TEXAS DEPARTMENT OF TRANSPORTATION

DALLAS DISTRICT
WILLIAM L. HALE P.E., DISTRICT ENGINEER

STATE HIGHWAY 114
DESIGN SCHEMATIC
FROM DENTON/WISE COUNTY LINE TO FM 156
DENTON COUNTY

C.S.J. : 0353–02–029
PROJECT LIMITS: 0.22 Mi. WEST OF COUNTY LINE RD
(WISE CO. LINE) TO 0.45 Mi. WEST OF FM 156
FUNCTIONAL CLASS: RURAL PRINCIPAL ARTERIAL
DESIGN SPEED: 70 mph MAINLANES
PROJECT LENGTH: 4.564 MILES
ROLL 1 OF 2

SCALE: 1″=100′ H, 1″=10′ V

AUGUST, 2004

HALFF ASSOCIATES, INC.
ENGINEERS · SURVEYORS · SCIENTISTS
PRELIMINARY - FOR INTERIM REVIEW ONLY

These documents are for Interim Review and not intended for Construction, Bidding, or Permit Purposes. They were prepared by, or under the supervision of:
Michael E. Romanowski 56306 8-18-04
Type or Print Name PE# Date

Halff Associates
ENGINEERS . ARCHITECTS . SCIENTISTS . PLANNERS . SURVEYORS

© 2004 BY TEXAS DEPARTMENT OF TRANSPORTATION
ALL RIGHTS RESERVED

LEGEND

- EXISTING R.O.W.
- PROPOSED R.O.W.
- DIRECTION OF TRAFFIC
- EXISTING PROPERTY LINE
- EXISTING LOT LINE
- FUTURE LOT LINE
- ROW AQUISITION
- GRADING LIMITS
- SURVEY LINE
- CITY LIMITS
- 100 FLOODPLAIN LIMITS
- 100 YR FLOOD ELEVATION
- EXISTING WATER LINE
- EXISTING GAS LINE
- EXISTING SANITARY SEWER
- EXISTING STORM SEWER
- EXISTING FIBER OPTICS
- EXISTING POWER POLE
- EXISTING SANITARY SEWER MANHOLE
- EXISTING CONTOURS
- EXISTING PAVEMENT EDGES
- EXISTING UTILITY EASEMENTS
- PROPOSED SH 114 CENTERLINE
- PROPOSED DRAINAGE EASEMENT
- PROPOSED PAVEMENT
- PROPOSED CONTROL OF ACCESS
- PROPOSED RETAINING WALL
- PROPOSED STORM SEWER

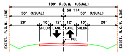
NOTES

1.) THE FLOODPLAIN BOUNDARY LIMITS WERE OBTAINED FROM FIRM COMMUNITY-PANEL NUMBERS:

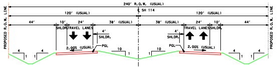
48121C0475 F, MARCH 30, 1998
48121C0490 F, MARCH 30, 1998
48121C0495 F, MARCH 30, 1998

2.) EXACT LENGTHS OF LEFT TURN STORAGE LANES AND ADDITIONAL MEDIAN OPENING LOCATIONS TO BE DETERMINED DURING PS&E IN COORDINATION WITH DENTON COUNTY, CITY OF FORT WORTH AND TXDOT.

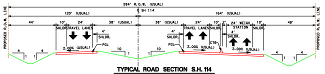
3.) DURING CONSTRUCTION AND AFTER PROJECT COMPLETION, BEST MANAGEMENT PRACTICES WILL BE FOLLOWED IN ACCORDANCE WITH TPDES GENERAL PERMIT TXR150000 DATED 3/5/03.


100′ R.O.W. (USUAL)
℄ SH 114
50′ (USUAL)
50′ (USUAL)
28′
10′
12′
12′
10′
28′
SHLDR.
LANE
LANE
SHLDR.
PGL
EXIST. R.O.W. LINE
EXIST. R.O.W. LINE

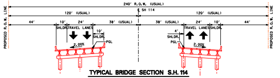
EXISTING TYPICAL SECTION S.H. 114
STA. 734+00.00 TO STA. 1127+00.00


240′ R.O.W. (USUAL)
℄ SH 114
120′ (USUAL)
120′ (USUAL)
44′
10′
24′
38′ (USUAL)
38′ (USUAL)
24′
10′
44′
SHLDR.
TRAVEL LANES
4′ SHLDR.
4′ SHLDR.
TRAVEL LANES
SHLDR.
2.00% (USUAL)
PGL
10
1
PGL
2.00% (USUAL)
4
1
PROPOSED R.O.W. LINE
PROPOSED R.O.W. LINE

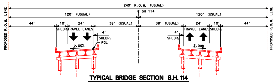
TYPICAL ROAD SECTION S.H. 114
STA. 734+00.00 TO STA. 975+00.00


284′ R.O.W. (USUAL)
℄ SH 114
120′ (USUAL)
164′ (USUAL)
44′
10′
24′
38′ (USUAL)
38′ (USUAL)
24′
10′
2′
24′ WEIGH STATION
10′
48′
SHLDR.
TRAVEL LANES
4′ SHLDR.
4′ SHLDR.
TRAVEL LANES
SHLDR.
4′ SHLDR.
SHLDR.
CTB
2.00% (USUAL)
PGL
PROPOSED R.O.W. LINE
PROPOSED R.O.W. LINE

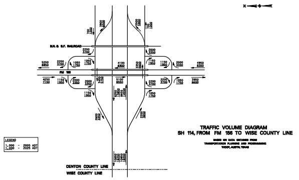
TYPICAL ROAD SECTION S.H. 114
STA. 842+25.00 TO STA. 862+50.00


240′ R.O.W. (USUAL)
℄ SH 114
120′ (USUAL)
120′ (USUAL)
44′
10′
24′
38′ (USUAL)
38′ (USUAL)
24′
10′
44′
SHLDR.
TRAVEL LANES
10′ SHLDR.
4′ SHLDR.
TRAVEL LANES
SHLDR.
2.00%
PGL
PROPOSED R.O.W. LINE
PROPOSED R.O.W. LINE

