COTTON BELT REGIONAL RAIL
GUIDEWAY PLAN AND PROFILE KEY PLAN

IN-PROGRESS
THE SHEET IS IN PROGRESS FOR THE PURPOSE OF REVIEW UNDER THE AUTHORITY OF THE.
R. D. King, P.E., M. ASCE
In Superintendent
AND SUPERVISOR
AND CONSTRUCTION CO. IN TR-1359.
IT IS NOT TO BE USED FOR CONSTRUCTION, BREACHING OR OTHER PURPOSES.
<table>
<thead>
<tr>
<th>Abbreviation</th>
<th>Description</th>
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</thead>
<tbody>
<tr>
<td>A</td>
<td>Area</td>
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<tr>
<td>AADTHO</td>
<td>AMERICAN ASSOCIATION OF STATE HIGHWAY AND TRANSPORTATION OFFICIALS</td>
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<td>ABE</td>
<td>AMERICAN BICYCLE WAY</td>
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<td>ASA CODEL</td>
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<td>ADJ</td>
<td>ADJACENT</td>
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<td>AMERICAN ASSOCIATION OF MICHIGAN</td>
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<tr>
<td>AUK</td>
<td>AUNTER</td>
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<tr>
<td>BOC</td>
<td>BORING COMPANY</td>
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<tr>
<td>CCO</td>
<td>CEMENT CONCRETE COMPANY</td>
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<td>CFD</td>
<td>CENTER FOR THE DEVELOPMENT OF PUBLIC RISK MANAGEMENT</td>
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<td>CF</td>
<td>CURB FEET</td>
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<td>CITY HALL</td>
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<td>CHERRY HILL</td>
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<td>CITY STREET INDEX</td>
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<td>CJ</td>
<td>CENTER JUNCTION</td>
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<td>CL</td>
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<tr>
<td>CM</td>
<td>CITY MILE</td>
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</table>
| CMI | CITY MILE 

**ABBREVIATIONS**

**PERM** POINT OF MILE  
**PF** POINT OF FORD  
**PM** POINT OF MILE  
**PT** POINT OF TOWN  
**PTD** POINT OF TOWN  
**PTT** POINT OF TOWN TERMINAL  
**PWA** POINT OF WELFARE  
**PY** POINT OF TD  
**Q** POINT OF QUARRY  
**QD** POINT OF QUARRY  
**QF** POINT OF FALL  
**QH** POINT OF HEAD  
**QK** POINT OF KICK  
**QL** POINT OF LINE  
**QO** POINT OF OOG  
**QO** POINT OF OOG  
**QR** POINT OF REALTY  
**QTE** POINT OF TRANSITION  
**QV** POINT OF VLY  
**QW** POINT OF WIND  

**GENERAL NOTES:**

1. **THE CONSTRUCTION OF THE REGIONAL RAIL SYSTEM** shall comply with **DART STANDARD SPECIFICATIONS** and **DART STANDARD SPECIFICATIONS**.
2. **CONSTRUCTION DRAWING** shall conform to **DART STANDARD SPECIFICATIONS** and **DART STANDARD DECORATION**.
3. **DART STANDARD SPECIFICATIONS** and **DART STANDARD DECORATION** are defined in **DART STANDARD SPECIFICATIONS** and **DART STANDARD DECORATION**.
4. **NOT TO SCALE** shall be used for **DART STANDARD SPECIFICATIONS** and **DART STANDARD DECORATION**.

