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

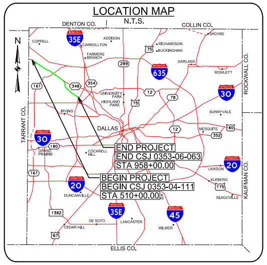
90% DRAFT
Preliminary, Subject to Change

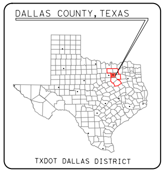
JANUARY 2023
ROLL 4 OF 14

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

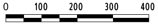
LOCATION MAP
N.T.S.


DENTON CO.
COLLIN CO.
N
COPPELL
35E
CARROLLTON
ADDISON
RICHARDSON
BUCKINGHAM
SACHSE
FARMERS BRANCH
GARLAND
635
75
289
ROWLETT
348
354
UNIVERSITY PARK
HIGHLAND PARK
30
ROCKWALL CO.
IRVING
DALLAS
SUNNYVALE
TARRANT CO.
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
LAWSON
KLEBERG
SEAGOVILLE
KAUFMAN CO.
DUNCANVILLE
DE SOTO
LANCASTER
WILMER
45
CEDAR HILL
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

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

DATE SUBMITTED:

DATE APPROVED:

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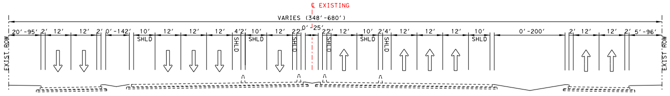
LEGEND:

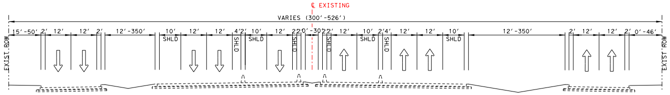
—·—·—	EXISTING ROW
– – – –	EXISTING EASEMENT
———	EXISTING PROPERTY LIMITS
═ ═ ═	EXISTING CULVERT
═ ═ ═	EXISTING STORM SEWER
········	FEMA 100 YR FLOODPLAIN LIMITS
— — —	EXISTING TELE / CABLE / FIBER
— — —	EXISTING WATER LINE
— — —	EXISTING ELECTRIC LINE
— — —	EXISTING SANITARY SEWER LINE
— — —	EXISTING 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:

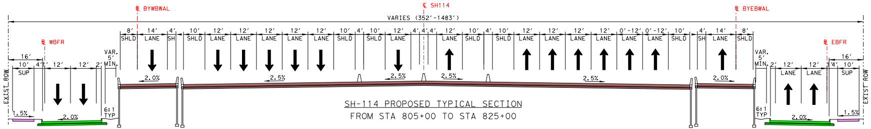
1. EXISTING FEATURES WERE NOT FIELD SURVEYED. SCHEMATICS ARE BASED ON AERIAL SURVEYS AND RECORD PLANS.
2. TRAFFIC VOLUMES ARE PRELIMINARY AND WERE TRANSMITTED BY TP&P ON OCTOBER 29, 2021.
3. ADA RAMPS ARE NOT DEPICTED ON THE PLAN. THE EXACT LOCATIONS OF THE SHARED USE LANES WILL BE DETERMINED DURING 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 (348'-680')
EXIST ROW
SHLD
EXIST ROW

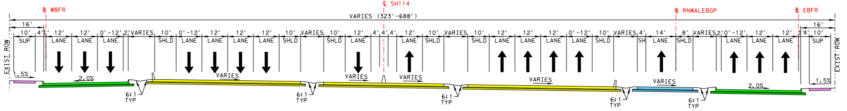
SH-114 EXISTING TYPICAL SECTION
FROM SH 161 TO SPUR 348


℄ EXISTING
VARIES (300'-526')
EXIST ROW
SHLD
EXIST ROW

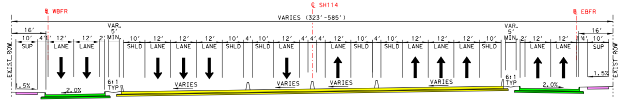
SH-114 EXISTING TYPICAL SECTION
FROM SPUR 348 TO ROCHELLE BLVD


℄ BYWBWAL
℄ SH114
℄ BYEBWAL
VARIES (352'-1483')
℄ WBFR
℄ EBFR
SUP
SHLD
LANE
EXIST ROW
6:1 TYP
2.0%
2.5%
1.5%

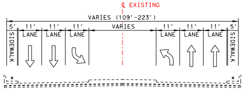
SH-114 PROPOSED TYPICAL SECTION
FROM STA 805+00 TO STA 825+00


