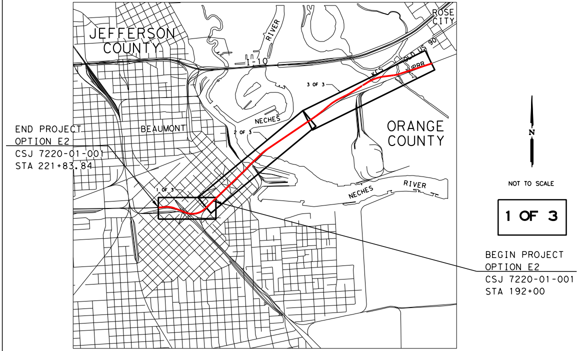
TEXAS DEPARTMENT OF TRANSPORTATION

SCHEMATIC LAYOUT
OPTION E2 10% DESIGN
JEFFERSON & ORANGE COUNTY

LIMITS: FROM OLD US 90 TO ORANGE ST

CJS: 7220-01-001
LENGTH: 15,778.42 FT = 2.988 MI.

OFFICE OF THE DISTRICT ENGINEER
BEAUMONT DISTRICT


JEFFERSON COUNTY
ORANGE COUNTY
BEAUMONT
ROSE CITY
NECHES RIVER
RIVER
3 OF 3
END PROJECT
OPTION E2
CSJ 7220-01-001
STA 221+83.84
NOT TO SCALE
1 OF 3
BEGIN PROJECT
OPTION E2
CSJ 7220-01-001
STA 192+00

DESIGN SPEED: RAILROADS = 20 MPH JEFFERSON COUNTY
40 MPH ORANGE COUNTY

PLOT SCALE: 1" :100' (HORZ.)
1" :5' (VERT.)

SUBMITTED FOR LETTING ______ 20
______, P.E.
DESIGN ENGINEER

RECOMMENDED FOR LETTING ______ 20
______, P.E.
PROJECT ENGINEER

RECOMMENDED FOR LETTING ______ 20
______, P.E.
DIRECTOR OF TRANSPORTATION PLANNING & DEVELOPMENT

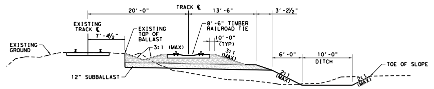
APPROVED FOR LETTING: ______ 20
______, P.E.
DISTRICT ENGINEER

Michael Baker INTERNATIONAL

SUBMITTED FOR LETTING ______ 20
______, P.E.
PROJECT MANAGER, TRANSYSTEMS

EQUATIONS: NONE

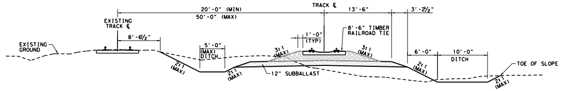
Texas Department of Transportation
© 2015


20'-0"
TRACK ℄
13'-6"
3'-2½"
EXISTING TRACK ℄
EXISTING TOP OF BALLAST
8'-6" TIMBER RAILROAD TIE
EXISTING GROUND
3:1 (MAX)
6'-0"
10'-0"
DITCH
2:1 (MAX)
TOE OF SLOPE
12" SUBBALLAST

RIGHT DITCH SECTION
NEAR EXISTING TRACK
(MATCH SUBBALLAST SLOPE)

STATION TO STATION
491+75.27 TO 494+00.00
526+40.00 TO 527+61.57

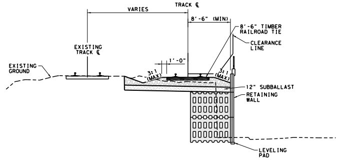
99+91.71 TO 106+39.00
211+60.00 TO 222+83.84


20'-0" (MIN)
50'-0" (MAX)
TRACK ℄
13'-6"
3'-2½"
EXISTING TRACK ℄
EXISTING GROUND
8'-6" TIMBER RAILROAD TIE
5'-0" (MAX) DITCH
3:1 (MAX)
2:1 (MAX)
6'-0"
10'-0"
DITCH
TOE OF SLOPE
12" SUBBALLAST

LEFT/RIGHT DITCH SECTION
NEAR EXISTING TRACK
(CROWNED SUBBALLAST)

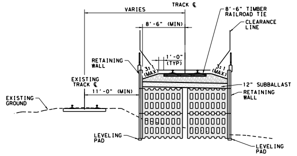
STATION TO STATION
494+00.00 TO 497+75.00
499+85.00 TO 503+50.00
512+50.00 TO 526+40.00

106+39.00 TO 114+23.00
210+80.00 TO 211+60.00


VARIES
TRACK ℄
8'-6" (MIN)
8'-6" TIMBER RAILROAD TIE
CLEARANCE LINE
EXISTING TRACK ℄
EXISTING GROUND
12" SUBBALLAST
RETAINING WALL
LEVELING PAD

