NOTES:

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

2.) 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.

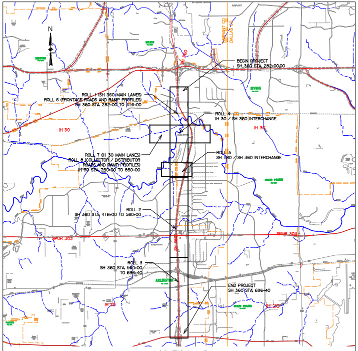
3.) ℄ DESIGNATES ROADWAY CONTROL LINE.

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

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

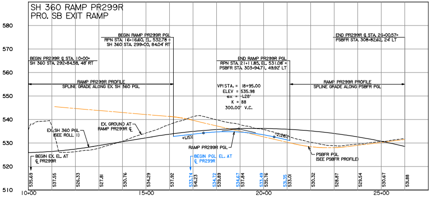
LEGEND:

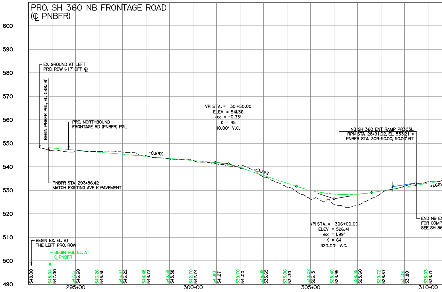
— — —	EXISTING R.O.W.
— — —	PROPOSED R.O.W.
▨	PROPOSED R.O.W. ACQUISITION
➡	DIRECTION OF TRAFFIC
——	EXISTING PROPERTY LINE
—‖—‖—	CONTROL OF ACCESS - ACCESS DENIAL LINE
– – –	CITY LIMITS
——	100 FLOODPLAIN LIMITS
548	100 YR FLOOD ELEVATION
12" W	EXISTING WATER LINE
6" GAS	EXISTING GAS LINE
30" SS	EXISTING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

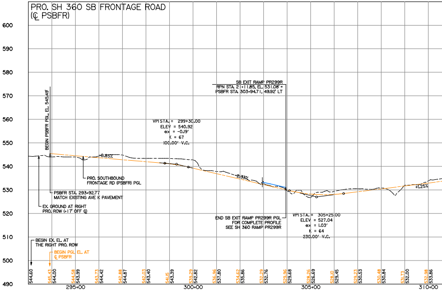

N
BEGIN PROJECT
SH 360 STA. 282+00.00
ROLL 1 (SH 360 MAIN LANES)
ROLL 6 (FRONTAGE ROADS AND RAMP PROFILES)
SH 360 STA. 282+00 TO 416+00
ROLL 4
IH 30 / SH 360 INTERCHANGE
ROLL 7 (IH 30 MAIN LANES)
ROLL 8 (COLLECTOR / DISTRIBUTOR ROADS AND RAMP PROFILES)
IH 30 STA. 750+00 TO 850+00
ROLL 5
SH 180 / SH 360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

LOCATION MAP

N.T.S.


SH 360 RAMP PR299R
PRO. SB EXIT RAMP
580
570
560
550
540
530
520
510
BEGIN RAMP PR299R PGL
RPN STA. 16+16.60, EL. 532.78' =
SH 360 STA. 299+00, 84.04' RT
END PR299R ℄ STA. 26+00.57=
PSBFR STA. 308+82.62, 24' LT
BEGIN PR299R ℄ STA. 10+00=
SH 360 STA. 292+84.58, 48' RT
END RAMP PR299R PGL
RPN STA. 21+11.85, EL. 531.08' =
PSBFR STA. 303+94.71, 49.92' LT
RAMP PR299R PROFILE
SPLINE GRADE ALONG EX. SH 360 PGL
VPI STA. = 18+95.00
ELEV = 535.98
ex = -1.28'
K = 88
300.00' V.C.
RAMP PR299R PROFILE
SPLINE GRADE ALONG PSBFR PGL
EX. GROUND AT RAMP PR299R ℄
EX. SH 360 PGL (SEE ROLL 1)
+1.15%
-2.26%
RAMP PR299R PGL
BEGIN EX. EL. AT ℄ PR299R
BEGIN PGL EL. AT ℄ PR299R
PSBFR PGL (SEE PSBFR PROFILE)
535.69
537.55
526.33
527.81
530.76
534.29
537.92
533.74
541.23
534.72
539.89
534.67
537.84
533.49
535.76
531.35
533.01
530.32
528.87
529.54
530.67
531.88
10+00
15+00
20+00
25+00


PRO. SH 360 NB FRONTAGE ROAD
(℄ PNBFR)
600
590
580
570
560
550
540
530
520
510
500
490
EX. GROUND AT LEFT PRO. ROW (-17' OFF ℄)
BEGIN PNBFR PGL, EL. 548.16'
PRO. NORTHBOUND FRONTAGE RD (PNBFR) PGL
VPI STA. = 301+50.00
ELEV = 541.36
ex = -0.33'
K = 45
110.00' V.C.
NB SH 360 ENT RAMP PR303L
RPN STA. 28+91.02, EL. 533.21' =
PNBFR STA. 309+50.00, 50.00' RT
-0.89%
-3.32%
+1.66%
PNBFR STA. 293+86.42
MATCH EXISTING AVE K PAVEMENT
VPI STA. = 306+00.00
ELEV = 526.41
ex = 1.99'
K = 64
320.00' V.C.
END NB EN
FOR COMP
SEE SH 36
BEGIN EX. EL. AT THE LEFT PRO. ROW
BEGIN PGL EL. AT ℄ PNBFR
548.00
548.04
547.00
547.15
546.60
546.26
546.51
545.37
546.22
544.48
544.73
543.59
543.38
542.70
542.74
541.80
541.27
539.70
541.00
536.38
535.65
533.06
531.30
530.02
526.13
528.40
523.95
528.35
523.60
529.72
528.67
531.38
531.80
533.03
533.71
295+00
300+00
305+00
310+00


PRO. SH 360 SB FRONTAGE ROAD
(℄ PSBFR)
600
590
580
570
560
550
540
530
520
510
500
490
SB EXIT RAMP PR299R
RPN STA. 21+11.85, EL. 531.08' =
PSBFR STA. 303+94.71, 49.92' LT
BEGIN PSBFR PGL, EL. 545.49'
VPI STA. = 299+30.00
ELEV = 540.92
ex = -0.19'
K = 67
100.00' V.C.
-0.85%
-2.33%
+1.25%
PRO. SOUTHBOUND FRONTAGE RD (PSBFR) PGL
PSBFR STA. 293+92.77
MATCH EXISTING AVE K PAVEMENT
EX. GROUND AT RIGHT PRO. ROW (+17' OFF ℄)
END SB EXIT RAMP PR299R PGL
FOR COMPLETE PROFILE
SEE SH 360 RAMP PR299R
VPI STA. = 305+25.00
ELEV = 527.04
ex = 1.03'
K = 64
230.00' V.C.
BEGIN EX. EL. AT THE RIGHT PRO. ROW
BEGIN PGL EL. AT ℄ PSBFR
544.60
545.43
544.00
544.58
543.99
543.73
544.42
542.88
544.87
542.03
543.40
541.15
543.39
539.29
542.82
536.96
537.80
534.62
535.86
532.29
532.76
529.96
529.68
528.26
526.69
528.10
529.45
529.23
530.53
530.48
530.84
531.73
532.00
532.98
533.86
295+00
300+00
305+00
310+00

