

CALIFORNIA HIGH-SPEED TRAIN

Engineering Plans

Burbank to Los Angeles

Volume 1

General, Track Alignment & Right-of-Way

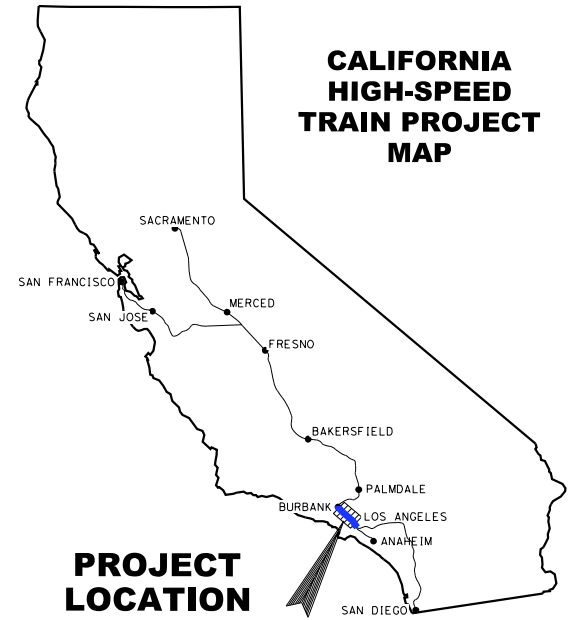
April 2019



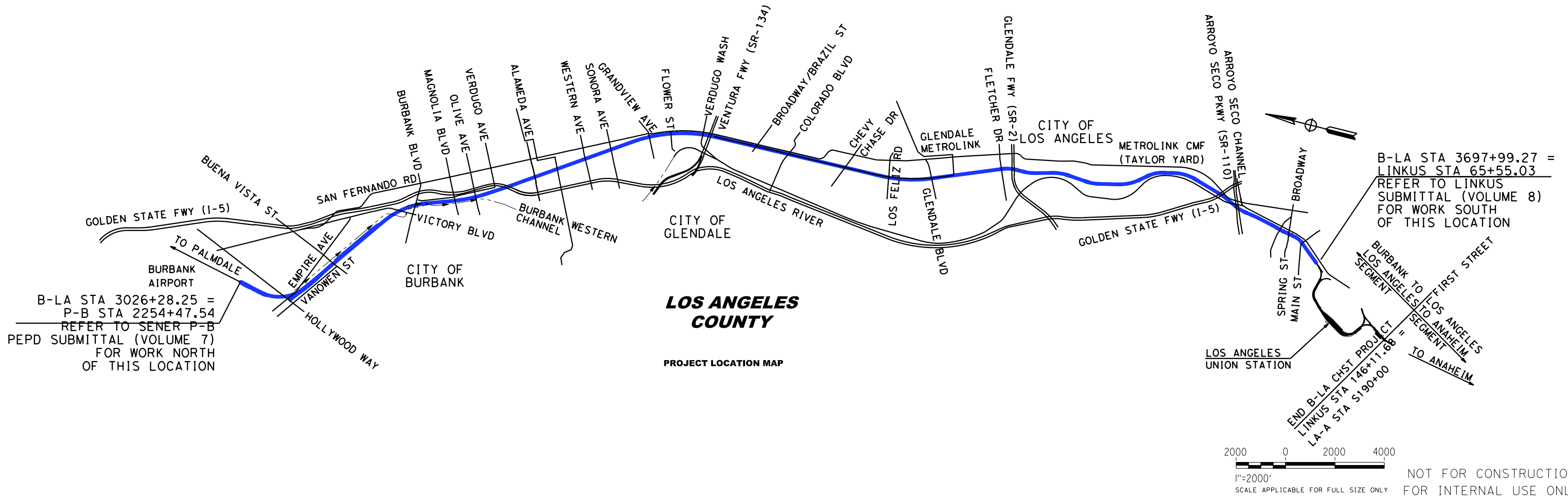


CALIFORNIA HIGH-SPEED RAIL AUTHORITY

PRELIMINARY ENGINEERING FOR PROJECT DEFINITION (PEPD) CALIFORNIA HIGH-SPEED TRAIN PROJECT VALLEY/RIVER SUBDIVISION BURBANK TO LOS ANGELES VOLUME 1



GENERAL, TRACK ALIGNMENT & RIGHT-OF-WAY



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Table with columns: REV, DATE, BY, CHK, APP, DESCRIPTION

DESIGNED BY C. CUSSON, DRAWN BY C. CUSSON, CHECKED BY K. PIRBAZARI, IN CHARGE K. PIRBAZARI, DATE 04/30/2019

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CALIFORNIA HIGH-SPEED TRAIN PROJECT BURBANK TO LOS ANGELES OPTION B REFINED ALIGNMENT PEPD VOLUME 1 PROJECT LOCATION MAP

CONTRACT NO. HSR14-39, DRAWING NO. GE-A0101, SCALE NO SCALE, SHEET NO.

NOT FOR CONSTRUCTION FOR INTERNAL USE ONLY, SCALE APPLICABLE FOR FULL SIZE ONLY

PEPD INDEX OF VOLUMES

VOLUME NO.	CONTENT
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	TRACK ALIGNMENT
	RIGHT-OF-WAY IMPACT
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	TUNNEL
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	BURBANK AIRPORT STATION
VOLUME 8	GENERAL
	LINK UNION STATION (LINK US) BY LA METRO

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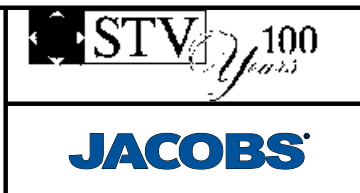
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DESIGNED BY
C. CUSSON
DRAWN BY
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CHECKED BY
K. PIRBAZARI
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DATE
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**CALIFORNIA HIGH-SPEED TRAIN PROJECT
BURBANK TO LOS ANGELES**

PEPD
INDEX OF VOLUMES

CONTRACT NO.
HSR14-39
DRAWING NO.
GE-A0110
SCALE
NO SCALE
SHEET NO.

VOLUME 1 - GENERAL, TRACK ALIGNMENT & RIGHT-OF-WAY IMPACT

GENERAL	
DRAWING NO.	DRAWING TITLE
GE-A0100	COVER SHEET - VOLUME 1
GE-A0101	PROJECT LOCATION MAP - VOLUME 1
GE-A0110	INDEX OF VOLUMES
GE-A0111	INDEX OF DRAWINGS - VOLUME 1 - SHEET 1 OF 4
GE-A0112	INDEX OF DRAWINGS - VOLUME 1 - SHEET 2 OF 4
GE-A0113	INDEX OF DRAWINGS - VOLUME 1 - SHEET 3 OF 4
GE-A0114	INDEX OF DRAWINGS - VOLUME 1 - SHEET 4 OF 4
GE-D0101	VOLUME 1 - KEY MAP - TRACK ALIGNMENT - SHEET 1 OF 2
GE-D0102	VOLUME 1 - KEY MAP - RIGHT-OF-WAY - SHEET 2 OF 2
GE-B0101	BASIS OF DESIGN SUMMARY
GE-C0101	ACRONYMS AND ABBREVIATIONS - SHEET 1 OF 5
GE-C0102	ACRONYMS AND ABBREVIATIONS - SHEET 2 OF 5
GE-C0103	ACRONYMS AND ABBREVIATIONS - SHEET 3 OF 5
GE-C0104	ACRONYMS AND ABBREVIATIONS - SHEET 4 OF 5
GE-C0105	ACRONYMS AND ABBREVIATIONS - SHEET 5 OF 5
GE-C0111	SYMBOLS - SHEET 1 OF 2
GE-C0112	SYMBOLS - SHEET 2 OF 2
GE-B0111	GENERAL NOTES
GE-D6101	TRACK SCHEMATIC

TRACK ALIGNMENT	
DRAWING NO.	DRAWING TITLE
TT-D3101	NOT USED
TT-D3102	NOT USED
TT-D3103	TYPICAL CROSS SECTIONS - SHEET 3 OF 11
TT-D3104	TYPICAL CROSS SECTIONS - SHEET 4 OF 11
TT-D3105	TYPICAL CROSS SECTIONS - SHEET 5 OF 11
TT-D3106	TYPICAL CROSS SECTIONS - SHEET 6 OF 11
TT-D3107	TYPICAL CROSS SECTIONS - SHEET 7 OF 11
TT-D3108	TYPICAL CROSS SECTIONS - SHEET 8 OF 11
TT-D3109	TYPICAL CROSS SECTIONS - SHEET 9 OF 11
TT-D3110	TYPICAL CROSS SECTIONS - SHEET 10 OF 11
TT-D3111	TYPICAL CROSS SECTIONS - SHEET 11 OF 11
TT-D1101	HSR DEDICATED - PLAN AND PROFILE HSR2 3026+28.46 TO HSR2 3034+00
TT-D1101A	HSR DEDICATED - PLAN AND PROFILE HSR2 3034+00 TO HSR2 3047+00
TT-D1101B	HSR DEDICATED - PLAN AND PROFILE HSR2 3047+00 TO HSR2 3060+00
TT-D1102	HSR DEDICATED - PLAN AND PROFILE HSR2 3060+00 TO HSR2 3073+00
TT-D1103	HSR DEDICATED - PLAN AND PROFILE HSR2 3073+00 TO HSR2 3086+00
TT-D1104	HSR DEDICATED - PLAN AND PROFILE HSR2 3086+00 TO HSR2 3099+00

TRACK ALIGNMENT	
DRAWING NO.	DRAWING TITLE
TT-D1105	HSR DEDICATED - PLAN AND PROFILE HSR2 3099+00 TO HSR2 3112+00
TT-D1106	HSR DEDICATED - PLAN AND PROFILE HSR2 3112+00 TO HSR2 3125+00
TT-D1107	HSR DEDICATED - PLAN AND PROFILE HSR2 3125+00 TO HSR2 3138+00
TT-D1108	HSR DEDICATED - PLAN AND PROFILE HSR2 3138+00 TO HSR2 3151+00
TT-D1109	HSR DEDICATED - PLAN AND PROFILE HSR2 3151+00 TO HSR2 3164+00
TT-D1110	HSR DEDICATED - PLAN AND PROFILE HSR2 3164+00 TO HSR2 3177+00
TT-D1111	HSR DEDICATED - PLAN AND PROFILE HSR2 3177+00 TO HSR2 3190+00
TT-D1112	HSR DEDICATED - PLAN AND PROFILE HSR2 3190+00 TO HSR2 3203+00
TT-D1113	HSR DEDICATED - PLAN AND PROFILE HSR2 3203+00 TO HSR2 3216+00
TT-D1114	HSR DEDICATED - PLAN AND PROFILE HSR2 3216+00 TO HSR2 3229+00
TT-D1115	HSR SHARED ELECTRIFIED - PLAN AND PROFILE HSR2 3229+00 TO HSR2 3242+00
TT-D1201	METROLINK VENTURA - PLAN AND PROFILE VE02 3215+23 TO VE02 3216+50
TT-D1202	METROLINK VENTURA - PLAN AND PROFILE VE02 3216+50 TO VE02 3229+50
TT-D1203	METROLINK VENTURA - PLAN AND PROFILE VE02 3224+50 TO VE02 3242+50
TT-D1204	METROLINK VENTURA - PLAN AND PROFILE VE02 3242+50 TO VE02 3255+50
TT-D1205	METROLINK VENTURA - PLAN AND PROFILE VE02 3255+50 TO VE02 3268+50
TT-D1206	METROLINK VENTURA - PLAN AND PROFILE VE02 3268+50 TO VE02 3281+49
TT-D1207	METROLINK VENTURA - PLAN AND PROFILE VE02 3281+49 TO VE02 3293+16
TT-D1211	METROLINK VALLEY - PLAN AND PROFILE MT02 564+66 TO MT02 559+26
TT-D1212	METROLINK VALLEY - PLAN AND PROFILE MT02 559+26 TO MT02 546+26
TT-D1213	METROLINK VALLEY - PLAN AND PROFILE MT02 546+26 TO MT02 533+27
TT-D1214	METROLINK VALLEY - PLAN AND PROFILE MT02 533+27 TO MT02 520+27
TT-D1215	METROLINK VALLEY - PLAN AND PROFILE MT02 520+27 TO MT02 507+27
TT-D1301	HSR SHARED ELECTRIFIED - PLAN AND PROFILE HSR2 3242+00 TO HSR2 3255+00
TT-D1302	HSR SHARED ELECTRIFIED - PLAN AND PROFILE HSR2 3255+00 TO HSR2 3268+00
TT-D1303	HSR SHARED ELECTRIFIED - PLAN AND PROFILE HSR2 3268+00 TO HSR2 3281+00
TT-D1304	HSR SHARED ELECTRIFIED - PLAN AND PROFILE HSR2 3281+00 TO HSR2 3294+00
TT-D1305	HSR SHARED ELECTRIFIED - PLAN AND PROFILE HSR2 3294+00 TO HSR2 3307+00
TT-D1306	HSR SHARED ELECTRIFIED - PLAN AND PROFILE HSR2 3307+00 TO HSR2 3320+00
TT-D1307	HSR SHARED ELECTRIFIED - PLAN AND PROFILE HSR2 3320+00 TO HSR2 3333+00
TT-D1308	HSR SHARED ELECTRIFIED - PLAN AND PROFILE HSR2 3333+00 TO HSR2 3346+00
TT-D1309	HSR SHARED ELECTRIFIED - PLAN AND PROFILE HSR2 3346+00 TO HSR2 3359+00
TT-D1310	HSR SHARED ELECTRIFIED - PLAN AND PROFILE HSR2 3359+00 TO HSR2 3372+00
TT-D1311	HSR SHARED ELECTRIFIED - PLAN AND PROFILE HSR2 3372+00 TO HSR2 3385+00
TT-D1312	HSR SHARED ELECTRIFIED - PLAN AND PROFILE HSR2 3385+00 TO HSR2 3398+00
TT-D1313	HSR SHARED ELECTRIFIED - PLAN AND PROFILE HSR2 3398+00 TO HSR2 3411+00
TT-D1314	HSR SHARED ELECTRIFIED - PLAN AND PROFILE HSR2 3411+00 TO HSR2 3424+00
TT-D1315	HSR SHARED ELECTRIFIED - PLAN AND PROFILE HSR2 3424+00 TO HSR2 3437+00
TT-D1316	HSR SHARED ELECTRIFIED - PLAN AND PROFILE HSR2 3437+00 TO HSR2 3450+00
TT-D1317	HSR SHARED ELECTRIFIED - PLAN AND PROFILE HSR2 3450+00 TO HSR2 3463+00
TT-D1318	HSR SHARED ELECTRIFIED - PLAN AND PROFILE HSR2 3463+00 TO HSR2 3476+00

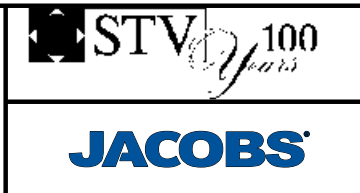
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CALIFORNIA HIGH-SPEED TRAIN PROJECT
BURBANK TO LOS ANGELES

PEPD
INDEX OF DRAWINGS
VOLUME 1 - SHEET 1 OF 4

CONTRACT NO.
HSR14-39
DRAWING NO.
GE-A0111
SCALE
NO SCALE
SHEET NO.

VOLUME 1 - GENERAL, TRACK ALIGNMENT & RIGHT-OF-WAY IMPACT

TRACK ALIGNMENT

DRAWING NO.	DRAWING TITLE
TT-D1319	HSR SHARED ELECTRIFIED - PLAN AND PROFILE HSR2 3476+00 TO HSR2 3489+00
TT-D1320	HSR SHARED ELECTRIFIED - PLAN AND PROFILE HSR2 3489+00 TO HSR2 3502+00
TT-D1321	HSR SHARED ELECTRIFIED - PLAN AND PROFILE HSR2 3502+00 TO HSR2 3515+00
TT-D1322	HSR SHARED ELECTRIFIED - PLAN AND PROFILE HSR2 3515+00 TO HSR2 3528+00
TT-D1323	HSR SHARED ELECTRIFIED - PLAN AND PROFILE HSR2 3528+00 TO HSR2 3541+00
TT-D1324	HSR SHARED ELECTRIFIED - PLAN AND PROFILE HSR2 3541+00 TO HSR2 3554+00
TT-D1325	HSR SHARED ELECTRIFIED - PLAN AND PROFILE HSR2 3554+00 TO HSR2 3567+00
TT-D1326	HSR SHARED ELECTRIFIED - PLAN AND PROFILE HSR2 3567+00 TO HSR2 3580+00
TT-D1327	HSR SHARED ELECTRIFIED - PLAN AND PROFILE HSR2 3580+00 TO HSR2 3593+00
TT-D1328	HSR SHARED ELECTRIFIED - PLAN AND PROFILE HSR2 3593+00 TO HSR2 3606+00
TT-D1329	HSR SHARED ELECTRIFIED - PLAN AND PROFILE HSR2 3606+00 TO HSR2 3619+00
TT-D1330	HSR SHARED ELECTRIFIED - PLAN AND PROFILE HSR2 3619+00 TO HSR2 3632+00
TT-D1331	HSR SHARED ELECTRIFIED - PLAN AND PROFILE HSR2 3632+00 TO HSR2 3645+00
TT-D1332	HSR SHARED ELECTRIFIED - PLAN AND PROFILE HSR2 3645+00 TO HSR2 3658+00
TT-D1333	HSR SHARED ELECTRIFIED - PLAN AND PROFILE HSR2 3658+00 TO HSR2 3671+00
TT-D1334	HSR SHARED ELECTRIFIED - PLAN AND PROFILE HSR2 3671+00 TO HSR2 3684+00
TT-D1335	HSR SHARED ELECTRIFIED - PLAN AND PROFILE HSR2 3684+00 TO HSR2 3697+00
TT-D1336	HSR SHARED ELECTRIFIED - PLAN AND PROFILE HSR2 3697+00 TO HSR2 3697+99
TT-D1401	METROLINK - PLAN AND PROFILE MT02 507+27 TO MT02 494+27
TT-D1402	METROLINK - PLAN AND PROFILE MT02 494+27 TO MT02 481+27
TT-D1403	METROLINK - PLAN AND PROFILE MT02 481+27 TO MT02 468+25
TT-D1404	METROLINK - PLAN AND PROFILE MT02 468+25 TO MT02 455+19
TT-D1405	METROLINK - PLAN AND PROFILE MT02 455+19 TO MT02 442+13
TT-D1406	METROLINK - PLAN AND PROFILE MT02 442+13 TO MT02 429+07
TT-D1407	METROLINK - PLAN AND PROFILE MT02 429+07 TO MT02 416+03
TT-D1408	METROLINK - PLAN AND PROFILE MT02 416+03 TO MT02 403+03
TT-D1409	METROLINK - PLAN AND PROFILE MT02 403+03 TO MT02 390+03
TT-D1410	METROLINK - PLAN AND PROFILE MT02 390+03 TO MT02 377+03
TT-D1411	METROLINK - PLAN AND PROFILE MT02 377+03 TO MT02 364+03
TT-D1412	METROLINK - PLAN AND PROFILE MT02 364+03 TO MT02 351+03
TT-D1413	METROLINK - PLAN AND PROFILE MT02 351+03 TO MT02 338+03
TT-D1414	METROLINK - PLAN AND PROFILE MT02 338+03 TO MT02 325+03
TT-D1415	METROLINK - PLAN AND PROFILE MT02 325+03 TO MT02 312+10
TT-D1416	METROLINK - PLAN AND PROFILE MT02 312+10 TO MT02 299+19
TT-D1417	METROLINK - PLAN AND PROFILE MT02 299+19 TO MT02 286+22
TT-D1418	METROLINK - PLAN AND PROFILE MT02 286+22 TO MT02 273+19
TT-D1419	METROLINK - PLAN AND PROFILE MT02 273+19 TO MT02 260+19
TT-D1420	METROLINK - PLAN AND PROFILE MT02 260+19 TO MT02 259+73
TT-D1501	UPRR - PLAN AND PROFILE STA UPRR1 270+95 TO STA UPRR1 260+27
TT-D1502	UPRR - PLAN AND PROFILE STA UPRR1 260+27 TO STA UPRR1 247+11
TT-D1503	UPRR - PLAN AND PROFILE STA UPRR1 247+11 TO STA UPRR1 234+17

TRACK ALIGNMENT

DRAWING NO.	DRAWING TITLE
TT-D1504	UPRR - PLAN AND PROFILE STA UPRR1 234+17 TO STA UPRR1 221+14
TT-D1505	UPRR - PLAN AND PROFILE STA UPRR1 221+14 TO STA UPRR1 207+99
TT-D1506	UPRR - PLAN AND PROFILE STA UPRR1 207+99 TO STA UPRR1 195+15
TT-D1507	UPRR - PLAN AND PROFILE STA UPRR1 195+15 TO STA UPRR1 182+19
TT-D1508	UPRR - PLAN AND PROFILE STA UPRR1 182+19 TO STA UPRR1 169+38
TT-D1509	UPRR - PLAN AND PROFILE STA UPRR1 169+38 TO STA UPRR1 157+00
TT-D1510	UPRR - PLAN AND PROFILE STA UPRR1 157+00 TO STA UPRR1 144+00
TT-D1511	UPRR - PLAN AND PROFILE STA UPRR1 144+00 TO STA UPRR1 131+00
TT-D1512	UPRR - PLAN AND PROFILE STA UPRR1 131+00 TO STA UPRR1 118+00
TT-D1513	UPRR - PLAN AND PROFILE STA UPRR1 118+00 TO STA UPRR1 105+73
TT-D1601	METROLINK SHOOFLY - PLAN AND PROFILE STA SF02 3212+91.95 STA SF02 3225+00
TT-D1602	METROLINK SHOOFLY - PLAN AND PROFILE STA SF02 3225+00 STA SF02 3238+05
TT-D1603	METROLINK SHOOFLY - PLAN AND PROFILE STA SF02 3238+05 STA SF02 3244+47.84
TT-D1701	UPRR SIDING - PLAN AND PROFILE STA SDNG 100+00 TO STA SDNG 110+50
TT-D1702	UPRR SIDING - PLAN AND PROFILE STA SDNG 110+50 TO STA SDNG 123+50
TT-D1703	UPRR SIDING - PLAN AND PROFILE STA SDNG 123+50 TO STA SDNG 133+50
TT-D1721	GLENDALE SLIDE - PLAN AND PROFILE STA SLIDE 96+11 STA SLIDE 91+26
TT-D1722	GLENDALE SLIDE - PLAN AND PROFILE STA SLIDE 91+26 STA SLIDE 78+26
TT-D1723	GLENDALE SLIDE - PLAN AND PROFILE STA SLIDE 78+26 STA SLIDE 65+26
TT-D1724	GLENDALE SLIDE - PLAN AND PROFILE STA SLIDE 65+26 STA SLIDE 52+26
TT-D1725	GLENDALE SLIDE - PLAN AND PROFILE STA SLIDE 52+26 STA SLIDE 39+26
TT-D1726	GLENDALE SLIDE - PLAN AND PROFILE STA SLIDE 39+26 STA SLIDE 26+26
TT-D1727	GLENDALE SLIDE - PLAN AND PROFILE STA SLIDE 26+26 STA SLIDE 13+26
TT-D1728	GLENDALE SLIDE - PLAN AND PROFILE STA SLIDE 13+26 STA SLIDE 10+00
TT-D1801	TERRY LUMBER SPUR - PLAN AND PROFILE STA SPUR 10+00 STA SPUR 22+15
TT-D1802	TERRY LUMBER SPUR - PLAN AND PROFILE STA SPUR 22+15 STA SPUR 29+49
TT-D1901	METROLINK - PLAN AND PROFILE STA MT01 52+80 STA MT01 40+00
TT-D1902	METROLINK - PLAN AND PROFILE STA MT01 40+00 STA MT01 35+27
TT-D1903	METROLINK - PLAN AND PROFILE UPRR 1 TRACK
TT-D1904	METROLINK - PROFILE MISSION TOWER BRIDGE

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INDEX OF DRAWINGS
VOLUME 1 - SHEET 2 OF 4

CONTRACT NO. HSR14-39
DRAWING NO. GE-A0112
SCALE NO SCALE
SHEET NO.

VOLUME 1 - GENERAL, TRACK ALIGNMENT & RIGHT-OF-WAY IMPACT

TRACK ALIGNMENT DATA	
DRAWING NO.	DRAWING TITLE
TT-D6101	HSR1 - HORIZONTAL ALIGNMENT DATA - B-LA NORTHBOUND TRACK SHEET 1 OF 2
TT-D6102	HSR1 - HORIZONTAL ALIGNMENT DATA - B-LA NORTHBOUND TRACK SHEET 2 OF 2
TT-D6103	HSR2 - HORIZONTAL ALIGNMENT DATA - B-LA SOUTHBOUND TRACK SHEET 1 OF 2
TT-D6104	HSR2 - HORIZONTAL ALIGNMENT DATA - B-LA SOUTHBOUND TRACK SHEET 2 OF 2
TT-D6105	METROLINK VE01 & VE02 - HORIZONTAL ALIGNMENT DATA - B-LA VE01 & VE02 TRACK (VENTURA SUB)
TT-D6106	METROLINK (MT01) - HORIZONTAL ALIGNMENT DATA - B-LA MT01 TRACK (VALLEY SUB)
TT-D6107	METROLINK (MT02) - HORIZONTAL ALIGNMENT DATA - B-LA MT02 TRACK (VALLEY SUB) SHEET 1 OF 2
TT-D6108	METROLINK (MT02) - HORIZONTAL ALIGNMENT DATA - B-LA MT02 TRACK (VALLEY SUB) SHEET 2 OF 2
TT-D6109	UPRR - HORIZONTAL ALIGNMENT DATA B-LA UPRR TRACK 1
TT-D6110	UPRR - HORIZONTAL ALIGNMENT DATA B-LA UPRR TRACK 2
TT-D6111	METROLINK (SF01) - HORIZONTAL ALIGNMENT DATA - B-LA SF01 SHOOFLY TRACK (VENTURA SUB)
TT-D6112	UPRR SIDING (SNDG) - HORIZONTAL ALIGNMENT DATA - B-LA SIDING TRACK
TT-D6113	GLENDALE SLIDE & TERRY LUMBER - HORIZONTAL ALIGN DATA - B-LA SLIDE & SPUR TRACKS
TT-D6114	METROLINK - HORIZONTAL ALIGNMENT DATA - B-LA NORTHBOUND AND SOUTHBOUND TRACK
TT-D6115	UPRR - HORIZONTAL ALIGNMENT DATA - B-LA NORTHBOUND AND SOUTHBOUND TRACK

RIGHT-OF-WAY IMPACT	
DRAWING NO.	DRAWING TITLE
RW-M4101	RIGHT-OF-WAY IMPACT HSR2 3026+00 TO HSR2 3034+00
RW-M4101A	RIGHT-OF-WAY IMPACT HSR2 3034+00 TO HSR2 3047+00
RW-M4101B	RIGHT-OF-WAY IMPACT HSR2 3047+00 TO HSR2 3060+00
RW-M4102	RIGHT-OF-WAY IMPACT HSR2 3060+00 TO HSR2 3073+00
RW-M4103	RIGHT-OF-WAY IMPACT HSR2 3073+00 TO HSR2 3086+00
RW-M4104	RIGHT-OF-WAY IMPACT HSR2 3086+00 TO HSR2 3099+00
RW-M4105	RIGHT-OF-WAY IMPACT HSR2 3099+00 TO HSR2 3112+00
RW-M4106	RIGHT-OF-WAY IMPACT HSR2 3112+00 TO HSR2 3125+00
RW-M4107	RIGHT-OF-WAY IMPACT HSR2 3125+00 TO HSR2 3138+00
RW-M4108	RIGHT-OF-WAY IMPACT HSR2 3138+00 TO HSR2 3151+00
RW-M4109	RIGHT-OF-WAY IMPACT HSR2 3151+00 TO HSR2 3164+00
RW-M4110	RIGHT-OF-WAY IMPACT HSR2 3164+00 TO HSR2 3177+00
RW-M4111	RIGHT-OF-WAY IMPACT HSR2 3177+00 TO HSR2 3190+00
RW-M4112	RIGHT-OF-WAY IMPACT HSR2 3190+00 TO HSR2 3203+00
RW-M4113	RIGHT-OF-WAY IMPACT HSR2 3203+00 TO HSR2 3216+00
RW-M4114	RIGHT-OF-WAY IMPACT HSR2 3216+00 TO HSR2 3229+00 - SHEET 1 OF 2
RW-M4115	RIGHT-OF-WAY IMPACT HSR2 3229+00 TO HSR2 3242+00
RW-M4116	RIGHT-OF-WAY IMPACT HSR2 3242+00 TO HSR2 3255+00

RIGHT-OF-WAY IMPACT	
RW-M4117	RIGHT-OF-WAY IMPACT HSR2 3255+00 TO HSR2 3268+00 - SHEET 1 OF 2
RW-M4118	RIGHT-OF-WAY IMPACT HSR2 3268+00 TO HSR2 3281+00
RW-M4119	RIGHT-OF-WAY IMPACT HSR2 3281+00 TO HSR2 3294+00
RW-M4120	RIGHT-OF-WAY IMPACT HSR2 3294+00 TO HSR2 3307+00
RW-M4121	RIGHT-OF-WAY IMPACT HSR2 3307+00 TO HSR2 3320+00
RW-M4122	RIGHT-OF-WAY IMPACT HSR2 3320+00 TO HSR2 3333+00
RW-M4123	RIGHT-OF-WAY IMPACT HSR2 3333+00 TO HSR2 3346+00
RW-M4124	RIGHT-OF-WAY IMPACT HSR2 3346+00 TO HSR2 3359+00
RW-M4125	RIGHT-OF-WAY IMPACT HSR2 3359+00 TO HSR2 3372+00
RW-M4126	RIGHT-OF-WAY IMPACT HSR2 3372+00 TO HSR2 3385+00
RW-M4127	RIGHT-OF-WAY IMPACT HSR2 3385+00 TO HSR2 3398+00 - SHEET 1 OF 3
RW-M4128	RIGHT-OF-WAY IMPACT HSR2 3398+00 TO HSR2 3411+00 - SHEET 1 OF 2
RW-M4129	RIGHT-OF-WAY IMPACT HSR2 3411+00 TO HSR2 3424+00 - SHEET 1 OF 2
RW-M4130	RIGHT-OF-WAY IMPACT HSR2 3424+00 TO HSR2 3437+00 - SHEET 1 OF 2
RW-M4131	RIGHT-OF-WAY IMPACT HSR2 3437+00 TO HSR2 3450+00
RW-M4132	RIGHT-OF-WAY IMPACT HSR2 3450+00 TO HSR2 3463+00 - SHEET 1 OF 2
RW-M4133	RIGHT-OF-WAY IMPACT HSR2 3463+00 TO HSR2 3476+00
RW-M4134	RIGHT-OF-WAY IMPACT HSR2 3476+00 TO HSR2 3489+00 - SHEET 1 OF 2
RW-M4135	RIGHT-OF-WAY IMPACT HSR2 3489+00 TO HSR2 3502+00
RW-M4136	RIGHT-OF-WAY IMPACT HSR2 3502+00 TO HSR2 3515+00
RW-M4137	RIGHT-OF-WAY IMPACT HSR2 3515+00 TO HSR2 3528+00
RW-M4138	RIGHT-OF-WAY IMPACT HSR2 3528+00 TO HSR2 3541+00
RW-M4139	RIGHT-OF-WAY IMPACT HSR2 3541+00 TO HSR2 3554+00 - SHEET 1 OF 2
RW-M4140	RIGHT-OF-WAY IMPACT HSR2 3554+00 TO HSR2 3567+00
RW-M4141	RIGHT-OF-WAY IMPACT HSR2 3567+00 TO HSR2 3580+00 - SHEET 1 OF 2
RW-M4142	RIGHT-OF-WAY IMPACT HSR2 3580+00 TO HSR2 3593+00
RW-M4143	RIGHT-OF-WAY IMPACT HSR2 3593+00 TO HSR2 3606+00
RW-M4144	RIGHT-OF-WAY IMPACT HSR2 3606+00 TO HSR2 3619+00
RW-M4145	RIGHT-OF-WAY IMPACT HSR2 3619+00 TO HSR2 3632+00
RW-M4146	RIGHT-OF-WAY IMPACT HSR2 3632+00 TO HSR2 3645+00
RW-M4147	RIGHT-OF-WAY IMPACT HSR2 3645+00 TO HSR2 3658+00
RW-M4148	RIGHT-OF-WAY IMPACT HSR2 3658+00 TO HSR2 3671+00
RW-M4149	RIGHT-OF-WAY IMPACT HSR2 3671+00 TO HSR2 3684+00 - SHEET 1 OF 3
RW-M4150	RIGHT-OF-WAY IMPACT HSR2 3684+00 TO HSR2 3699+00
RW-M4151	RIGHT-OF-WAY IMPACT MAIN ST PARCEL INFORMATION
RW-M4152	RIGHT-OF-WAY IMPACT MT01 51+85 TO MT01 43+00
RW-M4153	RIGHT-OF-WAY IMPACT MT01 43+00 TO MT01 38+80

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REV	DATE	BY	CHK	APP	DESCRIPTION

DESIGNED BY
C. CUSSON
DRAWN BY
C. CUSSON
CHECKED BY
K. PIRBAZARI
IN CHARGE
K. PIRBAZARI
DATE
04/30/2019

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**CALIFORNIA HIGH-SPEED TRAIN PROJECT
BURBANK TO LOS ANGELES**

PEPD
INDEX OF DRAWINGS
VOLUME 1 - SHEET 3 OF 4

CONTRACT NO.
HSR14-39
DRAWING NO.
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SCALE
NO SCALE
SHEET NO.

VOLUME 1 - GENERAL, TRACK ALIGNMENT & RIGHT-OF-WAY IMPACT

RIGHT-OF-WAY IMPACT

RW-M4201	RIGHT-OF-WAY IMPACT HSR2 3026+28 TO HSR2 3034+00
RW-M4201A	RIGHT-OF-WAY IMPACT HSR2 3034+00 TO HSR2 3047+00
RW-M4201B	RIGHT-OF-WAY IMPACT HSR2 3047+00 TO HSR2 3060+00
RW-M4202	RIGHT-OF-WAY IMPACT HSR2 3060+00 TO HSR2 3073+00
RW-M4205	RIGHT-OF-WAY IMPACT HSR2 3099+00 TO HSR2 3112+00
RW-M4207	RIGHT-OF-WAY IMPACT HSR2 3125+00 TO HSR2 3138+00 - SHEET 2 OF 3
RW-M4208	RIGHT-OF-WAY IMPACT - BURBANK BLVD OVERPASS HSR2 3138+00 TO HSR2 3151+00 - SHEET 2 OF 3
RW-M4209	RIGHT-OF-WAY IMPACT HSR2 3151+00 TO HSR2 3164+00 - SHEET 2 OF 2
RW-M4213	RIGHT-OF-WAY IMPACT HSR2 3203+00 TO HSR2 3216+00 - SHEET 2 OF 2
RW-M4214	RIGHT-OF-WAY IMPACT HSR2 3216+00 TO HSR2 3229+00 - SHEET 2 OF 2
RW-M4217	RIGHT-OF-WAY IMPACT - SONORA AVE GRADE SEPARATION HSR2 3255+00 TO HSR2 3268+00 - SHEET 2 OF 2
RW-M4226	RIGHT-OF-WAY IMPACT HSR2 3372+00 TO HSR2 3385+00 - SHEET 2 OF 2
RW-M4227	RIGHT-OF-WAY IMPACT - GOODWIN AVE GRADE SEPARATION HSR2 3385+00 TO HSR2 3398+00 - SHEET 2 OF 3
RW-M4228	RIGHT-OF-WAY IMPACT AT-GRADE TRACK HSR2 3398+00 TO HSR2 3411+00 - SHEET 2 OF 2
RW-M4229	RIGHT-OF-WAY IMPACT HSR2 3411+00 TO HSR2 3424+00 - SHEET 2 OF 2
RW-M4230	RIGHT-OF-WAY IMPACT - LOS FELIZ GRADE SEPARATION HSR2 3424+00 TO HSR2 3437+00 - SHEET 2 OF 2
RW-M4232	RIGHT-OF-WAY IMPACT - GLENDALE BLVD GRADE SEPARATION HSR2 3450+00 TO HSR2 3463+00 - SHEET 2 OF 2
RW-M4234	RIGHT-OF-WAY IMPACT HSR2 3476+00 TO HSR2 3489+00 - SHEET 2 OF 2
RW-M4239	RIGHT-OF-WAY IMPACT HSR2 3541+00 TO HSR2 3554+00 - SHEET 2 OF 2
RW-M4241	RIGHT-OF-WAY IMPACT - KERR ROAD GRADE SEPARATION HSR2 3567+00 TO HSR2 3580+00 - SHEET 2 OF 2
RW-M4249	RIGHT-OF-WAY IMPACT - MAIN ST OVERPASS HSR2 3671+00 TO HSR2 3684+00 - SHEET 2 OF 3
RW-M4307	RIGHT-OF-WAY IMPACT HSR2 3125+00 TO HSR2 3138+00 - SHEET 3 OF 3
RW-M4308	RIGHT-OF-WAY IMPACT - BURBANK BLVD OVERPASS HSR2 3138+00 TO HSR2 3151+00 - SHEET 3 OF 3
RW-M4327	RIGHT-OF-WAY IMPACT - GOODWIN AVE GRADE SEPARATION HSR2 3385+00 TO HSR2 3398+00 - SHEET 3 OF 3
RW-M4349	RIGHT-OF-WAY IMPACT - MAIN ST OVERPASS HSR2 3671+00 TO HSR2 3684+00 - SHEET 3 OF 3

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DESIGNED BY
C. CUSSON
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C. CUSSON
CHECKED BY
K. PIRBAZARI
IN CHARGE
K. PIRBAZARI
DATE
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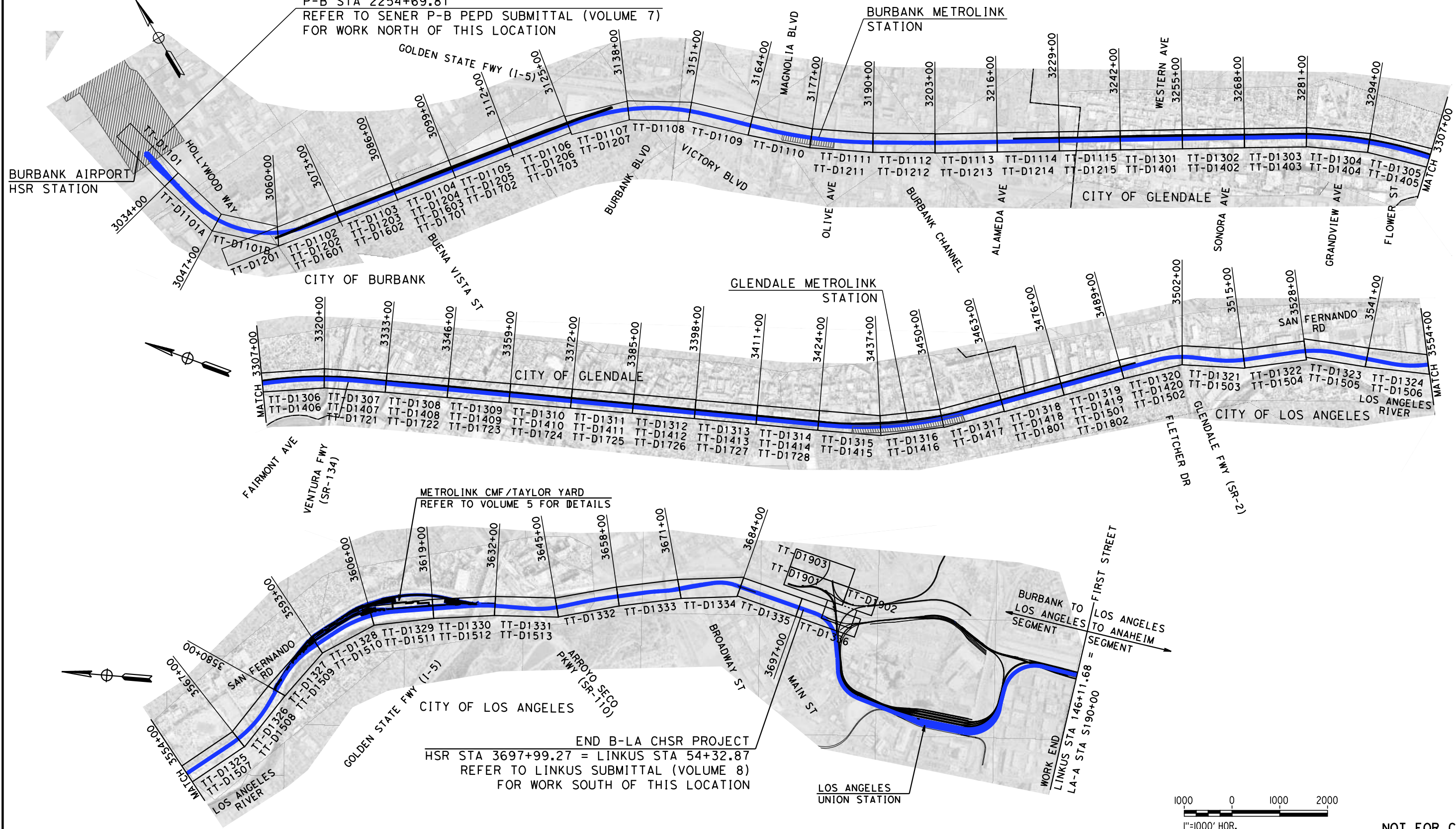
CALIFORNIA HIGH-SPEED TRAIN PROJECT
BURBANK TO LOS ANGELES

PEPD
INDEX OF DRAWINGS
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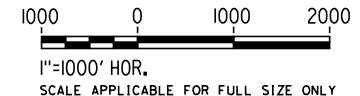
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HSR14-39
DRAWING NO.
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SCALE
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SHEET NO.

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BEGIN B-LA CHSR PROJECT
 ALTERNATIVE E2 ALIGNMENT
 STA 3026+28.25 =
 P-B STA 2254+69.81
 REFER TO SENER P-B PEPD SUBMITTAL (VOLUME 7)
 FOR WORK NORTH OF THIS LOCATION



END B-LA CHSR PROJECT
 HSR STA 3697+99.27 = LINKUS STA 54+32.87
 REFER TO LINKUS SUBMITTAL (VOLUME 8)
 FOR WORK SOUTH OF THIS LOCATION



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BURBANK TO LOS ANGELES

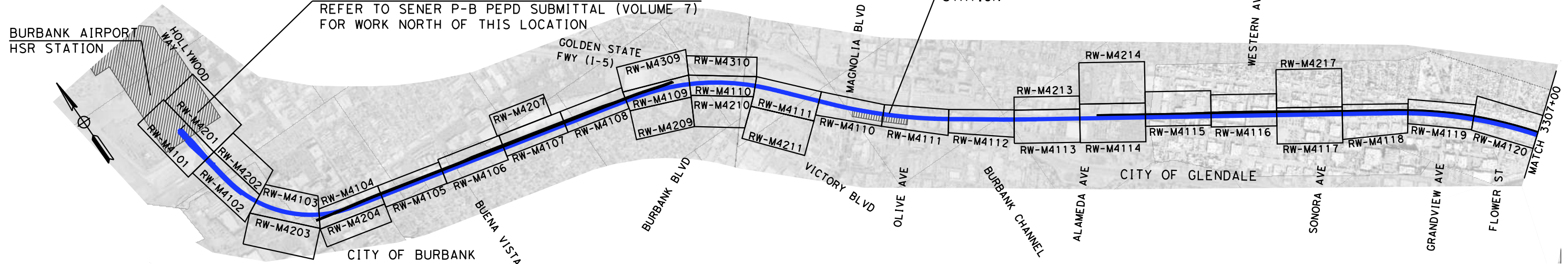
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 VOLUME 1 - KEY MAP
 TRACK ALIGNMENT - SHEET 1 OF 2

CONTRACT NO.
 HSR14-39
 DRAWING NO.
 GE-D0101
 SCALE
 AS SHOWN
 SHEET NO.

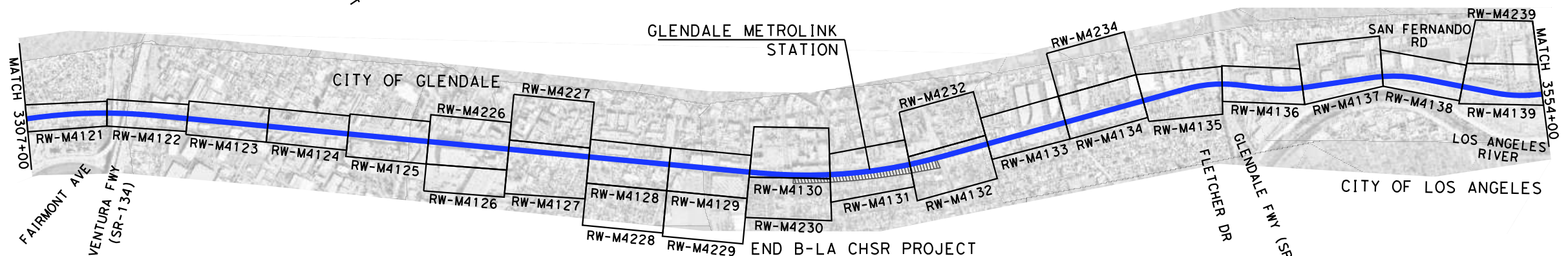
BEGIN B-LA CHSR PROJECT
 ALTERNATIVE E2 ALIGNMENT
 STA 3026+28.25 =
 P-B STA 2254+69.81
 REFER TO SENER P-B PEPD SUBMITTAL (VOLUME 7)
 FOR WORK NORTH OF THIS LOCATION

BURBANK AIRPORT
 HSR STATION

BURBANK METROLINK
 STATION

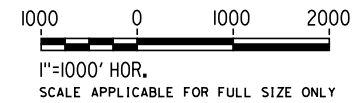
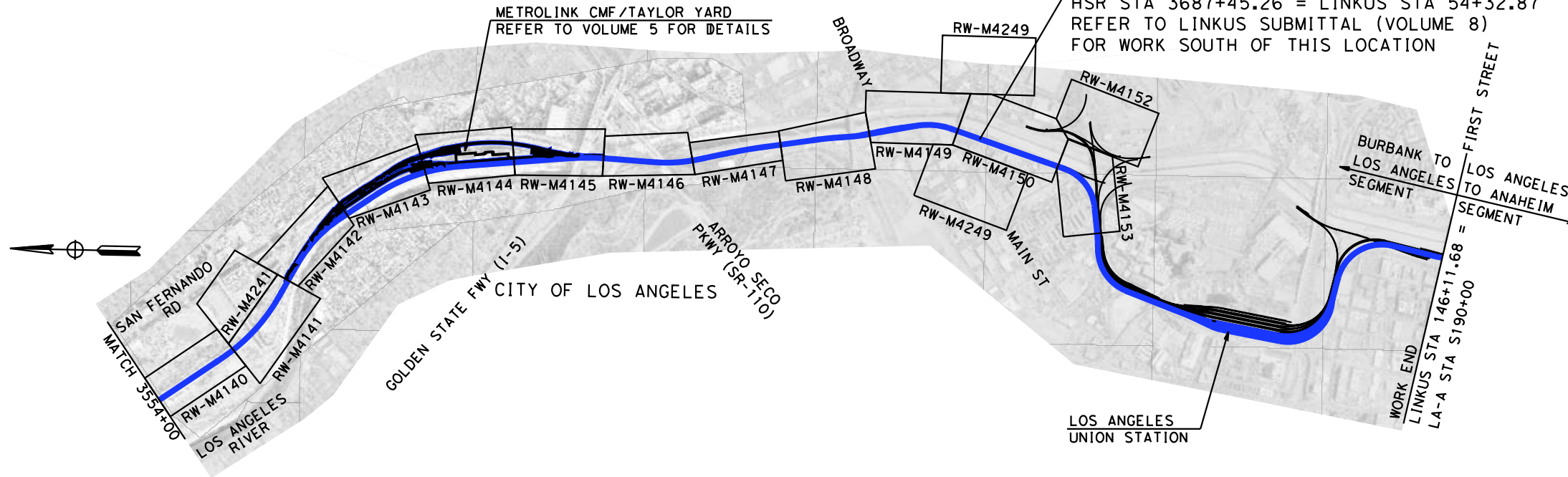


GLENDALE METROLINK
 STATION



END B-LA CHSR PROJECT
 HSR STA 3687+45.26 = LINKUS STA 54+32.87
 REFER TO LINKUS SUBMITTAL (VOLUME 8)
 FOR WORK SOUTH OF THIS LOCATION

METROLINK CMF/TAYLOR YARD
 REFER TO VOLUME 5 FOR DETAILS



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**CALIFORNIA HIGH-SPEED TRAIN PROJECT
 BURBANK TO LOS ANGELES**

 PEPD
 VOLUME 1 - KEY MAP
 RIGHT OF WAY - SHEET 2 OF 2

CONTRACT NO.
 HSR14-39
 DRAWING NO.
 GE-D0102
 SCALE
 AS SHOWN
 SHEET NO.

BASIS OF DESIGN SUMMARY

THE BURBANK TO LOS ANGELES (B-LA) SEGMENT BEGINS SOUTH OF THE PROPOSED BURBANK AIRPORT STATION IN A SUBSURFACE DEDICATED CORRIDOR, RUNS ALONG THE VENTURA AND VALLEY SUBDIVISIONS IN A SHARED CORRIDOR, AND ENDS AT LOS ANGELES UNION STATION (LAUS). FOR THE B-LA-A SEGMENT (LOSSAN CORRIDOR), THE CALIFORNIA HIGH-SPEED RAIL AUTHORITY (AUTHORITY) HAS ADOPTED A STRATEGY TO BLEND HIGH SPEED WITH EXISTING RAIL SYSTEMS ON SHARED INFRASTRUCTURE TO ACCELERATE AND BROADEN BENEFITS, IMPROVE EFFICIENCY, MINIMIZE COMMUNITY IMPACTS AND REDUCE CONSTRUCTION COST. THE TECHNICAL REQUIREMENTS NECESSARY TO ALLOW JOINT OPERATION OF HIGH-SPEED RAIL, CONVENTIONAL PASSENGER RAIL, AND FREIGHT RAIL WITHIN THE BLENDED SYSTEM CORRIDOR BETWEEN BURBANK AND LOS ANGELES UNION STATION (LAUS) ARE BASED ON:

1. TECHNICAL MEMORANDUM (TM) 0.3.1 BASIS OF DESIGN FOR BLENDED OPERATION IN THE LA-A CORRIDOR, RO DATED AUGUST 20, 2016.
2. TECHNICAL MEMORANDUM 0.3, BASIS OF DESIGN POLICY DOCUMENT, R3 DATED JUNE 21, 2013

THE BASIS OF DESIGN ELEMENTS THAT DIFFER BETWEEN BLENDED OPERATION AND THE DEDICATED HIGH-SPEED OPERATION ARE DEFINED IN THE TM 0.3.1. IT SPECIFICALLY FOCUSES ON OBJECTIVES, PROCESSES, REQUIREMENTS, AND ASSUMPTIONS THAT SUPPORT THE BLENDED OPERATION.

IN ADDITION, THE FOLLOWING DESIGN POLICY MEMOS HAVE BEEN INITIATED IN ORDER TO ADDRESS THE REQUIREMENTS OF THE VARIOUS DESIGN ELEMENTS THAT ARE NOT COVERED IN DETAIL IN THE TM 0.3.1 AND ARE BEING REVIEWED BY THE AUTHORITY.

INFRASTRUCTURE REQUIREMENTS

THE AUTHORITY HAS ESTABLISHED PERFORMANCE REQUIREMENTS TO GUIDE THE DEVELOPMENT OF THE HIGH-SPEED RAIL SYSTEM IN BLENDED CORRIDORS BASED ON THE FRA TIER STRUCTURE FOR PASSENGER SYSTEMS DESCRIBED IN THE "HIGH-SPEED PASSENGER RAIL SAFETY STRATEGY (2009)."

THE REQUIREMENTS FOR MAJOR DESIGN ELEMENTS ARE LISTED BELOW:

1. INTEROPERABILITY

REQUIRED LEVEL OF INTEROPERABILITY BETWEEN THE PASSENGER AND FREIGHT RAILROADS THAT OPERATE IN THE B-LA CORRIDOR WILL BE MAINTAINED.

THE RAILROAD OPERATORS AND RIGHT-OF-WAY OWNERS ARE:

AUTHORITY
METROLINK
AMTRAK
UNION PACIFIC RAILROAD

2. DESIGN SPEEDS

DESIGN SPEED: MAXIMUM ALLOWED PER EXISTING ALIGNMENT/ROW CONSTRAINTS WITH A SPEED NOT TO EXCEED MAXIMUM OF 125 MPH.

3. TRACK CENTER SPACING

16'-6" MINIMUM, EXCEPT FOR 15'-0" MINIMUM BETWEEN I-5 AND SR-134, NORTH OF CMF ACCESS ROAD, AND FROM DOWNEY BRIDGE TO LAUS,

4. AT-GRADE CROSSING

THERE WILL BE NO AT-GRADE CROSSINGS IN THE B-LA SEGMENT. ALL INTERSECTIONS WILL BE GRADE SEPARATED OR CLOSED.

5. ACCESS CONTROL

THE B-LA CORRIDOR WILL BE FENCED WITH NO AT-GRADE CROSSINGS. INTRUSION PROTECTION AND/OR INTRUSION MONITORING WILL BE EMPLOYED WITH MITIGATIONS AS REQUIRED TO PROMOTE SAFE AND RELIABLE OPERATION.

6. TRACK ALIGNMENT

THE B-LA CORRIDOR IS PLANNED TO OPERATE AS A CLASS 5/6/7 SERVICE (SPEEDS UP TO 125 MPH) WITH NO AT-GRADE ROADWAY CROSSINGS. TRACK ALIGNMENT DESIGN STANDARDS ARE GENERALLY BASED ON HOST RAILROAD STANDARDS UNLESS OTHERWISE NOTED ON GEOMETRY TABLES.

7. INTRUSION PROTECTION

INTRUSION DETECTION WILL BE PROVIDED AT LOCATIONS WHERE IT IS APPROPRIATE TO MITIGATE AN INTRUSION HAZARD BASED ON HAZARD ASSESSMENT AND REQUIREMENTS OF ADJACENT RAILROAD (UPRR).

8. GRADE SEPARATIONS

ALL EXISTING AT-GRADE ROADWAY/RAIL CROSSINGS WILL BE GRADE SEPARATED EXCEPT FOR POSSIBLY TWO (2) AT-GRADE CROSSINGS IN THE CITY OF GLENDALE. RISK BASED POTENTIAL MITIGATION MEASURES SUCH AS PEDESTRIAN OVERCROSSINGS/UNDERCROSSINGS WILL BE CONSIDERED.

THE AUTHORITY HAS DEVELOPED A LIST OF EARLY PROJECTS THAT WILL BE PARTIALLY FUNDED BY HSR ALONG THIS CORRIDOR. THIS LIST INCLUDES PROJECTS THAT ARE CURRENTLY IN DESIGN AND PROJECTS THAT ARE TO ENVIRONMENTALLY CLEAR BY THE HSR EIR/EIS. THOSE CROSSINGS RECEIVING FUNDS FROM THE HSR AUTHORITY ARE:

1. LINK US
2. ADDITIONAL PROJECTS UNDER NEGOTIATION
3. LACMTA SALEM SPERRY OVERPASS

ALL OTHER CROSSINGS, NEW OR REQUIRING MODIFICATIONS, WILL BE CLEARED ENVIRONMENTALLY BY HSR EXCEPT FOR:

1. LINK US

9. TERMINAL AND INTERMEDIATE STATION(S)

THE FOLLOWING STATION IN THE CORRIDOR IS DESIGNATED AS A TERMINAL STATION:

BURBANK AIRPORT STATION & LOS ANGELES UNION STATION

THERE WILL BE NO INTERMEDIATE HIGH SPEED RAIL STATION

10. TRACK AND PLATFORM CONFIGURATION

BASED ON NOTICE TO DESIGNERS NO. 13 - STATION PLATFORM AND TRACK LAYOUT (RELEASED ON SEPTEMBER 7, 2016), THE STATION PASSENGER PLATFORMS ARE PLANNED FOR A LENGTH OF APPROXIMATELY 800 TO 1410 FEET TO ACCOMMODATE A RANGE OF HIGH-SPEED TRAINSETS. PLATFORM LENGTHS SHOWN IN PLANS ARE BASED ON COORDINATED STATION PLANNING WITH AUTHORITY AND STAKEHOLDERS.

11. VEHICLE STORAGE AND MAINTENANCE

UNDER CURRENT OPERATING ASSUMPTION, FLEET STORAGE, CLEANING, SERVICING, INSPECTION, MAINTENANCE, AND REPAIR REQUIREMENTS WILL BE SUPPORTED AT:

TERMINAL STORAGE AND MAINTENANCE FACILITY (LEVEL 1) THAT PROVIDES IN-SERVICE INSPECTION, CLEANING AND MAINTENANCE WITH A LOCATION IN PROXIMITY TO LOS ANGELES UNION STATION

STORAGE TRACKS FOR OVERNIGHT LAYUP AT LOS ANGELES UNION STATION.

CURRENT DESIGNS TO BE MODIFIED PER UPCOMING DISCUSSION WITH THE AUTHORITY.

12. ADJACENT RAIL OPERATIONS

IN THE BURBANK TO LOS ANGELES CORRIDOR, THE AUTHORITY WILL OPERATE IN A SHARED RIGHT-OF-WAY CORRIDOR AND WILL SHARE TRACKS WITH OTHER PASSENGER TRAINS SOUTH OF DOWNTOWN BURBANK METROLINK STATION. FREIGHT TRAINS WILL NOT OPERATE ON HSR ELECTRIFIED TRACKS.

13. SHARED RIGHT OF WAY (ROW)

GENERALLY, THE RIGHT-OF-WAY IS OWNED BY LA METRO ON THE VALLEY AND VENTURA SUBDIVISIONS, AND IS OWNED PARTIALLY BY THE FREIGHT RAILROAD (UPRR) ON THE VENTURA LINE. PASSENGER AND FREIGHT OPERATIONS OCCUR SIMULTANEOUSLY THROUGHOUT THE DAY ON PARALLEL ALIGNMENTS.

TRACK SEPARATION AND INTRUSION PROTECTION, AS DETERMINED THROUGH RISK-BASED ANALYSIS, WILL BE PROVIDED.

14. DIAMOND (AT-GRADE) CROSSINGS

THE USE OF "OWL" DIAMOND CROSSINGS WILL BE NOT ALLOWED DUE TO HIGH VOLUME OF CROSSING TRACKS. THE HSR TRACKS WILL RUN ALONGSIDE THE WESTERN SIDE OF THE CMF BUILDING TO AVOID DIAMOND CROSSINGS.

15. STRUCTURAL DESIGN

A. PEPD STRUCTURE DESIGN WILL BE BASED ON CHSTP CP 2-3 DESIGN CRITERIA MANUAL REV 2 DATED FEBRUARY, 2014.

B. DESIGN LIFE = 100 YEARS

SYSTEM REQUIREMENTS

1. SYSTEMS

DESIGN ELEMENTS RELATED TO ELECTRIFICATION/TRACTION POWER SUPPLY SYSTEM (TPSS), TRAIN CONTROL SYSTEMS AND COMMUNICATIONS ARE NOT PART OF THIS CONTRACT AND THESE DESIGN ELEMENTS WILL BE DESIGNED BY OTHERS.

ELEMENT LOCATIONS WILL BE DEFINED AS PART OF THIS CONTRACT.

AUTHORITY SYSTEMS TEAM DIRECTED THE FOLLOWING UPDATES AT A SEPTEMBER 15, 2016 WORKSHOP:

ELIMINATE ALTERNATE SITE OPTIONS

ELIMINATE BACK TO BACK PARALLELING STATION

MAINTAIN STANDARD LAYOUT TPSS-TPPS-TPWS-TPPS-TPSS. INTRODUCE A PORTAL/BRIDGE STRUCTURE EVERY MILE IN SEGMENTS UTILIZING THE DOUBLE CANTILEVER CATENARY POLE.

RIGHT-OF-WAY FOR THESE SYSTEMS AND SUB-SYSTEMS WILL BE DEFINED BY THE AUTHORITY AND MAYBE MODIFIED IN THE FUTURE.

POWER SOURCE WILL BE BASED ON DISCUSSIONS BETWEEN THE AUTHORITY AND UTILITY OWNER.

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DESIGNED BY C. LEE
DRAWN BY C. CUSSON
CHECKED BY K. PIRBAZARI
IN CHARGE K. PIRBAZARI
DATE 04/30/2019

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PEPD
BASIS OF DESIGN SUMMARY

CONTRACT NO. HSR14-39
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SCALE NO SCALE
SHEET NO.

A

@ AADT AVERAGE ANNUAL DAILY TRAFFIC
AB AGGREGATE BASE, ANCHOR BOLT
ABBC ASBESTOS BONDED BITUMINOUS COATED
ABM AIR-BLOWN MORTAR
ABN ABANDON
ABUT ABUTMENT
ABV ABOVE
AC ALTERNATING CURRENT, ASPHALT CONCRETE, ASPHALT CONCRETE BASE
ACB ASPHALT CONCRETE BASE
ACMB AC DISTRIBUTION PANEL MAIN BREAKER
ACOUS ACOUSTICAL
ACP ASBESTOS CEMENT PIPE
ACR ACCESS CONTROL ROOM
ACSR ALUMINUM CONDUCTOR STEEL REINFORCED
AD AREA DRAIN
ADJ ADJACENT, ADJUST, ADJUSTABLE
ADL ADDED DEAD LOAD
ADP AC DISTRIBUTION PANEL
ADT AVERAGE DAILY TRAFFIC
A&E ARCHITECTURAL AND ENGINEERING
AEC AERIAL EARTH (GROUND) CONDUCTOR
AED AUTOMATED EXTERNAL DEFIBRILLATOR
AFC AUTOMATIC FARE COLLECTION
AFES ALTERNATIVE FLARED END SECTION
A/G AT-GRADE
AGW AERIAL GROUND WIRE
AHD AHEAD
AL ALUMINUM
ALIGN ALIGNMENT
ALT ALTERNATE
AM ANTE MERIDIEM (TIME FROM MIDNIGHT TO NOON)
ANC ANCHOR
ANI AUTOMATIC NUMBER IDENTIFICATION
ANN ANNUNCIATOR
ANS AMBIENT NOISE SENSOR
AP ALTERNATIVE PIPE
APC ALTERNATIVE PIPE CULVERT
APE AREA OF POTENTIAL EFFECTS
APEFZ ALOUIST-PRIOLO EARTHQUAKE FAULT ZONE
API APPLICATION PROGRAMMING INTERFACE
APPROX APPROXIMATE
APU ALTERNATIVE PIPE UNDERDRAIN
AR ACCESS RESTRICTION
ARCH ARCHITECTURAL
ARS ACCELERATION RESPONSE SPECTRUM
AS AGGREGATE SUBBASE
ASPH ASPHALT
ASRP ALUMINUM SPIRAL RIB PIPE
ASSY ASSEMBLY
AT AUTOTRANSFORMER, AUTOMATIC TENSION
ATC AUTOMATIC TRAIN CONTROL
ATEL ADMINISTRATIVE TELEPHONE
ATM ALONG TRACK MOVEMENT, AUTOMATED TELLER MACHINE
ATO AUTOMATIC TRAIN OPERATION
ATP AUTOMATIC TRAIN PROTECTION
ATPB ASPHALT TREATED PERMEABLE BASE
ATPM ASPHALT TREATED PERMEABLE MATERIAL
ATR ABOVE TOP OF RAIL
ATS AUTOMATIC TRAIN SUPERVISION, AUTO TENSIONED SYSTEM
AUX AUXILIARY
AVE AVENUE
AVG AVERAGE
AVL AUTOMATIC VEHICLE LOCATION
AWG AMERICAN WIRE GAUGE

B

BAGR BRIDGE APPROACH GUARD RAILING
BAR BARRIER
BAT BATTERY
BB BEGINNING OF BRIDGE
B-B BACK-TO-BACK
BC BEGINNING OF CURVE, BOLT CIRCLE
BCR BEGIN CURB RETURN
BD BOARD
BDA BI-DIRECTIONAL AMPLIFIER

B CONTINUED

BDD BRIDGE DESIGN DETAILS (CALTRANS)
BDP BRIDGE DESIGN PRACTICE (CALTRANS)
BDS BRIDGE DESIGN SPECIFICATIONS (CALTRANS)
BEC BURIED EARTH (GROUND) CONDUCTOR
BEG BEGIN
BFA BYPASS FEEDER ANCHOR
BIL BASIC IMPULSE INSULATION LEVEL
BITUM BITUMINOUS
BKLN BIKE LANE
BK BACK
BKF BACKFILL
BKR BREAKER
BL BASELINE
BLDG BUILDING
BLKG BLOCKING
BLM BRIDGE-LOG MILE
BLST BALLAST
BLVD BOULEVARD
BM BENCHMARK
BN BACKBONE NETWORK
BND BOUND
BOC BOTTOM OF CURB
BOCC BACK-UP OPERATIONAL CONTROL CENTER
BOS BOTTOM OF SLOPE
BOT BOTTOM
BOW BOTTOM OF WALL
BR BRIDGE, BRIDGE CURVE
BRG BEARING
BRKT BRACKET
BRS BROADBAND RADIO SYSTEM
BRT BUS RAPID TRANSIT
BS BODY SPAN WIRE
BSC BASE STATION CONTROLLER
B/SPAN BODY SPAN
BT BUS TIE
BTM BOTTOM
BTS BASE TRANSCEIVER STATION
BTWN BETWEEN
BVC BEGINNING OF VERTICAL CURVE
BW BARBED WIRE, BALANCE WEIGHT, BLACK AND WHITE
B/W BALANCE WEIGHT ANCHOR
BWA BROADBAND WIRELESS LOCAL AREA NETWORK
BZ BRONZE

C

C CLOSE, CONDUIT, CONTACT, CONTROL
CA CERTIFICATION ACCEPTANCE
CAA CABLE ANCHOR ASSEMBLY
CAB CABINET
CADD COMPUTER-AIDED DESIGN AND DRAFTING
CAH CONTROLLED ACCESS HIGHWAY
CAI CUSTOMER ASSISTANCE INTERCOM
CALP CORRUGATED ALUMINUM PIPE
CANT CANTILEVER
CAP CAPACITY, CAPACITOR, CORRUGATED ALUMINUM PIPE
CAPA CORRUGATED ALUMINUM PIPE ARCH
CAS CONSTRUCTION AREA SIGN
CAT CATEGORY, SPECIFICATION FOR TWISTED PAIR CABLING
CATF CANTENARY FOUNDATION
CATP CANTENARY POLE
CB CATCH BASIN, CIRCUIT BREAKER, CONCRETE BARRIER
CBTC COMMUNICATIONS BASED TRAIN CONTROL
CBW CONCRETE BLOCK WALL
C&C CUT AND COVER
C-C CENTERLINE TO CENTERLINE, CENTER TO CENTER
CCO CONTRACT CHANGE ORDER
CCS CALIFORNIA COORDINATE SYSTEM
CCTV CLOSED CIRCUIT TELEVISION
CCVT COUPLING CAPACITOR VOLTAGE TRANSFORMER
CEG CERTIFIED ENGINEERING GEOLOGIST
CEM CEMENT
CER COMMUNICATIONS EQUIPMENT ROOM
C&G CURB AND GUTTER

C CONTINUED

CG CENTER OF GRAVITY
CGS CALIFORNIA GEOLOGICAL SURVEY
CHNL CHANNEL
CI CAST IRON
CIC COMMUNICATIONS INTERFACE CABINET
CIDH CAST-IN-DRILLED-HOLE
CIF COMMON INTERMEDIATE FORMAT
CIP CAST IRON PIPE
C-I-P CAST-IN-PLACE
CIPCP CAST-IN-PLACE CONCRETE PIPE
CIS CUSTOMER INFORMATION SIGN
CISS CAST-IN-STEEL-SHELL
CJ CONSTRUCTION JOINT
CJP COMPLETE JOINT PENETRATION
CKT CIRCUIT
CL CLASS, CEMENT LINED
CL2 CLASS 2
CL-6 CHAIN LINK FENCE (6 FT)
CLG CEILING
CLK CHAIN LINK
CLKG CAULKING
CLO CLOSET
CLR CLEAR, CLEARANCE
CM CONTROL MODULE, CORRUGATED METAL
CMF CENTRAL MAINTENANCE FACILITY
CMP CORRUGATED METAL PIPE
CMU CONCRETE MASONRY UNIT
CNTR COUNTER
CO CLEANOUT, COUNTY COLUMN
COMM COMMUNICATIONS
CONC CONCRETE
COND CONDUIT
CONN CONNECTOR, CONNECTION
CONST CONSTRUCT, CONSTRUCTION
CONT CONTINUOUS, CONTINUATION
CONTR CONTRACTOR
COORD COORDINATE
CORR CORRIDOR
CP CONTROL POINT
CPT CONE PENETRATION TEST, CONTROL POWER TRANSFORMER
CPU CENTRAL PROCESSING UNIT
CR CREEK, CONDUIT RISER
CRC COMBINED RELAY AND CONTROL PANEL
CRCP CONTINUOUS REINFORCED CONCRETE PAVEMENT
CRSP CONCRETED ROCK SLOPE PROTECTION
CRZ CLEAR RECOVERY ZONE
CS CONTROL SWITCH, CURVE TO SPIRAL
CSA CONSTRUCTION STAGING AREA
CSG CASING
CSP CORRUGATED STEEL PIPE
CSPA CORRUGATED STEEL PIPE ARCH
CT CERAMIC TILE, COURT, CURRENT TRANSFORMER/TRANSDUCER
CTB CEMENT TREATED BASE
CTPB CEMENT TREATED PERMEABLE BASE
CTR CEMENT TREATED PERMEABLE MATERIAL
CTSK CENTER
CTVT COUNTERSUNK
CTW COMBINED CURRENT TRANSFORMER AND VOLTAGE TRANSFORMER
CU COUNTER WEIGHT TAIL WIRE
CULV COPPER
CULV CULVERT
CVR COVER
CW CONTACT WIRE
CWA CONTACT WIRE ANCHOR
CWH CONTACT WIRE HEIGHT
CWR CONTINUOUSLY WELDED RAIL
CWT COUNTER WEIGHT
D DEPTH
DB DESIGN-BUILD
DBE DESIGN BASIS EARTHQUAKE

D

D CONTINUED

DBL DOUBLE
DC DIRECT CURRENT
DCMB DC DISTRIBUTION PANEL MAIN BREAKER
DCP DC DISTRIBUTION PANEL
DD DOWNDRAIN, DEVICE DRIVER
DE DEAD END
DEL DELINEATOR
DEMO DEMOLISH
DEPT DEPARTMENT
DET DETOUR
DF DIRECT FIXATION, DRINKING FOUNTAIN
DGA DOWN GUY ANCHOR
DHF DESIGN HOURLY VOLUME
DI DRAINAGE INLET
DIAG DIAGONAL
DIAPH DIAPHRAGM
DIFF DIFFERENTIAL
DIM DIMENSION
DIN DROP INLET
DIP DUCTILE IRON PIPE
DIR DIRECTION
DISC DISCONNECT
DISP DISPENSER
DIST DISTANCE
DISTR DISTRIBUTION
DMBB DOUBLE METAL BEAM BARRIER
DN DOWN
DNS DOMAIN NAME SYSTEM
DO DOOR OPENING
DPDT DOUBLE-POLE DOUBLE-THROW
DR DRIVE
DS DOWNSPOUT, DISCONNECT SWITCH
DSC DIFFERING SITE CONDITIONS
DSCW DIRECT SUSPENSION CONTACT WIRE
DSG DISCONNECT SWITCH GROUP
DSHA DETERMINISTIC SEISMIC HAZARD ANALYSIS
DST DISTRICT
DTBB DOUBLE THRIE BEAM BARRIER
DTM DIGITAL TERRAIN MODEL
DVR DIGITAL VIDEO RECORDERS
DWG DRAWING
DWY DRIVEWAY
DXO DOUBLE CROSSOVER

E

E APPLIED CANT
E UNBALANCED CANT
E EAST, EASTING
EA EACH
EB EASTBOUND, END OF BRIDGE
EC END HORIZONTAL CURVE, ELECTRICAL CONDUCTOR
ECR END CURB RETURN
EE EACH END
EF EACH FACE
EGS EMERGENCY GROUND SWITCH
EHS EXTRA HIGH STRENGTH
EI EMERGENCY INTERCOM
EJ EXPANSION JOINT
E-LAN ETHERNET LAN
ELAST ELASTOMERIC
ELEC ELECTRICAL, ELECTRIC
ELECTROLIER ELECTROLIER
ELEV ELEVATION
ELOCK ELECTRONIC LOCK
EMB EMBANKMENT
EMC ELECTROMAGNETIC COMPATIBILITY
EMER EMERGENCY
EMF ELECTROMAGNETIC FIELD
EMI ELECTROMAGNETIC INTERFERENCE
EMS ELEMENT MANAGEMENT SYSTEM
EMU ELECTRIC MULTIPLE UNIT
ENCL ENCLOSURE

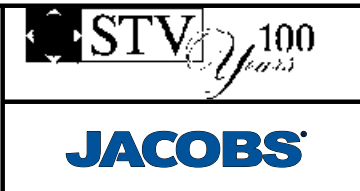
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DESIGNED BY C. CUSSON
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DATE 04/30/2019

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CALIFORNIA HIGH-SPEED TRAIN PROJECT
BURBANK TO LOS ANGELES
PEPD
ACRONYMS AND ABBREVIATIONS
SHEET 1 OF 5

CONTRACT NO. HSR14-39
DRAWING NO. GE-C0101
SCALE NO SCALE
SHEET NO.

E CONTINUED

F CONTINUED

H CONTINUED

L CONTINUED

ENGR ENGINEER, ENGINEERING
EOB END OF BRIDGE
EOD EDGE OF DECK
EOS ELECTRICAL OPERATED BRIDGE
EOW END OF WALL
EP EDGE OF PAVEMENT
EPBM EARTH PRESSURE BALANCING MACHINE
EPR ETHYLENE PROPYLENE RUBBER
EQ EQUAL, EQUILATERAL
EQN EQUATION
EQUIP EQUIPMENT
ES EDGE OF SHOULDER, EXTRA STRENGTH, ELECTRICAL SECTION
ESA ENVIRONMENTALLY SENSITIVE AREA
ESC ESCALATOR
ESEW EMERGENCY SHOWER / EYE WASH
ESMT EASEMENT
ETCS EUROPEAN TRAIN CONTROL SYSTEM
ETEL EMERGENCY TELEPHONE
ETS EMERGENCY TRIP SYSTEM
ETW EDGE OF TRAVELED WAY
EVC END VERTICAL CURVE
EW EACH WAY, ENDWALL
EXC EXCAVATION
EXIST EXISTING
EXP EXPANSION
EXPO EXPOSED
EXWY EXPRESSWAY
EXT EXTERIOR, EXTENSION

FS FINISHED SURFACE
FTEL FIRE TELEPHONE
FTG FOOTING
FTP FILE TRANSFER PROTOCOL
FTW FIXED END TAIL WIRE
FUT FUTURE
FW FEEDER WIRE
FWY FREEWAY
G1 ENTRANCE GRADE, GRADE BEFORE CURVE
G2 EXIT GRADE, GRADE POST CURVE
GALV GALVANIZED
GCL GRADING CONTROL LINE
GD GRADE
GHS GALVANIZED HIGH STRENGTH
GI GENERAL INFORMATION
GIGE GIGABIT ETHERNET
GIS GAS INSULATED SWITCH, GEOGRAPHIC INFORMATION SYSTEM
GL GLASS
G/L GROUND LINE
GMA GROUND MOTION ANALYSIS
GND GROUND
GO-95 PUC GENERAL ORDER 95
GP GRADING PLANE
GPS GLOBAL POSITIONING SYSTEM
GR GUARDRAIL, GROUND ROD
GRP GLASS REINFORCED PLASTIC ROD
GRS GALVANIZED RIGID STEEL
GRX GRADE CROSSING
GSHA GEOLOGIC AND SEISMIC HAZARDS ANALYSIS
GSP GALVANIZED STEEL PIPE
GT GENERAL INFORMATION
GTGM GEOTECHNICAL TECHNICAL GUIDANCE MANUAL (FHWA)
GTR GUTTER
GW GUY WIRE
GYP GYPSUM
GYPBD GYPSUM BOARD

HWY HIGHWAY
IB IMPENANCE BOND
IBC INTERNATIONAL BUILDING CODE
IDS INTRUSION DETECTION CODE
IIMP INTERGRATED INFORMATION MANAGEMENT PLATFORM
IJ INSULATED JOINT
IJP INSULATED JOINT PLUG
INSR INSULATOR
INST INSTANTANEOUS
INSUL INSULATION
INT INTERIOR
Inter-LATA INTER-LOCAL ACCESS AND TRANSPORT AREA
INV INVERT
I/O INPUT/OUTPUT
IR IN-RUNNING (RIDING CONTACT WIRE)
IRR IRRIGATION
I/S IN-SPAN
I/SJ IN-SPAN JUMPER

LWP LOWER WORKING POINT
M1 CONVENTIONAL RAILWAY TRACK
M MEDIUM LOADING
MAINT MAINTENANCE
MAT MATERIAL
MAX MAXIMUM
MB METAL BEAM
MBB METAL BEAM BARRIER
MBGR METAL BEAM GUARD RAILING
MCC MAINTENANCE CONTROL CENTER
MCE MAXIMUM CONSIDERED EARTHQUAKE
MCR MASTER CONTROL ROOM
MDS MOBILE DATA SYSTEM
MECH MECHANICAL
MED MEDIAN
MEM MEMBRANE
MESSGR MESSENGER WIRE
MET METAL
MFR MANUFACTURER
MH MANHOLE
MHHW MEAN HIGHEST HIGH WATER
MI MILD IRON
MIN MINIMUM
MISC MISCELLANEOUS
MKR MARKER
ML MAIN LINE
MLLW MEAN LOWER LOW WATER
MMIS MAINTENANCE MANAGEMENT INFORMATION SYSTEM
MO MASONRY OPENING
MOC MOTOR OPERATED CONTRACTOR
MOD MODIFIED, MODIFY
MODC MOTOR OPERATED DISCONNECT SWITCH
MOI MAINTENANCE OF INFRASTRUCTURE
MON MONUMENT
MOP MOTOR OPERATED
MOS MANUALLY OPERATED SWITCH
MOV METAL-OXIDE VARISTOR
MOW MAINTENANCE OF WAY
MP MILEPOST
MPA MIDPOINT ANCHOR
MPH MILES PER HOUR
MPLS MULTI-PROTOCOL LABEL SWITCHING
MR MOVEMENT RATING
MSE MECHANICALLY STABILIZED EMBANKMENT
MSF MAINTENANCE AND STORAGE FACILITY
MSL MEAN SEA LEVEL
MTD MEMO TO DESIGNERS (CALTRANS), MOUNTED
MUL MULLION
MVC MINIMUM VERTICAL CLEARANCE
MW MESSENGER WIRE

F CONTINUED

H CONTINUED

K CONTINUED

L CONTINUED

FA FIRE ALARM
FACP FIRE ALARM CONTROL PANEL
FAS FIRE ALARM SYSTEM
FB FLAT BAR, FLOOR BEAM, FEEDER BREAKER
FBO FURNISHED BY OTHERS
FC FARE COLLECTION
F&C FRAME AND COVER
FD FLOOR DRAIN
FDC FIRE DEPARTMENT CONNECTION
FDN FOUNDATION
FDP FIBER DISTRIBUTION PANEL
FDR FEEDER
FDU FIBER DISTRIBUTION UNIT
FE FIRE EXTINGUISHER
FES FLARED END SECTION
FF FILTER FABRIC
F/F FACE TO FACE
FFJ FULL FEEDING JUMPER
FFL FINISHED FLOOR LEVEL
FG FINISHED GRADE
F&G FRAME AND GRATE
FH FIRE HYDRANT
FHC FIRE HOSE CABINET
FID FIRE INITIATING DEVICE
FIG FIGURE
FIN FINISH
FIRM FLOOD INSURANCE RATE MAPS
FJ FEEDER JUMPER
FL FLOW LINE
FLB FLOOR BEAM
FLH FLAT HEAD
FLR FLOOR
FNA FIRE NOTIFICATION APPLIANCE
FO FIBER OPTIC
FOC FIBER OPTIC CABLE, FACE OF CURB
FOCN FIBER OPTIC CABLING NETWORK
FOF FACE OF FINISH
FOP FACE OF POLE
FOS FACE OF STUDS, FACTOR OF SAFETY
FP FULL PENETRATION
FPLM FULL SPAN PRECAST LAUNCHING
FPRF FIRE PROOF
FPS FRAMES PER SECOND
FR FRAME
FREO FREQUENCY

HSR1/2 HSR TRACK 1/2/ETC.
HAZ HAZARDOUS
HB HARDNESS BRINELL, HOSE BIBB
HC HANDICAP
HD HARD DRAWN, HORIZONTAL DRAIN
HDG HOT DIP GALVANIZED
HDPE HIGH DENSITY POLYETHYLENE
HDWE HARDWARE
HDWL HEADWALL
HEX HEXAGONAL
HH HANDHOLE, HEAD HARDENED
HI HIGH
HI-RAIL HIGHWAY TO RAILROAD VEHICLE
HM HOLLOW METAL
HMA HOT MIXED ASPHALT
HMI HUMAN MACHINE INTERFACE
HO HAND OPERATED
HOR HORIZONTAL
HOV HIGH-OCCUPANCY VEHICLE
HP HIGH POINT, HINGE POINT
HP&R HIGHWAY PLANTING AND RESTORATION
HPS HIGH PERFORMANCE STEEL
HR HANDRAIL
HRL HIGH RAIL LEVEL
HS HIGH STRENGTH
H/SPAN HEADSPAN
HSR HIGH-SPEED RAIL
HST HIGH-SPEED TRAIN
HT HIGH TEMPERATURE
HTR HEATER
HV HIGH VOLTAGE
HVAC HEATING VENTING AND AIR CONDITIONING
HW HIGH WATER
HWT HIGH WATER TABLE
HWM HIGH WATER MARK

J JUMPER
JAN JANITOR
JB JUNCTION BOX
JCT JUNCTION
JP JOINT POLE
JT(S) JOINT(S)

KV KILOVOLT

L LENGTH
LA LANDSCAPE ARCHITECT, LIGHTING ARRESTER, LOS ANGELES (CALIFORNIA, USA)
LA-A LOS ANGELES TO ANAHEIM
LAM LAMINATE
LAN LOCAL AREA NETWORK
LA-SD LOS ANGELES TO SAN DIEGO
LAT LATITUDE
LAV LAVATORY
LC LENGTH OF CURVE, LANDSCAPE CONTRACTOR
LCB LEAN CONCRETE BASE
LCX LEAKY COAXIAL RADIO CABLE
LDBE LOWER-LEVEL DESIGN BASIS EARTHQUAKE
LED LIGHT EMITTING DIODE
LF LINEAR FEET
LG LONG
LGT LIGHT, LIGHTING
LH LEFT-HAND
LKR LOCKER
LL LIGHT LOADING
LLT LAST LONG TIE
LN LANE
LO LOCKOUT
LOC LOCATION
LOL LAYOUT LINE
LONG LONGITUDE, LONGITUDINAL
LOS LEVEL OF SERVICE
LOTB LOGS OF TEST BORINGS
LP LOW POINT, LOW PROFILE
LPL LIGHT POLE
LR LOW RAIL
LRFD LOAD AND RESISTANCE FACTOR DESIGN
LRT LIGHT RAIL TRANSIT
LRV LIGHT RAIL VEHICLE
LS LENGTH OF SPIRAL, LANDSCAPING, LUMP SUM
LT LEFT
LV LOW VOLTAGE
LVL LEVEL
LVT LOW VIBRATION TRACK

N CONTINUED

N NORTH, NORTHING
N/A NOT APPLICABLE
NAVD NORTH AMERICAN VERTICAL DATUM
NB NORTHBOUND
NBR NONBRIDGING
NCL NO COLLAPSE PERFORMANCE LEVEL
NDP NONLINEAR DYNAMIC PROCEDURE
NEC NATIONAL ELECTRICAL CODE
NEG NEGATIVE
NEUT NEUTRAL
NF NEGATIVE FEEDER, NEAR FACE
NGVD NATIONAL GEODETIC VERTICAL DATUM
NI NETWORK INTERFACE
NIC NOT IN CONTRACT
NMS NETWORK MANAGEMENT SYSTEM
NO NUMBER, NORMALLY OPEN
NOM NOMINAL
NP NETWORK PORT

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CALIFORNIA HIGH-SPEED TRAIN PROJECT
BURBANK TO LOS ANGELES
PEPD
ACRONYMS AND ABBREVIATIONS
SHEET 2 OF 5

CONTRACT NO. HSR14-39
DRAWING NO. GE-C0102
SCALE NO SCALE
SHEET NO.

Table with columns: REV, DATE, BY, CHK, APP, DESCRIPTION

N CONTINUED

NPRM NOTICE OF PROPOSED RULE MAKING
 NPS NOMINAL PIPE SIZE
 NR NOT REGISTERED
 NS NOT SUPPORTED
 NT NETWORK
 NTP NOTICE TO PROCEED,
 NETWORK TIME PROTOCOL
 NTS NOT TO SCALE
 NETWORK TIME SERVER

O

OA OVERALL
 OBLR OBLITERATE
 OC ON CENTER,
 OVERCROSSING
 OCC OPERATIONS CONTROL CENTER
 OCS OVERHEAD CONTACT SYSTEM
 OF OUTSIDE FACE
 OFF OFFSET
 OG ORIGINAL GROUND
 OH OVERHEAD
 O-LA ORANGE COUNTY TO LOS ANGELES
 O&M OPERATIONS AND MAINTENANCE
 O-O OUT TO OUT
 OOR OUT-OF-RUNNING (NONRIDING CONTACT WIRE)
 OP OVERPASS
 OPL OPERABILITY PERFORMANCE LEVEL
 OPNG OPENING
 OPP OPPOSITE
 ORS OPERATIONS RADIO SYSTEM
 OSP OUTSIDE PLANT
 OVERTEMP OVERTEMPERATURE

P

P-LA PALMDALE TO LOS ANGELES
 PA PUBLIC ADDRESS
 PACIS PUBLIC ADDRESS/CUSTOMER
 INFORMATION SYSTEM
 PAX PASSENGER
 PB PULL BOX,
 PUSH BUTTON (ON ELECTRICAL DIAGRAMS)
 PBX PRIVATE BRANCH EXCHANGE
 PC PRECAST CONCRETE
 PCC PORTLAND CEMENT CONCRETE
 PCP PERFORATED CONCRETE PIPE
 PCPT PIEZOCONE PENETROMETER TEST
 PE PORCELAIN ENAMEL
 PED PEDESTRIAN
 PEPD PRELIMINARY ENGINEERING FOR
 PROJECT DEFINITION
 PERFORATED
 PERM PERMEABLE, PERMANENT
 PET POTENTIAL EQUALIZING JUMPER
 PF POWER FACTOR
 PFDHA PROBABILISTIC FAULT DISPLACEMENT
 HAZARD ANALYSIS
 PGL PROFILE GRADE LINE
 PH PHASE
 PHE POTHOLE
 PID PASSENGER INFORMATION DISPLAY
 PITO POINT OF INTERSECTION TURNOUT
 PJP PARTIAL JOINT PENETRATION
 PL PLATE,
 PLACE
 P/L PROPERTY LINE
 PLAM PLASTIC LAMINATE
 PLAS PLASTER
 PLC PROGRAMMABLE LOGIC CONTROLLER
 PLYWD PLYWOOD
 PM POST MILE,
 POST MERIDIEM (TIME FROM NOON TO MIDNIGHT)
 PMS PAVEMENT MANAGEMENT SYSTEM
 PN PAVING NOTCH
 PNL PANEL
 PNT POINT
 PO PULL OFF
 POC POINT OF CONNECTION
 POE POINT OF ENDING
 POS POSITIVE
 POTS PLAIN ORDINARY TELEPHONE SERVICE
 PP PLASTIC PIPE,
 POWER POLE

P CONTINUED

PPL PREFORMED PERMEABLE LINER
 PPP PERFORATED PLASTIC PIPE
 PR PAIR
 PRI PRIMARY RATE INTERFACE (ISDN SERVICE)
 PROP PROPOSED
 PS PARALLELING STATION,
 POINT OF SWITCH
 PRESTRESSED
 PARALLELING STATION
 PERFORATED STEEL PIPE
 PSTN PUBLIC SWITCHED TELEPHONE NETWORK
 PSTTWS PUBLIC SAFETY TRENCH AND TUNNEL
 WIRELESS SYSTEM
 PSU POWER SUPPLY UNIT
 PT POTENTIAL TRANSFORMER
 PTC POSITIVE TRAIN CONTROL
 PTD/R PAPER TOWEL DISPENSER AND RECEPTACLE
 PTEL PASSENGER ASSISTANCE TELEPHONE
 PTM PARKING TICKET MACHINE
 PTT PUSH TO TALK
 PTZ PAN-TILT-ZOOM
 PUE PUBLIC UTILITY EASEMENT
 PVC POLYVINYL CHLORIDE,
 POINT OF VERTICAL CURVATURE
 POINT OF VERTICAL INTERSECTION
 PVI PAVEMENT
 PVMT POINT OF VERTICAL TANGENCY
 PVT POWER
 PWR

Q

QOS QUALITY OF SERVICE
 QT QUARRY TILE
 QTY QUANTITY

R

R RADIUS,
 RED
 RA REMOTE ANNUNCIATOR
 R/A ROCK ANCHOR
 RAID REDUNDANT ARRAY OF INDEPENDENT DISKS
 RB RESILIENT BASE
 RBM RAILBOUND MANGANESE FROG
 RC REGIONAL CONSULTANT,
 REINFORCED CONCRETE
 RCA REINFORCED CONCRETE ARCH
 RCB REINFORCED CONCRETE BOX
 RCC REGIONAL CONTROL CENTER
 RCE REGISTERED CIVIL ENGINEER
 RCP REINFORCED CONCRETE PIPE
 RCPA REINFORCED CONCRETE PIPE ARCH
 RD ROAD,
 ROOF DRAIN
 R&D REMOVE AND DISPOSE
 RDWY ROADWAY
 RE RUNNING EDGE OF RAIL
 REBAR CONCRETE REINFORCED BAR
 RECT RECTANGULAR
 REF REFERENCE
 REFP REFERENCE POINT
 REINFORCED,
 REINFORCEMENT,
 REINFORCING
 RELOCATE,
 RELOCATED
 REMOTE
 REPLACEMENT
 REQD REQUIRED
 RESIL RESILIENT
 RET RETAINING
 REV REVISED,
 REVISION
 RF RADIO FREQUENCY
 RFI REQUEST FOR INFORMATION
 RGS RIGID GALVANIZED STEEL
 RH RIGHT-HAND
 RM RESTRICTED MANUAL,
 ROOM
 R-M ROAD MIXED
 RO ROUGH OPENING
 ROW RIGHT-OF-WAY
 RP RADIUS POINT
 RR RAILROAD,
 RUNNING RAIL

R CONTINUED

RRR RESURFACING, RESTORATION,
 REHABILITATION (3R)
 RRRR RESURFACING, RESTORATION,
 REHABILITATION, RECONSTRUCTION (4R)
 RRX RAILROAD GRADE CROSSING
 R&S REMOVE AND SALVAGE
 RSP ROCK SLOPE PROTECTION
 RT RESILIENT TILE,
 RIGHT
 ROUTE
 RTE REMOTE TERMINAL UNIT
 RTU RETAINING WALL
 RW RIGHT-OF-WAY
 R/W RAIN WATER LEADER
 RWY RAILWAY

S

S SOUTH,
 SLOPE
 SAE STRUCTURE APPROACH EMBANKMENT
 SALV SALVAGE
 SAPP STRUCTURAL ALUMINUM PLATE PIPE
 SB SOUTHBOUND
 SC SPIRAL TO CURVE,
 SWITCH CABLE
 SCADA SUPERVISORY CONTROL AND DATA ACQUISITION
 SCAT SIMPLE CATENARY - AUTO TENSION
 SCB SUBSTATION CONTROL BUILDING
 SCC STATION CONTROL CENTER
 SCD SEAT COVER DISPENSER
 SCFT SIMPLE CATENARY - FIXED TENSION
 SCHD SCHEDULE
 SCN SECURITY CLASSIFICATION NUMBERS
 SCPE SEISMIC CAPACITY AND PERFORMANCE EVALUATION
 SCSP SLOTTED CORRUGATED STEEL PIPE
 SD STORM DRAIN
 SDB SYSTEM DUCT BANK
 SDC SEISMIC DESIGN CRITERIA
 SDOF SINGLE DEGREE OF FREEDOM
 SE SUPER ELEVATION
 SECT SECTION
 SECTLEG SECTIONALIZING
 SEM SEQUENTIAL EXCAVATION METHOD
 SEP SEPARATION
 SERV SERVICE
 SF SPRING FROG
 SFS SANTA FE SPRINGS
 SG SUBGRADE
 SHA SEISMIC HAZARDS ANALYSIS
 SHLD SHOULDER
 SHS STATE HIGHWAY SYSTEM
 SHT SHEET
 SI SECTION INSULATOR,
 SITE INVESTIGATION
 SIGNAL
 SIM SIMILAR
 SLAN PASSENGER STATION LOCAL AREA NETWORK
 SM SELECTED MATERIAL
 SMF SOLID MANGANESE FROG,
 SINGLE MODE FIBER
 SNF SWING NOSE FROG
 SNTP SIMPLE NETWORK TIME PROTOCOL
 SP SPARE
 SPC SPECIAL
 SPEC SPECIFICATION
 SPKR SPEAKER
 SPL SAFETY PERFORMANCE LEVEL
 SPS SMALL PART STEELWORK
 SPST SINGLE POLE SINGLE THROW
 SPT STANDARD PENETRATION TEST
 SQ SQUARE
 SR SYSTEM REQUIREMENT,
 STATE ROUTE
 SRRA SAFETY ROADSIDE REST AREA
 SRSS SQUARE ROOT OF SUM OF SQUARES
 SS SLOPE STAKE,
 SUBSTATION
 S/SPAN STEADY SPAN
 SSI SOIL STRUCTURE INTERACTION
 SSK SERVICE SINK
 SSPA STRUCTURAL STEEL PLATE ARCH
 SSPP STRUCTURAL STEEL PLATE PIPE
 SSPPA STRUCTURAL STEEL PLATE PIPE ARCH
 SSRP STEEL SPIRAL RIB PIPE
 SST STAINLESS STEEL

S CONTINUED

SSW STEADY SPAN WIRE
 SS SANITARY SEWER
 ST SPIRAL TO TANGENT,
 STREET
 STA STATION,
 STATIONING
 STBB SINGLE THRIE BEAM BARRIER
 STD STANDARD
 STC SINGLE TRACK CANTILEVER
 STIFF STIFFENER
 STL STEEL
 STOR STORAGE
 STP SHIELDED TWISTED PAIR CABLE
 STR STRUCTURAL,
 STRUCTURE
 STS SPIRAL TANGENT SPIRAL
 STW STATIC WIRE
 SUPV SUPERVISORY
 SURF SURFACING
 SUSP SUSPENDED
 SW SOUNDWALL,
 SOFTWARE
 SWA SINGLE WIRE ANCHOR
 SWAT SINGLE WIRE AUTO TENSIONED
 SWFT SINGLE WIRE - FIXED TERMINATION
 SWGR SWITCHGEAR
 SWK SIDEWALK
 SWPPP STORM WATER POLLUTION PREVENTION PLAN
 SWR SEWER
 SWS SWITCHING STATION
 SWT SWITCH
 SYM SYMMETRICAL

T

T TREAD
 TAN TANGENT
 TASAS TRAFFIC ACCIDENT SUREILLANCE ANALYSIS SYSTEM
 T&B TOP AND BOTTOM
 TBD TO BE DETERMINED
 TBM TUNNEL BORING MACHINE
 TCL TRACK CENTERLINE
 TC TRAIN CONTROL
 TCB TRAFFIC CONTROL BOX
 TCC TRAIN CONTROL AND COMMUNICATIONS
 TCCR TRAIN CONTROL AND COMMUNICATIONS ROOM
 TCCCT TRACK CIRCUIT
 TCE TEMPORARY CONSTRUCTION EASEMENT
 TCP/IP TRANSMISSION CONTROL PROTOCOL/INTERNET
 PROTOCOL
 TCR TRANSMISSION COMMUNICATIONS ROOM
 TD TRENCH DRAIN,
 TIME DELAY
 TDA TIRE DERIVED AGGREGATE
 TDD TELECOMMUNICATIONS DEVICE FOR THE DEAF
 TDM TIME DIVISION MULTIPLEXING
 TEL TELEPHONE
 TEMP TEMPORARY
 TERM TERMINATION
 TES TRACTION ELECTRIFICATION SYSTEM
 TESC TEMPORARY EROSION AND SETTLEMENT CONTROL
 TETEL TRAIN EMERGENCY TELEPHONE/SPEAKERPHONE
 TFE TETRAFLUROETHYLENE
 TG TOP OF GRADE
 THK THICK
 TIS TELEPHONE AND INTERCOM SYSTEM
 TK TRACK
 TL TENSION LENGTH
 TM TECHNICAL MEMORANDUM
 TMP TEMPERATURE
 TO TURNOUT,
 TELECOM OUTLET
 TOC TOP OF CURB
 TOG TOP OF GRATE
 TOL TOLERANCE
 TOLR TOP OF LOW RAIL
 TOF TOP OF FOUNDATION
 TOFG TOP OF FINISH GRADE
 TOP TOP OF PAVEMENT
 TOR TOP OF RAIL

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DESIGNED BY
C. CUSSON
 DRAWN BY
C. CUSSON
 CHECKED BY
K. PIRBAZARI
 IN CHARGE
K. PIRBAZARI
 DATE
04/30/2019

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**CALIFORNIA HIGH-SPEED TRAIN PROJECT
 BURBANK TO LOS ANGELES**
 PEPD
 ACRONYMS AND ABBREVIATIONS
 SHEET 3 OF 5

CONTRACT NO.
 HSR14-39
 DRAWING NO.
 GE-C0103
 SCALE
 NO SCALE
 SHEET NO.

