Appendix A

Design Engineering Plans

Volumes A, B, C, and Stations
A-3

Volume C

Dallas North Tollway to Shiloh Road

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

FINAL - 10% PRELIMINARY ENGINEERING

DART
COTTON BELT REGIONAL RAIL
HORIZONTAL SCHEMATIC SECTION CB-3

IN-PROGRESS
PRELIMINARY 10\% DESIGN
NOT AN APPROVED DRAWING

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

PRESTON RD STATION REMOVED

cpt.phonpittcutk, p.e. no. 100125

CT PHONPITUCK, P.E. NO. 100125
ON 08/03/2018

HORIZONAL ALIGNMENT

STA 3 0 1 0 + 0 0 .0 0

MATCHLINE STA 3 0 1 0 + 0 0 .0 0

D 3 5 0 0 1 .2 0 0

D 3 5 0 0 1 .2 0 0
## Horizontal Alignment Data

### Centerline of Northbound Track

<table>
<thead>
<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>E</th>
<th>D</th>
<th>Passenger Speed</th>
<th>Pr-Spd Speed</th>
<th>Selection Note</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>P01</td>
<td>3010+01.16</td>
<td>7037745.52</td>
<td>2483543.22</td>
<td>STRAIGHT</td>
<td>2569.19</td>
<td>549.44</td>
<td>2° 31' 46&quot;</td>
<td>2.15</td>
<td>2.26</td>
<td>60</td>
<td>NA</td>
</tr>
<tr>
<td></td>
<td>TS1</td>
<td>3035+70.35</td>
<td>7038801.39</td>
<td>2485885.41</td>
<td>SPIRAL</td>
<td>220.00</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td>ST1</td>
<td>3037+90.35</td>
<td>7038893.89</td>
<td>2486085.01</td>
<td>STRAIGHT</td>
<td>1179.04</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td>P11</td>
<td>3040+66.69</td>
<td>7039005.38</td>
<td>2486337.89</td>
<td>R = 3515.00</td>
<td>220.00</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td>SC1</td>
<td>3043+39.79</td>
<td>7039172.79</td>
<td>2486557.78</td>
<td>SPIRAL</td>
<td>190.00</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td>TS2</td>
<td>3045+59.79</td>
<td>7039302.75</td>
<td>2486735.28</td>
<td>STRAIGHT</td>
<td>1775.04</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td>P12</td>
<td>3063+34.83</td>
<td>7040366.25</td>
<td>2488156.44</td>
<td>SPIRAL</td>
<td>190.00</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td>ST2</td>
<td>3065+24.83</td>
<td>7040482.47</td>
<td>2488306.73</td>
<td>STRAIGHT</td>
<td>817.20</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td>P13</td>
<td>3068+28.09</td>
<td>7040661.79</td>
<td>2488551.37</td>
<td>R = 2000.00</td>
<td>220.00</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td>SC2</td>
<td>3071+20.73</td>
<td>7040924.18</td>
<td>2488703.52</td>
<td>SPIRAL</td>
<td>190.00</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td>TS3</td>
<td>3073+10.73</td>
<td>7041086.03</td>
<td>2488803.01</td>
<td>STRAIGHT</td>
<td>3288.26</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td>P14</td>
<td>3095+98.85</td>
<td>7043914.17</td>
<td>2490480.59</td>
<td>SPIRAL</td>
<td>130.00</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td>ST3</td>
<td>3097+84.85</td>
<td>7044101.86</td>
<td>2490595.33</td>
<td>STRAIGHT</td>
<td>817.20</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td>P15</td>
<td>3112+18.99</td>
<td>7044447.54</td>
<td>2490796.97</td>
<td>R = 2750.00</td>
<td>220.00</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td>SC3</td>
<td>3116+07.38</td>
<td>7044693.33</td>
<td>2491112.78</td>
<td>SPIRAL</td>
<td>130.00</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td>TS4</td>
<td>3118+27.38</td>
<td>7044831.99</td>
<td>2491283.56</td>
<td>STRAIGHT</td>
<td>4907.22</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td>P16</td>
<td>3130+84.82</td>
<td>7045241.14</td>
<td>2492272.22</td>
<td>R = 5730.00</td>
<td>220.00</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td>ST4</td>
<td>3132+71.38</td>
<td>7045583.23</td>
<td>2492515.76</td>
<td>STRAIGHT</td>
<td>4907.22</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

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

---

**Line Section CB-3 NB**

**Centerline of Northbound Track**

**HDR Engineering, Inc.**

**TBPE Firm No. F-754**

**On 02/02/2018**

**Amanda Stahlnecker, P.E. No. 124571**

**Centerline of Northbound Track - Horizontal Alignment Data**

**Line Section CB-3 NB**
<table>
<thead>
<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>Ea</th>
<th>Eo</th>
<th>DO</th>
<th>Wisconsin Classification</th>
</tr>
</thead>
<tbody>
<tr>
<td>CB3-E</td>
<td>PI</td>
<td>5199+22.58</td>
<td>7048602.84</td>
<td>2497364.63</td>
<td>SPIRAL</td>
<td>210.00</td>
<td>158.25</td>
<td>2° 0' 28&quot;</td>
<td>2.75</td>
<td>2.25</td>
<td>60</td>
</tr>
<tr>
<td>CS</td>
<td>1/81 + 19.44</td>
<td>7048871.33</td>
<td>2497527.03</td>
<td>SPIRAL</td>
<td>210.00</td>
<td>158.25</td>
<td>2° 0' 28&quot;</td>
<td>2.75</td>
<td>2.25</td>
<td>60</td>
<td>NA</td>
</tr>
<tr>
<td>ST</td>
<td>1/84 + 49.44</td>
<td>7048730.62</td>
<td>2497577.48</td>
<td>SPIRAL</td>
<td>210.00</td>
<td>158.25</td>
<td>2° 0' 28&quot;</td>
<td>2.75</td>
<td>2.25</td>
<td>60</td>
<td>NA</td>
</tr>
<tr>
<td>PC</td>
<td>3221 + 23.16</td>
<td>7048178.28</td>
<td>2502320.28</td>
<td>SPIRAL</td>
<td>210.00</td>
<td>158.25</td>
<td>2° 0' 28&quot;</td>
<td>2.75</td>
<td>2.25</td>
<td>60</td>
<td>NA</td>
</tr>
<tr>
<td>CB3-F</td>
<td>PI</td>
<td>3221 + 48.18</td>
<td>7049468.10</td>
<td>2502814.14</td>
<td>SPIRAL</td>
<td>210.00</td>
<td>158.25</td>
<td>2° 0' 28&quot;</td>
<td>2.75</td>
<td>2.25</td>
<td>60</td>
</tr>
<tr>
<td>PT</td>
<td>3221 + 11.39</td>
<td>7049468.10</td>
<td>2502814.14</td>
<td>SPIRAL</td>
<td>210.00</td>
<td>158.25</td>
<td>2° 0' 28&quot;</td>
<td>2.75</td>
<td>2.25</td>
<td>60</td>
<td>NA</td>
</tr>
<tr>
<td>CS</td>
<td>3221 + 18.54</td>
<td>7049468.10</td>
<td>2502814.14</td>
<td>SPIRAL</td>
<td>210.00</td>
<td>158.25</td>
<td>2° 0' 28&quot;</td>
<td>2.75</td>
<td>2.25</td>
<td>60</td>
<td>NA</td>
</tr>
<tr>
<td>SC</td>
<td>3233 + 18.54</td>
<td>7050054.38</td>
<td>2504801.87</td>
<td>SPIRAL</td>
<td>210.00</td>
<td>158.25</td>
<td>2° 0' 28&quot;</td>
<td>2.75</td>
<td>2.25</td>
<td>60</td>
<td>NA</td>
</tr>
<tr>
<td>CB3-G</td>
<td>PI</td>
<td>3233 + 42.01</td>
<td>7050054.38</td>
<td>2504801.87</td>
<td>SPIRAL</td>
<td>210.00</td>
<td>158.25</td>
<td>2° 0' 28&quot;</td>
<td>2.75</td>
<td>2.25</td>
<td>60</td>
</tr>
<tr>
<td>CS</td>
<td>3258 + 10.41</td>
<td>7050054.38</td>
<td>2504801.87</td>
<td>SPIRAL</td>
<td>210.00</td>
<td>158.25</td>
<td>2° 0' 28&quot;</td>
<td>2.75</td>
<td>2.25</td>
<td>60</td>
<td>NA</td>
</tr>
<tr>
<td>ST</td>
<td>3260 + 21.78</td>
<td>7050054.38</td>
<td>2504801.87</td>
<td>SPIRAL</td>
<td>210.00</td>
<td>158.25</td>
<td>2° 0' 28&quot;</td>
<td>2.75</td>
<td>2.25</td>
<td>60</td>
<td>NA</td>
</tr>
<tr>
<td>CS</td>
<td>3261 + 19.85</td>
<td>7050054.38</td>
<td>2504801.87</td>
<td>SPIRAL</td>
<td>210.00</td>
<td>158.25</td>
<td>2° 0' 28&quot;</td>
<td>2.75</td>
<td>2.25</td>
<td>60</td>
<td>NA</td>
</tr>
<tr>
<td>SC</td>
<td>3263 + 19.85</td>
<td>7050054.38</td>
<td>2504801.87</td>
<td>SPIRAL</td>
<td>210.00</td>
<td>158.25</td>
<td>2° 0' 28&quot;</td>
<td>2.75</td>
<td>2.25</td>
<td>60</td>
<td>NA</td>
</tr>
<tr>
<td>CB3-H</td>
<td>PI</td>
<td>3263 + 43.79</td>
<td>7050054.38</td>
<td>2504801.87</td>
<td>SPIRAL</td>
<td>210.00</td>
<td>158.25</td>
<td>2° 0' 28&quot;</td>
<td>2.75</td>
<td>2.25</td>
<td>60</td>
</tr>
<tr>
<td>CS</td>
<td>3265 + 15.07</td>
<td>7050054.38</td>
<td>2504801.87</td>
<td>SPIRAL</td>
<td>210.00</td>
<td>158.25</td>
<td>2° 0' 28&quot;</td>
<td>2.75</td>
<td>2.25</td>
<td>60</td>
<td>NA</td>
</tr>
<tr>
<td>SC</td>
<td>3266 + 16.73</td>
<td>7050054.38</td>
<td>2504801.87</td>
<td>SPIRAL</td>
<td>210.00</td>
<td>158.25</td>
<td>2° 0' 28&quot;</td>
<td>2.75</td>
<td>2.25</td>
<td>60</td>
<td>NA</td>
</tr>
<tr>
<td>CB3-I</td>
<td>PI</td>
<td>3285 + 44.02</td>
<td>7051235.23</td>
<td>2506543.47</td>
<td>SPIRAL</td>
<td>210.00</td>
<td>158.25</td>
<td>2° 0' 28&quot;</td>
<td>2.75</td>
<td>2.25</td>
<td>60</td>
</tr>
<tr>
<td>CS</td>
<td>3285 + 13.31</td>
<td>7051235.23</td>
<td>2506543.47</td>
<td>SPIRAL</td>
<td>210.00</td>
<td>158.25</td>
<td>2° 0' 28&quot;</td>
<td>2.75</td>
<td>2.25</td>
<td>60</td>
<td>NA</td>
</tr>
<tr>
<td>SC</td>
<td>3286 + 6.14</td>
<td>7051235.23</td>
<td>2506543.47</td>
<td>SPIRAL</td>
<td>210.00</td>
<td>158.25</td>
<td>2° 0' 28&quot;</td>
<td>2.75</td>
<td>2.25</td>
<td>60</td>
<td>NA</td>
</tr>
</tbody>
</table>

**NOTES:**

1. SURFACE COORDINATES = SURFACE COORDINATES (WGS 84). SURVEY FOOT.
2. CURVE RADII ARE BASED ON THE CHORD SURVEY FOOT. CURVE RADII ARE BASED ON THE TEXAS STATE PLANE COORDINATE SYSTEM, NAD83, U.S. SURVEY FOOT.
3. CURVE RADII ARE BASED ON THE CHORD COORDINATE SYSTEM, NAD83, U.S. SURFACE COORDINATES X 0.999863513.
## Horizontal Alignment Data

