Appendix A

Design Engineering Plans

Volume B
A-2

Volume B

Cotton Belt Final Draft 10% PE Plans - Line

Section CB-2 Part 2
NOT AN APPROVED DRAWING
PRELIMINARY 10% DESIGN

IN-PROGRESS

COTTON BELT REGIONAL RAIL SYSTEM
LINE SECTION CB-1

TYPICAL SECTION
SHEET 1 OF 1

D. KING
FEB 02 2018

AT GRADE TYPICAL CROSSING
NOTE:

1. EXISTING ROW AND PROPERTY LINE INFORMATION SHOWN ARE APPROXIMATE BASE ON INFORMATION TAKEN OR RECEIVED FROM EXISTING DART PLANS. EXISTING ROW SHALL BE VERIFIED BY THE FINAL DESIGNER.

2. ALL LOCATIONS OF AERIAL AND UNDERGROUND UTILITIES SHOWN ARE APPROXIMATE. UTILITIES SHALL BE VERIFIED BY FINAL DESIGNER. REFERENCE TO EXISTING UTILITY COMMITTED FOR NOTES AND DETAILS OF EXISTING UTILITY.

3. SEE DWG NO. GC1-0003 FOR ABBREVIATIONS.

LEGEND

STREET/ALLEY/DRIVE RECONSTRUCTION

GRADE CROSSING PANEL

SCALE (IN FEET)

0
20
40
80
160

WITH OTHERS

TRAIL IN COOPERATION

EXISTING LUNA RD ROW

PROPOSED ROW

SIDEWALK

EXISTING ROW AND PROPERTY LINE INFORMATION SHOWN ARE APPROXIMATE BASE ON INFORMATION TAKEN OR RECEIVED FROM EXISTING DART PLANS. EXISTING ROW SHALL BE VERIFIED BY THE FINAL DESIGNER.

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3. SEE DWG NO. GC1-0003 FOR ABBREVIATIONS.
NOT AN APPROVED DRAWING
PRELIMINARY 10% DESIGN

CONTRACT SHEET No. 454 of 873
STREET MODIFICATION PLAN
OLD IH-35E NB FRONTAGE ROAD

IN-PROGRESS

SCALE: NTS
* PER CITY OF CARROLLTON GENERAL DESIGN STANDARDS

CENTERLINE

OLD IH-35E NB FRONTAGE ROAD

END OF RECONST

NOTE:
1. SEE DWG NO. CC6-2001 AND GC1-0003 FOR ABBREVIATIONS AND ADDITIONAL NOTES.

LEGEND

NOTES

SCALE (IN FEET)

0 20 40 80

PERM 

SPECIAL/ALL-CURVE RECONSTRUCTION

GRADE CROSSING PANEL.

INTERSTATE HIGHWAY - 35E

NOTE:
IN-STATE HIGHWAY - 35E

STREET/ALLEY/DRIVE RECONSTRUCTION
GRADE CROSSING PANEL

CENTER LINE

12'

2% SLOPE

@ 18" C-C

8" 4000 PSI CONC WITH NO. 3 BAR

8" FLEX BASE

OLD IH-35E EXISTING ROW

OLD IH-35E EXISTING ROW

SEE DWG NO. CC6-2002

OLD IH-35E SB FRONTAGE RD

OLD IH-35E NB FRONTAGE RD

OLD IH-35E NB FRONTAGE ROAD

CS 2101+07.48

2102+00

CS 2101+57.04

2103+00

ST 2103+37.04

EXPLORER 12.75" PETROLEUM LINE

9+00

11+00

4+00

5+00

6+00

7+00

8+00

I-35 FRONTAGE RD

E. BELT LINE ROAD

W. COLLEGE ST

END OF RECONST
NOT AN APPROVED DRAWING
PRELIMINARY 10% DESIGN

JOSEY LANE
SCALE: NTS

* PER CITY OF CARROLLTON ENGINEERING DESIGN STANDARDS

VARIES 5'-12'

EXISTING N JOSEY LANE ROW

PROPOSED SIDEWALK

SIDEWALK

PROPOSED SIDEWALK

EXISTING N JOSEY LANE ROW

VARIES 0'-6.5'

EJOSEY LANE
N 110° R.O.V.W.

EXISTING N JOSEY LANE ROW

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N 110° R.O.V.W.

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N 110° R.O.V.W.

EXISTING N JOSEY LANE ROW

EJOSEY LANE
N 110° R.O.V.W.