TYPICAL BRIDGE SECTION S.H. 114
STA. 802+00.00 TO STA. 803+30.00

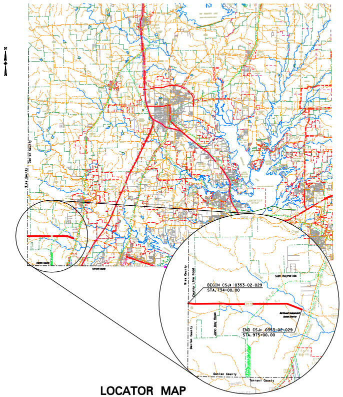

240′ R.O.W. (USUAL)
℄ SH 114
120′ (USUAL)
120′ (USUAL)
44′
10′
24′
38′ (USUAL)
38′ (USUAL)
24′
10′
44′
SHLDR.
TRAVEL LANES
4′ SHLDR.
4′ SHLDR.
TRAVEL LANES
SHLDR.
2.00%
PGL
PROPOSED R.O.W. LINE
PROPOSED R.O.W. LINE

TYPICAL BRIDGE SECTION S.H. 114
STA. 898+77.59 TO STA. 902+05.70

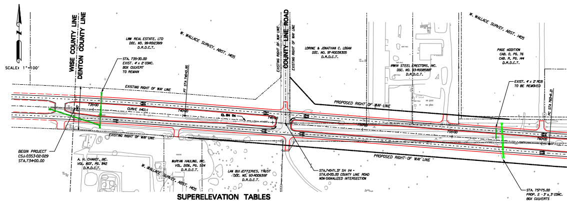

B.N. & S.F. RAILROAD
FM 156
DENTON COUNTY LINE
WISE COUNTY LINE
LEGEND
1,000 - 2005 ADT
1,000 - 2025 ADT
N

TRAFFIC VOLUME DIAGRAM
SH 114, FROM FM 156 TO WISE COUNTY LINE
BASED ON DATA OBTAINED FROM
TRANSPORTATION PLANNING AND PROGRAMMING
TXDOT, AUSTIN, TEXAS

TRAFFIC DIAGRAM
N.T.S.


N
Wise County
County Line Road
BEGIN CSJ: 0353-02-029
STA. 734+00.00
END CSJ: 0353-02-029
STA. 975+00.00
Sam Reynolds
John Day Road
Denton County
Denton County
Tarrant County
Fort Worth
Creek
LEWISVILLE

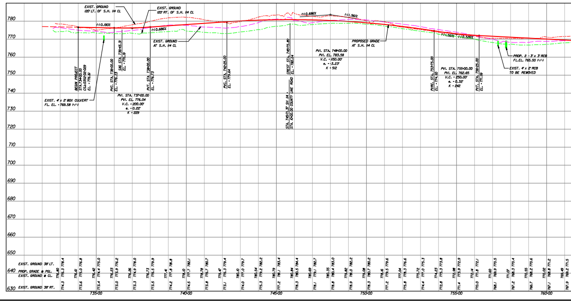
LOCATOR MAP
N.T.S.

