TEXAS DEPARTMENT OF TRANSPORTATION®

DALLAS DISTRICT

CEASON CLEMENS, P.E., DALLAS DISTRICT ENGINEER

# DESIGN SCHEMATIC
# SH 114
# FROM EAST OF INTERNATIONAL PKWY TO RIVERSIDE DR, DALLAS COUNTY, TEXAS

CSJ: 0353-04-111 0353-04-112
0353-04-115
0353-06-063 0353-06-067

**100%**
Preliminary, Subject to Change

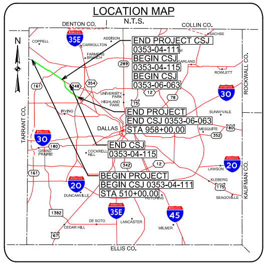
JUNE 2024
ROLL 3 OF 13

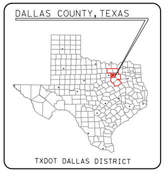
| LENGTH: 8.5 MILES | | |
|---|---|---|
| DESIGN SPEEDS | | FUNCTIONAL CLASS |
| MAIN LANES: | 70 MPH | URBAN INTERSTATE |
| EXPRESS LANES: | 70 MPH | URBAN INTERSTATE |
| SPUR 348: | 60 MPH | PRINCIPAL ARTERIAL |
| SPUR 348 FRONTAGE ROAD: | 35 MPH | URBAN COLLECTOR |
| PGBT: | 60 MPH | PRINCIPAL ARTERIAL-OTHER FREEWAYS AND EXPRESSWAYS |
| PGBT FRONTAGE ROADS: | 40 MPH | |
| PGBT SERVICE RAMPS: | 45 MPH | |
| FRONTAGE ROAD BYPASS: | 45 MPH | |
| * WALNUT HILL FRONTAGE ROAD BYPASS: | 35 MPH | |
| DIRECT CONNECTORS/RAMPS: | 50 MPH | |
| * SB RAMPS TO PGBT & NB RAMP FROM PGBT: | 30 MPH | |
| * PGBT DC WB-NB & DC WB-SB: | 35 MPH | |
| * PGBT DC NB-EB: | 35 MPH | |
| * PGBT DC EB-SB: | 30 MPH | |
| * PGBT DC SB-WB & DC EB-NB: | 40 MPH | |
| * PGBT DC SB-EB: | 35 MPH | |
| * PGBT DC NB-WB: | 35 MPH | |
| FRONTAGE ROADS: | 45 MPH | URBAN COLLECTOR |
| FREEPORT PKWY | 35 MPH | |
| ESTERS BLVD | 35 MPH | |
| BELT LINE ROAD | 45 MPH | |
| MACARTHUR | 40 MPH | |
| WALNUT HILL | 40 MPH | |
| COLWELL | 40 MPH | |
| HIDDEN RIDGE | 35 MPH | |
| O'CONNOR | 35 MPH | |
| WINGREN | 35 MPH | |
| RIVERSIDE DRIVE/ROCHELLE BLVD | 35 MPH | |
| TURNAROUNDS: | 15 MPH | URBAN ARTERIAL / COLLECTOR |
| SHARED USE PATHS: | 18 MPH | |

* Denotes exceptions to usual speed

## LOCATION MAP

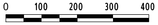
N.T.S.


DENTON CO.
COLLIN CO.
N
COPPELL
35E
ADDISON
CARROLLTON
FARMERS BRANCH
END PROJECT CSJ
0353-04-111
BEGIN CSJ
0353-04-115
BEGIN CSJ
0353-06-063
GARLAND
SACHSE
ROWLETT
289
161
348
354
12
78
75
30
UNIVERSITY PARK
HIGHLAND PARK
IRVING
END PROJECT
END CSJ 0353-06-063
STA 958+00.00
SUNNYVALE
ROCKWALL CO.
TARRANT CO.
DALLAS
MESQUITE
80
352
30
180
GRAND PRAIRIE
COCKRELL HILL
END CSJ
0353-04-115
342
12
20
LAWSON
161
BEGIN PROJECT
BEGIN CSJ 0353-04-111
STA 510+00.00
20
DUNCANVILLE
KLEBERG
175
SEAGOVILLE
KAUFMAN CO.
HUTCHINS
1382
35E
45
DE SOTO
LANCASTER
WILMER
CEDAR HILL
67
ELLIS CO.


DALLAS COUNTY, TEXAS
TXDOT DALLAS DISTRICT

TEXAS COUNTY MAP
N.T.S.

VERTICAL SCALE:


0
100
200
300
400

HORIZONTAL SCALE:

# PRELIMINARY

FOR INTERIM REVIEW ONLY

THESE DOCUMENTS ARE FOR INTERIM REVIEW AND NOT INTENDED FOR REGULATORY APPROVAL, PERMIT, BIDDING OR CONSTRUCTION PURPOSES. THEY WERE PREPARED BY OR UNDER THE SUPERVISION OF:

| NAME | P.E. NO. | DATE |
|---|---|---|
| PHILLIP HANLEY | 91815 | 6/17/2024 |
| PHILLIP ULLMAN | 71426 | 6/17/2024 |

LINA T. RAMEY & ASSOCIATES, INC.
TBPE FIRM #F-782

LTRA
3320 BELT LINE ROAD
FARMERS BRANCH, TX 75234
214-979-1144 MAIN
214-979-2480 FAX

DATE SUBMITTED: ☐

DATE APPROVED: ☐

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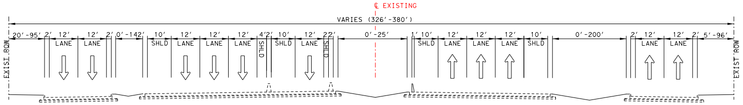
## LEGEND:

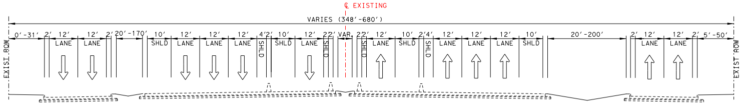
| | |
|---|---|
| — - — | EXISTING ROW |
| - - - - | EXISTING EASEMENT |
| ——— | EXISTING PROPERTY LIMITS |
| ═══ | EXISTING CULVERT |
| ═══ | EXISTING STORM SEWER |
| ——— | FEMA 100 YR FLOODPLAIN LIMITS |
| — — — | EXISTING TELE / CABLE / FIBER |
| — — — | EXISTING WATER LINE |
| — — — | EXISTING ELECTRIC LINE |
| — — — | EXISTING SANITARY SEWER LINE |
| — — — | EXISTING GAS / PETROLEUM LINE |
| — - — | PROPOSED CENTERLINE/BASELINE |
| — - — | PROPOSED ROW |
| ‖‖ | PROPOSED ACCESS DENIAL |
| - - - - | PROPOSED DRAINAGE EASEMENT |
| ——— | PROPOSED EDGE OF PAVEMENT |
| ▬ | PROPOSED TRAFFIC BARRIER |
| ——— | PROPOSED BRIDGE ABUTMENT |
| - - - - | PROPOSED BRIDGE BENT |
| ▬ | PROPOSED RETAINING WALL |
| ▬ | PROPOSED SIDEWALK WALL |
| ═══ | PROPOSED CULVERT |
| ——— | PROPOSED NOISE WALL |
| → | DIRECTION OF TRAVEL |
| ■ | EXISTING PAVEMENT TO REMAIN |
| ■ | PROPOSED BRIDGE |
| ■ | PROPOSED MAIN LANES |
| ■ | PROPOSED EXPRESS LANE TIE-IN |
| ■ | PROPOSED RAMP |
| ■ | PROPOSED FRONTAGE ROAD/BYPASSES |
| ■ | PROPOSED CROSS STREET |
| ■ | PROPOSED CROSS STREET TRANSITION |
| ■ | PROPOSED DRIVEWAY |
| ■ | PROPOSED SIDEWALK |
| ■ | PROPOSED PROJECT BY OTHERS |
| ⊓ | PERPENDICULAR CURB RAMP |
| ⊓ | PARALLEL CURB RAMP |
| ⊓ | DIRECTIONAL CURB RAMP |
| ■ | POTENTIAL DISPLACEMENTS |
| ▨ | PAVEMENT / BRIDGE TO BE REMOVED |
| 2000 | PARCEL ID |
| 100 | CURVE ID |
| ●●● | SIGNAL |

## GENERAL NOTES:

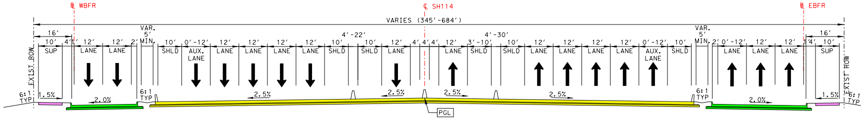
1. EXISTING FEATURES WERE NOT FIELD SURVEYED. SCHEMATICS ARE BASED ON AERIAL SURVEYS AND RECORD PLANS PROVIDED BY TXDOT IN 2022 UNDER MULTIPLE SEPARATE CONTRACTS.
2. TRAFFIC VOLUMES WERE TRANSMITTED BY TP&P ON JUNE 29, 2022.
3. ADA RAMPS ARE NOT DEPICTED ON THE PLAN. THE EXACT LOCATIONS OF THE SHARED USE LANES WILL BE DETERMINED DURING THE PS&E DESIGN THROUGH COORDINATION BETWEEN TXDOT AND LOCAL GOVERNMENTS.
4. EXISTING DRIVEWAY LOCATIONS WILL REMAIN UNLESS IT IS DETERMINED DURING DETAILED DESIGN AND COORDINATION WITH THE CITIES; THE DRIVEWAY WILL BE A SAFETY ISSUE AND/OR IS LOCATED WITHIN ACCESS DENIAL LIMITS AS SHOWN.
5. ACCESS DENIAL LIMITS ARE DETERMINED BY PROVIDING SAFETY TO THE TRAVELING PUBLIC, MAINTAINING LEVEL OF SERVICE ON THE FRONTAGE ROADS AND MAINTAINING SAFE ACCESS TO ADJACENT PROPERTY OWNERS.
6. UNLESS OTHERWISE NOTED EXISTING PAVEMENT AND BRIDGES LOCATED WITHIN LIMITS OF PROPOSED RECONSTRUCTION WILL BE REMOVED.
7. SUPER ELEVATION AXIS OF ROTATION IS ABOUT THE PGL.
8. CURBS ON FRONTAGE ROADS AND CROSS STREETS ARE TYPE II UNLESS NOTED OTHERWISE.
9. DIMENSIONS ARE TO FACE OF CURB OR TO THE EDGE OF UNCURBED PAVEMENT UNLESS NOTED OTHERWISE.
10. PROPOSED CROSS STREET SECTIONS ARE BASED ON CITY THOROUGHFARE PLANS.
11. TYPICAL CROSS STREET TURNOUT RADIUS EQUALS 90' TYPICAL, 30' MIN. UNLESS NOTED OTHERWISE.
12. RAMP HORIZONTAL CURVATURE BETWEEN PHYSICAL GORES IS SHOWN IN TABLE. TYPICAL FRONTAGE ROAD GORES UTILIZE A MINIMUM 1050' RADIUS. TYPICAL MAINLANE GORES UTILIZE A MINIMUM RADIUS OF 5700'. VARIATIONS FROM TYPICAL RADII ARE NECESSARY IN LOCATIONS WITH OPERATIONAL WEAVING CONSTRAINTS OR WHEN THE RAMP GORE IS LOCATED WITHIN A HORIZONTAL CURVE ON THE CONTROLLING ROADWAY.
13. APPROXIMATE 100 YEAR FLOODPLAIN LIMITS ARE BASED UPON FEMA FLOOD INSURANCE RATE MAPS 48439C0120K (2009), 48113C0145K(2014),48113C0165K (2014) AND 48113C0170K (2014).
14. PROPOSED CULVERT SIZES SHOWN IN THE SCHEMATIC ARE SIZED BASED ON PRELIMINARY DRAINAGE ANALYSIS OF UPSTREAM DRAINAGE AREAS. A DETAILED DRAINAGE STUDY WILL BE PERFORMED PRIOR TO CONSTRUCTION TO FINALIZE THE PROPOSED CULVERT SIZES AND DESIGN. COORDINATION BETWEEN TXDOT, LOCAL GOVERNMENTS, AND ADJACENT PROPERTY OWNERS WILL BE PERFORMED DURING THIS DETAILED DESIGN PHASE.
15. RAILROAD ALIGNMENTS AND PROFILES ARE SHOWN FOR REFERENCE ONLY IN DEVELOPING ROADWAY PROFILES. FINAL ALIGNMENTS AND PROFILES WILL BE DEVELOPED THROUGH COORDINATION WITH THE DART, TXDOT AND THE CITY OF IRVING.
16. OWNERSHIP INFORMATION SHOWN ON SCHEMATIC OBTAINED FROM DALLAS COUNTY APPRAISAL DISTRICT (LATEST DATA AVAILABLE AS OF MARCH 2020).
17. CONVENTIONAL ROADWAY SIGNAGES (SMALL SIGNS) ARE NOT SHOW AND WILL BE DEVELOPED DURING PS&E PHASE OF THE PROJECT.
18. BARRIERS AND RAILS ARE SINGLE SLOPE CONCRETE TYPE SSCB AND T80SS UNLESS NOTED OTHERWISE.


