CALIFORNIA HIGH-SPEED TRAIN

Engineering Plans

Burbank to Los Angeles

Option B Revised Alignment
Volume 3.1

General, Track Alignment & Right-of-Way

August 2021

CALIFORNIA
High-Speed Rail Authority

CALIFORNIA
HIGH-SPEED RAIL AUTHORITY

PRELIMINARY ENGINEERING FOR PROJECT DEFINITION (PEPD)

CALIFORNIA HIGH-SPEED TRAIN PROJECT
VALLEY/RIVER SUBDIVISION

BURBANK TO LOS ANGELES - OPTION B REFINED

VOLUME 3.1

GENERAL, TRACK ALIGNMENT & RIGHT-OF-WAY

NOT FOR CONSTRUCTION
FOR INTERNAL USE ONLY

REV	DATE	BY	CHK	APP	DESCRIPTION

DESIGNED BY C. CUSSON
DRAWN BY C. CUSSON
CHECKED BY C. LEE
IN CHARGE C. LEE
DATE 07/15/2021

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CALIFORNIA HIGH-SPEED RAIL AUTHORITY

CALIFORNIA HIGH-SPEED TRAIN PROJECT
BURBANK TO LOS ANGELES
OPTION B REVISED ALIGNMENT - REVISED FINAL
PEPD
VOLUME 3.1
PROJECT LOCATION MAP

CONTRACT NO. HSR14-39
DRAWING NO. GE-A0101
SCALE NO SCALE
SHEET NO.

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CONTRACT NO. HSR14-39
DRAWING NO. GE-A0110
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VOLUME 3.1 - GENERAL, TRACK ALIGNMENT & RIGHT-OF-WAY IMPACT

GENERAL

DRAWING NO.	DRAWING TITLE
GE-A0100	COVER SHEET - VOLUME 3.1
GE-A0101	PROJECT LOCATION MAP - VOLUME 3.1
GE-A0110	INDEX OF VOLUMES
GE-A0111	INDEX OF DRAWINGS - VOLUME 3.1 - SHEET 1 OF 4
GE-A0112	INDEX OF DRAWINGS - VOLUME 3.1 - SHEET 2 OF 4
GE-A0113	INDEX OF DRAWINGS - VOLUME 3.1 - SHEET 3 OF 4
GE-A0114	INDEX OF DRAWINGS - VOLUME 3.1 - SHEET 4 OF 4
GE-D0101	VOLUME 3.1 - KEY MAP - TRACK ALIGNMENT - SHEET 1 OF 2
GE-D0102	VOLUME 3.1 - KEY MAP - RIGHT-OF-WAY - SHEET 2 OF 2
GE-B0101	BASIS OF DESIGN SUMMARY
GE-C0101	ACRONYMS AND ABBREVIATIONS - SHEET 1 OF 5
GE-C0102	ACRONYMS AND ABBREVIATIONS - SHEET 2 OF 5
GE-C0103	ACRONYMS AND ABBREVIATIONS - SHEET 3 OF 5
GE-C0104	ACRONYMS AND ABBREVIATIONS - SHEET 4 OF 5
GE-C0105	ACRONYMS AND ABBREVIATIONS - SHEET 5 OF 5
GE-C0111	SYMBOLS - SHEET 1 OF 2
GE-C0112	SYMBOLS - SHEET 2 OF 2
GE-B0111	GENERAL NOTES
GE-D6101	TRACK SCHEMATIC

TRACK ALIGNMENT

DRAWING NO.	DRAWING TITLE
TT-D3101	NOT USED
TT-D3102	NOT USED
TT-D3103	TYPICAL CROSS SECTIONS - SHEET 3 OF 11
TT-D3104	TYPICAL CROSS SECTIONS - SHEET 4 OF 11
TT-D3105	TYPICAL CROSS SECTIONS - SHEET 5 OF 11
TT-D3106	TYPICAL CROSS SECTIONS - SHEET 6 OF 11
TT-D3107	TYPICAL CROSS SECTIONS - SHEET 7 OF 11
TT-D3108	TYPICAL CROSS SECTIONS - SHEET 8 OF 11
TT-D3109	TYPICAL CROSS SECTIONS - SHEET 9 OF 11
TT-D3110	TYPICAL CROSS SECTIONS - SHEET 10 OF 11
TT-D3111	TYPICAL CROSS SECTIONS - SHEET 11 OF 11
TT-D1101	HSR DEDICATED - PLAN AND PROFILE HSR2 3026+28.46 TO HSR2 3034+00
TT-D1101A	HSR DEDICATED - PLAN AND PROFILE HSR2 3034+00 TO HSR2 3047+00
TT-D1101B	HSR DEDICATED - PLAN AND PROFILE HSR2 3047+00 TO HSR2 3060+00
TT-D1102	HSR DEDICATED - PLAN AND PROFILE HSR2 3060+00 TO HSR2 3073+00
TT-D1103	HSR DEDICATED - PLAN AND PROFILE HSR2 3073+00 TO HSR2 3086+00
TT-D1104	HSR DEDICATED - PLAN AND PROFILE HSR2 3086+00 TO HSR2 3099+00

TRACK ALIGNMENT

DRAWING NO.	DRAWING TITLE
TT-D1105	HSR DEDICATED - PLAN AND PROFILE HSR2 3099+00 TO HSR2 3112+00
TT-D1106	HSR DEDICATED - PLAN AND PROFILE HSR2 3112+00 TO HSR2 3125+00
TT-D1107	HSR DEDICATED - PLAN AND PROFILE HSR2 3125+00 TO HSR2 3138+00
TT-D1108	HSR DEDICATED - PLAN AND PROFILE HSR2 3138+00 TO HSR2 3151+00
TT-D1109	HSR DEDICATED - PLAN AND PROFILE HSR2 3151+00 TO HSR2 3164+00
TT-D1110	HSR DEDICATED - PLAN AND PROFILE HSR2 3164+00 TO HSR2 3177+00
TT-D1111	HSR DEDICATED - PLAN AND PROFILE HSR2 3177+00 TO HSR2 3190+00
TT-D1112	HSR DEDICATED - PLAN AND PROFILE HSR 2 3190+00 TO HSR 2 3203+00
TT-D1113	HSR DEDICATED - PLAN AND PROFILE HSR2 3203+00 TO HSR2 3216+00
TT-D1114	HSR DEDICATED - PLAN AND PROFILE HSR2 3216+00 TO HSR2 3229+00
TT-D1115	HSR SHARED ELECTRIFIED - PLAN AND PROFILE HSR2 3229+00 TO HSR2 3242+00
TT-D1201	METROLINK VENTURA - PLAN AND PROFILE VE02 3215+23 TO VE02 3216+50
TT-D1202	METROLINK VENTURA - PLAN AND PROFILE VE02 3216+50 TO VE02 3229+50
TT-D1203	METROLINK VENTURA - PLAN AND PROFILE VE02 3224+50 TO VE02 3242+50
TT-D1204	METROLINK VENTURA - PLAN AND PROFILE VE02 3242+50 TO VE02 3255+50
TT-D1205	METROLINK VENTURA - PLAN AND PROFILE VE02 3255+50 TO VE02 3268+50
TT-D1206	METROLINK VENTURA - PLAN AND PROFILE VE02 3268+50 TO VE02 3281+49
TT-D1207	METROLINK VENTURA - PLAN AND PROFILE VE02 3281+49 TO VE02 3293+16
TT-D1211	METROLINK VALLEY - PLAN AND PROFILE MT02 564+66 TO MT02 559+26
TT-D1212	METROLINK VALLEY - PLAN AND PROFILE MT02 559+26 TO MT02 546+26
TT-D1213	METROLINK VALLEY - PLAN AND PROFILE MT02 546+26 TO MT02 533+27
TT-D1214	METROLINK VALLEY - PLAN AND PROFILE MT02 533+27 TO MT02 520+27
TT-D1215	METROLINK VALLEY - PLAN AND PROFILE MT02 520+27 TO MT02 507+27
TT-D1301	HSR SHARED ELECTRIFIED - PLAN AND PROFILE HSR2 3242+00 TO HSR2 3255+00
TT-D1302	HSR SHARED ELECTRIFIED - PLAN AND PROFILE HSR2 3255+00 TO HSR2 3268+00
TT-D1303	HSR SHARED ELECTRIFIED - PLAN AND PROFILE HSR2 3268+00 TO HSR2 3281+00
TT-D1304	HSR SHARED ELECTRIFIED - PLAN AND PROFILE HSR2 3281+00 TO HSR2 3294+00
TT-D1305	HSR SHARED ELECTRIFIED - PLAN AND PROFILE HSR2 3294+00 TO HSR2 3307+00
TT-D1306	HSR SHARED ELECTRIFIED - PLAN AND PROFILE HSR2 3307+00 TO HSR2 3320+00
TT-D1307	HSR SHARED ELECTRIFIED - PLAN AND PROFILE HSR2 3320+00 TO HSR2 3333+00
TT-D1308	HSR SHARED ELECTRIFIED - PLAN AND PROFILE HSR2 3333+00 TO HSR2 3346+00
TT-D1309	HSR SHARED ELECTRIFIED - PLAN AND PROFILE HSR2 3346+00 TO HSR2 3359+00
TT-D1310	HSR SHARED ELECTRIFIED - PLAN AND PROFILE HSR2 3359+00 TO HSR2 3372+00
TT-D1311	HSR SHARED ELECTRIFIED - PLAN AND PROFILE HSR2 3372+00 TO HSR2 3385+00
TT-D1312	HSR SHARED ELECTRIFIED - PLAN AND PROFILE HSR2 3385+00 TO HSR2 3398+00
TT-D1313	HSR SHARED ELECTRIFIED - PLAN AND PROFILE HSR2 3398+00 TO HSR2 3411+00
TT-D1314	HSR SHARED ELECTRIFIED - PLAN AND PROFILE HSR2 3411+00 TO HSR2 3424+00
TT-D1315	HSR SHARED ELECTRIFIED - PLAN AND PROFILE HSR2 3424+00 TO HSR2 3437+00
TT-D1316	HSR SHARED ELECTRIFIED - PLAN AND PROFILE HSR2 3437+00 TO HSR2 3450+00
TT-D1317	HSR SHARED ELECTRIFIED - PLAN AND PROFILE HSR2 3450+00 TO HSR2 3463+00
TT-D1318	HSR SHARED ELECTRIFIED - PLAN AND PROFILE HSR2 3463+00 TO HSR2 3476+00

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VOLUME 3.1 - SHEET 1 OF 4

CONTRACT NO. HSR14-39
DRAWING NO. GE-A0111
SCALE NO SCALE
SHEET NO.

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VOLUME 3.1 - GENERAL, TRACK ALIGNMENT & RIGHT-OF-WAY IMPACT

TRACK ALIGNMENT

DRAWING NO.	DRAWING TITLE
TT-D1319	HSR SHARED ELECTRIFIED - PLAN AND PROFILE HSR2 3476+00 TO HSR2 3489+00
TT-D1320	HSR SHARED ELECTRIFIED - PLAN AND PROFILE HSR2 3489+00 TO HSR2 3502+00
TT-D1321	HSR SHARED ELECTRIFIED - PLAN AND PROFILE HSR2 3502+00 TO HSR2 3515+00
TT-D1322	HSR SHARED ELECTRIFIED - PLAN AND PROFILE HSR2 3515+00 TO HSR2 3528+00
TT-D1323	HSR SHARED ELECTRIFIED - PLAN AND PROFILE HSR2 3528+00 TO HSR2 3541+00
TT-D1324	HSR SHARED ELECTRIFIED - PLAN AND PROFILE HSR2 3541+00 TO HSR2 3554+00
TT-D1325	HSR SHARED ELECTRIFIED - PLAN AND PROFILE HSR2 3554+00 TO HSR2 3567+00
TT-D1326	HSR SHARED ELECTRIFIED - PLAN AND PROFILE HSR2 3567+00 TO HSR2 3580+00
TT-D1327	HSR SHARED ELECTRIFIED - PLAN AND PROFILE HSR2 3580+00 TO HSR2 3593+00
TT-D1328	HSR SHARED ELECTRIFIED - PLAN AND PROFILE HSR2 3593+00 TO HSR2 3606+00
TT-D1329	HSR SHARED ELECTRIFIED - PLAN AND PROFILE HSR2 3606+00 TO HSR2 3619+00
TT-D1330	HSR SHARED ELECTRIFIED - PLAN AND PROFILE HSR2 3619+00 TO HSR2 3632+00
TT-D1331	HSR SHARED ELECTRIFIED - PLAN AND PROFILE HSR2 3632+00 TO HSR2 3645+00
TT-D1332	HSR SHARED ELECTRIFIED - PLAN AND PROFILE HSR2 3645+00 TO HSR2 3658+00
TT-D1333	HSR SHARED ELECTRIFIED - PLAN AND PROFILE HSR2 3658+00 TO HSR2 3671+00
TT-D1334	HSR SHARED ELECTRIFIED - PLAN AND PROFILE HSR2 3671+00 TO HSR2 3684+00
TT-D1335	HSR SHARED ELECTRIFIED - PLAN AND PROFILE HSR2 3684+00 TO HSR2 3687+00
TT-D1336	HSR SHARED ELECTRIFIED - PLAN AND PROFILE HSR2 3697+00 TO HSR2 3697+99.27
TT-D1401	METROLINK - PLAN AND PROFILE MT02 507+27 TO MT02 494+27
TT-D1402	METROLINK - PLAN AND PROFILE MT02 494+27 TO MT02 481+27
TT-D1403	METROLINK - PLAN AND PROFILE MT02 481+27 TO MT02 468+25
TT-D1404	METROLINK - PLAN AND PROFILE MT02 468+25 TO MT02 455+19
TT-D1405	METROLINK - PLAN AND PROFILE MT02 455+19 TO MT02 442+13
TT-D1406	METROLINK - PLAN AND PROFILE MT02 442+13 TO MT02 429+07
TT-D1407	METROLINK - PLAN AND PROFILE MT02 429+07 TO MT02 416+03
TT-D1408	METROLINK - PLAN AND PROFILE MT02 416+03 TO MT02 403+03
TT-D1409	METROLINK - PLAN AND PROFILE MT02 403+03 TO MT02 390+03
TT-D1410	METROLINK - PLAN AND PROFILE MT02 390+03 TO MT02 377+03
TT-D1411	METROLINK - PLAN AND PROFILE MT02 377+03 TO MT02 364+03
TT-D1412	METROLINK - PLAN AND PROFILE MT02 364+03 TO MT02 351+03
TT-D1413	METROLINK - PLAN AND PROFILE MT02 351+03 TO MT02 338+03
TT-D1414	METROLINK - PLAN AND PROFILE MT02 338+03 TO MT02 325+03
TT-D1415	METROLINK - PLAN AND PROFILE MT02 325+03 TO MT02 312+10
TT-D1416	METROLINK - PLAN AND PROFILE MT02 312+10 TO MT02 299+19
TT-D1417	METROLINK - PLAN AND PROFILE MT02 299+19 TO MT02 286+22
TT-D1418	METROLINK - PLAN AND PROFILE MT02 286+22 TO MT02 273+19
TT-D1419	METROLINK - PLAN AND PROFILE MT02 273+19 TO MT02 260+19
TT-D1420	METROLINK - PLAN AND PROFILE MT02 260+19 TO MT02 259+73
TT-D1501	UPRR - PLAN AND PROFILE STA UPRR1 270+95 TO STA UPRR1 260+27
TT-D1502	UPRR - PLAN AND PROFILE STA UPRR1 260+27 TO STA UPRR1 247+11
TT-D1503	UPRR - PLAN AND PROFILE STA UPRR1 247+11 TO STA UPRR1 234+17

TRACK ALIGNMENT

DRAWING NO.	DRAWING TITLE
TT-D1504	UPRR - PLAN AND PROFILE STA UPRR1 234+17 TO STA UPRR1 221+14
TT-D1505	UPRR - PLAN AND PROFILE STA UPRR1 221+14 TO STA UPRR1 207+99
TT-D1506	UPRR - PLAN AND PROFILE STA UPRR1 207+99 TO STA UPRR1 195+15
TT-D1507	UPRR - PLAN AND PROFILE STA UPRR1 195+15 TO STA UPRR1 182+19
TT-D1508	UPRR - PLAN AND PROFILE STA UPRR1 182+19 TO STA UPRR1 169+38
TT-D1509	UPRR - PLAN AND PROFILE STA UPRR1 169+38 TO STA UPRR1 157+00
TT-D1510	UPRR - PLAN AND PROFILE STA UPRR1 157+00 TO STA UPRR1 144+00
TT-D1511	UPRR - PLAN AND PROFILE STA UPRR1 144+00 TO STA UPRR1 131+00
TT-D1512	UPRR - PLAN AND PROFILE STA UPRR1 131+00 TO STA UPRR1 118+00
TT-D1513	UPRR - PLAN AND PROFILE STA UPRR1 118+00 TO STA UPRR1 105+73
TT-D1601	METROLINK SHOOFLY - PLAN AND PROFILE STA SF02 3212+91.95 STA SF02 3225+00
TT-D1602	METROLINK SHOOFLY - PLAN AND PROFILE STA SF02 3225+00 STA SF02 3238+05
TT-D1603	METROLINK SHOOFLY - PLAN AND PROFILE STA SF02 3238+05 STA SF02 3244+47.84
TT-D1701	UPRR SIDING - PLAN AND PROFILE STA SDNG 100+00 TO STA SDNG 110+50
TT-D1702	UPRR SIDING - PLAN AND PROFILE STA SDNG 110+50 TO STA SDNG 123+50
TT-D1703	UPRR SIDING - PLAN AND PROFILE STA SDNG 123+50 TO STA SDNG 133+50
TT-D1721	GLENDALE SLIDE - PLAN AND PROFILE STA SLIDE 96+11 STA SLIDE 91+26
TT-D1722	GLENDALE SLIDE - PLAN AND PROFILE STA SLIDE 91+26 STA SLIDE 78+26
TT-D1723	GLENDALE SLIDE - PLAN AND PROFILE STA SLIDE 78+26 STA SLIDE 65+26
TT-D1724	GLENDALE SLIDE - PLAN AND PROFILE STA SLIDE 65+26 STA SLIDE 52+26
TT-D1725	GLENDALE SLIDE - PLAN AND PROFILE STA SLIDE 52+26 STA SLIDE 39+26
TT-D1726	GLENDALE SLIDE - PLAN AND PROFILE STA SLIDE 39+26 STA SLIDE 26+26
TT-D1727	GLENDALE SLIDE - PLAN AND PROFILE STA SLIDE 26+26 STA SLIDE 13+26
TT-D1728	GLENDALE SLIDE - PLAN AND PROFILE STA SLIDE 13+26 STA SLIDE 10+00
TT-D1801	TERRY LUMBER SPUR - PLAN AND PROFILE STA SPUR 10+00 STA SPUR 22+15
TT-D1802	TERRY LUMBER SPUR - PLAN AND PROFILE STA SPUR 22+15 STA SPUR 29+49
TT-D1901	METROLINK - PLAN AND PROFILE STA MT01 52+80 STA MT01 40+00
TT-D1902	METROLINK - PLAN AND PROFILE STA MT01 40+00 STA MT01 35+27
TT-D1903	METROLINK - PLAN AND PROFILE UPRR 1 TRACK
TT-D1904	METROLINK - PROFILE MISSION TOWER BRIDGE

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CONTRACT NO. HSR14-39
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SCALE NO SCALE
SHEET NO.

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VOLUME 3.1 - GENERAL, TRACK ALIGNMENT & RIGHT-OF-WAY IMPACT

TRACK ALIGNMENT DATA

DRAWING NO.	DRAWING TITLE
TT-D6101	HSR1 - HORIZONTAL ALIGNMENT DATA - B-LA NORTHBOUND TRACK SHEET 1 OF 2
TT-D6102	HSR1 - HORIZONTAL ALIGNMENT DATA - B-LA NORTHBOUND TRACK SHEET 2 OF 2
TT-D6103	HSR2 - HORIZONTAL ALIGNMENT DATA - B-LA SOUTHBOUND TRACK SHEET 1 OF 2
TT-D6104	HSR2 - HORIZONTAL ALIGNMENT DATA - B-LA SOUTHBOUND TRACK SHEET 2 OF 2
TT-D6105	METROLINK VE01 & VE02 - HORIZONTAL ALIGNMENT DATA - B-LA VE01 & VE02 TRACK (VENTURA SUB)
TT-D6106	METROLINK (MT01) - HORIZONTAL ALIGNMENT DATA - B-LA MT01 TRACK (VALLEY SUB)
TT-D6107	METROLINK (MT02) - HORIZONTAL ALIGNMENT DATA - B-LA MT02 TRACK (VALLEY SUB) SHEET 1 OF 2
TT-D6108	METROLINK (MT02) - HORIZONTAL ALIGNMENT DATA - B-LA MT02 TRACK (VALLEY SUB) SHEET 2 OF 2
TT-D6109	UPRR - HORIZONTAL ALIGNMENT DATA B-LA UPRR TRACK 1
TT-D6110	UPRR - HORIZONTAL ALIGNMENT DATA B-LA UPRR TRACK 2
TT-D6111	METROLINK (SF01) - HORIZONTAL ALIGNMENT DATA - B-LA SF01 SHOOFLY TRACK (VENTURA SUB)
TT-D6112	UPRR SIDING (SNDG) - HORIZONTAL ALIGNMENT DATA - B-LA SIDING TRACK
TT-D6113	GLENDALE SLIDE & TERRY LUMBER - HORIZONTAL ALIGN DATA - B-LA SLIDE & SPUR TRACKS
TT-D6114	METROLINK - HORIZONTAL ALIGNMENT DATA - B-LA NORTHBOUND AND SOUTHBOUND TRACK
TT-D6115	UPRR - HORIZONTAL ALIGNMENT DATA - B-LA NORTHBOUND AND SOUTHBOUND TRACK

RIGHT-OF-WAY IMPACT

DRAWING NO.	DRAWING TITLE
RW-M4101	RIGHT-OF-WAY IMPACT HSR2 3026+00 TO HSR2 3034+00
RW-M4101A	RIGHT-OF-WAY IMPACT HSR2 3034+00 TO HSR2 3047+00
RW-M4101B	RIGHT-OF-WAY IMPACT HSR2 3047+00 TO HSR2 3060+00
RW-M4102	RIGHT-OF-WAY IMPACT HSR2 3060+00 TO HSR2 3073+00
RW-M4103	RIGHT-OF-WAY IMPACT HSR2 3073+00 TO HSR2 3086+00
RW-M4104	RIGHT-OF-WAY IMPACT HSR2 3086+00 TO HSR2 3099+00
RW-M4105	RIGHT-OF-WAY IMPACT HSR2 3099+00 TO HSR2 3112+00
RW-M4106	RIGHT-OF-WAY IMPACT HSR2 3112+00 TO HSR2 3125+00
RW-M4107	RIGHT-OF-WAY IMPACT HSR2 3125+00 TO HSR2 3138+00
RW-M4108	RIGHT-OF-WAY IMPACT HSR2 3138+00 TO HSR2 3151+00
RW-M4109	RIGHT-OF-WAY IMPACT HSR2 3151+00 TO HSR2 3164+00
RW-M4110	RIGHT-OF-WAY IMPACT HSR2 3164+00 TO HSR2 3177+00
RW-M4111	RIGHT-OF-WAY IMPACT HSR2 3177+00 TO HSR2 3190+00
RW-M4112	RIGHT-OF-WAY IMPACT HSR2 3190+00 TO HSR2 3203+00
RW-M4113	RIGHT-OF-WAY IMPACT HSR2 3203+00 TO HSR2 3216+00
RW-M4114	RIGHT-OF-WAY IMPACT HSR2 3216+00 TO HSR2 3229+00 - SHEET 1 OF 2
RW-M4115	RIGHT-OF-WAY IMPACT HSR2 3229+00 TO HSR2 3242+00
RW-M4116	RIGHT-OF-WAY IMPACT HSR2 3242+00 TO HSR2 3255+00

RIGHT-OF-WAY IMPACT

RW-M4117	RIGHT-OF-WAY IMPACT HSR2 3255+00 TO HSR2 3268+00 - SHEET 1 OF 2
RW-M4118	RIGHT-OF-WAY IMPACT HSR2 3268+00 TO HSR2 3281+00
RW-M4119	RIGHT-OF-WAY IMPACT HSR2 3281+00 TO HSR2 3294+00
RW-M4120	RIGHT-OF-WAY IMPACT HSR2 3294+00 TO HSR2 3307+00
RW-M4121	RIGHT-OF-WAY IMPACT HSR2 3307+00 TO HSR2 3320+00
RW-M4122	RIGHT-OF-WAY IMPACT HSR2 3320+00 TO HSR2 3333+00
RW-M4123	RIGHT-OF-WAY IMPACT HSR2 3333+00 TO HSR2 3346+00
RW-M4124	RIGHT-OF-WAY IMPACT HSR2 3346+00 TO HSR2 3359+00
RW-M4125	RIGHT-OF-WAY IMPACT HSR2 3359+00 TO HSR2 3372+00
RW-M4126	RIGHT-OF-WAY IMPACT HSR2 3372+00 TO HSR2 3385+00
RW-M4127	RIGHT-OF-WAY IMPACT HSR2 3385+00 TO HSR2 3398+00 - SHEET 1 OF 3
RW-M4128	RIGHT-OF-WAY IMPACT HSR2 3398+00 TO HSR2 3411+00 - SHEET 1 OF 2
RW-M4129	RIGHT-OF-WAY IMPACT HSR2 3411+00 TO HSR2 3424+00 - SHEET 1 OF 2
RW-M4130	RIGHT-OF-WAY IMPACT HSR2 3424+00 TO HSR2 3437+00 - SHEET 1 OF 2
RW-M4131	RIGHT-OF-WAY IMPACT HSR2 3437+00 TO HSR2 3450+00
RW-M4132	RIGHT-OF-WAY IMPACT HSR2 3450+00 TO HSR2 3463+00 - SHEET 1 OF 2
RW-M4133	RIGHT-OF-WAY IMPACT HSR2 3463+00 TO HSR2 3476+00
RW-M4134	RIGHT-OF-WAY IMPACT HSR2 3476+00 TO HSR2 3489+00 - SHEET 1 OF 2
RW-M4135	RIGHT-OF-WAY IMPACT HSR2 3489+00 TO HSR2 3502+00
RW-M4136	RIGHT-OF-WAY IMPACT HSR2 3502+00 TO HSR2 3515+00
RW-M4137	RIGHT-OF-WAY IMPACT HSR2 3515+00 TO HSR2 3528+00
RW-M4138	RIGHT-OF-WAY IMPACT HSR2 3528+00 TO HSR2 3541+00
RW-M4139	RIGHT-OF-WAY IMPACT HSR2 3541+00 TO HSR2 3554+00 - SHEET 1 OF 2
RW-M4140	RIGHT-OF-WAY IMPACT HSR2 3554+00 TO HSR2 3567+00
RW-M4141	RIGHT-OF-WAY IMPACT HSR2 3567+00 TO HSR2 3580+00 - SHEET 1 OF 2
RW-M4142	RIGHT-OF-WAY IMPACT HSR2 3580+00 TO HSR2 3593+00
RW-M4143	RIGHT-OF-WAY IMPACT HSR2 3593+00 TO HSR2 3606+00
RW-M4144	RIGHT-OF-WAY IMPACT HSR2 3606+00 TO HSR2 3619+00
RW-M4145	RIGHT-OF-WAY IMPACT HSR2 3619+00 TO HSR2 3632+00
RW-M4146	RIGHT-OF-WAY IMPACT HSR2 3632+00 TO HSR2 3645+00
RW-M4147	RIGHT-OF-WAY IMPACT HSR2 3645+00 TO HSR2 3658+00
RW-M4148	RIGHT-OF-WAY IMPACT HSR2 3658+00 TO HSR2 3671+00
RW-M4149	RIGHT-OF-WAY IMPACT HSR2 3671+00 TO HSR2 3684+00 - SHEET 1 OF 3
RW-M4150	RIGHT-OF-WAY IMPACT HSR2 3684+00 TO HSR2 3699+50
RW-M4151	RIGHT-OF-WAY IMPACT MAIN ST PARCEL INFORMATION
RW-M4152	RIGHT-OF-WAY IMPACT MT01 51+85 TO MT01 43+00
RW-M4153	RIGHT-OF-WAY IMPACT MT01 43+00 TO MT01 38+80

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Cusson

REV	DATE	BY	CHK	APP	DESCRIPTION

DESIGNED BY C. CUSSON
DRAWN BY C. CUSSON
CHECKED BY C. LEE
IN CHARGE C. LEE
DATE 07/15/2021

PEPD RECORD SET

NOT FOR CONSTRUCTION

STV 100 Years

JACOBS

CALIFORNIA HIGH-SPEED RAIL AUTHORITY

CALIFORNIA HIGH-SPEED TRAIN PROJECT
BURBANK TO LOS ANGELES
OPTION B REVISED ALIGNMENT - REVISED FINAL
PEPD
INDEX OF DRAWINGS
VOLUME 3.1 - SHEET 3 OF 4

CONTRACT NO. HSR14-39
DRAWING NO. GE-A0113
SCALE NO SCALE
SHEET NO.

VOLUME 3.1 - GENERAL, TRACK ALIGNMENT & RIGHT-OF-WAY IMPACT

RIGHT-OF-WAY IMPACT	
RW-M4201	RIGHT-OF-WAY IMPACT HSR2 3026+28 TO HSR2 3034+00
RW-M4201A	RIGHT-OF-WAY IMPACT HSR2 3034+00 TO HSR2 3047+00
RW-M4201B	RIGHT-OF-WAY IMPACT HSR2 3047+00 TO HSR2 3060+00
RW-M4202	RIGHT-OF-WAY IMPACT HSR2 3060+00 TO HSR2 3073+00
RW-M4205	RIGHT-OF-WAY IMPACT HSR2 3099+00 TO HSR2 3112+00
RW-M4207	RIGHT-OF-WAY IMPACT HSR2 3125+00 TO HSR2 3138+00 - SHEET 2 OF 3
RW-M4208	RIGHT-OF-WAY IMPACT - BURBANK BLVD OVERPASS HSR2 3138+00 TO HSR2 3151+00 - SHEET 2 OF 3
RW-M4209	RIGHT-OF-WAY IMPACT HSR2 3151+00 TO HSR2 3164+00 - SHEET 2 OF 2
RW-M4213	RIGHT-OF-WAY IMPACT HSR2 3203+00 TO HSR2 3216+00 - SHEET 2 OF 2
RW-M4214	RIGHT-OF-WAY IMPACT HSR2 3216+00 TO HSR2 3229+00 - SHEET 2 OF 2
RW-M4217	RIGHT-OF-WAY IMPACT - SONORA AVE GRADE SEPARATION HSR2 3255+00 TO HSR2 3268+00 - SHEET 2 OF 2
RW-M4226	RIGHT-OF-WAY IMPACT HSR2 3372+00 TO HSR2 3385+00 - SHEET 2 OF 2
RW-M4227	RIGHT-OF-WAY IMPACT - GOODWIN AVE GRADE SEPARATION HSR2 3385+00 TO HSR2 3398+00 - SHEET 2 OF 3
RW-M4230	RIGHT-OF-WAY IMPACT - LOS FELIZ GRADE SEPARATION HSR2 3424+00 TO HSR2 3437+00 - SHEET 2 OF 2
RW-M4232	RIGHT-OF-WAY IMPACT - GLENDALE BLVD GRADE SEPARATION HSR2 3450+00 TO HSR2 3463+00 - SHEET 2 OF 2
RW-M4234	RIGHT-OF-WAY IMPACT HSR2 3476+00 TO HSR2 3489+00 - SHEET 2 OF 2
RW-M4239	RIGHT-OF-WAY IMPACT HSR2 3541+00 TO HSR2 3554+00 - SHEET 2 OF 2
RW-M4241	RIGHT-OF-WAY IMPACT - KERR ROAD GRADE SEPARATION HSR2 3567+00 TO HSR2 3580+00 - SHEET 2 OF 2
RW-M4249	RIGHT-OF-WAY IMPACT - MAIN ST OVERPASS HSR2 3671+00 TO HSR2 3684+00 - SHEET 2 OF 3
RW-M4307	RIGHT-OF-WAY IMPACT HSR2 3125+00 TO HSR2 3138+00 - SHEET 3 OF 3
RW-M4308	RIGHT-OF-WAY IMPACT - BURBANK BLVD OVERPASS HSR2 3138+00 TO HSR2 3151+00 - SHEET 3 OF 3
RW-M4327	RIGHT-OF-WAY IMPACT - GOODWIN AVE GRADE SEPARATION HSR2 3385+00 TO HSR2 3398+00 - SHEET 3 OF 3
RW-M4349	RIGHT-OF-WAY IMPACT - MAIN ST OVERPASS HSR2 3671+00 TO HSR2 3684+00 - SHEET 3 OF 3

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BURBANK TO LOS ANGELES
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PEPD
INDEX OF DRAWINGS
VOLUME 3.1 - SHEET 4 OF 4

CONTRACT NO. HSR14-39
DRAWING NO. GE-A0114
SCALE NO SCALE
SHEET NO.

BEGIN B-LA CHSR PROJECT
ALTERNATIVE E2 ALIGNMENT
STA 3026+28.25 =
P-B STA 2254+69.81
REFER TO P-B PEPD SUBMITTAL (VOLUME 3.7)
FOR WORK NORTH OF THIS LOCATION

BURBANK AIRPORT HSR STATION

HOLLYWOOD WAY

GOLDEN STATE FWY (I-5)

BURBANK BLVD

VICTORY BLVD

MAGNOLIA BLVD

BURBANK METROLINK STATION

OLIVE AVE

BURBANK CHANNEL

ALAMEDA AVE

WESTERN AVE

SONORA AVE

GRANDVIEW AVE

FLOWER ST

MATCH 3307+00

CITY OF GLENDALE

CITY OF BURBANK

BUENA VISTA ST

GLENDALE METROLINK STATION

SAN FERNANDO RD

MATCH 3554+00

CITY OF LOS ANGELES

LOS ANGELES RIVER

FAIRMONT AVE

VENTURA FWY (SR-134)

FLETCHER DR

GLENDALE FWY (SR-2)

METROLINK CMF/TAYLOR YARD
REFER TO VOLUME 3.5 FOR DETAILS

BROADWAY ST

MAIN ST

FIRST STREET

BURBANK TO LOS ANGELES SEGMENT

LOS ANGELES TO ANAHEIM SEGMENT

ARROYO SECO PKWY (SR-110)

GOLDEN STATE FWY (I-5)

CITY OF LOS ANGELES

END B-LA CHSR PROJECT
HSR STA 3697+99.22 = LINKUS STA 64+86.72
REFER TO LINKUS SUBMITTAL (VOLUME 3.8)
FOR WORK SOUTH OF THIS LOCATION

WORK END
LINKUS STA 146+11.68 =
LA-A STA 5190+00

LOS ANGELES UNION STATION

1000 0 1000 2000
1"=1000' HOR.
SCALE APPLICABLE FOR FULL SIZE ONLY

NOT FOR CONSTRUCTION
FOR INTERNAL USE ONLY

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CALIFORNIA HIGH-SPEED RAIL AUTHORITY

CALIFORNIA HIGH-SPEED TRAIN PROJECT
BURBANK TO LOS ANGELES
OPTION B REVISED ALIGNMENT - REVISED FINAL
PEPD
VOLUME 3.1 - KEY MAP
TRACK ALIGNMENT - SHEET 1 OF 2

CONTRACT NO. HSR14-39
DRAWING NO. GE-D0101
SCALE AS SHOWN
SHEET NO.

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BEGIN B-LA CHSR PROJECT
ALTERNATIVE E2 ALIGNMENT
STA 3026+28.25 =
P-B STA 2254+69.81
REFER TO P-B PEPD SUBMITTAL (VOLUME 3.7)
FOR WORK NORTH OF THIS LOCATION

BURBANK AIRPORT HSR STATION

HOLLYWOOD WAY

RW-M4101 RW-M4102 RW-M4201 RW-M4202 RW-M4203 RW-M4204 RW-M4103 RW-M4104 RW-M4105 RW-M4106 RW-M4107 RW-M4108 RW-M4207 RW-M4109 RW-M4209 RW-M4309 RW-M4310 RW-M4110 RW-M4210 RW-M4111 RW-M4211 RW-M4110 RW-M4111 RW-M4112 RW-M4213 RW-M4113 RW-M4214 RW-M4114 RW-M4115 RW-M4116 RW-M4217 RW-M4117 RW-M4118 RW-M4119 RW-M4120

CITY OF BURBANK

GOLDEN STATE FWY (I-5)

BUENA VISTA ST

BURBANK BLVD

VICTORY BLVD

OLIVE AVE

BURBANK CHANNEL

ALAMEDA AVE

MAGNOLIA BLVD

BURBANK METROLINK STATION

WESTERN AVE

SONORA AVE

GRANDVIEW AVE

FLOWER ST

MATCH 3307+00

CITY OF GLENDALE

GLENDALE METROLINK STATION

MATCH 3307+00

RW-M4121 RW-M4122 RW-M4123 RW-M4124 RW-M4125 RW-M4126 RW-M4226 RW-M4227 RW-M4127 RW-M4128 RW-M4228 RW-M4129 RW-M4229 RW-M4130 RW-M4230 RW-M4131 RW-M4232 RW-M4132 RW-M4234 RW-M4133 RW-M4134 RW-M4135 RW-M4136 RW-M4137 RW-M4138 RW-M4139 RW-M4239

FAIRMONT AVE

VENTURA FWY (SR-134)

FLETCHER DR

GLENDALE FWY (SR-2)

SAN FERNANDO RD

LOS ANGELES RIVER

MATCH 3554+00

CITY OF GLENDALE

CITY OF LOS ANGELES

METROLINK CMF/TAYLOR YARD
REFER TO VOLUME 3.5 FOR DETAILS

RW-M4241 RW-M4140 RW-M4141 RW-M4142 RW-M4143 RW-M4144 RW-M4145 RW-M4146 RW-M4147 RW-M4148 RW-M4249 RW-M4149 RW-M4150 RW-M4249 RW-M4152 RW-M4153

BROADWAY

ARROYO SECO PKWY (SR-110)

MAIN ST

FIRST STREET

BURBANK TO LOS ANGELES SEGMENT

LOS ANGELES TO ANAHEIM SEGMENT

WORK END
LINKUS STA 146+11.68 =
LA-A STA S190+00

SAN FERNANDO RD

MATCH 3554+00

LOS ANGELES RIVER

GOLDEN STATE FWY (I-5)

CITY OF LOS ANGELES

END B-LA CHSR PROJECT
HSR STA 3697+99.22 = LINKUS STA 64+86.72
REFER TO LINKUS SUBMITTAL (VOLUME 3.8)
FOR WORK SOUTH OF THIS LOCATION

LOS ANGELES UNION STATION

1000 0 1000 2000
1"=1000' HOR.
SCALE APPLICABLE FOR FULL SIZE ONLY

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CALIFORNIA HIGH-SPEED RAIL AUTHORITY

CALIFORNIA HIGH-SPEED TRAIN PROJECT
BURBANK TO LOS ANGELES
OPTION B REVISED ALIGNMENT - REVISED FINAL
PEPD
VOLUME 3.1 - KEY MAP
RIGHT OF WAY - SHEET 2 OF 2

CONTRACT NO. HSR14-39
DRAWING NO. GE-D0102
SCALE AS SHOWN
SHEET NO.

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BASIS OF DESIGN SUMMARY

THE BURBANK TO LOS ANGELES (B-LA) SEGMENT BEGINS SOUTH OF THE PROPOSED BURBANK AIRPORT STATION IN A SUBSURFACE DEDICATED CORRIDOR, RUNS ALONG THE VENTURA AND VALLEY SUBDIVISIONS IN A SHARED CORRIDOR, AND ENDS AT LOS ANGELES UNION STATION (LAUS). FOR THE B-LA-A SEGMENT (LOSSAN CORRIDOR), THE CALIFORNIA HIGH-SPEED RAIL AUTHORITY (AUTHORITY) HAS ADOPTED A STRATEGY TO 'BLEND'HIGH SPEED WITH EXISTING RAIL SYSTEMS ON SHARED INFRASTRUCTURE TO ACCELERATE AND BROADEN BENEFITS, IMPROVE EFFICIENCY, MINIMIZE COMMUNITY IMPACTS AND REDUCE CONSTRUCTION COST. THE TECHNICAL REQUIREMENTS NECESSARY TO ALLOW JOINT OPERATION OF HIGH-SPEED RAIL, CONVENTIONAL PASSENGER RAIL, AND FREIGHT RAIL WITHIN THE BLENDED SYSTEM CORRIDOR BETWEEN BURBANK AND LOS ANGELES UNION STATION (LAUS) ARE BASED ON:

1. TECHNICAL MEMORANDUM (TM) 0.3.1 BASIS OF DESIGN FOR BLENDED OPERATION IN THE LA-A CORRIDOR, R0 DATED MARCH 30, 2015.

2. TECHNICAL MEMORANDUM 0.3, BASIS OF DESIGN POLICY DOCUMENT, R3 DATED JUNE 21, 2013

THE BASIS OF DESIGN ELEMENTS THAT DIFFER BETWEEN BLENDED OPERATION AND THE DEDICATED HIGH-SPEED OPERATION ARE DEFINED IN THE TM 0.3.1. IT SPECIFICALLY FOCUSES ON OBJECTIVES, PROCESSES, REQUIREMENTS, AND ASSUMPTIONS THAT SUPPORT THE BLENDED OPERATION.

IN ADDITION, THE FOLLOWING DESIGN POLICY MEMOS HAVE BEEN INITIATED IN ORDER TO ADDRESS THE REQUIREMENTS OF THE VARIOUS DESIGN ELEMENTS THAT ARE NOT COVERED IN DETAIL IN THE TM 0.3.1 AND ARE BEING REVIEWED BY THE AUTHORITY.

INFRASTRUCTURE REQUIREMENTS

THE AUTHORITY HAS ESTABLISHED PERFORMANCE REQUIREMENTS TO GUIDE THE DEVELOPMENT OF THE HIGH-SPEED RAIL SYSTEM IN BLENDED CORRIDORS BASED ON THE FRA TIER STRUCTURE FOR PASSENGER SYSTEMS DESCRIBED IN THE "HIGH-SPEED PASSENGER RAIL SAFETY STRATEGY (2009)."

THE REQUIREMENTS FOR MAJOR DESIGN ELEMENTS ARE LISTED BELOW:

1. INTEROPERABILITY

REQUIRED LEVEL OF INTEROPERABILITY BETWEEN THE PASSENGER AND FREIGHT RAILROADS THAT OPERATE IN THE B-LA CORRIDOR WILL BE MAINTAINED.

THE RAILROAD OPERATORS AND RIGHT-OF-WAY OWNERS ARE:

AUTHORITY
METROLINK
AMTRAK
UNION PACIFIC RAILROAD

2. DESIGN SPEEDS

DESIGN SPEED: MAXIMUM ALLOWED PER EXISTING ALIGNMENT/ROW CONSTRAINTS WITH A SPEED NOT TO EXCEED MAXIMUM OF 125 MPH.

3. TRACK CENTER SPACING

16'-6" MINIMUM, EXCEPT FOR 15'-0" MINIMUM BETWEEN I-5 AND SR-134, NORTH OF CMF ACCESS ROAD, AND FROM DOWNEY BRIDGE TO LAUS,

4. AT-GRADE CROSSING

THERE WILL BE NO AT-GRADE CROSSINGS IN THE B-LA SEGMENT. ALL INTERSECTIONS WILL BE GRADE SEPARATED OR CLOSED.

5. ACCESS CONTROL

THE B-LA CORRIDOR WILL BE FENCED WITH NO AT-GRADE CROSSINGS. INTRUSION PROTECTION AND/OR INTRUSION MONITORING WILL BE EMPLOYED WITH MITIGATIONS AS REQUIRED TO PROMOTE SAFE AND RELIABLE OPERATION.

6. TRACK ALIGNMENT

THE B-LA CORRIDOR IS PLANNED TO OPERATE AS A CLASS 7 SERVICE (SPEEDS UP TO 125 MPH) WITH NO AT-GRADE ROADWAY CROSSINGS.

7. INTRUSION PROTECTION

INTRUSION DETECTION WILL BE PROVIDED AT LOCATIONS WHERE IT IS APPROPRIATE TO MITIGATE AN INTRUSION HAZARD BASED ON HAZARD ASSESSMENT AND REQUIREMENTS OF ADJACENT RAILROAD (UPRR).

8. TERMINAL AND INTERMEDIATE STATION(S)

THE FOLLOWING STATION IN THE CORRIDOR IS DESIGNATED AS A TERMINAL STATION:

BURBANK AIRPORT STATION & LOS ANGELES UNION STATION

THERE WILL BE NO INTERMEDIATE HIGH SPEED RAIL STATION

9. TRACK AND PLATFORM CONFIGURATION

STATION PASSENGER PLATFORMS ARE PLANNED FOR A LENGTH OF APPROXIMATELY 1410 FEET TO ACCOMMODATE A RANGE OF HIGH-SPEED TRAINSETS.

10. VEHICLE STORAGE AND MAINTENANCE

UNDER CURRENT OPERATING ASSUMPTION, FLEET STORAGE, CLEANING, SERVICING, INSPECTION, MAINTENANCE, AND REPAIR REQUIREMENTS WILL BE SUPPORTED AT:

TERMINAL STORAGE AND MAINTENANCE FACILITY (LEVEL 1) THAT PROVIDES IN-SERVICE INSPECTION, CLEANING AND MAINTENANCE WITH A LOCATION IN PROXIMITY TO LOS ANGELES UNION STATION

STORAGE TRACKS FOR OVERNIGHT LAYUP AT LOS ANGELES UNION STATION.

CURRENT DESIGNS TO BE MODIFIED PER UPCOMING DISCUSSION WITH RDP.

11. ADJACENT RAIL OPERATIONS

IN THE BURBANK TO LOS ANGELES CORRIDOR, THE AUTHORITY WILL OPERATE IN A SHARED RIGHT-OF-WAY CORRIDOR AND WILL SHARE TRACKS WITH OTHER PASSENGER TRAINS SOUTH OF DOWNTOWN BURBANK METROLINK STATION. FREIGHT TRAINS WILL NOT OPERATE ON HSR ELECTRIFIED TRACKS.

12. SHARED RIGHT OF WAY (ROW)

GENERALLY, THE RIGHT-OF-WAY IS OWNED BY LA METRO ON THE VALLEY AND VENTURA SUBDIVSIONS, AND IS OWNED PARTIALLY BY THE FREIGHT RAILROAD (UPRR) ON THE VENTURA LINE. PASSENGER AND FREIGHT OPERATIONS OCCUR SIMULTANEOUSLY THROUGHOUT THE DAY ON PARALLEL ALIGNMENTS.

TRACK SEPARATION AND INTRUSION PROTECTION, AS DETERMINED THROUGH RISK-BASED ANALYSIS, WILL BE PROVIDED.

13. DIAMOND (AT-GRADE) CROSSINGS

THE USE OF "OWL" DIAMOND CROSSINGS WILL BE NOT ALLOWED DUE TO HIGH VOLUME OF CROSSING TRACKS. THE HSR TRACKS WILL RUN ALONGSIDE THE WESTERN SIDE OF THE CMF BUILDING TO AVOID DIAMOND CROSSINGS.

14. STRUCTURAL DESIGN

A. PEPD STRUCTURE DESIGN WILL BE BASED ON CHSTP CP 2-3 DESIGN CRITERIA MANUAL REV 2 DATED FEBRUARY, 2014.

B. DESIGN LIFE = 100 YEARS

15. EXISTING PRIMARY TYPE 2 OVERHEAD STRUCTURES

A. WILL MEET THE NON-COLLAPSE PERFORMANCE FOR MAXIMUM CONSIDERED EARTHQUAKE (MCE).

B. TO REMAIN ELASTIC FOR OBE SPECTRA.

SYSTEM REQUIREMENTS

1. SYSTEMS

DESIGN ELEMENTS RELATED TO ELECTRIFICATION/TRACTION POWER SUPPLY SYSTEM (TPSS), TRAIN CONTROL SYSTEMS AND COMMUNICATIONS ARE NOT PART OF THIS CONTRACT AND THESE DESIGN ELEMENTS WILL BE DESIGNED BY OTHERS.

ELEMENT LOCATIONS WILL BE DEFINED AS PART OF THIS CONTRACT.

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REV	DATE	BY	CHK	APP	DESCRIPTION

DESIGNED BY: C. LEE
DRAWN BY: C. CUSSON
CHECKED BY: C. LEE
IN CHARGE: C. LEE
DATE: 08/27/2021

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JACOBS
CALIFORNIA HIGH-SPEED RAIL AUTHORITY

CALIFORNIA HIGH-SPEED TRAIN PROJECT
BURBANK TO LOS ANGELES
OPTION B REVISED ALIGNMENT - REVISED FINAL
PEPD
BASIS OF DESIGN SUMMARY

CONTRACT NO.: HSR14-39
DRAWING NO.: GE-B0101
SCALE: NO SCALE
SHEET NO.:

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GARYA

A

@	AT
AADT	AVERAGE ANNUAL DAILY TRAFFIC
AB	AGGREGATE BASE, ANCHOR BOLT
ABBC	ASBESTOS BONDED BITUMINOUS COATED
ABM	AIR-BLOWN MORTAR
ABN	ABANDON
ABUT	ABUTMENT
ABV	ABOVE
AC	ALTERNATING CURRENT, ASPHALT CONCRETE
ACB	ASPHALT CONCRETE BASE
ACMB	AC DISTRIBUTION PANEL MAIN BREAKER
ACOUS	ACOUSTICAL
ACP	ASBESTOS CEMENT PIPE
ACR	ACCESS CONTROL ROOM
ACSR	ALUMINUM CONDUCTOR STEEL REINFORCED
AD	AREA DRAIN
ADJ	ADJACENT, ADJUST, ADJUSTABLE
ADL	ADDED DEAD LOAD
ADP	AC DISTRIBUTION PANEL
ADT	AVERAGE DAILY TRAFFIC
A&E	ARCHITECTURAL AND ENGINEERING
AEC	AERIAL EARTH (GROUND) CONDUCTOR
AED	AUTOMATED EXTERNAL DEFIBRILLATOR
AFC	AUTOMATIC FARE COLLECTION
AFES	ALTERNATIVE FLARED END SECTION
A/G	AT-GRADE
AGW	AERIAL GROUND WIRE
AHD	AHEAD
AL	ALUMINUM
ALIGN	ALIGNMENT
ALT	ALTERNATE
AM	ANTE MERIDIEM (TIME FROM MIDNIGHT TO NOON)
ANC	ANCHOR
ANI	AUTOMATIC NUMBER IDENTIFICATION
ANN	ANNUNCIATOR
ANS	AMBIENT NOISE SENSOR
AP	ALTERNATIVE PIPE
APC	ALTERNATIVE PIPE CULVERT
APE	AREA OF POTENTIAL EFFECTS
APEFZ	ALQUIST-PRIOLO EARTHQUAKE FAULT ZONE
API	APPLICATION PROGRAMMING INTERFACE
APPROX	APPROXIMATE
APU	ALTERNATIVE PIPE UNDERDRAIN
AR	ACCESS RESTRICTION
ARCH	ARCHITECTURAL
ARS	ACCELERATION RESPONSE SPECTRUM
AS	AGGREGATE SUBBASE
ASPH	ASPHALT
ASRP	ALUMINUM SPIRAL RIB PIPE
ASSY	ASSEMBLY
AT	AUTOTRANSFORMER, AUTOMATIC TENSION
ATC	AUTOMATIC TRAIN CONTROL
ATEL	ADMINISTRATIVE TELEPHONE
ATM	ALONG TRACK MOVEMENT, AUTOMATED TELLER MACHINE
ATO	AUTOMATIC TRAIN OPERATION
ATP	AUTOMATIC TRAIN PROTECTION
ATPB	ASPHALT TREATED PERMEABLE BASE
ATPM	ASPHALT TREATED PERMEABLE MATERIAL
ATR	ABOVE TOP OF RAIL
ATS	AUTOMATIC TRAIN SUPERVISION, AUTO TENSIONED SYSTEM
AUX	AUXILIARY
AVE	AVENUE
AVG	AVERAGE
AVL	AUTOMATIC VEHICLE LOCATION
AWG	AMERICAN WIRE GAUGE

B

BAGR	BRIDGE APPROACH GUARD RAILING
BAR	BARRIER
BAT	BATTERY
BB	BEGINNING OF BRIDGE
B-B	BACK-TO-BACK
BC	BEGINNING OF CURVE, BOLT CIRCLE
BCR	BEGIN CURB RETURN
BD	BOARD
BDA	BI-DIRECTIONAL AMPLIFIER
BDD	BRIDGE DESIGN DETAILS (CALTRANS)
BDP	BRIDGE DESIGN PRACTICE (CALTRANS)
BDS	BRIDGE DESIGN SPECIFICATIONS (CALTRANS)
BEC	BURIED EARTH (GROUND) CONDUCTOR
BEG	BEGIN
BFA	BYPASS FEEDER ANCHOR
BIL	BASIC IMPULSE INSULATION LEVEL
BITUM	BITUMINOUS
BKLN	BIKE LANE
BK	BACK
BKF	BACKFILL
BKR	BREAKER
BL	BASELINE
BLDG	BUILDING
BLKG	BLOCKING
BLM	BRIDGE-LOG MILE
BLST	BALLAST
BLVD	BOULEVARD
BM	BENCHMARK
BN	BACKBONE NETWORK
BND	BOUND
BOC	BOTTOM OF CURB
BOCC	BACK-UP OPERATIONAL CONTROL CENTER
BOS	BOTTOM OF SLOPE
BOT	BOTTOM
BOW	BOTTOM OF WALL
BR	BRIDGE, BRIDGE CURVE
BRG	BEARING
BRKT	BRACKET
BRS	BROADBAND RADIO SYSTEM
BRT	BUS RAPID TRANSIT
BS	BODY SPAN WIRE
BSC	BASE STATION CONTROLLER
B/SPAN	BODY SPAN
BT	BUS TIE
BTM	BOTTOM
BTS	BASE TRANSCEIVER STATION
BTWN	BETWEEN
BVC	BEGINNING OF VERTICAL CURVE
BW	BARBED WIRE, BALANCE WEIGHT
B/W	BLACK AND WHITE
BWA	BALANCE WEIGHT ANCHOR
BWLAN	BROADBAND WIRELESS LOCAL AREA NETWORK
BZ	BRONZE

C

C	CLOSE, CONDUIT, CONTACT, CONTROL
CA	CERTIFICATION ACCEPTANCE
CAA	CABLE ANCHOR ASSEMBLY
CAB	CABINET
CADD	COMPUTER-AIDED DESIGN AND DRAFTING
CAH	CONTROLLED ACCESS HIGHWAY
CAI	CUSTOMER ASSISTANCE INTERCOM
CALP	CORRUGATED ALUMINUM PIPE
CANT	CANTILEVER
CAP	CAPACITY, CAPACITOR, CORRUGATED ALUMINUM PIPE
CAPA	CORRUGATED ALUMINUM PIPE ARCH
CAS	CONSTRUCTION AREA SIGN
CAT	CATEGORY, CATEGORY SPECIFICATION FOR TWISTED PAIR CABLING
CATF	CANTENARY FOUNDATION
CATP	CANTENARY POLE
CB	CATCH BASIN, CIRCUIT BREAKER, CONCRETE BARRIER
CBTC	COMMUNICATIONS BASED TRAIN CONTROL
CBW	CONCRETE BLOCK WALL
C&C	CUT AND COVER
C-C	CENTERLINE TO CENTERLINE, CENTER TO CENTER
CCO	CONTRACT CHANGE ORDER
CCS	CALIFORNIA COORDINATE SYSTEM
CCTV	CLOSED CIRCUIT TELEVISION
CCVT	COUPLING CAPACITOR VOLTAGE TRANSFORMER
CEG	CERTIFIED ENGINEERING GEOLOGIST
CEM	CEMENT
CER	COMMUNICATIONS EQUIPMENT ROOM
C&G	CURB AND GUTTER
CG	CENTER OF GRAVITY
CGS	CALIFORNIA GEOLOGICAL SURVEY
CHNL	CHANNEL
CI	CAST IRON
CIC	COMMUNICATIONS INTERFACE CABINET
CIDH	CAST-IN-DRILLED-HOLE
CIF	COMMON INTERMEDIATE FORMAT
CIP	CAST IRON PIPE
C-I-P	CAST-IN-PLACE
CIPCP	CAST-IN-PLACE CONCRETE PIPE
CIS	CUSTOMER INFORMATION SIGN
CISS	CAST-IN-STEEL-SHELL
CJ	CONSTRUCTION JOINT
CJP	COMPLETE JOINT PENETRATION
CKT	CIRCUIT
CL	CLASS, CEMENT LINED
CL2	CLASS 2
CL-6	CHAIN LINK FENCE (6 FT)
CLG	CEILING
CLK	CHAIN LINK
CLKG	CAULKING
CLO	CLOSET
CLR	CLEAR, CLEARANCE
CM	CONTROL MODULE, CORRUGATED METAL
CMF	CENTRAL MAINTENANCE FACILITY
CMP	CORRUGATED METAL PIPE
CMU	CONCRETE MASONRY UNIT
CNTR	COUNTER
CO	CLEANOUT, COUNTY
COL	COLUMN
COMM	COMMUNICATIONS
CONC	CONCRETE
COND	CONDUIT
CONN	CONNECTOR, CONNECTION
CONST	CONSTRUCT, CONSTRUCTION
CONT	CONTINUOUS, CONTINUATION
CONTR	CONTRACTOR
COORD	COORDINATE
CORR	CORRIDOR
CP	CONTROL POINT
CPT	CONE PENETRATION TEST, CONTROL POWER TRANSFORMER
CPU	CENTRAL PROCESSING UNIT
CR	CREEK, CONDUIT RISER
CRC	COMBINED RELAY AND CONTROL PANEL
CRCP	CONTINUOUS REINFORCED CONCRETE PAVEMENT
CRSP	CONCRETED ROCK SLOPE PROTECTION
CRZ	CLEAR RECOVERY ZONE
CS	CONTROL SWITCH, CURVE TO SPIRAL
CSA	CONSTRUCTION STAGING AREA
CSG	CASING
CSP	CORRUGATED STEEL PIPE
CSPA	CORRUGATED STEEL PIPE ARCH
CT	CERAMIC TILE, COURT, CURRENT TRANSFORMER/TRANSDUCER
CTB	CEMENT TREATED BASE
CTPB	CEMENT TREATED PERMEABLE BASE
CTPM	CEMENT TREATED PERMEABLE MATERIAL
CTR	CENTER
CTSK	COUNTERSUNK
CTVT	COMBINED CURRENT TRANSFORMER AND VOLTAGE TRANSFORMER
CTW	COUNTER WEIGHT TAIL WIRE
CU	COPPER
CULV	CULVERT
CV	CURVE
CVR	COVER
CW	CONTACT WIRE
CWA	CONTACT WIRE ANCHOR
CWH	CONTACT WIRE HEIGHT
CWR	CONTINUOUSLY WELDED RAIL
CWT	COUNTER WEIGHT

D

D	DEPTH
DB	DESIGN-BUILD
DBE	DESIGN BASIS EARTHQUAKE
DBL	DOUBLE
DC	DIRECT CURRENT
DCMB	DC DISTRIBUTION PANEL MAIN BREAKER
DCP	DC DISTRIBUTION PANEL
DD	DOWNDRAIN, DEVICE DRIVER
DE	DEAD END
DEL	DELINEATOR
DEMO	DEMOLISH
DEPT	DEPARTMENT
DET	DETOUR
DF	DIRECT FIXATION, DRINKING FOUNTAIN
DGA	DOWN GUY ANCHOR
DHV	DESIGN HOURLY VOLUME
DI	DRAINAGE INLET
DIAG	DIAGONAL
DIAPH	DIAPHRAGM
DIFF	DIFFERENTIAL
DIM	DIMENSION
DIN	DROP INLET
DIP	DUCTILE IRON PIPE
DIR	DIRECTION
DISC	DISCONNECT
DISP	DISPENSER
DIST	DISTANCE
DISTR	DISTRIBUTION
DMBB	DOUBLE METAL BEAM BARRIER
DN	DOWN
DNS	DOMAIN NAME SYSTEM
DO	DOOR OPENING
DPDT	DOUBLE-POLE DOUBLE-THROW
DR	DRIVE
DS	DOWNSPOUT, DISCONNECT SWITCH
DSC	DIFFERING SITE CONDITIONS
DSCW	DIRECT SUSPENSION CONTACT WIRE
DSG	DISCONNECT SWITCH GROUP
DSHA	DETERMINISTIC SEISMIC HAZARD ANALYSIS
DST	DISTRICT
DTBB	DOUBLE THRIE BEAM BARRIER
DTM	DIGITAL TERRAIN MODEL
DVR	DIGITAL VIDEO RECORDERS
DWG	DRAWING
DWY	DRIVEWAY
DXO	DOUBLE CROSSOVER

E

E_a	APPLIED CANT
E_u	UNBALANCED CANT
E	EAST, EASTING
EA	EACH
EB	EASTBOUND, END OF BRIDGE
EC	END HORIZONTAL CURVE, ELECTRICAL CONDUCTOR
ECR	END CURB RETURN
EE	EACH END
EF	EACH FACE
EGS	EMERGENCY GROUND SWITCH
EHS	EXTRA HIGH STRENGTH
EI	EMERGENCY INTERCOM
EJ	EXPANSION JOINT
E-LAN	ETHERNET LAN
ELAST	ELASTOMERIC
ELEC	ELECTRICAL, ELECTRIC
ELECT	ELECTROLIER
ELEV	ELEVATION
ELOCK	ELECTRONIC LOCK
EMB	EMBANKMENT
EMC	ELECTROMAGNETIC COMPATIBILITY
EMER	EMERGENCY
EMF	ELECTROMAGNETIC FIELD
EMI	ELECTROMAGNETIC INTERFERENCE
EMS	ELEMENT MANAGEMENT SYSTEM
EMU	ELECTRIC MULTIPLE UNIT
ENCL	ENCLOSURE

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REV	DATE	BY	CHK	APP	DESCRIPTION

DESIGNED BY C. CUSSON
DRAWN BY C. CUSSON
CHECKED BY C. LEE
IN CHARGE C. LEE
DATE 07/15/2021

PEPD RECORD SET

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JACOBS

CALIFORNIA HIGH-SPEED RAIL AUTHORITY

CALIFORNIA HIGH-SPEED TRAIN PROJECT
BURBANK TO LOS ANGELES
OPTION B REVISED ALIGNMENT - REVISED FINAL
PEPD
ACRONYMS AND ABBREVIATIONS
SHEET 1 OF 5

CONTRACT NO. HSR14-39
DRAWING NO. GE-C0101
SCALE NO SCALE
SHEET NO.