℄ WBFR
℄ SH114
℄ RNWALEBGP
℄ EBFR
VARIES (323'-688')
SUP
SHLD
LANE
EXIST ROW
VARIES
6:1 TYP
2.0%
1.5%

SH-114 PROPOSED TYPICAL SECTION
FROM STA 825+00 TO STA 870+00

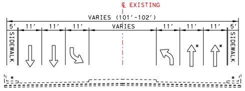

℄ WBFR
℄ SH114
℄ EBFR
VARIES (323'-585')
SUP
SHLD
LANE
EXIST ROW
6:1 TYP
VARIES
2.0%
1.5%

SH-114 PROPOSED TYPICAL SECTION
FROM STA 870+00 TO STA 890+00


℄ EXISTING
VARIES (109'-223')
LANE
SIDEWALK
VARIES

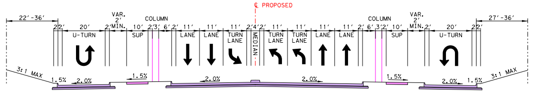
* SIDEWALK ONLY ON BRIDGE

WALNUT HILL LN EXISTING TYPICAL SECTION

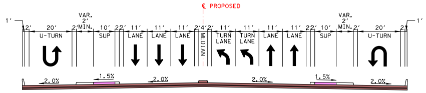

℄ EXISTING
VARIES (101'-102')
LANE
SIDEWALK
VARIES

* SIDEWALK ONLY ON BRIDGE. ONLY TWO THROUGH LANES IN EAST SIDE OF HIDDEN RIDGE

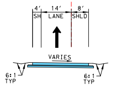
HIDDEN RIDGE EXISTING TYPICAL SECTION


℄ PROPOSED
22'-36'
27'-36'
COLUMN
U-TURN
SUP
LANE
TURN LANE
MEDIAN
3:1 MAX
1.5%
2.0%

WALNUT HILL LN PROPOSED TYPICAL SECTION

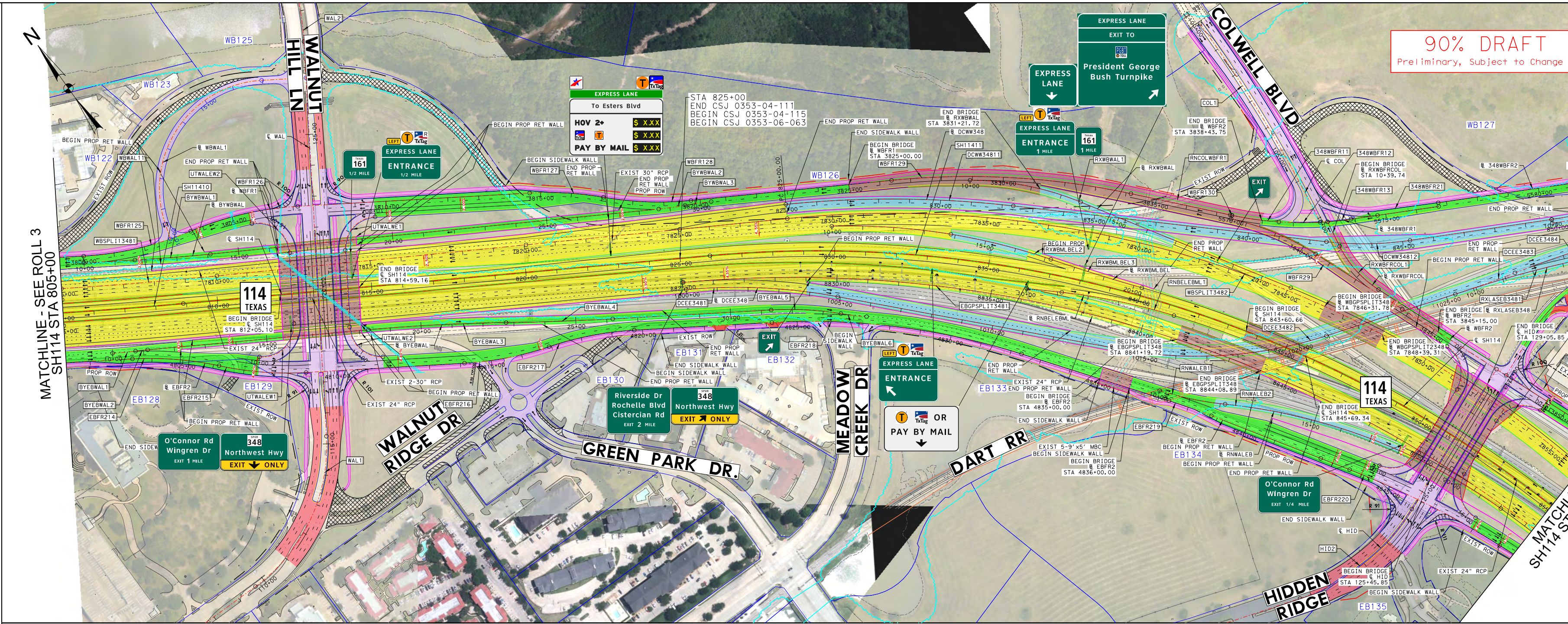

℄ PROPOSED
U-TURN
SUP
LANE
TURN LANE
MEDIAN
2.0%
1.5%

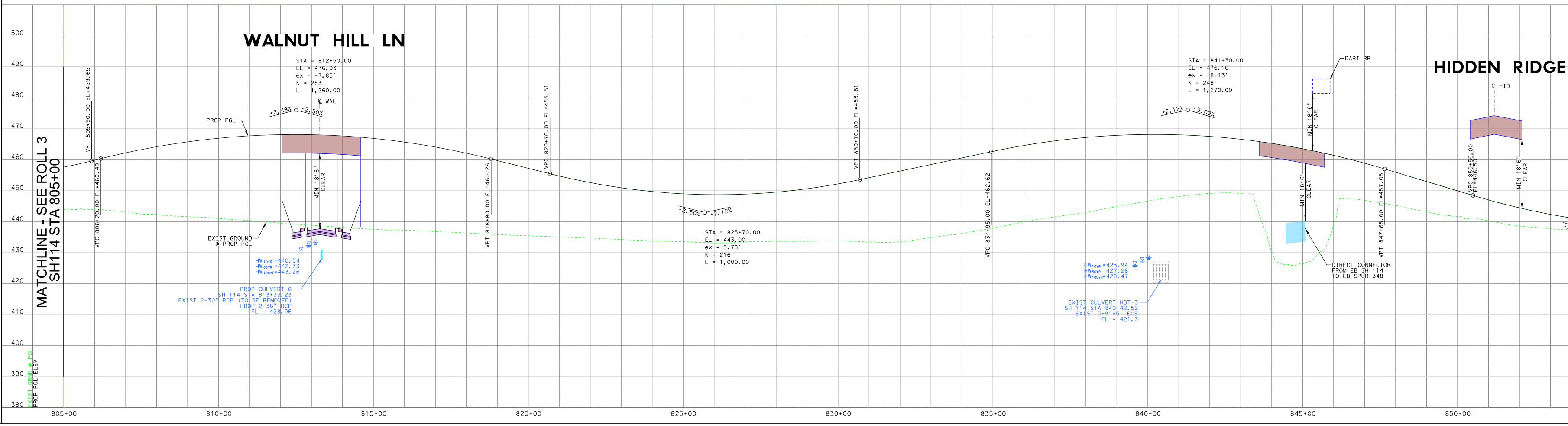
HIDDEN RIDGE PROPOSED TYPICAL SECTION

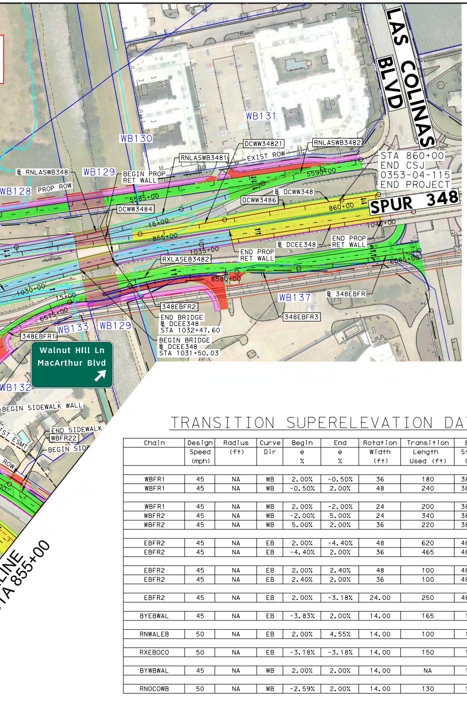

℄
SH
LANE
SHLD
VARIES
6:1 TYP

SH-114 RAMP SECTION

90% DRAFT
Preliminary, Subject to Change

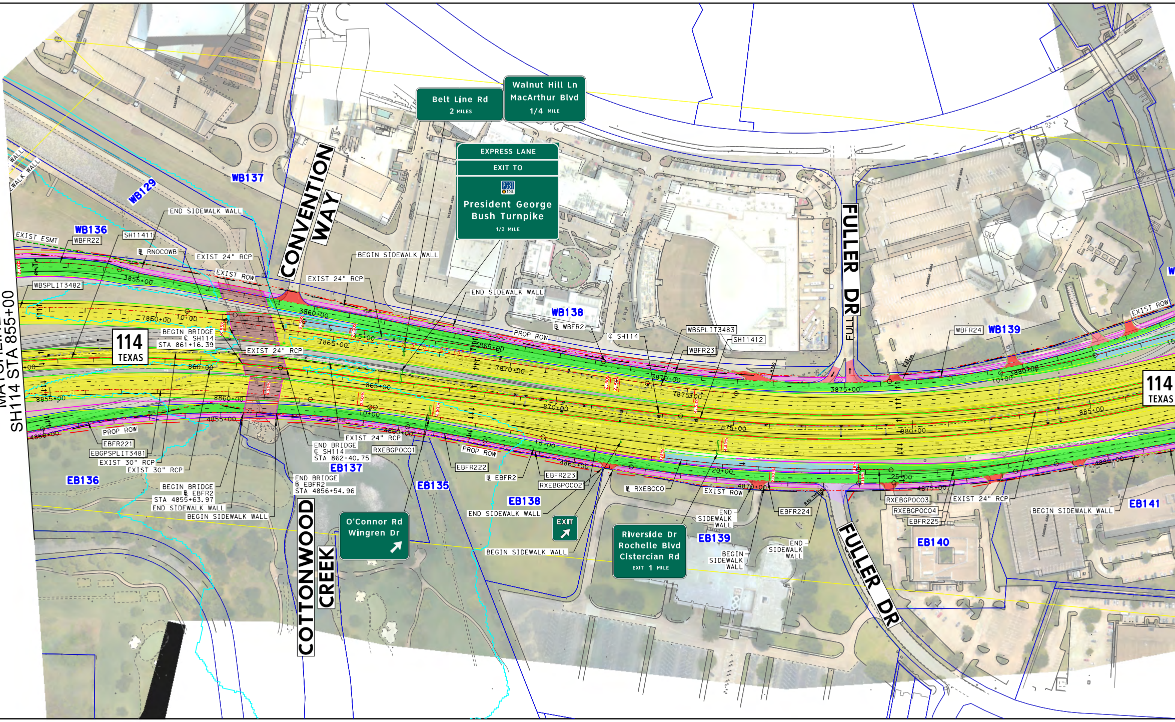

N
MATCHLINE - SEE ROLL 3
SH114 STA 805+00
WALNUT HILL LN
WALNUT RIDGE DR
GREEN PARK DR.
MEADOW CREEK DR
DART RR
COLWELL BLVD
HIDDEN RIDGE
114 TEXAS
STA 825+00
END CSJ 0353-04-111
BEGIN CSJ 0353-04-115
BEGIN CSJ 0353-06-063
EXPRESS LANE
To Esters Blvd
HOV 2+ $ X.XX
$ X.XX
PAY BY MAIL $ X.XX
LEFT
EXPRESS LANE ENTRANCE 1/2 MILE
161 1/2 MILE
EXPRESS LANE EXIT TO President George Bush Turnpike
EXPRESS LANE
EXPRESS LANE ENTRANCE 1 MILE
161 1 MILE
EXIT
Riverside Dr Rochelle Blvd Cistercian Rd EXIT 2 MILE
348 Northwest Hwy EXIT ONLY
O'Connor Rd Wingren Dr EXIT 1 MILE
348 Northwest Hwy EXIT ONLY
EXPRESS LANE ENTRANCE
OR PAY BY MAIL
O'Connor Rd Wingren Dr EXIT 1/4 MILE
WB122