℄ EXISTING
VARIES (326'-380')
20'-95'
2'
12'
LANE
12'
LANE
2'
0'-142'
10'
SHLD
12'
LANE
12'
LANE
12'
LANE
4'
SHLD
2'
10'
SHLD
12'
LANE
2'
SHLD
2'
0'-25'
1'
10'
SHLD
12'
LANE
12'
LANE
12'
LANE
10'
SHLD
0'-200'
2'
12'
LANE
12'
LANE
2'
5'-96'
EXIST ROW
EXIST ROW

SH-114 EXISTING TYPICAL SECTION
FROM BELT LINE RD TO SH 161

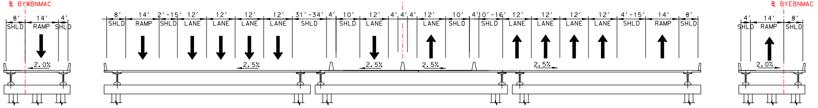

℄ EXISTING
VARIES (348'-680')
0'-31'
2'
12'
LANE
12'
LANE
2'
20'-170'
10'
SHLD
12'
LANE
12'
LANE
12'
LANE
4'
SHLD
2'
10'
SHLD
12'
LANE
2'
SHLD
2'
VAR.
2'
SHLD
2'
12'
LANE
10'
SHLD
2'
SHLD
4'
12'
LANE
12'
LANE
12'
LANE
10'
SHLD
20'-200'
2'
12'
LANE
12'
LANE
2'
5'-50'
EXIST ROW
EXIST ROW

SH-114 EXISTING TYPICAL SECTION
FROM SH 161 TO SPUR 348

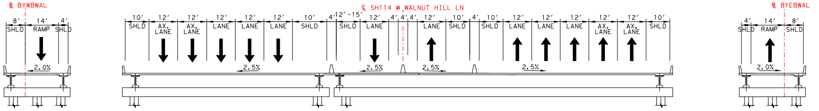

℄ WBFR
℄ SH114
℄ EBFR
VARIES (345'-684')
16'
10'
SUP
4'
1'
12'
LANE
12'
LANE
2'
VAR.
5'
MIN.
10'
SHLD
0'-12'
AUX.
LANE
12'
LANE
12'
LANE
12'
LANE
12'
LANE
4'-22'
10'
SHLD
10'
SHLD
12'
LANE
4'
4'
4'
12'
LANE
4'-30'
3'-10'
SHLD
10'
SHLD
12'
LANE
12'
LANE
12'
LANE
12'
LANE
0'-12'
AUX.
LANE
10'
SHLD
VAR.
5'
MIN.
2'
0'-12'
LANE
12'
LANE
12'
LANE
1'
4'
16'
10'
SUP
EXIST ROW
EXIST ROW
6:1
TYP
1.5%
2.0%
6:1
TYP
2.5%
2.5%
2.5%
2.5%
6:1
TYP
2.0%
1.5%
6:1
TYP
PGL

*PROPOSED WBFR TO HAVE 11' LANES
2' OUTSIDE SHOULDER
1' INSIDE SHOULDER
FROM WBFR1 STA 3646+75
TO WBFR1 STA 3703+00

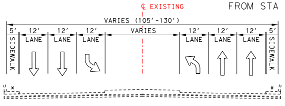
SH-114 PROPOSED TYPICAL SECTION
FROM STA 705+00 TO STA 805+00


℄ SH114 @ MACARTUR
℄ BYWBNMAC
℄ BYEBNMAC
8'
SHLD
14'
RAMP
4'
SHLD
2.0%
8'
SHLD
14'
RAMP
2'-15'
SHLD
12'
LANE
12'
LANE
12'
LANE
12'
LANE
31'-34'
SHLD
4'
10'
SHLD
12'
LANE
4'
4'
4'
12'
LANE
10'
SHLD
4'
10'-16'
SHLD
12'
LANE
12'
LANE
12'
LANE
12'
LANE
4'-15'
SHLD
14'
RAMP
8'
SHLD
2.5%
2.5%
2.5%
2.5%
4'
SHLD
14'
RAMP
8'
SHLD
2.0%

SH-114 BRIDGE TYPICAL
FROM STA 787+59 TO STA 790+14

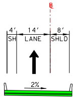

℄ BYWBWAL
℄ SH114 @ WALNUT HILL LN
℄ BYEBWAL
8'
SHLD
14'
RAMP
4'
SHLD
2.0%
10'
SHLD
12'
AX.
LANE
12'
AX.
LANE
12'
LANE
12'
LANE
12'
LANE
10'
SHLD
4'
12'-15'
SHLD
12'
LANE
4'
4'
4'
12'
LANE
10'
SHLD
4'
10'
SHLD
12'
LANE
12'
LANE
12'
LANE
12'
AX.
LANE
12'
AX.
LANE
10'
SHLD
2.5%
2.5%
2.5%
2.5%
4'
SHLD
14'
RAMP
8'
SHLD
2.0%