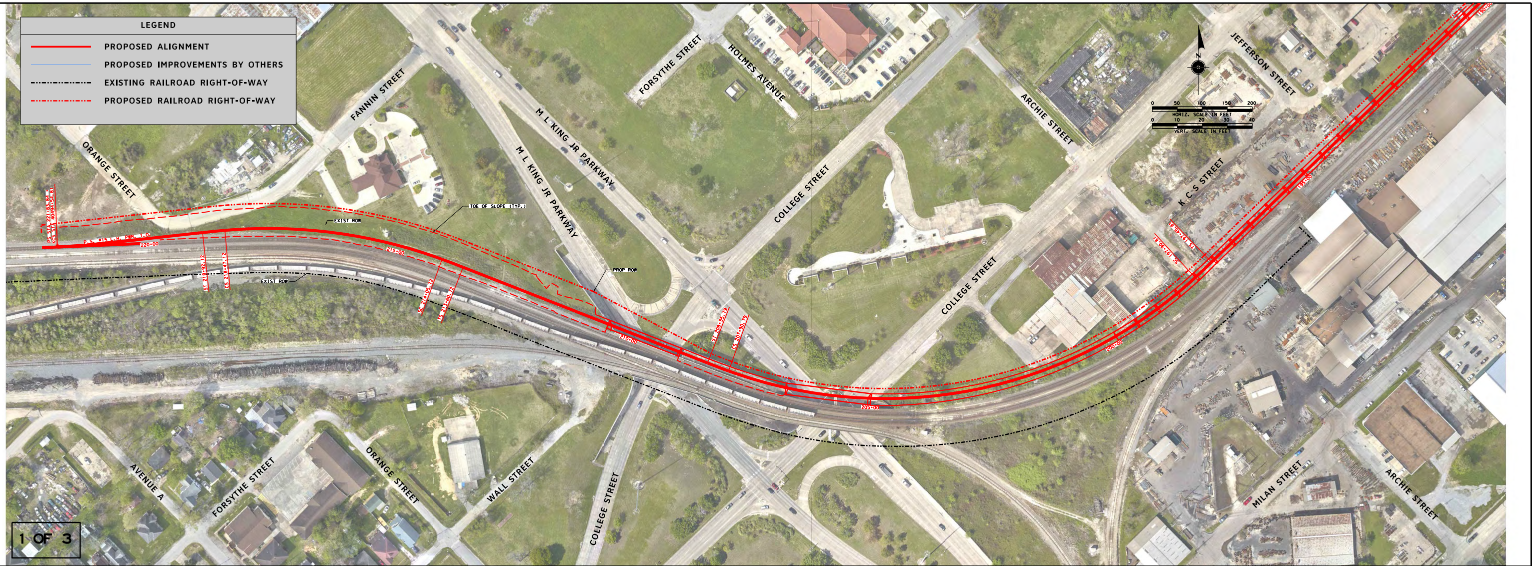
RIGHT WALL
NEAR EXISTING TRACK

STATION TO STATION
206+75.00 TO 208+94.00
210+49.00 TO 210+80.00


TRACK ℄
VARIES
8'-6" (MIN)
8'-6" TIMBER RAILROAD TIE
CLEARANCE LINE
RETAINING WALL
EXISTING TRACK ℄
EXISTING GROUND
11'-0" (MIN)
12" SUBBALLAST
RETAINING WALL
LEVELING PAD
LEVELING PAD

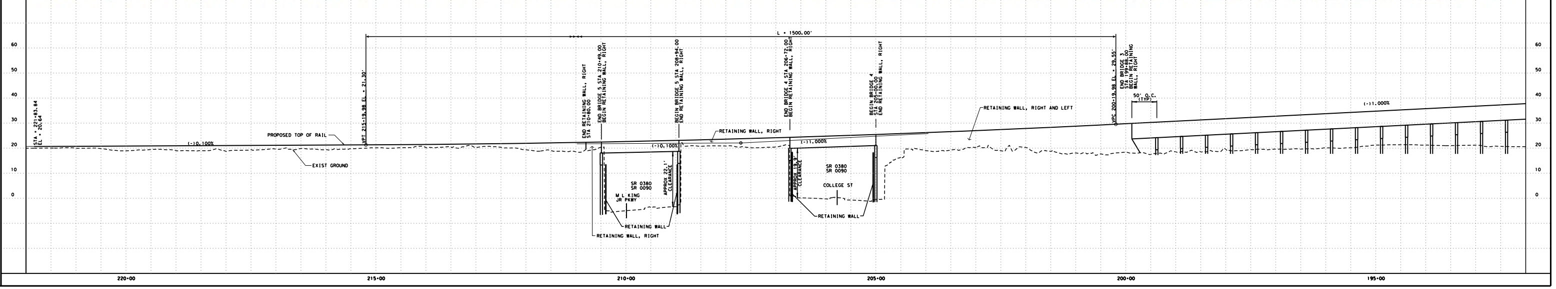
LEFT/RIGHT WALL
NEAR EXISTING TRACK

STATION TO STATION
199+88.00 TO 205+00.00


ORANGE STREET
FANNIN STREET
FORSYTHE STREET
HOLMES AVENUE
M L KING JR PARKWAY
COLLEGE STREET
ARCHIE STREET
JEFFERSON STREET
K.C.S STREET
AVENUE A
WALL STREET
MILAN STREET
1 OF 3

LEGEND

🟥	PROPOSED ALIGNMENT
—	PROPOSED IMPROVEMENTS BY OTHERS
-·-·-	EXISTING RAILROAD RIGHT-OF-WAY
-·-·-	PROPOSED RAILROAD RIGHT-OF-WAY


L = 1500.00'
PROPOSED TOP OF RAIL
EXIST GROUND
RETAINING WALL, RIGHT
RETAINING WALL, RIGHT AND LEFT
RETAINING WALL
COLLEGE ST
220+00
215+00
210+00
205+00
200+00
195+00

TEXAS DEPARTMENT OF TRANSPORTATION

SCHEMATIC LAYOUT

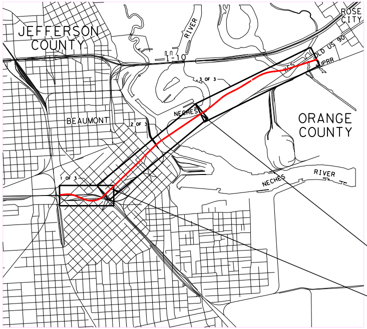
OPTION E2 10% DESIGN

JEFFERSON & ORANGE COUNTY

LIMITS: FROM OLD US 90 TO ORANGE ST

CJS: 7220-01-001
LENGTH: 15,778.42 FT = 2.988 MI.