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E CONTINUED

ENGR	ENGINEER, ENGINEERING
EOB	END OF BRIDGE
EOD	EDGE OF DECK
EOS	ELECTRICAL OPERATED BRIDGE
EOW	END OF WALL
EP	EDGE OF PAVEMENT
EPBM	EARTH PRESSURE BALANCING MACHINE
EPR	ETHYLENE PROPYLENE RUBBER
EQ	EQUAL, EQUILATERAL
EQN	EQUATION
EQUIP	EQUIPMENT
ES	EDGE OF SHOULDER, EXTRA STRENGTH, ELECTRICAL SECTION
ESA	ENVIRONMENTALLY SENSITIVE AREA
ESC	ESCALATOR
ESEW	EMERGENCY SHOWER / EYE WASH
ESMT	EASEMENT
ETCS	EUROPEAN TRAIN CONTROL SYSTEM
ETEL	EMERGENCY TELEPHONE
ETS	EMERGENCY TRIP SYSTEM
ETW	EDGE OF TRAVELED WAY
EVC	END VERTICAL CURVE
EW	EACH WAY, ENDWALL
EXC	EXCAVATION
EXIST	EXISTING
EXP	EXPANSION
EXPO	EXPOSED
EXWY	EXPRESSWAY
EXT	EXTERIOR, EXTENSION

F

FA	FIRE ALARM
FACP	FIRE ALARM CONTROL PANEL
FAS	FIRE ALARM SYSTEM
FB	FLAT BAR, FLOOR BEAM, FEEDER BREAKER
FBO	FURNISHED BY OTHERS
FC	FARE COLLECTION
F&C	FRAME AND COVER
FD	FLOOR DRAIN
FDC	FIRE DEPARTMENT CONNECTION
FDN	FOUNDATION
FDP	FIBER DISTRIBUTION PANEL
FDR	FEEDER
FDU	FIBER DISTRIBUTION UNIT
FE	FIRE EXTINGUISHER
FES	FLARED END SECTION
FF	FILTER FABRIC
F/F	FACE TO FACE
FFJ	FULL FEEDING JUMPER
FFL	FINISHED FLOOR LEVEL
FG	FINISHED GRADE
F&G	FRAME AND GRATE
FH	FIRE HYDRANT
FHC	FIRE HOSE CABINET
FID	FIRE INITIATING DEVICE
FIG	FIGURE
FIN	FINISH
FIRM	FLOOD INSURANCE RATE MAPS
FJ	FEEDER JUMPER
FL	FLOW LINE
FLB	FLOOR BEAM
FLH	FLAT HEAD
FLR	FLOOR
FNA	FIRE NOTIFICATION APPLIANCE
FO	FIBER OPTIC
FOC	FIBER OPTIC CABLE, FACE OF CURB
FOCN	FIBER OPTIC CABLING NETWORK
FOF	FACE OF FINISH
FOP	FACE OF POLE
FOS	FACE OF STUDS, FACTOR OF SAFETY
FP	FULL PENETRATION
FPLM	FULL SPAN PRECAST LAUNCHING
FPRF	FIRE PROOF
FPS	FRAMES PER SECOND
FR	FRAME
FREQ	FREQUENCY

F CONTINUED

FS	FINISHED SURFACE
FTEL	FIRE TELEPHONE
FTG	FOOTING
FTP	FILE TRANSFER PROTOCOL
FTW	FIXED END TAIL WIRE
FUT	FUTURE
FW	FEEDER WIRE
FWY	FREEWAY

G

G1	ENTRANCE GRADE, GRADE BEFORE CURVE
G2	EXIT GRADE, GRADE POST CURVE
GALV	GALVANIZED
GCL	GRADING CONTROL LINE
GD	GRADE
GHS	GALVANIZED HIGH STRENGTH
GI	GENERAL INFORMATION
GIGE	GIGABIT ETHERNET
GIS	GAS INSULATED SWITCH, GEOGRAPHIC INFORMATION SYSTEM
GL	GLASS
G/L	GROUND LINE
GMA	GROUND MOTION ANALYSIS
GND	GROUND
GO-95	PUC GENERAL ORDER 95
GP	GRADING PLANE
GPS	GLOBAL POSITIONING SYSTEM
GR	GUARDRAIL, GROUND ROD
GRP	GLASS REINFORCED PLASTIC ROD
GRS	GALVANIZED RIGID STEEL
GRX	GRADE CROSSING
GSHA	GEOLOGIC AND SEISMIC HAZARDS ANALYSIS
GSP	GALVANIZED STEEL PIPE
GT	GENERAL INFORMATION
GTGM	GEOTECHNICAL TECHNICAL GUIDANCE MANUAL (FHWA)
GTR	GUTTER
GW	GUY WIRE
GYP	GYPSUM
GYPBD	GYPSUM BOARD

H

HSR1/2	HSR TRACK 1/2/ETC.
HAZ	HAZARDOUS
HB	HARDNESS BRINELL, HOSE BIBB
HC	HANDICAP
HD	HARD DRAWN, HORIZONTAL DRAIN
HDG	HOT DIP GALVANIZED
HDPE	HIGH DENSITY POLYETHYLENE
HDWE	HARDWARE
HDWL	HEADWALL
HEX	HEXAGONAL
HH	HANDHOLE, HEAD HARDENED
HI	HIGH
HI-RAIL	HIGHWAY TO RAILROAD VEHICLE
HM	HOLLOW METAL
HMA	HOT MIXED ASPHALT
HMI	HUMAN MACHINE INTERFACE
HO	HAND OPERATED
HOBAS	MANUF. CENTRIFUGALLY CAST GLASSFIBER REINF. PIPE
HOR	HORIZONTAL
HOV	HIGH-OCCUPANCY VEHICLE
HP	HIGH POINT, HINGE POINT
HP&R	HIGHWAY PLANTING AND RESTORATION
HPS	HIGH PERFORMANCE STEEL
HR	HANDRAIL
HRL	HIGH RAIL LEVEL
HS	HIGH STRENGTH
H/SPAN	HEADSPAN
HSR	HIGH-SPEED RAIL
HST	HIGH-SPEED TRAIN
HT	HIGH TEMPERATURE
HTR	HEATER
HV	HIGH VOLTAGE
HVAC	HEATING VENTING AND AIR CONDITIONING
HW	HIGH WATER
HWT	HIGH WATER TABLE
HWM	HIGH WATER MARK

H CONTINUED

HWY	HIGHWAY

I

IB	IMPENANCE BOND
IBC	INTERNATIONAL BUILDING CODE
IDS	INTRUSION DETECTION CODE
IIMP	INTERGRATED IMFORMATION MANAGEMENT PLATFORM
IJ	INSULATED JOINT
IJP	INSULATED JOINT PLUG
INSR	INSULATOR
INST	INSTANTANEOUS
INSUL	INSULATION
INT	INTERIOR
Inter-LATA	INTER-LOCAL ACCESS AND TRANSPORT AREA
INV	INVERT
I/O	INPUT/OUTPUT
IR	IN-RUNNING (RIDING CONTACT WIRE)
IRR	IRRIGATION
I/S	IN-SPAN
I/SJ	IN-SPAN JUMPER

J

J	JUMPER
JAN	JANITOR
JB	JUNCTION BOX
JCT	JUNCTION
JP	JOINT POLE
JT(S)	JOINT(S)

K

KV	KILOVOLT

L

L	LENGTH
LA	LANDSCAPE ARCHITECT, LIGHTING ARRESTER, LOS ANGELES (CALIFORNIA, USA)
LA-A	LOS ANGELES TO ANAHEIM
LAM	LAMINATE
LAN	LOCAL AREA NETWORK
LA-SD	LOS ANGELES TO SAN DIEGO
LAT	LATITUDE
LAV	LAVATORY
LC	LENGTH OF CURVE, LANDSCAPE CONTRACTOR
LCB	LEAN CONCRETE BASE
LCX	LEAKY COAXIAL RADIO CABLE
LDBE	LOWER-LEVEL DESIGN BASIS EARTHQUAKE
LED	LIGHT EMITTING DIODE
LF	LINEAR FEET
LG	LONG
LGT	LIGHT, LIGHTING
LH	LEFT-HAND
LKR	LOCKER
LL	LIGHT LOADING
LLT	LAST LONG TIE
LN	LANE
LO	LOCKOUT
LOC	LOCATION
LOL	LAYOUT LINE
LONG	LONGITUDE, LONGITUDINAL
LOS	LEVEL OF SERVICE
LOTB	LOGS OF TEST BORINGS
LP	LOW POINT, LOW PROFILE
LPL	LIGHT POLE
LR	LOW RAIL
LRFD	LOAD AND RESISTANCE FACTOR DESIGN
LRT	LIGHT RAIL TRANSIT
LRV	LIGHT RAIL VEHICLE
LS	LENGTH OF SPIRAL, LANDSCAPING, LUMP SUM
LT	LEFT
LV	LOW VOLTAGE
LVL	LEVEL
LVT	LOW VIBRATION TRACK

L CONTINUED

LWP	LOWER WORKING POINT

M

M1	CONVENTIONAL RAILWAY TRACK
M	MEDIUM LOADING
MAINT	MAINTENANCE
MAT	MATERIAL
MAX	MAXIMUM
MB	METAL BEAM
MBB	METAL BEAM BARRIER
MBGR	METAL BEAM GUARD RAILING
MCC	MAINTENANCE CONTROL CENTER
MCE	MAXIMUM CONSIDERED EARTHQUAKE
MCR	MASTER CONTROL ROOM
MDS	MOBILE DATA SYSTEM
MECH	MECHANICAL
MED	MEDIAN
MEM	MEMBRANE
MESSGR	MESSENGER WIRE
MET	METAL
MFR	MANUFACURER
MH	MANHOLE
MHHW	MEAN HIGHEST HIGH WATER
MI	MILD IRON
MIN	MINIMUM
MISC	MISCELLANEOUS
MKR	MARKER
ML	MAIN LINE
MLLW	MEAN LOWER LOW WATER
MMIS	MAINTENANCE MANAGEMENT INFORMATION SYSTEM
MO	MASONRY OPENING
MOC	MOTOR OPERATED CONTRACTOR
MOD	MODIFIED, MODIFY
MODC	MOTOR OPERATED DISCONNECT SWITCH
MOI	MAINTENANCE OF INFRASTRUCURE
MON	MONUMENT
MOP	MOTOR OPERATED
MOS	MANUALLY OPERATED SWITCH
MOV	METAL-OXIDE VARISTOR
MOW	MAINTENANCE OF WAY
MP	MILEPOST
MPA	MIDPOINT ANCHOR
MPH	MILES PER HOUR
MPLS	MULTI-PROTOCOL LABEL SWITCHING
MR	MOVEMENT RATING
MSE	MECHANICALLY STABILIZED EMBANKEMENT
MSF	MAINTENANCE AND STORAGE FACILITY
MSL	MEAN SEA LEVEL
MTD	MEMO TO DESIGNERS (CALTRANS), MOUNTED
MUL	MULLION
MVC	MINIMUM VERTICAL CLEARANCE
MW	MESSENGER WIRE

N

N	NORTH, NORTHING
N/A	NOT APPLICABLE
NAVD	NORTH AMERICAN VERTICAL DATUM
NB	NORTHBOUND
NBR	NONBRIDGING
NCL	NO COLLAPSE PERFORMANCE LEVEL
NDP	NONLINEAR DYNAMIC PROCEDURE
NEC	NATIONAL ELECTRICAL CODE
NEG	NEGATIVE
NEUT	NEUTRAL
NF	NEGATIVE FEEDER, NEAR FACE
NGVD	NATIONAL GEODETIC VERTICAL DATUM
NI	NETWORK INTERFACE
NIC	NOT IN CONTRACT
NMS	NETWORK MANAGEMENT SYSTEM
NO	NUMBER, NORMALLY OPEN
NOM	NOMINAL
NP	NETWORK PORT

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DESIGNED BY: C. CUSSON
DRAWN BY: C. CUSSON
CHECKED BY: C. LEE
IN CHARGE: C. LEE
DATE: 07/15/2021

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CALIFORNIA HIGH-SPEED RAIL AUTHORITY

CALIFORNIA HIGH-SPEED TRAIN PROJECT
BURBANK TO LOS ANGELES
OPTION B REVISED ALIGNMENT - REVISED FINAL
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SHEET 2 OF 5

CONTRACT NO. HSR14-39
DRAWING NO. GE-C0102
SCALE NO SCALE
SHEET NO.

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N CONTINUED

NPRM	NOTICE OF PROPOSED RULE MAKING
NPS	NOMINAL PIPE SIZE
NR	NOT REGISTERED
NS	NOT SUPPORTED
NT	NETWORK
NTP	NOTICE TO PROCEED, NETWORK TIME PROTOCOL
NTS	NOT TO SCALE NETWORK TIME SERVER

O

OA	OVERALL
OBLR	OBLITERATE
OC	ON CENTER, OVERCROSSING
OCC	OPERATIONS CONTROL CENTER
OCS	OVERHEAD CONTACT SYSTEM
OF	OUTSIDE FACE
OFF	OFFSET
OG	ORIGINAL GROUND
OH	OVERHEAD
O-LA	ORANGE COUNTY TO LOS ANGELES
O&M	OPERATIONS AND MAINTENANCE
O-O	OUT TO OUT
OOR	OUT-OF-RUNNING (NONRIDING CONTACT WIRE)
OP	OVERPASS
OPL	OPERABILITY PERFORMANCE LEVEL
OPNG	OPENING
OPP	OPPOSITE
ORS	OPERATIONS RADIO SYSTEM
OSP	OUTSIDE PLANT
OVERTEMP	OVERTEMPERATURE

P

P-LA	PALMDALE TO LOS ANGELES
PA	PUBLIC ADDRESS
PACIS	PUBLIC ADDRESS/CUSTOMER INFORMATION SYSTEM
PAX	PASSENGER
PB	PULL BOX, PUSH BUTTON (ON ELECTRICAL DIAGRAMS)
PBX	PRIVATE BRANCH EXCHANGE
PC	PRECAST CONCRETE
PCC	PORTLAND CEMENT CONCRETE
PCP	PERFORATED CONCRETE PIPE
PCPT	PIEZOCONE PENETROMETER TEST
PE	PORCELAIN ENAMEL
PED	PEDESTRIAN
PEPD	PRELIMINARY ENGINEERING FOR PROJECT DEFINITION
PERF	PERFORATED
PERM	PERMEABLE, PERMANENT
PET	POTENTIAL EQUALIZING JUMPER
PF	POWER FACTOR
PFDHA	PROBABILISTIC FAULT DISPLACEMENT HAZARD ANALYSIS
PGL	PROFILE GRADE LINE
PH	PHASE
PHE	POTHOLE
PID	PASSENGER INFORMATION DISPLAY
PITO	POINT OF INTERSECTION TURNOUT
PJP	PARTIAL JOINT PENETRATION
PL	PLATE, PLACE
P/L	PROPERTY LINE
PLAM	PLASTIC LAMINATE
PLAS	PLASTER
PLC	PROGRAMMABLE LOGIC CONTROLLER
PLYWD	PLYWOOD
PM	POST MILE, POST MERIDIEM (TIME FROM NOON TO MIDNIGHT)
PMS	PAVEMENT MANAGEMENT SYSTEM
PN	PAVING NOTCH
PNL	PANEL
PNT	POINT
PO	PULL OFF
POC	POINT OF CONNECTION
POE	POINT OF ENDING
POS	POSITIVE
POTS	PLAIN ORDINARY TELEPHONE SERVICE
PP	PLASTIC PIPE, POWER POLE

P CONTINUED

PPL	PREFORMED PERMEABLE LINER
PPP	PERFORATED PLASTIC PIPE
PR	PAIR
PRI	PRIMARY RATE INTERFACE (ISDN SERVICE)
PROP	PROPOSED
PS	PARALLELING STATION, POINT OF SWITCH
P/S	PRESTRESSED
PS	PARALLELING STATION
PSP	PERFORATED STEEL PIPE
PSTN	PUBLIC SWITCHED TELEPHONE NETWORK
PSTTWS	PUBLIC SAFETY TRENCH AND TUNNEL WIRELESS SYSTEM
PSU	POWER SUPPLY UNIT
PT	POTENTIAL TRANSFORMER
PTC	POSITIVE TRAIN CONTROL
PTD/R	PAPER TOWEL DISPENSER AND RECEPTACLE
PTEL	PASSENGER ASSISTANCE TELEPHONE
PTM	PARKING TICKET MACHINE
PTT	PUSH TO TALK
PTZ	PAN-TILT-ZOOM
PUE	PUBLIC UTILITY EASEMENT
PVC	POLYVINYL CHLORIDE, POINT OF VERTICAL CURVATURE
PVI	POINT OF VERTICAL INTERSECTION
PVMT	PAVEMENT
PVT	POINT OF VERTICAL TANGENCY
PWR	POWER

Q

QOS	QUALITY OF SERVICE
QT	QUARRY TILE
QTY	QUANTITY

R

R	RADIUS, RED
RA	REMOTE ANNUNCIATOR
R/A	ROCK ANCHOR
RAID	REDUNDANT ARRAY OF INDEPENDENT DISKS
RB	RESILIENT BASE
RBM	RAILBOUND MANGANESE FROG
RC	REGIONAL CONSULTANT, REINFORCED CONCRETE
RCA	REINFORCED CONCRETE ARCH
RCB	REINFORCED CONCRETE BOX
RCC	REGIONAL CONTROL CENTER
RCE	REGISTERED CIVIL ENGINEER
RCP	REINFORCED CONCRETE PIPE
RCPA	REINFORCED CONCRETE PIPE ARCH
RD	ROAD, ROOF DRAIN
R&D	REMOVE AND DISPOSE
RDWY	ROADWAY
RE	RUNNING EDGE OF RAIL
REBAR	CONCRETE REINFORCED BAR
RECT	RECTANGULAR
REF	REFERENCE
REFP	REFERENCE POINT
REINF	REINFORCED, REINFORCEMENT, REINFORCING
REL	RELOCATE, RELOCATED
REM	REMOTE
REPL	REPLACEMENT
REQD	REQUIRED
RESIL	RESILIENT
RET	RETAINING
REV	REVISED, REVISION
RF	RADIO FREQUENCY
RFI	REQUEST FOR INFORMATION
RGS	RIGID GALVANIZED STEEL
RH	RIGHT-HAND
RM	RESTRICTED MANUAL, ROOM
R-M	ROAD MIXED
RO	ROUGH OPENING
ROW	RIGHT-OF-WAY
RP	RADIUS POINT
RR	RAILROAD, RUNNING RAIL

R CONTINUED

RRR	RESURFACING, RESTORATION, REHABILITATION (3R)
RRRR	RESURFACING, RESTORATION, REHABILITATION, RECONSTRUCTION (4R)
RRX	RAILROAD GRADE CROSSING
R&S	REMOVE AND SALVAGE
RSP	ROCK SLOPE PROTECTION
RT	RESILIENT TILE, RIGHT
RTE	ROUTE
RTU	REMOTE TERMINAL UNIT
RW	RETAINING WALL
R/W	RIGHT-OF-WAY
RWL	RAIN WATER LEADER
RWY	RAILWAY

S

S	SOUTH, SLOPE
SAE	STRUCTURE APPROACH EMBANKMENT
SALV	SALVAGE
SAPP	STRUCTURAL ALUMINUM PLATE PIPE
SB	SOUTHBOUND
SC	SPIRAL TO CURVE, SWITCH CABLE
SCADA	SUPERVISORY CONTROL AND DATA AQUISITION
SCAT	SIMPLE CATENARY - AUTO TENSION
SCB	SUBSTATION CONTROL BUILDING
SCC	STATION CONTROL CENTER
SCD	SEAT COVER DISPENSER
SCFT	SIMPLE CATENARY - FIXED TENSION
SCHD	SCHEDULE
SCN	SECURITY CLASSIFICATION NUMBERS
SCPE	SEISMIC CAPACITY AND PERFORMANCE EVALUATION
SCSP	SLOTTED CORRUGATED STEEL PIPE
SD	STORM DRAIN
SDB	SYSTEM DUCT BANK
SDC	SEISMIC DESIGN CRITERIA
SDOF	SINGLE DEGREE OF FREEDOM
SE	SUPER ELEVATION
SECT	SECTION
SECTLEG	SECTIONALIZING
SEM	SEQUENTIAL EXCAVATION METHOD
SEP	SEPARATION
SERV	SERVICE
SF	SPRING FROG
SFS	SANTA FE SPRINGS
SG	SUBGRADE
SHA	SEISMIC HAZARDS ANALYSIS
SHLD	SHOULDER
SHS	STATE HIGHWAY SYSTEM
SHT	SHEET
SI	SECTION INSULATOR, SITE INVESTIGATION
SIG	SIGNAL
SIM	SIMILAR
SLAN	PASSENGER STATION LOCAL AREA NETWORK
SM	SELECTED MATERIAL
SMF	SOLID MANGANESE FROG, SINGLE MODE FIBER
SNF	SWING NOSE FROG
SNTP	SIMPLE NETWORK TIME PROTOCOL
SP	SPARE
SPC	SPECIAL
SPEC	SPECIFICATION
SPKR	SPEAKER
SPL	SAFETY PERFORMANCE LEVEL
SPS	SMALL PART STEELWORK
SPST	SINGLE POLE SINGLE THROW
SPT	STANDARD PENETRATION TEST
SQ	SQUARE
SR	SYSTEM REQUIREMENT, STATE ROUTE
SRRA	SAFETY ROADSIDE REST AREA
SRSS	SQUARE ROOT OF SUM OF SQUARES
SS	SLOPE STAKE, SUBSTATION
S/SPAN	STEADY SPAN
SSI	SOIL STRUCTURE INTERACTION
SSK	SERVICE SINK
SSPA	STRUCTURAL STEEL PLATE ARCH
SSPP	STRUCTURAL STEEL PLATE PIPE
SSPPA	STRUCTURAL STEEL PLATE PIPE ARCH
SSRP	STEEL SPIRAL RIB PIPE
SST	STAINLESS STEEL

S CONTINUED

SSW	STEADY SPAN WIRE
SS	SANITARY SEWER
ST	SPIRAL TO TANGENT, STREET
STA	STATION, STATIONING
STBB	SINGLE THRIE BEAM BARRIER
STD	STANDARD
STC	SINGLE TRACK CANTILEVER
STIFF	STIFFENER
STL	STEEL
STOR	STORAGE
STP	SHIELDED TWISTED PAIR CABLE
STR	STRUCTURAL, STRUCTURE
STS	SPIRAL TANGENT SPIRAL
STW	STATIC WIRE
SUPV	SUPERVISORY
SURF	SURFACING
SUSP	SUSPENDED
SW	SOUNDWALL, SOFTWARE
SWA	SINGLE WIRE ANCHOR
SWAT	SINGLE WIRE AUTO TENSIONED
SWFT	SINGLE WIRE - FIXED TERMINATION
SWGR	SWITCHGEAR
SWK	SIDEWALK
SWPPP	STORM WATER POLLUTION PREVENTION PLAN
SWR	SEWER
SWS	SWITCHING STATION
SWT	SWITCH
SYM	SYMMETRICAL

T

T	TREAD
TAN	TANGENT
TASAS	TRAFFIC ACCIDENT SUREILLANCE ANALYSIS SYSTEM
T&B	TOP AND BOTTOM
TBD	TO BE DETERMINED
TBM	TUNNEL BORING MACHINE
TCL	TRACK CENTERLINE
TC	TRAIN CONTROL
TCB	TRAFFIC CONTROL BOX
TCC	TRAIN CONTROL AND COMMUNICATIONS
TCCR	TRAIN CONTROL AND COMMUNICATIONS ROOM
TCCT	TRACK CIRCUIT
TCE	TEMPORARY CONSTRUCTION EASEMENT
TCP/IP	TRANSMISSION CONTROL PROTOCOL/INTERNET PROTOCOL
TCR	TRANSMISSION COMMUNICATIONS ROOM
TD	TRENCH DRAIN, TIME DELAY
TDA	TIRE DERIVED AGGREGATE
TDD	TELECOMMUNICATIONS DEVICE FOR THE DEAF
TDM	TIME DIVISION MULTIPLEXING
TEL	TELEPHONE
TEMP	TEMPORARY
TERM	TERMINATION
TES	TRACTION ELECTRIFICATION SYSTEM
TESC	TEMPORARY EROSION AND SETTLEMENT CONTROL
TETEL	TRAIN EMERGENCY TELEPHONE/SPEAKERPHONE
TFE	TETRAFLOUROETHYLENE
TG	TOP OF GRADE
THK	THICK
TIS	TELEPHONE AND INTERCOM SYSTEM
TK	TRACK
TL	TENSION LENGTH
TM	TECHNICAL MEMORANDUM
TMP	TEMPERATURE
TO	TURNOUT, TELECOM OUTLET
TOC	TOP OF CURB
TOG	TOP OF GRATE
TOL	TOLERANCE
TOLR	TOP OF LOW RAIL
TOF	TOP OF FOUNDATION
TOFG	TOP OF FINISH GRADE
TOP	TOP OF PAVEMENT
TOR	TOP OF RAIL

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DRAWN BY C. CUSSON
CHECKED BY C. LEE
IN CHARGE C. LEE
DATE 07/15/2021

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SHEET 3 OF 5

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T CONTINUED

TOS	TOP OF SLOPE
TOT	TOP OF TIE, TOTAL
TOW	TOP OF WALL
TP	TELEPHONE POLE, TRACTION POWER
TPB	TREATED PERMEABLE BASE
TPD	TOILET PAPER DISPENSER
TPF	TRACTION POWER FACILITY
TPM	TREATED PERMEABLE MATERIAL
TPS	TRACTION POWER SUPPLY SYSTEM
TPSS	TRACTION POWER SUBSTATION (INCLUDING PARALLEL AND SWITCHING STATIONS)
T/R	TOP OF RAIL ELEVATION
TRANS	TRANSVERSE, TRANSITION
TRK	TRACK
TS	TRAFFIC SIGNAL, TANGENT TO SPIRAL, TUBULAR STEEL
TSI	TECHNICAL SPECIFICATIONS FOR INTEROPERABILITY
TSM	TRAFFIC SYSTEMS MANAGEMENT
TSMP	TRAFFIC SYSTEMS MANAGEMENT PLAN
TTC	TWO TRACK CANTILEVER
TTEL	TRAIN EMERGENCY SPEAKERPHONE
TV	TELEVISION
TVS(S)	TICKET VENDING MACHINE(S)
TW	TIE WIRE
TWC	TIME WARNER CABLE
TWT	TIME WARNER TELEPHONE
TYP	TYPICAL

U

UB	UTILITY BOX
UBC	UNIFORM BUILDING CODE
UC	UNDERCROSSING
UD	UNDERDRAIN
UG	UNDERGROUND, UNDERGRADE
UGB	UNDERGRADE BRIDGE
UI	USER INTERFACE
UNINS	UNINSULATED
UON	UNLESS OTHERWISE NOTED
UP	UNDERPASS
UPS	UNINTERRUPTIBLE POWER SUPPLY
UR	URINAL
UrEDAS	URGENT EARTHQUAKE DETECTION AND ALARM SYSTEM
USCS	UNIFIED SOIL CLASSIFICATION SYSTEM
UTIL	UTILITY
UTPUN	SHIELDED TWISTED PAIR
UWP	UPPER WORKING POINT

V

V	VELOCITY, DESIGN SPEED, VALVE
VAC	VOLTS ALTERNATING CURRENT
VAR	VARIABLE, VARIES
VCAT	VIRTUAL CONCETENATION
VCE	VERTICAL CIRCULATION ELEMENT
VCP	VITRIFIED CLAY PIPE
VCT	VINYL COMPOSITION TILE
VDC	VOLT DC
VE	VALUE ENGINEERING
VERT	VERTICAL
VEST	VESTIBULE
VIA	VIADUCT
VLAN	VIRTUAL LOCAL AREA NETWORK
VMS	VARIABLE MESSAGE SIGN, VARIABLE MESSAGE SYSTEM
VOL	VOLTIMETER, VOLUME
VOIP	VOICE OVER INTERNET PROTOCOL
VPN	VIRTUAL PRIVATE NETWORK
VRCS	VOICE RADIO COMMUNICATIONS SYSTEM
VS	VOLTAGE SWITCH
VT	VOLTAGE TRANSFORMER/TRANSDUCER

W

W	WEST, WIDTH
W/	WITH
WA	WORK AREA
WB	WESTBOUND
WC	WATER CLOSET
WCS	WIRELESS COMMUNICATIONS SYSTEM
WD	WOOD
WLAN	WIRELESS LOCAL AREA NETWORK
WM	WIRE MESH
W/O	WITHOUT
WP	WORK POINT, WOOD POLE
WPF	WATERPROOF
WPC	WAYSIDE POWER CUBICLES
WR	WIRE RUN
WRT	WITH RESPECT TO
WS	WATER SURFACE, WORK STATION
WSP	WELDED STEEL PIPE
WT	WEIGHT
WV	WATER VALVE
WW	WINGWALL, WALKWAY
WWF	WELDED WIRE FABRIC
WWJCL	WELDED STEEL PIPE
WWLOL	WINGWALL LAYOUT LINE
WWM	WELDED WIRE MESH

X

X/CAT	CROSS CANTENARY
XD	TRANSDUCER
XFMR	TRANSFORMER
XO	CROSSOVER
XOST	CROSSOVER SPRING TENSIONER
XSEC	CROSS SECTION
X/SPAN	CROSS SPAN
XING	CROSSING
XMITTER	TRANSMITTER

TRACK GEOMETRY - HORIZONTAL

BC	BEGIN HORIZONTAL CURVE
CC	COMPOUND CURVE
CS	POINT OF CHANGE FROM CIRCULAR CURVE TO SPIRAL
K1	TANGENT DISTANCE PF SHIFT PC REFERENCE TO THE TS
K2	TANGENT DISTANCE PF SHIFT PT REFERENCE TO THE ST
LC	LENGTH OF CIRCULAR CURVE
Ls1	LENGTH OF SPIRAL FROM TS TO SC
Ls2	LENGTH OF SPIRAL FROM CS TO ST
LSc	LENGTH OF COMPOUND SPIRAL FROM CS TO SC
p1	OFFSET FROM INITIAL TANGENT TO PC OF THE SHIFTED CIRCLE OF SPIRALIZED CURVE
p2	OFFSET FROM INITIAL TANGENT TO PT OF THE SHIFTED CIRCLE OF SPIRALIZED CURVE
PC	POINT OF CURVATURE
PCC	POINT OF COMPOUND CURVE
PF	POINT OF FROG
PI	POINT OF INTERSECTION
PITO	POINT OF INTERSECTION TURNOUT
POC	POINT ON HORIZONTAL CURVE
POE	POINT OF ENDING
POS	POINT ON SPIRAL
POVC	POINT ON VERTICAL CURVE
POVT	POINT ON VERTICAL TANGENT
PRC	POINT OF REVERSE CURVE
PRVC	POINT OF REVERSE VERTICAL CURVE
PS	POINT OF SWITCH
PT	POINT OF TANGENT
SC	POINT OF CHANGE FROM SPIRAL TO CIRCULAR CURVE
SPO	POINT ON ORIGIN OF COMPOUND SPIRAL
SS	POINT OF CHANGE BETWEEN SPIRALS
SSC	SPIRAL TO SPIRAL POINT OF CURVATURE
ST	POINT OF CHANGE FROM SPIRAL TO TANGENT
TC	POINT OF CHANGE FROM TANGENT TO CURVE
TS	POINT OF CHANGE FROM TANGENT TO SPIRAL
Ts1	TANGENT DISTANCE FROM TS TO PI
Ts2	TANGENT DISTANCE FROM ST TO PI
Xs1	TANGENT OFFSET AT THE SC
Xs2	TANGENT OFFSET AT THE CS
Δ	TOTAL CENTRAL ANGLE OF THE SPIRALIZED CURVE
Δc	CENTRAL ANGLE OF CIRCULAR CURVE (Lc) FROM SC TO CS
Δc1	CENTRAL ANGLE OF FIRST CIRCULAR CURVE OF COMPOUND CURVATURE
Δc2	CENTRAL ANGLE OF SECOND CIRCULAR CURVE OF COMPOUND CURVATURE
θs1	CENTRAL ANGLE OF SPIRAL LENGTH Ls1 OR SPIRAL ANGLE OF FIRST SPIRAL IN SPIRALIZED CURVE
θs2	CENTRAL ANGLE OF SPIRAL LENGTH Ls2 OR SPIRAL ANGLE OF SECOND SPIRAL IN SPIRALIZED CURVE
θsc	CENTRAL ANGLE OF COMPOUND SPIRAL OR COMPOUND SPIRAL ANGLE FROM CS TO SC

TRACK GEOMETRY - VERTICAL

BVC	BEGIN VERTICAL CURVE
Ea	ACTUAL SUPERELEVATION
EVC	END VERTICAL CURVE
PCVC	POINT OF COMPOUND VERTICAL CURVE
POVC	POINT ON VERTICAL CURVE
POVT	POINT ON VERTICAL TANGENT
PVI	POINT OF VERTICAL INTERSECTION
VC	VERTICAL CURVE
VPI	VERTICAL POINT OF INTERSECTION

UNITS OF MEASUREMENT

Ac	ACRES
AMP	AMPERES
BTU	BRITISH THERMAL UNIT
CAL	CALIPER
CF	CUBIC FEET
CP	CANDLE POWER
CY	CUBIC YARD
dB	DECIBEL
DEG	DEGREE
DIA	DIAMETER
Eu	UNBALANCED SUPERELEVATION
F	FARENHEIT
FT	FOOT, FEET
g	ACCELERATION DUE TO GRAVITY
GA	GAUGE
GAL	GALLON
GB	GIGABYTE
GBPS	GIGABITS PER SECOND
GHz	GIGAHERTZ
HR	HOUR
HT	HEIGHT
Hz	HERTZ
ID	INSIDE DIAMETER
IF	INSIDE FACE
IN	INCHES
IR	INSIDE RADIUS
K	KIPS (1000 POUNDS)
KCMIL	THOUSAND CIRCULAR MILS
KHz	KILOHERTZ
KSF	KIPS PER SQUARE FOOT
KSI	KIPS PER SQUARE INCH
KV	KILOVOLTS
KVA	KILOVOLTS-AMPERE
KVAR	KILOVOLTS-AMPERE REACTIVE
KW	KILOWATT
KWH/D	KILOWATT HOUR / DEMAND
L	LENGTH
LB	POUNDS
LB/FT	POUNDS PER FOOT
LF	LINEAR FOOT
m	METER
MBPS	MEGABITS PER SECOND
MCM	THOUSAND CIRCULAR MILS
MHz	MEGAHERTZ
mm	MILLIMETER
MPH	MILES PER HOUR
MVA	MEGAVOLT-AMPERE
MW	MEGAWATT
OD	OUTSIDE DIAMETER
PSF	POUNDS PER SQUARE FOOT
PSI	POUNDS PER SQUARE INCH
PSIG	POUNDS PER SQUARE INCH GAUGE
SEC	SECOND
SF	SQUARE FEET
SY	SQUARE YARD
TF	TRACK FEET
VA	VOLTS
VAC	VOLT-AMPERE
VO	VOLATILE
Y	YARDS
YR(S)	YEAR(S)

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AGENCIES/ORGANIZATIONS/REFERENCE

AAR	ASSOCIATION OF AMERICAN RAILROADS
AASHTO	AMERICAN ASSOCIATION OF STATE HIGHWAY TRANSPORTATION OFFICIALS
ACI	AMERICAN CONCRETE INSTITUTE
ADA	AMERICAN WITH DISABILITIES ACT (FEDERAL)
AISC	AMERICAN INSTITUTE OF STEEL CONSTRUCTION
AMTRAK	NATIONAL RAILROAD PASSANGER CORPORATION
ANSI	AMERICAN NATIONAL STANDARDS INSTITUTE
ANSS	ADVANCED NATIONAL SEISMIC SYSTEM
APWA	AMERICAN PUBLIC WORKS ASSOCIATION
AREA	AMERICAN RAILWAY ENGINEERING ASSOCIATION
AREMA	AMERICAN RAILWAY ENGINEERING AND MAINTENANCE-OF-WAY ASSOCIATION
ARTIC	ANAHEIM REGIONAL TRANSPORTATION INTERMODAL CENTER
ASCE	AMERICAN SOCIETY OF CIVIL ENGINEERS
ASTM	ASTM INTERNATIONAL, AMERICAN SOCIETY OF TESTING AND MATERIALS
ATC	APPLIED TECHNOLOGY COUNCIL
AUTHORITY	CALIFORNIA HIGH-SPEED RAIL ATHORITY
AWS	AMERICAN WELDING SOCIETY
BART	BAY AREA RAPID TRANSIT DISTRICT
BDA	BRIDGE DESIGN AIDS (CALTRANS)
BDD	BRIDGE DESIGN DETAILS (CALTRANS)
BDP	BRIDGE DESIGN PRACTICE (CALTRANS)
BDS	BRIDGE DESIGN SPECIFICATIONS (CALTRANS)
BKLN	BIKE LANE
BNSF	BURLIGNTON NORTHERN SANTA FE RAILWAY, BNSF RAILWAY
CALNET	CALIFORNIA INTEGRATED TELECOMMUNICATIONS NETWORK
CALTRANS	CALIFORNIA DEPARTMENT OF TRANSPORTATION
CBC	CALIFORNIA BUILDING CODE
CBDM	CALIFORNIA DEPARTMENT OF TRANSPORTATION-BRIDGE DESIGN MANUAL
CCR	CALIFORNIA CODE OF REGULATIONS
CDC	CALIFORNIA HIGH-SPEED TRAIN DESIGN CRITERIA
CEC	CALIFORNIA ELECTRIC CODE
CEQA	CALIFORNIA ENVIRONMENTAL QUALITY ACT
CFR	CODE OF FEDERAL REGULATIONS
CHD	COUNTY HEALTH DEPARTMENT
CHP	CALIFORNIA DEPARTMENT OF HIGHWAY PATROL (STATE)
CHST	CALIFORNIA HIGH-SPEED TRAIN
CHSTP	CALIFORNIA HIGH-SPEED TRAIN PROJECT
CIWMB	CALIFORNIA INTEGRATED WASTE MANAGEMENT BOARD
CPH	CALIFORNIA PERMIT HANDBOOK
CPUC	CALIFORNIA PUBLIC UTILITIES COMMISSION
CRR	COMMUTER RAIL PROGRAM (STATE)
DOD	DEPARTMENT OF DEFENSE (FEDERAL)
DOT	DEPARTMENT OF TRANSPORTATION (FEDERAL)
DTX	DOWNTOWN EXTENSION (CALTRAIN)
EIRENE	EUROPEAN INTEGRATED RADIO ENHANCED NETWORK
ERTMS	EUROPEAN RAIL TRAFFIC MANAGEMENT SYSTEM
FAA	FEDERAL AVIATION ADMINISTRATION
FCC	FEDERAL COMMUNICATIONS COMMISSION
FEMA	FEDERAL EMERGENCY MANAGEMENT AGENCY
FHWA	FEDERAL HIGHWAY ADMINISTRATION
FMFCD	FRESNO METROPOLITAN FLOOD CONTROL DISTRICT
FRA	FEDERAL RAILROAD ADMINISTRATION
FSTIP	FEDERAL STATEWIDE TRANSPORTATION IMPROVEMENT PROGRAM
FTA	FEDERAL TRANSIT ADMINISTRATION
GBR	GEOTECHNICAL BASELINE REPORT
GBR-B	GEOTECHNICAL BASELINE REPORT FOR BIDDING
GBR-C	GEOTECHNICAL BASELINE REPORT FOR CONSTRUCTION
GDR	GEOTECHNICAL DATA REPORT
IEEE	INSTITUTE OF ELECTRICAL AND ELECTRONICS ENGINEERS
ISO	INTERNATIONAL ORGANIZATION FOR STANDARDIZATION
LACFCD	LOS ANGELES COUNTY FLOOD CONTROL DEPARTMENT
LADWP	LOS ANGELES DEPARTMENT OF WATER AND POWER
LAUS	LOS ANGELES UNION STATION
LTC	LOCAL TRANSPORTATION COMMISSION
METRO	LOS ANGELES COUNTY METROPOLITAN TRANSIT AUTHORITY
MTA	METROPOLITAN TRANSIT AUTHORITY
MUTCD	MANUAL OF UNIFORM TRAFFIC CONTROL DEVICES
MWD	METROPOLITAN WATER DISTRICT
NAAQS	NATIONAL AMBIENT AIR QUALITY STANDARDS
NAC	NOISE ABATEMENT CRITERIA
NBSSR	NOISE BARRIER SCOPE SUMMARY REPORT

AGENCIES/ORGANIZATIONS/REFERENCE CONTINUED

NEMA	NATIONAL ELECTRICAL MANUFACTURERS ASSOCIATION
NENA	NATIONAL EMERGENGY NUMBER ASSOCIATION
NESC	NATIONAL ELECTRICAL SAFETY CODE
NFPA	NATIONAL FIRE PROTECTION ASSOCIATION
NIST	NATIONAL INSTITUTE OF STANDARDS AND TECHNOLOGY
OCFCD	ORANGE COUNTY FLOOD CONTROL DISTRICT
OCTA	ORANGE COUNTY TRANSPORTATION AUTHORITY
OSHA	OCCUPATIONAL SAFETY AND HEALTH ADMINISTRATION
PEER	PACIFIC EARTHQUAKE ENGINEER RESEARCH
PG&E	PACIFIC GAS AND ELECTRIC COMPANY
PUC	PUBLIC UTILITIES COMMISSION
RSIA	RAIL SAFETY IMPROVEMENT ACT (2008)
RWQCB	REGIONAL WATER QUALITY CONTROL BOARD (STATE)
SAVE	SOCIETY OF AMERICAN VALUE ENGINEERS
SCE	SOUTHERN CALIFORNIA EDISON
SCRRA	SOUTHERN CALIFORNIA REGIONAL RAIL AUTHORITY (METROLINK)
SDG&E	SAN DIEGO GAS AND ELECTRIC COMPANY
SDNR	SAN DIEGO NORTHERN RAILWAY
SHOPP	STATE HIGHWAY OPERATION AND PROTECTION PROGRAM (FORMERLY HSOPP)
SHPO	STATE HISTORIC PRESERVATION OFFICER (STATE)
SJRRA	SAN JOAQUIN REGIONAL RAIL AUTHORITY
SMUD	SACRAMENTO MUNICIPAL UTILITY DISTRICT
SPTC	SOUTHERN PACIFIC TRANSPORTATION COMPANY
SSCOM	SEISMIC SAFETY COMMISSION
SSORC	SAFETY AND SECURITY OVERSIGHT AND REVIEW COMMITTEE
SVBX	SILICON VALLEY BERRYESSA EXTENSION
SVRT	SILICON VALLEY RAPID TRANSIT
UPRR	UNION PACIFIC RAILROAD
US	UNITED STATES
USCE	UNITED STATES (ARMY) CORP OF ENGINEERS
USCG	UNITED STATES COAST GUARD
USCS	UNIFIED SOIL CLASSIFICATION SYSTEM
VTA	VALLEY TRANSPORTATION AUTHORITY (OF SANTA CLARA COUNTY)

SEGMENT/COUNTY CODES AND SUBDIVISIONS

AJ	ALTAMONT PASS
BP	BAKERSFIELD TO PALMDALE
FB	FRESNO TO BAKERSFIELD
FJ	SAN FRANCISCO TO SAN JOSE
JM	SAN JOSE TO MERCED
LD	LOS ANGELES TO SAN DIEGO
LO	LOS ANGELES TO ANAHEIM
MF	MERCED TO FRESNO
PL	PALMDALE TO LOS ANGELES
SM	SACRAMENTO TO MERCED
B	BAY SUBDIVISION
C	CAPITAL SUBDIVISION
D	DESERT SUBDIVISION
J	SAN JACINTO SUBDIVISION
P	PACHECO SUBDIVISION
S	SIERRA SUBDIVISION
T	TONGVA SUBDIVISION
ALA	ALAMEDA
ALP	ALPINE
AMA	AMADOR
BUT	BUTTE
CAL	CALAVERAS
CC	CONTRA COSTA
COL	COLUSA
DN	DEL NORTE
ED	EL DORADO
FRE	FRESNO
GLE	GLENN
HUM	HUMBOLT
IMP	IMPERIAL
INY	INYO
KER	KERN
KIN	KINGS
LA	LOS ANGELES
LAK	LAKE
LAS	LASSEN
MAD	MADERA
MEN	MENDOCINO
MER	MERCED
MNO	MONO
MOD	MODOC
MON	MONTEREY
MPA	MARIPOSA
MRN	MARIN
NAP	NAPA
NEV	NEVADA
ORA	ORANGE
PLA	PLACER
PLU	PLUMAS
RIV	RIVERSIDE
SAC	SACRAMENTO
SB	SANTA BARBARA
SBD	SAN BERNARDINO
SBT	SAN BENITO
SCL	SANTA CLARA
SCR	SANTA CRUZ
SD	SAN DIEGO
SF	SAN FRANCISCO
SHA	SHASTA
SIE	SIERRA
SIS	SISKIYOU
SJ	SAN JOAQUIN
SLO	SAN LUIS OBISPO
SM	SAN MATEO
SOL	SOLANO
SON	SONOMA
STA	STANISLAUS
SUT	SUTTER
TEH	TEHAMA
TRI	TRINITY
TUL	TULARE
TUO	TUOLUMNE
VEN	VENTURA
YOL	YOLO
YUB	YUBA

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TRACK

- EXISTING FREIGHT/PASSENGER TRACK
- 3600+00 — NEW MAINLINE AND/OR INDUSTRY TRACK (SEE TRACK PLANS FOR DESIGNATION)
- BALLAST
- BUMPER/BUMPING POST
- CONCRETE
- DERAIL-DENOTES DERAIL DIRECTION AND LOCATION OF SWITCH MACHINE (LEFT-HAND SHOWN)
- DOUBLE CROSSOVER
- EARTH
- EXISTING TRACK (TO BE REMOVED)
- FRICTION BUFFER
- INSULATED JOINT
- INSULATED JOINT LOCATIONS-BOTH RAIL
- INSULATED JOINT LOCATIONS-LEFT RAIL
- INSULATED JOINT LOCATIONS-RIGHT RAIL
- POINT OF CURVATURE
- POINT OF SWITCH-DENOTES SWITCH MACHINE LOCATION
- PREPARED SUBGRADE
- DT — RAIL LUBRICATOR-DIRECTION OF TRAVEL, (DT), TWO RAIL LUBRICATORS SHOWN
- SINGLE CROSSOVER (LEFT-HAND SHOWN)
- SPECIAL RAIL
- STANDARD BOLTED JOINT
- STANDARD RAIL
- SUBBALLAST
- TURNOUT (RIGHT HAND SHOWN)
- WELDED JOINT
- CONTROL POINT (CP)
- WALKWAY/DRAINAGE ENVELOPE

CIVIL

- AGGREGATE BASE
- ASPHALT CONCRETE
- BP OR EP — BEGIN OR END PLATFORM
- BS — BIKE STAND
- BREAK LINE
- BORINGS (EXISTING)
- CENTERLINE
- ℄ — CENTERLINE TEXT SYMBOL
- CO — CLEAN OUT
- COLUMN, BENT
- CONCRETE
- CONCRETE BARRIER
- 290 — CONTOUR LINE
- CTR — CONTROL PANEL
- 4-7-1 — CONTROL POINT OR STREET INTERSECTION POINT
- COORDINATE GRID CROSSAIR
- CURB WITH GUTTER (CURB-LIP, FLOW LINE, BACK-TOP OF CURB)
- ## — CURVE NUMBER
- RADIUS — CURVE NUMBER (TRACK GEOMETRY)
- ## — TANGENT NUMBER
- DITCH/DRAINAGE FLOW LINE
- DOUBLE THRIE BEAM BARRIER
- DROP INLET
- ROUND DROP INLET
- DETENTION BASIN
- EARTHWORK LIMITS
- OG FG — ELEVATIONS

CIVIL CONTINUED

- (175.2) — ELEVATION (EXISTING)
- ELECTROLIER, ELECTROLIER ON POLE
- EXISTING GUARD RAILING
- EXISTING WALL
- FENCE
- FIRE HYDRANT
- FLOW LINE
- GRADED/LANDSCAPED AREA
- G — GAS METER
- GAS VALVE
- GUARD POST
- GUARD RAIL
- GRAVEL OR DIRT ROAD
- GUY WIRE
- HIGH MAST LIGHTING
- HORIZONTAL & VERTICAL CONTROL MONUMENT
- HORIZONTAL CONTROL MONUMENT
- ICV
- MAIL BOX
- MANHOLE
- MATCH LINE (DWG NO.) — MATCH LINE
- NEW ASPHALTIC CONCRETE
- NEW GUARD RAILING
- NS — NEWS STAND
- NORTH ARROW
- ORIGINAL GROUND
- PARKING METER
- POINT OF INTERSECTION

CIVIL CONTINUED

- POINT OF INTERSECTION SYMBOL
- POINT OF VERTICAL INTERSECTION
- POWER POLE
- PROPERTY LINE
- RETAINING WALL
- RIVER, STREAMS, AND CREEKS
- A — SECTION DESIGNATION (LETTER)
- DWG NO. — DRAWING NO. ON WHICH SECTION AND DETAIL APPEARS
- SECTION SCALE 1"=1'-0" — SECTION OR DETAIL TITLE
- 290.4 — SPOT ELEVATION
- TILDE (TERMINATOR)
- S — SIGNALIZED INTERSECTION
- STATION EQUATION
- STREET LIGHT
- STREET LIGHT POWER POLE
- STREET LIGHT TRAFFIC SIGNAL
- STREET SIGN
- STRUCTURE CLEARANCE ENVELOPE
- SUPER AXIS OF ROTATION
- T — TELEPHONE BOOTH
- TP — TELEPHONE POLE
- TEMPORARY RAILING (TYPE K)
- TIRE DERIVED AGGREGATE
- 3600+00 — TRACK ALIGNMENT CENTER LINE
- TRF — TRAFFIC PANEL
- TRAFFIC SIGNAL
- TRANSMISSION TOWER

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REV	DATE	BY	CHK	APP	DESCRIPTION

DESIGNED BY C. CUSSON
DRAWN BY C. CUSSON
CHECKED BY C. LEE
IN CHARGE C. LEE
DATE 08/27/2021

PEPD RECORD SET
NOT FOR CONSTRUCTION

STV 100 Years
JACOBS

CALIFORNIA HIGH-SPEED RAIL AUTHORITY

CALIFORNIA HIGH-SPEED TRAIN PROJECT
BURBANK TO LOS ANGELES
OPTION B REVISED ALIGNMENT - REVISED FINAL
PEPD
SYMBOLS
SHEET 1 OF 2

CONTRACT NO. HSR14-39
DRAWING NO. GE-C0111
SCALE NO SCALE
SHEET NO.

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CIVIL CONTINUED

- TREE
- UTILITY POLE
- POLE AND WIRES
- POLE WITH WIRES AND ANCHOR
- VALVE
- VENT
- VERTICAL CONTROL MONUMENT
- RETAINING WALL
- WALL ON BARRIER
- WATER EDGE, LAKE, POND, SWAMP
- W — WATER METER
- WELL
- YARD BOX ELECTRICAL

RIGHT-OF-WAY

- PROP ROW — PROPOSED RIGHT-OF-WAY
- EXISTING ROW
- EXISTING EASEMENT
- PROP TCE — PROPOSED TEMPORARY CONSTRUCTION EASEMENT

AERIAL UTILITIES

- e — (oh) — EXIST OH ELECTRICAL
- fo — (oh) — EXIST OH FIBER OPTIC
- tc — (oh) — EXIST OH TELECOMMUNICATION CABLE
- t — (oh) — EXIST OH TELEPHONE
- tv — (oh) — EXIST OH CABLE TV
- E — (OH) — NEW OH ELECTRICAL
- FO — (OH) — NEW OH FIBER OPTIC
- TC — (OH) — NEW OH TELECOMMUNICATION CABLE

AERIAL UTILITIES CONTINUED

- T — (OH) — NEW OH TELEPHONE
- TV — (OH) — NEW OH TELEVISION

UNDERGROUND UTILITIES

- e — e — EXIST ELECTRICAL
- fo — fo — EXIST FIBER OPTIC
- gs — gs — EXIST GASOLINE
- g — g — EXIST NATURAL GAS
- o — o — EXIST OIL
- s — s — EXIST SEWER
- st — st — EXIST STEAM
- sc — sd — EXIST STORM DRAIN
- tc — tc — EXIST TELECOMMUNICATION CABLE
- t — t — EXIST TELEPHONE
- tv — tv — EXIST CABLE TV
- w — w — EXIST WATER
- E — E — NEW ELECTRICAL
- FO — FO — NEW FIBER OPTIC
- GS — GS — NEW GASOLINE
- G — G — NEW NATURAL GAS
- O — O — NEW OIL
- S — S — NEW SEWER
- ST — ST — NEW STEAM
- SD — SD — NEW STORM DRAIN
- TC — TC — NEW TELECOMMUNICATION CABLE
- T — T — NEW TELEPHONE
- TV — TV — NEW CABLE TV
- W — W — NEW WATER

TRACTION POWER

- SINGLE-POLE MOTOR OPERATED SECTIONALIZING SWITCH (NORMALLY CLOSED)
- SINGLE-POLE MOTOR OPERATED SECTIONALIZING SWITCH (NORMALLY OPEN)
- SINGLE-POLE MANUAL SECTIONALIZING SWITCH (NORMALLY OPEN)
- SINGLE-POLE MANUAL SECTIONALIZING SWITCH (NORMALLY CLOSED)
- SINGLE-POLE MOTOR OPERATED SECTIONALIZING SWITCH WITH GROUND
- SINGLE-POLE MANUAL SECTIONALIZING SWITCH WITH GROUND
- GANGED GROUNDING DISCONNECT SWITCHES
- ELECTRICAL CONNECTION
- SECTION INSULATOR
- JUMPERED SECTION INSULATOR
- SECTION INSULATOR WITH BY-PASS SWITCH
- PHASE BREAK — PHASE BREAK
- LOW VOLTAGE CIRCUIT BREAKER
- FUSE
- FUSED DISCONNECT SWITCH
- TRANSFORMER
- AUTOTRANSFORMER
- VOLTAGE TRANSFORMER (VT)
- COUPLING CAPACITOR VOLTAGE TRANSFORMER
- MH — MANHOLE
- HH — HANDHOLE
- CAPACITOR
- CURRENT TRANSFORMER (CT)
- GROUND CONNECTION
- SURGE ARRESTER

- CABLE TERMINATION OR STRESS CONE
- M — DOUBLE-POLE MOTORIZED DISCONNECT SWITCH
- OCS SECTION GAP
- K — KEY-INTERLOCK
- DIRECTION OF CONTROL OR RELAY INFLUENCE LINE
- MANUALLY OPERATED GROUNDING SWITCH
- NO LOAD BREAK MANUALLY OPERATED DISCONNECT SWITCH
- A B C — HV 3 PHASE DISCONNECT SWITCH
- SINGLE-POLE HIGH VOLTAGE POWER CIRCUIT BREAKER
- DOUBLE-POLE HIGH VOLTAGE POWER CIRCUIT BREAKER
- DRAW-OUT FUSED (VT)
- DRAW-OUT TYPE MEDIUM VOLTAGE SINGLE-POLE CIRCUIT BREAKER
- DRAW-OUT TYPE MEDIUM VOLTAGE DOUBLE-POLE CIRCUIT BREAKER
- INSULATOR
- BREAK LINE

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IN CHARGE C. LEE
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CALIFORNIA HIGH-SPEED TRAIN PROJECT
BURBANK TO LOS ANGELES
OPTION B REVISED ALIGNMENT - REVISED FINAL
PEPD
SYMBOLS
SHEET 2 OF 2

CONTRACT NO. HSR14-39
DRAWING NO. GE-C0112
SCALE NO SCALE
SHEET NO.

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GENERAL NOTES

VOLUME 3.1

1. FOR UPRR ALIGNMENTS, SEE "TT-D1500" SHEETS.
2. FOR GRADE SEPARATION DETAILS, SEE VOLUME 3.
3. FOR AERIAL STRUCTURE DETAILS, SEE VOLUME 2.
4. RAIL ALIGNMENT BETWEEN MAIN STREET, UNION STATION, AND 1ST STREET IS BEING DESIGNED BY METRO'S LINKUS TEAM. THE ALIGNMENT THAT IS SHOWN IS BASED ON LATEST COORDINATION WITH THEIR TEAM, SHOWN FOR REFERENCE ONLY AND SUBJECT TO CHANGE.
5. SCRRA TURNOUT GEOMETRY IS BASED ON THE 2009 EDITION OF THE SCRRA ENGINEERING STANDARDS.
6. PROPOSED FENCE, WHERE INDICATED ON PLANS, REPRESENT AN ACCESS CONTROL WALL WITH FENCE. REFER TO TM 2.8.2 FOR ACCESS CONTROL FOR HIGH-SPEED RAIL RIGHT-OF-WAY AND FACILITIES.
7. FOR TUNNEL INFORMATION, SEE TUNNEL PLANS IN VOLUME 2.

VOLUME 3.2

1. FOR TRACK INFORMATION, SEE TRACK PLANS IN VOLUME 1.
2. FOR RIGHT-OF-WAY INFORMATION, SEE RIGHT-OF-WAY PLANS IN VOLUME 1.
3. FOR BRIDGE INFORMATION, SEE STRUCTURAL PLANS IN VOLUME 3.
4. FOR UTILITY INFORMATION, SEE UTILITY PLANS IN VOLUME 4.
5. FOR GRADING INFORMATION, SEE GRADING PLANS IN VOLUME 4.
6. FOR DRAINAGE INFORMATION, SEE DRAINAGE PLANS IN VOLUME 4.
7. FOR SYSTEM INFORMATION, SEE SYSTEM PLANS IN VOLUME 4.
8. FOR TRENCH INFORMATION, SEE STRUCTURAL PLANS IN VOLUME 4.
9. ACCESS DETERRING SOLID BARRIER RAILING TO BE INSTALLED ON ALL EXISTING AND PROPOSED OVERHEAD BRIDGE STRUCTURES CROSSING HSR TRACKS PER RDP DIRECTIVE NO. 0006.

VOLUME 3.3

1. FOR TRACK INFORMATION, SEE TRACK PLANS IN VOLUME 1.
2. FOR RIGHT-OF-WAY INFORMATION, SEE RIGHT-OF-WAY PLANS IN VOLUME 1.
3. FOR AERIAL STRUCTURE INFORMATION, SEE STRUCTURAL PLANS IN VOLUME 2.
4. FOR RETAINING WALL INFORMATION, SEE RETAINING WALL PLANS IN VOLUME 2.
5. FOR UTILITY INFORMATION, SEE UTILITY PLANS IN VOLUME 4.
6. FOR GRADING INFORMATION, SEE GRADING PLANS IN VOLUME 4.
7. FOR DRAINAGE INFORMATION, SEE DRAINAGE PLANS IN VOLUME 4.
8. FOR SYSTEM INFORMATION, SEE SYSTEM PLANS IN VOLUME 4.
9. FOR TRENCH INFORMATION, SEE STRUCTURAL PLANS IN VOLUME 4.
10. ACCESS DETERRING SOLID BARRIER RAILING TO BE INSTALLED ON ALL EXISTING AND PROPOSED OVERHEAD BRIDGE STRUCTURES CROSSING HSR TRACKS PER RDP DIRECTIVE NO. 0006.
11. FINAL DESIGN PROJECT TO COMPLY WITH NFPA 1901 (2016 EDITION) SECTION 12.3.2.3 FOR ALL GRADE SEPARATION AND STREET IMPROVEMENTS.
12. FINAL STREET IMPROVEMENT DESIGN TO MAINTAIN FIRE DEPARTMENT AND PEDESTRIAN ACCESS.

VOLUME 3.4

EXISTING COMPOSITE UTILITY NOTES:

1. FOR TRACK INFORMATION, SEE TRACK PLANS IN VOLUME 1.
2. UTILITY CONFLICTS ON CROSSING STREETS AT EXISTING GRADE SEPARATIONS ARE ANTICIPATED.
3. ONLY THE FOLLOWING UTILITIES SHALL BE CONSIDERED MAJOR AND ARE IDENTIFIED IN THE UTILITY CONFLICTS MATRIX ON THE DRAWINGS.
   A. WET UTILITIES:
      I. SEWER, WATER, STORM DRAIN GREATER THAN OR EQUALTO 12".
      II. ALL OIL LINES.
      III. ALL FUEL (GASOLINE) LINES.
   B. DRY UTILITIES:
      I. ALL GAS LINES.
      II. ALL FIBER OPTIC LINES.
      III. ALL ELECTRIC LINES GREATER THAN 240V.
      IV. ALL DUCT BANKS WITH 6 OR MORE DUCTS.
      V. EXCLUDE INDIVIDUAL TELEPHONE, CABLE LINES.
   C. ALL OTHER CONFLICTS ARE CONSIDERED MINOR AND ARE NOT SHOWN IN THE UTILITY CONFLICT MATRIX.
   D. UTILITIES AT GRADE SEPARATIONS ARE NOT SHOWN IN THE UTILITY CONFLICTS MATRIX EVEN IF THEY FALL UNDER THE ABOVE CRITERIA SINCE VOLUMES 3 & 4 OFFER MORE SPECIFIC AND ACCURATE INFORMATION REGARDING THE DESIGN.

