Appendix A

Design Engineering Plans

Volume C
A-3

Volume C

Cotton Belt Final Draft 10% PE

Plans - Line Section CB-3 Part 1
COTTON BELT REGIONAL RAIL
DALLAS NORTH TOLLWAY TO SHILOH RD
LINE SECTION CB-3
VOLUME C

FINAL DRAFT - 10% PRELIMINARY ENGINEERING

DART®

PRELIMINARY
FOR INTERIM REVIEW ONLY

DRAFT

DART

© 2018

DG No. 611-3301
VICINITY MAP
NO SCALE

COTTON BELT REGIONAL RAIL
DALLAS NORTH TOLLWAY TO SHILOH RD
LINE SECTION CB-3
### Horizontal Alignment Data

**Centerline of Northbound Track**

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**Notes:**

1. SURFACE COORDINATES = SURVEY FOOT.
2. GRID COORDINATES = SURFACE COORDINATES X 0.999863513.
3. CURVILINEAR ELEMENTS ARE BASED ON THE TEXAS STATE PLANE COORDINATE SYSTEM, WGS-84, SURVEY 98, 1953.
4. CURVE RADII ARE BASED ON THE CHORD DEFINITION.

**Definition:**

1. GRID COORDINATES:
   - SURFACE COORDINATES X 0.999863513
2. COORDINATES SHOWN HEREON ARE SURFACE COORDINATES.
3. CURVILINEAR ELEMENTS ARE BASED ON THE TEXAS STATE PLANE COORDINATE SYSTEM, WGS-84, SURVEY 98, 1953.
4. CURVE RADII ARE BASED ON THE CHORD DEFINITION.
## Horizontal Alignment Data

**Line Section CB-3 NB**

### Centerline of Northbound Track

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### Notes:
1. **Surround Coordinates:**
   - SURFACE COORDINATES = 0.999863513
2. **Coordinates shown herein are based on the Texas State Plane Coordinate System, North, U.T. SURVEY FOOT.
3. **Curves used are based on the chord definition.

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**Centerline of Northbound Track**

**NOT AN APPROVED DRAWING**

**PRELIMINARY 10% DESIGN**

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**IN-PROGRESS**

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**DART PROJECT**

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**COTTON BELT REGIONAL RAIL SYSTEM**

**LINE SECTION CB-3**

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**HDR ENGINEERING, INC.**

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**AMANDA STAHLNECKER, P.E. NO. 124571**

---

**CENTERLINE OF NORTHBOUND TRACK**

---

**CC5-3008**

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**NOTES:**  
1. **Surround Coordinates:**
   - SURFACE COORDINATES = 0.999863513
   - SURFACE COORDINATES = 0.999863513
2. **Coordinates shown herein are based on the Texas State Plane Coordinate System, North, U.T. SURVEY FOOT.
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## Horizontal Alignment Data

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**Notes:**
1. GRID COORDINATES = SURFACE COORDINATES * 0.999863513
2. COORDINATES SHOWN HEREON ARE BASED ON THE TEXAS STATE PLANE COORDINATE SYSTEM, U.S.G.S. SURVEY FOOT.
3. CURVE RADIUS ARE BASED ON THE CHORD DEFINITION.
## Horizontal Alignment Data

**Line Section CB-3 NB**

**Centerline of Northbound Track**

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### Notes:

1. **GRID COORDINATES:**
   - SURFACE COORDINATES ± 0.000005

2. **COORDINATES SHOWN ARE BASED ON THE TEXAS STATE PLANE COORDINATE SYSTEM, WGS, 1984 SURVEY FOOT.**

3. **CURVE RADII ARE BASED ON THE CHORD DEFINITION.**
**LINE SECTION CB-3 NB**  
HORIZONTAL ALIGNMENT DATA  
CENTERLINE OF NORTHBOUND TRACK

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**NOTES:**
1. SURFACE COORDINATES ± SURVEY FOOT.
2. COORDINATES SHOWN HEREON ARE BASED ON THE TEXAS STATE PLANE COORDINATE SYSTEM, WGS 1984, SURVEY FOOT.
3. CURVE RADII ARE BASED ON THE CHORD DEFINITION.

---

**DEFINITION.**

**LINING:**

- CURVE RADII ARE BASED ON THE CHORD SURVEY FOOT.
- NOTES:

---

**IN-PROGRESS**

- NOT AN APPROVED DRAWING PRELIMINARY 10% DESIGN

---

**DART PROJECT**

- COTTON BELT REGIONAL RAIL SYSTEM
- LINE SECTION CB-3

---

**CONTRACT SHEET NO.**

- 553 or 873

---

**COTTON BELT REGIONAL RAIL SYSTEM**

- CENTERLINE OF NORTHBOUND TRACK

---

**CONTRACT SHEET NO.**

- 031-3011
# Horizontal Alignment Data

**Line Section CB-3 SB**  
**Centerline of Southbound Track**

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**Notes:**
1. Grid coordinates = Surface coordinates x 0.999863513
2. Coordinates shown herein are based on the Texas State Plane Coordinate System, NAD83, Survey Div.
3. Curves used are based on the chord definition.
## Horizontal Alignment Data

**Centerline of Southbound Track**

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### Notes:

1. **Coordinates:**
   - Surface coordinates ± 0.000005 ft.
   - Coordinates shown herein are based on the Texas State Plane Coordinate System, WGS-84, survey foot.

2. **Elements:**
   - Curves and deflections are based on the chord definition.

3. **Survey Foot:**
   - Survey foot is used for surveying.
## Horizontal Alignment Data

**Line Section CB-3 SB**  
**Centerline of Southbound Track**

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### Notes:
1. **Grid Coordinates:** Grid coordinates are based on the Texas State Plane Coordinate System, NAD83, U.S. Coordinate System, NAD83.
2. **Surface Coordinates:** Survey coordinates are based on the Texas State Plane Coordinate System, NAD83, U.S. Coordinate System, NAD83.
3. **Curve Radii:** Curve radii are based on the chord definition.
4. **Speed Definitions:**
   - **Passenger Speed:** 100 mph
   - **Freight Speed:** 60 mph

### Curve Parameters:
- **Centerline of Southbound Track**
- **Horizontal Alignment Data**
- **Line Section CB-3 SB**
- **HDR Engineering, Inc.**
- **Drawn on 02/02/2018 by Amanda Stahlnecker, P.E. No. 124571**
### Horizontal Alignment Data

**Line Section CB-3 SB**

- **Centerline of Southbound Track**

#### Curve Name

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<th>Curve Name</th>
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<th>Element</th>
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**Notes:**

1. **Surface Coordinates:**
   - Based on the Texas State Plane Coordinate System, NAD83, SURVEY FOOT.

2. **Grid Coordinates:**
   - Based on the Texas State Plane Coordinate System, NAD83, SURVEY FOOT.

3. Curve radii are based on the chord definition.
# Horizontal Alignment Data

## Line Section CB-3 SB

### Centerline of Southbound Track

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### Notes:
1. Surface coordinates = SURVEY FOOT.
2. Coordinates shown herein are based on the Texas State Plane Coordinate System, North, U.T. Survey Foot.
3. Curve radii are based on the chord definition.