OFFICE OF THE DISTRICT ENGINEER
BEAUMONT DISTRICT


ROSE CITY
JEFFERSON COUNTY
RIVER
I-10
OLD US 90
UPRR
3 OF 3
NECHES
BEAUMONT
2 OF 3
ORANGE COUNTY
1 OF 3
NECHES
RIVER

NOT TO SCALE

2 OF 3

BEGIN PROJECT
OPTION E2
CSJ 7220-01-001
STA 126+00

END PROJECT
OPTION E2
CSJ 7220-01-001
STA 192+00

DESIGN SPEED: RAILROADS = 20 MPH JEFFERSON COUNTY
40 MPH ORANGE COUNTY

PLOT SCALE: 1" :100' (HORZ.)
1" :5' (VERT.)

SUBMITTED FOR LETTING ________ 20
________, P.E.
DESIGN ENGINEER

RECOMMENDED FOR LETTING ________ 20
________, P.E.
PROJECT ENGINEER

RECOMMENDED FOR LETTING ________ 20
________, P.E.
DIRECTOR OF TRANSPORTATION PLANNING & DEVELOPMENT

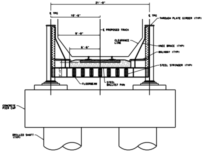
APPROVED FOR LETTING: ________ 20
________, P.E.
DISTRICT ENGINEER

Michael Baker
INTERNATIONAL

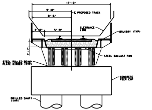
SUBMITTED FOR LETTING ________ 20
________, P.E.
PROJECT MANAGER, TRANSYSTEMS

EQUATIONS: NONE

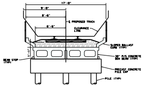
Texas Department of Transportation
© 2015


21'-0"
℄ TPG
10'-6"
℄ TPG
THROUGH PLATE GIRDER (TYP)
℄ PROPOSED TRACK
9'-0"
CLEARANCE LINE
KNEE BRACE (TYP)
6'-6"
BALLAST (TYP)
STEEL STRINGER (TYP)
FLOORBEAM
STEEL BALLAST PAN
CONCRETE PIER CAP
DRILLED SHAFT (TYP)

TYPICAL SECTION - THROUGH PLATE GIRDER

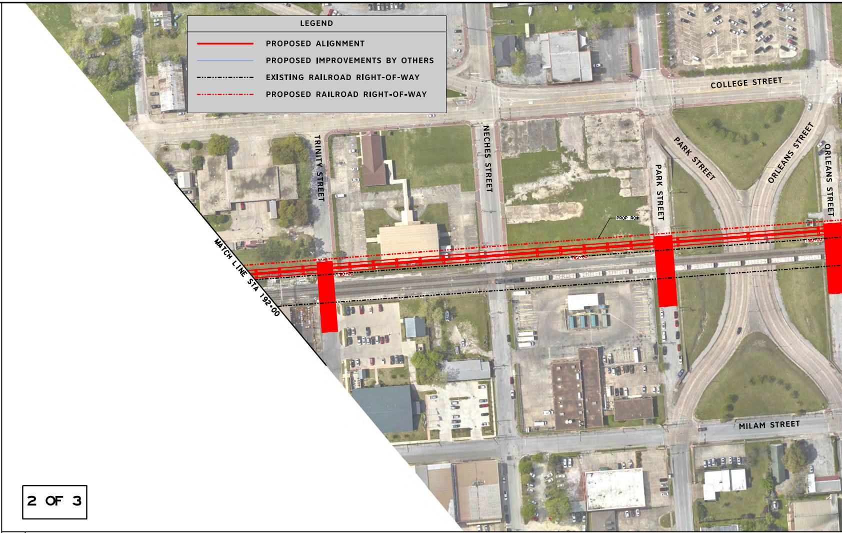

17'-0"
9'-0"
℄ PROPOSED TRACK
8'-6"
CLEARANCE LINE
3'-0"
5'-9"
BALLAST (TYP)
STEEL BALLAST PAN
STEEL ROLLED BEAM/ PLATE GIRDER (TYP)
CONCRETE PIER CAP
DRILLED SHAFT (TYP)

TYPICAL SECTION - DECK PLATE GIRDER


17'-0"
9'-0"
8'-6"
℄ PROPOSED TRACK
6'-6"
CLEARANCE LINE
SLOPED BALLAST CURB (TYP)
30" P/S CONCRETE BOX BEAM (TYP)
BEAM STOP (TYP)
PRECAST CONCRETE PILE CAP
PILE (TYP)

TYPICAL SECTION - DOUBLE-VOIDED BOX BEAM SPANS

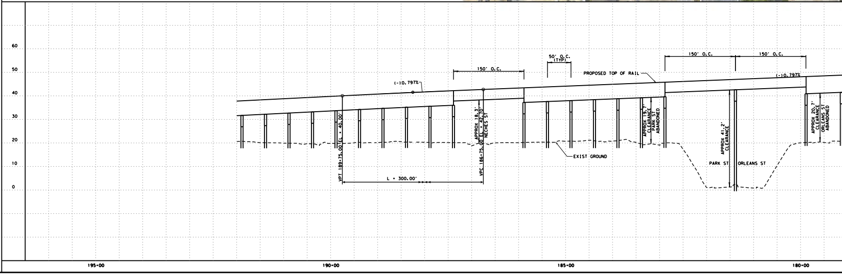
TIME: 6:42:11 AM
PEN TABLE - 144988*51st*TxDOT*PS&E.tbl
DATE: 9/21/2015
FILE: ...\988RRSM02-002.dgn
ROLLPLOT-$PLTDRVL$

