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.

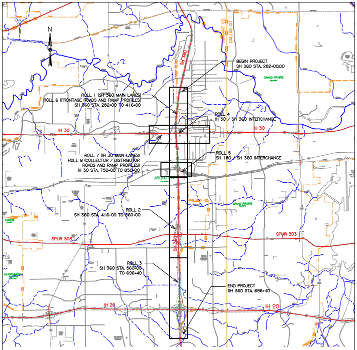
3.) ℄ DESIGNATES ROADWAY CONTROL LINE.

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

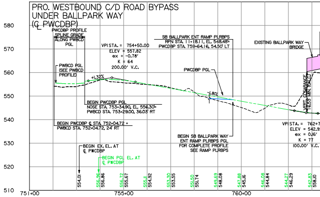
5.) MINIMUM VERTICAL CLEARANCE FOR ROADWAY BRIDGES IS 16.5' AND FOR RAILROAD BRIDGE OVERPASSES IS 23.0'.

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

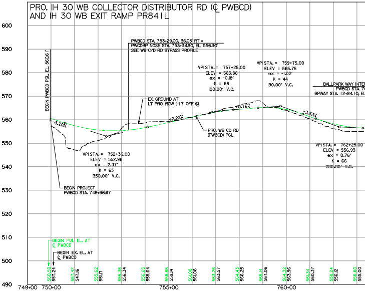

N
BEGIN PROJECT
SH 360 STA. 282+00.00
ROLL 1 (SH 360 MAIN LANES)
ROLL 6 (FRONTAGE ROADS AND RAMP PROFILES)
SH 360 STA. 282+00 TO 416+00
ROLL 4
IH 30 / SH 360 INTERCHANGE
IH 30
IH 30
SH 360
GRAND PRAIRIE
ROLL 7 (IH 30 MAIN LANES)
ROLL 8 (COLLECTOR / DISTRIBUTOR ROADS AND RAMP PROFILES)
IH 30 STA. 750+00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

LOCATION MAP
N.T.S.



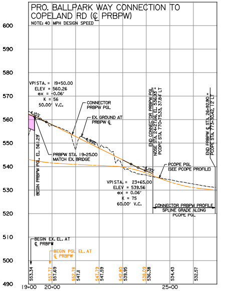
PRO. WESTBOUND C/D ROAD BYPASS UNDER BALLPARK WAY (℄ PWCDBP)

580
570
560
550
540
530
520
510
751+00
755+00
760+00
PWCDBP PROFILE SPLINE GRADE ALONG PWBCD PGL
PWBCD PGL (SEE PWBCD PROFILE)
+1.32%
VPI STA. = 754+50.00
ELEV = 557.82
ex = -0.78'
K = 64
200.00' V.C.
SB BALLPARK ENT RAMP PLRBPS
RPN STA. 11+18.11, EL. 548.48± =
PWCDBP STA. 759+64.16, 54.50' LT
EXISTING BALLPARK WAY BRIDGE
PWCDBP PGL
-1.81%
VERT. CLEARANCE 16.53' MIN. (CALC.)
BEGIN PWCDBP PGL
NOSE STA. 753+34.90, EL. 556.30=
PWBCD STA. 753+29.00, 36.03' RT
BEGIN PWCDBP ℄ STA. 752+04.72 =
PWBCD STA. 752+04.72, 24' RT
BEGIN SB BALLPARK WAY ENT RAMP PLRBPS PGL
FOR COMPLETE PROFILE SEE RAMP PLRBPS
VPI STA. = 762+7
ELEV = 542.9
ex = 0.16'
K = 77
100.00' V.C.
BEGIN EX. EL. AT ℄ PWCDBP
BEGIN PGL EL. AT ℄ PWCDBP
554.01
556.96
556.86
556.72
555.67
555.11
554.92
553.30
553.55
551.50
551.74
549.69
548.08
547.88
545.16
546.08
544.84
544.27
546.29
542.83
558.10



PRO. IH 30 WB COLLECTOR DISTRIBUTOR RD (℄ PWBCD) AND IH 30 WB EXIT RAMP PR841L

600
590
580
570
560
550
540
530
520
510
500
490
749+00
750+00
755+00
760+00
BEGIN PWBCD PGL, EL. 560.61'
PWBCD STA. 753+29.00, 36.03' RT =
PWCDBP NOSE STA. 753+34.90, EL. 556.30'
SEE WB C/D RD BYPASS PROFILE
VPI STA. = 757+25.00
ELEV = 563.86
ex = -0.18'
K = 68
100.00' V.C.
VPI STA. = 759+75.00
ELEV = 565.75
ex = -1.02'
K = 44
190.00' V.C.
BALLPARK WAY INTER
PWBCD STA. 7
BPWAY STA. 12+84.10, EL
EX. GROUND AT LT PRO. ROW (-17' OFF ℄)
+0.76%
-3.53%
-3.20%
+2.22%
PRO. WB CD RD (PWBCD) PGL
VPI STA. = 752+35.00
ELEV = 552.98
ex = 2.37'
K = 65
350.00' V.C.
VPI STA. = 762+25.00
ELEV = 556.93
ex = 0.76'
K = 66
200.00' V.C.
BEGIN PROJECT
PWBCD STA. 749+96.67
BEGIN PGL EL. AT ℄ PWBCD
BEGIN EX. EL. AT ℄ PWBCD
560.50
557.24
557.42
547.16
555.62
551.17
555.36
556.34
556.65
558.64
558.86
559.14
561.08
561.06
563.26
563.57
564.43
566.25
565.14
567.06
564.32
563.96
561.34
560.37
558.24
556.12
556.60
555.00



PRO. BALLPARK WAY CONNECTION TO COPELAND RD (℄ PRBPW)

NOTE: 40 MPH DESIGN SPEED

600
590
580
570
560
550
540
530
520
510
500
490
19+00
20+00
25+00
VPI STA. = 19+50.00
ELEV = 560.26
ex = -0.06'
K = 56
50.00' V.C.
CONNECTOR PRBPW PGL
EX. GROUND AT PRBPW ℄
-4.10%
-4.99%
-4.19%
BEGIN PRBPW PGL, EL. 561.29'
PRBPW STA. 19+25.00 MATCH EX. BRIDGE
END CONNECTOR PRBPW PGL
NOSE STA. 24+27.66, EL. 536.93' =
PCOPE STA. 770+75.33, 37.84' LT
END PRBPW ℄ STA. 26+92.90 =
PCOPE STA. 773+30.42, 12' LT
PCOPE PGL (SEE PCOPE PROFILE)
VPI STA. = 23+65.00
ELEV = 539.56
ex = 0.06'
K = 75
60.00' V.C.
CONNECTOR PRBPW PROFILE SPLINE GRADE ALONG PCOPE PGL
BEGIN EX. EL. AT ℄ PRBPW
BEGIN PGL EL. AT ℄ PRBPW
553.34
557.77
557.69
552.78
547.11
547.79
547.59
542.80
539.95
538.09
536.38
534.43
532.57