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

SH 360 FRONTAGE ROADS AND RAMPS
SH 360 STA. 282+00 TO STA. 416+00
ROLL 6 OF 8

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

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

Halff Associates
ENGINEERS . ARCHITECTS . SCIENTISTS . PLANNERS . SURVEYORS

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ENGINEERS SURVEYORS • SCIENTISTS

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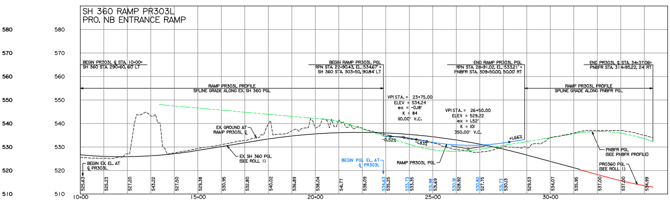
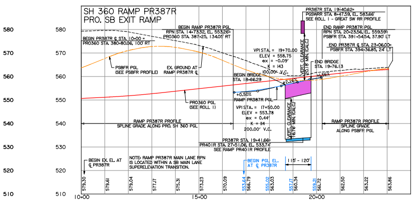
Matthew G. Craig	69910	01-08-2007
Type or Print Name	PE#	Date

SH 360 RAMP PR303L
PRO. NB ENTRANCE RAMP

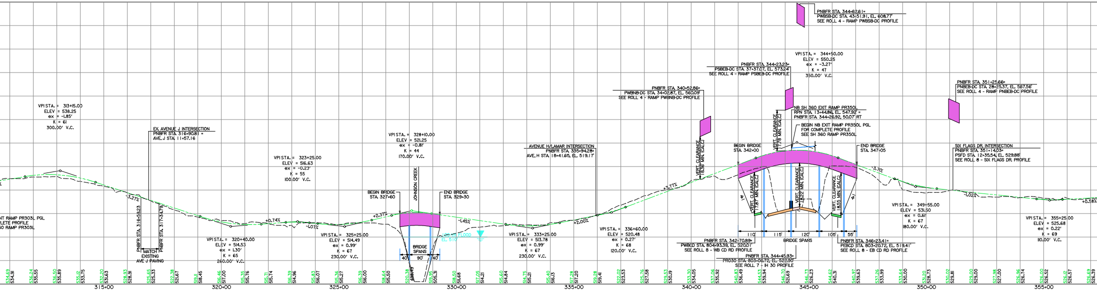


BEGIN PR303L ℄ STA. 10+00=
SH 360 STA. 290+60, 60' LT
BEGIN RAMP PR303L PGL
RPN STA. 22+90.43, EL. 534.67' =
SH 360 STA. 303+50, 90.84' LT
END RAMP PR303L PGL
RPN STA. 28+91.02, EL. 533.21' =
PNBFR STA. 309+50.00, 50.00' RT
END PR303L ℄ STA. 34+37.06=
PNBFR STA. 314+95.22, 24' RT
RAMP PR303L PROFILE
SPLINE GRADE ALONG EX. SH 360 PGL
RAMP PR303L PROFILE
SPLINE GRADE ALONG PNBFR PGL
VPI STA. = 23+75.00
ELEV = 534.24
ex = -0.18'
K = 84
110.00' V.C.
VPI STA. = 26+50.00
ELEV = 529.22
ex = 1.52'
K = 101
350.00' V.C.
EX. GROUND AT
RAMP PR303L ℄
EX. SH 360 PGL
(SEE ROLL 1)
-0.52%
-1.83%
+1.66%
BEGIN PGL EL. AT
℄ PR303L
RAMP PR303L PGL
PNBFR PGL
(SEE PNBFR PROFILE)
PRO360 PGL
(SEE ROLL 1)
BEGIN EX. EL. AT
℄ PR303L
580
570
560
550
540
530
520
510
10+00
15+00
20+00
25+00
30+00
525.63
525.23
527.20
543.22
527.50
529.38
530.95
532.80
540.02
536.89
538.04
541.77
538.09
534.63
535.25
533.73
533.35
531.98
531.69
530.91
528.92
530.82
527.75
530.73
530.13
529.53
534.07
535.95
537.00
537.00
534.99

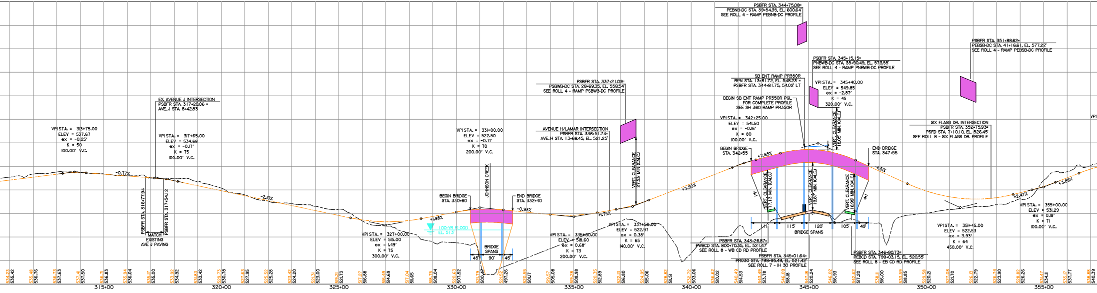
SH 360 RAMP PR387R
PRO. SB EXIT RAMP



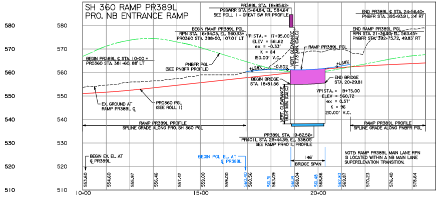
PR387R STA. 19+40.62=
PGSWRR STA. 8+47.59, EL. 583.66'
SEE ROLL 1 - GREAT SW RR PROFILE
BEGIN RAMP PR387R PGL
RPN STA. 14+73.32, EL. 553.26'=
PRO360 STA. 387+25, 134.05' RT
END RAMP PR387R PGL
RPN STA. 20+23.56, EL. 559.59'=
PSBFR STA. 391+54.54, 37.90' LT
END PR387R ℄ STA. 23+06.00=
PSBFR STA. 394+36.85, 24' LT
BEGIN PR387R ℄ STA. 10+00 =
PRO360 STA. 380+80.06, 100' RT
VPI STA. = 19+70.00
ELEV = 558.75
ex = -0.09'
K = 143
100.00' V.C.
VERT. CLEARANCE
20.18' MIN. (CALC)
END BRIDGE
STA. 19+76.13
PSBFR PGL
(SEE PSBFR PROFILE)
EX. GROUND AT
RAMP PR387R ℄
BEGIN BRIDGE
STA. 18+66.29
+2.26%
+1.56%
+0.50%
RAMP PR387R PGL
PRO360 PGL
(SEE ROLL 1)
VPI STA. = 17+50.00
ELEV = 553.78
ex = 0.44'
K = 84
200.00' V.C.
VERT. CLEARANCE
18.76' MIN. (CALC)
RAMP PR387R PROFILE
SPLINE GRADE ALONG PRO. SH 360 PGL
RAMP PR387R PROFILE
SPLINE GRADE
ALONG PSBFR PGL
PR387R STA. 19+41.66=
PR401R STA. 27+51.06, EL. 533.74'
SEE RAMP PR401R PROFILE
BEGIN EX. EL. AT
℄ PR387R
NOTE: RAMP PR387R MAIN LANE RPN
IS LOCATED WITHIN A SB MAIN LANE
SUPERELEVATION TRANSITION.
BEGIN PGL EL.
AT ℄ PR387R
115' - 120'
580
570
560
550
540
530
520
510
10+00
15+00
20+00
579.30
579.61
579.04
577.17
575.31
573.23
570.09
553.64
566.79
555.02
563.03
557.17
560.34
559.21
561.72
562.50
563.22
563.86

