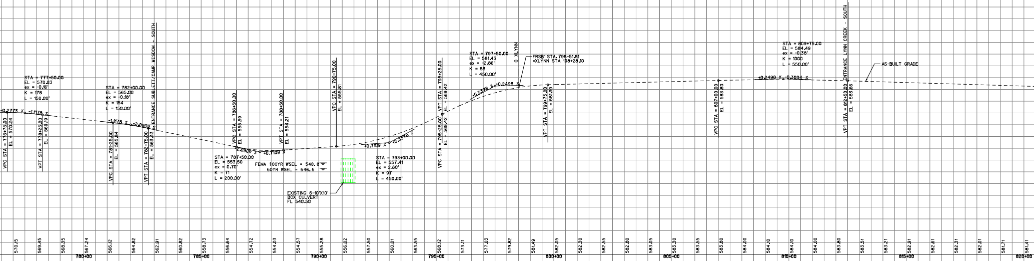


MATCHLINE STA 1165+00
VPC STA = 1165+00.00
EL = 584.83
STA = 1164+00.00
EL = 586.61
ex = -0.14'
K = 131
L = 120.00'
STA = 1169+00.00
EL = 577.72
ex = 3.93'
K = 204
L = 800.00'
PROPOSED GRADE
-1.7790 %
+2.3477 %
50YR WSEL = 578.9
PROPOSED 5-6'X6'
BOX CULVERT
FL 569.45
VPT STA = 1173+00.00
EL = 586.31
VPC STA = 1174+00.00
EL = 588.44
+2.1563 %
-0.3834 %
STA = 1176+00.00
EL = 592.75
ex = -1.27'
K = 158
L = 400.00'
VPC STA = 1178+00.00
EL = 591.98
VPT STA = 1178+00.00
EL = 591.98
-0.3834 %
+1.1139 %
STA = 1182+00.00
EL = 590.45
ex = 1.50'
K = 534
L = 800.00'
PROPOSED
EXISTING
1165+00
1170+00
1175+00
1180+00
MATCHLINE STA 757+00
STA = 757+50.00
EL = 576.83
ex = -0.21'
K = 235
L = 200.00'
+0.4818 %
VPT STA = 758+50.00
EL = 577.31
EXIT NORTH - LYNN CREEK
AS-BUILT GRADE
STA = 763+00.00
EL = 579.48
ex = -0.20'
K = 248
L = 200.00'
+0.4818 %
-0.3257 %
VPC STA = 762+00.00
EL = 579.00
VPT STA = 764+00.00
EL = 579.15
VPC STA = 765+50.00
EL = 578.67
-0.3257 %
-1.7800 %
STA = 766+50.00
EL = 578.34
ex = -0.36'
K = 138
L = 200.00'
VPT STA = 767+50.00
EL = 576.56
VPC STA = 769+00.00
EL = 573.89
-1.7800 %
-0.2773 %
VPT STA = 771+00.00
EL = 571.83
STA = 770+00.00
EL = 572.11
ex = 0.38'
K = 133
L = 200.00'
PROPOSED
AS-BUILT
760+00
765+00
770+00
775+00
MATCHLINE STA 920+00
VPC STA = 923+25.00
EL = 566.92
VPT STA = 924+75.00
EL = 565.77
-1.0529 %
-0.4819 %
AS-BUILT GRADE
STA = 924+00.00
EL = 566.13
ex = 0.11'
K = 263
L = 150.00'
50YR WSEL = 556.1
EXISTING 3-7'X4'
BOX CULVERT
FL 554.50
EXIT NORTH - HOLLAND
VPC STA = 933+50.00
EL = 561.55
-0.4819 %
+1.5720 %
VPT STA = 935+50.00
EL = 562.64
STA = 934+50.00
EL = 561.07
ex = 0.51'
K = 97
L = 200.00'
VPC STA = 936+00.00
EL = 563.43
+1.5720 %
+0.5455 %
STA = 937+00.00
EL = 565.00
ex = -0.26'
K = 195
L = 200.00'
VPT STA = 938+00.00
EL = 565.55
PROPOSED
AS-BUILT
920+00
925+00
930+00
935+00

SH360 NORTHBOUND FRONTAGE
(FRNB-P)

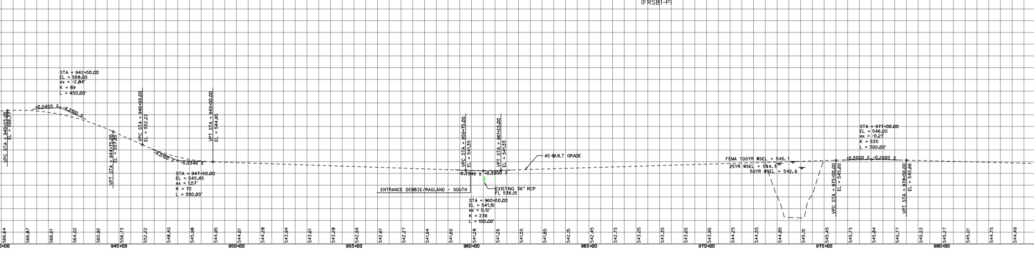


℄ DW87N36
64.64' CLEAR
℄ FRWB
EXISTING GROUND
PROPOSED GRADE
VPT STA = 1186+00.00 EL = 594.91
VPC STA = 1190+25.00 EL = 599.64
STA = 1192+00.00 EL = 601.59 ex = -0.64' K = 239 L = 350.00'
+1.1139 % -0.3500 %
VPT STA = 1193+75.00 EL = 600.98
VPC STA = 1194+00.00 EL = 600.89
-0.3500 % +0.5046 %
STA = 1195+00.00 EL = 600.54 ex = 0.21' K = 234 L = 200.00'
VPT STA = 1196+00.00 EL = 601.04
50YR WSEL = 599.2
PROPOSED 3-8'X4' BOX CULVERT FL 595.47
VPC STA = 1199+00.00 EL = 602.56
+0.5046 % -1.1439
STA = 1200+00.00 EL = 603.06 ex = -0.41' K = 121 L = 200.00'
VPT STA = 1201+00.00 EL = 601.92
VPC STA = 1201+00.00 EL = 601.92
-1.1439 % +1.7185
STA = 1202+00.00 EL = 600.78 ex = 0.72' K = 70 L = 200.00'
VPT STA = 1203+00.00 EL = 602.49
VPC STA = 1203+00.00 EL = 602.49
+1.7185 % +0.3796 %
STA = 1205+00.00 EL = 605.93 ex = -0.67' K = 299 L = 400.00'
VPT STA = 1207+00.00 EL = 606.69
FRNB STA 1209+63.69 =XDAVIS STA 114+57.50
℄ MATLOCK
VPC STA = 1210+75.00 EL = 608.11
+0.3796 % -0.8432 %
STA = 1216+75.00 EL = 610.39 ex = -1.83' K = 981 L = 1,200.00'
VPT STA = 1222+75.00 EL = 605.33
FRNB STA 1226+76.99= FRWB STA 779+98.93
593.05 593.65 | 593.89 594.73 | 594.91 596.24 | 596.02 596.65 | 597.13 597.36 | 598.25 599.29 | 599.36 600.10 | 600.36 600.84 | 600.95 601.25 | 601.12 600.07 | 600.89 599.12 | 600.75 598.22 | 601.04 597.02 | 601.55 596.41 | 602.05 597.50 | 602.56 596.94 | 602.65 598.64 | 601.92 600.06 | 601.49 601.97 | 602.49 603.73 | 604.04 605.00 | 605.26 605.67 | 606.14 606.65 | 606.69 607.15 | 607.07 607.17 | 607.45 607.35 | 607.83 608.18 | 608.20 607.81 | 608.51 607.91 | 608.71 608.19 | 608.81 608.54 | 608.81 608.91 | 608.70 608.59 | 608.50 608.27 | 608.19 607.95 | 607.78 607.62 | 607.26 607.30 | 606.65 606.98 | 605.94 606.66 | 605.12 605.68 | 604.28 604.32 | 603.43 602.41 | 602.59 601.19 | 601.75 599.85
1185+00
1190+00
1195+00
1200+00
1205+00
1210+00
1215+00
1220+00
1225+00



STA = 777+50.00 EL = 570.03 ex = -0.16' K = 178 L = 150.00'
-0.2773 % -1.1178 %
VPC STA = 776+75.00 EL = 570.24
VPT STA = 778+25.00 EL = 569.19
STA = 782+00.00 EL = 565.00 ex = -0.18' K = 154 L = 150.00'
-1.1178 % -2.0909 %
VPC STA = 781+25.00 EL = 565.84
VPT STA = 782+75.00 EL = 563.43
ENTRANCE SUBLETT/CAMP WISDOM - SOUTH
VPC STA = 786+50.00 EL = 555.59
-2.0909 % +0.7109
STA = 787+50.00 EL = 553.50 ex = 0.70' K = 71 L = 200.00'
VPT STA = 788+50.00 EL = 554.21
FEMA 100YR WSEL = 548.8
50YR WSEL = 546.5
EXISTING 6-10'X10' BOX CULVERT FL 540.50
VPC STA = 790+75.00 EL = 555.81
+0.7109 % +5.3378 %
STA = 793+00.00 EL = 557.41 ex = 2.60' K = 97 L = 450.00'
VPC STA = 795+25.00 EL = 569.42
VPT STA = 795+25.00 EL = 569.42
STA = 797+50.00 EL = 581.43 ex = -2.86' K = 88 L = 450.00'
+5.3378 % +0.2498 %
℄ XLYNN
FRSB1 STA. 798+51.81 =XLYNN STA 108+28.10
VPT STA = 799+75.00 EL = 581.99
VPC STA = 807+00.00 EL = 583.80
STA = 809+75.00 EL = 584.49 ex = -0.38' K = 1000 L = 550.00'
+0.2498 % -0.3004 %
ENTRANCE LYNN CREEK - SOUTH
VPT STA = 812+50.00 EL = 583.66
AS-BUILT GRADE
570.15 | 569.45 | 568.35 | 567.24 | 566.12 | 564.82 | 562.91 | 560.82 | 558.73 | 556.64 | 554.72 | 554.03 | 554.57 | 555.28 | 556.02 | 557.50 | 560.01 | 563.55 | 568.12 | 573.11 | 577.03 | 579.82 | 581.49 | 582.05 | 582.30 | 582.55 | 582.80 | 583.05 | 583.30 | 583.55 | 583.80 | 584.00 | 584.10 | 584.10 | 584.00 | 583.80 | 583.51 | 583.21 | 582.91 | 582.61 | 582.31 | 582.01 | 581.71 | 581.41
780+00
785+00
790+00
795+00
800+00
805+00
810+00
815+00
820+00

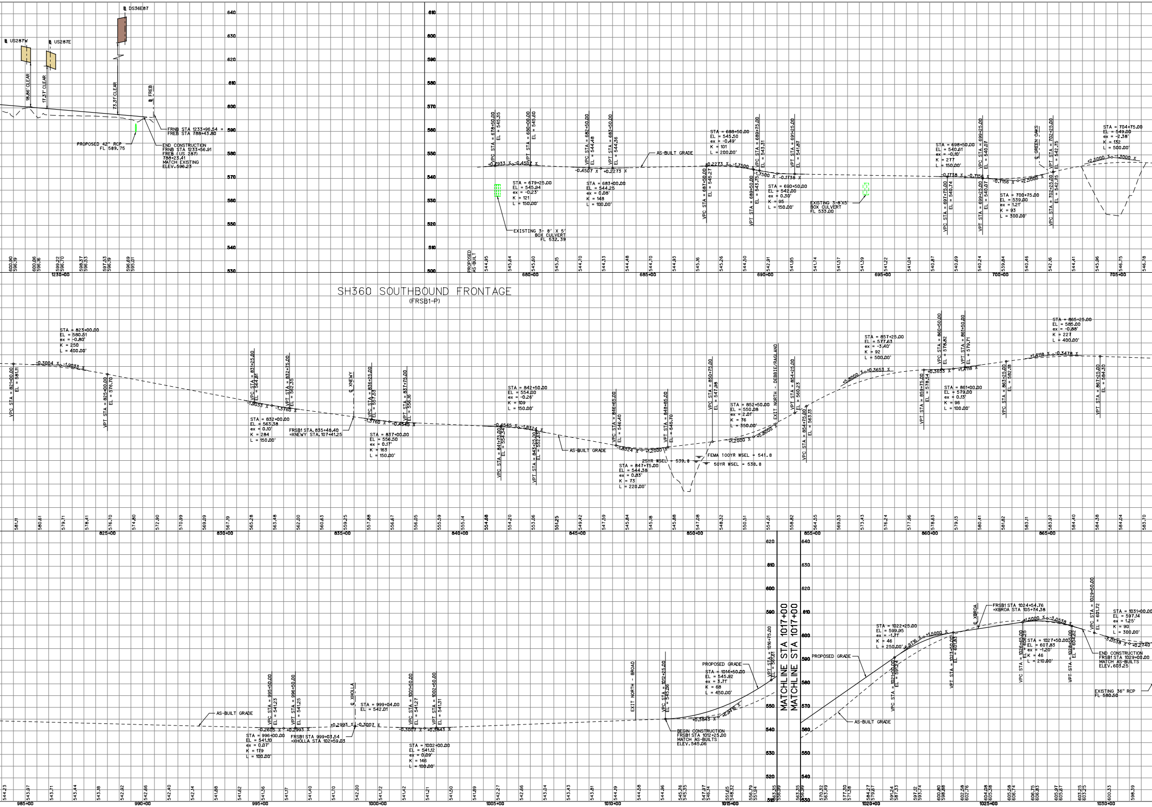
SH360 SOUTHBOUND FRONTAGE
(FRSB1-P)



VPC STA = 940+25.00 EL = 566.77
STA = 942+50.00 EL = 568.00 ex = -2.84' K = 89 L = 450.00'
+0.5455 % -4.5100 %
VPT STA = 944+75.00 EL = 557.85
VPC STA = 946+00.00 EL = 552.22
-4.5100 % -0.3346 %
STA = 947+50.00 EL = 545.45 ex = 1.57' K = 72 L = 300.00'
VPT STA = 949+00.00 EL = 544.95
ENTRANCE DEBBIE/RAGLAND - SOUTH
VPC STA = 959+75.00 EL = 541.35
-0.3346 % +0.3000 %
STA = 960+50.00 EL = 541.10 ex = 0.12' K = 236 L = 150.00'
VPT STA = 961+25.00 EL = 541.33
EXISTING 36" RCP FL 536.15
AS-BUILT GRADE
FEMA 100YR WSEL = 545.1
25YR WSEL = 544.3
50YR WSEL = 542.6
VPC STA = 975+50.00 EL = 545.60
STA = 977+00.00 EL = 546.05 ex = -0.21' K = 535 L = 300.00'
+0.3000 % -0.2805 %
VPT STA = 978+50.00 EL = 545.66
566.64 | 566.87 | 566.01 | 564.02 | 560.92 | 556.73 | 552.22 | 548.40 | 545.98 | 544.95 | 544.61 | 544.28 | 543.94 | 543.61 | 543.28 | 542.94 | 542.61 | 542.27 | 541.94 | 541.60 | 541.28 | 541.26 | 541.55 | 541.85 | 542.15 | 542.45 | 542.75 | 543.05 | 543.35 | 543.65 | 543.95 | 544.25 | 544.55 | 544.85 | 545.15 | 545.45 | 545.73 | 545.84 | 545.77 | 545.53 | 545.27 | 545.01 | 544.75 | 544.49
945+00
950+00
955+00
960+00
965+00
970+00
975+00
980+00

