GENERAL NOTES:

1. FINAL DESIGNER SHALL COMPLY WITH ALL INSTRUCTIONS, RULES, REGULATIONS, DIRECTIONS, AND PROCEDURES OF ALL APPLICABLE GOVERNING FEDERAL, STATE, AND LOCAL JURISDICTIONS.

2. WORK INVOLVING BUILDINGS, DRAINAGE FACILITIES, STREET RECONSTRUCTION, OR PUBLIC UTILITIES INSTALLATION SHALL BE REVIEWED PRIOR TO THE ISSUANCE OF Bidding DOCUMENTS.

3. ALL DRAWINGS AND SPECIFICATIONS SHALL BE REVIEWED PRIOR TO CONSTRUCTION.

4. UNDERGROUND UTILITIES MAY BE INCLUDED IN THE DRAWINGS ONLY IF THEY HAVE BEEN REVIEWED PRIOR TO CONSTRUCTION.

5. ALL DRAWINGS AND SPECIFICATIONS SHALL BE REVIEWED PRIOR TO CONSTRUCTION.

6. FINAL DESIGNER SHALL OBTAIN ALL PERMITS AND CONSTRUCTION AGREEMENTS FOR WORK IN ANY OF THE CONTRACTS OF APPLICABLE GOVERNMENT JURISDICTIONS AND AUTHORITIES.

7. DRAWINGS AND SPECIFICATIONS MANDATORY TO BE INCLUDED IN FINAL DESIGN.

8. ALL TIE-IN POINTS TO EXISTING RAIL ARE APPROXIMATE AND SHALL BE VERIFIED PRIOR TO FINAL DESIGN.

9. GRADE CROSSINGS - THE DESIGN, PROCUREMENT AND INSTALLATION OF SIGNALIZED WARNING DEVICES IS NOT INCLUDED IN THESE DRAWINGS, TO BE INCLUDED IN FINAL DESIGN.

10. RAILROAD SIGNALS - THE DESIGN, PROCUREMENT AND INSTALLATION OF RAILROAD SIGNALS IS NOT INCLUDED IN THESE DRAWINGS, TO BE INCLUDED IN FINAL DESIGN.

11. CULVERTS - ALL PROPOSED CULVERTS UNDER RAIL TO BE DESIGNED FOR E-80 LOADING, UNLESS OTHERWISE NOTED IN THE PLANS.

12. POLYETHYLENE PLUMBING - THE DESIGN, PROCUREMENT AND INSTALLATION OF POLYETHYLENE PLUMBING IS NOT INCLUDED IN THESE DRAWINGS, TO BE INCLUDED IN FINAL DESIGN.

13. DRAWINGS AND SPECIFICATIONS MANDATORY TO BE INCLUDED IN FINAL DESIGN.

14. ALL TIE-IN POINTS TO EXISTING RAIL ARE APPROXIMATE AND SHALL BE VERIFIED PRIOR TO FINAL DESIGN.

15. ALL TIE-IN POINTS TO EXISTING RAIL ARE APPROXIMATE AND SHALL BE VERIFIED PRIOR TO FINAL DESIGN.

16. ALL TIE-IN POINTS TO EXISTING RAIL ARE APPROXIMATE AND SHALL BE VERIFIED PRIOR TO FINAL DESIGN.

17. FINAL DESIGNER SHALL OBTAIN ALL PERMITS AND CONSTRUCTION AGREEMENTS FOR WORK IN ANY OF THE CONTRACTS OF APPLICABLE GOVERNMENT JURISDICTIONS AND AUTHORITIES.

18. DRAWINGS AND SPECIFICATIONS MANDATORY TO BE INCLUDED IN FINAL DESIGN.

19. ALL TIE-IN POINTS TO EXISTING RAIL ARE APPROXIMATE AND SHALL BE VERIFIED PRIOR TO FINAL DESIGN.

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30. ALL TIE-IN POINTS TO EXISTING RAIL ARE APPROXIMATE AND SHALL BE VERIFIED PRIOR TO FINAL DESIGN.

GENERAL NOTES CONT'D:

1. UNDERGROUND TELEPHONE - The design, procurement and installation of underground telephone and fiber optic cables shall be reviewed prior to final design.

2. TELEPHONE - The design, procurement and installation of telephone signals is not included in these drawings, to be included in final design.

3. REINFORCED CONCRETE PIPE - The design, procurement and installation of reinforced concrete pipe is not included in these drawings, to be included in final design.

4. ROAD - The design, procurement and installation of roads is not included in these drawings, to be included in final design.

5. WATER VALVE - Water valve is not included in these drawings, to be included in final design.

6. WATER METER - Water meter is not included in these drawings, to be included in final design.

7. POLYETHYLENE PLUMBING - The design, procurement and installation of polyethylene plumbing is not included in these drawings, to be included in final design.

8. WELDED WIRE FABRIC - Welded wire fabric is not included in these drawings, to be included in final design.

9. GATE VALVE - Gate valve is not included in these drawings, to be included in final design.

10. GAS METER - Gas meter is not included in these drawings, to be included in final design.

11. UNDERGROUND GAS AND WATER LINES - Underground gas and water lines are not included in these drawings, to be included in final design.

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28. GAS METER - Gas meter is not included in these drawings, to be included in final design.

29. UNDERGROUND GAS AND WATER LINES - Underground gas and water lines are not included in these drawings, to be included in final design.

30. WATER VALVE - Water valve is not included in these drawings, to be included in final design.

PRELIMINARY DESIGN NOT FOR CONSTRUCTION
This document is released for the purpose of interim review. It is not to be used for construction. Under the authority of the TEXRAIL EXTENSION PROJECT, this drawing is intended as an interim review only and is not for construction. It is not to be used for construction.

Sheet No. 1 of 3

![Diagram of TEXRAIL EXTENSION PROJECT]

XX = TP - SUBWAY PLAN AND PROFILE
RM = RIGHT-OF-WAY PLAN
EU = EXISTING UTILITY COMPOSITES
UP = UTILITY MODIFICATION COMPOSITES

XX1-0001  PROPOSED TEXRAIL TRACK 1

X X 1 - 0 0 0 1

X X 1 - 0 0 0 2

X X 1 - 0 0 0 3

X X 1 - 0 0 0 4

POB 46+49.34

MEDICAL DISTRICT

PROPOSED TEXRAIL TRACK 1

MATCH LINE STA. A+400+00

MATCH LINE STA. A+390+00

B L V D  M I S T L E T O E

ME D I C A L  D I S T R I C T

UP - UTILITY MODIFICATION COMPOSITES
EU - EXISTING UTILITY COMPOSITES
RW - RIGHT-OF-WAY PLAN
MATCH LINE STA 490+00
SEE DWG No. KM1-0001

MATCH LINE STA 539+00
SEE DWG No. KM1-0003

10/28/2021
S. MALTBY

NOT FOR CONSTRUCTION
EXISTING ROW
FREIGHT ROW
PROPERTY LINE

NOTES
1. SEE DWG NO. RW1-0001 FOR ADDITIONAL NOTES

PRELIMINARY DESIGN
NOT FOR CONSTRUCTION

B. MAURISAK
D. KRUCIAK
A. AGUILAR
AS SHOWN

TEXRAIL EXTENSION PROJECT
30X SUBMITTAL
RIGHT-OF-WAY PLAN
STA 473+00.00 TO STA 484+00.00

14 of 150
NOTES:
1. SEE WNG NO. RW1-0001 FOR ADDITIONAL NOTES.
2. A TEMPORARY CONSTRUCTION EASEMENT IS NEEDED TO CONSTRUCT A TEMPORARY SHOVEL BRIDGE IN ORDER TO RECONSTRUCT THE EXISTING UPRR MAIN 3 AND 4 BRIDGE.

ROW LEGEND

- - - - - - - EXISTING ROW
- - - - - - - FREIGHT ROW
- - - - - - - PROPERTY LINE

MODELS

PARCEL NUMBER

DATE

B. MAURISAK

A. AGUILAR

10/28/2021

PRELIMINARY DESIGN
NOT FOR CONSTRUCTION
NOTES
1. SEE DRAWING RM-1001 FOR ADDITIONAL NOTES.
2. DETAILS FOR UP RR MAIN TRACK REALIGNMENT UNDER SEPARATE COVER.

ROW LEGEND

- EXISTING ROW
- FREIGHT ROW
- PROPERTY LINE
- PARCEL NUMBER
- PROPOSED ROW
- PROPOSED PERMANENT EASEMENT
- TEMPORARY EASEMENT
- SHARED/JOINT USE

PRELIMINARY DESIGN
NOT FOR CONSTRUCTION
1. See DWG No. RW1-0001 for additional notes.
2. Details for UPRR Main Track: TxDOT should be drawn under separate cover.

**Notices:**
- **Existing ROW**
- **Freight ROW**
- **Property Line**
- **Parcel Number**
- **Proposed ROW**
- **Proposed Permanent Easement**
- **Proposed Temporary Easement**
- **Proposed Shared Joint Use**

**Row Legend:**

**Details for UPRR Main Track**

**See DWG No. RW1-0001 for TexRail Extension Project Preliminary Design Right-of-Way Plan STA 517+00.00 to STA 528+00.00**
NOTES:
1. SEE D MG NO. RWI-2001 FOR ADDITIONAL NOTES.
2. DETAILS FOR UPGRADE TRACK REALIGNMENT UNDER SEPARATE COVER.

ROW LEGEND

- EXISTING ROW
- FREIGHT ROW
- PROPERTY LINE
- PARCEL NUMBER
- PROPOSED ROW
- PROPOSED PERMANENT EASEMENT
- PROPOSED TEMPORARY EASEMENT
- SHARED/JOINT USE

PRELIMINARY DESIGN
NOT FOR CONSTRUCTION
NOTES
1. SEE DWG N3 RW1-0008 FOR ADDITIONAL NOTES.
2. DETAILS FOR UPPER MAIN TRACK REALIGNMENT UNDER SEPARATE COVER.

ROW LEGEND
- EXISTING ROW
- PROPERTY LINE
- PROPOSED ROW
- PROPOSED PERMANENT EASEMENT
- PROPOSED TEMPORARY EASEMENT
- PROPOSED SHARED/JOINT USE

PRELIMINARY DESIGN
NOT FOR CONSTRUCTION
GENERAL NOTES:

1. ALL SECTIONS ARE LOOKING UPSTATION, UNLESS NOTED OTHERWISE.
2. SIDE SLOPES SHALL BE 3:1 UNLESS INDICATED OTHERWISE.
3. SEE UTILITY MODIFICATION PLANS FOR DETAILS AND LIMITS OF DITCHES,
   CROSSINGS, AND BE SPACED 19.5" CENTER TO CENTER.
4. COMPOSITE TIES SHALL BE USED AT GRADE ON THE INSIDE OF THE CURVE OF TEXRAIL Track 1.
5. IN CURVED ALIGNMENT SECTIONS, THE PGL IS THE TOP OF THE GAUGE ON THE EXISTING ROW.
6. BALLAST WALLS SHALL BE A MINIMUM OF 2 FEET.
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NOTES:
1. See ENG NO. TT1-0001 FOR GENERAL NOTES.
2. ADA ACCESS WILL BE PROVIDED AT BOTH ENDS OF PLATFORM, SEE STATION PLANS FOR ADDITIONAL DETAILS.
3. SEE DWG. NO. TT1-0002 FOR NOTES AND DETAILS OF PROPOSED PROFILES.