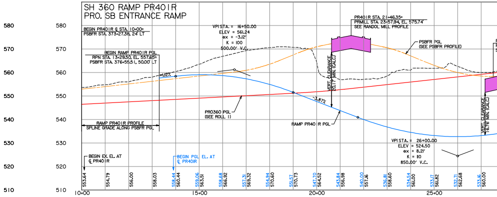


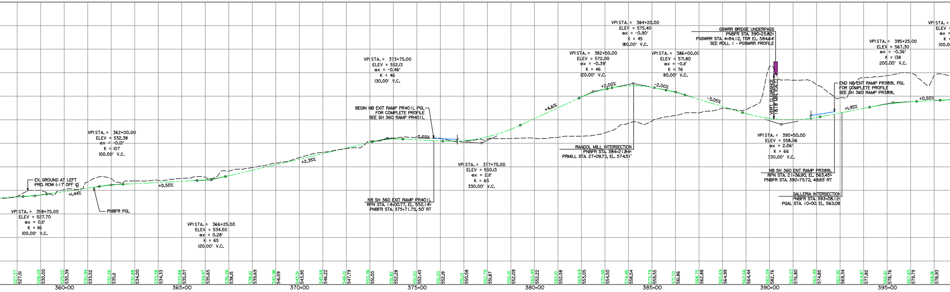
PNBFR STA. 344+62.61=
PWBSB-DC STA. 43+51.91, EL. 608.77'
SEE ROLL 4 - RAMP PWBSB-DC PROFILE
VPI STA. = 344+50.00
ELEV = 550.25
ex = -3.27'
K = 47
350.00' V.C.
PNBFR STA. 344+23.23=
PSBEB-DC STA. 37+37.07, EL. 573.24'
SEE ROLL 4 - RAMP PSBEB-DC PROFILE
PNBFR STA. 340+52.86=
PWBNB-DC STA. 34+02.87, EL. 560.09'
SEE ROLL 4 - RAMP PWBNB-DC PROFILE
PNBFR STA. 351+25.66=
PNBEB-DC STA. 28+25.37, EL. 587.56'
SEE ROLL 4 - RAMP PNBEB-DC PROFILE
NB SH 360 EXIT RAMP PR350L
RPN STA. 13+44.86, EL. 547.92' =
PNBFR STA. 344+26.92, 50.07' RT
BEGIN NB EXIT RAMP PR350L PGL
FOR COMPLETE PROFILE
SEE SH 360 RAMP PR350L
VPI STA. = 313+15.00
ELEV = 538.25
ex = -1.85'
K = 61
300.00' V.C.
EX. AVENUE J INTERSECTION
PNBFR STA. 316+90.81 =
AVE. J STA. 11+57.16
VPI STA. = 328+10.00
ELEV = 521.25
ex = -0.81'
K = 44
170.00' V.C.
VPI STA. = 323+25.00
ELEV = 516.63
ex = -0.23'
K = 55
100.00' V.C.
AVENUE H/LAMAR INTERSECTION
PNBFR STA. 335+94.28=
AVE. H STA. 18+41.65, EL. 519.17'
BEGIN BRIDGE
STA. 342+00
END BRIDGE
STA. 347+05
SIX FLAGS DR. INTERSECTION
PNBFR STA. 351+14.03=
PSFD STA. 12+35.54, EL. 529.88'
SEE ROLL 8 - SIX FLAGS DR. PROFILE
VERT. CLEARANCE
18.56' MIN. (CALC)
VERT. CLEARANCE
17.78' MIN. (CALC)
VERT. CLEARANCE
18.22' MIN. (CALC)
VERT. CLEARANCE
17.87' MIN. (CALC)
VERT. CLEARANCE
18.55' MIN. (CALC)
-3.71%
+3.77%
-1.02%
+0.58%
-3.27%
JOHNSON CREEK
BEGIN BRIDGE
STA. 327+60
END BRIDGE
STA. 329+30
+0.74%
-1.07%
+2.37%
-1.45%
+2.00%
ENT RAMP PR303L PGL
LETE PROFILE
60 RAMP PR303L
PNBFR STA. 316+58.23
PNBFR STA. 317+34.79
MATCH
EXISTING
AVE. J PAVING
VPI STA. = 320+40.00
ELEV = 514.53
ex = 1.30'
K = 65
260.00' V.C.
VPI STA. = 325+25.00
ELEV = 514.49
ex = 0.99'
K = 67
230.00' V.C.
BRIDGE
SPANS
40' 90' 40'
100-YR FLOOD
EL. 510
VPI STA. = 333+25.00
ELEV = 513.78
ex = 0.99'
K = 67
230.00' V.C.
VPI STA. = 336+60.00
ELEV = 520.48
ex = 0.27'
K = 68
120.00' V.C.
PNBFR STA. 342+70.89=
PWBCD STA. 804+93.39, EL. 520.01'
SEE ROLL 8 - WB CD RD PROFILE
PNBFR STA. 344+45.93=
PRO30 STA. 803+06.72, EL. 522.90'
SEE ROLL 7 - IH 30 PROFILE
110' 115' 120' 105' 55'
BRIDGE SPANS
PNBFR STA. 346+23.41=
PEBCD STA. 803+20.72, EL. 519.41'
SEE ROLL 8 - EB CD RD PROFILE
VPI STA. = 349+55.00
ELEV = 531.50
ex = 0.61'
K = 67
180.00' V.C.
VPI STA. = 355+25.00
ELEV = 525.68
ex = 0.22'
K = 69
110.00' V.C.
315+00
320+00
325+00
330+00
335+00
340+00
345+00
350+00
355+00