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

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

IH 30 COLLECTOR / DISTRIBUTOR ROADS AND RAMP PROFILES
IH 30 STA. 750+00 TO STA. 850+00
ROLL 8 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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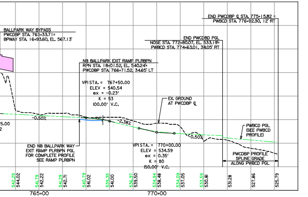
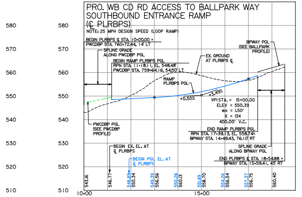
They were prepared by, or under the supervision of:

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

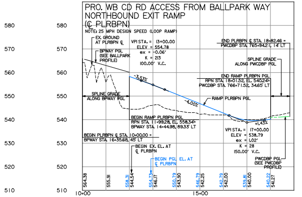

BALLPARK WAY BYPASS
PWCDBP STA. 763+33.71=
BPWAY STA. 16+93.60, EL. 567.13'
END PWCDBP ℄ STA. 775+15.82 =
PWBCD STA. 776+92.30, 12' RT
END PWCDBD PGL
NOSE STA. 772+80.07, EL. 533.19'=
PWBCD STA. 774+63.01, 38.05' RT
NB BALLPARK EXIT RAMP PLRBPN
RPN STA. 18+01.52, EL. 540.24'=
PWCDBP STA. 766+71.52, 34.65' LT
VPI STA. = 767+50.00
ELEV = 540.54
ex = -0.23'
K = 53
100.00' V.C.
EX. GROUND AT PWCDBP ℄
-0.50%
-2.38%
-0.50%
PWBCD PGL (SEE PWBCD PROFILE)
END NB BALLPARK WAY EXIT RAMP PLRBPN PGL FOR COMPLETE PROFILE SEE RAMP PLRBPN
VPI STA. = 770+00.00
ELEV = 534.59
ex = 0.35'
K = 80
150.00' V.C.
PWCDBP PROFILE SPLINE GRADE ALONG PWBCD PGL
765+00
770+00
580
570
560
550
540
530
520
510



PRO. WB CD RD ACCESS TO BALLPARK WAY SOUTHBOUND ENTRANCE RAMP (℄ PLRBPS)

NOTE: 25 MPH DESIGN SPEED (LOOP RAMP)

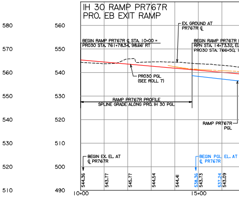
BEGIN PLRBPS ℄ STA. 10+00.00 =
PWCDBP STA. 760+72.44, 14' LT
SPLINE GRADE ALONG PWCDBP PGL
BEGIN RAMP PLRBPS PGL
RPN STA. 11+18.11, EL. 548.48'
PWCDBP STA. 759+64.16, 54.50' LT
EX. GROUND AT PLRBPS ℄
BPWAY PGL (SEE BALLPARK PROFILE)
RAMP PLRBPS PGL
+0.50%
+3.49%
VPI STA. = 15+00.00
ELEV = 550.39
ex = 1.50'
K = 134
400.00' V.C.
PWCDBP PGL (SEE PWCDBP PROFILE)
END RAMP PLRBPS PGL
RPN STA. 17+39.13, EL. 558.74'=
BPWAY STA. 14+49.43, 76.10' RT
SPLINE GRADE ALONG BPWAY PGL
BEGIN EX. EL. AT ℄ PLRBPS
BEGIN PGL EL. AT ℄ PLRBPS
END PLRBPS ℄ STA. 18+54.88 =
BPWAY STA. 15+59.41, 45' RT
10+00
15+00
580
570
560
550
540
530
520
510



PRO. WB CD RD ACCESS FROM BALLPARK WAY NORTHBOUND EXIT RAMP (℄ PLRBPN)

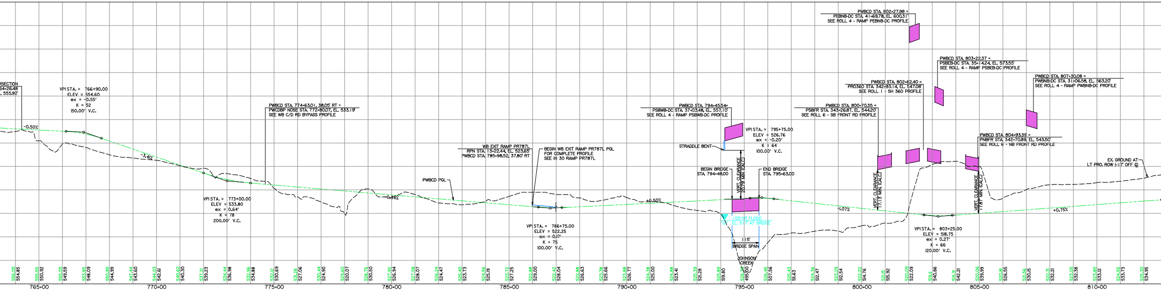
NOTE: 25 MPH DESIGN SPEED (LOOP RAMP)

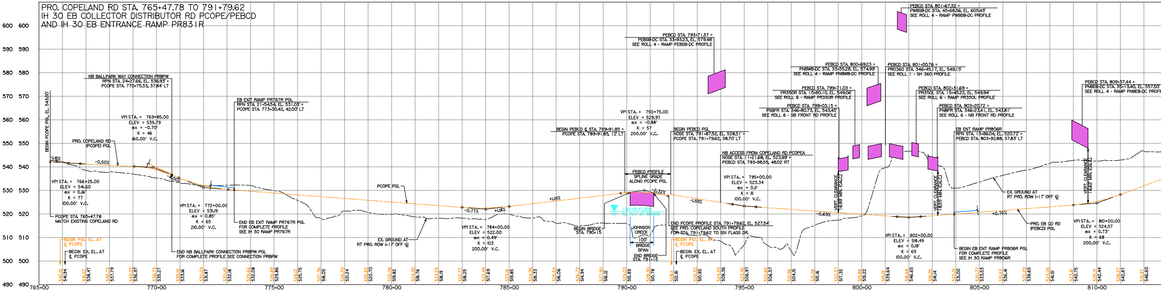
EX. GROUND AT PLRBPN ℄
VPI STA. = 13+00.00
ELEV = 554.78
ex = -0.06'
K = 213
100.00' V.C.
BPWAY PGL (SEE BALLPARK PROFILE)
END PLRBPN ℄ STA. 18+82.46 =
PWCDBP STA. 765+94.21, 14' LT
SPLINE GRADE ALONG PWCDBP PGL
END RAMP PLRBPN PGL
RPN STA. 18+01.52, EL. 540.24'=
PWCDBP STA. 766+71.52, 34.65' LT
-3.53%
-4.00%
RAMP PLRBPN PGL
SPLINE GRADE ALONG BPWAY PGL
+1.43%
BEGIN RAMP PLRBPN PGL
RPN STA. 11+99.28, EL. 558.34'=
BPWAY STA. 14+44.98, 89.33' LT
BEGIN PLRBPN ℄ STA. 10+00.00 =
BPWAY STA. 16+35.68, 45' LT
VPI STA. = 17+00.00
ELEV = 538.79
ex = 1.02'
K = 28
150.00' V.C.
BEGIN EX. EL. AT ℄ PLRBPN
BEGIN PGL EL. AT ℄ PLRBPN
PWCDBP PGL (SEE PWCDBP PROFILE)
10+00
15+00
580
570
560
550
540
530
520
510



