California High-Speed Rail Authority

Burbank to Los Angeles Project Section

Final Environmental Impact Report/ Environmental Impact Statement

Appendix 3.6-C: High-Risk and Major Utilities Report

September 2021

CALIFORNIA High-Speed Rail Authority

The environmental review, consultation, and other actions required by applicable Federal environmental laws for this project are being or have been carried out by the State of California pursuant to 23 U.S.C. 327 and a Memorandum of Understanding dated July 23, 2019, and executed by the Federal Railroad Administration and the State of California.

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California High-Speed Rail Authority

Burbank to Los Angeles Project Section PEPD Record Set

High Risk and Major Utilities Report

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ACRONYMS AND ABBREVIATIONS

AB	(California) Assembly Bill
Amtrak	California High-Speed Rail Authority
Authority	Metrolink Central Maintenance Facility
ANF	Angeles National Forest
ATC	Automatic Train Control
ATO	Automatic Train Operation
ATP	Automatic Train Protection
ATS	Automatic Train System
Authority	California High-Speed Rail Authority
B-LA	Burbank – Los Angeles
BMP	Best Management Practice
BRT	Bus Rapid Transit
C.F.R.	Code of Federal Regulations
Caltrans	California Department of Transportation
CASQA	California Storm Water Quality Association
CEQA	California Environmental Quality Act
CGP	Construction General Permit
CHSR	California High-Speed Rail
CHSRA	California High-Speed Rail Authority (see Authority)
CMF	Central Maintenance Facility
COG	Council of Governments
CPUC	California Public Utilities Commission
CSA	Construction Staging Area
DBR	Design Baseline Report
DEIR	Draft Environmental Impact Report
DEIS	Draft Environmental Impact Statement
DOT	Department of Transportation
DSA	Disturbed Soil Area
EIR	Environmental Impact Report
EIS	Environmental Impact Statement
FAA	Federal Aviation Administration
Fed. Reg.	Federal Register
FEIR	Final Environmental Impact Report
FEIS	Final Environmental Impact Statement
FEMA	Federal Emergency Management Agency

FHWA	Federal Highway Administration
FRA	Federal Railroad Administration
FTA	Federal Transit Administration
HCM	Highway Capacity Manual
HDM	Highway Design Manual
HOV	High-occupancy Vehicle
HSR	High-speed Rail
I	Interstate
LAUS	Los Angeles Union Station
METRO	Los Angeles Count Metropolitan Transportation Authority
MOIF	Maintenance of Infrastructure Facilities
MOIS	Maintenance of Infrastructure Siding Facilities
MT	Main Track
NEPA	National Environmental Policy Act
NOI	Notice of Intent
NPDES	National Pollutant Discharge Elimination System
OCS	Overhead Contact System
PMT	Program Management Team
PS	Paralleling Stations
PS&E	Plans, Specifications & Estimates
PTC	Positive Train Control
PUC	Power Utility Connection
RC	Regional Consultant
ROW	Right-of-Way
RWQCB	Regional Water Quality Control Board
SAFETEA-LU	Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users
SAA	Supplemental Alternatives Analysis
SB	(California) Senate Bill, southbound (editor's note: use in tables or figures only)
SCRRA	Southern California Regional Rail Authority
SR	State Route
SRS	Standalone Radio Site
SS	Traction Power Substation
SWDR	Storm Water Data Report
SWPPP	Storm Water Pollution Prevention Plan
TC	Transportation Center
TPF	Traction Power Facility

TPSS	Traction Power Substation
UPRR	Union Pacific Railroad
US	United States
U.S.C.	U.S. Code

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1 INTRODUCTION

1.1 California High-Speed Rail System Background

The California High-Speed Rail Authority (Authority) is responsible for planning, designing, building, and operating the first high-speed passenger rail service in the nation. The California High-Speed Rail (HSR) System will connect the mega-regions of the state, contribute to economic development and a cleaner environment, create jobs, and preserve agricultural and protected lands. When it is completed, it will run from San Francisco to the Los Angeles basin in under three hours at speeds capable of exceeding 200 miles per hour. The system will eventually extend to Sacramento and San Diego, totaling 800 miles with up to 24 stations, as shown on Figure 1-1.[1] In addition, the Authority is working with regional partners to implement a statewide rail modernization plan that will invest billions of dollars in local and regional rail lines to meet the state's 21st century transportation needs.

The California HSR System is planned to be implemented in two phases. Phase 1 would connect San Francisco to Los Angeles and Anaheim via the Pacheco Pass and the Central Valley.[2] Phase 2 would connect the Central Valley to Sacramento, and another extension is planned from Los Angeles to San Diego. The California HSR System would meet the requirements of Proposition 1A,[3] including the requirement for a maximum nonstop service travel time between San Francisco and Los Angeles of two hours and 40 minutes.

1.2 Burbank to Los Angeles Project Section PEPD Record Set Background

The Burbank to Los Angeles Project Section would be a critical link in Phase 1 of the California HSR System connecting the San Francisco Bay Area to the Los Angeles Basin. The Authority and the Federal Railroad Administration (FRA) selected the existing railroad right-of-way as the corridor for the preferred alternative between Sylmar and Los Angeles Union Station (LAUS) in the 2005 *Statewide Program Environmental Impact Report/Environmental Impact Statement* (EIR/EIS) (Authority and FRA 2005). The Sylmar to Los Angeles railroad corridor includes Burbank, which is southeast of Sylmar. Therefore, the Project EIR/EIS for the Burbank to Los Angeles Project Section focuses on alignment alternatives along the existing Sylmar to Los Angeles railroad corridor.

The Burbank to Los Angeles Project Section was initially considered as part of the Palmdale to Los Angeles Project Section. The Authority and FRA announced their intention to prepare a joint EIR/EIS for the Palmdale to Los Angeles Project Section in March 2007. On March 12, 2007, the Authority released a Notice of Preparation, and the FRA published a Notice of Intent on March 15, 2007. Over the next several years, the Authority and FRA conducted scoping and prepared alternatives analysis documents for that section. The 2010 Palmdale to Los Angeles Preliminary Alternatives Analysis recommended alignment alternatives and station options for the Palmdale to Los Angeles Project Section based on the program-level corridor selected in 2005. The 2011 Palmdale to Los Angeles Supplemental Alternatives Analysis (SAA) focused specifically on the subsections from the community of Sylmar to LAUS, and reevaluated the alternatives and station options. In June 2014, the Authority published a Palmdale to Los Angeles SAA Report, which introduced the concept of splitting the Palmdale to Los Angeles Project Section into two sections. On July 24, 2014, the Authority released a Notice of Preparation and the FRA published a Notice of Intent to prepare EIR/EIS documents for the Palmdale to Burbank and Burbank to Los Angeles project sections.

[1] The alignments on Figure 1-1 are based on Authority/FRA decisions made in the 2005, 2008, and 2012 Programmatic EIR/EIS documents.

[2] Phase 1 may be constructed in smaller operational segments, depending on available funds.

[3] http://www.catc.ca.gov/programs/hsptbp.htm.

Source: California High-Speed Rail Authority and Federal Railroad Administration (2017)

Figure 1-1 California High-Speed Rail System

One of the main reasons for the project section split was the Initial Operating Section[4] concept and its interim terminus in the San Fernando Valley, which was discussed in the Authority's 2012 and 2014 Business Plans. Additionally, the Authority and FRA determined that separate environmental documents would be more beneficial to address environmental impacts and conduct stakeholder outreach. The key environmental resources likely to be impacted were different between the two sections, and separate environmental documents better supported project phasing and sequencing.

In April 2016, the Authority released the Burbank to Los Angeles SAA, which refined the previously studied alignments. Additionally, the Authority released the 2016 Palmdale to Burbank SAA, which refined the concepts at the Burbank Airport Station and the alignments from south of the Burbank Airport Station to Alameda Avenue in the City of Burbank. The 2016 Burbank to Los Angeles SAA Report proposed to evaluate one build alternative south of Alameda Avenue to LAUS. The subsection between the Burbank Airport Station and Alameda Avenue was studied in the 2016 Palmdale to Burbank SAA, which proposed two station options and two alignment options. Table 1-1 summarizes the conclusions of the two SAA reports.

Table 1-1 2016 Supplemental Alternatives Analysis Recommendations for the Burbank to Los Angeles Project Section

Alternative	Alignment/ Station	Area/Station	Alignment/Station Type
No Project Alternative			
HSR Build Alternative	Alignments	Burbank Airport Station to Alameda Avenue	Alignment Option A (Surface) Alignment Option B (Below-Grade and Surface)
		Alameda Avenue to LAUS	Surface Alignment
	Stations	Burbank Airport Station	Station Option A (Surface) Station Option B (Below-Grade)
		LAUS	Surface Station Option

Sources: California High-Speed Rail Authority and Federal Railroad Administration (2016). "Palmdale to Burbank Supplemental Alternatives Analysis"; "Burbank to Los Angeles Supplemental Alternatives Analysis."
HSR = High-Speed Rail
LAUS = Los Angeles Union Station

Since the release of the two SAA documents in 2016, the design has undergone further refinements. The surface options from Burbank Airport to Alameda Avenue (Alignment Option A and Station Option A) have been eliminated from consideration. The below-grade options (Alignment Option B and Station Option B) have been refined in order to minimize potential environmental effects and reduce cost. Therefore, this environmental document evaluates one build alternative for the project section.

FRA requires logical termini for project level analysis. The Authority has determined that logical termini are defined by stations, with Burbank Airport Station as the northern terminus and LAUS as the southern terminus for the Burbank to Los Angeles Project Section. These two stations are also termini for the Palmdale to Burbank and Los Angeles to Anaheim Project Sections. The analysis for the Burbank Airport Station is consistent with what is included in the Palmdale to Burbank EIR/EIS. Similarly, the analysis for LAUS is consistent with what is included in the Los Angeles to Anaheim EIR/EIS.

[4] The Initial Operating Section was the first segment planned for construction and operations, as outlined in the 2014 Business Plan. The segment permitted operation of HSR service from Merced to the San Fernando Valley. The 2016 Business Plan revised the initial segment termini to the Central Valley and Silicon Valley.

1.3 Project Description Purpose

This project description describes the project for use during environmental impact analyses to complete technical reports to inform the Burbank to Los Angeles Project Section EIR/EIS. The basis of this project description is the HSR Build Alternative as defined in the *Burbank to Los Angeles Project Section Draft Preliminary Engineering for Project Definition* document. This project description describes the physical design elements of the project and does not define all operating plans and scenarios, construction plans, or capital and operating costs. This project description will serve as the basis for Chapter 2, Alternatives, of the project EIR/EIS. Chapter 2 of the EIR/EIS will include additional detail beyond the content of this report.

This report documents the detailed environmental resource analysis conducted for the Burbank to Los Angeles Project Section of the California HSR System and includes the following:

- A brief description of the project and the alternatives under study
- A discussion of pertinent statutes and regulations
- A description of the existing environmental resource conditions in the study area
- A description of the analytical methodologies and assumptions used for this study
- The results of these analyses, including effects or benefits resulting from the project

2 PROJECT DESCRIPTION

The Burbank to Los Angeles Project Section of the California HSR System is approximately 14 miles long, crossing the cities of Burbank, Glendale, and Los Angeles on an existing railroad corridor. HSR for this project section would be within a narrow and constrained urban environment, crossing major streets and highways and, in some portions, adjacent to the Los Angeles River. The Los Angeles County Metropolitan Transportation Authority (Metro) owns the railroad right-of-way, the Southern California Regional Rail Authority owns the track and operates the Metrolink commuter rail service, the National Railroad Passenger Corporation (Amtrak) provides intercity passenger service, and the Union Pacific Railroad (UPRR) holds track access rights and operates freight trains.

This section describes the No Project Alternative and the HSR Build Alternative to be evaluated in the Burbank to Los Angeles Project EIR/EIS.

2.1 No Project Alternative

Under the No Project Alternative, the California HSR System would not be built. The No Project Alternative represents the condition of the Burbank to Los Angeles Project Section as it existed in 2015, and as it would exist without the HSR System at the horizon year (2040).

The No Project Alternative assumes that all currently known programmed and funded improvements to the intercity transportation system (highway, transit, and rail) and reasonably foreseeable local land development projects (with funding sources identified) would be developed by 2040. The No Project Alternative is based on a review of the following: regional transportation plans for all modes of travel; the State Transportation Improvement Program; the Federal Transportation Improvement Program; Southern California Regional Rail Authority strategic plans, transportation plans and programs for Los Angeles County; airport master plans; and city and county general plans.

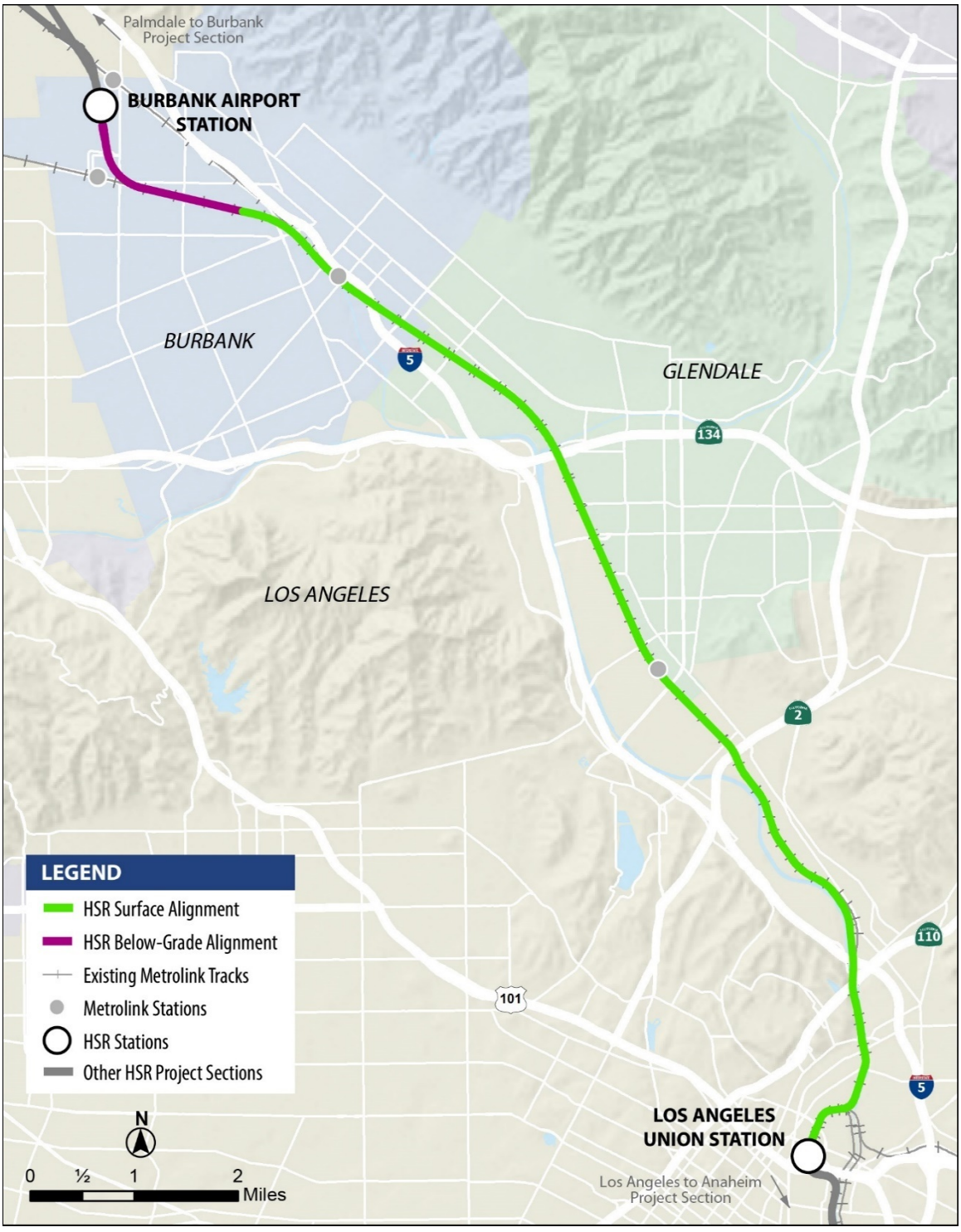
2.2 High-Speed Rail Build Alternative

The HSR Build Alternative includes new and upgraded track, maintenance facilities, grade separations, drainage improvements, communications towers, security fencing, passenger train stations, and other necessary facilities to introduce HSR service into the Los Angeles-San Diego-San Luis Obispo (LOSSAN) Corridor from near Hollywood Burbank Airport to LAUS. In portions of the alignment, new and upgraded tracks would allow other passenger trains to share tracks with the HSR system. HSR stations would be located near Hollywood Burbank Airport and at LAUS. The alignment would be entirely grade-separated at crossings, meaning that roads, railroads, and other transport facilities would be located at different heights so the HSR system would not interrupt or interface with other modes of transport, including vehicle, bicycle, and pedestrian.

For most of the project section, the HSR alignment would be within the existing railroad right-of-way, which is typically 70 to 100 feet wide. The HSR alignment includes northbound and southbound electrified tracks for high-speed trains. The right-of-way would be fenced to prohibit pedestrian and public or unauthorized vehicle access.

The project footprint (the area required to build, operate, and maintain HSR service) is based on the following elements of design: station areas, hydrology, track, roadway, structures, systems, and utilities.

Figure 2-1 shows an overview of the Burbank to Los Angeles Project Section.



Source: California High-Speed Rail Authority (2019)

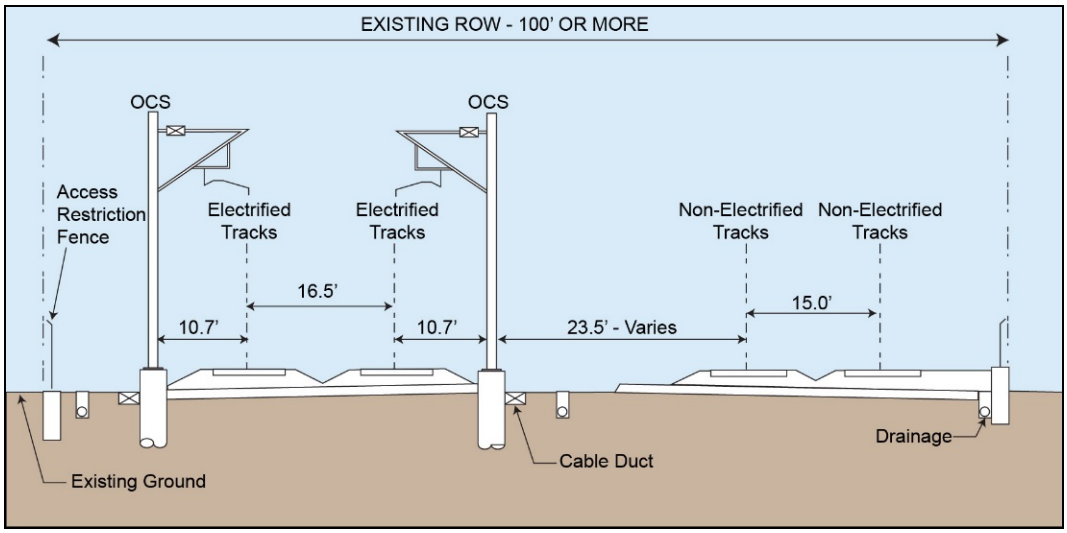
Figure 2-1 Overview of Burbank to Los Angeles Project Section

The Burbank to Los Angeles Project Section includes a combination of at-grade, below-grade, and retained-fill track, depending on corridor and design constraints. The at-grade and retained-fill portions of the alignment would be designed with structural flexibility to accommodate shared operations with other passenger rail operators. Throughout most of the project section (between Alameda Avenue and State Route [SR] 110), two new electrified tracks would be placed along the west side of the existing railroad right-of-way and would be useable for HSR and other passenger rail operators. The existing non-electrified tracks would be realigned closer to the east side of the existing right-of-way, for a total of four tracks; these realigned, non-electrified tracks would be usable for freight and other passenger rail operators, but not for HSR. Figure 2-2 illustrates the placement of the new electrified tracks and realigned, non-electrified tracks relative to the existing tracks.

Source: California High-Speed Rail Authority (2019)

Figure 2-2 New Electrified and Non-Electrified Tracks Within Existing Right-of-Way

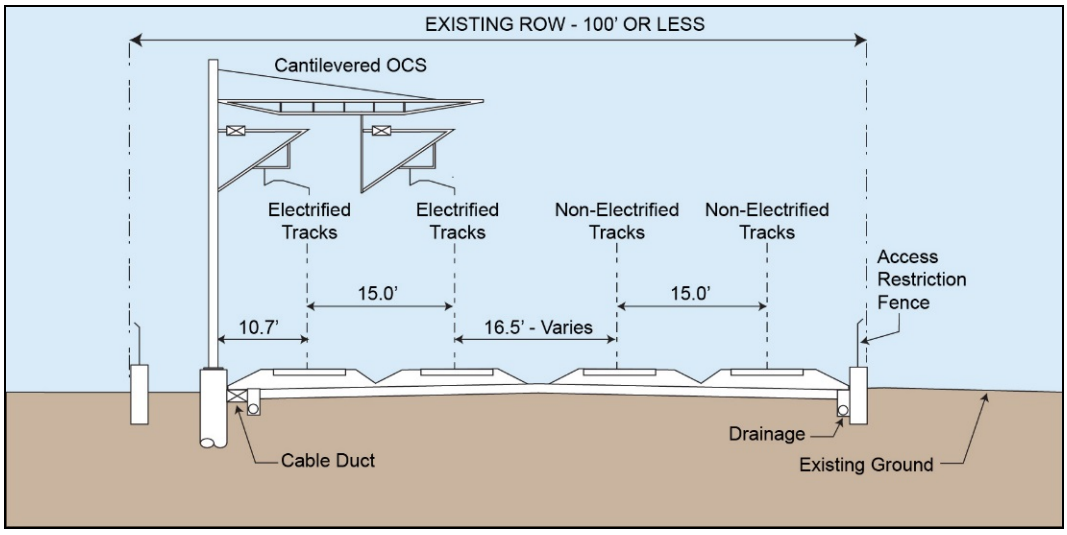
Throughout most of the Burbank to Los Angeles Project Section, the electrified track centerline and the non-electrified track centerline would have a minimum separation of 23.5 feet, and the northbound and southbound electrified tracks would have a separation of 16.5 feet, following the Authority's *Technical Memorandum 1.1.21 Typical Cross Sections for 15% Design*. These standard separations are illustrated on Figure 2-3.



Source: California High-Speed Rail Authority (2019)
This illustration shows the standard separations between the electrified and non-electrified tracks in areas where the railroad right-of-way is at least 100 feet wide. (Figure not to scale.)

Figure 2-3 Standard Track Separations within Non-Constrained Right-of-Way

However, in several areas of the corridor, the right-of-way is less than 100 feet wide, a threshold that constrains the design. As a result, reduced track separations were used in these constrained areas in order to stay within the existing right-of-way to the greatest extent possible and thus minimize property impacts. The reduced separations between the electrified and non-electrified track centerlines would be a minimum of 16.5 feet, and between the two electrified track centerlines would be 15 feet. The narrower cross-section separations are illustrated on Figure 2-4.



Source: California High-Speed Rail Authority (2019)
This illustration shows the narrow separations between the electrified and non-electrified tracks, which would minimize property impacts in areas where right-of-way is constrained. The reduced separations are applied in areas where the railroad right-of-way is less than 100 feet wide. (Figure not to scale.)

Figure 2-4 Reduced Track Separations within Constrained Right-of-Way

2.2.1 HSR Build Alternative Description

The following section describes the HSR Build Alternative in greater detail. Figure 2-5 (Sheets 1 to 3) shows the HSR Build Alternative, including the HSR alignment, new/modified non-electrified tracks, and roadway crossings.

The HSR alignment would begin at the underground Burbank Airport Station and would consist of two new electrified tracks. After exiting the underground station, the alignment would travel southeast beneath the Hollywood Burbank Airport runway in a tunnel, which would be constructed using the sequential excavation method without any disruptions to airport operations. The alignment from south of the airport to where it would join the Metrolink Ventura Subdivision would be constructed as cut-and-cover, and the alignment would then transition to a trench within the Metrolink Ventura Subdivision. The existing Metrolink Ventura Subdivision tracks would be realigned north within the existing right-of-way, and an existing UPRR siding track between Buena Vista Street and Beachwood Drive would be realigned north of the relocated Metrolink Subdivision tracks within the existing right-of-way. These non-electrified tracks would remain at-grade. The trench, which would be south of and parallel to the relocated non-electrified tracks, would be dedicated for HSR tracks only. Figure 2-6, Figure 2-7, and Figure 2-8 depict the typical cross-sections of the below-grade portion of the alignment. During construction of the below-grade alignment, shoofly tracks would be provided to support Metrolink operations. The proposed shoofly tracks would be aligned between Hollywood Way and Buena Vista Street outside the existing right-of-way and would result in temporary roadway impacts to Vanowen Street.

Construction of the below-grade alignment and shoofly tracks conflicts with two extraction wells, a valve vault, and ancillary infrastructure that are currently being used to supply municipal drinking water and remediate the San Fernando Valley Area 1 Superfund site. Construction of the HSR project would require the extraction wells, the valve vaults, and ancillary infrastructure to be replaced, with the detailed design for such infrastructure to be performed during a later stage of design.

The HSR tracks would transition from the trench and emerge to at-grade within the existing railroad right-of-way near Beachwood Drive in the City of Burbank Near Beachwood Drive, the HSR tracks would curve south out of the existing railroad right-of-way and cross Victory Place on a new railroad bridge, which would be directly south of the existing Victory Place bridge. South of Burbank Boulevard, the HSR tracks would re-enter the railroad right-of-way and run parallel to the Metrolink Antelope Valley Subdivision tracks. Between Burbank Boulevard and Magnolia Boulevard, several UPRR industry tracks west of the right-of-way would be removed.

Continuing south, the HSR alignment would pass the Downtown Burbank Metrolink Station, which would be modified. HSR tracks would be placed within the existing parking lot west of the southbound platforms, and new pedestrian connections and relocated parking would be provided. Section 2.6.1 provides more details on design modifications for the Downtown Burbank Metrolink station.

Source: California High-Speed Rail Authority (2019)

Figure 2-5 HSR Build Alternative Overview

(Sheet 1 of 3)

Source: California High-Speed Rail Authority (2019)

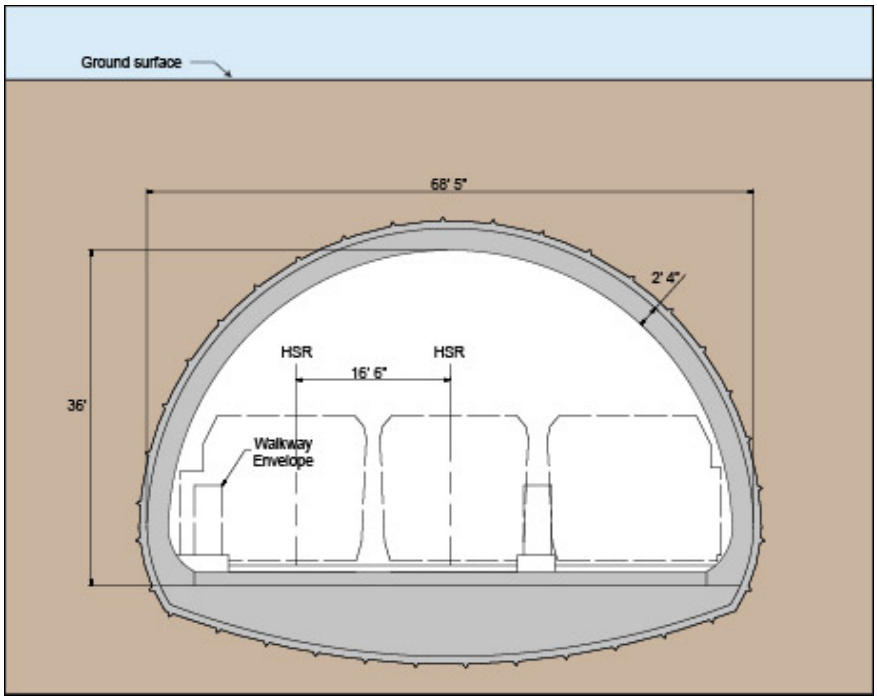
Figure 2-5 HSR Build Alternative Overview

(Sheet 2 of 3)

Source: California High-Speed Rail Authority (2019)

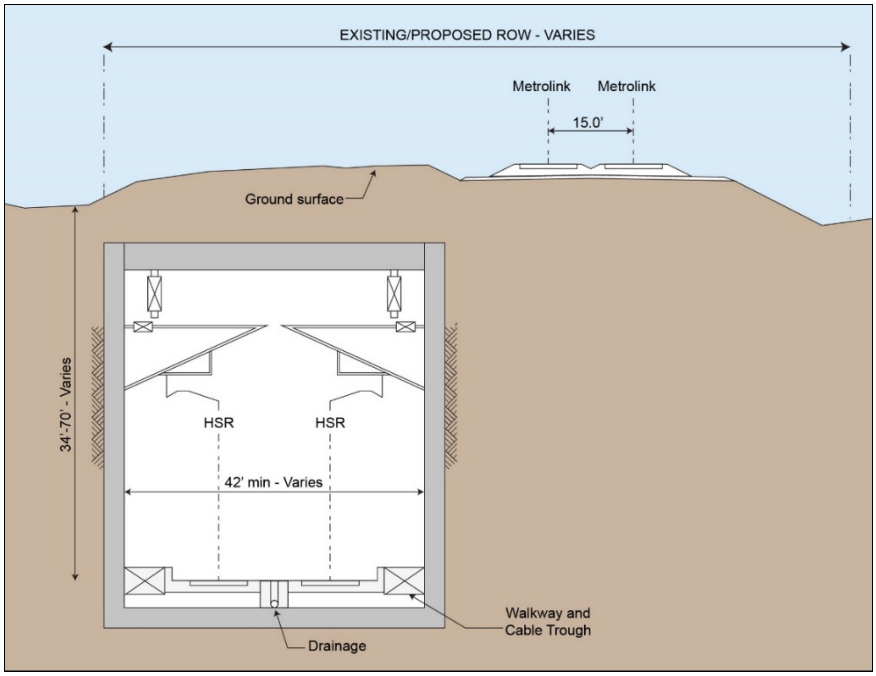
Figure 2-5 HSR Build Alternative Overview

(Sheet 3 of 3)



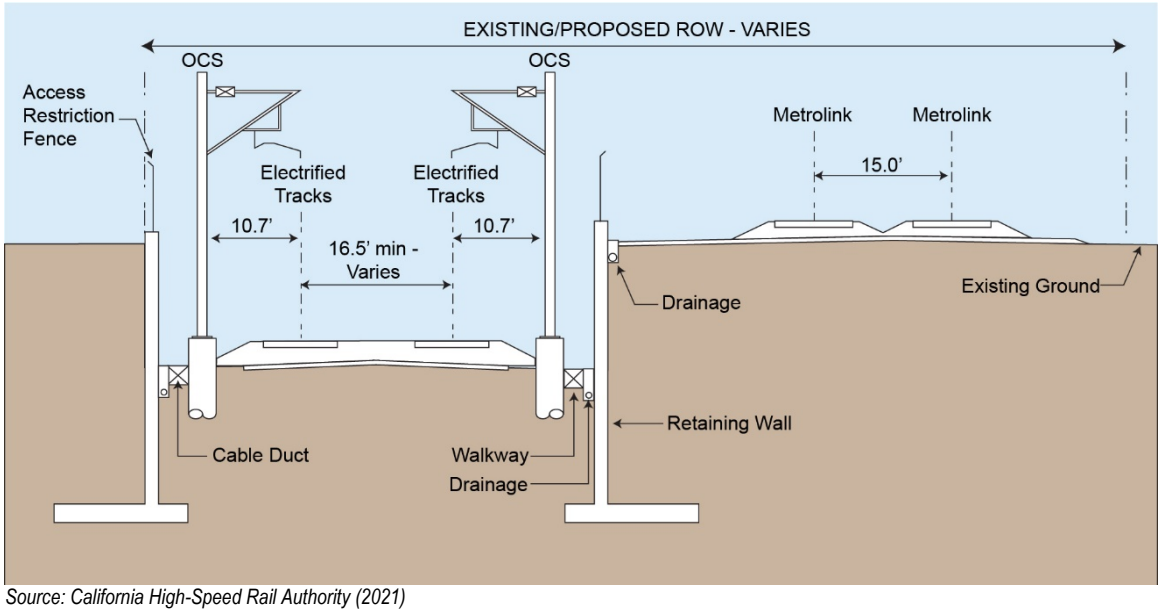
Source: California High-Speed Rail Authority (2019)

Figure 2-6 Typical Tunnel Cross-Section



Source: California High-Speed Rail Authority (2019)

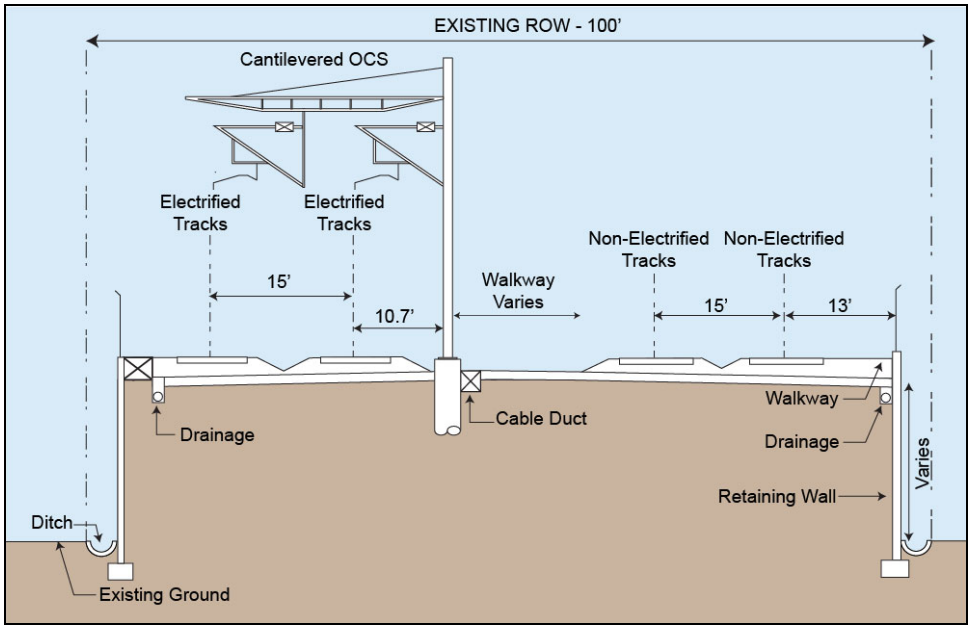
Figure 2-7 Typical Cut-and-Cover Tunnel Cross-Section



Source: California High-Speed Rail Authority (2021)

Figure 2-8 Typical Trench Cross-Section

Between Olive Avenue to the north end of the Metrolink Central Maintenance Facility (CMF), the existing non-electrified tracks would be shifted east within the right-of-way to accommodate the addition of the electrified tracks within the right-of-way. Throughout this area, both sets of tracks would be at-grade, with a retained fill segment between Western Avenue and SR 134. Figure 2-9 shows a typical cross-section of the alignment on retained fill.