EXIST FWWR ROW 100' AE

EXIST PARA ROW 100' AE

NEAR SOUTHSIDE STATION TYPICAL SECTION

STA. 462+34.00 TO 464+60.00

STA. 465+54.00 TO 467+40.00

STA. 461+45.00 TO 462+34.00

STA. 464+60.00 TO 465+94.00

STA. 464+60.00 TO 465+94.00 LT

STA. 464+60.00 TO 465+94.00 RT

STA. 464+60.00 TO 465+94.00 LT

STA. 465+54.00 TO 467+40.00

GROUND EXISTING

UNDERDRAIN

GUARD RAIL/FENCE

BALLAST WALL

RETAINING/BALLAST WALL

GEOGRID LAYER

FUTURE SIDEWALK

S. MOORE

S. MALTBY

B. MAURISAK

M. HUANG
NOTES:
1. SEE DWG. NO. TT1-0001 FOR GENERAL NOTES.
2. FOR CURVED ALIGNMENTS THE MINIMUM HORIZONTAL CLEARANCE SHALL BE ENCLOSED BY A 1'-0" DEEP RADIUS "R" EQUAL TO 1.25 TIMES THE RADIUS OF CURVATURE. THE CLEARANCE SHALL BE MAINTAINED FOR ALL STRUCTURAL ITEMS WITHIN "R" OF THE CURVED ALIGNMENT.
3. WALL HEIGHT VARIES 5'-0" MINIMUM TO 20'-0" MAXIMUM. THE WALL FOUNDATION WALL IS 5'-0" MINIMUM. THE EXISTING GROUND BALLEST WALL IS TO BE MEASURED FROM THE FOUNDATION TO THE BOTTOM OF THE WALL, WHICH EQUALS THE TOP OF RAIL ELEVATION.
4. REFER TO PILL PLANS FOR NOTES AND DETAILS OF RETAINING, AND BALLAST WALLS.

Preliminary Design
Not for Construction

TEXRAIL EXTENSION PROJECT
30X SUBMITTAL
MAINLINE TRACK
TRACK TYPICAL SECTIONS
SHEET 3 OF 7
NOTES:

1. See DRG. NO. TT1-0001 FOR GENERAL NOTES.

2. For curved alignments, the minimum clearance shall be increased by 1-1/2" per degree of curvature. The minimum clearance shall be maintained within 80' of the curved alignment.

3. A ditch may be provided on the back side of the retaining wall. The presence of available_right-of-way is not required. A ditch may be provided on the downstream side. The minimum depth shall be utilized to handle parallel drainages. The drainage shall be maintained to handle parallel drainage:

   a) drainage shall be maintained to handle parallel drainage requirements as design advances.

   b) drainage shall be maintained to handle parallel drainage requirements as design advances.

   c) drainage shall be maintained to handle parallel drainage requirements as design advances.

   d) drainage shall be maintained to handle parallel drainage requirements as design advances.

   e) drainage shall be maintained to handle parallel drainage requirements as design advances.

   f) drainage shall be maintained to handle parallel drainage requirements as design advances.

   g) drainage shall be maintained to handle parallel drainage requirements as design advances.

   h) drainage shall be maintained to handle parallel drainage requirements as design advances.

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   m) drainage shall be maintained to handle parallel drainage requirements as design advances.

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   s) drainage shall be maintained to handle parallel drainage requirements as design advances.

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   g) drainage shall be maintained to handle parallel drainage requirements as design advances.

   h) drainage shall be maintained to handle parallel drainage requirements as design advances.

   i) drainage shall be maintained to handle parallel drainage requirements as design advances.

   j) drainage shall be maintained to handle parallel drainage requirements as design advances.

   k) drainage shall be maintained to handle parallel drainage requirements as design advances.

   l) drainage shall be maintained to handle parallel drainage requirements as design advances.

   m) drainage shall be maintained to handle parallel drainage requirements as design advances.

   n) drainage shall be maintained to handle parallel drainage requirements as design advances.

   o) drainage shall be maintained to handle parallel drainage requirements as design advances.

   p) drainage shall be maintained to handle parallel drainage requirements as design advances.

   q) drainage shall be maintained to handle parallel drainage requirements as design advances.

   r) drainage shall be maintained to handle parallel drainage requirements as design advances.

   s) drainage shall be maintained to handle parallel drainage requirements as design advances.

   t) drainage shall be maintained to handle parallel drainage requirements as design advances.

   u) drainage shall be maintained to handle parallel drainage requirements as design advances.

   v) drainage shall be maintained to handle parallel drainage requirements as design advances.

   w) drainage shall be maintained to handle parallel drainage requirements as design advances.

   x) drainage shall be maintained to handle parallel drainage requirements as design advances.

   y) drainage shall be maintained to handle parallel drainage requirements as design advances.

   z) drainage shall be maintained to handle parallel drainage requirements as design advances.
NEW SINGLE TRACK WITH RETAINED CUT

PROPOSED TEXRAIL TRACK ON EXIST UPRR TRACK

NOTES:

1. SEE DWG. NO. TT1-0001 FOR GENERAL NOTES.
2. FOR CURVED ALIGNMENTS: THE MINIMUM CLEARANCE OF 8'-6" SHALL BE INCREASED BY 1'-1/2" PER DEGREE OF CURVATURE. THE CLEARANCE SHALL BE MAINTAINED FOR ALL STRUCTURES WITHIN 80' OF THE CURVED ALIGNMENT.
3. A DITCH MAY BE REQUIRED ON THE BACK SIDE OF THE RETAINING WALL, BUT A MINIMUM 4' BENCH OR GREATER NEEDS TO BE MAINTAINED. IF THERE IS INADEQUATE RIGHT-OF-WAY AVAILABLE TO HANDLE PARALLEL DRAINAGE, A DITCH MAY BE REQUIRED ON THE BACK SIDE OF THE RETAINING WALL. DRAINAGE REQUIREMENTS AS DESIGN ADVANCES.

NOTES:

1. SEE DWG. NO. TT1-0001 FOR GENERAL NOTES.
2. SEE DWG. NO. TT1-0001 FOR GENERAL NOTES.
3. SEE DWG. NO. TT1-0001 FOR GENERAL NOTES.
8'-6" LONG CONCRETE TIES

(12) TRANSITION TIES

DETAIL PRE-WELD & TORX W/ PRESTRESS

(12) TRANSITION TIES

9'-6" LONG CONCRETE TIES

2 1/2" MAX FLANGE JOINT PER ADA REQUIREMENT

PLAN VIEW OF PANEL & JOINT WELD LOCATION W/COMPOSITE TIES

NOTES:

- Track is super-elevated 2.00" at the NTTA crossing. The PGL is the top of the low rail on the inside of the curve.

- Track is super-elevated 2.00" at the NTTA crossing. In curved alignment sections, the PGL is the top of the low rail on the inside of the curve.

TYPICAL CROSSING DETAIL ASPHALT APPROACH

NOTE:

- NTTA PRIVATE ACCESS ROAD STA 495+44.00 TO STA 496+10.00

PRELIMINARY DESIGN

NOT FOR CONSTRUCTION

TEXRAIL EXTENSION PROJECT

300 SUBMITTAL

MAINLINE TRACK

TRACK TYPICAL SECTIONS

SHEET 7 OF 7
NOTES:
1. SEE DWG. TP1-0001 FOR ADDITIONAL NOTES.
2. FINAL DESIGNER TO OBTAIN A VERTICAL CLEARANCE RATING FOR ANY VERTICAL CLEARSSES LESS THAN 20'6".
3. PUMP TRACK TO BE UPGRADED BETWEEN RAILWAY/RR and the SWY SPASSE DURING CONSTRUCTION OF THE TEXRAIL PROJECT. PUMP TRACK UPDATES WILL INCLUDE NON-BALLASTED, NON-TRIX, BALL AND OIL TRACK TO BE DESIGN TO REMOVE CLEARSSES AND EVALUATE VERTICAL CLEARANCE OF PUMP TRACK AT THE ROYALOVER OVERPASS.
4. THE EXISING PUMP TRACK TO BE REMOVED AND REPLACED WITH AN EXTENSION OF THE EXISTING PUMP TRACK. THE EXISTING PUMP TRACK WILL BE PLACED BETWEEN THE EXISTING BOX CULVERT. THE CURRENT DESIGN OF THE BOX CULVERT ONLY EXTENDS TO THE ROYALOVER OVERPASS.
5. FINAL DESIGN TO INCLUDE CLEARSSES EXTENSION, AND EVALUATE THE NEED FOR ADDITIONAL SMALL PROTECTION DOWNSTREAM OF THE PROPOSED TEXRAIL TRACK.
6. THE EXISING PUMP TRACK TO BE REMOVED AND REPLACED WITH AN EXTENSION OF THE EXISTING PUMP TRACK. THE EXISTING PUMP TRACK WILL BE PLACED BETWEEN THE EXISTING BOX CULVERT. THE CURRENT DESIGN OF THE BOX CULVERT ONLY EXTENDS TO THE ROYALOVER OVERPASS.
7. FINAL DESIGN TO INCLUDE CLEARSSES EXTENSION, AND EVALUATE THE NEED FOR ADDITIONAL SMALL PROTECTION DOWNSTREAM OF THE PROPOSED TEXRAIL TRACK.

LEGEND
- STATION PLATFORM
- STREET / ALLEY / DRIVE CLOSURE
- STREET / ALLEY / DRIVE RECONSTRUCTION

PRELIMINARY DESIGN
NOT FOR CONSTRUCTION
NOTE:

1. SEE DWG No. TP1-0001 FOR ADDITIONAL NOTES.
2. PROPOSED TRACK TO BE UPGRADED BETWEEN HISTORICAL BLAD AND THE UPRR OVERPASS DURING CONSTRUCTION OF THE TEXRAIL PROJECT. PROPOSED TRACK UPGRADES INCLUDE NEW BALLAST, WOOD TIES, RAIL UPGRADES AND UTIL TRACK TO BE RAISED NORMALLY 6'-2".

EXIST FWWR ROW

TEXRAIL TRACK CONSTRUCTION.

NOMINALLY 6"-8".

AND OTM. TRACK TO BE RAISED.

PROJECT. FWWR TRACK TO BE UPGRADED.

STATION PLATFORM

ADDITIONAL NOTES.

SEE DWG No. TP1-0001 FOR

PRELIMINARY DESIGN

NOT FOR CONSTRUCTION

TEXRAIL EXTENSION PROJECT
30X SUBMITTAL

TEXRAIL TRACK
PLAN AND PROFILE
STA 484+00.00 TO STA 490+00.00
NOTES:
1. SEE DWG NO. TP1-0001 FOR ADDITIONAL NOTES.
2. FROM APPROX STA 499+50 TO STA 506+00 THE PROPOSED TEXRAIL REALIGNMENT WAS BASED ON DESIGN DRAWINGS AND SURVEY OF AS-BUILT CONDITIONS. FINAL DESIGN IS BASED ON SURVEY OF AS-BUILT CONDITIONS.
3. SEE TEXRAIL ALIGNMENT PLANS FOR ADDITIONAL NOTES.

DESIGNER SHALL SURVEY ACTUAL SURVEY OF AS-BUILT CONDITIONS. FINAL PLANS FROM NTTA & UPRR WITH PARTIAL IMPROVEMENTS SHOWN BASED ON DESIGN DRAWINGS AND SURVEY OF AS-BUILT CONDITIONS. FINAL DESIGNED SMALL SURVEY ACTUAL CONDITIONS AT THE DESIGN ADVANCE.