IH 30 RAMP PR767R PRO. EB EXIT RAMP

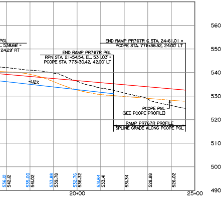
EX. GROUND AT PR767R ℄
BEGIN RAMP PR767R ℄ STA. 10+00 =
PRO30 STA. 761+78.34, 98.66' RT
BEGIN RAMP PR767R
RPN STA. 14+73.32, EL.
PRO30 STA. 766+50,
PRO30 PGL (SEE ROLL 7)
RAMP PR767R PROFILE SPLINE GRADE ALONG PRO. IH 30 PGL
RAMP PR767R PGL
BEGIN EX. EL. AT ℄ PR767R
BEGIN PGL EL. AT ℄ PR767R
10+00
15+00
560
550
540
530
520
510
500
490

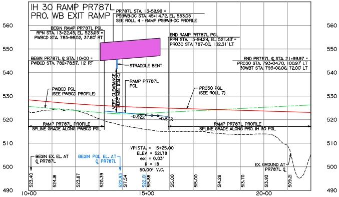

VPI STA. = 766+90.00
ELEV = 554.60
ex = -0.55'
K = 52
150.00' V.C.
-0.50%
-3.41%
PWBCD STA. 774+63.01, 38.05' RT =
PWCDBP NOSE STA. 772+80.07, EL. 533.19'
SEE WB C/D RD BYPASS PROFILE
VPI STA. = 773+00.00
ELEV = 533.80
ex = 0.64'
K = 78
200.00' V.C.
-0.34%
PWBCD PGL
WB EXIT RAMP PR787L
RPN STA. 13+22.44, EL. 523.65'
PWBCD STA. 785+98.52, 37.80' RT
BEGIN WB EXIT RAMP PR787L PGL FOR COMPLETE PROFILE SEE IH 30 RAMP PR787L
VPI STA. = 786+75.00
ELEV = 522.25
ex = 0.17'
K = 75
100.00' V.C.
+0.50%
PWBCD STA. 794+45.54 =
PSBWB-DC STA. 37+03.48, EL. 557.10'
SEE ROLL 4 - RAMP PSBWB-DC PROFILE
STRADDLE BENT
VPI STA. = 795+75.00
ELEV = 526.76
ex = -0.20'
K = 64
100.00' V.C.
BEGIN BRIDGE STA. 794+48.00
END BRIDGE STA. 795+63.00
VERT. CLEARANCE 20.79' MIN. (CALC.)
100-YR FLOOD EL. 517 AT BRIDGE
115'
BRIDGE SPAN
JOHNSON CREEK
PWBCD STA. 802+27.98 =
PEBNB-DC STA. 41+69.78, EL. 600.31'
SEE ROLL 4 - RAMP PEBNB-DC PROFILE
PWBCD STA. 803+22.37 =
PSBEB-DC STA. 35+14.24, EL. 573.55'
SEE ROLL 4 - RAMP PSBEB-DC PROFILE
PWBCD STA. 802+62.40 =
PRO360 STA. 342+93.14, EL. 547.08'
SEE ROLL 1 - SH 360 PROFILE
PWBCD STA. 800+70.35 =
PSBFR STA. 343+26.87, EL. 544.20'
SEE ROLL 6 - SB FRONT RD PROFILE
PWBCD STA. 807+30.08 =
PWBNB-DC STA. 31+06.58, EL. 563.20'
SEE ROLL 4 - RAMP PWBNB-DC PROFILE
PWBCD STA. 804+93.39 =
PNBFR STA. 342+70.89, EL. 543.50'
SEE ROLL 6 - NB FRONT RD PROFILE
EX. GROUND AT LT PRO. ROW (-17' OFF ℄)
VERT. CLEARANCE 17.13' MIN. (CALC.)
VERT. CLEARANCE 17.81' MIN. (CALC.)
-1.07%
+0.75%
VPI STA. = 803+25.00
ELEV = 518.75
ex = 0.27'
K = 66
120.00' V.C.
765+00
770+00
775+00
780+00
785+00
790+00
795+00
800+00
805+00
810+00

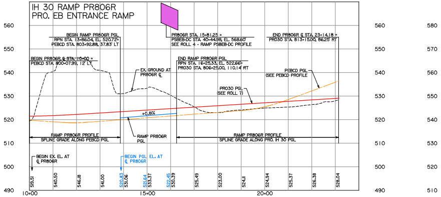


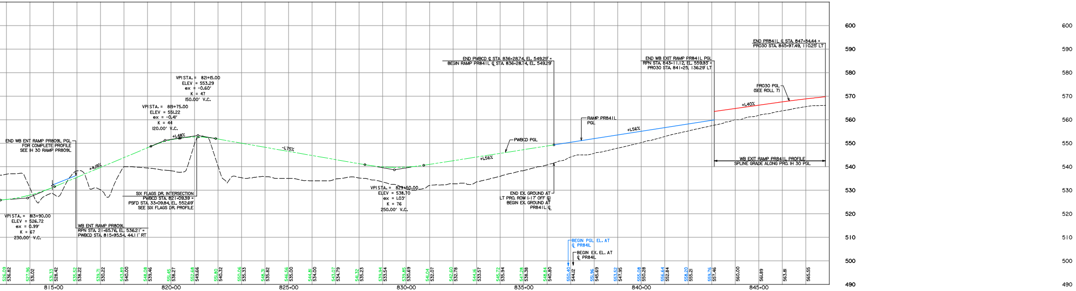
PRO. COPELAND RD STA. 765+47.78 TO 791+79.62 IH 30 EB COLLECTOR DISTRIBUTOR RD PCOPE/PEBCD AND IH 30 EB ENTRANCE RAMP PR831R

