NOTES:

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

2.) FREEWAY, RAMP, AND FRONTAGE ROAD VOLUMES SHOWN HEREIN ARE BASED ON THE YEAR 2025 TRAFFIC PROJECTIONS PROVIDED BY TxDOT TRANSPORTATION PLANNING AND PROGRAMMING DIVISION (DATED SEPT. 6, 2005).
SH 360 TRAFFIC ANALYSIS DATA
K FACTOR = 10.6%
DISTRIBUTION = 61% - 39%
ADT % TRUCKS = 4.8% (FROM IH 30 TO IH 20)
ADT % TRUCKS = 7.4% (FROM IH 20 TO GREEN OAKS)

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

4.) PROPOSED CENTERLINE STATIONING MATCHES AS-BUILT STATIONING.

5.) PROPOSED ROW MATCHES EXISTING ROW.

6.) EXISTING (MOD) OVERHEAD SIGNS SHALL BE REVISED WITH PANELS AS INDICATED BY DASHED LINES.

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

LEGEND:

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

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

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

STATION 416+00 TO 560+00
ROLL 2 OF 8

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

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

Chiang, Patel & Yerby, Inc.

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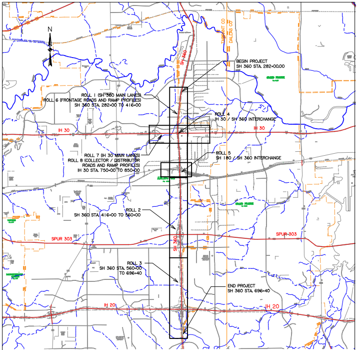
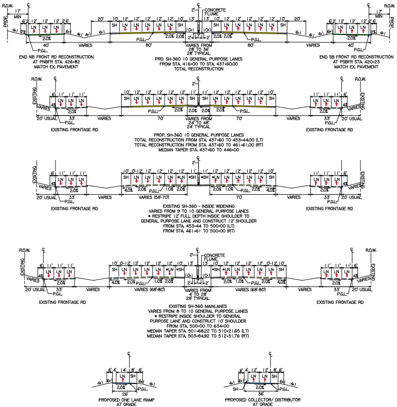

N
SH 360
TARRANT CO
DALLAS CO
BEGIN PROJECT
SH 360 STA. 282+00.00
ROLL 1 (SH 360 MAIN LANES)
ROLL 6 (FRONTAGE ROADS AND RAMP PROFILES)
SH 360 STA. 282+00 TO 416+00
ROLL 4
IH 30 / SH 360 INTERCHANGE
IH 30
IH 30
ROLL 7 (IH 30 MAIN LANES)
ROLL 8 (COLLECTOR / DISTRIBUTOR ROADS AND RAMP PROFILES)
IH 30 STA.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

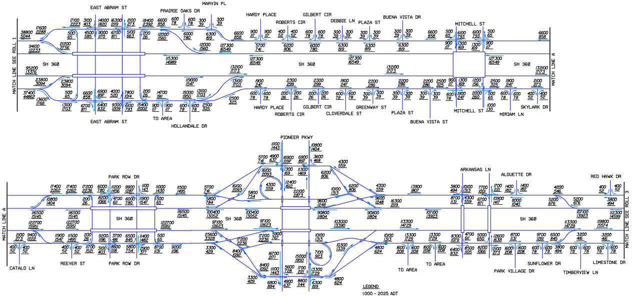
LOCATION MAP

N.T.S.


R.O.W.
PROP.
17' MIN
CONCRETE FLUME
SH
LN
P.G.L.
VARIES
END NB FRONT RD RECONSTRUCTION
AT PNBFR STA. 426+82
MATCH EX. PAVEMENT
VARIES FROM 28' TO 36'
28' TYPICAL
PRO. SH-360 10 GENERAL PURPOSE LANES
FROM STA. 416+00 TO STA. 437+60.00
TOTAL RECONSTRUCTION
END SB FRONT RD RECONSTRUCTION
AT PSBFR STA. 420+23
MATCH EX. PAVEMENT
EXISTING
20' USUAL
EXISTING FRONTAGE RD
VARIES FROM 24' TO 48'
24' TYPICAL
PROP. SH-360 10 GENERAL PURPOSE LANES
TOTAL RECONSTRUCTION FROM STA. 437+60 TO 453+44.00 (LT)
TOTAL RECONSTRUCTION FROM STA. 437+60 TO 461+61.00 (RT)
MEDIAN TAPER STA. 437+60 TO 446+00
VARIES (58'-70')
EXISTING SH-360 - INSIDE WIDENING
VARIES FROM 9 TO 10 GENERAL PURPOSE LANES
* RESTRIPE 12' FULL DEPTH INSIDE SHOULDER TO
GENERAL PURPOSE LANE AND CONSTRUCT 12' SHOULDER
FROM STA. 453+44 TO 500+00 (LT)
FROM STA. 461+61 TO 500+00 (RT)
VARIES (68'-80')
VARIES FROM 4' TO 28'
28' TYPICAL
EXISTING SH-360 MAINLANES
VARIES FROM 8 TO 10 GENERAL PURPOSE LANES
* RESTRIPE INSIDE SHOULDER TO GENERAL
PURPOSE LANE AND CONSTRUCT 10' SHOULDER
FROM STA. 500+00 TO 634+00
MEDIAN TAPER STA. 501+68.22 TO 510+21.65 (LT)
MEDIAN TAPER STA. 503+84.92 TO 512+31.76 (RT)
PROPOSED ONE LANE RAMP
AT GRADE
PROPOSED COLLECTOR/ DISTRIBUTOR
AT GRADE