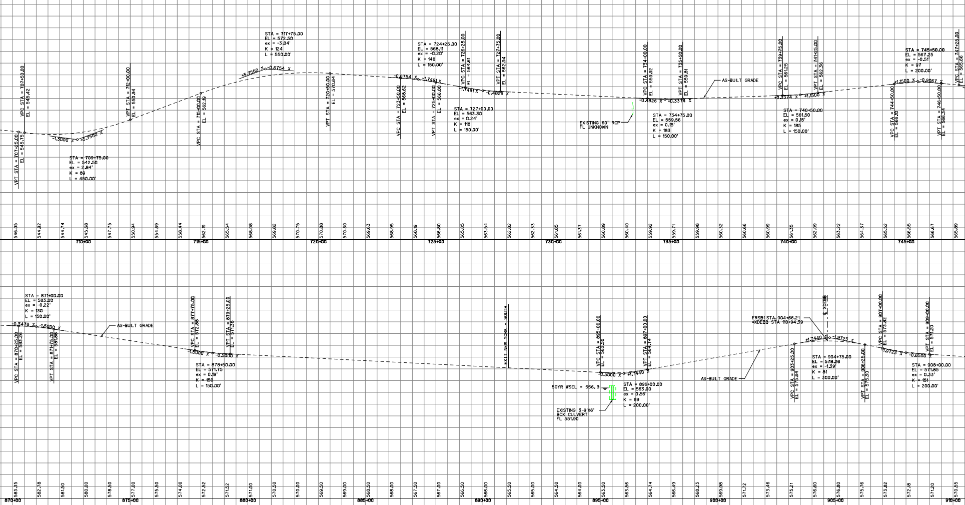
SH360 SOUTHBOUND FRONTAGE

(FRSB1-P)


℄ US287W
℄ US287E
℄ DS36E87
18.86' CLEAR
17.37' CLEAR
73.31' CLEAR
℄ FREB
FRNB STA 1233+96.54 = FREB STA 788+43.80
PROPOSED 42" RCP FL 589.75
END CONSTRUCTION FRNB STA 1233+56.91 FREB (US 287) 788+23.41 MATCH EXISTING ELEV. 596.23
AS-BUILT GRADE
EXISTING 3- 8' X 5' BOX CULVERT FL 532.39
EXISTING 3-8'X5' BOX CULVERT FL 533.00
STA = 679+25.00 EL = 545.94 ex = -0.23' K = 121 L = 150.00'
STA = 683+00.00 EL = 544.25 ex = 0.08' K = 148 L = 100.00'
STA = 688+50.00 EL = 545.50 ex = -0.49' K = 101 L = 200.00'
STA = 690+50.00 EL = 542.00 ex = 0.30' K = 95 L = 150.00'
STA = 698+50.00 EL = 540.61 ex = -0.10' K = 277 L = 150.00'
STA = 700+75.00 EL = 539.00 ex = 1.21' K = 93 L = 300.00'
STA = 704+75.00 EL = 549.00 ex = -2.38' K = 132 L = 500.00'
℄ GREEN OAKS
PROPOSED AS-BUILT
680+00
685+00
690+00
695+00
700+00
705+00
1230+00
STA = 823+00.00 EL = 580.51 ex = -0.80' K = 250 L = 400.00'
STA = 832+00.00 EL = 563.38 ex = 0.10' K = 284 L = 150.00'
FRSB1 STA. 835+48.40 =XNEWY STA. 107+41.25
℄ XNEWY
STA = 837+00.00 EL = 556.50 ex = 0.17' K = 163 L = 150.00'
STA = 842+50.00 EL = 554.00 ex = -0.26' K = 109 L = 150.00'
STA = 847+75.00 EL = 544.38 ex = 0.83' K = 73 L = 220.00'
25YR WSEL = 539.8
FEMA 100YR WSEL = 541.8
50YR WSEL = 538.8
STA = 852+50.00 EL = 550.08 ex = 2.01' K = 76 L = 350.00'
EXIT NORTH - DEBBIE/RAGLAND
STA = 857+25.00 EL = 577.63 ex = -3.40' K = 92 L = 500.00'
STA = 861+00.00 EL = 579.00 ex = 0.13' K = 96 L = 100.00'
STA = 865+25.00 EL = 585.00 ex = -0.88' K = 227 L = 400.00'
825+00
830+00
835+00
840+00
845+00
850+00
855+00
860+00
865+00
STA = 996+00.00 EL = 541.10 ex = 0.07' K = 179 L = 100.00'
FRSB1 STA 999+03.54 =XHOLLA STA 102+59.03
℄ XHOLLA
STA = 999+04.00 EL = 542.01
STA = 1002+00.00 EL = 541.12 ex = 0.09' K = 146 L = 100.00'
EXIT NORTH - BROAD
BEGIN CONSTRUCTION FRSB1 STA 1012+25.00 MATCH AS-BUILTS ELEV. 545.06
PROPOSED GRADE
STA = 1014+50.00 EL = 545.92 ex = 3.71' K = 68 L = 450.00'
MATCHLINE STA 1017+00
MATCHLINE STA 1017+00
STA = 1022+25.00 EL = 599.95 ex = -1.71' K = 46 L = 250.00'
℄ XBROA
FRSB1 STA 1024+54.76 =XBROA STA 105+74.38
STA = 1027+50.00 EL = 607.83 ex = -1.20' K = 46 L = 210.00'
STA = 1031+00.00 EL = 597.14 ex = 1.25' K = 90 L = 300.00'
END CONSTRUCTION FRSB1 STA 1029+00.00 MATCH AS-BUILTS ELEV. 603.25
EXISTING 36" RCP FL 580.50
985+00
990+00
995+00
1000+00
1005+00
1010+00
1015+00
1020+00
1025+00
1030+00

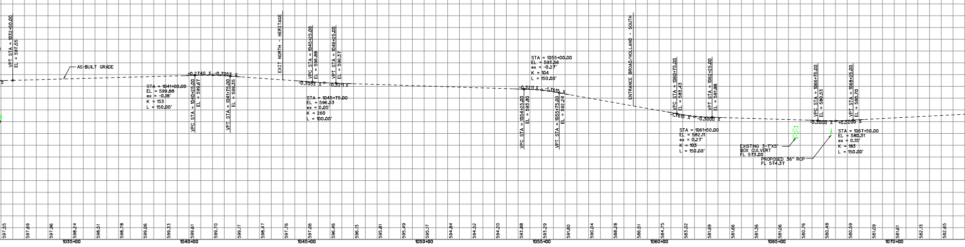
SH360 SOUTHBOUND FRONTAGE

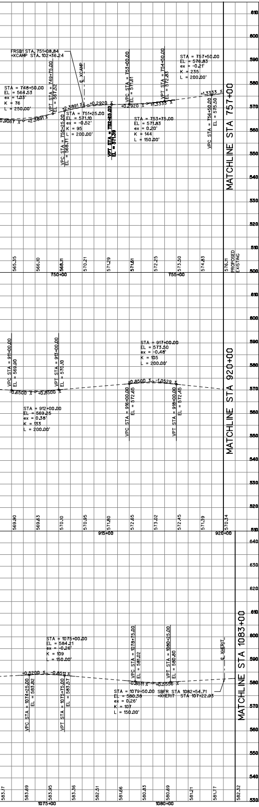
(FRSB1-P)


VPT STA = 707+25.00
EL = 545.75
VPC STA = 707+50.00
EL = 545.42
-1.3000 %
+3.7500 %
STA = 709+75.00
EL = 542.50
ex = 2.84'
K = 89
L = 450.00'
VPT STA = 712+00.00
EL = 550.94
VPC STA = 715+00.00
EL = 562.19
+3.7500 %
-0.6754 %
STA = 717+75.00
EL = 572.50
ex = -3.04'
K = 124
L = 550.00'
VPT STA = 720+50.00
EL = 570.64
VPC STA = 723+50.00
EL = 568.62
-0.6754 %
-1.7491 %
STA = 724+25.00
EL = 568.11
ex = -0.20'
K = 140
L = 150.00'
VPT STA = 725+00.00
EL = 566.80
VPC STA = 726+25.00
EL = 564.61
-1.7491 %
-0.4826 %
STA = 727+00.00
EL = 563.30
ex = 0.24'
K = 118
L = 150.00'
VPT STA = 727+75.00
EL = 562.94
EXISTING 60" RCP
FL UNKNOWN
VPC STA = 734+00.00
EL = 559.92
-0.4826 %
+0.3374 %
STA = 734+75.00
EL = 559.56
ex = 0.15'
K = 183
L = 150.00'
VPT STA = 735+50.00
EL = 559.81
AS-BUILT GRADE
VPC STA = 739+75.00
EL = 561.25
+0.3374 %
+1.1500 %
STA = 740+50.00
EL = 561.50
ex = 0.15'
K = 185
L = 150.00'
VPT STA = 741+25.00
EL = 562.36
VPC STA = 744+50.00
EL = 566.10
+1.1500 %
-0.9067 %
STA = 745+50.00
EL = 567.25
ex = -0.51'
K = 97
L = 200.00'
VPT STA = 746+50.00
EL = 566.34
VPC STA = 747+25.00
EL = 565.66
546.05
544.92
544.74
545.68
547.75
550.94
554.69
558.44
562.19
565.54
568.08
569.82
570.75
570.88
570.30
569.63
568.95
568.19
566.80
565.05
563.54
562.82
562.33
561.85
561.37
560.89
560.40
559.92
559.71
559.98
560.32
560.66
560.99
561.35
562.09
563.22
564.37
565.52
566.55
566.67
565.89
710+00
715+00
720+00
725+00
730+00
735+00
740+00
745+00
STA = 871+00.00
EL = 583.00
ex = -0.22'
K = 130
L = 150.00'
+0.3478 %
-1.5000 %
VPC STA = 870+25.00
EL = 583.26
VPT STA = 871+75.00
EL = 581.88
AS-BUILT GRADE
VPC STA = 877+75.00
EL = 572.88
VPT STA = 879+25.00
EL = 571.38
-1.5000 %
-0.5000 %
STA = 878+50.00
EL = 571.75
ex = 0.19'
K = 150
L = 150.00'
EXIT NEW YORK - SOUTH
VPC STA = 895+00.00
EL = 563.50
VPT STA = 897+00.00
EL = 564.74
-0.5000 %
+1.7440 %
50YR WSEL = 556.9
STA = 896+00.00
EL = 563.00
ex = 0.56'
K = 89
L = 200.00'
EXISTING 3-9'X6'
BOX CULVERT
FL 551.90
AS-BUILT GRADE
FRSB1 STA. 904+66.21
=XDEBB STA 110+94.39
℄ XDEBB
+1.7440 %
-1.9723 %
VPC STA = 903+25.00
EL = 575.64
STA = 904+75.00
EL = 578.26
ex = -1.39'
K = 81
L = 300.00'
VPT STA = 906+25.00
EL = 575.30
VPC STA = 907+00.00
EL = 573.82
-1.9723 %
-0.6500 %
VPT STA = 909+00.00
EL = 571.20
STA = 908+00.00
EL = 571.85
ex = 0.33'
K = 151
L = 200.00'
583.35
582.78
581.50
580.00
578.50
577.00
575.50
574.00
572.52
571.52
571.00
570.50
570.00
569.50
569.00
568.50
568.00
567.50
567.00
566.50
566.00
565.50
565.00
564.50
564.00
563.50
563.56
564.74
566.49
568.23
569.98
571.72
573.46
575.21
576.60
576.80
575.76
573.82
572.18
571.20
570.55
870+00
875+00
880+00
885+00
890+00
895+00
900+00
905+00
910+00

SH360 SOUTHBOUND FRONTAGE

(FRSB1-P)


VPT STA = 1032+50.00
EL = 597.55
AS-BUILT GRADE
+0.2740 %
-0.7053 %
STA = 1041+00.00
EL = 599.88
ex = -0.18'
K = 153
L = 150.00'
VPC STA = 1040+25.00
EL = 599.67
VPT STA = 1041+75.00
EL = 599.35
EXIT NORTH - HERITAGE
VPC STA = 1045+25.00
EL = 596.88
VPT STA = 1046+25.00
EL = 596.37
-0.7053 %
-0.3211 %
STA = 1045+75.00
EL = 596.53
ex = 0.05'
K = 260
L = 100.00'
STA = 1055+00.00
EL = 593.56
ex = -0.27'
K = 104
L = 150.00'
-0.3211 %
-1.7615 %
VPC STA = 1054+25.00
EL = 593.80
VPT STA = 1055+75.00
EL = 592.24
ENTRANCE BROAD/HOLLAND - SOUTH
VPC STA = 1060+75.00
EL = 583.43
VPT STA = 1062+25.00
EL = 581.88
-1.7615 %
-0.3000 %
STA = 1061+50.00
EL = 582.11
ex = 0.27'
K = 103
L = 150.00'
EXISTING 3-7'X5'
BOX CULVERT
FL 573.00
PROPOSED 36" RCP
FL 574.37
VPC STA = 1066+75.00
EL = 580.53
VPT STA = 1068+25.00
EL = 580.70
-0.3000 %
+0.5200 %
STA = 1067+50.00
EL = 580.31
ex = 0.15'
K = 183
L = 150.00'
597.55
597.69
597.96
598.24
598.51
598.78
599.06
599.33
599.61
599.70
599.17
598.47
597.76
597.06
596.46
596.13
595.81
595.49
595.17
594.84
594.52
594.20
593.88
593.29
591.80
590.04
588.28
586.51
584.75
583.02
581.99
581.66
581.36
581.06
580.76
580.48
580.59
581.09
581.61
582.13
582.65
1035+00
1040+00
1045+00
1050+00
1055+00
1060+00
1065+00
1070+00


FRSB1 STA. 751+08.84
=XCAMP STA. 102+36.24
℄ XCAMP
STA = 748+50.00
EL = 564.53
ex = 1.03'
K = 76
L = 250.00'
VPT STA = 749+75.00
EL = 567.52
STA = 751+25.00
EL = 571.10
ex = -0.52'
K = 95
L = 200.00'
VPC STA = 750+25.00
EL = 568.71
VPT STA = 752+25.00
EL = 571.50
VPC STA = 753+00.00
EL = 571.61
STA = 753+75.00
EL = 571.83
ex = 0.20'
K = 144
L = 150.00'
VPT STA = 754+50.00
EL = 572.83
STA = 757+50.00
EL = 576.83
ex = -0.21'
K = 235
L = 200.00'
VPC STA = 756+50.00
EL = 575.50
-0.9087 %
+2.3891 %
+0.2920 %
+1.3333 %
MATCHLINE STA 757+00
565.35
566.10
568.11
570.21
571.29
571.61
572.25
573.50
574.83
576.11
PROPOSED
EXISTING
750+00
755+00
VPC STA = 911+00.00
EL = 569.90
VPT STA = 913+00.00
EL = 570.10
STA = 912+00.00
EL = 569.25
ex = 0.38'
K = 133
L = 200.00'
-0.6500 %
+0.8500 %
STA = 917+00.00
EL = 573.50
ex = -0.48'
K = 105
L = 200.00'
VPC STA = 916+00.00
EL = 572.65
VPT STA = 918+00.00
EL = 572.45
+0.8500 %
-1.0529 %
MATCHLINE STA 920+00
569.90
569.63
570.10
570.95
571.80
572.65
573.02
572.45
571.39
570.34
915+00
920+00
STA = 1075+00.00
EL = 584.21
ex = -0.26'
K = 109
L = 150.00'
+0.5200 %
-0.8511 %
VPC STA = 1074+25.00
EL = 583.82
VPT STA = 1075+75.00
EL = 583.57
STA = 1079+50.00
EL = 580.38
ex = 0.26'
K = 107
L = 150.00'
VPC STA = 1078+75.00
EL = 581.02
VPT STA = 1080+25.00
EL = 580.80
-0.8511 %
+0.5556 %
SBFR STA 1082+54.71
=XHERIT STA 107+22.93
℄ XHERIT
MATCHLINE STA 1083+00
583.17
583.69
583.95
583.36
582.51
581.66
580.83
580.69
581.21
581.77
582.32
1075+00
1080+00
610
600
590
580
570
560
550
540
530
520
510
500
640
630
620