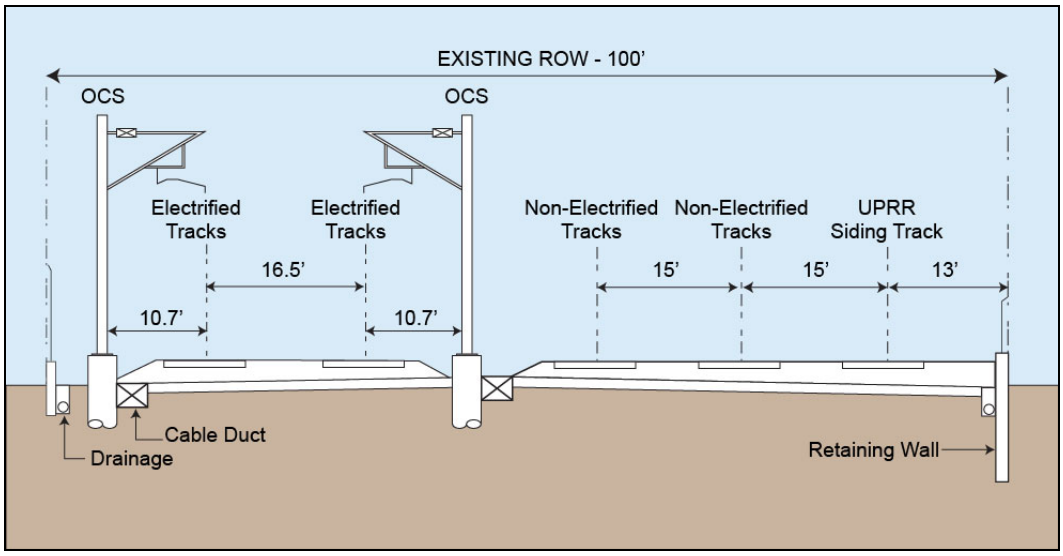


Source: California High-Speed Rail Authority (2019)

Figure 2-9 Typical Retained-Fill Cross-Section

The alignment would cross Verdugo Wash, where an existing railroad bridge would be rebuilt as a new clear-span structure, to accommodate the additional set of electrified tracks. The alignment

would continue south within the existing railroad right-of-way, which follows the Glendale and Los Angeles city borders. Between SR 134 and Chevy Chase Drive, a UPRR siding track would be realigned to the east of the non-electrified tracks, for a total of five tracks within the right-of-way through this area. This siding track is currently located at the Metrolink Central Maintenance CMF but would need to be relocated to accommodate HSR at the CMF. Figure 2-10 shows the typical cross-section for this area.



Source: California High-Speed Rail Authority (2019)

Figure 2-10 Typical Cross-Section Between State Route 134 and Chevy Chase Drive

The alignment would pass by the Glendale Metrolink Station (originally known as the Southern Pacific Railroad Depot), a known historical resource listed on the National Register of Historic Places and located north of Glendale Boulevard. No modifications would be needed for the Glendale Metrolink Station. At Tyburn Street, the alignment would enter the City of Los Angeles. Continuing south, the two sets of tracks would diverge at the north end of the Metrolink CMF. The electrified tracks would travel along the west side of the CMF, and the non-electrified, mainline tracks would travel along the east side of the facility.

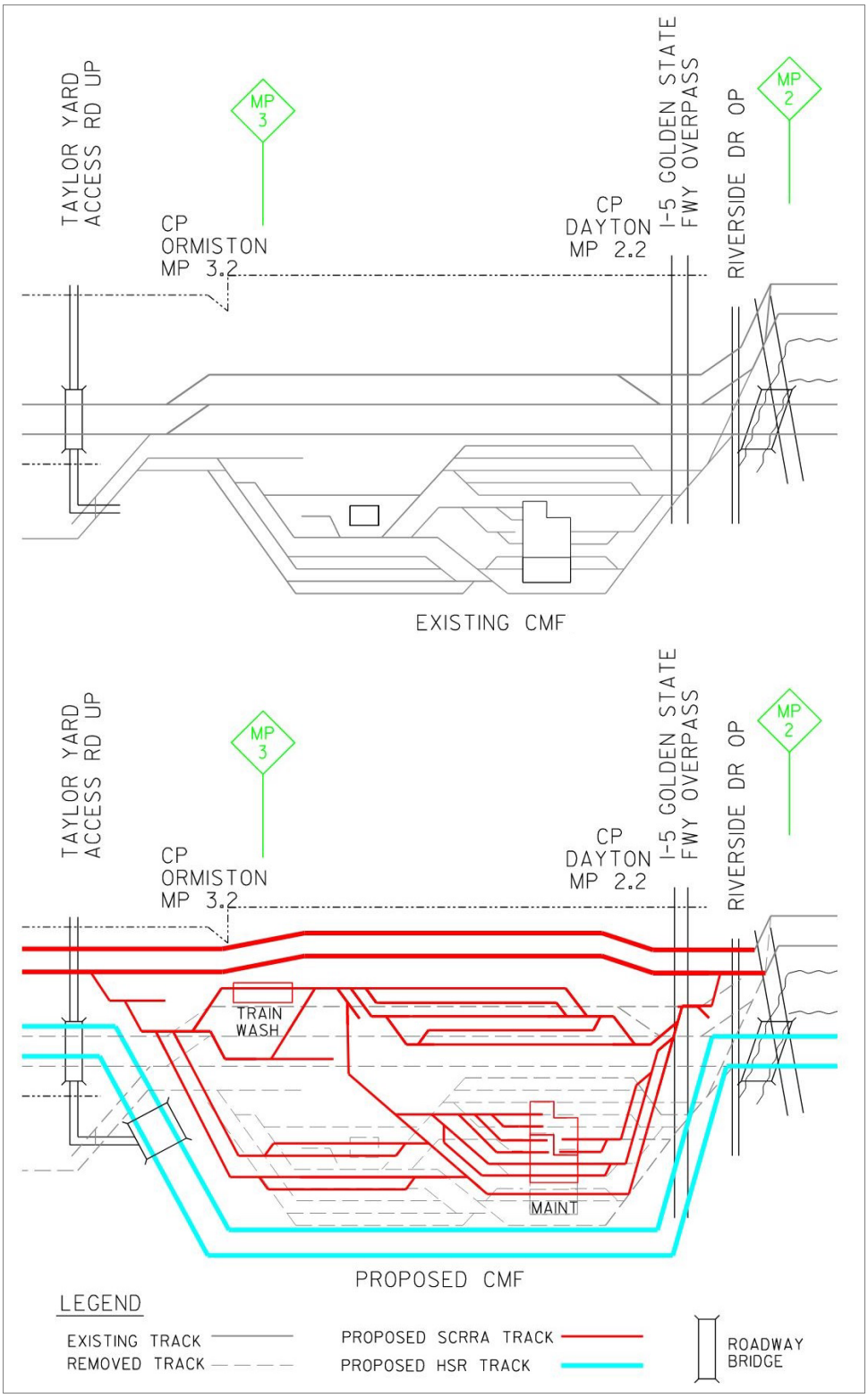
The CMF is the Southern California Regional Rail Authority's (SCRRA) major daily servicing location and maintenance facility in the region. The Burbank to Los Angeles Project Section proposes reconfiguring the various yard and maintenance facilities within the CMF to accommodate HSR. All existing yard and maintenance facility functions, as well as train storage capacity, would be maintained. Figure 2-11 displays a schematic diagram of the existing CMF and the proposed changes, which include new mainline-to-yard track connections, partial demolition and reconstruction of the existing maintenance shop, a revised roadway network with reconfigured parking areas, and track relocations. Additionally, several facilities would need to be relocated within the CMF, including a progressive maintenance and wheel trueing facility, a train washing/reclamation building, a yard pump house, and two service and inspection tracks. Utilities would also need to be relocated with the CMF, including domestic and fire water, underdrains and reconstructed catch basins, power facilities including emergency generator and electrical substation, hazardous materials storage, fueling facilities and storage tanks, oil water separator, and sanitary sewer systems. The construction work at the CMF would be phased to minimize the disruption to the existing operations and to maintain the key operational facilities.

At the south end of the CMF, the two electrified and two non-electrified tracks would converge briefly within the right-of-way and then diverge again south of Figueroa Street. The electrified tracks would cross over to the west bank of the Los Angeles River on the existing Metrolink

Downey Bridge. The existing tracks on the Downey Bridge would be electrified, which would allow for both HSR and passenger rail operations. The non-electrified tracks would remain on the east bank of the Los Angeles River and cross the Arroyo Seco on an existing railroad bridge, which would not require modifications. These non-electrified tracks would connect with the existing tracks on the east bank, which currently serve UPRR and nonrevenue trains. An illustrative cross-section for this area is shown on Figure 2-12.

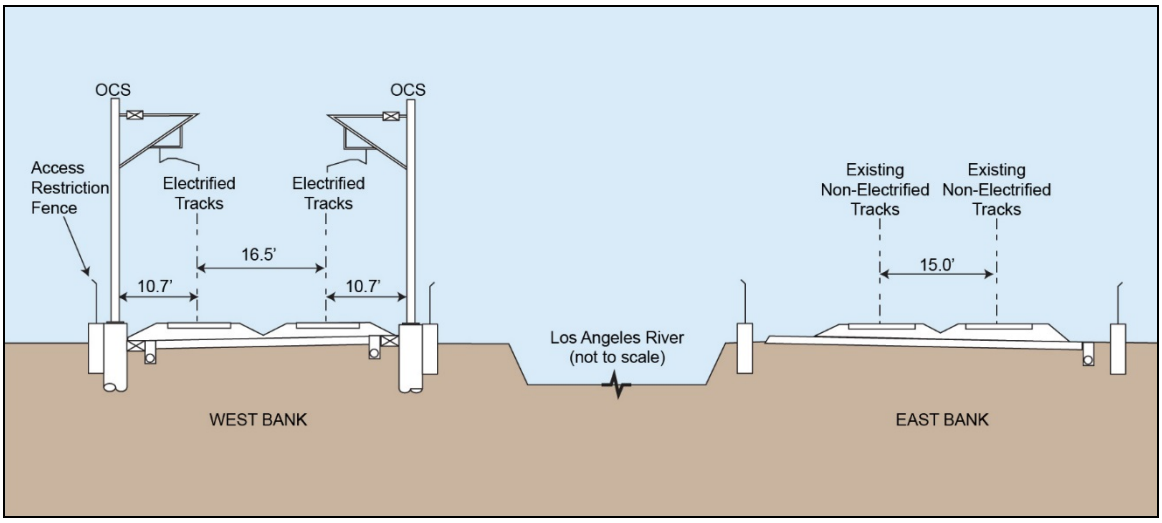
South of Main Street, on the east bank of the river, the existing tracks would be modified at Mission Junction to be used by freight and passenger rail. They would cross the Los Angeles River on the existing Mission Tower bridge to join the electrified tracks within the railroad right-of-way. The existing Mission Tower bridge has two tracks, but currently only one track is functional and used by Metrolink. The HSR Build Alternative would replace the trackwork to conform to the most current design standards and specifications, which may require a retrofit to the bridge.

The two sets of tracks would continue south to terminate at LAUS. The electrified tracks and HSR station platforms would be located on the west side of the station, while the non-electrified tracks would merge with the Metrolink and Amtrak tracks. The configuration at LAUS is described in further detail in Section 2.3.2.



Source: Burbank to Los Angeles Draft Preliminary Engineering for Project Description Design Submittal (2021)

Figure 2-11 Diagram of Existing and Proposed Metrolink Central Maintenance Facility



Source: California High-Speed Rail Authority (2019)
The electrified tracks would cross the Los Angeles River just north of State Route 110 and run along the west bank of the river. The non-electrified tracks would run along the east bank of the river. (Figure not to scale.)

Figure 2-12 Typical Cross-Section from State Route 110 to Mission Junction

2.2.2 Roadway Crossings

The HSR Build Alternative would cross a total of 34 roadways, 15 of which would require modifications. Figure 2-5 shows the crossings throughout the project section, and Table 2-1 lists their configurations before and after the introduction of the HSR Build Alternative.

2.2.2.1 Modifications to Existing Crossings

- Victory Place: a new bridge for the HSR tracks would be constructed directly south of the existing railroad bridge over Victory Place, and the roadway would be lowered to cross under the new bridge.
- Burbank Boulevard: the roadway bridge would be reconstructed to cross over the tracks, and Burbank Boulevard would be raised in elevation on the west side.
- Alameda Avenue: the railroad bridge would be reconstructed to be wider.
- Colorado Street: the railroad bridge would be reconstructed to be wider.
- Los Felix Boulevard: the railroad bridge would be reconstructed to be wider, and the roadway would be lowered slightly
- Glendale Boulevard: the railroad bridge would be reconstructed to be wider, and the roadway would be lowered slightly
- Kerr Road: the railroad bridge would be reconstructed to be wider, and the roadway would be lowered slightly

2.2.2.2 New Grade Separations

- Buena Vista Street: the crossing would be modified and remain at-grade for Metrolink and UPRR tracks, but a new undercrossing would be constructed to grade-separate the HSR tracks only from the roadway.
- Sonora Avenue: a new roadway undercrossing would be constructed, with the tracks slightly raised on retained fill and the roadway slightly lowered (see Section 2.6).
- Grandview Avenue: a new roadway undercrossing would be constructed, with the tracks slightly raised on retained fill and the roadway slightly lowered (see Section 2.6).

- Flower Street: a new roadway undercrossing would be constructed, with the tracks slightly raised on retained fill and the roadway slightly lowered (see Section 2.6).
- Goodwin Avenue: the road currently does not cross the railroad right-of-way, but the project would grade-separate it as a new roadway undercrossing (see Section 2.6).
- Main Street: a new roadway bridge would be constructed north of the existing Main street bridge, which would cross the railroad right-of-way and the Los Angeles River (see Section 2.6).

2.2.2.3 Closures

- Chevy Chase Drive: the roadway would be closed, and a new pedestrian overcrossing would be provided (see Section 2.6).
- Private driveway: a driveway that currently provides access to a Los Angeles Department of Water and Power facility parking lot would be closed, and the Los Angeles Department of Water and Power parking would be relocated to a new facility on Main Street.

Table 2-1 Roadway Crossings within the Burbank to Los Angeles Project Section

Roadway	Current Crossing Configuration	Proposed Crossing Configuration[1]
Buena Vista Street	At-Grade*	**At-Grade* (modified)** **Undercrossing** (new)**
Victory Place	Undercrossing"	Undercrossing* **Undercrossing (new)**
Burbank Boulevard	Overcrossing	**Overcrossing (modified)**
Magnolia Boulevard	Overcrossing	Overcrossing
Olive Avenue	Overcrossing	Overcrossing
Interstate 5	Overcrossing	Overcrossing
Alameda Avenue	Undercrossing	**Undercrossing (modified)**
Western Avenue	Overcrossing	Overcrossing
Sonora Avenue	At-Grade	**Undercrossing (new)**
Grandview Avenue	At-Grade	**Undercrossing (new)**
Flower Street	At-Grade	**Undercrossing (new)**
Fairmont Avenue	Overcrossing	Overcrossing
SR 134	Overcrossing	Overcrossing
Salem/Sperry St[2]	No Crossing	Overcrossing (Metro project)
Colorado Street	Undercrossing	**Undercrossing (modified)**
Goodwin Avenue	No Crossing	**Undercrossing (new)**
Chevy Chase Drive	At-Grade	**Closed**
Los Feliz Boulevard	Undercrossing	**Undercrossing (modified)**
Glendale Boulevard	Undercrossing	**Undercrossing (modified)**
Fletcher Drive	Undercrossing	Undercrossing
SR 2	Overcrossing	Overcrossing
Kerr Road	Undercrossing	**Undercrossing (modified)**
Interstate 5	Overcrossing	Overcrossing
Figueroa Street	Overcrossing	Overcrossing

Roadway	Current Crossing Configuration	Proposed Crossing Configuration[1]
SR 110	Overcrossing	Overcrossing
Metro Gold Line	Overcrossing	Overcrossing
Broadway	Overcrossing	Overcrossing
Spring Street	Overcrossing	Overcrossing
Main Street	At-Grade	**Overcrossing (new)**
Private LADWP road	At-Grade	**Closed**
Vignes Street	Undercrossing	Undercrossing
Cesar Chavez Avenue	Undercrossing	Undercrossing

Source: California High-Speed Rail Authority (2019)
[1] All proposed grade crossing configurations are pending Public Utilities Commission approval.
[2] Salem/Sperry Street would be grade-separated as a part of the Metro Doran Street and Broadway/Brazil Grade Separation Project. The project also proposes closing the existing at-grade railroad crossings at Doran Street and Broadway/Brazil Street. As the Metro project would be completed before the introduction of HSR service, the crossing configurations are considered part of the existing conditions for the HSR project.
**Crossings apply to Metrolink and/or UPRR tracks only*
***Crossing applies to HSR tracks only*
***Bold** denotes change from existing condition under the HSR Build Alternative.*
Overcrossing = Road over train tracks Undercrossing = Road under train tracks
HSR = High-Speed Rail SR = State Route
Source: California High-Speed Rail Authority and Federal Railroad Administration (2019)

2.3 Station Sites

The HSR stations for the Burbank to Los Angeles Project Section would be in the vicinity of Hollywood Burbank Airport and at LAUS. Stations would be designed to optimize access to the California HSR System, particularly to allow for intercity travel and connections to local transit, airports, highways, and the bicycle and pedestrian network. Both stations would include the following elements:

- Passenger boarding and alighting platforms
- Station head house with ticketing, waiting areas, passenger amenities, vertical circulation, administration and employee areas, and baggage and freight-handling service
- Vehicle parking (short-term and long-term)
- Pick-up and drop-off areas
- Motorcycle/scooter parking
- Bicycle parking
- Waiting areas and queuing space for taxis and shuttle buses
- Pedestrian walkway connections

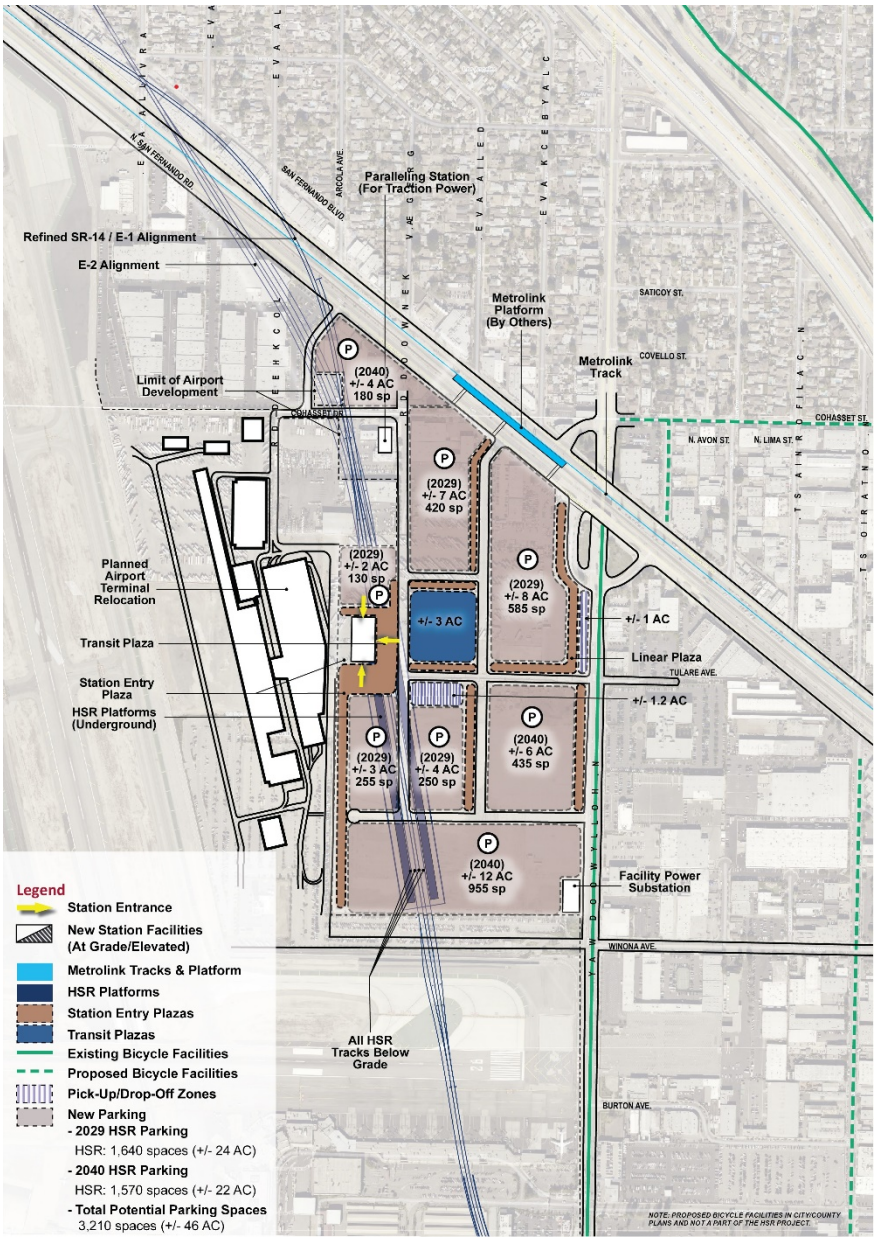
2.3.1 Burbank Airport Station

The Burbank Airport Station site would be located west of Hollywood Way and east of Hollywood Burbank Airport. The airport and ancillary properties occupy much of the land south of the Burbank Airport Station site, while industrial and light industrial land uses are located to the east and residential land uses are found north of the Burbank Airport Station site. Interstate 5 runs parallel to the station site, approximately 0.25 mile north of the proposed Metrolink platform.

The Burbank Airport Station would have both underground and aboveground facilities that would span approximately 70 acres. Station facilities would include train boarding platforms, a station building (that would house ticketing areas, passenger waiting areas, restrooms, and related facilities), pick-up/drop-off facilities for private autos, a transit center for buses and shuttles, and surface parking areas. Underground portions of the station would be beneath Cohasset Street,

along which runs the boundary between the City of Los Angeles to the north and the City of Burbank to the south. There would be two HSR tracks at the station.

The Burbank Airport Station would have up to 3,200 surface parking spaces. About 2,980 spaces would be located between the proposed Replacement Terminal and N Hollywood Way. An additional 220 spaces would be located in surface lots in the area bounded by Lockheed Drive to the west, Cohasset Street to the south, and N San Fernando Boulevard to the north and east. The preliminary station layout concept plan is shown on Figure 2-13. The Burbank to Los Angeles Project Section EIR/EIS analyzes the Burbank Airport Station project footprint displayed on Figure 2-13 as permanently impacted because no additional temporary construction easements are identified beyond the permanent area required to construct, operate, and maintain the station. This is the assumption based on the current level of design.



Source: California High-Speed Rail Authority (2019)

Figure 2-13 Preliminary Station Concept Layout Plan, Burbank Airport Station

2.3.2 Los Angeles Union Station

The project proposes an HSR station at LAUS, which is being reconfigured as a part of the Metro Link Union Station (Link US) [5] Project. The Metro Link US Project would reconfigure the station entry tracks from north of Mission Junction and would include expansion of the existing pedestrian passagement. Up to ten new run-through tracks would be built on "common" infrastructure to support regional and intercity rail and HSR. Depending on funding arrangements, reconfiguration may occur in one continuous phase or could occur over two construction phases. If phased, the first phase (Phase A) would include implementation of early action and interim improvements primarily associated with the regional and intercity rail run-through track infrastructure south of LAUS and necessary signal modifications, roadway modifications, and property acquisitions to facilitate new run-through service that would occur in the interim conditions. The second phase (Phase B) would include new lead tracks, the elevated rail yard, and the new modified expanded passageway.The Authority, under NEPA Assignment, is the federal lead agency for the Metro Link US Project EIS, which evaluates these changes. Metro previously certified a Final EIR on this project in June 2019, on which the Authority is a responsible agency under CEQA. Both phases would be completed prior to the introduction of HSR service.

While Metro would environmentally clear and construct the trackwork and new passenger concourse, the HSR project would require additional modifications within the Link US area. HSR improvements include track modifications and installing an overhead contact system. The Burbank to Los Angeles Project EIR/EIS evaluates these modifications, as well as potential increases in traffic associated with the introduction of HSR service.

The proposed HSR station at LAUS would include up to four HSR tracks and two 800-foot platforms. The HSR system would share passenger facilities, such as parking and pick-up/drop-off, with other operators. HSR would require 1,180 parking spaces in 2029 and 2,010 spaces in 2040. This new demand may be met by existing underutilized parking supply within 0.5 mile of LAUS. This parking would be shared with other LAUS service providers and businesses.

[5] Link US will transform LAUS from a "stub-end" station to a "run-through" station by extending tracks south over U.S. Route 101. The project will add a new passenger concourse that will provide improved operational flexibility for rail service. The Final EIR is available at: https://www.metro.net/projects/link-us/final-ei-report/.

Sources: California High-Speed Rail Authority (2019); Los Angeles Metropolitan Transportation Authority (2018)

Figure 2-14 Preliminary Station Elements Plan, Los Angeles Union Station

2.4 Maintenance of Infrastructure

The California HSR System includes four types of maintenance facilities: maintenance of infrastructure facilities (MOIF), Maintenance of infrastructure siding facilities (MOIS), heavy maintenance facilities, and light maintenance facilities (LMF).[6] The California HSR System would require one heavy maintenance facility for the system, located in the Central Valley. The design and spacing of maintenance facilities along the HSR system do not require the Burbank to Los Angeles Project Section to include any of the maintenance facilities within the limits of the project section.

For purposes of environmental analysis, FRA and the Authority have defined each project section to have the capability to operate as a stand-alone project in the event that other project sections

[6] Maintenance facilities are described in the Authority's *Summary of Requirements for O&M Facilities* (2013).

of the HSR system are not constructed. Because this project section does not provide a heavy maintenance facility or MOIF, an independent contractor would need to be retained to handle all maintenance functions for vehicles and infrastructure if this project section were built as a stand-alone project for purposes of independent utility. Independent utility is discussed further in Section 2.9.

2.4.1 Maintenance of Infrastructure Facilities

The HSR system infrastructure will be maintained from regional MOIFs located at approximately 150-mile intervals. Each MOIF is estimated to be approximately 28 acres in size and would provide a location for regional maintenance machinery servicing storage, materials storage, and maintenance and administration. The MOIFs could be co-located with the MOIS within each 75-mile segment. The MOIFs would be located outside of the Burbank to Los Angeles Project Section.

2.4.2 Maintenance of Infrastructure Sidings

The MOISs would be centrally located within the 75-mile maintenance sections on either side of each MOIF. Each MOIS would support MOIF activities by providing a location for the layover of maintenance of infrastructure equipment and temporary storage for materials. The MOIS is estimated to be about 4 acres in size. The MOISs would be located outside of the Burbank to Los Angeles Project Section.

2.4.3 Heavy Maintenance Facility

Only one heavy maintenance facility is required for the HSR system, and it would be within either the Merced to Fresno Project Section or the Fresno to Bakersfield Project Section. The heavy maintenance facility would include all activities associated with train fleet assembly, disassembly, and complete rehabilitation; all on-board components of the trainsets; and overnight layover accommodations and servicing facilities. The site would include a maintenance shop, a yard Operations Control Center building, one traction power substation (TPSS), other support facilities, and a train interior cleaning platform.

2.4.4 Light Maintenance Facility

An LMF would be used for all activities associated with fleet storage, cleaning, repair, overnight layover accommodations, and servicing facilities. The LMF closest to the Burbank to Los Angeles Project Section would be sited in proximity to LAUS but within the Los Angeles to Anaheim Project Section, and would likely support the following functions:

- **Train Storage:** Some trains would be stored at the LMF prior to start of revenue service.
- **Examinations in Service:** Examinations would include inspections, tests, verifications, and quick replacement of certain train components on the train.
- **Inspection:** Periodic inspections would be part of the planned preventive maintenance program requiring specialized equipment and facilities.

The LMF site will be sized to support the level of daily revenue service dispatched by the nearby terminal at the start of each revenue service day. The Authority defines three levels of maintenance that can be performed at an LMF:

- **Level I:** Daily inspections, pre-departure cleaning, and testing
- **Level II:** Monthly inspections
- **Level III:** Quarterly inspections, including wheel-truing

A Level I LMF is proposed on the west bank of the Los Angeles River at the existing Amtrak Railroad Yard. The facility would be where the current BNSF Railway storage tracks are located and would require their relocation.

2.5 Ancillary and Support Facilities

2.5.1 Electrification

Trains on the California HSR System would draw power from California's existing electricity grid distributed via an overhead contact system. The Burbank to Los Angeles Project Section would not include the construction of a separate power source, although it would include the extension of power lines from potential TPSSs to a series of independently owned power substations positioned along the HSR corridor if necessary. The transformation and distribution of electricity would occur in three types of stations:

- TPSSs transform high-voltage electricity supplied by public utilities to the train operating voltage. TPSSs would be adjacent to existing utility transmission lines and the right-of-way, and would be located approximately every 30 miles along the HSR system route.
- Switching stations connect and balance the electrical load between tracks, and switch overhead contact system power on or off to tracks in the event of a power outage or emergency. Switching stations would be midway between, and approximately 15 miles from, the nearest TPSSs. Each switching station would be 120x80 feet and be adjacent to the HSR right-of-way.
- Paralleling stations, or autotransformer stations, provide voltage stabilization and equalize current flow. Paralleling stations would be located approximately every 5 miles between the TPSSs and the switching stations. Each paralleling station would approximately be 100x80 feet and located adjacent to the right-of-way.

Table 2-2 lists the proposed switching station and paralleling station sites within the Burbank to Los Angeles Project Section. A TPSS is not required for the Burbank to Los Angeles Project Section because of the HSR system's facilities spacing requirements. The Burbank to Los Angeles Project Section would be able to use the TPSSs within the Palmdale to Burbank Project Section and/or Los Angeles to Anaheim Project Section. In the event the other project sections of the HSR system are not constructed, a standalone TPSS would be required within the Burbank to Los Angeles Project Section for purposes of independent utility. Independent utility is discussed further in Section 2.8.

Table 2-2 Traction Power Facility Locations for the Burbank to Los Angeles Project Section

Type of Facility	Location
Paralleling Station	Los Angeles, south of Main Street between railroad right-of-way and Los Angeles River
Switching Station	Los Angeles, north of Glendale Boulevard and west of railroad right-of-way

Source: California High-Speed Rail Authority and Federal Railroad Administration (2019)

2.5.2 Signaling and Train-Control Elements

To reduce the safety risks associated with freight and passenger trains, the National Transportation Safety Board, FRA, and other agencies have mandated Positive Train Control (PTC). PTC is a train safety system designed to automatically implement safety protocols and provide communication with other trains to reduce the risk of a potential collision. The U.S. Rail Safety Improvement Act of 2008 requires the implementation of PTC technology across most railroad systems; in October 2015, Congress extended the deadline for implementation to December 31, 2018. The FRA published the Final Rule regarding PTC regulations on January 15, 2010.

Communication towers and ancillary facilities are included in the Burbank to Los Angeles Project Section to implement the FRA PTC requirements. PTC infrastructure consists of integrated command, control, communications, and information systems for controlling train movements that improve railroad safety by significantly reducing the probability of collisions between trains,

casualties to roadway workers and equipment, and over-speed accidents. PTC is especially important in "blended"[7] corridors, such as in the Burbank to Los Angeles Project Section, where passenger and freight trains need to share the same tracks safely.

PTC for the HSR project would use a radio-based communications network that would include a fiber-optic backbone and communications towers approximately every 2 to 3 miles, depending on the terrain and selected radio frequency. The towers would be located in the fenced HSR corridor in a fenced area of approximately 20x15 feet, including a 10x8-foot communications shelter and a 6- to 8-foot-diameter, 100-foot-tall communications pole. These communications facilities could be co-located within the TPSSs. Where communications towers cannot be located with TPSSs or other HSR facilities, the communications facilities would be located near the HSR corridor in a fenced area of approximately 20 feet by 15 feet.

2.6 Early Action Projects

As described in the 2016 Business Plan, the Authority has made a commitment to invest in regionally significant connectivity projects in order to provide early benefits to transit riders and local communities while laying a solid foundation for the HSR system. These early actions will be made in collaboration with local and regional agencies. These types of projects include grade separations and improvements at regional passenger rail stations, which increase capacity, improve safety, and provide immediate benefits to freight and passenger rail operations. Local and regional agencies may take the lead on coordinating the construction of these early action projects. Therefore, they are described in further detail below and are analyzed within the Burbank to Los Angeles Project Section EIR/EIS to allow the agencies, as Responsible Agencies under CEQA, to adopt the findings and mitigation measures as needed to construct these projects.

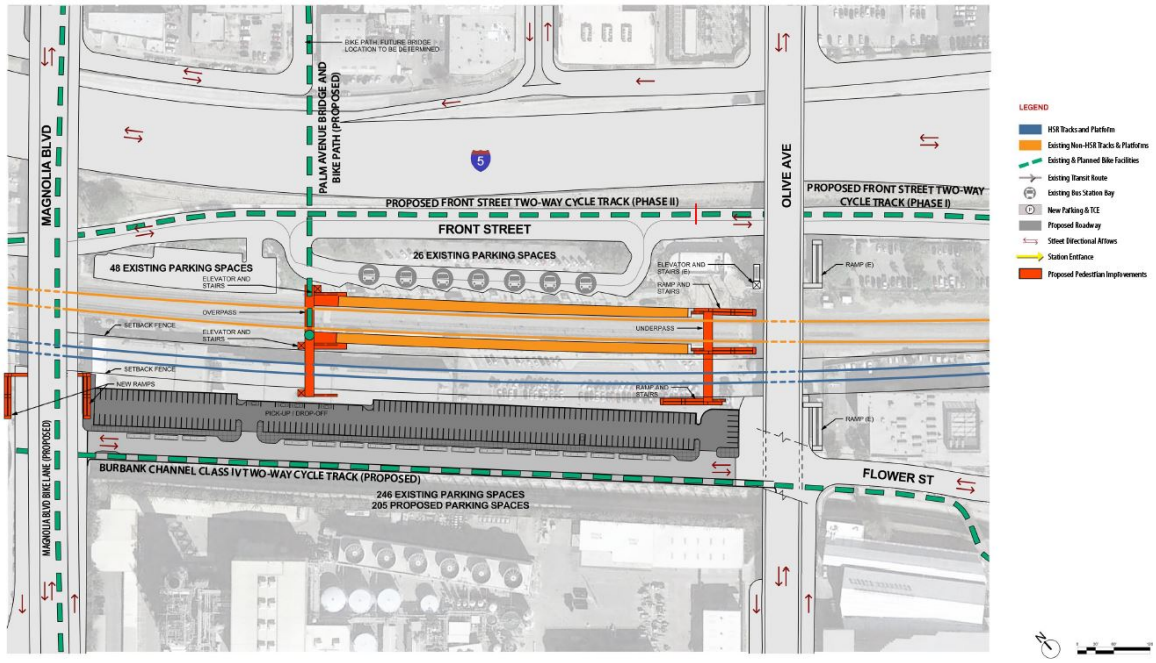
2.6.1 Downtown Burbank Metrolink Station

Although the HSR system will not serve the Downtown Burbank Metrolink Station, modifications at the station would be required to ensure continued operations of existing operators. The HSR tracks would be located within the existing parking lot west of the southbound platforms; the platforms and existing Metrolink tracks would not change. The parking would be relocated to between Magnolia Boulevard and Olive Avenue, and Flower Street would be extended from where it currently ends at the south side of the Metrolink Station. Pedestrian bridges would be provided for passengers to cross over the HSR tracks to access the Metrolink platforms. Other accessibility improvements would include additional vehicle parking, bus parking, and bicycle pathways. Figure 2-15 shows the proposed site plan for the Downtown Burbank Metrolink Station.

