TEXAS DEPARTMENT OF TRANSPORTATION®
DALLAS DISTRICT
MOHAMED K. BUR, P.E., DALLAS DISTRICT ENGINEER

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

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

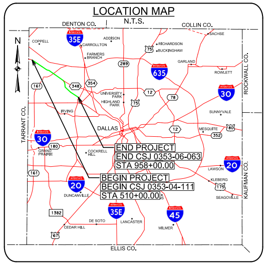
90% DRAFT
Preliminary, Subject to Change

JANUARY 2023
ROLL 7 OF 14

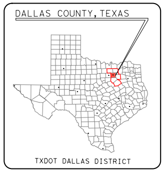
LENGTH: 7.10 MILES		
DESIGN SPEEDS		FUNCTIONAL CLASS
MAIN LANES:	70 MPH	URBAN INTERSTATE
MANAGED LANES:	70 MPH	URBAN INTERSTATE
SPUR 348:	60 MPH	PRINCIPAL ARTERIAL
SPUR 348 FRONTAGE ROAD:	35 MPH	URBAN COLLECTOR
PGBT:	60 MPH	PRINCIPAL ARTERIAL-OTHER FREEWAYS AND EXPRESSWAYS
PGBT FRONTAGE ROADS:	40 MPH	
PGBT SERVICE RAMPS:	45 MPH	
FRONTAGE ROAD BYPASS:	45 MPH	
* DIRECT CONNECTORS/RAMPS:	50 MPH	
* SB RAMPS TO PGBT & NB RAMP FROM PGBT:	30 MPH	
* NB RAMP FROM PGBT:	30 MPH	
* PGBT DC WB-NB:	40 MPH	
* PGBT DC NB-EB:	45 MPH	
* PGBT DC EB-SB:	35 MPH	
* PGBT DC SB-WB:	30 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	
ROCHELLE	35 MPH	
TURNAROUNDS:	15 MPH	URBAN ARTERIAL / COLLECTOR
SHARED USE PATHS:	18 MPH	

* Denotes exceptions to usual speed

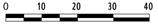
LOCATION MAP
N.T.S.


DENTON CO.
COLLIN CO.
N
COPPELL
35E
ADDISON
CARROLLTON
FARMERS BRANCH
RICHARDSON
BUCKINGHAM
75
SACHSE
GARLAND
ROWLETT
289
635
348
354
UNIVERSITY PARK
HIGHLAND PARK
12
78
30
183
IRVING
SUNNYVALE
DALLAS
MESQUITE
80
352
TARRANT CO.
ROCKWALL CO.
30
180
GRAND PRAIRIE
COCKRELL HILL
END PROJECT
END CSJ 0353-06-063
STA 958+00.00
20
LAWSON
161
BEGIN PROJECT
BEGIN CSJ 0353-04-111
STA 510+00.00
20
KLEBERG
175
DUNCANVILLE
SEAGOVILLE
KAUFMAN CO.
1382
35E
45
DE SOTO
LANCASTER
67
CEDAR HILL
WILMER
ELLIS CO.

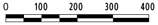
DALLAS COUNTY, TEXAS


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	1/20/2023
PHILLIP ULLMAN	71426	1/20/2023

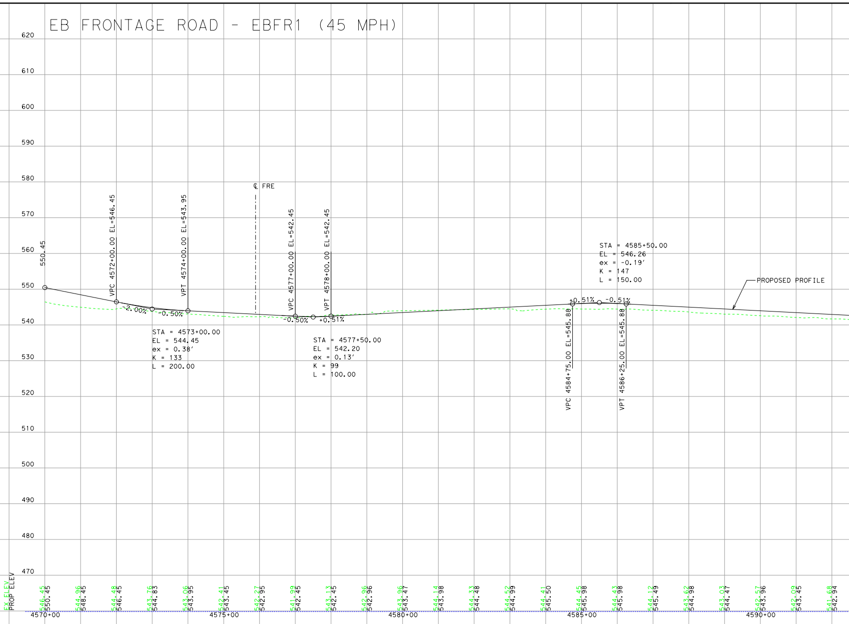
LINA T. RAMEY & ASSOCIATES, INC.
TBPE FIRM #F-782

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

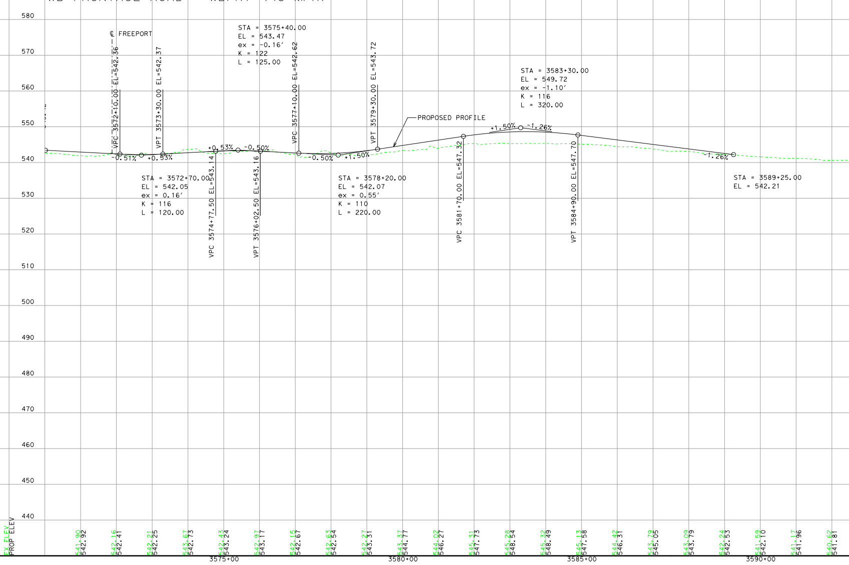
DATE SUBMITTED: ☐

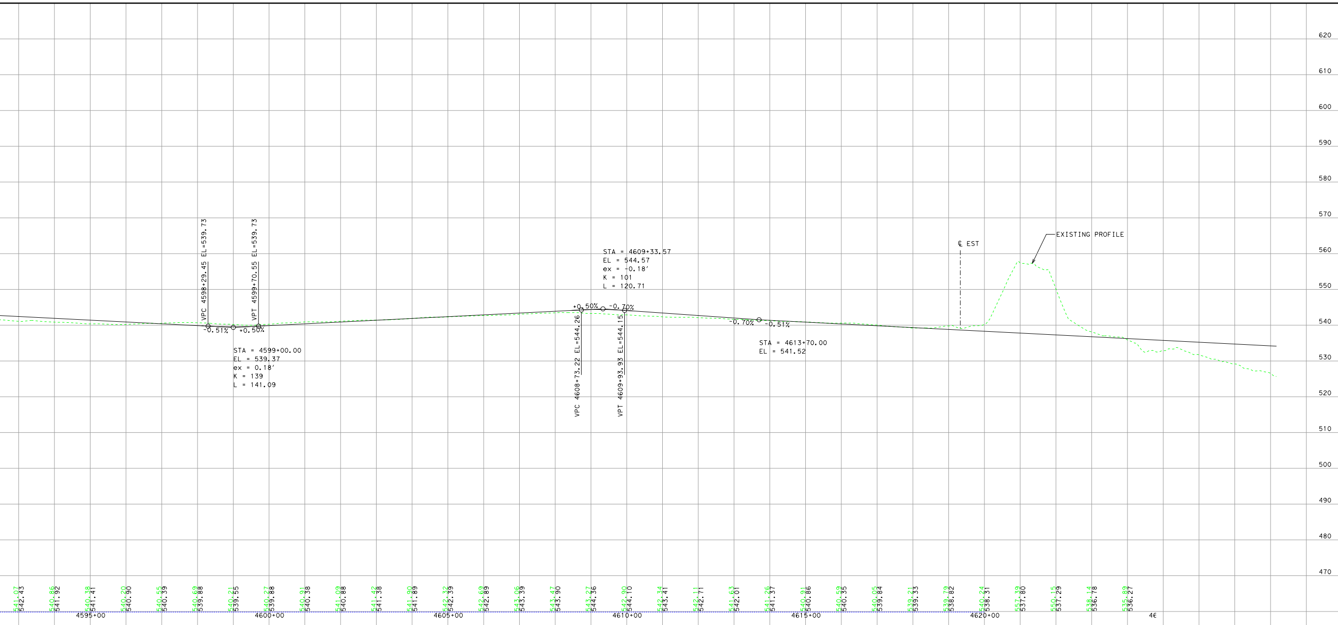
DATE APPROVED: ☐

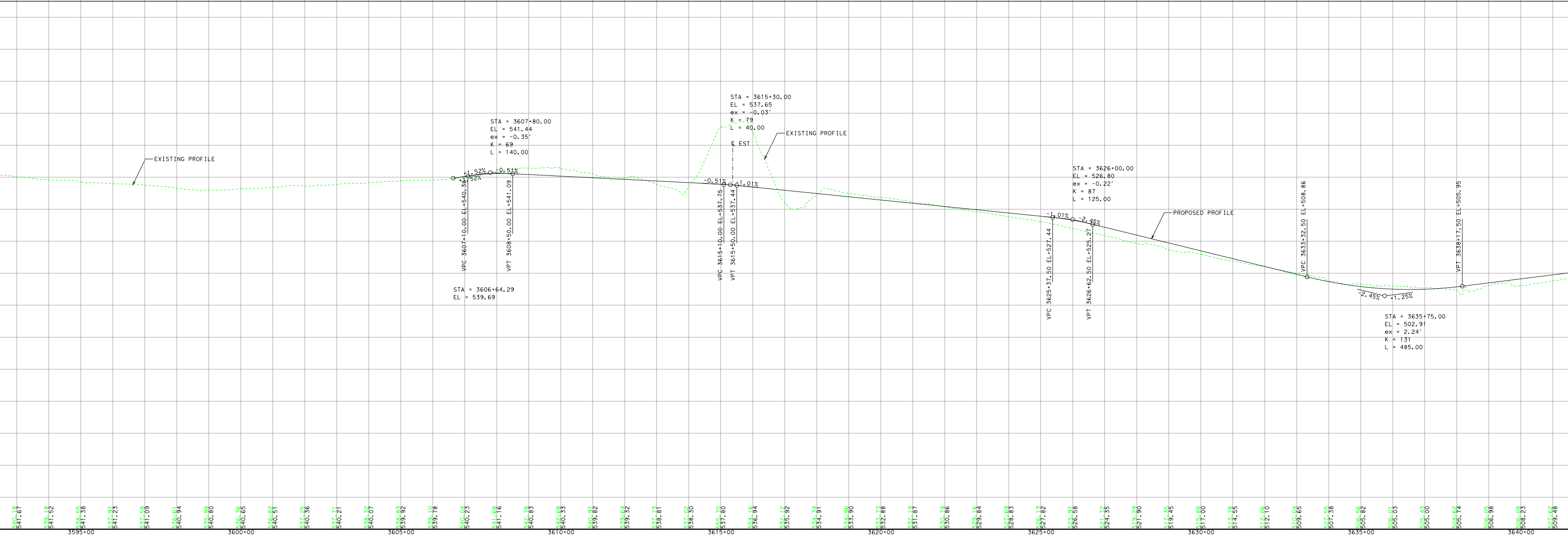
EB FRONTAGE ROAD - EBFR1 (45 MPH)


620
610
600
590
580
570
560
550
540
530
520
510
500
490
480
470
550.45
VPC 4572+00.00 EL=546.45
VPT 4574+00.00 EL=543.95
℄ FRE
VPC 4577+00.00 EL=542.45
VPT 4578+00.00 EL=542.45
-2.00%
-0.50%
-0.50%
+0.51%
STA = 4573+00.00
EL = 544.45
ex = 0.38'
K = 133
L = 200.00
STA = 4577+50.00
EL = 542.20
ex = 0.13'
K = 99
L = 100.00
STA = 4585+50.00
EL = 546.26
ex = -0.19'
K = 147
L = 150.00
+0.51%
-0.51%
VPC 4584+75.00 EL=545.88
VPT 4586+25.00 EL=545.88
PROPOSED PROFILE
EX ELEV
PROP ELEV
4570+00
4575+00
4580+00
4585+00
4590+00

WB FRONTAGE ROAD - WBFR1 (45 MPH)

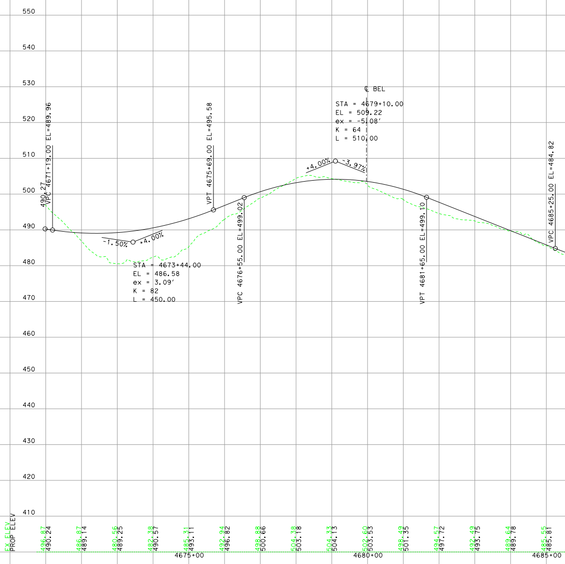

580
570
560
550
540
530
520
510
500
490
480
470
460
450
440
℄ FREEPORT
VPC 3572+10.00 EL=542.36
VPT 3573+30.00 EL=542.37
STA = 3575+40.00
EL = 543.47
ex = -0.16'
K = 122
L = 125.00
VPC 3577+10.00 EL=542.62
VPT 3579+30.00 EL=543.72
PROPOSED PROFILE
-0.51%
+0.53%
+0.53%
-0.50%
-0.50%
+1.50%
VPC 3574+77.50 EL=543.14
VPT 3576+02.50 EL=543.16
STA = 3572+70.00
EL = 542.05
ex = 0.16'
K = 116
L = 120.00
STA = 3578+20.00
EL = 542.07
ex = 0.55'
K = 110
L = 220.00
STA = 3583+30.00
EL = 549.72
ex = -1.10'
K = 116
L = 320.00
+1.50%
-1.26%
-1.26%
VPC 3581+70.00 EL=547.32
VPT 3584+90.00 EL=547.70
STA = 3589+25.00
EL = 542.21
EX ELEV
PROP ELEV
3575+00
3580+00
3585+00
3590+00

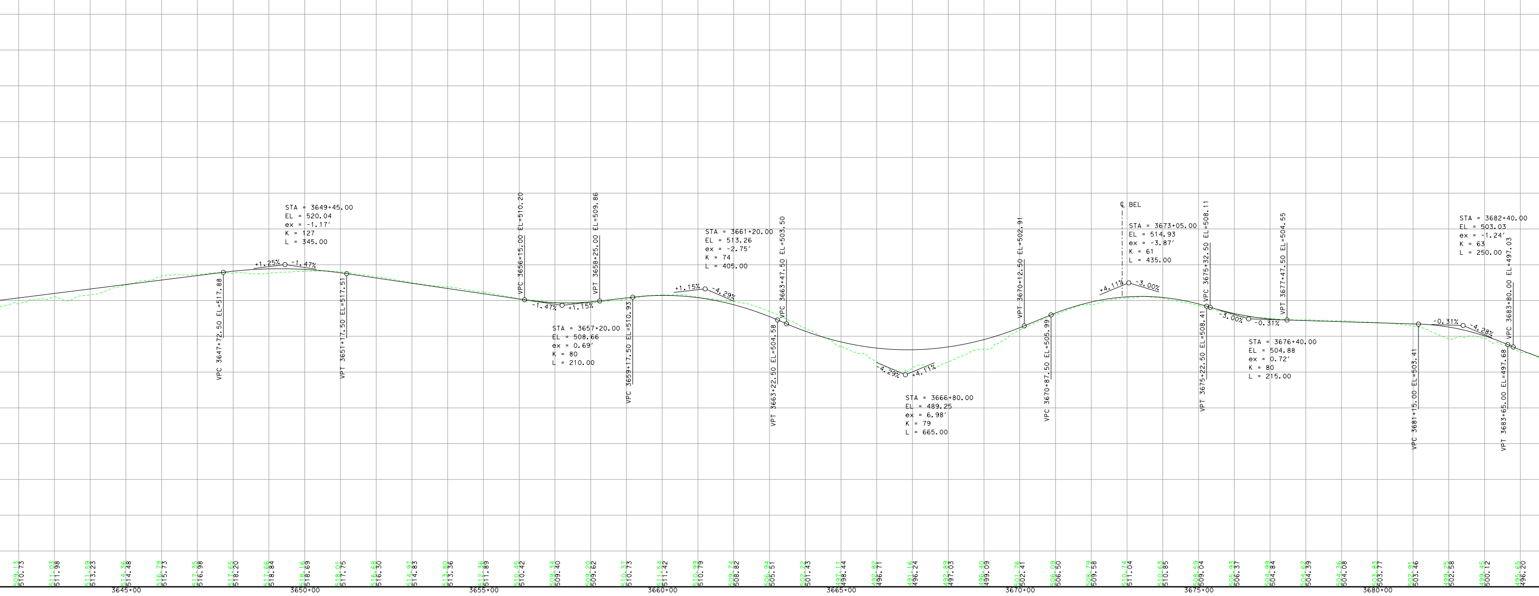

620
610
600
590
580
570
560
550
540
530
520
510
500
490
480
470
VPC 4598+29.45 EL=539.73
VPT 4599+70.55 EL=539.73
-0.51%
+0.50%
STA = 4599+00.00
EL = 539.37
ex = 0.18'
K = 139
L = 141.09
STA = 4609+33.57
EL = 544.57
ex = -0.18'
K = 101
L = 120.71
+0.50%
-0.70%
VPC 4608+73.22 EL=544.26
VPT 4609+93.93 EL=544.15
-0.70%
-0.51%
STA = 4613+70.00
EL = 541.52
℄ EST
EXISTING PROFILE
541.07 542.43
540.86 541.92
540.38 541.41
540.20 540.90
540.55 540.39
540.69 539.88
540.21 539.55
540.27 539.88
540.91 540.38
541.09 540.88
541.42 541.38
541.90 541.89
542.32 542.39
542.69 542.89
543.06 543.39
543.47 543.90
543.27 544.36
542.90 544.10
542.34 543.41
542.11 542.71
541.63 542.01
541.26 541.37
540.91 540.86
540.59 540.35
540.05 539.84
539.21 539.33
539.79 538.82
540.24 538.31
557.39 537.80
550.15 537.29
538.14 536.78
535.89 536.27
4595+00
4600+00
4605+00
4610+00
4615+00
4620+00
46

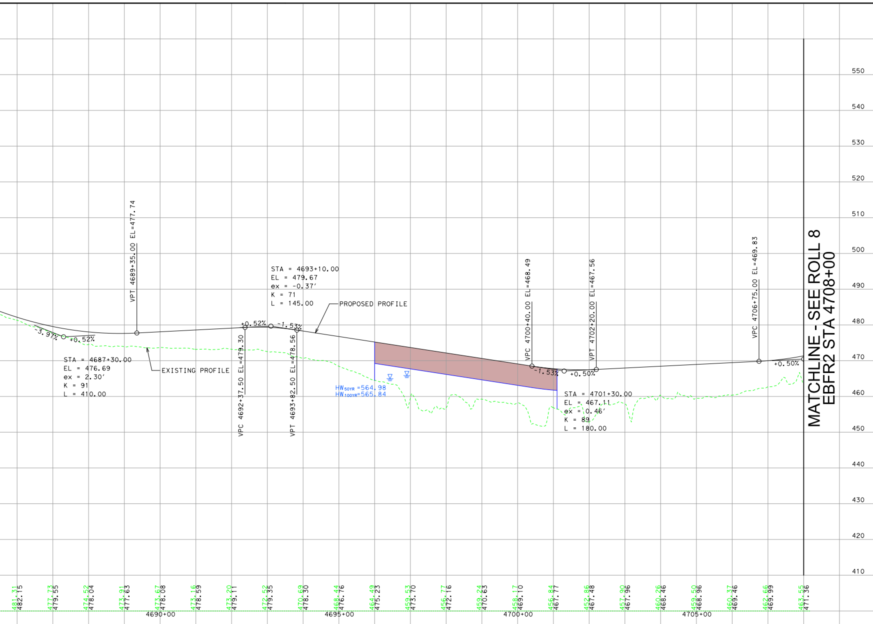

EXISTING PROFILE
STA = 3607+80.00
EL = 541.44
ex = -0.35'
K = 69
L = 140.00
+1.52%
+1.52%
-0.51%
VPC 3607+10.00 EL=540.38
VPT 3608+50.00 EL=541.09
STA = 3606+64.29
EL = 539.69
STA = 3615+30.00
EL = 537.65
ex = -0.03'
K = 79
L = 40.00
℄ EST
EXISTING PROFILE
-0.51%
-1.01%
VPC 3615+10.00 EL=537.75
VPT 3615+50.00 EL=537.44
STA = 3626+00.00
EL = 526.80
ex = -0.22'
K = 87
L = 125.00
-1.01%
-2.45%
VPC 3625+37.50 EL=527.44
VPT 3626+62.50 EL=525.27
PROPOSED PROFILE
VPC 3633+32.50 EL=508.86
VPT 3638+17.50 EL=505.95
-2.45%
+1.25%
STA = 3635+75.00
EL = 502.91
ex = 2.24'
K = 131
L = 485.00
540.18 541.67
539.18 541.52
538.55 541.38
537.97 541.23
537.58 541.09
536.61 540.94
535.98 540.80
536.36 540.65
536.82 540.51
537.25 540.36
537.71 540.21
538.32 540.07
538.83 539.92
539.10 539.78
540.04 540.23
541.68 541.16
542.78 540.83
542.68 540.33
540.97 539.82
539.64 539.32
537.73 538.81
537.02 538.30
555.70 537.80
554.16 536.94
532.12 535.92
534.34 534.91
534.96 533.90
533.73 532.88
532.19 531.87
530.74 530.86
529.16 529.84
527.69 528.83
526.13 527.82
523.97 526.58
521.72 524.35
519.29 521.90
517.35 519.45
515.88 517.00
513.78 514.55
512.06 512.10
510.04 509.65
507.55 507.38
506.56 505.82
506.01 505.03
505.43 505.00
504.62 505.74
506.05 506.98
506.08 508.23
507.62 509.48
3595+00
3600+00
3605+00
3610+00
3615+00
3620+00
3625+00
3630+00
3635+00
3640+00

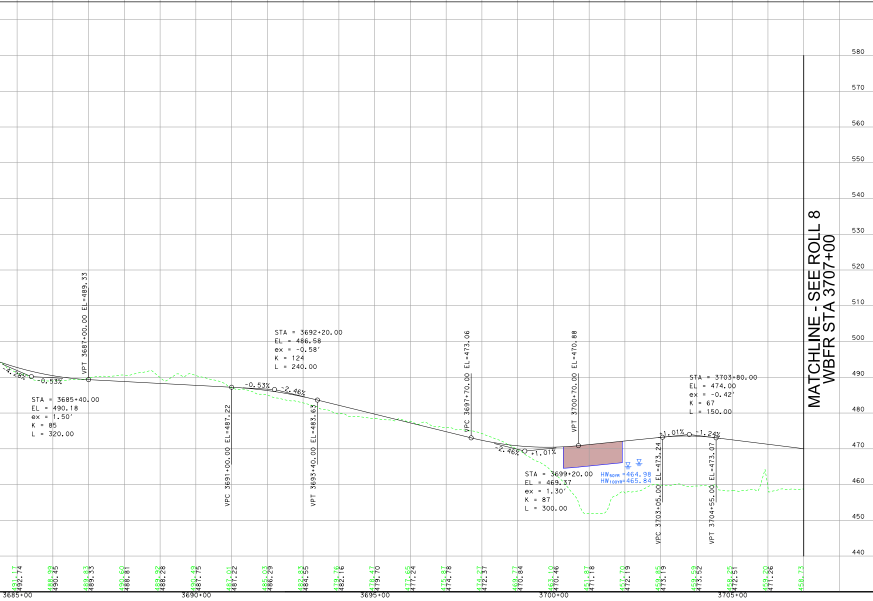
90% DRAFT
Preliminary, Subject to Change

EB FRONTAGE ROAD - EBFR2 (45 MPH)


550
540
530
520
510
500
490
480
470
460
450
440
430
420
410
℄ BEL
STA = 4679+10.00
EL = 509.22
ex = -5.08′
K = 64
L = 510.00
VPC 4671+19.00 EL=489.96
490.27
VPT 4675+69.00 EL=495.58
-1.50%
+4.00%
STA = 4673+44.00
EL = 486.58
ex = 3.09′
K = 82
L = 450.00
VPC 4676+55.00 EL=499.02
+4.00%
-3.97%
VPT 4681+65.00 EL=499.10
VPC 4685+25.00 EL=484.82
EX ELEV
PROP ELEV
496.87 490.24
486.87 489.14
480.56 489.25
482.38 490.57
485.31 493.11
492.94 496.82
498.88 500.66
504.38 503.18
504.33 504.13
502.60 503.53
498.49 501.35
494.57 497.72
492.49 493.75
489.64 489.78
485.55 485.81
4675+00
4680+00
4685+00


STA = 3649+45.00
EL = 520.04
ex = -1.17′
K = 127
L = 345.00
+1.25%
-1.47%
VPC 3647+72.50 EL=517.88
VPT 3651+17.50 EL=517.51
VPC 3656+15.00 EL=510.20
VPT 3658+25.00 EL=509.86
-1.47%
+1.15%
STA = 3657+20.00
EL = 508.66
ex = 0.69′
K = 80
L = 210.00
VPC 3659+17.50 EL=510.93
STA = 3661+20.00
EL = 513.26
ex = -2.75′
K = 74
L = 405.00
+1.15%
-4.29%
VPC 3663+47.50 EL=503.50
VPT 3663+22.50 EL=504.58
-4.29%
+4.11%
STA = 3666+80.00
EL = 489.25
ex = 6.98′
K = 79
L = 665.00
VPT 3670+12.50 EL=502.91
VPC 3670+87.50 EL=505.99
℄ BEL
STA = 3673+05.00
EL = 514.93
ex = -3.87′
K = 61
L = 435.00
+4.11%
-3.00%
VPC 3675+32.50 EL=508.11
VPT 3675+22.50 EL=508.41
-3.00%
-0.31%
VPT 3677+47.50 EL=504.55
STA = 3676+40.00
EL = 504.88
ex = 0.72′
K = 80
L = 215.00
STA = 3682+40.00
EL = 503.03
ex = -1.24′
K = 63
L = 250.00
-0.31%
-4.28%
VPC 3681+15.00 EL=503.41
VPC 3683+80.00 EL=497.03
VPT 3683+65.00 EL=497.68
509.13 510.73
511.03 511.98
511.59 513.23
514.36 514.48
516.79 515.73
517.35 516.98
517.65 518.20
517.66 518.84
518.16 518.69
518.01 517.75
516.68 516.30
514.97 514.83
513.80 513.36
512.36 511.89
510.45 510.42
509.34 509.40
509.20 509.62
510.37 510.73
511.54 511.42
510.99 510.79
509.74 508.82
506.94 505.51
502.22 501.43
497.11 498.44
492.82 496.71
491.16 496.24
492.89 497.03
496.40 499.09
501.76 502.41
506.09 506.50
508.79 509.58
510.74 511.04
510.63 510.85
508.59 509.04
505.93 506.37
504.99 504.84
504.62 504.39
504.36 504.08
503.83 503.77
502.91 503.46
499.25 502.58
499.45 500.12
495.65 496.20
3645+00
3650+00
3655+00
3660+00
3665+00
3670+00
3675+00
3680+00


VPT 4689+35.00 EL=477.74
STA = 4693+10.00
EL = 479.67
ex = -0.37'
K = 71
L = 145.00
PROPOSED PROFILE
-3.97%
+0.52%
+0.52%
-1.53%
STA = 4687+30.00
EL = 476.69
ex = 2.30'
K = 91
L = 410.00
EXISTING PROFILE
VPC 4692+37.50 EL=479.30
VPT 4693+82.50 EL=478.56
HW50YR =564.98
HW100YR=565.84
VPC 4700+40.00 EL=468.49
VPT 4702+20.00 EL=467.56
-1.53%
+0.50%
STA = 4701+30.00
EL = 467.11
ex = 0.46'
K = 89
L = 180.00
VPC 4706+75.00 EL=469.83
+0.50%
MATCHLINE - SEE ROLL 8
EBFR2 STA 4708+00
550
540
530
520
510
500
490
480
470
460
450
440
430
420
410
481.31 482.15
477.73 479.55
474.52 478.04
473.91 477.63
473.67 478.08
473.16 478.59
473.20 479.11
472.52 479.35
470.69 478.30
468.44 476.76
464.49 475.23
459.53 473.70
456.77 472.16
459.24 470.63
458.17 469.10
456.84 467.77
452.86 467.48
457.90 467.96
460.26 468.46
459.50 468.96
460.37 469.46
462.66 469.99
463.55 471.36
4690+00
4695+00
4700+00
4705+00


VPT 3687+00.00 EL=489.33
-4.28%
-0.53%
STA = 3685+40.00
EL = 490.18
ex = 1.50'
K = 85
L = 320.00
STA = 3692+20.00
EL = 486.58
ex = -0.58'
K = 124
L = 240.00
-0.53%
-2.46%
VPC 3691+00.00 EL=487.22
VPT 3693+40.00 EL=483.63
VPC 3697+70.00 EL=473.06
VPT 3700+70.00 EL=470.88
-2.46%
+1.01%
STA = 3699+20.00
EL = 469.37
ex = 1.30'
K = 87
L = 300.00
HW50YR =464.98
HW100YR=465.84
STA = 3703+80.00
EL = 474.00
ex = -0.42'
K = 67
L = 150.00
+1.01%
-1.24%
VPC 3703+05.00 EL=473.24
VPT 3704+55.00 EL=473.07
MATCHLINE - SEE ROLL 8
WBFR STA 3707+00
580
570
560
550
540
530
520
510
500
490
480
470
460
450
440
491.17 492.74
488.99 490.45
489.83 489.33
490.60 488.81
489.92 488.28
490.49 487.75
487.01 487.22
485.03 486.29
482.83 484.55
479.76 482.16
478.47 479.70
477.65 477.24
475.87 474.78
474.27 472.37
469.77 470.84
463.10 470.46
451.87 471.18
457.70 472.19
459.85 473.19
459.59 473.52
458.25 472.51
459.20 471.26
458.73
3685+00
3690+00
3695+00
3700+00
3705+00

TEXAS DEPARTMENT OF TRANSPORTATION®
DALLAS DISTRICT
MOHAMED K. BUR, P.E., DALLAS DISTRICT ENGINEER

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

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

JANUARY 2023
ROLL 7 OF 14

LENGTH: 7.10 MILES

DESIGN SPEEDS		FUNCTIONAL CLASS
MAIN LANES:	70 MPH	URBAN INTERSTATE
MANAGED 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
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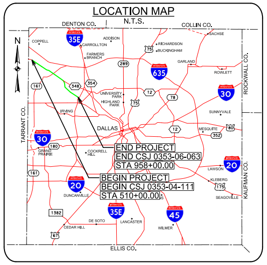
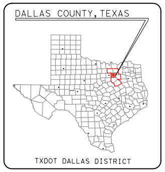
PGBT SERVICE RAMPS:	45 MPH	
FRONTAGE ROAD BYPASS:	45 MPH	
* DIRECT CONNECTORS/RAMPS:	50 MPH	
* SB RAMPS TO PGBT & NB RAMP FROM PGBT:	30 MPH	
* NB RAMP FROM PGBT:	30 MPH	
* PGBT DC WB-NB:	40 MPH	
* PGBT DC NB-EB:	45 MPH	
* PGBT DC EB-SB:	35 MPH	
* PGBT DC SB-WB:	30 MPH	
FRONTAGE ROADS:	45 MPH	URBAN COLLECTOR
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	
ROCHELLE	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
CARROLLTON
ADDISON
FARMERS BRANCH
RICHARDSON
BUCKINGHAM
75
SACHSE
GARLAND
ROWLETT
ROCKWALL CO.
635
289
161
348
354
UNIVERSITY PARK
HIGHLAND PARK
12
78
30
IRVING
SUNNYVALE
TARRANT CO.
DALLAS
MESQUITE
352
80
180
GRAND PRAIRIE
COCKRELL HILL
END PROJECT
END CSJ 0353-06-063
STA 958+00.00
BEGIN PROJECT
BEGIN CSJ 0353-04-111
STA 510+00.00
LAWSON
KLEBERG
175
SEAGOVILLE
KAUFMAN CO.
20
DUNCANVILLE
1382
DE SOTO
LANCASTER
45
WILMER
CEDAR HILL
67
ELLIS CO.