### Centerline of Northbound Track

<table>
<thead>
<tr>
<th>Curve Name</th>
<th>Point</th>
<th>Change</th>
<th>Horizontal</th>
<th>Vertical</th>
<th>Element</th>
<th>Length</th>
<th>Degree of Curvature</th>
<th>Ea</th>
<th>Dv</th>
<th>Passenger</th>
<th>Freight</th>
<th>Equipment</th>
<th>Selection</th>
<th>Notes</th>
</tr>
</thead>
<tbody>
<tr>
<td>CB3+0</td>
<td>PI</td>
<td>3289+79.40</td>
<td>1201334.55</td>
<td>2506861.49</td>
<td>R = 5000.00</td>
<td>139.74</td>
<td>0° + 1° 8' 65&quot;</td>
<td>0.50</td>
<td>1.12</td>
<td>45</td>
<td>NA</td>
<td>2° 31' 58&quot;</td>
<td>Left</td>
<td></td>
</tr>
<tr>
<td>CS</td>
<td>1</td>
<td>3290+49.25</td>
<td>1201333.86</td>
<td>2506834.70</td>
<td>SPIRAL</td>
<td>55.00</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>ST</td>
<td>2</td>
<td>3291+29.05</td>
<td>1201339.15</td>
<td>2506824.29</td>
<td>SPIRAL</td>
<td>32.00</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>ST</td>
<td>3</td>
<td>3294+18.30</td>
<td>1201341.28</td>
<td>2506820.44</td>
<td>SPIRAL</td>
<td>17.00</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>IC</td>
<td>4</td>
<td>3295+49.33</td>
<td>1201340.27</td>
<td>2506819.12</td>
<td>SPIRAL</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>CB3+1</td>
<td>PI</td>
<td>3296+40.33</td>
<td>1201342.33</td>
<td>2506816.08</td>
<td>R = 11439.14</td>
<td>623.70</td>
<td>0° + 3° 30' 3&quot;</td>
<td>1.00</td>
<td>1.24</td>
<td>90</td>
<td>NA</td>
<td>3° 18' 30&quot;</td>
<td>Right</td>
<td></td>
</tr>
<tr>
<td>CS</td>
<td>5</td>
<td>3297+41.21</td>
<td>1201340.45</td>
<td>2506812.35</td>
<td>SPIRAL</td>
<td>17.00</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>ST</td>
<td>6</td>
<td>3298+21.21</td>
<td>1201347.77</td>
<td>2506808.15</td>
<td>SPIRAL</td>
<td>147.15</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>POE</td>
<td>7</td>
<td>3307+09.11</td>
<td>1201353.30</td>
<td>2506820.20</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></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, NAD83, U.S. Survey Foot.
3. Curve radii are based on the chord definition.

---

IN-PROGRESS

COTTON BELT REGIONAL RAIL SYSTEM
LINE SECTION CB-3

DART PROJECT

HDR

gpc

NOT AN APPROVED DRAWING
PRELIMINARY 10% DESIGN

CONTRACT SHEET NO. 551 OR 873

CO+3 NB
HORIZONTAL ALIGNMENT DATA
CENTERLINE OF NORTHBOUND TRACK

COTTON BELT REGIONAL RAIL SYSTEM
LINE SECTION CB-3
## Horizontal Alignment Data
### Centerline of Northbound Track

<table>
<thead>
<tr>
<th>Curve Name</th>
<th>Type</th>
<th>Point</th>
<th>Chainage</th>
<th>Northing</th>
<th>Easting</th>
<th>Length</th>
<th>Curve Name</th>
<th>Degree of Curvature</th>
<th>Ei</th>
<th>Di</th>
<th>Passenger Speed</th>
<th>Freight Speed</th>
<th>EB</th>
<th>SWB</th>
<th>SE</th>
<th>DE</th>
<th>IN CHARGE</th>
<th>DATE</th>
</tr>
</thead>
<tbody>
<tr>
<td>POB</td>
<td></td>
<td></td>
<td>3367+09.26</td>
<td>7053323.26</td>
<td>2514432.00</td>
<td>600.00</td>
<td></td>
<td></td>
<td>0</td>
<td>1</td>
<td>150</td>
<td>35</td>
<td>NA</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>PJ</td>
<td></td>
<td></td>
<td>3373+09.26</td>
<td>7053460.49</td>
<td>2515018.40</td>
<td>222.84</td>
<td>STRAIGHT</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>FS</td>
<td></td>
<td></td>
<td>3375+31.90</td>
<td>7053508.08</td>
<td>2515235.89</td>
<td>0</td>
<td>STRAIGHT</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>ST</td>
<td></td>
<td></td>
<td>3376+01.90</td>
<td>7053522.77</td>
<td>2515304.33</td>
<td>10.00</td>
<td>STRAIGHT</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>FS</td>
<td></td>
<td></td>
<td>3376+66.90</td>
<td>7053536.93</td>
<td>2515367.77</td>
<td>129.93</td>
<td>STRAIGHT</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>SC</td>
<td></td>
<td></td>
<td>3378+01.82</td>
<td>7053556.95</td>
<td>2515501.28</td>
<td>222.64</td>
<td>STRAIGHT</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>ST</td>
<td></td>
<td></td>
<td>3378+64.21</td>
<td>7053581.02</td>
<td>2515661.88</td>
<td>0</td>
<td>STRAIGHT</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>FS</td>
<td></td>
<td></td>
<td>3380+34.21</td>
<td>7053591.12</td>
<td>2515731.14</td>
<td>0</td>
<td>SPIRAL</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>SC</td>
<td></td>
<td></td>
<td>3382+76.88</td>
<td>7053627.36</td>
<td>2515971.09</td>
<td>483.73</td>
<td>SPIRAL</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>ST</td>
<td></td>
<td></td>
<td>3385+87.94</td>
<td>7053616.17</td>
<td>2516283.56</td>
<td>0</td>
<td>SPIRAL</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>FS</td>
<td></td>
<td></td>
<td>3389+34.04</td>
<td>7053597.52</td>
<td>2516729.23</td>
<td>110.00</td>
<td>SPIRAL</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>SC</td>
<td></td>
<td></td>
<td>3403+45.11</td>
<td>7053585.48</td>
<td>2517140.19</td>
<td>452.32</td>
<td>SPIRAL</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>ST</td>
<td></td>
<td></td>
<td>3406+40.97</td>
<td>7052562.73</td>
<td>2517863.70</td>
<td>0</td>
<td>SPIRAL</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>FS</td>
<td></td>
<td></td>
<td>3411+92.51</td>
<td>7052349.55</td>
<td>2518372.38</td>
<td>110.00</td>
<td>SPIRAL</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

### Notes:
1. SPC - SURFACE COORDINATE SYSTEM.
2. Surfaces are shown based on the state plane coordinate system, NAD83, U.S. SURVEY FOOT.
3. COORDINATES SHOWN ARE BASED ON THE TEXAS STATE PLANE COORDINATE SYSTEM, NAD83, U.S. SURVEY FOOT.
4. CURVE RADII ARE BASED ON THE CHORD DEFINITION.
**Horizontal Alignment Data**

<table>
<thead>
<tr>
<th>Curve Name</th>
<th>Point</th>
<th>Chainage</th>
<th>Northing</th>
<th>Easting</th>
<th>Element</th>
<th>Degree of Curve</th>
<th>Rs</th>
<th>Rp</th>
<th>Rs, Rp, Rs, Rp</th>
<th>Ea, Eu</th>
<th>Speed</th>
</tr>
</thead>
<tbody>
<tr>
<td>CB3-G</td>
<td>PI</td>
<td>3420+17.86</td>
<td>2950309.09</td>
<td>251933.65</td>
<td>SPIRAL</td>
<td>110.00</td>
<td>RP</td>
<td>110.00</td>
<td>110.00</td>
<td>110.00</td>
<td>RP</td>
</tr>
<tr>
<td>CS</td>
<td>3423+49.23</td>
<td>2950986.31</td>
<td>251930.49</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>ST</td>
<td>3424+99.29</td>
<td>2951790.80</td>
<td>251942.69</td>
<td></td>
<td></td>
<td>SPIRAL</td>
<td>110.00</td>
<td>110.00</td>
<td>110.00</td>
<td>110.00</td>
<td>RP</td>
</tr>
<tr>
<td>CS</td>
<td>3430+17.78</td>
<td>2954856.72</td>
<td>251960.47</td>
<td></td>
<td></td>
<td>SPIRAL</td>
<td>150.00</td>
<td>150.00</td>
<td>150.00</td>
<td>150.00</td>
<td>RP</td>
</tr>
<tr>
<td>SC</td>
<td>3440+47.18</td>
<td>2956247.72</td>
<td>251985.87</td>
<td></td>
<td></td>
<td>SPIRAL</td>
<td>150.00</td>
<td>150.00</td>
<td>150.00</td>
<td>150.00</td>
<td>RP</td>
</tr>
<tr>
<td>CB3-F</td>
<td>PI</td>
<td>3446+41.28</td>
<td>2956831.45</td>
<td>252023.84</td>
<td>SPIRAL</td>
<td>110.00</td>
<td>RP</td>
<td>110.00</td>
<td>110.00</td>
<td>110.00</td>
<td>RP</td>
</tr>
<tr>
<td>CS</td>
<td>3453+07.17</td>
<td>2957486.25</td>
<td>252010.21</td>
<td></td>
<td></td>
<td>SPIRAL</td>
<td>110.00</td>
<td>110.00</td>
<td>110.00</td>
<td>110.00</td>
<td>RP</td>
</tr>
<tr>
<td>ST</td>
<td>3454+67.47</td>
<td>2957729.24</td>
<td>252019.58</td>
<td></td>
<td></td>
<td>SPIRAL</td>
<td>150.00</td>
<td>150.00</td>
<td>150.00</td>
<td>150.00</td>
<td>RP</td>
</tr>
<tr>
<td>CS</td>
<td>3470+07.76</td>
<td>2958215.19</td>
<td>252041.44</td>
<td></td>
<td></td>
<td>SPIRAL</td>
<td>150.00</td>
<td>150.00</td>
<td>150.00</td>
<td>150.00</td>
<td>RP</td>
</tr>
<tr>
<td>SC</td>
<td>3477+41.74</td>
<td>2958511.26</td>
<td>252072.56</td>
<td></td>
<td></td>
<td>SPIRAL</td>
<td>150.00</td>
<td>150.00</td>
<td>150.00</td>
<td>150.00</td>
<td>RP</td>
</tr>
<tr>
<td>CB3-S</td>
<td>PI</td>
<td>3475+43.00</td>
<td>2958299.25</td>
<td>252069.05</td>
<td>SPIRAL</td>
<td>110.00</td>
<td>RP</td>
<td>110.00</td>
<td>110.00</td>
<td>110.00</td>
<td>RP</td>
</tr>
<tr>
<td>CS</td>
<td>3478+55.53</td>
<td>2958765.02</td>
<td>252099.12</td>
<td></td>
<td></td>
<td>SPIRAL</td>
<td>150.00</td>
<td>150.00</td>
<td>150.00</td>
<td>150.00</td>
<td>RP</td>
</tr>
<tr>
<td>ST</td>
<td>3479+35.50</td>
<td>2958886.83</td>
<td>252105.08</td>
<td></td>
<td></td>
<td>SPIRAL</td>
<td>150.00</td>
<td>150.00</td>
<td>150.00</td>
<td>150.00</td>
<td>RP</td>
</tr>
<tr>
<td>CS</td>
<td>3484+49.88</td>
<td>2960431.42</td>
<td>252159.10</td>
<td></td>
<td></td>
<td>SPIRAL</td>
<td>150.00</td>
<td>150.00</td>
<td>150.00</td>
<td>150.00</td>
<td>RP</td>
</tr>
<tr>
<td>SC</td>
<td>3485+29.88</td>
<td>2960870.24</td>
<td>252170.05</td>
<td></td>
<td></td>
<td>SPIRAL</td>
<td>150.00</td>
<td>150.00</td>
<td>150.00</td>
<td>150.00</td>
<td>RP</td>
</tr>
<tr>
<td>CB3-T</td>
<td>PI</td>
<td>3500+40.21</td>
<td>2960835.89</td>
<td>252166.87</td>
<td>SPIRAL</td>
<td>110.00</td>
<td>RP</td>
<td>110.00</td>
<td>110.00</td>
<td>110.00</td>
<td>RP</td>
</tr>
<tr>
<td>CS</td>
<td>3504+88.07</td>
<td>2961851.42</td>
<td>252185.43</td>
<td></td>
<td></td>
<td>SPIRAL</td>
<td>110.00</td>
<td>110.00</td>
<td>110.00</td>
<td>110.00</td>
<td>RP</td>
</tr>
<tr>
<td>ST</td>
<td>3508+43.27</td>
<td>2961853.17</td>
<td>252243.68</td>
<td></td>
<td></td>
<td>SPIRAL</td>
<td>150.00</td>
<td>150.00</td>
<td>150.00</td>
<td>150.00</td>
<td>RP</td>
</tr>
<tr>
<td>CS</td>
<td>3517+41.73</td>
<td>2962865.83</td>
<td>252263.27</td>
<td></td>
<td></td>
<td>SPIRAL</td>
<td>110.00</td>
<td>110.00</td>
<td>110.00</td>
<td>110.00</td>
<td>RP</td>
</tr>
<tr>
<td>SC</td>
<td>3568+31.70</td>
<td>2966444.74</td>
<td>252445.75</td>
<td></td>
<td></td>
<td>SPIRAL</td>
<td>150.00</td>
<td>150.00</td>
<td>150.00</td>
<td>150.00</td>
<td>RP</td>
</tr>
<tr>
<td>CB3-U</td>
<td>PI</td>
<td>3584+11.30</td>
<td>2968201.49</td>
<td>252503.88</td>
<td>SPIRAL</td>
<td>110.00</td>
<td>RP</td>
<td>110.00</td>
<td>110.00</td>
<td>110.00</td>
<td>RP</td>
</tr>
<tr>
<td>CS</td>
<td>3588+12.18</td>
<td>2968533.23</td>
<td>252545.03</td>
<td></td>
<td></td>
<td>SPIRAL</td>
<td>110.00</td>
<td>110.00</td>
<td>110.00</td>
<td>110.00</td>
<td>RP</td>
</tr>
<tr>
<td>ST</td>
<td>3597+22.78</td>
<td>2968791.38</td>
<td>252549.12</td>
<td></td>
<td></td>
<td>SPIRAL</td>
<td>150.00</td>
<td>150.00</td>
<td>150.00</td>
<td>150.00</td>
<td>RP</td>
</tr>
<tr>
<td>ST</td>
<td>3574+69.28</td>
<td>2968688.34</td>
<td>252582.35</td>
<td></td>
<td></td>
<td>SPIRAL</td>
<td>150.00</td>
<td>150.00</td>
<td>150.00</td>
<td>150.00</td>
<td>RP</td>
</tr>
<tr>
<td>PCE</td>
<td>3571+26.35</td>
<td>2969087.43</td>
<td>252682.31</td>
<td></td>
<td></td>
<td>SPIRAL</td>
<td>150.00</td>
<td>150.00</td>
<td>150.00</td>
<td>150.00</td>
<td>RP</td>
</tr>
</tbody>
</table>