WB123
WB125
WB126
WB127
EB128
EB129
EB130
EB131
EB132
EB133
EB134
EB135
BEGIN BRIDGE ℄ SH114 STA 812+05.10
END BRIDGE ℄ SH114 STA 814+59.16
BEGIN BRIDGE ℄ SH114 STA 843+60.66
END BRIDGE ℄ SH114 STA 845+69.34
BEGIN BRIDGE ℄ RXWBWAL STA 3831+21.72
END BRIDGE ℄ WBFR2 STA 3838+43.75
BEGIN BRIDGE ℄ WBFR1 STA 3825+00.00
BEGIN BRIDGE ℄ RXWBFRCOL STA 10+39.74
BEGIN BRIDGE ℄ WBGPSPLIT348 STA 7846+31.78
END BRIDGE ℄ WBGPSPLIT2348 STA 7848+39.31
END BRIDGE ℄ RXLASEB348 ℄ WBFR2 STA 3845+15.00
END BRIDGE ℄ HID STA 129+05.85
BEGIN BRIDGE ℄ EBGPSPLIT348 STA 8841+19.72
END BRIDGE ℄ EBGPSPLIT348 STA 8844+08.89
BEGIN BRIDGE ℄ EBFR2 STA 4835+00.00
BEGIN BRIDGE ℄ EBFR2 STA 4836+00.00
BEGIN BRIDGE ℄ HID STA 125+45.85
EXIST 2-30" RCP
EXIST 24" RCP
EXIST 30" RCP
EXIST 5-9'x5' MBC
EXIST ROW
PROP ROW
BEGIN PROP RET WALL
END PROP RET WALL
BEGIN SIDEWALK WALL
END SIDEWALK WALL
MATCHLINE
SH114 ST


WALNUT HILL LN
HIDDEN RIDGE
MATCHLINE - SEE ROLL 3
SH114 STA 805+00
STA = 812+50.00
EL = 476.03
ex = -7.85'
K = 253
L = 1,260.00
+2.48%
-2.50%
℄ WAL
PROP PGL
MIN 18'6" CLEAR
EXIST GROUND @ PROP PGL
HW10YR = 440.54
HW50YR = 442.33
HW100YR = 443.26
PROP CULVERT G
SH 114 STA 813+33.23
EXIST 2-30" RCP (TO BE REMOVED)
PROP 2-36" RCP
FL = 428.06
VPT 805+90.00 EL=459.65
VPC 806+20.00 EL=460.40
VPT 818+80.00 EL=460.26
VPC 820+70.00 EL=455.51
-2.50%
+2.12%
STA = 825+70.00
EL = 443.00
ex = 5.78'
K = 216
L = 1,000.00
VPT 830+70.00 EL=453.61
VPC 834+95.00 EL=462.62
STA = 841+30.00
EL = 476.10
ex = -8.13'
K = 248
L = 1,270.00
+2.12%
-3.00%
HW10YR = 425.94
HW50YR = 427.28
HW100YR = 428.47
EXIST CULVERT HBT-3
SH 114 STA 840+42.52
EXIST 5-9'x5' ECB
FL = 421.3
DART RR
MIN 18'6" CLEAR
DIRECT CONNECTOR FROM EB SH 114 TO EB SPUR 348
VPT 847+65.00 EL=457.05
VPC 850+50.00 EL=448.50
℄ HID
MIN 18'6" CLEAR
500
490
480
470
460
450
440
430
420
410
400
390
380
EXIST GRD @ PGL
PROP PGL ELEV
805+00
810+00
815+00
820+00
825+00
830+00
835+00
840+00
845+00
850+00


