TEXAS DEPARTMENT OF TRANSPORTATION®
DALLAS DISTRICT
CEASON CLEMENS, P.E., DALLAS DISTRICT ENGINEER

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

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

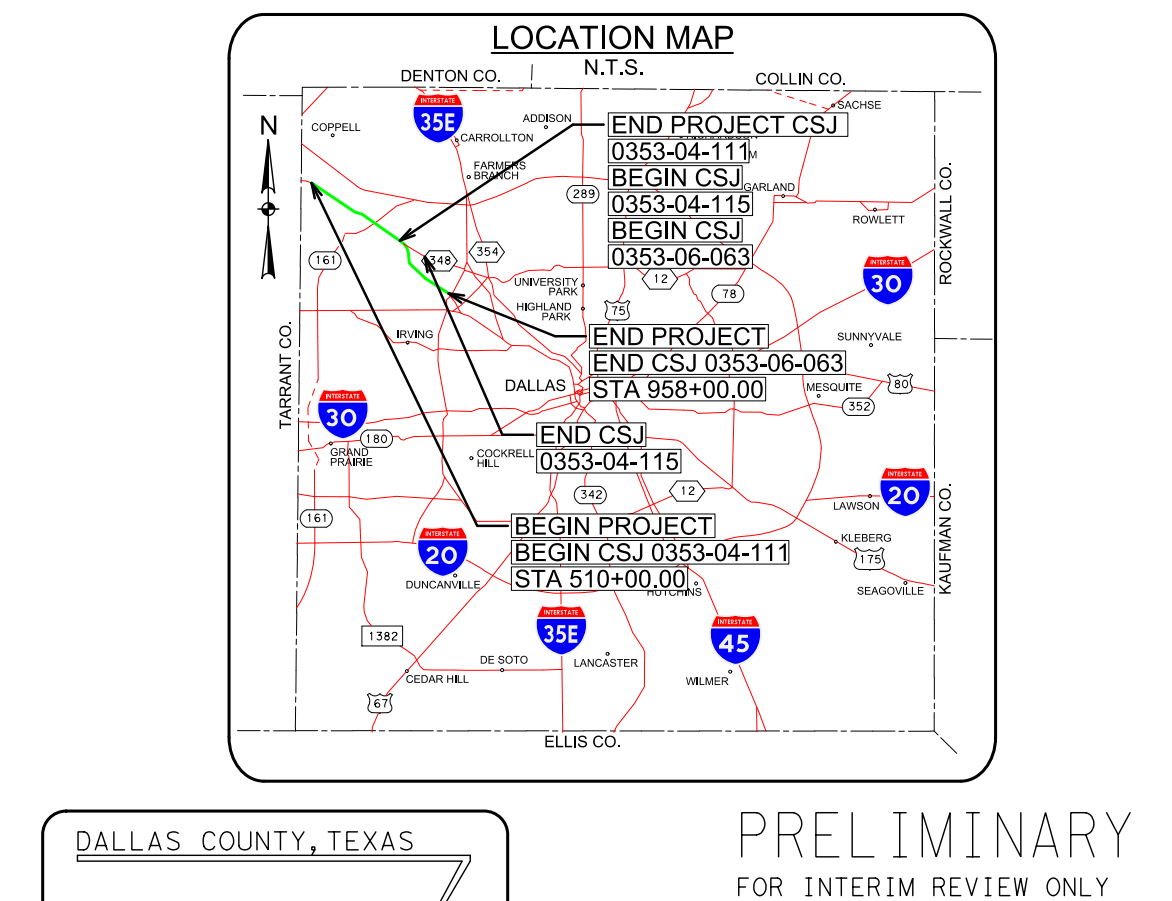
100%
Preliminary, Subject to Change

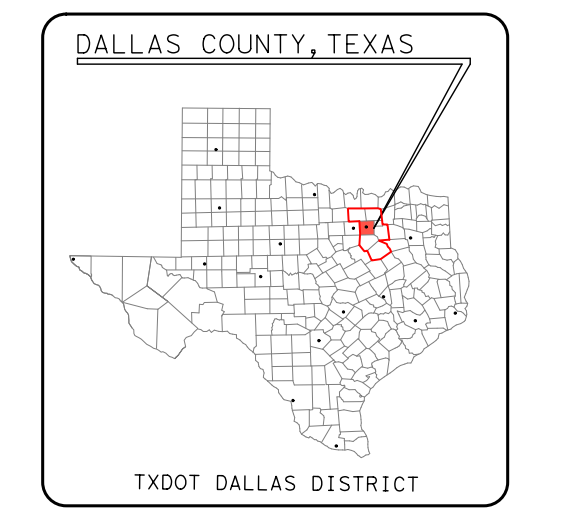
JUNE 2024
ROLL 4 OF 13

LENGTH: 8.5 MILES

DESIGN SPEEDS		FUNCTIONAL CLASS
MAIN LANES:	70 MPH	URBAN INTERSTATE
EXPRESS 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	
* WALNUT HILL FRONTAGE ROAD BYPASS:	35 MPH	
DIRECT CONNECTORS/RAMPS:	50 MPH	
* SB RAMPS TO PGBT & NB RAMP FROM PGBT:	30 MPH	
* PGBT DC WB-NB & DC WB-SB:	35 MPH	
* PGBT DC NB-EB:	35 MPH	
* PGBT DC EB-SB:	30 MPH	
* PGBT DC SB-WB & DC EB-NB:	40 MPH	
* PGBT DC SB-EB:	35 MPH	
* PGBT DC NB-WB:	35 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	
RIVERSIDE DRIVE/ROCHELLE BLVD	35 MPH	
TURNAROUNDS:	15 MPH	URBAN ARTERIAL / COLLECTOR
SHARED USE PATHS:	18 MPH	

* Denotes exceptions to usual speed


LOCATION MAP
N.T.S.


DALLAS COUNTY, TEXAS
TXDOT DALLAS DISTRICT
TEXAS COUNTY MAP
N.T.S.

