Texas Department of Transportation®

DALLAS DISTRICT
DESIGN SCHEMATIC
MOHAMED K. BUR, P.E., DISTRICT ENGINEER
DENTON COUNTY
SH 114
PROJECT LIMIT: EAST OF IH 35W
TO EAST OF BUS 114
CONTROL: 0353-02-037, ETC
FUNCTIONAL CLASS: PRINCIPAL ARTERIAL
DESIGN SPEED: 70 mph MAINLANES
40-50 mph RAMPS
45 mph FRONTAGE ROADS
30 mph CROSS STREETS
PROJECT LENGTH = 2.632 MILES (13,897.45 FT.)

NOVEMBER 2019
SCALE: 1"=100' H, 1"=10'V
ROLL 1 OF 8


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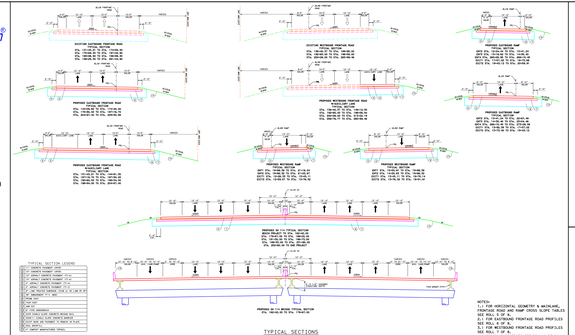
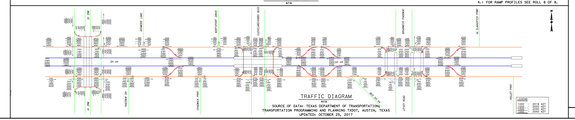
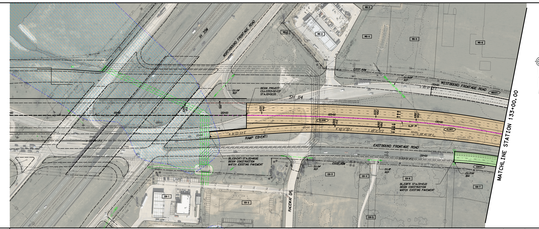


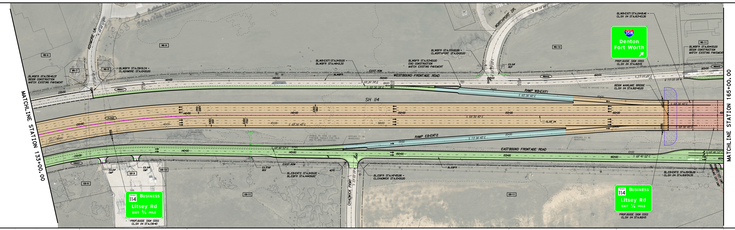

TYPICAL SECTIONS




TRAFFIC DIAGRAM

SOURCE OF DATA: TEXAS DEPARTMENT OF TRANSPORTATION
TRANSPORTATION PLANNING AND PROGRAMMING DIVISION, AUSTIN, TEXAS
OPERATION: OCTOBER 20, 2017



GENERAL NOTES:

1. EXISTING FEATURES WERE NOT FIELD SURVEYED. EXISTING FEATURES WERE TAKEN FROM AERIAL PHOTOGRAPHS APRIL 2019 AND MAINLANE PLANS, UPDATED SHORT RADIUS RESIDENTIAL DRIVES.

