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

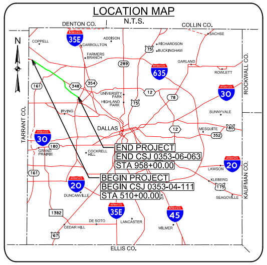
60% DRAFT
Preliminary, Subject to Change

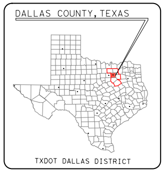
JANUARY 2023
ROLL 6 OF 14

| 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

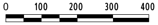
## LOCATION MAP
N.T.S.


DENTON CO.
COLLIN CO.
N
COPPELL
35E
ADDISON
CARROLLTON
FARMERS BRANCH
RICHARDSON
BUCKINGHAM
SACHSE
75
GARLAND
635
ROWLETT
ROCKWALL CO.
348
354
161
UNIVERSITY PARK
HIGHLAND PARK
12
78
30
SUNNYVALE
IRVING
DALLAS
MESQUITE
80
352
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
175
SEAGOVILLE
KAUFMAN CO.
20
DUNCANVILLE
1382
DE SOTO
LANCASTER
CEDAR HILL
WILMER
45
67
ELLIS CO.


DALLAS COUNTY, TEXAS
TXDOT DALLAS DISTRICT

TEXAS COUNTY MAP
N.T.S.

VERTICAL SCALE:


0
100
200
300
400

HORIZONTAL SCALE:

## PRELIMINARY
FOR INTERIM REVIEW ONLY

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

| NAME | P.E. NO. | DATE |
|---|---|---|
| PHILLIP HANLEY | 91815 | 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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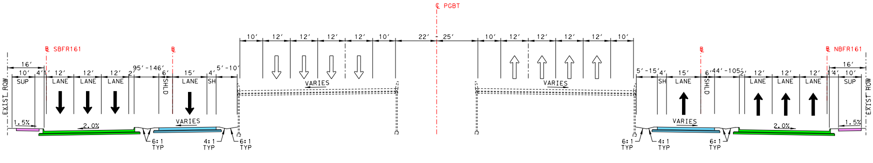
## LEGEND:

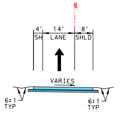
- EXISTING ROW
- EXISTING EASEMENT
- EXISTING PROPERTY LIMITS
- EXISTING CULVERT
- EXISTING STORM SEWER
- FEMA 100 YR FLOODPLAIN LIMITS
- EXISTING TELE / CABLE / FIBER
- EXISTING WATER LINE
- EXISTING ELECTRIC LINE
- EXISTING SANITARY SEWER LINE
- EXISTING GAS / PETROLEUM LINE
- PROPOSED CENTERLINE/BASELINE
- PROPOSED ROW
- ||| 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).


℄ PGBT
℄ SBFR161
℄
EXIST ROW
16'
10'
4'
1'
12'
12'
12'
2'
95'-146'
6'
15'
4'
5'-10'
SUP
LANE
LANE
LANE
SHLD
LANE
SH
1.5%
2.0%
VARIES
6:1 TYP
4:1 TYP
6:1 TYP
10'
12'
12'
12'
12'
10'
22'
25'
VARIES
10'
12'
12'
12'
12'
10'
VARIES
℄
℄ NBFR161
5'-15'
4'
15'
6'
44'-105'
2'
12'
12'
12'
1'
4'
10'
16'
SH
LANE
SHLD
LANE
LANE
LANE
SUP
VARIES
2.0%
1.5%
6:1 TYP
4:1 TYP
6:1 TYP
EXIST ROW

PGBT PROPOSED/EXISTING TYPICAL SECTION
FROM STA 948+00 TO STA 995+00


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

SH-114 RAMP SECTION

## PROPERTY OWNERS

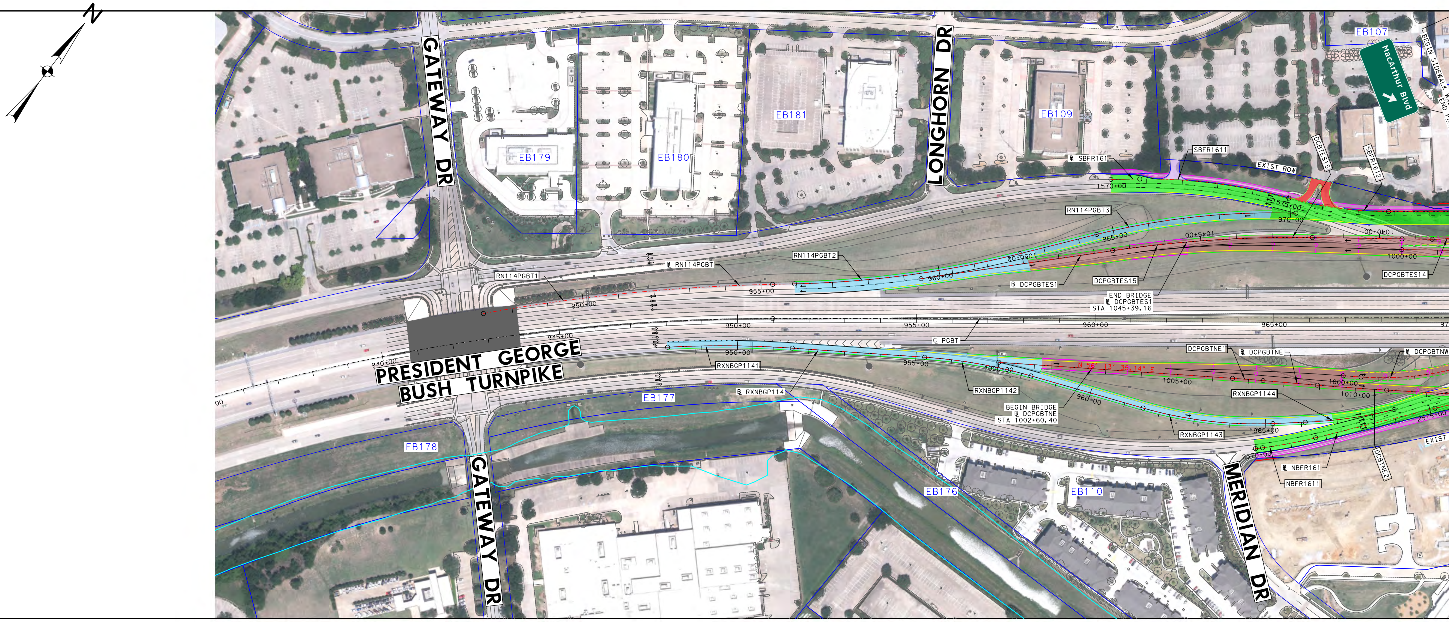
| Parcel Number | Owner Name | Property Address |
|---|---|---|
| EB107 | WELLS REIT LAS COLINAS | 6363 N STATE HWY 161 |
| EB108 | WELLS REIT LAS COLINAS | 6333 N STATE HWY 161 |
| EB111 | NORTHLAND DEVELOPMENTS | 1311 MERIDIAN DR |
| EB112 | 114161 RETAIL LLC | 5981 HIGH POINT DR |
| EB176 | DALLAS COUNTY U R D | 5615 High Point Dr |
| EB177 | DALLAS COUNTY U R D | 2098 Gateway Dr |
| EB178 | DALLAS COUNTY U R D | 2099 Gateway Dr |
| EB179 | HSRERCP GATEWAY LP | 6121 N State Highway 161 |
| EB180 | HEALTH CARE ASSOCIATES | 6161 N State Highway 161 |
| EB181 | LCH OFFICE PARTNERS LP | 6191 N State Highway 161 |
| WB108 | WILEY INDUSTRIES LLC | 6535 N STATE HWY 161 |
| WB108-A | WILEY INDUSTRIES LLC | 6535 State Highway 161 |
| WB108-B | TEXAS PROTON THERAPY CENTER LLC | 1501 W Royal Ln |
| WB109 | PIEDMONT OPERATING PARTNERSHIP LP | 6011 CONNECTION DR |
| WB165 | DALLAS COUNTY U R D | 6810 Parkridge Blvd |
| WB166 | DALLAS COUNTY U R D | 6720 Valley View Ln |
| WB167 | DALLAS COUNTY U R D | 6810 Parkridge Blvd |
| WB168 | OAKS HACKBERRY CREEK LP | 6900 N State Hwy 161 |
| WB169 | SAN JACINTO FEE OWNER LLC | 1000 San Jacinto Dr |
| WB170 | RRE PARKRIDGE HOLDINGS LLC | 7300 Parkridge Blvd |
| WB171 | PURE BARRE | 6761 N Macarthur Blvd |
| WB172 | NETAPP INC | 7100 State Highway 161 |
| WB173 | MICROSOFT CORPORATION | 7000 State Highway 161 |
| WB174 | SIERRA DRIVE I LLC | 6555 Sierra Dr |
| WB175 | DALLAS COUNTY U R D | 1001 W Royal Ln |
| WB176 | PIEDMONT ROYAL LANE LP | 1101 W Royal Ln |