### Horizontal Alignment Data

- **Curve Name:** CB3-QQ
- **Point:** PI
- **Chainage:** 3446+66.40
- **Northing:** 7054836.41
- **Easting:** 2520207.62
- **Radius:** 3814.00
- **Deflection Angle:** 1° 48' 8"
- **Curve Length:** 1283.67
- **Curvature:** 1.39
- **Passenger Speed:** 55 MPH
- **Freight Speed:** NA
- **Selection Rule:** 21 32/17° Left

### Horizontal Alignment Data

- **Curve Name:** CB3-RR
- **Point:** PI
- **Chainage:** 3475+16.30
- **Northing:** 7057230.43
- **Easting:** 2520156.11
- **Radius:** 603.80
- **Deflection Angle:** 1° 30' 15"
- **Curve Length:** 831.77
- **Curvature:** 0.30
- **Passenger Speed:** 15 MPH
- **Freight Speed:** NA
- **Selection Rule:** 56 11/72° Right

### Horizontal Alignment Data

- **Curve Name:** CB3-MR
- **Point:** PI
- **Chainage:** 3475+16.30
- **Northing:** 7057230.43
- **Easting:** 2520156.11
- **Radius:** 603.80
- **Deflection Angle:** 1° 30' 15"
- **Curve Length:** 831.77
- **Curvature:** 0.30
- **Passenger Speed:** 15 MPH
- **Freight Speed:** NA
- **Selection Rule:** 56 11/72° Right
## Horizontal Alignment Data

### Centerline of Southbound Track

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### Notes:
1. Grid coordinates are based on the Texas State Plane Coordinate System (WGS84, UTM Zone 15N, SURVEY 1983).
2. Curves shown herein are shown in white on the orthoimage. Survey data are shown in yellow and may be used for the purpose of review under the definition.
3. Curve radii are based on the chord definition.

### COORDINATES:
- SURFACE COORDINATES = X 0.999863513
- GRID COORDINATES = SURFACE COORDINATES X 0.999863513
- SURVEY FOOT = SURFACE COORDINATES X 0.999863513

### CENTERLINE OF SOUTHBOUND TRACK

### DEFINITION:
1. Curve radii are based on the chord definition.
2. Coordinates shown herein are based on the Texas State Plane Coordinate System, WGS84, UTM Zone 15N, SURVEY 1983.
3. Curve radii are based on the chord definition.
## Line Section CB-3 Industry 1
### Horizontal Alignment Data
#### Centerline of CB-3 Industry 1 Track

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### Curve Notes:
1. **Curve Definitions**:
   - **POB**: Point of Beginning
   - **PI**: Point of Intersection
   - **PC**: Point of Curve
   - **PT**: Point of Tangent

2. **Curve Radial Angles**:
   - **Dc = 6° 0' 10"**
   - **Dc = 9° 0' 33"**
   - **Dc = 19° 11' 17"**

3. **Notes**:
   - **NOT AN APPROVED DRAWING**
   - **PRELIMINARY 10% DESIGN**

---

**DART Project**

COFT BELT REGIONAL RAIL SYSTEM
LINE SECTION CB-3

**HDR**

**Contract No.**

CB-3 INDUSTRY 1
HORIZONTAL ALIGNMENT DATA
CENTERLINE OF CB-3 INDUSTRY 1 TRACK

---

**NOTES:**
1. **Grid Coordinates**:
   - **Surface Coordinates X 0.999863513**
   - **Coordinates shown herein are based on the Texas State Plane Coordinate System North, U.S., Survey Foot.**
2. **Coordinates shown herein are based on the chord definition.**

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**In-Progress**

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**DART**

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**GPC**

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**COFT BELT REGIONAL RAIL SYSTEM**
LINE SECTION CB-3

---

**Contract No.**

CB-3 INDUSTRY 1
HORIZONTAL ALIGNMENT DATA
CENTERLINE OF CB-3 INDUSTRY 1 TRACK
## Horizontal Alignment Data

**Line Section CB-3 Industry 1A**

**Centerline of CB-3 Industry 1A Track**

<table>
<thead>
<tr>
<th>Curve Name</th>
<th>Point</th>
<th>Chainage (ft)</th>
<th>Northing (ft)</th>
<th>Easting (ft)</th>
<th>Element</th>
<th>Degree of Curve (ft)</th>
<th>Eo</th>
<th>Do</th>
<th>Degree of Curve (ft)</th>
<th>Speed (MPH)</th>
</tr>
</thead>
<tbody>
<tr>
<td>P0B</td>
<td>0+00.00</td>
<td>7056471.75</td>
<td>2520296.40</td>
<td></td>
<td>STRAIGHT</td>
<td>30.17</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>P1</td>
<td>0+30.17</td>
<td>7056470.89</td>
<td>2520320.17</td>
<td></td>
<td>STRAIGHT</td>
<td>215.88</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>P2</td>
<td>2+46.25</td>
<td>7056504.96</td>
<td>2520303.45</td>
<td></td>
<td>STRAIGHT</td>
<td>6°21'55&quot; Right</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>CB3-IND1A-A</td>
<td>P1</td>
<td>2+91.91</td>
<td>7056510.42</td>
<td>2520395.98</td>
<td>R = 636.62</td>
<td>91.56 8°14'26&quot; Right</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>P3</td>
<td>3+37.61</td>
<td>7056509.40</td>
<td>2520441.82</td>
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<td>STRAIGHT</td>
<td>28.86</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>P0E</td>
<td>3+66.47</td>
<td>7056508.76</td>
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<td>STRAIGHT</td>
<td>0.00</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

**NOTES:**

1. SURFACE COORDINATES: SURVEY FOOT
2. COORDINATES SHOWN HEREON ARE BASED ON THE TEXAS STATE PLANE COORDINATE SYSTEM, WGS 1984, SURVEY FOOT.
3. CURVE RADIUS ARE BASED ON THE CHORD DEFINITION.
# Horizontal Alignment Data

**Line Section CB-3 Industry 1B**

**Centerline of CB-3 Industry 1B Track**

<table>
<thead>
<tr>
<th>Curve Name</th>
<th>Chainage</th>
<th>Northing</th>
<th>Easting</th>
<th>Change</th>
<th>Elements</th>
<th>Degree of Curve</th>
<th>Eo</th>
<th>Dv</th>
<th>Passenger Train Speed</th>
<th>Freight Train Speed</th>
<th>Selection Angle</th>
</tr>
</thead>
<tbody>
<tr>
<td>POB</td>
<td>0+30.00</td>
<td>7058497.29</td>
<td>2522414.69</td>
<td>0+30.00</td>
<td>STRAIGHT</td>
<td>STRAIGHT 30.17</td>
<td>0.00</td>
<td>10.00</td>
<td>0.00</td>
<td>0.00</td>
<td>30.17</td>
</tr>
<tr>
<td>PI</td>
<td>0+30.17</td>
<td>7058504.24</td>
<td>2522444.05</td>
<td>0+30.17</td>
<td>STRAIGHT</td>
<td>STRAIGHT 131.02</td>
<td>0.00</td>
<td>10.00</td>
<td>0.00</td>
<td>0.00</td>
<td>131.02</td>
</tr>
<tr>
<td>PC</td>
<td>1+61.19</td>
<td>7058520.13</td>
<td>2522574.11</td>
<td>1+61.19</td>
<td>STRAIGHT</td>
<td>STRAIGHT 6°21'35&quot; Right</td>
<td>0.00</td>
<td>10.00</td>
<td>0.00</td>
<td>0.00</td>
<td>6°21'35&quot; Right</td>
</tr>
<tr>
<td>CB3-IND1B-A</td>
<td>2+05.55</td>
<td>7058525.50</td>
<td>2522618.14</td>
<td>2+05.55</td>
<td>CURVE</td>
<td>R = 636.62 88.58 7°58'20&quot; Right</td>
<td>0.20</td>
<td>0.20</td>
<td>0.00</td>
<td>0.00</td>
<td>10°58'20&quot; Right</td>
</tr>
<tr>
<td>PT</td>
<td>2+49.77</td>
<td>7058524.72</td>
<td>2522662.50</td>
<td>2+49.77</td>
<td>STRAIGHT</td>
<td>STRAIGHT 6°21'35&quot; Right</td>
<td>0.00</td>
<td>10.00</td>
<td>0.00</td>
<td>0.00</td>
<td>6°21'35&quot; Right</td>
</tr>
</tbody>
</table>

**Notes:**

1. Grid coordinates = surface coordinates x 0.999863513
2. Coordinates shown herein are based on the Texas State Plane Coordinate System, North, U.S. Survey Foot.
3. Curve radii are based on chord definition.