2. SUPERELEVATION AXIS OF ROTATION IS ABOUT THE PGL.

3. SUPERELEVATED ON THE SIDE OF MAINLANE OR FRONTAGE ROAD OF CURB, WALL, BARRIER, OR WALL (UNLESS NOTED OTHERWISE).

4. APPROXIMATE 100 YEAR FLOODPLAIN LIMITS ARE BASED UPON FEMA FLOOD INSURANCE RATE MAPS, REFERENCED 5 MAY 2014.

5. OPERATIONAL INFORMATION DURING CONSTRUCTION OBTAINED FROM DENTON COUNTY OPERATIONAL ACTIVITY SEPTEMBER 2019.

6. EXISTING GEOMETRY, LOCATIONS, SIZES, AND ELEVATIONS ARE TAKEN FROM DENTON CAD.

7. ADA RAMPS AND SIDEWALKS ARE DIAGRAMMATIC ONLY AND ROLL OF SIDEWALK DURING FINAL SIDEWALKS ARE SHOWN ON ROLL 5 OF 8.

8. EXISTING DRIVEWAYS WILL REMAIN UNLESS IT IS DESIGNATED TO BE REMOVED. ALL DRIVEWAYS ARE TO BE REPLACEMENT WITH THE EXTENSION TO EXISTING SURFACE AND WILL BE TO CONFORM WITHIN ADJACENT DRIVING LANES SHOWN.

9. CURVES ARE TYPE II 10' UNLESS NOTED OTHERWISE.

10. CONVENTIONAL ROADWAY SIGNAGE SIGNS SIGNAGE ARE NOT SHOWN. SIGNS ARE DEPENDENT DURING THE FINAL PHASE OF THE PROJECT.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NOVEMBER 2019
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ROLL 1 OF 8

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LOCATION MAP

JANUARY 2020
SCALE: 1"=100' H, 1"=10'V
ROLL 2 OF 8

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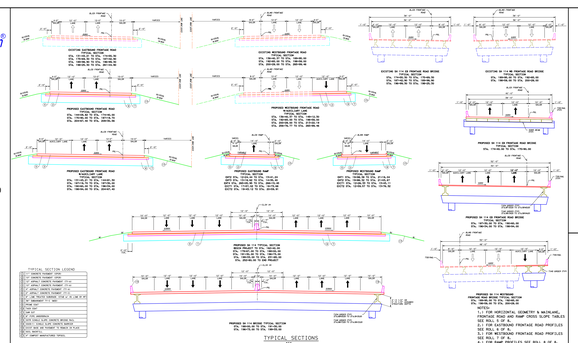
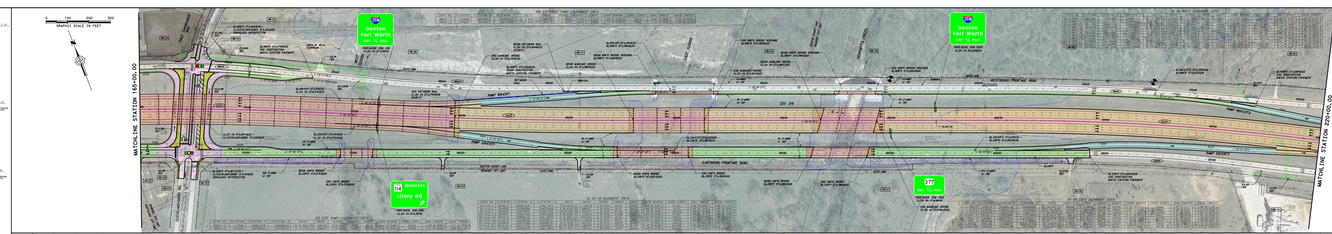



TYPICAL SECTIONS


GRAPHIC SCALE IN FEET
MATCHLINE STATION 165+00.00
MATCHLINE STATION 220+00.00
Denton
Fort Worth
Denton
Fort Worth
Business
Utley Rd
SH 114
Business
Fort Worth
MAIN BASE
MAIN BASE
CATEGORICAL PRIVATE ROAD
CATEGORICAL PRIVATE ROAD
FRONTAGE ROAD
FRONTAGE ROAD
MAIN BASE
MAIN BASE

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LOCATION MAP

NOVEMBER 2019
SCALE: 1"=100' H, 1"=10'V
ROLL 3 OF 8

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DATE OF PRELIMINARY DESIGN: 10/15/2019
DATE OF PLOT: 11/14/2019