TYPICAL SECTIONS

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


EAST ABRAM ST
PRAIRIE OAKS DR
MARVIN PL
HARDY PLACE
ROBERTS CIR
GILBERT CIR
DEBBIE LN
PLAZA ST
BUENA VISTA DR
MITCHELL ST
MATCH LINE SEE ROLL 1
SH 360
MATCH LINE A
HARDY PLACE
ROBERTS CIR
GILBERT CIR
CLOVERDALE ST
GREENWAY ST
PLAZA ST
BUENA VISTA ST
MITCHELL ST
MIRIAM LN
SKYLARK DR
TO AREA
HOLLANDALE DR
PIONEER PKWY
PARK ROW DR
ARKANSAS LN
ALOUETTE DR
RED HAWK DR
CATALO LN
REEVER ST
PARK ROW DR
TO AREA
TO AREA
PARK VILLAGE DR
SUNFLOWER DR
TIMBERVIEW LN
LIMESTONE DR
MATCH LINE SEE ROLL 3

LEGEND
1000 - 2025 ADT
1000 - 2025 DDHV

SEE SCHEMATIC NOTE 2 FOR ADDITIONAL TRAFFIC DATA

TRAFFIC VOLUMES - 2025 ADT/DDHV

CHAING, PATEL AND YERBY, INC.
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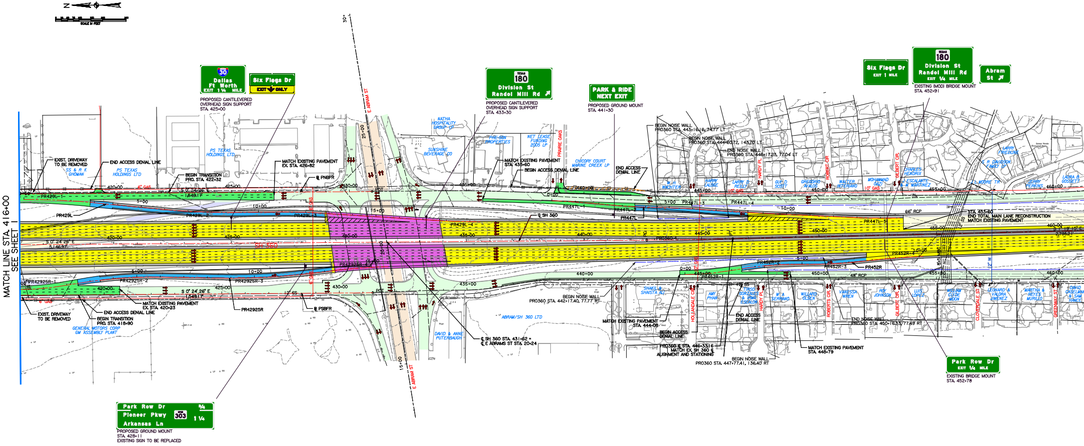
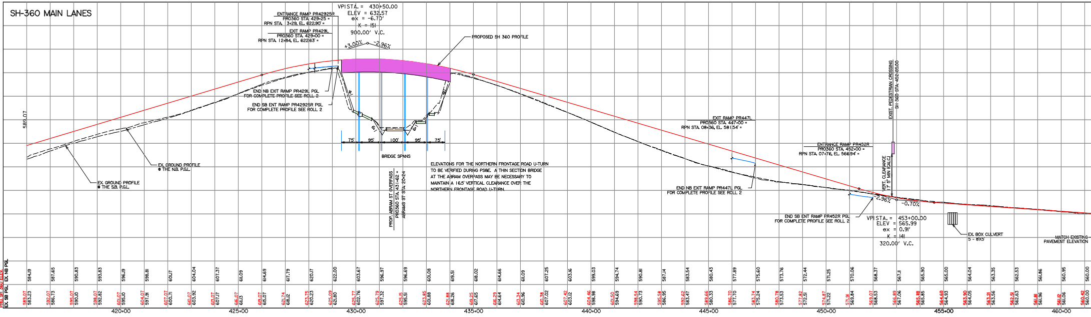
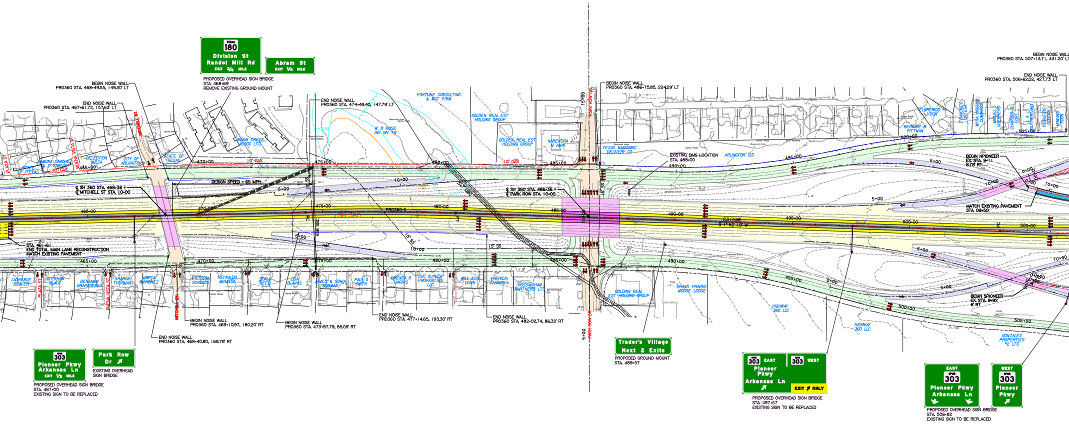
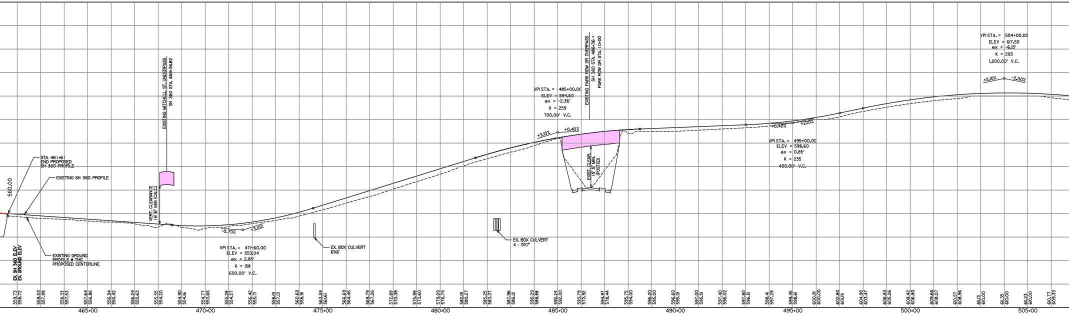
They were prepared by, or under the supervision of:

Type or Print Name	PE#	Date
William A. Parsons	71746	05-23-2006


MATCH LINE STA 416+00
SEE SHEET 1
Dallas
Ft Worth
EXIT 1 1/4 MILE
Six Flags Dr
EXIT ONLY
PROPOSED CANTILEVERED OVERHEAD SIGN SUPPORT STA. 425+00
Division St
Randol Mill Rd
PROPOSED CANTILEVERED OVERHEAD SIGN SUPPORT STA. 433+30
PARK & RIDE
NEXT EXIT
PROPOSED GROUND MOUNT STA. 441+30
Six Flags Dr
EXIT 1 MILE
Division St
Randol Mill Rd
EXIT 1/4 MILE
Abram St
EXISTING (MOD) BRIDGE MOUNT STA. 452+91
Park Row Dr
Pioneer Pkwy
Arkansas Ln
PROPOSED GROUND MOUNT STA. 428+11
EXISTING SIGN TO BE REPLACED
Park Row Dr
EXIT 1/4 MILE
EXISTING BRIDGE MOUNT STA. 452+78
E ABRAM ST
EXIST. DRIVEWAY TO BE REMOVED
END ACCESS DENIAL LINE
BEGIN TRANSITION PRO. STA. 422+32
MATCH EXISTING PAVEMENT EX. STA. 426+82
MATCH EXISTING PAVEMENT STA. 435+60
BEGIN ACCESS DENIAL LINE
END ACCESS DENIAL LINE
BEGIN NOISE WALL PRO360 STA. 443+16.16, 74.77' LT
BEGIN NOISE WALL PRO360 STA. 444+60.72, 143.70' LT
END NOISE WALL PRO360 STA. 446+17.23, 77.04' LT
STA. 453+60
END TOTAL MAIN LANE RECONSTRUCTION
MATCH EXISTING PAVEMENT
℄ SH 360
SH 360
PR429L
PR429L-1
PR429L-2
PR429L-3
PR429L-4
PR447L
PR447L-1
PR447L-2
PR447L-3
PR447L-4
PR447L-5
PR42925R
PR42925R-1
PR42925R-2
PR42925R-3
PR42925R-4
PR452R
PR452R-2
PR452R-3
PR452R-4
PRO360-4
℄ PNBFR
℄ PSBFR
S 0° 24' 26" E 1,549.17'
S 0° 24' 26" E 5,146.97'
S 0° 24' 26" E 1,549.17'
66" RCP
48" RCP
EXIST. DRIVEWAY TO BE REMOVED
END ACCESS DENIAL LINE
BEGIN TRANSITION PRO. STA. 418+90
MATCH EXISTING PAVEMENT EX. STA. 420+23
BEGIN NOISE WALL PRO360 STA. 442+17.40, 77.77' RT
MATCH EXISTING PAVEMENT STA. 444+08
BEGIN ACCESS DENIAL LINE
END ACCESS DENIAL LINE
PRO360 ℄ STA. 446+33.16
MATCH EX. SH 360 ℄ ALIGNMENT AND STATIONING
BEGIN NOISE WALL PRO360 STA. 447+77.41, 136.40' RT
END NOISE WALL PRO360 STA. 450+16.33, 77.49' RT
MATCH EXISTING PAVEMENT STA. 448+79
℄ SH 360 STA. 431+62 =
℄ E ABRAMS ST STA. 20+24
PS TEXAS HOLDINGS LTD
SS & R K GHOMAN
GENERAL MOTORS CORP GM ASSEMBLY PLANT
NATHA HOSPITALITY GROUP LP
SUNSHINE BEVERAGE CO
NET LEASE FUNDING 2005 LP
CHICORY COURT MARINE CREEK LP
ABRAM/SH 360 LTD
DAVID & ANNE PUTERBAUGH
PRAIRIE OAKS
HARDY PL
ROBERTS CIR
GILBERT CIR
HOLLANDALE CIR
GLOVERDALE ST
GREENWAY ST
420+00
425+00
430+00
435+00
440+00
445+00
450+00
455+00
460+00


SH-360 MAIN LANES
VPI STA. = 430+50.00
ELEV = 632.57
ex = -6.70'
K = 151
900.00' V.C.
+3.00%
-2.96%
ENTRANCE RAMP PR42925R
PRO360 STA. 429+25 =
RPN STA. 13+29, EL. 622.90' ±
EXIT RAMP PR429L
PRO360 STA. 429+00 =
RPN STA. 12+84, EL. 622.63' ±
PROPOSED SH 360 PROFILE
END NB EXIT RAMP PR429L PGL
FOR COMPLETE PROFILE SEE ROLL 2
END SB ENT RAMP PR42925R PGL
FOR COMPLETE PROFILE SEE ROLL 2
BRIDGE SPANS
75'
95'
100'
95'
75'
EX. GROUND PROFILE
@ THE N.B. P.G.L.
EX. GROUND PROFILE
@ THE S.B. P.G.L.
ELEVATIONS FOR THE NORTHERN FRONTAGE ROAD U-TURN TO BE VERIFIED DURING PS&E. A THIN SECTION BRIDGE AT THE ABRAM OVERPASS MAY BE NECESSARY TO MAINTAIN A 16.5' VERTICAL CLEARANCE OVER THE NORTHERN FRONTAGE ROAD U-TURN.
PROP. ABRAM ST OVERPASS
PRO360 STA. 431+62 =
ABRAMS ST STA. 20+24
EXIT RAMP PR447L
PRO360 STA. 447+00 =
RPN STA. 08+36, EL. 581.54' ±
ENTRANCE RAMP PR452R
PRO360 STA. 452+00 =
RPN STA. 07+76, EL. 566.94' ±
EXIST. PEDESTRIAN CROSSING
SH 360 STA. 452+05.00
VERT. CLEARANCE
17.5' MIN (CALC)
END NB EXIT RAMP PR447L PGL
FOR COMPLETE PROFILE SEE ROLL 2
END SB ENT RAMP PR452R PGL
FOR COMPLETE PROFILE SEE ROLL 2
-2.96%
-0.70%
VPI STA. = 453+00.00
ELEV = 565.99
ex = 0.91'
K = 141
320.00' V.C.
EX. BOX CULVERT
5 - 8X5
MATCH EXISTING PAVEMENT ELEVATION
589.07
640
630
620
610
600
590
580
570
560
550
540
530
520
PRO. SH 360 ELEV.
EX. SB PGL
EX. NB PGL
420+00
425+00
430+00
435+00
440+00
445+00
450+00
455+00
460+00