VOLUME 3.4 (CONT.)

4. REFER TO TRACK PLANS, VOLUME 1 AND PROPOSED UTILITY PLANS, VOLUME 4, FOR VERTICAL UTILITY CONFLICTS.
5. ADJUST UTILITY MANHOLES TO GRADE WHERE IMPACTIED BY EARTHWORK OR STREET IMPROVEMENTS.
6. USE LACTMA STANDARD DRAWINGS (2010) FOR TEMPORARY SUPPORT OF UTILITIES IMPACTED BY CUT AND FILL OPERATIONS.

GRADING AND DRAINAGE NOTES:

1. CONTOUR GRADING ALONG THE HSR TRACKS IS BASED ON THE TOP OF SUBGRADE ELEVATIONS. BALLAST IS NOT INCLUDED
2. FOR RETAINING WALL INFORMATION, SEE RETAINING WALL PLANS IN VOLUME 2.

VOLUME 3.5

1. FOR MAIN LINE TRACK INFORMATION, SEE TRACK PLANS IN VOLUME 1.
2. FOR RIGHT-OF-WAY INFORMATION, SEE RIGHT-OF-WAY PLANS IN VOLUME 1.
3. FOR BRIDGE INFORMATION, SEE STRUCTURAL PLANS IN VOLUME 3.
4. FOR UTILITY INFORMATION, SEE UTILITY PLANS IN VOLUME 4.
5. FOR GRADING INFORMATION WITHIN MAIN LINE ROW, SEE GRADING PLANS IN VOLUME 4.
6. FOR DRAINAGE INFORMATION WITHIN MAIN LINE ROW, SEE DRAINAGE PLANS IN VOLUME 4.
7. FOR SYSTEM INFORMATION, SEE SYSTEM PLANS IN VOLUME 4.

VOLUME 3.6

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

VOLUME 3.7

1. HSR BURBANK STATION CONCEPT DESIGN PROVIDED AS REFERENCE TO WORK PROPOSED AS PART OF THE PALMDALE TO BURBANK SEGMENT. FINAL DESIGN COORDINATION REQUIRED AT INTERFACE SOUTH OF STATION.

VOLUME 3.8

1. LINKUS DESIGN PROVIDED AS REFERENCE TO WORK SOUTH OF MAIN STREET EXTENDING INTO LA UNION STATION.
2. FINAL DESIGN COORDINATION REQUIRED AT INTERFACE WEST OF MISSION TOWER BRIDGE. PROPOSED TRACK DESIGN BASED ON BEST AVAILABLE INFORMATION AT TIME OF DESIGN.

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DRAWN BY C. CUSSON
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IN CHARGE C. LEE
DATE 07/15/2021

PEPD RECORD SET

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STV 100 Years

JACOBS

CALIFORNIA HIGH-SPEED RAIL AUTHORITY

CALIFORNIA HIGH-SPEED TRAIN PROJECT
BURBANK TO LOS ANGELES
OPTION B REVISED ALIGNMENT - REVISED FINAL
GENERAL NOTES

CONTRACT NO. HSR14-39
DRAWING NO. GE-B0111
SCALE NO SCALE
SHEET NO.

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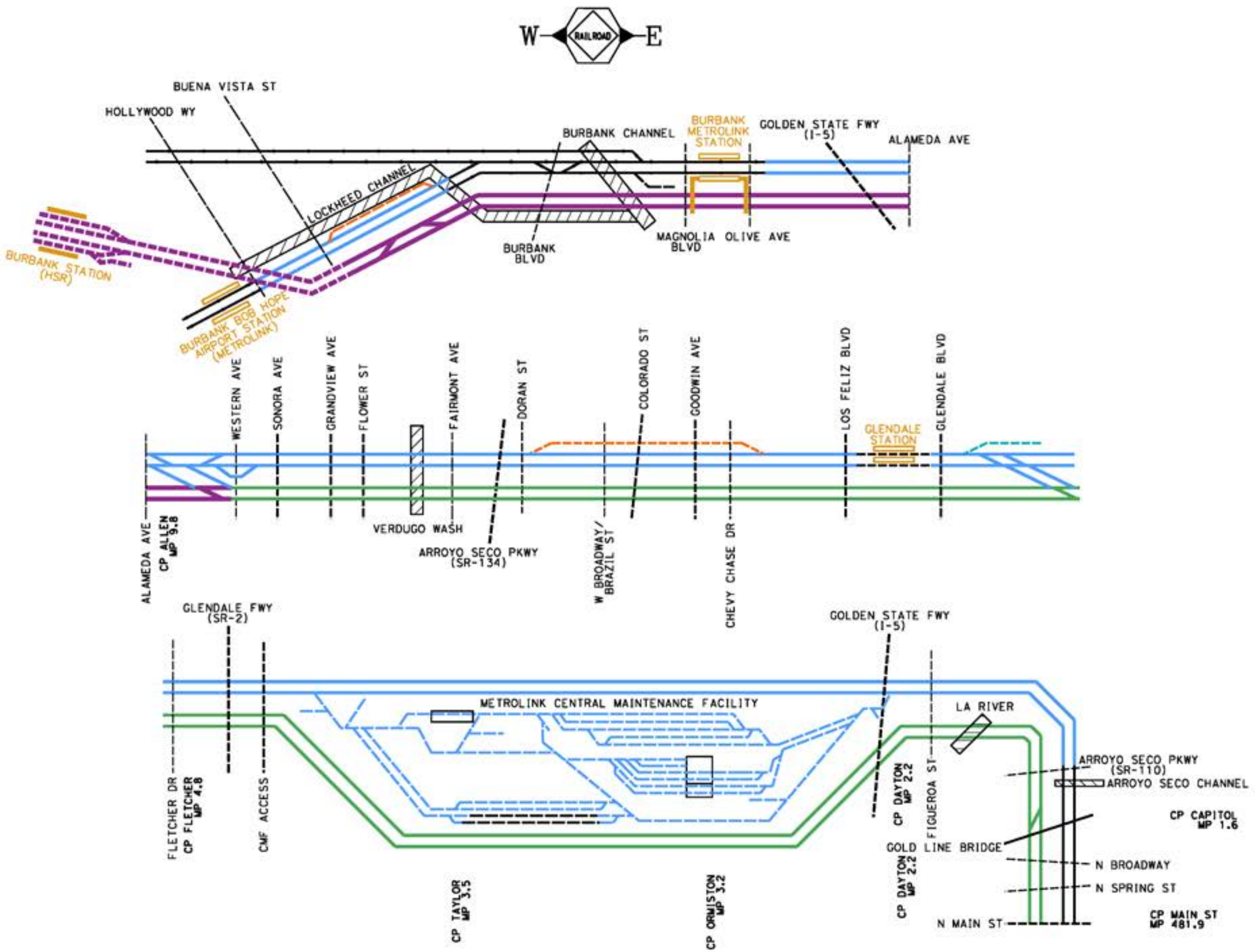


LEGEND (TRACKWORK)

- EXISTING FREIGHT/PASSENGER MAINLINE TRACK
- EXISTING FREIGHT/PASSENGER SECONDARY TRACK
- NEW AMTRAK/METROLINK/UPRR MAINLINE TRACK
- NEW AMTRAK/METROLINK TRENCH/TUNNEL
- NEW AMTRAK/METROLINK SECONDARY TRACK
- NEW UPRR MAINLINE TRACK
- NEW UPRR SECONDARY TRACK
- NEW TERRY LUMBER SPUR TRACK
- NEW HSR TRACK ELEVATED
- NEW HSR TRACK AT GRADE
- NEW HSR TRACK TRENCH/TUNNEL
- NEW SHARED MAINLINE TRACK
- NEW SHARED SECONDARY TRACK
- NEW TRACK BRIDGE

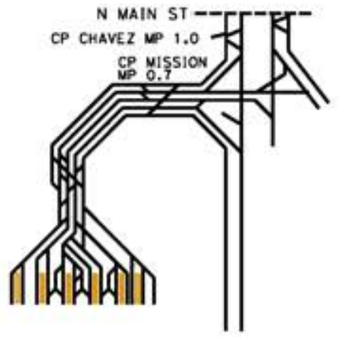
- EXISTING STATION PLATFORM
- EXISTING STATION PLATFORM WITH PEDESTRIAN BRIDGE/TUNNEL
- NEW STATION PLATFORM
- NEW STATION PLATFORM WITH PEDESTRIAN BRIDGE/TUNNEL

LEGEND (ROADWAY)

- EXISTING AT-GRADE CROSSING
- EXISTING GRADE SEPARATION (LOCAL STREET)
- EXISTING GRADE SEPARATION (MAJOR HWY/FREEWAY)
- NEW OR MODIFY GRADE SEPARATION

LEGEND (GENERAL)

- DRAINAGE SYSTEM



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CALIFORNIA HIGH-SPEED RAIL AUTHORITY

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BURBANK TO LOS ANGELES
OPTION B REVISED ALIGNMENT - REVISED FINAL
PEPD
TRACK SCHEMATIC

CONTRACT NO. HSR14-39
DRAWING NO. GE-D6101
SCALE NO SCALE
SHEET NO.

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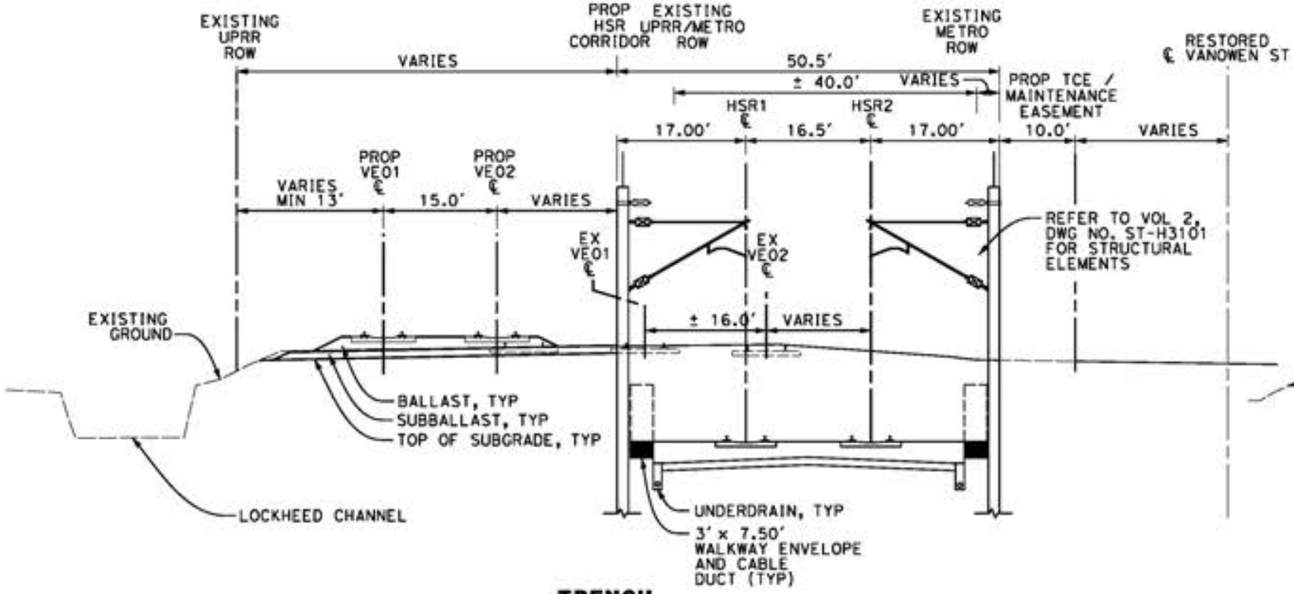
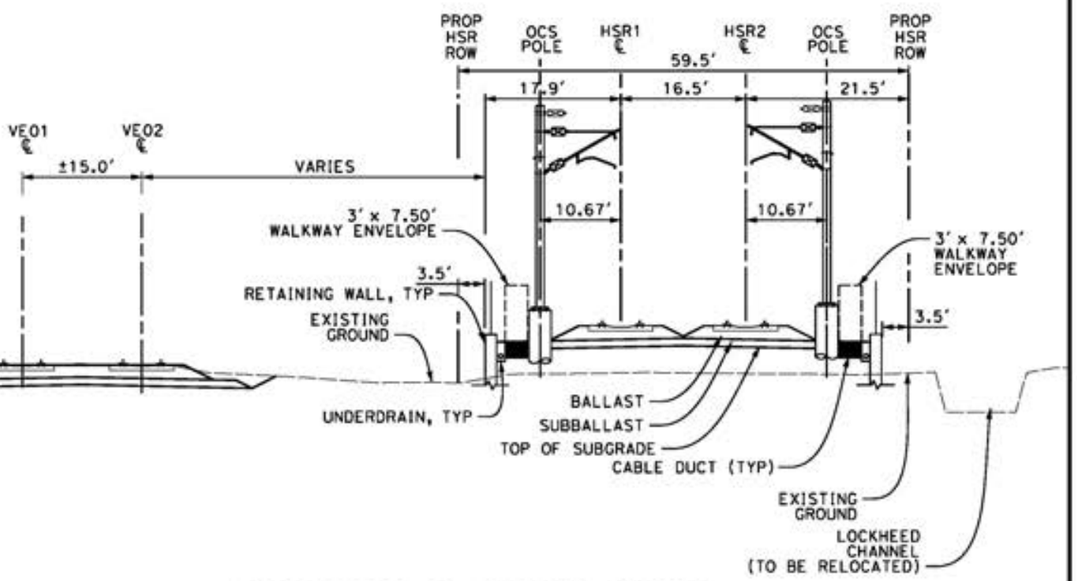


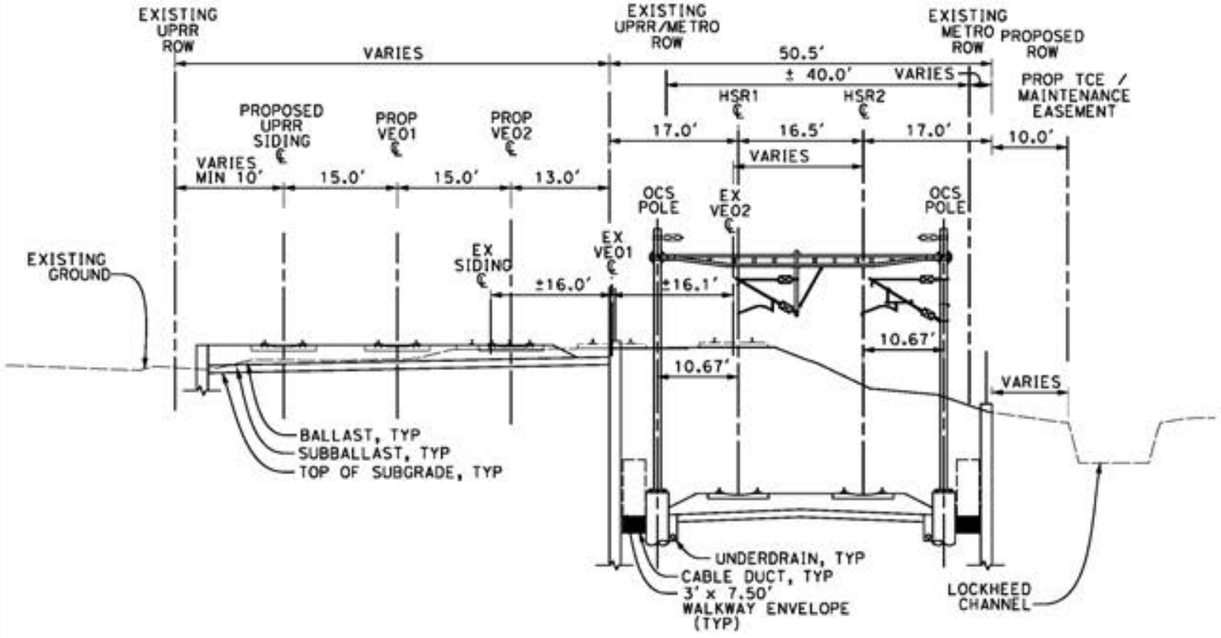
TRENCH

HSR2 3072+50 TO HSR2 3088+00



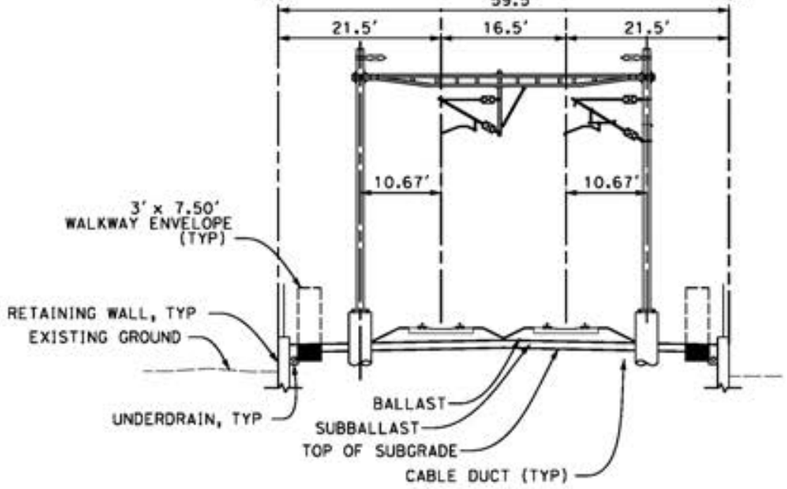
FROM TRENCH TO BURBANK CHANNEL

HSR2 3119+26 TO HSR2 3135+00



TRENCH - PORTAL SECTION

HSR2 3088+00 TO HSR2 3119+26



FROM TRENCH TO BURBANK CHANNEL - PORTAL SECTION

HSR2 3135+00 TO HSR2 3164+00

10 0 10 20

1"=10'

SCALE APPLICABLE FOR FULL SIZE ONLY

* STRUCTURAL ELEMENTS ARE NOT TO SCALE (TYP)

NOTE:

ALL TRENCH WALLS NEED TO BE ABOVE 100-YEAR FLOODPLAIN ELEVATION BY MINIMUM OF 2 FEET.

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DESIGNED BY W. GUO
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CHECKED BY P. MAHONEY
IN CHARGE C. LEE
DATE 07/15/2021

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JACOBS

CALIFORNIA HIGH-SPEED RAIL AUTHORITY

CALIFORNIA HIGH-SPEED TRAIN PROJECT
BURBANK TO LOS ANGELES
AT-GRADE SHARED ALIGNMENT
PEPD
TYPICAL CROSS SECTIONS
SHEET 3 OF 11

CONTRACT NO. HSR14-39
DRAWING NO. TT-D3103
SCALE AS SHOWN
SHEET NO.

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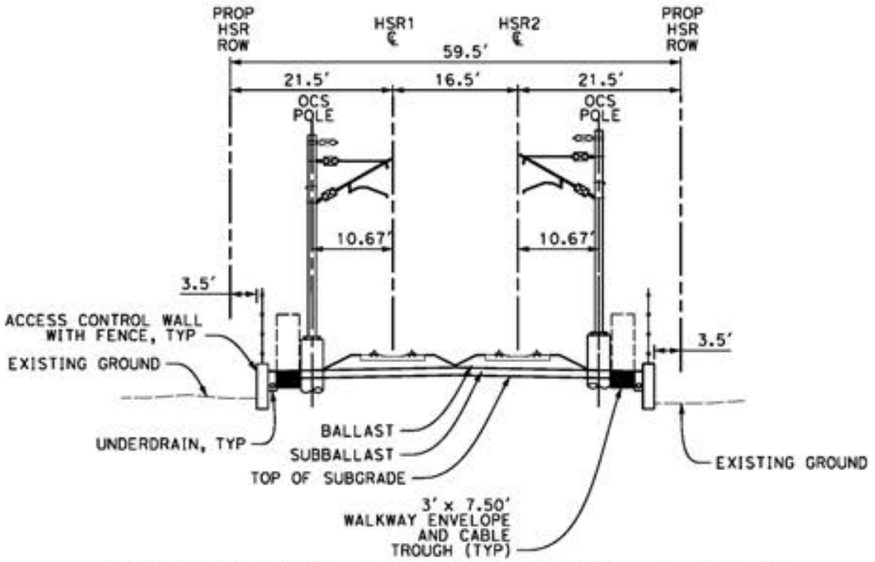
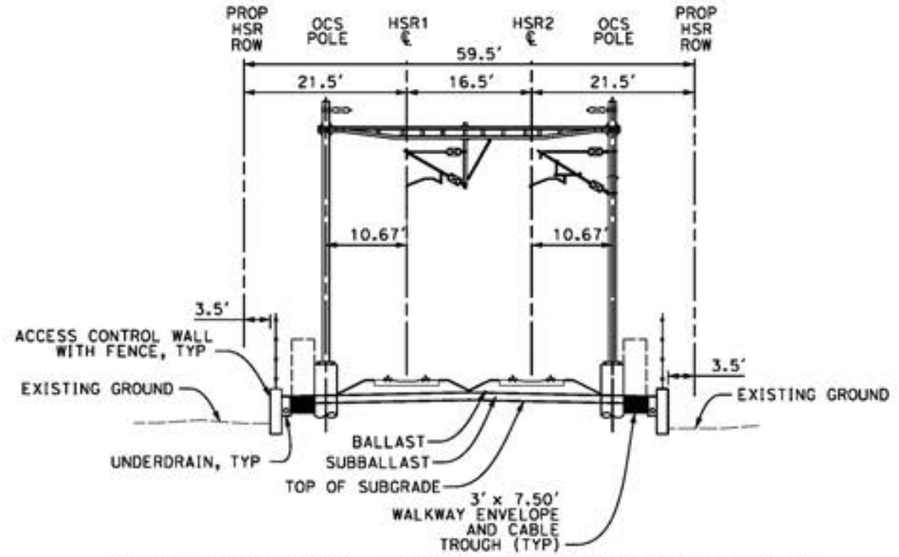


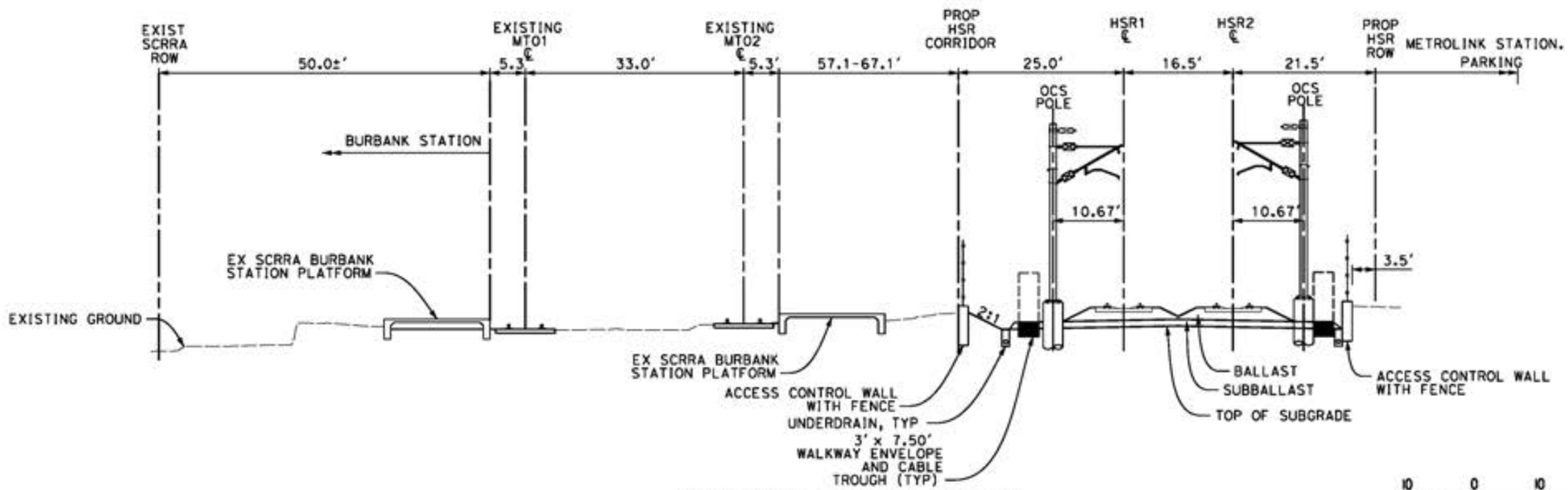
BURBANK CHANNEL TO METROLINK BURBANK STATION

HSR2 3154+20 TO HSR2 3174+70



BURBANK CHANNEL TO METROLINK BURBANK STATION
PORTAL SECTION

HSR2 3154+20 TO HSR2 3174+70



METROLINK BURBANK STATION

HSR2 3174+70 TO HSR2 3180+80

NOTES:

1. WALKWAYS ARE TO BE PLACED OUTSIDE OF OCS POLES WHERE EXISTING ROW SPACE ALLOWS. CONTRACTOR TO DETERMINE FINAL LOCATIONS OF OCS POLES.

2. EXISTING TRACKS HAVE A MINIMUM 2' WALKWAY AS REQUIRED PER CPUC GENERAL ORDER 118. EXISTING WALKWAYS ARE TO BE WIDENED TO 3' WHERE ROW PERMITS AND PER COORDINATION WITH RAILROADS.

3. CPUC GENERAL ORDER 118 REQUIRES A MINIMUM OF 6.5' FROM CENTERLINE OF TRACK TO NEAREST EDGE OF WALKWAY. MINIMUM WALKWAY WIDTHS ARE 2'.

4. PORTAL SECTIONS ARE REQUIRED EVERY 4 TO 5 CANTILEVER SECTIONS (1050-1260' MAX) IN ORDER TO BREAK UP RESONANCE IN THE OCS AND TO ACCOMMODATE TENSIONING DEVICES.

5. AR FENCE IS LOCATED 1 FOOT INSIDE FROM AUTHORITY'S ROW (TYP)

6. STRUCTURAL ELEMENTS ARE NOT TO SCALE.

10 0 10 20
1"=10'
SCALE APPLICABLE FOR FULL SIZE ONLY

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PEPD
TYPICAL CROSS SECTIONS
SHEET 4 OF 11

CONTRACT NO. HSR14-39
DRAWING NO. TT-D3104
SCALE AS SHOWN
SHEET NO.

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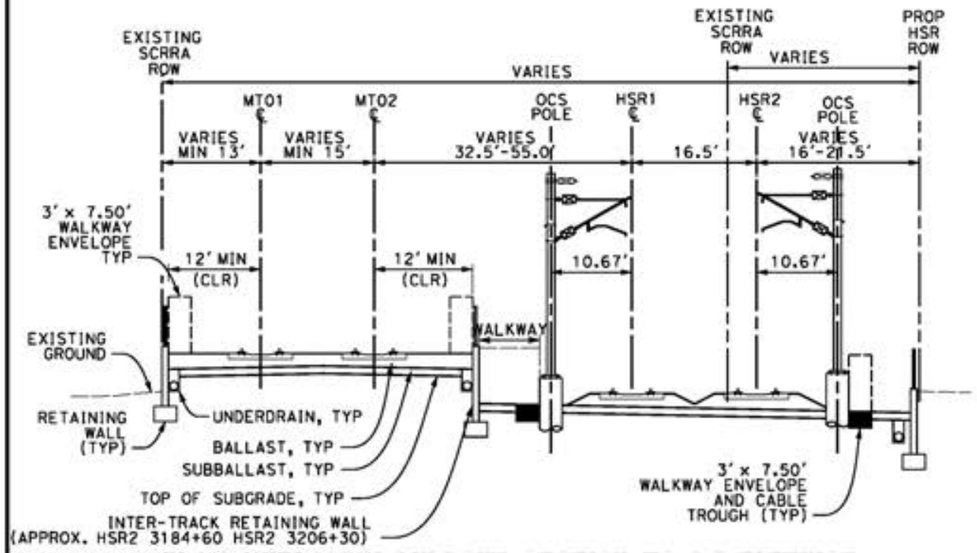
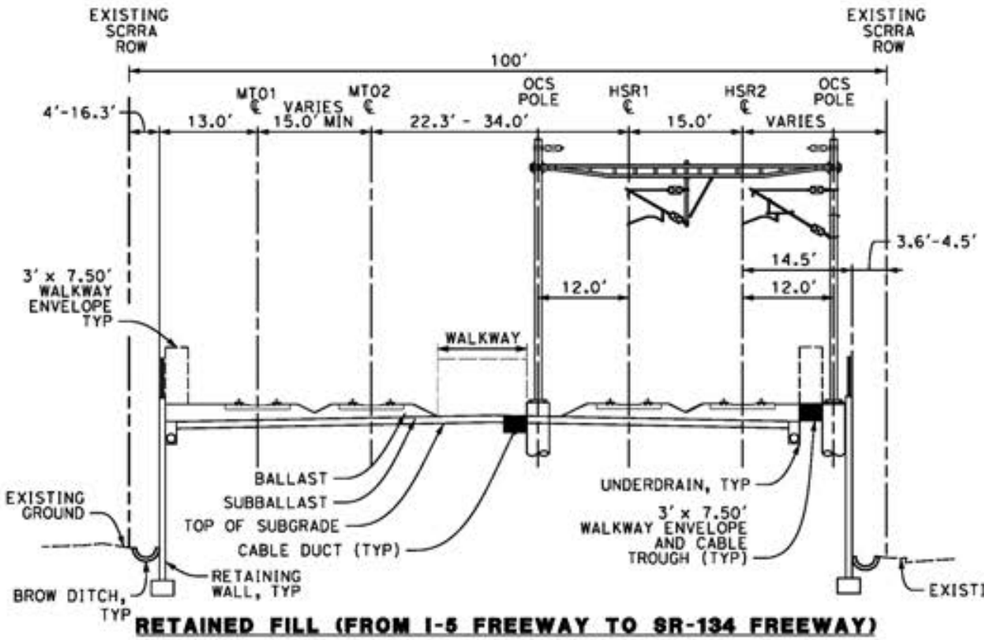


FROM METROLINK BURBANK STATION TO I-5 FREEWAY

HSR2 3180+80 TO HSR2 3200+00
HSR2 3202+20 TO HSR2 3206+30



RETAINED FILL (FROM I-5 FREEWAY TO SR-134 FREEWAY)
PORTAL SECTION

HSR2 3206+30 TO HSR2 3220+70
HSR2 3261+00 TO HSR2 3317+00

NOTES:

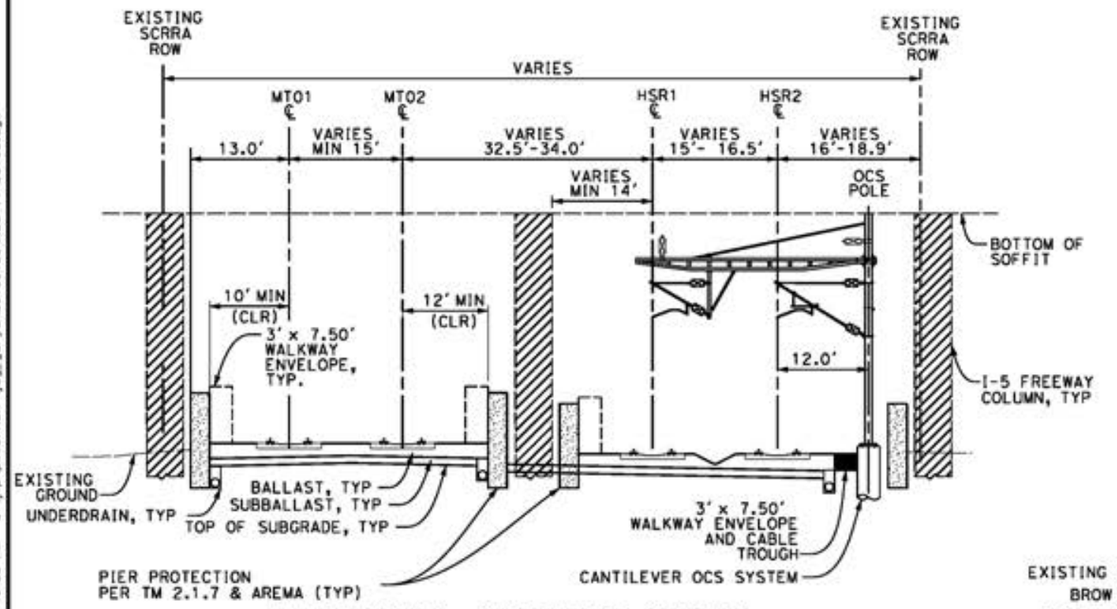
1. WALKWAYS ARE TO BE PLACED OUTSIDE OF OCS POLES WHERE EXISTING ROW SPACE ALLOWS. CONTRACTOR TO DETERMINE FINAL LOCATIONS OF OCS POLES.

2. EXISTING TRACKS HAVE A MINIMUM 2' WALKWAY AS REQUIRED PER CPUC GENERAL ORDER 118. EXISTING WALKWAYS ARE TO BE WIDENED TO 3' WHERE ROW PERMITS AND PER COORDINATION WITH RAILROADS.

3. CPUC GENERAL ORDER 118 REQUIRES A MINIMUM OF 6.5' FROM CENTERLINE OF TRACK TO NEAREST EDGE OF WALKWAY. MINIMUM WALKWAY WIDTHS ARE 2'.

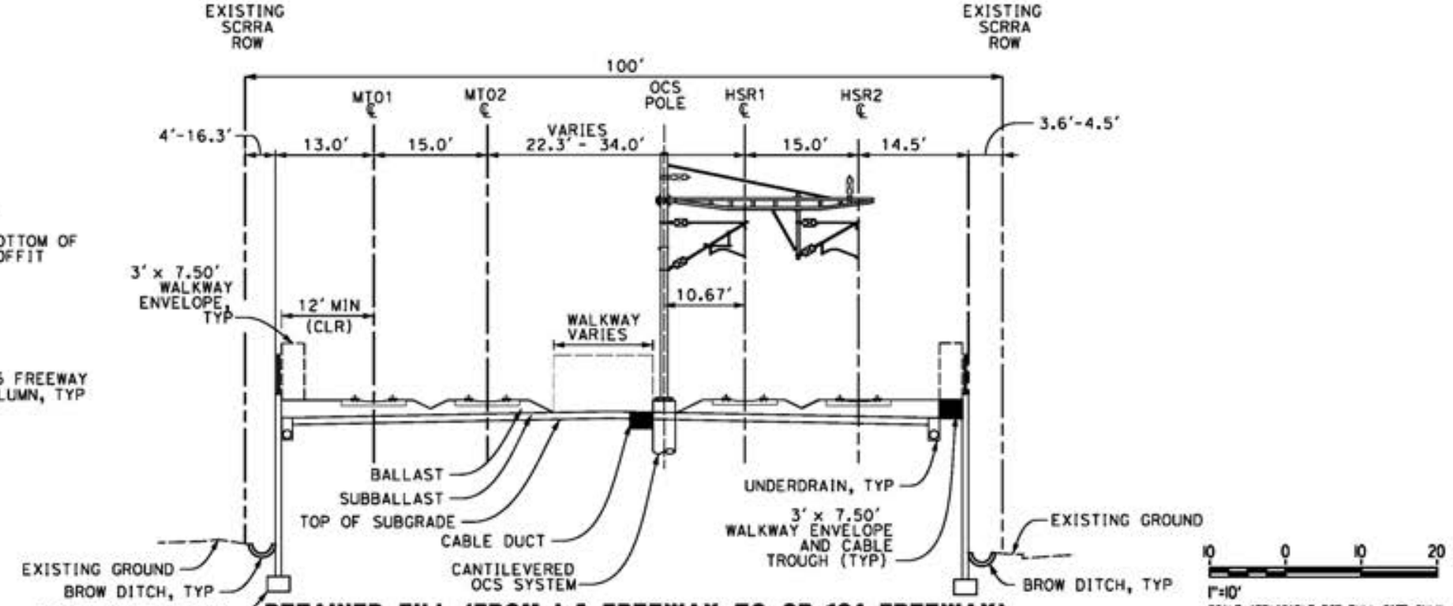
4. PORTAL SECTIONS ARE REQUIRED EVERY 4 TO 5 CANTILEVER SECTIONS (1050-1260' MAX) IN ORDER TO BREAK UP RESONANCE IN THE OCS AND TO ACCOMMODATE TENSIONING DEVICES.

5. STRUCTURAL ELEMENTS ARE NOT TO SCALE.



I-5 FREEWAY - CANTILEVER SECTION

HSR2 3200+00 TO HSR2 3202+20



RETAINED FILL (FROM I-5 FREEWAY TO SR-134 FREEWAY)

HSR2 3206+30 TO HSR2 3220+70
HSR2 3261+00 TO HSR2 3317+00

10 0 10 20
1"=10'
SCALE APPLICABLE FOR FULL SIZE ONLY

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DRAWN BY A. ZAHER
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STV 100 Years

JACOBS

CALIFORNIA HIGH-SPEED RAIL AUTHORITY

CALIFORNIA HIGH-SPEED TRAIN PROJECT
BURBANK TO LOS ANGELES
OPTION B REVISED ALIGNMENT - REVISED FINAL
PEPD
TYPICAL CROSS SECTIONS
SHEET 5 OF 11

CONTRACT NO. HSR14-39
DRAWING NO. TT-D3105
SCALE AS SHOWN
SHEET NO.

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GARYA

NOTES:

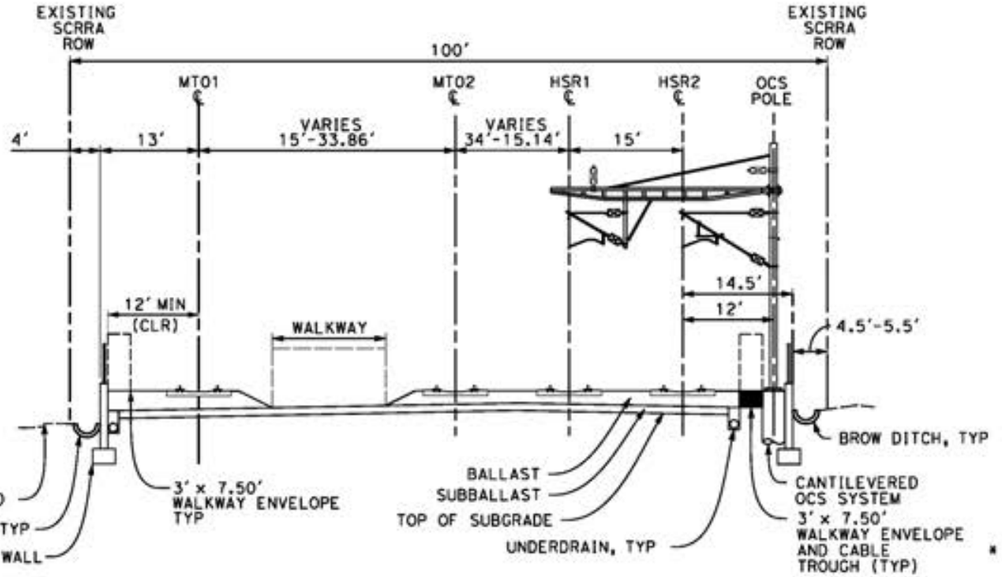
1. WALKWAYS ARE TO BE PLACED OUTSIDE OF OCS POLES WHERE EXISTING ROW SPACE ALLOWS. CONTRACTOR TO DETERMINE FINAL LOCATIONS OF OCS POLES.

2. EXISTING TRACKS HAVE A MINIMUM 2' WALKWAY AS REQUIRED PER CPUC GENERAL ORDER 118. EXISTING WALKWAYS ARE TO BE WIDENED TO 3' WHERE ROW PERMITS AND PER COORDINATION WITH RAILROADS.

3. CPUC GENERAL ORDER 118 REQUIRES A MINIMUM OF 6.5' FROM CENTERLINE OF TRACK TO NEAREST EDGE OF WALKWAY. MINIMUM WALKWAY WIDTHS ARE 2'.

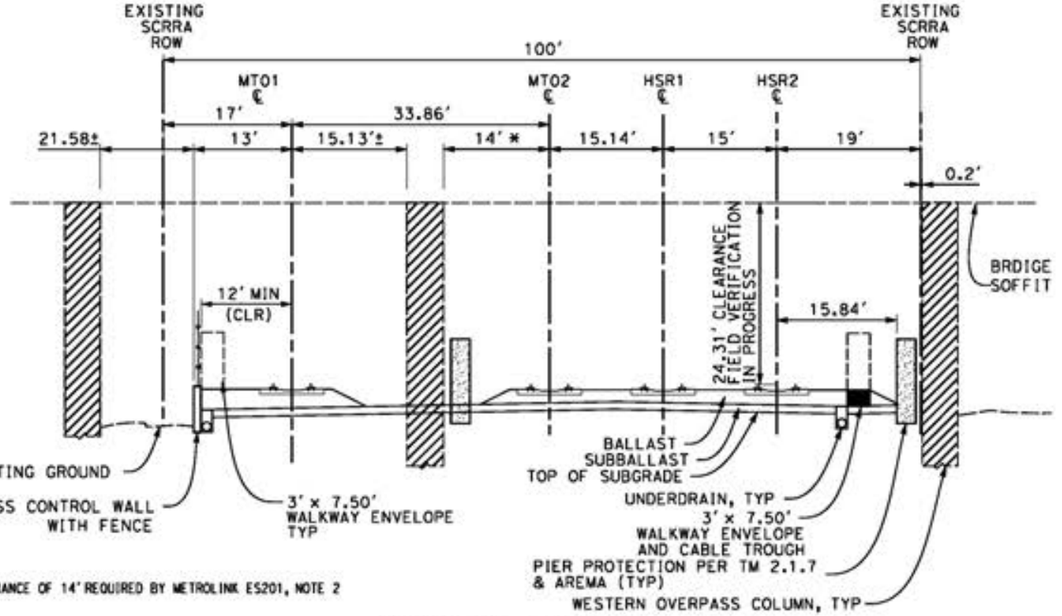
4. PORTAL SECTIONS ARE REQUIRED EVERY 4 TO 5 CANTILEVER SECTIONS (1050-1260' MAX) IN ORDER TO BREAK UP RESONANCE IN THE OCS AND TO ACCOMMODATE TENSIONING DEVICES.

5. STRUCTURAL ELEMENTS ARE NOT TO SCALE.



WESTERN AVENUE APPROACH - CANTILEVER SECTION

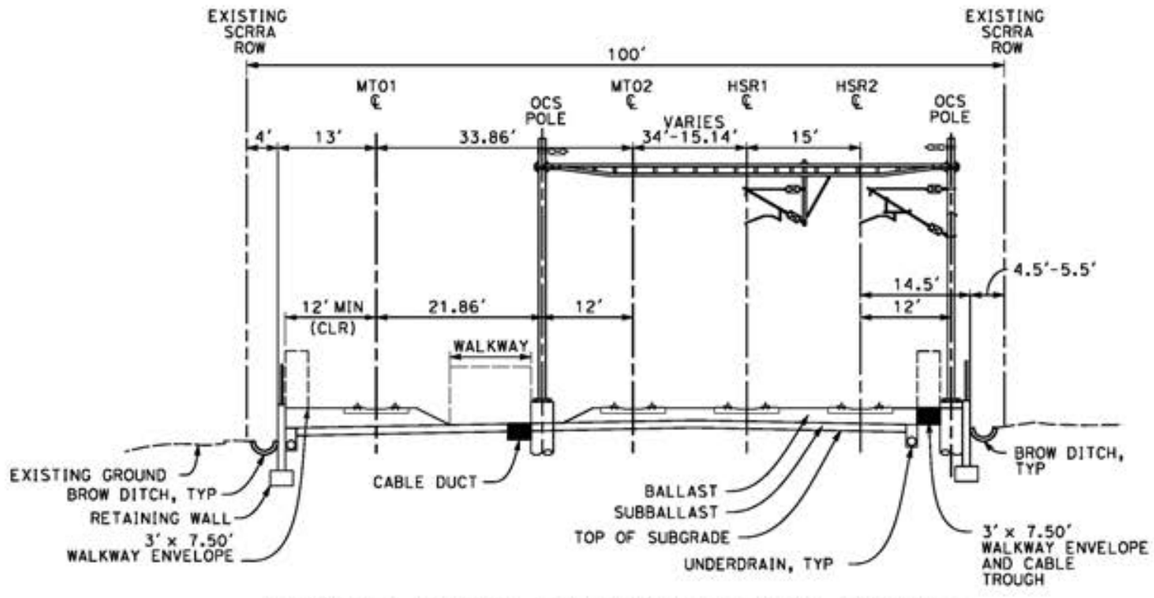
HSR2 3220+70 TO HSR2 3249+10
HSR2 3249+72 TO HSR2 3261+00



* MIN CLEARANCE OF 14' REQUIRED BY METROLINK ES201, NOTE 2

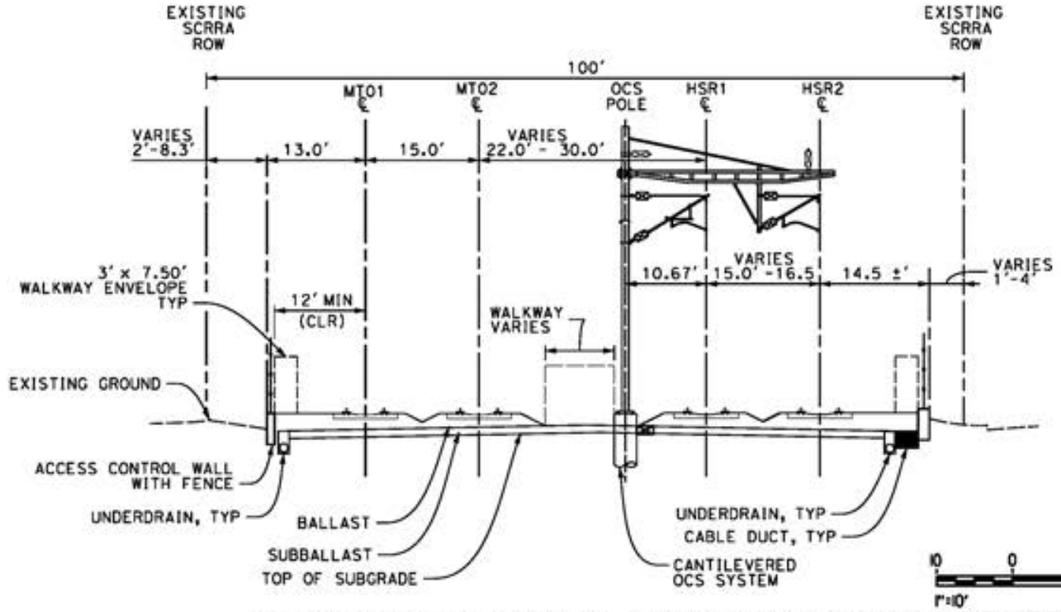
WESTERN AVENUE

HSR2 3249+10 TO HSR2 3249+72



WESTERN AVENUE APPROACH - PORTAL SECTION

HSR2 3220+70 TO HSR2 3249+10
HSR2 3249+72 TO HSR2 3261+00



SR-134 FREEWAY APPROACH - CANTILEVER SECTION

HSR2 3317+00 TO HSR2 3322+83
HSR2 3325+13 TO HSR2 3328+32

NOT FOR CONSTRUCTION
FOR INTERNAL USE ONLY

REV	DATE	BY	CHK	APP	DESCRIPTION

DESIGNED BY: A. ZAHER
DRAWN BY: A. ZAHER
CHECKED BY: P. MAHONEY
IN CHARGE: C. LEE
DATE: 07/15/2021

PEPD RECORD SET

NOT FOR CONSTRUCTION

STV 100 Years

JACOBS

CALIFORNIA HIGH-SPEED RAIL AUTHORITY

CALIFORNIA HIGH-SPEED TRAIN PROJECT
BURBANK TO LOS ANGELES
OPTION B REVISED ALIGNMENT - REVISED FINAL
PEPD
TYPICAL CROSS SECTIONS
SHEET 6 OF 11

CONTRACT NO. HSR14-39
DRAWING NO. TT-D3106
SCALE AS SHOWN
SHEET NO.

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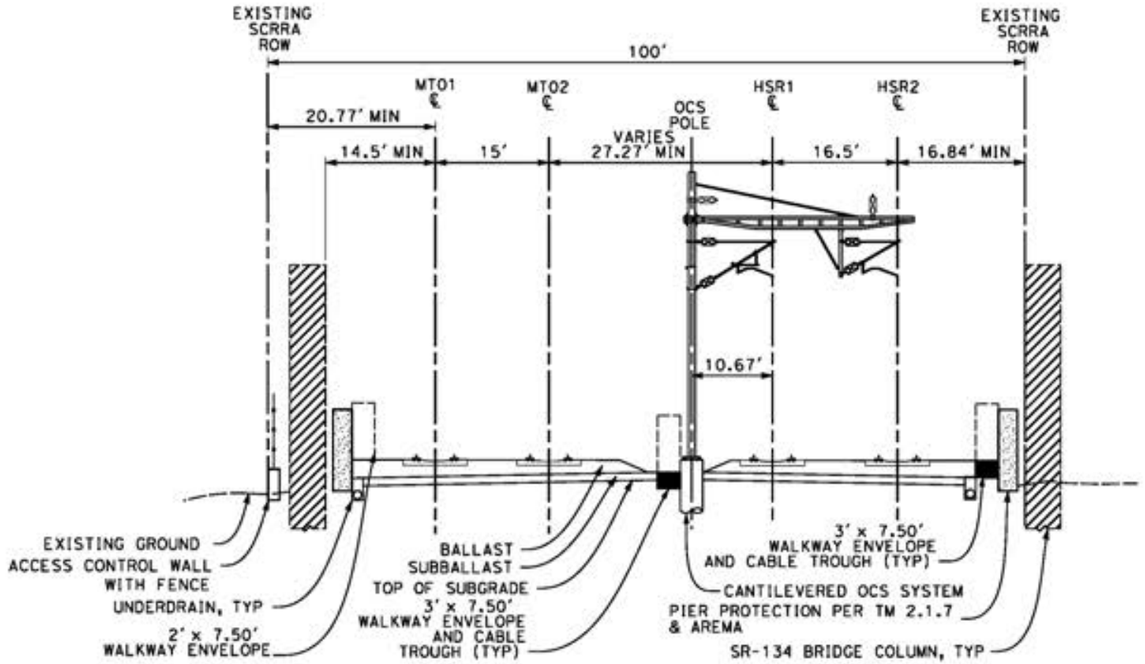
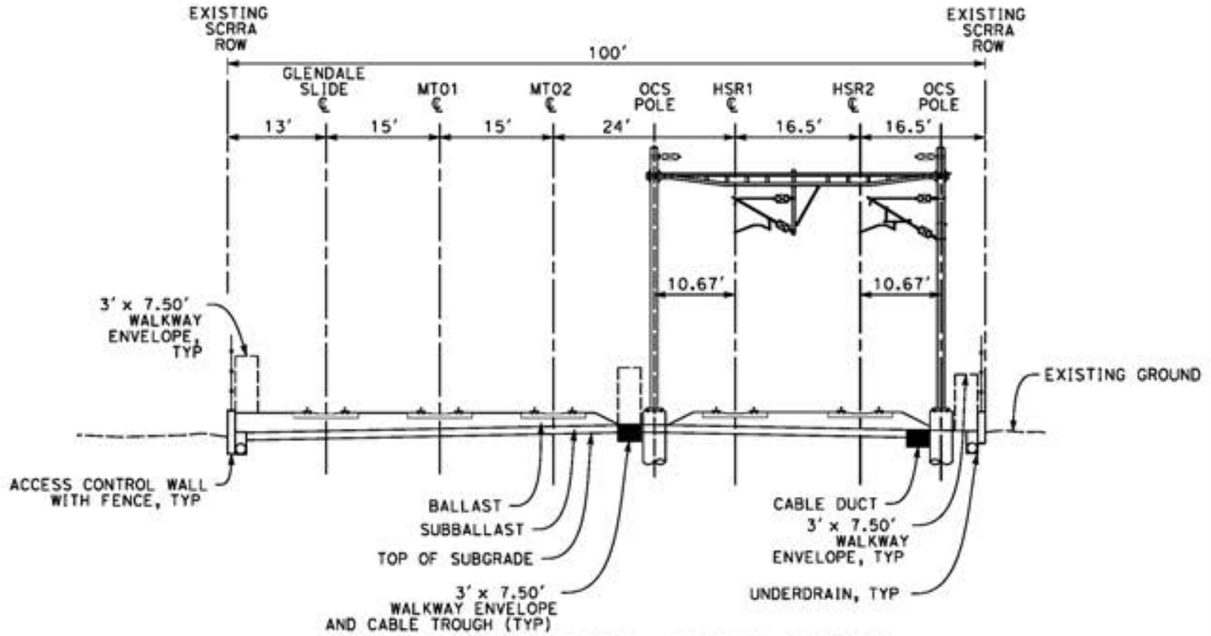
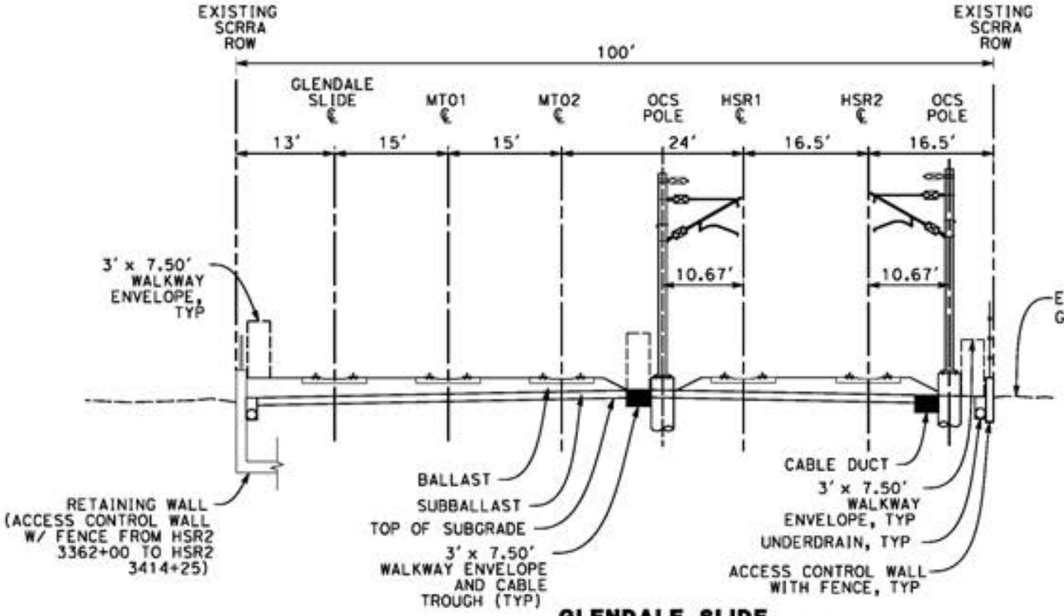


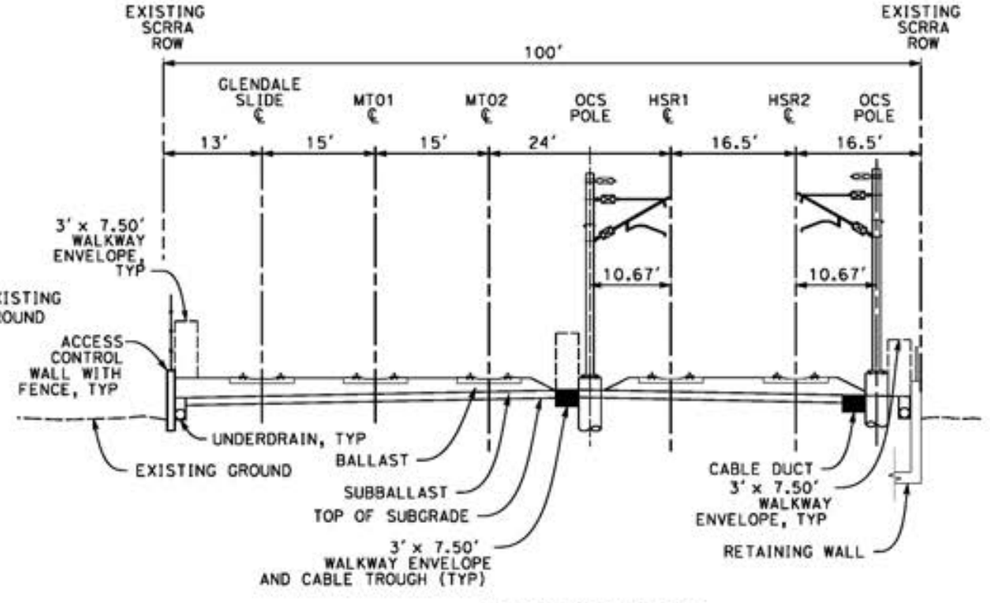
SR-134 FREEWAY - CANTILEVER SECTION
HSR2 3322+83 TO HSR2 3325+13



GLENDALE SLIDE - PORTAL SECTION
HSR2 3328+32 TO HSR2 3365+00
HSR2 3379+00 TO HSR2 3414+25



GLENDALE SLIDE
HSR2 3328+32 TO HSR2 3365+00
HSR2 3379+00 TO HSR2 3414+25



GLENDALE SLIDE
HSR2 3365+00 TO HSR2 3379+00

NOTES:

1. WALKWAYS ARE TO BE PLACED OUTSIDE OF OCS POLES WHERE EXISTING ROW SPACE ALLOWS. CONTRACTOR TO DETERMINE FINAL LOCATIONS OF OCS POLES.

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5. STRUCTURAL ELEMENTS ARE NOT TO SCALE.

10 0 10 20
1"=10'
SCALE APPLICABLE FOR FULL SIZE ONLY

NOT FOR CONSTRUCTION
FOR INTERNAL USE ONLY

REV	DATE	BY	CHK	APP	DESCRIPTION

DESIGNED BY A. ZAHER
DRAWN BY A. ZAHER
CHECKED BY P. MAHONEY
IN CHARGE C. LEE
DATE 07/15/2021

PEPD RECORD SET

NOT FOR CONSTRUCTION

STV 100 Years
JACOBS

CALIFORNIA HIGH-SPEED RAIL AUTHORITY

CALIFORNIA HIGH-SPEED TRAIN PROJECT
BURBANK TO LOS ANGELES
OPTION B REVISED ALIGNMENT - REVISED FINAL
PEPD
TYPICAL CROSS SECTIONS
SHEET 7 OF 11

CONTRACT NO. HSR14-39
DRAWING NO. TT-D3107
SCALE AS SHOWN
SHEET NO.

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GARYA

NOTES:

1. WALKWAYS ARE TO BE PLACED OUTSIDE OF OCS POLES WHERE EXISTING ROW SPACE ALLOWS. CONTRACTOR TO DETERMINE FINAL LOCATIONS OF OCS POLES.