---

**IN-PROGRESS**

**DART PROJECT**

**COTTON BELT REGIONAL RAIL SYSTEM**

**LINE SECTION CB-3**

**CB-3 INDUSTRY 1B**

**HORIZONTAL ALIGNMENT DATA**

**CENTERLINE OF CB-3 INDUSTRY 1B TRACK**
**LINE SECTION CB-3 INDUSTRY LEAD-W**

**HORIZONTAL ALIGNMENT DATA**

**CENTERLINE OF CB-3 INDUSTRY LEAD-W TRACK**

<table>
<thead>
<tr>
<th>Curve Name</th>
<th>Point</th>
<th>Change</th>
<th>Northing</th>
<th>Easting</th>
<th>Element</th>
<th>Degree of Curve</th>
<th>E=</th>
<th>D=</th>
<th>Speed</th>
<th>Deft</th>
<th>Deflection Angle</th>
</tr>
</thead>
<tbody>
<tr>
<td>POB</td>
<td>0+00.00</td>
<td>7051779.63</td>
<td>2527621.59</td>
<td>STRAIGHT</td>
<td>30.17</td>
<td>0.25</td>
<td>0</td>
<td>6° 21' 35'' Right</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>PI</td>
<td>0+30.17</td>
<td>7051774.50</td>
<td>2527651.31</td>
<td>STRAIGHT</td>
<td>126.69</td>
<td>6° 21' 35'' Right</td>
<td></td>
<td></td>
<td></td>
<td></td>
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</tr>
<tr>
<td>PC</td>
<td>1+56.85</td>
<td>7051739.26</td>
<td>2527773.00</td>
<td>STRAIGHT</td>
<td>30.17</td>
<td>0</td>
<td>6° 21' 35'' Right</td>
<td></td>
<td></td>
<td></td>
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</tr>
<tr>
<td>CI-INDL-W</td>
<td>PI</td>
<td>1+85.62</td>
<td>7051731.26</td>
<td>2527800.63</td>
<td>R = 1910.08</td>
<td>57.53</td>
<td>1° 43' 32'' Right</td>
<td></td>
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</tr>
<tr>
<td>PI</td>
<td>2+14.38</td>
<td>7051722.42</td>
<td>2527828.00</td>
<td>0.00</td>
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<td>0</td>
<td>1° 43' 32'' Right</td>
<td></td>
<td></td>
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<td></td>
</tr>
</tbody>
</table>

**NOTES:**

1. SURFACE COORDINATES ARE SURVEY FOOT.
2. GRID COORDINATES = SURFACE COORDINATES \( 0.999863513 \)
3. CURVE RADII ARE BASED ON THE CHORD SURVEY FOOT.

**IN-PROGRESS**

- DART PROJECT
- COTTON BELT REGIONAL RAIL SYSTEM LINE SECTION CB-3
# Line Section CB-3 Industry Lead-E

## Horizontal Alignment Data

**Centerline of CB-3 Industry Lead-E Track**

<table>
<thead>
<tr>
<th>Curve Name</th>
<th>Form</th>
<th>Chainage</th>
<th>Northings</th>
<th>Eastings</th>
<th>Element</th>
<th>Length</th>
<th>Degree of Curvature</th>
<th>Ea</th>
<th>E0</th>
<th>Md</th>
<th>Passenger Speed</th>
<th>Traffic Lane</th>
<th>Relief</th>
<th>Relief Angle</th>
</tr>
</thead>
<tbody>
<tr>
<td>POB</td>
<td>0+00.00</td>
<td>7057281.68</td>
<td>2530506.57</td>
<td>STRAIGHT</td>
<td>30.17</td>
<td>6°21'10&quot; Right</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>PI</td>
<td>0+30.17</td>
<td>7057286.81</td>
<td>2530476.84</td>
<td>STRAIGHT</td>
<td>560.85</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>PI</td>
<td>5+91.02</td>
<td>7057320.39</td>
<td>2529917.00</td>
<td>STRAIGHT</td>
<td>6°26'38&quot; Left</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
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<td></td>
<td></td>
</tr>
<tr>
<td>PI</td>
<td>6+98.47</td>
<td>7057332.84</td>
<td>2529810.33</td>
<td>STRAIGHT</td>
<td>6°21'35&quot; Right</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
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<td></td>
</tr>
<tr>
<td>PI</td>
<td>6+44.80</td>
<td>7057330.64</td>
<td>2529863.31</td>
<td>R = 955.37</td>
<td>0.00</td>
<td>5.40</td>
<td>NA</td>
<td>10</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

### Notes:

1. **Surface Coordinates:**
   - Grid coordinates = (x, y) (NAD83, U.S. Coordinate System)
   - In-Charge = L. GUBLO
   - Designed = C. PHONPITUCK
   - Drawn = M. MARTIN
   - Checked = A. STAHLNECKER

2. **Horizontal Alignment Data:**
   - Curve Radii are based on the chord definition.
   - Curve Radii are based on the chord definition.
   - Grid coordinates = (x, y) = (NAD83, U.S. Coordinate System)
   - Survey foot = (NAD83, U.S. Coordinate System)
   - In-progress = (NAD83, U.S. Coordinate System)

3. **NOT AN APPROVED DRAWING:**
   - Preliminary 10% Design

---

NOT AN APPROVED DRAWING
PRELIMINARY 10% DESIGN

CONTRACT SHEET No. 564 or 873

COTTON BELT REGIONAL RAIL SYSTEM
LINE SECTION CB-3

HDR PROJECT

DART PROJECT

GPC PROJECT
DOUBLE TRACK AT-GRADE #7

NOTES

12'-0" MINIMUM

5'-0"
3'-0"
2'-0"

MAIL IN CONCRETE
WITH CONCRETE

INSTALL FENCE IF DEEP OF MAIL IS
PLACE CENTERS LINE
TO LEAST THAN 25'

DONE IN CONCRETE
WITH CONCRETE

8" CONCRETE FACING


DOUBLE TRACK AT-GRADE #1

NOT AN APPROVED DRAWING
PRELIMINARY 10% DESIGN

COTTON BELT REGIONAL RAIL SYSTEM
LINE SECTION CB-1

GUIDEWAY TYPICAL SECTIONS
SHEET 1 OF 3

HDR

gpc

DART PROJECT

NOTES

NOTES

NOTE: THE DESIGN ENGINEERING TYPICAL SECTIONS ARE
GENERAL IN NATURE AND ARE PROVIDED TO GET CLEARANCE AND
CONSTRUCTION PARAMETERS. SHOULD A DISCREPANCY ARISE
BEYOND THE TYPICAL SECTIONS AND THE DESIGN DRAWINGS,
THE DESIGN ENGINEER SHALL TAKE PRECEDENCE. FINAL
DESIGNS TO ADVANCE THE DEVELOPMENT OF THE TYPICAL
SECTIONS.

