

From: [Kevin Rice](#)
To: [Stevens, Karen](#)
Cc: [Jeff Frantz](#); [Tanya Spratt](#); [Gosselin, Danielle](#)
Subject: FD 36854 - UPRR - Construction Matagorda County, TX
Date: Wednesday, December 3, 2025 11:32:46 AM
Attachments: [D15 Wadsworth Ind Lead 15 Plans 110325.pdf](#)
[20251106 WIL.kmz](#)
[20251106 Western Wye.kmz](#)
[UPRR WIL Alternatives Report 20251121.pdf](#)

Good morning, Karen,

Attached with this email is our 15% plan set showing our preferred alternative route, which has been adjusted slightly from previous conceptual layouts. In terms of the Alternatives Analysis, this would be the 'Far East' Alignment (Alternative 1). In addition to the 15% plans, we also are providing KMZ files as well as our draft **Alternatives Analysis** that we developed while contemplating the possible routes.

Look forward to our discussion today.

Thanks,

Kevin Rice, PE
Sr. Manager M/W Environmental
Union Pacific Railroad
(402) 544-2213

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Union Pacific Railroad

Alternatives Report

Wadsworth Industrial Lead Project

Matagorda County, Texas

November 21, 2025

Alternatives Report

Wadsworth Industrial Lead Project Matagorda County, Texas

November 21, 2025

Prepared By:

Arcadis U. S., Inc.
630 Plaza Drive, Suite 200
Highlands Ranch
Colorado 80129
Phone: 720 344 3500
Fax: 720 344 3535

Prepared For:

Union Pacific Railroad
1400 Douglas Street
Omaha, Nebraska

Our Ref:

30227359

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Acronyms and Abbreviations

GIS	geographic information system
HUC	Hydrologic Unit Code
FEMA	Federal Emergency Management Agency
FM	Farm to Market
LYB	LyondellBasell
NHD	National Hydrography Dataset
NWI	National Wetlands Inventory
Project	Wadsworth Industrial Lead Project
ROW	right-of-way
TXDOT	Texas Department of Transportation
UPRR	Union Pacific Railroad
USFWS	U. S. Fish and Wildlife Service

1 Introduction

1.1 Project Overview

Union Pacific Railroad (UPRR) proposes to construct approximately 5 miles of new industrial lead track in Matagorda County, Texas. The proposed Wadsworth Industrial Lead Project (Project; proposed action) will connect UPRR's Angleton Subdivision (via the UPRR Celanese Industrial Lead) to the LyondellBasell (LYB) Matagorda Polymers Plant. The new track will sit within a 100- to 200-foot-wide area of newly acquired right-of-way (ROW).

1.2 Purpose and Need

The purpose of the Project is to ensure the development and continuation of a sound rail transportation system and to provide alternative transportation options for LYB. The proposed action would maintain and enhance competition among rail carriers and with other transportation modes.

The need for the Project is to provide market flexibility and access to UPRR's Angleton Subdivision to the LYB Matagorda Polymers Plant. LYB would be able to source materials from, and distribute finished products to, various geographies based on competitive rail carrier networks.

1.3 Location

The Project is in Matagorda County, Texas, approximately 8 miles south of Bay City.

2 Alternatives Evaluation

2.1 Evaluation Criteria

UPRR evaluated various alignment alternatives using a set of established criteria. These criteria are described below. The alternatives evaluation relied on publicly available information such as aerial imagery, maps, online agency resources, databases, geographic information system (GIS) applications, and direct engagement between UPRR and various stakeholders.

2.1.1 Purpose and Need

UPRR considered if and how each alignment would fulfil the purpose and need of providing market flexibility and access to the UPRR Angleton Subdivision to the LYB Matagorda Polymers Plant.

2.1.2 Real Estate and Land Use

In evaluating the alternatives, UPRR considered several factors including the number of landowners, parcels, and acres affected by acquisition; the potential for residential relocations; severance of parcels from public access and

the resulting changes in land use and access; and feedback from community stakeholders and impacted property owners.

2.1.3 Flood Hazards

The Federal Emergency Management Agency (FEMA) National Flood Hazard Layer was reviewed to assess the location of each alternative in relation to mapped flood zones (FEMA 2025). Avoiding the floodplains of both the Colorado River and Big Boggy Creek and building the proposed track in a FEMA Zone X floodplain, an area with moderate to low flood risk (FEMA 2025), allows the railroad to cut or fill as needed. If the track were to be built within the floodplain of either flooding source, a “net zero” between cut and fill would be required as stated in Matagorda County’s Flood Damage Prevention Ordinance (Matagorda County 2020).

The southern extent of the Project is located within the Texas Coastal Management Zone Boundary (TXGLO 2025). The Texas General Land Office reviews federal actions in the Texas coastal zone to ensure consistency with the goals and policies of the Texas Coastal Management Program.

2.1.4 Utilities

A desktop review was performed for utilities located within the general area of the proposed corridor routes. This included using the Railroad Commission of Texas and aerial imagery websites to view potential utility locations. The purpose of the desktop review was to identify large, costly, and/or complicated conflicts including solar or wind electrical generation facilities, large antennas, pipeline corridors, longitudinal utilities, and petrochemical facilities, because these types of conflicts can impact the feasibility of the project because of the overall cost and/or the length of time to resolve the issue. Utility crossings were reviewed but are a lesser concern because the complexity, length of time, and cost for crossings is generally less than those for a longitudinal facility.

2.1.5 Roadways

Each alignment was evaluated for impacts to existing roadways as well as the need for new at-grade road crossings, both public and private, to provide continued access to private landowners and road users impacted by each alignment. Parallel access was also evaluated to minimize the need for new at-grade crossings as well as the impact of the parallel access to adjacent landowners. Each alignment was presented to the Matagorda County and Texas Department of Transportation (TXDOT) officials, and the necessary coordination and requirements of each public agency were evaluated in the selection process. Total Project cost estimates were compiled and compared that included all items described above as well as the ancillary costs of Engineering, Real Estate Acquisition, Utility Impacts/Relocations, and Permitting.

2.1.6 Cost

Track infrastructure such as turnouts, track, ties, ballast, etc., were quantified for each alignment. Supporting civil material and labor such as sub-ballast, embankment, excavation, subgrade stabilization, etc., were also estimated for the respective track infrastructure items. And each alignment was evaluated to include appropriate drainage and culvert material, crossing material, roadway modifications, etc. Total project cost estimates were compiled and compared that included all physical implements above as well as the ancillary costs of engineering, real estate acquisition, utility impacts and relocations, and permitting.

2.1.7 Environmental Considerations

2.1.7.1 Aquatic Resources

Aquatic resources include streams and wetlands that may be intersected by or adjacent to the Project. Arcadis reviewed the U. S. Geological Survey National Hydrography Dataset (NHD) and the U. S. Fish and Wildlife Service (USFWS) National Wetlands Inventory (NWI) to identify any mapped aquatic resources (United States Geological Survey 2025; USFWS 2025a). Alignment alternatives being evaluated are primarily within the Lower Colorado watershed (HUC: 12090302) and within a portion within the East Matagorda Bay watershed (HUC: 12090402).

2.1.7.2 Biological Resources

To identify federally listed species (including endangered, threatened, candidate, and proposed-for-listing species) with the potential to be affected by the Project, Arcadis reviewed the USFWS Information for Planning and Consultation Species List (USFWS 2025b).

2.1.7.3 Vegetation

Aerial imagery and GIS land cover datasets were used to identify dominant vegetation types present along each alignment alternative.

2.1.7.4 Cultural and Historic Resources

Arcadis conducted a cultural resources desktop assessment to identify any known historic properties that could be affected by the Project (Arcadis 2025). A consideration of potential effects on historic properties is required under Section 106 of the National Historic Preservation Act (NHPA) of 1966, as amended, for any undertakings by a federal agency, including federal permitting or authorization.

3 Alternatives

3.1.1 Alternative 1 (Far East)

Alternative 1 is an approximately 4.93-mile alignment that would connect a UPRR and BNSF Railway (BNSF) joint track, near Gilmore Road, to the LYB facility.

- From the southern terminus of the joint track, Alternative 1 would continue south across Gilmore Road, east of Farm to Market (FM) road 2668.
- The alignment would continue south, then turning east, then south again and crosses FM 2078 and FM 521 before connecting to the existing LYB facility.
- Alternative 1 would cross the Celanese Canal, which is managed by the Lower Colorado River Authority (LCRA).
- After crossing the canal, the alignment would run parallel to the canal, offset approximately 500 feet to the east of the canal for 2,700 feet until the canal ends.

- Alternative 1 also includes the construction of a new western connection to the UPRR Celanese Industrial Lead, creating a western leg of a wye track to allow single direction movement towards the Celanese Industrial Lead and ultimately the UPRR Angleton Subdivision.
- The proposed wye track would cross FM 2668 and FM 3057.
- The track is designed primarily to be on embankment between three and eight feet above existing grade with ditches on either side.
- Culverts would be installed to convey existing flows across the embankment to facilitate existing drainage patterns.

3.1.2 Alternative 2 (East)

An approximately 4.43-mile alignment that would connect a UPRR and BNSF joint track, near Gilmore Road, to the LYB facility.

- From the southern terminus of the joint track, Alternative 2 would continue south across Gilmore Road, east of FM road 2668.
- Alternative 2 would then head southeast and generally run parallel to FM 2668, approximately 1,200 feet east of FM 2668.
- Alternative 2 would not cross the Celanese Canal and would remain approximately 1,200 feet from the canal at its closest point.
- The alignment would continue running parallel to and cross FM 2078. Approximately 2,700 feet south of FM 2078 Alternative 2 would merge with the alignment of Alternative 1.
- The alignment would continue south and cross FM 521 before connecting to the existing LYB facility.
- Alternative 2 also includes the construction of a new western connection to the UPRR Celanese Industrial Lead, creating a western leg of a wye track to allow single direction movement towards the Celanese Industrial Lead and ultimately the UPRR Angleton Subdivision.
- The proposed wye track would cross FM 2668 and FM 3057.
- The track is designed primarily to be on embankment between three and eight feet above existing grade with ditches on either side.

3.1.3 Alternative 3 (West)

An approximately 6.4-mile alignment that would connect the UPRR Celanese Industrial Lead to the LYB facility.

- Alternative 3 would extend from the UPRR Celanese Industrial Lead, crossing FM 3057 then continues south to the west side of FM 2668.
- Alternative 3 would run for approximately 10,000 feet, parallel and roughly 180 feet west of FM 2668.
- Alternative 3 alignment would continue another 10,000 feet, parallel but roughly 1,500 feet west of FM 2668.
- The alignment would then continue another 8,500 feet, parallel and roughly 180 feet west of FM 2668.
- The alignment would cross FM 521 before connecting to the existing Lyondell Facility.

Wadsworth Industrial Lead Project – Alternatives Report

Table 3-1 Alternatives Evaluation

Evaluation Criterion	Alternative 1 (Far East)	Alternative 2 (East)	Alternative 3 (West)
Track Length	4.90 miles Industrial Lead 0.38 miles Wye Connection	4.43 miles Industrial Lead 0.34 miles Wye Connection	6.4 miles Industrial Lead
Total New ROW	62 acres	69 acres	105 acres
Purpose and Need	Accomplishes the purpose and need of the Project	Accomplishes the purpose and need of the Project	Accomplishes the purpose and need of the Project
Real Estate	20 landowners 22 parcels 1 residence Potential damage/severance of 233 acres Designed to minimize conflict with agricultural operations.	21 landowners 25 parcels 4 residences Potential damage/severance of 353 acres	16 landowners 26 parcels 3 residences Potential damage/severance of 2,000+ acres
Flood Hazards	0.2 percent of alignment within 100-year flood zone	0.3 percent of alignment within 100-year flood zone	35.3 percent of alignment within 100-year flood zone
Utilities	6 crossings – overhead electrical wireline 12 crossings – pipelines	6 crossings – overhead electrical wireline 12 crossings – pipelines	2 longitudinal overhead electrical wirelines 1 longitudinal pipeline 10 crossings – overhead electrical wirelines 9 crossings – pipelines Route would require significant cost and time to resolve longitudinal conflicts.
Roadways	5 at-grade road crossings (FM 3057, FM 2668, Gilmore Road, FM 2078, FM 521) Does not require a new parallel county road along Industrial Lead.	5 at-grade road crossings (FM 3057, FM 2668, Gilmore Road, FM 2078, FM 521) Requires a new parallel county road along Industrial Lead.	Crosses FM 3057, FM 232, multiple farm roads, and FM 521. May require a new parallel county road along portions of Industrial Lead.

Wadsworth Industrial Lead Project – Alternatives Report

Evaluation Criterion	Alternative 1 (Far East)	Alternative 2 (East)	Alternative 3 (West)
Cost Estimate	Approximately \$60 million	Approximately \$60 million	A preliminary estimate was developed early in the alignment's concept development. The cost of Alternative 3 is likely much higher than Alternatives 1 and 2 due to the amount of grading, fill, and undetermined costs associated with roadway, real estate and utility conflicts. Alternative 3 alignment was removed from consideration prior to completing a detailed cost analysis.
Aquatic Resources	4 NWI wetland crossings 3 NHD watercourse crossings	5 NWI wetland crossings 3 NHD watercourse crossings	7 NWI wetland crossings 7 NHD watercourse crossings
Biological Resources	Several species listed as threatened or endangered under the Endangered Species Act may occur within the project area. No or low suitable habit for most of listed species occurs within the project area. Suitable habitat for two species (tricolored bat and monarch butterfly) proposed for listing may occur within the Project Area.	Several species listed as threatened or endangered under the Endangered Species Act may occur within the project area. No or low suitable habit for most of listed species occurs within the project area. Suitable habitat for two species (tricolored bat and monarch butterfly) proposed for listing may occur within the Project Area.	Several species listed as threatened or endangered under the Endangered Species Act may occur within the project area. No or low suitable habit for most of listed species occurs within the project area. Suitable habitat for two species (tricolored bat and monarch butterfly) proposed for listing may occur within the Project Area.
Vegetation	Predominantly Gulf Coast coastal prairie and agricultural land	Predominantly Gulf Coast coastal prairie and agricultural land	Predominantly Gulf Coast coastal prairie and agricultural land
Cultural and Historic Resources	Two recorded sites within study area, west of FM 2668. No potential impact because recorded sites are separated from Project by FM 2668.	Two recorded sites within study area, west of FM 2668. No potential impact because recorded sites are separated from Project by FM 2668.	Two recorded sites within study area, west of FM 2668. Alignment does not directly impact recorded sites. Because Alternative 3 is west of FM 2668, temporary construction access roads and staging areas may need to be designed to avoid the two recorded sites.

4 Conclusion

The three alternative alignments evaluated by UPRR meet the purpose and need of providing rail service and market flexibility to LYB.

Alternative 3 was dismissed early in the design process, once it was determined that the alignment would require longer track length, more ROW acquisition, significant flood hazard mitigation, and multiple road and utility conflicts. The alternative would also damage or sever more residential access than Alternatives 1 and 2 and may require a new parallel county road. Alternative 3 may also require that construction access roads be designed to avoid cultural resources. Alternative 3 would also likely cost significantly more than the other alternatives.

Alternatives 1 and 2 were designed to avoid many of the issues identified during the design of Alternative 3. They would require a shorter length of track, less new ROW, do not involve flood hazards, and would have no longitudinal utility conflicts. These alternatives would involve more landowners but would potentially damage or result in severance of fewer acres than Alternative 3 and would not require a new parallel county road. The two alternatives would require similar amounts of time and cost and would vary depending on the outcome of the costs of negotiating with different numbers of landowners, parcels, and residences.

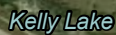
5 Preferred Alternative

Alternative 1 is preferred by UPRR because it addresses certain private landowner concerns, such as retaining access to properties, increasing the distance from residences, and accommodating active agricultural operations. Alternative 1 also reduces impacts on wetlands.

6 References

- Arcadis. 2025. Wadsworth Industrial Lead Cultural Resources Desktop Assessment. Prepared for Union Pacific Railroad. April 30, 2025.
- FEMA. 2025. FEMA National Flood Hazard Layer. [Online interactive map]. Available online at: <https://hazards-fema.maps.arcgis.com/apps/webappviewer/index.html?id=8b0adb51996444d4879338b5529aa9cd>. Accessed June 2025.
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- Texas General Land Office (TXGLO). 2022. Coastal Management Program. Available at [Coastal Management Program | Texas General Land Office](#). Accessed April 24, 2025.
- USFWS. 2025a. Information for Planning and Consultation (IPaC). [Web page]. Available online at: <https://ipac.ecosphere.fws.gov/>. Accessed June 2025.
- USFWS. 2025a. Information for Planning and Consultation (IPaC). [Web page]. Available online at: <https://ipac.ecosphere.fws.gov/>. Accessed June 2025.
- USFWS. 2025b. Wetlands Mapper. National Wetlands Inventory. [Online interactive map]. Available online at: <https://fwsprimary.wim.usgs.gov/wetlands/apps/wetlands-mapper/>. Accessed June 2025.

Figures

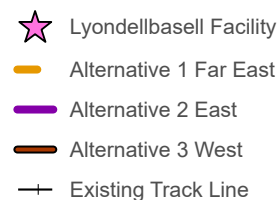


Notes:
1. February 2024 Aerial Imagery streamed through ESRI Image service.

1. February 2024 Aerial Imagery streamed through ESRI Image service.



-  Lyondellbasell Facility
-  Alternative 1 Far East
-  Alternative 2 East
-  Alternative 3 West
-  Existing Track Line



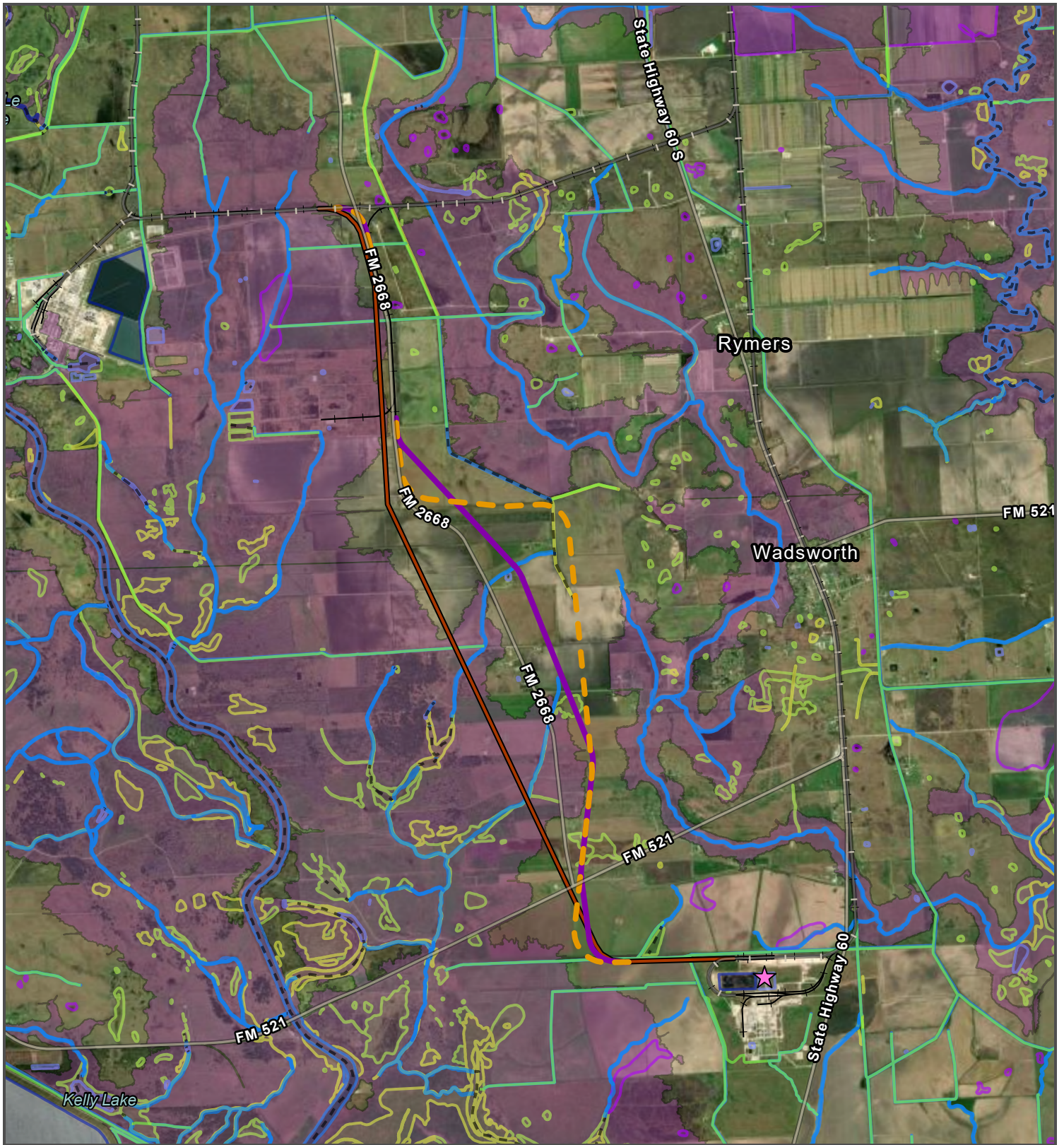
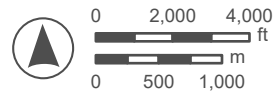


FIGURE 2
AQUATIC RESOURCES AND FLOOD HAZARDS
Union Pacific Railroad
Wadsworth Industrial Lead Project
Matagorda County, Texas

- Notes:
1. February 2024 Aerial Imagery streamed through ESRI Image service.
 2. NHD obtained from TxGEO DataHub: <https://data.geographic.texas.gov/>
 3. Wetlands data obtained from US Fish and Wildlife Service at: <https://www.fws.gov/program/national-wetlands-inventory/download-state-wetlands-data>
 4. Flood Hazard data from FEMA obtained at: <https://msc.fema.gov/portal/search>