**NOTES:**

1. **Grid Coordinates:** Surface Coordinates \( x \cdot 0.999863513 \)
2. **Coordinates Shown Hereon are Based on the Texas State Plane Coordinate System, North, U.S. Survey Foot.**
3. **Curve Radii Are Based on the Chord Definition.**

**Definition:**

1. **Curve Radii Are Based on the Chord Survey Foot.**
2. **Coordinates Shown Hereon Are Based on the Texas State Plane Coordinate System, North, U.S. Survey Foot.**
3. **Curve Radii Are Based on the Chord Definition.**
<table>
<thead>
<tr>
<th>CURVE NAME</th>
<th>FORM</th>
<th>CHAINAGE (Ft)</th>
<th>NORTHING (Ft)</th>
<th>EASTING (Ft)</th>
<th>ELEMENT</th>
<th>DEGREE OF CURVATURE</th>
<th>E&lt;</th>
<th>E&gt;</th>
<th>Passenger Speed</th>
<th>PRI-EU REV</th>
<th>DESCRIPTION</th>
<th>APP ENG CHK</th>
<th>DWG No.</th>
<th>REV DRAWN</th>
<th>DESIGNED</th>
<th>CHECKED</th>
<th>IN CHARGE</th>
<th>DATE</th>
<th>CONTRACT SHEET No.</th>
</tr>
</thead>
<tbody>
<tr>
<td>PSB</td>
<td>P</td>
<td>3010+21.18</td>
<td>7037763.75</td>
<td>2483535.00</td>
<td>STRAIGHT</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>PSB</td>
<td>P</td>
<td>3035+69.20</td>
<td>7038017.32</td>
<td>2486577.02</td>
<td>SPIRAL</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>CBA-4A</td>
<td>P</td>
<td>3043+44.49</td>
<td>7038209.70</td>
<td>2487027.87</td>
<td>R = 3485.00</td>
<td>530.06</td>
<td>2.15</td>
<td>2.28</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>PSB</td>
<td>PI</td>
<td>3045+65.41</td>
<td>7038021.76</td>
<td>2486461.94</td>
<td>SPIRAL</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>CS</td>
<td>PI</td>
<td>3046+02.41</td>
<td>7040381.26</td>
<td>2487541.48</td>
<td>SPIRAL</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>ST</td>
<td>P</td>
<td>3057+29.48</td>
<td>7041096.25</td>
<td>2488046.40</td>
<td>SPIRAL</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>IS</td>
<td>P</td>
<td>3124+90.25</td>
<td>7048021.78</td>
<td>2494963.26</td>
<td>SPIRAL</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>ES</td>
<td>P</td>
<td>3159+45.35</td>
<td>7054110.98</td>
<td>2499059.11</td>
<td>SPIRAL</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>CBA-5B</td>
<td>P</td>
<td>3168+79.70</td>
<td>7054095.41</td>
<td>2499603.20</td>
<td>R = 1685.00</td>
<td>588.04</td>
<td>2.15</td>
<td>2.28</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>CS</td>
<td>P</td>
<td>3171+38.49</td>
<td>7049003.41</td>
<td>2499969.23</td>
<td>SPIRAL</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>ST</td>
<td>P</td>
<td>3172+49.48</td>
<td>7049186.23</td>
<td>2499805.20</td>
<td>SPIRAL</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>IS</td>
<td>P</td>
<td>3182+00.25</td>
<td>7053024.38</td>
<td>2499463.26</td>
<td>SPIRAL</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>ES</td>
<td>P</td>
<td>3184+20.35</td>
<td>7054110.98</td>
<td>2499059.11</td>
<td>SPIRAL</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>CBA-1C</td>
<td>P</td>
<td>3192+13.12</td>
<td>7054090.84</td>
<td>2498081.88</td>
<td>R = 2115.00</td>
<td>193.88</td>
<td>2.00</td>
<td>2.28</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>CS</td>
<td>P</td>
<td>3195+22.13</td>
<td>7054120.84</td>
<td>2498112.37</td>
<td>SPIRAL</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>ST</td>
<td>P</td>
<td>3197+41.98</td>
<td>7054467.89</td>
<td>2498177.16</td>
<td>SPIRAL</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>ES</td>
<td>P</td>
<td>3203+09.56</td>
<td>7054056.39</td>
<td>2498193.28</td>
<td>SPIRAL</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>ES</td>
<td>P</td>
<td>3207+49.79</td>
<td>7054124.01</td>
<td>2498214.68</td>
<td>SPIRAL</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>CBA-3C</td>
<td>P</td>
<td>3210+48.75</td>
<td>7054285.13</td>
<td>2498259.85</td>
<td>R = 3105.00</td>
<td>822.22</td>
<td>0.75</td>
<td>1.23</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>CS</td>
<td>P</td>
<td>3213+57.21</td>
<td>7054278.15</td>
<td>2498706.87</td>
<td>SPIRAL</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>ST</td>
<td>P</td>
<td>3215+67.22</td>
<td>7054054.52</td>
<td>2498630.08</td>
<td>SPIRAL</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>ES</td>
<td>P</td>
<td>3224+28.42</td>
<td>7054030.31</td>
<td>2498502.38</td>
<td>SPIRAL</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>SE</td>
<td>P</td>
<td>3260+98.47</td>
<td>7054058.45</td>
<td>2498567.04</td>
<td>SPIRAL</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

**NOTES:**
1. GRID COORDINATES = SURFACE COORDINATES X 0.999863513
2. COORDINATES SHOWN HEREON ARE BASED ON THE TEXAS STATE PLANE COORDINATE SYSTEM, NAD83, SURVEY FOOT.
3. CURVE RADII ARE BASED ON THE CHORD DEFINITION.
4. CENTERLINE OF SOUTHBOUND TRACK
5. SCALE NOT AN APPROVED DRAWING
6. PRELIMINARY 10% DESIGN
## Horizontal Alignment Data
### Centerline of Southbound Track

<table>
<thead>
<tr>
<th>Curve Name</th>
<th>Point</th>
<th>Distance (ft)</th>
<th>Chainage (ft)</th>
<th>Elev (ft)</th>
<th>Degree of Curve</th>
<th>Ea (ft)</th>
<th>D (ft)</th>
<th>Passenger Speed (mph)</th>
<th>Freight Speed (mph)</th>
<th>Selection Angle</th>
</tr>
</thead>
<tbody>
<tr>
<td>CB3-EE</td>
<td>PI</td>
<td>5189+02.45</td>
<td>704827.37</td>
<td>249176.65</td>
<td>502.39</td>
<td>2.275</td>
<td>2.45</td>
<td>60</td>
<td>NA</td>
<td>15°21'19''</td>
</tr>
<tr>
<td>CS</td>
<td></td>
<td>5191+41.80</td>
<td>704800.30</td>
<td>249173.57</td>
<td>2P10AL</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>ST</td>
<td></td>
<td>5184+11.86</td>
<td>704805.75</td>
<td>249175.20</td>
<td>SYNTHETIC</td>
<td>298.31</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>PC</td>
<td></td>
<td>5200+13.25</td>
<td>704809.28</td>
<td>250207.83</td>
<td>SYNTHETIC</td>
<td>252.44</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>CB3-FI</td>
<td>PI</td>
<td>5200+45.86</td>
<td>704843.75</td>
<td>250205.68</td>
<td>35.25</td>
<td>0.000</td>
<td>0.43</td>
<td>60</td>
<td>2°32'45''</td>
<td>1.7°32'45''</td>
</tr>
<tr>
<td>PT</td>
<td></td>
<td>5200+49.68</td>
<td>704841.20</td>
<td>250203.23</td>
<td>SYNTHETIC</td>
<td>212.44</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>FS</td>
<td></td>
<td>5204+01.70</td>
<td>704840.25</td>
<td>250800.30</td>
<td>SYNTHETIC</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>SC</td>
<td></td>
<td>5209+31.72</td>
<td>705023.83</td>
<td>250416.52</td>
<td>SYNTHETIC</td>
<td>100.00</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>CB3-GE</td>
<td>PI</td>
<td>5209+42.49</td>
<td>705024.08</td>
<td>250409.16</td>
<td>141.64</td>
<td>0.300</td>
<td>0.22</td>
<td>50</td>
<td>1°46'29''</td>
<td>0.6°22'46''</td>
</tr>
<tr>
<td>CS</td>
<td></td>
<td>5209+45.60</td>
<td>705026.56</td>
<td>250415.11</td>
<td>SYNTHETIC</td>
<td>100.00</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>ST</td>
<td></td>
<td>5201+43.15</td>
<td>705044.58</td>
<td>250409.26</td>
<td>SYNTHETIC</td>
<td>298.28</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>FS</td>
<td></td>
<td>5204+01.74</td>
<td>705047.88</td>
<td>250414.19</td>
<td>SYNTHETIC</td>
<td>60.00</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>SC</td>
<td></td>
<td>5206+48.76</td>
<td>705089.80</td>
<td>250407.96</td>
<td>SYNTHETIC</td>
<td>300.00</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>CB3-HI</td>
<td>PI</td>
<td>5206+45.46</td>
<td>705079.19</td>
<td>250413.64</td>
<td>109.46</td>
<td>0.000</td>
<td>0.48</td>
<td>46</td>
<td>1°19'32''</td>
<td>0.6°19'32''</td>
</tr>
<tr>
<td>CS</td>
<td></td>
<td>5206+45.30</td>
<td>705070.86</td>
<td>250409.27</td>
<td>SYNTHETIC</td>
<td>60.00</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>ST</td>
<td></td>
<td>5206+15.20</td>
<td>705070.24</td>
<td>250413.71</td>
<td>SYNTHETIC</td>
<td>179.10</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>FS</td>
<td></td>
<td>5204+45.32</td>
<td>705102.25</td>
<td>250406.04</td>
<td>SYNTHETIC</td>
<td>100.00</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>SC</td>
<td></td>
<td>5205+41.30</td>
<td>705109.25</td>
<td>250305.26</td>
<td>SYNTHETIC</td>
<td>300.00</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>CB3-11</td>
<td>PI</td>
<td>5208+12.83</td>
<td>705039.23</td>
<td>250303.13</td>
<td>18.83</td>
<td>0.000</td>
<td>0.21</td>
<td>45</td>
<td>2°50'21''</td>
<td>1°50'21''</td>
</tr>
<tr>
<td>CS</td>
<td></td>
<td>5209+29.40</td>
<td>705071.35</td>
<td>250302.58</td>
<td>SYNTHETIC</td>
<td>100.00</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>ST</td>
<td></td>
<td>5209+35.80</td>
<td>705100.22</td>
<td>250315.02</td>
<td>SYNTHETIC</td>
<td>108.40</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>FS</td>
<td></td>
<td>5208+42.55</td>
<td>705102.17</td>
<td>250304.03</td>
<td>SYNTHETIC</td>
<td>100.00</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>SC</td>
<td></td>
<td>5209+45.35</td>
<td>705105.49</td>
<td>250302.38</td>
<td>SYNTHETIC</td>
<td>100.00</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