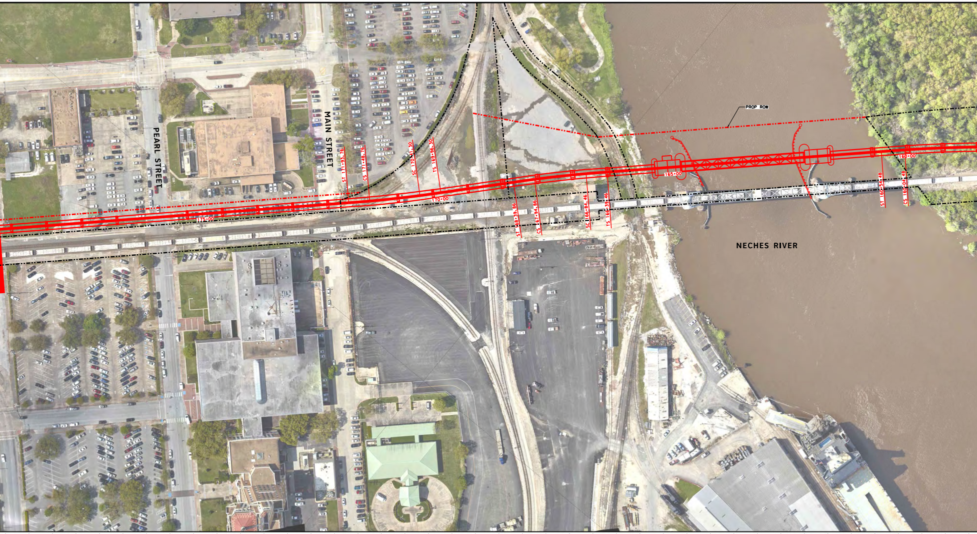

COLLEGE STREET
TRINITY STREET
NECHES STREET
PARK STREET
PARK STREET
ORLEANS STREET
ORLEANS STREET
MILAM STREET
PROP ROW
190+00
185+00
180+00
MATCH LINE STA 192+00

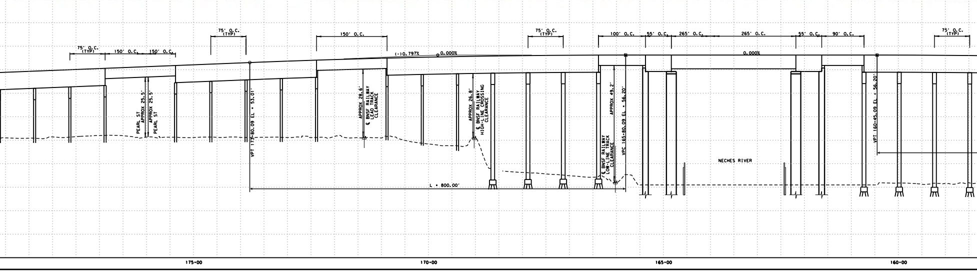
LEGEND

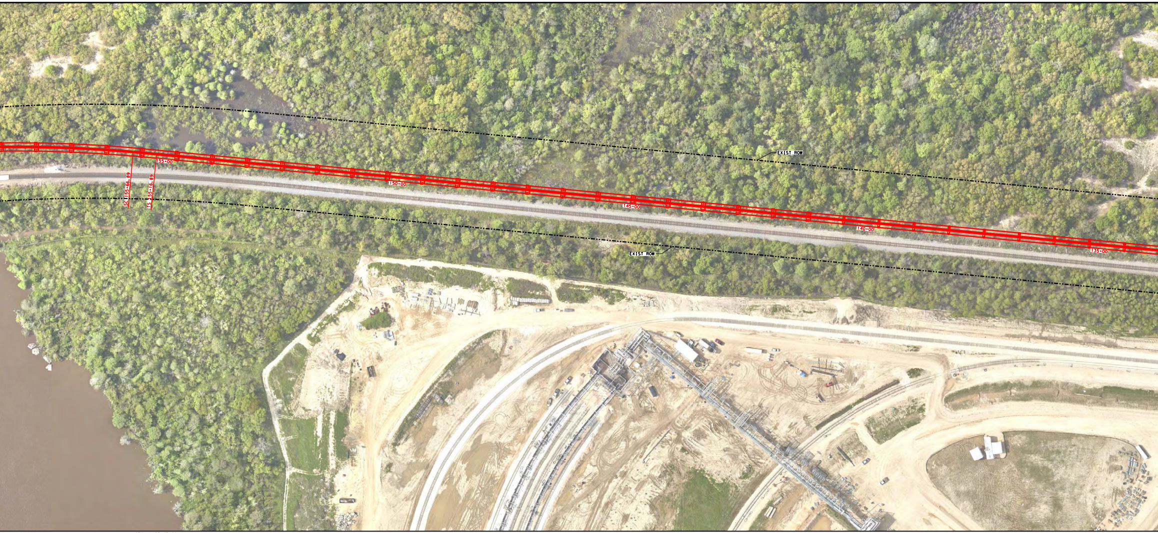
🟥	PROPOSED ALIGNMENT
—	PROPOSED IMPROVEMENTS BY OTHERS
-··-··-	EXISTING RAILROAD RIGHT-OF-WAY
-··-··-	PROPOSED RAILROAD RIGHT-OF-WAY

