Appendix A

Design Engineering Plans
Volumes A, B, C, and Stations
A-1

Volume A

DFW Airport to Trinity River

Line Section CB-1 Plans
COTTON BELT REGIONAL RAIL
DFW AIRPORT TO SHILOH RD
LINE SECTION CB-1, CB-2, AND CB-3
(VOLUME A, B AND C)

FINAL - 10% PRELIMINARY ENGINEERING

DALLAS/FORT WORTH INTERNATIONAL AIRPORT APPROVAL
RECOMMENDED:
PROJECT MANAGER DATE
OP PLANNING DATE
CITY OF COPPELL APPROVAL
RECOMMENDED:
PROJECT MANAGER DATE
DIRECTOR OF PUBLIC WORKS DATE
CITY OF CARROLLTON APPROVAL
RECOMMENDED:
PROJECT MANAGER DATE
DIRECTOR OF PUBLIC WORKS DATE
CITY OF ADDISON APPROVAL
RECOMMENDED:
PROJECT MANAGER DATE
DIRECTOR OF PUBLIC WORKS DATE
CITY OF DALLAS APPROVAL
RECOMMENDED:
PROJECT MANAGER DATE
DIRECTOR OF PUBLIC WORKS DATE
CITY OF RICHARDSON APPROVAL
RECOMMENDED:
PROJECT MANAGER DATE
DIRECTOR OF ENGINEERING DATE
GENERAL PLANNING CONSULTANT
RECOMMENDED:
PROJECT MANAGER DATE
PROGRAM MANAGER DATE
DALLAS AREA RAPID TRANSIT
RECOMMENDED:
PROJECT MANAGER DATE
OP PLANNING DATE

SEPT 14, 2018
COTTON BELT REGIONAL RAIL
DFW AIRPORT TO TRINITY RIVER
LINE SECTION CB-1
VOLUME A

FINAL - 10% PRELIMINARY ENGINEERING

DART

PRELIMINARY
FOR INTERIM REVIEW ONLY

HDR INC. ID # F-754

SEPTEMBER 14, 2018
VICINITY MAP
NO SCALE

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

NOT AN APPROVED DRAWING
PRELIMINARY 10% DESIGN

HDR ENGINEERING, INC.
CT PHONPITUCK, P.E. NO. 100125
CURRENCY: $US

HDR is a trademark of HDR
C. PHONPITUCK
AUG 03 2018

IN-PROGRESS
DART PROJECT
COTTON BELT REGIONAL RAIL SYSTEM
LINE SECTION CB-1
TITLE SHEET

NOT AN APPROVED DRAWING
PRELIMINARY 10% DESIGN

HDR ENGINEERING, INC.
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AUG 03 2018

IN-PROGRESS
DART PROJECT
COTTON BELT REGIONAL RAIL SYSTEM
LINE SECTION CB-1
TITLE SHEET
### Centerline of Northbound Track

#### Horizontal Alignment Data

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#### Notes:
1. GRID COORDINATES = SURFACE COORDINATES X 0.999863513
2. COORDINATES SHOWN HEREON ARE BASED ON THE TEXAS STATE PLANE COORDINATE SYSTEM, NAD83, U.S. SURVEY FOOT.
3. CURVE RADII ARE BASED ON THE CHORD DEFINITION.

**DEFINITION.**

1. GRID COORDINATES = SURFACE COORDINATES X 0.999863513
2. COORDINATES SHOWN HEREON ARE BASED ON THE TEXAS STATE PLANE COORDINATE SYSTEM, NAD83, U.S. SURVEY FOOT.
3. CURVE RADII ARE BASED ON THE CHORD DEFINITION.
## Horizontal Alignment Data

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### Notes:

1. GRID COORDINATES = SURFACE COORDINATES X 0.999863513
2. COORDINATES SHOWN HEREON ARE BASED ON THE TEXAS STATE PLANE COORDINATE SYSTEM (NAD83), U.S. GEODETIC SURVEY 1983.
3. CURVE RADIUS ARE BASED ON THE CHORD DEFINITION.
**Line Section CB-1 NB**

**Horizontal Alignment Data**

**Centerline of Northbound 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, U.S. Coordinate System.

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

**Line Section CB-1 NB**

**Centerline of Northbound Track**

### Curve Name

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<th>Northing (FT)</th>
<th>Easting (FT)</th>
<th>Curve Type</th>
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<th>Ex</th>
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### Notes:

1. Grid coordinates are based on the Texas State Plane Coordinate System, NAD83, U.S. Survey Foot.
2. Grid coordinates and design are based on the Texas State Plane Coordinate System, NAD83, U.S. Survey Foot.
3. Curve radii are based on the chord definition.

---

**Table Notes:***

- **Dc = 2° 51' 54"**: Curve radius for the chord.
- **Dc = 3° 28' 23"**: Curve radius for the chord.
- **Dc = 3° 45' 2"**: Curve radius for the chord.
- **Dc = 2° 0' 0"**: Curve radius for the chord.
- **14°52'03" Left**: Curve radius for the chord.
- **41°18'13" Right**: Curve radius for the chord.
- **21°06'22" Right**: Curve radius for the chord.
- **42°48'56" Left**: Curve radius for the chord.

---

**Horizontal Alignment Data**

**Centerline of Northbound Track**

**Contract Sheet No.**: 021-1003

**Not an Approved Drawing**

**Preliminary 10% Design**

**Contract No. 15 of 873**

**Cotton Belt Regional Rail System**

**Line Section CB-1**
### Horizontal Alignment Data

**Line Section CB-1 DFW**

**Centerline of CB-1 DFW 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, U.S. Survey Foot).
3. Curve radii are based on the chord definition.
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- **Centerline of Southbound Track**

**NOT AN APPROVED DRAWING**

**PRELIMINARY 10% DESIGN**

**LINE SECTION CB-1 SB**

**HORIZONTAL ALIGNMENT DATA**

**CENTERLINE OF SOUTHBOUND TRACK**

**NOTES:**

1. **GRID COORDINATES:** SURFACE COORDINATES X 0.999863513
2. **COORDINATES SHOWN HEREON ARE BASED ON THE TEXAS STATE PLANE COORDINATE SYSTEM (TSCS), U.S.G.S., SURVEY 1983.
3. **CURVE RADIUS ARE BASED ON THE CHORD DEVIATION.
# Horizontal Alignment Data

**Line Section CB-1 SB**

**Centerline of Southbound Track**

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**Notes:**
1. Grid Coordinates = Surface Coordinates × 0.999863513
2. Coordinates shown herein are based on the Texas State Plane Coordinate System, NAD83, U.S. Coordinate System.
3. Curve Radii are based on the chord curvature.

**Definition:**
- Curve Radii are based on the chord curvature.
- Surface coordinates × 0.999863513
- Grid coordinates = Surface coordinates × 0.999863513
- Chord curvature for curve elements
- Right and left deflect angles

**Accurately plotted by L. Gublo on 02/02/2018 for HDR Engineering, Inc.**

**REFERENCES:**
- HDR Engineering, Inc.
- Cotton Belt Regional Rail System
- CB-1 SB
- Horizontal Alignment Data
- Centerline of Southbound Track

**Contracts:**
- Contract Sheet No. CB-1-1013
- Cotton Belt Regional Rail System
- Contract No. TBPE Firm No. F-754

---

**NOTES:**
- Preliminary 10% Design
- Not an Approved Drawing
- IN-PROGRESS
- DART Project
- hdr
- gpc
### Line Section CB-1 SB

**Horizontal Alignment Data**

Centerline of Southbound Track

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**Notes:**
1. Grid Coordinates ± SURFACE COORDINATES X 0.999863513
2. Coordinates shown hereon are BASED ON THE TEXAS STATE PLANE COORDINATE SYSTEM, NAD83, U.S. SURVEY 1983.
3. Curve Radii are BASED ON THE CHORD DEFINITION.
### Horizontal Alignment Data

**Centerline of Southbound Track**

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**Notes:**

1. Grid Coordinates + Surface Coordinates x 0.999863513
3. Curve radii are based on the chord definition.

**Definition:**

- Grid Coordinates: Grid coordinates = surface coordinates x 0.999863513
- Surface Coordinates: Coordinates shown herein are based on the Texas State Plane Coordinate System, State Plane, U.S. Coordinate System, 1983.
- Deflection Angle: Curve radii are based on the chord definition.
# Horizontal Alignment Data

## Line Section CB-1 SB

### Centerline of Southbound Track

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<tr>
<th>Curve Name</th>
<th>Point</th>
<th>Chainage</th>
<th>Northing</th>
<th>Easting</th>
<th>Element</th>
<th>Length</th>
<th>Degree of Curve</th>
<th>Ch</th>
<th>Ez</th>
<th>Passenger Speed</th>
<th>Freight Speed</th>
<th>Deflection Angle</th>
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### Notes:
1. Grid Coordinates
   - Survey Coordinates X 0.999863513
2. Coordinates shown herein are based on the Texas State Plane Coordinate System (North), U.S. Survey Feet.
3. Curve radii are based on the chord definition.

---

**Contract Sheet No.** 21 of 873

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**COVERT BELT REGIONAL RAIL SYSTEM**

**LINE SECTION CB-1**

**CENTERLINE OF SOUTHBOUND TRACK**

---

**HDR PROJECT**

---

**NOT AN APPROVED DRAWING**

**PRELIMINARY 10% DESIGN**

---

**IN PROGRESS**

---

**DART PROJECT**

---
**LINE SECTION CB-1 INDUSTRY 1**  
**HORIZONTAL ALIGNMENT DATA**  
**CENTERLINE OF CB-1 INDUSTRY 1 TRACK**

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<tr>
<th>CURVE NAME</th>
<th>POINT</th>
<th>CHAINAGE</th>
<th>NORTHING</th>
<th>EASTING</th>
<th>ELEMENT</th>
<th>LENGTH</th>
<th>DEGREE OF CURVATURE</th>
<th>Eh</th>
<th>Ev</th>
<th>Passenger Speed</th>
<th>Freight Speed</th>
<th>DEFLECTION ANGLE</th>
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</thead>
<tbody>
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**NOTES:**
1. GRID COORDINATES = SURFACE COORDINATES X 0.999863513
2. COORDINATES SHOWN HEREON ARE BASED ON THE TEXAS STATE PLANE COORDINATE SYSTEM (3335), U.G.S., SURVEY POST.
3. CURVE RADII ARE BASED ON THE CHORD DEFINITION.
**LINE SECTION CB-1 INDUSTRY 2**

**CENTERLINE OF CB-1 INDUSTRY 2 TRACK**

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<th>ELEMENTS</th>
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**NOTES:**

1. **GRID COORDINATES**
   - SURFACE COORDINATES X 0.999863513
2. **COORDINATES SHOWN HEREON ARE BASED ON THE TEXAS STATE PLANE COORDINATE SYSTEM (T.S.P.), U.S. SURVEY FOOT.
3. **CURVE RADII** ARE BASED ON THE CHORD DEFINITION.
### LINE SECTION CB-1 SIDING 1

**HORIZONTAL ALIGNMENT DATA**

**CENTERLINE OF CB-1 SIDING 1 TRACK**

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<th>Curve Name</th>
<th>Point</th>
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<th>Element</th>
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**NOTES:**
1. GRID COORDINATES = SURFACE COORDINATES X 0.999863513
2. COORDINATES SHOWN HEREON ARE BASED ON THE TEXAS STATE PLANE COORDINATE SYSTEM ( Feet, NAD83, Survey Foot )
3. CURVE RADII ARE BASED ON THE CHORD DEFINITION.
**LINE SECTION CB-1 SPUR 1**

**HORIZONTAL ALIGNMENT DATA**

**CENTERLINE OF CB-1 SPUR 1 TRACK**

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<th>Northing (ft)</th>
<th>Element</th>
<th>Length (ft)</th>
<th>Degree of Curvature</th>
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<th>Ev</th>
<th>Passenger Speed</th>
<th>Freight Speed</th>
<th>Deflection Angle</th>
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</tbody>
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**NOTES:**

1. Grid coordinates are based on the Texas State Plane Coordinate System (NAD83), U.S. survey foot.
2. Coordinates shown herein are based on the Texas State Plane Coordinate System (NAD83), U.S. survey foot.
3. Curve radii are based on the chord definition.
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<thead>
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<th>Curve Name</th>
<th>Curve</th>
<th>Chainage</th>
<th>Northing</th>
<th>Easting</th>
<th>Length</th>
<th>Degree of</th>
<th>Cv</th>
<th>Ev</th>
<th>Passenger</th>
<th>Speed</th>
<th>Straight</th>
<th>Speed</th>
<th>Deflection Angle</th>
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</tbody>
</table>

**NOTES:**

1. Grid Coordinates = Survey 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 the Chord Deflection.
**Line Section CB-1 Airport (Future)**

**Horizontal Alignment Data**

**Centerline of CB-1 Airport (Future)**

**Track**

<table>
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<th>Degree of Curvature</th>
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<th>Passenger Speed</th>
<th>Straight Speed</th>
<th>Deflection Angle</th>
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### Notes:
1. Grid coordinates = Survey coordinates X 0.999863513
2. Coordinates shown herein are based on the Texas State Plane Coordinate System, NAD83, U.S. Coordinate System.
3. Grid coordinates = Surface coordinates X 0.999863513
4. Curve radii are based on the chord definition.
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. INADEQUATE DATE 02/02/2018.

LEGEND
- - - - EXISTING ROW OF WAY
- - - - EXISTING PROPERTY LINE
- - - - PROPOSED ROW OF WAY

1022+00
1026+00
1024+00
1020+00
1018+00
65.12
95.12
54.60
84.60
CS 1017+
ST 1018+
TS 1020+
SC 1021+
100' ROW
50'
EXISTING ROW
EXISTING ROW
EXISTING ROW
EXISTING ROW
EXISTING ROW

D.R.T.C.T.
VOL. 5390, PG. 339
CITY OF DALLAS, TEXAS
CALLED 18.463 ACRES
TRACT 9

D.R.T.C.T.
VOL. 5037, PG. 255
CITY OF DALLAS, TEXAS
CALLED 153.5 ACRES
TRACT 12

D.R.T.C.T.
VOL. 5037, PG. 255
CITY OF DALLAS, TEXAS
CALLED 153.5 ACRES
TRACT 12

EXISTING ROW
EXISTING ROW
EXISTING ROW
EXISTING ROW
EXISTING ROW

MATCH LINE CB-1 NB STA 1017+00.00
SEEN DWG No. RC6-1006

MATCH LINE CB-1 NB STA 1027+00.00

MATCH LINE CB-1 NB STA 1021+00.00

MATCH LINE CB-1 NB STA 1022+00.00

MATCH LINE CB-1 NB STA 1023+00.00

MATCH LINE CB-1 NB STA 1024+00.00

MATCH LINE CB-1 NB STA 1025+00.00
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RELEASE DATE 02/02/2018

SCALE (IN FEET)
0 20 40 80
NOT AN APPROVED DRAWING
PRELIMINARY 10% DESIGN

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RELEASE DATE 02/02/2018

LONNY GILLESPIE, RPLS

SCALE (IN FEET)

0
20
40
80

STA 1086+00.00 TO STA 1094+00.00
RIGHT-OF-WAY PLAN

EXISTING PROPERTY LINE
EXISTING RIGHT OF WAY
PROPOSED RIGHT OF WAY

COTTON BELT REGIONAL RAIL SYSTEM
LINE SECTION CS-1

DART PROJECT

CONTRACT SHEET NO. 48 OF 873

CITY OF FORT WORTH

D.R.T.C.T. VOL. 4520, PG. 354
CALLED 14.2479 ACRES

CITY OF DALLAS

D.R.D.C.T. VOL. 69098, PG. 1722
CALLED 79.42 ACRES

D.R.D.C.T. VOL. 69159, PG. 1580
CALLED 15.5983 ACRES

D.R.D.C.T. VOL. 69159, PG. 1580
CALLED 15.5983 ACRES

EXISTING ROW
EXISTING ROW
EXISTING ROW
EXISTING ROW
EXISTING ROW
EXISTING ROW
EXISTING ROW

G. MATTHEWS
M. CARTER
L. GILLESPIE
NOT AN APPROVED DRAWING
PRELIMINARY 10% DESIGN

1. EXISTING PROPERTY LINE AND RIGHT-OF-WAY LINES ARE SHOWN FOR 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 RELIED UPON AS A FINAL SURVEY DOCUMENT.

