Burbank to Los Angeles
Option B Revised Alignment
Volume 3.3
General & Grade Separations
August 2021
PRELIMINARY ENGINEERING FOR PROJECT DEFINITION (PEPD)
CALIFORNIA HIGH-SPEED TRAIN PROJECT
VALLEY/RIVER SUBDIVISION
BURBANK TO LOS ANGELES - OPTION B REFINED
VOLUME 3.3
GENERAL & GRADE SEPARATIONS
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**CALIFORNIA HIGH-SPEED TRAIN PROJECT**

**BURBANK TO LOS ANGELES**

**OPTION B REVISED ALIGNMENT - REVISED FINAL**

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**CALIFORNIA HIGH-SPEED TRAIN PROJECT**  
BURBANK TO LOS ANGELES  
OPTION B REVISED ALIGNMENT - REVISIED FINAL PEP  
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BEGIN B-LA CHSR PROJECT
ALTERNATIVE E2 ALIGNMENT
STA 3026+28.25 =
P-B STA 2254+69.81
RECORD SET
CITY OF BURBANK
TOUSSON
7/14/2021 10:27:03 AM

FOR WORK NORTH OF THIS LOCATION
REVE TO P-B PEPD SUBMITTAL (VOLUME 3.7)

FOR WORK SOUTH OF THIS LOCATION
REVE TO LINKUS SUBMITTAL (VOLUME 3.8)

REFER TO PEPD SUBMITTAL (VOLUME 3.7)

REFER TO LINKUS SUBMITTAL (VOLUME 3.8)

B-LA CHSR PROJECT
END B-LA CHSR PROJECT
HSR STA 3697+99.22 = LINKUS STA 64+88.72
FOR WORK SOUTH OF THIS LOCATION

FOR WORK NORTH OF THIS LOCATION
REVE TO P-B PEPD SUBMITTAL (VOLUME 3.7)
THE BURBANK TO LOS ANGELES (B-LA) SEGMENT BEGINS SOUTH OF THE PROPOSED BURBANK AUTHORITY 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 (LOSANG CORRIDOR). THE CALIFORNIA HIGH-SPEED RAIL AUTHORITY (AUTHORITY) HAS ADOPTED A STRATEGY TO ELEVATE HIGH-SPEED RAIL AND CONVERT EXISTING RAIL SYSTEMS ON SHARED INFRASTRUCTURE TO ACCELERATE AND ENHANCE THE RAILROAD' S SERVICE TO HIGH-SPEED RAIL, CONVENTIONAL PASSENGER RAIL, AND LIGHT RAIL VIA THE BURBANK TO LOS ANGELES CORRIDOR (B-LA SEGMENT) TO ACCOMMODATE VARIOUS DESIGN REQUIREMENTS THAT DIFFER BETWEEN BLENDED OPERATION AND THE BASIS OF DESIGN SUMMARY FOR INTERNAL USE ONLY.

The Authority has established performance requirements to guide the development of the high-speed rail system in blended corridors based on the existing structure for passenger systems described in the "High-Speed Passenger Rail Safety Strategy" (HSRS). 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 OWNERS ARE:
     - AUTHORITY
     - UNION PACIFIC RAILROAD
     - METROLINK

2. Design Speeds
   - DESIGN SPEED: MAXIMUM ALLOWED PER EXISTING ALIGNMENT/ROW
   - 160 MPH MINIMUM, EXCEPT FOR 150 MPH BETWEEN J-5 AND SP-134, NORTH OF CMF ACCESS ROAD, AND FROM DONAY ROAD TO LAUS.
   - 4. AT-GRADE CROSSING
     - THERE WILL BE NO AT-GRADE CROSSINGS IN THE B-LA SEGMENT, ALL INTERSESSIONS WILL BE GRADE SEPARATED OR CLOSED.

3. Access Control
   - THE B-LA CORRIDOR WILL BE FENCED WITH NO AT-GRADE CROSSINGS.
   - INTRUSION PROTECTION AND/or INTRUSION MONITORING WILL BE EMPLOYED WITH NOTIFICATIONS AS REQUIRED TO PROMOTE SAFE AND RELIABLE OPERATION.
   - TRACK ALIGNMENT
     - THE B-LA CORRIDOR IS PLANNED TO OPERATE AS A CLASS 7 SERVICE UP TO 125 MPH WITH NO AT-GRADE CROSSINGS.
   - INTRUSION PROTECTION
     - INTRUSION DETECTION WILL BE PROVIDED AT LOCATIONS WHERE It IS APPROPRIATE TO MITIGATE AN INTRUSION HAZARD.
   - 9. TRACK AND PLATFORM CONFIGURATION
     - STATION PASSENGER PLATFORMS ARE PLANNED FOR A LENGTH OF APPROXIMATELY 1140 FEET TO ACCOMMODATE A RANGE OF HIGH-SPEED TRAINS.
   - 10. 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 LAYUP AT LOS ANGELES UNION STATION.

11. ADJACENT RAIL OPERATIONS
   - IN THE BURBANK TO LOS ANGELES CORRIDOR, THE AUTHORITY WILL OPERATE IN A SHARED HIGH-SPEED CORRIDOR AND WILL SHARE TRACKS WITH OTHER PASSENGER TRAINS SOUTH OF BURBANK METROLINK STATION.
   - FREIGHT TRAINS WILL NOT OPERATE ON HS ELECTRIFIED TRACKS.
   - SHARED RIGHT OF WAY (ROW)
     - THE RIGHT-OF-WAY IS OWNED BY LA METRO ON THE VALLEY AND VENTURA SUBDIVISIONS, AND IS OWNED PARTIALLY BY THE FREIGHT RAILROADS.
     - PASSENGER AND FREIGHT OPERATIONS OCCUR SIMULTANEOUSLY ALONG THE ROW PARALLEL ALIGNMENTS.
     - TRACK SEPARATION AND INTRUSION PROTECTION, AS DETERMINED THROUGH RISK-BASED ANALYSIS, WILL BE PROVIDED.
   - DIAMOND (AT-GRADE) CROSSINGS
     - THE USE OF "OWL" DIAMOND CROSSINGS WILL BE ALLOWED DUE TO ITS COST.
     - THE HSR TRACKS WILL RUN ALONGSIDE THE WESTERN SIDE OF THE CMF BUILDING TO AVOID DIAMOND CROSSINGS.

BASIS OF DESIGN SUMMARY

1. SYSTEMS
   - DESIGN ELEMENTS RELATED TO ELECTRIFICATION/TRACTION POWER SUPPLY SYSTEM (TPSS), TRAIN CONTROL SYSTEMS AND COMMUNICATIONS ARE NOT PART OF THIS CONTRACT.
   - ELEMENT LOCATIONS WILL BE DEFINED AS PART OF THIS CONTRACT.