## SUPERELEVATION DATA

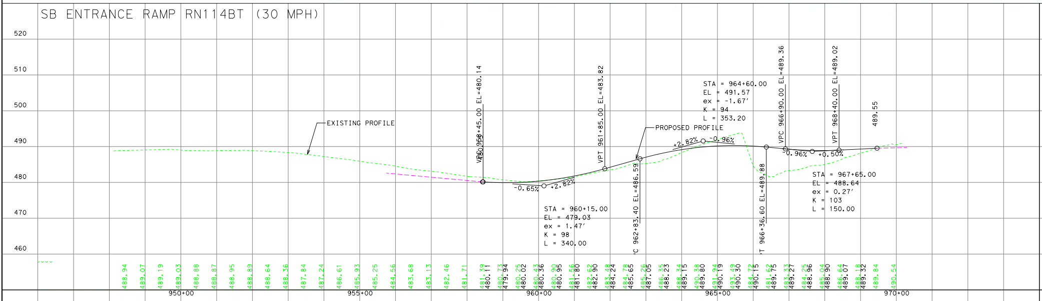
| Chain | Design Speed (mph) | Radius (ft) | Curve Dir | Begin e % | End e % | Rotation Width (ft) | Transition Length Used (ft) | Begin Station (USED) | End Station (USED) |
|---|---|---|---|---|---|---|---|---|---|
| RXNBGP1141 | 50 | 2864.8442 | NB | -2.00% | +3.47% | 15.00 | | | |
| RXNBGP1141 | 50 | 2864.8442 | NB | +3.47% | -2.00% | 15.00 | | | |
| RXNBGP1142 | 50 | 1432.4221 | NB | -2.00% | +5.13% | 15.00 | | | |
| RXNBGP1142 | 50 | 1432.4221 | NB | +5.13% | -2.00% | 15.00 | | | |
| RXNBGP1143 | 50 | 1145.9376 | NB | -2.00% | +5.62% | 15.00 | | | |
| RXNBGP1143 | 50 | 1145.9376 | NB | +5.62% | -2.00% | 15.00 | | | |
| RXNBGP1143 | 50 | 1250 | NB | -2.00% | +5.45% | 15.00 | | | |
| RXNBGP1143 | 50 | 1250 | NB | +5.45% | -2.00% | 15.00 | | | |
| DCPGBTNE3 | 50 | 833 | NE | -6.00% | +6.00% | 14.00 | 336 | 1010+34 | 1013+70 |
| DCPGBTNE3 | 50 | 833 | NE | +6.00% | -6.00% | 14.00 | 336 | 1021+35 | 1024+71 |
| DCPGBTNW1 | 50 | 833 | NW | -6.00% | -6.00% | 14.00 | 0 | 1000+00 | X |
| DCPGBTNW1 | 50 | 833 | NW | -6.00% | -6.00% | 14.00 | 0 | X | 1017+86 |
| RN114PGBT2 | 50 | 2850 | S | -2.00% | 3.48% | 30.00 | | | |
| RN114PGBT2 | 50 | 2850 | S | 3.48% | -2.00% | 30.00 | | | |
| RN114PGBT3 | 50 | 2015 | S | -2.00% | +4.31% | 15.00 | | | |
| RN114PGBT3 | 50 | 2015 | S | +4.31% | -2.00% | 15.00 | | | |
| DCPGBTWS1 | 50 | 1125 | WS | -2.00% | +5.66% | 14.00 | 215 | 1000+54 | 1002+69 |
| DCPGBTWS1 | 50 | 1125 | WS | +5.66% | -2.50% | 14.00 | 229 | 1014+75 | 1017+04 |
| DCPGBTES14 | 35 | 340 | ES | +2.00% | +6% | 14.00 | 147 | 1031+38 | 1032+84 |
| DCPGBTES14 | 35 | 340 | ES | +6% | +2.00% | 14.00 | 147 | 1038+09 | 1039+55 |
| DCPGBTWN5 | 40 | 500 | WN | -2.00% | -5.98% | 14.00 | 147 | 1021+37 | 1022+89 |
| DCPGBTWN5 | 40 | 500 | WN | -5.98% | -2.50% | 14.00 | 147 | 1030+55 | 1032+02 |
| DCPGBTEN1 | 50 | 1007 | EN | +2.00% | -5.83% | 14.00 | 219 | 1001+17 | 1003+36 |
| DCPGBTEN1 | 50 | 1007 | EN | -5.83% | +5.98% | 14.00 | 566 | 1015+65 | 1018+97 |
| DCPGBTSE1 | 50 | 833 | SE | +2% | -6.00% | 14.00 | 224 | 1002+28 | 1004+52 |
| DCPGBTSE1 | 50 | 833 | SE | -6.00% | -6.00% | 14.00 | 0 | 1004+52.00 | 1020+85.00 |
| RNNMACPGBT1 | 50 | 2864.84 | S | -2.00% | +3.47% | 15.00 | | | |
| RNNMACPGBT1 | 50 | 2864.84 | S | +3.47% | -2.00% | 15.00 | | | |
| DCPGBTSW6 | 50 | 833 | SW | +6% | -6% | 14.00 | 336 | 1023+09 | 1026+45 |
| DCPGBTSW6 | 50 | 833 | SW | -6% | -2% | 14.00 | 147 | 1034+08 | 1035+55 |