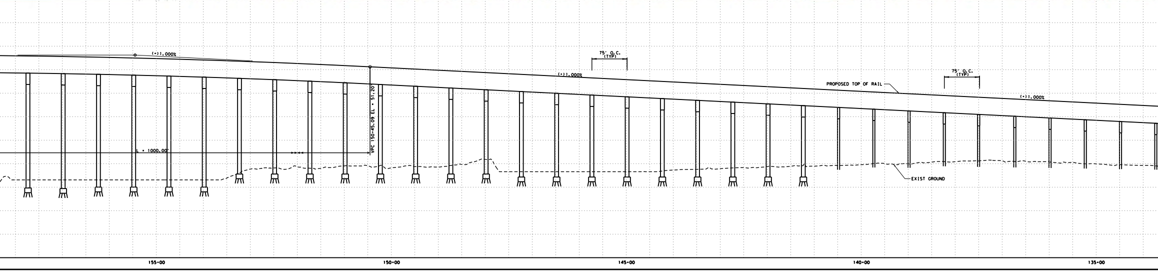
2 OF 3


60
50
40
30
20
10
0
(-)0.797%
150' O.C.
50' O.C. (TYP)
PROPOSED TOP OF RAIL
150' O.C.
150' O.C.
(-)0.797%
VPT 189+75.00 EL = 40.00'
APPROX 18.3'
VPC 186+75.00 EL = 42.70'
NECHES ST
L = 300.00'
EXIST GROUND
APPROX 19.7' CLEARANCE
PARK ST ABANDONED
APPROX 41.2' CLEARANCE
PARK ST
ORLEANS ST
APPROX 20.7' CLEARANCE
ORLEANS ST ABANDONED
195+00
190+00
185+00
180+00

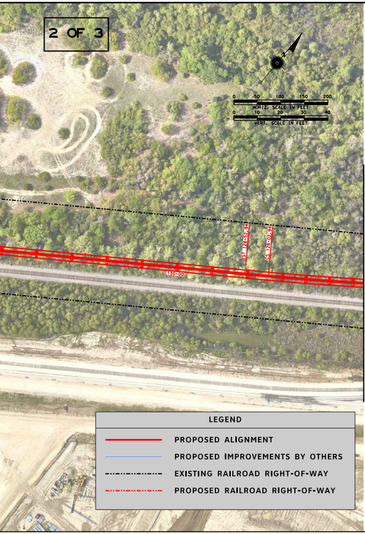

PEARL STREET
MAIN STREET
ST 171+93.76
CS 171+48.76
SC 170+41.30
TS 169+96.30
175+00
170+00
ST 168+39.86
CS 167+94.86
SC 166+84.46
TS 166+39.46
PROP ROW
165+00
160+00
ST 160+54.48
CS 160+04.48
NECHES RIVER


75' O.C. (TYP)
150' O.C.
150' O.C.
75' O.C. (TYP)
150' O.C.
(-)0.797%
0.000%
75' O.C. (TYP)
100' O.C.
55' O.C.
265' O.C.
265' O.C.
55' O.C.
90' O.C.
0.000%
75' O.C. (TYP)
PEARL ST APPROX 25.5'
APPROX 25.5' PEARL ST
VPT 173+80.09 EL = 53.01'
APPROX 28.6' ℄ BNSF RAILWAY LEAD TRACK CLEARANCE
APPROX 26.8' ℄ BNSF RAILWAY HIGH-LINE CROSSING CLEARANCE
L = 800.00'
℄ BNSF RAILWAY LOW-LINE TRACK CLEARANCE
APPROX 49.2'
VPC 165+80.09 EL = 56.20'
NECHES RIVER
VPT 160+45.09 EL = 56.20'
175+00
170+00
165+00
160+00


EXIST ROW
EXIST ROW
SC 155+66.89
TS 155+16.89
155+00
150+00
145+00
140+00
135+00

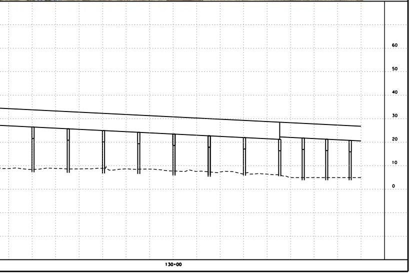

(-)1.000%
75' O.C. (TYP)
(-)1.000%
75' O.C. (TYP)
PROPOSED TOP OF RAIL
(-)1.000%
VPC 150+45.09 EL = 51.20
L = 1000.00'
EXIST GROUND
155+00
150+00
145+00
140+00
135+00

2 OF 3


0 50 100 150 200
HORIZ. SCALE IN FEET
0 10 20 30 40
VERT. SCALE IN FEET
ST 128+52.94
CS 128+02.94
130+00
MATCH LINE STA 126+00

LEGEND

🟥	PROPOSED ALIGNMENT
―	PROPOSED IMPROVEMENTS BY OTHERS
-··-··-	EXISTING RAILROAD RIGHT-OF-WAY
-··-··-	PROPOSED RAILROAD RIGHT-OF-WAY


60
50
40
30
20
10
0
130+00

FILE: ...\988RRSM02-002.dgn

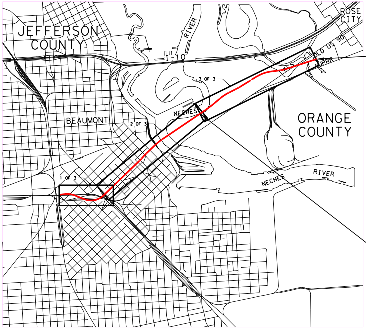
TEXAS DEPARTMENT OF TRANSPORTATION

SCHEMATIC LAYOUT
OPTION E2 10% DESIGN
JEFFERSON & ORANGE COUNTY

LIMITS: FROM OLD US 90 TO ORANGE ST

CJS: 7220-01-001
LENGTH: 15,778.42 FT = 2.988 MI.

OFFICE OF THE DISTRICT ENGINEER
BEAUMONT DISTRICT


JEFFERSON COUNTY
RIVER
I-10
ROSE CITY
OLD US 90
UPRR
3 OF 3
NECHES
BEAUMONT
2 OF 3
ORANGE COUNTY
NECHES
RIVER
1 OF 3

BEGIN PROJECT
OPTION E2
CSJ 7220-01-001
STA 491+75.27

N

NOT TO SCALE

3 OF 3

END PROJECT
OPTION E2
CSJ 7220-01-001
STA 126+00

DESIGN SPEED: RAILROADS = 20 MPH JEFFERSON COUNTY
40 MPH ORANGE COUNTY

PLOT SCALE: 1" :100' (HORZ.)
1" :5' (VERT.)