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

3. TECHNICAL MEMORANDUM (TM) 0.3 BASIS OF DESIGN FOR BLENDED OPERATION IN THE B-LA CORRIDOR, DATED MARCH 30, 2015.
   - TECHNICAL MEMORANDUM 0.3, BASIS OF DESIGN POLICY DOCUMENT, DATED JUNE 21, 2013.

4. THE REQUIREMENTS FOR MAJOR DESIGN ELEMENTS ARE LISTED BELOW:
   - INFRASTRUCTURE REQUIREMENTS
   - SYSTEM REQUIREMENTS

5. THE B-LA CORRIDOR WILL MEET THE NON-COLLAPSE PERFORMANCE FOR MAXIMUM TECHNICAL MEMORANDUM 0.3, BASIS OF DESIGN POLICY DOCUMENT, PEPE STRUCTURE DESIGN WILL BE BASED ON CHSTP CP 2-3 DESIGN DESIGN SPEEDS DIAMOND (AT-GRADE) CROSSINGS INTEROPERABILITY JOINING PURPOSES BETWEEN THE PASSENGER AND FREIGHT SYSTEMS (TPSS), TRAIN CONTROL SYSTEMS AND COMMUNICATIONS ARE NOT PART OF THIS CONTRACT AND THESE DESIGN ELEMENTS WILL BE DESIGNED BY OTHERS.

6. THE FOLLOWING DESIGN POLICY MEETS HAVE BEEN INITIATED IN ACCORDANCE WITH THE DESIGN POLICY OF THE AUTHORITY TO ADDRESS THE REQUIREMENTS OF THE VARIOUS DESIGN ELEMENTS THAT ARE NOT COVERED IN DETAIL IN THE TM 0.3, AND ARE BEING REVIEWED BY THE AUTHORITY.

INFRASTRUCTURE REQUIREMENTS

1. TRACK CENTER SPACING
   - 160 MPH MINIMUM, EXCEPT FOR 150 MPH BETWEEN J-5 AND SP-134, NORTH OF CMF ACCESS ROAD, AND FROM DONAY ROAD TO LAUS.

2. ADJACENT RAIL OPERATIONS
   - IN THE BURBANK TO LOS ANGELES CORRIDOR, THE AUTHORITY WILL OPERATE IN A SHARED HIGH-SPEED CORRIDOR AND WILL SHARE TRACKS WITH OTHER PASSENGER TRAINS SOUTH OF BURBANK METROLINK STATION.
   - FREIGHT TRAINS WILL NOT OPERATE ON HS ELECTRIFIED TRACKS.

3. Infrastructure Requirements
   - The Authority has established performance requirements to guide the development of the high-speed rail system in blended corridors based on the existing structure for passenger systems described in the "High-Speed Passenger Rail Safety Strategy" (HSRS).

4. System Requirements
   - Design elements related to electrification/traction power supply system (TPSS), train control systems and communications are not part of this contract.
   - Element locations will be defined as part of this contract.

5. Technical Memorandum (TM) 0.3 Basis of Design for Blended Operation in the B-LA Corridor, dated March 30, 2015.

6. The requirements for major design elements are listed below:
   - 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 owners are:
       - Authority
       - Union Pacific Railroad
       - Metrolink

7. Design speeds
   - Design speed: maximum allowed per existing alignment/row constraints with a speed not to exceed maximum of 125 MPH.

8.アクセサリーコントロール
   - The B-LA Corridor will be fenced with no at-grade crossings.
   - Intrusion protection and/or intrusion monitoring will be employed with notifications as required to promote safe and reliable operation.

9. Track alignment
   - The B-LA Corridor is planned to operate as a Class 7 service up to 125 MPH with no at-grade roadway crossings.

10. 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).

11. 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

12. Track and platform configuration
    - Station passenger platforms are planned for a length of approximately 1140 feet to accommodate a range of high-speed trains.

13. 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 layup at Los Angeles Union Station.

14. Adjacent rail operations
    - In the Burbank to Los Angeles corridor, the Authority will operate in a shared high-speed corridor and will share tracks with other passenger trains south of downtown Burbank Metrolink station.
    - Freight trains will not operate on HS electrified tracks.

15. Shared right-of-way (ROW)
    - The right-of-way is owned by LA Metro on the Valley and Ventura subdivisions, and is owned partially by the freight railroads.
    - Passenger and freight operations occur simultaneously along the ROW parallel alignments.
    - Track separation and intrusion protection, as determined through risk-based analysis, will be provided.

16. Diamond (at-grade) crossings
    - The use of "owl" diamond crossings will be allowed due to its cost.
    - The HSR tracks will run alongside the western side of the CMF building to avoid diamond crossings.

Not for Construction
For Internal Use Only
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**NOT FOR CONSTRUCTION FOR INTERNAL USE ONLY**
CALIFORNIA HIGH-SPEED TRAIN PROJECT
BURBANK TO LOS ANGELES
OPTION B REVISED ALIGNMENT - REVISED FINAL
ACRONYMS AND ABBREVIATIONS
SHEET 4 OF 5

NOT FOR CONSTRUCTION (INTERNAL USE ONLY)
GENERAL NOTES

4. REFER TO TRACK PLANS, VOLUME 1 AND PROPOSED UTILITY PLANS, VOLUME 4, FOR UTILITY CONFLICTS.
5. ADJUST UTILITY MARKERS TO ALIGN WITH IMPACTS BY FILL AND CUT OPERATIONS.
6. USE LACTMA STANDARD DRAWINGS (2010 EDITION) FOR TEMPORARY SUPPORT OF UTILITIES IMPACTED BY CONSTRUCTION.

GRADING AND DRAINAGE NOTES:
1. CONTOUR GRADE 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 3.5
1. FOR MAIN LINE TRACK INFORMATION, SEE TRACK PLANS IN VOLUME 1.
2. FOR UTILITY INFORMATION, SEE UTILITY PLANS IN VOLUME 4.
3. FOR DRAINAGE INFORMATION, SEE DRAINAGE PLANS IN VOLUME 4.
4. FOR SYSTEM INFORMATION, SEE SYSTEM PLANS IN VOLUME 4.
5. FOR TRENCH INFORMATION, SEE STRUCTURAL PLANS IN VOLUME 4.
6. FOR DRAINAGE INFORMATION, SEE DRAINAGE PLANS IN VOLUME 4.
7. FOR SYSTEM INFORMATION, SEE SYSTEM PLANS IN VOLUME 4.