2.6.2 Sonora Avenue Grade Separation

Sonora Avenue is an existing at-grade crossing. The existing roadway configuration consists of two traffic lanes in both the eastbound and westbound directions. The Burbank to Los Angeles Project Section proposes a "hybrid" grade separation, with Sonora Avenue slightly depressed and the HSR alignment and non-electrified tracks raised on a retained-fill structure. A 10-foot-wide median would be added and the lanes would be narrowed, so the overall width of Sonora Avenue would not change. Sonora Avenue would be lowered in elevation between Air Way and San Fernando Road, and the lowest point of the undercrossing would be approximately 10 feet below the original grade. The height of the new retained-fill structure would be approximately 28 feet. Figure 2-16 shows the temporary and permanent project footprint areas.

[7] California HSR Project Business Plans (http://www.hsr.ca.gov/About/Business_Plans/) suggest blended railroad systems and operations. These terms refer to integrating the HSR system with existing intercity, and commuter and regional rail systems through coordinated infrastructure (blended systems) and scheduling, ticketing, and other means (blended operations).



Source: California High-Speed Rail Authority (2019)

Figure 2-15 Downtown Burbank Metrolink Station Site Plan

Source: California High-Speed Rail Authority (2019)

Figure 2-16 Sonora Avenue Grade Separation Footprint

2.6.3 Grandview Avenue Grade Separation

Grandview Avenue is an existing at-grade crossing. The existing roadway configuration consists of three traffic lanes in both the eastbound and westbound directions. The Burbank to Los Angeles Project Section proposes a "hybrid" grade separation, with Grandview Avenue slightly depressed and the HSR alignment and non-electrified tracks raised on retained fill. Grandview Avenue would be lowered in elevation between Air Way and San Fernando Road, and the lowest point of the undercrossing would be approximately 3 feet below original grade. The lanes and overall width of Grandview Avenue would not change. The height of the new retained-fill structure would be approximately 30 feet. Figure 2-17 shows the temporary and permanent project footprint areas.

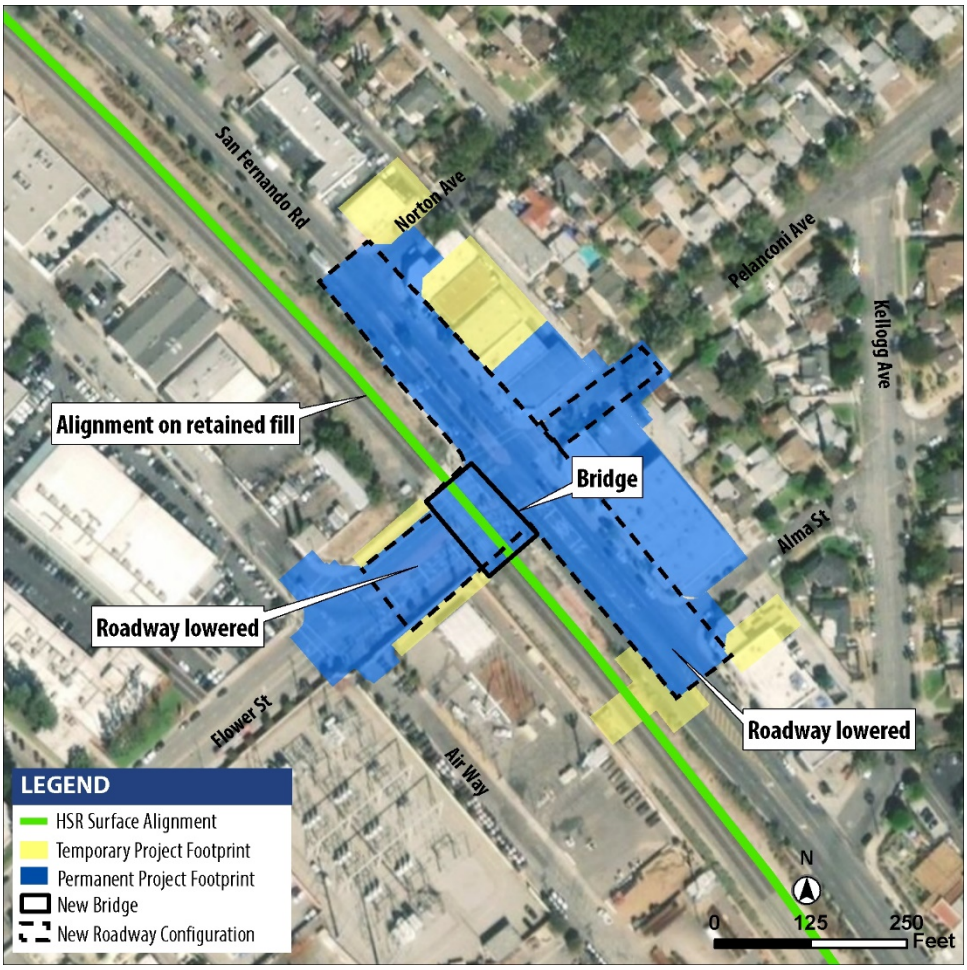
Source: California High-Speed Rail Authority (2019)

Figure 2-17 Grandview Avenue Grade Separation Footprint

2.6.4 Flower Street Grade Separation

Flower Street is an existing at-grade crossing, with Flower Street ending in a T-shaped intersection with San Fernando Road, which runs parallel on the east side of the railroad right-of-way. Existing Flower Street consists of two traffic lanes in both the westbound and eastbound directions, with a right-turn-only lane in the westbound direction. The Burbank to Los Angeles Project Section proposes a "hybrid" grade separation, with Flower Street and San Fernando Road slightly depressed, and the HSR alignment and non-electrified tracks raised on a retained-fill structure. Flower Street would be lowered in elevation between Air Way and San Fernando Road,

and the lowest point of the undercrossing would be approximately 10 feet below original grade. The existing median would be modified on Flower Street, and the overall width of Flower Street would remain the same. San Fernando Road would be lowered in grade between Norton Avenue and Alma Street, and Pelanconi Avenue would be extended to connect to San Fernando Road. The height of the new retained-fill structure would be approximately 28 feet. Figure 2-18 shows the temporary and permanent project footprint areas.



Source: California High-Speed Rail Authority (2019)

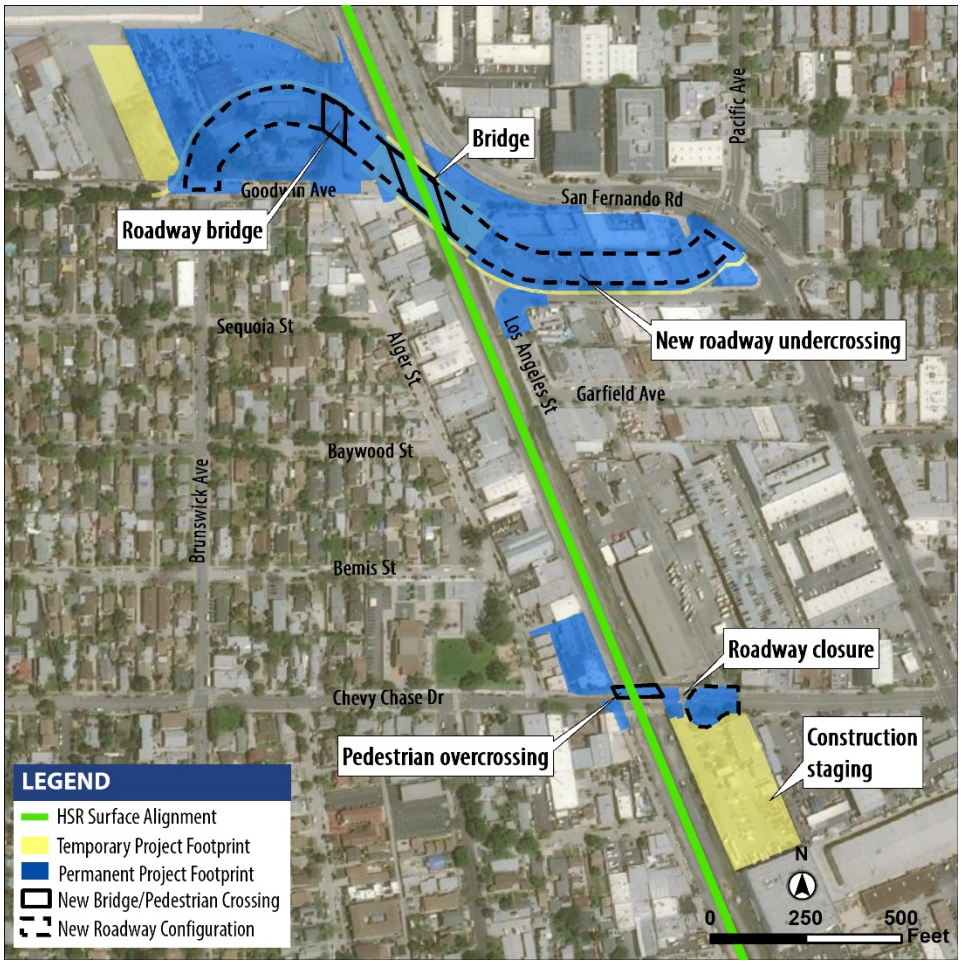
Figure 2-18 Flower Street Grade Separation Footprint

2.6.5 Goodwin Avenue/Chevy Chase Drive Grade Separation

There is currently no crossing at Goodwin Avenue, which ends in a cul-de-sac on the west side of the railroad right-of-way. The Burbank to Los Angeles Project Section proposes a grade separation, with Goodwin Avenue realigned and depressed to cross under a new railroad bridge supporting the HSR and non-electrified tracks. A new roadway bridge would also be required to carry Alger Street over the depressed Goodwin Avenue, connecting to W San Fernando Road. The new depressed roadway would curve north from Brunswick Avenue, cross under the new roadway and railroad bridges, and connect with Pacific Avenue on the east side of the railroad right-of-way. The lowest point of the undercrossing would be approximately 28 feet below original grade. The new depressed roadway conflicts with an extraction well and ancillary infrastructure that are currently being used to supply municipal drinking water and remediate the San Fernando Valley Area 2 Superfund site. Construction of the HSR project would require the extraction well

and its ancillary infrastructure to be replaced, with the detailed design for such infrastructure to be performed during a later design phase.

Chevy Chase Drive is an at-grade crossing. With the construction of a new grade separation at Goodwin Avenue, Chevy Chase Drive would be closed on either side of the rail crossing and a pedestrian overcrossing would be provided. Figure 2-19 shows the temporary and permanent project footprint areas for Goodwin Avenue and Chevy Chase Drive.



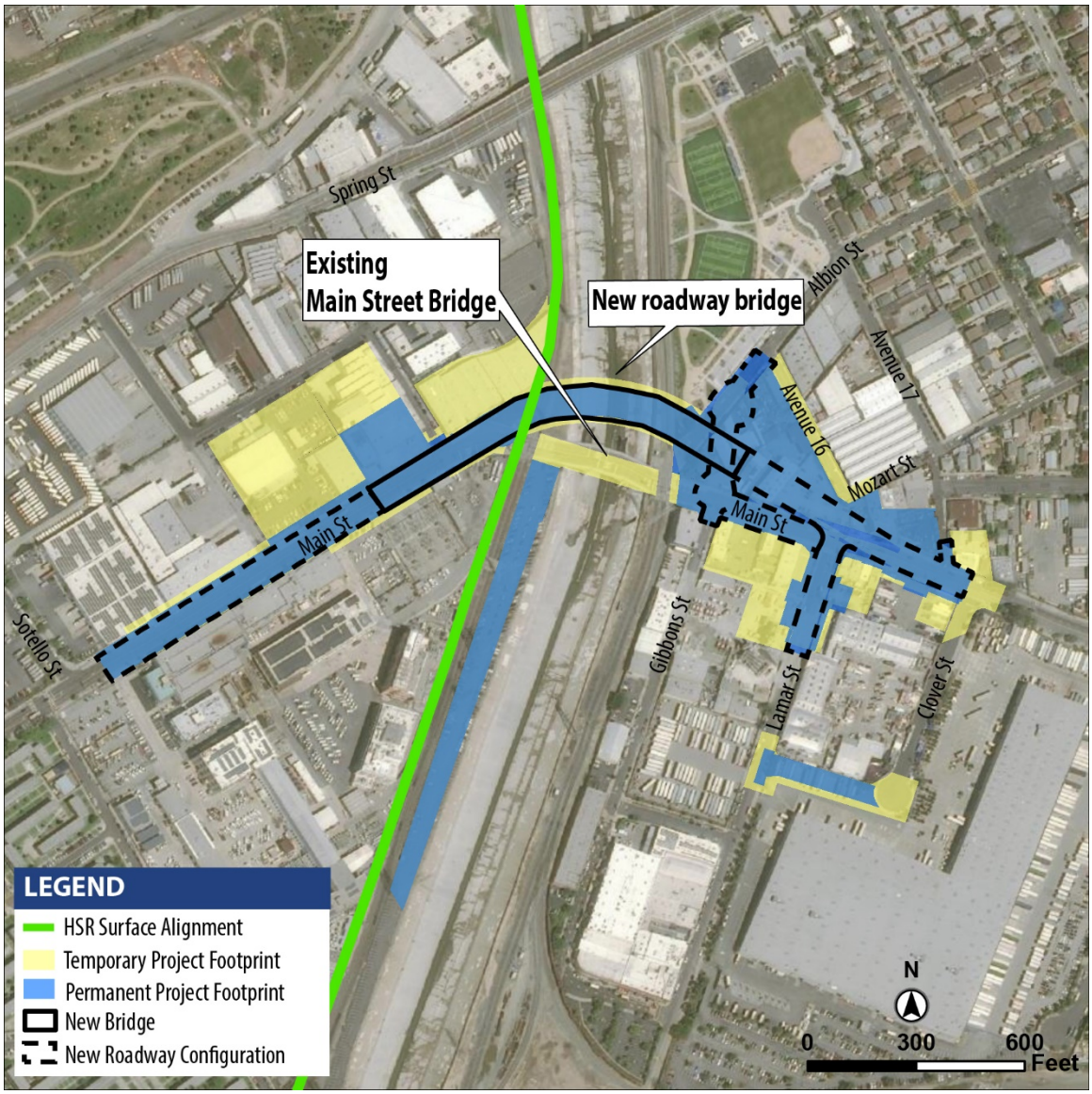
Source: California High-Speed Rail Authority (2019)

Figure 2-19 Goodwin Avenue Grade Separation

2.6.6 Main Street Grade Separation

Main Street is an existing at-grade crossing. It crosses the existing tracks at-grade on the west bank of the Los Angeles River, crosses over the river on a bridge, and then crosses the existing tracks at-grade on the east bank of the river. The existing bridge carries two traffic lanes in both directions. The Burbank to Los Angeles Project Section proposes a grade separation, with a new Main Street bridge spanning the tracks on the west bank, the Los Angeles River, and the tracks on the east bank. The new Main Street bridge would be 86 feet wide and 75 feet high at its highest point over the Los Angeles River and would place three columns within the river channel. Main Street would be raised in elevation, starting from just east of Sotello Street on the west side of the Los Angeles River. The new bridge would come down to grade to the west of Clover Street on the east side of the Los Angeles River. Several roadways on the east side of the Los Angeles River would be reconfigured, including Albion Street, Gibbon Street, and Lamar Street. The

existing Main Street bridge would not be modified, but it would be closed to public access. Figure 2-20 shows the temporary and permanent project footprint areas.



Source: California High-Speed Rail Authority (2021)

Figure 2-20 Main Street Grade Separation Footprint

2.7 Project Construction

For the Burbank to Los Angeles Project Section of the California HSR System, specific construction elements would include at-grade and underground track, grade-separated roadway crossings, retaining walls, and installation of a PTC system. Surface track sections would be built using conventional railroad construction techniques. A typical construction sequence includes clearing, grubbing, grading, and compacting the railbed; applying crushed rock ballast; laying track; and installing electrical and communications systems. The at-grade track would be laid on an earthen railbed topped with rock ballast approximately 3 feet off the ground. Fill and ballast for the railbed would be obtained from permitted borrow sites and quarries.

Retaining walls are used when it is necessary to transition between an at-grade and elevated profile. In this project section, retained fill would be used between Western Avenue and SR 134. The tracks would be raised in elevation on a retained-fill platform made of reinforced walls, much like a freeway ramp. Short retaining walls would have a similar effect and would protect the adjacent properties from a slope extending beyond the proposed rail right-of-way.

The preferred construction method for the tunnel alignment underneath the Burbank Airport runway is SEM. The tunnel alignment south of the airport would be constructed using cut-and-cover.

Pre-construction activities would be conducted during final design and would include geotechnical investigations, interpretation of anticipated ground behavior and ground support requirements, identification of staging areas, initiation of site preparation and demolition, relocation of utilities, and implementation of temporary, long-term, and permanent road closures. Additional studies and investigations to develop construction requirements and worksite traffic control plans would be conducted as needed.

Major construction activities for the Burbank to Los Angeles Project Section would include earthwork and excavation support, systems construction, bridge and aerial structure construction, and railway systems construction (including trackwork, traction electrification, signaling, and communications).

During peak construction periods, work is envisioned to be underway at several locations along the route simultaneously, with overlapping construction of various project elements. Working hours and the number of workers present at any time would vary depending on the activities being performed but could be expected to extend to 24 hours per day, seven days per week.

2.8 Independent Utility of the Burbank to Los Angeles Project Section

The Burbank to Los Angeles Project Section would have independent utility if it is able to operate as a standalone project in the event the other project sections of the HSR system are not constructed. As none of the four types of maintenance facilities would be located within the limits of the Burbank to Los Angeles Project Section, all maintenance functions for vehicles and infrastructure would be handled through an independent contractor to achieve independent utility. For power, one potential location for a TPSS has been preliminarily identified within the project section. Because the addition of a TPSS would alter the spacing of the other systems facilities, further design and environmental study would be required to environmentally clear the TPSS site and the alteration of the other systems facilities in the absence of the Palmdale to Burbank and Los Angeles to Anaheim project sections being built and operated.

Any electrical interconnections between a potential future TPSS site and existing utility providers would also have to be environmentally evaluated and cleared in subsequent documentation.

2.9 Operations of the Burbank to Los Angeles Project Section

The conceptual HSR service plan for Phase 1, starting in 2029, begins with service between Los Angeles/Anaheim running through the Central Valley from Bakersfield to Merced, and traveling northwest into the Bay Area. Subsequent sections in Phase 2 of the HSR system include a southern extension from Los Angeles to San Diego and an extension from Merced to north of Sacramento. These extensions do not have an anticipated implementation date.

Currently, the Metrolink Ventura and Antelope Valley Lines, Amtrak Pacific Surfliner and Coast Starlight, and UPRR freight trains operate within the Burbank to Los Angeles Project Section. As the proposed HSR Build Alternative is within the active LOSSAN passenger and freight rail corridor, all existing operators would have to change their operation patterns and frequency. New and realigned tracks would change the tracks on which the various users operate, with passenger rail and freight trains shifted closer to the east side of the right-of-way. With the introduction of HSR service, the proposed general operational characteristics are shown in Table 2-3.

Table 2-3 Existing and Future Trains per Day in the Los Angeles–San Diego–San Luis Obispo Rail Corridor Within the Burbank and Los Angeles Project Section

Operator	2016 Existing Conditions	2029 Opening Day	2040 Horizon Year
California High-Speed Rail Authority[1]	N/A	196	196
Metrolink[2]	61	99	99
Amtrak[3]	12	16	18
UPRR[4]	11	18	23

[1] 2029 Opening Day and 2040 Horizon Year projections are from the California High-Speed Rail Authority's "Year 2029 and Year 2040 Concept Timetable for EIR/EIS Analysis."
[2] Existing Conditions data are from the 2016 Metrolink Schedule (effective October 3, 2016); 2029 Opening Day projections are extrapolated from the 2016 Metrolink 10-Year Strategic Plan, "Growth Scenario 2: Overlay of Additional Service Patterns."
[3] Existing Conditions data are from the 2016 LOSSAN Corridor Schedule; 2029 Opening Day projections are extrapolated from 2012 LOSSAN Corridorwide Strategic Implementation Plan "Long-Term Operations Analysis" (increase of approximately one train every four years for the Amtrak Pacific Surfliner and no growth for the Amtrak Coast Starlight between Hollywood Burbank Airport and LAUS).
[4] Existing Conditions data are from the 2012 LOSSAN Corridorwide Strategic Implementation Plan "Long-Term Operations Analysis"; 2029 Opening Day projections are extrapolated from the 2012 LOSSAN Corridorwide Strategic Implementation Plan "Long-Term Operations Analysis" (increase of approximately one train every two years for UPRR between Hollywood Burbank Airport and LAUS).
Amtrak = National Railroad Passenger Corporation
LAUS = Los Angeles Union Station
N/A = not applicable
UPRR = Union Pacific Railroad

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3 EXISTING UTILITIES

The project site contains many Utility/Agency facilities, both high and low risk. This includes, but is not limited to oil lines, high pressure gas lines, overhead and underground electrical, telephone, fiber optics, underground sanitary sewer, storm drains, volatile raw water extraction wells and conveyance lines, and water lines. These existing Utility/Agency lines run longitudinal and transverse to the HSR tracks and new SCRRA /SP/UP Rail facilities. The existing utilities and regulatory agencies facilities will be protected in place, if they meet the current HSR Design Criteria.

In general, utilities are protected in place or relocated horizontally and/or vertically to avoid conflicts during construction and/or operations. The existing longitudinal or transverse Utility/Agency facilities that run along the High Speed Rail tracks, such as overhead Power and Fiber Optic lines, may need to be laterally or vertically relocated. Longitudinal lines such as Communication lines or Fiber Optic lines may need to be adjusted or relocated to maintain owner access; however, their access must be from outside the HSR and SCRRA Right of Way.

3.1 Data Collection

3.1.1 Utility Company or Agency Correspondence

Utility Companies or Agencies with facilities along the project corridor have been contacted by mail and email through the Authorities Project Management Team (PMT) and followed up by phone and email contacts. Not all as-built utilities were received and will be investigated further in the next phase of the project. This has been documented using guidelines identified in the In-Process Draft Technical Memorandum dated November 20, 2008. The Utility Information Log and Utility/Agency Owners Contact Log are included in Appendices.

3.1.2 Composite Utilities Plans

Record information (as-built documents) obtained from various utility companies and agencies have been utilized to create existing composite utilities plans for the entire length of the HSR project segment.

3.1.3 Positive Location of Existing Utilities

All major facilities within the potential construction area need to be positively located to within 0.5 feet both horizontally and vertically. This shall be accomplished by potholing, utility survey, or similar method of utility investigation. Transverse Facility location determination is done on each side of the HSR project ROW. In no event, will spacing be greater than 100 foot intervals. This task will be undertaken following the agreed upon alignment(s), including any possible alternatives, and will include grade separations. Longitudinal Facilities location determination will be done at intervals sufficient to establish the location of the Utility/Agency line, but in no event greater than 100 foot intervals. This task is being undertaken following the agreed upon alignment(s), including any possible alternatives, such as grade separations or tunnel alignments.

3.1.4 Methods of Positive Location

Positive location of all High Risk and Major Utilities is accomplished by obtaining as built records, site visits, potholing, surveying, electronic detection, or any other acceptable methods. Combination of methods is more effective than a single method. Determining the methods of specifically locating horizontal and vertical position is being made after input from the Utility or Agency, (Owner), and HSR Authorities PMT.

Methods of Positive Location include:

- **Pothole** – Locating by digging or potholing to expose the facility is the preferred method of determining the precise horizontal and vertical position.
- **Probe** – Locating by probing is an acceptable method of determining the horizontal and vertical position of a facility. The Utility/Agency Owner with the assistance of Regional

Consultant may probe the facility at the required intervals with the addition of one or more potholes to ensure positive depth and location identification of the facility.

- **Electronic Detection** – Electronic detection for determining the horizontal and vertical location is acceptable when used in conjunction with potholing. Electronic detection is particularly effective for determining the facility outside the construction area or well below the required depth.
- **As-Built Documents** – Utility/Agency As-Built documents may be accepted only when signed by a responsible Utility/Agency Owner representative certifying the location and accuracy of the installed facility, and verified by potholing or other positive locating methods at critical locations.

3.1.5 Utility/Agency Facilities within SP/Metrolink Right of Way

Southern Pacific (SP) which joined Union Pacific (UP) have not yet made all of their information available regarding the complete utility facilities within the Railroad ROW. SCRRA (Metro Link) has made all of their As Built Records available so we can begin design. This information is critical to completing the composite utility plans, identifying conflicts, determining the utility occupancy rights, and the disposition of these facilities. Any remaining information will be needed to allow a clear understanding of what facilities are in the HSR ROW, and who will pay for the relocations that will be necessary within the Railroad ROW. The HSR project will need a clear area, with no utility/agency access manholes or other structures to fully operate safely and to maintain their operating facilities.

3.1.6 High Risk and Major Utilities

Regional Consultant has identified the High Risk and Major utilities within the ROW either crossing the ROW horizontally, vertically, or running longitudinally. CAHSRA defines High Risk and Major Utilities (see TM 2.7.5) as facilities conducting or carrying the following materials;

1. Petroleum Products
2. Oxygen
3. Chlorine
4. Toxic or Flammable gases or liquid
5. Natural Gas pipelines of any size
6. Underground electric supply lines, conductors, or cables that have a potential to ground or more than 300 volts either directly buried or in duct/conduit, which do not have concentric grounded or effectively grounded metal shields or sheaths
7. Water in pressurized pipeline
8. Other Utilities that could disrupt the operation of CHSRP

These utilities that have been identified as High Risk or Major Utilities are listed on the Utility Information Log B-1 in RED, totaling 404 utilities. These will be critical to the overall utility As Built and Relocation plans throughout the HSR project alignment areas.

3.1.7 Agreements and Retainer Fees

All Utilities Companies and Agencies will require Master Cooperative Agreements to proceed with supplying as built documents, survey access, design reviews, and meetings with the HSR project Team. These Master Cooperative Agreements need to be completed as soon as reasonably possible, so updated as built information and any new Utility/Agency project information in the vicinity of the HSR alignment can be included. The project requires the following: access for proper survey documentation, begin design reviews, and meet with the prospective utilities and agencies that may be affected by the HSR project. The Project has been very lucky so far in obtaining as built documents, but several Utility companies and Agencies are reluctant to provide

information until Master Cooperative Agreements are beginning to be negotiated and eventually executed.

Currently, there are retainer fees necessary for SCRRA (Metro link) and Army Corps of Engineers to allow property access for surveys. These fees will become more important as the project progresses, in order to substantiate the necessary properties as the alignments reach defined levels.

3.1.8 Coordination with Utility Companies and Agencies

The Regional Consultant has coordinated with Utility companies and Agencies on a continuous basis to obtain current as built information related to their facilities in relation to the HSR project alignments. The Regional Consultant has identified the following: alternative alignments, possible grade separations, locations for substations, and parallel stations along the corridor.

3.2 Utilities Underground, Overhead and on Structures

3.2.1 Underground

Utilities and Agency Facilities that are located underground must be relocated due to rebuilding or widening of the bridges. Caltrans Right of Way Manual, section 13.03.05.02 Table 13.02-2 summarizes the design requirements of utility installation on all structures. The Regional Consultant will begin preliminary discussions with Utility and Agency Owners on possible utility relocations near structures as preliminary design of structures begins. This task will be undertaken as soon as the conceptual structure plans are developed and reviewed by the PMT.

3.2.2 Overhead

Utilities and Agency Facilities that are located overhead must be relocated or elevated due to rebuilding or widening of the bridges and the clearance height for the HSR Corridor. Caltrans Right of Way Manual, section 13.03.05.02 ,Guidelines for Utilities on Structures Table 13.02-2 and Caltrans Encroachment Permit Manual summarizes the design requirements of utility installation on all structures. Overhead structures shall also comply with CPUC General Order 95 and CA Code of Regulations , Title 8. The Regional Consultant will begin preliminary discussions with Utility and Agency Owners on possible utility relocations near structures and elevating these lines where necessary as preliminary design of structures begins. This task will be undertaken as soon as the conceptual structure plans are developed and reviewed by the PMT.

3.2.3 On Structures

Utilities and Agency Facilities that are located on existing bridge structures must be relocated due to rebuilding or widening of the bridges. Caltrans Right of Way Manual, section 13.03.05.02 ,Guidelines for Utilities on Structures Table 13.02-2 and Caltrans Encroachment Permit Manual summarizes the design requirements of utility installation on all structures. The Regional Consultant will begin preliminary discussions with Utility and Agency Owners on possible utility relocations near structures as preliminary design of structures begins. This task will be undertaken as soon as the conceptual structure plans are developed and reviewed by the PMT.

3.3 Environmental Document Review

The Regional Consultant coordinated the environmental document to ensure that Utility and Agency facilities relocation impacts are addressed and that the environmental document does not propose utility/agency related mitigation commitments that may be in conflict with existing laws or current HSR Authority's policies.

3.3.1 Work Before Environmental Approval

Pursuant to California Public Resources Code Sections 21102 and 21150, environmental approval shall be received prior to any expenditure of funds for detail design or relocation of Utility/Agency facilities. This does not preclude an expenditure of funds for the Utility/Agency Owner's preliminary engineering or HSR Authority's positive location of work to support the environmental document.

3.3.2 Special Environmental Reviews for 50KV or above Electrical Facilities

Major electrical facilities involving substations and/or power lines in excess of 50kV may require special permits and environmental review per PUC General Order 131-D. Potential relocations of this type require early coordination with the PUC and regulated electrical Utility/Agency Owners to determine General Order applicability. This will include necessary environmental review documents in the EIR which may substantially reduce lead time requirements for the utility/agency relocation. Questions concerning applicability of this Order to a particular relocation must be resolved between the Utility Owner and the PUC.

3.4 Plan for Resolving Utility Conflicts

The initial step in defining and resolving utility conflicts created by the proposed HSR tracks, grade separations, tunnels, stations and new facilities is to update the utility conflict database during this preliminary design phase. Based on the Utility Matrix developed for HSR, a naming convention was developed to identify each line on the plans with a unique code that includes the Utility/Agency Owners name, type of utility, and a sequence number. The conceptual relocation plans will be developed based on the utility/agency information provided by the Utility or Agency Owners. Coordination with the Utility/Agency Owners is an ongoing process. The utility/agency relocation plans continue to be updated with the design progression. The coordination and resolution of Utility/Agency conflicts continue to be a joint effort between the designer, PMT, and the Utility/Agency Representatives.

The Main steps for utility/agency conflict resolution are outlined below:

- **Obtain existing utility information from various utility companies and agencies.**
- **Update existing utility/agency maps with additional information** –On-going process of obtaining information regarding facilities and any planned upgrades along the corridor from utility companies and agencies.
- **Identify conflicts and potential solutions** – Conflict list is being developed as we receive as built documents. Potential solutions have been initiated and will be coordinated with Utility and Agency Owners during each phase of design.
- **Prepare Utility/Agency Relocation Plans** – The Regional Consultant design team will prepare preliminary Utility/Agency relocation plans in consultation with the respective Utility/Agency Owners and the PMT in the next phase of development.
- **Discuss with Impacted Utility/Agency Owners** – The discussions, coordination, and resolution of Utility/Agency conflicts is a joint effort between the Regional Consultant , HSR, PMT, and Utility/Agency Owners.
- **Determine realistic relocation costs and schedule** – Occupancy rights and possible locations for relocated Utility/Agency facilities have been identified based on preliminary information from the HSR Authority, Utility Owner, PMT, and the design team. Estimated utility/agency relocation costs and schedule, were determined during the preliminary engineering phase based on the extent and nature of each of the relocations.

4 RELOCATION METHODOLOGY

The Utility/Agency relocation studies will be based on the preliminary track alignments (both horizontal and vertical), possible roadway alignment changes, possible elevated or tunnel segments (both horizontal and vertical) existing and planned Utility/Agency facilities location information received/obtained from the Utility/Agency Owners, survey, and site visits.

4.1 Scope of the Utility/Agency Relocation Study

The scope of the utility/agency relocation study includes the following tasks:

- Identify utility/agency facilities within the existing HSR proposed tracks, elevated sections, tunnels, stations, affected roadway construction, and other new facilities.
- Identify potential conflicts within the project limits.
- Develop a Conflict Matrix and Highlight the High Risk and Major Utilities.
- Update the existing Utility Base Maps.
- Label all Utility/Agency facilities in the Composite Utility Plans.
- Identify the Grade Separations along the corridor.
- Make a preliminary assessment of how the Utility/Agency facilities will be relocated and/or protected.
- Determine the occupancy rights and cost liability for the Utility/Agency Owners and the HSR Authority.
- Design variance or exception to HSR utility criteria shall not exempt compliance with Caltrans Chapter 17 PDPM.
- The following work elements were conducted to date:
- Available information provided by the different Utility companies and Agencies were utilized to create Utility/Agency Base maps.
- Potential Utility/Agency conflicts were identified and catalogued in the Utility/Agency Conflict Matrix.
- Utility/Agency conflict matrix was developed from the composite plans, and is shown in this report (See Appendix A).

4.2 Utility Relocation Approach

Utility/Agency facilities are protected in place or relocated horizontally and/or vertically to avoid conflicts with the proposed HSR tracks, grade separations, tunnels, stations, affected roadway construction, and any other new facilities. The existing Utility/Agency facilities in the right of way such as electrical, gas, communication, oil, water, and sewer lines will need to be relocated and maintained outside the ROW, thereby providing a safe and reliable environment for the operation of the HSR.

Existing longitudinal utility/agency facilities within the ROW can remain in place if they meet the approved encroachment justifications mandated by the Authority. New longitudinal Utility/Agency facilities will not be allowed to be installed in the HSR Authority's ROW. In addition, new transverse Utility/Agency facilities, or relocation may be allowed to cross the Railroad ROW, if it is crossing the alignment at more than 60 degrees from the proposed HSR rail alignment.

The Utility/Agency conflict relocation study needs to implement the design criteria from the following standards:

1. CALTRANS – Highway Design Manual (HDM)
2. CALTRANS – Project Development Procedure Manual

3. CALTRANS – Right of Way Manual
4. CPUC – Public Utilities Commission, Rules of Practice and Procedure, and the Policies and Guidelines, and General Orders
5. AREMA
6. CAHST – (California High Speed Train) Technical Memorandum TM 2.7.4 Designer's Responsibilities and Utility Requirements for 15% Design Level
7. CAHTP – Design Criteria
8. CA Code of Regulations Title 8 Section 1612.1

In cases of different values between the different standards, the most conservative requirement will be adopted.

After reviewing the conflicts based on the criteria described in Section 4 Utility Conflicts, a Utility Disposition Table was created and is shown on the Utility Composite Plans. A Utility/Agency Conflict Matrix is included (See Appendix A). This matrix provides a number to each Utility/Agency facility conflict and is associated with the following information: Utility Company/Agency, type and size of facility, description, location, and conflict.