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	1/20/2023
PHILLIP ULLMAN	71426	1/20/2023

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:

TEXAS DEPARTMENT OF TRANSPORTATION®
DALLAS DISTRICT
MOHAMED K. BUR, P.E., DALLAS DISTRICT ENGINEER

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

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

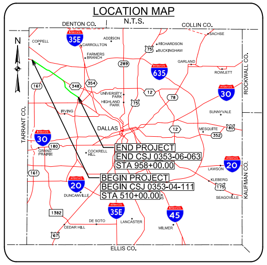
60% DRAFT
Preliminary, Subject to Change

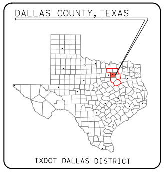
JANUARY 2023
ROLL 8 OF 14

LENGTH: 7.10 MILES		
DESIGN SPEEDS		FUNCTIONAL CLASS
MAIN LANES:	70 MPH	URBAN INTERSTATE
MANAGED 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	
* DIRECT CONNECTORS/RAMPS:	50 MPH	
* SB RAMPS TO PGBT & NB RAMP FROM PGBT:	30 MPH	
* NB RAMP FROM PGBT:	30 MPH	
* PGBT DC WB-NB:	40 MPH	
* PGBT DC NB-EB:	45 MPH	
* PGBT DC EB-SB:	35 MPH	
* PGBT DC SB-WB:	30 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	
ROCHELLE	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
RICHARDSON
BUCKINGHAM
SACHSE
FARMERS BRANCH
75
289
635
GARLAND
ROWLETT
ROCKWALL CO.
161
348
354
UNIVERSITY PARK
HIGHLAND PARK
12
78
30
IRVING
DALLAS
SUNNYVALE
TARRANT CO.
30
180
MESQUITE
80
352
GRAND PRAIRIE
COCKRELL HILL
END PROJECT
END CSJ 0353-06-063
STA 958+00.00
BEGIN PROJECT
BEGIN CSJ 0353-04-111
STA 510+00.00
20
LAWSON
KAUFMAN CO.
KLEBERG
175
SEAGOVILLE
DUNCANVILLE
1382
45
DE SOTO
LANCASTER
WILMER
CEDAR HILL
67
ELLIS CO.


DALLAS COUNTY, TEXAS
TXDOT DALLAS DISTRICT

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0 10 20 30 40
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0 100 200 300 400
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LTRA
3320 BELT LINE ROAD
FARMERS BRANCH, TX 75234
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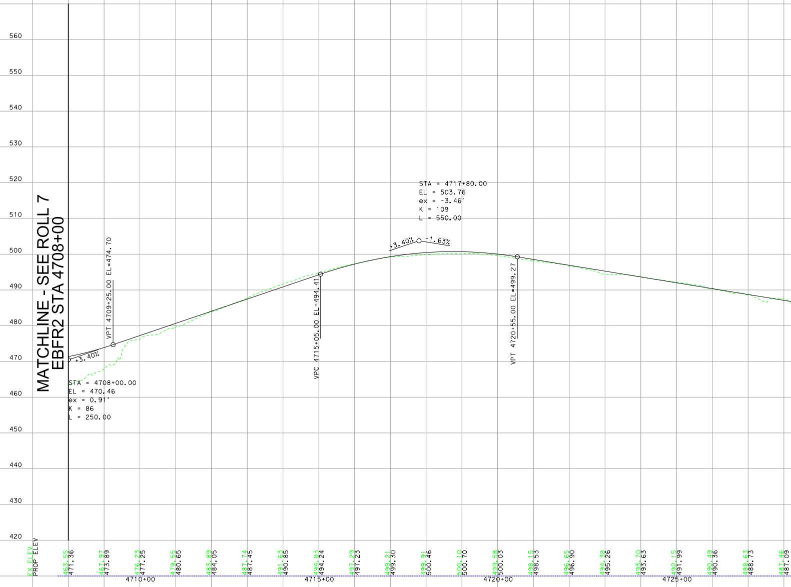
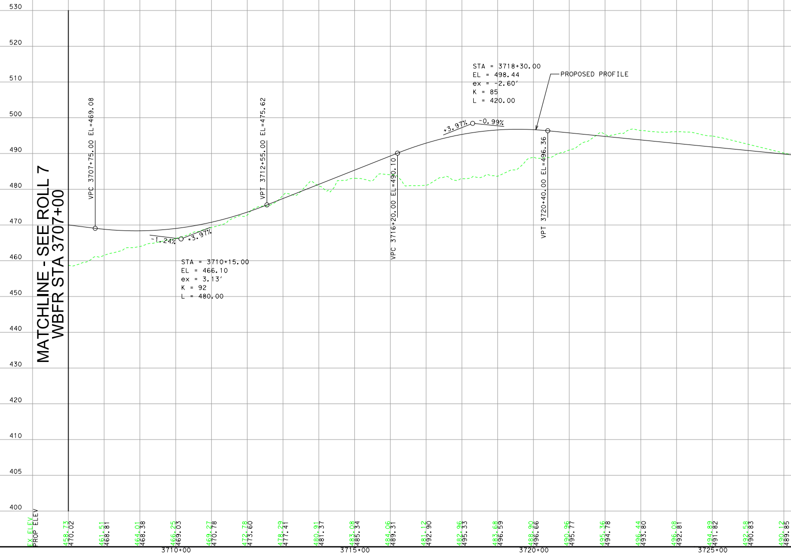
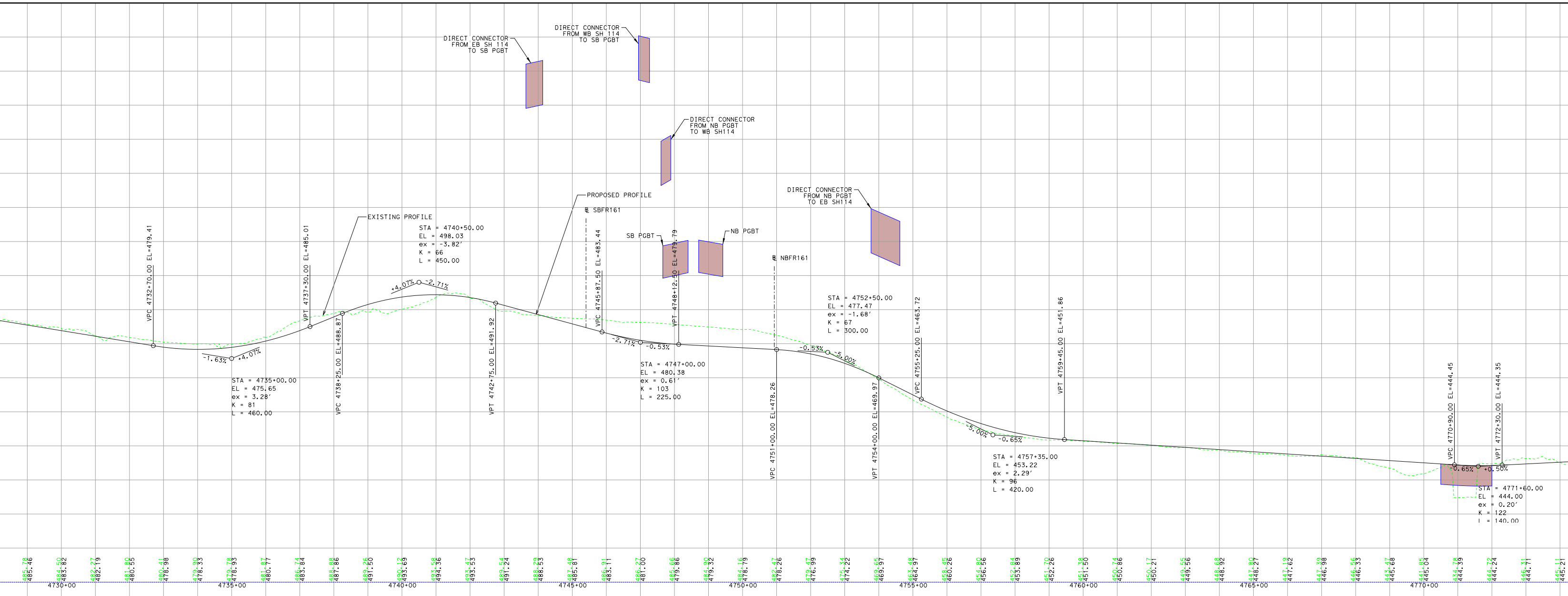
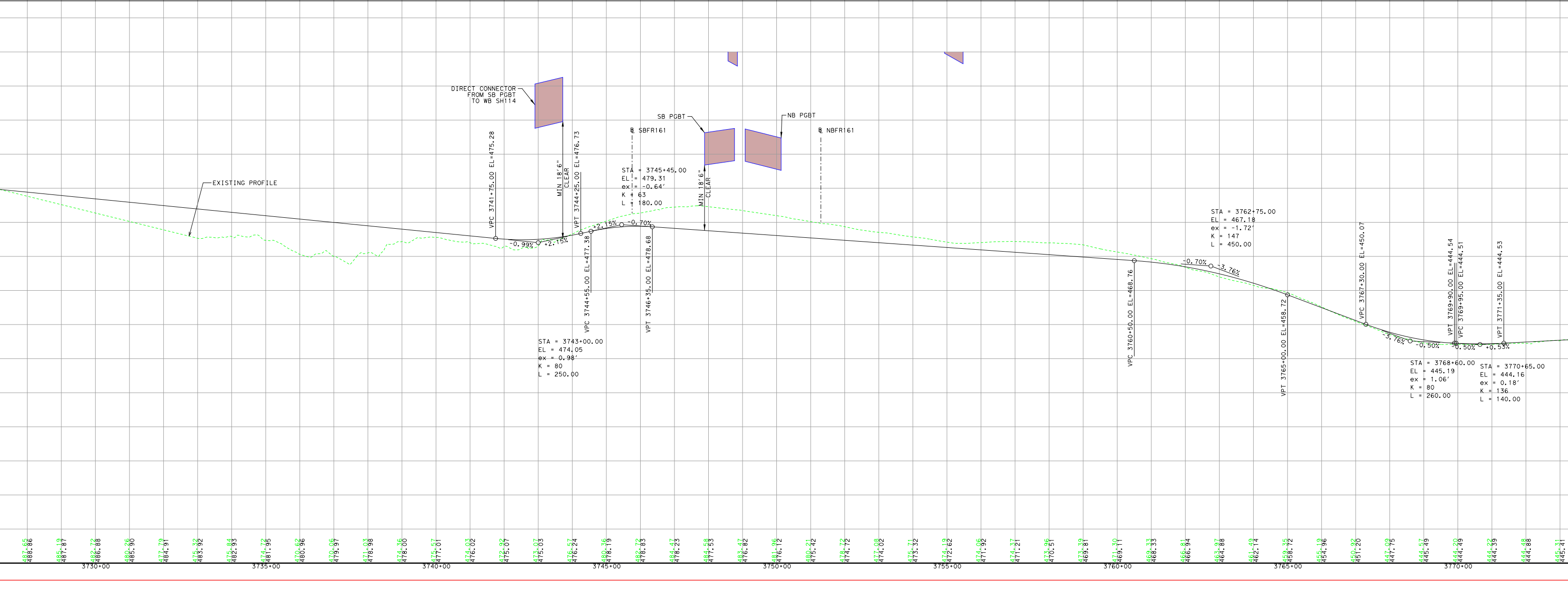
EB FRONTAGE ROAD - EBFR2 (45 MPH)


560
550
540
530
520
510
500
490
480
470
460
450
440
430
420
MATCHLINE - SEE ROLL 7
EBFR2 STA 4708+00
STA = 4708+00.00
EL = 470.46
ex = 0.91'
K = 86
L = 250.00
+3.40%
VPT 4709+25.00 EL=474.70
VPC 4715+05.00 EL=494.41
STA = 4717+80.00
EL = 503.76
ex = -3.46'
K = 109
L = 550.00
+3.40%
-1.63%
VPT 4720+55.00 EL=499.27
EX ELEV
PROP ELEV
463.55 471.36
467.97 473.89
476.23 477.25
479.55 480.65
483.89 484.05
487.74 487.45
491.63 490.85
494.83 494.24
497.29 497.23
499.21 499.30
499.91 500.46
500.10 500.70
499.58 500.03
498.15 498.53
496.65 496.90
494.38 495.26
493.70 493.63
492.15 491.99
490.49 490.36
488.63 488.73
487.46 487.09
4710+00
4715+00
4720+00
4725+00

WB FRONTAGE ROAD - WBFR1 (45 MPH)

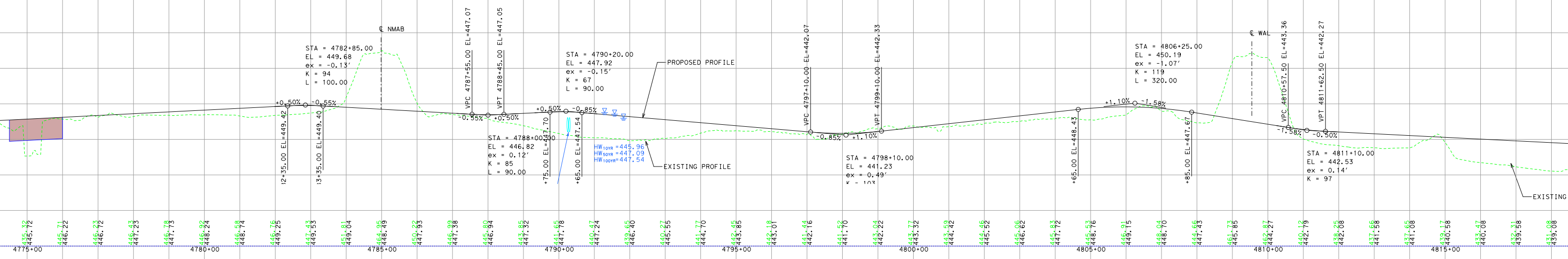

530
520
510
500
490
480
470
460
450
440
430
420
410
405
400
MATCHLINE - SEE ROLL 7
WBFR STA 3707+00
VPC 3707+75.00 EL=469.08
-1.24%
+3.97%
STA = 3710+15.00
EL = 466.10
ex = 3.13'
K = 92
L = 480.00
VPT 3712+55.00 EL=475.62
VPC 3716+20.00 EL=490.10
STA = 3718+30.00
EL = 498.44
ex = -2.60'
K = 85
L = 420.00
+3.97%
-0.99%
PROPOSED PROFILE
VPT 3720+40.00 EL=496.36
EX ELEV
PROP ELEV
458.73 470.02
461.51 468.81
464.01 468.38
466.25 469.03
469.27 470.78
472.78 473.60
478.29 477.41
480.91 481.37
483.08 485.34
484.06 489.31
481.12 492.90
482.96 495.33
483.68 496.59
488.90 496.66
490.96 495.77
495.36 494.78
496.44 493.80
496.08 492.81
494.89 491.82
492.58 490.83
490.12 489.85
3710+00
3715+00
3720+00
3725+00


DIRECT CONNECTOR FROM EB SH 114 TO SB PGBT
DIRECT CONNECTOR FROM WB SH 114 TO SB PGBT
DIRECT CONNECTOR FROM NB PGBT TO WB SH114
DIRECT CONNECTOR FROM NB PGBT TO EB SH114
PROPOSED PROFILE
EXISTING PROFILE
℄ SBFR161
℄ NBFR161
SB PGBT
NB PGBT
VPC 4732+70.00 EL=479.41
VPT 4737+30.00 EL=485.01
VPC 4738+25.00 EL=488.87
VPT 4742+75.00 EL=491.92
VPC 4745+87.50 EL=483.44
VPT 4748+12.50 EL=479.79
VPC 4751+00.00 EL=478.26
VPT 4754+00.00 EL=469.97
VPC 4755+25.00 EL=463.72
VPT 4759+45.00 EL=451.86
VPC 4770+90.00 EL=444.45
VPT 4772+30.00 EL=444.35
-1.63%
+4.07%
+4.07%
-2.71%
-2.71%
-0.53%
-0.53%
-5.00%
-5.00%
-0.65%
-0.65%
+0.50%
STA = 4735+00.00
EL = 475.65
ex = 3.28′
K = 81
L = 460.00
STA = 4740+50.00
EL = 498.03
ex = -3.82′
K = 66
L = 450.00
STA = 4747+00.00
EL = 480.38
ex = 0.61′
K = 103
L = 225.00
STA = 4752+50.00
EL = 477.47
ex = -1.68′
K = 67
L = 300.00
STA = 4757+35.00
EL = 453.22
ex = 2.29′
K = 96
L = 420.00
STA = 4771+60.00
EL = 444.00
ex = 0.20′
K = 122
L = 140.00
485.78 485.46
484.50 483.82
482.27 482.19
481.80 480.55
480.41 478.98
479.90 478.33
479.78 478.93
481.87 480.77
486.74 483.84
488.88 487.86
489.26 491.50
490.12 493.69
493.58 494.36
493.47 493.53
489.54 491.24
488.29 488.53
487.48 485.81
486.91 483.11
486.27 481.00
485.66 479.86
484.90 479.32
484.16 478.79
482.47 478.26
479.47 476.99
475.34 474.22
469.65 469.97
463.48 464.97
458.45 460.26
454.80 456.56
452.84 453.89
451.70 452.26
451.38 451.50
450.74 450.86
450.17 450.21
449.55 449.56
448.68 448.92
447.80 448.27
447.19 447.62
447.39 446.98
446.56 446.33
443.47 445.68
441.85 445.04
434.78 444.39
444.72 444.24
446.31 444.71
445.11 445.21
4730+00
4735+00
4740+00
4745+00
4750+00
4755+00
4760+00
4765+00
4770+00

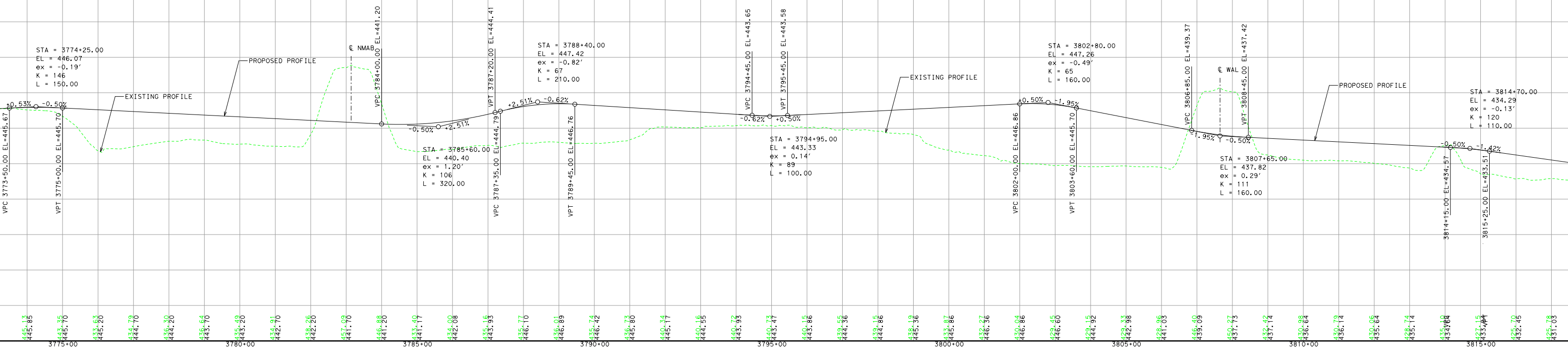

DIRECT CONNECTOR FROM SB PGBT TO WB SH114
EXISTING PROFILE
SB PGBT
NB PGBT
℄ SBFR161
℄ NBFR161
MIN 18′6″ CLEAR
MIN 18′6″ CLEAR
VPC 3741+75.00 EL=475.28
VPT 3744+25.00 EL=476.73
VPC 3744+55.00 EL=477.38
VPT 3746+35.00 EL=478.68
VPC 3760+50.00 EL=468.76
VPT 3765+00.00 EL=458.72
VPC 3767+30.00 EL=450.07
VPT 3769+90.00 EL=444.54
VPC 3769+95.00 EL=444.51
VPT 3771+35.00 EL=444.53
-0.99%
+2.15%
+2.15%
-0.70%
-0.70%
-3.76%
-3.76%
-0.50%
-0.50%
+0.53%
STA = 3743+00.00
EL = 474.05
ex = 0.98′
K = 80
L = 250.00
STA = 3745+45.00
EL = 479.31
ex = -0.64′
K = 63
L = 180.00
STA = 3762+75.00
EL = 467.18
ex = -1.72′
K = 147
L = 450.00
STA = 3768+60.00
EL = 445.19
ex = 1.06′
K = 80
L = 260.00
STA = 3770+65.00
EL = 444.16
ex = 0.18′
K = 136
L = 140.00
487.65 488.86
485.19 487.87
482.72 486.88
480.26 485.90
477.79 484.91
475.32 483.92
475.84 482.93
474.72 481.95
470.62 480.96
470.06 479.97
471.03 478.98
474.36 478.00
475.57 477.01
474.03 476.02
472.92 475.07
473.07 475.03
476.57 476.24
480.36 478.19
482.72 478.83
484.47 478.23
484.58 477.53
483.47 476.82
481.96 476.12
480.21 475.42
478.72 474.72
477.08 474.02
475.71 473.32
474.19 472.62
474.06 471.92
474.37 471.21
473.96 470.51
473.39 469.81
471.30 469.11
469.33 468.33
466.81 466.94
463.97 464.88
461.49 462.14
459.35 458.72
455.19 454.96
450.92 451.20
447.09 447.75
444.57 445.49
444.20 444.49
444.22 444.39
444.48 444.88
445.31 445.41
3730+00
3735+00
3740+00
3745+00
3750+00
3755+00
3760+00
3765+00
3770+00

60% DRAFT

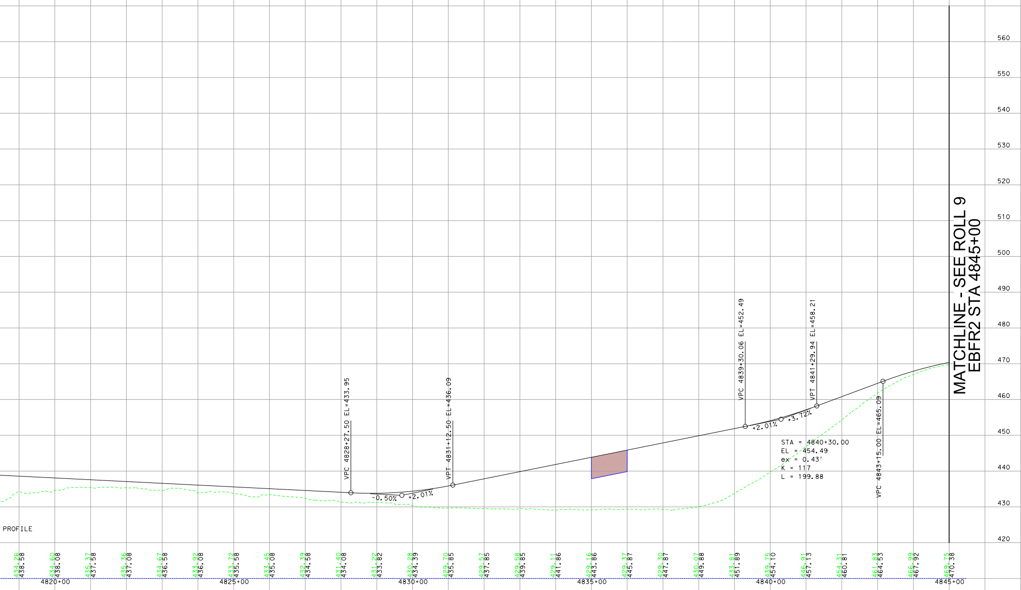
Preliminary, Subject to Change

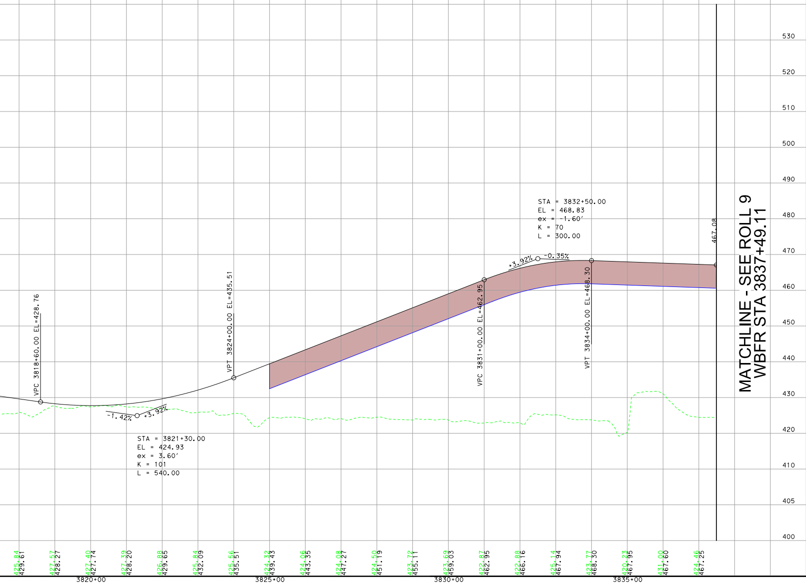


℄ NMAB
STA = 4782+85.00
EL = 449.68
ex = -0.13′
K = 94
L = 100.00
+0.50%
-0.55%
12+35.00 EL=449.42
13+35.00 EL=449.40
VPC 4787+55.00 EL=447.07
VPT 4788+45.00 EL=447.05
-0.55%
+0.50%
STA = 4788+00.00
EL = 446.82
ex = 0.12′
K = 85
L = 90.00
STA = 4790+20.00
EL = 447.92
ex = -0.15′
K = 67
L = 90.00
+0.50%
-0.85%
+75.00 EL=447.70
+65.00 EL=447.54
HW10YR =445.96
HW50YR =447.09
HW100YR=447.54
PROPOSED PROFILE
EXISTING PROFILE
VPC 4797+10.00 EL=442.07
VPT 4799+10.00 EL=442.33
-0.85%
+1.10%
STA = 4798+10.00
EL = 441.23
ex = 0.49′
K = 103
+65.00 EL=448.43
STA = 4806+25.00
EL = 450.19
ex = -1.07′
K = 119
L = 320.00
+1.10%
-1.58%
+85.00 EL=447.67
℄ WAL
VPC 4810+57.50 EL=443.36
VPT 4811+62.50 EL=442.27
-1.58%
-0.50%
STA = 4811+10.00
EL = 442.53
ex = 0.14′
K = 97
EXISTING
435.32 445.72
445.71 446.22
446.23 446.72
446.43 447.23
446.78 447.73
446.92 448.24
446.58 448.74
446.76 449.25
447.43 449.53
451.81 449.04
464.95 448.49
450.22 447.93
446.99 447.38
445.80 446.94
443.85 447.32
441.65 447.78
440.47 447.24
439.65 446.40
440.27 445.55
441.77 444.70
442.45 443.85
442.18 443.01
441.44 442.16
441.52 441.70
443.04 442.22
443.77 443.32
443.59 444.42
444.46 445.52
445.06 446.62
445.83 447.72
445.53 448.76
446.91 449.15
448.04 448.70
444.66 447.43
461.73 445.85
462.87 444.27
440.12 442.79
438.25 442.08
437.66 441.58
437.65 441.08
439.17 440.58
433.47 440.08
432.31 439.58
431.08 439.08
4775+00
4780+00
4785+00
4790+00
4795+00
4800+00
4805+00
4810+00
4815+00



STA = 3774+25.00
EL = 446.07
ex = -0.19′
K = 146
L = 150.00
+0.53%
-0.50%
VPC 3773+50.00 EL=445.67
VPT 3775+00.00 EL=445.70
EXISTING PROFILE
PROPOSED PROFILE
℄ NMAB
VPC 3784+00.00 EL=441.20
-0.50%
+2.51%
STA = 3785+60.00
EL = 440.40
ex = 1.20′
K = 106
L = 320.00
VPT 3787+20.00 EL=444.41
VPC 3787+35.00 EL=444.79
+2.51%
-0.62%
STA = 3788+40.00
EL = 447.42
ex = -0.82′
K = 67
L = 210.00
VPT 3789+45.00 EL=446.76
VPC 3794+45.00 EL=443.65
VPT 3795+45.00 EL=443.58
-0.62%
+0.50%
STA = 3794+95.00
EL = 443.33
ex = 0.14′
K = 89
L = 100.00
EXISTING PROFILE
STA = 3802+80.00
EL = 447.26
ex = -0.49′
K = 65
L = 160.00
+0.50%
-1.95%
VPC 3802+00.00 EL=446.86
VPT 3803+60.00 EL=445.70
VPC 3806+85.00 EL=439.37
℄ WAL
VPT 3808+45.00 EL=437.42
-1.95%
-0.50%
STA = 3807+65.00
EL = 437.82
ex = 0.29′
K = 111
L = 160.00
PROPOSED PROFILE
STA = 3814+70.00
EL = 434.29
ex = -0.13′
K = 120
L = 110.00
-0.50%
-1.42%
3814+15.00 EL=434.57
3815+25.00 EL=433.51
445.13 445.85
443.35 445.70
433.63 445.20
434.79 444.70
436.30 444.20
436.64 443.70
435.49 443.20
434.91 442.70
438.26 442.20
457.09 441.70
446.88 441.20
433.40 441.17
434.00 442.08
435.16 443.93
435.77 446.10
436.01 446.89
435.74 446.42
436.73 445.80
440.34 445.17
440.16 444.55
440.72 443.93
440.73 443.47
440.15 443.86
439.55 444.36
439.15 444.86
438.19 445.36
433.87 445.86
432.27 446.36
430.04 446.86
429.45 446.60
429.15 444.92
429.33 442.98
428.96 441.03
446.40 439.09
450.27 437.73
432.42 437.14
430.98 436.64
430.79 436.14
430.06 435.64
428.74 435.14
435.10 434.64 VPC
427.15 433.54 VPT
425.70 432.45
425.78 431.03
3775+00
3780+00
3785+00
3790+00
3795+00
3800+00
3805+00
3810+00
3815+00





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DALLAS DISTRICT
MOHAMED K. BUR, P.E., DALLAS DISTRICT ENGINEER

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

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0353-04-115
0353-06-063 0353-06-067

JANUARY 2023
ROLL 8 OF 14

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MANAGED LANES:	70 MPH	URBAN INTERSTATE
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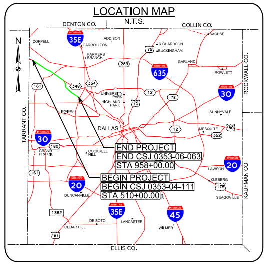
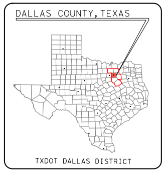
PGBT SERVICE RAMPS:	45 MPH	
FRONTAGE ROAD BYPASS:	45 MPH	
* DIRECT CONNECTORS/RAMPS:	50 MPH	
* SB RAMPS TO PGBT & NB RAMP FROM PGBT:	30 MPH	
* NB RAMP FROM PGBT:	30 MPH	
* PGBT DC WB-NB:	40 MPH	
* PGBT DC NB-EB:	45 MPH	
* PGBT DC EB-SB:	35 MPH	
* PGBT DC SB-WB:	30 MPH	
FRONTAGE ROADS:	45 MPH	URBAN COLLECTOR
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	
ROCHELLE	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
CARROLLTON
ADDISON
FARMERS BRANCH
RICHARDSON
BUCKINGHAM
SACHSE
GARLAND
635
ROWLETT
ROCKWALL CO.
TARRANT CO.
DALLAS
30
IRVING
MESQUITE
SUNNYVALE
END PROJECT
END CSJ 0353-06-063
STA 958+00.00
BEGIN PROJECT
BEGIN CSJ 0353-04-111
STA 510+00.00
20
DUNCANVILLE
35E
45
DE SOTO
LANCASTER
WILMER
CEDAR HILL
SEAGOVILLE
KAUFMAN CO.
ELLIS CO.


