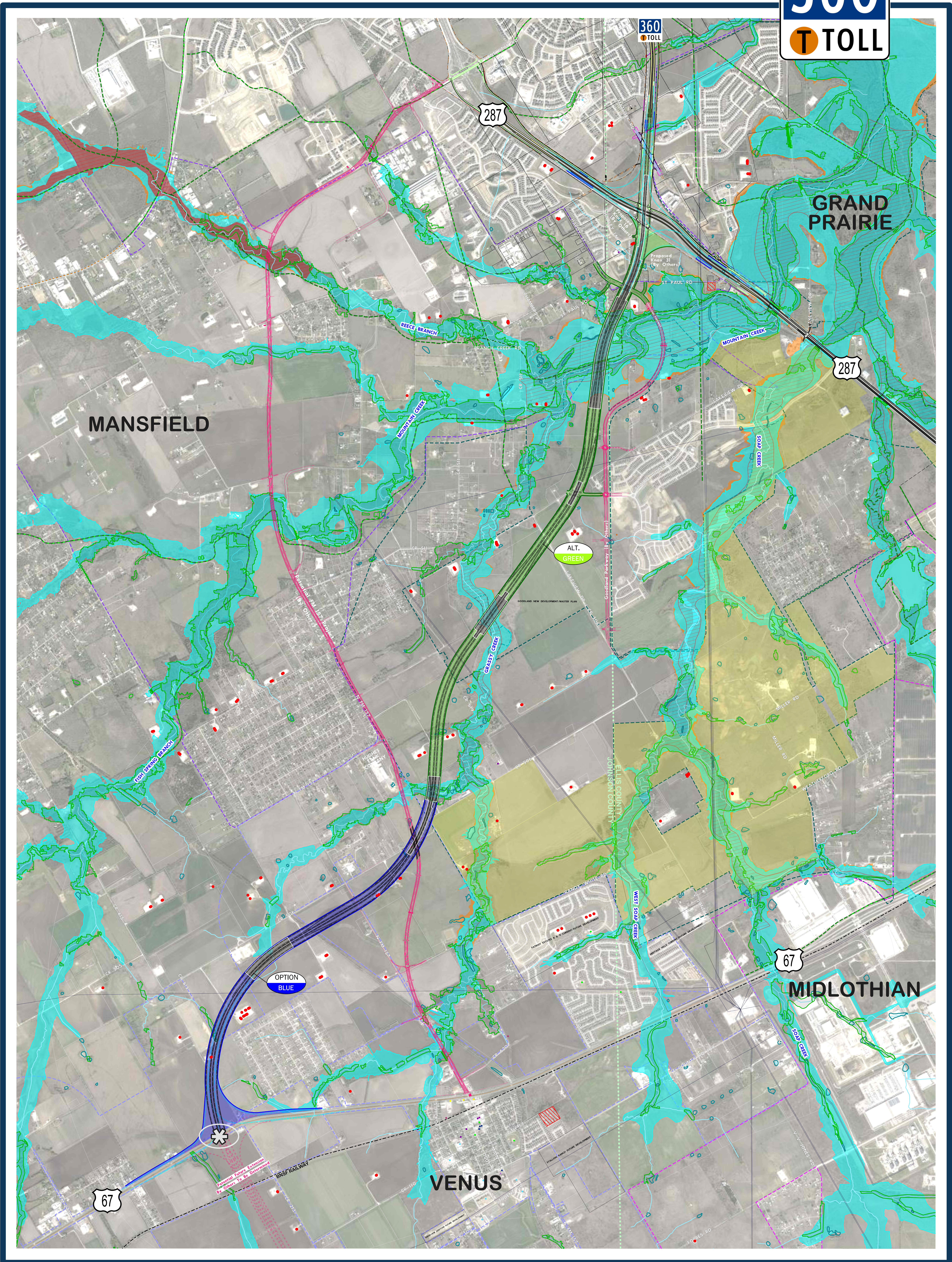


Short-Listed **ALTERNATIVE GREEN - OPTION BLUE** Combination
 April 16, 2026

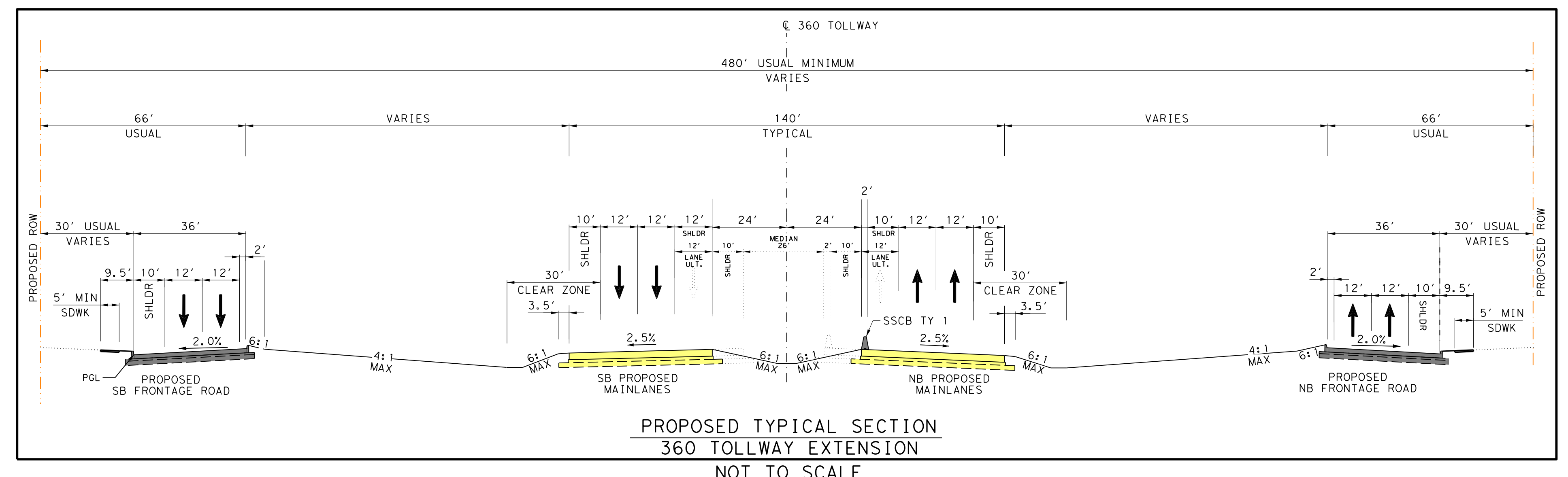


0 500 1000
 SCALE IN FEET



LEGEND

- PROPERTY LINE (APPROXIMATE)
- CITY LIMITS (APPROXIMATE) - CITY OF GRAND PRAIRIE
- CITY LIMITS (APPROXIMATE) - CITY OF MANSFIELD
- CITY LIMITS (APPROXIMATE) - CITY OF MIDLOTHIAN
- CITY LIMITS (APPROXIMATE) - CITY OF VENUS
- COUNTY LINE (APPROXIMATE)
- RAILROAD
- TRANSMISSION LINES (68, 138 and 345KV)
- CREEKS AND TRIBUTARIES
- PONDS (USGS)
- CEMETERY (THC)
- POTENTIAL OFF-STREET REGIONAL VELOWEB *ALA 2024 PLOT
- POTENTIAL RURAL PAVED SHOULDER REGIONAL VELOWEB
- PLATTED DEVELOPMENT ZONE ** (APPROVED)
- ACTIVE OIL/GAS WELLS
- HISTORICAL MARKER (THC)
- LPST (TCEQ)
- EDUCATIONAL FACILITIES
- HISTORIC-AGE
- RECREATIONAL FACILITIES
- RIPARIAN ZONE
- 100-YR FLOOD PLAIN
- POTENTIAL WETLANDS
- 500-YR FLOOD PLAIN
- FLOODWAY
- BHWCA (TCEQ)
- PST (TCEQ)
- ASSISTED LIVING FACILITIES
- GOVERNMENT FACILITIES
- PLACE OF WORSHIP



360 TOLLWAY EXTENSION MAIN TRAVEL LANE DESIGN SPEED: 70 mph
 360 TOLLWAY EXTENSION FRONTAGE ROAD DESIGN SPEED: 45 mph

**** Potential roadway construction and land acquisition zone (480' Usual Minimum Width); specific dimensions to be determined during NTTA's subsequent 360 Tollway Extension Schematic Design, Environmental Analysis, and Public Involvement phase.**

**** The Regional Veloweb is a 1,883 mile network of off-street shared use paths (trails) designed for multi-use trip purposes by bicyclists, pedestrians, and other non-motorized forms of transportation adopted as part of Mobility 2045 Update. The Veloweb serves as the regional expressway network for active transportation, and it extends the reach of the region's roadway and passenger rail transit network for non-motorized transportation. The Veloweb has planned connections in 10 counties and 105 cities in North Central Texas. Community Pathways are similar to the Veloweb although they may not provide a connection to a major destination. They help supplement the Veloweb network. Alignments were determined through the cooperative efforts of local governments and NCTCOG staff by:**

- Identifying existing and funded facilities.