SEE CS-3003 FOR ADDITIONAL END CONDITIONS AND OTHER DETAILS.

SEE CS-3003 FOR ADDITIONAL END CONDITIONS AND OTHER DETAILS.
FILL SECTION WITH RETAINING WALL AND TRAIL

CUT SECTION WITH RETAINING WALL #1

DITCH SECTION DETAILS

CUT SECTION WITH RETAINING WALL #2

NOTE:
THE PRELIMINARY ENGINEERING TYPICAL SECTIONS ARE GENERAL IN NATURE AND ARE PROVIDED TO
SET CLEARANCE AND GENERAL DESIGN PARAMETERS.
THE SECTIONS TO THE RIGHT OF THE TYPICAL SECTIONS ARE THE DESIGN DEPARTMENTS.
THE DESIGN DEPARTMENTS SHALL TAKE PREFERENCE.
THE DESIGNER IS ADVISED TO ADVANCE THE DEVELOPMENT OF
THE TYPICAL SECTIONS.

NOT AN APPROVED DRAWING
PRELIMINARY 10% DESIGN

COTTON BELT REGIONAL RAIL SYSTEM
LINE SECTION CB-1
GUIDEWAY
TYPICAL SECTIONS
SHEET 3 OF 3
NOT AN APPROVED DRAWING
PRELIMINARY 10% DESIGN

1. EXISTING PROPERTY LINE AND RIGHT-OF-WAY
LINES ARE SHOWN FOR REFERENCE PURPOSES AND DO NOT REPRESENT AN ACTUAL SURVEY.

2. PRELIMINARY, THIS DOCUMENT SHALL NOT BE RECORDED
AND MAY NOT BE USED OR VIEWED OR RELIED UPON AS A FINAL SURVEY DOCUMENT.

NOT AN APPROVED DRAWING
NOTES:

1. EXISTING PROPERTY LINE AND RIGHT-OF-WAY LINES ARE SHOWN FROM RECORD INFORMATION AND DO NOT REPRESENT AN ACTUAL BOUNDARY SURVEY.

2. PRELIMINARY. THIS DOCUMENT SHALL NOT BE RECORDED FOR ANY PURPOSE AND SHALL NOT BE USED OR VIEWED OR RELIED UPON AS A FINAL SURVEY DOCUMENT.

NOTE: The document is a preliminary design for the Cotton Belt Regional Rail System Line Section CB-3, released on February 2, 2018. It includes notes on existing property lines and right-of-way, as well as a legend for interpreting the map.

The map shows the existing right-of-way and property lines, with notes on the existing Cotton Belt mainline to be removed.

The scale is 1" = 40', and the map includes a legend for interpreting the right-of-way plan.

The map also includes various lots and blocks indicated by lot numbers and block numbers, with notes on existing ROW and property lines.

The document is not an approved drawing and is preliminary 10% design.
NOT AN APPROVED DRAWING
PRELIMINARY 10% DESIGN

NOTES:
1. EXISTING PROPERTY LINE AND RIGHT-OF-WAY LINES ARE SHOWN FOR RECORD INFORMATION AND DO NOT REPRESENT AN ACTUAL SURVEY.
2. PRELIMINARY, THIS DOCUMENT SHALL NOT BE RECORDED FOR ANY PURPOSE AND SHALL NOT BE USED OR RELIED UPON AS A FINAL SURVEY DOCUMENT.

LEGEND:
- - - - EXISTING RIGHT OF WAY
- - - - EXISTING PROPERTY LINE
- - - - PROPOSED RIGHT OF WAY

MATCH LINE CB-3
SEE DWG No. RC6-3026

NOTES:
1. EXISTING PROPERTY LINE AND RIGHT-OF-WAY LINES ARE SHOWN FOR RECORD INFORMATION AND DO NOT REPRESENT AN ACTUAL SURVEY.
2. PRELIMINARY, THIS DOCUMENT SHALL NOT BE RECORDED FOR ANY PURPOSE AND SHALL NOT BE USED OR RELIED UPON AS A FINAL SURVEY DOCUMENT.

LEGEND:
- - - - EXISTING RIGHT OF WAY
- - - - EXISTING PROPERTY LINE
- - - - PROPOSED RIGHT OF WAY

MATCH LINE CB-3
SEE DWG No. RC6-3026

NOTES:
1. EXISTING PROPERTY LINE AND RIGHT-OF-WAY LINES ARE SHOWN FOR RECORD INFORMATION AND DO NOT REPRESENT AN ACTUAL SURVEY.
2. PRELIMINARY, THIS DOCUMENT SHALL NOT BE RECORDED FOR ANY PURPOSE AND SHALL NOT BE USED OR RELIED UPON AS A FINAL SURVEY DOCUMENT.

LEGEND:
- - - - EXISTING RIGHT OF WAY
- - - - EXISTING PROPERTY LINE
- - - - PROPOSED RIGHT OF WAY
NOT AN APPROVED DRAWING
PRELIMINARY 10% DESIGN

NOTES:
1. EXISTING PROPERTY LINE AND RIGHT-OF-WAY LINES ARE SHOWN FROM RECORD INFORMATION AND DO NOT REPRESENT AN ACTUAL BOUNDARY SURVEY.
2. PRELIMINARY, this document shall not be recorded for any purpose and shall not be used or relied upon as a final survey document. (RELEASE DATE: 02/02/2018)

LEGEND
- - - - EXISTING RIGHT OF WAY
- - - - EXISTING PROPERTY LINE

MATCH LINE CB-3 NB STA 3217+00.00 TO STA 3225+00.00

RIGHT-OF-WAY PLAN
STA 3217+00.00 TO STA 3225+00.00
COTTON BELT REGIONAL RAIL SYSTEM
LINE SECTION CB-3

IN-PROGRESS
NOT AN APPROVED DRAWING
PRELIMINARY 10% DESIGN

REVISION SHEET NO. 995 OR 873

NOTES:
1. EXISTING PROPERTY LINE AND RIGHT-OF-WAY LINES ARE SHOWN FROM RECORD INFORMATION AND DO NOT REPRESENT AN ACTUAL BOUNDARY SURVEY.
2. PRELIMINARY, THIS DOCUMENT SHALL NOT BE RECORDED FOR ANY PURPOSE AND SHALL NOT BE USED OR RELIED UPON AS A FINAL SURVEY DOCUMENT. (RELEASE DATE: 02/02/2018)
NOT AN APPROVED DRAWING
PRELIMINARY 10% DESIGN

NOTES:
1. EXISTING PROPERTY LINE AND RIGHT-OF-WAY LINES ARE SHOWN FROM RECORD INFORMATION AND
   DO NOT REPRESENT AN ACTUAL BOUNDARY SURVEY.
2. PRELIMINARY, THIS DOCUMENT SHALL NOT BE RECORDED
   FOR ANY PURPOSE AND SHALL NOT BE USED OR VIEWED
   AS A FINAL SURVEY DOCUMENT.