TEXRAIL EXTENSION PROJECT
30X SUBMITTAL
TEXRAIL TRACK PLAN AND PROFILE
STA 499+00 TO STA 506+00.00
NOT FOR CONSTRUCTION
PRELIMINARY DESIGN

yyyyMMdd  
10/28/2021

AECOM

S. MALTBY
S. MOORE
J. HUANG

SHEET No.
36 of 150

TEXRAIL TRACK
STATION PLATFORM
STREET / ALLEY / DRIVE CLOSURE
STREET / ALLEY / DRIVE RECONSTRUCTION
HORIZ VERT
TEXRAIL EXTENSION PROJECT
30X SUBMITTAL
TEXRAIL TRACK
PLAN AND PROFILE
STA 506+00.00 TO STA 517+00.00

NOTES:

1. SEE DWG. No. TP1-0001 FOR ADJACENT NOTES.
2. DIMENSION IS FROM CENTERLINE OF TRACK TO FACE OF RETAINING WALL.
   WALL THICKNESS IS ESTIMATED AT 5'.
3. SEE UP RR ROW AND REALIGNMENT PLANS UNDER SEPARATE COVER FOR DETAILS OF TRACK REALIGNMENTS FOR
   UP RR MAIN TRACK.

FIELD VERIFY ELEVATION
FL = 585.16
EXISTING 8" SEWER
TO BE RELOCATED
FL = 584.45

SEE NOTE 3
UP RR MAIN 4

SEE NOTE 3
UP RR MAIN TRACK REALIGNMENT

SEE DWG. No. RT1-0020 FOR DETAILS.

DIMENSION IS FROM CENTERLINE OF TRACK TO FACE OF RETAINING WALL.
WALL THICKNESS IS ESTIMATED AT 5'.

UP RR ROW AND REALIGNMENT PLANS UNDER SEPARATE COVER FOR DETAILS OF TRACK REALIGNMENTS FOR UP RR MAIN TRACK.
NOTES:
1. SEE DNG NO. TP1-0001 FOR ADDITIONAL NOTES
2. UPN SHOVEL AND REALIGNMENT PLANS UNDER SEPERATE COVE FOR DETAILS ON TRACK REALIGNMENTS.
3. BRIDGE COLUMNS ARE CONSIDERED HEAVY CONSTRUCTION PER AECOM AND DO NOT REJECT A CRASH WALL.

DETAILS ON TRACK REALIGNMENTS
UPRR SHOVELY AND REALIGNMENT
SEE DWG NO. TP1-0001 FOR TRACK REALIGNMENTS.

UPR RAMP 35 MPH

30% SUBMIT TAL
TEXRAIL TRACK PLAN AND PROFILE
STA 539+00 TO STA 550+00

PRELIMINARY DESIGN
NOT FOR CONSTRUCTION
NOTES:
1. SEE DRAWING TP-0011 FOR ADDITIONAL NOTES
2. THE EXISTING LAMAR/HEMPHILL STRUCTURE SHOWN IS BASED ON DESIGN PLANS PROVIDED BY THE CITY OF FORT WORTH. FINAL DESIGN TO VERIFY EXISTING CONDITIONS OF STRUCTURE.
3. SEE DRAWING TP-0011 FOR DETAIL ON TRACK REALIGNMENTS FOR UP RR MAIN TRACKS.
4. STRUCTURE SHOWN IS BASED ON DESIGN OF HEMP/HEMPHILL LAMAR CONNECTOR.

ADDITIONAL NOTES

V=
Rc=
Å=
Ls=
Eu=
Ea=

50.00' 3274.17' 01°45'00" 03°17'51"

35 MPH

TEXRAIL EXTENSION PROJECT
30X SUBMITTAL
TEXRAIL TRACK
PLAN AND PROFILE
STA 550+00.00 TO STA 561+00.00

PRELIMINARY DESIGN
NOT FOR CONSTRUCTION
1. SEE DWG No. TP1-0001 FOR ADDITIONAL NOTES.

2. SEE STATION PLANS FOR STATION LAYOUTS.

3. THE CITY OF FORT WORTH HAS PLANS TO UPGRADE THE RAILROAD GRADE CROSSING NECESSARY DURING FINAL DESIGN.

NOTES:

TP1-0002 FOR DETAILS

REV

570

580

590

600

610

620

LEGEND

STATION PLATFORM

STREET / ALLEY / DRIVE CLOSURE

STREET / ALLEY / DRIVE RECONSTRUCTION

PRELIMINARY DESIGN NOT FOR CONSTRUCTION

TEXRAIL EXTENSION PROJECT

30X SUBMITTAL

NEAR SOUTHSIDE STATION TRACK PLAN AND PROFILE

STA 462+00.00 TO STA 470+58.26

www.aecom.com

WWW.AECOM.COM

FORT WORTH TX 76102

Ste. 1050

AECOM Technical Services Inc.- 3580

600

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

SECTION

SCALE (IN FEET)
NOTES:
1. Cross sections from STA 459+12.99 to STA 465+00.00 are cut along the centerline of the main near outgoing station track. All other cross sections are cut along the centerline of TexRail Track 1.

2. See track plans and track typical settings for track details. See Ballast rail and concrete details for station plans for near outgoing station details.

PRELIMINARY DESIGN
NOT FOR CONSTRUCTION
NOTES:
1. SEE CS1-001 FOR ADDITIONAL NOTES.
NOTES:
1. SEE CS1-001 FOR ADDITIONAL NOTES.

TEXRAIL EXTENSION PROJECT
TEXRAIL MAINLINE TRACK 1
CROSS SECTIONS
STA 496+00.00 TO STA 499+00.00

PRELIMINARY DESIGN
NOT FOR CONSTRUCTION
NOTES:
1. SEE CS1-001 FOR ADDITIONAL NOTES.
NOTES:
1. SEE CS1-001 FOR ADDITIONAL NOTES.
**MAINTENANCE ACCESS ROAD TYPICAL SECTION**

**NOTES:**
1. Final pavement design to be verified by final designer.
2. Typical section represents existing and proposed conditions unless noted otherwise.

**DESCRIPTION:**
- Limits of Construction
- Existing Conditions
- Proposed Conditions

**TABLE:**
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<thead>
<tr>
<th>Description</th>
<th>10'</th>
<th>7'</th>
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<tr>
<td>LANE 1</td>
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<td>LANE 2</td>
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<tr>
<td>SUBGRADE</td>
<td>8&quot;</td>
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</tbody>
</table>

**LIMITS OF CONSTRUCTION:**
- STA. 18+00.00 to STA. 21+00.00

**NOTES:**
- 6" Surface HMAC Type C
- 6" Lime Stabilized Subbase

---

**AECOM Technical Services Inc.**

3580 W. Moore, Suite 300
Fort Worth, TX 76102

WWW.AECOM.COM

MAIN 214.741.7777

FORT WORTH TX 76102
Ste. 1050
801 Cherry St

30% SUBMITTAL
PRELIMINARY DESIGN
NOT FOR CONSTRUCTION

10/28/2021
BRANDON MAURISAK, PE# 141253
Notes:
1. Final pavement design to be verified by final designer.
2. Typical sections represent existing and proposed conditions unless noted otherwise.

Preliminary Design
Not for construction

TEXRAIL EXTENSION PROJECT
30% SUBMITTAL
STREET MODIFICATIONS
UPRR MAINTENANCE ROAD TYPICAL SECTION

NOT TO SCALE

UPRR MAINTENANCE ROAD TYPICAL SECTION

NOTE BY SCALE
STL. 10+50.00 TO STL. 13+69.00

NOTE BY SCALE
STL. 13+07.10 TO STL. 13+35.20

LIMITS OF RAIL - STA. 11+00.00 TO STA. 13+69.00
LIMITS OF RAIL - STA. 12+95.00 TO STA. 13+69.00

TEXRAIL EXTENSION PROJECT
30% SUBMITTAL
STREET MODIFICATIONS
UPRR MAINTENANCE ROAD TYPICAL SECTION

NOT TO SCALE

UPRR MAINTENANCE ROAD TYPICAL SECTION

NOTE BY SCALE
STL. 10+50.00 TO STL. 13+69.00

NOTE BY SCALE
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LIMITS OF RAIL - STA. 11+00.00 TO STA. 13+69.00
LIMITS OF RAIL - STA. 12+95.00 TO STA. 13+69.00

PRELIMINARY DESIGN
NOT FOR CONSTRUCTION

AECOM Technical Services Inc.- 3580
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FORT WORTH TX 76102
Ste. 1050
801 Cherry St

NOTES:
1. Final pavement design to be verified by final designer.
2. Typical sections represent existing and proposed conditions unless noted otherwise.

Preliminary Design
Not for construction

TEXRAIL EXTENSION PROJECT
30% SUBMITTAL
STREET MODIFICATIONS
UPRR MAINTENANCE ROAD TYPICAL SECTION

NOT TO SCALE

UPRR MAINTENANCE ROAD TYPICAL SECTION

NOTE BY SCALE
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LIMITS OF RAIL - STA. 11+00.00 TO STA. 13+69.00
LIMITS OF RAIL - STA. 12+95.00 TO STA. 13+69.00

PRELIMINARY DESIGN
NOT FOR CONSTRUCTION

AECOM Technical Services Inc.- 3580
WWW.AECOM.COM
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FORT WORTH TX 76102
Ste. 1050
801 Cherry St
NOTES:
1. STA 660+12 TO STA 694+00 THE "DRAINAGE AREA FROM LESLIE CREEK OPEN CHANNEL STUDY" BY U.S. FOR CX OF DT NOVTH IN 2015.

2. CLEAR FLOW OF TRINITY FLOODPLAIN LIMITS SHOWN IN THE YEARS ARE PREDICTION EFFECTIVE FLOOD FLUSHED DATA SEPT 29, 2009.
THE FLOODPLAIN BOUNDARIES HERE ARE ADJUSTED WITHIN THE PROJECT LIMIT TO REFLECT THE PROJECT LIMIT TO REFLECT
THE PROJECT TIMES TO APPROX. 5,500 FT. CENTERED ON THE ALIGNMENTS.

PRELIMINARY DESIGN
NOT FOR CONSTRUCTION
NOTES (CONTINUED):
4. RIGHT-OF-WAY DATA FOR LIMITS BEYOND THE PROJECT CONTROLS WAS OBTAINED FROM ACCORP 2015 CONTURS.
5. EXISTING STORM DRAIN DATA WAS OBTAINED FROM THE CITY OF FORT WORTH 01/24/2017.
6. FINAL DESIGN SHEET FIELD VERIFIED THE STRUCTURAL CAPACITY OF EXISTING DRAINAGE PIPES, REHABILITATION AND/OR FULL REPLACEMENT OF PIPES AS REQUIRED.
7. ST A 519+00 EAST - THE PROPOSED SOUTHWEST WALL TO IMPROVE DRAINAGE PLANS HAVE BEEN INCORPORATED INTO THE TEX RAIL DRAINAGE DESIGN, FRENCH DESIGNER TO VERIFY AS-CONSTRUCTION DRAINAGE IMPROVEMENT.
8. STA 519+00 EAST - NO DETAILED DRAINAGE STUDY WAS PERFORMED. REFER TO COE SYSTEMATIC STORM SEWER STUDY FOR EAST CSH BY LOKNOED, ANDERSON & NORMAN DATED MAY 2018.