LAS COLINAS BLVD
SPUR 348
STA 860+00
END CSJ
0353-04-115
END PROJECT
WB130
WB131
WB128
WB129
WB132
WB133
WB137
RNLASWB348
RNLASWB3481
RNLASWB3482
DCWW34821
DCWW348
DCWW3484
DCWW3486
BEGIN PROP RET WALL
EXIST ROW
PROP ROW
END PROP RET WALL
RXLASEB3482
348EBFR2
348EBFR3
348EBFR1
348EBFR
DCEE348
END BRIDGE
℄ DCEE348
STA 1032+47.60
BEGIN BRIDGE
℄ DCEE348
STA 1031+50.03
Walnut Hill Ln
MacArthur Blvd
BEGIN SIDEWALK WALL
END SIDEWALK
WBFR22
MATCHLINE
STA 855+00

TRANSITION SUPERELEVATION DATA

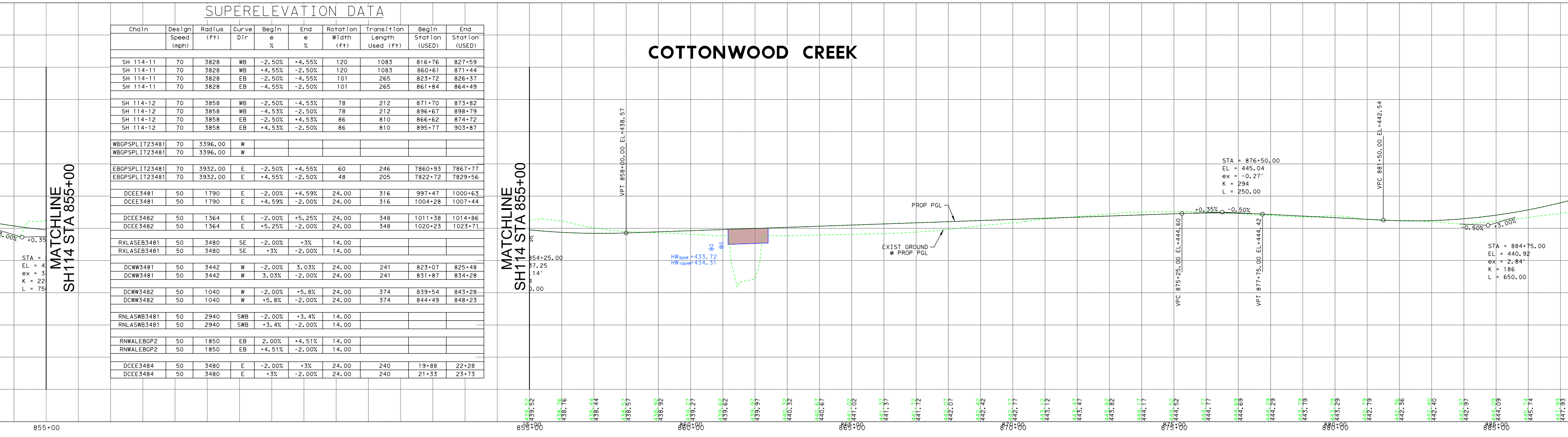
Chain	Design Speed (mph)	Radius (ft)	Curve Dir	Begin e %	End e %	Rotation Width (ft)	Transition Length Used (ft)	Begin Station (USED)	End Station (USED)
WBFR1	45	NA	WB	2.00%	-0.50%	36	180	3803+75	3805+55
WBFR1	45	NA	WB	-0.50%	2.00%	48	240	3810+00	3812+40
WBFR1	45	NA	WB	2.00%	-2.00%	24	200	3835+00	3837+00
WBFR2	45	NA	WB	-2.00%	5.00%	24	340	3840+50	3843+40
WBFR2	45	NA	WB	5.00%	2.00%	36	220	3849+30	3851+50
EBFR2	45	NA	EB	2.00%	-4.40%	48	620	4800+20	4807+40
EBFR2	45	NA	EB	-4.40%	2.00%	36	465	4812+00	4816+60
EBFR2	45	NA	EB	2.00%	2.40%	48	100	4843+00	4844+00
EBFR2	45	NA	EB	2.40%	2.00%	36	100	4848+00	4849+00
EBFR2	45	NA	EB	2.00%	-3.18%	24.00	250	4870+48	4872+98
BYEBWAL	45	NA	EB	-3.83%	2.00%	14.00	165	12+25	13+90
RNWALEB	50	NA	EB	2.00%	4.55%	14.00	100	17+00	18+00
RXEBOCO	50	NA	EB	-3.18%	-3.18%	14.00	150	18+36	23+80
BYWBWAL	45	NA	WB	2.00%	2.00%	14.00	NA	11+87	27+37
RNOCOWB	50	NA	WB	-2.59%	2.00%	14.00	130	13+29	14+59


MATCHLINE
SH114 STA 855+00
CONVENTION WAY
FULLER DR
COTTONWOOD CREEK
114 TEXAS
Belt Line Rd 2 MILES
Walnut Hill Ln MacArthur Blvd 1/4 MILE
EXPRESS LANE
EXIT TO
President George Bush Turnpike 1/2 MILE
O'Connor Rd Wingren Dr
EXIT
Riverside Dr Rochelle Blvd Cistercian Rd EXIT 1 MILE
WB129
WB136
WB137
WB138
WB139
EB135
EB136
EB137
EB138
EB139
EB140
EB141
WBFR22
WBFR2
WBFR23
WBFR24
WBSPLIT3482
WBSPLIT3483
SH11411
SH11412
SH114
EBFR221
EBFR222
EBFR223
EBFR224
EBFR225
EBGPSPLIT3481
RXEBGPOCO1
RXEBGPOCO2
RXEBGPOCO3
RXEBGPOCO4
RXEBOCO
℄ RNOCOWB
℄ EBFR2
EXIST ESMT
EXIST ROW
PROP ROW
EXIST 24" RCP
EXIST 30" RCP
END SIDEWALK WALL
BEGIN SIDEWALK WALL
BEGIN BRIDGE
℄ SH114
STA 861+16.39
END BRIDGE
℄ SH114
STA 862+40.75
BEGIN BRIDGE
℄ EBFR2
STA 4855+63.97
END BRIDGE
℄ EBFR2
STA 4856+54.96
3855+00
3860+00
3865+00
3870+00
3875+00
3880+00
855+00
860+00
865+00
870+00
875+00
880+00
885+00
4855+00
4860+00
4865+00
4870+00
4875+00
4880+00
7860+00
7865+00
10+00
15+00
20+00
25+00
8855+00
8860+00