IN-PROGRESS

NOT AN APPROVED DRAWING
PRELIMINARY 10% DESIGN

COTTON BELT REGIONAL RAIL SYSTEM
LINE SECTION C3-1

DART PROJECT

RIGHT-OF-WAY PLAN
STA 1118+00.00 TO STA 1126+00.00

REVIEW ALL CONSTRUCTION DESIGN SHEETS.
NOT AN APPROVED DRAWING
PRELIMINARY 10% DESIGN

COTTON BELT REGIONAL RAIL SYSTEM
LINE SECTION CB-1

RIGHT-OF-WAY PLAN
STA 1182+00.00 TO STA 1188+00.00

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 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 WERE DEDUCED 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)

SCALE (IN FEET)
0
20
40
80

STA 1220+00.00 TO STA 1228+00.00
MATCH LINE CB-1 NB STA 1220+00.00
MATCH LINE CB-1 NB STA 1228+00.00
MATCH LINE CB-1 SB STA 1220+00.00
MATCH LINE CB-1 SB STA 1228+00.00

LEGEND
EXISTING RIGHT OF WAY
EXISTING PROPERTY LINE
PROPOSED RIGHT OF WAY
NOTE:
IN-PROGRESS
515
515
515

1" = 40'

515
515
515
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 PROPERTY LINE SURVEY.
2. PRELIMINARY, THIS DOCUMENT SHALL NOT BE RECORDED FOR ANY PURPOSE AND SHALL NOT BE USED OR REVIEWED 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 REMOTE INFORMATION AND DO NOT REPRESENT AN ACTUAL BOUNDARY SURVEY.

2. PRELIMINARY DRAWING IS NOT TO BE USED OR VIEWED FOR ANY PURPOSE AND SHALL NOT BE USED OR REFERRED TO 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 SHOWN ARE FROM RECORD INFORMATION AND DO NOT REPRESENT AN ACTUAL BOUNDARY SURVEY.
2. PRELIMINARY, THIS DOCUMENT SHALL NOT BE USED OR VIEWED FOR ANY PURPOSE AND SHALL NOT BE USED OR REFERRED TO AS A FINAL SURVEY DOCUMENT. (RELEASE DATE 02/02/2018)
NOT AN APPROVED DRAWING
PRELIMINARY 10% DESIGN

IN-PROGRESS

COCONUT BELT REGIONAL RAIL SYSTEM
LINE SECTION CB-1

RIGHT-OF-WAY PLAN
STA 1248+00.00 TO STA 1256+00.00

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 PURPOSE AND SHALL NOT BE USED OR VIEWED OR REFERRED TO 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 EARTHWORK 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

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

MATCH LINE CB-1 NB STA 1264+00.00 TO STA 1272+00.00

RIGHT-OF-WAY PLAN
STA 1264+00.00 TO STA 1272+00.00

COTTON BELT REGIONAL RAIL SYSTEM
LINE SECTION CB-1

NATHAN D. MAIER CONSULTING ENGINEERS, INC.
TBPE FIRM NO. F-356/TBPLS NO. 100189-00

2. PARK LANE PLACE / 8080 PARK LANE / SUITE 600
DALLAS, TEXAS 75231 / (214) 739-4741

NATHAN D. MAIER
CONSULTING ENGINEERS, INC.
TBPE FIRM REG. NO. F-356
TBPLS FIRM REG. NO. 100189-00

ON 02/02/2018

LONNY GILLESPIE, RPLS
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 SURVEY.
2. PRELIMINARY, THIS DOCUMENT SHALL NOT BE RECORDED FOR ANY PURPOSE AND SHALL NOT BE USED OR VIEWED AS A FINAL SURVEY DOCUMENT. (RELEASE DATE 02/02/2018)

NOTES:

EXISTING RIGHT OF WAY
EXISTING PROPERTY LINE
PROPOSED RIGHT OF WAY
ALSO PLAN LINE

SCALE (IN FEET)
0
20
40
80

STA 1286+00.00 TO STA 1294+00.00
RIGHT-OF-WAY PLAN
PROPOSED RIGHT OF WAY

MATCH LINE CB-1 NB STA 1286+00.00
SEE DWG No. RC6-1044

MATCH LINE CB-1 NB STA 1289+00.00
SEE DWG No. RC6-1046

SCALE 1" = 40'
COB -1 NB STA 1310+00.00

MATCH LINE CB-1 NB STA 1302+00.00

SEE DWG No. RC6-1046

SEE DWG No. RC6-1048

NOT AN APPROVED DRAWING
PRELIMINARY 10% DESIGN

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

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

RELEASE DATE 02/02/2018

NOTES:

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

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

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

COTTON BELT REGIONAL RAIL SYSTEM
LINE SECTION CB-1

DART PROJECT

FILE: 02/02/2018

NOTES:
1. EXISTING PROPERTY LINE AND RIGHT-OF-WAY LINES ARE SHOWN FROM RECORD INFORMATION AND
   DO NOT REFLECT ANY ACTUAL BOUNDARY SURVEY.
2. PRELIMINARY. THIS DOCUMENT SHALL NOT BE RECORDED FOR ANY PURPOSE AND SHALL NOT BE USED OR REVIEWED
   OR RELIED UPON AS A FINAL SURVEY DOCUMENT. DATED 02/02/2018.

SCALE (IN FEET)
0
20
40
80

STA 1366+00.00 TO STA 1374+00.00

RIGHT-OF-WAY PLAN

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

COTTON BELT REGIONAL RAIL SYSTEM
LINE SECTION CB-1

RIGHT-OF-WAY PLAN
STA 1374+00.00 TO STA 1382+00.00

NOTES:
1. EXISTING PROPERTY LINE AND RIGHT-OF-WAY LINES ARE SHOWN FROM RECORDED 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 VIEWED OR RELIED UPON AS A FINAL SURVEY DOCUMENT.

RELEASE DATE: 02/02/2018

SCALE (IN FEET)
0
20
40
80

STA 1374+00.00 TO STA 1382+00.00
RIGHT-OF-WAY PLAN
NOT AN APPROVED DRAWING
PRELIMINARY 10% DESIGN

NOTES:

1. EXISTING ROW AND PROPERTY LINES INFORMATION SHOWN ARE APPROXIMATE AND BASED 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. REFER TO EXISTING UTILITY NOTES AND DETAILS OF EXISTING UTILITIES.

3. REFER TO BRIDGE PLAN AND ELEVATION TYPICAL SECTIONS FOR NOTES AND DETAILS OF EXISTING UTILITY SHOWN ARE APPROXIMATE BASED ON INFORMATION TAKEN OR RECEIVED FROM EXISTING DART PLANS. EXISTING ROW SHALL BE VERIFIED BY THE FINAL DESIGNER.

4. REFER TO STATION PLANS FOR NOTICES AND DETAILS FOR THE NOTES AND DETAILS ON THE PROPOSED BRIDGE STRUCTURES.

5. REFER TO IN-PROGRESS TABLE FOR NOTES AND DETAILS OF EXISTING COMPOSITES FOR NOTES AND DETAILS OF EXISTING UTILITY SHOWN ARE APPROXIMATE.

6. REFER TO STATION PLANS FOR NOTICES AND DETAILS FOR THE NOTES AND DETAILS ON THE PROPOSED BRIDGE STRUCTURES.

7. REFER TO BRIDGE PLAN AND ELEVATION TYPICAL SECTIONS FOR NOTES AND DETAILS OF EXISTING UTILITY SHOWN ARE APPROXIMATE BASED ON INFORMATION TAKEN OR RECEIVED FROM EXISTING DART PLANS. EXISTING ROW SHALL BE VERIFIED BY THE FINAL DESIGNER.

8. REFER TO BRIDGE PLAN AND ELEVATION TYPICAL SECTIONS FOR NOTES AND DETAILS OF EXISTING UTILITY SHOWN ARE APPROXIMATE BASED ON INFORMATION TAKEN OR RECEIVED FROM EXISTING DART PLANS. EXISTING ROW SHALL BE VERIFIED BY THE FINAL DESIGNER.

PROJECT PROPOSED TRACK, STATIONS, AND ROADWAY INFORMATION.

5. THE CONTROL ALIGNMENT STATIONING IS BASED ON THE CENTERLINE OF THE PROPOSED STATION.

6. FINAL DECISION TO MODIFY THE IN LOCATION WITH THE DART PROJECT PROPOSED TRACK, STATIONS, AND ROADWAY INFORMATION.

7. PROPOSED TOP OF RB RAIL EQUALS PROPOSED TOP OF RB RAIL.

8. PROPOSED TOP OF RB RAIL EQUALS PROPOSED TOP OF RB RAIL.

9. PROPOSED TOP OF RB RAIL EQUALS PROPOSED TOP OF RB RAIL.

10. PROPOSED TOP OF RB RAIL EQUALS PROPOSED TOP OF RB RAIL.

11. PROPOSED TOP OF RB RAIL EQUALS PROPOSED TOP OF RB RAIL.

12. PROPOSED TOP OF RB RAIL EQUALS PROPOSED TOP OF RB RAIL.

13. PROPOSED TOP OF RB RAIL EQUALS PROPOSED TOP OF RB RAIL.

14. PROPOSED TOP OF RB RAIL EQUALS PROPOSED TOP OF RB RAIL.

15. PROPOSED TOP OF RB RAIL EQUALS PROPOSED TOP OF RB RAIL.

16. PROPOSED TOP OF RB RAIL EQUALS PROPOSED TOP OF RB RAIL.

17. PROPOSED TOP OF RB RAIL EQUALS PROPOSED TOP OF RB RAIL.

18. PROPOSED TOP OF RB RAIL EQUALS PROPOSED TOP OF RB RAIL.

19. PROPOSED TOP OF RB RAIL EQUALS PROPOSED TOP OF RB RAIL.

20. PROPOSED TOP OF RB RAIL EQUALS PROPOSED TOP OF RB RAIL.

21. PROPOSED TOP OF RB RAIL EQUALS PROPOSED TOP OF RB RAIL.
NOT AN APPROVED DRAWING  
PRELIMINARY 10% DESIGN

COTTON BELT REGIONAL RAIL SYSTEM 
LINE SECTION CB-1

SHEET NO. 90 OF 873

NOT IN PROGRESS

HDR ENGINEERING, INC.

ON 02/02/2018

AMANDA STAHLNECKER, P.E. No. 124571

CHESAPEAKE GAS QWEST FIBER OPTIC
SPRINT FIBER OPTIC

GRAPEVINE AIRPORT PROPERTY DFW INTERNATIONAL

100' ROW 50' 50'
ACCESS RD CHESAPEAKE WITH OTHERS TRAIL IN COOPERATION

EXISTING ROW PROPOSED EASEMENT (BY OTHERS)
EXISTING ROW PROPOSED EASEMENT (BY OTHERS)
EXISTING ROW PROPOSED EASEMENT (BY OTHERS)
EXISTING ROW PROPOSED EASEMENT (BY OTHERS)

Ls= 130.00' Ea= 130.00' V= 30 MPH Eu= 2.00' Lc= 2.00'
Rc= 2.00'

STA 1010+03.12 TO STA 1017+00.00
GUIDEWAY PLAN AND PROFILE
SEE DWG No. CC1-1001 FOR ADDITIONAL NOTES

NOTES:
1. SEE DWG No. CC1-1001 FOR ADDITIONAL NOTES

MATCH LINE CB-1 EX NB STA 1008+91.26
MATCH LINE CB-1 SB THROUGH TRACK
SEE DWG No. CC1-1002 FOR ADDITIONAL NOTES
570
575
564
519
627
586
610
600
590
580
570
560
550
540
530
520
510
500
490
480
470
460
450
440
430
420
410
400
390
380
370
360
350
340
330
320
310
300
290
280
270
260
250
240
230
220
210
200
190
180
170
160
150
140
130
120
110
100
90
80
70
60
50
40
30
20
10
0

NOT AN APPROVED DRAWING
PRELIMINARY 10% DESIGN

NOTES:
1. SEE DWG No. CC1-1005 FOR ADDITIONAL NOTES

MATCH LINE CB-1 SB THROUGH STATION 1033+00.00 TO 1041+00.00

SEE DWG No. CC1-1004 FOR ADDITIONAL NOTES

EXISTING GROUND ELEV
PROPOSED TOP OF RAIL ELEV

MATCH LINE CB-1 SB THROUGH STA 1033+00.00
TO 1041+00.00

EXISTING ROW TO BE REMOVED
EXISTING ROW WITH OTHERS

DART PROJECT

HDR ENGINEERING, INC.

L. G. U. B. L. O

COTTON BELT REGIONAL RAIL SYSTEM
LINE SECTION CC-1

REV AMEND DATE
CONTRACT SHEET No.
DWG No.
CONTRACT

NOTE: FUTURE TRACK PROFILE TO BE DEVELOPED BY FINAL DESIGNER

L. G. U. B. L. O

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

LINE SECTION CB-1
GUIDEWAY PLAN AND PROFILE
STA 1033+00.00 TO STA 1041+00.00

A. STAHLNECKER, P.E. NO. 124571

FEB 02 2018

HDR ENGINEERING, INC.

TBPE FIRM NO. F-754

ON 02/02/2018
AMANDA STAHLNECKER, P.E.