TEXAS 180
Division St
Randol Mill Rd
EXIT 3/4 MILE
Abram St
EXIT 1/4 MILE
PROPOSED OVERHEAD SIGN BRIDGE
STA. 468+69
REMOVE EXISTING GROUND MOUNT
BEGIN NOISE WALL
PRO360 STA. 468+49.55, 149.30' LT
END NOISE WALL
PRO360 STA. 467+61.72, 157.63' LT
END NOISE WALL
PRO360 STA. 474+49.40, 147.79' LT
FORTUNE CONSULTING & MGT FIRM
GOLDEN REAL EST HOLDING GROUP
W. R. ROSE INV INV TR
GOLDEN REAL EST HOLDING GROUP
NARENDRA M. AMIN
BEGIN NOISE WALL
PRO360 STA. 486+75.85, 224.29' LT
TEXAS ELECTRIC DELIVERY CO
EXISTING DMS LOCATION
STA. 488+00
ARLINGTON ISD
BEGIN NOISE WALL
PRO360 STA. 507+13.71, 431.20' LT
END NOISE WALL
PRO360 STA. 506+62.02, 427.73' LT
FLORENCIO F. VEGA
BERNICE B. PITTMAN
INDIAN CREEK ASSOC LTD
CITY OF ARLINGTON
STATE OF TEXAS
CELESTION MEZA
RAMONA SANCHEZ & D. VARGAS
STATE OF TEXAS
PLAZA ST
BUENA VISTA ST
MITCHELL ST
DESIGN SPEED = 65 MPH
℄ SH 360 STA. 468+36 =
℄ MITCHELL ST STA. 10+00
℄ SH 360 STA. 486+36 =
℄ PARK ROW STA. 10+00
PARK ROW DR
10" GAS
SH 360
PRO360-S
2,317.98'
S 1° 52' 19" W
BEGIN NPIONEER
EX STA. 9+11
8.78' RT
MATCH EXISTING PAVEMENT
STA. 09+50
BEGIN SPIONEER
EX STA. 9+92
6' RT
STA. 461+61
END TOTAL MAIN LANE RECONSTRUCTION
MATCH EXISTING PAVEMENT
465+00
470+00
475+00
480+00
485+00
490+00
495+00
500+00
505+00
5+00
10+00
15+00
15' SS
LAURENCE BEAVER
STEPHAN BLACK
BENJAMIN OBAPAYMEA
SHARON THURMAN
MARTA JIMENEZ
VICTORIA SCRUGGS
REYNALDO MIRANDA
SONIA REED
LISA BLANKS
JAMES & SONIA NORMAN
PAUL G SMITH
BRENDA R HARRIS
DUC & NHIEN PROPERTIES LLC
WILLASIA DUNN
PATRICIA CASANOVA
ROSSINGHAM PARTNERS LTD
GOLDING REAL EST HOLDING GROUP
GRAND PRAIRIE MOOSE LODGE
HIGHWAY 360 LLC
HIGHWAY 360 LLC
GONZALES PROPERTIES #2 LTD
BEGIN NOISE WALL
PRO360 STA. 469+10.97, 180.20' RT
END NOISE WALL
PRO360 STA. 468+40.80, 168.78' RT
BEGIN NOISE WALL
PRO360 STA. 473+97.79, 85.09' RT
END NOISE WALL
PRO360 STA. 477+14.65, 193.30' RT
END NOISE WALL
PRO360 STA. 482+02.74, 86.32' RT
SPUR 303
Pioneer Pkwy
Arkansas Ln
EXIT 1/2 MILE
PROPOSED OVERHEAD SIGN BRIDGE
STA. 467+00
EXISTING SIGN TO BE REPLACED
Park Row Dr
EXISTING OVERHEAD SIGN BRIDGE
Trader's Village
Next 2 Exits
PROPOSED GROUND MOUNT
STA. 489+57
303 EAST
303 WEST
Pioneer Pkwy
Arkansas Ln
EXIT ONLY
PROPOSED OVERHEAD SIGN BRIDGE
STA. 497+57
EXISTING SIGN TO BE REPLACED
EAST
SPUR 303
Pioneer Pkwy
Arkansas Ln
WEST
SPUR 303
Pioneer Pkwy
PROPOSED OVERHEAD SIGN BRIDGE
STA. 506+82
EXISTING SIGN TO BE REPLACED