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REV	DATE	BY	CHK	APP	DESCRIPTION

T CONTINUED

W CONTINUED

TRACK GEOMETRY - HORIZONTAL

UNITS OF MEASUREMENT

TOS TOP OF SLOPE
 TOT TOP OF TIE,
 TOTAL
 TOW TOP OF WALL
 TP TELEPHONE POLE,
 TRACTION POWER
 TPB TREATED PERMEABLE BASE
 TPD TOILET PAPER DISPENSER
 TPF TRACTION POWER FACILITY
 TPM TREATED PERMEABLE MATERIAL
 TPS TRACTION POWER SUPPLY SYSTEM
 TPSS TRACTION POWER SUBSTATION
 (INCLUDING PARALLEL AND SWITCHING STATIONS)
 T/R TOP OF RAIL ELEVATION
 TRANS TRANSVERSE,
 TRANSITION
 TRK TRACK
 TS TRAFFIC SIGNAL,
 TANGENT TO SPIRAL,
 TUBULAR STEEL
 TSI TECHNICAL SPECIFICATIONS FOR INTEROPERABILITY
 TSM TRAFFIC SYSTEMS MANAGEMENT
 TSMP TRAFFIC SYSTEMS MANAGEMENT PLAN
 TTC TWO TRACK CANTILEVER
 TTEL TRAIN EMERGENCY SPEAKERPHONE
 TV TELEVISION
 TVS(S) TICKET VENDING MACHINE(S)
 TW TIE WIRE
 TWC TIME WARNER CABLE
 TWT TIME WARNER TELEPHONE
 TYP TYPICAL

W/ WITH
 WA WORK AREA
 WB WESTBOUND
 WC WATER CLOSET
 WCS WIRELESS COMMUNICATIONS SYSTEM
 WD WOOD
 WLAN WIRELESS LOCAL AREA NETWORK
 WM WIRE MESH
 W/O WITHOUT
 WP WORK POINT,
 WOOD POLE
 WPF WATERPROOF
 WPC WAYSIDE POWER CUBICLES
 WR WIRE RUN
 WRT WITH RESPECT TO
 WS WATER SURFACE,
 WORK STATION
 WSP WELDED STEEL PIPE
 WT WEIGHT
 WV WATER VALVE
 WW WINGWALL,
 WALKWAY
 WWF WELDED WIRE FABRIC
 WWJCL WELDED STEEL PIPE
 WWLOL WINGWALL LAYOUT LINE
 WWM WELDED WIRE MESH

BC BEGIN HORIZONTAL CURVE
 CC COMPOUND CURVE
 CS POINT OF CHANGE FROM CIRCULAR CURVE TO SPIRAL
 K1 TANGENT DISTANCE PF SHIFT PC REFERENCE
 TO THE TS
 K2 TANGENT DISTANCE PF SHIFT PT REFERENCE
 TO THE ST
 LC LENGTH OF CIRCULAR CURVE
 Ls1 LENGTH OF SPIRAL FROM TS TO SC
 Ls2 LENGTH OF SPIRAL FROM CS TO ST
 LSc LENGTH OF COMPOUND SPIRAL FROM CS TO SC
 p1 OFFSET FROM INITIAL TANGENT TO PC OF THE
 SHIFTED CIRCLE OF SPIRALIZED CURVE
 p2 OFFSET FROM INITIAL TANGENT TO PT OF THE
 SHIFTED CIRCLE OF SPIRALIZED CURVE
 PC POINT OF CURVATURE
 PCC POINT OF COMPOUND CURVE
 PF POINT OF FROG
 PI POINT OF INTERSECTION
 PITO POINT OF INTERSECTION TURNOUT
 POC POINT ON HORIZONTAL CURVE
 POE POINT OF ENDING
 POS POINT ON SPIRAL
 POVc POINT ON VERTICAL CURVE
 POVT POINT ON VERTICAL TANGENT
 PRC POINT OF REVERSE CURVE
 PRVC POINT OF REVERSE VERTICAL CURVE
 PS POINT OF SWITCH
 PT POINT OF TANGENT
 SC POINT OF CHANGE FROM SPIRAL TO CIRCULAR CURVE
 SPO POINT ON ORIGIN OF COMPOUND SPIRAL
 SS POINT OF CHANGE BETWEEN SPIRALS
 SSC SPIRAL TO SPIRAL POINT OF CURVATURE
 ST POINT OF CHANGE FROM SPIRAL TO TANGENT
 TC POINT OF CHANGE FROM TANGENT TO CURVE
 TS POINT OF CHANGE FROM TANGENT TO SPIRAL
 Ts1 TANGENT DISTANCE FROM TS TO PI
 Ts2 TANGENT DISTANCE FROM ST TO PI
 Xs1 TANGENT OFFSET AT THE SC
 Xs2 TANGENT OFFSET AT THE CS
 Δ TOTAL CENTRAL ANGLE OF THE SPIRALIZED CURVE
 Δc CENTRAL ANGLE OF CIRCULAR CURVE (Lc) FROM
 SC TO CS
 Δc1 CENTRAL ANGLE OF FIRST CIRCULAR CURVE OF
 COMPOUND CURVATURE
 Δc2 CENTRAL ANGLE OF SECOND CIRCULAR CURVE OF
 COMPOUND CURVATURE
 θs1 CENTRAL ANGLE OF SPIRAL LENGTH Ls1 OR SPIRAL
 ANGLE OF FIRST SPIRAL IN SPIRALIZED CURVE
 θs2 CENTRAL ANGLE OF SPIRAL LENGTH Ls2 OR SPIRAL
 ANGLE OF SECOND SPIRAL IN SPIRALIZED CURVE
 θsc CENTRAL ANGLE OF COMPOUND SPIRAL OR
 COMPOUND SPIRAL ANGLE FROM CS TO SC

Ac ACRES
 AMP AMPERES
 BTU BRITISH THERMAL UNIT
 CAL CALIPER
 CF CUBIC FEET
 CP CANDLE POWER
 CY CUBIC YARD
 dB DECIBEL
 DEG DEGREE
 DIA DIAMETER
 Eu UNBALANCED SUPERELEVATION
 F FARENHEIT
 FT FOOT,
 FEET
 g ACCELERATION DUE TO GRAVITY
 GA GAUGE
 GAL GALLON
 GB GIGABYTE
 GBPS GIGABITS PER SECOND
 GHZ GIGAHERTZ
 HR HOUR
 HT HEIGHT
 Hz HERTZ
 ID INSIDE DIAMETER
 IF INSIDE FACE
 IN INCHES
 IR INSIDE RADIUS
 K KIPS (1000 POUNDS)
 KCMIL THOUSAND CIRCULAR MILS
 KHz KILOHERTZ
 KSF KIPS PER SQUARE FOOT
 KSI KIPS PER SQUARE INCH
 KV KILOVOLTS
 KVA KILOVOLTS-AMPERE
 KVAR KILOVOLTS-AMPERE REACTIVE
 KW KILOWATT
 KWH/D KILOWATT HOUR / DEMAND
 L LENGTH
 LB POUNDS
 LB/FT POUNDS PER FOOT
 LF LINEAR FOOT
 m METER
 MBPS MEGABITS PER SECOND
 MCM THOUSAND CIRCULAR MILS
 MHz MEGAHERTZ
 mm MILLIMETER
 MPH MILES PER HOUR
 MVA MEGAVOLT-AMPERE
 MW MEGAWATT
 OD OUTSIDE DIAMETER
 PSF POUNDS PER SQUARE FOOT
 PSI POUNDS PER SQUARE INCH
 PSIG POUNDS PER SQUARE INCH GAUGE
 SEC SECOND
 SF SQUARE FEET
 SY SQUARE YARD
 TF TRACK FEET
 VA VOLTS
 VAC VOLT-AMPERE
 Y YARDS
 YR(S) YEAR(S)

X

X/CAT CROSS CANTENARY
 XD TRANSDUCER
 XFMR TRANSFORMER
 XO CROSSOVER
 XOST CROSSOVER SPRING TENSIONER
 XSEC CROSS SECTION
 X/SPAN CROSS SPAN
 XING CROSSING
 XMITTER TRANSMITTER

TRACK GEOMETRY - VERTICAL

BVC BEGIN VERTICAL CURVE
 Eo ACTUAL SUPERELEVATION
 EVC END VERTICAL CURVE
 PCVC POINT OF COMPOUND VERTICAL CURVE
 POVc POINT ON VERTICAL CURVE
 POVT POINT ON VERTICAL TANGENT
 PVI POINT OF VERTICAL INTERSECTION
 VC VERTICAL CURVE
 VPI VERTICAL POINT OF INTERSECTION

U

UB UTILITY BOX
 UBC UNIFORM BUILDING CODE
 UC UNDERCROSSING
 UD UNDERDRAIN
 UG UNDERGROUND,
 UNDERGRADE
 UGB UNDERGRADE BRIDGE
 UI USER INTERFACE
 UNINS UNINSULATED
 UON UNLESS OTHERWISE NOTED
 UP UNDERPASS
 UPS UNINTERRUPTIBLE POWER SUPPLY
 UR URINAL
 UrEDAS URGENT EARTHQUAKE DETECTION AND ALARM SYSTEM
 USCS UNIFIED SOIL CLASSIFICATION SYSTEM
 UTIL UTILITY
 UTPUN SHIELDED TWISTED PAIR
 UWP UPPER WORKING POINT

V

V VELOCITY,
 DESIGN SPEED,
 VALVE
 VAC VOLTS ALTERNATING CURRENT
 VAR VARIABLE,
 VARIES
 VCAT VIRTUAL CONCETENATION
 VCE VERTICAL CIRCULATION ELEMENT
 VCP VITRIFIED CLAY PIPE
 VCT VINYL COMPOSITION TILE
 VCD VOLT DC
 VE VALUE ENGINEERING
 VERT VERTICAL
 VEST VESTIBULE
 VIA VIADUCT
 VLAN VIRTUAL LOCAL AREA NETWORK
 VMS VARIABLE MESSAGE SIGN,
 VARIABLE MESSAGE SYSTEM
 VOL VOLTIMETER,
 VOLUME
 VOIP VOICE OVER INTERNET PROTOCOL
 VPN VIRTUAL PRIVATE NETWORK
 VRCS VOICE RADIO COMMUNICATIONS SYSTEM
 VS VOLTAGE SWITCH
 VT VOLTAGE TRANSFORMER/TRANSDUCER

W

W WEST,
 WIDTH

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 SHEET 4 OF 5

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(AGENCIES/ORGANIZATIONS/REFERENCE)

AAR ASSOCIATION OF AMERICAN RAILROADS
 AASHTO AMERICAN ASSOCIATION OF STATE HIGHWAY TRANSPORTATION OFFICIALS
 ACI AMERICAN CONCRETE INSTITUTE
 ADA AMERICAN WITH DISABILITIES ACT (FEDERAL)
 AISC AMERICAN INSTITUTE OF STEEL CONSTRUCTION
 AMTRAK NATIONAL RAILROAD PASSENGER CORPORATION
 ANSI AMERICAN NATIONAL STANDARDS INSTITUTE
 ANSS ADVANCED NATIONAL SEISMIC SYSTEM
 APWA AMERICAN PUBLIC WORKS ASSOCIATION
 AREA AMERICAN RAILWAY ENGINEERING ASSOCIATION
 AREMA AMERICAN RAILWAY ENGINEERING AND MAINTENANCE-OF-WAY ASSOCIATION
 ARTIC ANAHEIM REGIONAL TRANSPORTATION INTERMODAL CENTER
 ASCE AMERICAN SOCIETY OF CIVIL ENGINEERS
 ASTM ASTM INTERNATIONAL, AMERICAN SOCIETY OF TESTING AND MATERIALS
 ATC APPLIED TECHNOLOGY COUNCIL
 AUTHORITY CALIFORNIA HIGH-SPEED RAIL AUTHORITY
 AWS AMERICAN WELDING SOCIETY
 BART BAY AREA RAPID TRANSIT DISTRICT
 BDA BRIDGE DESIGN AIDS (CALTRANS)
 BDD BRIDGE DESIGN DETAILS (CALTRANS)
 BDP BRIDGE DESIGN PRACTICE (CALTRANS)
 BDS BRIDGE DESIGN SPECIFICATIONS (CALTRANS)
 BKLN BIKE LANE
 BNSF BURLINGTON NORTHERN SANTA FE RAILWAY, BNSF RAILWAY
 CALNET CALIFORNIA INTEGRATED TELECOMMUNICATIONS NETWORK
 CALTRANS CALIFORNIA DEPARTMENT OF TRANSPORTATION
 CBC CALIFORNIA BUILDING CODE
 CBDM CALIFORNIA DEPARTMENT OF TRANSPORTATION-BRIDGE DESIGN MANUAL
 CCR CALIFORNIA CODE OF REGULATIONS
 CDC CALIFORNIA HIGH-SPEED TRAIN DESIGN CRITERIA
 CEC CALIFORNIA ELECTRIC CODE
 CEQA CALIFORNIA ENVIRONMENTAL QUALITY ACT
 CFR CODE OF FEDERAL REGULATIONS
 CHD COUNTY HEALTH DEPARTMENT
 CHP CALIFORNIA DEPARTMENT OF HIGHWAY PATROL (STATE)
 CHST CALIFORNIA HIGH-SPEED TRAIN
 CHSTP CALIFORNIA HIGH-SPEED TRAIN PROJECT
 CIWMB CALIFORNIA INTEGRATED WASTE MANAGEMENT BOARD
 CPH CALIFORNIA PERMIT HANDBOOK
 CPUC CALIFORNIA PUBLIC UTILITIES COMMISSION
 CRR COMMUTER RAIL PROGRAM (STATE)
 DOD DEPARTMENT OF DEFENSE (FEDERAL)
 DOT DEPARTMENT OF TRANSPORTATION (FEDERAL)
 DTX DOWNTOWN EXTENSION (CALTRAIN)
 EIRENE EUROPEAN INTEGRATED RADIO ENHANCED NETWORK
 ERTMS EUROPEAN RAIL TRAFFIC MANAGEMENT SYSTEM
 FAA FEDERAL AVIATION ADMINISTRATION
 FCC FEDERAL COMMUNICATIONS COMMISSION
 FEMA FEDERAL EMERGENCY MANAGEMENT AGENCY
 FHWA FEDERAL HIGHWAY ADMINISTRATION
 FMFCD FRESNO METROPOLITAN FLOOD CONTROL DISTRICT
 FRA FEDERAL RAILROAD ADMINISTRATION
 FSTIP FEDERAL STATEWIDE TRANSPORTATION IMPROVEMENT PROGRAM
 FTA FEDERAL TRANSIT ADMINISTRATION
 GBR GEOTECHNICAL BASELINE REPORT
 GBR-B GEOTECHNICAL BASELINE REPORT FOR BIDDING
 GBR-C GEOTECHNICAL BASELINE REPORT FOR CONSTRUCTION
 GDR GEOTECHNICAL DATA REPORT
 IEEE INSTITUTE OF ELECTRICAL AND ELECTRONICS ENGINEERS
 ISO INTERNATIONAL ORGANIZATION FOR STANDARDIZATION
 LACFCD LOS ANGELES COUNTY FLOOD CONTROL DEPARTMENT
 LADWP LOS ANGELES DEPARTMENT OF WATER AND POWER
 LAUS LOS ANGELES UNION STATION
 LTC LOCAL TRANSPORTATION COMMISSION
 METRO LOS ANGELES COUNTY METROPOLITAN TRANSIT AUTHORITY
 MTA METROPOLITAN TRANSIT AUTHORITY
 MUTCD MANUAL OF UNIFORM TRAFFIC CONTROL DEVICES
 MWD METROPOLITAN WATER DISTRICT
 NAAQS NATIONAL AMBIENT AIR QUALITY STANDARDS
 NAC NOISE ABATEMENT CRITERIA
 NBSSR NOISE BARRIER SCOPE SUMMARY REPORT

(AGENCIES/ORGANIZATIONS/REFERENCE CONTINUED)

NEMA NATIONAL ELECTRICAL MANUFACTURERS ASSOCIATION
 NENA NATIONAL EMERGENCY NUMBER ASSOCIATION
 NESC NATIONAL ELECTRICAL SAFETY CODE
 NFPA NATIONAL FIRE PROTECTION ASSOCIATION
 NIST NATIONAL INSTITUTE OF STANDARDS AND TECHNOLOGY
 OCFCD ORANGE COUNTY FLOOD CONTROL DISTRICT
 OCTA ORANGE COUNTY TRANSPORTATION AUTHORITY
 OSHA OCCUPATIONAL SAFETY AND HEALTH ADMINISTRATION
 PEER PACIFIC EARTHQUAKE ENGINEER RESEARCH
 PG&E PACIFIC GAS AND ELECTRIC COMPANY
 PUC PUBLIC UTILITIES COMMISSION
 RSTA RAIL SAFETY IMPROVEMENT ACT (2008)
 RWOCB REGIONAL WATER QUALITY CONTROL BOARD (STATE)
 SAVE SOCIETY OF AMERICAN VALUE ENGINEERS
 SCE SOUTHERN CALIFORNIA EDISON
 SCRRA SOUTHERN CALIFORNIA REGIONAL RAIL AUTHORITY (METROLINK)
 SDG&E SAN DIEGO GAS AND ELECTRIC COMPANY
 SDNR SAN DIEGO NORTHERN RAILWAY
 SHOPP STATE HIGHWAY OPERATION AND PROTECTION PROGRAM (FORMERLY HSOPP)
 SHPO STATE HISTORIC PRESERVATION OFFICER (STATE)
 SJRRA SAN JOAQUIN REGIONAL RAIL AUTHORITY
 SMUD SACRAMENTO MUNICIPAL UTILITY DISTRICT
 SPTC SOUTHERN PACIFIC TRANSPORTATION COMPANY
 SSCOM SEISMIC SAFETY COMMISSION
 SSORC SAFETY AND SECURITY OVERSIGHT AND REVIEW COMMITTEE
 SVBX SILICON VALLEY BERRYESSA EXTENSION
 SVRT SILICON VALLEY RAPID TRANSIT
 UPRR UNION PACIFIC RAILROAD
 US UNITED STATES
 USCE UNITED STATES (ARMY) CORP OF ENGINEERS
 USCG UNITED STATES COAST GUARD
 USCS UNIFIED SOIL CLASSIFICATION SYSTEM
 VTA VALLEY TRANSPORTATION AUTHORITY (OF SANTA CLARA COUNTY)

(SEGMENT/COUNTY CODES AND SUBDIVISIONS)

AJ ALTAMONT PASS
 BP BAKERSFIELD TO PALMDALE
 FB FRESNO TO BAKERSFIELD
 FJ SAN FRANCISCO TO SAN JOSE
 JM SAN JOSE TO MERCED
 LD LOS ANGELES TO SAN DIEGO
 LO LOS ANGELES TO ANAHEIM
 MF MERCED TO FRESNO
 PL PALMDALE TO LOS ANGELES
 SM SACRAMENTO TO MERCED
 B BAY SUBDIVISION
 C CAPITAL SUBDIVISION
 D DESERT SUBDIVISION
 J SAN JACINTO SUBDIVISION
 P PACHECO SUBDIVISION
 S SIERRA SUBDIVISION
 T TONGVA SUBDIVISION
 ALA ALAMEDA
 ALP ALPINE
 AMA AMADOR
 BUT BUTTE
 CAL CALAVERAS
 CC CONTRA COSTA
 COL COLUSA
 DN DEL NORTE
 ED EL DORADO
 FRE FRESNO
 GLE GLENN
 HUM HUMBOLT
 IMP IMPERIAL
 INY INYO
 KER KERN
 KIN KINGS
 LA LOS ANGELES
 LAK LAKE
 LAS LASSEN
 MAD MADERA
 MEN MENDOCINO
 MER MERCED
 MNO MONO
 MOD MODOC
 MON MONTEREY
 MPA MARIPOSA
 MRN MARIN
 NAP NAPA
 NEV NEVADA
 ORA ORANGE
 PLA PLACER
 PLU PLUMAS
 RIV RIVERSIDE
 SAC SACRAMENTO
 SB SANTA BARBARA
 SBD SAN BERNARDINO
 SBT SAN BENITO
 SCL SANTA CLARA
 SCR SANTA CRUZ
 SD SAN DIEGO
 SF SAN FRANCISCO
 SHA SHASTA
 SIE SIERRA
 SIS SISKIYOU
 SJ SAN JOAQUIN
 SLO SAN LUIS OBISPO
 SM SAN MATEO
 SOL SOLANO
 SON SONOMA
 STA STANISLAUS
 SUT SUTTER
 TEH TEHAMA
 TRI TRINITY
 TUL TULARE
 TUO TUOLUMNE
 VEN VENTURA
 YOL YOLO
 YUB YUBA

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**CALIFORNIA HIGH-SPEED TRAIN PROJECT
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 ACRONYMS AND ABBREVIATIONS
 SHEET 5 OF 5

CONTRACT NO.
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TRACK

	EXISTING FREIGHT/PASSENGER TRACK
	NEW MAINLINE AND/OR INDUSTRY TRACK (SEE TRACK PLANS FOR DESIGNATION)
	BALLAST
	BUMPER/BUMPING POST
	CONCRETE
	DERAIL-DENOTES DERAIL DIRECTION AND LOCATION OF SWITCH MACHINE (LEFT-HAND SHOWN)
	DOUBLE CROSSOVER
	EARTH
	FRICTION BUFFER
	INSULATED JOINT
	INSULATED JOINT LOCATIONS-BOTH RAIL
	INSULATED JOINT LOCATIONS-LEFT RAIL
	INSULATED JOINT LOCATIONS-RIGHT RAIL
	POINT OF CURVATURE
	POINT OF SWITCH-DENOTES SWITCH MACHINE LOCATION
	PREPARED SUBGRADE
	RAIL LUBRICATOR-DIRECTION OF TRAVEL, (DT), TWO RAIL LUBRICATORS SHOWN
	SINGLE CROSSOVER (LEFT-HAND SHOWN)
	SPECIAL RAIL
	STANDARD BOLTED JOINT
	STANDARD RAIL
	SUBBALLAST
	TURNOUT (RIGHT HAND SHOWN)
	WELDED JOINT
	CONTROL POINT (CP)
	WALKWAY/DRAINAGE ENVELOPE

CIVIL

	AGGREGATE BASE
	ASPHALT CONCRETE
	BEGIN OR END PLATFORM
	BIKE STAND
	BREAK LINE
	BORINGS (EXISTING)
	CENTERLINE
	CENTERLINE TEXT SYMBOL
	CLEAN OUT
	COLUMN, BENT
	CONCRETE
	CONCRETE BARRIER
	CONTOUR LINE
	CONTROL PANEL
	CONTROL POINT OR STREET INTERSECTION POINT
	COORDINATE GRID CROSSAIR
	CURB WITH GUTTER (CURB-LIP, FLOW LINE, BACK-TOP OF CURB)
	CURVE NUMBER
	CURVE NUMBER (TRACK GEOMETRY)
	TANGENT NUMBER
	DITCH/DRAINAGE FLOW LINE
	DOUBLE THRIE BEAM BARRIER
	DROP INLET
	ROUND DROP INLET
	DETENTION BASIN
	EARTHWORK LIMITS
	ELEVATIONS

CIVIL CONTINUED

	ELEVATION (EXISTING)
	ELECTROLIER, ELECTROLIER ON POLE
	EXISTING GUARD RAILING
	EXISTING WALL
	FENCE
	FIRE HYDRANT
	GRADED/LANDSCAPED AREA
	GAS METER
	GAS VALVE
	GUARD POST
	GUARD RAIL
	GRAVEL OR DIRT ROAD
	GUY WIRE
	HIGH MAST LIGHTING
	HORIZONTAL & VERTICAL CONTROL MONUMENT
	HORIZONTAL CONTROL MONUMENT
	ICV
	MAIL BOX
	MANHOLE
	MATCH LINE (DWG NO.)
	NEW ASPHALTIC CONCRETE
	NEW GUARD RAILING
	NEWS STAND
	NORTH ARROW
	ORIGINAL GROUND
	PARKING METER
	POINT OF INTERSECTION

CIVIL CONTINUED

	POINT OF INTERSECTION SYMBOL
	POINT OF VERTICAL INTERSECTION
	POWER POLE
	PROPERTY LINE
	RETAINING WALL
	RIVER, STREAMS, AND CREEKS
	SECTION DESIGNATION (LETTER) DRAWING NO. ON WHICH SECTION AND DETAIL APPEARS
	SECTION OR DETAIL TITLE
	SPOT ELEVATION
	TILDE (TERMINATOR)
	SIGNALIZED INTERSECTION
	STATION EQUATION
	STREET LIGHT
	STREET LIGHT POWER POLE
	STREET LIGHT TRAFFIC SIGNAL
	STREET SIGN
	STRUCTURE CLEARANCE ENVELOPE
	SUPER AXIS OF ROTATION
	TELEPHONE BOOTH
	TELEPHONE POLE
	TEMPORARY RAILING (TYPE K)
	TIRE DERIVED AGGREGATE
	TRACK ALIGNMENT CENTER LINE
	TRAFFIC PANEL
	TRAFFIC SIGNAL
	TRANSMISSION TOWER

SECTION
SCALE 1"=1'-0"

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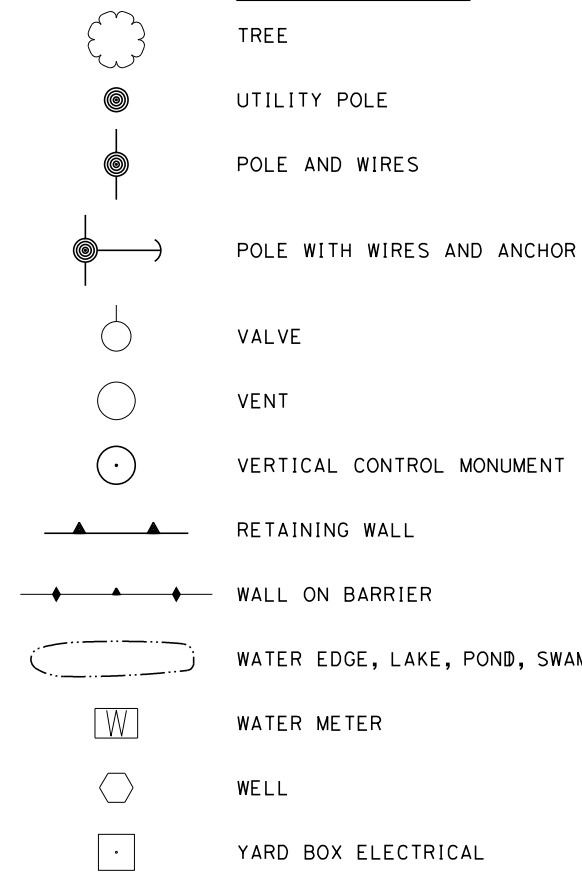


**CALIFORNIA HIGH-SPEED TRAIN PROJECT
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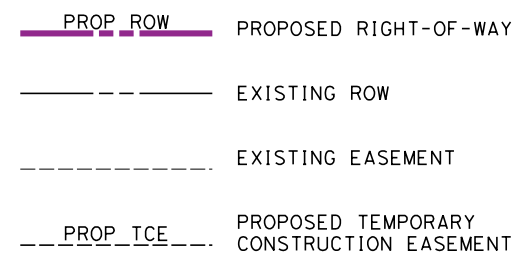
PEPD
SYMBOLS
SHEET 1 OF 2

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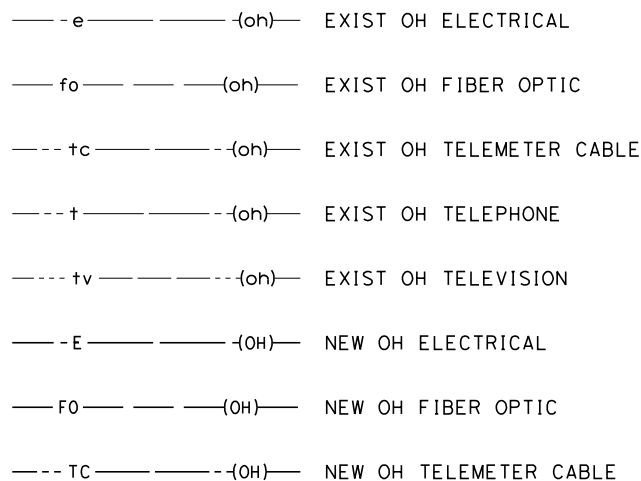
CIVIL CONTINUED



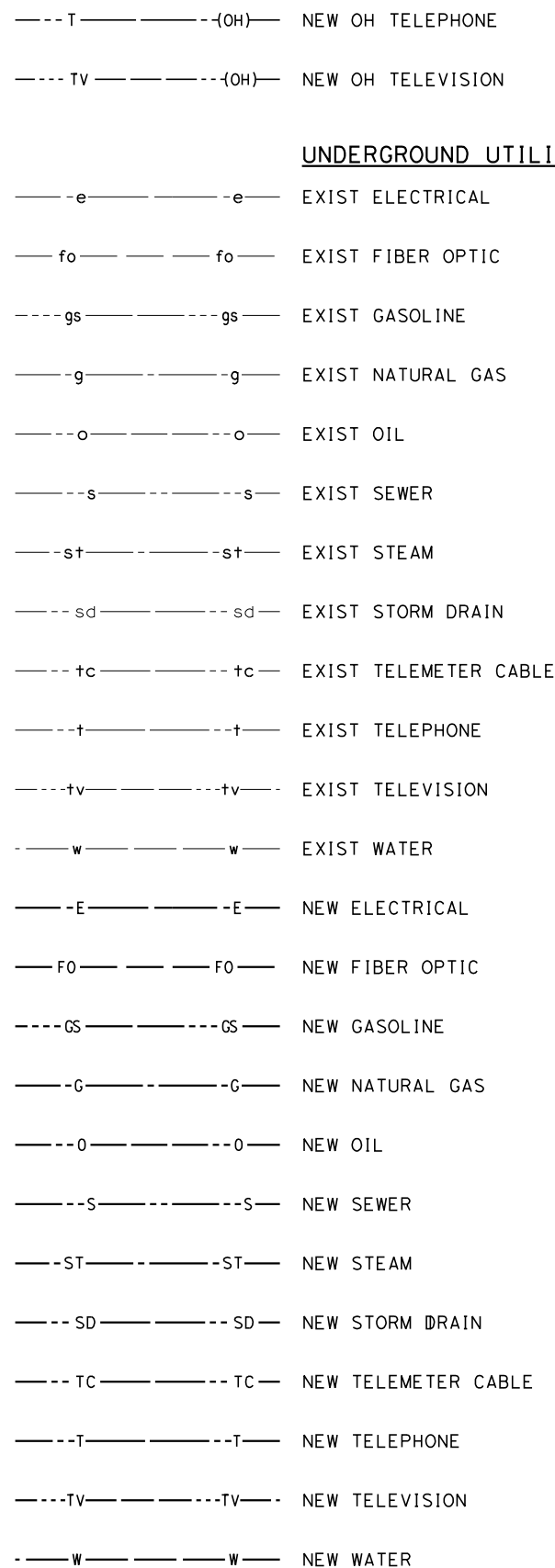
RIGHT-OF-WAY



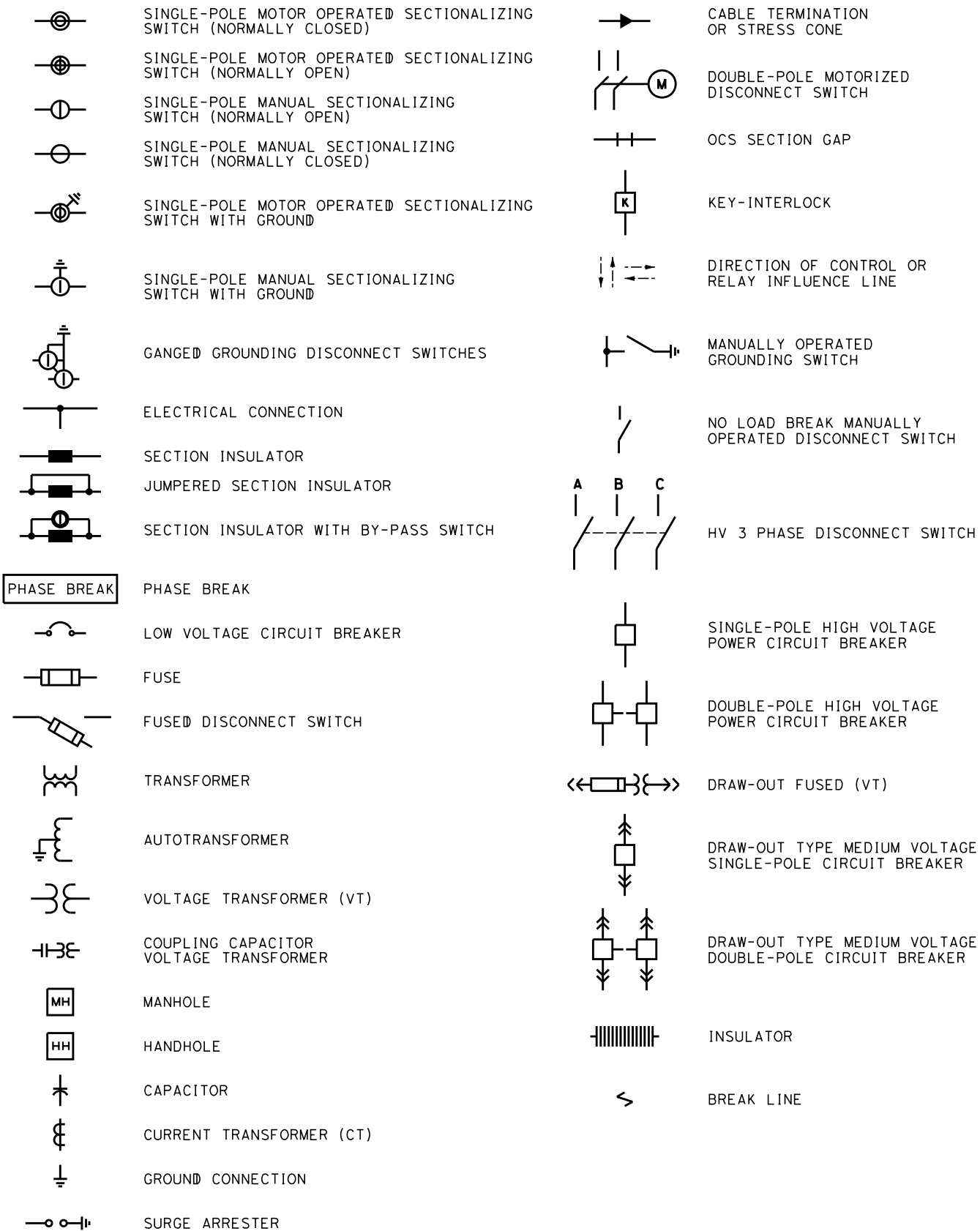
AERIAL UTILITIES



AERIAL UTILITIES CONTINUED



TRACTION POWER



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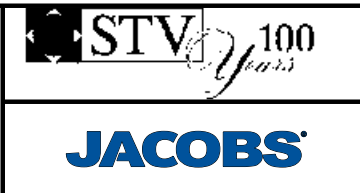
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CALIFORNIA HIGH-SPEED TRAIN PROJECT
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PEPD
SYMBOLS
SHEET 2 OF 2

CONTRACT NO. HSR14-39
DRAWING NO. GE-C0112
SCALE NO SCALE
SHEET NO.

GENERAL NOTES

VOLUME 1

1. FOR UPRR ALIGNMENTS, SEE "TT-D1500" SHEETS.
2. FOR GRADE SEPARATION DETAILS, SEE VOLUME 3.
3. FOR AERIAL STRUCTURE DETAILS, SEE VOLUME 2.
4. RAIL ALIGNMENT BETWEEN MAIN STREET, UNION STATION, AND 1ST STREET IS BEING DESIGNED BY METRO'S LINKUS TEAM. THE ALIGNMENT THAT IS SHOWN IS BASED ON LATEST COORDINATION WITH THEIR TEAM, SHOWN FOR REFERENCE ONLY AND SUBJECT TO CHANGE.
5. SCRRA TURNOUT GEOMETRY IS BASED ON THE 2009 EDITION OF THE SCRRA ENGINEERING STANDARDS.
6. PROPOSED FENCE, WHERE INDICATED ON PLANS, REPRESENT AN ACCESS CONTROL WALL WITH FENCE. REFER TO TM 2.8.2 FOR ACCESS CONTROL FOR HIGH-SPEED RAIL RIGHT-OF-WAY AND FACILITIES.

VOLUME 2

1. FOR TRACK INFORMATION, SEE TRACK PLANS IN VOLUME 1.
2. FOR RIGHT-OF-WAY INFORMATION, SEE RIGHT-OF-WAY PLANS IN VOLUME 1.
3. FOR BRIDGE INFORMATION, SEE STRUCTURAL PLANS IN VOLUME 3.
4. FOR UTILITY INFORMATION, SEE UTILITY PLANS IN VOLUME 4.
5. FOR GRADING INFORMATION, SEE GRADING PLANS IN VOLUME 4.
6. FOR DRAINAGE INFORMATION, SEE DRAINAGE PLANS IN VOLUME 4.
7. FOR SYSTEM INFORMATION, SEE SYSTEM PLANS IN VOLUME 4.
8. FOR TRENCH INFORMATION, SEE STRUCTURAL PLANS IN VOLUME 4.
9. ACCESS DETERING SOLID BARRIER RAILING TO BE INSTALLED ON ALL EXISTING AND PROPOSED OVERHEAD BRIDGE STRUCTURES CROSSING HSR TRACKS PER RDP DIRECTIVE NO. 0006.

VOLUME 3

1. FOR TRACK INFORMATION, SEE TRACK PLANS IN VOLUME 1.
2. FOR RIGHT-OF-WAY INFORMATION, SEE RIGHT-OF-WAY PLANS IN VOLUME 1.
3. FOR AERIAL STRUCTURE INFORMATION, SEE STRUCTURAL PLANS IN VOLUME 2.
4. FOR RETAINING WALL INFORMATION, SEE RETAINING WALL PLANS IN VOLUME 2.
5. FOR UTILITY INFORMATION, SEE UTILITY PLANS IN VOLUME 4.
6. FOR GRADING INFORMATION, SEE GRADING PLANS IN VOLUME 4.
7. FOR DRAINAGE INFORMATION, SEE DRAINAGE PLANS IN VOLUME 4.
8. FOR SYSTEM INFORMATION, SEE SYSTEM PLANS IN VOLUME 4.
9. FOR TRENCH INFORMATION, SEE STRUCTURAL PLANS IN VOLUME 4.
10. ACCESS DETERING SOLID BARRIER RAILING TO BE INSTALLED ON ALL EXISTING AND PROPOSED OVERHEAD BRIDGE STRUCTURES CROSSING HSR TRACKS PER RDP DIRECTIVE NO. 0006.

VOLUME 4

EXISTING COMPOSITE UTILITY NOTES:

1. FOR TRACK INFORMATION, SEE TRACK PLANS IN VOLUME 1.
2. UTILITY CONFLICTS ON CROSSING STREETS AT EXISTING GRADE SEPARATIONS ARE ANTICIPATED.
3. ONLY THE FOLLOWING UTILITIES SHALL BE CONSIDERED MAJOR AND ARE IDENTIFIED IN THE UTILITY CONFLICTS MATRIX ON THE DRAWINGS.
 - A. WET UTILITIES:
 - I. SEWER, WATER, STORM DRAIN GREATER THAN OR EQUAL TO 12".
 - II. ALL OIL LINES.
 - III. ALL FUEL (GASOLINE) LINES.
 - B. DRY UTILITIES:
 - I. ALL GAS LINES.
 - II. ALL FIBER OPTIC LINES.
 - III. ALL ELECTRIC LINES GREATER THAN 240V.
 - IV. ALL DUCT BANKS WITH 6 OR MORE DUCTS.
 - V. EXCLUDE INDIVIDUAL TELEPHONE, CABLE LINES.
 - C. ALL OTHER CONFLICTS ARE CONSIDERED MINOR AND ARE NOT SHOWN IN THE UTILITY CONFLICT MATRIX.
 - D. UTILITIES AT GRADE SEPARATIONS ARE NOT SHOWN IN THE UTILITY CONFLICTS MATRIX EVEN IF THEY FALL UNDER THE ABOVE CRITERIA SINCE VOLUMES 3 & 4 OFFER MORE SPECIFIC AND ACCURATE INFORMATION REGARDING THE DESIGN.
4. REFER TO TRACK PLANS, VOLUME 1 AND PROPOSED UTILITY PLANS, VOLUME 4, FOR VERTICAL UTILITY CONFLICTS.

VOLUME 4 (CONT.)

5. USE LACTMA STANDARD DRAWINGS (2010) FOR TEMPORARY SUPPORT OF UTILITIES IMPACTED BY CUT AND FILL OPERATIONS.

GRADING AND DRAINAGE NOTES:

1. CONTOUR GRADING ALONG THE HSR TRACKS IS BASED ON THE TOP OF SUBGRADE ELEVATIONS. BALLAST IS NOT INCLUDED
2. FOR RETAINING WALL INFORMATION, SEE RETAINING WALL PLANS IN VOLUME 2.

VOLUME 5

1. FOR MAIN LINE TRACK INFORMATION, SEE TRACK PLANS IN VOLUME 1.
2. FOR RIGHT-OF-WAY INFORMATION, SEE RIGHT-OF-WAY PLANS IN VOLUME 1.
3. FOR BRIDGE INFORMATION, SEE STRUCTURAL PLANS IN VOLUME 3.
4. FOR UTILITY INFORMATION, SEE UTILITY PLANS IN VOLUME 4.
5. FOR GRADING INFORMATION WITHIN MAIN LINE ROW, SEE GRADING PLANS IN VOLUME 4.
6. FOR DRAINAGE INFORMATION WITHIN MAIN LINE ROW, SEE DRAINAGE PLANS IN VOLUME 4.
7. FOR SYSTEM INFORMATION, SEE SYSTEM PLANS IN VOLUME 4.

VOLUME 6

1. CONSTRUCTION PHASING PROVIDED FOR PROPOSED WORK SOUTH OF HSR BURBANK STATION TO MAIN STREET. PHASING OF HSR BURBANK STATION AND LINKUS PROJECT NOT INCLUDED AS PART OF THIS SUBMITTAL

VOLUME 7

1. HSR BURBANK STATION CONCEPT DESIGN PROVIDED AS REFERENCE TO WORK PROPOSED AS PART OF THE PALMDALE TO BURBANK SEGMENT. FINAL DESIGN COORDINATION REQUIRED AT INTERFACE SOUTH OF STATION.

VOLUME 8

1. LINKUS DESIGN PROVIDED AS REFERENCE TO WORK SOUTH OF MAIN STREET EXTENDING INTO LA UNION STATION.
2. FINAL DESIGN COORDINATION REQUIRED AT INTERFACE WEST OF MISSION TOWER BRIDGE. PROPOSED TRACK DESIGN BASED ON BEST AVAILABLE INFORMATION AT TIME OF DESIGN.

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REV	DATE	BY	CHK	APP	DESCRIPTION

DESIGNED BY C. LEE
DRAWN BY C. CUSSON
CHECKED BY K. PIRBAZARI
IN CHARGE K. PIRBAZARI
DATE 04/30/2019

**PEPD
RECORD SET**

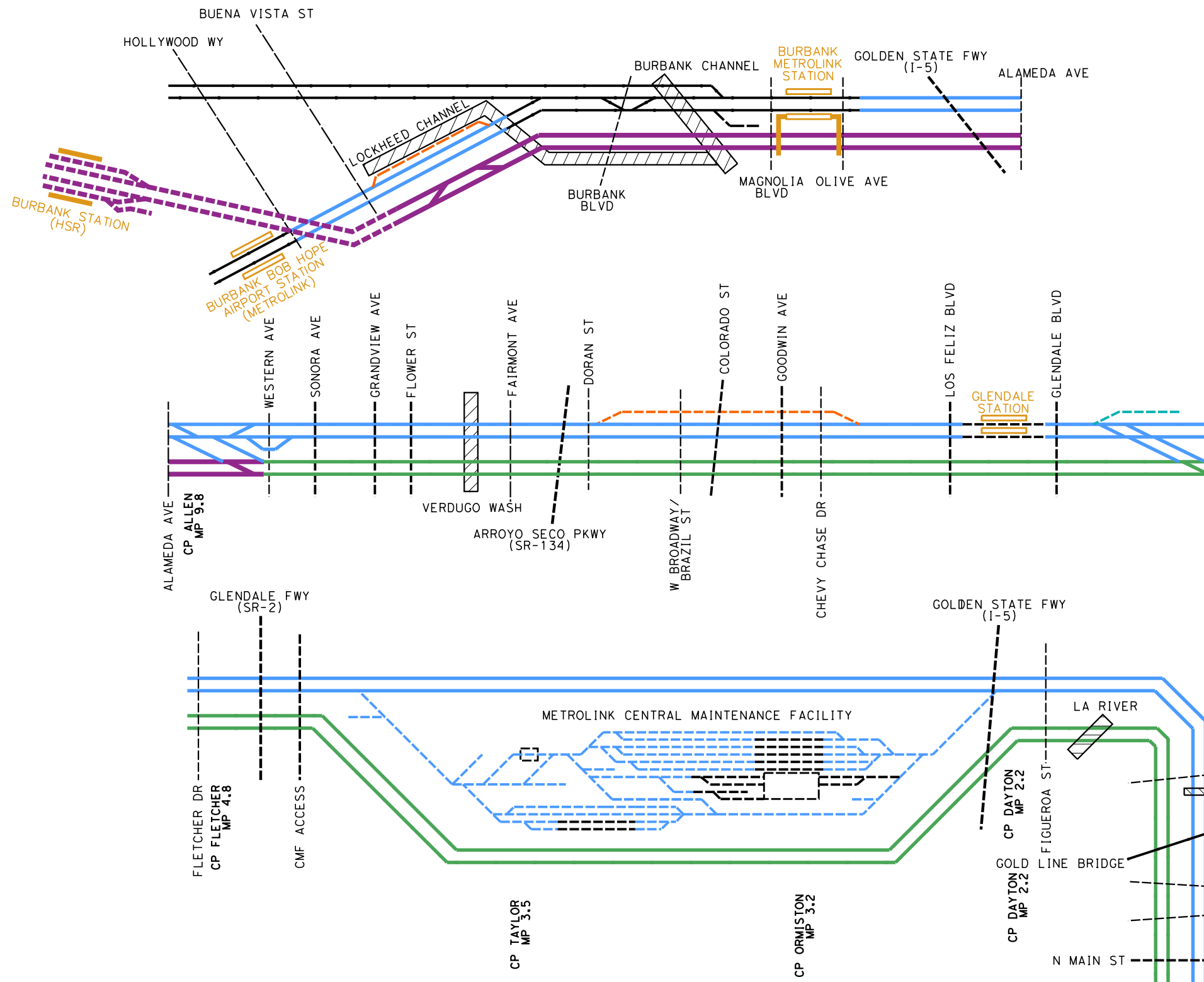
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CONSTRUCTION**



**CALIFORNIA HIGH-SPEED TRAIN PROJECT
BURBANK TO LOS ANGELES**

GENERAL NOTES

CONTRACT NO. HSR14-39
DRAWING NO. GE-B0111
SCALE NO SCALE
SHEET NO.



LEGEND (TRACKWORK)

- EXISTING FREIGHT/PASSENGER MAINLINE TRACK
- - - EXISTING FREIGHT/PASSENGER SECONDARY TRACK
- NEW AMTRAK/METROLINK/UPRR MAINLINE TRACK
- NEW AMTRAK/METROLINK TRENCH/TUNNEL
- - - NEW AMTRAK/METROLINK SECONDARY TRACK
- NEW UPRR MAINLINE TRACK
- - - NEW UPRR SECONDARY TRACK
- - - NEW TERRY LUMBER SPUR TRACK
- NEW HSR TRACK ELEVATED
- NEW HSR TRACK AT GRADE
- - - NEW HSR TRACK TRENCH/TUNNEL
- NEW SHARED MAINLINE TRACK
- - - NEW SHARED SECONDARY TRACK
- NEW TRACK BRIDGE

- EXISTING STATION PLATFORM
- EXISTING STATION PLATFORM WITH PEDESTRIAN BRIDGE/TUNNEL
- NEW STATION PLATFORM
- NEW STATION PLATFORM WITH PEDESTRIAN BRIDGE/TUNNEL

LEGEND (ROADWAY)

- - - EXISTING AT-GRADE CROSSING
- - - EXISTING GRADE SEPARATION (LOCAL STREET)
- - - EXISTING GRADE SEPARATION (MAJOR HWY/FREEWAY)
- - - NEW OR MODIFY GRADE SEPARATION

LEGEND (GENERAL)

- ▨ DRAINAGE SYSTEM

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REV	DATE	BY	CHK	APP	DESCRIPTION

DESIGNED BY
C. LEE

DRAWN BY
C. CUSSON

CHECKED BY
K. PIRBAZARI

IN CHARGE
K. PIRBAZARI

DATE
04/30/2019

PEPD RECORD SET

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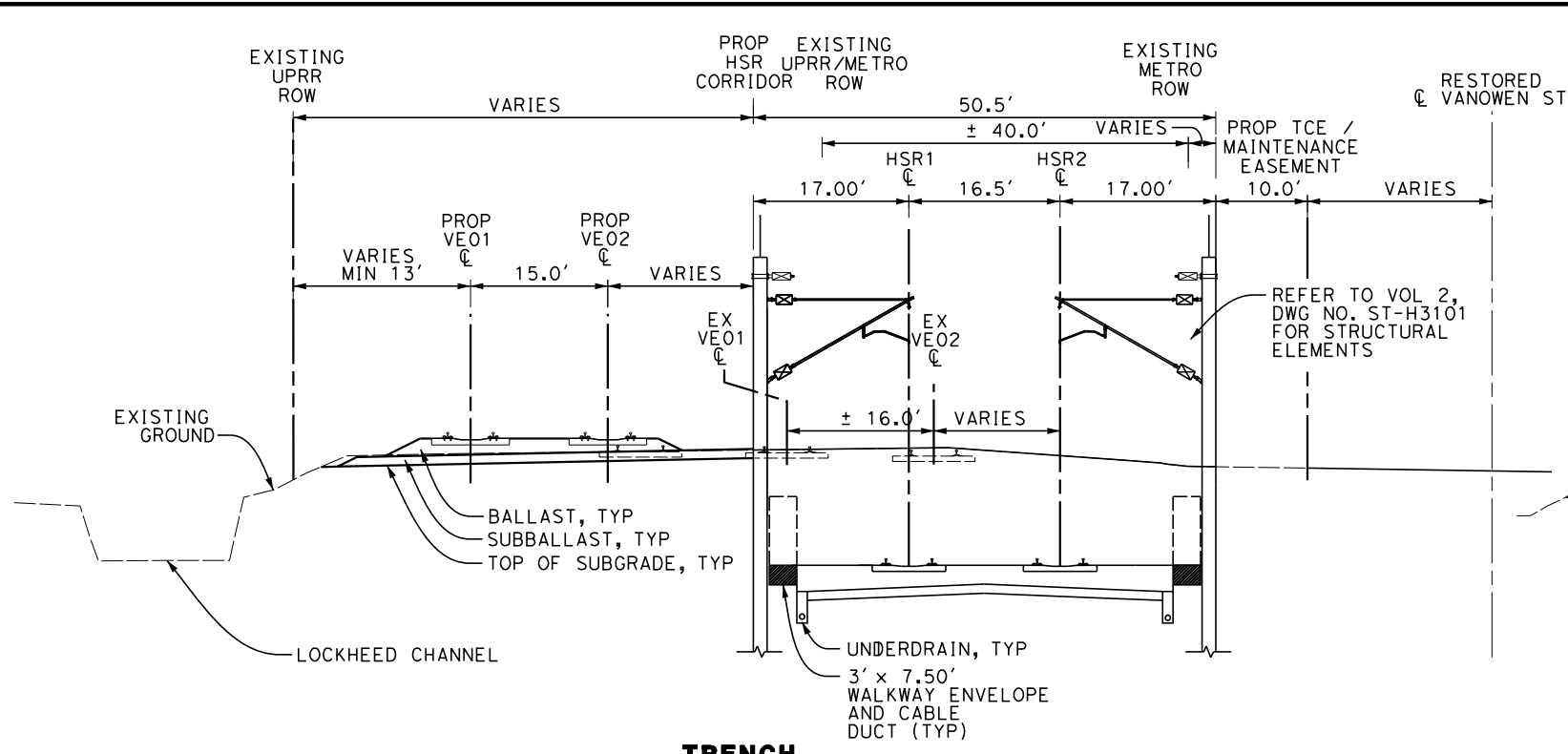
CALIFORNIA HIGH-SPEED TRAIN PROJECT

BURBANK TO LOS ANGELES

PEPD
TRACK SCHEMATIC

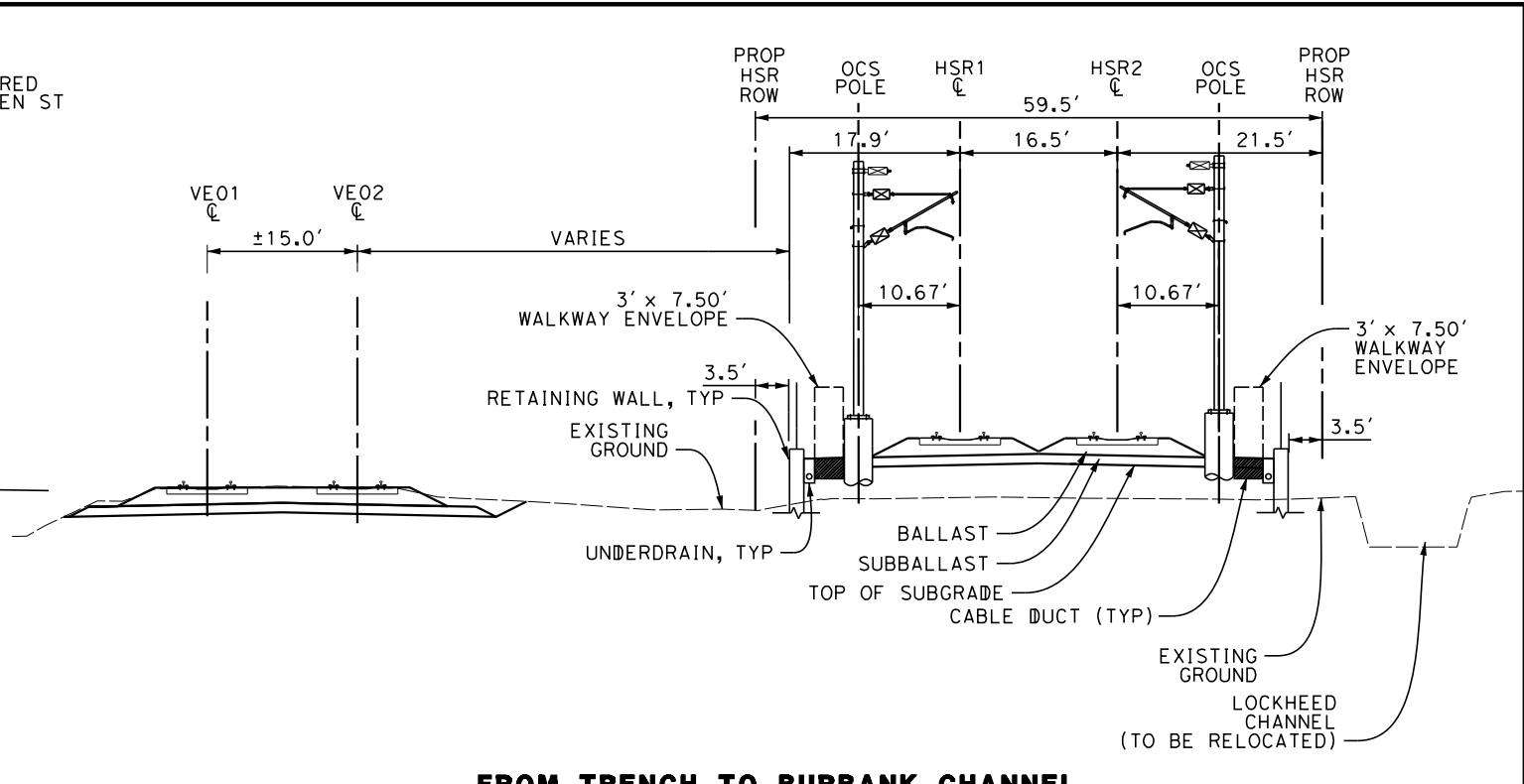
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DRAWING NO. GE-D6101
SCALE NO SCALE
SHEET NO.

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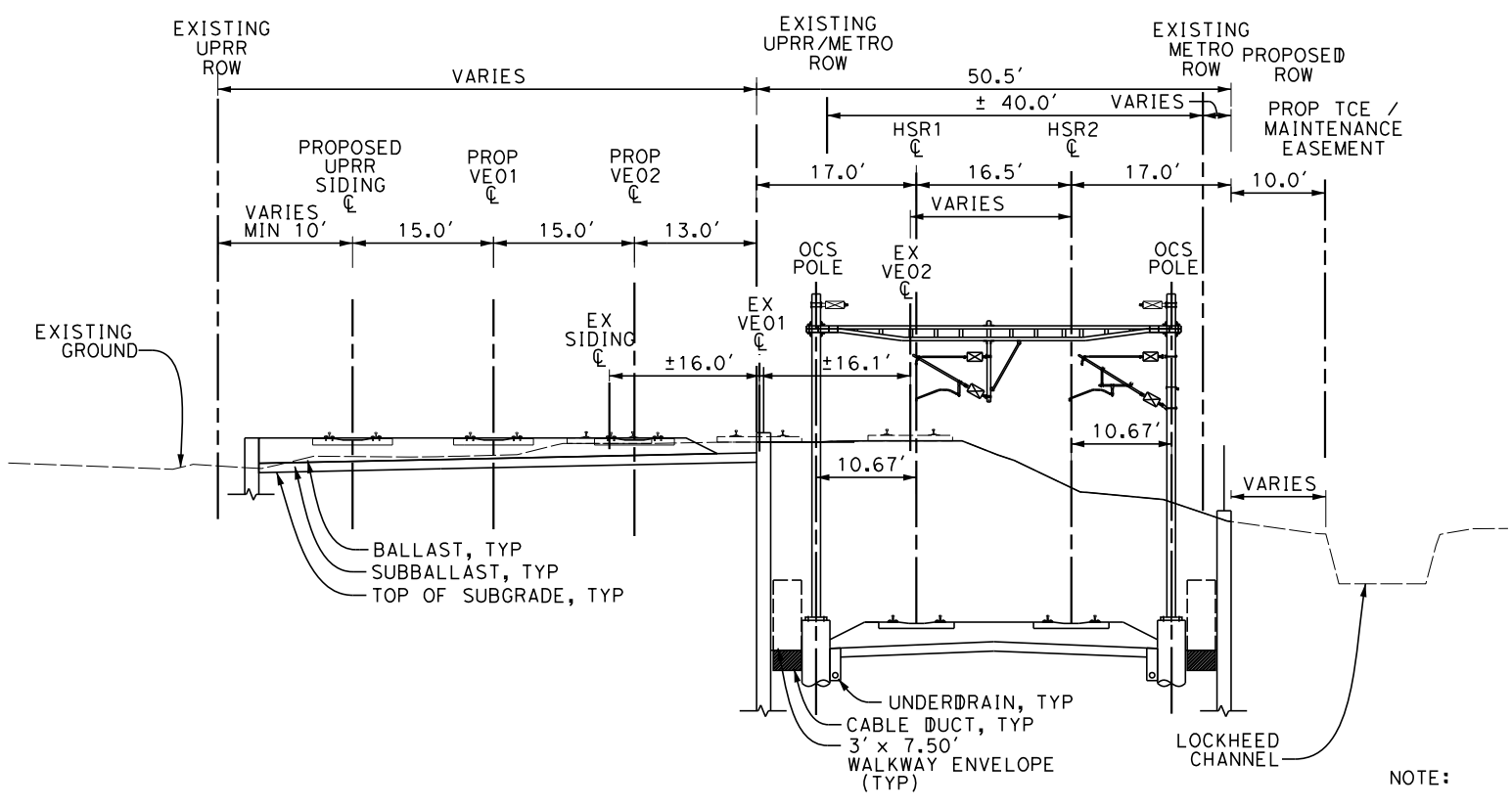
TRENCH

HSR2 3072+50 TO HSR2 3088+00



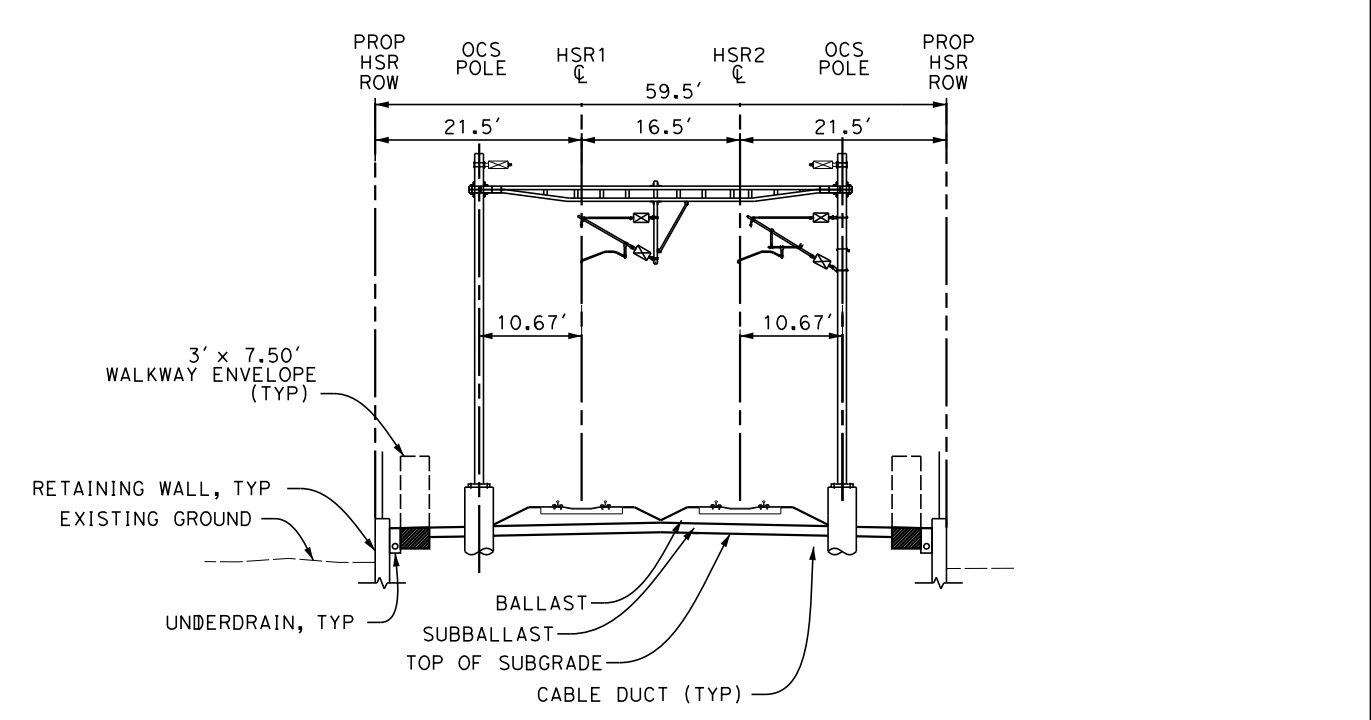
FROM TRENCH TO BURBANK CHANNEL

HSR2 3119+26 TO HSR2 3135+00



TRENCH - PORTAL SECTION

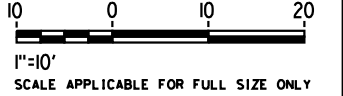
HSR2 3088+00 TO HSR2 3119+26



FROM TRENCH TO BURBANK CHANNEL - PORTAL SECTION

HSR2 3135+00 TO HSR2 3164+00

- NOTE:
1. ALL TRENCH WALLS NEED TO BE ABOVE 100-YEAR FLOODPLAIN ELEVATION BY MINIMUM OF 2 FEET.
 2. SEE VOLUME II, DWG. NO.'S TN-C3001 THROUGH TN-C3006 FOR TYPICAL SECTIONS NORTH OF THIS LOCATION.



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REV	DATE	BY	CHK	APP	DESCRIPTION

DESIGNED BY W. GUO
DRAWN BY W. GUO
CHECKED BY P. MAHONEY
IN CHARGE K. PIRBAZARI
DATE 04/30/2019

PEPD RECORD SET

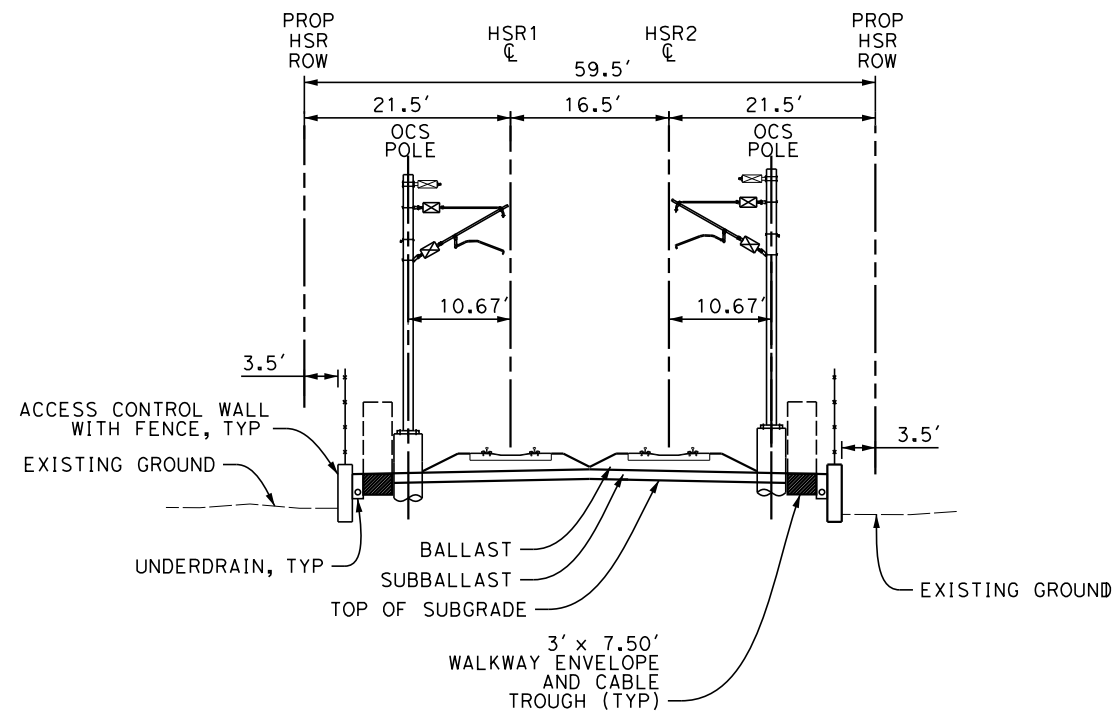
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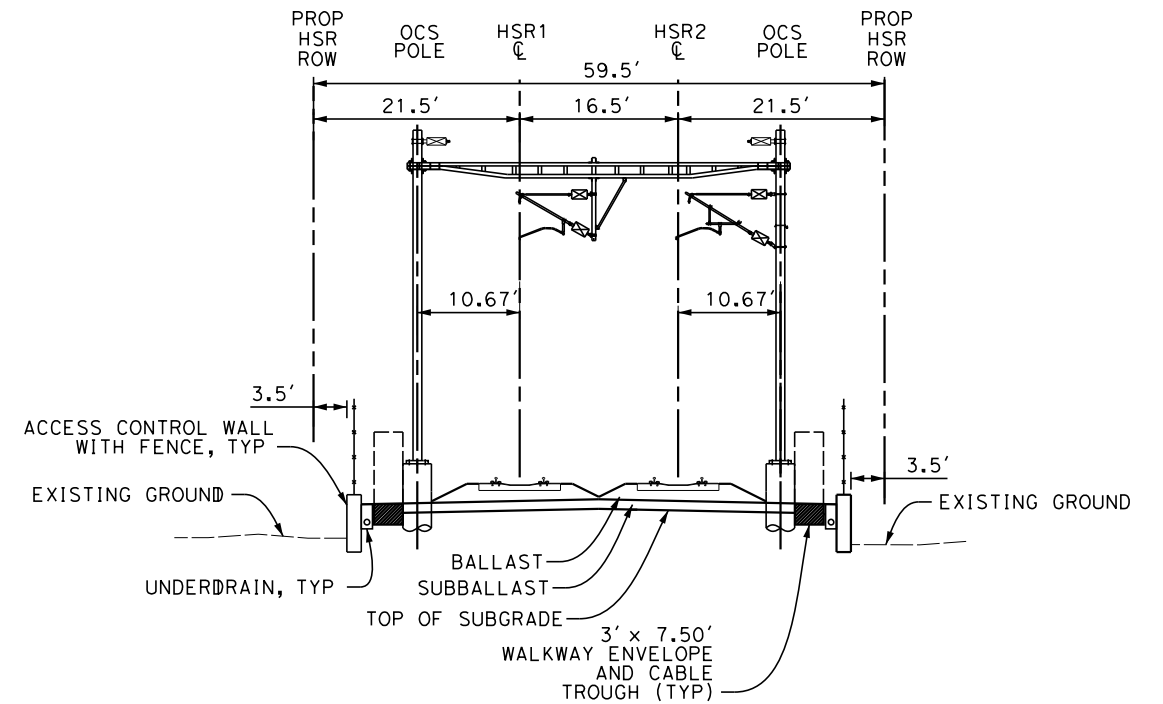
CALIFORNIA HIGH-SPEED TRAIN PROJECT
BURBANK TO LOS ANGELES

PEPD
TYPICAL CROSS SECTIONS
SHEET 3 OF 11

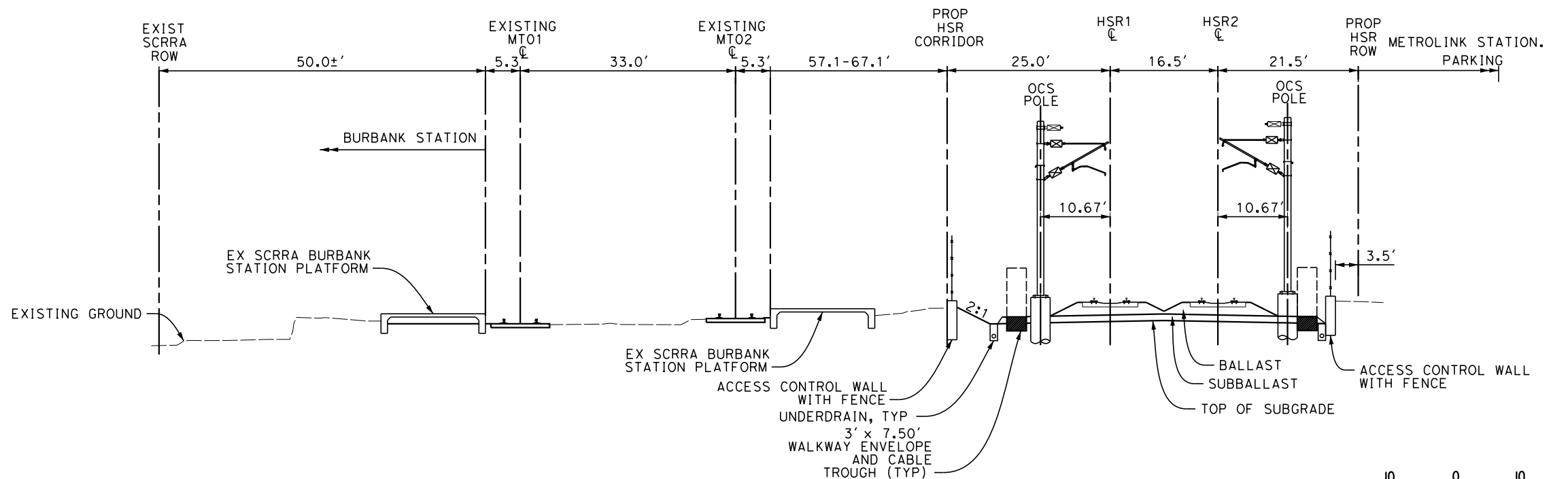
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SHEET NO.



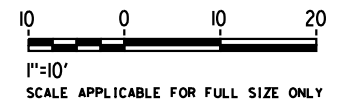
BURBANK CHANNEL TO METROLINK BURBANK STATION
HSR2 3154+20 TO HSR2 3174+70



BURBANK CHANNEL TO METROLINK BURBANK STATION
PORTAL SECTION
HSR2 3154+20 TO HSR2 3174+70



METROLINK BURBANK STATION
HSR2 3174+70 TO HSR2 3180+80



- NOTES:
1. WALKWAYS ARE TO BE PLACED OUTSIDE OF OCS POLES WHERE EXISTING ROW SPACE ALLOWS. CONTRACTOR TO DETERMINE FINAL LOCATIONS OF OCS POLES.
 2. EXISTING TRACKS HAVE A MINIMUM 2' WALKWAY AS REQUIRED PER CPUC GENERAL ORDER 118. EXISTING WALKWAYS ARE TO BE WIDENED TO 3' WHERE ROW PERMITS AND PER COORDINATION WITH RAILROADS.
 3. CPUC GENERAL ORDER 118 REQUIRES A MINIMUM OF 6.5' FROM CENTERLINE OF TRACK TO NEAREST EDGE OF WALKWAY. MINIMUM WALKWAY WIDTHS ARE 2'.
 4. PORTAL SECTIONS ARE REQUIRED EVERY 4 TO 5 CANTILEVER SECTIONS (1050-1260' MAX) IN ORDER TO BREAK UP RESONANCE IN THE OCS AND TO ACCOMMODATE TENSIONING DEVICES.
 5. AR FENCE IS LOCATED 1 FOOT INSIDE FROM AUTHORITY'S ROW (TYP)
 6. STRUCTURAL ELEMENTS ARE NOT TO SCALE.

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DESIGNED BY
A. ZAHER
DRAWN BY
A. ZAHER
CHECKED BY
P. MAHONEY
IN CHARGE
K. PIRBAZARI
DATE
04/30/2019

PEPD
RECORD SET

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CONSTRUCTION



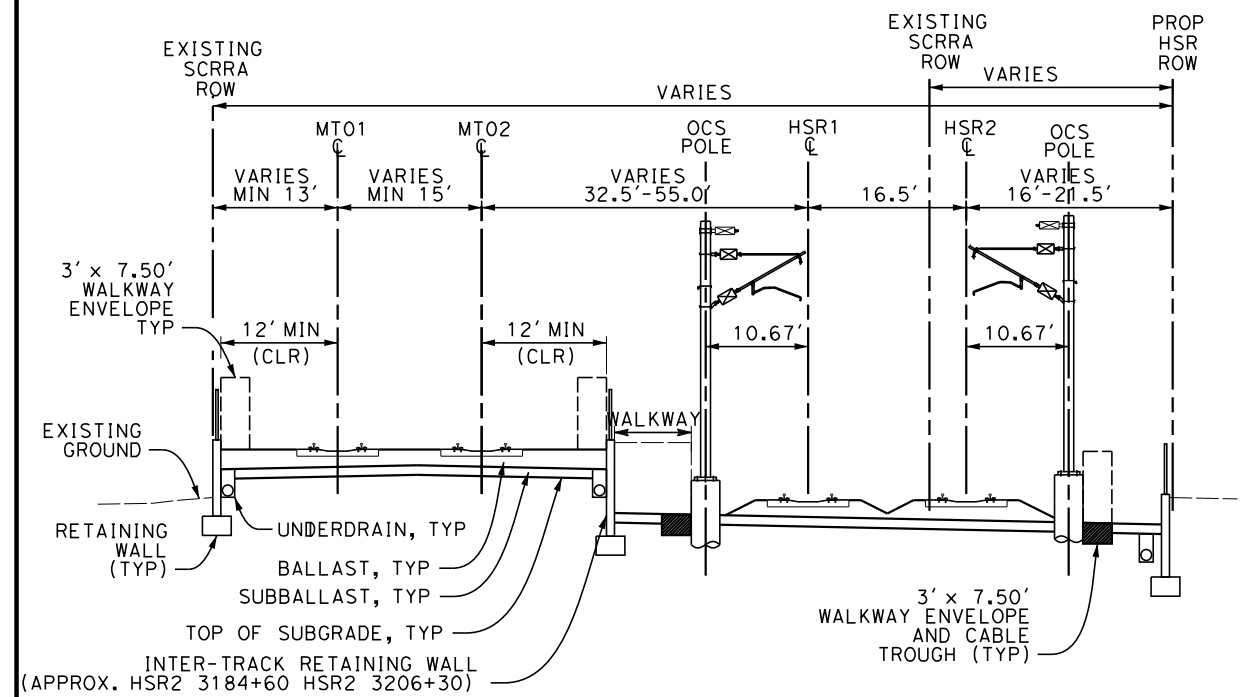
CALIFORNIA HIGH-SPEED TRAIN PROJECT
BURBANK TO LOS ANGELES

PEPD
TYPICAL CROSS SECTIONS
SHEET 4 OF 11

CONTRACT NO.
HSR14-39
DRAWING NO.
TT-D3104
SCALE
AS SHOWN
SHEET NO.

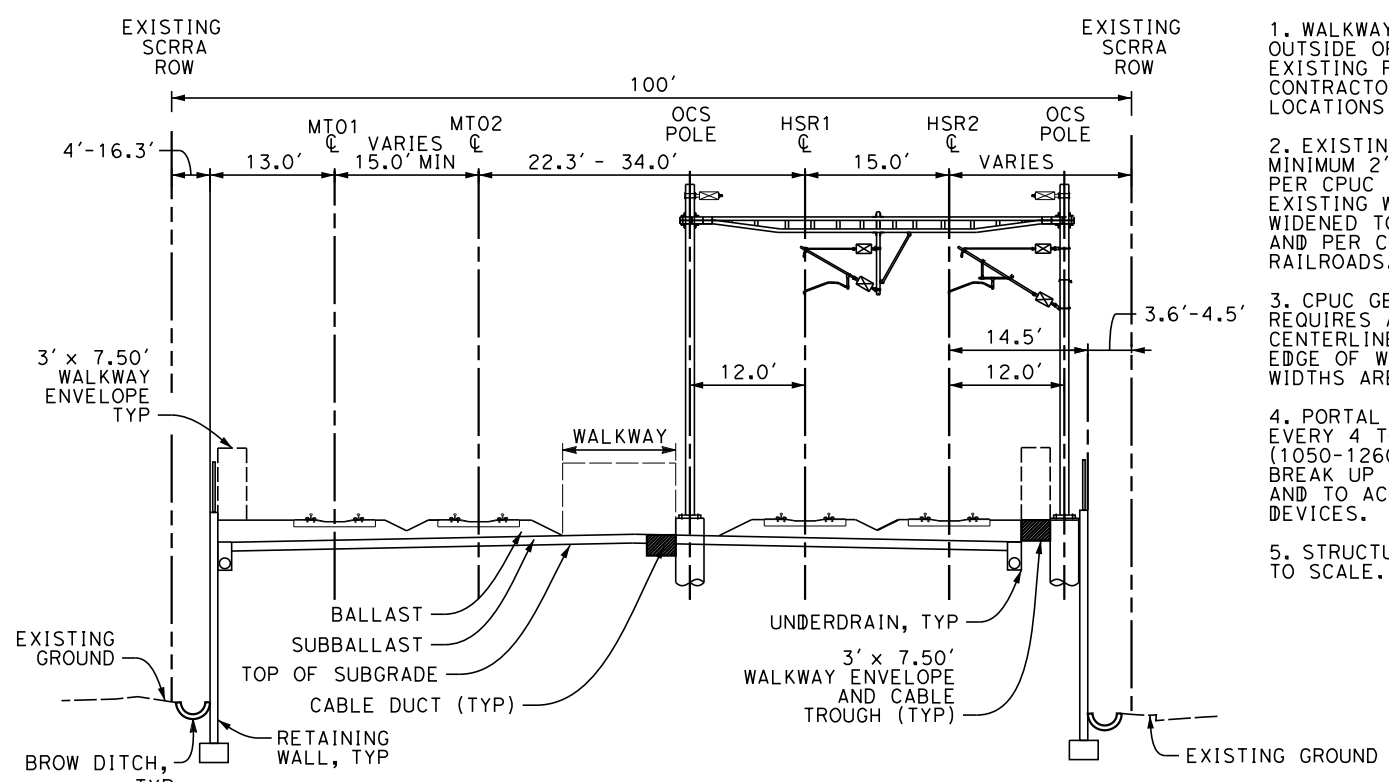
NOTES:

1. WALKWAYS ARE TO BE PLACED OUTSIDE OF OCS POLES WHERE EXISTING ROW SPACE ALLOWS. CONTRACTOR TO DETERMINE FINAL LOCATIONS OF OCS POLES.
2. EXISTING TRACKS HAVE A MINIMUM 2' WALKWAY AS REQUIRED PER CPUC GENERAL ORDER 118. EXISTING WALKWAYS ARE TO BE WIDENED TO 3' WHERE ROW PERMITS AND PER COORDINATION WITH RAILROADS.
3. CPUC GENERAL ORDER 118 REQUIRES A MINIMUM OF 6.5' FROM CENTERLINE OF TRACK TO NEAREST EDGE OF WALKWAY. MINIMUM WALKWAY WIDTHS ARE 2'.
4. PORTAL SECTIONS ARE REQUIRED EVERY 4 TO 5 CANTILEVER SECTIONS (1050-1260' MAX) IN ORDER TO BREAK UP RESONANCE IN THE OCS AND TO ACCOMMODATE TENSIONING DEVICES.
5. STRUCTURAL ELEMENTS ARE NOT TO SCALE.



FROM METROLINK BURBANK STATION TO I-5 FREEWAY

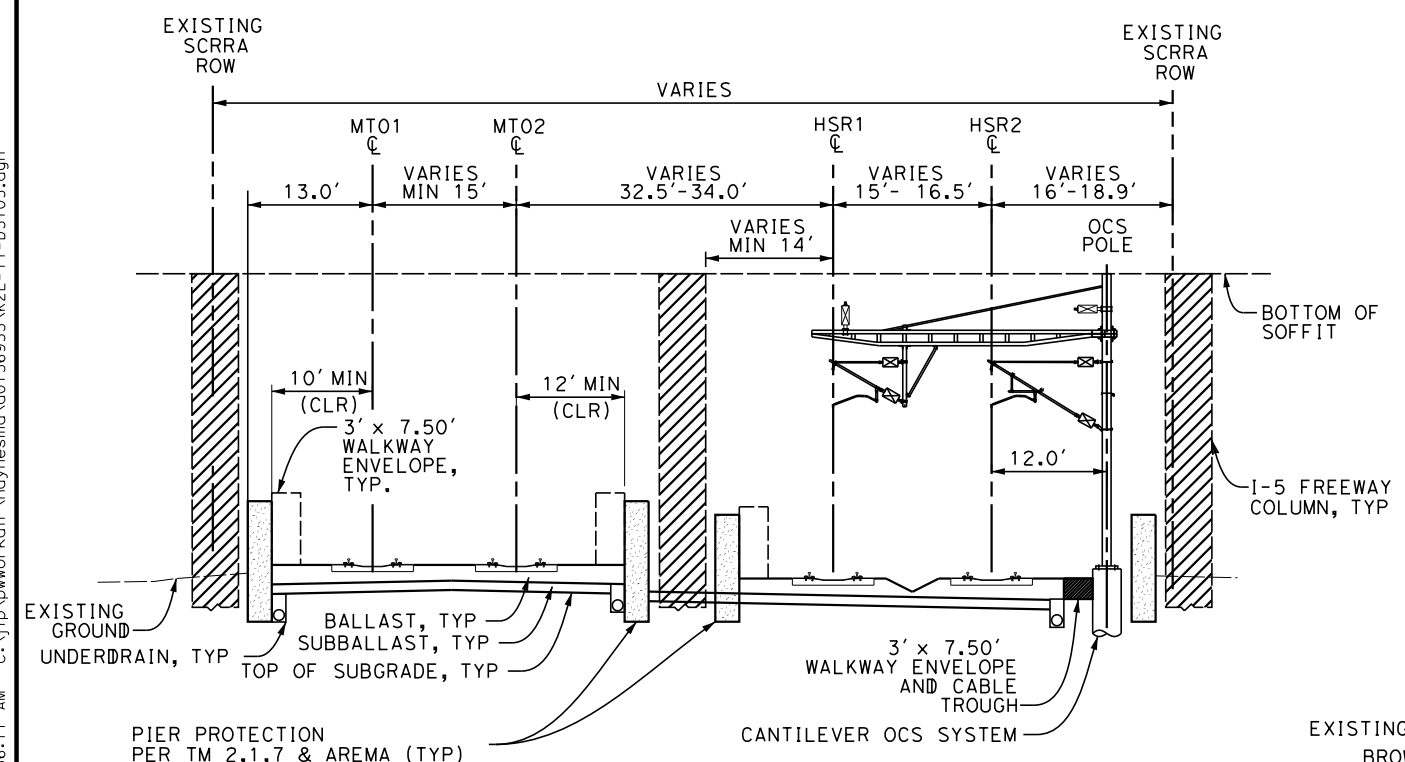
HSR2 3180+80 TO HSR2 3200+00
HSR2 3202+20 TO HSR2 3206+30



RETAINED FILL (FROM I-5 FREEWAY TO SR-134 FREEWAY)

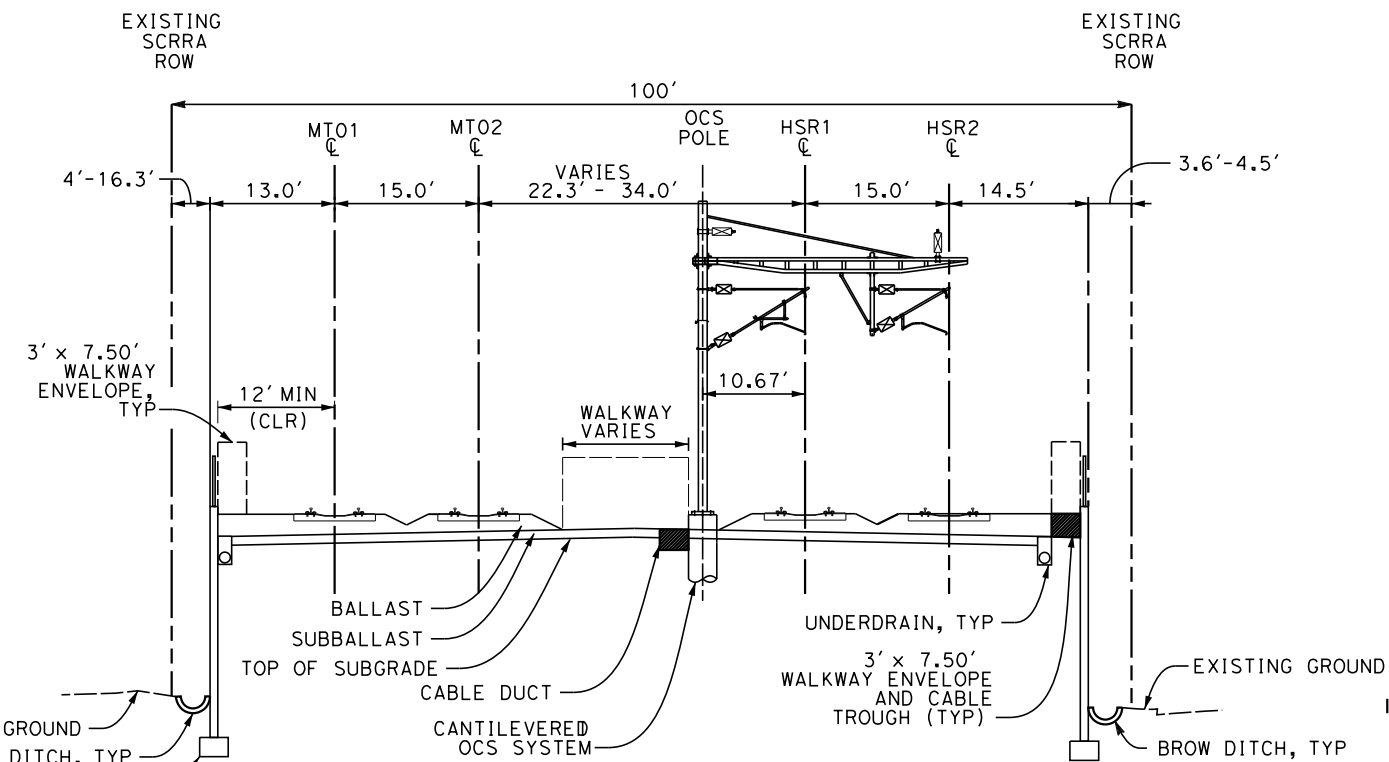
PORTAL SECTION

HSR2 3206+30 TO HSR2 3220+70
HSR2 3261+00 TO HSR2 3317+00



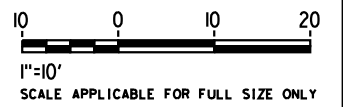
I-5 FREEWAY - CANTILEVER SECTION

HSR2 3200+00 TO HSR2 3202+20



RETAINED FILL (FROM I-5 FREEWAY TO SR-134 FREEWAY)

HSR2 3206+30 TO HSR2 3220+70
HSR2 3261+00 TO HSR2 3317+00



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REV	DATE	BY	CHK	APP	DESCRIPTION

DESIGNED BY
A. ZAHER
DRAWN BY
A. ZAHER
CHECKED BY
P. MAHONEY
IN CHARGE
K. PIRBAZARI
DATE
04/30/2019

PEPD RECORD SET

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CALIFORNIA HIGH-SPEED TRAIN PROJECT
BURBANK TO LOS ANGELES

PEPD
TYPICAL CROSS SECTIONS
SHEET 5 OF 11

CONTRACT NO.
HSR14-39
DRAWING NO.
TT-D3105
SCALE
AS SHOWN
SHEET NO.

NOTES:

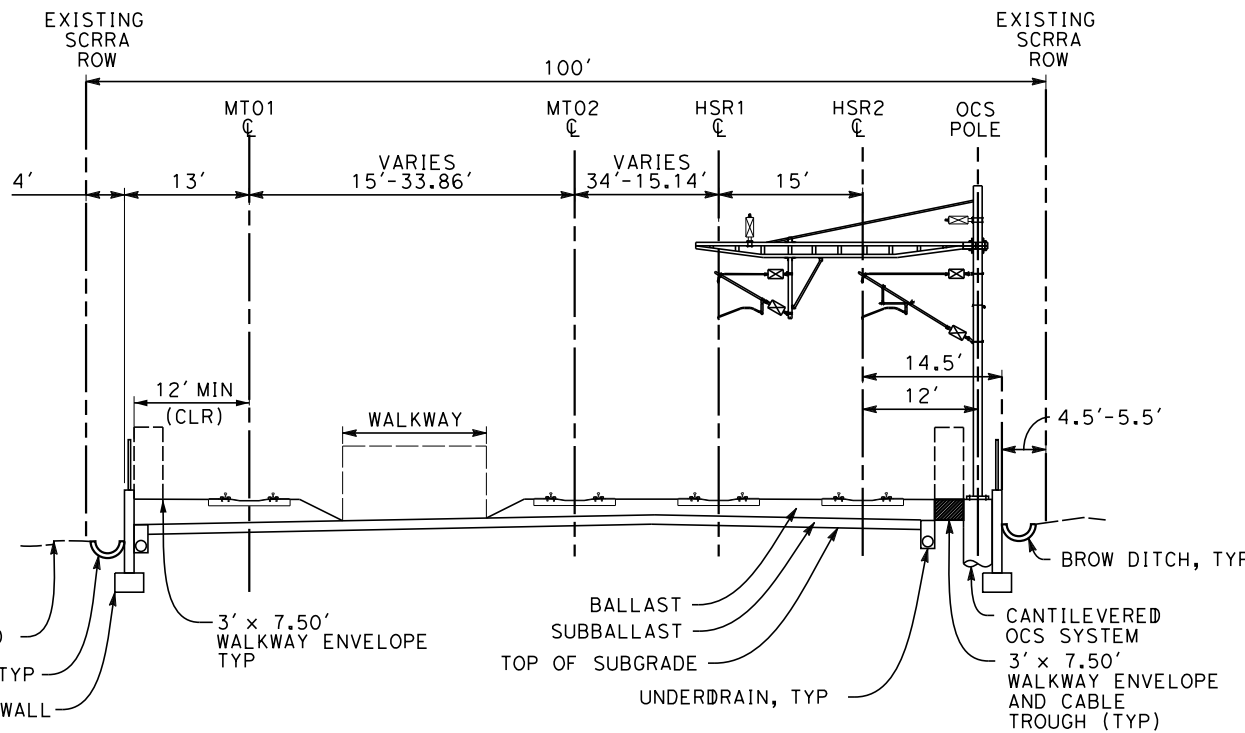
1. WALKWAYS ARE TO BE PLACED OUTSIDE OF OCS POLES WHERE EXISTING ROW SPACE ALLOWS. CONTRACTOR TO DETERMINE FINAL LOCATIONS OF OCS POLES.

2. EXISTING TRACKS HAVE A MINIMUM 2' WALKWAY AS REQUIRED PER CPUC GENERAL ORDER 118. EXISTING WALKWAYS ARE TO BE WIDENED TO 3' WHERE ROW PERMITS AND PER COORDINATION WITH RAILROADS.

3. CPUC GENERAL ORDER 118 REQUIRES A MINIMUM OF 6.5' FROM CENTERLINE OF TRACK TO NEAREST EDGE OF WALKWAY. MINIMUM WALKWAY WIDTHS ARE 2'.

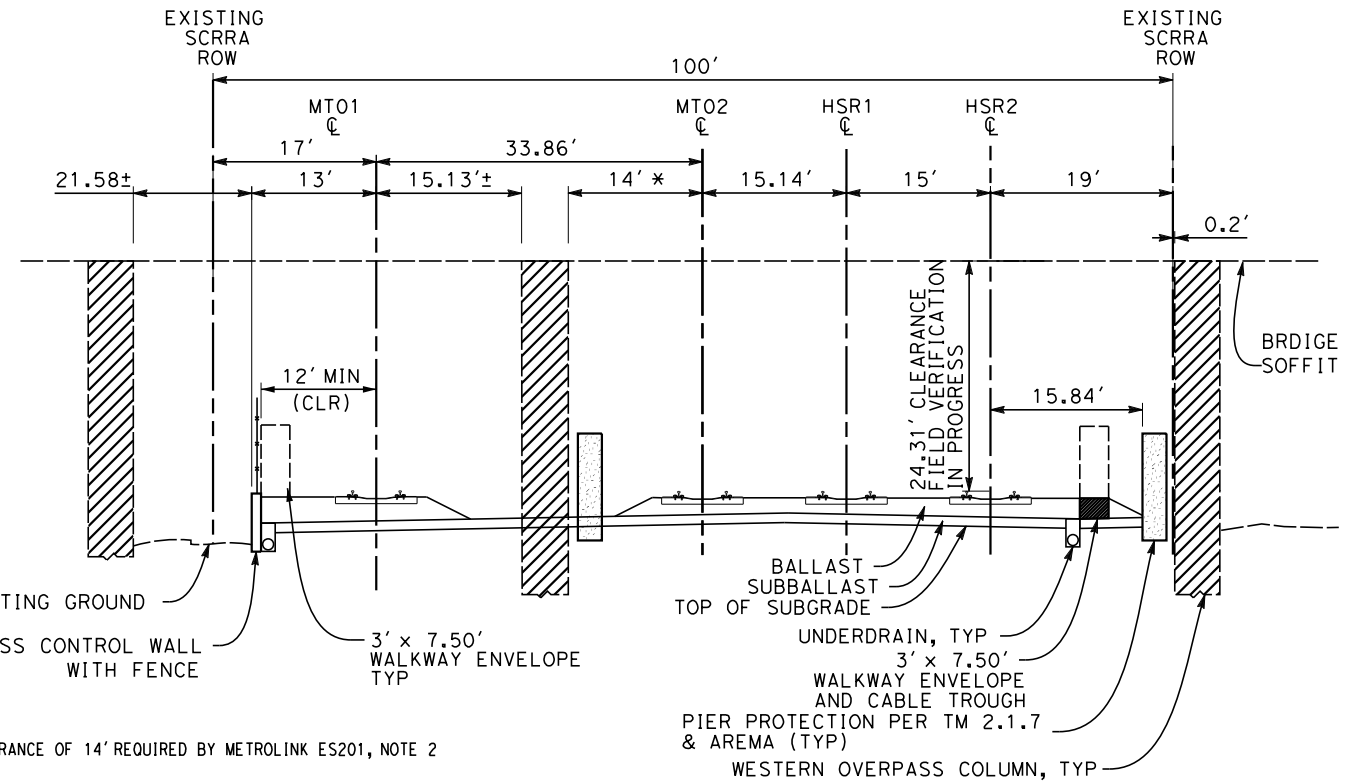
4. PORTAL SECTIONS ARE REQUIRED EVERY 4 TO 5 CANTILEVER SECTIONS (1050-1260' MAX) IN ORDER TO BREAK UP RESONANCE IN THE OCS AND TO ACCOMMODATE TENSIONING DEVICES.

5. STRUCTURAL ELEMENTS ARE NOT TO SCALE.



WESTERN AVENUE APPROACH - CANTILEVER SECTION

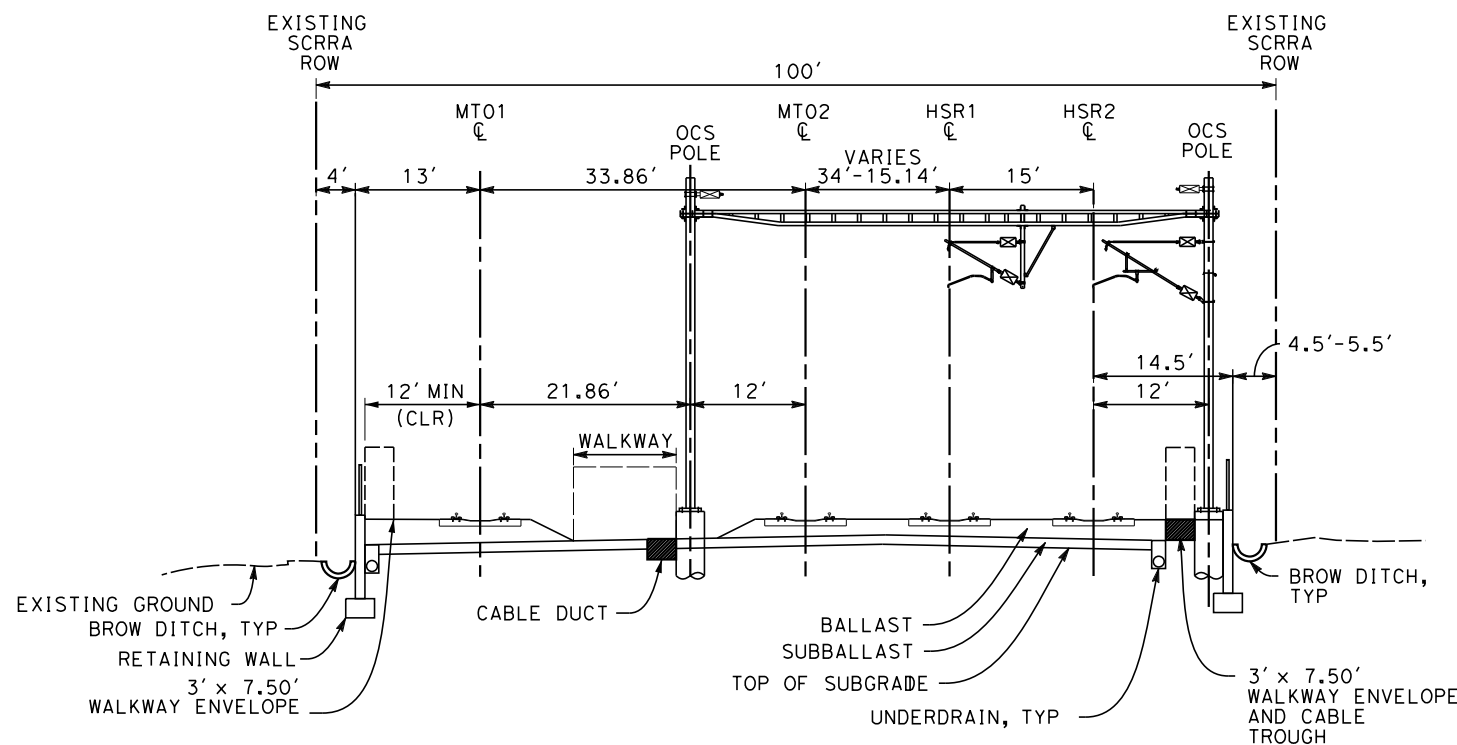
HSR2 3220+70 TO HSR2 3249+10
HSR2 3249+72 TO HSR2 3261+00



WESTERN AVENUE

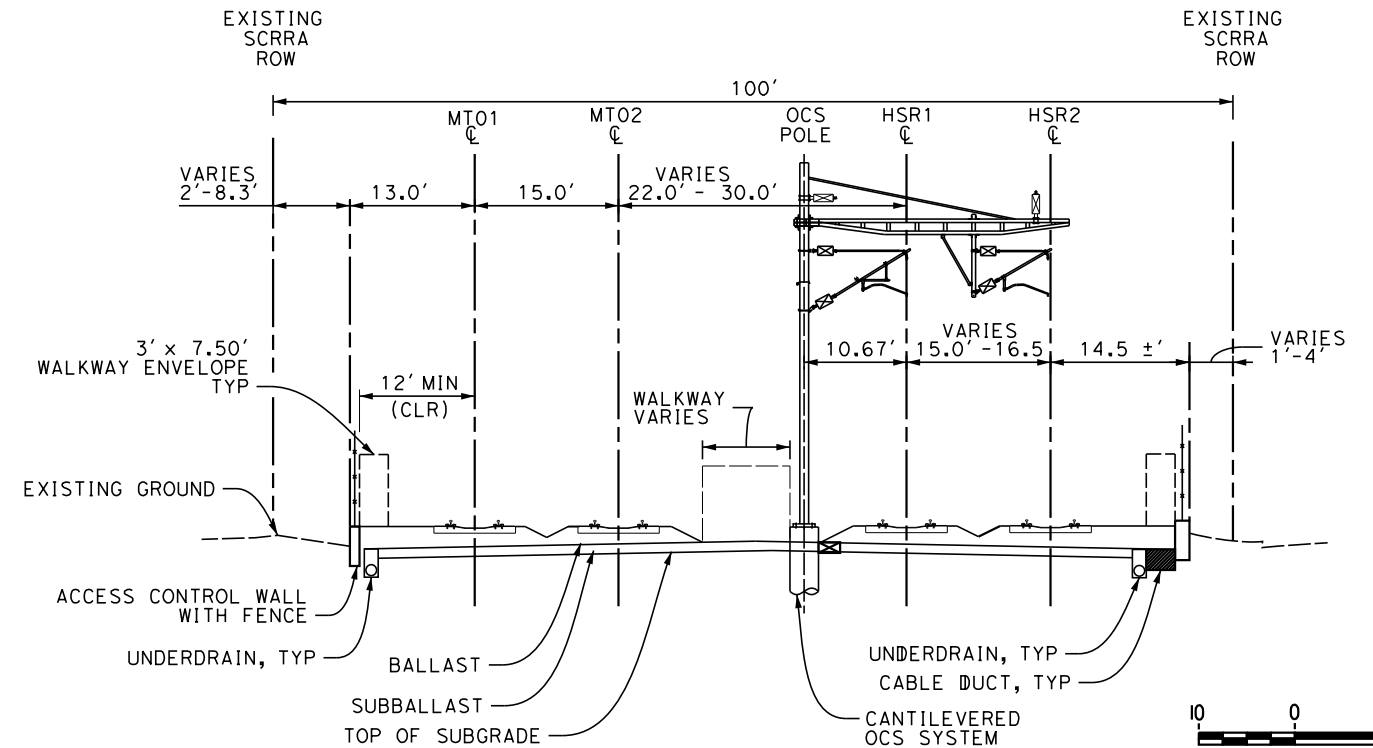
HSR2 3249+10 TO HSR2 3249+72

* MIN CLEARANCE OF 14' REQUIRED BY METROLINK ES201, NOTE 2



WESTERN AVENUE APPROACH - PORTAL SECTION

HSR2 3220+70 TO HSR2 3249+10
HSR2 3249+72 TO HSR2 3261+00



SR-134 FREEWAY APPROACH - CANTILEVER SECTION

HSR2 3317+00 TO HSR2 3322+83
HSR2 3325+13 TO HSR2 3328+32

1"=10'
SCALE APPLICABLE FOR FULL SIZE ONLY

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REV	DATE	BY	CHK	APP	DESCRIPTION

DESIGNED BY
A. ZAHER
DRAWN BY
A. ZAHER
CHECKED BY
P. MAHONEY
IN CHARGE
K. PIRBAZARI
DATE
04/30/2019

PEPD
RECORD SET

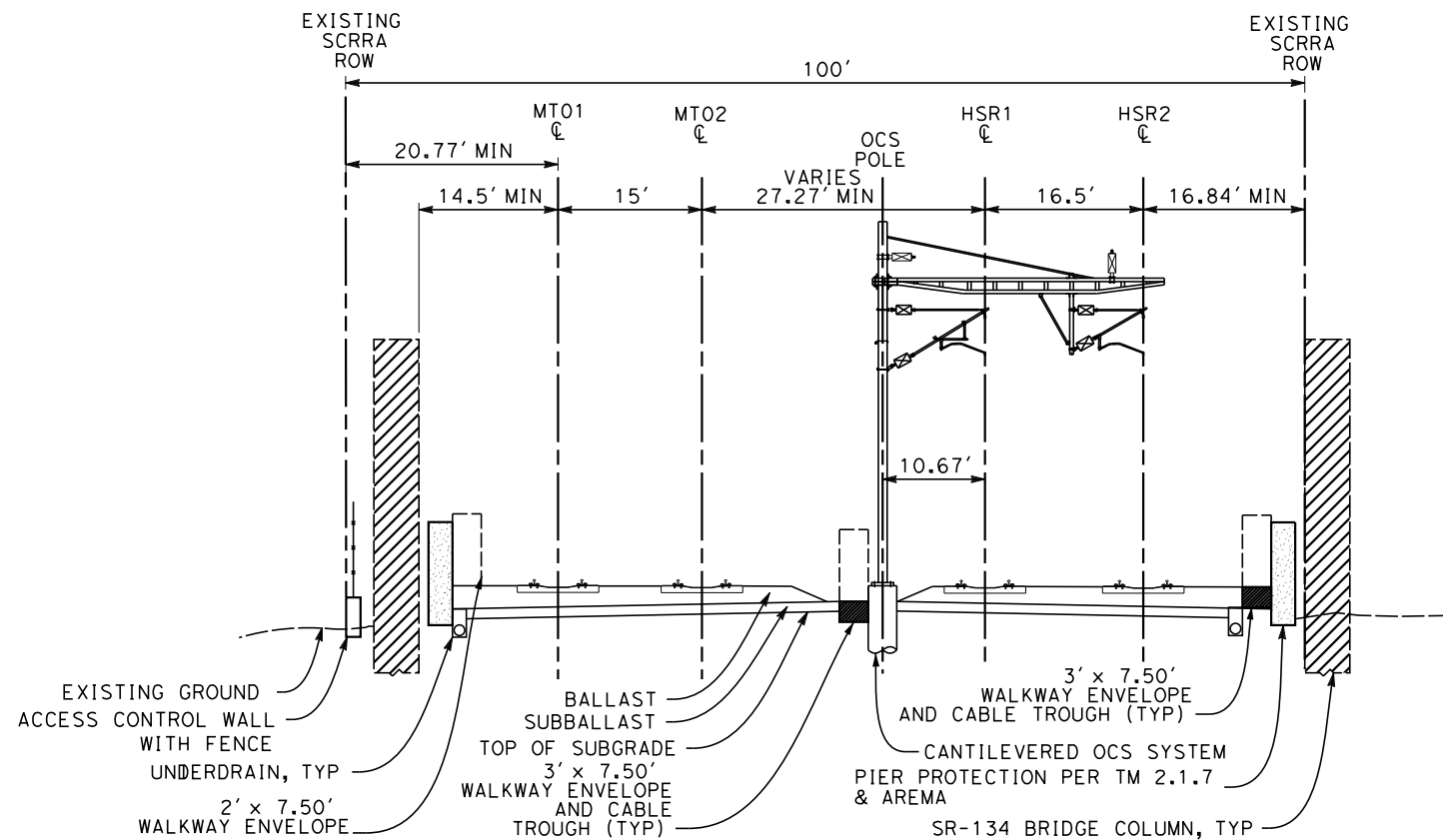
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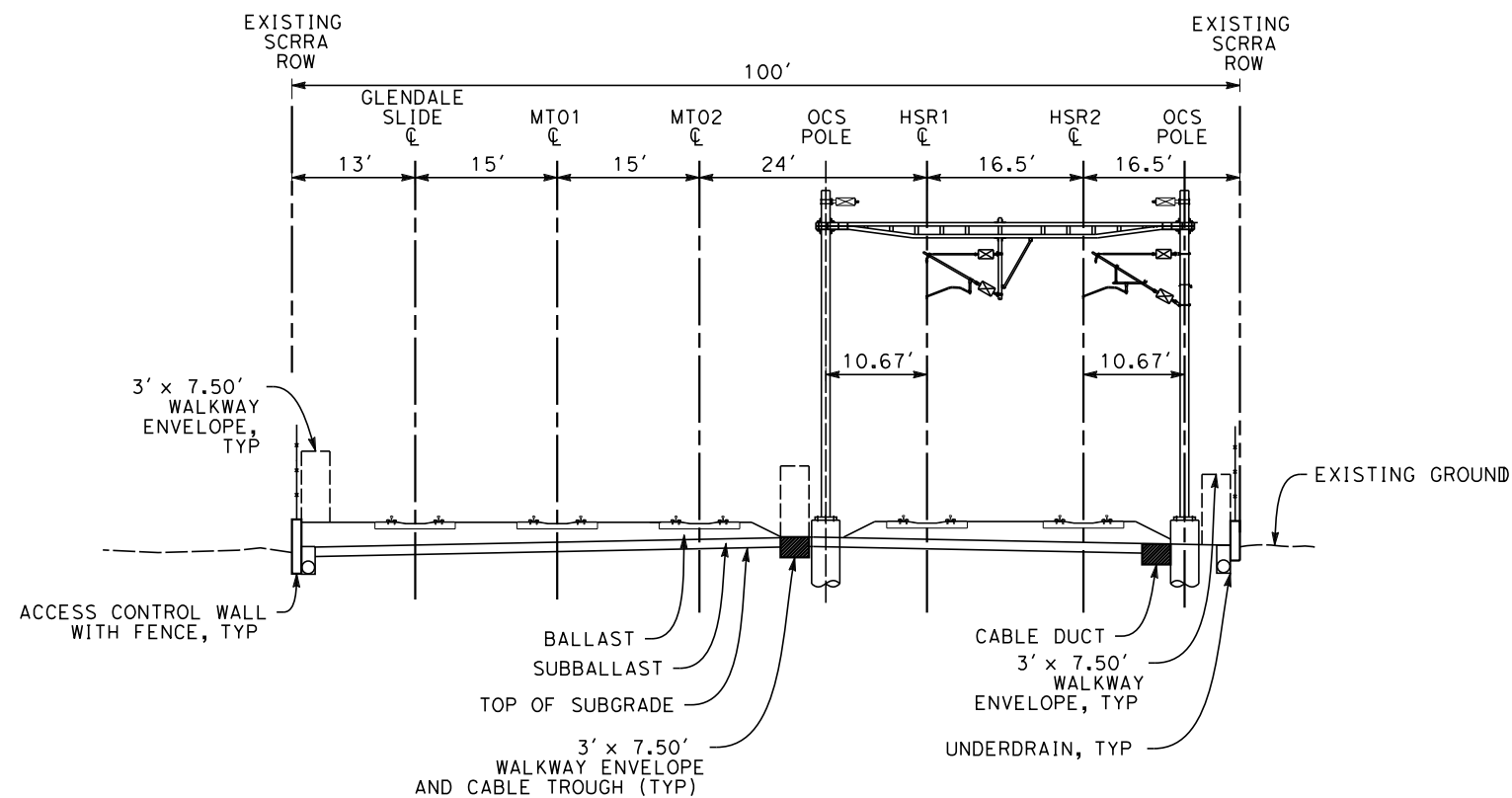
CALIFORNIA HIGH-SPEED TRAIN PROJECT
BURBANK TO LOS ANGELES

PEPD
TYPICAL CROSS SECTIONS
SHEET 6 OF 11

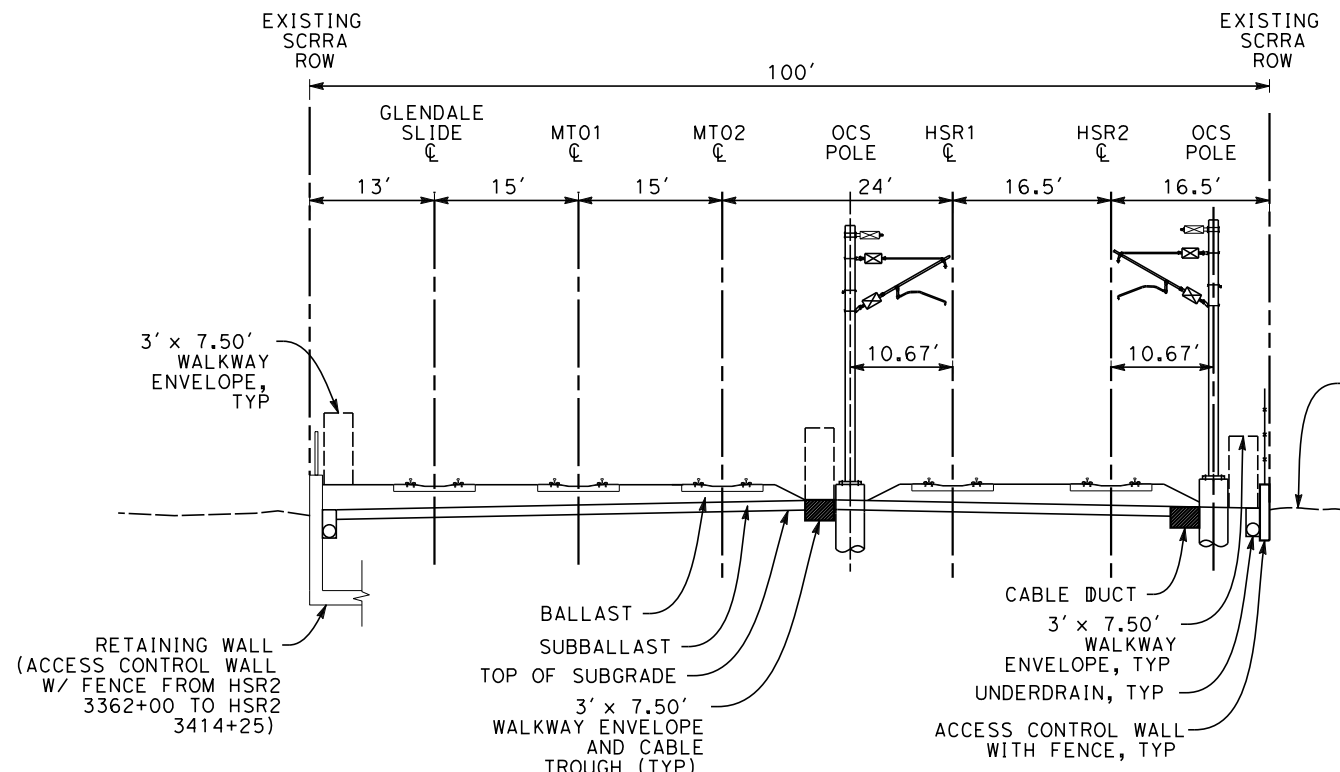
CONTRACT NO.
HSR14-39
DRAWING NO.
TT-D3106
SCALE
AS SHOWN
SHEET NO.



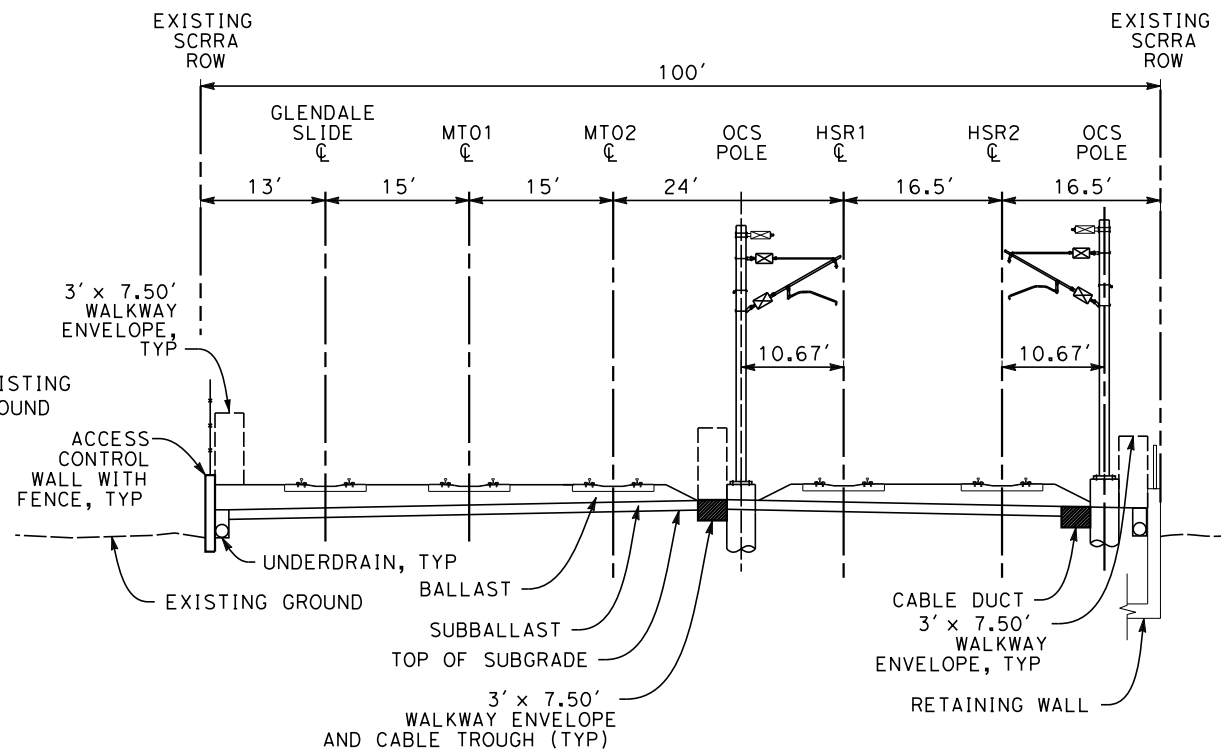
SR-134 FREEWAY - CANTILEVER SECTION
HSR2 3322+83 TO HSR2 3325+13



GLENDALE SLIDE - PORTAL SECTION
HSR2 3328+32 TO HSR2 3365+00
HSR2 3379+00 TO HSR2 3414+25

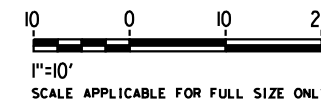


GLENDALE SLIDE
HSR2 3328+32 TO HSR2 3365+00
HSR2 3379+00 TO HSR2 3414+25



GLENDALE SLIDE
HSR2 3365+00 TO HSR2 3379+00

- NOTES:
1. WALKWAYS ARE TO BE PLACED OUTSIDE OF OCS POLES WHERE EXISTING ROW SPACE ALLOWS. CONTRACTOR TO DETERMINE FINAL LOCATIONS OF OCS POLES.
 2. EXISTING TRACKS HAVE A MINIMUM 2' WALKWAY AS REQUIRED PER CPUC GENERAL ORDER 118. EXISTING WALKWAYS ARE TO BE WIDENED TO 3' WHERE ROW PERMITS AND PER COORDINATION WITH RAILROADS.
 3. CPUC GENERAL ORDER 118 REQUIRES A MINIMUM OF 6.5' FROM CENTERLINE OF TRACK TO NEAREST EDGE OF WALKWAY. MINIMUM WALKWAY WIDTHS ARE 2'.
 4. PORTAL SECTIONS ARE REQUIRED EVERY 4 TO 5 CANTILEVER SECTIONS (1050-1260' MAX) IN ORDER TO BREAK UP RESONANCE IN THE OCS AND TO ACCOMMODATE TENSIONING DEVICES.
 5. STRUCTURAL ELEMENTS ARE NOT TO SCALE.



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REV	DATE	BY	CHK	APP	DESCRIPTION

DESIGNED BY A. ZAHER
DRAWN BY A. ZAHER
CHECKED BY P. MAHONEY
IN CHARGE K. PIRBAZARI
DATE 04/30/2019

PEPD RECORD SET

NOT FOR CONSTRUCTION



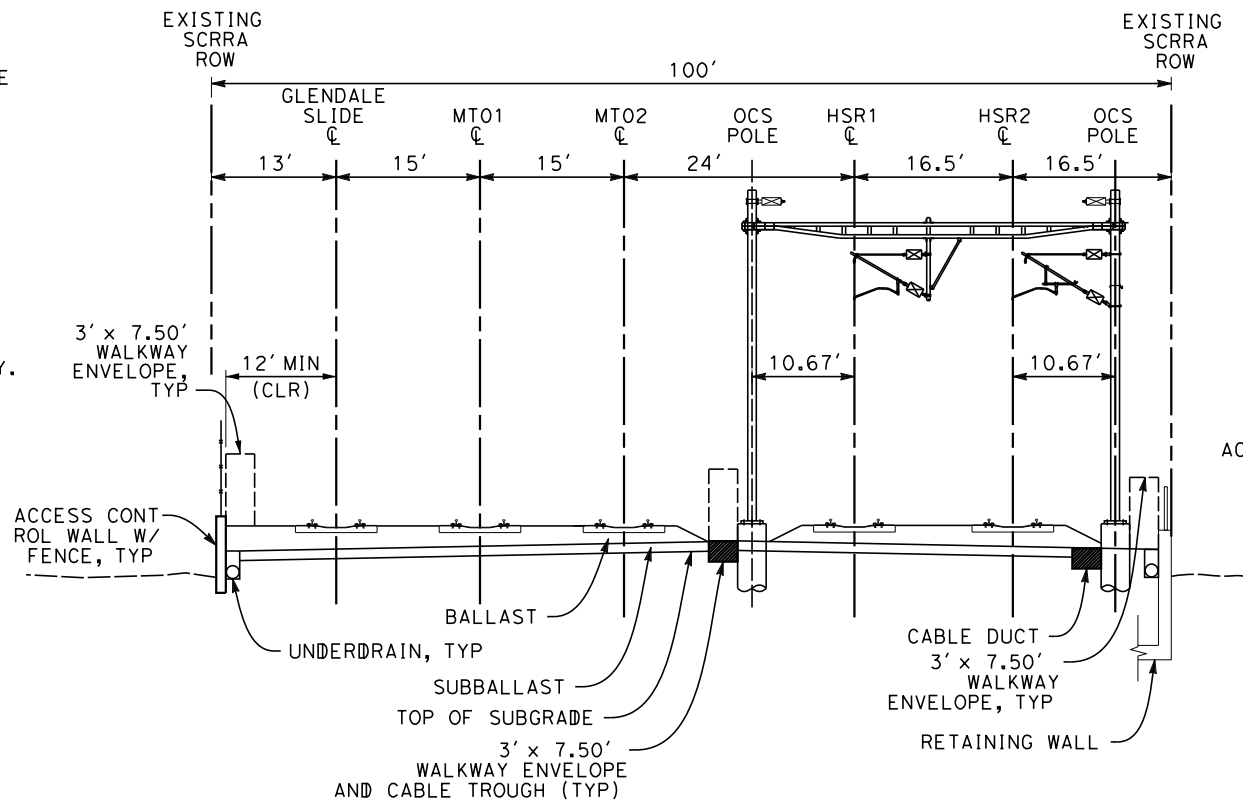
CALIFORNIA HIGH-SPEED TRAIN PROJECT
BURBANK TO LOS ANGELES

PEPD
TYPICAL CROSS SECTIONS
SHEET 7 OF 11

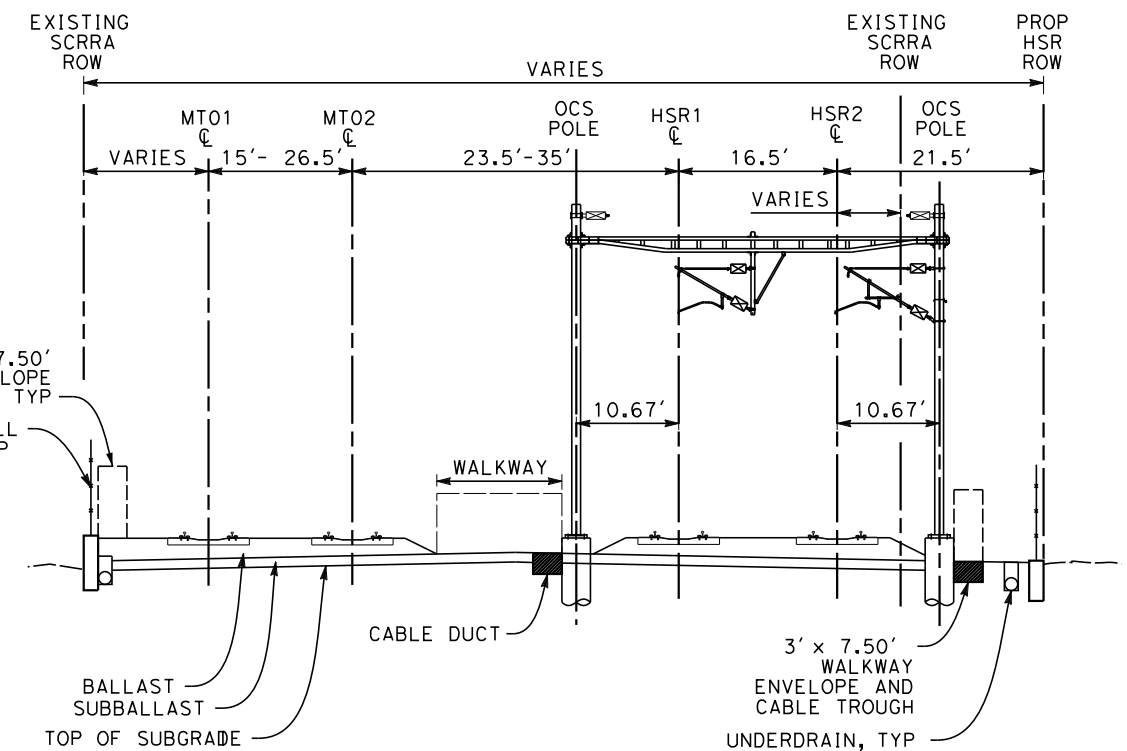
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SHEET NO.