- Reviewing locally planned bicycle and pedestrian facilities.
- Locating routes that would provide air quality benefits and access to transit stations and major destinations.
- Identifying corridors that provide the greatest potential for regional connectivity.

The Regional Veloweb is adopted by the Regional Transportation Council, the transportation policy body of the Metropolitan Planning Organization, as part of the long-term metropolitan transportation plan for the Dallas-Fort Worth area. Corridors identified on the Veloweb as "planned" may be prioritized for future funding. Cities and counties within the region are responsible for the planning and implementation of bicycle and pedestrian infrastructure and amenities. The North Central Texas Council of Governments (NCTCOG) takes those plans and promotes connections throughout the region, with a focus on alternative commute routes. (Source: NCTCOG.org)

**** Potential roadway construction and land acquisition zone (480' Usual Minimum Width); specific dimensions to be determined during NTTA's future 360 Tollway Extension Schematic Design, Environmental Analysis, and Public Involvement phase.**

NOTES:

1. Aerial photo source: Texas Natural Resource Information System, 2022 (via Bing Maps).
2. Each illustrative Alignment is conceptual and Subject To Change.
3. Existing property line limits are approximate.
4. Conceptual 66-in locations cross-street and related linkwork are Subject To Change.
5. US 287, US 67, and FM 157 interchange configurations to be determined in coordination with TxDOT Dallas and Ft. Worth District Offices.

PRELIMINARY
 THIS DRAWING IS A REPRESENTATION OF EXISTING AVAILABLE INFORMATION ONLY. RECOMMENDED SOLUTIONS AND DEPICTIONS ARE PRELIMINARY CONCEPTS AND SUBJECT TO CHANGE. NOT FOR BID, CONSTRUCTION OR REPRODUCTION.