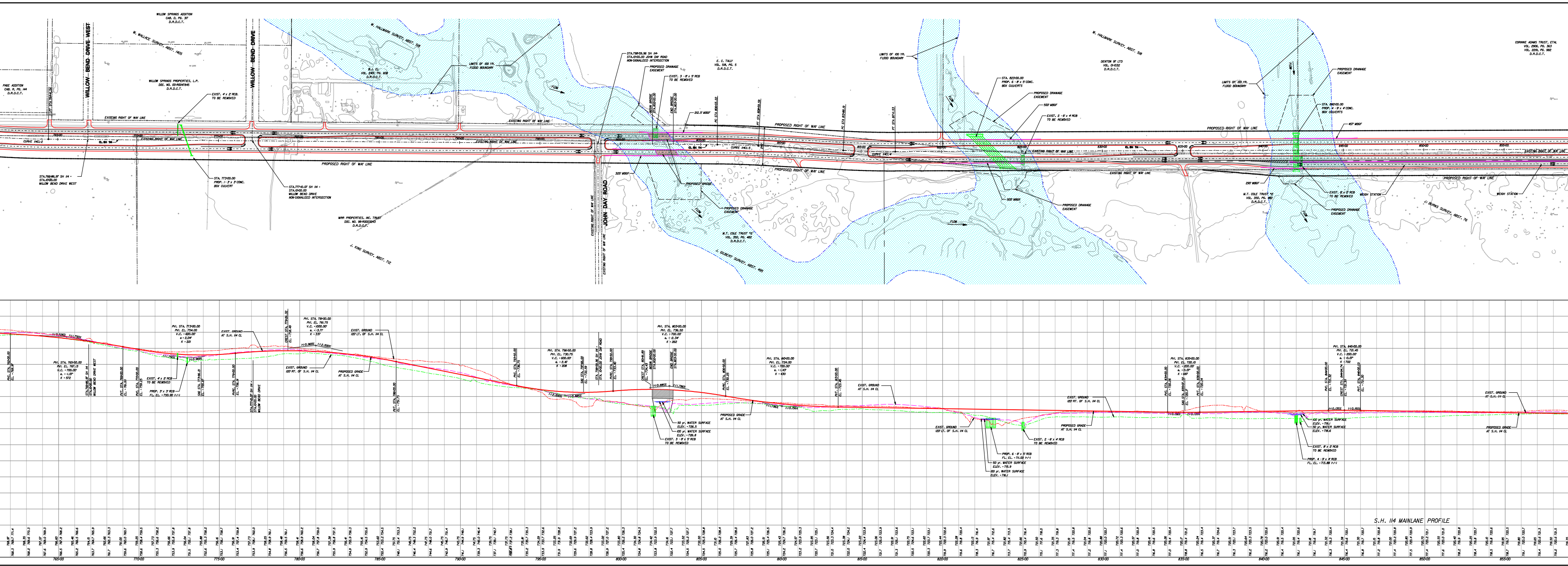

N
SCALE: 1″=100′
WISE COUNTY LINE
DENTON COUNTY LINE
LNW REAL ESTATE, LTD
DOC. NO. 99-R012389
D.R.D.C.T.
W. WALLACE SURVEY, ABST. 1405
STA. 735+30.00
EXIST. 4′ x 2′ CONC. BOX CULVERT TO REMAIN
PT STA 740+10.95
EXISTING RIGHT OF WAY LINE
CURVE 114CL-1
735+00
740+00
745+00
750+00
755+00
760+00
CL SH 114
COUNTY LINE ROAD
EXISTING RIGHT OF WAY LINE
EXISTING RIGHT OF WAY LINE
LORINE & JONATHAN C. LOGAN
DOC. NO. 97-R0038305
D.R.D.C.T.
IRWIN STEEL ERECTORS, INC.
DOC. NO. 93-R0085887
D.R.D.C.T.
W. WALLACE SURVEY, ABST. 1405
PAGE ADDITION
CAB. O, PG. 76
CAB. R, PG. 144
D.R.D.C.T.
EXIST. 4′ x 2′ RCB TO BE REMOVED
PC STA 760+0.21
PROPOSED RIGHT OF WAY LINE
PROPOSED RIGHT OF WAY LINE
EXISTING RIGHT OF WAY LINE
BEGIN PROJECT
CSJ: 0353-02-029
STA. 734+00.00
A. H. CHANEY, INC.
VOL. 1607, PG. 842
D.R.D.C.T.
W. WALLACE SURVEY, ABST. 1405
McRYAN HAULING, INC.
VOL. 2106, PG. 524
D.R.D.C.T.
LAN BUI JEFFERIES, TRUST
DOC. NO. 93-R0093197
D.R.D.C.T.
STA. 745+71.37 SH 114 = STA. 10+00.00 COUNTY LINE ROAD NON-SIGNALIZED INTERSECTION
STA. 757+75.00
PROP. 2 - 3′ x 3′ CONC. BOX CULVERTS
SHARON ANN McCULLOCH-WELLS
DOC. NO. 98-R0003085
D.R.D.C.T.
J. KING SURVEY, ABST. 712