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

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NAME	P.E. NO.	DATE
PHILLIP HANLEY	91815	1/20/2023
PHILLIP ULLMAN	71426	1/20/2023

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:

TEXAS DEPARTMENT OF TRANSPORTATION®
DALLAS DISTRICT
MOHAMED K. BUR, P.E., DALLAS DISTRICT ENGINEER

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

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

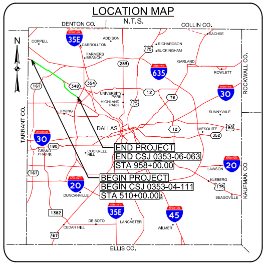
60% DRAFT
Preliminary, Subject to Change

JANUARY 2023
ROLL 9 OF 14

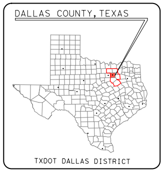
LENGTH: 7.10 MILES		
DESIGN SPEEDS		FUNCTIONAL CLASS
MAIN LANES:	70 MPH	URBAN INTERSTATE
MANAGED LANES:	70 MPH	URBAN INTERSTATE
SPUR 348:	60 MPH	PRINCIPAL ARTERIAL
SPUR 348 FRONTAGE ROAD:	35 MPH	URBAN COLLECTOR
PGBT:	60 MPH	PRINCIPAL ARTERIAL-OTHER FREEWAYS AND EXPRESSWAYS
PGBT FRONTAGE ROADS:	40 MPH	
PGBT SERVICE RAMPS:	45 MPH	
FRONTAGE ROAD BYPASS:	45 MPH	
* DIRECT CONNECTORS/RAMPS:	50 MPH	
* SB RAMPS TO PGBT & NB RAMP FROM PGBT:	30 MPH	
* NB RAMP FROM PGBT:	30 MPH	
* PGBT DC WB-NB:	40 MPH	
* PGBT DC NB-EB:	45 MPH	
* PGBT DC EB-SB:	35 MPH	
* PGBT DC SB-WB:	30 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	
ROCHELLE	35 MPH	
TURNAROUNDS:	15 MPH	URBAN ARTERIAL / COLLECTOR
SHARED USE PATHS:	18 MPH	

* Denotes exceptions to usual speed

LOCATION MAP
N.T.S.

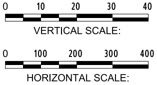

DENTON CO.
COLLIN CO.
N
COPPELL
ADDISON
CARROLLTON
FARMERS BRANCH
RICHARDSON
BUCKINGHAM
SACHSE
GARLAND
ROWLETT
ROCKWALL CO.
UNIVERSITY PARK
HIGHLAND PARK
IRVING
DALLAS
SUNNYVALE
MESQUITE
TARRANT CO.
GRAND PRAIRIE
COCKRELL HILL
END PROJECT
END CSJ 0353-06-063
STA 958+00.00
BEGIN PROJECT
BEGIN CSJ 0353-04-111
STA 510+00.00
LAWSON
KLEBERG
SEAGOVILLE
KAUFMAN CO.
DUNCANVILLE
DE SOTO
LANCASTER
CEDAR HILL
WILMER
ELLIS CO.
35E
635
30
20
45
12
75
78
80
161
180
289
348
352
354
175
1382
67

DALLAS COUNTY, TEXAS



TXDOT DALLAS DISTRICT

TEXAS COUNTY MAP
N.T.S.



PRELIMINARY
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PHILLIP ULLMAN	71426	1/20/2023

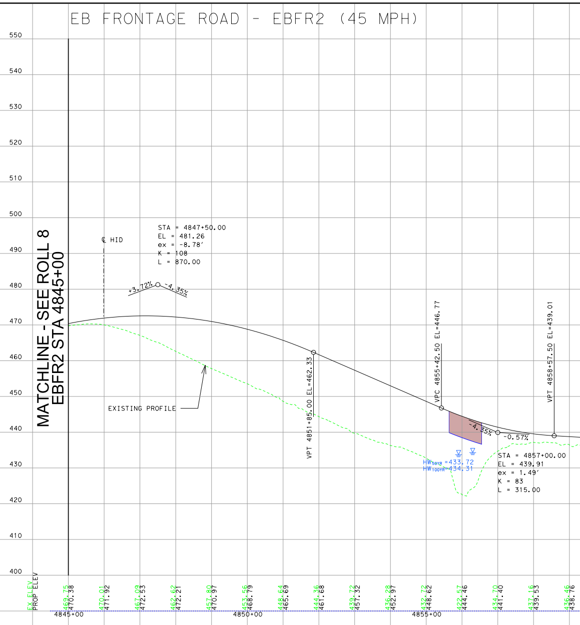
LINA T. RAMEY & ASSOCIATES, INC.
TBPE FIRM #F-782

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

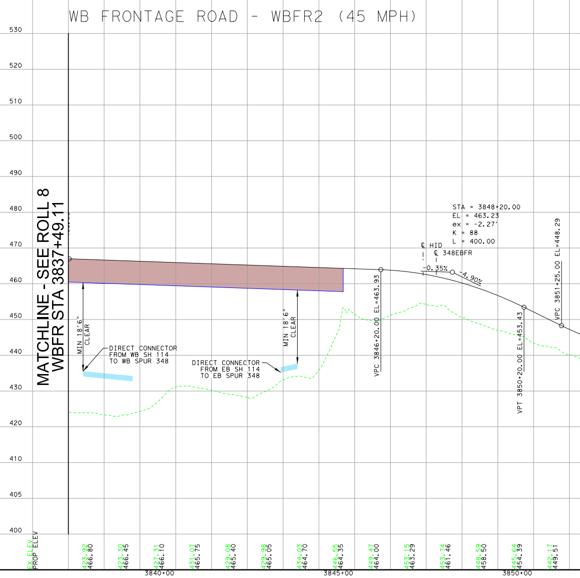
DATE SUBMITTED:

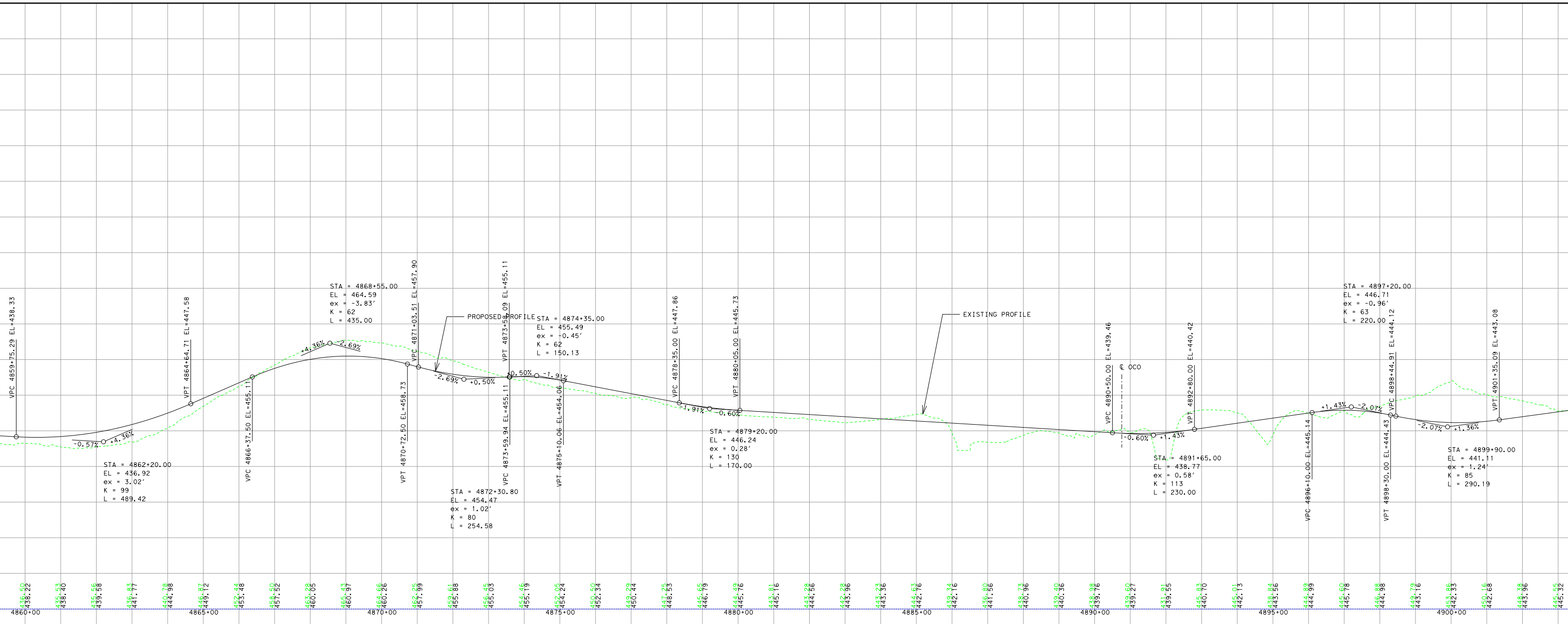
DATE APPROVED:

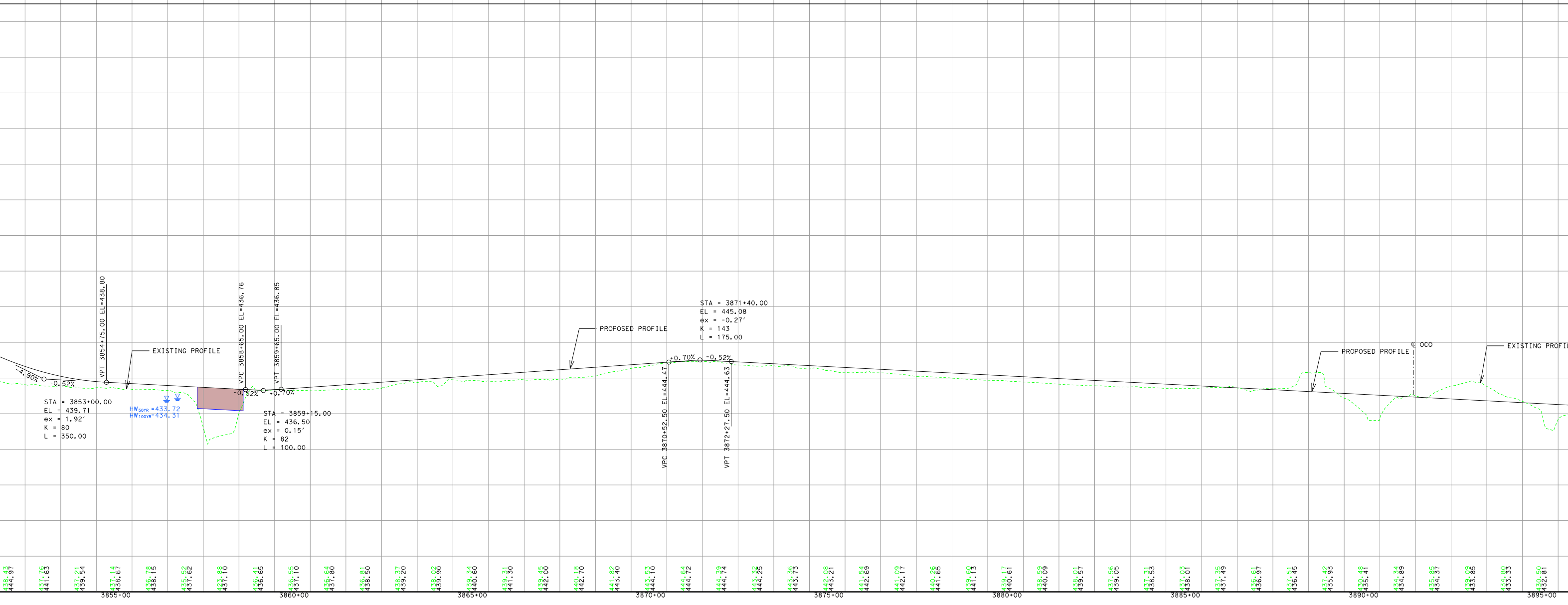
EB FRONTAGE ROAD - EBFR2 (45 MPH)


550
540
530
520
510
500
490
480
470
460
450
440
430
420
410
400
MATCHLINE - SEE ROLL 8
EBFR2 STA 4845+00
℄ HID
STA = 4847+50.00
EL = 481.26
ex = -8.78'
K = 108
L = 870.00
+3.72%
-4.35%
EXISTING PROFILE
VPT 4851+85.00 EL=462.33
VPC 4855+42.50 EL=446.77
VPT 4858+57.50 EL=439.01
-4.35%
-0.57%
HW50YR =433.72
HW100YR=434.31
STA = 4857+00.00
EL = 439.91
ex = 1.49'
K = 83
L = 315.00
EX ELEV
PROP ELEV
469.75
470.38
470.01
471.92
467.09
472.53
462.62
472.21
457.80
470.97
453.56
468.79
448.64
465.69
444.36
461.68
439.72
457.32
436.28
452.97
432.72
448.62
422.57
444.46
434.70
441.40
437.16
439.53
436.46
438.76
4845+00
4850+00
4855+00

WB FRONTAGE ROAD - WBFR2 (45 MPH)

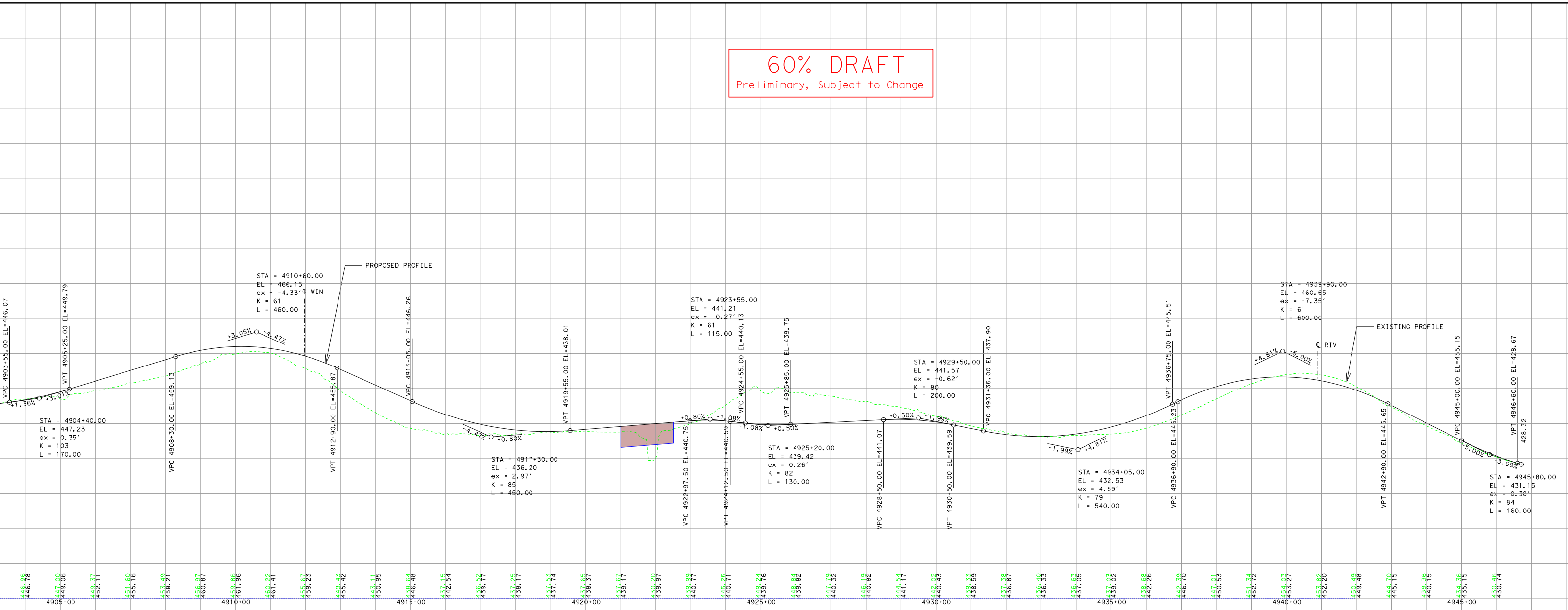

530
520
510
500
490
480
470
460
450
440
430
420
410
405
400
MATCHLINE - SEE ROLL 8
WBFR STA 3837+49.11
MIN 18'6" CLEAR
DIRECT CONNECTOR FROM WB SH 114 TO WB SPUR 348
MIN 18'6" CLEAR
DIRECT CONNECTOR FROM EB SH 114 TO EB SPUR 348
VPC 3846+20.00 EL=463.93
STA = 3848+20.00
EL = 463.23
ex = -2.27'
K = 88
L = 400.00
℄ HID
℄ 348EBFR
-0.35%
-4.90%
VPT 3850+20.00 EL=453.43
VPC 3851+25.00 EL=448.29
EX ELEV
PROP ELEV
423.92
466.80
423.30
466.45
427.31
466.10
431.07
465.75
429.08
465.40
429.98
465.05
434.03
464.70
446.55
464.35
449.47
464.00
453.15
463.29
453.74
461.46
448.59
458.50
445.64
454.39
442.17
449.51
3840+00
3845+00
3850+00

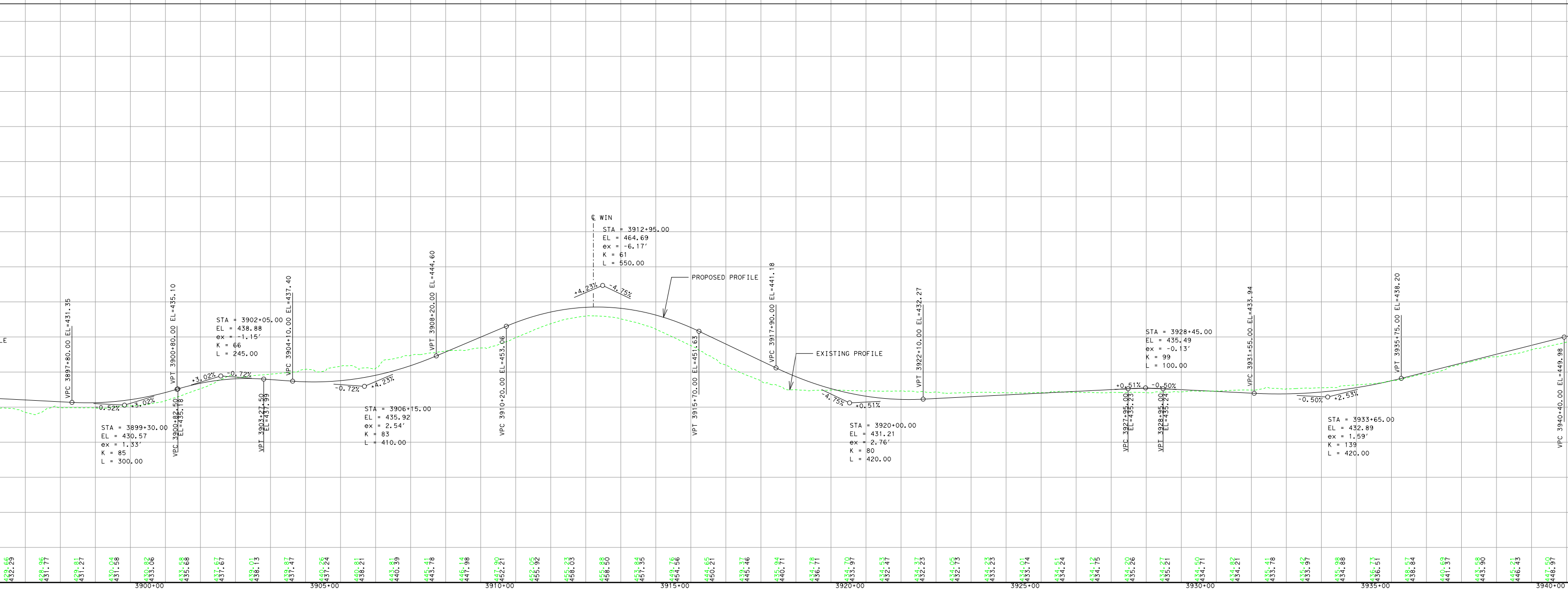

VPC 4859+75.29 EL=438.33
-0.57%
+4.36%
STA = 4862+20.00
EL = 436.92
ex = 3.02'
K = 99
L = 489.42
VPT 4864+64.71 EL=447.58
VPC 4866+37.50 EL=455.11
+4.36%
-2.69%
STA = 4868+55.00
EL = 464.59
ex = -3.83'
K = 62
L = 435.00
VPT 4870+72.50 EL=458.73
VPC 4871+03.51 EL=457.90
PROPOSED PROFILE
-2.69%
+0.50%
STA = 4872+30.80
EL = 454.47
ex = 1.02'
K = 80
L = 254.58
VPT 4873+59.09 EL=455.11
VPC 4873+59.94 EL=455.11
+0.50%
-1.91%
STA = 4874+35.00
EL = 455.49
ex = -0.45'
K = 62
L = 150.13
VPT 4875+10.06 EL=454.06
VPC 4878+35.00 EL=447.86
-1.91%
-0.60%
VPT 4880+05.00 EL=445.73
STA = 4879+20.00
EL = 446.24
ex = 0.28'
K = 130
L = 170.00
EXISTING PROFILE
VPC 4890+50.00 EL=439.46
℄ OCO
-0.60%
+1.43%
VPT 4892+80.00 EL=440.42
STA = 4891+65.00
EL = 438.77
ex = 0.58'
K = 113
L = 230.00
VPC 4896+10.00 EL=445.14
+1.43%
-2.07%
STA = 4897+20.00
EL = 446.71
ex = -0.96'
K = 63
L = 220.00
VPC 4898+44.91 EL=444.12
VPT 4898+30.00 EL=444.43
-2.07%
+1.36%
STA = 4899+90.00
EL = 441.11
ex = 1.24'
K = 85
L = 290.19
VPT 4901+35.09 EL=443.08
436.50 438.22
435.53 438.40
435.56 439.58
436.83 441.77
440.78 444.98
446.87 449.12
452.44 453.48
458.50 457.52
463.28 460.05
465.43 460.97
464.66 460.26
462.25 457.99
459.61 455.88
456.45 455.03
454.46 455.19
452.05 454.24
450.50 452.34
449.29 450.44
447.25 448.53
445.65 446.79
444.49 445.76
443.81 445.16
443.28 444.56
442.28 443.96
443.23 443.36
444.63 442.76
439.34 442.16
436.80 441.56
438.73 440.96
439.40 440.36
438.98 439.76
439.60 439.27
431.91 439.55
445.83 440.70
445.01 442.13
438.84 443.56
444.89 444.99
445.60 445.78
446.88 444.98
449.79 443.16
453.86 442.33
450.16 442.68
448.38 443.96
445.55 445.32
4860+00
4865+00
4870+00
4875+00
4880+00
4885+00
4890+00
4895+00
4900+00

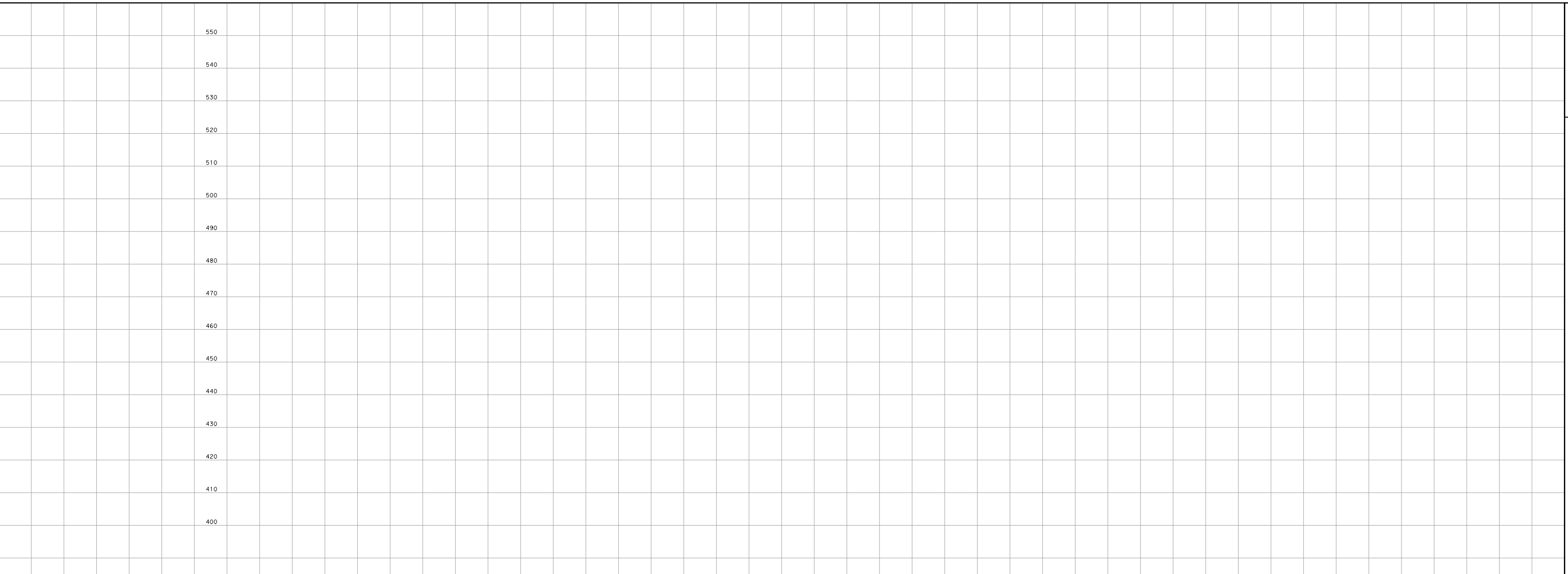

-4.90%
-0.52%
STA = 3853+00.00
EL = 439.71
ex = 1.92'
K = 80
L = 350.00
VPT 3854+75.00 EL=438.80
EXISTING PROFILE
HW_{50YR} =433.72
HW_{100YR}=434.31
VPC 3858+65.00 EL=436.76
VPT 3859+65.00 EL=436.85
-0.52%
+0.70%
STA = 3859+15.00
EL = 436.50
ex = 0.15'
K = 82
L = 100.00
PROPOSED PROFILE
+0.70%
-0.52%
STA = 3871+40.00
EL = 445.08
ex = -0.27'
K = 143
L = 175.00
VPC 3870+52.50 EL=444.47
VPT 3872+27.50 EL=444.63
PROPOSED PROFILE
℄ OCO
EXISTING PROFI
438.43 444.97
437.76 441.63
437.21 439.54
437.14 438.67
436.78 438.15
435.52 437.62
423.88 437.10
436.41 436.65
436.55 437.10
436.64 437.80
436.81 438.50
438.37 439.20
438.02 439.90
439.34 440.60
439.31 441.30
439.45 442.00
440.18 442.70
441.82 443.40
443.53 444.10
444.64 444.72
444.39 444.74
443.32 444.25
443.36 443.73
442.08 443.21
441.54 442.69
441.09 442.17
440.26 441.65
439.60 441.13
439.17 440.61
438.59 440.09
438.01 439.57
437.56 439.05
437.31 438.53
437.03 438.01
437.35 437.49
436.61 436.97
437.51 436.45
437.42 435.93
430.48 435.41
434.34 434.89
435.85 434.37
439.09 433.85
434.80 433.33
430.50 432.81
3855+00
3860+00
3865+00
3870+00
3875+00
3880+00
3885+00
3890+00
3895+00

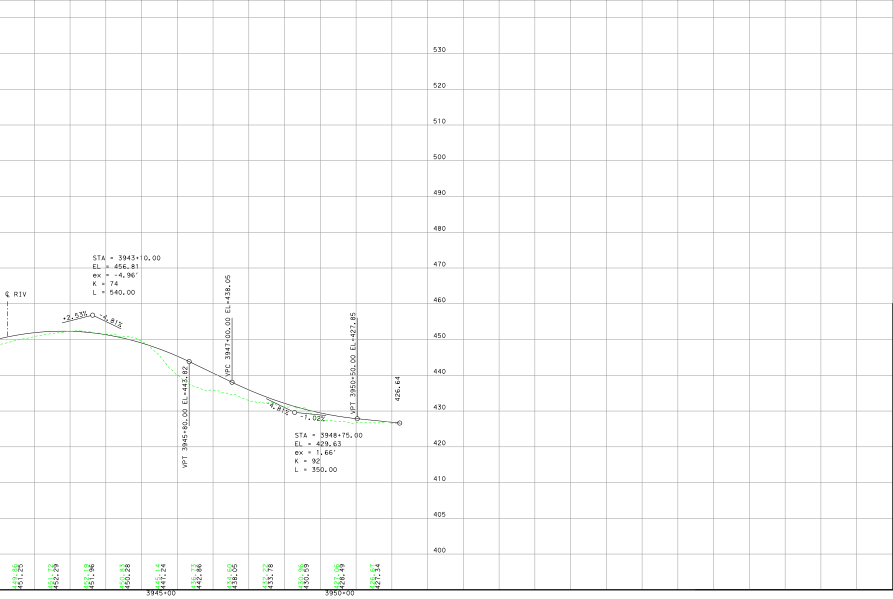
60% DRAFT

Preliminary, Subject to Change

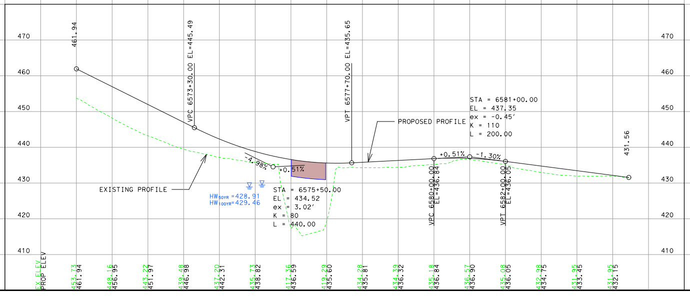

PROPOSED PROFILE
EXISTING PROFILE
VPC 4903+55.00 EL=446.07
VPT 4905+25.00 EL=449.79
+1.36%
+3.01%
STA = 4904+40.00
EL = 447.23
ex = 0.35′
K = 103
L = 170.00
VPC 4908+30.00 EL=459.13
+3.05%
-4.47%
STA = 4910+60.00
EL = 466.15
ex = -4.33′
K = 61
L = 460.00
℄ WIN
VPT 4912+90.00 EL=455.87
VPC 4915+05.00 EL=446.26
-4.47%
+0.80%
STA = 4917+30.00
EL = 436.20
ex = 2.97′
K = 85
L = 450.00
VPT 4919+55.00 EL=438.01
VPC 4922+97.50 EL=440.75
+0.80%
-1.08%
STA = 4923+55.00
EL = 441.21
ex = -0.27′
K = 61
L = 115.00
VPT 4924+12.50 EL=440.59
VPC 4924+55.00 EL=440.13
-1.08%
+0.50%
STA = 4925+20.00
EL = 439.42
ex = 0.26′
K = 82
L = 130.00
VPT 4925+85.00 EL=439.75
VPC 4928+50.00 EL=441.07
+0.50%
-1.99%
STA = 4929+50.00
EL = 441.57
ex = -0.62′
K = 80
L = 200.00
VPT 4930+50.00 EL=439.59
VPC 4931+35.00 EL=437.90
-1.99%
+4.81%
STA = 4934+05.00
EL = 432.53
ex = 4.59′
K = 79
L = 540.00
VPT 4936+75.00 EL=445.51
VPC 4936+90.00 EL=446.23
+4.81%
-5.00%
STA = 4939+90.00
EL = 460.65
ex = -7.35′
K = 61
L = 600.00
℄ RIV
VPT 4942+90.00 EL=445.65
VPC 4945+00.00 EL=435.15
-5.00%
-3.09%
STA = 4945+80.00
EL = 431.15
ex = 0.38′
K = 84
L = 160.00
VPT 4946+60.00 EL=428.67
428.32
446.96 446.78
447.00 449.06
449.37 452.11
451.60 455.16
453.49 458.21
456.97 460.87
459.86 461.96
460.22 461.41
455.67 459.23
449.43 455.42
443.11 450.95
438.64 446.48
437.15 442.54
436.52 439.77
437.25 438.17
437.53 437.74
437.65 438.37
437.67 439.17
430.20 439.97
439.99 440.77
445.25 440.71
449.24 439.76
448.84 439.82
447.79 440.32
446.19 440.82
444.54 441.17
442.02 440.43
439.33 438.59
437.38 436.87
436.40 436.33
436.63 437.05
437.03 439.02
438.68 442.26
442.39 446.70
447.01 450.53
451.34 452.72
454.03 453.27
453.82 452.20
450.49 449.48
444.70 445.15
439.36 440.15
434.36 435.15
430.46 430.74
4905+00
4910+00
4915+00
4920+00
4925+00
4930+00
4935+00
4940+00
4945+00