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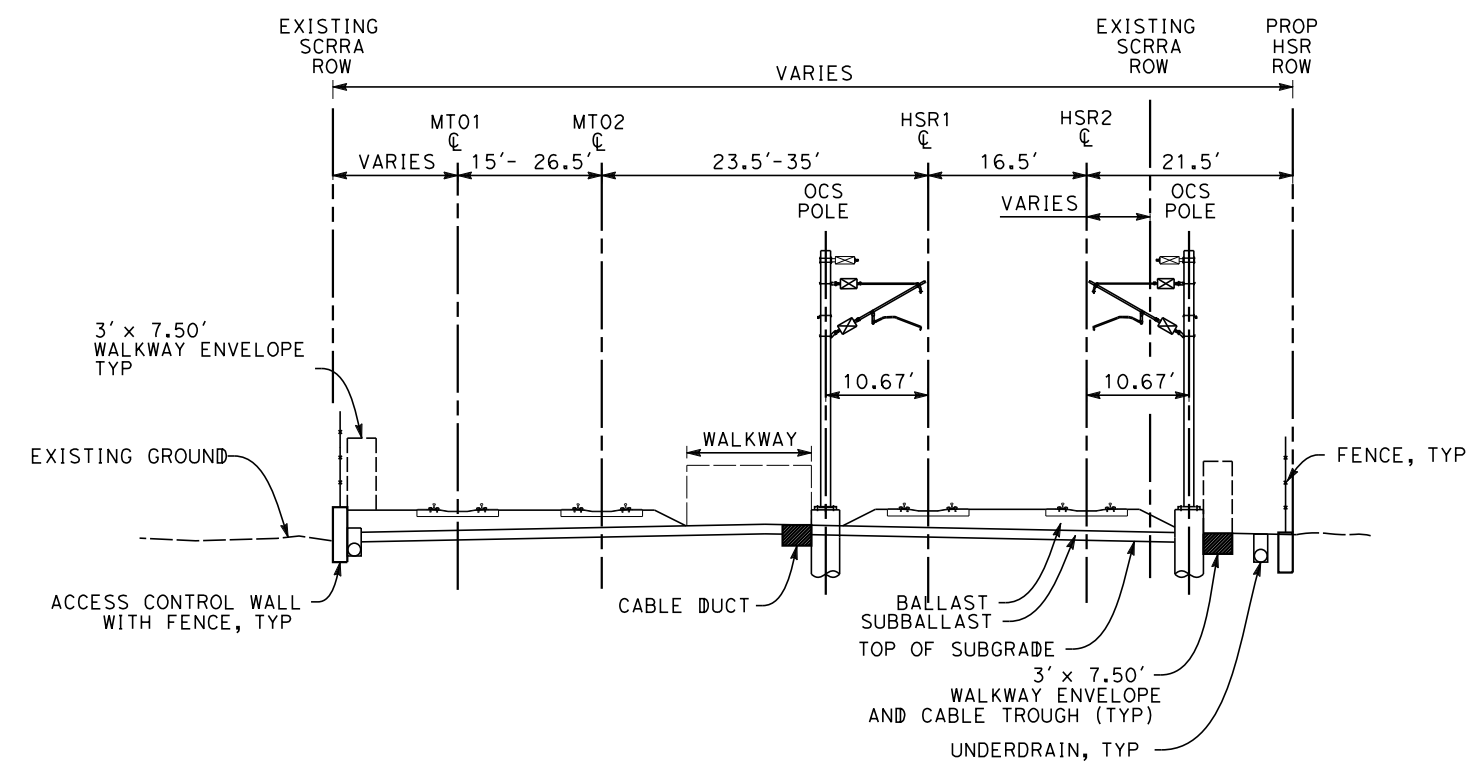
1. WALKWAYS ARE TO BE PLACED OUTSIDE OF OCS POLES WHERE EXISTING ROW SPACE ALLOWS. CONTRACTOR TO DETERMINE FINAL LOCATIONS OF OCS POLES.
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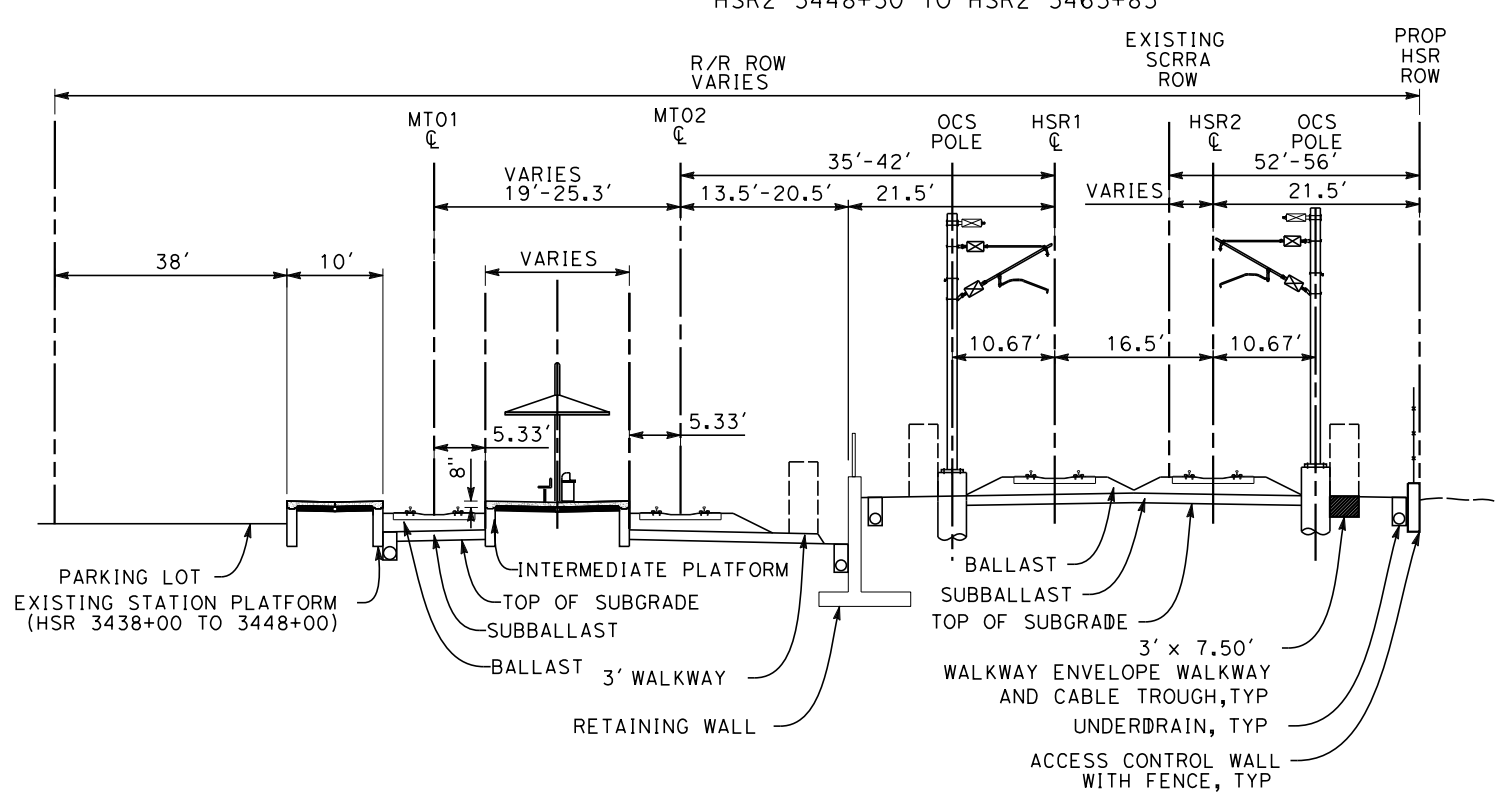
GLENDALE SLIDE - PORTAL SECTION
HSR2 3365+00 TO HSR2 3379+00



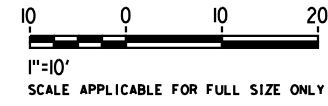
END OF GLENDALE SLIDE TO FLETCHER DR PORTAL SECTION
HSR2 3414+25 TO HSR2 3434+80
HSR2 3448+30 TO HSR2 3463+85



END OF GLENDALE SLIDE TO FLETCHER DR
HSR2 3414+25 TO HSR2 3434+80
HSR2 3448+30 TO HSR2 3463+85



GLENDALE STATION
HSR2 3434+80 TO HSR2 3448+30



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4/30/2019 9:36:25 AM c:\jip\pwworkdir\haynesma\d0136953\k2l-tt-d3108.dgn

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DESIGNED BY
A. ZAHER
DRAWN BY
A. ZAHER
CHECKED BY
P. MAHONEY
IN CHARGE
K. PIRBAZARI
DATE
04/30/2019

PEPD RECORD SET

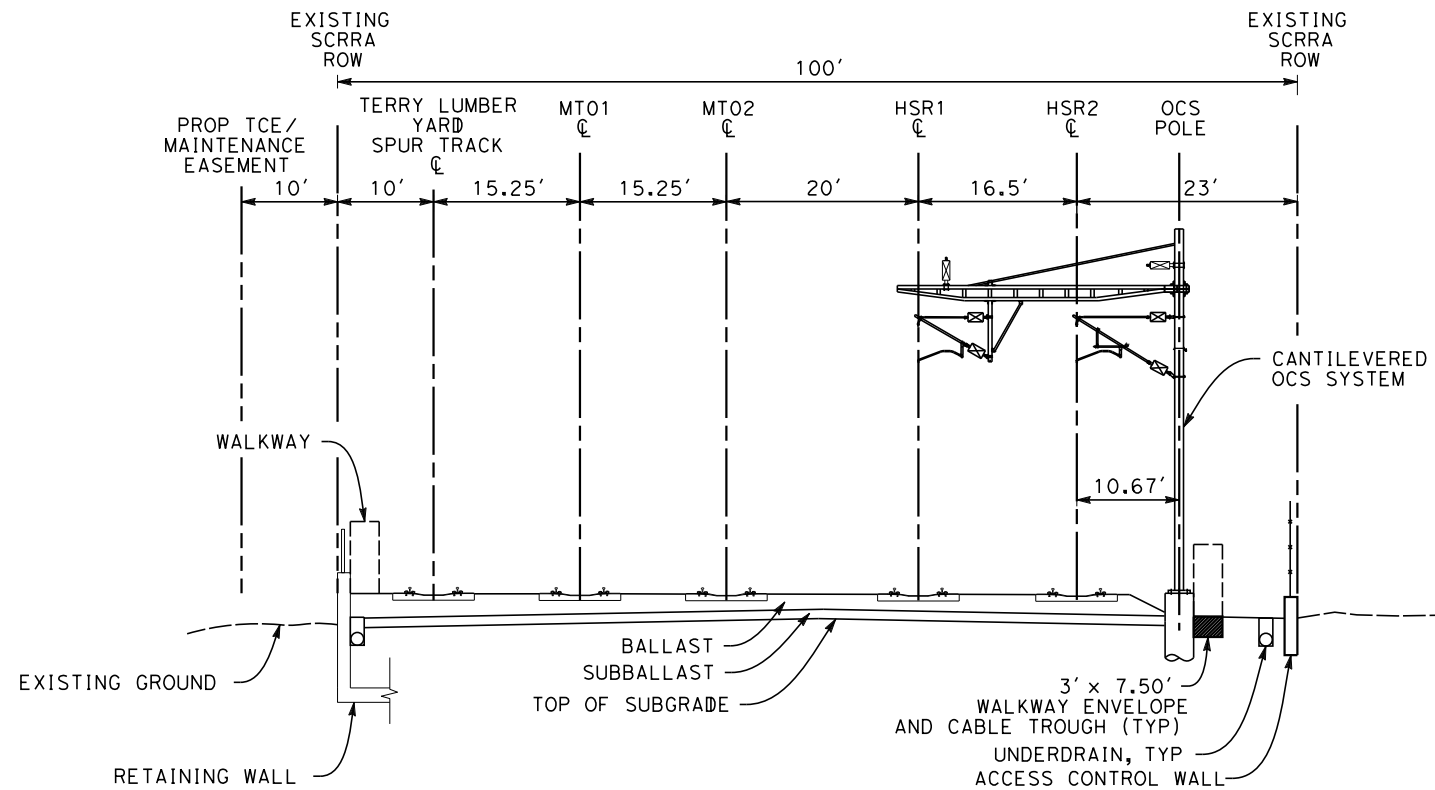
NOT FOR CONSTRUCTION



CALIFORNIA HIGH-SPEED TRAIN PROJECT
BURBANK TO LOS ANGELES

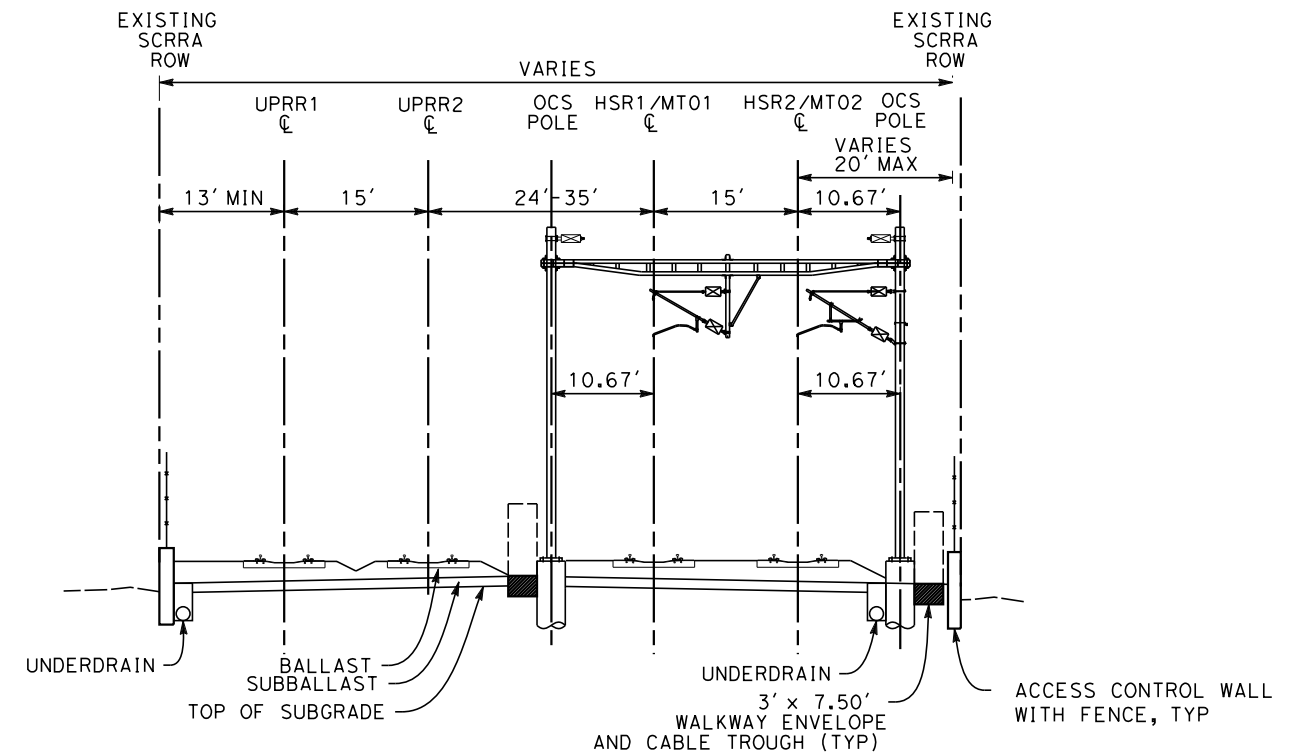
PEPD
TYPICAL CROSS SECTIONS
SHEET 8 OF 11

CONTRACT NO.
HSR14-39
DRAWING NO.
TT-D3108
SCALE
AS SHOWN
SHEET NO.



TERRY LUMBER YARD - CANTILEVER SECTION

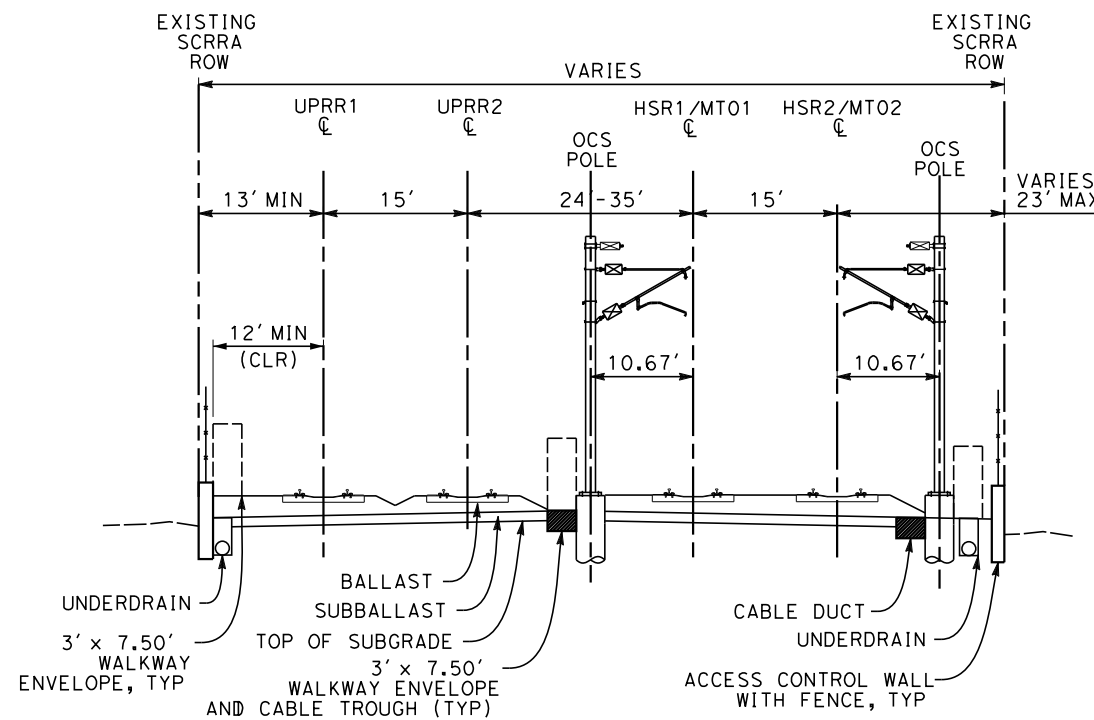
HSR2 3463+85 TO HSR2 3480+00



FROM GLENDALE FREEWAY TO NORTH OF TAYLOR YARD

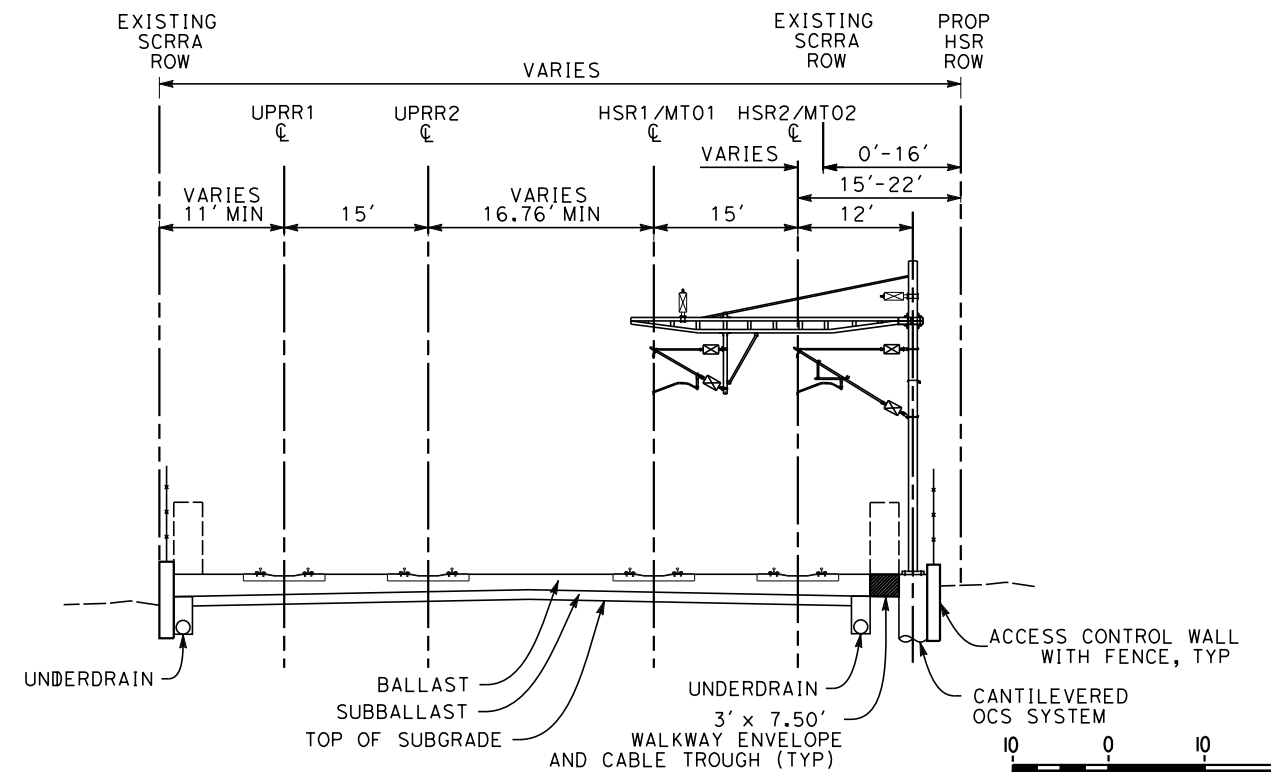
PORTAL SECTION

HSR2 3480+00 TO HSR2 3564+70



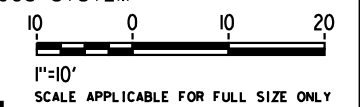
FROM GLENDALE FREEWAY TO NORTH OF TAYLOR YARD

HSR2 3480+00 TO HSR2 3564+70



TAYLOR YARD NORTH END - CANTILEVER SECTION

HSR2 3564+70 TO HSR2 3580+00



NOTES:

1. WALKWAYS ARE TO BE PLACED OUTSIDE OF OCS POLES WHERE EXISTING ROW SPACE ALLOWS. CONTRACTOR TO DETERMINE FINAL LOCATIONS OF OCS POLES.
2. EXISTING TRACKS HAVE A MINIMUM 2' WALKWAY AS REQUIRED PER CPUC GENERAL ORDER 118. EXISTING WALKWAYS ARE TO BE WIDENED TO 3' WHERE ROW PERMITS AND PER COORDINATION WITH RAILROADS.
3. CPUC GENERAL ORDER 118 REQUIRES A MINIMUM OF 6.5' FROM CENTERLINE OF TRACK TO NEAREST EDGE OF WALKWAY. MINIMUM WALKWAY WIDTHS ARE 2'.
4. PORTAL SECTIONS ARE REQUIRED EVERY 4 TO 5 CANTILEVER SECTIONS (1050-1260' MAX) IN ORDER TO BREAK UP RESONANCE IN THE OCS AND TO ACCOMMODATE TENSIONING DEVICES.
5. STRUCTURAL ELEMENTS ARE NOT TO SCALE.

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DESIGNED BY
A. ZAHER
DRAWN BY
A. ZAHER
CHECKED BY
P. MAHONEY
IN CHARGE
K. PIRBAZARI
DATE
04/30/2019

PEPD RECORD SET

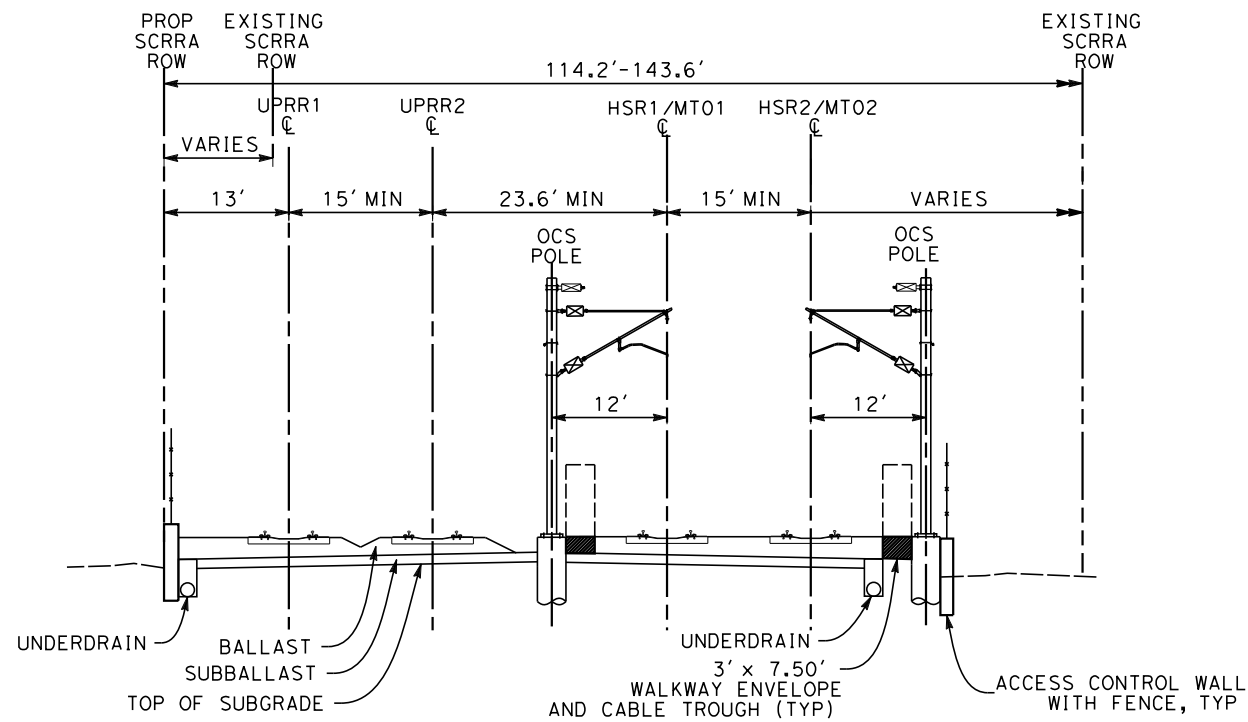
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CALIFORNIA HIGH-SPEED TRAIN PROJECT
BURBANK TO LOS ANGELES

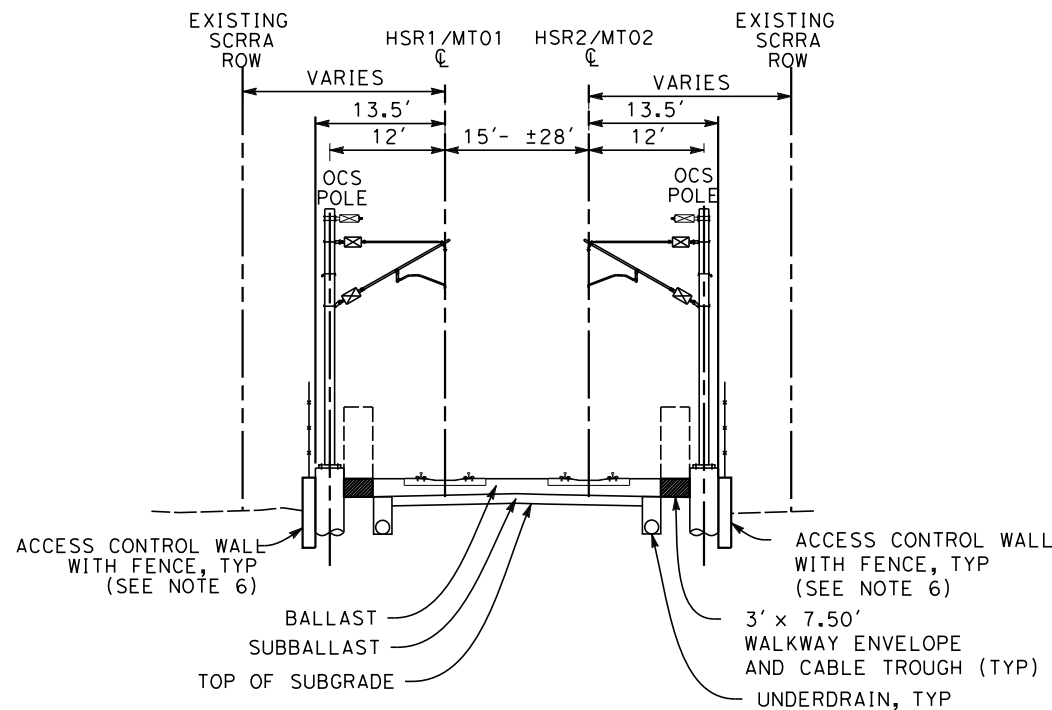
PEPD
TYPICAL CROSS SECTIONS
SHEET 9 OF 11

CONTRACT NO.
HSR14-39
DRAWING NO.
TT-D3109
SCALE
AS SHOWN
SHEET NO.



AVENUE 19

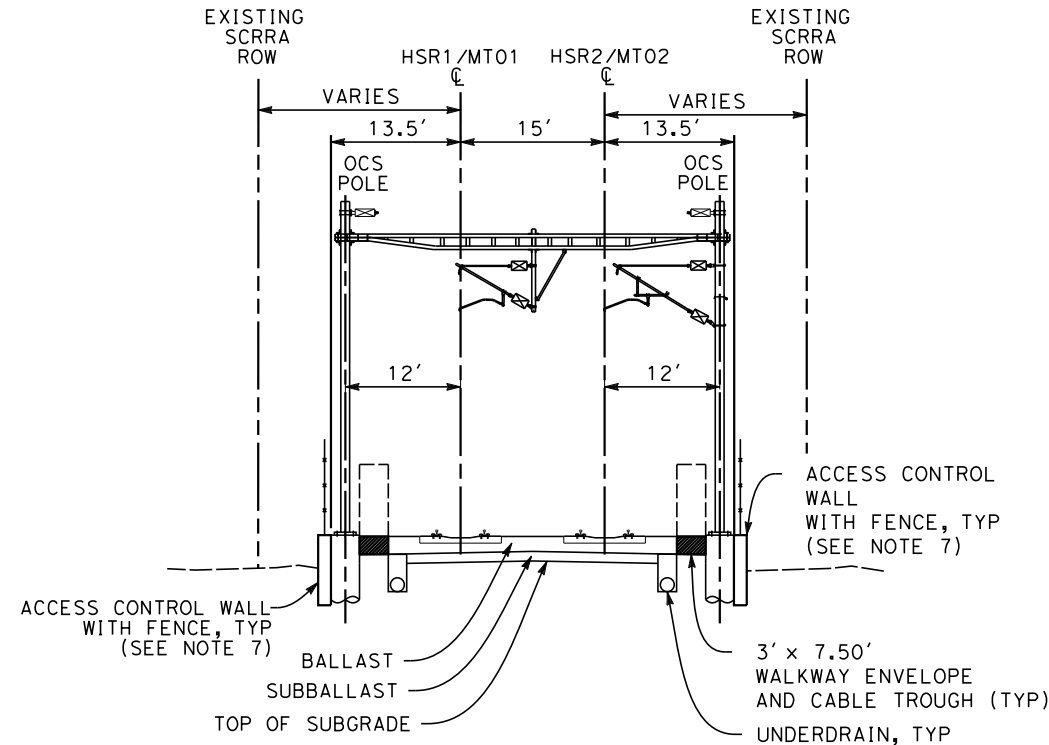
HSR2 3630+95 TO HSR2 3633+65



FROM TAYLOR YARD TO MAIN STREET

HSR2 3580+00 TO HSR2 3630+95
 HSR2 3633+65 TO HSR2 3642+00
 HSR2 3663+70 TO HSR2 3673+80
 HSR2 3674+40 TO HSR2 3697+00

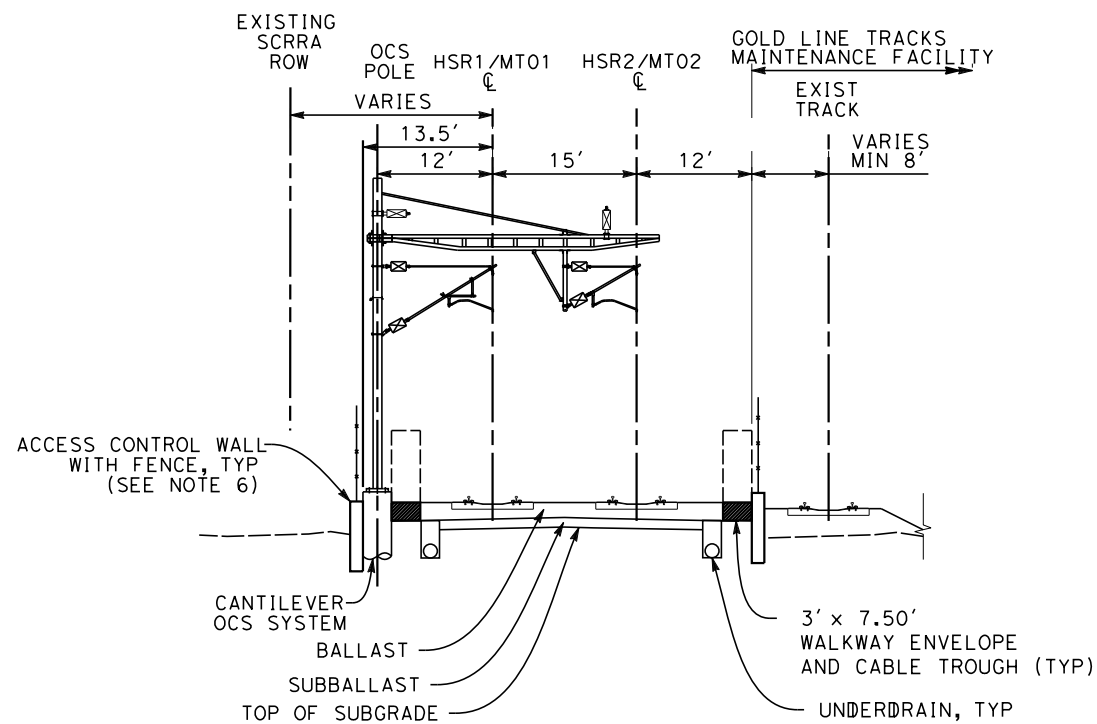
(FOR DOWNEY BRIDGE FROM HSR2 3635+00 TO HSR2 3640+00, REFER TO VOL 2, DWG NO. ST-K1203)



FROM TAYLOR YARD TO MAIN STREET

PORTAL SECTION

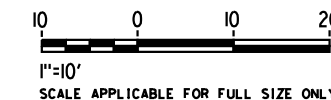
HSR2 3580+00 TO HSR2 3697+00
 (FOR DOWNEY BRIDGE FROM HSR2 3635+00 TO HSR2 3640+00, REFER TO VOL 2, DWG NO. ST-K1203)



GOLD LINE YARD - CANTILEVER SECTION

HSR2 3642+00 TO HSR2 3663+70

- NOTES:
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 4. PORTAL SECTIONS ARE REQUIRED EVERY 4 TO 5 CANTILEVER SECTIONS (1050-1260' MAX) IN ORDER TO BREAK UP RESONANCE IN THE OCS AND TO ACCOMMODATE TENSIONING DEVICES.
 5. STRUCTURAL ELEMENTS ARE NOT TO SCALE.
 6. RETAINING WALL LOCATED FROM HSR2 3582+41 TO HSR2 3586+56, HSR2 3589+25 TO HSR2 3627+60, AND HSR2 3664+50 TO HSR2 3670+25
 7. RETAINING WALL LOCATED FROM HSR2 3585+81 TO HSR2 3625+71, AND HSR2 3664+00 TO HSR2 3670+25



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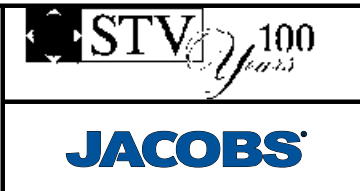
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REV	DATE	BY	CHK	APP	DESCRIPTION

DESIGNED BY
A. ZAHER
 DRAWN BY
A. ZAHER
 CHECKED BY
P. MAHONEY
 IN CHARGE
K. PIRBAZARI
 DATE
04/30/2019

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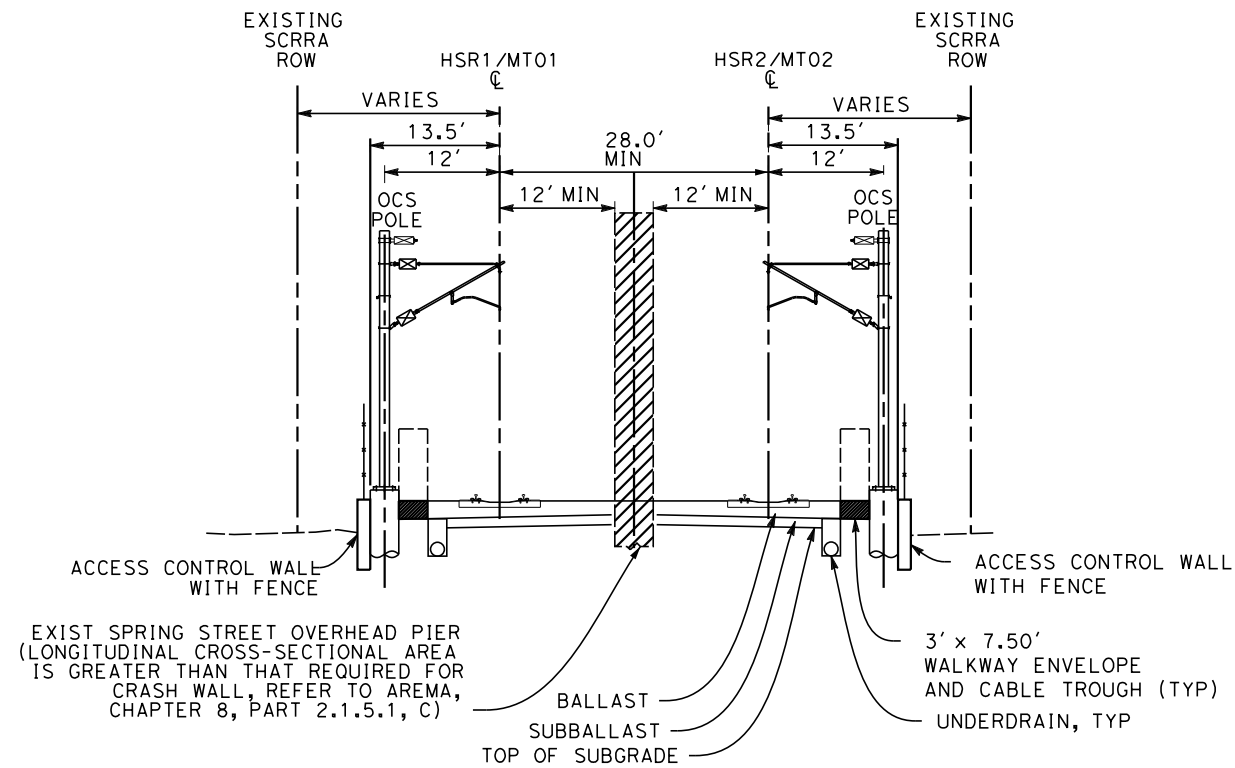
CALIFORNIA HIGH-SPEED TRAIN PROJECT
BURBANK TO LOS ANGELES

 PEPD
 TYPICAL CROSS SECTIONS
 SHEET 10 OF 11

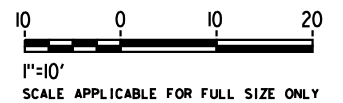
CONTRACT NO.
HSR14-39
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TT-D3110
 SCALE
AS SHOWN
 SHEET NO.

NOTES:

1. WALKWAYS ARE TO BE PLACED OUTSIDE OF OCS POLES WHERE EXISTING ROW SPACE ALLOWS. CONTRACTOR TO DETERMINE FINAL LOCATIONS OF OCS POLES.
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5. STRUCTURAL ELEMENTS ARE NOT TO SCALE.



SPRING STREET OVERPASS
HSR2 3673+80 TO HSR 3674+40



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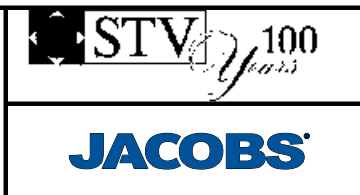
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DESIGNED BY A. ZAHER
DRAWN BY A. ZAHER
CHECKED BY P. MAHONEY
IN CHARGE K. PIRBAZARI
DATE 04/30/2019

**PEPD
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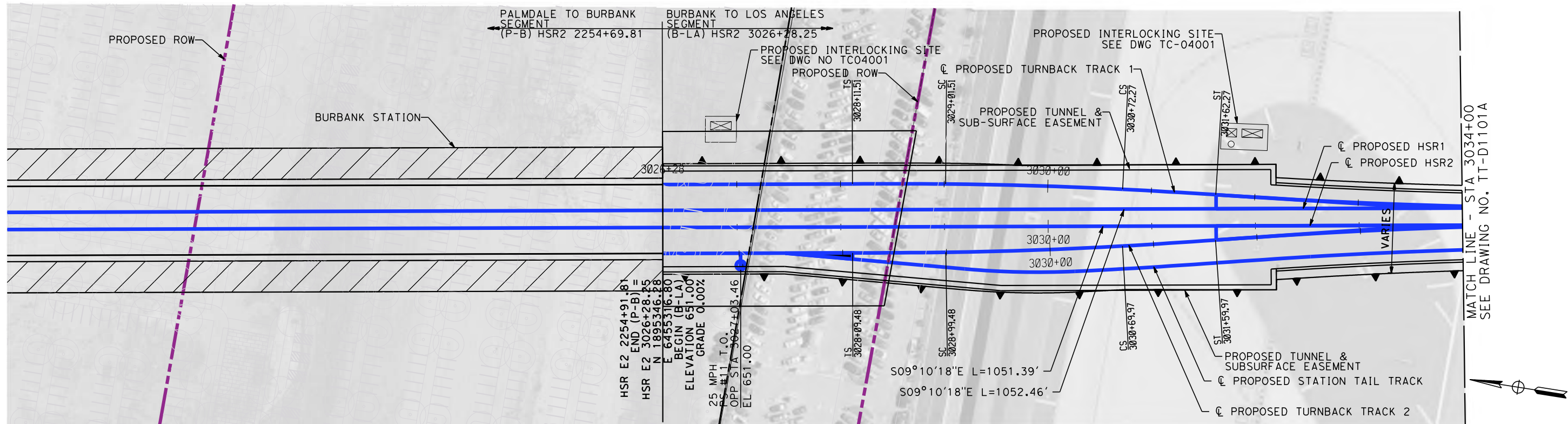
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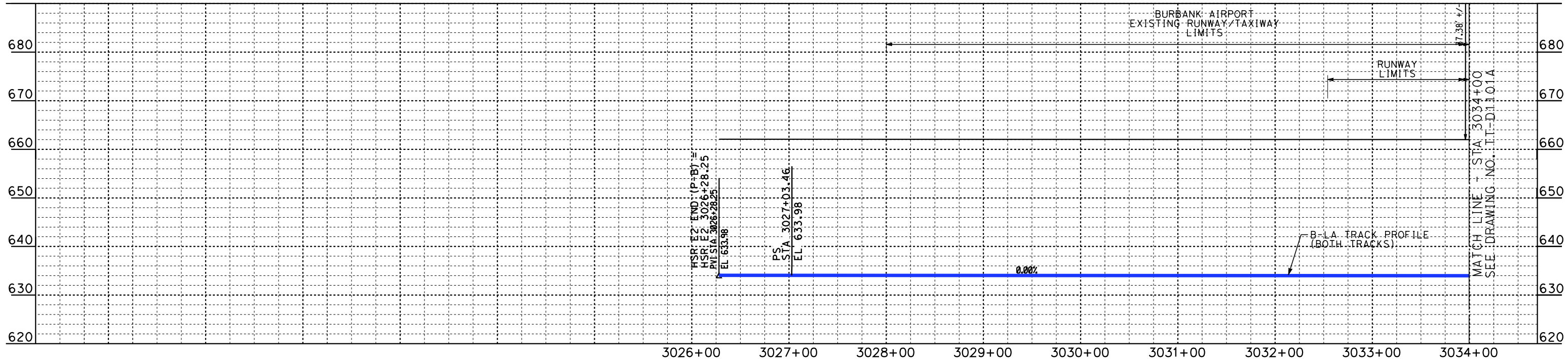
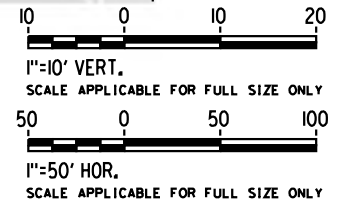
**CALIFORNIA HIGH-SPEED TRAIN PROJECT
BURBANK TO LOS ANGELES**

PEPD
TYPICAL CROSS SECTIONS
SHEET 11 OF 11

CONTRACT NO. HSR14-39
DRAWING NO. TT-D3111
SCALE AS SHOWN
SHEET NO.



PLAN



PROFILE

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DESIGNED BY
W. GUO

DRAWN BY
C. NATHAN

CHECKED BY
P. MAHONEY

IN CHARGE
K. PIRBAZARI

DATE
04/30/2019

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CALIFORNIA HIGH-SPEED TRAIN PROJECT
BURBANK TO LOS ANGELES

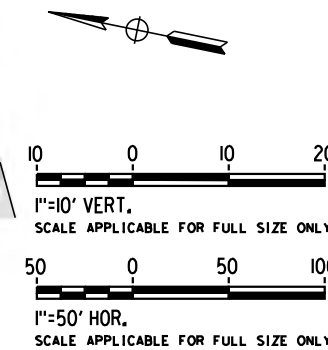
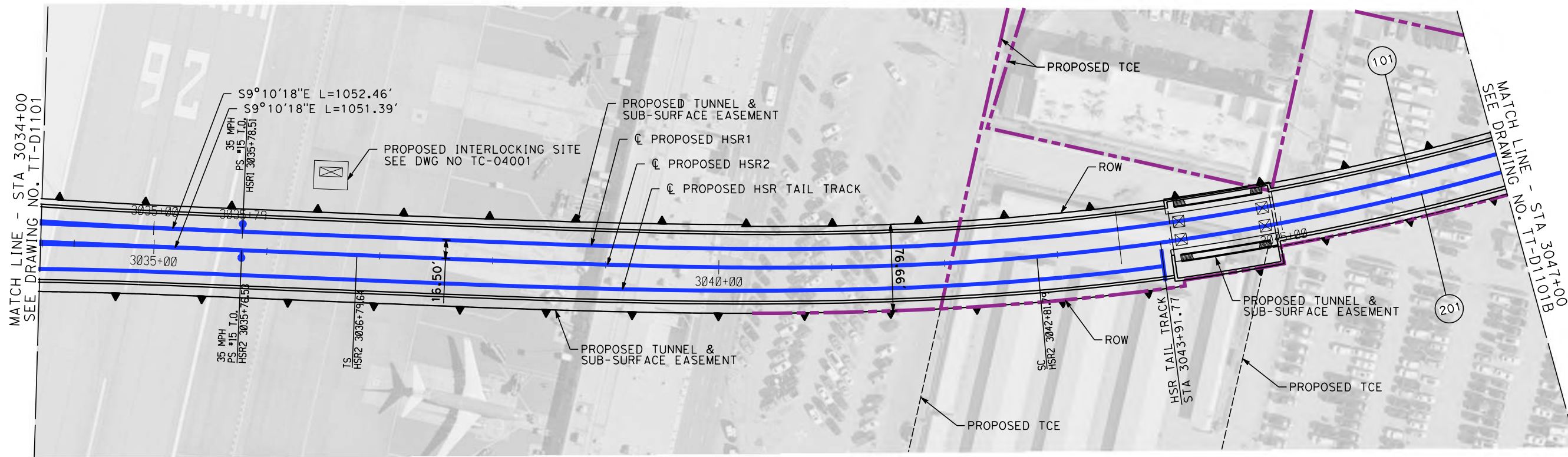
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HSR2 3026+28.46 TO HSR2 3034+00

CONTRACT NO.
HSR14-39

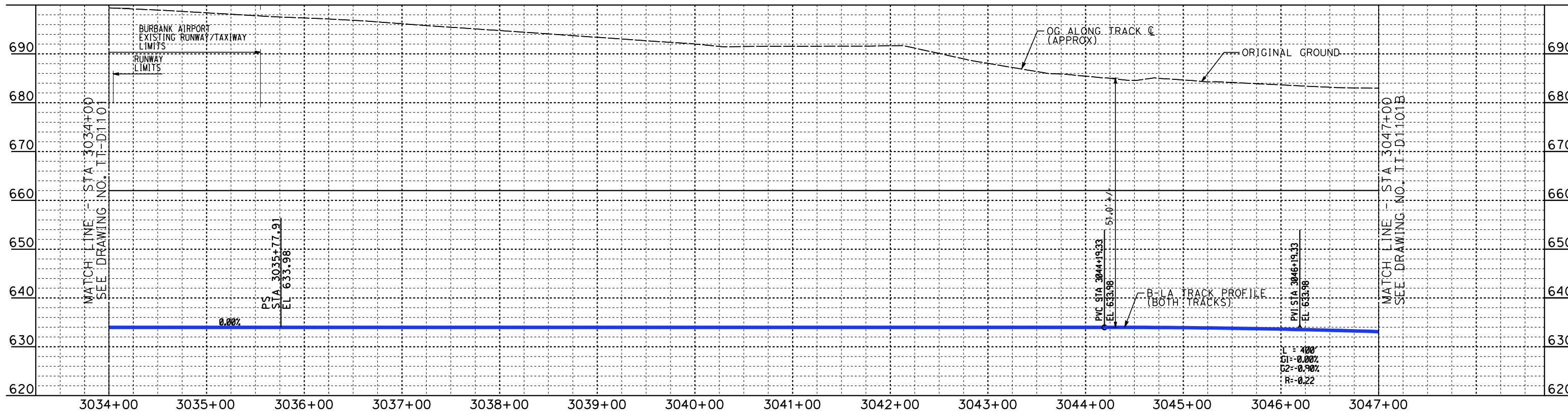
DRAWING NO.
TT-D1101

SCALE
AS SHOWN

SHEET NO.



PLAN



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DESIGNED BY
W. GUO

DRAWN BY
C. NATHAN

CHECKED BY
P. MAHONEY

IN CHARGE
K. PIRBAZARI

DATE
04/30/2019

**PEPD
RECORD SET**

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**CALIFORNIA HIGH-SPEED TRAIN PROJECT
BURBANK TO LOS ANGELES**

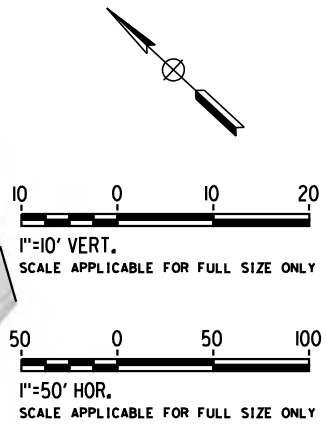
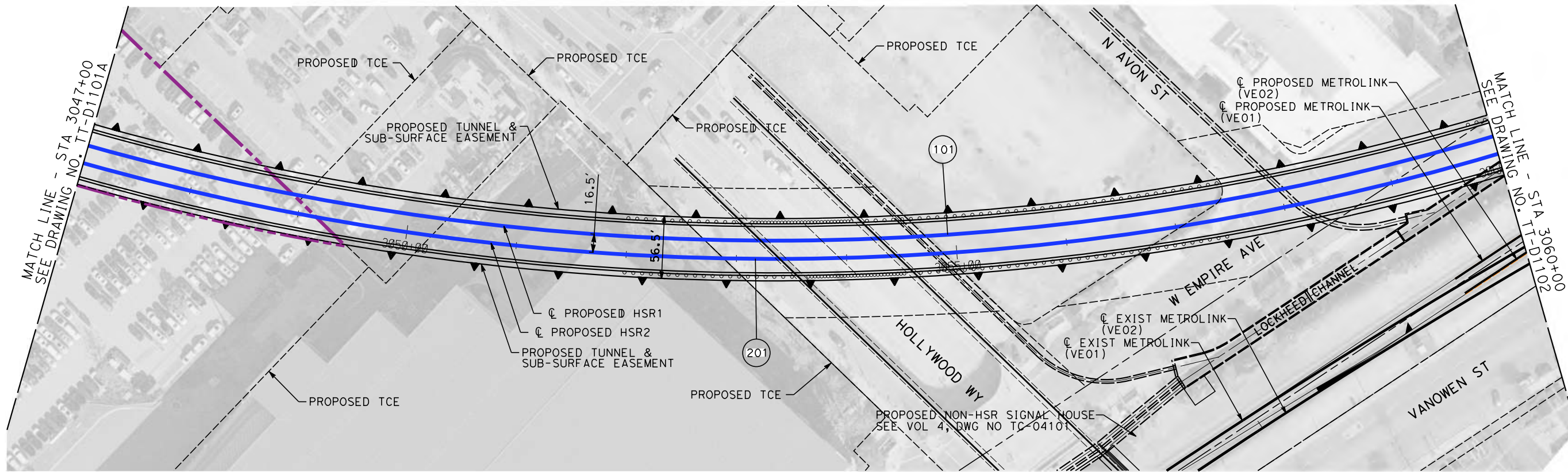
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CONTRACT NO.
HSR14-39

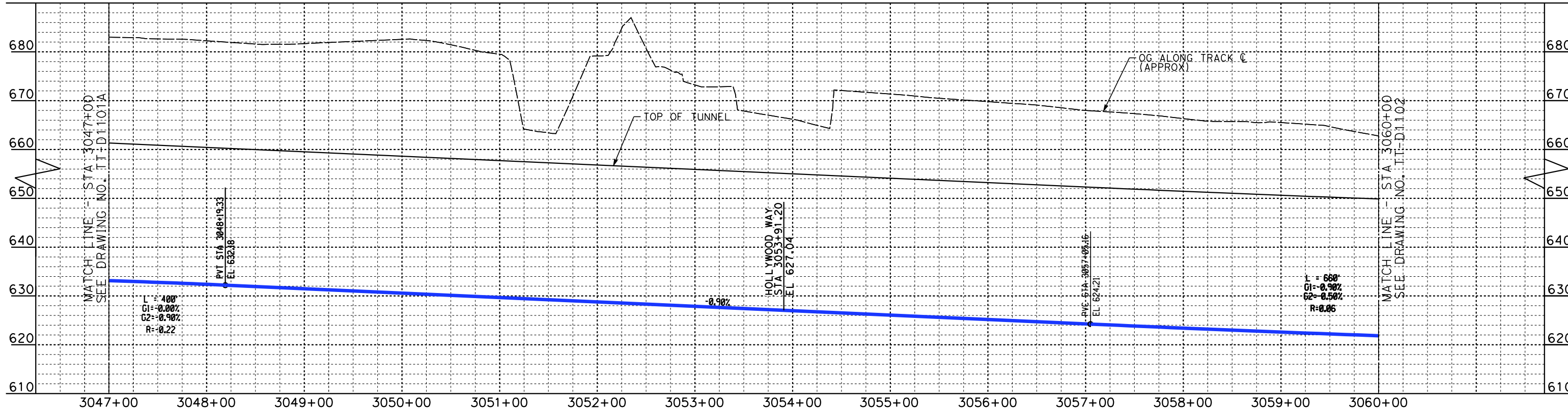
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SCALE
AS SHOWN

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PLAN



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K. PIRBAZARI

DATE
04/30/2019

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CALIFORNIA HIGH-SPEED TRAIN PROJECT
BURBANK TO LOS ANGELES

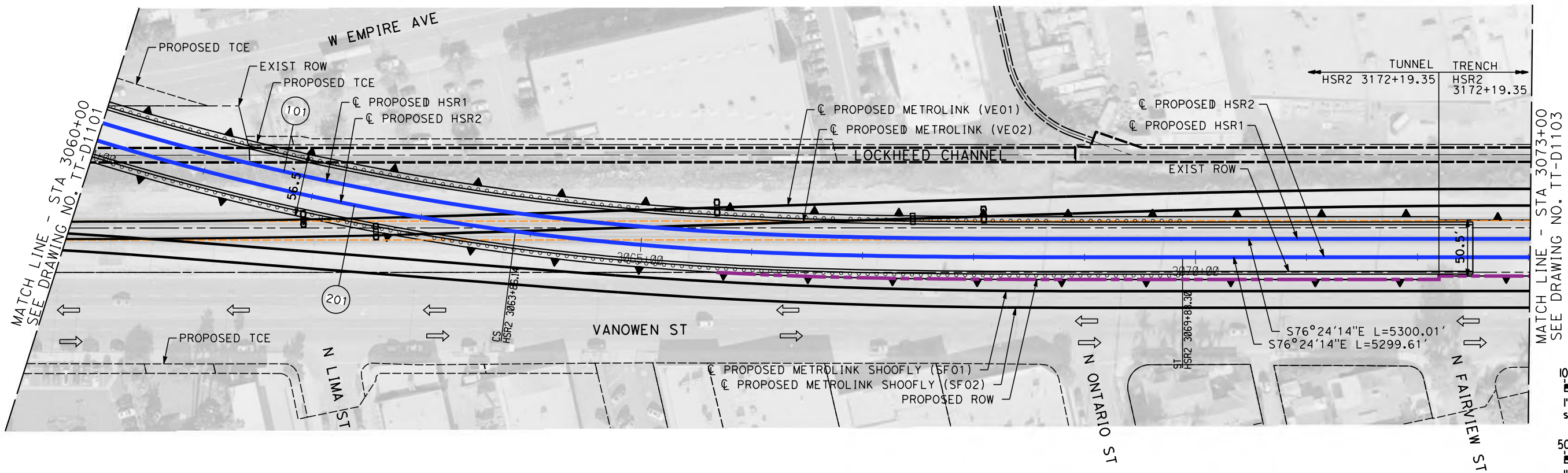
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CONTRACT NO.
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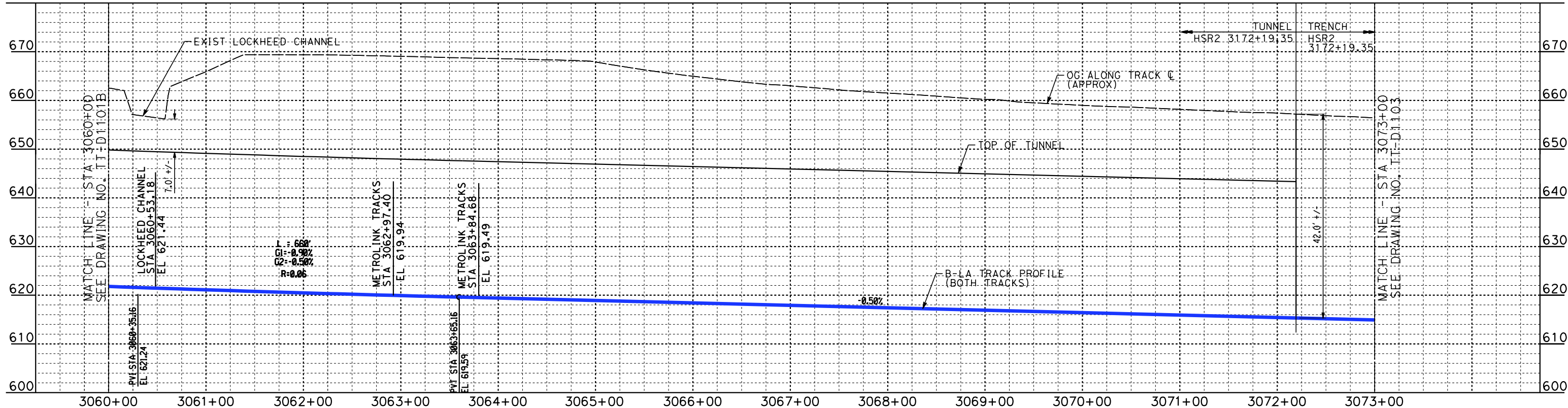
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TT-D1101B

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K. PIRBAZARI

DATE
04/30/2019

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**CALIFORNIA HIGH-SPEED TRAIN PROJECT
BURBANK TO LOS ANGELES**

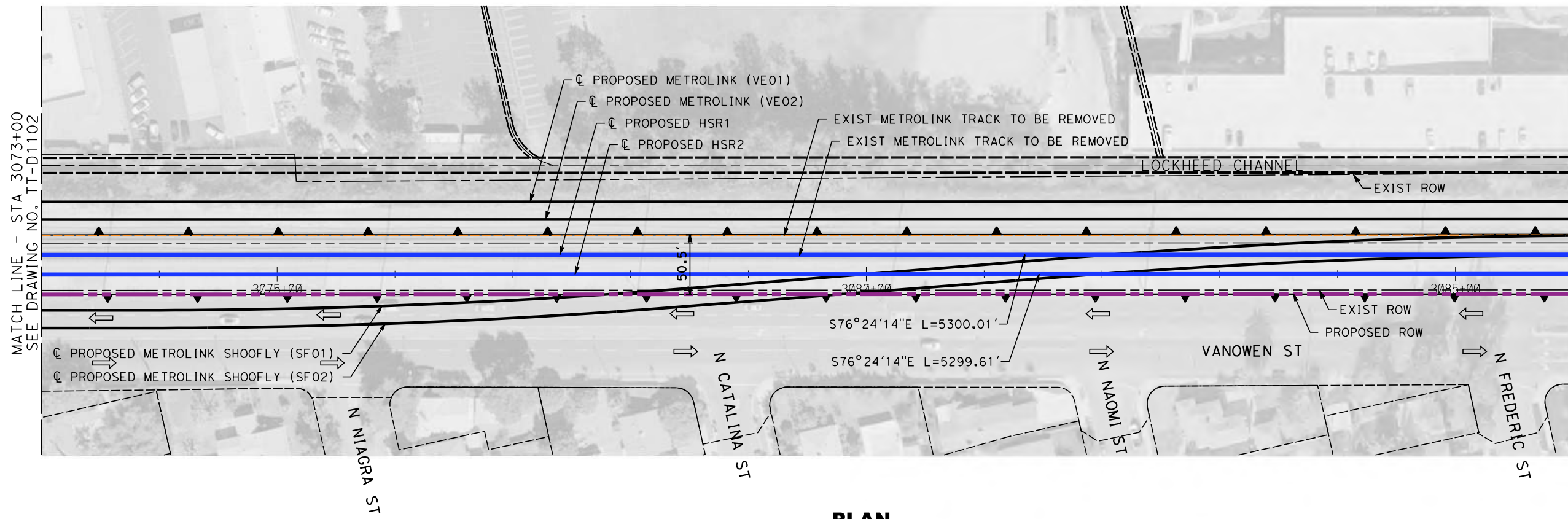
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CONTRACT NO.
HSR14-39

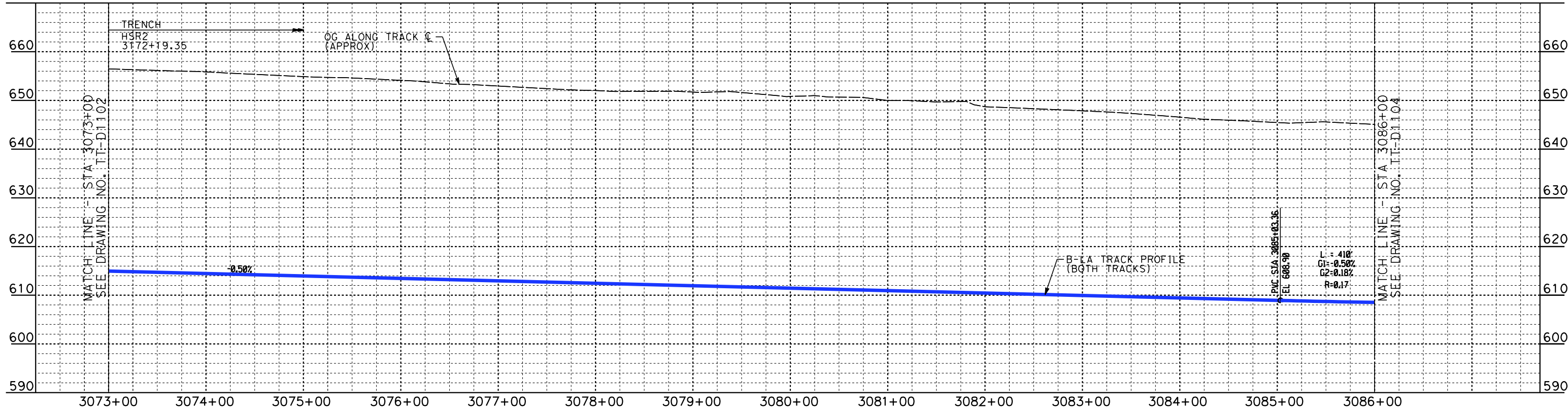
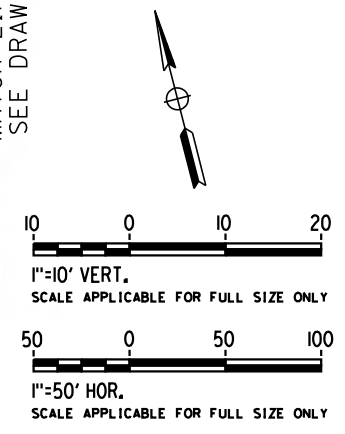
DRAWING NO.
TT-D1102

SCALE
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BURBANK TO LOS ANGELES**

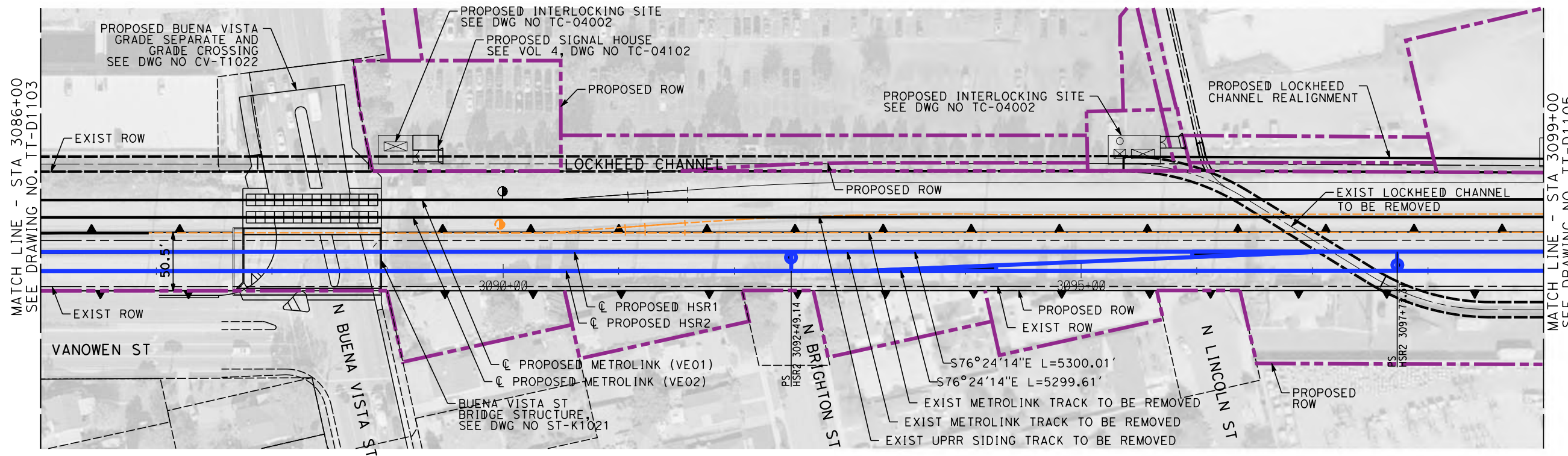
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CONTRACT NO.
HSR14-39

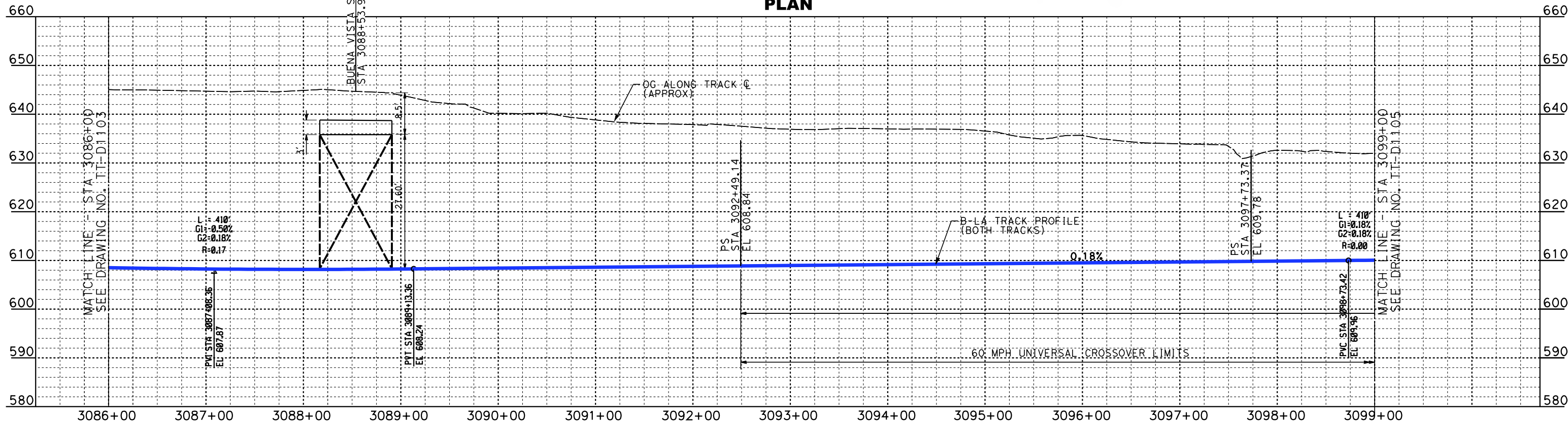
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SCALE
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K. PIRBAZARI

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CALIFORNIA HIGH-SPEED TRAIN PROJECT
BURBANK TO LOS ANGELES

PEPD
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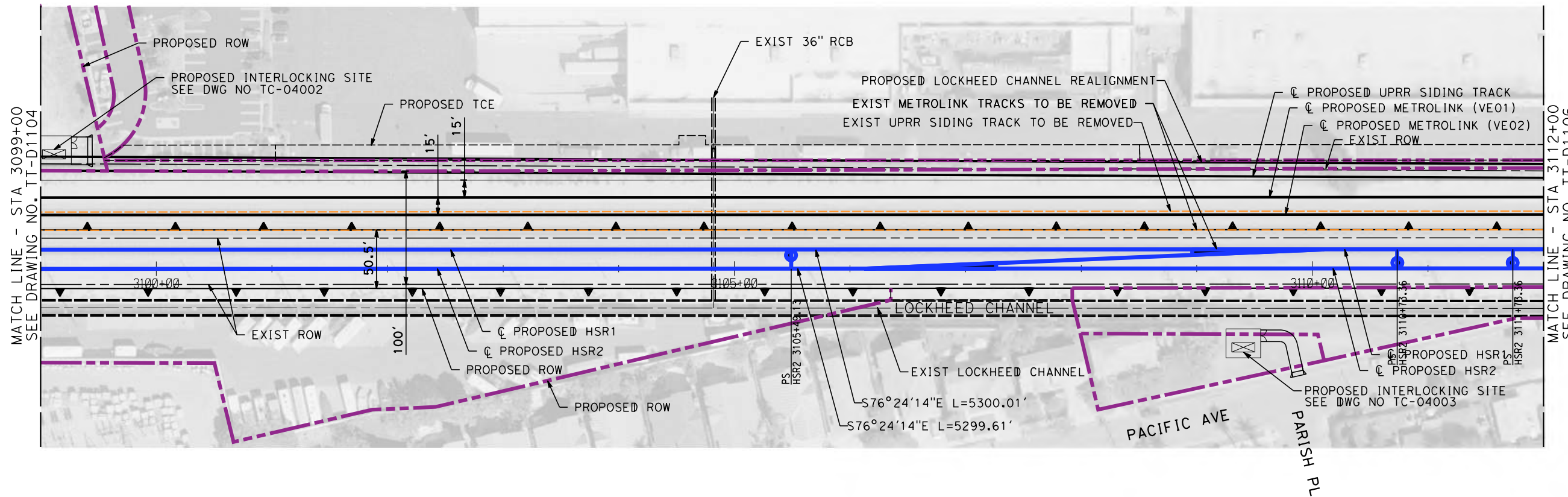
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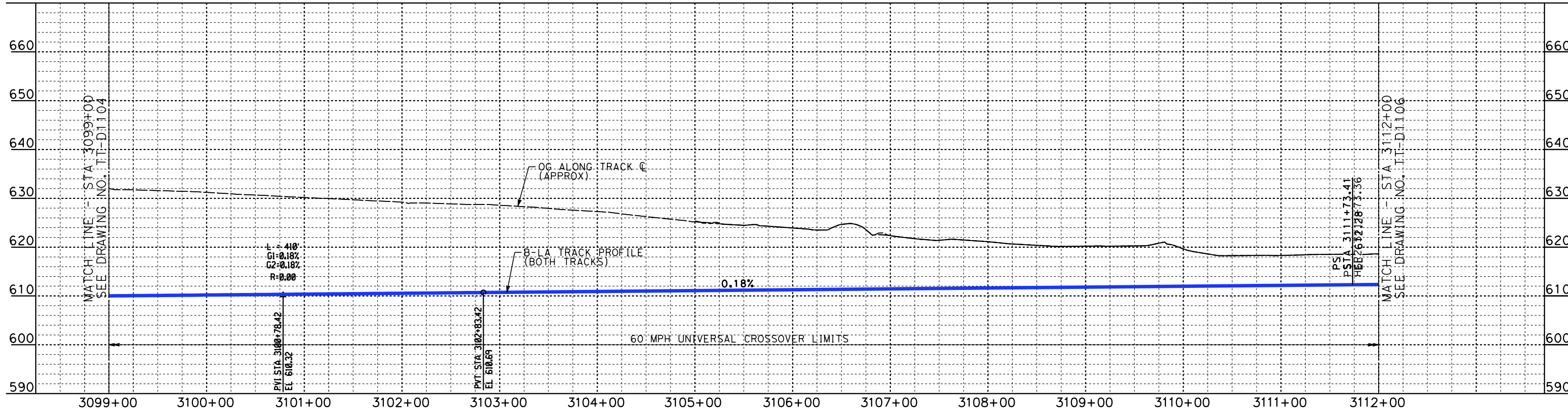
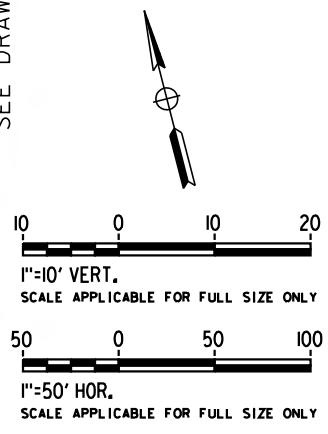
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C. NATHAN

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IN CHARGE
K. PIRBAZARI

DATE
04/30/2019

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**CALIFORNIA HIGH-SPEED TRAIN PROJECT
BURBANK TO LOS ANGELES**

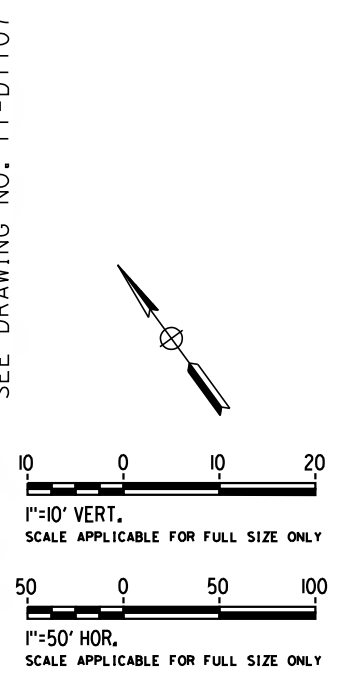
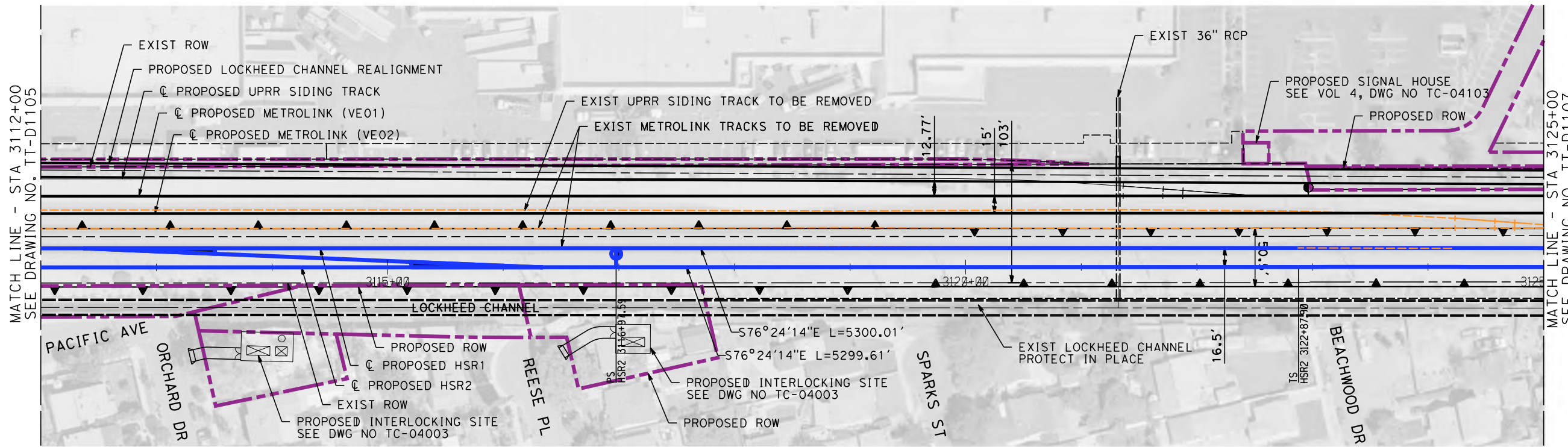
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CONTRACT NO.
HSR14-39

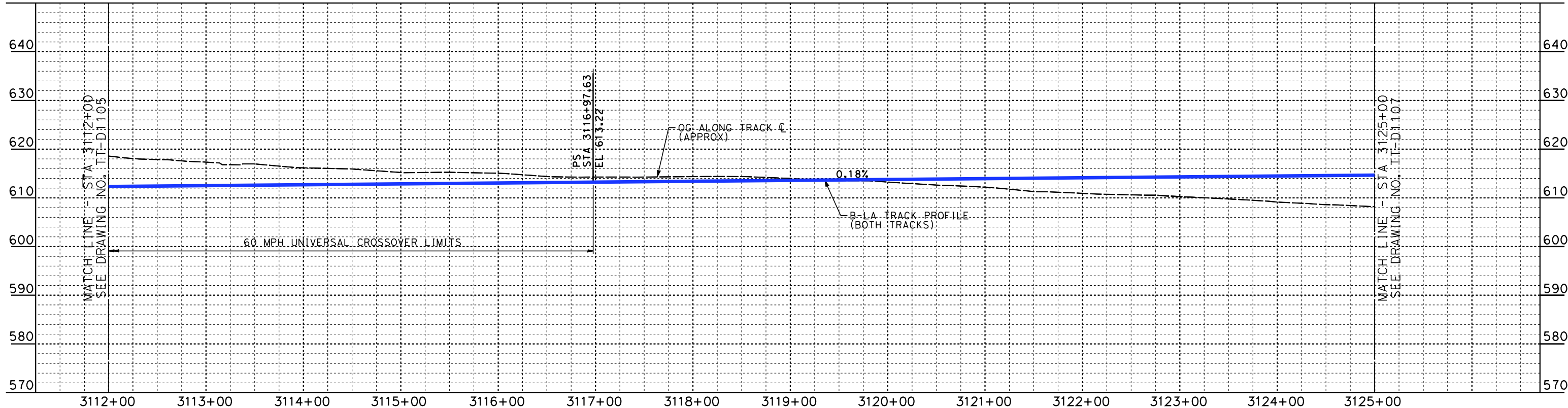
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PLAN



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DESIGNED BY
W. GUO

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IN CHARGE
K. PIRBAZARI

DATE
04/30/2019

**PEPD
RECORD SET**

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**CALIFORNIA HIGH-SPEED TRAIN PROJECT
BURBANK TO LOS ANGELES**

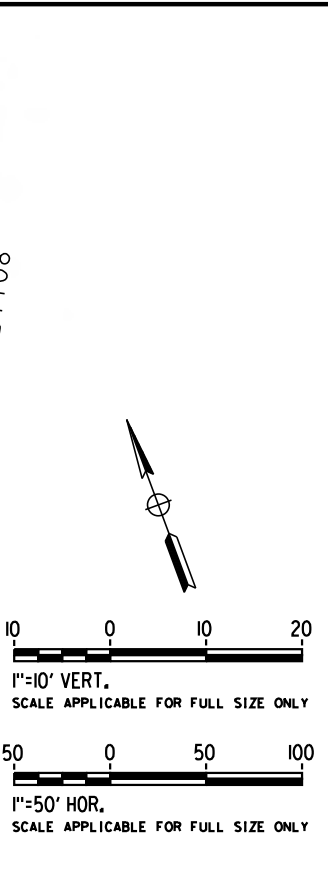
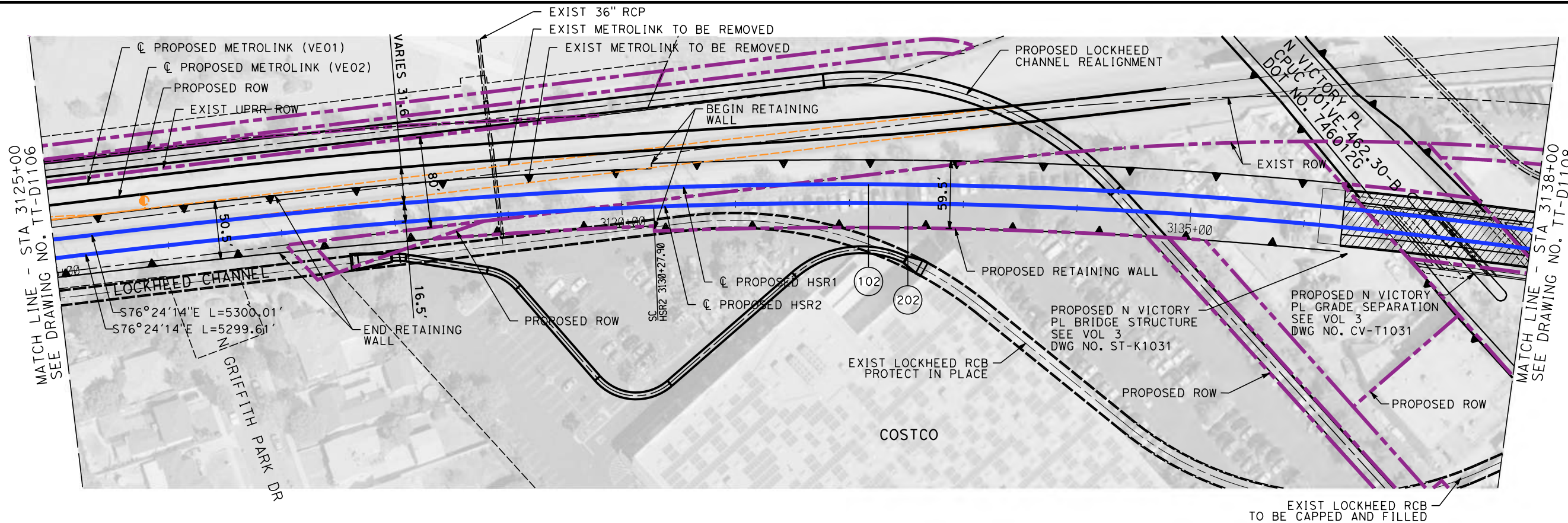
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CONTRACT NO.
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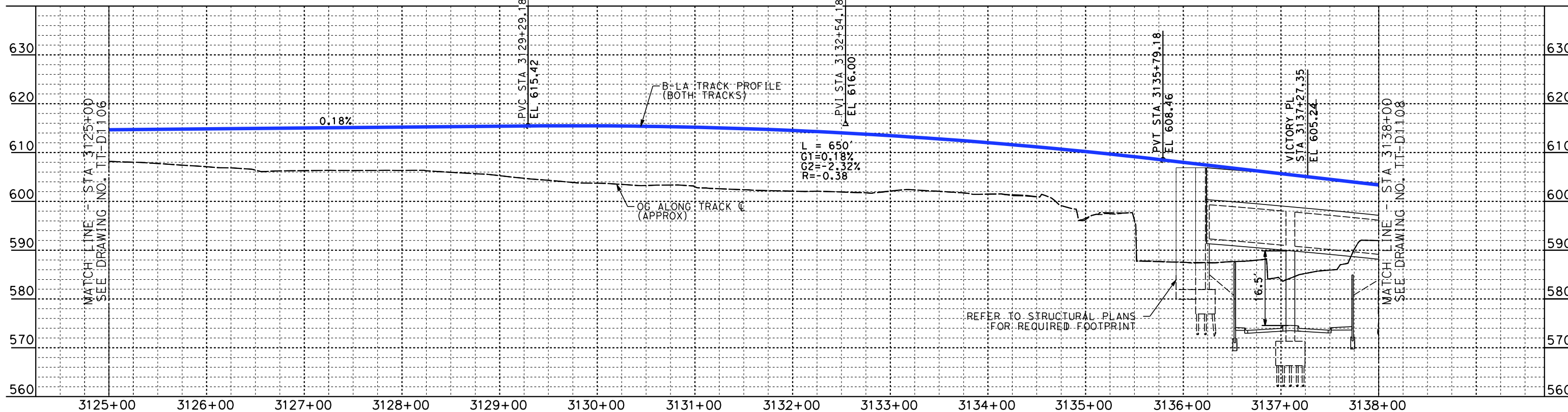
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SCALE
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PLAN



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W. GUO
DRAWN BY
C. NATHAN
CHECKED BY
P. MAHONEY
IN CHARGE
K. PIRBAZARI
DATE
04/30/2019

**PEPD
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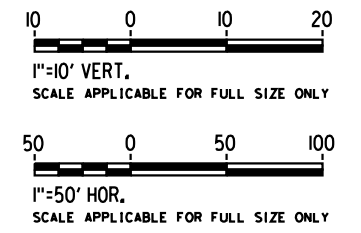
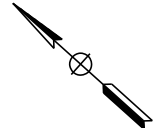
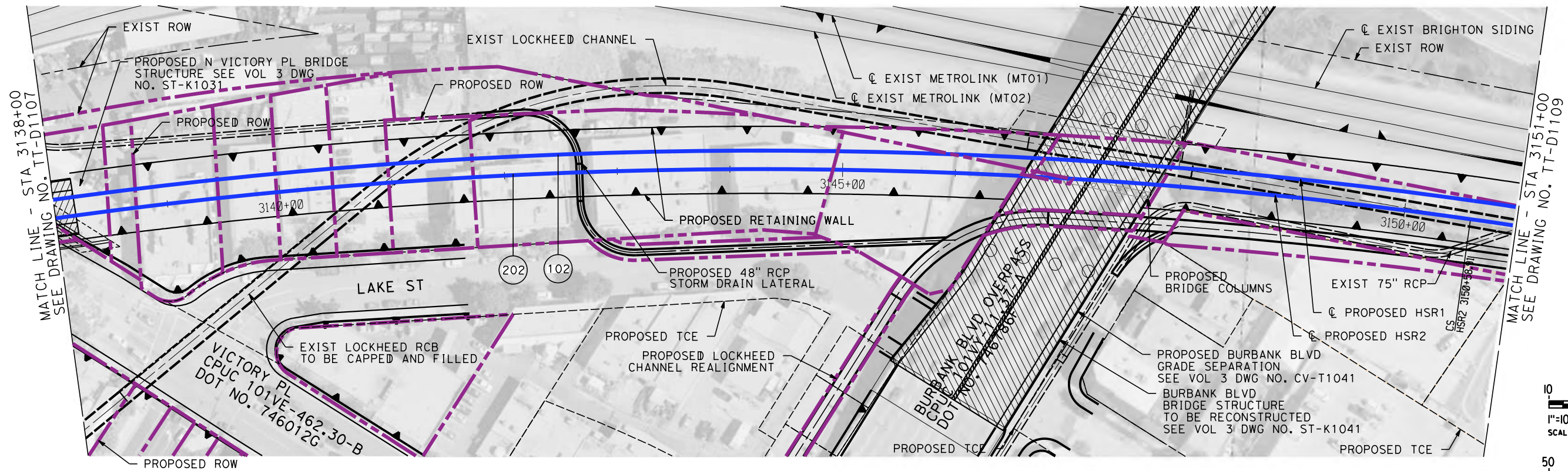
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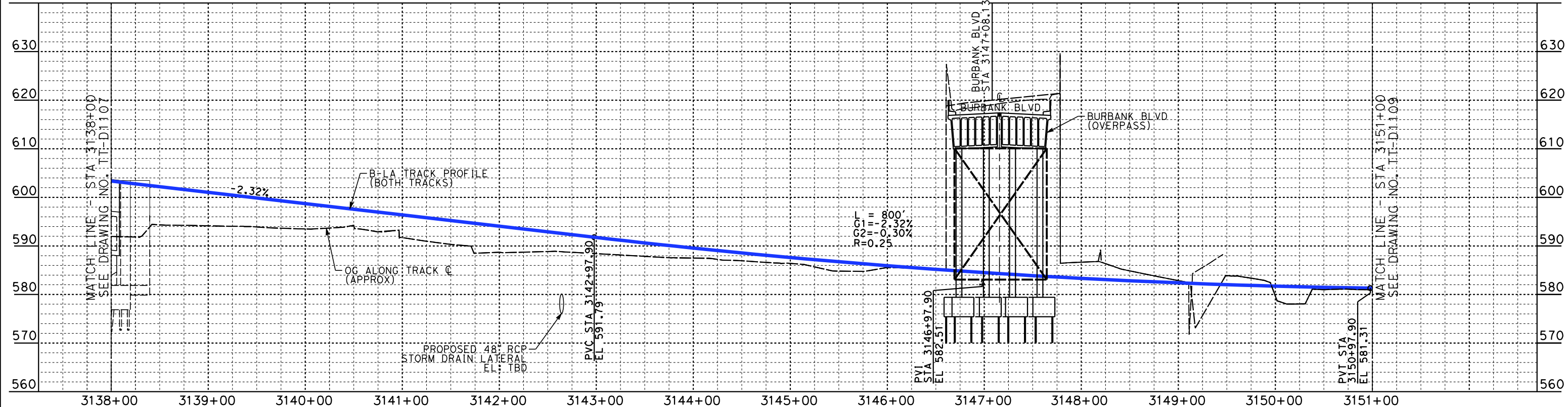
**CALIFORNIA HIGH-SPEED TRAIN PROJECT
BURBANK TO LOS ANGELES**

PEPD
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HSR2 3125+00 TO HSR2 3138+00

CONTRACT NO.
HSR14-39
DRAWING NO.
TT-D1107
SCALE
AS SHOWN
SHEET NO.



PLAN



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5/1/2019 11:19:36 AM c:\jip\pwworkdir\haynesma\d0136953\k2l-tt-d1108.dgn

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W. GUO

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IN CHARGE
K. PIRBAZARI

DATE
04/30/2019

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**CALIFORNIA HIGH-SPEED TRAIN PROJECT
BURBANK TO LOS ANGELES**

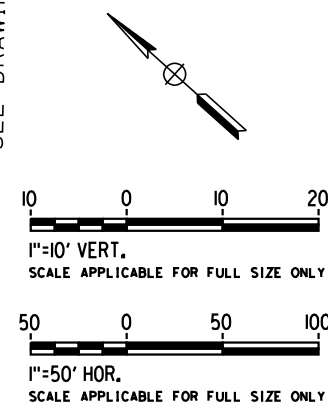
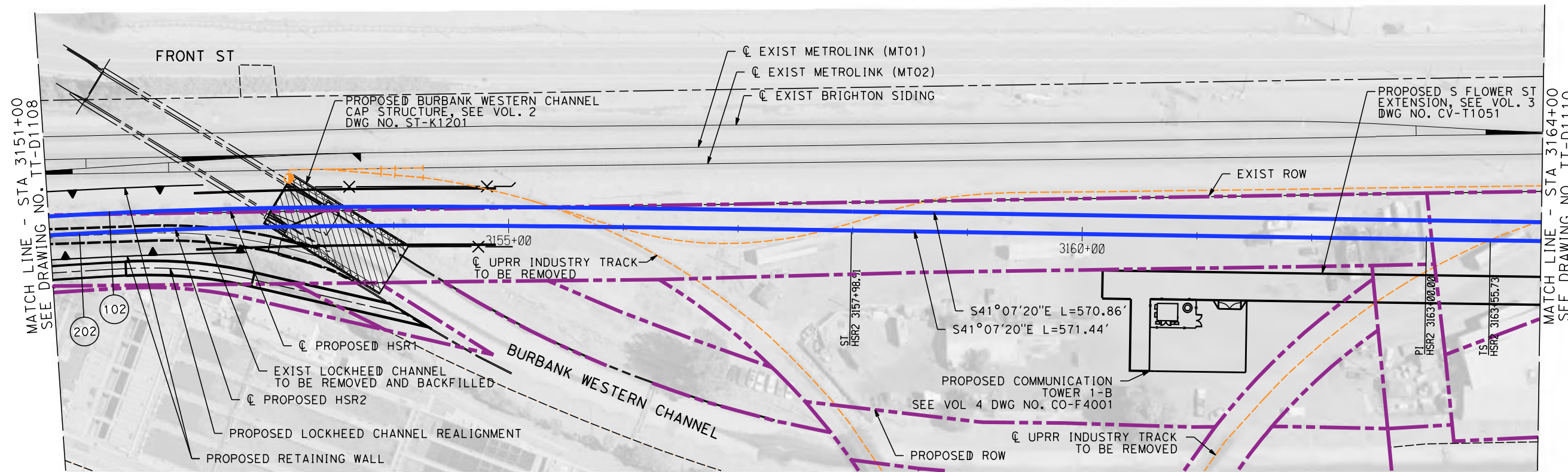
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CONTRACT NO.
HSR14-39

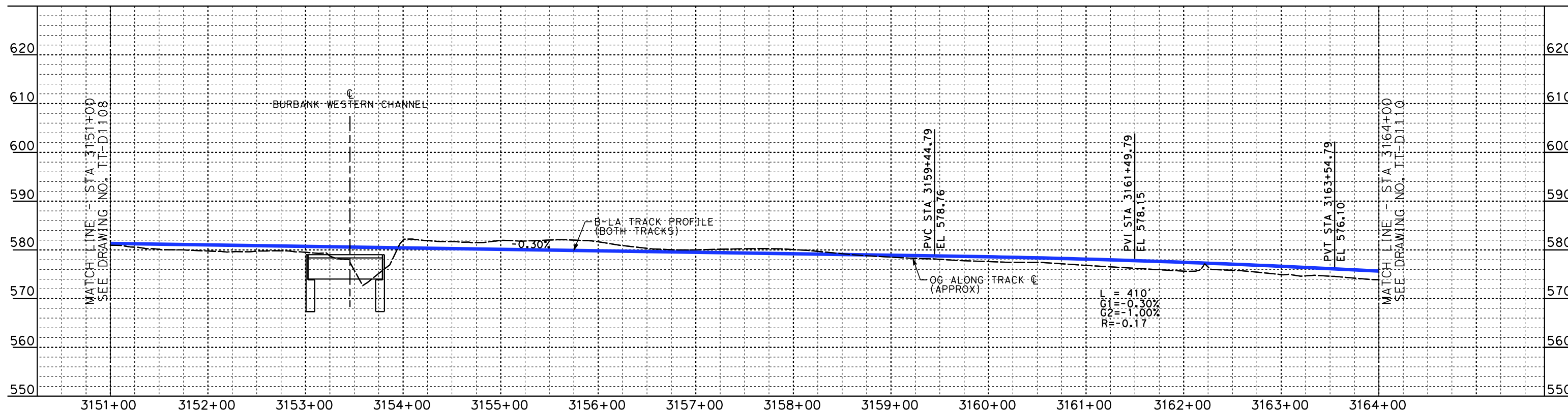
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PLAN



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CALIFORNIA HIGH-SPEED TRAIN PROJECT
BURBANK TO LOS ANGELES

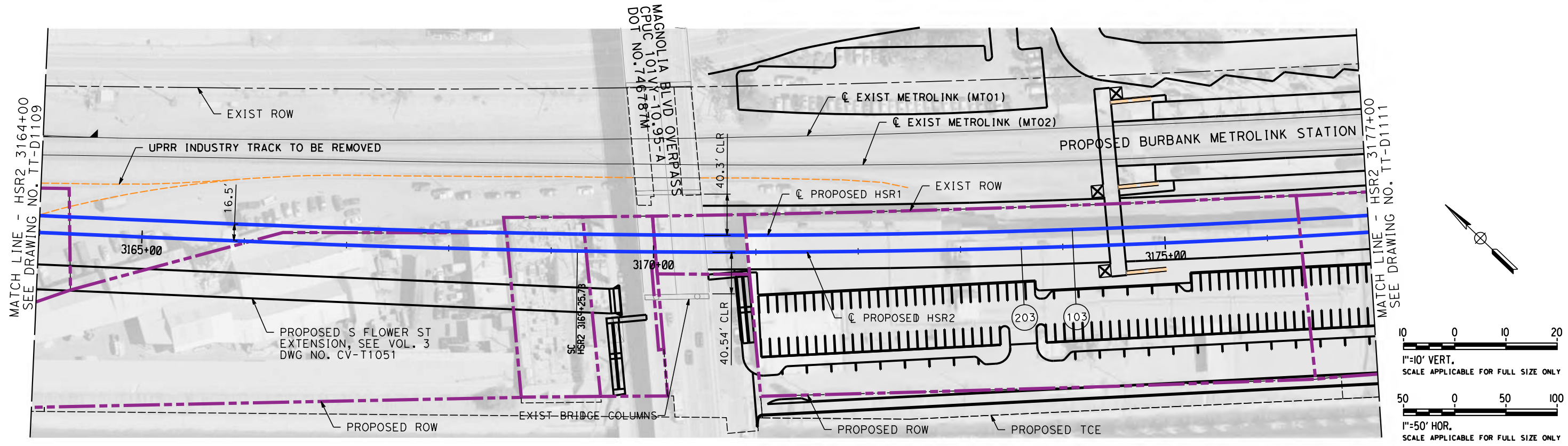
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CONTRACT NO.
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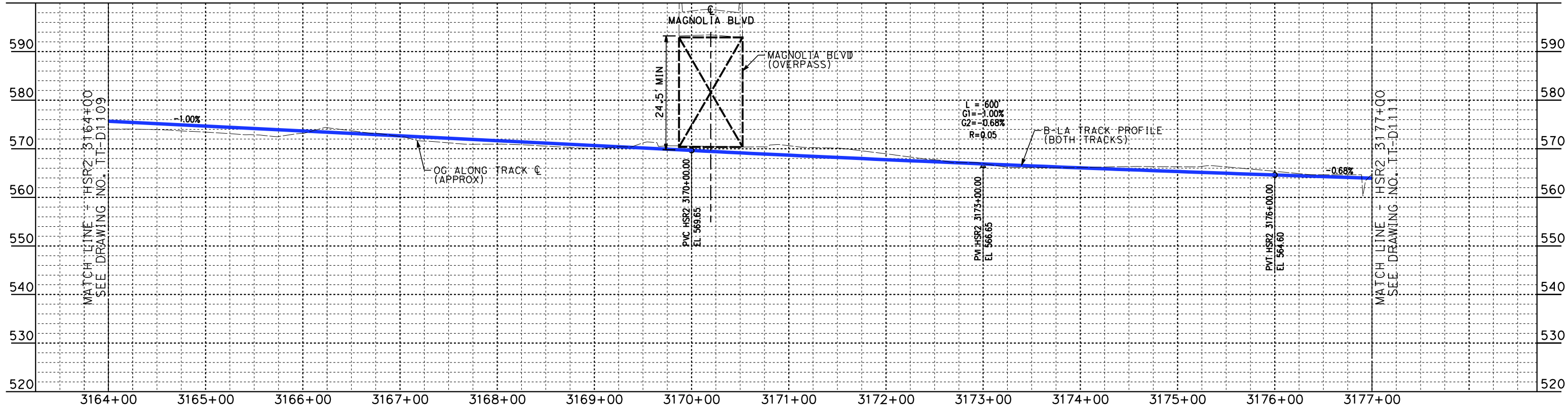
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SCALE
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W. XU
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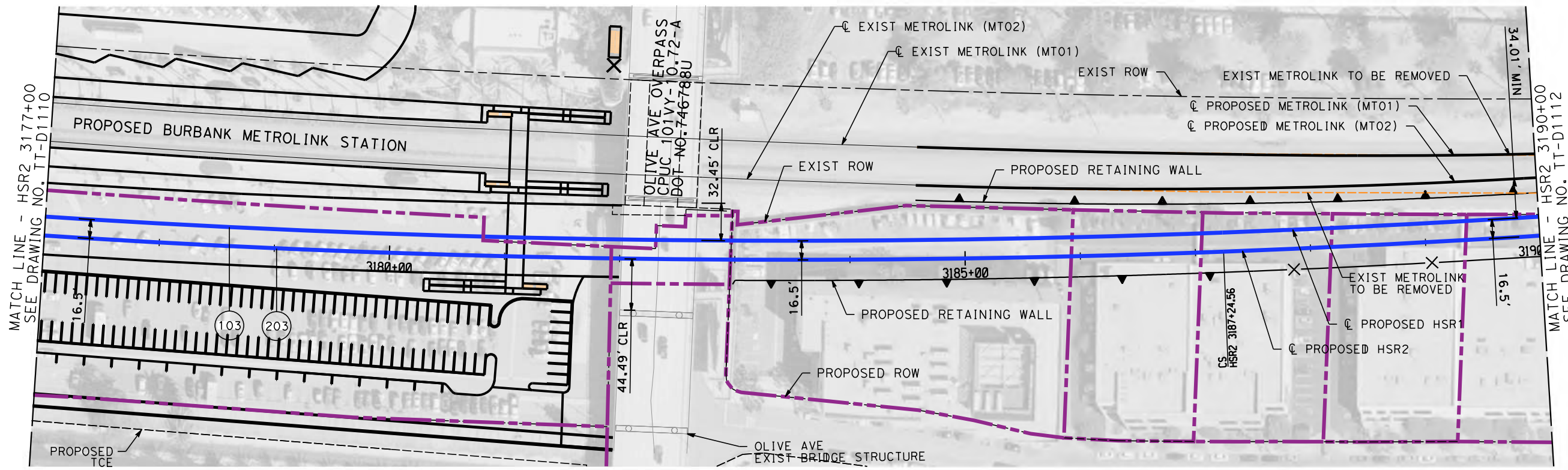
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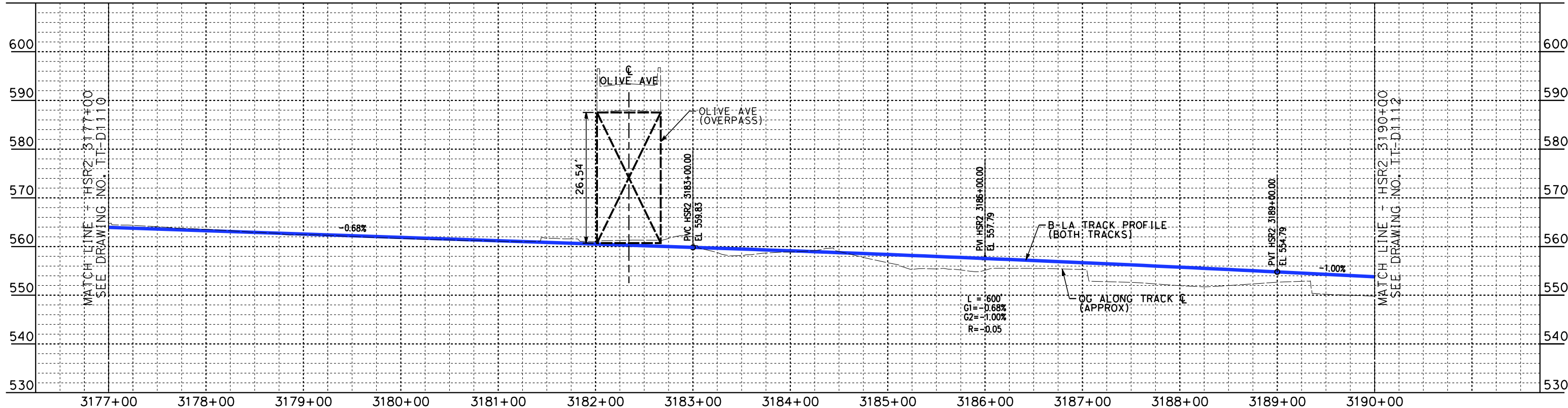
**CALIFORNIA HIGH-SPEED TRAIN PROJECT
BURBANK TO LOS ANGELES**

PEPD
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CONTRACT NO.
HSR14-39
DRAWING NO.
TT-D1110
SCALE
AS SHOWN
SHEET NO.



PLAN



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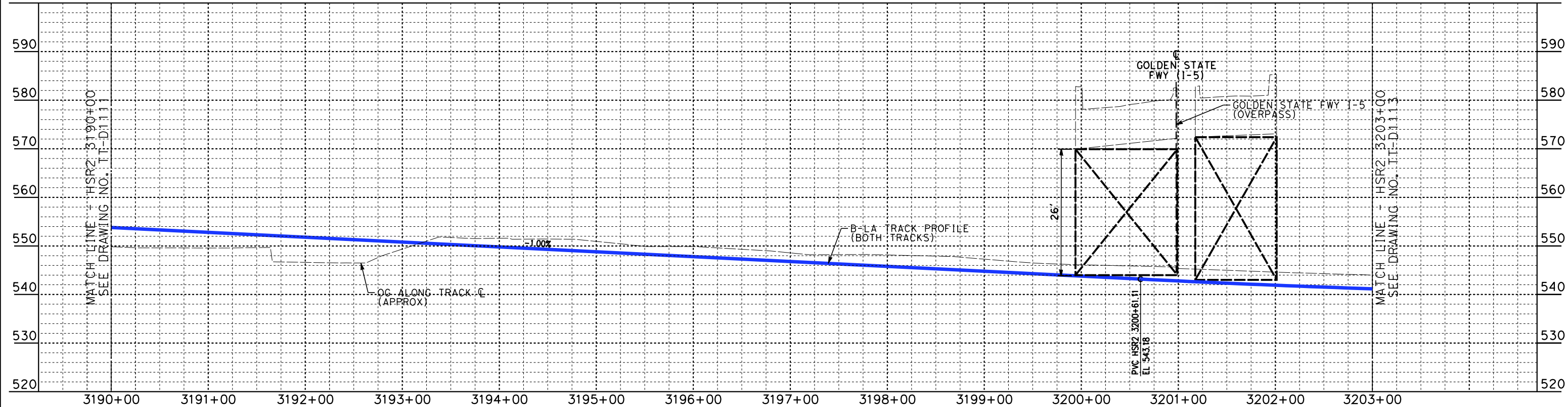
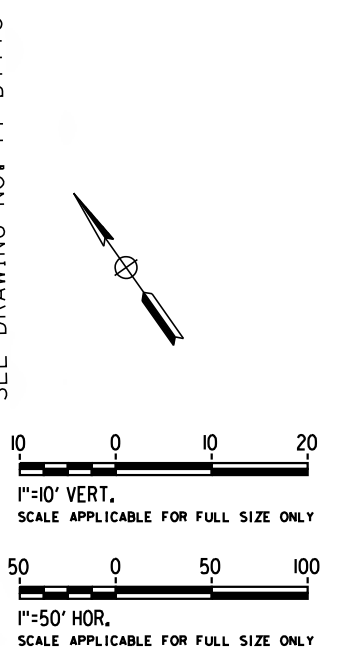
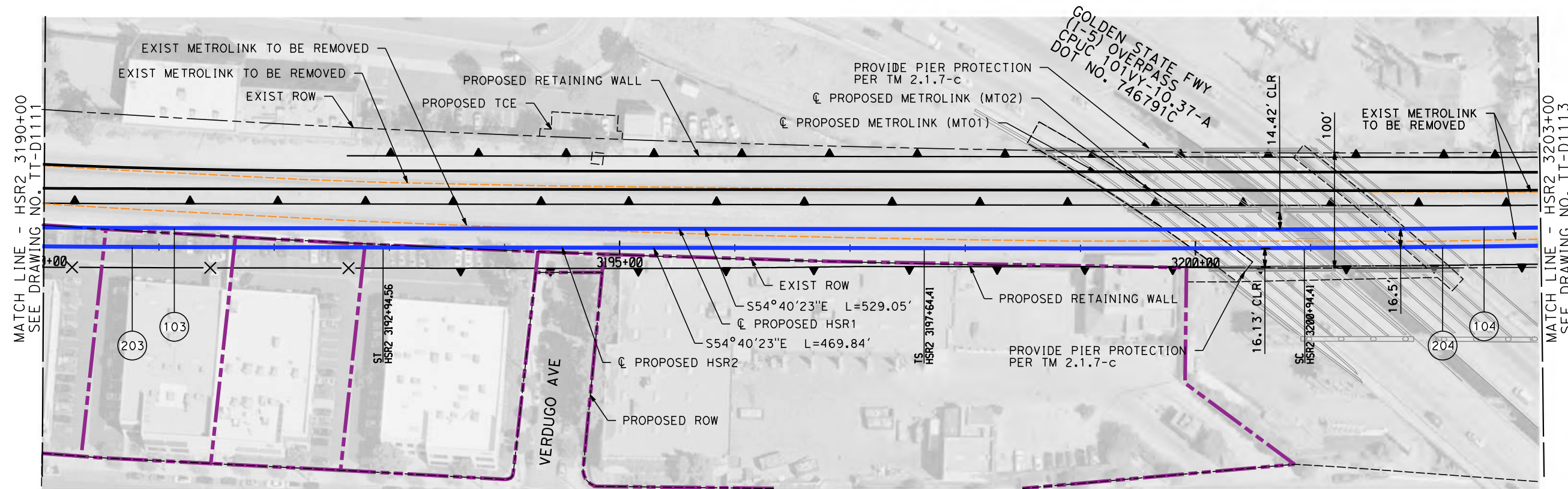


**CALIFORNIA HIGH-SPEED TRAIN PROJECT
BURBANK TO LOS ANGELES**

PEPD
HSR DEDICATED - PLAN AND PROFILE
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CONTRACT NO.
HSR14-39
DRAWING NO.
TT-D1111
SCALE
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SHEET NO.

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**CALIFORNIA HIGH-SPEED TRAIN PROJECT
BURBANK TO LOS ANGELES**

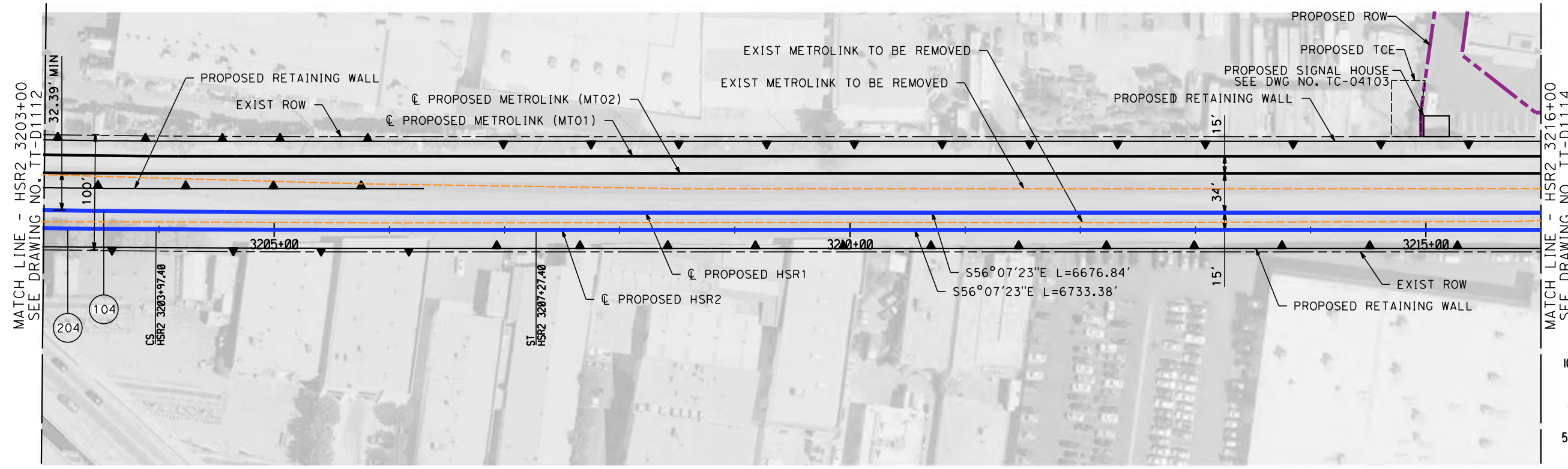
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CONTRACT NO.
HSR14-39

DRAWING NO.
TT-D1112

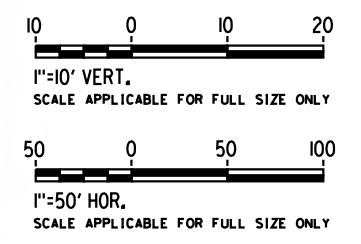
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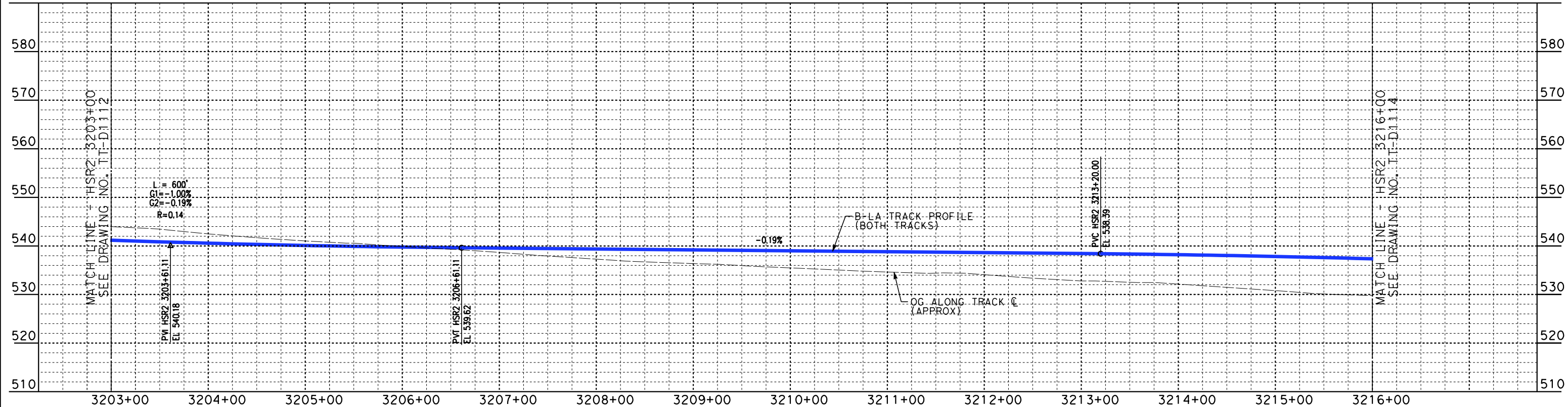


MATCH LINE - HSR2 3216+00
SEE DRAWING NO. TT-D1114

MATCH LINE - HSR2 3203+00
SEE DRAWING NO. TT-D1112



PLAN



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PROFILE

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W. XU
CHECKED BY
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K. PIRBAZARI
DATE
04/30/2019

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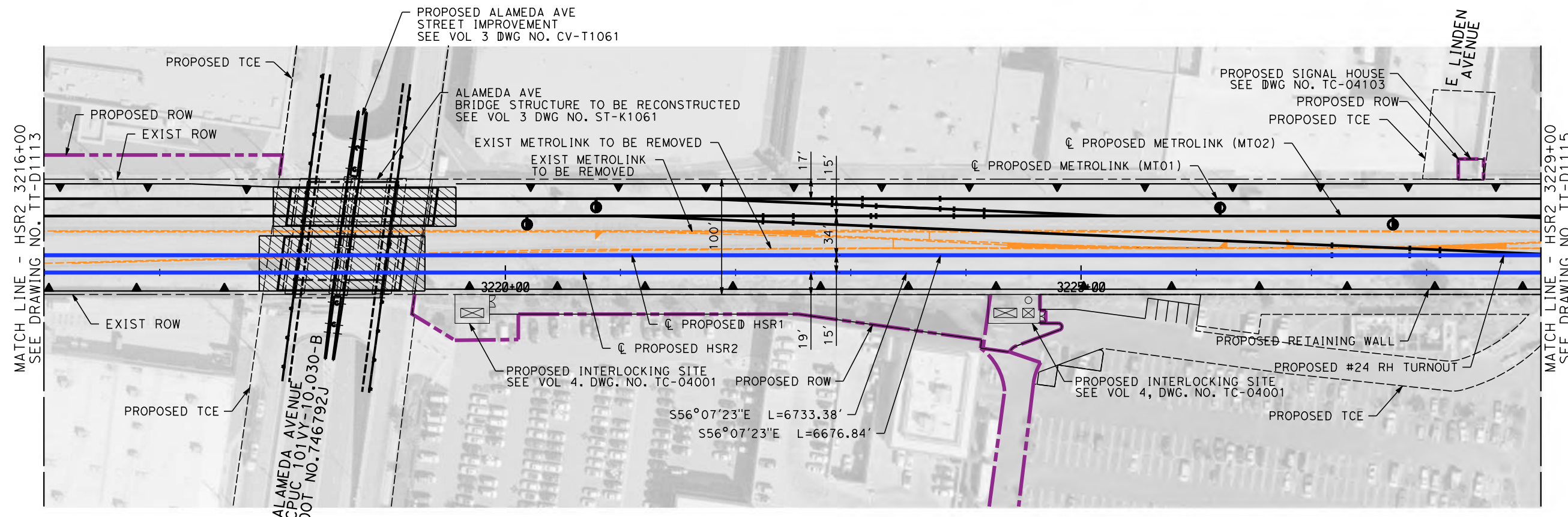
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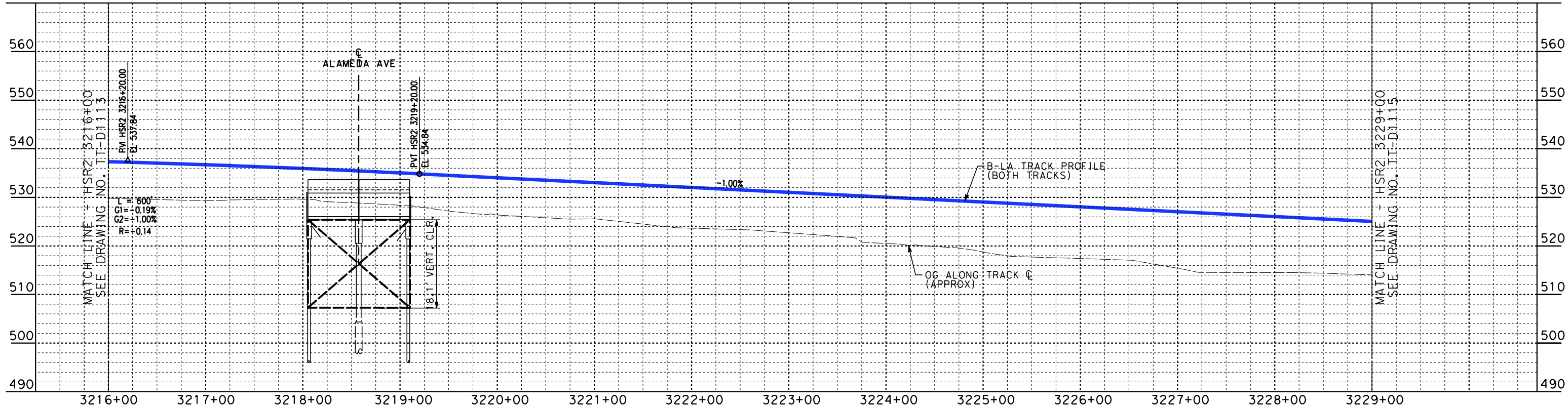
**CALIFORNIA HIGH-SPEED TRAIN PROJECT
BURBANK TO LOS ANGELES**

PEPD
HSR DEDICATED - PLAN AND PROFILE
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CONTRACT NO.
HSR14-39
DRAWING NO.
TT-D1113
SCALE
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SHEET NO.