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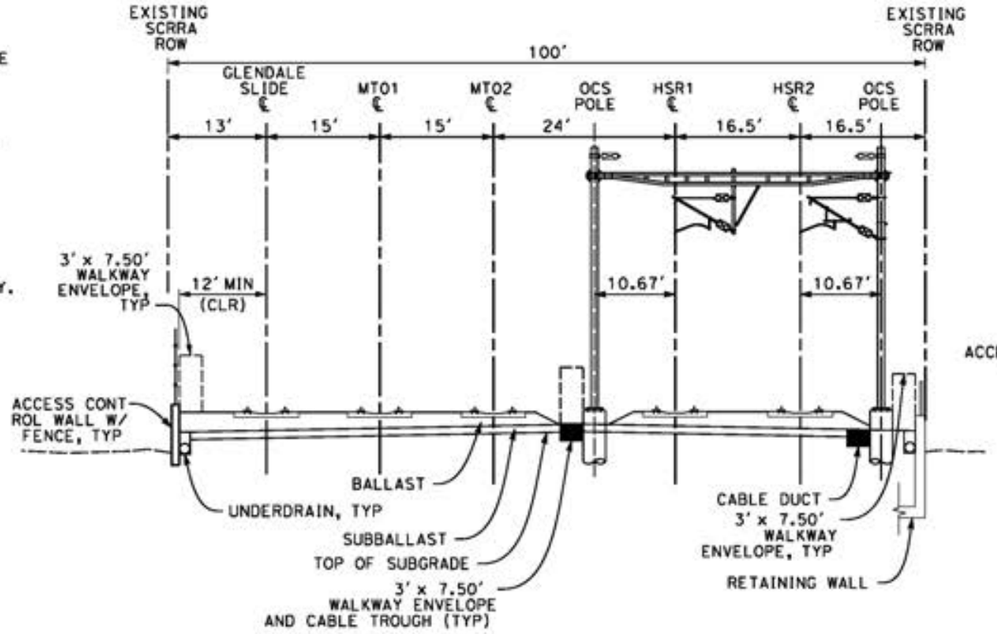
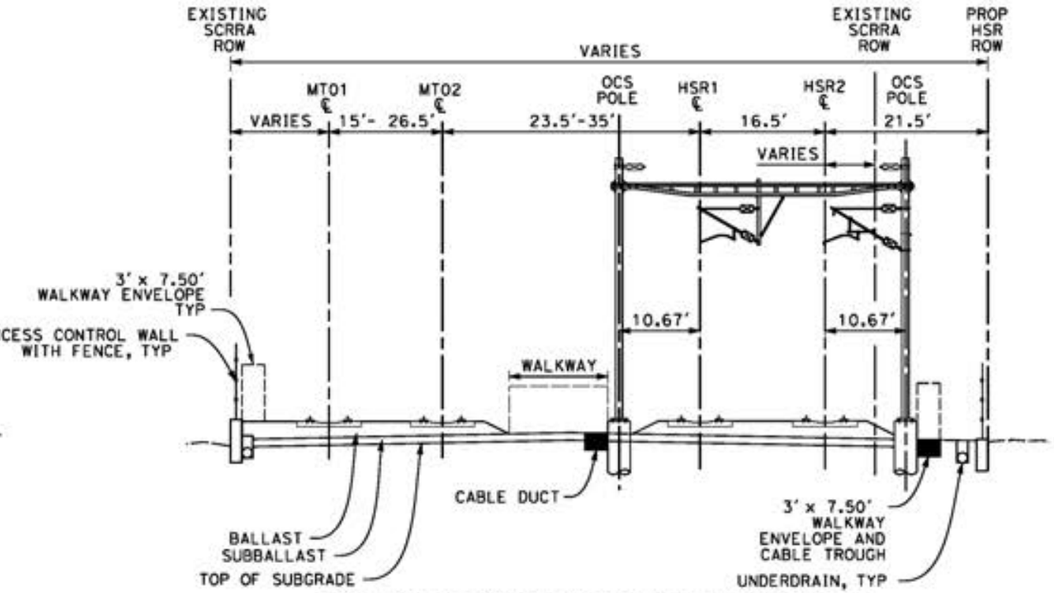


GLENDALE SLIDE - PORTAL SECTION

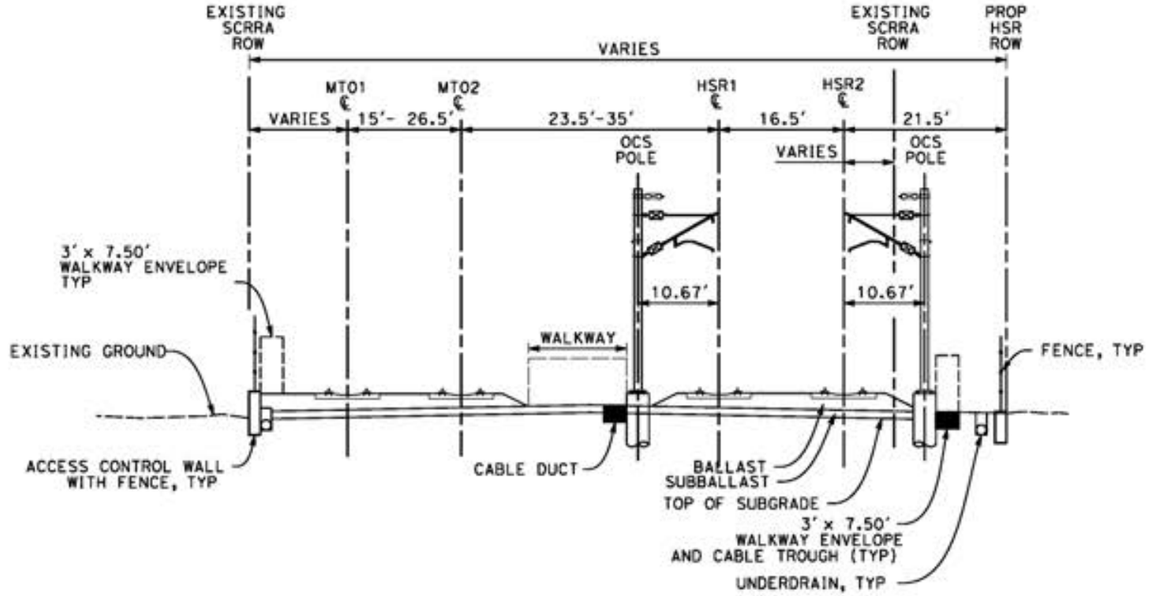
HSR2 3365+00 TO HSR2 3379+00



END OF GLENDALE SLIDE TO FLETCHER DR

PORTAL SECTION

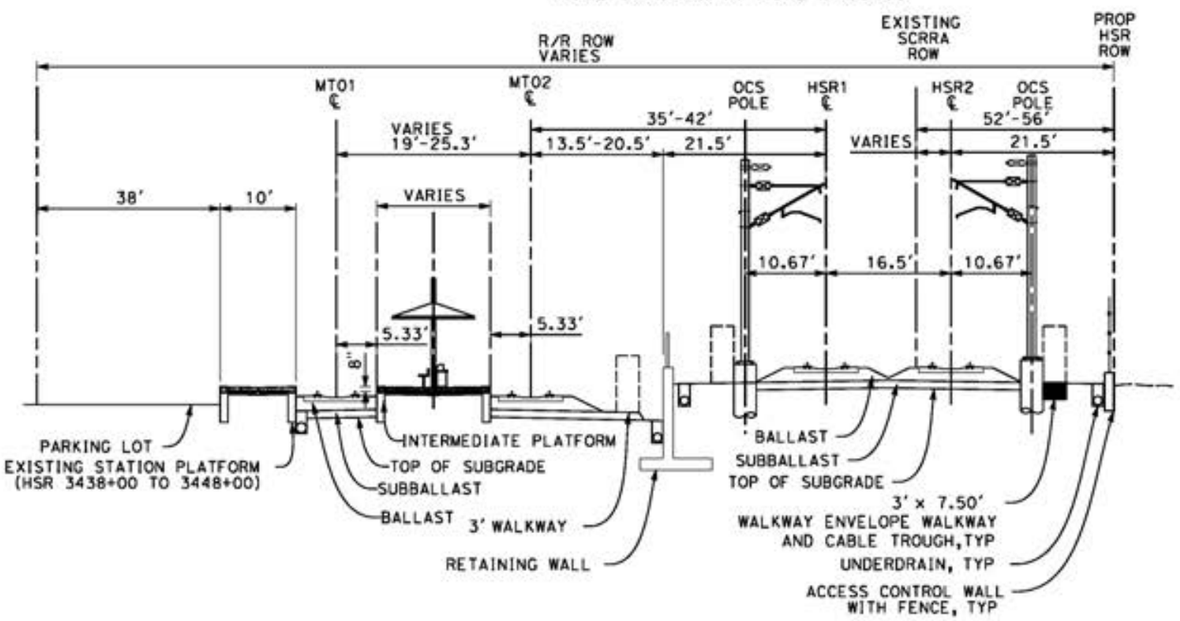
HSR2 3414+25 TO HSR2 3434+80
HSR2 3448+30 TO HSR2 3463+85



10 0 10 20
1"=10'
SCALE APPLICABLE FOR FULL SIZE ONLY

END OF GLENDALE SLIDE TO FLETCHER DR

HSR2 3414+25 TO HSR2 3434+80
HSR2 3448+30 TO HSR2 3463+85



GLENDALE STATION

HSR2 3434+80 TO HSR2 3448+30

NOT FOR CONSTRUCTION
FOR INTERNAL USE ONLY

REV	DATE	BY	CHK	APP	DESCRIPTION

DESIGNED BY: A. ZAHER
DRAWN BY: A. ZAHER
CHECKED BY: P. MAHONEY
IN CHARGE: C. LEE
DATE: 07/15/2021

PEPD RECORD SET

NOT FOR CONSTRUCTION

STV 100 Years

JACOBS

CALIFORNIA HIGH-SPEED RAIL AUTHORITY

CALIFORNIA HIGH-SPEED TRAIN PROJECT
BURBANK TO LOS ANGELES
OPTION B REVISED ALIGNMENT - REVISED FINAL
PEPD
TYPICAL CROSS SECTIONS
SHEET 8 OF 11

CONTRACT NO.: HSR14-39
DRAWING NO.: TT-D3108
SCALE: AS SHOWN
SHEET NO.:

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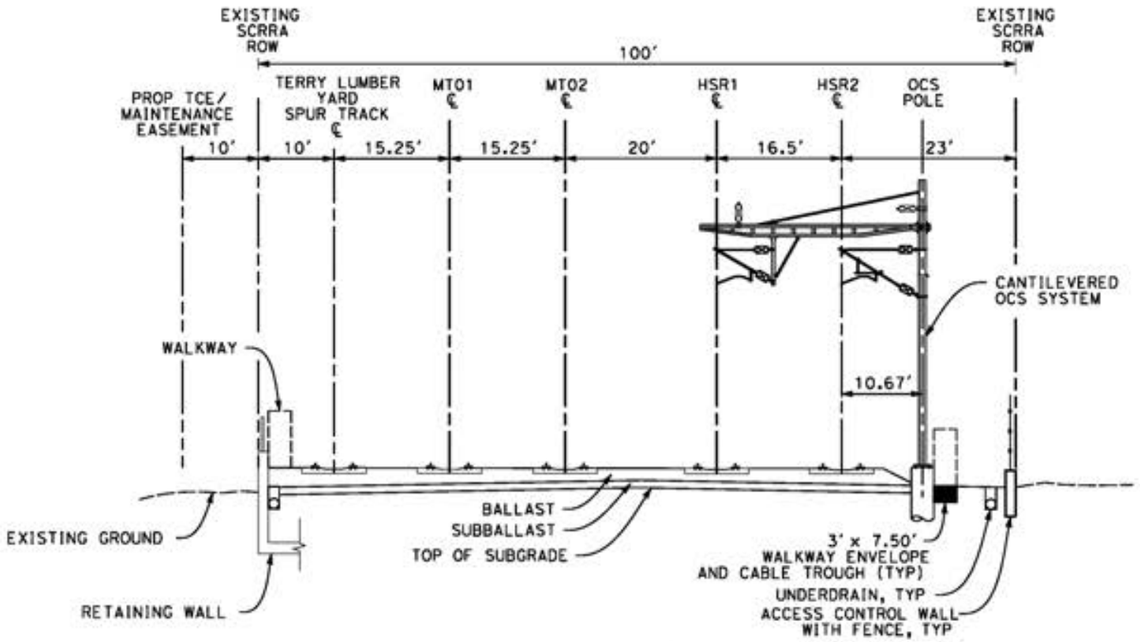
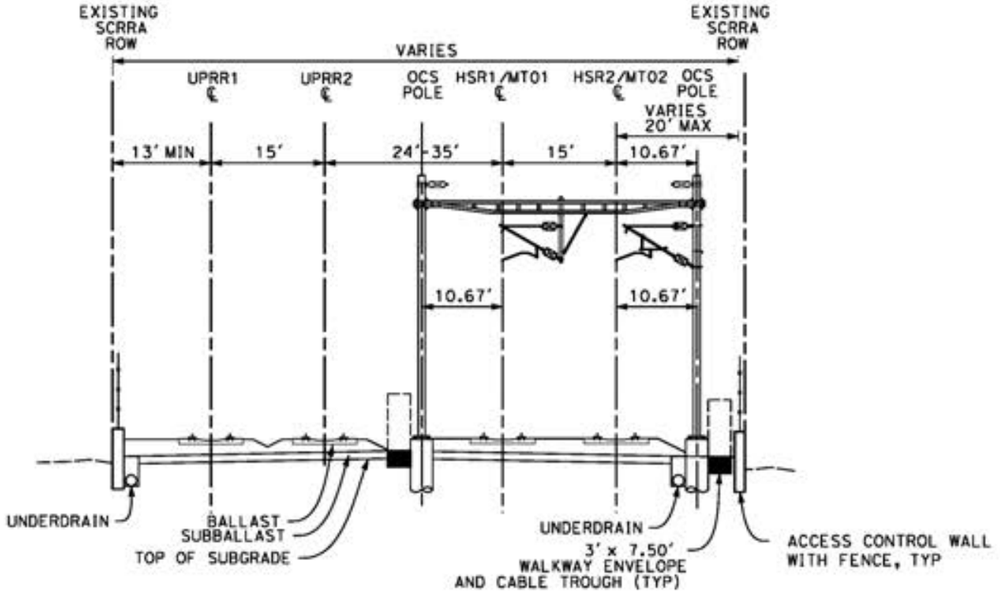
GARYA



TERRY LUMBER YARD - CANTILEVER SECTION

HSR2 3463+85 TO HSR2 3480+00



FROM GLENDALE FREEWAY TO NORTH OF TAYLOR YARD

PORTAL SECTION

HSR2 3480+00 TO HSR2 3564+70

NOTES:

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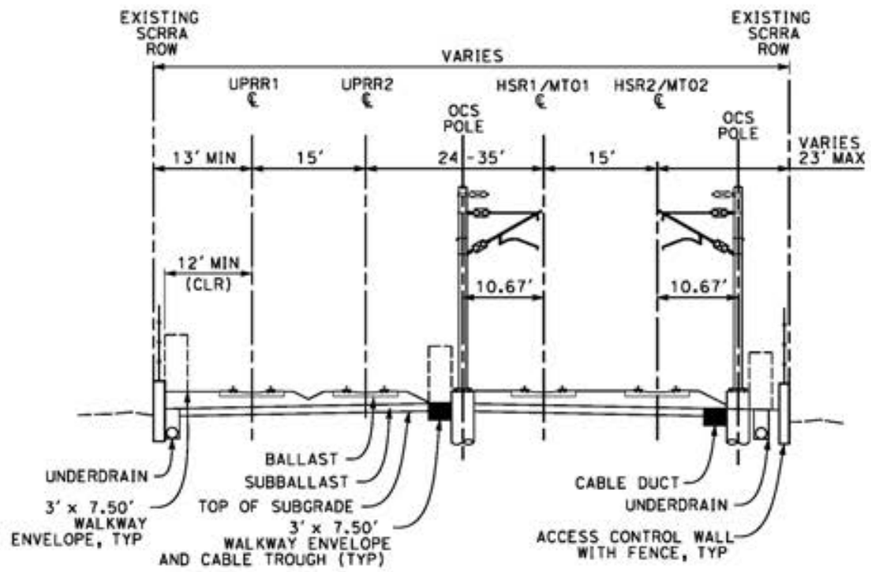
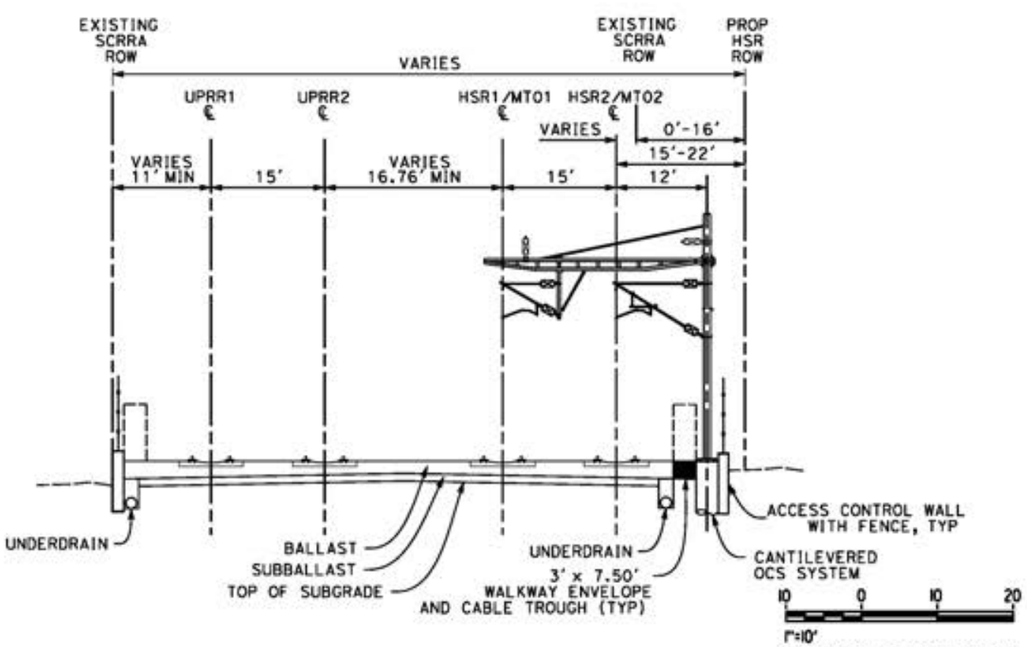


FROM GLENDALE FREEWAY TO NORTH OF TAYLOR YARD

HSR2 3480+00 TO HSR2 3564+70



TAYLOR YARD NORTH END - CANTILEVER SECTION

HSR2 3564+70 TO HSR2 3580+00

NOT FOR CONSTRUCTION
FOR INTERNAL USE ONLY

REV	DATE	BY	CHK	APP	DESCRIPTION

DESIGNED BY: A. ZAHER
DRAWN BY: A. ZAHER
CHECKED BY: P. MAHONEY
IN CHARGE: C. LEE
DATE: 07/15/2021

PEPD RECORD SET

NOT FOR CONSTRUCTION

STV 100 Years

JACOBS

CALIFORNIA HIGH-SPEED RAIL AUTHORITY

CALIFORNIA HIGH-SPEED TRAIN PROJECT
BURBANK TO LOS ANGELES
OPTION B REVISED ALIGNMENT - REVISED FINAL
PEPD
TYPICAL CROSS SECTIONS
SHEET 9 OF 11

CONTRACT NO. HSR14-39
DRAWING NO. TT-D3109
SCALE AS SHOWN
SHEET NO.

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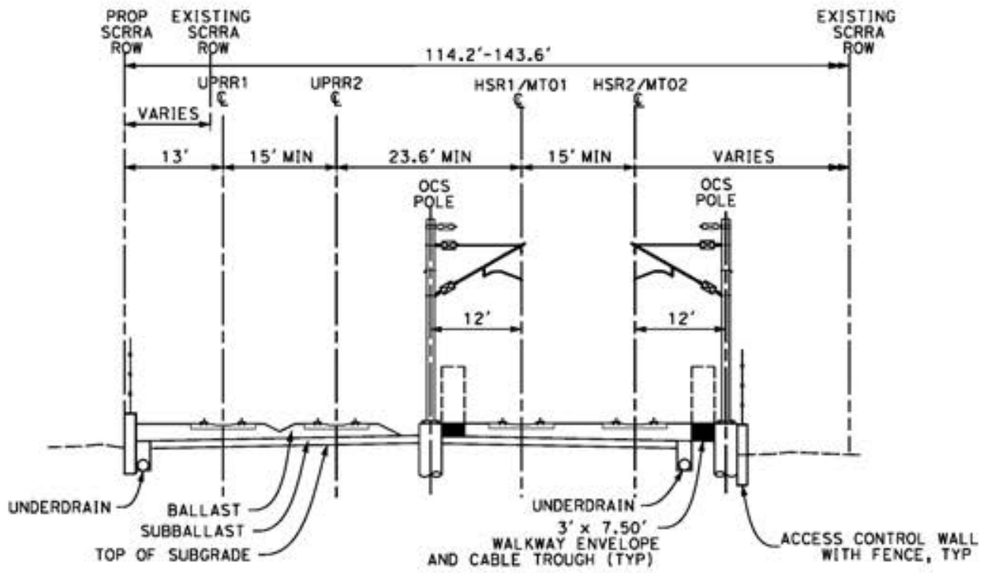
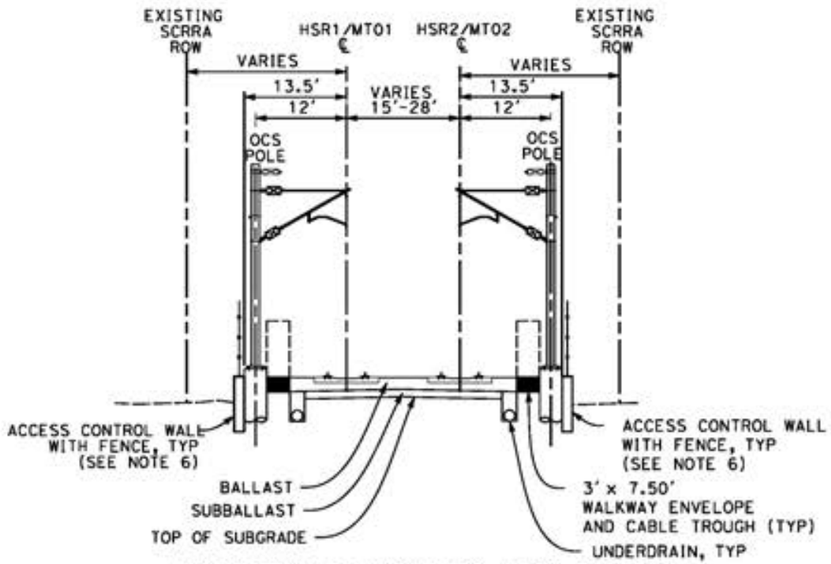


AVENUE 19

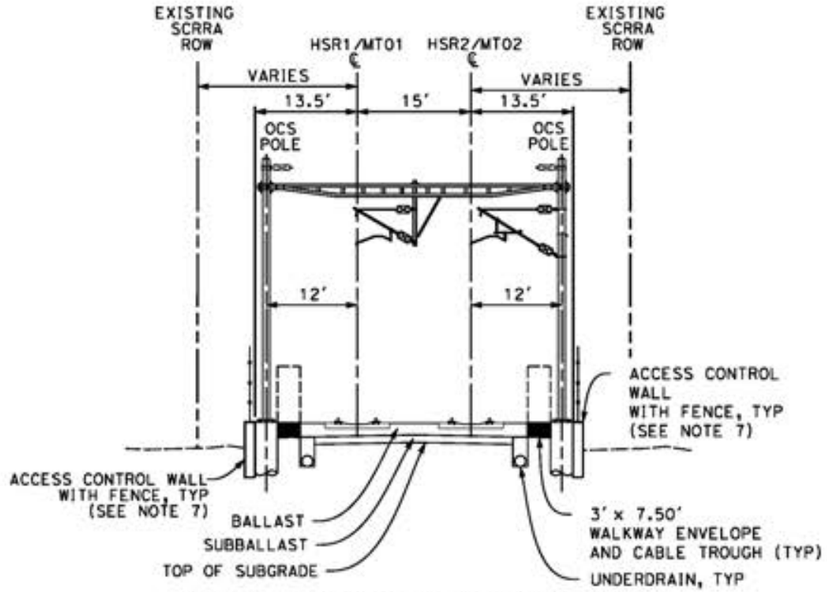
HSR2 3630+95 TO HSR2 3633+65



FROM TAYLOR YARD TO MAIN STREET

HSR2 3580+00 TO HSR2 3630+95
HSR2 3633+65 TO HSR2 3642+00
HSR2 3663+70 TO HSR2 3673+80
HSR2 3674+40 TO HSR2 3697+00

(FOR DOWNEY BRIDGE FROM HSR2 3635+00 TO HSR2 3640+00, REFER TO VOL 2, DWG NO. ST-K1203)



FROM TAYLOR YARD TO MAIN STREET

PORTAL SECTION

HSR2 3580+00 TO HSR2 3697+00
(FOR DOWNEY BRIDGE FROM HSR2 3635+00 TO HSR2 3640+00, REFER TO VOL 2, DWG NO. ST-K1203)

NOTES:

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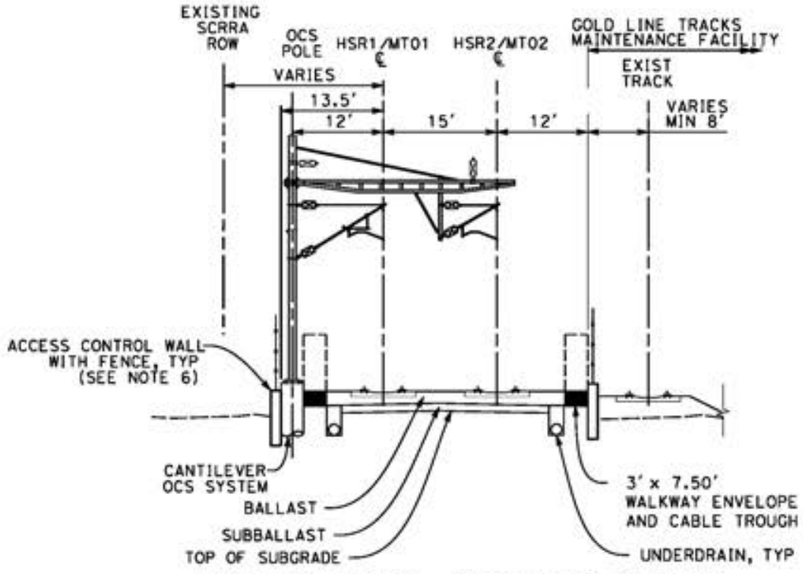
5. STRUCTURAL ELEMENTS ARE NOT TO SCALE.

6. RETAINING WALL LOCATED FROM HSR2 3582+41 TO HSR2 3586+56, HSR2 3589+25 TO HSR2 3627+60, AND HSR2 3664+50 TO HSR2 3670+25

7. RETAINING WALL LOCATED FROM HSR2 3585+81 TO HSR2 3625+71, AND HSR2 3664+00 TO HSR2 3670+25



GOLD LINE YARD - CANTILEVER SECTION

HSR2 3642+00 TO HSR2 3663+70

10 0 10 20
1"=10'
SCALE APPLICABLE FOR FULL SIZE ONLY

NOT FOR CONSTRUCTION
FOR INTERNAL USE ONLY

REV	DATE	BY	CHK	APP	DESCRIPTION

DESIGNED BY A. ZAHER
DRAWN BY A. ZAHER
CHECKED BY P. MAHONEY
IN CHARGE C. LEE
DATE 08/27/2021

PEPD RECORD SET

NOT FOR CONSTRUCTION

STV 100 Years

JACOBS

CALIFORNIA HIGH-SPEED RAIL AUTHORITY

CALIFORNIA HIGH-SPEED TRAIN PROJECT
BURBANK TO LOS ANGELES
OPTION B REVISED ALIGNMENT - REVISED FINAL
PEPD
TYPICAL CROSS SECTIONS
SHEET 10 OF 11

CONTRACT NO. HSR14-39
DRAWING NO. TT-D3110
SCALE AS SHOWN
SHEET NO.

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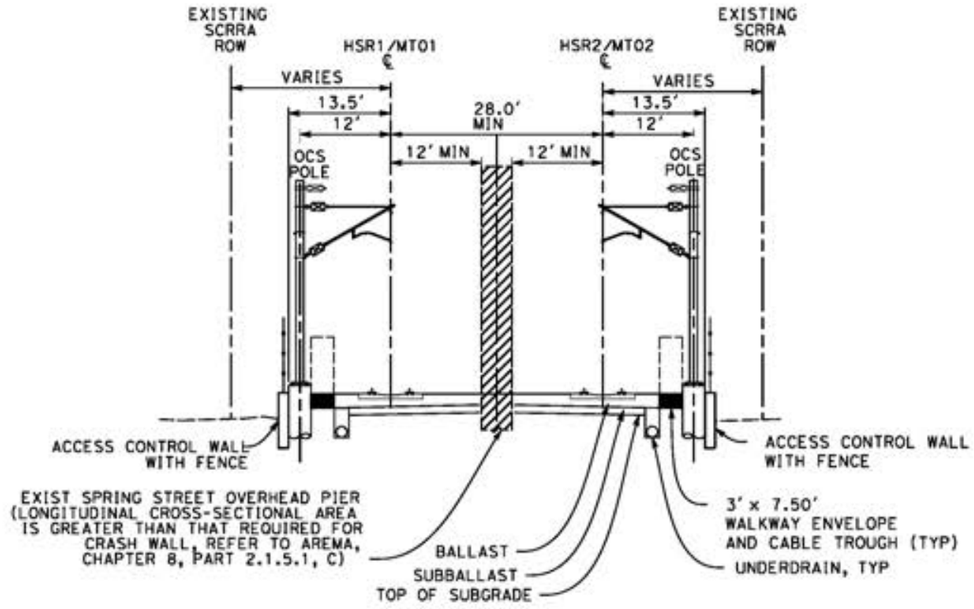

SPRING STREET OVERPASS

HSR2 3673+80 TO HSR 3674+40

NOTES:

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10 0 10 20

1"=10'

SCALE APPLICABLE FOR FULL SIZE ONLY

NOT FOR CONSTRUCTION
FOR INTERNAL USE ONLY

REV	DATE	BY	CHK	APP	DESCRIPTION

DESIGNED BY A. ZAHER
DRAWN BY A. ZAHER
CHECKED BY P. MAHONEY
IN CHARGE C. LEE
DATE 07/15/2021

PEPD RECORD SET

NOT FOR CONSTRUCTION

STV 100 Years

JACOBS

CALIFORNIA HIGH-SPEED RAIL AUTHORITY

CALIFORNIA HIGH-SPEED TRAIN PROJECT
BURBANK TO LOS ANGELES
OPTION B REVISED ALIGNMENT - REVISED FINAL
PEPD
TYPICAL CROSS SECTIONS
SHEET 11 OF 11

CONTRACT NO. HSR14-39
DRAWING NO. TT-D3111
SCALE AS SHOWN
SHEET NO.

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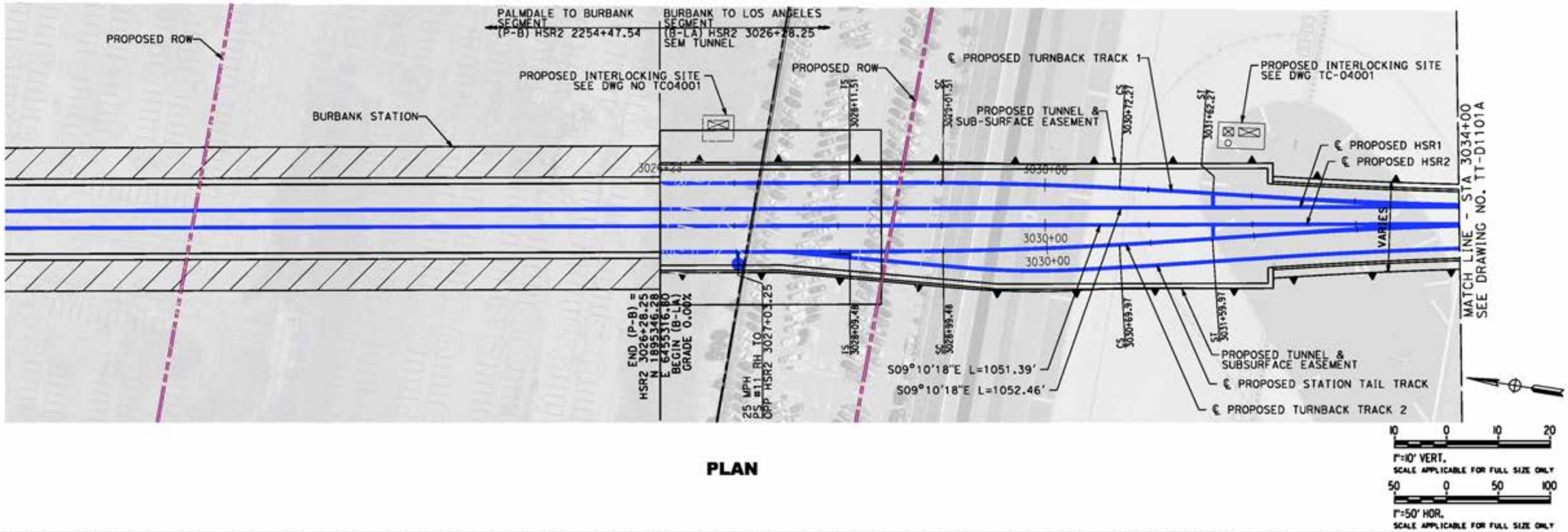
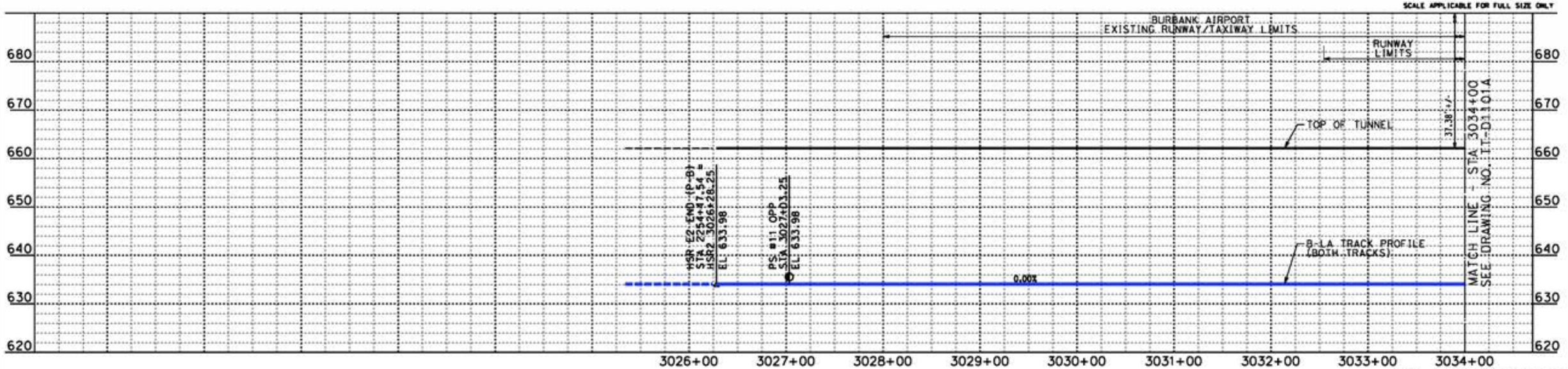
GARYA



PLAN



PROFILE

NOT FOR CONSTRUCTION
FOR INTERNAL USE ONLY

REV	DATE	BY	CHK	APP	DESCRIPTION

DESIGNED BY W. GUO
DRAWN BY C. NATHAN
CHECKED BY M. HAYNES
IN CHARGE C. LEE
DATE 08/27/2021

PEPD RECORD SET
NOT FOR CONSTRUCTION

STV 100 Years
JACOBS

CALIFORNIA HIGH-SPEED RAIL AUTHORITY

CALIFORNIA HIGH-SPEED TRAIN PROJECT
BURBANK TO LOS ANGELES
OPTION B REVISED ALIGNMENT - REVISED FINAL
PEPD
HSR - PLAN AND PROFILE
HSR2 3026+28.46 TO HSR2 3034+00

CONTRACT NO. HSR14-39
DRAWING NO. TT-D1101
SCALE AS SHOWN
SHEET NO.

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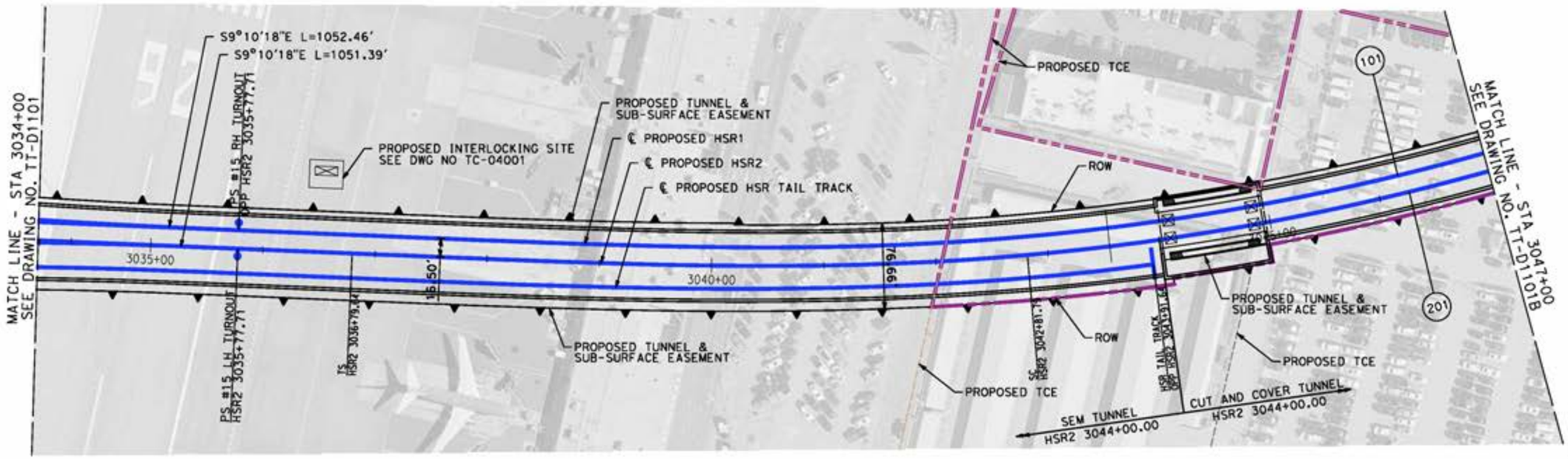

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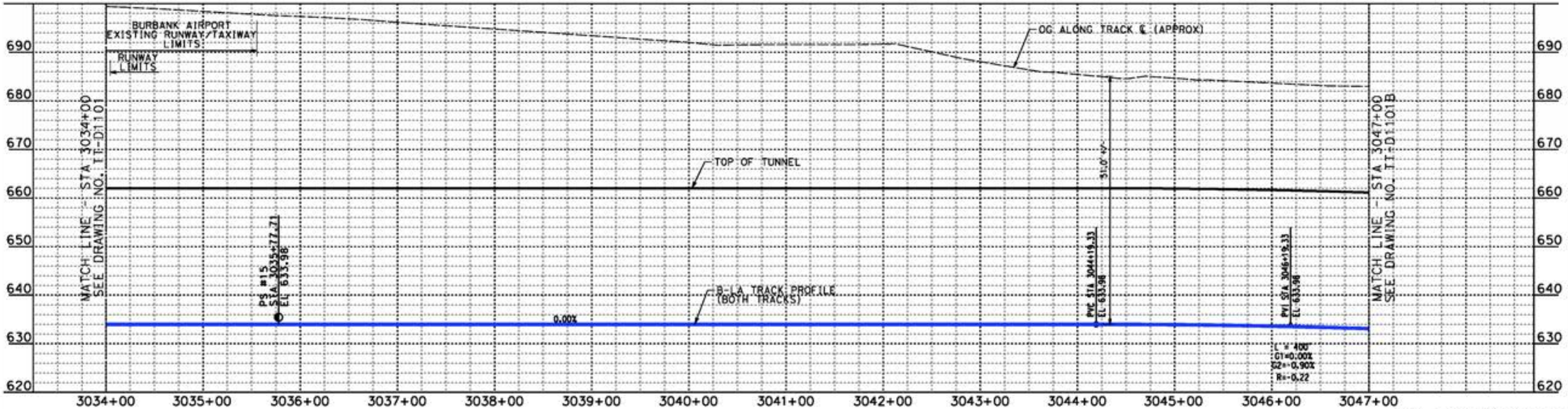

PROFILE

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REV	DATE	BY	CHK	APP	DESCRIPTION

DESIGNED BY W. GUO
DRAWN BY C. NATHAN
CHECKED BY M. HAYNES
IN CHARGE C. LEE
DATE 08/27/2021

PEPD RECORD SET

NOT FOR CONSTRUCTION

STV 100 Years

JACOBS

CALIFORNIA HIGH-SPEED RAIL AUTHORITY

CALIFORNIA HIGH-SPEED TRAIN PROJECT
BURBANK TO LOS ANGELES
OPTION B REVISED ALIGNMENT - REVISED FINAL
PEPD
HSR - PLAN AND PROFILE
HSR2 3034+00 TO HSR2 3047+00

CONTRACT NO. HSR14-39
DRAWING NO. TT-D1101A
SCALE AS SHOWN
SHEET NO.

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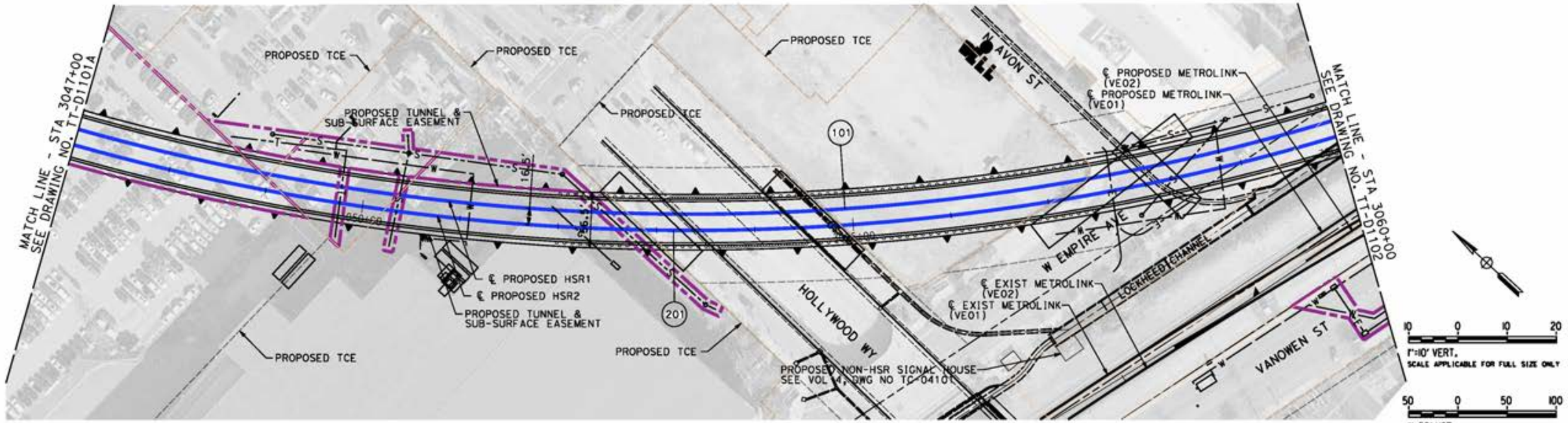

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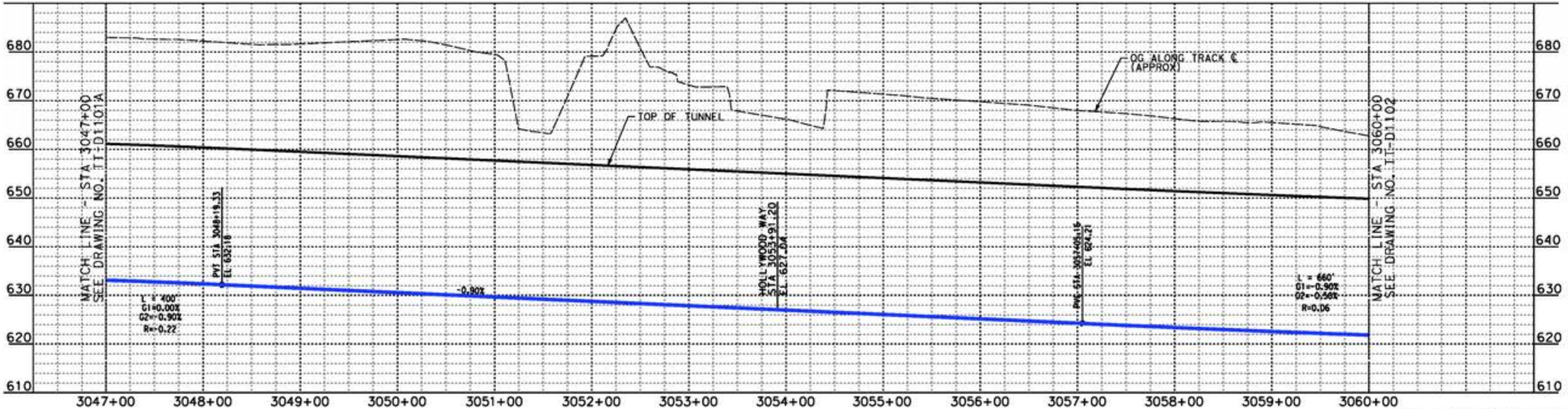

PROFILE

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DESIGNED BY W. GUO
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DATE 08/27/2021

PEPD RECORD SET

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STV 100 Years

JACOBS

CALIFORNIA HIGH-SPEED RAIL AUTHORITY

CALIFORNIA HIGH-SPEED TRAIN PROJECT
BURBANK TO LOS ANGELES
OPTION B REVISED ALIGNMENT - REVISED FINAL
PEPD
HSR - PLAN AND PROFILE
HSR2 3047+00 TO HSR2 3060+00

CONTRACT NO. HSR14-39
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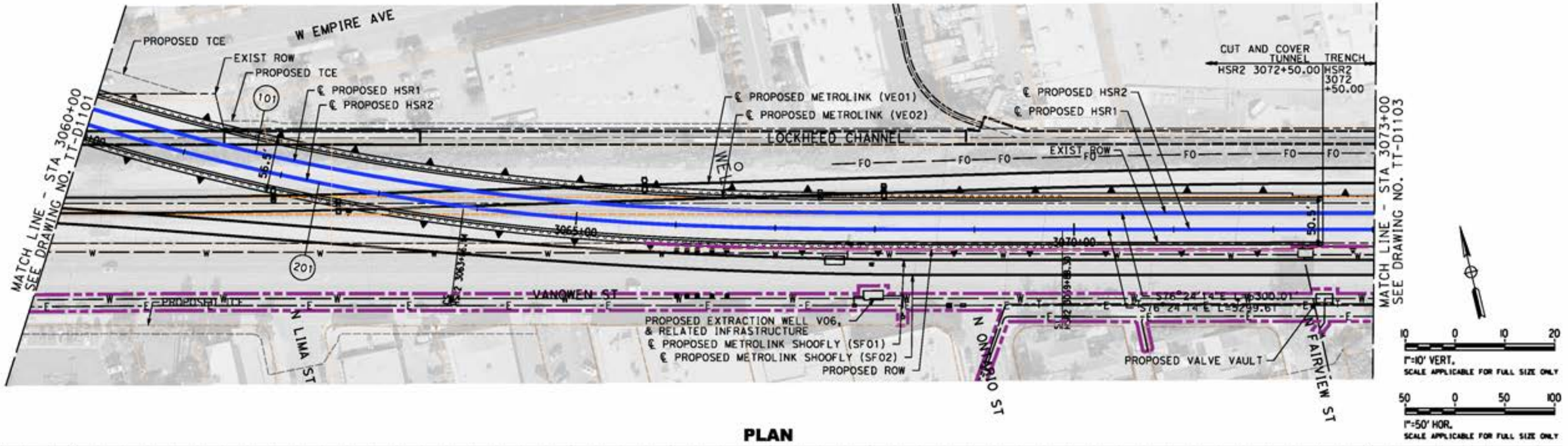

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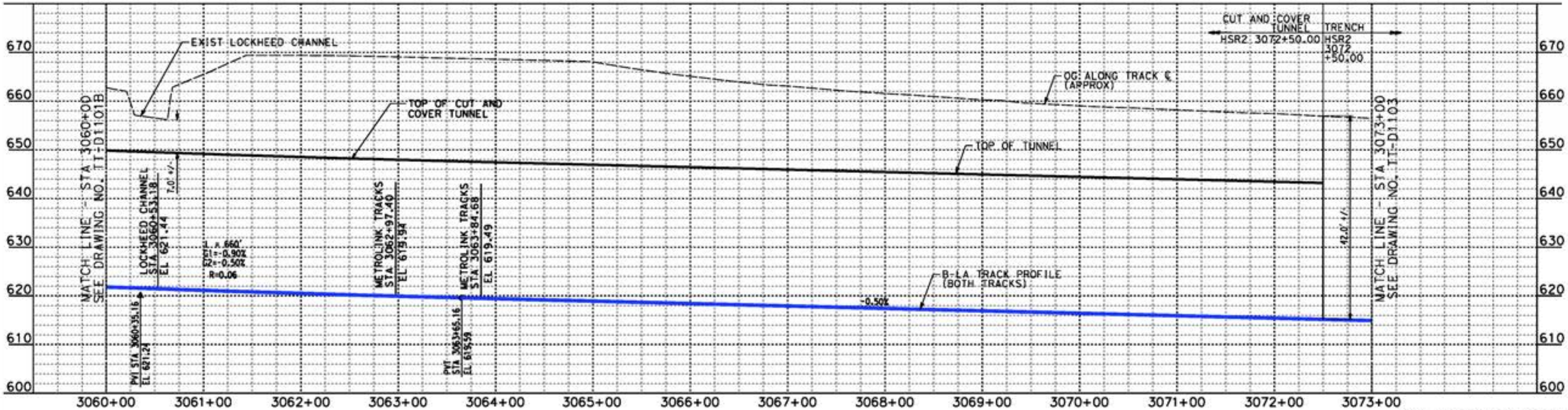

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STV 100 Years

JACOBS

CALIFORNIA HIGH-SPEED RAIL AUTHORITY

CALIFORNIA HIGH-SPEED TRAIN PROJECT
BURBANK TO LOS ANGELES
OPTION B REVISED ALIGNMENT - REVISED FINAL
PEPD
HSR - PLAN AND PROFILE
HSR2 3060+00 TO HSR2 3073+00

CONTRACT NO. HSR14-39
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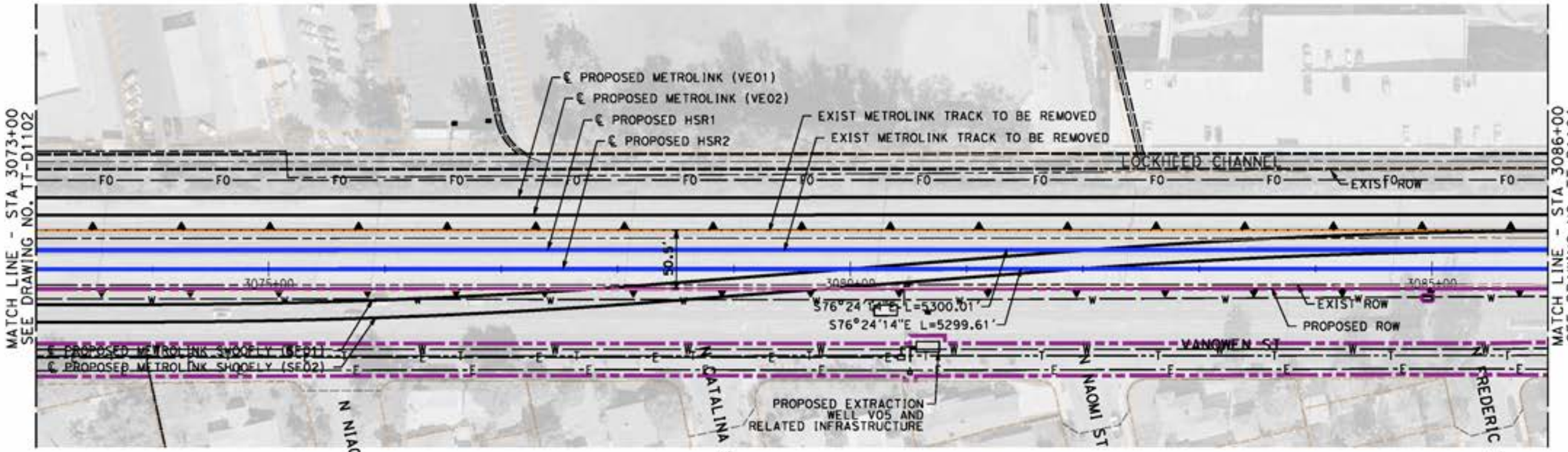

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REV	DATE	BY	CHK	APP	DESCRIPTION

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CHECKED BY M. HAYNES
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DATE 07/15/2021

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STV 100 Years

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CALIFORNIA HIGH-SPEED RAIL AUTHORITY

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BURBANK TO LOS ANGELES
OPTION B REVISED ALIGNMENT - REVISED FINAL
PEPD
HSR DEDICATED - PLAN AND PROFILE
HSR2 3073+00 TO HSR2 3086+00

CONTRACT NO. HSR14-39
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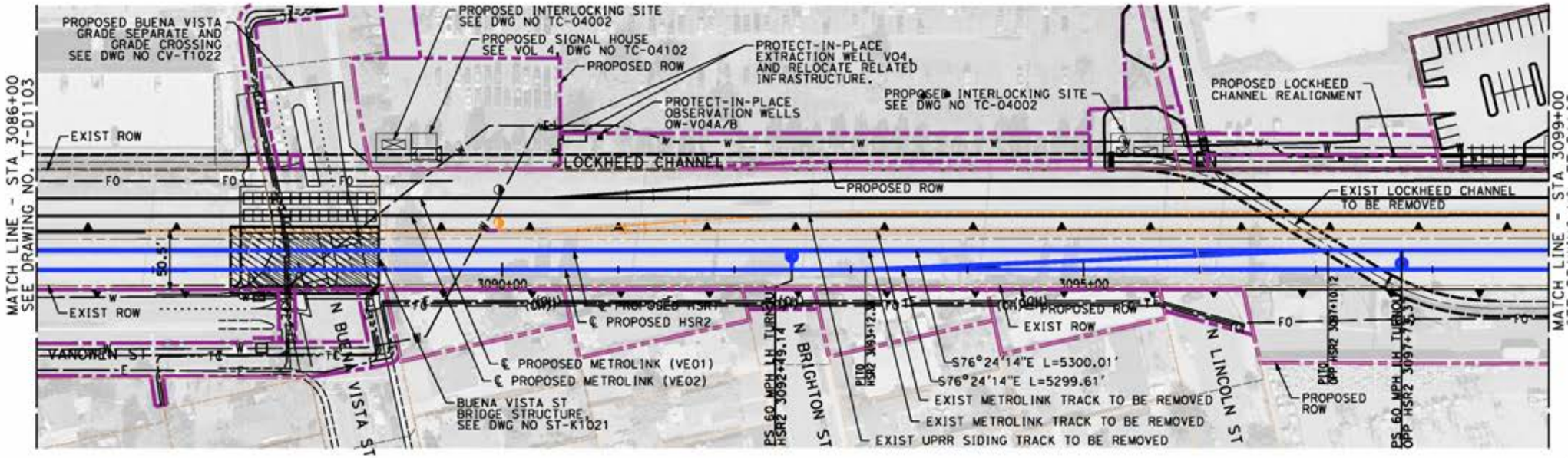

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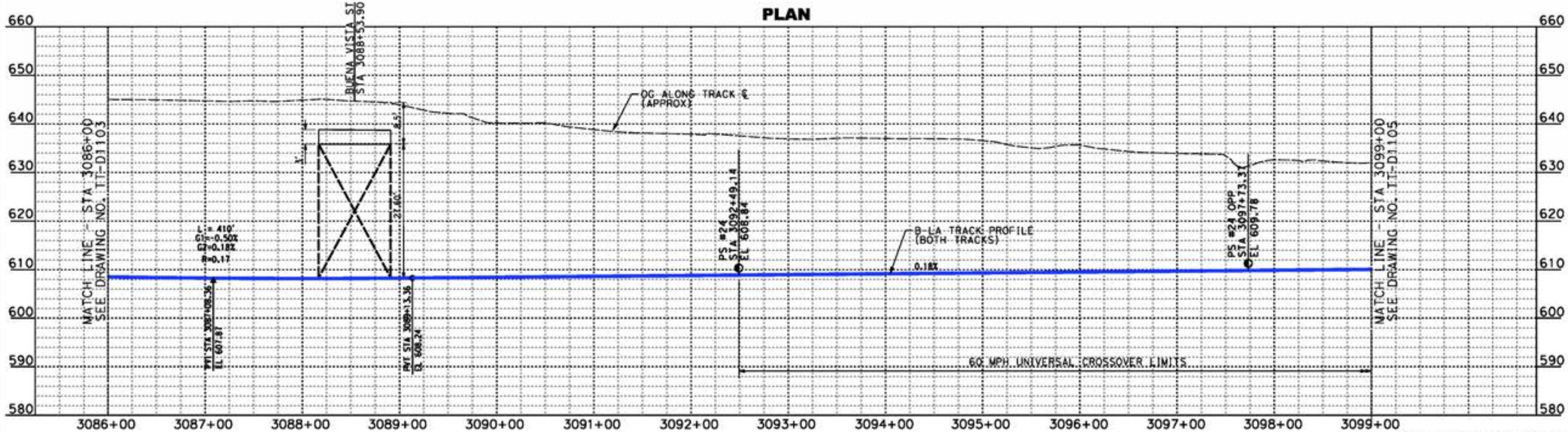

PROFILE

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JACOBS

CALIFORNIA HIGH-SPEED RAIL AUTHORITY

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BURBANK TO LOS ANGELES
OPTION B REVISED ALIGNMENT - REVISED FINAL
PEPD
HSR DEDICATED - PLAN AND PROFILE
HSR2 3086+00 TO HSR2 3099+00

CONTRACT NO. HSR14-39
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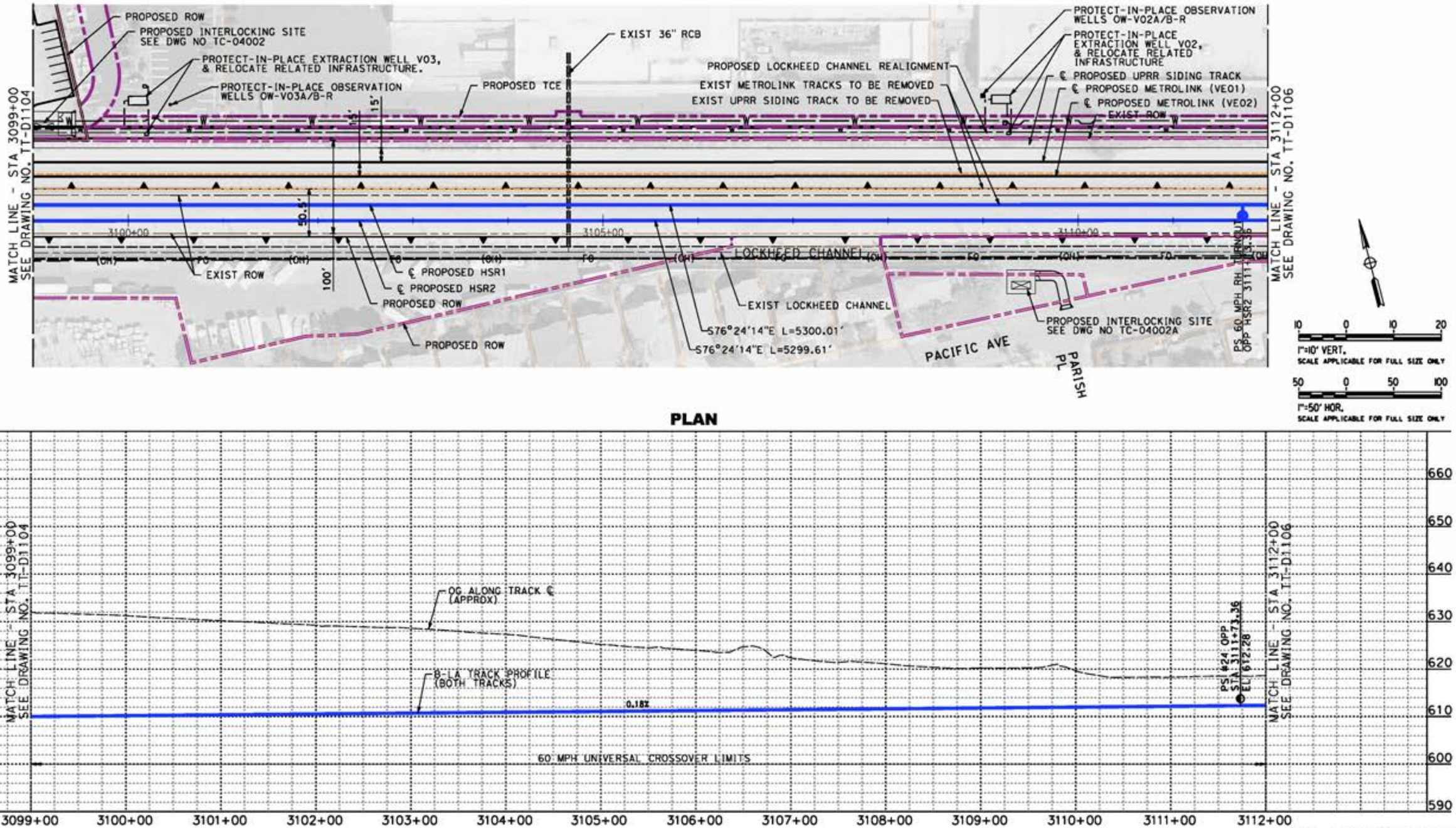

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DESIGNED BY W. GUO
DRAWN BY C. NATHAN
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IN CHARGE C. LEE
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CALIFORNIA HIGH-SPEED RAIL AUTHORITY

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BURBANK TO LOS ANGELES
OPTION B REVISED ALIGNMENT - REVISED FINAL
PEPD
HSR DEDICATED - PLAN AND PROFILE
HSR2 3099+00 TO HSR2 3112+00

CONTRACT NO. HSR14-39
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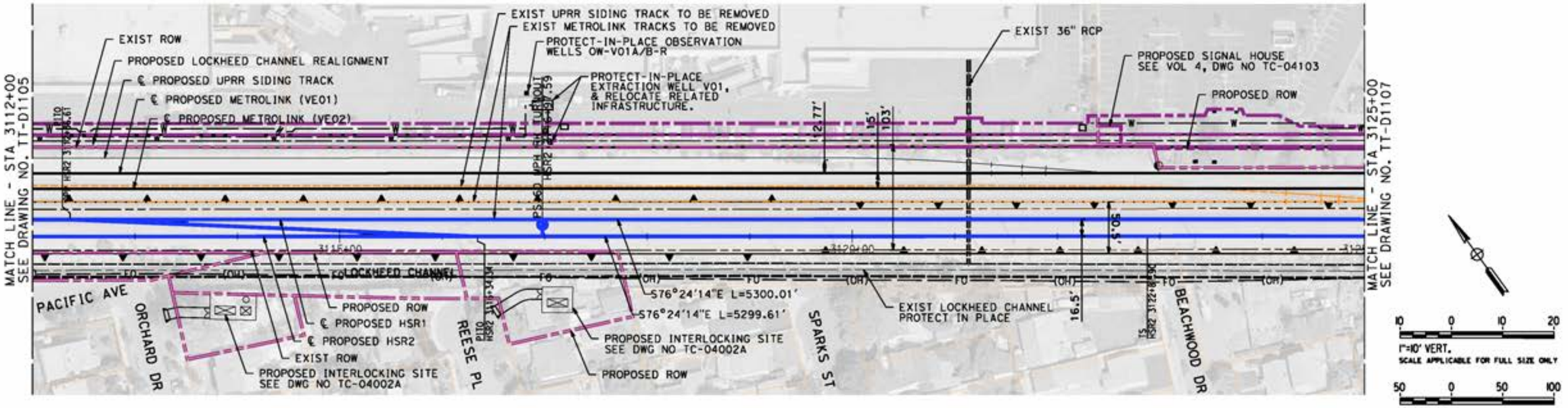