LE
VPC 3897+80.00 EL=431.35
-0.52%
+3.02%
STA = 3899+30.00
EL = 430.57
ex = 1.33′
K = 85
L = 300.00
VPT 3900+80.00 EL=435.10
VPC 3900+82.50 EL=435.18
+3.02%
-0.72%
STA = 3902+05.00
EL = 438.88
ex = -1.15′
K = 66
L = 245.00
VPT 3903+27.50 EL=437.99
VPC 3904+10.00 EL=437.40
-0.72%
+4.23%
STA = 3906+15.00
EL = 435.92
ex = 2.54′
K = 83
L = 410.00
VPT 3908+20.00 EL=444.60
VPC 3910+20.00 EL=453.06
℄ WIN
+4.23%
-4.75%
STA = 3912+95.00
EL = 464.69
ex = -6.17′
K = 61
L = 550.00
PROPOSED PROFILE
VPT 3915+70.00 EL=451.63
VPC 3917+90.00 EL=441.18
EXISTING PROFILE
-4.75%
+0.51%
STA = 3920+00.00
EL = 431.21
ex = 2.76′
K = 80
L = 420.00
VPT 3922+10.00 EL=432.27
VPC 3927+95.00 EL=435.23
+0.51%
-0.50%
STA = 3928+45.00
EL = 435.49
ex = -0.13′
K = 99
L = 100.00
VPT 3928+95.00 EL=435.24
VPC 3931+55.00 EL=433.94
-0.50%
+2.53%
STA = 3933+65.00
EL = 432.89
ex = 1.59′
K = 139
L = 420.00
VPT 3935+75.00 EL=438.20
VPC 3940+40.00 EL=449.98
429.66 432.29
428.96 431.77
429.81 431.27
430.04 431.58
430.82 433.06
433.58 435.68
437.67 437.67
439.01 438.13
439.87 437.47
440.26 437.24
440.81 438.21
443.81 440.39
445.41 443.78
446.14 447.98
447.90 452.21
452.05 455.92
455.23 458.03
455.88 458.50
453.84 457.35
449.76 454.56
444.65 450.21
439.37 445.46
435.94 440.71
434.78 436.71
434.70 433.97
434.53 432.47
434.37 432.23
434.05 432.73
434.23 433.23
434.01 433.74
434.51 434.24
434.12 434.75
434.20 435.26
434.27 435.21
434.50 434.71
434.82 434.21
435.41 433.78
435.42 433.97
435.98 434.88
436.73 436.51
438.57 438.84
440.69 441.37
443.58 443.90
445.21 446.43
447.50 448.97
3900+00
3905+00
3910+00
3915+00
3920+00
3925+00
3930+00
3935+00
3940+00




530
520
510
500
490
480
470
460
450
440
430
420
410
405
400
℄ RIV
STA = 3943+10.00
EL = 456.81
ex = -4.96′
K = 74
L = 540.00
+2.53%
-4.81%
VPT 3945+80.00 EL=443.82
VPC 3947+00.00 EL=438.05
-4.81%
-1.02%
STA = 3948+75.00
EL = 429.63
ex = 1.66′
K = 92
L = 350.00
VPT 3950+50.00 EL=427.85
426.64
449.86
451.25
451.72
452.29
452.19
451.96
450.83
450.28
445.14
447.24
436.73
442.86
434.60
438.05
432.22
433.78
430.96
430.59
427.06
428.49
426.67
427.34
3945+00
3950+00

EB SPUR 348 FRONTAGE ROAD - 348EBFR (45 MPH)


470
460
450
440
430
420
410
461.94
VPC 6573+30.00 EL=445.49
VPT 6577+70.00 EL=435.65
PROPOSED PROFILE
STA = 6581+00.00
EL = 437.35
ex = -0.45′
K = 110
L = 200.00
431.56
-4.98%
+0.51%
+0.51%
-1.30%
EXISTING PROFILE
HW50YR =428.91
HW100YR=429.46
STA = 6575+50.00
EL = 434.52
ex = 3.02′
K = 80
L = 440.00
VPC 6580+00.00 EL=436.84
VPT 6582+00.00 EL=436.05
EX ELEV
PROP ELEV
453.73
461.94
448.16
456.95
443.22
451.97
439.48
446.98
437.20
442.31
435.73
438.82
417.36
436.59
419.29
435.60
434.28
435.81
434.39
436.32
435.18
436.84
436.57
436.90
435.08
436.05
432.98
434.75
431.95
433.45
431.95
432.15

TEXAS DEPARTMENT OF TRANSPORTATION®
DALLAS DISTRICT
MOHAMED K. BUR, P.E., DALLAS DISTRICT ENGINEER

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

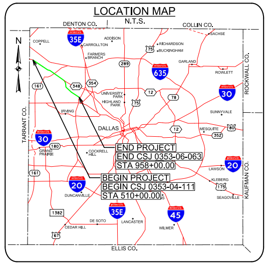
CSJ: 0353-04-111 0353-04-112
0353-04-115
0353-06-063 0353-06-067

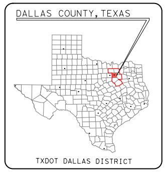
JANUARY 2023
ROLL 9 OF 14

LENGTH: 7.10 MILES		
DESIGN SPEEDS		FUNCTIONAL CLASS
MAIN LANES:	70 MPH	URBAN INTERSTATE
MANAGED 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	
* DIRECT CONNECTORS/RAMPS:	50 MPH	
* SB RAMPS TO PGBT & NB RAMP FROM PGBT:	30 MPH	
* NB RAMP FROM PGBT:	30 MPH	
* PGBT DC WB-NB:	40 MPH	
* PGBT DC NB-EB:	45 MPH	
* PGBT DC EB-SB:	35 MPH	
* PGBT DC SB-WB:	30 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	
ROCHELLE	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
CARROLLTON
ADDISON
FARMERS BRANCH
RICHARDSON
BUCKINGHAM
SACHSE
289
190
635
GARLAND
ROWLETT
ROCKWALL CO.
161
348
354
12
78
30
UNIVERSITY PARK
HIGHLAND PARK
IRVING
75
SUNNYVALE
TARRANT CO.
DALLAS
12
MESQUITE
80
352
30
180
GRAND PRAIRIE
COCKRELL HILL
END PROJECT
END CSJ 0353-06-063
STA 958+00.00
20
BEGIN PROJECT
BEGIN CSJ 0353-04-111
STA 510+00.00
LAWSON
161
20
KLEBERG
175
SEAGOVILLE
KAUFMAN CO.
DUNCANVILLE
1382
DE SOTO
35E
LANCASTER
45
CEDAR HILL
WILMER
67
ELLIS CO.


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	1/20/2023
PHILLIP ULLMAN	71426	1/20/2023

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

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

DATE SUBMITTED:

DATE APPROVED:

TEXAS DEPARTMENT OF TRANSPORTATION®
DALLAS DISTRICT
MOHAMED K. BUR, P.E., DALLAS DISTRICT ENGINEER

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

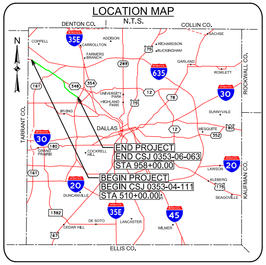
CSJ: 0353-04-111 0353-04-112
0353-04-115
0353-06-063 0353-06-067

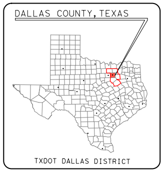
60% DRAFT
Preliminary, Subject to Change

JANUARY 2023
ROLL 10 OF 14

LENGTH: 7.10 MILES		
DESIGN SPEEDS		FUNCTIONAL CLASS
MAIN LANES:	70 MPH	URBAN INTERSTATE
MANAGED 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	
* DIRECT CONNECTORS/RAMPS:	50 MPH	
* SB RAMPS TO PGBT & NB RAMP FROM PGBT:	30 MPH	
* NB RAMP FROM PGBT:	30 MPH	
* PGBT DC WB-NB:	40 MPH	
* PGBT DC NB-EB:	45 MPH	
* PGBT DC EB-SB:	35 MPH	
* PGBT DC SB-WB:	30 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	
ROCHELLE	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.
ROCKWALL CO.
KAUFMAN CO.
TARRANT CO.
ELLIS CO.
N
COPPELL
CARROLLTON
ADDISON
FARMERS BRANCH
RICHARDSON
BUCKINGHAM
SACHSE
GARLAND
ROWLETT
UNIVERSITY PARK
HIGHLAND PARK
IRVING
DALLAS
SUNNYVALE
MESQUITE
GRAND PRAIRIE
COCKRELL HILL
LAWSON
KLEBERG
SEAGOVILLE
DUNCANVILLE
DE SOTO
CEDAR HILL
LANCASTER
WILMER
35E
635
30
20
45
END PROJECT
END CSJ 0353-06-063
STA 958+00.00
BEGIN PROJECT
BEGIN CSJ 0353-04-111
STA 510+00.00


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:

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PHILLIP ULLMAN	71426	1/20/2023

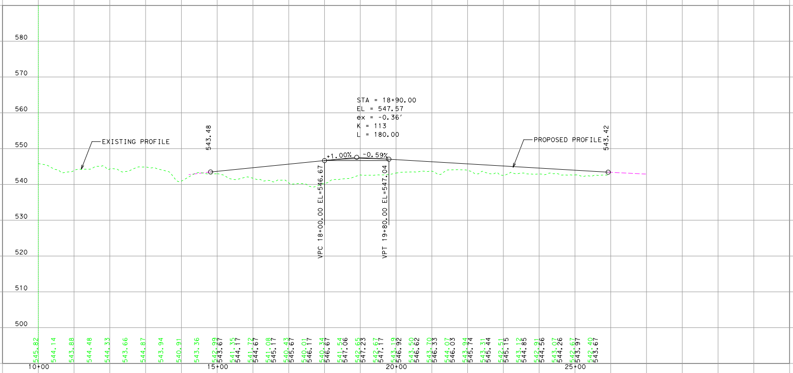
LINA T. RAMEY & ASSOCIATES, INC.
TBPE FIRM #F-782

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

DATE SUBMITTED:

DATE APPROVED:

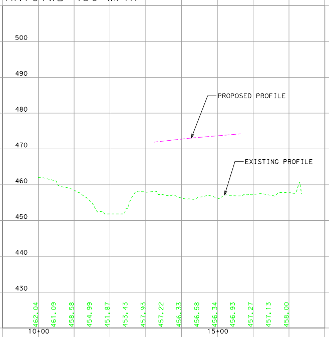
WB ENTRANCE RAMP FROM FREEPORT PKWY - RNFREWB (50 MPH)


580
570
560
550
540
530
520
510
500
EXISTING PROFILE
PROPOSED PROFILE
543.48
543.42
STA = 18+90.00
EL = 547.57
ex = -0.36'
K = 113
L = 180.00
+1.00%
-0.59%
VPC 18+00.00 EL=546.67
VPT 19+80.00 EL=547.04
10+00
15+00
20+00
25+00

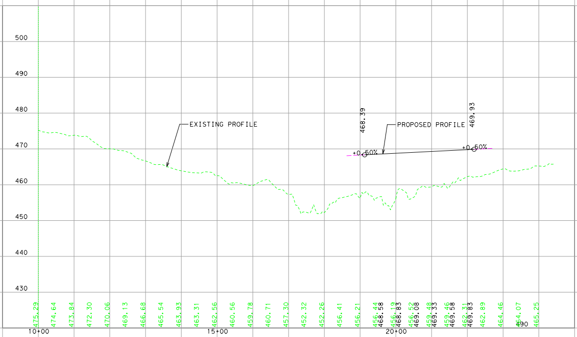
EB EXIT RAMP TO F

580
570
560
550
540
530
520
510
500
EXISTI
10+00

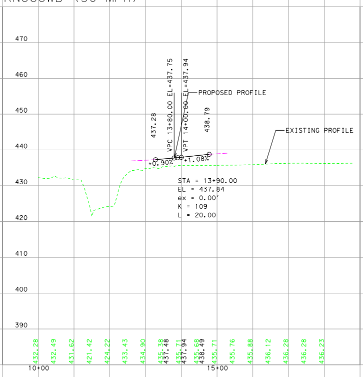
WB ENTRANCE RAMP FROM SH161
RN161WB (50 MPH)


500
490
480
470
460
450
440
430
PROPOSED PROFILE
EXISTING PROFILE
10+00
15+00

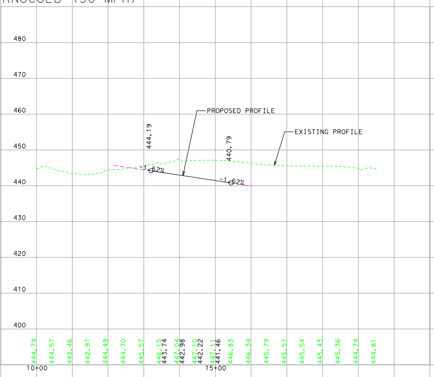
EB EXIT RAMP TO SH161 - RXEB161 (50 MPH)


500
490
480
470
460
450
440
430
EXISTING PROFILE
PROPOSED PROFILE
468.39
469.93
+0.60%
+0.60%
10+00
15+00
20+00

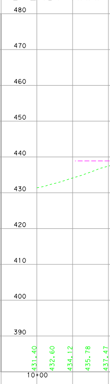
WB ENTRANCE RAMP FROM N O'CONNOR RD
RNOCOWB (50 MPH)


470
460
450
440
430
420
410
400
390
PROPOSED PROFILE
EXISTING PROFILE
437.28
438.79
VPC 13+80.00 EL=437.75
VPT 14+00.00 EL=437.94
+0.90%
+1.08%
STA = 13+90.00
EL = 437.84
ex = 0.00'
K = 109
L = 20.00
10+00
15+00

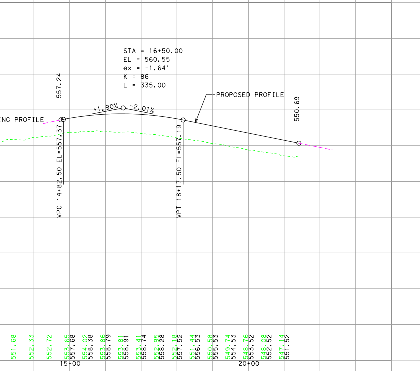
EB ENTRANCE RAMP FROM N O'CONNOR RD
RNOCOEB (50 MPH)


480
470
460
450
440
430
420
410
400
PROPOSED PROFILE
EXISTING PROFILE
444.19
440.79
-1.62%
-1.62%
10+00
15+00

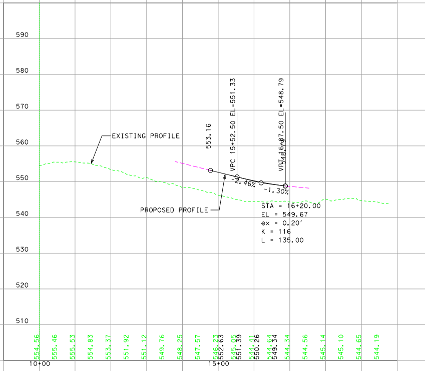
WB EXIT RAMP


480
470
460
450
440
430
420
410
400
390
10+00

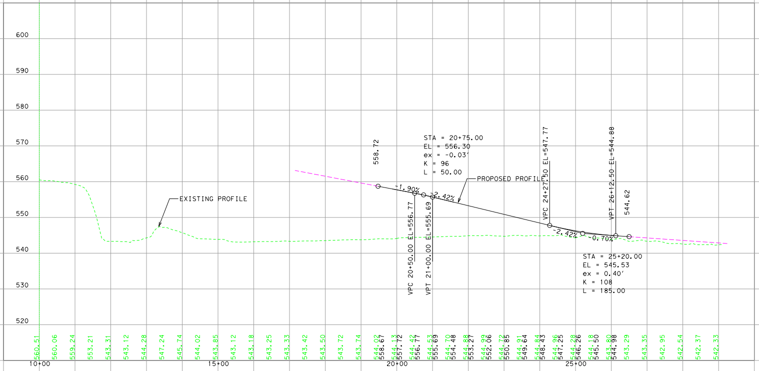
REEPORT PKWY - RXEBFRE (50 MPH)



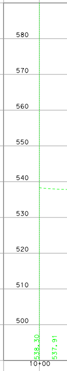
WB ENTRANCE RAMP FROM ESTERS BLVD
RNESTWB (50 MPH)



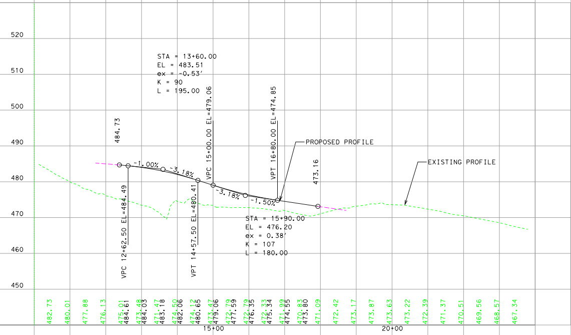
EB EXIT RAMP TO ESTERS BLVD - RXEBEST (50 MPH)



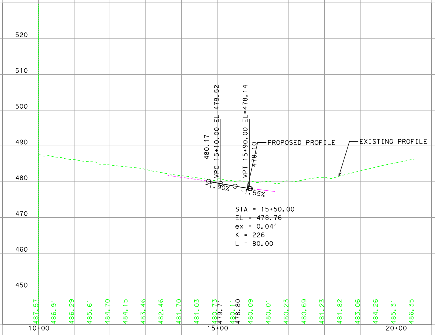
WB EXIT



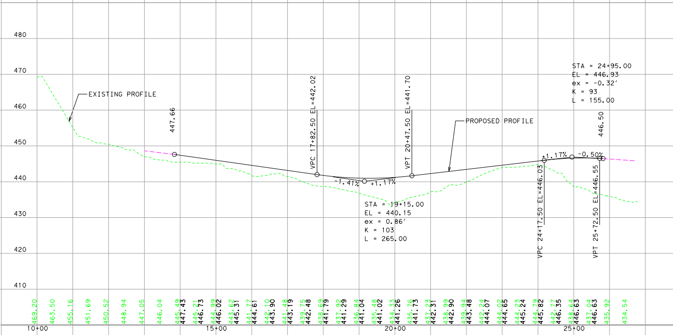
WB EXIT RAMP TO N BELT LINE RD - RXWBBEL (50 MPH)



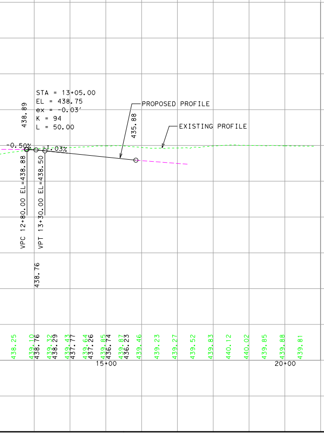
EB ENTRACE RAMP FROM N BELT LINE RD
RNBELEB (50 MPH)



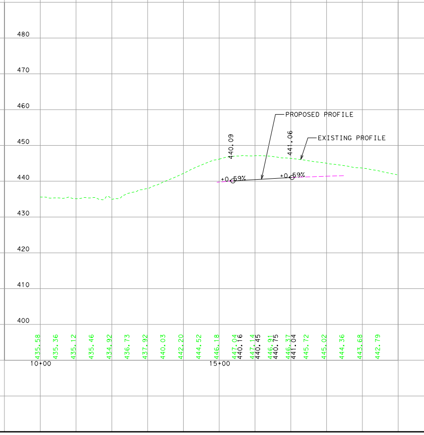
WB ENTRANCE RAMP FROM N MACARTHUR BLVD - RNNMACWB (50 MPH)



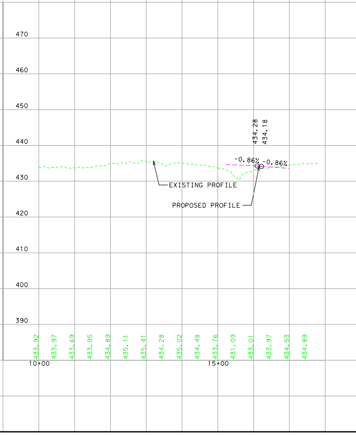
TO N O'CONNOR RD - RXWBOCO (50 MPH)



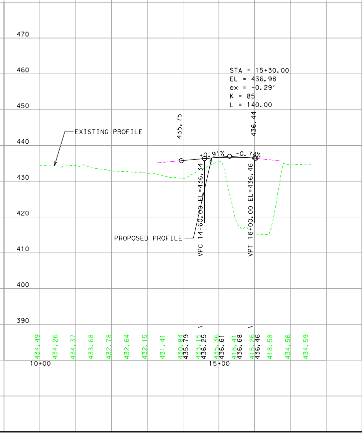
EB EXIT RAMP TO RIVERSIDE - RXEBRIV (50 MPH)



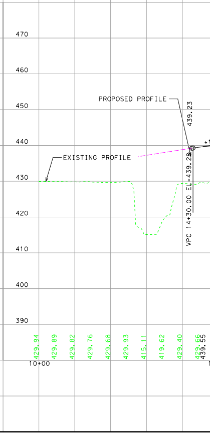
WB ENTRANCE RAMP FROM RIVERSIDE
RNRIVWB (50 MPH)



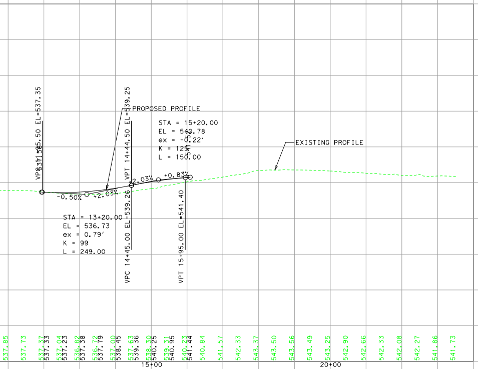
EB SPUR 348 EXIT RAMP TO LAS COLINAS
RXLASEB348 (50 MPH)



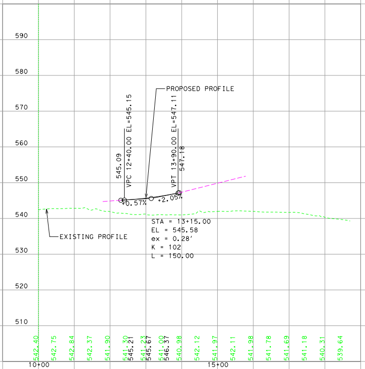
WB ENTRANCE RAMP FROM LA
RNLASWB348 (50 MPH)



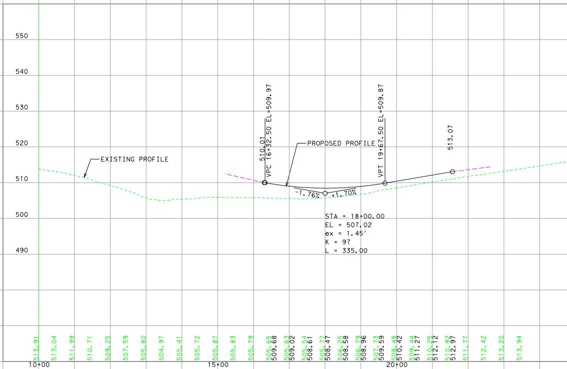
RAMP TO FREEPORT PKWY - RXWBFRE (50 MPH)


VPC 13+45.00 EL=537.35
PROPOSED PROFILE
VPT 14+44.50 EL=539.25
STA = 15+20.00
EL = 540.78
ex = -0.22'
K = 125
L = 150.00
EXISTING PROFILE
-0.50%
+2.03%
+2.03%
+0.83%
STA = 13+20.00
EL = 536.73
ex = 0.79'
K = 99
L = 249.00
VPC 14+45.00 EL=539.26
VPT 15+95.00 EL=541.40
15+00
20+00

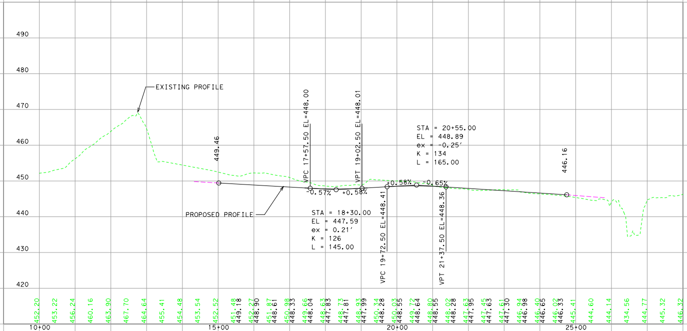
EB ENTRACE RAMP FROM FREEPORT PKWY RNFREEB (50 MPH)


590
580
570
560
550
540
530
520
510
PROPOSED PROFILE
545.09
VPC 12+40.00 EL=545.15
VPT 13+90.00 EL=547.11
547.18
-0.57%
+2.05%
EXISTING PROFILE
STA = 13+15.00
EL = 545.58
ex = 0.28'
K = 102
L = 150.00
10+00
15+00

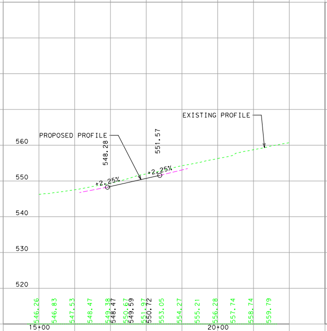
WB ENTRANCE RAMP FROM N BELT LINE RD - RNBELWB (50 MPH)


550
540
530
520
510
500
490
510.01
VPC 16+32.50 EL=509.97
PROPOSED PROFILE
VPT 19+67.50 EL=509.87
513.07
EXISTING PROFILE
-1.76%
+1.70%
STA = 18+00.00
EL = 507.02
ex = 1.45'
K = 97
L = 335.00
10+00
15+00
20+00

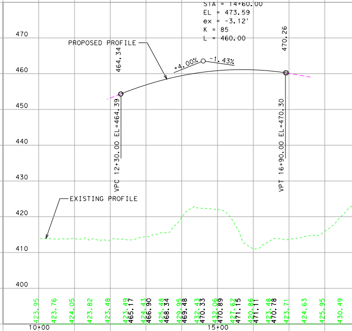
EB EXIT RAMP TO N MACARTHUR BLVD RXEBNMAC (50 MPH)


490
480
470
460
450
440
430
420
EXISTING PROFILE
449.46
VPC 17+57.50 EL=448.00
VPT 19+02.50 EL=448.01
STA = 20+55.00
EL = 448.89
ex = -0.25'
K = 134
L = 165.00
446.16
-0.57%
+0.58%
+0.58%
-0.65%
PROPOSED PROFILE
STA = 18+30.00
EL = 447.59
ex = 0.21'
K = 126
L = 145.00
VPC 19+72.50 EL=448.41
VPT 21+37.50 EL=448.36
10+00
15+00
20+00
25+00

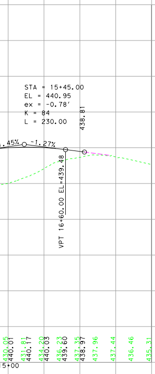
WB EXIT RAMP TO MAINLANE - RXWBMLINT (50 MPH)


560
550
540
530
520
EXISTING PROFILE
PROPOSED PROFILE
548.28
551.57
+2.25%
+2.25%
15+00
20+00

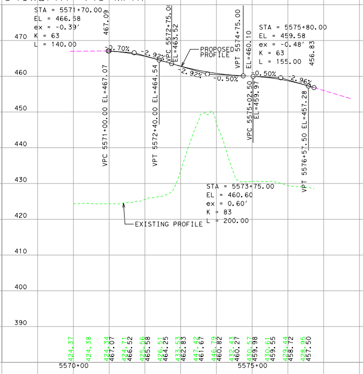
WB EXIT RAMP TO WALNUT HILL LN - RXWBWAL


STA = 14+60.00
EL = 473.59
ex = -3.12'
K = 85
L = 460.00
470
460
450
440
430
420
410
400
PROPOSED PROFILE
464.34
470.26
+4.00%
-1.43%
VPC 12+30.00 EL=464.39
VPT 16+90.00 EL=470.30
EXISTING PROFILE
10+00
15+00

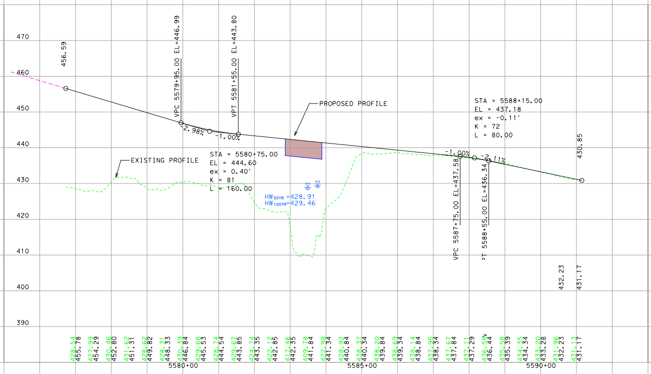
S COLINAS


STA = 15+45.00
EL = 440.95
ex = -0.78'
K = 84
L = 230.00
438.81
.45%
-1.27%
VPT 16+60.00 EL=439.48
5+00

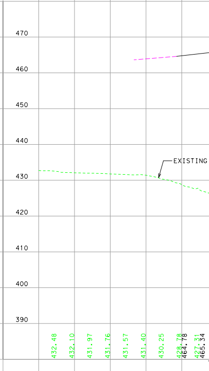
WB SPUR 348 FRONTAGE ROAD 1 348WBFR1 (45 MPH)


STA = 5571+70.00
EL = 466.58
ex = -0.39'
K = 63
L = 140.00
467.09
VPC 5572+75.00 EL=463.52
VPT 5574+75.00 EL=460.10
STA = 5575+80.00
EL = 459.58
ex = -0.48'
K = 63
L = 155.00
456.83
470
460
450
440
430
420
410
400
390
-0.70%
-2.92%
-2.92%
-0.50%
-0.50%
-2.96%
PROPOSED PROFILE
VPC 5571+00.00 EL=467.07
VPT 5572+40.00 EL=464.54
VPC 5575+02.50 EL=459.97
VPT 5576+57.50 EL=457.28
STA = 5573+75.00
EL = 460.60
ex = 0.60'
K = 83
L = 200.00
EXISTING PROFILE
5570+00
5575+00

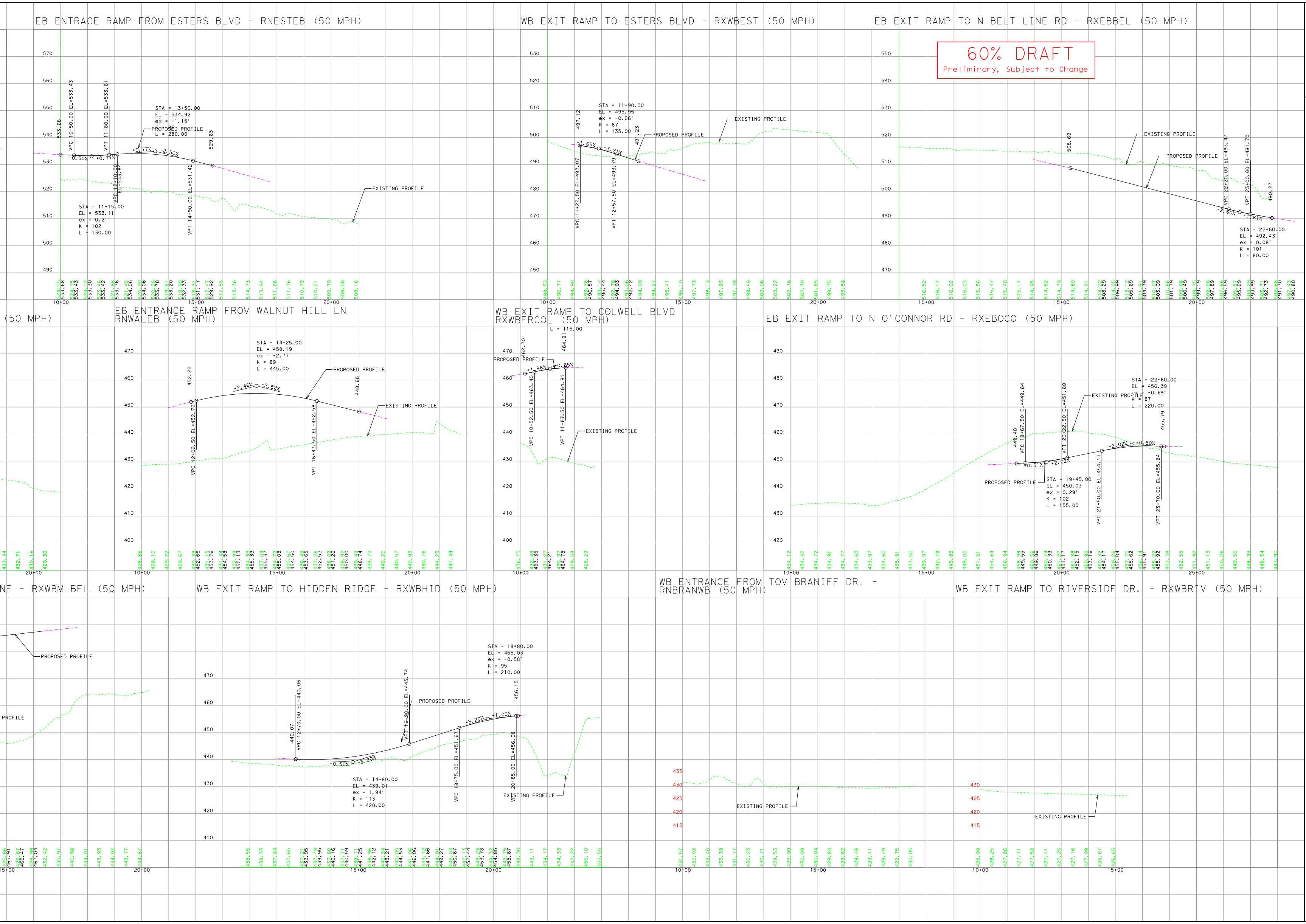
WB SPUR 348 FRONTAGE ROAD 2 - 348WBFR2 (45 MPH)