SH-114 BRIDGE TYPICAL
FROM STA 812+05 TO STA 814+59

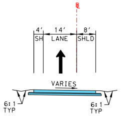

℄ EXISTING
VARIES (105'-130')
5'
SIDEWALK
12'
LANE
12'
LANE
12'
LANE
VARIES
12'
LANE
12'
LANE
12'
LANE
5'
SIDEWALK
*
*

* SIDEWALK ONLY ON BRIDGE

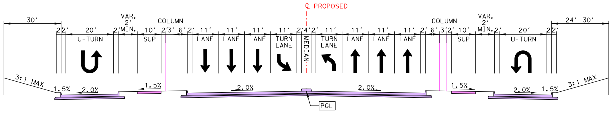
MACARTHUR BLVD EXISTING TYPICAL SECTION


℄
4'
SH
14'
LANE
8'
SHLD
2%

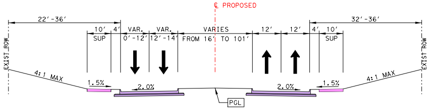
SH-114 FRONTAGEROARD BYPASS SECTION


℄
4'
SH
14'
LANE
8'
SHLD
VARIES
6:1
TYP
6:1
TYP

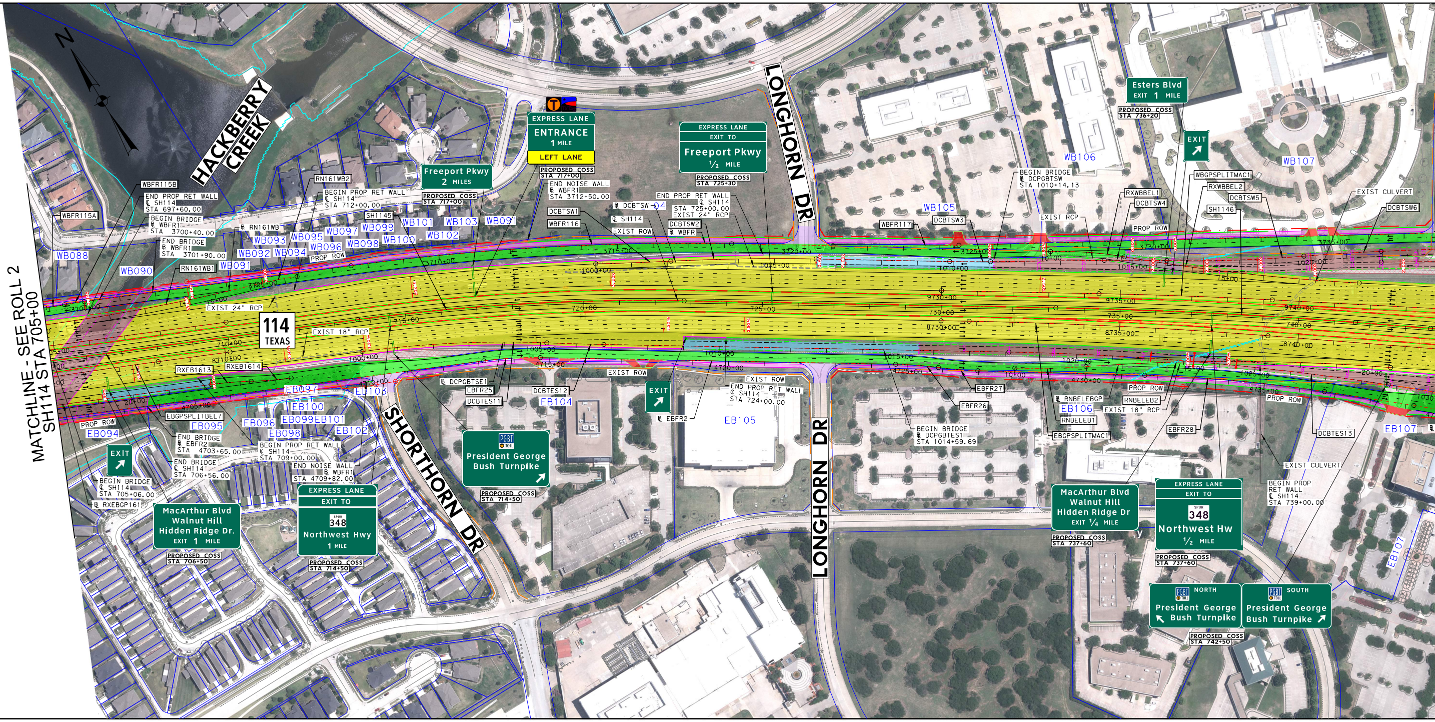
SH-114 RAMP SECTION

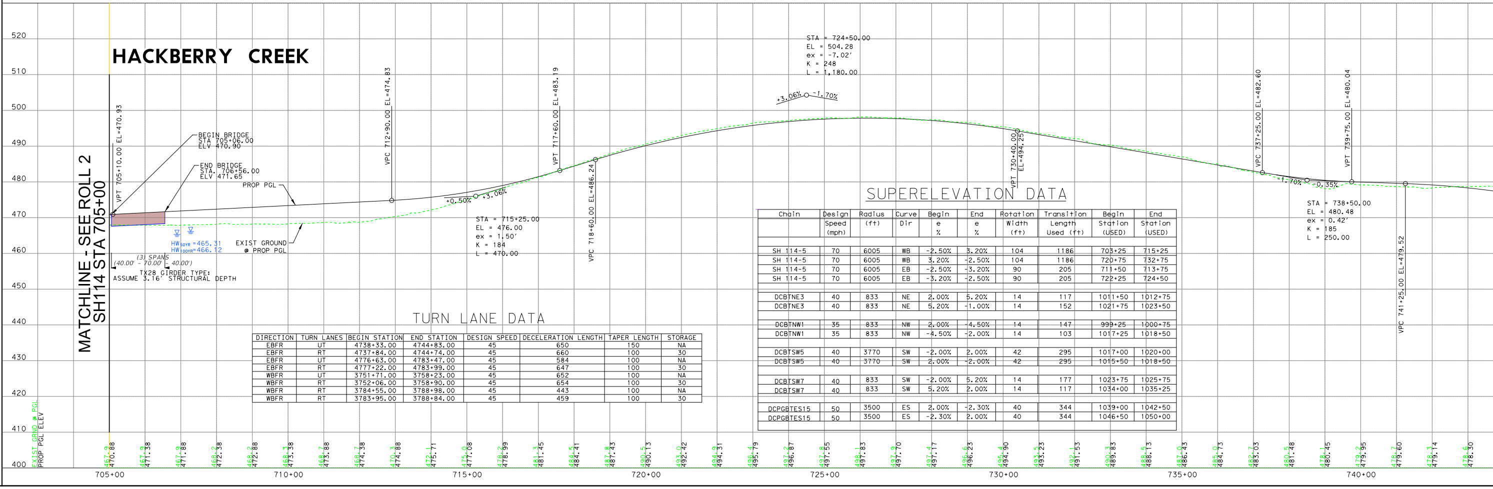

℄ PROPOSED
30'
2'
2'
20'
U-TURN
2'
VAR.
2'
MIN.
10'
SUP
COLUMN
2'
3'
6'
2'
11'
LANE
11'
LANE
11'
LANE
11'
TURN
LANE
2'
4'
MEDIAN
2'
11'
TURN
LANE
11'
LANE
11'
LANE
11'
LANE
2'
6'
3'
2'
COLUMN
10'
SUP
VAR.
2'
MIN.
2'
20'
U-TURN
2'
2'
24'-30'
3:1 MAX
1.5%
2.0%
1.5%
2.0%
2.0%
1.5%
2.0%
1.5%
3:1 MAX
PGL

MACARTHUR BLVD PROPOSED TYPICAL SECTION


℄ PROPOSED
22'-36'
10'
SUP
4'
VAR.
0'-12'
VAR.
12'-14'
VARIES
FROM 16' TO 101'
12'
12'
32'-36'
4'
10'
SUP
EXIST ROW
EXIST ROW
4:1 MAX
1.5%
2.0%
2.0%
1.5%
4:1 MAX
PGL

COLWELL PROPOSED TYPICAL SECTION


MATCHLINE - SEE ROLL 2
SH114 STA 705+00
HACKBERRY CREEK
LONGHORN DR
SHORTHORN DR
114 TEXAS
EXPRESS LANE ENTRANCE 1 MILE LEFT LANE
PROPOSED COSS STA 717+00
Freeport Pkwy 2 MILES
PROPOSED COSS STA 717+00
EXPRESS LANE EXIT TO Freeport Pkwy 1/2 MILE
PROPOSED COSS STA 725+30
Esters Blvd EXIT 1 MILE
PROPOSED COSS STA 736+20
EXIT
MacArthur Blvd Walnut Hill Hidden Ridge Dr. EXIT 1 MILE
PROPOSED COSS STA 706+50
EXPRESS LANE EXIT TO SPUR 348 Northwest Hwy 1 MILE
PROPOSED COSS STA 714+50
PGBT TOLL President George Bush Turnpike
PROPOSED COSS STA 714+50
MacArthur Blvd Walnut Hill Hidden Ridge Dr EXIT 1/4 MILE
PROPOSED COSS STA 737+60
EXPRESS LANE EXIT TO SPUR 348 Northwest Hw 1/2 MILE
PROPOSED COSS STA 737+60
PGBT TOLL NORTH President George Bush Turnpike
PGBT TOLL SOUTH President George Bush Turnpike
PROPOSED COSS STA 742+50
END PROP RET WALL ℄ SH114 STA 697+60.00
BEGIN BRIDGE ℄ WBFR1 STA 3700+40.00
END BRIDGE ℄ WBFR1 STA 3701+90.00
BEGIN PROP RET WALL ℄ SH114 STA 712+00.00
END NOISE WALL ℄ WBFR1 STA 3712+50.00
END PROP RET WALL ℄ SH114 STA 725+00.00
EXIST 24" RCP
BEGIN BRIDGE ℄ DCPGBTSW STA 1010+14.13
EXIST RCP
EXIST CULVERT
EXIST 24" RCP
EXIST 18" RCP
END BRIDGE ℄ EBFR2 STA 4703+65.00
END BRIDGE ℄ SH114 STA 706+56.00
BEGIN BRIDGE ℄ SH114 STA 705+06.00
BEGIN PROP RET WALL ℄ SH114 STA 709+00.00
END NOISE WALL ℄ WBFR1 STA 4709+82.00
END PROP RET WALL ℄ SH114 STA 724+00.00
BEGIN BRIDGE ℄ DCPGBTES1 STA 1014+59.69
EXIST 18" RCP
EXIST CULVERT
BEGIN PROP RET WALL ℄ SH114 STA 739+00.00
EXIST ROW
PROP ROW
WB088
WB090
WB091
WB092
WB093
WB094
WB095
WB096
WB097
WB098
WB099
WB100
WB101
WB102
WB103
WB091
WB105
WB106
WB107
EB094
EB095
EB096
EB097
EB098
EB099
EB100
EB101
EB102
EB103
EB104
EB105
EB106
EB107
705+00
710+00
715+00
720+00
725+00
730+00
735+00
740+00