## TRANSITION SUPERELEVATION DATA

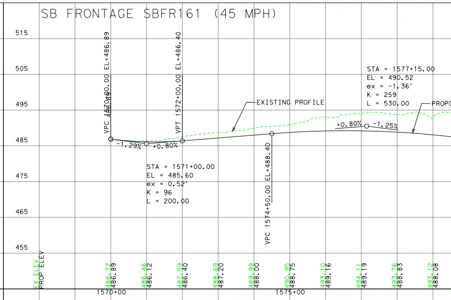
| Chain | Design Speed (mph) | Radius (ft) | Curve Dir | Begin e % | End e % | Rotation Width (ft) | Transition Length Used (ft) | Begin Station (USED) | End Station (USED) |
|---|---|---|---|---|---|---|---|---|---|
| RXEB161 | 50 | NA | EB | 1.99% | 2.00% | 14.00 | NA | 19+13 | 22+18 |
| RNBELEB | 50 | NA | EB | 2.00% | 2.50% | 14.00 | 100 | 14+92 | 15+92 |
| RXEBNMAC | 50 | NA | EB | 2.50% | 2.00% | 14.00 | 100 | 15+02 | 16+02 |
| RN161WB | 50 | NA | WB | -0.14% | -0.14% | 14.00 | 0 | 14+27 | 14+27 |
| RXWBBEL | 50 | NA | WB | 2.00% | 2.50% | 14.00 | 100 | 16+91 | 17+91 |
| RNNMACWB | 50 | NA | WB | 2.50% | 2.00% | 14.00 | 100 | 13+84 | 14+84 |
| BYWBNMAC | 45 | NA | WB | 2.00% | 2.00% | 14.00 | NA | 25+70 | 28+66 |
| DCPGTSW | 50 | 833 | WB | -2.50% | +6% | 14.00 | 445 | 1010+14 | 1014+59 |
| DCPGBTNE | 50 | 833 | WB | 2.00% | -6.00% | 14.00 | 224 | 1002+60 | 1004+80 |


N
GATEWAY DR
LONGHORN DR
MERIDIAN DR
PRESIDENT GEORGE BUSH TURNPIKE
MacArthur Blvd
BEGIN SIDEWALK
EB107
EB109
EB110
EB176
EB177
EB178
EB179
EB180
EB181
SBFR161
SBFR1611
SBFR1612
DCBTES15
EXIST ROW
RN114PGBT
RN114PGBT1
RN114PGBT2
RN114PGBT3
DCPGBTES1
DCPGBTES14
DCPGBTES15
END BRIDGE
℄ DCPGBTES1
STA 1045+39.16
℄ PGBT
DCPGBTNE
DCPGBTNE1
DCPGBTNW
RXNBGP114
RXNBGP1141
RXNBGP1142
RXNBGP1143
RXNBGP1144
BEGIN BRIDGE
℄ DCPGBTNE
STA 1002+60.40
NBFR161
NBFR1611
DCBTNE2
EXIST
940+00
945+00
950+00
955+00
960+00
965+00
970+00
1000+00
1005+00
1010+00
1045+00
1570+00
1575+00
2570+00
2575+00

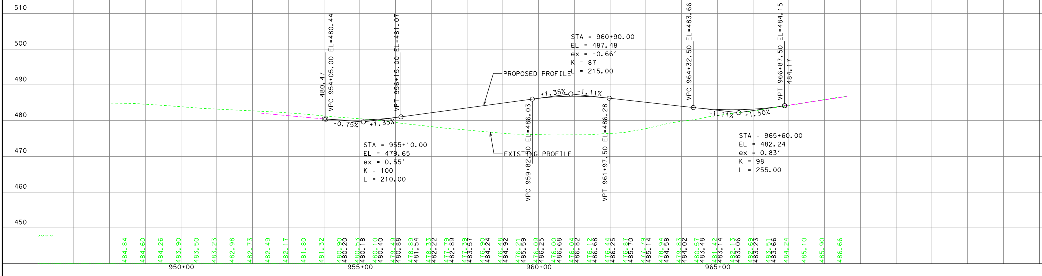
SB ENTRANCE RAMP RN114BT (30 MPH)



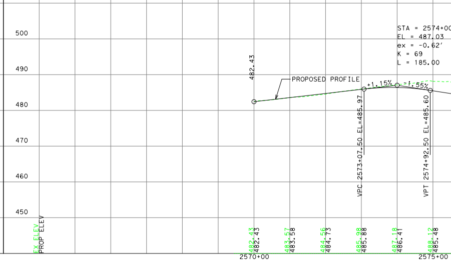
SB FRONTAGE SBFR161 (45 MPH)



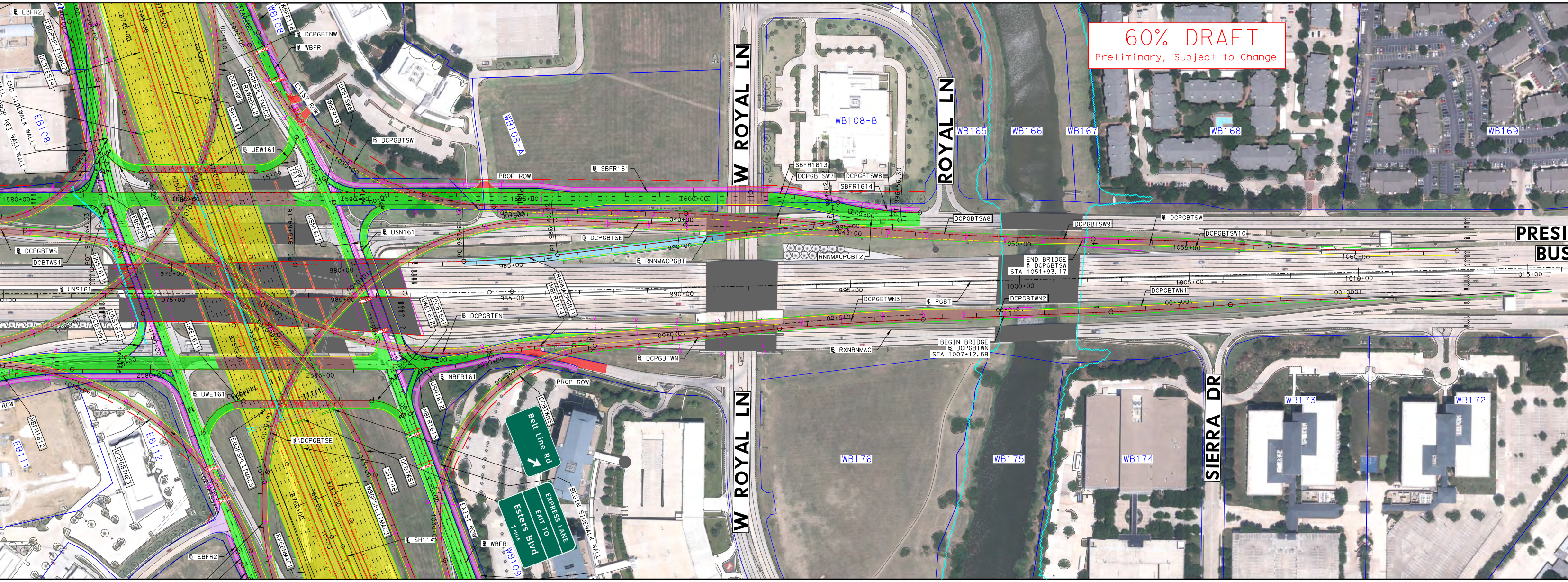
NB EXIT RAMP RXNB114 (30 MPH)



