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

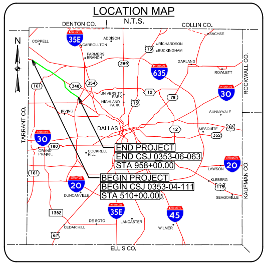
CSJ: 0353-04-111 0353-04-112
0353-04-115
0353-06-063 0353-06-067

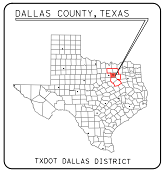
60% DRAFT
Preliminary, Subject to Change

JANUARY 2023
ROLL 1 OF 14

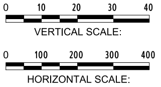
LENGTH: 7.10 MILES		
DESIGN SPEEDS		FUNCTIONAL CLASS
MAIN LANES:	70 MPH	URBAN INTERSTATE
MANAGED LANES:	70 MPH	URBAN INTERSTATE
SPUR 348:	60 MPH	PRINCIPAL ARTERIAL
SPUR 348 FRONTAGE ROAD:	35 MPH	URBAN COLLECTOR
PGBT:	60 MPH	PRINCIPAL ARTERIAL-OTHER FREEWAYS AND EXPRESSWAYS
PGBT FRONTAGE ROADS:	40 MPH	
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.
COPPELL
CARROLLTON
FARMERS BRANCH
ADDISON
RICHARDSON
SACHSE
GARLAND
ROWLETT
IRVING
DALLAS
MESQUITE
SUNNYVALE
GRAND PRAIRIE
COCKRELL HILL
DUNCANVILLE
DE SOTO
LANCASTER
WILMER
CEDAR HILL
SEAGOVILLE
35E
635
30
20
45
75
END PROJECT
END CSJ 0353-06-063
STA 958+00.00
BEGIN PROJECT
BEGIN CSJ 0353-04-111
STA 510+00.00
N


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
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:

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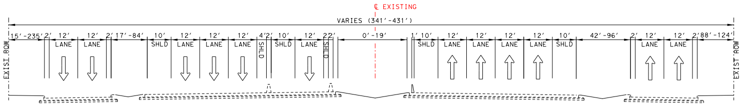
LEGEND:

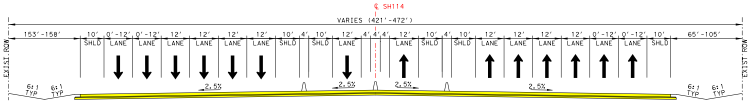
— - - —	EXISTING ROW
- - - -	EXISTING EASEMENT
——	EXISTING PROPERTY LIMITS
═ ═ ═	EXISTING CULVERT
═ ═ ═	EXISTING STORM SEWER
······	FEMA 100 YR FLOODPLAIN LIMITS
— — —	EXISTING TELE / CABLE / FIBER
— — —	EXISTING WATER LINE
— — —	EXISTING ELECTRIC LINE
— — —	EXISTING SANITARY SEWER LINE
— — —	EXISTING GAS / PETROLEUM LINE
— — —	PROPOSED CENTERLINE/BASELINE
— - - —	PROPOSED ROW
III	PROPOSED ACCESS DENIAL
- - - -	PROPOSED DRAINAGE EASEMENT
——	PROPOSED EDGE OF PAVEMENT
——	PROPOSED TRAFFIC BARRIER
——	PROPOSED BRIDGE ABUTMENT
- - - -	PROPOSED BRIDGE BENT
——	PROPOSED RETAINING WALL
═ ═ ═	PROPOSED CULVERT
→	DIRECTION OF TRAVEL
■	EXISTING PAVEMENT TO REMAIN
■	PROPOSED BRIDGE
🟨	PROPOSED MAIN LANES
🟦	PROPOSED HOV LANE TIE-IN
■	PROPOSED RAMP
🟩	PROPOSED FRONTAGE ROAD/BYPASSES
🟪	PROPOSED CROSS STREET
🟥	PROPOSED CROSS STREET TRANSITION
🟥	PROPOSED DRIVEWAY
■	PROPOSED SIDEWALK
■	PROPOSED PROJECT BY OTHERS
⊿	PERPENDICULAR CURB RAMP
▭	PARALLEL CURB RAMP
▯	DIRECTIONAL CURB RAMP
🟧	POTENTIAL DISPLACEMENTS
▨	PAVEMENT / BRIDGE TO BE REMOVED
2000	PARCEL ID
100	CURVE ID

GENERAL NOTES:

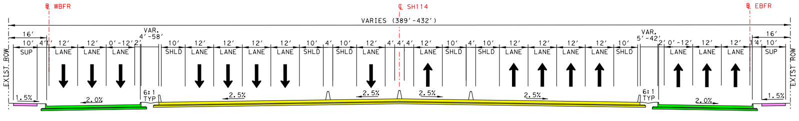
1. EXISTING FEATURES WERE NOT FIELD SURVEYED. SCHEMATICS ARE BASED ON AERIAL SURVEYS AND RECORD PLANS.
2. TRAFFIC VOLUMES ARE PRELIMINARY AND WERE TRANSMITTED BY TP&P ON OCTOBER 29, 2021.
3. ADA RAMPS ARE NOT DEPICTED ON THE PLAN. THE EXACT LOCATIONS OF THE SHARED USE LANES WILL BE DETERMINED DURING THE PS&E DESIGN THROUGH COORDINATION BETWEEN TXDOT AND LOCAL GOVERNMENTS.
4. EXISTING DRIVEWAY LOCATIONS WILL REMAIN UNLESS IT IS DETERMINED DURING DETAILED DESIGN AND COORDINATION WITH THE CITIES; THE DRIVEWAY WILL BE A SAFETY ISSUE AND/OR IS LOCATED WITHIN ACCESS DENIAL LIMITS AS SHOWN.
5. ACCESS DENIAL LIMITS ARE DETERMINED BY PROVIDING SAFETY TO THE TRAVELING PUBLIC, MAINTAINING LEVEL OF SERVICE ON THE FRONTAGE ROADS AND MAINTAINING SAFE ACCESS TO ADJACENT PROPERTY OWNERS.
6. UNLESS OTHERWISE NOTED EXISTING PAVEMENT AND BRIDGES LOCATED WITHIN LIMITS OF PROPOSED RECONSTRUCTION WILL BE REMOVED.
7. SUPER ELEVATION AXIS OF ROTATION IS ABOUT THE PGL.
8. CURBS ON FRONTAGE ROADS AND CROSS STREETS ARE TYPE II UNLESS NOTED OTHERWISE.
9. DIMENSIONS ARE TO FACE OF CURB OR TO THE EDGE OF UNCURBED PAVEMENT UNLESS NOTED OTHERWISE.
10. PROPOSED CROSS STREET SECTIONS ARE BASED ON CITY THOROUGHFARE PLANS.
11. TYPICAL CROSS STREET TURNOUT RADIUS EQUALS 90' TYPICAL, 30' MIN. UNLESS NOTED OTHERWISE.
12. RAMP HORIZONTAL CURVATURE BETWEEN PHYSICAL GORES IS SHOWN IN TABLE. TYPICAL FRONTAGE ROAD GORES UTILIZE A MINIMUM 1050' RADIUS. TYPICAL MAINLANE GORES UTILIZE A MINIMUM RADIUS OF 5700'. VARIATIONS FROM TYPICAL RADII ARE NECESSARY IN LOCATIONS WITH OPERATIONAL WEAVING CONSTRAINTS OR WHEN THE RAMP GORE IS LOCATED WITHIN A HORIZONTAL CURVE ON THE CONTROLLING ROADWAY.
13. APPROXIMATE 100 YEAR FLOODPLAIN LIMITS ARE BASED UPON FEMA FLOOD INSURANCE RATE MAPS.
14. PROPOSED CULVERT SIZES SHOWN IN THE SCHEMATIC ARE SIZED BASED ON PRELIMINARY DRAINAGE ANALYSIS OF UPSTREAM DRAINAGE AREAS. A DETAILED DRAINAGE STUDY WILL BE PERFORMED PRIOR TO CONSTRUCTION TO FINALIZE THE PROPOSED CULVERT SIZES AND DESIGN. COORDINATION BETWEEN TXDOT, LOCAL GOVERNMENTS, AND ADJACENT PROPERTY OWNERS WILL BE PERFORMED DURING THIS DETAILED DESIGN PHASE.
15. RAILROAD ALIGNMENTS AND PROFILES ARE SHOWN FOR REFERENCE ONLY IN DEVELOPING ROADWAY PROFILES. FINAL ALIGNMENTS AND PROFILES WILL BE DEVELOPED THROUGH COORDINATION WITH THE DART, TXDOT AND THE CITY OF IRVING.
16. OWNERSHIP INFORMATION SHOWN ON SCHEMATIC OBTAINED FROM DALLAS COUNTY APPRAISAL DISTRICT (LATEST DATA AVAILABLE AS OF MARCH 2020).