PRELIMINARY
FOR INTERIM REVIEW ONLY

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

PHILLIP HANLEY 91815 6/17/2024
NAME P.E. NO. DATE

PHILLIP ULLMAN 71426 6/17/2024
NAME P.E. NO. DATE

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

0 10 20 30 40
VERTICAL SCALE:

0 100 200 300 400
HORIZONTAL SCALE:

DATE SUBMITTED:

DATE APPROVED:

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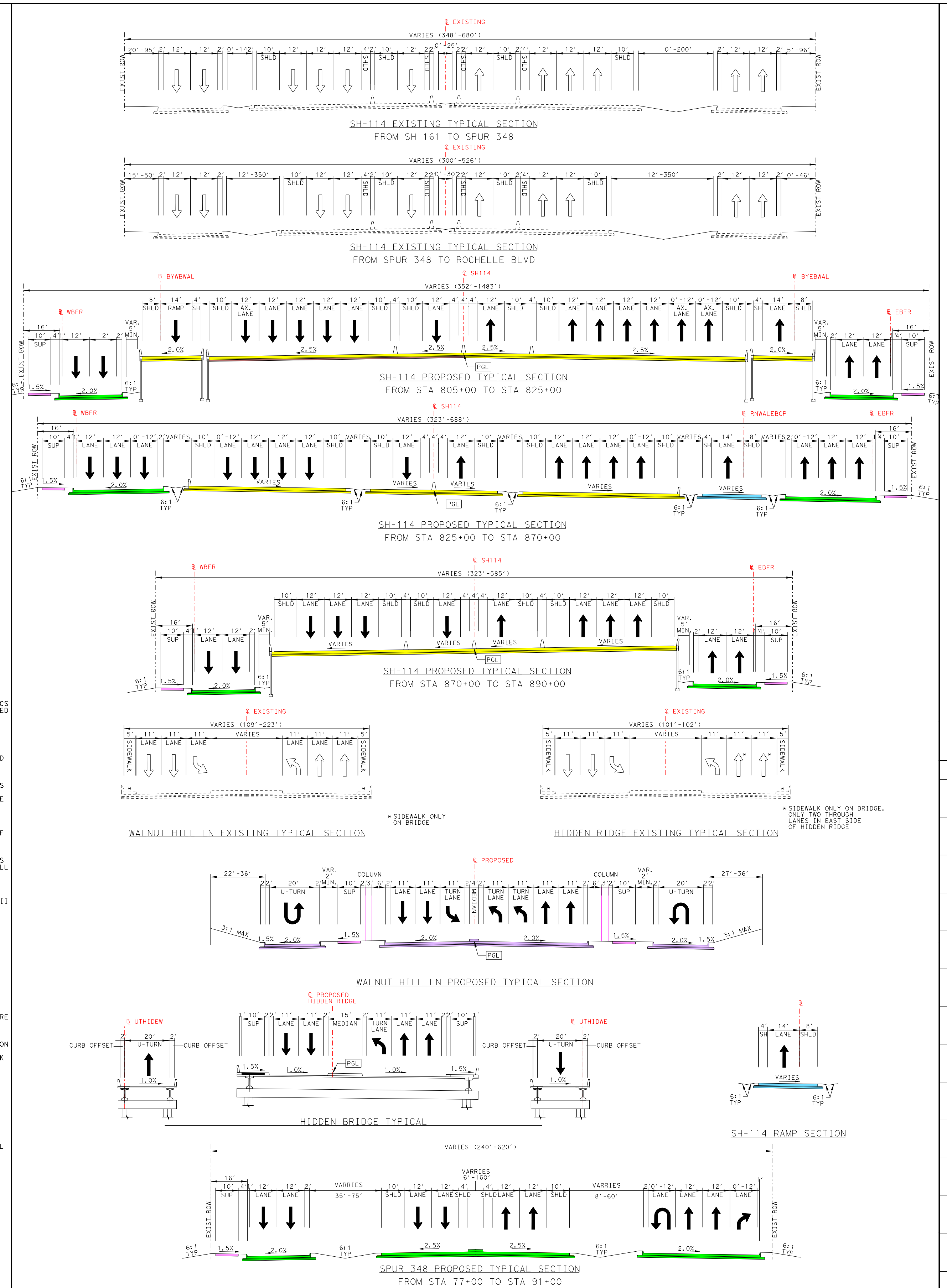
LEGEND:

- 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 SIDEWALK WALL
- PROPOSED CULVERT
- PROPOSED NOISE WALL
- → DIRECTION OF TRAVEL
- EXISTING PAVEMENT TO REMAIN
- PROPOSED BRIDGE
- PROPOSED MAIN LANES
- PROPOSED EXPRESS 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
- SIGNAL

GENERAL NOTES:

1. EXISTING FEATURES WERE NOT FIELD SURVEYED. SCHEMATICS ARE BASED ON AERIAL SURVEYS AND RECORD PLANS PROVIDED BY TXDOT IN 2022 UNDER MULTIPLE SEPARATE CONTRACTS.
2. TRAFFIC VOLUMES WERE TRANSMITTED BY TP&P ON JUNE 29, 2022.
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 48439C0120K (2009), 48113C0145K (2014), 48113C0165K (2014) AND 48113C0170K (2014).
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).
17. CONVENTIONAL ROADWAY SIGNAGES (SMALL SIGNS) ARE NOT SHOWN AND WILL BE DEVELOPED DURING PS&E PHASE OF THE PROJECT.
18. BARRIERS AND RAILS ARE SINGLE SLOPE CONCRETE TYPE SSCB AND T80SS UNLESS NOTED OTHERWISE.