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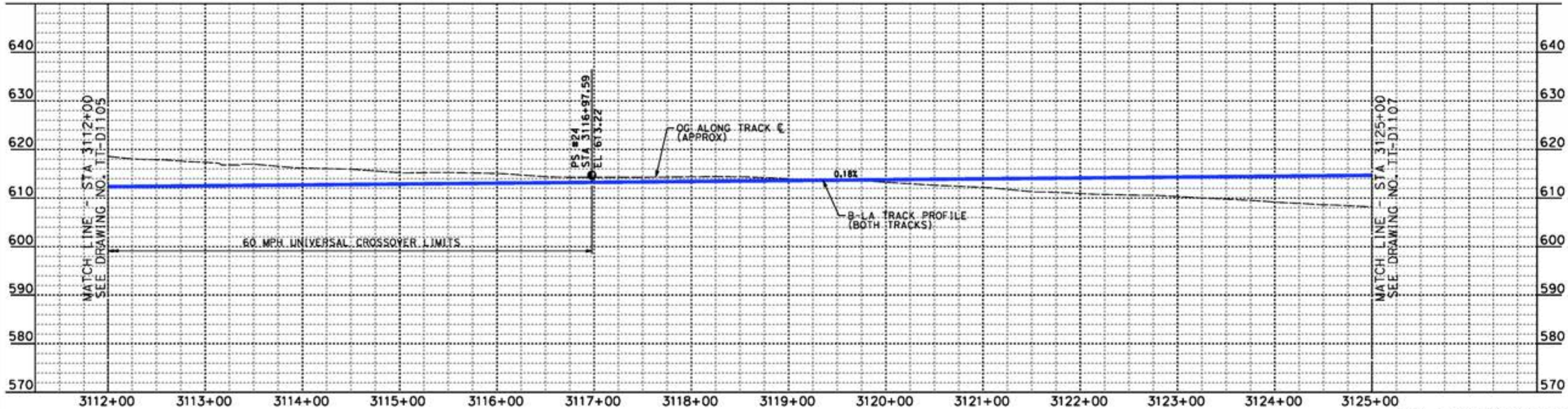

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REV	DATE	BY	CHK	APP	DESCRIPTION

DESIGNED BY W. GUO
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JACOBS
CALIFORNIA HIGH-SPEED RAIL AUTHORITY

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BURBANK TO LOS ANGELES
OPTION B REVISED ALIGNMENT - REVISED FINAL PEPD
HSR DEDICATED - PLAN AND PROFILE
HSR2 3112+00 TO HSR2 3125+00

CONTRACT NO. HSR14-39
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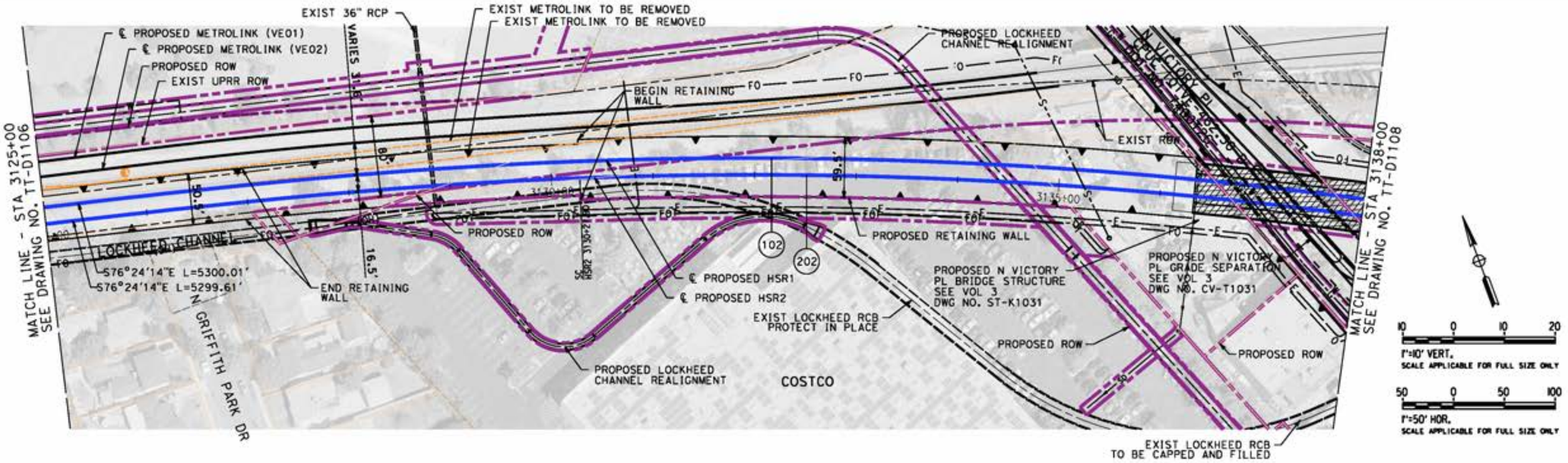

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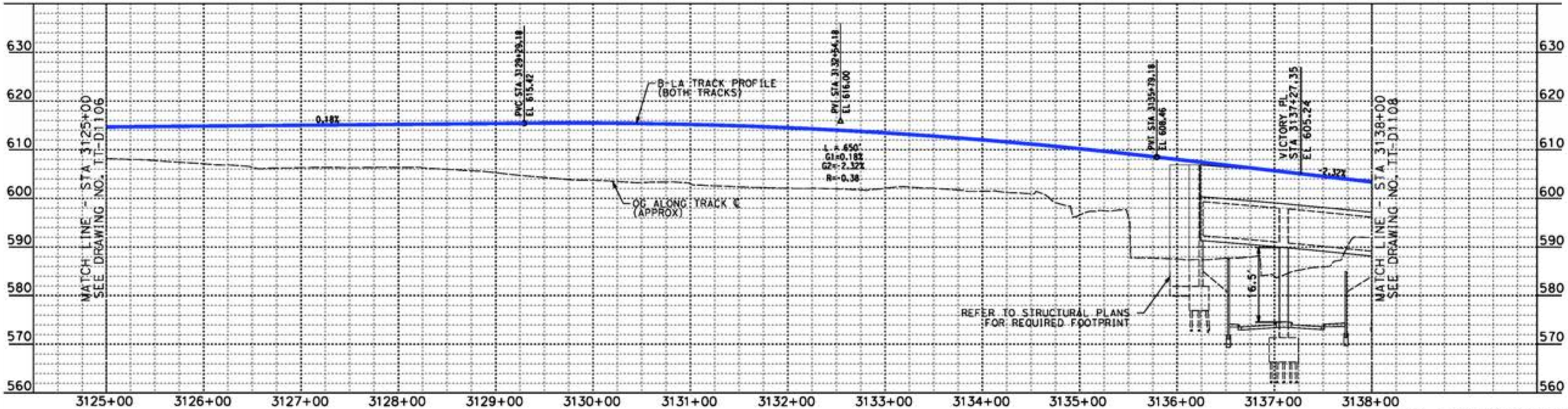

PROFILE

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DATE 07/15/2021

PEPD RECORD SET

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STV 100 Years

JACOBS

CALIFORNIA HIGH-SPEED RAIL AUTHORITY

CALIFORNIA HIGH-SPEED TRAIN PROJECT
BURBANK TO LOS ANGELES
OPTION B REVISED ALIGNMENT - REVISED FINAL PEPD
HSR DEDICATED - PLAN AND PROFILE
HSR2 3125+00 TO HSR2 3138+00

CONTRACT NO. HSR14-39
DRAWING NO. TT-D1107
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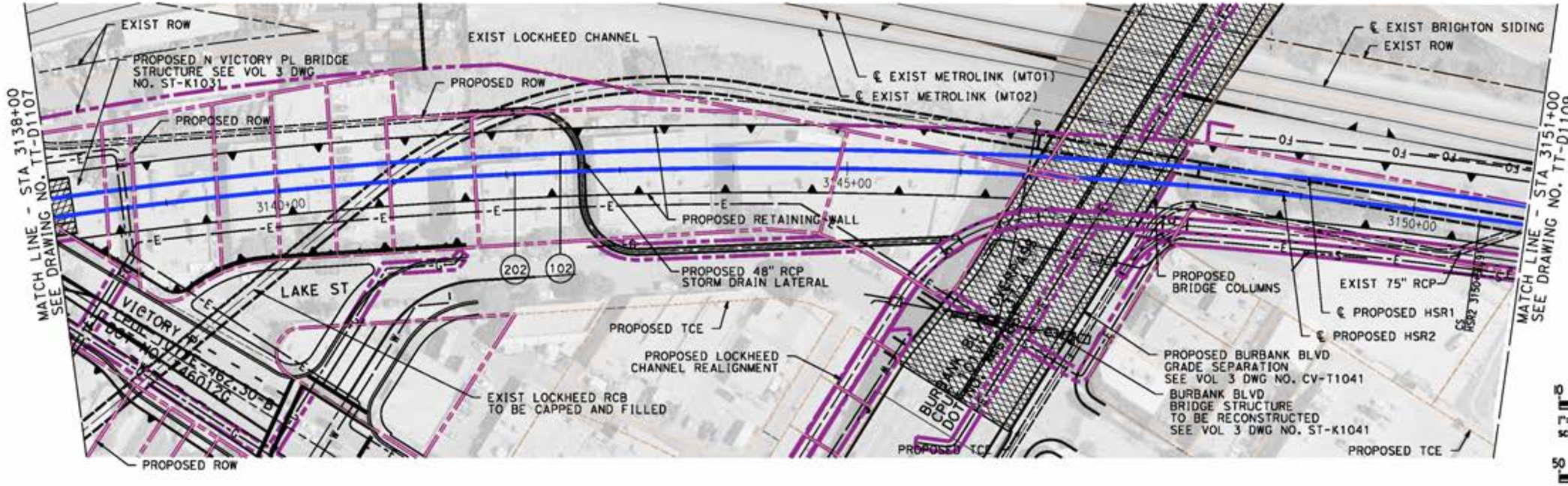

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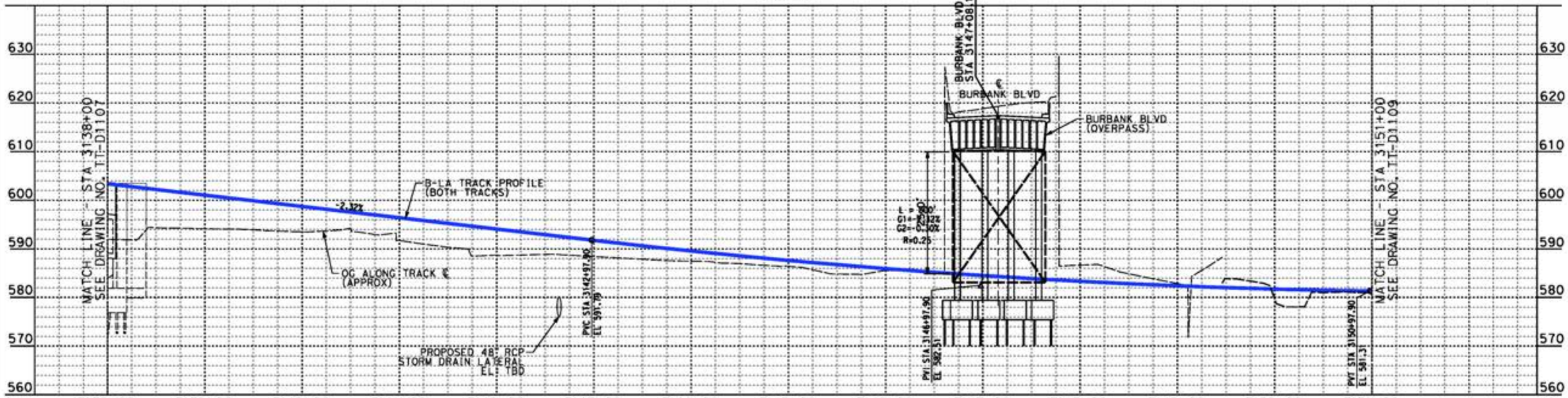

PROFILE

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DESIGNED BY W. GUO
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JACOBS

CALIFORNIA HIGH-SPEED RAIL AUTHORITY

CALIFORNIA HIGH-SPEED TRAIN PROJECT
BURBANK TO LOS ANGELES
OPTION B REVISED ALIGNMENT - REVISED FINAL PEPD
HSR DEDICATED - PLAN AND PROFILE
HSR2 3138+00 TO HSR2 3151+00

CONTRACT NO. HSR14-39
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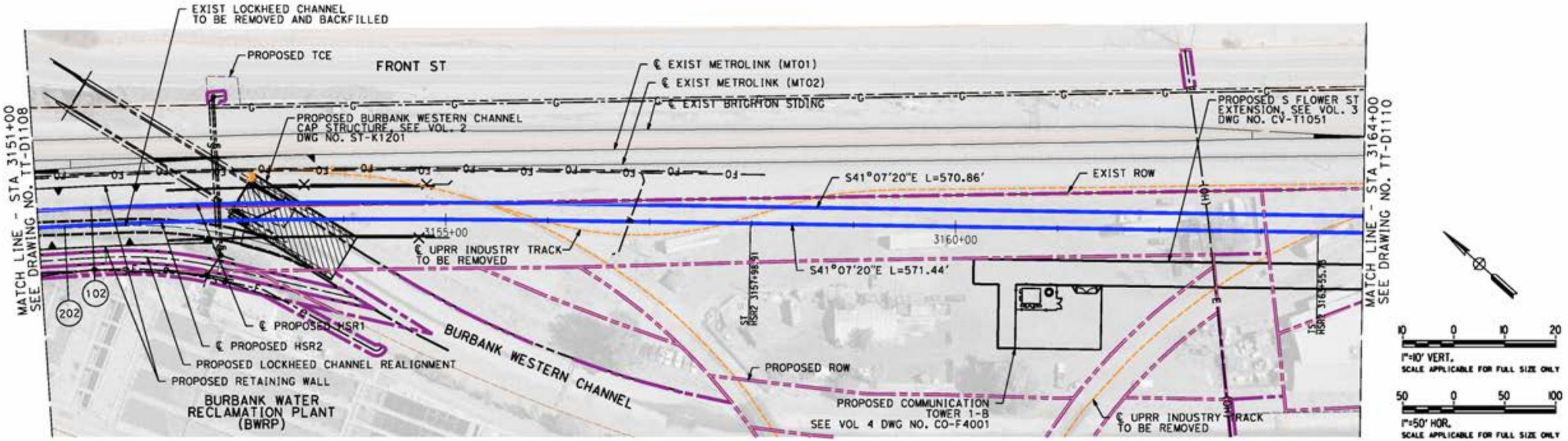

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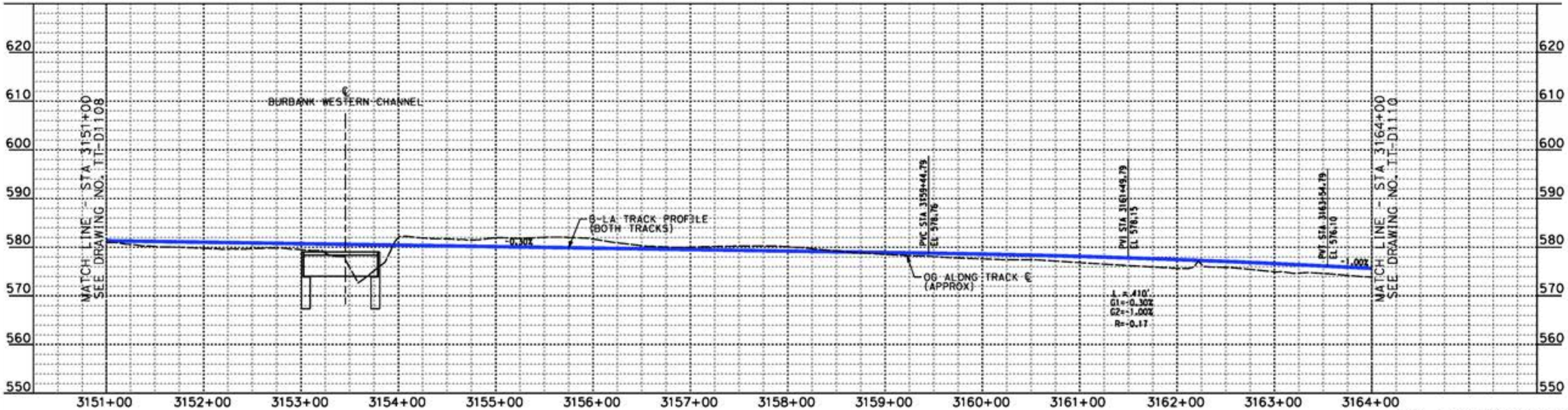

PROFILE

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DESIGNED BY W. GUO
DRAWN BY C. NATHAN
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DATE 07/15/2021

PEPD RECORD SET

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STV 100 Years

JACOBS

CALIFORNIA HIGH-SPEED RAIL AUTHORITY

CALIFORNIA HIGH-SPEED TRAIN PROJECT
BURBANK TO LOS ANGELES
OPTION B REVISED ALIGNMENT - REVISED FINAL
PEPD
HSR DEDICATED - PLAN AND PROFILE
HSR2 3151+00 TO HSR2 3164+00

CONTRACT NO. HSR14-39
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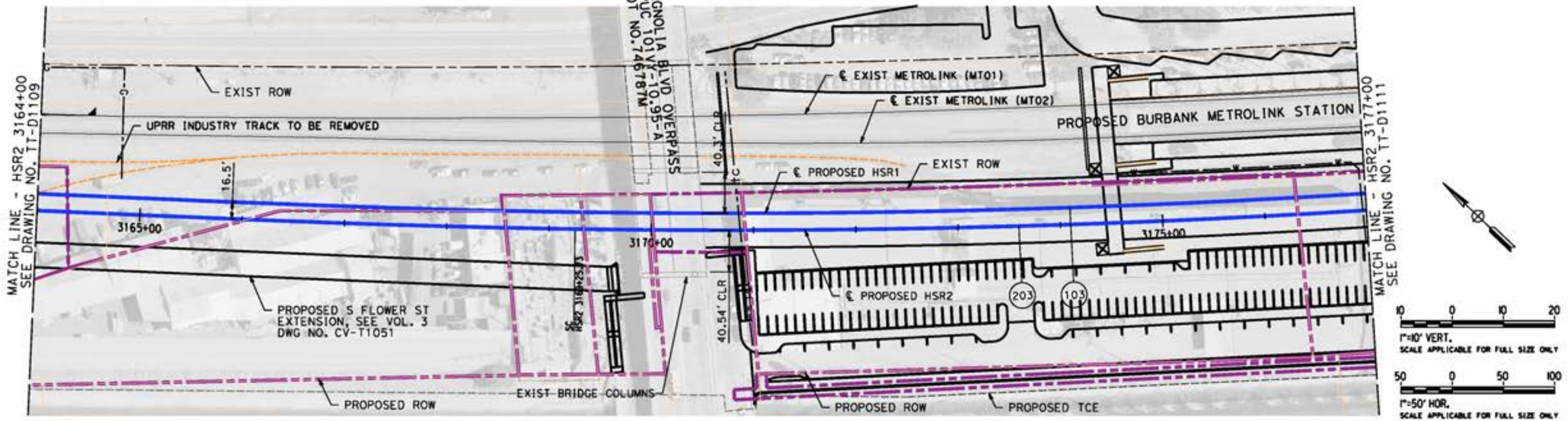

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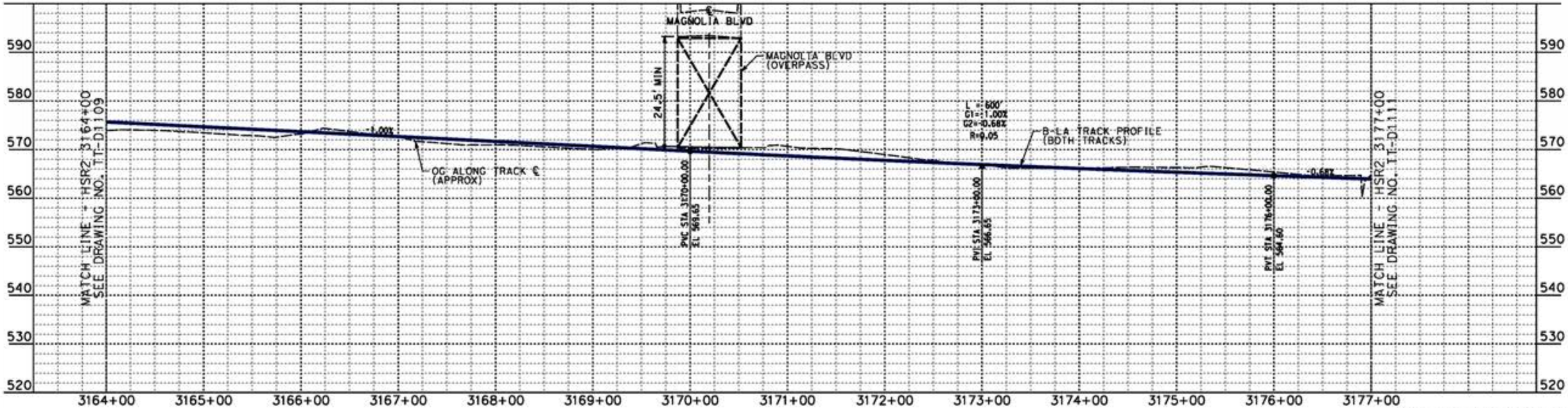

PROFILE

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REV	DATE	BY	CHK	APP	DESCRIPTION

DESIGNED BY: W. XU
DRAWN BY: W. XU
CHECKED BY: M. HAYNES
IN CHARGE: C. LEE
DATE: 07/15/2021

PEPD RECORD SET

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STV 100 Years

JACOBS

CALIFORNIA HIGH-SPEED RAIL AUTHORITY

CALIFORNIA HIGH-SPEED TRAIN PROJECT
BURBANK TO LOS ANGELES
OPTION B REVISED ALIGNMENT - REVISED FINAL
PEPD
HSR DEDICATED - PLAN AND PROFILE
HSR2 3164+00 TO HSR2 3177+00

CONTRACT NO. HSR14-39
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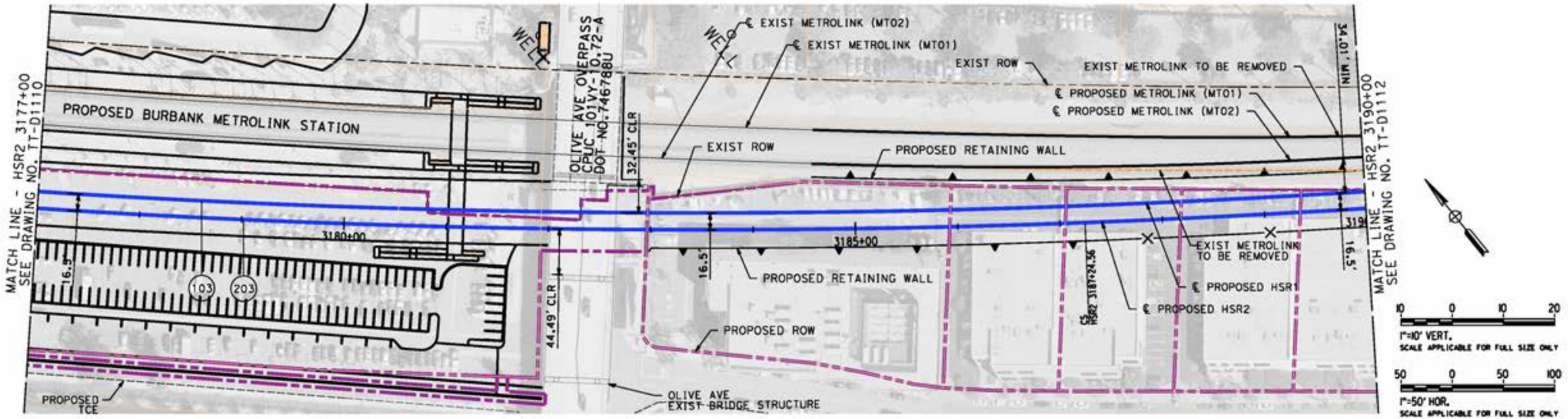

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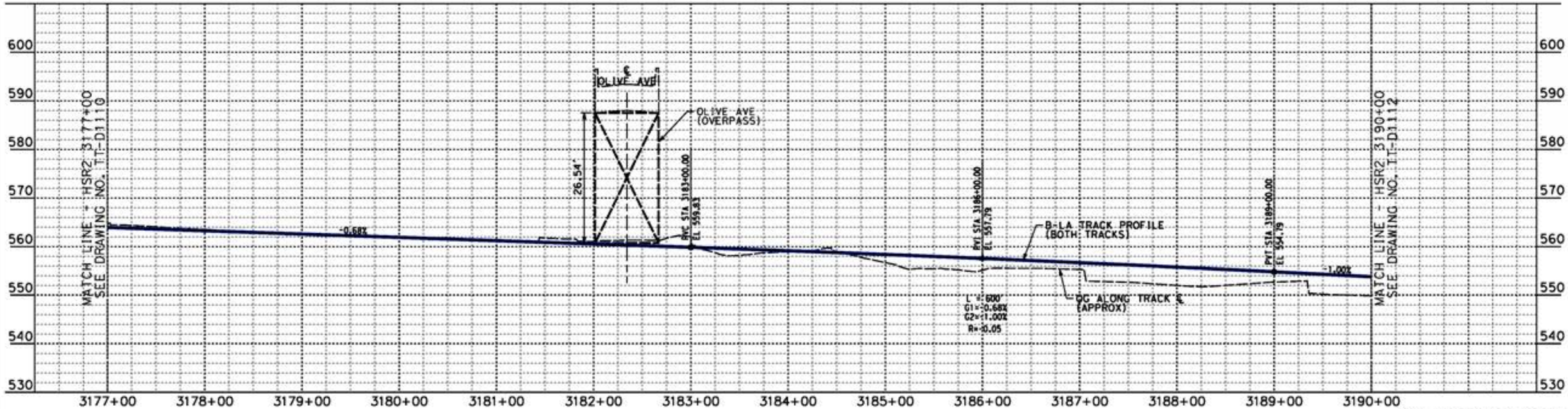

PROFILE

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REV	DATE	BY	CHK	APP	DESCRIPTION

DESIGNED BY: W. XU
DRAWN BY: W. XU
CHECKED BY: M. HAYNES
IN CHARGE: C. LEE
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STV 100 Years
JACOBS
CALIFORNIA HIGH-SPEED RAIL AUTHORITY

CALIFORNIA HIGH-SPEED TRAIN PROJECT
BURBANK TO LOS ANGELES
OPTION B REVISED ALIGNMENT - REVISED FINAL PEPD
HSR DEDICATED - PLAN AND PROFILE
HSR2 3177+00 TO HSR2 3190+00

CONTRACT NO. HSR14-39
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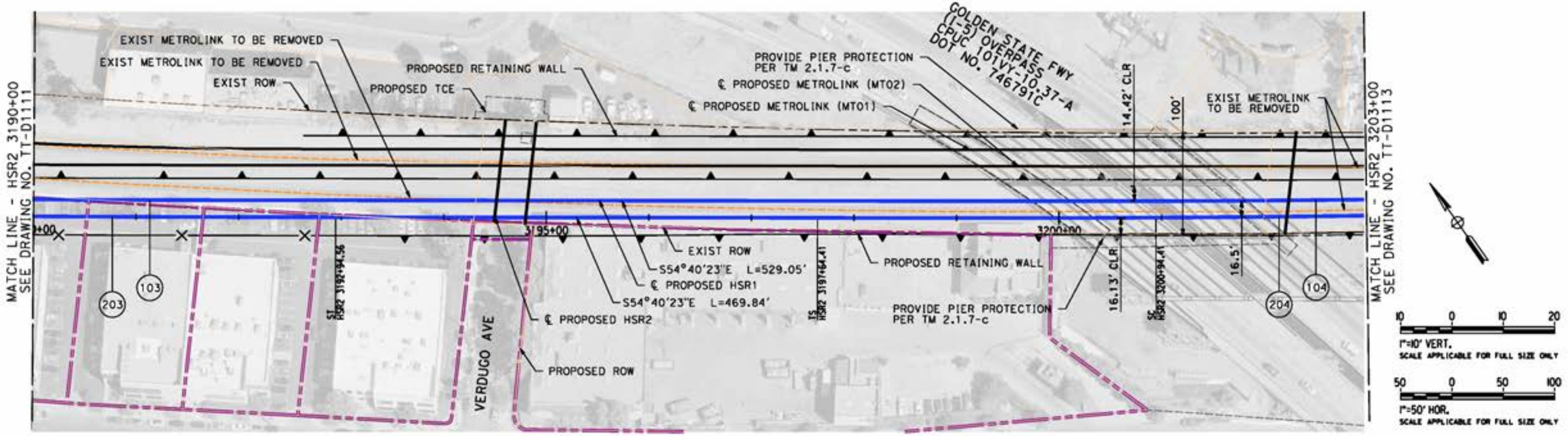

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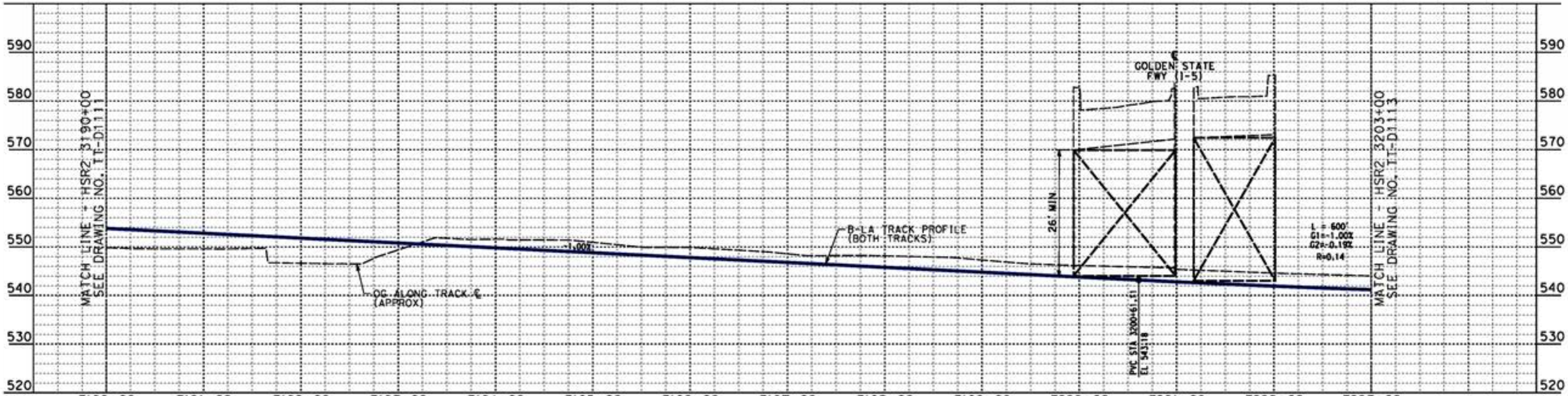

PROFILE

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REV	DATE	BY	CHK	APP	DESCRIPTION

DESIGNED BY: W. XU
DRAWN BY: W. XU
CHECKED BY: M. HAYNES
IN CHARGE: C. LEE
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CALIFORNIA HIGH-SPEED TRAIN PROJECT
BURBANK TO LOS ANGELES

OPTION B REVISED ALIGNMENT - REVISED FINAL
PEPD
HSR DEDICATED - PLAN AND PROFILE
HSR2 3190+00 TO HSR2 3203+00

CONTRACT NO. HSR14-39
DRAWING NO. TT-D1112
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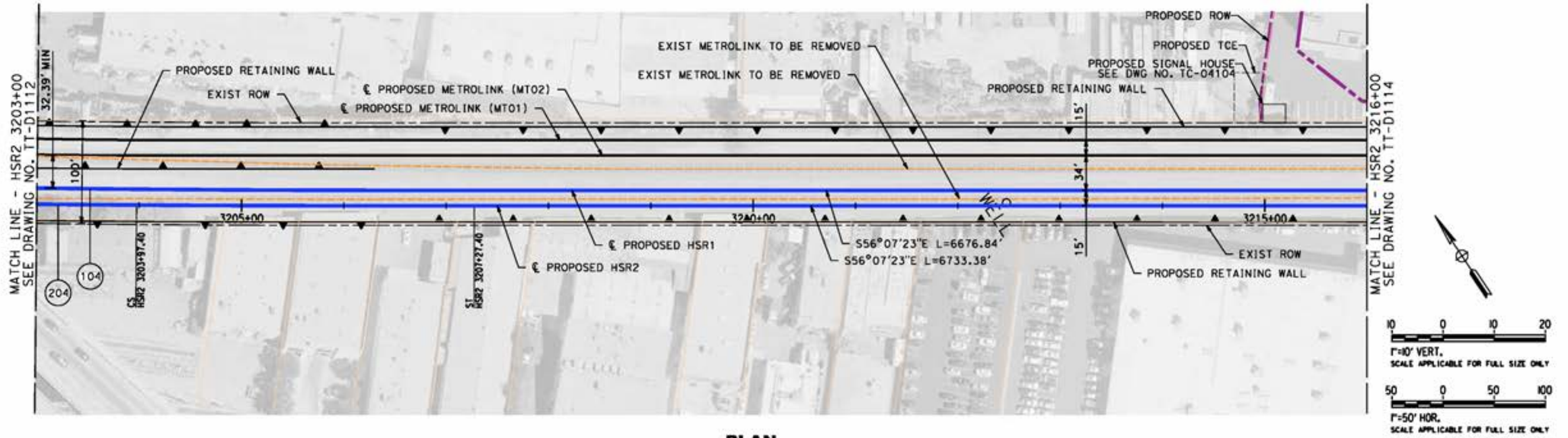

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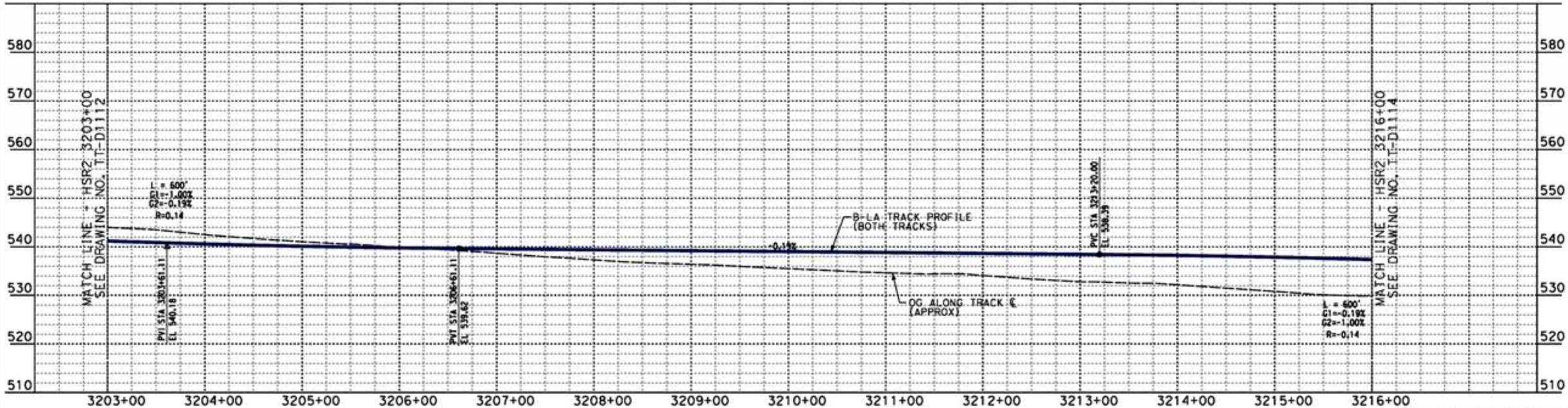

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STV 100 Years

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CALIFORNIA HIGH-SPEED TRAIN PROJECT
BURBANK TO LOS ANGELES
OPTION B REVISED ALIGNMENT - REVISED FINAL
PEPD
HSR DEDICATED - PLAN AND PROFILE
HSR2 3203+00 TO HSR2 3216+00

CONTRACT NO. HSR14-39
DRAWING NO. TT-D1113
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SHEET NO.

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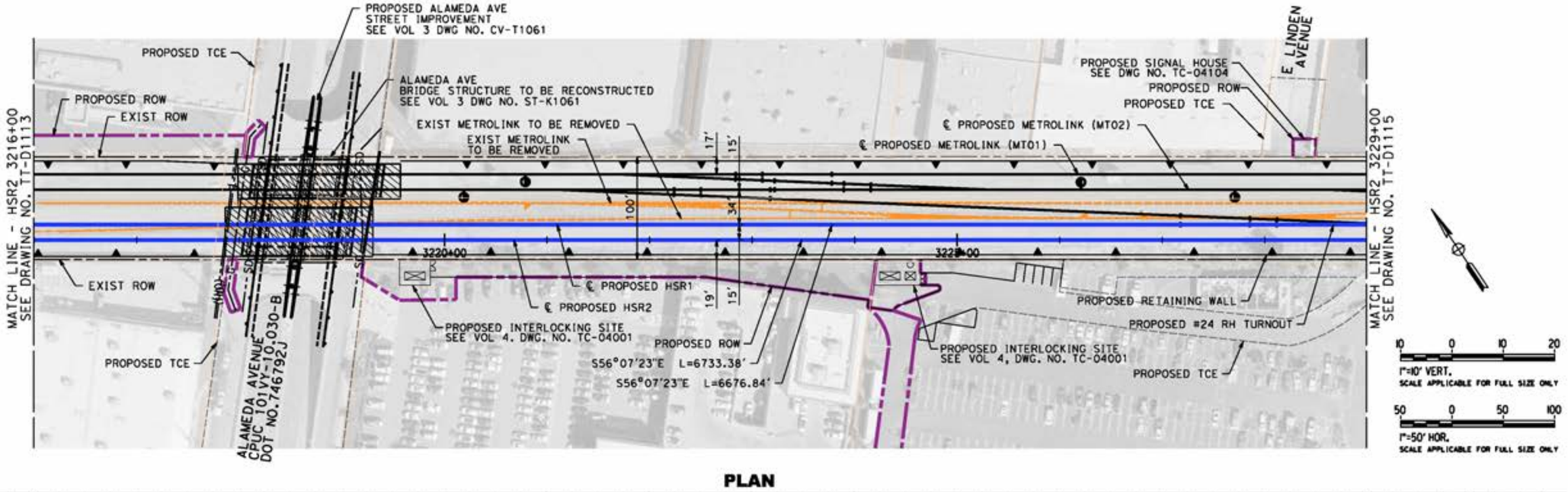

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REV	DATE	BY	CHK	APP	DESCRIPTION

DESIGNED BY W. XU
DRAWN BY W. XU
CHECKED BY M. HAYNES
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DATE 07/15/2021

PEPD RECORD SET

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CALIFORNIA HIGH-SPEED RAIL AUTHORITY

CALIFORNIA HIGH-SPEED TRAIN PROJECT
BURBANK TO LOS ANGELES
OPTION B REVISED ALIGNMENT - REVISED FINAL
PEPD
HSR DEDICATED - PLAN AND PROFILE
HSR2 3216+00 TO HSR2 3229+00

CONTRACT NO. HSR14-39
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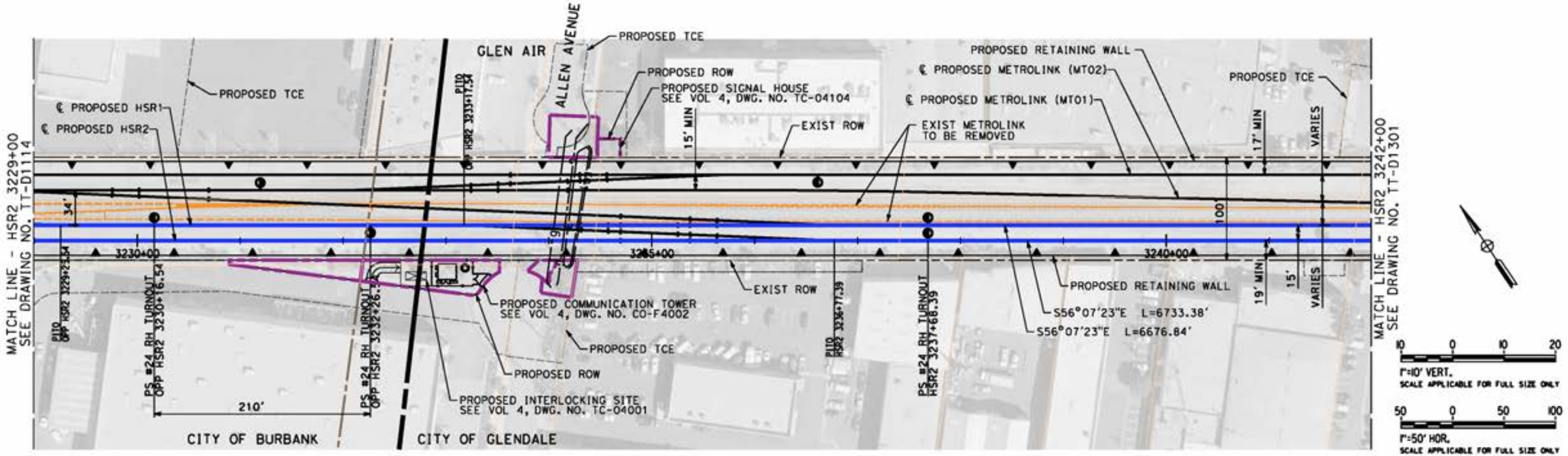

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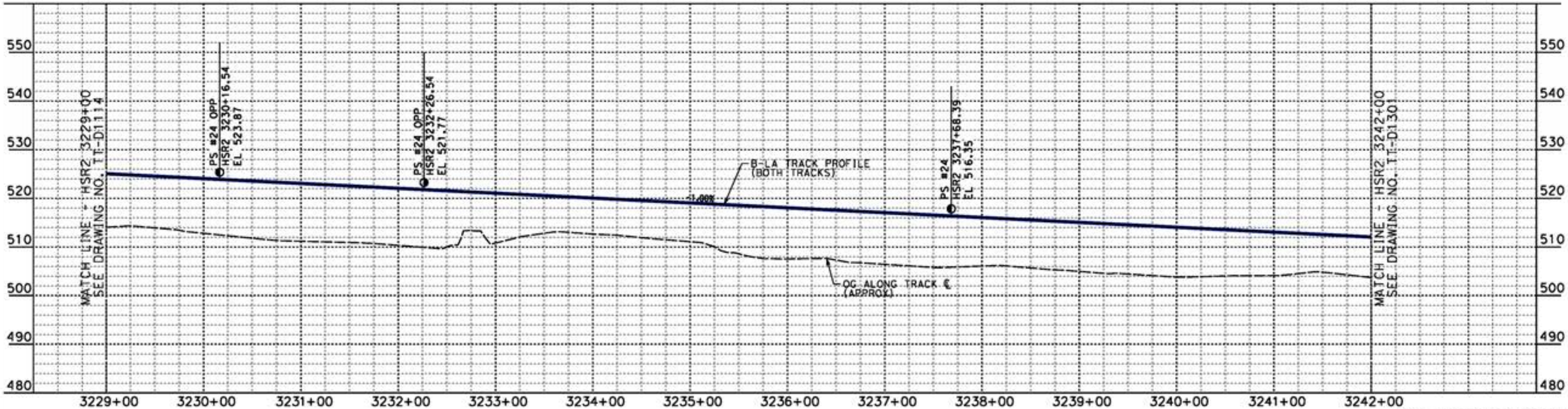

PROFILE

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FOR INTERNAL USE ONLY

REV	DATE	BY	CHK	APP	DESCRIPTION

DESIGNED BY W. XU
DRAWN BY W. XU
CHECKED BY A. GARY
IN CHARGE C. LEE
DATE 07/15/2021

PEPD RECORD SET

NOT FOR CONSTRUCTION

STV 100 Years

JACOBS

CALIFORNIA HIGH-SPEED RAIL AUTHORITY

CALIFORNIA HIGH-SPEED TRAIN PROJECT
BURBANK TO LOS ANGELES
OPTION B REVISED ALIGNMENT - REVISED FINAL PEPD
HSR SHARED ELECTRIFIED - PLAN AND PROFILE
HSR2 3229+00 TO HSR2 3242+00

CONTRACT NO. HSR14-39
DRAWING NO. TT-D1115
SCALE AS SHOWN
SHEET NO.

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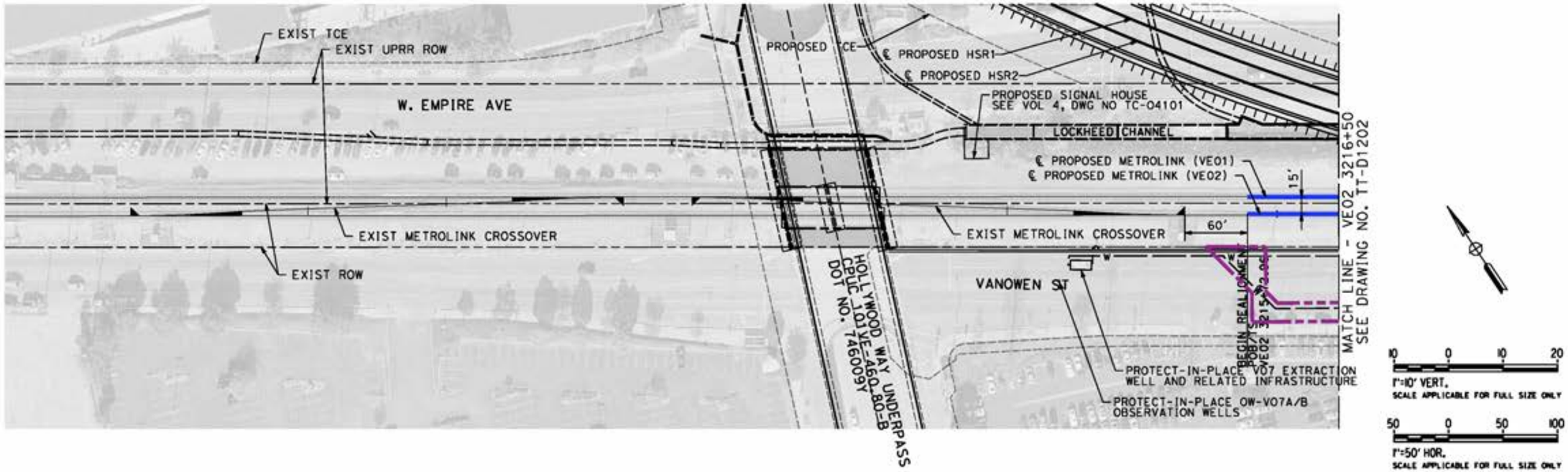

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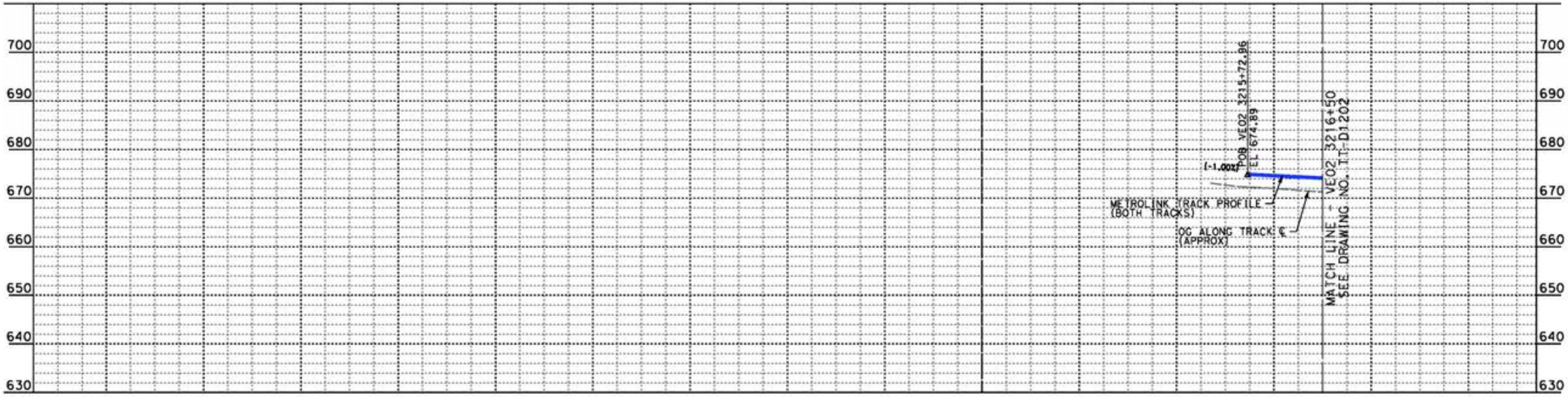

PROFILE

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REV	DATE	BY	CHK	APP	DESCRIPTION

DESIGNED BY W. XU
DRAWN BY C. NATHAN
CHECKED BY M. HAYNES
IN CHARGE C. LEE
DATE 07/15/2021

PEPD RECORD SET

NOT FOR CONSTRUCTION

STV 100 Years

JACOBS

CALIFORNIA HIGH-SPEED RAIL AUTHORITY

CALIFORNIA HIGH-SPEED TRAIN PROJECT
BURBANK TO LOS ANGELES
OPTION B REVISED ALIGNMENT - REVISED FINAL
PEPD
METROLINK VENTURA - PLAN AND PROFILE
VE02 3215+73 TO VE02 3216+50

CONTRACT NO. HSR14-39
DRAWING NO. TT-D1201
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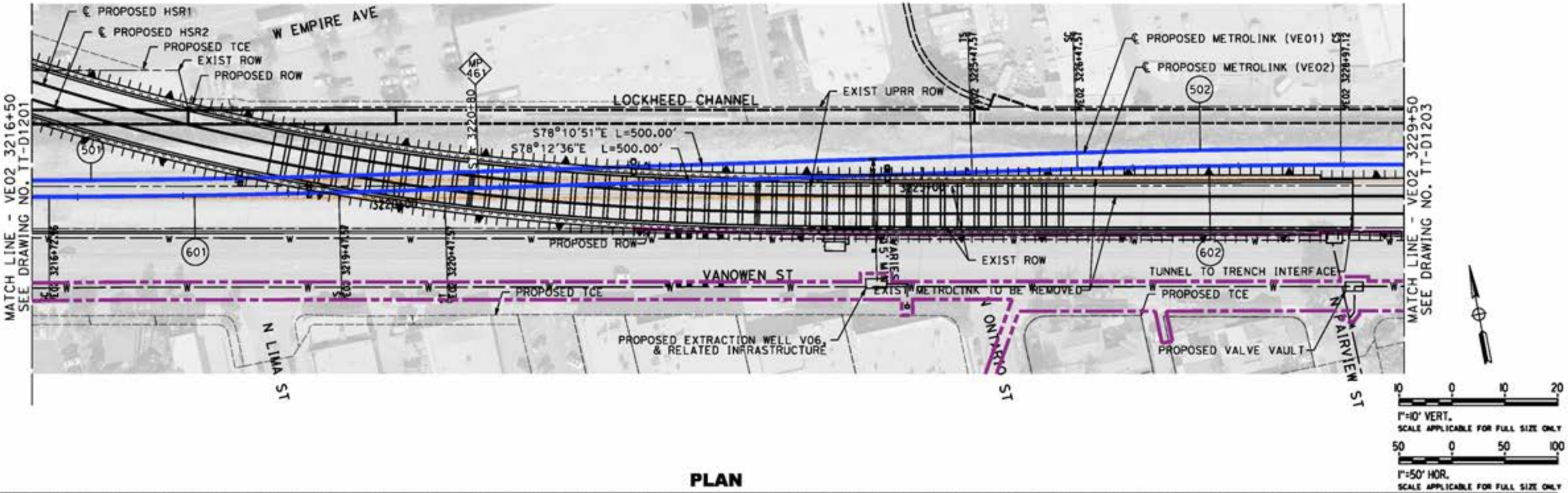

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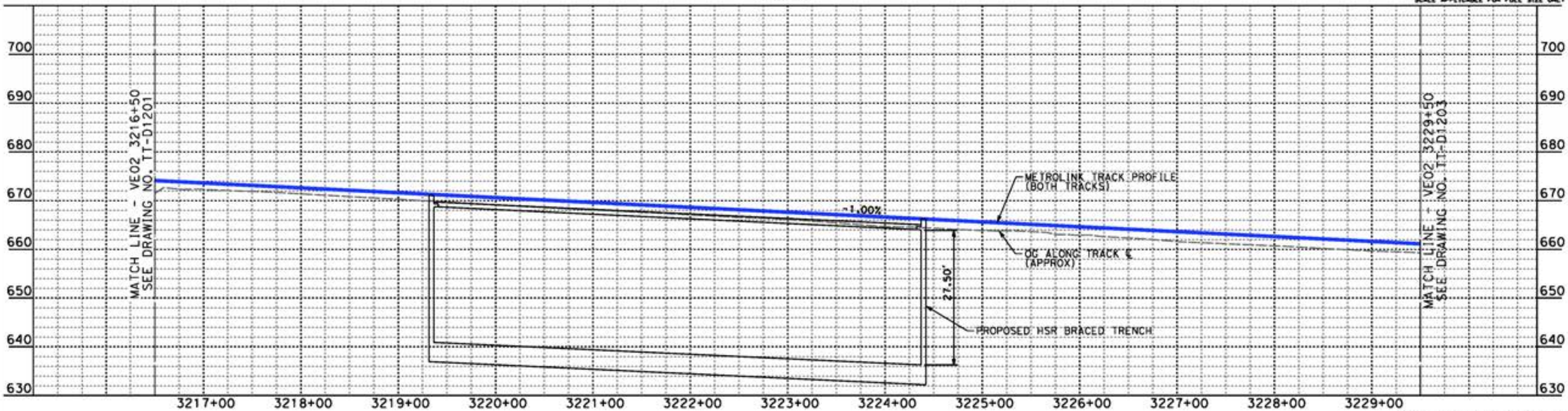

PROFILE

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REV	DATE	BY	CHK	APP	DESCRIPTION

DESIGNED BY W. XU
DRAWN BY C. NATHAN
CHECKED BY M. HAYNES
IN CHARGE C. LEE
DATE 08/27/2021

PEPD RECORD SET

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STV 100 Years

JACOBS

CALIFORNIA HIGH-SPEED RAIL AUTHORITY

CALIFORNIA HIGH-SPEED TRAIN PROJECT
BURBANK TO LOS ANGELES
OPTION B REVISED ALIGNMENT - REVISED FINAL PEPD
METROLINK VENTURA - PLAN AND PROFILE
VE02 3216+50 TO VE02 3229+50

CONTRACT NO. HSR14-39
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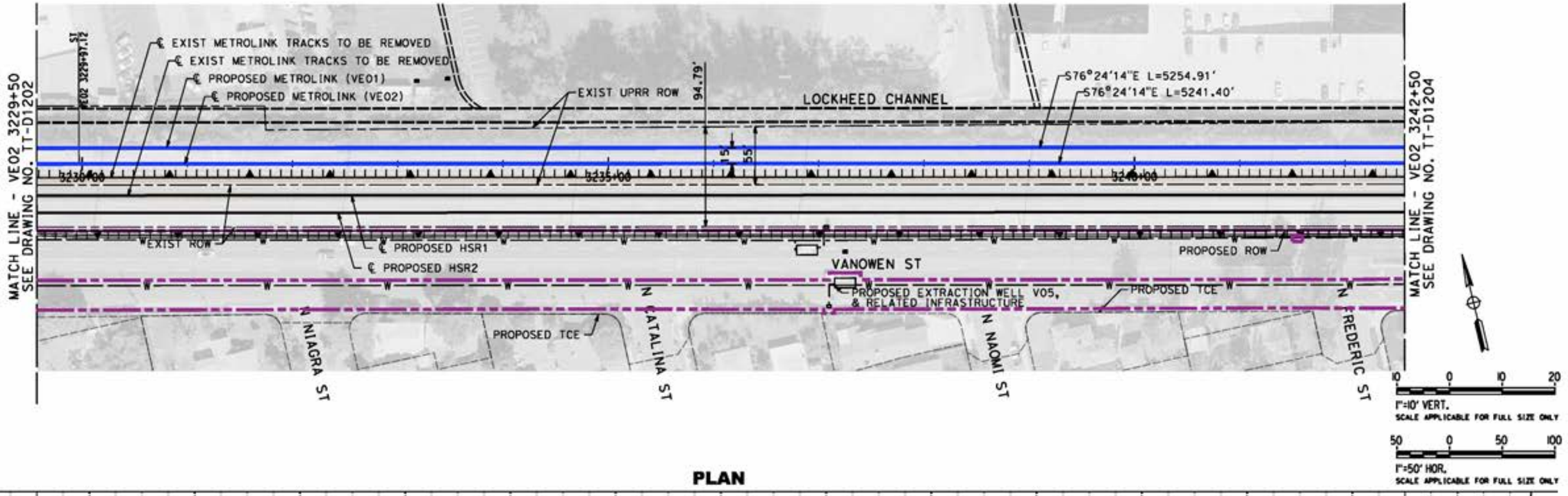

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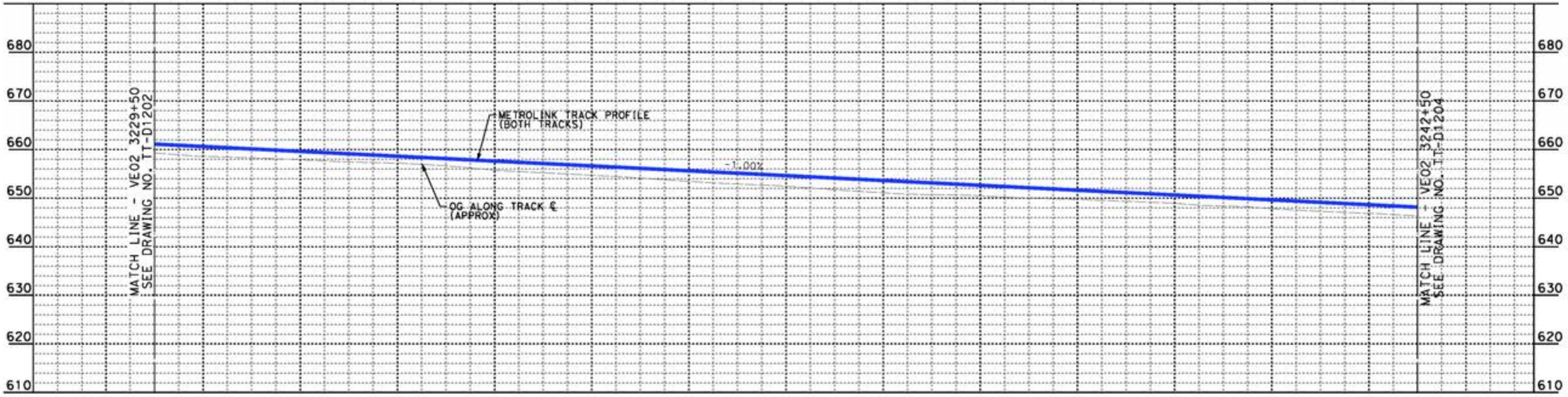

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REV	DATE	BY	CHK	APP	DESCRIPTION

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STV 100 Years

JACOBS

CALIFORNIA HIGH-SPEED RAIL AUTHORITY

CALIFORNIA HIGH-SPEED TRAIN PROJECT
BURBANK TO LOS ANGELES
OPTION B REVISED ALIGNMENT - REVISED FINAL
PEPD
METROLINK VENTURA - PLAN AND PROFILE
VE02 3229+50 TO VE02 3242+50

CONTRACT NO. HSR14-39
DRAWING NO. TT-D1203
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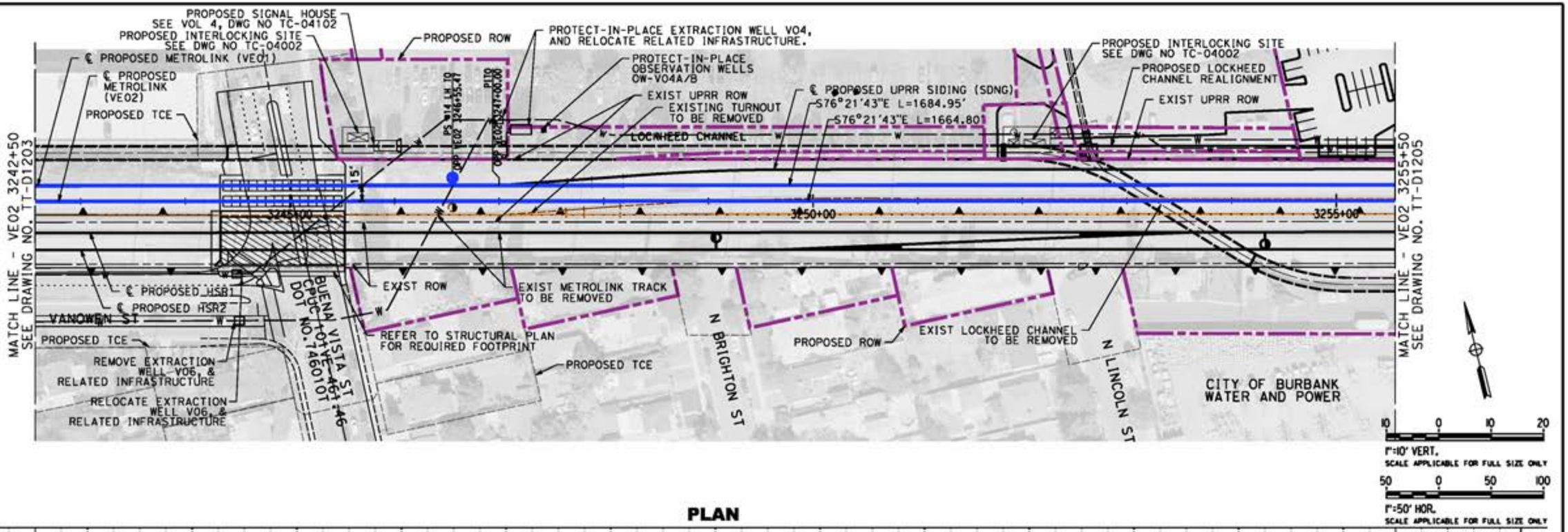