### Notes:
1. SURFACE COORDINATES: SURVEY FOOT
2. CURVE RADII ARE BASED ON THE CHORD SURVEY FOOT.
3. CENTERLINE OF SOUTHBOUND TRACK

### Definitions:
- **Dc** = 1° 59' 37" Right
- **Dc** = 0° 15' 0" Right
- **Dc** = 0° 43' 5" Left
- **Dc** = 0° 52' 44" Right
- **Dc** = 1° 38' 13" Right

- **CURVE NAME**
- **POINT**
- **CHAINAGE**
- **ELEVATION**
- **DISTANCE (FT)**
- **CURVATURE (FT)**
- **DEGREE OF CURVE (D.M.S.)**
- **Ea**
- **D**
- **PASSenger SPEED (MPH)**
- **Freight SPEED (MPH)**
- **Selection Angle**

### Additional Information:
- **LIMITS**: 15°31'19'' Range
- **SCALE**: NO SCALE
- **DRAWN**: IN PROGRESS
- **DESIGNED**: IN PROGRESS
- **CHECKED**: IN PROGRESS
- **IN CHARGE**: A. STAHLNECKER, P.E. NO. 124571
- **CONTRACT SHEET**: 555 or 673
- **CONTRACT SHEET No.**: CB3-0313
- **CENTERLINE OF SOUTHBOUND TRACK**: COTTON BELT REGIONAL RAIL SYSTEM

- **IN-PROGRESS**
- **DART PROJECT**
- **HDR ENGINEERING, INC.**
- **AMANDA STAHLNECKER, P.E. NO. 124571**

- **PRELIMINARY 10% DESIGN**

- **NOT AN APPROVED DRAWING**
- **PRELIMINARY DESIGN**
## Horizontal Alignment Data

### Centerline of Southbound 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>Length (ft)</th>
<th>Degree of Curve</th>
<th>Ea</th>
<th>De</th>
<th>Dv</th>
<th>Speed</th>
<th>Pre-Slip Speed</th>
<th>Deflection Angle</th>
<th>Deflection Angle</th>
</tr>
</thead>
<tbody>
<tr>
<td>CC5-3014</td>
<td>PI</td>
<td>3289+92.63</td>
<td>7051356.71</td>
<td>2506972.26</td>
<td>256002.80</td>
<td>R = 4800.00</td>
<td>104.15</td>
<td>0.75</td>
<td>1.28</td>
<td>1.28</td>
<td>45</td>
<td>45</td>
<td>2°50'21&quot; Left</td>
<td></td>
</tr>
<tr>
<td></td>
<td>CS</td>
<td>3280+44.68</td>
<td>7051371.31</td>
<td>2507022.28</td>
<td>SPIRAL</td>
<td>100.00</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td>ST</td>
<td>3291+44.68</td>
<td>7051398.17</td>
<td>2507198.60</td>
<td>SPIRAL</td>
<td>107.00</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td>ES</td>
<td>3284+05.84</td>
<td>7051356.35</td>
<td>2507364.08</td>
<td>SPIRAL</td>
<td>100.00</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td>SC</td>
<td>3245+40.84</td>
<td>7051382.25</td>
<td>2507439.66</td>
<td>SPIRAL</td>
<td>100.00</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>CC5-3014</td>
<td>PI</td>
<td>3248+25.45</td>
<td>7051392.14</td>
<td>2507511.25</td>
<td>527.00</td>
<td>R = 1460.14</td>
<td>3.00</td>
<td></td>
<td></td>
<td></td>
<td>80</td>
<td>80</td>
<td>3°28'30&quot; Right</td>
<td></td>
</tr>
<tr>
<td></td>
<td>CS</td>
<td>3231+35.64</td>
<td>7051356.35</td>
<td>2507439.66</td>
<td>SPIRAL</td>
<td>100.00</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td>ST</td>
<td>3232+45.84</td>
<td>7051398.17</td>
<td>2507533.80</td>
<td>SPIRAL</td>
<td>107.00</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td>POE</td>
<td>3367+12.13</td>
<td>7053351.59</td>
<td>2514427.15</td>
<td>SPIRAL</td>
<td>100.00</td>
<td></td>
<td></td>
<td></td>
<td></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, NAD83, U.S. SURVEY FOOT.
3. CURVE RADII ARE BASED ON THE CHORD DEFINITION.
### Horizontal Alignment Data

**Line Section CB-3 SB**

**Centerline of Southbound Track**

#### Curve Name | Point | Change | Northing | Easting | Element | Degree of Curvature | E<sub>s</sub> | D<sub>s</sub> | Passenger Speed | Freight Speed | Selection Half |
<table>
<thead>
<tr>
<th></th>
<th></th>
<th></th>
<th></th>
<th></th>
<th></th>
<th></th>
<th></th>
<th></th>
<th></th>
<th></th>
<th></th>
</tr>
</thead>
<tbody>
<tr>
<td>POB</td>
<td>528+12.13</td>
<td>705339.99</td>
<td>254427.15</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>PJ</td>
<td>527+41.23</td>
<td>705340.18</td>
<td>251326.47</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>ES</td>
<td>527+69.22</td>
<td>705306.04</td>
<td>251909.53</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>DC</td>
<td>530+39.27</td>
<td>705306.59</td>
<td>251929.19</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>SC</td>
<td>530+45.50</td>
<td>705363.10</td>
<td>251664.14</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>SF</td>
<td>530+51.20</td>
<td>705369.13</td>
<td>251662.64</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>DC</td>
<td>530+61.32</td>
<td>705365.56</td>
<td>251679.00</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>SC</td>
<td>534+05.03</td>
<td>705300.17</td>
<td>251553.88</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>CS</td>
<td>537+42.70</td>
<td>705316.23</td>
<td>251761.49</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>ST</td>
<td>539+02.72</td>
<td>705311.28</td>
<td>251769.21</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>ES</td>
<td>539+66.41</td>
<td>705394.26</td>
<td>251513.88</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>SC</td>
<td>540+41.47</td>
<td>705395.20</td>
<td>251439.32</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>CS</td>
<td>543+22.88</td>
<td>705310.75</td>
<td>251760.36</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>ST</td>
<td>546+54.15</td>
<td>705371.46</td>
<td>251880.08</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>ES</td>
<td>546+56.23</td>
<td>705364.21</td>
<td>251805.52</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>SC</td>
<td>546+15.25</td>
<td>705370.24</td>
<td>251641.24</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>CS</td>
<td>549+25.76</td>
<td>705397.54</td>
<td>251841.01</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>ST</td>
<td>552+24.63</td>
<td>705324.60</td>
<td>251634.02</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>ES</td>
<td>552+43.94</td>
<td>705409.21</td>
<td>251881.26</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>SC</td>
<td>552+65.84</td>
<td>705420.52</td>
<td>251903.59</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></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, WGS 1984, survey 95/01.
3. Curve radii are based on the chord definition.

---

**Not an approved drawing. Preliminary 10% design.**

**Contract Sheet No.:** 557 or 873

**Cotton Belt Regional Rail System**

**Line Section CB-3**

**Centerline of Southbound Track**

**IN-PROGRESS**

**DART Project**

**HDR Engineering, Inc.**

**GPC**

**GECO**

**L. Gublo**

**M. Martin**

**A. Stahlnecker, P.E. No. 124571**
## Horizontal Alignment Data

**Centerline of Southbound Track**

### Curve Name

<table>
<thead>
<tr>
<th>Curve Name</th>
<th>Point</th>
<th>Change</th>
<th>Northern</th>
<th>Eastern</th>
<th>Element</th>
<th>Length</th>
<th>Degree of Curve</th>
<th>E0</th>
<th>D0</th>
<th>Passenger</th>
<th>Freight</th>
<th>Description</th>
</tr>
</thead>
<tbody>
<tr>
<td>CB3-QQ</td>
<td>PI</td>
<td>3449+00.43</td>
<td>7054486.41</td>
<td>2520807.63</td>
<td>H = 386.40</td>
<td>1363.67</td>
<td>6c = 9° 30' 8&quot;</td>
<td>1.59</td>
<td>1.87</td>
<td>55</td>
<td>NA</td>
<td>21°32'17&quot; Left</td>
</tr>
<tr>
<td>CS</td>
<td>3452+00.61</td>
<td>7054686.81</td>
<td>2520203.37</td>
<td>SPIRAL</td>
<td>150.00</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>ST</td>
<td>3454+50.61</td>
<td>7054736.89</td>
<td>2520055.79</td>
<td>SPIRAL</td>
<td>164.10</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>ES</td>
<td>3467+00.64</td>
<td>7053299.64</td>
<td>2520935.26</td>
<td>SPIRAL</td>
<td>60.00</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>SC</td>
<td>3471+50.41</td>
<td>7052344.83</td>
<td>2520195.99</td>
<td>SPIRAL</td>
<td>60.00</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>CS</td>
<td>3474+00.83</td>
<td>7052881.36</td>
<td>2520280.53</td>
<td>SPIRAL</td>
<td>150.00</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>ST</td>
<td>3479+50.55</td>
<td>7051505.36</td>
<td>2520088.07</td>
<td>SPIRAL</td>
<td>81.35</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>ST</td>
<td>3481+50.47</td>
<td>7051461.81</td>
<td>2520178.84</td>
<td>SPIRAL</td>
<td>87.43</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>ES</td>
<td>3494+00.11</td>
<td>7050841.84</td>
<td>2520292.09</td>
<td>SPIRAL</td>
<td>150.00</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>SC</td>
<td>3500+50.11</td>
<td>7050364.85</td>
<td>2520274.85</td>
<td>SPIRAL</td>
<td>60.00</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>CS</td>
<td>3510+50.89</td>
<td>7049303.88</td>
<td>2520191.81</td>
<td>SPIRAL</td>
<td>150.00</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>ST</td>
<td>3520+50.69</td>
<td>7048102.25</td>
<td>2520399.68</td>
<td>SPIRAL</td>
<td>88.67</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>ES</td>
<td>3531+40.73</td>
<td>7046797.20</td>
<td>2520055.60</td>
<td>SPIRAL</td>
<td>60.00</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>SC</td>
<td>3544+47.03</td>
<td>7046589.15</td>
<td>2530084.17</td>
<td>SPIRAL</td>
<td>60.00</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>CS</td>
<td>3554+50.33</td>
<td>7046899.45</td>
<td>2520368.11</td>
<td>H = 3862.00</td>
<td>1024.30</td>
<td>6c = 9° 30' 25&quot;</td>
<td>0.30</td>
<td>0.45</td>
<td>30</td>
<td>30</td>
<td>2°46'49&quot; Left</td>
<td></td>
</tr>
<tr>
<td>ST</td>
<td>3564+50.33</td>
<td>7047020.90</td>
<td>2520271.93</td>
<td>SPIRAL</td>
<td>60.00</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>ES</td>
<td>3574+40.34</td>
<td>7047217.15</td>
<td>2520405.36</td>
<td>SPIRAL</td>
<td>128.41</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>SC</td>
<td>3584+00.24</td>
<td>7047200.21</td>
<td>2520464.64</td>
<td>SPIRAL</td>
<td>60.00</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

### Notes:
1. **Notes:**
   - Surface coordinates = Z.9996929683
   - Coordinates shown herein are based on the Texas state plane coordinate system, North, U.T., SURVEY NAV.
   - Curve radii are based on the chord definition.