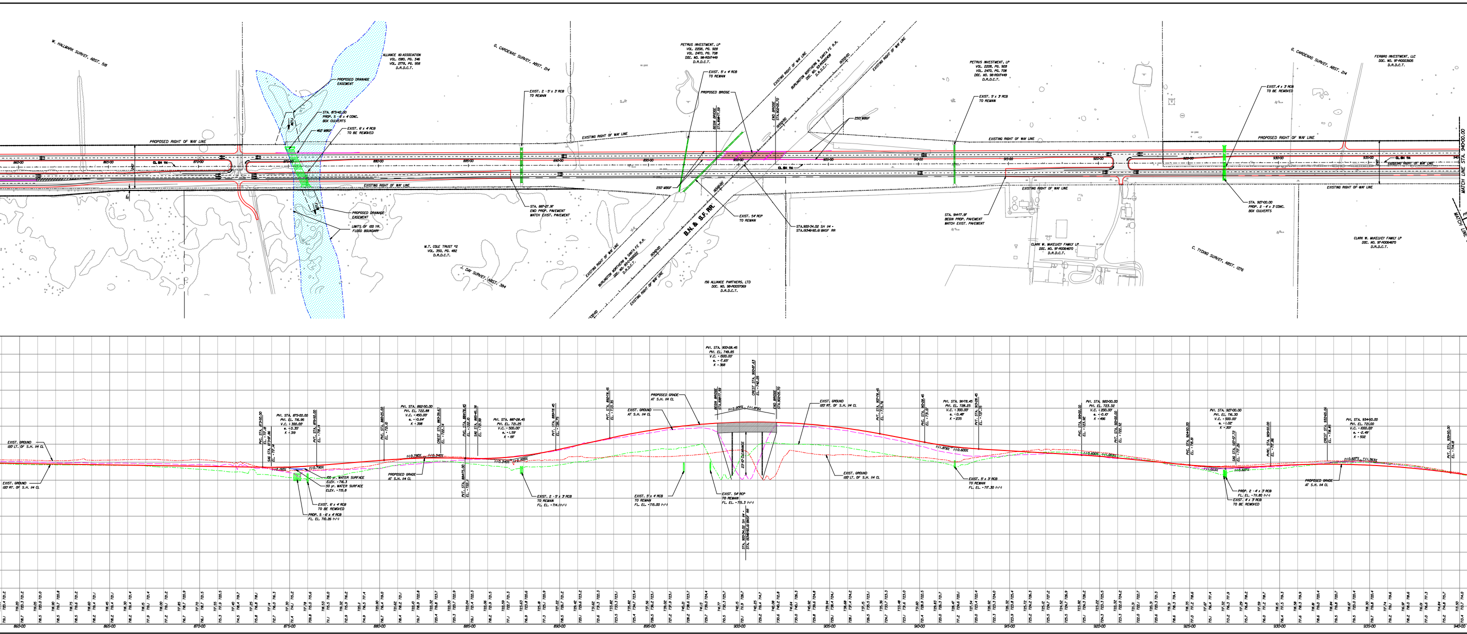
SUPERELEVATION TABLES

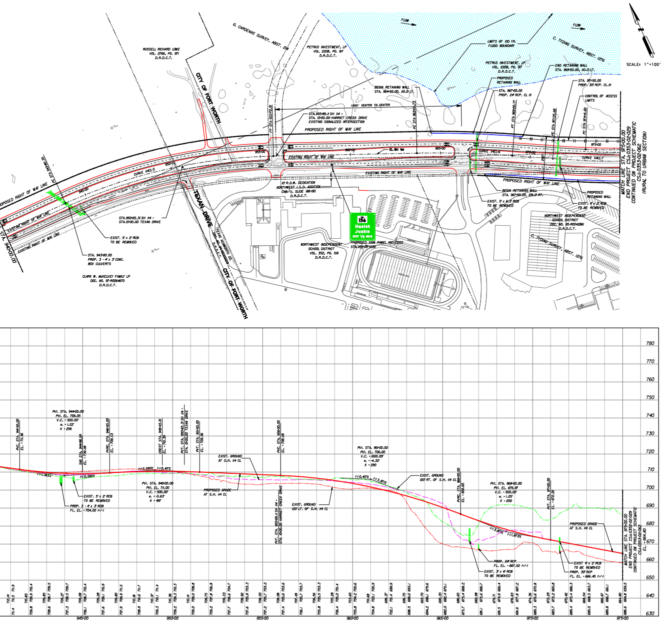
WESTBOUND STATION	SH 114 MAINLANES TEMPLATE	EASTBOUND STATION	WESTBOUND STATION	SH 114 MAINLANES TEMPLATE	EASTBOUND STATION	WESTBOUND STATION	SH 114 MAINLANES TEMPLATE	EASTBOUND STATION	WESTBOUND STATION	SH 114 MAINLANES TEMPLATE	EASTBOUND STATION
759+89.21	+2.00% CL. -2.00% AXIS OF ROTATION (TYP.)	758+29.21	807+53.59	-3.30% CL. -3.30%	808+33.59	940+80.35	+2.00% CL. -2.00%	942+40.35	968+43.72	-3.30% CL. -3.30%	968+43.72
760+67.21	+3.30% CL. +3.30%	761+47.21	810+71.59	+2.00% CL. -2.00%	809+11.59	945+30.35	-5.50% CL. -5.50%	944+50.35	971+82.72	+3.30% CL. +3.30%	971+82.72
764+15.54	+3.30% CL. +3.30%	763+35.54	813+36.20	+2.00% CL. -2.00%	811+76.20	954+22.01	-5.50% CL. -5.50%	955+02.01	976+30.72	+3.30% CL. +3.30%	975+50.72
764+93.54	+2.00% CL. -2.00%	766+53.54	814+14.20	+3.30% CL. +3.30%	814+94.20	958+72.01	+2.00% CL. -2.00%	957+12.01	977+08.72	+2.00% CL. -2.00%	978+68.72
803+91.22	+2.00% CL. -2.00%	805+51.22	816+85.53	+3.30% CL. +3.30%	816+05.53	961+57.73	+2.00% CL. -2.00%	963+17.73			
807+09.22	-3.30% CL. -3.30%	806+29.22	817+63.53	+2.00% CL. -2.00%	819+23.53	964+75.73	-3.30% CL. -3.30%	963+95.73			

CROSS SLOPE TRANSITIONS SHALL BE EFFECTED USING LINEAR INTERPOLATION OF THE CROSS SLOPE VALUES OVER THE LENGTH OF THE TRANSITION.