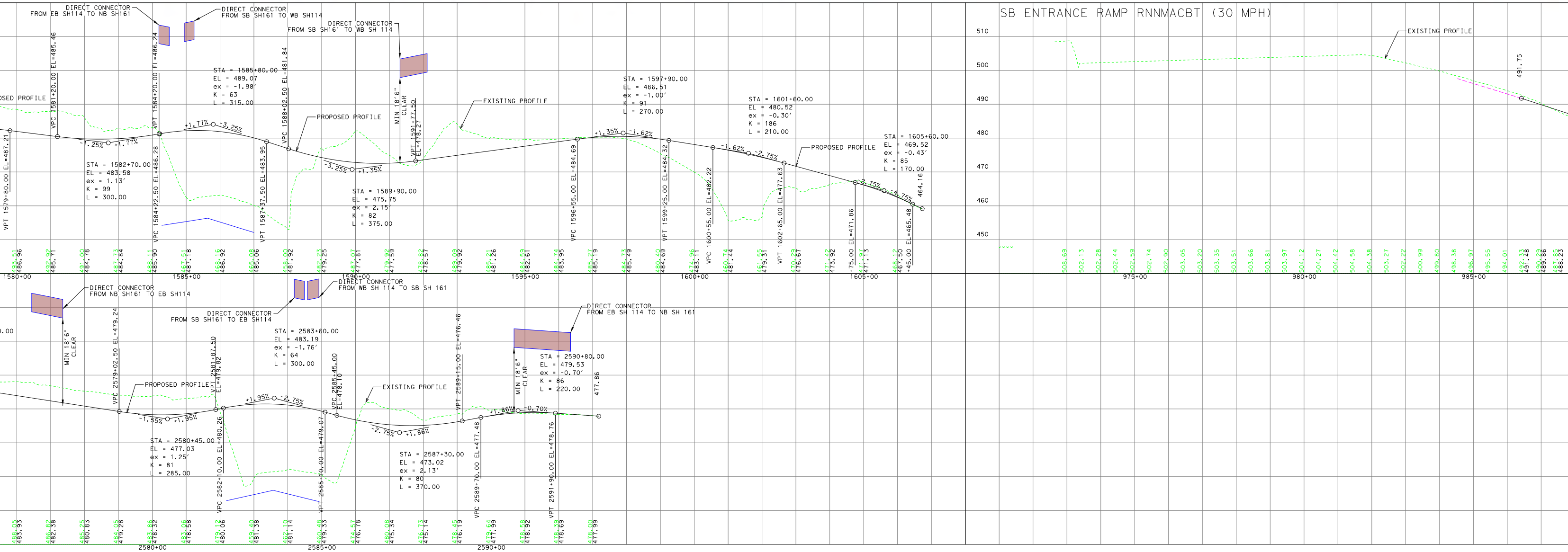
NB FRONTAGE NBFR161 (45 MPH)

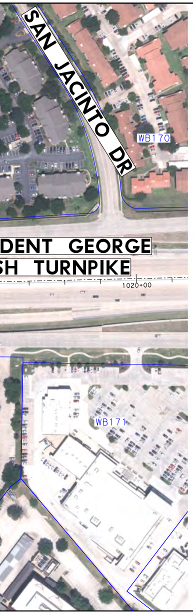


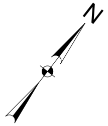
60% DRAFT
Preliminary, Subject to Change

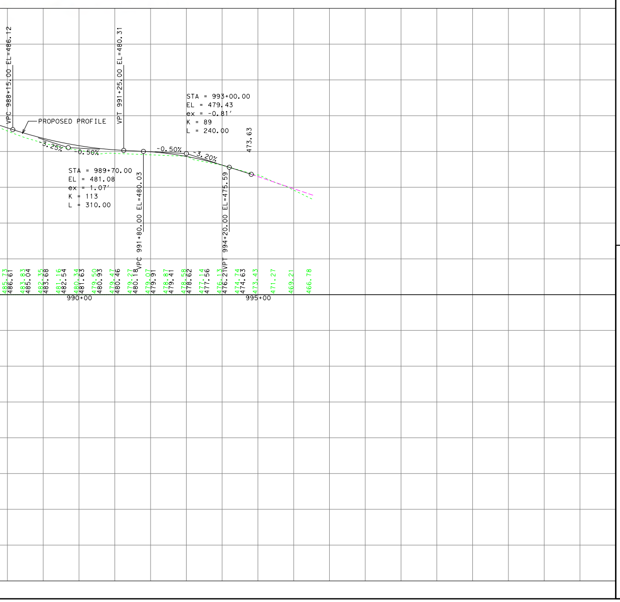

W ROYAL LN
ROYAL LN
SIERRA DR
PRESI
BUS
WB108-B
WB108-A
WB108
WB165
WB166
WB167
WB168
WB169
WB172
WB173
WB174
WB175
WB176
WB109
EB108
EB111
EB112
PROP ROW
SBFR161
SBFR1613
SBFR1614
DCPGBTSW7
DCPGBTSW8
DCPGBTSW9
DCPGBTSW10
DCPGBTSW
DCPGBTSE
DCPGBTNW
DCPGBTN
DCPGBTWN1
DCPGBTWN2
DCPGBTWN3
DCPGBTEN
DCPGBTWS
DCBTWS1
UEW161
USN161
UNS161
UWE161
NBFR161
EBFR2
WBFR
SH114
RNNMACPGBT
RNNMACPGBT2
RXNBNMAC
PGBT
END BRIDGE
DCPGBTSW
STA 1051+93.17
BEGIN BRIDGE
DCPGBTWN
STA 1007+12.59
BEGIN SIDEWALK WALL
END SIDEWALK WALL
EXIST ROW
1580+00
1585+00
1590+00
1595+00
1600+00
1040+00
1045+00
1050+00
1055+00
1060+00
975+00
980+00
985+00
990+00
995+00
1000+00
1005+00
1010+00
1015+00
2580+00
2585+00
2590+00
Belt Line Rd
EXPRESS LANE
EXIT TO
Esters Blvd
1 MILE

SB ENTRANCE RAMP RNNMACBT (30 MPH)




SAN JACINTO DR
WB170
DENT GEORGE
SH TURNPIKE
1020+00
WB171




VPC 988+15.00 EL=486.12
PROPOSED PROFILE
-3.25%
-0.50%
VPT 991+25.00 EL=480.31
STA = 989+70.00
EL = 481.08
ex = 1.07'
K = 113
L = 310.00
VPC 991+80.00 EL=480.03
-0.50%
-3.20%
STA = 993+00.00
EL = 479.43
ex = -0.81'
K = 89
L = 240.00
VPT 994+20.00 EL=475.59
473.63
485.73
486.61
483.83
485.04
482.35
483.68
481.16
482.54
480.34
481.63
479.50
480.93
479.47
480.46
479.27
480.18
479.07
479.91
478.87
479.41
478.58
478.62
477.14
477.56
476.13
476.21
474.74
474.63
473.43
471.27
469.21
466.78
990+00
995+00