### Defined Terms:
- **CC:**
  - **CC5-3016**: Centerline of Southbound Track
- **CS:**
  - Centerline of Southbound Track
- **PI/ST:**
  - PI: Point of Intersection
  - ST: Stationary Track
- **SC:**
  - Centerline of Southbound Track

### Additional Information:
- **HB:**
  - Home Base
- **Dc:**
  - Curve radii are based on the chord definition.
### Horizontal Alignment Data

**Line Section CB-3 SB**

**Centerline of Southbound Track**

<table>
<thead>
<tr>
<th>Curve Name</th>
<th>Form</th>
<th>Change</th>
<th>Northing</th>
<th>Easting</th>
<th>Element</th>
<th>Length</th>
<th>Degree of Curve</th>
<th>E3</th>
<th>D3</th>
<th>Passenger Speed</th>
<th>Freight Speed</th>
<th>Selection Angle</th>
</tr>
</thead>
<tbody>
<tr>
<td>CB3-UU PI</td>
<td>5549+63.77</td>
<td>705717.68</td>
<td>2530521.60</td>
<td>R = 3850.00</td>
<td>102.80</td>
<td>E3 = 1° 29' 16&quot;</td>
<td>0.30</td>
<td>0.44</td>
<td>90</td>
<td>90</td>
<td>2°46'49&quot; Right</td>
<td></td>
</tr>
<tr>
<td>CS</td>
<td>5549+71.19</td>
<td>705719.74</td>
<td>2530500.10</td>
<td>SPIRAL</td>
<td>60.00</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>ST</td>
<td>5549+79.19</td>
<td>705719.69</td>
<td>2530643.85</td>
<td>SPIRAL</td>
<td>60.00</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>ES</td>
<td>5552+15.52</td>
<td>705718.76</td>
<td>2530689.86</td>
<td>SPIRAL</td>
<td>60.00</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>SC</td>
<td>5552+75.53</td>
<td>705717.45</td>
<td>2530691.05</td>
<td>SPIRAL</td>
<td>60.00</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>CB3-VV PI</td>
<td>5563+07.23</td>
<td>7057090.85</td>
<td>2530656.56</td>
<td>R = 3728.65</td>
<td>163.43</td>
<td>E3 = 1° 0' 0&quot;</td>
<td>0.30</td>
<td>0.42</td>
<td>40</td>
<td>40</td>
<td>2°12'23&quot; Left</td>
<td></td>
</tr>
<tr>
<td>CS</td>
<td>5564+39.83</td>
<td>7057164.28</td>
<td>2530793.41</td>
<td>SPIRAL</td>
<td>60.00</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>ST</td>
<td>5564+99.83</td>
<td>7057229.12</td>
<td>2530810.17</td>
<td>SPIRAL</td>
<td>60.00</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>ES</td>
<td>5566+17.05</td>
<td>7056946.60</td>
<td>2530717.57</td>
<td>SPIRAL</td>
<td>60.00</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>SE</td>
<td>5566+47.23</td>
<td>7056929.31</td>
<td>2530667.21</td>
<td>SPIRAL</td>
<td>60.00</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>CB3-WW PI</td>
<td>5568+15.58</td>
<td>7056868.24</td>
<td>2530648.83</td>
<td>R = 3728.65</td>
<td>160.85</td>
<td>E3 = 1° 1' 4&quot;</td>
<td>0.30</td>
<td>0.42</td>
<td>40</td>
<td>40</td>
<td>2°14'3&quot; Right</td>
<td></td>
</tr>
<tr>
<td>CS</td>
<td>5569+47.89</td>
<td>7056946.12</td>
<td>2530780.01</td>
<td>SPIRAL</td>
<td>60.00</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>ST</td>
<td>5569+97.89</td>
<td>7056938.79</td>
<td>2530848.11</td>
<td>SPIRAL</td>
<td>60.00</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>ES</td>
<td>5572+56.65</td>
<td>7056887.83</td>
<td>2530882.50</td>
<td>SPIRAL</td>
<td>60.00</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>POE</td>
<td>5572+96.65</td>
<td>7056887.83</td>
<td>2530882.50</td>
<td>SPIRAL</td>
<td>60.00</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

**NOTES:**

1. SURFACE COORDINATES X 0.999863513
2. GRID COORDINATES = SURFACE COORDINATES X 0.999863513
3. COORDINATES SHOWN HEREON ARE BASED ON THE TEXAS STATE PLANE COORDINATE SYSTEM, NORTH. U.S. SURVEY FOOT.
4. CURVE RADS ARE BASED ON THE CHORD DEFINITION.

**DEFINITION.**

1. CURVE RADII ARE BASED ON THE CHORD SURVEY FOOT.
2. COORDINATES SHOWN HEREON ARE SURFACE COORDINATES X 0.999863513
3. GRID COORDINATES = SURFACE COORDINATES X 0.999863513
### Centerline of CB-3 Industry 1 Track

**Line Section CB-3 Industry 1**  
**Horizontal Alignment Data**  

<table>
<thead>
<tr>
<th>Curve Name</th>
<th>Point</th>
<th>Chainage</th>
<th>Northing</th>
<th>Easting</th>
<th>Element</th>
<th>Degree of Curve</th>
<th>E</th>
<th>D</th>
<th>Passenger Speed</th>
<th>Freight Speed</th>
<th>Friction Slope</th>
<th>Surface Slope</th>
<th>Slip Angle</th>
</tr>
</thead>
<tbody>
<tr>
<td>POB</td>
<td>0+00.00</td>
<td>7056899.00</td>
<td>2514424.33</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>PJ</td>
<td>0+31.25</td>
<td>7056970.75</td>
<td>2514607.00</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>PC</td>
<td>0+31.25</td>
<td>7056970.75</td>
<td>2514607.00</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>CB3-IND1-A</td>
<td>PJ</td>
<td>0+31.25</td>
<td>7057059.26</td>
<td>2514685.26</td>
<td>STRAIGHT</td>
<td>31.25</td>
<td>0.00</td>
<td>0.00</td>
<td>NA</td>
<td>10</td>
<td>5°12'18&quot;</td>
<td></td>
<td></td>
</tr>
<tr>
<td>PT</td>
<td>0+90.05</td>
<td>7057063.81</td>
<td>2514616.34</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>PC</td>
<td>0+90.05</td>
<td>7057063.81</td>
<td>2514616.34</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>CB3-IND1-B</td>
<td>PC</td>
<td>0+90.05</td>
<td>7057063.81</td>
<td>2514616.34</td>
<td>STRAIGHT</td>
<td>31.25</td>
<td>0.00</td>
<td>0.00</td>
<td>NA</td>
<td>10</td>
<td>5°12'18&quot;</td>
<td></td>
<td></td>
</tr>
<tr>
<td>PC</td>
<td>1+82.41</td>
<td>7057097.32</td>
<td>2514682.17</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>CB3-IND1-C</td>
<td>PC</td>
<td>1+82.41</td>
<td>7057097.32</td>
<td>2514682.17</td>
<td>STRAIGHT</td>
<td>31.25</td>
<td>0.00</td>
<td>0.00</td>
<td>NA</td>
<td>10</td>
<td>5°12'18&quot;</td>
<td></td>
<td></td>
</tr>
<tr>
<td>PT</td>
<td>2+00.00</td>
<td>7057109.32</td>
<td>2514693.81</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

### NOTES:

1. **Grid coordinates** are based on the Texas State Plane Coordinate System, NAD 83, U.S. Survey Foot.
2. **Coordinates shown herein are based on the Texas State Plane Coordinate System, NAD 83, U.S. Survey Foot.**
3. **Curve radii are based on the chord definition.**

### Definition:

- **Curve Radii** are based on the chord definition.

### Surface Coordinates:

**Surface coordinates x 0.999863513**

### Horizontal Alignment Data

**LINE SECTION CB-3 INDUSTRY 1A**

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

<table>
<thead>
<tr>
<th>Curve Name</th>
<th>P.O.</th>
<th>Chainage</th>
<th>Northing</th>
<th>Easting</th>
<th>Curve Type</th>
<th>Length</th>
<th>Degree of Curvature</th>
<th>Ea</th>
<th>Do</th>
<th>Passenger Speed</th>
<th>Freight Speed</th>
<th>Deflection Angle</th>
</tr>
</thead>
<tbody>
<tr>
<td>POB</td>
<td>0+00.00</td>
<td>7058471.75</td>
<td>2522396.46</td>
<td>SMALL</td>
<td>100.00</td>
<td>30.17</td>
<td>STRAIGHT</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>PJ</td>
<td>0+30.17</td>
<td>7058478.69</td>
<td>2522320.17</td>
<td>STRAIGHT</td>
<td>100.00</td>
<td>30.17</td>
<td>STRAIGHT</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>PC</td>
<td>2+46.05</td>
<td>7058504.86</td>
<td>2522550.45</td>
<td>STRAIGHT</td>
<td>215.88</td>
<td>6°21'35&quot;</td>
<td>Right</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>CB3-IND1A-A</td>
<td>POB</td>
<td>0+00.00</td>
<td>7058471.75</td>
<td>2522396.46</td>
<td>STRAIGHT</td>
<td>100.00</td>
<td>STRAIGHT</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>PT</td>
<td>2+91.91</td>
<td>7058510.42</td>
<td>2522595.98</td>
<td>R = 636.62</td>
<td>91.56</td>
<td>8°14'26&quot;</td>
<td>Right</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>POE</td>
<td>3+66.47</td>
<td>7058508.76</td>
<td>2522670.67</td>
<td>STRAIGHT</td>
<td>28.86</td>
<td>9°30'00&quot;</td>
<td>Right</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></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. **Curves radii are based on the chord definition.**

---

**IN-PROGRESS**

**DART PROJECT**

**COTTON BELT REGIONAL RAIL SYSTEM**

**LINE SECTION CB-3**

**CIVIL ENGINEERING**

**HDR**

**gpc**

---

**NOT AN APPROVED DRAWING**

**PRELIMINARY 10% DESIGN**

**CONTRACT SHEET NO.:** 561 or 873
### Centerline of CB-3 Industry 1B Track

**Horizontal Alignment Data**

<table>
<thead>
<tr>
<th>Curve Name</th>
<th>Form</th>
<th>Change</th>
<th>Noting</th>
<th>Easting</th>
<th>Element</th>
<th>Length</th>
<th>Degree of Curve</th>
<th>Ex</th>
<th>Dy</th>
<th>Passenger Speed</th>
<th>Freight Speed</th>
<th>Selection Angle</th>
</tr>
</thead>
<tbody>
<tr>
<td>POB</td>
<td>0+00.00</td>
<td>7056491.19</td>
<td>2522414.69</td>
<td>STRAIGHT</td>
<td>30.17</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>7056520.34</td>
<td>2522444.02</td>
<td>STRAIGHT</td>
<td>131.02</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>PE</td>
<td>1+61.05</td>
<td>7056522.79</td>
<td>2522444.14</td>
<td>STRAIGHT</td>
<td>6°11'30&quot; Right</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>CSS-IND1B-A</td>
<td>PI</td>
<td>2+05.55</td>
<td>7056726.68</td>
<td>2522574.08</td>
<td>68°26&quot;</td>
<td>0.00</td>
<td>0.00</td>
<td>0.00</td>
<td>0.00</td>
<td>0.00</td>
<td>0.00</td>
<td></td>
</tr>
<tr>
<td>PI</td>
<td>2+49.77</td>
<td>7056804.71</td>
<td>2522662.34</td>
<td>R = 636.62</td>
<td>88.58</td>
<td>7°58'20&quot; Right</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

**Notes:**

1. Surface Coordinates: 3D (NAD83/UTM).
2. Coordinates shown herein are based on the Texas State Plane Coordinate System, North, U.T.C. Survey Foot.
3. Curve Radii are based on the chord definition.

---

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

**Horizontal Alignment Data**

<table>
<thead>
<tr>
<th>Curve Name</th>
<th>Form</th>
<th>Change</th>
<th>Noting</th>
<th>Easting</th>
<th>Element</th>
<th>Length</th>
<th>Degree of Curve</th>
<th>Ex</th>
<th>Dy</th>
<th>Passenger Speed</th>
<th>Freight Speed</th>
<th>Selection Angle</th>
</tr>
</thead>
<tbody>
<tr>
<td>POB</td>
<td>0+00.00</td>
<td>7056491.19</td>
<td>2522414.69</td>
<td>STRAIGHT</td>
<td>30.17</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>7056520.34</td>
<td>2522444.02</td>
<td>STRAIGHT</td>
<td>131.02</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>PE</td>
<td>1+61.05</td>
<td>7056522.79</td>
<td>2522444.14</td>
<td>STRAIGHT</td>
<td>6°11'30&quot; Right</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>CSS-IND1B-A</td>
<td>PI</td>
<td>2+05.55</td>
<td>7056726.68</td>
<td>2522574.08</td>
<td>68°26&quot;</td>
<td>0.00</td>
<td>0.00</td>
<td>0.00</td>
<td>0.00</td>
<td>0.00</td>
<td>0.00</td>
<td></td>
</tr>
<tr>
<td>PI</td>
<td>2+49.77</td>
<td>7056804.71</td>
<td>2522662.34</td>
<td>R = 636.62</td>
<td>88.58</td>
<td>7°58'20&quot; Right</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

**Notes:**

1. Surface Coordinates: 3D (NAD83/UTM).
2. Coordinates shown herein are based on the Texas State Plane Coordinate System, North, U.T.C. Survey Foot.
3. Curve Radii are based on the chord definition.
### Horizontal Alignment Data

**Line Section CB-3 Industry Lead-W**

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

<table>
<thead>
<tr>
<th>Curve Name</th>
<th>Format</th>
<th>Change</th>
<th>Northing</th>
<th>Easting</th>
<th>Element</th>
<th>Length</th>
<th>Degree of Curve</th>
<th>E0</th>
<th>D1</th>
<th>Passenger Speed</th>
<th>Freight Speed</th>
<th>Curvature</th>
<th>Degree of Curve</th>
<th>Deflection Angle</th>
</tr>
</thead>
<tbody>
<tr>
<td>POB</td>
<td>0+00.00</td>
<td>7057779.63</td>
<td>2527621.59</td>
<td>STRAIGHT</td>
<td>30.17</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>0+30.17</td>
<td>7057774.50</td>
<td>2527651.31</td>
<td>STRAIGHT</td>
<td>126.69</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>PC</td>
<td>1+56.85</td>
<td>7057739.26</td>
<td>2527773.00</td>
<td>STRAIGHT</td>
<td>6°21'35&quot; Right</td>
<td>30.17</td>
<td>6°21'35&quot; Right</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>CB3-INDL-W</td>
<td>PI</td>
<td>1+85.62</td>
<td>7057731.26</td>
<td>2527800.63</td>
<td>R = 1910.08</td>
<td>57.53</td>
<td>1°43'32&quot; Right</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>PT</td>
<td>2+14.38</td>
<td>7057722.42</td>
<td>2527828.00</td>
<td>STRAIGHT</td>
<td>0.00</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></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, NAD83, U.S. Survey Foot
3. Curve radii are based on the chord definition.