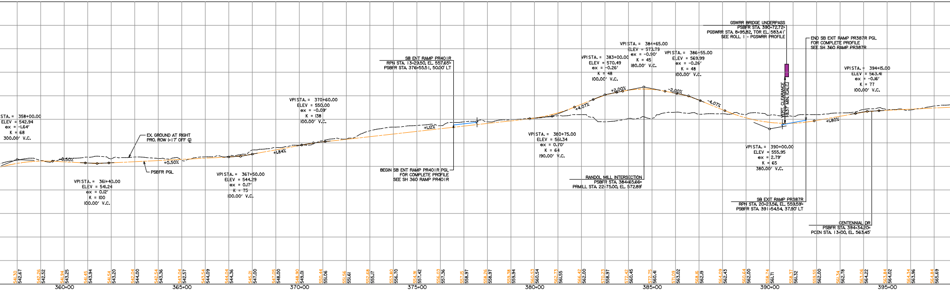


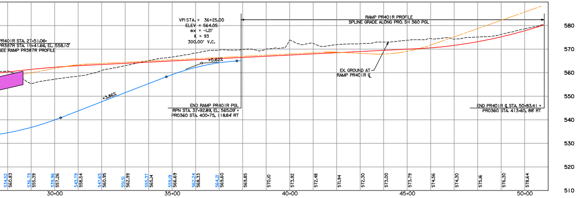
PSBFR STA. 344+75.08=
PEBNB-DC STA. 39+54.35, EL. 600.64'
SEE ROLL 4 - RAMP PEBNB-DC PROFILE
PSBFR STA. 351+88.62=
PEBSB-DC STA. 41+16.61, EL. 577.22'
SEE ROLL 4 - RAMP PEBSB-DC PROFILE
PSBFR STA. 345+15.15=
PSNBWB-DC STA. 35+90.49, EL. 573.55'
SEE ROLL 4 - RAMP PNBWB-DC PROFILE
SB ENT RAMP PR350R
RPN STA. 13+81.72, EL. 548.23' =
PSBFR STA. 344+81.75, 54.02' LT
BEGIN SB ENT RAMP PR350R PGL
FOR COMPLETE PROFILE
SEE SH 360 RAMP PR350R
VPI STA. = 345+40.00
ELEV = 549.85
ex = -2.87'
K = 45
320.00' V.C.
PSBFR STA. 337+21.09=
PSBWB-DC STA. 28+69.35, EL. 558.54'
SEE ROLL 4 - RAMP PSBWB-DC PROFILE
EX. AVENUE J INTERSECTION
PSBFR STA. 317+20.06 =
AVE. J STA. 8+42.83
VPI STA. = 313+75.00
ELEV = 537.67
ex = -0.25'
K = 50
100.00' V.C.
VPI STA. = 317+65.00
ELEV = 534.68
ex = -0.17'
K = 75
100.00' V.C.
VPI STA. = 331+00.00
ELEV = 522.50
ex = -0.71'
K = 70
200.00' V.C.
AVENUE H/LAMAR INTERSECTION
PSBFR STA. 336+51.74=
AVE. H STA. 13+68.45, EL. 521.25'
VERT. CLEARANCE
27.35' MIN. (CALC)
VPI STA. = 342+25.00
ELEV = 541.50
ex = -0.16'
K = 80
100.00' V.C.
BEGIN BRIDGE
STA. 342+55
END BRIDGE
STA. 347+55
VERT. CLEARANCE
18.05' MIN. (CALC)
SIX FLAGS DR. INTERSECTION
PSBFR STA. 352+75.93=
PSFD STA. 7+10.10, EL. 526.45'
SEE ROLL 8 - SIX FLAGS DR. PROFILE
-0.77%
-2.10%
JOHNSON CREEK
BEGIN BRIDGE
STA. 330+60
END BRIDGE
STA. 332+40
-0.93%
+1.88%
+1.75%
+3.30%
+2.65%
-4.51%
+2.47%
+3.88%
PSBFR STA. 316+77.94
PSBFR STA. 317+54.12
MATCH
EXISTING
AVE. J PAVING
100-YR FLOOD
EL. 513
BRIDGE
SPANS
45' 90' 45'
VPI STA. = 327+00.00
ELEV = 515.00
ex = 1.49'
K = 75
300.00' V.C.
VPI STA. = 335+00.00
ELEV = 518.60
ex = 0.68'
K = 73
200.00' V.C.
VPI STA. = 337+50.00
ELEV = 522.97
ex = 0.38'
K = 65
140.00' V.C.
VERT. CLEARANCE
17.13' MIN. (CALC)
VERT. CLEARANCE
18.87' MIN. (CALC)
VERT. CLEARANCE
16.99' MIN. (CALC)
115' 120' 105' 49'
BRIDGE SPANS
PSBFR STA. 343+26.87=
PWBCD STA. 800+70.35, EL. 521.47'
SEE ROLL 8 - WB CD RD PROFILE
PSBFR STA. 345+01.64=
PRO30 STA. 798+95.49, EL. 521.42'
SEE ROLL 7 - IH 30 PROFILE
PSBFR STA. 346+80.73=
PEBCD STA. 799+03.15, EL. 520.55'
SEE ROLL 8 - EB CD RD PROFILE
VPI STA. = 351+45.00
ELEV = 522.53
ex = 3.93'
K = 64
450.00' V.C.
VPI STA. = 355+00.00
ELEV = 531.29
ex = 0.18'
K = 71
100.00' V.C.
315+00
320+00
325+00
330+00
335+00
340+00
345+00
350+00
355+00


SH 360 RAMP PR389L
PRO. NB ENTRANCE RAMP
580
570
560
550
540
530
520
510
PR389L STA. 18+85.62=
PGSWRR STA. 5+64.84, EL. 584.64'
SEE ROLL 1 - GREAT SW RR PROFILE
END PR389L ℄ STA. 24+56.40=
PNBFR STA. 395+93.91, 24' RT
BEGIN RAMP PR389L PGL
RPN STA. 16+94.03, EL. 560.33'=
PRO360 STA. 388+50, 107.01' LT
VPI STA. = 17+95.00
ELEV = 561.62
ex = -0.33'
K = 84
150.00' V.C.
VERT. CLEARANCE 17.73' MIN. (CALC)
RAMP PR389L PGL
END RAMP PR389L PGL
RPN STA. 21+36.90, EL. 563.45'=
PNBFR STA. 392+75.72, 49.83' RT
BEGIN PR389L ℄ STA. 10+00 =
PRO360 STA. 381+60, 88' LT
PNBFR PGL
(SEE PNBFR PROFILE)
+1.28%
-0.50%
+1.68%
BEGIN BRIDGE
STA. 18+81.56
END BRIDGE
STA. 20+29.81
VERT. CLEARANCE 16.54' MIN. (CALC)
VPI STA. = 19+75.00
ELEV = 560.72
ex = 0.57'
K = 96
210.00' V.C.
EX. GROUND AT
RAMP PR389L ℄
PRO360 PGL
(SEE ROLL 1)
RAMP PR389L PROFILE
SPLINE GRADE ALONG PRO. SH 360 PGL
RAMP PR389L PROFILE
SPLINE GRADE ALONG PNBFR PGL
PR389L STA. 19+82.56=
PR401L STA. 29+44.39, EL. 538.05'
SEE RAMP PR401L PROFILE
BEGIN EX. EL. AT
℄ PR389L
BEGIN PGL EL. AT
℄ PR389L
146'
BRIDGE SPAN
NOTE: RAMP PR389L MAIN LANE RPN
IS LOCATED WITHIN A NB MAIN LANE
SUPERELEVATION TRANSITION.
553.60
554.60
555.97
556.46
557.42
559.00
559.00
560.40
560.56
561.31
563.09
561.14
568.04
561.48
568.86
562.83
569.87
570.23
576.40
578.64
10+00
15+00
20+00

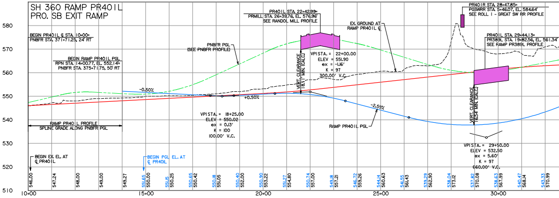

SH 360 RAMP PR401R
PRO. SB ENTRANCE RAMP
580
570
560
550
540
530
520
510
BEGIN PR401R ℄ STA. 10+00=
PSBFR STA. 373+27.38, 24' LT
VPI STA. = 16+50.00
ELEV = 561.24
ex = -3.12'
K = 100
500.00' V.C.
PR401R STA. 21+46.35=
PRMILL STA. 23+57.94, EL. 575.74'
SEE RANDOL MILL PROFILE
PSBFR PGL
(SEE PSBFR PROFILE)
BEGIN RAMP PR401R PGL
RPN STA. 13+29.50, EL. 557.65=
PSBFR STA. 376+55.51, 50.00' LT
+1.12%
VERT. CLEARANCE 20.17' MIN. (CALC)
-3.87%
PRO360 PGL
(SEE ROLL 1)
RAMP PR401R PGL
RAMP PR401R PROFILE
SPLINE GRADE ALONG PSBFR PGL
VERT. CLEARANCE 16.76' MIN. (CALC)
VPI STA. = 26+00.00
ELEV = 524.50
ex = 8.21'
K = 110
850.00' V.C.
BEGIN EX. EL. AT
℄ PR401R
BEGIN PGL EL. AT
℄ PR401R
553.64
554.79
556.00
558.03
558.44
560.44
559.06
563.51
558.68
566.92
557.31
569.32
554.94
570.60
551.57
570.73
547.70
564.52
543.84
556.98
540.00
557.16
536.81
558.60
534.54
561.00
533.17
561.82
532.71
562.68
533.16
560.00
10+00
15+00
20+00
25+00