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 114-11	70	3828	WB	-2.50%	+4.55%	120	1083	816+76	827+59
SH 114-11	70	3828	WB	+4.55%	-2.50%	120	1083	860+61	871+44
SH 114-11	70	3828	EB	-2.50%	-4.55%	101	265	823+72	826+37
SH 114-11	70	3828	EB	-4.55%	-2.50%	101	265	861+84	864+49
SH 114-12	70	3858	WB	-2.50%	-4.53%	78	212	871+70	873+82
SH 114-12	70	3858	WB	-4.53%	-2.50%	78	212	896+67	898+79
SH 114-12	70	3858	EB	-2.50%	+4.53%	86	810	866+62	874+72
SH 114-12	70	3858	EB	+4.53%	-2.50%	86	810	895+77	903+87
WBGPSPLIT23481	70	3396.00	W						
WBGPSPLIT23481	70	3396.00	W						
EBGPSPLIT23481	70	3932.00	E	-2.50%	+4.55%	60	246	7860+93	7867+77
EBGPSPLIT23481	70	3932.00	E	+4.55%	-2.50%	48	205	7822+72	7829+56
DCEE3481	50	1790	E	-2.00%	+4.59%	24.00	316	997+47	1000+63
DCEE3481	50	1790	E	+4.59%	-2.00%	24.00	316	1004+28	1007+44
DCEE3482	50	1364	E	-2.00%	+5.25%	24.00	348	1011+38	1014+86
DCEE3482	50	1364	E	+5.25%	-2.00%	24.00	348	1020+23	1023+71
RXLASEB3481	50	3480	SE	-2.00%	+3%	14.00			
RXLASEB3481	50	3480	SE	+3%	-2.00%	14.00			
DCWW3481	50	3442	W	-2.00%	3.03%	24.00	241	823+07	825+48
DCWW3481	50	3442	W	3.03%	-2.00%	24.00	241	831+87	834+28
DCWW3482	50	1040	W	-2.00%	+5.8%	24.00	374	839+54	843+28
DCWW3482	50	1040	W	+5.8%	-2.00%	24.00	374	844+49	848+23
RNLASWB3481	50	2940	SWB	-2.00%	+3.4%	14.00			
RNLASWB3481	50	2940	SWB	+3.4%	-2.00%	14.00			
RNWALEBGP2	50	1850	EB	2.00%	+4.51%	14.00			
RNWALEBGP2	50	1850	EB	+4.51%	-2.00%	14.00			
DCEE3484	50	3480	E	-2.00%	+3%	24.00	240	19+88	22+28
DCEE3484	50	3480	E	+3%	-2.00%	24.00	240	21+33	23+73

COTTONWOOD CREEK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SH114 STA 855+00
MATCHLINE
SH114 STA 855+00
VPT 858+00.00 EL=438.57
HW50YR=433.72
HW100YR=434.31
PROP PGL
EXIST GROUND @ PROP PGL
VPC 875+25.00 EL=444.60
STA = 876+50.00
EL = 445.04
ex = -0.27'
K = 294
L = 250.00
+0.35%
-0.50%
VPT 877+75.00 EL=444.42
VPC 881+50.00 EL=442.54
-0.50%
+3.00%
STA = 884+75.00
EL = 440.92
ex = 2.84'
K = 186
L = 650.00
855+00
860+00
865+00
870+00
875+00
880+00
885+00
439.52
438.76
438.44
438.57
438.92
439.27
439.62
439.97
440.32
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441.02
441.37
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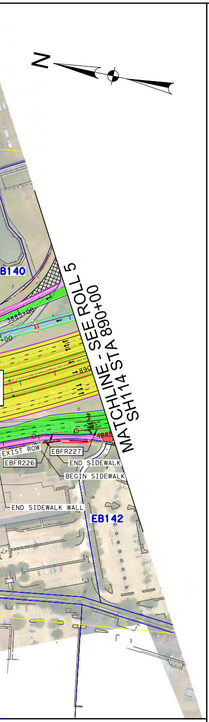
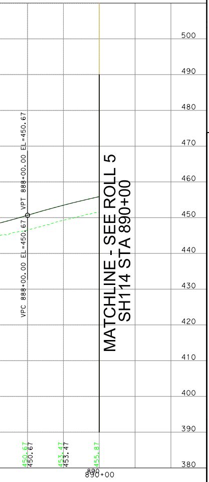

N
EB140
MATCHLINE - SEE ROLL 5
SH114 STA 890+00
EXIST ROW
EBFR227
EBFR226
END SIDEWALK
BEGIN SIDEWALK
END SIDEWALK WALL
EB142



