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% (Final Without Subject to Change)

JUNE 2024
ROLL 6 OF 13

(WITH 5.5' WALLS)

DESIGN SPEED	70MPH (TOLL LEVEL)
SHOULDER WIDTH	10' (TOLL LEVEL)
LANE WIDTH	12'
VERT CLR (TOLL RAMP)	16'
VERT CLR (OVER RAILROAD)	23'
MAINLANE PAVEMENT STRUCTURE	PROVISIONAL HMA OVERLAY (TOLL LEVEL) AND EXPERIMENTAL
S-BRIDGE	
S-BRIDGE (WIDENING)	
S-BRIDGE (NEW)	
C-BRIDGE	
C-BRIDGE (WIDENING)	
C-BRIDGE (NEW)	
C-CULV (WIDENING)	
C-CULV (NEW)	
RETAINING WALL	
NOISE WALL	
MSE WALL	
SIGNAL POLES	
SIGNAL MASTS	
SIGNAL MAST ARMS	
ROADWAY	GRADE DETECTOR
ROADWAY	GRADE DETECTOR

* TEMPORARY CONDITIONS DURING CONSTRUCTION

LOCATION MAP

DALLAS COUNTY, TEXAS

TEXAS COUNTY MAP
N.T.S.

PRELIMINARY
FOR REVIEW PURPOSES ONLY
IT IS ILLEGAL TO USE THIS DOCUMENT FOR CONSTRUCTION PURPOSES UNLESS IT BEARS THE SEAL, SIGNATURE AND DATE OF THE PROFESSIONAL ENGINEER RESPONSIBLE FOR ITS PREPARATION

LTRA
LOCAL TRANSPORTATION & ROADWAY IMPROVEMENTS
DALLAS COUNTY
TEXAS

VERTICAL SCALE: 0 5 10 15 20

HORIZONTAL SCALE: 0 100 200 300 400

DATE SUBMITTED:

DATE APPROVED:

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LEGEND

- EXISTING ROW
- EXISTING EASEMENT
- EXISTING PROPERTY LINE
- EXISTING RIGHT OF WAY
- EXISTING CURB
- EXISTING CONC SURF
- TEMP ROW (EXPIRATION LIMITS)
- EXISTING TELE / CABLE / FIBER
- EXISTING GAS LINE
- EXISTING ELECTRIC LINE
- EXISTING SANITARY SEWER LINE
- EXISTING GAS / PETROLEUM
- EXISTING WATER LINE/PIPELINE
- PROPOSED ROW
- PROPOSED ACCESS GRANT
- PROPOSED DRAINAGE EASEMENT
- PROPOSED TEMP EASEMENT
- PROPOSED TRAFFIC BARRIER
- PROPOSED BRIDGE SAFENET
- PROPOSED BRIDGE DECK
- PROPOSED RETAINING WALL
- PROPOSED CONC PAVEMENT
- PROPOSED CULVERT
- PROPOSED NOISE WALL
- PROPOSED CURB
- EXISTING PAVEMENT TO REMAIN
- PROPOSED BRIDGE
- PROPOSED MOD LANES
- PROPOSED EXPRESS LANE TOE OF TOL
- PROPOSED CURB
- PROPOSED TEMPORARY PAVEMENTS
- PROPOSED CROSS STREET
- PROPOSED RAMP TERMINUS TRANSITION
- PROPOSED DRIVEWAY
- PROPOSED SIDEWALK
- PROPOSED PROJECT OF OTHERS
- PROPOSEDLLAR CURB RAMP
- PROPOSED CONC PAVEMENT
- EXISTING CURB RAMP
- POTENTIAL ENVIRONMENTAL
- PAVEMENT STRIPE TO BE REMOVED
- PARCEL
- CAPSL ID
- SIGNAL

GENERAL NOTES:

1. ALL DIMENSIONS ARE HORIZONTAL UNLESS OTHERWISE NOTED. ALL DIMENSIONS ARE BASED ON ROADWAY CONDITIONS AS OF DECEMBER 2023 UNLESS OTHERWISE NOTED.
2. TOTALS ON BRIDGE DECK CONSTRUCTION ARE FOR ONE BRIDGE ONLY.
3. ALL RAMPS ARE NOT SHOWN IN THE FULL PLANVIEW. LOCATION OF THE RAMPS CAN BE SEEN IN THE PROFILE VIEWS. THE RAMP LENGTHS ARE SHOWN IN THE RAMP TABLE.
4. EXISTING RIGHTS OF WAY WERE DETERMINED FROM DALLAS COUNTY RECORDS. THE RIGHTS OF WAY SHOWN ARE BASED ON THE BEST INFORMATION AVAILABLE AT THE TIME OF PLANS PREPARATION.
5. EXISTING PAVEMENT SHOULDER WILL BE MATCHED TO A MINIMUM OF 10' WIDTH. THE SHOULDER WIDTH MAY BE REDUCED TO 5' WIDTH WHERE THE SHOULDER WIDTH IS LIMITED BY BRIDGE RAILS, RETAINING WALLS, OR OTHER FEATURES.
6. SURVEY ELEVATION DATA OF REFERENCE IS ABOUT THE FULL PAVEMENT.
7. CONTROL POINTS/PROFILE GRADE LINE CROSS STRUCTURE AND TYPICAL SECTIONS ARE SHOWN.
8. TEMPORARY ROW IS TAKEN AT LEAST ONE FOOT FROM THE PERMANENT ROW UNLESS OTHERWISE NOTED.
9. PROPOSED ROW ELEVATIONS ARE BASED ON THE ROADWAY ELEVATIONS AT THE ROW LINE.
10. TYPICAL CROSS SECTIONS SHOWING BRIDGE DECK & RAMP CONDITIONS ARE SHOWN ON THE PROFILE SHEETS.
11. THE CONTROL VERTICAL ALIGNMENT ELEVATIONS SHOWN ON THE PROFILE SHEETS ARE BASED ON THE ROADWAY ELEVATIONS AT THE CENTERLINE OF THE MAINLANES UNLESS OTHERWISE NOTED.
12. ALIGNMENTS FOR RAMP CONNECTIONS TO THE MAINLANE ARE SHOWN ON THE PLANVIEW SHEETS.
13. PROPOSED CUT AND FILL SLOPES ARE 4:1 UNLESS OTHERWISE NOTED.
14. PROPOSED CUT AND FILL SLOPES ARE 10' FROM THE EDGE OF THE MAINLANE PAVEMENT UNLESS OTHERWISE NOTED.
15. ALL DISTURBED AREAS WILL BE RESTORED TO THE EXTENT SHOWN ON THE PLANS.
16. DRAINAGE FACILITIES ARE DESIGNED TO MEET TXDOT DRAINAGE MANUAL AND HYDRAULIC DESIGN STANDARDS.
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