℄ EXISTING
VARIES (341'-431')
EXIST ROW
LANE
SHLD
*NO WBFR BETWEEN ESTERS AND BELT LINE RD

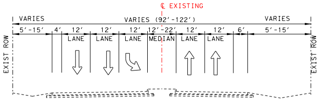
SH-114 EXISTING TYPICAL SECTION
FROM FREEPORT PKWY TO BELT LINE RD


℄ SH114
VARIES (421'-472')
EXIST ROW
LANE
SHLD
2.5%
6:1 TYP

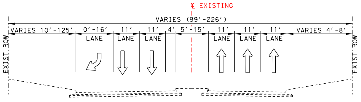
SH-114 PROPOSED TYPICAL SECTION
FROM 555+00 TO STA 577+00


℄ WBFR
℄ SH114
℄ EBFR
VARIES (389'-432')
EXIST ROW
SUP
LANE
SHLD
2.5%
2.0%
1.5%
6:1 TYP
*EXISTING WBFR TO REMAIN FROM WBFR STA 3588+87 TO WBFR STA 3612+65

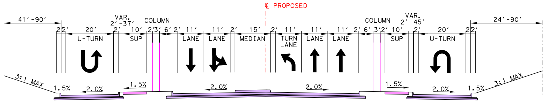
SH-114 PROPOSED TYPICAL SECTION
FROM STA 577+00 TO STA 605+00


℄ EXISTING
VARIES (92'-122')
EXIST ROW
LANE
MEDIAN

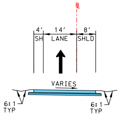
FREEPORT PKWY EXISTING TYPICAL SECTION - SOUTH SIDE