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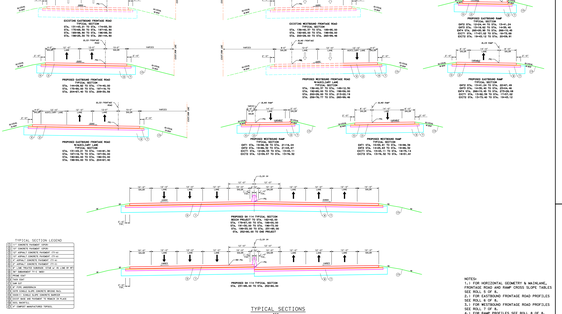
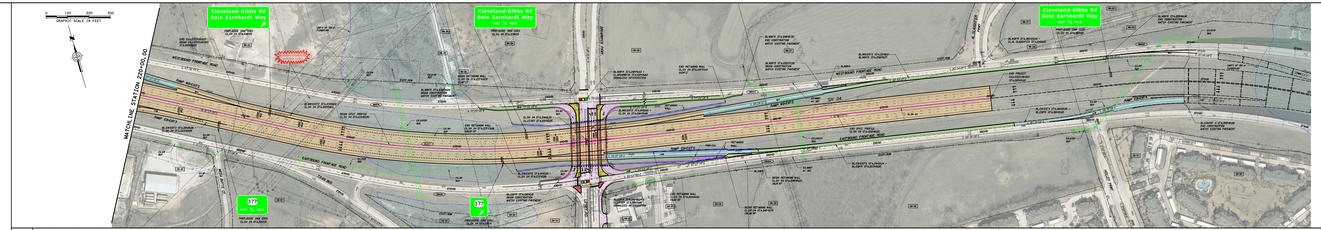



TYPICAL SECTIONS

TRAFFIC DIAGRAM

SOURCE OF DATA: TEXAS DEPARTMENT OF TRANSPORTATION
TRANSPORTATION PLANNING AND PROGRAMMING DIVISION, AUSTIN, TEXAS
UPDATED: OCTOBER 25, 2017




GENERAL NOTES:

1. EXISTING FEATURES WERE NOT FIELD SURVEYED. EXISTING FEATURES WERE TAKEN FROM AERIAL PHOTOGRAPHS, AERIAL MAPS AND RECORD PLANS. UPDATED SHOULD REQUIRED WITH FIELD SURVEY.

2. SUPERELEVATION AXIS OF ROTATION IS ABOUT THE PGL.

3. SUPERELEVATED AND TO THE EDGE OF PAVEMENT OR PROFILE GRADE OF CURB, RAIL, BARRIER, OR WALL CONFORM NOTED OTHERWISE.

4. SUPERELEVATED ALL REAR FLOODED LANES (WITH AND BEYOND OPEN-FRAME FLOOD INSURANCE RATE MAPS) PRECIPITATION IS NOT ALLOWED.

5. OPERATIONAL INFORMATION SHOWN ON SCHEMATIC OBTAINED FROM DENTON COUNTY APPROVAL SCHEMATIC SEPTEMBER 2019.

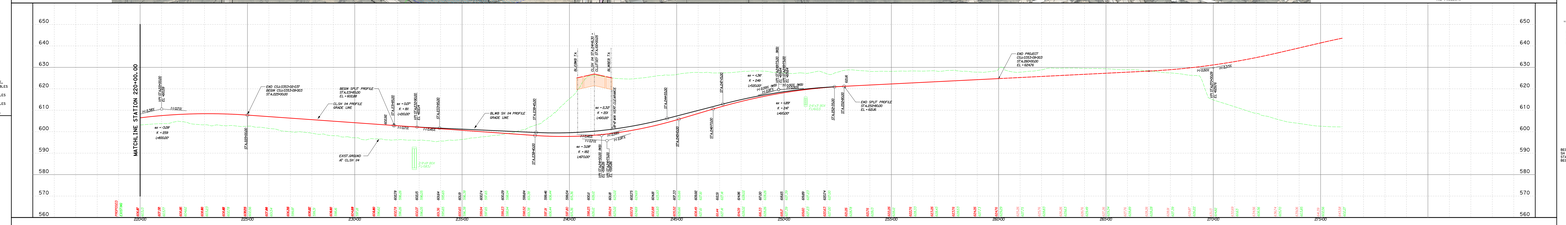
6. EXISTING DRIVEWAYS, LOCATIONS, SIZES, AND ELEVATIONS ARE TO BE FIELD VERIFIED.