1/29/2018

IN-PROGRESS

DART, all rights reserved, 1987-2018

L. G. U. B. L. O

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

L. G. U. B. L. O

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

L. G. U. B. L. O

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

L. G. U. B. L. O
NOT AN APPROVED DRAWING
PRELIMINARY 10% DESIGN

NOTES:
1. SEE DWG No. CC1-1001 FOR ADDITIONAL NOTES
2. DRAWING IS DESIGN AND INTERIM STAGES TO BE INSTALLED BY OTHERS

TABLE:

<table>
<thead>
<tr>
<th>Elevation (ft)</th>
<th>Match Line</th>
<th></th>
</tr>
</thead>
<tbody>
<tr>
<td>540</td>
<td></td>
<td></td>
</tr>
<tr>
<td>550</td>
<td></td>
<td></td>
</tr>
<tr>
<td>560</td>
<td></td>
<td></td>
</tr>
<tr>
<td>570</td>
<td></td>
<td></td>
</tr>
<tr>
<td>580</td>
<td></td>
<td></td>
</tr>
<tr>
<td>590</td>
<td></td>
<td></td>
</tr>
<tr>
<td>600</td>
<td></td>
<td></td>
</tr>
<tr>
<td>610</td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

IN-PROGRESS
COTTON BELT REGIONAL RAIL SYSTEM
LINE SECTION CB-1

DART PROJECT

NOTICE: DART COTTON BELT TRACKS TOP OF RAIL PROFILE TO MATCH TOP OF RAIL PROFILE FOR TEXRAIL TRACK

NOTE: DART COTTON BELT TRACKS TOP OF RAIL
NOT AN APPROVED DRAWING
PRELIMINARY 10% DESIGN

NOTES:
1. SEE DWG NO. CC1-1001 FOR ADDITIONAL NOTES
2. TRACKS & EASEMENTS TO BE INSTALLED BY OTHERS
3. SITE CIVIL INCLUDING GRADING, DRAINAGE, ROADWAY AND STRUCTURES TO BE CONSTRUCTED BY DART FROM DFW TERMINAL B TO CB-1 NB STA 910+98.91 AND STRUCTURES TO BE CONSTRUCTED BY OTHERS FROM CB-1 NB STA 910+98.91 TO CB-1 NB STA 914+00.00. THESE LIMITS AS SHOWN ON PLANS.

<table>
<thead>
<tr>
<th>STA</th>
<th>ELEV</th>
<th>PS NO 11 TO DFW TRACK STA 912+00</th>
<th>STA 914+00</th>
</tr>
</thead>
<tbody>
<tr>
<td>911+00</td>
<td>560</td>
<td></td>
<td></td>
</tr>
<tr>
<td>912+00</td>
<td>580</td>
<td></td>
<td></td>
</tr>
<tr>
<td>913+00</td>
<td>590</td>
<td></td>
<td></td>
</tr>
<tr>
<td>914+00</td>
<td>600</td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

EXISTING GROUND ELEV
MATCH LINE CB-1 NB BEGIN STA 909+98.91 TO MATCH LINE CB-1 NB END STA 914+00.00

PROFILE TO MATCH TOP OF RAIL PROFILE FOR TEXRAIL TRACK
NOTE: DART COTTON BELT TRACKS TOP OF RAIL

GROUND LINE
EXISTING
PROPOSED

NOTES:
1. SEE DWG NO. CC1-1001 FOR ADDITIONAL NOTES
2. TRACKS & EASEMENTS TO BE INSTALLED BY OTHERS
3. SITE CIVIL INCLUDING GRADING, DRAINAGE, ROADWAY AND STRUCTURES TO BE CONSTRUCTED BY DART FROM DFW TERMINAL B TO CB-1 NB STA 910+98.91 AND STRUCTURES TO BE CONSTRUCTED BY OTHERS FROM CB-1 NB STA 910+98.91 TO CB-1 NB STA 914+00.00. THESE LIMITS AS SHOWN ON PLANS.
NOT AN APPROVED DRAWING
PRELIMINARY 10% DESIGN

NOTES:
1. SEE DWG NO. CC1-1001 FOR ADDITIONAL NOTES
2. SITE CIVIL EMBANKMENT, DRAINAGE, ROADWAY
   AND STRUCTURES TO BE CONTRACTED BY OTHERS FROM
   DFW TERMINAL B STATION TO CB-1 NB STA
   1015+49.96. DART TO CONSTRUCT TRACK ONLY THROUGH
   THESE LIMITS AS SHOWN ON PLANS.

EXISTING GROUND ELEV
PROPOSED TOP OF RAIL ELEV

MATCH LINE CB-1 DFW TRACK STA 930+00.00
MATCH LINE CB-1 DFW TRACK STA 938+00.00

PROFILE TO MATCH TOP OF RAIL PROFILE FOR TEXRAIL TRACK
NOTE: DART COTTON BELT TRACKS TOP OF RAIL
NOT AN APPROVED DRAWING
PRELIMINARY 10% DESIGN

MATCH LINE CB-1 DFW TRACK STA 938+00.00

1. SEE DWG No. CC1-1001 FOR ADDITIONAL NOTES
2. SITE CIVIL, INCLUDING GRADING, DRAINAGE, ROADWAY AND STRUCTURES TO BE CONSTRUCTED BY DARTEX FROM DFW TERMINAL B STATION TO CB-1 NB STA 1015+49.96. DART TO CONTRACT TRACK ONLY THROUGH THESE LIMITS AS SHOWN ON PLANS.

NOTES:

MATCH LINE CB-1 DFW TRACK STA 946+00.00

SEE DWG No. CC1-1011

SEE DWG No. CC1-1013

PROFILE TO MATCH TOP OF RAIL PROFILE FOR TEXRAIL Track

NOTE: DART COTTON BELT TRACKS TOP OF RAIL
NOT AN APPROVED DRAWING

PRELIMINARY 10% DESIGN

COBB COUNTY

COTTON BELT REGIONAL RAIL SYSTEM
LINE SECTION CB-1

NOTES:

1. SEE DWG No. CC1-1015 FOR ADDITIONAL NOTES

2. SITE CIVIL, INCLUDING EMBANKMENTS, CHANNELS, DRAINAGE, AND STRUCTURES TO BE CONSTRUCTED BY DART FROM CB-1 NB STA 1015+49.96 TO CONTRACT LIMITS AS SHOWN ON THIS SHEET.

THESE LIMITS AS SHOWN ON PLANS.

NOTES:

L. GUBLO
C. PHONPITUCK
M. MARTIN
A. STAHLNECKER

PROFILE TO MATCH TOP OF RAIL PROFILE FOR TEXRAIL TRACK

NOTE: DART COTTON BELT TRACKS TOP OF RAIL
NOTE:
1. SEE DWG CC1-1015 FOR ADDITIONAL NOTES.
2. SITE CIVIL, INCLUDING EMBANKMENTS, DRAINAGE, TILTED AND STRUCTURES TO BE CONSTRUCTED BY OTHERS FROM CIVIL TERMINATION STATION TO CC-1 NB STA 1015+49.96. DART TO CONTRACT TRACK ONLY THROUGH THESE LIMITS AS SHOWN ON PLANS.

PROFILE TO MATCH TOP OF RAIL PROFILE FOR TEXRAIL TRACK

NOTE: DART COTTON BELT TRACKS TOP OF RAIL
NOT AN APPROVED DRAWING
PRELIMINARY 10% DESIGN

**NOTES:**
1. SEE DWG No. CC1-1017 FOR ADDITIONAL NOTES.
2. SITE CIVIL, INCLUDING DRAINAGE, Erosion, Roadway and Easements to be Contracted by Others from DFW TERMINAL STATION TO CB-1 NB STA 1015+49.96. DART TO CONTRACT TRACK ONLY THROUGH THESE LIMITS AS SHOWN ON PLANS.

<table>
<thead>
<tr>
<th>STA</th>
<th>GROUND LINE</th>
<th>EXISTING GROUND LINE</th>
<th>PROPOSED TO MATCH TOP OF RAIL PROFILE FOR TEXRAIL TRACK</th>
</tr>
</thead>
<tbody>
<tr>
<td>STA 976+00.00</td>
<td>976+00.00</td>
<td>977+00.00</td>
<td>978+00.00</td>
</tr>
<tr>
<td>STA 980+00.00</td>
<td>980+00.00</td>
<td>981+00.00</td>
<td>982+00.00</td>
</tr>
<tr>
<td>STA 983+00.00</td>
<td>983+00.00</td>
<td>984+00.00</td>
<td>985+00.00</td>
</tr>
</tbody>
</table>

**SCALE:**
- HORIZ: 1" = 20'  
- VERT: 1" = 40'  

**EXPLORER 8" PETROLEUM LINE**

**CS 978+00**

**982+00**

**982+34.65**

**COTTON BELT REGIONAL RAIL SYSTEM**

**GUIDEWAY PLAN AND PROFILE**

**LINE SECTION CB-1**

**DART PROJECT**

**CONTRACT SHEET No. 105 of 873**

**DART, all rights reserved, 1987-2018**
NOT AN APPROVED DRAWING
PRELIMINARY 10% DESIGN

NOTES:
1. SEE DWG No. CC1-1001 FOR ADDITIONAL NOTES
2. SITE CIVIL, INCLUDING DRAINAGE, GROUND, ROADWAY AND STRUCTURES TO BE CONTRACTED BY OTHERS FROM DFW TERMINAL D STATION TO CB-1 NB STA 1015+49.96. DART TO CONTRACT TRACK ONLY THROUGH THESE LIMITS AS SHOWN ON PLANS.

L. GUBLO
C. PHONPITUCK
M. MARTIN
A. STAHLNECKER

MATCH LINE CB-1 NB STA 990+00.00
SEE DWG No. CC1-1017

MATCH LINE CB-1 NB STA 983+00.00
SEE DWG No. CC1-1019

610
600
590
580
570
560
550
540

ÉXISTING GROUND LINE
PROFILE TO MATCH TOP OF RAIL PROFILE FOR TEXRAIL TRACK
NOTE: DART COTTON BELT TRACKS TOP OF RAIL

NOTE: DART COTTON BELT TRACKS TOP OF RAIL
FOR THIS DRAWING TOP OF RAIL IS DRAWN FOR GUIDEWAY PURPOSES.
NOT AN APPROVED DRAWING
PRELIMINARY 10% DESIGN

NOTES:
1. SITE CIVIL, INCLUDING EARTHWORK, EASEMENTS, INFRASTRUCTURE TO BE CONSTRUCTED BY OTHERS FROM ROADWAY AND STRUCTURES TO BE CONSTRUCTED BY DART.
2. DRAWING IN PROGRESS AS SHOWN ON PLANS.

SITE CIVIL INCLUDING GRADING, DRAINAGE, EASEMENTS, PROPOSED EASEMENTS (BY OTHERS)

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

IN PROGRESS

COTTON BELT REGIONAL RAIL SYSTEM
LINE SECTION C8-1

DART PROJECT

NOT AN APPROVED DRAWING
PRELIMINARY 10% DESIGN

CONTACT SHEET No. 107 OF 873

1. SEE DWG No. CC1-1001 FOR ADDITIONAL NOTES
2. SITE CIVIL, INCLUDING GRADING, DRAINAGE, EASEMENTS, PROPOSED EASEMENTS (BY OTHERS) FROM ROADWAY AND STRUCTURES TO BE CONSTRUCTED BY DART.
3. DRAWING IN PROGRESS AS SHOWN ON PLANS.

NOTE: DART COTTON BELT TRACKS TOP OF RAIL
PROFILE TO MATCH TOP OF RAIL PROFILE FOR TEXRAIL TRACK

GUIDEWAY PLAN AND PROFILE
STA 990+00 TO STA 998+00.00

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CONTRACT SHEET No. CC1-1019
NOT AN APPROVED DRAWING
PRELIMINARY 10% DESIGN

NOTES:
1. SEE DWG No. CB1-1021 FOR ADDITIONAL NOTES
2. SITE CIVIL INCLUDING DRAINAGE, ROADWAY AND STRUCTURES TO BE CONSTRUCTED BY OTHERS FROM DFW TERMINAL 5 STATION TO CB1 NB STA 1015+49.96. DART TO CONTRIBUTE TRACK ONLY THROUGH THESE LIMITS AS SHOWN ON PLANS.

L.G. GUBLO
C. PHONPITUCK
M. MARTIN
A. STAHLNECKER

PROFILE TO MATCH TOP OF RAIL PROFILE FOR TEXRAIL TRACK
NOTE: DART COTTON BELT TRACKS TOP OF RAIL
NOT AN APPROVED DRAWING
PRELIMINARY 10% DESIGN

NOTES:
1. SEE DWG No. CC1-1001 FOR ADDITIONAL NOTES
2. SITE CIVIL INCLUDING DRAINAGE, ROADWAY AND EASEMENTS TO BE CONTRACTED BY OWNER FROM DFW TERMINAL B STATION TO CB-1 NB STA 1015+49.96 DART TO CONSTRUCT TRACK ONLY THROUGH THESE LIMITS AS SHOWN ON PLANS AND CONSTRUCT EASEMENTS AND ALL INFRASTRUCTURE FOR THE DART DFW NORTH STATION

EXISTING GROUND LINE

PROPOSED TOP OF RAIL PROFILE FOR TEXRAIL TRACK
NOTE: DART COTTON BELT TRACKS TOP OF RAIL

L. GUBLO
C. PHONPITUCK
M. MARTIN
A. STAHLNECKER

1006+00 1007+00 1008+00 1009+00 1010+00 1011+00 1012+00 1013+00 1014+00

SCALE (IN FEET)
VERT 0 10 20 30 40 50 60
HORIZ 0 10 20 30 40 50 60

NOTE:
DO NOT USE THIS DRAWING FOR CONSTRUCTION OR PERMIT PURPOSES.
IT IS NOT TO BE USED FOR CONSTRUCTION,
PRELIMINARY 10% DESIGN
NOT AN APPROVED DRAWING
IN-PROGRESS

COTTON BELT REGIONAL RAIL SYSTEM
LINE SECTION C8-1

HDR
DART PROJECT

CONTACT SHEET No.
CONTRACT NO.
COTTON BELT REGIONAL RAIL SYSTEM
LINE SECTION C8-1

CB-1 NB
GUIDEWAY PLAN AND PROFILE
STA 1006+00 TO STA 1014+00.00

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STOR-5C-190-840-55

CONTRACT DATE
REV
CR
APP
CHK
ENG
BY
NOTE: DART COTTON BELT TRACKS TOP OF RAIL

BEGIN DART SITE CIVIL AND TRACK CONSTRUCTION

NOT AN APPROVED DRAWING
PRELIMINARY 10% DESIGN

COTTON BELT REGIONAL RAIL SYSTEM
LINE SECTION CB-1

IN-PROGRESS

DATE DESIGNED
SCALE
CONTRACT NO.

COTTON BELT REGIONAL RAIL SYSTEM
LINE SECTION CB-1
GUIDEWAY PLAN AND PROFILE
STA 1014+00.00 TO STA 1021+00.00

NOTES
1. SEE DWG NO. CC1-1001 FOR ADDITIONAL NOTES
2. SITE CIVIL INCLUDING GRADE, DRAINAGE, ROADWAY AND RELATED ITEMS TO BE CONTRACTED BY OTHERS FROM DFW TERMINAL B STATION TO CB-1 NB STA 1015+00.00, DART TO CONTRACT FROM ONLY THROUGH THESE LIMITS AS SHOWN ON PLANS AND CONTRACT

REFERENCES AND ALL INFRASTRUCTURE FOR THE DART DFW NORTH STATION

NOTICE OF RESERVE

AMEND
DESCRIPTION
15
1018+00
-1.49%
REV
1017+00
1020+00

© DART system update 05/2013
021-1022
NOT AN APPROVED DRAWING
PRELIMINARY 10% DESIGN

1. SEE DWG NO. CC1-1001 FOR ADDITIONAL NOTES.
NOT AN APPROVED DRAWING
PRELIMINARY 10% DESIGN

NOTE:
1. SEE DWG No. CC1-1001 FOR ADDITIONAL NOTES.