5 UTILITY/AGENT CONFLICTS

5.1 Utility/Agency Conflicts

The Utility Report identifies overhead and underground Utility/Agency lines that are in conflict with the proposed HSR tracks, grade separations, tunnels, stations, and other new facilities. This report identifies High Risk and Major utility/agency facilities that conflict for this preliminary design phase. High Risk and Major Facility conflicts, which are shaded in **RED** on the Utility Conflict Matrix A-1 consist of:

1. Petroleum Products
2. Oxygen
3. Chlorine
4. Toxic or Flammable gases or liquid
5. Natural Gas pipelines of any size
6. Underground electric supply lines, conductors, or cables that have a potential to ground or more than 300 volts either directly buried or in duct/conduit, which do not have concentric grounded or effectively grounded metal shields or sheaths
7. Water in pressurized pipeline
8. Other Utilities that could disrupt the operation of CHSRP

All other conflicts are considered minor and are shown in **BLACK** in the Utility Conflict Matrix. A complete list of conflicts based on the above criteria is included in the Appendix B-1. Utility/Agency conflicts on the crossing streets and at grade separations are shown in Volume 3 Grade Separations drawings, and Volume 4 General Utilities, Grading & Drainage, Traction Power, Train Control & System Support Facilities. Preliminary disposition and cost liability for each utility conflict identified have been discussed with the PMT in preparation for coordination with Utility/Agency Owner.

5.2 Liability Determination

Liability determination is the process of analyzing the occupancy rights of the Owner of the Utility/Agency facility being impacted versus the Authorities rights. Prior and/or superior rights in the area of the impacted facility form the basis for determining responsibility for payment of relocation costs. The burden of establishing prior and/or superior rights rests with the Utility/Agency Owner. Table 5-1 lists the liability factors in determining occupancy rights.

Table 5-1 Liability Determining Factors

Factor	Discussions
What is the legal basis, if any, under which the utility/agency facility is occupying the property?	Property Rights are the primary determinant of the superior right of occupancy and will be based on one of the following: 1. Fee Ownership 2. Easement (recorded or unrecorded) 3. Implied/Secondary Easement 4. Joint Use and/or Consent To Common Use Agreements 5. Prescriptive Right 6. Lease 7. License 8. Franchise 9. Encroachment Permit 10. Trespass Normally, items 1 through 5 establish prior rights, and the HST Authority is probably liable for relocation costs, unless the documents involved contain clauses that reserved to the original grantor, the right to order one or more relocations at the grantee's expense.

The next step in the relocation process will be to determine the cost liability. This task will require extensive coordination between the designer, the PMT, the California High Speed Rail Authority (CAHSRA), Union Pacific (UP), SCRRA, LA Metro, the Utility/Agency Owners, and other stakeholders.

5.2.1 Record of Investigation (ROI)

The Record of Investigation (ROI) plan is critical to liability determination. This is like an appraisal map, it shows who owns what, shows the before and after location of improvements, and property rights. Since relocation liability is generally based on property rights, accurate plotting of the Authority's and Utility/Agency Owners' right of way is essential to an accurate liability determination. The ROI plan will be prepared after completion of preliminary engineering.

5.2.2 Notice to Utility/Agency Owner

It is required that the Utility/Agency Owners be given Formal Notice to relocate, remove, abandon, protect, pothole, etc., their facilities to accommodate the proposed project. This Notice to Owner also sets forth a schedule for performing proposed Utility/Agency facility relocation work and a statement of liability for the cost of relocation.

It is essential that the Notice reflects a true "meeting of the minds" between the HSR Authority and the Utility/Agency Owner regarding the location, size, and type of facility, the work that is being ordered, the schedule to accomplish it, and the liability for the cost of the work. A "meeting of the minds" is necessary to prevent subsequent disagreements about the need for the work, scheduling, liability, etc., that may arise and delay the project. Since issuance of the Notice may obligate the Authority to pay for all or a portion of the costs of relocation, there must be a specific understanding of the required work to which the Authority is obligated to itself. Notices will be issued after completion of preliminary engineering.

5.3 Cost Estimate

Detailed cost estimates have been prepared based on FRA guidelines after completion of preliminary engineering. Cost estimates will be broken down for each conflict and for each Utility/Agency Owner after the determination of the cost liability, which can be dependent on existing utility rights. Proration between Utility/Agency Owner and the Authority of the total cost will be calculated per the methods shown in Table 5-2.

Table 5-2 Methods of Calculating Proration of Costs

Method	Usage	Explanation
Pole Count	Pole count is the normal method used for aerial facilities.	The calculation is based exclusively on the number of impacted poles located within the project limits where the Owner has the superior right, divided by the total number of impacted poles within the project limits. This calculation produces the Authority's share of the total relocation cost. Equal weight is normally given to each impacted pole within the project limits regardless of ancillary equipment of attachments such as guys, transformers, and switches. The impacted poles must be otherwise similar, as wood pole relocation costs are greatly different than special designed steel poles or other supporting structures. If impacted poles are of a mixed type, separate costing may be necessary for the dissimilar poles. See "Dollar Weighted" method below.
Facility Length	Measurement of the length of the impacted facilities is normally used for underground facilities, such as gas, oil, sewer, and water, or for cables either directly buried or within conduits and for facilities on the surface, such as ditches.	The calculation to prorate liability is similar to the pole count method above and is based on the Owners' superior right and length of the impacted facility lying within the project limits divided by the total impacted length within the project limits. The measure lengths must be of the same or similar size and type of facility, irrespective of ancillary equipment or features such as valves, manholes, switches, and transformers.
Dollar Weighted	This method is used where facilities are to be prorated.	This approach requires considerably more effort and documentation, as it is necessary to establish and support an installed replacement cost for the existing facilities. The simple cost of the materials is not sufficient to establish the proration. The calculation is based on the newly installed replacement cost of the existing facility located within the project limits where the Owner has the superior right, divided by the total newly installed replacement cost for all of the impacted existing facilities within the project limits. This calculation produces the HSR Authority's share of the total relocation cost.
ROW	Value of the necessary Right of Way must also be calculated into the overall relocation costs for each impacted facility.	The design team and the PMT must evaluate the cost of the ROW and easements necessary for relocation of Owners' facilities. This can be done on the total area needed for relocation, the laydown area needed for installation of the relocated facility, easement costs in the area, and permanent ROW replacement cost. This will establish the HSR Authority's ROW costs for each of the relocations the Authority has responsibility for paying the facility Owner.

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6 SUMMARY AND CONCLUSION

6.1 Summary

The 15% Utility Report identifies the conflicts between the existing Utility/Agency facilities and the proposed HSR tracks, structures, and new facilities based on the 15% track alignment design. The 15% level composite Utility/Agency facilities plans were developed based on the utility/agency facilities information provided by the Utility/Agency Owners. Field verification along with Google Maps was used to confirm as-built mapping, along with verification from Utility Locating Companies who provided some utility identification. Coordination with Utility/Agency Owners is ongoing and will continue in order to resolve conflicts, design relocation of impacted facilities, and determine cost liabilities. The HSR project Utility/Agency facility conflicts are shown in Appendix A-1 and on the Utility Plans included in the Volume 4 drawings.

6.2 Conclusion

There are many existing Utility/Agency facilities along the proposed HSR project that will need to be relocated due to conflicts with the proposed tracks, grade separations, tunnels, stations, and new facilities for the HSR. Preliminary conflicts have been identified based on the preliminary track alignment, grade separations, tunnels, station, and new facility designs.

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APPENDIX A: EXHIBIT B-1- UTILITY INFORMATION LOG

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Exhibit B-1
Utility Information Log

No.	Region	Owner	Dwg. No.	Station	Facility Type	Identification Quality Level (A-D)	Size	Units	Length	% Cost Allocation	Location	Disposition
1	B-LA	Burbank Water and Power	UT-C1501B	3057+51 to 3060+00/ W. Empire Ave & Avon Ave.	Underground Electrical Lines	C	X	Inch			Underground electrical lines and vault in Empire Ave. and Avon Ave, in Tunnel Section	Relocate
2	B-LA	City of Burbank	UT-C1501B	3057+38 to 3059+06/ W. Empire Ave & Avon Ave.	RCP-Storm Drain Main, Laterals, & Catch Basins	C	60	Inch			Storm Drain pipelines in Empire Ave, and Avon Ave., in Tunnel Section	Relocate
3	B-LA	Burbank Water and Power	UT-C1501B	3057+04 to 3058+89 / W. Empire Ave. & Avon Ave.	CI - Water Lines	C	8 & 24	Inch			Water Line & services in Empire Ave. and Avon Ave., in Tunnel section	Relocate
4	B-LA	So Cal Gas Co.	UT-C1501B	3057+89 to 3058+08 / Avon Ave.	Gas Line	C	2	Inch			Gas Line in Avon Ave., in Tunnel Section	Remove interfering portion
5	B-LA	City of Burbank	UT-C1501B	3054+80 / Hollywood Way in Abandoned East frontage road.	RCP - Storm Drain	C	39	Inch			Storm Drain in abandoned East frontage Rd./Hollywood Way., in Tunnel Section	Relocate
6	B-LA	Burbank Water and Power	UT-C1501B	3054+68 / Hollywood Way in Abandoned East frontage road.	CI - Water Line	C	8	Inch			Waterline in abandoned East frontage Rd./Hollywood Way., in Tunnel Section	Protect in place
7	B-LA	Burbank Water and Power	UT-C1501B	3054+53 / Hollywood Way in Abandoned East frontage road.	DI - Water Line	C	30	Inch			Waterline in abandoned East frontage Rd./Hollywood Way., in Tunnel Section	Protect in place
8	B-LA	City of Burbank	UT-C1501B	3049+09 to 3053+10 / Hollywood Way West Frontage Rd. and Rental Car Entry	Sewer	C	X	Inch			Sewer lines in Hollywood Way /West Frontage Rd. and Rental Car Entry, in Tunnel Section.	Relocate
9	B-LA	Bell Systems	UT-C1501B	3052+99 / Hollywood Way/ West Frontage Rd.	Underground Telecommunication	C	1	Each			Telecommunication lines in Hollywood Way/ West Frontage Rd., in Tunnel Section.	Protect in place
10	B-LA	Burbank Water and Power	UT-C1501B	3053+09 / Hollywood Way /West Frontage Rd.	DI - Water Line	C	18	Inch			Water line in Hollywood Way/ West Frontage Rd., in Tunnel Section.	Protect in place
11	B-LA	Burbank Water and Power	UT-C1501B	3053+49 / Hollywood Way/ West Frontage Rd.	Underground Electrical Lines	C	1	Each			Electrical lines in Hollywood Way/ West Frontage Rd., in Tunnel Section.	Protect in place
12	B-LA	So Cal Gas Co.	UT-C1501B	3051+56 to 3053+48 / Hollywood Way West Frontage Rd.	Gas Line and Service Line	C	6	Inch			Gas line in Hollywood Way/ West Frontage Rd. and service in rental car entry, in Tunnel Section.	Relocate
13	B-LA	Burbank Water and Power	UT-C1501B	3049+21 to 3051+63 / Rental Car Entry off Hollywood Way	Water Line and Service	C	X	Inch			Water Line in Rental Car Entry off Hollywood Way, in Tunnel Section	Relocate
14	B-LA	AT&T	UT-C1501B	3049+28 / Commercial Center	Underground Cable Lines	C	X	Each			Underground Cable Lines in commercial center, in Tunnel Section	Relocate
15	B-LA	Burbank-Glendale-Pasadena Airport Authority	UT-C1501B	3051+25 to 3051+79 / Rental Car Entry at Hollywood Way	Underground Fuel Tanks	C	2	Each			Fuel Tanks in Rental Car Entry at Hollywood Way, in Tunnel section	Relocate
16	B-LA	MCI/Sprint	UT-C1502	3060+00 to 3073+00	Underground Fiber	C					Underground Fiber in R/R ROW, in Tunnel Section	Relocate
17	B-LA	SF Val Burbank Operational U	UT-C1502	3064+00 to 3073+00 / Vanowen St.	HDPE - Raw Water Lines	C	12, 16, 24 & 30	Inch			Water Line in Vanowen Street, in Tunnel & R/R shoofly Sections	Relocate
18	B-LA	SCE	UT-C1502	3068+12 to 3073+00 / Vanowen St.	OH Electrical Lines	C					Electrical Lines in Vanowen Street, in Tunnel & R/R shoofly Sections	Relocate
19	B-LA	City of Burbank	UT-C1502	3067+93 to 3068+86 / Vanowen St.	Underground Electrical Lines	C					Underground Electrical Lines in Vanowen Street, in Tunnel & R/R shoofly Sections	Relocate
20	B-LA	TBD	UT-C1502	3068+62 to 3073+00 / Vanowen St.	OH Telephone Lines	C					OH Telephone Lines in Vanowen Street, in Tunnel & R/R shoofly Sections.	Relocate
21	B-LA	City of Burbank	UT-C1502	3069+00	CIP-Sewer	C	12	Inch			Existing sewer line and casing crossing R/R ROW, in Tunnel Section.	Extend existing casing under temporary construction limits.
22	B-LA	City of Burbank	UT-C1502	3067+93 to 3068+86 / Vanowen St.	Underground Electrical Lines	C					Underground Electrical Lines in Vanowen Street, in Tunnel & R/R shoofly Sections	Relocate

No.	Region	Owner	Dwg. No.	Station	Facility Type	Identification Quality Level (A-D)	Size	Units	Length	% Cost Allocation	Location	Disposition
23	B-LA	SF Val Burbank Operational U	UT-C1502	3067+97 / Vanowen St.	Observation Well OW-VO6A/B	C	2	Each			Well Access Cover in Vanowen Street, R/R shoofly Sections	Modify, Raise to Grade
24	B-LA	Los Angeles County FCD	UT-C1502	3060+00 to 3062+86	Lockheed Concrete Open & Closed Channel	C	12	Feet			Lockheed Channel is an open and closed channel that is along the R/R ROW and other properties in the Tunnel and Open Sections	Relocate
25	B-LA	TBD	UT-C1502	3068+20 to 3068+46 / Vanowen St.	Anode Stations	C	4	Each			Anode stations in Vanowen Street, in Tunnel & R/R shoofly Sections	Relocate
26	B-LA	SF Val Burbank Operational U	UT-C1502	3066+02 to 3066+53 / Vanowen St.	Groundwater Monitoring Wells	C	5	Each			Well Access Covers in Vanowen Street, in Tunnel & R/R shoofly Sections	Relocate
27	B-LA	SF Val Burbank Operational U	UT-C1502	3067+48 to 3067+80 / Vanowen St.	Volatile Extraction Well VO6	C	1	Each			Utility Access Vault and related infrastructure in Vanowen Street, in Tunnel & R/R shoofly Sections	Relocate
28	B-LA	MCI/Sprint	UT-C1503	3073+00 to 3086+00	Underground Fiber	C					Underground Fiber in R/R ROW through Metrolink realignment Section	Relocate
29	B-LA	So Cal Gas Co.	UT-C1503	3085+36/ Vanowen Street at N. Frederic Street	Gas Line	C	2	Inch			Gas line on Vanowen Street at N. Frederic Street, and in Open Section.	Relocate
30	B-LA	City of Burbank	UT-C1503	3084+95/ Vanowen Street at N. Frederic Street	Storm Drain & Catch Basin	C	1	Each			Storm Drain and Catch Basin on Vanowen Street at Fredric Street, and in Open Section	Relocate
31	B-LA	SCE	UT-C1503	3073+00 to 3086+00/ Vanowen Street	OH Electrical Lines	C					Electrical Lines in Vanowen Street, and in R/R shoofly and Open Sections	Relocate
32	B-LA	TBD	UT-C1503	3073+00 to 3086+00/ Vanowen Street	OH Telephone Lines	C					Telephone Lines in Vanowen Street, and in R/R shoofly and Open Sections	Relocate
33	B-LA	SF Val Burbank Operational U	UT-C1503	3080+67/ Vanowen Street	Observation Wells OW-VO5A/B	C	2	Each			Utility access vault in Vanowen Street, and in Open Section	Protect in place
34	B-LA	SF Val Burbank Operational U	UT-C1503	3073+00 to 3086+00/ Vanowen Street	HDPE- Water Lines	C	20 to 24	Inch			Water Line in Vanowen Street, in R/R shoofly and Open Section.	Relocate
35	B-LA	City of Burbank	UT-C1503	3073+00 to 3080+46/ Vanowen Street	Underground Electrical Lines	C					Underground Electrical Lines in Vanowen Street, and in R/R shoofly and Open Sections	Relocate
36	B-LA	TBD	UT-C1503	3073+53/ Vanowen Street	OH Telephone Lines	C					OH Telephone Line crossing Vanowen Street ROW, and in R/R shoofly Section	Relocate
37	B-LA	SF Val Burbank Operational U	UT-C1503	3080+19 to 3080+50 / Vanowen St.	Volatile Extraction Well VO5	C	1	Each			Utility Access Vault and related infrastructure in Vanowen Street, and in R/R shoofly Sections	Relocate
38	B-LA	TBD	UT-C1504	3086+00 to 3099+00	OH Fiber Lines	C					OH Fiber Line in R/R ROW, and in Open Section	Relocate
39	B-LA	Los Angeles County FCD	UT-C1504	3095+37 to 3097+95	Lockheed Concrete Closed Channel	C	12	Feet			Lockheed Channel is a closed channel crossing the R/R ROW and Open Section	Relocate
40	B-LA	So Cal Gas Co.	UT-C1504	3096+18/ N. Lincoln Street	Gas Line	C	3	Inch			Gas line on N. Lincoln Street crossing R/R ROW, and in Open Section.	Extend casing across construction limits
41	B-LA	SCE	UT-C1504	3096+03/ N. Lincoln Street	Underground Electrical Lines	C					Underground Electrical Duct Lines in N. Lincoln Street crossing R/R ROW in casing.	Protect in place, extend casing under realigned Lockheed Channel
42	B-LA	Burbank Water and Power	UT-C1504	3095+88 / N. Lincoln Street	CICL - Water Line	C	20	Inch			Water line on N. Lincoln Street crossing R/R ROW in casing, and in Open Section.	Protect in Place, extend casing on each end to R/R ROW limits, and relocate pipe across realigned Lockheed Channel.
43	B-LA	SCE	UT-C1504	3095+58	OH Electrical Queen Pole	C					Queen pole outside of R/R ROW supporting electrical pole in R/R ROW, and in Open Section	Relocate

No.	Region	Owner	Dwg. No.	Station	Facility Type	Identification Quality Level (A-D)	Size	Units	Length	% Cost Allocation	Location	Disposition
44	B-LA	TBD	UT-C1504	3086+00 to 3099+00	OH-Telecommunication	C					OH Telecommunication line in R/R ROW, and in Open Section.	Relocate
45	B-LA	SCE	UT-C1504	3086+00 to 3099+00	OH Electrical Lines	C					OH Electrical lines in R/R ROW, and in Open Section	Relocate
46	B-LA	TBD	UT-C1504	3089+00 to 3090+00	Rail Utilities	C					Above and below ground rail utilities in R/R ROW, and in Open Section	Relocate
47	B-LA	SCE	UT-C1504	3088+93/ Buena Vista Street	OH Electrical Lines	C					OH Electrical lines in Brena Vista Street, crossing R/R ROW and in Open Section	Relocate
48	B-LA	TBD	UT-C1504	3088+93/ Buena Vista Street	OH Telephone Lines	C					OH Telephone lines in Brena Vista Street, crossing R/R ROW and in Open Section	Relocate
49	B-LA	TBD	UT-C1504	3088+93/ Buena Vista Street	OH Cable Lines	C					OH Cable lines in Brena Vista Street, crossing R/R ROW and in Open Section	Relocate
50	B-LA	TBD	UT-C1504	3087+00 to 3088+00	Rail Utilities	C					Above and below ground rail utilities in R/R ROW, and in Open Section	Relocate
51	B-LA	MCI/Sprint	UT-C1504	3086+00 to 3090+00	Underground Fiber	C					Underground Fiber in R/R ROW through Metrolink realignment Section	Relocate
52	B-LA	TBD	UT-C1504	3086+92/ Vanowen Street	OH Telephone Lines	C					OH Telephone lines in Vanowen Street, and in Open Section	Relocate
53	B-LA	TBD	UT-C1504	3086+92/ Vanowen Street	OH Electrical Lines	C					OH Electrical lines in Vanowen Street, and in Open Section	Relocate
54	B-LA	SF Val Burbank Operational U	UT-C1504	3088+34 / Vanowen Street and Buena Vista Street	Steel - Raw Water Line & Valve	C	20	Inch			Raw Water line in Vanowen Street and Buena Vista Street, crossing R/R ROW in casing, and in Open Section.	Relocate Pipe and Valve, add casing
55	B-LA	SF Val Burbank Operational U	UT-C1504	3096+68 TO 3099+00	HDPE RawWater line	C	20	Inch			Raw Water line on private property, with no easement shown.	Relocate. Water line in conflict with relocated Lockeheed Channel.
56	B-LA	SF Val Burbank Operational U	UT-C1504	3086+00 TO 3087+96	HDPE Raw Water line	C	22	Inch			Raw Water line on Vanownen Street in conflict with new retaining wall.	Relocate. Raw Waterline in conflict with New Retaining Wall.
57	B-LA	SF Val Burbank Operational U	UT-C1504	3090+44 to 3090+87	Volatile Extraction Well VO4, & Related Infrastructure	C	1	Each			Extraction Well and related infrastructure in Parking Lot, & Sample Cabinet conflicts with Siding Track	Protect in place Extraction, relocate related Infrastructure
58	B-LA	SF Val Burbank Operational U	UT-C1504	3090+84	Observation Wells OW-VO4A/B	C	2	Each			Utility access vault in parking lot, and in Open Section	Protect in place
59	B-LA	City of Burbank	UT-C1504	3090+49	Electrical Vault	C	1	Each			Electrical Vault on private property, with no easement shown.	Protect in place
60	B-LA	TBD	UT-C1505	3099+00 to 3112+00	OH Fiber Lines	C					OH Fiber Line in R/R ROW, and in Open Section	Relocate
61	B-LA	TBD	UT-C1505	3104+64	RCP-Storm Drain	C	36	Inch			Storm Drain crossing R/R ROW, and in Open Section.	Join pipe to realigned channel outside of R/R ROW limits. Verify pipe still active
62	B-LA	SF Val Burbank Operational U	UT-C1505	3099+00 TO 3112+00	HDPE Raw Water line	C	12, 18, & 20	Inch			Raw Water line on private property, with no easement shown.	Relocate Raw Water line in conflict with relocated Lockeheed Channel.
63	B-LA	TBD	UT-C1505	3104+06 TO 3111+75	Fire Water line Fixtures	C					Fire System on private property, with no easement shown.	Relocate Fire Water line in conflict with relocated Lockeheed Channel.
64	B-LA	SF Val Burbank Operational U	UT-C1505	3109+02 to 3109+30	Volatile Extraction Well V02, & Related Infrastructure	C	1	Each			Extraction Well and related infrastructure in Parking Lot, & Sample Cabinet conflicts with Proposed Channel	Protect in place Well, relocate related infrastructure

No.	Region	Owner	Dwg. No.	Station	Facility Type	Identification Quality Level (A-D)	Size	Units	Length	% Cost Allocation	Location	Disposition
65	B-LA	SF Val Burbank Operational U	UT-C1505	3099+96 to 3100+22	Volatile Extraction Well V03, & Related Infrastructure	C	1	Each			Extraction Well and related infrastructure in Parking Lot, & Sample Cabinet conflicts with Proposed Channel	Protect in place Well, relocate related infrastructure
66	B-LA	SF Val Burbank Operational U	UT-C1505	3100+44	Observation Wells OW-VO3A/B-R	C	2	Each			Utility access vault in parking lot, and in Open Section	Protect in place
67	B-LA	SF Val Burbank Operational U	UT-C1505	3109+00	Observation Wells OW-VO2A/B-R	C	2	Each			Utility access vault in parking lot, and in Open Section	Protect in place
68	B-LA	TBD	UT-C1506	3112+00 to 3125+00	OH Fiber Lines	C					OH Fiber Line in R/R ROW, and in Open Section	Relocate
69	B-LA	TBD	UT-C1506	3121+14	RCP-Storm Drain	C	36	Inch			Storm Drain crossing R/R ROW, and in Open Section.	Relocate pipe to realigned channel outside of R/R ROW limits. Verify pipe still active
70	B-LA	SF Val Burbank Operational U	UT-C1506	3112+00 TO 3117+08	HDPE Raw Water line	C	12	Inch			Raw Water line on private property, with no easement shown.	Relocate Raw Water line in conflict with relocated Lockeheed Channel.
71	B-LA	TBD	UT-C1506	3116+31 TO 3121+43	Fire Water line Fixtures	C					Fire System on private property, with no easement shown.	Relocate Fire Water line in conflict with relocated Lockeheed Channel.
72	B-LA	City of Burbank	UT-C1506	3117+07 to 3122+18	Underground Electrical Lines	C					Underground Electrical Lines on private property, with no easement shown.	Relocate electrical in conflict with relocated Lockeheed Channel
73	B-LA	TBD	UT-C1506	3122+34 TO 3125+00	DI - Water line	C	8	Inch			Water line on private property, with no easement shown.	Relocate. Water line in conflict with relocated Lockeheed Channel.
74	B-LA	SF Val Burbank Operational U	UT-C1506	3123+34 TO 3123+55	Observation Wells B-1-CW11/12	C	2	Each			Observation Wells in private property, with no easement shown	Relocate. Wells conflict with rail siding track.
75	B-LA	SF Val Burbank Operational U	UT-C1506	3116+81 to 3117+10	Volatile Extraction Well VO1, & Related Infrastructure	C	1	Each			Extraction Well and related infrastructure in Parking Lot, & Sample Cabinet conflicts with Proposed Channel	Protect in place Well, relocate related infrastructure
76	B-LA	SF Val Burbank Operational U	UT-C1506	3116+82	Observation Wells OW-VO1A/B-R	C	2	Each			Utility access vault in parking lot, and in Open Section	Protect in place
77	B-LA	Los Angeles County FCD	UT-C1507	3125+00 to 3138+00	Lockheed Conc. Closed & Open Channel	C	12	Feet			Lockheed Channel is a closed & open channel in the Open Section	Relocate
78	B-LA	QWEST (CENTURY LINK)	UT-C1507	3131+69 to 3138+00	HDPE-Underground Fiber	C	2	Inch			Underground Fiber in R/R ROW through Metrolink realignment Section	Relocate four ducts outside of R/R ROW
79	B-LA	SCE	UT-C1507	3128+82 to 3138+00	OH Electrical Lines	C					OH Electrical lines in Open Section	Relocate
80	B-LA	Burbank Water and Power	UT-C1507	3137+05 / Victory Place	CICL - Water Line	C		Inch			Water line on Victory Place, below bridge and Open Section.	Relocate pipe per new roadway undercrossing.
81	B-LA	So Cal Gas	UT-C1507	3137+00 / Victory Place	Gas Line	C	3	Inch			Gas line on Victory Place, below bridge and Open Section.	Relocate pipe per new roadway undercrossing.
82	B-LA	TBD	UT-C1507	3125+00 to 3137+18	OH Fiber Lines	C					OH Fiber Line in R/R ROW, and in Open Section	Relocate
83	B-LA	AT&T	UT-C1507	3128+82 to 3138+00	OH Telephone Lines	C					OH Telephone lines in Open Section	Relocate
84	B-LA	City of Burbank	UT-C1507	3135+02	VCP - Sewer Line	C	8	Inch			Sewer crossing R/R ROW, and in Open Section.	Relocate and add casing from ROW to ROW
85	B-LA	AT&T	UT-C1507	3135+00	OH Telephone Lines	C					OH Telephone lines in Open Section	Relocate
86	B-LA	SCE	UT-C1507	3135+00	OH Electrical Lines	C					OH Electrical lines in Open Section	Relocate
87	B-LA	SCE	UT-C1507	3130+87	OH Electrical Lines	C					Pole on north side of R/R ROW, and line connected to pole in Open Section.	Relocate

No.	Region	Owner	Dwg. No.	Station	Facility Type	Identification Quality Level (A-D)	Size	Units	Length	% Cost Allocation	Location	Disposition
88	B-LA	TBD	UT-C1507	3128+84	CMP-Storm Drain	C	36	Inch			Storm Drain crossing R/R ROW, and in Open Section.	Join realigned channel outside of R/R ROW limits. Verify pipe still active
89	B-LA	TBD	UT-C1507	3125+00 TO 3126+45	DI - Water line	C	8 and 12	Inch			8" water line on private property, with no easement shown. 12" water line crossing R/R ROW.	Relocate. 8" water line in conflict with relocated Lockeheed Channel, and casing required crossing under R/R ROW.
90	B-LA	TBD	UT-C1507	3128+55	TBD - Storm Drain	C					Storm drain manhole located on private property, with no easement shown.	Relocate storm drain in conflict with relocated Lockeheed Channel
91	B-LA	AT&T	UT-C1507	3129+42	Underground Telecommunication	C					Manhole/Telecommunication lines in private property, with no easement shown	Relocate telecommunication in conflict with relocated Lockeheed Channel
92	B-LA	TBD	UT-C1507	3129+64	Cabinet - Electrical	C					Underground Electrical located on private property, with no easement shown.	Relocate electrical cabinet in conflict with relocated Lockeheed Channel
93	B-LA	City of Burbank	UT-C1508	3140+86	VCP - Sewer Line	C	8	Inch			Sewer crossing in Open Section.	Protect in Place, add casing in Open Section and to south side of new retaining wall.
94	B-LA	Burbank Water and Power	UT-C1508	3141+35	Water Line	C	16	Inch			Water line in Open Section.	Add pipe into casing in Open Section, and to south side of new retaining wall.
95	B-LA	Los Angeles County FCD	UT-C1508	3140+11 to 3151+00	Lockheed Conc. Closed Channel	C	12	Feet			Lockheed Channel is a closed & open channel crossing the Open Section	Relocate
96	B-LA	City of Burbank	UT-C1508	3146+73	VCP - Sewer Line	C	15	Inch			Sewer crossing in Open Section.	Relocate pipe/manholes, and add casing in Open Section.
97	B-LA	Los Angeles County FCD	UT-C1508	3147+48 to 3151+00	Storm Drain	C	72	Inch			Storm Drain is along east side of Burbank Blvd. Bridge, and in Open Section	Relocate
98	B-LA	Los Angeles County FCD	UT-C1508	3141+79	Storm Drain	C	60	Inch			Storm Drain is along north side of Open Section	Protect, see Sht. CV-G1301 for extension
99	B-LA	City of Burbank	UT-C1508	3149+04 to 3151+00	VCP - Sewer Line	C	24	Inch			Sewer along south side of Open Section.	Relocate pipe and manholes
100	B-LA	Burbank Water and Power	UT-C1508	3147+55	DI-Water Line	C	12	Inch			Water line along east side of Burbank Blvd. Bridge, in frontage road.	Relocate interfering portion with new storm drain alignment.
101	B-LA	SCE	UT-C1508	3138+00 to 3151+00	OH Electrical Lines	C					OH Electrical lines in Open Section	Relocate
102	B-LA	QWEST (CENTURY LINK)	UT-C1509	3151+00 to 3164+00	4-HDPE Underground Ducts	C	2	Inch			Fiber in R/R ROW and in Open Section	Relocate four ducts outside of Open Section
103	B-LA	MCI(Verizon)-AT&T-Sprint	UT-C1509	3151+00 to 3164+00	4-HDPE Underground Ducts	C	2	Inch			Fiber in R/R ROW and in Open Section	Relocate four ducts outside of Open Section
104	B-LA	Los Angeles County FCD	UT-C1509	3151+00 to 3153+81	Lockheed Open Channel	C	12	Feet			Lockheed Channel is an open channel crossing in Open Section	Relocate
105	B-LA	Los Angeles County FCD	UT-C1509	3152+60 to 3154+62	Burbank Conc. Open Trap. & Closed Channel	C	28	Feet			Burbank Channel is a closed and open channel crossing the Open Section	Protect in place
106	B-LA	Burbank Water and Power	UT-C1509	3156+75	DI-Water Line	C	16	Inch			Water line in Open Section, and also crossing R/R ROW.	Relocate, and add casing in Open Section
107	B-LA	SC Gas	UT-C1509	3151+00 to 3164+00	Gas Line	C	12	Inch			Gas line crossing R/R ROW and in Open Section	Relocate Gas Line from R/R ROW and Open Section
108	B-LA	City of Burbank	UT-C1509	3152+82 to 3152+95	3-VCP - Sewer Lines	C	12	Inch			Sewer crossing R/R ROW, Burbank and Lockheed channels and Open Section.	Relocate

No.	Region	Owner	Dwg. No.	Station	Facility Type	Identification Quality Level (A-D)	Size	Units	Length	% Cost Allocation	Location	Disposition
109	B-LA	City of Burbank	UT-C1509	3151+00 to 3154+00	VCP - Sewer Line	C	24	Inch			Sewer crossing new Lockheed channel realignment location	Relocate
110	B-LA	City of Burbank	UT-C1509	3152+00 to 3153+55	VCP - Sewer Line	C	12	Inch			Sewer crossing new Lockheed channel realignment location	Relocate
111	B-LA	City of Burbank	UT-C1509	3152+70 to 3155+00	VCP - Sewer Line	C	18	Inch			Sewer crossing new Lockheed channel realignment location	Protect-In-Place
112	B-LA	Los Angeles County FCD	UT-C1509	3162+95	CMP and Open Channel	C	60	Inch			Storm Drain is a closed conduit crossing R/R ROW and open culvert in Open Section	Replace open section with pipe, and add casing in Open Section
113	B-LA	SCE	UT-C1509	3151+00 to 3154+39	OH Electrical Lines	C					Electrical OH crossing new Lockheed channel realignment location	Relocate
114	B-LA	TBD	UT-C1509	3159+38	OH Cable Lines	C					OH Cable crossing R/R ROW and Open Section	Protect-In-Place
115	B-LA	SCE	UT-C1509	3162+51	OH Electrical Lines	C					OH Electrical crossing R/R ROW and Open Section	Relocate power pole to outside of Open Section, and maintain adequate vertical clearance of electrical lines
116	B-LA	So Cal Gas Co.	UT-C1510	3164+00 to TBD	Gas Line	C	12	Inch			Gas Line runs along existing R/R ROW	Protect in Place
117	B-LA	Los Angeles County FCD	UT-C1510	3170+16	Storm Drain	C	54	Inch			Across R/R ROW in casing under Magnolia	Protect in Place
118	B-LA	AT&T	UT-C1510	3170+93	OH Telephone Lines	C					OH Telephone Lines Crossing on east side of Magnolia and should be protected in place	To Be Relocated Underground with Casing
119	B-LA	Burbank Water and Power	UT-C1510	3170+79	Water Line	C	12	Inch			In 18" casing across R/R ROW	Protect in Place
120	B-LA	So Cal Gas Co.	UT-C1510	3170+66	Gas Line (Aban)	C	6	Inch			Gas Line runs under Magnolia and should be protected in place	Protect in Place
121	B-LA	Los Angeles County FCD	UT-C1510	3170+73	RCP - Storm Drain	C	84	Inch			Storm Drain in casing adjacent to east side of Magnolia bridge	Protect in Place
122	B-LA	Burbank Water and Power	UT-C1510	3174+30	Water Line	C	20	Inch			20" Water Line in 100' of 30" casing across the R/R ROW	Relocate
123	B-LA	Pacific Pipeline	UT-C1511	3143+00 to 3684+00	Oil Line	C	20	Inch			Oil Line runs along existing Metrolink R/R ROW	To Be Relocated Outside of ROW
124	B-LA	Qwest (Century Link)	UT-C1511	3143+00 to 3684+00	HDPE - Fiber Optic Ducts (4)	C	2	Inch			Fiber ducts in R/R ROW from Costco to Figueroa in Downtown Los Angeles.	To Be Relocated Outside of ROW
125	B-LA	MCI (Verizon)-AT&T-Sprint	UT-C1511	3143+00 to 3684+00	HDPE - Fiber Optic Ducts (4)	C	2	Inch			Fiber ducts in R/R ROW from Costco to Figueroa in Downtown Los Angeles.	To Be Relocated Outside of ROW
126	B-LA	Qwest-MFS-Metro	UT-C1511	3143+00 to 3684+00	HDPE - Fiber Optic Ducts (4)	C	2	Inch			Fiber ducts in R/R ROW from Costco to Figueroa in Downtown Los Angeles.	To Be Relocated Outside of ROW
127	B-LA	SCE	UT-C1511	3182+03 to 3182+65	Electrical Lines - In Bridge Power Line	C					These Lines are in the Olive Ave. bridge	Protect in Place
128	B-LA	Los Angeles County FCD	UT-C1511	3182+07	Storm Drain	C	60	Inch			This Storm Drain is crossing the R/R ROW on the north side of the Olive Ave. bridge and is encased	Protect in Place
129	B-LA	AT&T	UT-C1511	3182+07	Telephone Lines	C					Lines are located in the Olive Ave. bridge over the R/R ROW	Protect in Place
130	B-LA	Los Angeles County FCD	UT-C1511	3182+85	Storm Drain	C	102	Inch			This Storm Drain is crossing the R/R ROW on the south side of the Olive Ave. bridge and is encased	Protect in Place