Legend

- Lyondellbasell Facility
- Alternative 1 Far East
- Alternative 2 East
- Alternative 3 West
- Existing Track Line
- Stream/River
- Canal/Ditch
- Connector
- Artificial Path
- Freshwater Emergent Wetland
- Freshwater Forested/Shrub Wetland
- Freshwater Pond
- Lake
- Other
- Riverine
- 1% Annual Chance Flood Hazard



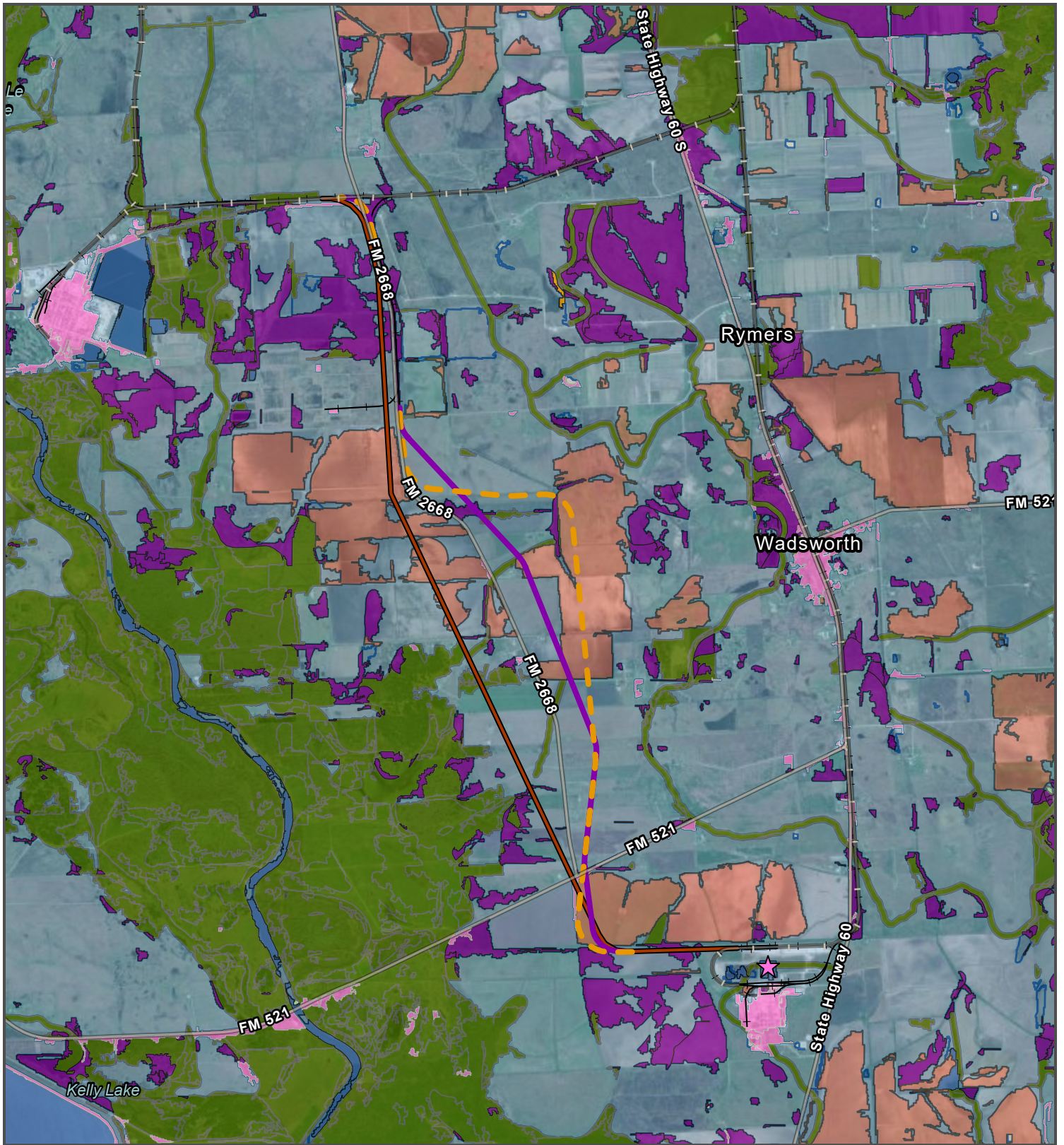


FIGURE 3
VEGETATION -
TEXAS ECOSYSTEM
ANALYTICAL MAPPER
Union Pacific Railroad
Wadsworth Industrial Lead Project
Matagorda County, Texas

Notes:

1. February 2024 Aerial Imagery streamed through ESRI Image service.
2. Ecological data was obtained from the Texas Ecosystem Analytical Mapper at:
<https://tpwd.texas.gov/landwater/land/programs/landscape-ecology/team/>



Legend

- ★ Lyondellbasell Facility
- Alternative 1 Far East
- Alternative 2 East
- Alternative 3 West
- + Existing Track Line

Vegetation Name

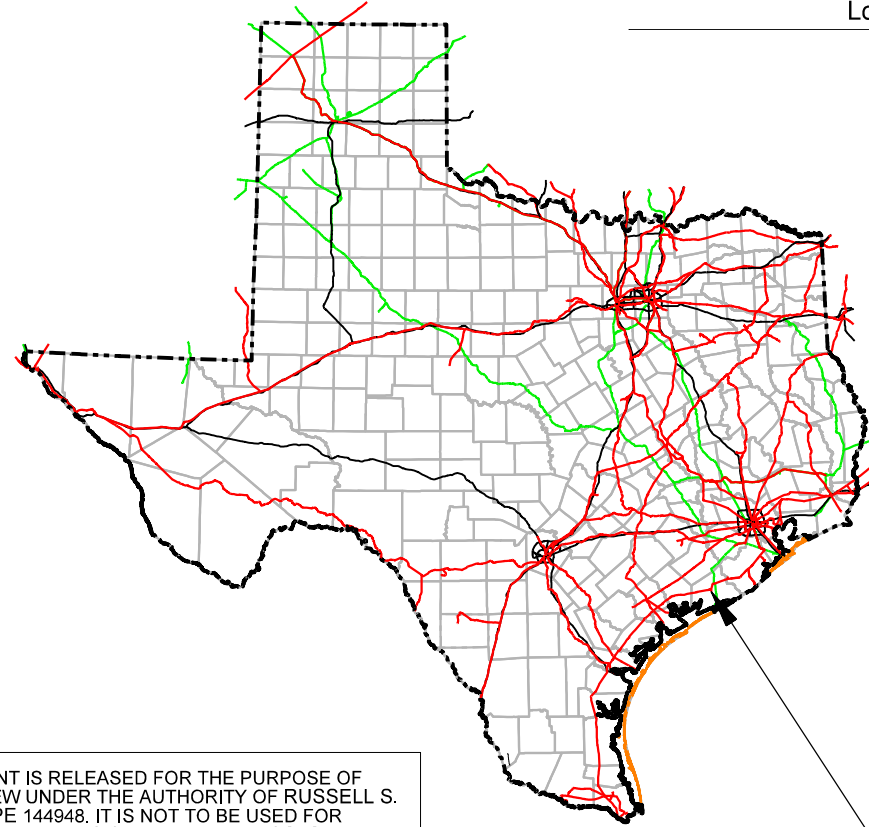
- Barren
- Gulf Coast Coastal Prairie
- Columbia Bottomlands
- Invasive
- Non-Native Invasive
- Open Water
- Post Oak Savanna
- Row Crops
- Urban



Arcadis U.S., Inc.
630 Plaza Drive, Suite 200
Highlands Ranch
Colorado 80129
Phone: 720 344 3500
Fax: 720 344 3535
www.arcadis.com

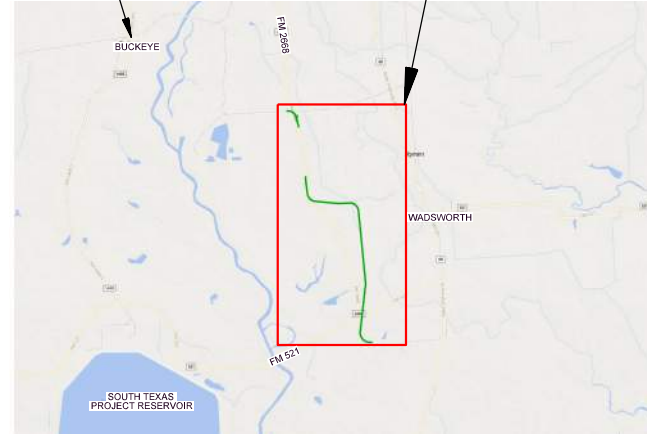


ENGINEERING DESIGN



Grade Crossing FM 1468 (MP 275.29)
Lat: 28°53'50.0"N
Long: 96°02'51.3"W

PROJECT LOCATION



WADSWORTH, TX

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HDR Engineering, Inc.
4928 Loop Central Dr.
Suite 700
Houston, TX 77081
Texas Firm #754

State of Texas

Project Location Map



Not to Scale

WADSWORTH, TEXAS - MATAGORDA COUNTY
WADSWORTH INDUSTRIAL LEAD, MP 1.67 - MP 6.55
CELANESE INDUSTRIAL LEAD, MP 2.98

15% PRELIMINARY
NOT FOR CONSTRUCTION

NOV 3, 2025

WORK ORDER:
PROJECT NUMBER:
BUDGET REFERENCE:

PROJECT INDEX

PROJECT DESIGN

DESCRIPTION

G001	COVER SHEET WITH VICINITY MAP
G002	PROJECT INDEX AND REVISION SHEET
G003	GENERAL NOTES AND PROJECT CONTACTS
G004	ABBREVIATIONS AND LEGEND
G005	CONTROL POINTS AND GEOMETRY
G006	SCHEMATIC PLAN
P001 to P019	TRACK PLAN AND PROFILE - WADSWORTH IND LEAD
P020 to P021	TRACK PLAN AND PROFILE - WESTERN WYE
P022	TRACK PLAN AND PROFILE - JOINT USE TRACK
T001	TRACK TYPICAL SECTION

[illegible]

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PRELIMINARY

NOT FOR CONSTRUCTION 3 NOV 2025



DRAWN BY:	OPR	UNION PACIFIC RAILROAD
CHECKED BY:	RSM	
DATE:	11/03/2025	LOCATION: WADSWORTH, TEXAS - MATAGORDA COUNTY WADSWORTH INDUSTRIAL LEAD, MP 1.61-6.55 CELANESE INDUSTRIAL LEAD, MP 2.98
SHEET NUMBER	G002 of G006	DWG TITLE: Project Index and Revision Sheet
		DRAWING FILE WIL-G002

Color table:
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pw://HDR-US_Central_01///
Project Index and Revisions - WIL
11/3/2025

Color table:
HDR-UPRR_V81_centtable.tbl
pw://HDR_US_Central_01///
General Notes and Project Contacts - WIL
11/3/2025

GENERAL NOTES

1. Contractors shall notify Service Alert, (800) 642-2444 and UPRR Fiber Optics Hotline WWW.UP.COM/CBUD, 48 hours prior to any excavation. The USA Authorization Numbers shall be kept at the job site. UPRR Fiber Optics can be reached at 1-800-336-9193 in case of emergencies.
2. No work whatsoever shall be commenced without first notifying the UPRR Engineer.
3. The Contractor shall comply with all Federal, State, County, and City Laws and Ordinances and Regulations of the Department of Industrial Relations, OSHA, NPDES and Industrial Accident Commission related to the safety and character of the work, equipment and labor personnel.
4. Contractor shall be responsible for coordinating with all Utility agencies.
5. Contractor shall protect in place (by any means necessary) all existing utilities to remain unless otherwise specified herein, contractor shall be responsible for the complete repair at his expense, for any damage to existing utilities, structures, or other site features, as a result of his work.
6. Prior to placing curbs, pavements, base, subbase, track, etc., all underground utilities shall be installed, backfill completed, and the Engineer notified by each of the utility companies having facilities within the work area, that the utility installation has satisfactorily passed acceptance tests.
7. All existing underground utilities, that are not to be re-used shall be abandoned in place. All existing pipelines to be abandoned in place shall be cement slurry filled and capped at least 3'-0" below top of proposed subgrade.
8. Contractor shall verify locations and elevations of existing utilities whether known or unknown prior to beginning construction.
9. Any underground structures such as cesspools, cisterns, mining shafts, tunnels, septic tanks, wells, and pipelines not located prior to construction shall be brought to the attention of the engineer for determination of appropriate action such as removal or treatment in a manner judged suitable to the engineer.
10. Contractor shall coordinate location of all proposed utilities with UPRR to assure accuracy of utility connections and compliance with local codes.
11. Any existing conditions found to be a variance with these drawings must be immediately reported to the Engineer.
12. Contractor shall maintain and clean to the satisfaction of the Engineer, all access and service roads used during construction.
13. Contractor shall perform all construction in such a manner as to protect adjacent existing buildings, and other site elements which are to remain in service.
14. Contractor shall provide As-built Drawings for all improvements.

DESIGN CRITERIA

1. UPRR standard plans and trackworks
2. Matagorda County Public Works
3. TxDOT Roadway Standards

SURVEY NOTES

1. Railroad stationing for project profiles and alignments is based on stations established for chord definition spiraled curves at the centerline of the existing UPRR Main Line unless otherwise noted.
2. The contractor is responsible for the preservation of all survey control monuments. In the event monuments are damaged or destroyed by the contractor, the Engineer will replace the monument solely at the contractor's expense.

	DATUM
HORIZONTAL	TEXAS STATE PLANE COORDINATE SYSTEM SOUTH CENTRAL ZONE, NAD83
VERTICAL	NAVD 1988 (GEOID '18)

The coordinates & distances shown are surface and may be converted to grid by multiplying by a scale factor of 0.999870017
Survey completed on 08/20/2024 and 08/26/2025
SUE completed on 08/22/2025

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PRELIMINARY
NOT FOR CONSTRUCTION 3 NOV 2025

15. No field changes will be permitted without direct written authorization from the UPRR Engineer or his representative.
16. Contractor shall coordinate work which affects adjacent property owners. Any questions or agreements between adjacent property owners and contractor shall be made in writing. A copy of such agreement shall be provided to the UPRR Engineer or his representative.
17. The contractor is responsible for preparing a Stormwater Pollution Prevention Plan (SWPPP) to comply with State regulations. General specifications and typical erosion control details are included in the plan set.
18. Right-of-way lines shown on the plans were taken from existing UPRR right-of-way map and are approximate.
19. Match lines for sheets are based on the existing Main Line stationing unless otherwise specified.
20. Track laying, ballasting, and installation of road crossing panels will be done by UPRR unless otherwise stated.
21. Where existing culverts are to be extended, the contractor shall expose existing drainage structures and field verify size and type before ordering.
22. The contractor is responsible for the removal of all pavement markings that will be in conflict with the proposed work.
23. Contractor shall comply with all TxDOT and Matagorda County standard specifications for construction of public improvements requirements. Matagorda County standard specifications shall prevail.
24. Contractor shall maintain at least one access to all affected business. If necessary, multiphase construction shall be utilized.

TRAFFIC NOTES

1. All barricades, warning signs, lights, devices, etc. for the guidance of vehicle traffic and pedestrians must conform to the installation shown in the Manual on Uniform Traffic Control Devices (MUTCD), current edition.
2. Contractor shall make twice daily inspections of barricades and flashing lights to ensure proper placement and functioning of warning devices.
3. Grade crossings closed to traffic during construction shall be barricaded in accordance with the MUTCD.
4. At all grade crossings, all grade crossing warning signs (crossbuck) shall temporarily be relocated during construction and reset after the grade crossings construction is completed to a point adjacent to the roadway and 15 feet from the centerline of the near track as stated in the MUTCD except where automatic grade crossing warning signals/gates exist. All automatic warning devices are the responsibility of UPRR. At no time shall a crossing be left open without proper warning signs in place.
5. Contractor shall submit traffic control plans to Matagorda County Traffic Department for approval at least 2 weeks prior to each road closure. Plans shall be 11" x 17" engineered drawings, sealed by a professional engineer from the State of Texas.
6. The contractor is responsible for the prompt replacement and/or repair of all traffic control devices and appurtenances damaged or disturbed due to construction.

PROJECT CONTACTS

CONTACT

PHONE NUMBER

UPRR

Chad Williamson
Russell McNaught
Paul Pino
Mark Mentele

(402) 544-4546
(702) 277-3710
(402) 544-3582
(402) 544-8532

Project Design Manager
HDR Design Manager
Information Technology - Fiber
Real Estate - Utilities

CONTACT

PHONE NUMBER

FIBER

CONTACT

PHONE NUMBER

UTILITIES

CONTACT

PHONE NUMBER

FEDERAL AND LOCAL GOVERNMENT AGENCY

PHONE NUMBER

GENERAL

(800) 336-9193
(888) 258-0808
(888) 877-7267

UPRR CALL BEFORE YOU DIG (WWW.UP.COM/CBUD)
CALL BEFORE YOU DIG (NATIONAL DIRECTORY)
UPRR Response Management Communications Center (RMCC)



TEXAS P.E. FIRM
REGISTRATION NO. F-754



DRAWN BY:	OPR
CHECKED BY:	RSM
DATE:	11/03/2025
SHEET NUMBER	G003 of G006

UNION PACIFIC RAILROAD	
LOCATION: WADSWORTH, TEXAS - MATAGORDA COUNTY WADSWORTH INDUSTRIAL LEAD, MP 1.61-6.55 CELANESE INDUSTRIAL LEAD, MP 2.98	
DWG TITLE:	DRAWING FILE
General Notes and Project Contacts	WIL-G003

ABBREVIATIONS

MISCELLANEOUS

Ac.	Acres
Ave.	Avenue
Blvd.	Boulevard
Bldg.	Building
BNSF	BNSF Railway
C.Y.	Cubic Yards
Conc.	Concrete
°	Degree (s)
Dia.	Diameter
Dr.	Drive
Dwg.	Drawing
E	East
Elev.	Elevation
Exist.	Existing
'	Foot, Feet or Minute (s)
F.S.	Finished Surface
Horiz.	Horizontal
"	Inch, Inches or Second (s)
Inv.	Invert
Lt.	Left
L	Length
L.F.	Lineal Feet
Max.	Maximum
Min.	Minimum
N	North
NTS	Not to Scale
No.	Number
OH	Overhead
Prop.	Proposed
RR	Railroad
Rwy	Railway
R/W	Right of Way
Rt.	Right
S	South
S.F.	Square Feet
Sta.	Station
Std.	Standard
St.	Street
Twp.	Township
Typ.	Typical
UG	Underground
UPRR	Union Pacific Railroad
V	Velocity
Wt.	Weight
W	West
X-ing	Crossing

SIGNAL

ABS	Automatic Block Signal
ATC	Automatic Train Control
CTC	Centralized Traffic Control
DED	Dragging Equipment Detector
DTC	Direct Traffic Control
ELTO	Electric Lock Turnout
HBD	Hot Box Detector
HTTO	Hand Throw Turnout
HWD	High Wide Dectector
POTO	Power Operated Turnout
TWC	Track Warrant Control
WILD	Wheel Impact Load Dectector

STRUCTURES

Bldg.	Building
Br.	Bridge
CB	Catch Basin
CPT	Concrete Pile Trestle - Ballast Deck
CIP	Cast Iron Pipe
CMP	Corrugated Metal Pipe
CMPA	Corrugated Metal Pipe Arch
CSP	Corrugated Steel Pipe
Culv.	Culvert
DI	Drop Inlet
DPGBD	Deck Plate Girder - Ballast Deck
DPGOD	Deck Plate Girder - Open Deck
EBW	East Backwall
F.L.	Flowline
F.F.	Finished Floor
GIP	Galvanized Iron Pipe
Hdwl	Headwall
NBW	North Backwall
PCB	Prestressed Concrete Box
PSCT	Prestressed Concrete Trestle
RCA	Reinforced Concrete Arch
RCB	Reinforced Concrete Box
RCP	Reinforced Concrete Pipe
SBW	South Backwall
SSP	Smooth Steel Pipe
SPTBD	Steel Pile Trestle - Ballast Deck
SPTOD	Steel Pile Trestle - Open Deck
SPP	Structural Plate Pipe
TPGBD	Through Plate Girder - Ballast Deck
TPGOD	Through Plate Girder - Open Deck
TPTBD	Timber Pile Trestle - Ballast Deck
TPTOD	Timber Pile Trestle - Open Deck
TTBD	Through Truss - Ballast Deck
TTOD	Through Truss - Open Deck
TWB	Treated Wood Box
VCP	Vitrified Clay Pipe
Viad.	Viaduct
WBW	West Backwall
WIP	Wrought Iron Pipe

TRACK

ATR	Above Top of Rail
Align.	Alignment
BBR	Below Base of Rail
Cntrs.	Centers
CWR	Continuous Welded Rail
DSPD	Double Switch Point Deraill
EOT	End of Track
HH	Head Hardened
Ind.	Industrial
Jtd.	Jointed Rail
Ld	Lead
LH	Left Hand
ML	Main Line
MM	Mile Marker
MP	Mile Post
NSC	Not Sufficient Clearance
OTM	Other Track Material
PCC	Point of Compound Curve
PC	Point of Curve
PCS	Point of Curve to Spiral
POC	Point on Curve
PF	1/2" Point of Frog
PI	Point of Intersection
PITO	Point of Intersection of Turnout
PS	Point of Spiral
PSC	Point of Spiral to Curve
POS	Point on Spiral
PT	Point of Tangent
POT	Point on Tangent
Pt. Sw.	Point of Switch
PVC	Point of Vertical Curve
PVI	Point of Vertical Intersection
PVT	Point of Vertical Tangent
RH	Right Hand
SH	Second Hand
SSPD	Single Switch Point Deraill
TC	Track Centers
T.F.	Track Feet
Trk.	Track
UXO	Universal Cross-Over
X-Over	Cross-Over

UTILITIES

AIR	Compressed Air
F/O	Fiber Optic Cable
G	Gas Pipeline
OH-P	Overhead Power Line
SS	Sanitary Sewer
Overhead Signal Line	
Underground Signal Line	
Steam Line	
S	Storm Sewer
T	Telephone
Underground Electric	
W	Water Main
Underground Wire	
Under Drain	
V.	Valve
M.H.	Manhole
C.B.	Catch Basin
F.H.	Fire Hydrant
Junction Box	
Electric Meter	
Gas Meter	
Water Meter	
Monitoring Well	
PUMP	Pump