HORIZONTAL ALIGNMENT DATA

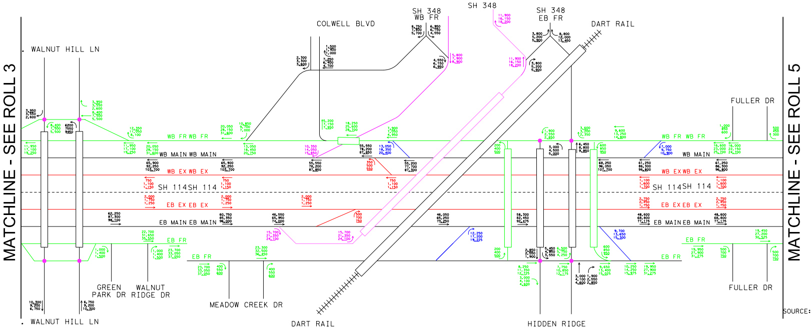
BASELINE	CURVE	P.I. STATION	P.I. STATION-N	P.I. STATION-E	DELTA	RADIUS	TANGENT	LENGTH	P.C. STATION	P.T. STATION	BACK TANGENT	AHEAD TANGENT
	RN12WBML1	11+28.90	6,999,457.76	2,450,365.33	2° 28′ 15.18" LT	5,977.00′	128.90′	257.76′	10+00.00	12+57.76	S 58° 41′ 20.00" E	S 61° 09′ 35.18" E
	RN12WBML2	15+57.65	6,999,250.93	2,450,740.94	4° 21′ 40.25" RT	7,876.00′	299.89′	599.50′	12+57.76	18+57.26	S 61° 09′ 35.18" E	S 56° 47′ 54.92" E
	RN161WBML1	11+36.85	7,017,939.81	2,429,746.71	2° 44′ 40.05" LT	5,713.00′	136.85′	273.65′	10+00.00	12+73.65	S 55° 02′ 45.13" E	S 57° 47′ 25.17" E
	RN161WBML2	15+59.10	7,017,714.71	2,430,104.02	4° 08′ 45.81" RT	7,886.00′	285.45′	570.65′	12+73.65	18+44.30	S 57° 47′ 25.17" E	S 53° 38′ 39.36" E
	RNBELEB1	10+99.71	7,014,097.36	2,435,902.85	5° 40′ 07.34" LT	2,014.00′	99.71′	199.26′	10+00.00	11+99.26	S 57° 17′ 39.16" E	S 62° 57′ 46.50" E
	RNBELEB2	16+26.20	7,013,857.96	2,436,371.94	8° 34′ 01.27" RT	5,700.00′	426.94′	852.28′	11+99.26	20+51.54	S 62° 57′ 46.50" E	S 54° 23′ 45.23" E
	RNBELEBML1	12+99.11	7,008,457.79	2,444,872.60	10° 36′ 53.53" RT	2,000.00′	185.80′	370.53′	11+13.31	14+83.84	S 48° 08′ 06.20" E	S 37° 31′ 12.67" E
	RNBELWB1	11+58.44	7,019,250.53	2,428,094.51	3° 11′ 04.00" LT	5,700.00′	158.44′	316.80′	10+00.00	13+16.80	S 53° 46′ 27.85" E	S 56° 57′ 31.85" E
	RNBELWB2	15+36.39	7,019,044.41	2,428,411.41	3° 11′ 04.00" RT	7,900.00′	219.59′	439.07′	13+16.80	17+55.88	S 56° 57′ 31.85" E	S 53° 46′ 27.85" E
	RNBELWB3	22+28.81	7,018,635.15	2,428,970.07	7° 56′ 49.38" LT	1,050.00′	72.94′	145.64′	21+55.88	23+01.51	S 53° 46′ 27.85" E	S 61° 43′ 17.23" E
	RNBELWB4	23+91.86	7,018,557.79	2,429,113.87	9° 50′ 08.93" RT	1,050.00′	90.35′	180.25′	23+01.51	24+81.76	S 61° 43′ 17.23" E	S 51° 53′ 08.30" E
	RNBRANWB1	12+51.83	6,999,654.58	2,450,176.77	9° 02′ 20.34" LT	3,186.00′	251.83′	502.60′	10+00.00	15+02.60	S 54° 56′ 30.29" E	S 63° 58′ 50.63" E
	RNBRANWB2	17+25.69	6,999,444.01	2,450,602.43	5° 44′ 27.17" RT	2,900.00′	145.41′	290.56′	15+80.28	18+70.84	S 63° 50′ 59.82" E	S 58° 06′ 32.65" E
	RNCOLWBFR1	12+80.14	7,008,643.75	2,445,182.72	7° 26′ 03.94" RT	1,050.00′	68.22′	136.24′	12+11.92	13+48.16	S 46° 07′ 10.69" E	S 38° 41′ 06.76" E
	RNCOLWBFR2	14+94.47	7,008,476.29	2,445,316.80	15° 55′ 30.23" LT	1,046.00′	146.31′	290.73′	13+48.16	16+38.89	S 38° 41′ 06.76" E	S 54° 36′ 36.99" E
	RNESTEB1	15+39.86	7,019,212.27	2,427,764.80	1° 37′ 20.45" LT	7,900.00′	111.85′	223.69′	14+28.00	16+51.69	S 54° 33′ 41.80" E	S 56° 11′ 02.25" E
	RNESTEB2	18+78.78	7,019,023.64	2,428,046.39	4° 33′ 46.17" RT	5,700.00′	227.08′	453.93′	16+51.69	21+05.62	S 56° 11′ 02.25" E	S 51° 37′ 16.08" E
	RNESTWB1	14+14.46	7,021,893.61	2,423,690.35	8° 19′ 03.24" LT	5,700.00′	414.46′	827.46′	10+00.00	18+27.46	S 60° 27′ 13.56" E	S 68° 46′ 16.80" E
	RNESTWB2	19+03.81	7,021,715.90	2,424,147.85	8° 19′ 03.24" RT	1,050.00′	76.35′	152.43′	18+27.46	19+79.89	S 68° 46′ 16.80" E	S 60° 27′ 13.56" E
	RNFREEB1	10+67.77	7,020,615.49	2,425,417.93	7° 23′ 07.83" LT	1,050.00′	67.77′	135.35′	10+00.00	11+35.35	S 60° 27′ 13.56" E	S 67° 50′ 21.39" E
	RNFREEB2	15+03.23	7,020,451.16	2,425,821.39	7° 23′ 07.83" RT	5,700.00′	367.88′	734.74′	11+35.35	18+70.08	S 67° 50′ 21.39" E	S 60° 27′ 13.56" E
	RNFREEBML1	12+64.71	7,015,922.45	2,432,527.12	7° 34′ 06.86" LT	4,002.00′	264.71′	528.65′	10+00.00	15+28.65	S 62° 26′ 04.13" E	S 70° 00′ 10.99" E
	RNFREEBML2	18+02.25	7,015,738.36	2,433,032.97	2° 49′ 26.11" RT	11,100.00′	273.60′	547.08′	15+28.65	20+75.73	S 70° 00′ 10.99" E	S 67° 10′ 44.89" E
	RNFREWB1	16+75.36	7,022,985.29	2,421,898.28	13° 30′ 51.28" LT	5,700.00′	675.36′	1,344.45′	10+00.00	23+44.45	S 46° 56′ 22.28" E	S 60° 27′ 13.56" E
	RNLASWB3481	13+37.05	7,007,703.40	2,446,459.64	9° 13′ 10.50" LT	2,940.00′	237.05′	473.08′	11+00.00	15+73.08	S 62° 54′ 38.22" E	S 72° 07′ 48.73" E
	RNLASWB3482	18+98.26	7,007,530.88	2,446,994.75	9° 20′ 23.85" RT	1,050.00′	85.77′	171.16′	18+12.49	19+83.65	S 72° 07′ 48.73" E	S 62° 47′ 24.88" E
	RNNMACBT1	985+01.50	7,013,660.06	2,438,257.48	5° 32′ 41.62" LT	2,864.84′	138.73′	277.25′	983+62.77	986+40.02	N 51° 04′ 50.37" E	N 45° 32′ 08.75" E
	RNNMACBT2	995+59.64	7,014,401.39	2,439,012.81	10° 34′ 47.06" RT	1,050.00′	97.22′	193.88′	994+62.42	996+56.30	N 45° 32′ 08.75" E	N 56° 06′ 55.81" E
	RNNMACWB1	13+72.88	7,012,412.80	2,439,077.12	7° 29′ 08.53" LT	5,700.00′	372.88′	744.71′	10+00.00	17+44.71	S 59° 10′ 23.97" E	S 66° 39′ 32.50" E
	RNNMACWB2	19+77.34	7,012,172.89	2,439,633.08	7° 44′ 34.39" RT	1,050.00′	71.06′	141.90′	19+06.28	20+48.18	S 66° 39′ 32.50" E	S 58° 54′ 58.11" E
	RNNMACWB3	25+43.34	7,011,880.56	2,440,117.99	14° 30′ 06.82" LT	1,050.00′	133.59′	265.76′	24+09.74	26+75.50	S 58° 54′ 58.11" E	S 73° 25′ 04.93" E
	RNNMACWB4	27+71.07	7,011,815.16	2,440,337.63	10° 24′ 04.55" RT	1,050.00′	95.57′	190.61′	26+75.50	28+66.12	S 73° 25′ 04.93" E	S 63° 01′ 00.38" E
	RNOCOEB1	11+11.32	7,002,692.63	2,446,917.66	8° 29′ 18.38" LT	1,500.00′	111.32′	222.23′	10+00.00	12+22.23	S 40° 18′ 22.15" E	S 48° 47′ 40.53" E
	RNOCOEB2	12+71.29	7,002,586.98	2,447,038.32	0° 59′ 10.48" RT	5,700.00′	49.06′	98.12′	12+22.23	13+20.34	S 48° 47′ 40.53" E	S 47° 48′ 30.05" E
	RNOCOEB3	16+37.60	7,002,340.96	2,447,309.72	6° 22′ 17.69" RT	5,700.00′	317.26′	633.87′	13+20.34	19+54.21	S 47° 48′ 30.05" E	S 41° 26′ 12.37" E
	RNOCOWB1	10+67.34	7,006,615.20	2,445,863.30	4° 17′ 05.64" LT	1,800.00′	67.34′	134.61′	10+00.00	11+34.61	S 5° 44′ 30.71" E	S 10° 01′ 36.36" E