1" = 40'
NOTE:
1. SEE DWG No. CC1-1027 FOR ADDITIONAL NOTES.

EXISTING GROUND LEVEL
PROPOSED TOP OF NB RAIL LEVEL
COOPERATION WITH OTHERS
TRAIL PEDESTRIAN BRIDGE IN
EXISTING ROW
EXISTING BRIDGE TO BE REMOVED
EXISTING ROW
EXISTING ROW

MATCH LINE CB-1 NB STA 1050+00.00 TO STA 1058+00.00
MATCH LINE CB-1 SB STA 1050+00.00 TO STA 1058+00.00

NOTE:
1. SEE DWG No. CC1-1027 FOR ADDITIONAL NOTES.
NOT AN APPROVED DRAWING
PRELIMINARY 10% DESIGN

NOTES:

1. SEE DWG No. CC-1023 FOR ADDITIONAL NOTES.

2. EXISTING COLUMNS SHOWN IN THIS PLAN ARE APPROXIMATE AND WERE OBTAINED FROM PUBLIC RECORD DRAWINGS. FINAL DESIGNED SMALL VARIETY EACH'S LOCATION OF THE EXISTING COLUMN.

3. CRASH WALL REQUIREMENTS FOR EXISTING COLUMNS SHALL FOLLOW AREMA STANDARDS AND SHALL BE DESIGNED BY FINAL DESIGNER.

4. CRASH WALL REQUIREMENTS FOR EXISTING COLUMNS SHOWN ON THIS PLAN ARE APPROXIMATE AND WERE OBTAINED FROM PUBLIC RECORD DRAWINGS. FINAL DESIGNED SMALL VARIETY EACH'S LOCATION OF THE EXISTING COLUMN.

5. SEE DWG No. CC-1001 FOR ADDITIONAL NOTES.

6. CRASH WALL REQUIREMENTS FOR EXISTING COLUMNS SHALL FOLLOW AREMA STANDARDS AND SHALL BE DESIGNED BY FINAL DESIGNER.

7. EXISTING COLUMNS SHOWN IN THIS PLAN ARE APPROXIMATE AND WERE OBTAINED FROM PUBLIC RECORD DRAWINGS. FINAL DESIGNED SMALL VARIETY EACH'S LOCATION OF THE EXISTING COLUMN.

8. CRASH WALL REQUIREMENTS FOR EXISTING COLUMNS SHALL FOLLOW AREMA STANDARDS AND SHALL BE DESIGNED BY FINAL DESIGNER.

9. SEE DWG No. CC-1001 FOR ADDITIONAL NOTES.

10. CRASH WALL REQUIREMENTS FOR EXISTING COLUMNS SHALL FOLLOW AREMA STANDARDS AND SHALL BE DESIGNED BY FINAL DESIGNER.

11. EXISTING COLUMNS SHOWN IN THIS PLAN ARE APPROXIMATE AND WERE OBTAINED FROM PUBLIC RECORD DRAWINGS. FINAL DESIGNED SMALL VARIETY EACH'S LOCATION OF THE EXISTING COLUMN.

12. CRASH WALL REQUIREMENTS FOR EXISTING COLUMNS SHALL FOLLOW AREMA STANDARDS AND SHALL BE DESIGNED BY FINAL DESIGNER.

13. SEE DWG No. CC-1001 FOR ADDITIONAL NOTES.

14. CRASH WALL REQUIREMENTS FOR EXISTING COLUMNS SHALL FOLLOW AREMA STANDARDS AND SHALL BE DESIGNED BY FINAL DESIGNER.

15. EXISTING COLUMNS SHOWN IN THIS PLAN ARE APPROXIMATE AND WERE OBTAINED FROM PUBLIC RECORD DRAWINGS. FINAL DESIGNED SMALL VARIETY EACH'S LOCATION OF THE EXISTING COLUMN.

16. CRASH WALL REQUIREMENTS FOR EXISTING COLUMNS SHALL FOLLOW AREMA STANDARDS AND SHALL BE DESIGNED BY FINAL DESIGNER.

17. SEE DWG No. CC-1001 FOR ADDITIONAL NOTES.

18. CRASH WALL REQUIREMENTS FOR EXISTING COLUMNS SHALL FOLLOW AREMA STANDARDS AND SHALL BE DESIGNED BY FINAL DESIGNER.

19. EXISTING COLUMNS SHOWN IN THIS PLAN ARE APPROXIMATE AND WERE OBTAINED FROM PUBLIC RECORD DRAWINGS. FINAL DESIGNED SMALL VARIETY EACH'S LOCATION OF THE EXISTING COLUMN.

20. CRASH WALL REQUIREMENTS FOR EXISTING COLUMNS SHALL FOLLOW AREMA STANDARDS AND SHALL BE DESIGNED BY FINAL DESIGNER.

21. SEE DWG No. CC-1001 FOR ADDITIONAL NOTES.

22. CRASH WALL REQUIREMENTS FOR EXISTING COLUMNS SHALL FOLLOW AREMA STANDARDS AND SHALL BE DESIGNED BY FINAL DESIGNER.

23. EXISTING COLUMNS SHOWN IN THIS PLAN ARE APPROXIMATE AND WERE OBTAINED FROM PUBLIC RECORD DRAWINGS. FINAL DESIGNED SMALL VARIETY EACH'S LOCATION OF THE EXISTING COLUMN.

24. CRASH WALL REQUIREMENTS FOR EXISTING COLUMNS SHALL FOLLOW AREMA STANDARDS AND SHALL BE DESIGNED BY FINAL DESIGNER.

25. SEE DWG No. CC-1001 FOR ADDITIONAL NOTES.

26. CRASH WALL REQUIREMENTS FOR EXISTING COLUMNS SHALL FOLLOW AREMA STANDARDS AND SHALL BE DESIGNED BY FINAL DESIGNER.

27. EXISTING COLUMNS SHOWN IN THIS PLAN ARE APPROXIMATE AND WERE OBTAINED FROM PUBLIC RECORD DRAWINGS. FINAL DESIGNED SMALL VARIETY EACH'S LOCATION OF THE EXISTING COLUMN.

28. CRASH WALL REQUIREMENTS FOR EXISTING COLUMNS SHALL FOLLOW AREMA STANDARDS AND SHALL BE DESIGNED BY FINAL DESIGNER.

29. SEE DWG No. CC-1001 FOR ADDITIONAL NOTES.

30. CRASH WALL REQUIREMENTS FOR EXISTING COLUMNS SHALL FOLLOW AREMA STANDARDS AND SHALL BE DESIGNED BY FINAL DESIGNER.

31. EXISTING COLUMNS SHOWN IN THIS PLAN ARE APPROXIMATE AND WERE OBTAINED FROM PUBLIC RECORD DRAWINGS. FINAL DESIGNED SMALL VARIETY EACH'S LOCATION OF THE EXISTING COLUMN.

32. CRASH WALL REQUIREMENTS FOR EXISTING COLUMNS SHALL FOLLOW AREMA STANDARDS AND SHALL BE DESIGNED BY FINAL DESIGNER.

33. SEE DWG No. CC-1001 FOR ADDITIONAL NOTES.

34. CRASH WALL REQUIREMENTS FOR EXISTING COLUMNS SHALL FOLLOW AREMA STANDARDS AND SHALL BE DESIGNED BY FINAL DESIGNER.

35. EXISTING COLUMNS SHOWN IN THIS PLAN ARE APPROXIMATE AND WERE OBTAINED FROM PUBLIC RECORD DRAWINGS. FINAL DESIGNED SMALL VARIETY EACH'S LOCATION OF THE EXISTING COLUMN.

36. CRASH WALL REQUIREMENTS FOR EXISTING COLUMNS SHALL FOLLOW AREMA STANDARDS AND SHALL BE DESIGNED BY FINAL DESIGNER.

37. SEE DWG No. CC-1001 FOR ADDITIONAL NOTES.

38. CRASH WALL REQUIREMENTS FOR EXISTING COLUMNS SHALL FOLLOW AREMA STANDARDS AND SHALL BE DESIGNED BY FINAL DESIGNER.

39. EXISTING COLUMNS SHOWN IN THIS PLAN ARE APPROXIMATE AND WERE OBTAINED FROM PUBLIC RECORD DRAWINGS. FINAL DESIGNED SMALL VARIETY EACH'S LOCATION OF THE EXISTING COLUMN.

40. CRASH WALL REQUIREMENTS FOR EXISTING COLUMNS SHALL FOLLOW AREMA STANDARDS AND SHALL BE DESIGNED BY FINAL DESIGNER.

41. SEE DWG No. CC-1001 FOR ADDITIONAL NOTES.

42. CRASH WALL REQUIREMENTS FOR EXISTING COLUMNS SHALL FOLLOW AREMA STANDARDS AND SHALL BE DESIGNED BY FINAL DESIGNER.

43. EXISTING COLUMNS SHOWN IN THIS PLAN ARE APPROXIMATE AND WERE OBTAINED FROM PUBLIC RECORD DRAWINGS. FINAL DESIGNED SMALL VARIETY EACH'S LOCATION OF THE EXISTING COLUMN.

44. CRASH WALL REQUIREMENTS FOR EXISTING COLUMNS SHALL FOLLOW AREMA STANDARDS AND SHALL BE DESIGNED BY FINAL DESIGNER.

45. SEE DWG No. CC-1001 FOR ADDITIONAL NOTES.

46. CRASH WALL REQUIREMENTS FOR EXISTING COLUMNS SHALL FOLLOW AREMA STANDARDS AND SHALL BE DESIGNED BY FINAL DESIGNER.

47. EXISTING COLUMNS SHOWN IN THIS PLAN ARE APPROXIMATE AND WERE OBTAINED FROM PUBLIC RECORD DRAWINGS. FINAL DESIGNED SMALL VARIETY EACH'S LOCATION OF THE EXISTING COLUMN.

48. CRASH WALL REQUIREMENTS FOR EXISTING COLUMNS SHALL FOLLOW AREMA STANDARDS AND SHALL BE DESIGNED BY FINAL DESIGNER.

49. SEE DWG No. CC-1001 FOR ADDITIONAL NOTES.

50. CRASH WALL REQUIREMENTS FOR EXISTING COLUMNS SHALL FOLLOW AREMA STANDARDS AND SHALL BE DESIGNED BY FINAL DESIGNER.

51. EXISTING COLUMNS SHOWN IN THIS PLAN ARE APPROXIMATE AND WERE OBTAINED FROM PUBLIC RECORD DRAWINGS. FINAL DESIGNED SMALL VARIETY EACH'S LOCATION OF THE EXISTING COLUMN.

52. CRASH WALL REQUIREMENTS FOR EXISTING COLUMNS SHALL FOLLOW AREMA STANDARDS AND SHALL BE DESIGNED BY FINAL DESIGNER.

53. SEE DWG No. CC-1001 FOR ADDITIONAL NOTES.

54. CRASH WALL REQUIREMENTS FOR EXISTING COLUMNS SHALL FOLLOW AREMA STANDARDS AND SHALL BE DESIGNED BY FINAL DESIGNER.
This is a preliminary 10% design drawing for the Cotton Belt Regional Rail System line section C3-1. The document is not an approved drawing.

**NOT AN APPROVED DRAWING**
**PRELIMINARY 10% DESIGN**

**SCALE (IN FEET)**
- Horizontal: 1" = 40'
- Vertical: 1" = 20'

**EXISTING ROW**
**PROPOSED ROADWAY EASEMENT**

**2-24" RCP STM 100' WALL ST WITH OTHERS**
**TRAIL IN COOPERATION**

**PROPOSED RETAINING WALL**

**vereZo nTEli**
**SPR IN T FIB E R O PT IC (APPROX. LOCATION)**
**QWEST FIBER OPTIC**

**ACCESS ROAD**
**PROPOSED DPS**

**PROPOSED TOP OF NB RAIL**
**EXISTING GROUND LINE**

**CONTRACT SHEET No. 121 of 873**

**DART PROJECT**
**COITON BELT REGIONAL RAIL SYSTEM**
**LINE SECTION C3-1**

**IN-PROGRESS**

1. SEE DWG No. CC1-1001 FOR ADDITIONAL NOTES.

**NOTE:**

STA 1086+00.00 TO STA 1094+00.00

**GUIDEWAY PLAN AND PROFILE**

STA 1086+00.00 TO STA 1094+00.00
NOT AN APPROVED DRAWING
PRELIMINARY 10% DESIGN

NOTES:
1. SEE DWG No. CC1-1034 FOR ADDITIONAL NOTES.
2. EXISTING COLUMNS SHOWN IN THIS PLAN ARE APPROXIMATE AND WERE OBTAINED FROM PUBLIC RECORD DRAWINGS. FINAL DESIGN SHALL CORRECTLY LOCATE THE EXISTING COLUMNS.
3. CRASH WALL REQUIREMENTS FOR EXISTING COLUMNS SHALL FOLLOW AREMA STANDARDS AND SHALL BE DECIDED BY FINAL DESIGNER.
NOT AN APPROVED DRAWING
PRELIMINARY 10% DESIGN

NOTES:
1. SEE DWG No. CC1-1001 FOR ADDITIONAL NOTES.
2. EXISTING COLUMNS SHOWN IN THIS PLAN ARE APPROXIMATE AND WERE OBTAINED FROM PUBLIC RECORD DRAWINGS. FINAL DESIGNED SHALL BE Verified at Exact Location of the Existing Columns.
3. CRASH WALL REQUIREMENTS FOR EXISTING COLUMNS SHALL FOLLOW APPROXIMATE SHOWN ON DRAWINGS AND SHALL BE DESIGNED BY FINAL DESIGNER.