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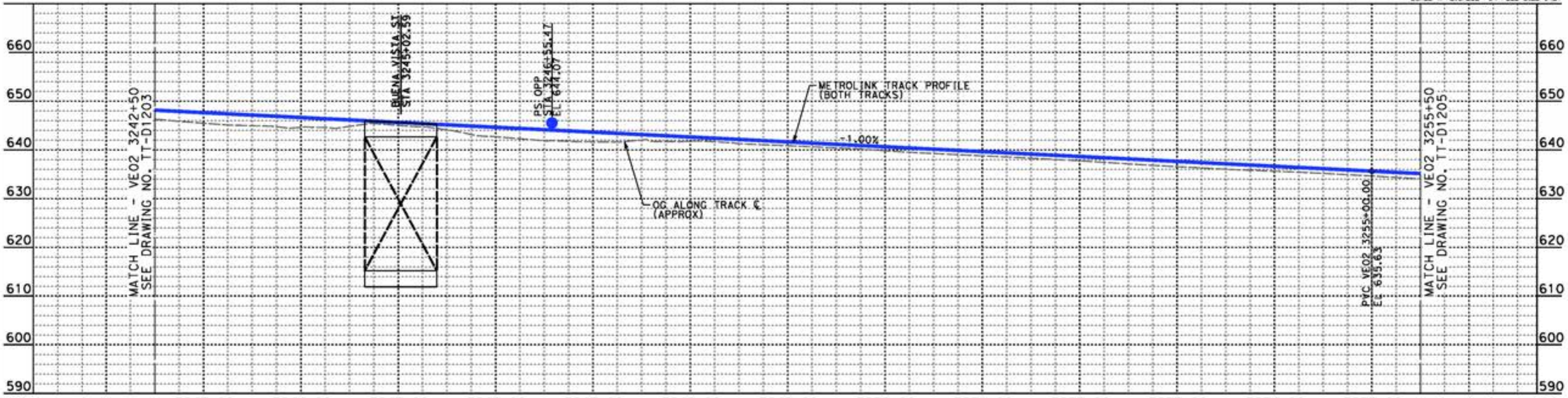

PROFILE

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REV	DATE	BY	CHK	APP	DESCRIPTION

DESIGNED BY W. XU
DRAWN BY C. NATHAN
CHECKED BY M. HAYNES
IN CHARGE C. LEE
DATE 08/27/2021

PEPD RECORD SET

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STV 100 Years

JACOBS

CALIFORNIA HIGH-SPEED RAIL AUTHORITY

CALIFORNIA HIGH-SPEED TRAIN PROJECT
BURBANK TO LOS ANGELES
OPTION B REVISED ALIGNMENT - REVISED FINAL PEPD
METROLINK VENTURA - PLAN AND PROFILE
VE02 3242+50 TO VE02 3255+50

CONTRACT NO. HSR14-39
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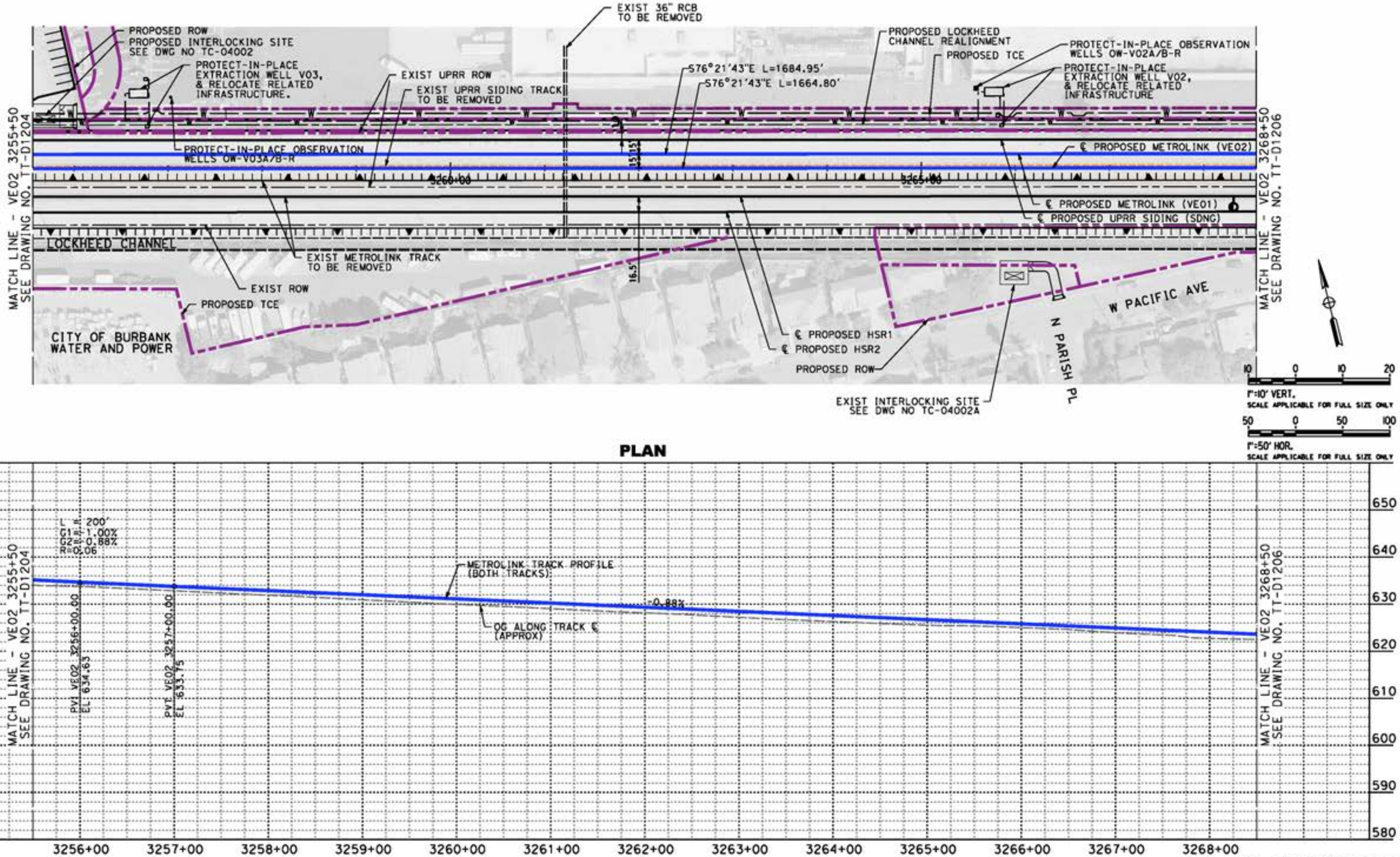

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REV	DATE	BY	CHK	APP	DESCRIPTION

DESIGNED BY W. XU
DRAWN BY C. NATHAN
CHECKED BY M. HAYNES
IN CHARGE C. LEE
DATE 08/27/2021

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JACOBS

CALIFORNIA HIGH-SPEED RAIL AUTHORITY

CALIFORNIA HIGH-SPEED TRAIN PROJECT
BURBANK TO LOS ANGELES
OPTION B REVISED ALIGNMENT - REVISED FINAL
PEPD
METROLINK VENTURA - PLAN AND PROFILE
VE02 3255+50 TO VE02 3268+50

CONTRACT NO. HSR14-39
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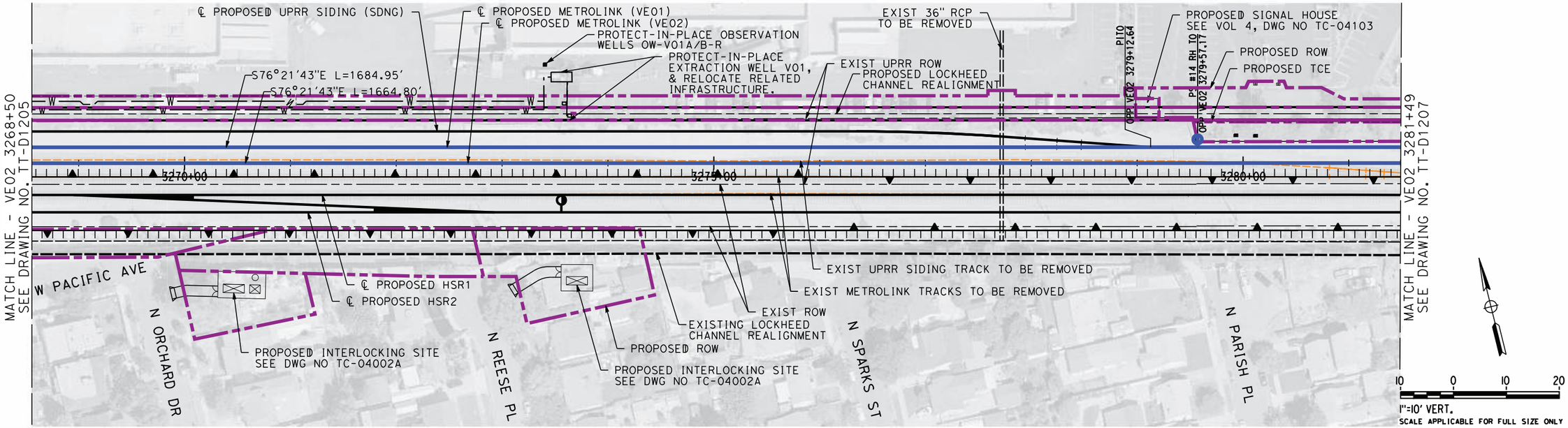

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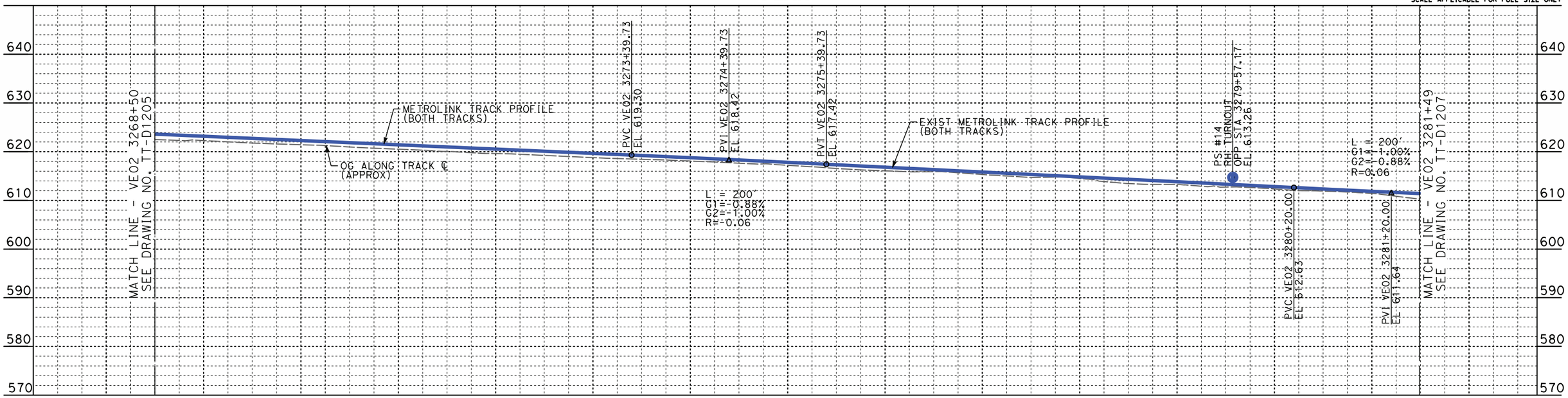

PROFILE

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REV	DATE	BY	CHK	APP	DESCRIPTION

DESIGNED BY W. GUO
DRAWN BY C. NATHAN
CHECKED BY P. MAHONEY
IN CHARGE C. LEE
DATE 08/27/2021

PEPD RECORD SET

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STV 100 Years

JACOBS

CALIFORNIA HIGH-SPEED RAIL AUTHORITY

CALIFORNIA HIGH-SPEED TRAIN PROJECT
BURBANK TO LOS ANGELES

OPTION B REVISED ALIGNMENT - REVISED FINAL PEPD

METROLINK VENTURA - PLAN AND PROFILE
VE02 3268+50 TO VE02 3281+49

CONTRACT NO. HSR14-39
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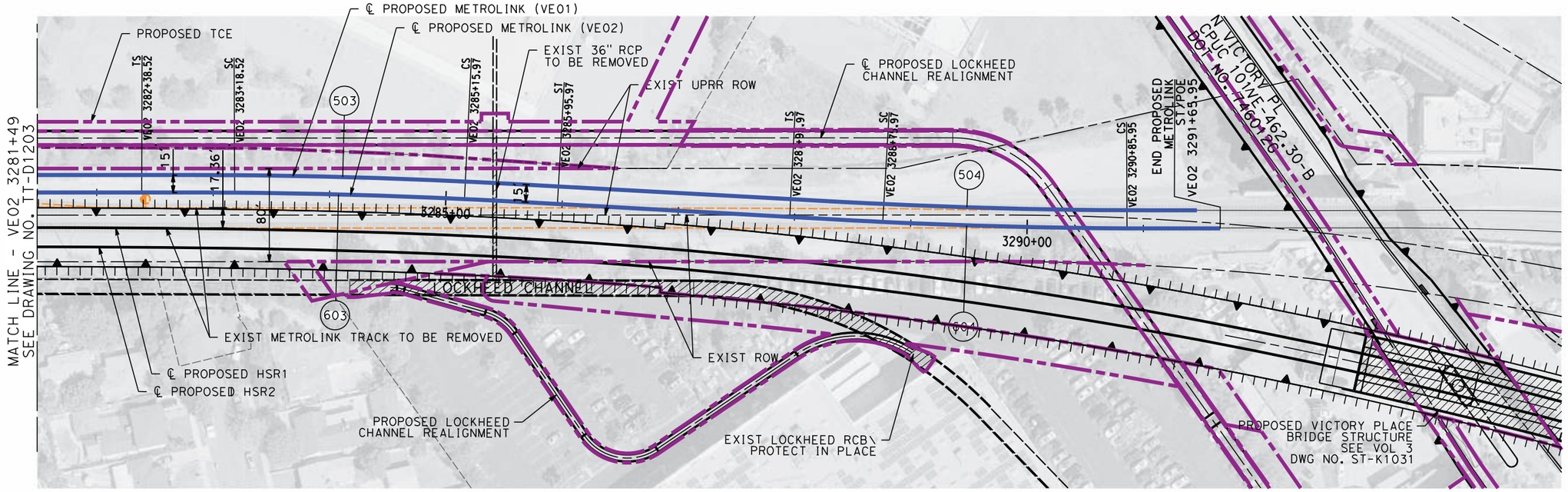

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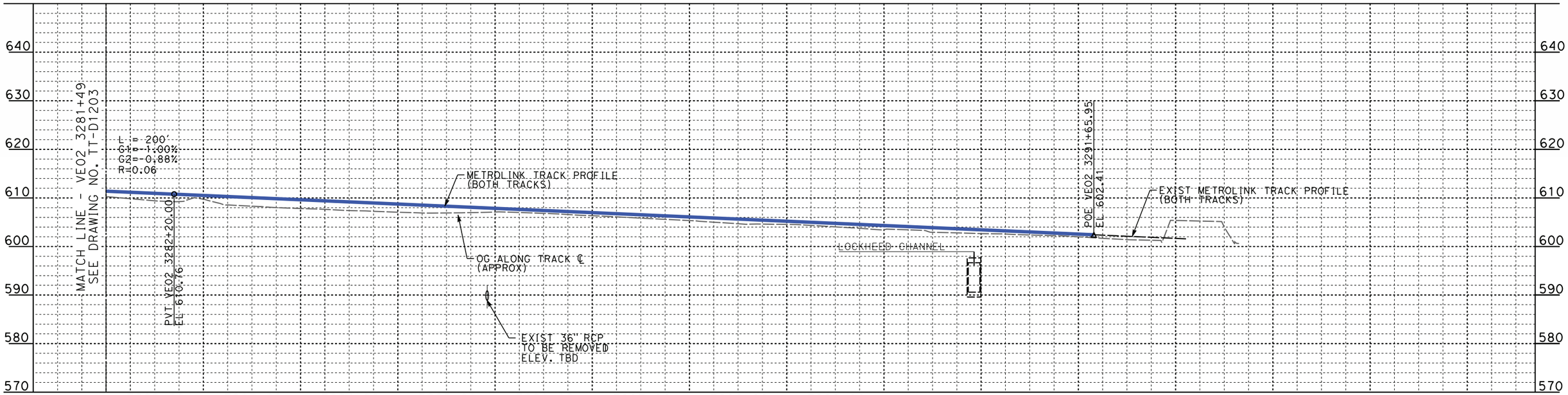

PROFILE

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REV	DATE	BY	CHK	APP	DESCRIPTION

DESIGNED BY W. GUO
DRAWN BY C. NATHAN
CHECKED BY P. MAHONEY
IN CHARGE C. LEE
DATE 08/27/2021

PEPD RECORD SET

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STV 100 Years

JACOBS

CALIFORNIA HIGH-SPEED RAIL AUTHORITY

CALIFORNIA HIGH-SPEED TRAIN PROJECT
BURBANK TO LOS ANGELES
OPTION B REVISED ALIGNMENT - REVISED FINAL
PEPD
METROLINK VENTURA - PLAN AND PROFILE
VE02 3268+50 TO VE02 3281+49

CONTRACT NO. HSR14-39
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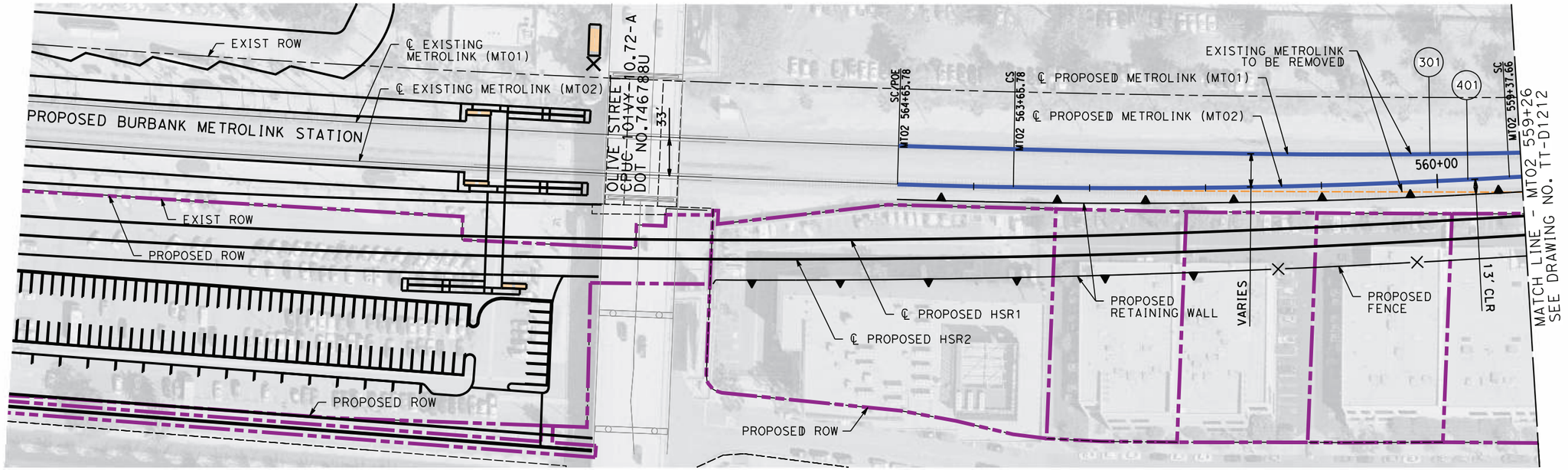

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SCALE APPLICABLE FOR FULL SIZE ONLY

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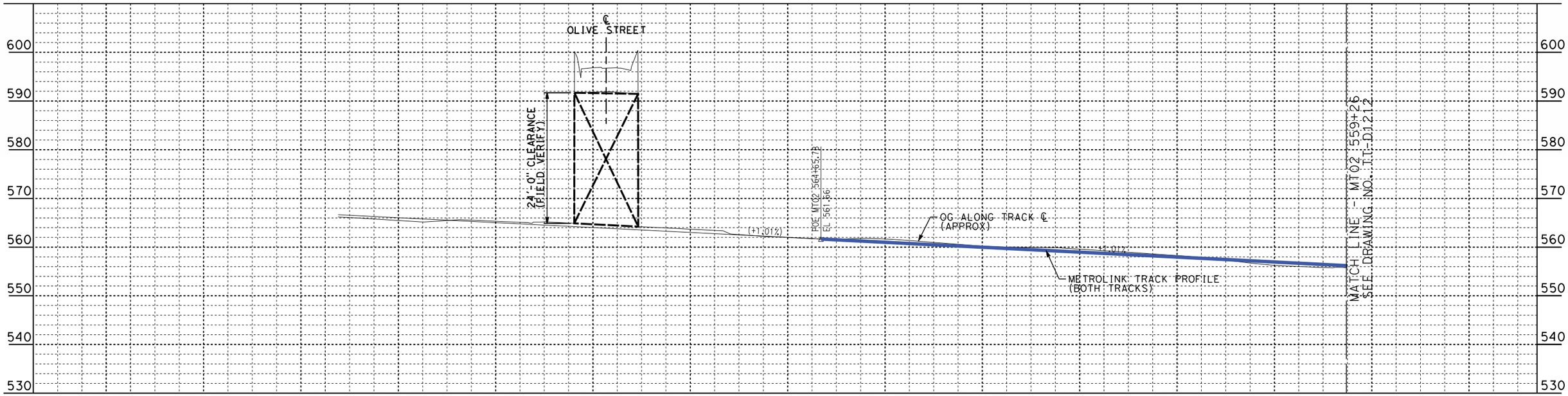

PROFILE

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REV	DATE	BY	CHK	APP	DESCRIPTION

DESIGNED BY W. XU
DRAWN BY W. XU
CHECKED BY M. HAYNES
IN CHARGE C. LEE
DATE 08/27/2021

PEPD RECORD SET

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STV 100 Years

JACOBS

CALIFORNIA HIGH-SPEED RAIL AUTHORITY

CALIFORNIA HIGH-SPEED TRAIN PROJECT
BURBANK TO LOS ANGELES
OPTION B REVISED ALIGNMENT - REVISED FINAL PEPD
METROLINK VALLEY - PLAN AND PROFILE
MT02 564+66 TO MT02 559+26

CONTRACT NO. HSR14-39
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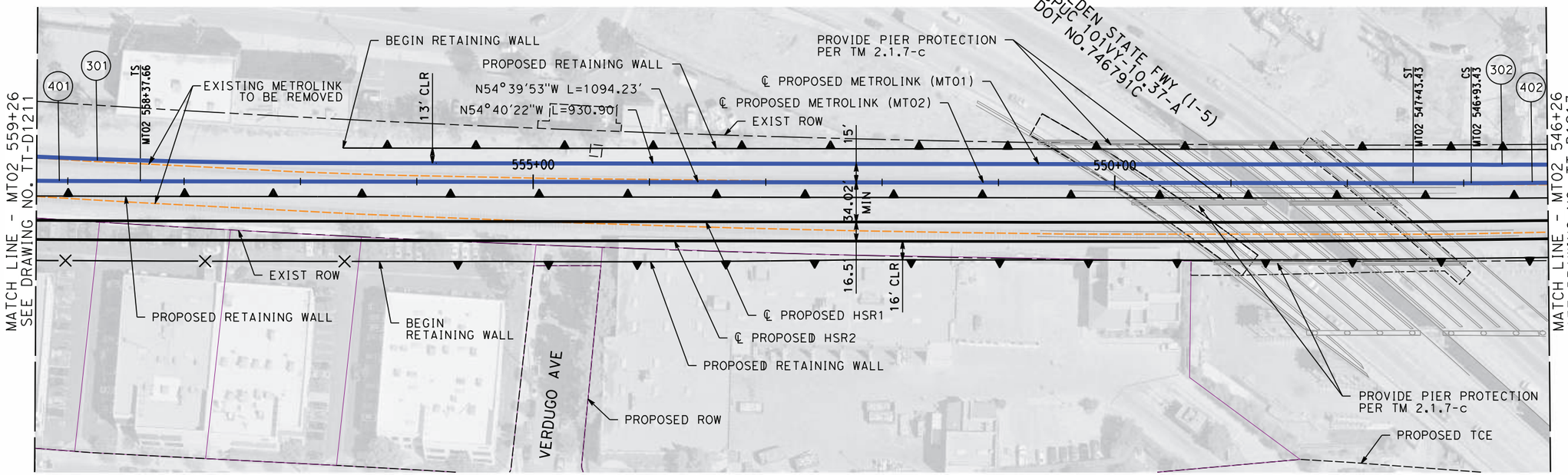

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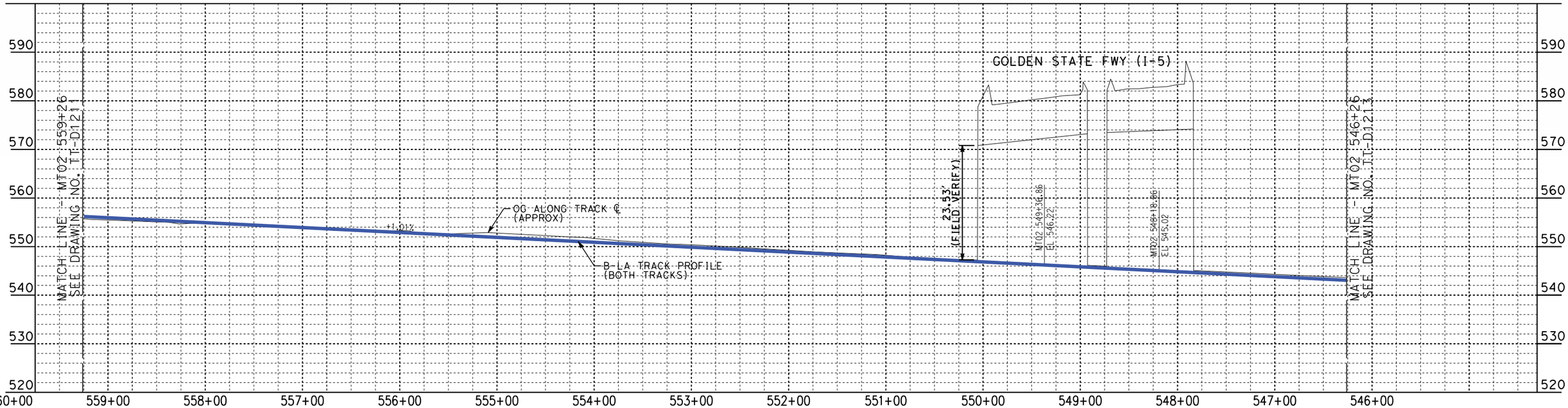

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DESIGNED BY W. XU
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DATE 08/27/2021

PEPD RECORD SET

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STV 100 Years

JACOBS

CALIFORNIA HIGH-SPEED RAIL AUTHORITY

CALIFORNIA HIGH-SPEED TRAIN PROJECT
BURBANK TO LOS ANGELES
OPTION B REVISED ALIGNMENT - REVISED FINAL PEPD
METROLINK VALLEY - PLAN AND PROFILE
MT02 559+26 TO MT02 546+26

CONTRACT NO. HSR14-39
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SCALE AS SHOWN
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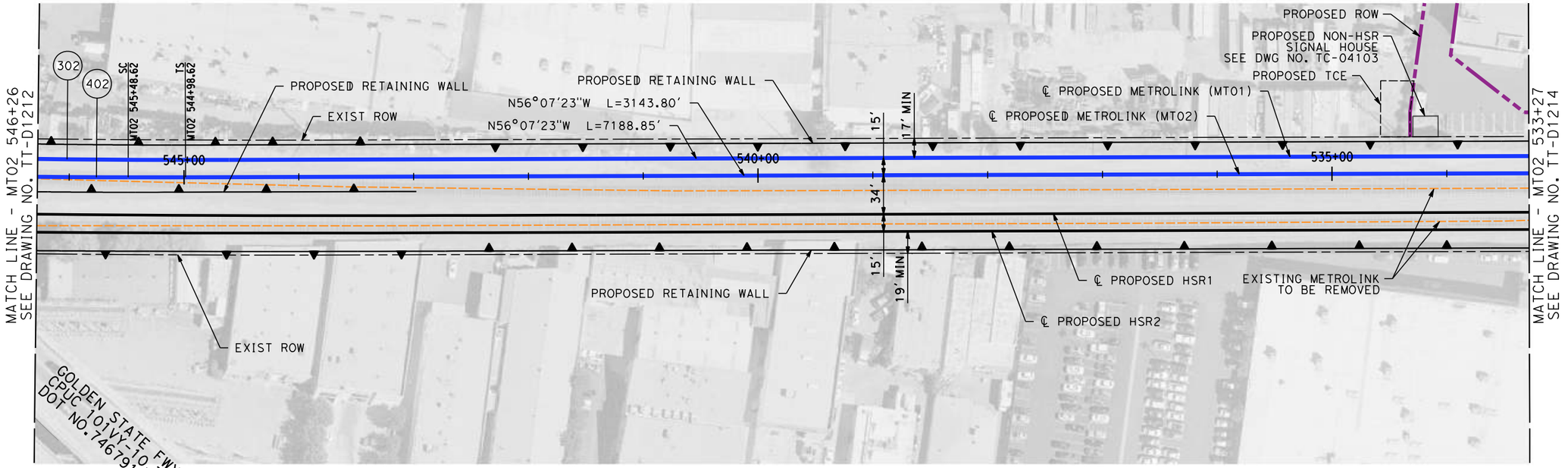

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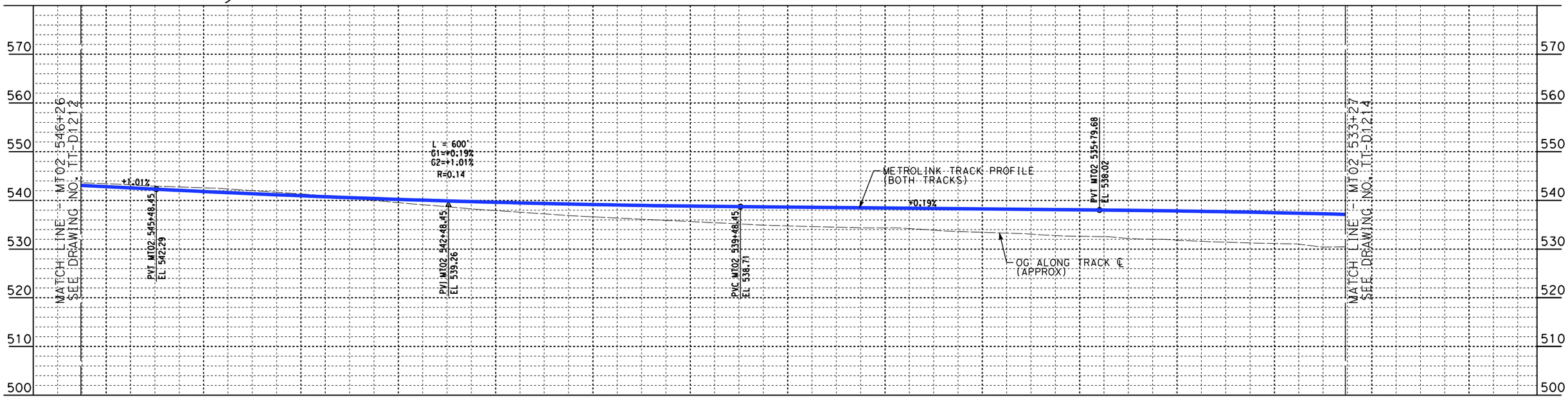

PROFILE

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REV	DATE	BY	CHK	APP	DESCRIPTION

DESIGNED BY W. XU
DRAWN BY W. XU
CHECKED BY M. HAYNES
IN CHARGE C. LEE
DATE 07/15/2021

PEPD RECORD SET

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STV 100 Years
JACOBS

CALIFORNIA HIGH-SPEED RAIL AUTHORITY

CALIFORNIA HIGH-SPEED TRAIN PROJECT
BURBANK TO LOS ANGELES
OPTION B REVISED ALIGNMENT - REVISED FINAL
PEPD
METROLINK VALLEY - PLAN AND PROFILE
MT02 546+26 TO MT02 533+27

CONTRACT NO. HSR14-39
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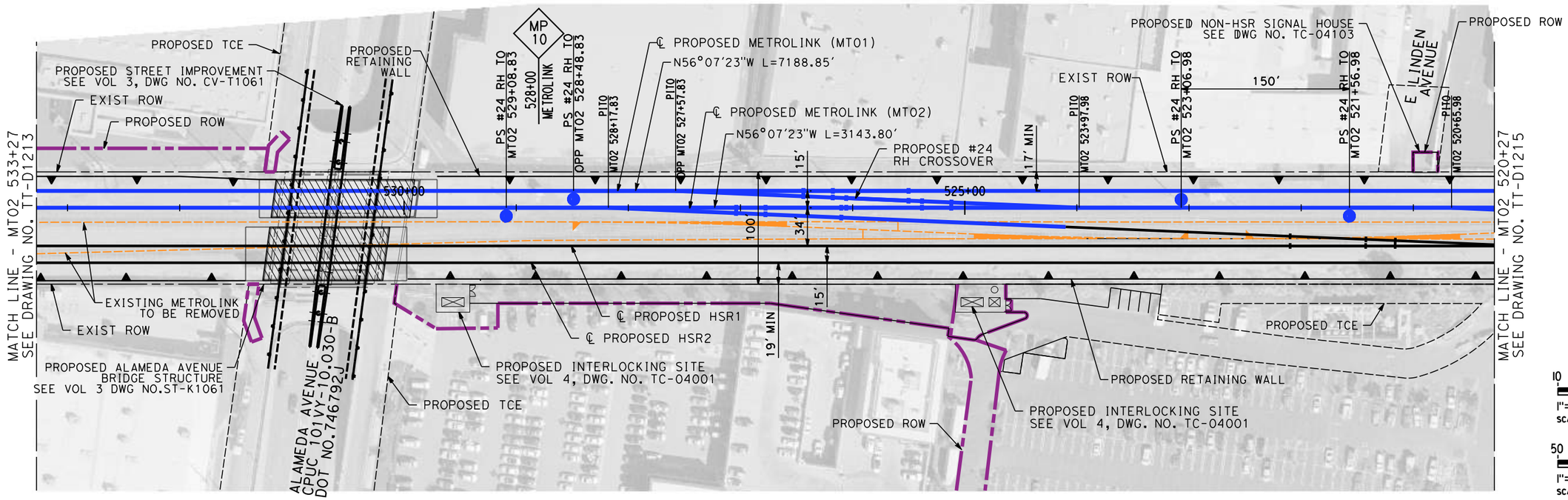

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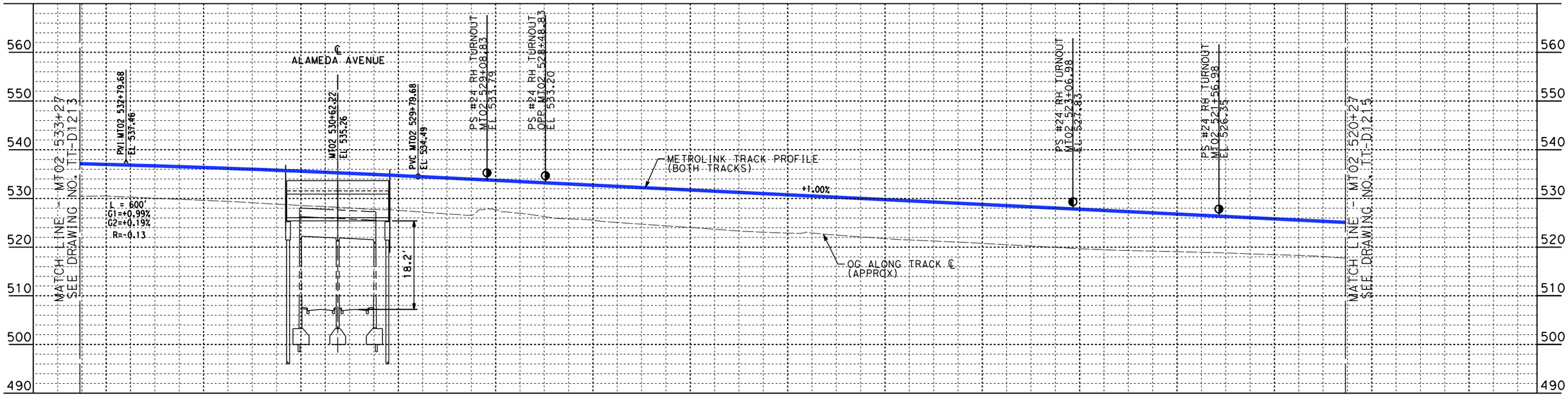

PROFILE

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DESIGNED BY W. XU
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STV 100 Years

JACOBS

CALIFORNIA HIGH-SPEED RAIL AUTHORITY

CALIFORNIA HIGH-SPEED TRAIN PROJECT
BURBANK TO LOS ANGELES

OPTION B REVISED ALIGNMENT - REVISED FINAL PEPD

METROLINK VALLEY - PLAN AND PROFILE
MT02 533+27 TO MT02 520+27

CONTRACT NO. HSR14-39
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SCALE AS SHOWN
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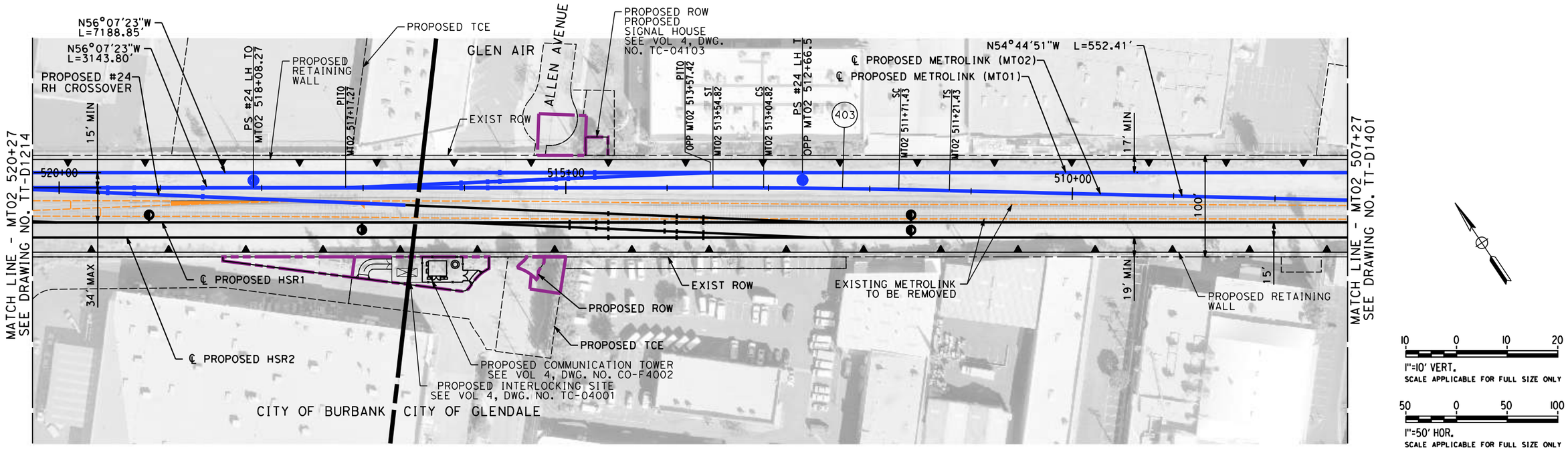

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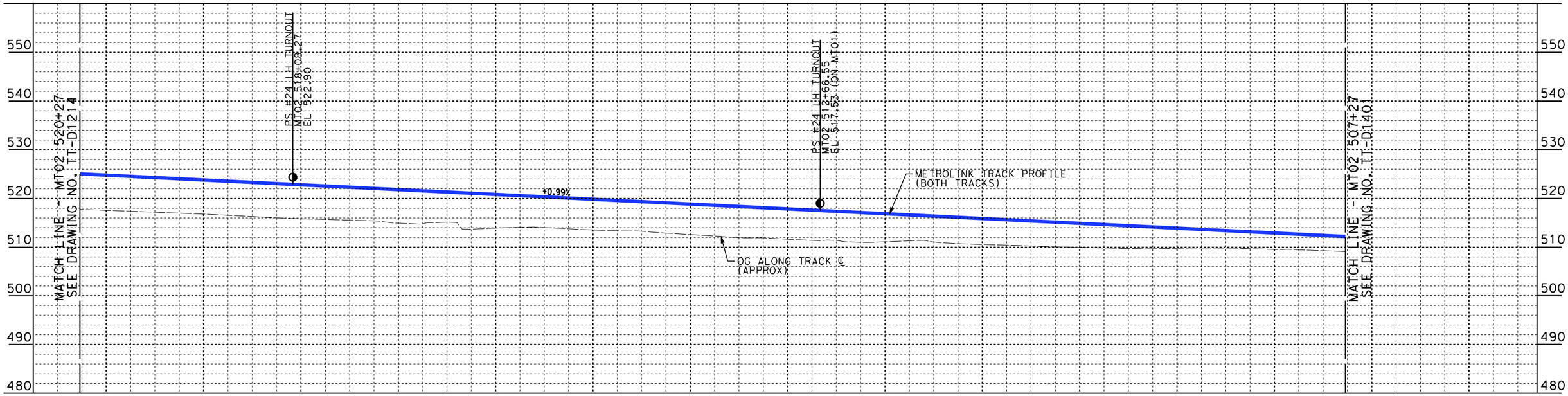

PROFILE

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REV	DATE	BY	CHK	APP	DESCRIPTION

DESIGNED BY W. XU
DRAWN BY W. XU
CHECKED BY P. MAHONEY
IN CHARGE C. LEE
DATE 07/15/2021

PEPD RECORD SET

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STV 100 Years

JACOBS

CALIFORNIA HIGH-SPEED RAIL AUTHORITY

CALIFORNIA HIGH-SPEED TRAIN PROJECT
BURBANK TO LOS ANGELES
OPTION B REVISED ALIGNMENT - REVISED FINAL
PEPD
METROLINK VALLEY - PLAN AND PROFILE
MT02 520+27 TO MT02 507+27

CONTRACT NO. HSR14-39
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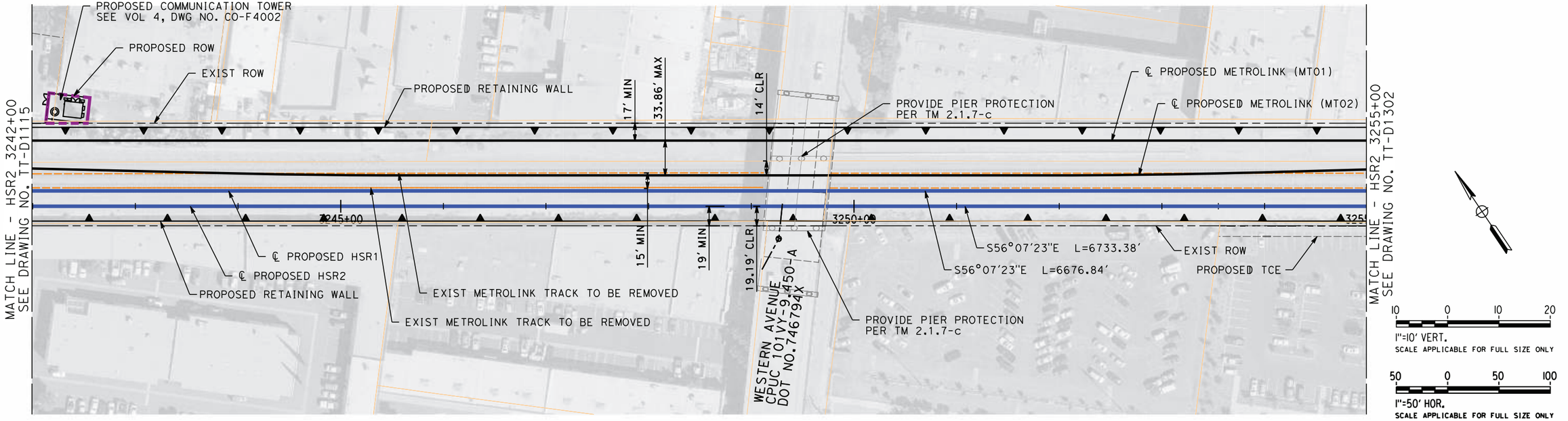

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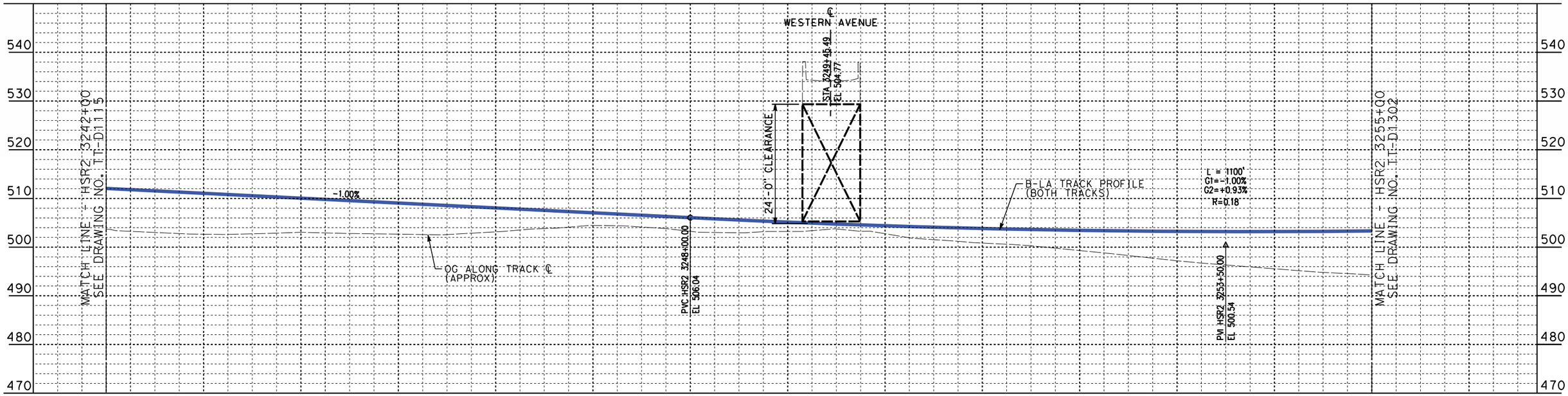

PROFILE

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REV	DATE	BY	CHK	APP	DESCRIPTION

DESIGNED BY W. XU
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CHECKED BY P. MAHONEY
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PEPD RECORD SET

NOT FOR CONSTRUCTION

STV 100 Years

JACOBS

CALIFORNIA HIGH-SPEED RAIL AUTHORITY

CALIFORNIA HIGH-SPEED TRAIN PROJECT
BURBANK TO LOS ANGELES

OPTION B REVISED ALIGNMENT - REVISED FINAL
PEPD
HSR SHARED ELECTRIFIED TRACK - PLAN AND PROFILE
HSR2 3242+00 TO HSR2 3255+00

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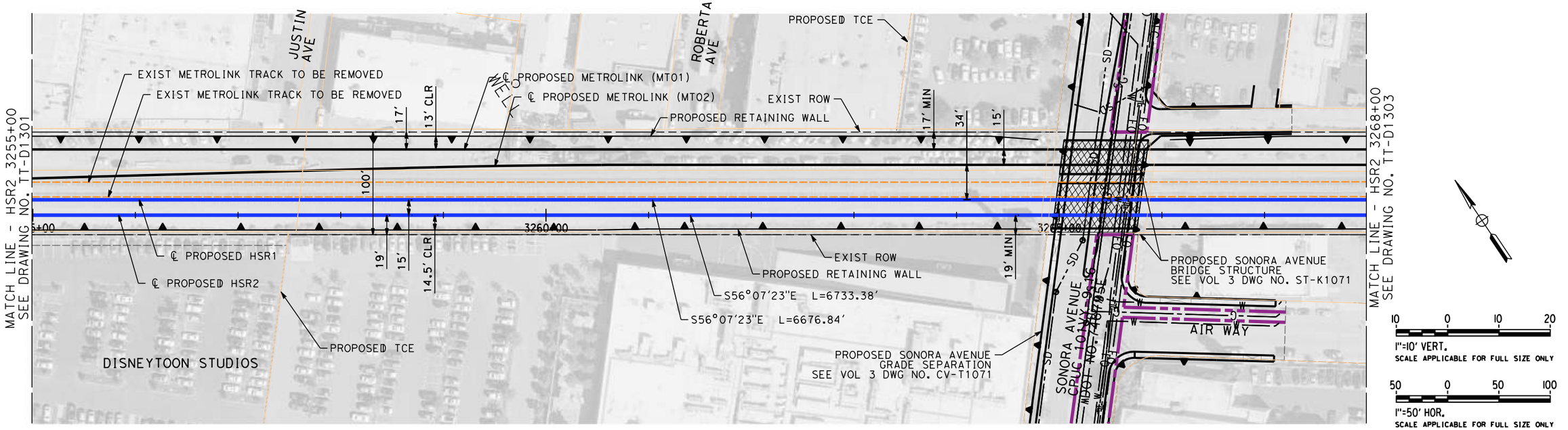

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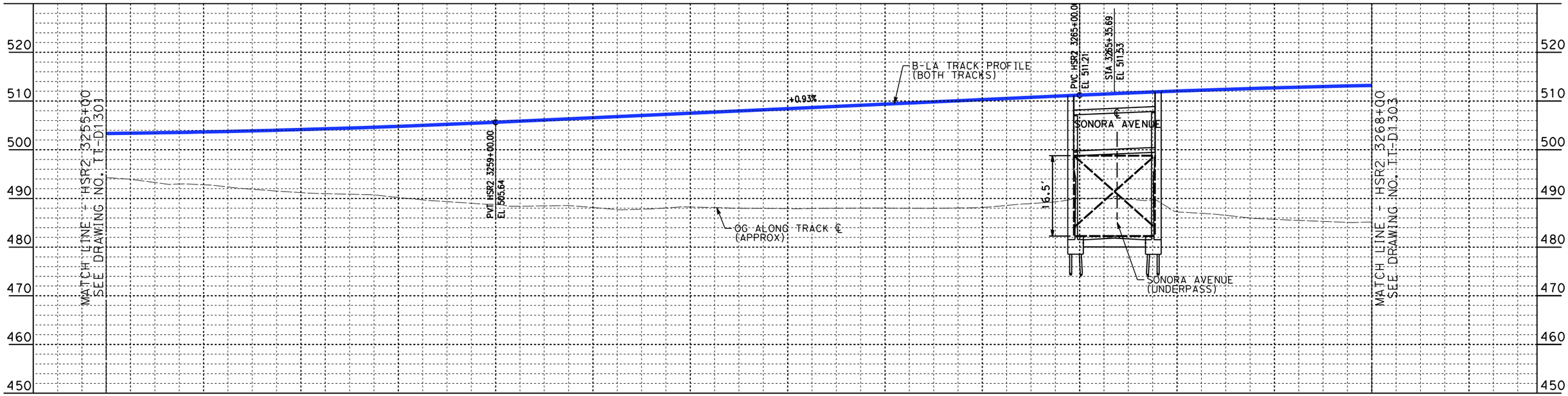

PROFILE

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REV	DATE	BY	CHK	APP	DESCRIPTION

DESIGNED BY W. XU
DRAWN BY M. HAYNES
CHECKED BY P. MAHONEY
IN CHARGE C. LEE
DATE 07/15/2021

PEPD RECORD SET

NOT FOR CONSTRUCTION

STV 100 Years

JACOBS

CALIFORNIA HIGH-SPEED RAIL AUTHORITY

CALIFORNIA HIGH-SPEED TRAIN PROJECT
BURBANK TO LOS ANGELES

OPTION B REVISED ALIGNMENT - REVISED FINAL
PEPD
HSR SHARED ELECTRIFIED TRACK - PLAN AND PROFILE
HSR2 3255+00 TO HSR2 3268+00

CONTRACT NO. HSR14-39
DRAWING NO. TT-D1302
SCALE AS SHOWN
SHEET NO.

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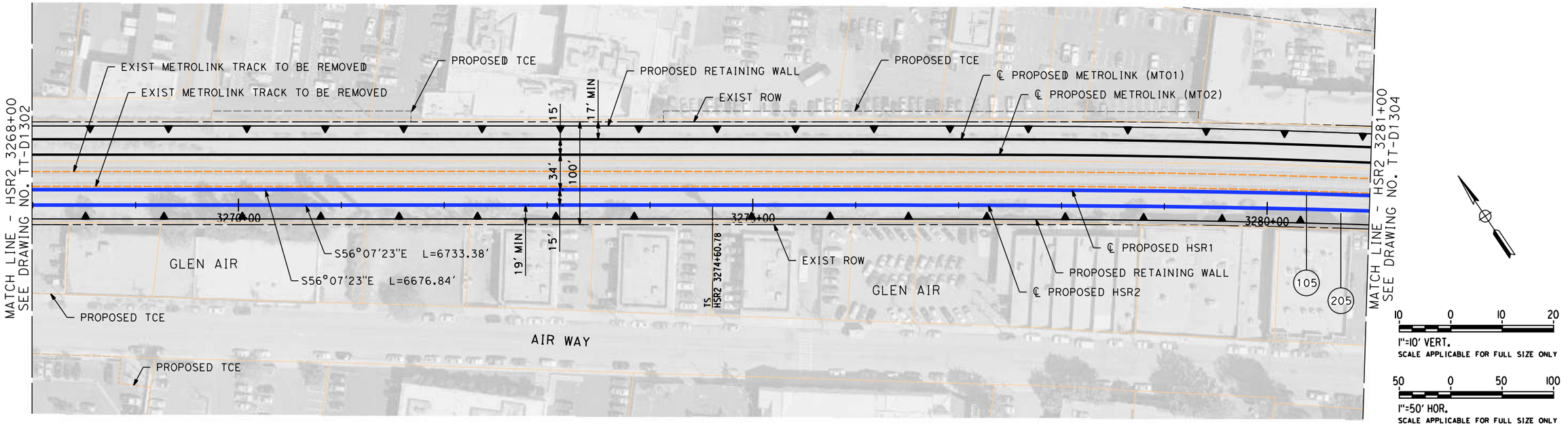

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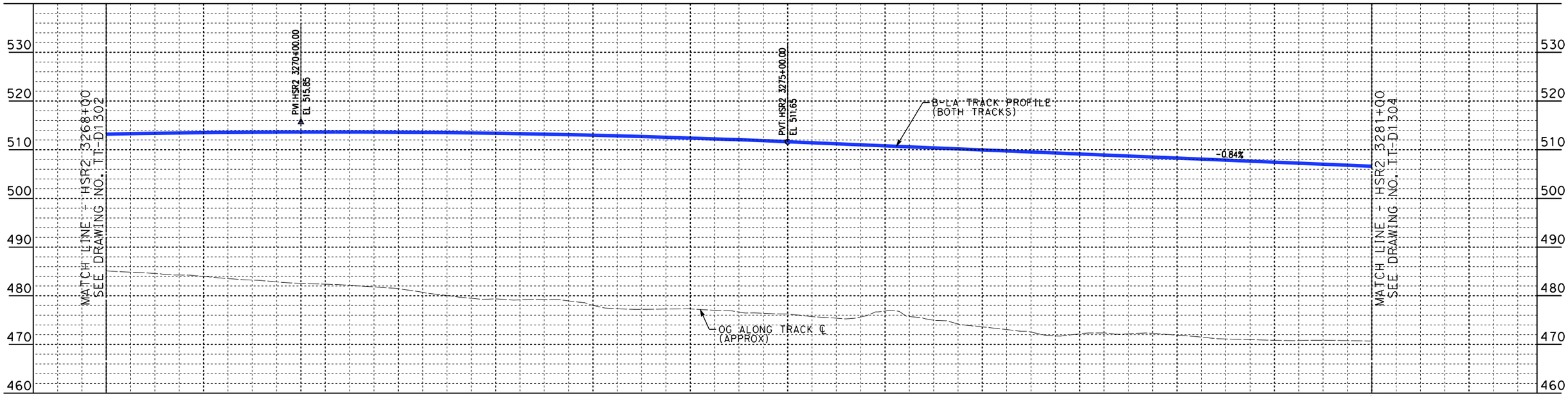

PROFILE

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REV	DATE	BY	CHK	APP	DESCRIPTION

DESIGNED BY W. XU
DRAWN BY W. XU
CHECKED BY M. HAYNES
IN CHARGE C. LEE
DATE 07/15/2021

PEPD RECORD SET

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STV 100 Years

JACOBS

CALIFORNIA HIGH-SPEED RAIL AUTHORITY

CALIFORNIA HIGH-SPEED TRAIN PROJECT
BURBANK TO LOS ANGELES
OPTION B REVISED ALIGNMENT - REVISED FINAL
PEPD
HSR SHARED ELECTRIFIED TRACK - PLAN AND PROFILE
HSR2 3268+00 TO HSR2 3281+00

CONTRACT NO. HSR14-39
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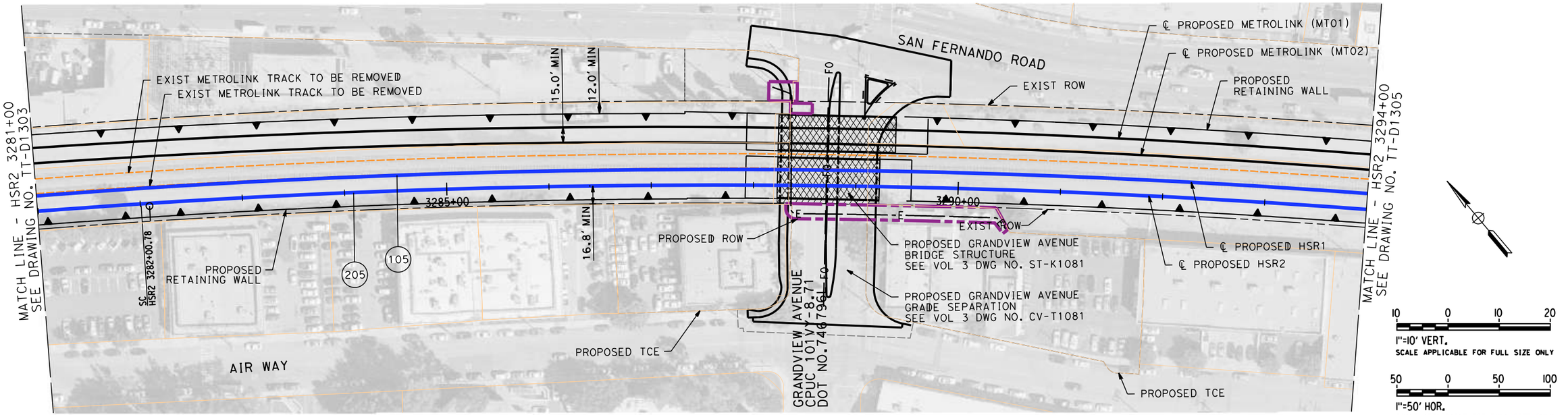

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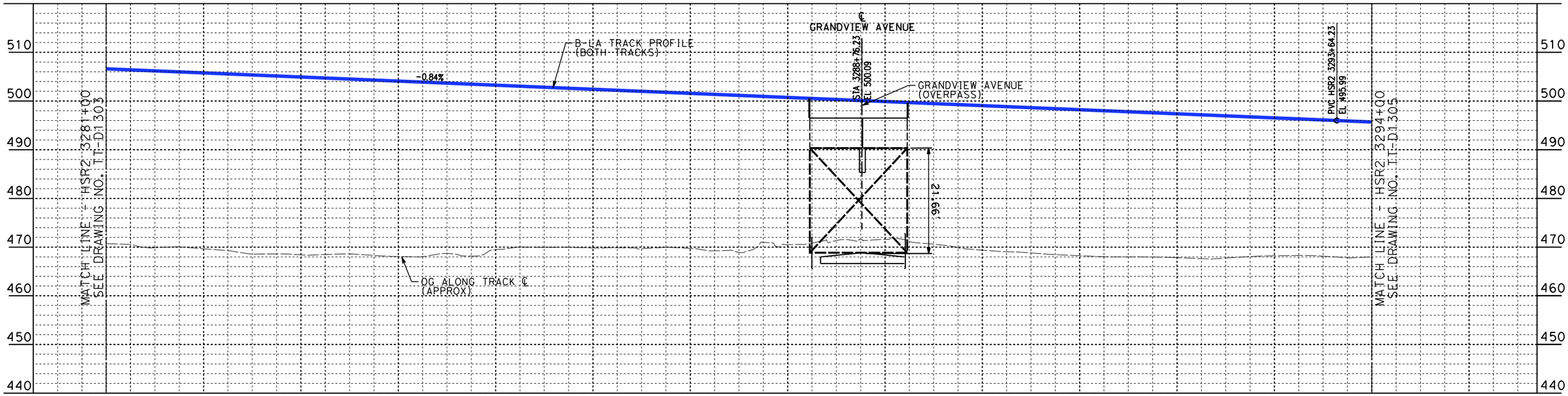

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REV	DATE	BY	CHK	APP	DESCRIPTION

DESIGNED BY W. XU
DRAWN BY W. XU
CHECKED BY M. HAYNES
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DATE 07/15/2021

PEPD RECORD SET

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STV 100 Years

JACOBS

CALIFORNIA HIGH-SPEED RAIL AUTHORITY

CALIFORNIA HIGH-SPEED TRAIN PROJECT
BURBANK TO LOS ANGELES

OPTION B REVISED ALIGNMENT - REVISED FINAL
PEPD
HSR SHARED ELECTRIFIED TRACK - PLAN AND PROFILE
HSR2 3281+00 TO HSR2 3294+00