VOLUME 3.6
1. CONSTRUCTION PHASING PROVIDED FOR PROPOSED WORK SOUTH OF HSR BURBANK STATION TO MAIN STREET. PHASING OF HSR BURBANK STATION AND LINUS PROJECT NOT INCLUDED AS PART OF THIS SUBMITTAL.

VOLUME 3.7
1. HSR BURBANK STATION CONCEPT DESIGN PROVIDED AS REFERENCE TO WORK PROPOSED AS PART OF THE PALMARE TO BURBANK SECTOR. FINAL DESIGN COORDINATION REQUIRED AT INTERFACE SOUTH OF STATION.

VOLUME 3.8
1. LINUS 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 STATION TO MAIN STREET. PHASING OF HSR BURBANK STATION AND CONSTRUCTION PHASING PROVIDED FOR PROPOSED WORK SOUTH OF HSR BURBANK STATION CONCEPT DESIGN PROVIDED AS REFERENCE TO WORK PROPOSED AS PART OF THE PALMARE TO BURBANK SECTOR. FINAL DESIGN COORDINATION REQUIRED AT INTERFACE SOUTH OF STATION.

FINAL DESIGN PROJECT TO COMPLY WITH AHA 1001 (2016 EDITION) SECTION 17.5.5. FOR ALL GRADE SEPARATION AND STREET IMPROVEMENTS.

FINAL STREET IMPROVEMENT DESIGN TO MAINTAIN FIRE DEPARTMENT AND PEDESTRIAN ACCESS.

VOLUME 3.4 (CONT.)

EXISTING UTILITY NOTES:
1. FOR TRACK INFORMATION, SEE TRACK PLANS IN VOLUME 1.
2. FOR UTILITY INFORMATION, SEE UTILITY PLANS IN VOLUME 4.
3. FOR DRAINAGE INFORMATION, SEE DRAINAGE PLANS IN VOLUME 4.
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7. FOR SYSTEM INFORMATION, SEE SYSTEM PLANS VOLUME 5

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PROPOSED INTERLOCKING SITE
SEE DWG NO. TC-04002

PROPOSED SIGNAL HOUSE
SEE VOL 4, DWG. NO. TC-04102

PROTECT-IN-PLACE EXTRACTION WELL V04
AND RELOCATE RELATED INFRASTRUCTURE.

PROTECT-IN-PLACE OBSERVATION WELLS
OV-T04A/B

LEGEND:
- PROPOSED ROW
- RETAINING WALL
- EXISTING DRIVEWAYS
- IMPACTED AREAS

LINE DATA (VANOWEN)
NO
REVISION
DISTANCE
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3550.00'
NOTES:
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SCALE APPLICABLE FOR FULL SIZE ONLY
1"=100'

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LEGEND:
- TEMP CONST EASEMENT
- PROPOSED ROW
- CONCRETE BARRIER
- EXISTING DRIVEWAYS
- IMPACTED AREAS

- PROPOSED HSR1
- PROPOSED HSR2
- PROPOSED METROLINK (VE01)
- PROPOSED METROLINK (VE02)
- PROPOSED EXTRATION WELLS
- PROPOSED EXTRACTION WELLS
- PROPOSED EXTRACTION WELLS

EXISTING STREET ALIGNMENT RESPONSE TO ONE LANE

- PROPOSED HSR2
- PROPOSED HSR1
- PROPOSED METROLINK (VE01)
- PROPOSED METROLINK (VE02)

ROADWAY STRIPING

PROPOSED EXTRACTION WELL INFRASTRUCTURE

PROPOSED EXTRACTION WELL INFRASTRUCTURE

EXIST 12' WIDE LOCKMERE CHANNEL

PROPOSED EXTRACTION WELLS

OBSERVATION WELLS

PROPOSED EXTRACTION WELLS

INFRASTRUCTURE WELL V06, & RELATED

PROPOSED EXTRACTION WELLS

PROPOSED EXTRACTION WELLS

FOR INTERNAL USE ONLY

NOT FOR CONSTRUCTION

FOR SYSTEM INFORMATION, SEE SYSTEM PLANS VOLUME 5

FOR GRADE INFORMATION, SEE GRADE PLANS VOLUME 4

FOR DRAINAGE INFORMATION, SEE DRAINAGE PLANS VOLUME 4

FOR UTILITY INFORMATION, SEE UTILITY PLANS VOLUME 4

FOR BRIDGE INFORMATION, SEE BRIDGE PLANS VOLUME 2 AND 3

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

FOR TRACK INFORMATION, SEE TRACK PLANS VOLUME 1

FOR GRADE INFORMATION, SEE GRADE PLANS VOLUME 4

FOR DRAINAGE INFORMATION, SEE DRAINAGE PLANS VOLUME 4

FOR UTILITY INFORMATION, SEE UTILITY PLANS VOLUME 4

FOR BRIDGE INFORMATION, SEE BRIDGE PLANS VOLUME 2 AND 3

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

FOR TRACK INFORMATION, SEE TRACK PLANS VOLUME 1

FOR GRADE INFORMATION, SEE GRADE PLANS VOLUME 4

FOR DRAINAGE INFORMATION, SEE DRAINAGE PLANS VOLUME 4

FOR UTILITY INFORMATION, SEE UTILITY PLANS VOLUME 4

FOR BRIDGE INFORMATION, SEE BRIDGE PLANS VOLUME 2 AND 3

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

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

NOTES:

1. PROPOSED INTERLOCKING SITE - SEE DWG NO. TC-04102
2. PROPOSED SIGNAL HOUSE - SEE DWG NO. TC-04002
3. PROPOSED ROW
4. EXIST ROW
5. PROPOSED ROW
6. PROPOSED ROW
7. PROPOSED ROW
8. PROPOSED ROW
9. PROPOSED ROW

LEGEND:

- TEMP CONST EASEMENT
- PROPOSED ROW
- CONCRETE BARRIER
- EXISTING DRIVEWAYS
- IMPACTED AREAS

NOT FOR CONSTRUCTION FOR INTERNAL USE ONLY
NOTES:
1. FOR SYSTEM INFORMATION, SEE SYSTEM PLANS VOLUME 5
2. FOR TRACK INFORMATION, SEE TRACK PLANS VOLUME 1
3. FOR BRIDGE INFORMATION, SEE BRIDGE PLANS VOLUME 2 AND 3
4. FOR UTILITY INFORMATION, SEE UTILITY PLANS VOLUME 4
5. FOR DRAINAGE INFORMATION, SEE DRAINAGE PLANS VOLUME 4
6. FOR BRIDGE INFORMATION, SEE BRIDGE PLANS VOLUME 2 AND 3
7. FOR RIGHT-OF-WAY INFORMATION, SEE RIGHT-OF-WAY PLANS VOLUME 1
8. FOR TRACK INFORMATION, SEE TRACK PLANS VOLUME 1
9. FOR SYSTEM INFORMATION, SEE SYSTEM PLANS VOLUME 5