WILLOW SPRINGS ADDITION CAB. D, PG. 317 D.R.D.C.T.
W. WALLACE SURVEY, ABST. 1405
PAGE ADDITION CAB. R, PG. 144 D.R.D.C.T.
WILLOW-BEND-DRIVE-WEST
WILLOW SPRINGS PROPERTIES, L.P. DOC. NO. 00-R0047845 D.R.D.C.T.
EXIST. 4' x 2' RCB. TO BE REMOVED
WILLOW-BEND-DRIVE
EXISTING RIGHT OF WAY LINE
CURVE 114CL-2
CL SH 114
PROPOSED RIGHT OF WAY LINE
STA.766+86.97 SH 114 = STA.10+00.00 WILLOW BEND DRIVE WEST
STA. 773+00.00 PROP. 1 - 3' x 3' CONC. BOX CULVERT
STA.777+10.07 SH 114 = STA.10+00.00 WILLOW BEND DRIVE NON-SIGNALIZED INTERSECTION
WRR PROPERTIES, INC. TRUST DOC. NO. 98-R0003243 D.R.D.C.T.
J. KING SURVEY, ABST. 712
W. HALLMARK SURVEY, ABST. 518
B.J. EL VOL. 2401, PG. 608 D.R.D.C.T.
LIMITS OF 100 YR. FLOOD BOUNDARY
FLOW
JOHN DAY ROAD
EXISTING RIGHT OF WAY LINE
STA.798+59.96 SH 114= STA.10+00.00 JOHN DAY ROAD NON-SIGNALIZED INTERSECTION
PROPOSED DRAINAGE EASEMENT
EXIST. 3 - 8' x 5' RCB TO BE REMOVED
BEGIN BRIDGE STA.802+00.00
END BRIDGE STA.803+30.00
212.5' MBGF
PC STA 806+03.92
PT STA 808+59.59
E. C. TALLY VOL. 518, PG. 5 D.R.D.C.T.
325' MBGF
PROPOSED BRIDGE
CURVE 114CL-3
M.T. COLE TRUST #2 VOL. 350, PG. 482 D.R.D.C.T.
J. GILBERT SURVEY, ABST. 495
PC STA 813+48.19
PT STA 817+11.53
CURVE 114CL-4
STA. 823+00.00 PROP. 6 - 8' x 5' CONC. BOX CULVERTS
500' MBGF
EXIST. 2 - 6' x 4' RCB TO BE REMOVED
DENTON 97 LTD VOL. 01-1032 D.R.D.C.T.
STA. 842+00.00 PROP. 4 - 9' x 4' CONC. BOX CULVERTS
457' MBGF
290' MBGF
EXIST. 8' x 2' RCB TO BE REMOVED
WEIGH STATION
J. BURNS SURVEY, ABST. 76
CORINNE ADAMS TRUST, ETAL VOL. 2906, PG. 363 VOL. 2219, PG. 982 D.R.D.C.T.
765+00
770+00
775+00
780+00
785+00
790+00
795+00
800+00
805+00
810+00
815+00
820+00
825+00
830+00
835+00
840+00
845+00
850+00
855+00
PVC. STA. 762+00.00 EL. = 768.91
PVI. STA. 765+50.00 PVI. EL. 767.13 V.C. = 700.00' e. = -1.07' K = 572
STA.766+86.97 SH 114 = STA.10+00.00 WILLOW BEND DRIVE WEST
PVT. STA. 769+00.00 EL. = 761.00
PVC. STA. 770+00.00 EL. = 759.25
PVI. STA. 773+00.00 PVI. EL. 754.00 V.C. = 600.00' e. = 2.04' K = 221
EXIST. 4' x 2' RCB TO BE REMOVED
PROP. 3' x 3' RCB FL. EL. = 750.90 (+/-)
SAG STA. 773+86.81 EL. = 755.87
EXIST. GROUND AT S.H. 114 CL
PVRC. STA. 776+00.00 EL. = 756.91
STA.777+10.07 SH 114 = STA.10+00.00 WILLOW BEND DRIVE
CREST STA. 779+26.32 EL. = 758.49
PVI. STA. 781+00.00 PVI. EL. 761.75 V.C. = 1000.00' e. = -3.77' K = 337
EXIST. GROUND 120' RT. OF S.H. 114 CL
EXIST. GROUND 120' LT. OF S.H. 114 CL
PROPOSED GRADE AT S.H. 114 CL
PVT. STA. 786+00.00 EL. = 751.75
PVC. STA. 793+50.00 EL. = 736.75
PVI. STA. 796+50.00 PVI. EL. 730.75 V.C. = 600.00' e. = 2.16' K = 208
SAG STA. 797+66.00 EL. = 732.59
STA. 798+59.96 SH 114 = STA. 10+00.00 JOHN DAY ROAD
PVRC. STA. 799+50.00 EL. = 733.40
CREST STA. 801+81.89 EL. = 734.43
BEGIN BRIDGE STA.802+00.00
END BRIDGE STA.803+30.00
PVI. STA. 803+00.00 PVI. EL. 736.50 V.C. = 700.00' e. = -2.34' K = 262
50 yr. WATER SURFACE ELEV. = 726.5
100 yr. WATER SURFACE ELEV. = 726.8
EXIST. 3 - 8' x 5' RCB TO BE REMOVED
PVRC. STA. 806+50.00 EL. = 730.25
PROPOSED GRADE AT S.H. 114 CL
PVI. STA. 810+00.00 PVI. EL. 724.00 V.C. = 700.00' e. = 1.43' K = 430
PVT. STA. 813+50.00 EL. = 723.45
EXIST. GROUND AT S.H. 114 CL
EXIST. GROUND 120' LT. OF S.H. 114 CL
PROP. 6 - 8' x 5' RCB FL. EL. = 711.00 (+/-)
50 yr. WATER SURFACE ELEV. = 715.9
100 yr. WATER SURFACE ELEV. = 716.1
EXIST. 2 - 6' x 4' RCB TO BE REMOVED
EXIST. GROUND 120' RT. OF S.H. 114 CL
PROPOSED GRADE AT S.H. 114 CL
PVC. STA. 834+00.00 EL. = 720.16
PVI. STA. 835+00.00 PVI. EL. 720.10 V.C. = 200.00' e. = 0.07' K = 667
SAG STA. 835+07.22 EL. = 720.17
PVT. STA. 836+00.00 EL. = 720.24
PVC. STA. 844+00.00 EL. = 721.32
PVI. STA. 845+00.00 PVI. EL. 721.45 V.C. = 200.00' e. = -0.07' K = 702
CREST STA. 844+94.74 EL. = 721.35
PVT. STA. 846+00.00 EL. = 721.30
100 yr. WATER SURFACE ELEV. = 719.1
50 yr. WATER SURFACE ELEV. = 718.6
EXIST. 8' x 2' RCB TO BE REMOVED
PROP. 4 - 9' x 4' RCB FL. EL. = 713.88 (+/-)
EXIST. GROUND AT S.H. 114 CL
PROPOSED GRADE AT S.H. 114 CL
S.H. 114 MAINLANE PROFILE