560.00
STA. 461+61
END PROPOSED
SH 360 PROFILE
EXISTING SH 360 PROFILE
EXISTING GROUND
PROFILE @ THE
PROPOSED CENTERLINE
EX. SH 360 ELEV
EX. GROUND ELEV
EXISTING MITCHELL ST. UNDERPASS
SH 360 STA. 468+36.82
VERT. CLEARANCE
16'6" MIN (CALC)
-0.70%
+3.10%
VPI STA. = 471+60.00
ELEV = 553.04
ex = 2.85'
K = 158
600.00' V.C.
EX. BOX CULVERT
6'X6'
EX. BOX CULVERT
4 - 5'X7'
VPI STA. = 485+00.00
ELEV = 594.60
ex = -2.36'
K = 259
700.00' V.C.
+3.10%
+0.40%
EXISTING PARK ROW DR OVERPASS
SH 360 STA. 486+36 =
PARK ROW DR STA. 10+00
EXIST. CLEAR
15.5' MIN
(POSTED)
+0.40%
+2.10%
VPI STA. = 495+00.00
ELEV = 598.60
ex = 0.85'
K = 235
400.00' V.C.
VPI STA. = 504+00.00
ELEV = 617.50
ex = -6.15'
K = 293
1,200.00' V.C.
+2.10%
-2.00%
559.73 558.72
559.03 557.99
558.33 557.53
557.64 556.86
556.94 556.42
556.24 555.63
555.55 554.20
554.90 554.16
554.77 553.66
555.28 554.57
556.42 555.71
558.19 557.13
560.60 558.91
563.59 561.61
566.69 564.46
569.79 567.26
572.89 570.38
575.99 573.60
579.09 576.74
582.19 580.27
585.25 583.37
587.96 586.12
590.29 588.88
592.24 592.00
593.79 573.92
594.97 578.44
595.75 594.00
596.20 595.00
596.60 595.01
597.00 595.51
597.40 596.02
597.80 596.51
598.41 597.29
599.45 598.61
600.91 600.00
602.80 601.19
604.90 603.47
606.83 605.26
608.42 606.80
609.66 608.07
610.57 608.96
611.13 610.00
611.35 610.00
611.23 610.00
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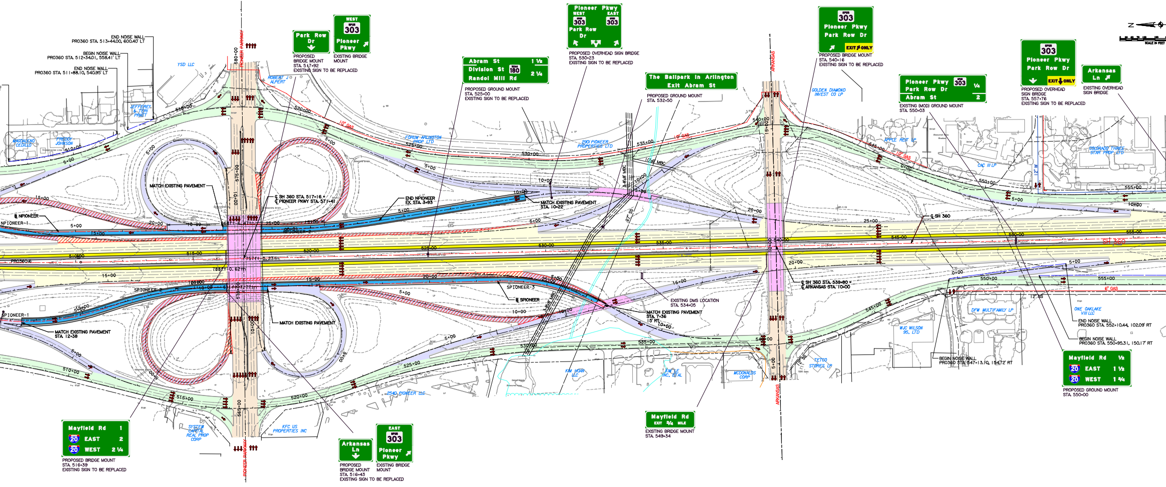
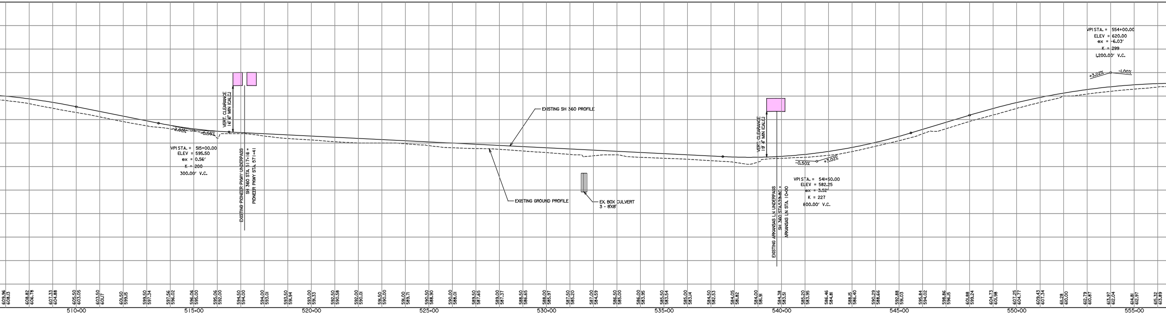
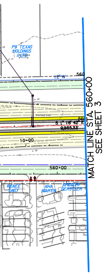
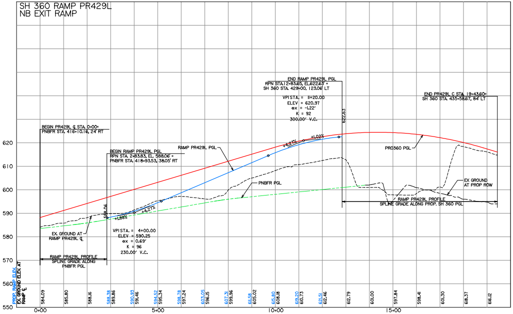
465+00
470+00
475+00
480+00
485+00
490+00
495+00
500+00
505+00