LEGEND:
- TEMP CONST EASEMENT
- PROPOSED ROW
- CONCRETE BARRIER
- IMPACTED AREAS
- IMPACTED AREAS
- EXISTING DRIVEWAYS

FOR INTERNAL USE ONLY
NOT FOR CONSTRUCTION
NOTES:
1. FOR TRACK INFORMATION, SEE TRACK PLANS VOLUME 1
2. FOR RIGHT-OF-WAY INFORMATION, SEE RIGHT-OF-WAY PLANS VOLUME 1
3. FOR BRIDGE INFORMATION, SEE BRIDGE PLANS VOLUME 2 AND 3
4. FOR UTILITY INFORMATION, SEE UTILITY PLANS VOLUME 4
5. FOR DRAINAGE INFORMATION, SEE DRAINAGE PLANS VOLUME 4
6. FOR GRADING INFORMATION, SEE GRADING PLANS VOLUME 4
7. FOR SYSTEM INFORMATION, SEE SYSTEM PLANS VOLUME 5

NOT FOR CONSTRUCTION
FOR INTERNAL USE ONLY

EXISTING DRIVEWAYS
IMPACTED AREAS

PROPOSED ROW
TEMP CONST EASEMENT
PROPOSED ROW
EXISTING DRIVEWAYS
IMPACTED AREAS

PROPOSED METROLINK (VE01)
PROPOSED METROLINK (VE02)
PROPOSED HSR1
PROPOSED HSR2

PROPOSED VALVE VAULT
INFRASTRUCTURE
WELL V06, & RELATED
PROPOSED EXTRACTION
& RELATED INFRASTRUCTURE
PROPOSED EXTRACTION WELL V05,

MATCH LINE - STA. 22450.00
SEE DRAWING NO. CV-T1025_A

MATCH LINE - STA. 22000.00
SEE DRAWING NO. CV-T1024_A

EXIST ROW
PROPOSED ROW

W EMPIRE AVE

VANOWEN ST

FINAL VANOWEN STREET ALIGNMENT

500' = 1" SCALE APPLICABLE FOR FULL SIZE ONLY

FOR SYSTEM INFORMATION
SEE SYSTEM PLANS VOLUME 5

FOR GRADING INFORMATION
SEE GRADING PLANS VOLUME 4

FOR DRAINAGE INFORMATION
SEE DRAINAGE PLANS VOLUME 4

FOR UTILITY INFORMATION
SEE UTILITY PLANS VOLUME 4

FOR BRIDGE INFORMATION
SEE BRIDGE PLANS VOLUME 2 AND 3

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

FOR TRACK INFORMATION
SEE TRACK PLANS VOLUME 1

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120.00
125.00

LEGEND:
• PROPOSED METROLINK (VE01)
• PROPOSED METROLINK (VE02)
• PROPOSED HSR1
• PROPOSED HSR2

PROPOSED EXTRACTION
WELL V05, & RELATED INFRASTRUCTURE

PROPOSED EXTRACTION WELL V06, & RELATED INFRASTRUCTURE

STV

JACOBS

CALIFORNIA HIGH-SPEED TRAIN PROJECT
BURBANK TO LOS ANGELES
OPTION B REVISED ALIGNMENT - REVISED FINAL PERD
EXTRACTION WELL RELOCATION - VANOWEN ST
FINAL ROAD REALIGNMENT - VANOWEN ST
IMPACT PLAN

CONTRACT NO. HSR14-39
Drawn by: R. Yu
Designed by: C. Lee
Checked by: N. Bowman

DATE
07/15/2021
FINAL VANOWEN STREET ALIGNMENT

FOR INTERNAL USE ONLY
NOT FOR CONSTRUCTION

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

LEGEND:
- TEMP CONST EASEMENT
- PROPOSED ROW
- PROPOSED CUT AND COVER STRUCTURE
- PROPOSED AT-GRADE CROSSING IMPROVEMENT
- PROPOSED HSR1 (+66')
- PROPOSED HSR2 (+00')
- PROPOSED METROLINK (VE01)
- PROPOSED METROLINK (VE02)
- PROPOSED INTERLOCKING SITE
- PROPOSED SIGNAL HOUSE SEE DWG. NO. TC-04002
- PROPOSED REALIGNMENT BUENA VISTA RD SEE CV-T1025 FOR IMPACT DETAIL
- PROPOSED FINAL VANOWEN ST REALIGNMENT
- PROPOSED CUT AND COVER STRUCTURE
- PROPOSED AT-GRADE CROSSING IMPROVEMENT
- PROPOSED REALIGNMENT BUENA VISTA RD SEE CV-T1025 FOR IMPACT DETAIL

FOR INTERNAL USE ONLY
NOT FOR CONSTRUCTION
NOTES:
1. FOR TRACK INFORMATION, SEE TRACK PLANS VOLUME 1
2. FOR RIGHT-OF-WAY INFORMATION, SEE RIGHT-OF-WAY PLANS VOLUME 2
3. FOR BRIDGE INFORMATION, SEE BRIDGE PLANS VOLUME 2 AND 3
4. FOR UTILITY INFORMATION, SEE UTILITY PLANS VOLUME 4
5. FOR DRAINAGE INFORMATION, SEE DRAINAGE PLANS VOLUME 4
6. FOR GRADING INFORMATION, SEE GRADING PLANS VOLUME 4
7. FOR SYSTEM INFORMATION, SEE SYSTEM PLANS VOLUME 5

CALIFORNIA HIGH-SPEED TRAIN PROJECT
BURIANK TO LOS ANGELES
OPTION B REVISED ALIGNMENT - REVISED FINAL PE/PD
ROADWAY REALIGNMENT - VANOWEN ST
CROSS-SECTION

NOT FOR CONSTRUCTION
FOR INTERNAL USE ONLY

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

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

NOT FOR CONSTRUCTION
FOR INTERNAL USE ONLY

7/15/2021 11:19:37 AM
11297224693132590001
32x121c: C:\jlp\works\jerry\d0150139\K2LCVT3022.dgn
Grade Separation - Victory Place Underpass