# 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 |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | UTHIDEW2 | 14+84.36 | 7,007,625.41 | 2,445,683.25 | 88° 43' 52.20" LT | 102.00' | 99.77' | 157.96' | 13+84.60 | 15+42.56 | N 66° 40' 47.67" E | N 22° 03' 04.54" W |
| | UTHIDWE1 | 11+04.28 | 7,007,471.40 | 2,445,732.69 | 91° 16' 07.80" LT | 102.00' | 104.28' | 162.48' | 10+00.00 | 11+62.48 | N 22° 03' 04.54" W | S 66° 40' 47.67" W |
| | UTHIDWE2 | 14+67.40 | 7,007,309.41 | 2,445,356.92 | 91° 15' 16.92" LT | 102.00' | 104.26' | 162.45' | 13+63.14 | 15+25.59 | S 66° 40' 47.67" W | S 24° 34' 29.25" E |
| | UTMACEW1 | 11+02.00 | 7,011,075.14 | 2,440,476.78 | 90° 00' 00.00" LT | 102.00' | 102.00' | 160.22' | 10+00.00 | 11+60.22 | S 57° 47' 39.16" E | N 32° 12' 20.84" E |
| | UTMACEW2 | 16+11.22 | 7,011,543.06 | 2,440,771.51 | 90° 00' 00.00" LT | 102.00' | 102.00' | 160.22' | 15+09.22 | 16+69.44 | N 32° 12' 20.84" E | N 57° 47' 39.16" W |
| | UTMACWE1 | 11+14.94 | 7,011,427.10 | 2,440,923.02 | 96° 49' 35.31" LT | 102.00' | 114.94' | 172.37' | 10+00.00 | 11+72.37 | N 50° 58' 03.85" W | S 32° 12' 20.84" W |
| | UTMACWE2 | 16+11.57 | 7,010,958.22 | 2,440,627.68 | 96° 36' 55.49" LT | 102.00' | 114.51' | 172.00' | 14+97.06 | 16+69.06 | S 32° 12' 20.84" W | S 64° 24' 34.65" E |
| | UTOCOEW1 | 11+02.26 | 7,003,248.40 | 2,446,493.44 | 90° 08' 47.57" LT | 102.00' | 102.26' | 160.48' | 10+00.00 | 11+60.48 | S 40° 18' 22.15" E | N 49° 32' 50.28" E |
| | UTOCOEW2 | 14+51.22 | 7,003,503.39 | 2,446,792.49 | 89° 51' 12.43" LT | 102.00' | 101.74' | 159.96' | 13+49.48 | 15+09.44 | N 49° 32' 50.28" E | N 40° 18' 22.15" W |
| | UTOCOWE1 | 11+02.26 | 7,003,350.71 | 2,446,906.26 | 90° 08' 47.57" LT | 102.00' | 102.26' | 160.48' | 10+00.00 | 11+60.48 | N 40° 18' 22.15" W | S 49° 32' 50.28" W |
| | UTOCOWE2 | 14+63.22 | 7,003,087.93 | 2,446,598.08 | 89° 51' 12.43" LT | 102.00' | 101.74' | 159.96' | 13+61.48 | 15+21.44 | S 49° 32' 50.28" W | S 40° 18' 22.15" E |
| | UTRIVEW1 | 11+06.10 | 6,999,607.21 | 2,449,902.99 | 92° 15' 24.19" LT | 102.00' | 106.10' | 164.24' | 10+00.00 | 11+64.24 | S 54° 20' 49.62" E | N 33° 23' 46.19" E |
| | UTRIVEW2 | 13+10.00 | 6,999,817.48 | 2,450,041.62 | 89° 52' 26.10" LT | 102.00' | 101.78' | 160.00' | 12+08.22 | 13+68.22 | N 33° 23' 46.19" E | N 56° 28' 39.91" W |
| | UTRIVWE1 | 10+93.11 | 6,999,719.51 | 2,450,183.04 | 84° 47' 00.19" LT | 102.00' | 93.11' | 150.93' | 10+00.00 | 11+50.93 | N 61° 49' 13.62" W | S 33° 23' 46.19" W |
| | UTRIVWE2 | 13+18.52 | 6,999,501.86 | 2,450,039.55 | 89° 32' 22.97" LT | 102.00' | 101.18' | 159.40' | 12+17.34 | 13+76.74 | S 33° 23' 46.19" W | S 56° 08' 36.78" E |
| | UTWALEW1 | 11+18.27 | 7,009,838.26 | 2,442,593.95 | 98° 26' 49.91" LT | 102.00' | 118.27' | 175.26' | 10+00.00 | 11+75.26 | S 49° 21' 03.31" E | N 32° 12' 06.78" E |
| | UTWALEW2 | 15+22.63 | 7,010,232.27 | 2,442,842.09 | 98° 39' 12.11" LT | 102.00' | 118.70' | 175.63' | 14+03.93 | 15+79.55 | N 32° 12' 06.78" E | N 66° 27' 05.33" W |
| | UTWALWE1 | 11+02.01 | 7,010,121.27 | 2,442,983.73 | 90° 00' 14.05" LT | 102.00' | 102.01' | 160.23' | 10+00.00 | 11+60.23 | N 57° 47' 39.16" W | S 32° 12' 06.78" W |
| | UTWALWE2 | 15+10.58 | 7,009,738.49 | 2,442,742.66 | 90° 05' 00.59" LT | 102.00' | 102.15' | 160.37' | 14+08.44 | 15+68.81 | S 32° 12' 06.78" W | S 57° 52' 53.80" E |
| | UTWINEW1 | 10+61.45 | 7,001,632.73 | 2,447,841.38 | 62° 07' 57.27" LT | 102.00' | 61.45' | 110.61' | 10+00.00 | 11+10.61 | S 38° 07' 29.12" E | N 79° 44' 33.61" E |
| | UTWINEW2 | 11+38.01 | 7,001,648.55 | 2,447,928.80 | 30° 04' 05.23" LT | 102.00' | 27.40' | 53.53' | 11+10.61 | 11+64.14 | N 79° 44' 33.61" E | N 49° 40' 28.39" E |
| | UTWINEW3 | 12+96.32 | 7,001,751.81 | 2,448,050.46 | 22° 27' 36.76" LT | 102.00' | 20.25' | 39.98' | 12+76.06 | 13+16.05 | N 49° 40' 28.39" E | N 27° 12' 51.63" E |
| | UTWINEW4 | 13+84.23 | 7,001,830.46 | 2,448,090.90 | 67° 31' 13.78" LT | 102.00' | 68.18' | 120.20' | 13+16.05 | 14+36.25 | N 27° 12' 51.63" E | N 40° 18' 22.15" W |
| | UTWINWE1 | 10+68.18 | 7,001,684.31 | 2,448,214.87 | 67° 31' 13.78" LT | 102.00' | 68.18' | 120.20' | 10+00.00 | 11+20.20 | N 40° 18' 22.15" W | S 72° 10' 24.07" W |
| | UTWINWE2 | 11+40.49 | 7,001,657.23 | 2,448,130.65 | 22° 29' 55.68" LT | 102.00' | 20.29' | 40.05' | 11+20.20 | 11+60.26 | S 72° 10' 24.07" W | S 49° 40' 28.39" W |
| | UTWINWE3 | 12+92.62 | 7,001,558.44 | 2,448,014.27 | 50° 48' 10.70" LT | 102.00' | 48.44' | 90.44' | 12+44.19 | 13+34.63 | S 49° 40' 28.39" W | S 1° 07' 42.31" E |
| | UTWINWE4 | 13+80.09 | 7,001,464.57 | 2,448,016.12 | 48° 02' 35.90" LT | 102.00' | 45.46' | 85.53' | 13+34.63 | 14+20.16 | S 1° 07' 42.31" E | S 49° 10' 18.22" E |
| | UWE1611 | 11+08.60 | 7,012,821.33 | 2,437,851.57 | 40° 02' 49.58" RT | 122.00' | 44.46' | 85.27' | 10+64.14 | 11+49.41 | N 12° 13' 17.17" E | N 52° 16' 06.75" E |
| | UWE1612 | 15+84.45 | 7,013,114.77 | 2,438,230.80 | 49° 04' 22.41" RT | 122.00' | 55.69' | 104.49' | 15+28.76 | 16+33.25 | N 52° 16' 06.75" E | S 78° 39' 30.84" E |
| | WAL1 | 112+71.10 | 7,009,323.37 | 2,442,368.95 | 57° 11' 09.04" LT | 560.00' | 305.23' | 558.93' | 109+65.87 | 115+24.80 | N 89° 23' 15.82" E | N 32° 12' 06.78" E |
| | WAL2 | 134+71.54 | 7,011,228.93 | 2,443,569.04 | 73° 46' 52.12" LT | 895.00' | 671.75' | 1,152.51' | 127+99.78 | 139+52.30 | N 32° 12' 06.78" E | N 41° 34' 45.34" W |
| | WAL3 | 141+44.85 | 7,011,875.47 | 2,442,995.43 | 24° 44' 22.90" RT | 878.00' | 192.56' | 379.11' | 139+52.30 | 143+31.41 | N 41° 34' 45.34" W | N 16° 50' 22.43" W |