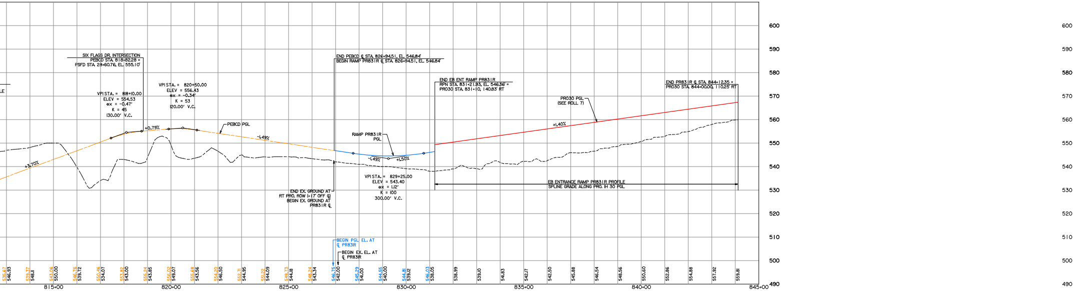
BEGIN PCOPE PGL EL. 543.00'
NB BALLPARK WAY CONNECTION PRBPW
RPN STA. 24+27.66, EL. 536.93'=
PCOPE STA. 770+75.33, 37.84' LT
PRO. COPELAND RD (PCOPE) PGL
VPI STA. = 769+85.00
ELEV = 539.79
ex = -0.70'
K = 46
160.00' V.C.
-1.81%
-0.50%
-4.00%
VPI STA. = 766+25.00
ELEV = 541.60
ex = 0.16'
K = 77
100.00' V.C.
PCOPE STA. 765+47.78 MATCH EXISTING COPELAND RD
VPI STA. = 772+00.00
ELEV = 531.19
ex = 0.85'
K = 65
210.00' V.C.
EB EXIT RAMP PR767R PGL
RPN STA. 21+54.54, EL. 531.03'=
PCOPE STA. 773+30.42, 42.00' LT
END EB EXIT RAMP PR767R PGL FOR COMPLETE PROFILE SEE IH 30 RAMP PR767R
END NB BALLPARK CONNECTION PRBPW PGL FOR COMPLETE PROFILE SEE CONNECTION PRBPW
BEGIN PGL EL. AT ℄ PCOPE
BEGIN EX. EL. AT ℄ PCOPE
PCOPE PGL
EX. GROUND AT RT PRO. ROW (+17' OFF ℄)
-0.77%
+1.18%
VPI STA. = 784+00.00
ELEV = 522.00
ex = 0.49'
K = 103
200.00' V.C.
BEGIN PEBCD ℄ STA. 789+91.85 =
PCOPE STA. 789+91.85, 12' LT
VPI STA. = 790+75.00
ELEV = 529.97
ex = -0.88'
K = 57
200.00' V.C.
PEBCD PROFILE SPLINE GRADE ALONG PCOPE PGL
-2.32%
100-YR FLOOD EL. 521 AT BRIDGE
BEGIN BRIDGE STA. 790+15
JOHNSON CREEK
100'
BRIDGE SPAN
END BRIDGE STA. 791+15
BEGIN PEBCD PGL
NOSE STA. 791+87.52, EL. 528.31'=
PCOPE STA. 791+79.62, 38.70' LT
END PCOPE PROFILE STA. 791+79.62, EL. 527.54'
SEE PRO. COPELAND SOUTH PROFILE FOR STA. 791+79.62 TO SIX FLAGS DR.
BEGIN PGL EL. AT ℄ PCOPE
BEGIN EX. EL. AT ℄ PCOPE
PEBCD STA. 793+71.37 =
PEBSB-DC STA. 33+93.23, EL. 579.48'
SEE ROLL 4 - RAMP PEBSB-DC PROFILE
NB ACCESS FROM COPELAND RD PCOPEA
NOSE STA. 11+21.68, EL. 523.99'=
PEBCD STA. 793+98.55, 48.02' RT
-1.59%
VPI STA. = 795+00.00
ELEV = 523.34
ex = 0.11'
K = 111
100.00' V.C.
PEBCD STA. 800+69.23 =
PNBWB-DC STA. 33+55.28, EL. 574.99'
SEE ROLL 4 - RAMP PNBWB-DC PROFILE
PEBCD STA. 801+00.76 =
PRO360 STA. 346+45.17, EL. 549.15'
SEE ROLL 1 - SH 360 PROFILE
PEBCD STA. 801+67.32 =
PWBSB-DC STA. 45+68.36, EL. 605.43'
SEE ROLL 4 - RAMP PWBSB-DC PROFILE
PEBCD STA. 799+71.03 =
PR350R STA. 15+80.10, EL. 549.06'
SEE ROLL 6 - RAMP PR350R PROFILE
PEBCD STA. 799+03.15 =
PSBFR STA. 346+80.73, EL. 543.45'
SEE ROLL 6 - SB FRONT RD PROFILE
PEBCD STA. 802+31.69 =
PR350L STA. 15+45.22, EL. 549.94'
SEE ROLL 6 - RAMP PR350L PROFILE
PEBCD STA. 803+20.72 =
PNBFR STA. 346+23.41, EL. 543.81'
SEE ROLL 6 - NB FRONT RD PROFILE
EB ENT RAMP PR806R
RPN STA. 13+86.04, EL. 520.72'=
PEBCD STA. 803+92.88, 37.83' LT
PEBCD STA. 809+37.44 =
PNBEB-DC STA. 35+13.40, EL. 557.50'
SEE ROLL 4 - RAMP PNBEB-DC PROFILE
VERT. CLEARANCE 16.99' MIN. (CALC.)
VERT. CLEARANCE 18.55' MIN. (CALC.)
VERT. CLEARANCE 18.82' MIN. (CALC.)
-0.69%
+0.76%
EX. GROUND AT RT PRO. ROW (+17' OFF ℄)
PRO. EB CD RD (PEBCD) PGL
VPI STA. = 802+00.00
ELEV = 518.49
ex = 0.18'
K = 69
100.00' V.C.
BEGIN EB ENT RAMP PR806R PGL FOR COMPLETE PROFILE SEE IH 30 RAMP PR806R
VPI STA. = 810+00.00
ELEV = 524.57
ex = 0.73'
K = 68
200.00' V.C.
765+00
770+00
775+00
780+00
785+00
790+00
795+00
800+00
805+00
810+00
600
590
580
570
560
550
540
530
520
510
500
490

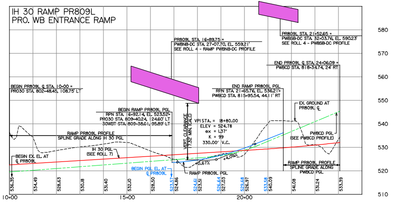

PGL
. 538.66' =
24.29' RT
END RAMP PR767R ℄ STA. 24+61.01 =
PCOPE STA. 776+36.32, 24.00' LT
END RAMP PR767R PGL
RPN STA. 21+54.54, EL. 531.03' =
PCOPE STA. 773+30.42, 42.00' LT
-1.12%
PCOPE PGL
(SEE PCOPE PROFILE)
RAMP PR767R PROFILE
SPLINE GRADE ALONG PCOPE PGL
536.12
542.12
535.00
541.02
533.88
539.78
532.76
536.32
531.64
533.41
531.34
528.88
526.02
20+00
25+00
560
550
540
530
520
510
500
490