**IN-PROGRESS**

**NOT AN APPROVED DRAWING**

**PRELIMINARY ENGINEERING** 5% FINAL
VICINITY MAP
NO SCALE

COTTON BELT REGIONAL RAIL
DFW AIRPORT TO TRINITY RIVER
LINE SECTION CB-1

DRAWINGS
SHEET NO. | SHEET TITLE
--- | ---
18 | COVER SHEET
11 | TITLE SHEET
18-21 | HORIZONTAL ALIGNMENT SCHEMATIC
22-23 | HORIZONTAL ALIGNMENT DATA NORTHBOUND
24 | HORIZONTAL ALIGNMENT DATA SOUTHBOUND
25 | HORIZONTAL ALIGNMENT DATA CE-1071, CE-SPORT
26-75 | RIGHT-OF-WAY
76-78 | TYPICAL SECTIONS
79-89 | BURIAL, UTILITIES, EASEMENTS AND PROFILE
90-102 | BRIDGE TYPICAL SECTION
103-112 | DRAINAGE AREA MAP & CALCULATIONS (UNCHECKED FROM DRAFT 2 SUBMITAL)
113-140 | EXISTING UTILITY PLANS (UNCHECKED FROM DRAFT 2 SUBMITAL)
140 | CYPRESS WETLAND ALTERNATIVE

NOT AN APPROVED DRAWING
PRELIMINARY ENGINEERING 5% FINAL

CONTACT SHEET No. 17 OF 252

COTTON BELT REGIONAL RAIL SYSTEM
LINE SECTION CB-1
TITLE SHEET

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NOTICE TO PROPOSERS: THIS DOCUMENT IS FOR INFORMAL REVIEW ONLY AND IS NOT TO BE CONSIDERED PART OF THE DJM BID DOCUMENTATION.
### Line Section CB-1

**Centerline of Northbound Track**

<table>
<thead>
<tr>
<th>CURVE OR DATA</th>
<th>POINT</th>
<th>STATION</th>
<th>TOTAL CENTER, MILL.</th>
<th>SCORES OF SURFACE (D.O.T.)</th>
<th>EDGE ROWS (FT)</th>
<th>LE (FT)</th>
<th>LE + KI (FT)</th>
<th>LE + KI (FT)</th>
<th>KI CENTER (FT)</th>
<th>DISPLACEMENT (FT)</th>
<th>NORTHING</th>
<th>EASTING</th>
<th>NORTHING</th>
<th>EASTING</th>
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<tr>
<td>BEG Cue CB-1</td>
<td>ROB</td>
<td>955+00.000</td>
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<tr>
<td>CB1-A</td>
<td>PC</td>
<td>955+17.000</td>
<td>5' 43 28.9' (E11)</td>
<td>6' 21 58.2'</td>
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<td>CB1-D</td>
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<td>955+25.115</td>
<td>5' 43 28.8' (E11)</td>
<td>5' 39 31.8'</td>
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<td>CB1-E</td>
<td>PC</td>
<td>956+10.329</td>
<td>2' 51 51.7' (E11)</td>
<td>2' 53 13.8'</td>
<td>1,064.0000</td>
<td>99.2465</td>
<td>0.0000</td>
<td>0.81</td>
<td>20</td>
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<td>CB1-F</td>
<td>PC</td>
<td>957+64.815</td>
<td>9' 59 58.4' (E11)</td>
<td>9' 52 31.5'</td>
<td>1,032.0000</td>
<td>892.1958</td>
<td>353.0000</td>
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</tbody>
</table>

**NOTES:**

1. GRID COORDINATES = SURFACE COORDINATES X 0.9998533
2. COORDINATES SHOWN HERE ARE BASED ON THE TEST TRACK PLANE, COORDINATE SYSTEM: NORTH, U.S. SURVEY
3. CURVE RADII ARE BASED ON THE ARC DEFINITION.