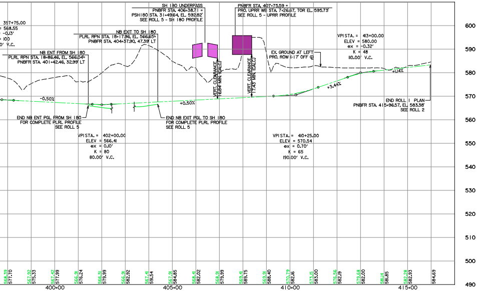

VPI STA. = 384+20.00
ELEV = 575.40
ex = -0.90'
K = 45
180.00' V.C.
GSWRR BRIDGE UNDERPASS
PNBFR STA. 390+25.82=
PGSWRR STA. 4+84.12, TOR EL. 584.64'
SEE ROLL 1 - PGSWRR PROFILE
VPI STA. =
ELEV =
ex =
K =
100.0
VPI STA. = 395+25.00
ELEV = 567.30
ex = -0.36'
K = 138
200.00' V.C.
VPI STA. = 373+75.00
ELEV = 552.13
ex = -0.46'
K = 46
130.00' V.C.
VPI STA. = 382+50.00
ELEV = 572.00
ex = -0.39'
K = 46
120.00' V.C.
VPI STA. = 386+00.00
ELEV = 571.80
ex = -0.11'
K = 76
80.00' V.C.
+2.00%
-2.00%
-3.05%
+4.61%
VERT. CLEARANCE 18.18' MIN. (CALC)
END NB ENT RAMP PR389L PGL
FOR COMPLETE PROFILE
SEE SH 360 RAMP PR389L
+0.50%
+1.95%
BEGIN NB EXIT RAMP PR401L PGL
FOR COMPLETE PROFILE
SEE SH 360 RAMP PR401L
-0.50%
VPI STA. = 362+00.00
ELEV = 532.38
ex = -0.12'
K = 107
100.00' V.C.
+2.35%
RANDOL MILL INTERSECTION
PNBFR STA. 384+21.84=
PRMILL STA. 27+09.72, EL. 574.51'
VPI STA. = 390+50.00
ELEV = 558.06
ex = 2.06'
K = 66
330.00' V.C.
VPI STA. = 377+75.00
ELEV = 550.13
ex = 2.11'
K = 65
330.00' V.C.
NB SH 360 ENT RAMP PR389L
RPN STA. 21+36.90, EL. 563.45'=
PNBFR STA. 392+75.72, 49.83' RT
EX. GROUND AT LEFT
PRO. ROW (-17' OFF ℄)
+0.50%
+1.44%
GALLERIA INTERSECTION
PNBFR STA. 393+08.12=
PGAL STA. 10+00, EL. 563.08'
PNBFR PGL
NB SH 360 EXIT RAMP PR401L
RPN STA. 14+00.77, EL. 552.14'=
PNBFR STA. 375+71.75, 50' RT
VPI STA. = 358+75.00
ELEV = 527.70
ex = 0.11'
K = 116
100.00' V.C.
VPI STA. = 366+25.00
ELEV = 534.50
ex = 0.28'
K = 65
120.00' V.C.
527.27
527.51
528.09
530.00
529.50
530.39
530.94
533.52
532.26
535.11
532.88
534.00
533.38
534.33
533.88
535.07
534.47
535.65
536.26
538.15
538.61
539.69
540.96
541.59
543.31
543.95
545.66
546.22
548.01
547.79
550.36
551.00
551.82
552.28
551.50
552.43
551.00
552.19
551.13
550.58
552.79
551.87
556.01
552.09
560.49
552.22
565.10
552.58
569.69
553.05
572.99
554.50
574.46
558.54
573.79
559.55
571.70
561.86
568.75
562.88
565.69
564.99
562.66
564.44
560.59
582.76
560.03
576.80
560.99
574.85
562.92
569.34
564.87
577.82
566.61
578.76
567.65
579.79
568.18
578.93
360+00
365+00
370+00
375+00
380+00
385+00
390+00
395+00


GSWRR BRIDGE UNDERPASS
PSBFR STA. 390+72.72=
PGSWRR STA. 8+95.82, TOR EL. 583.41'
SEE ROLL 1 - PGSWRR PROFILE
END SB EXIT RAMP PR387R PGL
FOR COMPLETE PROFILE
SEE SH 360 RAMP PR387R
VPI STA. = 384+65.00
ELEV = 573.79
ex = -0.90'
K = 45
180.00' V.C.
VPI STA. = 383+00.00
ELEV = 570.49
ex = -0.26'
K = 48
100.00' V.C.
VPI STA. = 386+55.00
ELEV = 569.99
ex = -0.26'
K = 48
100.00' V.C.
SB ENT RAMP PR401R
RPN STA. 13+29.50, EL. 557.65'=
PSBFR STA. 376+55.51, 50.00' LT
VPI STA. = 394+15.00
ELEV = 563.41
ex = -0.16'
K = 77
100.00' V.C.
VPI STA. = 370+60.00
ELEV = 550.00
ex = -0.09'
K = 138
100.00' V.C.
+2.00%
-2.00%
+4.07%
-4.07%
VERT. CLEARANCE 19.37' MIN. (CALC)
+1.12%
+1.80%
STA. = 358+00.00
ELEV = 542.94
ex = -1.64'
K = 68
300.00' V.C.
EX. GROUND AT RIGHT
PRO. ROW (+17' OFF ℄)
VPI STA. = 380+75.00
ELEV = 561.34
ex = 0.70'
K = 64
190.00' V.C.
-0.50%
+0.50%
+1.84%
PSBFR PGL
VPI STA. = 390+00.00
ELEV = 555.95
ex = 2.79'
K = 65
380.00' V.C.
BEGIN SB ENT RAMP PR401R PGL
FOR COMPLETE PROFILE
SEE SH 360 RAMP PR401R
VPI STA. = 361+40.00
ELEV = 541.24
ex = 0.12'
K = 100
100.00' V.C.
VPI STA. = 367+50.00
ELEV = 544.29
ex = 0.17'
K = 75
100.00' V.C.
RANDOL MILL INTERSECTION
PSBFR STA. 384+65.66=
PRMILL STA. 22+75.00, EL. 572.89'
SB EXIT RAMP PR387R
RPN STA. 20+23.56, EL. 559.59'=
PSBFR STA. 391+54.54, 37.90' LT
CENTENNIAL DR
PSBFR STA. 394+34.20=
PCEN STA. 13+00, EL. 563.45'
541.30
542.67
542.26
542.52
541.94
543.25
541.45
543.94
541.54
543.20
542.04
544.00
542.54
543.36
543.04
542.57
543.54
544.09
544.04
544.36
545.21
547.00
547.05
548.00
548.90
549.01
550.44
551.06
551.56
551.61
552.68
555.17
553.80
556.70
554.91
557.42
556.03
557.36
557.15
558.97
558.26
558.97
559.38
559.94
560.53
560.54
562.73
561.55
566.42
562.00
570.23
558.97
572.42
560.45
572.75
560.41
571.09
563.02
568.16
562.19
564.09
562.43
560.64
562.00
558.74
561.71
558.37
561.32
559.55
562.00
561.34
562.78
563.06
564.22
563.84
564.02
564.34
563.96
564.84
565.69
360+00
365+00
370+00
375+00
380+00
385+00
390+00
395+00