℄ EXISTING
VARIES (99'-226')
EXIST ROW
LANE

FREEPORT PKWY EXISTING TYPICAL SECTION - NORTH SIDE


℄ PROPOSED
41'-90'
24'-90'
U-TURN
SUP
LANE
MEDIAN
TURN LANE
COLUMN
3:1 MAX
1.5%
2.0%

FREEPORT PKWY PROPOSED TYPICAL SECTION


℄
SH
LANE
SHLD
VARIES
6:1 TYP

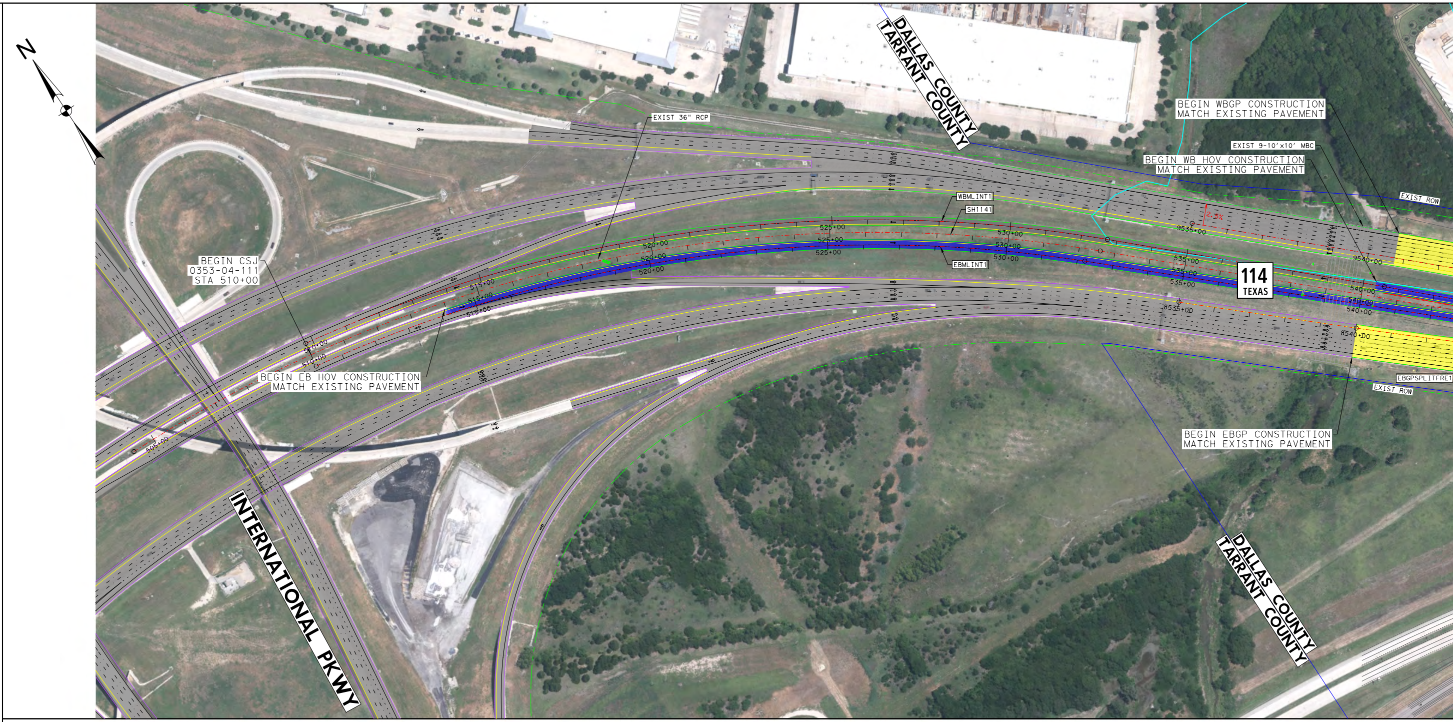
SH-114 RAMP SECTION

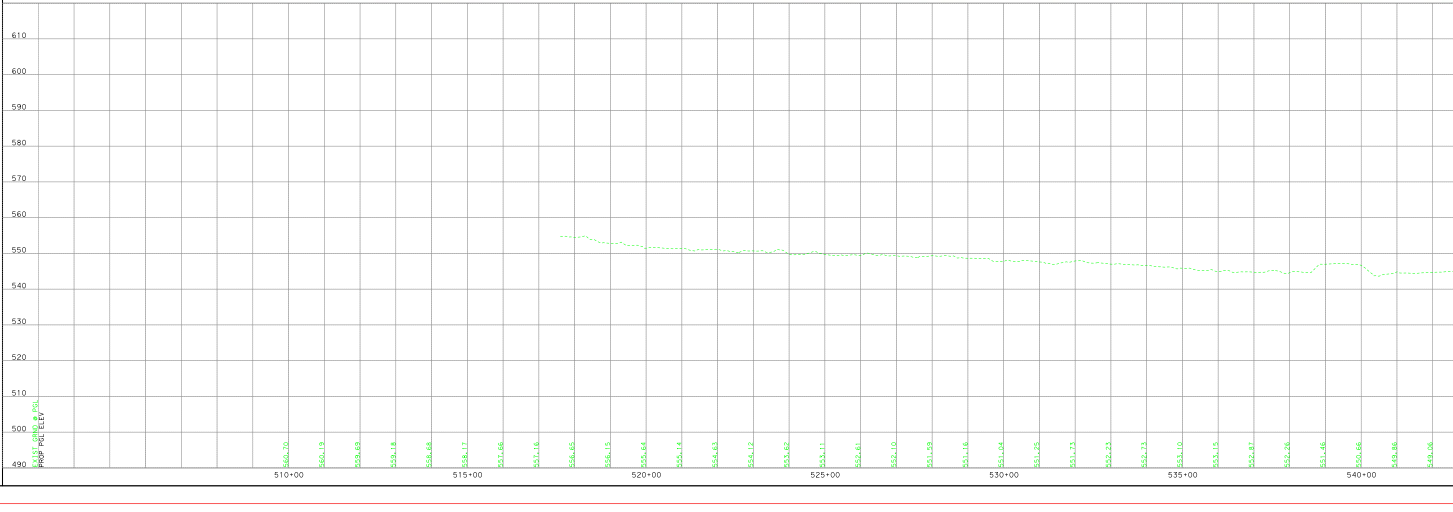
SUPERELEVATION DATA

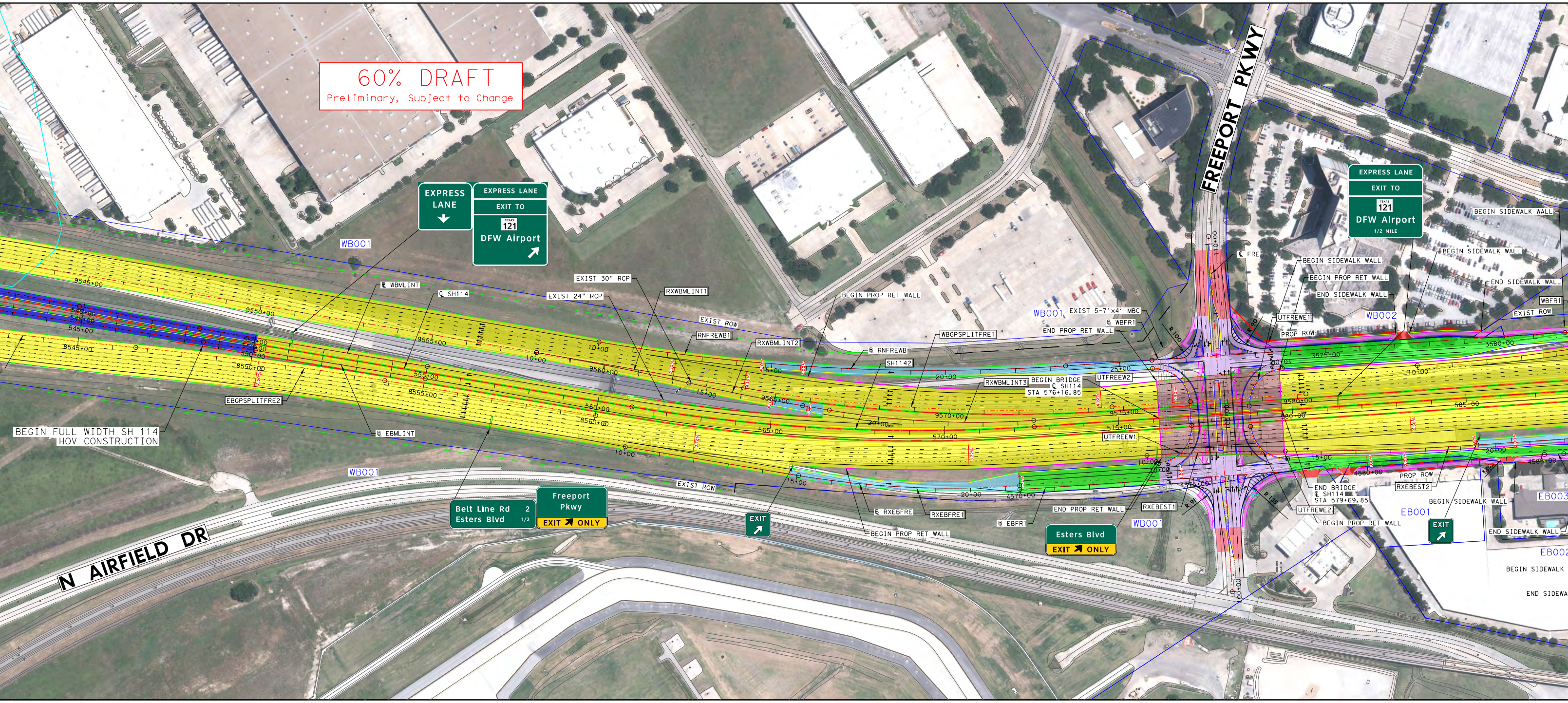
Chain	Design Speed (mph)	Radius (ft)	Curve Dir	Begin e %	End e %	Rotation Width (ft)	Transition Length Used (ft)	Begin Station (USED)	End Station (USED)
SH 114-1	70	3819.78	WB	-2.50%	4.56%	24	339	501+64	505+03
SH 114-1	70	3819.78	WB	4.56%	-2.50%	24	339	531+92	535+31
SH 114-1	70	3819.78	EB	-2.50%	-4.56%	24	205	502+71	504+76
SH 114-1	70	3819.78	EB	-4.56%	-2.50%	24	205	532+18	534+23
WBSPLITFRE1	70	4500	WB	-2.50%	-4.10%	48	205	9562+01	9564+06
WBSPLITFRE1	70	4500	WB	-4.10%	-2.50%	48	205	9574+37	9576+42
SH 114-2	70	5000	EB	-2.50%	3.72%	102	1269	550+20	562+89
SH 114-2	70	5000	EB	3.72%	-2.50%	102	1269	570+67	583+36
RXEBBEL3	50	1050	EB	2.50%	5.80%	14	147	17+70	19+17