MATCH LINE CB-1 NB STA 1110+00.00
SEE DWG No. CC1-1035

MATCH LINE CB-1 NB STA 1118+00.00
SEE DWG No. CC1-1037

EXISTING ROW
EXISTING ROW
EXISTING ROW
TxDOT ROW
TO BE REMOVED
EXISTING COTTON BELT MAINLINE

EXISTING GROUND LEVEL
PROPOSED TOP OF RAIL LEVEL

1.5%
-0.75%
0.13%

VPC 1114 + 75.00
PV 1116 + 00.00
VPT 1117 + 25.00

EXISTING GROUND LEVEL
542.91
541.97
542.13

LVC = 250'
ex = 0.28'

22' MIN
22' MIN

EASTBOUND
À LBJ FRWY (IH 635)
WESTBOUND
À LBJ FRWY (IH 635)

546.11
545.83
545.39
545.16
544.88
544.57
544.26
543.91
543.72
543.44
543.11
542.88
542.61
542.40
542.16
541.08
540.40

546.47
546.09
545.72
545.34
544.97
544.59
544.22
543.84
543.47
543.09
542.73
542.44
542.24
542.13
542.11
542.17
542.23

PROPOSED TOP OF NC RAIL

CB1-HH

CB1-I

N 1110+00.00 TO STA 1118+00.00
GUIDEWAY PLAN AND PROFILE

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

1/29/2018

CONTRACT SHEET No.
CONTRACT No.
LINE SECTION CB-1
COTTON BELT REGIONAL RAIL SYSTEM

DART PROJECT

SCALE (IN FEET)
SCALE (IN FEET)
HORIZ
VERT

L = 4603.66'
E = 140.00'
V = 1626.79'
Eu = 55 MPH
3.25"
1.38"

L = 4583.66'
E = 140.00'
V = 1619.15'
Eu = 55 MPH
3.25"
1.39"

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

CONTRACT SHEET No. 128 of 873

COTTON BELT REGIONAL RAIL SYSTEM
LINE SECTION CB-1

STA 1142+00.00 TO STA 1150+00.00

NOTES:
1. SEE DWG No. CC1-1001 FOR ADDITIONAL NOTES.
NOT AN APPROVED DRAWING
PRELIMINARY 10% DESIGN

NOTES:
1. SEE DWG No. CC1-1041 FOR ADDITIONAL NOTES.
2. PLAN AND PROFILE FOR SPUR 2 WITH BE DESIGNED BY FINAL DESIGNER.
3. EXISTING GUIDEWAY PLAN AND PROFILE RECONSTRUCTED BY THE CITY OF COPPELL. AS OF NOV. 20, 2017, EXISTING PARKWAY RECONSTRUCTION PLANS HAVE BEEN FINALIZED AND PUT OUT TO BID. FINAL DESIGNER SHALL COORDINATE THE FINAL DESIGN AND RECONSTRUCTION OF FREEPORT PARKWAY WITH THE CITY OF COPPELL AND THE CITY'S CONTRACTOR.
NOT AN APPROVED DRAWING
PRELIMINARY 10% DESIGN

NOTES:
1. SEE DWG NO. CC1-1001 FOR ADDITIONAL NOTES.
CC1-1044

PROPOSED TO TOP OF RAIL EXISTING GROUND ELEV

SEE DWG No. CC1-1043

516.6
518.60
520.13
-0.20%
518.50
520.13
518.31
520.05
517.1
518.40
518.43
519.87
519.82
514.8
518.43
519.67
519.67
514.9
518.63
518.63
519.79
519.79
516.9
518.85
518.85
519.58
519.53
514.9
519.28
519.93
519.93
515
STA 1181+69.93
COPPELL RD=
 Experienced Location

EXISTING ROW
EXISTING ROW
CPB-1 NB
CPB-1 SB

ONCOR 138 KV
ONCOR OHE
HH

TWC AIRIAL FO CABLE
DART, all rights reserved, 1987-2018
COTTON BELT REGIONAL RAIL SYSTEM
LINE SECTION CB-1

CONTRACT SHEET No. 132 of 873
COTTON BELT REGIONAL RAIL SYSTEM
LINE SECTION CB-1

GUIDEWAY PLAN AND PROFILE
STA 1174+00.00 TO STA 1182+00.00

NOT AN APPROVED DRAWING
PRELIMINARY 10% DESIGN

SCALE (IN FEET)
0
10
20
30
40
50
60
0
20
40
60
80
100

SCALE (IN FEET)

IN-PROGRESS

NOTES:
1. SEE DWG No. CC1-1001 FOR ADDITIONAL NOTES.
NOT AN APPROVED DRAWING
PRELIMINARY 10% DESIGN

NOTES:
1. SEE DWG No. CC1-1001 FOR ADDITIONAL NOTES

L. GUBLO
C. PHONPITUCK
M. MARTIN
A. STAHLNECKER

1" = 40'

SEE DWG No. CC1-1048 MATCH LINE CB-1 NB STA 1196+00.00

MATCH LINE CB-1 SB

GUIDEWAY PLAN AND PROFILE
STA 1196+00.00 TO STA 1204+00.00

VERT SCALE (IN FEET)
HORIZ

PROPOSED ROW
PROPOSED ROW
PROPOSED ROW

1.36
2.00
3.00
4.00
5.00
6.00
7.00
8.00
9.00
10.00
11.00
12.00
13.00
14.00
15.00
16.00
17.00
18.00
19.00
20.00
21.00
22.00
23.00
24.00
25.00
26.00
27.00
28.00
29.00
30.00
31.00
32.00
33.00
34.00
35.00
36.00
37.00
38.00
39.00
40.00
41.00
42.00
43.00
44.00
45.00
46.00
47.00
48.00
49.00
50.00
51.00
52.00
53.00
54.00

EXISTING GROUND LINE
PROPOSED TOP OF NRAIL

CB1-1046
CB1-NN
CB-1 SB
CB-1 NB

PROPOSED ROW
PROPOSED ROW
PROPOSED ROW

STA 1196+00.00 TO STA 1204+00.00

GUIDEWAY PLAN AND PROFILE

MATCH LINE CB-1 SB

MATCH LINE CB-1 NB STA 1196+00.00

MATCH LINE CB-1 SB

MATCH LINE CB-1 NB STA 1204+00.00

L. GUBLO
C. PHONPITUCK
M. MARTIN
A. STAHLNECKER

1" = 40'

SEE DWG No. CC1-1048 MATCH LINE CB-1 NB STA 1196+00.00

GUIDEWAY PLAN AND PROFILE
STA 1196+00.00 TO STA 1204+00.00

VERT SCALE (IN FEET)
HORIZ
NOT AN APPROVED DRAWING
PRELIMINARY 10% DESIGN

NOTES:
1. SEE DWG No. CC1-001 FOR ADDITIONAL NOTES

EXISTING GROUND LEVEL
PROPOSED TOP OF NB RAIL

510.00  510.11  510.22  510.13  510.00  510.00  510.05  510.00  510.06  510.00  510.00  510.00  510.00
512.00  512.11  512.22  512.13  512.00  512.00  512.05  512.00  512.06  512.00  512.00  512.00  512.00
513.00  513.11  513.22  513.13  513.00  513.00  513.05  513.00  513.06  513.00  513.00  513.00  513.00
514.00  514.11  514.22  514.13  514.00  514.00  514.05  514.00  514.06  514.00  514.00  514.00  514.00
515.00  515.11  515.22  515.13  515.00  515.00  515.05  515.00  515.06  515.00  515.00  515.00  515.00
516.00  516.11  516.22  516.13  516.00  516.00  516.05  516.00  516.06  516.00  516.00  516.00  516.00
517.00  517.11  517.22  517.13  517.00  517.00  517.05  517.00  517.06  517.00  517.00  517.00  517.00
518.00  518.11  518.22  518.13  518.00  518.00  518.05  518.00  518.06  518.00  518.00  518.00  518.00

540
530
520
510
500
490
480
470
460
450
440
430
420
410
400
390
380
370
360
350
340
330
320
310
300
290
280
270
260
250
240
230
220
210
200
190
180
170
160
150
140
130
120
110
100
90
80
70
60
50
40
30
20
10
5
1

1204+00  1205+00  1206+00  1207+00  1208+00  1209+00  1210+00  1211+00  1212+00

CONTRACT SHEET No. 130 of 873
COTTON BELT REGIONAL RAIL SYSTEM
LINE SECTION CB-1

STA 1204+00.00 TO STA 1212+00.00
GUIDEWAY PLAN AND PROFILE

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

LR= 1100.00'  EA= 1154.00'
L= 100.00'  EA= 100.00'

NOTE: THE ATTACHED SHEETS PROVIDE THE GUIDEWAY PLAN AND PROFILE FOR STATIONS 1204+00.00 TO 1212+00.00 OF CONTRACT SHEET NO. 130 OF 873.

Ls= 1100.00'  Ea= 1154.00'
V= 30 MPH  Y= 30 MPH
Lc= 100.00'  Rc= 100.00'

IN-PROGRESS
DART PROJECT

COTTON BELT REGIONAL RAIL SYSTEM
LINE SECTION CB-1

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NOT AN APPROVED DRAWING
PRELIMINARY 10% DESIGN

1. SEE DWG No. CC1-1001 FOR ADDITIONAL NOTES

EXISTING GROUND LEVEL
PROPOSED TOP OF RAIL LEVEL

NOTES:
- PROPOSED ROW
- PROPOSED RETAINING WALL
- PROPOSED ROW

SCALE (IN FEET)

1" = 40'

NOT AN APPROVED DRAWING
PRELIMINARY 10% DESIGN

COTTON BELT REGIONAL RAIL SYSTEM
LINE SECTION C3-1

IN-PROGRESS

DART PROJECT

HDR

gpc

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NOT AN APPROVED DRAWING
PRELIMINARY 10% DESIGN

NOTES:
1. SEE DWG No. CC1-1001 FOR ADDITIONAL NOTES

PROPOSED ROW
EXISTING ROW

PROPOSED TOP OF NB RAIL
EXISTING GROUND LEVEL

STA 1248+00.00 TO STA 1256+00.00
GUIDEWAY PLAN AND PROFILE
LINE SECTION CB-1

COTTON BELT REGIONAL RAIL SYSTEM
DART PROJECT

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NOT AN APPROVED DRAWING
PRELIMINARY 10% DESIGN

NOTES:
1. SEE DWG. No. CC1-1056 FOR ADDITIONAL NOTES
NOT AN APPROVED DRAWING
PRELIMINARY 10% DESIGN

NOTES:
1. SEE DWG No. CC1-1001 FOR ADDITIONAL NOTES.
NOT AN APPROVED DRAWING
PRELIMINARY 10% DESIGN

NOTES:
1. SEE DWG No. CC1-1001 FOR ADDITIONAL NOTES.
NOT AN APPROVED DRAWING
PRELIMINARY 10% DESIGN

NOTES:
1. SEE DWG No. CC1-1001 FOR ADDITIONAL NOTES.
NOT AN APPROVED DRAWING
PRELIMINARY 10% DESIGN

IN-PROGRESS

COTTON BELT REGIONAL RAIL SYSTEM
LINE SECTION CB-1

DART PROJECT

NOTES:

1. SEE DWG NO. CC1-1001 FOR ADDITIONAL NOTES.
NOT AN APPROVED DRAWING
PRELIMINARY 10% DESIGN

MATCH LINE CB-1 SB STA 1374+00.00
SEE Dwg. No. CC1-1071

MATCH LINE CB-1 NB STA 1382+00.00
SEE Dwg. No. CC1-1073

STA 1374+00.00 TO STA 1382+00.00
GUIDEWAY PLAN AND PROFILE
LINE SECTION CB-1

NOTES:
1. SEE Dwg. No. CC1-1001 FOR ADDITIONAL NOTES.

PROPOSED TO RETAIN WALL
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EXI...
NOT AN APPROVED DRAWING
PRELIMINARY 10% DESIGN

NOTES

1. SEE DWG No. CC1-1001 FOR ADDITIONAL NOTES.

EXISTING GROUND ELEV
PROPOSED TOP OF RAIL ELEV

1387+95

MATCH LINE CB-1 NB STA 1382+00.00 TO END OF SEGMENT 1

STA 1387+97.99 (BK)=

SEE DWG No. CC1-1072 FOR ADDITIONAL NOTES.

A. STAHLNECKER
M. MARTIN
C. PHONPITUCK
L. GUBLO

MENTS

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

NOTES:
1. SEE DWG No. CC1-1074 FOR ADDITIONAL NOTES.

MATCH LINE CB-1 SB STA 1182+00.00 TO STA 1190+00.00

EXISTING ROW

MATCH LINE CB-1 NB STA 1182+00.00 TO STA 1190+00.00

EXISTING COTTON BELT RAIL SYSTEM

LINE SECTION CB-1

COTTON BELT REGIONAL RAIL SYSTEM

EXISTING FREIGHT STA 1190+00.00

IN PROGRESS

COTTON BELT ENGINEERING, INC.

ON 02/02/2018

AMANDA STAHLNECKER, P.E. NO. 124571

1. SEE DWG No. CC1-1001 FOR ADDITIONAL NOTES.

NOTES:

MATCH LINE CB-1 FREIGHT STA 1190+00.00

WITH OTHERS TRAIL IN COOPERATION

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NOT AN APPROVED DRAWING
PRELIMINARY 10% DESIGN

CSS 1190+00.00 TO CSS 1198+00.00
PLAN AND PROFILE
EXISTING FREIGHT

UNIT OF MEASURE: FEET

NOTES:
1. SEE DWG No. CC1-1076 FOR ADDITIONAL NOTES.

MATCH LINE CB-1 FREIGHT STA 1198+00.00
MATCH LINE CB-1 FREIGHT STA 1190+00.00

LINE SECTION CB-1
COTTON BELT REGIONAL RAIL SYSTEM
TBPE FIRM NO. F-754
HDR ENGINEERING, INC.
ON 02/02/2018
AMANDA STAHLNECKER, P.E. NO. 124571

Existing Ground Line

Proposed Top of Rail to match Existing Top of Rail

Existing Row

Grapevine Creek

Approx 100-Yr Floodplain

Notes:
1. See DWG No. CC1-1076 for additional notes.
NOT AN APPROVED DRAWING
PRELIMINARY 10% DESIGN

1. SEE DWG No. CC1-1001 FOR ADDITIONAL NOTES.
2. NO RECONSTRUCTION OF TRACKS ON THIS SHEET

NOTE: PROPOSED TOP OF RAIL TO MATCH EXISTING TOP OF RAIL

<table>
<thead>
<tr>
<th>STA</th>
<th>EXISTING GROUND LINE</th>
<th>MATCH LINE CB-1 EXISTING STA 198+00.00</th>
</tr>
</thead>
<tbody>
<tr>
<td>198</td>
<td>400</td>
<td>200+00</td>
</tr>
<tr>
<td>199</td>
<td>400</td>
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<td>203</td>
<td>400</td>
<td>205+00</td>
</tr>
<tr>
<td>204</td>
<td>400</td>
<td>206+00</td>
</tr>
</tbody>
</table>

NOTES:

- MATCH LINE CB-1 FREIGHT STA 198+00.00
- MATCH LINE CB-1 EXISTING STA 206+00.00

L. GUBLO
C. PHONPITUCK
M. MARTIN
A. STAHLNECKER

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

NOTES:
1. SEE DWG No. CC1-1001 FOR ADDITIONAL NOTES.
2. NO RECONSTRUCTION OF TRACKS ON THIS SHEET.
NOT AN APPROVED DRAWING
PRELIMINARY 10% DESIGN

NOTES:
1. SEE DWG NO. CC1-1001 FOR ADDITIONAL NOTES.
2. NO RECONSTRUCTION OF TRACKS ON THIS SHEET.