PRELIMINARY DESIGN
NOT FOR CONSTRUCTION

NOTES:
1. CLEAR VIEW OF TEXAS RIVER FLOODPLANN BOUNDARIES SHOWN IN THE PLANS ARE NOT THE CURRENT FLOODPLANN BOUNDARIES. THE CURRENT FLOODPLANN BOUNDARIES ARE NOT REFLECTED IN THE PROJECT LIMITS TO REFLECT THE EXISTING CONTROLS REEMER BEHIND THE PROJECT CONTROLS OF APPROX. 500 FT CENTRED ON THE ALIGNMENT.
2. SMART KILL DRAINAGE CHANNELS HAVE BEEN DETERMINED BASED ON NOTED AND AERIAL MAPPING DATA.
3. DRAINAGE CHANNELS SHOWN IN THESE PLANS HAVE BEEN DETERMINED BASED ON SMART KILL CONTOUR DATA ALONG THE PROJECT CONTROLS AND SMART KILL AERIAL MAPPING PROVIDED IN NOTE 2.

NOTES (CONTINUED):
9. STA 519+00 EAST - NO DETAILED DRAINAGE STUDY WAS PERFORMED. REFER TO COE SYSTEMATIC STORM SEWER STUDY FOR EAST CSH BY LOKNOED, ANDERSON & NORMAN DATED MAY 2018.

PRELIMINARY DESIGN
NOT FOR CONSTRUCTION
NO DETAILED DRAINAGE STUDY IN THIS AREA.
REFER TO CBD DRAINAGE STUDY.

PRELIMINARY DESIGN
NOT FOR CONSTRUCTION

INTERIM REVIEW ONLY

10/28/2021
### TexRail Extension Project Drainage Peak Discharge Summary Table

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<th>Abandoned System</th>
<th>New Name</th>
<th>Old ID</th>
<th>New ID</th>
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### TexRail Extension Project Drainage Structure Hydraulic Analysis

####NOTES:
1. Drainage divisions for each drainage structure are shown on Sheet 0A-00-00 through 0A-00-00. The detailed drainage boundary will be summarized in Project Design Report in 30% Submittal.
2. The land use data used in calculations was obtained from North Texas Council of Governments Web site published in May 2004.
3. The basis of the drainage calculations is the METRO outlined in the Em design manual 2006 edition.
4. Storm cad and culvert master software is used in the calculations.
5. The existing pipe capacity is designed for the 100-year capacity of the capacity calculated with the flow calculated under full-developed conditions.

####FREEBOARD = 0.99 FEET; TAILWATER ELEV. = D/S TOP OF PIPE 687.9 FEET

####THE CULVERTS ARE UNDERGROUND FROM NORTH OF W. ROSEDALE STREET TO SOUTH OF MISTLETOE BLVD.

####PROPOSED CULVERTS ARE DESIGNED TO PASS 100-YEAR DISCHARGE

####DISCHARGE THROUGH THE CULVERT = 68.51 CFS.
NOTES:

1. DESIGN LIVE LOAD: TEXRAIL LIVE LOAD.
2. STATION IS ALONG THE CENTER LINE OF TRACK.
3. SEE TRACK PLANS FOR TRACK HORIZONTAL & VERTICAL GEOMETRY INFORMATION.
4. SEE SHEET SS1-1404 FOR MORE INFORMATION ON CULVERT D16E-1.
5. SEE SHEET DA-0005 FOR MORE INFORMATION.

ELEVATION AND SECTION:

1. DESIGN LIVE LOAD: TEXRAIL LIVE LOAD.
2. STATION IS ALONG THE CENTER LINE OF TRACK.
3. SEE TRACK PLANS FOR TRACK HORIZONTAL & VERTICAL GEOMETRY INFORMATION.
4. SEE SHEET SS1-1404 FOR MORE INFORMATION ON CULVERT D16E-1.
5. SEE SHEET DA-0005 FOR MORE INFORMATION.

ALL HORIZONTAL DIMENSIONS ARE MEASURED PERPENDICULAR TO TRACK.

TEXRAIL EXTENSION PROJECT
30X SUBMITTAL
WESTLIEVE CULVERT
ELEVATION AND SECTION

PRELIMINARY DESIGN
NOT FOR CONSTRUCTION
TEXRAIL EXTENSION PROJECT
TEXRAIL 30X SUBMITTAL
ROSEDALE CULVERT

NOTES:
1. DESIGN LIVE LOAD: TEXRAIL LIVE LOAD.
2. STATION IS ALONG THE CENTER LINE OF TRACK.
3. SEE TRACK PLANS FOR TRACK HORIZONTAL & VERTICAL GEOMETRY INFORMATION.
4. SEE SHEET DA-0005 FOR MORE INFORMATION ON CULVERT D16F-1.
5. FINAL DESIGNED TO DESIGN REMOVAL OF EXISTING PARC INTEGRAL AND EXTENSION OF BOX CULVERT BELOW PARC TRACK.

EXIST CULVERTS TO BE REMOVED AND REBUILT

1. EXISTING CULVERT 12' W X 10' to remain
2. EXISTING CULVERT 10' W X 10' to remain
3. EXISTING CULVERT 12' W X 8' to remain
4. EXISTING CULVERT 10' W X 10' to remain

5. SEE NOTE 5

EXIST FWWR BRIDGE
EXIST RIPRAP
EXIST CONCR RIPRAP
EXIST BALLAST WALL
EXIST BALLAST WALL
EXIST HEADWALL
EXIST HEADWALL
EXIST RETAINING WALL
EXIST RETAINING WALL

End Culvert
Station 482+00
T/R EL = 572.23
STA 482+02.31
T/R EL = 572.88
STA 481+52.25

Face of Headwall
Face of Headwall
Wingwall
Wingwall

T/R EL = 56°13'32"
T/R EL = 58°08'01"

Plan for preliminary design of TexRail C143.25-plan.
NOTES:
1. DESIGN LIVE LOAD: TEXRAIL LIVE LOAD.
2. STATION IS ALONG THE CENTER LINE OF TRACK.
3. SEE TRACK PLANS FOR TRACK HORIZONTAL & VERTICAL GEOMETRY INFORMATION.
4. SEE SHEET DA-0005 FOR MORE INFORMATION ON CULVERT D16F-1.
5. FINAL DESIGNED TO DESIGN LENGTH OF EXISTING FWWR BRIDGE AND EXTENSION OF BOX CULVERT BELOW FWWR TRACK.

1. DESIGN LIVE LOAD: TEXRAIL LIVE LOAD.
2. STATION IS ALONG THE CENTER LINE OF TRACK.
3. SEE TRACK PLANS FOR TRACK HORIZONTAL & VERTICAL GEOMETRY INFORMATION.
4. SEE SHEET DA-0005 FOR MORE INFORMATION ON CULVERT D16F-1.
5. FINAL DESIGNED TO DESIGN LENGTH OF EXISTING FWWR BRIDGE AND EXTENSION OF BOX CULVERT BELOW FWWR TRACK.

ELEVATION

SECTION

ALL HORIZONTAL DIMENSIONS ARE MEASURED PERPENDICULAR TO TRACK.

NOTES:
1. DESIGN LIVE LOAD: TEXRAIL LIVE LOAD.
2. STATION IS ALONG THE CENTER LINE OF TRACK.
3. SEE TRACK PLANS FOR TRACK HORIZONTAL & VERTICAL GEOMETRY INFORMATION.
4. SEE SHEET DA-0005 FOR MORE INFORMATION ON CULVERT D16F-1.
5. FINAL DESIGNED TO DESIGN LENGTH OF EXISTING FWWR BRIDGE AND EXTENSION OF BOX CULVERT BELOW FWWR TRACK.

ELEVATION

SECTION

ALL HORIZONTAL DIMENSIONS ARE MEASURED PERPENDICULAR TO TRACK.

NOTES:
1. DESIGN LIVE LOAD: TEXRAIL LIVE LOAD.
2. STATION IS ALONG THE CENTER LINE OF TRACK.
3. SEE TRACK PLANS FOR TRACK HORIZONTAL & VERTICAL GEOMETRY INFORMATION.
4. SEE SHEET DA-0005 FOR MORE INFORMATION ON CULVERT D16F-1.
5. FINAL DESIGNED TO DESIGN LENGTH OF EXISTING FWWR BRIDGE AND EXTENSION OF BOX CULVERT BELOW FWWR TRACK.

ELEVATION

SECTION

ALL HORIZONTAL DIMENSIONS ARE MEASURED PERPENDICULAR TO TRACK.

NOTES:
1. DESIGN LIVE LOAD: TEXRAIL LIVE LOAD.
2. STATION IS ALONG THE CENTER LINE OF TRACK.
3. SEE TRACK PLANS FOR TRACK HORIZONTAL & VERTICAL GEOMETRY INFORMATION.
4. SEE SHEET DA-0005 FOR MORE INFORMATION ON CULVERT D16F-1.
5. FINAL DESIGNED TO DESIGN LENGTH OF EXISTING FWWR BRIDGE AND EXTENSION OF BOX CULVERT BELOW FWWR TRACK.
TEXRAIL EXTENSION PROJECT
30X SUBMITTAL
PRELIMINARY DESIGN
NOT FOR CONSTRUCTION
SECTION A (SPAN 1)

(LOOKING DOWN STATION) (SEE DRAWING BP1-0003)

NOTES:
1. PROVIDE MINIMUM 12" OF BALLAST FROM TOP OF DECK WATERPROOFING TO BOTTOM OF TIMBER TIE.
2. DRILLED SHAFT WITHIN THE INFLUENCE OF TIMBER TIES SHALL BE DESIGNED WITH PERMANENT OR TEMPORARY CASING.
SECTION C (SPAN 1)
(LOOKING DOWN STATION) (SEE DRAWING BP1-0004)

NOTES:
1. PROVIDE MINIMUM 1' OF BALLAST FROM TOP OF DECK WATERPROOFING TO BOTTOM OF TIMBER TIE.
2. DRILLED SHAFT WITHIN THE INFLUENCE OF TRACK SURCHARGE SHALL BE DESIGNED WITH PERMANENT OR TEMPORARY CASING.
EXISTING TEMP SHOOFLY BRIDGE
(SEE DRAWING BP2-0001)

EXISTING UPRR BRIDGE 247.30 TO REMAIN

PROPOSED UPRR BRIDGE 247.34

NOTES:
1. PROVIDE MINIMUM 13" OF BALLAST FROM TOP OF DECK WATERPROOFING TO BOTTOM OF TIMBER TIES.
2. DRILLED SHAFT WITHIN THE INFLUENCE OF TIMBER TIES.

NOTE:

1. PROVIDE MINIMUM 13" OF BALLAST FROM TOP OF DECK WATERPROOFING TO BOTTOM OF TIMBER TIES.
2. DRILLED SHAFT WITHIN THE INFLUENCE OF TIMBER TIES SHALL BE DESIGNED WITH PERMANENT OR TEMPORARY CASING.

SECTION D (SPAN 3)
(LOOKING DOWN STATION) (SEE DRAWING BP1-0004)

TEXRAIL EXTENSION PROJECT
TEXAS REGISTERED ENGINEERING
FIRM F-1741
WWW.CPYI.COM
AUSTIN, TEXAS 78750
13809 RESEARCH BLVD, SUITE 300

PRELIMINARY DESIGN
NOT FOR CONSTRUCTION
NOTES:
1. DESIGN LIVE LOAD; ASSUMES HL-93.
2. SEE UPRR MAINTENANCE ROAD PLANS FOR ALIGNMENT AND DETAILS.
3. SEE TRACK PLANS FOR TRACK HORIZONTAL & VERTICAL GEOMETRY INFORMATION.
4. SEE STREET AND PLANS FOR MAINTENANCE ROAD INFORMATION.