**IN-PROGRESS**

PRELIMINARY ENGINEERING 5% FINAL

**CONTRACT SHEET NO.**

22 of 752

COTTON BELT REGIONAL RAIL SYSTEM

LINE SECTION CB-1

HORIZONTAL ALIGNMENT DATA

NORTHBOUND TRACK

SHEET 1 OF 2

**NOT AN APPROVED DRAWING**
# LINE SECTION CB-1
## CENTERLINE OF NORTHBOUND TRACK

### Curve or Point
- **CBI-J**
  - **TS**: 1291+68.41931
  - **SC**: 1290+48.41831
  - **PI**: 1289+48.43381
  - **ST**: 1289+41.65857
- **CBI-K**
  - **TS**: 1255+05.4119
  - **SC**: 1254+05.4119
  - **PI**: 1253+26.31904
  - **ST**: 1252+36.31904
- **CBI-L**
  - **TS**: 1218+01.4142
  - **SC**: 1217+01.4142
  - **PI**: 1216+24.3173
  - **ST**: 1215+24.3173
- **CBI-N**
  - **TS**: 1300+30.3061
  - **SC**: 1300+30.3661
  - **PI**: 1301+14.3745
  - **ST**: 1311+93.3745

### Table: Total Central Angle (D.R. & L), Degree of Curvature (D.R. & L), Height (H.T.), Lc (L.T.), Le (L.E.), Ex (L.X.), Ex L.N., Curve Length (C.L.), Surface (SURF), Notes (NOTES)

<table>
<thead>
<tr>
<th>Curve or Point</th>
<th>Point</th>
<th>Total Central Angle (D.R. &amp; L)</th>
<th>Degree of Curvature (D.R. &amp; L)</th>
<th>Height (H.T.)</th>
<th>Lc (L.T.)</th>
<th>Le (L.E.)</th>
<th>Ex (L.X.)</th>
<th>Ex L.N.</th>
<th>Curve Length (C.L.)</th>
<th>Surface (SURF)</th>
<th>Notes (NOTES)</th>
</tr>
</thead>
<tbody>
<tr>
<td>CBI-J</td>
<td>TS</td>
<td>1291+68.41931</td>
<td>11° 02' 02.4'' (L.T.)</td>
<td>3.819,1186</td>
<td>351,159</td>
<td>190,0000</td>
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<td></td>
<td>SC</td>
<td>1290+48.41831</td>
<td>1° 30' 00.0'' (L.T.)</td>
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<tr>
<td></td>
<td>PI</td>
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<td></td>
<td>ST</td>
<td>1289+41.65857</td>
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</table>

### Notes
1. BLD coordinates SURF coordinates x Y RANGES
2. Coordinates shown here are based on the Texas State Plane Coordinate System, NAD 83, U.S. Survey Foot.
3. Curve radii were based on the arc definition.

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**NOT AN APPROVED DRAWING**

PRELIMINARY ENGINEERING 5% FINAL

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**COTTON BELT REGIONAL RAIL SYSTEM**

**LINE SECTION CB-1**

**HORIZONTAL ALIGNMENT DATA**

**NORTHBOUND TRACK**

**SHEET 2 OF 2**
### LINE SECTION CB-1 HORIZONTAL ALIGNMENT DATA CENTERLINE OF CB1-FRT1 TRACK

| CURVE OR POINT | POWER | STATION | TOTAL CENTER MILE (D.M.) | DEGREES OF CURVATURE (D.M.) | RADIOUS (FT) | Lh (FT) | Lh (IN) | Lh (IN) | PASSNDR SPEED LIMIT (MPH) | RADIUS (R) | METRIC | EASTING | Northing | EASTING | Northing |
|----------------|-------|----------|--------------------------|------------------------------|--------------|--------|--------|---------|--------------------------|-----------|--------|--------|----------|--------|----------|--------|
| CB1-FRT1 +60 | POE   | 033+13.330 | 0.33 | 103° 56' 42" (LTI) | 2° 09' 02".00 | 2,084,708 | 559,102 | 125,000 | 2.20 | 1.50 | 50 | 7,028,319,058 | 2,452,763,160 | 7,028,319,058 | 2,452,763,160 |
| ND. 20 TO    | POED  | 033+05.000 | 0.33 | 103° 53' 53" (LTI) | 2° 09' 30".35 | 2,084,057 | 623,094 | 125,900 | 2.20 | 1.50 | 50 | 7,028,094,229 | 2,452,608,443 | 7,028,094,229 | 2,452,608,443 |
| END CB1-FRT1 | POE   | 033+13.330 | 0.33 | 103° 56' 42" (LTI) | 2° 09' 02".00 | 2,084,708 | 559,102 | 125,000 | 2.20 | 1.50 | 50 | 7,028,319,058 | 2,452,763,160 | 7,028,319,058 | 2,452,763,160 |