MATCH LINE CB-1 EXISTING STA 238+00.00
MATCH LINE CB-1 EXISTING STA 246+00.00
MATCH LINE CB-1 EXISTING STA 246+00.00
MATCH LINE CB-1 EXISTING STA 238+00.00

238+00 240+00 242+00 244+00 246+00

EXISTING ROW
EXISTING ROW
EXISTING ROW
EXISTING ROW

EXISTING FREIGHT LINE

VERT SCALE (IN FEET)
HORIZ SCALE (IN FEET)

STA 238+00.00 TO STA 246+00.00

PLAN AND PROFILE

MATCH LINE CB-1 EXISTING STA 238+00.00
MATCH LINE CB-1 EXISTING STA 246+00.00
MATCH LINE CB-1 EXISTING STA 246+00.00
MATCH LINE CB-1 EXISTING STA 238+00.00

530 520 510 500 490 480 470 460

CC1-1081
CC1-1081
CC1-1081
CC1-1081

L. GUBLO
C. PHONPITUCK
M. MARTIN
A. STAHLNECKER

NOTES:
1. SEE DWG NO. CC1-1001 FOR ADDITIONAL NOTES.
2. NO RECONSTRUCTION OF TRACKS ON THIS SHEET.
NOT AN APPROVED DRAWING
PRELIMINARY 10% DESIGN

NOTES:
1. SEE DWG No. CC1-1001 FOR ADDITIONAL NOTES.
2. NO RECONSTRUCTION OF TRACKS ON THIS SHEET

EXISTING GROUND LINE

MATCH LINE CB-1 EXISTING STA 254+00.00

MATCH LINE COTTON BELT REGIONAL RAIL SYSTEM
LINE SECTION C3-1

EXISTING FREIGHT
STA 254+00.00 TO STA 262+00.00

PLAN AND PROFILE

HDR ENGINEERING, INC.

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

CC1-1083

E. BELT LINE RD
GRAPEVINE CREEK

SCALE (IN FEET)
0 20 40 60 80
0 20 40 60 80

HORIZ
0 15 30 45 60
0 15 30 45 60

VERT
0 10 20 30 40
0 10 20 30 40

EXISTING GROUND LEVEL
PROPOSED TOP OF RAIL LEVEL

STA 254+00.00 TO STA 262+00.00

MATCH LINE CB-1 EXISTING STA 254+
00.00 TO STA 262+00.00

DRAWN
DESIGNED
CHECKED
IN CHARGE
DATE

CONTRACT SHEET No.

CONTRACT No.

021-1083

3/29/2018

L. GUBLO
C. PHONPITUCK
M. MARTIN
A. STAHLNECKER

QWEST FIBER OPTIC
SPRINT FIBER OPTIC
ONCOR 138 KV OH TRANSMISSION (BUILD 2007)
COPPELL 60" SD (BUILD 2004) (ST 93-04, SH 58-63)
COPPELL 54" RCP ST M (BUILD 1988) (WA 88-01, SH 11-14)
COPPELL APPROX. CITY LIMIT 100'

E. BELT LINE RD
GRAPVE VINE CREEK

254+00
256+00
258+00
260+00
262+00

ERTXING ROW
EXISTING ROW
MAINLINE TO REMAIN EXIST COTTON BELT

IN-PROGRESS
DART PROJECT

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### Notes

1. See DWG No. CC1-1081 for additional notes.

### Table

<table>
<thead>
<tr>
<th>Station</th>
<th>Note</th>
</tr>
</thead>
<tbody>
<tr>
<td>CB-1 NB STA 10+00</td>
<td>= CB-1 SPUR 1 PI NO 9 TO STA 10+97+26.02</td>
</tr>
<tr>
<td>CB-1 NB STA 10+30.17</td>
<td>= CB-1 SPUR 1 PI NO 9 TO STA 16+61.09</td>
</tr>
</tbody>
</table>

### references

- Top of rail profile to be developed by final designer.
- All dimensions are shown in feet.
- 1" = 40' scale for both vertical and horizontal scales.

### Notes

- This document is released in-progress.
- Preliminary 10% design not an approved drawing.

### Description

- Cotton Belt Regional Rail System
- Line Section CB-1
- CB-1 Spur 1
- Guideway plan and profile

### Details

- **PC**: 11+24.11
- **PT**: 16+41.96
- **STA**: 1096+00

### Elevations

- **EXISTING GROUND ELEV**:
  - STA 10+00: 0.00'
  - STA 14+00: 0.00'
  - STA 16+00: 0.00'
  - STA 16+61: 0.00'
  - STA 12+00: 0.57'

- **PROPOSED TOP OF RAIL ELEV**:
  - STA 10+00: 0.00'
  - STA 14+00: 0.00'
  - STA 16+00: 0.00'
  - STA 16+61: 0.00'
  - STA 12+00: 0.57'

### Retaining Wall

- **EXISTING ROW RETAINING WALL**
  - NO. 9 HTTO LH
  - TO BE REMOVED

### Drawings

- VERIZON TELECOM
  - APPROX LOCATION - ATMOS 4" STEEL HP GAS LOCATION
  - APPROX 24" GAS CHESAPEAKE

### Controls

- **L. GUBLO**
  - 1/29/2018
- **C. PHONPITUCK**
  - M. MARTIN
- **A. STAHLNECKER**
  - ON 02/02/2018

### Scale

- **VERT SCALE (IN FEET)**
  - 0 - 20 - 40 - 80
- **HORIZ SCALE (IN FEET)**
  - 0 - 10 - 15 - 20
NOT AN APPROVED DRAWING
PRELIMINARY 10% DESIGN

NOTE: TOP OF RAIL PROFILE TO BE DEVELOPED BY FINAL DESIGNER
AT GRADE TYPICAL CROSSING

- 6" WALL (TYP)
- BALLAST (TYP)
- 6" LINE TREATED SURF (TYP)
- CONCRETE MEASURED WIDTH (TYP)
- DUCT BANK CONCRETE ENCASED (TYP)
- FILTER FABRIC (TYP)
- FILLER MATERIAL (TYP)

Pavement (TYP)
Concrete Tie 10'-0" (TYP)

(24:1) MATERIAL FILLER VARIES 6' TO 10'
VARIES 8'-0" TO 10'-0"
VARIES 8'-0" TO 10'-0"
VARIES 8'-0" TO 10'-0"
NOT AN APPROVED DRAWING
PRELIMINARY 10% DESIGN

COTTON BELT REGIONAL RAIL SYSTEM
LINE SECTION CB-1

STREET MODIFICATION PLAN
CHESAPEAKE ACCESS ROAD

NOTE:
1. EXISTING ROW AND PROPERTY LINE INFORMATION SHOWN ARE APPROXIMATE BASED ON INFORMATION RECEIVED FROM EXISTING DART PLANS. EXISTING ROW AND PROPERTY LINE INFORMATION SHOWN ARE APPROXIMATE BASED ON INFORMATION TAKEN OR RECEIVED FROM EXISTING DART PLANS. EXISTING ROW AND PROPERTY LINE INFORMATION SHOWN ARE APPROXIMATE BASED ON INFORMATION TAKEN OR RECEIVED FROM EXISTING DART PLANS.
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3. SEE SHEET NO. GC1-0003 FOR ABBREVIATIONS.

LEGEND
- STREET/ALLEY/DRIVE RECONSTRUCTION
- GRADE CROSSING PANEL

IN-PROGRESS
NOW DRAWN BY ICONIC CONSULTING GROUP INC.
IN COOPERATION WITH OTHERS

存在着的结构、以及其可能的用途或重要性的小结。

PRELIMINARY

SCALE: NTS

SCALE (IN FEET)
0
20
40
80

100'-ROW
50'
50'

PROPOSED ROW
EXISTING ROW

CHESAPEAKE ACCESS ROAD

EXISTING ROW

EXISTING ROW

EXISTING ROW

EXISTING ROW

EXISTING ROW

EXISTING TRACK TO BE REMOVED

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IN-PROGRESS
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NOT AN APPROVED DRAWING
PRELIMINARY 10% DESIGN

NOTE:
1. SEE DWG NO. CC6-1001 AND GC1-0003 FOR ABBREVIATIONS AND ADDITIONAL NOTES.
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LEGEND
- STREET/ALLEY/DRIVE RECONSTRUCTION
- GRADE CROSSING PANEL

SCALE: 1"=40'

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NOT AN APPROVED DRAWING
PRELIMINARY 10% DESIGN

COTTON BELT REGIONAL RAIL SYSTEM
LINE SECTION CB-1

STREET MODIFICATION PLAN
SOUTH ROYAL LANE

SCALE: 1"=40'

NOTE:
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NOT AN APPROVED DRAWING
PRELIMINARY 10% DESIGN

NOTICE

1. SEE DWG NO. CC6-1001 AND GC1-0003 FOR ABBREVIATIONS AND ADDITIONAL NOTES.

LEGEND

• STREET/ALLEY/DRIVE RECONSTRUCTION
• GRADE CROSSING PANEL
• STREET/ALLEY/DRIVE TO BE REMOVED

PROPOSED SIDEWALK

SOUTHWESTERN BOULEVARD

LEGEND

• STREET/ALLEY/DRIVE RECONSTRUCTION
• GRADE CROSSING PANEL
• STREET/ALLEY/DRIVE TO BE REMOVED

PROPOSED SIDEWALK

SOUTHWESTERN BOULEVARD

NOT AN APPROVED DRAWING
PRELIMINARY 10% DESIGN

CONTRACT SHEET No. 384 of 873

COTTON BELT REGIONAL RAIL SYSTEM
LINE SECTION CB-1

STREET MODIFICATION PLAN
SOUTHWESTERN BOULEVARD

ICONIC CONSULTING GROUP, INC.

DART PROJECT
NOTE:
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LEGEND:
- STREET/ALLEY/DRIVE RECONSTRUCTION
- GRADE CROSSING PANEL

IN PROGRESS
- STREET MODIFICATION PLAN
- STREETS/ALLEYS/DRIVES RECONSTRUCTION
- GRADE CROSSING PANEL

NOT AN APPROVED DRAWING
PRELIMINARY 10% DESIGN

SCALE: 1"=40'
LEGEND

STREET/ALLEY/DRIVE RECONSTRUCTION
GRADE CROSSING PANEL

NOTE:
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IN-PROGRESS

PER CITY OF COPPELL STANDARDS CONSTRUCTION DETAILS

NOT AN APPROVED DRAWING
PRELIMINARY 10% DESIGN

MACARTHUR BOULEVARD

MACARTHUR BLVD

EXISTING MACARTHUR BLVD ROW

EXISTING MACARTHUR BLVD ROW

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EXISTING MACARTHUR BLVD ROW

EXISTING MACARTHUR BLVD ROW

EXISTING MACARTHUR BLVD Row
NOTES:
1. SPAN LENGTH AND VERTICAL PROFILE ARE SHOWN ALONG THE CENTERLINE OF THE CB-1 NORTHBOUND TRACK.
2. FOR ALIGNMENT CURVE DATA, SEE GUIDEWAY PLAN AND PROFILE DRAWINGS.
3. FOR ALL EXISTING UTILITY INFORMATION SEE THE EXISTING UTILITY COMPOSITE DRAWINGS.
4. STRUCTURE TYPE, SEE TYPICAL SECTION DRAWINGS FOR DETAILS ON PIERS, BRIDGE BEAMS AND DECKS.
5. 10% PRE-ENGINEERING PLANS ATTEMPT TO DEFINE SPAN LENGTHS AND PIER LOCATIONS SIMILAR TO EXISTING BRIDGE GEOMETRY. FINAL DESIGN ENGINEER WILL BE RESPONSIBLE FOR CONFIRMING FINAL TYPE, SIZE AND LOCATION.

SPAN 1
30'-0"
SPAN 2
30'-0"
SPAN 3
30'-0"
2'-6" MIN
30" DOUBLE CELL BOX BEAM, 4 BEAM
90'-0"
HANDRAIL
PROP TOP OF NB RAIL
GROUND LINE
EXISTING WALL (TYP)
RETAINING WALL (TYP)
EXISTING ROW PROPOSED WALL (TYP)
EXISTING ROW PROPOSED ABUTMENT END ABUTMENT ABUTMENT
BEG IN ABUTMENT
PIER 1
NB STA 1060+30.00
T/R ELEV 566.92
NB STA 1060+00.00
BEG IN ABUTMENT
PIER 2
NB STA 1060+60.00
T/R ELEV 565.95
NB STA 1060+90.00
END ABUTMENT
T/R ELEV 566.50
NB STA 1060+00.00

NOT AN APPROVED DRAWING
PRELIMINARY 10% DESIGN
NOT AN APPROVED DRAWING
PRELIMINARY 10% DESIGN

NOTES:
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   PROFILE DRAWINGS.
3. FOR ALL EXISTING UTILITY INFORMATION SEE THE
   EXISTING UTILITY COMPOSITE DRAWINGS.
4. 4-INCH DEPTH STRUCTURE TYPE, SEE TYPICAL
   PIER DRAWINGS FOR DETAILS ON PIER, DECKS,
   BEAMS AND DECKS.
5. FOR THE DESIGNING PLAN ATTEMPT TO DEFINE SPAN
   LENGTHS AND PIER LOCATIONS. FINAL DESIGN ENGINEER
   WILL BE RESPONSIBLE FOR CONFIRMING FINAL TYPE, SIZE
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   BEAMS AND DECKS.
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NOT AN APPROVED DRAWING
PRELIMINARY 10% DESIGN

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PRELIMINARY 10% DESIGN

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PRELIMINARY 10% DESIGN
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PRELIMINARY 10% DESIGN

NOTES:
1. SPAN LENGTH AND VERTICAL PROFILE ARE SHOWN ALONG THE CENTRELINE OF THE CB-1 THROUGHBOUND TRACK.
2. FOR ALIGNMENT CURVE DATA, SEE GUIDEWAY PLAN AND PROFILE DRAWINGS.
3. FOR ALL EXISTING UTILITY INFORMATION SEE THE EXISTING UTILITY COMPOSITE DRAWINGS.
4. AND SHOVES STRUCTURE TYPE, SEE TYPICAL SECTION DRAWINGS FOR DETAILS ON PIERS, BRIDGE BEAMS AND DECKS.
5. FOR THE PRE-ENGINEERING PLANS ATTEMPT TO DEFINE SPAN LENGTHS AND PIER LOCATIONS. FINAL DESIGN ENGINEER WILL BE RESPONSIBLE FOR CONFIRMING FINAL TYPE, SIZE AND LOCATION.

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NOT AN APPROVED DRAWING
PRELIMINARY 10% DESIGN

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6. FOR PRE-ENGINEERING PLANS ATTEMPT TO DEFINE SPAN LENGTHS AND PIER LOCATIONS SIMILAR TO EXISTING.
7. IF DESIGN ENGINEER WILL BE RESPONSIBLE FOR CORRODING FINAL TYPE, SIZE AND SPANS.
8. 10'-0" WALL IS FROM TOP PLANS, FINAL DESIGN EXTENDS SHALL VERIFY.