EXISTING ROW

PROPOSED RETAINING WALL

1"=40'

MCKAMY DRIVE

AND ADDITIONAL NOTES.

NOTE:
1. SEE DWG NO. CC6-2001 AND GC1-0003 FOR ABBREVIATIONS
NOTE:

* PER CITY OF CARROLLTON GENERAL DESIGN STANDARDS

1. SEE DWG NO. CC6-2001 AND GC1-0003 FOR ABBREVIATIONS

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SCALE: NTS

* PER CITY OF CARROLLTON ENGINEERING DESIGN STANDARDS

VARIES 5'-12'

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EXISTING ROW

PROPOSED RETAINING WALL

1"=40'

MCKAMY DRIVE

AND ADDITIONAL NOTES.

NOTE:
1. SEE DWG NO. CC6-2001 AND GC1-0003 FOR ABBREVIATIONS
NOTE:
COTTON BELT REGIONAL RAIL SYSTEM
LINE SECTION CB-2
STREET MODIFICATION PLAN
KELLY BOULEVARD

NOT AN APPROVED DRAWING
PRELIMINARY 10% DESIGN

NOTICE TO Bidders:
This is a Preliminary 10% Design Plan, Draft Sheet No. CC6-2008.

ICONIC CONSULTING GROUP, INC.

IN-PROGRESS

NOT AN APPROVED DRAWING
PRELIMINARY 10% DESIGN

NOTICE TO Bidders:
This is a Preliminary 10% Design Plan, Draft Sheet No. CC6-2008.
NOT AN APPROVED DRAWING
PRELIMINARY 10% DESIGN

NOTES:
1. SEE DWG NO. CC6-2001 AND GC1-0003 FOR ABBREVIATIONS

LEGEND

STREET/ALLEY/DRIVE RECONSTRUCTION
GRADE CROSSING PANEL

SECTION NOTES:
- FOR CITY OF CARROLLTON GENERAL DESIGN STANDARDS

SCALE: NTS
1"=40'

MARSH LANE CURVE DATA
PC STATION = 10+61.07
PT STATION = 14+52.70
PI STATION = 16+29.23
DELTA TANGENT = 175.70
LENGTH = 349.66
RADIUS = 1,432.39
PC STATION = 14+53.53
PT STATION = 18+03.19

MARSH LANE CURVE DATA
PC STATION = 12+38.44
PT STATION = 19+22.99
DELTA TANGENT = 167.38
LENGTH = 294.72
RADIUS = 1,273.24
PC STATION = 18+00.00
PT STATION = 21+52.12

SCALE (IN FEET)
0
20
40
80
120
160

REFERENCES:
- CONTRACT SHEET No.
- COTTON BELT REGIONAL RAIL SYSTEM
- LINE SECTION CB-2

IN-PROGRESS

BOOK 6
R-400
DART PROJECT
Street Modification Plan
MARSH LANE

02/02/2018
JEFFREY BRISCOE, P.E.
T52-2009

1. SEE DWG NO. CC6-2001 AND GC1-0003 FOR ABBREVIATIONS AND ADDITIONAL NOTES.
NOT AN APPROVED DRAWING
PRELIMINARY 10% DESIGN

CONTRACT SHEET NO. 461 of 873

COULTON BELT REGIONAL RAIL SYSTEM
LINE SECTION CB-2
STREET MODIFICATION PLAN
SURVEYOR BOULEVARD

SCALE: 1"=40'
NOT AN APPROVED DRAWING PRELIMINARY 10% DESIGN

IN-PROGRESS NOTE: SEE DWG NO. CC6-2001 AND GC1-0003 FOR ABBREVIATIONS AND ADDITIONAL NOTES.

LAYOUT

1. SEE DWG NO. CC6-2001 AND GC1-0003 FOR ABBREVIATIONS AND ADDITIONAL NOTES.

LEGEND

- STREET/ALLEY/DRIVE RECONSTRUCTION

- GRADE CROSSING PANEL

NOTE:

- SCALE: NTS

- 1" = 40' AND ADDITIONAL NOTES.

- 1. SEE DWG NO. CC6-2001 AND GC1-0003 FOR ABBREVIATIONS AND ADDITIONAL NOTES.