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

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

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

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

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

WALNUT HILL LN EXISTING TYPICAL SECTION

* SIDEWALK ONLY ON BRIDGE

HIDDEN RIDGE EXISTING TYPICAL SECTION

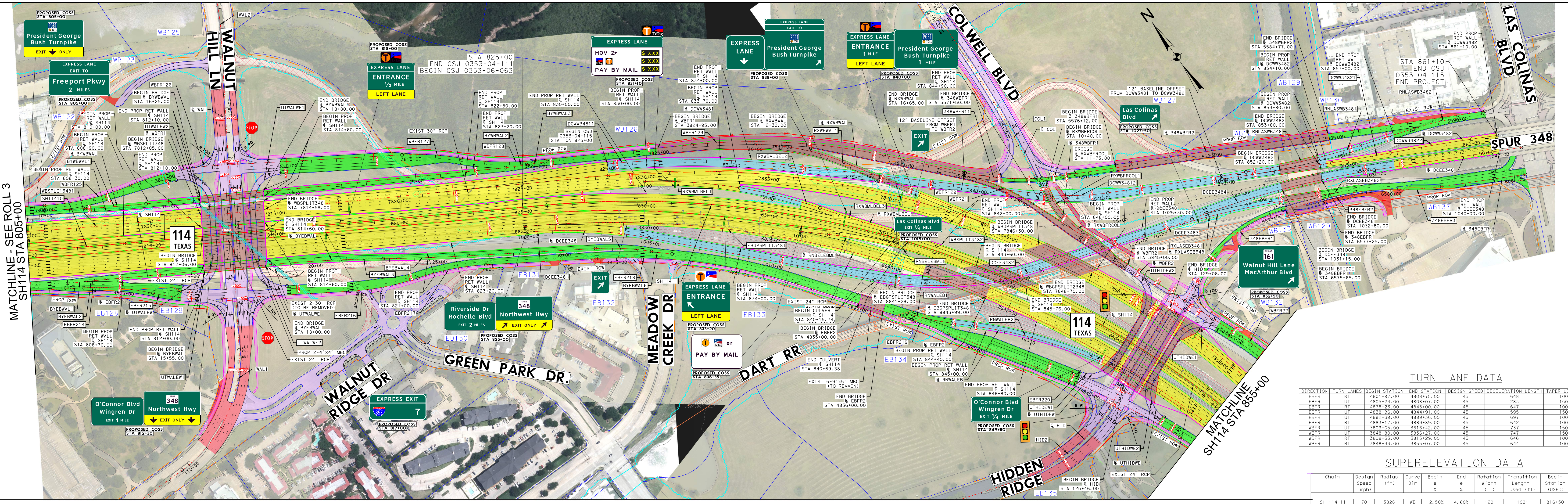
* SIDEWALK ONLY ON BRIDGE. ONLY TWO THROUGH LANES IN EAST SIDE OF HIDDEN RIDGE

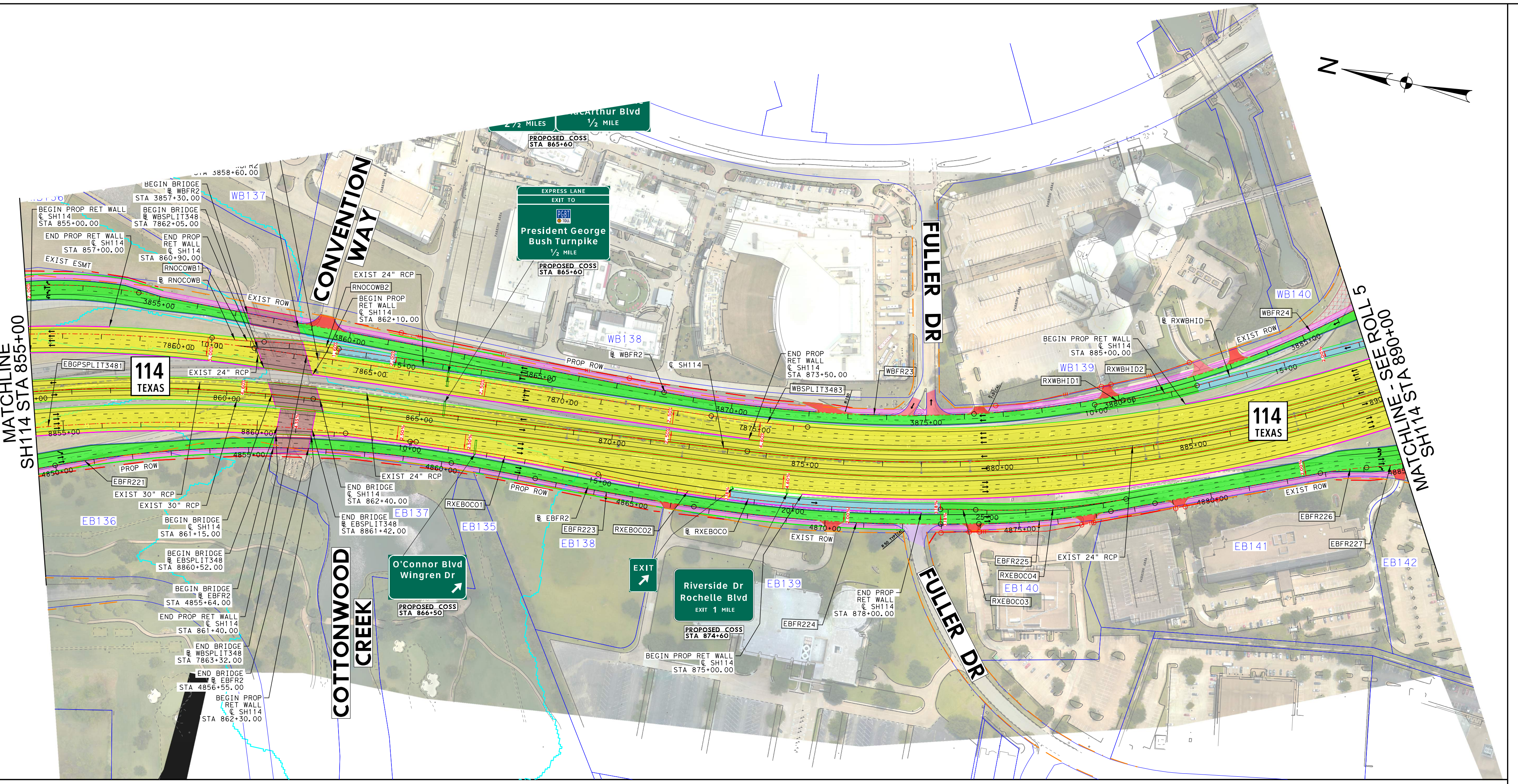
WALNUT HILL LN PROPOSED TYPICAL SECTION

HIDDEN BRIDGE TYPICAL

SH-114 RAMP SECTION

SPUR 348 PROPOSED TYPICAL SECTION
FROM STA 77+00 TO STA 91+00
℄ EXISTING
VARIES (348'-680')
VARIES (300'-526')
EXIST ROW
SHLD
LANE
℄ SH114
℄ WBFR
℄ EBFR
VARIES (352'-1483')
VARIES (323'-688')
VARIES (323'-585')
℄ BYWBWAL
℄ BYEBWAL
℄ RNWALEBCP
PGL
2.0%
2.5%
1.5%
6:1 TYP
SUP
RAMP
AX. LANE
VARIES (109'-223')
VARIES (101'-102')
SIDEWALK
℄ PROPOSED
COLUMN
U-TURN
TURN LANE
MEDIAN
3:1 MAX
℄ PROPOSED HIDDEN RIDGE
℄ UTHIDEW
℄ UTHIDWE
CURB OFFSET
VARIES (240'-620')
VARRIES 35'-75'
VARRIES 8'-60'


WALNUT HILL LN
WALNUT RIDGE DR
GREEN PARK DR.
MEADOW CREEK DR
DART RR
HIDDEN RIDGE
COLWELL BLVD
LAS COLINAS BLVD
SPUR 348
114 TEXAS
MATCHLINE - SEE ROLL 3 SH114 STA 805+00
MATCHLINE SH114 STA 855+00
STA 825+00 END CSJ 0353-04-111 BEGIN CSJ 0353-06-063
STA 861+10 END CSJ 0353-04-115 END PROJECT
President George Bush Turnpike EXIT ONLY
EXPRESS LANE EXIT TO Freeport Pkwy 2 MILES
EXPRESS LANE ENTRANCE 1/2 MILE LEFT LANE
EXPRESS LANE HOV 2+ PAY BY MAIL
EXPRESS LANE
EXPRESS LANE EXIT TO President George Bush Turnpike
EXPRESS LANE ENTRANCE 1 MILE LEFT LANE
President George Bush Turnpike 1 MILE
EXIT
Las Colinas Blvd
Las Colinas Blvd EXIT 1/4 MILE
Riverside Dr Rochelle Blvd EXIT 2 MILES
348 Northwest Hwy EXIT ONLY
EXPRESS LANE ENTRANCE LEFT LANE
PAY BY MAIL
O'Connor Blvd Wingren Dr EXIT 1 MILE
O'Connor Blvd Wingren Dr EXIT 1/4 MILE
EXPRESS EXIT 35E 7
161 Walnut Hill Lane MacArthur Blvd
PROPOSED COSS

