CALIFORNIA HIGH-SPEED TRAIN
Engineering Plans

Burbank to Los Angeles

Volume 5
General, Stations & Trackside Access
April 2019
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THE BURBANK TO LOS ANGELES (B-LA) SEGMENT BEGINS SOUTH OF THE PROPOSED BURBANK-MANHATTAN BEACH 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 SEGMENT (LOS ANGELES CORRIDOR). THE CALIFORNIA HIGH-SPEED RAIL AUTHORITY (AUTHORITY) HAS ADOPTED A STRATEGY TO ELECTRICALLY DEPOT EXISTING RAIL SYSTEMS ON SHARED INFRASTRUCTURE TO ACCELERATE AND FUND INNOVATION, IMPROVE EFFICIENCY, MAXIMIZE COMMUNITY BENEFITS, AND REDUCE CONSTRUCTION COSTS. THE TECHNICAL REQUIREMENTS NEEDED TO ALLOW JOINT OPERATION OF HIGH-SPEED RAIL, CONVENTIONAL PASSENGER RAIL, AND FREIGHT RAIL WITHIN THE BLENDED SYSTEM COMBINE BETWEEN BURBANK AND LOS ANGELES UNION STATION (LAUS) ARE BASED ON:

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

THE BASIS OF DESIGN ELEMENTS THAT DIFFER BETWEEN BLENDED OPERATION AND THE INDIVIDUAL HIGH-SPEED OPERATION ARE DEFINED IN THE TM 0.3.1, 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 OPERATIONS BASED ON THE PREFERRED 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 RAILWAYS THAT OPERATE IN THE B-LA CORRIDOR WILL BE MAINTAINED.
   THE RAILROAD OPERATORS AND RIGHT-OF-WAY OWNERS ARE:
   AUTHORITY: UNIFIED PACIFIC RAILROAD
   AMTRAK
   UNION PACIFIC RAILROAD
   AMTRAK
   UNION PACIFIC RAILROAD

2. DESIGN SPEEDS
   SPEEDS 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 3-5 AND SR-134, NORTH OF UW ACCESS ROAD, AND FROM DORNET TRESTLE 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 CLOSED WITH NO AT-GRADE CROSSINGS, INTRUSION PROTECTION AND/OR INTRUSION MONITORING WILL BE EMPLOYED WITH MITIGATION 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 SUPERSERVICE TO ALTERNATE SYSTEMS. TRACK ALIGNMENT DESIGN STANDARDS ARE BASED ON MOST 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 THE (2) AT-GRADE CROSSINGS IN THE CITY OF GLENDALE,リスク BASED POTENTIAL MITIGATION MEASURES SUCH AS PEDESTRIAN CROSSING/UNDERGROUND WILL BE CONSIDERED.

   THE AUTHORITY HAS DEVELOPED A LIST OF PROJECTS THAT WILL BE FULLY FUNDED OR PRIORITY-LEVEL FUNDED FROM HSR ENVIRONMENTAL AND DESIGN PROJECTS AND PROJECTS THAT ARE TO BE FULLY FUNDED BY THE AUTHORITY. THE CROSSES RECEIVING FUNDS FROM THE HSR AUTHORITY ARE:
   1. LINK US
   2. ADDITIONAL PROJECTS UNDER NEGOTIATION
   3. LACMA SALERI SPERRY OVERPASS

   ALL OTHER CROSSINGS, NEW OR REQUIRING MODIFICATIONS, WILL BE INCLUDED ENVIRONMENTALLY BY HSR EXCEPT FOR:
   1. LINK US
   2. ADDITIONAL PROJECTS UNDER NEGOTIATION.

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 (RECEIVED 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 TRAINS. 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:
    BURBANK AIRPORT STATION & LOS ANGELES UNION STATION
    STORAGE TRACKS FOR OVERNIGHT LAYOUT AT LOS ANGELES UNION STATION, CURRENT DESIGNS TO BE MODIFIED PER UPDATING 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 ELECTRIC TRAINS.

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 PARALLELING TRACKS.
    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 NOT ALLOWED DUE TO HIGH VOLUME OF CROSSING TRACKS. THE HSR TRACKS WILL RUN ALONGSIDE THE WESTERN SIDE OF THE VW BUILDINGS TO AVOID DIAMOND CROSSINGS.