CONTRACT NO. HSR14-39
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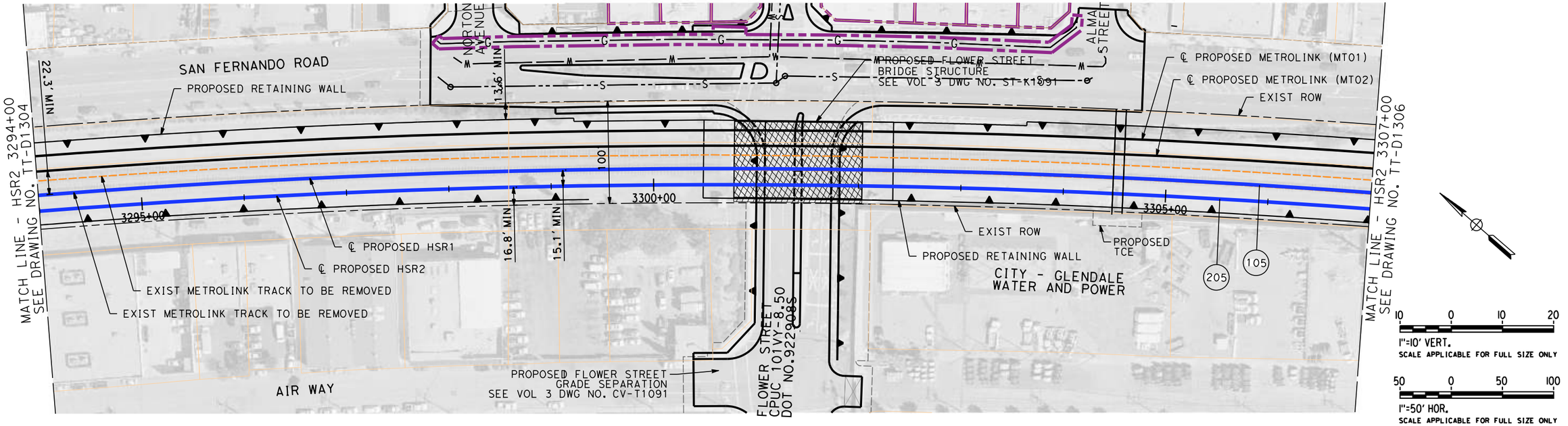

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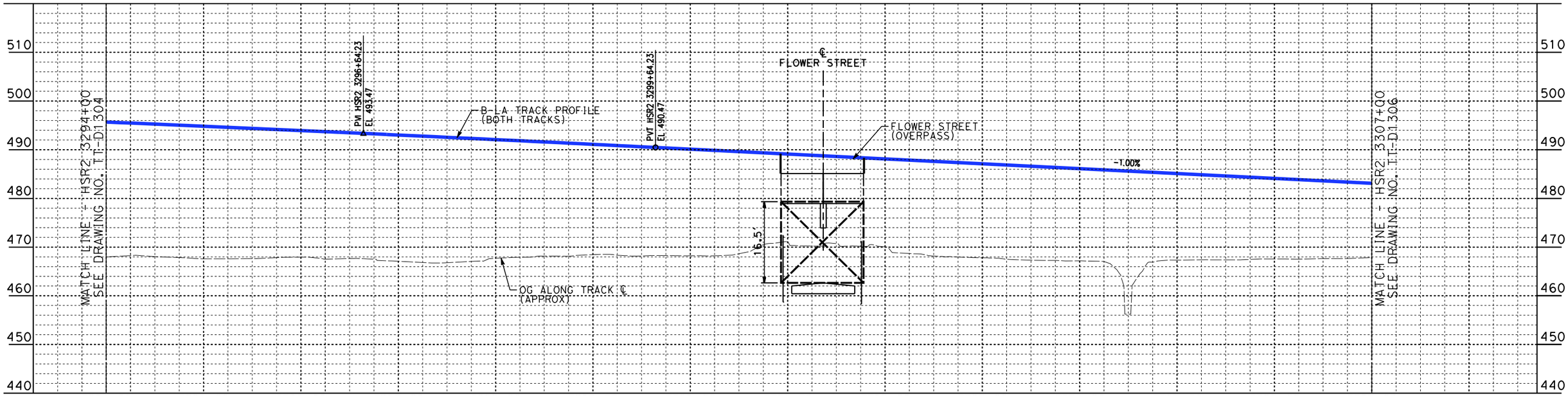

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DESIGNED BY W. XU
DRAWN BY W. XU
CHECKED BY M. HAYNES
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JACOBS

CALIFORNIA HIGH-SPEED RAIL AUTHORITY

CALIFORNIA HIGH-SPEED TRAIN PROJECT
BURBANK TO LOS ANGELES
OPTION B REVISED ALIGNMENT - REVISED FINAL
PEPD
HSR SHARED ELECTRIFIED TRACK - PLAN AND PROFILE
HSR2 3294+00 TO HSR2 3307+00

CONTRACT NO. HSR14-39
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SCALE AS SHOWN
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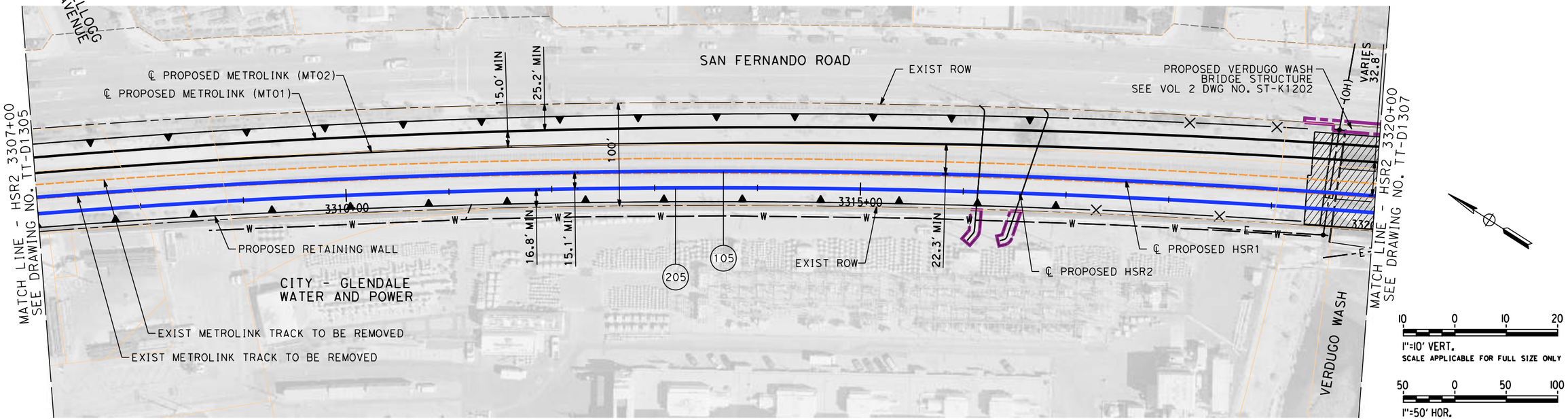

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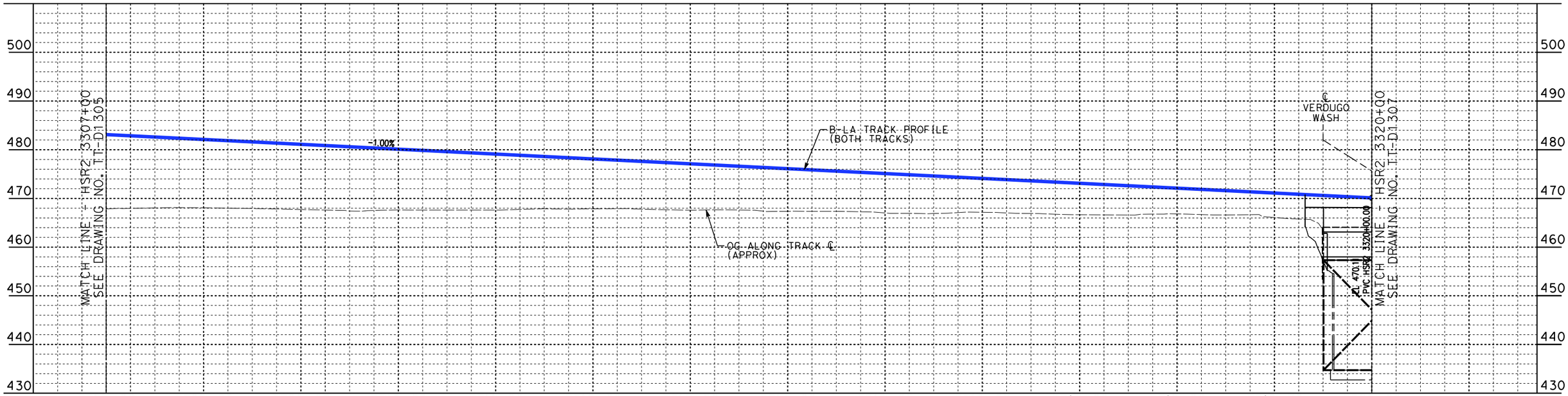

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DESIGNED BY W. XU
DRAWN BY W. XU
CHECKED BY M. HAYNES
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DATE 07/15/2021

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BURBANK TO LOS ANGELES
OPTION B REVISED ALIGNMENT - REVISED FINAL
PEPD
HSR SHARED ELECTRIFIED TRACK - PLAN AND PROFILE
HSR2 3307+00 TO HSR2 3320+00

CONTRACT NO. HSR14-39
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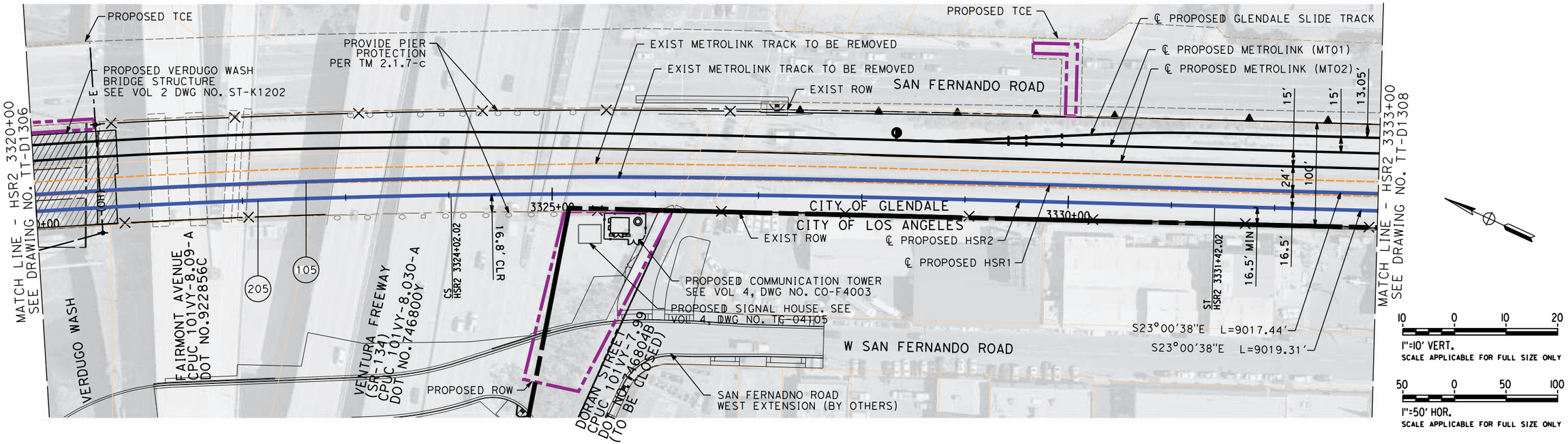

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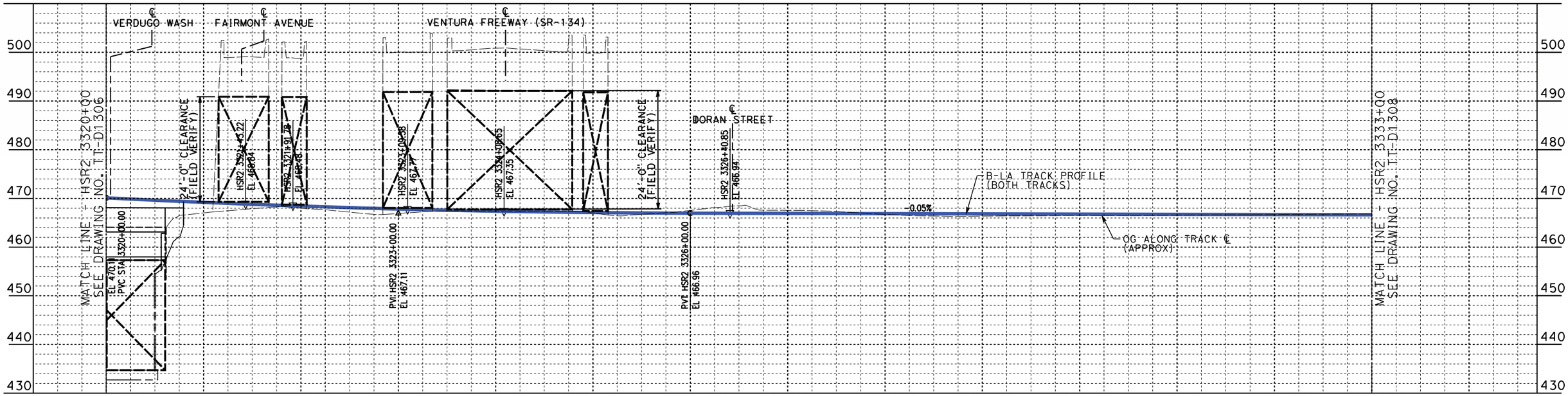

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DESIGNED BY W. XU
DRAWN BY W. XU
CHECKED BY M. HAYNES
IN CHARGE C. LEE
DATE 08/27/2021

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JACOBS

CALIFORNIA HIGH-SPEED RAIL AUTHORITY

CALIFORNIA HIGH-SPEED TRAIN PROJECT
BURBANK TO LOS ANGELES
OPTION B REVISED ALIGNMENT - REVISED FINAL
PEPD
HSR SHARED ELECTRIFIED TRACK - PLAN AND PROFILE
HSR2 3320+00 TO HSR2 3333+00

CONTRACT NO. HSR14-39
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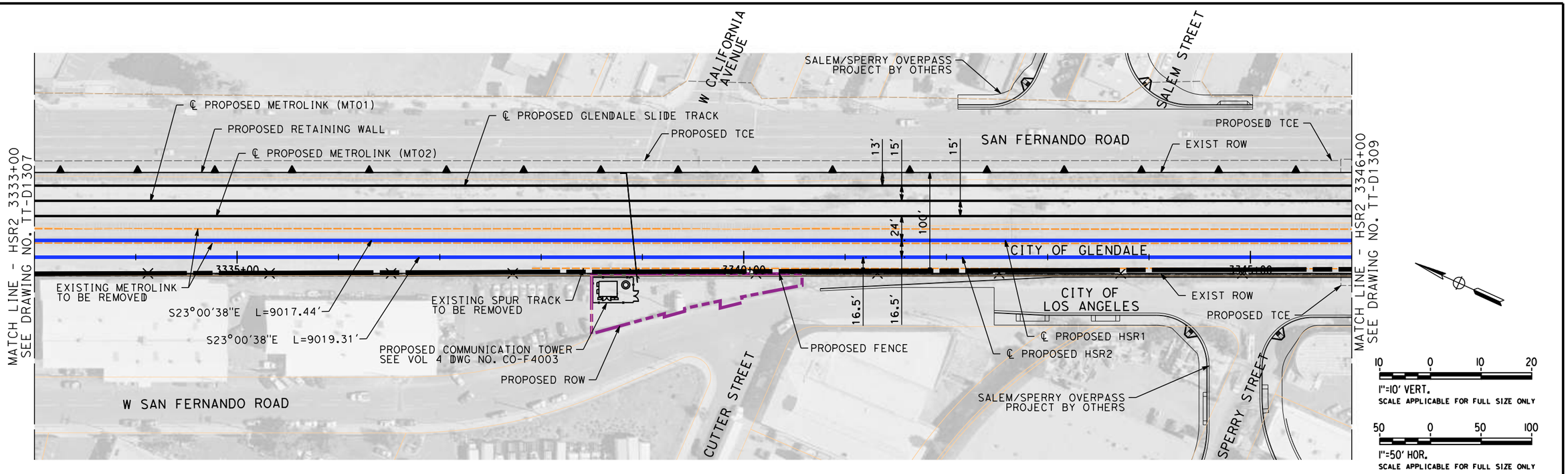

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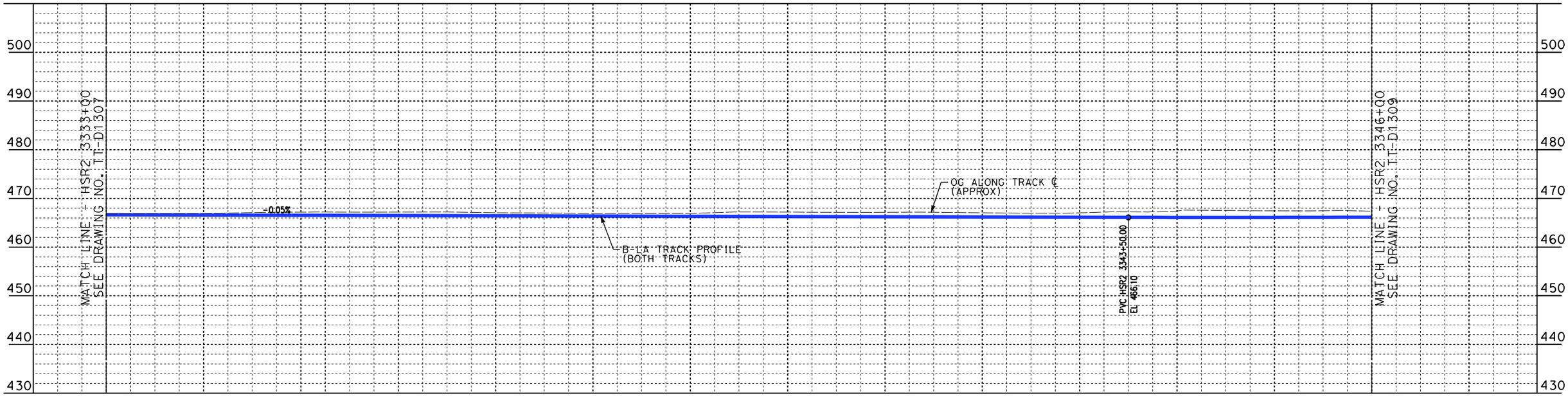

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CHECKED BY M. HAYNES
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DATE 07/15/2021

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JACOBS

CALIFORNIA HIGH-SPEED RAIL AUTHORITY

CALIFORNIA HIGH-SPEED TRAIN PROJECT
BURBANK TO LOS ANGELES

OPTION B REVISED ALIGNMENT - REVISED FINAL
PEPD
HSR SHARED ELECTRIFIED TRACK - PLAN AND PROFILE
HSR2 3333+00 TO HSR2 3346+00

CONTRACT NO. HSR14-39
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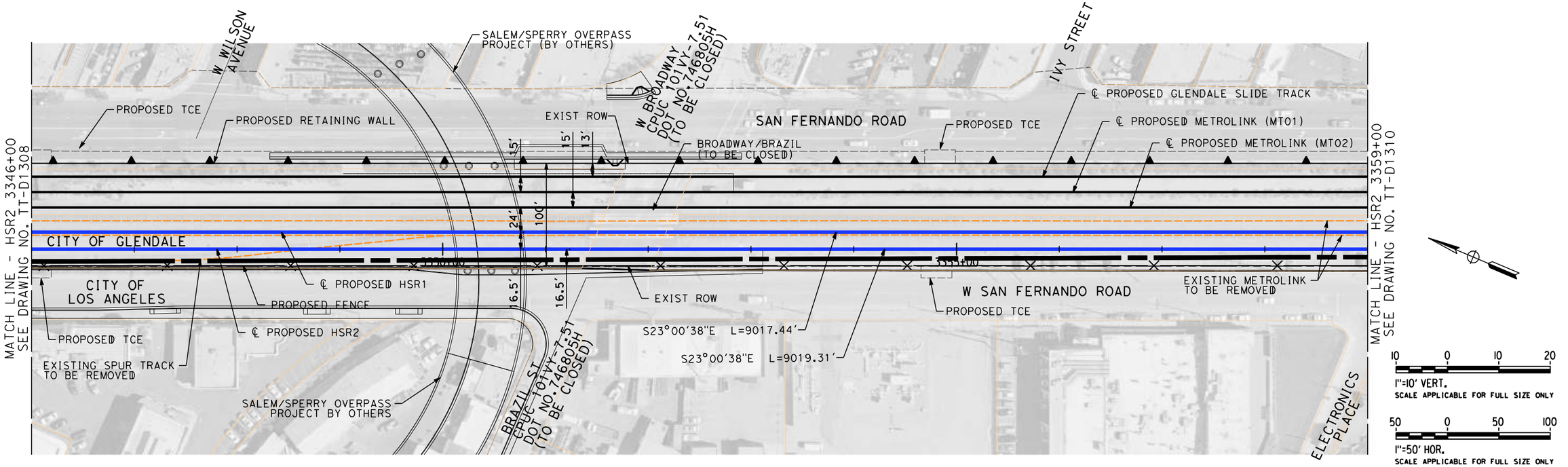

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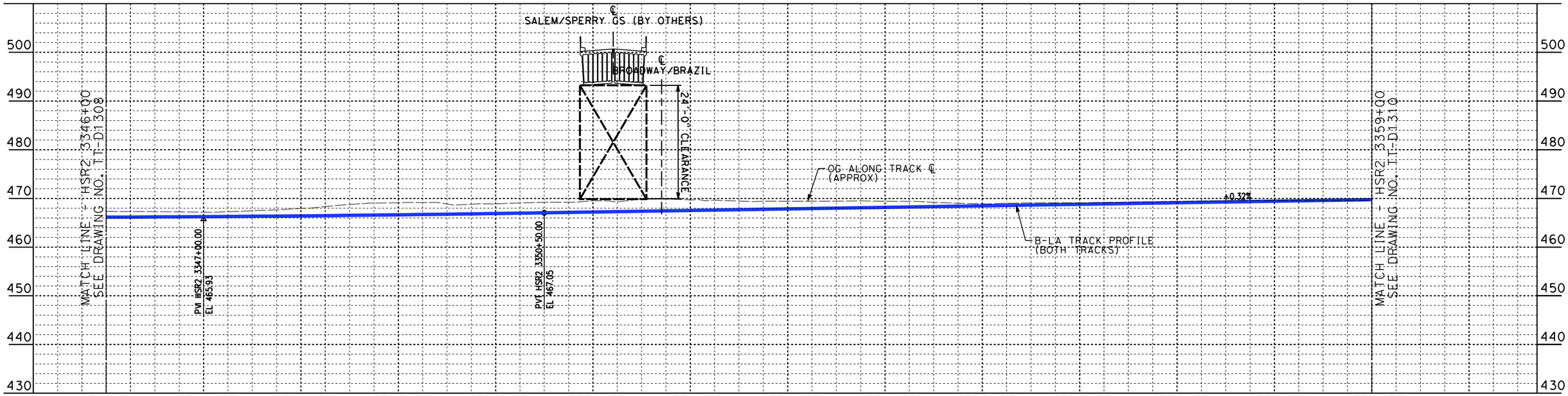

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CHECKED BY M. HAYNES
IN CHARGE C. LEE
DATE 07/15/2021

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STV 100 Years

JACOBS

CALIFORNIA HIGH-SPEED RAIL AUTHORITY

CALIFORNIA HIGH-SPEED TRAIN PROJECT
BURBANK TO LOS ANGELES
OPTION B REVISED ALIGNMENT - REVISED FINAL
PEPD
HSR SHARED ELECTRIFIED TRACK - PLAN AND PROFILE
HSR2 3346+00 TO HSR2 3359+00

CONTRACT NO. HSR14-39
DRAWING NO. TT-D1309
SCALE AS SHOWN
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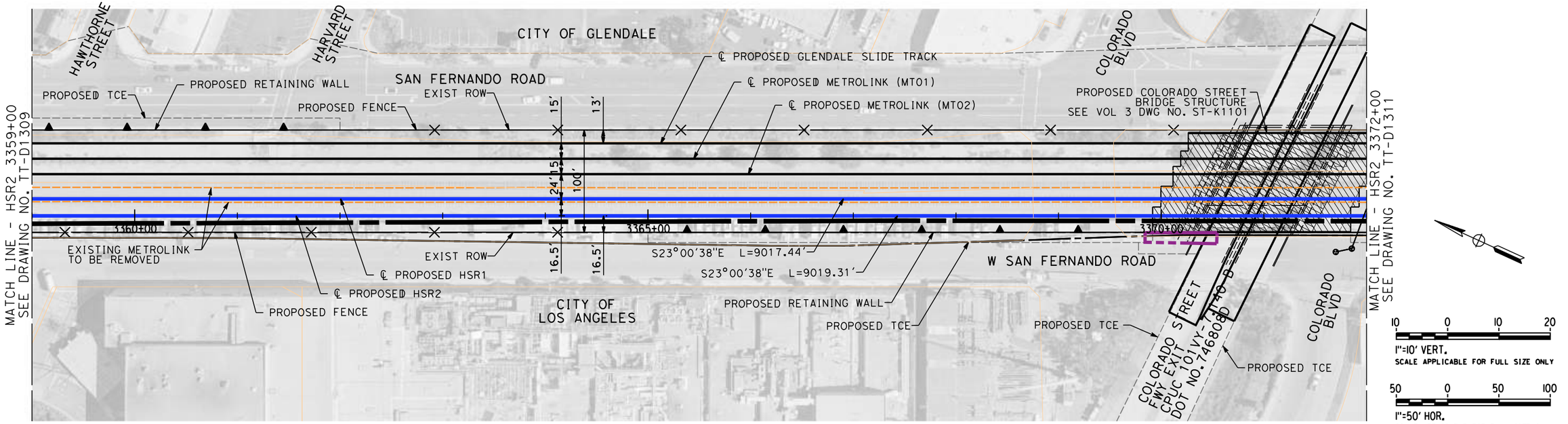

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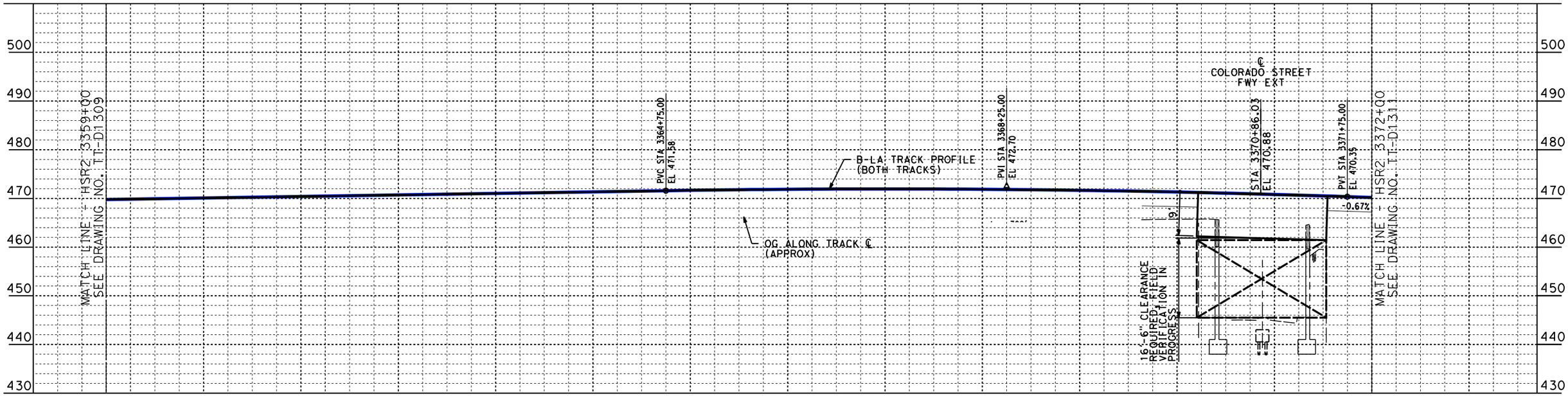

PROFILE

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DESIGNED BY W. XU
DRAWN BY W. XU
CHECKED BY M. HAYNES
IN CHARGE C. LEE
DATE 07/15/2021

PEPD RECORD SET

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STV 100 Years

JACOBS

CALIFORNIA HIGH-SPEED RAIL AUTHORITY

CALIFORNIA HIGH-SPEED TRAIN PROJECT
BURBANK TO LOS ANGELES
OPTION B REVISED ALIGNMENT - REVISED FINAL
PEPD
HSR SHARED ELECTRIFIED TRACK - PLAN AND PROFILE
HSR2 3359+00 TO HSR2 3372+00

CONTRACT NO. HSR14-39
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SCALE AS SHOWN
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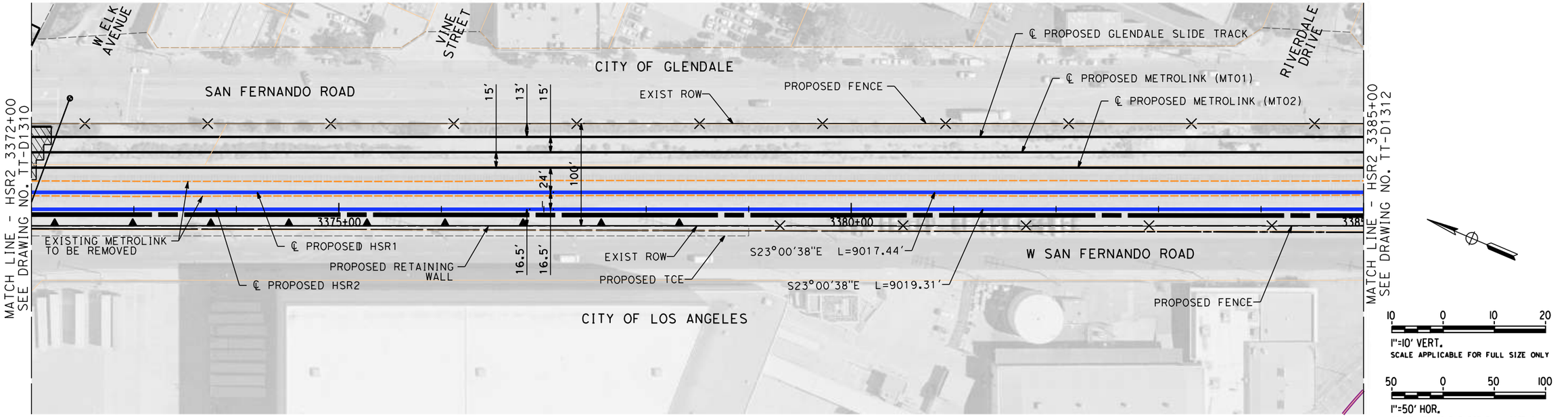

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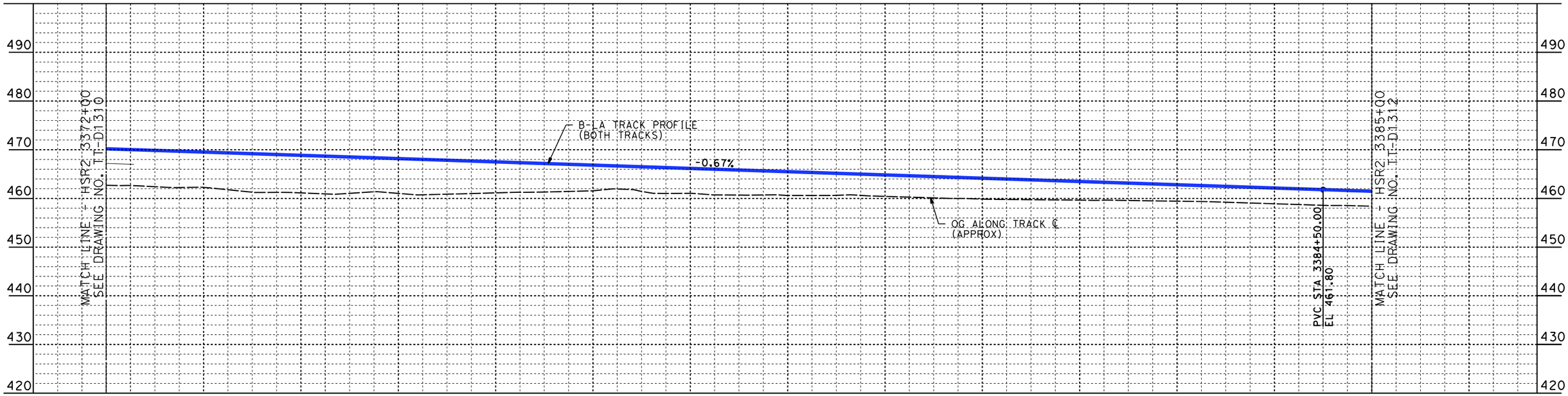

PROFILE

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DATE 07/15/2021

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STV 100 Years

JACOBS

CALIFORNIA HIGH-SPEED RAIL AUTHORITY

CALIFORNIA HIGH-SPEED TRAIN PROJECT
BURBANK TO LOS ANGELES
OPTION B REVISED ALIGNMENT - REVISED FINAL
PEPD
HSR SHARED ELECTRIFIED TRACK - PLAN AND PROFILE
HSR2 3372+00 TO HSR2 3385+00

CONTRACT NO. HSR14-39
DRAWING NO. TT-D1311
SCALE AS SHOWN
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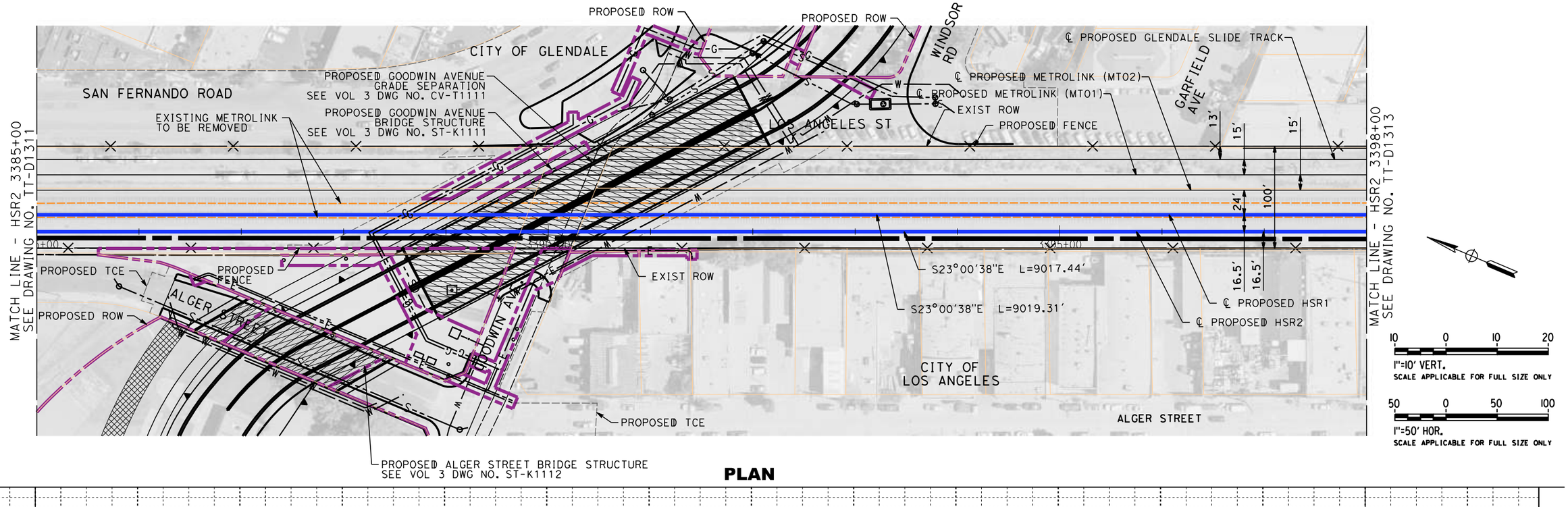

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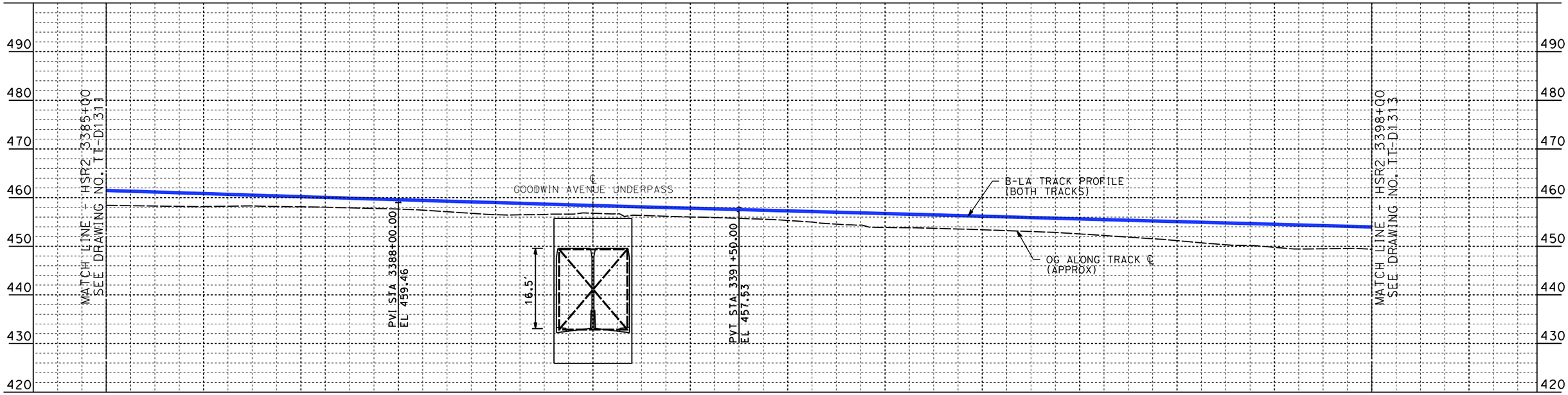

PROFILE

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CHECKED BY M. HAYNES
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DATE 07/15/2021

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STV 100 Years

JACOBS

CALIFORNIA HIGH-SPEED RAIL AUTHORITY

CALIFORNIA HIGH-SPEED TRAIN PROJECT
BURBANK TO LOS ANGELES
OPTION B REVISED ALIGNMENT - REVISED FINAL
PEPD
HSR SHARED ELECTRIFIED TRACK - PLAN AND PROFILE
HSR2 3385+00 TO HSR2 3398+00

CONTRACT NO. HSR14-39
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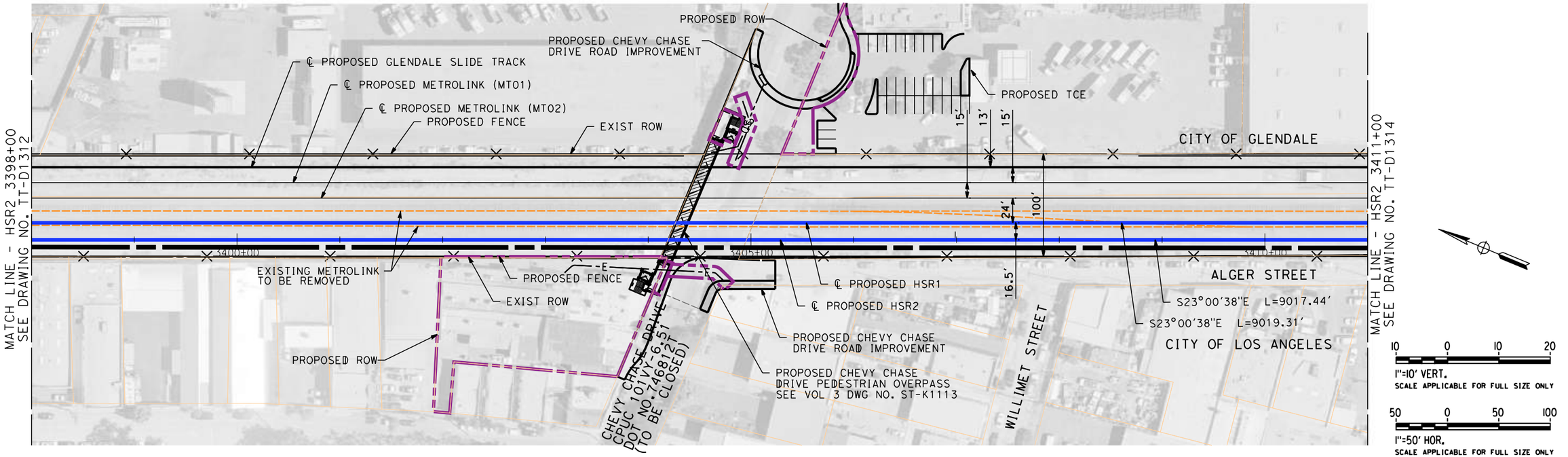

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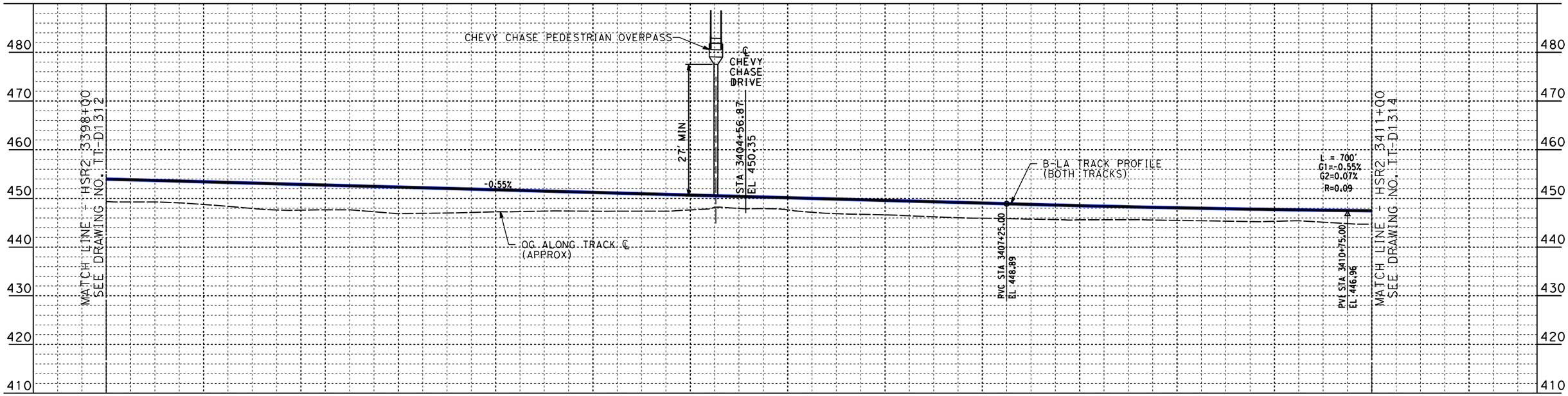

PROFILE

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DESIGNED BY W. XU
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STV 100 Years

JACOBS

CALIFORNIA HIGH-SPEED RAIL AUTHORITY

CALIFORNIA HIGH-SPEED TRAIN PROJECT
BURBANK TO LOS ANGELES
OPTION B REVISED ALIGNMENT - REVISED FINAL
PEPD
HSR SHARED ELECTRIFIED TRACK - PLAN AND PROFILE
HSR2 3398+00 TO HSR2 3411+00

CONTRACT NO. HSR14-39
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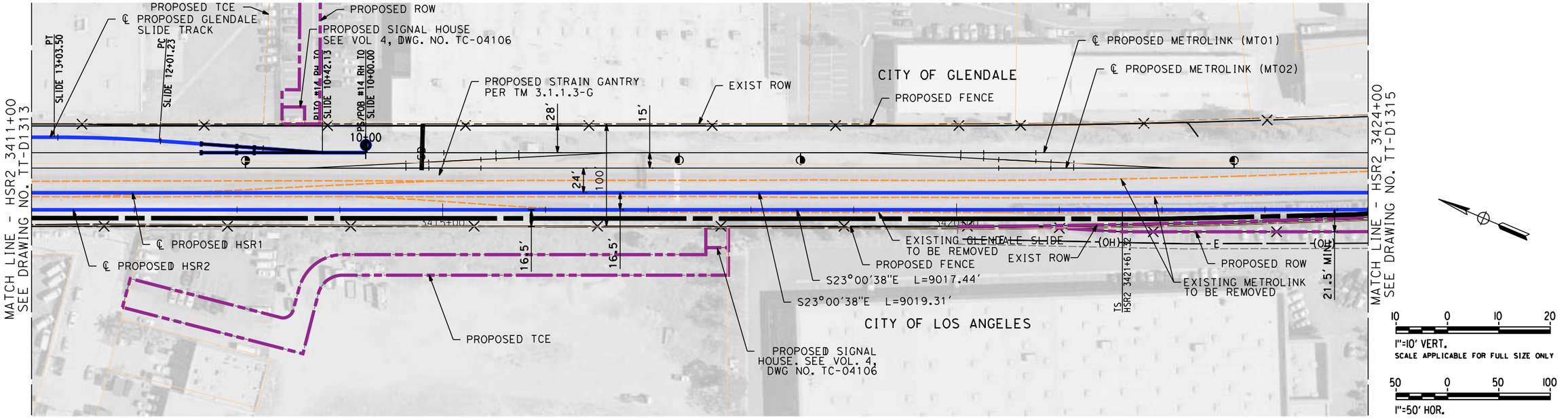

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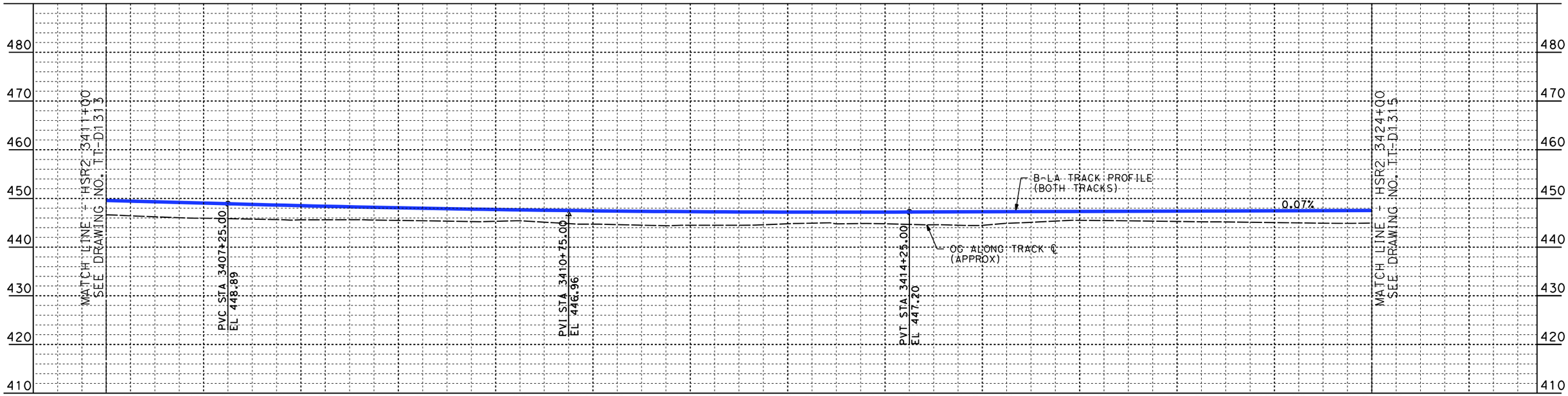

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JACOBS

CALIFORNIA HIGH-SPEED RAIL AUTHORITY

CALIFORNIA HIGH-SPEED TRAIN PROJECT
BURBANK TO LOS ANGELES
OPTION B REVISED ALIGNMENT - REVISED FINAL
PEPD
HSR SHARED ELECTRIFIED TRACK - PLAN AND PROFILE
HSR2 3411+00 TO HSR2 3424+00

CONTRACT NO. HSR14-39
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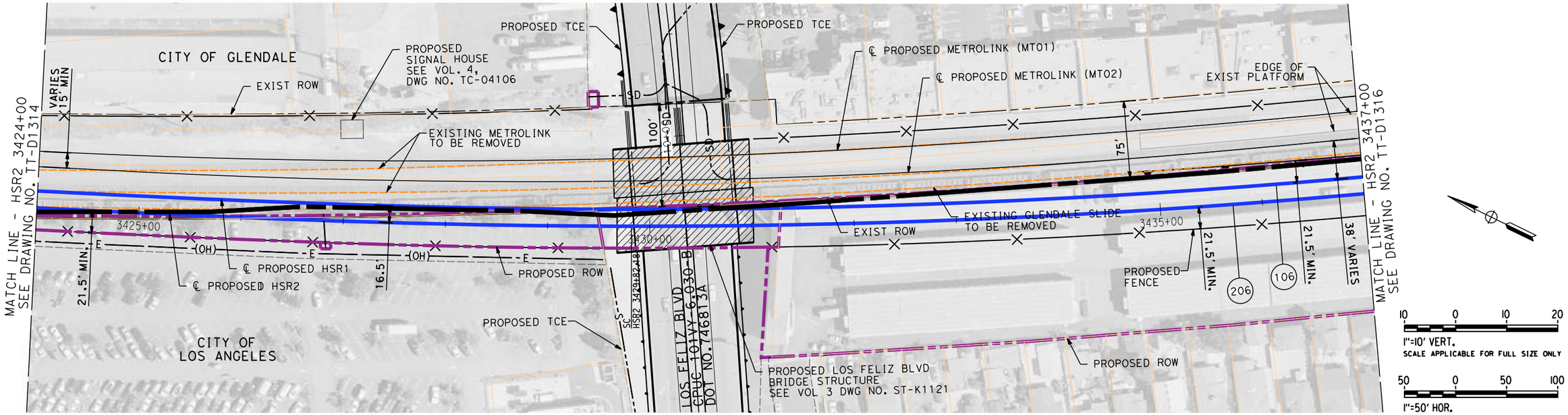

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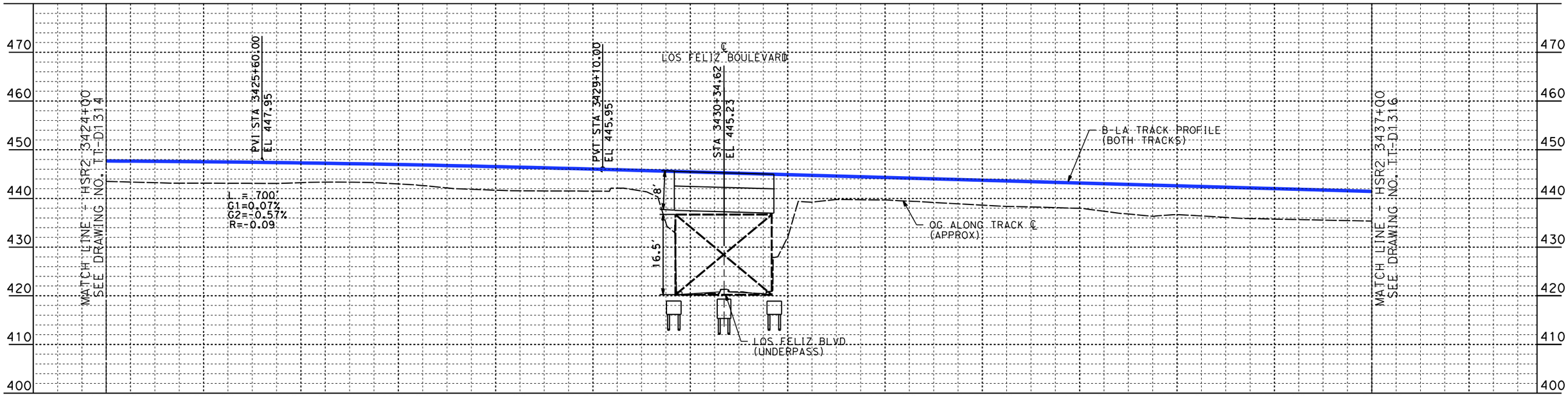

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JACOBS

CALIFORNIA HIGH-SPEED RAIL AUTHORITY

CALIFORNIA HIGH-SPEED TRAIN PROJECT
BURBANK TO LOS ANGELES
OPTION B REVISED ALIGNMENT - REVISED FINAL
PEPD
HSR SHARED ELECTRIFIED TRACK - PLAN AND PROFILE
HSR2 3424+00 TO HSR2 3437+00

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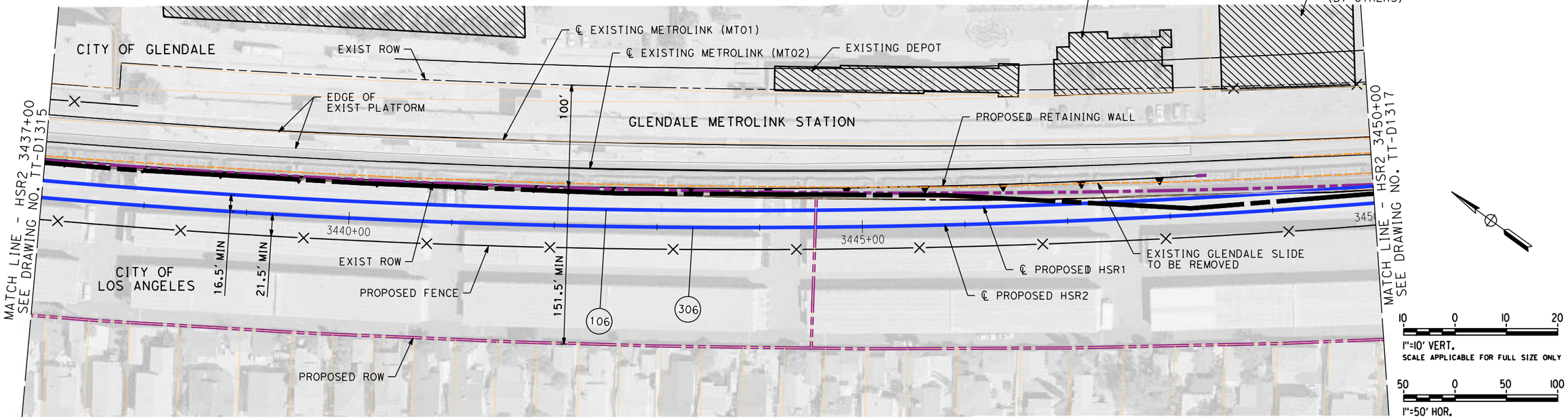

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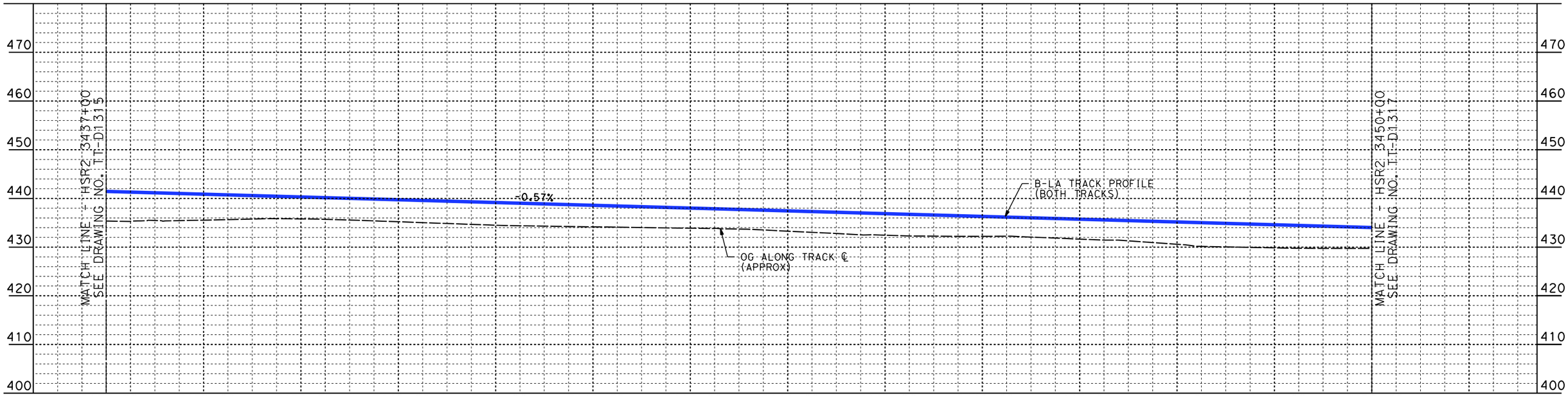

PROFILE

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REV	DATE	BY	CHK	APP	DESCRIPTION

DESIGNED BY W. XU
DRAWN BY W. XU
CHECKED BY M. HAYNES
IN CHARGE C. LEE
DATE 07/15/2021

PEPD RECORD SET

NOT FOR CONSTRUCTION

STV 100 Years

JACOBS

CALIFORNIA HIGH-SPEED RAIL AUTHORITY

CALIFORNIA HIGH-SPEED TRAIN PROJECT
BURBANK TO LOS ANGELES
OPTION B REVISED ALIGNMENT - REVISED FINAL
PEPD
HSR SHARED ELECTRIFIED TRACK - PLAN AND PROFILE
HSR2 3437+00 TO HSR2 3450+00

CONTRACT NO. HSR14-39
DRAWING NO. TT-D1316
SCALE AS SHOWN
SHEET NO.

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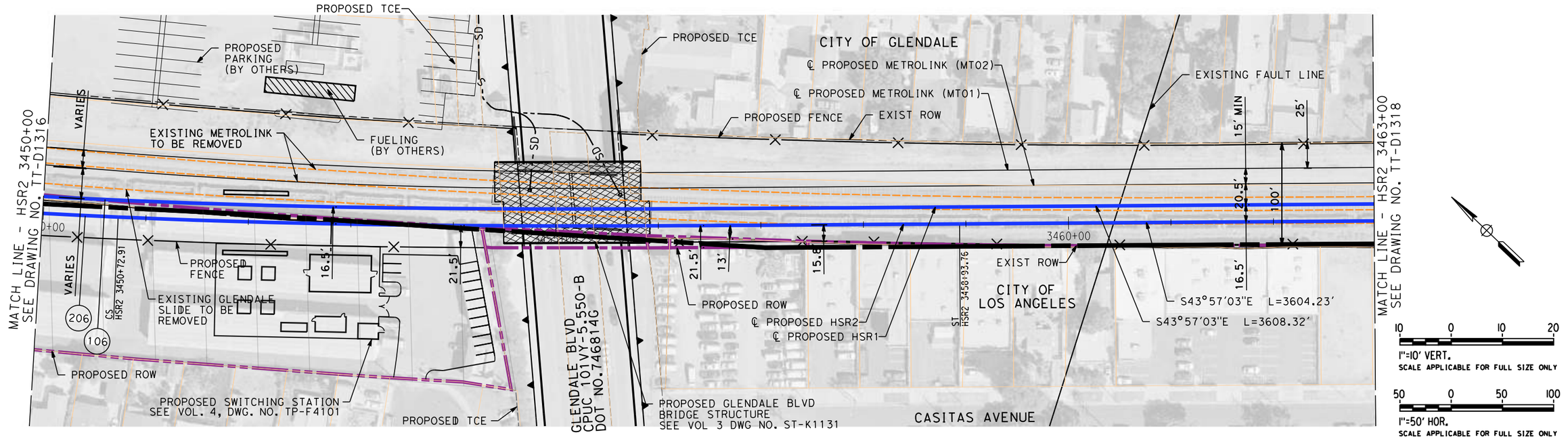

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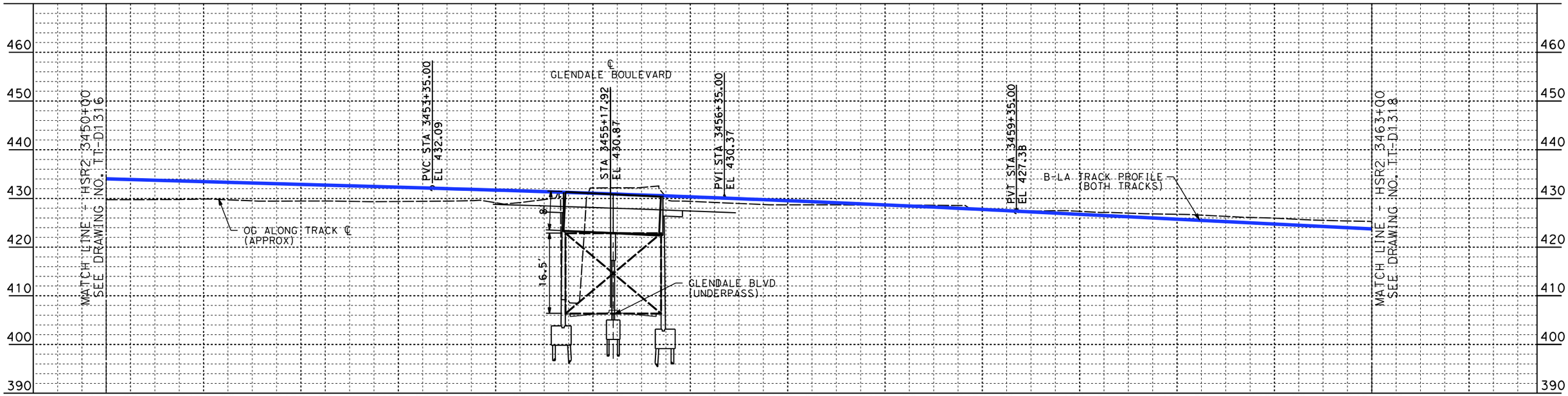

PROFILE

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REV	DATE	BY	CHK	APP	DESCRIPTION

DESIGNED BY W. XU
DRAWN BY W. XU
CHECKED BY M. HAYNES
IN CHARGE C. LEE
DATE 07/15/2021

PEPD RECORD SET

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STV 100 Years

JACOBS

CALIFORNIA HIGH-SPEED RAIL AUTHORITY

CALIFORNIA HIGH-SPEED TRAIN PROJECT
BURBANK TO LOS ANGELES
OPTION B REVISED ALIGNMENT - REVISED FINAL
PEPD
HSR SHARED ELECTRIFIED TRACK - PLAN AND PROFILE
HSR2 3450+00 TO HSR2 3463+00

CONTRACT NO. HSR14-39
DRAWING NO. TT-D1317
SCALE AS SHOWN
SHEET NO.