7. ALL RAMPS AND SIDEWALKS ARE DIAGRAMMATIC ONLY AND ROLL OR DESIGNED DURING FINAL. SIDEWALKS ARE SHOWN ON ROLL 3 OF 8.

8. EXISTING DRIVEWAYS WILL REMAIN UNLESS IT IS DESIGNATED TO BE REMOVED. ALL DRIVEWAYS TO BE REMOVED MUST BE DESIGNATED TO SATISFY SLOPE AND/OR TO CONFORM WITHIN ACCESS DENIAL LIMITS DURING.

9. CURVES ARE TYPE II 10' UNLESS NOTED OTHERWISE.

10. CONVENTIONAL ROADWAY SIGNAGE SIGNS SIGNS ARE NOT SHOWN. SEE TRAFFIC DIAGRAMS FOR SIGNS AND PAVEMENT MARKINGS.


MAINLINE STATION 220+00
END CULDESAC/END DEAD ENDING
BEGIN CULDESAC/BEGIN DEAD ENDING
BEGIN CUT PROFILE
END CUT PROFILE
END PROJECT
CULDESAC/END DEAD ENDING
EXISTING GROUND AT SLOPE 24
SLOPE 24 PROFILE GRADE LINE
BEGIN CUT PROFILE
END CUT PROFILE
EL=626.0
W = 12.0'
X = 24'
=WEDGE
W = 12.0'
X = 24'
=WEDGE
W = 12.0'
X = 24'
=WEDGE

Texas Department of Transportation®

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DENTON COUNTY
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40-50 mph RAMPS
45 mph FRONTAGE ROADS
30 mph CROSS STREETS
PROJECT LENGTH = 2.632 MILES (13,897.45 FT.)

LOCATION MAP

JANUARY 2020
SCALE: 1"=100' H, 1"=10'V
ROLL 4 OF 8

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DISTRICT ENGINEER: MOHAMED K. BUR
DATE: 10/15/2020

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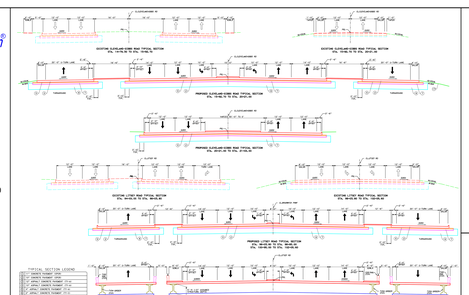


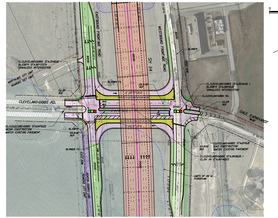


LEGEND
PAVEMENT MARKING LABEL
PAVEMENT MARKING
CONCRETE OR ASPHALTIC PAVEMENT
CONCRETE PAVEMENT
ASPHALTIC PAVEMENT
CONCRETE CURB
ASPHALTIC CURB
CONCRETE CURB & GUTTER
ASPHALTIC CURB & GUTTER
CONCRETE SIDEWALK
ASPHALTIC SIDEWALK
CONCRETE DRIVEWAY
ASPHALTIC DRIVEWAY
PROPOSED PAVEMENT
PROPOSED CONCRETE PAVEMENT
PROPOSED ASPHALTIC PAVEMENT
PROPOSED CONCRETE CURB
PROPOSED ASPHALTIC CURB
PROPOSED CONCRETE CURB & GUTTER
PROPOSED ASPHALTIC CURB & GUTTER
PROPOSED CONCRETE SIDEWALK
PROPOSED ASPHALTIC SIDEWALK
PROPOSED CONCRETE DRIVEWAY
PROPOSED ASPHALTIC DRIVEWAY

GENERAL NOTES:

1. EXISTING FEATURES WERE NOT FIELD SURVEYED, SCHEMATICS ARE BASED ON SURVEY INFORMATION DATED APRIL 2018 ON FIELD PLANS UPDATED BASED RECEIVED APRIL 2019.