TRANSITION SUPERELEVATION DATA

Chain	Design Speed (mph)	Radius (ft)	Curve Dir	Begin e %	End e %	Rotation Width (ft)	Transition Length Used (ft)	Begin Station (USED)	End Station (USED)
EBFR1	45	NA	EB	-3.72%	1.00%	48	455	4570+00	4574+55
EBFR1	45	NA	EB	1.00%	2.00%	28	100	4580+00	4581+00
RXEBFRE	50	NA	EB	-3.72%	-3.72%	14	NA	14+76.00	21+41.00
RXEBEST	50	NA	EB	2.50%	2.00%	14	100	19+48	20+48
RXWBMLINT	50	NA	WB	4.10%	3.72%	14	100	16+93	17+93
RNFREWB	50	NA	WB	4.10%	2.00%	14	100	14+83	15+83
RNESTWB	50	NA	WB	2.50%	2.00%	14	100	14+79	15+79


N
EXIST 36" RCP
DALLAS COUNTY
TARRANT COUNTY
BEGIN WBGP CONSTRUCTION
MATCH EXISTING PAVEMENT
EXIST 9-10'x10' MBC
BEGIN WB HOV CONSTRUCTION
MATCH EXISTING PAVEMENT
EXIST ROW
WBMLINT1
SH1141
EBMLINT1
2.3%
9535+00
9540+00
114
TEXAS
BEGIN CSJ
0353-04-111
STA 510+00
505+00
510+00
515+00
520+00
525+00
530+00
535+00
540+00
8535+00
8540+00
BEGIN EB HOV CONSTRUCTION
MATCH EXISTING PAVEMENT
EBGPSPLITFRE1
EXIST ROW
BEGIN EBGP CONSTRUCTION
MATCH EXISTING PAVEMENT
INTERNATIONAL PKWY
DALLAS COUNTY
TARRANT COUNTY




60% DRAFT
Preliminary, Subject to Change
FREEPORT PKWY
N AIRFIELD DR
EXPRESS LANE
EXPRESS LANE EXIT TO 121 DFW Airport
EXPRESS LANE EXIT TO 121 DFW Airport 1/2 MILE
Belt Line Rd 2
Esters Blvd 1/2
Freeport Pkwy EXIT ONLY
Esters Blvd EXIT ONLY
EXIT
WB001
WB002
EB001
EB002
EB003
℄ WBMLINT
℄ SH114
℄ EBMLINT
℄ RNFREWB
℄ WBFR1
℄ RXEBFRE
℄ EBFR1
℄ FRE
EXIST 30" RCP
EXIST 24" RCP
EXIST ROW
PROP ROW
EXIST 5-7'x4' MBC
RXWBMLINT1
RXWBMLINT2
RXWBMLINT3
RNFREWB1
SH1142
WBGPSPLITFRE1
EBGPSPLITFRE2
UTFREWE1
UTFREWE2
UTFREEW1
UTFREEW2
RXEBEST1
RXEBEST2
RXEBFRE1
BEGIN FULL WIDTH SH 114 HOV CONSTRUCTION
BEGIN BRIDGE ℄ SH114 STA 576+16.85
END BRIDGE ℄ SH114 STA 579+69.85
BEGIN PROP RET WALL
END PROP RET WALL
BEGIN SIDEWALK WALL
END SIDEWALK WALL
BEGIN SIDEWALK
END SIDEWA
9545+00
9550+00
9555+00
9560+00
9565+00
9570+00
9575+00
9580+00
8545+00
8550+00
8555+00
8560+00
545+00
550+00
555+00
560+00
565+00
570+00
575+00
580+00
585+00
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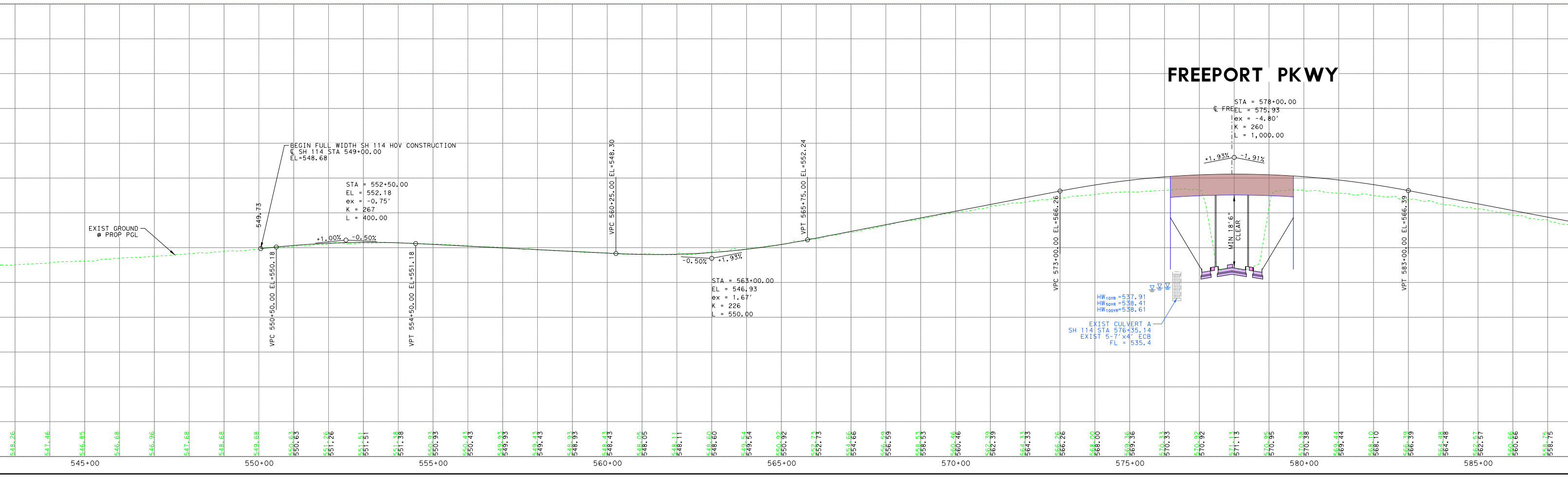
10+00
15+00
20+00
25+00


