



**California High-Speed Rail Project
 Track and Systems Contract 1 (TS1)**

**3.0 – Alignment Segments and Lengths
 San Francisco and Merced to Bakersfield**

Project Section	Alignment Name	Submittal Status	Start Station	End Station	Approx. Alignment Length (feet)	Approx. Alignment Length (miles)	Approximate Start Milepost	Approximate End Milepost	Approx. Section Length (miles)	
Merced to Madera Wye to Merced Central Valley Wye (CVY)	Dedicated HSR Alignment	Northern Limit of TS1 Contract at Martin Luther King Way in Merced	Record Set PEPD October 2016	POB 6066+14.09		Capital Subdivision		POB C 124		33
		Ranch Road to Merced North Merced Corridor	Record Set PEPD July 2011	6066+14.09	5655+00.00 = 15655+00.00 AHD	41,114	7.8	C 124	C 132	
		Ranch Road to Control Point San Joaquin Along SR 152 to Road 11 Wye	Record Set PEPD August 2016	15655+00.00	15317+00.00	33,800	6.4	C 132	C 139	
		Control Point San Joaquin	Record Set PEPD August 2016	15317+00.00		Capital Subdivision		C 139		
				= 36457+64.82 PS TO		Pacheco Subdivision		= P 139 PS TO		
		Control Point San Joaquin to Control Point Divide Along SR 152 to Road 11 Wye	Record Set PEPD August 2016	15317+00.00	15009+29.85	30,770	5.8	C 139	C 144	
		Control Point Divide	Record Set PEPD August 2016	= 15009+29.85 PS TO		Capital Subdivision		= C 144 PS TO		
= 6477+00.00 BK				Bay Subdivision		= B 144 BK				
= 6477+00.00 AHD				Sierra Subdivision		= S 144 AHD				
Control Point Divide to CP1 Along SR 152 to Road 11 Wye	Record Set PEPD August 2016	6477+00.00	7171+85.19 = 9620+39.57 AHD	69,485	13.2	S 144.5	S 158			
Madera to Poplar Avenue Construction Package 1 (CP1)	Dedicated HSR Alignment	CP1 Extension	60% Design February 2019	9620+39.57	9828+00.00 = 9828+00.00 AHD	20,760	3.9	S 158	S 162	32
		Track Guideway Package 1	RFC September 2017	9828+00.00	10304+00.00 = 10304+00.00 AHD	47,600	9.0	S 162	S 171	
		Track Guideway Package 2	RFC December 2017	10304+00.00	10580+10.38 = 10580+22.31 AHD	27,610	5.2	S 171	S 176	
				10580+22.31	10691+50.00 = 10691+50.00 AHD	11,128	2.1	S 176	S 178	
		Caltrans Segment	RFC January 2016	10691+50.00	10825+60.00 = 10825+60.00 AHD	13,410	2.5	S 178	S 180	
		Track Guideway Package 3	RFC February 2018	10825+60.00	11030+00.00 = 11030+00.00 AHD	20,440	3.9	S 180	S 184	
Track Guideway Package 4	RFC February 2018	11030+00.00	11299+98.90 = 587+30.67 AHD	26,999	5.1	S 184	S 189			
Madera to Poplar Avenue Construction Package 2-3 (CP2-3)	Dedicated HSR Alignment	Segment 1 North Track Guideway	RFC October 2017	587+30.67	1075+00.00 = 1075+00.00 AHD	48,769	9.2	S 189	S 199	65
		Segment 1 South Track Guideway	RFC December 2017	1075+00.00	1595+00.00 = 1595+00.00 AHD	52,000	9.8	S 199	S 209	
		Segment 2 North Track Guideway	90% Design February 2017	1595+00.00	1731+00.00 = 1731+00.00 AHD	13,600	2.6	S 209	S 211	
		Segment 2 Combined Middle and South Track Guideway	RFC March 2018	1731+00.00	2665+00.00 = 2665+00.00 AHD	93,400	17.7	S 211	S 229	
		Segment 3 North Track Guideway	RFC December 2017	2665+00.00	3449+00.00 = 3449+00.00 AHD	78,400	14.8	S 229	S 244	
		Segment 3 South Track Guideway	RFC March 2018	3449+00.00	4045+55.69 = 14769+22.54 AHD	59,656	11.3	S 244	S 255	
Madera to Poplar Avenue Construction Package 4 (CP4)	Dedicated HSR Alignment	Alignment A1	RFC June 2018	14769+22.54	15259+07.86 = 15259+07.86 AHD	48,985	9.3	S 255	S 264	21
		Alignment L1	RFC June 2018	15259+07.86	15426+88.18 = 15426+88.18 AHD	16,780	3.2	S 264	S 267	
		Alignment WS1	RFC September 2018	15426+88.18	15610+00.00 = 15610+00.00 AHD	18,312	3.5	S 267	S 271	
		Alignment WS1	RFC October 2018	15610+00.00	15884+38.60 = 5880+00.00 AHD	27,439	5.2	S 271	S 276	
Poplar Avenue to Bakersfield	Dedicated HSR Alignment	Fresno to Bakersfield: Locally Generated Alternative (FB – LGA)	Record Set PEPD October 2016	5880+00.00	6856+00.00	97,600	18.5	S 276	S 295	23
		Bakersfield HSR Station	Record Set PEPD August 2016	6856+00.00		Sierra Subdivision		S 295		
				= 6856+00.00 AHD		Desert Subdivision		= D 295 AHD		
		Fresno to Bakersfield: Locally Generated Alternative (FB – LGA)	Record Set PEPD October 2016	6856+00.00	7101+04.43	24,504	4.6	D 295	D 299	
Southern Limit of TS1 Contract at Oswell Street in Bakersfield	Record Set PEPD October 2016	POE 7101+04.43		Desert Subdivision		POE D 299				