2. SUPERELEVATION AXIS OF ROTATION IS ABOUT THE POLL.

3. CONTOURS ARE BASED ON DATA FROM NCTCOG 2012 LIDAR FLYOVER DATA. ALL ELEVATIONS ARE APPROXIMATE. ACCURACY OF DATA IS 1 FOOT.

4. ENVIRONMENTAL 100 YEAR FLOODPLAIN LIMITS ARE BASED ON FEMA FLOOD INSURANCE RATE MAPS INCORPORATED 8 SEPTEMBER 2010.

5. GRADEBOARD INFORMATION SHOWN ON SCHEMATIC OBTAINED FROM DENTON COUNTY APPRAISAL DISTRICT SEPTEMBER 2019

6. EXISTING CULVERT LOCATIONS, SIZES, AND ELEVATIONS ARE APPROXIMATE AND MUST BE VERIFIED.

7. ALL RAMP, RAMP CONNECTOR, FRONTAGE ROAD AND ROLL DE DESIGNED WITH CURBS, SIDEWALKS AND DRAINS ON THE OUTSIDE.

8. EXISTING DRIVEWAYS WILL REMAIN UNLESS IT IS DETERMINED IN COORDINATION WITH THE LOCAL GOVERNMENT THAT THEY WILL BE REMOVED DUE TO ANGLE TO LOCATED WITHIN ACCESS DENIAL LIMITS SIGNAL.

9. CURVES ARE TYPE II (WT) UNLESS NOTED OTHERWISE.

10. CONSTRUCTION, RIGHTS OF WAY, UTILITY, AND ENVIRONMENTAL ISSUES MAY ALSO DICTATE THE FINAL PROFILE OF THE ROAD.

| Route | Lane | Station | Offset | Elevation |
|---|---|---|---|---|
| CROSS STREET PROFILE CLEVELAND-GIBBS ROAD/ DALE EARNHARDT WAY | | | | |
| CGRD | CL | 10+00.00 | 0.00 | 599.00 |
| CGRD | CL | 11+00.00 | 0.00 | 599.00 |
| CGRD | CL | 12+00.00 | 0.00 | 599.00 |
| CGRD | CL |

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NOVEMBER 2019
SCALE: 1"=100' H, 1"=10'V
ROLL 5 OF 8

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## MAINLANE SUPERELEVATION TRANSITION & CROSS-SLOPE TABLE

Beginning shift/SH114 description
Ending shift/SH114 description

| ALIGNMENT | STATION TO STATION | INSIDE | OUTSIDE | ROTATION ABOUT CENTERLINE |
|---|---|---|---|---|
| SH114 NB | BEGIN TO BEGIN | 1.00% | 1.00% | 0.00 (Flat) |
| SH114 NB | BEGIN TO BEGIN | 1.00% | 1.00% | 0.00 (Flat) |
| SH114 NB | BEGIN TO BEGIN | 1.00% | 1.00% | 0.00 (Flat) |
| SH114 NB | BEGIN TO BEGIN | 1.00% | 1.00% | 0.00 (Flat) |
| SH114 NB | BEGIN TO BEGIN | 1.00% | 1.00% | 0.00 (Flat) |
| SH114 NB | BEGIN TO BEGIN | 1.00% | 1.00% | 0.00 (Flat) |

## EASTBOUND FRONTAGE ROAD CROSS-SLOPE TABLE

| ALIGNMENT | STATION TO STATION | INSIDE | OUTSIDE |
|---|---|---|---|
| EB114FR | BEGIN TO BEGIN | 1.00% | 1.00% |
| EB114FR | BEGIN TO BEGIN | 1.00% | 1.00% |
| EB114FR | BEGIN TO BEGIN | 1.00% | 1.00% |
| EB114FR | BEGIN TO BEGIN | 1.00% | 1.00% |
| EB114FR | BEGIN TO BEGIN | 1.00% | 1.00% |
| EB114FR | BEGIN TO BEGIN | 1.00% | 1.00% |