### LINE SECTION CB-1 HORIZONTAL ALIGNMENT DATA CENTERLINE OF CB1-SPUR1 TRACK

| CURVE OR POINT | POWER | STATION | TOTAL CENTER MILE (D.M.) | DEGREES OF CURVATURE (D.M.) | RADIOUS (FT) | Lh (FT) | Lh (IN) | Lh (IN) | PASSNDR SPEED LIMIT (MPH) | RADIUS (R) | METRIC | EASTING | Northing | EASTING | Northing |
|----------------|-------|----------|--------------------------|------------------------------|--------------|--------|--------|---------|--------------------------|-----------|--------|--------|----------|--------|----------|--------|
| CB1-Spur1 +60 | PFO   | 1001+00.900 | 0.01 | 100° 32' 13" (LTI) | 2° 09' 02".00 | 2,084,708 | 559,102 | 125,000 | 2.20 | 1.50 | 50 | 7,080,640,543 | 2,491,306,490 | 7,080,640,543 | 2,491,306,490 |
| ND. 15 TO    | PFO   | 1001+05.800 | 0.05 | 100° 32' 13" (LTI) | 2° 09' 02".00 | 2,084,708 | 559,102 | 125,000 | 2.20 | 1.50 | 50 | 7,080,640,543 | 2,491,306,490 | 7,080,640,543 | 2,491,306,490 |
| ND. 15 TO    | PFO   | 1001+10.800 | 0.10 | 100° 32' 13" (LTI) | 2° 09' 02".00 | 2,084,708 | 559,102 | 125,000 | 2.20 | 1.50 | 50 | 7,080,640,543 | 2,491,306,490 | 7,080,640,543 | 2,491,306,490 |
| ND. 15 TO    | PFO   | 1001+15.800 | 0.15 | 100° 32' 13" (LTI) | 2° 09' 02".00 | 2,084,708 | 559,102 | 125,000 | 2.20 | 1.50 | 50 | 7,080,640,543 | 2,491,306,490 | 7,080,640,543 | 2,491,306,490 |
| END CB1-Spur1 | PFO   | 1001+39.000 | 0.39 | 100° 32' 13" (LTI) | 2° 09' 02".00 | 2,084,708 | 559,102 | 125,000 | 2.20 | 1.50 | 50 | 7,080,640,543 | 2,491,306,490 | 7,080,640,543 | 2,491,306,490 |