- SCALE: NTS

- 1" = 40'

NOTE:

1. SEE DWG NO. CC6-2001 AND GC1-0003 FOR ABBREVIATIONS AND ADDITIONAL NOTES.

- SCALE: NTS

- 1" = 40'

NOTE:

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PRELIMINARY 10% DESIGN

NOTE:
1. SEE DWG NO. CC6-2001 AND GC1-0003 FOR ABBREVIATIONS AND ADDITIONAL NOTES.

LEGEND

STREET/ALLEY/DRIVE RECONSTRUCTION
GRADE CROSSING PANEL

LEGEND

SPECTRUM DRIVE CURVE DATA
FS STATION = 13+70.14
SECD: ≈ 34° 07' 44.60" (L)
TANGENT ≈ 180.18
LENGTH ≈ 357.40
RADIUS ≈ 600.00
PC STATION = 11+85.97
PT STATION = 15+56.49
FS STATION = 19+07.20

NOTE:
* PER TOWN OF ADDISON PAVING CONSTRUCTION DETAILS

SCALE: NTS

4" REINFORCED CONCRETE MEDIAN CENTER LINE
6" LIME STABILIZED SUBGRADE
2% SLOPE
2'

* PROPOSED SIDEWALK
16'

5'-29' VARIES

* PROPOSED RETAINING WALL
16'

* TRACK TO BE REMOVED

EXISTING ROW

EXISTING SPECTRUM ROW

TRACK TO BE REMOVED

EXISTING SPECTRUM ROW

PROPOSED RETAINING WALL

EXISTING SPECTRUM ROW
NOT AN APPROVED DRAWING
PRELIMINARY 10% DESIGN

COTTON BELT REGIONAL RAIL SYSTEM
LINE SECTION CB-2
BRIDGE CB-2 ELM FOR TRINITY RIVER
EAST CHANNEL STRUCTURE
PLAN AND ELEVATION
SHEET 1 OF 1

NOTES:
1. SPAN LENGTH AND VERTICAL PROFILE ARE SHOWN ALONG THE CENTERLINE OF THE CB-2 MAINLINE TRACK.
2. FOR ALIGNED CURVE DATA, SEE GUIDEWAY PLAN AND ELEVATION DRAWINGS.
3. FOR ALL EXISTING UTILITY INFORMATION SEE THE EXISTING UTILITY COMPOSITE DRAWING.
4. ENGINEERING PLAN ATTEMPT TO DEFINE SPAN LENGTHS AND FILL ELEVATIONS. ANY EXISTING UTILITY INFORMATION WILL BE RESPONSIBLE FOR CONFIRMING FINAL TYPE, SIZE AND LOCATION.
5. ES & EN TRAFFIC WEG 33" RCP SS (SS78-01, BUILT UNK.).
6. THE HOUSING FOUNDATION SHALL BE VERIFY VALUE.

RESponsible FOR CONFIRMING FINAL TYPE, SIZE AND LOCATION.

NOTES:
1. SPAN LENGTH AND VERTICAL PROFILE ARE SHOWN ALONG
THE CENTERLINE OF THE CB-2 MAINLINE TRACK.
2. FOR ALIGNED CURVE DATA, SEE GUIDEWAY PLAN AND
ELEVATION DRAWINGS.
3. FOR ALL EXISTING UTILITY INFORMATION SEE THE
EXISTING UTILITY COMPOSITE DRAWINGS.
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CONFIRMING FINAL TYPE, SIZE AND LOCATION.
5. ES & EN TRAFFIC WEG 33" RCP SS (SS78-01, BUILT UNK.).
6. THE HOUSING FOUNDATION SHALL BE VERIFY VALUE.
NOTE:
1. BRIDGES LOCATED APPROXIMATELY AS:
   - STA. 2333+01 TO STA. 2334+97 (MIDWAY ROAD)
   - STA. 2077+94 TO STA. 2078+43 (HUTTON BRANCH)
   - STA. 2036+11 TO STA. 2040+03 (ELM FORK TRINITY RIVER EAST CHANNEL)
   - STA. 2010+55 TO STA. 2013+49 (ELM FORK TRINITY RIVER MAIN CHANNEL)

2. DESIGN LOADS: AREMA COOPER E80

NOTES:
- COVER PLATE
- FINISHED GRADE
- BALLAST

NOT TO SCALE
- TYPICAL SECTION
- TYPICAL PIER ELEVATION
- NO SCALE
- SB TRACK IS ON EXISTING BRIDGE AT ELM FORK OF TRINITY RIVER MAIN CHANNEL.
- INCREASE DIMENSION AND INCLUDE ADDITIONAL BOX BEAMS FOR ADDITIONAL TRACK AT HUTTON BRANCH.