1. DESIGN LIVE LOAD: AASHTO HL-93.

2. SEE UPRR MAINTENANCE ROAD PLANS FOR ALIGNMENT AND DETAILS.

3. SEE TRACK PLANS FOR TRACK HORIZONTAL & VERTICAL GEOMETRY INFORMATION.

4. SEE STREET AND PLANS FOR MAINTENANCE ROAD INFORMATION.

NOTES:

1. DESIGN LIVE LOAD: AASHTO HL-93.

2. SEE UPRR MAINTENANCE ROAD PLANS FOR ALIGNMENT AND DETAILS.

3. SEE TRACK PLANS FOR TRACK HORIZONTAL & VERTICAL GEOMETRY INFORMATION.

4. SEE STREET AND PLANS FOR MAINTENANCE ROAD INFORMATION.

NOTES:

1. DESIGN LIVE LOAD: AASHTO HL-93.

2. SEE UPRR MAINTENANCE ROAD PLANS FOR ALIGNMENT AND DETAILS.

3. SEE TRACK PLANS FOR TRACK HORIZONTAL & VERTICAL GEOMETRY INFORMATION.

4. SEE STREET AND PLANS FOR MAINTENANCE ROAD INFORMATION.
OPEN SECTION
FROM STA 506+22.00 TO STA 506+44.00
FROM STA 507+54.00 TO STA 507+84.00

CLOSED SECTION
FROM STA 506+74.00 TO STA 507+56.00

PRELIMINARY DESIGN
NOT FOR CONSTRUCTION
NOTES:

1. DESIGN FOR COOPER END MORTAR INFILL, 30" OF BALLAST AND 30" OF DURAND 75 RAIL TO BE PLACED BETWEEN BALLAST AND RAIL TIES AND TRACK STEEL AND WOOD CLEAN UP AND REPAIR AFTER TRACK CLEAN UP AND RAIL CLEAN UP

2. ALL DRILLED SHAFTS SHALL BE FOUND ON THE PRIMARY CROWN UNDISTURBED LIMESTONE.

3. LOCATIONS OF EXISTING UTILITIES ARE APPROXIMATE LOCATIONS AND DEPTHS SHALL BE FIELD Verified BY THE CONTRACTOR PRIOR TO CONSTRUCTION.

4. HENDERSON ST UNDERPASS AS A TEXAS HISTORIC STRUCTURE (106 RESOURCE NUMBER 429), CONSTRUCTION TO FOLLOW TEXAS HISTORIC PRESERVATION LAWS AND GUIDELINES FROM TEXAS HISTORICAL COMMISSION DURING THE CONSTRUCTION OF HENDERSON STEEL GIRDER BRIDGE.

5. DEMOLISH EXISTING HENDERSON STREET UPRIGHTS CONCRETE ROOF SLAB.

6. REMOVE TEMPORARY SHORING.

7. CONSTRUCT BRIDGE SUPERSTRUCTURE AND TRACK BALLAST, RAIL TIES AND RAILS.

PROPOSED CONSTRUCTION SEQUENCE:

1. INSTALL TEMPORARY SHORING.

2. REMOVE HATCH AREA HENDERSON STREET UNDERPASS CONCRETE ROOF SLAB.

3. DEMOLISH EXISTING HENDERSON STREET MEDIUM COLUMN AT TRACK CROSSING.

4. CONSTRUCT BRIDGE ANCHOR RETAINING WALLS AND BALLAST WALLS.

5. CONSTRUCT BRIDGE CENTER PIER.

6. REMOVE TEMPORARY SHORING.

7. CONSTRUCT BRIDGE SUPERSTRUCTURE AND TRACK BALLAST, RAIL TIES AND RAILS.

PRELIMINARY DESIGN NOT FOR CONSTRUCTION
BENT NO. 2 SECTION

TYPICAL ABUTMENT SECTION

NOTES:
1. All horizontal dimensions are measured perpendicular to track.
1. SEE DWG No RT2-0020 FOR SYMBOLS.
2. SEE DWG No RT2-0001 FOR GENERAL NOTES AND ABBREVIATIONS.
3. SEE DWG No RT2-0002 FOR RETAINING WALL GENERAL NOTES.
4. SEE DWG No RT2-0003 FOR DRILLED SHAFT WALL TYPICAL SECTIONS AND DETAILS.
5. OFFSET DIMENSIONS ARE TO THE INSIDE FACE OF THE RETAINING WALL.
6. MAINTAIN MINIMUM 12 FT CLEARANCE FROM DRILLED SHAFT WALL TO CENTER OF DALLAS MAIN SUB 1 TRACK.

TOTAL LENGTH 1018'-0" DRILLED SHAFT WALL
MILL LENGTH 236'-0" DRILLED SHAFT WALL

STA 505+80 TO STA 510+20

Preliminary Design
Not for Construction

13048+00
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Sheet No. 30S+80 to STA 510+20

Note:
1. SEE DWG No RT2-0002 FOR SYMBOLS.
2. SEE DWG No RT2-0001 FOR GENERAL NOTES AND ABBREVIATIONS.
3. SEE DWG No RT2-0002 FOR RETAINING WALL GENERAL NOTES.
4. SEE DWG No RT2-0003 FOR DRILLED SHAFT WALL TYPICAL SECTIONS AND DETAILS.
5. OFFSET DIMENSIONS ARE TO THE INSIDE FACE OF THE RETAINING WALL.
6. MAINTAIN MINIMUM 12 FT CLEARANCE FROM DRILLED SHAFT WALL TO CENTER OF DALLAS MAIN SUB 1 TRACK.

TOTAL LENGTH 1018'-0" DRILLED SHAFT WALL
MILL LENGTH 236'-0" DRILLED SHAFT WALL

STA 505+80 TO STA 510+20

Preliminary Design
Not for Construction
NOTES:
1. SEE DWG No RT1-0002 FOR GENERAL NOTES AND ABBREVIATIONS.
2. SEE DWG No RT1-0003 FOR GENERAL NOTES AND ABBREVIATIONS.
3. SEE DWG No RT1-0004 FOR GENERAL NOTES AND ABBREVIATIONS.
4. SEE DWG No RT1-0005 FOR GENERAL NOTES AND ABBREVIATIONS.
5. OFFSET DIMENSIONS ARE TO THE INSIDE FACE OF THE RETAINING WALL.

GENERAL NOTES AND ABBREVIATIONS:
1. SEE DWG No GN1-0002 FOR SYMBOLS.
2. SEE DWG No GN1-0001 FOR SYMBOLS.
3. SEE DWG No RT2-0001 FOR SECTION AND DETAILS.
4. SEE DWG No RT2-0020 FOR SECTION AND DETAILS.
5. RETAINING WALL GENERAL NOTES.
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TEXRAIL EXTENSION PROJECT
30% SUBMITTAL
RETAILING WALL U-WALL
PLAN & PROFILE
STA 501+40 TO STA 505+80

NOTES
1. SEE DWG No GM1-0002 FOR SYMBOLS.
2. SEE DWG No GM1-0001 FOR GENERAL NOTES AND ABBREVIATIONS.
3. SEE DWG No RT2-0001 FOR RETAINING WALL GENERAL NOTES.
4. OFFSET DIMENSIONS ARE TO THE INSIDE FACE OF THE RETAINING WALL.

PRO P. U P R R  R O W
EXIST UPRR ROW

TOP OF U-WALL
EXIST IH30 RAMP
EXIST IH30 RAMP
EXIST T/R

EXIST UTILITIES. SEE UTILITY SHEETS FOR INFORMATION.

10/28/2021
B.W. ISAAC HWANG, PE# 59161

NOTE:

TOP OF U-WALL

EXIST UTILITIES. SEE UTILITY SHEETS FOR INFORMATION.

10/28/2021
B.W. ISAAC HWANG, PE# 59161

NOTE:

TOP OF U-WALL

EXIST UTILITIES. SEE UTILITY SHEETS FOR INFORMATION.

10/28/2021
B.W. ISAAC HWANG, PE# 59161

NOTE:

TOP OF U-WALL

EXIST UTILITIES. SEE UTILITY SHEETS FOR INFORMATION.

10/28/2021
B.W. ISAAC HWANG, PE# 59161

NOTE:

TOP OF U-WALL

EXIST UTILITIES. SEE UTILITY SHEETS FOR INFORMATION.

10/28/2021
B.W. ISAAC HWANG, PE# 59161

NOTE:
NOTES:
1. SEE DWG No GN1-0002 FOR SYMBOLS.
2. SEE DWG No GN1-0001 FOR GENERAL NOTES AND ABBREVIATIONS.
3. SEE DWG No RT2-0001 FOR RETAINING WALL GENERAL NOTES.
4. SEE DWG No RT2-0002 FOR DRILLED SHAFT WALL TYPICAL SECTIONS AND DETAILS.
5. OFFSET DIMENSIONS ARE TO THE INSIDE FACE OF THE RETAINING WALL.
6. MAINTAIN MINIMUM 12 FT CLEARANCE FROM DRILLED SHAFT WALL TO CENTER OF DALLAS MAIN SUB 1 TRACK.

TP: 275' 10" SUB 4.5' FIRE LINE.

DS WALL, SEE NOTE 4

STA 505+80 TO STA 508+20 PLAN & PROFILE

RETAINING WALL RW-7

TOTAL LENGTH 322'-0" U-WALL
WALL LENGTH 42'-0" U-WALL

TOTAL LENGTH 100'-0" DRILLED SHAFT WALL
WALL LENGTH 36'-0" DRILLED SHAFT WALL

TEXRAIL EXTENSION PROJECT
30X SUBMITTAL
RETAILING WALL RW-7
PLAN & PROFILE
STA 505+80 TO STA 508+20
PRELIMINARY DESIGN
NOT FOR CONSTRUCTION
NOTES:
1. SEE DWG NO. GN1-0002 FOR SYMBOLS.
2. SEE DWG NO. GN1-0001 FOR GENERAL NOTES AND ABBREVIATIONS.
3. SEE DWG NO. RT2-0001 FOR RETAINING WALL GENERAL NOTES.
4. SEE DWG NO. RT2-0002 FOR DRILLED SHAFT WALL TYPICAL SECTIONS AND DETAILS.
5. OFFSET DIMENSIONS ARE TO THE INSIDE FACE OF THE RETAINING WALL.