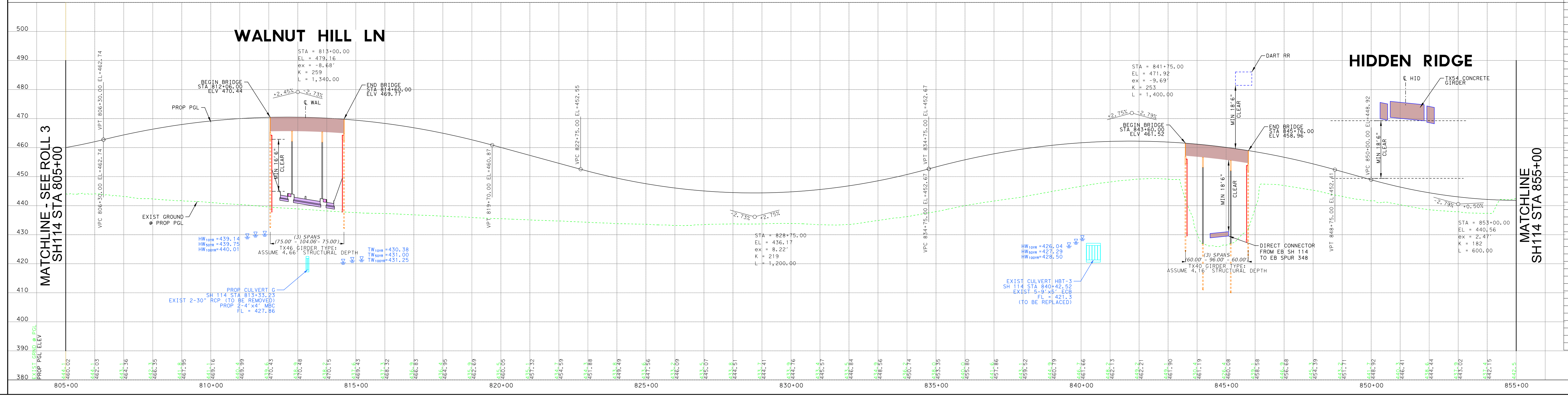


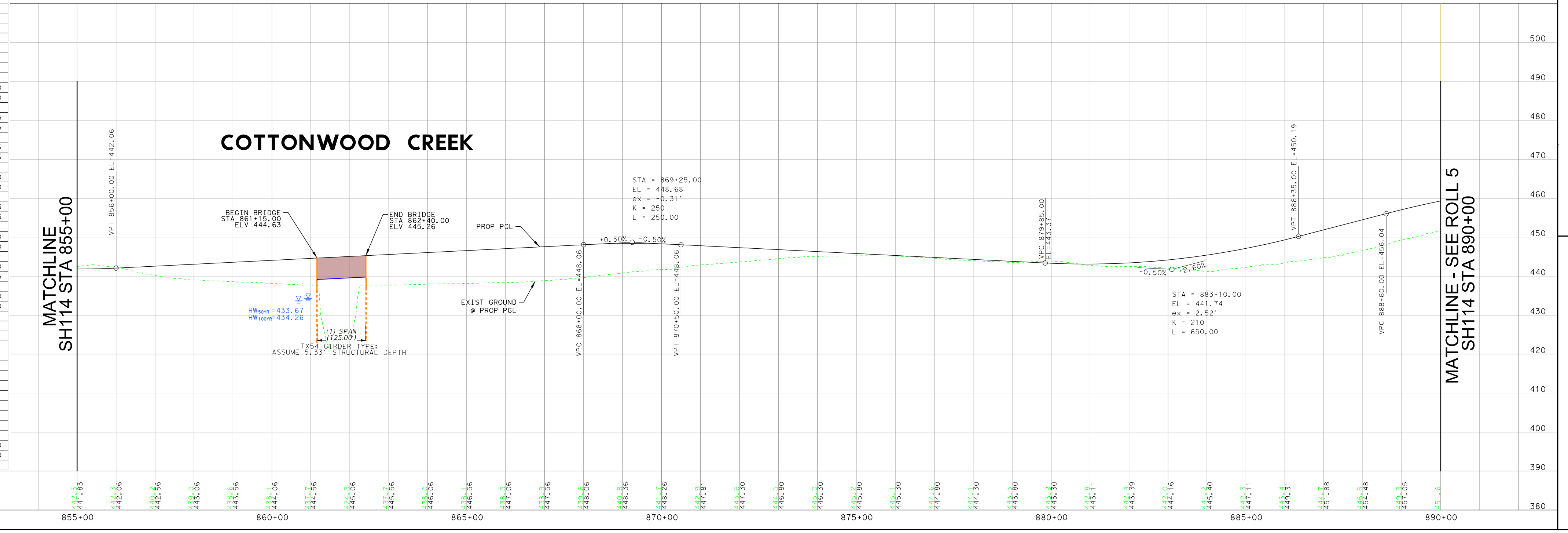
TURN LANE DATA

DIRECTION	TURN LANES	BEGIN STATION	END STATION	DESIGN SPEED	DECELERATION LENGTH	TAPER LENGTH	STORAGE
EBFR	RT	4801+97.00	4808+75.00	45	648	100	30
EBFR	UT	4805+24.00	4808+07.00	45	283	150	NA
EBFR	RT	4838+23.00	4845+00.00	45	647	100	30
EBFR	UT	4838+96.00	4844+91.00	45	595	150	NA
EBFR	UT	4882+39.00	4889+36.00	45	697	150	NA
EBFR	RT	4883+17.00	4889+89.00	45	642	100	30
WBFR	UT	3809+05.00	3816+42.00	45	737	150	NA
WBFR	UT	3848+80.00	3856+27.00	45	747	150	NA
WBFR	RT	3808+53.00	3815+29.00	45	646	100	30
WBFR	RT	3848+33.00	3855+07.00	45	644	100	30