SUBMITTED FOR LETTING ______ 20
______, P.E.
DESIGN ENGINEER

RECOMMENDED FOR LETTING ______ 20
______, P.E.
PROJECT ENGINEER

RECOMMENDED FOR LETTING ______ 20
______, P.E.
DIRECTOR OF TRANSPORTATION PLANNING & DEVELOPMENT

APPROVED FOR LETTING: ______ 20
______, P.E.
DISTRICT ENGINEER

Michael Baker
INTERNATIONAL

SUBMITTED FOR LETTING ______ 20
______, P.E.
PROJECT MANAGER, TRANSYSTEMS

EQUATIONS: NONE

Texas Department of Transportation®
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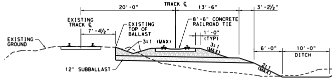
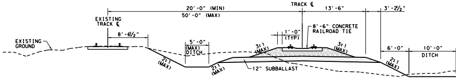

20'-0"
TRACK ℄
13'-6"
3'-2½"
EXISTING TRACK ℄
7'-4½"
EXISTING TOP OF BALLAST
8'-6" CONCRETE RAILROAD TIE
1'-0" (TYP)
EXISTING GROUND
3:1 (MAX)
3:1 (MAX)
6'-0"
10'-0"
DITCH
2:1 (MAX)
12" SUBBALLAST

RIGHT DITCH SECTION
NEAR EXISTING TRACK
(MATCH SUBBALLAST SLOPE)

STATION TO STATION
491+75.27 TO 494+00.00
526+40.00 TO 527+61.57

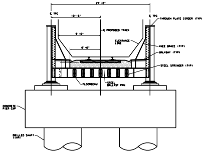
99+91.71 TO 106+39.00
211+60.00 TO 222+83.84


TRACK ℄
20'-0" (MIN)
50'-0" (MAX)
13'-6"
3'-2½"
EXISTING TRACK ℄
8'-6½"
EXISTING GROUND
5'-0" (MAX) DITCH
1'-0" (TYP)
8'-6" CONCRETE RAILROAD TIE
3:1 (MAX)
3:1 (MAX)
2:1 (MAX)
2:1 (MAX)
2:1 (MAX)
6'-0"
10'-0"
DITCH
12" SUBBALLAST

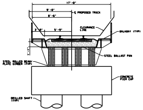
LEFT/RIGHT DITCH SECTION
NEAR EXISTING TRACK
(CROWNED SUBBALLAST)

STATION TO STATION
494+00.00 TO 497+75.00
499+85.00 TO 503+50.00
512+50.00 TO 526+40.00

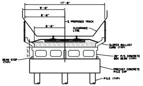
106+39.00 TO 114+23.00
210+80.00 TO 211+60.00


21'-0"
℄ TPG
10'-6"
℄ TPG
THROUGH PLATE GIRDER (TYP)
℄ PROPOSED TRACK
9'-0"
CLEARANCE LINE
6'-6"
KNEE BRACE (TYP)
WALKWAY (TYP)
STEEL STRINGER (TYP)
FLOORBEAM
STEEL BALLAST PAN
CONCRETE PIER CAP
DRILLED SHAFT (TYP)

TYPICAL SECTION - THROUGH PLATE GIRDER


17'-0"
9'-0"
8'-6"
℄ PROPOSED TRACK
CLEARANCE LINE
3'-0"
5'-9"
WALKWAY (TYP)
STEEL BALLAST PAN
STEEL ROLLED BEAM/ PLATE GIRDER (TYP)
CONCRETE PIER CAP
DRILLED SHAFT (TYP)

TYPICAL SECTION - DECK PLATE GIRDER

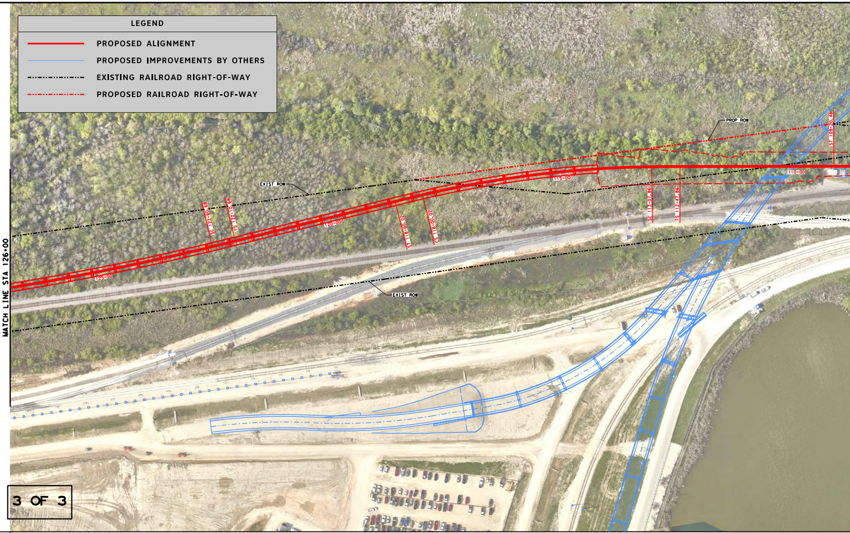

17'-0"
9'-0"
8'-6"
℄ PROPOSED TRACK
6'-6"
CLEARANCE LINE
SLOPED BALLAST CURB (TYP)
30" P/S CONCRETE BOX BEAM (TYP)
BEAM STOP (TYP)
PRECAST CONCRETE PILE CAP
PILE (TYP)