	RNOCOWB2	12+31.48	7,006,453.51	2,445,891.89	6° 09′ 38.63" RT	1,800.00′	96.87′	193.55′	11+34.61	13+28.16	S 10° 01′ 36.36" E	S 3° 51′ 57.73" E
	RNOCOWBML1	21+73.00	7,011,726.06	2,440,025.08	4° 07′ 58.86" LT	5,700.00′	205.67′	411.17′	19+67.33	23+78.50	S 58° 35′ 43.90" E	S 62° 43′ 42.76" E
	RNOCOWBML2	24+83.54	7,011,583.68	2,440,301.26	1° 31′ 23.56" RT	7,902.00′	105.04′	210.08′	23+78.50	25+88.57	S 62° 43′ 42.76" E	S 61° 12′ 19.20" E
	RNRIVWB1	14+37.00	7,000,479.18	2,449,171.80	11° 18′ 27.40" LT	3,000.00′	297.00′	592.07′	11+40.00	17+32.07	S 41° 51′ 22.68" E	S 53° 09′ 50.08" E
	RNWALEB1	11+08.33	7,008,053.49	2,444,872.89	11° 46′ 49.45" LT	1,050.00′	108.33′	215.89′	10+00.00	12+15.89	S 36° 55′ 45.26" E	S 48° 42′ 34.71" E
	RNWALEB2	17+08.33	7,007,657.06	2,445,324.30	29° 48′ 40.99" RT	1,850.00′	492.44′	962.57′	12+15.89	21+78.45	S 48° 42′ 34.71" E	S 18° 53′ 53.72" E
	RXEB1611	14+08.30	7,015,602.23	2,433,130.86	1° 42′ 07.20" RT	5,700.00′	84.67′	169.32′	13+23.64	14+92.96	S 66° 31′ 27.68" E	S 64° 49′ 20.47" E
	RXEB1612	16+10.30	7,015,516.29	2,433,313.68	1° 42′ 07.20" LT	7,900.00′	117.35′	234.67′	14+92.96	17+27.63	S 64° 49′ 20.47" E	S 66° 31′ 27.68" E
	RXEB1613	22+75.11	7,015,251.45	2,433,923.47	6° 07′ 41.15" RT	1,050.00′	56.21′	112.30′	22+18.90	23+31.21	S 66° 31′ 27.68" E	S 60° 23′ 46.53" E
	RXEB1614	23+87.41	7,015,195.92	2,434,021.21	6° 07′ 41.15" LT	1,050.00′	56.21′	112.30′	23+31.21	24+43.51	S 60° 23′ 46.53" E	S 66° 31′ 27.68" E
	RXEBBEL1	11+36.58	7,017,663.39	2,429,874.57	2° 44′ 42.63" RT	5,700.00′	136.58′	273.10′	10+00.00	12+73.10	S 54° 14′ 55.33" E	S 51° 30′ 12.70" E
	RXEBBEL2	14+29.68	7,017,480.91	2,430,104.01	2° 16′ 15.15" LT	7,900.00′	156.58′	313.11′	12+73.10	15+86.21	S 51° 30′ 12.70" E	S 53° 46′ 27.85" E
	RXEBBEL3	19+23.04	7,017,189.33	2,430,502.04	5° 29′ 17.46" RT	1,050.00′	50.33′	100.58′	18+72.71	19+73.29	S 53° 46′ 27.85" E	S 48° 17′ 10.39" E
	RXEBBEL4	23+39.72	7,016,912.01	2,430,813.14	0° 54′ 20.21" LT	5,000.00′	39.52′	79.03′	23+00.20	23+79.23	S 48° 17′ 10.39" E	S 49° 11′ 30.60" E
	RXEBEST1	11+98.66	7,022,211.05	2,422,712.59	3° 59′ 31.94" RT	5,700.00′	198.66′	397.16′	10+00.00	13+97.16	S 60° 27′ 13.56" E	S 56° 27′ 41.61" E
	RXEBEST2	16+72.50	7,021,949.17	2,423,107.67	3° 59′ 31.94" LT	7,900.00′	275.34′	550.45′	13+97.16	19+47.61	S 56° 27′ 41.61" E	S 60° 27′ 13.56" E
	RXEBEST3	26+38.15	7,021,472.87	2,423,947.95	9° 51′ 25.18" RT	1,050.00′	90.54′	180.64′	25+47.61	27+28.25	S 60° 27′ 13.56" E	S 50° 35′ 48.38" E
	RXEBEST4	28+18.79	7,021,357.92	2,424,087.87	9° 51′ 25.18" LT	1,050.00′	90.54′	180.64′	27+28.25	29+08.89	S 50° 35′ 48.38" E	S 60° 27′ 13.56" E
	RXEBFRE1	18+24.05	7,022,593.48	2,421,907.13	13° 44′ 26.76" LT	2,657.00′	320.14′	637.21′	15+03.91	21+41.12	S 47° 10′ 30.75" E	S 60° 54′ 57.51" E
	RXEBMLBEL1	12+44.59	7,018,877.78	2,428,400.28	4° 54′ 51.18" RT	5,700.00′	244.59′	488.88′	10+00.00	14+88.88	S 53° 46′ 27.85" E	S 48° 51′ 36.67" E
	RXEBMLBEL2	17+38.95	7,018,552.35	2,428,772.81	3° 37′ 30.35" LT	7,902.00′	250.06′	499.96′	14+88.88	19+88.84	S 48° 51′ 36.67" E	S 52° 29′ 07.02" E
	RXEBMLOCO1	14+39.17	7,012,475.51	2,438,721.47	6° 21′ 49.18" RT	7,900.00′	439.17′	877.43′	10+00.00	18+77.43	S 60° 35′ 20.50" E	S 54° 13′ 31.32" E
	RXEBMLOCO2	20+55.01	7,012,114.96	2,439,221.85	3° 34′ 07.85" LT	5,700.00′	177.58′	355.04′	18+77.43	22+32.47	S 54° 13′ 31.32" E	S 57° 47′ 39.16" E
	RXEBNMAC1	15+76.47	7,012,433.83	2,438,567.70	11° 32′ 59.74" RT	5,700.00′	576.47′	1,149.03′	10+00.00	21+49.03	S 59° 30′ 57.21" E	S 47° 57′ 57.47" E
	RXEBNMAC2	23+11.90	7,011,938.79	2,439,116.84	4° 54′ 30.56" LT	3,800.00′	162.87′	325.54′	21+49.03	24+74.57	S 47° 57′ 57.47" E	S 52° 52′ 28.04" E
	RXEBNMAC3	26+37.82	7,011,741.95	2,439,376.86	4° 55′ 11.12" LT	3,800.00′	163.25′	326.29′	24+74.57	28+00.86	S 52° 52′ 28.04" E	S 57° 47′ 39.16" E
	RXEBOCO1	12+46.02	7,005,881.34	2,445,725.46	4° 56′ 34.61" RT	5,700.00′	246.02′	491.74′	10+00.00	14+91.74	S 4° 58′ 25.46" E	S 0° 01′ 50.86" E
	RXEBOCO2	19+37.94	7,005,189.12	2,445,725.83	12° 47′ 35.96" LT	3,980.00′	446.19′	888.68′	14+91.74	23+80.42	S 0° 01′ 50.86" E	S 12° 49′ 26.82" E
	RXEBOCO3	24+25.75	7,004,709.87	2,445,834.93	2° 35′ 47.48" RT	2,000.00′	45.33′	90.64′	23+80.42	24+71.06	S 12° 49′ 26.82" E	S 10° 13′ 39.34" E
	RXEBOCO4	26+66.55	7,004,472.87	2,445,877.69	12° 23′ 49.63" LT	1,800.00′	195.50′	389.47′	24+71.06	28+60.52	S 10° 13′ 39.34" E	S 22° 37′ 28.97" E
	RXEBRIV1	11+98.43	7,000,841.52	2,448,596.70	3° 59′ 15.44" RT	5,700.00′	198.43′	396.70′	10+00.00	13+96.70	S 40° 18′ 22.15" E	S 36° 19′ 06.71" E
	RXEBRIV2	16+97.68	7,000,439.12	2,448,892.48	11° 41′ 25.91" LT	2,940.00′	300.98′	599.87′	13+96.70	19+96.58	S 36° 19′ 06.71" E	S 48° 00′ 32.62" E
	RXLASEB3481	12+79.42	7,007,736.77	2,446,090.29	9° 10′ 52.54" RT	3,480.00′	279.42′	557.65′	10+00.00	15+57.65	S 72° 24′ 38.86" E	S 63° 13′ 46.32" E
	RXLASEB3482	17+36.73	7,007,530.25	2,446,499.65	2° 28′ 17.53" LT	1,050.00′	22.65′	45.29′	17+14.08	17+59.37	S 63° 13′ 46.32" E	S 65° 42′ 03.85" E
	RXNB1141	949+79.09	7,011,372.47	2,435,578.69	6° 59′ 04.90" RT	2,864.84′	174.84′	349.24′	948+04.25	951+53.49	N 49° 14′ 30.21" E	N 56° 13′ 35.11" E
	RXNB1142	956+76.05	7,011,760.16	2,436,158.39	12° 04′ 59.14" RT	1,432.42′	151.60′	302.08′	955+24.44	958+26.53	N 56° 13′ 35.11" E	N 68° 18′ 34.25" E
	RXNB1143	963+38.18	7,012,005.30	2,436,774.69	18° 22′ 03.20" LT	1,145.94′	185.27′	367.36′	961+52.92	965+20.27	N 68° 18′ 34.25" E	N 49° 56′ 31.05" E