PLAN



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**CALIFORNIA HIGH-SPEED TRAIN PROJECT
BURBANK TO LOS ANGELES**

PEPD
HSR DEDICATED - PLAN AND PROFILE
HSR2 3216+00 TO HSR2 3229+00

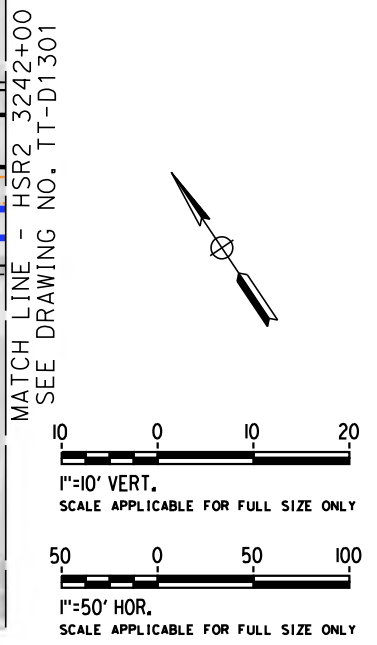
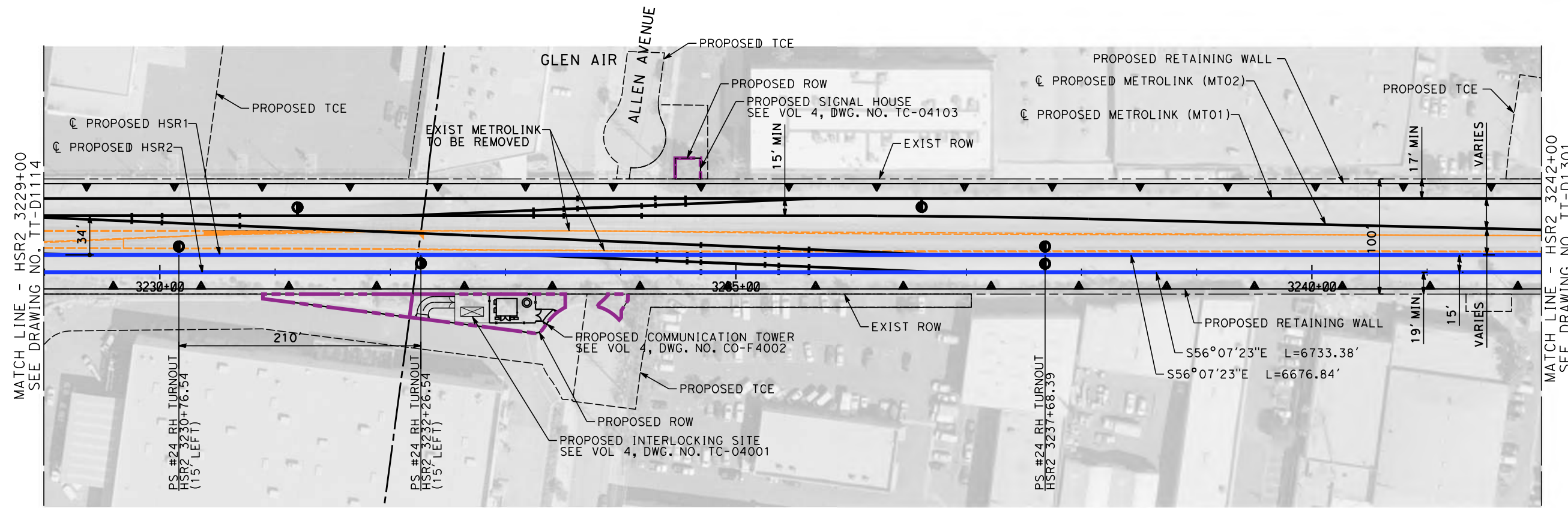
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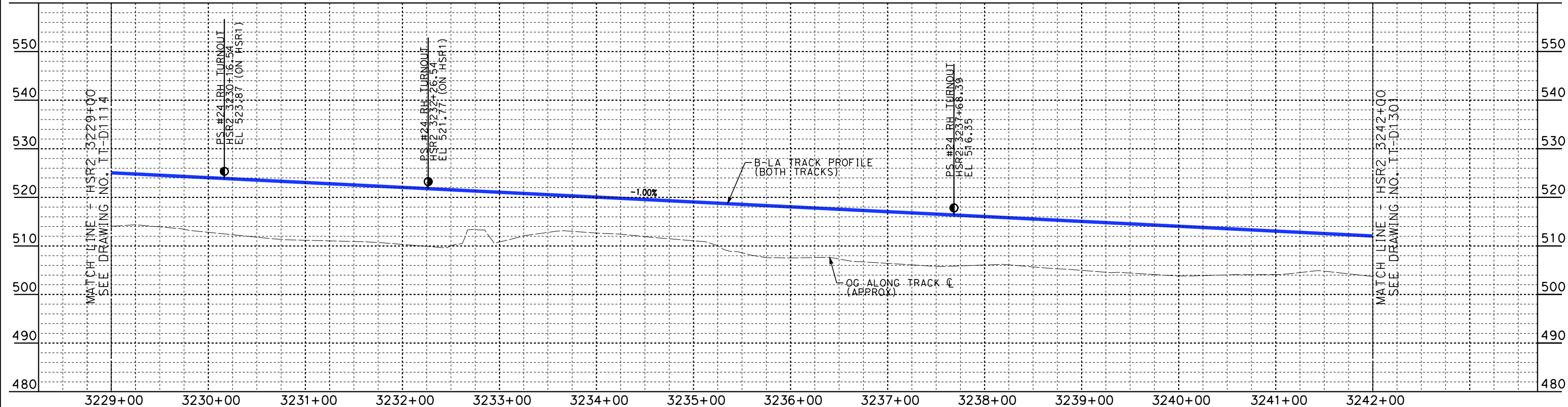
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PLAN



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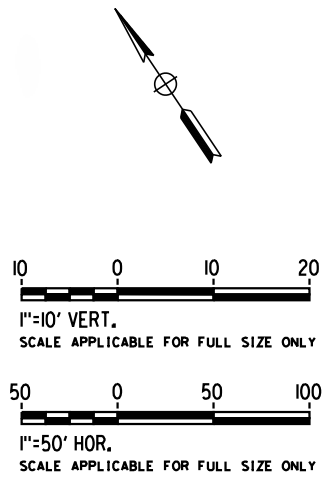
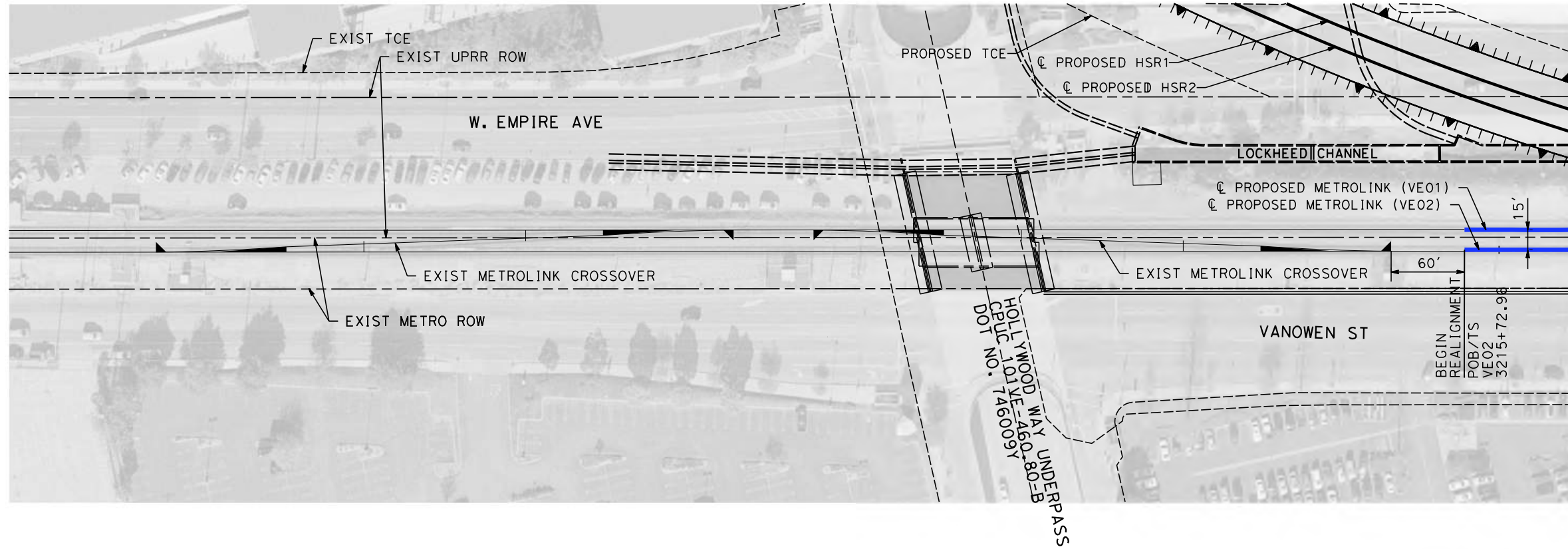
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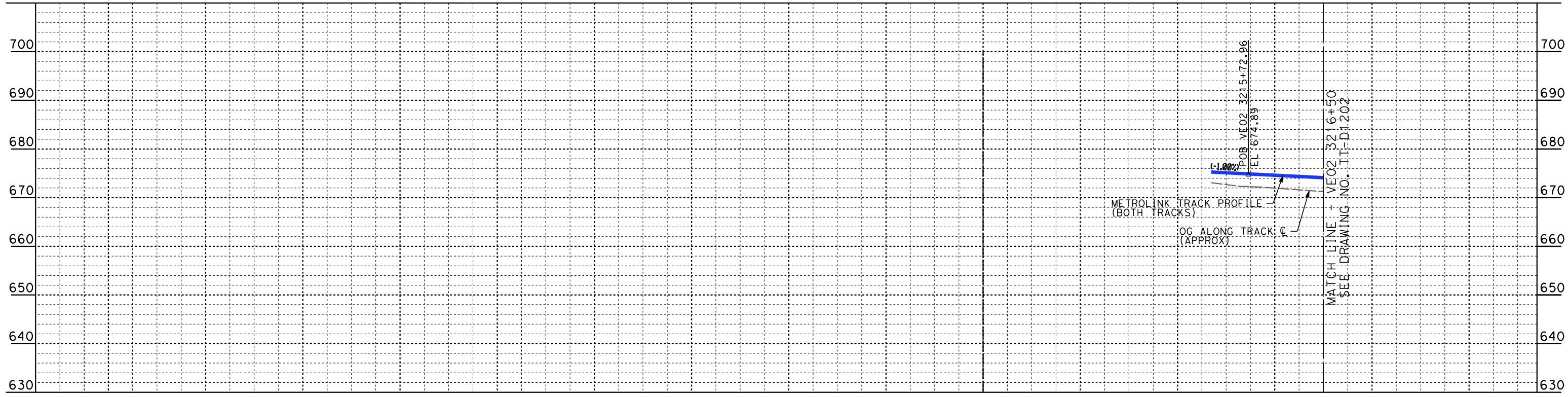
**CALIFORNIA HIGH-SPEED TRAIN PROJECT
BURBANK TO LOS ANGELES**

PEPD
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HSR2 3229+00 TO HSR2 3242+00

CONTRACT NO.
HSR14-39
DRAWING NO.
TT-D1115
SCALE
AS SHOWN
SHEET NO.



PLAN



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K. PIRBAZARI

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CALIFORNIA HIGH-SPEED TRAIN PROJECT
BURBANK TO LOS ANGELES

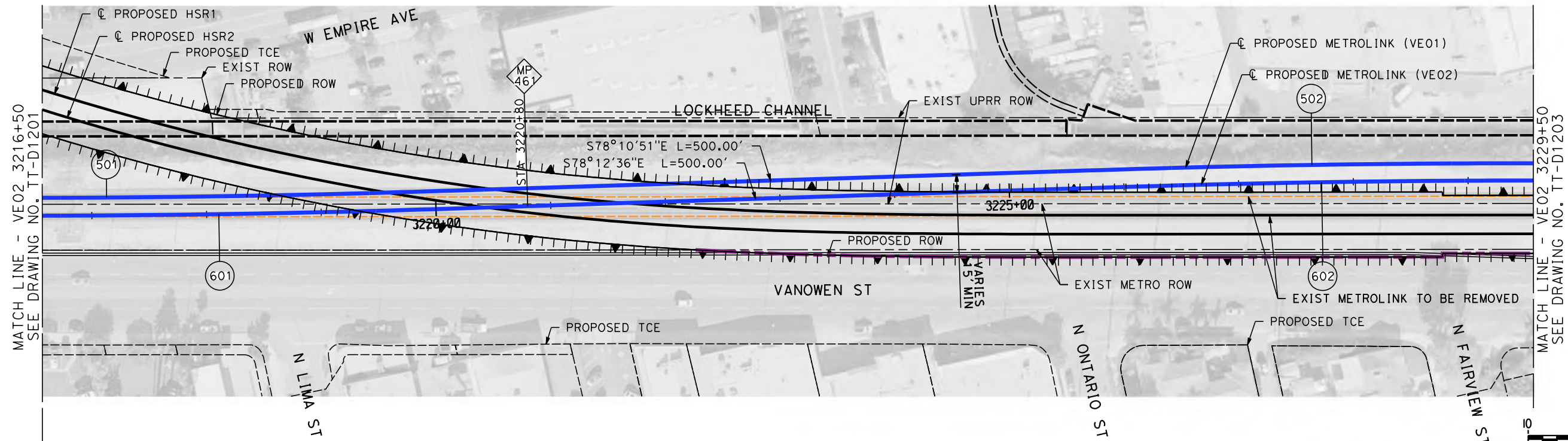
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CONTRACT NO.
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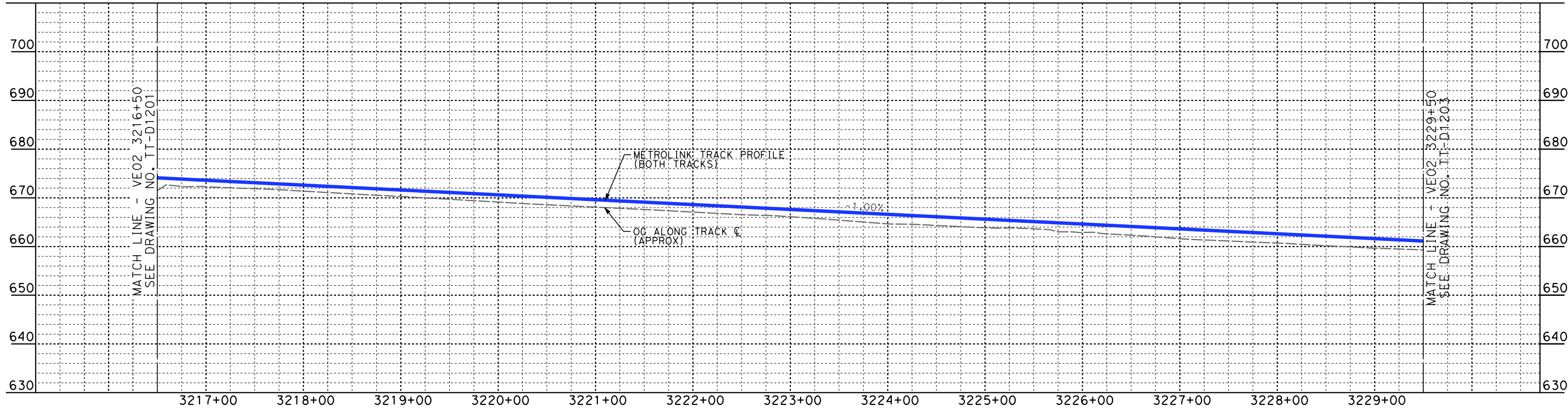
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SCALE
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SHEET NO.



PLAN



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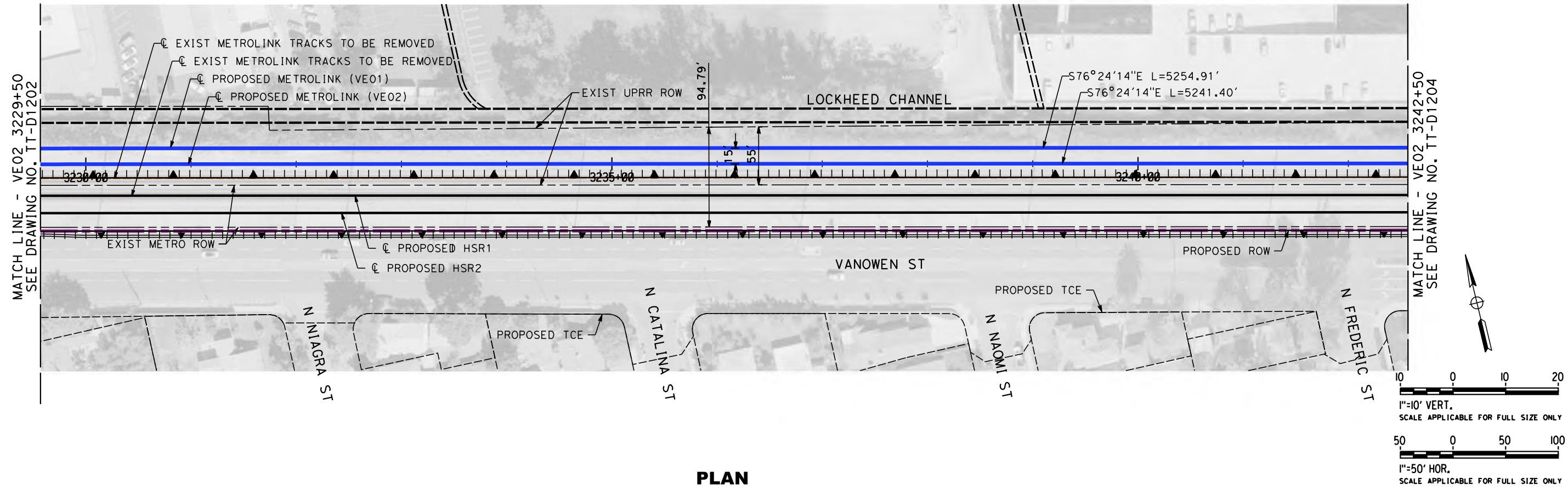
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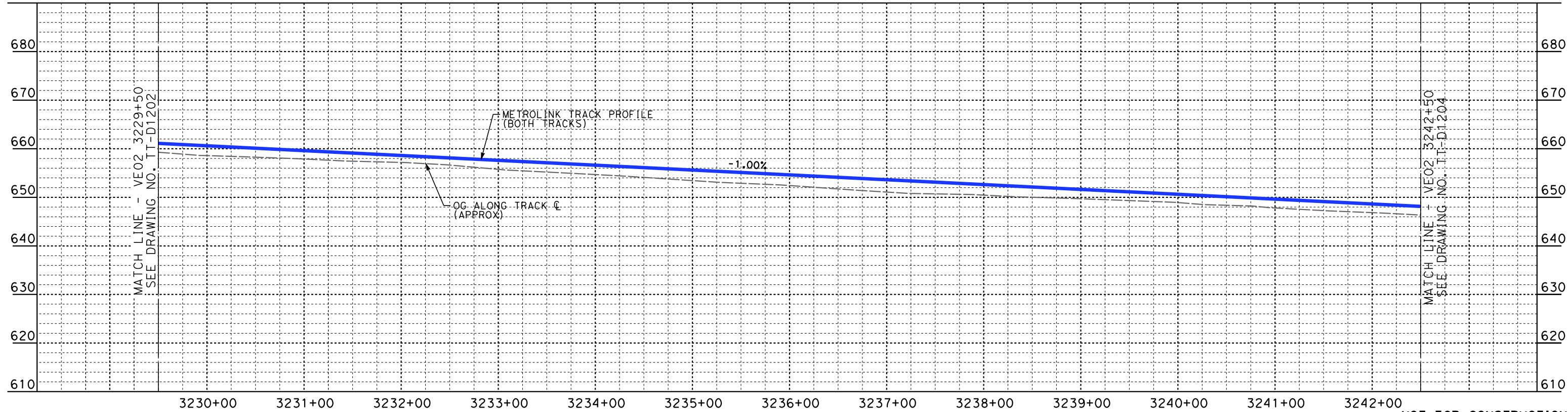
**CALIFORNIA HIGH-SPEED TRAIN PROJECT
BURBANK TO LOS ANGELES**

PEPD
METROLINK VENTURA - PLAN AND PROFILE
VE02 3216+50 TO VE02 3229+50

CONTRACT NO.
HSR14-39
DRAWING NO.
TT-D1202
SCALE
AS SHOWN
SHEET NO.



PLAN



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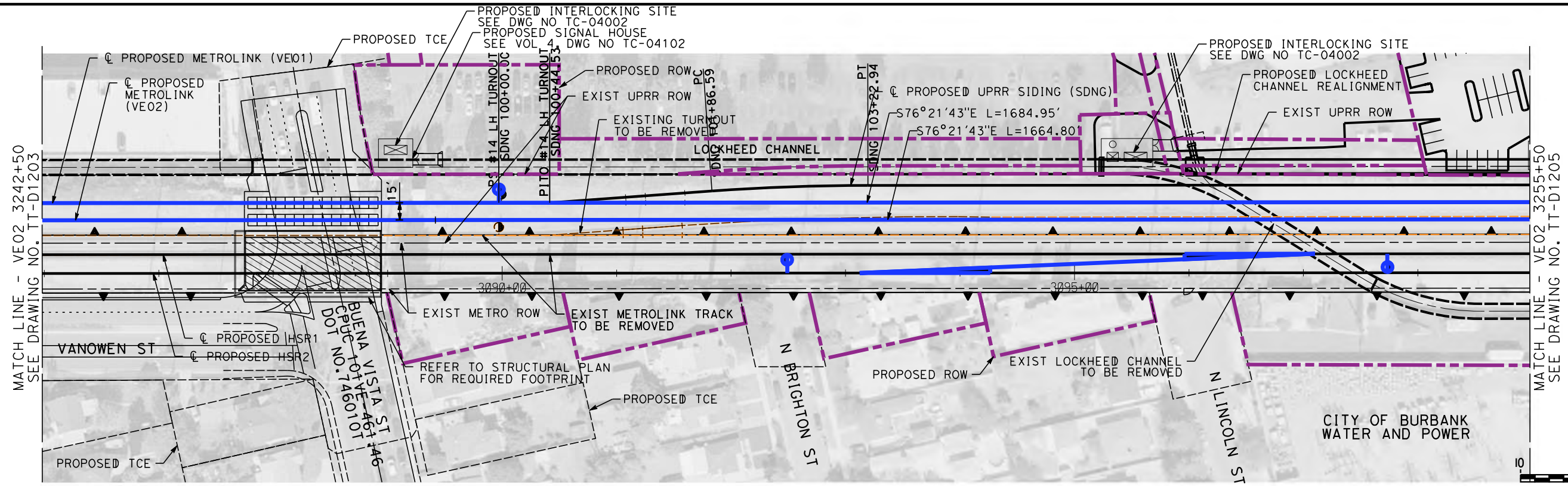
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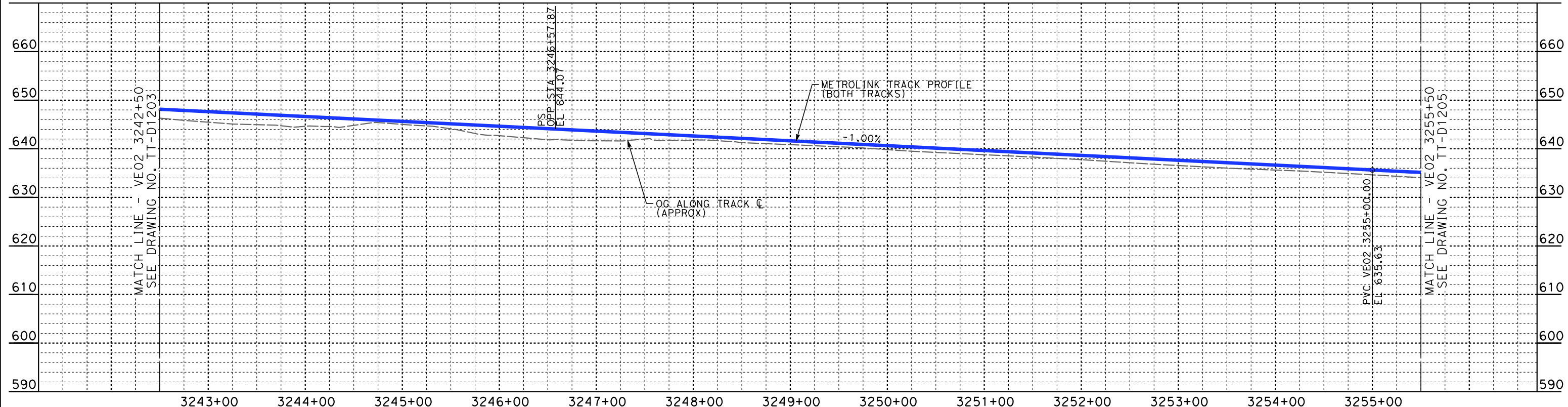
**CALIFORNIA HIGH-SPEED TRAIN PROJECT
BURBANK TO LOS ANGELES**

PEPD
METROLINK VENTURA - PLAN AND PROFILE
VE02 3229+50 TO VE02 3242+50

CONTRACT NO.
HSR14-39
DRAWING NO.
TT-D1203
SCALE
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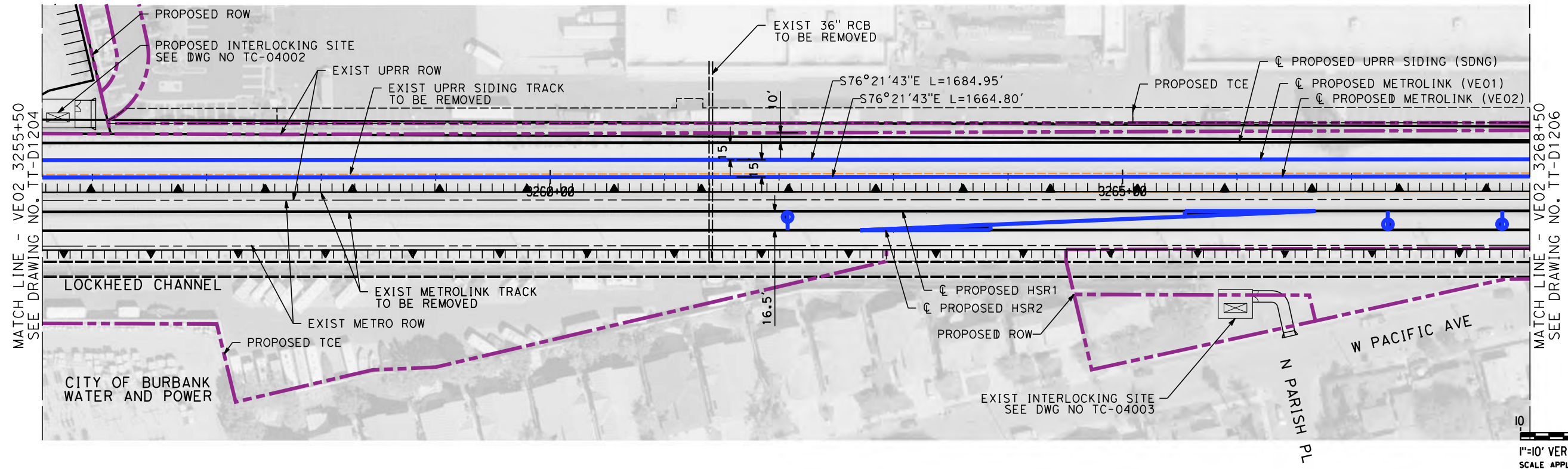
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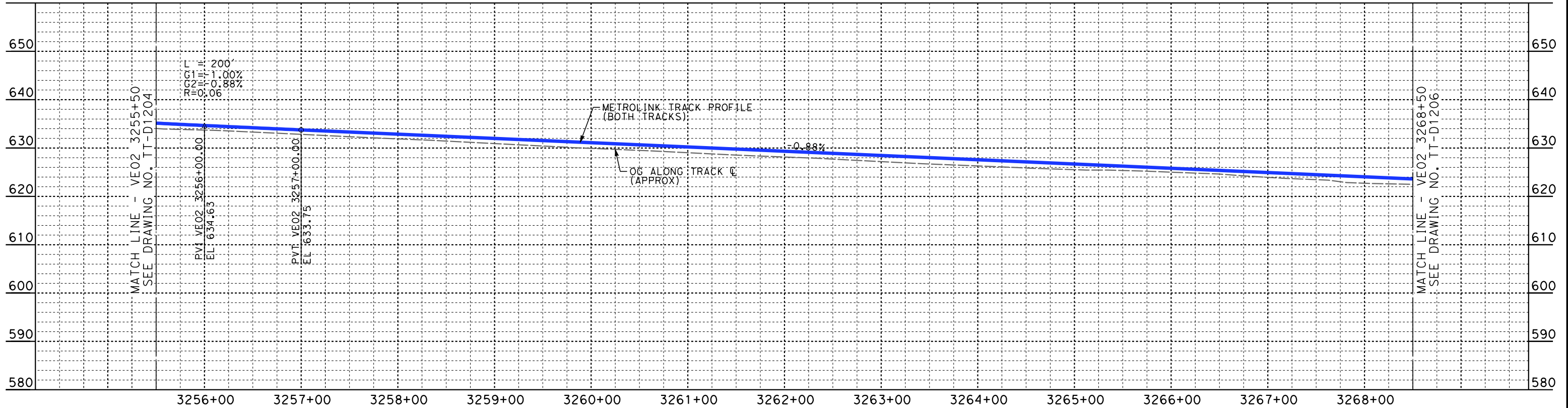
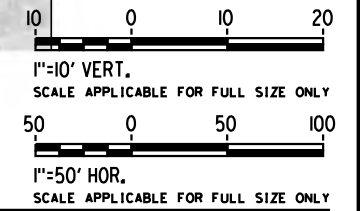
CALIFORNIA HIGH-SPEED TRAIN PROJECT
BURBANK TO LOS ANGELES

PEPD
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VE02 3242+50 TO VE02 3255+50

CONTRACT NO.
HSR14-39
DRAWING NO.
TT-D1204
SCALE
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SHEET NO.



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PEPD RECORD SET

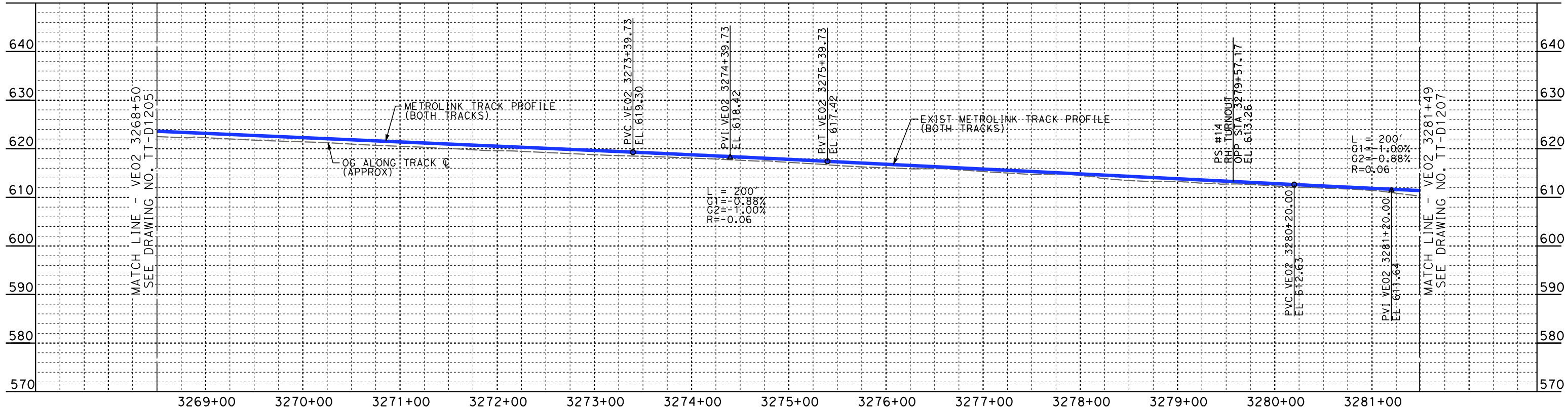
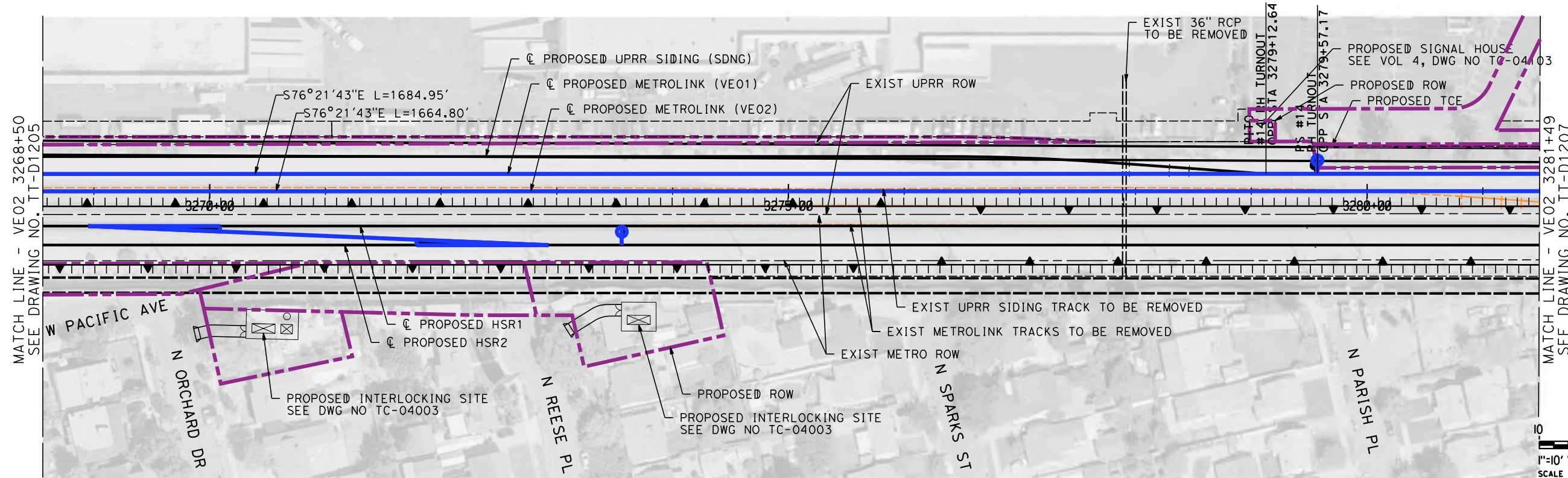
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CALIFORNIA HIGH-SPEED TRAIN PROJECT
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PEPD
METROLINK VENTURA - PLAN AND PROFILE
VE02 3255+50 TO VE02 3268+50

CONTRACT NO.
HSR14-39
DRAWING NO.
TT-D1205
SCALE
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SHEET NO.



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**CALIFORNIA HIGH-SPEED TRAIN PROJECT
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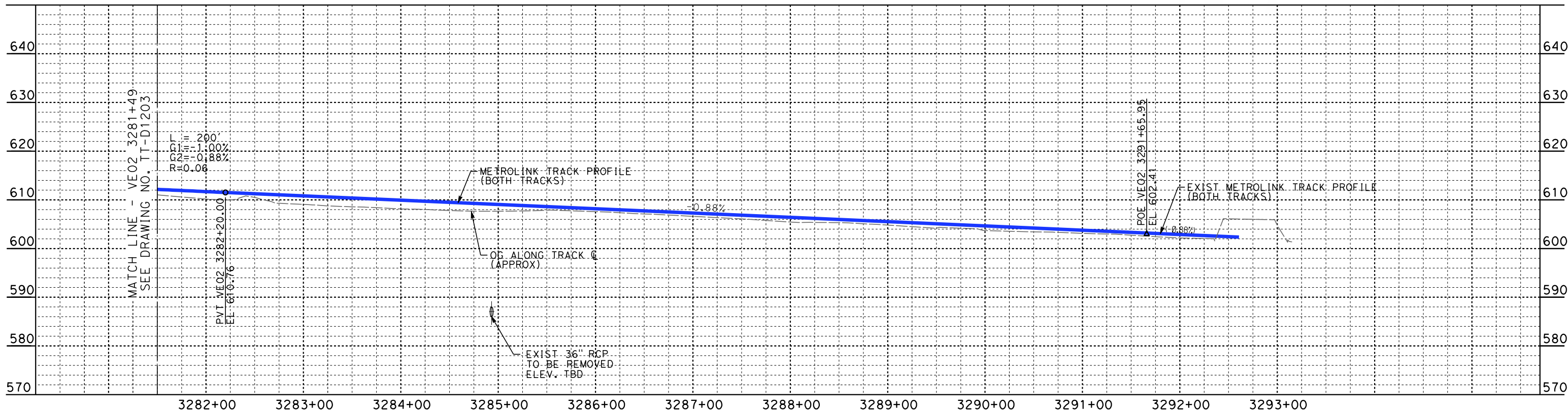
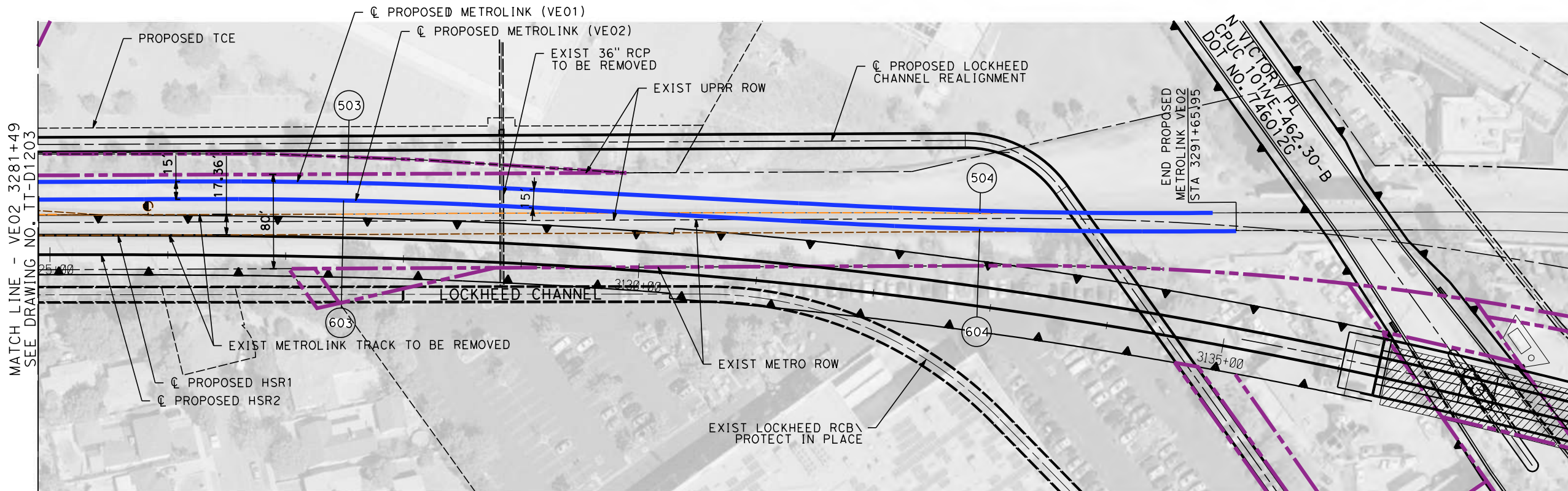
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VE02 3268+50 TO VE02 3281+49

CONTRACT NO.
HSR14-39

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SCALE
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**CALIFORNIA HIGH-SPEED TRAIN PROJECT
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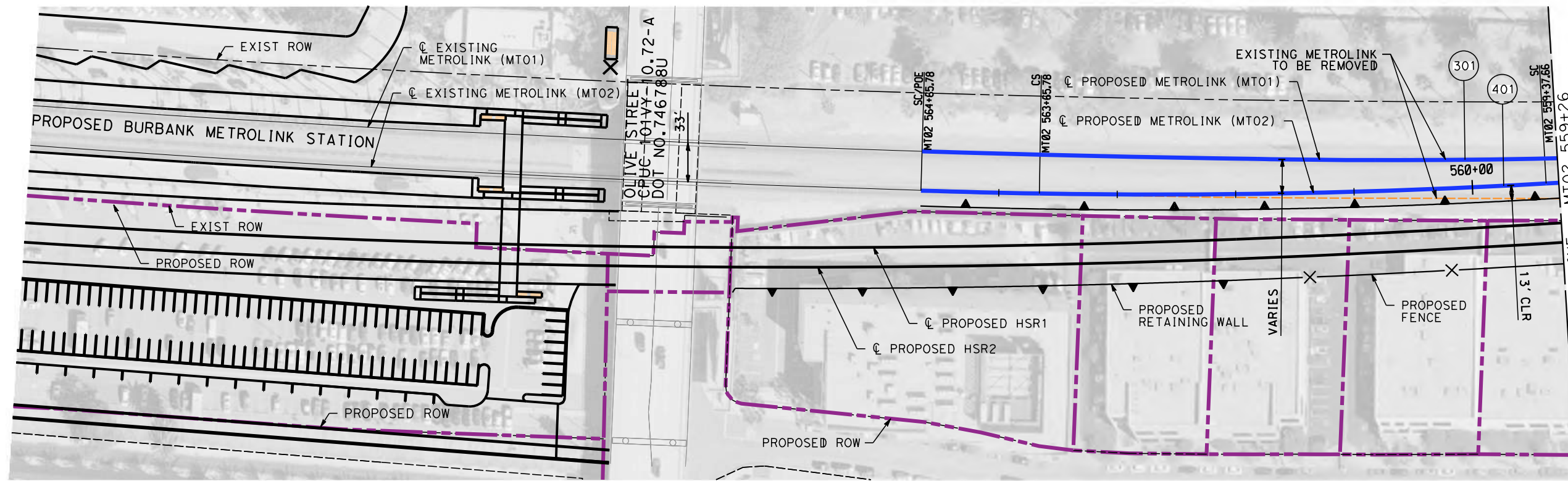
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VE02 3281+49 TO VE02 3293+16

CONTRACT NO.
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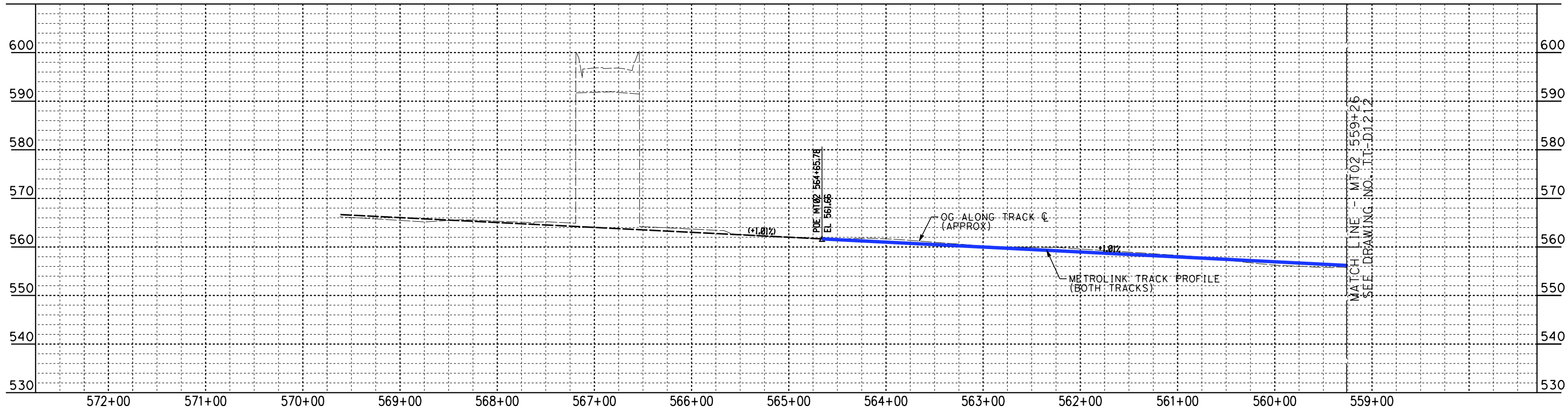
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SCALE
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PLAN



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W. XU
CHECKED BY
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K. PIRBAZARI
DATE
04/30/2019

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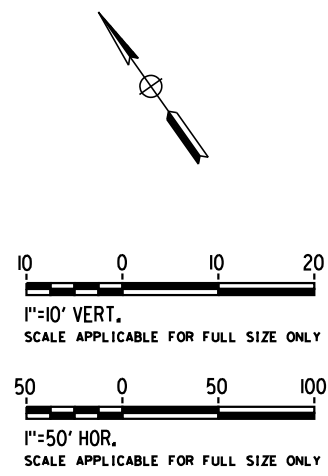
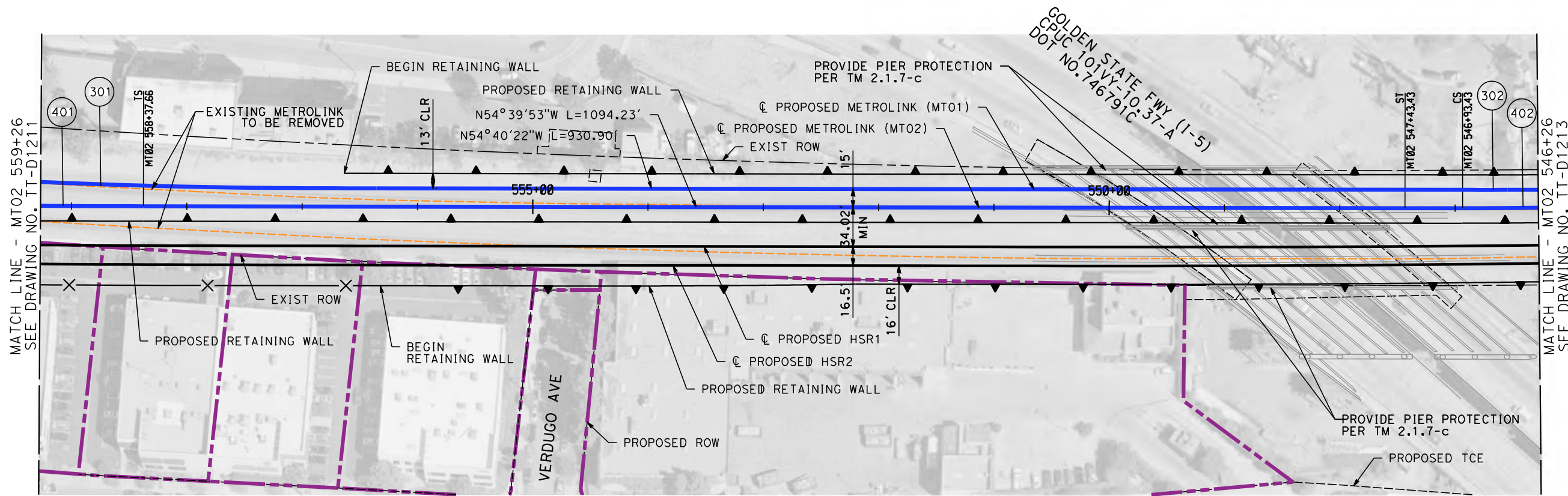
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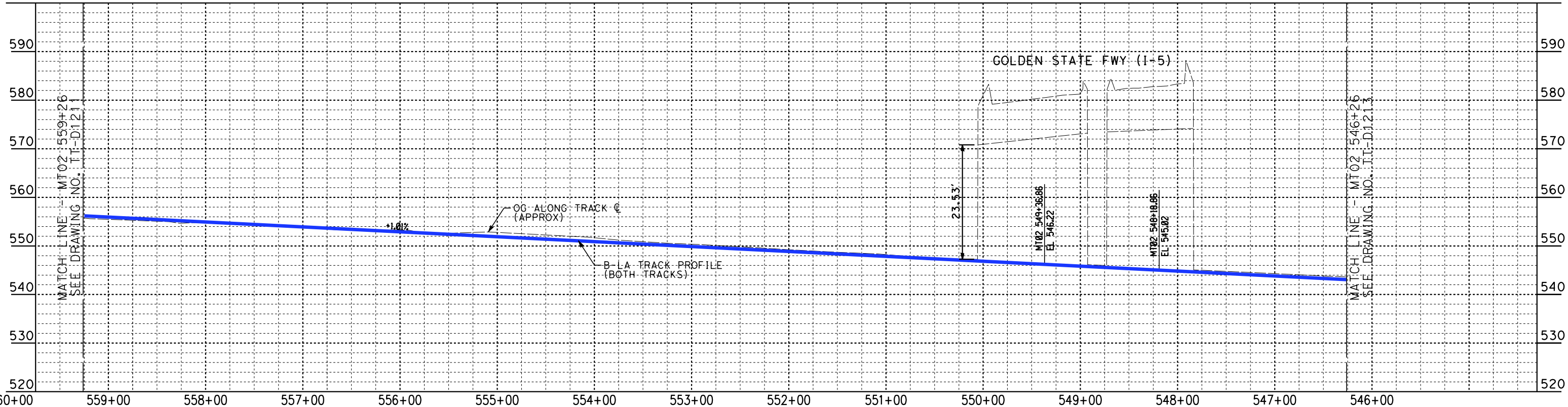
**CALIFORNIA HIGH-SPEED TRAIN PROJECT
BURBANK TO LOS ANGELES**

PEPD
METROLINK VALLEY - PLAN AND PROFILE
MT02 564+66 TO MT02 559+26

CONTRACT NO.
HSR14-39
DRAWING NO.
TT-D1211
SCALE
AS SHOWN
SHEET NO.



PLAN



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DESIGNED BY
W. XU
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W. XU
CHECKED BY
P. MAHONEY
IN CHARGE
K. PIRBAZARI
DATE
04/30/2019

**PEPD
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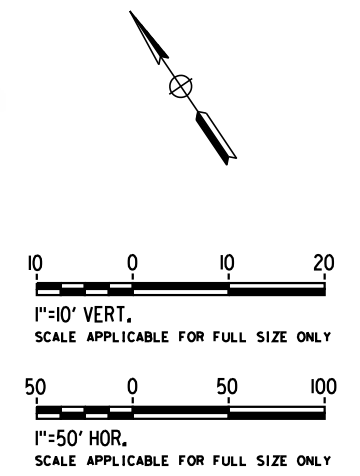
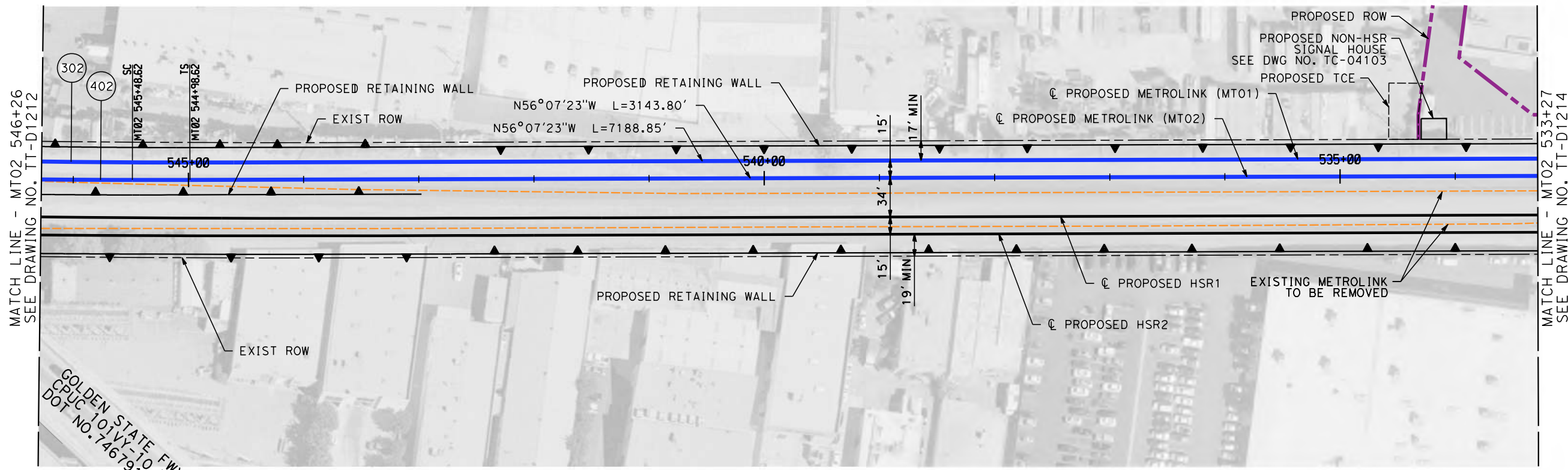


**CALIFORNIA HIGH-SPEED TRAIN PROJECT
BURBANK TO LOS ANGELES**

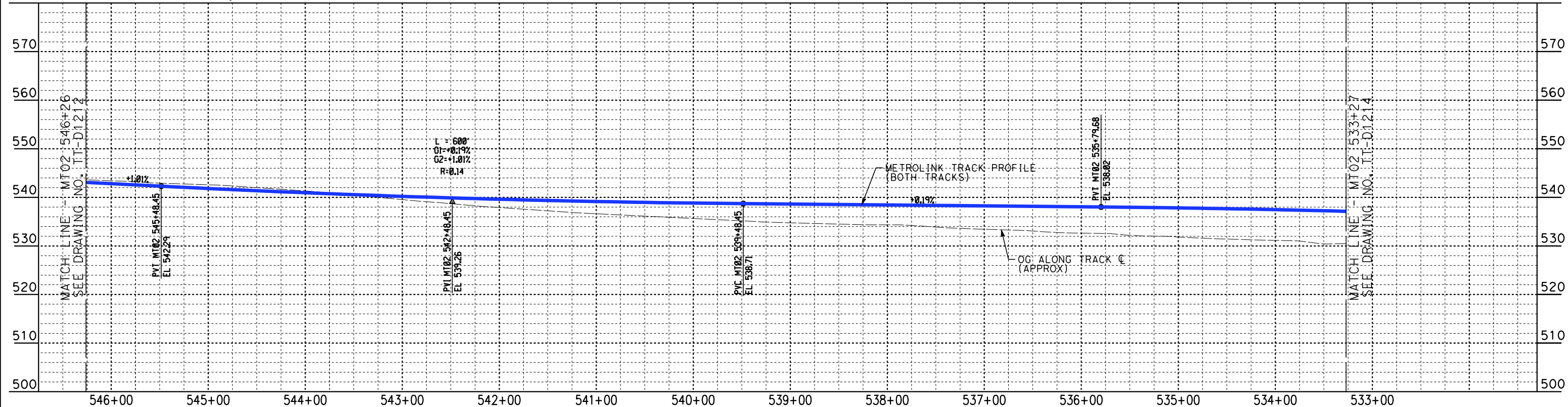
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METROLINK VALLEY - PLAN AND PROFILE
MT02 559+26 TO MT02 546+26

CONTRACT NO.
HSR14-39
DRAWING NO.
TT-D1212
SCALE
AS SHOWN
SHEET NO.

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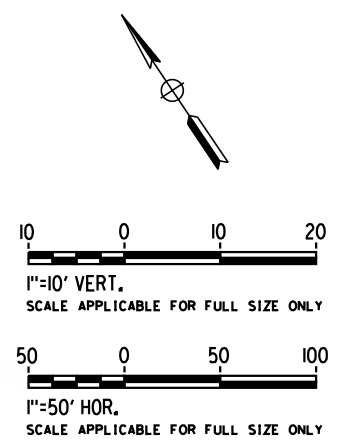
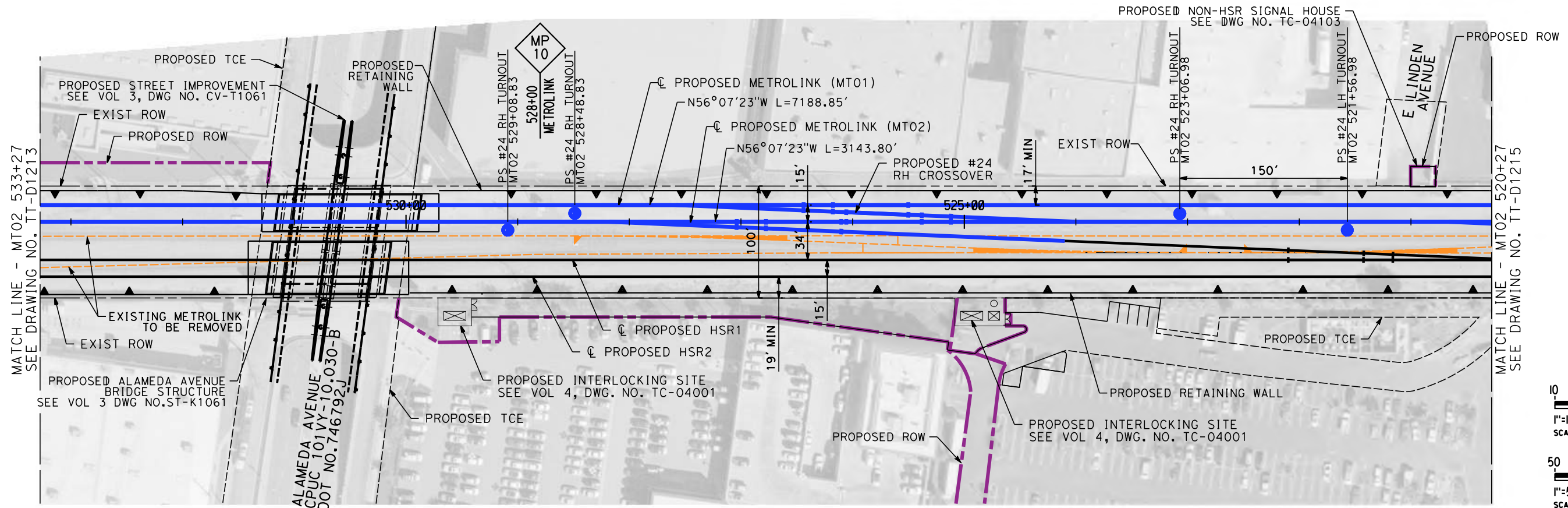
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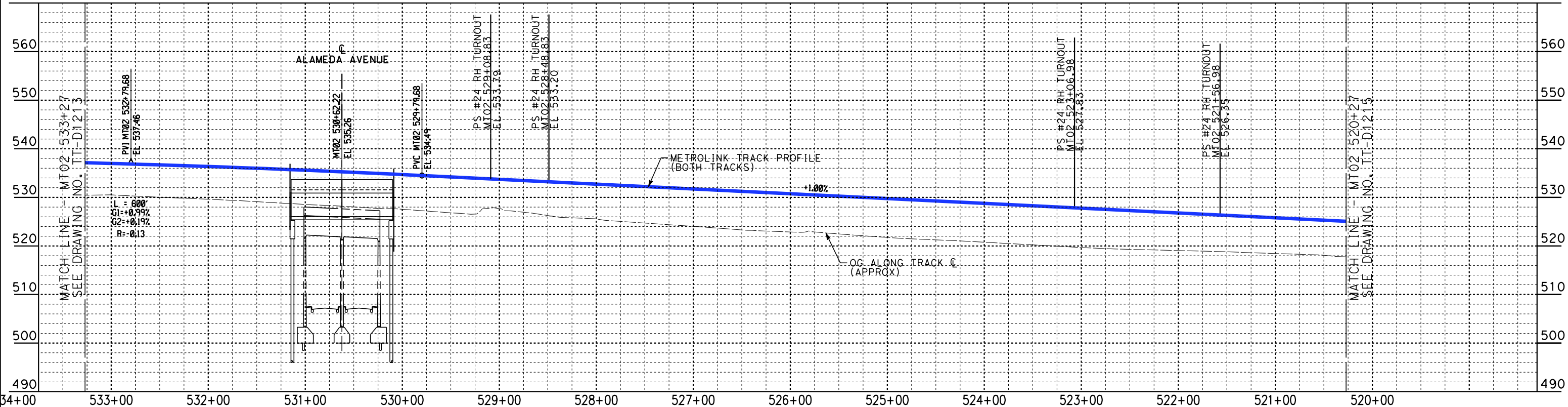
CALIFORNIA HIGH-SPEED TRAIN PROJECT
BURBANK TO LOS ANGELES

PEPD
METROLINK VALLEY - PLAN AND PROFILE
MT02 546+26 TO MT02 533+27

CONTRACT NO.
HSR14-39
DRAWING NO.
TT-D1213
SCALE
AS SHOWN
SHEET NO.



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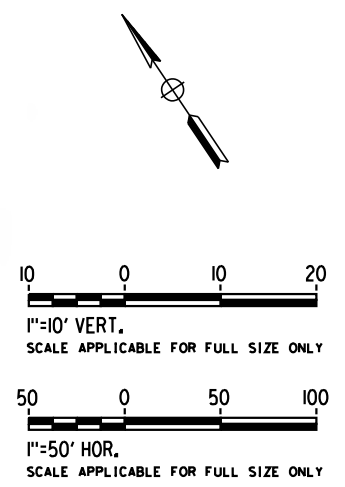
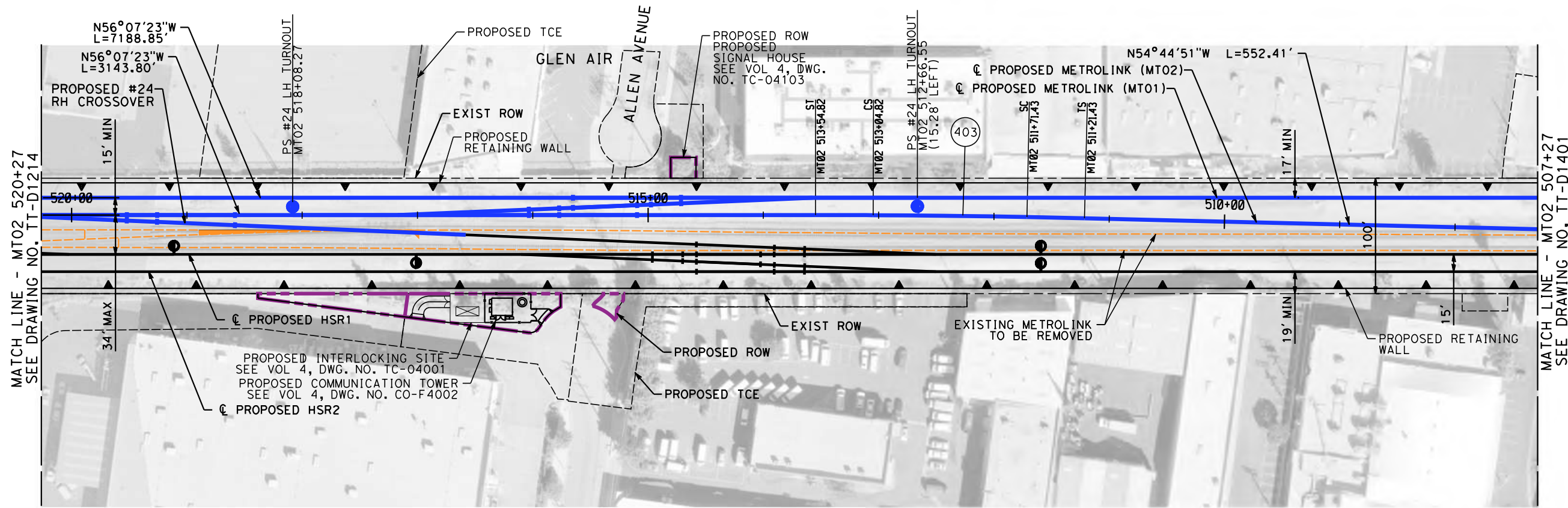
DESIGNED BY
W. XU
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W. XU
 CHECKED BY
P. MAHONEY
 IN CHARGE
K. PIRBAZARI
 DATE
04/30/2019

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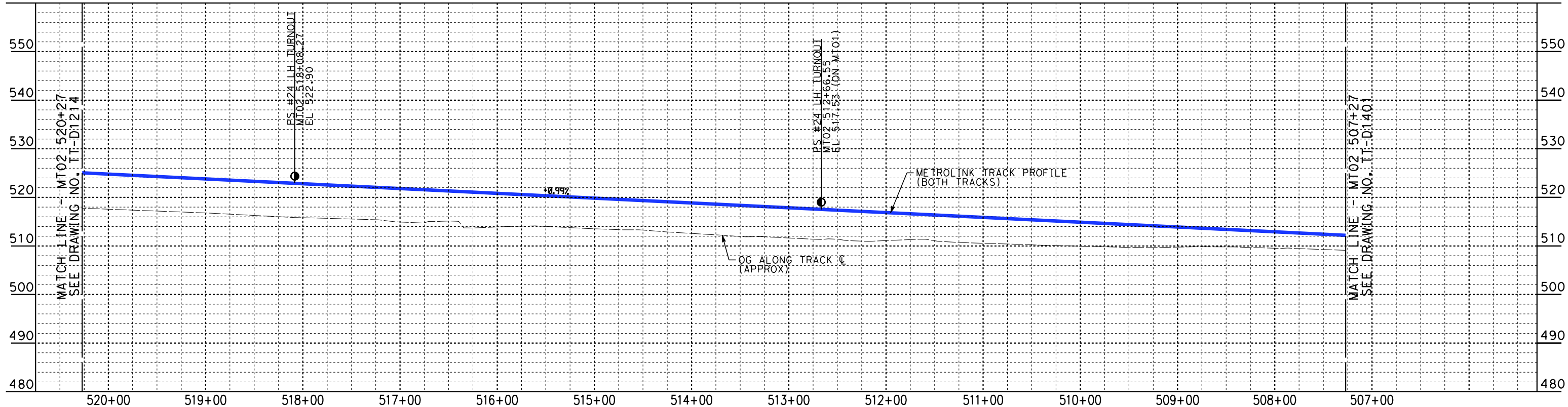


CALIFORNIA HIGH-SPEED TRAIN PROJECT
BURBANK TO LOS ANGELES
 PEPD
 METROLINK VALLEY - PLAN AND PROFILE
 MT02 533+27 TO MT02 520+27

CONTRACT NO.
 HSR14-39
 DRAWING NO.
 TT-D1214
 SCALE
 AS SHOWN
 SHEET NO.



PLAN



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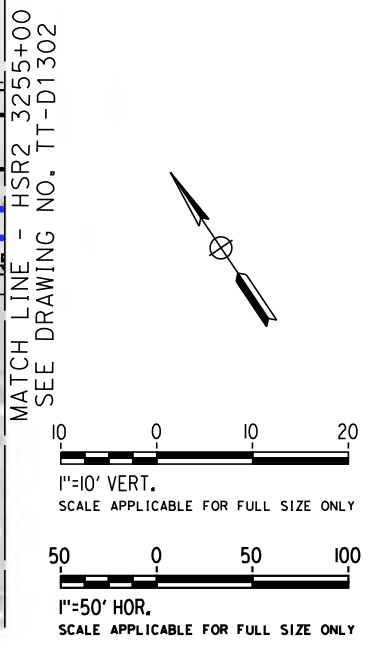
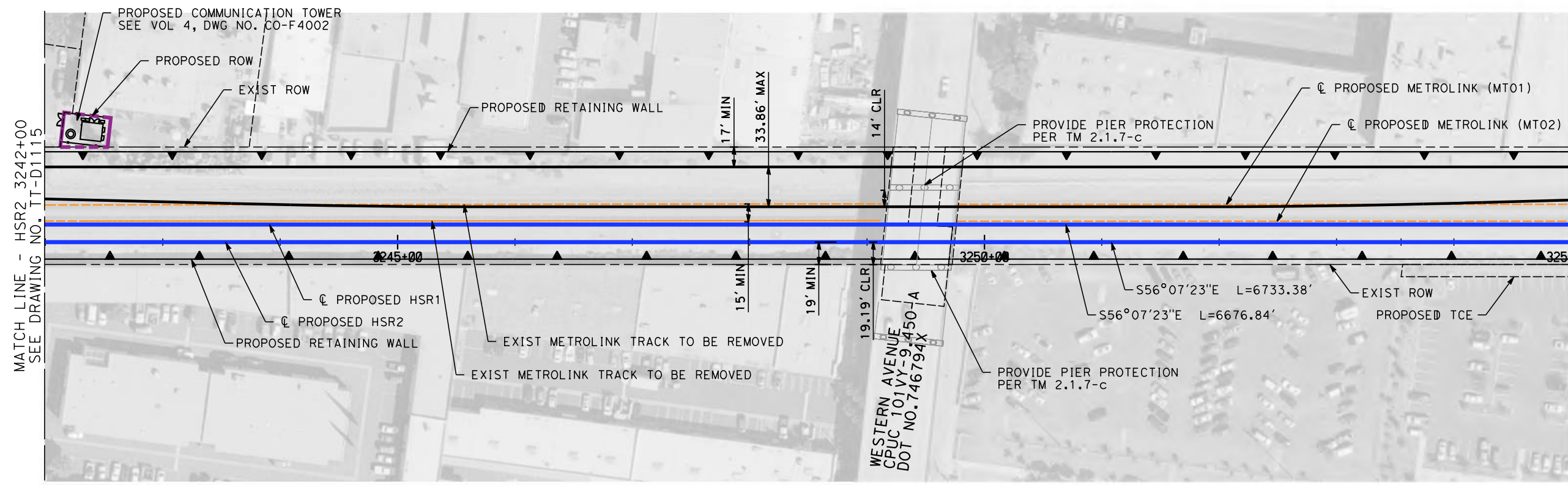
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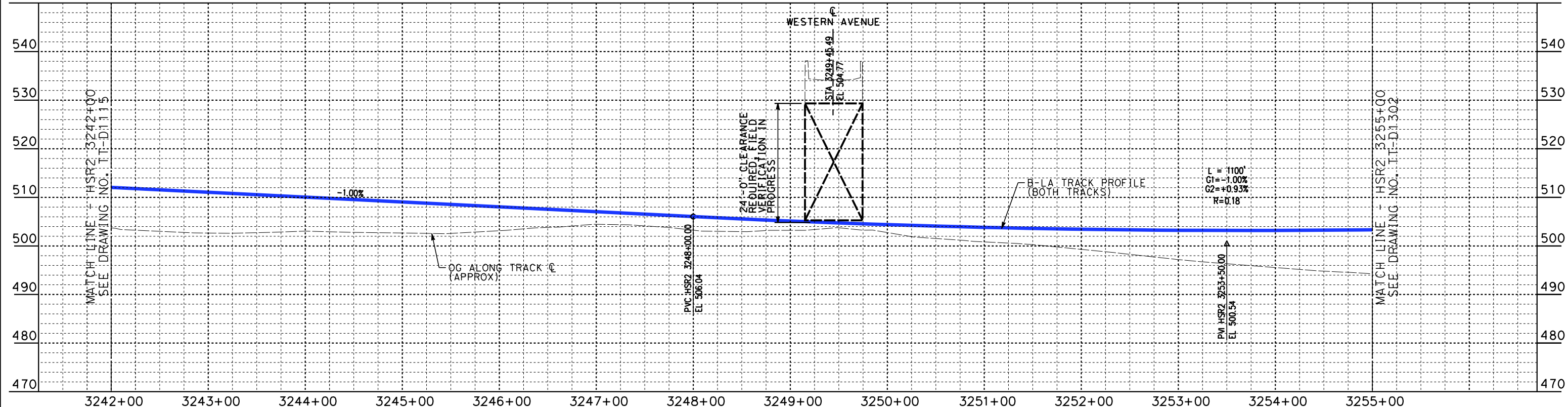
**CALIFORNIA HIGH-SPEED TRAIN PROJECT
BURBANK TO LOS ANGELES**

PEPD
METROLINK VALLEY - PLAN AND PROFILE
MT02 520+27 TO MT02 507+27

CONTRACT NO.
HSR14-39
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DATE 04/30/2019

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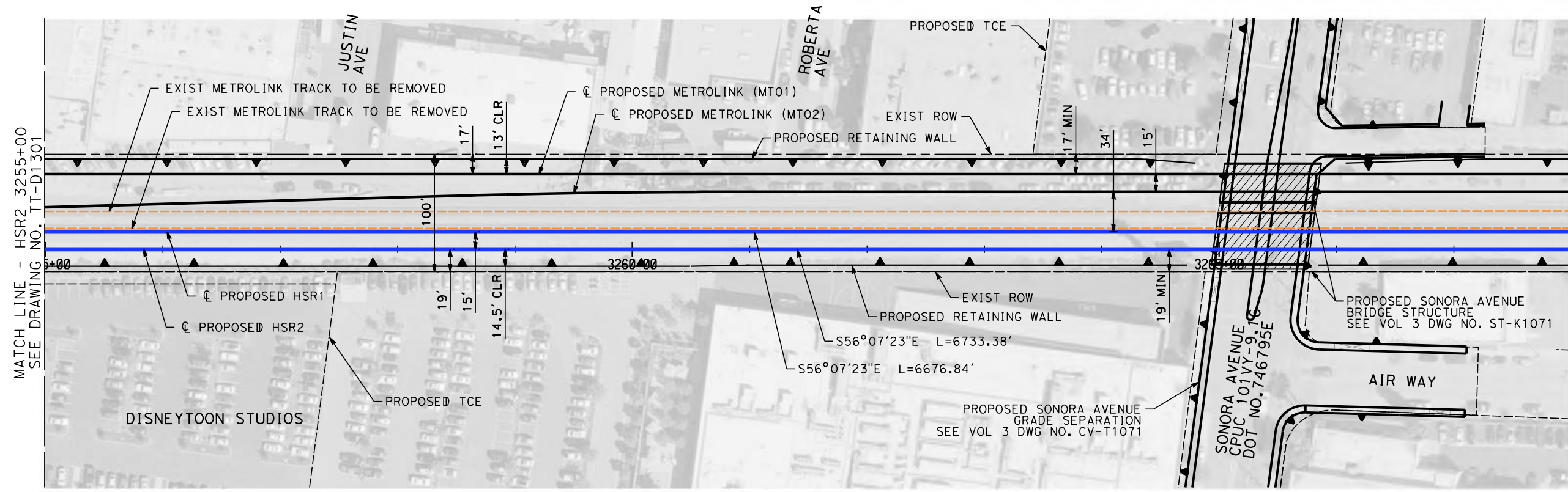
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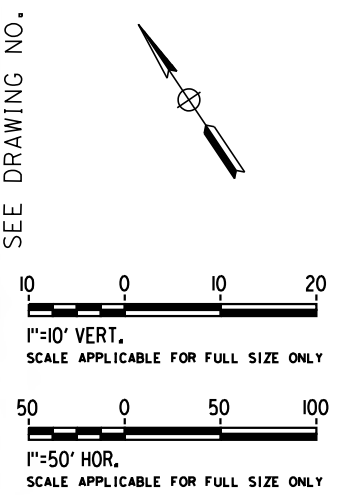
**CALIFORNIA HIGH-SPEED TRAIN PROJECT
BURBANK TO LOS ANGELES**

PEPD
HSR SHARED ELECTRIFIED TRACK - PLAN AND PROFILE
HSR2 3242+00 TO HSR2 3255+00

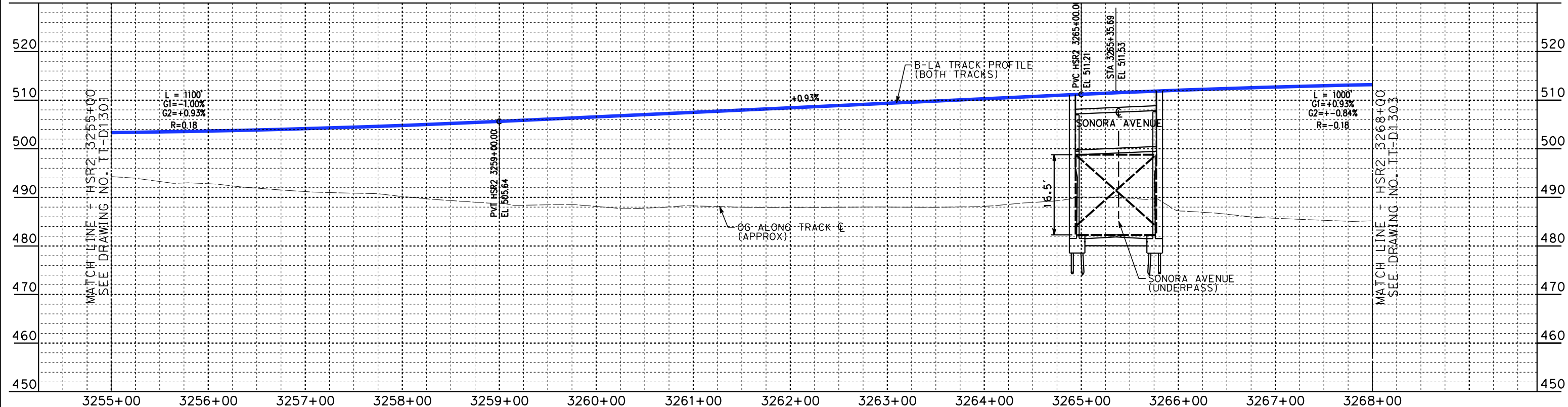
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DRAWING NO. TT-D1301
SCALE AS SHOWN
SHEET NO.



MATCH LINE - HSR2 3268+00
SEE DRAWING NO. TT-D1303



PLAN



MATCH LINE - HSR2 3268+00
SEE DRAWING NO. TT-D1303

PROFILE

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**PEPD
RECORD SET**

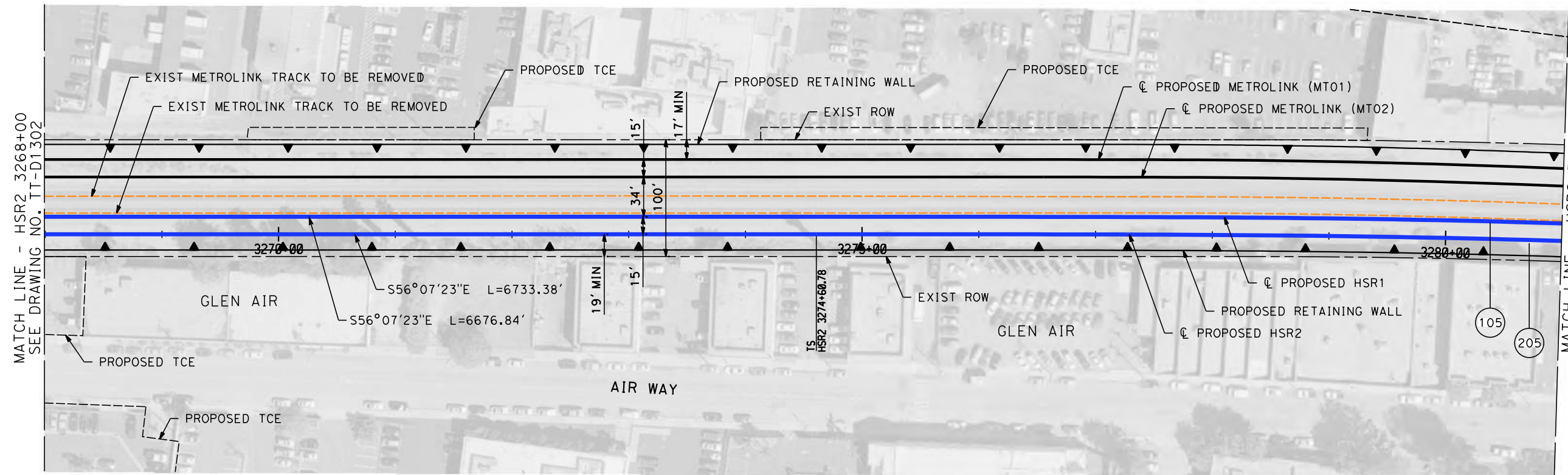
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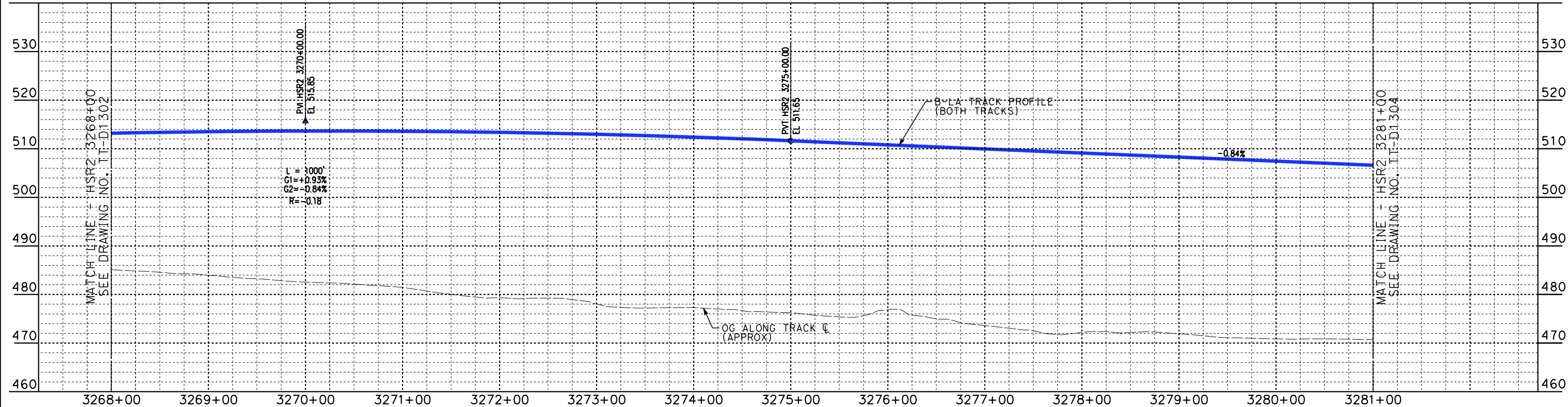
**CALIFORNIA HIGH-SPEED TRAIN PROJECT
BURBANK TO LOS ANGELES**

PEPD
HSR SHARED ELECTRIFIED TRACK - PLAN AND PROFILE
HSR2 3255+00 TO HSR2 3268+00

CONTRACT NO.
HSR14-39
DRAWING NO.
TT-D1302
SCALE
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SHEET NO.



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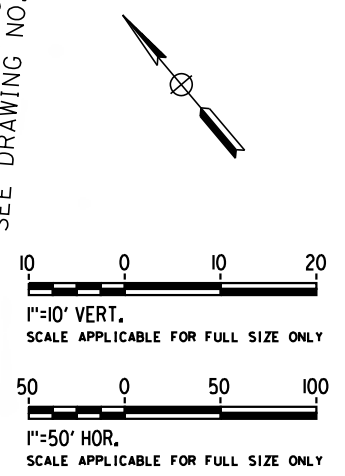
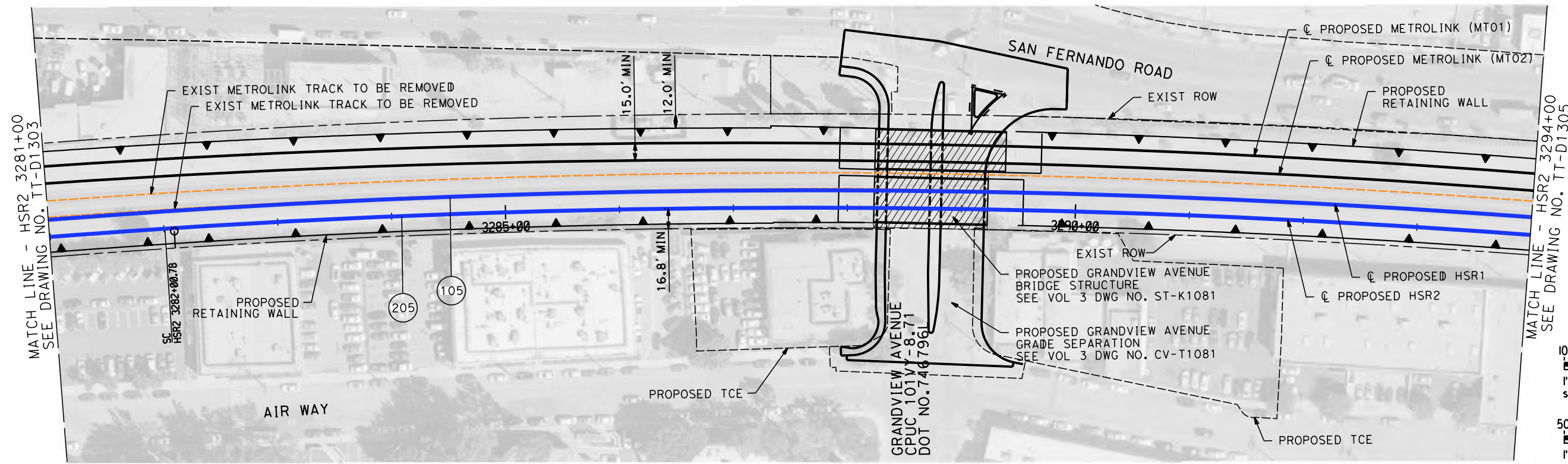
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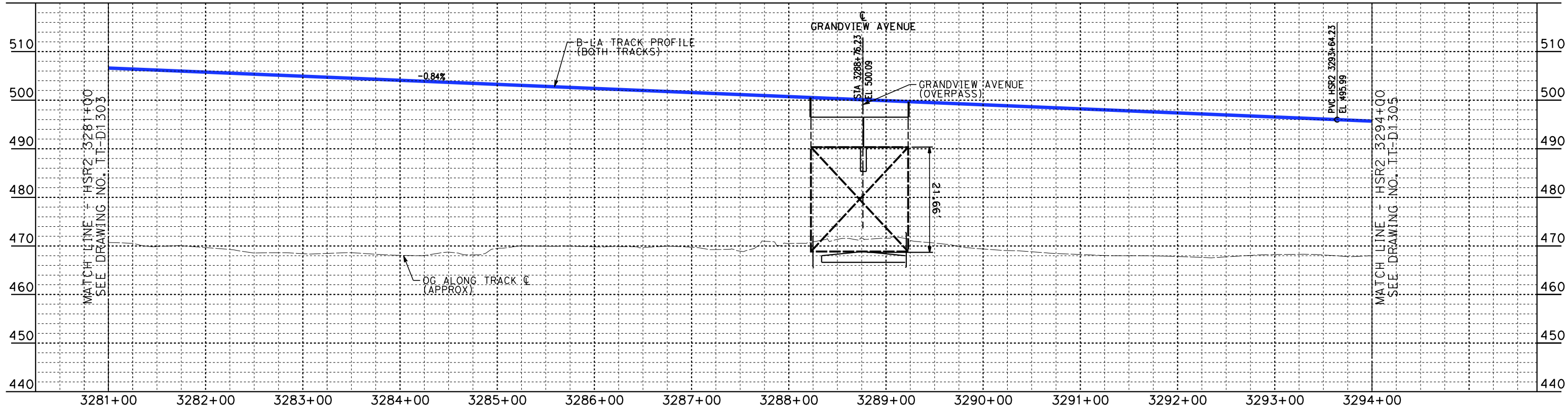
CALIFORNIA HIGH-SPEED TRAIN PROJECT
BURBANK TO LOS ANGELES

PEPD
HSR SHARED ELECTRIFIED TRACK - PLAN AND PROFILE
HSR2 3268+00 TO HSR2 3281+00

CONTRACT NO.
HSR14-39
DRAWING NO.
TT-D1303
SCALE
AS SHOWN
SHEET NO.



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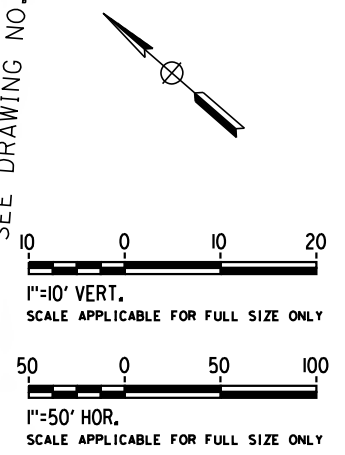
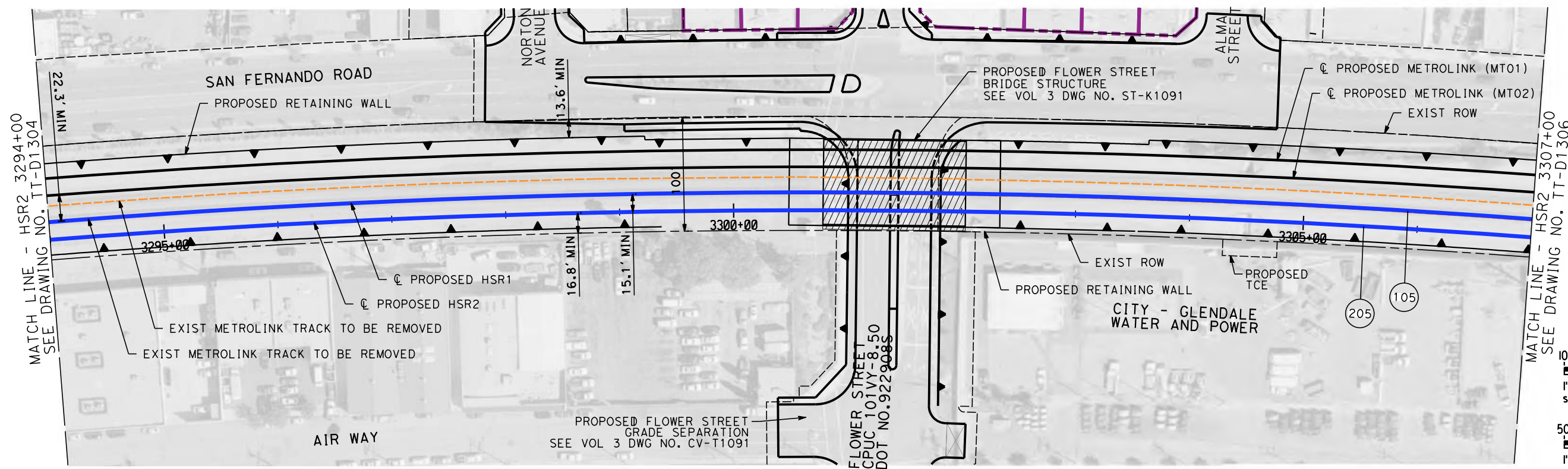
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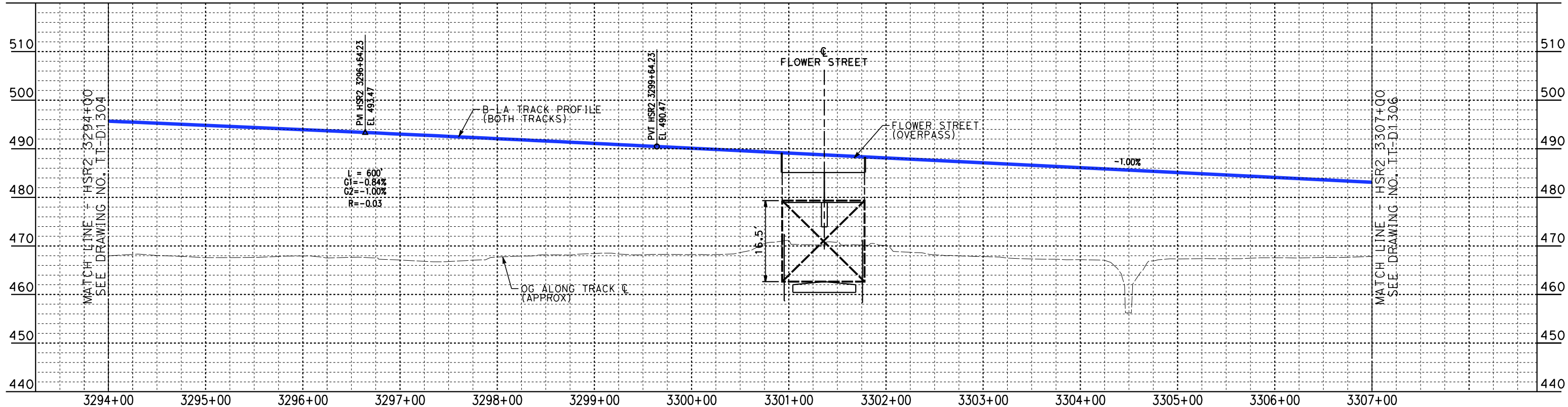
**CALIFORNIA HIGH-SPEED TRAIN PROJECT
BURBANK TO LOS ANGELES**

PEPD
HSR SHARED ELECTRIFIED TRACK - PLAN AND PROFILE
HSR2 3281+00 TO HSR2 3294+00

CONTRACT NO.
HSR14-39
DRAWING NO.
TT-D1304
SCALE
AS SHOWN
SHEET NO.



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IN CHARGE K. PIRBAZARI
DATE 04/30/2019

PEPD RECORD SET

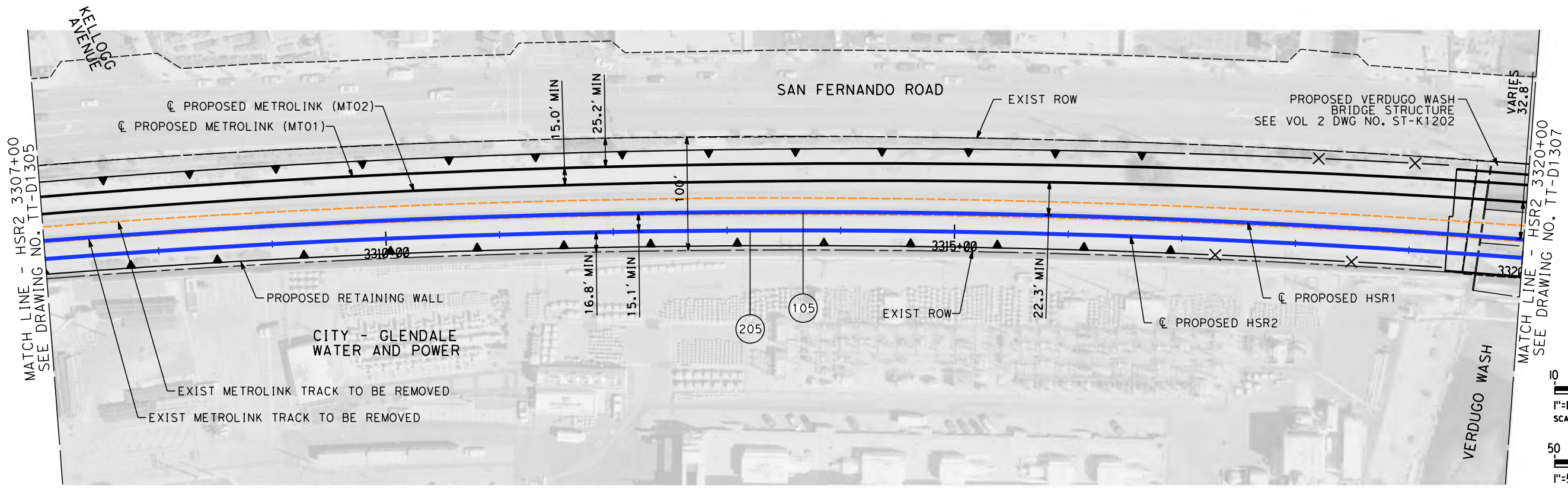
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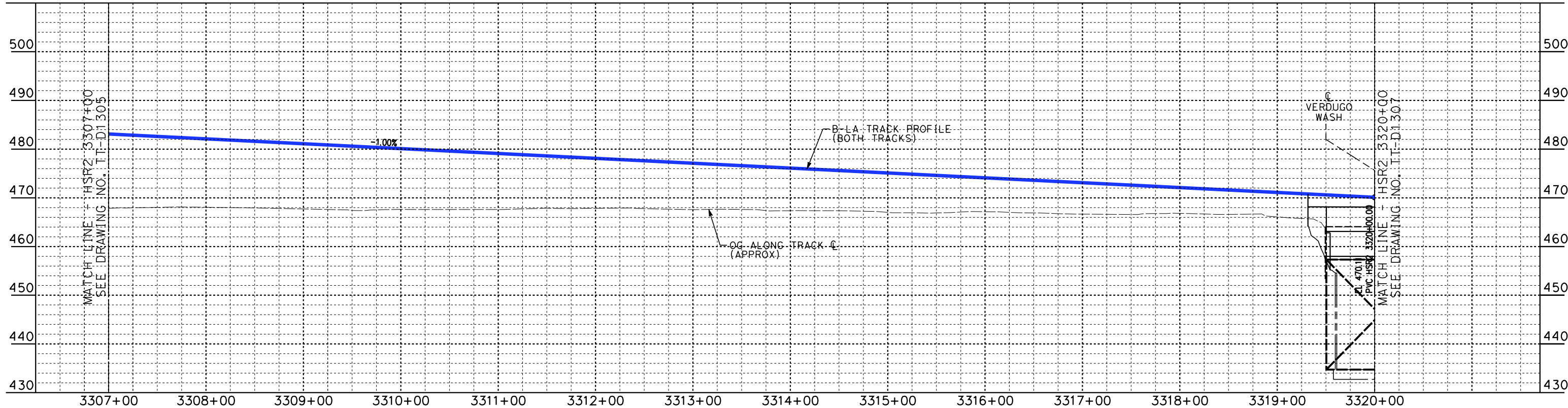
CALIFORNIA HIGH-SPEED TRAIN PROJECT
BURBANK TO LOS ANGELES

PEPD
HSR SHARED ELECTRIFIED TRACK - PLAN AND PROFILE
HSR2 3294+00 TO HSR2 3307+00

CONTRACT NO. HSR14-39
DRAWING NO. TT-D1305
SCALE AS SHOWN
SHEET NO.



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K. PIRBAZARI
DATE
04/30/2019

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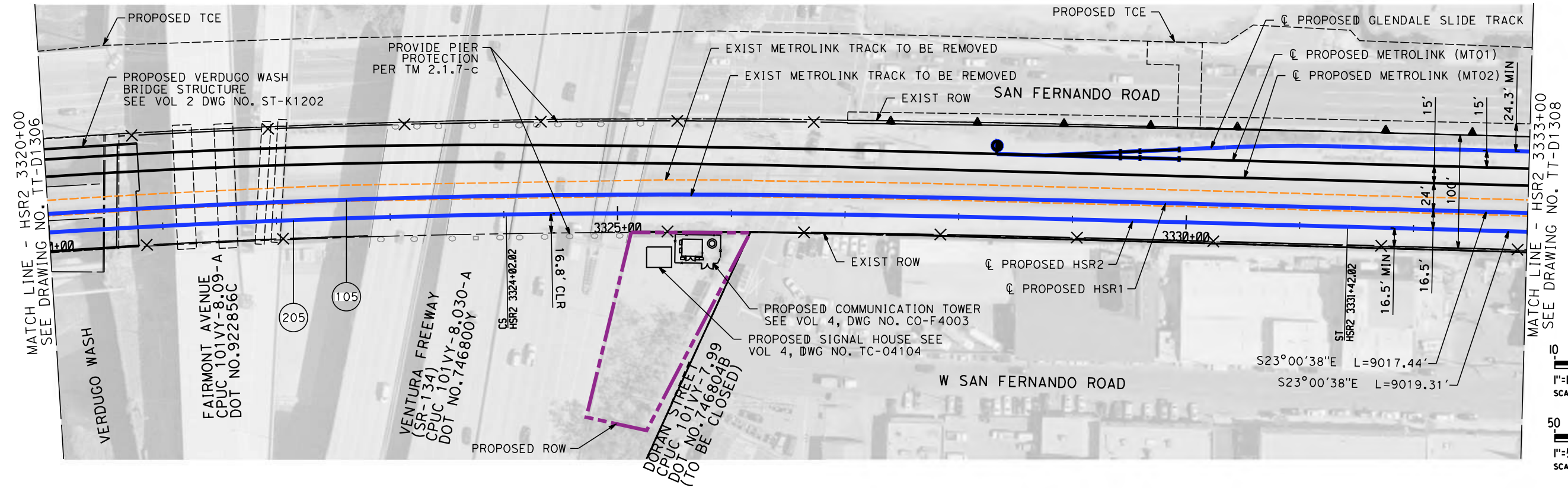


**CALIFORNIA HIGH-SPEED TRAIN PROJECT
BURBANK TO LOS ANGELES**

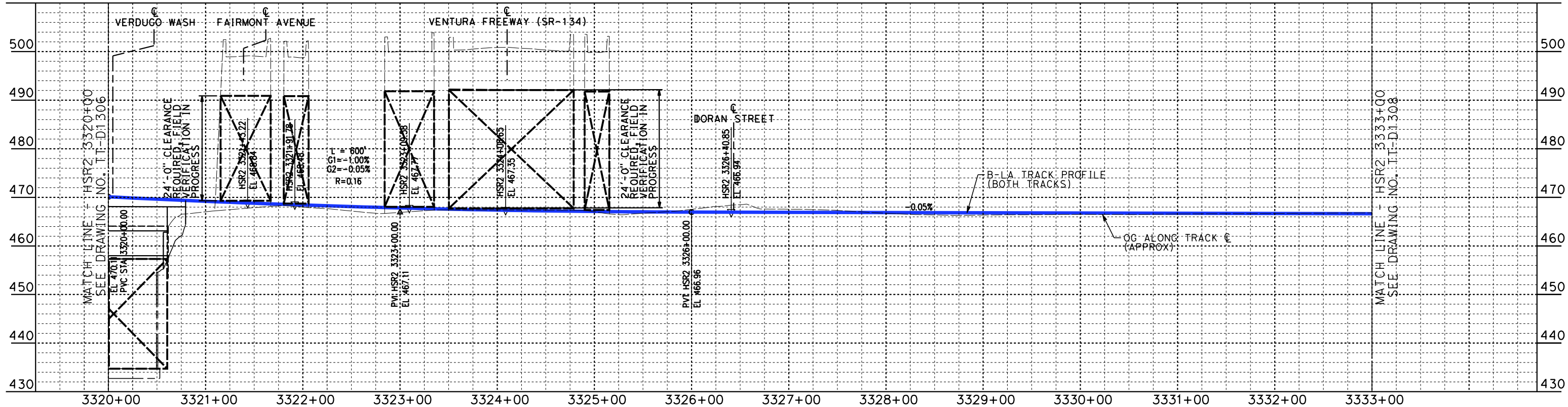
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HSR SHARED ELECTRIFIED TRACK - PLAN AND PROFILE
HSR2 3307+00 TO HSR2 3320+00

CONTRACT NO.
HSR14-39
DRAWING NO.
TT-D1306
SCALE
AS SHOWN
SHEET NO.

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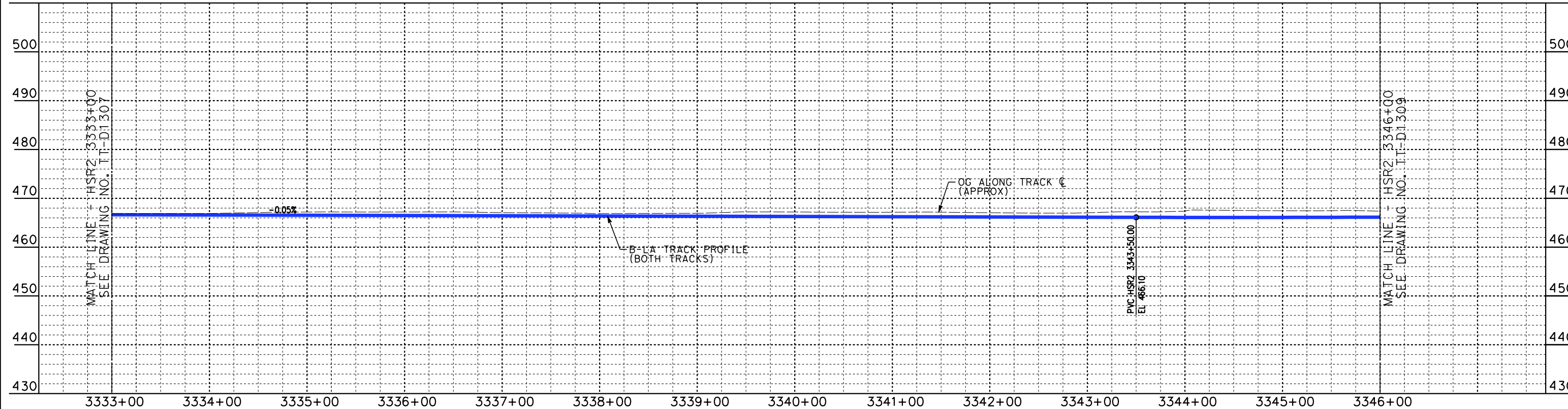
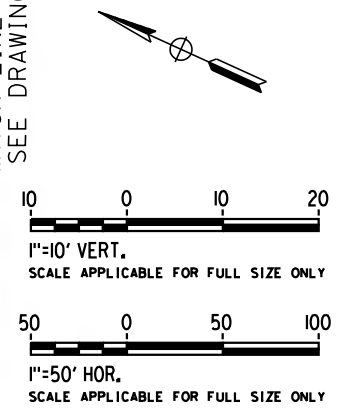
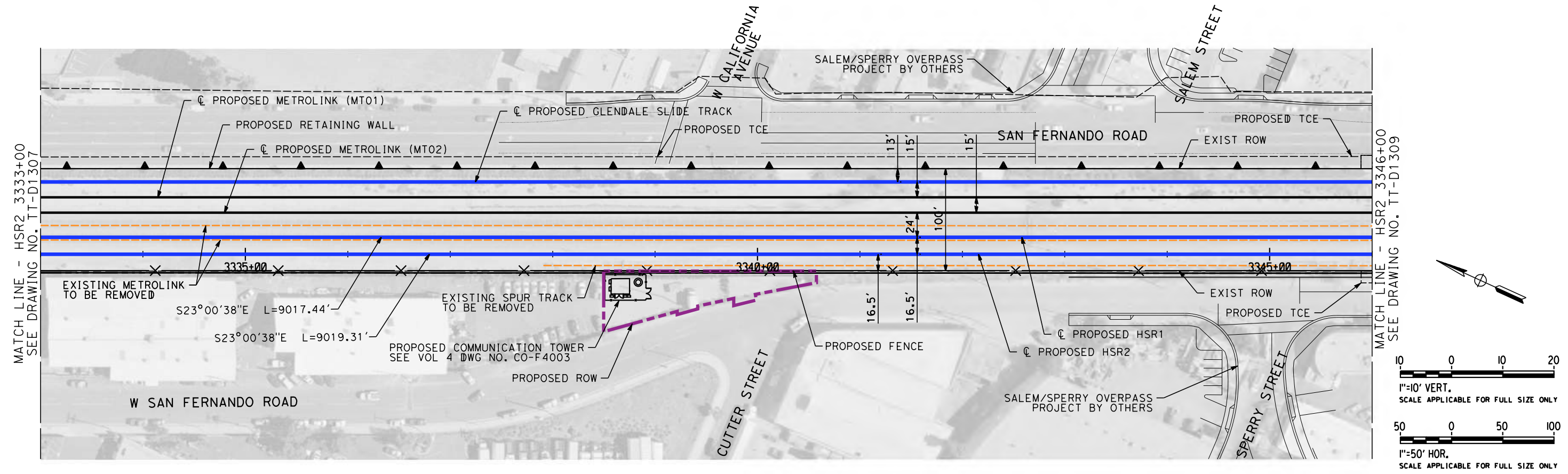


CALIFORNIA HIGH-SPEED TRAIN PROJECT
BURBANK TO LOS ANGELES

PEPD
HSR SHARED ELECTRIFIED TRACK - PLAN AND PROFILE
HSR2 3320+00 TO HSR2 3333+00

CONTRACT NO.
HSR14-39
DRAWING NO.
TT-D1307
SCALE
AS SHOWN
SHEET NO.