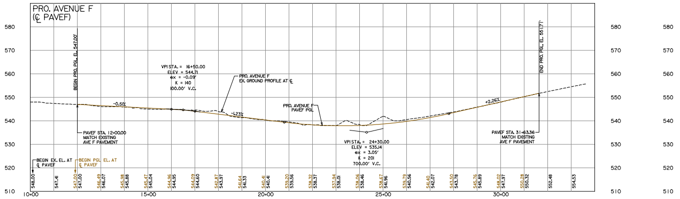

IH 30 RAMP PR787L
PRO. WB EXIT RAMP
PR787L STA. 13+59.99 =
PSBWB-DC STA. 45+14.72, EL. 553.05'
SEE ROLL 4 - RAMP PSBWB-DC PROFILE
BEGIN RAMP PR787L PGL
RPN STA. 13+22.45, EL. 523.65' =
PWBCD STA. 785+98.52, 37.80' RT
END RAMP PR787L PGL
RPN STA. 15+94.24, EL. 521.43' =
PR030 STA. 787+00, 132.31' LT
BEGIN PR787L ℄ STA. 10+00 =
PWBCD STA. 782+78.57, 12' RT
END PR787L ℄ STA. 21+99.97 =
PR030 STA. 793+04.70, 100.97' LT
30WBT STA. 793+06.06, 72.00' LT
STRADDLE BENT
VERT. CLEARANCE
18.50' MIN. (CALC)
RAMP PR787L
PGL
PWBCD PGL
(SEE PWBCD PROFILE)
PR030 PGL
(SEE ROLL 7)
-0.92%
-0.50%
RAMP PR787L PROFILE
SPLINE GRADE ALONG PWBCD PGL
RAMP PR787L PROFILE
SPLINE GRADE ALONG PRO. IH 30 PGL
VPI STA. = 15+25.00
ELEV = 521.78
ex = 0.03'
K = 118
50.00' V.C.
BEGIN EX. EL. AT
℄ PR787L
BEGIN PGL EL. AT
℄ PR787L
EX. GROUND AT
PR787L ℄
523.40
524.18
523.87
520.39
522.93
517.54
522.01
515.88
515.00
515.00
514.28
513.70
513.93
509.21
10+00
15+00
20+00
560
550
540
530
520
510
500
490

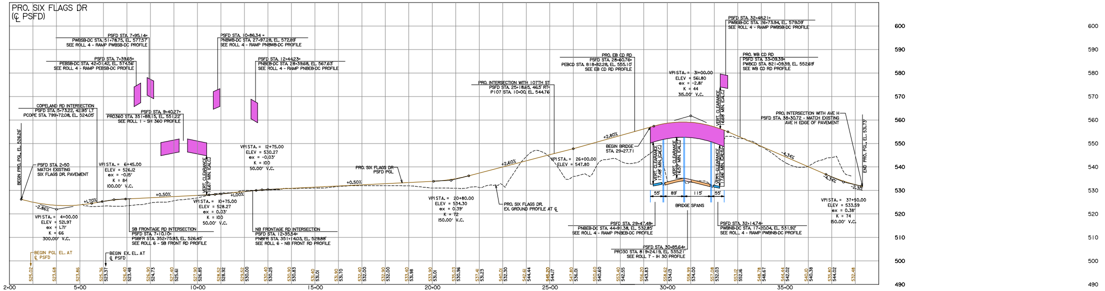

IH 30 RAMP PR806R
PRO. EB ENTRANCE RAMP
BEGIN RAMP PR806R PGL
RPN STA. 13+86.04, EL. 520.72' =
PEBCD STA. 803+92.88, 37.83' LT
PR806R STA. 15+81.25 =
PSBEB-DC STA. 40+44.98, EL. 568.60'
SEE ROLL 4 - RAMP PSBEB-DC PROFILE
END PR806R ℄ STA. 23+14.18 =
PR030 STA. 813+15.00, 86.25' RT
BEGIN PR806R ℄ STA. 10+00 =
PEBCD STA. 800+07.99, 12' LT
EX. GROUND AT
PR806R ℄
END RAMP PR806R PGL
RPN STA. 16+25.33, EL. 522.66' =
PR030 STA. 806+25.00, 110.14' RT
PEBCD PGL
(SEE PEBCD PROFILE)
PR030 PGL
(SEE ROLL 7)
+0.81%
RAMP PR806R PROFILE
SPLINE GRADE ALONG PEBCD PGL
RAMP PR806R
PGL
RAMP PR806R PROFILE
SPLINE GRADE ALONG PRO. IH 30 PGL
BEGIN EX. EL. AT
℄ PR806R
BEGIN PGL EL. AT
℄ PR806R
519.51
540.50
546.18
541.00
520.83
531.06
521.64
533.37
522.45
530.39
525.49
523.00
524.11
524.94
525.37
526.38
528.04
10+00
15+00
20+00
560
550
540
530
520
510
500
490
580
570
560
550
540
530
520
510