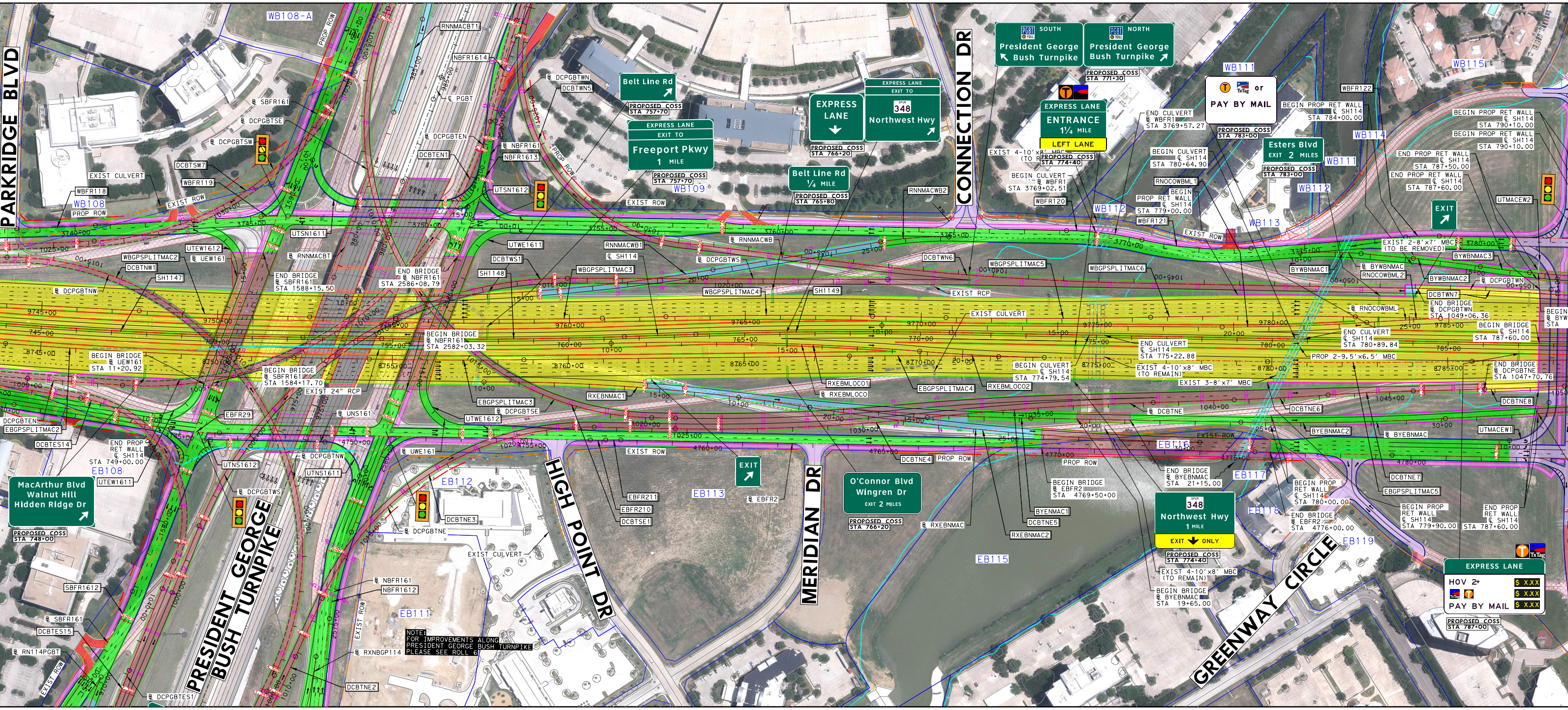


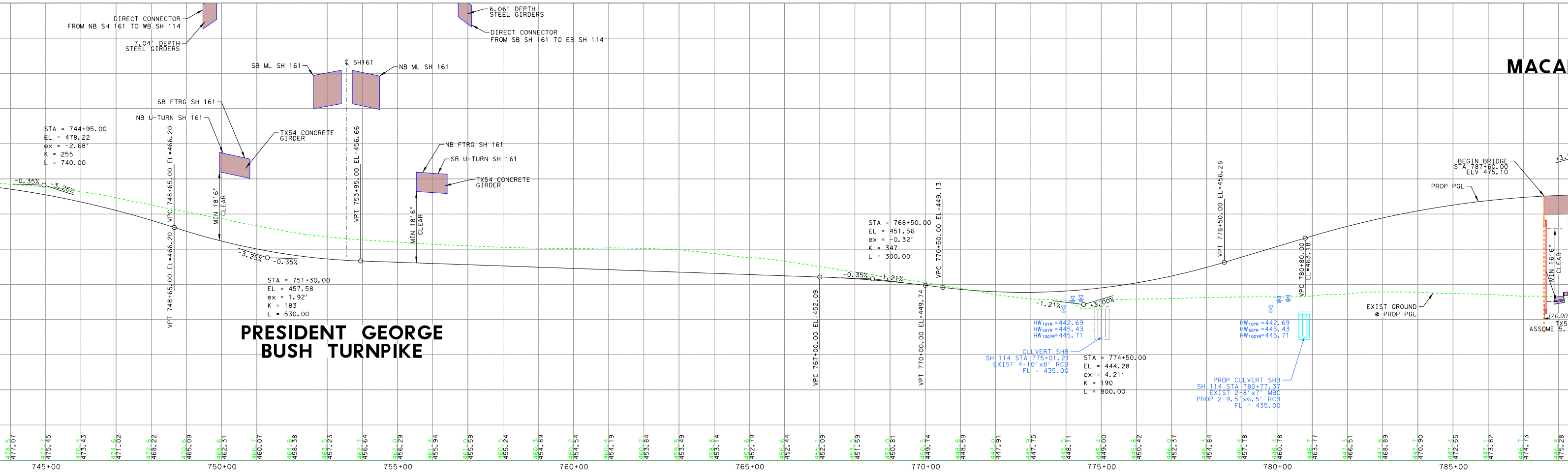
## TURN LANE DATA

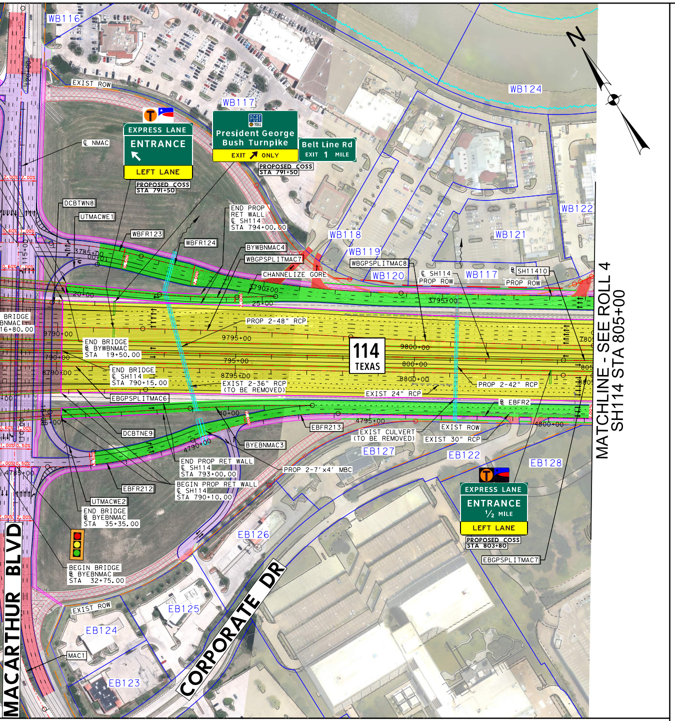
| DIRECTION | TURN LANES | BEGIN STATION | END STATION | DESIGN SPEED | DECELERATION LENGTH | TAPER LENGTH | STORAGE |
|---|---|---|---|---|---|---|---|
| EBFR | UT | 4738+33.00 | 4744+83.00 | 45 | 650 | 150 | NA |
| EBFR | RT | 4737+84.00 | 4744+74.00 | 45 | 660 | 100 | 30 |
| EBFR | UT | 4776+63.00 | 4783+47.00 | 45 | 584 | 100 | NA |
| EBFR | RT | 4777+22.00 | 4783+99.00 | 45 | 647 | 100 | 30 |
| WBFR | UT | 3751+71.00 | 3758+23.00 | 45 | 652 | 100 | NA |
| WBFR | RT | 3752+06.00 | 3758+90.00 | 45 | 654 | 100 | 30 |
| WBFR | RT | 3784+55.00 | 3788+98.00 | 45 | 443 | 100 | NA |
| WBFR | RT | 3783+95.00 | 3788+84.00 | 45 | 459 | 100 | 30 |

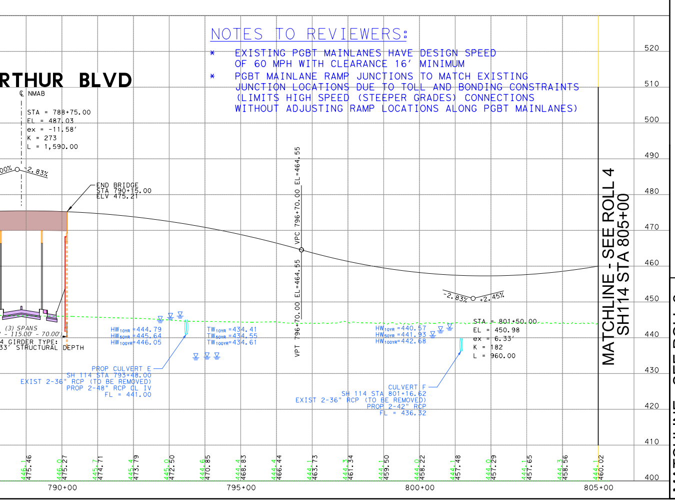
## SUPERELEVATION DATA

| Chain | Design Speed (mph) | Radius (ft) | Curve Dir | Begin e % | End e % | Rotation Width (ft) | Transition Length Used (ft) | Begin Station (USED) | End Station (USED) |
|---|---|---|---|---|---|---|---|---|---|
| SH 114-5 | 70 | 6005 | WB | -2.50% | 3.20% | 104 | 1186 | 703+25 | 715+25 |
| SH 114-5 | 70 | 6005 | WB | 3.20% | -2.50% | 104 | 1186 | 720+75 | 732+75 |
| SH 114-5 | 70 | 6005 | EB | -2.50% | -3.20% | 90 | 205 | 711+50 | 713+75 |
| SH 114-5 | 70 | 6005 | EB | -3.20% | -2.50% | 90 | 205 | 722+25 | 724+50 |
| DCBTNE3 | 40 | 833 | NE | 2.00% | 5.20% | 14 | 117 | 1011+50 | 1012+75 |
| DCBTNE3 | 40 | 833 | NE | 5.20% | -1.00% | 14 | 152 | 1021+75 | 1023+50 |
| DCBTNW1 | 35 | 833 | NW | 2.00% | -4.50% | 14 | 147 | 999+25 | 1000+75 |
| DCBTNW1 | 35 | 833 | NW | -4.50% | -2.00% | 14 | 103 | 1017+25 | 1018+50 |
| DCBTSW5 | 40 | 3770 | SW | -2.00% | 2.00% | 42 | 295 | 1017+00 | 1020+00 |
| DCBTSW5 | 40 | 3770 | SW | 2.00% | -2.00% | 42 | 295 | 1015+50 | 1018+50 |
| DCBTSW7 | 40 | 833 | SW | -2.00% | 5.20% | 14 | 177 | 1023+75 | 1025+75 |
| DCBTSW7 | 40 | 833 | SW | 5.20% | 2.00% | 14 | 117 | 1034+00 | 1035+25 |
| DCPGBTES15 | 50 | 3500 | ES | 2.00% | -2.30% | 40 | 344 | 1039+00 | 1042+50 |
| DCPGBTES15 | 50 | 3500 | ES | -2.30% | 2.00% | 40 | 344 | 1046+50 | 1050+00 |


PARKRIDGE BLVD
CONNECTION DR
HIGH POINT DR
MERIDIAN DR
GREENWAY CIRCLE
PRESIDENT GEORGE BUSH TURNPIKE
WB108-A
WB108
WB109
WB111
WB112
WB113
WB114
WB115
EB108
EB111
EB112
EB113
EB115
EB116
EB117
EB118
EB119
SOUTH President George Bush Turnpike
NORTH President George Bush Turnpike
PROPOSED COSS STA 771+30
Belt Line Rd
PROPOSED COSS STA 757+70
EXPRESS LANE EXIT TO Freeport Pkwy 1 MILE
EXPRESS LANE
EXPRESS LANE EXIT TO 348 Northwest Hwy
PROPOSED COSS STA 766+20
Belt Line Rd 1/4 MILE
PROPOSED COSS STA 765+80
EXPRESS LANE ENTRANCE 1 1/4 MILE
LEFT LANE
PROPOSED COSS STA 774+40
or PAY BY MAIL
PROPOSED COSS STA 783+00
Esters Blvd EXIT 2 MILES
EXIT
MacArthur Blvd Walnut Hill Hidden Ridge Dr
PROPOSED COSS STA 748+00
O'Connor Blvd Wingren Dr EXIT 2 MILES
348 Northwest Hwy 1 MILE
EXIT ONLY
EXPRESS LANE
HOV 2+
PAY BY MAIL
$ X.XX
PROPOSED COSS STA 787+00
BEGIN BRIDGE ℄ UEW161 STA 11+20.92
BEGIN BRIDGE ℄ SBFR161 STA 1584+17.70
END BRIDGE ℄ SBFR161 STA 1588+15.50
END BRIDGE ℄ NBFR161 STA 2586+08.79
BEGIN BRIDGE ℄ NBFR161 STA 2582+03.32
END PROP RET WALL ℄ SH114 STA 749+00.00
EXIST 24" RCP
EXIST CULVERT
EXIST ROW
PROP ROW
END CULVERT ℄ WBFR1 STA 3769+57.27
EXIST 4-10'x8' MBC (TO REMAIN)
BEGIN CULVERT ℄ WBFR1 STA 3769+02.51
BEGIN CULVERT ℄ SH114 STA 780+64.90
BEGIN PROP RET WALL ℄ SH114 STA 779+00.00
BEGIN PROP RET WALL ℄ SH114 STA 784+00.00
BEGIN PROP RET WALL ℄ SH114 STA 790+10.00
END PROP RET WALL ℄ SH114 STA 787+50.00
END PROP RET WALL ℄ SH114 STA 787+60.00
EXIST 2-8'x7' MBC (TO BE REMOVED)
END BRIDGE ℄ DCPGBTWN STA 1049+06.36
BEGIN BRIDGE ℄ SH114 STA 787+60.00
END CULVERT ℄ SH114 STA 780+89.84
PROP 2-9.5'x6.5' MBC
END BRIDGE ℄ DCPGBTNE STA 1047+70.76
END CULVERT ℄ SH114 STA 775+22.88
EXIST 4-10'x8' MBC (TO REMAIN)
BEGIN CULVERT ℄ SH114 STA 774+79.54
EXIST 3-8'x7' MBC
END BRIDGE ℄ BYEBNMAC STA 21+15.00
BEGIN BRIDGE ℄ EBFR2 STA 4769+50.00
BEGIN PROP RET WALL ℄ SH114 STA 780+00.00
END BRIDGE ℄ EBFR2 STA 4776+00.00
BEGIN PROP RET WALL ℄ SH114 STA 779+90.00
END PROP RET WALL ℄ SH114 STA 787+60.00
EXIST 4-10'x8' MBC
BEGIN BRIDGE ℄ BYEBNMAC STA 19+65.00
NOTE: FOR IMPROVEMENTS ALONG PRESIDENT GEORGE BUSH TURNPIKE PLEASE SEE ROLL 6
9745+00
9750+00
9760+00
9765+00
9770+00
9775+00
9780+00
9785+00
745+00
760+00
765+00
770+00
775+00
780+00
785+00
3745+00
3750+00
3755+00
3760+00
3765+00
3770+00
3775+00
3780+00
4750+00
4760+00
4765+00
4770+00
4775+00
4780+00