15. STRUCTURAL DESIGN
    ALL EXISTING AT-GRADE ROADWAY/RAIL CROSSINGS WILL BE GRADE SEPARATED EXCEPT FOR POSSIBLY THE (2) AT-GRADE CROSSINGS IN THE CITY OF GLENDALE, RISK BASED POTENTIAL MITIGATION MEASURES SUCH AS PEDESTRIAN CROSSING/UNDERGROUND WILL BE CONSIDERED.

THE AUTHORITY SYSTEMS TEAM DIRECTED THE FOLLOWING UPDATES AT A MEETING OF THE AUTHORITY AND STAKEHOLDERS.

- ELIMINATE BACK TO BACK PARALLELING STATION
- MANTAIN STANDARD LAYOUTS FOR PASSENGER AND FREIGHT TRAINS

- POWER SOURCE WILL BE BASED ON DISCUSSIONS BETWEEN THE AUTHORITY AND UTILITIES.
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GENERAL NOTES

VOLUME 1
1. FOR UPRIGHT ALIGNMENTS, SEE "11-D10005 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 NTHO'S LINUS TEAM. THE ALIGNMENT THAT IS SHOWN IS BASED ON LATEST COORDINATION WITH THEIR TEAM, SHOWN FOR REFERENCE ONLY AND SUBJECT TO CHANGE.
5. SCBRA TURNOUT GEOMETRY IS BASED ON THE 2009 EDITION OF THE SCBRA ENGINEERING STANDARDS.
6. PROPOSED FENCE, WHERE INDICATED ON PLANS, REPRESENT AN ACCESS CONTROL WALL. FOR PROPERTY PROTECTION, REFER TO PLAN 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 2.
9. FOR ACCESS DETERRING SOLID BARRIER RAILING TO BE INSTALLED ON ALL EXISTING AND PROPOSED OVERHEAD BRIDGE STRUCTURES CROSSING HSR TRACKS PER RDP DIRECTIVE NO. 006.

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 VOLUME 2.
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 DETERRING SOLID BARRIER RAILING TO BE INSTALLED ON ALL EXISTING AND PROPOSED OVERHEAD BRIDGE STRUCTURES CROSSING HSR TRACKS PER RDP DIRECTIVE NO. 006.

VOLUME 4
EXISTING COMPOSITE UTILITY NOTES:
1. FOR TRACK INFORMATION, SEE TRACK PLANS IN VOLUME 1.
2. FOR UTILITY CONFLICTS ON CROSSING STREETS AT EXISTING GRADE SEPARATIONS ARE IDENTIFIED IN THE UTILITY CONFLICTS MATRIX ON THE DRAWINGS.
3. ONLY THE FOLLOWING UTILITIES SHALL BE CONSIDERED MAJOR AND ARE IDENTIFIED IN THE UTILITY CONFLICTS MATRIX ON THE DRAWINGS:
   A. MAJOR UTILITIES:
      1. WATER, STORM DRAIN GREATER THAN OR EQUAL TO 12".
      2. ALL OIL LINES.
      3. ALL GAS LINES.
      4. ALL FIBER OPTIC LINES.
      5. ALL ELECTRIC LINES GREATER THAN 240V.
      6. ALL DUCT BANKS WITH 3 OR MORE DUCTS.
      7. EXCEPT INDIVIDUAL TELEPHONE CABLE LINES.
   B. OTHER UTILITIES:
      1. ALL WATER LINES.
      2. ALL ELECTRIC LINES GREATER THAN 240V.
      3. ALL DUCT BANKS WITH 3 OR MORE DUCTS.
      4. EXCEPT INDIVIDUAL TELEPHONE CABLE LINES.
   C. ALL OTHER UTILITIES ARE CONSIDERED MINOR AND ARE NOT SHOWN IN THE UTILITY CONFLICTS 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.
   E. REFER TO TRACK PLANS, VOLUME 1 AND PROPOSED UTILITY PLANS, VOLUME 4, FOR VERTICAL UTILITY CONFLICTS.

VOLUME 4 (CONT.)
5. USE ILCA 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 UTILITY CONFLICTS, SEE UTILITY PLANS IN VOLUME 4.
3. FOR SYSTEM INFORMATION, SEE SYSTEM PLANS IN VOLUME 4.
4. FOR ACCESS DETERRING SOLID BARRIER RAILING TO BE INSTALLED ON ALL EXISTING AND PROPOSED OVERHEAD BRIDGE STRUCTURES CROSSING HSR TRACKS PER RDP DIRECTIVE NO. 006.