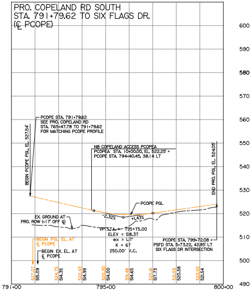

END PR841L ℄ STA. 847+84.44 =
PR030 STA. 845+97.49, 110.25' LT
END PWBCD ℄ STA. 836+28.74, EL. 549.29' =
BEGIN RAMP PR841L ℄ STA. 836+28.74, EL. 549.29'
END WB EXIT RAMP PR841L PGL
RPN STA. 843+11.12, EL. 559.93' =
PR030 STA. 841+25, 136.29' LT
VPI STA. = 821+15.00
ELEV = 553.29
ex = -0.60'
K = 47
150.00' V.C.
PR030 PGL
(SEE ROLL 7)
+1.40%
VPI STA. = 819+75.00
ELEV = 551.22
ex = -0.41'
K = 44
120.00' V.C.
RAMP PR841L
PGL
+1.56%
+1.48%
-1.75%
END WB ENT RAMP PR809L PGL
FOR COMPLETE PROFILE
SEE IH 30 RAMP PR809L
PWBCD PGL
+1.56%
WB EXIT RAMP PR841L PROFILE
SPLINE GRADE ALONG PRO. IH 30 PGL
+4.19%
SIX FLAGS DR. INTERSECTION
PWBCD STA. 821+09.39 =
PSFD STA. 33+09.84, EL. 552.69'
SEE SIX FLAGS DR. PROFILE
VPI STA. = 829+50.00
ELEV = 538.70
ex = 1.03'
K = 76
250.00' V.C.
END EX. GROUND AT
LT PRO. ROW (-17' OFF ℄)
BEGIN EX. GROUND AT
PR841L ℄
VPI STA. = 813+90.00
ELEV = 526.72
ex = 0.99'
K = 67
230.00' V.C.
WB ENT RAMP PR809L
RPN STA. 21+65.76, EL. 536.21' =
PWBCD STA. 815+95.54, 44.11' RT
BEGIN PGL EL. AT
℄ PR841L
BEGIN EX. EL. AT
℄ PR841L
526.09
536.82
527.96
531.02
531.33
528.42
535.52
538.22
539.71
530.22
543.89
540.00
548.08
539.46
551.45
538.27
552.68
549.66
551.80
540.32
550.06
535.33
548.31
535.82
546.56
535.00
544.81
534.00
543.07
534.79
541.32
535.23
539.94
533.54
539.85
530.69
541.04
532.07
542.60
532.78
544.16
533.57
545.72
535.94
547.28
538.38
548.84
540.80
550.40
544.12
551.96
545.69
553.52
547.95
555.08
550.28
556.64
552.84
558.20
555.21
559.76
557.46
560.00
561.89
563.81
565.55
815+00
820+00
825+00
830+00
835+00
840+00
845+00
600
590
580
570
560
550
540
530
520
510
500
490

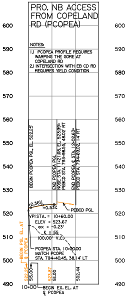

SIX FLAGS DR. INTERSECTION
PEBCD STA. 818+82.28 =
PSFD STA. 28+60.76, EL. 555.10'
END PEBCD ℄ STA. 826+94.51, EL. 546.84'
BEGIN RAMP PR831R ℄ STA. 826+94.51, EL. 546.84'
END EB ENT RAMP PR831R
RPN STA. 831+21.93, EL. 546.36' =
PR030 STA. 831+10, 140.83' RT
END PR831R ℄ STA. 844+12.35 =
PR030 STA. 844+00.00, 110.25' RT
LE
VPI STA. = 820+50.00
ELEV = 556.43
ex = -0.34'
K = 53
120.00' V.C.
VPI STA. = 818+10.00
ELEV = 554.53
ex = -0.47'
K = 45
130.00' V.C.
PR030 PGL
(SEE ROLL 7)
+0.79%
PEBCD PGL
-1.49%
+1.40%
RAMP PR831R
PGL
+3.70%
-1.49%
+1.50%
VPI STA. = 829+25.00
ELEV = 543.40
ex = 1.12'
K = 100
300.00' V.C.
END EX. GROUND AT
RT PRO. ROW (+17' OFF ℄)
BEGIN EX. GROUND AT
PR831R ℄
EB ENTRANCE RAMP PR831R PROFILE
SPLINE GRADE ALONG PRO. IH 30 PGL
BEGIN PGL EL. AT
℄ PR831R
BEGIN EX. EL. AT
℄ PR831R
535.67
546.93
539.37
548.11
543.06
550.00
546.76
539.72
550.46
534.07
553.82
543.00
555.24
543.85
556.02
549.07
555.68
543.56
554.20
546.50
552.71
544.95
551.22
544.09
549.73
544.18
548.24
543.34
546.75
542.00
545.29
541.00
544.55
540.00
544.81
539.12
546.03
538.05
538.99
539.10
541.83
542.17
542.50
545.88
546.54
548.56
550.60
552.86
554.88
557.92
559.81
815+00
820+00
825+00
830+00
835+00
840+00
845+00
600
590
580
570
560
550
540
530
520
510
500
490

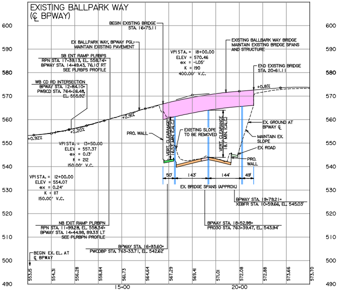

IH 30 RAMP PR809L
PRO. WB ENTRANCE RAMP
PR809L STA. 21+52.65 = PWBSB-DC STA. 32+03.76, EL. 590.23' SEE ROLL 4 - PWBSB-DC PROFILE
PR809L STA. 16+89.75 = PWBNB-DC STA. 27+07.70, EL. 559.21' SEE ROLL 4 - RAMP PWBNB-DC PROFILE
END PR809L ℄ STA. 24+06.09 = PWBCD STA. 818+34.74, 24' RT
BEGIN PR809L ℄ STA. 10+00 = PR030 STA. 802+48.45, 108.75' LT
END RAMP PR809L PGL RPN STA. 21+65.76, EL. 536.21'= PWBCD STA. 815+95.54, 44.11' RT
EX. GROUND AT PR809L ℄
BEGIN RAMP PR809L PGL RPN STA. 16+92.14, EL. 523.52'= PR030 STA. 809+40.24, 124.60' LT 30WBT STA. 809+38.61, 95.89' LT
VERT. CLEARANCE 17.32' MIN. (CALC)
VPI STA. = 18+80.00 ELEV = 524.78 ex = 1.37' K = 99 330.00' V.C.
RAMP PR809L PROFILE SPLINE GRADE ALONG IH 30 PGL
PWBCD PGL (SEE PWBCD PROFILE)
IH 30 PGL (SEE ROLL 7)
BEGIN EX. EL. AT ℄ PR809L
+0.67%
+4.00%
BEGIN PGL EL. AT ℄ PR809L
RAMP PR809L PGL
RAMP PR809L PROFILE SPLINE GRADE ALONG PWBCD PGL
536.35 534.49 528.63 530.18 531.40 532.10 528.50 523.57 524.86 524.61 523.51 526.64 527.03 529.68 526.97 533.58 540.09 541.08 531.24 533.39
10+00 15+00 20+00
580 570 560 550 540 530 520 510

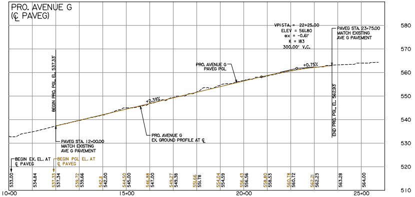

PRO. AVENUE F
(℄ PAVEF)
BEGIN PRO. PGL, EL. 547.00'
END PRO. PGL, EL. 551.71'
VPI STA. = 16+50.00 ELEV = 544.71 ex = -0.09' K = 140 100.00' V.C.
PRO. AVENUE F EX. GROUND PROFILE AT ℄
-0.51%
-1.23%
PRO. AVENUE F PAVEF PGL
+2.26%
PAVEF STA. 12+00.00 MATCH EXISTING AVE F PAVEMENT
VPI STA. = 24+30.00 ELEV = 535.14 ex = 3.05' K = 201 700.00' V.C.
PAVEF STA. 31+63.36 MATCH EXISTING AVE F PAVEMENT
BEGIN EX. EL. AT ℄ PAVEF
BEGIN PGL EL. AT ℄ PAVEF
548.00 547.41 547.00 547.00 546.49 546.07 545.98 545.88 545.47 545.04 544.96 544.95 544.09 544.60 542.87 543.97 541.64 541.33 540.41 540.41 539.20 539.56 538.32 538.37 537.94 538.01 538.06 538.46 538.67 541.96 539.79 540.56 541.40 542.07 543.50 543.78 545.76 545.89 548.02 547.97 550.28 550.32 552.48 554.53
10+00 15+00 20+00 25+00 30+00
580 570 560 550 540 530 520 510