TRACK

Existing Mainline	
Existing Siding or Spur	
Proposed	
Remove	
Shift	
Relay	
Surface & Line	
Future	
Foreign Railroad or Industry	
In Buildings or Under Structures	
Turnout	
Power Turnout	
Bumping Post	
Earthen Bumper	
Inert Retarder	
Dowty Retarder	
Hayes Deraill	
Double Switch Point Deraill	

PROPERTY

Section Line	
Center Section Line	
Parcel or Easement Line	
Right of Way	
Former Right of Way	
Right of Way to be Acquired	
Foreign Right of Way	

ROAD CROSSING WARNING DEVICES

Crossbuck Sign	
Flashing Light Warning Device	
Flashing Light Warning Device with Gate	
Cantilever Flashing Light Warning Device	
Cantilever Flashing Light Signal with Gate	

SIGNAL

Absolute Signal	
Signal Bridge	
Cantilever Signal	
ACS or CTC Signal	
Dwarf Signal	
Begin CTC	
Microwave Tower	
AEI	
Battery Box	
Dragging Equipment Detector	
Generator	
Hot Box Detector	

STRUCTURES

Culvert	
Culvert with Headwalls	
Double Culvert	
Railroad Bridge	
Highway Overpass	
Highway Underpass	
Tunnel	
Building	
Flag Pole	

OTHER

Embankment	
Flow Line	
Milepost	
Milemarker	
Control Point	
Revision Number	
Revision Cloud	

LIGHTING

Light Pole	
Light Tower	

SIGNS

Stop	
Yard Limit	
1 Mile to Yard Limit	
Whistle Post	
Flanger	
Station	
Reduce Speed	
Resume Speed	
General Purpose	

FENCES

Barbed Wire	
Chain Link	
Snow / Sand	
Cattle Guard	

ROADS

Paved Road	
Unimproved Road	
Interstate Highway	
Federal Highway	
State Highway	
County Highway	

PERMITTING

Temporary Workspace - Permitted	
Sensitive Resources - Impacted / Permitted	
Sensitive Resources - Do Not Impact	

CONSTRUCTION

Note (Work by Contractor)	
Note (Work by Others)	
Cut Lines	
Fill Lines	
Grading Limits	

Section Number	
Section Sheet No.	
Section Number	
Section From Sheet No.	
Section Description	
Scale	

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SHEET NUMBER	G004 of G006

UNION PACIFIC RAILROAD	
LOCATION:	WADSWORTH, TEXAS - MATAGORDA COUNTY WADSWORTH INDUSTRIAL LEAD, MP 1.61-6.55 CELANESE INDUSTRIAL LEAD, MP 2.98
DWG TITLE:	Abbreviations and Legend
DRAWING FILE	WIL-G004

CONTROL POINTS

POINT	NORTH	EAST	ELEVATION	FEATURE
50	13512889.843	2927140.512	29.216	CRCP-#5 REBAR
51	13510735.991	2921286.239	34.108	MFAC-2" JOHNSON & PACE
52	13530673.612	2926713.374	47.562	CRCP-#5 REBAR
53	13530694.852	2926602.495	47.556	CRCP-PK
54	13505111.957	2934112.956	32.224	CRCP-#5 REBAR
55	13512505.445	2927247.584	27.861	MFPL-PPC AGM
57	13488342.399	2940588.352	25.975	CRCP-#5 REBAR
58	13513156.409	2932760.737	34.621	CRCP-#5 REBAR
59	13513276.262	2932693.998	33.835	MFPL-RPC
60	13512976.675	2932618.085	33.133	MFPL-PPC
61	13502068.118	2934914.200	30.419	CRCP-#5 REBAR
62	13502850.954	2944668.700	32.312	CRCP-#5 REBAR
63	13493113.089	2940044.311	22.039	CRCP-#5 REBAR
64	13488360.472	2940586.439	26.465	CRCP-#5 REBAR
65	13488753.566	2941704.026	26.222	CRCP-#5 REBAR
101	13507453.622	2933906.366	33.116	CRAC-PK NAIL
102	13501331.214	2936305.225	31.141	CRAC-PK NAIL
103	13487941.092	2940208.741	26.288	CRAC-PK NAIL
104	13489390.075	2943199.512	28.830	CRAC-PK NAIL
105	13495353.757	2940683.100	27.136	CRAC-PK NAIL
200	13527138.475	2925599.143	48.967	MFAC
200B	13527145.070	2925637.936	44.694	MFAC
201	13523822.639	2922488.464	45.221	MFAC
201B	13523843.606	2922487.734	47.894	MFAC
202	13520039.863	2924575.286	41.131	MFAC
202B	13520045.727	2924565.243	42.472	MFAC
203	13512776.994	2924690.142	37.774	MFAC
203B	13512795.021	2924562.186	38.097	MFAC
400	13522611.975	2924469.898	39.777	CRCS-PK
402	13522492.518	2924474.397	39.793	CRCS-PK
403	13523417.297	2924196.518	40.994	CRCS-PK
404	13523371.447	2924237.743	40.870	CRCS-PK
405	13523243.530	2924328.023	40.696	CRCS-PK
406	13513008.033	2932575.114	34.863	CRCS-60D
407	13513052.938	2932434.417	35.342	CRCS-60D
408	13513041.119	2932136.893	33.938	CRCS-60D
409	13512887.923	2932736.743	34.325	CRCS-60D
410	13512708.990	2932805.181	33.912	CRCS-60D
411	13505076.634	2934187.931	32.899	CRCS-60D
412	13495387.820	2941230.709	27.244	CRCS-60D
413	13495382.215	2941060.801	26.958	CRCS-60D
414	13488727.071	2940763.509	26.086	CRCS-60D
415	13488736.831	2940949.353	26.150	CRCS-60D
416	13488754.637	2941214.088	26.452	CRCS-60D
417	13488300.459	2940957.993	27.428	CRCS-60D
418	13488240.912	2940838.281	27.357	CRCS-60D
420	13502080.012	2936055.811	29.447	CRCS-60D
421	13502042.810	2936138.528	29.469	CRCS-60D
422	13502235.334	2936038.379	30.055	CRCS-60D
423	13502611.095	2936013.916	30.972	CRCS-60D
HVP1	13517566.009	2931969.043	39.038	CRAC-PK
HVP2	13515984.504	2932068.134	38.700	CRAC-PK
HVP3	13513045.057	2932629.287	36.541	CRAC-PK
HVP4	13512927.645	2930437.965	32.660	CRAC-PK
HVP5	13509450.843	2934941.756	33.300	CRAC-60D
HVP6	13509022.974	2933797.066	33.967	CRAC-PK
HVP7	13508948.242	2932644.488	30.384	CRAC-#5 REBAR
HVP8	13504571.658	2934084.795	33.970	CRAC-PK
HVP9	13504471.110	2940763.822	31.190	CRAC-60D
HVP10	13504143.654	2939713.653	29.608	CRAC-60D
HVP11	13503259.509	2934240.680	33.321	CRAC-PK
HVP12	13502998.344	2938668.465	34.705	CRAC-60D
HVP13	13502065.315	2934787.410	33.725	CRAC-PK
HVP14	13502313.093	2937031.297	30.199	CRAC-#5 REBAR
HVP15	13501676.155	2942403.108	29.690	CRAC-60D
HVP16	13501558.556	2939978.719	31.008	CRAC-#5 REBAR
HVP17	13500425.748	2942543.151	28.663	CRAC-60D
HVP18	13499242.191	2941756.080	30.784	CRAC-60D
HVP19	13499182.226	2940697.314	31.025	CRAC-60D
HVP20	13495415.715	2942532.350	29.257	CRAC-PK NAIL
HVP21	13495375.929	2941406.787	28.532	CRAC-PK NAIL
HVP22	13495342.866	2940322.229	27.272	CRAC-PK NAIL
HVP23	13493208.490	2941778.368	26.395	CRAC

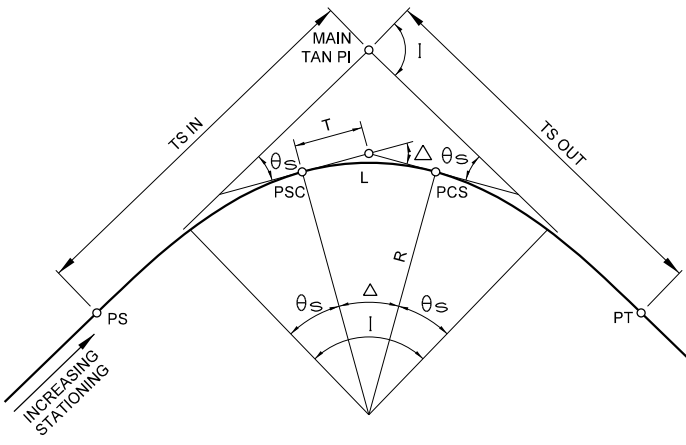


FIGURE A
CIRCULAR CURVES
WITH SPIRAL TRANSITION

I - TOTAL INTERSECTION ANGLE
 θ_s - SPIRAL ANGLE = $\frac{AI^2}{2}$
 Δ - CENTRAL ANGLE OF CIRCULAR CURVE = $I - 2\theta_s$
Dc - DEGREE OF CURVE
A - RATE OF CHANGE OF DEGREE OF CURVE PER 100-FT. OF LENGTH = $\frac{Dc}{L}$
R - RADIUS OF CIRCULAR CURVE
T - TANGENT LENGTH OF CIRCULAR CURVE = $R \tan \frac{\Delta}{2}$
L - LENGTH OF CIRCULAR CURVE = $\frac{\Delta}{Dc} \times 100$
PS - TANGENT TO SPIRAL
PSC - SPIRAL TO CURVE
PCS - CURVE TO SPIRAL
PT - SPIRAL TO TANGENT

MAIN TAN PI - POINT OF INTERSECTION OF MAIN TANGENTS
(TS IN) - TANGENT LENGTH OF COMPLETE CURVE = $(R + o) \tan \frac{I}{2} + t$
(TS OUT)

(WHEN SPIRALS OF EQUAL LENGTH
ARE USED ON BOTH SIDES OF
CIRCULAR CURVE, SEE FIGURE C.
FOR o AND t).

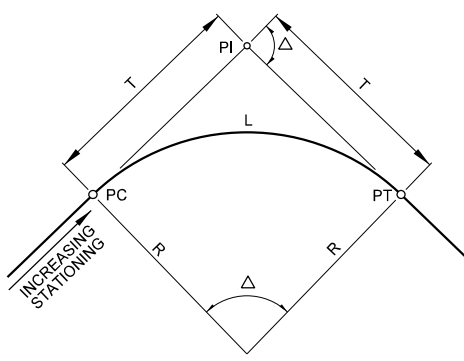


FIGURE B
SIMPLE CIRCULAR CURVE

R = RADIUS OF CIRCULAR CURVE
 Δ = CENTRAL ANGLE OF CIRCULAR CURVE
 $T = R \tan \frac{\Delta}{2}$
 $L = \frac{\Delta}{Dc} \times 100$
 $Dc = 2 \sin^{-1} (50/R) =$ DEGREE OF CURVE
(CHORD DEFINITION)

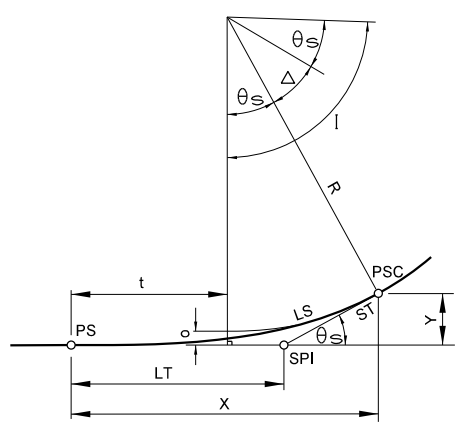


FIGURE C
SPIRAL TRANSITION CURVE

SPIRAL TRANSITION CURVE DATA:
THE SPIRAL USED IS DEFINED BY THE TALBOT SPIRAL.

LS = LENGTH OF SPIRAL (TS TO PSC)
 $\theta_s = \frac{AL^2}{2}$
 $X = 100 L_1 - 0.000762 A^2 L_1^5$
 $Y = 0.291 A L_1^3 - 0.00000158 A^3 L_1^7$
 $o = 0.0727 A L_1^3$
 $t = 50 L_1 - 0.000127 A^2 L_1^5$
 $ST = \frac{Y}{\sin \theta_s}$
 $LT = X - \frac{Y}{\tan \theta_s}$
 $Dc = 2 \sin^{-1} (50/R) =$ DEGREE OF CURVE (CHORD DEFINITION)
 L_1 - TOTAL NO. OF STATIONS IN SPIRAL
SPI - SPIRAL POINT OF INTERSECTION
NOTE: Dc, θ_s , Δ , AND I ARE IN DEGREES.
ALL OTHERS DIMENSIONS ARE FEET.

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Control Points and Geometry - WIL
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DRAWN BY: OPR	UNION PACIFIC RAILROAD	
CHECKED BY: RSM	LOCATION: WADSWORTH, TEXAS - MATAGORDA COUNTY	
DATE: 11/03/2025	WADSWORTH INDUSTRIAL LEAD, MP 1.61-6.55	
SHEET NUMBER G005 of G006	DWG TITLE: Control Points and Geometry	DRAWING FILE WIL-G005

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TEXAS P.E. FIRM
REGISTRATION NO. F-754



DRAWN BY: OPR
CHECKED BY: RSM
DATE: 11/03/2025
SHEET NUMBER
G006 of G006

**UNION PACIFIC
RAILROAD**

LOCATION: WADSWORTH, TEXAS - MATAGORDA COUNTY
WADSWORTH INDUSTRIAL LEAD, MP 1.61-6.55
CELANESE INDUSTRIAL LEAD, MP 2.98

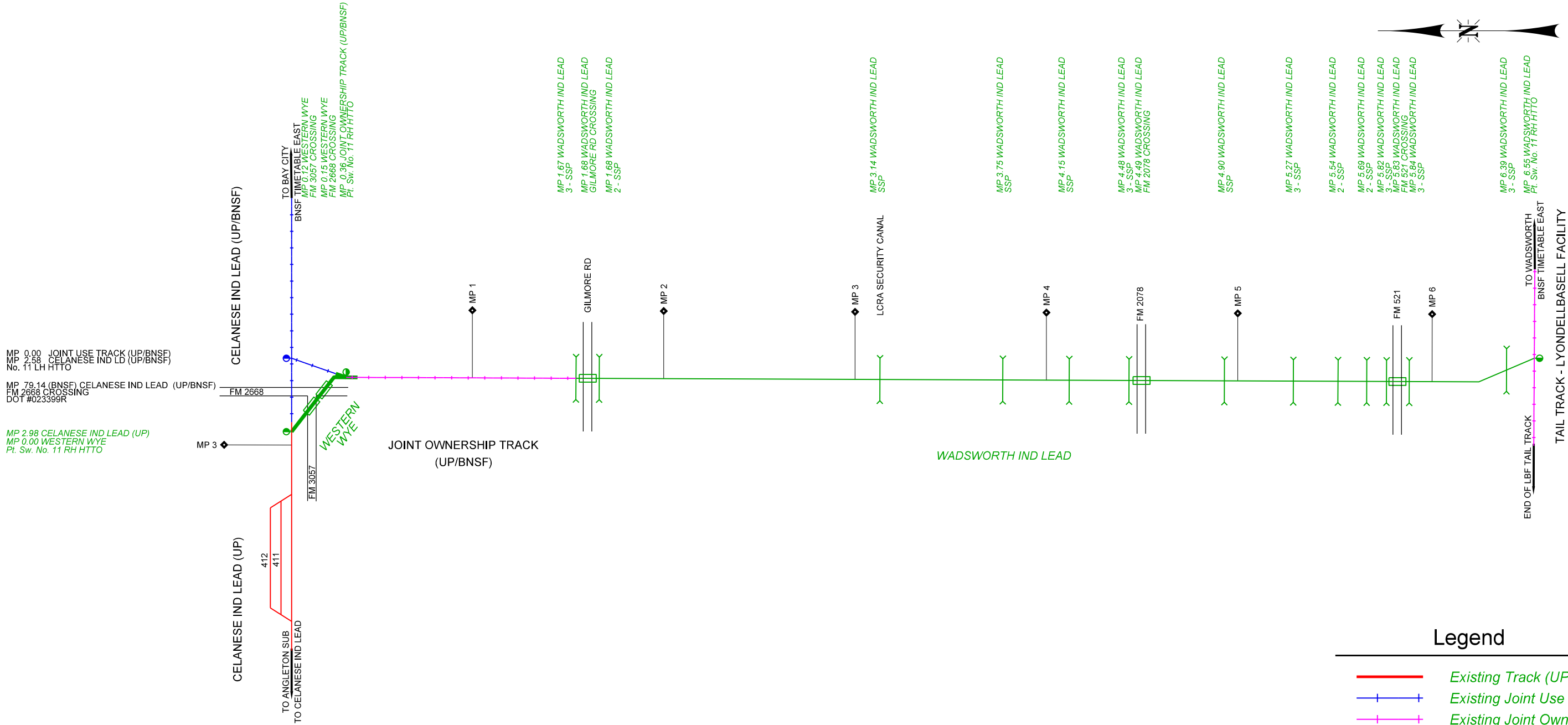
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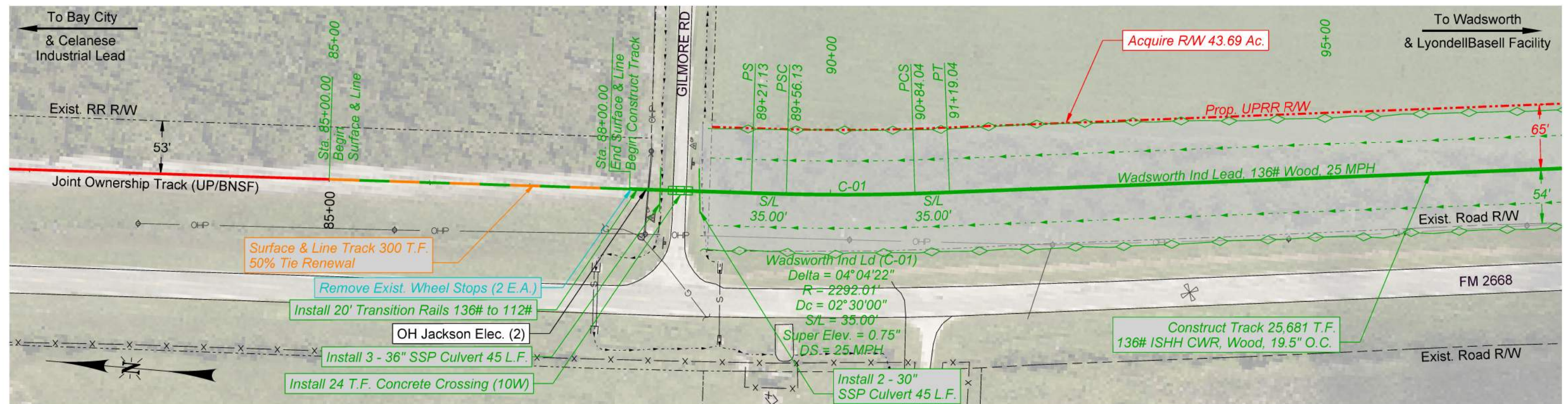
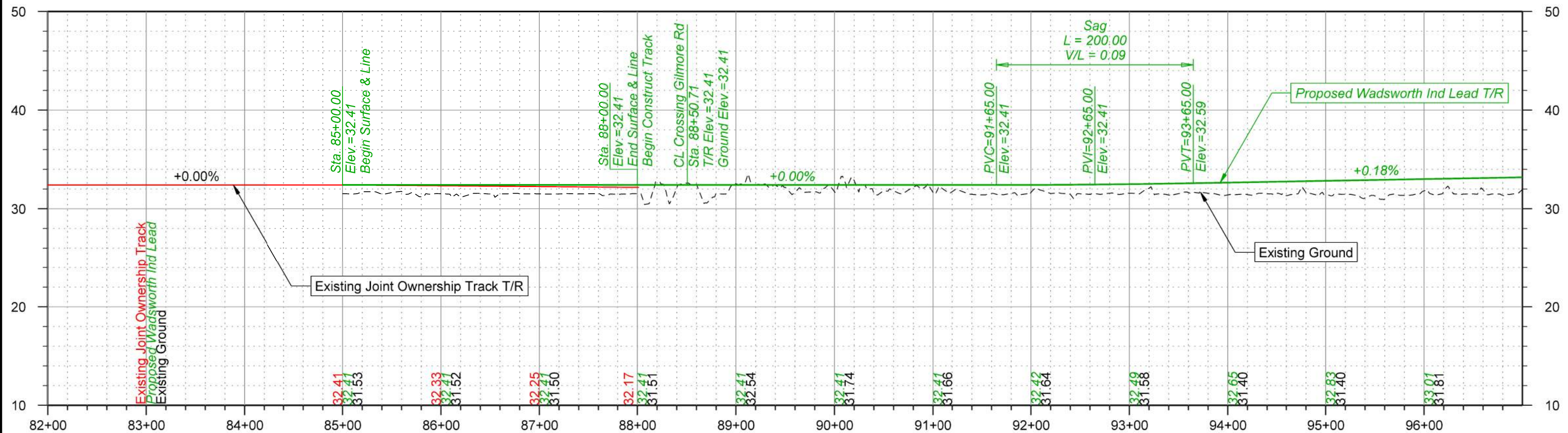
Schematic Plan

DRAWING FILE
WIL-G006

Legend

- Existing Track (UP/BNSF)
- Existing Joint Use Track
- Existing Joint Ownership Track
- Proposed Track
- Access Road
- Culvert
- Xing Panel
- Hand Throw Switch
- Power Operated Switch
- Power Derail
- Hayes Derail
- Absolute Signal