DESCRIPTION:
- Retaining Wall RW-8
- Total Length 540'-0"
- Drilled Shaft Wall
- Bottom Wall Length 560'-0"
- Prop. T/R Top of Wall Length 4'-0"
- Partial Prop. T/R Top of Wall Length 4'-0"
- Prop. L.T. Top of Wall Length 9'-0"
- Prop. L.T. Top of Wall Length 6'-8"
- Sta. 13016+00 to Sta. 13020+20
- Match Line Sta. 13020-20.00
- See Dwg No. RP2-2011

PLAN & PROFILE:
- Prop. Texas Rail Track 1
- Ballast Wall
- Prop. Texas DOT Row
- Exist Texas DOT Row
- Exist UP RR Row
- Dallast Wall
- Prop. Dallas Sub Main 1
- Prop. Dallas Sub Main 2
- Prop. Dallas Sub Main 3
- Prop. Dallas Sub Main 4
- Sta. 13016+00
- Sta. 13017+00
- Sta. 13018+00
- Sta. 13019+00
- Sta. 13020+00

PRELIMINARY DESIGN
NOT FOR CONSTRUCTION
GENERAL NOTES:
1. STANDARD CHAIN LIVE LOAD OF COOPER E80 IS TO BE APPLIED TO THE TOPOF ALL RETAINING WALLS ALONG THE TRACK.
2. ALL DIMENSIONS AND STATIONING ON THIS SHEET IS OF WALL TO PANEL, AS PER THE PANEL OF PANEL, UNLESS OTHERWISE INDICATED.
3. ALL FOOTINGS SHALL BE PLACED AGAINST UNDISTURBED SOIL. ALL SOILS IS GENERALLY RECOMPACTED SOIL WHEREFURTHER.
4. UTILITY INFORMATION IS BASED UPON THE BEST AVAILABLE RECORDS. FIELD DATA IS NOT TO BE USED FOR THE PURPOSE OF INVESTIGATION. ALL UTILITY INFORMATION IS BASED UPON DATA COLLECTED FROM BOTH PUBLIC AND PRIVATE SOURCES. THE COMPLETENESS AND/OR ACCURACY OF THE UTILITY INFORMATION SHOWN IS NOT TO BE RELIED UPON IN ACCORDANCE WITH THE LIMITED AVAILABLE RECORDS. FIELD DATA IS LIMITED TO THAT WHICH IS VISIBLE.

GRADE LINE INFORMATION:
1. THESE PLANS HAVE BEEN PREPARED IN ACCORDANCE WITH THE LIMITED AVAILABLE UTILITY INFORMATION.
2. WHEN SHOWN IN THE PLANS, METHODS OF EXCAVATION ARE SHOWN AS IMPACT OF EXAMPLE ACTUAL. IT IS NOT THE RESPONSIBILITY OF THE DESIGN BUILDER TO DETERMINE THE TOP OF FOOTING, TO COMPLETE THE ELEMENTS OF THE JOINT, TO HAVE A MINIMUM SAFETY FACTOR OF 1.5 FOR SLIDING AND A MINIMUM OF 2.0 FOR OVERTURNING.
3. ALL SUBSURFACE INFORMATION SHOWN IN THE PLANS ARE INTERPRETED, REPORT, CONDITION, UTILITIES, THEIR SHOWN IN THE PLANS ARE INTERPRETED, REPORTED BY THE DESIGN BUILDER.
4. USE AND PERMANENT MASONRY WALLS ARE NOT ALLOWED WITHIN OPEN AND PARK ROW.

CAST-IN-PLACE (C-I-P) REINFORCED CONCRETE WALLS:
1. CAST-IN-PLACE (C-I-P) REINFORCED CONCRETE WALL DESIGN NOTES PERTAIN TO ALL WALLS THAT HAVE NOT BEEN OTHERWISE INDICATED. THE DESIGN BUILDER SHALL PROVIDE THE NEEDED TO INSTALL AND FINISH WALLS ARE TO THE LIMITS SHOWN. FOR ADDITIONAL DETAILS FOR EXCAVATION, EXPANSION AND GEOTECHNICAL INFORMATION.
2. ALL CONCRETE SHALL HAVE A 4000 PSI 28 DAYS COMPRESSION STRENGTH.
3. ALL REINFORCEMENT SHALL BE ASTM A615 GRADE 60.
4. ALL EXPOSED CORNERS SHALL BE CHAMFERED 3/4 INCH UNLESS OTHERWISE INDICATED.
5. CAST IN PLACE RETAINING WALLS ARE DESIGNED TO HAVE A MINIMUM SAFETY FACTOR OF 1.6 FOR SLIDING AND A MINIMUM OF 2.5 FOR OVERTURNING.
6. DESIGN OF RETAINING WALLS ASSUMES PASSIVE RESISTANCE ON THE BASED ON THE SYSTEM OF UNDERSHAPE.
7. NO REINFORCEMENT IS SHOWN PARALLEL TO THE WALL. NO REINFORCEMENT IS SHOWN PARALLEL TO THE WALL. NO ADDITIONAL DETAILS FOR EXCAVATION, EXPANSION AND GEOTECHNICAL INFORMATION.
8. CONSTRUCTION JOINTS SHALL BE LEFT IN-gap BUT SHALL BE COMPLETELY CLEAN AND FREE OF EXTRAS. JOINTS OF OTHER JOINTS WHEN WALL CONCRETE IS PLACED.
9. ALL DIMENSIONS OF REINFORCING STEEL ARE OUT TO OUT RUND UNLESS OTHERWISE NOTED.
10. ALL COVER FOR REINFORCEMENT STEEL SHALL BE A MINIMUM OF 2 INCHES, UNLESS OTHERWISE NOTED.
11. REINFORCING STEEL SHALL BE SUBMITTED AND NOT A SEPARATE PAY ITEM PER SPECIFICATION 032000.
12. RETAINING WALL CONSTRUCTION SHALL OCCUR IN THE ORDER SHOWN IN THE PLANS. ALL WALLS SHALL BE FULLY INSTALLED IN THE FINAL POSITION OF ALL WALLS.
13. CONSTRUCTION JOINTS SHALL BE PROVIDED AT INTERVALS NOT EXCEEDING 6 FT AND EXPANSION JOINTS ALONG THE WALL.

PRELIMINARY DESIGN:
1. THESE PLANS HAVE BEEN PREPARED IN ACCORDANCE WITH THE LIMITED AVAILABLE UTILITY INFORMATION.
2. WHEN SHOWN IN THE PLANS, METHODS OF EXCAVATION ARE SHOWN AS IMPACT OF EXAMPLE ACTUAL. IT IS NOT THE RESPONSIBILITY OF THE DESIGN BUILDER TO DETERMINE THE TOP OF FOOTING, TO COMPLETE THE ELEMENTS OF THE JOINT.

NOT FOR CONSTRUCTION:
1. THESE PLANS HAVE BEEN PREPARED IN ACCORDANCE WITH THE LIMITED AVAILABLE UTILITY INFORMATION.
2. WHEN SHOWN IN THE PLANS, METHODS OF EXCAVATION ARE SHOWN AS IMPACT OF EXAMPLE ACTUAL. IT IS NOT THE RESPONSIBILITY OF THE DESIGN BUILDER TO DETERMINE THE TOP OF FOOTING, TO COMPLETE THE ELEMENTS OF THE JOINT.
CONSTRUCTION JOINT
C TRACK
L
SUBBALLAST
SUBGRADE
UNDERDRAIN (SEE NOTE 1)
BALLAST

DETAIL NTS

T/R LEVEL

1

RT2-0011

RT2-0011

RT1-0010

I. HWANG/M. FLORES

I. HWANG

B. TAYLOR

AS SHOWN
SHEET 1 OF 2

BALLAST WALL DETAILS

REV DATE SCALE DRAWN DESIGNED CHECKED IN CHARGE

DWG No.

ENG CHK APP

INTERIM REVIEW ONLY

TEXRAIL EXTENSION PROJECT
TBPE REG. NO. F-3580
WWW.AECOM.COM
MAIN 214.741.7777
FORT WORTH TX 76102
Ste. 1050
801 Cherry St

TEXAS REGISTERED ENGINEERING FIRM F-1741
WWW.CPYI.COM
AUSTIN, TEXAS 78750
13809 RESEARCH BLVD, SUITE 300
TEXAS REGISTERED ENGINEERING FIRM F-1741

DEC 29/2021

PRELIMINARY DESIGN NOT FOR CONSTRUCTION

NOTES:

1. WHERE UNDERDRAIN IS REQUIRED, INSTALL UNDERDRAIN BEFORE BACKFILLING BALLAST WALL.
2. CONTRACTOR SHALL MAINTAIN VERTICAL AND HORIZONTAL ALIGNMENT OF BALLAST WALL DURING CONSTRUCTION.
3. FOR TANGENT TRACK, THE TOP OF WALL IS AT 6" BELOW THE TOP OF THE NEAR RAIL.
4. MINIMUM DISTANCE FROM TRACKSIDE FACE OF BALLAST WALL TO CENTERLINE TRACK SHALL BE 9'-6". THE SPECIFIC DIMENSIONS ARE SHOWN ON GUIDEWAY PLAN AND PROFILE SHEETS.

10/28/2021 B.W. ISAAC HWANG, PE# 59161
1. Contractor shall maintain vertical and horizontal alignment during construction.

2. See drainage plans for ballast wall locations, shoulder drain locations, and top of ballast wall elevations.

3. See drainage details for shoulder drain details.

4. Install underdrain before backfilling ballast to the bottom of sub-ballast and top of footing.

5. Concrete in a 24" x 7" bed cast flush with the construction joint. The footing and underdrain will be finished using light mechanical breakage.

6. Compact backfill on earth retention side of ballast wall shall be in place before constructing track.

7. Provide construction joint every 30 feet.

8. Provide expansion joint every 12 feet in lieu of construction joint. Smooth bedding in formed part of wall only.

9. Filter fabric shall be geotextile material only

10. Underdrain material shall consist of perforated flexible pipe, the longest dimension of any piece of underdrain shall be wrapped in geotextile fabric. Open joint pipes at top and feet.

11. Underdrain pipe shall be 6" minimum diameter, 2" to 6" perforated, size 4 sieve. Ballast drain shall be wrapped in geotextile fabric and installed directly under the concrete.

12. Concrete to have a 28-day strength of 4000 PSI.

NOTES:

1. Contractor shall maintain vertical and horizontal alignment during construction.

2. See drainage plans for ballast wall locations, shoulder drain locations, and top of ballast wall elevations.

3. See drainage details for shoulder drain details.

4. Install underdrain before backfilling ballast to the bottom of sub-ballast and top of footing.

5. Concrete in a 24" x 7" bed cast flush with the construction joint. The footing and underdrain will be finished using light mechanical breakage.

6. Compact backfill on earth retention side of ballast wall shall be in place before constructing track.

7. Provide construction joint every 30 feet.

8. Provide expansion joint every 12 feet in lieu of construction joint. Smooth bedding in formed part of wall only.

9. Filter fabric shall be geotextile material only

10. Underdrain material shall consist of perforated flexible pipe, the longest dimension of any piece of underdrain shall be wrapped in geotextile fabric. Open joint pipes at top and feet.

11. Underdrain pipe shall be 6" minimum diameter, 2" to 6" perforated, size 4 sieve. Ballast drain shall be wrapped in geotextile fabric and installed directly under the concrete.

12. Concrete to have a 28-day strength of 4000 PSI.
TEXRAIL EXTENSION PROJECT
30% SUBMITTAL
EXISTING UTILITY COMPOSITE
STA 451+00.00 TO STA 462+00.00

NOTE:
1. SEE DWG NO. UE2-0000 FOR LEGEND.
Preliminary Design
Not for Construction

See DWG No. UE1-0009 for

Note:
1. See DWG No. UE1-0000 for

LEGEND:

1. SEE DWG NO. UE1-0000 FOR

NOTE:
1. SEE DWG NO. UE1-0000 FOR

LEGEND.

PRELIMINARY DESIGN
NOT FOR CONSTRUCTION

TEXRail Extension Project
30% Submittal

Existing Utility Composite
STA 539+00.00 to STA 550+00.00

S. NERREN

S. HARDY

M. MALTBY

S. HARDY

DATE

DESCRIPTION

ENG

SHEET No.