## EASTBOUND RAMPS CROSS-SLOPE TABLE

| ALIGNMENT | STATION TO STATION | INSIDE | OUTSIDE |
|---|---|---|---|
| EB2CT | BEGIN TO BEGIN | 1.00% | 1.00% |
| EB2CT | BEGIN TO BEGIN | 1.00% | 1.00% |
| EB2CT | BEGIN TO BEGIN | 1.00% | 1.00% |
| EB2CT | BEGIN TO BEGIN | 1.00% | 1.00% |
| EB2CT | BEGIN TO BEGIN | 1.00% | 1.00% |
| EB2CT | BEGIN TO BEGIN | 1.00% | 1.00% |

## WESTBOUND RAMPS CROSS-SLOPE TABLE

| ALIGNMENT | STATION TO STATION | INSIDE | OUTSIDE |
|---|---|---|---|
| WB2CT | BEGIN TO BEGIN | 1.00% | 1.00% |
| WB2CT | BEGIN TO BEGIN | 1.00% | 1.00% |
| WB2CT | BEGIN TO BEGIN | 1.00% | 1.00% |
| WB2CT | BEGIN TO BEGIN | 1.00% | 1.00% |
| WB2CT | BEGIN TO BEGIN | 1.00% | 1.00% |
| WB2CT | BEGIN TO BEGIN | 1.00% | 1.00% |

## SH 114 CENTERLINE DATA

Beginning shift/SH114 description
Ending shift/SH114 description

Curve Data

Curve from PT SH114LBPL3 to PC SH114LBPL3 S 89° 38' 16.72" E 2.54 L.F.

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LOCATION MAP

NOVEMBER 2019
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ROLL 6 OF 8

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DATE PRELIMINARY: 11/14/19
DATE FINAL: 11/14/19

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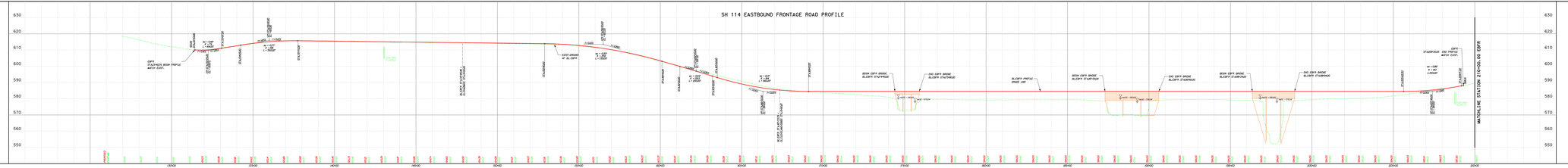

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ROLL 7 OF 8

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DATE OF PRELIMINARY PLANS: 10/15/2019
DATE OF FINAL PLANS: 00/00/0000

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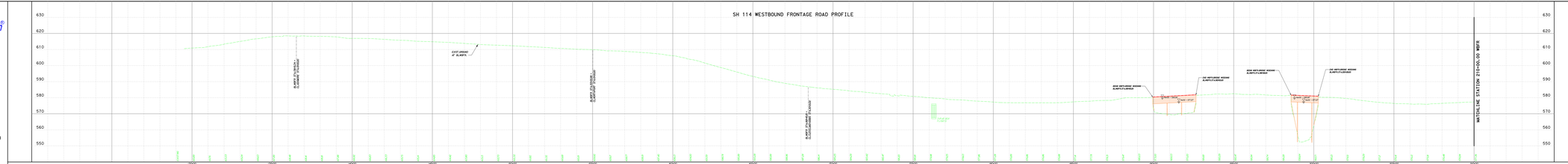