LEGEND
--- --- EXISTING RIGHT OF WAY
--- --- EXISTING PROPERTY LINE

RIGHT-OF-WAY PLAN
STA 3225+00.00 TO STA 3233+00.00

SCALE (IN FEET)
0 20 40 80

MATCH LINE CB-3 NB STA 3225+00.00 TO STA 3233+00.00

NOTES:
- Existing Cotton Belt Mainline to be removed
- Existing ROW
- Match Line CB-3 NB STA 3225+00.00 to STA 3233+00.00

IN-PROGRESS
NOT AN APPROVED DRAWING
PRELIMINARY 10% DESIGN

COTTON BELT REGIONAL RAIL SYSTEM
LINE SECTION CB-3

DART PROJECT
NOT AN APPROVED DRAWING
PRELIMINARY 10% DESIGN

NOTES:
1. EXISTING PROPERTY LINE AND RIGHT-OF-WAY LINES ARE SHOWN FROM RECORD INFORMATION AND DO NOT REPRESENT AN ACTUAL BOUNDARY SURVEY.
2. PRELIMINARY, THIS DOCUMENT SHALL NOT BE RECORDED FOR ANY PURPOSES AND SHALL NOT BE DEEMED OR RELIED UPON AS A FINAL SURVEY DOCUMENT.

LEGEND

EXISTING PROPERTY LINE
EXISTING RIGHT-OF-WAY

NOTES:

1. EXISTING PROPERTY LINE AND RIGHT-OF-WAY LINES ARE SHOWN FROM RECORD INFORMATION AND DO NOT REPRESENT AN ACTUAL BOUNDARY SURVEY.
2. PRELIMINARY, THIS DOCUMENT SHALL NOT BE RECORDED FOR ANY PURPOSES AND SHALL NOT BE DEEMED OR RELIED UPON AS A FINAL SURVEY DOCUMENT.
NOT AN APPROVED DRAWING
PRELIMINARY 10% DESIGN

COTTON BELT REGIONAL RAIL SYSTEM
LINE SECTION CB-3

EXISTING Property LINE AND RIGHT-OF-WAY LINES ARE SHOWN FOR RECORD INFORMATION AND DO NOT REPRESENT AN Actual BOUNDARY SURVEY.

PRELIMINARY, THIS DOCUMENT SHALL NOT BE RECORDED FOR ANY PURPOSE AND SHALL NOT BE USED OR VIEWED OR RELIED UPON AS A FINAL SURVEY DOCUMENT. RELEASE DATE 02/02/2018.

LEGEND

EXISTING Property LINE

EXISTING RIGHT OF WAY

PROPOSED RIGHT OF WAY

NOTES:
1. EXISTING Property LINE AND RIGHT-OF-WAY LINES ARE SHOWN FOR RECORD INFORMATION AND DO NOT REPRESENT AN Actual BOUNDARY SURVEY.

2. PRELIMINARY, THIS DOCUMENT SHALL NOT BE RECORDED FOR ANY PURPOSE AND SHALL NOT BE USED OR VIEWED OR RELIED UPON AS A FINAL SURVEY DOCUMENT. RELEASE DATE 02/02/2018.

SCALE (IN FEET)

0 20 40 80

REFERENCE:

1. EXISTING Property LINE AND RIGHT-OF-WAY LINES ARE SHOWN FOR RECORD INFORMATION AND DO NOT REPRESENT AN Actual BOUNDARY SURVEY.

2. PRELIMINARY, THIS DOCUMENT SHALL NOT BE RECORDED FOR ANY PURPOSE AND SHALL NOT BE USED OR VIEWED OR RELIED UPON AS A FINAL SURVEY DOCUMENT. RELEASE DATE 02/02/2018.

NOT AN APPROVED DRAWING
PRELIMINARY 10% DESIGN

CONTRACT SHEET NO. 605 or 873

RIGHT-OF-WAY PLAN
STA 3289+00.00 TO STA 3289+00.00

SCALE (IN FEET)

0 20 40 80

REFERENCE:

1. EXISTING Property LINE AND RIGHT-OF-WAY LINES ARE SHOWN FOR RECORD INFORMATION AND DO NOT REPRESENT AN Actual BOUNDARY SURVEY.

2. PRELIMINARY, THIS DOCUMENT SHALL NOT BE RECORDED FOR ANY PURPOSE AND SHALL NOT BE USED OR VIEWED OR RELIED UPON AS A FINAL SURVEY DOCUMENT. RELEASE DATE 02/02/2018.
NOTES:
1. EXISTING PROPERTY LINE AND RIGHT-OF-WAY LINES ARE SHOWN FROM RECORD INFORMATION AND DO NOT REPRESENT AN ACTUAL SURVEY.
2. PRELIMINARY, THIS DOCUMENT SHALL NOT BE RECORDED FOR ANY PURPOSES AND SHALL NOT BE USED OR VIEWED OR RELIED UPON AS A FINAL SURVEY DOCUMENT. PRELIMINARY DATE 02/02/2018

LEGEND

--- EXISTING RIGHT OF WAY
--- EXISTING PROPERTY LINE

NOT AN APPROVED DRAWING
PRELIMINARY 10% DESIGN

COTTON BELT REGIONAL RAIL SYSTEM
LINE SECTION CB-3

RIGHT-OF-WAY PLAN
STA 3297+00.00 TO STA 3305+00.00

G. MATTHEWS
L. GILLESPIE
R. SANTINI
NOT AN APPROVED DRAWING
PRELIMINARY 10% DESIGN

NOTES:
1. EXISTING PROPERTY LINE AND RIGHT-OF-WAY LINES ARE SHOWN FROM RECORD INFORMATION AND DO NOT REPRESENT AN ACTUAL SURVEY SURVEY.
2. "PRELIMINARY" MEANS DOCUMENT SHALL NOT BE COMMISSIONED FOR ANY PURPOSE AND SHALL NOT BE USED OR VIEWED OR RELIED UPON AS A FINAL SURVEY DOCUMENT.

SCALE (IN FEET)

0
20
40
80

STA 3433+00.00 TO STA 3441+00.00
RIGHT-OF-WAY PLAN

MATCH LINE CB-3 NB STA 3434+00.00
MATCH LINE CB-3 SB STA 3441+00.00
MATCH LINE CB-3 NB STA 3440+00.00
MATCH LINE CB-3 SB STA 3438+65.04

NOTES:
- "PRELIMINARY", THIS DOCUMENT SHALL NOT BE RELEASED FOR ANY PURPOSE AND SHALL NOT BE USED OR VIEWED OR RELIED ON AS A FINAL SURVEY DOCUMENT.
- SCALE (IN FEET)
- STA 3433+00.00 TO STA 3441+00.00
- RIGHT-OF-WAY PLAN

MATCH LINE CB-3 NB STA 3434+00.00
MATCH LINE CB-3 SB STA 3441+00.00
MATCH LINE CB-3 NB STA 3440+00.00
MATCH LINE CB-3 SB STA 3438+65.04

NOTES:
- "PRELIMINARY", THIS DOCUMENT SHALL NOT BE RELEASED FOR ANY PURPOSE AND SHALL NOT BE USED OR VIEWED OR RELIED ON AS A FINAL SURVEY DOCUMENT.
- SCALE (IN FEET)
- STA 3433+00.00 TO STA 3441+00.00
- RIGHT-OF-WAY PLAN
NOT AN APPROVED DRAWING
PRELIMINARY 10% DESIGN
TBPE FIRM NO. F-356/TBPLS NO. 100189-00
NATHAN D. MAIER CONSULTING ENGINEERS, INC.
ON 02/02/2018
LONNY GILLESPIE, RPLS

NOT AN APPROVED DRAWING
PRELIMINARY 10% DESIGN
TBPE FIRM NO. F-356/TBPLS NO. 100189-00
NATHAN D. MAIER CONSULTING ENGINEERS, INC.
ON 02/02/2018
LONNY GILLESPIE, RPLS
NOT AN APPROVED DRAWING
PRELIMINARY 10% DESIGN

DRAWN
DESIGNED
CHECKED
IN CHARGE
DATE

CONTRACT SHEET No.