470
460
450
440
430
420
410
400
390
456.59
VPC 5579+95.00 EL=446.99
VPT 5581+55.00 EL=443.80
PROPOSED PROFILE
-2.98%
-1.00%
EXISTING PROFILE
STA = 5580+75.00
EL = 444.60
ex = 0.40'
K = 81
L = 160.00
HW50YR = 428.91
HW100YR = 429.46
STA = 5588+15.00
EL = 437.18
ex = -0.11'
K = 72
L = 80.00
-1.00%
-2.11%
430.85
VPC 5587+75.00 EL=437.58
VPT 5588+55.00 EL=436.34
432.23
431.17
5580+00
5585+00
5590+00

WBML EXIT RAMP TO BELTLI


470
460
450
440
430
420
410
400
390
EXISTING

60% DRAFT
Preliminary, Subject to Change


EB ENTRACE RAMP FROM ESTERS BLVD - RNESTEB (50 MPH)
VPC 10+50.00 EL=533.43
VPT 11+80.00 EL=533.61
VPC 12+10.00 EL=533.84
VPT 14+90.00 EL=531.42
533.68
529.63
-0.50%
+0.77%
-2.50%
STA = 13+50.00
EL = 534.92
ex = -1.15'
K = 86
L = 280.00
STA = 11+15.00
EL = 533.11
ex = 0.21'
K = 102
L = 130.00
PROPOSED PROFILE
EXISTING PROFILE
WB EXIT RAMP TO ESTERS BLVD - RXWBEST (50 MPH)
VPC 11+22.50 EL=497.07
VPT 12+57.50 EL=493.79
497.12
491.23
-1.65%
-3.21%
STA = 11+90.00
EL = 495.95
ex = -0.26'
K = 87
L = 135.00
PROPOSED PROFILE
EXISTING PROFILE
EB EXIT RAMP TO N BELT LINE RD - RXEBBEL (50 MPH)
508.69
VPC 22+20.00 EL=493.47
VPT 23+00.00 EL=491.70
490.27
-2.60%
-1.81%
STA = 22+60.00
EL = 492.43
ex = 0.08'
K = 101
L = 80.00
EXISTING PROFILE
PROPOSED PROFILE
(50 MPH)
EB ENTRANCE RAMP FROM WALNUT HILL LN
RNWALEB (50 MPH)
STA = 14+25.00
EL = 458.19
ex = -2.77'
K = 89
L = 445.00
452.22
448.66
+2.46%
-2.52%
VPC 12+02.50 EL=452.72
VPT 16+47.50 EL=452.58
PROPOSED PROFILE
EXISTING PROFILE
WB EXIT RAMP TO COLWELL BLVD
RXWBFRCOL (50 MPH)
L = 115.00
462.70
464.91
+1.98%
+0.65%
VPC 10+52.50 EL=463.40
VPT 11+67.50 EL=464.91
PROPOSED PROFILE
EXISTING PROFILE
EB EXIT RAMP TO N O'CONNOR RD - RXEBOCO (50 MPH)
449.48
VPC 18+67.50 EL=449.64
VPT 20+22.50 EL=451.60
VPC 21+50.00 EL=454.17
VPT 23+70.00 EL=455.84
455.79
+0.51%
+2.02%
+2.02%
-0.50%
STA = 19+45.00
EL = 450.03
ex = 0.29'
K = 102
L = 155.00
STA = 22+60.00
EL = 456.39
ex = -0.69'
K = 87
L = 220.00
PROPOSED PROFILE
EXISTING PROFILE
NE - RXWBMLBEL (50 MPH)
PROPOSED PROFILE
PROFILE
WB EXIT RAMP TO HIDDEN RIDGE - RXWBHID (50 MPH)
440.07
VPC 12+70.00 EL=440.06
VPT 16+90.00 EL=445.74
VPC 18+75.00 EL=451.67
VPT 20+85.00 EL=456.08
456.15
-0.50%
+3.20%
+3.20%
+1.00%
STA = 14+80.00
EL = 439.01
ex = 1.94'
K = 113
L = 420.00
STA = 19+80.00
EL = 455.03
ex = -0.58'
K = 95
L = 210.00
PROPOSED PROFILE
EXISTING PROFILE
WB ENTRANCE FROM TOM BRANIFF DR. -
RNBRANWB (50 MPH)
EXISTING PROFILE
WB EXIT RAMP TO RIVERSIDE DR. - RXWBRIV (50 MPH)
EXISTING PROFILE
10+00
15+00
20+00
25+00

TEXAS DEPARTMENT OF TRANSPORTATION®
DALLAS DISTRICT
MOHAMED K. BUR, P.E., DALLAS DISTRICT ENGINEER

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

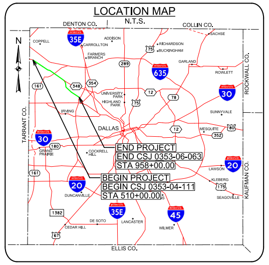
CSJ: 0353-04-111 0353-04-112
0353-04-115
0353-06-063 0353-06-067

JANUARY 2023
ROLL 10 OF 14

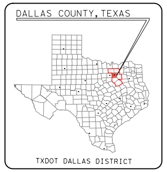
LENGTH: 7.10 MILES		
DESIGN SPEEDS		FUNCTIONAL CLASS
MAIN LANES:	70 MPH	URBAN INTERSTATE
MANAGED LANES:	70 MPH	URBAN INTERSTATE
SPUR 348:	60 MPH	PRINCIPAL ARTERIAL
SPUR 348 FRONTAGE ROAD:	35 MPH	URBAN COLLECTOR
PGBT:	60 MPH	PRINCIPAL ARTERIAL-OTHER FREEWAYS AND EXPRESSWAYS
PGBT FRONTAGE ROADS:	40 MPH	
PGBT SERVICE RAMPS:	45 MPH	
FRONTAGE ROAD BYPASS:	45 MPH	
* DIRECT CONNECTORS/RAMPS:	50 MPH	
* SB RAMPS TO PGBT & NB RAMP FROM PGBT:	30 MPH	
* NB RAMP FROM PGBT:	30 MPH	
* PGBT DC WB-NB:	40 MPH	
* PGBT DC NB-EB:	45 MPH	
* PGBT DC EB-SB:	35 MPH	
* PGBT DC SB-WB:	30 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	
ROCHELLE	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
CARROLLTON
ADDISON
RICHARDSON
BUCKINGHAM
75
SACHSE
FARMERS BRANCH
GARLAND
ROWLETT
635
ROCKWALL CO.
TARRANT CO.
UNIVERSITY PARK
HIGHLAND PARK
IRVING
30
DALLAS
MESQUITE
SUNNYVALE
GRAND PRAIRIE
COCKRELL HILL
END PROJECT
END CSJ 0353-06-063
STA 958+00.00
BEGIN PROJECT
BEGIN CSJ 0353-04-111
STA 510+00.00
20
DUNCANVILLE
LAWSON
SEAGOVILLE
KLEBERG
KAUFMAN CO.
DE SOTO
LANCASTER
CEDAR HILL
WILMER
45
ELLIS CO.

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	1/20/2023
PHILLIP ULLMAN	71426	1/20/2023

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:

TEXAS DEPARTMENT OF TRANSPORTATION®
DALLAS DISTRICT
MOHAMED K. BUR, P.E., DALLAS DISTRICT ENGINEER

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

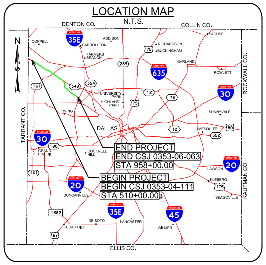
CSJ: 0353-04-111 0353-04-112
0353-04-115
0353-06-063 0353-06-067

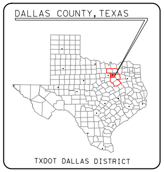
60% DRAFT
Preliminary, Subject to Change

JANUARY 2023
ROLL 11 OF 14

LENGTH: 7.10 MILES		
DESIGN SPEEDS		FUNCTIONAL CLASS
MAIN LANES:	70 MPH	URBAN INTERSTATE
MANAGED 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	
* DIRECT CONNECTORS/RAMPS:	50 MPH	
* SB RAMPS TO PGBT & NB RAMP FROM PGBT:	30 MPH	
* NB RAMP FROM PGBT:	30 MPH	
* PGBT DC WB-NB:	40 MPH	
* PGBT DC NB-EB:	45 MPH	
* PGBT DC EB-SB:	35 MPH	
* PGBT DC SB-WB:	30 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	
ROCHELLE	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.
ROCKWALL CO.
KAUFMAN CO.
ELLIS CO.
TARRANT CO.
N
COPPELL
CARROLLTON
ADDISON
FARMERS BRANCH
RICHARDSON
BUCKINGHAM
SACHSE
GARLAND
ROWLETT
UNIVERSITY PARK
HIGHLAND PARK
IRVING
DALLAS
SUNNYVALE
MESQUITE
GRAND PRAIRIE
COCKRELL HILL
LAWSON
KLEBERG
SEAGOVILLE
DUNCANVILLE
DE SOTO
CEDAR HILL
LANCASTER
WILMER
35E
635
30
20
45
161
348
354
289
75
12
78
80
352
180
175
1382
67
END PROJECT
END CSJ 0353-06-063
STA 958+00.00
BEGIN PROJECT
BEGIN CSJ 0353-04-111
STA 510+00.00


DALLAS COUNTY, TEXAS
TXDOT DALLAS DISTRICT

TEXAS COUNTY MAP
N.T.S.

VERTICAL SCALE:

0
100
200
300
400

HORIZONTAL SCALE:

PRELIMINARY

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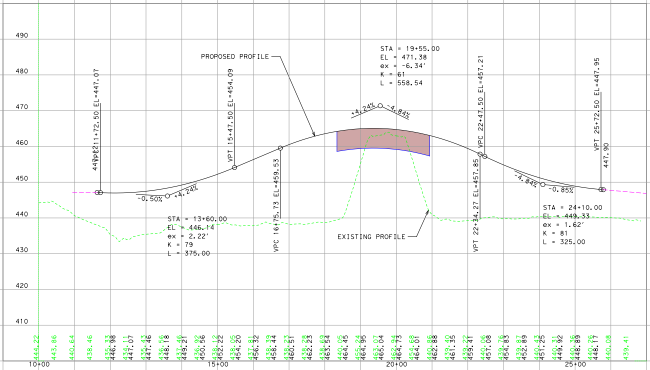
TBPE FIRM #F-782

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

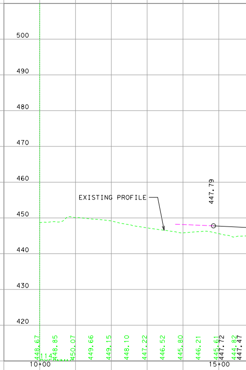
DATE SUBMITTED:

DATE APPROVED:

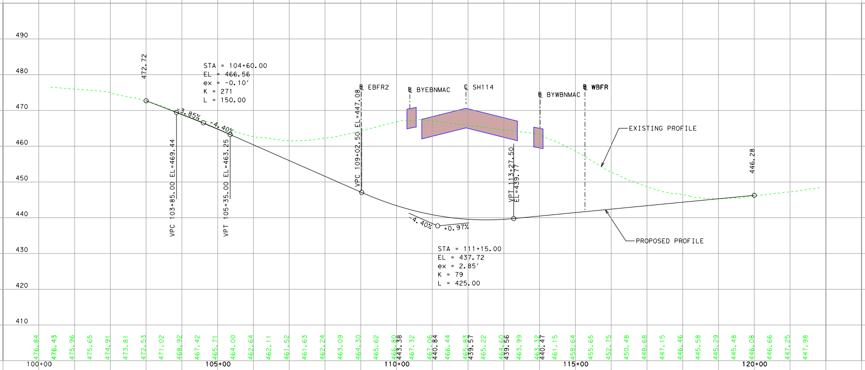
WB BYPASS RAMP AT N MACARTHUR BLVD - BYWBNMAC (50 MPH)


490
480
470
460
450
440
430
420
410
PROPOSED PROFILE
VPC 11+72.50 EL=447.07
447.07
VPT 15+47.50 EL=454.09
VPC 16+75.73 EL=459.53
-0.50%
+4.24%
STA = 13+60.00
EL = 446.14
ex = 2.22'
K = 79
L = 375.00
STA = 19+55.00
EL = 471.38
ex = -6.34'
K = 61
L = 558.54
+4.24%
-4.84%
VPC 22+47.50 EL=457.21
VPT 22+34.27 EL=457.85
VPT 25+72.50 EL=447.95
447.90
-4.84%
-0.85%
STA = 24+10.00
EL = 449.33
ex = 1.62'
K = 81
L = 325.00
EXISTING PROFILE
444.22
443.86
440.64
438.46
435.33
446.98
434.11
447.07
435.43
447.46
436.56
448.18
437.46
449.21
436.92
450.56
438.12
452.22
438.05
454.20
437.81
456.32
438.39
458.44
438.23
460.51
438.28
462.23
438.69
463.54
440.05
464.45
455.24
464.95
463.07
465.04
462.94
464.73
454.68
464.01
440.86
462.88
439.40
461.35
439.22
459.41
440.06
457.08
439.76
454.83
439.87
452.89
440.43
451.25
440.31
449.92
440.36
448.89
440.26
448.17
440.08
439.41
10+00
15+00
20+00
25+00

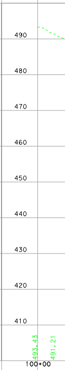
EB BYPASS RAMP AT N MACARTHU


500
490
480
470
460
450
440
430
420
EXISTING PROFILE
447.79
448.67
448.85
450.07
449.66
449.15
448.10
447.22
446.52
445.80
446.21
445.61
447.72
444.82
447.47
10+00
15+00

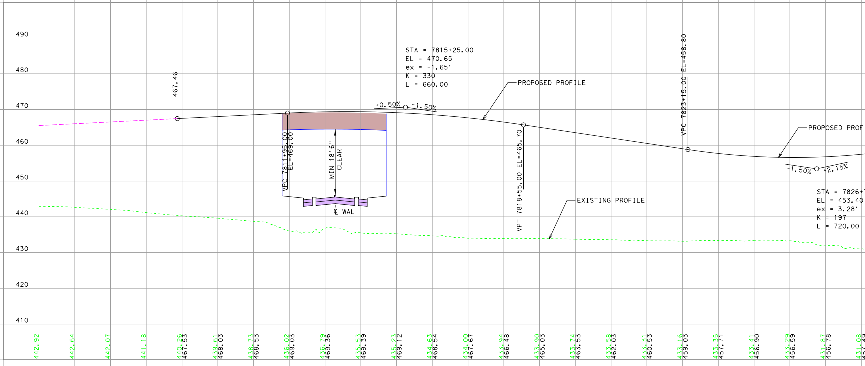
N MACARTHUR BLVD - MAC (45 MPH)


490
480
470
460
450
440
430
420
410
472.72
STA = 104+60.00
EL = 466.56
ex = -0.10'
K = 271
L = 150.00
-3.85%
-4.40%
VPC 103+85.00 EL=469.44
VPT 105+35.00 EL=463.25
VPC 109+02.50 EL=447.08
℄ EBFR2
℄ BYEBNMAC
℄ SH114
℄ BYWBNMAC
℄ WBFR
VPT 113+27.50 EL=439.77
-4.40%
+0.97%
STA = 111+15.00
EL = 437.72
ex = 2.85'
K = 79
L = 425.00
EXISTING PROFILE
PROPOSED PROFILE
446.28
476.84
476.43
475.96
475.65
474.91
473.81
472.53
471.02
468.92
467.42
465.71
464.00
462.64
462.11
461.52
461.63
462.24
463.09
464.30
465.62
466.80
443.38
467.32
467.06
440.84
466.44
465.83
439.57
465.22
464.60
439.56
463.99
463.32
440.47
461.15
458.64
455.65
452.75
450.48
448.68
447.15
446.46
445.58
445.29
445.48
446.08
446.66
447.25
447.98
100+00
105+00
110+00
115+00
120+00

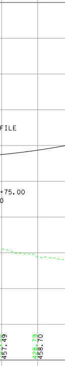
WALNUT


490
480
470
460
450
440
430
420
410
493.43
491.21
100+00

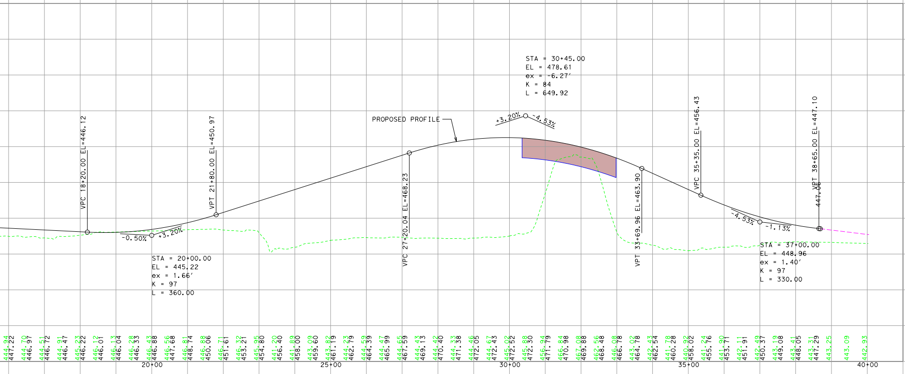
WB MAINLANE SPLIT - WBSPLIT348 (70 MPH)


490
480
470
460
450
440
430
420
410
467.46
VPC 7811+95.00 EL=469.00
MIN 18'6" CLEAR
℄ WAL
STA = 7815+25.00
EL = 470.65
ex = -1.65'
K = 330
L = 660.00
+0.50%
-1.50%
PROPOSED PROFILE
VPT 7818+55.00 EL=465.70
EXISTING PROFILE
VPC 7823+15.00 EL=458.80
PROPOSED PROFILE
-1.50%
+2.15%
STA = 7826+75.00
EL = 453.40
ex = 3.28'
K = 197
L = 720.00
442.92
442.64
442.07
441.18
440.26
467.53
439.61
468.03
438.73
468.53
436.02
469.03
436.79
469.36
435.53
469.39
435.23
469.12
434.63
468.54
434.00
467.67
433.94
466.48
433.90
465.03
433.74
463.53
433.58
462.03
433.31
460.53
433.16
459.03
433.35
457.71
433.41
456.90
433.29
456.59
431.87
456.78

WB MAINLANE

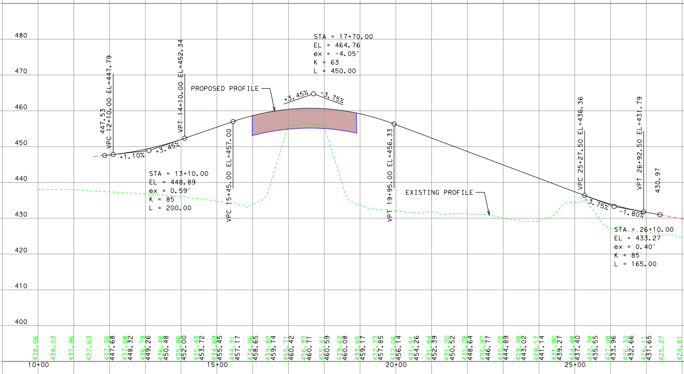

431.08
457.49
428.79
458.70

R BLVD - BYEBNMAC (50 MPH)



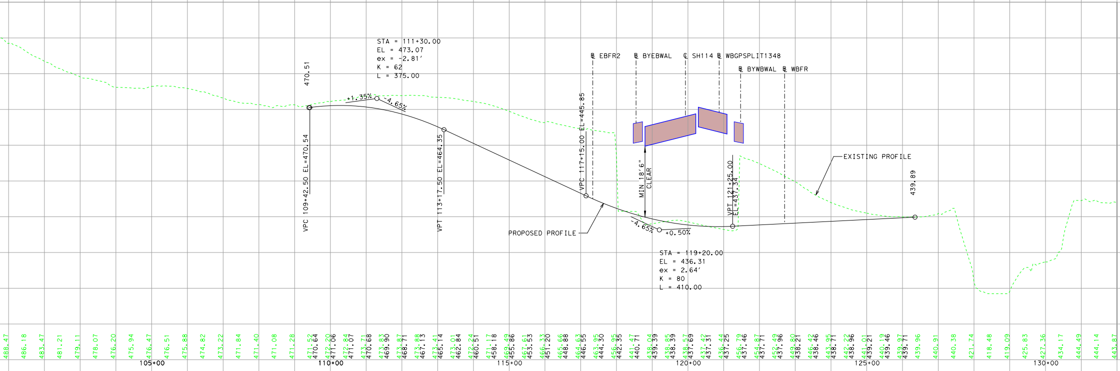
STA = 30+45.00
EL = 478.61
ex = -6.27'
K = 84
L = 649.92
PROPOSED PROFILE
+3.20%
-4.53%
VPC 18+20.00 EL=446.12
VPT 21+80.00 EL=450.97
VPC 27+20.04 EL=468.23
VPT 33+69.96 EL=463.90
VPC 35+35.00 EL=456.43
VPT 38+65.00 EL=447.10
447.08
-0.50%
+3.20%
-4.53%
-1.13%
STA = 20+00.00
EL = 445.22
ex = 1.66'
K = 97
L = 360.00
STA = 37+00.00
EL = 448.96
ex = 1.40'
K = 97
L = 330.00
20+00
25+00
30+00
35+00
40+00

WB BYPASS RAMP AT WALNUT HILL LN - BYWBWAL (50 MPH)



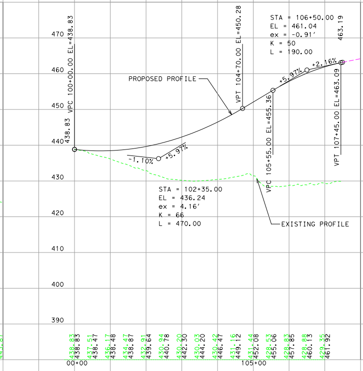
480
470
460
450
440
430
420
410
400
STA = 17+70.00
EL = 464.76
ex = -4.05'
K = 63
L = 450.00
PROPOSED PROFILE
+3.45%
-3.75%
447.53
VPC 12+10.00 EL=447.79
VPT 14+10.00 EL=452.34
+1.10%
+3.45%
STA = 13+10.00
EL = 448.89
ex = 0.59'
K = 85
L = 200.00
VPC 15+45.00 EL=457.00
VPT 19+95.00 EL=456.33
EXISTING PROFILE
VPC 25+27.50 EL=436.36
VPT 26+92.50 EL=431.79
430.97
-3.75%
-1.80%
STA = 26+10.00
EL = 433.27
ex = 0.40'
K = 85
L = 165.00
10+00
15+00
20+00
25+00

HILL LN - WAL (45 MPH)



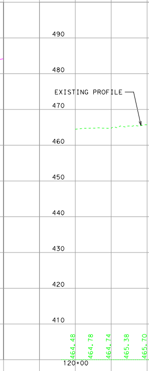
STA = 111+30.00
EL = 473.07
ex = -2.81'
K = 62
L = 375.00
470.51
+1.35%
-4.65%
VPC 109+42.50 EL=470.54
VPT 113+17.50 EL=464.35
VPC 117+15.00 EL=445.85
℄ EBFR2
℄ BYEBWAL
℄ SH114
℄ WBGPSPLIT1348
℄ BYWBWAL
℄ WBFR
MIN 18'6" CLEAR
VPT 121+25.00 EL=437.34
EXISTING PROFILE
439.89
PROPOSED PROFILE
-4.65%
+0.50%
STA = 119+20.00
EL = 436.31
ex = 2.64'
K = 80
L = 410.00
105+00
110+00
115+00
120+00
125+00
130+00

COLWELL BLVD - COL (40 MPH)



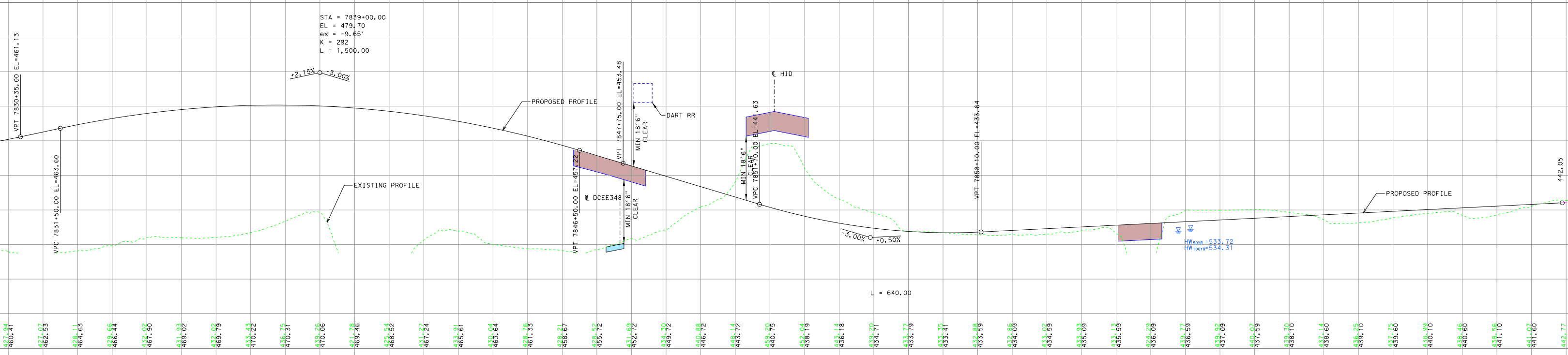
470
460
450
440
430
420
410
400
390
STA = 106+50.00
EL = 461.04
ex = -0.91'
K = 50
L = 190.00
463.19
VPC 100+00.00 EL=438.83
438.83
VPT 104+70.00 EL=450.28
PROPOSED PROFILE
+5.97%
+2.16%
VPC 105+55.00 EL=455.36
VPT 107+45.00 EL=463.09
-1.10%
+5.97%
STA = 102+35.00
EL = 436.24
ex = 4.16'
K = 66
L = 470.00
EXISTING PROFILE
00+00
105+00

HIDDEN RIDGE

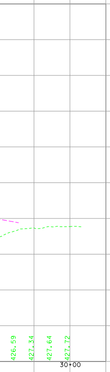


490
480
470
460
450
440
430
420
410
EXISTING PROFILE
120+00

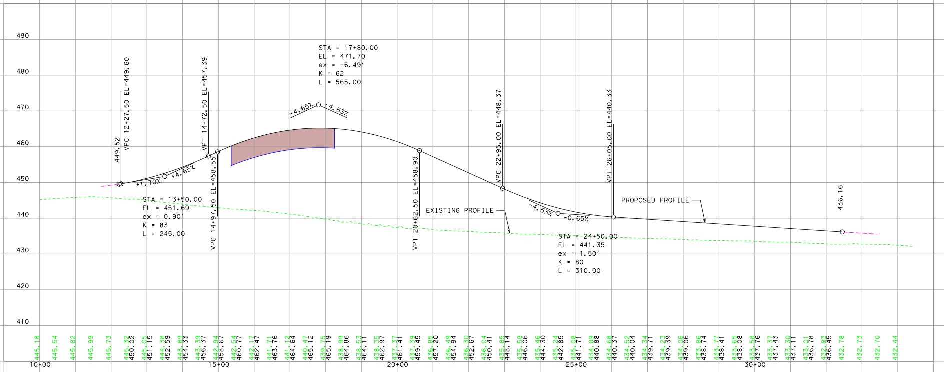
SPLIT - WBGPSPLIT2348 (70 MPH)



STA = 7839+00.00
EL = 479.70
ex = -9.65'
K = 292
L = 1,500.00
VPT 7830+35.00 EL=461.13
+2.15%
-3.00%
VPC 7831+50.00 EL=463.60
PROPOSED PROFILE
EXISTING PROFILE
VPT 7847+75.00 EL=453.48
MIN 18'6" CLEAR
DART RR
VPT 7846+50.00 EL=457.22
℄ DCEE348
MIN 18'6" CLEAR
℄ HID
EL=441.63
MIN 18'6" CLEAR
VPC 7851+70.00
-3.00%
+0.50%
VPT 7858+10.00 EL=433.64
L = 640.00
HW50YR=533.72
HW100YR=534.31
PROPOSED PROFILE
442.05

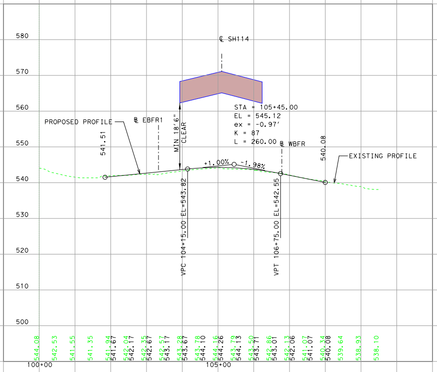


EB BYPASS RAMP AT WALNUT HILL LN - BYEBWAL (30 MPH)



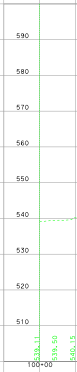
VPC 12+27.50 EL=449.60
449.52
VPT 14+72.50 EL=457.39
VPC 14+97.50 EL=458.55
+1.70%
+4.65%
STA = 13+50.00
EL = 451.69
ex = 0.90'
K = 83
L = 245.00
STA = 17+80.00
EL = 471.70
ex = -6.49'
K = 62
L = 565.00
+4.65%
-4.53%
VPT 20+62.50 EL=458.90
VPC 22+95.00 EL=448.37
VPT 26+05.00 EL=440.33
EXISTING PROFILE
PROPOSED PROFILE
-4.53%
-0.65%
STA = 24+50.00
EL = 441.35
ex = 1.50'
K = 80
L = 310.00
436.16
490
480
470
460
450
440
430
420
410
10+00
15+00
20+00
25+00
30+00

FREEPORT PKWY - FRE (45 MPH)



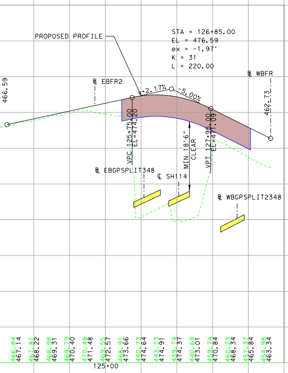
℄ SH114
PROPOSED PROFILE
℄ EBFR1
MIN 18'6" CLEAR
STA = 105+45.00
EL = 545.12
ex = -0.97'
K = 87
L = 260.00
℄ WBFR
EXISTING PROFILE
541.51
540.08
+1.00%
-1.98%
VPC 104+15.00 EL=543.82
VPT 106+75.00 EL=542.55
580
570
560
550
540
530
520
510
500
100+00
105+00

ESTERS BL



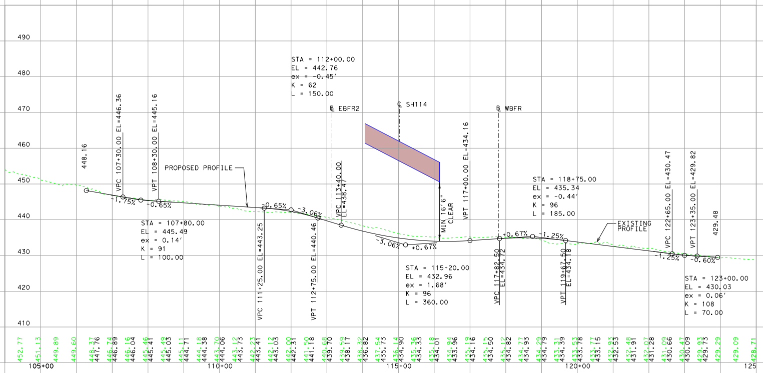
590
580
570
560
550
540
530
520
510
100+00

- HID (45 MPH)



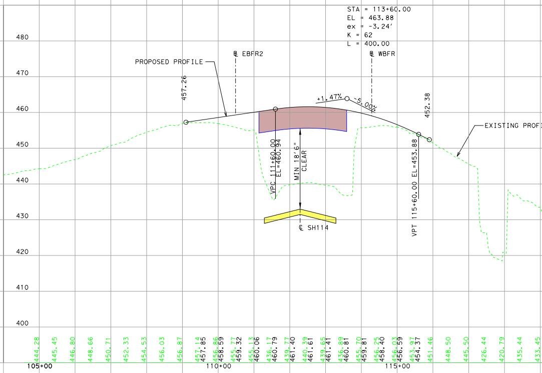
PROPOSED PROFILE
STA = 126+85.00
EL = 476.59
ex = -1.97'
K = 31
L = 220.00
℄ EBFR2
℄ WBFR
466.59
+2.17%
-5.00%
462.73
VPC 125+75.00 EL=474.20
VPT 127+95.00 EL=471.09
MIN 18'6" CLEAR
℄ EBGPSPLIT348
℄ SH114
℄ WBGPSPLIT2348
125+00

N O'CONNOR BLVD - OCO (45 MPH)