W. HALLMARK SURVEY, ABST. 518
ALLIANCE 161 ASSOCIATION
VOL. 1580, PG. 346
VOL. 2778, PG. 958
D.R.D.C.T.
G. CARDENAS SURVEY, ABST. 214
PETRUS INVESTMENT, LP
VOL. 2208, PG. 928
VOL. 2470, PG. 708
DOC. NO. 98-R0117449
D.R.D.C.T.
PROPOSED DRAINAGE EASEMENT
STA. 875+42.00
PROP. 5 - 6' x 4' CONC.
BOX CULVERTS
462' MBGF
EXIST. 6' x 4' RCB
TO BE REMOVED
PROPOSED RIGHT OF WAY LINE
EXISTING RIGHT OF WAY LINE
CL SH 114
240'
12'
860+00
865+00
870+00
875+00
880+00
885+00
890+00
895+00
900+00
905+00
910+00
915+00
920+00
925+00
930+00
935+00
FLOW
PROPOSED DRAINAGE EASEMENT
LIMITS OF 100 YR. FLOOD BOUNDARY
EXIST. 2 - 5' x 3' RCB
TO REMAIN
STA. 887+27.97
END PROP. PAVEMENT
MATCH EXIST. PAVEMENT
M.T. COLE TRUST #2
VOL. 350, PG. 482
D.R.D.C.T.
J. DAY SURVEY, ABST. 384
EXIST. 5' x 4' RCB
TO REMAIN
PROPOSED BRIDGE
BEGIN BRIDGE
STA. 898+77.59
END BRIDGE
STA. 902+05.70
250' MBGF
EXIST. 54" RCP
TO REMAIN
B.N. & S.F. RR.
BURLINGTON NORTHERN & SANTA FE R.R.
DOC. NO. 93-R0020408
D.R.D.C.T.
EXISTING RIGHT OF WAY LINE
19335+00
19340+00
19345+00
19350+00
19355+00
156 ALLIANCE PARTNERS, LTD
DOC. NO. 98-R0057069
D.R.D.C.T.
STA. 900+34.02 SH 114 =
STA. 19346+90.61 BNSF RR
EXIST. 5' x 3' RCB
TO REMAIN
STA. 914+77.97
BEGIN PROP. PAVEMENT
MATCH EXIST. PAVEMENT
CLARK W. McKELVEY FAMILY LP
DOC. NO. 97-R0064670
D.R.D.C.T.
C. TYDING SURVEY, ABST. 1276
G. CARDENAS SURVEY, ABST. 214
FERBRO INVESTMENT, LLC
DOC. NO. 97-R0003605
D.R.D.C.T.
EXIST. 4' x 3' RCB
TO BE REMOVED
STA. 927+00.00
PROP. 2 - 4' x 3' CONC.
BOX CULVERTS
CLARK W. McKELVEY FAMILY LP
DOC. NO. 97-R0064670
D.R.D.C.T.
MATCH LINE STA. 940+00.00
MATCH LINE
EXIST. GROUND
120' LT. OF S.H. 114 CL
EXIST. GROUND
120' RT. OF S.H. 114 CL
PVC. STA. 873+50.00
EL. = 717.18
SAG STA. 873+97.86
EL. = 717.14
PVI. STA. 875+00.00
PVI. EL. 716.95
V.C. = 300.00'
e. = 0.35'
K = 319
PVT. STA. 876+50.00
EL. = 718.14
(-) 0.150%
(+) 0.790%
100 yr. WATER SURFACE
ELEV. = 716.3
50 yr. WATER SURFACE
ELEV. = 715.8
EXIST. 6' x 4' RCB
TO BE REMOVED
PROP. 5 - 6' x 4' RCB
FL. EL. 710.26 (+/-)
PVC. STA. 880+25.00
EL. = 721.10
PVI. STA. 882+50.00
PVI. EL. 722.88
V.C. = 450.00'
e. = -0.64'
K = 398
CREST STA. 883+39.63
EL. = 722.34
(+) 0.790%
(-) 0.340%
PROPOSED GRADE
AT S.H. 114 CL
PVT. STA. 884+75.00
EL. = 722.11
PVC. STA. 884+78.45
EL. = 722.10
SAG STA. 885+45.38
EL. = 721.99
PVI. STA. 887+28.45
PVI. EL. 721.25
V.C. = 500.00'
e. = 1.59'
K = 197
(-) 0.340%
(+) 2.200%
EXIST. 2 - 5' x 3' RCB
TO REMAIN
FL. EL. = 714.1 (+/-)
PVT. STA. 889+78.45
EL. = 726.75
PVT. STA. 892+78.45
EL. = 733.35
EXIST. GROUND
AT S.H. 114 CL
PROPOSED GRADE
AT S.H. 114 CL
EXIST. 5' x 4' RCB
TO REMAIN
FL. EL. = 715.00 (+/-)
BEGIN BRIDGE
STA. 898+77.59
PVI. STA. 900+28.45
PVI. EL. 749.85
V.C. = 1500.00'
e. = -7.65'
K = 368
(+) 2.200%
(-) 1.878%
CREST STA. 900+87.63
EL. = 742.25
END BRIDGE
STA. 902+05.70
23'-10" CLEARANCE
EXIST. 54" RCP
TO REMAIN
FL. EL. = 715.3 (+/-)
STA. 900+34.02 SH 114 =
STA. 19346+90.61 BNSF RR
EXIST. GROUND
120' RT. OF S.H. 114 CL
EXIST. GROUND
120' LT. OF S.H. 114 CL
PVT. STA. 907+78.45
EL. = 735.76
PVC. STA. 910+28.45
EL. = 731.07
PVI. STA. 911+78.45
PVI. EL. 729.25
V.C. = 300.00'
e. = 0.48'
K = 235
PVT. STA. 913+28.45
EL. = 727.35
(-) 1.878%
(-) 0.600%
EXIST. 5' x 3' RCB
TO REMAIN
FL. EL. = 717.30 (+/-)
PVC. STA. 919+00.00
EL. = 723.92
PVI. STA. 920+00.00
PVI. EL. 723.32
V.C. = 200.00'
e. = -0.10'
K = 496
PVT. STA. 921+00.00
EL. = 722.32
(-) 0.600%
(-) 1.003%
PVC. STA. 924+50.00
EL. = 718.81
(-) 1.003%
(+) 0.627%
PVI. STA. 927+00.00
PVI. EL. 716.30
V.C. = 500.00'
e. = 1.02'
K = 307
SAG STA. 927+57.72
EL. = 717.25
PVRC. STA. 929+50.00
EL. = 717.86
PROP. 2 - 4' x 3' RCB
FL. EL. = 711.80 (+/-)
EXIST. 4' x 3' RCB
TO BE REMOVED
CREST STA. 932+65.06
EL. = 718.85
PVI. STA. 934+50.00
PVI. EL. 721.00
V.C. = 1000.00'
e. = -2.49'
K = 502
(+) 0.627%
(-) 1.363%
PROPOSED GRADE
AT S.H. 114 CL
PVT. STA. 939+50.00
EL. = 714.18


SCALE: 1"=100'
CITY OF FORT WORTH
TEXAN DRIVE
PROPOSED RIGHT OF WAY LINE
EXISTING RIGHT OF WAY LINE
G. CARDENAS SURVEY, ABST. 214
C. TYSSING SURVEY, ABST. 1270
NORTHWEST INDEPENDENT SCHOOL DISTRICT
945+00
950+00
955+00
960+00
965+00
970+00
975+00
780
770
760
750
740
730
720
710
700
690
680
670
660
650
640
630