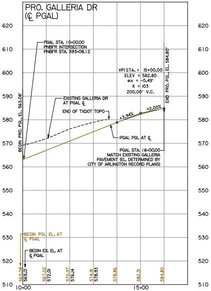

PR401R STA. 27+51.06=
PR387R STA. 19+41.66, EL. 558.10'
SEE RAMP PR387R PROFILE
VPI STA. = 36+25.00
ELEV = 564.05
ex = -1.21'
K = 93
300.00' V.C.
RAMP PR401R PROFILE
SPLINE GRADE ALONG PRO. SH 360 PGL
+0.62%
EX. GROUND AT
RAMP PR401R ℄
+3.86%
END RAMP PR401R PGL
RPN STA. 37+92.89, EL. 565.09' =
PRO360 STA. 400+75, 118.84' RT
END PR401R ℄ STA. 50+83.41 =
PRO360 STA. 413+65, 88' RT
580
570
560
550
540
530
520
510
30+00
35+00
40+00
45+00
50+00

SH 360 RAMP PR401L
PRO. SB EXIT RAMP

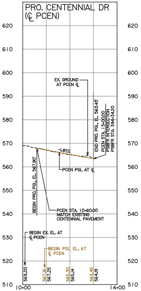

580
570
560
550
540
530
520
510
BEGIN PR401L ℄ STA. 10+00=
PNBFR STA. 371+71.25, 24' RT
BEGIN RAMP PR401L PGL
RPN STA. 14+00.77, EL. 552.14'=
PNBFR STA. 375+71.75, 50' RT
PNBFR PGL
(SEE PNBFR PROFILE)
PR401L STA. 22+42.99=
PRMILL STA. 26+39.76, EL. 576.96'
SEE RANDOL MILL PROFILE
EX. GROUND AT
RAMP PR401L ℄
PR401R STA. 28+47.85=
PGSWRR STA. 5+46.07, EL. 584.64'
SEE ROLL 1 - GREAT SW PR PROFILE
PR401L STA. 29+44.13=
PR389L STA. 19+82.56, EL. 561.34'
SEE RAMP PR389L PROFILE
VERT. CLEARANCE
18.11' MIN. (CALC)
VPI STA. = 22+00.00
ELEV = 551.90
ex = -1.16'
K = 97
300.00' V.C.
-0.50%
+0.50%
-2.59%
VERT. CLEARANCE
16.54' MIN. (CALC)
RAMP PR401L PROFILE
SPLINE GRADE ALONG PNBFR PGL
VPI STA. = 18+25.00
ELEV = 550.02
ex = 0.13'
K = 100
100.00' V.C.
RAMP PR401L PGL
VPI STA. = 29+50.00
ELEV = 532.50
ex = 5.60'
K = 97
660.00' V.C.
BEGIN EX. EL. AT
℄ PR401L
BEGIN PGL EL. AT
℄ PR401L
10+00
15+00
20+00
25+00
30+00


397+75.00
= 568.55
= -0.13'
= 100
0' V.C.
SH 180 UNDERPASS
PNBFR STA. 406+38.71 =
PSH180 STA. 31+49.64, EL. 592.82'
SEE ROLL 5 - SH 180 PROFILE
PNBFR STA. 407+75.59 =
PRO. UPRR WB STA. 7+26.67, TOR EL. 595.73'
SEE ROLL 5 - UPRR PROFILE
NB EXIT TO SH 180
PLRL RPN STA. 18+17.96, EL. 566.65'=
PNBFR STA. 404+37.90, 47.39' LT
NB ENT FROM SH 180
PLRL RPN STA. 18+86.46, EL. 566.04'=
PNBFR STA. 401+42.46, 32.99' LT
EX. GROUND AT LEFT
PRO. ROW (-17' OFF ℄)
VPI STA. = 413+00.00
ELEV = 580.00
ex = -0.32'
K = 48
110.00' V.C.
+1.14%
+3.44%
VERT. CLEARANCE
16.84' MIN. (CALC)
VERT. CLEARANCE
17.43' MIN. (CALC)
-0.50%
+0.50%
END ROLL 1 PLAN
PNBFR STA. 415+96.57, EL. 583.38'
SEE ROLL 2
END NB ENT PGL FROM SH 180
FOR COMPLETE PLRL PROFILE
SEE ROLL 5
END NB EXIT PGL TO SH 180
FOR COMPLETE PLRL PROFILE
SEE ROLL 5
VPI STA. = 402+00.00
ELEV = 566.41
ex = 0.10'
K = 80
80.00' V.C.
VPI STA. = 410+25.00
ELEV = 570.54
ex = 0.70'
K = 65
190.00' V.C.
600
590
580
570
560
550
540
530
520
510
500
490
400+00
405+00
410+00
415+00

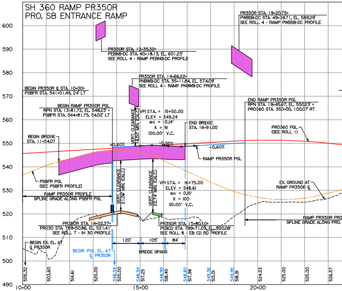
PRO. GALLERIA DR
(℄ PGAL)

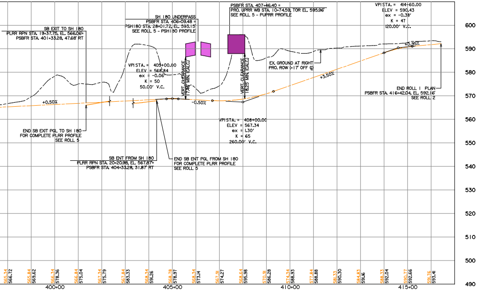

620
610
600
590
580
570
560
550
540
530
520
510
PGAL STA. 10+00.00
PNBFR INTERSECTION
PNBFR STA. 393+08.12
VPI STA. = 15+00.00
ELEV = 582.80
ex = -0.49'
K = 103
200.00' V.C.
EXISTING GALLERIA DR
AT PGAL ℄
END OF TXDOT TOPO
+3.94%
+2.00%
BEGIN PRO. PGL EL. 563.08'
END PRO. PGL EL. 584.80'
PGAL PGL AT ℄
PGAL STA. 16+00.00
MATCH EXISTING GALLERIA
PAVEMENT (EL. DETERMINED BY
CITY OF ARLINGTON RECORD PLANS)
BEGIN PGL EL. AT
℄ PGAL
BEGIN EX. EL. AT
℄ PGAL
10+00
15+00

PRO. CENTENNIAL DR
(℄ PCEN)