FREEPORT PKWY
BEGIN FULL WIDTH SH 114 HOV CONSTRUCTION
℄ SH 114 STA 549+00.00
EL=548.68
EXIST GROUND
@ PROP PGL
549.73
VPC 550+50.00 EL=550.18
+1.00%
-0.50%
STA = 552+50.00
EL = 552.18
ex = -0.75'
K = 267
L = 400.00
VPT 554+50.00 EL=551.18
VPC 560+25.00 EL=548.30
-0.50%
+1.93%
STA = 563+00.00
EL = 546.93
ex = 1.67'
K = 226
L = 550.00
VPT 565+75.00 EL=552.24
VPC 573+00.00 EL=566.26
℄ FRE
STA = 578+00.00
EL = 575.93
ex = -4.80'
K = 260
L = 1,000.00
+1.93%
-1.91%
MIN 18'6" CLEAR
VPT 583+00.00 EL=566.39
HW10YR =537.91
HW50YR =538.41
HW100YR=538.61
EXIST CULVERT A
SH 114 STA 576+35.14
EXIST 5-7'x4' ECB
FL = 535.4
548.26
547.46
546.85
546.68
546.96
547.68
548.68
549.68
550.63
551.26
551.51
551.38
550.93
550.43
549.93
549.43
548.93
548.43
548.05
548.11
548.60
549.54
550.92
552.73
554.66
556.59
558.53
560.46
562.39
564.33
566.26
568.00
569.36
570.33
570.92
571.13
570.95
570.38
569.44
568.10
566.39
564.48
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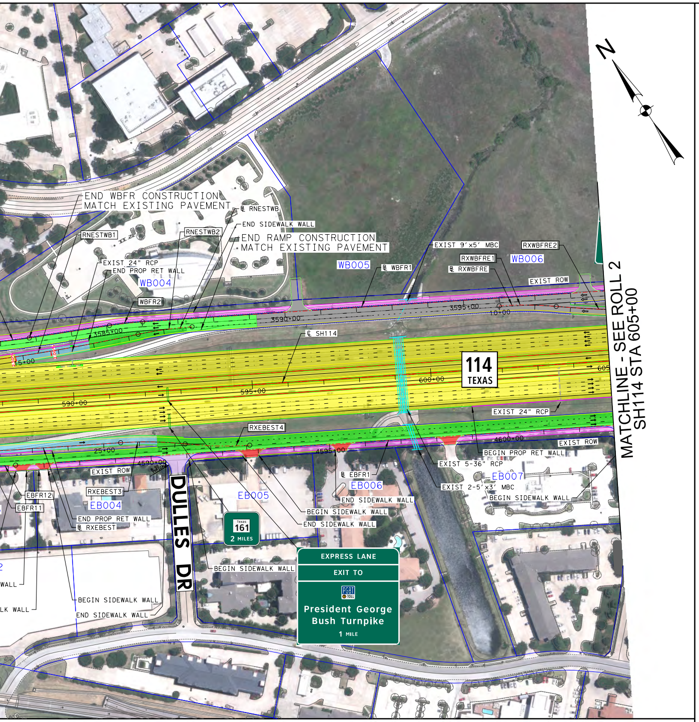
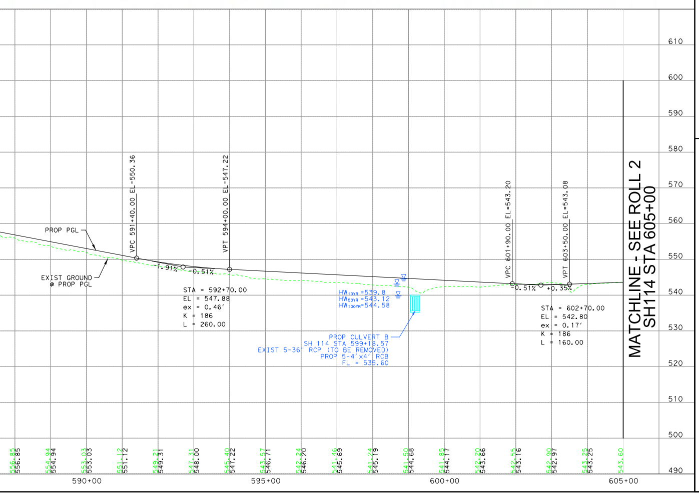
570+00
575+00
580+00
585+00


N
END WBFR CONSTRUCTION
MATCH EXISTING PAVEMENT
RNESTWB
END SIDEWALK WALL
RNESTWB1
RNESTWB2
END RAMP CONSTRUCTION
MATCH EXISTING PAVEMENT
EXIST 9'x5' MBC
RXWBFRE2
RXWBFRE1
RXWBFRE
WB006
WB005
WBFR1
EXIST 24" RCP
END PROP RET WALL
WB004
WBFR2
EXIST ROW
3590+00
3595+00
10+00
SH114
585+00
590+00
595+00
600+00
114
TEXAS
RXEBEST4
EXIST 24" RCP
EXIST ROW
BEGIN PROP RET WALL
EXIST 5-36" RCP
EB007
EXIST 2-5'x3' MBC
BEGIN SIDEWALK WALL
EBFR1
EB006
END SIDEWALK WALL
EB005
EBFR12
RXEBEST3
EBFR11
RXEBEST
EB004
END PROP RET WALL
EXIST ROW
DULLES DR
EXIT 161
2 MILES
EXPRESS LANE
EXIT TO
President George Bush Turnpike
1 MILE
BEGIN SIDEWALK WALL
END SIDEWALK WALL
MATCHLINE - SEE ROLL 2
SH114 STA 605+00