DIRECT CONNECTOR FROM NB SH 161 TO WB SH 114
7.04' DEPTH STEEL GIRDERS
6.06' DEPTH STEEL GIRDERS
DIRECT CONNECTOR FROM SB SH 161 TO EB SH 114
SB ML SH 161
℄ SH161
NB ML SH 161
SB FTRG SH 161
NB U-TURN SH 161
TX54 CONCRETE GIRDER
NB FTRG SH 161
SB U-TURN SH 161
TX54 CONCRETE GIRDER
STA = 744+95.00
EL = 478.22
ex = -2.68'
K = 255
L = 740.00
-0.35%
-3.25%
VPC 748+65.00 EL=466.20
VPT 748+65.00 EL=466.20
MIN 18'6" CLEAR
-3.25%
-0.35%
STA = 751+30.00
EL = 457.58
ex = 1.92'
K = 183
L = 530.00
VPT 753+95.00 EL=456.66
MIN 18'6" CLEAR
PRESIDENT GEORGE BUSH TURNPIKE
STA = 768+50.00
EL = 451.56
ex = -0.32'
K = 347
L = 300.00
VPC 767+00.00 EL=452.09
-0.35%
-1.21%
VPC 770+50.00 EL=449.13
VPT 770+00.00 EL=449.74
-1.21%
+3.00%
HW10YR = 442.69
HW50YR = 445.43
HW100YR = 445.71
CULVERT SHB SH 114 STA 775+01.21 EXIST 4-10'x8' RCB FL = 435.00
STA = 774+50.00
EL = 444.28
ex = 4.21'
K = 190
L = 800.00
VPT 778+50.00 EL=456.28
VPC 780+80.00 EL=463.18
HW10YR = 442.69
HW50YR = 445.43
HW100YR = 445.71
PROP CULVERT SHB SH 114 STA 780+77.37 EXIST 2-8'x7' MBC PROP 2-9.5'x6.5' RCB FL = 435.00
MACA
BEGIN BRIDGE STA 787+60.00 ELV 475.10
PROP PGL
EXIST GROUND @ PROP PGL
MIN 16'6" CLEAR
ASSUME
745+00
750+00
755+00
760+00
765+00
770+00
775+00
780+00
785+00


WB116
WB117
WB124
EXIST ROW
EXPRESS LANE ENTRANCE LEFT LANE
President George Bush Turnpike EXIT ONLY
Belt Line Rd EXIT 1 MILE
PROPOSED COSS STA 791+50
NMAC
DCBTWN8
UTMACWE1
WBFR123
WBFR124
END PROP RET WALL SH114 STA 794+00.00
WB118
WB119
WB121
WB122
BYWBNMAC4
WBGPSPLITMAC7
WBGPSPLITMAC8
CHANNELIZE GORE
WB120
SH114 PROP ROW
SH11410
PROP 2-48" RCP
BRIDGE BNMAC STA 16+80.00
END BRIDGE BYWBNMAC STA 19+50.00
END BRIDGE SH114 STA 790+15.00
EBGPSPLITMAC6
114 TEXAS
EXIST 2-36" RCP (TO BE REMOVED)
EXIST 24" RCP
PROP 2-42" RCP
DCBTNE9
EBFR213
EXIST CULVERT (TO BE REMOVED)
EXIST 30" RCP
EXIST ROW
BYEBNMAC3
EB127
EB122
EB128
END PROP RET WALL SH114 STA 793+00.00
BEGIN PROP RET WALL SH114 STA 790+10.00
PROP 2-7'x4' MBC
EBFR212
UTMACEW2
END BRIDGE BYEBNMAC STA 35+35.00
EXPRESS LANE ENTRANCE ½ MILE LEFT LANE
PROPOSED COSS STA 803+80
EBGPSPLITMAC7
EB126
BEGIN BRIDGE BYEBNMAC STA 32+75.00
EB125
EB124
MAC1
EB123
MACARTHUR BLVD
CORPORATE DR
MATCHLINE - SEE ROLL 4 SH114 STA 805+00


RTHUR BLVD
NMAB
STA = 788+75.00
EL = 487.03
ex = -11.58'
K = 273
L = 1,590.00
2.83%
END BRIDGE STA 790+15.00 ELV 475.21'
VPI 796+70.00 EL=464.55
-2.83%
2.45%
STA = 801+50.00
EL = 450.98
ex = 6.33'
K = 182
L = 960.00
(3) SPANS 115.00' - 70.00'
4 GIRDER TYPE:
33" STRUCTURAL DEPTH
PROP CULVERT E
SH 114 STA 793+48.00
EXIST 2-36" RCP (TO BE REMOVED)
PROP 2-48" RCP CL IV
FL = 441.00
CULVERT F
SH 114 STA 801+66.12
EXIST 2-36" RCP (TO BE REMOVED)
PROP 2-42" RCP
FL = 436.32
520
510
500
490
480
470
460
450
440
430
420
410
400
790+00
795+00
800+00
805+00
MATCHLINE - SEE ROLL 4 SH114 STA 805+00

NOTES TO REVIEWERS:

- * EXISTING PGBT MAINLANES HAVE DESIGN SPEED OF 60 MPH WITH CLEARANCE 16' MINIMUM
- * PGBT MAINLANE RAMP JUNCTIONS TO MATCH EXISTING JUNCTION LOCATIONS DUE TO TOLL AND BONDING CONSTRAINTS (LIMITS HIGH SPEED (STEEPER GRADES) CONNECTIONS WITHOUT ADJUSTING RAMP LOCATIONS ALONG PGBT MAINLANES)