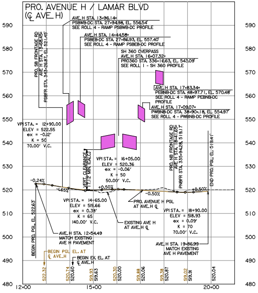

620
610
600
590
580
570
560
550
540
530
520
510
EX. GROUND
AT PCEN ℄
-1.85%
END PRO. PGL EL. 563.45'
PCEN STA. 13+00.00
PCEN INTERSECTION
PSBFR STA. 394+34.20
BEGIN PRO. PGL EL. 567.80'
PCEN PGL AT ℄
PCEN STA. 10+60.00
MATCH EXISTING
CENTENNIAL PAVEMENT
BEGIN EX. EL. AT
℄ PCEN
BEGIN PGL EL. AT
℄ PCEN
10+00
14+00

SH 360 RAMP PR350R
PRO. SB ENTRANCE RAMP

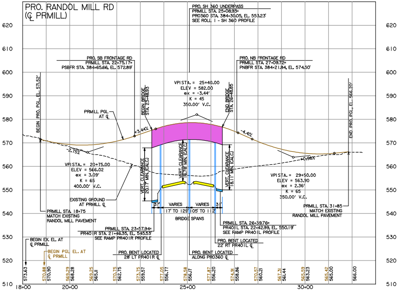

600
590
580
570
560
550
540
530
520
510
500
490
PR350R STA. 19+20.75=
PWBSB-DC STA. 49+39.71, EL. 589.29'
SEE ROLL 4 - RAMP PWBSB-DC PROFILE
PR350R STA. 13+35.32=
PEBNB-DC STA. 40+18.13, EL. 601.25'
SEE ROLL 4 - RAMP PEBNB-DC PROFILE
PR350R STA. 14+66.22=
PNBWB-DC STA. 35+11.84, EL. 574.09'
SEE ROLL 4 - RAMP PNBWB-DC PROFILE
BEGIN PR350R ℄ STA. 10+00=
PSBFR STA. 341+01.48, 24' LT
END RAMP PR350R PGL
RPN STA. 19+45.67, EL. 550.23' =
PRO360 STA. 350+00, 100.07' RT
BEGIN RAMP PR350R PGL
RPN STA. 13+81.72, EL. 548.23' =
PSBFR STA. 344+81.75, 54.02' LT
VERT. CLEARANCE
16.50' MIN. (CALC)
VPI STA. = 15+50.00
ELEV = 549.24
ex = -0.14'
K = 91
100.00' V.C.
END BRIDGE
STA. 16+91.00
PRO360 PGL
(SEE ROLL 1)
BEGIN BRIDGE
STA. 11+54.07
+0.60%
-0.50%
-0.60%
RAMP PR350R PGL
PSBFR PGL
(SEE PSBFR PROFILE)
RAMP PR350R PROFILE
SPLINE GRADE ALONG PSBFR PGL
VERT. CLEARANCE
21.06' MIN. (CALC)
VERT. CLEARANCE
22.74' MIN. (CALC)
VPI STA. = 16+75.00
ELEV = 548.61
ex = 0.15'
K = 100
110.00' V.C.
EX. GROUND AT
RAMP PR350R ℄
PR350R STA. 14+02.37=
PRO30 STA. 789+50.86, EL. 521.41'
SEE ROLL 7 - IH 30 PROFILE
PR350R STA. 15+80.10=
PEBCD STA. 799+71.03, EL. 520.08'
SEE ROLL 8 - EB CD RD PROFILE
RAMP PR350R PRO
SPLINE GRADE ALONG PRO.
120'
105'
84'
BRIDGE SPANS
BEGIN EX. EL. AT
℄ PR350R
BEGIN PGL EL. AT
℄ PR350R
10+00
15+00
20+00

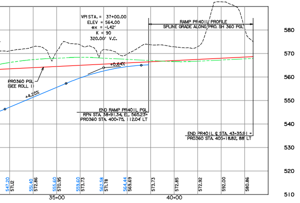

PSBFR STA. 407+46.40 =
PRO. UPRR WB STA. 10+74.59, TOR EL. 595.96'
SEE ROLL 5 - PUPRR PROFILE
VPI STA. = 414+60.00
ELEV = 590.43
ex = -0.38'
K = 47
120.00' V.C.
SH 180 UNDERPASS
PSBFR STA. 406+09.48 =
PSH180 STA. 28+01.72, EL. 593.15'
SEE ROLL 5 - PSH180 PROFILE
SB EXIT TO SH 180
PLRR RPN STA. 19+37.75, EL. 566.06'=
PSBFR STA. 401+33.28, 47.68' RT
VPI STA. = 409+00.00
ELEV = 568.84
ex = -0.06'
K = 50
50.00' V.C.
VERT. CLEARANCE
17.49' MIN. (CALC)
VERT. CLEARANCE
18.25' MIN. (CALC)
EX. GROUND AT RIGHT
PRO. ROW (+17' OFF ℄)
+0.35%
+3.50%
END ROLL 1 PLAN
PSBFR STA. 416+42.04, EL. 592.16'
SEE ROLL 2
+0.50%
-0.50%
END SB EXIT PGL TO SH 180
FOR COMPLETE PLRR PROFILE
SEE ROLL 5
VPI STA. = 408+00.00
ELEV = 567.34
ex = 1.30'
K = 65
260.00' V.C.
SB ENT FROM SH 180
PLRR RPN STA. 20+20.98, EL. 567.87'=
PSBFR STA. 404+33.28, 31.87' RT
END SB ENT PGL FROM SH 180
FOR COMPLETE PLRR PROFILE
SEE ROLL 5
600
590
580
570
560
550
540
530
520
510
500
490
400+00
405+00
410+00
415+00

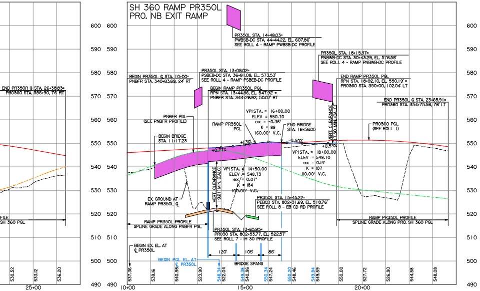
PRO. AVENUE H / LAMAR BLVD
(℄ AVE_H)


590
580
570
560
550
540
530
520
510
500
490
480
AVE_H STA. 13+96.14=
PSBWB-DC STA. 27+94.98, EL. 558.54'
SEE ROLL 4 - RAMP PSBWB-DC PROFILE
AVE_H STA. 14+44.58=
PSBEB-DC STA. 27+86.93, EL. 557.40'
SEE ROLL 4 - RAMP PSBEB-DC PROFILE
SH 360 OVERPASS
AVE_H STA. 16+07.32=
PRO360 STA. 336+16.63, EL. 543.09'
SEE ROLL 1 - SH 360 PROFILE
AVE_H STA. 17+83.34=
PEBNB-DC STA. 48+97.71, EL. 570.48'
SEE ROLL 4 - RAMP PEBNB-DC
PROFILE
AVE_H STA. 17+09.07=
PWBNB-DC STA. 38+90+.18, EL. 554.97'
SEE ROLL 4 - PWBNB-DC PROFILE
PRO. SB FRONTAGE RD
AVE_H STA. 13+68.45=
PSBFR STA. 343+26.87, EL. 521.45'
PRO. NB FRONTAGE RD
AVE_H STA. 18+41.85=
PNBFR STA. 335+94.28, 519.17'
VPI STA. = 12+90.00
ELEV = 522.55
ex = -0.12'
K = 50
70.00' V.C.
VERT. CLEARANCE
17.12' MIN. (CALC)
VPI STA. = 16+05.00
ELEV = 520.36
ex = -0.06'
K = 50
50.00' V.C.
END PRO. PGL EL. 518.41'
-0.24%
-1.65%
+0.50%
-0.50%
+0.50%
PRO. AVENUE H PGL
AT AVE_H ℄
VPI STA. = 14+65.00
ELEV = 519.66
ex = 0.38'
K = 65
140.00' V.C.
VPI STA. = 18+90.00
ELEV = 518.93
ex = 0.09'
K = 70
70.00' V.C.
BEGIN PRO. PGL EL. 522.63'
EXISTING AVE H
AT AVE_H ℄
AVE_H STA. 12+54.49
MATCH EXISTING
AVE H PAVEMENT
AVE_H STA. 19+86.99
MATCH EXISTING
AVE H PAVEMENT
BEGIN PGL EL. AT
℄ AVE_H
BEGIN EX. EL. AT
℄ AVE_H
12+00
15+00
20+00