SCALE

DRAWN
DESIGNED
CHECKED
IN CHARGE
DATE

CONTRACT SHEET No.

SCALE

DRAWN
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IN CHARGE
DATE

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SCALE

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DESIGNED
CHECKED
IN CHARGE
DATE

CONTRACT SHEET No.
NOT AN APPROVED DRAWING
PRELIMINARY 10% DESIGN

NOTES:
1. EXISTING PROPERTY LINE AND RIGHT-OF-WAY LINES ARE SHOWN FOR RECORD INFORMATION AND DO NOT REPRESENT AN ACTUAL BOUNDARY SURVEY.
2. PRELIMINARY, THIS DOCUMENT SHALL NOT BE REQUIRED FOR ANY PURPOSE AND SHALL NOT BE USED OR VIEWED OR RELIED UPON AS A FINAL SURVEY DOCUMENT.

LEGEND

EXISTING RIGHT OF WAY
EXISTING PROPERTY LINE

IN-PROGRESS
NOT AN APPROVED DRAWING
PRELIMINARY 10% DESIGN

DART PROJECT
COTTON BELT REGIONAL RAIL SYSTEM
LINE SECTION CB-3

RIGHT-OF-WAY PLAN
STA 3489+00.00 NB STA 3499+00.00

SCALE (IN FEET)
1" = 40'
NOT AN APPROVED DRAWING
PRELIMINARY 10% DESIGN

NOTES:

1. EXISTING PROPERTY LINE AND RIGHT-OF-WAY LINES ARE SHOWN FROM RECORD INFORMATION AND DO NOT REPRESENT AN ACTUAL BOUNDARY SURVEY.

2. "PRELIMINARY." THIS DOCUMENT SHALL NOT BE RECORDED FOR ANY PURPOSE AND SHALL NOT BE USED OR VIEWED OR RELIED UPON AS A FINAL SURVEY DOCUMENT.

RELEASE DATE: 02/02/2018
NOT AN APPROVED DRAWING
PRELIMINARY 10% DESIGN

1. EXISTING PROPERTY LINE AND RIGHT-OF-WAY LINES ARE SHOWN FROM RECORD INFORMATION AND DO NOT REPRESENT AN ACTUAL BOUNDARY surveys.

2. PRELIMINARY, THIS DOCUMENT SHALL NOT BE USED FOR ANY PURPOSE AND SHALL NOT BE USED OR VIEWED OR RELIED UPON AS A FINAL SURVEY DOCUMENT.

RELEASE DATE: 02/02/2018

LEGEND

EXISTING ROW
EXISTING ROW
EXISTING PROPERTY LINE
EXISTING PROPERTY LINE

NOTES:

G. MATTHEWS
L. GILLESPIE
R. SANTINI

SCALE (IN FEET)
0
20
40
80

MATCH LINE CB-3 NB STA 3505+00.00
MATCH LINE CB-3 NB STA 3513+00.00

RC6-3064
RC6-3067

PRELIMINARY 10% DESIGN

COTTON BELT REGIONAL RAIL SYSTEM
LINE SECTION CB-3

RIGHT-OF-WAY PLAN
STA 3505+00.00 TO STA 3513+00.00
NOT AN APPROVED DRAWING
PRELIMINARY 10% DESIGN

NOTES:
1. EXISTING PROPERTY LINE AND RIGHT-OF-WAY LINES ARE SHOWN FOR RECORD INFORMATION ONLY, DO NOT REPRESENT AN ACTUAL SURVEY.
2. "PRELIMINARY" THIS DOCUMENT SHALL NOT BE USED OR VIEWED OR RELIED UPON AS A FINAL SURVEY DOCUMENT.
3. PROPERTY LINES AND EXISTING ROWS ARE SHOWN FROM RECORD INFORMATION.

EXISTING ROW
EXISTING PROPETY LINE

MATCH LINE CB-3 SB STA 3521+00.00
MATCH LINE CB-3 NB STA 3529+00.00

SCALE (IN FEET)
0
20
40
80

SEE DWG No. RC6-3070 MATCH LINE CB-3 NB STA 3529+00.00
SEE DWG No. RC6-3069 MATCH LINE CB-3 SB STA 3521+00.00

NOTES:
G. MATTHEWS
L. GILLESPIE
R. SANTINI
NOT AN APPROVED DRAWING
PRELIMINARY 10% DESIGN

NOTES:
1. EXISTING PROPERTY LINE AND RIGHT-OF-WAY LINES SHOWN ON THIS DOCUMENT ARE SHOWN FROM RECORD INFORMATION AND DO NOT REPRESENT AN ACTUAL BOUNDARY SURVEY.
2. "PRELIMINARY" WASH DOCUMENT SHALL NOT BE USED OR VIEWED OR RELIED UPON AS A FINAL SURVEY DOCUMENT.

LEGEND

EXISTING RIGHT-OF-WAY
EXISTING PROPERTY LINE

G. MATTHEWS
L. GILLESPIE

1" = 40'

M. CARTER
R. SANTINI
NOT AN APPROVED DRAWING
PRELIMINARY 10% DESIGN

COITON BELT REGIONAL RAIL SYSTEM
LINE SECTION CB-3

MATCH LINE CB-3
SEE DWG No. RC6-3072

LEGEND
EXISTING RIGHT OF WAY
EXISTING PROPERTY LINE

NOTES

1. EXISTING PROPERTY LINE AND RIGHT-OF-WAY LINES ARE DRAWN FROM RECORD INFORMATION AND DO NOT REPRESENT AN ACTUAL SURVEY SURVEY.

2. "PRELIMINARY, THIS DOCUMENT SHALL NOT BE RECORDED FOR ANY PURPOSE AND SHALL NOT BE USED OR VIEWED OR RELIED UPON AS A FINAL SURVEY DOCUMENT."

SCALE (IN FEET)

0 20 40 80

1" = 40'

MATCH LINE CB-3
SEE DWG No. RC6-3073B

NOT AN APPROVED DRAWING
PRELIMINARY 10% DESIGN

CONTACT SHEET No. 644 or 673

DART PROJECT
COITON BELT REGIONAL RAIL SYSTEM
LINE SECTION CB-3

RIGHT-OF-WAY PLAN
FROM RC6-3072

G. MATTHEWS

L. GILLESPIE

M. CARTER

R. SANTINI
MATCH LINE CB-3
SEE DWG No. RC6-3073

NOTE:
1. EXISTING PROPERTY LINE AND RIGHT-OF-WAY LINES ARE SHOWN FOR REFERENCE INFORMATION AND DO NOT REPRESENT AN ACTUAL BOUNDARY SURVEY.
2. THIS DOCUMENT, AND ITS CONTENTS, SHALL NOT BE USED OR VIEWED OR RELIED UPON AS A FINAL SURVEY DOCUMENT.