NOTES

1. Drainage items are estimated only. The actual size and location will be based on additional data and design

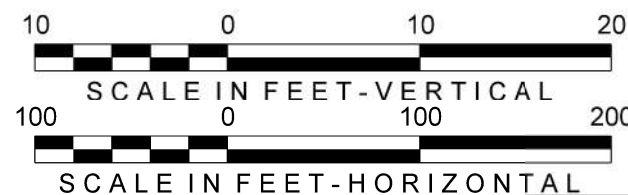
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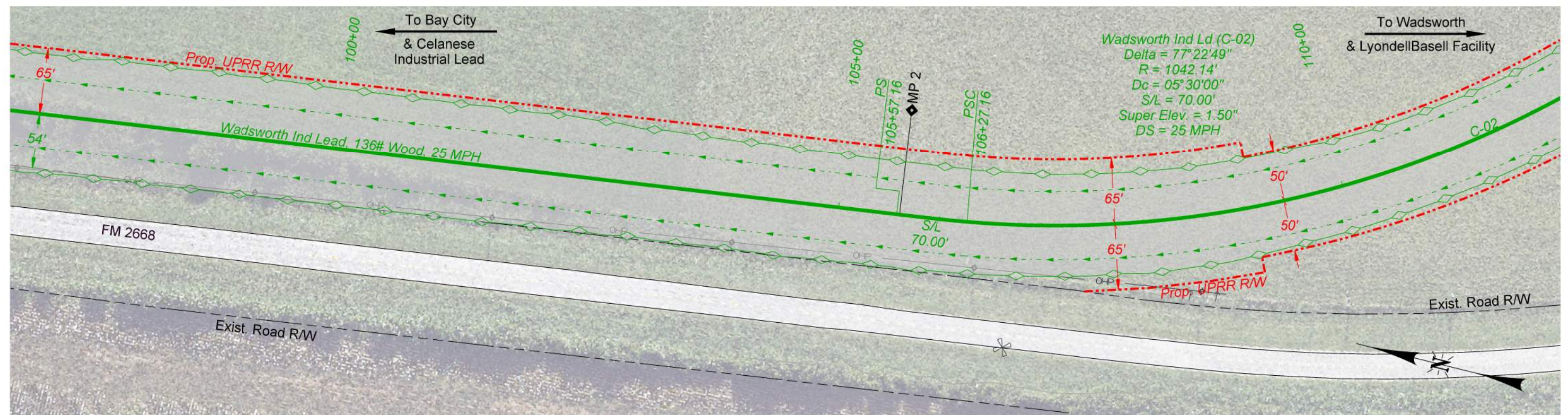
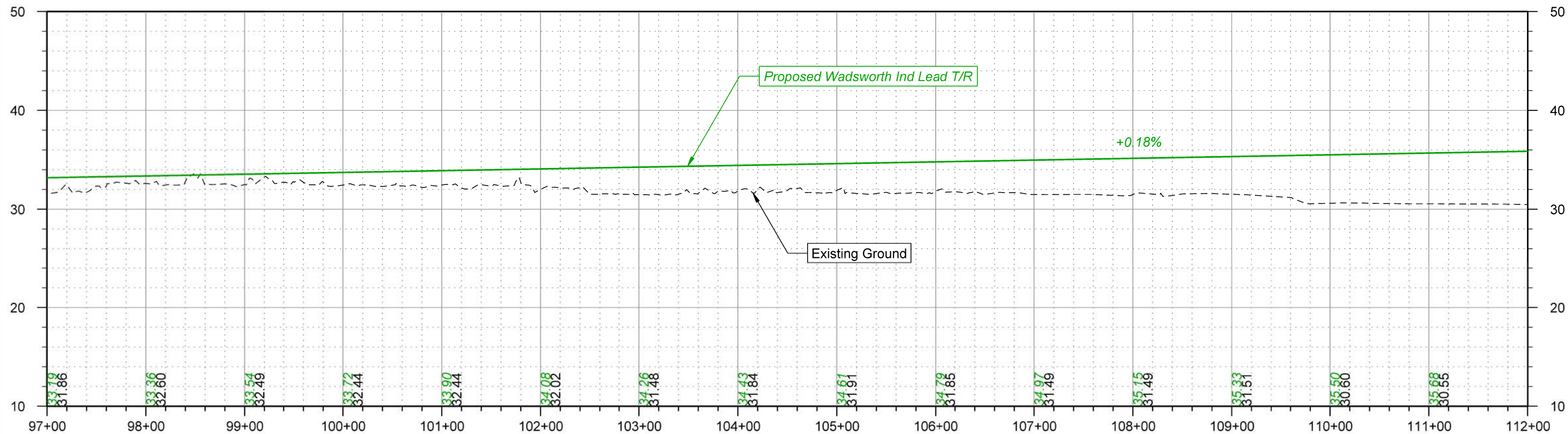
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3 NOV 2025



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SHEET NUMBER: P001 of P022

UNION PACIFIC RAILROAD
LOCATION: WADSWORTH, TEXAS - MATAGORDA COUNTY
WADSWORTH INDUSTRIAL LEAD, MP 1.61-6.55
CELANESE INDUSTRIAL LEAD, MP 2.98
DWG TITLE: Track Plan and Profile - Wadsworth Ind Lead
DRAWING FILE: WIL-P01-19



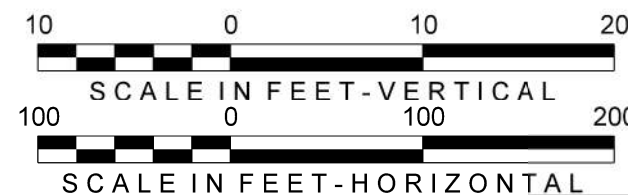
NOTES

1. Drainage items are estimated only. The actual size and location will be based on additional data and design

2. Parcel and R/W lines are to be considered approximate and are subject to change as the design progresses

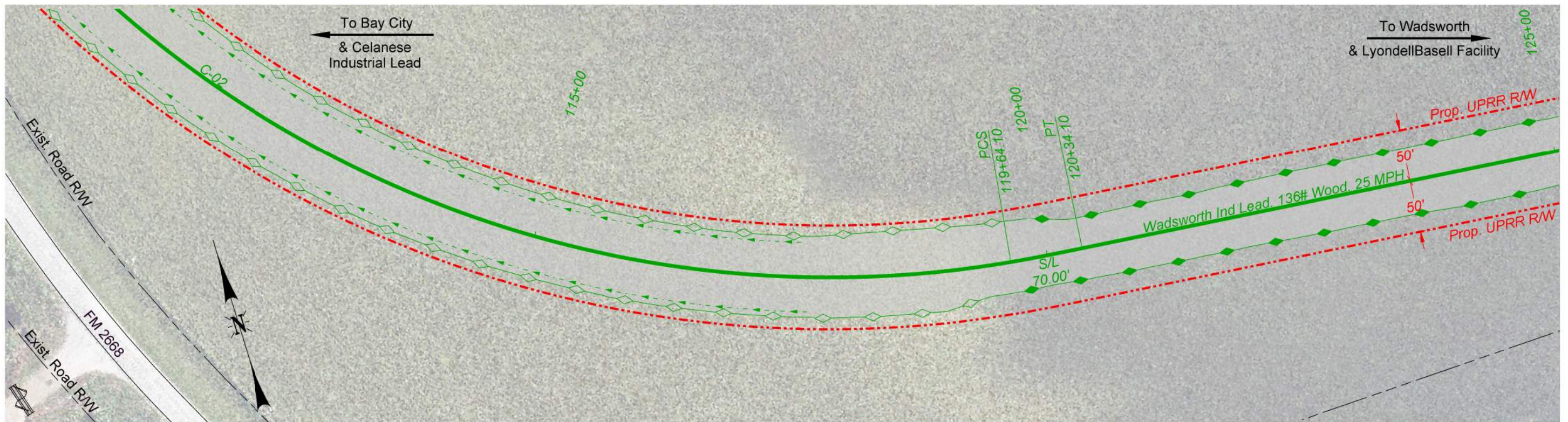
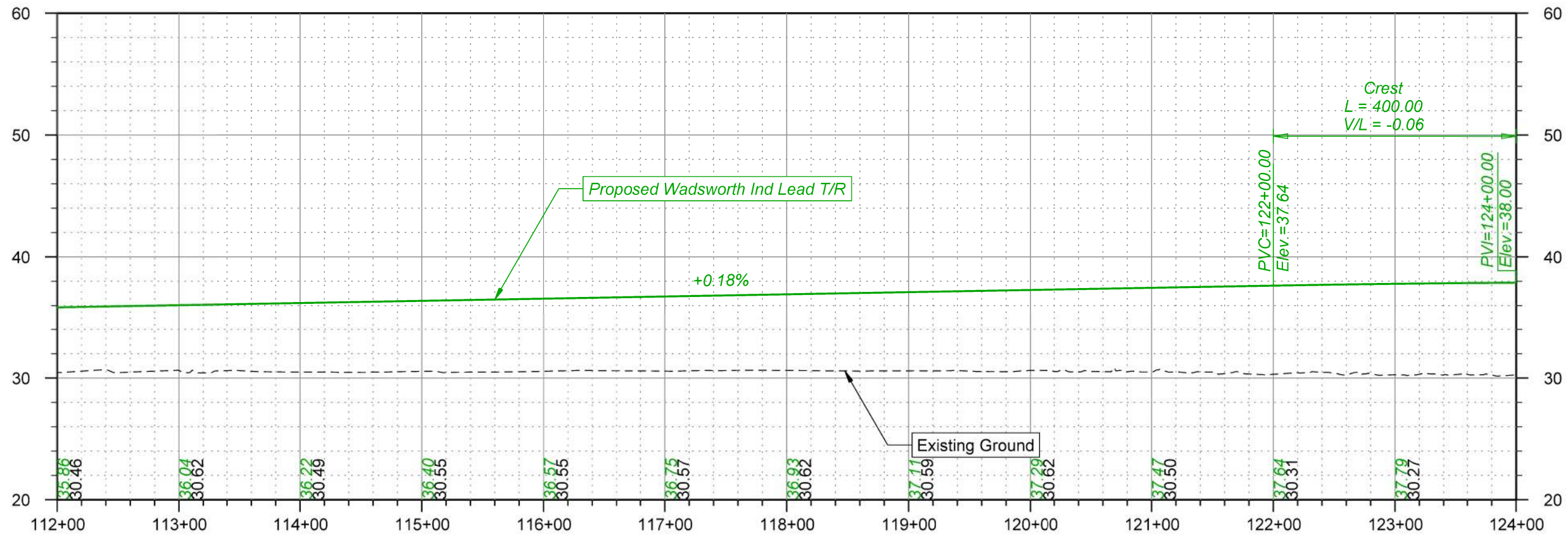
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UNION PACIFIC RAILROAD
LOCATION: WADSWORTH, TEXAS - MATAGORDA COUNTY
WADSWORTH INDUSTRIAL LEAD, MP 1.61-6.55
CELANESE INDUSTRIAL LEAD, MP 2.98
DWG TITLE: Track Plan and Profile - Wadsworth Ind Lead
DRAWING FILE: WIL-P01-19



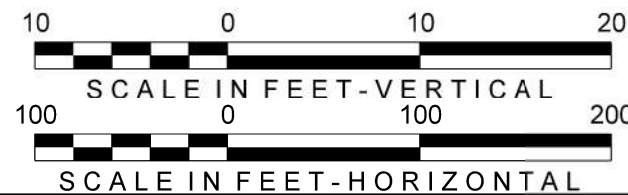
NOTES

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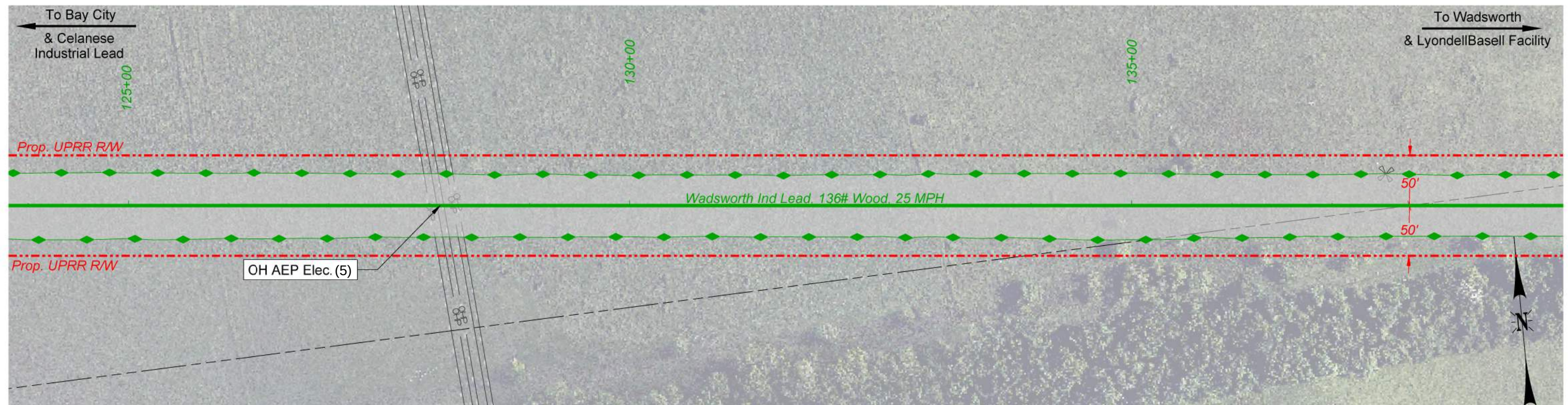
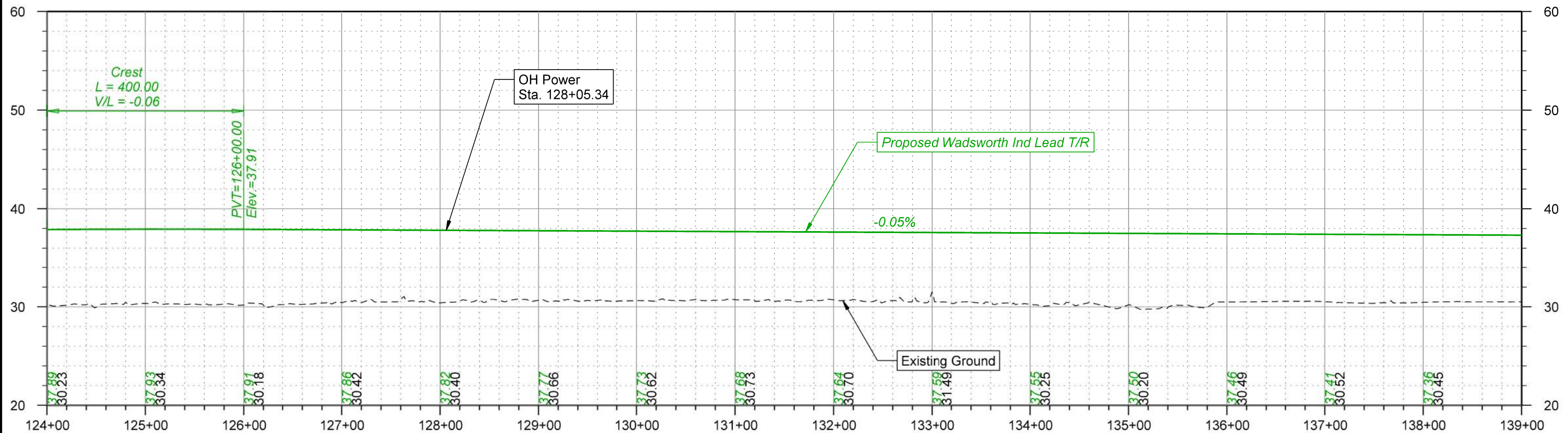
DRAWN BY: OPR
CHECKED BY: RSM
DATE: 11/03/2025
SHEET NUMBER: P003 of P022

UNION PACIFIC RAILROAD

LOCATION: WADSWORTH, TEXAS - MATAGORDA COUNTY
WADSWORTH INDUSTRIAL LEAD, MP 1.61-6.55
CELANESE INDUSTRIAL LEAD, MP 2.98

DWG TITLE: Track Plan and Profile - Wadsworth Ind Lead

DRAWING FILE: WIL-P01-19



NOTES

1. Drainage items are estimated only. The actual size and location will be based on additional data and design

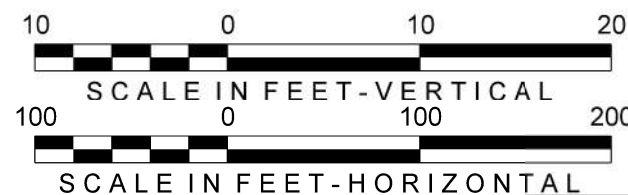
2. Parcel and R/W lines are to be considered approximate and are subject to change as the design progresses

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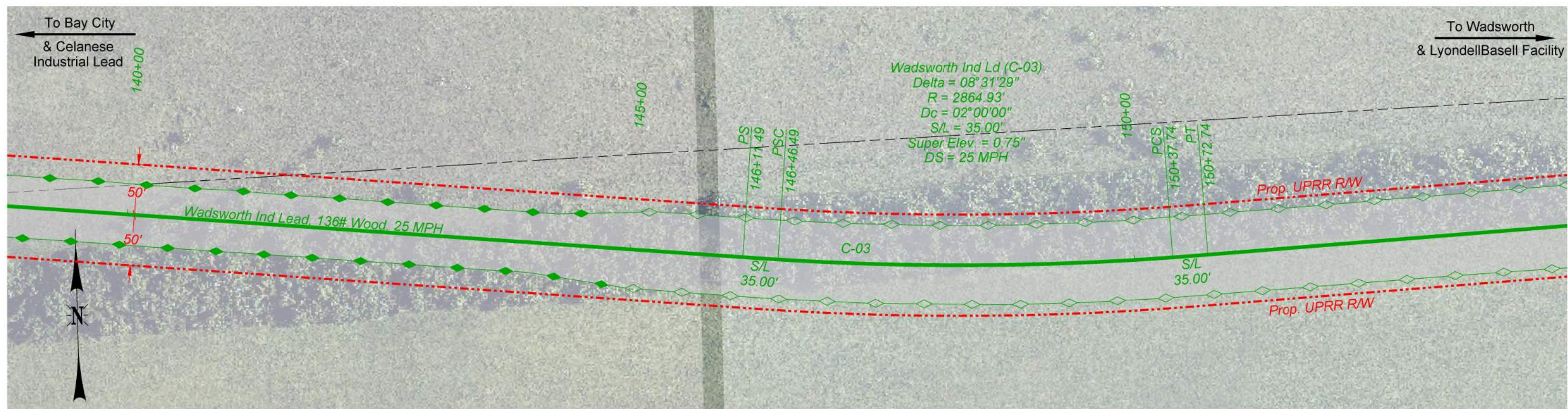
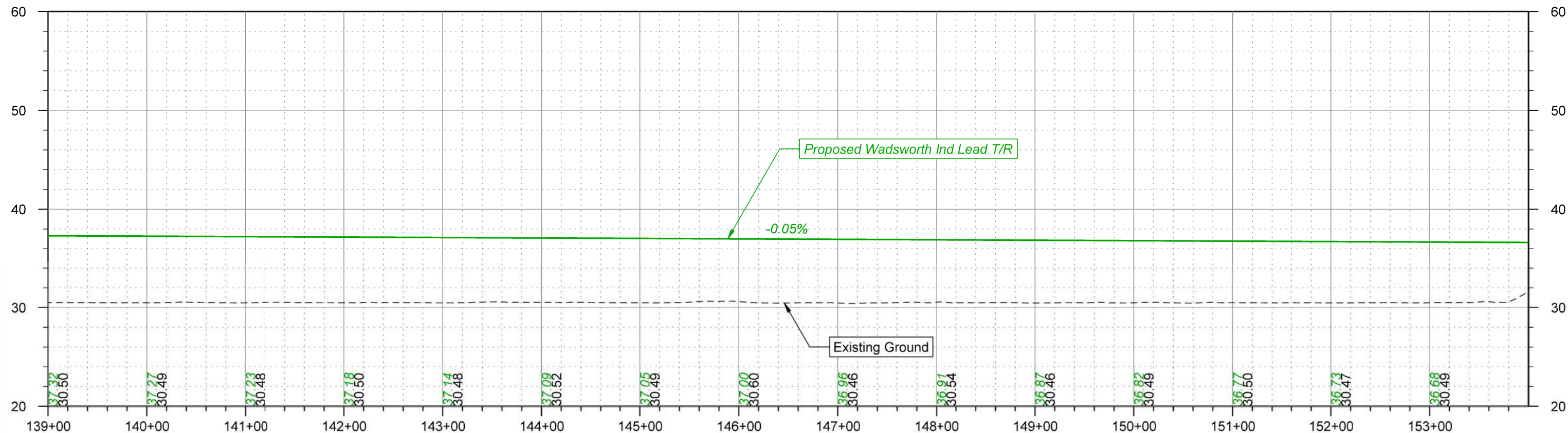
DRAWN BY: OPR
CHECKED BY: RSM
DATE: 11/03/2025
SHEET NUMBER: P004 of P022