---

**Table Notes:**

- CURVE RADII ARE BASED ON THE CHORD SURVEY FOOT.
- COORDINATES SHOWN HEREON ARE SURFACE COORDINATES X 0.999863513
- GRID COORDINATES = CURVE RADII ARE BASED ON THE CHORD SURVEY FOOT.

---

**In-Progress Notes:**

- Not an approved drawing
- Preliminary 10% Design

---

**DART Project**

- Cotton Belt Regional Rail System
- Line Section CB-3
## Horizontal Alignment Data

**Line Section CB-3 Industry Lead-E**

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

<table>
<thead>
<tr>
<th>Curve Name</th>
<th>Point</th>
<th>Change</th>
<th>Northing</th>
<th>Easting</th>
<th>Element</th>
<th>Length</th>
<th>Degree of Curve</th>
<th>Eo</th>
<th>Do</th>
<th>Eo</th>
<th>Do</th>
<th>Passenger Speeds</th>
<th>Freight Speeds</th>
<th>Selection Angle</th>
</tr>
</thead>
<tbody>
<tr>
<td>POB</td>
<td>0+00.00</td>
<td>12051832.40</td>
<td>25353085.57</td>
<td>30.17</td>
<td>STRAIGHT</td>
<td>30.17</td>
<td>6&quot;51'33&quot; Right</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>7072676.85</td>
<td>25353184.51</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>PC</td>
<td>5+91.02</td>
<td>12051990.59</td>
<td>25347071.55</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>CB3-INDL-E</td>
<td>PI</td>
<td>6+44.85</td>
<td>12052073.67</td>
<td>25352883.16</td>
<td>R = 955.37</td>
<td>107.40</td>
<td>6°21'35&quot; Right</td>
<td>0.25</td>
<td>0.47</td>
<td>MA</td>
<td>10</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>PT</td>
<td>6+98.47</td>
<td>12052253.64</td>
<td>25352768.35</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></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, NAD83, U.S. Survey Foot.
3. Curve radii are based on the chord definition.
NOT AN APPROVED DRAWING
PRELIMINARY 10% DESIGN

COTTON BELT REGIONAL RAIL SYSTEM
LINE SECTION CB-3

NOTES:
1. EXISTING PROPERTY LINE AND RIGHT-OF-WAY LINES ARE SHOWN FOR USING 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, (RELEASE DATE 02/02/2018)

LEGEND

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

MATCH LINE CB-3 NB STA 3089+00.00 TO STA 3097+00.00

SEE DWG No. RC6-3010

SCALE (IN FEET)

NOTES:
G. MATTHEWS

L. GILLESPIE

R. SANTINI

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

COTTON BELT REGIONAL RAIL SYSTEM
LINE SECTION CB-3

RIGHT-OF-WAY PLAN
STA 3177+00.00 TO STA 3185+00.00

DRAWN
January 2018

DESIGNED
January 2018

CHECKED
January 2018

IN CHARGE
January 2018

DRAWN BY
January 2018

CHECKED BY
January 2018

IN PROGRESS
January 2018

NOT AN APPROVED DRAWING
PRELIMINARY 10% DESIGN

SCALE (IN FEET)
0
20
40
80

LEGEND

EXISTING PROPERTY LINE
EXISTING RIGHT OF WAY
EXISTING PROPERTY LINE

NOTES:

SEE DWG No. RC6-3021
MATCH LINE CB-3 NB STA 3177+00.00

SEE DWG No. RC6-3023
MATCH LINE CB-3 NB STA 3185+00.00

MATCH LINE CB-3 NB STA 3177+
00.00 TO STA 3185+
00.00

1. EXISTING PROPERTY LINE AND RIGHT-OF-WAY LINES ARE SHOWN FOR RECORD PURPOSES 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)

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

Two 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

© 2018 DART, all rights reserved, 1987-2018

NOT AN APPROVED DRAWING
PRELIMINARY 10% DESIGN

MATCH LINE CB-3
SEE Dwg. No. RC6-3026B

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 AS A FINAL SURVEY DOCUMENT. (RELEASE DATE 02/02/2018)

LEGEND

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

NOTES:

MATCH LINE CB-3
SEE Dwg. No. RC6-3026B

EXISTING ROW

MATCH LINE CB-3
SEE Dwg. No. RC6-3026B
NOT AN APPROVED DRAWING
PRELIMINARY 10% DESIGN

NOTES:
1. EXISTING PROPERTY LINE AND RIGHT-OF-WAY LINES ARE SHOWN FOR REVIEW PURPOSES AND DO NOT REPRESENT AN ACTUAL BOUNDARY SURVEY.
2. PROPOSED RIGHT-OF-WAY LINES DO NOT REPRESENT AN ACTUAL BOUNDARY SURVEY AND SHALL NOT BE USED OR VIEWED FOR ANY PURPOSE AND SHALL NOT BE USED OR VIEWED AS A FINAL SURVEY DOCUMENT. (RELEASE DATE 02/02/2018)

LEGEND

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

MATCH LINE CB-3

SEE DWG No. RC6-3033

NOT AN APPROVED DRAWING
PRELIMINARY 10% DESIGN

SCALE (IN FEET)
0 20 40 80

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

PROPOSED RIGHT-OF-WAY LINES DO NOT REPRESENT AN ACTUAL BOUNDARY SURVEY AND SHALL NOT BE USED OR VIEWED 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  

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 USED FOR ANY PURPOSE AND SHALL NOT BE USED OR VIEWED OR RELIED UPON AS A FINAL SURVEY DOCUMENT, NOR AS A FINAL SURVEY DOCUMENT.

LEGEND

---

MATCH LINE CB-3 NB STA 3291+00.00  
SEE DWG No. RC6-3035

MATCH LINE CB-3 SB STA 3291+00.00  
SEE DWG No. RC6-3037

EXISTING ROW  
EXISTING PROPERTY LINE  

NOTES:

SCALE (IN FEET)

0 20 40 80

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 BOUNDARY 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, NOR AS A FINAL SURVEY DOCUMENT.
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.
2. PRELIMINARY. THIS DOCUMENT SHALL NOT BE USED FOR CONSTRUCTION, DEVELOPMENT, PERMITS, OR 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

SCALE (IN FEET)

0 20 40 80

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 USED FOR CONSTRUCTION, DEVELOPMENT, PERMITS, OR 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

SCALE (IN FEET)

0 20 40 80

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 USED FOR CONSTRUCTION, DEVELOPMENT, PERMITS, OR 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

SCALE (IN FEET)

0 20 40 80

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 USED FOR CONSTRUCTION, DEVELOPMENT, PERMITS, OR 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

SCALE (IN FEET)

0 20 40 80

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 USED FOR CONSTRUCTION, DEVELOPMENT, PERMITS, OR 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

SCALE (IN FEET)

0 20 40 80

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 USED FOR CONSTRUCTION, DEVELOPMENT, PERMITS, OR 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

SCALE (IN FEET)

0 20 40 80

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 USED FOR CONSTRUCTION, DEVELOPMENT, PERMITS, OR 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

SCALE (IN FEET)

0 20 40 80

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 USED FOR CONSTRUCTION, DEVELOPMENT, PERMITS, OR 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

SCALE (IN FEET)

0 20 40 80

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 USED FOR CONSTRUCTION, DEVELOPMENT, PERMITS, OR 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

SCALE (IN FEET)

0 20 40 80

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 USED FOR CONSTRUCTION, DEVELOPMENT, PERMITS, OR 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

SCALE (IN FEET)

0 20 40 80

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 USED FOR CONSTRUCTION, DEVELOPMENT, PERMITS, OR 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

SCALE (IN FEET)

0 20 40 80

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 USED FOR CONSTRUCTION, DEVELOPMENT, PERMITS, OR 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

SCALE (IN FEET)

0 20 40 80

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 USED FOR CONSTRUCTION, DEVELOPMENT, PERMITS, OR 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

SCALE (IN FEET)

0 20 40 80

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 USED FOR CONSTRUCTION, DEVELOPMENT, PERMITS, OR ANY PURPOSE AND SHALL NOT BE USED OR VIEWED OR RELIED UPON AS A FINAL SURVEY DOCUMENT.
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 RELIED UPON AS A FINAL SURVEY DOCUMENT.

LEGEND

- - - - - - EXISTING PROPERTY LINE

EXISTING ROW

NOT AN APPROVED DRAWING
PRELIMINARY 10% DESIGN

CONTRACT SHEET NO. 012 or 873
COPTON BELT REGIONAL RAIL SYSTEM
LINE SECTION CB-3
RIGHT-OF-WAY PLAN
STA 3337+00.00 TO STA 3345+00.00

D.R.C.C.T. VOL. 3424, PG. 126
PROPERTY ACQUISITION CORPORATION
DALLAS AREA RAPID TRANSIT

O.P.R.C.C.T. INST NO. 20120302000252000
CUSTER CREEKSIDE, LLC
LOT 1B
BLOCK A
M.R.C.C.T.
CAB. 2013, SLIDE 227
CUSTER COURT ADDITION

O.P.R.C.C.T. INST NO. 20150311000263320
501WPGB, LLC
CUSTER PROPERTY, LLC d/b/a
M.R.C.C.T.
CAB. 2014, SLIDE 656
CUSTER COURT ADDITION

ONCOR ELECTRIC DELIVERY COMPANY
(100' R.O.W.)
CUSTER PKWY

ONCOR ELECTRIC DELIVERY COMPANY
20'
LOT 1
BLOCK 1
M.R.C.C.T.
CAB. J, SLIDE 733
TELECOM INDUSTRIAL PARK

TRIQUINT SEMICONDUCTOR TEXAS, LP
LOT 5A
BLOCK A
M.R.C.C.T.
CAB. 2013, SLIDE 227
CUSTER COURT ADDITION

PROGRESS CONSTRUCTION TELCO. LP
800 W. 8TH ST
512-853-0000

CUSTER COURT ADDITION
LOT 1A
BLOCK A
M.R.C.C.T.
CAB. J, SLIDE 733
TELECOM INDUSTRIAL PARK

EXISTING ROW

EXISTING ROW

MATCH LINE CB-3 NB STA 3337+00.00 TO STA 3345+00.00
SEE DWG No. RC6-3041
MATCH LINE CB-3 NB STA 3337+00.00 TO STA 3345+00.00
SEE DWG No. RC6-3042

MATCH LINE CB-3 NB STA 3345+00.00 TO STA 3354+20.84
SEE DWG No. RC6-3043
MATCH LINE CB-3 NB STA 3354+20.84 TO STA 3357+35.13
SEE DWG No. RC6-3044

A. CARTER
B. SANTINI

D.R.C.C.T. VOL. 557, PG. 99
ONCOR ELECTRIC DELIVERY COMPANY

D.R.C.C.T. VOL. 5459, PG. 7117
TRIQUINT SEMICONDUCTOR TEXAS, LP

G. MATTHEWS
L. GILLESPIE

9" = 40'
NOT AN APPROVED DRAWING
PRELIMINARY 10% DESIGN

COTTON BELT REGIONAL RAIL SYSTEM
LINE SECTION CB-3

RIGHT-OF-WAY PLAN
STA 3361+00.00 TO STA 3369+00.00

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.