## HORIZONTAL ALIGNMENT DATA

| CURVE | P.I. STATION | P.I. STATION-N | P.I. STATION-E | DELTA | RADIUS | TANGENT | LENGTH | P.C. STATION | P.T. STATION | BACK TANGENT | AHEAD TANGENT |
|---|---|---|---|---|---|---|---|---|---|---|---|
| SH1145 | 718+24.33 | 7,015,034.43 | 2,434,736.95 | 8° 43' 48.52" RT | 6,005.00' | 458.38' | 914.98' | 713+65.95 | 722+80.93 | S 66° 31' 27.68" E | S 57° 47' 39.16" E |
| SH1146 | 737+39.68 | 7,014,012.68 | 2,436,359.10 | 3° 24' 29.39" RT | 14,100.00' | 419.48' | 838.72' | 733+20.20 | 741+58.92 | S 57° 47' 39.16" E | S 54° 23' 09.77" E |
| SH1147 | 748+06.91 | 7,013,391.06 | 2,437,226.92 | 3° 33' 16.68" LT | 14,100.00' | 437.52' | 874.76' | 743+69.39 | 752+44.15 | S 54° 23' 09.77" E | S 57° 56' 26.46" E |
| SH1148 | 758+13.13 | 7,012,856.82 | 2,438,079.93 | 2° 48' 09.64" LT | 14,100.00' | 344.93' | 689.71' | 754+68.20 | 761+57.92 | S 57° 56' 26.46" E | S 60° 44' 36.09" E |
| SH1149 | 767+24.32 | 7,012,411.43 | 2,438,875.00 | 2° 56' 56.93" RT | 14,100.00' | 362.96' | 725.76' | 763+61.36 | 770+87.12 | S 60° 44' 36.09" E | S 57° 47' 39.16" E |
| SH11410 | 806+53.25 | 7,010,317.38 | 2,442,199.56 | 1° 55' 14.62" LT | 14,100.00' | 236.36' | 472.67' | 804+16.89 | 808+89.56 | S 57° 47' 39.16" E | S 59° 42' 53.79" E |
| EBGPSPLITBEL7 | 8704+31.19 | 7,015,556.28 | 2,433,429.95 | 3° 04' 28.16" RT | 14,148.00' | 379.68' | 759.18' | 8700+51.51 | 8708+10.69 | S 69° 35' 55.83" E | S 66° 31' 27.68" E |
| EBGPSPLITMAC1 | 8734+96.93 | 7,014,106.52 | 2,436,131.32 | 3° 23' 53.93" RT | 14,100.00' | 418.27' | 836.30' | 8730+78.66 | 8739+14.95 | S 57° 47' 39.16" E | S 54° 23' 45.23" E |
| EBGPSPLITMAC2 | 8748+10.04 | 7,013,341.90 | 2,437,199.16 | 3° 20' 08.61" LT | 14,100.00' | 410.56' | 820.89' | 8743+99.48 | 8752+20.37 | S 54° 23' 45.23" E | S 57° 43' 53.84" E |
| EBGPSPLITMAC3 | 8756+54.23 | 7,012,891.08 | 2,437,913.16 | 1° 47' 03.37" LT | 14,100.00' | 219.56' | 439.09' | 8754+34.66 | 8758+73.75 | S 57° 43' 53.84" E | S 59° 30' 57.21" E |
| EBGPSPLITMAC4 | 8770+11.33 | 7,012,202.61 | 2,439,082.70 | 1° 43' 18.05" RT | 14,100.00' | 211.86' | 423.69' | 8767+99.47 | 8772+23.16 | S 59° 30' 57.21" E | S 57° 47' 39.16" E |
| EBGPSPLITMAC5 | 8782+78.71 | 7,011,527.13 | 2,440,155.10 | 2° 21' 43.21" LT | 14,100.00' | 290.68' | 581.27' | 8779+88.03 | 8785+69.30 | S 57° 47' 39.16" E | S 60° 09' 22.37" E |
| EBGPSPLITMAC6 | 8788+60.97 | 7,011,237.33 | 2,440,660.22 | 2° 21' 43.21" RT | 14,148.00' | 291.66' | 583.25' | 8785+69.30 | 8791+52.55 | S 60° 09' 22.37" E | S 57° 47' 39.16" E |
| EBGPSPLITMAC7 | 8804+59.00 | 7,010,385.60 | 2,442,012.45 | 0° 20' 15.83" LT | 14,142.00' | 41.68' | 83.36' | 8804+17.32 | 8805+00.68 | S 57° 47' 39.16" E | S 58° 07' 54.99" E |
| WBGPSPLITMAC1 | 9736+82.65 | 7,014,078.61 | 2,436,333.24 | 1° 58' 14.09" RT | 14,100.00' | 242.50' | 484.94' | 9734+40.16 | 9739+25.10 | S 57° 47' 39.16" E | S 55° 49' 25.07" E |
| WBGPSPLITMAC2 | 9750+19.24 | 7,013,327.77 | 2,437,439.05 | 1° 58' 12.04" LT | 14,100.00' | 242.43' | 484.80' | 9747+76.82 | 9752+61.62 | S 55° 49' 25.07" E | S 57° 47' 37.11" E |
| WBGPSPLITMAC3 | 9757+99.90 | 7,012,911.67 | 2,438,099.63 | 2° 23' 09.66" LT | 14,100.00' | 293.63' | 587.18' | 9755+06.27 | 9760+93.44 | S 57° 47' 37.11" E | S 60° 10' 46.77" E |
| WBGPSPLITMAC4 | 9765+68.03 | 7,012,529.65 | 2,438,766.13 | 2° 23' 09.66" RT | 14,100.00' | 293.63' | 587.18' | 9762+74.40 | 9768+61.58 | S 60° 10' 46.77" E | S 57° 47' 37.11" E |
| WBGPSPLITMAC5 | 9773+61.41 | 7,012,106.76 | 2,439,437.50 | 2° 21' 54.00" LT | 14,090.00' | 290.84' | 581.59' | 9770+70.57 | 9776+52.16 | S 57° 47' 37.11" E | S 60° 09' 31.11" E |
| WBGPSPLITMAC6 | 9779+43.14 | 7,011,817.25 | 2,439,942.17 | 2° 21' 51.95" RT | 14,100.00' | 290.97' | 581.87' | 9776+52.16 | 9782+34.03 | S 60° 09' 31.11" E | S 57° 47' 39.16" E |
| WBGPSPLITMAC7 | 9795+29.29 | 7,010,971.85 | 2,441,284.34 | 2° 21' 56.79" RT | 14,100.00' | 291.14' | 582.20' | 9792+38.15 | 9798+20.34 | S 57° 47' 39.16" E | S 55° 25' 42.38" E |
| WBGPSPLITMAC8 | 9801+59.90 | 7,010,613.97 | 2,441,803.67 | 2° 46' 02.39" LT | 14,058.00' | 339.56' | 678.99' | 9798+20.34 | 9804+99.33 | S 55° 25' 42.38" E | S 58° 11' 44.77" E |
| WBFR115A | 3699+16.21 | 7,015,686.30 | 2,433,610.04 | 3° 04' 39.53" LT | 1,040.00' | 27.94' | 55.86' | 3698+88.27 | 3699+44.14 | S 66° 31' 27.68" E | S 69° 36' 07.21" E |
| WBFR115B | 3699+72.07 | 7,015,666.83 | 2,433,662.41 | 3° 04' 39.53" RT | 1,040.00' | 27.94' | 55.86' | 3699+44.14 | 3700+00.00 | S 69° 36' 07.21" E | S 66° 31' 27.68" E |
| WBFR116 | 3712+87.07 | 7,015,142.99 | 2,434,868.57 | 8° 43' 48.52" RT | 7,000.00' | 534.33' | 1,066.59' | 3707+52.74 | 3718+19.33 | S 66° 31' 27.68" E | S 57° 47' 39.16" E |
| WBFR117 | 3722+79.17 | 7,014,613.13 | 2,435,709.77 | 2° 33' 14.42" LT | 7,900.00' | 176.10' | 352.15' | 3721+03.06 | 3724+55.21 | S 57° 47' 39.16" E | S 60° 20' 53.58" E |
| WBFR118 | 3739+46.09 | 7,013,788.43 | 2,437,158.46 | 1° 37' 31.36" LT | 7,900.00' | 112.06' | 224.11' | 3738+34.03 | 3740+58.14 | S 60° 20' 53.58" E | S 61° 58' 24.94" E |
| WBFR119 | 3745+68.21 | 7,013,496.10 | 2,437,707.64 | 4° 10' 45.78" RT | 1,064.00' | 38.82' | 77.61' | 3745+29.39 | 3746+07.00 | S 61° 58' 24.94" E | S 57° 47' 39.16" E |
| WBFR120 | 3769+28.06 | 7,012,238.37 | 2,439,704.43 | 11° 48' 28.97" RT | 1,050.00' | 108.58' | 216.39' | 3768+19.48 | 3770+35.87 | S 57° 47' 39.16" E | S 45° 59' 10.19" E |
| WBFR121 | 3771+93.08 | 7,012,053.69 | 2,439,895.58 | 17° 01' 50.19" LT | 1,050.00' | 157.21' | 312.10' | 3770+35.87 | 3773+47.97 | S 45° 59' 10.19" E | S 63° 01' 00.38" E |
| WBFR122 | 3778+36.38 | 7,011,760.76 | 2,440,470.91 | 5° 13' 21.22" RT | 1,050.00' | 47.89' | 95.71' | 3777+88.49 | 3778+84.20 | S 63° 01' 00.38" E | S 57° 47' 39.16" E |
| WBFR123 | 3785+21.13 | 7,011,395.78 | 2,441,050.36 | 14° 03' 29.50" RT | 1,040.00' | 128.23' | 255.18' | 3783+92.90 | 3786+48.07 | S 57° 47' 39.16" E | S 43° 44' 09.66" E |
| WBFR124 | 3790+17.97 | 7,011,035.86 | 2,441,394.74 | 14° 03' 29.50" LT | 3,000.00' | 369.90' | 736.09' | 3786+48.07 | 3793+84.16 | S 43° 44' 09.66" E | S 57° 47' 39.16" E |
| EBFR25 | 4713+94.44 | 7,014,904.78 | 2,434,631.32 | 8° 43' 48.52" RT | 1,040.00' | 79.39' | 158.46' | 4713+15.06 | 4714+73.52 | S 66° 31' 27.68" E | S 57° 47' 39.16" E |
| EBFR26 | 4725+27.38 | 7,014,300.80 | 2,435,590.21 | 6° 35' 55.50" RT | 1,040.00' | 59.95' | 119.78' | 4724+67.43 | 4725+87.21 | S 57° 47' 39.16" E | S 51° 11' 43.66" E |
| EBFR27 | 4726+42.61 | 7,014,228.51 | 2,435,680.10 | 6° 05' 55.50" LT | 1,040.00' | 55.40' | 110.70' | 4725+87.21 | 4726+97.91 | S 51° 11' 43.66" E | S 57° 17' 39.16" E |
| EBFR28 | 4734+17.55 | 7,013,809.73 | 2,436,332.27 | 7° 13' 46.21" RT | 4,000.00' | 252.69' | 504.71' | 4731+64.86 | 4736+69.57 | S 57° 17' 39.16" E | S 50° 03' 52.95" E |
| EBFR29 | 4745+42.90 | 7,013,086.15 | 2,437,195.03 | 7° 42' 44.46" LT | 1,040.00' | 70.10' | 139.99' | 4744+72.80 | 4746+12.79 | S 50° 03' 52.95" E | S 57° 46' 37.41" E |
| EBFR210 | 4756+88.77 | 7,012,475.04 | 2,438,164.59 | 2° 23' 46.04" LT | 1,040.00' | 21.75' | 43.49' | 4756+67.02 | 4757+10.51 | S 57° 46' 37.41" E | S 60° 10' 23.45" E |
| EBFR211 | 4757+32.11 | 7,012,453.49 | 2,438,202.19 | 2° 22' 44.29" RT | 1,040.00' | 21.59' | 43.18' | 4757+10.51 | 4757+53.70 | S 60° 10' 23.45" E | S 57° 47' 39.16" E |
| EBFR212 | 4787+90.11 | 7,010,822.00 | 2,440,788.62 | 22° 54' 16.73" LT | 1,040.00' | 210.69' | 415.75' | 4785+79.42 | 4789+95.17 | S 57° 47' 39.16" E | S 80° 41' 55.89" E |
| EBFR213 | 4792+05.86 | 7,010,753.89 | 2,441,204.46 | 22° 54' 16.73" RT | 1,040.00' | 210.69' | 415.75' | 4789+95.17 | 4794+10.92 | S 80° 41' 55.89" E | S 57° 47' 39.16" E |
| SBFR1612 | 1576+44.18 | 7,012,704.62 | 2,436,697.54 | 15° 25' 03.01" LT | 1,050.00' | 142.13' | 282.54' | 1575+02.05 | 1577+84.59 | N 67° 39' 33.73" E | N 52° 14' 30.72" E |
| NBFR1612 | 2576+42.54 | 7,012,535.64 | 2,437,328.44 | 13° 51' 07.20" RT | 1,052.00' | 127.79' | 254.33' | 2575+14.75 | 2577+69.09 | N 38° 24' 59.55" E | N 52° 16' 06.75" E |
| NBFR1613 | 2588+66.82 | 7,013,285.61 | 2,438,297.70 | 15° 53' 39.56" LT | 1,040.00' | 145.18' | 288.50' | 2587+21.64 | 2590+10.14 | N 52° 16' 06.75" E | N 36° 22' 27.19" E |
| NBFR1614 | 2591+35.79 | 7,013,503.68 | 2,438,458.32 | 17° 51' 06.95" RT | 800.00' | 125.65' | 249.26' | 2590+10.14 | 2592+59.40 | N 36° 22' 27.19" E | N 54° 13' 34.14" E |
| RN161WB1 | 13+10.73 | 7,015,539.69 | 2,433,829.64 | 6° 14' 26.37" LT | 5,700.00' | 310.73' | 620.84' | 10+00.00 | 16+20.84 | S 66° 31' 27.68" E | S 72° 45' 54.05" E |
| RN161WB2 | 16+78.08 | 7,015,430.66 | 2,434,181.09 | 6° 14' 26.37" RT | 1,050.00' | 57.24' | 114.37' | 16+20.84 | 17+35.21 | S 72° 45' 54.05" E | S 66° 31' 27.68" E |
| RXWBBEL1 | 11+04.04 | 7,014,327.21 | 2,436,163.53 | 11° 10' 11.42" RT | 1,064.00' | 104.04' | 207.43' | 10+00.00 | 12+07.43 | S 60° 20' 53.58" E | S 49° 10' 42.16" E |
| RXWBBEL2 | 15+38.35 | 7,014,042.87 | 2,436,492.68 | 6° 38' 42.91" LT | 5,700.00' | 330.92' | 661.09' | 12+07.43 | 18+68.52 | S 49° 10' 42.16" E | S 55° 49' 25.07" E |
| RNNMACWB1 | 15+24.51 | 7,012,914.61 | 2,438,207.54 | 10° 30' 54.03" LT | 5,700.00' | 524.51' | 1,046.07' | 10+00.00 | 20+46.07 | S 57° 47' 37.11" E | S 68° 18' 31.14" E |
| RNNMACWB2 | 26+26.29 | 7,012,506.30 | 2,439,234.04 | 10° 30' 51.98" RT | 1,064.00' | 97.90' | 195.26' | 25+28.38 | 27+23.64 | S 68° 18' 31.14" E | S 57° 47' 39.16" E |
| BYWBNMAC1 | 10+86.83 | 7,011,858.90 | 2,440,225.26 | 9° 19' 52.43" RT | 1,064.00' | 86.83' | 173.28' | 10+00.00 | 11+73.28 | S 63° 01' 00.38" E | S 53° 41' 07.96" E |
| BYWBNMAC2 | 14+18.27 | 7,011,662.39 | 2,440,492.64 | 3° 29' 45.87" RT | 3,150.00' | 96.13' | 192.21' | 13+22.14 | 15+14.35 | S 53° 41' 07.96" E | S 50° 11' 22.08" E |
| BYWBNMAC3 | 15+84.86 | 7,011,555.70 | 2,440,620.65 | 3° 36' 21.44" LT | 2,240.00' | 70.51' | 140.98' | 15+14.35 | 16+55.32 | S 50° 11' 22.08" E | S 53° 47' 43.52" E |
| BYWBNMAC4 | 23+21.31 | 7,011,120.67 | 2,441,214.94 | 6° 12' 57.96" LT | 2,000.00' | 108.60' | 216.98' | 22+12.71 | 24+29.70 | S 53° 47' 43.52" E | S 60° 00' 41.48" E |
| RXEB1613 | 22+75.11 | 7,015,251.45 | 2,433,923.47 | 6° 07' 41.15" RT | 1,050.00' | 56.21' | 112.30' | 22+18.90 | 23+31.21 | S 66° 31' 27.68" E | S 60° 23' 46.53" E |
| RXEB1614 | 23+87.41 | 7,015,195.92 | 2,434,021.21 | 6° 07' 41.15" LT | 1,050.00' | 56.21' | 112.30' | 23+31.21 | 24+43.51 | S 60° 23' 46.53" E | S 66° 31' 27.68" E |
| RNBELEB1 | 10+99.71 | 7,014,097.36 | 2,435,902.85 | 5° 40' 07.34" LT | 2,014.00' | 99.71' | 199.26' | 10+00.00 | 11+99.26 | S 57° 17' 39.16" E | S 62° 57' 46.50" E |
| RNBELEB2 | 16+26.20 | 7,013,857.96 | 2,436,371.94 | 8° 34' 01.27" RT | 5,700.00' | 426.94' | 852.28' | 11+99.26 | 20+51.54 | S 62° 57' 46.50" E | S 54° 23' 45.23" E |
| RXEBNMAC1 | 14+66.12 | 7,012,544.90 | 2,438,372.52 | 9° 20' 59.97" RT | 5,700.00' | 466.12' | 930.17' | 10+00.00 | 19+30.17 | S 59° 03' 14.07" E | S 49° 42' 14.10" E |
| RXEBNMAC2 | 24+87.87 | 7,011,882.76 | 2,439,153.39 | 8° 05' 32.89" LT | 7,884.00' | 557.70' | 1,113.54' | 19+30.17 | 30+43.71 | S 49° 42' 14.10" E | S 57° 47' 46.99" E |
| BYEBNMAC1 | 14+16.60 | 7,012,114.74 | 2,438,897.22 | 6° 02' 19.56" LT | 7,898.00' | 416.60' | 832.42' | 10+00.00 | 18+32.42 | S 51° 45' 19.60" E | S 57° 47' 39.16" E |
| BYEBNMAC2 | 27+20.66 | 7,011,419.31 | 2,440,001.30 | 4° 09' 52.10" LT | 8,000.00' | 290.86' | 581.47' | 24+29.80 | 30+11.27 | S 57° 47' 39.16" E | S 61° 57' 31.26" E |
| BYEBNMAC3 | 40+64.00 | 7,010,787.68 | 2,441,187.16 | 3° 26' 16.20" RT | 5,700.00' | 171.06' | 342.01' | 38+92.94 | 42+34.95 | S 61° 57' 31.26" E | S 58° 31' 15.07" E |
| RNNMACBT1 | 985+01.50 | 7,013,660.06 | 2,438,257.48 | 5° 32' 41.62" LT | 2,864.84' | 138.73' | 277.25' | 983+62.77 | 986+40.02 | N 51° 04' 50.37" E | N 45° 32' 08.75" E |
| UTEW1611 | 10+88.59 | 7,013,138.27 | 2,437,188.85 | 77° 41' 36.33" LT | 110.00' | 88.59' | 149.16' | 10+00.00 | 11+49.16 | S 50° 03' 52.95" E | N 52° 14' 30.72" E |
| UTEW1612 | 16+34.73 | 7,013,489.84 | 2,437,642.78 | 114° 12' 55.66" LT | 110.00' | 170.08' | 219.28' | 14+64.64 | 16+83.92 | N 52° 14' 30.72" E | N 61° 58' 24.94" W |
| UTWE1611 | 10+76.93 | 7,013,149.48 | 2,438,190.39 | 69° 56' 14.09" LT | 110.00' | 76.93' | 134.27' | 10+00.00 | 11+34.27 | N 57° 47' 39.16" W | S 52° 16' 06.75" W |
| UTWE1612 | 16+41.02 | 7,012,792.29 | 2,437,728.77 | 110° 02' 44.16" LT | 110.00' | 157.23' | 211.27' | 14+83.79 | 16+95.06 | S 52° 16' 06.75" W | S 57° 46' 37.41" E |
| UTSN1611 | 11+29.77 | 7,013,466.50 | 2,437,813.22 | 89° 54' 00.40" LT | 130.00' | 129.77' | 203.98' | 10+00.00 | 12+03.98 | S 32° 02' 11.92" W | S 57° 51' 48.48" E |
| UTSN1612 | 15+07.83 | 7,013,235.84 | 2,438,180.41 | 22° 14' 44.25" LT | 55.00' | 10.81' | 21.35' | 14+97.02 | 15+18.37 | S 57° 51' 48.48" E | S 80° 06' 32.73" E |
| UTNS1611 | 10+94.85 | 7,012,821.18 | 2,437,577.91 | 86° 58' 18.06" LT | 100.00' | 94.85' | 151.79' | 10+00.00 | 11+51.79 | N 29° 11' 40.64" E | N 57° 46' 37.41" W |
| UTNS1612 | 14+86.53 | 7,013,050.24 | 2,437,214.49 | 19° 30' 08.17" LT | 55.00' | 9.45' | 18.72' | 14+77.08 | 14+95.80 | N 57° 46' 37.41" W | N 77° 16' 45.58" W |
| RNOCOWBML1 | 21+73.00 | 7,011,726.06 | 2,440,025.08 | 4° 07' 58.86" LT | 5,700.00' | 205.67' | 411.17' | 19+67.33 | 23+78.50 | S 58° 35' 43.90" E | S 62° 43' 42.76" E |
| RNOCOWBML2 | 24+83.54 | 7,011,583.68 | 2,440,301.26 | 1° 31' 23.56" RT | 7,902.00' | 105.04' | 210.08' | 23+78.50 | 25+88.57 | S 62° 43' 42.76" E | S 61° 12' 19.20" E |
| RXEBMLOCO1 | 14+39.17 | 7,012,475.51 | 2,438,721.47 | 6° 21' 49.18" RT | 7,900.00' | 439.17' | 877.43' | 10+00.00 | 18+77.43 | S 60° 35' 20.50" E | S 54° 13' 31.32" E |
| RXEBMLOCO2 | 20+55.01 | 7,012,114.96 | 2,439,221.85 | 3° 34' 07.85" LT | 5,700.00' | 177.58' | 355.04' | 18+77.43 | 22+32.47 | S 54° 13' 31.32" E | S 57° 47' 39.16" E |
| UTMACEW1 | 11+10.00 | 7,011,076.21 | 2,440,475.09 | 90° 00' 00.00" LT | 110.00' | 110.00' | 172.79' | 10+00.00 | 11+72.79 | S 57° 47' 39.16" E | N 32° 12' 20.84" E |
| UTMACEW2 | 16+03.79 | 7,011,533.97 | 2,440,763.42 | 90° 00' 00.00" LT | 110.00' | 110.00' | 172.79' | 14+93.79 | 16+66.58 | N 32° 12' 20.84" E | N 57° 47' 39.16" W |
| UTMACWE1 | 11+25.53 | 7,011,427.10 | 2,440,925.38 | 97° 32' 36.58" LT | 110.00' | 125.53' | 187.27' | 10+00.00 | 11+87.27 | N 50° 15' 02.59" W | S 32° 12' 20.84" W |
| UTMACWE2 | 16+18.39 | 7,010,956.10 | 2,440,628.71 | 97° 19' 14.11" LT | 110.00' | 125.04' | 186.84' | 14+93.35 | 16+80.19 | S 32° 12' 20.84" W | S 65° 06' 53.27" E |
| MAC1 | 103+90.01 | 7,010,543.00 | 2,440,253.88 | 31° 39' 15.33" RT | 650.00' | 184.26' | 359.11' | 102+05.75 | 105+64.85 | N 0° 33' 05.51" E | N 32° 12' 20.84" E |