LEGEND

EXISTING RIGHT-OF-WAY

EXISTING PROPERTY LINE

NOT AN APPROVED DRAWING
PRELIMINARY 10% DESIGN

COTTON BELT REGIONAL RAIL SYSTEM
LINE SECTION CB-3

IN-PROGRESS

RIGHT-OF-WAY PLAN
FROM RC6-3073

DART PROJECT

NOT A DRAWING OR SURVEY WHICH IS TO BE USED OR VIEWED OR RELIED UPON AS A FINAL SURVEY DOCUMENT.
MATCH LINE CB-3 NB STA 3569+00.00

SEE DWG No. RC6-3074

NOTE:

1. EXISTING PROPERTY LINE AND RIGHT-OF-WAY
LINES ARE SHOWN FOR RECORD INFORMATION
AND DO NOT REPRESENT AN ACTUAL SURVEY.

2. PRELIMINARY, THIS DOCUMENT SHALL NOT
BE USED FOR ANY PURPOSE AND SHALL NOT
BE USED OR VIEWED OR RELIED UPON AS A
FINAL SURVEY DOCUMENT.

L.C.D. DATE: 02/02/2018

PRELIMINARY 10% DESIGN

NOT AN APPROVED DRAWING
PRELIMINARY 10% DESIGN

CONTRACT SHEET No. RC6-3075

SCALE (IN FEET)
0
20
40
80

EXISTING RIGHT OF WAY

EXISTING PROPERTY LINE

LEGEND

EX-3570+00

EX-3572+00

ST 3569+00

ST 3570+00

ST 3571+00

ST 3572+00

PS NO 20 TO

CB-2 SB STA 3571+

CB-3 SB STA 3572+

CB-3 NB STA 3571+

CB-3 NB STA 3572+

MATCH LINE CB-3 NB STA 3569+00.00
### COOTON BELT REGIONAL RAIL SYSTEM
#### LINE SECTION CB-3

**Match Line CB-3 NB STA 3129+00.00 to STA 3137+00.00**

#### 100-YR WSEL

- **Approx Pre-Project:** EL=610.45
- **Approx Post-Project:** EL=613.50

**Guideway Plan and Profile**

#### See DWG No. CC1-3001 for Additional Notes.

**Note:**

- 1" = 40'

---

### PLAN AND PROFILE

#### STA 3129+00.00 to STA 3137+00.00

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#### Existing Ground
- El=580.20

#### Proposed Top of NB Rail
- El=610.45

---

**Guideway Plan and Profile**

**In-Progress**

---

**DART Project**

---

**COTTON BELT REGIONAL RAIL SYSTEM**

---

**Line Section CB-3**

---

**NOT AN APPROVED DRAWING**

**Preliminary 10% Design**

---

**Revision History**

- **Date:** 02/02/2018
- **Contract Number:** 664 or 873
- **Contract Sheet No.:** CC1-3018

---

**SCALE (IN FEET)**

- **HORIZ:**
  - 0
  - 5
  - 10
  - 15
  - 20
  - 40
  - 80

- **VERT:**
  - 0
  - 20
  - 5

---

**Guideway Plan and Profile**

**STA 3129+00.00 to STA 3137+00.00**

---

**Contact:** HDR ENGINEERING, INC.

**TBPE Firm No.:** F-754

---

**Design:**

- **By:** AMANDA STAHLNECKER, P.E. NO. 124571

---

**Drawn:**

- **By:**

---

**In-Charge:**

- **By:**

---

**Date:**

- **FEB 02 2018**

---

**Description:**

- **APP:**

---

**Check:**

- **By:**

---

**Amend:**

- **By:**

---

**Contract:**

- **No.:**

---

**Note:**

- See DWG No. CC1-3001 for additional notes.
NOTE:
1. SEE DWG NO. CB-1-001 FOR ADDITIONAL NOTES.

STA 3153+00.00 TO STA 3161+00.00
GUIDEWAY PLAN AND PROFILE
LINE SECTION CB-3

COTTON BELT REGIONAL RAIL SYSTEM

IN-PROGRESS

NOT AN APPROVED DRAWING
PRELIMINARY 10% DESIGN

COASTAL ENGINEERING

AMANDA STAHLNECKER, P.E. NO. 124571
ON 02/02/2018

DART PROJECT

TBPE FIRM NO. F-754
HDR ENGINEERING, INC.

CONTRACT SHEET NO.

REV CR DATE DESCRIPTION APP CHK ENG IN CHARGE DATE

CONTRACT

DWG No.

SCALE
DRAWN DESIGNED CHECKED IN CHARGE

COMMERCIAL

SCALE (IN FEET)
HORIZ

0
20
5
10
15
20
80
40

MATCH LINE CB-
3 NB STA 3153+
00.00

MATCH LINE CB-
3 NB STA 3161+
00.00

SEE DWG No. CC1-
3018
SEE DWG No. CC1-
3019

MATCH LINE CB-
3 NB STA 3154+
00.00

EXISTING GROUND
PROPOSED TOP OF NB RAIL

EXISTING TOP OF SR RAIL

NOT AN APPROVED DRAWING
PRELIMINARY 10% DESIGN

COASTAL ENGINEERING

AMANDA STAHLNECKER, P.E. NO. 124571
ON 02/02/2018

DART PROJECT

TBPE FIRM NO. F-754
HDR ENGINEERING, INC.

CONTRACT SHEET NO.

REV CR DATE DESCRIPTION APP CHK ENG IN CHARGE DATE

CONTRACT

DWG No.

SCALE
DRAWN DESIGNED CHECKED IN CHARGE

COMMERCIAL

SCALE (IN FEET)
HORIZ

0
20
5
10
15
20
80
40

MATCH LINE CB-
3 NB STA 3153+
00.00

MATCH LINE CB-
3 NB STA 3161+
00.00

SEE DWG No. CC1-
3018
SEE DWG No. CC1-
3019

MATCH LINE CB-
3 NB STA 3154+
00.00

EXISTING GROUND
PROPOSED TOP OF NB RAIL

EXISTING TOP OF SR RAIL

NOT AN APPROVED DRAWING
PRELIMINARY 10% DESIGN

COASTAL ENGINEERING

AMANDA STAHLNECKER, P.E. NO. 124571
ON 02/02/2018

DART PROJECT

TBPE FIRM NO. F-754
HDR ENGINEERING, INC.

CONTRACT SHEET NO.

REV CR DATE DESCRIPTION APP CHK ENG IN CHARGE DATE

CONTRACT

DWG No.
NOT AN APPROVED DRAWING
PRELIMINARY 10% DESIGN

MATCH LINE CB-3 NB STA 3321+00.00 TO STA 3329+00.00

GUIDEWAY PLAN AND PROFILE
STA 3321+00.00 TO STA 3329+00.00

NOTE:
1. SEE DWG. No. CC1-3001 FOR ADDITIONAL NOTES.

EXISTING GROUND EL LEVEL
PROPOSED TOP OF NB RAIL EL LEVEL

STRAIGHT LINES OR ARCS JOINED WITH SMOOTH CURVES -------

STRAIGHT LINES OR ARCS JOINED WITH SMOOTH CURVES -------

MATCH LINE CB-3 NB STA 3321+00.00
SEE DWG. No. CC1-3039

MATCH LINE CB-3 NB STA 3329+00.00
SEE DWG. No. CC1-3041
NOT AN APPROVED DRAWING
PRELIMINARY 10% DESIGN

1. THE CONTROL ALIGNMENT STATIONING IS BASED ON THE CENTERLINE STATIONING OF THE NB TRACK.
2. RIGHT-OF-WAY SHOWN IS APPROXIMATE AND SHALL BE MATCHED AT FINAL DESIGN.
3. SEE DWG NO. CC-3001 FOR ADDITIONAL NOTES.