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%	4.60%	120	1091	816+50	827+50
SH 114-11	70	3828	WB	4.60%	-2.50%	120	1091	860+50	871+50
SH 114-11	70	3828	EB	-2.50%	-4.60%	101	271	823+50	826+25
SH 114-11	70	3828	EB	-4.60%	-2.50%	101	271	861+75	864+50
SH 114-12	70	3858	WB	-2.50%	-4.60%	78	220	871+50	873+75
SH 114-12	70	3858	WB	-4.60%	-2.50%	78	220	896+50	898+75
SH 114-12	70	3858	EB	-2.50%	4.60%	86	818	866+25	874+50
SH 114-12	70	3858	EB	4.60%	-2.50%	86	818	895+50	903+75
WBSPLIT3482	70	3396.00	WB	-2.50%	5.00%	48	720	7822+25	7829+50
WBSPLIT3482	70	3396.00	WB	5.00%	-2.50%	48	720	7860+75	7868+00
EBSPLIT3481	70	3932.00	EB	+2.5%	4.60%	48	205	7823+00	7825+25
EBSPLIT3481	70	3932.00	EB	4.60%	+2.5%	48	205	7864+00	7866+25
DCBTWS1	40	1125	WS	2.00%	-4.60%	14.00	162	1000+50	1002+25
DCBTWS1	40	1125	WS	-4.60%	2.50%	14.00	174	1015+00	1016+75
DCBTES14	30	340	ES	+2.00%	5.60%	14.00	88	1031+50	1032+50
DCBTES14	30	340	ES	5.60%	+2.00%	14.00	88	1038+00	1039+00
DCBTWN5	35	500	WN	2.00%	5.60%	44.00	255	1020+00	1022+75
DCBTWN5	35	500	WN	5.60%	2.50%	14.00	103	1030+50	1031+75
DCBTEN1	40	1007	EN	+2%	-4.80%	14.00	167	1001+25	1003+00
DCBTEN1	40	1007	EN	-4.80%	5.40%	14.00	251	1015+75	1018+50
DCBTSE1	35	833	SE	+2%	-4.50%	14.00	147	1002+50	1004+00
DCBTSE1	35	833	SE	-4.50%	-1.00%	14.00	103	1019+50	1020+75
DCEE3482	50	1364	E	4.60%	-5.30%	24.00	475	1010+25	1015+00
DCEE3482	50	1364	E	-5.30%	3.00%	24.00	398	1020+00	1024+00
RXLASEB3481	50	3480	SE	3.00%	+3%	14.00	147	8+75	10+25
RXLASEB3481	50	3480	SE	+3%	2.00%	14.00	147	15+00	16+50
DCWW3481	50	3442	W	-4.60%	-4.60%	24.00	147	823+75	825+25
DCWW3481	50	3442	W	-4.60%	5.80%	24.00	499	831+25	836+25
DCWW3482	50	1040	W	5.80%	+5.8%	24.00	147	841+25	842+75
DCWW3482	50	1040	W	+5.8%	2.00%	24.00	182	844+50	846+50
RNLASWB3481	50	2940	SWB	2.00%	+3.4%	24.00	147	9+75	11+25
RNLASWB3481	50	2940	SWB	+3.4%	2.00%	14.00	147	15+25	16+75
DCEE3484	50	3480	E	3.00%	+3%	24.00	147	1026+00	1027+50
DCEE3484	50	3480	E	+3%	2.00%	24.00	147	1034+50	1036+00