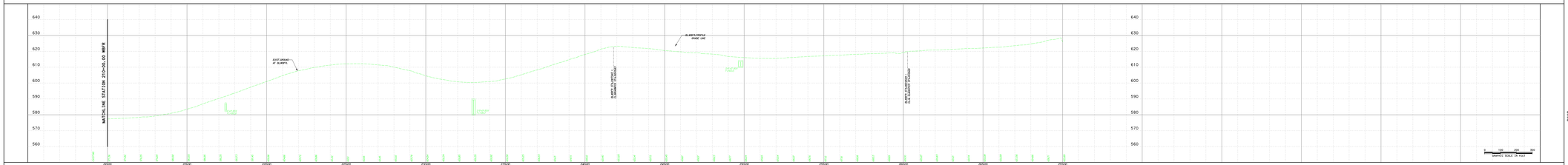


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DATE OF FINAL PLANS: 00/00/0000

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ROLL 8 OF 8

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SUPERVISION OF MOHAMED K. BUR, P.E. ON
NOVEMBER 2019. THIS PRELIMINARY PLAN
HAS NOT BEEN REVIEWED BY THE TEXAS DEPARTMENT
OF TRANSPORTATION.

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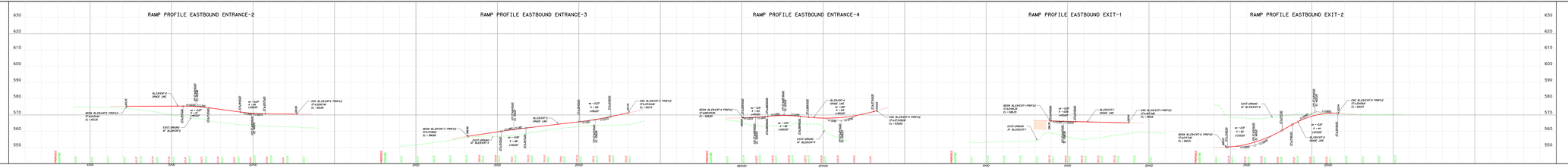


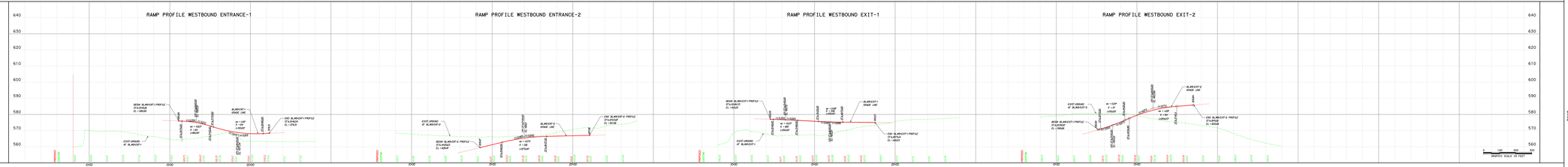


Texas Department of Transportation®

DALLAS DISTRICT
DESIGN SCHEMATIC
MOHAMED K. BUR, P.E., DISTRICT ENGINEER
DENTON COUNTY
SH 114
PROJECT LIMIT: EAST OF IH 35W
TO EAST OF BUS 114
CONTROL: 0353-02-037, ETC
FUNCTIONAL CLASS: PRINCIPAL ARTERIAL
DESIGN SPEED: 70 mph MAINLANES
40-50 mph RAMPS
45 mph FRONTAGE ROADS
30 mph CROSS STREETS
PROJECT LENGTH = 2.632 MILES (13,897.45 FT.)

NOVEMBER 2019
SCALE: 1"=100' H, 1"=10'V
ROLL 8 OF 8

PRELIMINARY FOR CONTROL REVIEW ONLY
THIS PRELIMINARY PLAN WAS PREPARED UNDER THE
SUPERVISION OF MOHAMED K. BUR, P.E. ON
NOVEMBER 2019. THIS PRELIMINARY PLAN
HAS NOT BEEN REVIEWED BY THE TEXAS DEPARTMENT
OF TRANSPORTATION.

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