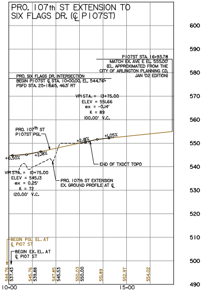

PRO. SIX FLAGS DR
(℄ PSFD)
PSFD STA. 7+95.14= PWBSB-DC STA. 51+78.75, EL. 577.57' SEE ROLL 4 - RAMP PWBSB-DC PROFILE
PSFD STA. 7+39.65= PEBSB-DC STA. 42+01.42, EL. 574.56' SEE ROLL 4 - RAMP PEBSB-DC PROFILE
PSFD STA. 10+86.34 = PNBWB-DC STA. 27+97.28, EL. 572.89' SEE ROLL 4 - RAMP PNBWB-DC PROFILE
PSFD STA. 12+44.23= PNBEB-DC STA. 28+39.68, EL. 567.63' SEE ROLL 4 - RAMP PNBEB-DC PROFILE
COPELAND RD INTERSECTION PSFD STA. 5+73.22, 42.95' LT PCOPE STA. 799+72.08, EL. 524.05'
PSFD STA. 9+40.27= PR0360 STA. 351+88.15, EL. 551.22' SEE ROLL 1 - SH 360 PROFILE
BEGIN PRO. PGL, EL. 526.26'
PSFD STA. 2+50 MATCH EXISTING SIX FLAGS DR. PAVEMENT
VPI STA. = 6+45.00 ELEV = 526.12 ex = -0.15' K = 84 100.00' V.C.
VERT. CLEARANCE 16.67' MIN. (CALC)
VPI STA. = 12+75.00 ELEV = 530.27 ex = -0.03' K = 100 50.00' V.C.
PRO. SIX FLAGS DR PSFD PGL
-2.86%
+1.70%
+0.50%
+1.00%
+0.50%
VPI STA. = 4+00.00 ELEV = 521.97 ex = 1.71' K = 66 300.00' V.C.
VPI STA. = 10+75.00 ELEV = 528.27 ex = 0.03' K = 100 50.00' V.C.
SB FRONTAGE RD INTERSECTION PSFD STA. 7+10.10= PSBFR STA. 352+75.93, EL. 526.45' SEE ROLL 6 - SB FRONT RD PROFILE
NB FRONTAGE RD INTERSECTION PSFD STA. 12+35.54= PNBFR STA. 351+14.03, EL. 529.88' SEE ROLL 6 - NB FRONT RD PROFILE
BEGIN PGL EL. AT ℄ PSFD
BEGIN EX. EL. AT ℄ PSFD
VPI STA. = 20+80.00 ELEV = 534.30 ex = 0.39' K = 72 150.00' V.C.
PRO. SIX FLAGS DR. EX. GROUND PROFILE AT ℄
PRO. INTERSECTION WITH 107TH ST PSFD STA. 25+18.65, 46.5' RT= P107 STA. 10+00, EL. 544.76
+2.60%
VPI STA. = 26+00.00 ELEV = 547.80
PRO. EB CD RD PSFD STA. 28+60.76= PEBCD STA. 818+82.28, EL. 555.10' SEE EB CD RD PROFILE
+2.80%
BEGIN BRIDGE STA. 29+27.71
VPI STA. = 31+00.00 ELEV = 561.80 ex = -2.81' K = 44 315.00' V.C.
PSFD STA. 32+48.21= PWBSB-DC STA. 26+73.94, EL. 579.09' SEE ROLL 4 - RAMP PWBSB-DC PROFILE
PRO. WB CD RD PSFD STA. 33+09.39= PWBCD STA. 821+09.39, EL. 552.69' SEE WB CD RD PROFILE
VERT. CLEARANCE 16.68' MIN. (CALC)
VERT. CLEARANCE 17.48' MIN. (CALC)
VERT. CLEARANCE 16.57' MIN. (CALC)
VERT. CLEARANCE 17.66' MIN. (CALC)
55' 89' 115' 55'
BRIDGE SPANS
PRO. INTERSECTION WITH AVE H PSFD STA. 38+30.72 - MATCH EXISTING AVE H EDGE OF PAVEMENT
END PRO. PGL, EL. 531.73'
-4.34%
-4.34%
-2.31%
VPI STA. = 37+50.00 ELEV = 533.59 ex = 0.38' K = 74 150.00' V.C.
PSFD STA. 29+47.48= PNBEB-DC STA. 44+91.38, EL. 532.85' SEE ROLL 4 - RAMP PNBEB-DC PROFILE
PSFD STA. 32+14.74= PWBNB-DC STA. 17+20.04, EL. 531.92' SEE ROLL 4 - RAMP PWBNB-DC PROFILE
PSFD STA. 30+85.64= PR030 STA. 819+24.19, EL. 535.21' SEE ROLL 7 - IH 30 PROFILE
525.02 523.68 523.86 525.36 523.37 526.40 523.48 526.90 524.73 527.40 525.61 527.90 526.85 528.52 528.92 529.52 530.00 530.40 530.25 530.90 530.83 531.40 531.01 531.90 531.70 532.40 532.00 532.90 532.00 533.40 531.98 533.90 531.01 535.03 530.96 537.41 531.23 540.01 532.30 542.61 544.44 545.20 544.17 547.80 536.01 550.60 540.60 553.40 542.55 556.20 543.83 558.62 534.13 558.99 534.00 557.08 532.03 553.12 552.16 548.78 548.67 544.44 542.02 540.10 540.38 535.80 544.02 532.48
2+00 5+00 10+00 15+00 20+00 25+00 30+00 35+00
600 590 580 570 560 550 540 530 520 510 500 490