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131	B-LA	So Cal Gas Co.	UT-C1511	3182+60	Gas Line (Aban.)	C	8	Inch			Gas Line crosses R/R ROW to north at Olive St and back to south side at Verdugo Ave. but shows no casing	To Be Removed
132	B-LA	TBD	UT-C1511	3182+34	Electrical Lines - In Bridge Power Line	C					This line in the Olive Ave. bridge	Protect in Place
133	B-LA	Pacific Pipeline	UT-C1512	3143+00 to 3684+00	Oil Line	C	20	Inch			Oil Line runs along existing Metrolink R/R ROW	To Be Relocated Outside of ROW
134	B-LA	Qwest (Century Link)	UT-C1512	3143+00 to 3684+00	HDPE - Fiber Optic Ducts (4)	C	2	Inch			Fiber ducts in R/R ROW from Costco to Figueroa in Downtown Los Angeles.	To Be Relocated Outside of ROW
135	B-LA	MCI (Verizon)-AT&T-Sprint	UT-C1512	3143+00 to 3684+00	HDPE - Fiber Optic Ducts (4)	C	2	Inch			Fiber ducts in R/R ROW from Costco to Figueroa in Downtown Los Angeles.	To Be Relocated Outside of ROW
136	B-LA	Qwest-MFS-Metro	UT-C1512	3143+00 to 3684+00	HDPE - Fiber Optic Ducts (4)	C	2	Inch			Fiber ducts in R/R ROW from Costco to Figueroa in Downtown Los Angeles.	To Be Relocated Outside of ROW
137	B-LA	MWD	UT-C1512	3194+50	Water Line	C	41	Inch			41" Water Line on Verdugo Ave. in casing as it crosses the R/R ROW	Protect in Place, Add Casing from ROW to ROW
138	B-LA	City of Burbank	UT-C1512	3194+65	VCP - Sewer line	C	10	Inch			8" Sewer line runs along north side of ROW until it crosses at Verdugo in a casing across R/R ROW	Protect in Place, Add Casing from ROW to ROW
139	B-LA	So Cal Gas Co.	UT-C1512	3194+48	Gas Line	C	12	Inch			Gas Line is on the north side in Verdugo Ave.	Protect in Place, Add Casing from ROW to ROW
140	B-LA	Los Angeles County FCD	UT-C1512	3194+75	Storm Drain	C	90	Inch			Storm Drain crosses the R/R ROW at Verdugo in a casing after it is joined with No.s 83,84,&85	Protect in Place
141	B-LA	Burbank Water and Power	UT-C1512	3194+65	Water Line	C	10	Inch			Water Line is in casing across in Verdugo Ave.	Protect in Place, Extend Casing from ROW to ROW
142	B-LA	Burbank Water and Power	UT-C1512	3202+30	Water Line	C	18	Inch			Water Line crosses the ROW	Protect in Place, Extend Casing from ROW to ROW
143	B-LA	City of Burbank	UT-C1512	3202+40	VCP - Sewer line	C	12	Inch			Sewer line crosses the ROW	Protect in Place, Add Casing from ROW to ROW
144	B-LA	Pacific Pipeline	UT-C1513	3143+00 to 3684+00	Oil Line	C	20	Inch			Oil Line runs along existing Metrolink R/R ROW	To Be Relocated Outside of ROW
145	B-LA	Qwest (Century Link)	UT-C1513	3143+00 to 3684+00	HDPE - Fiber Optic Ducts (4)	C	2	Inch			Fiber ducts in R/R ROW from Costco to Figueroa in Downtown Los Angeles.	To Be Relocated Outside of ROW
146	B-LA	MCI (Verizon)-AT&T-Sprint	UT-C1513	3143+00 to 3684+00	HDPE - Fiber Optic Ducts (4)	C	2	Inch			Fiber ducts in R/R ROW from Costco to Figueroa in Downtown Los Angeles.	To Be Relocated Outside of ROW
147	B-LA	Qwest-MFS-Metro	UT-C1513	3143+00 to 3684+00	HDPE - Fiber Optic Ducts (4)	C	2	Inch			Fiber ducts in R/R ROW from Costco to Figueroa in Downtown Los Angeles.	To Be Relocated Outside of ROW
148	B-LA	Pacific Pipeline	UT-C1514	3143+00 to 3684+00	Oil Line	C	20	Inch			Oil Line runs along existing Metrolink R/R ROW	To Be Relocated Outside of ROW
149	B-LA	Qwest (Century Link)	UT-C1514	3143+00 to 3684+00	HDPE - Fiber Optic Ducts (4)	C	2	Inch			Fiber ducts in R/R ROW from Costco to Figueroa in Downtown Los Angeles.	To Be Relocated Outside of ROW
150	B-LA	MCI (Verizon)-AT&T-Sprint	UT-C1514	3143+00 to 3684+00	HDPE - Fiber Optic Ducts (4)	C	2	Inch			Fiber ducts in R/R ROW from Costco to Figueroa in Downtown Los Angeles.	To Be Relocated Outside of ROW
151	B-LA	Qwest-MFS-Metro	UT-C1514	3143+00 to 3684+00	HDPE - Fiber Optic Ducts (4)	C	2	Inch			Fiber ducts in R/R ROW from Costco to Figueroa in Downtown Los Angeles.	To Be Relocated Outside of ROW
152	B-LA	So Cal Gas Co.	UT-C1514	3177+00 to 3289+00	Gas Line (Aban)	C	26	Inch			Gas Line along R/R ROW	To Be Removed
153	B-LA	TBD	UT-C1514	3220+00 to 3242+27	OH Cable Lines	C					OH Fiber along R/R ROW through Tunnel and Open Sections	Protect in Place

No.	Region	Owner	Dwg. No.	Station	Facility Type	Identification Quality Level (A-D)	Size	Units	Length	% Cost Allocation	Location	Disposition
154	B-LA	Glendale Water & Power	UT-C1514	3217+98 / Alameda St.	OH Power Lines						OH Power Lines run along Alameda Ave.	To Be Raised / Relocated
155	B-LA	TBD	UT-C1514	3217+98 / Alameda St.	OH Cable Lines	C					OH Power Lines run along Alameda Ave.	To Be Raised / Relocated
156	B-LA	So Cal Gas Co.	UT-C1514	3220+00 / Alameda St.	Gas Line	C	4	Inch			Gas Line along run along Alameda Ave.	To Be Relocated
157	B-LA	Glendale DPW	UT-C1514	3118+40 / Alameda St.	Storm Drain	C	72	Inch			Storm Drain runs along Alameda Ave.	Protect in Place
158	B-LA	Glendale DPW	UT-C1514	3118+80 / Alameda St.	Storm Drain	C	12	Inch			Storm Drain runs along Alameda Ave.	Protect in Place
159	B-LA	Burbank Water and Power	UT-C1514	3219+20 / Alameda St.	CI - Water	C	12	Inch			Water Line runs along Alameda Ave. in 100' of 21" casing	Protect in Place
160	B-LA	Glendale DPW	UT-C1514	3219+20 / Alameda St.	Storm Drain	C	48	Inch			Storm Drain runs along Alameda Ave.	Protect in Place
161	B-LA	Glendale DPW	UT-C1514	3219+20 / Alameda St.	VCP - Sewer	C	12	Inch			Sewer runs along Alameda Ave.	Protect in Place
162	B-LA	City of Burbank	UT-C1514	3224+17 to 3228+36	Water Line	C	8	Inch			Water Lines runs parallel to HSR ROW	Protect in Place
163	B-LA	City of Burbank	UT-C1514	3228+41 / E Linden Ave	CI - Water Line	C	8	Inch			Water Line crosses R/R ROW in 66' of 36" shared casing	Protect in Place, extend Casing from ROW to ROW
164	B-LA	City of Burbank	UT-C1514	3228+42 / E Linden Ave	VCP - Sewer Line	C	8	Inch			Sewer Line crosses R/R ROW in 66' of 36" shared casing	Protect in Place, extend Casing from ROW to ROW
165	B-LA	Pacific Pipeline	UT-C1515	3143+00 to 3684+00	Oil Line	C	20	Inch			Oil Line runs along existing Metrolink R/R ROW	To Be Relocated Outside of ROW
166	B-LA	Qwest (Century Link)	UT-C1515	3143+00 to 3684+00	HDPE - Fiber Optic Ducts (4)	C	2	Inch			Fiber ducts in R/R ROW from Costco to Figueroa in Downtown Los Angeles.	To Be Relocated Outside of ROW
167	B-LA	MCI (Verizon)-AT&T-Sprint	UT-C1515	3143+00 to 3684+00	HDPE - Fiber Optic Ducts (4)	C	2	Inch			Fiber ducts in R/R ROW from Costco to Figueroa in Downtown Los Angeles.	To Be Relocated Outside of ROW
168	B-LA	Qwest-MFS-Metro	UT-C1515	3143+00 to 3684+00	HDPE - Fiber Optic Ducts (4)	C	2	Inch			Fiber ducts in R/R ROW from Costco to Figueroa in Downtown Los Angeles.	To Be Relocated Outside of ROW
169	B-LA	So Cal Gas Co.	UT-C1515	3220+00 to 3289+00	Gas Line (Aban)	C	26	Inch			Gas Line along R/R ROW	To Be Removed
170	B-LA	TBD	UT-C1515	3220+00 to 3242+22	OH Cable	C					OH Cable Lines along North side of ROW	Protect in Place
171	B-LA	Charter	UT-C1515	3230+22 / Allen Ave	OH Cable	C					OH Cable Lines along North side of Allen Ave.	To Be Relocated Underground
172	B-LA	Glendale DPW	UT-C1515	3233+98 / Allen Ave	VCP - Sewer	C	8	Inch			Sewer runs along Allen Ave.	Protect in Place, Extend Casing from ROW to ROW
173	B-LA	Glendale DPW	UT-C1515	3233+91 / Allen Ave	RCP - Storm Drain	C	33	Inch			Storm Drain runs along Allen Ave.	Protect in Place, Extend Casing from ROW to ROW
174	B-LA	Glendale DPW	UT-C1515	3233+73 / Allen Ave	RCB - Storm Drain	C	3 X 10	Feet			Storm Drain runs along Allen Ave.	Protect in Place, Extend Casing from ROW to ROW
175	B-LA	So Cal Gas Co.	UT-C1515	3234+09 / Allen Ave	H - Gas Line	C	30	Inch			Gas Line crosses R/R ROW	Relocate
176	B-LA	Glendale Water & Power	UT-C1515	3233+85 / Allen Ave	DI-Water Line	C	12	Inch			Water Line crosses R/R ROW in 24" Casing	Protect in Place, Extend Casing from ROW to ROW
177	B-LA	Glendale Water & Power	UT-C1515	3230+22 / Allen Ave	OH Power Lines	C					OH Power Lines crosses R/R ROW	To Be Relocated Underground
178	B-LA	AT&T	UT-C1515	3234+20 / Allen Ave	UG Fiber	C					UG Fiber crosses R/R ROW	To Be Relocated
179	B-LA	So Cal Gas Co.	UT-C1515	3234+23 / Allen Ave	Gas Line	C	4	Inch			Gas Line in 80' of 8" casing	Relocate
180	B-LA	Glendale DPW	UT-C1515	3241+83 / Thompson Ave.	VCP - Sewer	C	8	Inch			Sewer crosses R/R ROW in 6" Concrete casing	Protect in Place
181	B-LA	Glendale DPW	UT-C1515	3241+91 / Thompson Ave.	RCP - Storm Drain	C	30	Inch			Storm Drain crosses R/R ROW	Protect in Place, Extend Casing from ROW to ROW
182	B-LA	Southern Pacific RR	UT-C1515	3238+22	Elect. Meter/Pole	C	1	Each			OH Power Lines crosses R/R ROW	To Be Relocated Underground
183	B-LA	Pacific Pipeline	UT-C1516	3143+00 to 3684+00	Oil Line	C	20	Inch			Oil Line runs along existing Metrolink R/R ROW	To Be Relocated Outside of ROW
184	B-LA	Qwest (Century Link)	UT-C1516	3143+00 to 3684+00	HDPE - Fiber Optic Ducts (4)	C	2	Inch			Fiber ducts in R/R ROW from Costco to Figueroa in Downtown Los Angeles.	To Be Relocated Outside of ROW

No.	Region	Owner	Dwg. No.	Station	Facility Type	Identification Quality Level (A-D)	Size	Units	Length	% Cost Allocation	Location	Disposition
185	B-LA	MCI (Verizon)-AT&T-Sprint	UT-C1516	3143+00 to 3684+00	HDPE - Fiber Optic Ducts (4)	C	2	Inch			Fiber ducts in R/R ROW from Costco to Figueroa in Downtown Los Angeles.	To Be Relocated Outside of ROW
186	B-LA	Qwest-MFS-Metro	UT-C1516	3143+00 to 3684+00	HDPE - Fiber Optic Ducts (4)	C	2	Inch			Fiber ducts in R/R ROW from Costco to Figueroa in Downtown Los Angeles.	To Be Relocated Outside of ROW
187	B-LA	So Cal Gas Co.	UT-C1516	3220+00 to 3289+00	Gas Line (Aban)	C	26	Inch			Gas Line along R/R ROW	To Be Removed
188	B-LA	Glendale DPW	UT-C1516	3249+29 / Western Ave	RCP - Storm Drain	C	33	Inch			Storm Drain runs along Western Ave.	Protect in Place, Extend Casing from ROW to ROW, Relocate Manhole
189	B-LA	Glendale DPW	UT-C1516	3249+37 / Western Ave	VCP - Sewer	C	8	Inch			Sewer runs along Western Ave. in 15" Steel casing	Protect in Place
190	B-LA	Zayo	UT-C1516	3249+66 / Western Ave	Fiber / Slack Coil	C					Fiber runs along Western Ave.	Protect in Place, Extend Casing from ROW to ROW
191	B-LA	Glendale Water & Power	UT-C1516	3249+58 / Western Ave	Water Line	C	12	Inch			OH Power Lines crosses R/R ROW	Protect in Place, Extend Casing from ROW to ROW
192	B-LA	Glendale DPW	UT-C1516	3249+34 / Western Ave	RCP - Storm Drain	C	18	Inch			Storm Drain crosses R/R ROW	Protect in Place
193	B-LA	Glendale DPW	UT-C1516	3249+19 / Western Ave	RCP - Storm Drain	C	18	Inch			Storm Drain crosses R/R ROW	Protect in Place, Add Casing from ROW to ROW
194	B-LA	Glendale DPW	UT-C1516	3249+19 / Western Ave	RCP - Storm Drain	C	24	Inch			Storm Drain crosses R/R ROW	Protect in Place, Add Casing from ROW to ROW
195	B-LA	Exxon Mobil	UT-C1516	3249+70 / Western Ave	Oil Line	C	8	Inch			Oil runs along Western Ave.	Protect in Place, Add Casing from ROW to ROW
196	B-LA	Pacific Pipeline	UT-C1517	3143+00 to 3429+61	Oil Line	C	20	Inch			Oil Line runs along existing Metrolink R/R ROW	To Be Relocated Outside of ROW
197	B-LA	Qwest (Century Link)	UT-C1517	3143+00 to 3429+61	HDPE - Fiber Optic Ducts (4)	C	2	Inch			Fiber ducts in R/R ROW from Costco to Figueroa in Downtown Los Angeles.	To Be Relocated Outside of ROW
198	B-LA	MCI (Verizon)-AT&T-Sprint	UT-C1517	3143+00 to 3437+92	HDPE - Fiber Optic Ducts (4)	C	2	Inch			Fiber ducts in R/R ROW from Costco to Figueroa in Downtown Los Angeles.	To Be Relocated Outside of ROW
199	B-LA	Qwest-MFS-Metro	UT-C1517	3143+00 to 3625+00	HDPE - Fiber Optic Ducts (4)	C	2	Inch			Fiber ducts in R/R ROW from Costco to Figueroa in Downtown Los Angeles.	To Be Relocated Outside of ROW
200	B-LA	So Cal Gas Co.	UT-C1517	3220+00 to 3289+00	Gas Line (Aban)	C	26	Inch			Gas Line along R/R ROW	To Be Removed
201	B-LA	Glendale DPW	UT-C1517	3265+31 / Sonora Ave	RCP - Storm Drain	C	36	Inch			Storm Drain runs along Sonora Ave.	To Be Relocated
202	B-LA	Glendale DPW	UT-C1517	3265+38 / Sonora Ave	VCP - Sewer	C	8	Inch			Sewer runs along Sonora Ave.	To Be Relocated
203	B-LA	So Cal Gas Distribution	UT-C1517	3265+42 / Sonora Ave	Gas Line	C	4	Inch			Gas Line runs along Sonora Ave. in 8" casing	To Be Relocated S/E of Sonora Ave. and Protected in Place
204	B-LA	TBD	UT-C1517	3265+71 / Sonora Ave	OH Cable	C					OH Cable runs along Sonora Ave.	To Be Relocated from Overhead to Underground
205	B-LA	Glendale Water & Power	UT-C1517	3265+71 / Sonora Ave	OH Electrical	C					OH Power Lines runs along Sonora Ave.	To Be Relocated from Overhead to Underground
206	B-LA	TBD	UT-C1517	3265+71 / Sonora Ave	Telephone	C					Telephone runs along Sonora Ave.	To Be Relocated Underground S/E of Sonora Ave. and Protected in Place
207	B-LA	Glendale Water & Power	UT-C1517	3265+61 / Sonora Ave	Water Line	C	12	Inch			Water runs along Sonora Ave. in Casing	To Be Relocated S/E of Sonora Ave. and Protected in Place
208	B-LA	Level 3	UT-C1517	3265+65 / Sonora Ave	UG Fiber Optic Ducts	C					Fiber ducts in 100' of 12" Casing R/R ROW, from Costco to Figueroa in Downtown Los Angeles.	To Be Lowered and Protected in Place
209	B-LA	Pacific Pipeline	UT-C1518	3143+00 to 3429+61	Oil Line	C	20	Inch			Oil Line runs along existing Metrolink R/R ROW	To Be Relocated Outside of ROW

No.	Region	Owner	Dwg. No.	Station	Facility Type	Identification Quality Level (A-D)	Size	Units	Length	% Cost Allocation	Location	Disposition
210	B-LA	Qwest (Century Link)	UT-C1518	3143+00 to 3429+61	HDPE - Fiber Optic Ducts (4)	C	2	Inch			Fiber ducts in R/R ROW from Costco to Figueroa in Downtown Los Angeles.	To Be Relocated Outside of ROW
211	B-LA	MCI (Verizon)-AT&T-Sprint	UT-C1518	3143+00 to 3437+92	HDPE - Fiber Optic Ducts (4)	C	2	Inch			Fiber ducts in R/R ROW from Costco to Figueroa in Downtown Los Angeles.	To Be Relocated Outside of ROW
212	B-LA	Qwest-MFS-Metro	UT-C1518	3143+00 to 3625+00	HDPE - Fiber Optic Ducts (4)	C	2	Inch			Fiber ducts in R/R ROW from Costco to Figueroa in Downtown Los Angeles.	To Be Relocated Outside of ROW
213	B-LA	So Cal Gas Co.	UT-C1518	3216+00 to 3289+00	Gas Line (Aban)	C	26	Inch			Gas Line along R/R ROW	To Be Removed
214	B-LA	Pacific Pipeline	UT-C1519	3143+00 to 3684+00	Oil Line	C	20	Inch			Oil Line runs along existing Metrolink R/R ROW	To Be Relocated Outside of ROW
215	B-LA	Qwest (Century Link)	UT-C1519	3143+00 to 3684+00	HDPE - Fiber Optic Ducts (4)	C	2	Inch			Fiber ducts in R/R ROW from Costco to Figueroa in Downtown Los Angeles.	To Be Relocated Outside of ROW
216	B-LA	MCI (Verizon)-AT&T-Sprint	UT-C1519	3143+00 to 3684+00	HDPE - Fiber Optic Ducts (4)	C	2	Inch			Fiber ducts in R/R ROW from Costco to Figueroa in Downtown Los Angeles.	To Be Relocated Outside of ROW
217	B-LA	Qwest-MFS-Metro	UT-C1519	3143+00 to 3684+00	HDPE - Fiber Optic Ducts (4)	C	2	Inch			Fiber ducts in R/R ROW from Costco to Figueroa in Downtown Los Angeles.	To Be Relocated Outside of ROW
218	B-LA	So Cal Gas Co.	UT-C1519	3216+00 to 3289+00	Gas Line (Aban)	C	26	Inch			Gas Line along R/R ROW	To Be Removed
219	B-LA	Glendale Water & Power	UT-C1519	3283+92 / Willard Ave	Steel - Water Line	C	36	Inch			Water crosses R/R ROW	Add 48" Steel Casing from ROW to ROW
220	B-LA	Glendale Water & Power	UT-C1519	3288+26 / Grandview Ave	Electrical Guy Wire	C					North side of Grandview at R/R ROW	To Be Relocated / Removed
221	B-LA	Glendale Water & Power	UT-C1519	3288+26 to 3289+20	Electrical Guy Wire	C					North side of Grandview at R/R ROW	To Be Relocated / Removed
222	B-LA	Glendale Water & Power	UT-C1519	3290+47 to 3302+64	OH Electrical	C	99	kV			OH Electrical runs parallel to R/R and follows Grandview Ave.	Protect in Place
223	B-LA	Los Angeles County FCD	UT-C1519	3288+52 / Grandview Ave.	Storm Drain	C	20x12	Feet			North side of Grandview Ave.	Protect in Place
224	B-LA	Level 3	UT-C1519	3288+71 / Grandview Ave	UG Fiber Optic Lines	C					Fiber ducts in R/R ROW from Costco to Figueroa in Downtown Los Angeles.	Encase with 100' of 12" Steel along Grandview Ave.
225	B-LA	Glendale Water & Power	UT-C1519	3288+94 / Grandview Ave	Water Line	C	12	Inch			Water Line crossing R/R ROW in casing	Protect in Place
226	B-LA	Glendale Water & Power	UT-C1519	3290+00 / Grandview Ave	Water Line (Aban)	C	16	Inch			Water Line South of Grandview Ave.	Abandoned, Remove Interfering Portion
227	B-LA	Glendale Water & Power	UT-C1519	3288+20 to 3290+47 / Grandview Ave	OH Electrical	C	99	KV			Grandview at R/R ROW	To Be Relocated from Overhead to Underground
228	B-LA	Los Angeles County FCD	UT-C1519	3289+85	Culvert (Aban)	C	42	Inch			South of Grandview within R/R ROW	To Be Removed if Needed for Track Construction
229	B-LA	So Cal Gas Co.	UT-C1519	3289+13	Gas Line	C	12	Inch			South side of Grandview at R/R ROW	Protect in Place, Add / Extend Casing from ROW to ROW
230	B-LA	Pacific Pipeline	UT-C1520	3143+00 to 3684+00	Oil Line	C	20	Inch			Oil Line runs along existing Metrolink R/R ROW	To Be Relocated Outside of ROW
231	B-LA	Qwest (Century Link)	UT-C1520	3143+00 to 3684+00	HDPE - Fiber Optic Ducts (4)	C	2	Inch			Fiber ducts in R/R ROW from Costco to Figueroa in Downtown Los Angeles.	To Be Relocated Outside of ROW
232	B-LA	MCI (Verizon)-AT&T-Sprint	UT-C1520	3143+00 to 3684+00	HDPE - Fiber Optic Ducts (4)	C	2	Inch			Fiber ducts in R/R ROW from Costco to Figueroa in Downtown Los Angeles.	To Be Relocated Outside of ROW
233	B-LA	Qwest-MFS-Metro	UT-C1520	3143+00 to 3684+00	HDPE - Fiber Optic Ducts (4)	C	2	Inch			Fiber ducts in R/R ROW from Costco to Figueroa in Downtown Los Angeles.	To Be Relocated Outside of ROW
234	B-LA	Los Angeles County FCD	UT-C1520	3304+53 / Alma St.	RCB - Culvert	C	6.5W x 10H	Feet			Within Alma St. and R/R ROW	Remove Culvert and Extend 72" RCB Across ROW

No.	Region	Owner	Dwg. No.	Station	Facility Type	Identification Quality Level (A-D)	Size	Units	Length	% Cost Allocation	Location	Disposition
235	B-LA	So Cal Gas Co.	UT-C1520	3295+00 to 3310+00	Gas Line	C	6	Inch			North Side of San Fernando Road	To Be Relocated and Aligned with San Fernando Road
236	B-LA	Glendale Water & Power	UT-C1520	3295+00 to 3310+00	Water Line	C	12	Inch			North Side of San Fernando Road	To Be Relocated and Aligned with San Fernando Road
237	B-LA	Glendale DPW	UT-C1520	3295+00 to 3310+00	VCP-Sewer	C	21	Inch			North Side of San Fernando Road	To Be Relocated
238	B-LA	Los Angeles County FCD	UT-C1520	3304+53 / Alma St.	RCB	C	72	Inch			Within Alma St. and R/R ROW	Protect in Place
239	B-LA	Pacific Pipeline	UT-C1521	3143+00 to 3684+00	Oil Line	C	20	Inch			Oil Line runs along existing Metrolink R/R ROW	To Be Relocated Outside of ROW
240	B-LA	Qwest (Century Link)	UT-C1521	3143+00 to 3684+00	HDPE - Fiber Optic Ducts (4)	C	2	Inch			Fiber ducts in R/R ROW from Costco to Figueroa in Downtown Los Angeles.	To Be Relocated Outside of ROW
241	B-LA	MCI (Verizon)-AT&T-Sprint	UT-C1521	3143+00 to 3684+00	HDPE - Fiber Optic Ducts (4)	C	2	Inch			Fiber ducts in R/R ROW from Costco to Figueroa in Downtown Los Angeles.	To Be Relocated Outside of ROW
242	B-LA	Qwest-MFS-Metro	UT-C1521	3143+00 to 3684+00	HDPE - Fiber Optic Ducts (4)	C	2	Inch			Fiber ducts in R/R ROW from Costco to Figueroa in Downtown Los Angeles.	To Be Relocated Outside of ROW
243	B-LA	Glendale Water & Power	UT-C1521	3308+62 to 3319+44	CML Steel-Recycle Water Line	C	16	Inch			South side of Flower St.	To Be Relocated
244	B-LA	So Cal Gas Distribution	UT-C1521	3308+82 / Kellogg Ave.	H - Gas Line	C	8	Inch			Crosses R/R ROW in 63' of casing	Protect in Place, Extend Casing from ROW to ROW
245	B-LA	So Cal Gas Distribution	UT-C1521	3309+03 / Kellogg Ave.	H - Gas Line	C	8	Inch			Crosses R/R ROW in 44' of casing	Protect in Place, Extend Casing from ROW to ROW
246	B-LA	Glendale Water & Power	UT-C1521	3311+27 / Highland Ave.	Recycle Water Line	C	16	Inch			North Side of Highland Ave. in 30" Steel casing	Protect in Place, Extend Casing from ROW to ROW
247	B-LA	Glendale Water & Power	UT-C1521	3314+93 to 3320+57	OH Electrical	C	99	kV			South Side of R/R ROW	Protect in Place
248	B-LA	Pacific Bell / AT&T	UT-C1521	3316+46 / Grange St.	UG Fiber Ducts	C	TBD				Crosses R/R ROW	Extend Casing form ROW to ROW
249	B-LA	Glendale Water & Power	UT-C1521	3316+08 / Grange St.	OH Electrical	C	115	kV			Crosses R/R ROW	To Be Raised (Relocated)
250	B-LA	Glendale Water & Power	UT-C1521	3316+51 / Grange St.	OH Electrical	C	115	kV			Crosses R/R ROW	To Be Raised (Relocated)
251	B-LA	So Cal Gas Co.	UT-C1521	3317+96 / Grange St.	Gas Line	C	12	Inch			Crosses R/R ROW in 40' of casing	Protect in Place, Extend Casing from ROW to ROW
252	B-LA	Glendale Water & Power	UT-C1521	3318+21 / Grange St.	Electrical Ducts (9)	C	6	Inch			Crosses R/R ROW in 43' of 36" casing	Protect in Place, Extend Casing from ROW to ROW
253	B-LA	Glendale Water & Power	UT-C1521	3318+27 / Grange St.	Electrical Ducts (9)	C	6	Inch			Crosses R/R ROW in 43' of 36" casing	Protect in Place, Extend Casing from ROW to ROW
254	B-LA	Scholl Canyon	UT-C1521	3319+00 / Grange St.	Gas Line	C	14	Inch			Crosses R/R ROW in 80' of 33" casing	Protect in Place, Extend Casing from ROW to ROW
255	B-LA	Glendale Water & Power	UT-C1521	3319+49 / Grange St.	Water Line	C	12	Inch			Crosses R/R ROW in 80' of 24" CMP casing	Protect in Place, Extend Casing from ROW to ROW
256	B-LA	Glendale Water & Power	UT-C1521	3319+58 / Grange St.	OH Electrical	C	99	kV			Crosses R/R ROW	To Be Raised (Relocated)
257	B-LA	Pacific Pipeline	UT-C1522	3143+00 to 3684+00	Oil Line	C	20	Inch			Oil Line runs along existing Metrolink R/R ROW	To Be Relocated Outside of ROW
258	B-LA	Qwest (Century Link)	UT-C1522	3143+00 to 3684+00	HDPE - Fiber Optic Ducts (4)	C	2	Inch			Fiber ducts in R/R ROW from Costco to Figueroa in Downtown Los Angeles.	To Be Relocated Outside of ROW
259	B-LA	MCI (Verizon)-AT&T-Sprint	UT-C1522	3143+00 to 3684+00	HDPE - Fiber Optic Ducts (4)	C	2	Inch			Fiber ducts in R/R ROW from Costco to Figueroa in Downtown Los Angeles.	To Be Relocated Outside of ROW

No.	Region	Owner	Dwg. No.	Station	Facility Type	Identification Quality Level (A-D)	Size	Units	Length	% Cost Allocation	Location	Disposition
260	B-LA	Qwest-MFS-Metro	UT-C1522	3143+00 to 3684+00	HDPE - Fiber Optic Ducts (4)	C	2	Inch			Fiber ducts in R/R ROW from Costco to Figueroa in Downtown Los Angeles.	To Be Relocated Outside of ROW
261	B-LA	Glendale Water & Power	UT-C1522	3321+57 / Fairmont Ave.	OH Electrical	C	99	kV			North Side of Fairmont Ave.	To Be Raised (Relocated)
262	B-LA	Glendale Water & Power	UT-C1522	3320+76 / Fairmont Ave.	VCP - Sewer	C	30	Inch			North Side of Fairmont Ave. in 60" RCP and 7" Concrete casing	Add Casing from ROW to ROW
263	B-LA	Glendale Water & Power	UT-C1522	3319+44 to 3320+78	CML Steel-Recycle Water Line	C	16	Inch			North Side of Fairmont Ave.	Protect in Place
264	B-LA	Glendale Water & Power	UT-C1522	3326+01 / Doran St.	Water Line	C	8	Inch			At Doran St. Crossing	Protect in Place, Extend Casing from ROW to ROW
265	B-LA	So Cal Gas Co.	UT-C1522	3326+28 / Doran St.	Gas Line	C	3	Inch			At Doran St. Crossing in 62' of 4" casing	Protect in Place, Extend Casing from ROW to ROW
266	B-LA	City of Los Angeles	UT-C1522	3326+28 / Doran St.	VCP - Sewer	C	8	Inch			At Doran St. Crossing	Protect In Place
267	B-LA	Pacific Pipeline	UT-C1522	3326+22 / Doran St.	Oil Line	C	14	Inch			At Doran St. Crossing	Add Casing from ROW to ROW
268	B-LA	City of Los Angeles	UT-C1522	3325+33 to 3325+60	Sewer-Gauge Structure	C	36	Inch			North of Doran St.	Protect In Place
269	B-LA	City of Los Angeles	UT-C1522	3325+00 to 3326+38	VCP-Sewer	C	24	Inch			Westside of R/R ROW	Protect In Place
270	B-LA	Pacific Pipeline	UT-C1523	3143+00 to 3684+00	Oil Line	C	20	Inch			Oil Line runs along existing Metrolink R/R ROW	To Be Relocated Outside of ROW
271	B-LA	Qwest (Century Link)	UT-C1523	3143+00 to 3684+00	HDPE - Fiber Optic Ducts (4)	C	2	Inch			Fiber ducts in R/R ROW from Costco to Figueroa in Downtown Los Angeles.	To Be Relocated Outside of ROW
272	B-LA	MCI (Verizon)-AT&T-Sprint	UT-C1523	3143+00 to 3684+00	HDPE - Fiber Optic Ducts (4)	C	2	Inch			Fiber ducts in R/R ROW from Costco to Figueroa in Downtown Los Angeles.	To Be Relocated Outside of ROW
273	B-LA	Qwest-MFS-Metro	UT-C1523	3143+00 to 3684+00	HDPE - Fiber Optic Ducts (4)	C	2	Inch			Fiber ducts in R/R ROW from Costco to Figueroa in Downtown Los Angeles.	To Be Relocated Outside of ROW
274	B-LA	AT&T	UT-C1523	3338+67 / W California Ave.	Telephone Conduit (2)	C	4	Inch			North of R/R ROW	Relocate, Add Casing from ROW to ROW
275	B-LA	LA Metro	UT-C1523	3343+63 / Salem St.	RCB - Storm Drain	C	30	Inch			Crosses R/R ROW	Protect in Place, Extend Casing from ROW to ROW
276	B-LA	Glendale DPW	UT-C1523	3344+45 to 3344+77 / Sperry St. / Salem St.	DIP - Sewer	C	18	Inch			Sperry St. to Salem St. and Crosses R/R ROW in 202' of 30" Steel casing	Protect in Place
277	B-LA	Pacific Pipeline	UT-C1524	3143+00 to 3684+00	Oil Line	C	20	Inch			Oil Line runs along existing Metrolink R/R ROW	To Be Relocated Outside of ROW
278	B-LA	Qwest (Century Link)	UT-C1524	3143+00 to 3684+00	HDPE - Fiber Optic Ducts (4)	C	2	Inch			Fiber ducts in R/R ROW from Costco to Figueroa in Downtown Los Angeles.	To Be Relocated Outside of ROW
279	B-LA	MCI (Verizon)-AT&T-Sprint	UT-C1524	3143+00 to 3684+00	HDPE - Fiber Optic Ducts (4)	C	2	Inch			Fiber ducts in R/R ROW from Costco to Figueroa in Downtown Los Angeles.	To Be Relocated Outside of ROW
280	B-LA	Qwest-MFS-Metro	UT-C1524	3143+00 to 3684+00	HDPE - Fiber Optic Ducts (4)	C	2	Inch			Fiber ducts in R/R ROW from Costco to Figueroa in Downtown Los Angeles.	To Be Relocated Outside of ROW
281	B-LA	City of Los Angeles	UT-C1524	3346+04 / W Wilson Ave.	RCP - Storm Drain	C	48	Inch			Crosses R/R ROW	Protect in Place
282	B-LA	So Cal Gas Transmission	UT-C1524	3351+25 / Broadway Sy. / Brazil St.	Gas Line	C	4	Inch			Crosses R/R ROW in 6" casing and turns south onto San Fernando Road	Relocate, Add Casing from ROW to ROW
283	B-LA	Los Angeles County FCD	UT-C1524	3354+81 / Ivy St.	RCP - Storm Drain	C	51	Inch			Crosses R/R ROW	Protect in Place
284	B-LA	Glendale DPW	UT-C1524	3347+67/Wilson St.	VCP-Sewer	C	15	Inch			Wilson Ave at San Fernando Road	Protect in Place