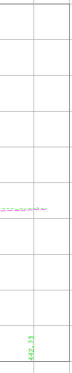
STA = 112+00.00
EL = 442.76
ex = -0.45'
K = 62
L = 150.00
℄ EBFR2
℄ SH114
℄ WBFR
VPC 107+30.00 EL=446.36
VPT 108+30.00 EL=445.16
448.16
PROPOSED PROFILE
-1.75%
-0.65%
STA = 107+80.00
EL = 445.49
ex = 0.14'
K = 91
L = 100.00
-0.65%
-3.06%
VPC 111+25.00 EL=443.25
VPT 112+75.00 EL=440.46
VPC 113+40.00 EL=438.47
MIN 16'6" CLEAR
VPT 117+00.00 EL=434.16
-3.06%
+0.67%
STA = 115+20.00
EL = 432.96
ex = 1.68'
K = 96
L = 360.00
STA = 118+75.00
EL = 435.34
ex = -0.44'
K = 96
L = 185.00
+0.67%
-1.25%
VPC 117+82.50 EL=434.72
VPT 119+67.50 EL=434.18
EXISTING PROFILE
VPC 122+65.00 EL=430.47
VPT 123+35.00 EL=429.82
429.48
-1.25%
-0.60%
STA = 123+00.00
EL = 430.03
ex = 0.06'
K = 108
L = 70.00
490
480
470
460
450
440
430
420
410
105+00
110+00
115+00
120+00
125

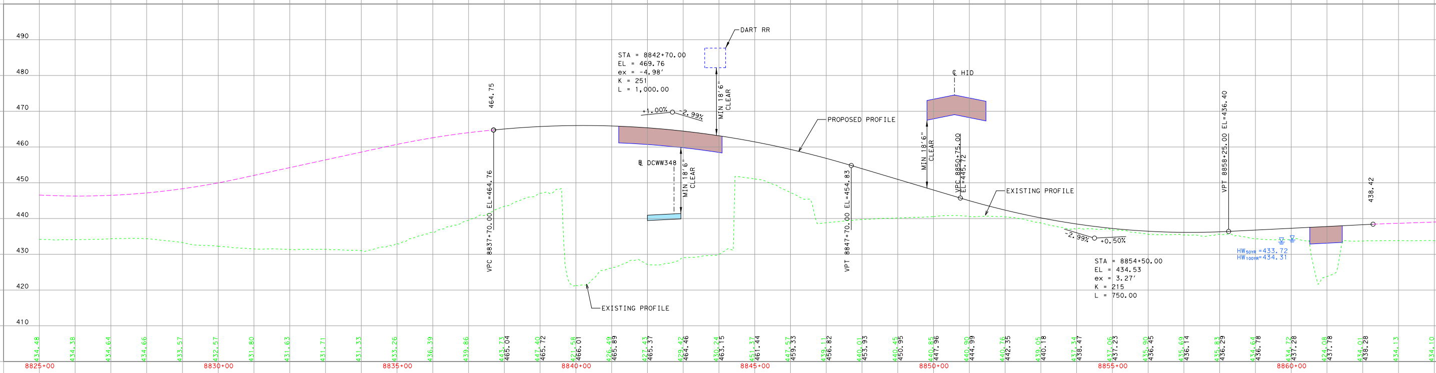
WINGREN DR - WIN (45 MPH)



STA = 113+60.00
EL = 463.88
ex = -3.24'
K = 62
L = 400.00
℄ EBFR2
℄ WBFR
PROPOSED PROFILE
457.26
+1.47%
-5.00%
452.38
EXISTING PROFILE
VPC 111+60.00 EL=460.94
MIN 18'6" CLEAR
℄ SH114
VPT 115+60.00 EL=453.88
480
470
460
450
440
430
420
410
400
105+00
110+00
115+00

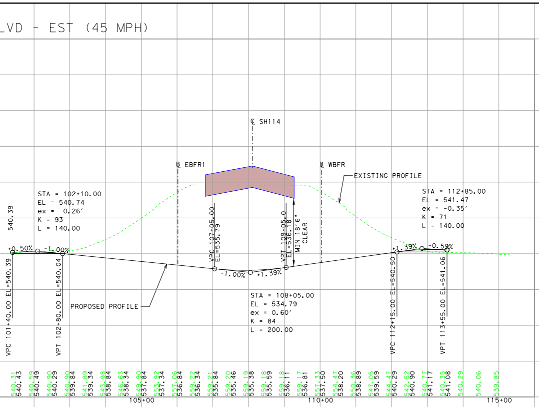
EB MAINLANE SPLIT - EBSPLIT348 (70 MPH)



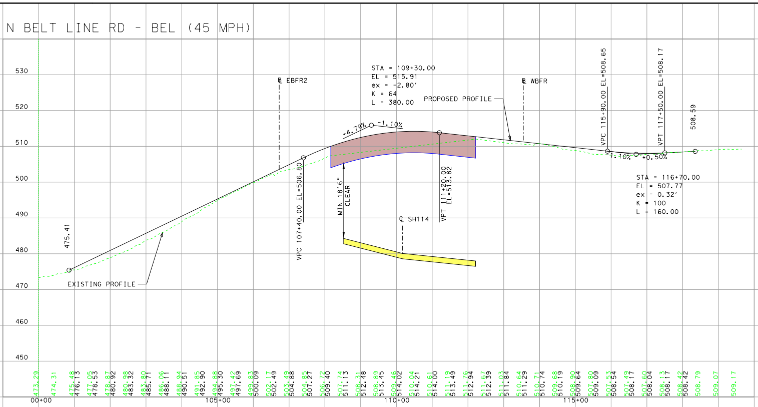


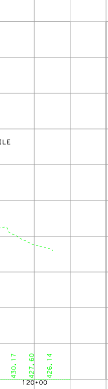
DART RR
STA = 8842+70.00
EL = 469.76
ex = -4.98'
K = 251
L = 1,000.00
+1.00%
-2.99%
MIN 18'6" CLEAR
℄ HID
PROPOSED PROFILE
464.75
VPC 8837+70.00 EL=464.76
℄ DCWW348
MIN 18'6" CLEAR
VPT 8847+70.00 EL=454.83
MIN 18'6" CLEAR
VPC 8850+75.00 EL=445.72
EXISTING PROFILE
VPT 8858+25.00 EL=436.40
438.42
-2.99%
+0.50%
STA = 8854+50.00
EL = 434.53
ex = 3.27'
K = 215
L = 750.00
HW50YR=433.72
HW100YR=434.31
EXISTING PROFILE
490
480
470
460
450
440
430
420
410
8825+00
8830+00
8835+00
8840+00
8845+00
8850+00
8855+00
8860+00

LVD - EST (45 MPH)

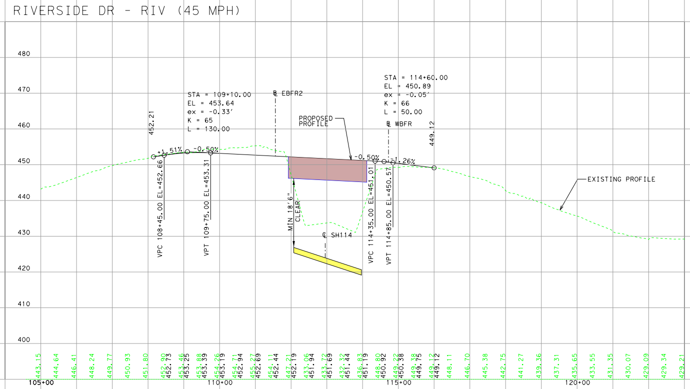

℄ SH114
℄ EBFR1
℄ WBFR
EXISTING PROFILE
PROPOSED PROFILE
STA = 102+10.00
EL = 540.74
ex = -0.26'
K = 93
L = 140.00
540.39
+0.50%
-1.00%
VPC 101+40.00 EL=540.39
VPT 102+80.00 EL=540.04
VPC 107+05.00 EL=535.79
VPT 109+05.0 EL=536.18
MIN 18'6" CLEAR
-1.00%
+1.39%
STA = 108+05.00
EL = 534.79
ex = 0.60'
K = 84
L = 200.00
STA = 112+85.00
EL = 541.47
ex = -0.35'
K = 71
L = 140.00
+1.39%
-0.59%
VPC 112+15.00 EL=540.50
VPT 113+55.00 EL=541.06
540.31 540.43
540.59 540.49
540.90 540.29
540.90 539.84
541.89 539.34
543.98 538.84
546.63 538.34
549.90 537.84
553.92 537.34
557.06 536.84
559.22 536.34
559.21 535.84
559.20 535.46
559.19 535.38
559.18 535.59
559.18 536.11
559.17 536.81
557.33 537.50
554.47 538.20
550.36 538.89
547.05 539.59
544.47 540.29
542.52 540.90
540.77 541.17
540.35 541.08
540.29
540.06
539.85
105+00
110+00
115+00

N BELT LINE RD - BEL (45 MPH)


530
520
510
500
490
480
470
460
450
℄ EBFR2
STA = 109+30.00
EL = 515.91
ex = -2.80'
K = 64
L = 380.00
PROPOSED PROFILE
℄ WBFR
VPC 115+90.00 EL=508.65
VPT 117+50.00 EL=508.17
508.59
+4.79%
-1.10%
-1.10%
+0.50%
STA = 116+70.00
EL = 507.77
ex = 0.32'
K = 100
L = 160.00
475.41
VPC 107+40.00 EL=506.80
MIN 18'6" CLEAR
VPT 111+20.00 EL=513.82
℄ SH114
EXISTING PROFILE
00+00
105+00
110+00
115+00



RIVERSIDE DR - RIV (45 MPH)


480
470
460
450
440
430
420
410
400
STA = 109+10.00
EL = 453.64
ex = -0.33'
K = 65
L = 130.00
℄ EBFR2
PROPOSED PROFILE
STA = 114+60.00
EL = 450.89
ex = -0.05'
K = 66
L = 50.00
℄ WBFR
452.21
449.12
+1.51%
-0.50%
-0.50%
-1.26%
VPC 108+45.00 EL=452.66
VPT 109+75.00 EL=453.31
MIN 18'6" CLEAR
℄ SH114
VPC 114+35.00 EL=451.01
VPT 114+85.00 EL=450.57
EXISTING PROFILE
105+00
110+00
115+00
120+00

60% DRAFT
Preliminary, Subject to Change

TEXAS DEPARTMENT OF TRANSPORTATION®
DALLAS DISTRICT
MOHAMED K. BUR, P.E., DALLAS DISTRICT ENGINEER

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

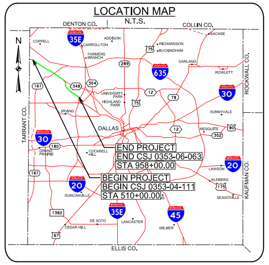
CSJ: 0353-04-111 0353-04-112
0353-04-115
0353-06-063 0353-06-067

JANUARY 2023
ROLL 11 OF 14

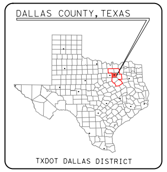
LENGTH: 7.10 MILES		
DESIGN SPEEDS		FUNCTIONAL CLASS
MAIN LANES:	70 MPH	URBAN INTERSTATE
MANAGED LANES:	70 MPH	URBAN INTERSTATE
SPUR 348:	60 MPH	PRINCIPAL ARTERIAL
SPUR 348 FRONTAGE ROAD:	35 MPH	URBAN COLLECTOR
PGBT:	60 MPH	PRINCIPAL ARTERIAL-OTHER FREEWAYS AND EXPRESSWAYS
PGBT FRONTAGE ROADS:	40 MPH	
PGBT SERVICE RAMPS:	45 MPH	
FRONTAGE ROAD BYPASS:	45 MPH	
* DIRECT CONNECTORS/RAMPS:	50 MPH	
* SB RAMPS TO PGBT & NB RAMP FROM PGBT:	30 MPH	
* NB RAMP FROM PGBT:	30 MPH	
* PGBT DC WB-NB:	40 MPH	
* PGBT DC NB-EB:	45 MPH	
* PGBT DC EB-SB:	35 MPH	
* PGBT DC SB-WB:	30 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	
ROCHELLE	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
RICHARDSON
BUCKINGHAM
SACHSE
FARMERS BRANCH
635
GARLAND
ROWLETT
ROCKWALL CO.
348
UNIVERSITY PARK
HIGHLAND PARK
30
IRVING
SUNNYVALE
TARRANT CO.
DALLAS
MESQUITE
GRAND PRAIRIE
COCKRELL HILL
END PROJECT
END CSJ 0353-06-063
STA 958+00.00
BEGIN PROJECT
BEGIN CSJ 0353-04-111
STA 510+00.00
20
DUNCANVILLE
LAWSON
KLEBERG
SEAGOVILLE
KAUFMAN CO.
1382
DE SOTO
CEDAR HILL
LANCASTER
45
WILMER
ELLIS CO.

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:

PHILLIP HANLEY 91815 1/20/2023
NAME P.E. NO. DATE

PHILLIP ULLMAN 71426 1/20/2023
NAME P.E. NO. DATE

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

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

DATE SUBMITTED:

DATE APPROVED:

TEXAS DEPARTMENT OF TRANSPORTATION®
DALLAS DISTRICT
MOHAMED K. BUR, P.E., DALLAS DISTRICT ENGINEER

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

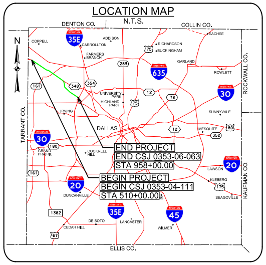
CSJ: 0353-04-111 0353-04-112
0353-04-115
0353-06-063 0353-06-067

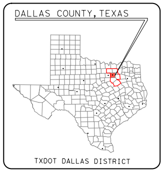
60% DRAFT
Preliminary, Subject to Change

JANUARY 2023
ROLL 12 OF 14

LENGTH: 7.10 MILES		
DESIGN SPEEDS		FUNCTIONAL CLASS
MAIN LANES:	70 MPH	URBAN INTERSTATE
MANAGED 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	
* DIRECT CONNECTORS/RAMPS:	50 MPH	
* SB RAMPS TO PGBT & NB RAMP FROM PGBT:	30 MPH	
* NB RAMP FROM PGBT:	30 MPH	
* PGBT DC WB-NB:	40 MPH	
* PGBT DC NB-EB:	45 MPH	
* PGBT DC EB-SB:	35 MPH	
* PGBT DC SB-WB:	30 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	
ROCHELLE	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.
ROCKWALL CO.
KAUFMAN CO.
ELLIS CO.
TARRANT CO.
N
COPPELL
35E
CARROLLTON
ADDISON
FARMERS BRANCH
RICHARDSON
BUCKINGHAM
75
SACHSE
GARLAND
ROWLETT
289
635
161
348
354
UNIVERSITY PARK
HIGHLAND PARK
12
78
30
SUNNYVALE
IRVING
DALLAS
MESQUITE
80
352
180
GRAND PRAIRIE
COCKRELL HILL
END PROJECT
END CSJ 0353-06-063
STA 958+00.00
20
LAWSON
BEGIN PROJECT
BEGIN CSJ 0353-04-111
STA 510+00.00
KLEBERG
175
SEAGOVILLE
DUNCANVILLE
1382
DE SOTO
LANCASTER
WILMER
45
CEDAR HILL
67


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

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NAME	P.E. NO.	DATE
PHILLIP HANLEY	91815	1/20/2023
PHILLIP ULLMAN	71426	1/20/2023

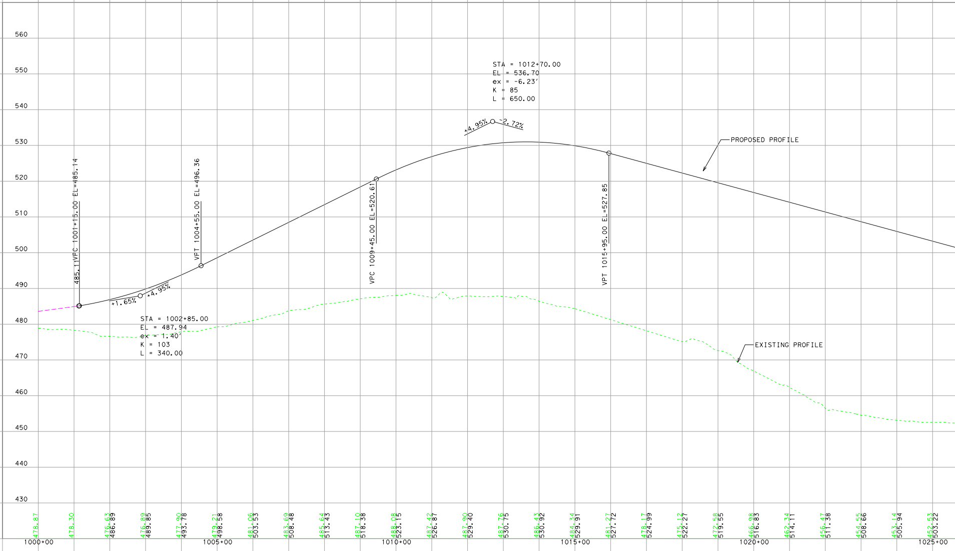
LINA T. RAMEY & ASSOCIATES, INC.
TBPE FIRM #F-782

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

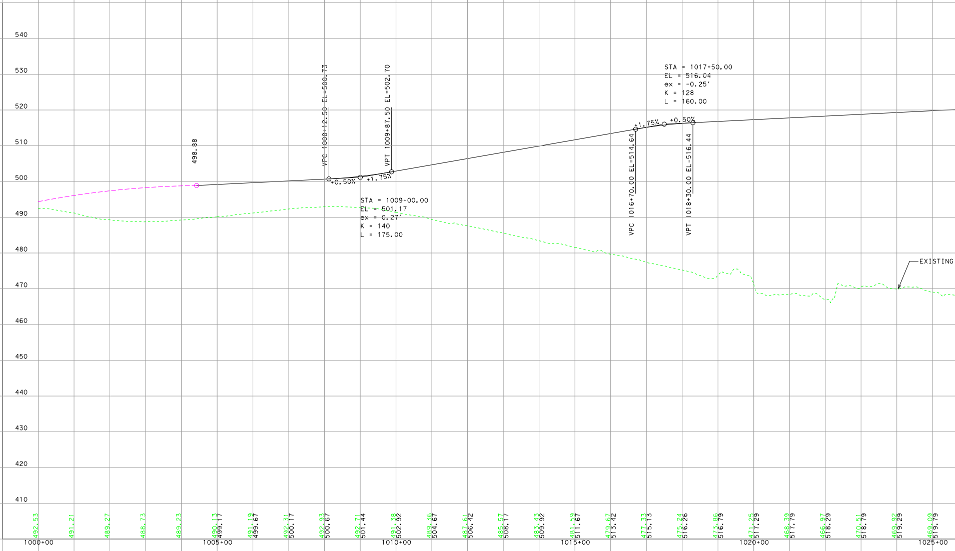
DATE SUBMITTED:

DATE APPROVED:

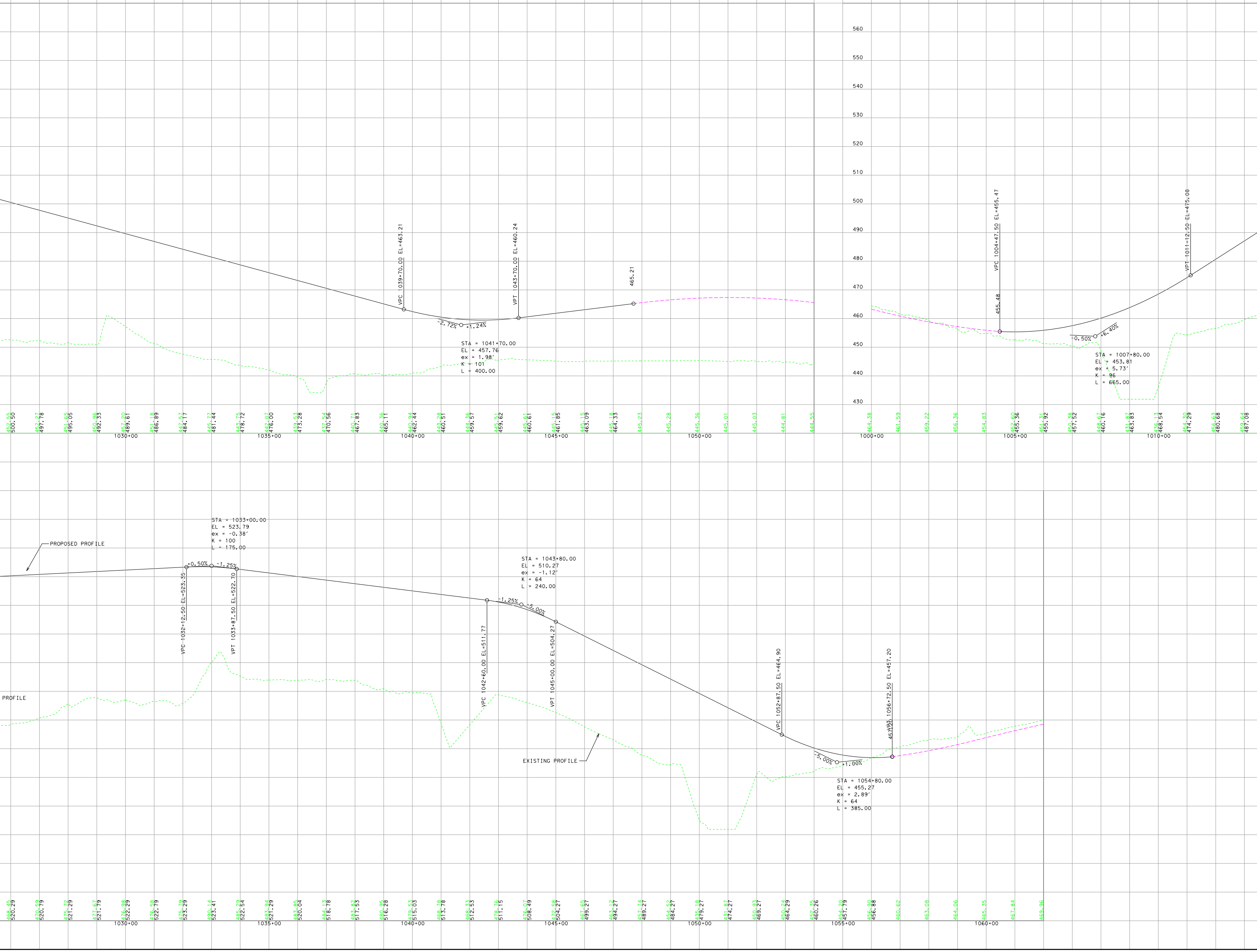
DIRECT CONNECTOR FROM EB SH 114 TO NB PGBT - DCBTNE (40 MPH)


560
550
540
530
520
510
500
490
480
470
460
450
440
430
STA = 1012+70.00
EL = 536.70
ex = -6.23'
K = 85
L = 650.00
+4.95%
-2.72%
PROPOSED PROFILE
485.11VPC 1001+15.00 EL=485.14
VPT 1004+55.00 EL=496.36
VPC 1009+45.00 EL=520.61
VPT 1015+95.00 EL=527.85
+1.65%
+4.95%
STA = 1002+85.00
EL = 487.94
ex = 1.40'
K = 103
L = 340.00
EXISTING PROFILE
478.87
478.30
476.63 486.89
476.89 489.85
477.90 493.78
479.21 498.58
481.06 503.53
483.69 508.48
485.64 513.43
487.10 518.38
488.08 523.15
487.42 526.87
487.90 529.40
487.76 530.75
486.43 530.92
484.34 529.91
481.27 527.72
478.17 524.99
475.12 522.27
472.58 519.55
466.98 516.83
462.34 514.11
456.47 511.38
454.55 508.66
453.14 505.94
452.53 503.22
1000+00
1005+00
1010+00
1015+00
1020+00
1025+00

DIRECT CONNECTOR FROM SB PGBT TO WB SH 114 - DCBTSW (40 MPH)

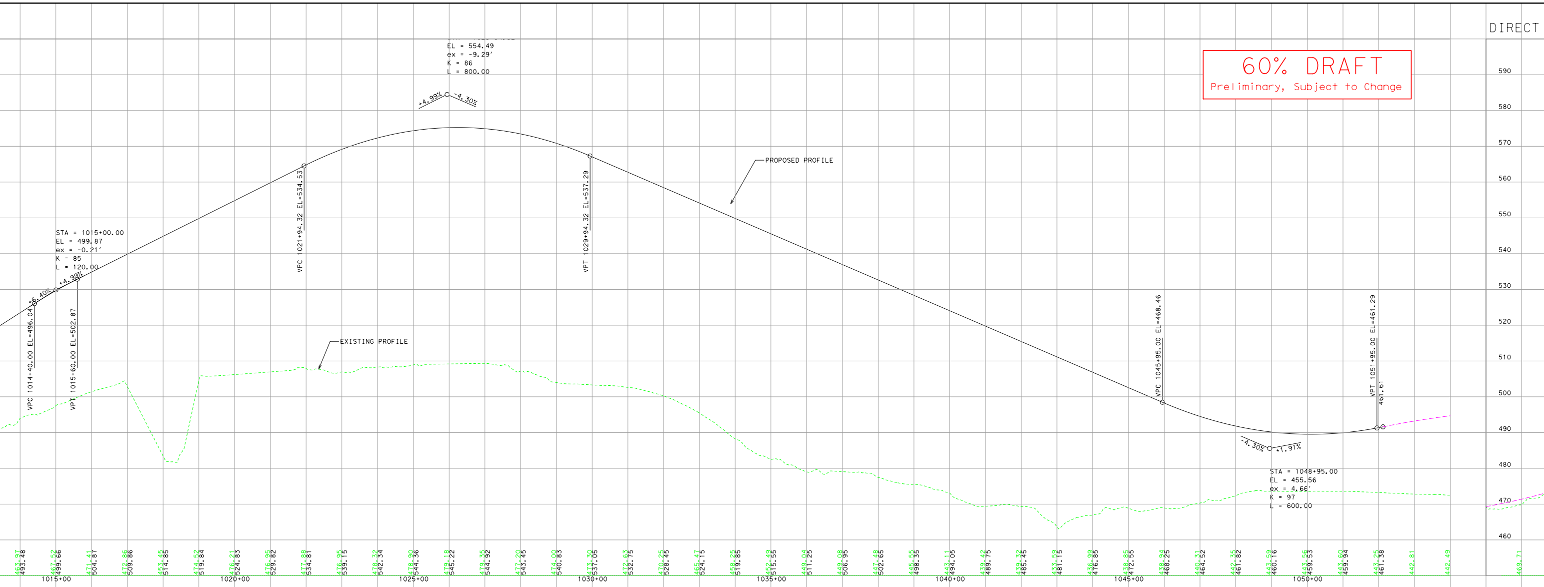

540
530
520
510
500
490
480
470
460
450
440
430
420
410
498.88
VPC 1008+12.50 EL=500.73
VPT 1009+87.50 EL=502.70
+0.50%
+1.75%
STA = 1009+00.00
EL = 501.17
ex = 0.27'
K = 140
L = 175.00
STA = 1017+50.00
EL = 516.04
ex = -0.25'
K = 128
L = 160.00
+1.75%
+0.50%
VPC 1016+70.00 EL=514.64
VPT 1018+30.00 EL=516.44
EXISTING
492.53
491.21
489.27
488.73
489.23
490.13 499.17
491.19 499.67
492.31 500.17
492.93 500.67
492.71 501.44
491.38 502.92
489.36 504.67
487.61 506.42
485.57 508.17
483.43 509.92
481.59 511.67
479.67 513.42
477.33 515.13
475.24 516.26
473.86 516.79
471.25 517.29
468.39 517.79
466.97 518.29
470.51 518.79
469.92 519.29
469.09 519.79
1000+00
1005+00
1010+00
1015+00
1020+00
1025+00

DIRECT CONNECTOR FROM WB SH 114 TO NB PGBT - DCBTWN (40 MPH)

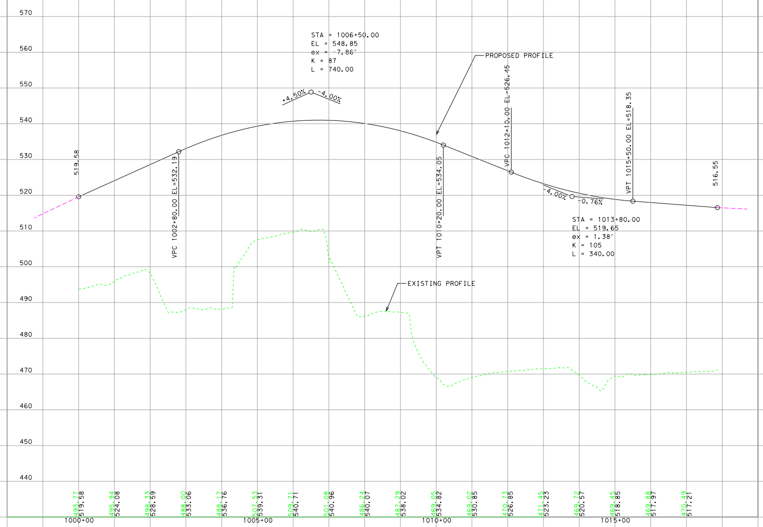

560
550
540
530
520
510
500
490
480
470
460
450
440
430
VPC 1039+70.00 EL=463.21
VPT 1043+70.00 EL=460.24
465.21
-2.72%
+1.24%
STA = 1041+70.00
EL = 457.76
ex = 1.98'
K = 101
L = 400.00
VPC 1004+47.50 EL=455.47
455.48
VPT 1011+12.50 EL=475.08
-0.50%
+6.40%
STA = 1007+80.00
EL = 453.81
ex = 5.73'
K = 96
L = 665.00
1030+00
1035+00
1040+00
1045+00
1050+00
1000+00
1005+00
1010+00
STA = 1033+00.00
EL = 523.79
ex = -0.38'
K = 100
L = 175.00
PROPOSED PROFILE
+0.50%
-1.25%
VPC 1032+12.50 EL=523.35
VPT 1033+87.50 EL=522.70
STA = 1043+80.00
EL = 510.27
ex = -1.12'
K = 64
L = 240.00
-1.25%
-5.00%
VPC 1042+60.00 EL=511.77
VPT 1045+00.00 EL=504.27
PROFILE
EXISTING PROFILE
VPC 1052+87.50 EL=464.90
VPT 1056+72.50 EL=457.20
-5.00%
+1.00%
STA = 1054+80.00
EL = 455.27
ex = 2.89'
K = 64
L = 385.00
1055+00
1060+00

60% DRAFT

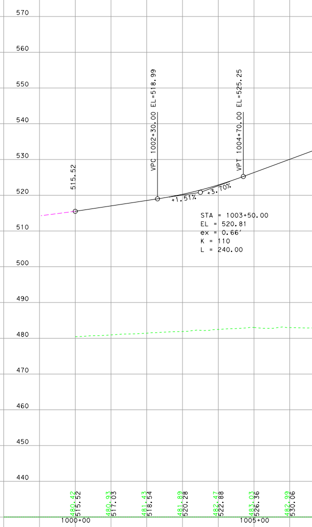
Preliminary, Subject to Change


DIRECT
EL = 554.49
ex = -9.29'
K = 86
L = 800.00
+4.99%
-4.30%
PROPOSED PROFILE
STA = 1015+00.00
EL = 499.87
ex = -0.21'
K = 85
L = 120.00
+6.40%
+4.99%
VPC 1014+40.00 EL=496.04
VPT 1015+60.00 EL=502.87
VPC 1021+94.32 EL=534.53
VPT 1029+94.32 EL=537.29
EXISTING PROFILE
VPC 1045+95.00 EL=468.46
VPT 1051+95.00 EL=461.29
461.61
-4.30%
+1.91%
STA = 1048+95.00
EL = 455.56
ex = 4.66'
K = 97
L = 600.00
1015+00
1020+00
1025+00
1030+00
1035+00
1040+00
1045+00
1050+00