COTTON BELT REGIONAL RAIL SYSTEM
LINE SECTION CB-2
NOT AN APPROVED DRAWING
PRELIMINARY 10% DESIGN
NOTES

1. SHAFT LOCATED APPROXIMATELY AT
SB STA. 2125+70 TO STA 2128+09 (BNSF OVERPASS CARROLLTON)
2. DESIGN LOADS: AREMA COOPER E60
3. BRIDGE LOCATED APPROXIMATELY AT
SB STA. 2125+70 TO STA 2128+09 (BNSF OVERPASS CARROLLTON)

1. BRIDGE LOCATED APPROXIMATELY AT

NOTES

1. SHAFT LOCATED APPROXIMATELY AT
SB STA. 2125+70 TO STA 2128+09 (BNSF OVERPASS CARROLLTON)
2. DESIGN LOADS: AREMA COOPER E60
3. BRIDGE LOCATED APPROXIMATELY AT
SB STA. 2125+70 TO STA 2128+09 (BNSF OVERPASS CARROLLTON)

NOTES

1. SHAFT LOCATED APPROXIMATELY AT
SB STA. 2125+70 TO STA 2128+09 (BNSF OVERPASS CARROLLTON)
2. DESIGN LOADS: AREMA COOPER E60
3. BRIDGE LOCATED APPROXIMATELY AT
SB STA. 2125+70 TO STA 2128+09 (BNSF OVERPASS CARROLLTON)
CUT WALL TYPICAL SECTION - DRILLED SHAFT
Walls greater than 5 feet tall

FILL WALL TYPICAL SECTION - T-WALL

CUT WALL TYPICAL SECTION - SHEET PILE
Walls 5 feet tall or less

NOTE:
SEE TRACK TYPICAL SECTIONS FOR ADDITIONAL INFORMATION.
### CITY OF CARROLLTON

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<th>MO (acres)</th>
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<th>LW-2 (acres)</th>
<th>P (acres)</th>
<th>MC (acres)</th>
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**NOTES:**
1. INTENSITY in the City of Carrollton is taken from the City of Carrollton Design Manual.
2. INTENSITY in the City of Addison is taken from the City of Addison Drainage Design Manual.
NOT AN APPROVED DRAWING
PRELIMINARY 10% DESIGN

IN-PROGRESS
NOTES:

1. For horizontal and vertical geometry, see horizontal and vertical geometry review.

2. Utility information is based upon existing utility plans provided by City of Carrollton, City of Dallas, City of Addison, City of Coppell, and City of Coppell. This does not preclude the existence of other underground facilities, including, but not limited to, the existence of telecommunication cables, communication cables, and other cables not shown on existing plans and records. The completeness and/or accuracy of utility records cannot be guaranteed except as field measured. Utilities shall be verified by final designer.

3. Encroachment of existing utilities which cross the DART system shall be verified in accordance with current DART Utility Company requirements.

4. All electric, telephone, gas line, and communication cables are considered private utilities and shall be relocated by DART.

5. Final designers shall verify the height of all existing utility structures and perform the work for all high pressure gas, liquid natural gas and jet fuel lines according to DART standards.

6. Existing utility structures and foundations are considered private utilities and shall be shown per client-provided information.

7. See Dwg No. UC2-2001 for utility plans provided by City of Coppell, City of Dallas, City of Addison, and City of Carrollton. This does not preclude the existence of other underground facilities, including, but not limited to, the existence of telecommunication cables, communication cables, and other cables not shown on existing plans and records. The completeness and/or accuracy of utility records cannot be guaranteed except as field measured. Utilities shall be verified by final designer.
NOT AN APPROVED DRAWING
PRELIMINARY 10% DESIGN

MATCH LINE CB-2 NB STA 2028+00.00

MATCH LINE CB-2 SB STA 2036+00.00

SEE DWG NO. UC2-2003

STA 2028+00.00 TO STA 2036+00.00
EXISTING UTILITY COMPOSITE

H. RAZA

1" = 40'
NOT AN APPROVED DRAWING
PRELIMINARY 10% DESIGN

MATCH LINE CB-2
SEE DWG No. UC2-2007B

NOTES:
1. SEE DWG No. UC2-2001 FOR ADDITIONAL NOTES.