UNION PACIFIC RAILROAD

LOCATION: WADSWORTH, TEXAS - MATAGORDA COUNTY
WADSWORTH INDUSTRIAL LEAD, MP 1.61-6.55
CELANESE INDUSTRIAL LEAD, MP 2.98

DWG TITLE: Track Plan and Profile - Wadsworth Ind Lead

DRAWING FILE: WIL-P01-19



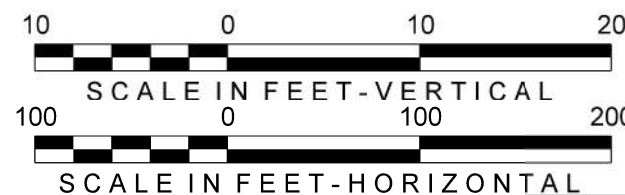
NOTES

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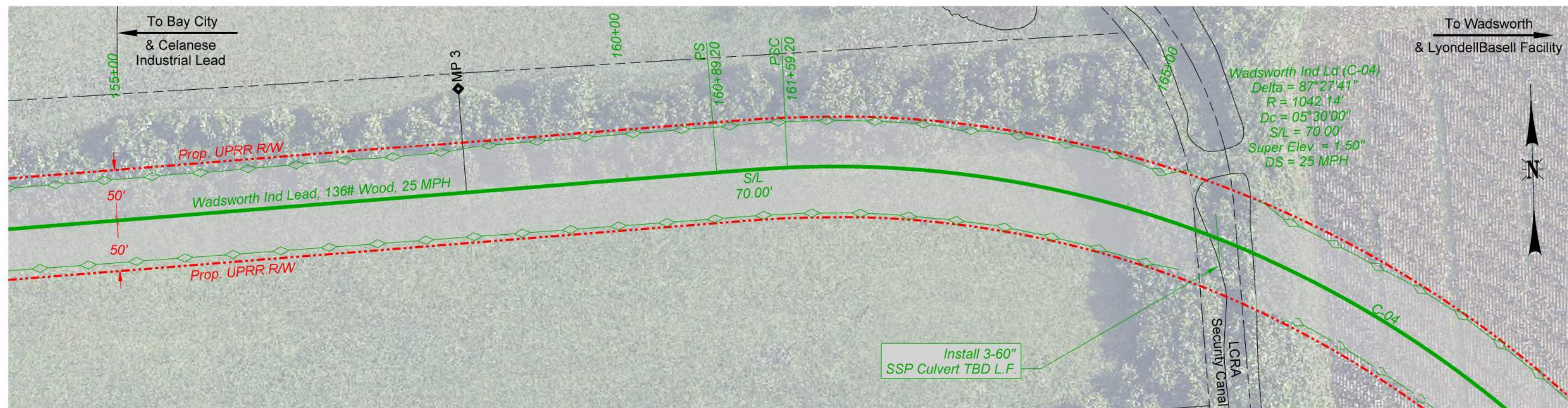
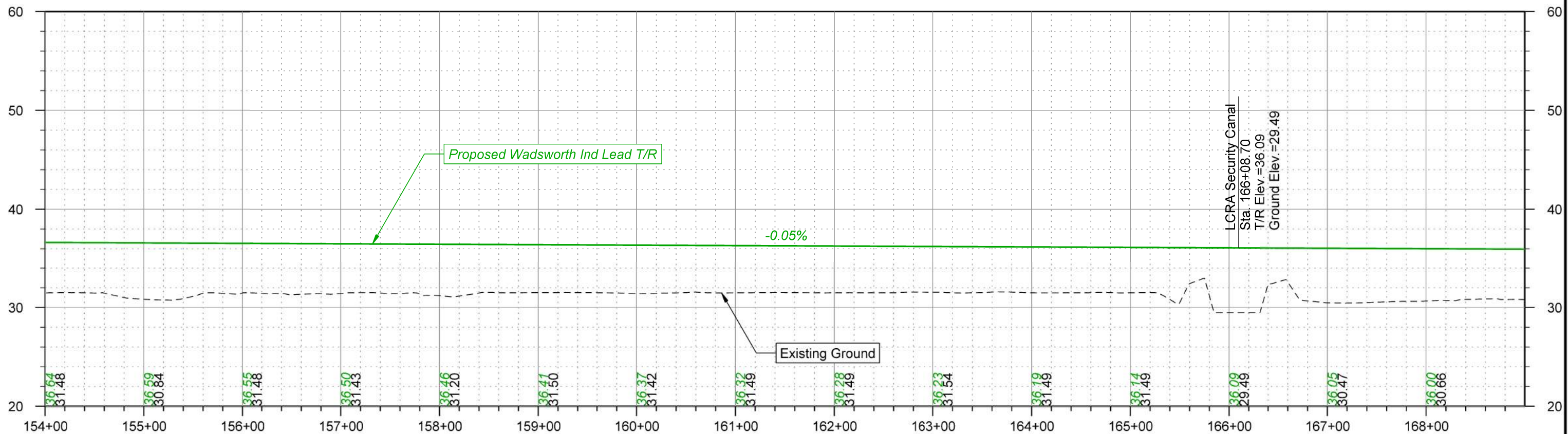
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DRAWN BY: OPR
CHECKED BY: RSM
DATE: 11/03/2025
SHEET NUMBER: P005 of P022

UNION PACIFIC RAILROAD
LOCATION: WADSWORTH, TEXAS - MATAGORDA COUNTY
WADSWORTH INDUSTRIAL LEAD, MP 1.61-6.55
CELANESE INDUSTRIAL LEAD, MP 2.98
DWG TITLE: Track Plan and Profile - Wadsworth Ind Lead
DRAWING FILE: WIL-P01-19



NOTES

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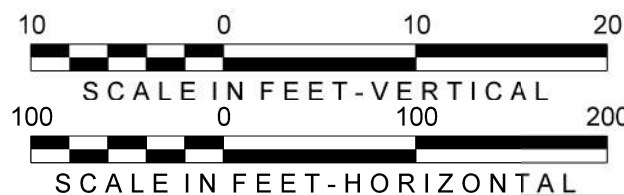
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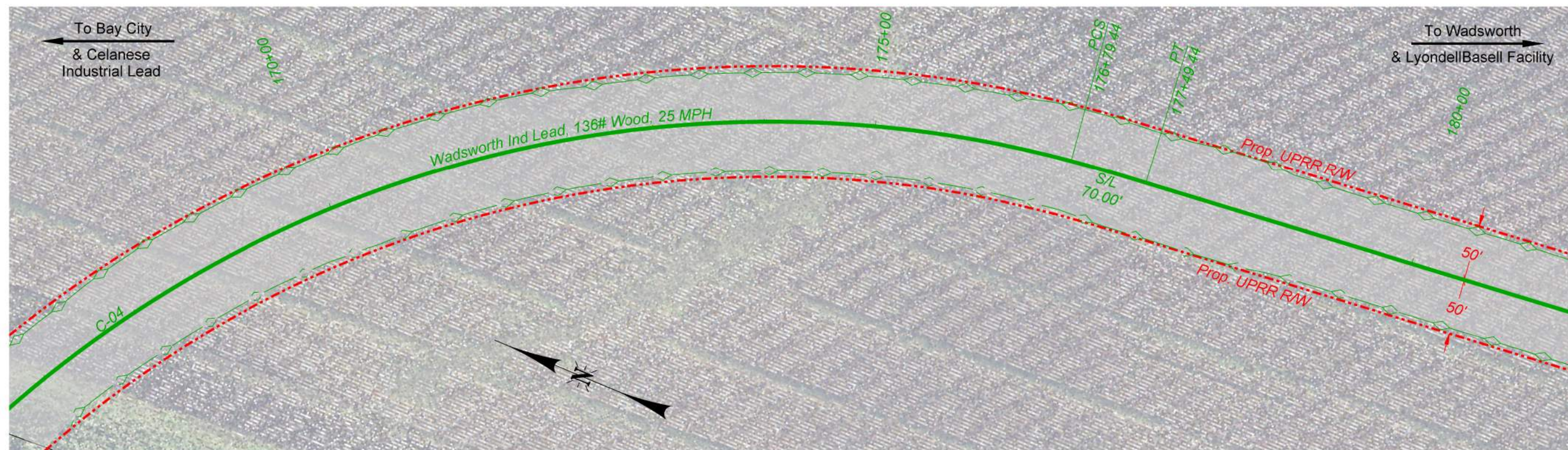
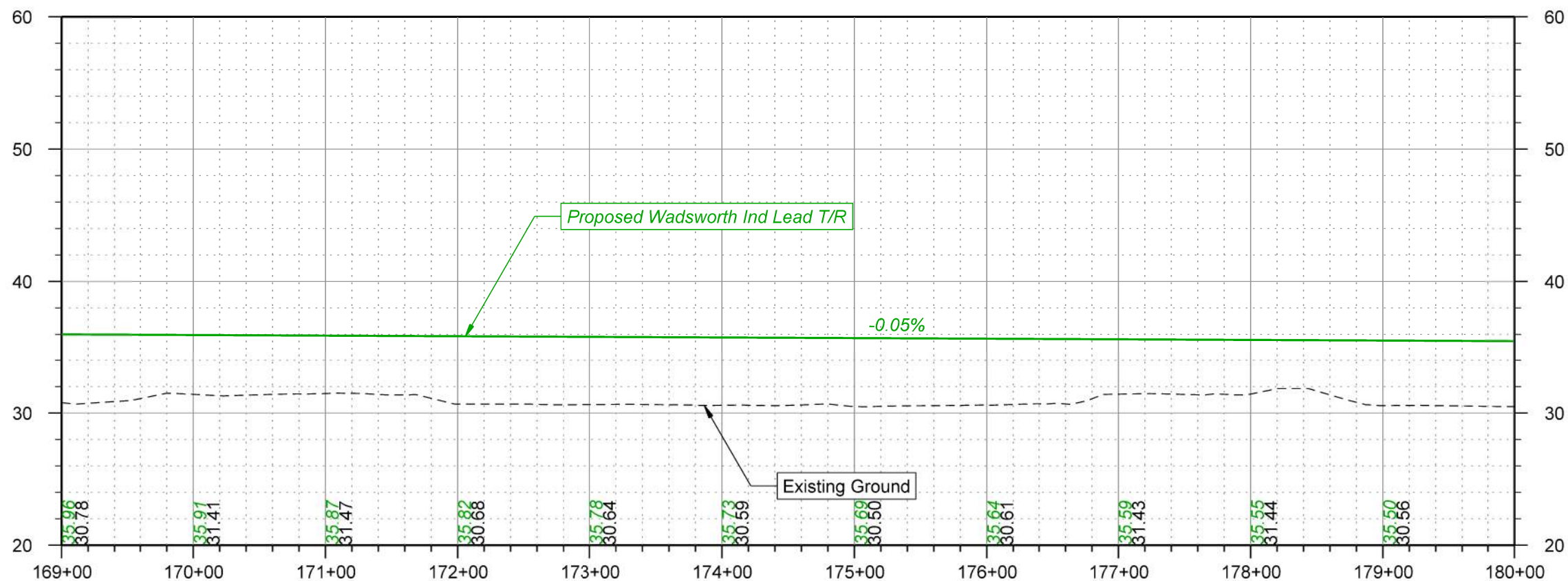
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DRAWN BY: OPR
CHECKED BY: RSM
DATE: 11/03/2025
SHEET NUMBER: P006 of P022

UNION PACIFIC RAILROAD
LOCATION: WADSWORTH, TEXAS - MATAGORDA COUNTY
WADSWORTH INDUSTRIAL LEAD, MP 1.61-6.55
CELANESE INDUSTRIAL LEAD, MP 2.98
DWG TITLE: Track Plan and Profile - Wadsworth Ind Lead
DRAWING FILE: WIL-P01-19



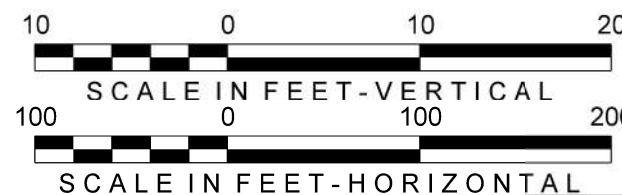
NOTES

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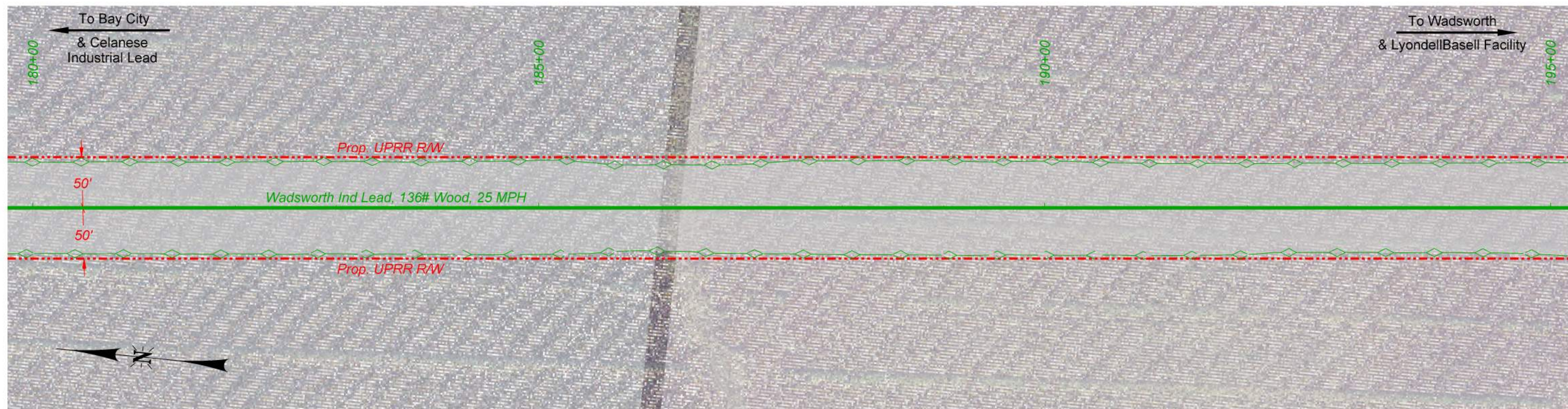
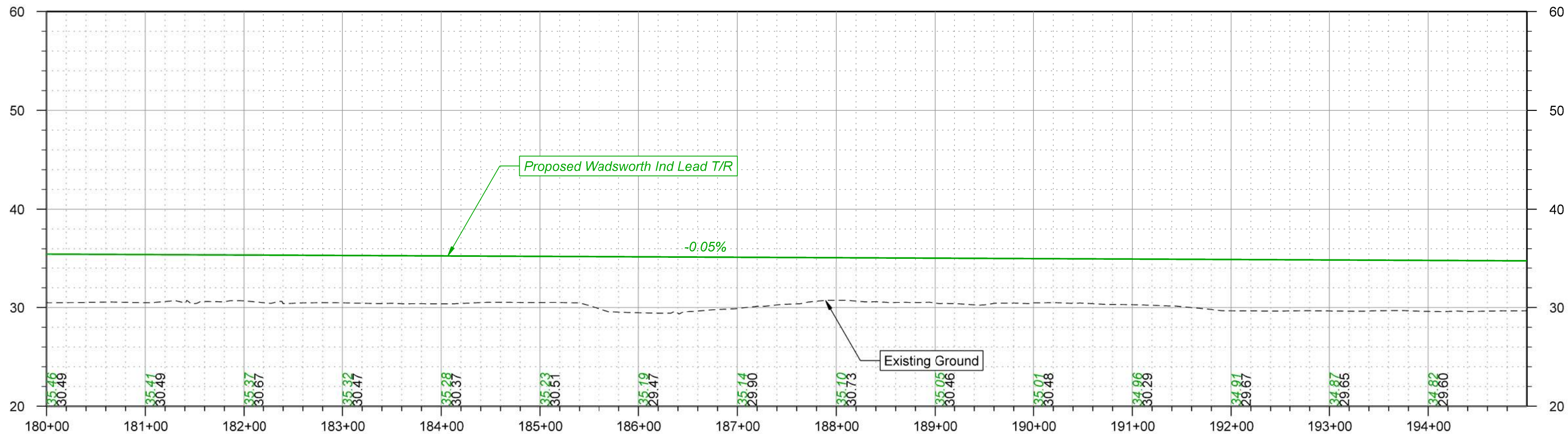
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CHECKED BY: RSM
DATE: 11/03/2025
SHEET NUMBER: P007 of P022

UNION PACIFIC RAILROAD	
LOCATION: WADSWORTH, TEXAS - MATAGORDA COUNTY WADSWORTH INDUSTRIAL LEAD, MP 1.61-6.55 CELANESE INDUSTRIAL LEAD, MP 2.98	
DWG TITLE: Track Plan and Profile - Wadsworth Ind Lead	DRAWING FILE: WIL-P01-19



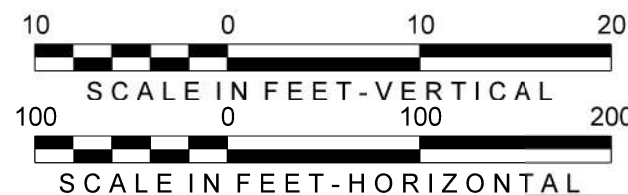
NOTES

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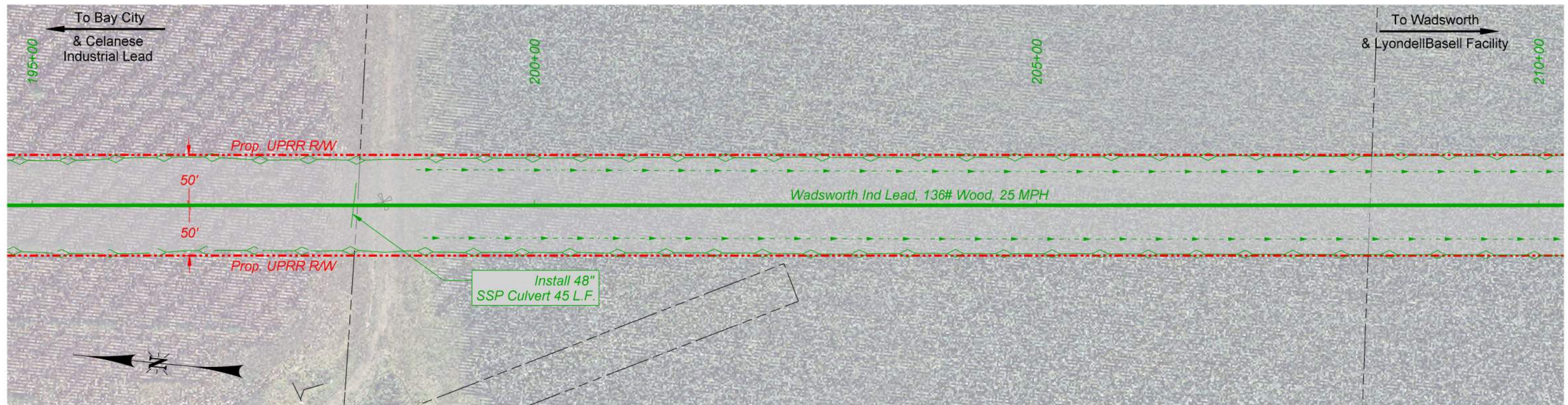
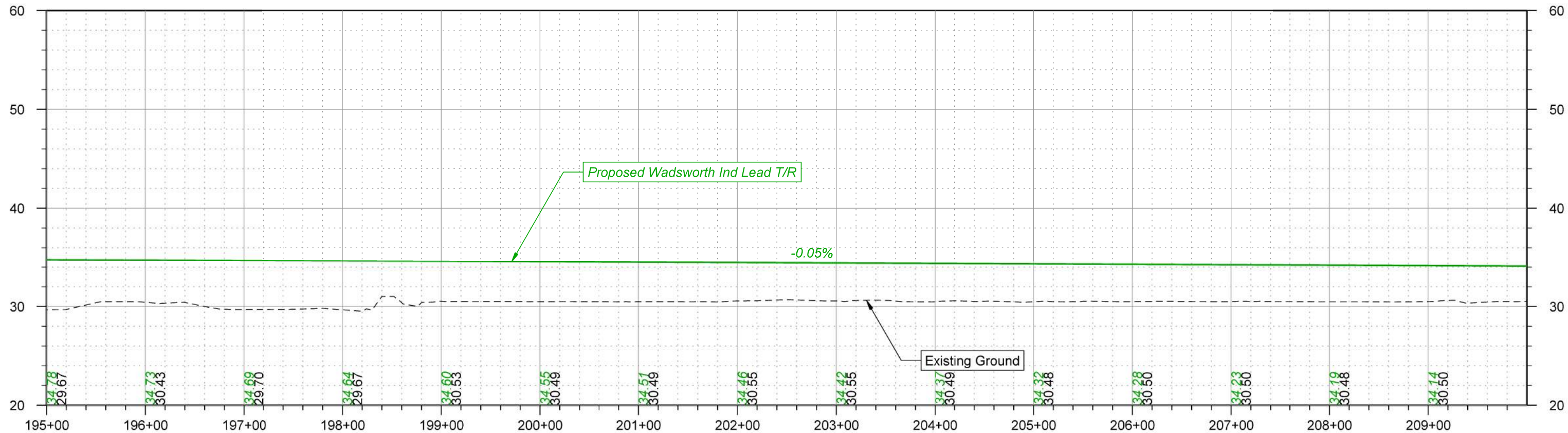
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DRAWN BY: OPR
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DATE: 11/03/2025
SHEET NUMBER: P008 of P022

UNION PACIFIC RAILROAD
LOCATION: WADSWORTH, TEXAS - MATAGORDA COUNTY
WADSWORTH INDUSTRIAL LEAD, MP 1.61-6.55
CELANESE INDUSTRIAL LEAD, MP 2.98
DWG TITLE: Track Plan and Profile - Wadsworth Ind Lead
DRAWING FILE: WIL-P01-19



