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### CONSTRUCTION PHASING PLANS

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<tr>
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> Designed by C. Cusson

> Drawn by C. Cusson

> Checked by K. Pirbazari

> In Charge K. Pirbazari

> Date 04/30/2019

> PEPE

> CONTRACT NO. HSR14-39

> DRAWING NO. GE-A0611

---

> CALIFORNIA HIGH-SPEED TRAIN PROJECT

> BURBANK TO LOS ANGELES

> PEPE

> INDEX OF DRAWINGS VOLUME 6
BEGIN B-LA CHSR PROJECT
ALTERNATIVE E2 ALIGNMENT
STA 3026+28.25 = P-B STA 2364+65.8

REFER TO SENER P-B PEPP SUBMITTAL (VOLUME 7)
FOR WORK NORTH OF THIS LOCATION

FOR WORK SOUTH OF THIS LOCATION

END B-LA CHSR PROJECT
HSR STA 3687+45.26 = LINKUS STA 54+32.87

REFR TO LINKUS SUBMITTAL (VOLUME 6)
FOR WORK SOUTH OF THIS LOCATION

REVIEWED BY:

CHECKED BY:

DRAWN BY:

DESIGNED BY:

TAYLOR YARD
METROLINK CMF
CALIFORNIA HIGH-SPEED TRAIN PROJECT
Burbank to Los Angeles

PEPB
VOLUME 6 KEY MAP

DRAWING NO.

NOT FOR CONSTRUCTION
FOR INTERNAL USE ONLY

 scalable

 Californ ia high-speed train project
 BURBANK TO LOS ANGELES

 100 years of

 STV

 JACOBS

 CALIFORNIA high-speed rail authority

 CONTRACT NO.

 SHEET NO.

 DATE

 CS14-39

 SCALE

 AS SHOWN

 500' 250' 125' 62.5' 31.25' 15.625' 7.8125' 3.90625'

 0 1000 2000
THE BURBANK TO LOS ANGELES (B-LA) SEGMENT BEGINS SOUTH OF THE PROPOSED BURBANK AUTHORITY STATION IN A SUBSURFACE OPERATING CORE, RUNS ALONG THE VENTURA AND VALLEY SUBDIVISIONS IN A SHARED CORRIDOR, AND ENDS AT LOS ANGELES UNION STATION (LAUS) FOR THE B-LA SEGMENT (LOSAN CORRIDOR). THE CALIFORNIA HIGH-SPEED RAIL AUTHORITY (AUTHORITY) HAS ADOPTED A STRATEGY TO ELECTRICALLY POWER 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 OPERATIONS IN THE B-LA CORRIDOR, RE DATED AUGUST 20, 2016.
2. TECHNICAL MEMORANDUM 0.3.1 BASIS OF DESIGN POLICY DOCUMENT, AS DATED JUNE 21, 2013.

THE B-8 Track Alignment:

The B-8 LA Corridor is planned to operate as a class 5/6/7 service as per the 2012 B-8 LA Corridor, with the alignment design standards generally based on host railroad standards unless otherwise noted on the geometry table.

In 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 railroads (UPRR).

In Grade Separations:

All existing at-grade roadway/rail crossings shall be grade separated except for possibly the (1) 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 the Authority, this list includes projects that are currently in design and projects that are to be environmentally clear by the HSR projects, those crossing receiving funds from the HSR Authority are:

1. Link us
2. Additional projects under negotiation
3. LACMA Salem GSPR overview
4. All other crossings, new or requiring modifications, will be cleared environmentally by HSR except for:
   - Link us

In Terminal and Intermediate Stations:

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.

In Track and Platform Configuration:

On the designs, terminal and platform layouts on September 15, 2016, a terminal platform layout was 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.

In 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 0) 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 ongoing discussion with the Authority.

In 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.

In 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.

In Structural Design:

In PEPD Structure Design will be based on CHP SP CP 2-3 Design Criteria Manual Rev 2 dated February, 2014.

In Design Life:

100 Years

In System Requirements:

1. Systems:

Design elements related to electrification/traction power supply system (TPSS), train control systems 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 System team directed the following updates at a September 15, 2016 workshop:

- Eliminate alternate site options
- Back to back parallel station
- Maintain standard layout TPSS-TPSS-TPWS-TPSS
- Introduce a portal/bridge structure every mile in segments utilizing the double cantilever gantry rail.

Right-of-way for these systems and sub-systems will be defined by the Authority and may be modified in the future. Power source will be based on discussions between the Authority and utility owner.

NOT FOR CONSTRUCTION FOR INTERNAL USE ONLY

---

**BASIS OF DESIGN SUMMARY**

**6. Track Alignment**

The B-8 LA Corridor is planned to operate as a Class 5/6/7 service. Site-specific Alignment 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 railroads (UPRR).

**8. Grade Separations**

All existing at-grade roadway/rail crossings shall be grade separated except for possibly the (1) 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 the Authority, this list includes projects that are currently in design and projects that are to be environmentally clear by the HSR projects, those crossing receiving funds from the HSR Authority are:

1. Link us
2. Additional projects under negotiation
3. LACMA Salem GSPR overview
4. All other crossings, new or requiring modifications, will be cleared environmentally by HSR except for:
   - Link us

**9. Terminal and Intermediate Stations**

The following station in the corridor is designated as a terminal station:

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There will be no intermediate high-speed rail station.