No.	Region	Owner	Dwg. No.	Station	Facility Type	Identification Quality Level (A-D)	Size	Units	Length	% Cost Allocation	Location	Disposition
285	B-LA	Pacific Pipeline	UT-C1525	3143+00 to 3684+00	Oil Line	C	20	Inch			Oil Line runs along existing Metrolink R/R ROW	To Be Relocated Outside of ROW
286	B-LA	Qwest (Century Link)	UT-C1525	3143+00 to 3684+00	HDPE - Fiber Optic Ducts (4)	C	2	Inch			Fiber ducts in R/R ROW from Costco to Figueroa in Downtown Los Angeles.	To Be Relocated Outside of ROW
287	B-LA	MCI (Verizon)-AT&T-Sprint	UT-C1525	3143+00 to 3684+00	HDPE - Fiber Optic Ducts (4)	C	2	Inch			Fiber ducts in R/R ROW from Costco to Figueroa in Downtown Los Angeles.	To Be Relocated Outside of ROW
288	B-LA	Qwest-MFS-Metro	UT-C1525	3143+00 to 3684+00	HDPE - Fiber Optic Ducts (4)	C	2	Inch			Fiber ducts in R/R ROW from Costco to Figueroa in Downtown Los Angeles.	To Be Relocated Outside of ROW
289	B-LA	So Cal Gas Transmission	UT-C1525	3368+87 / Colorado Blvd.	Gas Line	C	2	Inch			Crosses R/R ROW in casing	Protect in Place, Add Casing from ROW to ROW
290	B-LA	Glendale DPW	UT-C1525	3369+23 / Colorado Blvd.	VCP - Sewer	C	21	Inch			Crosses R/R ROW in Concrete casing	Add Casing from ROW to ROW
291	B-LA	Glendale DPW	UT-C1525	3369+29 / Colorado Blvd.	VCP - Sewer	C	30	Inch			Crosses R/R ROW	Protect in Place
292	B-LA	Caltrans	UT-C1525	3370+76 / Colorado St. FWY Exit	RCP - Storm Drain	C	30	Inch			Crosses R/R ROW	Protect in Place
293	B-LA	Glendale DPW	UT-C1525	3371+84 / Colorado Blvd.	HOBAS-Sewer	C	36	Inch			Crosses R/R ROW in 72" Casing and Chemical Grouting	To Be Relocated
294	B-LA	Pacific Pipeline	UT-C1526	3143+00 to 3684+00	Oil Line	C	20	Inch			Oil Line runs along existing Metrolink R/R ROW	To Be Relocated Outside of ROW
295	B-LA	Qwest (Century Link)	UT-C1526	3143+00 to 3684+00	HDPE - Fiber Optic Ducts (4)	C	2	Inch			Fiber ducts in R/R ROW from Costco to Figueroa in Downtown Los Angeles.	To Be Relocated Outside of ROW
296	B-LA	MCI (Verizon)-AT&T-Sprint	UT-C1526	3143+00 to 3684+00	HDPE - Fiber Optic Ducts (4)	C	2	Inch			Fiber ducts in R/R ROW from Costco to Figueroa in Downtown Los Angeles.	To Be Relocated Outside of ROW
297	B-LA	Qwest-MFS-Metro	UT-C1526	3143+00 to 3684+00	HDPE - Fiber Optic Ducts (4)	C	2	Inch			Fiber ducts in R/R ROW from Costco to Figueroa in Downtown Los Angeles.	To Be Relocated Outside of ROW
298	B-LA	Glendale DPW	UT-C1526	3372+03 / W Elk Ave.	VCP - Sewer	C	30	Inch			Crosses R/R ROW in casing	Protect in Place, Extend Casing from ROW to ROW
299	B-LA	Crescentia Valley	UT-C1526	3372+19 / W Elk Ave.	VCP - Sewer	C	21	Inch			Crosses R/R ROW in casing	Protect in Place
300	B-LA	Los Angeles County FCD	UT-C1526	3373+59 / W Elk Ave.	RCP - Storm Drain	C	48	Inch			Crosses R/R ROW	Protect in Place, Add Casing from ROW to ROW
301	B-LA	Pacific Bell / AT&T	UT-C1526	3384+77 / Riverdale Dr.	Telephone (Aban)	C					Crosses R/R ROW	Protect in Place
302	B-LA	So Cal Gas Co.	UT-C1526	3372+54 / W Elk Ave.	Gas Line	C	4	Inch			Crosses R/R ROW in 73' of 20" casing	Protect in Place, Extend Casing from ROW to ROW
303	B-LA	So Cal Gas Co.	UT-C1526	3372+54 / W Elk Ave.	Gas Line	C	4	Inch			Crosses R/R ROW in 73' of 20" casing	Protect in Place, Extend Casing from ROW to ROW
304	B-LA	Pacific Pipeline	UT-C1527	3143+00 to 3684+00	Oil Line	C	20	Inch			Oil Line runs along existing Metrolink R/R ROW	To Be Relocated Outside of ROW
305	B-LA	Qwest (Century Link)	UT-C1527	3143+00 to 3684+00	HDPE - Fiber Optic Ducts (4)	C	2	Inch			Fiber ducts in R/R ROW from Costco to Figueroa in Downtown Los Angeles.	To Be Relocated Outside of ROW
306	B-LA	MCI (Verizon)-AT&T-Sprint	UT-C1527	3143+00 to 3684+00	HDPE - Fiber Optic Ducts (4)	C	2	Inch			Fiber ducts in R/R ROW from Costco to Figueroa in Downtown Los Angeles.	To Be Relocated Outside of ROW
307	B-LA	Qwest-MFS-Metro	UT-C1527	3143+00 to 3684+00	HDPE - Fiber Optic Ducts (4)	C	2	Inch			Fiber ducts in R/R ROW from Costco to Figueroa in Downtown Los Angeles.	To Be Relocated Outside of ROW
308	B-LA	Glendale Water & Power	UT-C1527	3389+89 / Goodwin Ave.	CML Steel-Water Line	C	30	Inch			North Side of Goodwin Ave. in 42" casing	To Be Relocated
309	B-LA	So Cal Gas Transmission	UT-C1527	3390+07 / Goodwin Ave.	Gas Line	C	6	Inch			Goodwin Ave. in 100' of 10" casing	To Be Relocated
310	B-LA	Los Angeles County FCD	UT-C1527	3390+20 / Goodwin Ave.	RCB - Storm Drain	C	10W X 12H	Feet			Goodwin Ave.	To Be Relocated
311	B-LA	Kelly Watson	UT-C1527	3318+00 to 3427+00	Oil Line	C	14	Inch			Alger St.	To Be Relocated

No.	Region	Owner	Dwg. No.	Station	Facility Type	Identification Quality Level (A-D)	Size	Units	Length	% Cost Allocation	Location	Disposition
312	B-LA	LADWP	UT-C1527	3386+02 to 3490+47	Water Line	C	20	Inch			Alger St.	To Be Relocated
313	B-LA	LADWP	UT-C1527	3386+02 to 3490+47	Water Line	C	12	Inch			Alger St.	To Be Relocated
314	B-LA	City of Los Angeles	UT-C1527	3386+02 to 3490+47	Sewer	C	8	Inch			Alger St.	To Be Relocated
315	B-LA	Glendale Water & Power	UT-C1527	3390+99 to 3391+14	CIP-Water Line	C	6	Inch			San Fernando Road at Los Angeles St.	To Be Relocated
316	B-LA	Glendale Water & Power	UT-C1527	3390+80 to 3393+40	DIP-Water Line	C	8	Inch			Los Angeles St. at San Fernando Road	To Be Relocated
317	B-LA	Glendale Water & Power	UT-C1527	3390+36 to 3393+00	PVC C900-Water Line	C	8	Inch			Los Angeles St.	To Be Relocated
318	B-LA	SF Val Burbank Operational U	UT-C1527	3389+00 to 3389+57	Volatile Extraction Well GS-04 & Related Infrastructure	C	1	Each			Utility Access Vault and related infrastructure	To Be Relocated
319	B-LA	Glendale DPW	UT-C1527	3392+25 to 3393+00	VCP-Sewer	C	8	Inch			Alley West of Windsor Rd.	To Be Relocated
320	B-LA	So Cal Gas Co.	UT-C1527	3391+00 to 3393+35	Gas Line	C	4	Inch			Los Angeles St.	To Be Relocated
321	B-LA	Glendale DPW	UT-C1527	3390+75 to 3392+26	Sewer	C	10	Inch			Los Angeles St. at San Fernando Road	To Be Relocated
322	B-LA	Glendale DPW	UT-C1527	3390+00 to 3391+61	HOBAS-Sewer	C	36	Inch			Los Angeles St. at San Fernando Road in 72" casing & Flume	To Be Relocated
323	B-LA	Glendale DPW	UT-C1527	3391+61 to 3493+00	VCP-Sewer	C	36	Inch			Los Angeles St. at San Fernando Road in 72" casing & Flume	To Be Relocated
324	B-LA	Glendale DPW	UT-C1527	3391+93 to 3393+00	RCP - Storm Drain	C	27	Inch			Los Angeles St.	Remove
325	B-LA	Glendale DPW	UT-C1527	3390+00 to 3390+45	RCP - Storm Drain	C	45	Inch			San Fernando Road at Los Angeles St.	To Be Relocated
326	B-LA	Glendale DPW	UT-C1527	3390+59 to 3390+70	RCP - Storm Drain (2)	C	21	Inch			San Fernando Road at Los Angeles St.	To Be Relocated
327	B-LA	Glendale DPW	UT-C1527	3390+75 to 3390+90	RCP - Storm Drain (2) (Aban.)	C	21	Inch			San Fernando Road at Los Angeles St.	Remove
328	B-LA	Glendale DPW	UT-C1527	3390+75 to 3390+90	VCP-Sewer	C	8	Inch			San Fernando Road at Los Angeles St.	To Be Relocated
329	B-LA	Glendale DPW	UT-C1527	3390+00 to 3391+27	RCP - Storm Drain (2) (Aban.)	C	21	Inch			Los Angeles St. at San Fernando Road	Remove
330	B-LA	SCE	UT-C1527	3386+53 to 3391+41	OH Electrical Lines	C					Electrical OH Along Goodwin Ave. and Outside of West R/R ROW	To Be Relocated
331	B-LA	TBD	UT-C1527	3386+53 to 3389+65	OH-Telephone	C					Alger St.	To Be Relocated
332	B-LA	TBD	UT-C1527	3396+80 to 3398+00	OH-Cable	C					OH Cable runs Parallel and Within R/R	To Be Relocated
333	B-LA	So Cal Gas Co.	UT-C1527	3390+58	Gas Line	C	2	Inch			San Fernando Road at Los Angeles St.	Protect in Place
334	B-LA	So Cal Gas Co.	UT-C1527	3389+91	Gas Line	C	3	Inch			Goodwin Ave. and Crosses R/R ROW	To Be Relocated
335	B-LA	SF Val Burbank Operational U	UT-C1527	3389+02 to 3389+69	Groundwater Monitoring Wells GS-MW3B & GS-P20	C	2	Each			Utility access vault in street & parking lot, and in Open Section	Protect in Place
336	B-LA	SF Val Burbank Operational U	UT-C1527	3387+34 to 3389+94	Soil Vapor Monitoring Wells, SVP-1 thru. 11	C	11	Each			Utility access vault in street & parking lot, and in Open Section	Remove where in conflict
337	B-LA	Pacific Pipeline	UT-C1528	3143+00 to 3684+00	Oil Line	C	20	Inch			Oil Line runs along existing Metrolink R/R ROW	To Be Relocated Outside of ROW
338	B-LA	Qwest (Century Link)	UT-C1528	3143+00 to 3684+00	HDPE - Fiber Optic Ducts (4)	C	2	Inch			Fiber ducts in R/R ROW from Costco to Figueroa in Downtown Los Angeles.	To Be Relocated Outside of ROW
339	B-LA	MCI (Verizon)-AT&T-Sprint	UT-C1528	3143+00 to 3684+00	HDPE - Fiber Optic Ducts (4)	C	2	Inch			Fiber ducts in R/R ROW from Costco to Figueroa in Downtown Los Angeles.	To Be Relocated Outside of ROW
340	B-LA	Qwest-MFS-Metro	UT-C1528	3143+00 to 3684+00	HDPE - Fiber Optic Ducts (4)	C	2	Inch			Fiber ducts in R/R ROW from Costco to Figueroa in Downtown Los Angeles.	To Be Relocated Outside of ROW

No.	Region	Owner	Dwg. No.	Station	Facility Type	Identification Quality Level (A-D)	Size	Units	Length	% Cost Allocation	Location	Disposition
341	B-LA	So Cal Gas Co.	UT-C1528	3404+53 / Chevy Chase Dr.	Gas Line	C	2	Inch			Gas Line runs along Chevy Chase Dr. in 80' of 4" casing	Protect in Place, Extend Casing from ROW to ROW, & realign pass Overhead Pedestrian crossing
342	B-LA	Glendale DPW	UT-C1528	3404+55 / Chevy Chase Dr.	VCP - Sewer	C	33	Inch			Sewer runs along Chevy Chase Dr. and Crosses R/R ROW in 67' of 60" RCP casing	Protect in Place, Extend Casing from ROW to ROW
343	B-LA	Glendale DPW	UT-C1528	3404+64 / Chevy Chase Dr.	VCP - Sewer	C	18	Inch			Sewer runs along Chevy Chase Dr. and Crosses R/R ROW in casing	Protect in Place
344	B-LA	TBD	UT-C1528	3404+82 / Chevy Chase Dr.	Telephone Ducts	C	2	Each			Telephone runs along Chevy Chase Dr. Crosses R/R ROW	To Be Encased from ROW to ROW
345	B-LA	Kelly Watson	UT-C1528	3318+00 to 3427+00	Oil Line	C	14	Inch			Oil Line runs along West Side of R/R ROW	Protect in Place
346	B-LA	TBD	UT-C1528	3398+00 to 3404+35 3408+77 to 3411+00	OH-Cable	C					OH Cable runs Parallel and Within R/R	To Be Relocated
347	B-LA	SCE	UT-C1528	3303+19 to 3404+75	OH Electrical Lines	C	69	KV			OH Electrical outside west railroad ROW conflicting with Pedestrian Overcrossing.	To Be Relocated UG
348	B-LA	L.A. Co. Dep. Of Public Works	UT-C1528	3404+04 to 3405+13	Storm Drain System	C		Inch			Storm Drain System conflicting with Pedestrian Overcrossing	To Be Relocated
349	B-LA	Pacific Pipeline	UT-C1529	3143+00 to 3684+00	Oil Line	C	20	Inch			Oil Line runs along existing Metrolink R/R ROW	To Be Relocated Outside of ROW
350	B-LA	Qwest (Century Link)	UT-C1529	3143+00 to 3684+00	HDPE - Fiber Optic Ducts (4)	C	2	Inch			Fiber ducts in R/R ROW from Costco to Figueroa in Downtown Los Angeles.	To Be Relocated Outside of ROW
351	B-LA	MCI (Verizon)-AT&T-Sprint	UT-C1529	3143+00 to 3684+00	HDPE - Fiber Optic Ducts (4)	C	2	Inch			Fiber ducts in R/R ROW from Costco to Figueroa in Downtown Los Angeles.	To Be Relocated Outside of ROW
352	B-LA	Qwest-MFS-Metro	UT-C1529	3143+00 to 3684+00	HDPE - Fiber Optic Ducts (4)	C	2	Inch			Fiber ducts in R/R ROW from Costco to Figueroa in Downtown Los Angeles.	To Be Relocated Outside of ROW
353	B-LA	LA Metro	UT-C1529	3414+79 / Verdant St.	RCB - Culvert (2)	C	18	Inch			Crosses R/R ROW	Extend Culverts to Cover All Tracks
354	B-LA	SCE	UT-C1529	3420+06 to 3429+52	OH Electrical	C	69	kV			Along the Western R/R ROW	To Be Relocated
355	B-LA	Kelly Watson	UT-C1529	3318+00 to 3427+00	Oil Line	C	14	Inch			Along the Eastern R/R ROW	Protect in Place
356	B-LA	TBD	UT-C1529	3411+00 to 3422+35	OH-Cable	C					OH Cable runs Parallel and Within R/R	To Be Relocated
356	B-LA	Pacific Pipeline	UT-C1530	3143+00 to 3684+00	Oil Line	C	20	Inch			Oil Line runs along existing Metrolink R/R ROW	To Be Relocated Outside of ROW
357	B-LA	Qwest (Century Link)	UT-C1530	3143+00 to 3684+00	HDPE - Fiber Optic Ducts (4)	C	2	Inch			Fiber ducts in R/R ROW from Costco to Figueroa in Downtown Los Angeles.	To Be Relocated Outside of ROW
358	B-LA	MCI (Verizon)-AT&T-Sprint	UT-C1530	3143+00 to 3684+00	HDPE - Fiber Optic Ducts (4)	C	2	Inch			Fiber ducts in R/R ROW from Costco to Figueroa in Downtown Los Angeles.	To Be Relocated Outside of ROW
359	B-LA	Qwest-MFS-Metro	UT-C1530	3143+00 to 3684+00	HDPE - Fiber Optic Ducts (4)	C	2	Inch			Fiber ducts in R/R ROW from Costco to Figueroa in Downtown Los Angeles.	To Be Relocated Outside of ROW
360	B-LA	Glendale Water & Power	UT-C1530	3426+81 / Fernando Ct.	Water Line	C	12	Inch			Crosses R/R ROW	Extend Casing from ROW to ROW, Relocate Poit of Connection
361	B-LA	City of Los Angeles	UT-C1530	3430+60 / Los Feliz Blvd.	RCP - Storm Drain	C	45	Inch			Along Los Feliz Blvd.	To Be Relocated, Add Catch Basins to Tie into Existing
362	B-LA	City of Los Angeles	UT-C1530	3430+66 / Los Feliz Blvd.	RCP - Storm Drain	C	45	Inch			Along Los Feliz Blvd.	To Be Relocated, Add Catch Basins to Tie into Existing
363	B-LA	SCE	UT-C1530	3413+43 to 3429+52	OH Electrical	C	69	kV			Along the Western R/R ROW	To Be Relocated Outside of ROW
364	B-LA	Kelly Watson	UT-C1530	3318+00 to 3427+00	Oil Line	C	14	Inch			Along the Eastern R/R ROW	Protect in Place
365	B-LA	TBD	UT-C1530	3424+00 to 3437+00	OH-Cable	C					OH Cable runs Parallel and Within R/R	Protect in Place

No.	Region	Owner	Dwg. No.	Station	Facility Type	Identification Quality Level (A-D)	Size	Units	Length	% Cost Allocation	Location	Disposition
366	B-LA	TBD	UT-C1530	3429+61 to 3431+00	Sewer	C	TBD	Inch			Sewer runs along North Side of Los Feliz Blvd., and West Side of R/R ROW	Relocate
367	B-LA	Pacific Pipeline	UT-C1531	3143+00 to 3684+00	Oil Line	C	20	Inch			Oil Line runs along existing Metrolink R/R ROW	To Be Relocated Outside of ROW
368	B-LA	Qwest (Century Link)	UT-C1531	3143+00 to 3684+00	HDPE - Fiber Optic Ducts (4)	C	2	Inch			Fiber ducts in R/R ROW from Costco to Figueroa in Downtown Los Angeles.	To Be Relocated Outside of ROW
369	B-LA	MCI (Verizon)-AT&T-Sprint	UT-C1531	3143+00 to 3684+00	HDPE - Fiber Optic Ducts (4)	C	2	Inch			Fiber ducts in R/R ROW from Costco to Figueroa in Downtown Los Angeles.	To Be Relocated Outside of ROW
370	B-LA	Qwest-MFS-Metro	UT-C1531	3143+00 to 3684+00	HDPE - Fiber Optic Ducts (4)	C	2	Inch			Fiber ducts in R/R ROW from Costco to Figueroa in Downtown Los Angeles.	To Be Relocated Outside of ROW
371	B-LA	Los Angeles County FCD	UT-C1531	3438+13 / S Central Ave.	RCP - Storm Drain	C	12	Feet			Crosses R/R ROW	Protect in Place
372	B-LA	Pacific Pipeline	UT-C1532	3143+00 to 3684+00	Oil Line	C	20	Inch			Oil Line runs along existing Metrolink R/R ROW	To Be Relocated Outside of ROW
373	B-LA	Qwest (Century Link)	UT-C1532	3143+00 to 3684+00	HDPE - Fiber Optic Ducts (4)	C	2	Inch			Fiber ducts in R/R ROW from Costco to Figueroa in Downtown Los Angeles.	To Be Relocated Outside of ROW
374	B-LA	MCI (Verizon)-AT&T-Sprint	UT-C1532	3143+00 to 3684+00	HDPE - Fiber Optic Ducts (4)	C	2	Inch			Fiber ducts in R/R ROW from Costco to Figueroa in Downtown Los Angeles.	To Be Relocated Outside of ROW
375	B-LA	Qwest-MFS-Metro	UT-C1532	3143+00 to 3684+00	HDPE - Fiber Optic Ducts (4)	C	2	Inch			Fiber ducts in R/R ROW from Costco to Figueroa in Downtown Los Angeles.	To Be Relocated Outside of ROW
376	B-LA	LA Metro	UT-C1532	3452+85 / Glendale Blvd.	RCP - Storm Drain	C	18	Inch			Crosses R/R ROW	Extend and Encase ROW to ROW
377	B-LA	City of Los Angeles	UT-C1532	3454+79 / Glendale Blvd.	RCP - Storm Drain	C	24	Inch			Along Glendale Blvd.	To Be Relocated, Add Catch Basins to Tie into Existing
378	B-LA	City of Los Angeles	UT-C1532	3455+65 / Glendale Blvd.	RCP - Storm Drain	C	24	Inch			Along Glendale Blvd.	To Be Relocated, Add Catch Basins to Tie into Existing
379	B-LA	AT&T	UT-C1532	3454+36	UG Fiber Optic Cable	C	TBD	Inch			Along Glendale Blvd.	Protect in Place
380	B-LA	City of Los Angeles	UT-C1532	3454+39 to 3454+55	Pump House-Storm Drain	C	13 X 16	Feet			Along Glendale Blvd.	Protect in Place
381	B-LA	Pacific Pipeline	UT-C1533	3143+00 to 3684+00	Oil Line	C	20	Inch			Oil Line runs along existing Metrolink R/R ROW	To Be Relocated Outside of ROW
382	B-LA	Qwest (Century Link)	UT-C1533	3143+00 to 3684+00	HDPE - Fiber Optic Ducts (4)	C	2	Inch			Fiber ducts in R/R ROW from Costco to Figueroa in Downtown Los Angeles.	To Be Relocated Outside of ROW
383	B-LA	MCI (Verizon)-AT&T-Sprint	UT-C1533	3143+00 to 3684+00	HDPE - Fiber Optic Ducts (4)	C	2	Inch			Fiber ducts in R/R ROW from Costco to Figueroa in Downtown Los Angeles.	To Be Relocated Outside of ROW
384	B-LA	Qwest-MFS-Metro	UT-C1533	3143+00 to 3684+00	HDPE - Fiber Optic Ducts (4)	C	2	Inch			Fiber ducts in R/R ROW from Costco to Figueroa in Downtown Los Angeles.	To Be Relocated Outside of ROW
385	B-LA	Glendale DPW	UT-C1533	3468+32 / Tyburn St.	HDPE - Sewer Line	C	10	Inch			Sewer runs along Tyburn St. and Crosses R/R ROW	Add Casing from ROW to ROW
386	B-LA	Los Angeles DWP - Water	UT-C1533	3468+20 / Tyburn St.	Water Line	C	12	Inch			Water runs along Tyburn St. and Crosses R/R ROW in16" Casing	Protect in Place
387	B-LA	City of Los Angeles	UT-C1533	3468+46 / Tyburn St.	RCP - Storm Drain	C	18	Inch			Storm Drain runs along Tyburn St. and Crosses R/R ROW	Protect in Place
388	B-LA	So Cal Gas Distribution	UT-C1533	3468+38 / Tyburn St.	Gas Line	C	6	Inch			Gas Line runs along Tyburn St. and Crosses R/R ROW in 115' of 16" Casing	Protect in Place
389	B-LA	Los Angeles DWP - Power	UT-C1533	3468+57 / Tyburn St.	OH Electrical	C					Electrical runs along Tyburn St. and Crosses R/R ROW	To Be Raised (Relocated)
390	B-LA	Los Angeles DWP - Power	UT-C1533	3463+49 to 3480+51	OH Electrical	C					Electrical runs along North Side of R/R ROW	Protect in Place

No.	Region	Owner	Dwg. No.	Station	Facility Type	Identification Quality Level (A-D)	Size	Units	Length	% Cost Allocation	Location	Disposition
391	B-LA	Pacific Pipeline	UT-C1534	3143+00 to 3684+00	Oil Line	C	20	Inch			Oil Line runs along existing Metrolink R/R ROW	To Be Relocated Outside of ROW
392	B-LA	Qwest (Century Link)	UT-C1534	3143+00 to 3684+00	HDPE - Fiber Optic Ducts (4)	C	2	Inch			Fiber ducts in R/R ROW from Costco to Figueroa in Downtown Los Angeles.	To Be Relocated Outside of ROW
393	B-LA	MCI (Verizon)-AT&T-Sprint	UT-C1534	3143+00 to 3684+00	HDPE - Fiber Optic Ducts (4)	C	2	Inch			Fiber ducts in R/R ROW from Costco to Figueroa in Downtown Los Angeles.	To Be Relocated Outside of ROW
394	B-LA	Qwest-MFS-Metro	UT-C1534	3143+00 to 3684+00	HDPE - Fiber Optic Ducts (4)	C	2	Inch			Fiber ducts in R/R ROW from Costco to Figueroa in Downtown Los Angeles.	To Be Relocated Outside of ROW
395	B-LA	Los Angeles DWP - Power	UT-C1534	3463+49 to 3480+51	OH Electrical	C					Electrical runs along North Side of R/R ROW	Protect in Place
396	B-LA	Pacific Pipeline	UT-C1535	3143+00 to 3684+00	Oil Line	C	20	Inch			Oil Line runs along existing Metrolink R/R ROW	To Be Relocated Outside of ROW
397	B-LA	Qwest (Century Link)	UT-C1535	3143+00 to 3684+00	HDPE - Fiber Optic Ducts (4)	C	2	Inch			Fiber ducts in R/R ROW from Costco to Figueroa in Downtown Los Angeles.	To Be Relocated Outside of ROW
398	B-LA	MCI (Verizon)-AT&T-Sprint	UT-C1535	3143+00 to 3684+00	HDPE - Fiber Optic Ducts (4)	C	2	Inch			Fiber ducts in R/R ROW from Costco to Figueroa in Downtown Los Angeles.	To Be Relocated Outside of ROW
399	B-LA	Qwest-MFS-Metro	UT-C1535	3143+00 to 3684+00	HDPE - Fiber Optic Ducts (4)	C	2	Inch			Fiber ducts in R/R ROW from Costco to Figueroa in Downtown Los Angeles.	To Be Relocated Outside of ROW
400	B-LA	Los Angeles DWP - Water	UT-C1535	3496+41 / Fletcher Dr.	WWJCL - Water Line	C	6	Inch			Water runs along Fletcher Dr.	To Be Relocated
401	B-LA	Los Angeles DWP - Power	UT-C1535	3495+42 / Fletcher Dr.	OH Electrical	C					Electrical Crosses R/R ROW on North Side of Fletcher Dr.	Protect in Place
402	B-LA	Los Angeles DWP - Water	UT-C1535	3495+48 / Fletcher Dr.	WWJCL - Water Line	C	70	Inch			Water runs along Fletcher Dr.	Protect in Place
403	B-LA	City of Los Angeles	UT-C1535	3496+06 / Fletcher Dr.	RCP - Storm Drain	C	24	Inch			Storm Drain runs along Fletcher Dr.	Protect in Place
404	B-LA	City of Los Angeles	UT-C1535	3495+72 / Fletcher Dr.	RCP - Storm Drain	C	30	Inch			Storm Drain runs along Fletcher Dr.	Protect in Place
405	B-LA	Los Angeles DWP - Water	UT-C1535	3495+96 / Fletcher Dr.	DIP - Water Line	C	30	Inch			Water runs along Fletcher Dr. in 40" Casing	Protect in Place
406	B-LA	So Cal Gas Distribution	UT-C1535	3495+61 / Fletcher Dr.	Gas Line	C	6	Inch			Gas Line runs along Fletcher Dr. in Casing	Protect in Place, Add Casing from ROW to ROW
407	B-LA	Los Angeles DWP - Power	UT-C1535	3496+58 / Fletcher Dr.	OH Electrical	C	69	kV			Electrical Crosses R/R ROW on South Side of Fletcher Dr.	Protect in Place
408	B-LA	City of Los Angeles	UT-C1535	3496+45 / Fletcher Dr.	VCP - Sewer	C	8	Inch			Storm Drain runs along Fletcher Dr.	Protect in Place
409	B-LA	City of Los Angeles	UT-C1535	3496+06 / Fletcher Dr.	RCP - Storm Drain	C	18	Inch			Storm Drain runs along Fletcher Dr.	Protect in Place
410	B-LA	City of Los Angeles	UT-C1535	3496+06 / Fletcher Dr.	RCP - Storm Drain	C	24	Inch			Storm Drain runs along Fletcher Dr.	Protect in Place
411	B-LA	So Cal Gas Distribution	UT-C1535	3496+14 / Fletcher Dr.	H - Gas Line	C	4	Inch			Gas Line runs along Fletcher Dr. in 8" Casing	Protect in Place
412	B-LA	TBD	UT-C1535	3496+58 / Fletcher Dr.	OH Fiber Cable	C					Fiber Crosses R/R ROW on South Side of Fletcher Dr.	Relocated Underground, Add Casing ROW to ROW
413	B-LA	AT&T Local	UT-C1535	3496+58 / Fletcher Dr.	OH Telephone	C					Telephone Crosses R/R ROW on South Side of Fletcher Dr.	Relocated Underground, Add Casing ROW to ROW
414	B-LA	Pacific Pipeline	UT-C1536	3143+00 to 3684+00	Oil Line	C	20	Inch			Oil Line runs along existing Metrolink R/R ROW	To Be Relocated Outside of ROW