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, 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. FOR ACCESS DETERRING SOLID BARRIER RAILING TO BE INSTALLED ON ALL EXISTING AND PROPOSED OVERHEAD BRIDGE STRUCTURES CROSSING HSR TRACKS PER RDP DIRECTIVE NO. 006.

VOLUME 6
1. CONSTRUCTION PASSING PROVIDED FOR PROPOSED WORK SOUTH OF HSR BURBANK STATION TO MAIN STREET, PASSING OF HSR BURBANK STATION AND LINUS 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 NORTH OF STATION.

VOLUME 8
1. LINUS DESIGN PROVIDE 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.
NOTE:

STATIONING FOR ONLY SELECT TRACKS SHOWN.
NOTE:
STATIONING FOR ONLY SELECT TRACKS SHOWN.
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<th>CURVE DATA</th>
<th>SPIRAL DATA</th>
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**NOT FOR CONSTRUCTION FOR INTERNAL USE ONLY**
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<th>STRAIGHT</th>
<th>CURVE</th>
<th>SPIRAL</th>
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### SERVICE TRACK (SV-3) TRACK GEOMETRY TABLE (SV-3)

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<th>Feet</th>
<th>E (degree)</th>
<th>Degree</th>
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## Fuel Track Geometry Table (Fuel)

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<th>E (degree)</th>
<th>Degree</th>
<th>Feet</th>
<th>Curve Data</th>
<th>Spiral Data</th>
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## Coach Track Geometry Table (Coach)

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## Set-Out Track (SOT2) Geometry Table (SOT2)

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## Set-Out Track (SOT3) Geometry Table (SOT3)

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### STORAGE TRACK (YD-3) GEOMETRY TABLE (YD-3)

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### Major Utility Conflicts

<table>
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<tr>
<th>Type of Utility</th>
<th>Size/Material</th>
<th>Location</th>
<th>Owner</th>
<th>Disposition</th>
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<tbody>
<tr>
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<td>TBD</td>
<td>Relocate</td>
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<tr>
<td>Storm Drain</td>
<td>48&quot; RCP</td>
<td>STA 3853+00</td>
<td>LACFCD</td>
<td>Relocate Under Trench Retaining Walls</td>
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**Notes:**
1. Add new casings to all fire, water, and gas lines in Taylor Yard.
2. For HSR utility information see Volume 4, Drawing No. UT-C1542.

---

**Drawing Information:**
- **Date:** 04/30/2019
- **Design:** STV
- **Drawing No.:** UT-C1001
- **Scale:** AS SHOWN
- **Sheet:** Sheet 1 of 4

---

**Drawn By:** C. Cussan
**Checked By:** K. Pirbazari
**In Charge:** K. Pirbazari

**California High-Speed Train Project**
**Burbank to Los Angeles**

---

**California High-Speed Rail Authority**
**Pepper**
**CMF**

---

**Scale Applicable for Full Size Only**
### Major Utility Conflicts

<table>
<thead>
<tr>
<th>#</th>
<th>Type of Utility</th>
<th>Size/Material</th>
<th>Location</th>
<th>Owner</th>
<th>Disposition</th>
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</thead>
<tbody>
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<td>Relocate to Car Wash</td>
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<td>6&quot; in 10&quot; CSG</td>
<td>STA 3595+10</td>
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<td>STA 3590+40 TO 3603+00</td>
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**Notes:**
1. FOR HSR UTILITY INFORMATION SEE VOLUME 4, DRAWING NO. UT-C1543.
MAJOR UTILITY CONFLICTS

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<tr>
<th>TYPE OF UTILITY</th>
<th>SIZE/MATERIAL</th>
<th>LOCATION</th>
<th>OWNER</th>
<th>DISPOSITION</th>
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<td>1 STORM DRAIN</td>
<td>8&quot; RCP</td>
<td>STA 3609443/ POPLAR ST.</td>
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<td>PROTECT-IN-PLACE</td>
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NOTES:
1. ADD NEW CASINGS TO ALL FIRE, WATER & GAS LINES IN TAYLOR YARD.
   ALL CASINGS ARE FROM ROW TO ROW.