Texas Department of Transportation

Fort Worth District

Maribel P. Chavez, P.E. District Engineer

NTTA

NORTH TEXAS TOLLWAY AUTHORITY

Gerry Carrigan, Executive Director

STATE HIGHWAY 360

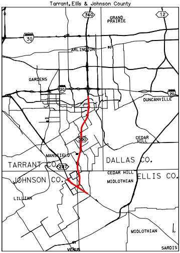
From Green Oaks Boulevard to US 287
Design Schematic
Project Length = 9.20 Miles
CSJ # 2266-02-136
CONTRACT # 02282-SH-360 PS-PD

DESIGN SPEEDS

DESIGN SPEEDS AND FUNCTIONAL CLASSIFICATIONS:

MAINLANES (URBAN FREEWAY)	- 70 MPH
RAMPS (URBAN FREEWAY)	- 50 MPH
DIRECT CONNECTOR (URBAN FREEWAY)	- 40 MPH
FRONTAGE ROADS (URBAN COLLECTOR)	- 40 MPH
CROSS STREETS	
SUBLETT RD / CAMP WISDOM RD (URBAN MAJOR ARTERIAL)	- 35 MPH
WEBB LYNN RD / LYNN CREEK PKWY (URBAN MINOR COLLECTOR)	- 35 MPH
NEW YORK AVE (URBAN MAJOR COLLECTOR)	- 40 MPH
EDEN RD (URBAN MINOR ARTERIAL)	- 40 MPH
DEBBIE LN / RAGLAND RD (URBAN MAJOR ARTERIAL)	- 35 MPH
HOLLAND RD (URBAN PRINCIPAL ARTERIAL)	- 30 MPH
BROAD ST (URBAN PRINCIPAL ARTERIAL)	- 40 MPH
HERITAGE PKWY (URBAN PRINCIPAL ARTERIAL)	- 40 MPH
LONE STAR RD (URBAN PRINCIPAL ARTERIAL)	- 40 MPH
MATLOCK RD AT SH 360 (URBAN MAJOR ARTERIAL)	- 40 MPH
MATLOCK RD AT US 287 (RURAL MAJOR ARTERIAL)	- 30 MPH
ELLIS DR/ST (RURAL MAJOR COLLECTOR)	- 30 MPH
ST.PAUL RD (RURAL MINOR COLLECTOR)	- 30 MPH
UTURNS (URBAN COLLECTOR)	- 20 MPH

Tarrant, Ellis & Johnson County


360
GRAND PRAIRIE
12
30
ARLINGTON
80
GARDENS
20
20
DUNCANVILLE
CEDAR HILL
360
MANSFIELD
TARRANT CO.
287
DALLAS CO.
JOHNSON CO.
CEDAR HILL
MIDLOTHIAN
ELLIS CO.
LILLIAN
MIDLOTHIAN
VENUS
67
SARDIS

100% SUBMITTAL

AUGUST 16, 2013

ROLL INDEX

ROLL 1:	SH 360 MAINLANES STA 736+90 TO STA 794+00 RAMPS AND MAJOR CROSS STREETS
ROLL 2:	SH 360 MAINLANES STA 794+00 TO STA 878+00 RAMPS AND MAJOR CROSS STREETS
ROLL 3:	SH 360 MAINLANES STA 878+00 TO STA 966+00 RAMPS AND MAJOR CROSS STREETS
ROLL 4:	SH 360 MAINLANES STA 966+00 TO STA 1049+00 RAMPS AND MAJOR CROSS STREETS
ROLL 5:	SH 360 MAINLANES STA 1049+00 TO STA 1110+00 RAMPS AND MAJOR CROSS STREETS
ROLL 6:	SH 360 MAINLANES STA 1110+00 TO STA 1209+00 RAMPS AND MAJOR CROSS STREETS
ROLL 7:	SH 360 MAINLANES STA 1209+00 TO STA 1243+00 RAMPS, US 287 MAINLANES AND FRONTAGE ROADS STA 193+40 TO 343+00
ROLL 8:	US 287 MAINLANES AND FRONTAGES ROAD PROFILES (US287E,US287W,FREB,FRWB)
ROLL 9:	SH 360 NORTHBOUND FRONTAGE ROAD PROFILES (FRNB)
ROLL 10:	SH 360 NORTHBOUND AND SOUTHBOUND FRONTAGE ROAD PROFILES (FRNB & FRSB)
ROLL 11:	SH 360 SOUTHBOUND FRONTAGE ROAD PROFILE (FRSB), UTURN PROFILES AND MAINLANES PROFILE STA 1209+00 TO END
ROLL 12:	DIRECT CONNECTOR PROFILES

PRELIMINARY
SUBJECT TO CHANGE BASED
ON FURTHER DEVELOPMENTS
RESULTING FROM PUBLIC
INPUT AND TECHNICAL REVIEW

DATE APPROVED

DATE SUBMITTED

SCHEMATIC PREPARED BY:

HDR ENGINEERING, INC.
REGISTRATION NUMBER F-754

FOR INTERIM REVIEW ONLY. NOT FOR PERMITTING, BIDDING OR CONSTRUCTION.

Prepared by or under the
Direct Supervision of:

NAME	P.E. NUMBER
BRIAN ANDREW SWINDELL	80688
M. SHANE WALTERS	100195

AUGUST 16, 2013
DATE

SCALE
0 50 100 150 200 300

ROLL 10 OF 12

HDR

HDR Engineering, Inc.
17111 Preston Road, Suite 200
Dallas, Texas 75248-1229

Texas Department of Transportation®

Fort Worth District
Maribel P. Chavez, P.E. District Engineer

NTTA
NORTH TEXAS TOLLWAY AUTHORITY

Gerry Carrigan, Executive Director

STATE HIGHWAY 360
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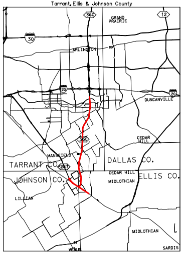
FRONTAGE ROADS (URBAN COLLECTOR)	- 40 MPH
CROSS STREETS	
SUBLETT RD / CAMP WISDOM RD (URBAN MAJOR ARTERIAL)	- 35 MPH
WEBB LYNN RD / LYNN CREEK PKWY (URBAN MINOR COLLECTOR)	- 35 MPH
NEW YORK AVE (URBAN MAJOR COLLECTOR)	- 40 MPH
EDEN RD (URBAN MINOR ARTERIAL)	- 40 MPH
DEBBIE LN / RAGLAND RD (URBAN MAJOR ARTERIAL)	- 35 MPH
HOLLAND RD (URBAN PRINCIPAL ARTERIAL)	- 30 MPH
BROAD ST (URBAN PRINCIPAL ARTERIAL)	- 40 MPH
HERITAGE PKWY (URBAN PRINCIPAL ARTERIAL)	- 40 MPH
LONE STAR RD (URBAN PRINCIPAL ARTERIAL)	- 40 MPH
MATLOCK RD AT SH 360 (URBAN MAJOR ARTERIAL)	- 40 MPH
MATLOCK RD AT US 287 (RURAL MAJOR ARTERIAL)	- 30 MPH
ELLIS DR/ST (RURAL MAJOR COLLECTOR)	- 30 MPH
ST. PAUL RD (RURAL MINOR COLLECTOR)	- 30 MPH
UTURNS (URBAN COLLECTOR)	- 20 MPH

Tarrant, Ellis & Johnson County



360
12
GRAND PRAIRIE
30
ARLINGTON
80
20
20
DUNCANVILLE
360
CEDAR HILL
MANSFIELD
TARRANT CO.
287
DALLAS CO.
CEDAR HILL
MIDLOTHIAN
ELLIS CO.
JOHNSON CO.
LILLIAN
MIDLOTHIAN
67
VENUS
SARDIS

100% SUBMITTAL

AUGUST 16, 2013

ROLL INDEX

ROLL 1: SH 360 MAINLANES
STA 736+90 TO STA 794+00
RAMPS AND MAJOR CROSS STREETS

ROLL 2: SH 360 MAINLANES
STA 794+00 TO STA 878+00
RAMPS AND MAJOR CROSS STREETS

ROLL 3: SH 360 MAINLANES
STA 878+00 TO STA 966+00
RAMPS AND MAJOR CROSS STREETS

ROLL 4: SH 360 MAINLANES
STA 966+00 TO STA 1049+00
RAMPS AND MAJOR CROSS STREETS

ROLL 5: SH 360 MAINLANES
STA 1049+00 TO STA 1110+00
RAMPS AND MAJOR CROSS STREETS

ROLL 6: SH 360 MAINLANES
STA 1110+00 TO STA 1209+00
RAMPS AND MAJOR CROSS STREETS

ROLL 7: SH 360 MAINLANES
STA 1209+00 TO STA 1243+00
RAMPS, US 287 MAINLANES AND
FRONTAGE ROADS STA 193+40
TO 343+00

ROLL 8: US 287 MAINLANES
AND FRONTAGES ROAD PROFILES
(US287E,US287W,FREB,FRWB)

ROLL 9: SH 360 NORTHBOUND
FRONTAGE ROAD
PROFILES (FRNB)

ROLL 10: SH 360 NORTHBOUND AND
SOUTHBOUND FRONTAGE ROAD
PROFILES (FRNB & FRSB)

ROLL 11: SH 360 SOUTHBOUND FRONTAGE ROAD
PROFILE (FRSB), UTURN PROFILES AND
MAINLANES PROFILE STA 1209+00 TO END

ROLL 12: DIRECT CONNECTOR PROFILES

PRELIMINARY
SUBJECT TO CHANGE BASED
ON FURTHER DEVELOPMENTS
RESULTING FROM PUBLIC
INPUT AND TECHNICAL REVIEW

DATE APPROVED	DATE SUBMITTED

SCHEMATIC PREPARED BY:

HDR ENGINEERING, INC.
REGISTRATION NUMBER F-754

FOR INTERIM REVIEW ONLY. NOT FOR
PERMITTING, BIDDING OR CONSTRUCTION.

Prepared by or under the
Direct Supervision of:

NAME	P.E. NUMBER
BRIAN ANDREW SWINDELL	80688
M. SHANE WALTERS	100195

AUGUST 16, 2013
DATE

SCALE
0 50 100 150 200 300

ROLL 11 OF 12

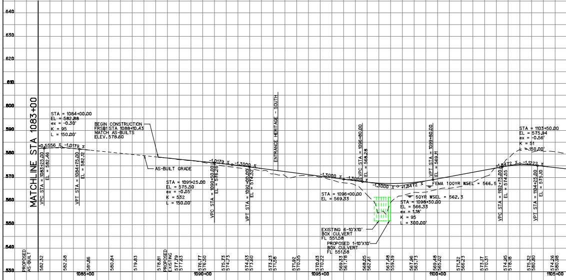
HDR
HDR Engineering, Inc.
17111 Preston Road, Suite 200
Dallas, Texas 75248-1229

LEGEND

—·—·—·—	ALIGNMENT
—·—·—·—	PROPOSED R.O.W.
—·—·—·—	EXISTING R.O.W.
—‖‖—‖‖—	PROPOSED ACCESS DENIED
—‖‖—‖‖—	EXISTING ACCESS DENIED
——	BENTS/ABUTMENTS
——	PROPOSED RETAINING WALL
——	PROPOSED NOISE WALL
- - - - - -	CITY LIMITS
🟧	PROPOSED TOLL GANTRY
→	DIRECTION OF TRAFFIC, ONE LANE
(XX)	PARCEL NUMBER
——	PARCEL BOUNDARY
▨	PAVEMENT TO BE REMOVED
🟨	PROPOSED MAINLANES
🟦	PROPOSED RAMPS, DIRECT CONNECTORS, COLLECTOR DISTRIBUTORS
🟩	PROPOSED FRONTAGE ROADS
🟪	PROPOSED CROSS STREETS / U-TURNS
🟫	PROPOSED CONCRETE STRUCTURES
🟫	PROPOSED STEEL STRUCTURES
⬜	PROPOSED SHOULDERS, GORES
🟪	PROPOSED SIDEWALKS
🟨	PROPOSED CONSTRUCTION BY OTHERS

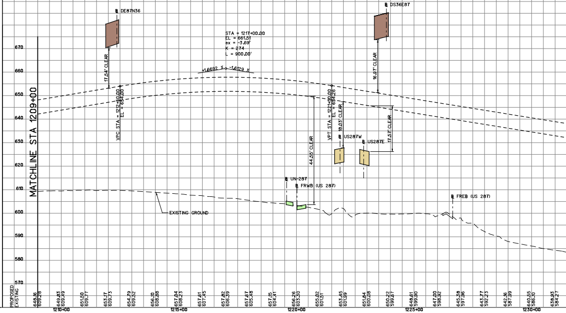
GENERAL NOTES:

1. EXISTING PAVEMENT WITHIN LIMITS OF PROPOSED RECONSTRUCTION IS ASSUMED TO BE REMOVED.
2. EXISTING RIGHT OF WAY HAS NOT BEEN FIELD SURVEYED. SCHEMATIC LAYOUTS ARE BASED ON AERIAL SURVEY, SUPPLEMENTAL FIELD SURVEYS AND RECORD PLANS ONLY.
3. PARCEL OWNERSHIP WAS OBTAINED FROM TARRANT APPRAISAL DISTRICT, 2013 AND ELLIS COUNTY APPRAISAL DISTRICT, 2013, JOHNSON COUNTY APPRAISAL DISTRICT, 2013.
4. APPROXIMATE 100 YEAR FLOODPLAIN LIMITS ARE BASED UPON FEMA FLOOD INSURANCE RATE MAPS NUMBER 48439C0365K,48439C0480K,48439C0490K,48113C0590J.
5. ASSUME SIX FOOT STRUCTURE DEPTH USED FOR CLEARANCE CALCULATIONS UNLESS NOTED OTHERWISE