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BURBANK TO LOS ANGELES**

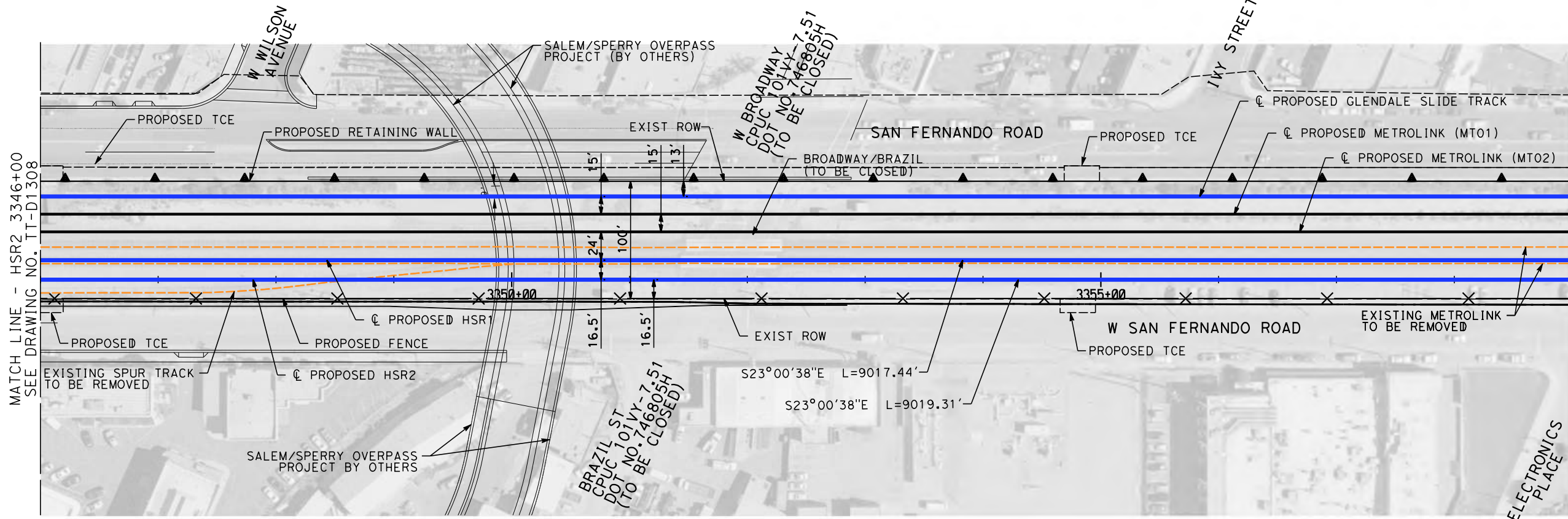
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HSR2 3333+00 TO HSR2 3346+00

CONTRACT NO.
HSR14-39

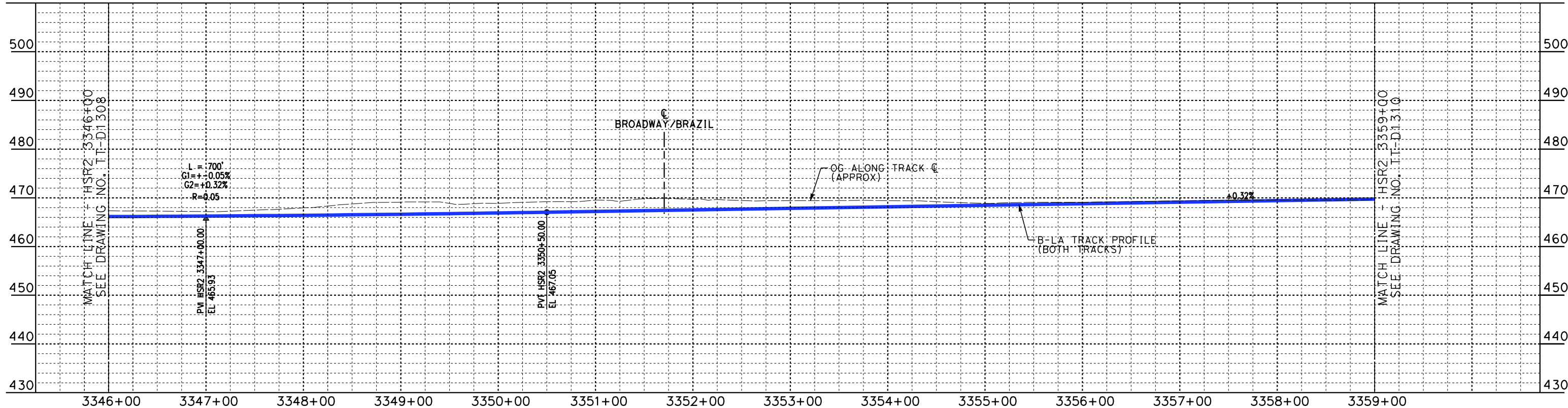
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SCALE
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DATE 04/30/2019

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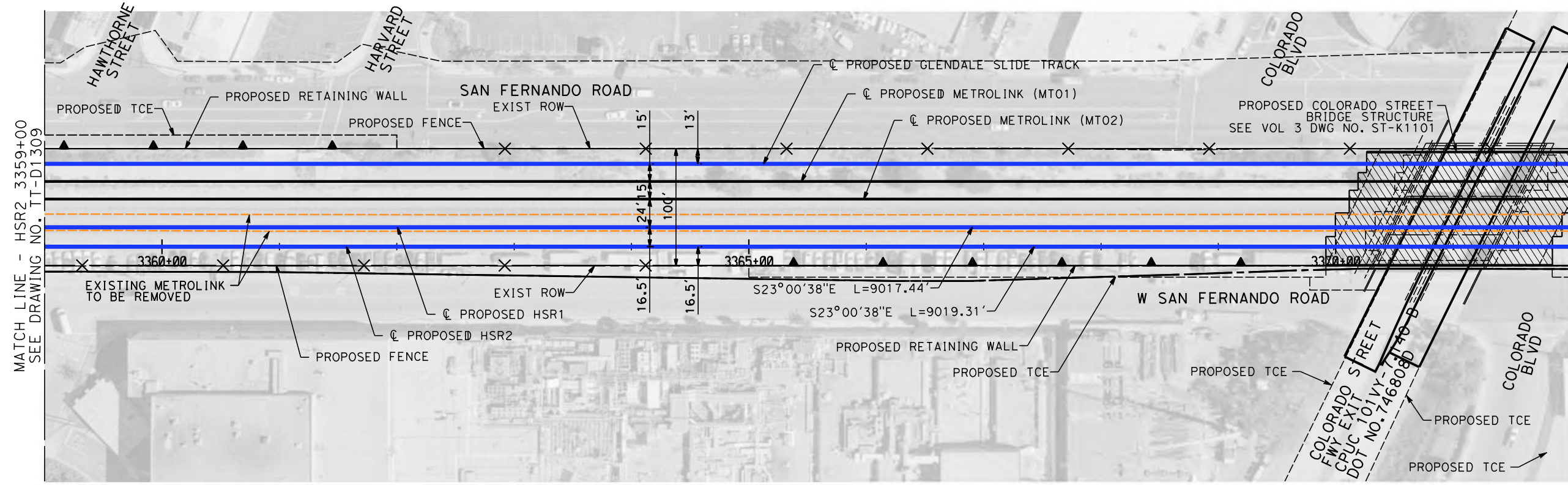
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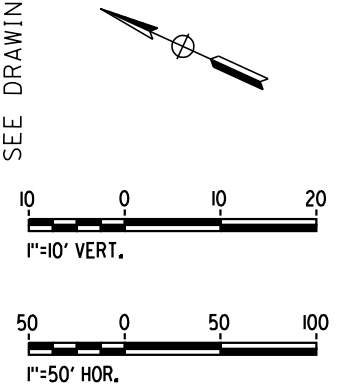
CALIFORNIA HIGH-SPEED TRAIN PROJECT
BURBANK TO LOS ANGELES

PEPD
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HSR2 3346+00 TO HSR2 3359+00

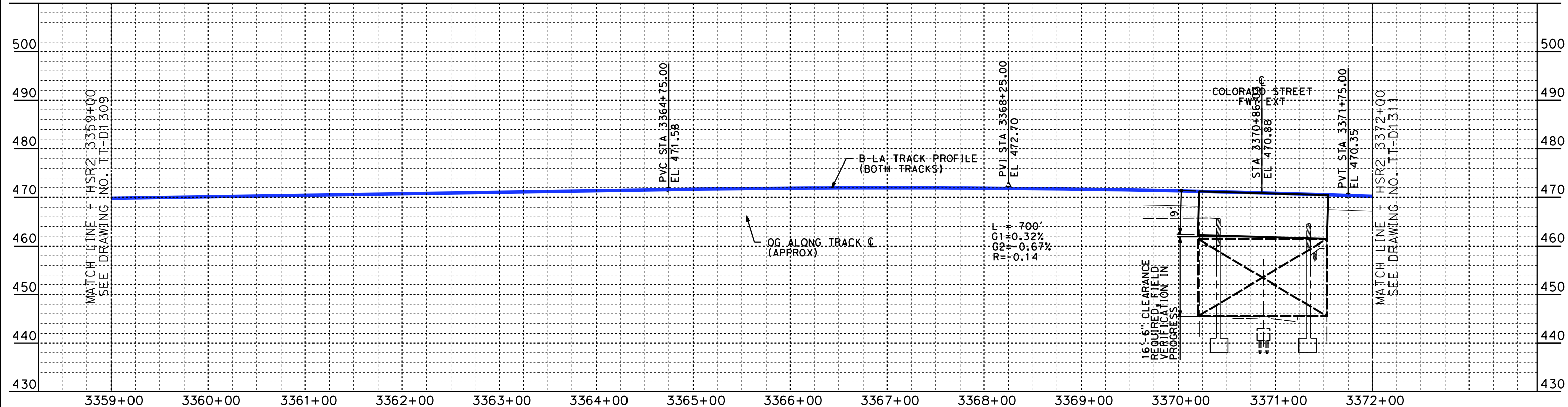
CONTRACT NO. HSR14-39
DRAWING NO. TT-D1309
SCALE AS SHOWN
SHEET NO.



MATCH LINE - HSR2 3372+00
SEE DRAWING NO. TT-D1311



PLAN



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PROFILE

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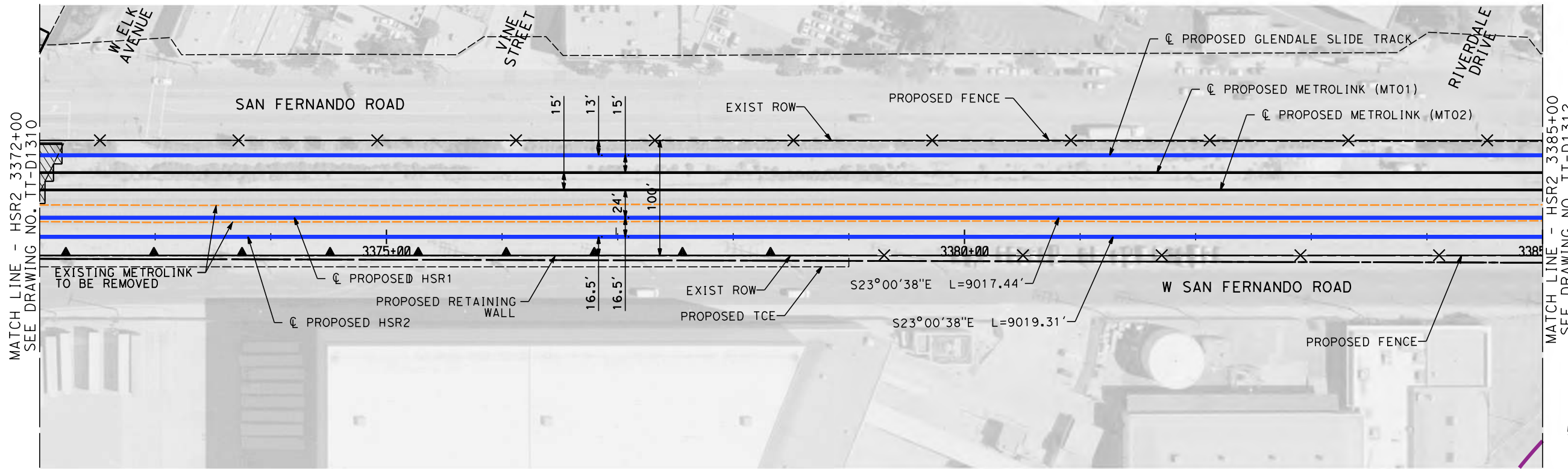


**CALIFORNIA HIGH-SPEED TRAIN PROJECT
BURBANK TO LOS ANGELES**

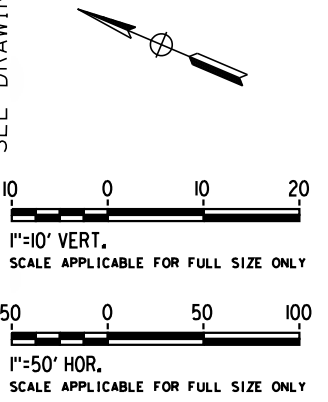
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HSR2 3359+00 TO HSR2 3372+00

CONTRACT NO.
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TT-D1310
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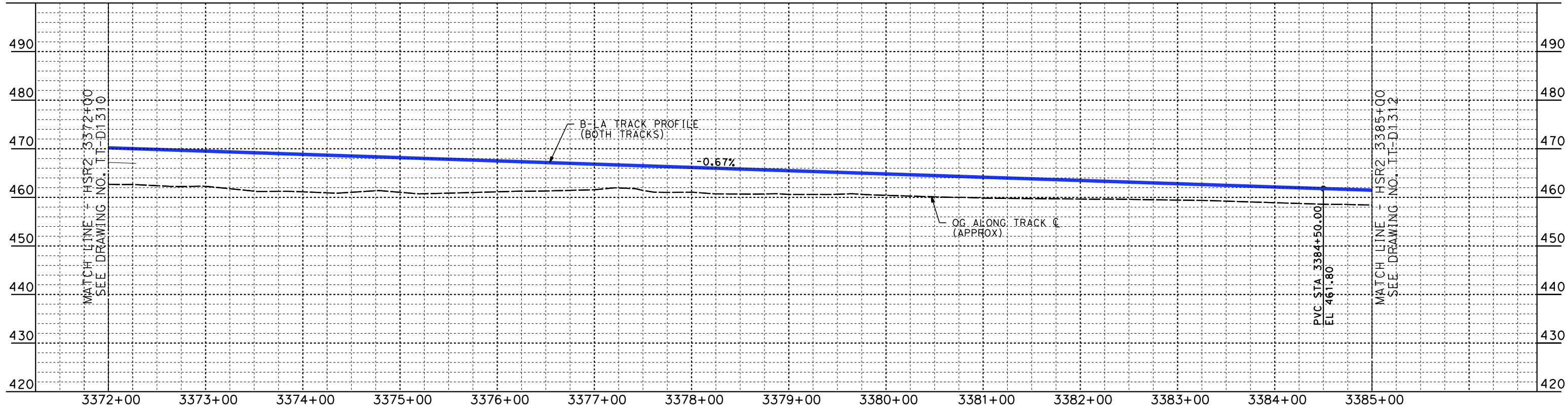
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MATCH LINE - HSR2 3385+00
SEE DRAWING NO. TT-D1312



PLAN



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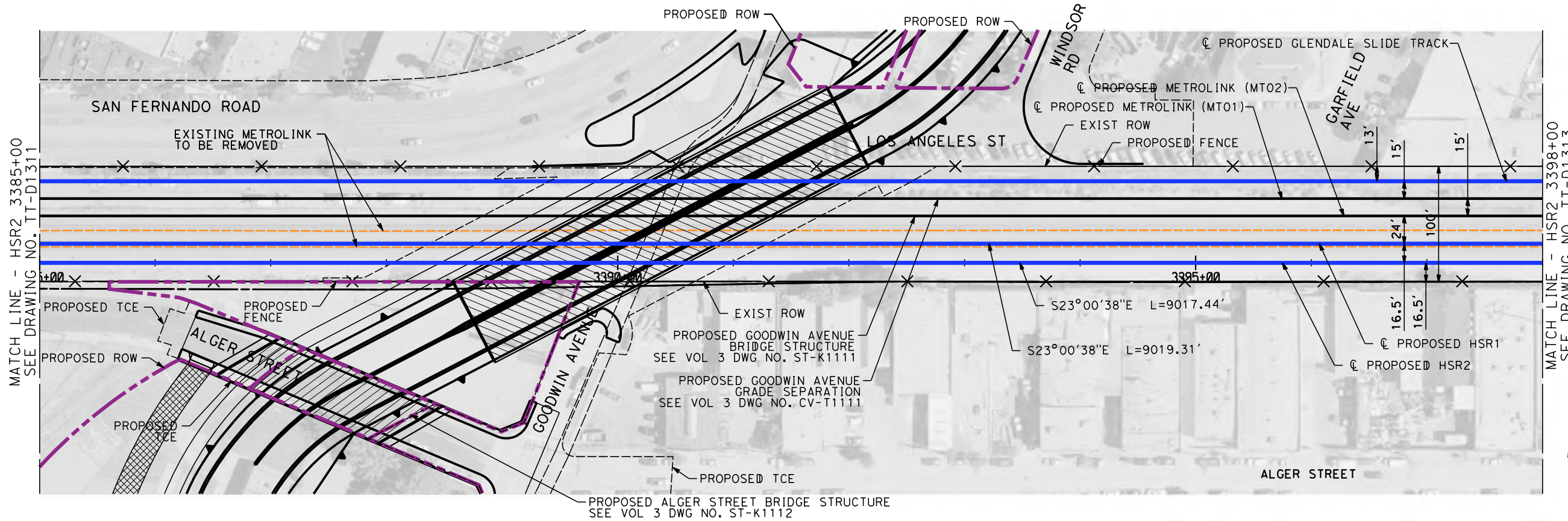


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BURBANK TO LOS ANGELES**

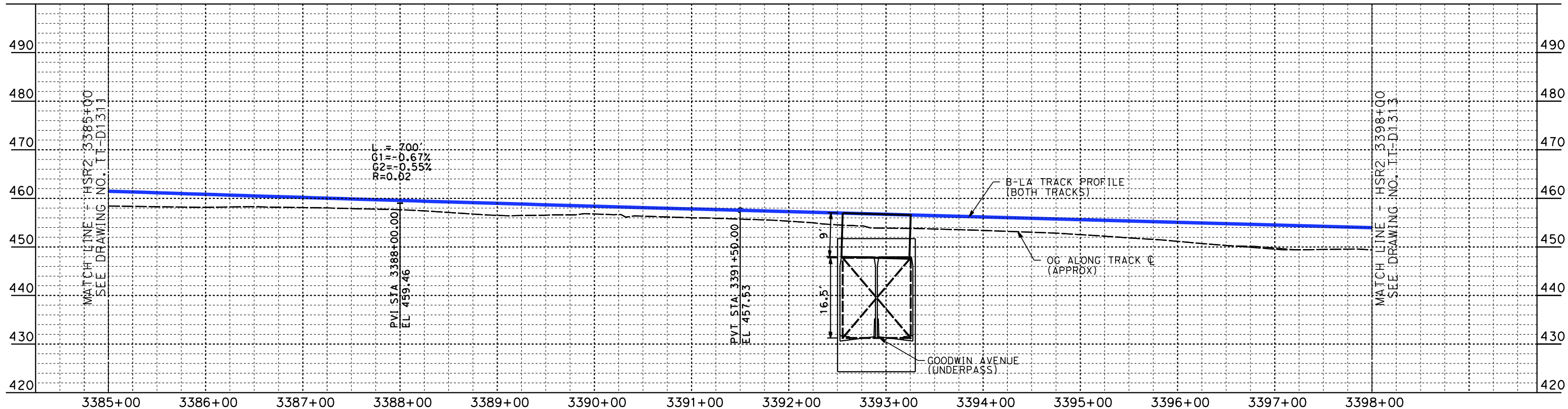
PEPD
HSR SHARED ELECTRIFIED TRACK - PLAN AND PROFILE
HSR2 3372+00 TO HSR2 3385+00

CONTRACT NO.
HSR14-39
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TT-D1311
SCALE
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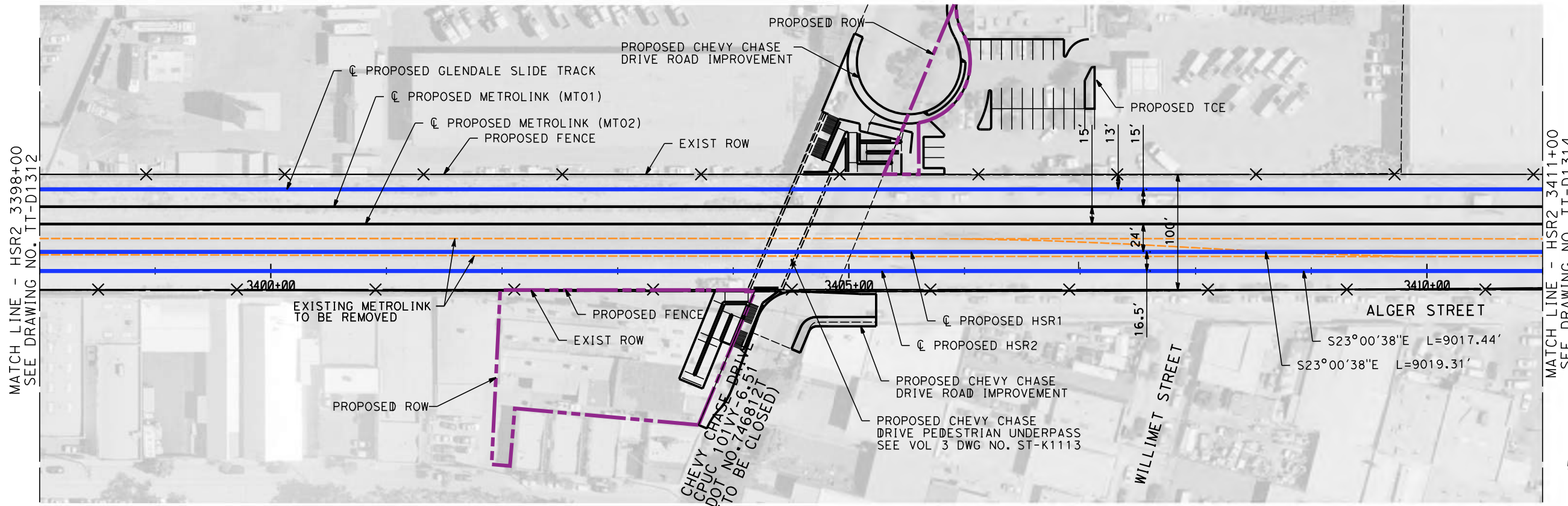


**CALIFORNIA HIGH-SPEED TRAIN PROJECT
BURBANK TO LOS ANGELES**

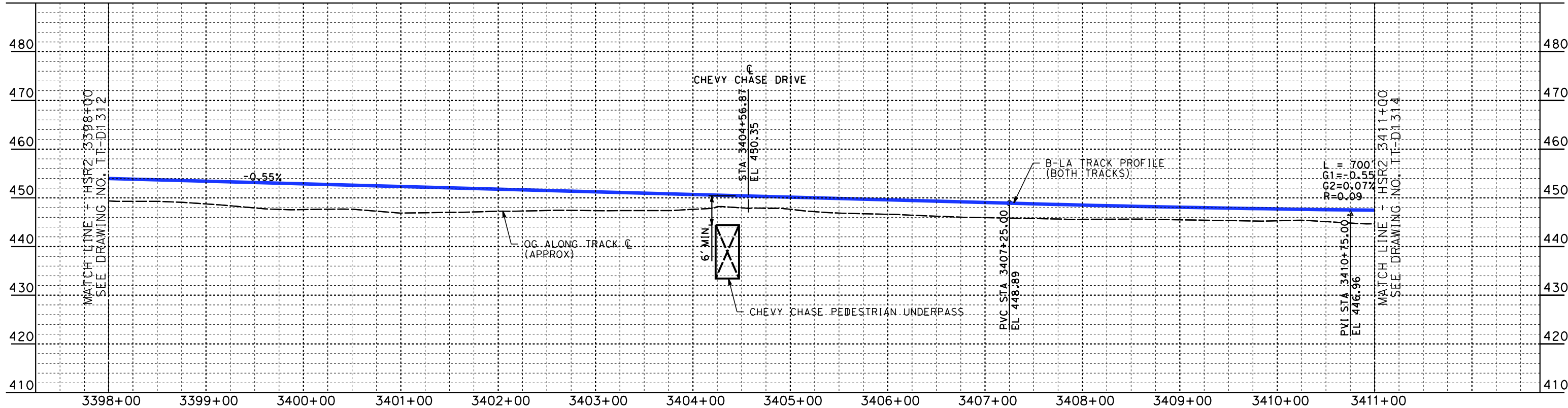
PEPD
HSR SHARED ELECTRIFIED TRACK - PLAN AND PROFILE
HSR2 3385+00 TO HSR2 3398+00

CONTRACT NO.
HSR14-39
DRAWING NO.
TT-D1312
SCALE
AS SHOWN
SHEET NO.

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04/30/2019

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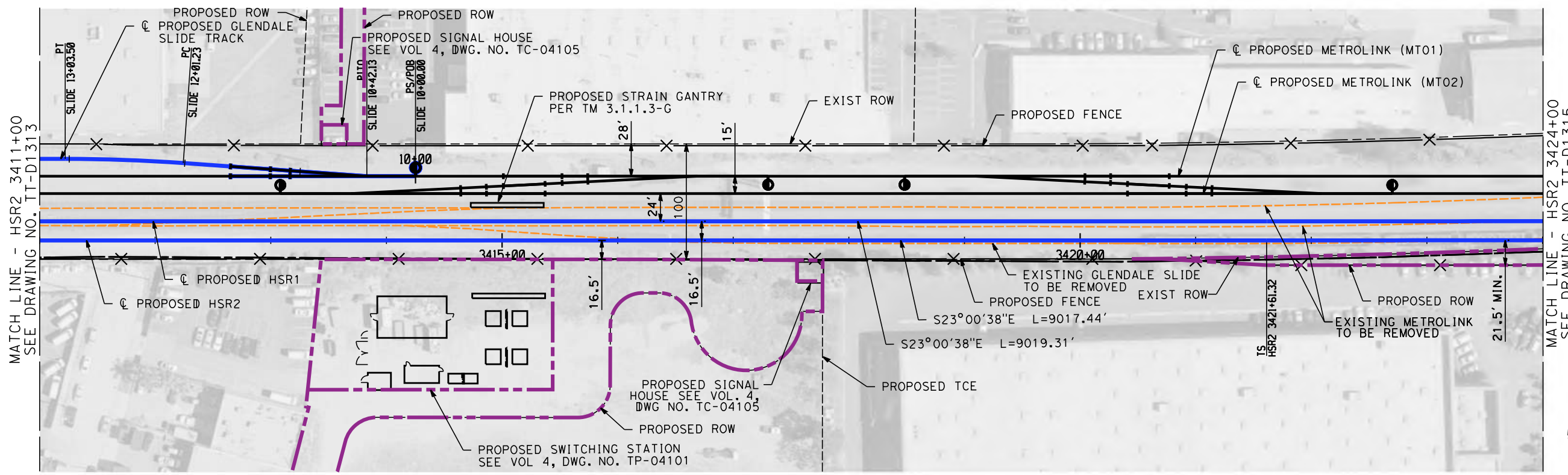


CALIFORNIA HIGH-SPEED TRAIN PROJECT
BURBANK TO LOS ANGELES

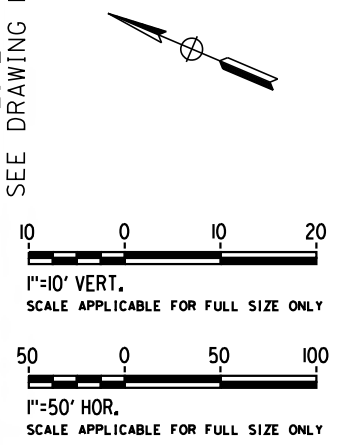
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HSR SHARED ELECTRIFIED TRACK - PLAN AND PROFILE
HSR2 3398+00 TO HSR2 3411+00

CONTRACT NO.
HSR14-39
DRAWING NO.
TT-D1313
SCALE
AS SHOWN
SHEET NO.

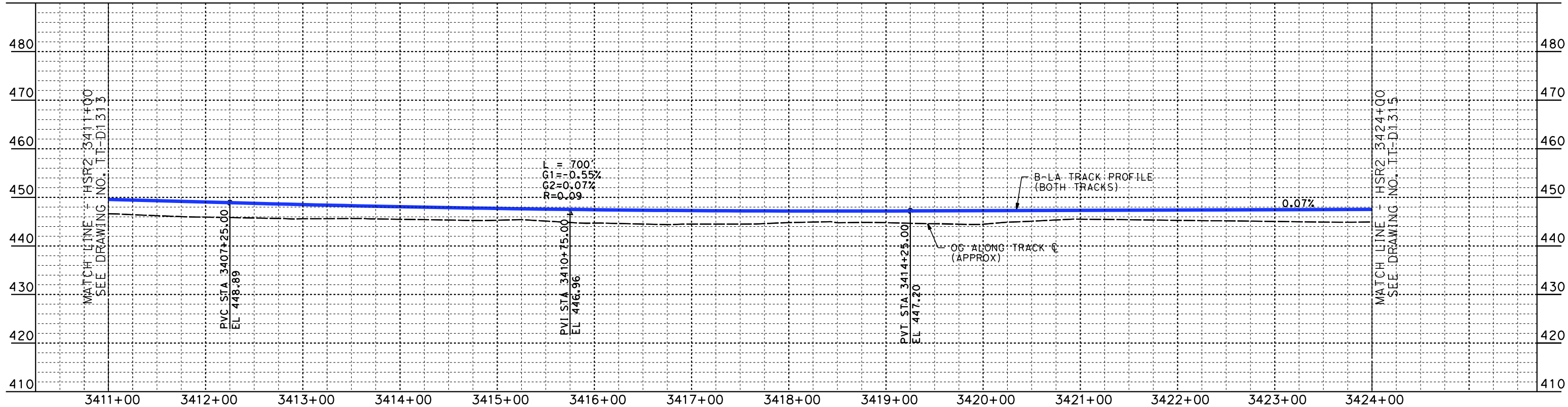
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MATCH LINE - HSR2 3424+00
SEE DRAWING NO. TT-D1315



PLAN



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K. PIRBAZARI
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PEPD RECORD SET

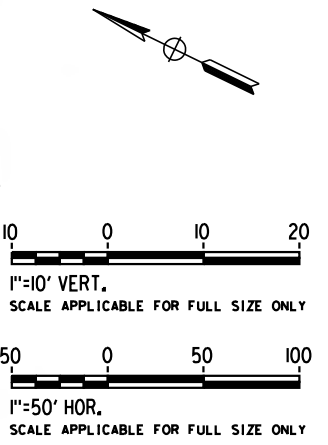
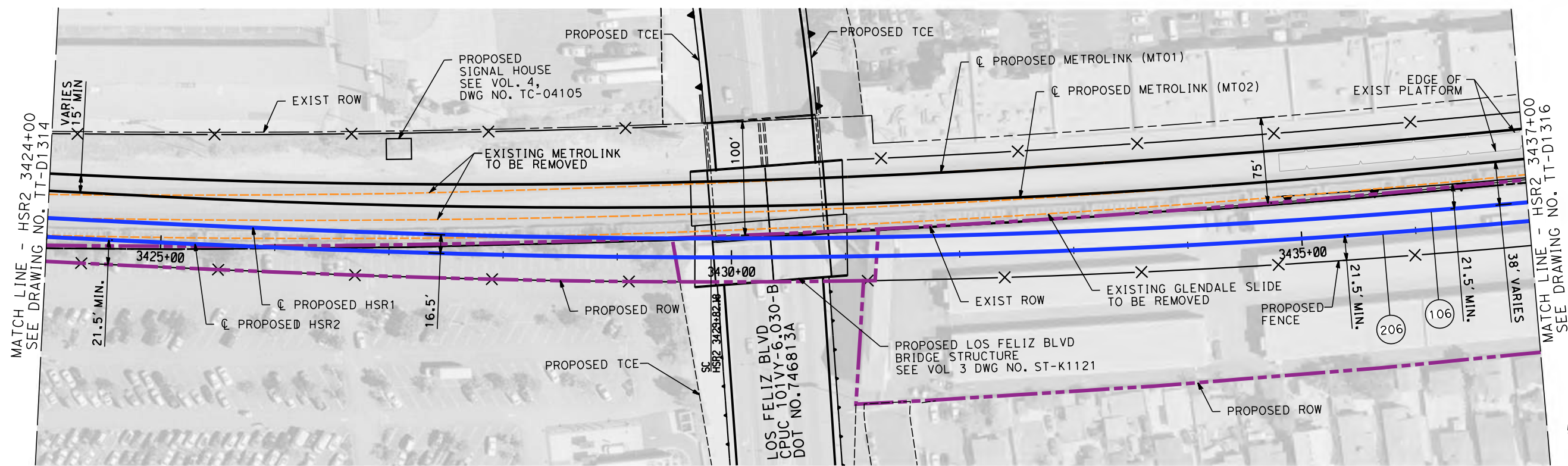
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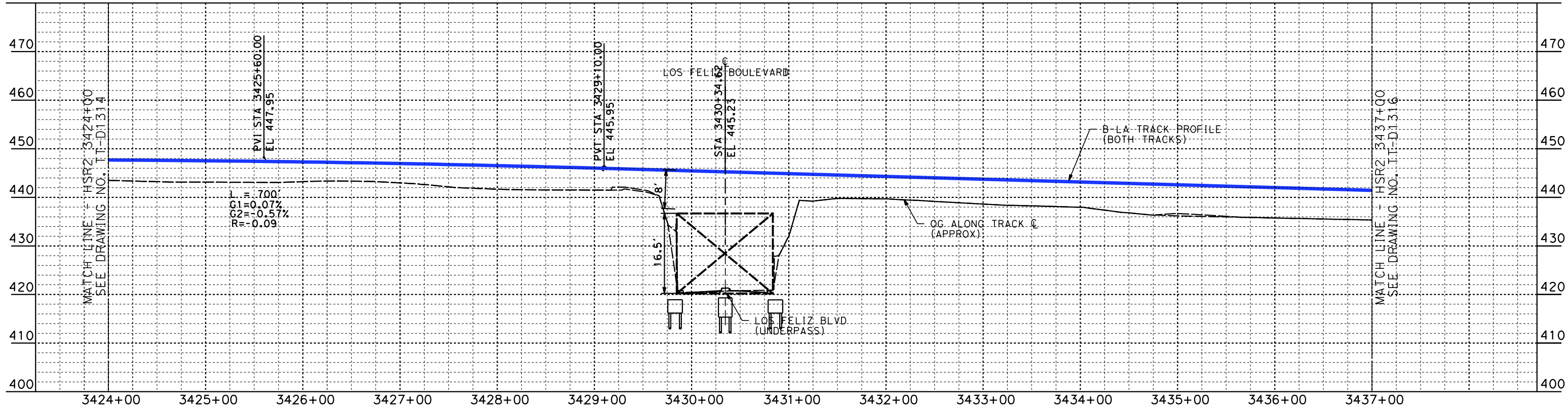
CALIFORNIA HIGH-SPEED TRAIN PROJECT
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PEPD
HSR SHARED ELECTRIFIED TRACK - PLAN AND PROFILE
HSR2 3411+00 TO HSR2 3424+00

CONTRACT NO.
HSR14-39
DRAWING NO.
TT-D1314
SCALE
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SHEET NO.



PLAN



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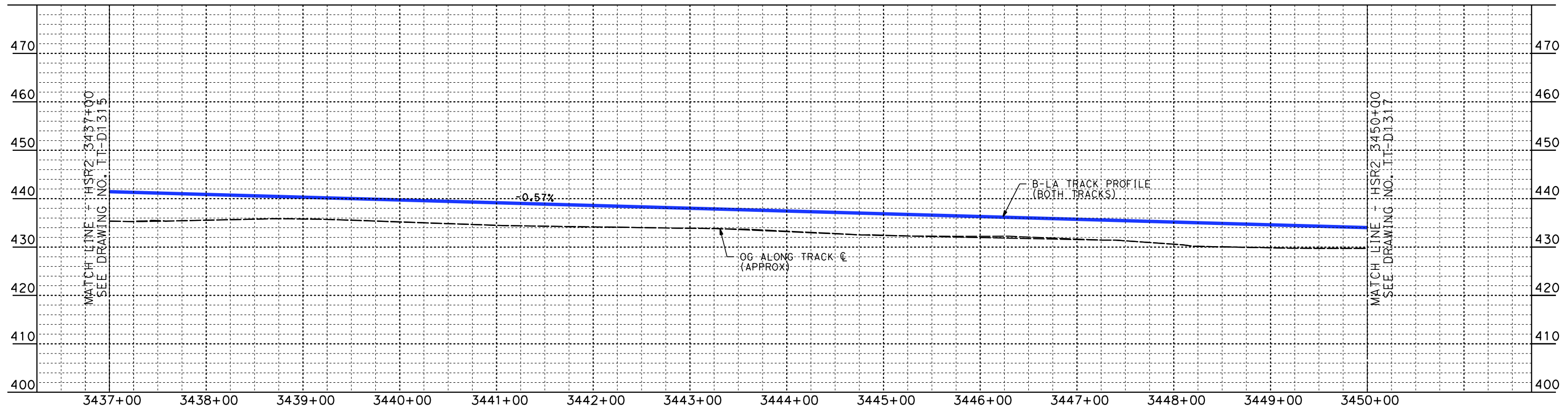
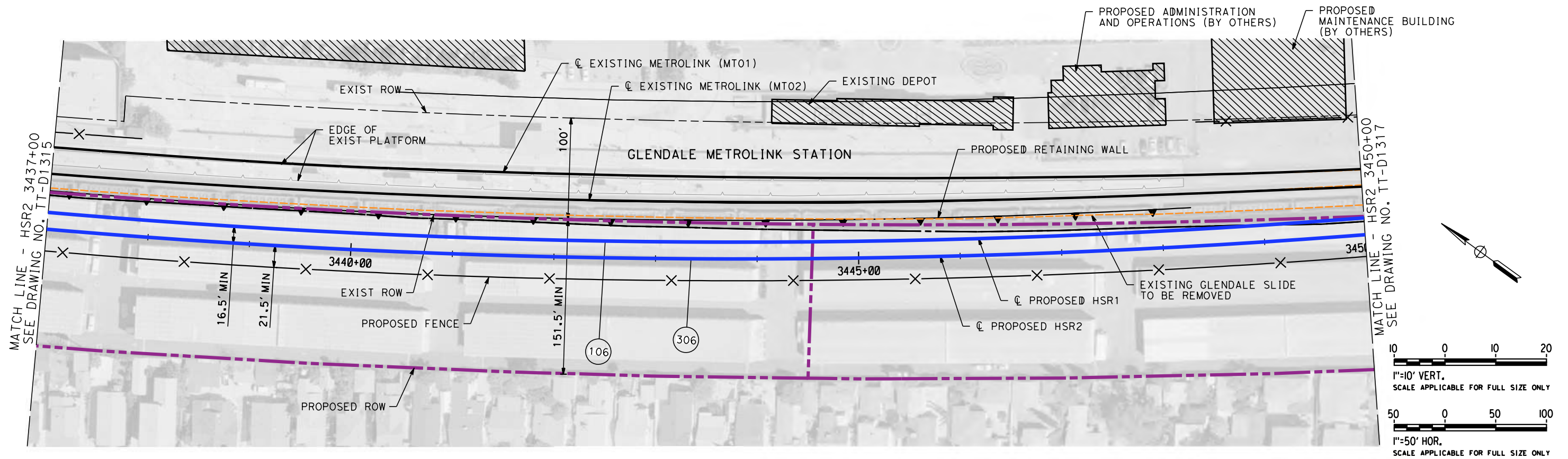
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PEPD
HSR SHARED ELECTRIFIED TRACK - PLAN AND PROFILE
HSR2 3424+00 TO HSR2 3437+00

CONTRACT NO.
HSR14-39
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SCALE
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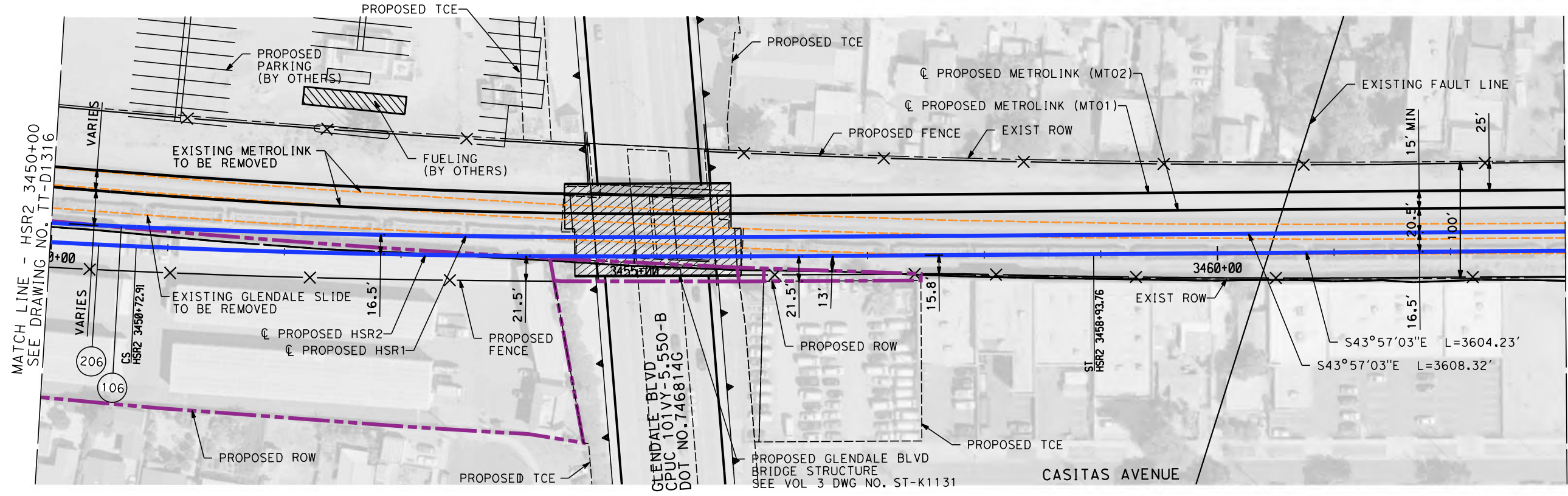
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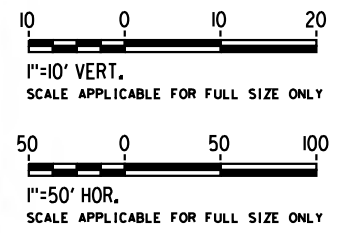
**CALIFORNIA HIGH-SPEED TRAIN PROJECT
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PEPD
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HSR2 3437+00 TO HSR2 3450+00

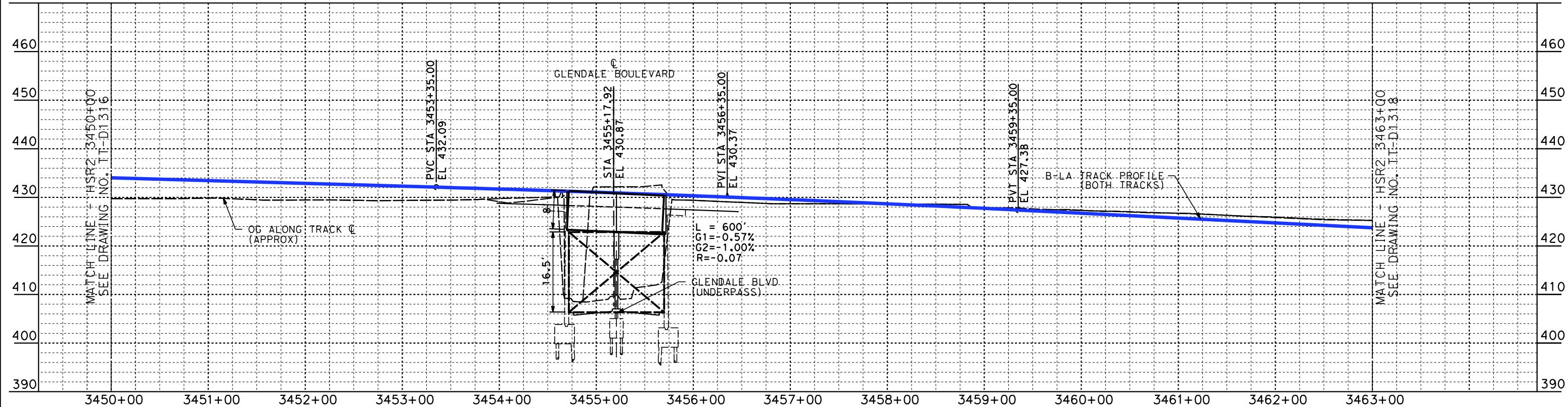
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TT-D1316
SCALE
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SHEET NO.



MATCH LINE - HSR2 3463+00
SEE DRAWING NO. TT-D1318



PLAN



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PEPD
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HSR2 3450+00 TO HSR2 3463+00

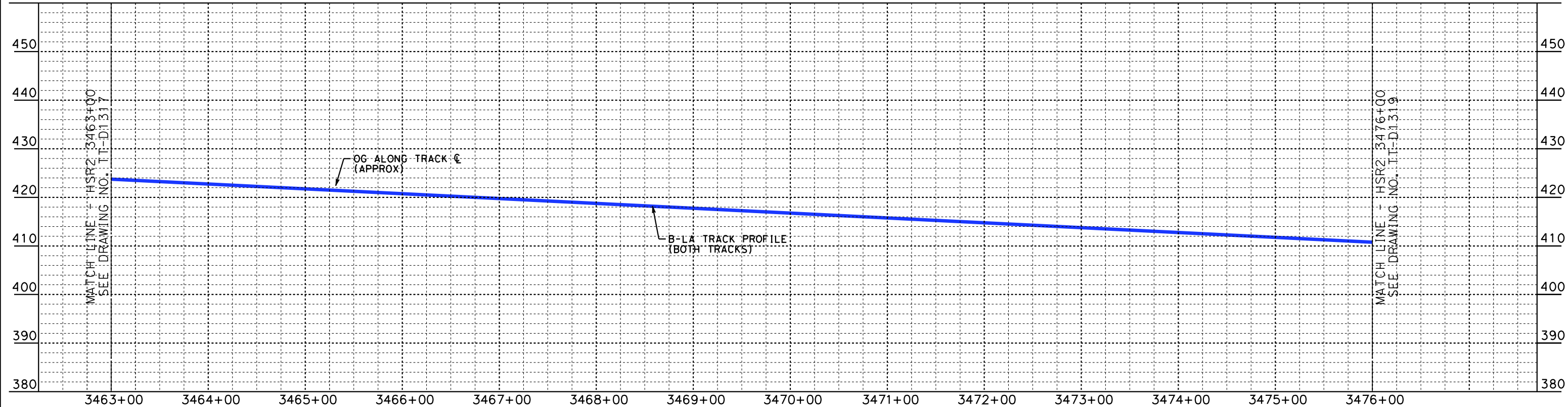
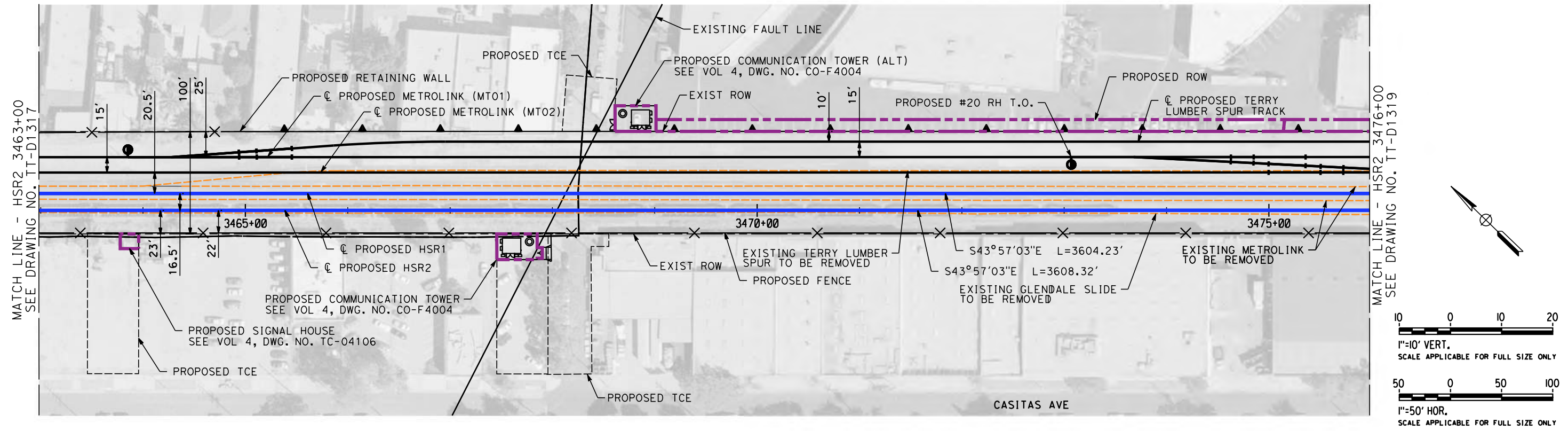
CONTRACT NO.
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DRAWING NO.
TT-D1317

SCALE
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SHEET NO.

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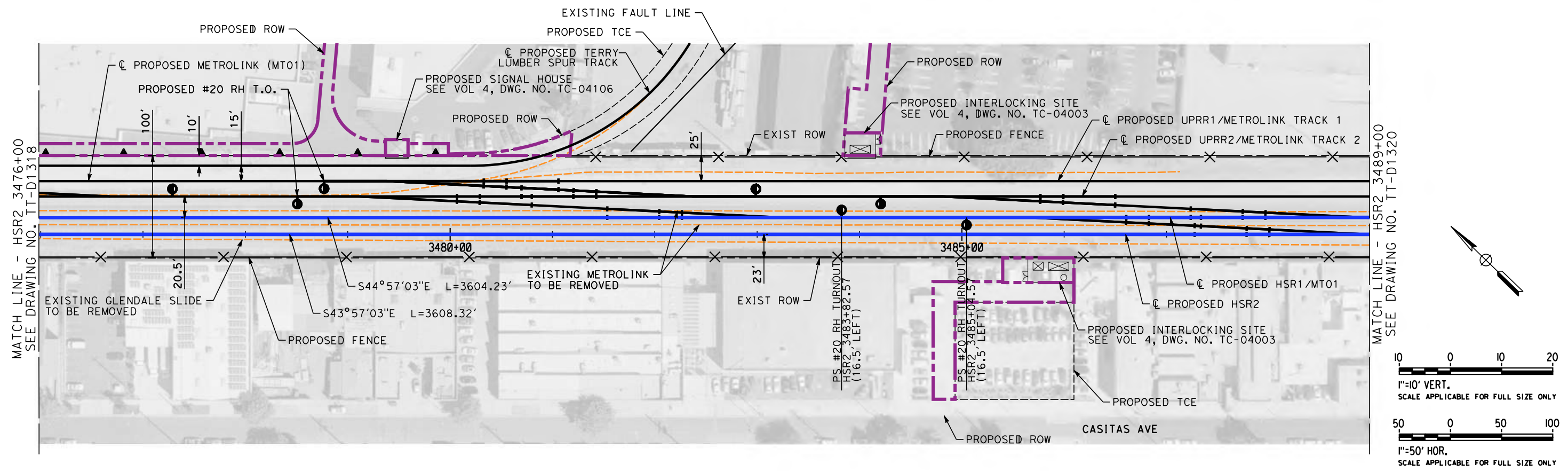
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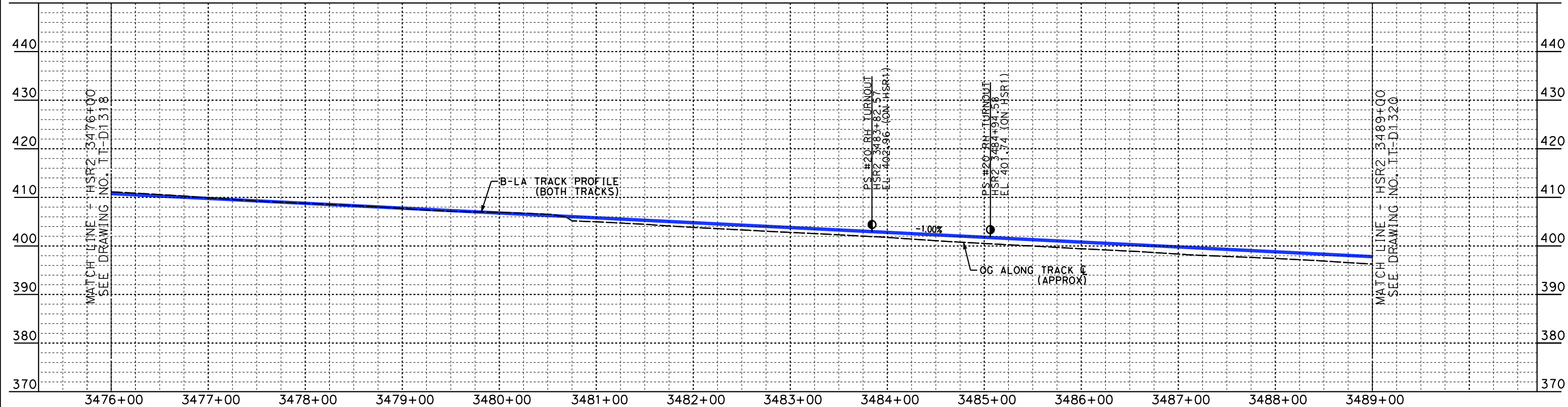
CALIFORNIA HIGH-SPEED TRAIN PROJECT
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PEPD
HSR SHARED ELECTRIFIED TRACK - PLAN AND PROFILE
HSR2 3463+00 TO HSR2 3476+00

CONTRACT NO.
HSR14-39
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TT-D1318
SCALE
AS SHOWN
SHEET NO.



PLAN



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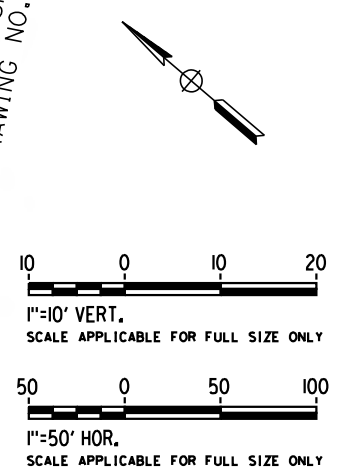
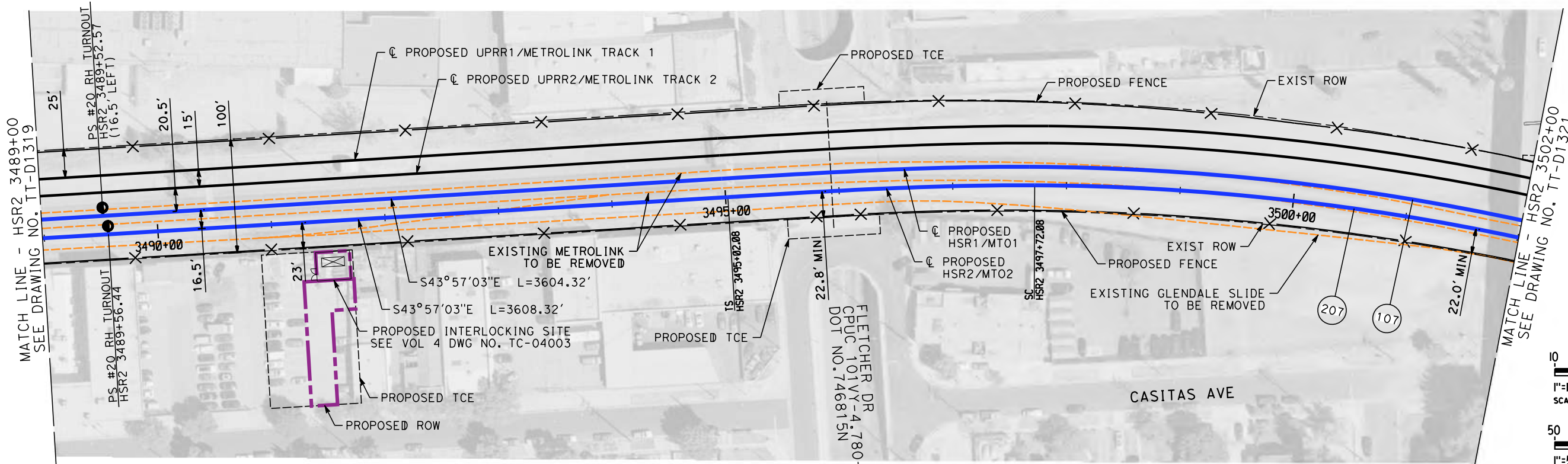


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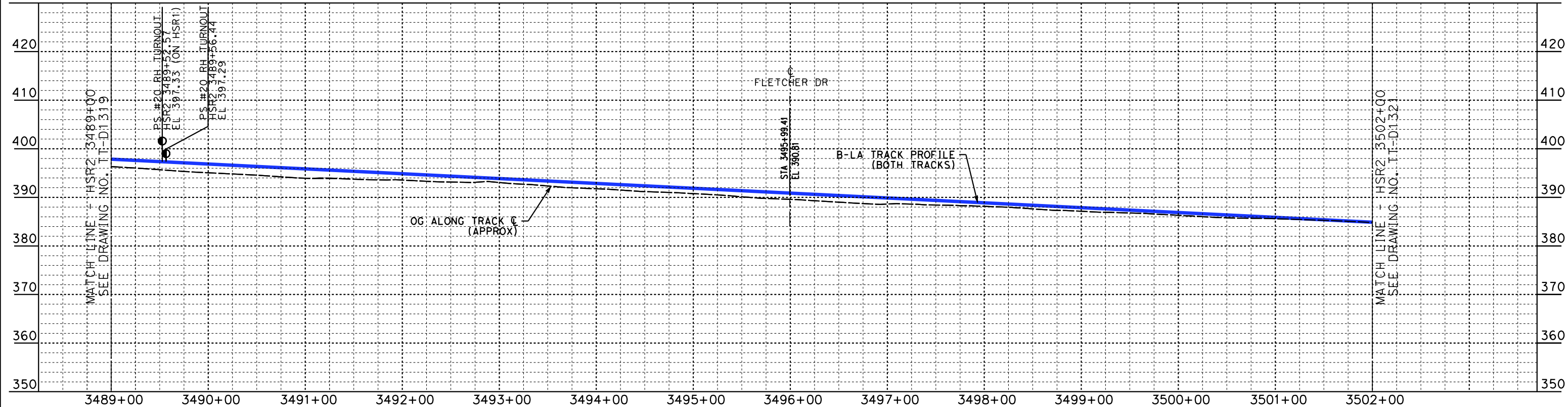
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HSR SHARED ELECTRIFIED TRACK - PLAN AND PROFILE
HSR2 3476+00 TO HSR2 3489+00

CONTRACT NO.
HSR14-39
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SCALE
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SHEET NO.

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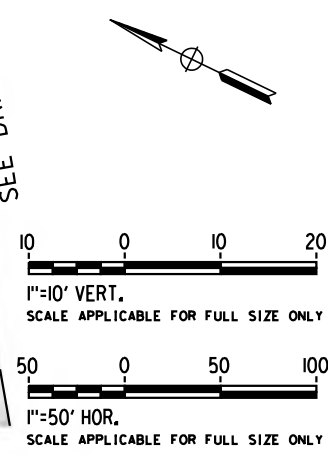
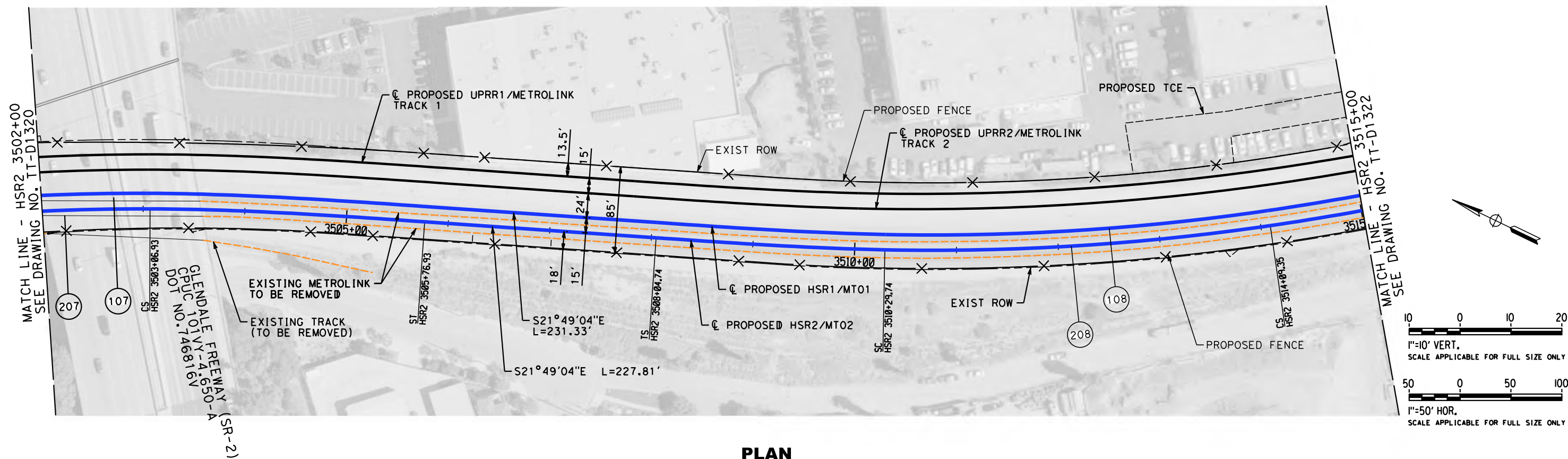
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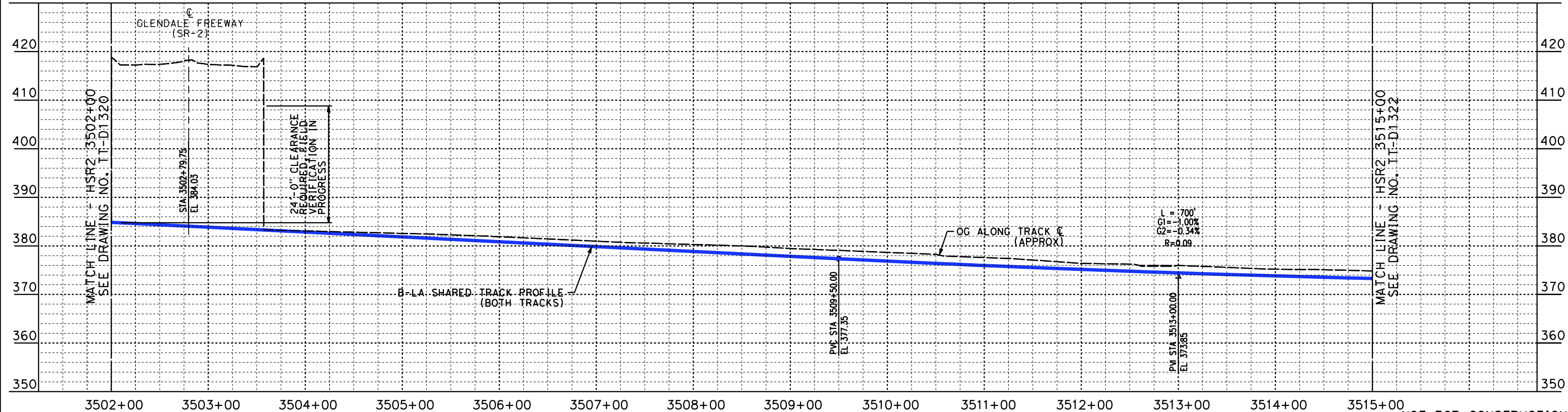
**CALIFORNIA HIGH-SPEED TRAIN PROJECT
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PEPD
HSR SHARED ELECTRIFIED TRACK - PLAN AND PROFILE
HSR2 3489+00 TO HSR2 3502+00

CONTRACT NO.
HSR14-39
DRAWING NO.
TT-D1320
SCALE
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SHEET NO.



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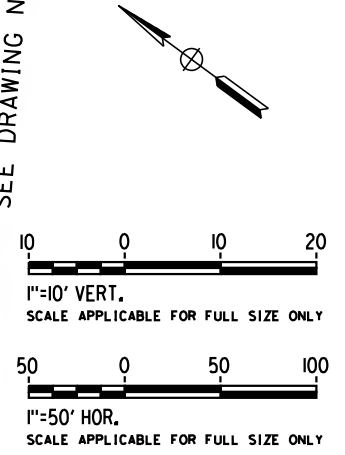
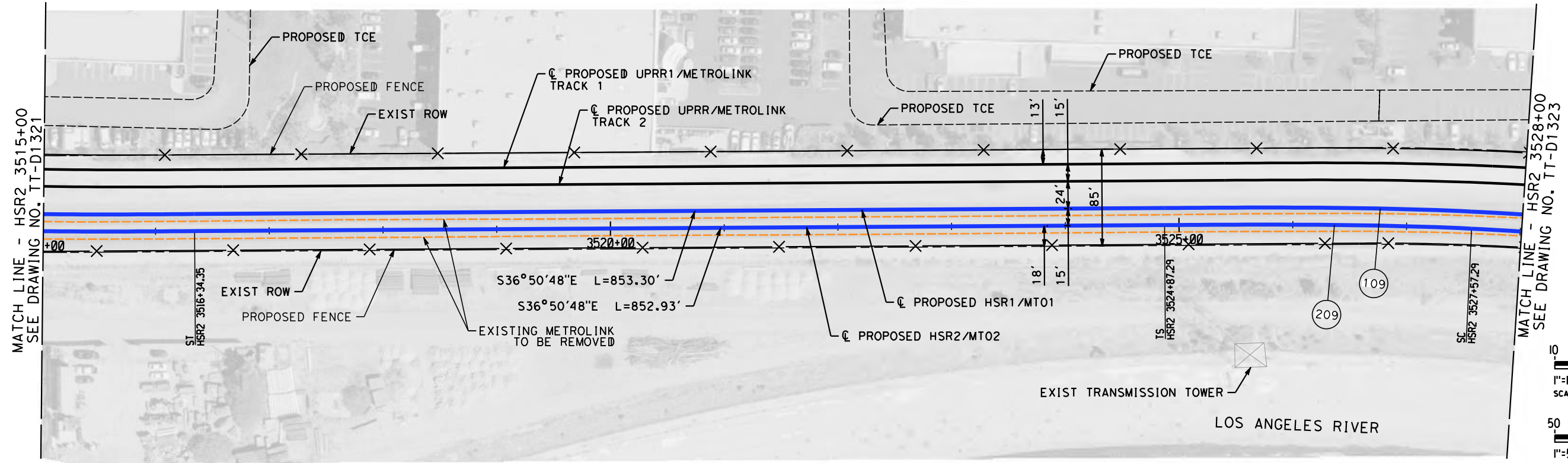
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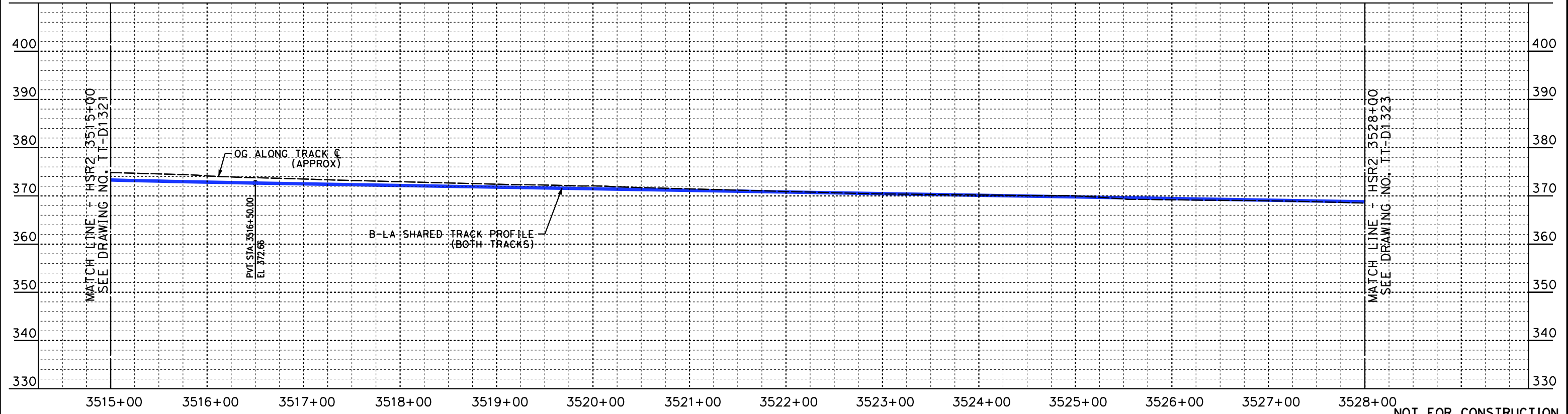
**CALIFORNIA HIGH-SPEED TRAIN PROJECT
BURBANK TO LOS ANGELES**

PEPD
HSR SHARED ELECTRIFIED TRACK - PLAN AND PROFILE
HSR2 3502+00 TO HSR2 3515+00

CONTRACT NO.
HSR14-39
DRAWING NO.
TT-D1321
SCALE
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SHEET NO.



PLAN



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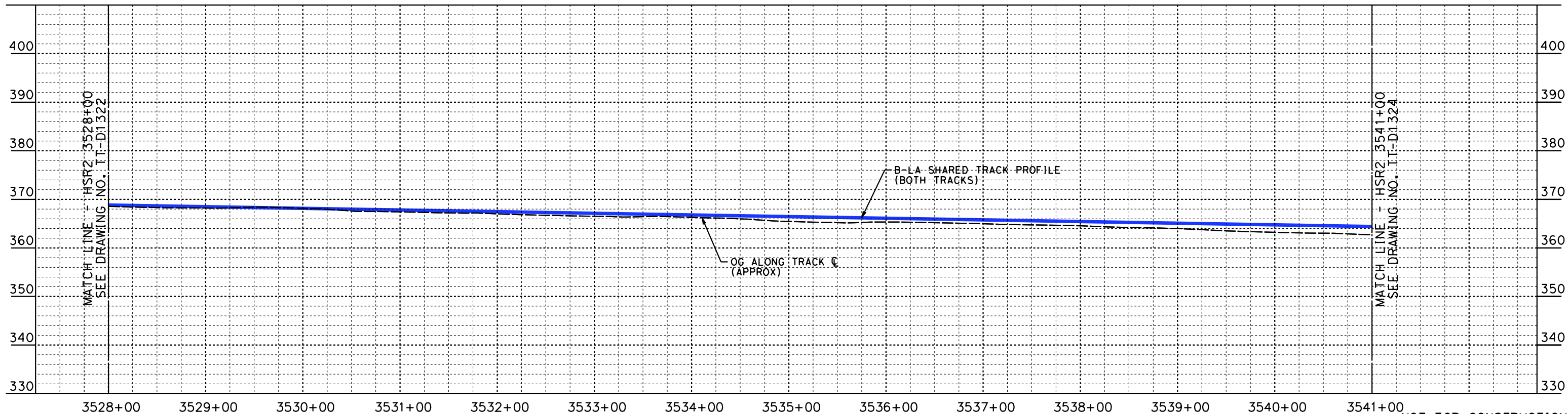
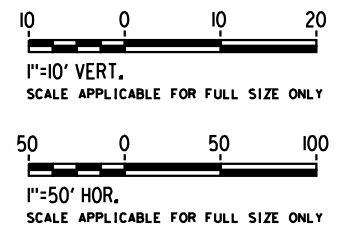
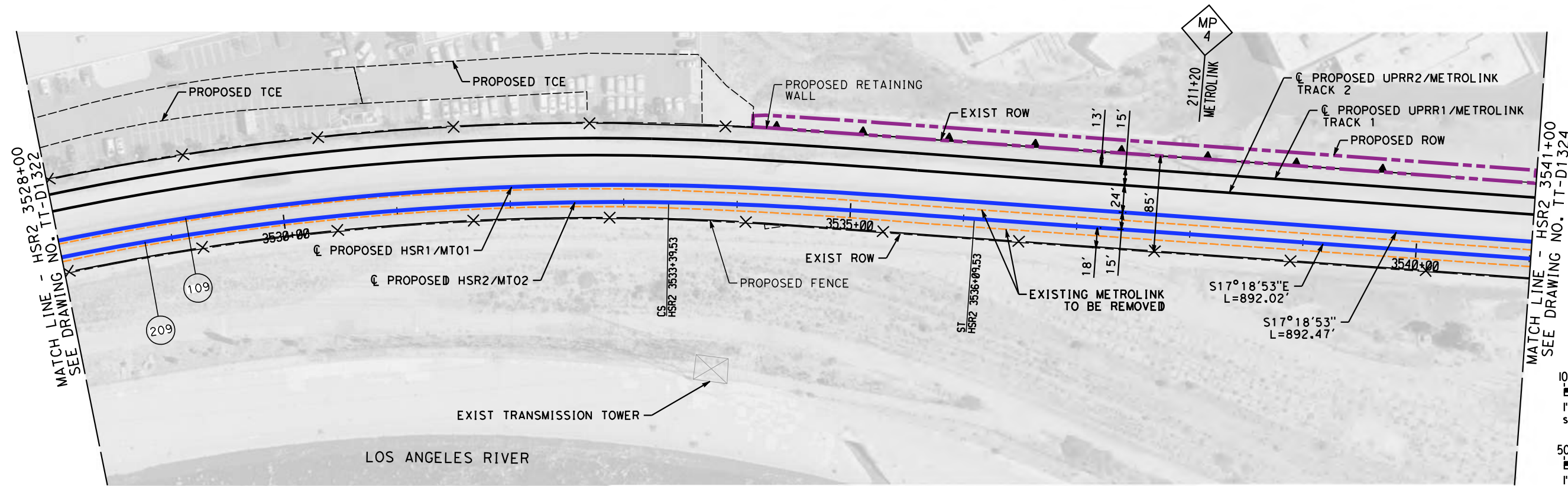
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**CALIFORNIA HIGH-SPEED TRAIN PROJECT
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PEPD
HSR SHARED ELECTRIFIED TRACK - PLAN AND PROFILE
HSR2 3515+00 TO HSR2 3528+00

CONTRACT NO.
HSR14-39
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SCALE
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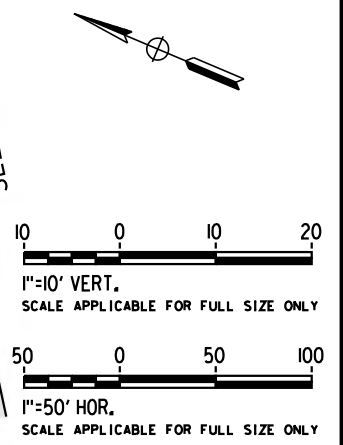
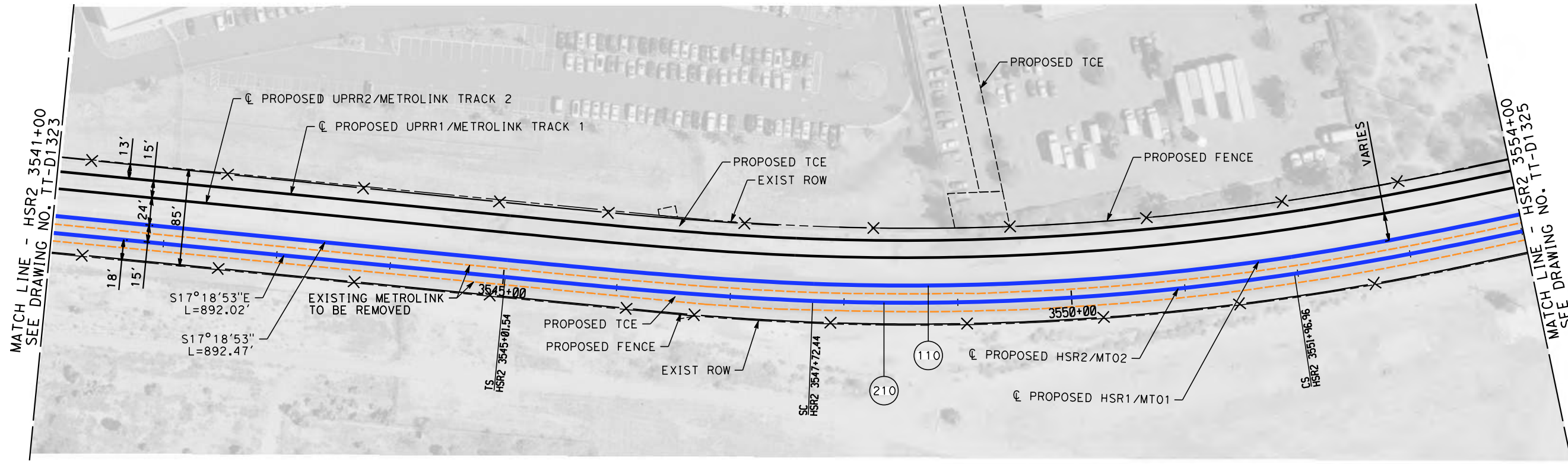
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HSR2 3528+00 TO HSR2 3541+00

CONTRACT NO.
HSR14-39

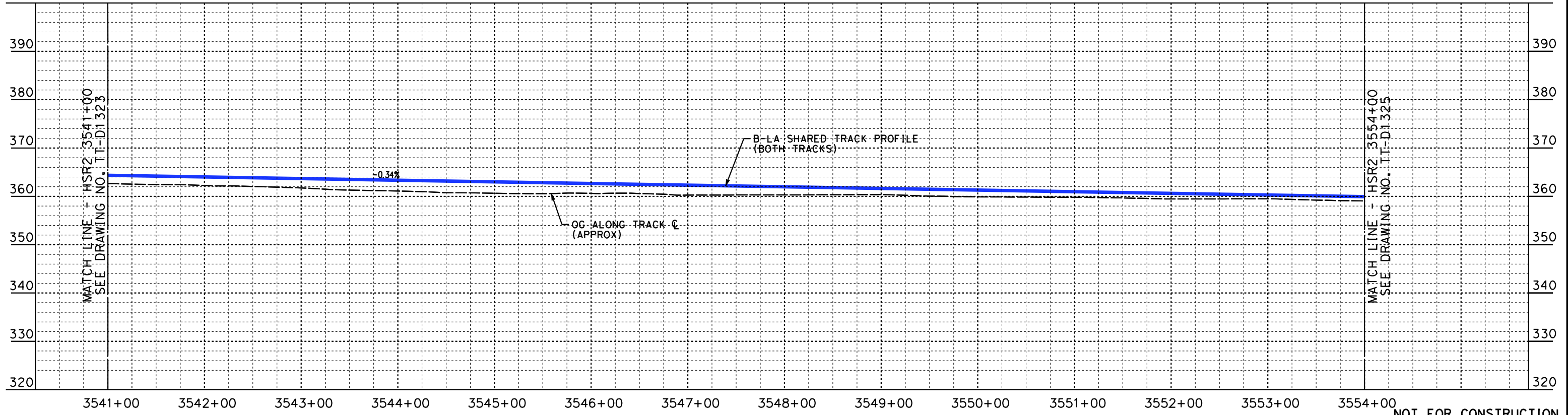
DRAWING NO.
TT-D1323

SCALE
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SHEET NO.



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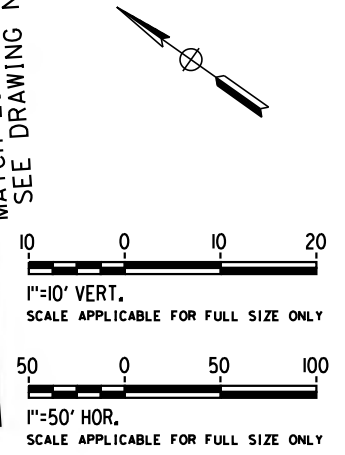
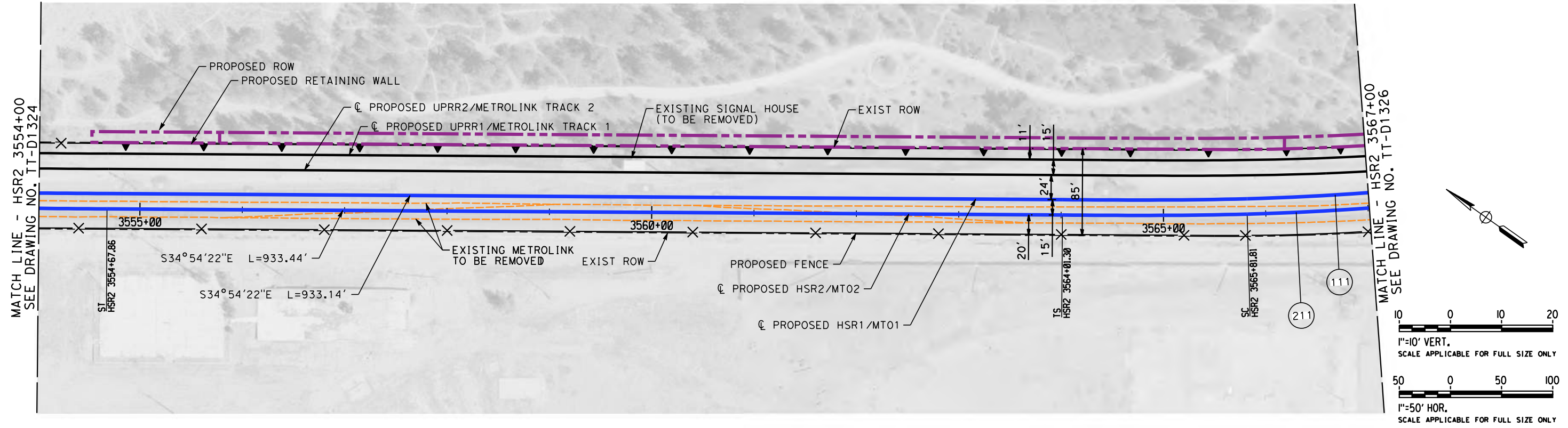


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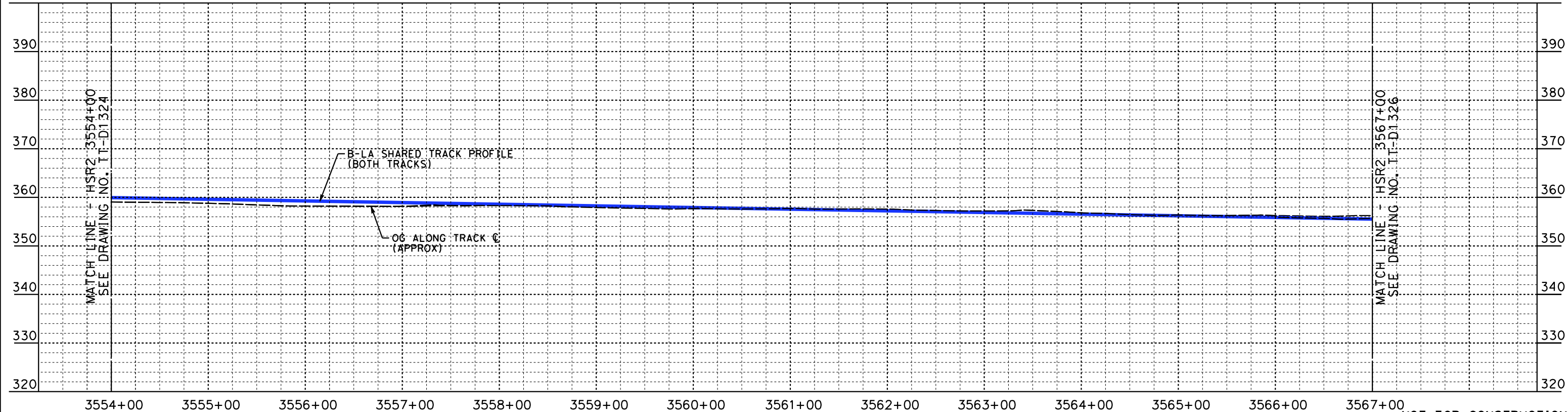
PEPD
HSR SHARED ELECTRIFIED TRACK - PLAN AND PROFILE
HSR2 3541+00 TO HSR2 3554+00

CONTRACT NO.
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DRAWING NO.
TT-D1324
SCALE
AS SHOWN
SHEET NO.

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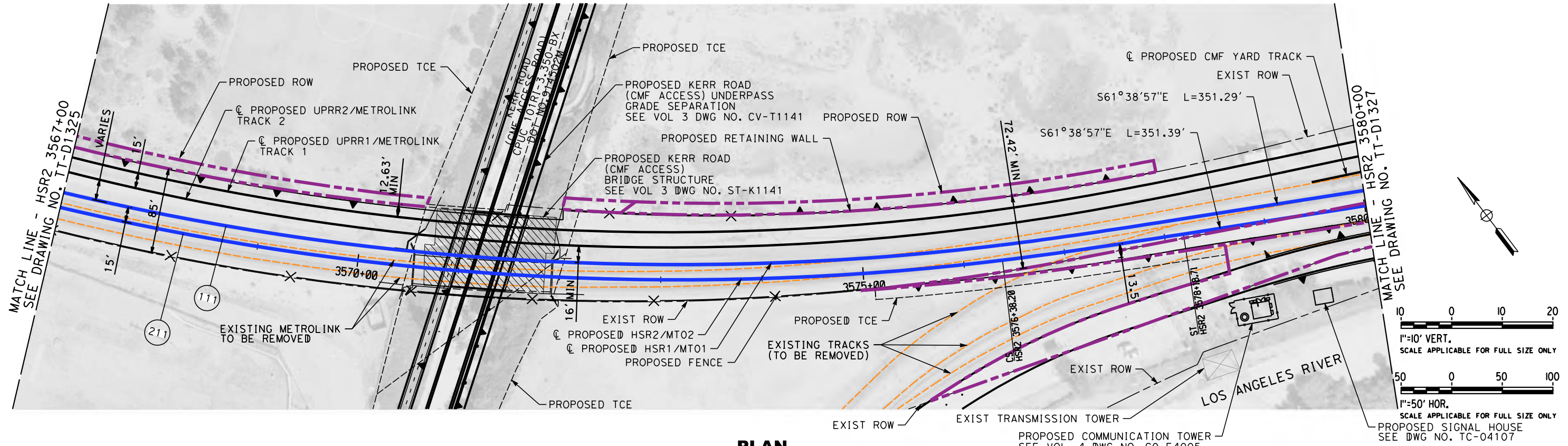
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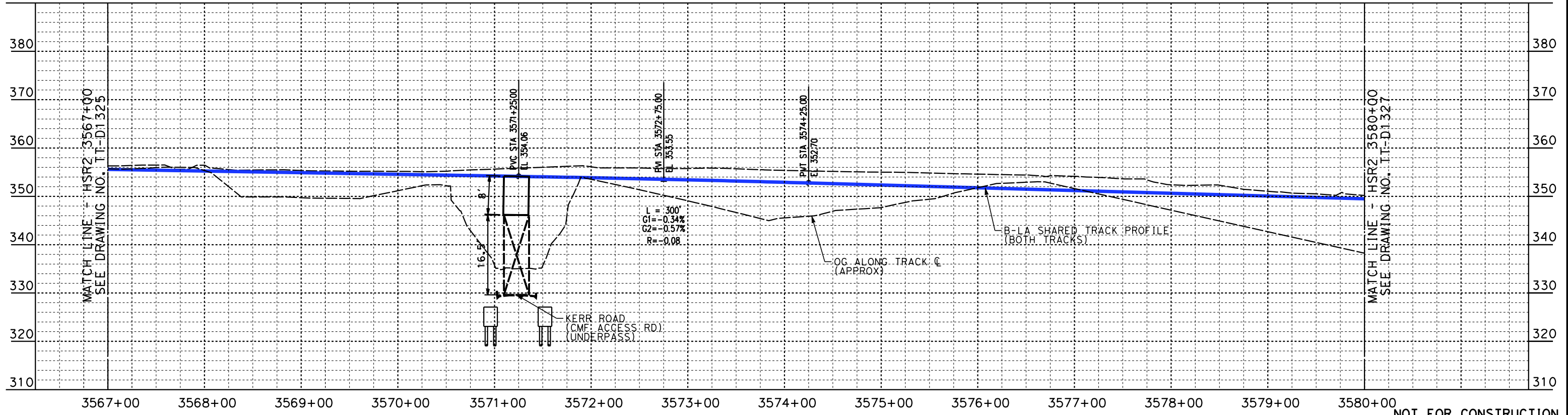
**CALIFORNIA HIGH-SPEED TRAIN PROJECT
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PEPD
HSR SHARED ELECTRIFIED TRACK - PLAN AND PROFILE
HSR2 3554+00 TO HSR2 3567+00

CONTRACT NO.
HSR14-39
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TT-D1325
SCALE
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SHEET NO.



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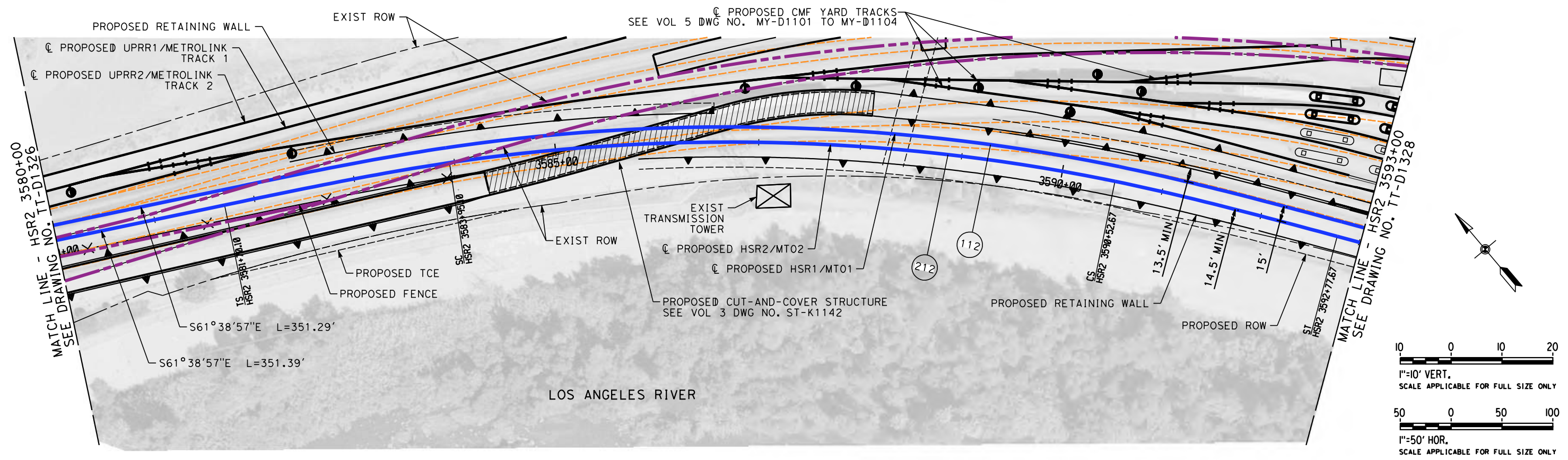
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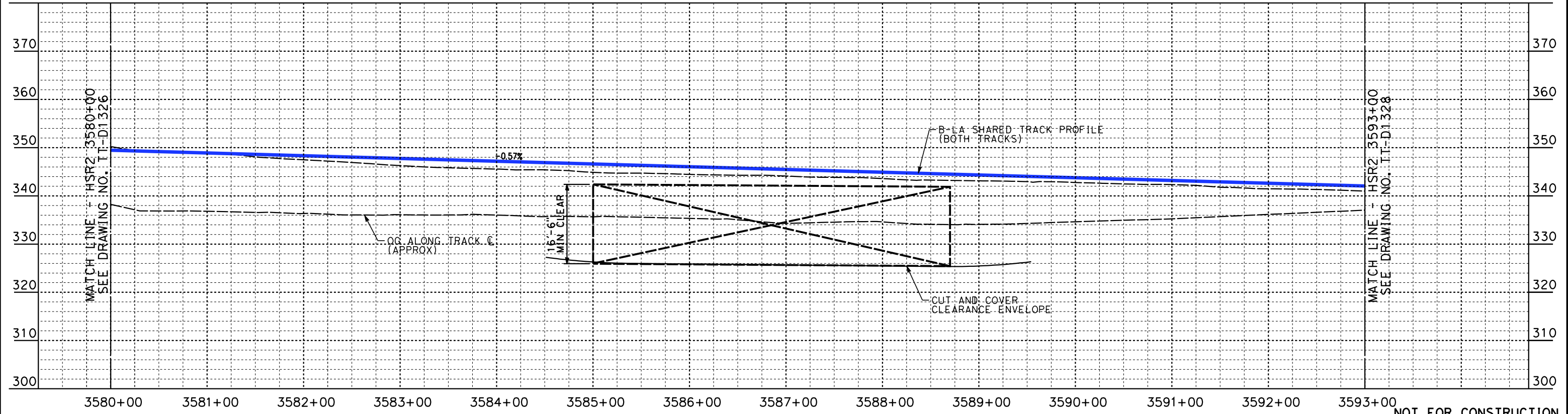
**CALIFORNIA HIGH-SPEED TRAIN PROJECT
BURBANK TO LOS ANGELES**

PEPD
HSR SHARED ELECTRIFIED TRACK - PLAN AND PROFILE
HSR2 3567+00 TO HSR2 3580+00

CONTRACT NO.
HSR14-39
DRAWING NO.
TT-D1326
SCALE
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SHEET NO.



PLAN



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PEPD
HSR SHARED ELECTRIFIED TRACK - PLAN AND PROFILE
HSR2 3580+00 TO HSR2 3593+00

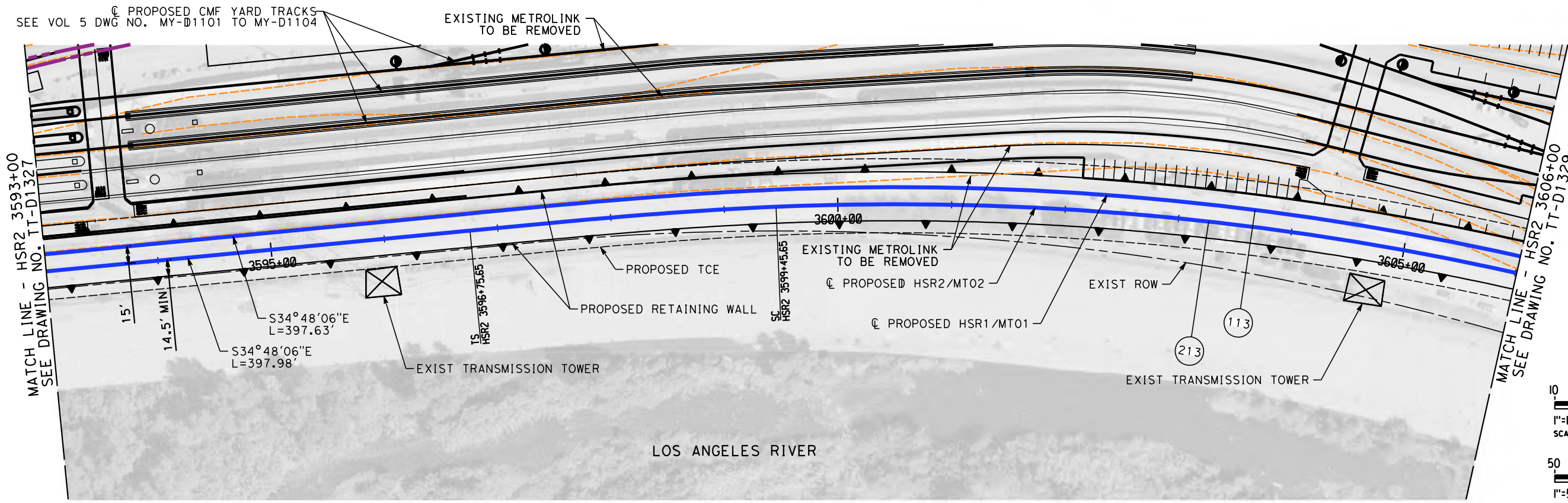
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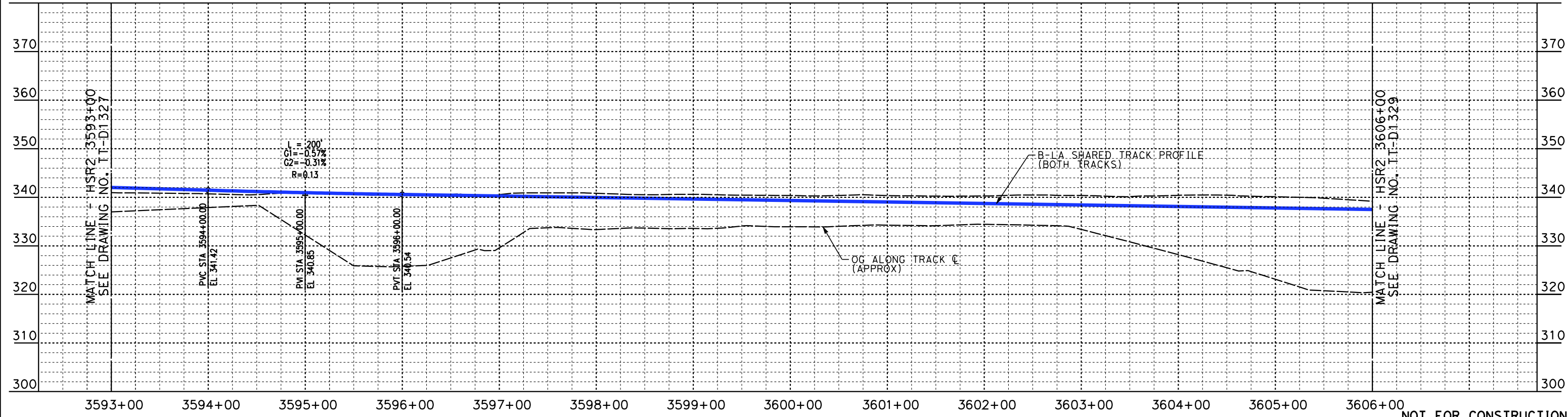
SHEET NO.

SEE VOL 5 DWG NO. MY-D1101 TO MY-D1104



LOS ANGELES RIVER

PLAN



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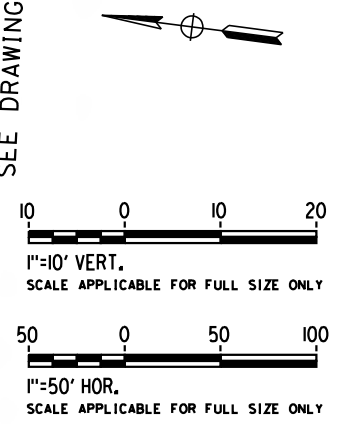
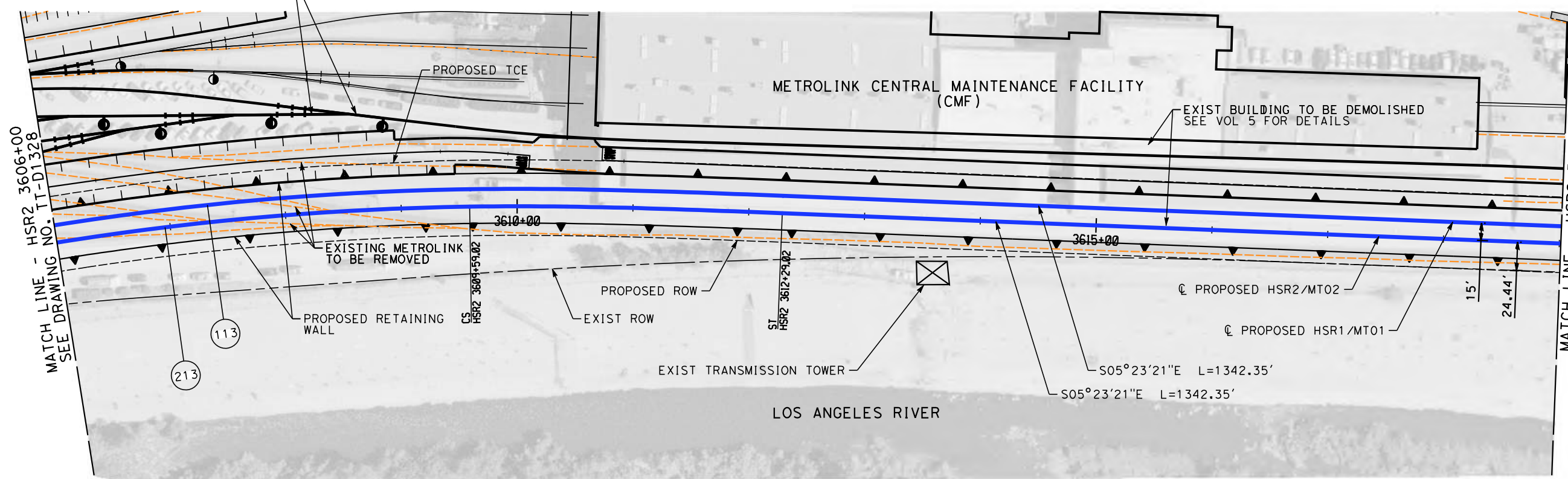


**CALIFORNIA HIGH-SPEED TRAIN PROJECT
BURBANK TO LOS ANGELES**

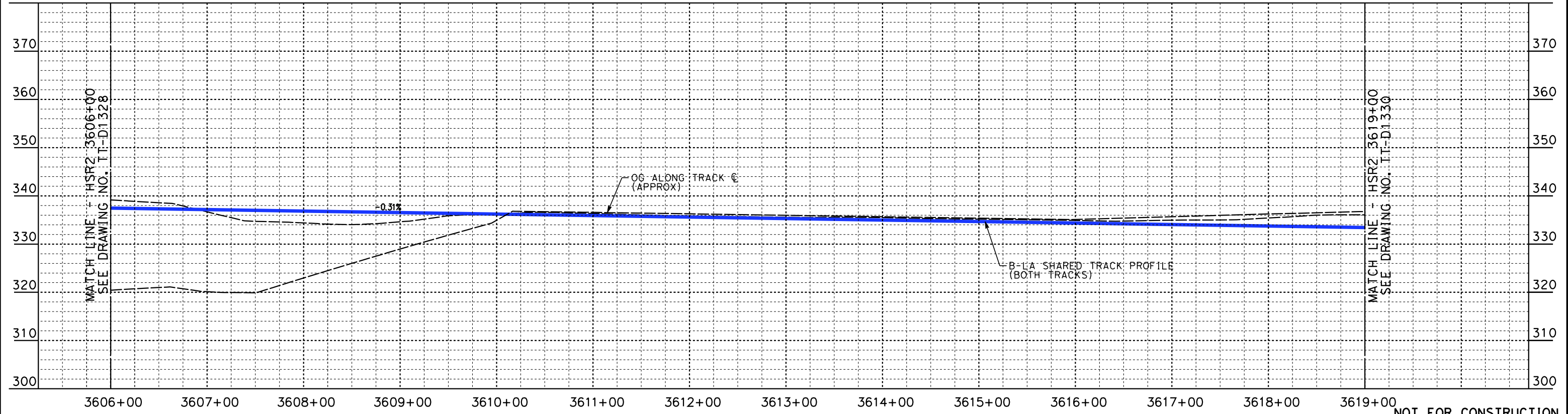
PEPD
HSR SHARED ELECTRIFIED TRACK - PLAN AND PROFILE
HSR2 3593+00 TO HSR2 3606+00

CONTRACT NO.
HSR14-39
DRAWING NO.
TT-D1328
SCALE
AS SHOWN
SHEET NO.

SEE VOL 5 DWG NO. MY-D1101 TO MY-D1104



PLAN



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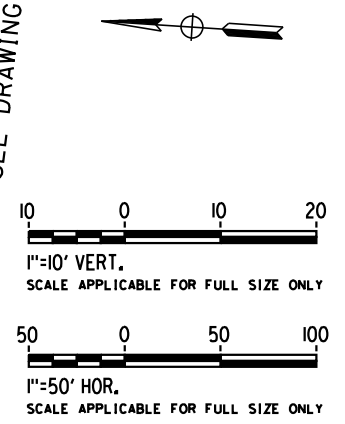
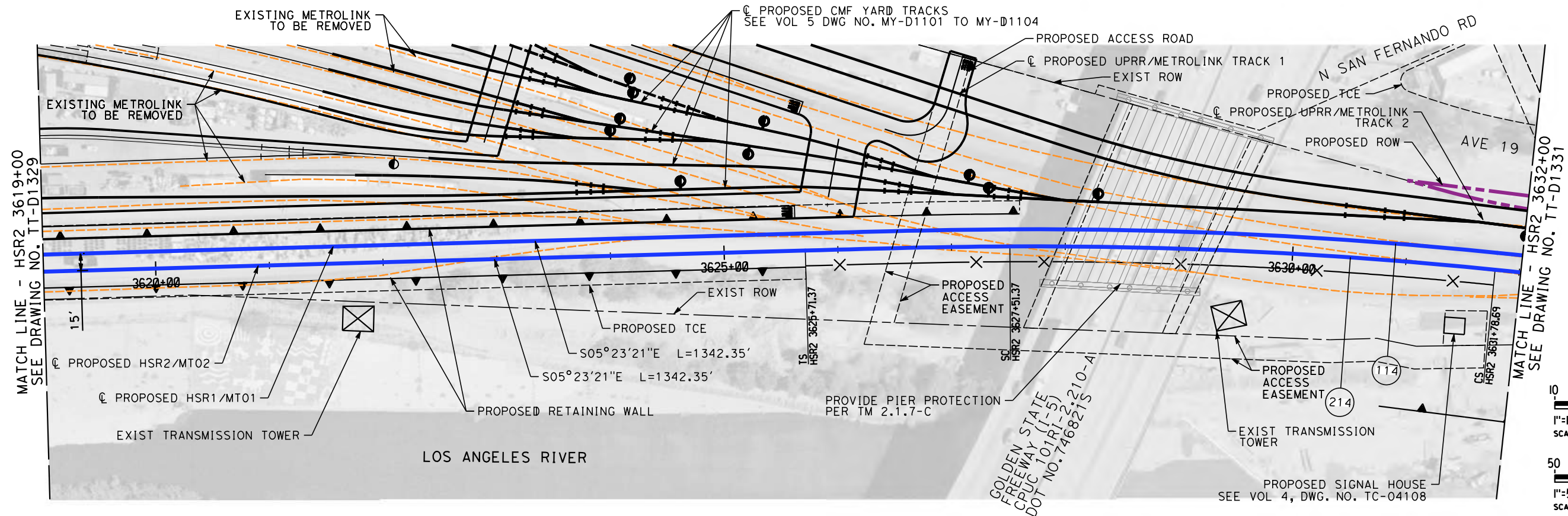
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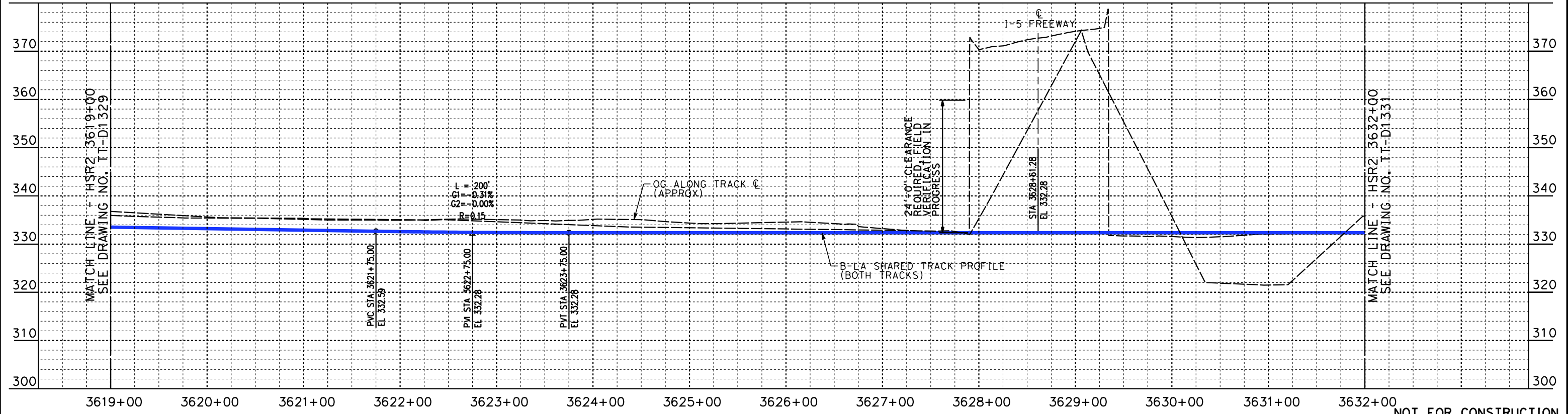
**CALIFORNIA HIGH-SPEED TRAIN PROJECT
BURBANK TO LOS ANGELES**

PEPD
HSR SHARED ELECTRIFIED TRACK - PLAN AND PROFILE
HSR2 3606+00 TO HSR2 3619+00

CONTRACT NO.
HSR14-39
DRAWING NO.
TT-D1329
SCALE
AS SHOWN
SHEET NO.



PLAN



PROFILE

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DESIGNED BY
W. XU
DRAWN BY
W. XU
CHECKED BY
P. MAHONEY
IN CHARGE
K. PIRBAZARI
DATE
04/30/2019

**PEPD
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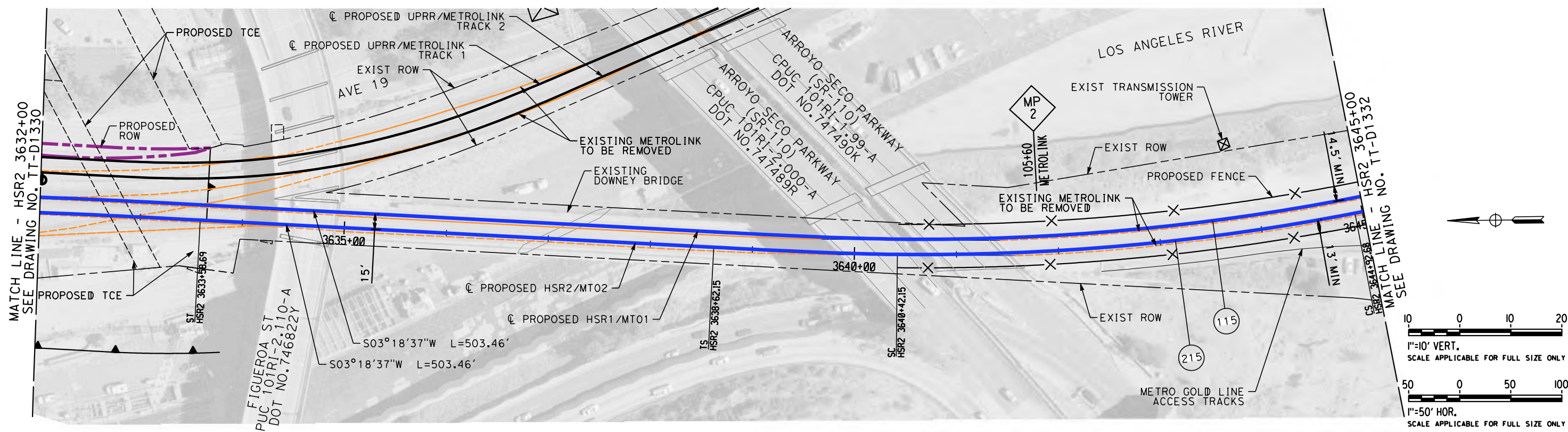
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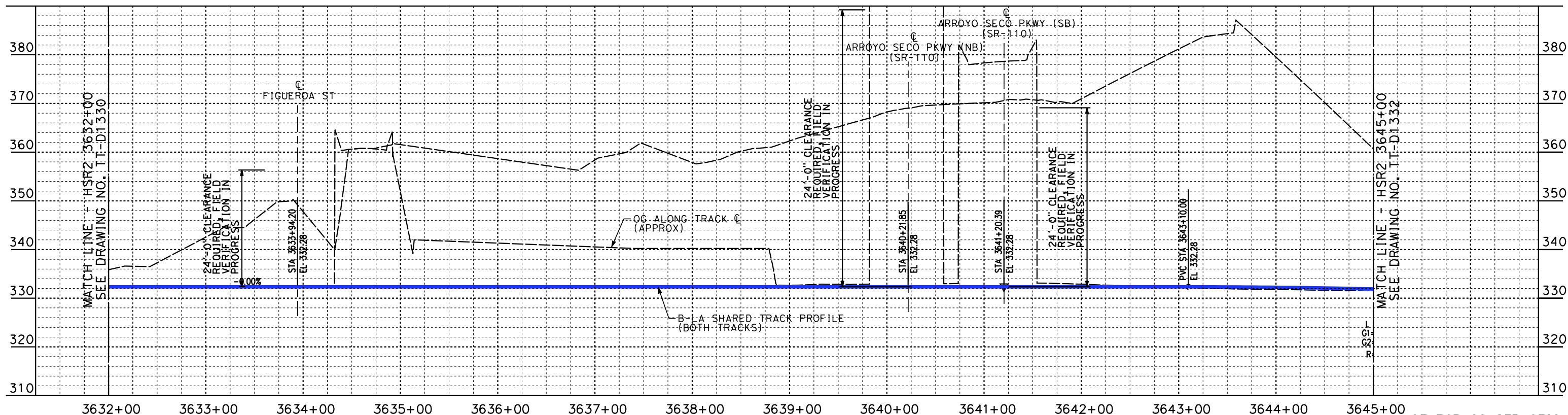
**CALIFORNIA HIGH-SPEED TRAIN PROJECT
BURBANK TO LOS ANGELES**

PEPD
HSR SHARED ELECTRIFIED TRACK - PLAN AND PROFILE
HSR2 3619+00 TO HSR2 3632+00

CONTRACT NO.
HSR14-39
DRAWING NO.
TT-D1330
SCALE
AS SHOWN
SHEET NO.



PLAN



PROFILE

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W. XU
CHECKED BY
P. MAHONEY
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K. PIRBAZARI
DATE
04/30/2019

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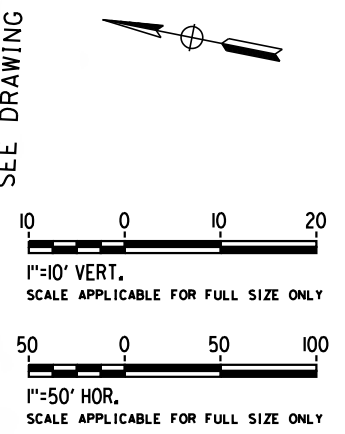
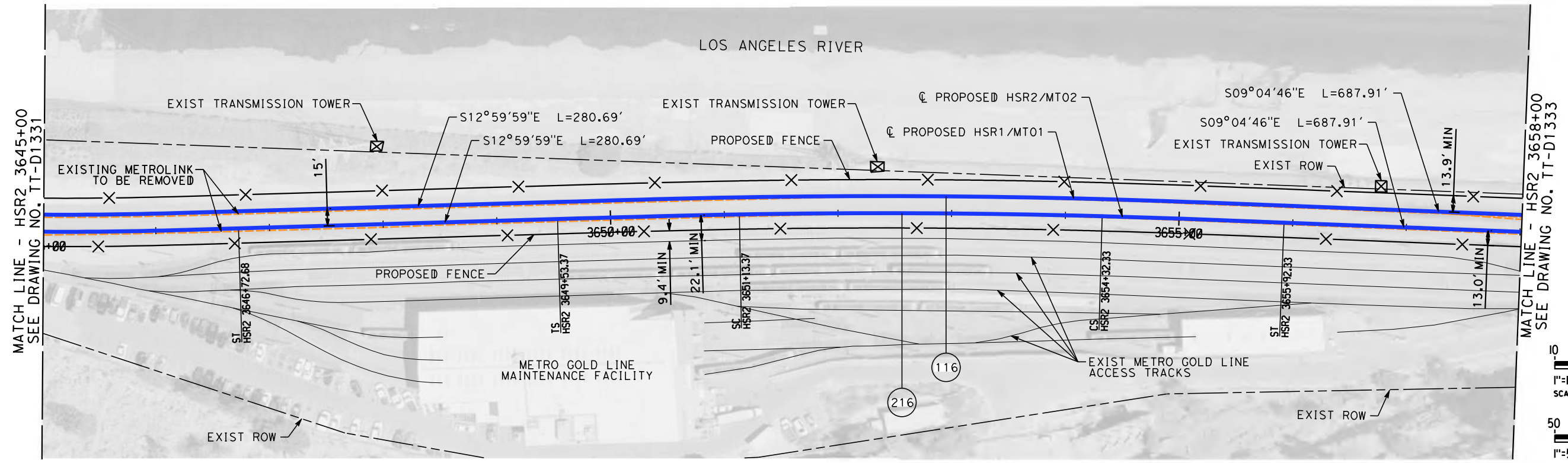
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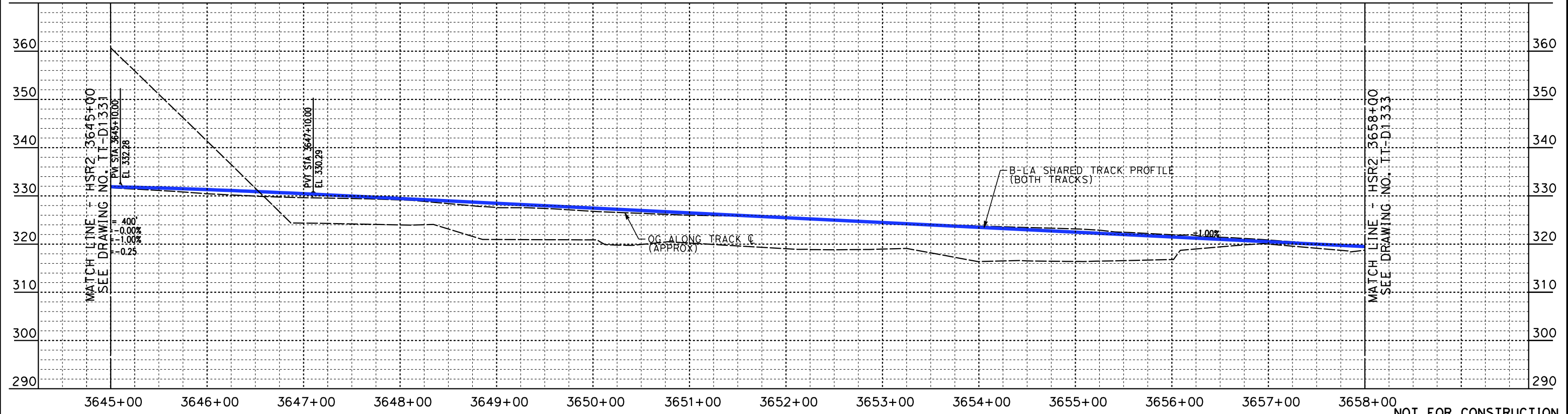
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BURBANK TO LOS ANGELES**

PEPD
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CONTRACT NO.
HSR14-39
DRAWING NO.
TT-D1331
SCALE
AS SHOWN
SHEET NO.