| | WBFR11 | 3582+35.88 | 7,021,921.25 | 2,423,775.43 | 5° 02' 03.58" LT | 1,040.00' | 45.72' | 91.38' | 3581+90.16 | 3582+81.54 | S 60° 27' 13.56" E | S 65° 29' 17.14" E |
| | WBFR12 | 3585+54.90 | 7,021,788.87 | 2,424,065.76 | 5° 02' 03.58" RT | 1,065.00' | 46.82' | 93.58' | 3585+08.09 | 3586+01.66 | S 65° 29' 17.14" E | S 60° 27' 13.56" E |
| | WBFR13 | 3603+84.47 | 7,020,886.63 | 2,425,657.45 | 8° 53' 29.74" RT | 1,065.00' | 82.80' | 165.27' | 3603+01.66 | 3604+66.94 | S 60° 27' 13.56" E | S 51° 33' 43.82" E |
| | WBFR14 | 3607+39.97 | 7,020,665.42 | 2,425,936.17 | 8° 53' 29.74" LT | 1,040.00' | 80.86' | 161.40' | 3606+59.11 | 3608+20.51 | S 51° 33' 43.82" E | S 60° 27' 13.56" E |
| | WBFR15 | 3612+08.75 | 7,020,434.09 | 2,426,344.27 | 9° 04' 07.40" LT | 1,040.00' | 82.48' | 164.61' | 3611+26.27 | 3612+90.88 | S 60° 27' 13.56" E | S 69° 31' 20.96" E |
| | WBFR16 | 3613+73.36 | 7,020,376.39 | 2,426,498.80 | 9° 04' 07.40" RT | 1,040.00' | 82.48' | 164.61' | 3612+90.88 | 3614+55.49 | S 69° 31' 20.96" E | S 60° 27' 13.56" E |
| | WBFR17 | 3620+84.76 | 7,020,025.41 | 2,427,117.99 | 6° 40' 45.71" RT | 6,000.00' | 350.13' | 699.46' | 3617+34.64 | 3624+34.10 | S 60° 27' 13.56" E | S 53° 46' 27.85" E |
| | WBFR18 | 3634+67.53 | 7,019,207.77 | 2,428,234.11 | 5° 53' 42.49" LT | 1,040.00' | 53.55' | 107.01' | 3634+13.98 | 3635+20.99 | S 53° 46' 27.85" E | S 59° 40' 10.34" E |
| | WBFR19 | 3635+74.54 | 7,019,153.68 | 2,428,326.55 | 5° 53' 42.49" RT | 1,040.00' | 53.55' | 107.01' | 3635+20.99 | 3636+27.99 | S 59° 40' 10.34" E | S 53° 46' 27.85" E |
| | WBFR110 | 3644+58.07 | 7,018,631.49 | 2,429,039.36 | 1° 53' 19.55" RT | 1,040.00' | 17.14' | 34.28' | 3644+40.92 | 3644+75.21 | S 53° 46' 27.85" E | S 51° 53' 08.30" E |
| | WBFR111 | 3648+52.49 | 7,018,388.04 | 2,429,349.69 | 1° 53' 19.55" LT | 1,040.00' | 17.14' | 34.28' | 3648+35.35 | 3648+69.63 | S 51° 53' 08.30" E | S 53° 46' 27.85" E |
| | WBFR112 | 3665+02.66 | 7,017,412.84 | 2,430,680.88 | 11° 56' 23.41" LT | 1,040.00' | 108.76' | 216.73' | 3663+93.90 | 3666+10.63 | S 53° 46' 27.85" E | S 65° 42' 51.25" E |
| | WBFR113 | 3667+19.38 | 7,017,323.38 | 2,430,879.14 | 11° 56' 23.41" RT | 1,040.00' | 108.76' | 216.73' | 3666+10.63 | 3668+27.35 | S 65° 42' 51.25" E | S 53° 46' 27.85" E |
| | WBFR114 | 3682+89.20 | 7,016,395.21 | 2,432,146.15 | 8° 40' 55.25" LT | 1,040.00' | 78.95' | 157.59' | 3682+10.26 | 3683+67.85 | S 53° 46' 27.85" E | S 62° 27' 23.10" E |
| | WBFR115 | 3691+92.11 | 7,015,977.54 | 2,432,946.98 | 4° 04' 04.58" LT | 1,040.00' | 36.93' | 73.84' | 3691+55.17 | 3692+29.01 | S 62° 27' 23.10" E | S 66° 31' 27.68" E |
| | WBFR116 | 3712+87.07 | 7,015,142.99 | 2,434,868.57 | 8° 43' 48.52" RT | 7,000.00' | 534.33' | 1,066.59' | 3707+52.74 | 3718+19.33 | S 66° 31' 27.68" E | S 57° 47' 39.16" E |
| | WBFR117 | 3722+79.17 | 7,014,613.13 | 2,435,709.77 | 2° 33' 14.42" LT | 7,900.00' | 176.10' | 352.15' | 3721+03.06 | 3724+55.21 | S 57° 47' 39.16" E | S 60° 20' 53.58" E |
| | WBFR118 | 3739+46.09 | 7,013,788.43 | 2,437,158.46 | 1° 37' 31.36" LT | 7,900.00' | 112.06' | 224.11' | 3738+34.03 | 3740+58.14 | S 60° 20' 53.58" E | S 61° 58' 24.94" E |
| | WBFR119 | 3745+68.21 | 7,013,496.10 | 2,437,707.64 | 4° 10' 45.78" RT | 1,064.00' | 38.82' | 77.61' | 3745+29.39 | 3746+07.00 | S 61° 58' 24.94" E | S 57° 47' 39.16" E |
| | WBFR120 | 3769+28.06 | 7,012,238.37 | 2,439,704.43 | 11° 48' 28.97" RT | 1,050.00' | 108.58' | 216.39' | 3768+19.48 | 3770+35.87 | S 57° 47' 39.16" E | S 45° 59' 10.19" E |
| | WBFR121 | 3771+93.08 | 7,012,053.69 | 2,439,895.58 | 17° 01' 50.19" LT | 1,050.00' | 157.21' | 312.10' | 3770+35.87 | 3773+47.97 | S 45° 59' 10.19" E | S 63° 01' 00.38" E |
| | WBFR122 | 3778+36.38 | 7,011,760.76 | 2,440,470.91 | 5° 13' 21.22" RT | 1,050.00' | 47.89' | 95.71' | 3777+88.49 | 3778+84.20 | S 63° 01' 00.38" E | S 57° 47' 39.16" E |
| | WBFR123 | 3785+21.13 | 7,011,395.78 | 2,441,050.36 | 14° 03' 29.50" RT | 1,040.00' | 128.23' | 255.18' | 3783+92.90 | 3786+48.07 | S 57° 47' 39.16" E | S 43° 44' 09.66" E |
| | WBFR124 | 3790+17.97 | 7,011,035.86 | 2,441,394.74 | 14° 03' 29.50" LT | 3,000.00' | 369.90' | 736.09' | 3786+48.07 | 3793+84.16 | S 43° 44' 09.66" E | S 57° 47' 39.16" E |
| | WBFR125 | 3801+81.90 | 7,010,413.55 | 2,442,382.73 | 19° 38' 21.61" LT | 1,040.00' | 180.01' | 356.48' | 3800+01.90 | 3803+58.38 | S 57° 47' 39.16" E | S 77° 26' 00.78" E |
| | WBFR126 | 3805+38.39 | 7,010,335.22 | 2,442,734.12 | 19° 38' 21.61" RT | 1,040.00' | 180.01' | 356.48' | 3803+58.38 | 3807+14.86 | S 77° 26' 00.78" E | S 57° 47' 39.16" E |
| | WBFR127 | 3815+84.96 | 7,009,775.55 | 2,443,622.66 | 13° 10' 23.00" RT | 1,040.00' | 120.08' | 239.11' | 3814+64.88 | 3817+03.99 | S 57° 47' 39.16" E | S 44° 37' 16.16" E |
| | WBFR128 | 3818+46.75 | 7,009,588.47 | 2,443,807.29 | 15° 37' 57.60" LT | 1,040.00' | 142.76' | 283.76' | 3817+03.99 | 3819+87.74 | S 44° 37' 16.16" E | S 60° 15' 13.77" E |
| | WBFR129 | 3830+30.27 | 7,009,000.38 | 2,444,836.39 | 17° 48' 27.27" RT | 2,500.00' | 391.66' | 777.00' | 3826+38.61 | 3834+15.61 | S 60° 15' 13.77" E | S 42° 26' 46.50" E |
| | WBFR130 | 3837+46.18 | 7,008,467.44 | 2,445,323.82 | 0° 23' 25.43" RT | 862.00' | 2.94' | 5.87' | 3837+43.24 | 3837+49.11 | S 42° 26' 46.50" E | S 42° 03' 21.07" E |
| | WBFR21 | 3838+98.98 | 7,008,345.87 | 2,445,417.31 | 19° 59' 56.69" RT | 850.00' | 149.87' | 296.69' | 3837+49.11 | 3840+45.80 | S 42° 03' 01.23" E | S 22° 03' 04.54" E |
| | WBFR22 | 3852+46.08 | 7,007,094.49 | 2,445,924.21 | 20° 28' 47.11" RT | 1,124.00' | 203.05' | 401.76' | 3850+43.04 | 3854+44.80 | S 22° 03' 04.54" E | S 1° 34' 17.42" E |