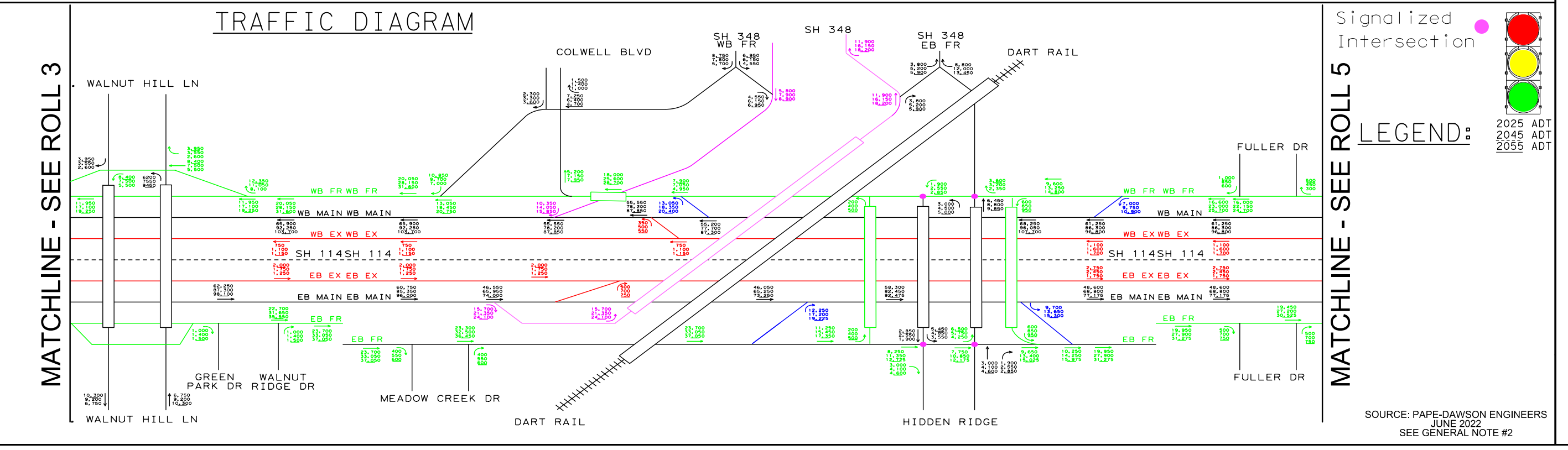
HORIZONTAL ALIGNMENT DATA

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
SH11410	806+53.25	7,010,317.38	2,442,199.56	1° 55' 14.62" LT	14,100.00'	236.36'	472.67'	804+16.89	808+89.56	S 57° 47' 39.16" E	S 59° 42' 53.79" E
SH11411	845+59.24	7,008,347.56	2,445,572.52	54° 17' 01.48" RT	3,828.00'	1,962.42'	3,626.76'	825+96.82	862+23.58	S 59° 42' 53.79" E	S 5° 25' 52.31" E
SH11412	885+62.08	7,004,065.94	2,445,979.61	34° 52' 29.84" LT	3,858.00'	1,211.80'	2,348.30'	873+50.29	896+98.59	S 5° 25' 52.31" E	S 40° 18' 22.15" E
WBSPLIT3481	7807+51.40	7,010,332.86	2,442,325.29	2° 03' 28.21" LT	14,022.00'	251.83'	503.61'	7804+99.57	7810+03.18	S 58° 11' 45.55" E	S 60° 15' 13.77" E
WBSPLIT3482	7846+74.15	7,008,386.53	2,445,731.19	56° 23' 16.04" RT	3,396.00'	1,820.45'	3,342.18'	7828+53.70	7861+95.88	S 60° 15' 13.77" E	S 3° 51' 57.73" E
WBSPLIT3483	7875+11.23	7,005,257.86	2,445,942.62	3° 47' 18.76" LT	3,780.00'	125.02'	249.94'	7873+86.21	7876+36.16	S 3° 51' 57.73" E	S 7° 39' 16.49" E
EBSPLIT3481	8845+19.25	7,008,300.37	2,445,498.66	54° 17' 01.48" RT	3,932.00'	2,015.73'	3,725.30'	8825+03.52	8862+28.81	S 59° 42' 53.79" E	S 5° 25' 52.31" 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
348WBFR11	5571+95.21	7,008,321.22	2,445,457.55	20° 20' 38.37" LT	1,088.00'	195.21'	386.32'	5570+00.00	5573+86.32	S 42° 26' 46.50" E	S 62° 47' 24.88" E
WBFR21	3838+98.94	7,008,345.91	2,445,417.30	20° 00' 16.53" RT	850.00'	149.91'	296.77'	3837+49.03	3840+45.80	S 42° 03' 21.07" 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
348EBFR1	6573+60.78	7,007,673.91	2,446,078.66	43° 33' 29.36" RT	538.00'	214.96'	409.01'	6571+45.82	6575+54.83	N 66° 40' 47.67" E	S 69° 45' 42.98" E
348EBFR2	6578+81.30	7,007,486.61	2,446,586.67	15° 54' 39.22" RT	1,088.00'	152.05'	302.13'	6577+29.26	6580+31.39	S 69° 45' 42.98" E	S 53° 51' 03.76" E
348EBFR3	6581+18.31	7,007,345.65	2,446,779.63	8° 56' 20.82" LT	1,112.00'	86.92'	173.49'	6580+31.39	6582+04.88	S 53° 51' 03.76" E	S 62° 47' 24.59" E
EBFR214	4804+78.44	7,010,072.66	2,442,286.00	15° 29' 38.90" RT	1,040.00'	141.48'	281.24'	4803+36.96	4806+18.20	S 57° 47' 39.16" E	S 42° 18' 00.26" E
EBFR215	4807+60.49	7,009,862.77	2,442,476.98	15° 34' 53.54" LT	1,040.00'	142.29'	282.83'	4806+18.20	4809+01.02	S 42° 18' 00.26" E	S 57° 52' 53.80" E
EBFR216	4815+53.49	7,009,440.22	2,443,150.11	15° 21' 41.26" LT	1,040.00'	140.26'	278.83'	4814+13.24	4816+92.07	S 57° 52' 53.80" E	S 73° 14' 35.07" E
EBFR217	4818+33.63	7,009,358.96	2,443,419.96	15° 30' 08.75" RT	1,040.00'	141.56'	281.39'	4816+92.07	4819+73.46	S 73° 14' 35.07" E	S 57° 44' 26.32" E
EBFR218	4828+31.30	7,008,825.53	2,444,265.09	20° 48' 41.05" RT	2,250.00'	413.18'	817.26'	4824+18.12	4832+35.38	S 57° 44' 26.32" E	S 36° 55' 45.26" E
EBFR219	4838+07.36	7,008,038.02	2,444,857.00	3° 41' 22.96" RT	2,250.00'	72.47'	144.89'	4837+34.88	4838+79.78	S 36° 55' 45.26" E	S 33° 14' 22.31" E
EBFR220	4846+31.16	7,007,348.95	2,445,308.59	10° 54' 50.47" RT	2,852.00'	272.46'	543.26'	4843+58.71	4849+01.97	S 33° 14' 22.31" E	S 22° 19' 31.83" E
EBFR221	4855+16.73	7,006,528.24	2,445,645.62	19° 20' 14.95" RT	3,040.00'	517.93'	1,026.01'	4849+98.80	4860+24.81	S 22° 19' 31.83" E	S 2° 59' 16.89" E
EBFR222	4861+34.69	7,005,901.28	2,445,678.35	2° 13' 24.76" RT	5,662.00'	109.88'	219.73'	4860+24.81	4862+44.54	S 2° 59' 16.89" E	S 0° 45' 52.12" E
EBFR223	4864+52.29	7,005,583.69	2,445,682.58	2° 57' 39.53" LT	8,038.00'	207.74'	415.39'	4862+44.54	4866+59.94	S 0° 45' 52.12" E	S 3° 43' 31.66" E
EBFR224	4869+79.64	7,005,057.36	2,445,716.85	9° 05' 55.16" LT	4,018.00'	319.70'	638.06'	4866+59.94	4872+98.00	S 3° 43' 31.66" E	S 12° 49' 26.82" E
EBFR225	4875+68.07	7,004,482.29	2,445,847.76	9° 48' 02.15" LT	2,000.00'	171.47'	342.11'	4873+96.60	4877+38.71	S 12° 49' 26.82" E	S 22° 37' 28.97" E
EBFR226	4883+47.42	7,003,762.14	2,446,147.89	6° 36' 46.24" RT	1,040.00'	60.08'	120.03'	4882+87.34	4884+07.37	S 22° 37' 28.97" E	S 16° 00' 42.73" E
EBFR227	4886+31.23	7,003,489.22	2,446,226.21	24° 17' 39.42" LT	1,040.00'	223.85'	440.98'	4884+07.37	4888+48.35	S 16° 00' 42.73" E	S 40° 18' 22.15" E
DCEE3481	1002+47.22	7,009,167.92	2,443,965.53	15° 43' 36.71" RT	1,790.00'	247.22'	491.33'	1000+00.00	1004+91.33	S 59° 42' 53.79" E	S 43° 59' 17.08" E
DCEE3482	1017+61.35	7,008,076.30	2,445,019.26	28° 25' 21.78" LT	1,364.00'	345.43'	676.64'	1014+15.91	1020+92.55	S 43° 59' 17.08" E	S 72° 24' 38.86" E
DCEE3483	1026+32.43	7,007,808.76	2,445,863.18	3° 21' 54.03" LT	3,480.00'	102.22'	204.38'	1025+30.21	1027+34.59	S 72° 24' 38.86" E	S 75° 46' 32.88" E
DCEE3484	1031+16.54	7,007,689.80	2,446,332.50	12° 31' 36.27" RT	3,480.00'	381.94'	760.84'	1027+34.59	1034+95.43	S 75° 46' 32.88" E	S 63° 14' 56.61" E
DCWW34811	828+69.24	7,009,146.50	2,444,494.03	12° 14' 45.96" RT	3,442.00'	369.24'	735.68'	825+00.00	832+35.68	S 60° 15' 13.77" E	S 48° 00' 27.81" E