COTTON BELT REGIONAL RAIL SYSTEM
LINE SECTION CB-1
BRIDGE CB1-B GRAPEVINE CREEK (CROSSING #2) STRUCTURE
PLAN AND ELEVATION
SHEET 1 OF 1

NOT AN APPROVED DRAWING
PRELIMINARY 10% DESIGN

CONTRACT SHEET NO.
197 of 873

C. WALLOF, P.E.
DATE
20 FEB 18

DRAWN
P. SCHMAUS
CHECKED
K. BROWN
DESIGNED
C. WALLOF
IN CHARGE
C. WALLOF

1" = 40'

NOTES:

1. SPAN LENGTHS AND VERTICAL PROFILE ARE SHOWN ALONG THE CENTERLINE OF THE CB-1 NORTHBOUND TRACK.
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LINE SECTION CB-1
BRIDGE CB1-B GRAPEVINE CREEK (CROSSING #2) STRUCTURE
PLAN AND ELEVATION
SHEET 1 OF 1

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LINE SECTION CB-1
BRIDGE CB1-B GRAPEVINE CREEK (CROSSING #2) STRUCTURE
PLAN AND ELEVATION
SHEET 1 OF 1

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COTTON BELT REGIONAL RAIL SYSTEM
LINE SECTION CB-1
BRIDGE CB1-B GRAPEVINE CREEK (CROSSING #2) STRUCTURE
PLAN AND ELEVATION
SHEET 1 OF 1

NOT AN APPROVED DRAWING
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1" = 40'

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LINE SECTION CB-1
BRIDGE CB1-B GRAPEVINE CREEK (CROSSING #2) STRUCTURE
PLAN AND ELEVATION
SHEET 1 OF 1

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1" = 40'

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8. 10'-0" WALL IS FROM TOP PLANS, FINAL DESIGN EXTENDS SHALL VERIFY.
NOT AN APPROVED DRAWING
PRELIMINARY 10% DESIGN

1. Span lengths and vertical profile are shown along the centerline of the CB-1 Northbound track.
2. For Alignment Curve data, see the GuideWay Plan and Profile drawings.
3. For all existing utility information, see the existing utility composite drawings.
4. Denotes structure type, see typical section drawings for details on piers, bridge beams and decks.
5. Use Pre-Engineering plans attempt to define span lengths and pier locations similar to existing bridge geometry. Final design engineer will be responsible for confirming final type, size and location.
6. 100-Year WSEL is from 5% Plans. Final design engineer will define final type, size and location.

HAM, 100-YR
2'-6" WALKWAY

NOTES:

1. Span lengths and vertical profile are shown along the centerline of the CB-1 Northbound track.
2. For Alignment Curve data, see the GuideWay Plan and Profile drawings.
3. For all existing utility information, see the existing utility composite drawings.
4. Denotes structure type, see typical section drawings for details on piers, bridge beams and decks.
5. Use Pre-Engineering plans attempt to define span lengths and pier locations similar to existing bridge geometry. Final design engineer will be responsible for confirming final type, size and location.
6. 100-Year WSEL is from 5% Plans. Final design engineer will define final type, size and location.
1. BRIDGE LOCATED APPROXIMATELY AT
   STA. 1362+39 TO STA. 1372+59 (ELM FORK OF TRINITY RIVER)
   2. SECTION C8-1003

NOTES:
1. DRAWING LOCKED APPROXIMATELY AT
   STA. 1362+39 TO STA. 1372+59 (ELM FORK OF TRINITY RIVER)
2. SECTION C8-1003
   TBPE FIRM NO. F-754
   HDR ENGINEERING, INC.
   ON 02/02/2018
   CASSANDRA WALLOF, P.E. NO. 120398

SCALE: NOT TO SCALE
TYPICAL PIER ELEVATION

NOT AN APPROVED DRAWING
PRELIMINARY 10% DESIGN

CONTRACT SHEET No. 202 of 873
COTTON BELT REGIONAL RAIL SYSTEM
LINE SECTION C8-1
NOT AN APPROVED DRAWING
PRELIMINARY 10% DESIGN

NOTES:
1. FOR HORIZONTAL AND VERTICAL GEOMETRY, SEE HORIZONTAL WITH HOLD SHEETS AND OUTLINES PLAN AND PROFILE SHEETS.

2. UTILITY INFORMATION IS BASED UPON EXISTING UTILITY PLANS PROVIDED BY CITY OF COPPELL, CITY OF GRAPEVINE, CITY OF RICHARDSON, CITY OF DALLAS, AND CITY OF ADDISON, DART, AND OTHERS. CURRENT ACCESS TO ALL EXISTING FACILITIES, RECORD INFORMATION IS BASED UPON DATA COLLECTED FROM DART, CITY OF COPPELL AND PRIVATE SOURCES. THE COMPLETENESS AND ACCURACY OF THESE RECORDS CANNOT BE GUARANTEED EXCEPT BY FIELD MEASUREMENT, UTILITIES SHALL BE VERIFIED BY FIELD DESIGNER.

3. ENCLOSURES OF EXISTING UTILITIES WHICH CROSS THE DART SYSTEM SHALL BE ENTACHED IN ACCORDANCE WITH CURRENT DART OR UTILITY COMPANY REQUIREMENTS.

4. ALL ELECTRIC, TELEPHONE, GAS, LINE, AND COMMUNICATION CABLES ARE CONSIDERED PRIVATE UTILITIES AND WILL BE MAINTAINED BY OWNERS.

5. FINAL DESIGNER SHALL VERIFY THE WIDTH OF ALL APPROPRIATE CABLE ENCLOSURES AND PERFORM SURVEY FOR ALL HIGH PRESSURE GAS LINES NATURAL GAS AND JET FUEL LINES PASSING UNDER TRACKS TO ENSURE SAFE ENCLOSURE AND DEPTH.

6. EXISTING DRAINAGE SYSTEMS AND PIPELINE UTILITIES LAYING SHOWN PER ISLD PROVIDED INFORMATION.

IN-PROGRESS
CONTRACT SHEET No. 216
NOTE: IT IS NOT TO BE USED FOR CONSTRUCTION, PRELIMINARY 10% DESIGN OR BIDDING OR PERMIT PURPOSES.

COTTON BELT REGIONAL RAIL SYSTEM
LINE SECTION CB-1
CB-1 THROUGH TRACK (FUTURE)
EXISTING UTILITY COMPOSITE

SCALE 1" = 40'
DATA COLLECTED FROM BOTH PUBLIC AND PRIVATE FACILITIES. RECORD INFORMATION IS BASED UPON SOURCE. THE COMPLETENESS AND/OR ACCURACY OF THESE RECORDS CANNOT BE GUARANTEED EXCEPT

NOTES:
1. FOR HORIZONTAL AND VERTICAL GEOMETRY, SEE HORIZONTAL WITH HOLD SHEETS AND OUTLINES PLAN AND PROFILE SHEETS.

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CONTRACT SHEET No. 216
NOTE: IT IS NOT TO BE USED FOR CONSTRUCTION, PRELIMINARY 10% DESIGN OR BIDDING OR PERMIT PURPOSES.

COTTON BELT REGIONAL RAIL SYSTEM
LINE SECTION CB-1
CB-1 THROUGH TRACK (FUTURE)
EXISTING UTILITY COMPOSITE
NOT AN APPROVED DRAWING
PRELIMINARY 10% DESIGN

IN-PROGRESS

COTTON BELT REGIONAL RAIL SYSTEM
LINE SECTION CB-1

STA 1006+00.00 TO STA 1014+00.00

NOTES:
1. SEE DWG. NO. UC2-1001 FOR ADDITIONAL NOTES.

SCALE (IN FEET)
0
20
40
80

STA 1006+00.00 TO STA 1014+00.00
EXISTING UTILITY COMPOSITE

MATCH LINE CB-1 NB STA 1006+00.00
MATCH LINE CB-1 NB STA 1014+00.00

SEE DWG No. UC2-1004
SEE DWG No. UC2-1005

MATCH LINE CB-1 NB STA 1008+00.00
MATCH LINE CB-1 NB STA 1012+00.00
MATCH LINE CB-1 NB STA 1014+00.00

EXISTING UTILITY COMPOSITE

SEE DWG No. UC2-1001 FOR ADDITIONAL NOTES.
NOT AN APPROVED DRAWING
PRELIMINARY 10% DESIGN

COTTON BELT REGIONAL RAIL SYSTEM
LINE SECTION CB-1

EXISTING UTILITY COMPOSITE
STA 1014+00.00 TO STA 1021+00.00

NOTES:
1. SEE Dwg. No. UC2-1001 FOR ADDITIONAL NOTES.

STA 1014+00.00 TO STA 1021+00.00
EXISTING UTILITY COMPOSITE

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NOT AN APPROVED DRAWING
PRELIMINARY 10% DESIGN

NOTES:
1. SEE DWG. No. UC2-1001 FOR ADDITIONAL NOTES.
NOT AN APPROVED DRAWING
PRELIMINARY 10% DESIGN

IN-PROGRESS
1. SEE DWG. No. UC2-1001 FOR ADDITIONAL NOTES.
NOT AN APPROVED DRAWING
PRELIMINARY 10% DESIGN

CONTRACT SHEET No. 226 of 873

COITON BELT REGIONAL RAIL SYSTEM
LINE SECTION CB-1

EXISTING UTILITY COMPOSITE STA 1042+00.00 TO STA 1050+00.00

1. SEE DWG. No. UC2-1001 FOR ADDITIONAL NOTES.
NOT AN APPROVED DRAWING
PRELIMINARY 10% DESIGN

IN-PROGRESS

1. SEE DWG. No. UC2-1001 FOR ADDITIONAL NOTES.

NOTES:

1. SEE DWG. No. UC2-1001 FOR ADDITIONAL NOTES.

NOT AN APPROVED DRAWING
PRELIMINARY 10% DESIGN

IN-PROGRESS

1. SEE DWG. No. UC2-1001 FOR ADDITIONAL NOTES.

NOTES:

1. SEE DWG. No. UC2-1001 FOR ADDITIONAL NOTES.
MATCH LINE CB-1 NB STA 1070+00.00
SEE DWG No. UC2-1014

MATCH LINE CB-1 NB STA 1078+00.00
SEE DWG No. UC2-1016

NOT AN APPROVED DRAWING
PRELIMINARY TYP DESIGN

M. WYANDON
F. SYED
O. VENZOR

1. SEE DWG. No. UC2-1001 FOR ADDITIONAL NOTES.
NOT AN APPROVED DRAWING
PRELIMINARY 10% DESIGN

STA 1078+00.00 TO STA 1086+00.00

EXISTING UTILITY COMPOSITE

MATCH LINE CB-1 NB STA 1078+00.00
MATCH LINE CB-1 SB STA 1078+00.00
MATCH LINE CB-1 SB STA 1086+00.00
MATCH LINE CB-1 NB STA 1086+00.00

1. SEE DWG. No. UC2-1001 FOR ADDITIONAL NOTES.

NOTES:

1. SEE DWG. No. UC2-1001 FOR ADDITIONAL NOTES.

NOT AN APPROVED DRAWING
PRELIMINARY 10% DESIGN

STA 1078+00.00 TO STA 1086+00.00

EXISTING UTILITY COMPOSITE

MATCH LINE CB-1 NB STA 1078+00.00
MATCH LINE CB-1 SB STA 1078+00.00
MATCH LINE CB-1 SB STA 1086+00.00
MATCH LINE CB-1 NB STA 1086+00.00

1. SEE DWG. No. UC2-1001 FOR ADDITIONAL NOTES.

NOTES:

1. SEE DWG. No. UC2-1001 FOR ADDITIONAL NOTES.

NOT AN APPROVED DRAWING
PRELIMINARY 10% DESIGN

STA 1078+00.00 TO STA 1086+00.00

EXISTING UTILITY COMPOSITE

MATCH LINE CB-1 NB STA 1078+00.00
MATCH LINE CB-1 SB STA 1078+00.00
MATCH LINE CB-1 SB STA 1086+00.00
MATCH LINE CB-1 NB STA 1086+00.00

1. SEE DWG. No. UC2-1001 FOR ADDITIONAL NOTES.

NOTES:

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NOT AN APPROVED DRAWING
PRELIMINARY 10% DESIGN

STA 1078+00.00 TO STA 1086+00.00

EXISTING UTILITY COMPOSITE

MATCH LINE CB-1 NB STA 1078+00.00
MATCH LINE CB-1 SB STA 1078+00.00
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1. SEE DWG. No. UC2-1001 FOR ADDITIONAL NOTES.

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PRELIMINARY 10% DESIGN

STA 1078+00.00 TO STA 1086+00.00

EXISTING UTILITY COMPOSITE

MATCH LINE CB-1 NB STA 1078+00.00
MATCH LINE CB-1 SB STA 1078+00.00
MATCH LINE CB-1 SB STA 1086+00.00
MATCH LINE CB-1 NB STA 1086+00.00

1. SEE DWG. No. UC2-1001 FOR ADDITIONAL NOTES.

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IN-PROGRESS

COTTON BELT REGIONAL RAIL SYSTEM
LINE SECTION CB-1

EXISTING UTILITY COMPOSITE
STA 1094+00.00 TO STA 1102+00.00

DART PROJECT

CO-ENGINEERING

NOT TO SCALE

SCALE (IN FEET)
0
20
40
80
100

STA 1094+00.00 TO STA 1102+00.00
EXISTING UTILITY COMPOSITE

PROPOSED RETAINING WALL

MATCH LINE CB-1 NB STA 1094+00.00

MATCH LINE CB-1 NB STA 1102+00.00

SEE DWG. No. UC2-1017

MATCH LINE CB-1 NB STA 1094+00.00 TO STA 1102+00.00

EXISTING ROW

EXISTING ROW

EXISTING ROW

MATCH LINE CB-1 NB STA 1094+00.00 TO STA 1102+00.00

SEE DWG. No. UC2-1017

SEE DWG. No. UC2-1019

MATCH LINE CB-1 NB STA 1102+00.00

LINE SECTION CB-1

NOT AN APPROVED DRAWING
PRELIMINARY 10% DESIGN

NOTES:
1. SEE DWG. No. UC2-1001 FOR ADDITIONAL NOTES.