17 of 150

UE-0010
NOT FOR CONSTRUCTION
PRELIMINARY DESIGN

1. SEE DWG NO. UE2-0000 FOR LEGEND.
NOTES:

1. SEE RIGHT OF WAY PLANS FOR TEMPORARY AND PERMANENT EASEMENT AND RIGHT OF WAY DESCRIPTIONS.

2. FOR HORIZONTAL AND VERTICAL GEOMETRY, SEE CIVIL PLAN AND PROFILE SHEETS.

3. ENCLOSURE OF EXISTING UTILITIES WHICH CROSS THE TRACKS SHALL BE INSTALLED IN ACCORDANCE WITH CURRENT AREA OF UTILITY COMPANY REQUIREMENTS. FINAL DESIGNER SHALL DETERMINE ALTERNATIVES, AS APPLICABLE, TO INSTALL UTILITIES IN THE EXISTING TRENCH TO MINIMIZE CONSTRUCTION COST.

4. FINAL DESIGNER SHALL VERIFY THE HEIGHT OF ALL AERIAL CABLE CROSSINGS AND TO PERFORM ADDITIONAL SURVEYS AS REQUIRED FOR CLEARANCE TO TRACKS TO INSURE SAFE ENGAGEMENT AND CLEARANCE.

5. VERIFY EXISTING ENGAGEMENT ON ALL APPLICABLE UTILITIES.

6. ALL UNDERGROUND AND AREA DRAINS SHALL BE DESIGNED BY FINAL DESIGNER.

7. FINAL DESIGNER SHALL FIELD VERIFY THE LOCATION AND STRUCTURAL CAPACITY OF ALL EXISTING STORM DRAIN STRUCTURES IMPACTED BY THE TEXRAIL PROJECTS. REHABILITATION AND/OR FULL REPLACEMENT OF SOME EXISTENCE STRUCTURES MAY BE REQUIRED.

8. THE PROPOSED STORM DRAIN DESIGN HAS BEEN BASED ON EXISTING STORM DRAIN DATA OBTAINED FROM THE CITY OF FORT WORTH DEPARTMENT ON 07-24-2012.

9. ALL UTILITIES SHALL BE DESIGNED ACCORDING TO A A RJANND OR ADMIN CRITERIA, WHICHEVER IS MORE STRINGENT.

10. PROPOSED UTILITY MODIFICATIONS SHOWN WITHIN THE NORTHERN STATION SITE ARE GENERAL IN NATURE AND ARE NOT INTENDED TO BE A DETAILED DESIGN. THE FINAL LOCATION AND ALIGNMENT OF UTILITY MODIFICATIONS WILL BE DETERMINED BY THE FINAL DESIGNER AND SHALL BE COORDINATED WITH EACH UTILITY OWNER.

TEXRAIL EXTENSION PROJECT
30% SUBMITTAL

UTILITY MODIFICATION COMPOSITE
STA 451+00.00 TO STA 462+00.00

Preliminary Design
Not for Construction
Preliminary Design

Not for Construction

TEXRail Extension Project
30% Submittal

Utility Modification Composite
STA 484+00 TO STA 490+00
1. EXISTING CONDITIONS SHOWN ARE A COMBINATION OF UTILITY DATA FROM CITY OF FORT WORTH AND TOPOGRAPHICAL SURVEY BY AECOM FOR THE PRELIMINARY DESIGN OF AREA TO CONFORM WITH EXISTING CONDITIONS.

2. ALL DEMOLITION SHALL BE WITHIN THE LIMITS OF CONSTRUCTION AREA.

3. ALL UTILITY LINES, SANITARY SEWER LINES AND STORM DRAINAGE LINES SHALL BE COORDINATED WITH THE CITY OF FORT WORTH PRIOR TO REMOVAL. REFER TO SHEETS UP1-0001 & UP1-0002.

4. ALL FRANCHISE UTILITIES LINES TO BE REMOVED OR RELOCATED SHALL BE COORDINATED WITH THE FRANCHISE UTILITY COMPANY. REFER TO SHEETS UP1-0001 & UP1-0002.

5. SOME OF THE EXISTING UTILITY MOUNTECHES WITH DRAINAGE AND SEWER LINES. THE MOUNTECHES WERE REMOVED BUT NOT THE INFRARED SLEDS AND PIPING.

6. THE EXISTING FERRIS FINGERS & STEPS ON DRIVeways ENTERING THE PROPERTY WILL NEED TO BE EXCAVATED AND REALIGN Existentr.

NOTES

SEE NOTE 2

PHASE II

PRELIMINARY DESIGN

NOT FOR CONSTRUCTION
NOTES:
1. SEE DWG NO GN2-0001 FOR ADDITIONAL NOTES.
2. THE STORM DRAINAGE LINES SHOWN ON THIS DRAWING HAVE BEEN SIZED BASED ON PRELIMINARY DRAINAGE CALCULATIONS AND WILL NEED TO BE VERIFIED BY THE FINAL DESIGNERS. FOR THE PRELIMINARY LAYOUT A 1.00% SLOPE WAS ASSUMED TO DATE THE DRAINAGE SYSTEM.
3. IT IS ASSUMED THE "S" FOR THE EXISTING 24" STORM DRAIN IS 90" OFF AND WILL NEED TO BE VERIFIED BY THE FINAL DESIGNERS.
4. SEE EXISTING STORM DRAINAGE PLANS FOR DRAINAGE IMPROVEMENTS ALONG TRACK ALIGNMENT.

LEGEND:
\[\text{FIG. \#}\]
- PROP STORM DRAINAGE
- PROP INLET
- PROP MANHOLE

PRELIMINARY DESIGN
NOT FOR CONSTRUCTION

AECOM Technical Services Inc.
801 Cherry St.
Dallas, TX 75240
(817) 751-7255
www.aecom.com

TEXRail Extension Project
30X Submittal Site Storm Drainage Plan

DATE CHECKED 3/1/2021
DESIGNED S. MALTBY
DRAWN D. KRUCIAK
SCALE AS SHOWN

DATE 10/28/2021

1. SEE DWG NO GN2-0001 FOR ADDITIONAL NOTES.
2. THE STORM DRAINAGE LINES SHOWN ON THIS DRAWING HAVE BEEN SIZED BASED ON PRELIMINARY DRAINAGE CALCULATIONS AND WILL NEED TO BE VERIFIED BY THE FINAL DESIGNERS. FOR THE PRELIMINARY LAYOUT A 1.00% SLOPE WAS ASSUMED TO DATE THE DRAINAGE SYSTEM.
3. IT IS ASSUMED THE "S" FOR THE EXISTING 24" STORM DRAIN IS 90" OFF AND WILL NEED TO BE VERIFIED BY THE FINAL DESIGNERS.
4. SEE EXISTING STORM DRAINAGE PLANS FOR DRAINAGE IMPROVEMENTS ALONG TRACK ALIGNMENT.

LEGEND:
- PROP STORM DRAINAGE
- PROP INLET
- PROP MANHOLE

PRELIMINARY DESIGN
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AECOM Technical Services Inc.
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TEXRail Extension Project
30X Submittal Site Storm Drainage Plan

DATE CHECKED 3/1/2021
DESIGNED S. MALTBY
DRAWN D. KRUCIAK
SCALE AS SHOWN

DATE 10/28/2021
PARKING QUANTITIES

- Displaced hospital parking: 75 spaces
- Kiss & Ride parking: 6 spaces
- Trinity Metro parking: 54 spaces
- Total parking provided: 156 spaces

POTENTIAL FUTURE TOD

SCALE IN FEET
1" = 50'

PRELIMINARY DESIGN
NOT FOR CONSTRUCTION

TEXRAIL EXTENSION PROJECT
30% SUBMITTAL
NEAR SOUTH SIDE STATION
SITE PLAN

AECOM Technical Services Inc. - 3500
301 Cherry St
Ste. 1100
FORT WORTH, TEXAS 76102
WWW.AECOM.COM
Texas Registered Engineering Firm F-2144
FRESE NICHOLS

WELLS FARGO BANCORP DREXEL BURNS

POTENTIAL

BAYLOR SCOTT & WHITE
ALL SAINTS MEDICAL CENTER

FWWR

BAYLOR SCOTT & WHITE
ALL SAINTS MEDICAL CENTER

MORPHY ST

POTENTIAL FUTURE TOD

HOSPITAL PARKING/POTENTIAL FUTURE TOD

138 of 150
COMMUNICATIONS 8
CREW BUILDING A2.13
TICKET SCHEDULE
CANOPY STRIP
WARNING HANDRAIL
GUARDRAIL 2' - 0"
DN KIOSK EMERGENCY
A2.12
LIGHT STANDARD EMERGENCY
1/8" = 1'-0"

FORT WORTH TX 76102
STATION PLAN - SOUTH

1

NEAR SOUTHSIDE STATION
STATION PLAN - SOUTH

PRELIMINARY DESIGN
NOT FOR CONSTRUCTION

TEXRAIL EXTENSION PROJECT
30% SUBMITTAL

AECOM
ACCOM Technical Services Inc. - 3500
601 Cherry St
Suite 1150
FORT WORTH TX 76102
WWW.AECOM.COM
TRiple REG. No. L-39280

DATE

DRAWN

A1.21
1. All dimensions are to face of curb unless noted otherwise.
2. Design and center line alignment data to be updated in the future phases as topographic and boundary survey is completed.
3. Reference typical section sheets for pavement, Colin's, and steel reinforcement.
4. All pavement, sidewalk, and marking improvements shall be in compliance with the City of Fort Worth standard details and specifications, unless otherwise noted.

Legend:
- CONCRETE ROADWAY PAVEMENT (5" THICK)
- CONCRETE MOUNTABLE ISLAND PAVEMENT (5" THICK WITH 2" MOUNTABLE CURB ALONG PERIMETER)
- CONCRETE SIDEWALK PAVEMENT (4" THICK)
- DESIGN POINT
- 24" Wide white pavement marking
- 4" Wide double yellow pavement marking (with "X" TYPE II-A-A AT 4FT CENTER)

Notes:
- IT IS NOT TO BE USED FOR CONSTRUCTION, AUTHORITY OF TODD C. BUCKINGHAM, P.E.
- PURPOSE OF INTERIM REVIEW UNDER THE TEXRAIL EXTENSION PROJECT

TEXRAIL EXTENSION PROJECT
30% SUBMITTAL
NEAR SOUTHSIDE STATION
LESLIE STREET PLAN AND PROFILE

PRELIMINARY DESIGN
NOT FOR CONSTRUCTION
1. All dimensions are to face of curb unless noted otherwise.
2. Design and center line alignment data to be derived in the city limits unless topo graphic and boundary survey is completed.
3. Reference typical section sheets for pavement type, thickness and steel reinforcement.
4. All pavement, signage and marking improvements shall be in compliance with the city’s standard details and specifications, unless otherwise noted.