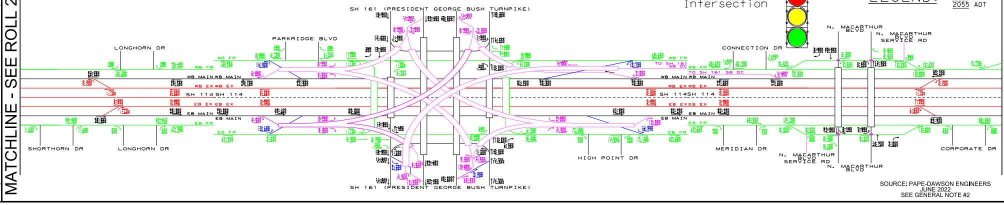
## PROPERTY OWNERS

| Parcel Number | Owner Name | Property Address |
|---|---|---|
| EB094 | *PARKSIDE NEIGHBORHOOD | 3400 CABELL DR |
| EB095 | *PARKSIDE NEIGHBORHOOD | 200 IVY HILL LN |
| EB096 | PINA PATRICIA BEATRIZ ROSARIO & | 3079 IVY HILL LN |
| EB097 | *PARKSIDE COMMON | 100 IVY HILL LN |
| EB098 | MCKEE DELEON R & CHIHO MORI | 3075 IVY HILL LN |
| EB099 | PONNUSAMY VASAN & | 3071 IVY HILL LN |
| EB100 | SAHA AMIT & TAPASHI | 3067 IVY HILL LN |
| EB101 | MAHAJAN PUJA | 3063 IVY HILL LN |
| EB102 | KEDIA NEHA & | 3059 IVY HILL LN |
| EB103 | *PARKSIDE COMMON | 100 IVY HILL LN |
| EB104 | *POOL 2 INDUSTRIAL TX 2 LLC | 6600 E CAMPUS CIRCLE DR |
| EB105 | *PS LPT PROPERTIES INVESTORS | 6651 LONGHORN DR |
| EB106 | BOYD IRVING II GSA LLC | 6500 E CAMPUS CIRCLE DR |
| EB107 | WELLS REIT LAS COLINAS | 6363 N STATE HWY 161 |
| EB108 | WELLS REIT LAS COLINAS | 6333 N STATE HWY 161 |
| EB109 | PIEDMONT 161 CORPORATE CENTER LP | 6225 N STATE HWY 161 |
| EB110 | *KCI STAR PARK OWNER LLC | 1501 MERIDIAN DR |
| EB111 | NORTHLAND DEVELOPMENTS | 1311 MERIDIAN DR |
| EB112 | 114161 RETAIL LLC | 5981 HIGH POINT DR |
| EB113 | BLUE STAR & | 1 MERIDIAN DR |
| EB114 | BLUE STAR LAND | 1300 MERIDIAN DR |
| EB115 | DALLAS COUNTY U R D | 5620 HIGHPOINT DR |
| EB116 | LAS COLINAS ASSN THE | 1600 W JOHN W CARPENTER FWY |
| EB117 | LAS COLINAS ASSN THE | 1600 W JOHN W CARPENTER FWY |