PRO. COPELAND RD SOUTH
STA. 791+79.62 TO SIX FLAGS DR.
(℄ PCOPE)
PCOPE STA. 791+79.62 SEE PRO. COPELAND RD STA. 765+47.78 TO 791+79.62 FOR MATCHING PCOPE PROFILE
BEGIN PCOPE PGL, EL. 527.54'
NB COPELAND ACCESS PCOPEA PCOPEA STA. 10+00.00, EL. 522.25' = PCOPE STA. 794+40.45, 38.14 LT
END PRO. PGL, EL. 524.05'
PCOPE PGL
-2.32%
+1.43%
EX. GROUND AT PRO. ROW (+17' OFF ℄)
VPI STA. = 795+75.00 ELEV = 518.37 ex = 1.17' K = 67 250.00' V.C.
PCOPE STA. 799+72.08 = PSFD STA. 5+73.22, 42.95' LT SIX FLAGS DR INTERSECTION
BEGIN PGL EL. AT ℄ PCOPE
BEGIN EX. EL. AT ℄ PCOPE
527.07 515.09 524.75 514.35 522.43 514.99 520.30 514.00 519.48 514.65 520.16 517.73 521.59 520.58 523.02 521.54
791+00 795+00 800+00
600 590 580 570 560 550 540 530 520 510 500 490


PRO. NB ACCESS FROM COPELAND RD (PCOPEA)
NOTES:
1.) PCOPEA PROFILE REQUIRES WARPING THE GORE AT COPELAND RD
2.) INTERSECTION WITH EB CD RD REQUIRES YIELD CONDITION
BEGIN PCOPEA PGL, EL. 522.25'
END PCOPEA PGL NOSE STA. 11+21.68, EL. 523.99'= PEBCD STA. 793+98.55, 48.02' RT
END PCOPEA ℄ STA. 12+02.63= PEBCD STA. 794+69.02, 14' RT
+2.36%
+0.53%
PEBCD PGL
VPI STA. = 10+60.00 ELEV = 523.67 ex = -0.23' K = 55 100.00' V.C.
PCOPEA STA. 10+00.00 MATCH PCOPE STA. 794+40.45, 38.14' LT
BEGIN PGL EL. AT ℄ PCOPEA
BEGIN EX. EL. AT ℄ PCOPEA
522.25 515.00 523.87 511.00 502.44
10+00
600 590 580 570 560 550 540 530 520 510 500 490


EXISTING BALLPARK WAY
(℄ BPWAY)
BEGIN EXISTING BRIDGE STA. 16+75.11
EX BALLPARK WAY, BPWAY PGL: MAINTAIN EXISTING PAVEMENT
SB ENT RAMP PLRBPS RPN STA. 17+39.13, EL. 558.74'= BPWAY STA. 14+49.43, 76.10' RT SEE PLRBPS PROFILE
VPI STA. = 18+00.00 ELEV = 570.46 ex = -1.05' K = 190 400.00' V.C.
EXISTING BALLBARK WAY BRIDGE MAINTAIN EXISTING BRIDGE SPANS AND STRUCTURE
END EXISTING BRIDGE STA. 20+61.11
WB CD RD INTERSECTION BPWAY STA. 12+84.10= PWBCD STA. 764+26.48, EL. 555.92'
+0.81%
+2.91%
+2.20%
+0.92%
PRO. WALL
VERT. CLEARANCE 16.53' MIN. (CALC)
EXISTING SLOPE TO BE REMOVED
VERT. CLEARANCE 18.1' MIN. (CALC)
EX. GROUND AT BPWAY ℄
MAINTAIN EX. SLOPE
EX. ROAD
PRO. WALL
VPI STA. = 13+50.00 ELEV = 557.37 ex = 0.13' K = 212 150.00' V.C.
VPI STA. = 12+00.00 ELEV = 554.07 ex = 0.24' K = 117 150.00' V.C.
50' 143' 144' 49'
EX. BRIDGE SPANS (APPROX.)
BPWAY STA. 19+79.21= XEBFR STA. 10+59.66, EL. 545.03'
NB EXIT RAMP PLRBPN RPN STA. 11+99.28, EL. 558.34'= BPWAY STA. 14+44.98, 89.33' LT SEE PLRBPN PROFILE
BPWAY STA. 18+52.98= PR030 STA. 763+39.47, EL. 543.94'
BPWAY STA. 16+93.60= PWCDBP STA. 763+33.71, EL. 542.62'
BEGIN EX. EL. AT ℄ BPWAY
553.15 554.31 556.28 558.84 561.73 564.64 567.29 569.41 571.01 572.08 572.88 573.66 573.70
15+00 20+00
600 590 580 570 560 550 540 530 520 510 500 490


PRO. AVENUE G
(℄ PAVEG)
VPI STA. = 22+25.00
ELEV = 561.80
ex = -0.61'
K = 183
300.00' V.C.
PAVEG STA. 23+75.00
MATCH EXISTING
AVE G PAVEMENT
PRO. AVENUE G
PAVEG PGL
+0.75%
+2.39%
BEGIN PRO. PGL, EL. 537.33'
END PRO. PGL, EL. 562.93'
PAVEG STA. 12+00.00
MATCH EXISTING
AVE G PAVEMENT
PRO. AVENUE G
EX. GROUND PROFILE AT ℄
BEGIN EX. EL. AT
℄ PAVEG
BEGIN PGL EL. AT
℄ PAVEG
533.00
534.84
537.33
537.34
539.72
539.66
542.11
542.00
544.50
545.00
546.88
547.00
549.27
549.38
551.66
551.78
554.04
554.59
556.43
556.56
558.80
558.53
560.78
560.72
562.21
562.23
563.28
564.00
10+00
15+00
20+00
25+00
580
570
560
550
540
530
520
510


PRO. 107th ST EXTENSION TO
SIX FLAGS DR. (℄ P107ST)
P107ST STA. 16+93.78
MATCH EX. AVE E EL. 555.00'
(EL. APPROXIMATED FROM THE
CITY OF ARLINGTON PLANNING CD,
JAN '02 EDITION)
PRO. SIX FLAGS DR. INTERSECTION
BEGIN P107ST ℄ STA. 10+00.00, EL. 544.76±
PSFD STA. 25+18.65, 46.5' RT
VPI STA. = 13+75.00
ELEV = 551.66
ex = -0.14'
K = 89
100.00' V.C.
PRO. 107th ST
P107ST PGL
+2.18%
+1.05%
+0.50%
+2.18%
END OF TXDOT TOPO
VPI STA. = 10+75.00
ELEV = 545.13
ex = 0.25'
K = 72
120.00' V.C.
PRO. 107th ST EXTENSION
EX. GROUND PROFILE AT ℄
BEGIN PGL EL. AT
℄ P107 ST
BEGIN EX. EL. AT
℄ P107 ST
544.76
537.43
545.76
539.88
547.85
545.53
550.03
550.00
551.89
552.97
554.02
10+00
15+00
600
590
580
570
560
550
540
530
520
510
500
490

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

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

IH 30 COLLECTOR / DISTRIBUTOR ROADS AND RAMP PROFILES
IH 30 STA. 750+00 TO STA. 850+00
ROLL 8 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, INC.
ENGINEERS SURVEYORS • SCIENTISTS
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They were prepared by, or under the supervision of:

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Type or Print Name	PE#	Date

Halff Associates
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