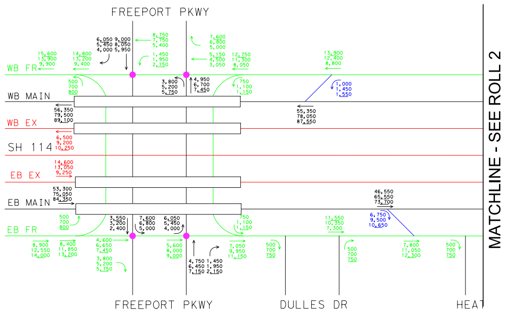


BASELINE	CURVE	P.I. STATION	P.I. STATION-N	P.I. STATION-E	DELTA	RADIUS	TANGENT	LENGTH	P.C. STATION	P.T. STATION	BACK TANGENT	AHEAD TANGENT
	348EBFR1	6573+60.78	7,007,673.91	2,446,078.66	43° 33′ 29.36" RT	538.00′	214.96′	409.01′	6571+45.82	6575+54.83	N 66° 40′ 47.67" E	S 69° 45′ 42.98" E
	348EBFR2	6578+81.30	7,007,486.61	2,446,586.67	15° 54′ 39.22" RT	1,088.00′	152.05′	302.13′	6577+29.26	6580+31.39	S 69° 45′ 42.98" E	S 53° 51′ 03.76" E
	348EBFR3	6581+18.31	7,007,345.65	2,446,779.63	8° 56′ 20.82" LT	1,112.00′	86.92′	173.49′	6580+31.39	6582+04.88	S 53° 51′ 03.76" E	S 62° 47′ 24.59" E
	348WBFR11	5570+76.83	7,008,408.58	2,445,377.66	8° 04′ 42.57" LT	1,088.00′	76.83′	153.40′	5570+00.00	5571+53.40	S 42° 26′ 46.50" E	S 50° 31′ 29.07" E
	348WBFR12	5572+32.03	7,008,309.75	2,445,497.65	8° 15′ 59.55" LT	1,088.00′	78.62′	156.97′	5571+53.40	5573+10.38	S 50° 31′ 29.07" E	S 58° 47′ 28.62" E
	348WBFR13	5573+48.36	7,008,249.33	2,445,597.38	3° 59′ 56.25" LT	1,088.00′	37.98′	75.94′	5573+10.38	5573+86.32	S 58° 47′ 28.62" E	S 62° 47′ 24.88" E
	BYEBNMAC1	13+38.05	7,012,032.69	2,439,027.48	6° 46′ 17.61" LT	5,714.00′	338.05′	675.31′	10+00.00	16+75.31	S 51° 01′ 21.55" E	S 57° 47′ 39.16" E
	BYEBNMAC2	24+88.15	7,011,419.31	2,440,001.30	4° 09′ 52.10" LT	8,000.00′	290.86′	581.47′	21+97.29	27+78.76	S 57° 47′ 39.16" E	S 61° 57′ 31.26" E
	BYEBNMAC3	38+31.49	7,010,787.68	2,441,187.16	3° 26′ 16.20" RT	5,700.00′	171.06′	342.01′	36+60.43	40+02.44	S 61° 57′ 31.26" E	S 58° 31′ 15.07" E
	BYEBWAL1	10+37.30	7,010,180.44	2,442,156.15	4° 04′ 10.14" LT	1,050.00′	37.30′	74.58′	10+00.00	10+74.58	S 57° 47′ 39.16" E	S 61° 51′ 49.31" E
	BYEBWAL2	10+94.27	7,010,153.56	2,442,206.41	2° 08′ 55.52" RT	1,050.00′	19.69′	39.38′	10+74.58	11+13.96	S 61° 51′ 49.31" E	S 59° 42′ 53.79" E
	BYEBWAL3	20+52.35	7,009,670.40	2,443,033.75	4° 28′ 24.30" RT	5,700.00′	222.63′	445.03′	18+29.72	22+74.76	S 59° 42′ 53.79" E	S 55° 14′ 29.49" E
	BYEBWAL4	24+47.07	7,009,445.23	2,443,358.22	2° 29′ 56.82" LT	7,900.00′	172.32′	344.58′	22+74.76	26+19.34	S 55° 14′ 29.49" E	S 57° 44′ 26.32" E
	BYEBWAL5	32+44.81	7,009,019.41	2,444,032.86	12° 19′ 08.62" RT	1,050.00′	113.32′	225.76′	31+31.49	33+57.25	S 57° 44′ 26.32" E	S 45° 25′ 17.70" E
	BYEBWAL6	33+99.12	7,008,910.48	2,444,143.41	4° 34′ 04.13" LT	1,050.00′	41.88′	83.71′	33+57.25	34+40.96	S 45° 25′ 17.70" E	S 49° 59′ 21.83" E
	BYWBNMAC1	10+75.22	7,011,898.70	2,440,060.78	1° 05′ 27.98" RT	7,900.00′	75.22′	150.44′	10+00.00	11+50.44	S 58° 54′ 58.11" E	S 57° 49′ 30.13" E
	BYWBNMAC2	12+89.19	7,011,784.76	2,440,241.89	2° 00′ 44.49" RT	7,900.00′	138.75′	277.47′	11+50.44	14+27.91	S 57° 49′ 30.13" E	S 55° 48′ 45.64" E
	BYWBNMAC3	25+02.42	7,011,103.03	2,441,245.50	4° 11′ 55.84" LT	2,000.00′	73.32′	146.57′	24+29.10	25+75.67	S 55° 48′ 45.64" E	S 60° 00′ 41.48" E
	BYWBWAL1	12+86.69	7,010,338.08	2,442,461.27	2° 27′ 34.61" LT	5,700.00′	122.36′	244.69′	11+64.32	14+09.01	S 57° 47′ 39.16" E	S 60° 15′ 13.77" E
	BYWBWAL2	29+06.35	7,009,534.45	2,443,867.55	4° 40′ 46.13" LT	1,050.00′	42.90′	85.76′	28+63.45	29+49.21	S 60° 15′ 13.77" E	S 64° 55′ 59.90" E
	BYWBWAL3	29+92.11	7,009,498.10	2,443,945.27	4° 40′ 46.13" RT	1,050.00′	42.90′	85.76′	29+49.21	30+34.96	S 64° 55′ 59.90" E	S 60° 15′ 13.77" E
	COL1	103+75.64	7,008,652.53	2,445,603.90	9° 36′ 56.90" RT	4,466.00′	375.64′	749.52′	100+00.00	107+49.52	S 0° 32′ 19.23" E	S 9° 04′ 37.67" W
	DCBTEN1	1011+06.23	7,012,825.97	2,437,771.64	79° 22′ 49.85" LT	1,007.00′	835.74′	1,395.15′	1002+70.49	1016+65.64	S 54° 48′ 59.81" E	N 45° 48′ 10.35" E
	DCBTES11	1002+59.52	7,015,031.10	2,434,518.70	9° 53′ 18.41" RT	3,000.00′	259.52′	517.76′	1000+00.00	1005+17.76	S 66° 31′ 27.68" E	S 56° 38′ 09.27" E
	DCBTES12	1005+97.61	7,014,844.45	2,434,802.15	1° 09′ 29.89" LT	7,900.00′	79.86′	159.71′	1005+17.76	1006+77.47	S 56° 38′ 09.27" E	S 57° 47′ 39.16" E
	DCBTES13	1023+43.59	7,013,913.91	2,436,279.49	7° 43′ 46.21" RT	7,900.00′	533.69′	1,065.75′	1018+09.91	1028+75.66	S 57° 47′ 39.16" E	S 50° 03′ 52.95" E
	DCBTES14	1036+69.19	7,013,061.94	2,437,297.16	103° 12′ 44.26" RT	340.00′	429.07′	612.47′	1032+40.12	1038+52.60	S 50° 03′ 52.95" E	S 53° 08′ 51.31" W
	DCBTES15	1044+68.22	7,012,435.38	2,436,461.22	9° 10′ 01.09" LT	3,500.00′	280.59′	559.98′	1041+87.63	1047+47.61	S 53° 08′ 51.31" W	S 43° 58′ 50.22" W
	DCBTES21	1046+46.71	7,012,293.12	2,436,344.78	9° 10′ 01.23" LT	5,700.00′	456.96′	911.97′	1041+89.75	1051+01.72	S 53° 08′ 51.31" W	S 43° 58′ 50.08" W
	DCBTES22	1053+38.19	7,011,794.14	2,435,863.25	2° 09′ 20.23" RT	2,880.00′	54.18′	108.35′	1052+84.01	1053+92.36	S 43° 58′ 50.08" W	S 46° 08′ 10.31" W
	DCBTNE1	1006+97.99	7,012,179.44	2,436,785.33	0° 51′ 36.16" RT	5,700.00′	42.78′	85.56′	1006+55.21	1007+40.77	N 56° 13′ 35.14" E	N 57° 05′ 11.30" E
	DCBTNE2	1009+90.44	7,012,338.35	2,437,030.84	1° 24′ 32.45" LT	7,900.00′	97.14′	194.28′	1008+93.30	1010+87.57	N 57° 05′ 11.30" E	N 55° 40′ 38.85" E
	DCBTNE3	1018+15.32	7,012,803.47	2,437,712.10	66° 31′ 41.98" RT	833.00′	546.43′	967.23′	1012+68.89	1022+36.11	N 55° 40′ 38.85" E	S 57° 47′ 39.16" E
	DCBTNE4	1028+25.96	7,012,197.87	2,438,673.55	7° 12′ 30.08" LT	5,700.00′	359.03′	717.11′	1024+66.93	1031+84.04	S 57° 47′ 39.16" E	S 65° 00′ 09.24" E
	DCBTNE5	1035+06.18	7,011,910.03	2,439,290.91	4° 40′ 12.41" RT	7,900.00′	322.14′	643.92′	1031+84.04	1038+27.96	S 65° 00′ 09.24" E	S 60° 19′ 56.83" E
	DCBTNE6	1041+91.64	7,011,573.33	2,439,888.37	1° 56′ 19.12" LT	7,900.00′	133.66′	267.30′	1040+57.97	1043+25.28	S 60° 49′ 50.39" E	S 62° 46′ 09.51" E
	DCBTNE7	1044+46.51	7,011,456.69	2,440,115.02	2° 26′ 12.68" RT	5,700.00′	121.23′	242.43′	1043+25.28	1045+67.70	S 62° 46′ 09.51" E	S 60° 19′ 56.83" E
	DCBTNE8	1048+84.63	7,011,239.82	2,440,495.74	1° 39′ 05.86" LT	7,900.00′	113.87′	227.73′	1047+70.76	1049+98.49	S 60° 19′ 56.83" E	S 61° 59′ 02.69" E
	DCBTNE9	1052+06.99	7,011,088.39	2,440,780.34	4° 11′ 23.53" RT	5,700.00′	208.50′	416.82′	1049+98.49	1054+15.31	S 61° 59′ 02.69" E	S 57° 47′ 39.16" E