### LINE SECTION CB-1 HORIZONTAL ALIGNMENT DATA CENTERLINE OF CB1-SPUR2 TRACK

| CURVE OR POINT | POWER | STATION | TOTAL CENTER MILE (D.M.) | DEGREES OF CURVATURE (D.M.) | RADIOUS (FT) | Lh (FT) | Lh (IN) | Lh (IN) | PASSNDR SPEED LIMIT (MPH) | RADIUS (R) | METRIC | EASTING | Northing | EASTING | Northing |
|----------------|-------|----------|--------------------------|------------------------------|--------------|--------|--------|---------|--------------------------|-----------|--------|--------|----------|--------|----------|--------|
| CB1-Spur2 +60 | PFO   | 145+16.500 | 0.15 | 100° 32' 13" (LTI) | 2° 09' 02".00 | 2,084,708 | 559,102 | 125,000 | 2.20 | 1.50 | 50 | 7,080,640,543 | 2,491,306,490 | 7,080,640,543 | 2,491,306,490 |
| ND. 10 TO    | PFO   | 111+02.000 | 0.10 | 100° 32' 13" (LTI) | 2° 09' 02".00 | 2,084,708 | 559,102 | 125,000 | 2.20 | 1.50 | 50 | 7,080,640,543 | 2,491,306,490 | 7,080,640,543 | 2,491,306,490 |
| ND. 10 TO    | PFO   | 111+06.000 | 0.10 | 100° 32' 13" (LTI) | 2° 09' 02".00 | 2,084,708 | 559,102 | 125,000 | 2.20 | 1.50 | 50 | 7,080,640,543 | 2,491,306,490 | 7,080,640,543 | 2,491,306,490 |
| ND. 10 TO    | PFO   | 111+10.000 | 0.10 | 100° 32' 13" (LTI) | 2° 09' 02".00 | 2,084,708 | 559,102 | 125,000 | 2.20 | 1.50 | 50 | 7,080,640,543 | 2,491,306,490 | 7,080,640,543 | 2,491,306,490 |
| END CB1-Spur2 | PFO   | 111+16.843 | 0.16 | 100° 32' 13" (LTI) | 2° 09' 02".00 | 2,084,708 | 559,102 | 125,000 | 2.20 | 1.50 | 50 | 7,080,640,543 | 2,491,306,490 | 7,080,640,543 | 2,491,306,490 |

### Note

1. GRID COORDINATES are based on the Texas State Plane Coordinate System, feet, UTM 1983.
2. SURFACE COORDINATES are based on the Texas State Plane Coordinate System, feet, UTM 1983.
3. CURVE RADIUS are based on the ARC DEFINITION. 

**NOT AN APPROVED DRAWING**

PRELIMINARY ENGINEERING 5% FINAL

CONTRACT NO. 995-1007

COTTON BELT REGIONAL RAIL SYSTEM LINE SECTION CB-1 HORIZONTAL ALIGNMENT DATA CB1-FRT1, CB1-SPUR1 AND CB1-Spur2 TRACKS SHEET 1 OF 1
NOT AN APPROVED DRAWING
PRELIMINARY ENGINEERING 5% FINAL

IN-PROGRESS

COTTON BELT REGIONAL RAIL SYSTEM
LINE SECTION CB-1

RIGHT-OF-WAY PLAN
STA 1030+00.00 TO STA 1036+00.00

IN-PROGRESS

AZ&B
ARROYO & ZEPEDA
& BROWN, INC.
11360 HOUSTON ROAD
Tomball, TX 77375
PHONE: 281.293.3140
FAX: 281.293.3149
EMAIL: info@azbwn.com

URS
URS CORP. (CA LIC. NO. 3220)

DART PROJECT

DART PROJECT

IN-PROGRESS

REVISION HISTORY

DATE

REVISION

WHO

ATTACHMENTS

CONTACT SHEET No.
31 OF 752

SHEET NO.

0

CONTRACT DWG.

RCS-1008

0

REFERENCE SHEET

TITLE

COTTON BELT REGIONAL RAIL SYSTEM
LINE SECTION CB-1

RIGHT-OF-WAY PLAN
STA 1030+00.00 TO STA 1036+00.00
NOT AN APPROVED DRAWING
PRELIMINARY ENGINEERING 5% FINAL

COTTON BELT REGIONAL RAIL SYSTEM
LINE SECTION GB-1

GUARDWAY PLAN AND PROFILE
STA 1038+00.00 TO STA 1039+00.00

URS
DART PROJECT

1038+00.00 1039+00.00

DATE
01/26/2020

CONTRACT No.
CC2-1005

DART TRANSPORTATION DISTRICT OF Tarrant County.
MATCH LINE CB-1 NB STA 1070+00.00
SEE DWG No. CC2-1010

MATCH LINE CB-1 NB STA 1078+00.00
SEE DWG No. CC2-1012
NOT AN APPROVED DRAWING
PRELIMINARY ENGINEERING DRAFT

URS IS RESPONSIBLE FOR ALL EXISTING UTILITY LIFEWAY.
DRAWING PREP A: KERRY, INC IS RESPONSIBLE FOR ALL EXISTING DRAINAGE LIFEWAY.