Option B Revised Alignment - Revised Final PEPD

Victory Blvd

Isabel Street

Lake Street

VICTORY PLACE

FULL SIZE ONLY

NOT FOR CONSTRUCTION

ORIENTATION MAP
NOTES:
1. FOR TRACK INFORMATION, SEE TRACK PLANS VOLUME 1
2. FOR RIGHT-OF-WAY INFORMATION, SEE RIGHT-OF-WAY PLANS VOLUME 1
3. FOR BRIDGE INFORMATION, SEE BRIDGE PLANS VOLUME 2 AND 3
4. FOR UTILITY INFORMATION, SEE UTILITY PLANS VOLUME 4
5. FOR DRAINAGE INFORMATION, SEE DRAINAGE PLANS VOLUME 4
6. FOR GRADING INFORMATION, SEE GRADING PLANS VOLUME 4
7. FOR SYSTEM INFORMATION, SEE SYSTEM PLANS VOLUME 5

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

NOT FOR CONSTRUCTION
MAY BE APPLICABLE FOR FULL SIZE ONLY
RETAINING WALL
EXISTING DRIVEWAYS
IMPACTED AREAS

LEGEND:
TEMP CONST EASEMENT
PROPERTY TAXES
EXISTING WALL
EXISTING DRIVEWAYS
IMPACTED AREAS
PROFILE GRADE (BURBANK BLVD) NO SCALE

ELEV 609.43

ELEV 623.05

57+00 EVC

ELEV 622.86

53+05.34 EVC

Elev 603.78

7.00% OGS

BB STA 53+34.11

EB STA 57+88.11

12'X11' RCB

PROPOSED

LOCKHEED

CHANNEL

EXISTING

12'X7' RCB

CHANNEL

TO BE ABANDONED

EXISTING 12'W X 3'7'' REINFORCED CONCRETE BOX

PROPOSED

TO BE ABANDONED

PROPOSED STRUCTURE EXCEPT 1' OVER THE MIDDLE 1/3 OF THE BOX

CROSSOVER TRACK

PROPOSED STRUCTURE EXCEPT 1' OVER THE MIDDLE 1/3 OF THE BOX

EXISTING BRIDGES TO BE REMOVED

EXISTING BRIDGE TO BE REMOVED

CHANNEL

EXISTING 12'W x 7'H

METROLINK (MT01)

• EXIST

METROLINK (MT02)

• EXIST

PROPOSED

HSR1

• PROPOSED

HSR2

• PROPOSED

TO BE ABANDONED

TOTAL 4 PER BENT

COLUMN (TYP)

6' DIA

ELEV 623.05

57+88.41 PVI

57+46.05 EVC

53+86.05 BVC

53+00

54+00

55+00

56+00

57+00

58+00

ELEVATION SCALE: 1"=20'

MEASURED ALONG CENTER LINE OF BURBANK BLVD

454'-0"

MIN CLR 24'-6"

MIN CLR 24'-0"

• TRACK MT02

• TRACK MT01

818°00'00"

90°00'00"

DATE CHK APP BY REV DESCRIPTION DRAWN BY DESIGNED BY CHECKED BY IN CHARGE

ST-K1041 CALIFORNIA HIGH-SPEED TRAIN PROJECT DRAWING NO. SHEET NO.

HSR14-39 CONSTRUCTION NOT FOR RECORD SET P. ZUCCHI M. PONCE D. HAGHIGHI

CALIFORNIA HIGH-SPEED TRAIN PROJECT BURBANK TO LOS ANGELES OPTION B REVISED ALIGNMENT - REVISED FINAL PEPEP D. HAGHIGHI

GRADE SEPARATION - BURBANK BLVD OVERPASS GENERAL PLAN - SHEET 1 OF 2

NOTES

1 BARRIER

2 CHAIN LINK RAILING

3 STRUCTURE APPROACH SLAB

INDICATES DIRECTION OF TRAFFIC

INDICATES RAILROAD AND HST TRACKS

CLOSURE POUR

INDICATES POINT OF MINIMUM CLEARANCE

NOT ALL COLUMNS OR PILES SHOWN FOR CLARITY.

EXISTING UTILITIES

ELECTRIC CABLE (OH)

FIBER OPTIC

GAS

OIL

SEWER

STORM DRAIN

TELEPHONE (OH)

WATER
TYPICAL SECTION

SCALE: \( \frac{1}{6} = 1'-0" \)

- 51'-6" MIN 64'-6" MAX
- 51'-6" MIN 58'-11" MAX

- Closure Pour

- Column (TYP)

- 6' DIA (TYP)

- 8'-0" BURBANK BOULEVARD

- 10'-6" and Varies

- 3'-0"
NOTES:
1. FOR TRACK INFORMATION, SEE TRACK PLANS VOLUME 1
2. FOR RIGHT-OF-WAY INFORMATION, SEE RIGHT-OF-WAY PLANS VOLUME 1
3. FOR BRIDGE INFORMATION, SEE BRIDGE PLANS VOLUME 2 AND 3
4. FOR UTILITY INFORMATION, SEE UTILITY PLANS VOLUME 4
5. FOR DRAINAGE INFORMATION, SEE DRAINAGE PLANS VOLUME 4
6. FOR GRADE INFORMATION, SEE GRADE PLANS VOLUME 4
7. FOR SYSTEM INFORMATION, SEE SYSTEM PLANS VOLUME 5
NOTES:
1. FOR TRACK INFORMATION, SEE TRACK PLANS VOLUME 1
2. FOR BRIDGE INFORMATION, SEE BRIDGE PLANS VOLUME 1
3. FOR UTILITY INFORMATION, SEE UTILITY PLANS VOLUME 4
4. FOR DRAINAGE INFORMATION, SEE DRAINAGE PLANS VOLUME 4
5. FOR SYSTEM INFORMATION, SEE SYSTEM PLANS VOLUME 5

FOR SYSTEM INFORMATION, SEE SYSTEM PLANS VOLUME 5

LEGEND:
- TEMPO CONST EASEMENT
- PROPOSED ROW
- TEMP CONST EASEMENT
- EXISTING DRIVEWAYS
- IMPACTED AREAS
- PROPOSED HSR1
- PROPOSED HSR2
- EXIST ROW
- PROPOSED FENCE
- TEMP CONST EASEMENT
- EXIST ROW
- PROPOSED ROW
- TEMP CONST EASEMENT
NOTES:
1. FOR TRACK INFORMATION, SEE TRACK PLANS VOLUME 6
2. FOR RIGHT-OF-WAY INFORMATION, SEE RIGHT-OF-WAY PLANS VOLUME 7
3. FOR BRIDGE INFORMATION, SEE BRIDGE PLANS VOLUME 2 AND 3
4. FOR UTILITY INFORMATION, SEE UTILITY PLANS VOLUME 4
5. FOR DRAINAGE INFORMATION, SEE DRAINAGE PLANS VOLUME 5
6. FOR GIRDER INFORMATION, SEE GIRDER PLANS VOLUME 6
7. FOR SYSTEM INFORMATION, SEE SYSTEM PLANS VOLUME 8