PLAN



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DATE
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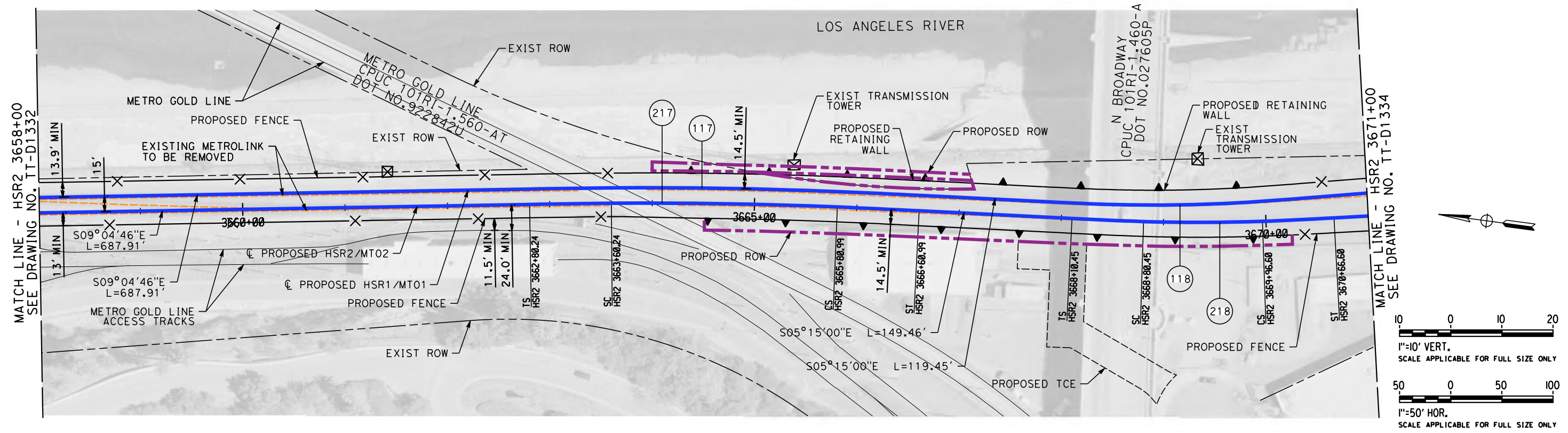


**CALIFORNIA HIGH-SPEED TRAIN PROJECT
BURBANK TO LOS ANGELES**

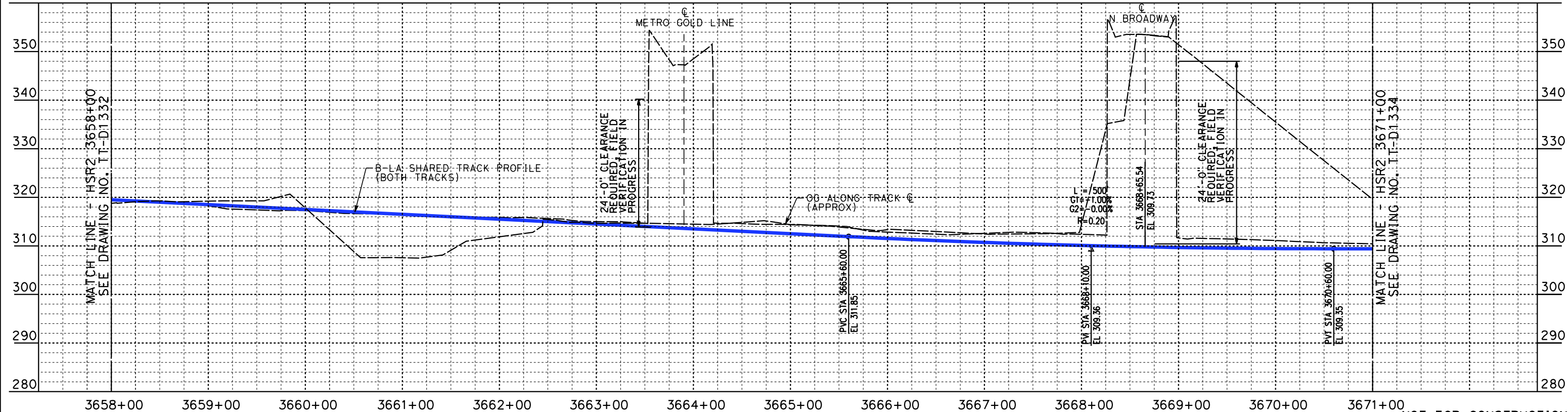
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CONTRACT NO.
HSR14-39
DRAWING NO.
TT-D1332
SCALE
AS SHOWN
SHEET NO.

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K. PIRBAZARI
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04/30/2019

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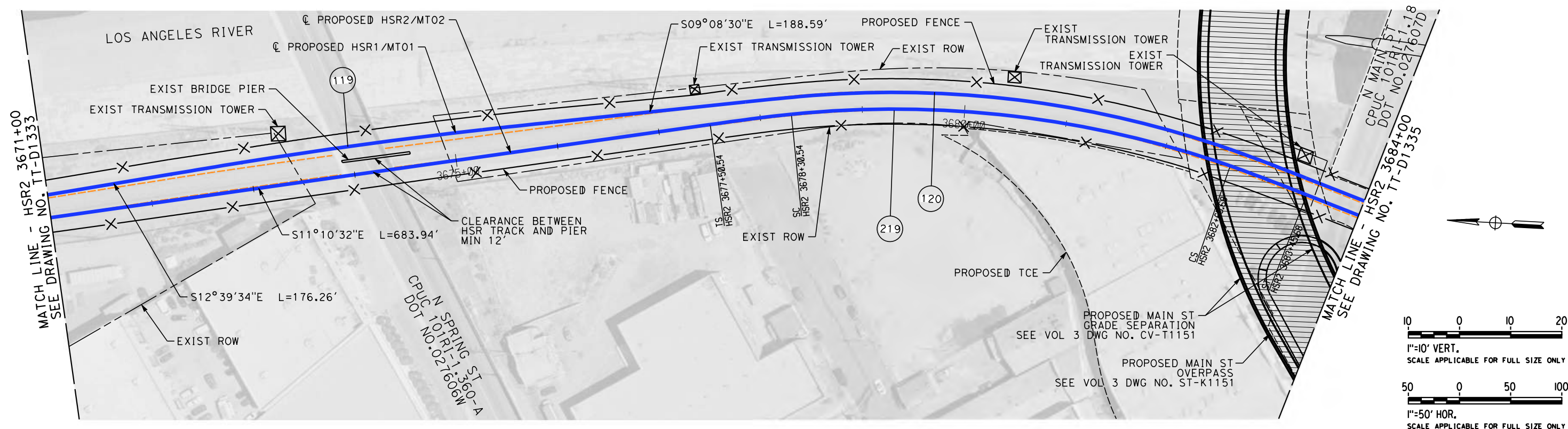
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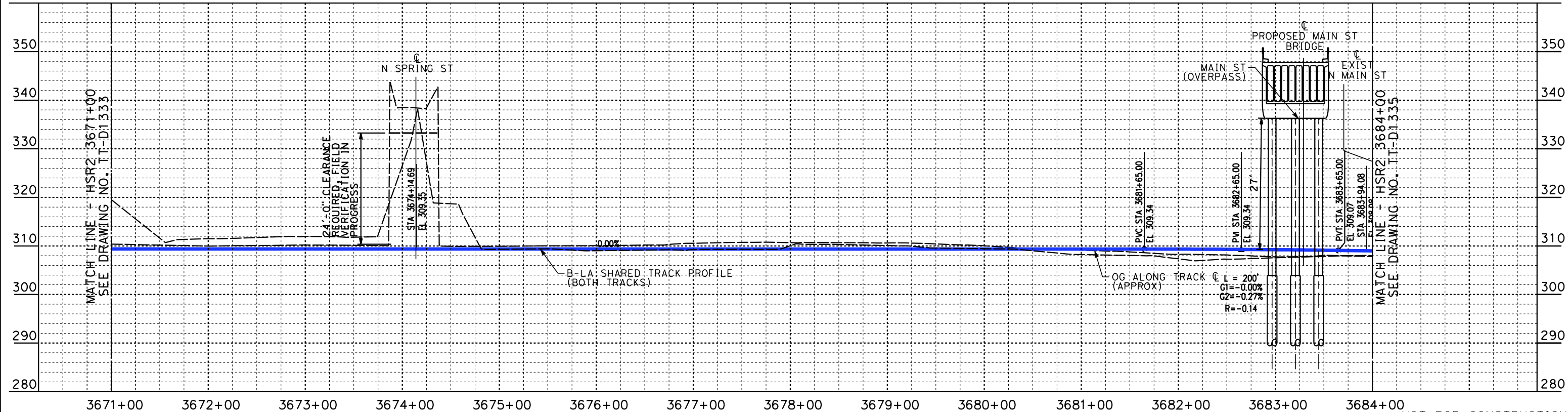
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BURBANK TO LOS ANGELES

PEPD
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HSR2 3658+00 TO HSR2 3671+00

CONTRACT NO.
HSR14-39
DRAWING NO.
TT-D1333
SCALE
AS SHOWN
SHEET NO.



PLAN



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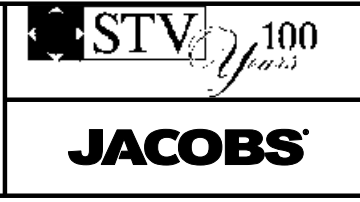
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IN CHARGE
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DATE
04/30/2019

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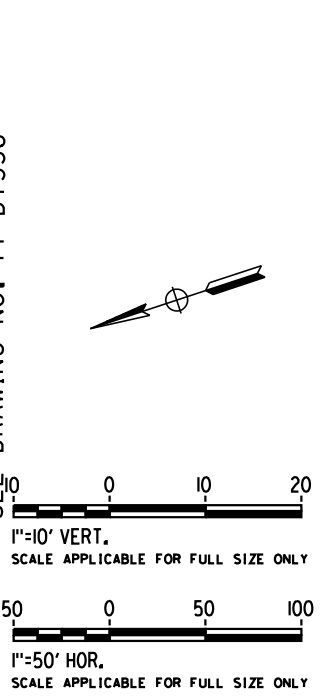
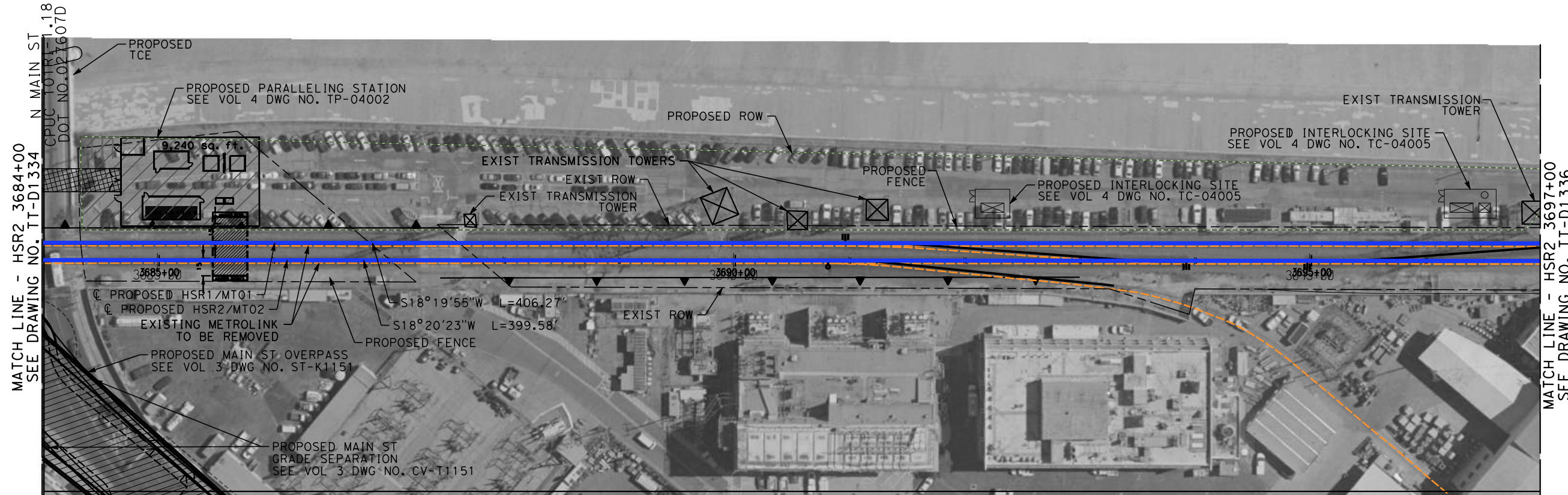


**CALIFORNIA HIGH-SPEED TRAIN PROJECT
BURBANK TO LOS ANGELES**

PEPD
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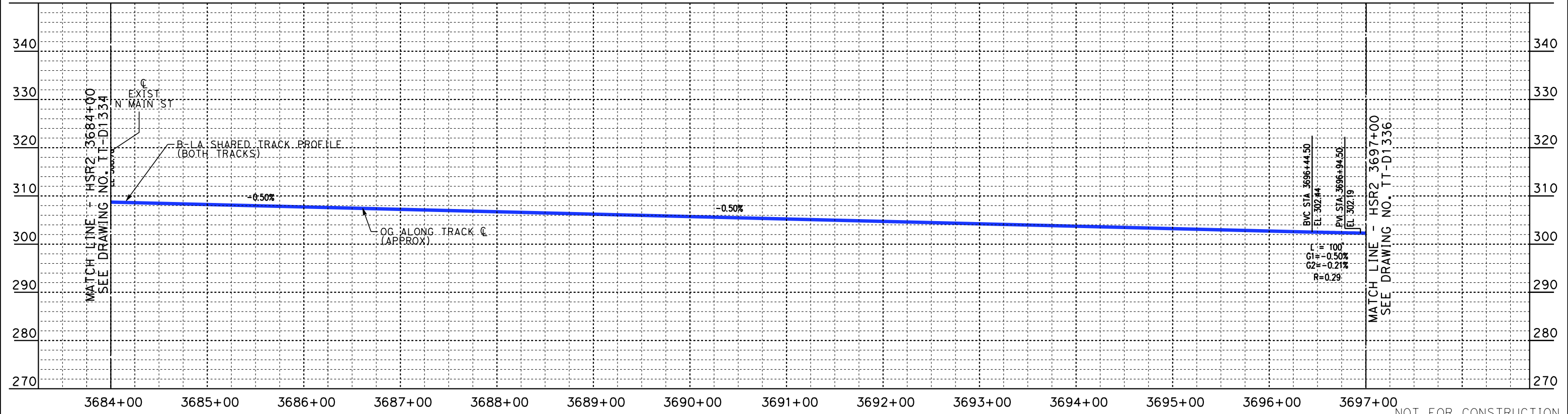
CONTRACT NO.
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DRAWING NO.
TT-D1334
SCALE
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SHEET NO.

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* REFER TO LA-A PEPD DESIGN SUBMITTAL, VOLUME 1 FOR PLAN AND PROFILE SOUTH OF LINKUS SEGMENT

PLAN



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W. XU
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W. XU
CHECKED BY
P. MAHONEY
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K. PIRBAZARI
DATE
04/30/2019

PEPD RECORD SET

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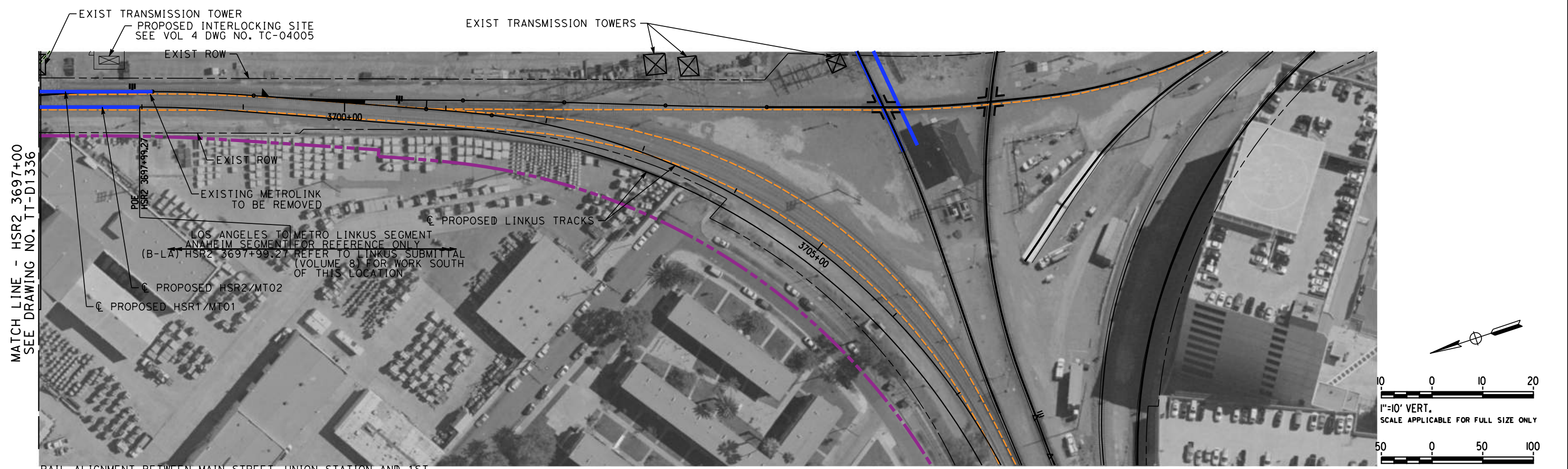


CALIFORNIA HIGH-SPEED TRAIN PROJECT
BURBANK TO LOS ANGELES

PEPD
HSR SHARED ELECTRIFIED TRACK - PLAN AND PROFILE
HSR2 3684+00 TO HSR2 3687+00

CONTRACT NO.
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DRAWING NO.
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SCALE
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SHEET NO.

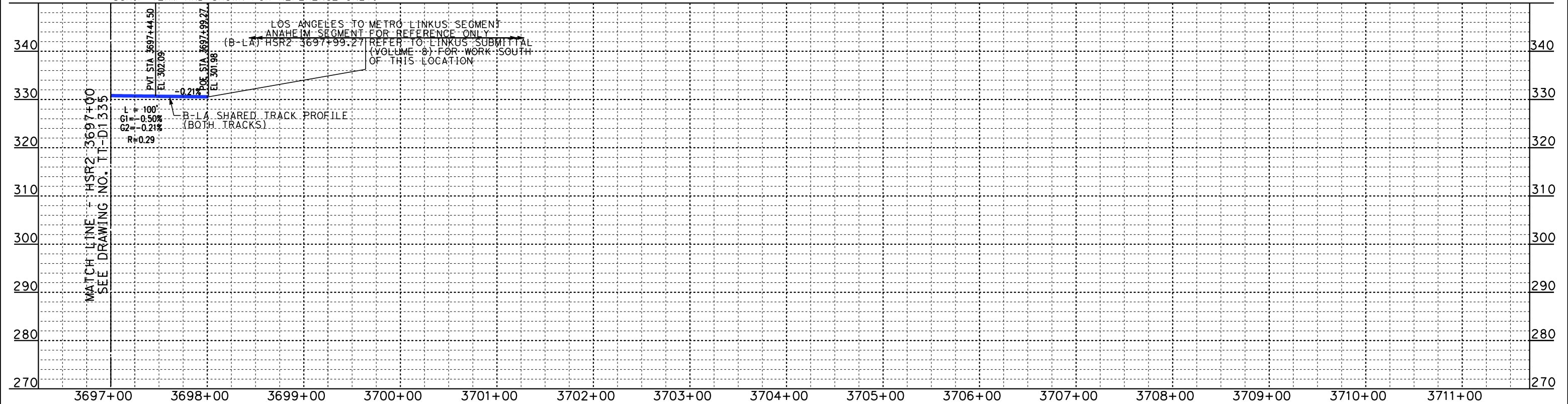
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RAIL ALIGNMENT BETWEEN MAIN STREET, UNION STATION AND 1ST STREET IS BEING DESIGNED BY METRO'S LINKUS TEAM. ALIGNMENT SHOWN IS BASED ON LATEST COORDINATION WITH SCRIP TEAM AND SHOWN FOR REFERENCE ONLY.

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PLAN



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DESIGNED BY
W. GUO
DRAWN BY
C. NATHAN
CHECKED BY
P. MAHONEY
IN CHARGE
K. PIRBAZARI
DATE
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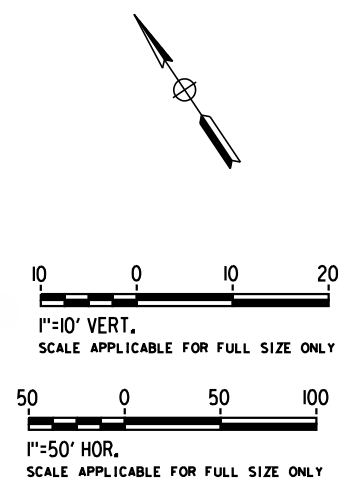
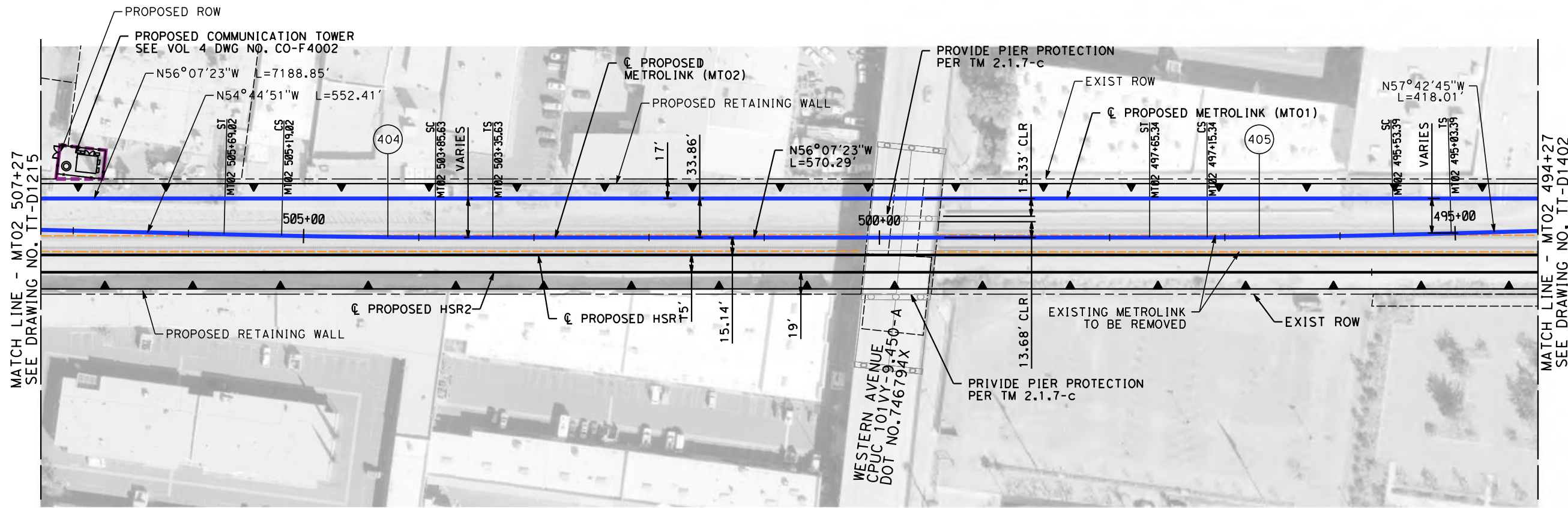
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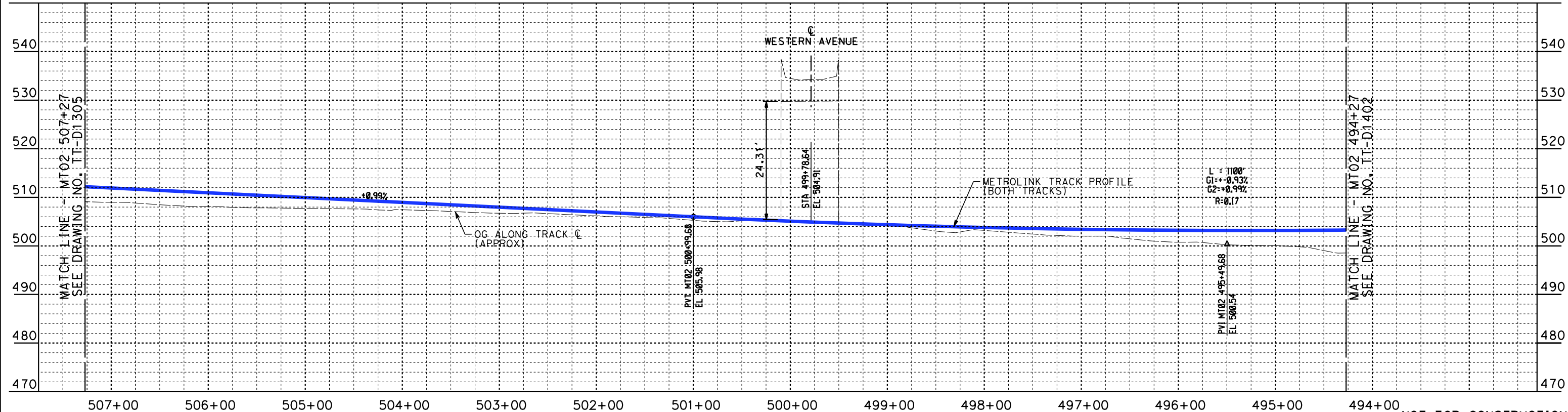
CALIFORNIA HIGH-SPEED TRAIN PROJECT
BURBANK TO LOS ANGELES

PEPD
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HSR2 3697+00 TO HSR2 3697+99.27

CONTRACT NO.
HSR14-39
DRAWING NO.
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SCALE
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SHEET NO.



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P. MAHONEY
IN CHARGE
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DATE
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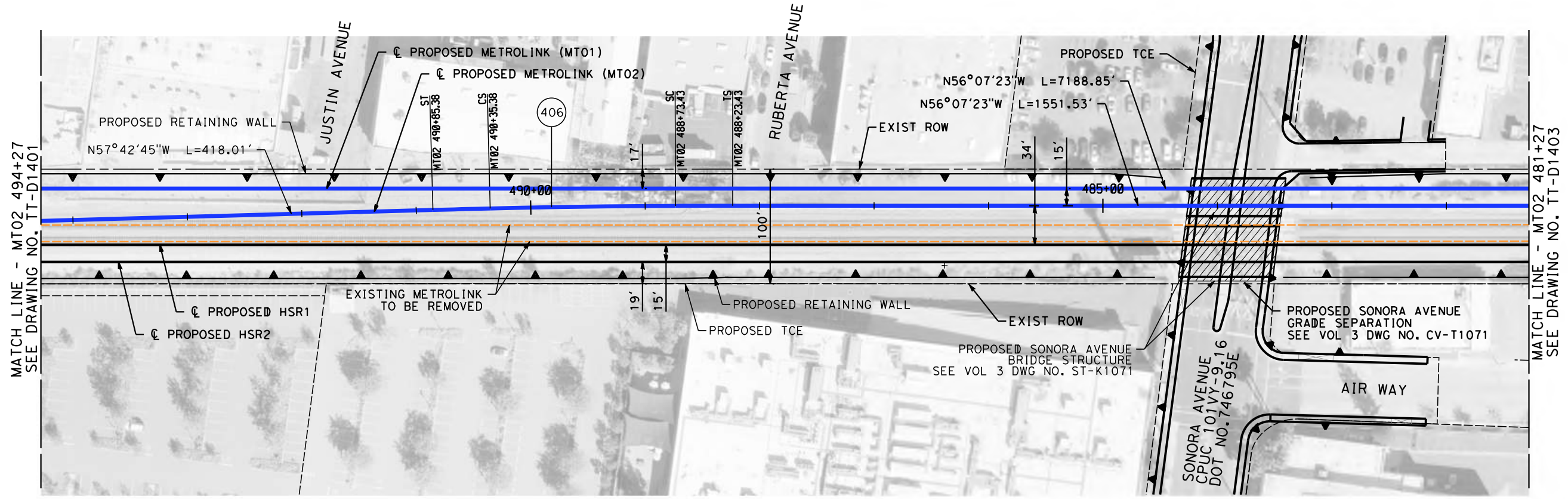


**CALIFORNIA HIGH-SPEED TRAIN PROJECT
BURBANK TO LOS ANGELES**

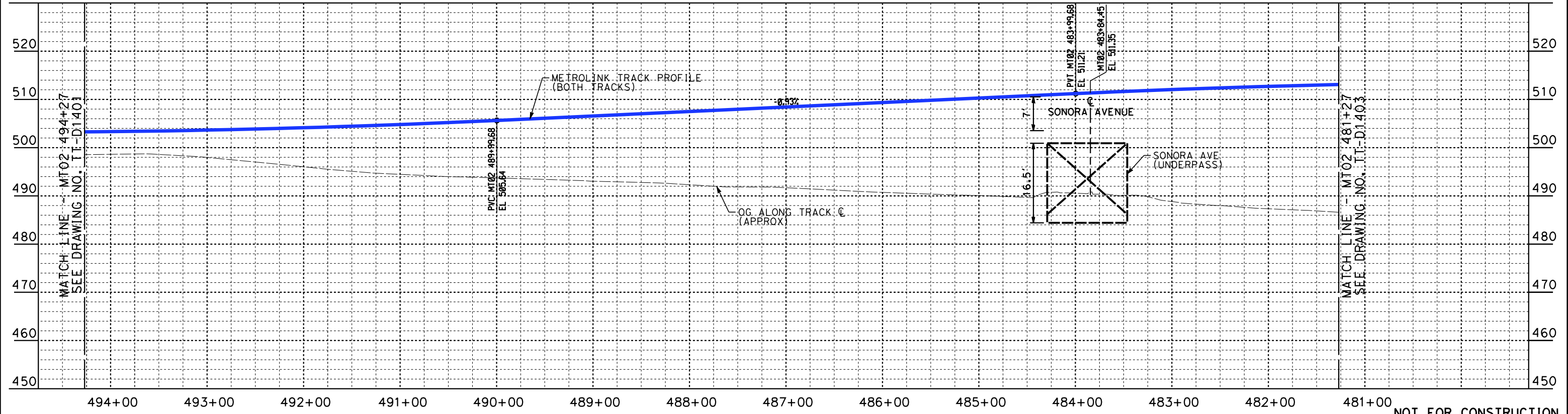
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CONTRACT NO.
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SCALE
AS SHOWN
SHEET NO.

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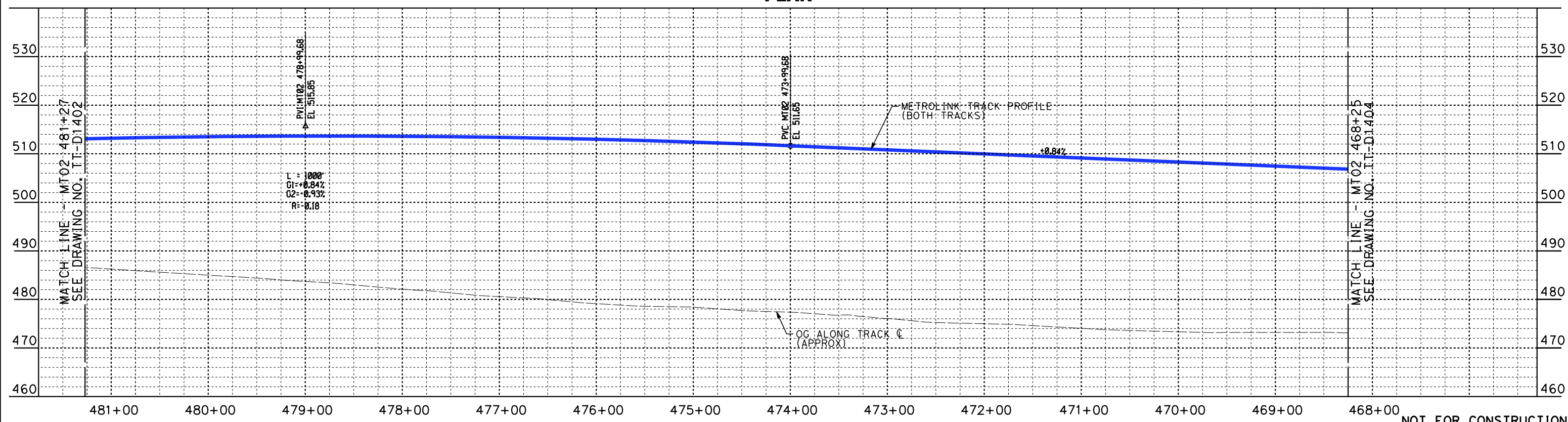
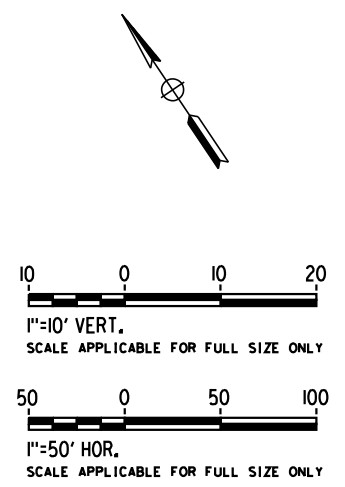
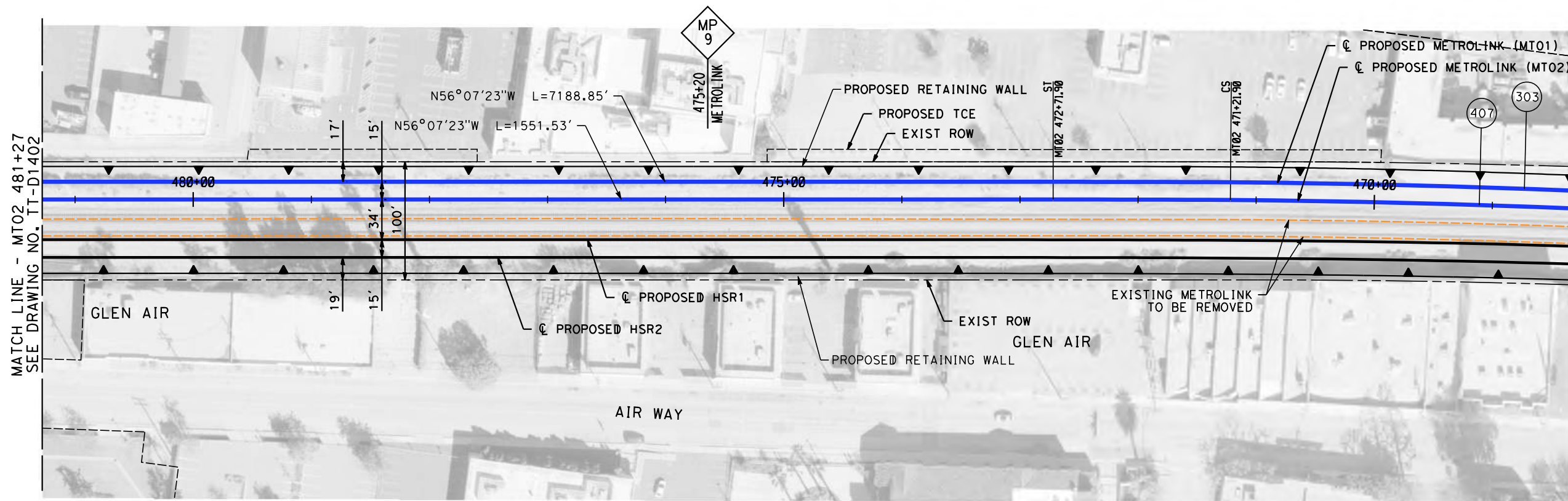
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**CALIFORNIA HIGH-SPEED TRAIN PROJECT
BURBANK TO LOS ANGELES**

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CONTRACT NO.
HSR14-39
DRAWING NO.
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SCALE
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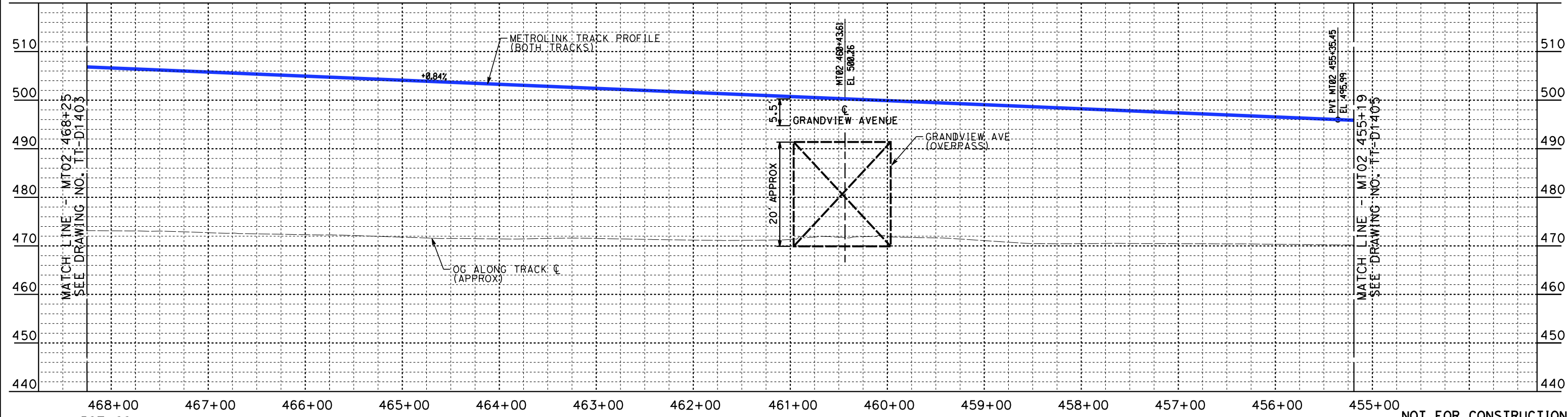
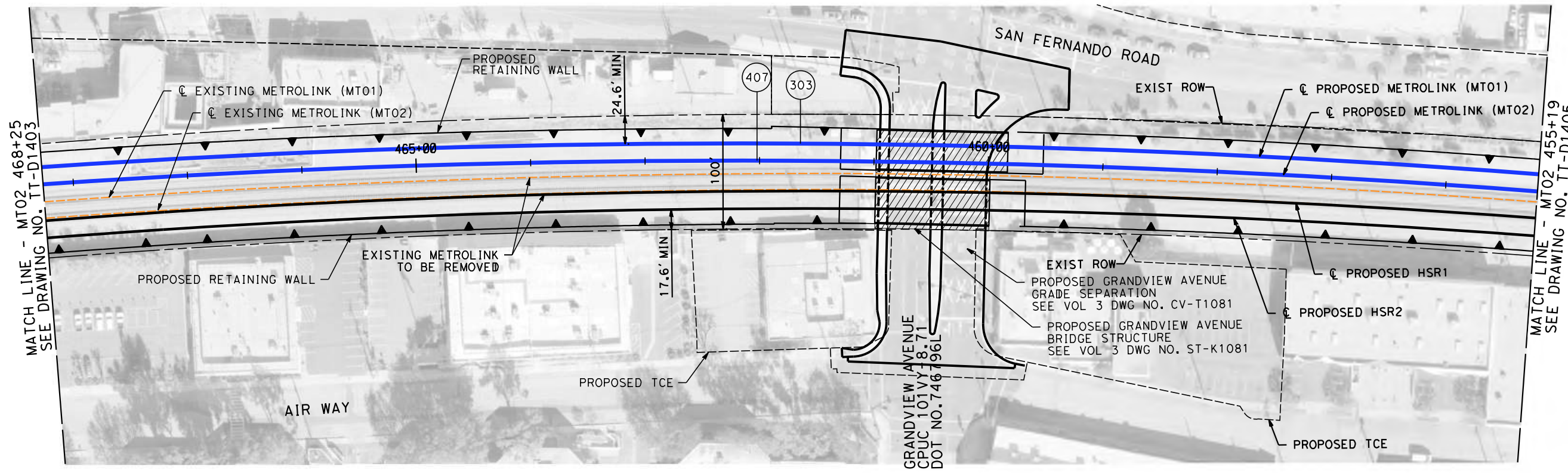
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CONTRACT NO.
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DRAWING NO.
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SCALE
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SHEET NO.



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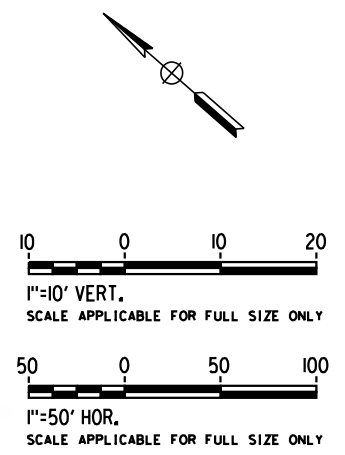
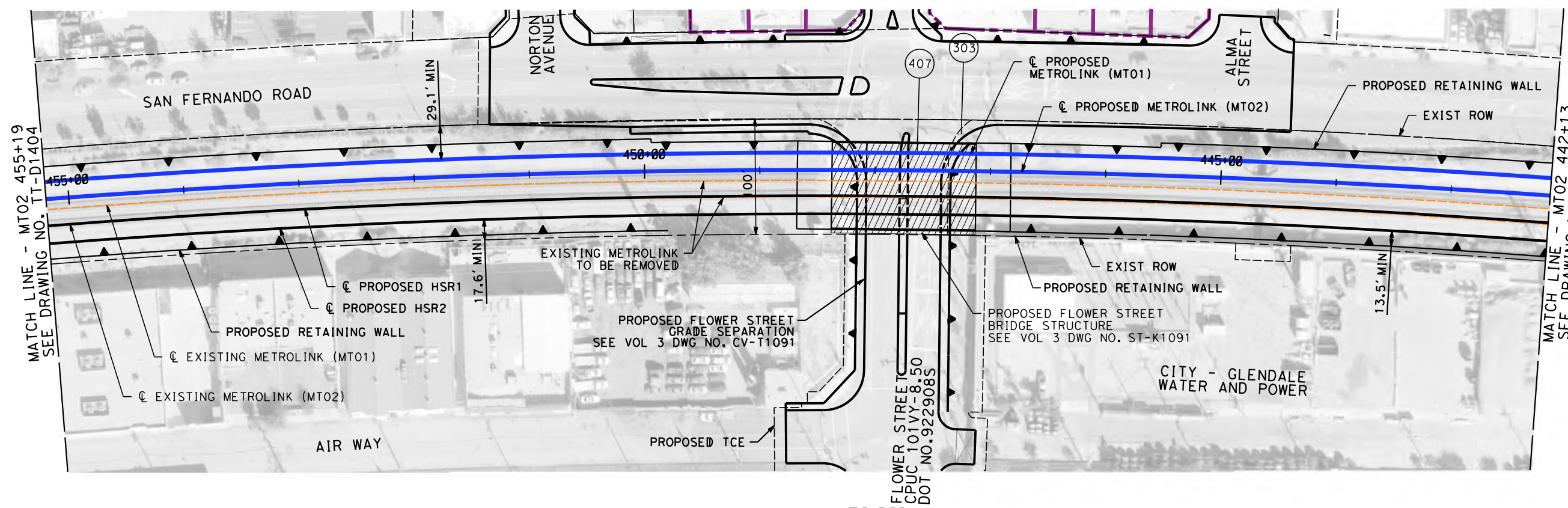
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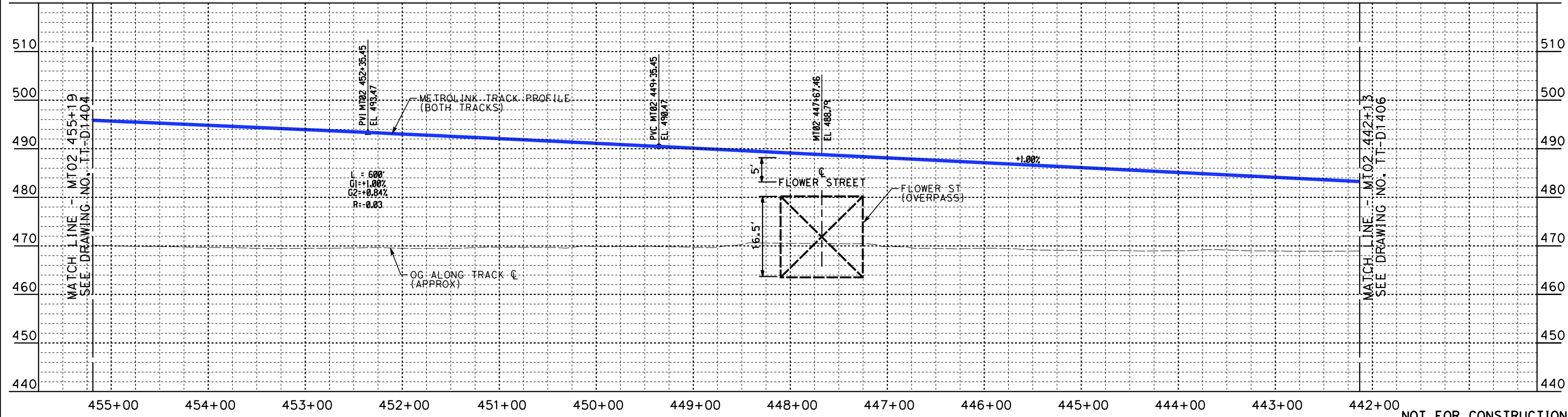
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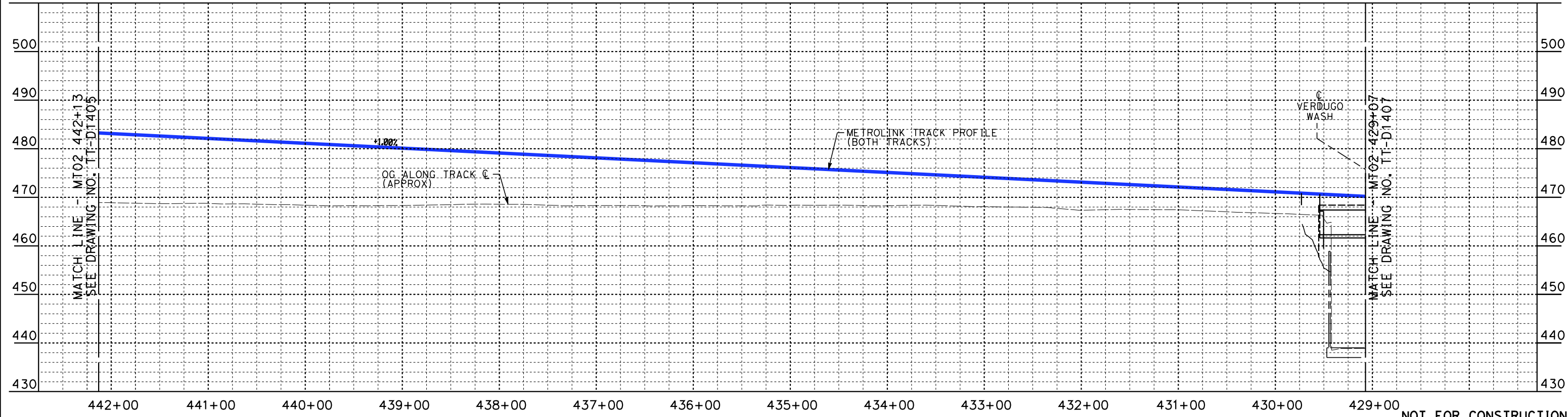
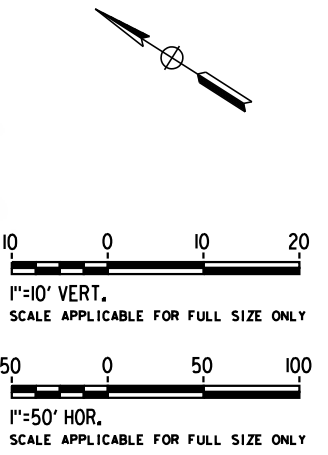
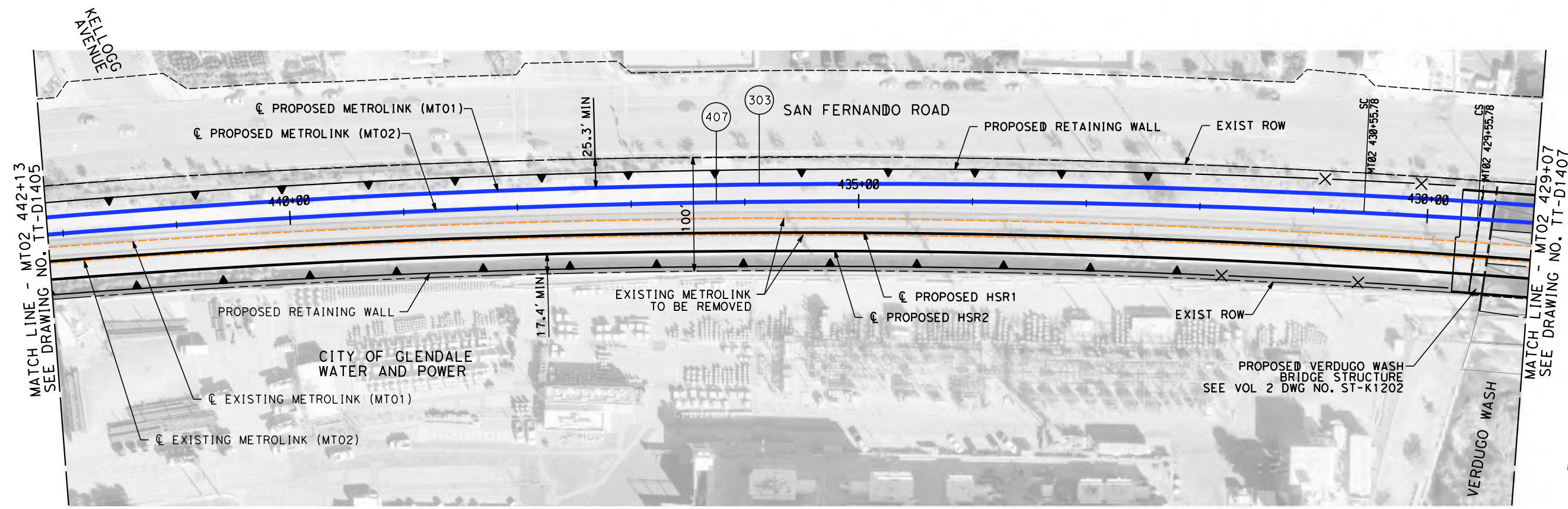
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**CALIFORNIA HIGH-SPEED TRAIN PROJECT
BURBANK TO LOS ANGELES**

PEPD
METROLINK - PLAN AND PROFILE
MT02 455+19 TO MT02 442+13

CONTRACT NO.
HSR14-39
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BURBANK TO LOS ANGELES**

PEPD
METROLINK - PLAN AND PROFILE
MT02 442+13 TO MT02 429+07

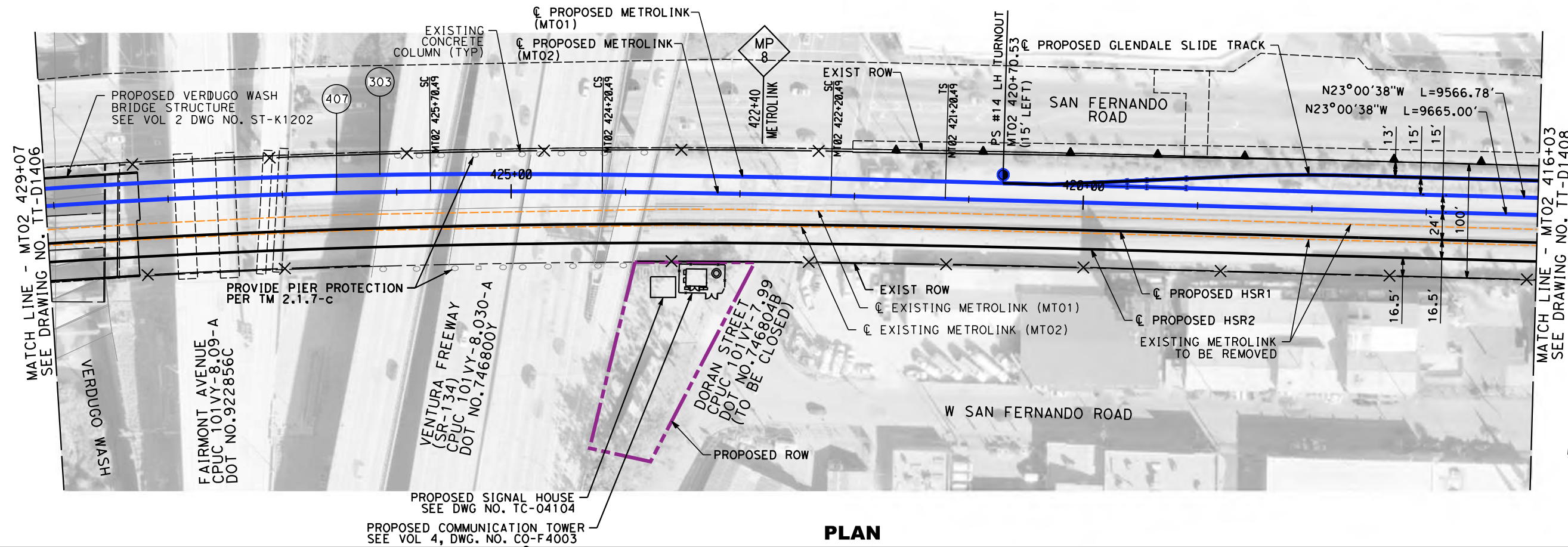
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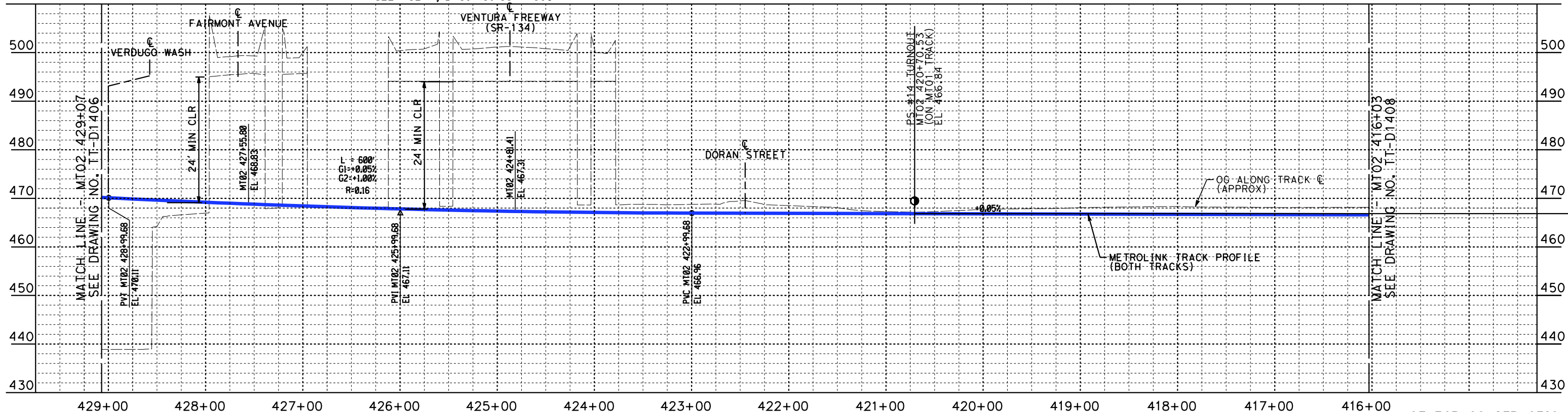
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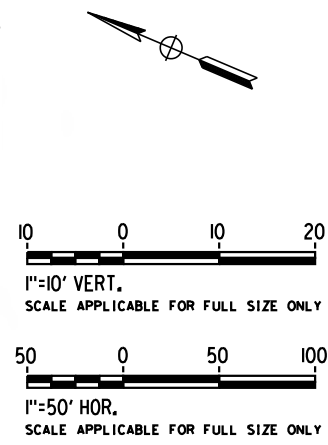
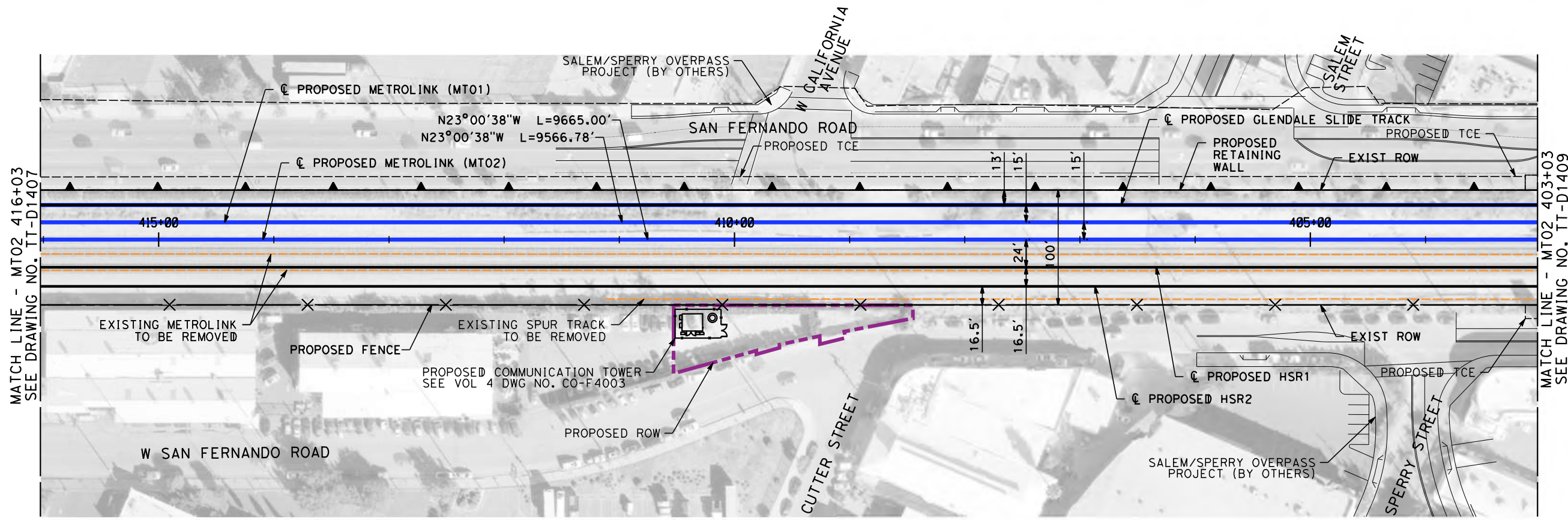
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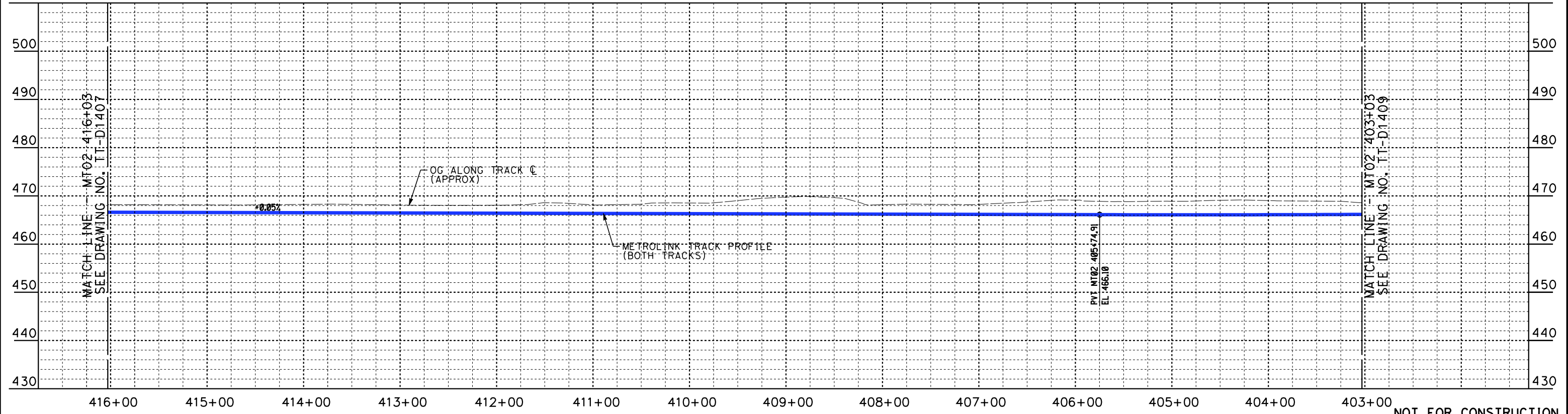
**CALIFORNIA HIGH-SPEED TRAIN PROJECT
BURBANK TO LOS ANGELES**

PEPD
METROLINK - PLAN AND PROFILE
MT02 429+07 TO MT02 416+03

CONTRACT NO.
HSR14-39
DRAWING NO.
TT-D1407
SCALE
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SHEET NO.



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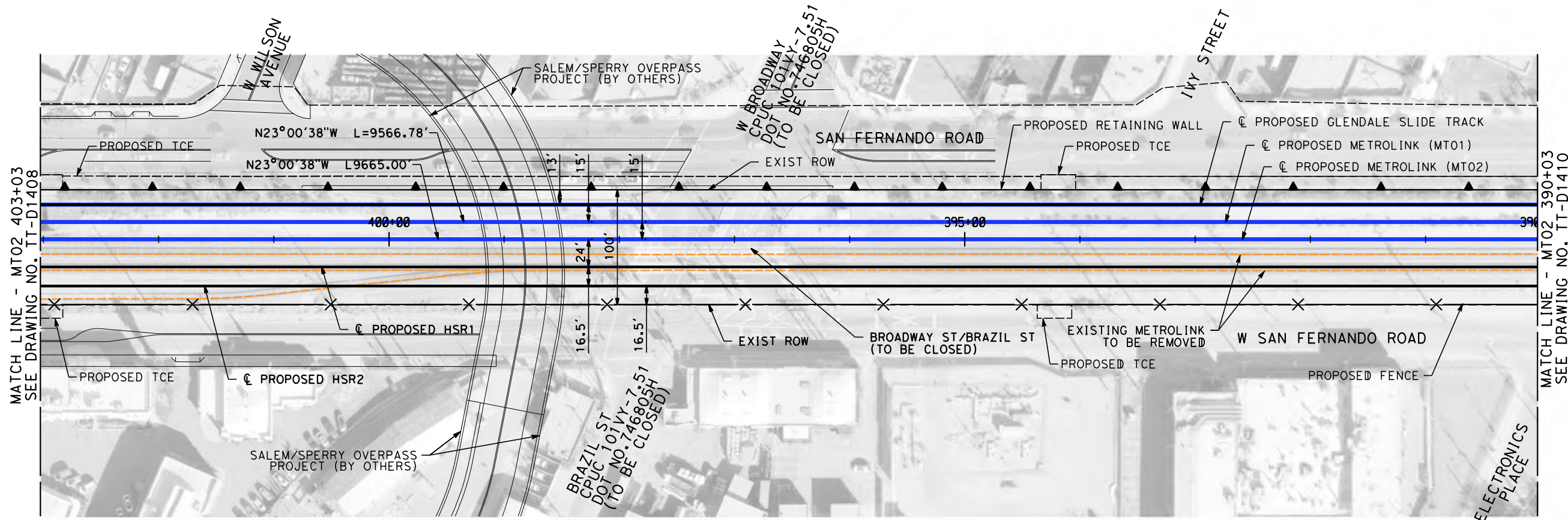
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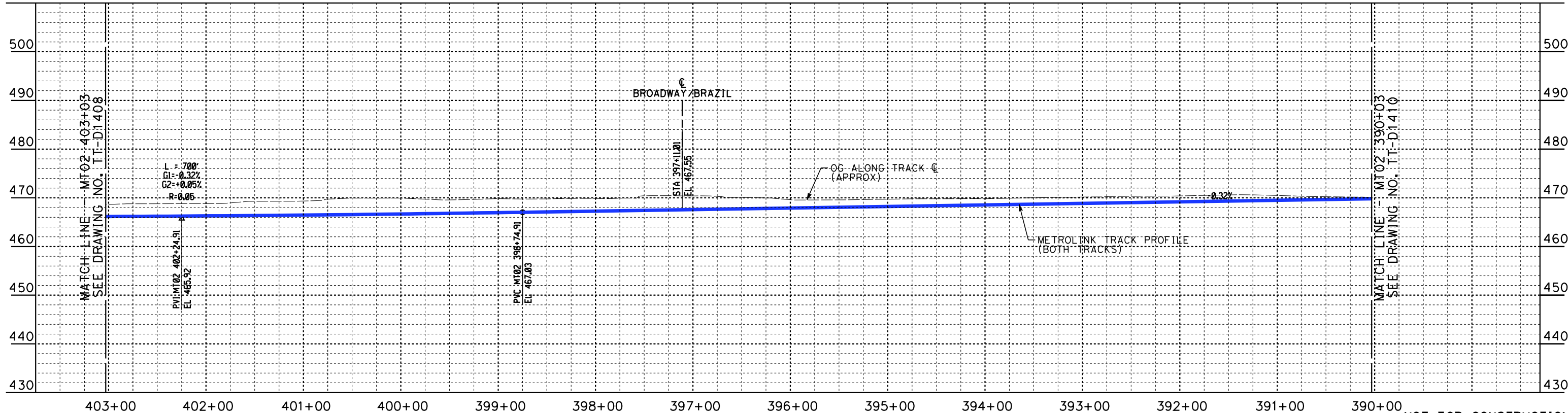
**CALIFORNIA HIGH-SPEED TRAIN PROJECT
BURBANK TO LOS ANGELES**

PEPD
METROLINK - PLAN AND PROFILE
MT02 416+03 TO MT02 403+03

CONTRACT NO.
HSR14-39
DRAWING NO.
TT-D1408
SCALE
AS SHOWN
SHEET NO.



PLAN



PROFILE

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CHECKED BY
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IN CHARGE
K. PIRBAZARI
DATE
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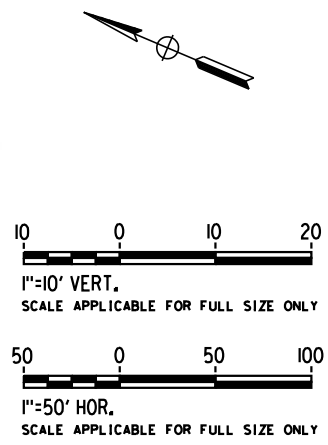
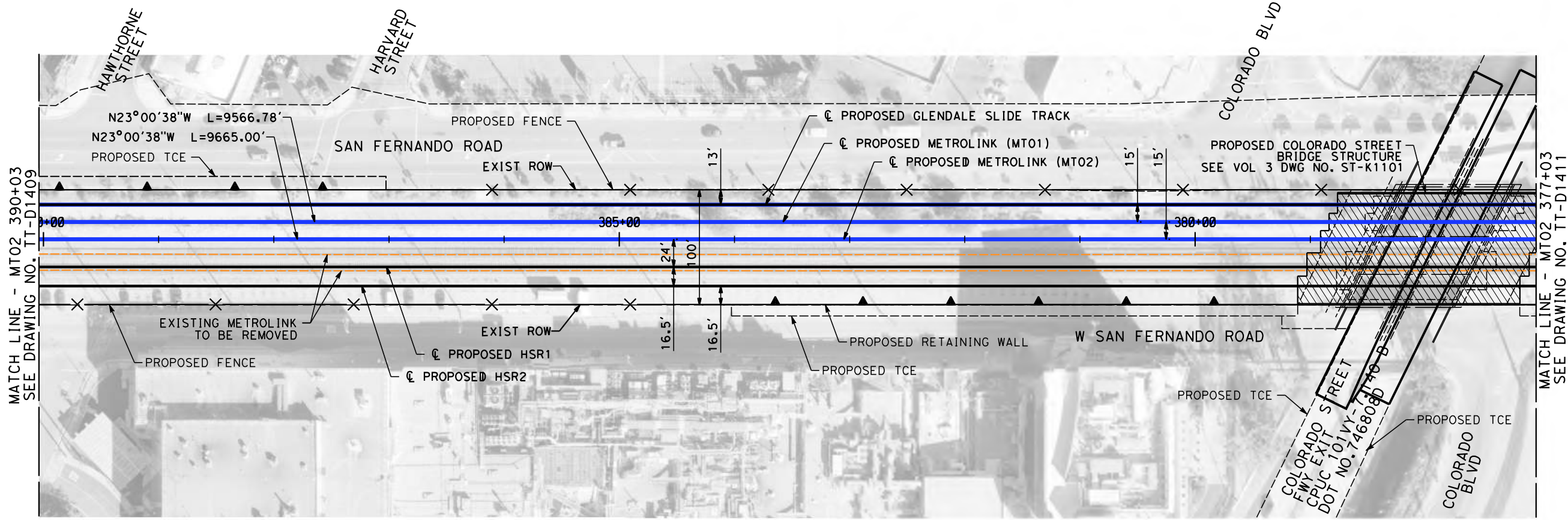
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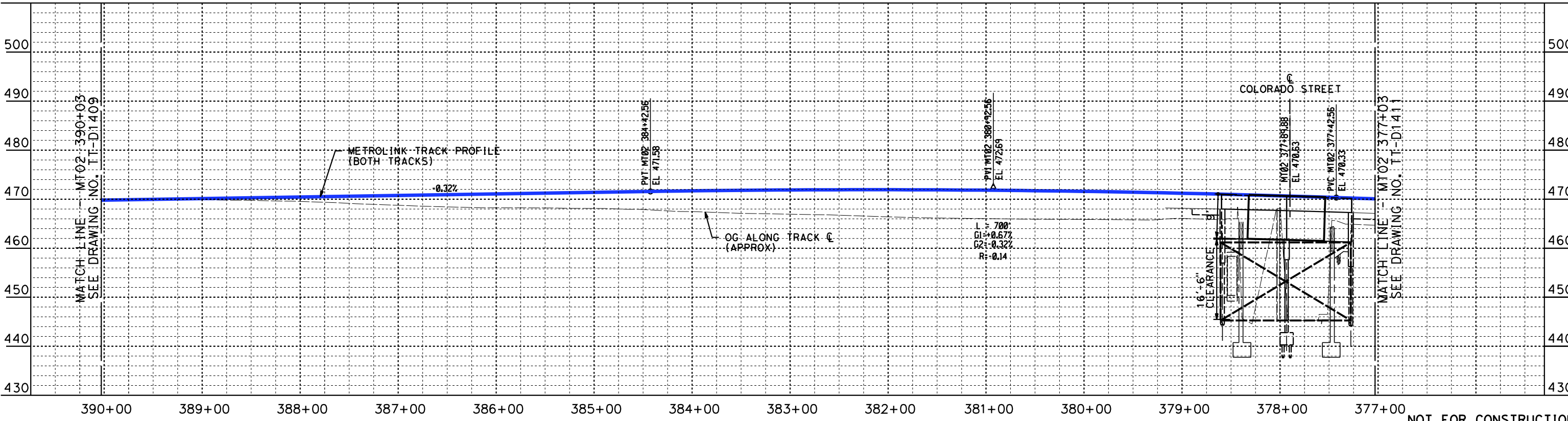
**CALIFORNIA HIGH-SPEED TRAIN PROJECT
BURBANK TO LOS ANGELES**

PEPD
METROLINK - PLAN AND PROFILE
MT02 403+03 TO MT02 390+03

CONTRACT NO.
HSR14-39
DRAWING NO.
TT-D1409
SCALE
AS SHOWN
SHEET NO.



PLAN



PROFILE

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4/30/2019 10:32:28 AM c:\jip\pwworkdir\haynesma\d0136953\k2l-tt-d1410.dgn

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K. PIRBAZARI
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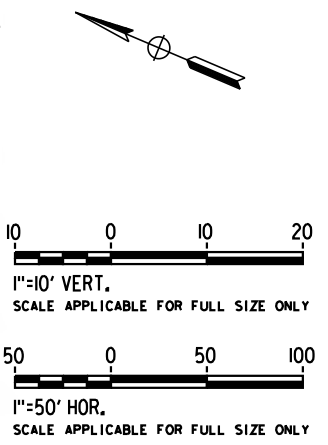
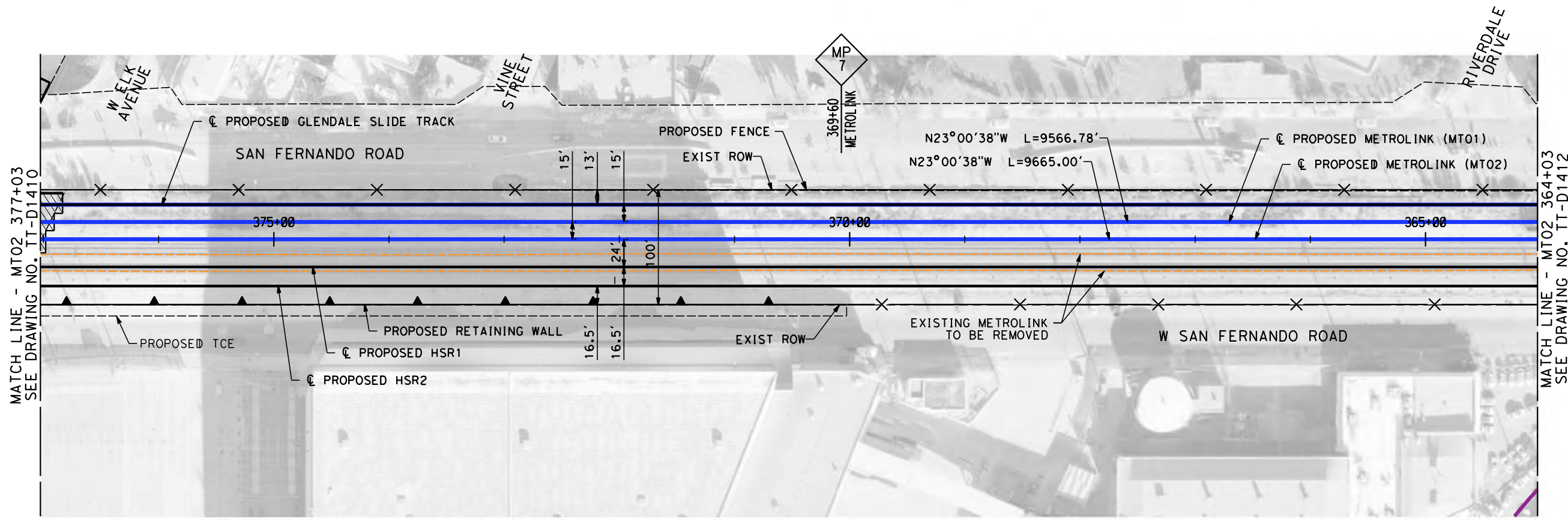
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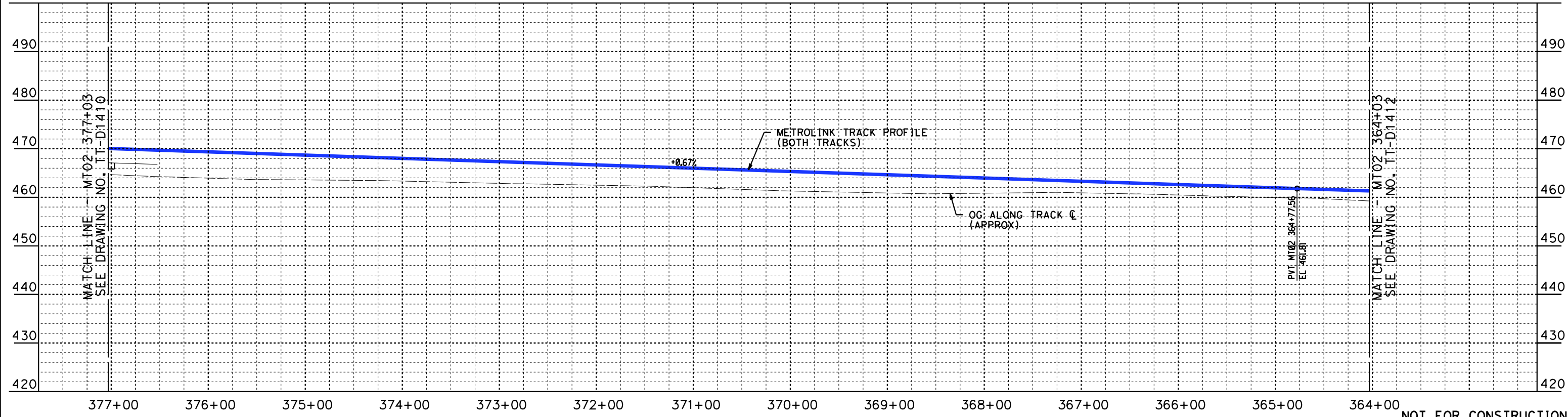
**CALIFORNIA HIGH-SPEED TRAIN PROJECT
BURBANK TO LOS ANGELES**

PEPD
METROLINK - PLAN AND PROFILE
MT02 390+03 TO MT02 377+03

CONTRACT NO.
HSR14-39
DRAWING NO.
TT-D1410
SCALE
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SHEET NO.



PLAN



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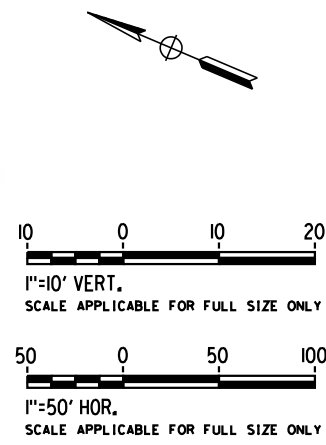
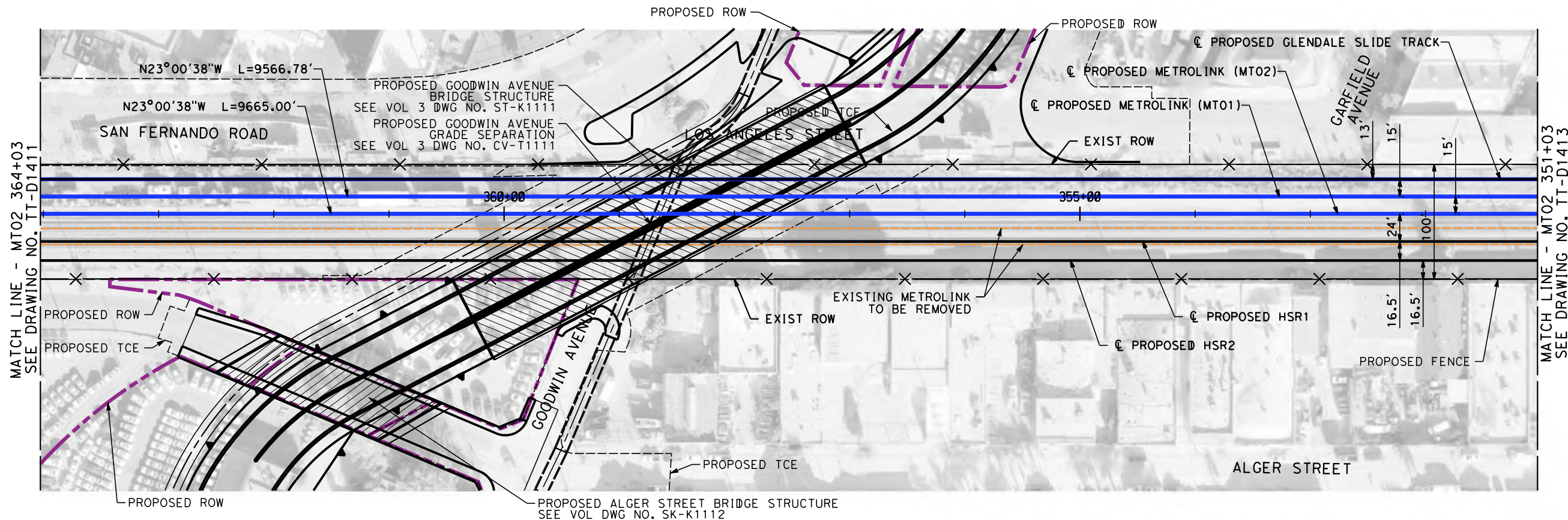
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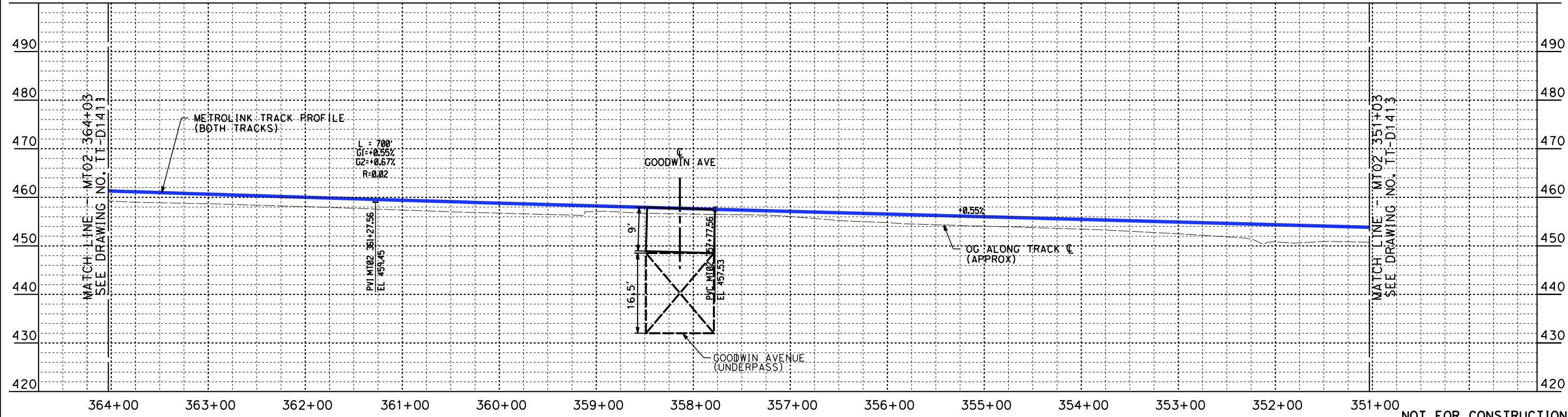
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BURBANK TO LOS ANGELES**

PEPD
METROLINK - PLAN AND PROFILE
MT02 377+03 TO MT02 364+03

CONTRACT NO.
HSR14-39
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TT-D1411
SCALE
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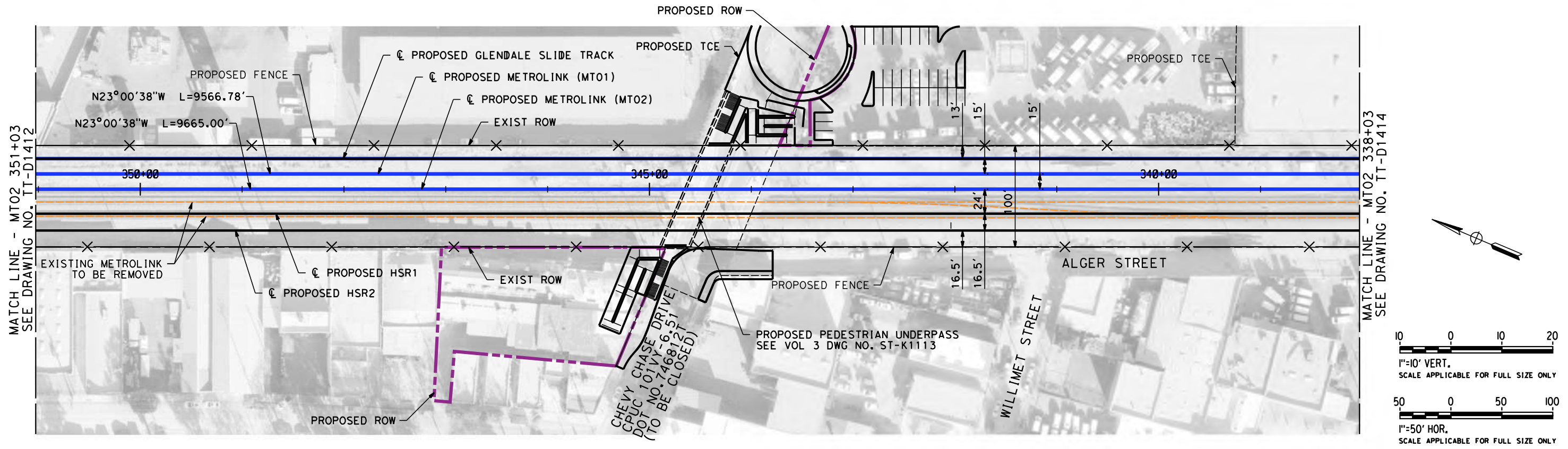


**CALIFORNIA HIGH-SPEED TRAIN PROJECT
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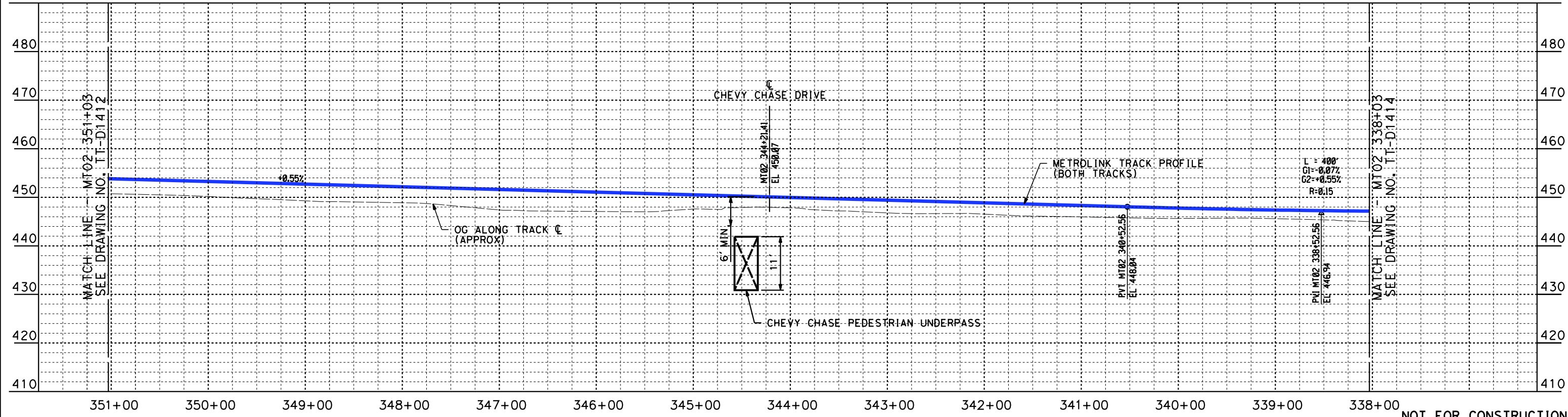
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METROLINK - PLAN AND PROFILE
MT02 364+03 TO MT02 351+03

CONTRACT NO.
HSR14-39
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SCALE
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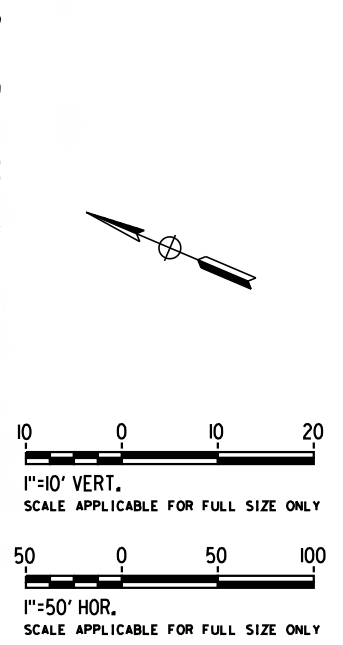
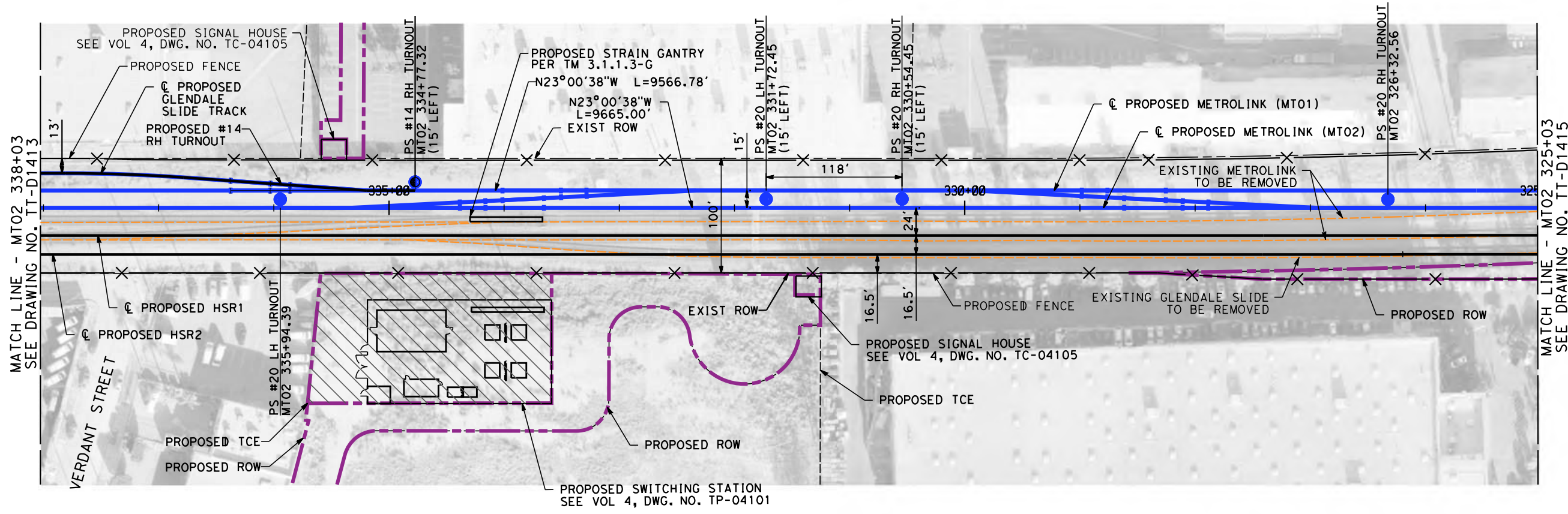


**CALIFORNIA HIGH-SPEED TRAIN PROJECT
BURBANK TO LOS ANGELES**

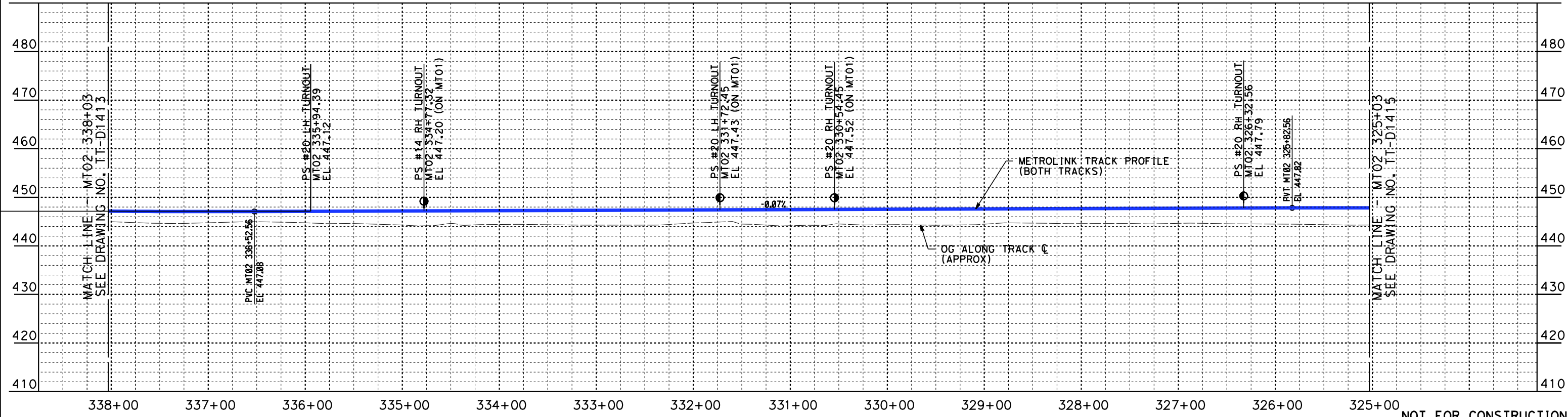
PEPD
METROLINK - PLAN AND PROFILE
MT02 351+03 TO MT02 338+03

CONTRACT NO.
HSR14-39
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TT-D1413
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**CALIFORNIA HIGH-SPEED TRAIN PROJECT
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PEPD
METROLINK - PLAN AND PROFILE
MT02 338+03 TO MT02 325+03

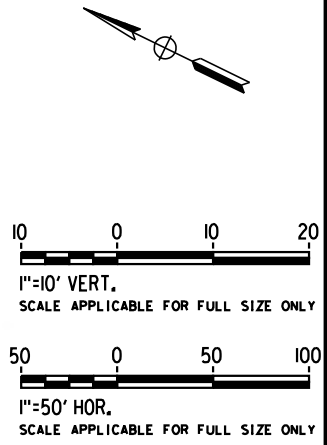
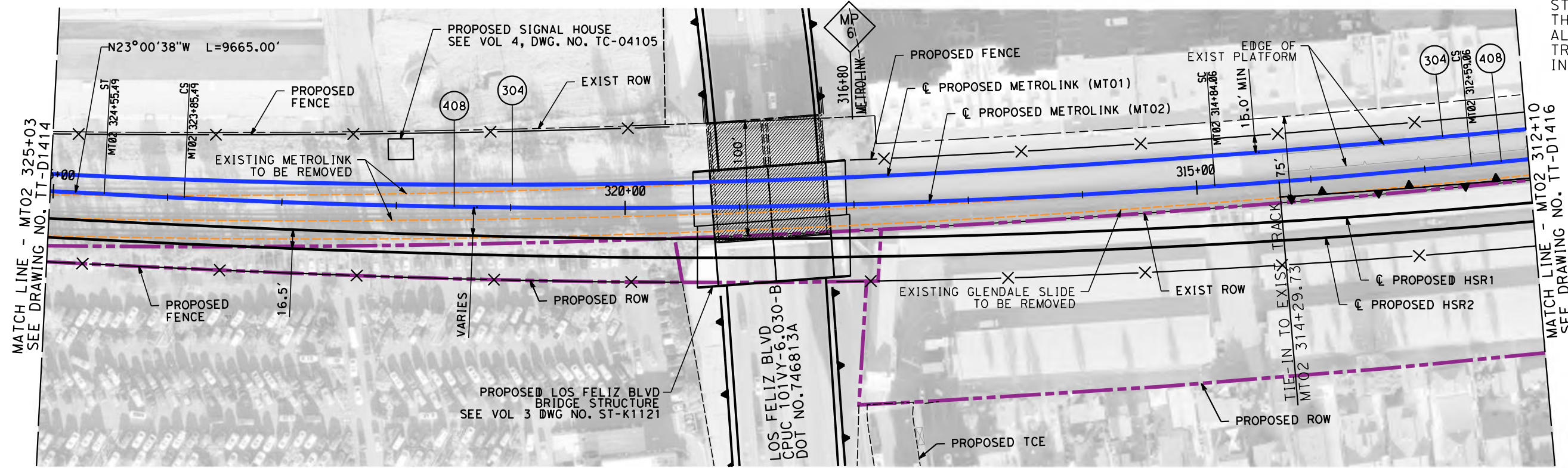
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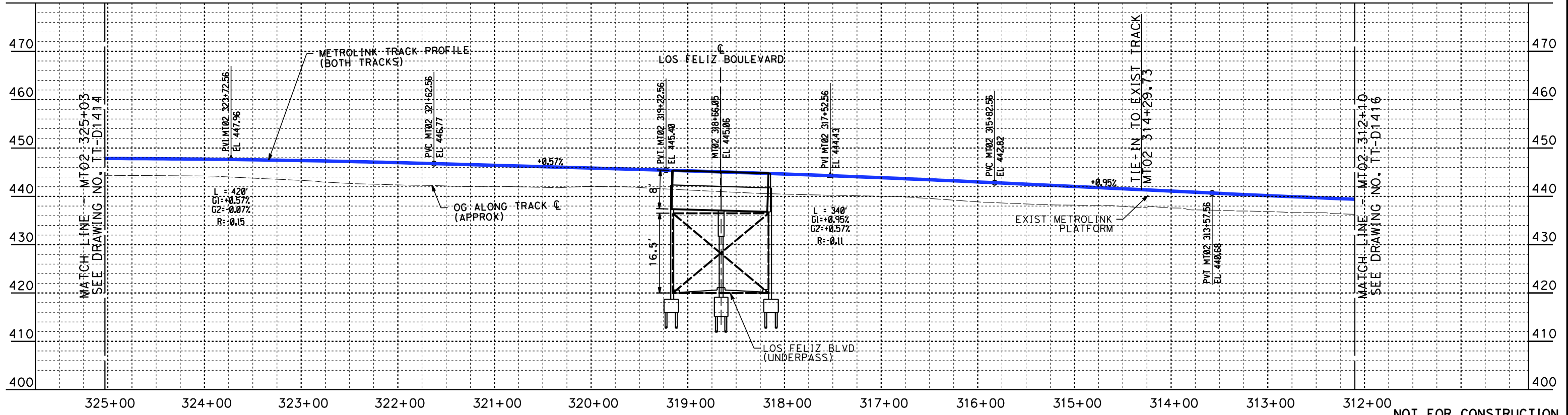
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* MT01 & MT02 TRACK DESIGN AT GLENDALE STATION APPROXIMATES THE EXISTING TRACK ALIGNMENT. EXISTING TRACKS ARE TO REMAIN IN PLACE.



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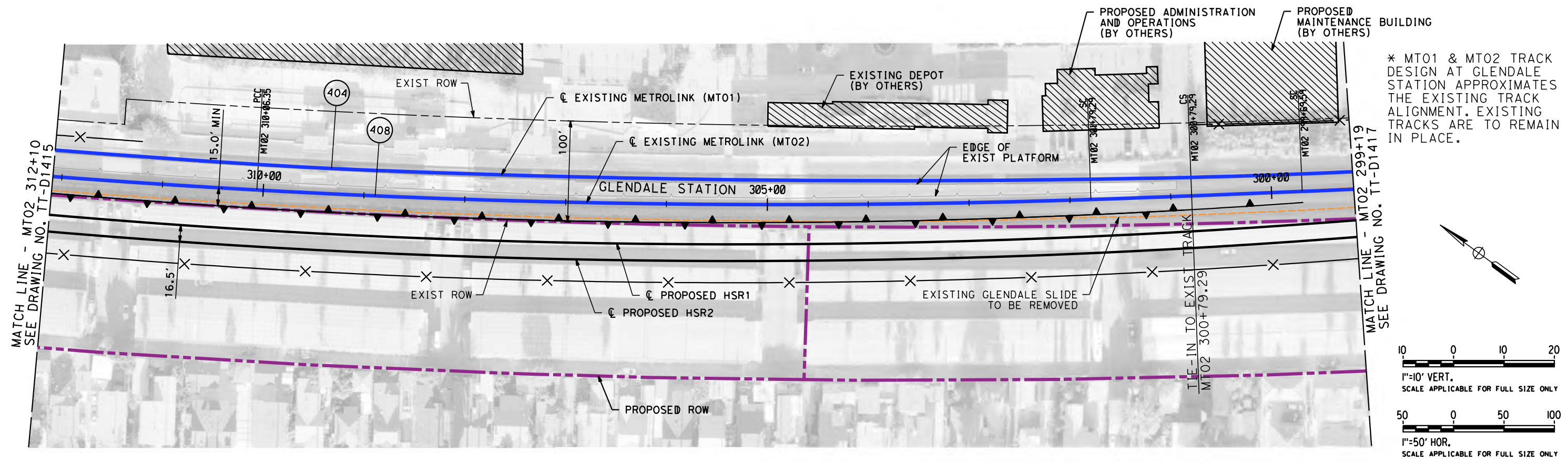
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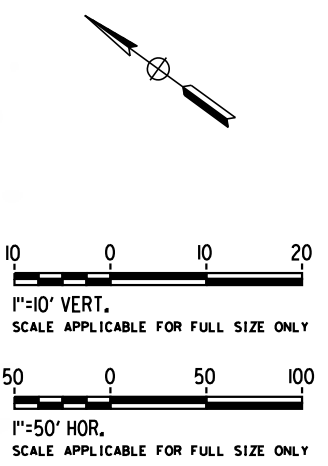
CALIFORNIA HIGH-SPEED TRAIN PROJECT
BURBANK TO LOS ANGELES

PEPD
METROLINK - PLAN AND PROFILE
MT02 325+03 TO MT02 312+10

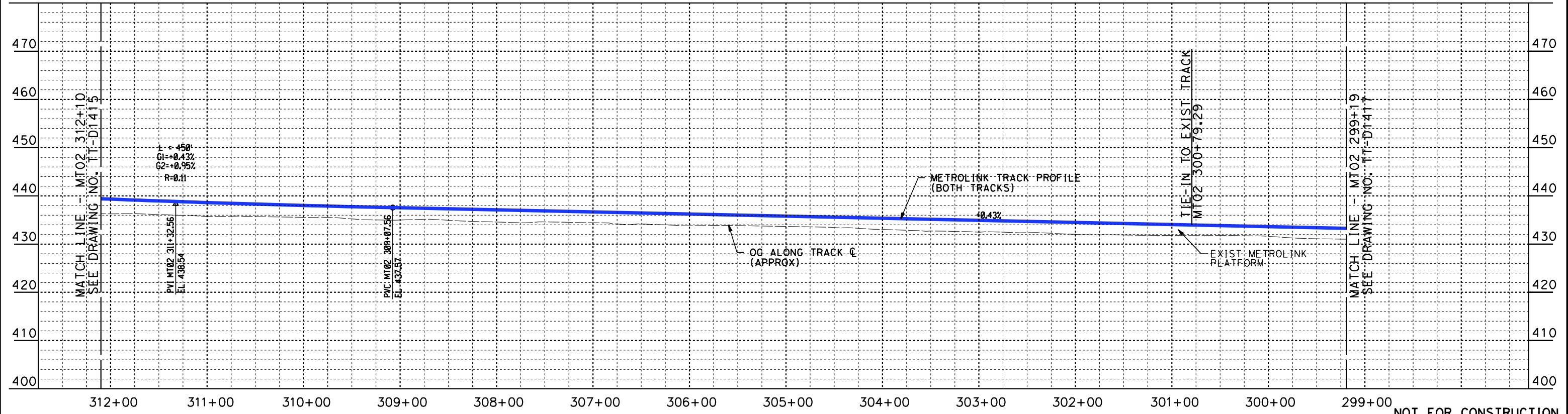
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* MT01 & MT02 TRACK DESIGN AT GLENDALE STATION APPROXIMATES THE EXISTING TRACK ALIGNMENT. EXISTING TRACKS ARE TO REMAIN IN PLACE.



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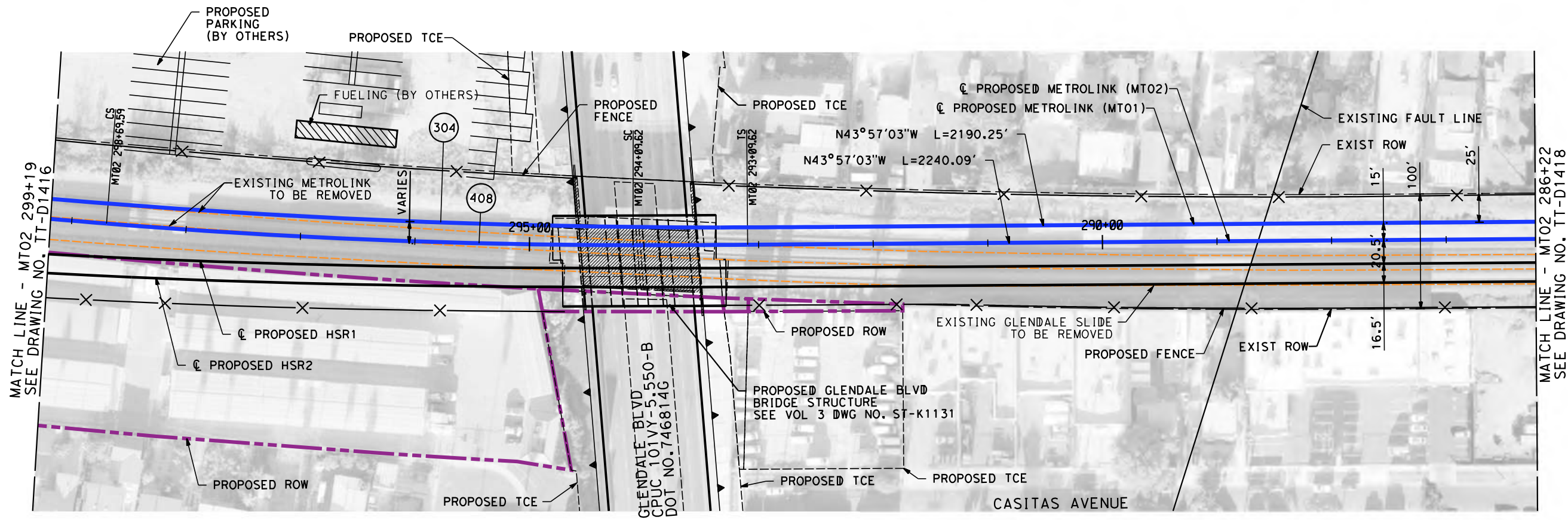
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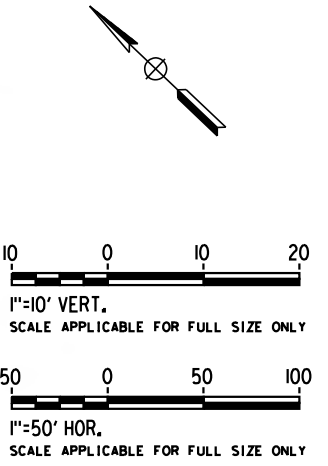
CALIFORNIA HIGH-SPEED TRAIN PROJECT
BURBANK TO LOS ANGELES

PEPD
METROLINK - PLAN AND PROFILE
MT02 312+10 TO MT02 299+19

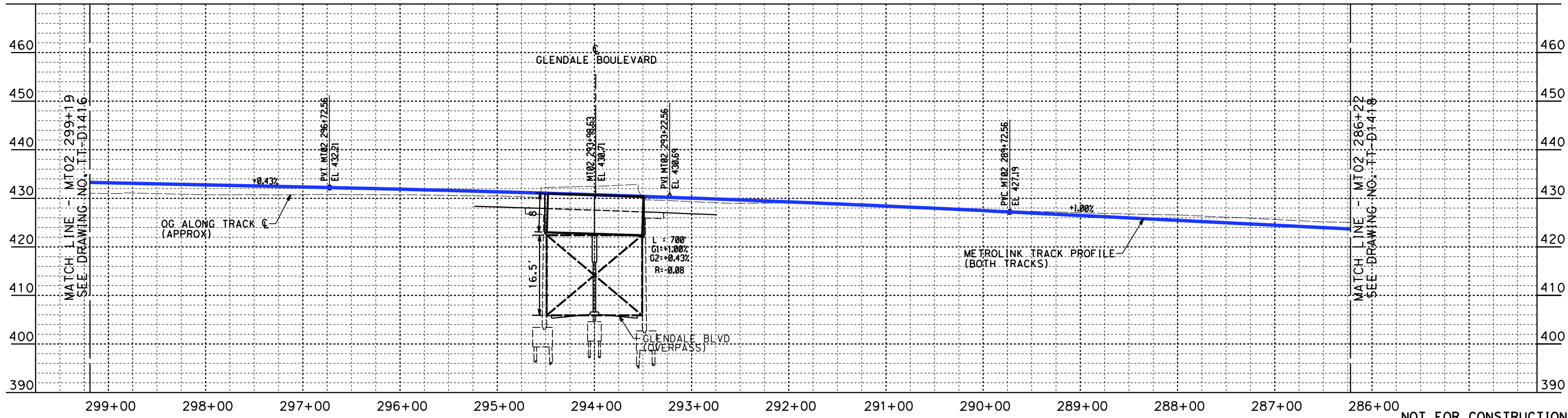
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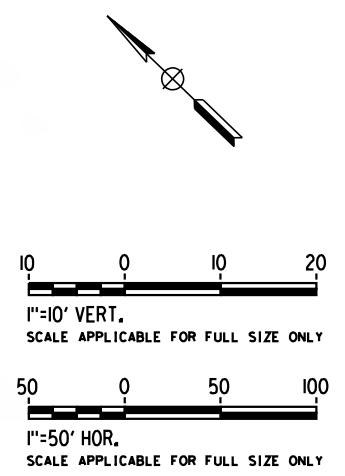
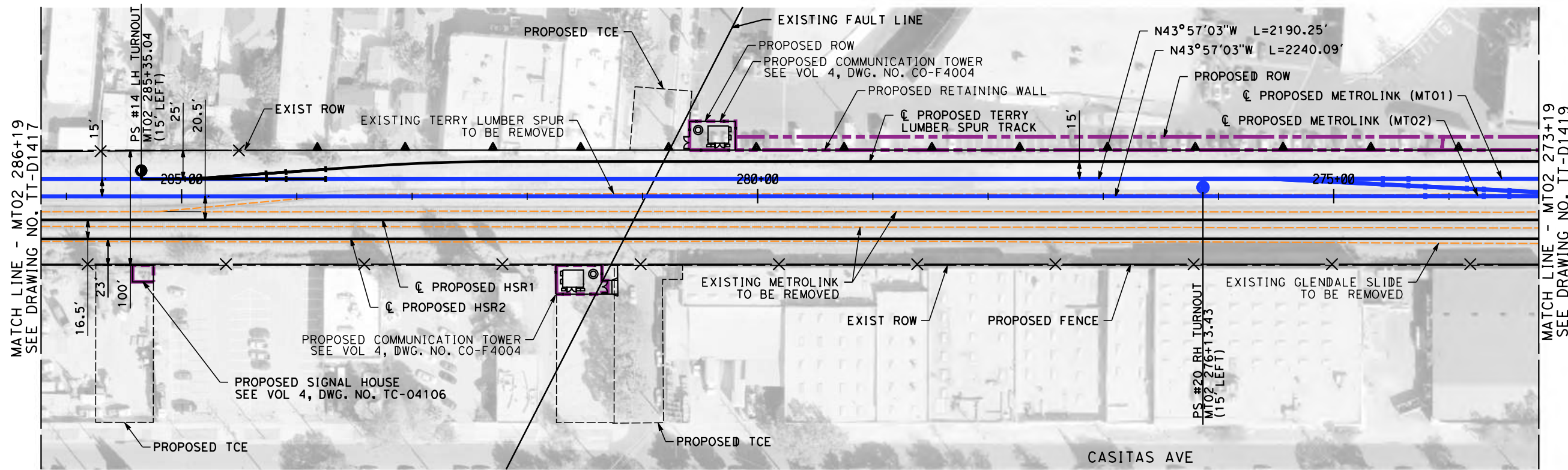
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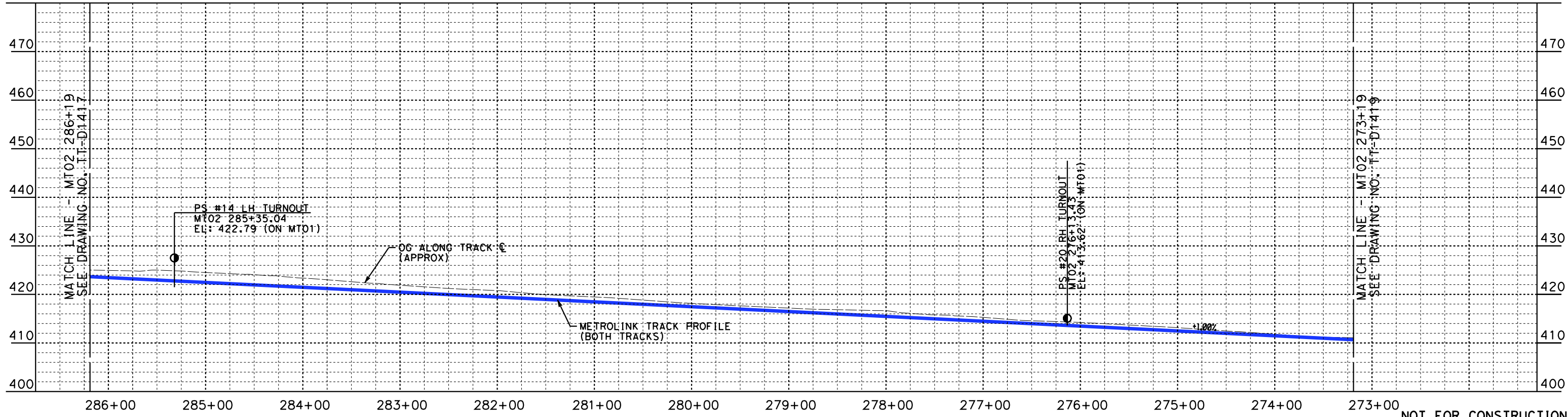
CALIFORNIA HIGH-SPEED TRAIN PROJECT
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PEPD
METROLINK - PLAN AND PROFILE
MT02 299+19 TO MT02 286+22

CONTRACT NO.
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TT-D1417
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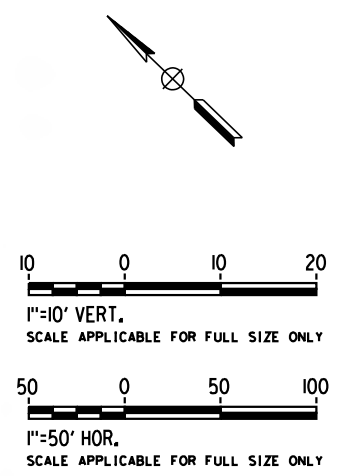
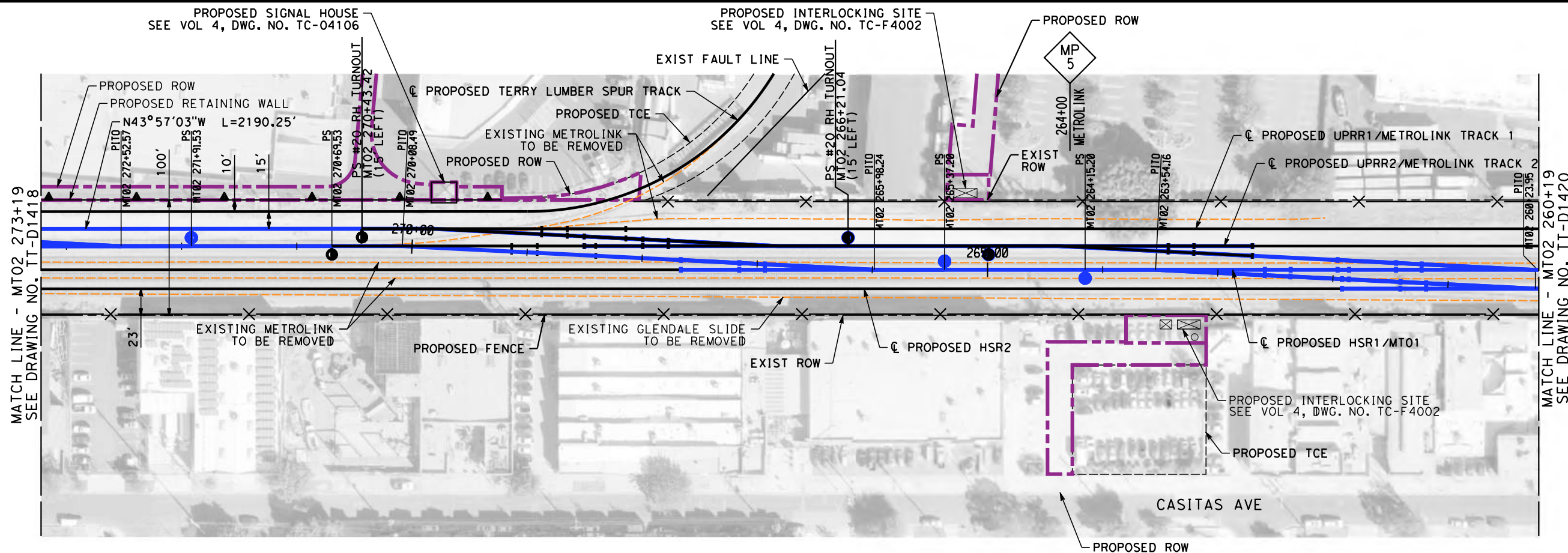
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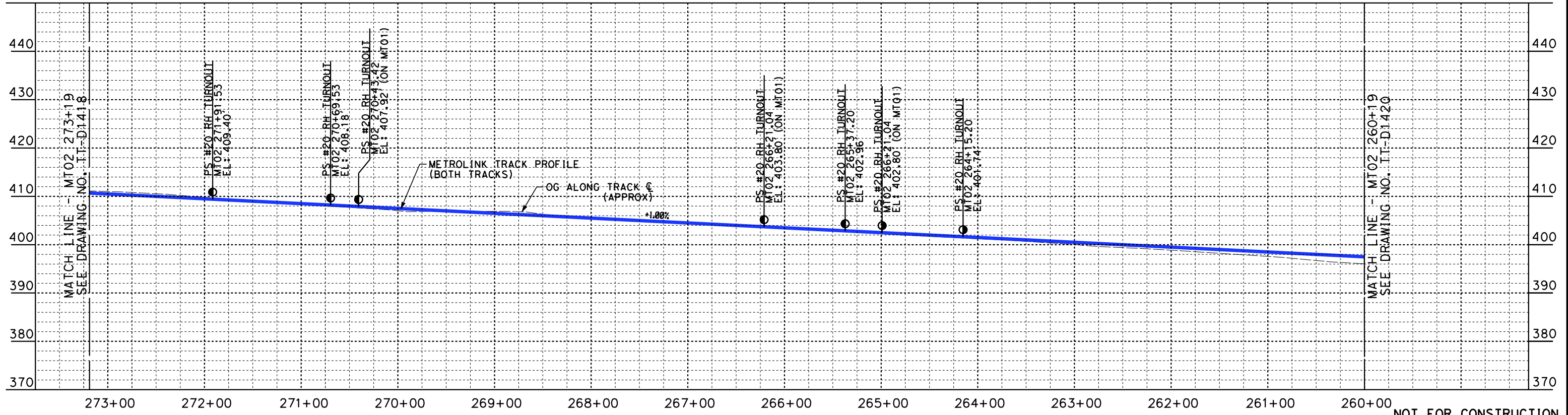
CALIFORNIA HIGH-SPEED TRAIN PROJECT
BURBANK TO LOS ANGELES

PEPD
METROLINK - PLAN AND PROFILE
MT02 286+19 TO MT02 273+19

CONTRACT NO.
HSR14-39
DRAWING NO.
TT-D1418
SCALE
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SHEET NO.