| Parcel Number | Owner Name | Property Address |
|---|---|---|
| EB118 | TRIPLE A FUELS INC | 1100 W JOHN W CARPENTER FWY |
| EB119 | BROOKWOOD PROPERTIES | 5601 N MACARTHUR BLVD |
| EB120 | BROOKWOOD PROPERTIES | 5525 N MACARTHUR BLVD |
| EB121 | NATIONAL RETAIL PROPERTIES LP | 5550 N MACARTHUR BLVD |
| EB122 | MCLC REALTY LLC ETAL | 601 W WALNUT HILL LN |
| EB123 | GSDA PARTNERS LLC | 1030 W JOHN W CARPENTER FWY |
| EB124 | COMERICA BANK | 1050 W JOHN W CARPENTER FWY |
| EB125 | PSAA HOLDINGS LLC | 950 W JOHN W CARPENTER FWY |
| EB126 | REI RENTAS HOLDINGS LLC | 900 W JOHN W CARPENTER FWY |
| EB127 | DAVIS STEVEN L & | 850 W JOHN W CARPENTER FWY |
| EB128 | PIEDMONT 750 W JOHN | 750 W JOHN W CARPENTER FWY |
| WB089 | BRIDGES OF LAS COLINAS HOMEOWNERS | 3400 W JOHN W CARPENTER FWY |
| WB090 | DALLAS COUNTY UTILITY & RECLAMATION DISTRICT | 3400 W JOHN W CARPENTER FWY |
| WB091 | BRIDGES OF LAS COLINAS HOMEOWNERS | 100 FOUNTAIN DR |
| WB091 | BRIDGES OF LAS COLINAS HOMEOWNERS | 100 FOUNTAIN DR |
| WB092 | RAPPAI JOJO & | 2436 FOUNTAIN DR |
| WB092 | RAPPAI JOJO & | 2436 FOUNTAIN DR |
| WB093 | RANA NIRAV & MITABEN | 2432 FOUNTAIN DR |
| WB093 | RANA NIRAV & MITABEN | 2432 FOUNTAIN DR |
| WB094 | SOMANI ANIL K & ARTI TOSHNIWAL | 2428 FOUNTAIN DR |
| WB095 | EASWARAN KALAICHELVI | 2424 FOUNTAIN DR |
| WB096 | KUMETHA RAVINDRA R & | 2420 FOUNTAIN DR |
| WB097 | RINALDI DONATO | 2416 FOUNTAIN DR |
| WB098 | LIN CHIACHI & MAOCHENG | 2412 FOUNTAIN DR |

| Parcel Number | Owner Name | Property Address |
|---|---|---|
| WB099 | BANDA MEEDI GOPI K REDDY & | 2408 FOUNTAIN DR |
| WB100 | SHAIK MEHABOOB & | 2404 FOUNTAIN DR |
| WB101 | CHAUK MILIND S & MEENAL M | 2400 FOUNTAIN DR |
| WB102 | ISMAIL SYED | 2350 FOUNTAIN DR |
| WB103 | THAKOR KIRAN & HARSHABEN KIRAN | 2346 FOUNTAIN DR |
| WB104 | PAR CAPITAL HB VIEW LLC | 2203 W ROYAL LN |
| WB105 | CFT NV DEVELOPMENTS LLC | 2101 W JOHN W CARPENTER FWY |
| WB106 | CFT NV DEVELOPMENTS LLC | 2001 W JOHN W CARPENTER FWY |
| WB107 | JP 1925 JCF LP | 1925 W JOHN W CARPENTER FWY |
| WB108 | WILEY INDUSTRIES LLC | 6535 N STATE HWY 161 |
| WB108-A | *WILEY INDUSTRIES LLC | 6535 State Highway 161 |
| WB109 | PIEDMONT OPERATING PARTNERSHIP LP | 6011 CONNECTION DR |
| WB110 | CCI IRVING VII A LP | 6000 CONNECTION DR |
| WB111 | DALLAS COUNTY U R D | 1198 W ROYAL LN |
| WB112 | DALLAS COUNTY U R D | 1403 W JOHN W CARPENTER FWY |
| WB113 | *PISTACHIO RP INVESTMENT LLC | 1153 W JOHN CARPENTER FWY |
| WB114 | DALLAS COUNTY U R D | 6217 N MACARTHUR BLVD |
| WB115 | GRAND PRIX LAS COLINAS LLC | 5901 N MACARTHUR BLVD |
| WB116 | WHITESTONE LAS COLINAS VILLAGE LLC | 5910 N MACARTHUR BLVD |
| WB117 | WHITESTONE LAS COLINAS VILLAGE LLC | 861 W JOHN W CARPENTER FWY |
| WB118 | REALTY INCOME TEXAS | 5907 N MACARTHUR BLVD |
| WB119 | REALTY INCOME TEXAS | 859 W JOHN W CARPENTER FWY |
| WB120 | LEEKEN RANCH LLC | 907 W JOHN W CARPENTER FWY |
| WB121 | COMMERCIAL NET LEASE | 855 W JOHN W CARPENTER FWY |
| WB122 | OSO NINE LLC | 771 W JOHN W CARPENTER FWY |

## TRAFFIC DIAGRAM


MATCHLINE - SEE ROLL 2
SH 161 (PRESIDENT GEORGE BUSH TURNPIKE)
PARKRIDGE BLVD
LONGHORN DR
SHORTHORN DR
HIGH POINT DR
CONNECTION DR
MERIDIAN DR
N. MACARTHUR BLVD
N. MACARTHUR BLVD SERVICE RD
CORPORATE DR
WB MAIN
EB MAIN
WB FR
EB FR
SH 114
Signalized Intersection
LEGEND:
2025 ADT
2045 ADT
2055 ADT
MATCHLINE - SEE ROLL 4

SOURCE: PAPE-DAWSON ENGINEERS
JUNE 2022
SEE GENERAL NOTE #2

**TEXAS DEPARTMENT OF TRANSPORTATION®**
DALLAS DISTRICT
CEASON CLEMENS, P.E., DALLAS DISTRICT ENGINEER

# DESIGN SCHEMATIC
# SH 114
# FROM EAST OF INTERNATIONAL PKWY TO RIVERSIDE DR, DALLAS COUNTY, TEXAS

CSJ: 0353-04-111 0353-04-112
0353-04-115
0353-06-063 0353-06-067

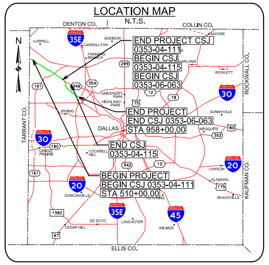
100%
Preliminary, Subject to Change

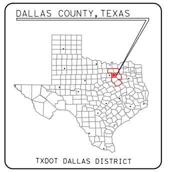
JUNE 2024
ROLL 3 OF 13

| LENGTH: 8.5 MILES | | |
|---|---|---|
| DESIGN SPEEDS | | FUNCTIONAL CLASS |
| MAIN LANES: | 70 MPH | URBAN INTERSTATE |
| EXPRESS LANES: | 70 MPH | URBAN INTERSTATE |
| SPUR 348: | 60 MPH | PRINCIPAL ARTERIAL |
| SPUR 348 FRONTAGE ROAD: | 35 MPH | URBAN COLLECTOR |
| PGBT: | 60 MPH | PRINCIPAL ARTERIAL-OTHER FREEWAYS AND EXPRESSWAYS |
| PGBT FRONTAGE ROADS: | 40 MPH | |
| PGBT SERVICE RAMPS: | 45 MPH | |
| FRONTAGE ROAD BYPASS: | 45 MPH | |
| * WALNUT HILL FRONTAGE ROAD BYPASS: | 35 MPH | |
| DIRECT CONNECTORS/RAMPS: | 50 MPH | |
| * SB RAMPS TO PGBT & NB RAMP FROM PGBT: | 30 MPH | |
| * PGBT DC WB-NB & DC WB-SB: | 35 MPH | |
| * PGBT DC NB-EB: | 35 MPH | |
| * PGBT DC EB-SB: | 30 MPH | |
| * PGBT DC SB-WB & DC EB-NB: | 40 MPH | |
| * PGBT DC SB-EB: | 35 MPH | |
| * PGBT DC NB-WB: | 35 MPH | |
| FRONTAGE ROADS: | 45 MPH | URBAN COLLECTOR |
| FREEPORT PKWY | 35 MPH | |
| ESTERS BLVD | 35 MPH | |
| BELT LINE ROAD | 45 MPH | |
| MACARTHUR | 40 MPH | |
| WALNUT HILL | 40 MPH | |
| COLWELL | 40 MPH | |
| HIDDEN RIDGE | 35 MPH | |
| O'CONNOR | 35 MPH | |
| WINGREN | 35 MPH | |
| RIVERSIDE DRIVE/ROCHELLE BLVD | 35 MPH | |
| TURNAROUNDS: | 15 MPH | URBAN ARTERIAL / COLLECTOR |
| SHARED USE PATHS: | 18 MPH | |

* Denotes exceptions to usual speed

## LOCATION MAP
N.T.S.


DENTON CO.
COLLIN CO.
COPPELL
CARROLLTON
ADDISON
FARMERS BRANCH
SACHSE
GARLAND
ROWLETT
END PROJECT CSJ 0353-04-111
BEGIN CSJ 0353-04-115
BEGIN CSJ 0353-06-063
END PROJECT END CSJ 0353-06-063 STA 958+00.00
END CSJ 0353-04-115
BEGIN PROJECT BEGIN CSJ 0353-04-111 STA 510+00.00
DALLAS
IRVING
GRAND PRAIRIE
DUNCANVILLE
DE SOTO
CEDAR HILL
LANCASTER
WILMER
HUTCHINS
SEAGOVILLE
MESQUITE
SUNNYVALE
BALCH SPRINGS
ELLIS CO.
TARRANT CO.
ROCKWALL CO.
KAUFMAN CO.
35E
30
20
45
635
67
1382


DALLAS COUNTY, TEXAS
TXDOT DALLAS DISTRICT

## TEXAS COUNTY MAP
N.T.S.

0 10 20 30 40
VERTICAL SCALE:

0 100 200 300 400
HORIZONTAL SCALE:

PRELIMINARY
FOR INTERIM REVIEW ONLY

THESE DOCUMENTS ARE FOR INTERIM REVIEW AND NOT INTENDED FOR REGULATORY APPROVAL, PERMIT, BIDDING OR CONSTRUCTION PURPOSES. THEY WERE PREPARED BY OR UNDER THE SUPERVISION OF:

| NAME | P.E. NO. | DATE |
|---|---|---|
| PHILLIP HANLEY | 91815 | 6/17/2024 |
| PHILLIP ULLMAN | 71426 | 6/17/2024 |

LINA T. RAMEY & ASSOCIATES, INC.
TBPE FIRM #F-782

LTRA
3320 BELT LINE ROAD
FARMERS BRANCH, TX 75234
214-979-1144 MAIN
214-979-2480 FAX

DATE SUBMITTED: ____

DATE APPROVED: ____

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