DCWW34812	843+89.41	7,008,127.58	2,445,625.96	14° 54' 10.41" LT	1,040.00'	136.02'	270.51'	842+53.39	845+23.90	S 48° 00' 27.81" E	S 62° 54' 38.22" E
DCWW34821	855+53.17	7,007,586.24	2,446,657.96	2° 24' 25.49" LT	5,700.00'	119.75'	239.47'	854+33.42	856+72.89	S 62° 54' 38.22" E	S 65° 19' 03.71" E
DCWW34822	858+38.86	7,007,466.93	2,446,917.58	2° 24' 25.49" RT	7,900.00'	165.97'	331.89'	856+72.89	860+04.78	S 65° 19' 03.71" E	S 62° 54' 38.22" E
BYEBWAL1	10+37.30	7,010,180.44	2,442,156.15	4° 04' 10.14" LT	1,050.00'	37.30'	74.58'	10+00.00	10+74.58	S 57° 47' 39.16" E	S 61° 51' 49.31" E
BYEBWAL2	10+94.27	7,010,153.56	2,442,206.41	2° 08' 55.52" RT	1,050.00'	19.69'	39.38'	10+74.58	11+13.96	S 61° 51' 49.31" E	S 59° 42' 53.79" E
BYEBWAL3	20+52.35	7,009,670.40	2,443,033.75	4° 28' 24.30" RT	5,700.00'	222.63'	445.03'	18+29.72	22+74.76	S 59° 42' 53.79" E	S 55° 14' 29.49" E
BYEBWAL4	24+47.07	7,009,445.23	2,443,358.22	2° 29' 56.82" LT	7,900.00'	172.32'	344.58'	22+74.76	26+19.34	S 55° 14' 29.49" E	S 57° 44' 26.32" E
BYEBWAL5	32+44.81	7,009,019.41	2,444,032.86	12° 19' 08.62" RT	1,050.00'	113.32'	225.76'	31+31.49	33+57.25	S 57° 44' 26.32" E	S 45° 25' 17.70" E
BYEBWAL6	33+99.12	7,008,910.48	2,444,143.41	4° 34' 04.13" LT	1,050.00'	41.88'	83.71'	33+57.25	34+40.96	S 45° 25' 17.70" E	S 49° 59' 21.83" E
RNWALEB1	10+91.37	7,008,067.05	2,444,862.70	9° 56' 46.17" LT	1,050.00'	91.37'	182.27'	10+00.00	11+82.27	S 36° 55' 45.26" E	S 46° 52' 31.43" E
RNWALEB2	17+40.25	7,007,623.16	2,445,336.64	28° 03' 52.88" RT	1,850.00'	462.37'	906.17'	12+77.89	21+84.06	S 46° 52' 31.43" E	S 18° 48' 38.55" 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
BYWBWAL1	12+86.69	7,010,338.08	2,442,461.27	2° 27' 34.61" LT	5,700.00'	122.36'	244.69'	11+64.32	14+09.01	S 57° 47' 39.16" E	S 60° 15' 13.77" E
BYWBWAL2	29+06.35	7,009,534.45	2,443,867.55	4° 40' 46.13" LT	1,050.00'	42.90'	85.76'	28+63.45	29+49.21	S 60° 15' 13.77" E	S 64° 55' 59.90" E
BYWBWAL3	29+92.11	7,009,498.10	2,443,945.27	4° 40' 46.13" RT	1,050.00'	42.90'	85.76'	29+49.21	30+34.96	S 64° 55' 59.90" E	S 60° 15' 13.77" E
RXWBWAL1	11+85.53	7,008,940.30	2,444,853.71	22° 06' 02.08" RT	950.00'	185.53'	366.44'	10+00.00	13+66.44	S 54° 26' 32.29" E	S 32° 20' 30.21" E
RXWBFRCOL1	11+85.47	7,008,085.87	2,445,535.58	31° 08' 48.73" LT	350.00'	97.55'	190.27'	10+87.93	12+78.19	S 9° 05' 44.19" W	S 22° 03' 04.54" 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
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
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
RXWBHID1	10+36.99	7,004,389.38	2,446,187.42	2° 49' 30.41" RT	1,500.00'	36.99'	73.96'	10+00.00	10+73.96	S 22° 40' 45.44" E	S 19° 51' 15.03" E
RXWBHID2	11+71.43	7,004,262.92	2,446,233.08	7° 26' 06.83" LT	1,500.00'	97.46'	194.65'	10+73.96	12+68.62	S 19° 51' 15.03" E	S 27° 17' 21.87" E
RXWBMLBEL1	11+93.52	7,009,078.61	2,444,414.23	11° 02' 33.29" RT	2,002.00'	193.52'	385.84'	10+00.00	13+85.84	S 56° 13' 36.80" E	S 45° 11' 03.50" E
RXWBMLBEL2	15+52.82	7,008,824.53	2,444,669.95	9° 32' 06.78" RT	2,002.00'	166.97'	333.17'	13+85.84	17+19.02	S 45° 11' 03.50" E	S 35° 38' 56.72" E
RXWBMLBEL3	18+73.00	7,008,563.72	2,444,857.01	3° 05' 41.61" LT	5,700.00'	153.98'	307.89'	17+19.02	20+26.91	S 35° 38' 56.72" E	S 38° 44' 38.32" 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
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
HID2	122+09.06	7,007,259.11	2,445,022.98	40° 22' 09.44" LT	670.00'	246.31'	472.07'	119+62.75	124+34.82	S 72° 57' 02.89" E	N 66° 40' 47.67" E
COL1	103+75.64	7,008,652.53	2,445,603.90	9° 36' 56.90" RT	4,466.00'	375.64'	749.52'	100+00.00	107+49.52	S 0° 32' 19.23" E	S 9° 04' 37.67" W
UTWALEW1	11+29.21	7,009,838.23	2,442,591.57	99° 10' 54.59" LT	110.00'	129.21'	190.42'	10+00.00	11+90.42	S 48° 36' 58.62" E	N 32° 12' 06.78" E
UTWALEW2	15+29.41	7,010,234.41	2,442,841.08	99° 22' 49.40" LT	110.00'	129.66'	190.80'	13+99.75	15+90.55	N 32° 12' 06.78" E	N 67° 10' 42.61" W
UTWALWE1	11+10.01	7,010,120.21	2,442,985.42	90° 00' 14.05" LT	110.00'	110.01'	172.80'	10+00.00	11+72.80	N 57° 47' 39.16" W	S 32° 12' 06.78" W
UTWALWE2	15+15.15	7,009,737.43	2,442,744.35	90° 05' 00.59" LT	110.00'	110.16'	172.95'	14+04.99	15+77.94	S 32° 12' 06.78" W	S 57° 52' 53.80" E
UTHIDEW1	10+94.67	7,007,465.14	2,445,286.21	81° 25' 52.94" LT	110.00'	94.67'	156.34'	10+00.00	11+56.34	S 31° 53' 19.39" E	N 66° 40' 47.67" E
UTHIDEW2	14+89.95	7,007,634.68	2,445,679.50	88° 43' 52.20" LT	110.00'	107.59'	170.35'	13+82.36	15+52.71	N 66° 40' 47.67" E	N 22° 03' 04.54" W
UTHIDWE1	11+12.46	7,007,462.13	2,445,736.45	91° 16' 07.80" LT	110.00'	112.46'	175.22'	10+00.00	11+75.22	N 22° 03' 04.54" W	S 66° 40' 47.67" W
UTHIDWE2	14+70.90	7,007,300.56	2,445,361.65	90° 54' 26.23" LT	110.00'	111.76'	174.53'	13+59.14	15+33.67	S 66° 40' 47.67" W	S 24° 13' 38.56" 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