	DCBTNW1	1014+76.82	7,013,168.29	2,438,220.19	119° 26′ 45.12" LT	833.00′	1,426.82′	1,736.57′	1000+50.00	1017+86.57	N 56° 22′ 55.08" E	N 63° 03′ 50.04" W
	DCBTSE1	1016+26.05	7,013,112.16	2,437,278.31	112° 15′ 23.60" LT	833.00′	1,240.96′	1,632.05′	1003+85.09	1020+17.14	S 54° 27′ 44.44" W	S 57° 47′ 39.16" E
	DCBTSW1	1001+05.20	7,014,901.93	2,435,143.85	2° 06′ 53.11" LT	5,700.00′	105.20′	210.38′	1000+00.00	1002+10.38	S 59° 11′ 18.03" E	S 61° 18′ 11.14" E
	DCBTSW2	1003+71.17	7,014,774.21	2,435,377.17	2° 19′ 54.76" RT	7,900.00′	160.78′	321.52′	1002+10.38	1005+31.91	S 61° 18′ 11.14" E	S 58° 58′ 16.37" E
	DCBTSW3	1011+83.86	7,014,355.27	2,436,073.61	0° 55′ 54.55" RT	7,900.00′	64.24′	128.48′	1011+19.62	1012+48.10	S 58° 58′ 16.37" E	S 58° 02′ 21.82" E
	DCBTSW4	1018+04.30	7,014,022.38	2,436,597.16	6° 32′ 50.64" LT	5,700.00′	326.03′	651.36′	1014+78.27	1021+29.63	S 57° 06′ 32.69" E	S 63° 39′ 23.32" E
	DCBTSW5	1021+70.28	7,013,859.66	2,436,925.77	0° 35′ 22.65" RT	7,900.00′	40.65′	81.30′	1021+29.63	1022+10.92	S 63° 39′ 23.32" E	S 63° 04′ 00.68" E
	DCBTSW6	1030+48.94	7,013,461.67	2,437,709.13	62° 28′ 14.88" LT	833.00′	505.19′	908.24′	1025+43.76	1034+51.99	S 63° 04′ 00.68" E	N 54° 27′ 44.44" E
	DCBTSW7	1042+20.78	7,014,202.15	2,438,745.81	4° 03′ 08.16" RT	5,700.00′	201.65′	403.13′	1040+19.13	1044+22.27	N 54° 27′ 44.44" E	N 58° 30′ 52.61" E
	DCBTSW8	1048+23.79	7,014,517.18	2,439,260.18	5° 49′ 09.08" LT	7,900.00′	401.52′	802.36′	1044+22.27	1052+24.62	N 58° 30′ 52.61" E	N 52° 41′ 43.52" E
	DCBTSW9	1054+85.62	7,014,918.70	2,439,787.17	3° 47′ 04.00" RT	7,900.00′	261.00′	521.80′	1052+24.62	1057+46.42	N 52° 41′ 43.52" E	N 56° 28′ 47.53" E
	DCBTSW10	1060+23.17	7,015,215.66	2,440,235.48	5° 33′ 33.33" LT	5,700.00′	276.75′	553.06′	1057+46.42	1062+99.48	N 56° 28′ 47.53" E	N 50° 55′ 14.20" E
	DCBTWN1	1001+75.12	7,014,973.31	2,440,147.32	3° 31′ 41.07" LT	5,686.00′	175.12′	350.12′	1000+00.00	1003+50.12	S 51° 02′ 09.86" W	S 47° 30′ 28.79" W
	DCBTWN2	1005+26.67	7,014,735.76	2,439,888.01	2° 33′ 21.22" RT	7,914.00′	176.55′	353.03′	1003+50.12	1007+03.16	S 47° 30′ 28.79" W	S 50° 03′ 50.00" W
	DCBTWN3	1014+70.40	7,014,129.91	2,439,164.35	3° 04′ 59.63" LT	7,900.00′	212.61′	425.12′	1012+57.79	1016+82.91	S 50° 03′ 50.00" W	S 46° 58′ 50.38" W
	DCBTWN4	1017+64.11	7,013,929.46	2,438,949.54	1° 10′ 40.03" LT	7,900.00′	81.20′	162.39′	1016+82.91	1018+45.31	S 46° 58′ 50.38" W	S 45° 48′ 10.35" W
	DCBTWN5	1028+19.38	7,013,193.80	2,438,192.96	97° 53′ 26.19" LT	500.00′	574.08′	854.26′	1022+45.31	1030+99.56	S 45° 48′ 10.35" W	S 52° 05′ 15.84" E
	DCBTWN6	1040+18.84	7,012,276.20	2,439,371.14	5° 42′ 23.32" LT	7,900.00′	393.73′	786.81′	1036+25.11	1044+11.92	S 52° 05′ 15.84" E	S 57° 47′ 39.16" E
	DCBTWN7	1054+36.69	7,011,520.19	2,440,571.39	3° 15′ 33.85" RT	7,900.00′	224.77′	449.41′	1052+11.92	1056+61.33	S 57° 47′ 39.16" E	S 54° 32′ 05.31" E
	DCBTWN8	1058+23.50	7,011,295.69	2,440,886.54	3° 15′ 33.85" LT	5,700.00′	162.17′	324.26′	1056+61.33	1059+85.59	S 54° 32′ 05.31" E	S 57° 47′ 39.16" E
	DCBTWS1	1009+66.69	7,013,309.84	2,437,677.92	68° 11′ 27.89" RT	1,125.00′	761.55′	1,338.93′	1002+05.13	1015+44.06	N 53° 08′ 51.31" E	S 58° 39′ 40.80" E
	DCCHECK011	1002+60.73	7,015,043.46	2,434,525.39	9° 53′ 18.41" RT	3,014.00′	260.73′	520.15′	1000+00.00	1005+20.15	S 66° 31′ 27.68" E	S 56° 38′ 09.27" E
	DCCHECK012	1005+99.87	7,014,856.22	2,434,809.73	1° 09′ 29.89" LT	7,886.00′	79.72′	159.42′	1005+20.15	1006+79.57	S 56° 38′ 09.27" E	S 57° 47′ 39.16" E
	DCCHECK013	1021+86.58	7,014,010.56	2,436,152.31	5° 25′ 10.32" RT	7,914.00′	374.57′	748.57′	1018+12.01	1025+60.58	S 57° 47′ 39.16" E	S 52° 22′ 28.85" E
	DCCHECK014	1026+82.07	7,013,707.73	2,436,545.20	2° 26′ 30.96" LT	5,700.00′	121.48′	242.93′	1025+60.58	1028+03.51	S 52° 22′ 28.85" E	S 54° 48′ 59.81" E
	DCCHECK015	1041+80.86	7,012,844.10	2,437,770.21	79° 22′ 49.85" LT	993.00′	824.12′	1,375.17′	1033+56.74	1047+31.91	S 54° 48′ 59.81" E	N 45° 48′ 10.35" E
	DCCHECK016	1052+40.41	7,013,773.11	2,438,725.63	4° 15′ 12.57" RT	5,700.00′	211.67′	423.15′	1050+28.74	1054+51.89	N 45° 48′ 10.35" E	N 50° 03′ 22.92" E
	DCCHECK017	1056+14.39	7,014,013.34	2,439,012.50	2° 21′ 24.38" LT	7,900.00′	162.50′	324.95′	1054+51.89	1057+76.84	N 50° 03′ 22.92" E	N 47° 41′ 58.53" E
	DCCHECK018	1059+42.57	7,014,234.25	2,439,255.27	3° 19′ 21.82" RT	5,714.00′	165.73′	331.37′	1057+76.84	1061+08.20	N 47° 41′ 58.53" E	N 51° 01′ 20.36" E
	DCCHECK019	1063+62.62	7,014,498.53	2,439,581.88	3° 41′ 44.25" LT	7,886.00′	254.41′	508.65′	1061+08.20	1066+16.85	N 51° 01′ 20.36" E	N 47° 19′ 36.11" E
	DCCHECK0110	1067+93.76	7,014,790.88	2,439,899.00	3° 32′ 47.79" RT	5,714.00′	176.90′	353.69′	1066+16.85	1069+70.55	N 47° 19′ 36.11" E	N 50° 52′ 23.89" E
	DCCHECK021	1002+61.59	7,012,022.06	2,436,081.80	4° 17′ 19.05" RT	2,500.00′	93.61′	187.11′	1001+67.99	1003+55.10	N 43° 58′ 50.22" E	N 48° 16′ 09.26" E
	DCCHECK022	1004+48.71	7,012,146.68	2,436,221.52	4° 17′ 19.05" LT	2,500.00′	93.61′	187.11′	1003+55.10	1005+42.21	N 48° 16′ 09.26" E	N 43° 58′ 50.22" E
	DCCHECK023	1005+73.40	7,012,236.48	2,436,308.18	1° 01′ 45.97" RT	3,472.00′	31.19′	62.38′	1005+42.21	1006+04.59	N 43° 58′ 50.22" E	N 45° 00′ 36.19" E
	DCCHECK024	1007+74.51	7,012,381.64	2,436,447.36	10° 40′ 34.69" RT	1,818.50′	169.92′	338.81′	1006+04.59	1009+43.40	N 43° 34′ 20.55" E	N 54° 14′ 55.23" E
	DCCHECK025	1012+97.72	7,012,688.56	2,436,872.36	1° 06′ 03.92" LT	5,258.00′	50.52′	101.04′	1012+47.20	1013+48.24	N 54° 14′ 55.23" E	N 53° 08′ 51.31" E
	DCCHECK026	1023+05.45	7,013,292.95	2,437,678.73	68° 11′ 27.89" RT	1,111.00′	752.08′	1,321.82′	1015+53.38	1028+75.20	N 53° 08′ 51.31" E	S 58° 39′ 40.80" E
	DCCHECK027	1039+52.01	7,012,341.75	2,439,240.80	0° 52′ 01.64" RT	7,900.00′	59.78′	119.56′	1038+92.23	1040+11.78	S 58° 39′ 40.80" E	S 57° 47′ 39.16" E
	DCCHECK028	1055+15.33	7,011,508.56	2,440,563.59	3° 15′ 33.85" RT	7,886.00′	224.37′	448.61′	1052+90.96	1057+39.57	S 57° 47′ 39.16" E	S 54° 32′ 05.31" E
	DCCHECK029	1059+02.14	7,011,284.06	2,440,878.74	3° 15′ 33.85" LT	5,714.00′	162.57′	325.05′	1057+39.57	1060+64.62	S 54° 32′ 05.31" E	S 57° 47′ 39.16" E