**10. Track and Platform Configuration**

On the designs, terminal and platform layouts on September 15, 2016, a terminal platform layout was 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:

- Terminal storage and maintenance facility (Level 0) 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 ongoing 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. Structural Design**

In PEPD Structure Design will be based on CHP SP CP 2-3 Design Criteria Manual Rev 2 dated February, 2014.

In Design Life:

100 Years

**SYSTEM REQUIREMENTS**

1. **Systems**

Design elements related to electrification/traction power supply system (TPSS), train control systems 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 System team directed the following updates at a September 15, 2016 workshop:

- Eliminate alternate site options
- Back to back parallel station
- Maintain standard layout TPSS-TPSS-TPWS-TPSS
- Introduce a portal/bridge structure every mile in segments utilizing the double cantilever gantry rail.

Right-of-way for these systems and sub-systems will be defined by the Authority and may be modified in the future. Power source will be based on discussions between the Authority and utility owner.
VOLUME 1
1. FOR UPRR ALIGNMENTS, SEE "11-D1000" 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 DESIGNATED BY METRO'S LUMINO TEAM. THE ALIGNMENT THAT IS SHOWN IS BASED ON LATEST COORDINATION WITH THEIR TEAM, SHOWN FOR REFERENCE ONLY AND SUBJECT TO CHANGE.
5. SCRA TURNOUT GEOMETRY IS BASED ON THE 2009 EDITION OF THE SCRA ENGINEERING STANDARDS.
6. PROPOSED FENCE, WHERE INDICATED ON PLANS, REPRESENT AN ACCESS CONTROL WALL WITH FENCE, REFER TO TM 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 TIENCH 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. 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 BRIDGE INFORMATION, SEE STRUCTURAL PLANS IN 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 TIENCH 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. 0006.

VOLUME 4
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 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 TIENCH 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. 0006.
PHASE 3

PHASE 3A DETAIL

PHASE 3B DETAIL

*PHASES 3A AND 3B ARE INTERMEDIATE CONSTRUCTION STEPS FOR COMPLETING PHASE 3

CALIFORNIA HIGH-SPEED TRAIN PROJECT
BURLINGTON TO LOS ANGELES
OPTION B REFINED ALIGNMENT
CONSTRUCTION SEQUENCING
SHEET 11 OF 48
PHASE 4

SEE DRAWING CV-I6113

MATCH LINE

SAN FERNANDO RD

SOMA AVE UP

ENGRAND W AVE UP

FLOWER ST UP

BRIDGE FOR CHAINAGE 0-0 TO 11.5

VERDUGO M WM

FARMER H AVE

FARMER H AVE MP 0.0 TO 11.5

SAN MARINA ST UP

PROPOSED DAGAN W AVE

DELTA DR AVE UP

COLORADO ST UP

GLENDALE BLVD UP

GLENDALE BLVD/BRAND BLVD UP

FLETCHER OR

GLYNN AV/DOUGLAS RD W

SAN FERNANDO RD

(SET)

DOUGLAS ST

INTEGRAL CURVING

GOODWIN AVE W

GLENDALE BLVD

GLENDALE BLVD/COORS ST

GOODWIN AV W

PANTECH AV

SAN FERNANDO RD

SOMA AVE

TERRY LUMBER

BEYOND

PLAN

PREPARE BY

DESIGNED BY

DRAWN BY

CHECKED BY

DATE

PEPD

RECORD SET

NOT FOR CONSTRUCTION

FOR INTERNAL USE ONLY

CALIFORNIA HIGH-SPEED TRAIN PROJECT

BURLINGTON TO LOS ANGELES

OPTION B RENewed ALIGNMENT

CONSTRUCTION SEQUENCING SHEET 14 OF 48

DRAWING NO.

SCALE

SHEET NO.

DATE

APP

REV

CONTRACT NO.

HSR14-39

CV-16114

AS SHOWN

04/30/2019

K. PIRBAZARI

W. QUESADA

J. CANDELARIO

P. MAHONEY

04/30/2019
PHASE 5

TO PANHANDLE

MP 10.8

BURBANK

AIRPORT

STATION

CP 461

HDG.

B Atwood

HOLLY

WOOD

CP 462

HDG.

BEVERLY

VISTA

CP 460.8

LOCKWOOD

CP BURBANK JCT

MP 462.8/462.6

VANOWEN ST

OPTION B REFINED ALIGNMENT

NOT FOR CONSTRUCTION
FOR INTERNAL USE ONLY

CALIFORNIA HIGH-SPEED TRAIN PROJECT
Burbank to Los Angeles
Option B Refined Alignment
Construction Sequencing
Sheet 16 of 48

PEPD

RECORD SET

NOT FOR
CONSTRUCTION

IN CHARGE

K. PIRBAZARI

DATE
04/30/2019

REVIEW

J. CANDELARIO

CHECKED

W. QUESADA

DESIGNED BY
P. MAHONEY

DRAWN BY
J. CANDELARIO

IN CHARGE
K. PIRBAZARI

DATE
04/30/2019

NOT FOR CONSTRUCTION
FOR INTERNAL USE ONLY