| | WBFR23 | 3872+25.56 | 7,005,111.43 | 2,445,978.62 | 13° 31' 33.17" LT | 3,400.00' | 403.20' | 802.64' | 3868+22.36 | 3876+25.00 | S 1° 34' 17.42" E | S 15° 05' 50.60" E |
| | WBFR24 | 3881+50.48 | 7,004,214.81 | 2,446,220.50 | 25° 12' 31.56" LT | 2,350.00' | 525.48' | 1,033.94' | 3876+25.00 | 3886+58.95 | S 15° 05' 50.60" E | S 40° 18' 22.15" E |
| | WBFR25 | 3895+24.95 | 7,003,153.67 | 2,447,120.60 | 17° 20' 29.19" RT | 1,098.00' | 167.44' | 332.33' | 3893+57.50 | 3896+89.83 | S 40° 18' 22.15" E | S 22° 57' 52.96" E |
| | WBFR26 | 3898+57.88 | 7,002,844.76 | 2,447,251.50 | 17° 20' 29.19" LT | 1,102.00' | 168.05' | 333.54' | 3896+89.83 | 3900+23.37 | S 22° 57' 52.96" E | S 40° 18' 22.15" E |
| | WBFR27 | 3906+12.91 | 7,002,267.02 | 2,447,741.57 | 7° 57' 06.75" LT | 1,040.00' | 72.28' | 144.34' | 3905+40.63 | 3906+84.96 | S 40° 18' 22.15" E | S 48° 15' 28.90" E |
| | WBFR28 | 3907+57.25 | 7,002,170.77 | 2,447,849.44 | 7° 57' 06.75" RT | 1,040.00' | 72.28' | 144.34' | 3906+84.96 | 3908+29.30 | S 48° 15' 28.90" E | S 40° 18' 22.15" E |
| | WBFR29 | 3916+48.28 | 7,001,491.09 | 2,448,425.97 | 11° 06' 45.68" RT | 1,040.00' | 101.17' | 201.71' | 3915+47.11 | 3917+48.82 | S 40° 18' 22.15" E | S 29° 11' 36.47" E |
| | WBFR210 | 3918+49.99 | 7,001,314.45 | 2,448,524.67 | 11° 06' 45.68" LT | 1,040.00' | 101.17' | 201.71' | 3917+48.82 | 3919+50.53 | S 29° 11' 36.47" E | S 40° 18' 22.15" E |
| | WBFR211 | 3929+54.54 | 7,000,471.64 | 2,449,239.58 | 9° 54' 40.34" LT | 5,834.00' | 505.85' | 1,009.18' | 3924+48.69 | 3934+57.87 | S 40° 18' 22.15" E | S 50° 13' 02.49" E |
| | WBFR212 | 3939+12.08 | 6,999,857.32 | 2,449,977.37 | 13° 17' 09.02" LT | 3,900.00' | 454.21' | 904.34' | 3934+57.87 | 3943+62.21 | S 50° 13' 02.49" E | S 63° 30' 11.51" E |
| | WBFR213 | 3944+11.20 | 6,999,632.82 | 2,450,427.71 | 5° 23' 38.86" RT | 1,040.00' | 48.99' | 97.91' | 3943+62.21 | 3944+60.12 | S 63° 30' 11.51" E | S 58° 06' 32.65" E |
| | WBGPSPLITBEL1 | 9653+53.45 | 7,018,349.03 | 2,429,223.57 | 2° 09' 22.24" LT | 14,148.00' | 266.24' | 532.42' | 9650+87.21 | 9656+19.63 | S 53° 46' 27.85" E | S 55° 55' 50.09" E |
| | WBGPSPLITBEL2 | 9658+84.97 | 7,018,051.24 | 2,429,663.92 | 2° 09' 22.24" RT | 14,100.00' | 265.34' | 530.62' | 9656+19.63 | 9661+50.25 | S 55° 55' 50.09" E | S 53° 46' 27.85" E |
| | WBGPSPLITBEL3 | 9668+37.59 | 7,017,488.24 | 2,430,432.43 | 1° 10' 51.38" RT | 14,100.00' | 145.31' | 290.62' | 9666+92.27 | 9669+82.89 | S 53° 46' 27.85" E | S 52° 35' 36.47" E |
| | WBGPSPLITBEL4 | 9671+28.70 | 7,017,311.39 | 2,430,663.69 | 1° 10' 51.38" LT | 14,148.00' | 145.81' | 291.61' | 9669+82.89 | 9672+74.50 | S 52° 35' 36.47" E | S 53° 46' 27.85" E |
| | WBGPSPLITBEL5 | 9686+57.80 | 7,016,407.74 | 2,431,897.22 | 8° 40' 55.25" LT | 6,048.00' | 459.10' | 916.45' | 9681+98.70 | 9691+15.15 | S 53° 46' 27.85" E | S 62° 27' 23.10" E |
| | WBGPSPLITBEL6 | 9698+74.03 | 7,015,844.51 | 2,432,977.16 | 4° 04' 04.58" LT | 10,348.00' | 367.50' | 734.70' | 9695+06.53 | 9702+41.23 | S 62° 27' 23.10" E | S 66° 31' 27.68" E |
| | WBGPSPLITMAC1 | 9736+82.65 | 7,014,078.61 | 2,436,333.24 | 1° 58' 14.09" RT | 14,100.00' | 242.50' | 484.94' | 9734+40.16 | 9739+25.10 | S 57° 47' 39.16" E | S 55° 49' 25.07" E |
| | WBGPSPLITMAC2 | 9750+19.24 | 7,013,327.77 | 2,437,439.05 | 1° 58' 12.04" LT | 14,100.00' | 242.43' | 484.80' | 9747+76.82 | 9752+61.62 | S 55° 49' 25.07" E | S 57° 47' 37.11" E |
| | WBGPSPLITMAC3 | 9757+99.90 | 7,012,911.67 | 2,438,099.63 | 2° 23' 09.66" LT | 14,100.00' | 293.63' | 587.18' | 9755+06.27 | 9760+93.44 | S 57° 47' 37.11" E | S 60° 10' 46.77" E |
| | WBGPSPLITMAC4 | 9765+68.03 | 7,012,529.65 | 2,438,766.13 | 2° 23' 09.66" RT | 14,100.00' | 293.63' | 587.18' | 9762+74.40 | 9768+61.58 | S 60° 10' 46.77" E | S 57° 47' 37.11" E |
| | WBGPSPLITMAC5 | 9773+61.41 | 7,012,106.76 | 2,439,437.50 | 2° 21' 54.00" LT | 14,090.00' | 290.84' | 581.59' | 9770+70.57 | 9776+52.16 | S 57° 47' 37.11" E | S 60° 09' 31.11" E |
| | WBGPSPLITMAC6 | 9779+43.14 | 7,011,817.25 | 2,439,942.17 | 2° 21' 51.95" RT | 14,100.00' | 290.97' | 581.87' | 9776+52.16 | 9782+34.03 | S 60° 09' 31.11" E | S 57° 47' 39.16" E |
| | WBGPSPLITMAC7 | 9795+29.29 | 7,010,971.85 | 2,441,284.34 | 2° 21' 56.79" RT | 14,100.00' | 291.14' | 582.20' | 9792+38.15 | 9798+20.34 | S 57° 47' 39.16" E | S 55° 25' 42.38" E |
| | WBGPSPLITMAC8 | 9801+59.90 | 7,010,613.97 | 2,441,803.67 | 2° 46' 02.39" LT | 14,058.00' | 339.56' | 678.99' | 9798+20.34 | 9804+99.33 | S 55° 25' 42.38" E | S 58° 11' 44.77" E |
| | WBGPSPLITRIV1 | 9945+03.80 | 6,999,659.85 | 2,450,048.18 | 9° 40' 29.55" LT | 5,953.00' | 503.80' | 1,005.21' | 9940+00.00 | 9950+05.21 | S 51° 28' 52.03" E | S 61° 09' 21.59" E |
| | WBGPSPLITRIV2 | 9953+06.67 | 6,999,271.37 | 2,450,753.54 | 4° 21' 26.66" RT | 7,924.00' | 301.46' | 602.63' | 9950+05.21 | 9956+07.84 | S 61° 09' 21.59" E | S 56° 47' 54.92" E |
| | WBMAC11 | 14+20.34 | 7,012,167.28 | 2,440,598.92 | 95° 13' 21.22" RT | 344.08' | 376.96' | 571.84' | 10+43.38 | 16+15.22 | N 26° 58' 59.62" E | S 57° 47' 39.16" E |
| | WBMAC21 | 10+54.26 | 7,011,184.21 | 2,441,339.78 | 9° 06' 02.28" LT | 400.00' | 31.83' | 63.53' | 10+22.43 | 10+85.96 | N 41° 53' 20.37" E | N 32° 47' 18.09" E |
| | WBMAC22 | 14+90.05 | 7,011,550.68 | 2,441,575.84 | 90° 34' 57.25" LT | 400.00' | 404.09' | 632.39' | 10+85.96 | 17+18.35 | N 32° 47' 18.09" E | N 57° 47' 39.16" W |
| | WBMLINT1 | 521+61.46 | 7,025,991.64 | 2,418,469.20 | 34° 06' 12.24" RT | 3,854.78' | 1,182.33' | 2,294.43' | 509+79.13 | 532+73.56 | S 81° 03' 55.93" E | S 46° 57' 43.68" E |