LEGEND

-- EXISTING PROPERTY LINE

SCALE (IN FEET)

0 20 40 80

RELEASE DATE 02/02/2018

FOR ANY PURPOSE AND SHALL NOT BE USED OR VIEWED OR RELIED UPON AS A FINAL SURVEY DOCUMENT.
NOT AN APPROVED DRAWING
PRELIMINARY 10% DESIGN

PREPARED FOR

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 USED OR VIEWED OR RELIED UPON AS A FINAL SURVEY DOCUMENT. IN-LINE SCALE, ON-THE-SITE

INstroCTION

1" = 40'
NOTES:
1. EXISTING PROPERTY LINE AND EDGE OF RIGHT-OF-WAY LINES ARE SHOWN FOR RECORD INFORMATION ONLY AND DO NOT REPRESENT AN ACTUAL SURVEYED SURFACE.
2. "PRELIMINARY" THIS DOCUMENT SHALL NOT BE USED OR VIEWED OR RELIED UPON AS A FINAL SURVEY DOCUMENT. IT IS NOT TO BE USED FOR CONSTRUCTION.

SCALE (IN FEET)

0
20
40
80
100

NOT AN APPROVED DRAWING
PRELIMINARY 10% DESIGN

CONTRACT SHEET No.
638 or 873

NOTES:
1. EXISTING PROPERTY LINE AND EDGE OF RIGHT-OF-WAY LINES ARE SHOWN FOR RECORD INFORMATION ONLY AND DO NOT REPRESENT AN ACTUAL SURVEYED SURFACE.
2. "PRELIMINARY" THIS DOCUMENT SHALL NOT BE USED OR VIEWED OR RELIED UPON AS A FINAL SURVEY DOCUMENT. IT IS NOT TO BE USED FOR CONSTRUCTION.

SCALE (IN FEET)

0
20
40
80
100

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.

Scale (in feet): 1" = 40'

NOT AN APPROVED DRAWING
PRELIMINARY 10% DESIGN

NOTES:

G. MATTHEWS
L. GILLESPIE

RELEASE DATE: 02/02/2018
Final survey document

PRELIMINARY SURVEY DOCUMENT

BE USED OR VIEWED OR RELIED UPON AS A RECORDED FOR ANY PURPOSE AND SHALL NOT
NOT AN APPROVED DRAWING
PRELIMINARY 10% DESIGN

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

2. "PRELIMINARY" THIS DOCUMENT SHALL NOT BE USED OR VIEWED OR RELIED UPON AS A FINAL SURVEY DOCUMENT.

RELEASE DATE: 02/02/2018

EXISTING PROPERTY LINE

EXISTING RIGHT-OF-WAY

1" = 40'

M. CARTER
R. SANTINI
G. MATTHEWS
L. GILLESPIE
NOT AN APPROVED DRAWING
PRELIMINARY 10% DESIGN
COTTON BELT REGIONAL RAIL SYSTEM
LINE SECTION CB-3
RIGHT-OF-WAY PLAN
STA 3537+00.00 TO STA 3545+00.00
CONTRACT SHEET NO. RO6-3072

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 USED OR VIEWED OR RELIED UPON AS A FINAL SURVEY DOCUMENT.

SCALE (IN FEET)
1" = 40'

MATCH LINE CB-3 NB STA 3537+00.00 TO STA 3545+00.00
SEE DWG No. RC6-3070

EXISTING ROW

EXISTING PROPERTY LINE

EXISTING ROW

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

COTTON BELT REGIONAL RAIL SYSTEM
LINE SECTION CB-3

MATCH LINE CB-3
SEE DWG No. RC6-3012

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" THIS DOCUMENT SHALL NOT BE RELEASED 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

SCALE (IN FEET)
0 20 40 80

MATCH LINE CB-3
SEE DWG NO. RC6-3038

NOTE:
EXISTING PROPERTY LINE AND RIGHT-OF-WAY LINES ARE SHOWN FROM RECORD INFORMATION AND DO NOT REPRESENT AN ACTUAL SURVEY SURVEY.
"PRELIMINARY" THIS DOCUMENT SHALL NOT BE RELEASED FOR ANY PURPOSE AND SHALL NOT BE USED OR VIEWED OR RELIED UPON AS A FINAL SURVEY DOCUMENT.
NOT AN APPROVED DRAWING
PRELIMINARY 10% DESIGN
CONTRACT SHEET No. 047 or 873
COTTON BELT REGIONAL RAIL SYSTEM
LINE SECTION CB-3

IN-PROGRESS
NOT DRAWN TO SCALE
NOT TO BE USED OR VIEWED OR RELIED UPON AS A LEGAL DOCUMENT.
NOTE:
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)

LEGEND

EXISTING RIGHT OF WAY
EXISTING PROPERTY LINE

SCALE (IN FEET)

0
20
40
80

RC6-3074
NOT AN APPROVED DRAWING
PRELIMINARY 10% DESIGN

NOTE:
1. SEE DWG No. CC1-3001 FOR ADDITIONAL NOTES.
2. EXISTING COLUMNSrawn IN THIS PLAN ARE APPROXIMATE
Final Exact Location Widths And Heights Of
EXISTING COLUMNS.
3. CRASH WALL REQUIREMENTS FOR EXISTING COLUMNS SHALL
FOLLOW AREMA STANDARDS AND SHALL BE DESIGNED BY
FINAL DESIGNER.
NOT AN APPROVED DRAWING
PRELIMINARY 10% DESIGN

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

COTTON BELT REGIONAL RAIL SYSTEM
LINE SECTION CB-3

GUIDEWAY PLAN AND PROFILE
STA 3081+00.00 TO STA 3089+00.00

CT PHONPITUCK, P.E. NO. 100125
ON 08/03/2018

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

FOR THE PURPOSE OF REVIEW UNDER THE
THIS DOCUMENT IS RELEASED
IN-PROGRESS

PRELIMINARY 10% DESIGN

NOTE:
STA 3081+00.00 TO STA 3089+00.00
GUIDEWAY PLAN AND PROFILE

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

1" = 40'

NOT AN APPROVED DRAWING
PRELIMINARY 10% DESIGN

DART PROJECT

CO TTON BELT REGIONAL RAIL SYSTEM
LINE SECTION CB-3

GUIDEWAY PLAN AND PROFILE
STA 3081+00.00 TO STA 3089+00.00

CT PHONPITUCK, P.E. NO. 100125
ON 08/03/2018

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

FOR THE PURPOSE OF REVIEW UNDER THE
THIS DOCUMENT IS RELEASED
IN-PROGRESS

PRELIMINARY 10% DESIGN

NOTE:
STA 3081+00.00 TO STA 3089+00.00
GUIDEWAY PLAN AND PROFILE

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

1" = 40'

NOT AN APPROVED DRAWING
PRELIMINARY 10% DESIGN

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

NOTE:

1. SEE DWG No. CC1-3001 FOR ADDITIONAL NOTES.
GUIDEWAY PLAN AND PROFILE
STA 3129+00.00 TO STA 3137+00.00

NOTE:
- SEE DWG No. CC1-3001 FOR ADDITIONAL NOTES.
- NOT AN APPROVED DRAWING
  PRELIMINARY 10% DESIGN
MATCH LINE CB-3 NB STA 3153+00.00 TO STA 3161+00.00

PROPOSED TOP OF NB RAIL

EXISTING GROUND

PROPOSED TOP OF SB RAIL

EXISTING GROUND

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

STA 3153+00.00 TO STA 3161+00.00 GUIDEWAY PLAN AND PROFILE LINE SECTION CB-3 NOT AN APPROVED DRAWING PRELIMINARY 10% DESIGN

IN-PROGRESS

NOTE:
NOT DRAWN TO SCALE
STATIONS ARE APPROXIMATE
COTTON BELT REGIONAL RAIL SYSTEM

DART PROJECT

HDR ENGINEERING, INC.
AMANDA STAHLNECKER, P.E. NO. 124571 02/02/2018
NOT AN APPROVED DRAWING
PRELIMINARY 10% DESIGN

MATCH LINE CB-3 NB STA 3257+00.00 TO STA 3265+00.00
MATCH LINE CB-3 SB STA 3257+00.00 TO STA 3265+00.00

PROPOSED RETAINING WALL
EXISTING GUIDEWAY
EXISTING ROW
EXISTING GROUND

PROPOSED TOP OF NB RAIL
EXISTING RAIL

MATCH LINE CB-3 NB STA 3257+00.00 TO STA 3265+00.00
MATCH LINE CB-3 SB STA 3257+00.00 TO STA 3265+00.00

CB3-GG
CB3-G
CB3-H
CB3-HH
NOT AN APPROVED DRAWING
PRELIMINARY 10% DESIGN

COTTON BELT REGIONAL RAIL SYSTEM
LINE SECTION CB-3

MATCH LINE CB-3 NB STA 3303+00.00
SEE DWG No. CC1-3306
MATCH LINE CB-3 NB STA 3309+00.00
SEE DWG No. CC1-3308

IN-PROGRESS
NOT DRAWN TO SCALE

DART PROJECT
HDR ENGINEERING, INC.
AMANDA STAHLNECKER, P.E. No. 124571
ON 02/02/2018

MATCH LINE CB-3 NB STA 3297+00.00
SEE DWG No. CC1-3036
MATCH LINE CB-3 NB STA 3305+00.00
SEE DWG No. CC1-3037

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

EXISTING GROUND
PROPOSED TOP OF RI) ELV

STA 3297+00.00 TO STA 3305+00.00
GUIDEWAY PLAN AND PROFILE
STA 3291+00.00 TO STA 3305+00.00

REMARKS

0
20
40
60
80
100
20
40
60
80
100

EL=655.00
APPROX FEMA 100-YR WSEL
CREEK
À PRAIRIE
À RENNER RD

LVC= 200'
ex = -0.16'
NOT AN APPROVED DRAWING
PRELIMINARY 10% DESIGN

IN-PROGRESS

DART PROJECT

COFFRON, T THEO, P.E.

COTTON BELT REGIONAL RAIL SYSTEM
LINE SECTION CB-3

GUIDEWAY PLAN AND PROFILE
STA 3473+00.00 TO STA 3481+00.00

NOTES:

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

2. SEE DWG Nos. CC1-3076 THRU CC1-3085 FOR MATERIAL FROM GUIDEWAY PLAN AND PROFILE.

1" = 40'

SCALE (IN FEET)

SCALE (IN FEET)

HORIZ VERT

0 20 40 60 80

40 60 80 100 120

690 680 670 660 650 640 630 620 2412+30 2415+00 2417+40 2419+00 2421+20 2423+40 2425+10 2426+90 2428+10 2430+00