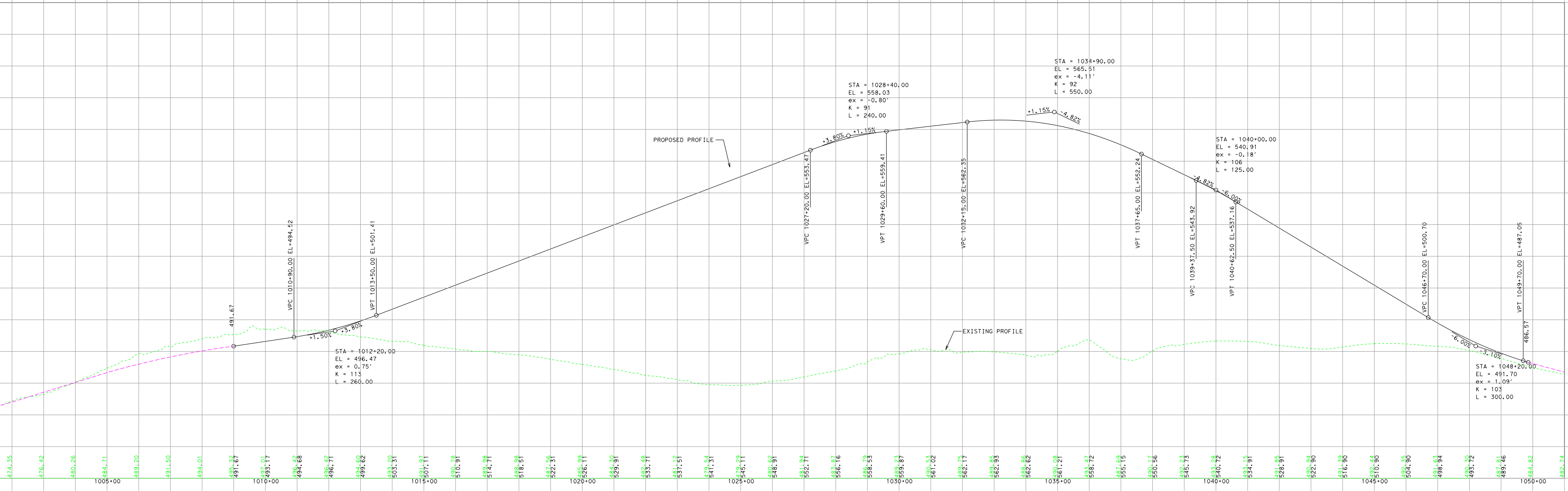
DIRECT CONNECTOR FROM NB PGBT TO WB SH 114 - DCBTNW (40 MPH)


STA = 1006+50.00
EL = 548.85
ex = -7.86'
K = 87
L = 740.00
+4.50%
-4.00%
PROPOSED PROFILE
519.58
VPC 1002+80.00 EL=532.19
VPT 1010+20.00 EL=534.05
VPC 1012+10.00 EL=526.45
VPT 1015+50.00 EL=518.35
516.55
-4.00%
-0.76%
STA = 1013+80.00
EL = 519.65
ex = 1.38'
K = 105
L = 340.00
EXISTING PROFILE
1000+00
1005+00
1010+00
1015+00

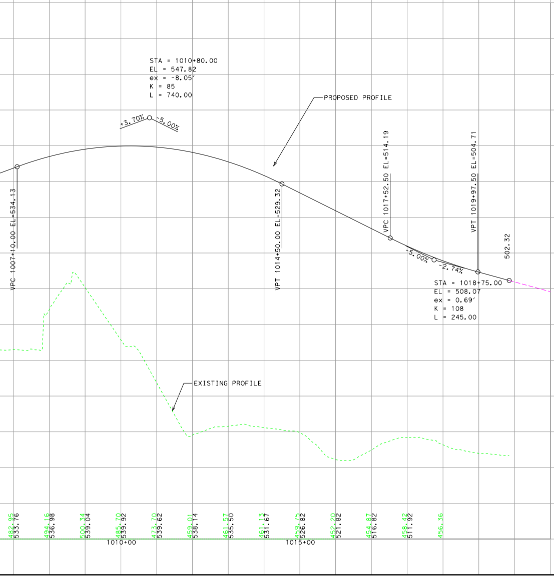
DIRECT CONNECTOR SB PGBT TO EB SH 11


515.52
VPC 1002+30.00 EL=518.99
VPT 1004+70.00 EL=525.25
+1.51%
+3.70%
STA = 1003+50.00
EL = 520.81
ex = 0.66'
K = 110
L = 240.00
1000+00
1005+00

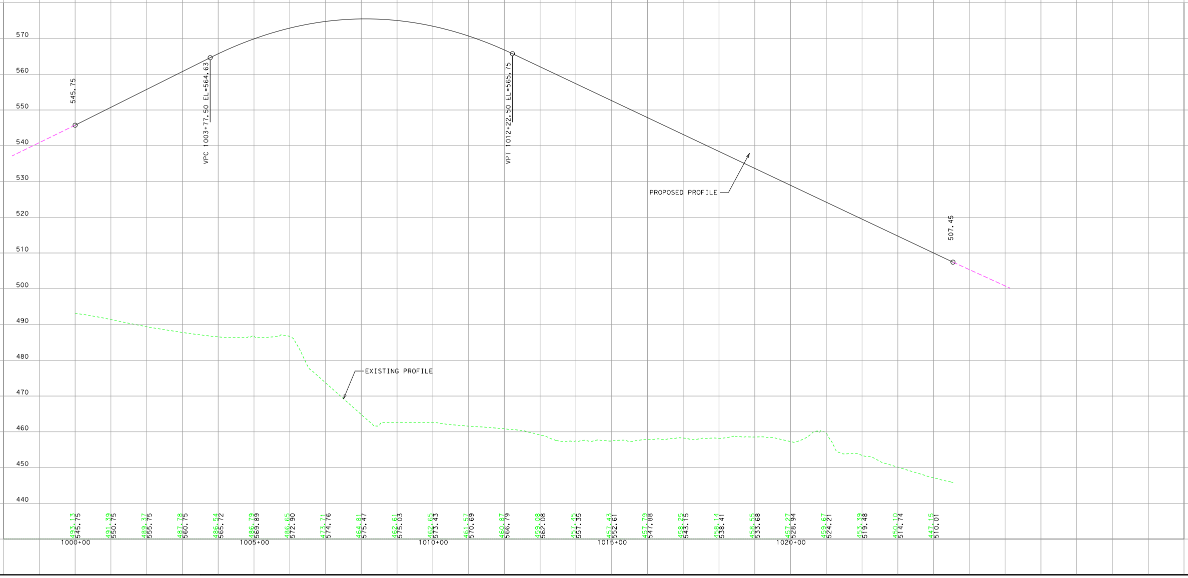
CONNECTOR FROM EB SH 114 TO SB PGBT - DCBTES1 (40 MPH)


STA = 1034+90.00
EL = 565.51
ex = -4.11'
K = 92
L = 550.00
STA = 1028+40.00
EL = 558.03
ex = -0.80'
K = 91
L = 240.00
+1.15%
-4.82%
+3.80%
+1.15%
PROPOSED PROFILE
STA = 1040+00.00
EL = 540.91
ex = -0.18'
K = 106
L = 125.00
-4.82%
-6.00%
VPC 1027+20.00 EL=553.47
VPT 1029+60.00 EL=559.41
VPC 1032+15.00 EL=562.35
VPT 1037+65.00 EL=552.24
VPC 1039+37.50 EL=543.92
VPT 1040+62.50 EL=537.16
VPC 1046+70.00 EL=500.70
VPT 1049+70.00 EL=487.05
486.57
491.67
VPC 1010+90.00 EL=494.52
VPT 1013+50.00 EL=501.41
+1.50%
+3.80%
STA = 1012+20.00
EL = 496.47
ex = 0.75'
K = 113
L = 260.00
EXISTING PROFILE
-6.00%
-3.10%
STA = 1048+20.00
EL = 491.70
ex = 1.09'
K = 103
L = 300.00
491.67
493.17
494.68
496.71
499.62
503.31
507.11
510.91
514.71
518.51
522.31
526.11
529.91
533.71
537.51
541.31
545.11
548.91
552.71
556.16
558.53
559.87
561.02
562.17
562.93
562.62
561.21
558.72
555.15
550.56
545.73
540.72
534.91
528.91
522.90
516.90
510.90
504.90
498.94
493.72
489.46
1005+00
1010+00
1015+00
1020+00
1025+00
1030+00
1035+00
1040+00
1045+00
1050+00

4 - DCBTSE (40 MPH)


STA = 1010+80.00
EL = 547.82
ex = -8.05'
K = 85
L = 740.00
+3.70%
-5.00%
PROPOSED PROFILE
VPC 1007+10.00 EL=534.13
VPT 1014+50.00 EL=529.32
VPC 1017+52.50 EL=514.19
VPT 1019+97.50 EL=504.71
502.32
-5.00%
-2.74%
STA = 1018+75.00
EL = 508.07
ex = 0.69'
K = 108
L = 245.00
EXISTING PROFILE
533.76
536.98
539.04
539.92
539.62
538.14
535.50
531.67
526.82
521.82
516.82
511.92
1010+00
1015+00

DIRECT CONNECTOR FROM WB SH114 TO SB PGBT - DCBTWS (40 MPH)


570
560
550
540
530
520
510
500
490
480
470
460
450
440
545.75
VPC 1003+77.50 EL=564.63
VPT 1012+22.50 EL=565.75
PROPOSED PROFILE
507.45
EXISTING PROFILE
545.75
550.75
555.75
560.75
565.72
569.89
572.90
574.76
575.47
575.03
573.43
570.69
566.79
562.08
557.35
552.61
547.88
543.15
538.41
533.68
528.94
524.21
519.48
514.74
510.01
1000+00
1005+00
1010+00
1015+00
1020+00

TEXAS DEPARTMENT OF TRANSPORTATION®

DALLAS DISTRICT

MOHAMED K. BUR, P.E., DALLAS DISTRICT ENGINEER

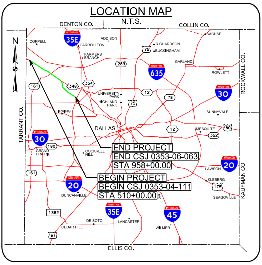
DESIGN SCHEMATIC
SH 114
FROM INTERNATIONAL PKWY TO RIVERSIDE DR
DALLAS COUNTY, TEXAS

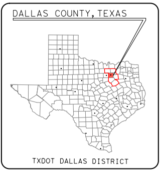
CSJ: 0353-04-111 0353-04-112
0353-04-115
0353-06-063 0353-06-067

JANUARY 2023
ROLL 12 OF 14

LENGTH: 7.10 MILES		
DESIGN SPEEDS		FUNCTIONAL CLASS
MAIN LANES:	70 MPH	URBAN INTERSTATE
MANAGED 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	
* DIRECT CONNECTORS/RAMPS:	50 MPH	
* SB RAMPS TO PGBT & NB RAMP FROM PGBT:	30 MPH	
* NB RAMP FROM PGBT:	30 MPH	
* PGBT DC WB-NB:	40 MPH	
* PGBT DC NB-EB:	45 MPH	
* PGBT DC EB-SB:	35 MPH	
* PGBT DC SB-WB:	30 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	
ROCHELLE	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
RICHARDSON
BUCKINGHAM
75
SACHSE
GARLAND
ROWLETT
289
635
ROCKWALL CO.
161
348
354
UNIVERSITY PARK
HIGHLAND PARK
12
78
75
30
SUNNYVALE
IRVING
TARRANT CO.
DALLAS
12
MESQUITE
80
352
30
180
GRAND PRAIRIE
COCKRELL HILL
END PROJECT
END CSJ 0353-06-063
STA 958+00.00
20
LAWSON
161
KLEBERG
175
BEGIN PROJECT
BEGIN CSJ 0353-04-111
STA 510+00.00
20
DUNCANVILLE
SEAGOVILLE
KAUFMAN CO.
1382
35E
45
DE SOTO
LANCASTER
CEDAR HILL
WILMER
67
ELLIS CO.


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:

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TBPE FIRM #F-782

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

DATE SUBMITTED:

DATE APPROVED:

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DALLAS DISTRICT
MOHAMED K. BUR, P.E., DALLAS DISTRICT ENGINEER

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

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

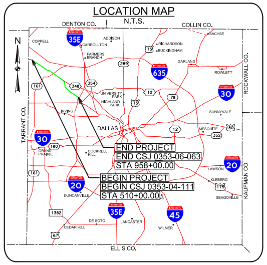
60% DRAFT
Preliminary, Subject to Change

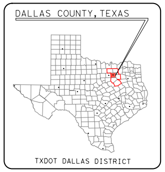
JANUARY 2023
ROLL 13 OF 14

LENGTH: 7.10 MILES		
DESIGN SPEEDS		FUNCTIONAL CLASS
MAIN LANES:	70 MPH	URBAN INTERSTATE
MANAGED 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	
* DIRECT CONNECTORS/RAMPS:	50 MPH	
* SB RAMPS TO PGBT & NB RAMP FROM PGBT:	30 MPH	
* NB RAMP FROM PGBT:	30 MPH	
* PGBT DC WB-NB:	40 MPH	
* PGBT DC NB-EB:	45 MPH	
* PGBT DC EB-SB:	35 MPH	
* PGBT DC SB-WB:	30 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	
ROCHELLE	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
CARROLLTON
ADDISON
FARMERS BRANCH
RICHARDSON
BUCKINGHAM
SACHSE
GARLAND
635
ROWLETT
ROCKWALL CO.
161
348
354
289
12
78
75
30
UNIVERSITY PARK
HIGHLAND PARK
IRVING
DALLAS
SUNNYVALE
MESQUITE
352
80
TARRANT CO.
30
180
GRAND PRAIRIE
COCKRELL HILL
20
LAWSON
KLEBERG
175
SEAGOVILLE
KAUFMAN CO.
DUNCANVILLE
1382
DE SOTO
LANCASTER
CEDAR HILL
67
35E
45
WILMER
ELLIS CO.
END PROJECT
END CSJ 0353-06-063
STA 958+00.00
BEGIN PROJECT
BEGIN CSJ 0353-04-111
STA 510+00.00


DALLAS COUNTY, TEXAS
TXDOT DALLAS DISTRICT

TEXAS COUNTY MAP
N.T.S.

0
10
20
30
40
0
100
200
300
400

VERTICAL SCALE:

HORIZONTAL SCALE:

PRELIMINARY

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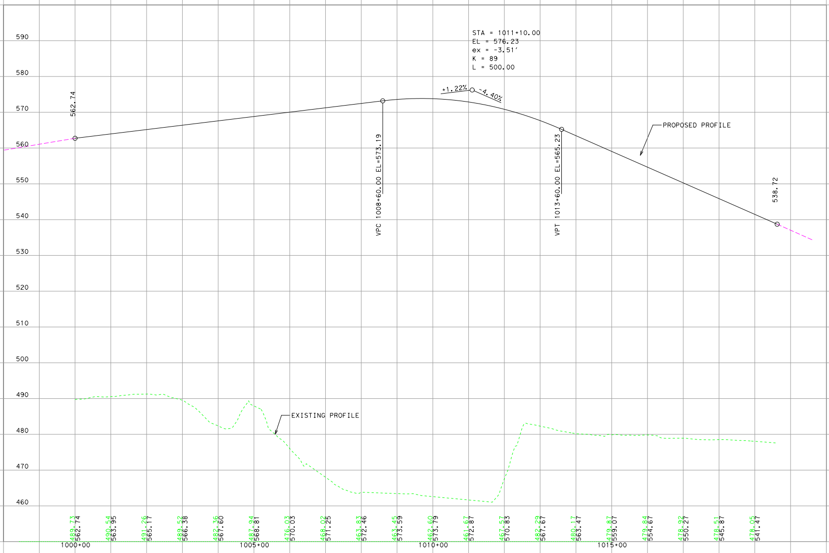
TBPE FIRM #F-782

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

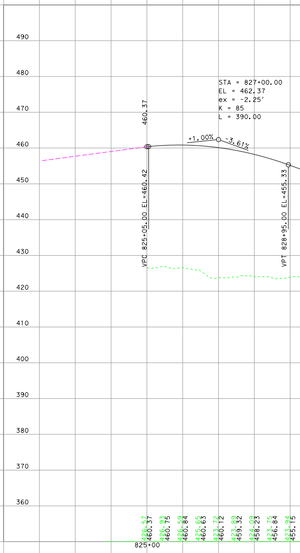
DATE SUBMITTED:

DATE APPROVED:

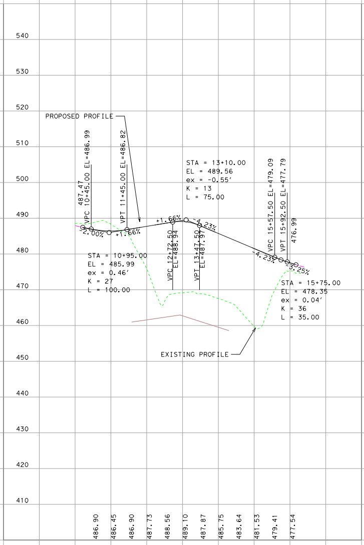
DIRECT CONNECTOR FROM EB SH 114 TO NB PGBT - DCBTEN (40 MPH)


590
580
570
560
550
540
530
520
510
500
490
480
470
460
562.74
STA = 1011+10.00
EL = 576.23
ex = -3.51'
K = 89
L = 500.00
+1.22%
-4.40%
VPC 1008+60.00 EL=573.19
VPT 1013+60.00 EL=565.23
PROPOSED PROFILE
538.72
EXISTING PROFILE
489.73
562.74
490.54
563.95
491.26
565.17
489.52
566.38
482.36
567.60
487.94
568.81
476.03
570.03
468.02
571.25
463.83
572.46
463.45
573.59
462.60
573.79
461.67
572.87
467.57
570.83
482.29
567.67
480.17
563.47
479.87
559.07
479.84
554.67
478.92
550.27
478.51
545.87
478.05
541.47
1000+00
1005+00
1010+00
1015+00

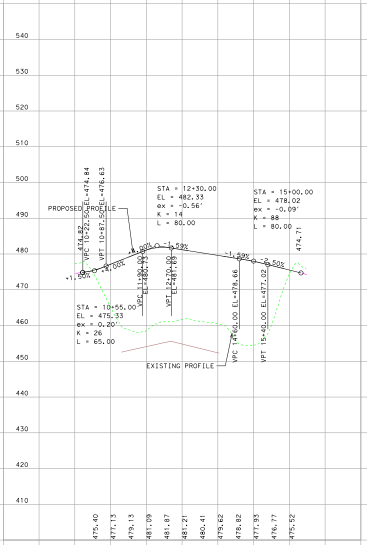
DIRECT CONNECTOR FROM WB SPUR 348 T


490
480
470
460
450
440
430
420
410
400
390
380
370
360
STA = 827+00.00
EL = 462.37
ex = -2.25'
K = 85
L = 390.00
460.37
+1.00%
-3.61%
VPC 825+05.00 EL=460.42
VPT 828+95.00 EL=455.33
426.57
460.37
426.93
460.75
426.59
460.84
425.65
460.63
423.72
460.12
423.89
459.32
424.09
458.23
423.75
456.84
423.94
455.15
825+00

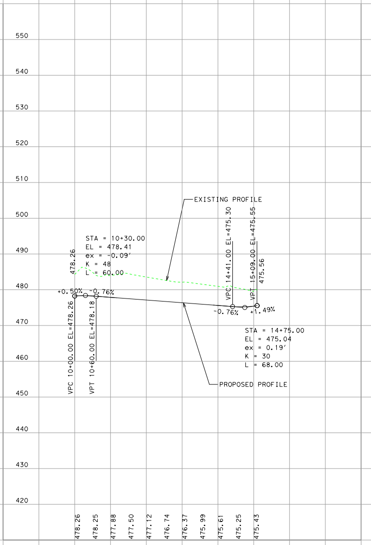
U-TURN FROM EBFR TO WBFR AT SH 116 - UEW161 (15 MPH)


540
530
520
510
500
490
480
470
460
450
440
430
420
410
PROPOSED PROFILE
487.47
VPC 10+45.00 EL=486.99
VPT 11+45.00 EL=486.82
-2.00%
+1.66%
STA = 10+95.00
EL = 485.99
ex = 0.46'
K = 27
L = 100.00
STA = 13+10.00
EL = 489.56
ex = -0.55'
K = 13
L = 75.00
+1.66%
-4.23%
VPC 12+72.50 EL=488.94
VPT 13+47.50 EL=487.97
VPC 15+57.50 EL=479.09
VPT 15+92.50 EL=477.79
476.99
-4.23%
-3.25%
STA = 15+75.00
EL = 478.35
ex = 0.04'
K = 36
L = 35.00
EXISTING PROFILE
486.90
486.45
486.90
487.73
488.56
489.10
487.87
485.75
483.64
481.53
479.41
477.54

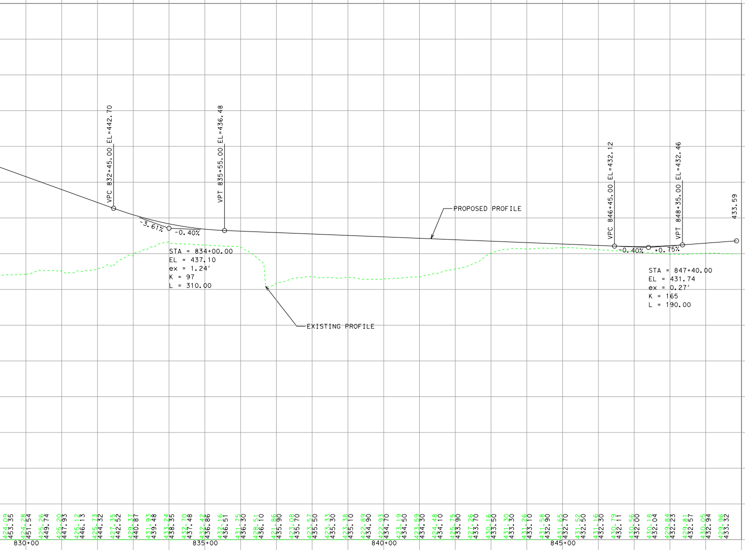
U-TURN FROM WBFR TO EB FR AT SH 116 - UWE161 (15 MPH)


540
530
520
510
500
490
480
470
460
450
440
430
420
410
PROPOSED PROFILE
474.82
VPC 10+22.50 EL=474.84
VPT 10+87.50 EL=476.63
+1.50%
+4.00%
+4.00%
STA = 10+55.00
EL = 475.33
ex = 0.20'
K = 26
L = 65.00
STA = 12+30.00
EL = 482.33
ex = -0.56'
K = 14
L = 80.00
-1.59%
VPC 11+90.00 EL=480.73
VPT 12+70.00 EL=481.69
STA = 15+00.00
EL = 478.02
ex = -0.09'
K = 88
L = 80.00
-1.59%
-2.50%
474.71
VPC 14+60.00 EL=478.66
VPT 15+40.00 EL=477.02
EXISTING PROFILE
475.40
477.13
479.13
481.09
481.87
481.21
480.41
479.62
478.82
477.93
476.77
475.52

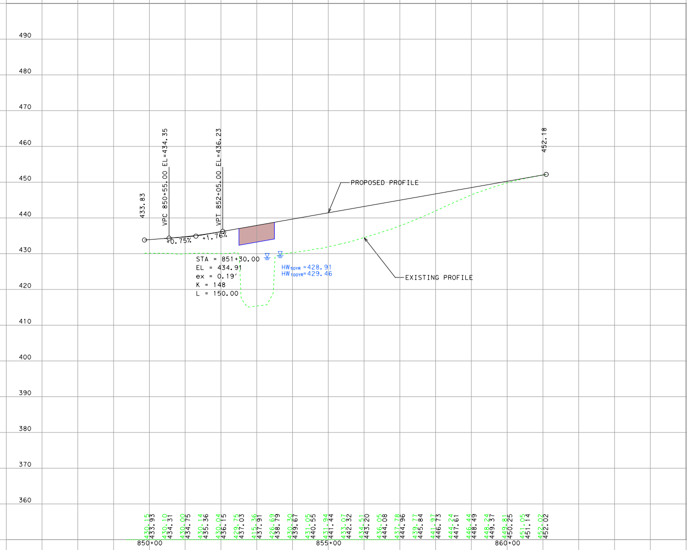
U-TURN FROM SB SH 116 TO NB SH 116 - USN161 (15 MPH)


550
540
530
520
510
500
490
480
470
460
450
440
430
420
EXISTING PROFILE
STA = 10+30.00
EL = 478.41
ex = -0.09'
K = 48
L = 60.00
478.26
+0.50%
-0.76%
VPC 10+00.00 EL=478.26
VPT 10+60.00 EL=478.18
VPC 14+41.00 EL=475.30
VPT 15+09.00 EL=475.55
475.56
-0.76%
+1.49%
STA = 14+75.00
EL = 475.04
ex = 0.19'
K = 30
L = 68.00
PROPOSED PROFILE
478.26
478.25
477.88
477.50
477.12
476.74
476.37
475.99
475.61
475.25
475.43

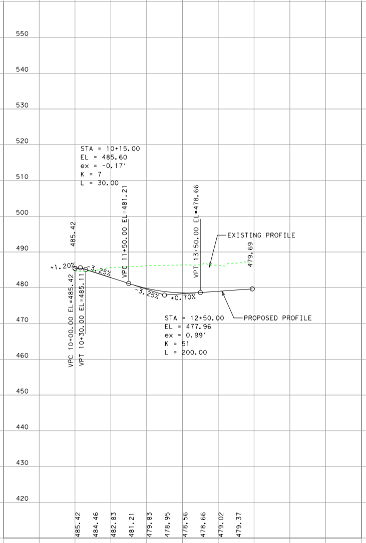
O WB SH114 - DCWW3481 (50 MPH)


VPC 832+45.00 EL=442.70
VPT 835+55.00 EL=436.48
-3.61%
-0.40%
PROPOSED PROFILE
STA = 834+00.00
EL = 437.10
ex = 1.24'
K = 97
L = 310.00
EXISTING PROFILE
VPC 846+45.00 EL=432.12
VPT 848+35.00 EL=432.46
433.59
-0.40%
+0.75%
STA = 847+40.00
EL = 431.74
ex = 0.27'
K = 165
L = 190.00
424.09 453.35
424.28 451.54
425.26 449.74
425.20 447.93
425.12 446.13
425.73 444.32
427.35 442.52
429.37 440.87
431.93 439.48
433.24 438.35
432.70 437.48
432.42 436.86
432.16 436.51
431.75 436.30
428.51 436.10
421.86 435.90
423.08 435.70
423.57 435.50
423.33 435.30
423.38 435.10
422.89 434.90
422.93 434.70
423.19 434.50
423.59 434.30
424.48 434.10
425.75 433.90
427.26 433.70
430.16 433.50
431.30 433.30
431.26 433.10
431.58 432.90
431.65 432.70
431.52 432.50
431.16 432.30
430.79 432.11
430.56 432.00
430.18 432.04
429.84 432.23
429.81 432.57
430.05 432.94
429.96 433.32
830+00
835+00
840+00
845+00

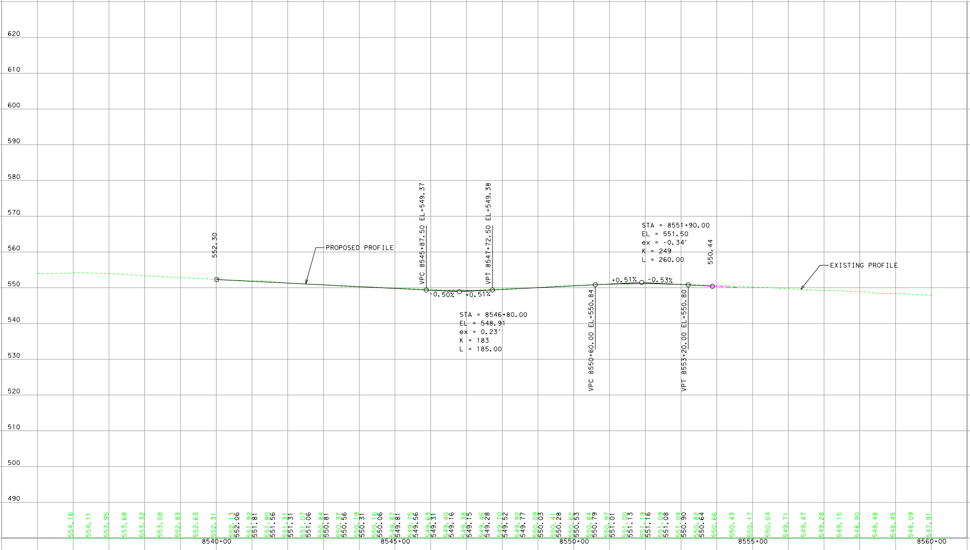
DIRECT CONNECTOR FROM WB SPUR 348 TO WB SH114 - DCWW3482 (50 MPH)


490
480
470
460
450
440
430
420
410
400
390
380
370
360
433.83
VPC 850+55.00 EL=434.35
VPT 852+05.00 EL=436.23
452.18
+0.75%
+1.76%
PROPOSED PROFILE
STA = 851+30.00
EL = 434.91
ex = 0.19'
K = 148
L = 150.00
HW_{50YR} =428.91
HW_{100YR} =429.46
EXISTING PROFILE
430.15 433.93
430.10 434.31
430.00 434.75
430.14 435.36
430.04 436.15
429.75 437.03
415.36 437.91
426.69 438.79
430.30 439.67
431.05 440.55
431.94 441.44
433.07 442.32
434.51 443.20
436.05 444.08
437.78 444.96
439.77 445.84
441.97 446.73
444.24 447.61
446.44 448.49
448.24 449.37
449.81 450.25
451.05 451.14
452.02 452.02
850+00
855+00
860+00

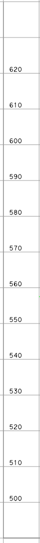
U-TURN FROM NB SH 116 TO SB SH 116
UNS161 (15 MPH)


550
540
530
520
510
500
490
480
470
460
450
440
430
420
STA = 10+15.00
EL = 485.60
ex = -0.17'
K = 7
L = 30.00
485.42
VPC 11+50.00 EL=481.21
VPT 13+50.00 EL=478.66
479.69
EXISTING PROFILE
+1.20%
-3.25%
-3.25%
+0.70%
VPC 10+00.00 EL=485.42
VPT 10+30.00 EL=485.11
STA = 12+50.00
EL = 477.96
ex = 0.99'
K = 51
L = 200.00
PROPOSED PROFILE
485.42
484.46
482.83
481.21
479.83
478.95
478.56
478.66
479.02
479.37

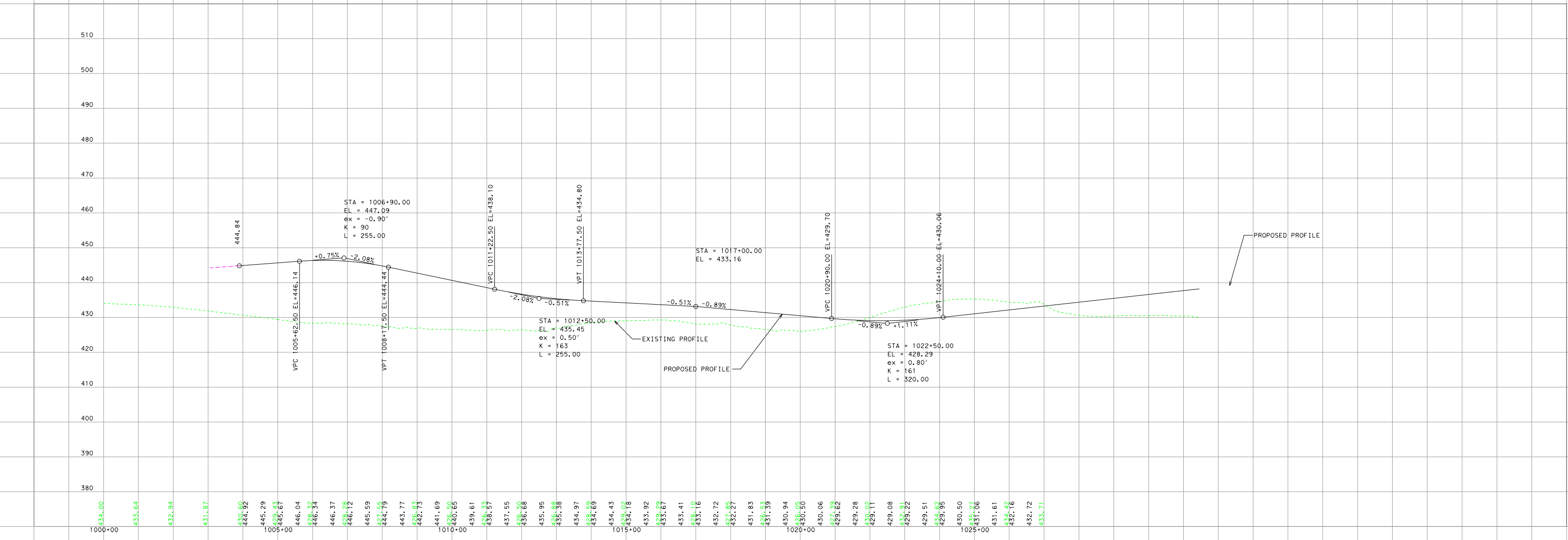
EASTBOUND SPLITTER FROM EXISTING SH114 TO PROPOSED SH114 - EBSPLITFRE


620
610
600
590
580
570
560
550
540
530
520
510
500
490
552.30
PROPOSED PROFILE
VPC 8545+87.50 EL=549.37
VPT 8547+72.50 EL=549.38
-0.50%
+0.51%
STA = 8546+80.00
EL = 548.91
ex = 0.23'
K = 183
L = 185.00
VPC 8550+60.00 EL=550.84
+0.51%
-0.53%
STA = 8551+90.00
EL = 551.50
ex = -0.34'
K = 249
L = 260.00
VPT 8553+20.00 EL=550.80
550.44
EXISTING PROFILE
554.16
554.11
553.95
553.68
553.32
553.08
552.83
552.63
552.31
552.13 552.06
551.92 551.81
551.80 551.56
551.31 551.31
551.07 551.06
550.84 550.81
550.37 550.56
550.19 550.31
550.16 550.06
549.87 549.81
549.75 549.56
549.63 549.31
549.40 549.16
549.38 549.15
549.45 549.28
549.70 549.52
549.92 549.77
550.09 550.03
550.41 550.28
550.62 550.53
550.84 550.79
550.97 551.01
551.00 551.13
551.19 551.16
551.09 551.08
551.04 550.90
550.82 550.64
550.66
550.43
550.17
550.04
549.71
549.47
549.28
549.15
548.90
548.48
548.45
548.09
547.91
8540+00
8545+00
8550+00
8555+00
8560+00