FOR INTERNAL USE ONLY

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

NOT FOR CONSTRUCTION
MAJOR UTILITY CONFLICTS

<table>
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<td>UNDERGROUND POWER</td>
<td>STA 3620+60</td>
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NOTES:
1. ADD NEW CASINGS TO ALL FIRE, WATER & GAS LINES IN TAYLOR YARD, ALL CASINGS ARE ROW TO ROW.
NOTES:
1. ADD NEW CASINGS TO ALL FIRE, WATER & GAS LINES IN TAYLOR YARD.
2. RELOCATED UTILITIES TO PROVIDE SERVICE TO PROPOSED FACILITIES.
3. FOR HSR UTILITY INFORMATION SEE VOLUME 4, DRAWING NO. UT-D1543.

REFERENCE DWG SEE VOL4 UT-D1630

PEPB
PROPOSED UTILITY RELOCATION PLAN - CMF
SHEET 2 OF 4

CALIFORNIA HIGH-SPEED TRAIN PROJECT
BURBANK TO LOS ANGELES

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FOR INTERNAL USE ONLY
1. Add new casings to all fire, water & gas lines in Taylor Yard. All casings are from row to row.
2. Relocated utilities to provide service to proposed facilities.
3. For HSR utility information see Volume 4, Drawing No. UT-D1543.

NOTES:
NOTES:
1. ADD NEW CASINGS TO ALL FIRE, WATER & GAS LINES IN TAYLOR YARD.
2. RELOCATED UTILITIES TO PROVIDE SERVICE TO PROPOSED FACILITIES.
3. FOR HSR UTILITY INFORMATION SEE VOLUME 4, DRAWING NO. UT-D1545.

REFERENCE DWG SEE VOL4 UT-D1632

PEPD
PROPOSED UTILITIES RELOCATION PLAN - CWF
SHEET 4 OF 4
### Site Improvements - Sheet 3 of 4

**Proposed TCE**

- **EXIST ROW**
- **TOWER**
- **EXIST TRANSMISSION**

**EXIST. MAINTENANCE/REPAIR FACILITY**

- **PROPOSED HSR1/MT01**
- **PROPOSED HSR2/MT02**

**SUBSTATION**

- **EXIST OIL PAN**

**PROPOSED PARKING** *(110 SPACES)*

- **PROPOSED UPRR1/METROLINK TRACK 1**
- **PROPOSED UPRR2/METROLINK TRACK 2**

**EXISTING BUILDING**

**LOS ANGELES RIVER**

**EXIST TRANSMISSION TOWER**

**EXIST OIL PAN**

**EXIST, LAMP SUBSTATION**

**EXIST, STORAGE BUILDING**

---

**Scale:** 1" = 50'

**NOT FOR CONSTRUCTION**

**FOR INTERNAL USE ONLY**

---

**California High-Speed Train Project**

**Burbank to Los Angeles**

**Contract No.:** HSR14-39

**Drawing No.:** CV-S1103

**As Shown**

---

**Designed by:** C. Lee

**Drawn by:** C. Lee

**Checked by:** K. Pirbazari

**In Charge:** K. Pirbazari

**Date:** 04/30/2019

---

**Options:**

- Option B: Refined Alignment

---

**Records Set:**

- PEPD
- CMF

---

**Copyright:** JACOBS

---

**Records Set:**

- PEPD
- CMF

---

**Date:** 04/30/2019

---

**Scale:** 1" = 50'

**NOT FOR CONSTRUCTION**

**FOR INTERNAL USE ONLY**

---
AND FIXTURE (TYP.)

REMOVE LIGHT POLE PROPOSED ATC SITE D

EXIST TRANSMISSION TOWER

UNDERGROUND FUEL STORAGE TANK

REMOVE EXIST. 30,000 GAL.

PROPOSED UPRR1/METROLINK TRACK 1

PROPOSED UPRR2/METROLINK TRACK 2

PROPOSED NON-HSR SIGNAL HOUSE

EXIST ROW

LOS ANGELES RIVER

PROPOSED TCE

PROPOSED NON-HSR SIGNAL HOUSE

EXIST ROW

EXIST TRANSmission TOWER

PROPOSED TIELE

PROPOSED HSR1/MT01

PROPOSED HSR2/MT02

• PROPOSED UPRR2/METROLINK TRACK 2

• PROPOSED HSR1/MT01

PROPOSED UPRR1/METROLINK TRACK 1

REMOVe PAVEMENT (TYP)

REMOVe LIGHT POLE AND FIXTURE (TYP)

REMOVe LIGHT POLE AND FIXTURE (TYP)

REMOVe LIGHT POLE AND FIXTURE (TYP)

REMOVe EXIST. 30,000 GAL.