Notes:
- PRELIMINARY DESIGN NOT FOR CONSTRUCTION
- TEXRAIL EXTENSION PROJECT
- 30% SUBMITTAL
- NEAR SOUTHSIDE STATION
- LESLIE STREET PLAN AND PROFILE

Legend:
- CONCRETE ROADWAY PAVEMENT (7" THICK)
- CONCRETE MOUNTAIN ISLAND PAVEMENT (3" THICK WITH 3" MOUNTABLE CURB ALONG PERIMETER)
- CONCRETE SIDEWALK PAVEMENT (6" THICK)
- DESIGN POINT
- 24" WIDE WHITE PAVEMENT MARKING
- 4" WIDE DOUBLE YELLOW PAVEMENT MARKING (WITH 6" TYPE III A AT CURB CEN TERS)
- NOTES:
  - 1. ALL DIMENSIONS ARE TO FACE OF CURB UNLESS NOTED OTHERWISE.
  - 2. DESIGN AND CENTER LINE ALIGNMENT DATA TO BE DERIVED IN THE CITY LIMITS UNLESS TOPOGRAPHIC AND BOUNDARY SURVEY IS COMPLETED.
  - 3. REFERENCE TYPICAL SECTION SHEETS FOR PAVEMENT TYPE, THICKNESS AND STEEL REINFORCEMENT.
  - 4. ALL PAVEMENT, SIGNAGE AND MARKING IMPROVEMENTS SHALL BE IN COMPLIANCE WITH THE CITY'S STANDARD DETAILS AND SPECIFICATIONS, UNLESS OTHERWISE NOTED.
INTERIM REVIEW ONLY

This document is released for the purpose of interim review under the authority of
project manager: [REPLACE WITH NAME]

Date: [REPLACE WITH DATE]

Internal use only - not to be used for construction.

By: [REPLACE WITH NAME]

Preliminary - 10%

Up RR Shoo fly at TexRail & Ft. Worth and Western Underpass

MP 247.73 to MP 246.20

Fort Worth, Texas
Dallas Subdivision

Project Location Map

State of Texas
GENERAL NOTES

1. Contractors shall not notify Service Alert, (903) 444-2444 and UPRR Fiber Optic Hotline (214) 696-9254 for information or verification. The U.S. Attorney Numbers shall be kept at the job site.

2. All underground utilities shall be installed, backfill completed, and the Engineer notified by each of the utility companies having facilities within the work area. The Engineer shall verify that all utility work is completed by and at their respective expense. A copy of the work as approved shall be provided to the Engineer.

3. The Contractor shall notify all State, County, and City Utilities and Ordinances and the Office of the Department of Industrial Relations, OSHA, NFPA, and Industrial Accident Commission related to the safety and health of workers, equipment and other items associated with the project.

4. Contractors shall be responsible for coordinating with all Utility agencies.

5. The Engineer will replace the monuments solely at the Contractor's expense. In the event monuments are damaged or destroyed by the Contractor, the Contractor shall coordinate location of all proposed utilities with UPRR to assure accuracy of utility connections and compliance with local codes.

6. The contractor shall coordinate location of all proposed utilities with UPRR to assure accuracy of utility connections and compliance with local codes.

SURVEY NOTES

1. Rail stations for project profiles and alignments are based on existing survey data. The plan and profile sheets shown on these plans may not be detailed on this plan set but are detailed in the TEXRail Construction Plan Set.

2. The contractor shall maintain and clean to the satisfaction of the Engineer, all traffic control devices and appurtenances damaged or disturbed due to construction.

TRAFFIC NOTES

1. All barricades, warning signs, lights, devices, etc. for the guidance of vehicle traffic and pedestrians must conform to the standards shown in the Manual on Uniform Traffic Control Devices (MUTCD) current edition.

PROJECT CONTACTS

CONTACT                PHONE NUMBER                UPRR

JOHN TIPTON            817-607-0334                TRINITY METRO - PROJECT MANAGER

GENERAL NOTES AND PROJECT CONTACTS

INTERIM REVIEW

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authority of the

JOB NO. 2021-01

306 Design Complete

506 Structural Design Complete

509 Geotechnical Design Complete

561 Survey and Fieldwork Complete

562 Construction Complete

306 Design Complete

208 Construction Complete

DATE: 10/28/2021

INTERIM REVIEW ONLY

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JOHN TIPTON

Preliminary 16a Plans

NOT FOR CONSTRUCTION
**Control Point Table**

<table>
<thead>
<tr>
<th>Point No.</th>
<th>Station</th>
<th>Offset</th>
<th>Northing</th>
<th>Easting</th>
<th>Description</th>
</tr>
</thead>
<tbody>
<tr>
<td>APA Men. 21</td>
<td>1300-3+14.00</td>
<td>+14.00</td>
<td>2323135.377</td>
<td>1368842.943</td>
<td>3-1/2&quot; Dome Brass Disk In Concrete Existing Primary Control Points Set By Others</td>
</tr>
<tr>
<td>APA Men. 22</td>
<td>1300-3+12.00</td>
<td>+12.00</td>
<td>2323134.945</td>
<td>1368842.436</td>
<td>3-1/2&quot; Dome Brass Disk In Concrete Existing Primary Control Points Set By Others</td>
</tr>
<tr>
<td>APA Men. 23</td>
<td>1300-3+10.00</td>
<td>+10.00</td>
<td>2323134.562</td>
<td>1368842.290</td>
<td>3-1/2&quot; Dome Brass Disk In Concrete Existing Primary Control Points Set By Others</td>
</tr>
<tr>
<td>LPS 3-1/2&quot; Dome Brass Disk In Concrete (Existing Primary Control Points Set By Others)</td>
<td>1300-3+14.00</td>
<td>+14.00</td>
<td>2323135.377</td>
<td>1368842.943</td>
<td>3-1/2&quot; Dome Brass Disk In Concrete Existing Primary Control Points Set By Others</td>
</tr>
<tr>
<td>1001</td>
<td>1300-3+35.50</td>
<td>+35.50</td>
<td>2323135.377</td>
<td>1368842.943</td>
<td>5/8&quot; IRS W/ RED TRV CAP (Secondary Control Points Set By AZ&amp;B)</td>
</tr>
<tr>
<td>1002</td>
<td>1300-3+33.50</td>
<td>+33.50</td>
<td>2323135.377</td>
<td>1368842.943</td>
<td>5/8&quot; IRS W/ RED TRV CAP (Secondary Control Points Set By AZ&amp;B)</td>
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<tr>
<td>1003</td>
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<td>+31.50</td>
<td>2323135.377</td>
<td>1368842.943</td>
<td>5/8&quot; IRS W/ RED TRV CAP (Secondary Control Points Set By AZ&amp;B)</td>
</tr>
</tbody>
</table>

### Figure A

**Circular Curves with Spiral Transition**

- **TOTAL INTERSECTION ANGLE**
- **SPIRAL ANGLE**
- **CENTRAL ANGLE OF CIRCUMFERENTIAL CURVE**
- **DEGREE OF CURVE**
- **RADIUS OF CURVATURE**
- **TANGENT LENGTH OF COMPLETE CURVE**
- **SPIRAL TO CURVE**
- **PCS CURVE TO SPIRAL**
- **PT SPIRAL TO TANGENT**
- **PS SPIRAL TO CURVE**

### Figure B

**Simple Circular Curve**

- **RADIUS OF CIRCULAR CURVE**
- **CENTRAL ANGLE OF CIRCULAR CURVE**
- **TANGENT LENGTH OF CIRCULAR CURVE**
- **DEGREE OF CURVE**

### Figure C

**Spiral Transition Curve**

The spiral used is defined by the Talbot spiral:

- **LENGTH OF SPIRAL**
- ** SPIRAL POINT OF INTERSECTION**
- **INTERSECTION ANGLE**

---

*Preliminary 1D Plans Not for Construction*
PROFILE INTENTIONALLY OMITTED AT 10%
The document is for interim review only. It is not to be used for construction.

NOTES:

- Dallas Main 4 Curve Section to be Completed During Phase 2
- Dallas Main 4, 30 MPH, 136#, Wood
- Proposed Dallas Main 4 Curve, 3,621 T.F.
- See Note 1 Below

PROFILING INTENTIONALLY OMITTED AT 10%
PROFILE INTENTIONALLY OMITTED AT 10%

**TEXRAIL EXTENSION - UPRR TRACK SHOOFLY PHASE 2**

Main Track 1, 40 MPH, 136#, Concrete
Main Track 2, 40 MPH, 136#, Concrete
Main Track 3, 40 MPH, 136#, Wood
Main Track 4, 40 MPH, 136#, Wood

Dallas Main 4, 40 MPH, 136#, Wood

Proposed Dallas Main 4
Under Separate Cover
See Structural Plans

Proposed Retaining Wall
136# CWR, Wood Ties

Construct Dallas Main 4

Remove Retaining Wall
Metal Post
Remove 8" P & W

Detalles Subject to MP 246.74 to MP 248.20
Main: Track 1, 2, 3, 4

UPRR ROW

Preliminary 10% Submittal
Not for Construction

Brandon Maurisak, PE# 141253

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PROFILE INTENTIONALLY OMITTED AT 10%

NOTES:
1. Existing highway columns are annotated; however, assumptions will be made for new pile protection.
2. Dallas Main 4 Curve Section to be completed during Phase 1/2. Prop Dallas Main 4 Curve Section to be completed during Phase 2/Phase 3 to provide continued access to Main 3. Prop Temporary Easement.-  PRELIMINARY -

Prop Pier Protection

Existing Data

Proposed Dallas Main 4 Curve Section to be completed during Phase 2/Phase 3 to provide continued access to Main 3. Prop Temporary Easement.

Existing Data

Proposed Dallas Main 4 Curve Section to be completed during Phase 2/Phase 3 to provide continued access to Main 3. Prop Temporary Easement.

Existing Data

Proposed Dallas Main 4 Curve Section to be completed during Phase 2/Phase 3 to provide continued access to Main 3. Prop Temporary Easement.

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PROFILE INTENTIONALLY OMITTED AT 10%
PROFILE INTENTIONALLY OMITTED AT 10%
PROFILE INTENTIONALLY OMITTED AT 10%

**PRELIMINARY**

NOT FOR CONSTRUCTION

INTERIM REVIEW ONLY

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authority of MEPCH

DATE: 12/30/2021

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**10% PLANS**

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BRANDON MAURISAK, PE# 141253

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IT IS TO BE USED FOR CONSTRUCTION.
PROFILE INTENTIONALLY OMITTED AT 10%
TEXRail Track To Be Constructed After UPRR Work

TEXRail Extension - UPRR Track SHOOFLY Phase 3
Dallas Subdivision - MP 247.73 to MP 246.20
Main Track 1, 2, 3, 4

L = 75.01' S/L = 99.00'
16" Double Shoulder
Cut Spike Tie Plates
V = 40 MPH
Eu = 1.00''
Ea = 2.25''

L = 76.55' S/L = 99.00'
16" Double Shoulder
Cut Spike Tie Plates
V = 40 MPH
Eu = 1.00''
Ea = 2.25''

L = 1060.33' S/L = 33.00'
16" Double Shoulder
Cut Spike Tie Plates
V = 40 MPH
Eu = 1.00''
Ea = 2.25''

L = 68.96' S/L = 99.00'
16" Double Shoulder
Cut Spike Tie Plates
V = 40 MPH
Eu = 1.00''
Ea = 2.25''

L = 75.00' S/L = 99.00'
16" Double Shoulder
Cut Spike Tie Plates
V = 40 MPH
Eu = 1.00''
Ea = 2.25''

Delta = 27°14'35"

Radius 1 = 1837.50'
Radius 2 = 1146.28'

Dc1 = 3°07'07"
Dc2 = 5°00'00"

S/L1 = 110.00'
S/L2 = 198.00'

L1 = 392.78'
L2 = 111.70'

Ea1 = 2.25"'
Ea2 = 4.50"

Delta = 3°09'05"

Delta = 3°03'37"

R = 2218.09'

R = 2148.59'

R = 2291.83'

R = 1845.00'

15.5' 13'

13.1' 13.1'

30" CWR, Wood Ties

profile intentionally omitted at 10%

PRELIMINARY 16% PLANS
NOT FOR CONSTRUCTION