## NOTES TO REVIEWERS:

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

## TRAFFIC DIAGRAM

*TRAFFIC DATA WILL BE DISPLAYED
PENDING FINAL APPROVAL BY TP&P

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

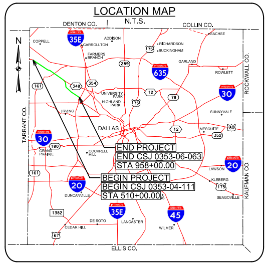
# DESIGN SCHEMATIC
# SH 114
# FROM INTERNATIONAL PKWY TO RIVERSIDE DR
# DALLAS COUNTY, TEXAS

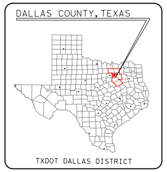
CSJ: 0353-04-111 0353-04-112
0353-04-115
0353-06-063 0353-06-067

JANUARY 2023
ROLL 6 OF 14

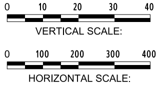
| LENGTH: 7.10 MILES | | |
|---|---|---|
| DESIGN SPEEDS | | FUNCTIONAL CLASS |
| MAIN LANES: | 70 MPH | URBAN INTERSTATE |
| MANAGED LANES: | 70 MPH | URBAN INTERSTATE |
| SPUR 348: | 60 MPH | PRINCIPAL ARTERIAL |
| SPUR 348 FRONTAGE ROAD: | 35 MPH | URBAN COLLECTOR |
| PGBT: | 60 MPH | PRINCIPAL ARTERIAL-OTHER 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
GARLAND
ROWLETT
FARMERS BRANCH
635
UNIVERSITY PARK
HIGHLAND PARK
IRVING
DALLAS
MESQUITE
SUNNYVALE
30
20
END PROJECT
END CSJ 0353-06-063
STA 958+00.00
BEGIN PROJECT
BEGIN CSJ 0353-04-111
STA 510+00.00
GRAND PRAIRIE
COCKRELL HILL
DUNCANVILLE
CEDAR HILL
DE SOTO
LANCASTER
WILMER
45
TARRANT CO.
ROCKWALL CO.
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

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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