DATE
7/15/2021
11:40:45 AM
7/13/2021

DRAWN BY

DESIGNED BY

CHECKED BY

IN CHARGE

CALIFORNIA HIGH-SPEED TRAIN PROJECT
Burbank to Los Angeles
Option B Revised Alignment - Revised Final PEP

Track Access - S Flower St Extension
Cross-Section

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

LINE DATA

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<th>HEADING</th>
<th>DISTANCE</th>
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<td>1</td>
<td>N41°22'42&quot;E</td>
<td>800.00'</td>
</tr>
<tr>
<td>2</td>
<td>S54°32'05&quot;E</td>
<td>264.07'</td>
</tr>
<tr>
<td>3</td>
<td>S56°55'28&quot;E</td>
<td>178.82'</td>
</tr>
</tbody>
</table>

LEGEND:
- PROPOSED ROW
- PROPOSED RETAINING WALL
- EXISTING ROW
- IMPACTED AREAS

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

NOT FOR CONSTRUCTION
FOR INTERNAL USE ONLY
NOTES:
1. FOR TRACK INFORMATION, SEE TRACK PLANS VOLUME 1
2. FOR RIGHT-OF-WAY INFORMATION, SEE RIGHT-OF-WAY PLANS VOLUME 1
3. FOR BRIDGE INFORMATION, SEE BRIDGE PLANS VOLUME 2 AND 3
4. FOR UTILITY INFORMATION, SEE UTILITY PLANS VOLUME 2
5. FOR DRAINAGE INFORMATION, SEE DRAINAGE PLANS VOLUME 4
6. FOR SYSTEM INFORMATION, SEE SYSTEM PLANS VOLUME 5

PROFILE
COLORADO ST UNDERPASS

13+00 14+00 15+00 16+00 17+00 18+00 19+00

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

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

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

EXIST CONDITION
STA 13+00
CV-T1103 NO SCALE

PROPOSED BRIDGE STRUCTURE

PROP CONDITION
STA 15+50
CV-T1103 NO SCALE

NOT FOR CONSTRUCTION
FOR INTERNAL USE ONLY
NOTES
1. BARRIER
2. CHAIN LINK RAILING
3. WALKWAY (3'-0" WIDE)
4. CABLE DUCT

CONSTRUCTION STAGING NOTES:
1. CONSTRUCT 25'-0" EAST SEGMENT OF THE NEW BRIDGE FOR METROLINK TRAFFIC OPERATIONS USING SIDING TRACK TEMPORARILY.
2. REMOVE EXISTING BRIDGE.
3. COMPLETE BRIDGE CONSTRUCTION FOR HIGH SPEED TRAIN AND METROLINK TRAFFIC OPERATIONS.

NOTES
1. BARRIER
2. CHAIN LINK RAILING
3. WALKWAY (3'-0" WIDE)
4. CABLE DUCT

CONSTRUCTION STAGING NOTES:
1. CONSTRUCT 25'-0" EAST SEGMENT OF THE NEW BRIDGE FOR METROLINK TRAFFIC OPERATIONS USING SIDING TRACK TEMPORARILY.
2. REMOVE EXISTING BRIDGE.
3. COMPLETE BRIDGE CONSTRUCTION FOR HIGH SPEED TRAIN AND METROLINK TRAFFIC OPERATIONS.

NOTES
1. BARRIER
2. CHAIN LINK RAILING
3. WALKWAY (3'-0" WIDE)
4. CABLE DUCT

CONSTRUCTION STAGING NOTES:
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2. REMOVE EXISTING BRIDGE.
3. COMPLETE BRIDGE CONSTRUCTION FOR HIGH SPEED TRAIN AND METROLINK TRAFFIC OPERATIONS.

NOTES
1. BARRIER
2. CHAIN LINK RAILING
3. WALKWAY (3'-0" WIDE)
4. CABLE DUCT

CONSTRUCTION STAGING NOTES:
1. CONSTRUCT 25'-0" EAST SEGMENT OF THE NEW BRIDGE FOR METROLINK TRAFFIC OPERATIONS USING SIDING TRACK TEMPORARILY.
2. REMOVE EXISTING BRIDGE.
3. COMPLETE BRIDGE CONSTRUCTION FOR HIGH SPEED TRAIN AND METROLINK TRAFFIC OPERATIONS.
NOTES:
1. FOR TRACK INFORMATION, SEE TRACK PLANS VOLUME 1
2. FOR RIGHT-OF-WAY INFORMATION, SEE RIGHT-OF-WAY PLANS VOLUME 1
3. FOR BRIDGE INFORMATION, SEE BRIDGE PLANS VOLUME 2 AND 3
4. FOR UTILITY INFORMATION, SEE UTILITY PLANS VOLUME 4
5. FOR DRAINAGE INFORMATION, SEE DRAINAGE PLANS VOLUME 4
6. FOR GRADING INFORMATION, SEE GRADING PLANS VOLUME 4
7. FOR SYSTEM INFORMATION, SEE SYSTEM PLANS VOLUME 5

LEGEND:
- PROPOSED ROW
- RETAINING WALL
- EXISTING DRIVEWAYS
- IMPACTED AREAS
- PROPOSED STRUCTURE

PROPOSED CUTOVER 
& COVER TUNNEL

EXISTING 10'X12' STORM DRAIN

PROPOSED ROW

RELOCATE 6" WATER LINE
RELOCATE 8" WATER LINE
RELOCATE 10" SANI SEWER
RELOCATE 27" STORM DRAIN
RELOCATE 4" GAS LINE
RELOCATE 30" STORM DRAIN