IN-PROGRESS

COTTON BELT REGIONAL RAIL SYSTEM
LINE SECTION CB-1

EXISTING UTILITY COMPOSITE
STA 1094+00.00 TO STA 1102+00.00

DART PROJECT

CO-ENGINEERING

NOT TO SCALE

SCALE (IN FEET)
0
20
40
80
100

STA 1094+00.00 TO STA 1102+00.00
EXISTING UTILITY COMPOSITE

PROPOSED RETAINING WALL

MATCH LINE CB-1 NB STA 1094+00.00

MATCH LINE CB-1 NB STA 1102+00.00

SEE DWG. No. UC2-1017

SEE DWG. No. UC2-1019

MATCH LINE CB-1 NB STA 1102+00.00

NOTE:
1. SEE DWG. No. UC2-1001 FOR ADDITIONAL NOTES.
NOT AN APPROVED DRAWING
PRELIMINARY 10% DESIGN

MATCH LINE CB-1 NB STA 1102+00.00 TO STA 1110+00.00

1. SEE DWG. No. UC2-1018 FOR ADDITIONAL NOTES.

NOTES:

1. SEE DWG. No. UC2-1019 FOR ADDITIONAL NOTES.

NOT AN APPROVED DRAWING
PRELIMINARY 10% DESIGN

MATCH LINE CB-1 NB STA 1110+00.00 TO STA 1118+00.00

1. SEE DWG. No. UC2-1020 FOR ADDITIONAL NOTES.

NOT AN APPROVED DRAWING
PRELIMINARY 10% DESIGN

MATCH LINE CB-1 NB STA 1118+00.00 TO STA 1126+00.00

1. SEE DWG. No. UC2-1021 FOR ADDITIONAL NOTES.
1. SEE DWG. No. UC2-1001 FOR ADDITIONAL NOTES.
NOT AN APPROVED DRAWING
PRELIMINARY 10% DESIGN

NOTES:

1. SEE DWG. No. UC2-1001 FOR ADDITIONAL NOTES.
NOT AN APPROVED DRAWING
PRELIMINARY 10% DESIGN

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

MATCH LINE CB-1 NB STA 1142+00.00
MATCH LINE CB-1 NB STA 1150+00.00

NOTES:
1. SEE DWG. No. UC2-1001 FOR ADDITIONAL NOTES.
NOT AN APPROVED DRAWING
PRELIMINARY 10% DESIGN

NOTES:
1. SEE DWG. No. UC2-1001 FOR ADDITIONAL NOTES.
NOT AN APPROVED DRAWING
PRELIMINARY 10% DESIGN

1. SEE DWG No. UC2-1001 FOR ADDITIONAL NOTES.

NOTES:

1" = 40'
MATCH SEE DNG No. UC2-1031
MATCH LINE CB-1 NB STA 1204+00.00

MATCH LINE CB-1 SB STA 1212+00.00

PROPOSED ROW

PROPOSED ROW

PROPOSED RETAINING WALL

STA 1204+00.00 TO STA 1212+00.00
EXISTING UTILITY COMPOSITE

NOT AN APPROVED DRAWING
PRELIMINARY 10% DESIGN

NOTES:
1. SEE DWG. No. UC2-1031 FOR ADDITIONAL NOTES.
NOT AN APPROVED DRAWING
PRELIMINARY 10% DESIGN

IN-PROGRESS

NOTES:
1. SEE DWG. No. UC2-1001 FOR ADDITIONAL NOTES.

EXISTING UTILITY COMPOSITE
STA 1212+00.00 TO STA 1220+00.00

COTTON BELT REGIONAL RAIL SYSTEM
LINE SECTION CB-1

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

TBPE FIRM NO. F-5332
URBAN ENGINEERS GROUP, INC.

NOTE:
1. SEE DWG. No. UC2-1001 FOR ADDITIONAL NOTES.

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

SECTION: CB-1 NB STA 1220+00.00 TO 1228+00.00

EXISTING UTILITY COMPOSITE

MATCH LINE CB-1 NB STA 1220+00.00 TO STA 1228+00.00

NOTES:
1. SEE DWG. No. UC2-1035 FOR ADDITIONAL NOTES.

SCALE (IN FEET)
0 20 40 80

MATCH LINE CB-1 NB STA 1220+00.00 TO STA 1228+00.00

SEE DWG No. UC2-1035

NOT AN APPROVED DRAWING
PRELIMINARY 10% DESIGN

EXISTING UTILITY COMPOSITE

MATCH LINE CB-1 NB STA 1220+00.00 TO STA 1228+00.00

NOTES:
1. SEE DWG. No. UC2-1035 FOR ADDITIONAL NOTES.
1. SEE DWG. No. UC2-1001 FOR ADDITIONAL NOTES.
NOT AN APPROVED DRAWING
PRELIMINARY 10% DESIGN

IN-PROGRESS

NOTES:
1. SEE DWG. No. UC2-1001 FOR ADDITIONAL NOTES.
NOT AN APPROVED DRAWING
PRELIMINARY 10% DESIGN

IN-PROGRESS

NOTES:
1. SEE DWG. No. UC2-1046 FOR ADDITIONAL NOTES.

MATCH LINE CB-1 NB STA 1302+00.00

SEE DWG. No. UC2-1046 STA 1302+00.00 TO STA 1310+00.00
EXISTING UTILITY COMPOSITE

SCALE (IN FEET)
0
20
40
80

MATCH LINE CB-1 NB STA 1310+00.00

1. SEE DWG. No. UC2-1001 FOR ADDITIONAL NOTES.

NOTES:
NOT AN APPROVED DRAWING
PRELIMINARY 10% DESIGN

NOTES:
1. SEE DWG. No. UC2-1001 FOR ADDITIONAL NOTES.

IN-PROGRESS

COTTON BELT REGIONAL RAIL SYSTEM
LINE SECTION CB-1

EXISTING UTILITY COMPOSITE
STA 1310+00.00 TO STA 1318+00.00

SCALE (IN FEET)

1" = 40'

L. WYANDON
F. SYED
O. VENZOR
F. SYED

1. SEE DWG. No. UC2-1001 FOR ADDITIONAL NOTES.

NOTES:

1. SEE DWG. No. UC2-1001 FOR ADDITIONAL NOTES.

IN-PROGRESS

COTTON BELT REGIONAL RAIL SYSTEM
LINE SECTION CB-1

EXISTING UTILITY COMPOSITE
STA 1310+00.00 TO STA 1318+00.00

SCALE (IN FEET)

1" = 40'

L. WYANDON
F. SYED
O. VENZOR
F. SYED

1. SEE DWG. No. UC2-1001 FOR ADDITIONAL NOTES.
NOT AN APPROVED DRAWING
PRELIMINARY 10% DESIGN

IN-PROGRESS

DART PROJECT

COITON BELT REGIONAL RAIL SYSTEM
LINE SECTION CB-1

MATCH LINE CB-1 NB STA 1318+00.00

MATCH LINE CB-1 NS STA 1326+00.00

NOTES:
1. SEE DWG. No. UC2-1001 FOR ADDITIONAL NOTES.

SCALE (IN FEET)
0 20 40 80

STA 1318+00.00 TO STA 1326+00.00

EXISTING UTILITY COMPOSITE
MATCH LINE CB-1 NB STA 1318+

00.00

SEE DWG No. UC2-1048

MATCH LINE CB-1 NB STA 1326+

00.00

COTTON BELT REGIONAL RAIL SYSTEM
LINE SECTION CB-1

EXISTING UTILITY COMPOSITE
STA 1318+00.00 TO STA 1326+00.00

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

COTTON BELT REGIONAL RAIL SYSTEM
LINE SECTION CB-1

STA 1334+00.00 TO STA 1342+00.00

EXISTING UTILITY COMPOSITE
SEE DWG No. UC2-1050

MATCH LINE CB-1 NB STA 1334+00.00

MATCH LINE CB-1 SB STA 1342+00.00

STA 1334+00.00 TO STA 1342+00.00
EXISTING UTILITY COMPOSITE
SEE DWG No. UC2-1050

NOTES:
1. SEE DWG. No. UC2-1001 FOR ADDITIONAL NOTES.
PROPOSED RETAINING WALL
E. BELT LINE RD
TRA 33" RCP SS
(EXPROX. LOCATION)
EXPLORER 12.75" PETROLEUM LINE
(SUPROX. LOCATION)
QWEST FIBER OPTIC
(BUILT 1998)
(COPPELL 9'x5' RBC)
(COPPELL 8'x5' RBC)
(COPPELL 8" WATER)
À CB-1 SB
À CB-1 NB
MATCH LINE CB-1 NB STA 1350+00.00
MATCH LINE CB-1 SB STA 1358+00.00
00
20
40
80
STA 1350+00.00 TO STA 1358+00.00
EXISTING UTILITY COMPOSITE
MATCH LINE CB-1 SB STA 1350+00.00
MATCH LINE CB-1 NB STA 1358+00.00
SEE DWG No. UC2-1001 FOR ADDITIONAL NOTES.
NOT AN APPROVED DRAWING
PRELIMINARY 10% DESIGN

NOTES:
1. SEE DWG. No. UC2-1001 FOR ADDITIONAL NOTES.

SCALE (IN FEET)
0 20 40 80

DART PROJECT
COTTON BELT REGIONAL RAIL SYSTEM
LINE SECTION C8-1
Existing Utility Composite
STA 1350+00.00 TO STA 1358+00.00

CONTRACT SHEET No.
208 of 873

FAISAL S. SYED, P.E. No. 84833
ON 02/02/2018
URBAN ENGINEERS GROUP, INC.
TBPE FIRM NO. F-5332
IN-PROGRESS

NOT AN APPROVED DRAWING
PRELIMINARY 10% DESIGN

CONTRACT SHEET No.
208 of 873

FAISAL S. SYED, P.E. No. 84833
ON 02/02/2018
URBAN ENGINEERS GROUP, INC.
TBPE FIRM NO. F-5332
IN-PROGRESS

NOTE:
1. SEE DWG. No. UC2-1001 FOR ADDITIONAL NOTES.
NOT AN APPROVED DRAWING
PRELIMINARY 10% DESIGN

EXISTING UTILITY COMPOSITE
STA 1358+00.00 TO STA 1366+30.00

NOTES:
1. SEE DWG. No. UC2-1054 FOR ADDITIONAL NOTES.

IN-PROGRESS

DART PROJECT

COTTON BELT REGIONAL RAIL SYSTEM
LINE SECTION CB-1

FEB 02 2018

FAISAL S. SYED, P.E. NO. 84833

TBPE FIRM NO. F-5332
URBAN ENGINEERS GROUP, INC.

ON 02/02/2018

FAIRWAY DR (WEST OVERBANK)
TRINITY RIVER
ELM FORK OF
ONCOR OHE
TRA 33" RCP SS
EXPLORER 12.75" PETROLEUM LINE
QWEST FIBER OPTIC
SPRINT FIBER OPTIC
ONCOR OHE
(APROX. LOCATION)
(APROX. LOCATION)
(APROX. LOCATION)

COPPELL 9'x5' RCB
(BUILT 2000)
(ST96-04, SH P-3)
6" PVC UNDERDRAIN
(BUILT 1995)
(WA94-01, SH 4)
COPPELL 8" WATER
(BUILT 1980)
(SS78-01, SH 5-7)
W/ 24" STEEL CASING
COPPELL 12" SS
(BUILT 1980)
(SS78-01, SH 5-7)
TRA 33" RCP SS
ONCOR OHE
À NB TRACK STA 1359+49.93
À FAIRWAY DR=
EXISTING BRIDGE
À CB-1 SB
À CB-1 NB

1358+00
1360+00
1362+00
1364+00
1366+00
1358+00
1360+00
1362+00
1364+00
1366+00

WITH OTHERS
TRAIL IN COOPERATION
EXISTING ROW

MATCH LINE CB-
1 NB STA 1358+00.00
SEE DWG No. UC2-1053
MATCH LINE CB-
1 NB STA 1366+00.00
SEE DWG No. UC2-1055
NOT AN APPROVED DRAWING
PRELIMINARY 10% DESIGN

EXISTING UTILITY COMPOSITE STA 1366+00.00 TO STA 1374+00.00

NOTES:
1. SEE DWG. No. UC2-1001 FOR ADDITIONAL NOTES.

SCALE (IN FEET)

0 20 40 80

STA 1366+00.00 TO STA 1374+00.00

MATCH LINE CB-1 NB STA 1366+00.00

ONCOR OHE (BUILT 1988)
(ST88-09, SH D-2,3)

TRINITY RIVER WEST OVERBANK

COTTON BELT REGIONAL RAIL SYSTEM
LINE SECTION CB-1

DART PROJECT

CONTRACT SHEET No.
UC2-1055

NOT IN PROGRESS

THE DRAWER OF RECORD FOR THIS SHEET IS
FAISAL S. SYED, P.E. NO. 84833
ON 02/02/2018

CONTRACT Dwg No.
UC2-1054

MATCH LINE CB-1 SB STA 1374+00.00

COTTON BELT REGIONAL RAIL SYSTEM
LINE SECTION CB-1

E. BELT LINE RD

TRA 33" RCP SS
(BUILT 2001)
(SS96-02, SH 3-8)

TRA 48" RCP SS

TO BE REMOVED EXISTING BRIDGE
ELM FORK BRIDGE

PROPOSED TRINITY RIVER DW FOR BRIDGE

EXISTING ROW

TRA 8" WATER
(BUILT 1980)
(SS78-01, SH 5-7)

COPPELL 36" RCP STM
(BUILT 1995)
(WA94-01, SH 5)

COPPELL 8" WATER

ONCOR OHE (APPROX. LOCATION)

SPRINT FIBER OPTIC
(APPROX. LOCATION)

QWEST FIBER OPTIC
(APPROX. LOCATION)

MATCH LINE CB-1 NB STA 1366+00.00
SEE DWG No. UC2-1055

MATCH LINE CB-1 NB STA 1374+00.00
SEE DWG No. UC2-1056

MATCH LINE CB-1 NB STA 1374+00.00
SEE DWG No. UC2-1056

MATCH LINE CB-1 SB STA 1374+00.00
SEE DWG No. UC2-1056

TRANSPORTATION AUTHORITY OF:
T. B. P. E. FIRM NO. F-5332
URBAN ENGINEERS GROUP, INC.
ON 02/02/2018

FAISAL S. SYED, P.E. NO. 84833
ON 02/02/2018
NOT AN APPROVED DRAWING
PRELIMINARY 10% DESIGN

NOTES:
1. SEE DWG. NO. UC2-1001 FOR ADDITIONAL NOTES.

EXISTING UTILITY COMPOSITE
STA 1374+00.00 TO STA 1382+00.00
SEE DWG. NO. UC2-1001

SCALE (IN FEET)
0 20 40 80

IN-PROGRESS

COTTON BELT REGIONAL RAIL SYSTEM
LINE SECTION CB-1

DART PROJECT

NOT TO SCALE FOR CONSTRUCTION
FOR REVIEW OR BIDDING PURPOSES.
IT IS NOT TO BE USED FOR CONSTRUCTION,
PRELIMINARY 10% DESIGN
NOT AN APPROVED DRAWING

TRA 33" RCP SS
(BUILT 2001)
(SS96-02, SH 3-8)
TRA 48" RCP SS

COLEBROOK 36" RCP STM
(BUILT 1988)
(ST88-09, SH D-2,3)
COLEBROOK 8" WATER
(BUILT 1980)
(SS78-01, SH 5-7)

SURETY FIBER OPTIC
(APPROX. LOCATION)
(BUILT 1988)
(ST 88-09, SH D-4-6)

FLINT HILL
(FH)

LINE SECTION CB-1
SOUTHBOUND

COLEBROOK 36" RCP STM
(BUILT 1995)
(WA94-01, SH 6)

QWEST FIBER OPTIC
(APPROX. LOCATION)

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NOT AN APPROVED DRAWING
PRELIMINARY 10% DESIGN

IN-PROGRESS

COTTON BELT REGIONAL RAIL SYSTEM
LINE SECTION C8-1

NOTES:
1. SEE DWG. No. UC2-1057 FOR ADDITIONAL NOTES.