SH 114 CENTERLINE DATA

```
Beginning chain 114CL description
===============================================================================

Point 1        N     7,062,923.0083  E     2,305,365.4407  Sta   715+00.0000

Course from 1 to PC 114CL-1  N 89^ 47' 55.1858' E      Dist 642.7920

                          Curve Data
                         *----------*
Curve 114CL-1
P.I.  Station          730+77.3871  N      7,062,928.5512  E      2,306,942.8180
Delta         =     4^ 40' 13.3951' (RT)
Degree        =     0^ 15' 00.0000'
Tangent       =           934.5951
Length        =         1,868.1550
Radius        =        22,918.3118
External      =            19.0482
Long Chord    =         1,867.6378
Mid. Ord.     =            19.0324
P.C.  Station          721+42.7920  N      7,062,925.2671  E      2,306,008.2288
P.T.  Station          740+10.9470  N      7,062,855.7270  E      2,307,874.5715
C.C.                                N      7,040,007.0968  E      2,306,088.7635
Back          = N  89^ 47' 55.1858' E
Ahead         = S  85^ 31' 51.4191' E
Chord Bear    = S  87^ 51' 58.1166' E

Course from PT 114CL-1 to PC 114CL-2  S 85^ 31' 51.4191' E      Dist 2,050.2615

                          Curve Data
                         *----------*
Curve 114CL-2
P.I.  Station          762+41.4580  N      7,062,681.9243  E      2,310,098.3008
Delta         =     4^ 00' 12.0977' (LT)
Degree        =     1^ 00' 00.0000'
Tangent       =           200.2495
Length        =           400.3360
Radius        =         5,729.5780
External      =             3.4983
Long Chord    =           400.2546
Mid. Ord.     =             3.4962
P.C.  Station          760+41.2085  N      7,062,697.5279  E      2,309,898.6601
P.T.  Station          764+41.5446  N      7,062,680.2968  E      2,310,298.5436
C.C.                                N      7,068,409.6855  E      2,310,345.1121
Back          = S  85^ 31' 51.4191' E
Ahead         = S  89^ 32' 03.5168' E
Chord Bear    = S  87^ 31' 57.4680' E

Course from PT 114CL-2 to PC 114CL-3  S 89^ 32' 03.5168' E      Dist 4,161.6788

                          Curve Data
                         *----------*
Curve 114CL-3
P.I.  Station          807+31.4294  N      7,062,645.4297  E      2,314,588.2868
Delta         =     2^ 33' 49.2977' (RT)
Degree        =     1^ 00' 00.0000'
Tangent       =           128.2061
Length        =           256.3694
Radius        =         5,729.5780
External      =             1.4342
Long Chord    =           256.3480
Mid. Ord.     =             1.4338
P.C.  Station          806+03.2233  N      7,062,646.4718  E      2,314,460.0849
P.T.  Station          808+59.5927  N      7,062,638.6543  E      2,314,716.3137
C.C.                                N      7,056,917.0831  E      2,314,413.5165
Back          = S  89^ 32' 03.5168' E
Ahead         = S  86^ 58' 14.2191' E
Chord Bear    = S  88^ 15' 08.8680' E

Course from PT 114CL-3 to PC 114CL-4  S 86^ 58' 14.2191' E      Dist 528.6023

                          Curve Data
                         *----------*
Curve 114CL-4
P.I.  Station          815+49.9044  N      7,062,602.1726  E      2,315,405.6608
Delta         =     3^ 13' 59.9875' (LT)
Degree        =     1^ 00' 00.0000'
Tangent       =           161.7094
Length        =           323.3330
Radius        =         5,729.5780
External      =             2.2816
Long Chord    =           323.2901
Mid. Ord.     =             2.2806
P.C.  Station          813+88.1950  N      7,062,610.7187  E      2,315,244.1773
P.T.  Station          817+11.5280  N      7,062,602.7483  E      2,315,567.3691
C.C.                                N      7,068,332.2899  E      2,315,546.9746
Back          = S  86^ 58' 14.2191' E
Ahead         = N  89^ 47' 45.7934' E
Chord Bear    = S  88^ 35' 14.2129' E

Course from PT 114CL-4 to PC 114CL-5  N 89^ 47' 45.7934' E      Dist 12,668.8204

                          Curve Data
                         *----------*
Curve 114CL-5
P.I.  Station          949+84.5017  N      7,062,649.9938  E      2,328,840.2587
Delta         =    23^ 15' 53.0009' (RT)
Degree        =     1^ 57' 08.2670'
Tangent       =           604.1533
Length        =         1,191.6593
Radius        =         2,934.7890
External      =            61.5400
Long Chord    =         1,183.4898
Mid. Ord.     =            60.2761
P.C.  Station          943+80.3484  N      7,062,647.8433  E      2,328,236.1093
P.T.  Station          955+72.0077  N      7,062,413.3425  E      2,329,396.1341
C.C.                                N      7,059,713.0729  E      2,328,246.5557
Back          = N  89^ 47' 45.7934' E
Ahead         = S  66^ 56' 21.2057' E
Chord Bear    = S  78^ 34' 17.7062' E

Course from PT 114CL-5 to PC 114CL-6  S 66^ 56' 21.2057' E      Dist 797.7224

                          Curve Data
                         *----------*
Curve 114CL-6
P.I.  Station          966+35.4426  N      7,061,996.7873  E      2,330,374.5897
Delta         =     5^ 18' 37.6030' (RT)
Degree        =     1^ 00' 00.0000'
Tangent       =           265.7125
Length        =           531.0445
Radius        =         5,729.5780
External      =             6.1580
Long Chord    =           530.8545
Mid. Ord.     =             6.1514
P.C.  Station          963+69.7301  N      7,062,100.8688  E      2,330,130.1103
P.T.  Station          969+00.7746  N      7,061,870.5254  E      2,330,608.3868
C.C.                                N      7,056,829.1421  E      2,327,885.7926
Back          = S  66^ 56' 21.2057' E
Ahead         = S  61^ 37' 43.6027' E
Chord Bear    = S  64^ 17' 02.4042' E

Course from PT 114CL-6 to PC 114CL-7  S 61^ 37' 43.6027' E      Dist 224.9056

                          Curve Data
                         *----------*
Curve 114CL-7
P.I.  Station          973+91.3927  N      7,061,637.3923  E      2,331,040.0755
Delta         =     5^ 18' 37.6030' (LT)
Degree        =     1^ 00' 00.0000'
Tangent       =           265.7125
Length        =           531.0445
Radius        =         5,729.5780
External      =             6.1580
Long Chord    =           530.8545
Mid. Ord.     =             6.1514
P.C.  Station          971+25.6802  N      7,061,763.6542  E      2,330,806.2784
P.T.  Station          976+56.7248  N      7,061,533.3108  E      2,331,284.5549
C.C.                                N      7,066,805.0374  E      2,333,528.8726
Back          = S  61^ 37' 43.6027' E
Ahead         = S  66^ 56' 21.2057' E
Chord Bear    = S  64^ 17' 02.4042' E

Course from PT 114CL-7 to PC 114CL-8  S 66^ 56' 21.2057' E      Dist 2,107.5156

                          Curve Data
                         *----------*
Curve 114CL-8
P.I.  Station          998+41.6040  N      7,060,677.4776  E      2,333,294.8401
Delta         =     0^ 46' 25.0467' (RT)
Degree        =     0^ 30' 00.0000'
Tangent       =            77.3636
Length        =           154.7249
Radius        =        11,459.1559
External      =             0.2611
Long Chord    =           154.7237
Mid. Ord.     =             0.2611
P.C.  Station          997+64.2404  N      7,060,707.7814  E      2,333,223.6587
P.T.  Station          999+18.9652  N      7,060,646.2153  E      2,333,365.6060
C.C.                                N      7,050,164.3244  E      2,328,735.0217
Back          = S  66^ 56' 21.2057' E
Ahead         = S  66^ 09' 56.1591' E
Chord Bear    = S  66^ 33' 08.6824' E

Course from PT 114CL-8 to PC 114CL-9  S 66^ 09' 56.1591' E      Dist 1,798.5862

                          Curve Data
                         *----------*
Curve 114CL-9
P.I.  Station         1024+47.0212  N      7,059,624.6417  E      2,335,678.0623
Delta         =    23^ 51' 09.0009' (LT)
Degree        =     1^ 39' 32.2173'
Tangent       =           729.4698
Length        =         1,437.8077
Radius        =         3,453.7391
External      =            76.1957
Long Chord    =         1,427.4474
Mid. Ord.     =            74.5510
P.C.  Station         1017+17.5514  N      7,059,919.4164  E      2,335,010.8037
P.T.  Station         1031+55.3592  N      7,059,624.8721  E      2,336,407.5320
C.C.                                N      7,063,078.6111  E      2,336,406.4409
Back          = S  66^ 09' 56.1591' E
Ahead         = N  89^ 58' 54.8400' E
Chord Bear    = S  78^ 05' 30.6595' E

Course from PT 114CL-9 to PC 114CL-10  N 89^ 58' 54.8400' E      Dist 5,408.0350

                          Curve Data
                         *----------*
Curve 114CL-10
P.I.  Station         1088+71.2625  N      7,059,626.6778  E      2,342,123.4350
Delta         =     3^ 04' 40.7425' (LT)
Degree        =     0^ 30' 00.0000'
Tangent       =           307.8683
Length        =           615.5884
Radius        =        11,459.1559
External      =             4.1350
Long Chord    =           615.5144
Mid. Ord.     =             4.1335
P.C.  Station         1085+63.3942  N      7,059,626.5805  E      2,341,815.5667
P.T.  Station         1091+78.9826  N      7,059,643.3059  E      2,342,430.8539
C.C.                                N      7,071,085.5800  E      2,341,811.9468
Back          = N  89^ 58' 54.8400' E
Ahead         = N  86^ 54' 14.0975' E
Chord Bear    = N  88^ 26' 34.4688' E

Course from PT 114CL-10 to PC 114CL-11  N 86^ 54' 14.0975' E      Dist 3,177.3388

                          Curve Data
                         *----------*
Curve 114CL-11
P.I.  Station         1133+08.4478  N      7,059,866.3407  E      2,346,554.2916
Delta         =    23^ 28' 09.8531' (RT)
Degree        =     1^ 15' 00.0000'
Tangent       =           952.1264
Length        =         1,877.5523
Radius        =         4,583.6624
External      =            97.8444
Long Chord    =         1,864.4536
Mid. Ord.     =            95.7994
P.C.  Station         1123+56.3214  N      7,059,814.9158  E      2,345,603.5549
P.T.  Station         1142+33.8737  N      7,059,534.8716  E      2,347,446.8570
C.C.                                N      7,055,237.9439  E      2,345,851.1211
Back          = N  86^ 54' 14.0975' E
Ahead         = S  69^ 37' 36.0494' E
Chord Bear    = S  81^ 21' 40.9759' E

Course from PT 114CL-11 to 2  S 69^ 37' 36.0494' E      Dist 833.4506

Point 2        N     7,059,244.7178  E     2,348,228.1704  Sta  1150+67.3243

===============================================================================
Ending chain 114CL description
```