PROPOSED ROW

RELOCATE 6" WATER LINE
RELOCATE 10" SANI SEWER

PROPOSED ROW

RELOCATE 10" WATER LINE
RELOCATE 6" WATER LINE
RELOCATE 10" SANI SEWER

PROPOSED ROW

RELOCATE 4" GAS LINE

PROPOSED ROW

RELOCATE 30" STORM DRAIN

PROPOSED ROW

RELOCATE 27" STORM DRAIN

PROPOSED ROW

RELOCATE 4" GAS LINE

PROPOSED ROW

RELOCATE 30" STORM DRAIN

PROPOSED ROW

RELOCATE 27" STORM DRAIN

PROPOSED ROW

RELOCATE 4" GAS LINE

PROPOSED ROW

RELOCATE 30" STORM DRAIN

PROPOSED ROW

RELOCATE 27" STORM DRAIN

PROPOSED ROW

RELOCATE 4" GAS LINE

NOTES:
FOR SYSTEM INFORMATION, SEE SYSTEM PLANS VOLUME 5
FOR GRADING INFORMATION, SEE GRADING PLANS VOLUME 4
FOR DRAINAGE INFORMATION, SEE DRAINAGE PLANS VOLUME 4
FOR UTILITY INFORMATION, SEE UTILITY PLANS VOLUME 4
FOR BRIDGE INFORMATION, SEE BRIDGE PLANS VOLUME 2 AND 3
FOR SYSTEM INFORMATION, SEE SYSTEM PLANS VOLUME 5

CALIFORNIA HIGH-SPEED TRAIN PROJECT
BURBANK TO LOS ANGELES
OPTION B REVISED ALIGNMENT - REVISED FINAL PEPD
P&ID
GRADE SEPARATION GOODWIN AVE UNDERPASS
IMPACT PLAN 2 OF 2

FOR INTERNAL USE ONLY
NOT FOR CONSTRUCTION
NOTES:
1. FOR TRACK INFORMATION, SEE TRACK PLANS VOLUME 1
2. FOR RIGHT-OF-WAY INFORMATION, SEE RIGHT-OF-WAY PLANS VOLUME 1
3. FOR BRIDGE INFORMATION, SEE BRIDGE PLANS VOLUME 2 AND 3
4. FOR UTILITY INFORMATION, SEE UTILITY PLANS VOLUME 4
5. FOR DRAINAGE INFORMATION, SEE DRAINAGE PLANS VOLUME 4
6. FOR GRADING INFORMATION, SEE GRADING PLANS VOLUME 4
7. FOR SYSTEM INFORMATION, SEE SYSTEM PLANS VOLUME 5

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

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

FOR SYSTEM INFORMATION, SEE BRIDGE PLANS VOLUME 2 AND 3
CONSTRUCTION STAGING NOTES:

1. DEMOLISH 12'-0" WESTSIDE PORTION OF EXISTING BRIDGE
2. CONSTRUCT 50' OF NEW BRIDGE AND OPEN TO METROLINK TRAFFIC TEMPORARILY
3. COMPLETE NEW BRIDGE CONSTRUCTION FOR HSR AND METROLINK OPERATION
4. REMOVE REMAINING EXISTING STRUCTURE

NOTES

1. BARRIER
2. CHAIN LINK RAILING
3. STRUCTURE APPROACH SLAB
4. WALKWAY (3'-0" WIDE)
5. CABLE DUCT

LEGEND

\[\text{INDICATES METROLINK AND HSR TRACKS} \]
\[\text{INDICATES LIMITS OF REMOVAL} \]
\[\text{INDICATES DIRECTION OF TRAFFIC} \]

EXISTING UTILITIES

1. FIBER OPTIC (RELOCATE)
2. OIL (20" LINE, RELOCATE)
3. STORM DRAIN (RELOCATE)

NOTES

1. BARRIER
2. CHAIN LINK RAILING
3. STRUCTURE APPROACH SLAB
4. WALKWAY (3'-0" WIDE)
5. CABLE DUCT

LEGEND

\[\text{INDICATES METROLINK AND HSR TRACKS} \]
\[\text{INDICATES LIMITS OF REMOVAL} \]
\[\text{INDICATES DIRECTION OF TRAFFIC} \]

EXISTING UTILITIES

1. FIBER OPTIC (RELOCATE)
2. OIL (20" LINE, RELOCATE)
3. STORM DRAIN (RELOCATE)
CALIFORNIA HIGH-SPEED TRAIN PROJECT
BURBANK TO LOS ANGELES
OPTION B REvised ALIGNMENT - REVISED FINAL PEPD
GRADE SEPARATION - GLENDALE BLVD UNDERPASS
ORIENTATION MAP

NOT FOR CONSTRUCTION
FOR INTERNAL USE ONLY

SCALE APPLICABLE FOR FULL SIZE ONLY

200 0 200 400

FOR INTERNAL USE ONLY

NOT FOR CONSTRUCTION

CALIFORNIA HIGH-SPEED TRAIN PROJECT
Burbank to Los Angeles
Option B Revised Alignment - Revised Final PEPD
Grade Separation - Glendale Blvd Underpass
Orientation Map

Not for Construction
For Internal Use Only

Scale Applicable for Full Size Only

200 0 200 400
CONSTRUCTION STAGING NOTES:

1. Demolish 15' of southern portion of the existing bridge and construct the new segment for Metrolink temporary operation.
2. Demolish 28' of the segment of existing bridge and construct the new segment for second Metrolink track temporary operation.
3. Demolish remaining existing bridge and complete the new bridge for the HSR and Metrolink operations.

NOTES

1. Concrete barrier
2. Chain link railing
3. Structure approach slab
4. Walkway (3'-0" wide)
5. Cable duct

EXISTING UTILITIES

- Fiber optic (relocate)
- Oil pipe
- Storm drain (relocate)

LEGEND

- Indicates direction of traffic
- Indicates proposed Metrolink and HSR tracks
- Indicates existing bridge to be removed

NOT FOR CONSTRUCTION

FOR INTERNAL USE ONLY

FOR INTERNAL USE ONLY

7/15/2021 7/15/2021

NOT FOR RECORD SET

PEPD

OPTION B REVISED ALIGNMENT - REVISED FINAL

GRADE SEPARATION - GLENDALE BLVD UNDERPASS

GENERAL PLAN SHEET 1 OF 1

ST-K1131

CONTRACT NO.