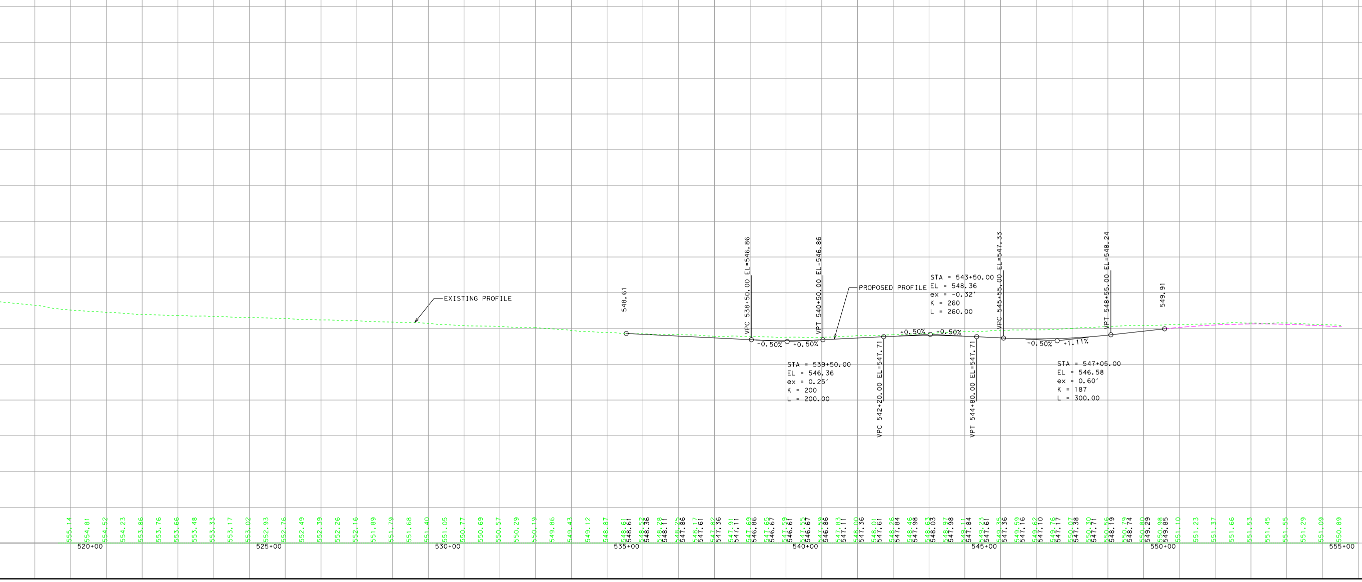
WEST


620
610
600
590
580
570
560
550
540
530
520
510
500

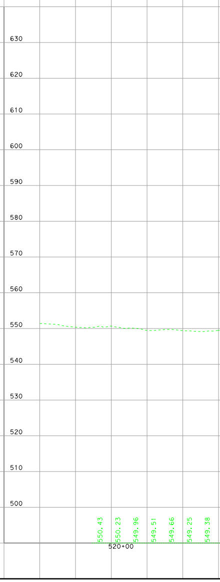
DIRECT CONNECTOR FROM EB SH 114 TO EB SPUR 348 - DCEE348 (50 MPH)


510
500
490
480
470
460
450
440
430
420
410
400
390
380
444.84
STA = 1006+90.00
EL = 447.09
ex = -0.90′
K = 90
L = 255.00
+0.75%
-2.08%
VPC 1005+62.50 EL=446.14
VPT 1008+17.50 EL=444.44
VPC 1011+22.50 EL=438.10
VPT 1013+77.50 EL=434.80
-2.08%
-0.51%
STA = 1012+50.00
EL = 435.45
ex = 0.50′
K = 163
L = 255.00
EXISTING PROFILE
STA = 1017+00.00
EL = 433.16
-0.51%
-0.89%
PROPOSED PROFILE
VPC 1020+90.00 EL=429.70
VPT 1024+10.00 EL=430.06
-0.89%
+1.11%
STA = 1022+50.00
EL = 428.29
ex = 0.80′
K = 161
L = 320.00
PROPOSED PROFILE
434.00
433.64
432.94
431.87
430.60
444.92
445.29
429.43
445.67
446.04
428.32
446.34
446.37
428.28
446.12
445.59
427.55
444.79
443.77
426.83
442.73
441.69
426.50
440.65
439.61
426.33
438.57
437.55
426.50
436.68
435.95
426.88
435.38
434.97
428.59
434.69
434.43
429.02
434.18
433.92
429.29
433.67
433.41
428.10
433.16
432.72
427.85
432.27
431.83
426.53
431.39
430.94
426.05
430.50
430.06
427.39
429.62
429.28
430.02
429.11
429.08
432.91
429.22
429.51
434.62
429.95
430.50
435.27
431.06
431.61
434.42
432.16
432.72
433.71
1000+00
1005+00
1010+00
1015+00
1020+00
1025+00

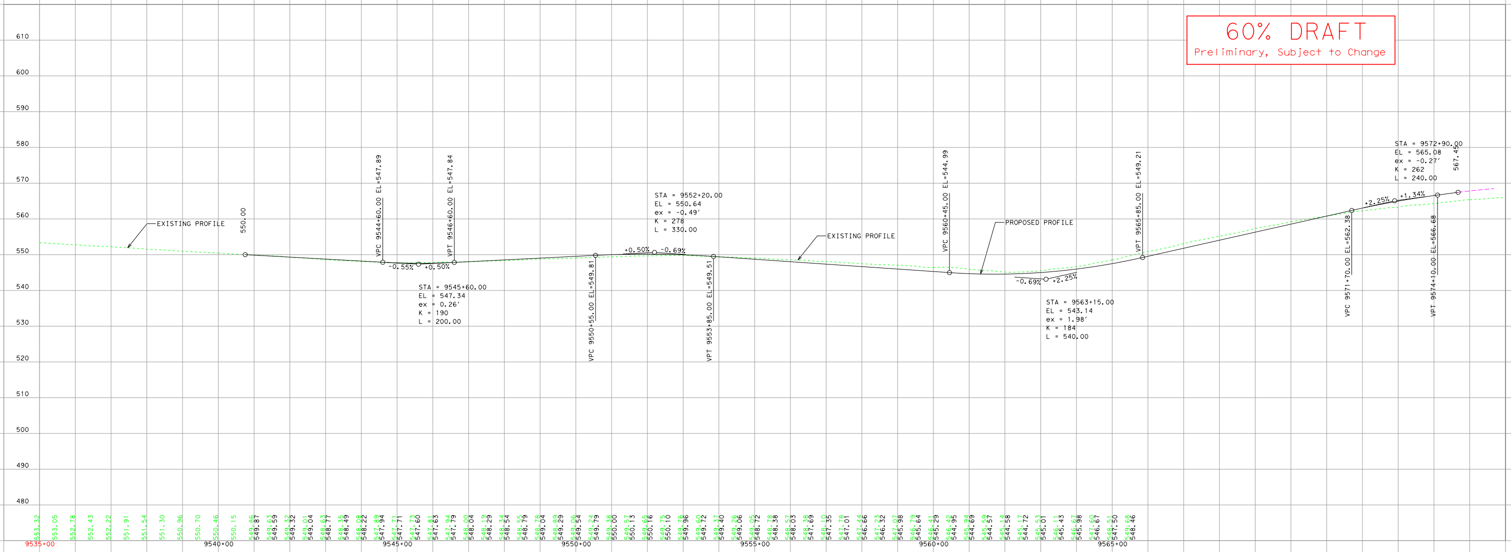
BOUND MANAGED LANE SPLITTER - WBMLINT


EXISTING PROFILE
548.61
VPC 538+50.00 EL=546.86
VPT 540+50.00 EL=546.86
PROPOSED PROFILE
STA = 543+50.00
EL = 548.36
ex = -0.32′
K = 260
L = 260.00
VPC 545+55.00 EL=547.33
VPT 548+55.00 EL=548.24
549.91
-0.50%
+0.50%
+0.50%
-0.50%
-0.50%
+1.11%
STA = 539+50.00
EL = 546.36
ex = 0.25′
K = 200
L = 200.00
VPC 542+20.00 EL=547.71
VPT 544+80.00 EL=547.71
STA = 547+05.00
EL = 546.58
ex = 0.60′
K = 187
L = 300.00
555.14
554.81
554.52
554.23
553.86
553.76
553.66
553.48
553.33
553.17
553.02
552.93
552.76
552.49
552.39
552.26
552.16
551.89
551.79
551.68
551.40
551.05
550.77
550.69
550.57
550.29
550.19
549.86
549.43
549.12
548.87
548.61
548.61
548.52
548.36
548.28
548.11
548.25
547.86
548.17
547.61
547.82
547.36
547.91
547.11
547.69
546.86
547.65
546.67
547.59
546.61
547.55
546.67
547.59
546.86
547.83
547.11
548.00
547.36
548.01
547.61
548.26
547.84
548.46
547.98
548.63
548.03
548.97
547.98
549.11
547.84
549.23
547.61
549.35
547.36
549.59
547.16
549.62
547.10
549.76
547.17
550.07
547.38
550.30
547.71
550.56
548.19
550.79
548.74
550.80
549.29
550.98
549.85
551.10
551.23
551.37
551.66
551.53
551.45
551.55
551.29
551.09
550.89
520+00
525+00
530+00
535+00
540+00
545+00
550+00
555+00

EASTBOUND MANAGED LANE SP

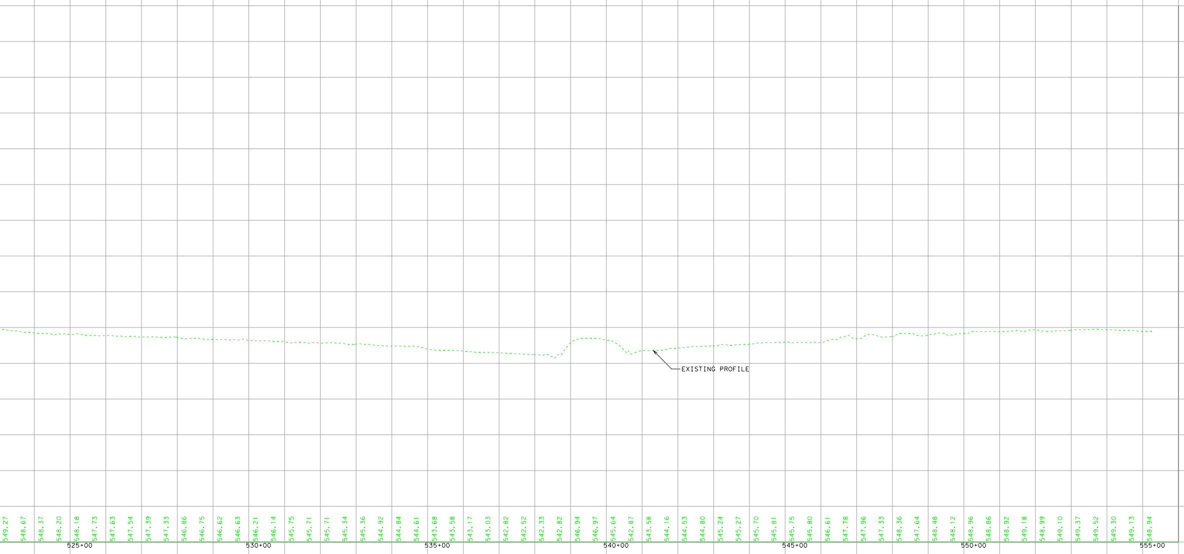

630
620
610
600
590
580
570
560
550
540
530
520
510
500
550.43
550.23
549.96
549.51
549.66
549.25
549.38
520+00

WESTBOUND SPLITTER FROM EXISTING SH114 TO PROPOSED SH114 - WBSPLITFRE


610
600
590
580
570
560
550
540
530
520
510
500
490
480
EXISTING PROFILE
550.00
VPC 9544+60.00 EL=547.89
VPT 9546+60.00 EL=547.84
-0.55%
+0.50%
STA = 9545+60.00
EL = 547.34
ex = 0.26'
K = 190
L = 200.00
STA = 9552+20.00
EL = 550.64
ex = -0.49'
K = 278
L = 330.00
+0.50%
-0.69%
VPC 9550+55.00 EL=549.81
VPT 9553+85.00 EL=549.51
EXISTING PROFILE
VPC 9560+45.00 EL=544.99
PROPOSED PROFILE
VPT 9565+85.00 EL=549.21
-0.69%
+2.25%
STA = 9563+15.00
EL = 543.14
ex = 1.98'
K = 184
L = 540.00
STA = 9572+90.00
EL = 565.08
ex = -0.27'
K = 262
L = 240.00
567.45
+2.25%
+1.34%
VPC 9571+70.00 EL=562.38
VPT 9574+10.00 EL=566.68
9535+00
9540+00
9545+00
9550+00
9555+00
9560+00
9565+00

60% DRAFT
Preliminary, Subject to Change

LITTER - EBMLINT


EXISTING PROFILE
525+00
530+00
535+00
540+00
545+00
550+00
555+00

TEXAS DEPARTMENT OF TRANSPORTATION®
DALLAS DISTRICT
MOHAMED K. BUR, P.E., DALLAS DISTRICT ENGINEER

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

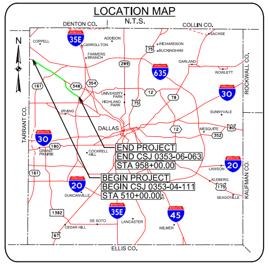
CSJ: 0353-04-111 0353-04-112
0353-04-115
0353-06-063 0353-06-067

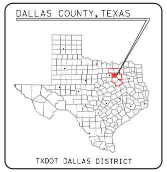
JANUARY 2023
ROLL 13 OF 14

LENGTH: 7.10 MILES		
DESIGN SPEEDS		FUNCTIONAL CLASS
MAIN LANES:	70 MPH	URBAN INTERSTATE
MANAGED 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	
* DIRECT CONNECTORS/RAMPS:	50 MPH	
* SB RAMPS TO PGBT & NB RAMP FROM PGBT:	30 MPH	
* NB RAMP FROM PGBT:	30 MPH	
* PGBT DC WB-NB:	40 MPH	
* PGBT DC NB-EB:	45 MPH	
* PGBT DC EB-SB:	35 MPH	
* PGBT DC SB-WB:	30 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	
ROCHELLE	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
35E
635
30
20
45
TARRANT CO.
ROCKWALL CO.
KAUFMAN CO.
ELLIS CO.
DALLAS
COPPELL
CARROLLTON
ADDISON
FARMERS BRANCH
RICHARDSON
GARLAND
SACHSE
ROWLETT
UNIVERSITY PARK
HIGHLAND PARK
IRVING
GRAND PRAIRIE
COCKRELL HILL
MESQUITE
SUNNYVALE
BALCH SPRINGS
SEAGOVILLE
DUNCANVILLE
DE SOTO
CEDAR HILL
LANCASTER
WILMER
END PROJECT
END CSJ 0353-06-063
STA 958+00.00
BEGIN PROJECT
BEGIN CSJ 0353-04-111
STA 510+00.00


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	1/20/2023
PHILLIP ULLMAN	71426	1/20/2023

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:

TEXAS DEPARTMENT OF TRANSPORTATION®
DALLAS DISTRICT
MOHAMED K. BUR, P.E., DALLAS DISTRICT ENGINEER

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

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

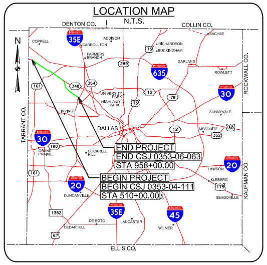
60% DRAFT
Preliminary, Subject to Change

JANUARY 2023
ROLL 14 OF 14

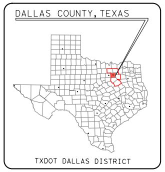
LENGTH: 7.10 MILES		
DESIGN SPEEDS		FUNCTIONAL CLASS
MAIN LANES:	70 MPH	URBAN INTERSTATE
MANAGED LANES:	70 MPH	URBAN INTERSTATE
SPUR 348:	60 MPH	PRINCIPAL ARTERIAL
SPUR 348 FRONTAGE ROAD:	35 MPH	URBAN COLLECTOR
PGBT:	60 MPH	PRINCIPAL ARTERIAL-OTHER FREEWAYS AND EXPRESSWAYS
PGBT FRONTAGE ROADS:	40 MPH	
PGBT SERVICE RAMPS:	45 MPH	
FRONTAGE ROAD BYPASS:	45 MPH	
* DIRECT CONNECTORS/RAMPS:	50 MPH	
* SB RAMPS TO PGBT & NB RAMP FROM PGBT:	30 MPH	
* NB RAMP FROM PGBT:	30 MPH	
* PGBT DC WB-NB:	40 MPH	
* PGBT DC NB-EB:	45 MPH	
* PGBT DC EB-SB:	35 MPH	
* PGBT DC SB-WB:	30 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	
ROCHELLE	35 MPH	
TURNAROUNDS:	15 MPH	URBAN ARTERIAL / COLLECTOR
SHARED USE PATHS:	18 MPH	

* Denotes exceptions to usual speed

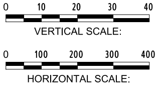
LOCATION MAP
N.T.S.


DENTON CO.
COLLIN CO.
N
COPPELL
35E
ADDISON
CARROLLTON
FARMERS BRANCH
RICHARDSON
BUCKINGHAM
SACHSE
GARLAND
75
635
ROWLETT
ROCKWALL CO.
161
348
354
289
UNIVERSITY PARK
HIGHLAND PARK
12
78
30
SUNNYVALE
IRVING
DALLAS
MESQUITE
352
80
TARRANT CO.
180
GRAND PRAIRIE
COCKRELL HILL
END PROJECT
END CSJ 0353-06-063
STA 958+00.00
BEGIN PROJECT
BEGIN CSJ 0353-04-111
STA 510+00.00
20
LAWSON
KLEBERG
175
SEAGOVILLE
KAUFMAN CO.
DUNCANVILLE
1382
DE SOTO
LANCASTER
45
WILMER
CEDAR HILL
67
ELLIS CO.

DALLAS COUNTY, TEXAS


TXDOT DALLAS DISTRICT

TEXAS COUNTY MAP
N.T.S.



PRELIMINARY
FOR INTERIM REVIEW ONLY

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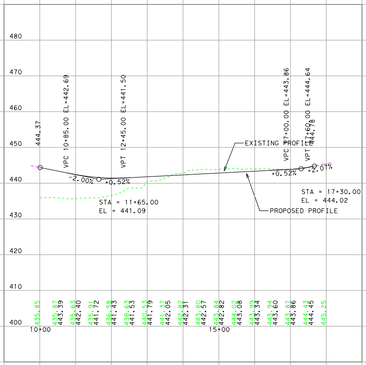
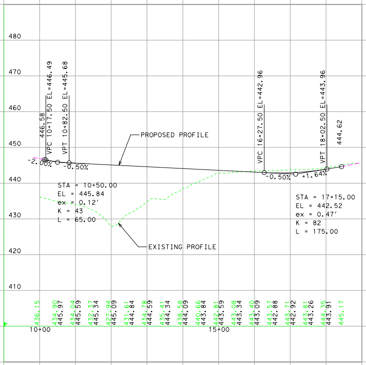
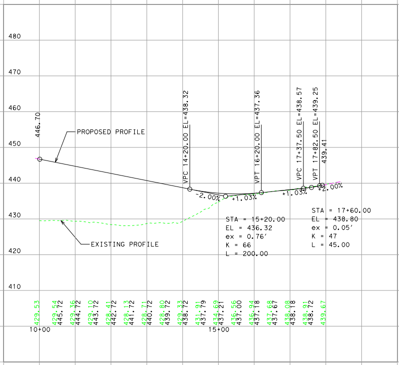
WB MACARTHUR BLVD JUGHANDLE 1
WBMAC1 (30 MPH)


480
470
460
450
440
430
420
410
400
444.37
VPC 10+85.00 EL=442.69
VPT 12+45.00 EL=441.50
VPC 17+00.00 EL=443.86
VPT 17+60.00 EL=444.64
444.78
EXISTING PROFILE
PROPOSED PROFILE
-2.00%
+0.52%
+0.52%
+2.07%
STA = 11+65.00
EL = 441.09
STA = 17+30.00
EL = 444.02
435.85
435.87
443.39
435.63
442.40
435.91
441.72
436.58
441.43
438.63
441.53
440.53
441.79
441.37
442.05
442.82
442.31
443.80
442.57
443.84
442.82
444.02
443.08
443.99
443.34
443.94
443.60
443.87
443.86
444.43
444.45
445.25
10+00
15+00

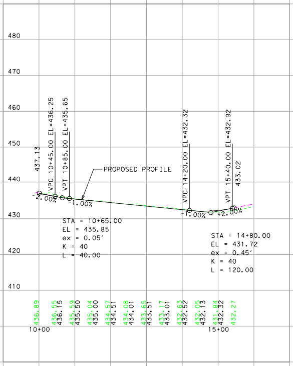
WB MACARTHUR BLVD JUGHANDLE 2
WBMAC2 (30 MPH)


480
470
460
450
440
430
420
410
400
446.58
VPC 10+17.50 EL=446.49
VPT 10+82.50 EL=445.68
VPC 16+27.50 EL=442.96
VPT 18+02.50 EL=443.96
444.62
PROPOSED PROFILE
EXISTING PROFILE
-2.00%
-0.50%
-0.50%
+1.64%
STA = 10+50.00
EL = 445.84
ex = 0.12'
K = 43
L = 65.00
STA = 17+15.00
EL = 442.52
ex = 0.47'
K = 82
L = 175.00
436.15
434.90
445.97
434.04
445.59
432.37
445.34
427.94
445.09
431.61
444.84
434.78
444.59
435.41
444.34
438.58
444.09
440.66
443.84
442.81
443.59
443.08
443.34
443.40
443.09
443.57
442.88
443.71
442.92
443.81
443.26
444.35
443.91
445.17
10+00
15+00

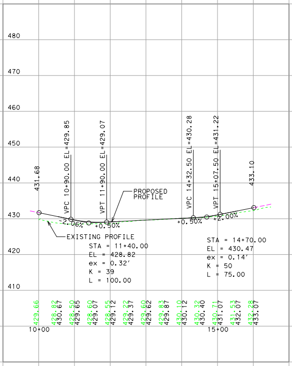
WB WALNUT HILL JUGHANDLE - WBWAL1 - (30 MPH)


480
470
460
450
440
430
420
410
400
446.70
VPC 14+20.00 EL=438.32
VPT 16+20.00 EL=437.36
VPC 17+37.50 EL=438.57
VPT 17+82.50 EL=439.25
439.41
PROPOSED PROFILE
EXISTING PROFILE
-2.00%
+1.03%
+1.03%
+2.00%
STA = 15+20.00
EL = 436.32
ex = 0.76'
K = 66
L = 200.00
STA = 17+60.00
EL = 438.80
ex = 0.05'
K = 47
L = 45.00
429.53
429.54
445.72
429.36
444.72
429.10
443.72
428.41
442.72
428.13
441.72
428.71
440.72
428.80
439.72
429.33
438.72
431.91
437.79
434.69
437.21
436.56
437.00
436.94
437.18
437.68
437.67
438.08
438.18
438.91
438.72
439.67
10+00
15+00

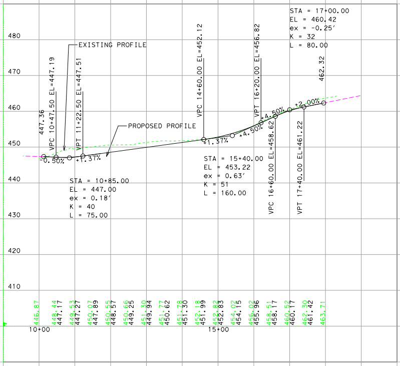
WB OCONNER BLVD JUGHANDLE 1
WBOCO1 - (30 MPH)


480
470
460
450
440
430
420
410
437.13
VPC 10+45.00 EL=436.25
VPT 10+85.00 EL=435.65
PROPOSED PROFILE
-2.00%
-1.00%
VPC 14+20.00 EL=432.32
VPT 15+40.00 EL=432.92
433.02
-1.00%
+2.00%
STA = 10+65.00
EL = 435.85
ex = 0.05′
K = 40
L = 40.00
STA = 14+80.00
EL = 431.72
ex = 0.45′
K = 40
L = 120.00
436.89
436.55 436.15
435.59 435.50
435.04 435.00
434.57 434.51
434.08 434.01
433.65 433.51
433.17 433.01
432.63 432.52
432.05 432.13
431.84 432.32
432.27
10+00
15+00

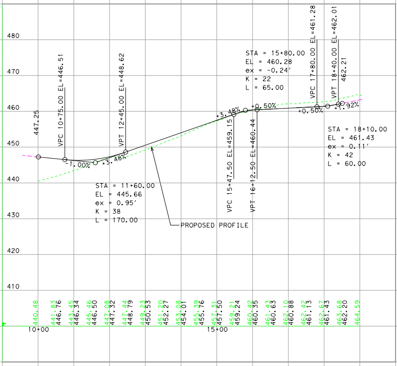
WB OCONNER BLVD JUGHANDLE 2
WBOCO2 - (30 MPH)


480
470
460
450
440
430
420
410
431.68
VPC 10+90.00 EL=429.85
VPT 11+90.00 EL=429.07
PROPOSED PROFILE
VPC 14+32.50 EL=430.28
VPT 15+07.50 EL=431.22
433.10
-2.06%
+0.50%
+0.50%
+2.00%
EXISTING PROFILE
STA = 11+40.00
EL = 428.82
ex = 0.32′
K = 39
L = 100.00
STA = 14+70.00
EL = 430.47
ex = 0.14′
K = 50
L = 75.00
429.66
428.82 430.67
428.50 429.65
428.60 429.07
428.55 429.12
429.22 429.37
429.60 429.62
429.83 429.87
430.10 430.12
430.32 430.40
430.71 431.07
431.53 432.07
432.28 433.07
10+00
15+00

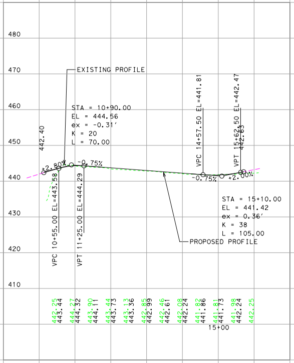
EB MACARTHUR BLVD JUGHANDLE 1
EBMAC1 (30 MPH)


480
470
460
450
440
430
420
410
STA = 17+00.00
EL = 460.42
ex = -0.25′
K = 32
L = 80.00
EXISTING PROFILE
447.36
VPC 10+47.50 EL=447.19
VPT 11+22.50 EL=447.51
PROPOSED PROFILE
VPC 14+60.00 EL=452.12
VPT 16+20.00 EL=456.82
462.32
-0.50%
+1.37%
+1.37%
+4.50%
+4.50%
+2.00%
VPC 16+60.00 EL=458.62
VPT 17+40.00 EL=461.22
STA = 10+85.00
EL = 447.00
ex = 0.18′
K = 40
L = 75.00
STA = 15+40.00
EL = 453.22
ex = 0.63′
K = 51
L = 160.00
446.87
448.44 447.17
449.53 447.27
450.07 447.89
450.55 448.57
450.66 449.25
451.30 449.94
451.77 450.62
451.78 451.30
452.18 451.99
452.82 452.83
454.02 454.15
456.02 455.96
458.51 458.17
460.52 460.17
462.30 461.42
463.71
10+00
15+00

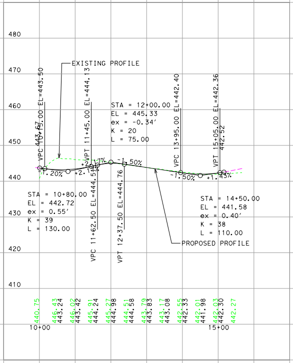
EB MACARTHUR BLVD JUGHANDLE 2
EBMAC2 (30 MPH)


480
470
460
450
440
430
420
410
447.25
VPC 10+75.00 EL=446.51
VPT 12+45.00 EL=448.62
STA = 15+80.00
EL = 460.28
ex = -0.24′
K = 22
L = 65.00
VPC 17+80.00 EL=461.28
VPT 18+40.00 EL=462.01
462.21
-1.00%
+3.48%
+3.48%
+0.50%
+0.50%
+1.92%
STA = 18+10.00
EL = 461.43
ex = 0.11′
K = 42
L = 60.00
VPC 15+47.50 EL=459.15
VPT 16+12.50 EL=460.44
STA = 11+60.00
EL = 445.66
ex = 0.95′
K = 38
L = 170.00
PROPOSED PROFILE
440.48
441.83 446.76
443.45 446.34
445.46 446.50
447.08 447.32
447.44 448.79
449.23 450.53
451.20 452.27
453.08 454.01
455.39 455.76
457.31 457.50
459.21 459.24
460.42 460.35
461.43 460.63
462.10 460.88
462.42 461.13
462.67 461.43
463.68 462.20
464.59
10+00
15+00

EB OCONNER BLVD JUGHANDLE 1
EBOCO1 (30 MPH)


480
470
460
450
440
430
420
410
EXISTING PROFILE
STA = 10+90.00
EL = 444.56
ex = -0.31′
K = 20
L = 70.00
442.40
+2.80%
-0.75%
VPC 10+55.00 EL=443.58
VPT 11+25.00 EL=444.29
VPC 14+57.50 EL=441.81
VPT 15+62.50 EL=442.47
442.63
-0.75%
+2.00%
STA = 15+10.00
EL = 441.42
ex = 0.36′
K = 38
L = 105.00
PROPOSED PROFILE
442.25
443.44
444.27
444.32
443.90
444.11
443.44
443.73
443.13
443.36
442.85
442.99
442.46
442.61
442.08
442.24
441.82
441.86
441.81
441.73
441.98
442.24
442.25
15+00

EB OCONNER BLVD JUGHANDLE 2
EBOCO2 (30 MPH)


480
470
460
450
440
430
420
410
EXISTING PROFILE
VPC 10+15.00 EL=443.50
443.67
VPT 11+45.00 EL=444.13
STA = 12+00.00
EL = 445.33
ex = -0.34′
K = 20
L = 75.00
VPC 13+95.00 EL=442.40
VPT 15+05.00 EL=442.36
442.52
-1.20%
+2.17%
-1.50%
-1.50%
+1.43%
STA = 10+80.00
EL = 442.72
ex = 0.55′
K = 39
L = 130.00
VPC 11+62.50 EL=444.51
VPT 12+37.50 EL=444.76
STA = 14+50.00
EL = 441.58
ex = 0.40′
K = 38
L = 110.00
PROPOSED PROFILE
440.75
446.43
443.24
446.02
443.42
445.91
444.24
445.27
444.98
444.51
444.58
443.79
443.83
443.17
443.08
442.55
442.33
442.01
441.98
442.03
442.30
442.27
10+00
15+00

60% DRAFT
Preliminary, Subject to Change

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DALLAS DISTRICT
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JANUARY 2023
ROLL 14 OF 14

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* NB RAMP FROM PGBT:	30 MPH	
* PGBT DC WB-NB:	40 MPH	
* PGBT DC NB-EB:	45 MPH	
* PGBT DC EB-SB:	35 MPH	
* PGBT DC SB-WB:	30 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	
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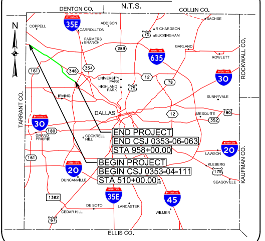
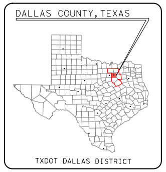

DENTON CO.
COLLIN CO.
TARRANT CO.
ROCKWALL CO.
KAUFMAN CO.
ELLIS CO.
N
COPPELL
ADDISON
CARROLLTON
FARMERS BRANCH
RICHARDSON
BUCKINGHAM
SACHSE
GARLAND
ROWLETT
UNIVERSITY PARK
HIGHLAND PARK
IRVING
DALLAS
SUNNYVALE
MESQUITE
GRAND PRAIRIE
COCKRELL HILL
LAWSON
KLEBERG
SEAGOVILLE
DUNCANVILLE
DE SOTO
CEDAR HILL
LANCASTER
WILMER
35E
635
30
20
45
75
289
348
354
12
78
161
180
80
352
175
1382
67
END PROJECT
END CSJ 0353-06-063
STA 958+00.00
BEGIN PROJECT
BEGIN CSJ 0353-04-111
STA 510+00.00


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:

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