H. RAZA
O. VENZOR
F. SYED
MATCH LINE CB-2
SEE DWG No. UC2-2008B
MATCH LINE CB-2

COLLEGE AVE. (50' ROW)

MATCH LINE CB-2
SEE DWG No. UC2-2008
MATCH LINE CB-2

MATCH LINE CB-2
SEE DWG No. UC2-2008C
MATCH LINE CB-2

NOT AN APPROVED DRAWING
PRELIMINARY 10% DESIGN

NOTES:
1. SEE DWG No. UC2-2001 FOR ADDITIONAL NOTES.
NOT AN APPROVED DRAWING
PRELIMINARY 10% DESIGN

NOTES:
1. SEE DWG No. UC2-2001 FOR ADDITIONAL NOTES.

H. RAZA

O. VENZOR

F. SYED

FROM SHEET UC2-2008B

EXISTING UTILITY COMPOSITE

FROM SHEET UC2-2009B
NOT AN APPROVED DRAWING
PRELIMINARY 10% DESIGN

NOTES:
1. SEE DWG No. UC2-2008 FOR ADDITIONAL NOTES.

IN-PROGRESS

MATCH LINE CB-2
SEE DWG No. UC2-2009

MATCH LINE CB-2
SEE DWG No. UC2-2009B

SCALE (IN FEET)

0 20 40 80

EXISTING UTILITY COMPOSITE

1. SEE DWG No. UC2-2001 FOR ADDITIONAL NOTES.

H. RAZA
O. VENZOR
F. SYED

COLLEGE AVE. (50' ROW)

PROPOSED ROW

CAPITAL DRIVE (60' ROW)

Crescent Drive (60' ROW)

PROPOSED ROW

PROPOSED ROW

FROM SHEET UC2-2009

MATCH LINE CB-2

COTTON BELT REGIONAL RAIL SYSTEM
LINE SECTION CB-2

EXISTING UTILITY COMPOSITE
FROM SHEET UC2-2009

NOT AN APPROVED DRAWING
PRELIMINARY 10% DESIGN

CONTRACT SHEET No. 498 of 673

PERMIT PURPOSES.
IT IS NOT TO BE USED FOR CONSTRUCTION,
IN-PROGRESS

UrbAN EnGIneERS Group, Inc.
On 02/02/2018

FaisAL S. SyED, P. E. No. 84833

FEB 02 2018

02/02/2018

H. RAZA
NOT AN APPROVED DRAWING
PRELIMINARY 10% DESIGN

1. SEE DWG No. UC2-2009B FOR ADDITIONAL NOTES.
NOT AN APPROVED DRAWING
PRELIMINARY 10% DESIGN

NOTES:
1. SEE DWG No. UC2-2001 FOR ADDITIONAL NOTES

MATCH LINE CB-2 NB

COTTON BELT REGIONAL RAIL SYSTEM
LINE SECTION CB-2

EXISTING UTILITY COMPOSITE FROM UC2-2010

H. RAZA
FAISAL S. SYED, P.E. NO. 84833
ON 02/02/2018

FAISAL S. SYED, P.E. NO. 84833
ON 02/02/2018

MATCH LINE

MATCH LINE CB-2 NB

PROPOSED ROW

(50' ROW)

COLLEGE AVE. (150' ROW)

COTTON BELT REGIONAL RAIL SYSTEM
LINE SECTION CB-2

EXISTING UTILITY COMPOSITE FROM UC2-2010

H. RAZA
FAISAL S. SYED, P.E. NO. 84833
ON 02/02/2018

MATCH LINE

MATCH LINE CB-2 NB

PROPOSED ROW

(50' ROW)

COLLEGE AVE. (150' ROW)

COTTON BELT REGIONAL RAIL SYSTEM
LINE SECTION CB-2

EXISTING UTILITY COMPOSITE FROM UC2-2010

H. RAZA
FAISAL S. SYED, P.E. NO. 84833
ON 02/02/2018

MATCH LINE

MATCH LINE CB-2 NB

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EXISTING UTILITY COMPOSITE FROM UC2-2010

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ON 02/02/2018

MATCH LINE

MATCH LINE CB-2 NB

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COLLEGE AVE. (150' ROW)

COTTON BELT REGIONAL RAIL SYSTEM
LINE SECTION CB-2

EXISTING UTILITY COMPOSITE FROM UC2-2010

H. RAZA
FAISAL S. SYED, P.E. NO. 84833
ON 02/02/2018

MATCH LINE

MATCH LINE CB-2 NB

PROPOSED ROW

(50' ROW)

COLLEGE AVE. (150' ROW)
NOT AN APPROVED DRAWING
PRELIMINARY 10% DESIGN

COTTON BELT REGIONAL RAIL SYSTEM
LINE SECTION CB-2

EXISTING UTILITY COMPOSITE
STA 2090+00.00 TO STA 2100+00.00

SCALE (IN FEET)
0 20 40 80

IN-PROGRESS

NOTES:
1. SEE DWG. NO. UC2-2001 FOR ADDITIONAL NOTES.