TS1 – INDUSTRY DRAFT – 2019-0501



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San Francisco to Wye	San Jose to the Central Valley Wye (JZY)	Blended Corridor – Caltrain Ownership	Northern Limit of TS1 Contract at San Francisco Salesforce Transit Center	Preliminary Engineering Plans September 2016	POB 130+60.00		Bay Subdivision		#REF!		155			
			San Francisco Downtown Extension (DTX)	Preliminary Engineering Plans September 2016	130+60.00	230+50 = 130+00 AHD	9,990	1.9	B 0	B 2				
			Alternative A East Brisbane LMF	Draft PEPD December 2018	130+00	540+00.32 = 542+50.00 AHD	41,000	7.8	B 2	B 10				
				Draft PEPD December 2018	542+50.00	1071+00.00 = 1425+00.00 AHD	52,850	10.0	B 10	B 20				
			Alternative B Midline Passing Tracks	Draft PEPD December 2018	1071+00.00	1419+97.30 = 1425+00.00 AHD	34,897	6.6	B 10	B 16				
			Alternative A	Draft PEPD December 2018	1425+00.00	2375+19.10 = 2872+86.55 AHD	95,019	18.0	B 16	B 34				
			Alternative 4 – Blended At-Grade Control Point Coast to Control Point Lick	Record Set PEPD March 2019	2872+86.55	3315+00.00 = 315+00.00 AHD	44,213	8.4	B 34	B 43				
			Control Point Lick End of Caltrain Right-of-Way Ownership	Record Set PEPD October 2016	315+00.00	322+00.00	Bay Subdivision		C 34					
			Alternative 4 Blended At-Grade Control Point Lick to Gilroy	Record Set PEPD March 2019	315+00.00	1735+00	142,000	26.9	B 43	B 70				
			Alternative 4 End Blended Corridor	Record Set PEPD March 2019	1735+00		Bay Subdivision		B 70					
			San Francisco to Wye	San Jose to the Central Valley Wye (JZY)	Blended Corridor	Alternative 4 Blended At-Grade Control Point Lick to Gilroy	Record Set PEPD March 2019	1735+00	1938+34.66 = 1987+11.98 AHD	20,335		3.9	B 70	B 73
						Alternative 1 Viaduct to Downtown Gilroy	Record Set PEPD March 2019	1987+11.98	2387+88.85 = 3144+59.57 AHD	40,077		7.6	B 73	B 81
						North Pacheco One Tunnel	Record Set PEPD March 2019	3144+59.57	4432+13.18 = 4410+00.00 AHD	128,754		24.4	B 81	B 105
						Interstate Highway 5 to Carlucci Road along Henry Miller Road	Record Set PEPD March 2019	4410+00.00	5337+28.93 = 5338+00.00 AHD	92,729		17.6	B 105	B 123
						Central Valley Wye (CVY)	Dedicated HSR Alignment	Carlucci Road to Control Point Merced Along SR 152 to Road 11 Wye	Record Set PEPD August 2016	5338+00.00		6128+15.00	79,015	15.0
Control Point Merced	Record Set PEPD August 2016	6128+15.00						Bay Subdivision		B 138				
		= 36128+14.76 PS TO						Pacheco Subdivision		= P 145 PS TO				
Control Point Merced to Control Point Divide Along SR 152 to Road 11 Wye	Record Set PEPD August 2016	6128+15.00						6477+00.00	34,885	6.6	B 138	B 144		
Control Point Divide	Record Set PEPD August 2016	6477+00.00						Bay Subdivision		B 144				
		= 6477+00.00 AHD						Sierra Subdivision		= S 144 AHD				
		= 15009+29.85 PS TO		Capital Subdivision		= C 144 PS TO								
See Merced to Madera Alignment for Continuation to Madera														
Central Valley Wye (CVY)	Dedicated HSR Alignment	Blended Corridor	Control Point Merced	Record Set PEPD August 2016	6128+15.00 BK =		Bay Subdivision		B 138					
					= 36128+14.76 PS TO		Pacheco Subdivision		= P 145 PS TO					
			Control Point Merced to Control Point San Joaquin Along SR 152 to Road 11 Wye	Record Set PEPD August 2016	36128+14.76	36457+64.82	32,950	6.2	P 145	P 139				
			Control Point San Joaquin	Record Set PEPD August 2016	= 36457+64.82 PS TO		Capital Subdivision		= P 139 PS TO					
= 15317+00.00 AHD		Pacheco Subdivision			= C 139 AHD									
See Merced to Madera Alignment for Continuation to Merced														
Total Length (miles)										335				

TS1 – INDUSTRY DRAFT – 2019-0501

NOTES:

1. Construction Packages 1 through 4 (CP1 through CP4) are design-build contracts currently under construction.
2. All other project sections are undergoing Preliminary Engineering for Project Definition (PEPD) which is equivalent to 15% Design.
3. The locations along the Central Valley Wye labeled "PS TO" are the points of switch of turnouts where an alternate leg of the Wye begins.
4. All alignment lengths and mileposts are approximate.