No.	Region	Owner	Dwg. No.	Station	Facility Type	Identification Quality Level (A-D)	Size	Units	Length	% Cost Allocation	Location	Disposition
415	B-LA	Qwest (Century Link)	UT-C1536	3143+00 to 3684+00	HDPE - Fiber Optic Ducts (4)	C	2	Inch			Fiber ducts in R/R ROW from Costco to Figueroa in Downtown Los Angeles.	To Be Relocated Outside of ROW
416	B-LA	MCI (Verizon)-AT&T-Sprint	UT-C1536	3143+00 to 3684+00	HDPE - Fiber Optic Ducts (4)	C	2	Inch			Fiber ducts in R/R ROW from Costco to Figueroa in Downtown Los Angeles.	To Be Relocated Outside of ROW
417	B-LA	Qwest-MFS-Metro	UT-C1536	3143+00 to 3684+00	HDPE - Fiber Optic Ducts (4)	C	2	Inch			Fiber ducts in R/R ROW from Costco to Figueroa in Downtown Los Angeles.	To Be Relocated Outside of ROW
418	B-LA	City of Los Angeles	UT-C1536	3505+41	VCP - Sewer	C	8	Inch			Crosses R/R ROW	Protect in Place
419	B-LA	City of Los Angeles	UT-C1536	3505+50 to 3506+00	VCP - Sewer (Aban)	C	15	Inch			Crosses R/R ROW	Protect in Place
420	B-LA	City of Los Angeles	UT-C1536	3507+54	VCP - Sewer (Aban)	C	12	Inch			Crosses R/R ROW	Protect in Place
421	B-LA	Los Angeles County FCD	UT-C1536	3513+66	RCB - Culvert	C	10W x 12H	Feet			Crosses R/R ROW	Protect in Place
422	B-LA	Pacific Pipeline	UT-C1537	3143+00 to 3684+00	Oil Line	C	20	Inch			Oil Line runs along existing Metrolink R/R ROW	To Be Relocated Outside of ROW
423	B-LA	Qwest (Century Link)	UT-C1537	3143+00 to 3684+00	HDPE - Fiber Optic Ducts (4)	C	2	Inch			Fiber ducts in R/R ROW from Costco to Figueroa in Downtown Los Angeles.	To Be Relocated Outside of ROW
424	B-LA	MCI (Verizon)-AT&T-Sprint	UT-C1537	3143+00 to 3684+00	HDPE - Fiber Optic Ducts (4)	C	2	Inch			Fiber ducts in R/R ROW from Costco to Figueroa in Downtown Los Angeles.	To Be Relocated Outside of ROW
425	B-LA	Qwest-MFS-Metro	UT-C1537	3143+00 to 3684+00	HDPE - Fiber Optic Ducts (4)	C	2	Inch			Fiber ducts in R/R ROW from Costco to Figueroa in Downtown Los Angeles.	To Be Relocated Outside of ROW
426	B-LA	Pacific Pipeline	UT-C1538	3143+00 to 3684+00	Oil Line	C	20	Inch			Oil Line runs along existing Metrolink R/R ROW	To Be Relocated Outside of ROW
427	B-LA	Qwest (Century Link)	UT-C1538	3143+00 to 3684+00	HDPE - Fiber Optic Ducts (4)	C	2	Inch			Fiber ducts in R/R ROW from Costco to Figueroa in Downtown Los Angeles.	To Be Relocated Outside of ROW
428	B-LA	MCI (Verizon)-AT&T-Sprint	UT-C1538	3143+00 to 3684+00	HDPE - Fiber Optic Ducts (4)	C	2	Inch			Fiber ducts in R/R ROW from Costco to Figueroa in Downtown Los Angeles.	To Be Relocated Outside of ROW
429	B-LA	Qwest-MFS-Metro	UT-C1538	3143+00 to 3684+00	HDPE - Fiber Optic Ducts (4)	C	2	Inch			Fiber ducts in R/R ROW from Costco to Figueroa in Downtown Los Angeles.	To Be Relocated Outside of ROW
430	B-LA	TBD	UT-C1538	3532+61	Interceptor Sewer	C	12	Feet			Crosses R/R ROW	Protect in Place
431	B-LA	TBD	UT-C1538	3534+36	RC Arch - Culvert	C	12	Feet			Crosses R/R ROW	Protect in Place
432	B-LA	Los Angeles County FCD	UT-C1538	3539+08	RCB - Culvert	C	10 W x 10 H	Feet			Crosses R/R ROW	Protect in Place
433	B-LA	Pacific Pipeline	UT-C1539	3143+00 to 3684+00	Oil Line	C	20	Inch			Oil Line runs along existing Metrolink R/R ROW	To Be Relocated Outside of ROW
434	B-LA	Qwest (Century Link)	UT-C1539	3143+00 to 3684+00	HDPE - Fiber Optic Ducts (4)	C	2	Inch			Fiber ducts in R/R ROW from Costco to Figueroa in Downtown Los Angeles.	To Be Relocated Outside of ROW
435	B-LA	MCI (Verizon)-AT&T-Sprint	UT-C1539	3143+00 to 3684+00	HDPE - Fiber Optic Ducts (4)	C	2	Inch			Fiber ducts in R/R ROW from Costco to Figueroa in Downtown Los Angeles.	To Be Relocated Outside of ROW
436	B-LA	Qwest-MFS-Metro	UT-C1539	3143+00 to 3684+00	HDPE - Fiber Optic Ducts (4)	C	2	Inch			Fiber ducts in R/R ROW from Costco to Figueroa in Downtown Los Angeles.	To Be Relocated Outside of ROW
437	B-LA	Los Angeles County FCD	UT-C1539	3546+59	RCB - Culvert	C	5.5 W x 3.75 H	Feet			Crosses R/R ROW	Protect in Place
438	B-LA	Pacific Pipeline	UT-C1540	3456+37 to 3660+00	Oil Line	C	20	Inch			Oil Line runs along existing Metrolink R/R ROW	To Be Relocated Outside of ROW
439	B-LA	Qwest (Century Link)	UT-C1540	3456+37 to 3660+00	HDPE - Fiber Optic Ducts (4)	C	2	Inch			Fiber ducts in R/R ROW from Costco to Figueroa in Downtown Los Angeles.	To Be Relocated Outside of ROW

No.	Region	Owner	Dwg. No.	Station	Facility Type	Identification Quality Level (A-D)	Size	Units	Length	% Cost Allocation	Location	Disposition
440	B-LA	MCI (Verizon)-AT&T-Sprint	UT-C1540	3448+20 to 3660+00	HDPE - Fiber Optic Ducts (4)	C	2	Inch			Fiber ducts in R/R ROW from Costco to Figueroa in Downtown Los Angeles.	To Be Relocated Outside of ROW
441	B-LA	Qwest-MFS-Metro	UT-C1540	3220+00 to 3625+00	HDPE - Fiber Optic Ducts (4)	C	2	Inch			Fiber ducts in R/R ROW from Costco to Figueroa in Downtown Los Angeles.	To Be Relocated Outside of ROW
442	B-LA	Kinder Morgan	UT-C1540	3551+61 to 3635+00	Oil Line (Aban)	C	10	Inch			Oil Line runs along South Side R/R ROW	Remove Interfering Portions
443	B-LA	So Cal Gas	UT-C1540	3562+36	Gas Line	C	6	Inch			Crosses R/R ROW in 8" Casing	Protect in Place
444	B-LA	Pacific Pipeline	UT-C1541	3456+37 to 3660+00	Oil Line	C	20	Inch			Oil Line runs along existing Metrolink R/R ROW	To Be Relocated Outside of ROW
445	B-LA	Qwest (Century Link)	UT-C1541	3456+37 to 3660+00	HDPE - Fiber Optic Ducts (4)	C	2	Inch			Fiber ducts in R/R ROW from Costco to Figueroa in Downtown Los Angeles.	To Be Relocated Outside of ROW
446	B-LA	MCI (Verizon)-AT&T-Sprint	UT-C1541	3448+20 to 3660+00	HDPE - Fiber Optic Ducts (4)	C	2	Inch			Fiber ducts in R/R ROW from Costco to Figueroa in Downtown Los Angeles.	To Be Relocated Outside of ROW
447	B-LA	Qwest-MFS-Metro	UT-C1541	3220+00 to 3625+00	HDPE - Fiber Optic Ducts (4)	C	2	Inch			Fiber ducts in R/R ROW from Costco to Figueroa in Downtown Los Angeles.	To Be Relocated Outside of ROW
448	B-LA	Kinder Morgan	UT-C1541	3551+61 to 3635+00	Oil Line (Aban)	C	10	Inch			Oil Line runs along South Side R/R ROW	To Be Removed
449	B-LA	City of Los Angeles	UT-C1541	3571+37 to 3571+55	RCP-Storm Drain	C	48	Inch			Crosses R/R ROW at Roadway Undercrossing	Protect in Place
450	B-LA	City of Los Angeles	UT-C1541	3571+07 to 3571+37	RCP-Storm Drain	C	42	Inch			Crosses R/R ROW at Roadway Undercrossing	Protect in Place
451	B-LA	City of Los Angeles	UT-C1541	3570+96 to 3571+75	RCP-Storm Drain & Catch Basins(2)	C	30	Inch			Crosses R/R ROW at Roadway Undercrossing	Protect in Place SD, Replace Catch Basins
452	B-LA	Pacific Pipeline	UT-C1542	3456+37 to 3660+00	Oil Line	C	20	Inch			Oil Line runs along existing Metrolink R/R ROW	To Be Relocated Outside of ROW
453	B-LA	Qwest (Century Link)	UT-C1542	3456+37 to 3660+00	HDPE - Fiber Optic Ducts (4)	C	2	Inch			Fiber ducts in R/R ROW from Costco to Figueroa in Downtown Los Angeles.	To Be Relocated Outside of ROW
454	B-LA	MCI (Verizon)-AT&T-Sprint	UT-C1542	3448+20 to 3660+00	HDPE - Fiber Optic Ducts (4)	C	2	Inch			Fiber ducts in R/R ROW from Costco to Figueroa in Downtown Los Angeles.	To Be Relocated Outside of ROW
455	B-LA	Qwest-MFS-Metro	UT-C1542	3220+00 to 3625+00	HDPE - Fiber Optic Ducts (4)	C	2	Inch			Fiber ducts in R/R ROW from Costco to Figueroa in Downtown Los Angeles.	To Be Relocated Outside of ROW
456	B-LA	Kinder Morgan	UT-C1542	3551+61 to 3635+00	Oil Line (Aban)	C	10	Inch			Oil Line runs along South Side R/R ROW	Remove Interfering Portions
457	B-LA	Los Angeles County FCD	UT-C1542	3582+92 to 3583+50	RCP - Storm Drain	C	48	Inch			Crosses R/R ROW	Encase Under Access Road
458	B-LA	TBD	UT-C1542	3576+75 to 3626+50	Water Line	C	12	Inch			Water Line runs along South Side R/R ROW	To Be Relocated
459	B-LA	Pacific Pipeline	UT-C1543	3456+37 to 3660+00	Oil Line	C	20	Inch			Oil Line runs along existing Metrolink R/R ROW	To Be Relocated Outside of ROW
460	B-LA	Qwest (Century Link)	UT-C1543	3456+37 to 3660+00	HDPE - Fiber Optic Ducts (4)	C	2	Inch			Fiber ducts in R/R ROW from Costco to Figueroa in Downtown Los Angeles.	To Be Relocated Outside of ROW
461	B-LA	MCI (Verizon)-AT&T-Sprint	UT-C1543	3448+20 to 3660+00	HDPE - Fiber Optic Ducts (4)	C	2	Inch			Fiber ducts in R/R ROW from Costco to Figueroa in Downtown Los Angeles.	To Be Relocated Outside of ROW
462	B-LA	Qwest-MFS-Metro	UT-C1543	3220+00 to 3625+00	HDPE - Fiber Optic Ducts (4)	C	2	Inch			Fiber ducts in R/R ROW from Costco to Figueroa in Downtown Los Angeles.	To Be Relocated Outside of ROW
463	B-LA	Kinder Morgan	UT-C1543	3551+61 to 3635+00	Oil Line (Aban)	C	10	Inch			Oil Line runs along South Side R/R ROW	Remove Interfering Portions
464	B-LA	Los Angeles DWP - Power	UT-C1543	3604+33 to 3605+58	OH Electrical	C	230	kV			Electrical runs along South Side of R/R ROW	Protect in Place
465	B-LA	SCRRA	UT-C1543	3593+55 to 3603+00	Sewer	C	TBD	Inch			Sewer runs along R/R ROW	To Be Relocated
466	B-LA	SCRRA	UT-C1543	3593+77 to 3603+86	Water	C	TBD	Inch			Water runs along R/R ROW	To Be Relocated
467	B-LA	SCRRA	UT-C1543	3578+75 to 3610+07	Water	C	TBD	Inch			Water runs along R/R ROW	To Be Relocated
468	B-LA	SCRRA	UT-C1543	3593+51 to 3603+04	Sewer	C	TBD	Inch			Sewer runs along R/R ROW	Relocate Interfering Portions

No.	Region	Owner	Dwg. No.	Station	Facility Type	Identification Quality Level (A-D)	Size	Units	Length	% Cost Allocation	Location	Disposition
469	B-LA	Pacific Pipeline	UT-C1544	3456+37 to 3660+00	Oil Line	C	20	Inch			Oil Line runs along existing Metrolink R/R ROW	To Be Relocated Outside of ROW
470	B-LA	Qwest (Century Link)	UT-C1544	3456+37 to 3660+00	HDPE - Fiber Optic Ducts (4)	C	2	Inch			Fiber ducts in R/R ROW from Costco to Figueroa in Downtown Los Angeles.	To Be Relocated Outside of ROW
471	B-LA	MCI (Verizon)-AT&T-Sprint	UT-C1544	3448+20 to 3660+00	HDPE - Fiber Optic Ducts (4)	C	2	Inch			Fiber ducts in R/R ROW from Costco to Figueroa in Downtown Los Angeles.	To Be Relocated Outside of ROW
472	B-LA	Qwest-MFS-Metro	UT-C1544	3220+00 to 3625+00	HDPE - Fiber Optic Ducts (4)	C	2	Inch			Fiber ducts in R/R ROW from Costco to Figueroa in Downtown Los Angeles.	To Be Relocated Outside of ROW
473	B-LA	Kinder Morgan	UT-C1544	3551+61 to 3635+00	Oil Line (Aban)	C	10	Inch			Oil Line runs along South Side R/R ROW	Remove Interfering Portions
474	B-LA	Los Angeles County FCD	UT-C1544	3609+43 / Poplar St.	RCP - Storm Drain	C	81	Inch			Crosses R/R ROW	Protect in Place
475	B-LA	City of Los Angeles	UT-C1544	3612+53 / McClure St.	RCP - Storm Drain	C	63	Inch			Crosses R/R ROW	Protect in Place
476	B-LA	City of Los Angeles	UT-C1544	3610+06	Water	C	8	Inch			Crosses R/R ROW	Protect in Place
477	B-LA	Pacific Pipeline	UT-C1545	3456+37 to 3660+00	Oil Line	C	20	Inch			Oil Line runs along existing Metrolink R/R ROW	To Be Relocated Outside of ROW
478	B-LA	Qwest (Century Link)	UT-C1545	3456+37 to 3660+00	HDPE - Fiber Optic Ducts (4)	C	2	Inch			Fiber ducts in R/R ROW from Costco to Figueroa in Downtown Los Angeles.	To Be Relocated Outside of ROW
479	B-LA	MCI (Verizon)-AT&T-Sprint	UT-C1545	3448+20 to 3660+00	HDPE - Fiber Optic Ducts (4)	C	2	Inch			Fiber ducts in R/R ROW from Costco to Figueroa in Downtown Los Angeles.	To Be Relocated Outside of ROW
480	B-LA	Qwest-MFS-Metro	UT-C1545	3220+00 to 3625+00	HDPE - Fiber Optic Ducts (4)	C	2	Inch			Fiber ducts in R/R ROW from Costco to Figueroa in Downtown Los Angeles.	To Be Relocated Outside of ROW
481	B-LA	Kinder Morgan	UT-C1545	3551+61 to 3635+00	Oil Line (Aban)	C	10	Inch			Oil Line runs along South Side R/R ROW	Remove Interfering Portions
482	B-LA	Los Angeles DWP - Power	UT-C1545	3631+16 to 3631+88	OH Electrical	C	230	kV			Electrical runs along South Side of R/R ROW	Protect in Place
483	B-LA	City of Los Angeles	UT-C1545	3624+81 to 3632+88	RCP - Sewer	C	48	Inch			Sewer runs along South Side of R/R ROW	Protect in Place
484	B-LA	Los Angeles DWP - Power	UT-C1545	3624+81 to 3632+88	OH Electrical	C	230	kV			Electrical runs along South Side of R/R ROW	Protect in Place
485	B-LA	TBD	UT-C1545	3630+56	OH Electrical	C		kV			OH Electrical crosses R/R ROW South of Interstate 5 Freeway	To Be Raised (Relocated)
486	B-LA	Pacific Pipeline	UT-C1546	3456+37 to 3660+00	Oil Line	C	20	Inch			Oil Line runs along existing Metrolink R/R ROW	To Be Relocated Outside of ROW
487	B-LA	Qwest (Century Link)	UT-C1546	3456+37 to 3660+00	HDPE - Fiber Optic Ducts (4)	C	2	Inch			Fiber ducts in R/R ROW from Costco to Figueroa in Downtown Los Angeles.	To Be Relocated Outside of ROW
488	B-LA	MCI (Verizon)-AT&T-Sprint	UT-C1546	3448+20 to 3660+00	HDPE - Fiber Optic Ducts (4)	C	2	Inch			Fiber ducts in R/R ROW from Costco to Figueroa in Downtown Los Angeles.	To Be Relocated Outside of ROW
489	B-LA	Qwest-MFS-Metro	UT-C1546	3220+00 to 3625+00	HDPE - Fiber Optic Ducts (4)	C	2	Inch			Fiber ducts in R/R ROW from Costco to Figueroa in Downtown Los Angeles.	To Be Relocated Outside of ROW
490	B-LA	Kinder Morgan	UT-C1546	3636+62 to 3688+00	Oil Line (Aban)	C	10	Inch			Oil Line runs along South Side R/R ROW	Remove Interfering Portions
491	B-LA	Los Angeles DWP - Power	UT-C1546	3624+81 to 3632+88	OH Electrical	C	230	kV			Crosses R/R ROW	Protect in Place
492	B-LA	City of Los Angeles	UT-C1546	3631+88	RCP - Sewer	C	48	Inch			Crosses R/R ROW	Protect in Place
493	B-LA	City of Los Angeles	UT-C1546	3634+15 / Figueroa St.	RCP - Storm Drain	C	TBD				Crosses R/R ROW	Protect in Place
494	B-LA	So Cal Gas Co.	UT-C1546	3634+38 / Figueroa St.	Gas Line	C	6	Inch			Crosses R/R ROW	Protect in Place

No.	Region	Owner	Dwg. No.	Station	Facility Type	Identification Quality Level (A-D)	Size	Units	Length	% Cost Allocation	Location	Disposition
495	B-LA	Los Angeles DWP - Water	UT-C1546	3634+14 / Figueroa St.	WWJ - Water	C	40	Inch			Crosses R/R ROW in 48" WWJ Casing	Protect in Place
496	B-LA	Pacific Pipeline	UT-C1547	3456+37 to 3660+00	Oil Line	C	20	Inch			Oil Line runs along existing Metrolink R/R ROW	To Be Relocated Outside of ROW
497	B-LA	Qwest (Century Link)	UT-C1547	3456+37 to 3660+00	HDPE - Fiber Optic Ducts (4)	C	2	Inch			Fiber ducts in R/R ROW from Costco to Figueroa in Downtown Los Angeles.	To Be Relocated Outside of ROW
498	B-LA	MCI (Verizon)-AT&T-Sprint	UT-C1547	3448+20 to 3660+00	HDPE - Fiber Optic Ducts (4)	C	2	Inch			Fiber ducts in R/R ROW from Costco to Figueroa in Downtown Los Angeles.	To Be Relocated Outside of ROW
499	B-LA	Los Angeles DWP - Power	UT-C1547	3636+62 to 3660+00	OH Electrical	C	230	kV			OH Electrical runs along North Side of R/R ROW	Protect in Place
500	B-LA	Los Angeles DWP - Water	UT-C1547	3654+62	Water Line	C	30	Inch			Crosses R/R ROW in 40" Steel Casing	Protect in Place
501	B-LA	Los Angeles DWP - Water	UT-C1547	3654+68	Water Line	C	30	Inch			Crosses R/R ROW in 40" Steel Casing	Protect in Place
502	B-LA	Pacific Pipeline	UT-C1548	3456+37 to 3660+00	Oil Line	C	20	Inch			Oil Line runs along existing Metrolink R/R ROW	To Be Relocated Outside of ROW
503	B-LA	Qwest (Century Link)	UT-C1548	3456+37 to 3660+00	HDPE - Fiber Optic Ducts (4)	C	2	Inch			Fiber ducts in R/R ROW from Costco to Figueroa in Downtown Los Angeles.	To Be Relocated Outside of ROW
504	B-LA	MCI (Verizon)-AT&T-Sprint	UT-C1548	3448+20 to 3660+00	HDPE - Fiber Optic Ducts (4)	C	2	Inch			Fiber ducts in R/R ROW from Costco to Figueroa in Downtown Los Angeles.	To Be Relocated Outside of ROW
505	B-LA	Los Angeles DWP - Power	UT-C1548	3636+62 to 3660+00	OH Electrical	C	230	kV			OH Electrical runs along North Side of R/R ROW	To Be Raised (Relocated)
506	B-LA	Exxon Mobile	UT-C1548	3663+29 to 3688+00	Oil Line (Aban)	C	6	Inch			Oil Line runs along existing R/R ROW	Remove Interfering Portions
507	B-LA	Exxon Mobile	UT-C1548	3663+29 to 3688+00	Oil Line (Aban)	C	10	Inch			Oil Line runs along existing R/R ROW	Remove Interfering Portions
508	B-LA	City of Los Angeles	UT-C1548	3667+68 / Broadway St.	RCP - Storm Drain	C	66	Inch			Crosses R/R ROW North of Broadway St.	Protect in Place
509	B-LA	Los Angeles DWP - Water	UT-C1548	3668+99 / Broadway St.	Water Line	C	16	Inch			Crosses R/R ROW South of Broadway St. in 24" Steel Casing	Protect in Place
510	B-LA	Exxon Mobile	UT-C1548	3660+00 to 3663+26	Oil Line (Aban)	C	8	Inch			Oil Line runs along existing R/R ROW	Remove Interfering Portions
511	B-LA	AT&T	UT-C1549	3674+33 / N Spring St.	Fiber Optic Lines	C	TBD				Crosses R/R ROW	Protect in Place
512	B-LA	City of Los Angeles	UT-C1549	3674+74 / N Spring St.	VCP - Storm Drain	C	16	Inch			Crosses R/R ROW	Protect in Place
513	B-LA	City of Los Angeles	UT-C1549	3677+80 / Naud St.	VCP - Storm Drain	C	12	Inch			Crosses R/R ROW	Protect in Place
514	B-LA	Exxon Mobile	UT-C1549	3663+29 to 3688+00	Oil Line (Aban)	C	6	Inch			Oil Line runs along existing R/R ROW	To Be Removed
515	B-LA	Exxon Mobile	UT-C1549	3663+29 to 3688+00	Oil Line (Aban)	C	10	Inch			Oil Line runs along existing R/R ROW	To Be Removed
516	B-LA	Level 3	UT-C1549	3684+71	HDPE - Fiber Optic Lines (2)	C	1.5	Inch			Crosses R/R ROW in 6" Steel Casing	To Be Relocated to New Bridge to Tie-In at Each End
517	B-LA	Los Angeles DWP - Power	UT-C1549	3673+24 to 3688+00	OH Electrical	C	230	kV			OH Electrical runs along North Side of R/R ROW	Tower / Transmission Line to be Protected in Place
518	B-LA	Metrolink	UT-C1549	TBD	Communication	C	4	Inch			Fiber on North Side of R/R ROW	To Be Relocated
519	B-LA	Metrolink	UT-C1549	TBD	Communication	C	4	Inch			Fiber on North Side of R/R ROW	To Be Relocated
520	B-LA	Metrolink	UT-C1549	TBD	Communication	C	4	Inch			Fiber on South Side of R/R ROW	To Be Relocated
521	B-LA	Southern California Gas	UT-C1549	3674+32/N Spring St	Gas (Aban)	C	6	Inch			Gasline Crosses R/R ROW	Remove Interfering Regions
522	B-LA	DWPWS	UT-C1549	3674+31/N Spring St	Water (Aban)	C	10	Inch			Waterline Crosses R/R ROW	Remove Interfering Regions
523	B-LA	Exxon Mobile	UT-C1550	3663+29 to 3688+00	Oil Line (Aban)	C	6	Inch			Oil Line runs along existing R/R ROW	Protect in Place
524	B-LA	Exxon Mobile	UT-C1550	3663+29 to 3688+00	Oil Line (Aban)	C	10	Inch			Oil Line runs along existing R/R ROW	Protect in Place

No.	Region	Owner	Dwg. No.	Station	Facility Type	Identification Quality Level (A-D)	Size	Units	Length	% Cost Allocation	Location	Disposition
525	B-LA	Los Angeles DWP - Power	UT-C1550	3673+24 to 3688+00	OH Electrical	C	230	kV			Crosses R/R ROW	Tower / Transmission Line to be Protected in Place
526	B-LA	Los Angeles DWP - Power	UT-C1550	3684+46	OH Electrical (Lighting)	C					OH Electrical Crosses R/R ROW	To Be Raised (Relocated)
527	B-LA	SF Val Bur. Oper. Un.	UT-C1601	SF 3214+06 to 3218+00	HDPE-Raw Water	C	12	Inch			Pipeline Along Westbound Vanowen Street	Relocate
528	B-LA	Burbank Water & Power	UT-C1601	SF 3211+29	Steel-Water	C	24	Inch			North Side of Hollywood Way	Protect In Place
529	B-LA	Gas	UT-C1601	SF 3211+32	Gas	C	6	Inch			North Side of Hollywood Way	Protect In Place
530	B-LA	Burbank Water & Power	UT-C1601	SF3211+19	Electric Ducts (4)	C					North Side of Hollywood Way	Protect In Place
531	B-LA	TBD	UT-C1601	SF3211+22	Telephone Ducts(24)	C					North Side of Hollywood Way	Protect In Place
532	B-LA	Burbank Water & Power	UT-C1601	SF3212+79	Water	C	30	Inch			Crosses R/R ROW in 42" Casing	Extend Casing
533	B-LA	City of Burbank	UT-C1601	SF3214+35 to 3218+00	UG-Electrical	C					Along Westbound Vanowen Street	Relocate
534	B-LA	SF Val Bur. Oper. Un.	UT-C1601	SF3214+06 to 3214+34	Valatile Exatraction Well V07 & Related Infrastructure	C	1	Each			Westbound Vanowen Street	Protect In Place
535	B-LA	TBD	UT-C1601	3211+23	Fiber	C					Underground Fiber in Bridge	Protect In Place
536	B-LA	TBD	UT-C1601	3211+86 to 3212+21	Sewer	C		Inch			Existing sewer line in Bridge	Protect In Place
537	B-LA	SF Val Burbank Operational U	UT-C1601	3213+97/ Vanowen Street	Observation WellsOW-V07A/B	C	2	Each			Well Access Cover in Vanowen Street, and in Open Section	Protect-In-Place
538	B-LA	SF Val Burbank Operational U	UT-C1602	3222+56 to 3223+07 / Vanowen St.	Groundwater Monitoring Wells	C	5	Each			Well Access Covers in Vanowen Street, in Tunnel & R/R shoofly Sections	Relocate
539	B-LA	SF Val Burbank Operational U	UT-C1602	3218+00 to 3231+00 / Vanowen St.	HDPE - Raw Water Lines	C	12, 16, 24 & 30	Inch			Raw Water Line in Vanowen Street, in Tunnel & R/R shoofly Sections	Relocate
540	B-LA	SCE	UT-C1602	3225+18 to 3231+00 / Vanowen St.	OH Electrical Lines	C					Electrical Lines in Vanowen Street, in Tunnel & R/R shoofly Sections	Relocate
541	B-LA	City of Burbank	UT-C1602	3218+00 to 3231+00 / Vanowen St.	Underground Electrical Lines	C					Underground Electrical Lines in Vanowen Street, in Tunnel & R/R shoofly Sections	Relocate
542	B-LA	TBD	UT-C1602	3225+18 to 3231+00 / Vanowen St.	OH Telephone Lines	C					OH Telephone Lines in Vanowen Street, in Tunnel & R/R shoofly Sections.	Relocate
543	B-LA	City of Burbank	UT-C1602	3225+56	CIP-Sewer	C	12	Inch			Existing sewer line and casing crossing R/R ROW, in Tunnel Section.	Extend existing casing under temporary construction limits.
544	B-LA	City of Burbank	UT-C1602	3224+48 to 3225+48 / Vanowen St.	Underground Electrical Lines	C					Underground Electrical Lines in Vanowen Street, in Tunnel & R/R shoofly Sections	Relocate
545	B-LA	SF Val Burbank Operational U	UT-C1602	3224+53 / Vanowen St.	Observation Well OW-V06A/B	C	2	Each			Well Access Cover in Vanowen Street, in R/R shoofly Sections	Modify, Raise to Grade
546	B-LA	TBD	UT-C1602	3224+75 to 3225+02 / Vanowen St.	Anode Stations	C	4	Each			Anode stations in Vanowen Street, in Tunnel & R/R shoofly Sections	Relocate
547	B-LA	TBD	UT-C1602	3230+26	OH Telephone Lines	C					OH Telephone Lines in Vanowen Street, in Tunnel & R/R shoofly Sections.	Relocate
548	B-LA	SF Val Burbank Operational U	UT-C1602	3224+03 to 3224+34 / Vanowen St.	Volatile Extraction Well V06	C	1	Each			Utility Access Vault and related infrastructure in Vanowen Street, in Tunnel & R/R shoofly Sections	Relocate
549	B-LA	SF Val Burbank Operational U	UT-C1602	3228+89	Junc. Vault & Related Infra., Raw Water	C	1	Each			Juncition Valve Vault in Vanowen Street, in Tunnel & R/R shoofly Sections	Relocate
550	B-LA	MCI/Sprint	UT-C1603	3231+00 to 3244+00	Underground Fiber	C					Underground Fiber in R/R ROW through Metrolink realignment Section	Relocate

No.	Region	Owner	Dwg. No.	Station	Facility Type	Identification Quality Level (A-D)	Size	Units	Length	% Cost Allocation	Location	Disposition
551	B-LA	So Cal Gas Co.	UT-C1603	3241+93/ Vanowen Street at N. Frederic Street	Gas Line	C	2	Inch			Gas line on Vanowen Street at N. Frederic Street, and in Open Section.	Relocate
552	B-LA	City of Burbank	UT-C1603	3241+52/ Vanowen Street at N. Frederic Street	Storm Drain & Catch Basin	C	1	Each			Storm Drain and Catch Basin on Vanowen Street at Fredric Street, and in Open Section	Relocate
553	B-LA	SCE	UT-C1603	3231+00 to 3244+00/ Vanowen Street	OH Electrical Lines	C					Electrical Lines in Vanowen Street, and in R/R shoofly and Open Sections	Relocate
554	B-LA	TBD	UT-C1603	3231+00 to 3244+00/ Vanowen Street	OH Telephone Lines	C					Telephone Lines in Vanowen Street, and in R/R shoofly and Open Sections	Relocate
555	B-LA	SF Val Burbank Operational U	UT-C1603	3237+27/ Vanowen Street	Observation Wells OW-V05A/B	C	2	Each			Well Access Cover in Vanowen Street, and in Open Section	Protect-In-Place
556	B-LA	SF Val Burbank Operational U	UT-C1603	3231+00 to 3244+00/ Vanowen Street	HDPE- Raw Water Lines	C	20 to 24	Inch			Raw Water Line in Vanowen Street, in R/R shoofly and Open Section.	Relocate
557	B-LA	City of Burbank	UT-C1603	3231+00 to 3237+00/ Vanowen Street	Underground Electrical Lines	C					Underground Electrical Lines in Vanowen Street, and in R/R shoofly and Open Sections	Relocate
558	B-LA	SF Val Burbank Operational U	UT-C1603	3236+76 to 3238+39 / Vanowen St.	Volatile Extraction Well V05, & Related Infrastructure	C	1	Each			Utility Access Vault and related infrastructure in Vanowen Street, and in R/R shoofly Sections	Relocate
559	B-LA	TBD	UT-C1604	3244+13 to 3244+26	Rail Utilities	C					Above and below ground rail utilities in R/R ROW, and in Open Section	Relocate
560	B-LA	Los Angeles County FCD	UT-C1604	105+27 to 111+00	Lockheed Concrete Closed Channel	C	12	Feet			Lockheed Channel is a closed channel crossing the R/R ROW and Open Section	Relocate
561	B-LA	So Cal Gas Co.	UT-C1604	106+04/ N. Lincoln Street	Gas Line	C	3	Inch			Gas line on N. Lincoln Street crossing R/R ROW, and in Open Section.	Extend casing across construction limits
562	B-LA	SCE	UT-C1604	105+89/ N. Lincoln Street	Underground Electrical Lines	C					Underground Electrical Duct Lines in N. Lincoln Street crossing R/R ROW in casing.	Protect in place, extend casing under realigned Lockheed Channel
563	B-LA	Burbank Water and Power	UT-C1604	105+74 / N. Lincoln Street	CICL - Water Line	C	20	Inch			Water line on N. Lincoln Street crossing R/R ROW in casing, and in Open Section.	Protect in Place, extend casing on each end to R/R ROW limits, and relocate pipe across realigned Lockheed Channel.
564	B-LA	SCE	UT-C1604	105+64	OH Electrical Queen Pole	C					Queen pole outside of R/R ROW supporting electrical pole in R/R ROW, and in Open Section	Relocate
565	B-LA	SF Val Burbank Operational U	UT-C1604	106+60 TO 111+00	HDPE Raw Water line	C	20	Inch			Raw Water line on private property, with no easement shown.	Relocate Raw Water line in conflict with relocated Lockeheed Channel.
566	B-LA	SF Val Burbank Operational U	UT-C1604	100+40 to 100+79	Volatile Extraction Well V04, & Related Infrastructure	C	1	Each			Extraction Well and related infrastructure in Parking Lot, & Sample Cabinet conflicts with Siding Track	Protect In Place Wells/Relocate Related Infrastructure
567	B-LA	SF Val Burbank Operational U	UT-C1604	109+98 to 110+25	Volatile Extraction Well V03, & Related Infrastructure	C	1	Each			Extraction Well and related infrastructure in Parking Lot, & Sample Cabinet conflicts with Proposed Channel	Protect In Place Wells/Relocate Related Infrastructure
568	B-LA	SF Val Burbank Operational U	UT-C1604	100+91	Observation Well OW-V04A/B	C	2	Each			Utility access vault in parking lot, and in Open Section	Protect In Place Wells
569	B-LA	SF Val Burbank Operational U	UT-C1604	110+47	Observation Well OW-V03A/B-R	C	2	Each			Utility access vault in parking lot, and in Open Section	Protect In Place Wells
570	B-LA	City of Burbank	UT-C1604	100+52	Electrical Vault	C	1	Each			Electrical Vault on private property, with no easement shown.	Protect in place

No.	Region	Owner	Dwg. No.	Station	Facility Type	Identification Quality Level (A-D)	Size	Units	Length	% Cost Allocation	Location	Disposition
571	B-LA	TBD	UT-C1605	114+67	RCP-Storm Drain	C	36	Inch			Storm Drain crossing R/R ROW, and in Open Section.	Relocate pipe to realigned channel outside of R/R ROW limits. Verify pipe still active
572	B-LA	SF Val Burbank Operational U	UT-C1605	111+00 TO 124+00	HDPE Raw Water line	C	12, 18, & 20	Inch			Raw Water line on private property, with no easement shown.	Relocate Raw Water line in conflict with relocated Lockeheed Channel.
573	B-LA	TBD	UT-C1605	114+09 TO 121+78	Fire Water line Fixtures	C					Fire System on private property, with no easement shown.	Relocate Fire Water line in conflict with relocated Lockeheed Channel.
574	B-LA	SF Val Burbank Operational U	UT-C1605	119+04 to 119+32	Volatile Extraction Well V02, & Related Infrastructure	C	1	Each			Extraction Well and related infrastructure in Parking Lot, & Sample Cabinet conflicts with Proposed Channel	Protect In Place Well/Relocate Related Infrastructure
575	B-LA	SF Val Burbank Operational U	UT-C1605	119+03	Observation Wells OW-VO2A/B-R	C	2	Each			Utility access vault in parking lot, and in Open Section	Protect in place
576	B-LA	TBD	UT-C1606	131+17	RCP-Storm Drain	C	36	Inch			Storm Drain crossing R/R ROW, and in Open Section.	Relocate pipe to realigned channel outside of R/R ROW limits. Verify pipe still active
577	B-LA	SF Val Burbank Operational U	UT-C1606	124+00 TO 126+85	HDPE- Raw Water line	C	12	Inch			Raw Water line on private property, with no easement shown.	Relocate Raw Water line in conflict with relocated Lockeheed Channel.
578	B-LA	TBD	UT-C1606	126+34 TO 131+44	Fire Water line Fixtures	C					Fire System on private property, with no easement shown.	Relocate Fire Water line in conflict with relocated Lockeheed Channel.
579	B-LA	City of Burbank	UT-C1606	127+14 to 131+15	Underground Electrical Lines	C					Underground Electrical Lines on private property, with no easement shown.	Relocate electrical in conflict with relocated Lockeheed Channel
580	B-LA	TBD	UT-C1606	132+25 TO 135+00	DI - Water line	C	8	Inch			Water line on private property, with no easement shown.	Relocate. Water line in conflict with relocated Lockeheed Channel.
581	B-LA	SF Val Burbank Operational U	UT-C1606	133+39 TO 133+57	Volatile Observation Well B-1-CW11/12	C	2	Each			Observation Wells in private property, with no easement shown. Observation Wells conflicts with Proposed Sideing Track	Relocate, Wells in Conflict with Siding Track
582	B-LA	SF Val Burbank Operational U	UT-C1606	126+82 to 127+11	Volatile Extraction Well V01, & Related Infrastructure	C	1	Each			Extraction Well and related infrastructure in Parking Lot, & Sample Cabinet conflicts with Proposed Channel	Protect In Place Well/Relocate Related Infrastructure
583	B-LA	SF Val Burbank Operational U	UT-C1606	126+85	Observation Wells OW-VO1A/B-R	C	2	Each			Utility access vault in parking lot, and in Open Section	Protect in place
584	B-LA	SF Val Burbank Operational U	UT-C1701	3214+00	Observation Well OW-V07A/B	C	2	Each			Observation Wells In Vanowen Street	Protect In Place Wells
585	B-LA	SF Val Burbank Operational U	UT-C1701	3214+08 to 3214+38 / Vanowen St.	Volatile Extraction Well V07 & Relate Infrastructure	C	1	Each			Utility Access Vault and related infrastructure in Vanowen Street	Protect In Place Well/Relocate Related Infrastructure
586	B-LA	MCI/Sprint	UT-C1702	3224+15 to 3231+00	Underground Fiber	C					Underground Fiber in R/R ROW, in Tunnel Section	Relocate
587	B-LA	SF Val Burbank Operational U	UT-C1702	3224+55	Observation Wells OW-V06A/B	C	2	Each			Observation Wells In Vanowen Street	Protect In Place Wells
588	B-LA	SF Val Burbank Operational U	UT-C1702	3222+59 to 3223+10 / Vanowen St.	Groundwater Monitoring Wells	C	5	Each			Well Access Covers in Vanowen Street	Relocate