TYPICAL SECTION - DOUBLE-VOIDED BOX BEAM SPANS

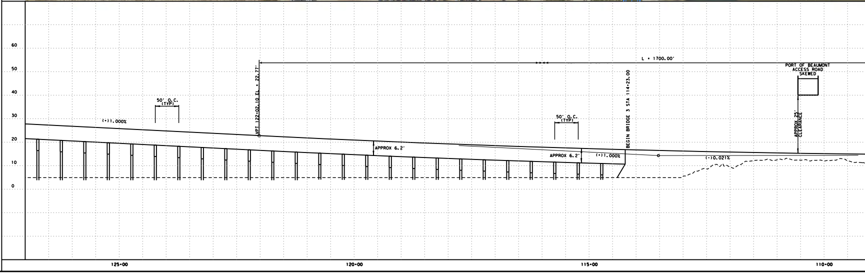
TIME: 6:45:08 AM
PEN TABLE - 144988*51st*TxDOT*PS&E.tbl

DATE: 9/21/2015
FILE: ...\988RRSM02-003.dgn
ROLLPLOT-$PLTDRVL$

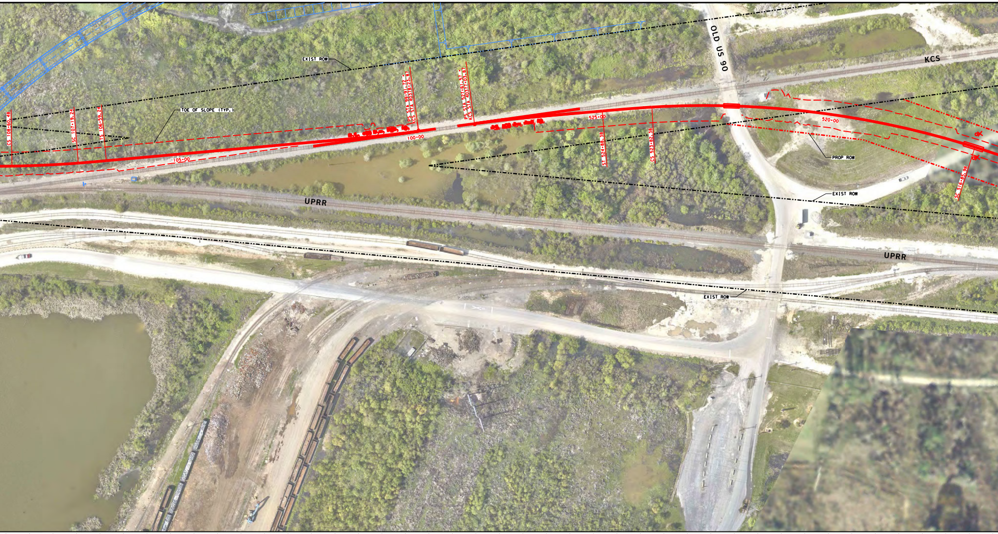
TOE OF SLOPE
2:1
(MAX)
TOE OF SLOPE
2:1
(MAX)

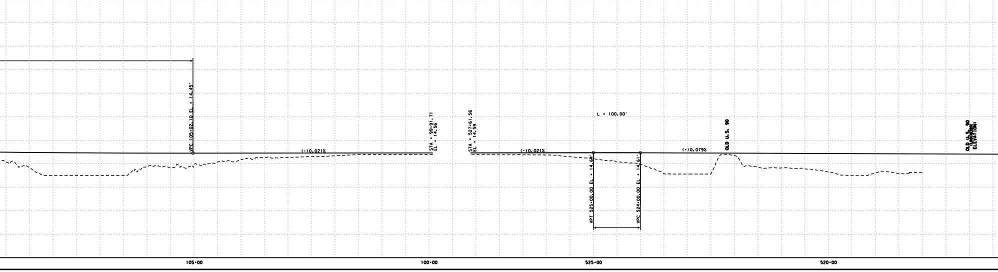


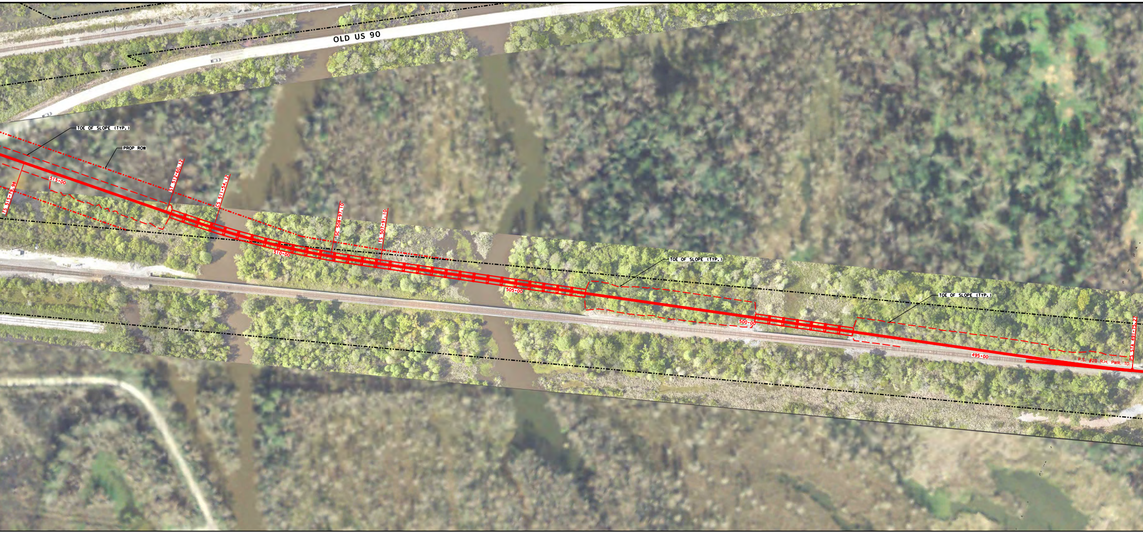
LEGEND
PROPOSED ALIGNMENT
PROPOSED IMPROVEMENTS BY OTHERS
EXISTING RAILROAD RIGHT-OF-WAY
PROPOSED RAILROAD RIGHT-OF-WAY
MATCH LINE STA 126+00
PROP ROW
EXIST ROW
EXIST ROW
SC 122+60.68
TS 122+10.68
ST 118+60.02
CS 118+00.02
SC 113+07.86
TS 112+47.86
ST 109+20.48
125+00
120+00
115+00
110+00
3 OF 3