IN-PROGRESS

HST CONTRACT NO. 498
FOR THE CONSTRUCTION OF THE COTTON BELT REGIONAL RAIL SYSTEM LINE SECTION CB-1
RESTRICTED MATERIAL. ALL RIGHTS RESERVED.

1014+00.00 TO 1022+00.00

NOTES:
1. SEE Dwg. No. UC2-1001 FOR ADDITIONAL NOTES.
NOT AN APPROVED DRAWING
PRELIMINARY ENGINEERING 5% DRAFT

IN-PROGRESS

URS IS RESPONSIBLE FOR ALL EXISTING UTILITY LNKWORK.
CONTRACT SHEET NO. 163 OF 752

DART PROJECT

COTTON BELT REGIONAL RAIL SYSTEM
LINE SECTION GB-1

EXISTING UTILITY COMPOSITE
STA 1174+00.00 TO STA 1192+00.00

NOTES:
1. SEE DWG. NO. U22-1001 FOR ADDITIONAL NOTES.

SCALE FOR SCALE

MATCH LINE CB-1 NB STA 1174+00.00
MATCH LINE CB-1 SB STA 1182+00.00

MATCH LINE CB-1 NB STA 1182+00.00
MATCH LINE CB-1 SB STA 1192+00.00

EXISTING ROW
EXISTING ROW
EXISTING ROW

URS IS RESPONSIBLE FOR ALL EXISTING UTILITY LNKWORK.

DRAWN:
IN URITON OF READING
414 N. WICKER AVE., TULSA, OK 74120-4101
THE CONSTRUCTION OF THIS JOB
402-741-7772
URS CORPORATION (OK) 10-16202
"AS BUILT" IS TO BE USED FOR CONTRACTUAL PURPOSES.
URS CORPORATION (TX) 10-16202

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2. SHEET 2 OF 5

3. SHEET 3 OF 5

4. SHEET 4 OF 5

5. SHEET 5 OF 5

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NOT AN APPROVED DRAWING
PRELIMINARY ENGINEERING 5% DRAFT

IN-PROGRESS

COTTON BELT REGIONAL RAIL SYSTEM
LINE SECTION CB-1

EXISTING UTILITY COMPOSITE
STA 1342+00.00 TO STA 1356+00.00

DART CORPORATION
1530 NORTH STAMMERS FREEWAY
SUITE 205, DOS<br>214-481-7021

URS CORPORATION
1530 NORTH STAMMERS FREEWAY
SUITE 205, DOS<br>214-481-7021

CPY

NOTES:
1. SEE DWG. NO. U2E-1042 FOR ADDITIONAL NOTES.

URS IS RESPONSIBLE FOR ALL EXISTING UTILITY LATERALS.
CONTRACTOR IS RESPONSIBLE FOR ALL EXISTING SIGNAL LATERALS.

IN-PROGRESS

THIS DRAWING IS INCLUDED FOR THE PURPOSE OF RECORDS FOR THE ADDRESSES IN.
IT IS NOT TO BE USED FOR CONSTRUCTION.

DART PROJECT

DRAWN BY:
CHECKED BY:
DATE:

PROJECT MANAGER:

CONTRACT:

Dwg. No.:

REV.
| CODE OR PLACE | POINT | STATION | TOTAL CENTRAL VERTICAL DR. | DEGREE OF SPIRAL OR CURVE | BEGINNINO FT | END FT | Curve Lt. | Eng. L.t. | End Elev. | Eng. Elev. | EXISTING | NOTES |
|--------------|-------|---------|---------------------------|--------------------------|-------------|--------|----------|---------|----------|----------|----------|--------|-------|
| C103-1        | T1    | 153-01  | 2400 00000               | 2400 00000               | 100 00000   | 100 00000 | 100 00000 | 100 00000 | 100 00000 | 100 00000 | 100 00000 |       |      |
|              | T1    | 153-02  | 2400 00000               | 2400 00000               | 200 00000   | 200 00000 | 200 00000 | 200 00000 | 200 00000 | 200 00000 | 200 00000 |       |      |
|              | T1    | 153-03  | 2400 00000               | 2400 00000               | 300 00000   | 300 00000 | 300 00000 | 300 00000 | 300 00000 | 300 00000 | 300 00000 |       |      |
|              | T1    | 153-04  | 2400 00000               | 2400 00000               | 400 00000   | 400 00000 | 400 00000 | 400 00000 | 400 00000 | 400 00000 | 400 00000 |       |      |
|              | T1    | 153-05  | 2400 00000               | 2400 00000               | 500 00000   | 500 00000 | 500 00000 | 500 00000 | 500 00000 | 500 00000 | 500 00000 |       |      |
|              | T1    | 153-06  | 2400 00000               | 2400 00000               | 600 00000   | 600 00000 | 600 00000 | 600 00000 | 600 00000 | 600 00000 | 600 00000 |       |      |
|              | T1    | 153-07  | 2400 00000               | 2400 00000               | 700 00000   | 700 00000 | 700 00000 | 700 00000 | 700 00000 | 700 00000 | 700 00000 |       |      |
|              | T1    | 153-08  | 2400 00000               | 2400 00000               | 800 00000   | 800 00000 | 800 00000 | 800 00000 | 800 00000 | 800 00000 | 800 00000 |       |      |
|              | T1    | 153-09  | 2400 00000               | 2400 00000               | 900 00000   | 900 00000 | 900 00000 | 900 00000 | 900 00000 | 900 00000 | 900 00000 |       |      |
|              | T1    | 153-10  | 2400 00000               | 2400 00000               | 1000 0000   | 1000 0000 | 1000 0000 | 1000 0000 | 1000 0000 | 1000 0000 | 1000 0000 |       |      |

NOT AN APPROVED DRAWING
PRELIMINARY ENGINEERING 5% FINAL

IN-PROGRESS
THIS DRAWING IS PENDING APPROVAL BY THE AUTHORIZED OFFICIAL.
URS NORTH SAVANNAH FREIGHT - DART PROJECT
COTTON BELT REGIONAL RAIL SYSTEM
LINE SECTION C0-1
CYPRUS WATERS ALTERNATE
HORIZONTAL ALIGNMENT DATA
CENTERLINE OF NORTHBOUND TRACK

NOTES:
1. TRUE COORDINATES ARE BASED ON THE TEGO STATE PLANE COORDINATE SYSTEM, AZM. SURVEY FOOT.
2. DISTANCES SHOWN ARE BASED ON THE AL LED DEFINITION.
# LINE SECTION CB-1

## CYPRUS WATERS ALTERNATE

### HORIZONTAL ALIGNMENT DATA

**CENTERLINE OF SOUTHBOUND TRACK**

<table>
<thead>
<tr>
<th>Curve or Phase</th>
<th>Degree of Curvature</th>
<th>Radius (ft)</th>
<th>Sight Distance (ft)</th>
<th>Length of Curve (ft)</th>
<th>Deflection Angle (deg)</th>
<th>Rise (ft)</th>
<th>Fall (ft)</th>
<th>Sag (ft)</th>
<th>Right-of-Way Elevation (ft)</th>
<th>Left-of-Way Elevation (ft)</th>
<th>Notes</th>
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<td>1233-31.0000</td>
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<td>99.493</td>
<td>0.0033</td>
<td>0.50</td>
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PRELIMINARY ENGINEERING 5% FINAL

**CONTRACT SHEET No.:** 193 of 752

COTTON BELT REGIONAL RAIL SYSTEM

LINE SECTION CB-1

HORIZONTAL ALIGNMENT DATA

CYPRUS WATERS ALTERNATE

SOUTHBOUND TRACK

SHEET 1 OF 1