HSR14-39

P. ZUCCHI

M. PONCE

D. HAGHIGHI

C. LEE
NOTES:
1. FOR TRACK INFORMATION, SEE TRACK PLANS VOLUME 1
2. FOR HIGH-SPEEDWAY INFORMATION, SEE HIGH-SPEEDWAY PLANS VOLUME 1
3. FOR BRIDGE INFORMATION, SEE BRIDGE PLANS VOLUME 2 AND 3
4. FOR UTILITY INFORMATION, SEE UTILITY PLANS VOLUME 4
5. FOR DRAINAGE INFORMATION, SEE DRAINAGE PLANS VOLUME 4
6. FOR SURVEY INFORMATION, SEE SURVEY PLANS VOLUME 4
7. FOR SYSTEM INFORMATION, SEE SYSTEM PLANS VOLUME 5

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LEGEND:
- TEMP CONST EASEMENT
- PROPOSED ROW
- EXIST ROW
- PROPOSED ROW
- PROPOSED BRIDGE
- EXIST BRIDGE
- PROPOSED HSR1/WG01
- PROPOSED HSR2/WG02
- PROPOSED HSR1/WG01
- PROPOSED HSR2/WG02

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

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LEGEND:
- PROPOSED ROW
- RETAINING WALL
- EXISTING DRIVEWAYS
- IMPACTED AREAS
- PROPOSED STRUCTURE

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

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

NOTE:
- FOR CONSTRUCTION
- FOR INTERNAL USE ONLY
SECTION - CUT AND COVER

SCALE: 1" = 1'-0"
CALIFORNIA HIGH-SPEED TRAIN PROJECT
BURBANK TO LOS ANGELES
OPTION B REVISI alignment - REVISED FINAL PEP
GRADE SEPARATION - MAIN ST OVERPASS PROFILE

AS SHOWN

STV 100
JACOBS
CALIFORNIA HIGH-SPEED RAIL AUTHORITY

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

CALIFORNIA HIGH-SPEED TRAIN PROJECT
HSR14-39

SHEET NO.
DRAWING NO.
CONTRACT NO.

49+00 50+00 51+00 52+00 53+00 54+00

08/27/2021

PROFILE
MAIN STREET OVERPASS
POSTED SPEED 35 MPH

PROFILE
LAMAR ST.
POSTED SPEED 25 MPH

SCALE APPLICABLE FOR FULL SIZE ONLY

NOT FOR CONSTRUCTION
FOR INTERNAL USE ONLY

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

LEGEND:
- TEMP CONST EASEMENT
- PROPOSED ROW
- RETAINING WALL
- EXISTING BRIDGES
- IMPACTED AREAS
- PROPOSED STRUCTURE

For track information, see track plans volume 1. For right-of-way information, see right-of-way plans volume 1. For bridge information, see bridge plans volume 2 and 3. For utility information, see utility plans volume 4. For grading information, see grading plans volume 4. For system information, see system plans volume 5.
NOTES:
1. FOR TRACK INFORMATION, SEE TRACK PLANS VOLUME 1
2. FOR RIGHT-OF-WAY INFORMATION, SEE RIGHT-OF-WAY PLANS VOLUME 1
3. FOR BRIDGE INFORMATION, SEE BRIDGE PLANS VOLUME 2 AND 3
4. FOR UTILITY INFORMATION, SEE UTILITY PLANS VOLUME 4
5. FOR DRAINAGE INFORMATION, SEE DRAINAGE PLANS VOLUME 4
6. FOR GRADE SEPARATION INFORMATION, SEE GRADE SEPARATION PLANS VOLUME 4
7. FOR SYSTEM INFORMATION, SEE SYSTEM PLANS VOLUME 5

LEGEND:
- TEMP CONST EASEMENT
- PROPOSED ROW
- RETAINING WALL
- EXISTING DRIVEWAYS
- IMPACTED AREAS
- PROPOSED STRUCTURE

PROPOSED ROWWAY BRIDGE - SEE DRAWING NO. CV-T1153
MATCH LINE
SEE DRAWING NO. CV-T1155

CALIFORNIA HIGH-SPEED TRAIN PROJECT
BURBANK TO LOS ANGELES
OPTION B REVISED ALIGNMENT - REVISED FINAL PEPD
GRADE SEPARATION - MAIN ST OVERPASS
IMPACT PLAN SHEET 2 OF 4
CALIFORNIA HIGH-SPEED TRAIN PROJECT
BURBANK TO LOS ANGELES
OPTION B REVISIONS - REVISED FINAL PEPD PEPA
GRADE SEPARATION - MAIN ST OVERPASS
IMPACT PLAN 3 OF 4

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

LEGEND:
- TEMP CONST EASEMENT
- PROPOSED ROW
- RETAINING WALL
- EXISTING DRIVEWAYS
- IMPACTED AREAS
- PROPOSED STRUCTURE

FOR SYSTEM INFORMATION, SEE SYSTEM PLANS VOLUME 5
FOR GRADE INFORMATION, SEE GRADE PLANS VOLUME 4
FOR UTILITY INFORMATION, SEE UTILITY PLANS VOLUME 4
FOR DRAINAGE INFORMATION, SEE DRAINAGE PLANS VOLUME 4
FOR BRIDGE INFORMATION, SEE BRIDGE PLANS VOLUME 2 AND 3
FOR RIGHT-OF-WAY INFORMATION, SEE RIGHT-OF-WAY PLANS VOLUME 1
FOR TRACK INFORMATION, SEE TRACK PLANS VOLUME 1
CONSTRUCTION STAGING NOTES:

- Construct Bents 2 to 5 and North Segment of Abutment 1
- Construct East-Side End-Plate Segments and Half of the Northwest Pedest of the Bridge from Abutment 1 to Bents 6 to Open Temporarily for One Lane of Traffic in Each Direction
- Complete Bridge Construction

NOTES:

- Barrier
- Chain Link Railing
- Cut to Cut Bridge Height Cares from 7'-4" at Bents 1 to 86'-0" at Bents 6 and 7

TYPICAL SECTION (BENTS 2 TO 5)

- Scale: 1"=10'
- 10'-0" Dia Conc Pile
- 6'-0" Dia Column
- Approx OG

TYPICAL SECTION (BENTS 6, 7, & 9)

- Scale: 1"=10'
- 8'-0" Dia Column
- Approx OG

TYPICAL SECTION - BENT 8

- Scale: 1"=10'
- 10'-0" Dia Conc Pile

NOTE: Crash wall on Bent 6 only, see plan.

CONSTRUCTION STAGING NOTES:

- Construct Bents 2 to 5 and North Segment of Abutment 1
- Construct East-Side End-Plate Segments and Half of the Northwest Pedest of the Bridge from Abutment 1 to Bents 6 to Open Temporarily for One Lane of Traffic in Each Direction
- Complete Bridge Construction

NOTES:

- Barrier
- Chain Link Railing
- Cut to Cut Bridge Height Cares from 7'-4" at Bents 1 to 86'-0" at Bents 6 and 7

TYPICAL SECTION (BENTS 2 TO 5)

- Scale: 1"=10'
- 10'-0" Dia Conc Pile
- 6'-0" Dia Column
- Approx OG

TYPICAL SECTION (BENTS 6, 7, & 9)

- Scale: 1"=10'
- 8'-0" Dia Column
- Approx OG

TYPICAL SECTION - BENT 8

- Scale: 1"=10'
- 10'-0" Dia Conc Pile

NOTE: Crash wall on Bent 6 only, see plan.