NOTES:
1. THE CENTER ALIGNMENT STATIONING IS BASED ON THE CENTERLINE STATIONING OF THE NB TRACK.
2. RIGHT-OF-WAY SHOWN IS APPROXIMATE AND SHALL BE MATCHED AT FINAL DESIGN.
3. SEE DWG NO. CC-3001 FOR ADDITIONAL NOTES.

NOT AN APPROVED DRAWING
PRELIMINARY 10% DESIGN

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3. SEE DWG NO. CC-3001 FOR ADDITIONAL NOTES.

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3. SEE DWG NO. CC-3001 FOR ADDITIONAL NOTES.

NOT AN APPROVED DRAWING
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3. SEE DWG NO. CC-3001 FOR ADDITIONAL NOTES.

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PRELIMINARY 10% DESIGN

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3. SEE DWG NO. CC-3001 FOR ADDITIONAL NOTES.

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PRELIMINARY 10% DESIGN

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NOT AN APPROVED DRAWING
PRELIMINARY 10% DESIGN

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NOT AN APPROVED DRAWING
PRELIMINARY 10% DESIGN

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3. SEE DWG NO. CC-3001 FOR ADDITIONAL NOTES.

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PRELIMINARY 10% DESIGN

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NOT AN APPROVED DRAWING
PRELIMINARY 10% DESIGN

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3. SEE DWG NO. CC-3001 FOR ADDITIONAL NOTES.

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3. SEE DWG NO. CC-3001 FOR ADDITIONAL NOTES.

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PRELIMINARY 10% DESIGN

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3. SEE DWG NO. CC-3001 FOR ADDITIONAL NOTES.

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PRELIMINARY 10% DESIGN

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3. SEE DWG NO. CC-3001 FOR ADDITIONAL NOTES.

NOT AN APPROVED DRAWING
PRELIMINARY 10% DESIGN

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2. RIGHT-OF-WAY SHOWN IS APPROXIMATE AND SHALL BE MATCHED AT FINAL DESIGN.
3. SEE DWG NO. CC-3001 FOR ADDITIONAL NOTES.

NOT AN APPROVED DRAWING
PRELIMINARY 10% DESIGN

1. THE CONTROL ALIGNMENT STATIONING IS BASED ON THE CENTERLINE STATIONING OF THE NB TRACK.
2. RIGHT-OF-WAY SHOWN IS APPROXIMATE AND SHALL BE MATCHED AT FINAL DESIGN.
3. SEE DWG NO. CC-3001 FOR ADDITIONAL NOTES.
NOT AN APPROVED DRAWING
PRELIMINARY 10% DESIGN

COTTON BELT REGIONAL RAIL SYSTEM
LINE SECTION CB-3

IN-PROGRESS

COTTON BELT REGIONAL RAIL SYSTEM
LINE SECTION CB-3

NOTE:
1. PLANIMETRICS SHOWN ARE FROM ON NC-5 ELECTRONIC FILES.
2. SEE DWG NO. CC1-3001 FOR ADDITIONAL NOTES.
NOT AN APPROVED DRAWING
PRELIMINARY 10% DESIGN

IN-PROGRESS

NOTES:

1. SEE DWG No. CC1-3001 FOR ADDITIONAL NOTES.
NOTE:
1. SEE DWG No. CC1-3001 FOR ADDITIONAL NOTES.
NOT AN APPROVED DRAWING
PRELIMINARY 10% DESIGN

IN-PROGRESS
NOT DRAWN TO SCALE
NOT CADD DRAW
NOT TO BE USED FOR CONSTRUCTION, BIDDING OR PERMIT PURPOSES.

FOR THE PURPOSE OF REVIEW UNDER THE AUTHORITY OF:

TBPE FIRM NO. F-754
HDR ENGINEERING, INC.
ON 02/02/2018
AMANDA STAHLNECKER, P.E. NO. 124571

NOT AN APPROVED DRAWING
PRELIMINARY 10% DESIGN

SEE DWG NO. CC1-3081 FOR ADDITIONAL NOTES.
NOTE:
A. STAHLNECKER
M. MARTIN
C. PHONPITUCK
L. GUBLO

1" = 40'

SEE DWG NO. CC1-3083
MATCH LINE CB-3 FREIGHT STA 3425+00.00
MATCH LINE CB-3 FREIGHT STA 3417+00.00

STA 3417+00.00 TO STA 3425+00.00
GUIDEWAY PLAN AND PROFILE
FREIGHT TRACK
CO TTO N B ELT R EG IONAL RAIL S YSTEM
L INE S ECTI ON CB-3

DRAWN
DESIGNED
CHECKED
IN CHARGE
DATE

CONTRACT SHEET No.
CONTRACT DWG No.
REV
AMEND
DATE
DESCRIPTION
APP
CHK
ENG
BY

SCALE (IN FEET)
HORIZ
0
20
5
10
15
40
80

VERT
0
20
5
10
15
40
80

EXISTING GROUND
EXISTING ROW
EXISTING ROW

MAINLINE TO REMAIN
EXISTING COTTON BELT

À AVENUE "F"
E X I S T I N G  G R O U N D  E L E V
P R O P O S E D  T O P  O F  R A I L E L E V

SCALE (IN FEET)
0
20
5
10
15
40
80

STA 3417+00.00 TO STA 3425+00.00
GUIDEWAY PLAN AND PROFILE
FREIGHT TRACK
CO TTO N B ELT R EG IONAL RAIL S YSTEM
L INE S ECTI ON CB-3

DRAWN
DESIGNED
CHECKED
IN CHARGE
DATE

CONTRACT SHEET No.
CONTRACT DWG No.
REV
AMEND
DATE
DESCRIPTION
APP
CHK
ENG
BY

SCALE (IN FEET)
HORIZ
0
20
5
10
15
40
80

VERT
0
20
5
10
15
40
80

EXISTING GROUND
EXISTING ROW
EXISTING ROW

MAINLINE TO REMAIN
EXISTING COTTON BELT

À AVENUE "F"
MATCH LINE CB-3 FREIGHT STA 3425+00.00 TO STA 3433+00.00

EXISTING GROUND

EXISTING ROW

MATCH LINE CB-3 FREIGHT STA 3425+00.00 TO STA 3433+00.00

NOTE:
1. SEE DWG No. CC1-3081 FOR ADDITIONAL NOTES.

SCALE (IN FEET)

VERT  10

HORIZ  20

1" = 40'

MATCH LINE CB-3 FREIGHT STA 3425+00.00 TO STA 3433+00.00

NOT AN APPROVED DRAWING
PRELIMINARY 10% DESIGN

COTTON BELT REGIONAL RAIL SYSTEM
LINE SECTION CB-3

IN-PROGRESS

NOT DRAWN TO SCALE

THIS DOCUMENT IS RELEASED FOR THE PURPOSE OF REVIEW UNDER THE AUTHORITY OF:

HDR ENGINEERING, INC.

ON 02/02/2018

AMANDA STAHLNECKER, P.E. NO. 124571

FEB 02 2018

1. SEE DWG No. CC1-3001 FOR ADDITIONAL NOTES.