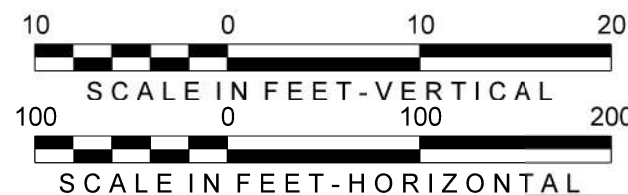
NOTES

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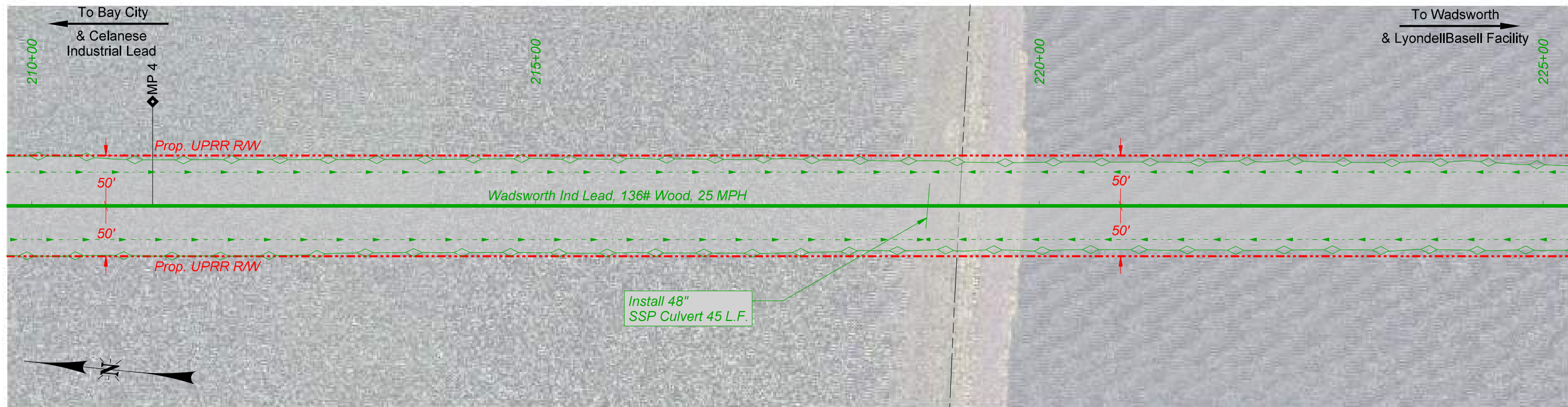
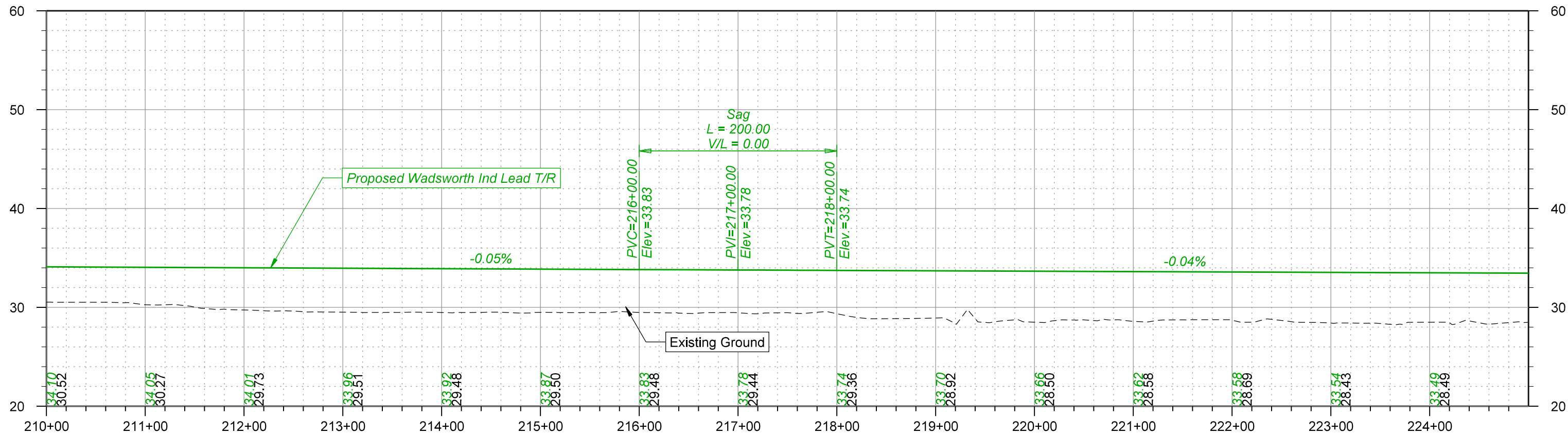
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DATE: 11/03/2025
SHEET NUMBER: P009 of P022

UNION PACIFIC RAILROAD
LOCATION: WADSWORTH, TEXAS - MATAGORDA COUNTY
WADSWORTH INDUSTRIAL LEAD, MP 1.61-6.55
CELANESE INDUSTRIAL LEAD, MP 2.98
DWG TITLE: Track Plan and Profile - Wadsworth Ind Lead
DRAWING FILE: WIL-P01-19



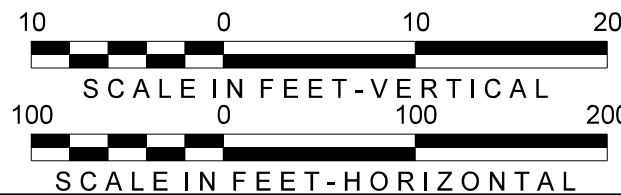
NOTES

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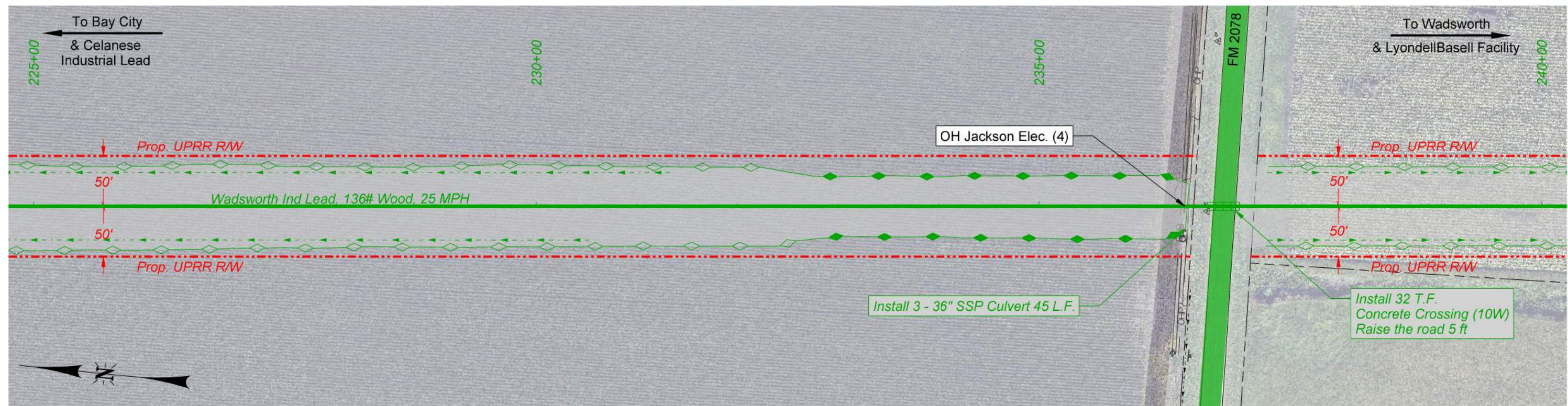
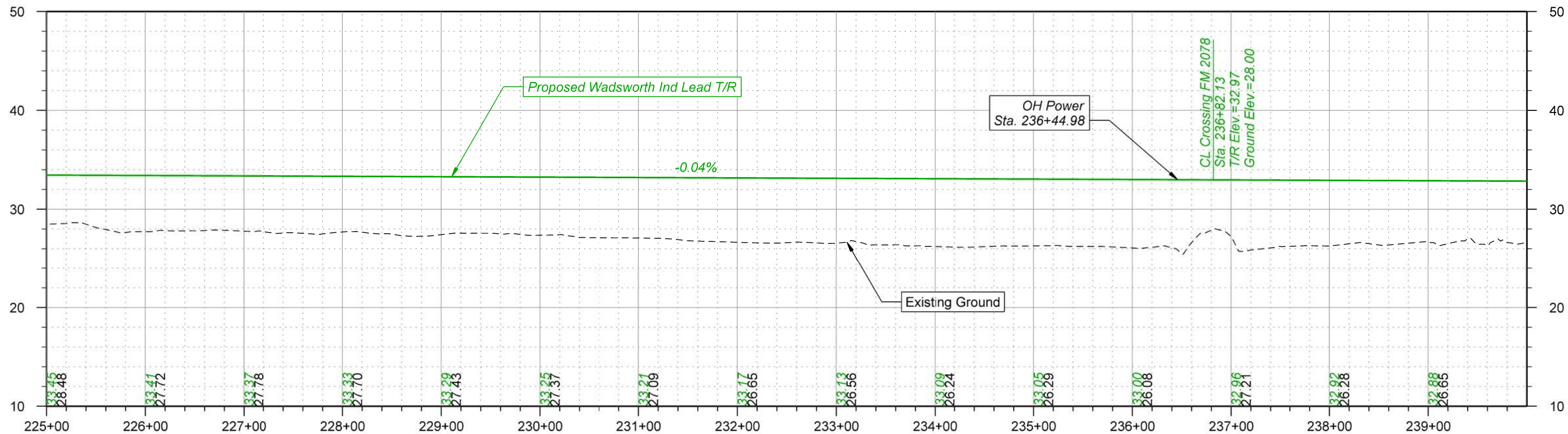
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DRAWN BY: OPR
CHECKED BY: RSM
DATE: 11/03/2025
SHEET NUMBER: P010 of P022

UNION PACIFIC RAILROAD
LOCATION: WADSWORTH, TEXAS - MATAGORDA COUNTY
WADSWORTH INDUSTRIAL LEAD, MP 1.61-6.55
CELANESE INDUSTRIAL LEAD, MP 2.98
DWG TITLE: Track Plan and Profile - Wadsworth Ind Lead
DRAWING FILE: WIL-P01-19



NOTES

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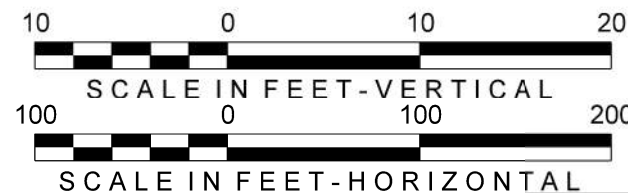
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3 NOV 2025



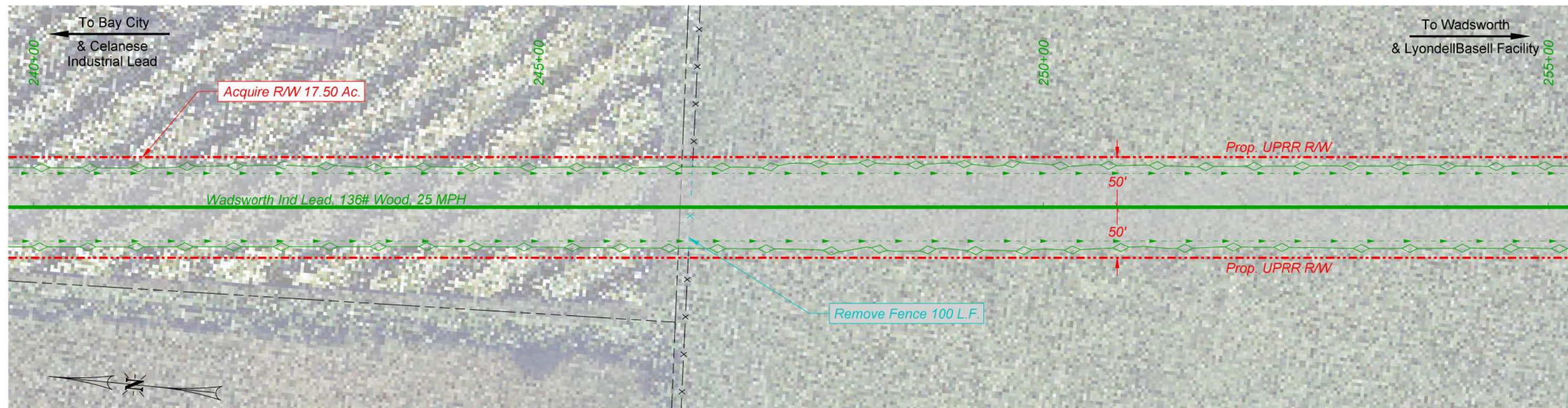
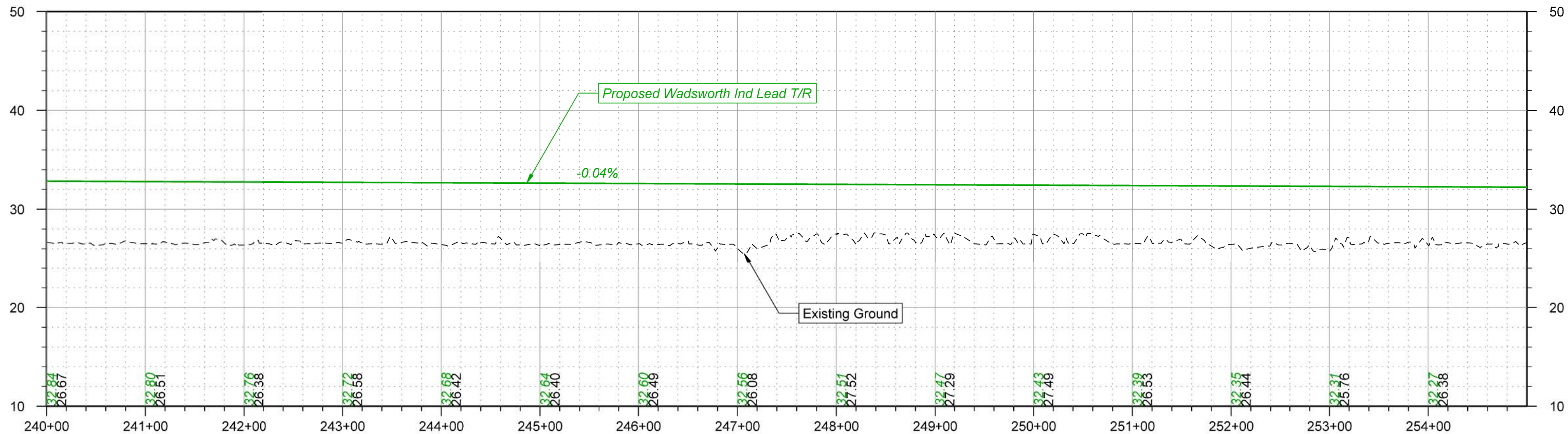
DRAWN BY: OPR
CHECKED BY: RSM
DATE: 11/03/2025
SHEET NUMBER: P011 of P022

UNION PACIFIC RAILROAD

LOCATION: WADSWORTH, TEXAS - MATAGORDA COUNTY
WADSWORTH INDUSTRIAL LEAD, MP 1.61-6.55
CELANESE INDUSTRIAL LEAD, MP 2.98

DWG TITLE: Track Plan and Profile - Wadsworth Ind Lead

DRAWING FILE: WIL-P01-19



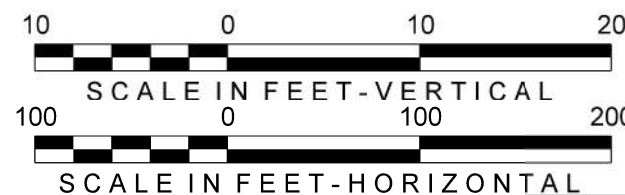
NOTES

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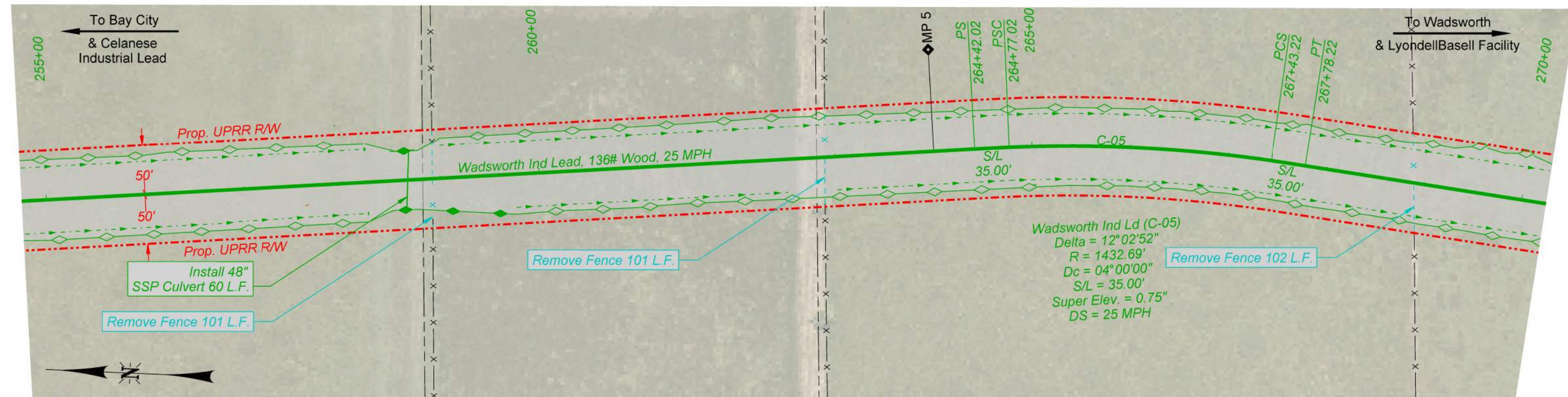
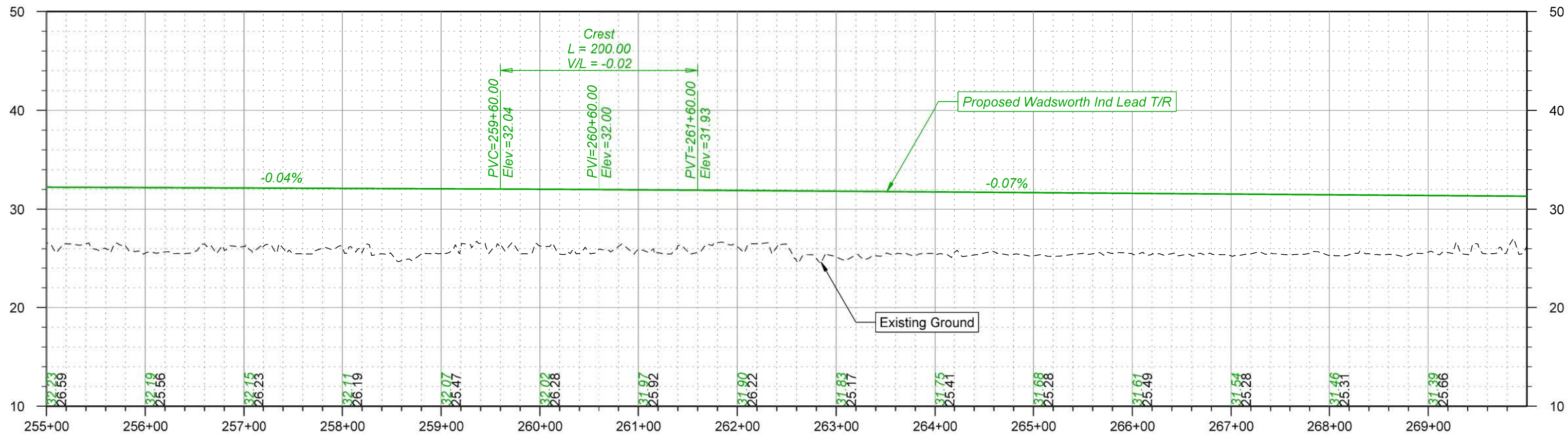
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DATE: 11/03/2025
SHEET NUMBER: P012 of P022

UNION PACIFIC RAILROAD	
LOCATION: WADSWORTH, TEXAS - MATAGORDA COUNTY WADSWORTH INDUSTRIAL LEAD, MP 1.61-6.55 CELANESE INDUSTRIAL LEAD, MP 2.98	
DWG TITLE: Track Plan and Profile - Wadsworth Ind Lead	DRAWING FILE: WIL-P01-19



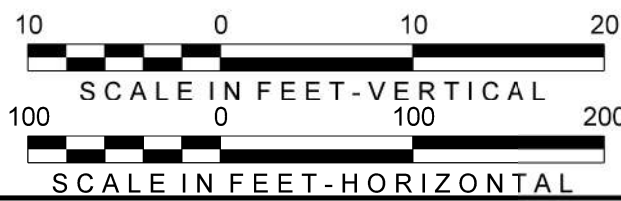
NOTES

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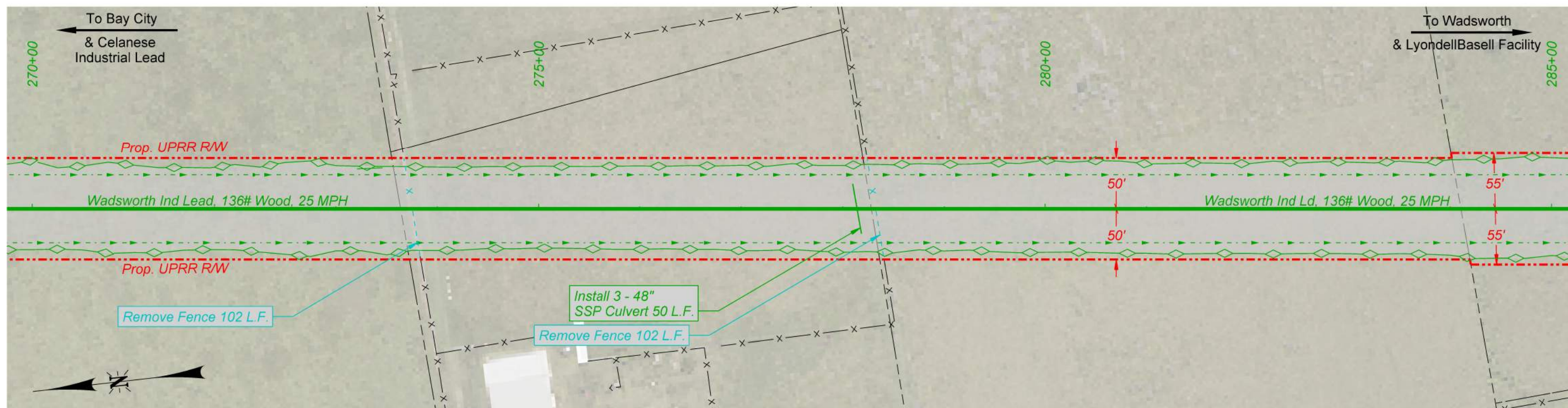
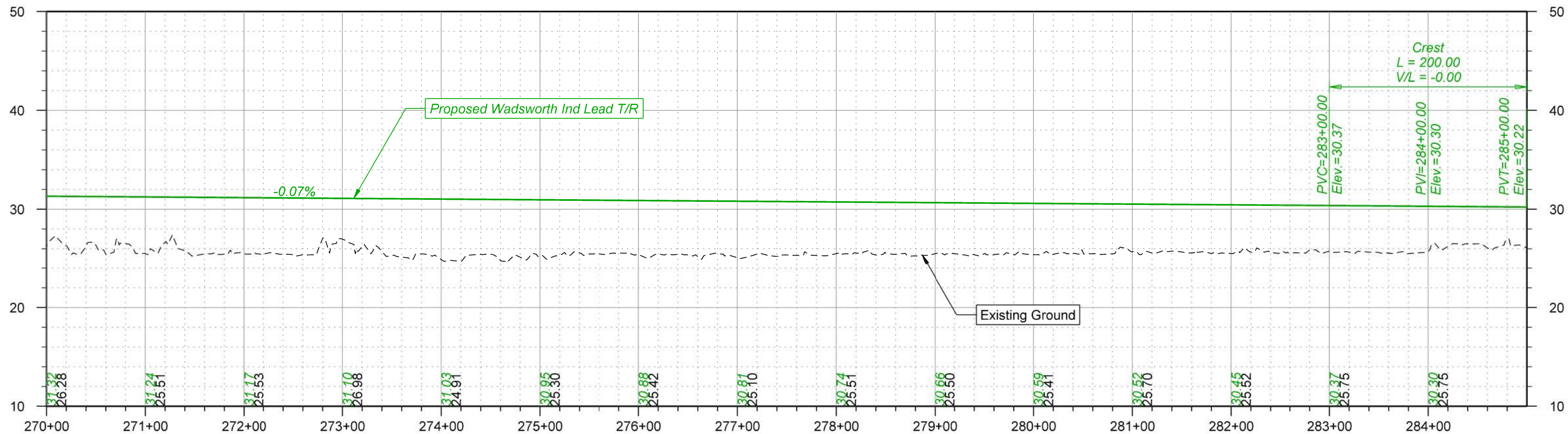
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NOT FOR CONSTRUCTION 3 NOV 2025