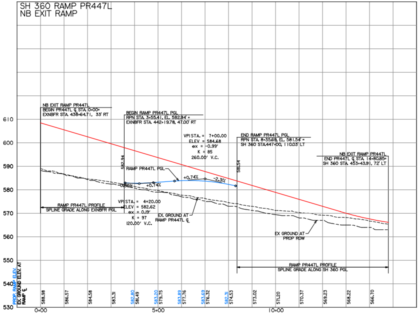

END NOISE WALL PRO360 STA. 513+44.00, 600.40' LT
BEGIN NOISE WALL PRO360 STA. 512+34.01, 558.41' LT
END NOISE WALL PRO360 STA. 511+88.10, 540.95' LT
YSD LLC
ROBERT J ALPERT
JEFFERY & TERI PRATT
MAGDALENO CEDILLO
FREDDY JOHNSON
PIONEER PARKWAY
Park Row Dr
WEST SPUR 303 Pioneer Pkwy
PROPOSED BRIDGE MOUNT STA. 517+92 EXISTING SIGN TO BE REPLACED
EXISTING BRIDGE MOUNT
Abram St 1 ½
Division St TEXAS 180
Randol Mill Rd 2 ¼
PROPOSED GROUND MOUNT STA. 525+00 EXISTING SIGN TO BE REPLACED
Pioneer Pkwy WEST SPUR 303 EAST SPUR 303 Park Row Dr
PROPOSED OVERHEAD SIGN BRIDGE STA. 530+23 EXISTING SIGN TO BE REPLACED
The Ballpark in Arlington Exit Abram St
PROPOSED GROUND MOUNT STA. 532+50
SPUR 303 Pioneer Pkwy Park Row Dr EXIT ONLY
PROPOSED BRIDGE MOUNT STA. 540+16 EXISTING SIGN TO BE REPLACED
Pioneer Pkwy SPUR 303 ¼ Park Row Dr Abram St 2
EXISTING (MOD) GROUND MOUNT STA. 550+03
SPUR 303 Pioneer Pkwy Park Row Dr EXIT ONLY
PROPOSED OVERHEAD SIGN BRIDGE STA. 557+76 EXISTING SIGN TO BE REPLACED
Arkansas Ln
EXISTING OVERHEAD SIGN BRIDGE
ARKANSAS
GOLDEN DIAMOND INVEST CO LP
FORUM ARLINGTON PROP LTD
2301 PIONEER PROPERTIES LTD
APPLE REIT LP
CAC III LP
COLORADO THREE STAR PROP LTD
10" GAS
16" GAS
6" GAS
MATCH EXISTING PAVEMENT
℄ SH 360 STA. 517+16 = ℄ PIONEER PKWY STA. 571+41
END NPIONEER ℄ STA. 3+93
MATCH EXISTING PAVEMENT STA. 10+22
℄ NPIONEER
NPIONEER-1
SPIONEER-2
SPIONEER-3
SPIONEER-1
℄ SPIONEER
℄ SH 360
SH 360
PRO360-6
℄ SH 360 STA. 539+80 = ℄ ARKANSAS STA. 10+00
EXISTING DMS LOCATION STA. 534+05
MATCH EXISTING PAVEMENT STA. 7+36 15' RT
MATCH EXISTING PAVEMENT STA. 12+38
DFW MULTIFAMILY LP
ONE OAKLAKE VIII LLC
END NOISE WALL PRO360 STA. 552+10.44, 102.09' RT
BEGIN NOISE WALL PRO360 STA. 550+95.31, 150.17' RT
BEGIN NOISE WALL PRO360 STA. 547+13.10, 154.72' RT
WJC WILSON 95, LTD
TETCO STORES LP
MCDONALDS CORP
KIM HOAN LLC
2540 PIONEER LLC
KFC US PROPERTIES INC
SYSTEM CAPITAL REAL PROP CORP
Mayfield Rd 1
20 EAST 2
20 WEST 2 ¼
PROPOSED BRIDGE MOUNT STA. 516+39 EXISTING SIGN TO BE REPLACED
Arkansas Ln
EAST SPUR 303 Pioneer Pkwy
PROPOSED BRIDGE MOUNT STA. 516+43 EXISTING SIGN TO BE REPLACED
EXISTING BRIDGE MOUNT
Mayfield Rd EXIT ¾ MILE
EXISTING BRIDGE MOUNT STA. 549+34
Mayfield Rd ½
20 EAST 1 ½
20 WEST 1 ¾
PROPOSED GROUND MOUNT STA. 550+00
SCALE IN FEET

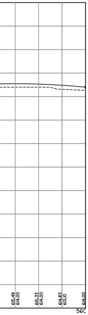


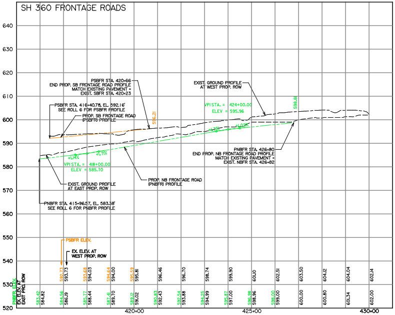


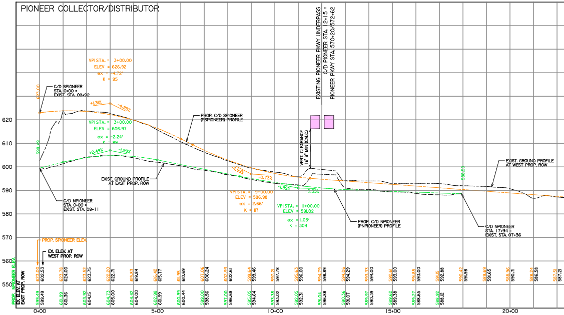
PS TEXAS HOLDINGS LTD
S 1°18'42" E
998533'
10+00
560+00
RENEE DALY
NHA NGUYEN
MATCH LINE STA 560+00
SEE SHEET 3