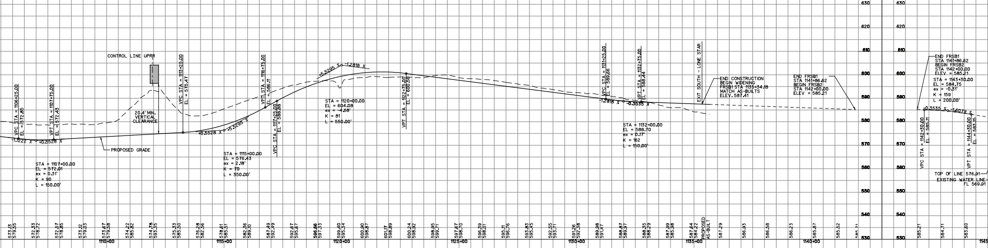
MATCHLINE STA 1083+00
STA = 1084+00.00
EL = 582.88
ex = -0.30'
K = 95
L = 150.00'
BEGIN CONSTRUCTION
FRSB1 STA 1088+10.43
MATCH AS-BUILTS
ELEV. 578.60
AS-BUILT GRADE
STA = 1091+25.00
EL = 575.50
ex = -0.05'
K = 532
L = 150.00'
ENTRANCE HERITAGE - SOUTH
STA = 1096+00.00
EL = 569.33
STA = 1098+30.00
EL = 566.33
ex = 1.18'
K = 95
L = 300.00'
50YR WSEL = 562.3
FEMA 100YR WSEL = 566.5
EXISTING 6-10'X10' BOX CULVERT FL 551.58
PROPOSED 1-10'X10' BOX CULVERT FL 551.58
STA = 1103+50.00
EL = 575.94
ex = -0.56'
K = 51
L = 150.00'
PROPOSED
AS-BUILT
1085+00
1090+00
1095+00
1100+00
1105+00

SH 360 MAINLANE PROFILE
(SH360)

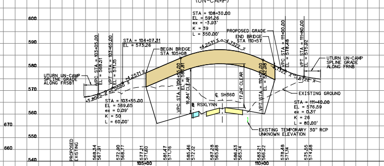


MATCHLINE STA 1209+00
℄ DE87N36
17.54' CLEAR
STA = 1217+00.00
EL = 661.51
ex = -3.69'
K = 274
L = 900.00'
+1.6692 %
-1.6129 %
℄ DS36E87
16.37' CLEAR
44.55' CLEAR
18.03' CLEAR
℄ US287W
℄ US287E
17.57' CLEAR
℄ UN-287
℄ FRWB (US 287)
℄ FREB (US 287)
EXISTING GROUND
PROPOSED
EXISTING
1210+00
1215+00
1220+00
1225+00
1230+00

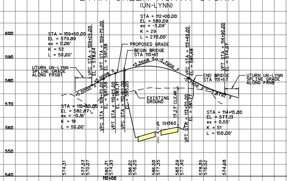
SH360 SOUTHBOUND FRONTAGE
(FRSB1-P)


CONTROL LINE UPRR
20.4' MIN. VERTICAL CLEARANCE
PROPOSED GRADE
VPC STA = 1106+25.00 EL = 572.85
VPT STA = 1107+75.00 EL = 572.43
-1.1222 % +0.5528 %
STA = 1107+00.00 EL = 572.01 ex = 0.31' K = 90 L = 150.00'
VPC STA = 1113+25.00 EL = 575.47
+0.5528 % +5.5295 %
STA = 1115+00.00 EL = 576.43 ex = 2.18' K = 70 L = 350.00'
VPT STA = 1116+75.00 EL = 586.11
VPC STA = 1117+25.00 EL = 588.88
+5.5295 % -1.2818 %
STA = 1120+00.00 EL = 604.08 ex = -4.68' K = 81 L = 550.00'
VPT STA = 1122+75.00 EL = 600.56
VPC STA = 1131+25.00 EL = 589.66
VPT STA = 1132+75.00 EL = 588.44
-1.2818 % -0.3535 %
STA = 1132+00.00 EL = 588.70 ex = 0.17' K = 162 L = 150.00'
EXIT SOUTH - LONE STAR
END CONSTRUCTION BEGIN WIDENING FRSB1 STA 1135+34.18 MATCH AS-BUILTS ELEV. 587.41
END FRSB1 STA 1141+86.62 BEGIN FRSB2 STA 1142+00.00 ELEV = 585.21
END FRSB1 STA 1141+86.62 BEGIN FRSB2 STA 1142+00.00 ELEV = 585.21
STA = 1143+30.00 EL = 584.75 ex = -0.31' K = 159 L = 200.00'
+0.3535 % -1.6079 %
VPC STA 1142+30.00 EL = 585.11
VPT STA = 1144+30.00 EL = 583.15
TOP OF LINE 576.91 EXISTING WATER LINE FL 569.91
640 630 620 610 600 590 580 570 560 550 540 530
1110+00 1115+00 1120+00 1125+00 1130+00 1135+00 1140+00 1145
PROPOSED AS-BUILT

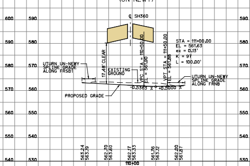
CAMP WISDOM NORTH UTURN
(UN-CAMP)


UTURN UN-CAMP SPLINE GRADE ALONG FRSB1
VPC STA = 103+05.00 EL = 568.51
VPT STA = 103+65.00 EL = 571.15
+3.8062 % +5.0000 % +4.2571 %
STA = 103+35.00 EL = 569.65 ex = 0.09' K = 50 L = 60.00'
STA = 104+07.31 EL = 573.26
BEGIN BRIDGE STA 105+08
STA = 108+30.00 EL = 591.26 ex = -3.93' K = 39 L = 350.00'
+4.2571 % -4.7322 %
PROPOSED GRADE
END BRIDGE STA 110+57
VPC STA = 111+00.00 EL = 578.48
VPT STA = 111+80.00 EL = 575.32
-4.7322 % -1.6722 %
UTURN UN-CAMP SPLINE GRADE ALONG FRNB
EXISTING GROUND
STA = 111+40.00 EL = 576.59 ex = 0.31' K = 26 L = 80.00'
16.84' CLEAR
17.04' CLEAR
℄ SH360
RSXLYNN
EXISTING TEMPORARY 30" RCP UNKNOWN ELEVATION
PROPOSED EXISTING
600 590 580 570 560 550 540
105+00 110+00

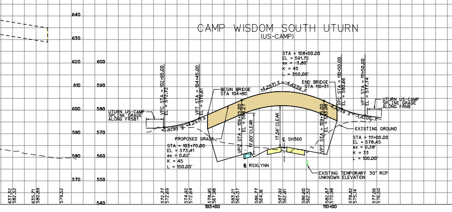
LYNN CREEK NORTH UTURN
(UN-LYNN)


STA = 109+50.00 EL = 579.89 ex = 0.06' K = 52 L = 50.00'
UTURN UN-LYNN SPLINE GRADE ALONG FRSB1
VPC STA = 109+25.00 EL = 578.64
VPT STA = 109+75.00 EL = 581.38
STA = 112+00.00 EL = 589.59 ex = -3.09' K = 29 L = 270.00'
PROPOSED GRADE
BEGIN BRIDGE STA 110+61
+3.3608 % -5.7856 %
EXISTING GROUND
STA = 110+80.00 EL = 582.87 ex = -0.16' K = 19 L = 50.00'
17.27' CLEAR
℄ SH360
VPC STA = 113+40.00 EL = 581.48
VPT STA = 114+90.00 EL = 574.97
END BRIDGE STA 113+57
UTURN UN-LYNN SPLINE GRADE ALONG FRNB
-2.8792 %
STA = 114+15.00 EL = 577.13 ex = 0.55' K = 51 L = 150.00'
600 590 580 570 560 550 540
110+00

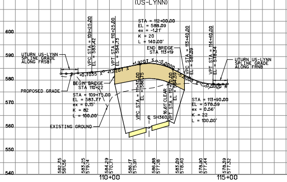
NEW YORK NORTH UTURN
(UN-NEWY)


℄ SH360
UTURN UN-NEWY SPLINE GRADE ALONG FRSB1
17.48' CLEAR
EXISTING GROUND
VPC STA = 110+50.00 EL = 561.90
VPT STA = 111+50.00 EL = 561.88
STA = 111+00.00 EL = 561.63 ex = 0.13' K = 97 L = 100.00'
-0.5363 % +0.5000 %
UTURN UN-NEWY SPLINE GRADE ALONG FRNB
PROPOSED GRADE
600 590 580 570 560 550 540 530
110+00

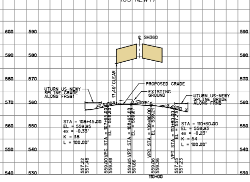
CAMP WISDOM SOUTH UTURN
(US-CAMP)


UTURN US-CAMP SPLINE GRADE ALONG FRSB1
VPC STA = 102+95.00 EL = 572.72
VPT STA = 104+45.00 EL = 576.81
+0.9293 % +4.2571 %
BEGIN BRIDGE STA 104+80
PROPOSED GRADE
STA = 103+70.00 EL = 573.41 ex = 0.62' K = 45 L = 150.00'
STA = 108+00.00 EL = 591.72 ex = -3.80' K = 40 L = 350.00'
+4.2571 % -4.4239 %
END BRIDGE STA 110+31
VPC STA = 110+50.00 EL = 580.86
VPT STA = 111+50.00 EL = 577.74
UTURN US-CAMP SPLINE GRADE ALONG FRNB
-1.4200 %
EXISTING GROUND
STA = 111+00.00 EL = 578.45 ex = 0.38' K = 33 L = 100.00'
17.00' CLEAR
17.56' CLEAR
℄ SH360
RSXLYNN
EXISTING TEMPORARY 30" RCP UNKNOWN ELEVATION
670 660 650 640 630 620 610 600 590 580 570
600 590 580 570 560 550 540
105+00 110+00

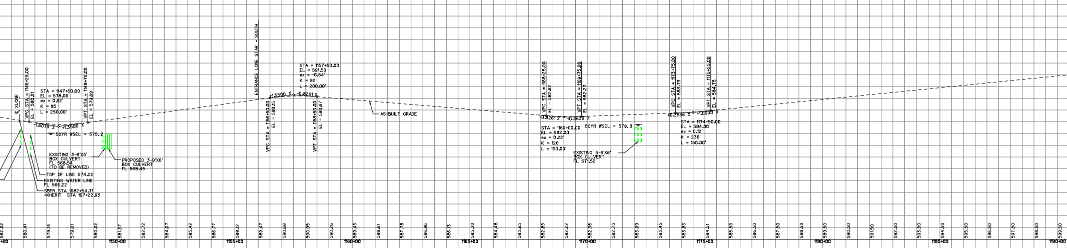
LYNN CREEK SOUTH UTURN
(US-LYNN)


UTURN US-LYNN SPLINE GRADE ALONG FRSB1
VPC STA = 109+25.00 EL = 583.42
VPT STA = 110+25.00 EL = 584.73
+0.7035 % +1.9207 %
BEGIN BRIDGE STA 110+22
PROPOSED GRADE
STA = 109+75.00 EL = 583.77 ex = 0.15' K = 82 L = 100.00'
STA = 112+00.00 EL = 588.09 ex = -1.21' K = 20 L = 140.00'
END BRIDGE STA 113+19
+1.9207 % -5.0000 %
VPC STA = 113+40.00 EL = 581.09
VPT STA = 114+40.00 EL = 578.34
-0.2000 %
UTURN US-LYNN SPLINE GRADE ALONG FRNB
STA = 113+90.00 EL = 578.59 ex = 0.56' K = 22 L = 100.00'
16.61' CLEAR
℄ SH360
EXISTING GROUND
600 590 580 570 560 550 540
110+00 115+00

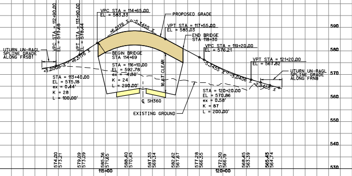
NEW YORK SOUTH UTURN
(US-NEWY)


℄ SH360
17.49' CLEAR
PROPOSED GRADE
EXISTING GROUND
UTURN US-NEWY SPLINE GRADE ALONG FRSB1
UTURN US-NEWY SPLINE GRADE ALONG FRNB
-0.5497 %
STA = 108+45.00 EL = 559.95 ex = -0.33' K = 38 L = 100.00'
VPC STA = 107+95.00 EL = 559.96
VPT STA = 108+95.00 EL = 559.21
VPC STA = 109+80.00 EL = 559.06
VPT STA = 110+80.00 EL = 557.13
STA = 110+30.00 EL = 558.93 ex = -0.23' K = 54 L = 100.00'
590 580 570 560 550 540 530
110+00

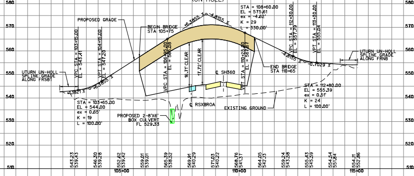
SH360 SOUTHBOUND FRONT
(FRSB2-P)


℄ XLONE
VPC STA = 1146+25.00
EL = 580.01
STA = 1147+50.00
EL = 578.00
ex = 0.92'
K = 85
L = 250.00'
VPT STA = 1148+75.00
EL = 579.69
-1.6079 %
+1.3500 %
50YR WSEL = 575.2
EXISTING 3-8'X5'
BOX CULVERT
FL 568.54
(TO BE REMOVED)
PROPOSED 3-9'X6'
BOX CULVERT
FL 568.45
TOP OF LINE 574.22
EXISTING WATER LINE
FL 566.22
SBFR STA 1082+54.71
=XHERIT STA 107+22.93
ENTRANCE LONE STAR - SOUTH
STA = 1157+50.00
EL = 591.50
ex = -0.54'
K = 92
L = 200.00'
+1.3500 %
-0.8261 %
VPC STA = 1156+50.00
EL = 590.15
VPT STA = 1158+50.00
EL = 590.67
AS-BUILT GRADE
VPC STA = 1168+25.00
EL = 582.62
VPT STA = 1169+75.00
EL = 582.27
-0.8261 %
+0.3636 %
STA = 1169+00.00
EL = 582.00
ex = 0.22'
K = 126
L = 150.00'
50YR WSEL = 578.9
EXISTING 5-6'X6'
BOX CULVERT
FL 571.52
VPC STA = 1173+75.00
EL = 583.73
VPT STA = 1175+25.00
EL = 584.75
+0.3636 %
+1.0000 %
STA = 1174+50.00
EL = 584.00
ex = 0.12'
K = 236
L = 150.00'
582.02
580.41
579.14
579.01
580.02
581.37
582.72
584.07
585.42
586.77
588.12
589.47
590.69
590.95
590.26
589.43
588.61
587.78
586.96
586.13
585.30
584.48
583.65
582.83
582.22
582.36
582.73
583.09
583.45
583.83
584.51
585.50
586.50
587.50
588.50
589.50
590.50
591.50
592.50
593.50
594.50
595.50
596.50
597.50
598.50
599.50
+00
1150+00
1155+00
1160+00
1165+00
1170+00
1175+00
1180+00
1185+00
1190+00

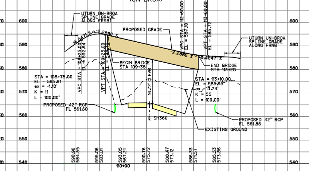
DEBBIE/RAGLAND NORTH UTURN
(UN-RAGL)