PROPERTY OWNERS

Parcel Number	Owner Name	Property Address
EB128	PIEDMONT 750 W JOHN	750 W JOHN W CARPENTER FWY
EB129	PIEDMONT 750 W JOHN	800 W JOHN W CARPENTER FWY
EB130	NORTH AMERICAN HOSPITALITY LP	5400 GREEN PARK DR
EB131	LAS COLINAS JOINT VENTURE LLC	630 W JOHN W CARPENTER FWY
EB132	CALLA HOSPITALITY LLC	525 MEADOW CREEK DR
EB133	GTE REALTY CORP	450 W JOHN W CARPENTER FWY
EB134	GTE REALTY CORP DELAWARE	400 W JOHN W CARPENTER FWY
EB135	EX DALLAS LP	4101 N MACARTHUR BLVD
EB136	EX DALLAS LP	211 W JOHN W CARPENTER FWY
EB137	DALLAS COUNTY U R D	211 W JOHN W CARPENTER FWY
EB138	MIRAMAR LAS COLINAS PARTNERS LP	200 W JOHN W CARPENTER FWY
EB139	MIRAMAR LAS COLINAS PARTNERS LP	200 W JOHN W CARPENTER FWY
EB140	1505PJCF LP	150 W JOHN W CARPENTER FWY
EB141	PAR CAPITAL 122 WEST LLC	122 W JOHN W CARPENTER FWY
EB142	LEO HOSPITALITY LLC	110 W JOHN W CARPENTER FWY

Parcel Number	Owner Name	Property Address
WB122	OSO NINE LLC	771 W JOHN W CARPENTER FWY
WB123	ESPERANTO DEVELOPMENTS LLC	5900 MACARTHUR BLVD
WB124	DALLAS COUNTY U R D	6101 LOVE DR
WB125	DALLAS COUNTY U R D	5990 LOVE DR
WB126	EXXON MOBIL CORP	5701 COLWELL BLVD
WB127	EXXON MOBIL CORP	101 W NORTHWEST HWY
WB128	EXXON MOBIL CORP	101 W NORTHWEST HWY
WB129	DALLAS COUNTY U R D	112 W NORTHWEST HWY
WB129	DALLAS COUNTY U R D	103 W NORTHWEST HWY
WB129	DALLAS COUNTY U R D	101 W NORTHWEST HWY
WB130	DALLAS COUNTY UTILITY & RECLAMATION	200 W NORTHWEST HWY
WB131	PROPERTY RESERVE INC	5225 LAS COLINAS BLVD
WB132	ANGEL HOSPITALITY VIII LLC	333 W JOHN W CARPENTER FWY
WB133	DALLAS AREA RAPID TRANSIT	105 W NORTHWEST HWY
WB136	ANGEL HOSPITALITY VIII LLC	2 W JOHN W CARPENTER FWY
WB137	IRVING CITY OF	500 W LAS COLINAS BLVD
WB138	IRVING CITY OF	300 W LAS COLINAS BLVD
WB139	TERRA FUNDING-URBAN TOWERS LLC	222 W LAS COLINAS BLVD
WB140	DALLAS COUNTY U R D	121 W JOHN W CARPENTER FWY

TRAFFIC DIAGRAM


MATCHLINE - SEE ROLL 3
MATCHLINE - SEE ROLL 5
WALNUT HILL LN
COLWELL BLVD
SH 348 WB FR
SH 348
SH 348 EB FR
DART RAIL
FULLER DR
WB FR
WB MAIN
WB EX
SH 114
EB EX
EB MAIN
EB FR
GREEN PARK DR
WALNUT RIDGE DR
MEADOW CREEK DR
HIDDEN RIDGE

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

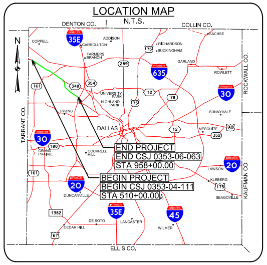
CSJ: 0353-04-111 0353-04-112
0353-04-115
0353-06-063 0353-06-067

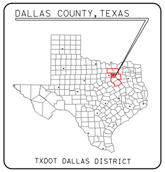
JANUARY 2023
ROLL 4 OF 14

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
CARROLLTON
ADDISON
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
CEDAR HILL
LANCASTER
WILMER
ELLIS CO.
35E
635
30
20
45
75
12
78
80
161
348
354
289
352
175
180
1382
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

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:

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