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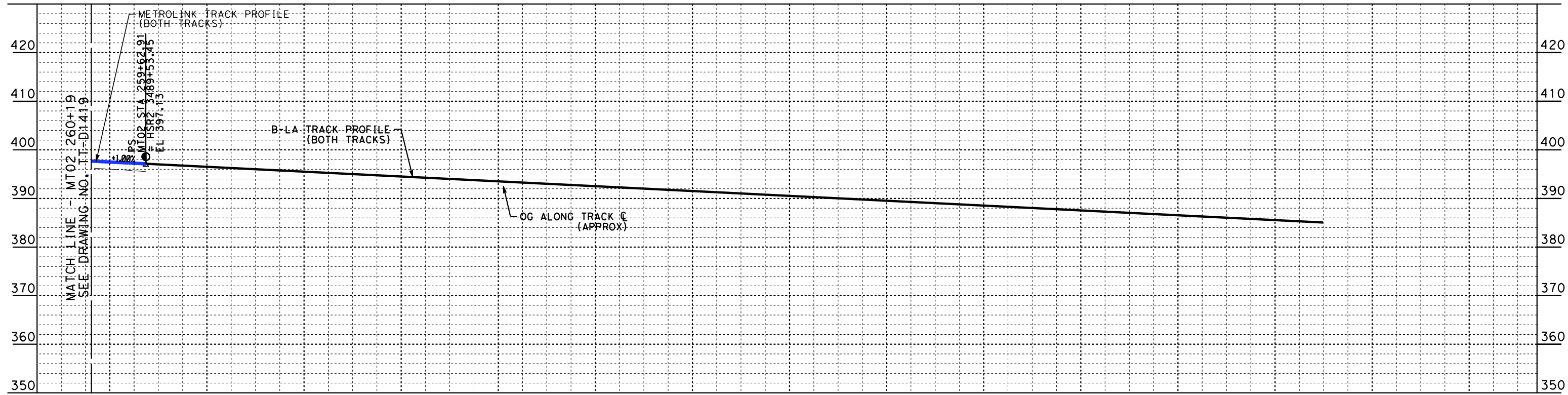
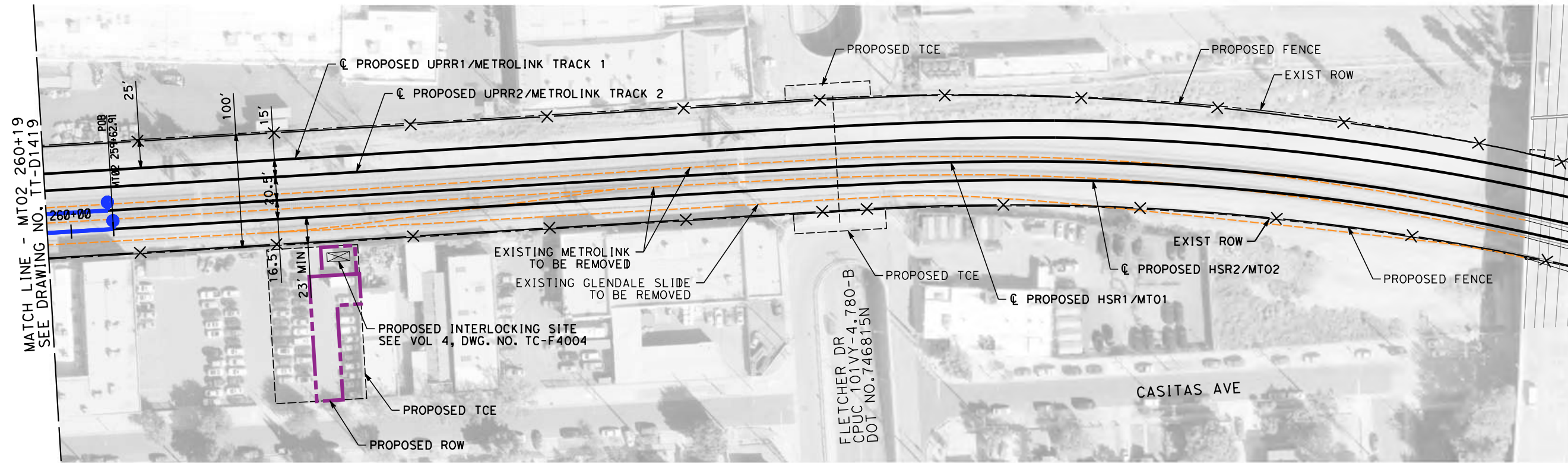
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**CALIFORNIA HIGH-SPEED TRAIN PROJECT
BURBANK TO LOS ANGELES**

PEPD
METROLINK - PLAN AND PROFILE
MT02 273+19 TO MT02 260+19

CONTRACT NO.
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**CALIFORNIA HIGH-SPEED TRAIN PROJECT
BURBANK TO LOS ANGELES**

PEPD
METROLINK - PLAN AND PROFILE
MT02 260+19 TO MT02 259+73

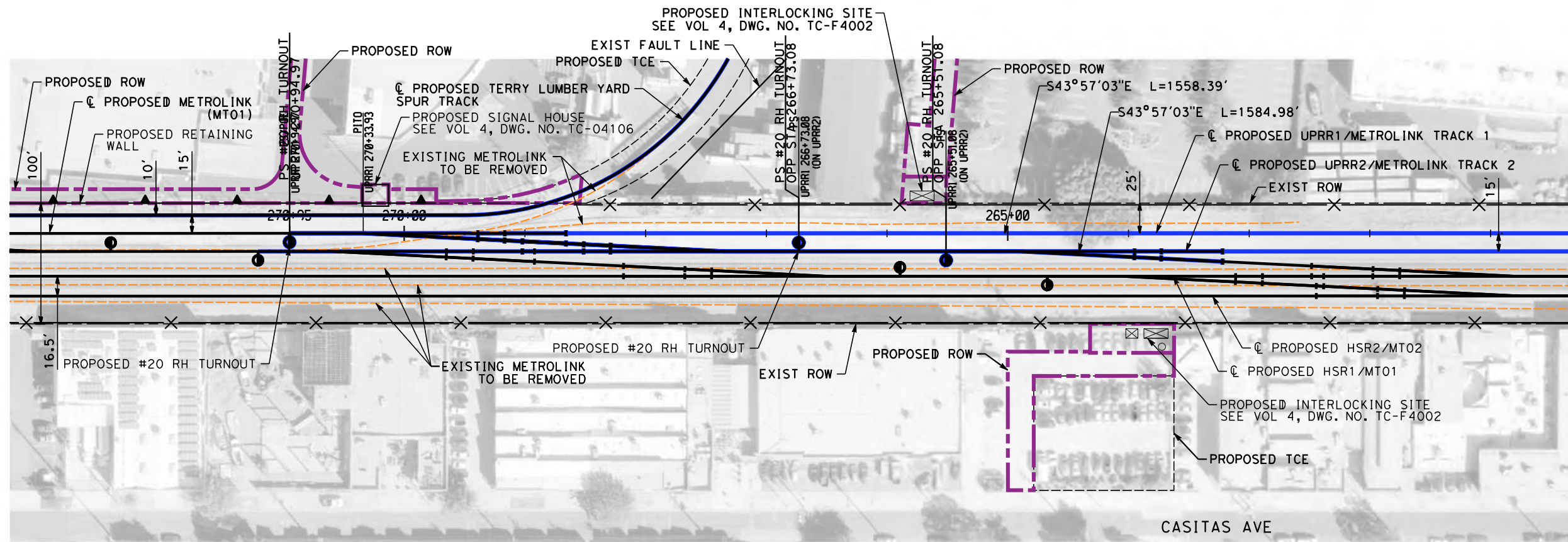
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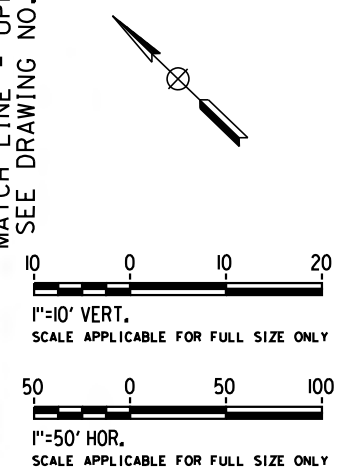
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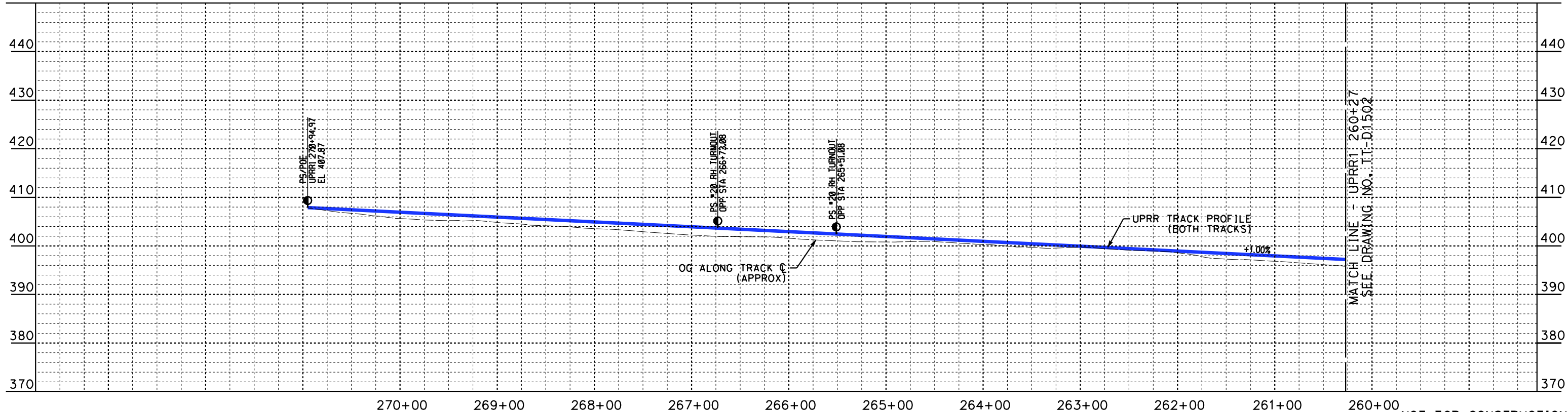
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MATCH LINE - UPRR1 260+27
SEE DRAWING NO. TT-D1502



PLAN



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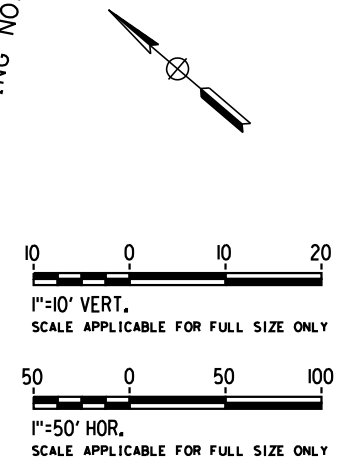
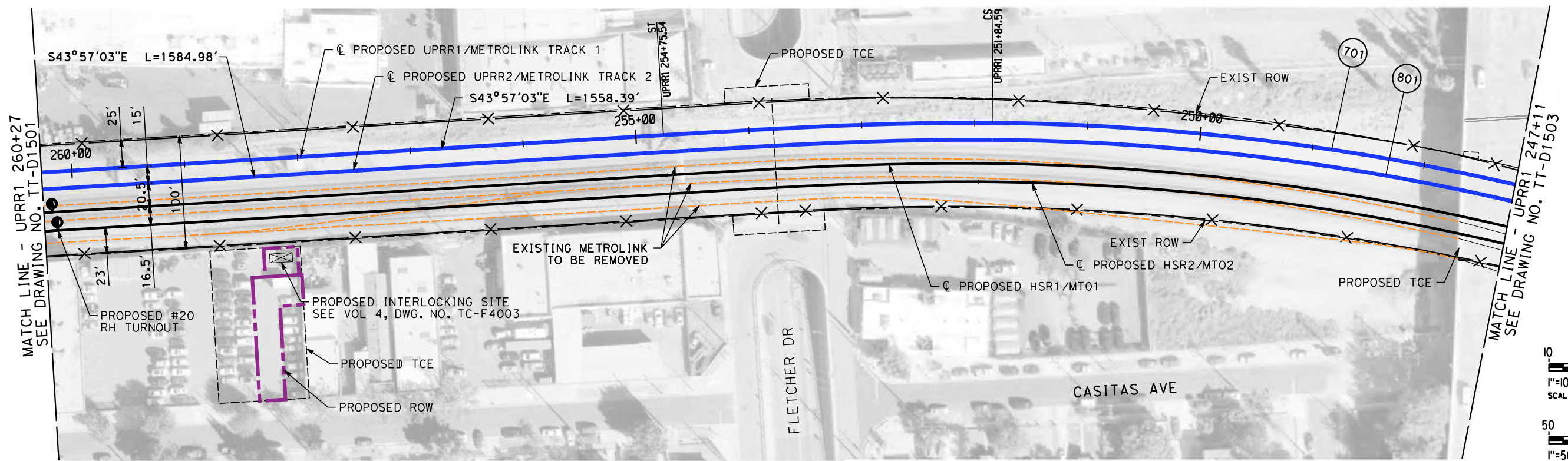
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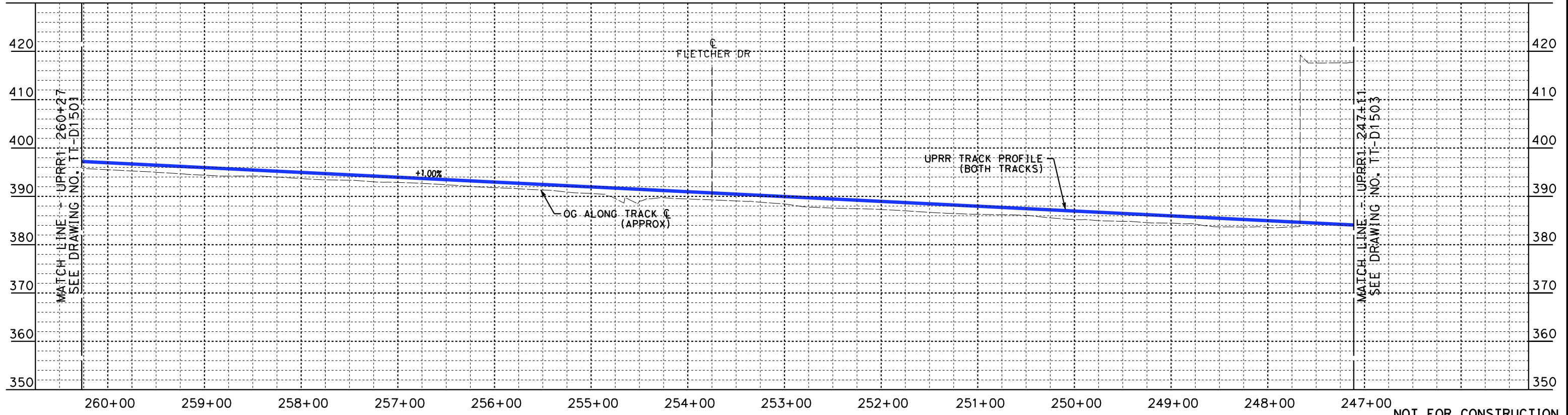
**CALIFORNIA HIGH-SPEED TRAIN PROJECT
BURBANK TO LOS ANGELES**

PEPD
UPRR - PLAN AND PROFILE
UPRR1 270+95 TO UPRR1 260+27

CONTRACT NO.
HSR14-39
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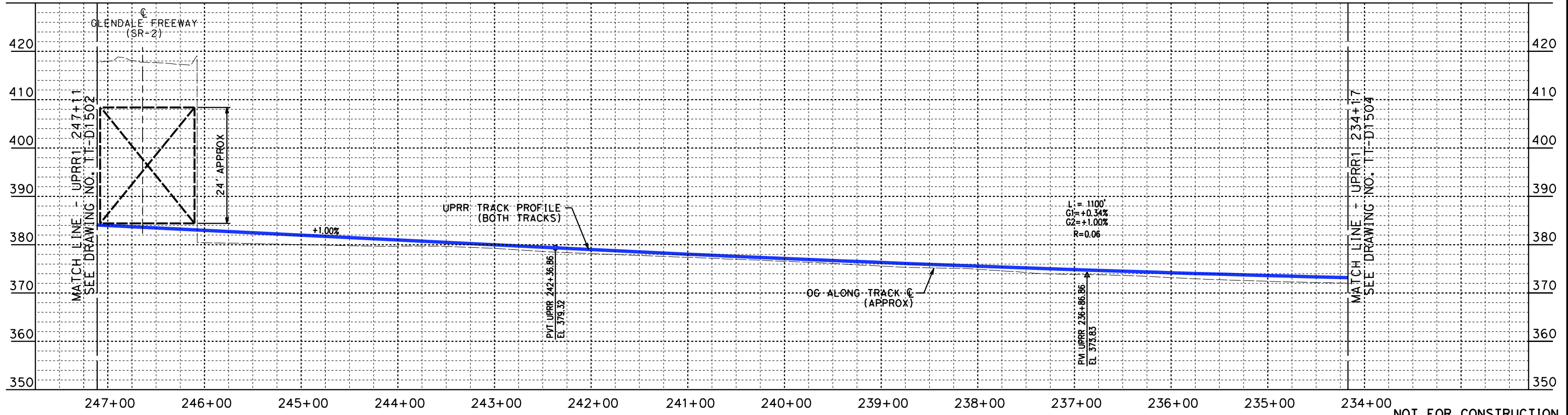
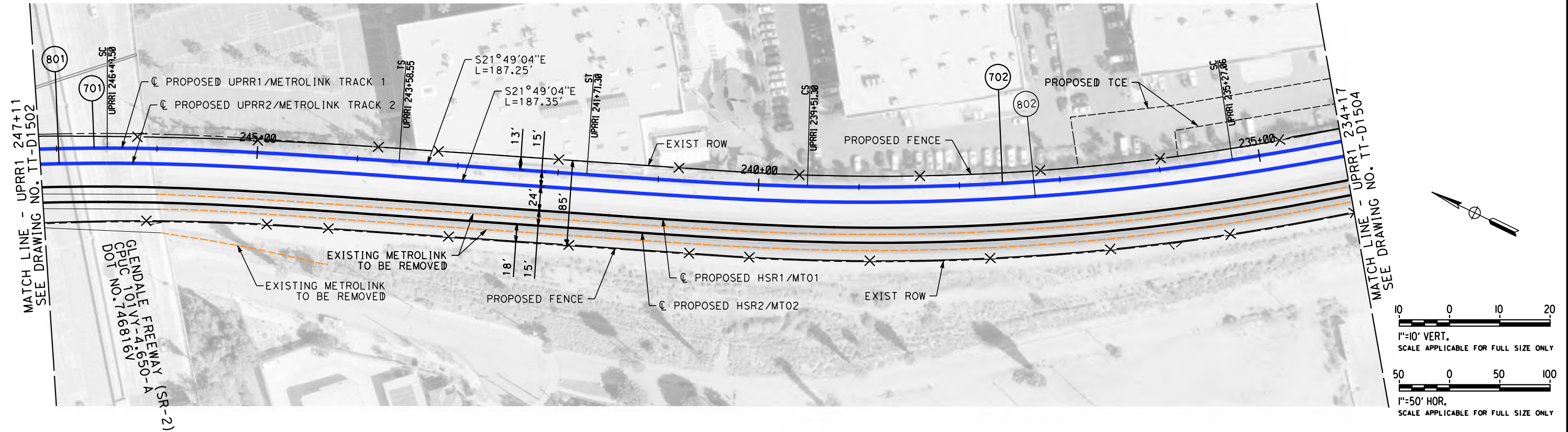


**CALIFORNIA HIGH-SPEED TRAIN PROJECT
BURBANK TO LOS ANGELES**

PEPD
UPRR - PLAN AND PROFILE
UPRR1 260+27 TO UPRR1 247+11

CONTRACT NO.
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TT-D1502
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BURBANK TO LOS ANGELES**

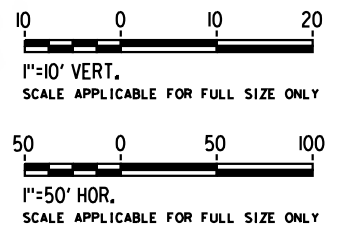
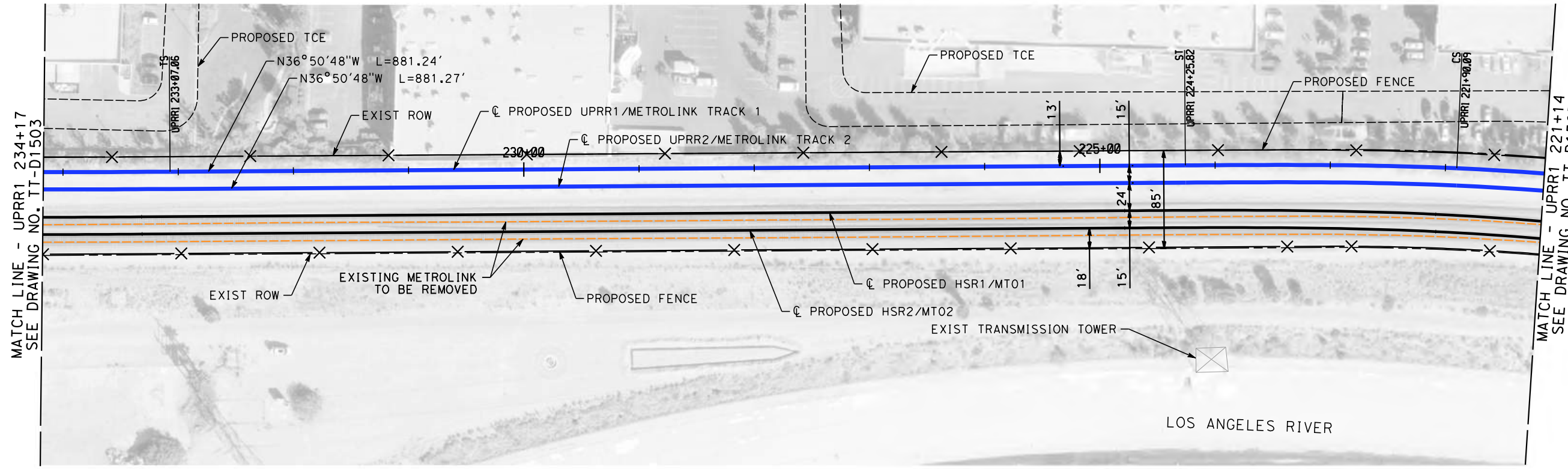
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UPRR1 247+11 TO UPRR1 234+17

CONTRACT NO.
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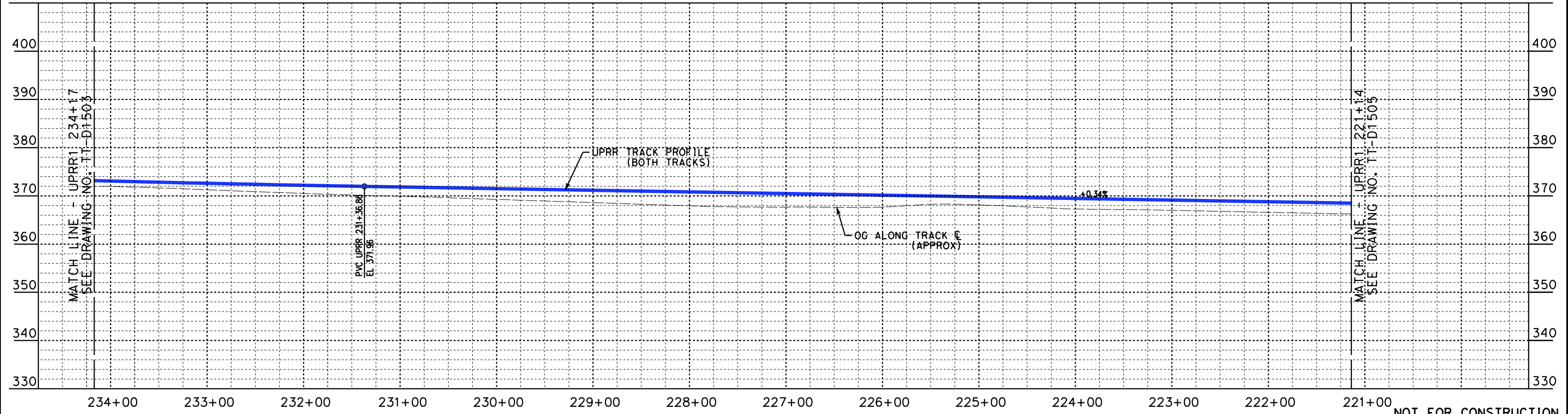
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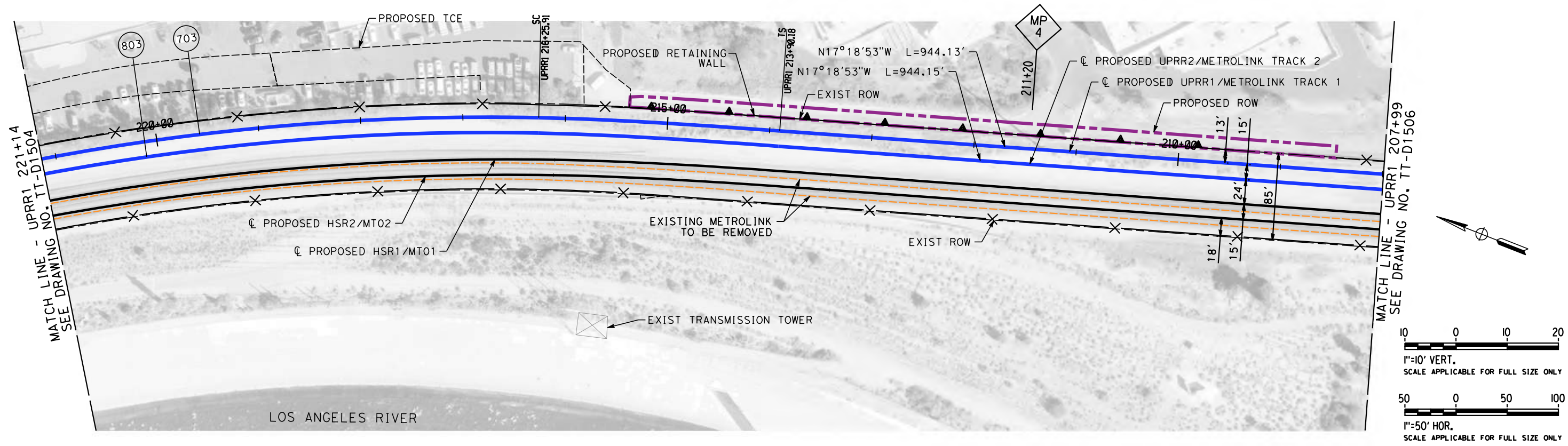
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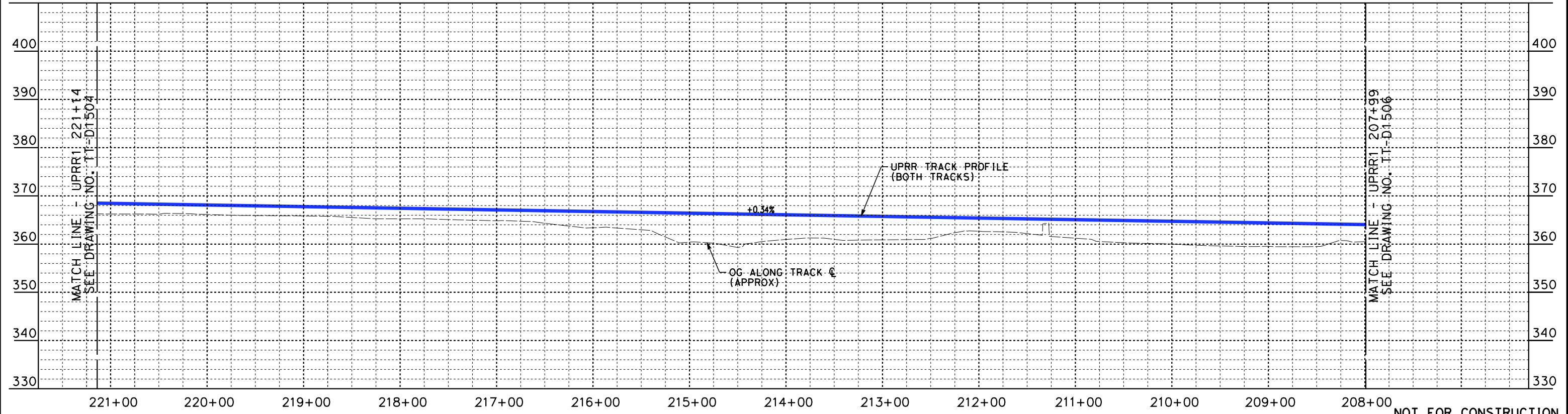


**CALIFORNIA HIGH-SPEED TRAIN PROJECT
 BURBANK TO LOS ANGELES**
 PEPD
 UPRR - PLAN AND PROFILE
 UPRR1 234+17 TO UPRR1 221+14

CONTRACT NO.
 HSR14-39
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 TT-D1504
 SCALE
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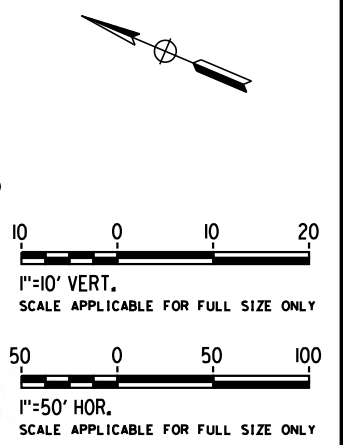
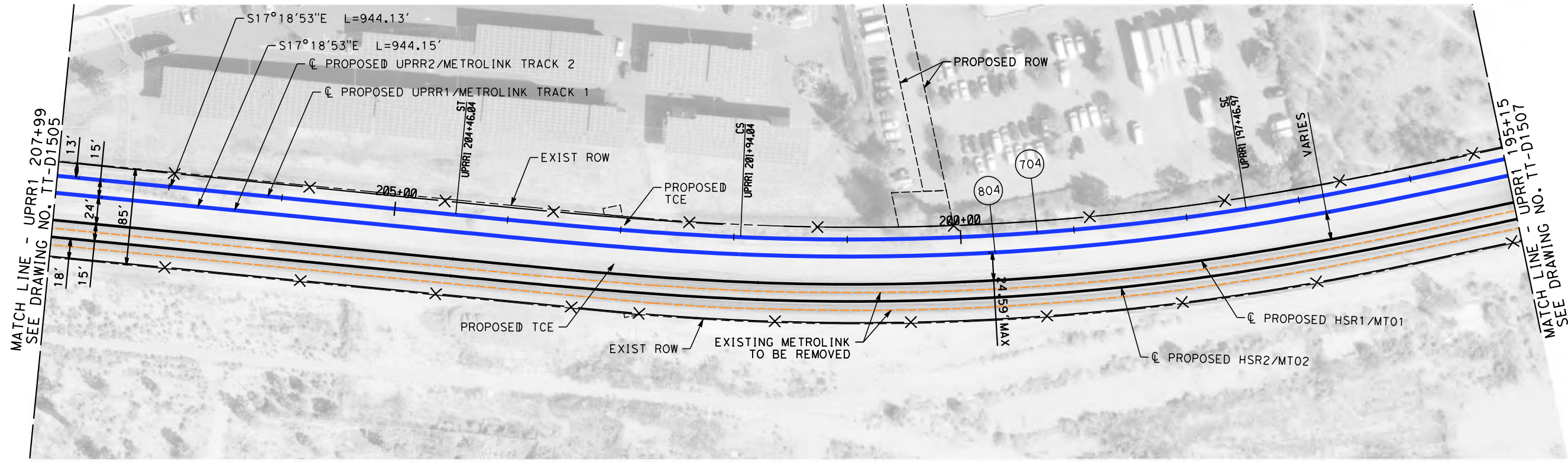
PEPD
UPRR - PLAN AND PROFILE
UPRR1 221+14 TO UPRR1 207+99

CONTRACT NO.
HSR14-39

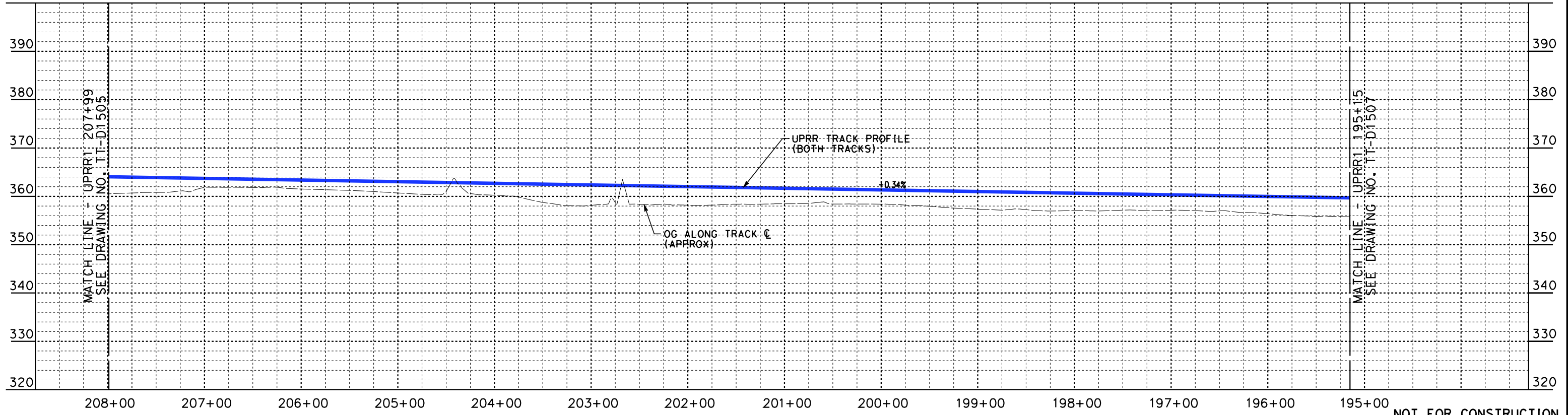
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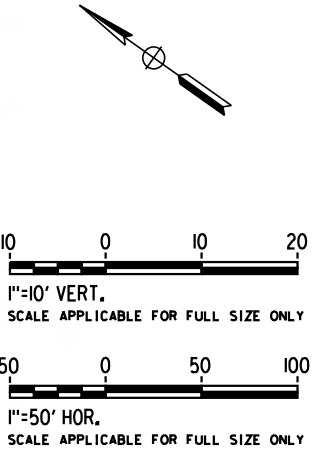
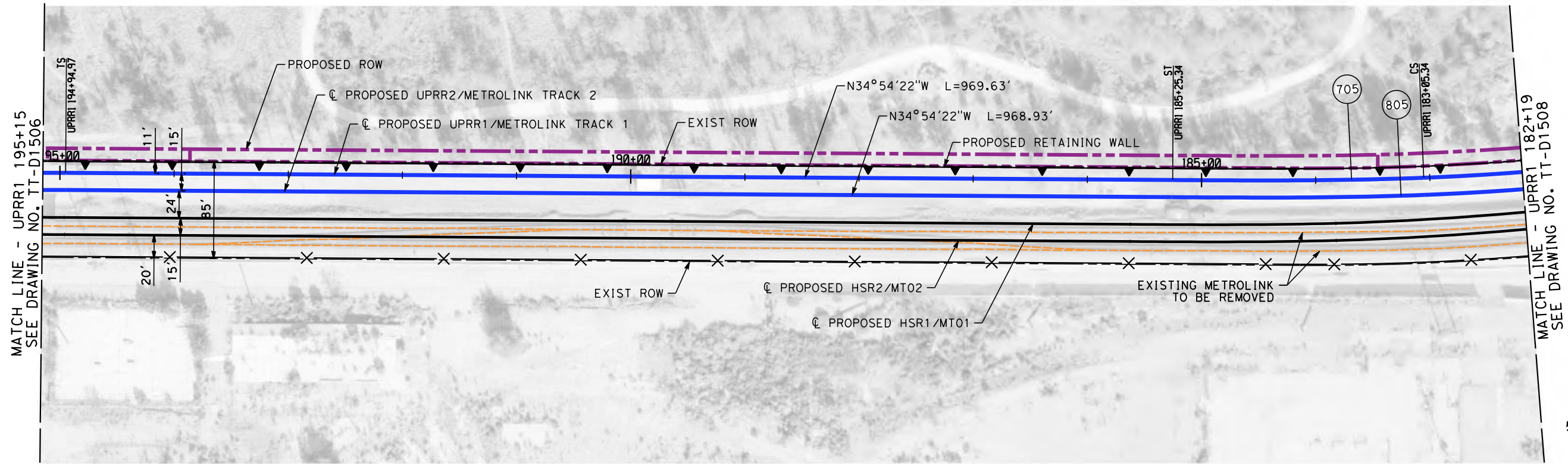


**CALIFORNIA HIGH-SPEED TRAIN PROJECT
BURBANK TO LOS ANGELES**

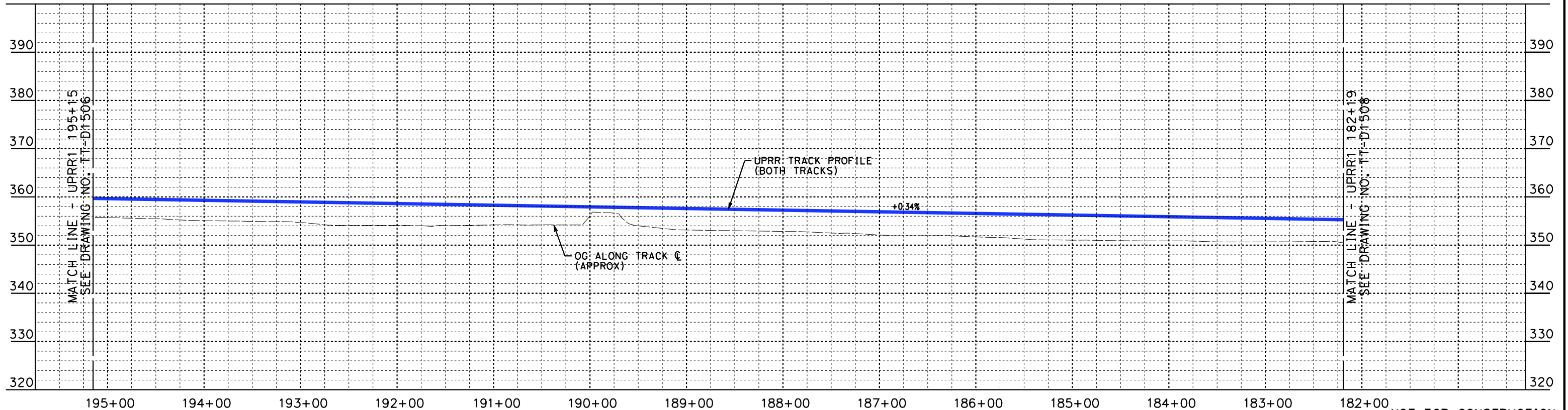
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UPRR1 207+99 TO UPRR1 195+15

CONTRACT NO.
HSR14-39
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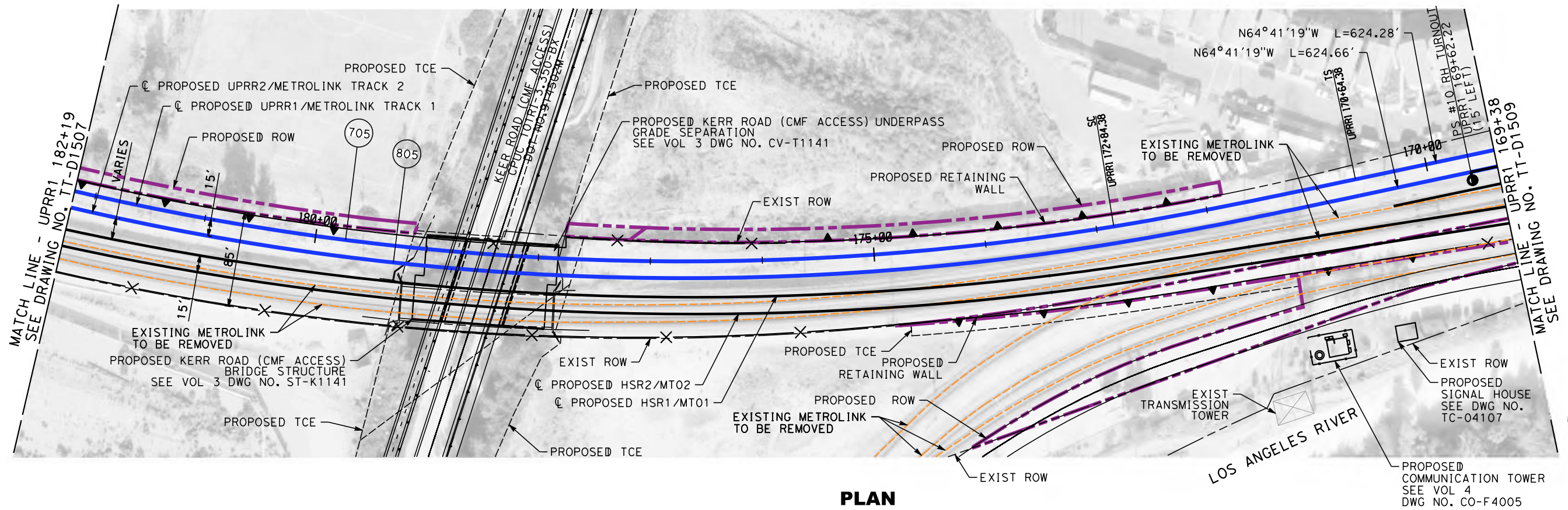
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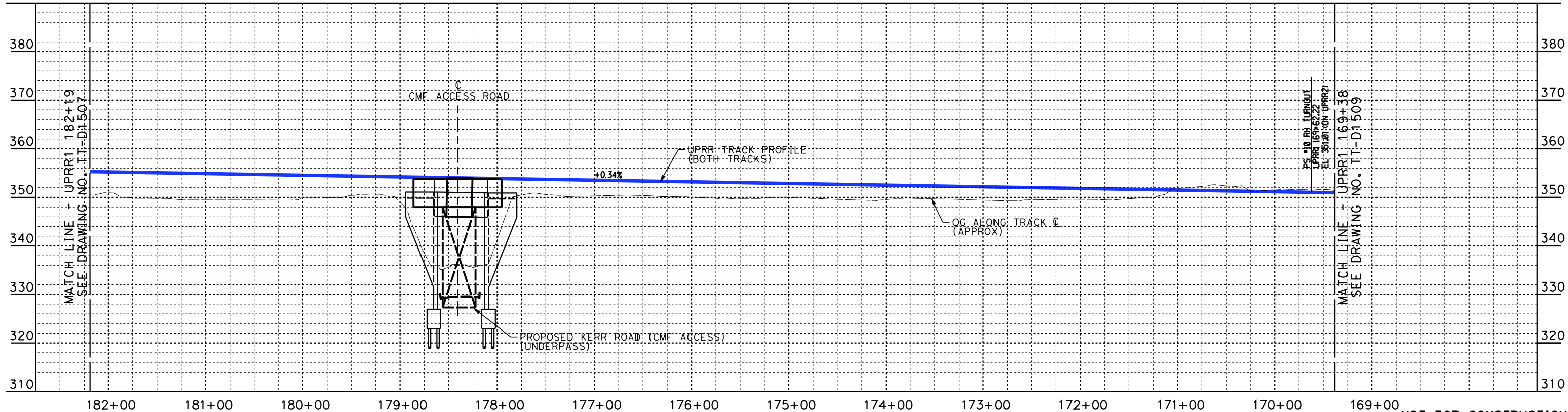
**CALIFORNIA HIGH-SPEED TRAIN PROJECT
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PEPD
UPRR - PLAN AND PROFILE
UPRR1 195+15 TO UPRR1 182+19

CONTRACT NO.
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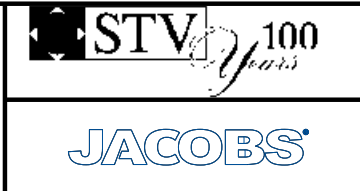
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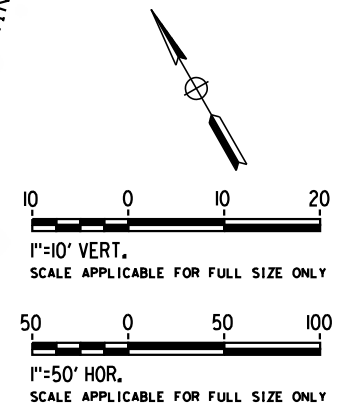
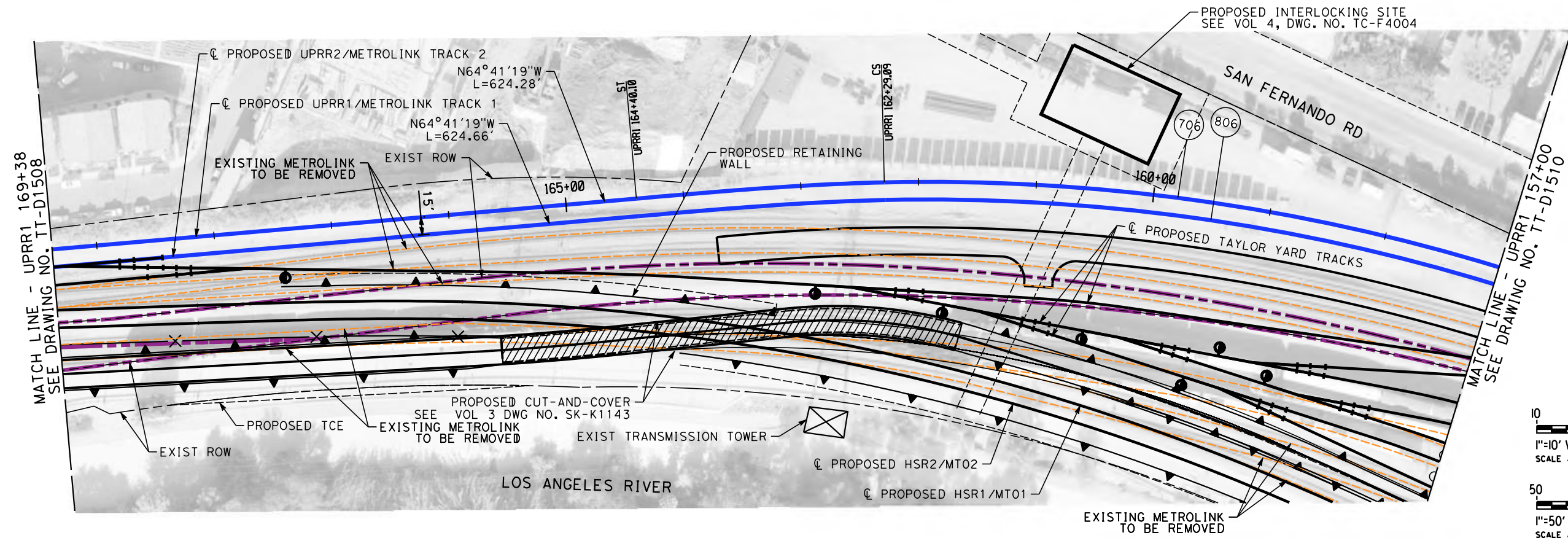
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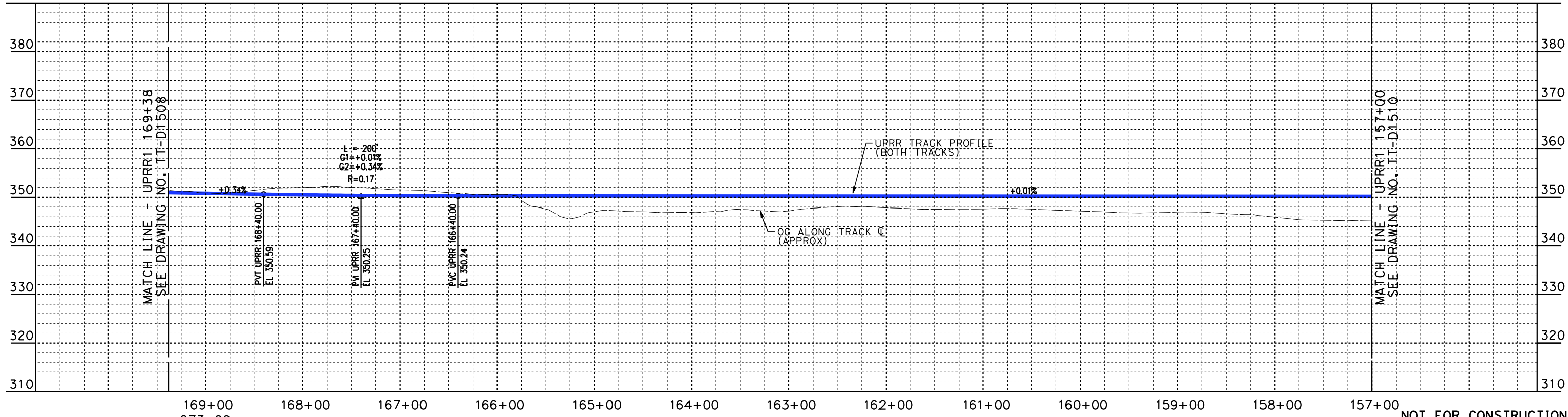
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PEPD
UPRR - PLAN AND PROFILE
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CONTRACT NO.
HSR14-39
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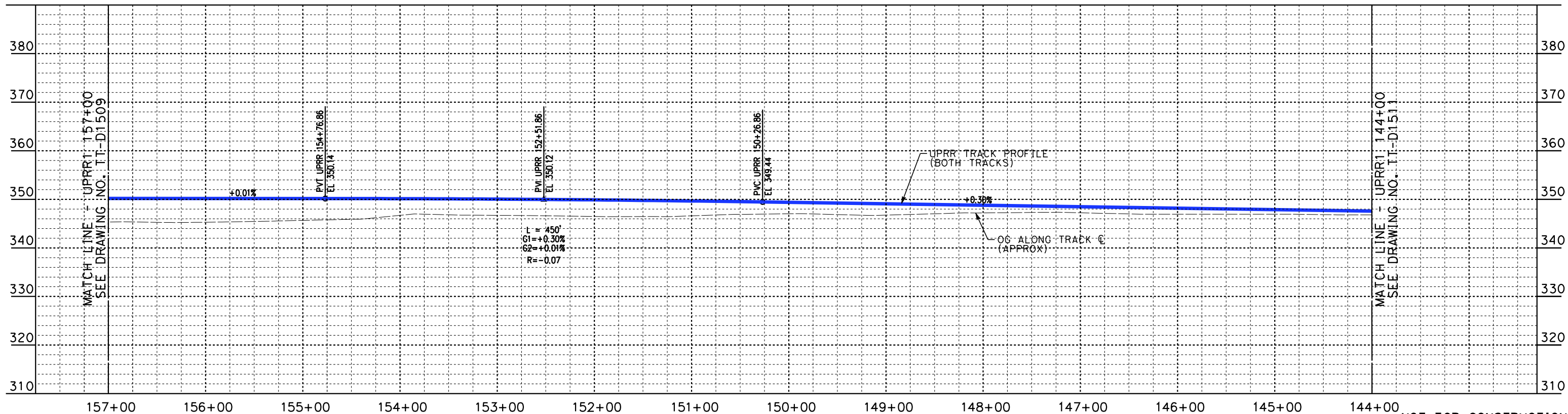
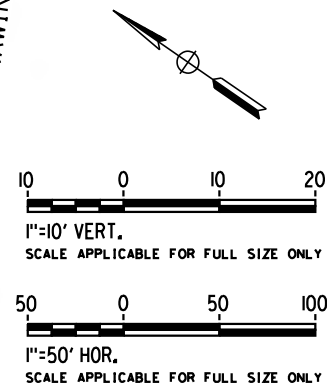
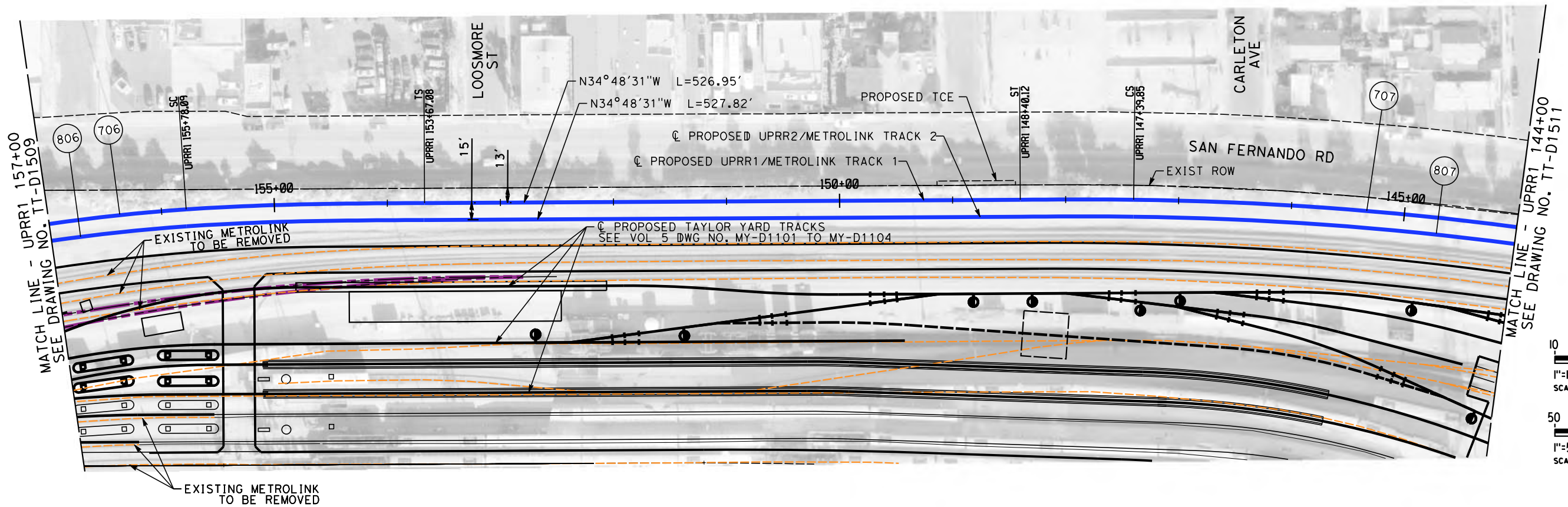
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PEPD
UPRR - PLAN AND PROFILE
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CONTRACT NO.
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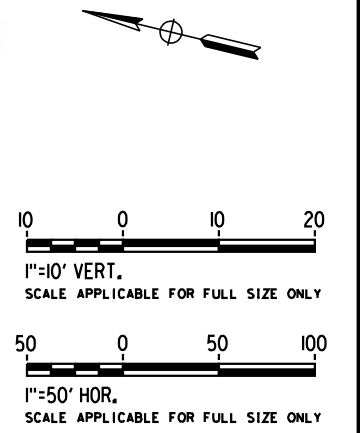
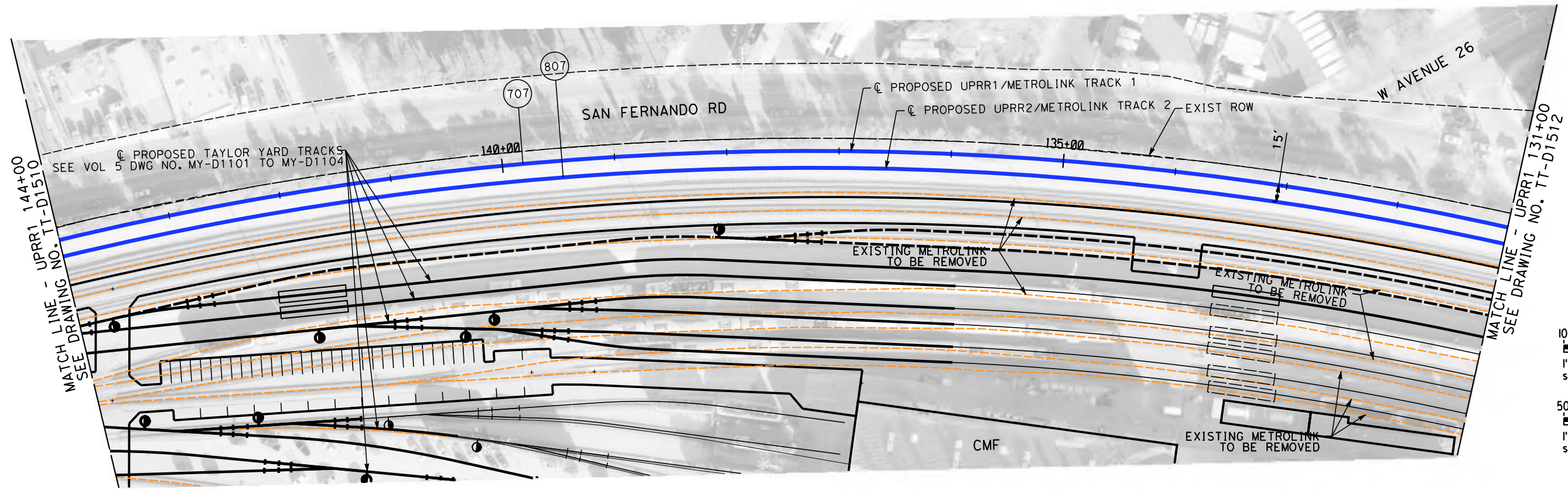
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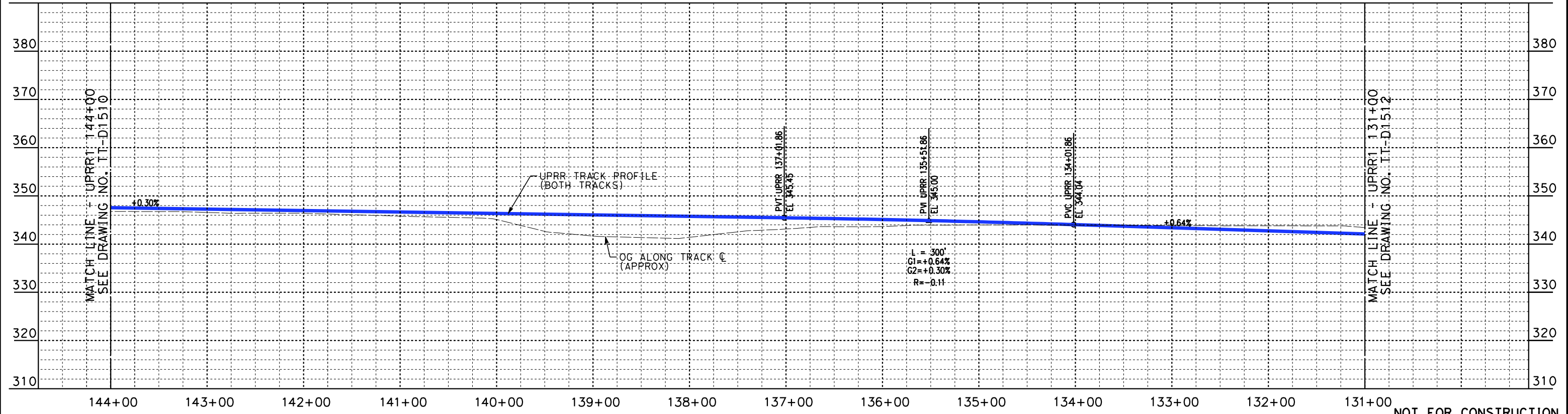
**CALIFORNIA HIGH-SPEED TRAIN PROJECT
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PEPD
UPRR - PLAN AND PROFILE
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CONTRACT NO. HSR14-39
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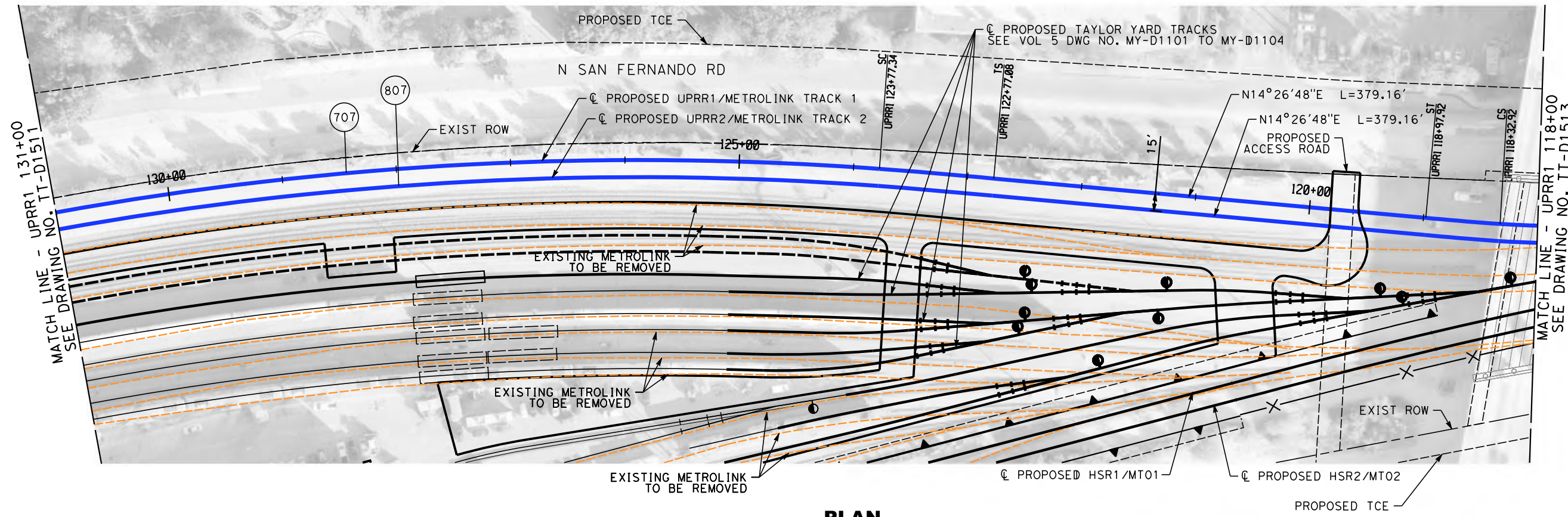
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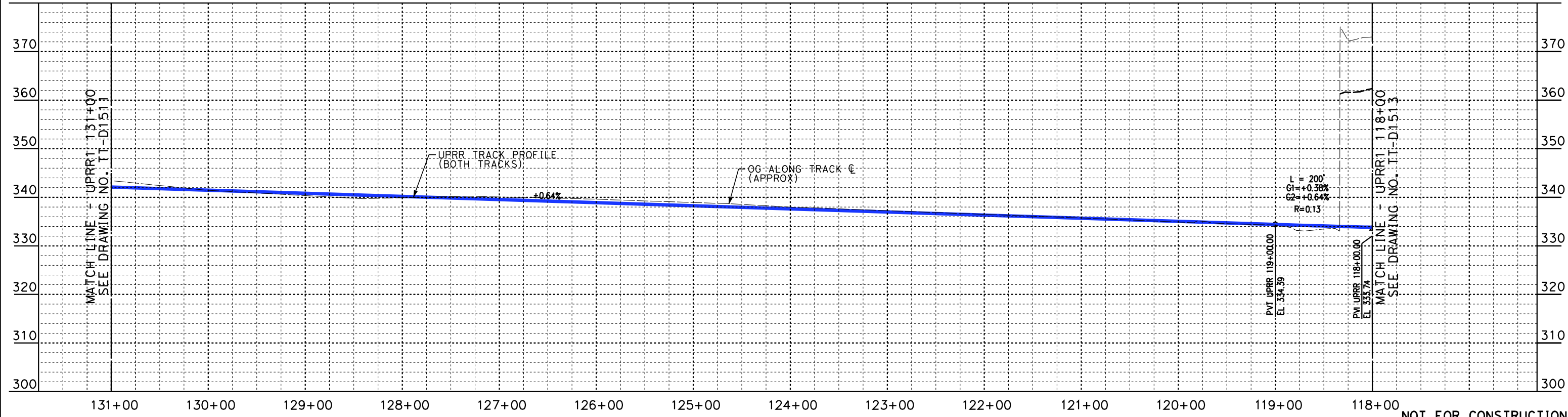
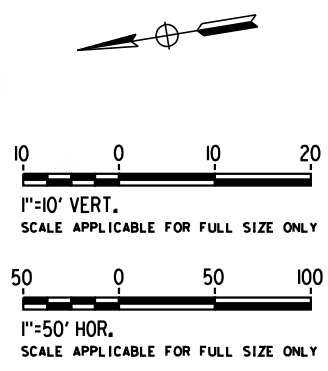
**CALIFORNIA HIGH-SPEED TRAIN PROJECT
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PEPD
UPRR - PLAN AND PROFILE
UPRR1 144+00 TO UPRR1 131+00

CONTRACT NO.
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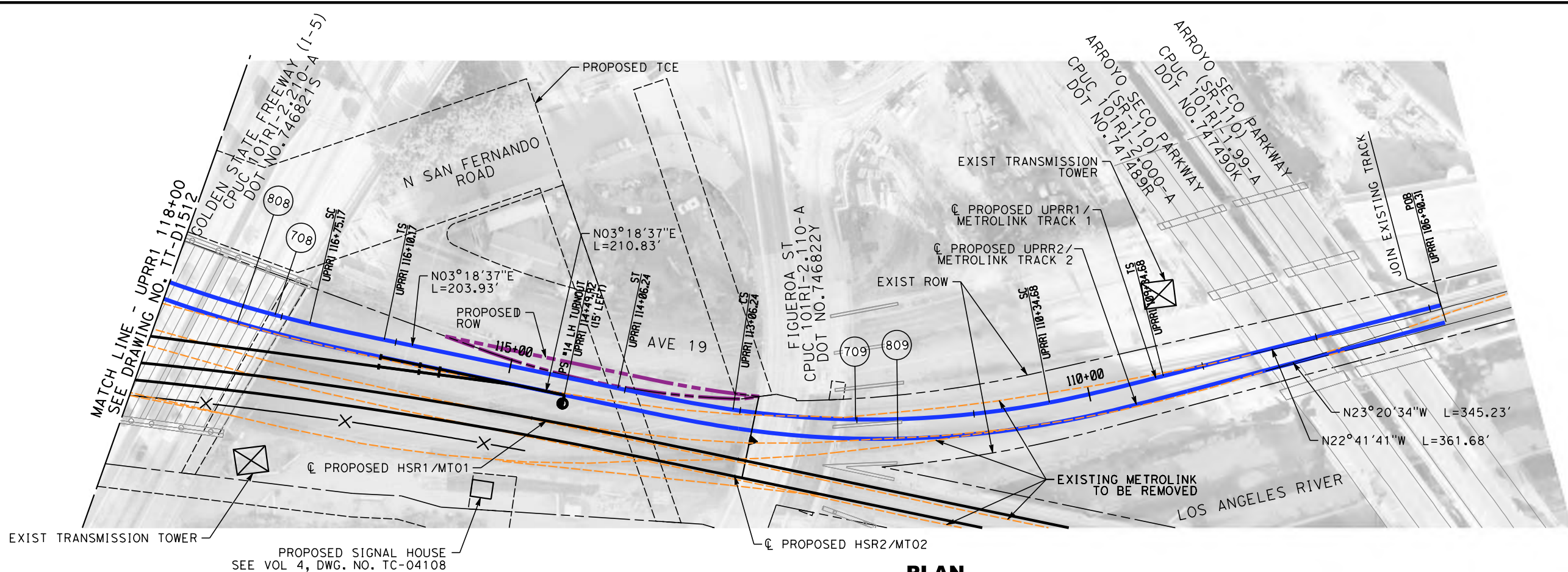
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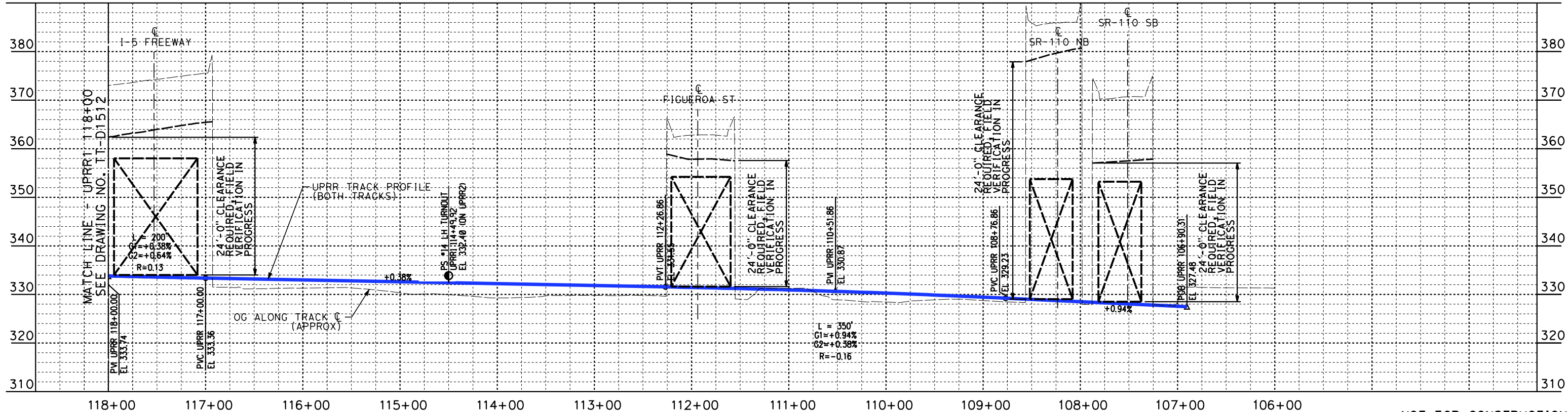
CALIFORNIA HIGH-SPEED TRAIN PROJECT
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PEPD
UPRR - PLAN AND PROFILE
UPRR1 131+00 TO UPRR1 118+00

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TT-D1512
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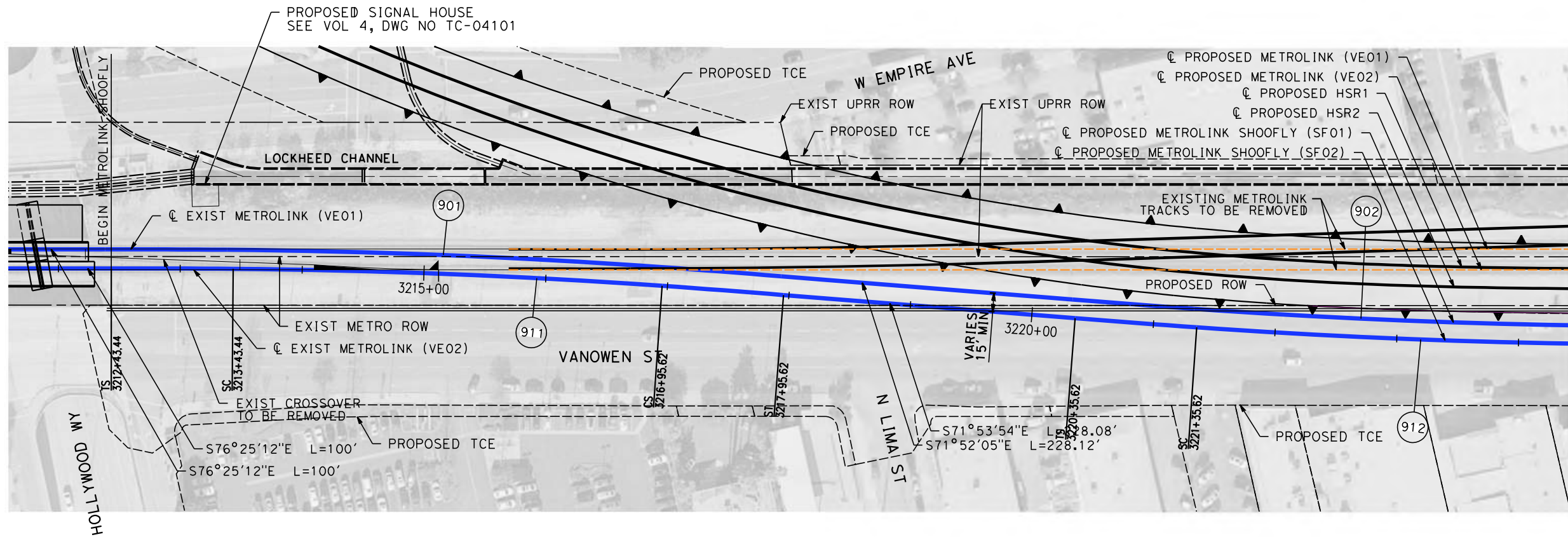
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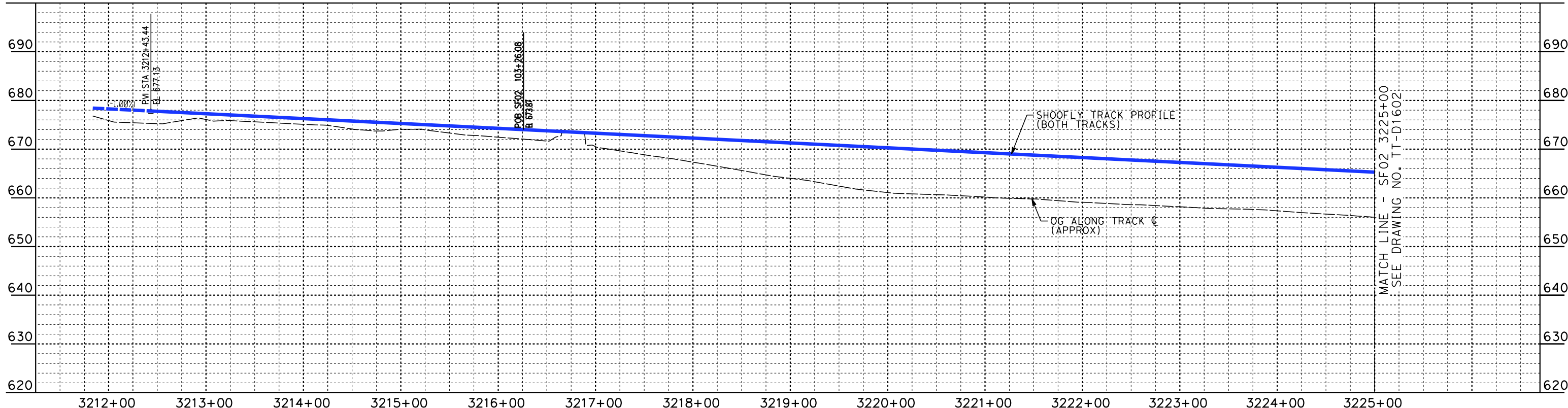
**CALIFORNIA HIGH-SPEED TRAIN PROJECT
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PEPD
UPRR - PLAN AND PROFILE
UPRR1 118+00 TO UPRR1 105+73

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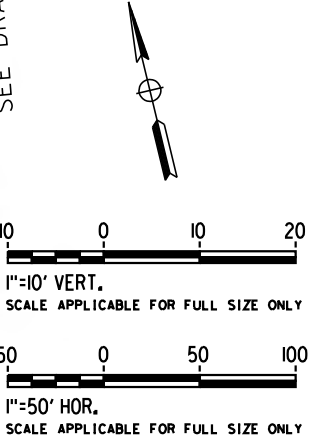
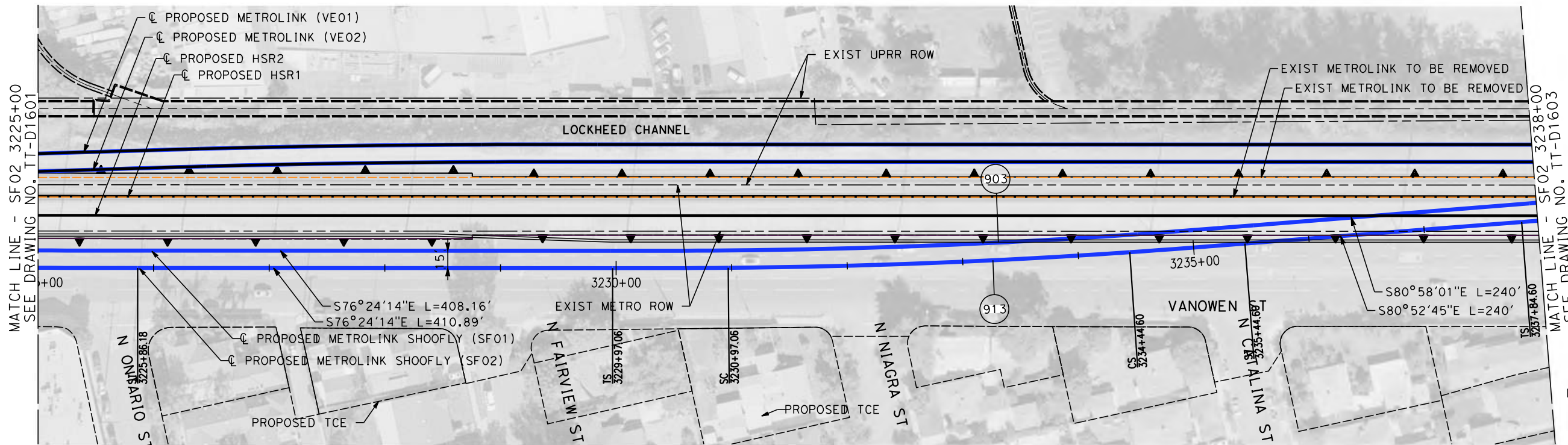
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SF02 3212+91.95 TO SF02 3225+00

CONTRACT NO.
HSR14-39

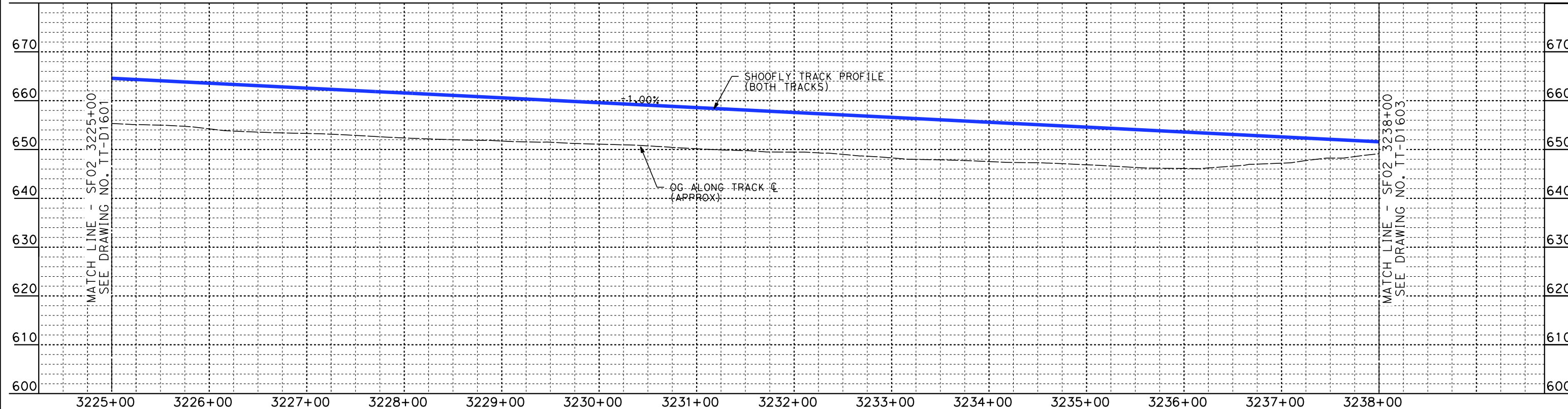
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PLAN



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BURBANK TO LOS ANGELES**

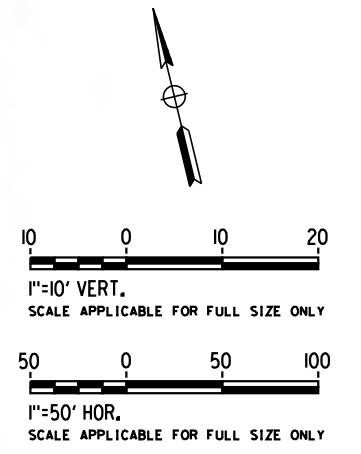
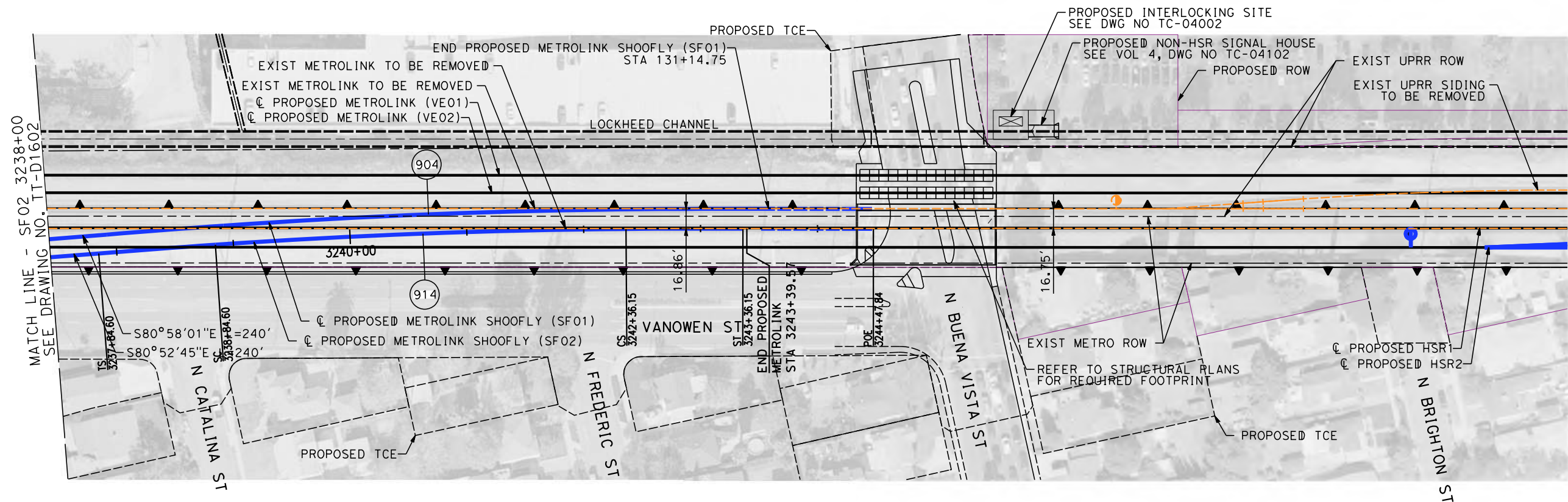
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METROLINK SHOOFLY - PLAN AND PROFILE
SF02 3225+00 TO SF02 3238+00

CONTRACT NO.
HSR14-39

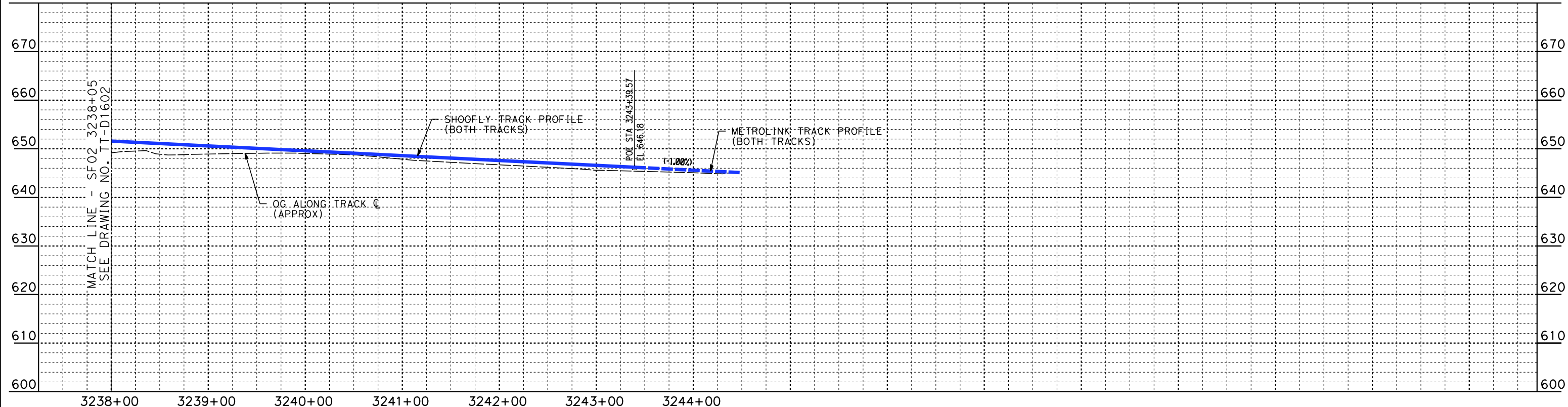
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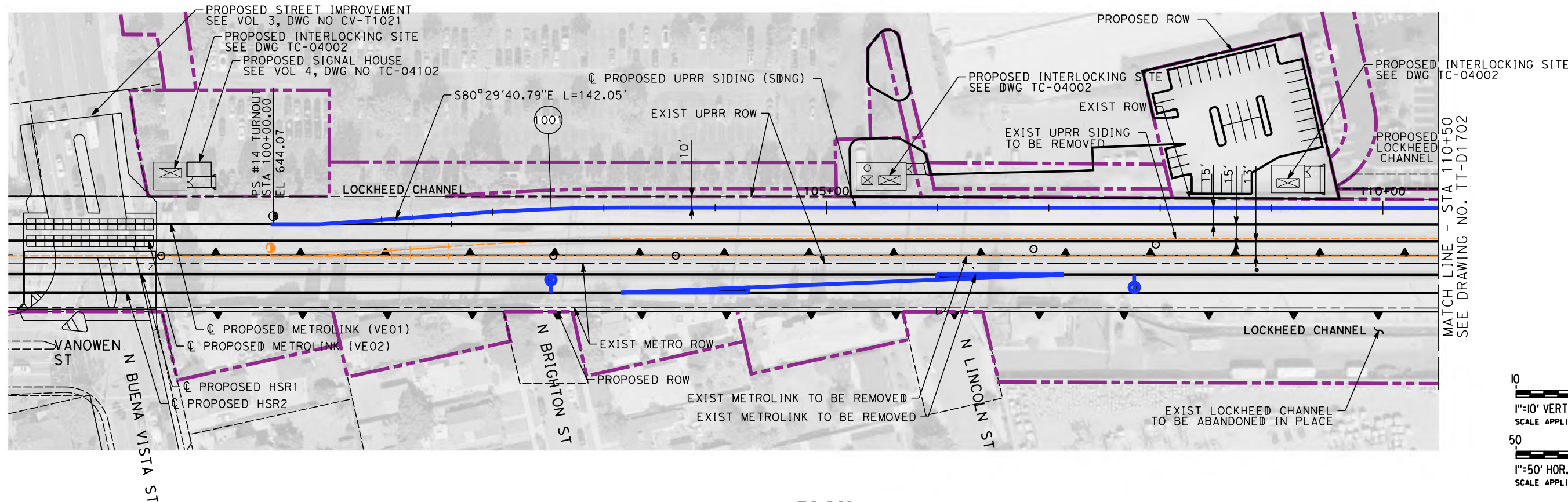
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METROLINK SHOOFLY - PLAN AND PROFILE
SF02 3238+00 TO SF02 3244+78.4

CONTRACT NO.
HSR14-39

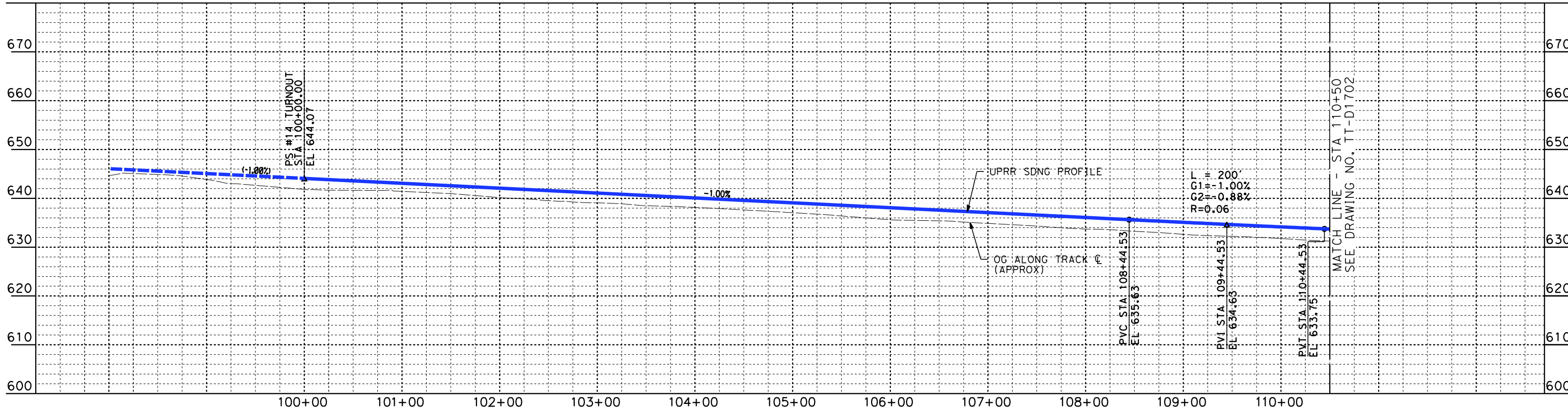
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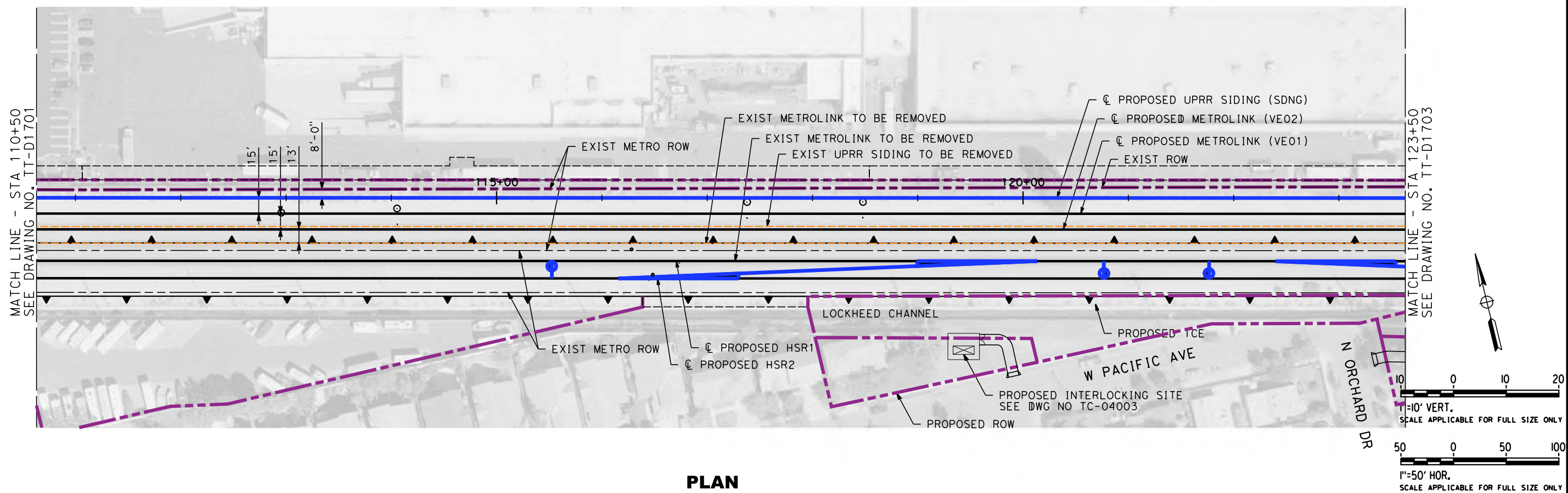
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SDNG 100+00 TO SDNG 110+50

CONTRACT NO.
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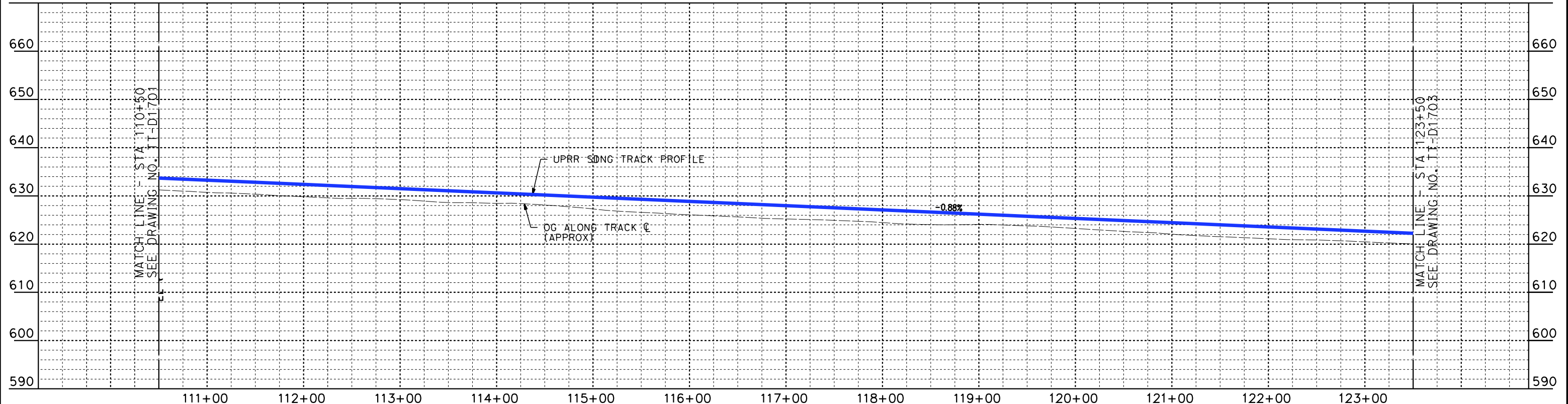
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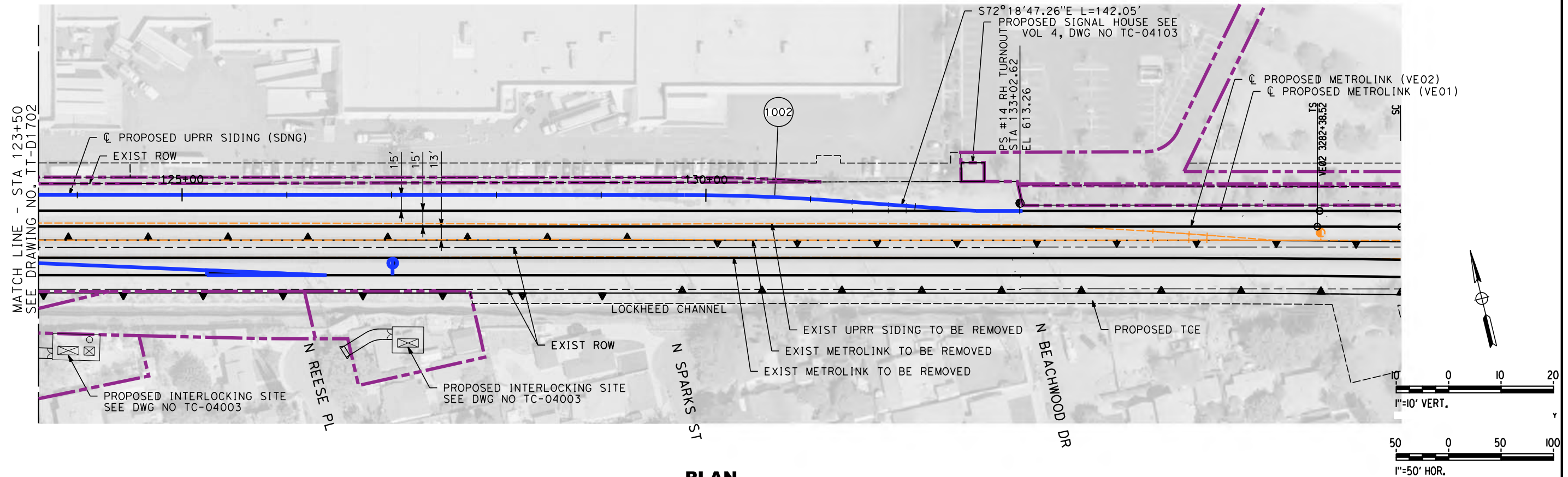
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SF02 110+50 TO SF02 123+50

CONTRACT NO.
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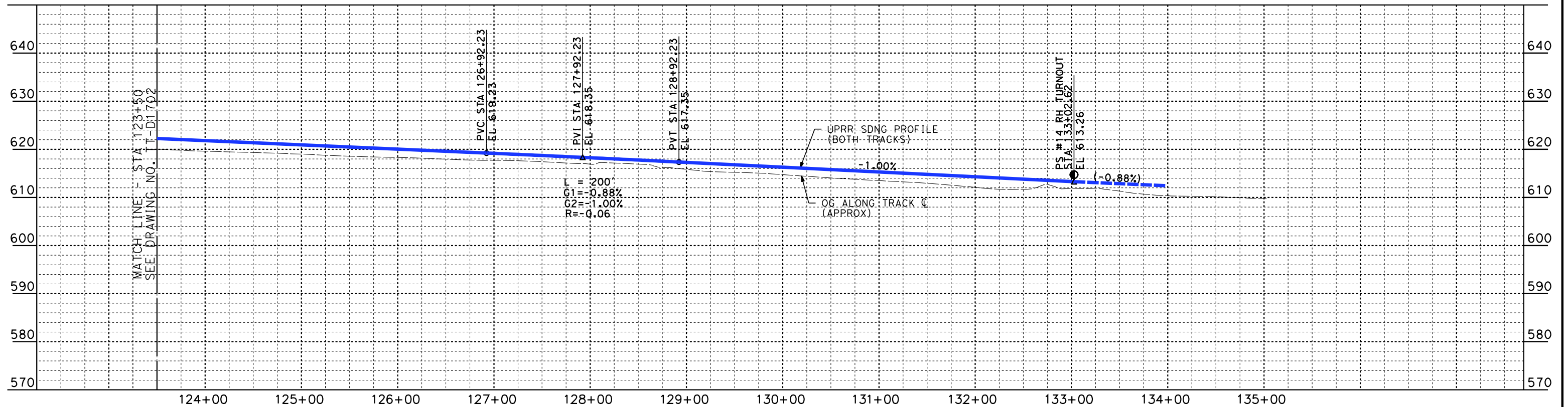
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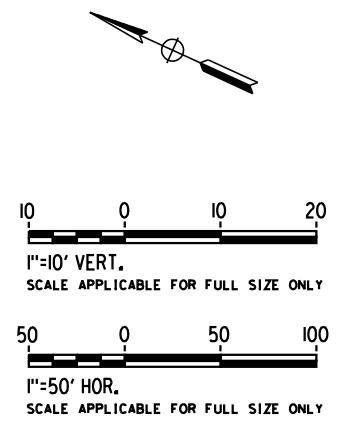
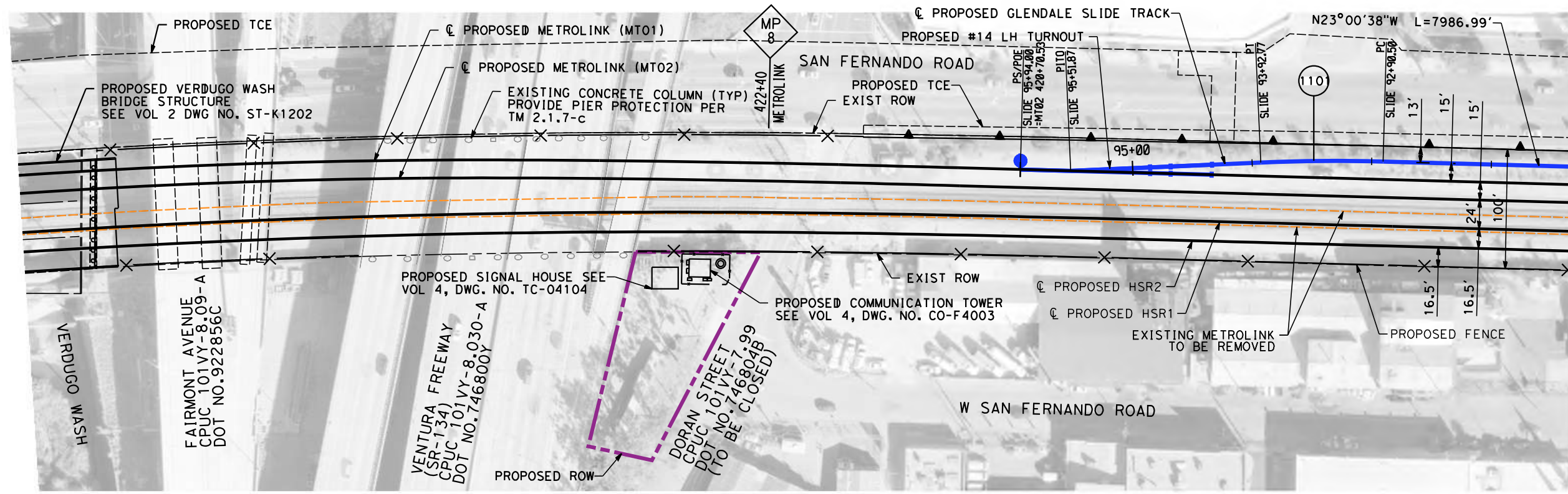
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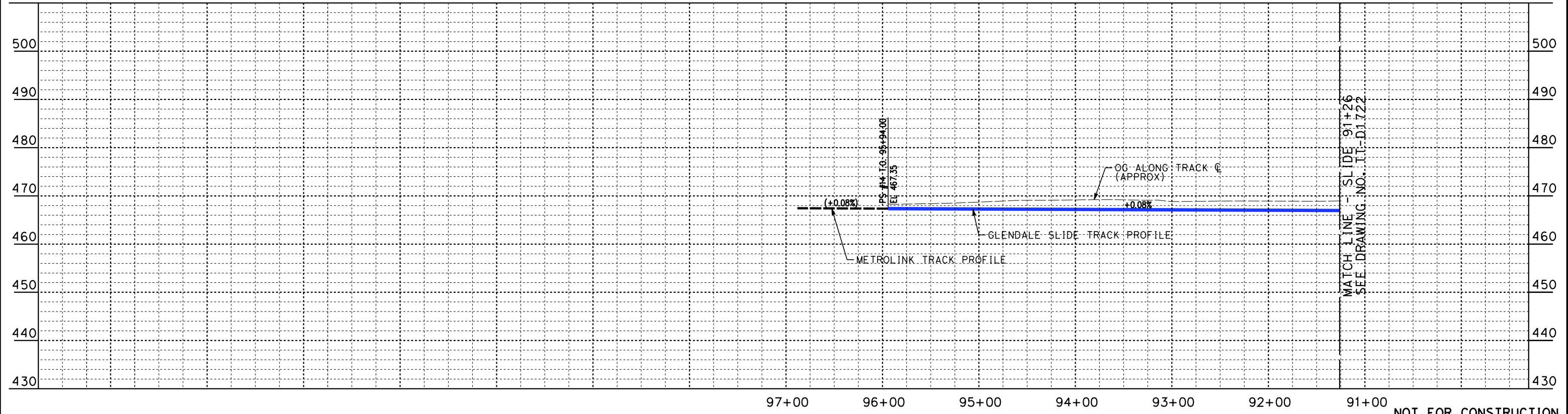
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BURBANK TO LOS ANGELES

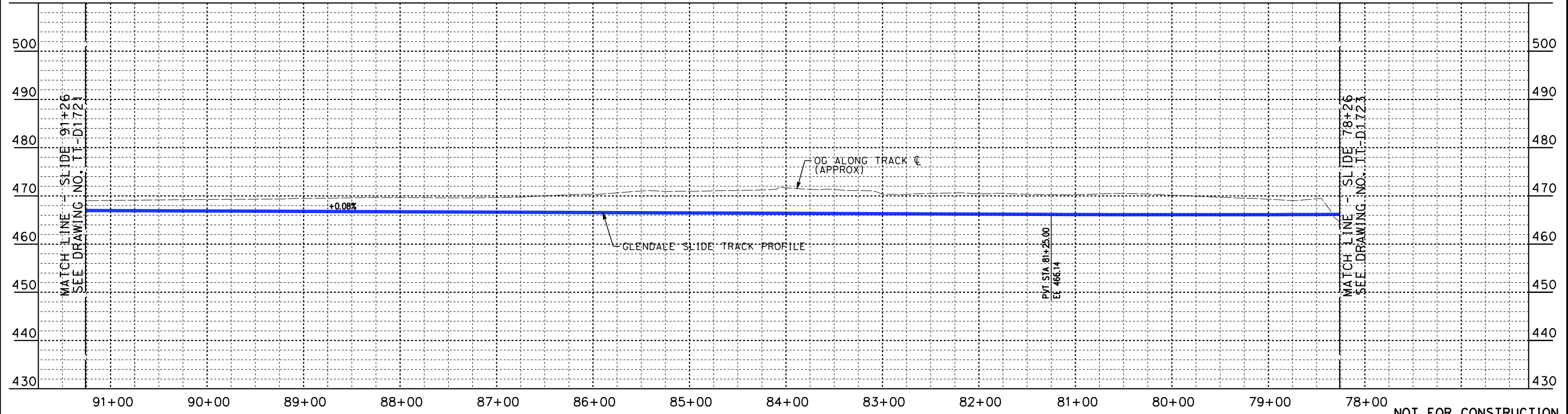
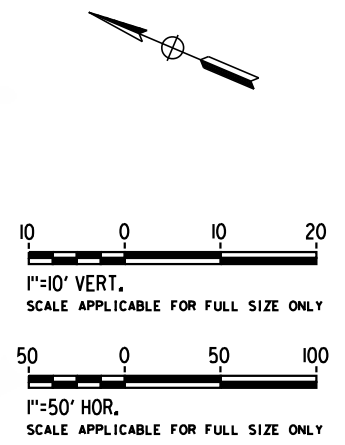
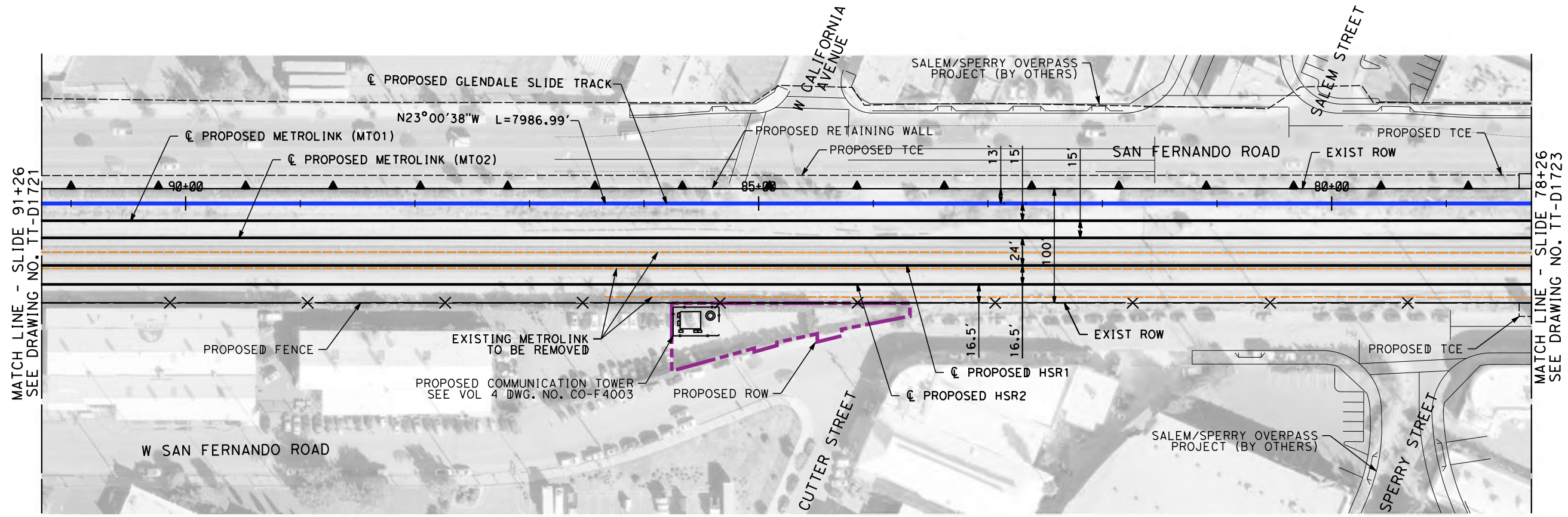
PEPD
GLENDALE SLIDE - PLAN AND PROFILE
SLIDE 96+11 TO SLIDE 91+26

CONTRACT NO.
HSR14-39

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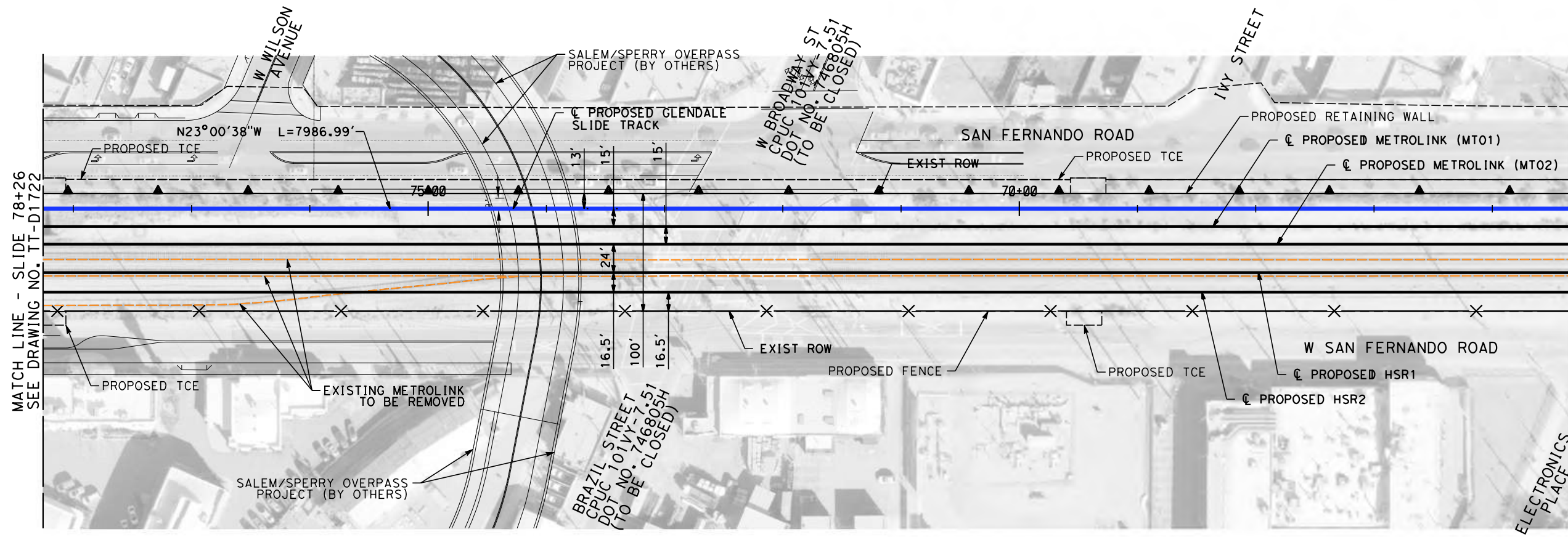
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GLENDALE SLIDE - PLAN AND PROFILE
SLIDE 91+26 TO SLIDE 78+26

CONTRACT NO.
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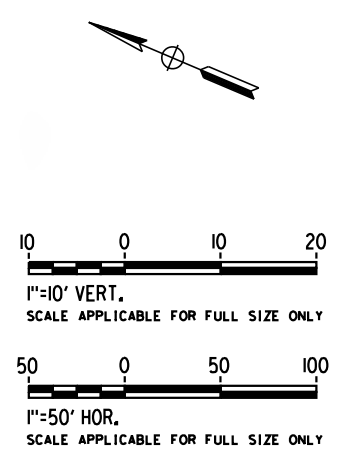
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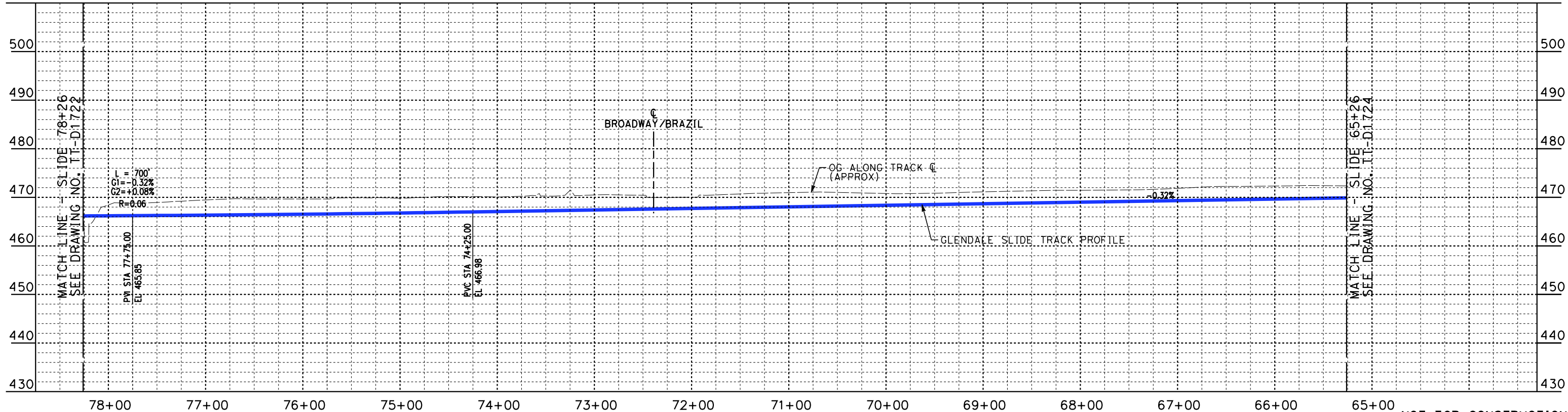
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MATCH LINE - SLIDE 65+26
SEE DRAWING NO. TT-D1724



PLAN



MATCH LINE - SLIDE 65+26
SEE DRAWING NO. TT-D1724

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P. MAHONEY
IN CHARGE
K. PIRBAZARI
DATE
04/30/2019

**PEPD
RECORD SET**

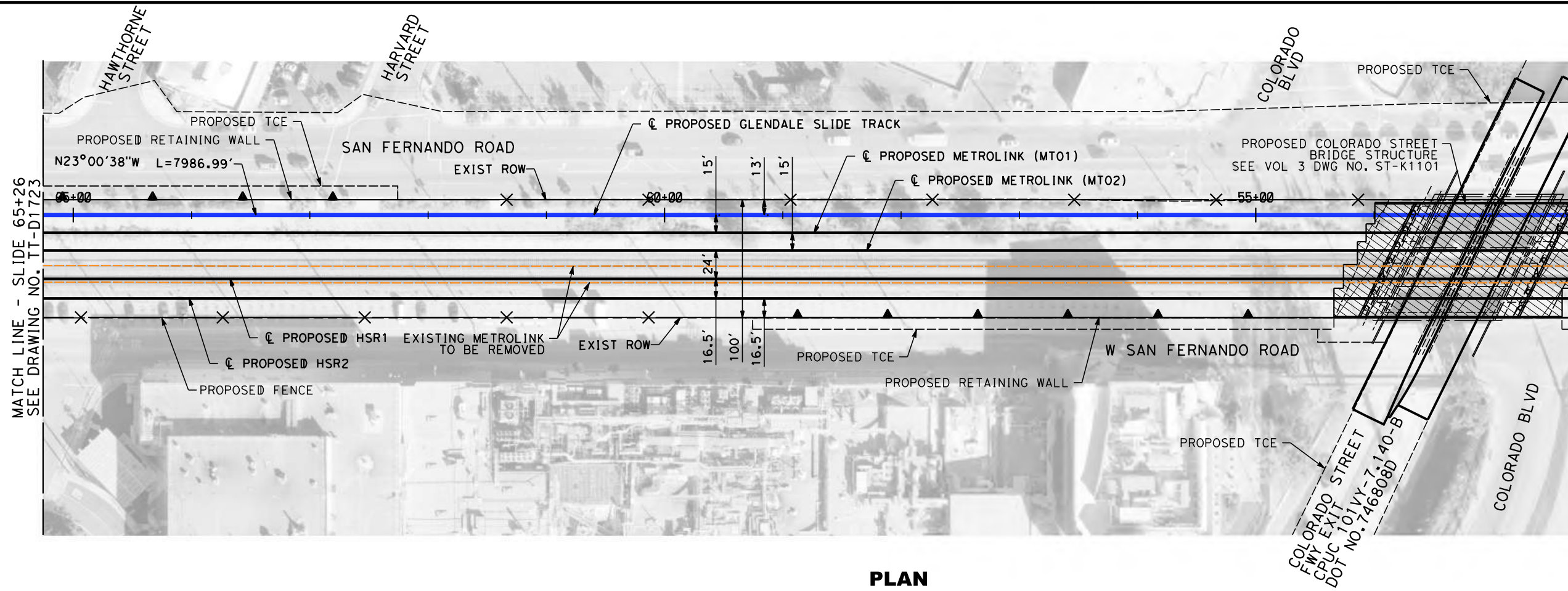
**NOT FOR
CONSTRUCTION**



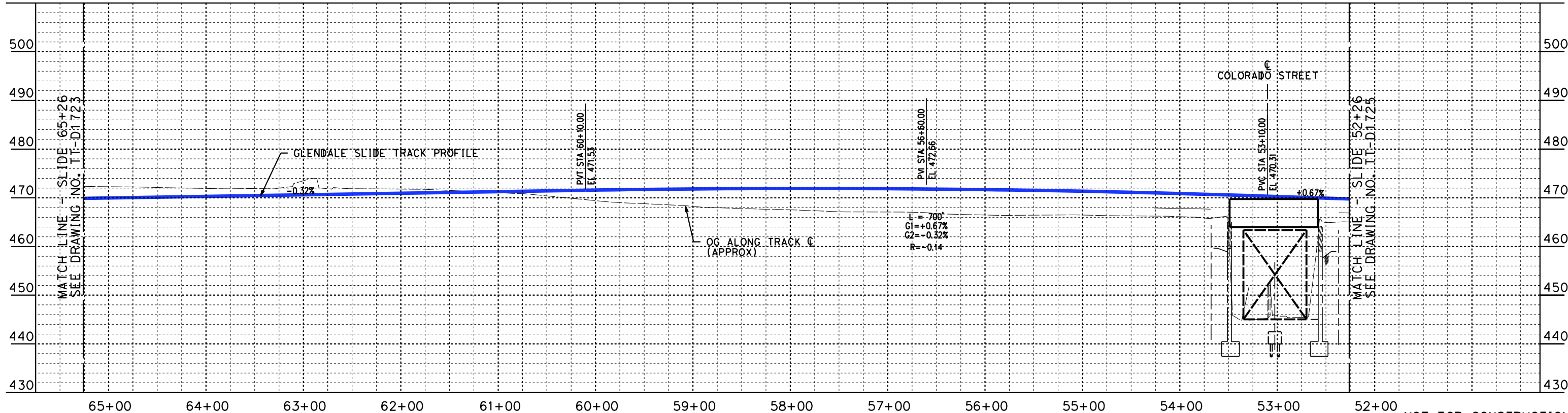
**CALIFORNIA HIGH-SPEED TRAIN PROJECT
BURBANK TO LOS ANGELES**

PEPD
GLENDALE SLIDE - PLAN AND PROFILE
SLIDE 78+26 TO SLIDE 65+26

CONTRACT NO.
HSR14-39
DRAWING NO.
TT-D1723
SCALE
AS SHOWN
SHEET NO.