DRAWN BY: OPR
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DATE: 11/03/2025
SHEET NUMBER: P013 of P022

UNION PACIFIC RAILROAD
LOCATION: WADSWORTH, TEXAS - MATAGORDA COUNTY
WADSWORTH INDUSTRIAL LEAD, MP 1.61-6.55
CELANESE INDUSTRIAL LEAD, MP 2.98
DWG TITLE: Track Plan and Profile - Wadsworth Ind Lead
DRAWING FILE: WIL-P01-19



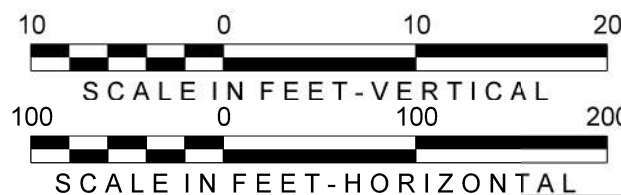
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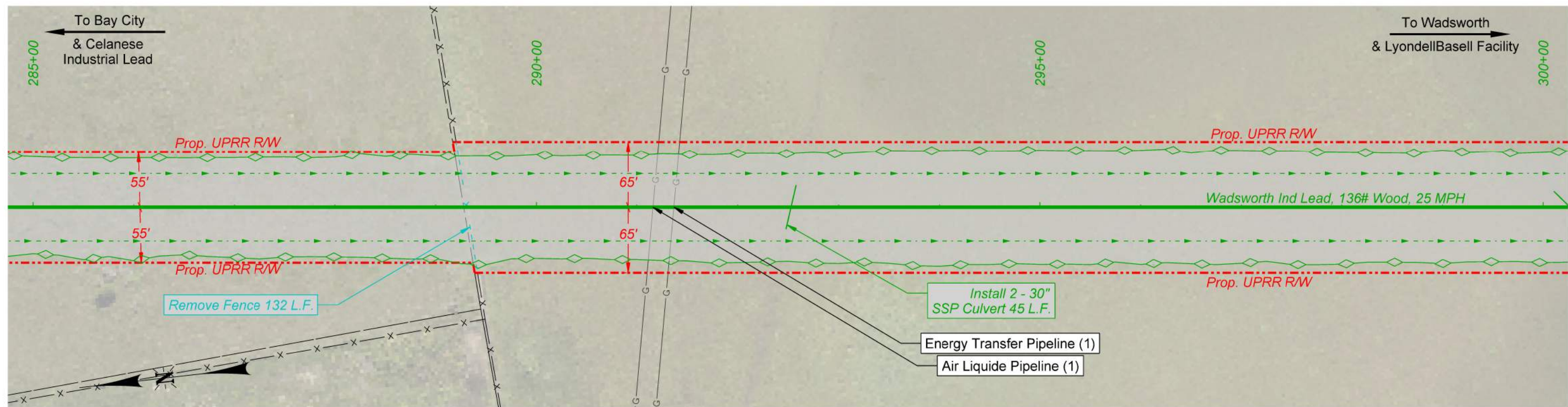
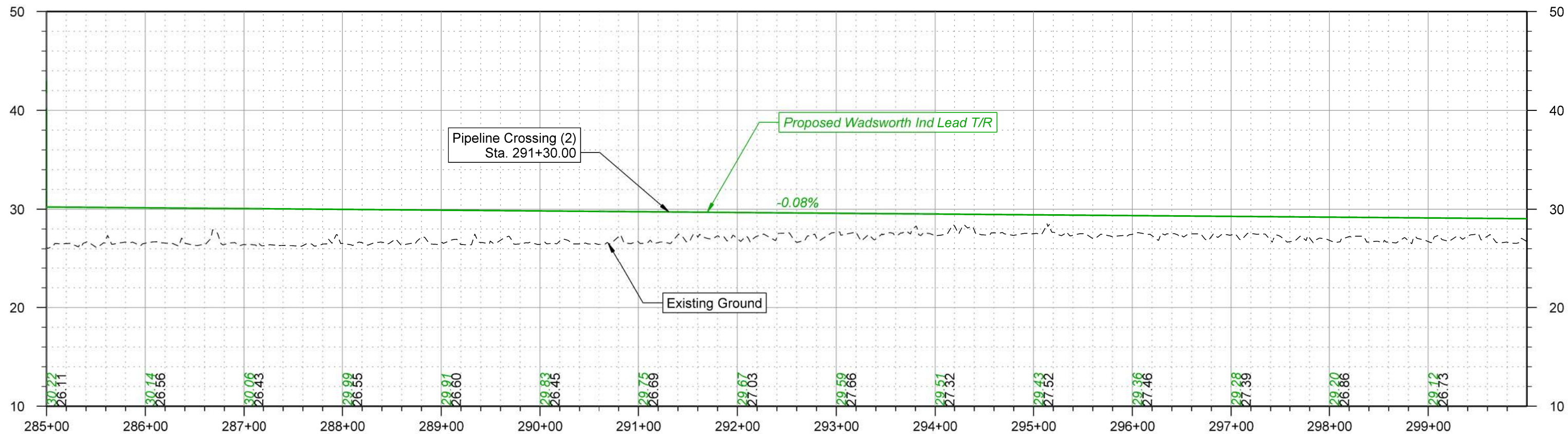
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NOT FOR CONSTRUCTION 3 NOV 2025



DRAWN BY: OPR
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DATE: 11/03/2025
SHEET NUMBER: P014 of P022

UNION PACIFIC RAILROAD
LOCATION: WADSWORTH, TEXAS - MATAGORDA COUNTY
WADSWORTH INDUSTRIAL LEAD, MP 1.61-6.55
CELANESE INDUSTRIAL LEAD, MP 2.98
DWG TITLE: Track Plan and Profile - Wadsworth Ind Lead
DRAWING FILE: WIL-P01-19



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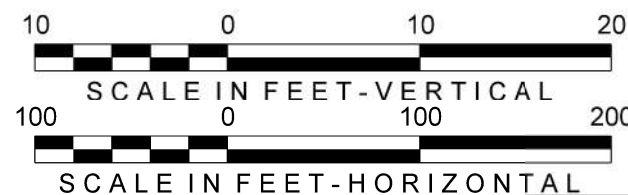
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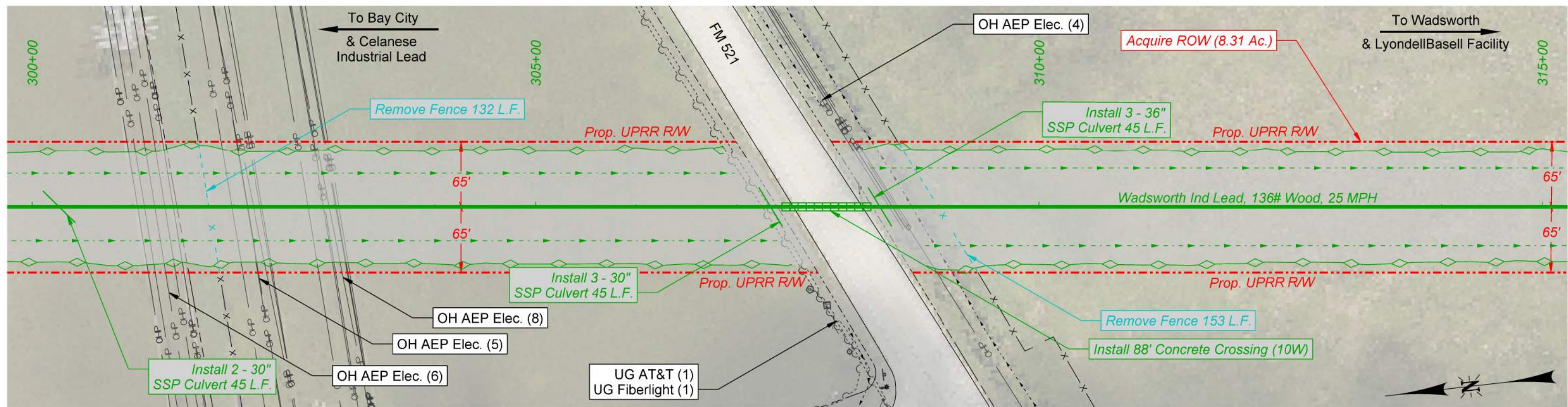
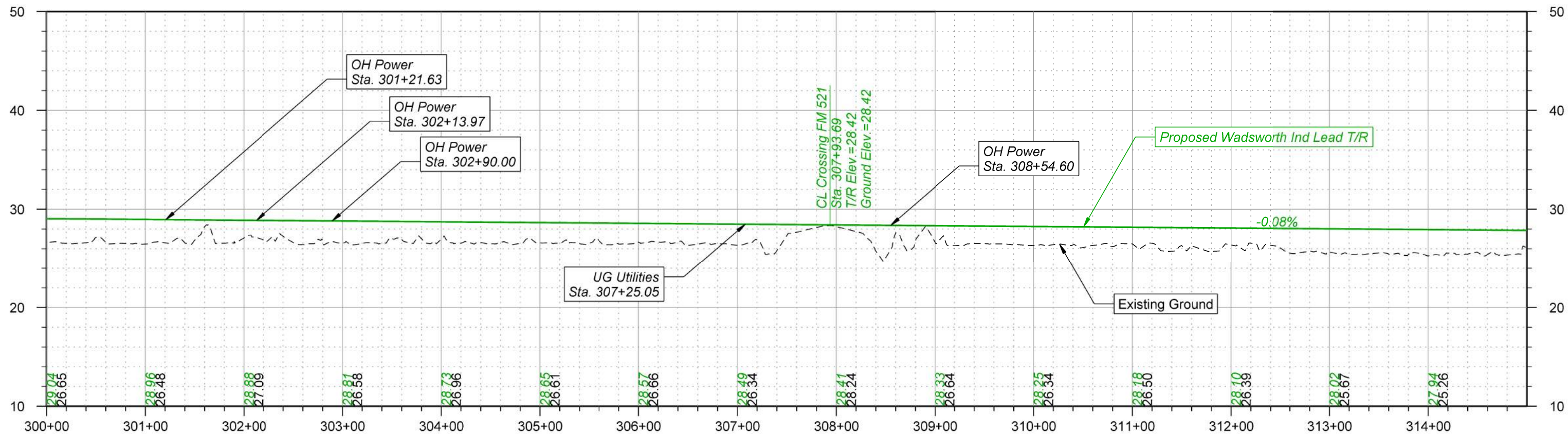
NOT FOR CONSTRUCTION

3 NOV 2025



DRAWN BY: OPR
CHECKED BY: RSM
DATE: 11/03/2025
SHEET NUMBER: P015 of P022

UNION PACIFIC RAILROAD
LOCATION: WADSWORTH, TEXAS - MATAGORDA COUNTY
WADSWORTH INDUSTRIAL LEAD, MP 1.61-6.55
CELANESE INDUSTRIAL LEAD, MP 2.98
DWG TITLE: Track Plan and Profile - Wadsworth Ind Lead
DRAWING FILE: WIL-P01-19



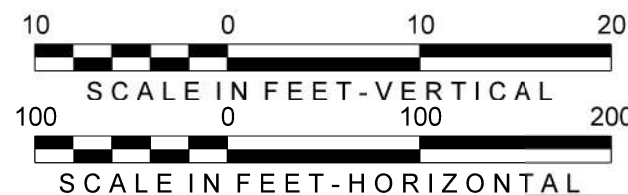
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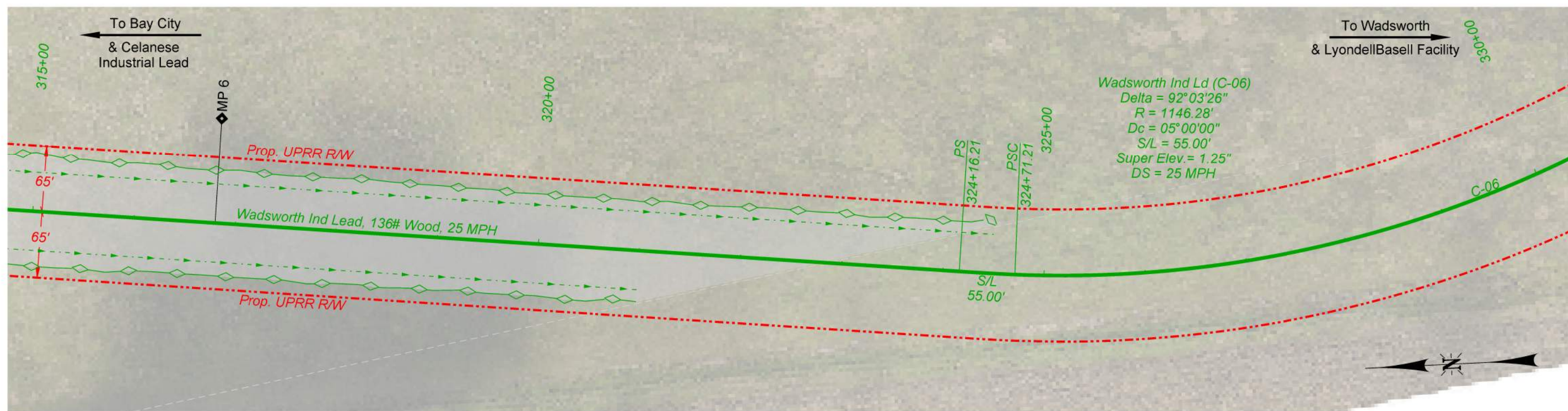
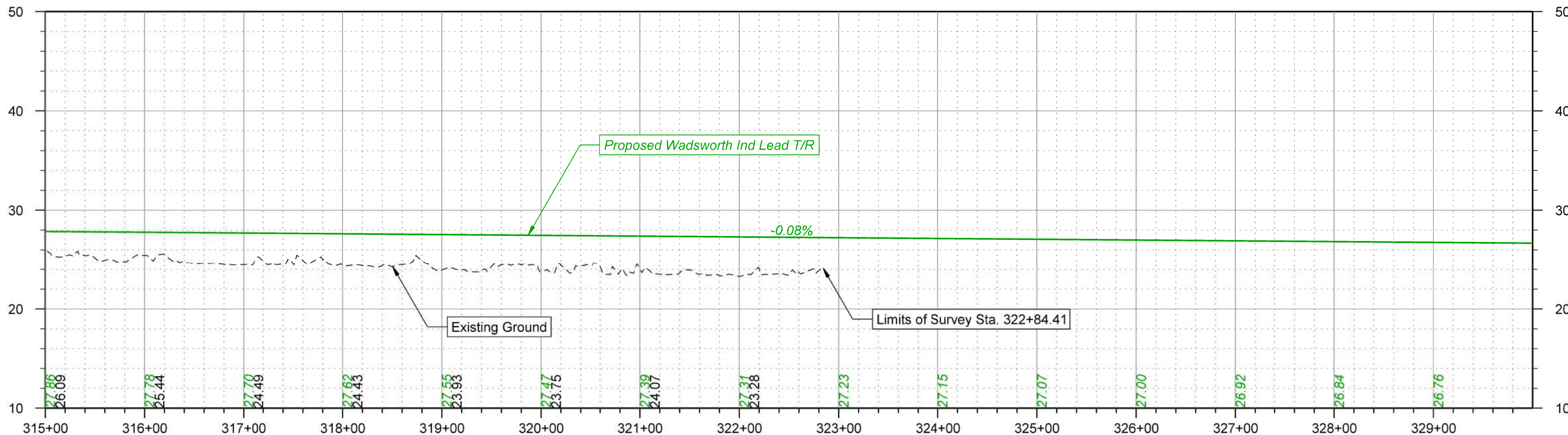
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NOT FOR CONSTRUCTION 3 NOV 2025



DRAWN BY: OPR
CHECKED BY: RSM
DATE: 11/03/2025
SHEET NUMBER: P016 of P022

UNION PACIFIC RAILROAD
LOCATION: WADSWORTH, TEXAS - MATAGORDA COUNTY
WADSWORTH INDUSTRIAL LEAD, MP 1.61-6.55
CELANESE INDUSTRIAL LEAD, MP 2.98
DWG TITLE: Track Plan and Profile - Wadsworth Ind Lead
DRAWING FILE: WIL-P01-19



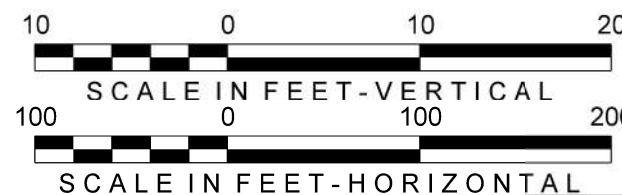
NOTES

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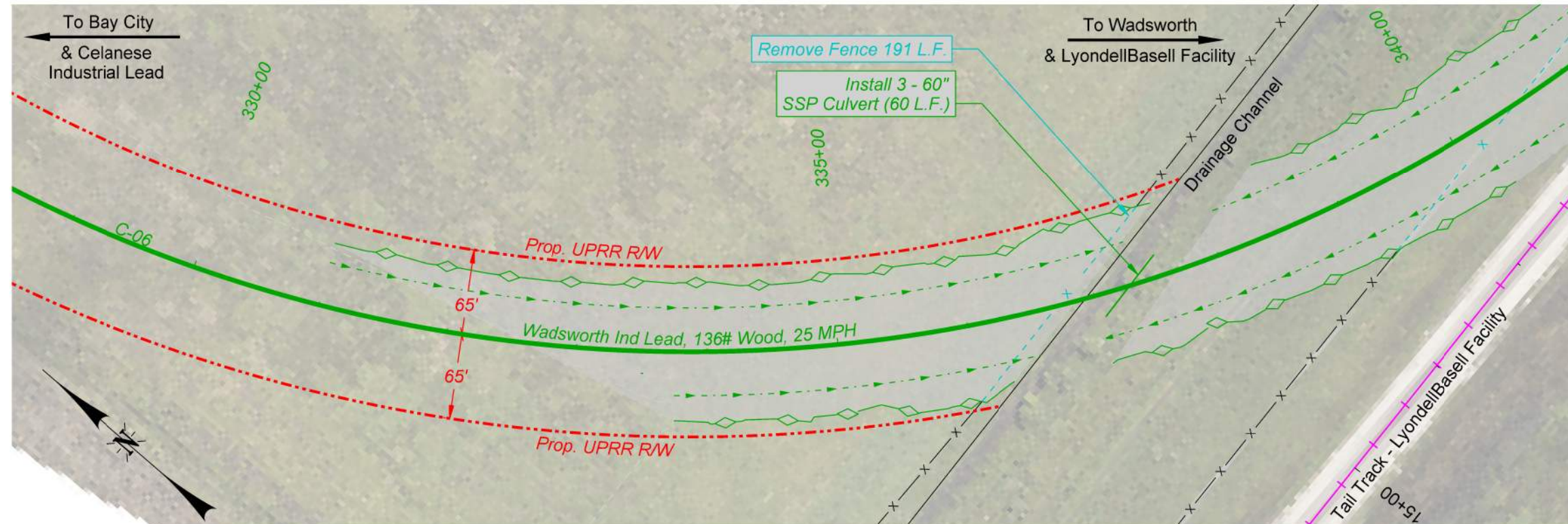
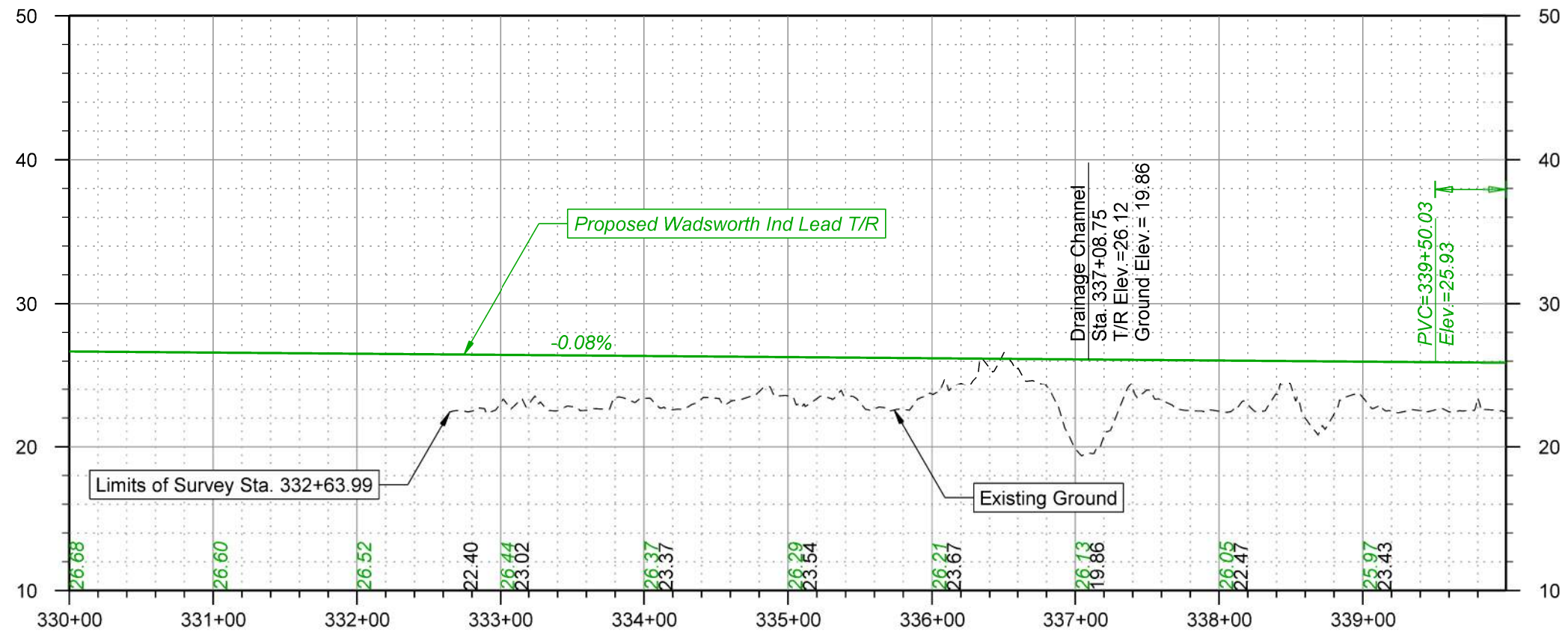
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PRELIMINARY
NOT FOR CONSTRUCTION 3 NOV 2025