MATCH LINE CB-3 SEC DWG No. CC-3098

MATCH LINE CB-3 SEC DWG No. CC-3100

MATCH LINE CB-3 SEC DWG No. CC-3102

MATCH LINE CB-3 SEC DWG No. CC-3104

MATCH LINE CB-3 SEC DWG No. CC-3106

MATCH LINE CB-3 SEC DWG No. CC-3108

MATCH LINE CB-3 SEC DWG No. CC-3110

MATCH LINE CB-3 SEC DWG No. CC-3112

MATCH LINE CB-3 SEC DWG No. CC-3114

MATCH LINE CB-3 SEC DWG No. CC-3116

MATCH LINE CB-3 SEC DWG No. CC-3118

MATCH LINE CB-3 SEC DWG No. CC-3120

MATCH LINE CB-3 SEC DWG No. CC-3122

MATCH LINE CB-3 SEC DWG No. CC-3124

MATCH LINE CB-3 SEC DWG No. CC-3126

MATCH LINE CB-3 SEC DWG No. CC-3128

MATCH LINE CB-3 SEC DWG No. CC-3130

MATCH LINE CB-3 SEC DWG No. CC-3132

MATCH LINE CB-3 SEC DWG No. CC-3134

MATCH LINE CB-3 SEC DWG No. CC-3136

MATCH LINE CB-3 SEC DWG No. CC-3138

MATCH LINE CB-3 SEC DWG No. CC-3140

MATCH LINE CB-3 SEC DWG No. CC-3142

MATCH LINE CB-3 SEC DWG No. CC-3144

MATCH LINE CB-3 SEC DWG No. CC-3146

MATCH LINE CB-3 SEC DWG No. CC-3148

MATCH LINE CB-3 SEC DWG No. CC-3150

MATCH LINE CB-3 SEC DWG No. CC-3152

MATCH LINE CB-3 SEC DWG No. CC-3154

MATCH LINE CB-3 SEC DWG No. CC-3156

MATCH LINE CB-3 SEC DWG No. CC-3158

MATCH LINE CB-3 SEC DWG No. CC-3160

MATCH LINE CB-3 SEC DWG No. CC-3162

MATCH LINE CB-3 SEC DWG No. CC-3164

MATCH LINE CB-3 SEC DWG No. CC-3166

MATCH LINE CB-3 SEC DWG No. CC-3168

MATCH LINE CB-3 SEC DWG No. CC-3170

MATCH LINE CB-3 SEC DWG No. CC-3172

MATCH LINE CB-3 SEC DWG No. CC-3174

MATCH LINE CB-3 SEC DWG No. CC-3176

MATCH LINE CB-3 SEC DWG No. CC-3178

MATCH LINE CB-3 SEC DWG No. CC-3180

MATCH LINE CB-3 SEC DWG No. CC-3182

MATCH LINE CB-3 SEC DWG No. CC-3184

MATCH LINE CB-3 SEC DWG No. CC-3186

MATCH LINE CB-3 SEC DWG No. CC-3188

MATCH LINE CB-3 SEC DWG No. CC-3190

MATCH LINE CB-3 SEC DWG No. CC-3192

MATCH LINE CB-3 SEC DWG No. CC-3194

MATCH LINE CB-3 SEC DWG No. CC-3196

MATCH LINE CB-3 SEC DWG No. CC-3198

MATCH LINE CB-3 SEC DWG No. CC-3200

MATCH LINE CB-3 SEC DWG No. CC-3202

MATCH LINE CB-3 SEC DWG No. CC-3204

MATCH LINE CB-3 SEC DWG No. CC-3206

MATCH LINE CB-3 SEC DWG No. CC-3208

MATCH LINE CB-3 SEC DWG No. CC-3210

MATCH LINE CB-3 SEC DWG No. CC-3212

MATCH LINE CB-3 SEC DWG No. CC-3214

MATCH LINE CB-3 SEC DWG No. CC-3216

MATCH LINE CB-3 SEC DWG No. CC-3218

MATCH LINE CB-3 SEC DWG No. CC-3220

MATCH LINE CB-3 SEC DWG No. CC-3222

MATCH LINE CB-3 SEC DWG No. CC-3224

MATCH LINE CB-3 SEC DWG No. CC-3226

MATCH LINE CB-3 SEC DWG No. CC-3228

MATCH LINE CB-3 SEC DWG No. CC-3230

MATCH LINE CB-3 SEC DWG No. CC-3232

MATCH LINE CB-3 SEC DWG No. CC-3234

MATCH LINE CB-3 SEC DWG No. CC-3236

MATCH LINE CB-3 SEC DWG No. CC-3238

MATCH LINE CB-3 SEC DWG No. CC-3240

MATCH LINE CB-3 SEC DWG No. CC-3242

MATCH LINE CB-3 SEC DWG No. CC-3244

MATCH LINE CB-3 SEC DWG No. CC-3246

MATCH LINE CB-3 SEC DWG No. CC-3248

MATCH LINE CB-3 SEC DWG No. CC-3250

MATCH LINE CB-3 SEC DWG No. CC-3252

MATCH LINE CB-3 SEC DWG No. CC-3254

MATCH LINE CB-3 SEC DWG No. CC-3256

MATCH LINE CB-3 SEC DWG No. CC-3258

MATCH LINE CB-3 SEC DWG No. CC-3260

MATCH LINE CB-3 SEC DWG No. CC-3262

MATCH LINE CB-3 SEC DWG No. CC-3264

MATCH LINE CB-3 SEC DWG No. CC-3266

MATCH LINE CB-3 SEC DWG No. CC-3268

MATCH LINE CB-3 SEC DWG No. CC-3270

MATCH LINE CB-3 SEC DWG No. CC-3272

MATCH LINE CB-3 SEC DWG No. CC-3274

MATCH LINE CB-3 SEC DWG No. CC-3276

MATCH LINE CB-3 SEC DWG No. CC-3278

MATCH LINE CB-3 SEC DWG No. CC-3280

MATCH LINE CB-3 SEC DWG No. CC-3282

MATCH LINE CB-3 SEC DWG No. CC-3284

MATCH LINE CB-3 SEC DWG No. CC-3286

MATCH LINE CB-3 SEC DWG No. CC-3288

MATCH LINE CB-3 SEC DWG No. CC-3290

MATCH LINE CB-3 SEC DWG No. CC-3292

MATCH LINE CB-3 SEC DWG No. CC-3294

MATCH LINE CB-3 SEC DWG No. CC-3296

MATCH LINE CB-3 SEC DWG No. CC-3298

MATCH LINE CB-3 SEC DWG No. CC-3300

MATCH LINE CB-3 SEC DWG No. CC-3302

MATCH LINE CB-3 SEC DWG No. CC-3304
### Project Information

**Project Name:** Cotton Belt Regional Rail System

**Location:** Line Section CB-3

**Draw Location:** STA 3497+00.00 to STA 3505+00.00

**Scale:** Not specified

**Not an Approved Drawing:** Preliminary 10% Design

### Table of Contents

<table>
<thead>
<tr>
<th>Section</th>
<th>Description</th>
</tr>
</thead>
<tbody>
<tr>
<td>CB-3 NB STA 3497+00.00</td>
<td>Match Line CB-3 NB STA 3497+00.00</td>
</tr>
<tr>
<td>CB-3 NB STA 3507+00.00</td>
<td>Match Line CB-3 NB STA 3507+00.00</td>
</tr>
</tbody>
</table>

### Drawings

- **See DWG No. CC1-3065 for additional notes.**

### Notes

- **NOTE:** L. GUBLO, C. PHONPITUCK, M. MARTIN, A. STAHLNECKER

### übersetzung

**Projektinformationen**

**Projektname:** Cotton Belt Regional Rail System

**Ort:** Linie CB-3

**Zeichnungsstandort:** STA 3497+00.00 bis STA 3505+00.00

**Skala:** Nicht angegeben

**Nicht ein genehmigtes Zeichnung:** Vorbemerkung 10% Design

### Tabelle der Inhalte

<table>
<thead>
<tr>
<th>Abschnitt</th>
<th>Beschreibung</th>
</tr>
</thead>
<tbody>
<tr>
<td>CB-3 NB STA 3497+00.00</td>
<td>Match Line CB-3 NB STA 3497+00.00</td>
</tr>
<tr>
<td>CB-3 NB STA 3507+00.00</td>
<td>Match Line CB-3 NB STA 3507+00.00</td>
</tr>
</tbody>
</table>

### Zeichnungen

- **Siehe DWG No. CC1-3065 für zusätzliche Hinweise.**

### Anmerkungen

- **HINWEIS:** L. GUBLO, C. PHONPITUCK, M. MARTIN, A. STAHLNECKER
NOT AN APPROVED DRAWING
PRELIMINARY 10% DESIGN

1. SEE DWG No. CC1-3076 THRU CC1-3085 FOR FREIGHT TRACK PLAN AND PROFILE SHEETS.
2. SEE DWG No. CC1-3071 FOR ADDITIONAL NOTES.

MATCH LINE CB-3 NB STA 3545+00.00 TO STA 3553+00.00

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

COTTON BELT REGIONAL RAIL SYSTEM
LINE SECTION CB-3

G U I D E W A Y  P L A N  A N D  P R O F I L E
STA 3545+00.00 TO STA 3553+00.00

IN-PROGRESS

DART PROJECT

COTTON BELT REGIONAL RAIL SYSTEM
LINE SECTION CB-3

NOT AN APPROVED DRAWING
PRELIMINARY 10% DESIGN

CONTRACT SHEET No. 720 or 873

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

TBPE FIRM NO. F-754

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

BELT 면에 다리가 없이 거쳐 있는 듯한 도로, 업계 인을 격리시킬 수 있는 거리로 다리를 연결할','','

COTTON BELT 면에 다리가 없이 거쳐 있는 듯한 도로, 업계 인을 격리시킬 수 있는 거리로 다리를 연결할','','

NOTE:
1. SEE DWG No. CC1-3076 THRU CC1-3085 FOR FREIGHT TRACK PLAN AND PROFILE SHEETS.
2. SEE DWG No. CC1-3071 FOR ADDITIONAL NOTES.
IDENTIFIED OPPORTUNITY FOR LAYOVER TRACK

NOTE:
1. SEE DWG No. CC1-3001 FOR FREIGHT TRACK PLAN AND PROFILE SHEETS.
2. SEE DWG No. CC1-3076 THRU CC1-3085 FOR FREIGHT NOTE:

CB3X-CC1-3073.040 CONTRACT SHEET No.
COTTON BELT REGIONAL RAIL SYSTEM
LINE SECTION CB-3

NOTE:
1. SEE DWG No. CC1-3001 FOR ADDITIONAL NOTES.
2. SEE DWG No. CC1-3076 FOR ADDITIONAL NOTES.

IN-PROGRESS

NOT AN APPROVED DRAWING
PRELIMINARY 10% DESIGN

DRAWN
IN CHARGE
DESIGNED
CHECKED
NOT AN APPROVED DRAWING
PRELIMINARY 10% DESIGN

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 DRAWN TO SCALE

NOT AN APPROVED DRAWING
PRELIMINARY 10% DESIGN

NOT AN APPROVED DRAWING
PRELIMINARY 10% DESIGN

NOT AN APPROVED DRAWING
PRELIMINARY 10% DESIGN

NOT AN APPROVED DRAWING
PRELIMINARY 10% DESIGN

NOT AN APPROVED DRAWING
PRELIMINARY 10% DESIGN

NOT AN APPROVED DRAWING
PRELIMINARY 10% DESIGN

NOT AN APPROVED DRAWING
PRELIMINARY 10% DESIGN

NOT AN APPROVED DRAWING
PRELIMINARY 10% DESIGN

NOT AN APPROVED DRAWING
PRELIMINARY 10% DESIGN

NOT AN APPROVED DRAWING
PRELIMINARY 10% DESIGN

NOT AN APPROVED DRAWING
PRELIMINARY 10% DESIGN

NOT AN APPROVED DRAWING
PRELIMINARY 10% DESIGN

NOT AN APPROVED DRAWING
PRELIMINARY 10% DESIGN

NOT AN APPROVED DRAWING
PRELIMINARY 10% DESIGN

NOT AN APPROVED DRAWING
PRELIMINARY 10% DESIGN

NOT AN APPROVED DRAWING
PRELIMINARY 10% DESIGN

NOT AN APPROVED DRAWING
PRELIMINARY 10% DESIGN

NOT AN APPROVED DRAWING
PRELIMINARY 10% DESIGN

NOT AN APPROVED DRAWING
PRELIMINARY 10% DESIGN

NOT AN APPROVED DRAWING
PRELIMINARY 10% DESIGN

NOT AN APPROVED DRAWING
PRELIMINARY 10% DESIGN

NOT AN APPROVED DRAWING
PRELIMINARY 10% DESIGN

NOT AN APPROVED DRAWING
PRELIMINARY 10% DESIGN

NOT AN APPROVED DRAWING
PRELIMINARY 10% DESIGN

NOT AN APPROVED DRAWING
PRELIMINARY 10% DESIGN

NOT AN APPROVED DRAWING
PRELIMINARY 10% DESIGN

NOT AN APPROVED DRAWING
PRELIMINARY 10% DESIGN

NOT AN APPROVED DRAWING
PRELIMINARY 10% DESIGN

NOT AN APPROVED DRAWING
PRELIMINARY 10% DESIGN

NOT AN APPROVED DRAWING
PRELIMINARY 10% DESIGN

NOT AN APPROVED DRAWING
PRELIMINARY 10% DESIGN

NOT AN APPROVED DRAWING
PRELIMINARY 10% DESIGN

NOT AN APPROVED DRAWING
PRELIMINARY 10% DESIGN

NOT AN APPROVED DRAWING
PRELIMINARY 10% DESIGN

NOT AN APPROVED DRAWING
PRELIMINARY 10% DESIGN

NOT AN APPROVED DRAWING
PRELIMINARY 10% DESIGN

NOT AN APPROVED DRAWING
PRELIMINARY 10% DESIGN

NOT AN APPROVED DRAWING
PRELIMINARY 10% DESIGN

NOT AN APPROVED DRAWING
PRELIMINARY 10% DESIGN

NOT AN APPROVED DRAWING
PRELIMINARY 10% DESIGN

NOT AN APPROVED DRAWING
PRELIMINARY 10% DESIGN

NOT AN APPROVED DRAWING
PRELIMINARY 10% DESIGN

NOT AN APPROVED DRAWING
PRELIMINARY 10% DESIGN

NOT AN APPROVED DRAWING
PRELIMINARY 10% DESIGN

NOT AN APPROVED DRAWING
PRELIMINARY 10% DESIGN

NOT AN APPROVED DRAWING
PRELIMINARY 10% DESIGN

NOT AN APPROVED DRAWING
PRELIMINARY 10% DESIGN

NOT AN APPROVED DRAWING
PRELIMINARY 10% DESIGN

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

SEE DWG NO. CC1-3081
SEE DWG NO. CC1-3082
SEE DWG NO. CC1-3083