PLAN



PROFILE

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FOR INTERNAL USE ONLY

4/30/2019 10:49:52 AM c:\jip\pwworkdir\haynesma\d0136953\k2l-tt-d1724.dgn

REV	DATE	BY	CHK	APP	DESCRIPTION

DESIGNED BY
W. XU
DRAWN BY
W. XU
CHECKED BY
P. MAHONEY
IN CHARGE
K. PIRBAZARI
DATE
04/30/2019

**PEPD
RECORD SET**

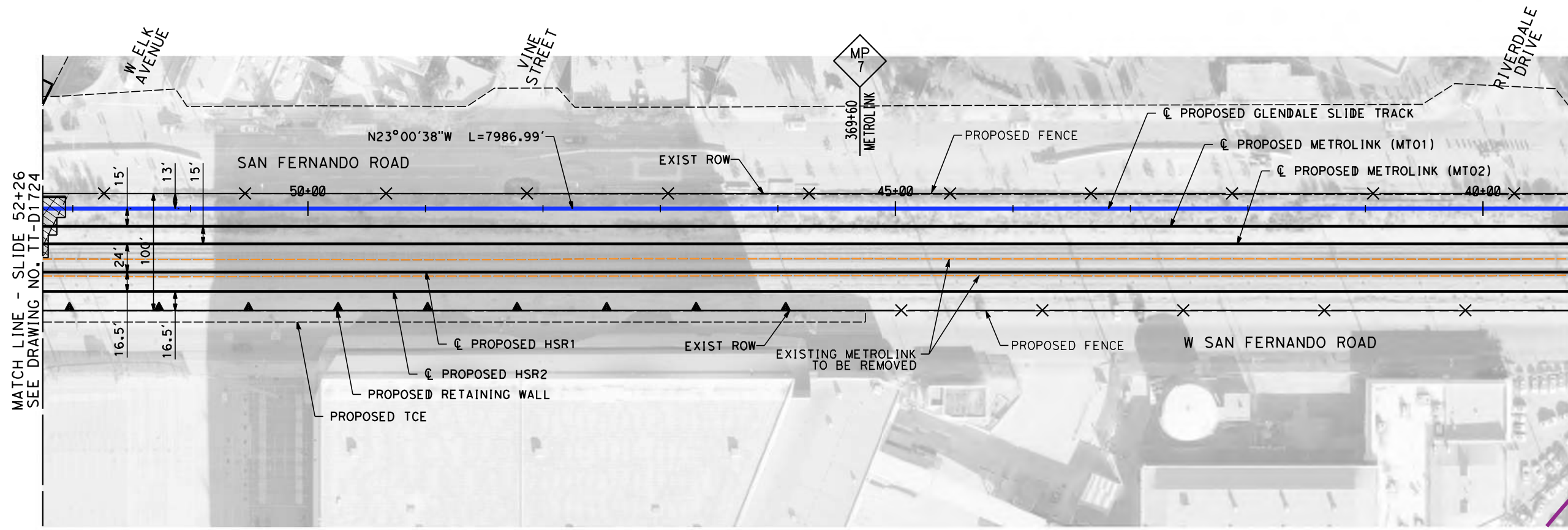
**NOT FOR
CONSTRUCTION**



**CALIFORNIA HIGH-SPEED TRAIN PROJECT
BURBANK TO LOS ANGELES**

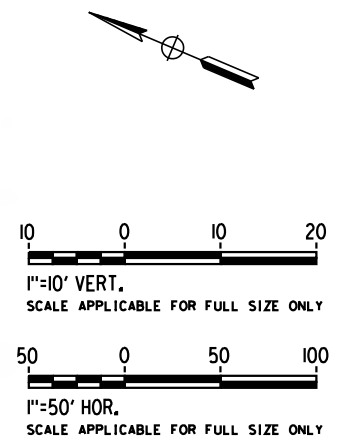
PEPD
GLENDALE SLIDE - PLAN AND PROFILE
SLIDE 65+26 TO SLIDE 52+26

CONTRACT NO.
HSR14-39
DRAWING NO.
TT-D1724
SCALE
AS SHOWN
SHEET NO.

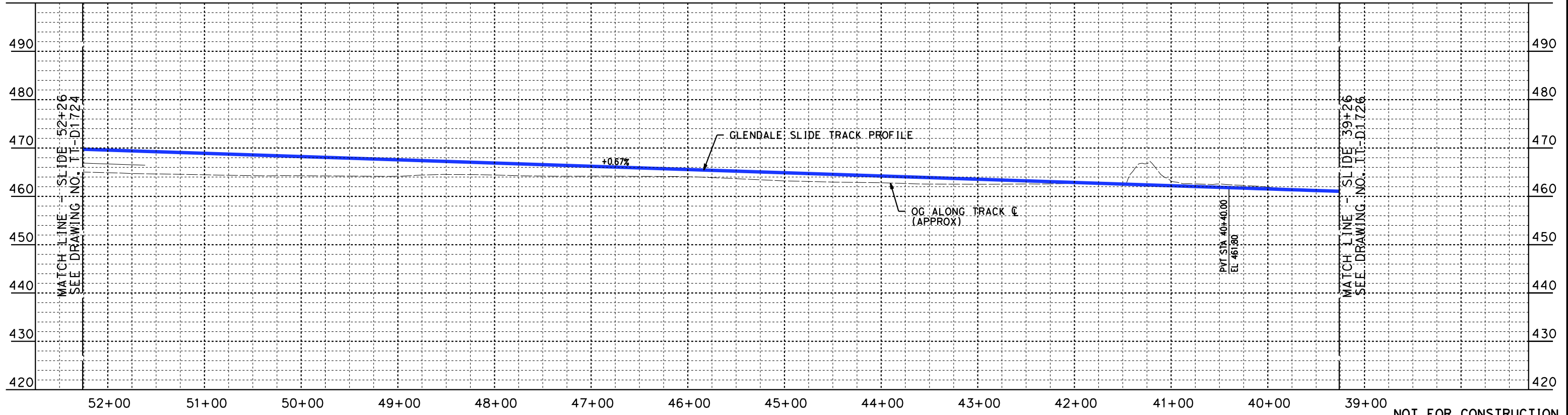


MATCH LINE - SLIDE 39+26
SEE DRAWING NO. TT-D1726

MATCH LINE - SLIDE 52+26
SEE DRAWING NO. TT-D1724



PLAN



PROFILE

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4/30/2019 10:50:20 AM c:\jip\pwworkdir\haynesma\d0136953\k2l-tt-d1725.dgn

REV	DATE	BY	CHK	APP	DESCRIPTION

DESIGNED BY
W. XU
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CHECKED BY
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K. PIRBAZARI
DATE
04/30/2019

**PEPD
RECORD SET**

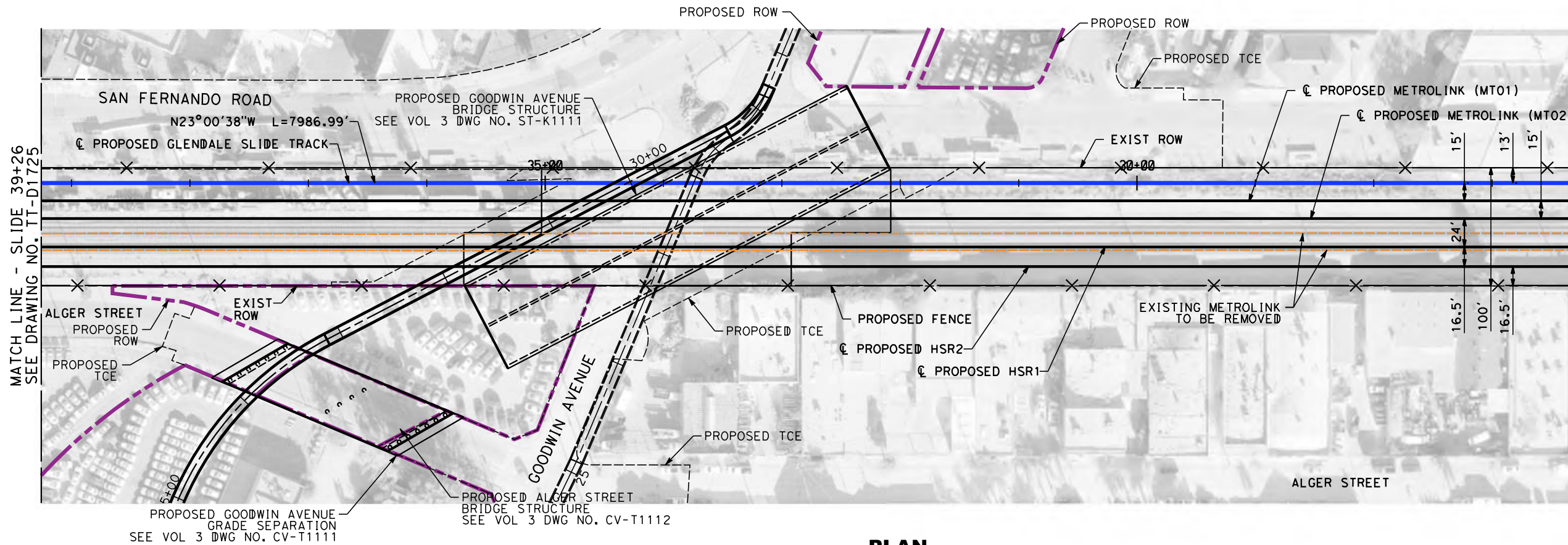
**NOT FOR
CONSTRUCTION**



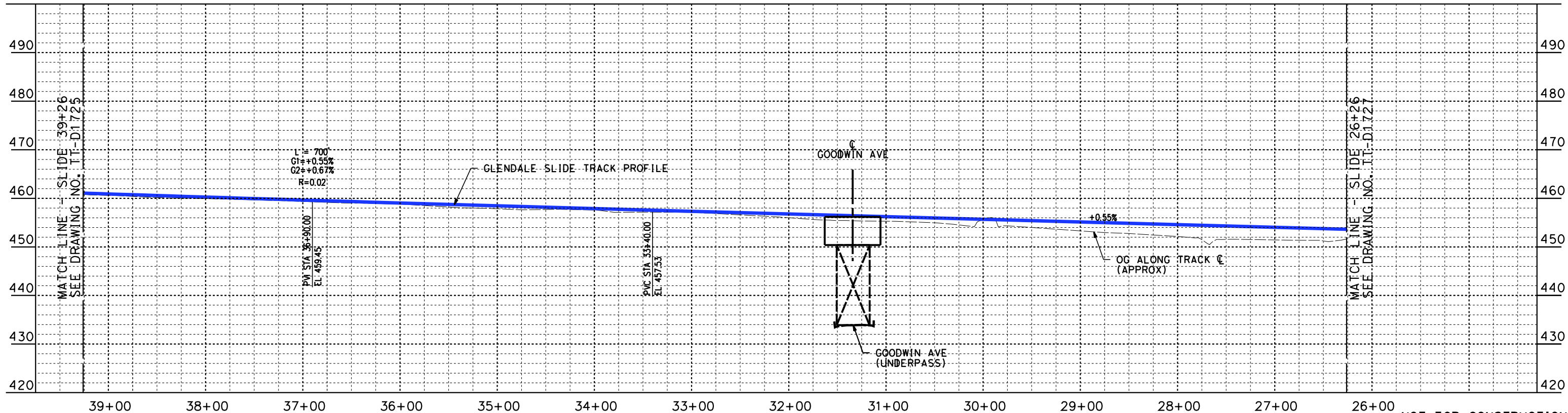
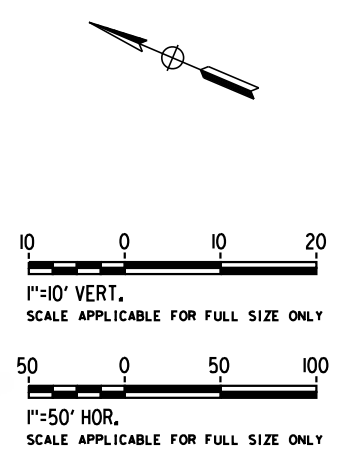
**CALIFORNIA HIGH-SPEED TRAIN PROJECT
BURBANK TO LOS ANGELES**

PEPD
GLENDALE SLIDE - PLAN AND PROFILE
SLIDE 52+26 TO SLIDE 39+26

CONTRACT NO.
HSR14-39
DRAWING NO.
TT-D1725
SCALE
AS SHOWN
SHEET NO.



MATCH LINE - SLIDE 26+26
SEE DRAWING NO. TT-D1727



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4/30/2019 10:50:47 AM c:\j\p\pwworkdir\haynesma\d0136953\k2l-tt-d1726.dgn

REV	DATE	BY	CHK	APP	DESCRIPTION

DESIGNED BY
W. XU

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IN CHARGE
K. PIRBAZARI

DATE
04/30/2019

PEPD RECORD SET

NOT FOR CONSTRUCTION



CALIFORNIA HIGH-SPEED TRAIN PROJECT
BURBANK TO LOS ANGELES

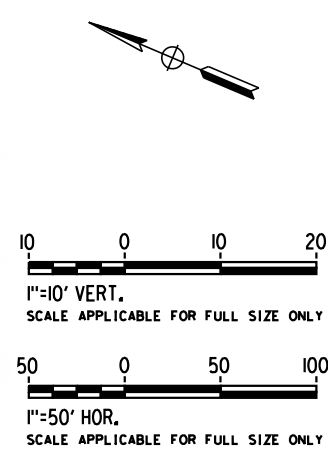
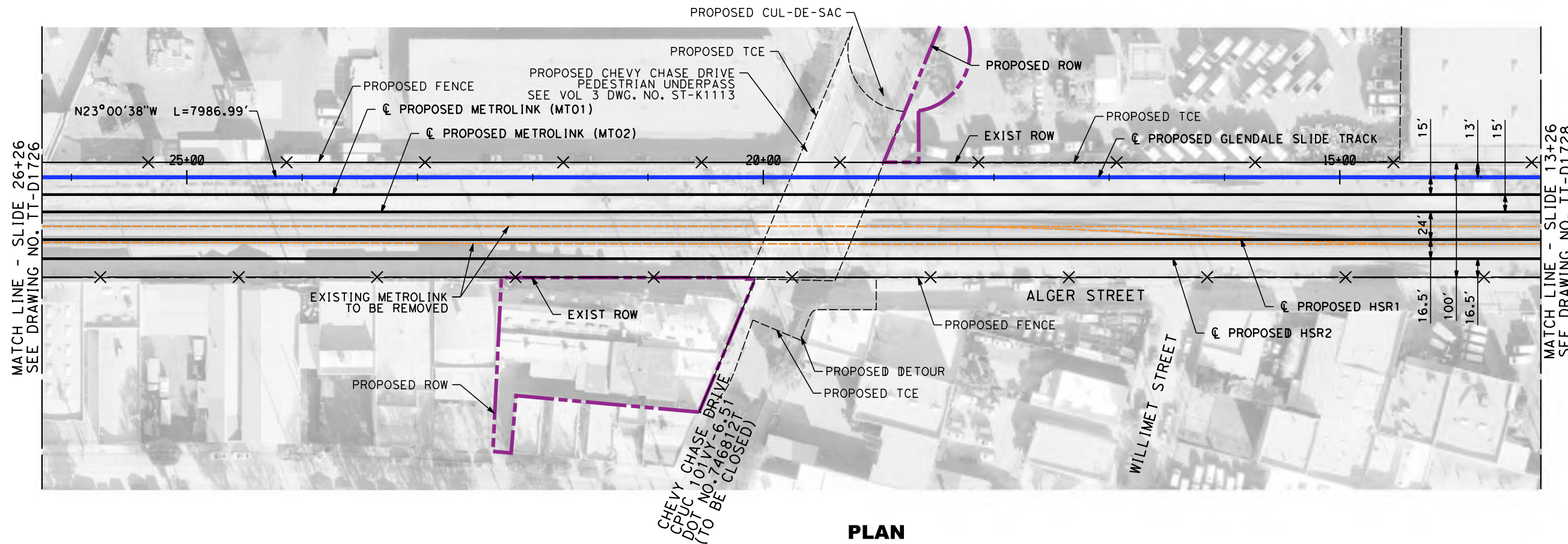
PEPD
GLENDALE SLIDE - PLAN AND PROFILE
SLIDE 39+26 TO SLIDE 26+26

CONTRACT NO.
HSR14-39

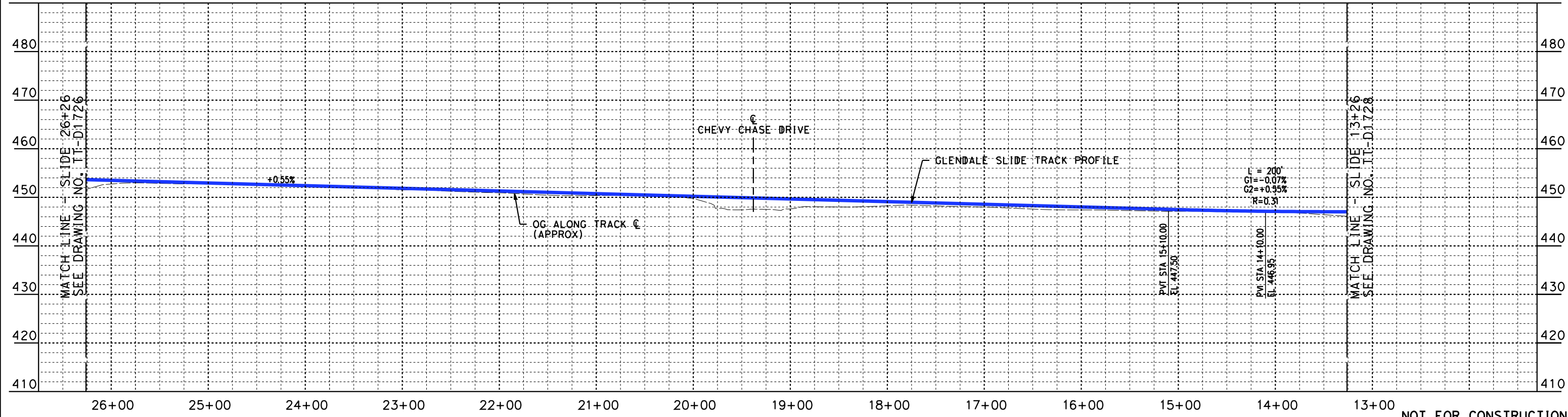
DRAWING NO.
TT-D1726

SCALE
AS SHOWN

SHEET NO.



PLAN



PROFILE

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4/30/2019 10:51:13 AM c:\j\p\pwworkdir\haynesma\d0136953\k2l-tt-d1727.dgn

REV	DATE	BY	CHK	APP	DESCRIPTION

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W. XU
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DATE
04/30/2019

**PEPD
RECORD SET**

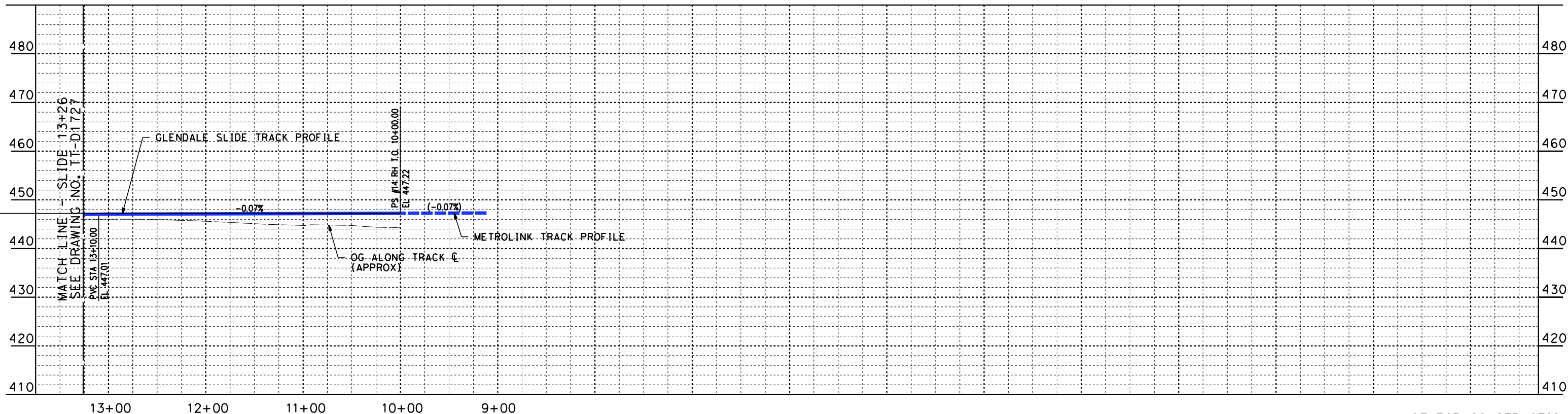
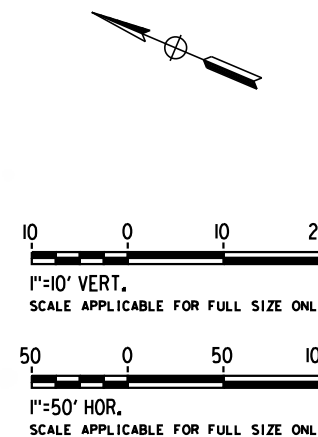
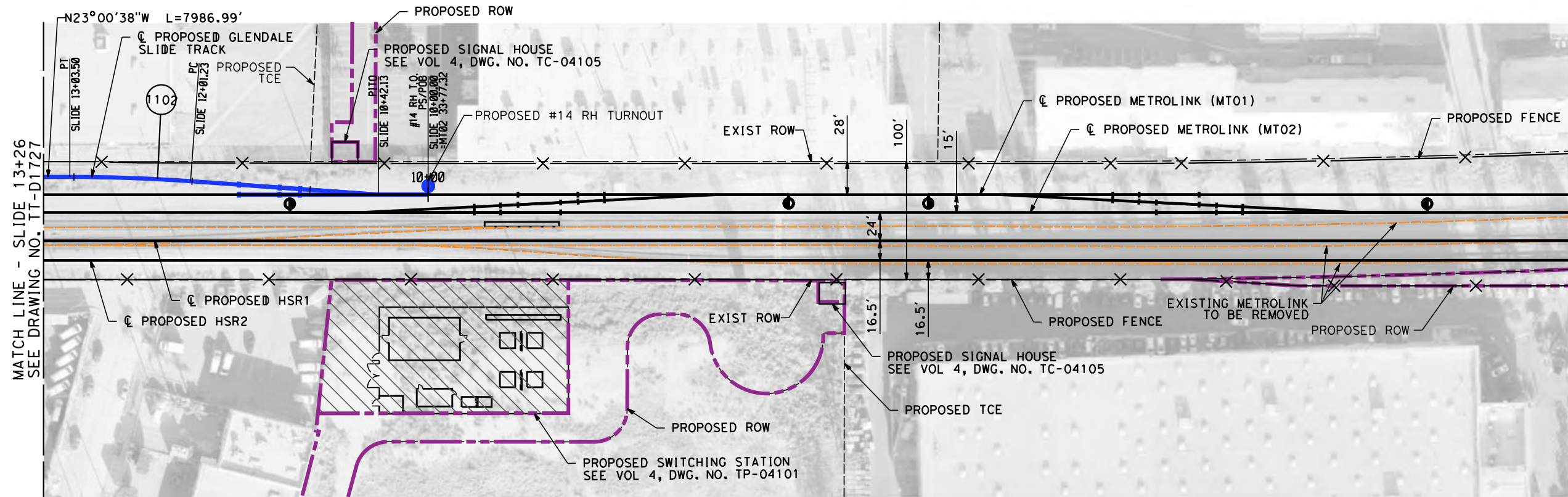
**NOT FOR
CONSTRUCTION**



**CALIFORNIA HIGH-SPEED TRAIN PROJECT
BURBANK TO LOS ANGELES**

PEPD
GLENDALE SLIDE - PLAN AND PROFILE
SLIDE 26+26 TO SLIDE 13+26

CONTRACT NO.
HSR14-39
DRAWING NO.
TT-D1727
SCALE
AS SHOWN
SHEET NO.



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4/30/2019 10:51:41 AM c:\j\p\work\dir\haynes\m\0136953\k2l-tt-d1728.dgn

REV	DATE	BY	CHK	APP	DESCRIPTION

DESIGNED BY
W. XU

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04/30/2019

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**CALIFORNIA HIGH-SPEED TRAIN PROJECT
BURBANK TO LOS ANGELES**

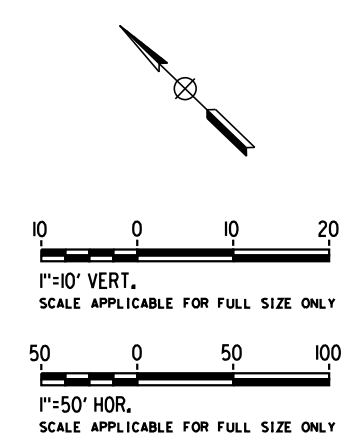
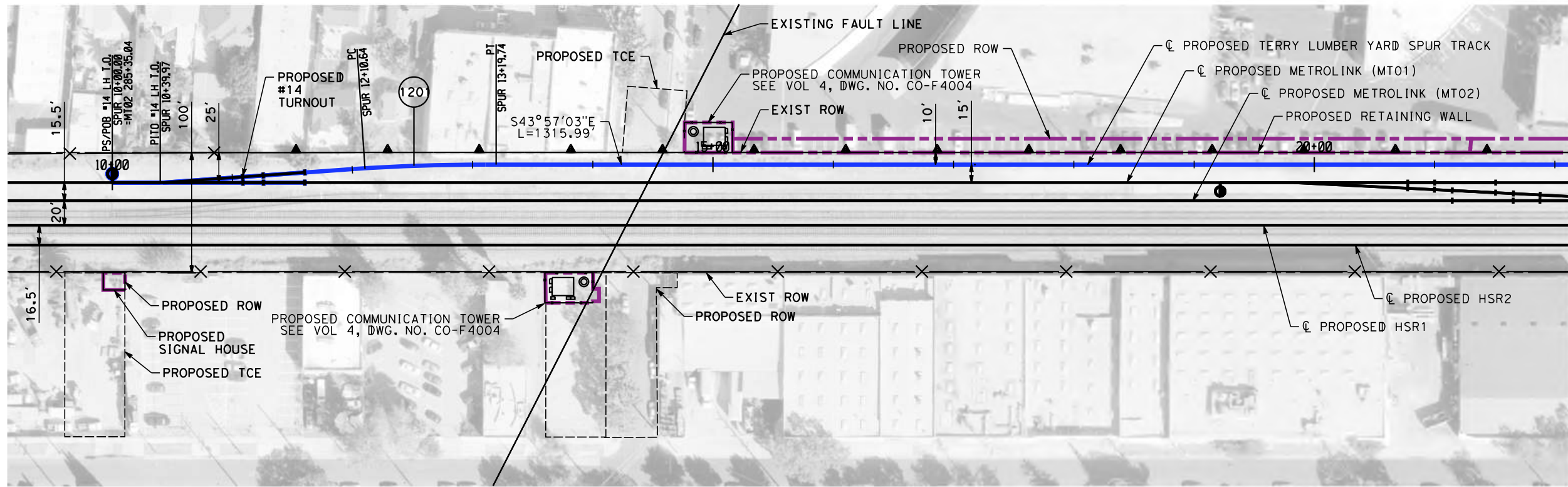
PEPD
GLENDALE SLIDE - PLAN AND PROFILE
SLIDE 13+26 TO SLIDE 10+00

CONTRACT NO.
HSR14-39

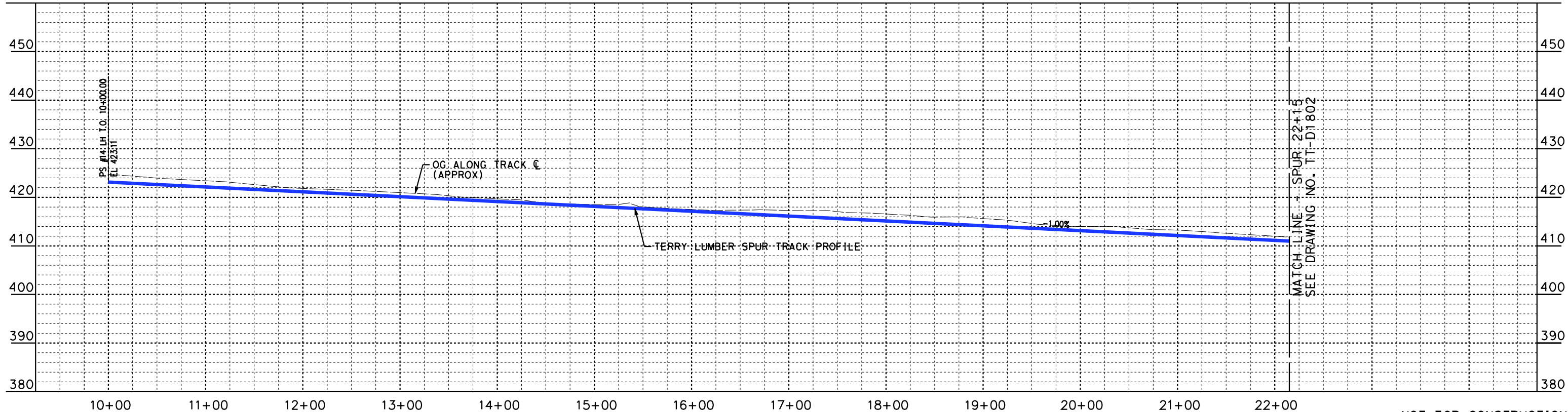
DRAWING NO.
TT-D1728

SCALE
AS SHOWN

SHEET NO.



PLAN



PROFILE

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4/30/2019 1:40:42 PM c:\j\p\pwworkdir\haynesma\d0136953\k2l-tt-d1801.dgn

REV	DATE	BY	CHK	APP	DESCRIPTION

DESIGNED BY
W. XU

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W. XU

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K. PIRBAZARI

DATE
04/30/2019

**PEPD
 RECORD SET**

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**CALIFORNIA HIGH-SPEED TRAIN PROJECT
 BURBANK TO LOS ANGELES**

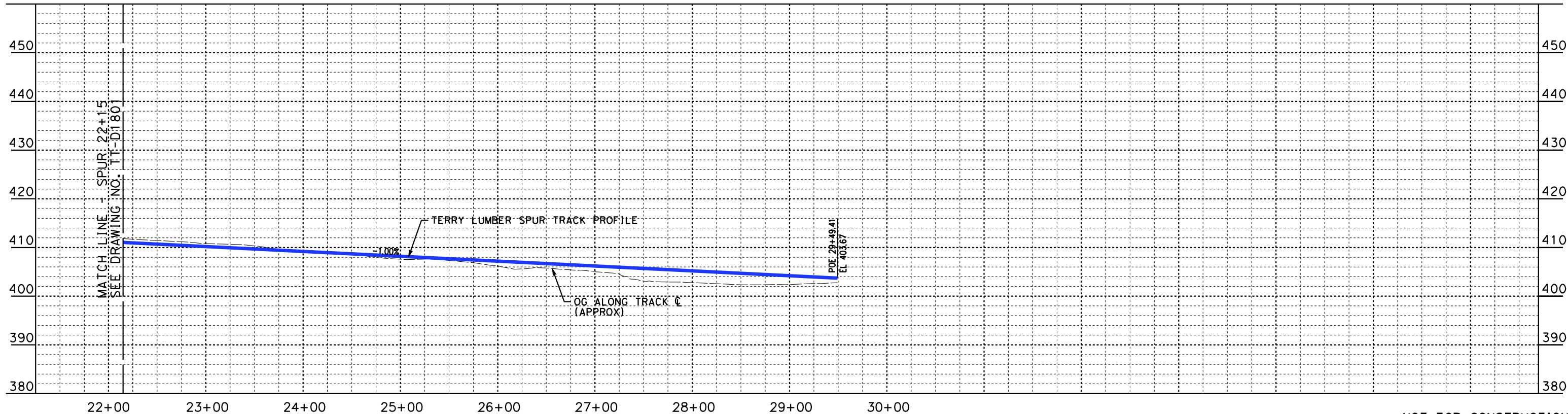
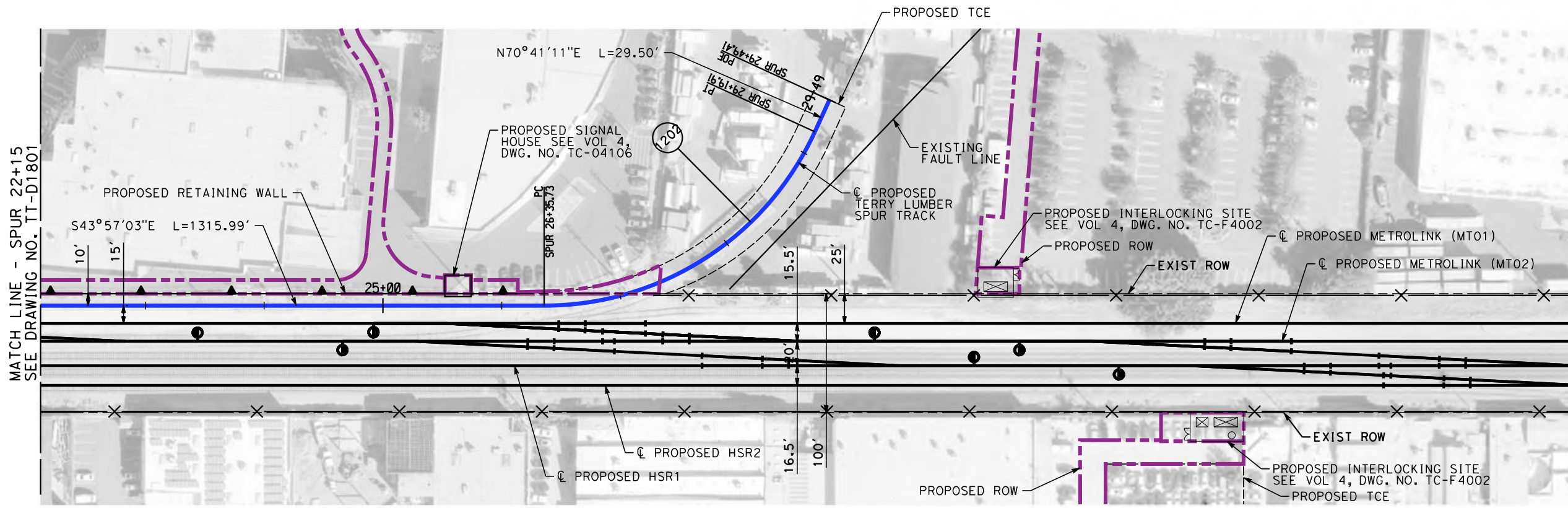
PEPD
 TERRY LUMBER SPUR - PLAN AND PROFILE
 SPUR 10+00 TO SPUR 22+15

CONTRACT NO.
HSR14-39

DRAWING NO.
TT-D1801

SCALE
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SHEET NO.



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4/30/2019 1:41:34 PM c:\j\p\pwworkdir\haynesma\d0136953\k2l-tt-d1802.dgn

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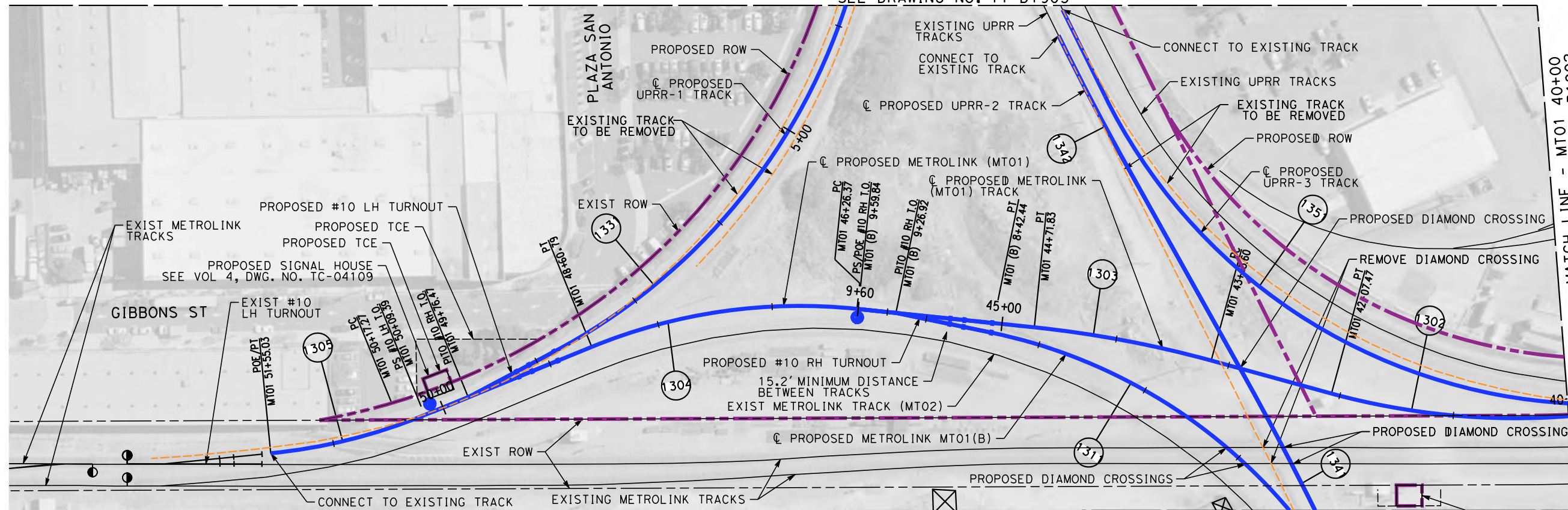
**CALIFORNIA HIGH-SPEED TRAIN PROJECT
BURBANK TO LOS ANGELES**

PEPD

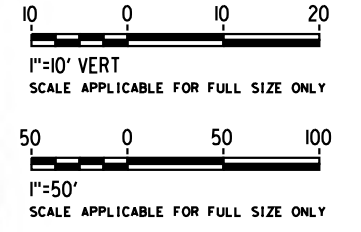
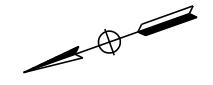
TERRY LUMBER SPUR - PLAN AND PROFILE
SPUR 22+15 TO SPUR 29+49

CONTRACT NO. HSR14-39
DRAWING NO. TT-D1802
SCALE AS SHOWN
SHEET NO.

MATCH LINE - UPRR-1 6+19
SEE DRAWING NO. TT-D1903



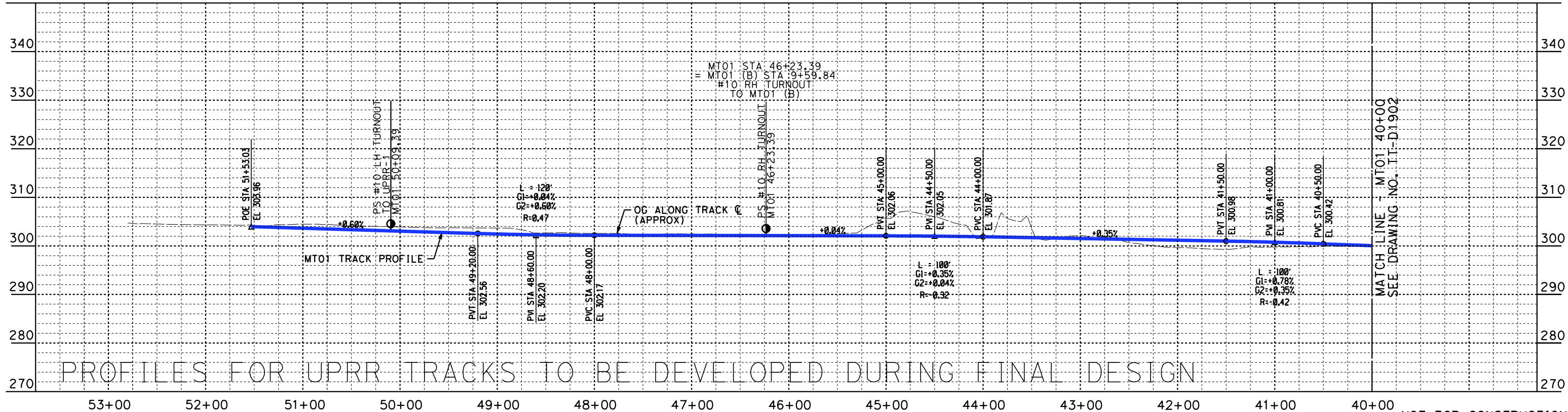
MATCH LINE - MT01 40+00
SEE DRAWING NO. TT-D1902



PLAN

MATCH LINE - MT01(B) 5+36
SEE DRAWING NO. TT-D1902

PROPOSED SIGNAL HOUSE
SEE VOL 4, DWG. NO. TC-04109



PROFILES FOR UPRR TRACKS TO BE DEVELOPED DURING FINAL DESIGN

PROFILE

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PEPD
RECORD SET

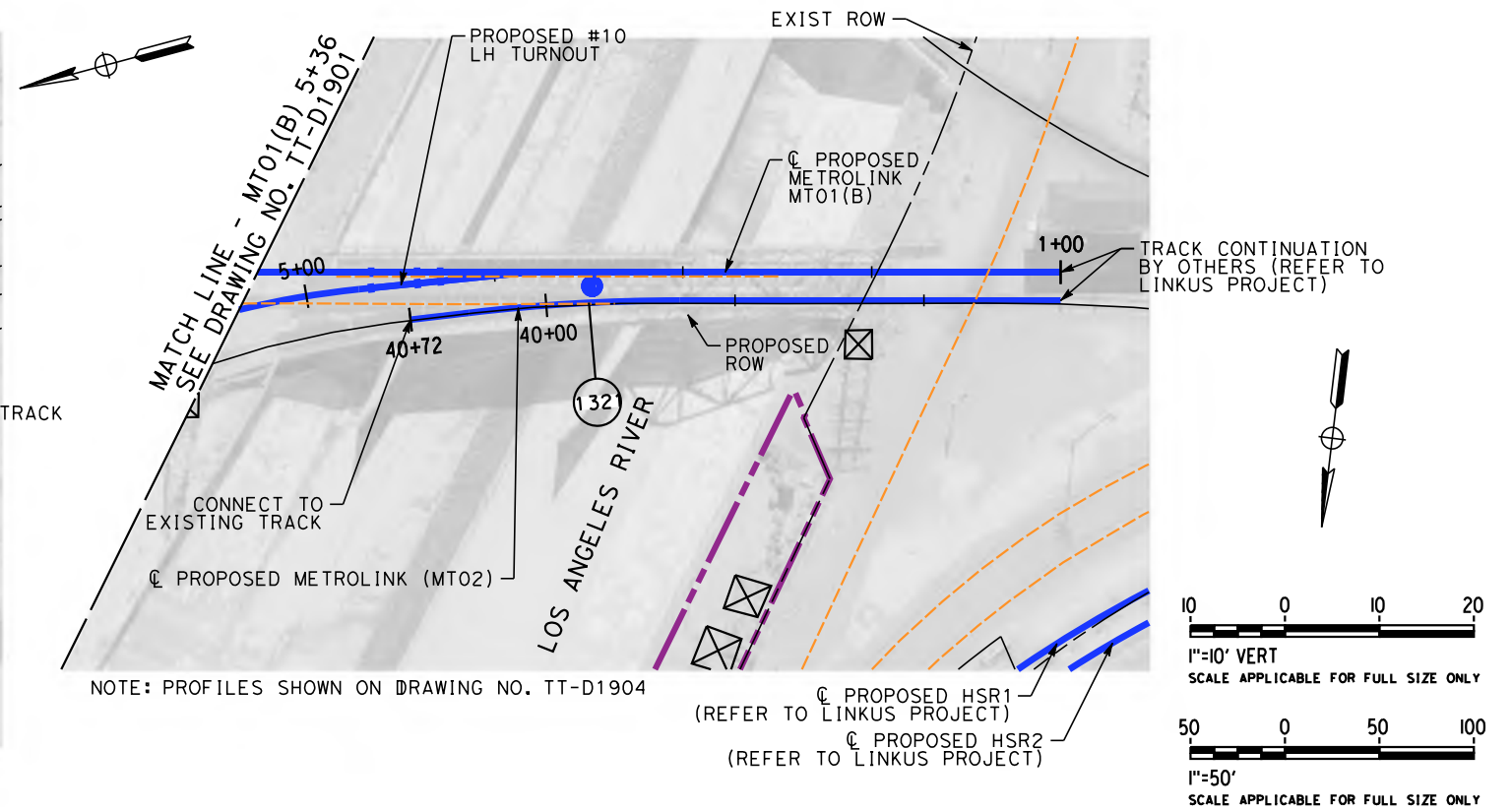
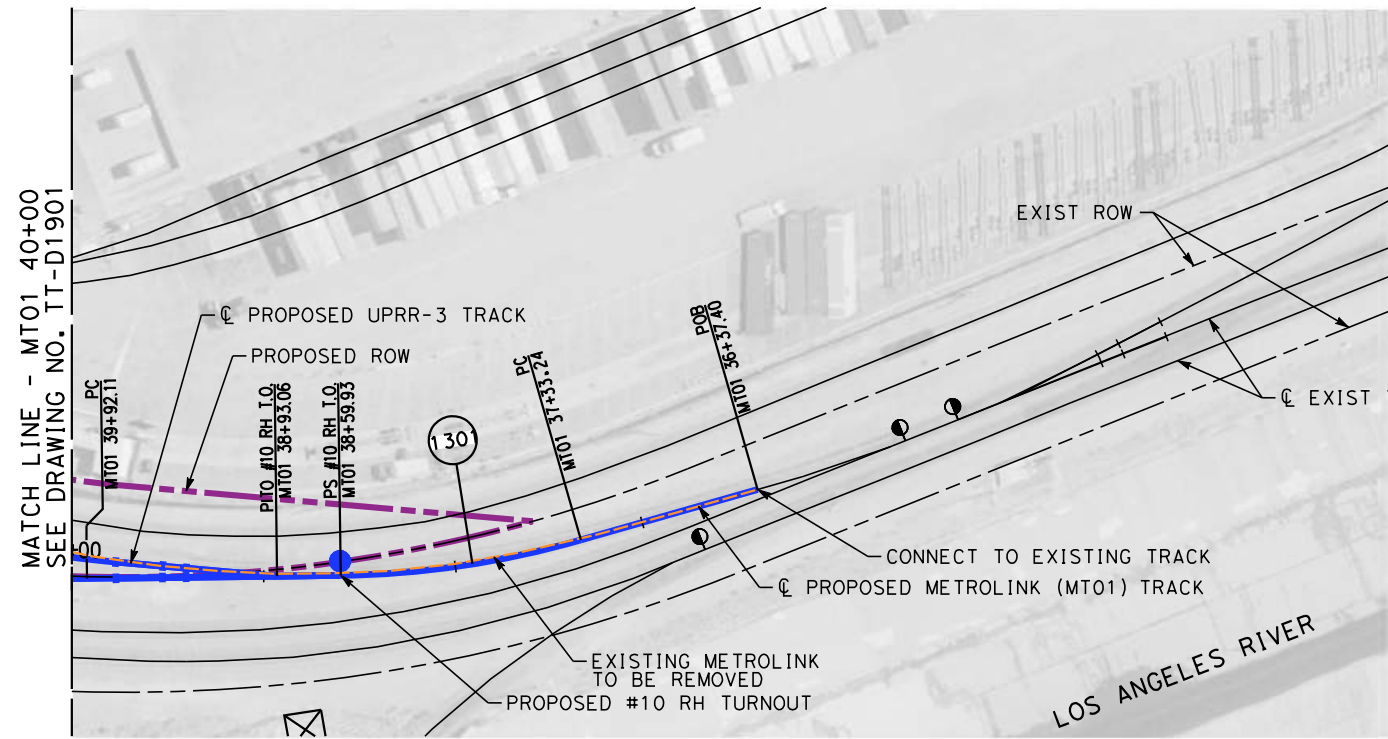
NOT FOR
CONSTRUCTION



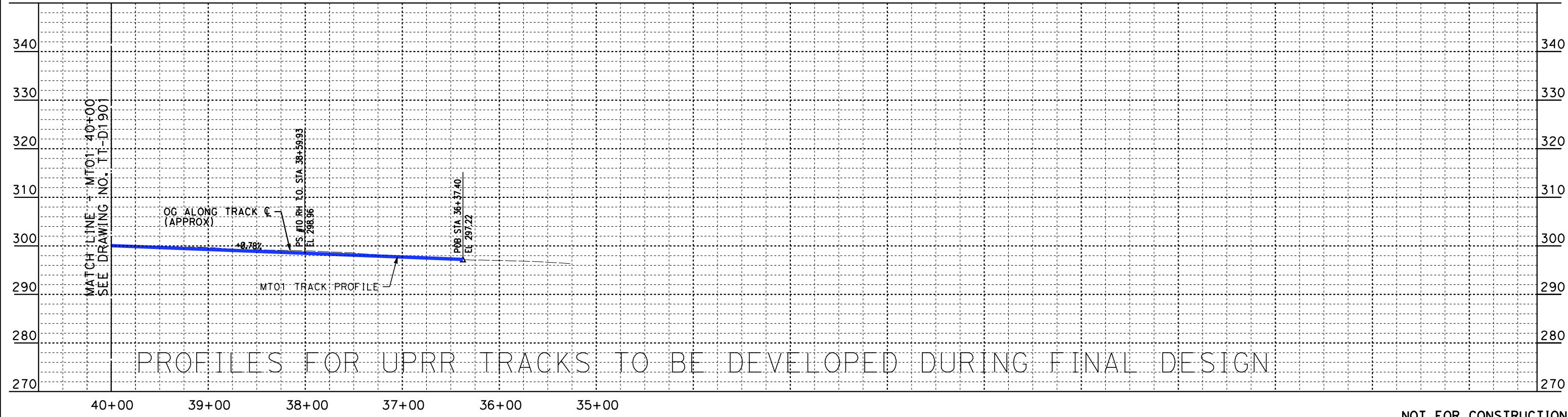
CALIFORNIA HIGH-SPEED TRAIN PROJECT
BURBANK TO LOS ANGELES

PEPD
METROLINK - PLAN AND PROFILE
MT01 52+80 TO MT01 40+00

CONTRACT NO. HSR14-39
DRAWING NO. TT-D1901
SCALE AS SHOWN
SHEET NO.



PLAN



PROFILE

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4/30/2019 10:53:26 AM c:\j\p\pwworkdir\haynesma\d0136953\k2l-TT-D1902.dgn

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W. XU
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DATE
04/30/2019

PEPD RECORD SET

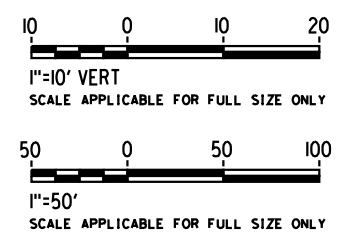
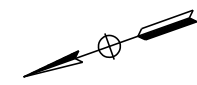
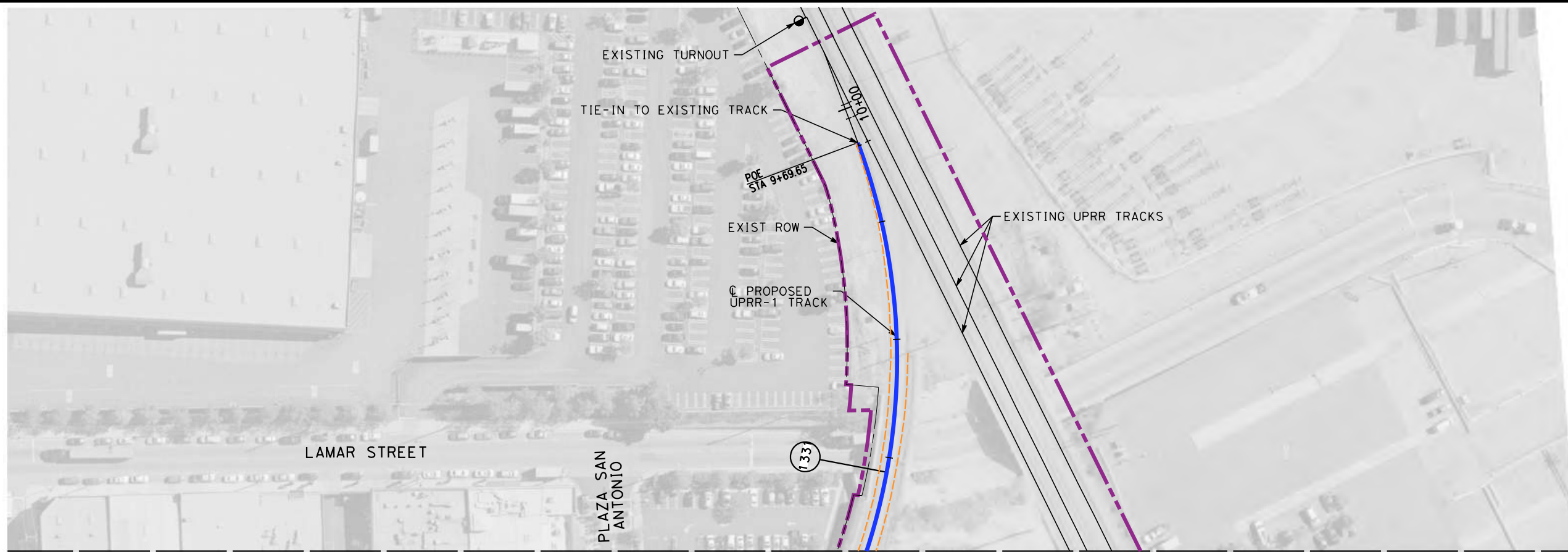
NOT FOR CONSTRUCTION



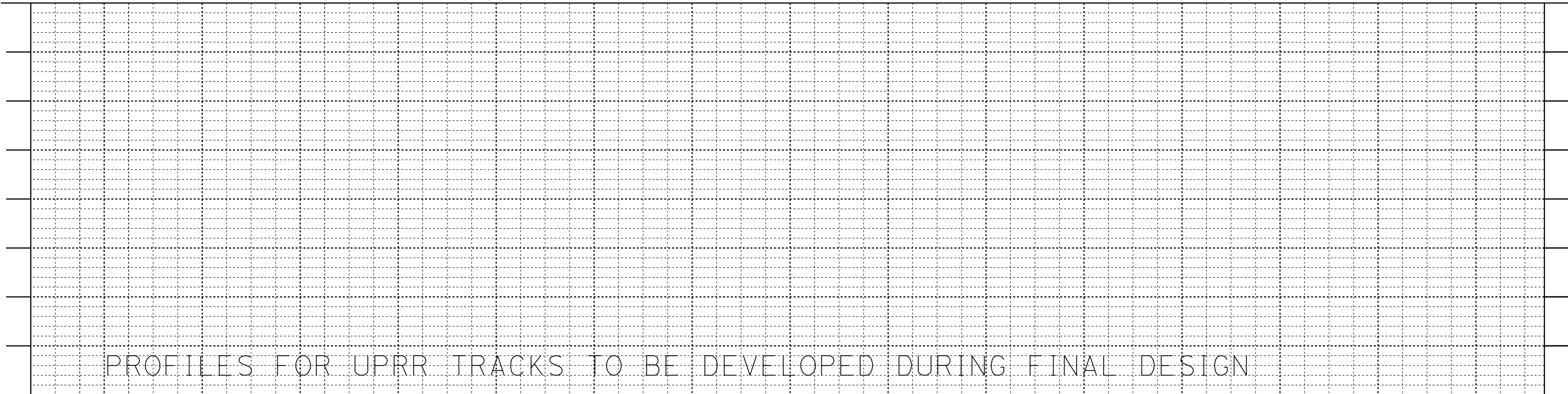
CALIFORNIA HIGH-SPEED TRAIN PROJECT
BURBANK TO LOS ANGELES

PEPD
METROLINK - PLAN AND PROFILE
MT01 40+00 TO MT01 36+37

CONTRACT NO. HSR14-39
DRAWING NO. TT-D1902
SCALE AS SHOWN
SHEET NO.



PLAN MATCH LINE UPRR-1 6+19
SEE DRAWING NO. TT-D1901



PROFILE

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DATE
04/30/2019

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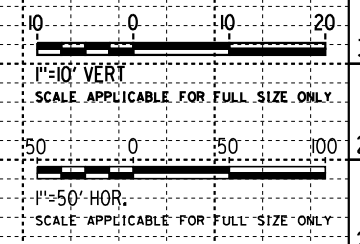
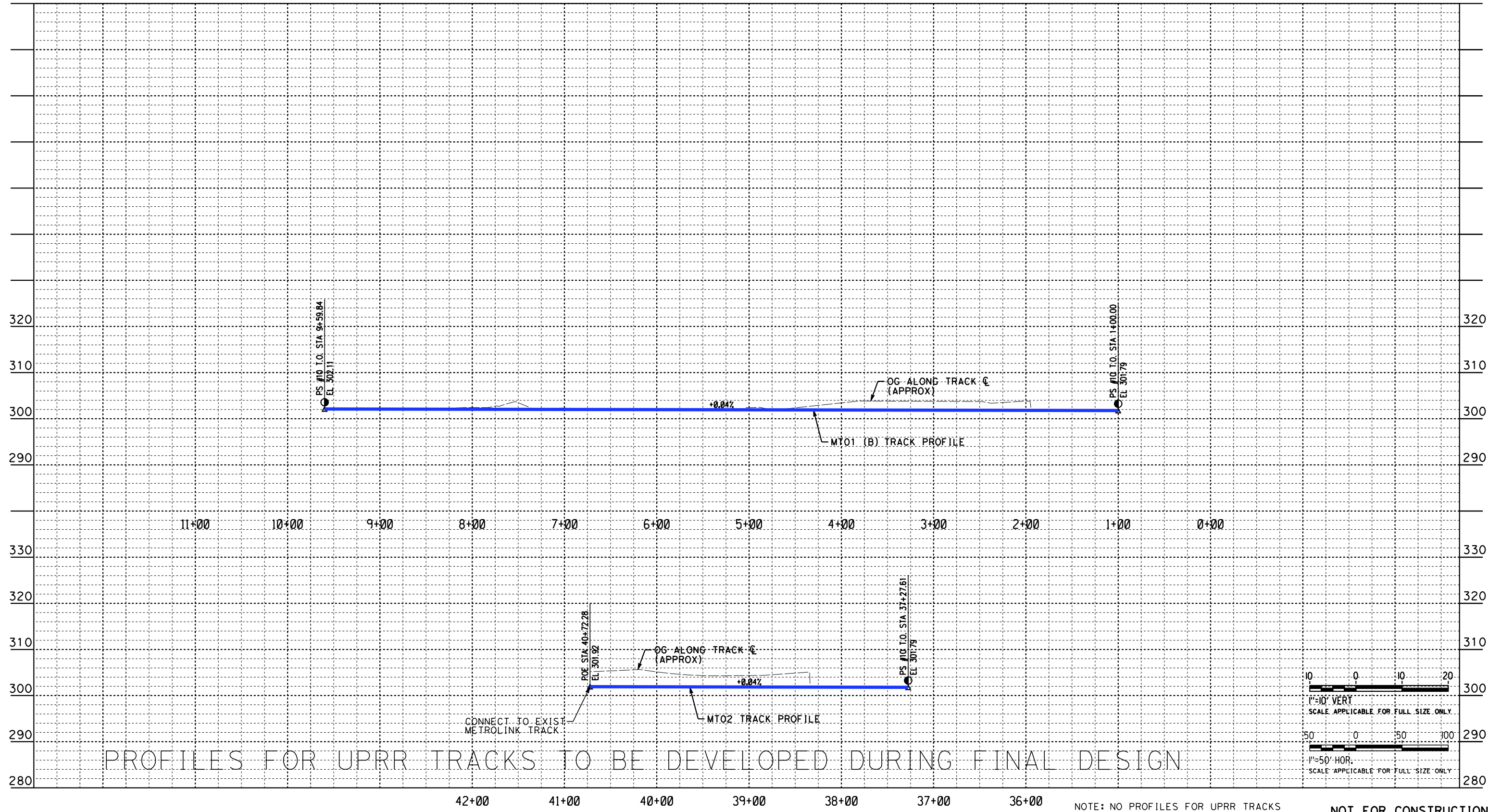


**CALIFORNIA HIGH-SPEED TRAIN PROJECT
BURBANK TO LOS ANGELES**

PEPD
METROLINK - PLAN AND PROFILE
UPRR 1 TRACK

CONTRACT NO.
HSR14-39
DRAWING NO.
TT-D1903
SCALE
AS SHOWN
SHEET NO.

4/30/2019 10:53:56 AM c:\j\p\workdir\haynesma\d0136953\k2l-TT-D1904.dgn
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 HaynesMA



NOTE: NO PROFILES FOR UPRR TRACKS

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REV	DATE	BY	CHK	APP	DESCRIPTION

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W. XU
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**CALIFORNIA HIGH-SPEED TRAIN PROJECT
 BURBANK TO LOS ANGELES**

 PEPD
 METROLINK - PROFILE
 MISSION TOWER BRIDGE

CONTRACT NO.
 HSR14-39
 DRAWING NO.
 TT-D1904
 SCALE
 AS SHOWN
 SHEET NO.

B-LA HSR1* TRACK GEOMETRY TABLE

Table with columns: STATIONING DATA (CURVE NO., DESC, BEARING, DISTANCE, STATION, NORTHING, EASTING), INPUT DATA (Dc, Ea, Eu, V (pas), V (frt), LS, I), CURVE DATA (RADIUS, Δ, L, T), SPIRAL DATA (θ, X, Y, P, K, LT, ST, Ts I/O).

TABLE CONTINUED ON DRAWING NO. TT-D6102

* TRACK NOTED ON PLANS AS "HSR1 / MT01" SOUTH OF FLETCHER DR.

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Revision table with columns: REV, DATE, BY, CHK, APP, DESCRIPTION.

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IN CHARGE K. PIRBAZARI
DATE 04/30/2019

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CALIFORNIA HIGH-SPEED TRAIN PROJECT
BURBANK TO LOS ANGELES
PEPD
HSR1 - HORIZONTAL ALIGNMENT DATA
B-LA NORTHBOUND TRACK SHEET 1 OF 2

CONTRACT NO. HSR14-39
DRAWING NO. TT-D6101
SCALE NO SCALE
SHEET NO.

B-LA HSR1* TRACK GEOMETRY TABLE (CONTINUED)

CURVE NO.	DESC	STATIONING DATA				INPUT DATA							CURVE DATA					SPIRAL DATA							
		BEARING	DISTANCE	STATION	NORTHING	EASTING	Dc degrees	Ea inches	Eu inches	V (pas) mph	V (frt) mph	LS feet	I degrees	RADIUS feet	△ degrees	L feet	T feet	θ	X	Y	P	K	LT	ST	Ts I/O
																		degrees	feet	feet	feet	feet	feet	feet	
111	TS	S34°54'22"E	934.14		3564+07.73	1857816.223	6489906.775											1°57'25"	179.98	2.05	0.51	90.00	120.01	60.01	716.48
	SC		180.00		3565+87.73	1857669.797	6490011.446				180.00														
	PI				3576+37.63	1856975.677	6490789.895					26°44'35"	2635.00	22°49'45"	1049.90	532.01									
	CS		180.00		3578+17.63	1856888.408	6490947.314																		
	ST	S61°38'57"E	351.29		3581+68.92	1856721.590	6491256.470																		
112	TS		225.00		3583+93.92	1856610.875	6491452.305				225.00							3°23'33"	224.92	4.44	1.11	112.49	150.03	75.03	566.23
	SC					1856434.053	6491738.121					3°00'56"	3.00	2.26	50	-		26°50'51"	1900.00	20°03'45"	665.30	336.09			
	PI				3590+59.22	1856169.913	6491945.935																		
	CS		225.00		3592+84.22	1855987.756	6492077.952																		
	ST	S34°48'06"E	397.63		3596+81.85	1855661.251	6492304.893																		
113	TS		270.00		3599+51.85	1855436.852	6492454.981				270.00							3°04'32"	269.92	4.83	1.21	134.99	180.03	90.02	795.40
	SC					1854996.542	6492727.199					2°16'41"	3.00	1.01	50	-		29°24'45"	2515.00	23°15'42"	1021.07	517.66			
	PI		270.00		3609+72.91	1854484.518	6492803.398																		
	CS		1342.35		3612+42.91	1854216.243	6492833.557																		
	ST	S05°23'21"E	180.00		3625+85.27	1852879.822	6492959.628																		
114	TS		180.00		3627+65.27	1852700.501	6492975.193				180.00							1°17'04"	179.99	1.34	0.34	90.00	120.00	60.00	395.41
	SC					1852486.046	6492990.584					1°25'37"	2.00	0.99	55	-		8°41'57"	4015.00	6°07'50"	429.60	215.01			
	PI		180.00		3631+94.87	1852271.173	6492982.983																		
	CS		503.46		3633+74.87	1852091.405	6492973.932																		
	ST	S03°18'37"W	180.00		3638+78.33	1851588.786	6492944.861																		
115	TS		180.00		3640+58.33	1851408.975	6492936.920				180.00							2°20'38"	179.97	2.45	0.61	89.99	120.01	60.01	405.34
	SC					1851185.111	6492933.144					2°36'16"	2.00	1.68	45	-		16°18'36"	2200.00	11°37'19"	446.26	223.90			
	PI		180.00		3645+04.59	1850965.076	6492974.544																		
	CS		280.69		3646+84.59	1850789.166	6493012.636																		
	ST	S12°59'59"E	160.00		3649+65.28	1850515.667	6493075.776																		
116	TS				3651+25.28	1850359.633	6493111.174				160.00							0°39'12"	160.00	0.61	0.15	80.00	106.67	53.33	320.09
	SC					1850203.314	6493145.389					0°49'00"	1.73	0.00	55	-		3°55'13"	7015.00	2°36'49"	319.98	160.02			
	PI		160.00		3654+45.26	1850045.598	6493172.441																		
	CS		677.91		3656+05.26	1849887.701	6493198.290																		
	ST	S09°04'46"E	80.00		3662+93.17	1849208.409	6493306.844																		
117	TS				3663+73.17	1849129.374	6493319.234				80.00							0°30'27"	80.00	0.24	40.00	0.06	53.33	26.67	190.94
	SC					1849019.714	6493335.764					1°16'08"	0.50	0.30	30	-		3°49'46"	4515.00	2°48'51"	221.75	110.90			
	PI		80.00		3665+94.93	1848909.374	6493346.889																		
	CS		119.45		3666+74.93	1848829.732	6493354.445																		
	ST	S05°37'44"E	70.00		3667+94.38	1848710.779	6493365.375																		
118	TS				3668+64.38	1848641.126	6493372.322				70.00							1°20'13"	70.00	0.54	35.00	0.14	46.67	23.33	132.13
	SC					1848579.511	6493379.437					3°49'11"	0.75	0.92	25	-		7°24'34"	1500.00	4°44'08"	123.98	62.02			
	PI		70.00		3669+88.36	1848518.693	6493391.614																		
	CS		687.91		3670+58.36	1848450.279	6493406.423																		
	ST	S12°39'34"E	70.00		3672+34.62	1848278.301	6493445.053																		
119	TS				3673+04.62	1848209.967	6493460.234				70.00							0°24'04"	70.00	0.16	35.00	0.04	46.67	23.33	188.55
	SC					1848094.150	6493485.398					1°08'45"	0.50	0.00	25	-		3°31'04"	5000.00	2°42'57"	236.99	118.52			
	PI		70.00		3675+41.62	1847977.271	6493505.047																		
	CS		188.59		3676+11.62	1847908.186	6493516.329																		
	ST	S09°08'30"E	80.00		3678+00.21	1847721.993	6493546.291																		
120	TS				3678+80.21	1847642.852	6493557.946				80.00							2°17'31"	79.99	1.07	40.00	0.27	53.34	26.67	284.52
	SC					1847441.845	6493582.092					5°43'46"	0.75	1.75	25	-		27°28'25"	1000.00	22°53'24"	399.50	202.45			
	PI		80.00		3682+79.71	1847247.275	6493526.153																		
	CS		1473.00		3683+59.71	1847171.012	6493502.007																		
	ST	S18°19'55"W			3698+32.71	1845772.765	6493038.717																		

* TRACK NOTED ON PLANS AS "HSR1 / MT01" SOUTH OF FLETCHER DR.

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REV	DATE	BY	CHK	APP	DESCRIPTION

DESIGNED BY
W. XU
DRAWN BY
W. XU
CHECKED BY
P. MAHONEY
IN CHARGE
K. PIRBAZARI
DATE
04/30/2019

PEPD RECORD SET

NOT FOR CONSTRUCTION



CALIFORNIA HIGH-SPEED TRAIN PROJECT
BURBANK TO LOS ANGELES

PEPD
HSR1 - HORIZONTAL ALIGNMENT DATA
B-LA NORTHBOUND TRACK SHEET 2 OF 2

CONTRACT NO.
HSR14-39
DRAWING NO.
TT-D6102
SCALE
NO SCALE
SHEET NO.

B-LA METROLINK (VE01) TRACK GEOMETRY TABLE

CURVE NO.	DESC	STATIONING DATA				INPUT DATA							CURVE DATA				SPIRAL DATA								
		BEARING	DISTANCE	STATION	NORTHING	EASTING	Dc	Ea	Eu	V(pos)	V(frnt)	LS	I	RADIUS	△	L	T	θs	X	Y	o	Xo	LT	ST	Ts
							degrees	inches	inches	mph	mph	feet	degrees	feet	degrees	feet	feet	degrees	feet	feet	feet	feet	feet	feet	feet
	POB			3218+36.36	1892356.129	6456489.315																			
	TS	S76°16'28"E	38.70	3218+75.06	1892346.947	6456526.910																			
	SC		100.00	3219+75.06	1892323.366	6456624.089					100.00														
501	PI				1892291.306	6456754.715	0°31'00"	0	2.25	79	55		1°54'23"	11089.47	1°23'23"	268.97	134.49								
	CS			3222+44.03	1892263.903	6456886.397																			
	ST		100.00	3223+44.03	1892243.274	6456984.246																			
	TS	S78°10'51"E	500.00	3228+44.03	1892140.862	6457473.645																			
	SC		100.00	3229+44.03	1892120.232	6457571.494																			
502	PI				1892095.397	6457690.907	0°31'00"	0	2.25	79	55		1°46'37"	11089.47	1°15'37"	243.91	121.96								
	CS			3231+87.94	1892066.579	6457809.422																			
	ST		100.00	3232+87.94	1892043.218	6457906.655																			
	TS	S76°24'14"E	5254.91	3285+42.85	1890807.914	6463014.309																			
	SC		80.00	3286+22.85	1890788.900	6463092.017																			
503	PI				1890766.331	6463186.243	1°09'00"	0.5	3.44	70	55		3°08'51"	4982.33	2°13'39"	193.71	96.87								
	CS			3288+16.56	1890738.212	6463278.965																			
	ST		80.00	3288+96.56	1890715.370	6463355.635																			
	TS	S73°15'23"E	200.00	3290+96.56	1890657.752	6463547.155																			
	SC		80.00	3291+76.56	1890634.910	6463623.825																			
504	PI				1890607.112	6463715.480	1°09'00"	0.5	3.44	70	55		3°07'19"	4982.33	2°12'07"	191.48	95.75								
	CS			3293+68.04	1890584.764	6463808.613																			
	ST		80.00	3294+48.04	1890565.715	6463886.312																			
	POE	S76°22'42"E	169.97	3296+18.00	1890525.686	6464051.497																			

B-LA METROLINK (VE02) TRACK GEOMETRY TABLE

CURVE NO.	DESC	STATIONING DATA				INPUT DATA							CURVE DATA				SPIRAL DATA								
		BEARING	DISTANCE	STATION	NORTHING	EASTING	Dc	Ea	Eu	V(pos)	V(frnt)	LS	I	RADIUS	△	L	T	θs	X	Y	o	Xo	LT	ST	Ts
							degrees	inches	inches	mph	mph	feet	degrees	feet	degrees	feet	feet	degrees	feet	feet	feet	feet	feet	feet	feet
	POB			3215+34.63	1892340.816	6456486.018																			
	TS	S76°16'28"E	38.33	3215+72.96	1892331.721	6456523.255																			
	SC		100.00	3216+72.96	1892308.140	6456620.434																			
601	PI				1892275.411	6456753.802	0°31'00"	0	2.25	79	55		1°56'08"	11089.47	1°25'08"	274.61	137.31								
	CS			3219+47.57	1892247.499	6456888.261																			
	ST		100.00	3220+47.57	1892226.919	6456986.120																			
	TS	S78°12'36"E	500.00	3225+47.57	1892124.756	6457475.572																			
	SC		100.00	3226+47.57	1892104.176	6457573.431																			
602	PI				1892078.825	6457695.620	0°31'00"	0	2.25	79	55		1°48'22"	11089.47	1°17'22"	249.55	124.78								
	CS			3228+97.12	1892049.344	6457816.878																			
	ST		100.00	3229+97.12	1892025.982	6457914.111																			
	TS	S76°24'14"E	5241.40	3282+38.52	1890793.855	6463008.631																			
	SC		80.00	3283+18.52	1890774.841	6463086.338																			
603	PI				1890751.832	6463182.384	1°09'00"	0.5	3.44	70	55		3°11'26"	4982.33	2°16'14"	197.45	98.74								
	CS			3285+15.97	1890723.103	6463276.877																			
	ST		80.00	3285+95.97	1890700.203	6463353.529																			
	TS	S73°12'48"E	200.00	3287+95.97	1890642.441	6463545.006																			
	SC		80.00	3288+75.97	1890619.542	6463621.659																			
604	PI				1890589.002	6463722.155	1°09'00"	0.5	3.44	70	55		3°20'05"	4982.33	2°24'53"	209.98	105.01								
	CS			3290+85.95	1890564.776	6463824.358																			
	ST		80.00	3291+65.95	1890545.957	6463902.113																			
	POE	S76°32'53"E	150.00	3293+15.95	1890511.063	6464047.997																			

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REV	DATE	BY	CHK	APP
DESCRIPTION				

DESIGNED BY	W. XU
DRAWN BY	W. XU
CHECKED BY	P. MAHONEY
IN CHARGE	K. PIRBAZARI
DATE	04/30/2019

**PEPD
RECORD SET**

**NOT FOR
CONSTRUCTION**



**CALIFORNIA HIGH-SPEED TRAIN PROJECT
BURBANK TO LOS ANGELES**

PEPD
METROLINK (VE01) - HORIZONTAL ALIGNMENT DATA
B-LA VE01 & VE02 TRACK (VENTURA SUB)

CONTRACT NO.	HSR14-39
DRAWING NO.	TT-D6105
SCALE	NO SCALE
SHEET NO.	

B-LA MT01 TRACK GEOMETRY TABLE

CURVE NO.		STATIONING DATA				INPUT DATA							CURVE DATA				SPIRAL DATA												
		DESC	BEARING	DISTANCE	STATION	NORTHING	EASTING	Dc degrees	Ea inches	Eu (pas) inches	Eu (frt) inches	V (pas) mph	V (frt) mph	LS feet	I degrees	RADIUS feet	Δ degrees	L feet	T feet	θ degrees	X feet	Y feet	P feet	K feet	LT feet	ST feet	Ts l/O feet		
#20 TO	PS	N43°57'03"W	61.04	259+66.82	1864196.088	6486215.653																							
	PITO	N41°05'12"W	410.25	260+27.86	1864240.032	6486173.288					45																		
#20 TO	PITO	N43°57'03"W	61.04	264+38.11	1864549.245	6485903.672																							
	PS	N43°57'03"W	122.00	264+99.15	1864593.190	6485861.308					45																		
#20 TO	PS	N43°57'03"W	61.04	266+21.15	1864681.022	6485776.635																							
	PITO	N41°05'12"W	300.19	266+82.19	1864724.969	6485734.269					45																		
#20 TO	PITO	N43°57'03"W	61.04	269+82.38	1864951.224	6485536.987																							
	PS	N41°05'12"W	508.97	270+43.42	1864995.169	6485494.623					45																		
#20 TO	PITO	N43°57'03"W	61.04	275+52.39	1865361.594	6485141.378																							
	PS	N43°57'03"W	881.64	276+13.43	1865405.539	6485099.013					45																		
#14 TO	PITO	N43°57'03"W	39.97	284+95.07	1866040.263	6484487.120																							
	PS	N43°57'03"W	698.62	285.35+04	1866069.040	6484459.378					45																		
304 *	TS		100.00	292+33.66	1866572.006	6483974.503																							
	SC			293+33.66	1866644.167	6483905.274														0°25'00"	100.00	0.24	0.06	50.00	66.67	33.33	1656.44		
	PI				1866894.825	6483667.124	0°50'00"	1.50	2.14	0.26	79	55			6875.55	5°45'28"	690.92	345.75											
	CS			300+24.58	1867168.110	6483455.322																							
	SC		100.00	301+24.58	1867247.525	6483394.550															0°38'19"	100.00	0.50	0.03	23.37	55.08	44.92	---	
	PI				1867546.533	6483168.100	0°26'38"	1.50	0.44	-0.56	79	55			12910.96	3°19'41"	749.95	375.08											
	PCC			308+74.53	1867858.183	6482959.391																							
	PI				1867915.256	6482921.170	1°00'00"	1.50	2.87	0.62	79	55		20°56'25"	5729.65	1°22'25"	137.37	68.69											
	PCC			310+11.90	1867973.229	6482884.328																							
	PI				1868209.216	6482734.357	0°28'38"	1.50	0.58	-0.49	79	55			12005.78	2°40'06"	559.12	279.61											
	CS			225.00	315+71.01	1868451.929	6482595.534																						
	SC				317+96.01	1868648.468	6482486.013							225.00						1°22'50"	224.98	2.51	0.10	40.91	120.84	104.17	---		
	PI				324+77.92	1868948.624	6482323.806	0°45'00"	1.50	1.78	0.09	79	55		7639.49	5°06'51"	681.91	341.18											
	CS			70.00	324+77.92	1869262.045	6482189.001																						
	ST				325+47.92	1869326.433	6482161.540							70.00						0°15'45"	70.00	0.11	0.03	35.00	46.67	23.33	1696.91		
#20 TO	PITO	N23°00'38"W	320.68	328+68.60	1869621.595	6482036.187					45																		
	PS	N23°00'38"W	118.00	329+29.64	1869677.778	6482012.326					45																		
#20 TO	PS	N23°00'38"W	61.04	330+47.64	1869786.388	6481966.198																							
	PITO	N23°00'38"W	360.90	331+08.68	1869842.572	6481942.338																							
#14 TO	PS	N23°00'38"W	42.13	334+69.58	1870174.759	6481801.264					45																		
	PITO	N23°00'38"W	8508.95	335+11.71	1870213.536	6481784.796																							
#14 TO	PITO	N23°00'38"W	42.13	420+20.66	1878045.460	6478458.655					45																		
	PS	N23°00'38"W	51.91	420+62.79	1878084.238	6478442.186																							
303	TS		100.00	421+14.70	1878132.022	6478421.893					45																		
	SC			422+14.70	1878224.020	6478382.696														0°12'00"	100.00	0.12	0.03	50.00	66.67	33.33	2582.42		
	PI				1878315.927	6478343.284	0°24'00"	0.75	1.00	0.10	79	55			14323.80	0°48'00"	200.00	100.00											
	CS			424+14.70	1878407.276	6478302.593																							
	SC		150.00	425+64.70	1878543.810	6478240.483															1°03'07"	149.99	1.18	0.10	45.08	85.74	64.26	---	
	PI				1878720.741	6478157.744	1°00'09"	1.00	2.63	0.76	79	55		33°06'45"	5715.00	3°54'53"	390.49	195.32											
	CS			429+55.19	1878891.611	6478063.119																							
	SC		100.00	430+55.19	1878978.716	6478014.002															0°49'09"	100.00	0.66	0.03	18.30	53.73	46.27	---	
	PI				1880774.059	6476985.954	0°38'08"	1.00	1.90	0.41	79	55			9015.00	25°51'00"	4067.27	2068.85											
	CS			471+22.44	1881941.511	6475277.975																							
	ST			150.00	472+72.44	1882025.468	6475153.673														0°28'36"	150.00	0.42	0.10	75.00	100.00	50.00	2720.60	
	#20 TO	PS	N56°07'23"W	3927.08	511+99.51	1884214.469	6471893.275					45																	
		PITO	N56°07'23"W	91.00	512+90.51	1884265.194	6471817.724																						
	#20 TO	PITO	N56°07'23"W	1487.87	527+58.38	1885083.402	6470599.047					45																	
		PS	N56°07'23"W	91.00	528+49.38	1885134.127	6470523.496																						
302	TS	N56°07'23"W	1611.91	544+61.29	1886032.623	6469185.234																							
	SC		50.00	545+11.29	1886060.539	6469143.753																							
	PI				1886100.688	6469084.374	0°45'00"	0.50	2.78	1.09	79	55		1°27'00"	7639.49	1°04'30"	143.35	71.68											
	CS			546+54.64	1886141.944	6469025.759																							
	ST		50.00	547+04.64	1886170.812	6468984.935															0°11'15"	50.00	0.05	0.01	25.00	33.33	16.67	121.68	
301	TS	N54°40'22"W	930.90	556+35.55	1886709.107	6468225.438																							
	SC		100.00	557+35.55	1886767.168	6468144.020																							

B-LA MT02 TRACK GEOMETRY TABLE (CONTINUED)

		STATIONING DATA					INPUT DATA							CURVE DATA				SPIRAL DATA									
CURVE NO.	DESC	BEARING	DISTANCE	STATION	NORTHING	EASTING	Dc	Ea	Eu (pas)	Eu (ftr)	V (pas)	V (ftr)	LS	I	RADIUS	Δ	L	T	θ	X	Y	P	K	LT	ST	Ts I/O	
							degrees	inches	inches	inches	mph	mph	feet	degrees	feet	degrees	feet	feet	degrees	feet	feet	feet	feet	feet	feet	feet	feet
#24 TO	PITO	N56°07'23"W	3143.80	516+49.82	1884453.326	6471510.602																					
	PS	N56°07'23"W	91.00	517+40.82	1884504.050	6471435.050																					
#24 TO	PS	N56°07'23"W	269.60	520+10.42	1884654.329	6471211.218																					
	PITO	N56°07'23"W	91.00	521+01.42	1884705.054	6471135.667																					
#24 TO	PITO	N56°07'23"W	716.42	528+17.83	1885104.393	6470540.872																					
	PS	N56°07'23"W	91.00	529+08.83	1885155.118	6470465.320																					
402	TS	N56°07'23"W	1589.79	544+98.62	1886041.286	6469145.422																					
	SC		50.00	545+48.62	1886069.202	6469103.940							50.00						0°11'14"	50.00	0.05	0.01	25.00	33.33	16.67	122.41	
402	PI				1886109.759	6469043.956	0°44'55"	0.50	2.77	1.09	79	55		1°27'30"	7654.49	1°05'02"	144.81	72.41									
	CS			546+93.43	1886151.444	6468984.750																					
402	ST		50.00	547+43.43	1886180.318	6468943.930							50.00						0°11'14"	50.00	0.05	0.01	25.00	33.33	16.67	122.41	
	TS	N54°39'53"W	1094.23	558+37.66	1886813.175	6468051.279																					
401	SC		100.00	559+37.66	1886871.248	6467969.870							100.00						0°30'00"	100.00	0.29	0.07	50.00	66.67	33.33	322.76	
	PI				1886996.632	6467796.246	1°00'00"	1.00	3.37	1.12	79	55		5°26'44"	5729.65	4°16'52"	428.13	214.16									
401	CS			563+65.78	1887134.627	6467632.468																					
	SC		100.00	564+65.78	1887199.578	6467556.433							100.00							0°39'52"	100.00	0.48	0.05	33.55	58.41	41.59	305.79
	POE	N49°13'08"W	0.00	564+65.78	1887199.578	6467556.433																					

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REV	DATE	BY	CHK	APP	DESCRIPTION

DESIGNED BY
W. XU
DRAWN BY
W. XU
CHECKED BY
P. MAHONEY
IN CHARGE
K. PIRBAZARI
DATE
04/30/2019

PEPD RECORD SET

NOT FOR CONSTRUCTION



**CALIFORNIA HIGH-SPEED TRAIN PROJECT
BURBANK TO LOS ANGELES**

PEPD
METROLINK (MT02) - HORIZONTAL ALIGNMENT DATA
B-LA MT02 TRACK (VALLEY SUB) SHEET 2 OF 2

CONTRACT NO.
HSR14-39
DRAWING NO.
TT-D6108
SCALE
NO SCALE
SHEET NO.

B-LA PROPOSED UPRR SIDING (SDNG) TRACK GEOMETRY TABLE

STATIONING DATA						INPUT DATA							CURVE DATA				SPIRAL DATA									
CURVE NO.	DESC	BEARING	DISTANCE	STATION	NORTHING	EASTING	Dc degrees	Ea inches	Eu inches	V (pas) mph	V (frt) mph	LS feet	I degrees	RADIUS feet	Δ degrees	L feet	T feet	θ degrees	X feet	Y feet	P feet	K feet	LT feet	ST feet	Ts I/O feet	
#14 TO	PS			100+02.40	1892584.369	6455543.111																				
	PITO	S76°24'53"E	42.13	100+44.53	1892574.473	6455584.061																				
1001	PC	S80°30'35"E	282.22	103+26.75	1892527.942	6455862.415																				
	PI				1892516.693	6455929.705	3°00'00"	0.00	0.84	-	20		4°05'29"	1910.00	4°05'29"	136.39	68.22									
	PT			104+63.12	1892500.672	6455996.021																				
	PC	S76°25'06"E	2867.12	133+30.24	1891827.389	6458782.969																				
1002	PI				1891811.370	6458849.274	3°00'00"	0.00	0.84	-	20		4°05'27"	1910.00	4°05'27"	136.37	68.21									
	PT			134+66.59	1891790.663	6458914.268																				
	PITO	S72°19'40"E	282.24	137+48.83	1891704.982	6459183.190																				
#14 TO	PS	S76°24'45"E	42.13	137+90.96	1891695.086	6459224.136																				

B-LA UPRR TEMPORARY SIDING (TSDG) TRACK GEOMETRY TABLE

STATIONING DATA						INPUT DATA							CURVE DATA				SPIRAL DATA									
CURVE NO.	DESC	BEARING	DISTANCE	STATION	NORTHING	EASTING	Dc degrees	Ea inches	Eu inches	V (pas) mph	V (frt) mph	LS feet	I degrees	RADIUS feet	Δ degrees	L feet	T feet	θ degrees	X feet	Y feet	P feet	K feet	LT feet	ST feet	Ts I/O feet	
1011	POB			127+00.00	1891975.387	6458170.351																				
	PC	S76°25'06"E	636.62	133+36.62	1891825.889	6458789.173																				
	PI				1891813.528	6458840.342	1°30'00"	0.00	0.42	-	20		1°34'45"	3819.83	1°34'45"	105.28	52.64									
	PT	S77°59'51"E	100.00	134+41.90	1891802.581	6458891.832																				
1012	PC			135+41.90	1891781.785	6458989.646																				
	PI				1891772.285	6459034.331	1°30'00"	0.00	0.42	-	20		1°22'13"	3819.83	1°22'13"	91.36	45.68									
#10 TO	PT			136+33.26	1891761.719	6459078.776																				
	PITO	S76°37'38"E	150.00	137+83.26	1891727.026	6459224.709																				
	PS	S82°21'07"E	32.92	138+16.18	1891722.645	6459257.334																				

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REV	DATE	BY	CHK	APP	DESCRIPTION

DESIGNED BY
W. XU
DRAWN BY
W. XU
CHECKED BY
P. MAHONEY
IN CHARGE
K. PIRBAZARI
DATE
04/30/2019

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**CALIFORNIA HIGH-SPEED TRAIN PROJECT
BURBANK TO LOS ANGELES**

PEPD
UPRR SIDING (SDNG) - HORIZONTAL ALIGNMENT DATA
B-LA SIDING TRACK

CONTRACT NO.
HSR14-39
DRAWING NO.
TT-D6112
SCALE
NO SCALE
SHEET NO.

B-LA GLENDALE SLIDE TRACK GEOMETRY TABLE

		STATIONING DATA				INPUT DATA						CURVE DATA				SPIRAL DATA										
CURVE NO.	DESC	BEARING	DISTANCE	STATION	NORTHING	EASTING	Dc	Ea	Eu	V(PAS)	V(FRT)	LS	I	RADIUS	Δ	L	T	θs	X	Y	P	k	LT	ST	Ts	
							degrees	inches	inches	mph	mph	feet	degrees	feet	degrees	feet	feet	degrees	feet	feet	feet	feet	feet	feet	feet	feet
#14 TO	PS	N23°00'38"W	42.13	10+00.00	1870174.900	6481801.204																				
	PITO	N18°55'11"W	159.10	10+42.13	1870213.678	6481784.796																				
1102	PC			12+01.23	1870364.186	6481733.147																				
	PI				1870412.588	6481716.557	4°00'00"	0.00	2.52	30	20		4°05'27"	1432.69	4°05'27"	102.29	51.17									
	PT			13+03.50	1870459.684	6481696.556																				
1101	PC	N23°00'38"W	7986.99	92+90.50	1877811.181	6478574.447																				
	PI				1877858.277	6478554.446	4°00'00"	0.00	2.52	30	20		4°05'27"	1432.69	4°05'27"	102.29	51.17									
	PT			93+92.77	1877903.826	6478531.137																				
#14 TO	PITO	N27°06'04"W	159.08	95+51.87	1878045.460	6478458.655																				
	PS	N23°00'38"W	42.13	95+94.00	1878084.238	6478442.186																				

B-LA TERRY LUMBER SPUR TRACK GEOMETRY TABLE

		STATIONING DATA				INPUT DATA						CURVE DATA				SPIRAL DATA										
CURVE NO.	DESC	BEARING	DISTANCE	STATION	NORTHING	EASTING	Dc	Ea	Eu	V(PAS)	V(FRT)	LS	I	RADIUS	Δ	L	T	θs	X	Y	P	k	LT	ST	Ts	
							degrees	inches	inches	mph	mph	feet	degrees	feet	degrees	feet	feet	degrees	feet	feet	feet	feet	feet	feet	feet	feet
#15 TO	PS	S43°57'03"E	39.97	10+00.00	1866069.040	6484459.378																				
	PITO	S47°46'09"E	170.67	10+39.97	1866040.263	6484487.120																				
1201	PC			12+10.64	1865925.551	6484613.492																				
	PI				1865888.869	6484653.903	3°30'00"	0.00	2.20	30	20		3°49'06"	1637.28	3°49'06"	109.11	54.58									
	PT			13+19.74	1865849.578	6484691.781																				
1202	PC	S43°57'03"E	1315.99	26+35.73	1864902.150	6485605.132																				
	PI				1864786.319	6485716.797	23°00'00"	0.00	1.61	10	10		65°21'46"	250.79	65°21'46"	286.10	160.89									
	PT			29+19.91	1864839.531	6485868.633																				
	POE	N70°41'11"E	29.50	29+49.41	1864849.287	6485896.469																				

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DESIGNED BY
W. XU
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W. XU
CHECKED BY
P. MAHONEY
IN CHARGE
K. PIRBAZARI
DATE
04/30/2019

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**CALIFORNIA HIGH-SPEED TRAIN PROJECT
BURBANK TO LOS ANGELES**

PEPD
GLENDALE SLIDE & TERRY LUMBER - HORIZONTAL ALIGN DATA
B-LA SLIDE & SPUR TRACKS

CONTRACT NO.
HSR14-39
DRAWING NO.
TT-D6113
SCALE
NO SCALE
SHEET NO.

B-LA MT01 NORTHBOUND TRACK @ MISSION TOWER BRIDGE GEOMETRY TABLE																										
STATIONING DATA						INPUT DATA						CURVE DATA					SPIRAL DATA									
CURVE NO.	DESC	BEARING	DISTANCE	STATION	NORTHING	EASTING	Dc degrees	Ea inches	Eu inches	V(PAS) mph	V(FRT) mph	LS feet	I degrees	RADIUS feet	△ degrees	L feet	T feet	θs degrees	X feet	Y feet	P feet	k feet	LT feet	ST feet	Ts feet	
1301	POB	N00°48'58"W	95.83	37+33.24	1844531.103	6493128.846																				
	PC				1844626.937	6493127.481																				
	PI				1844690.763	6493126.572	12°00'00"	0.50	2.86	20	20		15°12'07"	478.34	15°12'07"	126.91	63.83									
	PT				38+59.93	1844752.593	6493142.431																			
#10 TO	PS	N14°23'09"E	0.21	38+60.14	1844752.801	6493142.484																				
	PITO	N14°23'09"E	32.92	38+93.06	1844784.687	6493150.663																				
	PC	N14°23'09"E	99.05	39+92.11	1844880.636	6493175.273																				
1302	PI				1844986.180	6493202.344	9°30'00"	0.00	2.66	20	20		20°27'31"	603.80	20°27'31"	215.60	108.96									
	PT				42+07.47	1845075.604	6493264.599																			
	PC	N34°50'40"E	108.13	43+15.60	1845164.352	6493326.382																				
1303	PI				1845228.633	6493371.132	6°00'00"	0.00	1.68	20	20		9°22'25"	955.37	9°22'25"	156.30	78.32									
	PT				44+71.83	1845299.343	6493404.815																			
	PITO	N25°28'15"E	120.64	45+92.47	1845408.262	6493456.699																				
#10 TO	PS	N25°28'15"E	32.92	46+25.39	1845437.981	6493470.855																				
	PC	N25°28'15"E	0.98	46+26.37	1845438.863	6493471.276																				
	PI				1845547.058	6493522.814	12°00'00"	0.50	2.86	20	20		28°07'50"	478.34	28°07'50"	234.85	119.84									
#10 TO	PT				48+60.79	1845666.771	6493517.253																			
	PITO	N02°39'35"W	115.68	49+76.47	1845782.329	6493511.885																				
	PS	N02°39'35"W	32.92	50+09.39	1845815.212	6493510.357																				
	PC	N02°39'35"W	7.88	50+17.27	1845823.084	6493509.991																				
1305	PI				1845892.497	6493506.767	12°00'00"	0.50	2.86	20	20		16°31'51"	478.34	16°31'51"	138.01	69.49									
	PT				51+55.03	1845959.958	6493523.426																			

B-LA MT01 (B) NORTHBOUND CONNECTION TRACK @ MISSION TOWER BRIDGE GEOMETRY TABLE																											
STATIONING DATA						INPUT DATA						CURVE DATA					SPIRAL DATA										
CURVE NO.	DESC	BEARING	DISTANCE	STATION	NORTHING	EASTING	Dc degrees	Ea inches	Eu inches	V(PAS) mph	V(FRT) mph	LS feet	I degrees	RADIUS feet	△ degrees	L feet	T feet	θs degrees	X feet	Y feet	P feet	k feet	LT feet	ST feet	Ts feet		
#10 TO	POB	N83°12'49"E	248.16	1+00.00	1845072.593	6492751.603																					
	PS				3+48.16	1845101.918	6492998.022																				
	PITO	N83°12'58"E	32.92	3+81.08	1845105.806	6493030.710																					
1311	PC	N77°29'29"E	91.00	4+72.08	1845125.516	6493119.551																					
	PI				1845168.043	6493311.242	12°30'00"	0.50	3.00	20	20		46°17'45"	459.28	46°17'45"	371.10	196.35										
	PT				8+42.44	1845336.003	6493412.944																				
#10 TO	PITO	N31°11'44"E	84.47	9+26.92	1845408.262	6493456.699																					
	PS	N25°28'15"E	32.92	9+59.84	1845437.981	6493470.855																					

B-LA MT02 SOUTHBOUND TRACK @ MISSION TOWER BRIDGE GEOMETRY TABLE																											
STATIONING DATA						INPUT DATA						CURVE DATA					SPIRAL DATA										
CURVE NO.	DESC	BEARING	DISTANCE	STATION	NORTHING	EASTING	Dc degrees	Ea inches	Eu inches	V(PAS) mph	V(FRT) mph	LS feet	I degrees	RADIUS feet	△ degrees	L feet	T feet	θs degrees	X feet	Y feet	P feet	k feet	LT feet	ST feet	Ts feet		
1321	POB	N83°13'04"E	201.92	37+27.61	1845087.488	6492749.830																					
	PC				39+29.53	1845111.334	6492950.336																				
	PI				1845117.930	6493005.795	6°00'00"	0.00	1.68	20	20		6°41'29"	955.37	6°41'29"	111.57	55.85										
	PT				40+41.05	1845130.943	6493060.108																				
POE					40+72.28	1845138.219	6493090.476																				

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W. XU
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W. XU
CHECKED BY
P. MAHONEY
IN CHARGE
K. PIRBAZARI
DATE
04/30/2019

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CALIFORNIA HIGH-SPEED TRAIN PROJECT
BURBANK TO LOS ANGELES

PEPD
METROLINK - HORIZONTAL ALIGNMENT DATA
B-LA NORTHBOUND AND SOUTHBOUND TRACK

CONTRACT NO.
HSR14-39
DRAWING NO.
TT-D6114
SCALE
NO SCALE
SHEET NO.

B-LA UPRR-1 TRACK @ MISSION TOWER BRIDGE GEOMETRY TABLE

STATIONING DATA						INPUT DATA						CURVE DATA				SPIRAL DATA										
CURVE NO.	DESC	BEARING	DISTANCE	STATION	NORTHING	EASTING	Dc	Ea	Eu	V(PAS)	V(FRT)	LS	I	RADIUS	Δ	L	T	θs	X	Y	P	k	LT	ST	Ts	
							degrees	inches	inches	mph	mph	feet	degrees	feet	degrees	feet	feet	degrees	feet	feet	feet	feet	feet	feet	feet	
#10 TO	PS			1+00.00	1845815.212	6493510.357																				
	PITO	S02°39'35"E	32.92	1+32.92	1845782.329	6493511.885																				
	PC	S08°23'04"E	85.78	2+18.70	1845697.466	6493524.393																				
1331	PI				1845244.027	6493591.226	11°00'00"	0.50	2.58	20	20			521.67	82°36'17"	752.11	458.34									
	PT			9+69.65	1845251.940	6494049.495																				
	POE	S20°31'29"E	00.00	9+69.65	1845251.940	6494049.495																				

B-LA UPRR-2 TRACK @ MISSION TOWER BRIDGE GEOMETRY TABLE

STATIONING DATA						INPUT DATA						CURVE DATA				SPIRAL DATA										
CURVE NO.	DESC	BEARING	DISTANCE	STATION	NORTHING	EASTING	Dc	Ea	Eu	V(PAS)	V(FRT)	LS	I	RADIUS	Δ	L	T	θs	X	Y	P	k	LT	ST	Ts	
							degrees	inches	inches	mph	mph	feet	degrees	feet	degrees	feet	feet	degrees	feet	feet	feet	feet	feet	feet	feet	
#10 TO	PS			4+48.16	1845101.918	6492998.022																				
	PITO	N83°12'52"E	32.92	4+81.08	1845105.806	6493030.710																				
	PC	N83°12'52"E	144.09	6+25.17	1845122.828	6493173.793																				
1341	PI				1845130.540	6493238.601	2°15'00"	0.00	0.63	20	20			2546.64	2°56'10"	130.50	65.27									
	PT			7+55.66	1845141.560	6493302.929																				
	PC	N80°16'42"E	203.68	9+59.34	1845175.954	6493503.681																				
1342	PI				1845187.243	6493569.576	2°15'00"	0.00	0.63	20	20			2546.64	3°00'27"	133.68	66.86									
	PT			10+93.01	1845195.059	6493635.973																				
	POE	N26°14'58"E	00.00	10+93.01	1845195.059	6493635.973																				

B-LA UPRR-3 TRACK @ MISSION TOWER BRIDGE GEOMETRY TABLE

STATIONING DATA						INPUT DATA						CURVE DATA				SPIRAL DATA										
CURVE NO.	DESC	BEARING	DISTANCE	STATION	NORTHING	EASTING	Dc	Ea	Eu	V(PAS)	V(FRT)	LS	I	RADIUS	Δ	L	T	θs	X	Y	P	k	LT	ST	Ts	
							degrees	inches	inches	mph	mph	feet	degrees	feet	degrees	feet	feet	degrees	feet	feet	feet	feet	feet	feet	feet	
#10 TO	PS			0+00.00	1844752.801	6493142.484																				
	PITO	N14°23'09"E	32.92	0+32.92	1844784.687	6493150.663																				
	PC	N20°06'38"E	84.42	1+17.34	1844863.960	6493179.689																				
1351	PI				1845140.161	6493280.822	12°00'00"	0.50	2.86	20	20			478.34	63°10'31"	527.42	294.13									
	PT			6+43.80	1845174.549	6493572.939																				
	POE	N83°17'09"E	83.49	7+27.29	1845184.311	6493655.859																				

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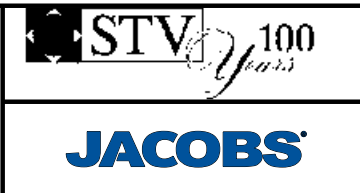
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REV	DATE	BY	CHK	APP	DESCRIPTION

DESIGNED BY
W. XU
DRAWN BY
W. XU
CHECKED BY
P. MAHONEY
IN CHARGE
K. PIRBAZARI
DATE
04/30/2019

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**CALIFORNIA HIGH-SPEED TRAIN PROJECT
BURBANK TO LOS ANGELES**

PEPD
UPRR - HORIZONTAL ALIGNMENT DATA
B-LA NORTHBOUND AND SOUTHBOUND TRACK

CONTRACT NO.
HSR14-39
DRAWING NO.
TT-D6115
SCALE
NO SCALE
SHEET NO.