DRAWN BY: OPR
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DATE: 11/03/2025
SHEET NUMBER: P017 of P022

UNION PACIFIC RAILROAD
LOCATION: WADSWORTH, TEXAS - MATAGORDA COUNTY
WADSWORTH INDUSTRIAL LEAD, MP 1.61-6.55
CELANESE INDUSTRIAL LEAD, MP 2.98
DWG TITLE: Track Plan and Profile - Wadsworth Ind Lead
DRAWING FILE: WIL-P01-19



NOTES

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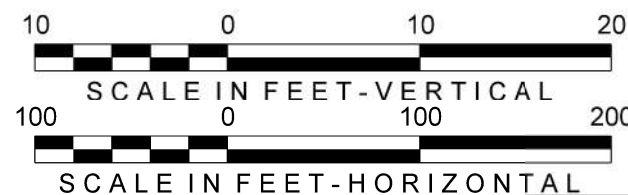
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3 NOV 2025



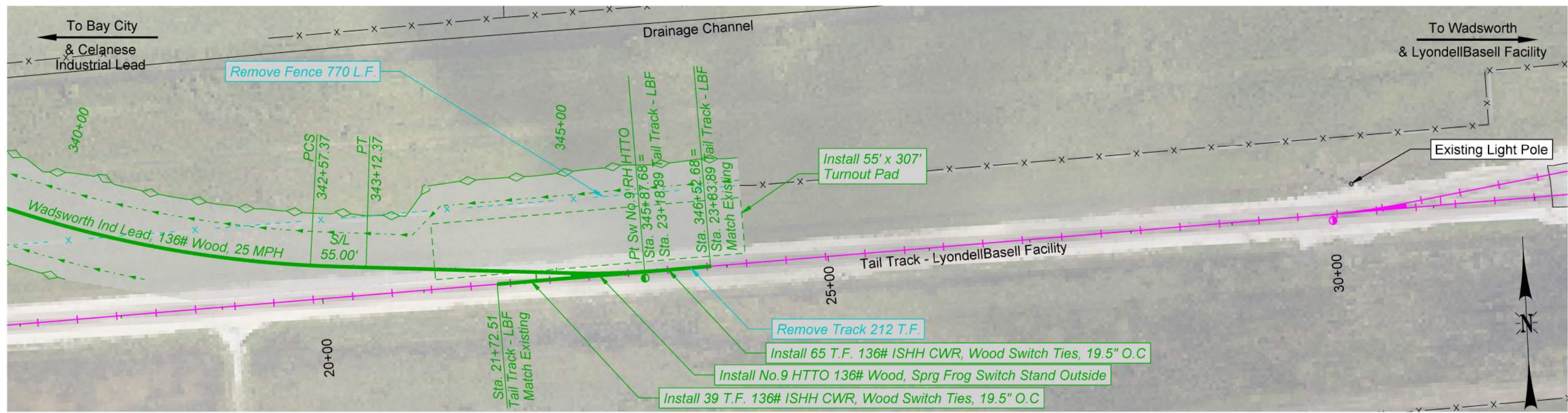
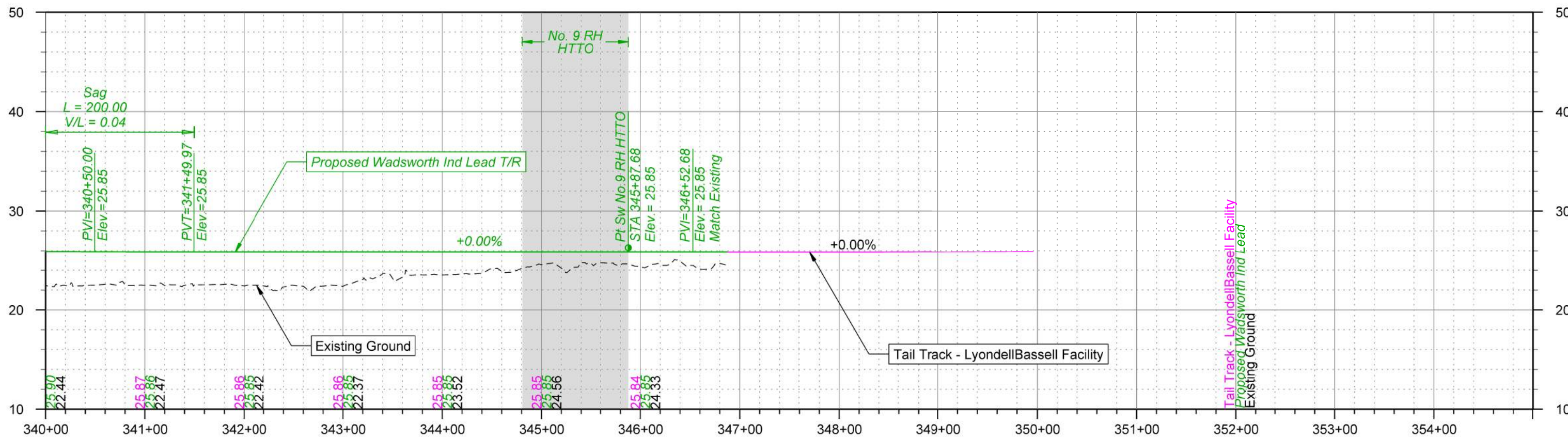
DRAWN BY: OPR
CHECKED BY: RSM
DATE: 11/03/2025
SHEET NUMBER: P018 of P022

UNION PACIFIC RAILROAD

LOCATION: WADSWORTH, TEXAS - MATAGORDA COUNTY
WADSWORTH INDUSTRIAL LEAD, MP 1.61-6.55
CELANESE INDUSTRIAL LEAD, MP 2.98

DWG TITLE: Track Plan and Profile - Wadsworth Ind Lead

DRAWING FILE: WIL-P01-19



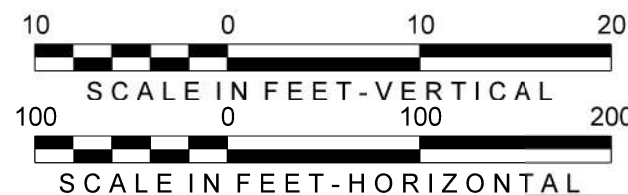
NOTES

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2. Parcel and R/W lines are to be considered approximate and are subject to change as the design progresses

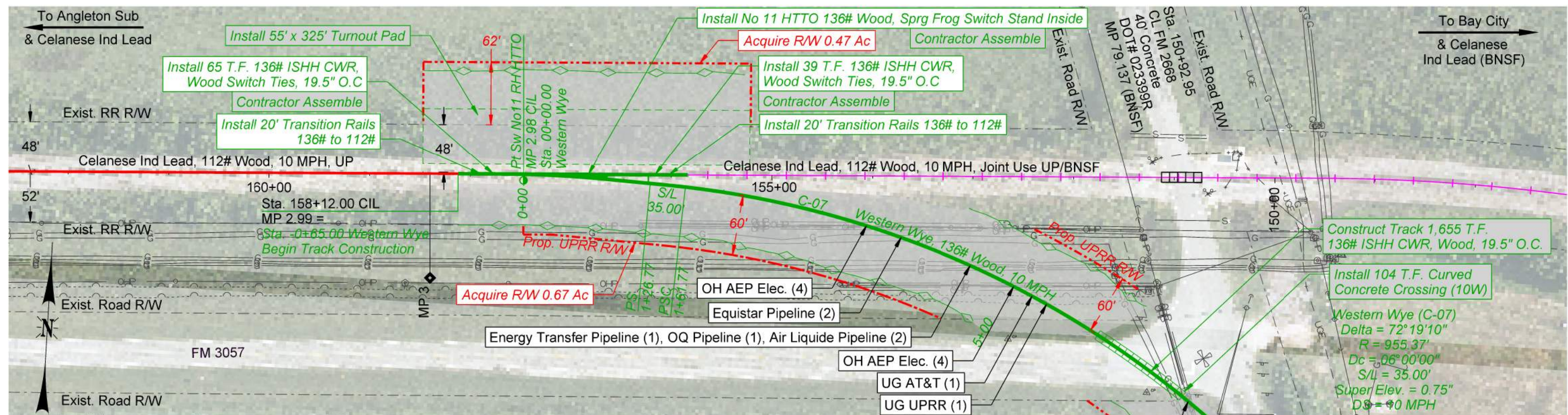
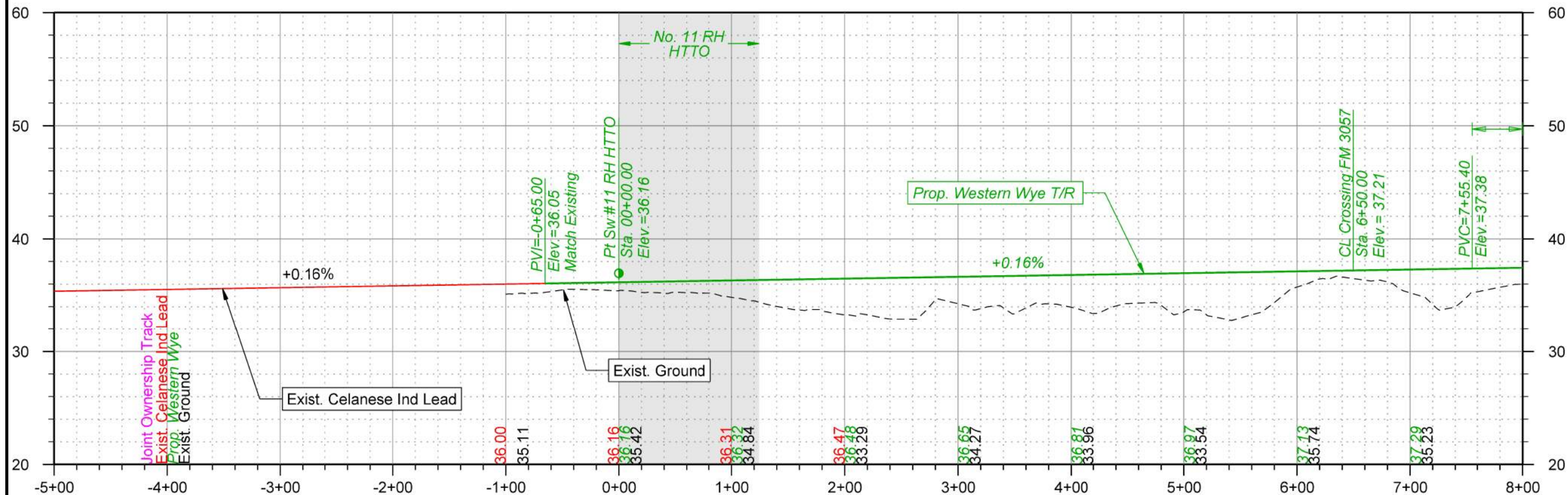
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PRELIMINARY
NOT FOR CONSTRUCTION 3 NOV 2025



DRAWN BY: OPR
CHECKED BY: RSM
DATE: 11/03/2025
SHEET NUMBER: P019 of P022

UNION PACIFIC RAILROAD
LOCATION: WADSWORTH, TEXAS - MATAGORDA COUNTY
WADSWORTH INDUSTRIAL LEAD, MP 1.61-6.55
CELANESE INDUSTRIAL LEAD, MP 2.98
DWG TITLE: Track Plan and Profile - Wadsworth Ind Lead
DRAWING FILE: WIL-P01-19



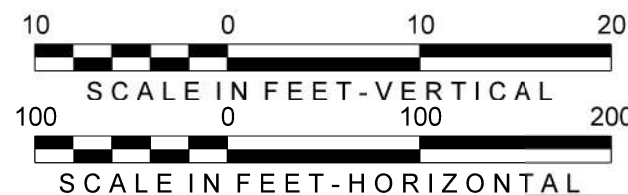
NOTES

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2. Parcel and R/W lines are to be considered approximate and are subject to change as the design progresses

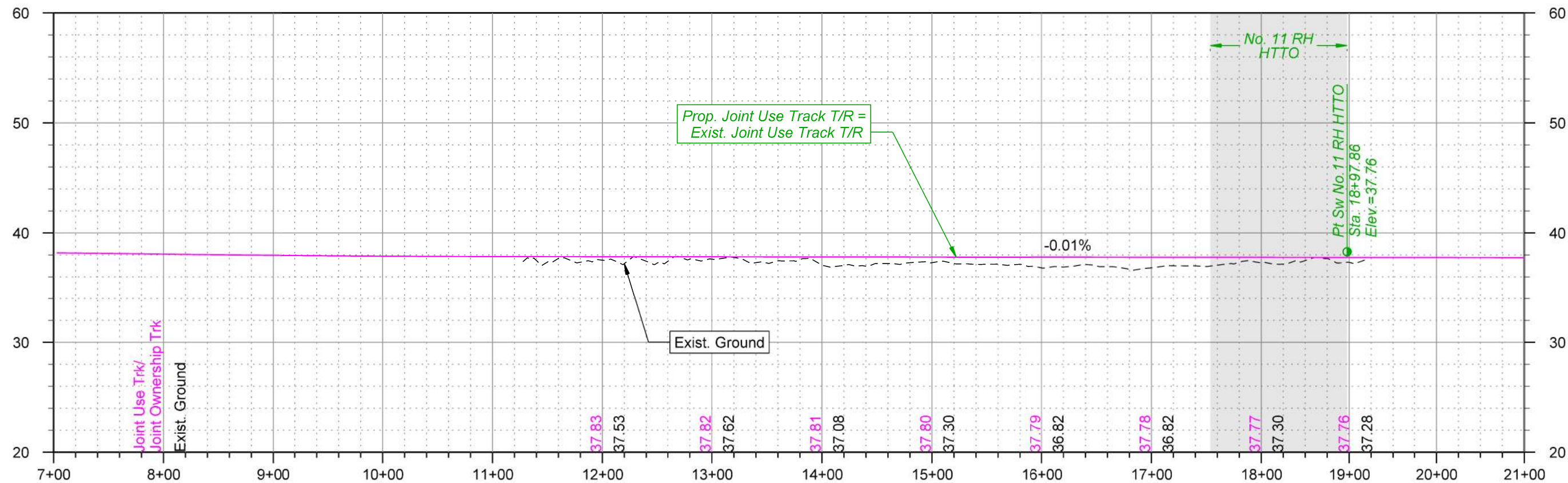
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PRELIMINARY
NOT FOR CONSTRUCTION 3 NOV 2025



DRAWN BY: OPR
CHECKED BY: RSM
DATE: 11/03/2025
SHEET NUMBER: P020 of P022

UNION PACIFIC RAILROAD
LOCATION: WADSWORTH, TEXAS - MATAGORDA COUNTY
WADSWORTH INDUSTRIAL LEAD, MP 1.61-6.55
CELANESE INDUSTRIAL LEAD, MP 2.98
DWG TITLE: Track Plan and Profile - Western Wye
DRAWING FILE: WWye-PPL



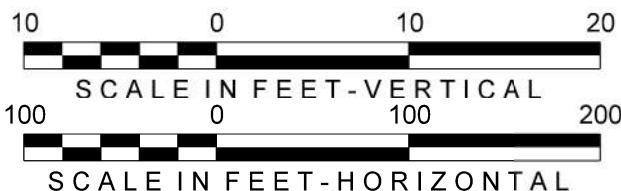
NOTES

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2. Parcel and R/W lines are to be considered approximate and are subject to change as the design progresses

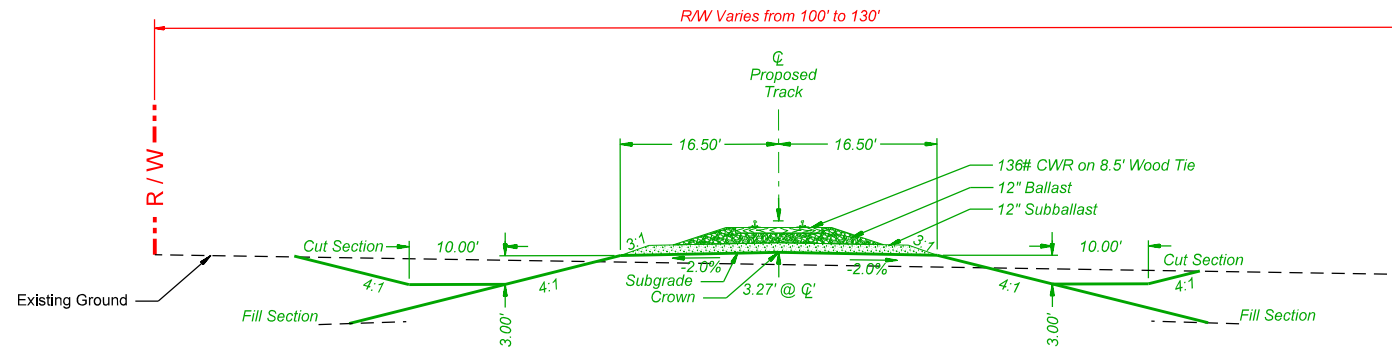
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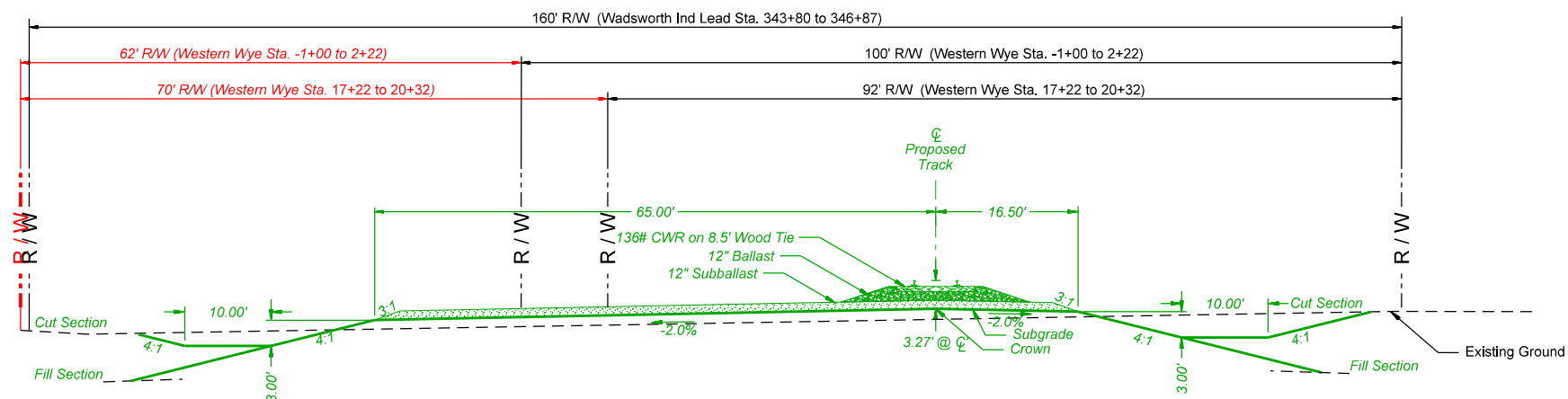
DRAWN BY: OPR
CHECKED BY: RSM
DATE: 11/03/2025
SHEET NUMBER: P022 of P022

UNION PACIFIC RAILROAD	
LOCATION:	WADSWORTH, TEXAS - MATAGORDA COUNTY WADSWORTH INDUSTRIAL LEAD, MP 1.61-6.55 CELANESE INDUSTRIAL LEAD, MP 2.98
DWG TITLE:	Track Plan and Profile - Joint Use Track
DRAWING FILE:	BNSF-PPL



TYPICAL SECTION

Wadsworth Ind Lead Sta. 88+00 to 343+80
Western Wye Sta. 2+22 to 17+22



TYPICAL SECTION FOR TURNOUT CONSTRUCTION PAD

Wadsworth Ind Ld Sta. 343+80 to 346+87
Western Wye Sta. -1+00 to 2+22
Western Wye Sta. 17+22 to 20+32



PRELIMINARY
NOT FOR CONSTRUCTION 3 NOV 2025

 TEXAS P.E. FIRM REGISTRATION NO. F-754		DRAWN BY: OPR	UNION PACIFIC RAILROAD LOCATION: WADSWORTH, TEXAS - MATAGORDA COUNTY WADSWORTH INDUSTRIAL LEAD, MP 1.61-6.55 CELANESE INDUSTRIAL LEAD, MP 2.98 DWG TITLE: Track Typical Section DRAWING FILE: WIL-T001
		CHECKED BY: RSM	
		DATE: 11/03/2025	
		SHEET NUMBER: T001 of T001	