SOURCE: PAPE-DAWSON ENGINEERS
JUNE 2022
SEE GENERAL NOTE #2

TEXAS DEPARTMENT OF TRANSPORTATION®
DALLAS DISTRICT
CEASON CLEMENS, P.E., DALLAS DISTRICT ENGINEER

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

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

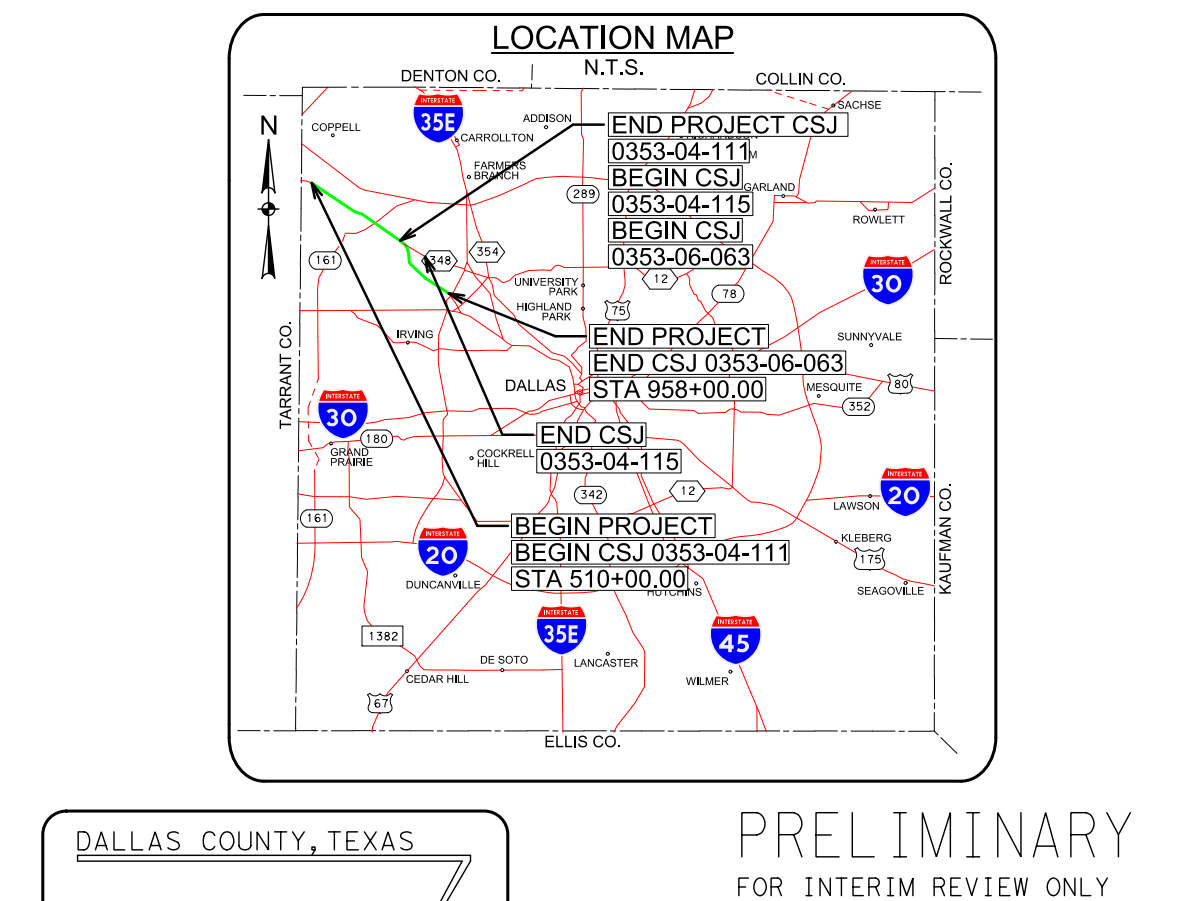
100%
Preliminary, Subject to Change

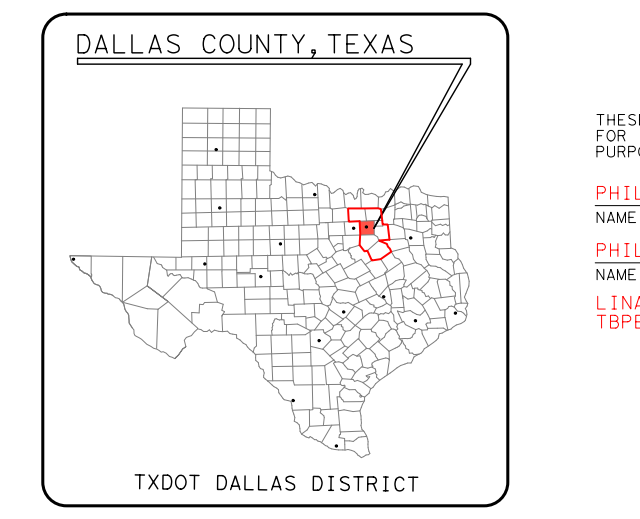
JUNE 2024
ROLL 4 OF 13

LENGTH: 8.5 MILES

DESIGN SPEEDS		FUNCTIONAL CLASS
MAIN LANES:	70 MPH	URBAN INTERSTATE
EXPRESS 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	
* WALNUT HILL FRONTAGE ROAD BYPASS:	35 MPH	
DIRECT CONNECTORS/RAMPS:	50 MPH	
* SB RAMPS TO PGBT & NB RAMP FROM PGBT:	30 MPH	
* PGBT DC WB-NB & DC WB-SB:	35 MPH	
* PGBT DC NB-EB:	35 MPH	
* PGBT DC EB-SB:	30 MPH	
* PGBT DC SB-WB & DC EB-NB:	40 MPH	
* PGBT DC SB-EB:	35 MPH	
* PGBT DC NB-WB:	35 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	
RIVERSIDE DRIVE/ROCHELLE BLVD	35 MPH	
TURNAROUNDS:	15 MPH	URBAN ARTERIAL / COLLECTOR
SHARED USE PATHS:	18 MPH	

* Denotes exceptions to usual speed


LOCATION MAP
N.T.S.


DALLAS COUNTY, TEXAS
TXDOT DALLAS DISTRICT
TEXAS COUNTY MAP
N.T.S.

PRELIMINARY
FOR INTERIM REVIEW ONLY

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

PHILLIP HANLEY 91815 6/17/2024
NAME P.E. NO. DATE

PHILLIP ULLMAN 71426 6/17/2024
NAME P.E. NO. DATE

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

0 10 20 30 40
VERTICAL SCALE:

0 100 200 300 400
HORIZONTAL SCALE:

DATE SUBMITTED:

DATE APPROVED:

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