PROPERTY OWNERS

Parcel Number	Owner Name	Property Address
EB001	CFS 2907 DALLAS LLC	5100 W JOHN W CARPENTER FWY
EB002	CFS 2907 DALLAS LLC	5030 W JOHN W CARPENTER FWY
EB003	METROPLEX HOSPITALITY	5050 W JOHN W CARPENTER FWY
EB004	IRVING MAHADEV LLC	5000 W JOHN W CARPENTER FWY
EB005	CAPPS ALLARD E	4950 W JOHN W CARPENTER FWY
EB006	CAVALIER TEXAS LP	4850 W JOHN W CARPENTER FWY
EB007	RUFFIN HOTEL CORPORATION	4800 W JOHN W CARPENTER FWY
WB001	HITACHI HIGH TECH AMERICA INC	1375 N 28TH AVE
WB002	HH DFW HOTEL ASSOC LP	8440 FREEPORT PKWY
WB004	AMERICAN COLLEGE OF EMERGENCY PHYSICIANS	4950 W ROYAL LN
WB005	CF IRVING OWNER LLC	4701 W ROYAL LN
WB006	USCIF ROYAL LANE LLC	4701 W ROYAL LN

TRAFFIC DIAGRAM


FREEPORT PKWY
WB FR
WB MAIN
WB EX
SH 114
EB EX
EB MAIN
EB FR
FREEPORT PKWY
DULLES DR
HEA
MATCHLINE - SEE ROLL 2

SOURCE: PAPE-DAWSON ENGINEERS
OCTOBER 2021

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

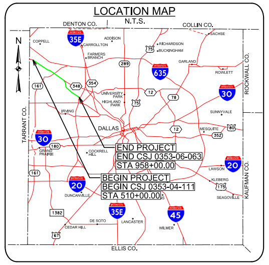
DESIGN SCHEMATIC
SH 114
FROM INTERNATIONAL PKWY TO RIVERSIDE DR
DALLAS COUNTY, TEXAS

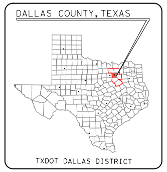
CSJ: 0353-04-111 0353-04-112
0353-04-115
0353-06-063 0353-06-067

JANUARY 2023
ROLL 1 OF 14

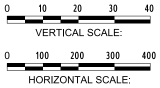
LENGTH: 7.10 MILES		
DESIGN SPEEDS		FUNCTIONAL CLASS
MAIN LANES:	70 MPH	URBAN INTERSTATE
MANAGED LANES:	70 MPH	URBAN INTERSTATE
SPUR 348:	60 MPH	PRINCIPAL ARTERIAL
SPUR 348 FRONTAGE ROAD:	35 MPH	URBAN COLLECTOR
PGBT:	60 MPH	PRINCIPAL ARTERIAL-OTHER FREEWAYS AND EXPRESSWAYS
PGBT FRONTAGE ROADS:	40 MPH	
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
75
SACHSE
GARLAND
ROWLETT
635
30
ROCKWALL CO.
TARRANT CO.
DALLAS
UNIVERSITY PARK
HIGHLAND PARK
SUNNYVALE
MESQUITE
IRVING
GRAND PRAIRIE
COCKRELL HILL
30
20
BALCH SPRINGS
KLEBERG
SEAGOVILLE
DUNCANVILLE
CEDAR HILL
DE SOTO
LANCASTER
WILMER
45
KAUFMAN CO.
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
VERTICAL SCALE:
0
100
200
300
400
HORIZONTAL SCALE:

PRELIMINARY

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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

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

DATE SUBMITTED:

DATE APPROVED:

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