VPC STA = 112+90.00
EL = 573.68
VPT STA = 113+90.00
EL = 578.44
VPC STA = 114+65.00
EL = 583.33
PROPOSED GRADE
+6.5176 %
-5.3455 %
VPT STA = 117+55.00
EL = 585.03
END BRIDGE
STA 118+30
UTURN UN-RAGL
SPLINE GRADE
ALONG FRSB1
+3.0000 %
+6.5176 %
BEGIN BRIDGE
STA 114+69
STA = 113+40.00
EL = 575.18
ex = 0.44'
K = 28
L = 100.00'
STA = 116+10.00
EL = 592.78
ex = -4.30'
K = 24
L = 290.00'
16.67' CLEAR
℄ SH360
EXISTING GROUND
VPC STA = 119+20.00
EL = 576.21
-5.3455 %
-3.0406 %
VPT STA = 121+20.00
EL = 567.82
-2.9455 %
UTURN UN-RAGL
SPLINE GRADE
ALONG FRNB
STA = 120+20.00
EL = 570.86
ex = 0.58'
K = 87
L = 200.00'
574.00 573.21
579.09 573.09
585.36 571.65
588.40 570.45
587.35 569.34
582.62 567.67
577.28 566.55
572.30 566.19
568.45 563.39
565.45 564.74
115+00
120+00
590
580
570
560
550
540
530
570
560
550
540
530
520
510

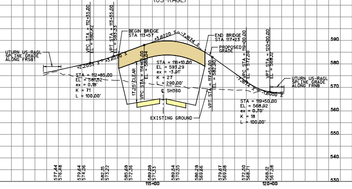
HOLLAND NORTH UTURN
(UN-HOLL)


580
570
560
550
540
530
520
510
590
580
570
560
550
540
530
PROPOSED GRADE
BEGIN BRIDGE
STA 105+75
+6.3855 %
-4.8155 %
STA = 108+60.00
EL = 575.61
ex = -4.62'
K = 29
L = 330.00'
VPC STA = 103+15.00
EL = 543.41
VPT STA = 104+15.00
EL = 547.20
VPC STA = 106+05.00
EL = 565.08
16.71' CLEAR
17.72' CLEAR
℄ SH360
VPT STA = 110+25.00
EL = 567.67
VPC STA = 112+30.00
EL = 557.79
VPT STA = 113+30.00
EL = 555.04
UTURN UN-HOLL
SPLINE GRADE
ALONG FRSB1
+4.1821 %
+6.3855 %
END BRIDGE
STA 110+65
-4.8155 %
-0.7029 %
UTURN UN-HOLL
SPLINE GRADE
ALONG FRNB
STA = 103+65.00
EL = 544.00
ex = 0.65'
K = 19
L = 100.00'
PROPOSED 2-8'X6'
BOX CULVERT
FL 529.33
℄ RSXBROA
EXISTING GROUND
STA = 112+80.00
EL = 555.39
ex = 0.51'
K = 24
L = 100.00'
543.23 539.43
546.30 539.28
552.62 539.42
559.01 539.01
565.39 538.52
569.91 540.29
571.03 540.22
568.76 541.37
564.05 542.13
559.24 543.58
555.43 545.59
554.54 551.84
554.11 552.86
105+00
110+00
115+00

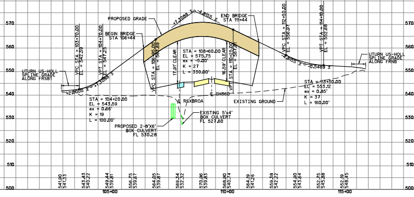
BROAD NORTH UTURN
(UN-BROA)


580
570
560
550
540
530
520
510
600
590
580
570
560
550
540
UTURN UN-BROA
SPLINE GRADE
ALONG FRSB1
+6.5471 %
-2.2886 %
PROPOSED GRADE
VPC STA = 112+60.00
EL = 587.10
VPT STA = 113+60.00
EL = 585.72
UTURN UN-BROA
SPLINE GRADE
ALONG FRNB
VPC STA = 108+25.00
EL = 592.64
VPT STA = 109+25.00
EL = 594.76
BEGIN BRIDGE
STA 109+35
-2.2886 %
-0.4647 %
END BRIDGE
STA 113+20
STA = 108+75.00
EL = 595.91
ex = -1.10'
K = 11
L = 100.00'
16.72' CLEAR
STA = 113+10.00
EL = 586.95
ex = 0.23'
K = 55
L = 100.00'
PROPOSED 42" RCP
FL 561.60
℄ SH360
PROPOSED 42" RCP
FL 561.85
EXISTING GROUND
590.96 584.55
595.06 583.01
593.05 567.21
590.76 575.72
588.47 573.12
586.33 571.57
585.53 573.86
110+00

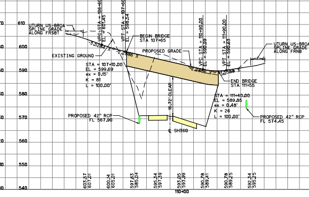
DEBBIE/RAGLAND SOUTH UTURN
(US-RAGL)

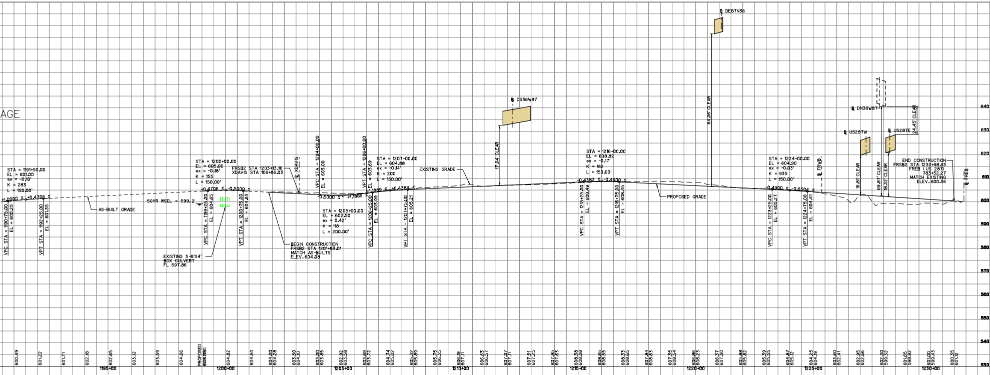

VPC STA = 112+35.00
EL = 580.42
VPT STA = 113+35.00
EL = 583.33
BEGIN BRIDGE
STA 113+57
+3.6220 %
-7.1674 %
END BRIDGE
STA 117+23
PROPOSED
GRADE
VPC STA = 119+00.00
EL = 572.50
VPT STA = 120+00.00
EL = 568.12
UTURN US-RAGL
SPLINE GRADE
ALONG FRSB1
+2.2055 %
+3.6220 %
STA = 112+85.00
EL = 581.52
ex = 0.18'
K = 71
L = 100.00'
17.25' CLEAR
VPC STA = 114+65.00
EL = 588.04
STA = 116+10.00
EL = 593.29
ex = -3.91'
K = 27
L = 290.00'
℄ SH360
VPT STA = 117+55.00
EL = 582.90
-7.1674 %
-1.6000 %
UTURN US-RAGL
SPLINE GRADE
ALONG FRNB
STA = 119+50.00
EL = 568.92
ex = 0.70'
K = 18
L = 100.00'
EXISTING GROUND
577.44 576.48
579.64 574.06
582.15 573.22
585.68 572.36
589.08 571.33
589.54 570.55
586.28 569.66
579.67 569.08
572.50 568.71
568.12 567.58
115+00
120+00
590
580
570
560
550
540
530
570
560
550
540
530
520
510
500

HOLLAND SOUTH UTURN
(US-HOLL)


570
560
550
540
530
520
510
500
590
580
570
560
550
540
530
PROPOSED GRADE
+7.3088 %
-4.8155 %
END BRIDGE
STA 111+44
BEGIN BRIDGE
STA 106+44
VPC STA = 103+70.00
EL = 542.59
VPT STA = 104+70.00
EL = 547.25
VPC STA = 106+95.00
EL = 563.69
17.91' CLEAR
STA = 108+60.00
EL = 575.75
ex = -5.00'
K = 27
L = 330.00'
16.59' CLEAR
VPT STA = 110+25.00
EL = 567.31
VPC STA = 112+50.00
EL = 556.97
VPT STA = 114+10.00
EL = 552.68
UTURN US-HOLL
SPLINE GRADE
ALONG FRSB1
+2.0000 %
+7.3088 %
-4.8155 %
-0.5469 %
UTURN US-HOLL
SPLINE GRADE
ALONG FRNB
STA = 104+20.00
EL = 543.59
ex = 0.66'
K = 19
L = 100.00'
℄ RSXBROA
℄ SH360
EXISTING GROUND
STA = 113+30.00
EL = 553.12
ex = 0.85'
K = 37
L = 160.00'
PROPOSED 2-8'X6'
BOX CULVERT
FL 530.28
EXISTING 5'x4'
BOX CULVERT
FL 527.60
541.90 541.33
543.43 540.22
549.44 539.81
556.75 539.67
564.05 539.87
569.34 532.32
570.96 539.83
568.90 540.74
564.19 541.26
559.38 542.22
554.90 543.64
552.75 545.88
552.19 548.45
105+00
110+00
115+00

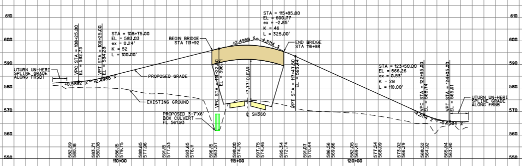
BROAD SOUTH UTURN
(US-BROA)


570
560
550
540
530
520
510
500
610
600
590
580
570
560
550
540
VPC STA = 106+60.00
EL = 601.45
VPT STA = 107+60.00
EL = 598.54
UTURN US-BROA
SPLINE GRADE
ALONG FRSB1
BEGIN BRIDGE
STA 107+65
-3.5284 %
-2.2886 %
PROPOSED GRADE
VPC STA = 110+90.00
EL = 590.99
VPT STA = 111+90.00
EL = 590.63
UTURN US-BROA
SPLINE GRADE
ALONG FRNB
EXISTING GROUND
STA = 107+10.00
EL = 599.69
ex = 0.15'
K = 81
L = 100.00'
-2.2886 %
-1.5588 %
END BRIDGE
STA 111+55
16.72' CLEAR
STA = 111+40.00
EL = 589.85
ex = 0.48'
K = 26
L = 100.00'
PROPOSED 42" RCP
FL 567.90
℄ SH360
PROPOSED 42" RCP
FL 574.45
603.57 607.01
600.14 605.01
597.63 585.04
595.34 597.39
593.05 593.99
590.78 589.41
590.78 589.25
592.34 595.25
110+00


AGE
DE87N36
64.96' CLEAR
DS36W87
17.04' CLEAR
DN36W87
US287W
US287E
24.45' CLEAR
16.81' CLEAR
69.87' CLEAR
18.32' CLEAR
STA = 1191+50.00
EL = 601.00
ex = -0.10'
K = 283
L = 150.00'
STA = 1200+00.00
EL = 605.00
ex = -0.18'
K = 155
L = 150.00'
FRSB2 STA 1203+13.16
XDAVIS STA 106+86.03
XDAVIS
STA = 1207+00.00
EL = 604.88
ex = -0.14'
K = 200
L = 150.00'
EXISTING GRADE
STA = 1216+00.00
EL = 608.82
ex = -0.17'
K = 162
L = 150.00'
STA = 1224+00.00
EL = 604.90
ex = -0.03'
K = 935
L = 150.00'
FRWB
END CONSTRUCTION
FRSB2 STA 1230+98.93
FREB (US 287)
783+32.27
MATCH EXISTING
ELEV. 600.36
FREB
-1.0090 % +0.4706 %
AS-BUILT GRADE
50YR WSEL = 599.2
+0.4706 % -0.5000 %
-0.5000 % +1.1889
+1.1889 % +0.4383 %
+0.4383 % -0.4900 %
PROPOSED GRADE
-0.4900 % -0.6504 %
STA = 1205+00.00
EL = 602.50
ex = 0.42'
K = 118
L = 200.00'
BEGIN CONSTRUCTION
FRSB2 STA 1201+83.01
MATCH AS-BUILTS
ELEV. 604.08
EXISTING 5-8'X4' BOX CULVERT
FL 597.86
VPC STA = 1190+75.00 EL = 600.25
VPT STA = 1192+25.00 EL = 601.35
VPC STA = 1199+25.00 EL = 604.65
VPT STA = 1200+75.00 EL = 604.63
VPC STA = 1204+00.00 EL = 603.00
VPC STA = 1206+25.00 EL = 603.99
VPT STA = 1206+00.00 EL = 603.69
VPT STA = 1207+75.00 EL = 605.21
VPC STA = 1215+25.00 EL = 608.49
VPT STA = 1216+75.00 EL = 608.45
VPC STA = 1223+25.00 EL = 605.27
VPT STA = 1224+75.00 EL = 604.41
640
630
620
610
600
590
580
570
560
550
540
530
1195+00
1200+00
1205+00
1210+00
1215+00
1220+00
1225+00
1230+00
PROPOSED
EXISTING

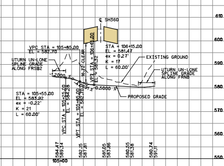
HERITAGE NORTH UTURN

(UN-HERI)


STA = 115+85.00
EL = 600.77
ex = -2.85'
K = 46
L = 325.00'
STA = 108+75.00
EL = 583.03
ex = 0.24'
K = 52
L = 100.00'
BEGIN BRIDGE
STA 113+92
END BRIDGE
STA 116+98
+2.4988 % -4.5114 %
UTURN UN-HERI SPLINE GRADE ALONG FRSB1
+0.5892 % +2.4988 %
PROPOSED GRADE
EXISTING GROUND
17.77' CLEAR
SH360
PROPOSED 3-7'X6' BOX CULVERT
FL 561.93
STA = 123+50.00
EL = 566.26
ex = 0.53'
K = 28
L = 110.00'
-4.5114 % -0.6584 %
UTURN UN-HERI SPLINE GRADE ALONG FRNB
VPC STA = 108+25.00 EL = 582.73
VPT STA = 109+25.00 EL = 584.28
VPC STA = 114+22.50 EL = 596.11
VPT STA = 117+47.50 EL = 593.44
VPC STA = 122+95.00 EL = 568.74
VPT STA = 124+05.00 EL = 565.91
610
600
590
580
570
560
550
110+00
115+00
120+00

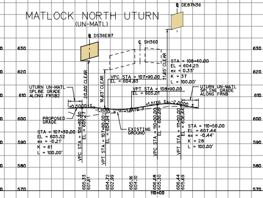
LONE STAR NORTH UTURN

(UN-LONE)


SH360
16.72' CLEAR
STA = 105+85.00
EL = 582.70
STA = 106+15.00
EL = 581.47
ex = 0.27'
K = 17
L = 60.00'
EXISTING GROUND
UTURN UN-LONE SPLINE GRADE ALONG FRSB2
UTURN UN-LONE SPLINE GRADE ALONG FRNB
-1.2000 %
+2.0691 % -0.5000 %
PROPOSED GRADE
STA = 105+55.00
EL = 583.92
ex = -0.22'
K = 21
L = 60.00'
VPC STA = 105+25.00 EL = 584.28
VPT STA = 105+85.00 EL = 582.70
VPT STA = 106+45.00 EL = 581.32
610
600
590
580
570
560
550
105+00

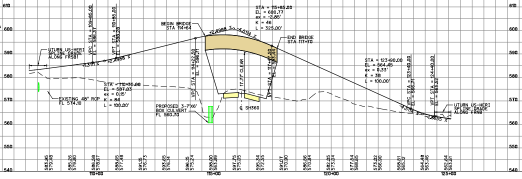
MATLOCK NORTH UTURN

(UN-MATL)