UNDERGROUND FUEL STORAGE TANK

CAliFORnia HIGH-SPEED TRAIN PROJECt
CALIFORNIA HIGH-SPEED TRAIN PROJECt
CALIFORNIA HIGH-SPEED TRAIN PROJECt

Burbank TO Los Angeles

CONTRACT NO.
HSR14-39

DRAWING NO.
CV-D1101

SCALE AS SHOWN

04/30/2019

FOR INTERNAL USE ONLY

NOT FOR CONSTRUCTION

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0.00 0.00

DESIGNED BY
C. LEE

DRAWN BY
C. LEE

CHECKED BY
K. PIRBAZARI

IN CHARGE
K. PIRBAZARI

DATE CHK APP REV DESCRIPTION

04/30/2019

04/30/2019

04/30/2019

04/30/2019
PEPD
CMF
DEMOLITION - SHEET 2 OF 4

UNDERGROUND STORAGE TANK
REMOVE EXIST. 30,000 GAL.

REMOVE PUMP HOUSE
EXIST ROW

PROPOSED TCE
REMOVE EXIST SERVICE PIT
EXIST ROW

RECLAMATION BUILDING
REMOVE EXIST TRAIN WASHER /
150+00

REMOVE EXIST TRAIN WASHER / TRANSFORMATION BUILDING
115+00

REMOVE PAVEMENT (TYP)

PROPOSED UPRR1/METROLINK TRACK 1
S
DR
IW
NO.
CV-
D1101

PROPOSED UPRR2/METROLINK TRACK 2

LOS ANGELES RIVER

M A T CH L INE - SA 13700

EMERGENCY SHUTOFF VALVE

EXIST ROW

EXIST ROW

EXIST ROW

EXIST ROW

EXTINGUISHER SHELTER

EXTINGUISHER SHELTER

EXIST ROW

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### Notes:

1. For track information, see Track Plans Volume 3.
2. For right-of-way information, see Right-of-Way Plans Volume 4.
3. For bridge information, see Bridge Plans Volume 2.
4. For utility information, see Utility Plans Volume 5.
5. For drainage information, see Drainage Plans Volume 6.
6. For system information, see System Plans Volume 7.

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NOT FOR CONSTRUCTION FOR INTERNAL USE ONLY

**Survey No.:** HSR1-4-39

**Rev. No.:** CV-R1101

**Date:** 04/30/2019

**Scale:** 1" = 50'
NOTES:
1. FOR TRACK INFORMATION, SEE TRACK PLANS VOLUME 2
2. FOR BRIDGE INFORMATION, SEE BRIDGE PLANS VOLUME 2
3. FOR UTILITY INFORMATION, SEE UTILITY PLANS VOLUME 2
4. FOR DRAINAGE INFORMATION, SEE DRAINAGE PLANS VOLUME 2
5. FOR SYSTEM INFORMATION, SEE SYSTEM PLANS VOLUME 2

CURVE DATA

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NOTE FOR CONSTRUCTION
FOR INTERNAL USE ONLY

DRAWING NO. | CONTRACT NO. | AS SHOWN
-------------|--------------|------------
HSR14-39     | CV-R1102     |            

STV

JACOBS

CALIFORNIA HIGH-SPEED TRAIN PROJECT
BURBANK TO LOS ANGELES
ROADWAY - SHEET 2 OF 4
NOTES:
1. FOR TRACK INFORMATION, SEE TRACK PLANS VOLUME 5
2. FOR RIGHT-OF-WAY INFORMATION, SEE RIGHT-OF-WAY PLANS VOLUME 5
3. FOR BRIDGE INFORMATION, SEE BRIDGE PLANS VOLUME 6
4. FOR UTILITY INFORMATION, SEE UTILITY PLANS VOLUME 5
5. FOR DRAINAGE INFORMATION, SEE DRAINAGE PLANS VOLUME 6
6. FOR SYSTEM INFORMATION, SEE SYSTEM PLANS VOLUME 4

1. FOR TRACK INFORMATION, SEE TRACK PLANS VOLUME 5
2. FOR RIGHT-OF-WAY INFORMATION, SEE RIGHT-OF-WAY PLANS VOLUME 5
3. FOR BRIDGE INFORMATION, SEE BRIDGE PLANS VOLUME 6
4. FOR UTILITY INFORMATION, SEE UTILITY PLANS VOLUME 5
5. FOR DRAINAGE INFORMATION, SEE DRAINAGE PLANS VOLUME 6
6. FOR SYSTEM INFORMATION, SEE SYSTEM PLANS VOLUME 4