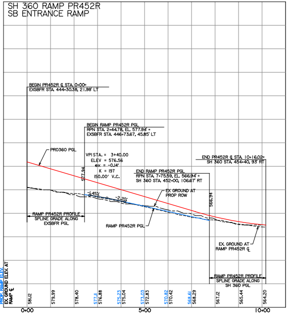











SH 360 RAMP PR452R
SB ENTRANCE RAMP
BEGIN PR452R ℄ STA. 0+00=
EXSBFR STA. 444+30.38, 21.98' LT
BEGIN RAMP PR452R PGL
RPN STA. 2+44.78, EL. 577.94' =
EXSBFR STA. 446+73.67, 45.85' LT
PR0360 PGL
VPI STA. = 3+40.00
ELEV = 576.56
ex = -0.14'
K = 197
150.00' V.C.
577.94
END PR452R ℄ STA. 10+16.02=
SH 360 STA. 454+40, 93' RT
END RAMP PR452R PGL
RPN STA. 7+75.59, EL. 566.94' =
SH 360 STA. 452+00, 106.67' RT
EX GROUND AT
PROP ROW
566.94
-1.45%
-2.21%
RAMP PR452R PROFILE
SPLINE GRADE ALONG
EXSBFR PGL
RAMP PR452R PGL
EX. GROUND AT
RAMP PR452R ℄
RAMP PR452R PROFILE
SPLINE GRADE ALONG
SH 360 PGL
590
580
570
560
550
540
530
PROP. RAMP ELEV.
EX. GROUND ELEV. AT
RAMP ℄
581.12
579.99
578.40
577.11
576.88
575.23
575.04
573.03
572.83
570.82
570.42
568.61
568.29
567.12
565.44
564.20
0+00
5+00
10+00

CURVE DATA

PR0360 - PRO. SH 360 CENTERLINE (MATCH EX. SH 360 ℄ AT STA. 446+33.16)

CURVE	P.I. STATION	NORTHING	EASTING	DELTA	RADIUS	TANGENT	LENGTH	CHORD BEARING	CHORD LENGTH	P.C. STATION	P.T. STATION
PR0360-4	444+50.43	6953210.05	2410794.63	0° 54' 49"	22918.31'	182.74'	365.48'	S 00° 51' 51" E	365.47'	442+67.69	446+33.16
PR0360-5	477+47.74	6949913.60	2410870.64	3° 11' 34"	11459.16'	319.36'	638.56'	S 00° 16' 32" W	638.48'	474+28.38	480+66.94
PR0360-6	507+03.37	6946959.39	2410774.09	3° 11' 01"	11459.16'	318.45'	636.73'	S 00° 16' 48" W	636.65'	503+84.92	510+21.65

PR429L - PROPOSED NORTHBOUND S.H. 360 EXIT RAMP TO DIVISION

CURVE	P.I. STATION	NORTHING	EASTING	DELTA	RADIUS	TANGENT	LENGTH	CHORD BEARING	CHORD LENGTH	P.C. STATION	P.T. STATION
PR429L-1	01+49.82	6955892.78	2410966.57	05° 59' 15"	2864.79'	149.82'	299.37'	S 02° 35' 12" W	299.24'	00+00.00	02+99.37
PR429L-2	07+35.15	6955309.96	2410909.63	05° 59' 15"	2864.79'	149.82'	299.37'	S 02° 35' 12" W	299.24'	05+85.33	08+84.70
PR429L-3	11+85.51	6954859.34	2410912.83	04° 00' 00"	2864.79'	100.04'	200.00'	S 01° 35' 34" W	199.96'	10+85.47	12+85.47
PR429L-4	18+43.65	6954202.41	2410871.58	04° 00' 00"	2864.79'	100.04'	200.00'	S 01° 35' 34" W	199.96'	17+43.61	19+43.60

PR42925R - PROPOSED SOUTHBOUND S.H. 360 ENTRANCE RAMP FROM DIVISION

CURVE	P.I. STATION	NORTHING	EASTING	DELTA	RADIUS	TANGENT	LENGTH	CHORD BEARING	CHORD LENGTH	P.C. STATION	P.T. STATION
PR42925R-1	00+87.06	6955971.97	2410584.00	8° 41' 22"	1145.92'	87.06'	173.79'	S 04° 45' 10" E	173.62'	00+00.00	01+73.79
PR42925R-2	04+39.66	6955623.47	2410639.80	10° 09' 49"	1909.86'	169.84'	338.79'	S 04° 00' 57" E	338.35'	02+69.82	06+08.61
PR42925R-3	10+40.86	6955021.49	2410628.60	07° 47' 09"	2864.79'	194.94'	389.29'	S 02° 49' 36" E	388.99'	08+45.92	12+35.21
PR42925R-4	14+49.55	6954615.02	2410676.49	04° 48' 45"	2864.79'	120.39'	240.63'	S 04° 18' 48" E	240.56'	13+29.16	15+69.79

PR447L - PROPOSED NORTHBOUND S.H. 360 EXIT RAMP TO ABRAMS

CURVE	P.I. STATION	NORTHING	EASTING	DELTA	RADIUS	TANGENT	LENGTH	CHORD BEARING	CHORD LENGTH	P.C. STATION	P.T. STATION
PR447L-1	00+89.83	6953707.35	2410957.77	03° 35' 31"	2864.79'	89.83'	179.59'	S 03° 32' 05" W	179.56'	00+00.00	01+79.59
PR447L-2	03+04.92	6953493.13	2410937.79	03° 00' 00"	1909.86'	50.01'	100.00'	S 03° 49' 50" W	99.99'	02+54.90	03+54.91
PR447L-3	05+95.16	6953203.10	2410925.98	01° 32' 00"	2864.79'	38.34'	76.67'	S 03° 05' 50" W	76.67'	05+56.82	06+33.49
PR447L-4	8+06.03	6952992.71	2410911.77	01° 11' 06"	2864.79'	29.62'	59.24'	S 03° 16' 18" W	59.24'	07+76.40	08+35.65
PR447L-5	13+80.89	6952418.47	2410884.90	04° 00' 00"	2864.79'	100.04'	200.00'	S 00° 40' 45" W	199.96'	12+80.85	14+80.85