DE87N36
DS36E87
SH360
31.65' CLEAR
20.00' CLEAR
16.63' CLEAR
STA = 108+40.00
EL = 604.25
ex = 0.33'
K = 37
L = 100.00'
VPC STA = 107+90.00
EL = 604.83
VPT STA = 108+90.00
EL = 605.01
UTURN UN-MATL SPLINE GRADE ALONG FRSB2
UTURN UN-MATL SPLINE GRADE ALONG FRNB
+0.5000 %
-1.1500
+1.5176 %
+1.5176 % -2.0000 %
PROPOSED GRADE
EXISTING GROUND
STA = 107+30.00
EL = 605.52
ex = -0.21'
K = 61
L = 100.00'
STA = 110+50.00
EL = 607.44
ex = -0.44'
K = 28
L = 100.00'
VPC STA = 106+80.00 EL = 605.27
VPT STA = 107+80.00 EL = 604.94
VPC STA = 110+00.00 EL = 609.28
VPT STA = 111+00.00 EL = 606.44
630
620
610
600
590
580
570
110+00

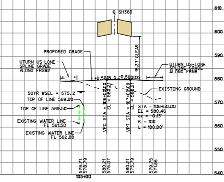
HERITAGE SOUTH UTURN

(US-HERI)


STA = 115+85.00
EL = 600.77
ex = -2.85'
K = 46
L = 325.00'
BEGIN BRIDGE
STA 114+64
END BRIDGE
STA 117+70
+2.4988 % -4.5114 %
UTURN US-HERI SPLINE GRADE ALONG FRSB1
+1.3111 % +2.4988 %
EXISTING 48" RCP
FL 574.10
STA = 110+35.00
EL = 587.83
ex = 0.15'
K = 84
L = 100.00'
17.77' CLEAR
SH360
PROPOSED 3-7'X6' BOX CULVERT
FL 560.70
STA = 123+90.00
EL = 564.45
ex = 0.33'
K = 38
L = 100.00'
-4.5114 % -1.8655 %
UTURN US-HERI SPLINE GRADE ALONG FRNB
VPC STA = 109+85.00 EL = 586.37
VPT STA = 110+85.00 EL = 588.28
VPC STA = 114+22.50 EL = 596.71
VPT STA = 117+47.50 EL = 593.44
VPC STA = 123+40.00 EL = 566.71
VPT STA = 124+40.00 EL = 563.52
610
600
590
580
570
560
550
540
110+00
115+00
120+00
125+00

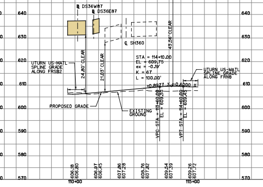
LONE STAR SOUTH UTURN

(US-LONE)

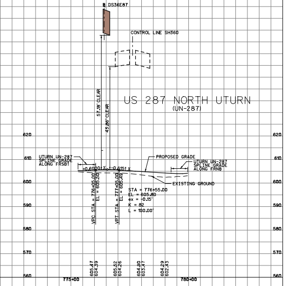

SH360
18.37' CLEAR
PROPOSED GRADE
UTURN US-LONE SPLINE GRADE ALONG FRSB2
UTURN US-LONE SPLINE GRADE ALONG FRNB
+0.5038 % -0.5000 %
EXISTING GROUND
50YR WSEL = 575.2
TOP OF LINE 569.00
TOP OF LINE 569.50
EXISTING WATER LINE
FL 561.50
EXISTING WATER LINE
FL 562.00
STA = 106+50.00
EL = 580.46
ex = -0.13'
K = 100
L = 100.00'
VPC STA = 106+00.00 EL = 580.21
VPT STA = 107+00.00 EL = 580.21
610
600
590
580
570
560
550
540
105+00

MATLOCK SOUTH UTURN

(US-MATL)

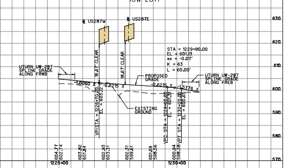

DS36W87
DS36E87
SH360
43.56' CLEAR
24.80' CLEAR
21.03' CLEAR
STA = 114+10.00
EL = 609.75
ex = -0.19'
K = 67
L = 100.00'
UTURN US-MATL SPLINE GRADE ALONG FRSB2
UTURN US-MATL SPLINE GRADE ALONG FRNB
+0.8977 % -0.6000 %
PROPOSED GRADE
EXISTING GROUND
VPC STA = 113+60.00 EL = 609.30
VPT STA = 114+60.00 EL = 609.45
640
630
620
610
600
590
580
570
110+00
115+00

US 287 NORTH UTURN
(UN-287)



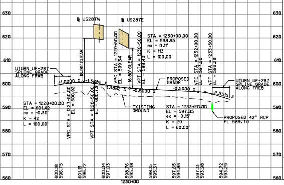
℄ DS36E87
CONTROL LINE SH360
57.18' CLEAR
43.86' CLEAR
UTURN UN-287 SPLINE GRADE ALONG FRSB1
+0.6000 %
-0.6151 %
PROPOSED GRADE
UTURN UN-287 SPLINE GRADE ALONG FRNB
EXISTING GROUND
VPC STA = 776+05.00 EL = 605.50
VPT STA = 777+05.00 EL = 605.49
STA = 776+55.00
EL = 605.80
ex = -0.15'
K = 82
L = 100.00'
620
610
600
590
580
570
560
605.47 604.39
605.52 604.26
604.90 603.47
604.29 602.43
775+00
780+00

US 287 WEST UTURN
(UW-287)



℄ US287W
℄ US287E
16.67' CLEAR
18.67' CLEAR
STA = 1229+90.00
EL = 601.13
ex = -0.07'
K = 63
L = 60.00'
UTURN UW-287 SPLINE GRADE ALONG FRWB
-1.0000 %
-0.6215 %
PROPOSED GRADE
-0.6215 %
-1.5776 %
UTURN UW-287 SPLINE GRADE ALONG FREB
EXISTING GROUND
VPISTA = 1226+70.00 EL = 603.12
VPC STA = 1229+60.00 EL = 601.31
VPT STA = 1230+20.00 EL = 600.65
630
620
610
600
590
580
570
604.77 602.74
603.82 601.84
602.93 603.31
602.31 599.61
601.69 598.56
600.94 598.38
1225+00
1230+00

US 287 EAST UTURN
(UE-287)



℄ US287W
℄ US287E
18.99' CLEAR
16.80' CLEAR
VPC STA = 1229+50.00 EL = 599.34
VPT STA = 1230+50.00 EL = 598.40
STA = 1230+00.00
EL = 598.65
ex = 0.11'
K = 113
L = 100.00'
VPC STA = 1232+90.00 EL = 597.20
VPT STA = 1233+50.00 EL = 596.28
UTURN UE-287 SPLINE GRADE ALONG FRWB
+1.0000 %
-1.3882 %
-1.3882 %
-0.5000 %
-0.5000 %
-2.5515 %
PROPOSED GRADE
UTURN UE-287 SPLINE GRADE ALONG FREB
EXISTING GROUND
STA = 1228+00.00
EL = 601.42
ex = -0.30'
K = 42
L = 100.00'
VPC STA = 1227+50.00 EL = 600.92
VPT STA = 1228+50.00 EL = 600.73
STA = 1233+20.00
EL = 597.05
ex = -0.15'
K = 29
L = 60.00'
PROPOSED 42" RCP
FL 589.10
630
620
610
600
590
580
570
560
600.18 596.75
601.13 596.72
600.04 597.03
598.76 595.48
598.15 595.31
597.65 594.86
597.13 593.98
594.72 593.29
1230+00

Texas Department of Transportation®
Fort Worth District
Maribel P. Chavez, P.E. District Engineer

NTTA
NORTH TEXAS TOLLWAY AUTHORITY

Gerry Carrigan, Executive Director

STATE HIGHWAY 360

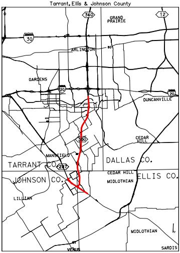
From Green Oaks Boulevard to US 287
Design Schematic
Project Length = 9.20 Miles
CSJ # 2266-02-136
CONTRACT # 02282-SH-360 PS-PD

DESIGN SPEEDS

DESIGN SPEEDS AND FUNCTIONAL CLASSIFICATIONS:

MAINLANES (URBAN FREEWAY)	- 70 MPH
RAMPS (URBAN FREEWAY)	- 50 MPH
DIRECT CONNECTOR (URBAN FREEWAY)	- 40 MPH
FRONTAGE ROADS (URBAN COLLECTOR)	- 40 MPH
CROSS STREETS	
SUBLETT RD / CAMP WISDOM RD (URBAN MAJOR ARTERIAL)	- 35 MPH
WEBB LYNN RD / LYNN CREEK PKWY (URBAN MINOR COLLECTOR)	- 35 MPH
NEW YORK AVE (URBAN MAJOR COLLECTOR)	- 40 MPH
EDEN RD (URBAN MINOR ARTERIAL)	- 40 MPH
DEBBIE LN / RAGLAND RD (URBAN MAJOR ARTERIAL)	- 35 MPH
HOLLAND RD (URBAN PRINCIPAL ARTERIAL)	- 30 MPH
BROAD ST (URBAN PRINCIPAL ARTERIAL)	- 40 MPH
HERITAGE PKWY (URBAN PRINCIPAL ARTERIAL)	- 40 MPH
LONE STAR RD (URBAN PRINCIPAL ARTERIAL)	- 40 MPH
MATLOCK RD AT SH 360 (URBAN MAJOR ARTERIAL)	- 40 MPH
MATLOCK RD AT US 287 (RURAL MAJOR ARTERIAL)	- 30 MPH
ELLIS DR/ST (RURAL MAJOR COLLECTOR)	- 30 MPH
ST.PAUL RD (RURAL MINOR COLLECTOR)	- 30 MPH
UTURNS (URBAN COLLECTOR)	- 20 MPH

Tarrant, Ellis & Johnson County



360
GRAND PRAIRIE
12
30
ARLINGTON
80
GARDENS
20
20
DUNCANVILLE
360
CEDAR HILL
MANSFIELD
287
TARRANT CO.
DALLAS CO.
CEDAR HILL
MIDLOTHIAN
ELLIS CO.
JOHNSON CO.
LILLIAN
MIDLOTHIAN
67
VENUS
SARDIS

100% SUBMITTAL
AUGUST 16, 2013

ROLL INDEX

ROLL 1:	SH 360 MAINLANES STA 736+90 TO STA 794+00 RAMPS AND MAJOR CROSS STREETS
ROLL 2:	SH 360 MAINLANES STA 794+00 TO STA 878+00 RAMPS AND MAJOR CROSS STREETS
ROLL 3:	SH 360 MAINLANES STA 878+00 TO STA 966+00 RAMPS AND MAJOR CROSS STREETS
ROLL 4:	SH 360 MAINLANES STA 966+00 TO STA 1049+00 RAMPS AND MAJOR CROSS STREETS
ROLL 5:	SH 360 MAINLANES STA 1049+00 TO STA 1110+00 RAMPS AND MAJOR CROSS STREETS
ROLL 6:	SH 360 MAINLANES STA 1110+00 TO STA 1209+00 RAMPS AND MAJOR CROSS STREETS
ROLL 7:	SH 360 MAINLANES STA 1209+00 TO STA 1243+00 RAMPS, US 287 MAINLANES AND FRONTAGE ROADS STA 193+40 TO 343+00
ROLL 8:	US 287 MAINLANES AND FRONTAGES ROAD PROFILES (US287E,US287W,FREB,FRWB)
ROLL 9:	SH 360 NORTHBOUND FRONTAGE ROAD PROFILES (FRNB)
ROLL 10:	SH 360 NORTHBOUND AND SOUTHBOUND FRONTAGE ROAD PROFILES (FRNB & FRSB)
ROLL 11:	SH 360 SOUTHBOUND FRONTAGE ROAD PROFILE (FRSB), UTURN PROFILES AND MAINLANES PROFILE STA 1209+00 TO END
ROLL 12:	DIRECT CONNECTOR PROFILES

PRELIMINARY
SUBJECT TO CHANGE BASED
ON FURTHER DEVELOPMENTS
RESULTING FROM PUBLIC
INPUT AND TECHNICAL REVIEW

DATE APPROVED	DATE SUBMITTED

SCHEMATIC PREPARED BY:
HDR ENGINEERING, INC.
REGISTRATION NUMBER F-754

FOR INTERIM REVIEW ONLY. NOT FOR PERMITTING, BIDDING OR CONSTRUCTION.

Prepared by or under the
Direct Supervision of:

NAME	P.E. NUMBER
BRIAN ANDREW SWINDELL	80688
M. SHANE WALTERS	100195

AUGUST 16, 2013
DATE

SCALE
0 50 100 150 200 300

ROLL 11 OF 12

HDR
HDR Engineering, Inc.
17111 Preston Road, Suite 200
Dallas, Texas 75248-1229

Texas Department of Transportation®
Fort Worth District
Maribel P. Chavez, P.E. District Engineer

NTTA®
NORTH TEXAS TOLLWAY AUTHORITY

Gerry Carrigan, Executive Director

STATE HIGHWAY 360

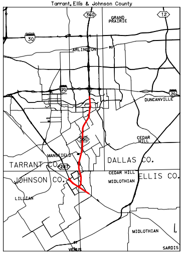
From Green Oaks Boulevard to US 287
Design Schematic
Project Length = 9.20 Miles
CSJ # 2266-02-136
CONTRACT # 02282-SH-360 PS-PD

DESIGN SPEEDS

DESIGN SPEEDS AND FUNCTIONAL CLASSIFICATIONS:

MAINLANES (URBAN FREEWAY)	- 70 MPH
RAMPS (URBAN FREEWAY)	- 50 MPH
DIRECT CONNECTOR (URBAN FREEWAY)	- 40 MPH
FRONTAGE ROADS (URBAN COLLECTOR)	- 40 MPH
CROSS STREETS	
SUBLETT RD / CAMP WISDOM RD (URBAN MAJOR ARTERIAL)	- 35 MPH
WEBB LYNN RD / LYNN CREEK PKWY (URBAN MINOR COLLECTOR)	- 35 MPH
NEW YORK AVE (URBAN MAJOR COLLECTOR)	- 40 MPH
EDEN RD (URBAN MINOR ARTERIAL)	- 40 MPH
DEBBIE LN / RAGLAND RD (URBAN MAJOR ARTERIAL)	- 35 MPH
HOLLAND RD (URBAN PRINCIPAL ARTERIAL)	- 30 MPH
BROAD ST (URBAN PRINCIPAL ARTERIAL)	- 40 MPH
HERITAGE PKWY (URBAN PRINCIPAL ARTERIAL)	- 40 MPH
LONE STAR RD (URBAN PRINCIPAL ARTERIAL)	- 40 MPH
MATLOCK RD AT SH 360 (URBAN MAJOR ARTERIAL)	- 40 MPH
MATLOCK RD AT US 287 (RURAL MAJOR ARTERIAL)	- 30 MPH
ELLIS DR/ST (RURAL MAJOR COLLECTOR)	- 30 MPH
ST. PAUL RD (RURAL MINOR COLLECTOR)	- 30 MPH
UTURNS (URBAN COLLECTOR)	- 20 MPH