TEXAS DEPARTMENT OF TRANSPORTATION

DALLAS DISTRICT
WILLIAM L. HALE P.E., DISTRICT ENGINEER

STATE HIGHWAY 114
DESIGN SCHEMATIC
FROM DENTON/WISE COUNTY LINE TO FM 156
DENTON COUNTY

C.S.J. : 0353-02-029
PROJECT LIMITS: 0.22 Mi. WEST OF COUNTY LINE RD
(WISE CO. LINE) TO 0.45 Mi. WEST OF FM 156
FUNCTIONAL CLASS: RURAL PRINCIPAL ARTERIAL
DESIGN SPEED: 70 mph MAINLANES
PROJECT LENGTH: 4.564 MILES
ROLL 1 OF 2

SCALE: 1"=100' H, 1"=10' V

AUGUST, 2004

HALFF ASSOCIATES, INC.
ENGINEERS SURVEYORS - SCIENTISTS
PRELIMINARY - FOR INTERIM REVIEW ONLY

These documents are for Interim Review and not intended for Construction, Bidding, or Permit Purposes. They were prepared by, or under the supervision of:

Michael E. Romanowski	56306	8-18-04
Type or Print Name	P.E. #	Date

Halff Associates
ENGINEERS . ARCHITECTS . SCIENTISTS . PLANNERS . SURVEYORS

© 2004 BY TEXAS DEPARTMENT OF TRANSPORTATION
ALL RIGHTS RESERVED

FILE: c:\saves\18000s\18080\dgn\18080b\8080sch1.sht
DATE: 17-Aug-04 07:36