H. RAZA
F. SYED
O. VENZOR

1" = 40'

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NOT AN APPROVED DRAWING
PRELIMINARY 10% DESIGN

IN-PROGRESS
WE RECOMMEND CHECKING PROPOSED ALIGNMENTS AGAINST THE CENTERLINE DRAWING TO CONFIRM ALL APPEARING CLEARANCES.}

COTTON BELT REGIONAL RAIL SYSTEM
LINE SECTION CB-2

EXISTING UTILITY COMPOSITE
STA 2146+00.00 TO STA 2148+00.00

NAMES:
STA 2140+00.00 TO STA 2148+00.00
EXISTING UTILITY COMPOSITE

NOTES:
1. SEE DWG. No. UC2-2001 FOR ADDITIONAL NOTES.

H. RAZA
F. SYED
O. VENZOR

 STA 2140+00.00 TO STA 2148+00.00
EXISTING UTILITY COMPOSITE

SCALE (IN FEET)
0
20
40
80
1. SEE DWG. No. UC2-2001 FOR ADDITIONAL NOTES.
NOT AN APPROVED DRAWING
PRELIMINARY 10% DESIGN

SCALE (IN FEET)
1" = 40'

STA 2180+00.00 TO STA 2188+00.00
EXISTING UTILITY COMPOSITE

SEE DWG No. UC2-2001 FOR ADDITIONAL NOTES.

H. RAZA

F. SYED

1" = 20'
NOT AN APPROVED DRAWING
PRELIMINARY 10% DESIGN

IN-PROGRESS

COOTON BELT REGIONAL RAIL SYSTEM
LINE SECTION CB-2

EXISTING UTILITY COMPOSITE STA 2228+00.00 TO STA 2236+00.00

H. RAZA

1" = 40'

RELOCATED MERCER YARD
NOT AN APPROVED DRAWING
PRELIMINARY 10% DESIGN

IN-PROGRESS

DART PROJECT

COTTON BELT REGIONAL RAIL SYSTEM
LINE SECTION CB-2

EXISTING UTILITY COMPOSITE
STA 2284+00.00 TO STA 2292+00.00

SCALE (IN FEET)

1" = 40'

STA 2284+00.00 TO STA 2292+00.00
EXISTING UTILITY COMPOSITE

NOTES:

H. RAZA
F. SYED
O. VENZOR

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NOT AN APPROVED DRAWING
PRELIMINARY 10% DESIGN

IN-PROGRESS

DART PROJECT

COTTON BELT REGIONAL RAIL SYSTEM
LINE SECTION CB-2

SEE DWG. No. UC2-2001 FOR ADDITIONAL NOTES.
NOT AN APPROVED DRAWING
PRELIMINARY 10% DESIGN

MATCH LNE CB-2 NB STA 2364+00.00
SEEN DWG. No. UC2-2046

MATCH LNE CB-2 NB STA 2372+00.00
SEEN DWG. No. UC2-2047

COTTON BELT REGIONAL RAIL SYSTEM
LINE SECTION CB-2

EXISTING UTILITY COMPOSITE
STA 2364+00.00 TO STA 2372+00.00

IN-PROGRESS

NOTES:

H. RAZA
F. SYED
O. VENZOR

1" = 40'

STA 2364+00.00 TO STA 2372+00.00
EXISTING UTILITY COMPOSITE
NOT AN APPROVED DRAWING
PRELIMINARY 10% DESIGN

MATCH LINE CB-2 NB STA 2372+00.00 TO STA 2380+00.00

EXISTING UTILITY COMPOSITE

MATCH LINE CB-2 NB STA 2372+00.00 TO STA 2380+00.00

H. RAZA

F. SYED

O. VENZOR

1" = 40'

STA 2372+00.00 TO STA 2380+00.00