Tarrant, Ellis & Johnson County


360
12
GRAND PRAIRIE
30
ARLINGTON
20
20
DUNCANVILLE
360
CEDAR HILL
MANSFIELD
TARRANT CO.
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287
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SARDIS

100% SUBMITTAL
AUGUST 16, 2013

ROLL INDEX

ROLL 1: SH 360 MAINLANES
STA 736+90 TO STA 794+00
RAMPS AND MAJOR CROSS STREETS

ROLL 2: SH 360 MAINLANES
STA 794+00 TO STA 878+00
RAMPS AND MAJOR CROSS STREETS

ROLL 3: SH 360 MAINLANES
STA 878+00 TO STA 966+00
RAMPS AND MAJOR CROSS STREETS

ROLL 4: SH 360 MAINLANES
STA 966+00 TO STA 1049+00
RAMPS AND MAJOR CROSS STREETS

ROLL 5: SH 360 MAINLANES
STA 1049+00 TO STA 1110+00
RAMPS AND MAJOR CROSS STREETS

ROLL 6: SH 360 MAINLANES
STA 1110+00 TO STA 1209+00
RAMPS AND MAJOR CROSS STREETS

ROLL 7: SH 360 MAINLANES
STA 1209+00 TO STA 1243+00
RAMPS, US 287 MAINLANES AND
FRONTAGE ROADS STA 193+40
TO 343+00

ROLL 8: US 287 MAINLANES
AND FRONTAGES ROAD PROFILES
(US287E, US287W, FREB, FRWB)

ROLL 9: SH 360 NORTHBOUND
FRONTAGE ROAD
PROFILES (FRNB)

ROLL 10: SH 360 NORTHBOUND AND
SOUTHBOUND FRONTAGE ROAD
PROFILES (FRNB & FRSB)

ROLL 11: SH 360 SOUTHBOUND FRONTAGE ROAD
PROFILE (FRSB), UTURN PROFILES AND
MAINLANES PROFILE STA 1209+00 TO END

ROLL 12: DIRECT CONNECTOR PROFILES

PRELIMINARY
SUBJECT TO CHANGE BASED
ON FURTHER DEVELOPMENTS
RESULTING FROM PUBLIC
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DATE APPROVED	DATE SUBMITTED

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AUGUST 16, 2013
DATE

SCALE
0 50 100 150 200 300

ROLL 12 OF 12

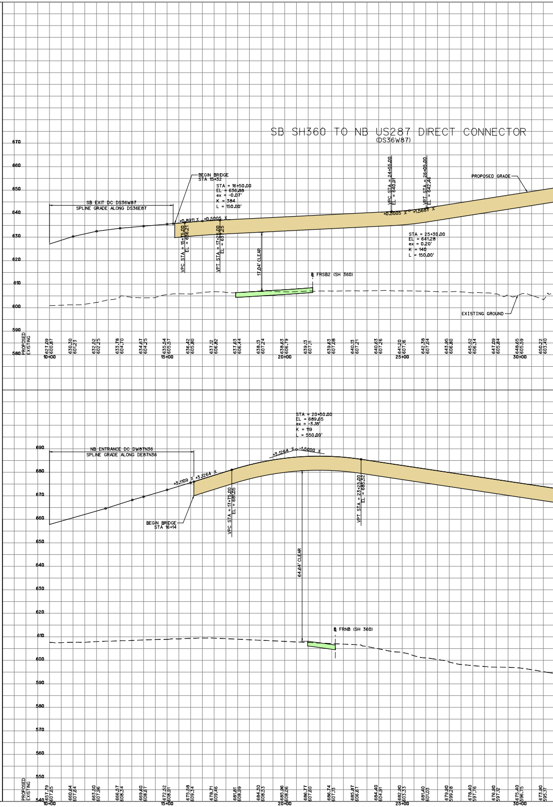
HDR Engineering, Inc.
17111 Preston Road, Suite 200
Dallas, Texas 75248-1229

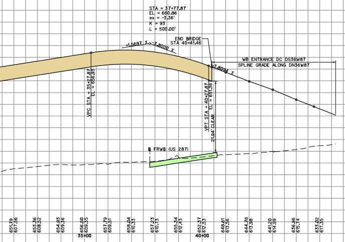
LEGEND

—·—·—·—	ALIGNMENT
—·—·—·—	PROPOSED R.O.W.
—·—·—·—	EXISTING R.O.W.
—‖——‖—	PROPOSED ACCESS DENIED
—‖——‖—	EXISTING ACCESS DENIED
——	BENTS/ABUTMENTS
——	PROPOSED RETAINING WALL
——	PROPOSED NOISE WALL
- - - - -	CITY LIMITS
🟧	PROPOSED TOLL GANTRY
→	DIRECTION OF TRAFFIC, ONE LANE
(XX)	PARCEL NUMBER
——	PARCEL BOUNDARY
▨	PAVEMENT TO BE REMOVED
🟨	PROPOSED MAINLANES
🟦	PROPOSED RAMPS, DIRECT CONNECTORS, COLLECTOR DISTRIBUTORS
🟩	PROPOSED FRONTAGE ROADS
🟪	PROPOSED CROSS STREETS / U-TURNS
🟫	PROPOSED CONCRETE STRUCTURES
🟫	PROPOSED STEEL STRUCTURES
⬜	PROPOSED SHOULDERS, GORES
🟪	PROPOSED SIDEWALKS
🟨	PROPOSED CONSTRUCTION BY OTHERS

GENERAL NOTES:

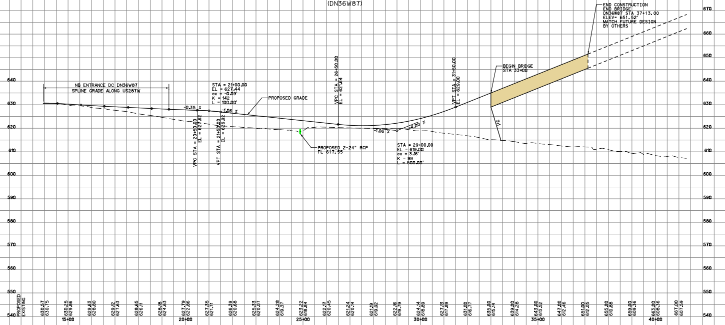
1. EXISTING PAVEMENT WITHIN LIMITS OF PROPOSED RECONSTRUCTION IS ASSUMED TO BE REMOVED.
2. EXISTING RIGHT OF WAY HAS NOT BEEN FIELD SURVEYED. SCHEMATIC LAYOUTS ARE BASED ON AERIAL SURVEY, SUPPLEMENTAL FIELD SURVEYS AND RECORD PLANS ONLY
3. PARCEL OWNERSHIP WAS OBTAINED FROM TARRANT APPRAISAL DISTRICT, 2013 AND ELLIS COUNTY APPRAISAL DISTRICT, 2013, JOHNSON COUNTY APPRAISAL DISTRICT, 2013.
4. APPROXIMATE 100 YEAR FLOODPLAIN LIMITS ARE BASED UPON FEMA FLOOD INSURANCE RATE MAPS NUMBER 48439C0365K, 48439C0480K, 48439C0490K, 48113C0590J.
5. ASSUME SIX FOOT STRUCTURE DEPTH USED FOR CLEARANCE CALCULATIONS UNLESS NOTED OTHERWISE


SB SH360 TO NB US287 DIRECT CONNECTOR
(DS36W87)
670
660
650
640
630
620
610
600
590
580
SB EXIT DC DS36W87
SPLINE GRADE ALONG DS36E87
BEGIN BRIDGE
STA 15+32
STA = 16+50.00
EL = 636.88
ex = -0.07'
K = 384
L = 150.00'
+0.8911 %
+0.5005 %
VPC STA = 15+75.00
EL = 636.21
VPT STA = 17+25.00
EL = 63[illegible].25
17.04' CLEAR
℄ FRSB2 (SH 360)
VPC STA = 24+55.00
EL = 640.91
VPT STA = 26+05.00
EL = 642.46
+0.5005 %
+1.5687 %
STA = 25+30.00
EL = 641.28
ex = 0.20'
K = 140
L = 150.00'
PROPOSED GRADE
EXISTING GROUND
PROPOSED
EXISTING
627.09 600.87
630.30 601.23
632.52 602.25
633.78 604.70
634.67 604.25
635.54 605.57
636.42 605.80
637.12 606.82
637.63 606.44
638.13 607.24
638.63 606.79
639.13 607.11
639.63 607.08
640.13 607.21
640.63 607.26
641.20 607.16
642.38 607.04
643.95 606.80
645.52 606.34
647.09 605.84
648.65 605.59
650.22 603.40
10+00
15+00
20+00
25+00
30+00
690
680
670
660
650
640
630
620
610
600
590
580
570
560
550
540
NB ENTRANCE DC DW87N36
SPLINE GRADE ALONG DE87N36
STA = 20+50.00
EL = 689.65
ex = -3.18'
K = 119
L = 550.00'
+3.1109 %
+3.1264 %
+3.1264 %
-1.5000 %
BEGIN BRIDGE
STA 16+14
VPC STA = 17+75.00
EL = 681.05
VPT STA = 23+25.00
EL = 685.52
64.64' CLEAR
℄ FRNB (SH 360)
PROPOSED
EXISTING
657.79 607.65
660.64 607.64
663.50 607.96
666.57 608.34
669.60 608.67
672.52 608.91
675.58 609.34
678.71 609.46
681.81 608.99
684.30 608.53
685.96 608.06
686.77 607.60
686.74 607.13
685.87 606.67
684.40 604.91
682.90 603.33
681.40 601.03
679.90 599.28
678.40 597.76
676.90 597.12
675.40 596.75
673.90 595.17
10+00
15+00
20+00
25+00
30+00


STA = 37+77.87
EL = 660.86
ex = -3.36'
K = 93
L = 500.00'
+1.5687 %
-3.8000 %
END BRIDGE
STA 40+41.46
WB ENTRANCE DC DS36W87
SPLINE GRADE ALONG DN36W87
-3.8094 %
VPC STA = 35+27.87
EL = 656.93
VPT STA = 40+27.87
EL = 651.36
21.94' CLEAR
℄ FRWB (US 287)
651.79 607.56
653.36 608.52
654.93 609.36
656.50 609.35
657.79 609.51
658.04 610.33
657.23 610.73
655.34 612.43
652.37 612.53
648.61 613.56
644.76 613.98
641.20 614.99
636.96 615.74
633.02 617.35
35+00
40+00

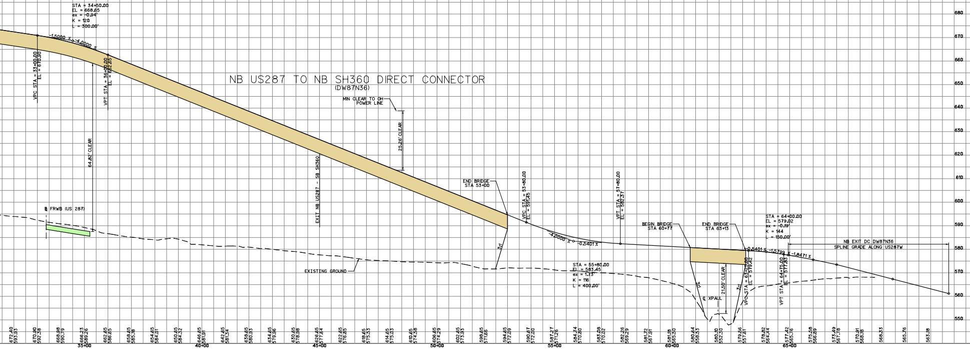
NB SH360 TO NB US287 DIRECT CONNECTOR

(DN36W87)

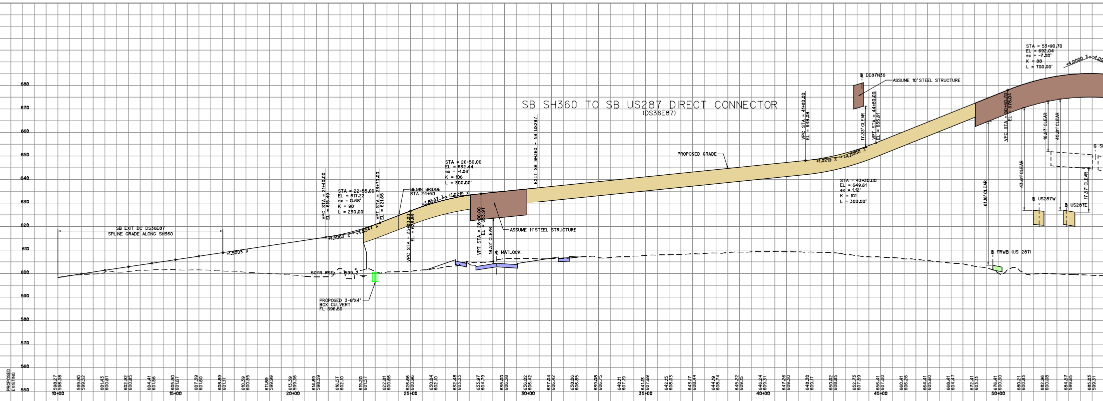

END CONSTRUCTION
END BRIDGE
DN36W87 STA 37+13.00
ELEV= 651.52'
MATCH FUTURE DESIGN
BY OTHERS
BEGIN BRIDGE
STA 33+00
NB ENTRANCE DC DN36W87
SPLINE GRADE ALONG US287W
STA = 21+00.00
EL = 627.44
ex = -0.09'
K = 142
L = 100.00'
PROPOSED GRADE
-0.35 %
-1.06 %
VPC STA = 20+50.00
EL = 627.62
VPT STA = 21+50.00
EL = 626.92
VPC STA = 26+50.00
EL = 621.64
VPT STA = 31+50.00
EL = 629.00
PROPOSED 2-24" RCP
FL 617.55
-1.06 %
+4.00 %
STA = 29+00.00
EL = 619.00
ex = 3.16'
K = 99
L = 500.00'
3:1
670
660
650
640
630
620
610
600
590
580
570
560
550
540
PROPOSED
EXISTING
630.57 630.75
630.25 629.86
629.63 628.80
629.12 627.63
628.65 626.11
628.18 624.63
627.79 622.86
627.35 621.71
626.39 620.68
625.33 620.07
624.28 619.37
623.22 618.84
622.17 620.45
621.24 620.14
621.19 619.92
622.16 619.79
624.14 618.89
627.13 617.89
631.00 616.77
635.00 615.14
639.00 614.28
643.00 613.52
647.00 612.46
651.00 612.05
655.00 610.88
659.00 609.36
663.00 608.36
667.00 607.59
15+00
20+00
25+00
30+00
35+00
40+00

NB US287 TO NB SH360 DIRECT CONNECTOR

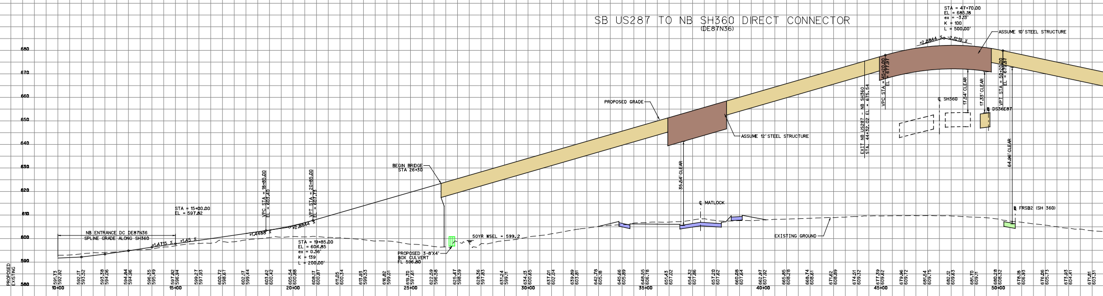
(DW87N36)