DATE
30/4/2019

NOTES:
- SEE SYSTEM PLANS VOLUME 4
- SEE DRAINAGE PLANS VOLUME 5
- SEE UTILITY PLANS VOLUME 5
- SEE TRACK PLANS VOLUME 5

DISTANCE

SCALE
1"=50'

NOTE:
NOT FOR CONSTRUCTION
FOR INTERNAL USE ONLY

SEE RIGHT-OF-WAY PLANS VOLUME 1
SEE TRACK PLANS VOLUME 5
SEE DRAINAGE PLANS VOLUME 6
SEE UTILITY PLANS VOLUME 5
SEE SYSTEM PLANS VOLUME 4
NOTES:
1. FOR TRACK INFORMATION, SEE TRACK PLANS VOLUME 2
2. FOR RIGHT-OF-WAY INFORMATION, SEE RIGHT-OF-WAY PLANS VOLUME 1
3. FOR SYSTEM INFORMATION, SEE SYSTEM PLANS VOLUME 4

FOR UTILITY INFORMATION,
SEE SYSTEM PLANS VOLUME 4

FOR DRAINAGE INFORMATION,
SEE RIGHT-OF-WAY PLANS VOLUME 1

SEE TRACK PLANS VOLUME 5

NOTES:

1. PROPOSED HSR2
2. SOUTHBOUND
3. NORTHBOUND

CALIFORNIA HIGH-SPEED TRAIN PROJECT
BURBANK TO LOS ANGELES
ROADWAY - SHEET 4 OF 4
PROPOSED METROLINK WT01
PROPOSED METROLINK WT02

install no trespassing sign
constr maintain driveway
per apwa standard plan 110-d type a
construct in late per metrolink ex-stops

prop row
prop row for alt comm tower

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PROPOSED VERDUGO WASH BRIDGE STRUCTURE
SEE VOL. 2, SHEET NO. ST-K1202

EXIST ROW

E. SAN FERNANDO RD

W. SAN FERNANDO RD

PROPOSED COMMUNICATION TOWER
SEE DWG. NO. CVF4003

PROPOSED PHONE SIGNAL HOUSE
SEE DWG. NO. TO-04104

PROPOSED GLENDALE SLIDE TRACK

PROPOSED METROLINK (MT01)

PROPOSED METROLINK (MT02)

PROPOSED HSR1

PROPOSED HSR2

SIGN LEGEND:

NO TRESPASSING SIGN

DATE CHK APP

REV DESCRIPTION

DESIGNED BY J. FELIX

DRAWN BY J. FELIX

CHECKED BY C. LEE

IN CHARGE K. PIRBAZARI

DATE 04/30/2019

PEPD RECORD SET

NOT FOR CONSTRUCTION

FOR INTERNAL USE ONLY

CALIFORNIA HIGH-SPEED TRAIN PROJECT
BURBANK TO LOS ANGELES

PEPB VEHICLE TRACK ACCESS
BORAN ST HSR STA 3325+00

CALIFORNIA HIGH-SPEED RAIL AUTHORITY

STV

JACOBS

HSR14-39

DRAWN CV-55104

AS SHOWN SHEET NO.
PROPOSED MAIN STREET BRIDGE STRUCTURE
SEE VOL. 3 DWG NO. ST-K1151

SIGN LEGEND:

NO TRESPASSING SIGN

CONSTRUCT MAINTENANCE DRIVEWAY
PER CITY OF LOS ANGELES
STANDARD PLAN S-440-4, CASE 1

INSTALL NO TRESPASSING SIGN

PROPOSED PARALLELING STATION
SEE VOL. 4 DWG NO. TP-04001

© PROPOSED HSR1/MT01
© PROPOSED HSR2/MT02

CONTRACT NO. HSR14-39
DRAWING NO. CV-S5107
SCALE AS SHOWN
SHEET NO.

DATE CHK APP BY REV DESCRIPTION

DESIGNED BY J. FELIX
DRAWN BY J. FELIX
CHECKED BY C. LEE
IN CHARGE K. PIRBAZARI

DATE CHK APP BY REV DESCRIPTION

04/30/2019

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