PRO. RANDOL MILL RD
(℄ PRMILL)


620
610
600
590
580
570
560
550
540
530
520
510
PRO. SH 360 UNDERPASS
PRMILL STA. 25+08.93=
PRO360 STA. 384+30.05, EL. 553.23'
SEE ROLL 1 - SH 360 PROFILE
PRO. SB FRONTAGE RD
PRMILL STA. 22+75.17=
PSBFR STA. 384+65.66, EL. 572.89'
PRO. NB FRONTAGE RD
PRMILL STA. 27+09.72=
PNBFR STA. 384+21.84, EL. 574.50'
VPI STA. = 25+40.00
ELEV = 582.00
ex = -3.44'
K = 45
350.00' V.C.
BEGIN BRIDGE
STA. 23+48.35
END BRIDGE
STA. 26+48.85
BEGIN PRO. PGL EL. 571.52'
END PRO. PGL EL. 566.20'
PRMILL PGL
AT ℄
+3.44%
-4.41%
-2.75%
+0.98%
VPI STA. = 20+75.00
ELEV = 566.02
ex = 3.09'
K = 65
400.00' V.C.
VERT. CLEARANCE
20.17' MIN. (CALC)
VERT. CLEARANCE
16.78' MIN. (CALC)
VERT. CLEARANCE
18.11' MIN. (CALC)
VPI STA. = 29+50.00
ELEV = 563.90
ex = 2.36'
K = 65
350.00' V.C.
EXISTING GROUND
AT PRMILL ℄
VARIES
VARIES
17' TO 129'
105' TO 112'
BRIDGE SPANS
PRMILL STA. 18+75
MATCH EXISTING
RANDOL MILL PAVEMENT
PRMILL STA. 31+85
MATCH EXISTING
RANDOL MILL PAVEMENT
PRMILL STA. 23+57.94=
PR401R STA. 21+46.35, EL. 545.53'
SEE RAMP PR401R PROFILE
PRMILL STA. 26+39.76=
PR401L STA. 22+42.99, EL. 550.19'
SEE RAMP PR401L PROFILE
PRO. BENT LOCATED
22' RT PR401L ℄
PRO. BENT LOCATED
28' LT PR401R ℄
PRO. BENT LOCATED
ALONG PRO360 ℄
BEGIN EX. EL. AT
℄ PRMILL
BEGIN PGL EL. AT
℄ PRMILL
18+00
20+00
25+00
30+00


VPI STA. = 37+00.00
ELEV = 564.00
ex = -1.42'
K = 90
320.00' V.C.
RAMP PR401L PROFILE
SPLINE GRADE ALONG PRO. SH 360 PGL
+0.64%
PR0360 PGL
(SEE ROLL 1)
+4.20%
END RAMP PR401L PGL
RPN STA. 38+91.34, EL. 565.23'=
PR0360 STA. 400+75, 112.04' LT
END PR401L ℄ STA. 43+35.91 =
PR0360 STA. 405+18.82, 88' LT
580
570
560
550
540
530
520
510
547.20
571.12
551.40
572.86
555.60
570.95
559.60
573.73
562.58
571.78
564.44
569.69
573.73
572.85
572.92
592.00
580.86
35+00
40+00


SH 360 RAMP PR350L
PRO. NB EXIT RAMP
END PR350R ℄ STA. 26+38.83=
PR0360 STA. 356+90, 76' RT
FILE
SH 360 PGL
530.52
533.12
536.20
25+00
PR350L STA. 14+48.03=
PWBSB-DC STA. 44+44.22, EL. 607.86'
SEE ROLL 4 - RAMP PWBSB-DC PROFILE
PR350L STA. 18+15.37=
PNBWB-DC STA. 30+43.29, EL. 576.58'
SEE ROLL 4 - RAMP PNBWB-DC PROFILE
BEGIN PR350L ℄ STA. 10+00=
PNBFR STA. 340+83.69, 24' RT
PR350L STA. 13+08.02=
PSBEB-DC STA. 36+81.08, EL. 573.53'
SEE ROLL 4 - RAMP PSBEB-DC PROFILE
BEGIN RAMP PR350L PGL
RPN STA. 13+44.86, EL. 547.92' =
PNBFR STA. 344+26.92, 50.07' RT
END RAMP PR350L PGL
RPN STA. 18+92.10, EL. 550.19' =
PR0360 STA. 350+00, 102.04' LT
END PR350L ℄ STA. 23+65.91=
PR0360 STA. 354+75.56, 76' LT
VPI STA. = 16+00.00
ELEV = 550.70
ex = -0.36'
K = 88
160.00' V.C.
PNBFR PGL
(SEE PNBFR PROFILE)
RAMP PR350L PGL
END BRIDGE
STA. 16+56.00
VERT. CLEARANCE
17.30' MIN. (CALC)
PR0360 PGL
(SEE ROLL 1)
BEGIN BRIDGE
STA. 11+17.23
+1.31%
-0.50%
+0.71%
+0.53%
VPI STA. = 18+00.00
ELEV = 549.70
ex = 0.14'
K = 107
110.00' V.C.
VERT. CLEARANCE
19.61' MIN. (CALC)
VPI STA. = 14+50.00
ELEV = 548.73
ex = 0.07'
K = 184
100.00' V.C.
EX. GROUND AT
RAMP PR350L ℄
PR350L STA. 15+45.22=
PEBCD STA. 802+31.69, EL. 518.76'
SEE ROLL 8 - EB CD RD PROFILE
RAMP PR350L PROFILE
SPLINE GRADE ALONG PNBFR PGL
RAMP PR350L PROFILE
SPLINE GRADE ALONG PRO. SH 360 PGL
PR350L STA. 13+65.95=
PR030 STA. 802+53.77, EL. 522.57'
SEE ROLL 7 - IH 30 PROFILE
BEGIN EX. EL. AT
℄ PR350L
120'
105'
86'
BEGIN PGL EL. AT
℄ PR350L
BRIDGE SPANS
600
590
580
570
560
550
540
530
520
510
500
490
537.36
539.16
540.98
523.90
548.34
522.04
549.38
540.96
550.34
547.24
550.20
548.46
549.84
549.59
550.00
527.72
526.90
544.58
548.08
10+00
15+00
20+00

HALFF ASSOCIATES, INC.
ENGINEERS SURVEYORS • SCIENTISTS

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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

SH 360 FRONTAGE ROADS AND RAMPS
SH 360 STA. 282+00 TO STA. 416+00
ROLL 6 OF 8

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

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

Halff Associates
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