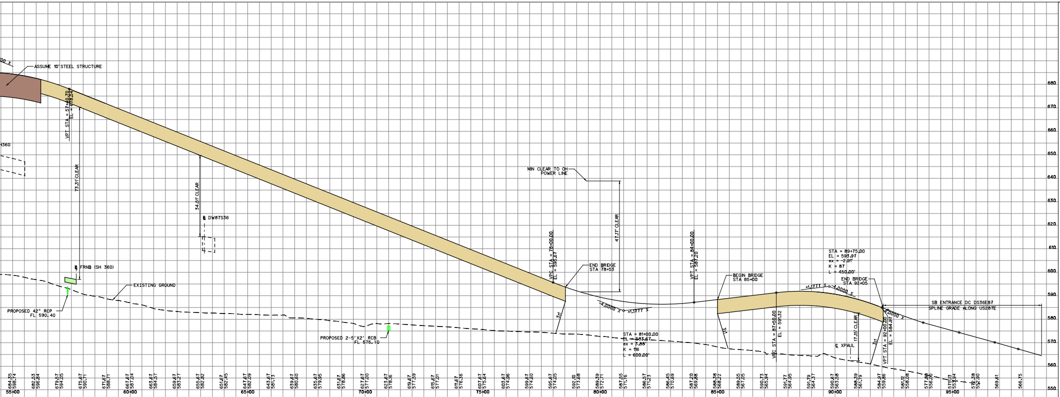

STA = 34+50.00
EL = 668.65
ex = -0.94'
K = 120
L = 300.00'
-1.5000 %
-4.0000 %
VPC STA = 33+00.00
EL = 670.90
VPT STA = 36+00.00
EL = 662.65
64.82' CLEAR
℄ FRWB (US 287)
MIN CLEAR TO OH
POWER LINE
25.26' CLEAR
EXIT NB US287 - SB SH360
EXISTING GROUND
END BRIDGE
STA 53+00
3:1
VPC STA = 53+80.00
EL = 591.45
VPT STA = 57+80.00
EL = 582.37
-4.0000 %
-0.5401 %
STA = 55+80.00
EL = 583.45
ex = 1.73'
K = 116
L = 400.00'
BEGIN BRIDGE
STA 60+77
END BRIDGE
STA 63+13
3:1
21.50' CLEAR
℄ XPAUL
3:1
VPC STA = 63+25.00
EL = 579.42
STA = 64+00.00
EL = 579.02
ex = -0.19'
K = 144
L = 150.00'
-0.5401 %
-1.5799 %
-1.8471 %
VPT STA = 64+75.00
EL = 577.83
NB EXIT DC DW87N36
SPLINE GRADE ALONG US287W
690
680
670
660
650
640
630
620
610
600
590
580
570
560
550
672.40 593.93
670.90 592.38
668.98 590.79
666.23 589.26
662.65 586.65
658.65 585.18
654.65 584.01
650.65 584.32
646.65 581.91
642.65 581.34
638.65 580.93
634.65 579.96
630.65 578.98
626.65 577.64
622.65 576.85
618.65 575.53
614.65 575.03
610.65 574.58
606.65 574.29
602.65 573.93
598.65 571.66
594.65 572.09
590.67 572.00
587.27 571.26
584.74 570.80
583.08 570.02
582.26 569.29
581.72 567.91
581.18 565.50
580.64 558.53
580.10 552.30
579.56 557.61
578.82 564.44
577.42 565.76
575.58 566.89
573.49 567.78
570.91 568.18
568.33
565.76
563.18
35+00
40+00
45+00
50+00
55+00
60+00
65+00

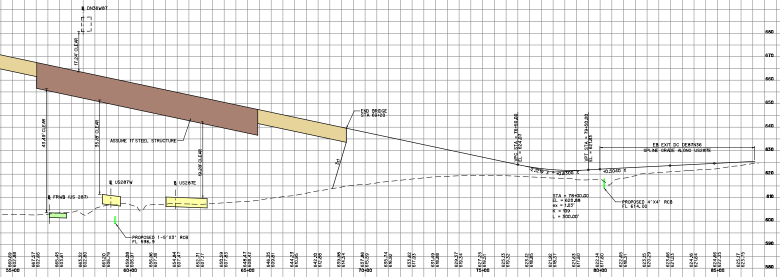
SB SH360 TO SB US287 DIRECT CONNECTOR
(DS36E87)


SB EXIT DC DS36E87
SPLINE GRADE ALONG SH360
+1.5003 %
VPC STA = 21+40.00
EL = 615.49
STA = 22+55.00
EL = 617.22
ex = 0.68'
K = 98
L = 230.00'
VPT STA = 23+70.00
EL = 621.65
BEGIN BRIDGE
STA 24+50
VPC STA = 25+00.00
EL = 626.66
STA = 26+50.00
EL = 632.44
ex = -1.06'
K = 106
L = 300.00'
+3.8547 %
+1.0219 %
VPT STA = 28+00.00
EL = 633.97
19.52' CLEAR
℄ MATLOCK
ASSUME 11' STEEL STRUCTURE
EXIT SB SH360 - NB US287
50YR WSEL = 599.2
PROPOSED 3-8'X4'
BOX CULVERT
FL 596.59
PROPOSED GRADE
VPC STA = 41+80.00
EL = 648.08
STA = 43+30.00
EL = 649.61
ex = 1.12'
K = 101
L = 300.00'
+4.0000 %
VPT STA = 44+80.00
EL = 655.61
17.33' CLEAR
℄ DE87N36
ASSUME 10' STEEL STRUCTURE
VPC STA = 50+40.70
EL = 676.84
STA = 53+90.70
EL = 692.04
ex = -7.00'
K = 88
L = 700.00'
+4.0000 %
61.16' CLEAR
43.61' CLEAR
16.97' CLEAR
45.81' CLEAR
17.47' CLEAR
℄ FRWB (US 287)
℄ US287W
℄ US287E
PROPOSED
EXISTING
680
670
660
650
640
630
620
610
600
590
580
570
560
550
10+00
15+00
20+00
25+00
30+00
35+00
40+00
45+00
50+00

SB US287 TO NB SH360 DIRECT CONNECTOR
(DE87N36)


NB ENTRANCE DC DE87N36
SPLINE GRADE ALONG SH360
+1.4715 %
+1.45 %
STA = 15+00.00
EL = 597.82
VPC STA = 18+85.00
EL = 603.40
+1.4488 %
+2.8844 %
STA = 19+85.00
EL = 604.85
ex = 0.36'
K = 139
L = 200.00'
VPT STA = 20+85.00
EL = 607.73
BEGIN BRIDGE
STA 26+30
PROPOSED 3-8'X4'
BOX CULVERT
FL 596.80
50YR WSEL = 599.2
PROPOSED GRADE
ASSUME 12' STEEL STRUCTURE
35.54' CLEAR
℄ MATLOCK
EXISTING GROUND
EXIT NB US287 - NB SH360
STA. 44+32.02 EL = 675.54
VPC STA = 45+20.00
EL = 677.97
STA = 47+70.00
EL = 685.18
ex = -3.43'
K = 100
L = 500.00'
+2.8844 %
-2.1219 %
ASSUME 10' STEEL STRUCTURE
℄ SH360
17.54' CLEAR
17.33' CLEAR
℄ DS36E87
VPT STA = 50+20.00
EL = 679.87
64.96' CLEAR
℄ FRSB2 (SH 360)
PROPOSED
EXISTING
680
670
660
650
640
630
620
610
600
590
580
10+00
15+00
20+00
25+00
30+00
35+00
40+00
45+00
50+00


ASSUME 10' STEEL STRUCTURE
VPT STA = 57+40.70
EL = 678.04
73.31' CLEAR
34.51' CLEAR
℄ DW87S36
℄ FRNB (SH 360)
EXISTING GROUND
PROPOSED 42" RCP
FL 590.40
PROPOSED 2-5'X2' RCB
FL 575.10
MIN CLEAR TO OH POWER LINE
47.17' CLEAR
VPC STA = 78+00.00
EL = 595.67
END BRIDGE STA 78+53
3:1
-4.0000 %
+1.1777 %
STA = 81+00.00
EL = 583.67
ex = 3.88'
K = 116
L = 600.00'
VPT STA = 84+00.00
EL = 587.20
BEGIN BRIDGE STA 85+00
VPC STA = 87+50.00
EL = 591.32
STA = 89+75.00
EL = 593.97
ex = -2.91'
K = 87
L = 450.00'
END BRIDGE STA 92+05
17.15' CLEAR
℄ XPAUL
VPT STA = 92+00.00
EL = 584.97
SB ENTRANCE DC DS36E87
SPLINE GRADE ALONG US287E
55+00
60+00
65+00
70+00
75+00
80+00
85+00
90+00
95+00
550
560
570
580
590
600
610
620
630
640
650
660
670
680


℄ DN36W87
17.24' CLEAR
43.49' CLEAR
35.18' CLEAR
ASSUME 11' STEEL STRUCTURE
19.28' CLEAR
℄ US287W
℄ US287E
℄ FRWB (US 287)
PROPOSED 1-5'X3' RCB
FL 598.9
END BRIDGE STA 69+20
3:1
VPC STA = 76+50.00
EL = 624.07
VPT STA = 79+50.00
EL = 621.83
-2.1219 %
+0.6300 %
+0.5040 %
STA = 78+00.00
EL = 620.88
ex = 1.03'
K = 109
L = 300.00'
PROPOSED 4'X4' RCB
FL 614.00
EB EXIT DC DE87N36
SPLINE GRADE ALONG US287E
55+00
60+00
65+00
70+00
75+00
80+00
85+00
580
590
600
610
620
630
640
650
660
670
680

Texas Department of Transportation®

Fort Worth District

Maribel P. Chavez, P.E. District Engineer

NTTA®

NORTH TEXAS TOLLWAY AUTHORITY

Gerry Carrigan, Executive Director

STATE HIGHWAY 360

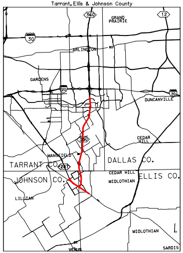
From Green Oaks Boulevard to US 287
Design Schematic
Project Length = 9.20 Miles
CSJ # 2266-02-136
CONTRACT # 02282-SH-360 PS-PD

DESIGN SPEEDS

DESIGN SPEEDS AND FUNCTIONAL CLASSIFICATIONS:

MAINLANES (URBAN FREEWAY)	- 70 MPH
RAMPS (URBAN FREEWAY)	- 50 MPH
DIRECT CONNECTOR (URBAN FREEWAY)	- 40 MPH
FRONTAGE ROADS (URBAN COLLECTOR)	- 40 MPH
CROSS STREETS	
SUBLETT RD / CAMP WISDOM RD (URBAN MAJOR ARTERIAL)	- 35 MPH
WEBB LYNN RD / LYNN CREEK PKWY (URBAN MINOR COLLECTOR)	- 35 MPH
NEW YORK AVE (URBAN MAJOR COLLECTOR)	- 40 MPH
EDEN RD (URBAN MINOR ARTERIAL)	- 40 MPH
DEBBIE LN / RAGLAND RD (URBAN MAJOR ARTERIAL)	- 35 MPH
HOLLAND RD (URBAN PRINCIPAL ARTERIAL)	- 30 MPH
BROAD ST (URBAN PRINCIPAL ARTERIAL)	- 40 MPH
HERITAGE PKWY (URBAN PRINCIPAL ARTERIAL)	- 40 MPH
LONE STAR RD (URBAN PRINCIPAL ARTERIAL)	- 40 MPH
MATLOCK RD AT SH 360 (URBAN MAJOR ARTERIAL)	- 40 MPH
MATLOCK RD AT US 287 (RURAL MAJOR ARTERIAL)	- 30 MPH
ELLIS DR/ST (RURAL MAJOR COLLECTOR)	- 30 MPH
ST.PAUL RD (RURAL MINOR COLLECTOR)	- 30 MPH
UTURNS (URBAN COLLECTOR)	- 20 MPH

Tarrant, Ellis & Johnson County


360
12
GRAND PRAIRIE
30
ARLINGTON
GARDENS
20
DUNCANVILLE
CEDAR HILL
MANSFIELD
DALLAS CO.
TARRANT CO.
287
CEDAR HILL
ELLIS CO.
JOHNSON CO.
MIDLOTHIAN
LILLIAN
MIDLOTHIAN
VENUS
SARDIS

100% SUBMITTAL
AUGUST 16, 2013

ROLL INDEX

ROLL 1:	SH 360 MAINLANES STA 736+90 TO STA 794+00 RAMPS AND MAJOR CROSS STREETS
ROLL 2:	SH 360 MAINLANES STA 794+00 TO STA 878+00 RAMPS AND MAJOR CROSS STREETS
ROLL 3:	SH 360 MAINLANES STA 878+00 TO STA 966+00 RAMPS AND MAJOR CROSS STREETS
ROLL 4:	SH 360 MAINLANES STA 966+00 TO STA 1049+00 RAMPS AND MAJOR CROSS STREETS
ROLL 5:	SH 360 MAINLANES STA 1049+00 TO STA 1110+00 RAMPS AND MAJOR CROSS STREETS
ROLL 6:	SH 360 MAINLANES STA 1110+00 TO STA 1209+00 RAMPS AND MAJOR CROSS STREETS
ROLL 7:	SH 360 MAINLANES STA 1209+00 TO STA 1243+00 RAMPS, US 287 MAINLANES AND FRONTAGE ROADS STA 193+40 TO 343+00
ROLL 8:	US 287 MAINLANES AND FRONTAGES ROAD PROFILES (US287E,US287W,FREB,FRWB)
ROLL 9:	SH 360 NORTHBOUND FRONTAGE ROAD PROFILES (FRNB)
ROLL 10:	SH 360 NORTHBOUND AND SOUTHBOUND FRONTAGE ROAD PROFILES (FRNB & FRSB)
ROLL 11:	SH 360 SOUTHBOUND FRONTAGE ROAD PROFILE (FRSB), UTURN PROFILES AND MAINLANES PROFILE STA 1209+00 TO END
ROLL 12:	DIRECT CONNECTOR PROFILES

PRELIMINARY
SUBJECT TO CHANGE BASED ON FURTHER DEVELOPMENTS RESULTING FROM PUBLIC INPUT AND TECHNICAL REVIEW

DATE APPROVED	DATE SUBMITTED

SCHEMATIC PREPARED BY:

HDR ENGINEERING, INC.
REGISTRATION NUMBER F-754

FOR INTERIM REVIEW ONLY. NOT FOR PERMITTING, BIDDING OR CONSTRUCTION.

Prepared by or under the Direct Supervision of:

NAME	P.E. NUMBER
BRIAN ANDREW SWINDELL	80688
M. SHANE WALTERS	100195

AUGUST 16, 2013
DATE

SCALE
0 50 100 150 200 300

ROLL 12 OF 12

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