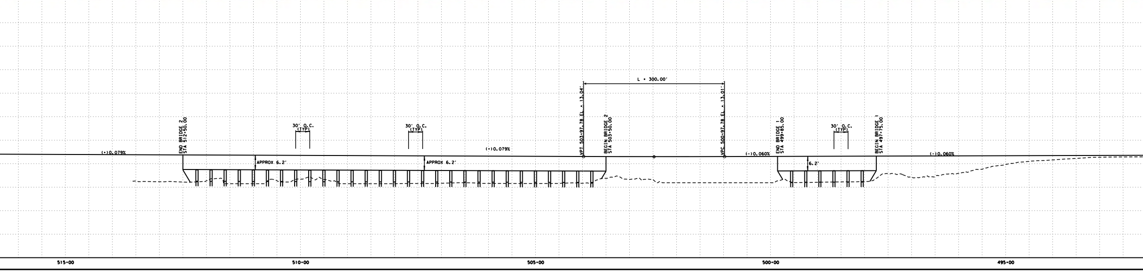


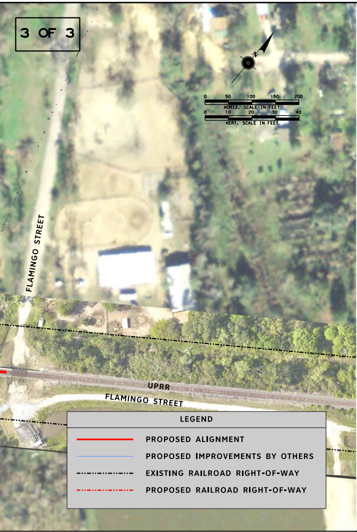
60
50
40
30
20
10
0
(+)1.000%
50' O.C.
(TYP)
VPT 122+02.10 EL = 22.77'
L = 1700.00'
APPROX 6.2'
50' O.C.
(TYP)
APPROX 6.2'
(+)1.000%
BEGIN BRIDGE 3 STA 114+23.00
(-)0.021%
PORT OF BEAUMONT
ACCESS ROAD
SKEWED
APPROX 25'
CLEARANCE
125+00
120+00
115+00
110+00


EXIST ROW
PS STA 99+91.72 =
KCS STA 40378+25.87
PS STA 527+61.57 =
KCS STA 40377+03.87
CS 108+60.48
SC 107+19.24
TS 106+59.24
TOE OF SLOPE (TYP.)
105+00
100+00
OLD US 90
KCS
525+00
ST 524+88.38
CS 523+82.38
520+00
PROP ROW
EXIST ROW
SC 516+85.98
UPRR
UPRR
EXIST ROW


VPC 105+02.10 EL = 14.45'
(-)0.021%
STA = 99+91.71
EL = 14.56
STA = 527+61.56
EL = 14.59
(-)0.021%
L = 100.00'
VPT 525+00.00 EL = 14.64'
VPC 524+00.00 EL = 14.61'
(+)0.079%
OLD U.S. 90
OLD U.S. 90
(UNKNOWN
ELEVATION)
105+00
100+00
525+00
520+00

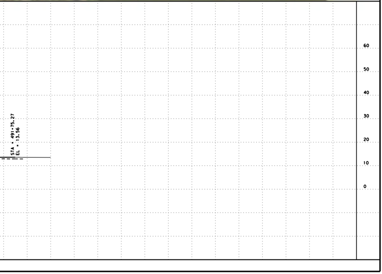

OLD US 90
TOE OF SLOPE (TYP.)
PROP ROW
TS 515+79.98
515+00
ST 512+60.12
CS 511+54.12
SC 508+97.10
TS 507+91.10
510+00
505+00
TOE OF SLOPE (TYP.)
500+00
TOE OF SLOPE (TYP.)
495+00
P.S. #20 R.H. PWR. TO.
PS STA 491+75.27


(+)0.079%
END BRIDGE 2
STA 512+50.00
APPROX 6.2'
30' O.C.
(TYP)
APPROX 6.2'
30' O.C.
(TYP)
(+)0.079%
VPT 503+97.78 EL = 13.04'
BEGIN BRIDGE 2
STA 503+50.00
L = 300.00'
VPC 500+97.78 EL = 13.01'
(-)0.060%
END BRIDGE 1
STA 499+85.00
6.2'
30' O.C.
(TYP)
BEGIN BRIDGE 1
STA 497+75.00
(-)0.060%
515+00
510+00
505+00
500+00
495+00


3 OF 3
N
0
50
100
150
200
HORIZ. SCALE IN FEET
0
10
20
30
40
VERT. SCALE IN FEET
FLAMINGO STREET
UPRR
FLAMINGO STREET

LEGEND

🟥	PROPOSED ALIGNMENT
—	PROPOSED IMPROVEMENTS BY OTHERS
-··-··-	EXISTING RAILROAD RIGHT-OF-WAY
-··-··-	PROPOSED RAILROAD RIGHT-OF-WAY


STA = 491+75.27
EL = 13.56
60
50
40
30
20
10
0