PR452R - PROPOSED SOUTHBOUND ENTRANCE RAMP FROM ABRAMS

CURVE	P.I. STATION	NORTHING	EASTING	DELTA	RADIUS	TANGENT	LENGTH	CHORD BEARING	CHORD LENGTH	P.C. STATION	P.T. STATION
PR452R-1	00+86.91	6953143.78	2410647.22	08° 40' 29"	1145.92'	86.91'	173.49'	S 04° 27' 04" E	173.33'	00+00.00	01+73.49
PR452R-2	03+63.13	6952870.48	2410689.47	08° 16' 48"	1432.39'	103.68'	207.00'	S 04° 38' 55" E	206.82'	02+59.45	04+66.45
PR452R-3	06+39.10	6952594.16	2410691.92	05° 05' 48"	1909.86'	85.00'	169.89'	S 03° 03' 25" E	169.84'	05+54.10	07+23.99
PR452R-4	09+37.58	6952297.00	2410721.09	03° 08' 19"	2864.79'	78.48'	156.93'	S 04° 02' 10" E	156.91'	08+59.09	10+16.02

NPIONEER - PROPOSED NORTHBOUND COLLECTOR/DISTRIBUTOR

CURVE	P.I. STATION	NORTHING	EASTING	DELTA	RADIUS	TANGENT	LENGTH	CHORD BEARING	CHORD LENGTH	P.C. STATION	P.T. STATION
NPIONEER-1	02+34.62	6946931.11	2410907.33	15° 56' 18"	1400.00'	195.99'	389.45'	S 07° 18' 21" E	388.19'	00+38.63	04+28.08
NPIONEER-2	15+71.55	6945591.74	2410922.84	08° 30' 00"	3000.00'	222.94'	445.06'	S 04° 54' 48" E	444.65'	13+48.62	17+93.67

SPIONEER - PROPOSED SOUTHBOUND COLLECTOR/DISTRIBUTOR

CURVE	P.I. STATION	NORTHING	EASTING	DELTA	RADIUS	TANGENT	LENGTH	CHORD BEARING	CHORD LENGTH	P.C. STATION	P.T. STATION
SPIONEER-1	02+97.86	6946850.89	2410482.93	34° 26' 38"	960.93'	297.86'	577.67'	S 00° 49' 36" E	569.01'	00+00.00	05+77.67
SPIONEER-2	08+79.03	6946281.15	2410668.59	16° 44' 13"	1432.39'	210.71'	418.42'	S 09° 40' 48" E	416.93'	06+68.32	10+86.74
SPIONEER-3	25+30.93	6944626.69	2410706.47	30° 02' 30"	900.00'	241.50'	471.89'	S 13° 42' 33" E	466.50'	22+89.42	27+61.32

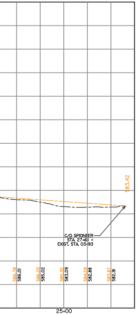
SUPERELEVATION

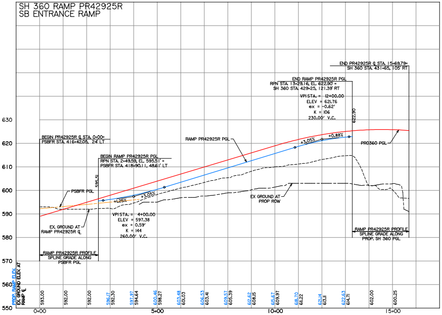
SB CD/RAMP SPIONEER

STATION	CROSS SLOPE
2+48.08	+2.00%
5+25.00	+3.50%
7+00.00	+3.50%
10+50.00	+2.00%
12+00.00	+2.00%
21+90.00	+2.00%
23+40.00	+6.00%
26+10.00	+6.00%
27+60.00	+2.00%

NB CD/RAMP NPIONEER

STATION	CROSS SLOPE
0+38.63	+2.00%
1+00.00	+5.20%
4+00.00	+5.20%
5+50.00	+2.00%
12+25.00	+2.00%
13+75.00	+3.40%
17+50.00	+3.40%
17+93.67	+2.00%


583.42
C/D SPIONEER
STA. 27+61 =
EXIST. STA. 03+93
586.78
586.01
586.05
585.02
585.32
583.09
584.59
582.88
583.87
582.91
25+00


SH 360 RAMP PR42925R
SB ENTRANCE RAMP
END PR42925R ℄ STA. 15+69.79=
SH 360 STA. 431+65, 105' RT
END RAMP PR42925R PGL
RPN STA. 13+29.16, EL. 622.90' =
SH 360 STA. 429+25, 121.39' RT
VPI STA. = 12+00.00
ELEV = 621.76
ex = -0.62'
K = 106
230.00' V.C.
622.90
BEGIN PR42925R ℄ STA. 0+00=
PSBFR STA. 416+42.05, 24' LT
RAMP PR42925R PGL
+3.05%
+0.88%
PR0360 PGL
BEGIN RAMP PR42925R PGL
RPN STA. 2+49.59, EL. 595.51' =
PSBFR STA. 418+90.11, 48.61' LT
595.51
PSBFR PGL
+1.25%
+3.05%
EX GROUND AT
PROP ROW
VPI STA. = 4+00.00
ELEV = 597.38
ex = 0.59'
K = 144
260.00' V.C.
EX. GROUND AT
RAMP PR42925R ℄
RAMP PR42925R PROFILE
SPLINE GRADE ALONG
PSBFR PGL
RAMP PR42925R PROFILE
SPLINE GRADE ALONG
PROP. SH 360 PGL
630
620
610
600
590
580
570
560
550
PROP. RAMP ELEV.
EX. GROUND ELEV. AT
RAMP ℄
593.00
592.00
592.00
596.17
592.30
597.97
594.64
600.46
598.27
603.48
601.03
606.53
603.41
609.57
605.39
612.62
608.15
615.67
609.97
618.70
611.22
621.14
613.11
622.63
614.71
602.00
600.25
0+00
5+00
10+00
15+00

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They were prepared by, or under the supervision of:

William A. Parsons	71746	05-23-2006
Type or Print Name	PE#	Date

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

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

STATION 416+00 TO 560+00
ROLL 2 OF 8

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

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

CP&Y
Chiang, Patel & Yerby, Inc.

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