No.	Region	Owner	Dwg. No.	Station	Facility Type	Identification Quality Level (A-D)	Size	Units	Length	% Cost Allocation	Location	Disposition
589	B-LA	SF Val Burbank Operational U	UT-C1702	3224+06 to 3224+37 / Vanowen St.	Volatile Extraction Well V06 & Relate Infrastructure	C	1	Each			Utility Access Vault and related infrastructure in Vanowen Street	Relocate
590	B-LA	SF Val Burbank Operational U	UT-C1702	3218+00 to 3231+00 / Vanowen St.	HDPE - Raw Water Lines	C	12, 16, 24 & 30	Inch			Raw Water Line in Vanowen Street, in Tunnel & R/R shoofly Sections	Relocate
591	B-LA	SF Val Burbank Operational U	UT-C1702	3228+89	Junc. Vault & Related Infra., Raw Water	C	1	Each			Juncition Valve Vault in Vanowen Street, in Tunnel & R/R shoofly Sections	Relocate
592	B-LA	MCI/Sprint	UT-C1703	3231+00 to 3244+00	Underground Fiber	C					Underground Fiber in R/R ROW, in Tunnel Section	Relocate
593	B-LA	SF Val Burbank Operational U	UT-C1703	3237+25	Observation Wells OW0V05A/B	C	2	Each			Observation Wells In Vanowen Street	Protect In Place Wells
594	B-LA	SF Val Burbank Operational U	UT-C1703	3236+77 to 3237+09 / Vanowen St.	Volatile Extraction Well V05 & Relate Infrastructure	C	1	Each			Utility Access Vault and related infrastructure in Vanowen Street	Protect In Place Wells/Relocate Related Infrastructure
595	B-LA	SF Val Burbank Operational U	UT-C1703	3231+00 to 3244+00/ Vanowen Street	HDPE- Raw Water Lines	C	20 to 24	Inch			Raw Water Line in Vanowen Street, in R/R shoofly and Open Section.	Relocate
596	B-LA	Los Angeles County FCD	UT-C1704	3251+82 to 3257+00	Lockheed Concrete Closed Channel	C	12	Feet			Lockheed Channel is a closed channel crossing the R/R ROW and Open Section	Relocate
597	B-LA	So Cal Gas Co.	UT-C1704	3252+66/ N. Lincoln Street	Gas Line	C	3	Inch			Gas line on N. Lincoln Street crossing R/R ROW, and in Open Section.	Extend casing across construction limits
598	B-LA	SCE	UT-C1704	3252+51/ N. Lincoln Street	Underground Electrical Lines	C					Underground Electrical Duct Lines in N. Lincoln Street crossing R/R ROW in casing.	Protect in place, extend casing under realigned Lockheed Channel
599	B-LA	Burbank Water and Power	UT-C1704	3252+35/ N. Lincoln Street	CICL - Water Line	C	20	Inch			Water line on N. Lincoln Street crossing R/R ROW in casing, and in Open Section.	Protect in Place, extend casing on each end to R/R ROW limits, and relocate pipe across realigned Lockheed Channel.
600	B-LA	SCE	UT-C1704	3252+18	OH Electrical Queen Pole	C					Queen pole outside of R/R ROW supporting electrical pole in R/R ROW, and in Open Section	Relocate
601	B-LA	TBD	UT-C1704	3245+58 to 3246+05	Rail Utilities	C					Above and below ground rail utilities in R/R ROW, and in Open Section	Relocate
602	B-LA	SCE	UT-C1704	3245+43/ Buena Vista Street	OH Electrical Lines	C					OH Electrical lines in Brena Vista Street, crossing R/R ROW and in Open Section	Relocate
603	B-LA	TBD	UT-C1704	3245+42/ Buena Vista Street	OH Telephone Lines	C					OH Telephone lines in Brena Vista Street, crossing R/R ROW and in Open Section	Relocate
604	B-LA	TBD	UT-C1704	3245+42/ Buena Vista Street	OH Cable Lines	C					OH Cable lines in Brena Vista Street, crossing R/R ROW and in Open Section	Relocate
605	B-LA	TBD	UT-C1704	3244+10 to 3244+46	Rail Utilities	C					Above and below ground rail utilities in R/R ROW, and in Open Section	Relocate
606	B-LA	SF Val Burbank Operational U	UT-C1704	3245+51 / Vanowen Street and Buena Vista Street	Steel - Raw Water Line & Valve Vault	C	20	Inch			Raw Water line & Valve Vault in Vanowen Street and Buena Vista Street, crossing R/R ROW in casing, and in Open Section.	Relocate, Pipe & Valve Vault, Add pipe Casing
607	B-LA	SF Val Burbank Operational U	UT-C1704	3253+15 TO 3257+00	HDPE Raw Water line	C	20	Inch			Raw Water line on private property, with no easement shown.	Relocate Raw Water line in conflict with relocated Lockeheed Channel.
608	B-LA	SF Val Burbank Operational U	UT-C1704	3247+03 to 3247+31	Volatile Extraction Well V04, & Related Infrastructure	C	1	Each			Extraction Well and related infrastructure in Parking Lot, & Sample Cabinet conflicts with Siding Track	Protect In Place Well/Relocate Related Infrastructure

No.	Region	Owner	Dwg. No.	Station	Facility Type	Identification Quality Level (A-D)	Size	Units	Length	% Cost Allocation	Location	Disposition
609	B-LA	SF Val Burbank Operational U	UT-C1704	3256+54 to 3256+80	Volatile Extraction Well V03 & Related Infrastructure	C	1	Each			Extraction Well and related infrastructure in Parking Lot, & Sample Cabinet conflicts with Proposed Channel	Protect In Place Well/Relocate Related Infrastructure
610	B-LA	SF Val Burbank Operational U	UT-C1704	3247+43	Observation Wells OW-VO4A/B	C	2	Each			Utility access vault in parking lot, and in Open Section	Protect in place
611	B-LA	City of Burbank	UT-C1704	3247+07	Electrical Vault	C	1	Each			Electrical Vault on private property, with no easement shown.	Protect in place
612	B-LA	TBD	UT-C1704	3254+05 to 3254+36	Elec. Cabinets & Transformer	C		Each			Ground level Electrical Units in private property, with no easement shown.	Protect in place
613	B-LA	TBD	UT-C1705	3261+22	RCP-Storm Drain	C	36	Inch			Storm Drain crossing R/R ROW, and in Open Section.	Relocate pipe to realigned channel outside of R/R ROW limits. Verify pipe still active
614	B-LA	SF Val Burbank Operational U	UT-C1705	3257+00 TO 3270+00	HDPE Raw Water line	C	12, 18, & 20	Inch			Raw Water line on private property, with no easement shown.	Relocate Raw Water line in conflict with relocated Lockeheed Channel.
615	B-LA	TBD	UT-C1705	3260+64 TO 3268+33	Fire Water line Fixtures	C					Fire System on private property, with no easement shown.	Relocate Fire Water line in conflict with relocated Lockeheed Channel.
616	B-LA	SF Val Burbank Operational U	UT-C1705	3265+61 to 3265+88	Volatile Extraction Well V02 & Related Infrastructure	C	1	Each			Extraction Well and related infrastructure in Parking Lot, & Sample Cabinet conflicts with Proposed Channel	Protect In Place Well/Relocate Related Infrastructure
617	B-LA	SF Val Burbank Operational U	UT-C1705	3257+02	Observation Wells OW-VO3A/B-R	C	2	Each			Utility access vault in parking lot, and in Open Section	Protect in place
618	B-LA	SF Val Burbank Operational U	UT-C1705	3265+58	Observation Wells OW-VO2A/B-R	C	2	Each			Utility access vault in parking lot, and in Open Section	Protect in place
619	B-LA	TBD	UT-C1706	3277+72	RCP-Storm Drain	C	36	Inch			Storm Drain crossing R/R ROW, and in Open Section.	Join pipe to realigned channel outside of R/R ROW limits. Verify pipe still active
620	B-LA	SF Val Burbank Operational U	UT-C1706	3270+00 TO 3273+40	HDPE- Raw Water line	C	12	Inch			Raw Water line on private property, with no easement shown.	Relocate Raw Water line in conflict with relocated Lockeheed Channel.
621	B-LA	TBD	UT-C1706	3272+89 TO 3278+01	Fire Water line Fixtures	C					Fire System on private property, with no easement shown.	Relocate Fire Water line in conflict with relocated Lockeheed Channel.
622	B-LA	City of Burbank	UT-C1706	3273+65 to 3278+76	Underground Electrical Lines	C					Underground Electrical Lines on private property, with no easement shown.	Relocate electrical in conflict with relocated Lockeheed Channel
623	B-LA	TBD	UT-C1706	3278+84 TO 3283+00	DI - Water line	C	8	Inch			Water line on private property, with no easement shown.	Relocate. Water line in conflict with relocated Lockeheed Channel.
624	B-LA	SF Val Burbank Operational U	UT-C1706	3279+93 TO 3280+12	Volatile Observation Wells B-1-CW11/12	C	2	Each			Observation Wells in private property, with no easement shown. Observation Wells conflicts with Proposed Sideing Track	Relocate, Well in Conflict with Siding Track
625	B-LA	SF Val Burbank Operational U	UT-C1706	3273+37 to 3273+66	Volatile Extraction Well V01	C	1	Each			Extraction Well and related infrastructure in Parking Lot, & Sample Cabinet conflicts with Proposed Channel	Protect In Place Well/Relocate Related Infrastructure
626	B-LA	SF Val Burbank Operational U	UT-C1706	3273+40	Observation Wells OW-VO1A/B-R	C	2	Each			Utility access vault in parking lot, and in Open Section	Protect in place
627	B-LA	City of Los Angeles	UT-C1801	MT01 52+80 to MT01 40+00	VCP - Sewer	C	24	Inch			Crosses R/R ROW	To Be Encased

No.	Region	Owner	Dwg. No.	Station	Facility Type	Identification Quality Level (A-D)	Size	Units	Length	% Cost Allocation	Location	Disposition
628	B-LA	City of Los Angeles	UT-C1801	MT01 52+80 to MT01 40+00	RCP - Sewer	C	54	Inch			Crosses R/R ROW	To Be Encased
629	B-LA	City of Los Angeles	UT-C1801	MT01 52+80 to MT01 40+00	VCP - Sewer	C	12	Inch			Crosses R/R ROW	Protect in Place
630	B-LA	City of Los Angeles	UT-C1801	MT01 52+80 to MT01 40+00	VCP - Sewer	C	24	Inch			Crosses R/R ROW	Protect in Place
631	B-LA	City of Los Angeles	UT-C1801	MT01 52+80 to MT01 40+00	VCP - Sewer (Aban)	C	8	Inch			Crosses R/R ROW	Protect in Place
632	B-LA	Los Angeles County FCD	UT-C1801	MT01 52+80 to MT01 40+00	Unreinforced Concrete Pipe - Storm Drain	C	27	Inch			Crosses R/R ROW	Protect in Place
633	B-LA	City of Los Angeles	UT-C1801	MT01 52+80 to MT01 40+00	RCP - Storm Drain	C	108	Inch			Crosses R/R ROW	To Be Encased
634	B-LA	Los Angeles DWP - Power	UT-C1801	MT01 52+80 to MT01 40+00	OH Electrical	C	230	kV			Runs along West Side of R/R ROW	Protect in Place
635	B-LA	TBD	UT-C1801	MT01 52+80 to MT01 40+00	Oil Line	C	10	Inch			Crosses R/R ROW	Protect in Place, Extend Casing
636	B-LA	City of Los Angeles	UT-C1802	MT01 40+00 to MT01 35+27	RCP - Sewer	C	54	Inch			Crosses R/R ROW	Protect in Place
637	B-LA	City of Los Angeles	UT-C1802	MT01 40+00 to MT01 35+27	VCP - Sewer	C	24	Inch			Crosses R/R ROW	Protect in Place
638	B-LA	Los Angeles DWP - Power	UT-C1802	MT01 40+00 to MT01 35+27	OH Electrical	C	230	kV			Crosses R/R ROW	Protect in Place
639	B-LA	City of Los Angeles	UT-C1802	MT01 40+00 to MT01 35+27	RCP - Storm Drain	C	108	Inch			Crosses R/R ROW	Protect in Place
640	B-LA	Los Angeles County FCD	UT-C1802	MT01 40+00 to MT01 35+27	Storm Drain Channel	C	96	Feet			Crosses R/R ROW	Protect in Place
641	B-LA	Exxon Mobile	UT-C1802	MT01 40+00 to MT01 35+27	Oil Line (Aban)	C	8	Inch			Crosses R/R ROW	To Be Removed
642	B-LA	Los Angeles DWP - Power	UT-C1802	MT01 40+00 to MT01 35+27	OH Electrical	C	230	kV			Crosses R/R ROW	Protect in Place
643	B-LA	City of Los Angeles	UT-C1802	MT01 40+00 to MT01 35+27	RCP - Storm Drain	C	72	Inch			Crosses R/R ROW	Protect in Place
644	B-LA	Exxon Mobile	UT-C1802	MT01 40+00 to MT01 35+27	Oil Line (Aban)	C	8	Inch			Crosses R/R ROW	To Be Removed
645	B-LA	City of Los Angeles	UT-C1803	MT01 52+80 to MT01 40+00	VCP - Sewer	C	24	Inch			Crosses R/R ROW	Protect in Place
646	B-LA	Los Angeles County FCD	UT-C1803	MT01 52+80 to MT01 40+00	RCP - Storm Drain	C	42	Feet			Crosses R/R ROW	Protect in Place
647	B-LA	City of Los Angeles	UT-C1803	MT01 52+80 to MT01 40+00	VCP - Sewer (Aban)	C	10	Inch			Crosses R/R ROW	To Be Removed
648	B-LA	City of Los Angeles	UT-C1803	MT01 52+80 to MT01 40+00	VCP - Sewer (Aban)	C	8	Inch			Crosses R/R ROW	To Be Removed
649	B-LA	City of Los Angeles	UT-C1803	MT01 52+80 to MT01 40+00	Storm Drain	C	TBD	Inch			Crosses R/R ROW	Protect in Place
650	B-LA	City of Los Angeles	UT-C1803	MT01 52+80 to MT01 40+00	VCP - Sewer (Aban)	C	8	Inch			Crosses R/R ROW	To Be Removed
651	B-LA	City of Los Angeles	UT-C1803	MT01 52+80 to MT01 40+00	RCP - Storm Drain (Aban)	C	108	Inch			Crosses R/R ROW	To Be Removed
652	B-LA	City of Los Angeles	UT-C1803	MT01 52+80 to MT01 40+00	VCP - Sewer	C	10	Inch			Crosses R/R ROW	Protect in Place
653	B-LA	So Cal Gas Co.	UT-D7151	12+50 to 22+23/ Main Street	Gas Line	C	8	Inch			Gas line on Main Street in conflict with new bridge and approach roadway.	Realign Gasline outside of bridge and roadway approach

No.	Region	Owner	Dwg. No.	Station	Facility Type	Identification Quality Level (A-D)	Size	Units	Length	% Cost Allocation	Location	Disposition
654	B-LA	LADWP	UT-D7151	15+30 TO 21+43/Main St.	RDW - Water line	C	12	Inch			Waterline on Main Street in conflict with new bridge and approach roadway.	Realign Waterline outside of bridge and roadway approach
655	B-LA	LADWP	UT-D7152	34+58 TO 35+74/Main St.	DIARGCL- Water line	C	12	Inch			Waterline on Main Street in conflict with new bridge roadway approach and retaining walls.	Realign Waterline to new roadway alignment, and away from new retaining wall
656	B-LA	So Cal Gas Co.	UT-D7152	33+02 to 37+50/ Main Street	Gas Line	C	6	Inch			Gas line on Main Street in conflict with new bridge roadway approach and retaining walls. Depth of cover will also be issue.	Realign Gas line to new roadway alignment, retaining wall crossing, and at new depth of cover
657	B-LA	SPPL	UT-C7152	37+80/Main St.	Oil Line	C	10	Inch			Oil Line on S Avenue 17, and crosses Main Street	Protect In Place
658	B-LA	Pacific Pipeline	UT-C1001	3456+37 to 3660+00	Oil Line	C	20	Inch			Oil Line runs along existing Metrolink R/R ROW	To Be Relocated Outside of ROW
659	B-LA	Qwest (Century Link)	UT-C1001	3456+37 to 3660+00	HDPE - Fiber Optic Ducts (4)	C	2	Inch			Fiber ducts in R/R ROW from Costco to Figueroa in Downtown Los Angeles.	To Be Relocated Outside of ROW
660	B-LA	MCI (Verizon)-AT&T-Sprint	UT-C1001	3448+20 to 3660+00	HDPE - Fiber Optic Ducts (4)	C	2	Inch			Fiber ducts in R/R ROW from Costco to Figueroa in Downtown Los Angeles.	To Be Relocated Outside of ROW
661	B-LA	Qwest-MFS-Metro	UT-C1001	3220+00 to 3625+00	HDPE - Fiber Optic Ducts (4)	C	2	Inch			Fiber ducts in R/R ROW from Costco to Figueroa in Downtown Los Angeles.	To Be Relocated Outside of ROW
662	B-LA	Kinder Morgan	UT-C1001	3551+61 to 3635+00	Oil Line (Aban)	C	10	Inch			Oil Line runs along South Side R/R ROW	Remove Interfering Portions
663	B-LA	Los Angeles County FCD	UT-C1001	3582+92 to 3583+50	RCP - Storm Drain	C	48	Inch			Crosses R/R ROW	Encase Under Access Road
664	B-LA		UT-C1001	3574+50 TO 3626+50	Water Line	C	12	Inch			Water line running along south side of CMF yard in conflict with HSR tracks and proposed roadway grade separation	Relocate water north to connect to new facilities
665	B-LA	SCRRA	UT-C1001	3590+69 TO 3692+69	Electrical	C					Electrical in conflict with HSR tracks	Relocate electrical to new fuel building
666	B-LA	SCRRA	UT-C1001	3590+70 TO 3692+70	Fuel Line	C					Fuel line in conflict with HSR tracks	Relocate electrical to new fuel building
667	B-LA	LADWP	UT-C1002	3593+77 TO 3600+42	Water Line	C	4	Inch			Water line coming down from street running along length of yard in conflict with proposed yard tracks and new reclamation building	Relocate to Car Wash
668	B-LA	LADWP	UT-C1002	3593+77 TO 3600+42	Underground Electrical	C					Underground electrical in casing entering yard from San Fernando Road and feeds into reclamation building	Relocate to new yard facilities
669	B-LA	LADWP	UT-C1002	3595+10	Fire Warter	C	6 in 10 inch casing	Inch			Fire wter in casing entering from San Fernando Road feeding yard fire water system	Relocate to new yard facilities
670	B-LA	LADWP	UT-C1002	3595+15	Fire Warter	C	8	Inch			Fire wter in casing entering from San Fernando Road feeding yard fire water system	Relocate to new yard facilities
671	B-LA	LADWP	UT-C1002	3598+50	Water	C	8 in 12 inch casing	Inch			Water in casing entering from San Fernando Road feeding into reclamation building	Relocate to new yard facilities
672	B-LA	SCRRA	UT-C1002	3598+60 to 3603+00	Sewer	C					Sewer entering from San Fernando Road connecting to yard sewer facilities	Relocate to new yard facilities
673	B-LA	SCRRS	UT-C1002	3590+69 to 3592+98	Fuel & Pump House	C					Fuel line and Building in conflict with track alignments.	Relocate to new yard facilities
674	B-LA	SCRRS	UT-C1002	3590+69 to 3592+70	Fuel	C					Relocate Fuel lines to new tans and building	Relocate to new yard facilities

No.	Region	Owner	Dwg. No.	Station	Facility Type	Identification Quality Level (A-D)	Size	Units	Length	% Cost Allocation	Location	Disposition
675	B-LA	SCRRS	UT-C1002	3592+16 to 3592+69	Underground Electrical	C					Underground electrical conflict with track alignments	Relocate to new building
676	B-LA	SCRRS	UT-C1002	3590+69 to 3592+70	Underground Electrical	C					Underground electrical conflict with track alignments	Relocate to new building
677	B-LA	SCRRS	UT-C1002	3593+58	Underground Electrical	C					Underground electrical conflict with track alignments	Relocate to new building
678	B-LA	SCRRS	UT-C1002	3594+27 to 3594+62	Underground Electrical	C					Underground electrical conflict with track alignments	Relocate
679	B-LA	SCRRS	UT-C1002	3592+81	Fuel	C					Fuel line conflicts with track alignments	Relocate to new yard facilities
680	B-LA	SCRRS	UT-C1002	3600+47 to 3603+21	Underground Electrical	C					Underground electrical conflict with track alignment	Relocate
681	B-LA	LACFCD	UT-C1003	3609+43/Poplar St.	Storm Drain	C	81	Inch			Storm drain crosses complete rail yard	Protect in place
682	B-LA	City of Los Angeles	UT-C1003	3612+53/Mc Clure St.	Storm Drain	C	63	Inch			Storm drain crosses complete rail yard	Protect in place
683	B-LA	City of Los Angeles	UT-C1003	3610+10	Water	C	12	Inch			Waterline in conflict with HSR alignment	Abandoned & Remove Interfering Portion
684	B-LA	City of Los Angeles	UT-C1003	3606+51	Fire Water	C	10	Inch			Fire Water in conflict with track alignment	Relocate
685	B-LA	City of Los Angeles	UT-C1003	3613+78	Water	C					Water in conflict with track alignment	Relocate to New Yard Facility
686	B-LA	City of Los Angeles	UT-C1003	3613+83	Telephone	C					Telephone in conflict with track alignment	Relocate to New Yard Facility
687	B-LA	City of Los Angeles	UT-C1003	3613+88	Natural Gas	C					Natural Gas in conflict with track alignment	Relocate to New Yard Facility
688	B-LA	City of Los Angeles	UT-C1003	3613+95	Underground Electrical	C					Underground Electrical in conflict with track alignment	Relocate to New Yard Facility
689	B-LA	City of Los Angeles	UT-C1003	3614+02	Sewer	C					Sewer in conflict with tract alignment	Relocate to New Yard Facility
690	B-LA	SCRRA	UT-C1003	3616+13 to 3616+79	Fire Water	C					Fire Water in conflict with track alignment	Relocate to New Yard Facility
691	B-LA	City of Los Angeles	UT-C1003	3610+07	Fire Water	C	12	Inch			Fire Water alogn west side of existng maintenance building	Protect in place
692	B-LA	City of Los Angeles	UT-C1003	3606+70 to 3610+66	Underground Electrical	C					Underground Electrical in conflict with track alignment	Relocate
693	B-LA	City of Los Angeles	UT-C1003	3609+79 to 3610+66	Underground Electrical	C					Underground Electrical no longer needed to location	Remove
694	B-LA	City of Los Angeles	UT-C1003	3610+54 to 3618+00	Water	C	12	Inch			Waterline in conflict with building expansion	Relocate
695	B-LA	SCRRA	UT-C1004	3626+50	Fire Water	C	10	Inch			Fire Water in conflict with track alignment	Relocate to New Yard Facility
696	B-LA	City of Los Angeles	UT-C1004	3626+75	Water	C	12	Inch			Waterline in casing crossing realigned tracks	Relocate
697	B-LA	City of Los Angeles	UT-C1004	3620+60	Water	C	12	Inch			Waterline in casing crossing realigned tracks	Relocate
698	B-LA	City of Los Angeles	UT-C1004	3618+80 to 3626+55	Water	C	12	Inch			Waterline in casing crossing realigned tracks	Relocate/Abondoned

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APPENDIX B: EXHIBIT B-2- UTILITY CONTACT INFORMATION

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No.	Region	Owner	Contact	Address	City	State	Zip	Phone	Fax	E-mail	No. of Contacts	Agreements
1		AT&T Transmission	Mr. Joseph Forkert	22311 Brookhurst St. Suite 300	Huntington Beach	CA	92646	714-963-7964		joef@forkertengineering.com		
2		AT&T Transmission	Ms. Tanya Hernandez					619-200-7896				
3		AT&T Transmission TCA	Ms. Maria Guzman	700 S. Flower St. #340	Los Angeles	CA	90017	213-787-9996		mg1371@att.com		
4		AT&T California - Substructure Desk	Ms. Susan Blackburn	1265 N. Van Buren Street, Rm 180	Anaheim	CA	92807	714-666-5503		g15119@att.com	8/10/2015 & 8/31/2016	
5		AT&T - Distribution-Engineering Administrator	Ms. Cathy Hurtado	600 E. Green St. Rm 300	Pasadena	CA	91101	626-817-4263		ma2797@att.com	9/21/2015 & 8/31/2016	
6			Ms. Stephan Estrada	600 E. Green St. Rm 300	Pasadena	CA	91101			se8612@att.com		
7		AT&T - Distribution - Substructure Records Request	Mr. Roger Zorn	600 E. Green St. Rm 300	Pasadena	CA	91101	626-405-7513		rz2131@att.com;	9/21/2015 & 8/31/2016	
8		AT&T - Distribution	Ms. Mary Ramos							gc2794@att.com		
9		Airtouch Cellular	Mr. Matthew Kang	10640 Sepulveda Blvd., Ste. 1	Mission Hills	CA	91345	818-898-2352		matt.kang@cableeng.com	8/31/2016	
10		Centurylink (Qwest)	Mr. George McElvain	700 W. Mineral Ave.	Littleton	CO	80120	303-992-9931		george.mcelvain@centurylink.com		
		Centurylink (Qwest)	Mr. Brian Church	700 W. Mineral Ave.	Littleton	CO	80120	303-992-9931		brian.church@centurylink.com	8/10/2015 & 8/31/2016	
11		Level 3 Communications	Mr. Chris Klodetsky	1025 Eldorado Blvd Bldg 33A-522	Broomfield	CO	80021	720-888-7314		relo@level3.com		
12		Level 3 Communications	Mr. John Trujillo	1025 Eldorado Blvd Bldg 33A-522	Broomfield	CO	80021	720-888-4465		john.Trujillo@level3.com	8/10/2015 & 8/31/2016	
13		Wilshire Connection LLC	NOC	624 S Grand Ave #1200	Los Angeles	CA	90017	213-542-0100		noc@wilcon.com		
14		Verizon Business (MCI)	Mr. Dean Boyers	2400 N. Glenville Dr.	Richardson	Tx	75082	972-729-6322		investigations@verizon.com	9/30/2015 & 8/31/2016	
15		Verizon Business (MCI)	Mr. Bryan Lantz	7701 E. Telecom Pkwy	Temple Terrace	FL	33637	813-740-1231		brian.lantz@verizon.com	8/11/2015 & 8/31/2016	
16		Zayo Fna Abovent	Mr. George Huss	1060 Hardees DR.	Aberdeen	MD	21001	443-403-2023		george.huss@zayo.com		
17		Plains All American Pipeline(Pacific Pipeline)	Ms. Paula Bawden	5900 Cherry Ave	Long Beach	CA	90805	562-728-2371		pjbawden@paalp.com	8/31/2016	
18		SC Gas Saticoy - Transmission	Ms. Rosalyn Squires	9400 Oakdale Ave.	Chatsworth	CA	91311	818-701-4546		rsquires@semprautilities.com	8/31/2016	
19		SC Gas - Branford, Glendale	Mr. Erin Lewis	9400 Oakdale Ave.	Chatsworth	CA	91311	818-701-3448		elewis3@semprautilities.com		
20			Mr. Alberto Campos							ACampos2@semprautilities.com	10/2/2015 & 8/31/2016	
21			Mr. Dustin Hensley								10/2/2015 & 8/31/2016	
22		SC Gas - Juanita	Mr. Phil Jenks	701 N. Bullis Rd.	Compton	CA	90221	310-687-2023		elewis3@semprautilities.com	8/11/2015 & 8/31/2016	
23		Sprint	Mr. Tibor Laky	2592 Dupont Dr.	Irvine	CA	92612	800-659-9698		tibor.x.laky@sprint.com	8/31/2016	
24		Exxon Mobil Pipeline Co.	Ms. Teri Shinde	12851 E. 166th St.	Cerritos	CA	90703	310-212-1794		empco.wc.rowc@exxonmobil.com	8/31/2016	
25		Chevron	Mr. Chuck Johnson	2600 Homstead Way	Rancho Dominguez	CA	90220	714-984-5168		empco.wc.rowc@exxonmobil.com		
26		Chevron	Mr. Al Super		Los Angeles	CA		310-669-4014		azij@chevron.com	8/10/2015 & 8/31/2016	
27		Kinder Morgan	Mr. Tim Szto	1100 Town & Country Rd.	Orange	CA	92868	714-560 4908		PipelineInquiries@KinderMorgan.com		
28		Kinder Morgan	Ms. Karly Payne	1100 Town & Country Rd.	Orange	CA	92868	714-560-4604		PayneK@kindermorgan.com	10/6/2015 & 8/31/2016	
29		Shell Oil Pipeline - South	Utility Coordinator	20945 S. Wilmington Ave	Carson	CA	90810	310-816-2063				
30		SC Edison - Requests Bldg. D	Ms. Kim Gurule	1444 E. McFadden Ave.	Santa Ana	CA	92705	626-308-6186		MapRequests@SCE.com		
31		SC Edison - Telecomm	Mr. Tommy Savage	501 S. Marengo Ave	Alhambra	CA	91802	626-308-6186				
32		Terradex Inc.	Mr. Kangsan Wyi	855 El Camino Real, Suite 309	Palo Alto	CA	94301	650-227-3254		kangsan@terradex.com		
33			Mr. Rin Tran							rin@terradex.com	10/1/2015 & 8/31/2016	

No.	Region	Owner	Contact	Address	City	State	Zip	Phone	Fax	E-mail	No. of Contacts	Agreements
34		City of Burbank	Mr. Ray Yuen	P.O. Box 631	Burbank	CA	91503	818-238-3500		ryuen@ci.burbank.ca.us	8/4/2015 & 8/31/2016	
35		City of Glendale	Mr. Varoojan Avedian	141 N. Glendale Ave. 4th Floor	Glendale	CA	91206	818-484-1086		vavedian@glendale.ca.gov	8/4/2015 & 8/31/2016	
36		Scholl Canyon Landfill Gas	Mr. Camilo Ruiz	141 N. Glendale Ave.	Glendale	CA	91206	818-548-3399		cruiz@ci.glendale.ca.us	8/11/2015 & 8/31/2016	
37		Clear Channel Outdoor	Mr. Kevin Kocic	19320 Haborgate Way	Los Angeles	CA	90501	213-305-0045		kevinkocic@clearchannel.com	8/4/2015 & 8/31/2016	
38		LADWP Joint Locating UG Substructure Design	Mr. Ridwan Hardy	111 N. Hope St. RM. 813	Los Angeles	CA	90012	213-367-2659		Ridwan.Hardy@ladwp.com	8/11/2015 & 8/31/2016	
39		L A Department of Power - Water	Mr. Todd Huynh	111 N. Hope Street, Room 1425	Los Angeles	CA	90012	213-367-1211		todd.huynh@ladwp.com	8/11/2015 & 8/31/2016	
40		L A Department of Power - Water	Ms. Denise Gardiner	111 N. Hope Street, Room 1425	Los Angeles	CA	90012	213-367-1120			8/11/2015 & 8/31/2016	
41		Level 3 Communications	Mr. Chris Klodetsky	1025 Eldorado Blvd Bldg 33A-522	Broomfield	CO	80021	720-888-7314		relo@level3.com	8/10/2015 & 8/31/2016	
42		Marcus Cable	Mr. Jerry Bayles	6246 San Fernando Rd.	Glendale	CA	91201					
43		OSP Construction Manager - Zayo Fiber Solutions	Mr. Thamas Bruiniers	530 W 6th St Suite 720	Los Angeles	CA	90014	213-283-3601		thomas.bruiniers@zayo.com	8/31/2016	
44		Metropolitan Water - Valley Substur. Team	Mr. Francisco Flores	P.O. Box 54153 Terminal Annex	Los Angeles	CA	90054	213-217-6679		FFlores@mwdh2o.com	8/10/2015 & 8/31/2016	
45		Metropolitan Water - Valley Substur. Team	Mr. Kieran Callanan	P.O. Box 54153 Terminal Annex	Los Angeles	CA	90054			tibor.x.laky@sprint.com	8/31/2016	
46		XO Communications - Los Angeles	Mr. Matt Bergine	1924 Deere Ave	Santa Ana	CA	92705	949-417-7841		PipelineInquiries@KinderMorgan.com	8/11/2015 & 8/31/2016	
47		City of Los Angeles Records Section	Mr. Curtis Tran	1149 S. Broadway #200	Los Angeles	CA	90015	213-847-1498			8/31/2016	
48		Century Cable	Mr. KenGarrald	14165 Bessemer St.	Van Nuys	CA	91401	323-258-3252		MapRequests@SCE.com		
49		T - Mobile	DigAlert	1064 Sepulveda Blvd. #1	Mission Hills	CA	91345	818-898-2352		tmbdigalert@cableeng.com	8/11/2015 & 8/31/2016	
50		Synergy Engineering for T-Mobile	Mr. Gregg Lake					c805-428-4051		Gregg Lake <glake@synergy.cc>	8/31/2016	
51		LACMTA - Gold Line	Mr. Aspet Davidian	1 Gateway Plaza ms-99-16-5	Los Angeles	CA	90012	213-922-7255		davidiana@metro.net	8/31/2016	
52		Caltrans	Mr. Reza Fateh	100 S. Main St.	Los Angeles	CA	90012	213-897-8316		reza.feta@dot.ca.gov	8/12/2015 & 8/31/2016	
53		Time Warner	Mr. Anthony Xanthis					562-259-2015		anthony.xanthis@twcable.com	8/11/2015 & 8/31/2016	
54		City of Burbank	Ms. Bonnie Teaford	150 North Third Street	Burbank	CA	91510				11/3/2016	