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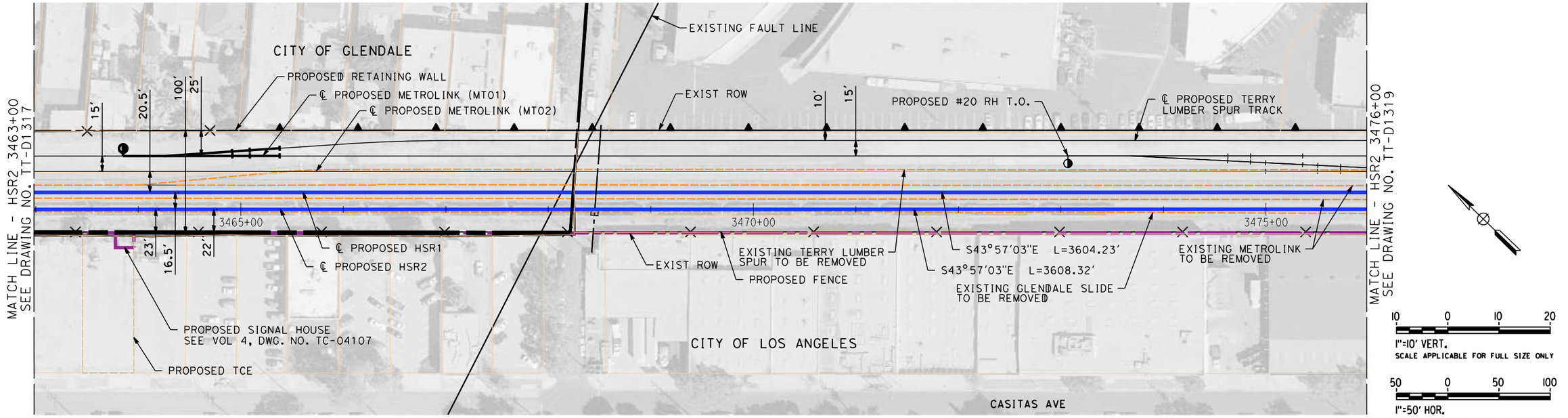

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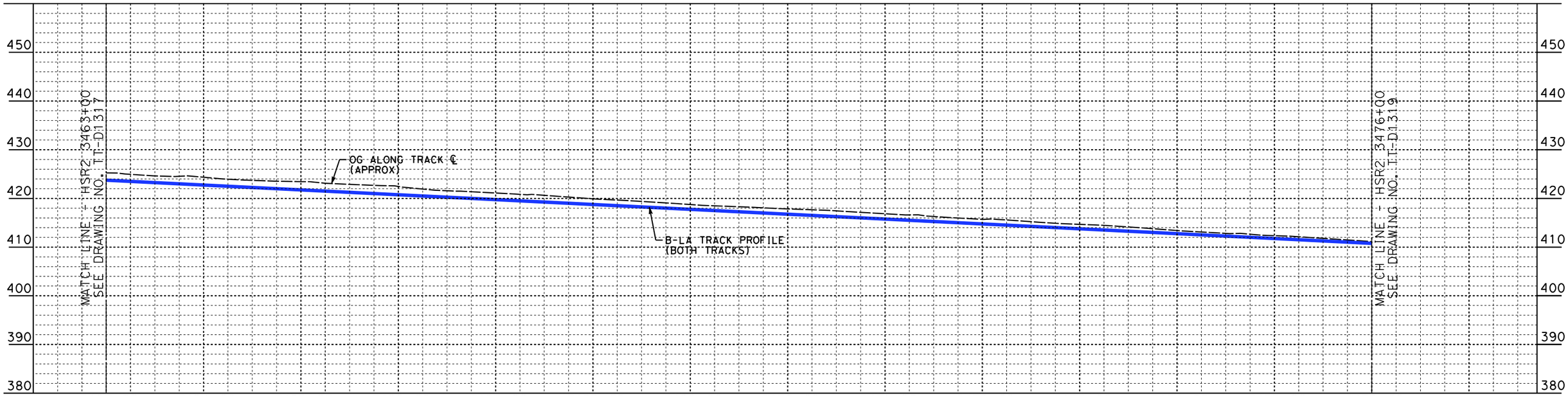

PROFILE

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REV	DATE	BY	CHK	APP	DESCRIPTION

DESIGNED BY W. XU
DRAWN BY W. XU
CHECKED BY P. MAHONEY
IN CHARGE C. LEE
DATE 08/27/2021

PEPD RECORD SET

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STV 100 Years

JACOBS

CALIFORNIA HIGH-SPEED RAIL AUTHORITY

CALIFORNIA HIGH-SPEED TRAIN PROJECT
BURBANK TO LOS ANGELES
OPTION B REVISED ALIGNMENT - REVISED FINAL
PEPD
HSR SHARED ELECTRIFIED TRACK - PLAN AND PROFILE
HSR2 3463+00 TO HSR2 3476+00

CONTRACT NO. HSR14-39
DRAWING NO. TT-D1318
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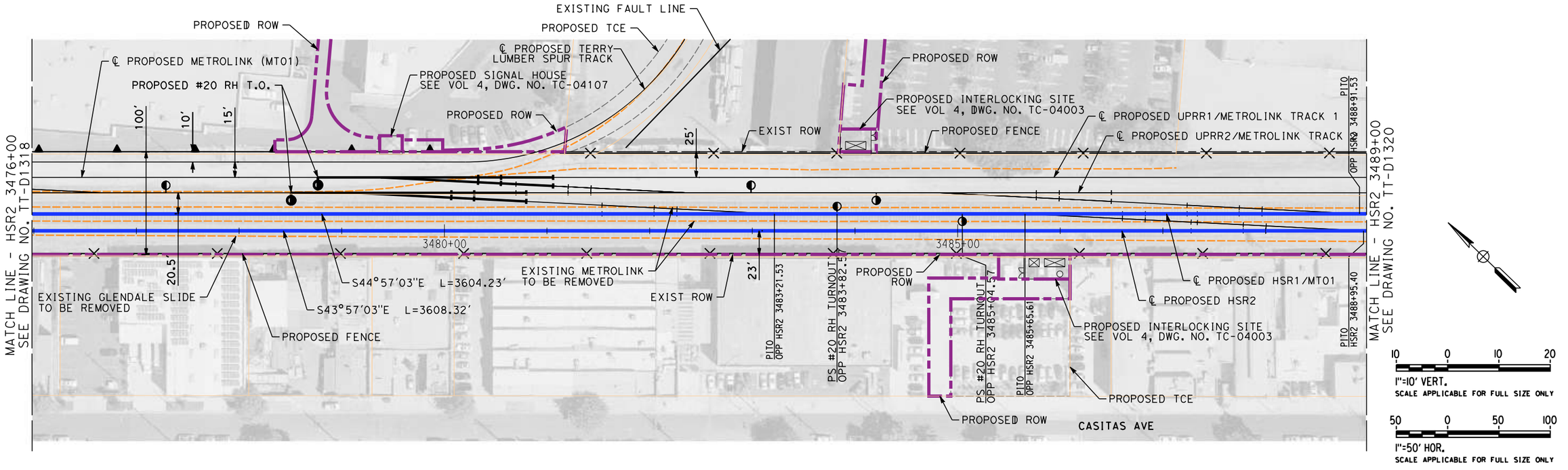

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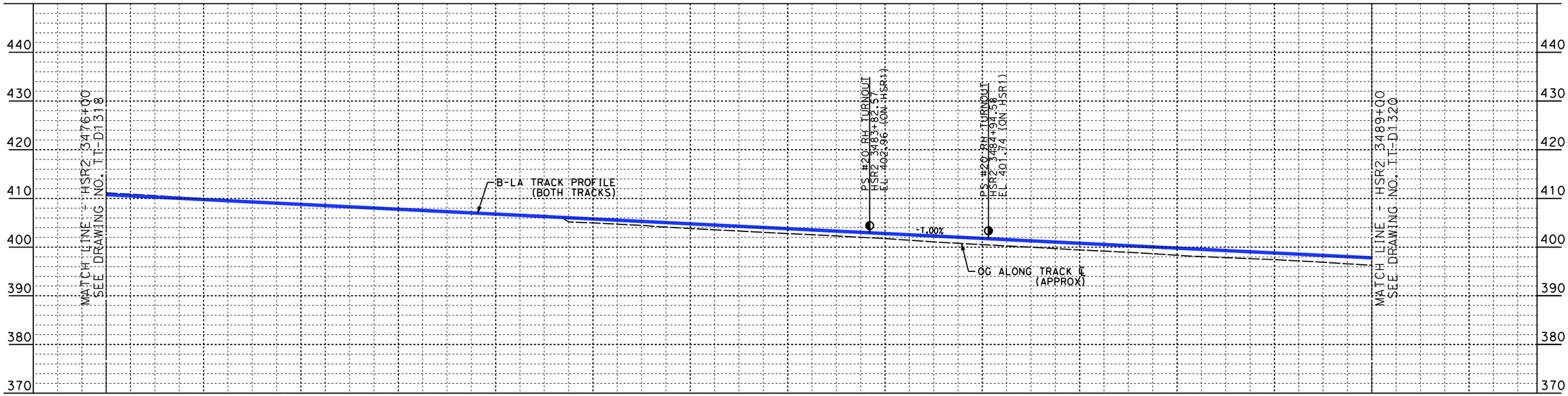

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REV	DATE	BY	CHK	APP	DESCRIPTION

DESIGNED BY W. XU
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CHECKED BY M. HAYNES
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DATE 07/15/2021

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CALIFORNIA HIGH-SPEED RAIL AUTHORITY

CALIFORNIA HIGH-SPEED TRAIN PROJECT
BURBANK TO LOS ANGELES

OPTION B REVISED ALIGNMENT - REVISED FINAL
PEPD
HSR SHARED ELECTRIFIED TRACK - PLAN AND PROFILE
HSR2 3476+00 TO HSR2 3489+00

CONTRACT NO. HSR14-39
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SCALE AS SHOWN
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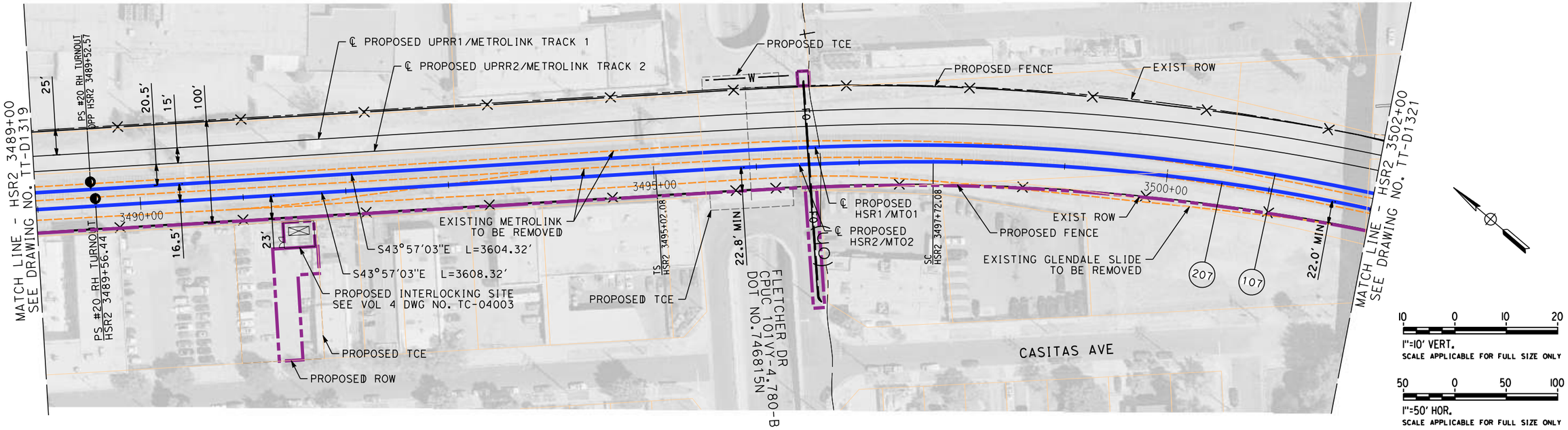

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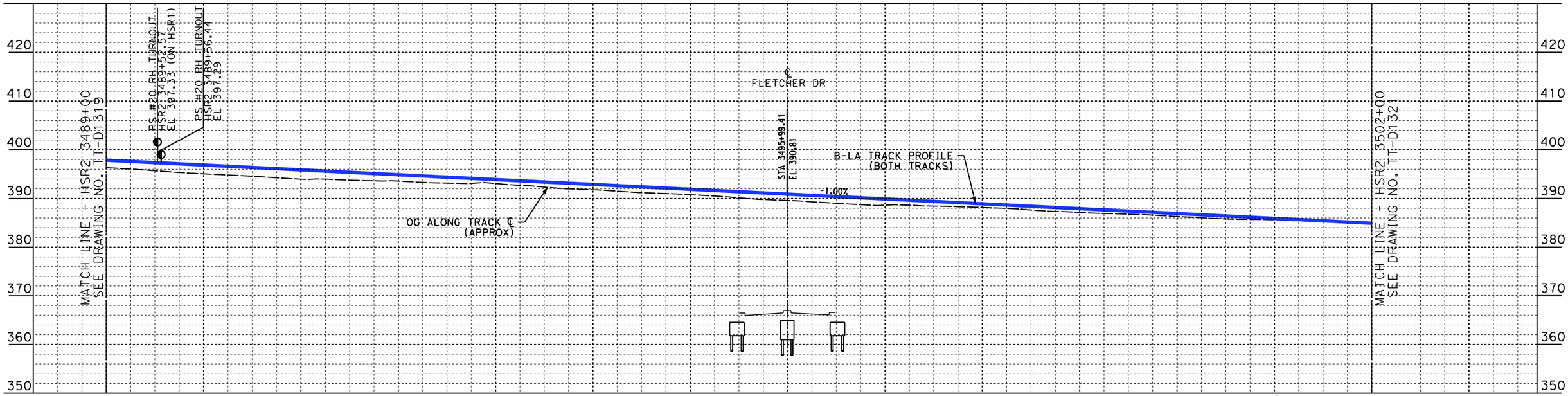

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BURBANK TO LOS ANGELES
OPTION B REVISED ALIGNMENT - REVISED FINAL PEPD
HSR SHARED ELECTRIFIED TRACK - PLAN AND PROFILE
HSR2 3489+00 TO HSR2 3502+00

CONTRACT NO. HSR14-39
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SCALE AS SHOWN
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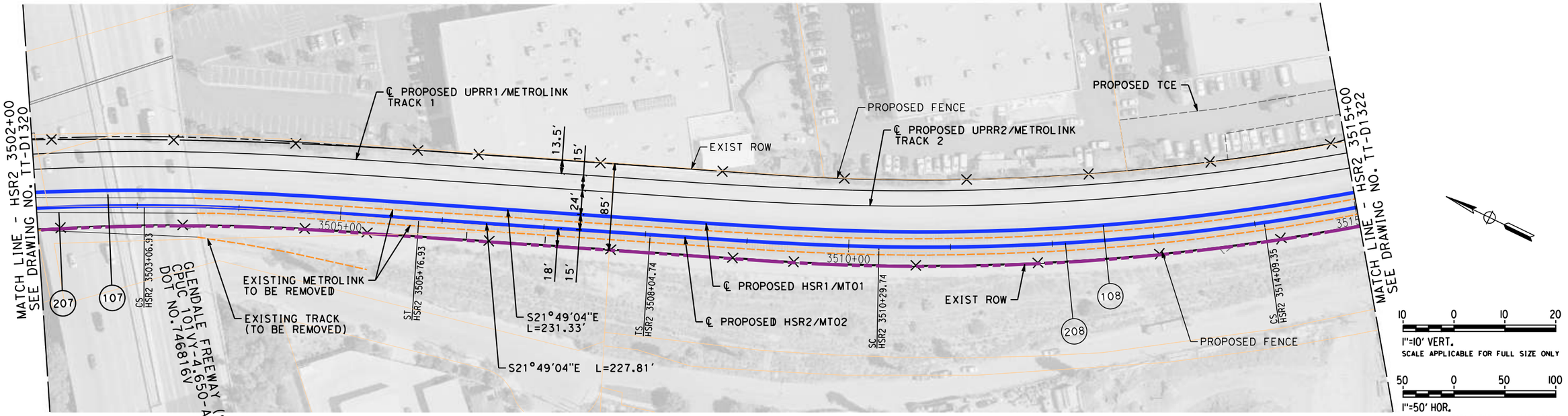

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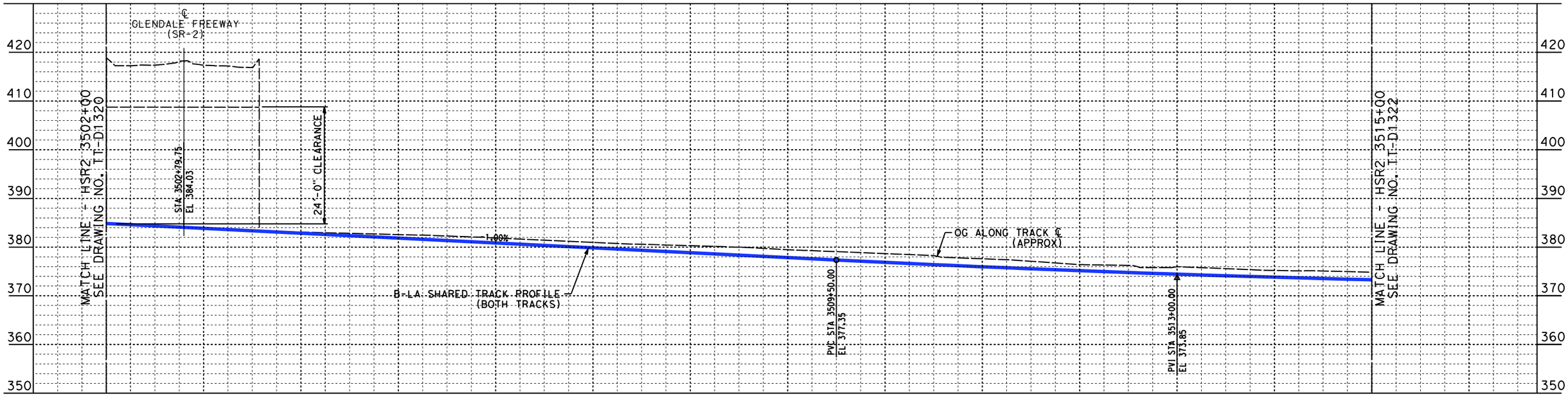

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CHECKED BY M. HAYNES
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JACOBS

CALIFORNIA HIGH-SPEED RAIL AUTHORITY

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BURBANK TO LOS ANGELES
OPTION B REVISED ALIGNMENT - REVISED FINAL PEPD
HSR SHARED ELECTRIFIED TRACK - PLAN AND PROFILE
HSR2 3502+00 TO HSR2 3515+00

CONTRACT NO. HSR14-39
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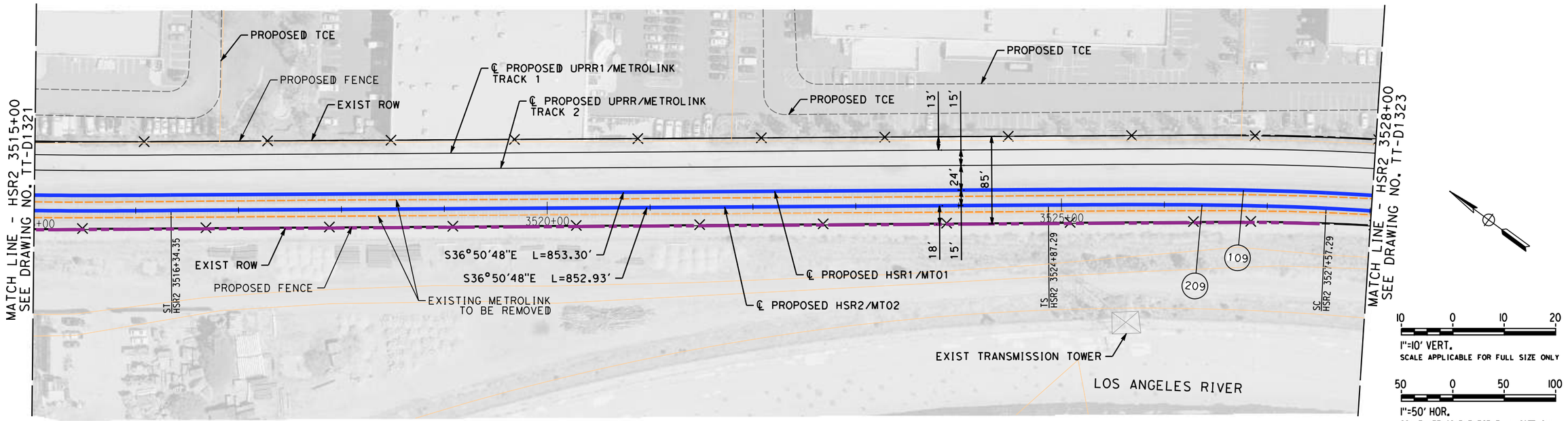

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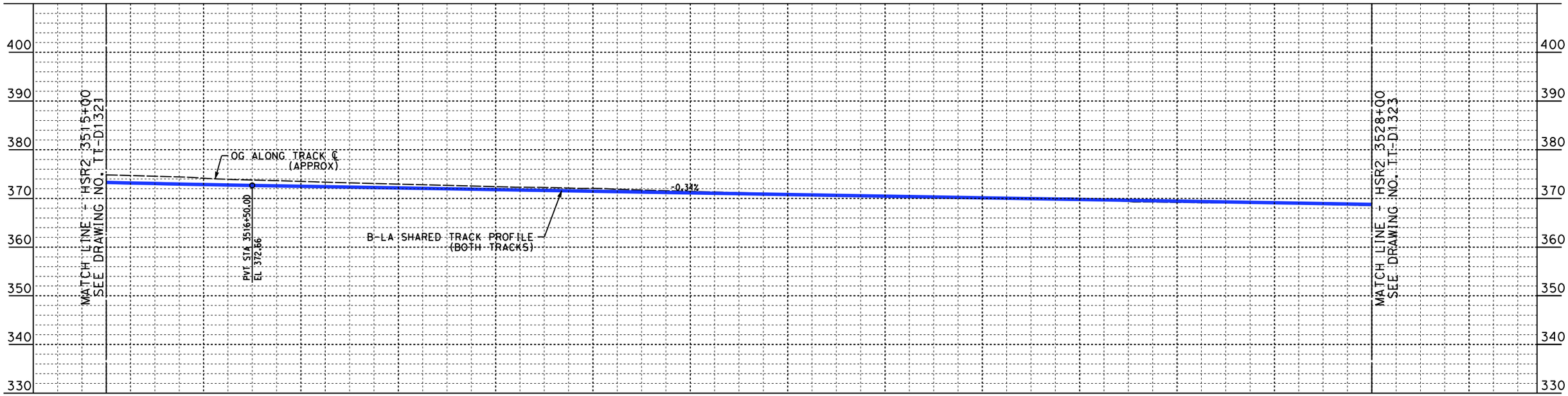

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JACOBS

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CALIFORNIA HIGH-SPEED TRAIN PROJECT
BURBANK TO LOS ANGELES
OPTION B REVISED ALIGNMENT - REVISED FINAL
PEPD
HSR SHARED ELECTRIFIED TRACK - PLAN AND PROFILE
HSR2 3515+00 TO HSR2 3528+00

CONTRACT NO. HSR14-39
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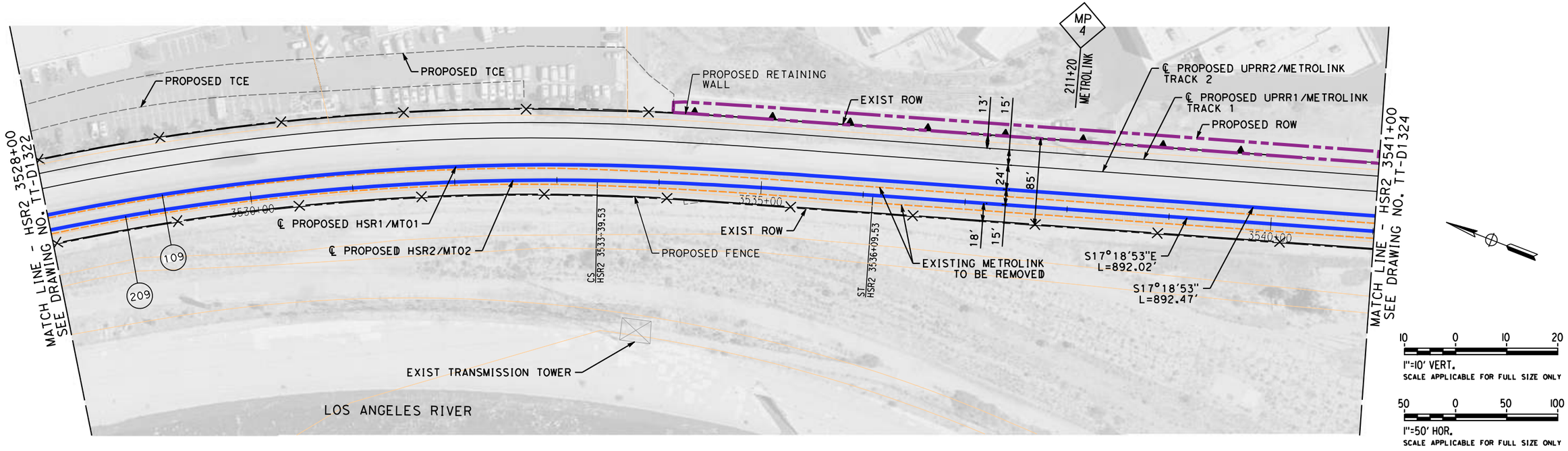

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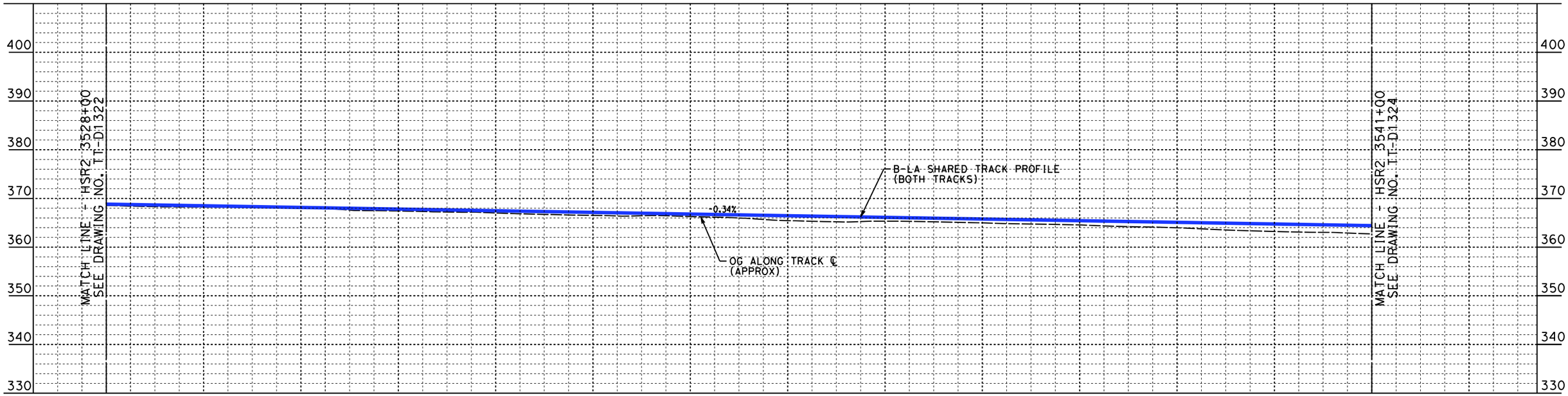

PROFILE

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DESIGNED BY W. XU
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CHECKED BY M. HAYNES
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DATE 07/15/2021

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STV 100 Years

JACOBS

CALIFORNIA HIGH-SPEED RAIL AUTHORITY

CALIFORNIA HIGH-SPEED TRAIN PROJECT
BURBANK TO LOS ANGELES
OPTION B REVISED ALIGNMENT - REVISED FINAL
PEPD
HSR SHARED ELECTRIFIED TRACK - PLAN AND PROFILE
HSR2 3528+00 TO HSR2 3541+00

CONTRACT NO. HSR14-39
DRAWING NO. TT-D1323
SCALE AS SHOWN
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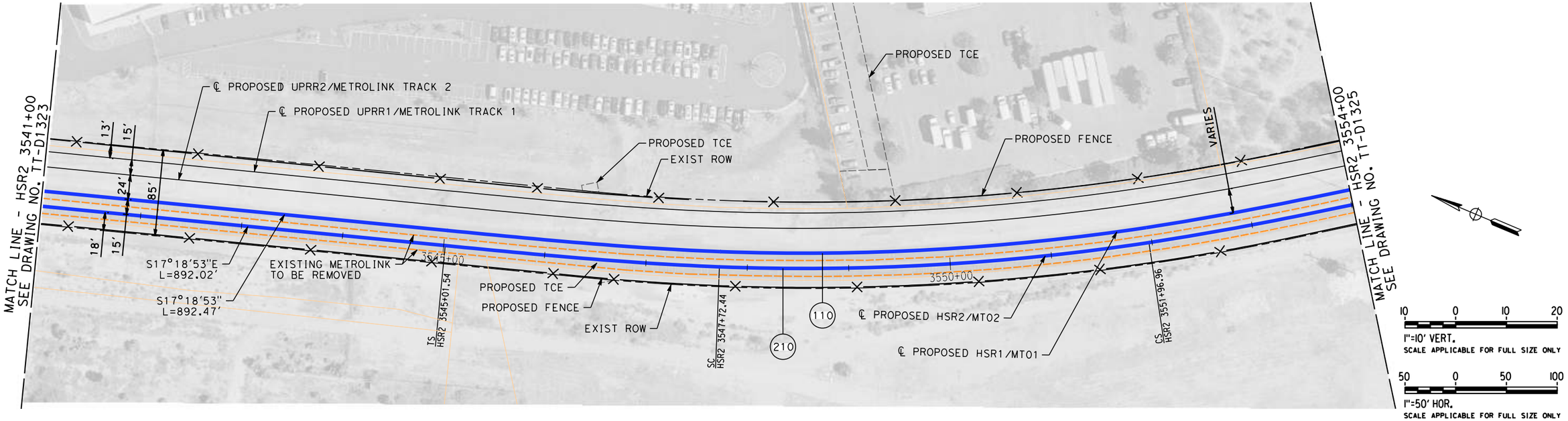

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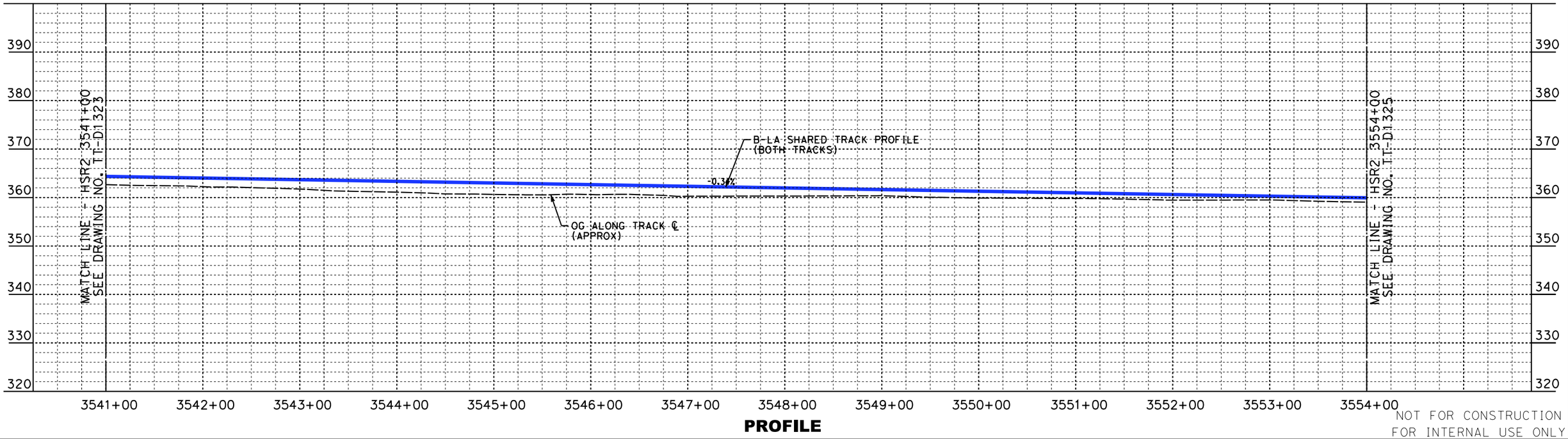

PROFILE

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DESIGNED BY W. XU
DRAWN BY W. XU
CHECKED BY M. HAYNES
IN CHARGE C. LEE
DATE 07/15/2021

PEPD RECORD SET

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STV 100 Years

JACOBS

CALIFORNIA HIGH-SPEED RAIL AUTHORITY

CALIFORNIA HIGH-SPEED TRAIN PROJECT
BURBANK TO LOS ANGELES

OPTION B REVISED ALIGNMENT - REVISED FINAL
PEPD
HSR SHARED ELECTRIFIED TRACK - PLAN AND PROFILE
HSR2 3541+00 TO HSR2 3554+00

CONTRACT NO. HSR14-39
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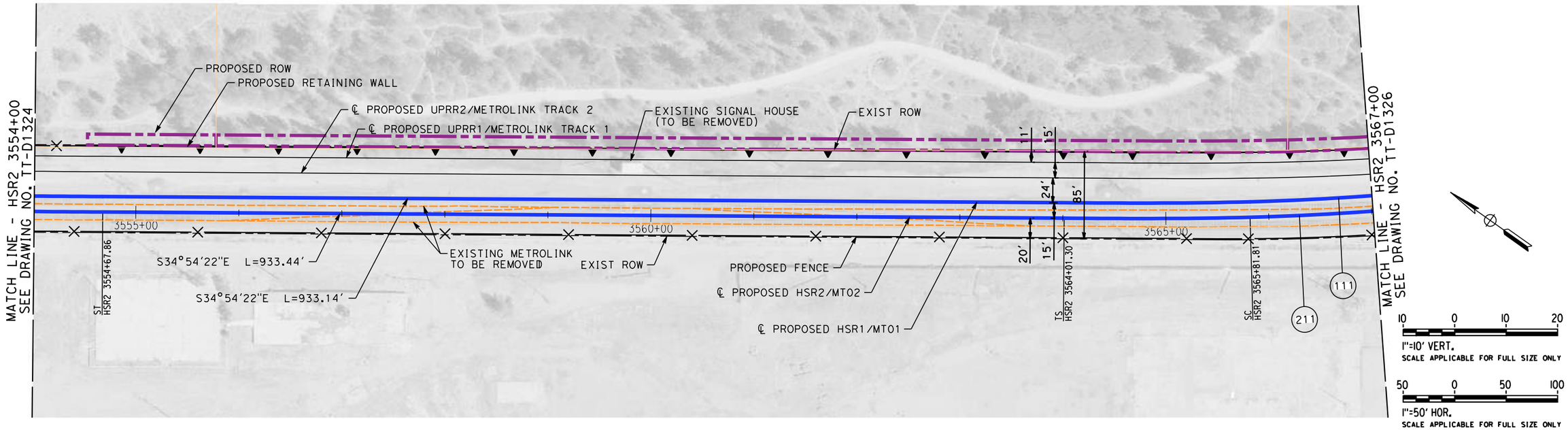

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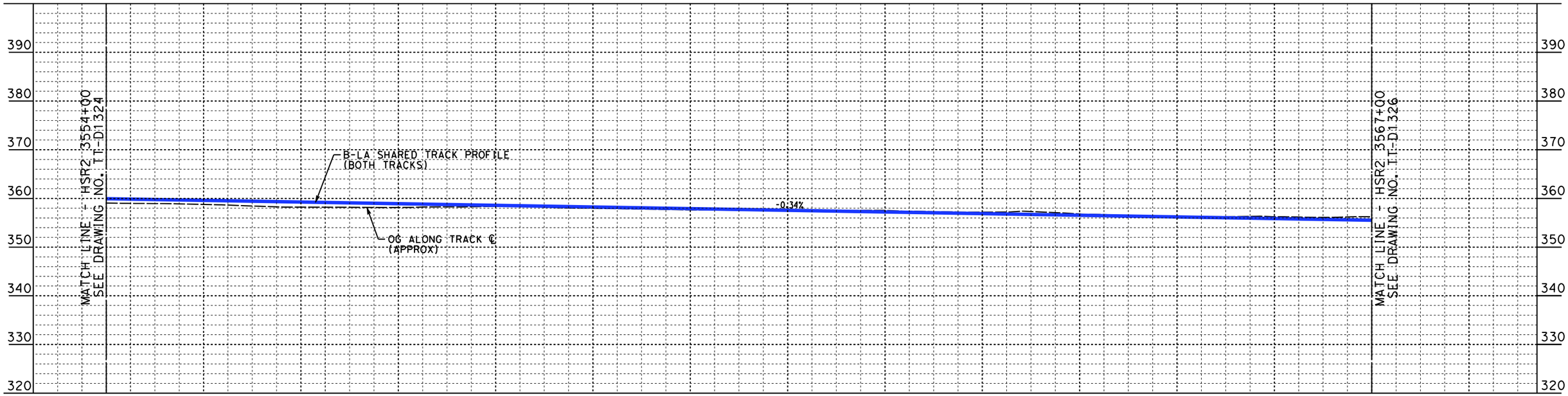

PROFILE

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DESIGNED BY W. XU
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DATE 07/15/2021

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STV 100 Years

JACOBS

CALIFORNIA HIGH-SPEED RAIL AUTHORITY

CALIFORNIA HIGH-SPEED TRAIN PROJECT
BURBANK TO LOS ANGELES
OPTION B REVISED ALIGNMENT - REVISED FINAL
PEPD
HSR SHARED ELECTRIFIED TRACK - PLAN AND PROFILE
HSR2 3554+00 TO HSR2 3567+00

CONTRACT NO. HSR14-39
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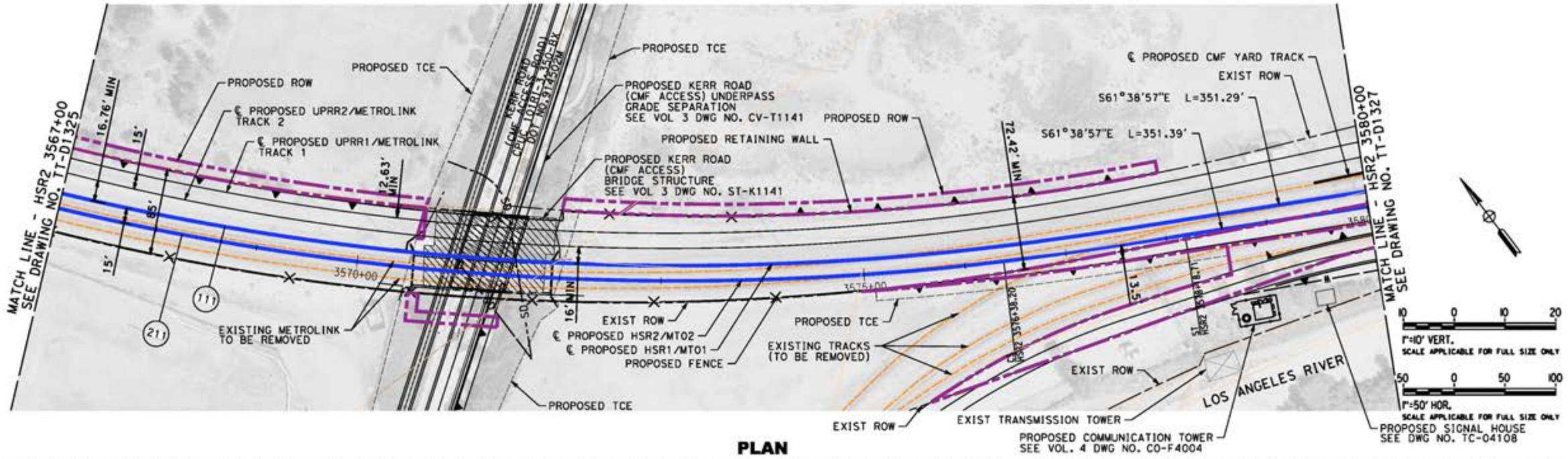

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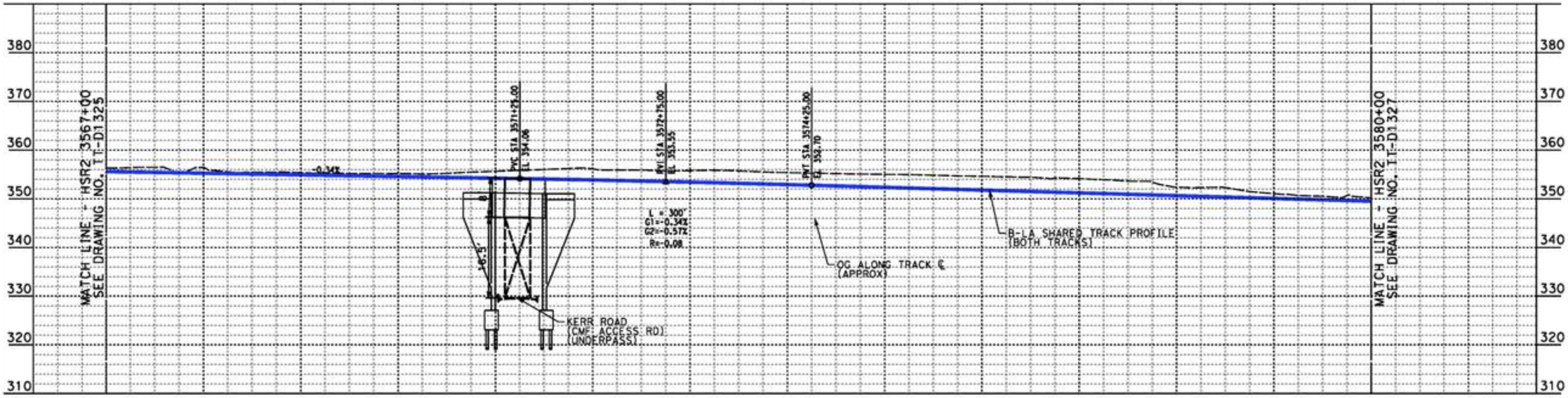

PROFILE

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REV	DATE	BY	CHK	APP	DESCRIPTION

DESIGNED BY W. XU
DRAWN BY W. XU
CHECKED BY M. HAYNES
IN CHARGE C. LEE
DATE 08/27/2021

PEPD RECORD SET

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STV 100 Years

JACOBS

CALIFORNIA HIGH-SPEED RAIL AUTHORITY

CALIFORNIA HIGH-SPEED TRAIN PROJECT
BURBANK TO LOS ANGELES
OPTION B REVISED ALIGNMENT - REVISED FINAL
PEPD
HSR SHARED ELECTRIFIED TRACK - PLAN AND PROFILE
HSR2 3567+00 TO HSR2 3580+00

CONTRACT NO. HSR14-39
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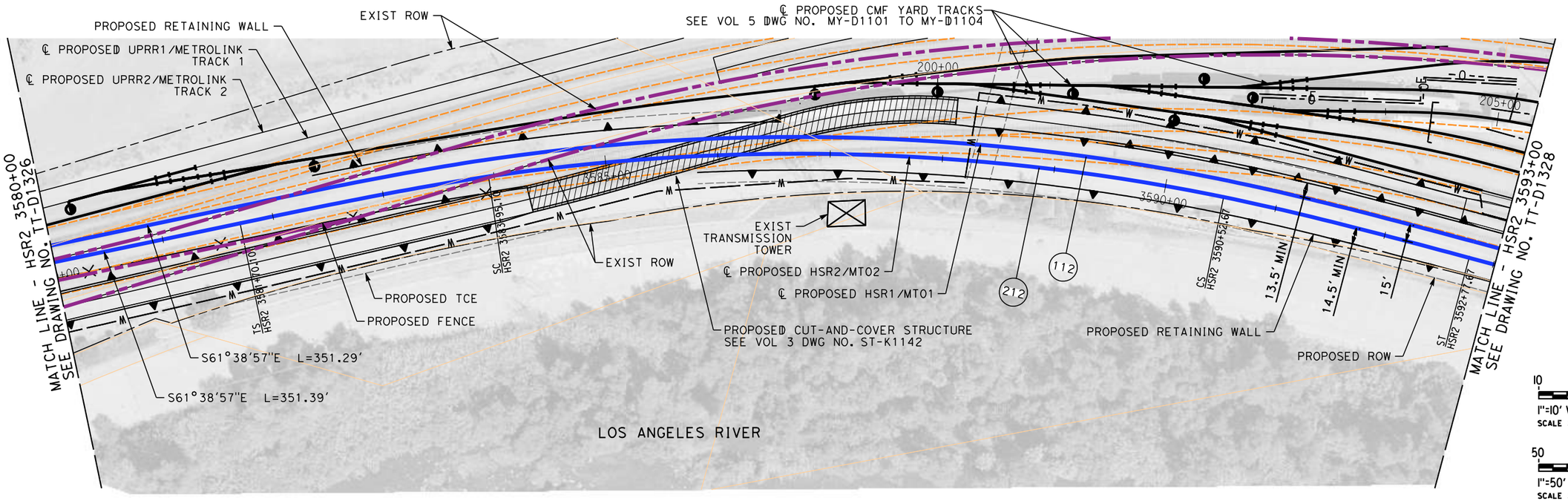

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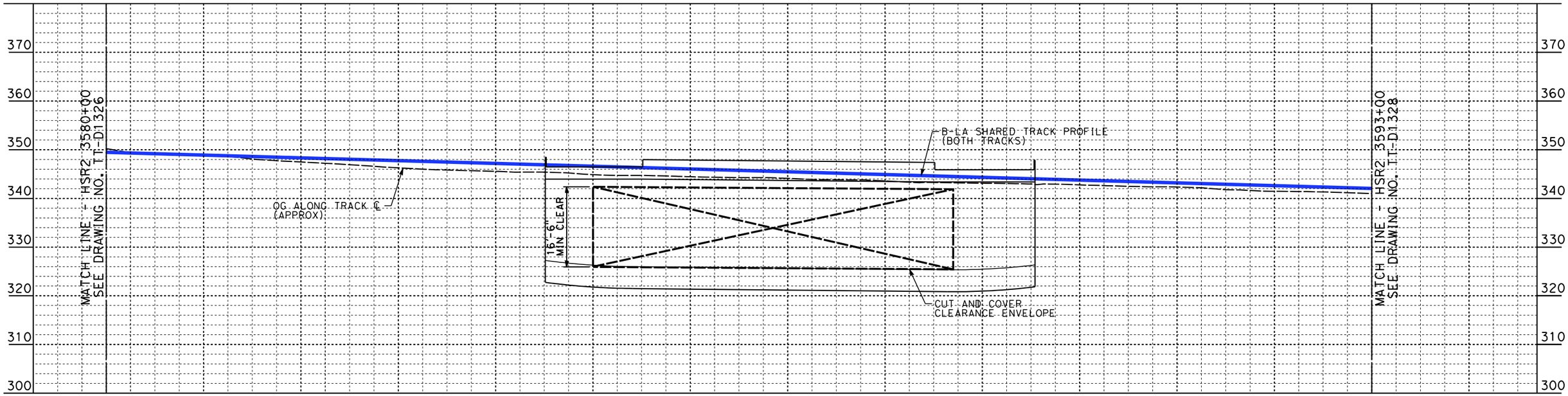

PROFILE

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DESIGNED BY W. XU
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JACOBS

CALIFORNIA HIGH-SPEED RAIL AUTHORITY

CALIFORNIA HIGH-SPEED TRAIN PROJECT
BURBANK TO LOS ANGELES
OPTION B REVISED ALIGNMENT - REVISED FINAL
PEPD
HSR SHARED ELECTRIFIED TRACK - PLAN AND PROFILE
HSR2 3580+00 TO HSR2 3593+00

CONTRACT NO. HSR14-39
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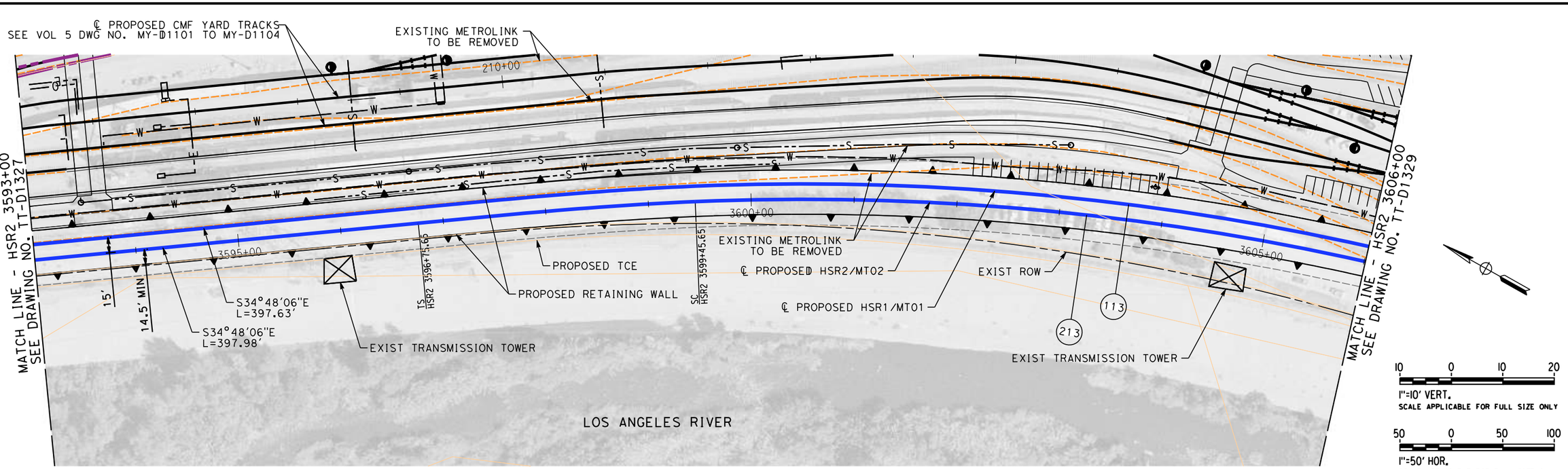

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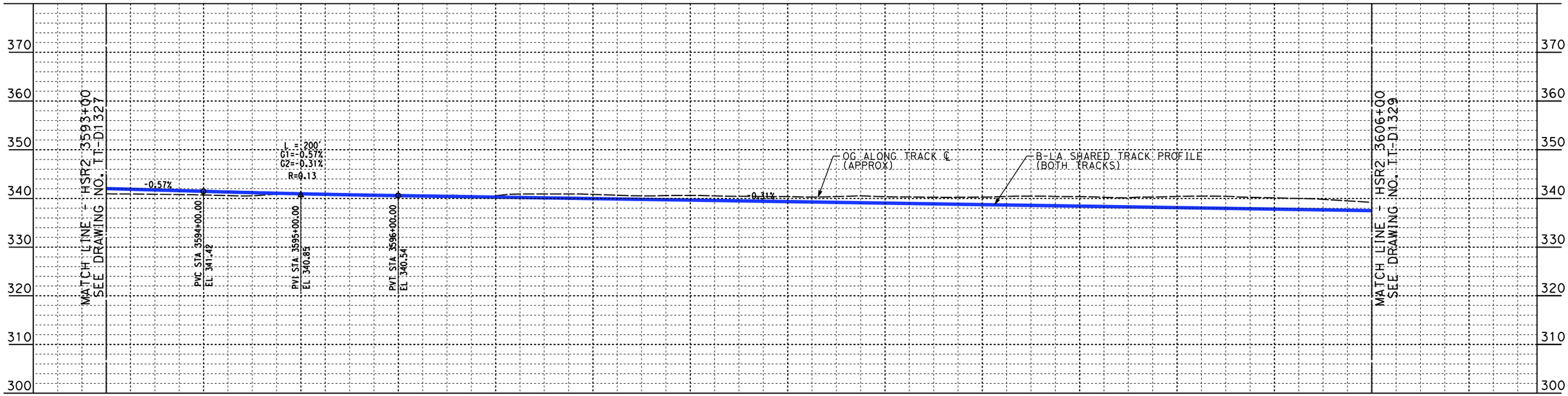

PROFILE

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JACOBS

CALIFORNIA HIGH-SPEED RAIL AUTHORITY

CALIFORNIA HIGH-SPEED TRAIN PROJECT
BURBANK TO LOS ANGELES
OPTION B REVISED ALIGNMENT - REVISED FINAL
PEPD
HSR SHARED ELECTRIFIED TRACK - PLAN AND PROFILE
HSR2 3593+00 TO HSR2 3606+00

CONTRACT NO. HSR14-39
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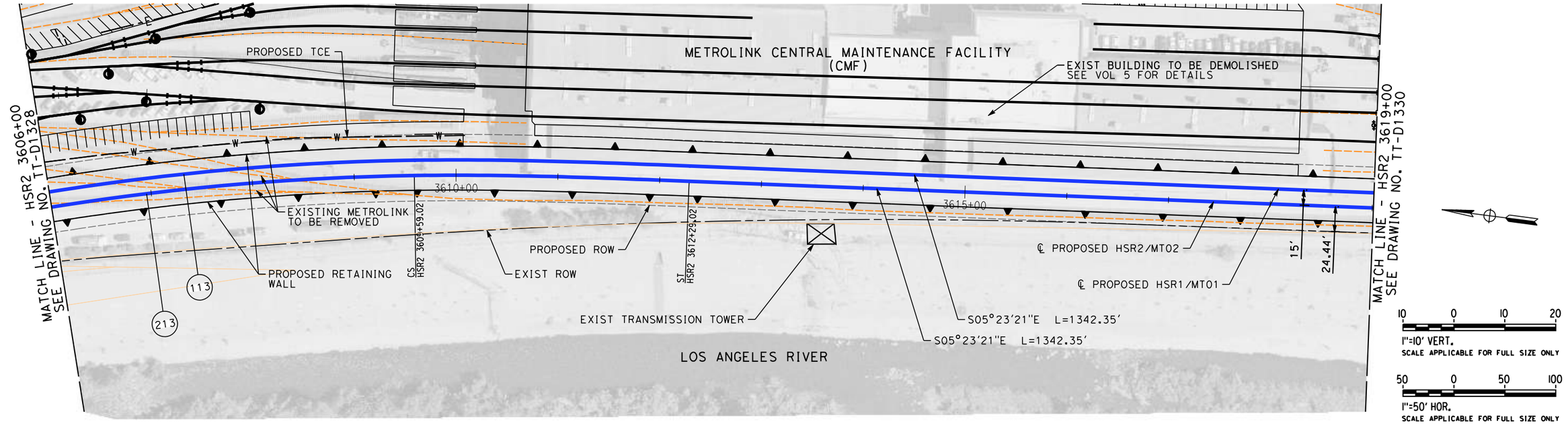

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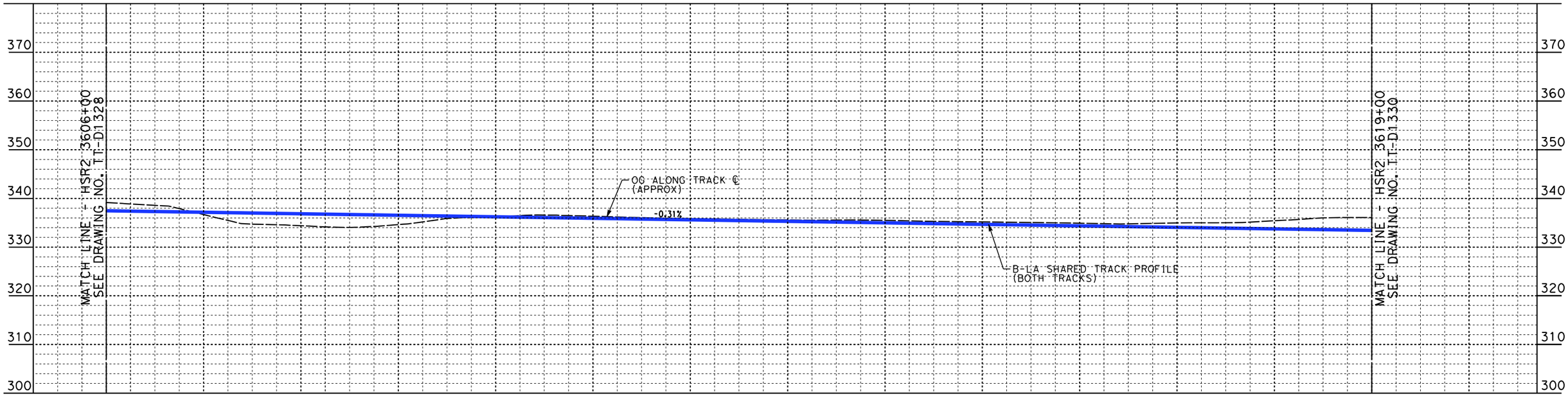

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STV 100 Years

JACOBS

CALIFORNIA HIGH-SPEED RAIL AUTHORITY

CALIFORNIA HIGH-SPEED TRAIN PROJECT
BURBANK TO LOS ANGELES
OPTION B REVISED ALIGNMENT - REVISED FINAL
PEPD
HSR SHARED ELECTRIFIED TRACK - PLAN AND PROFILE
HSR2 3606+00 TO HSR2 3619+00

CONTRACT NO. HSR14-39
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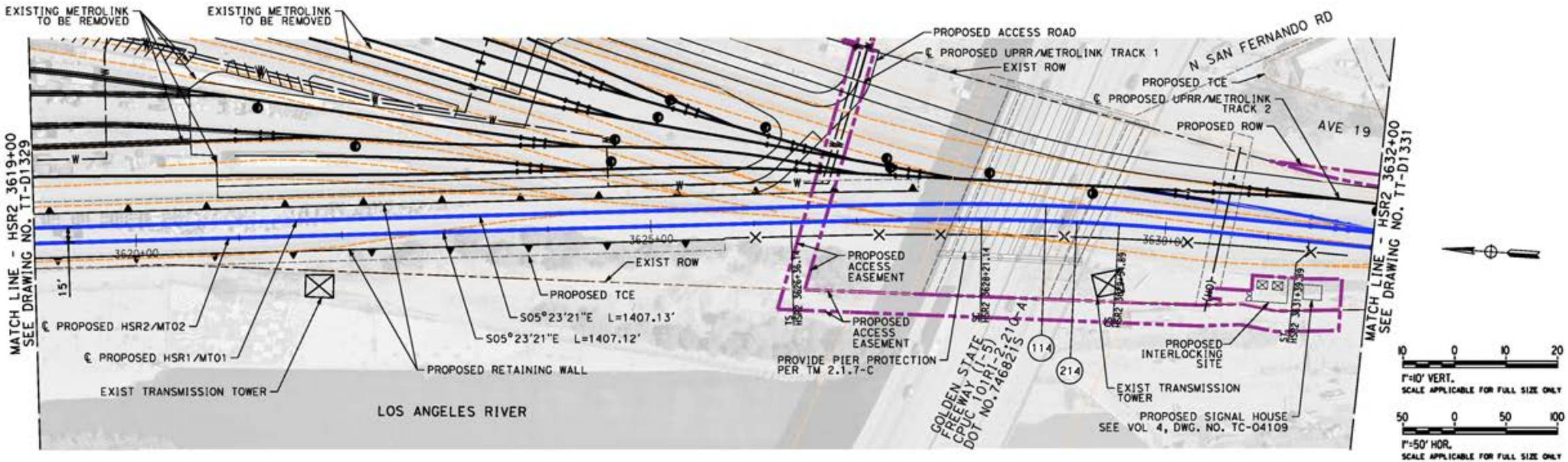

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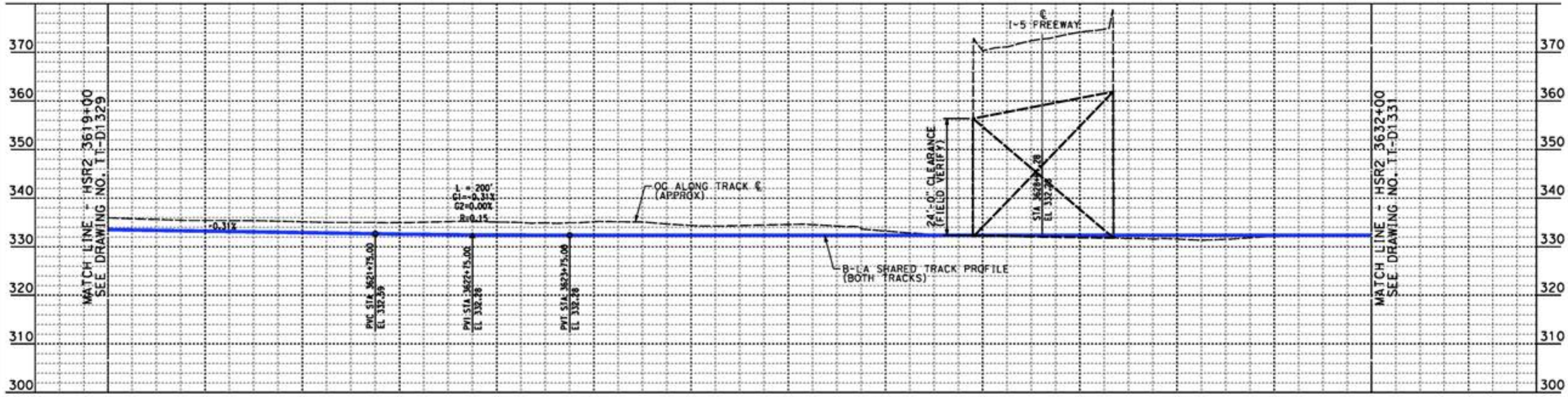

PROFILE

NOT FOR CONSTRUCTION
FOR INTERNAL USE ONLY

REV	DATE	BY	CHK	APP	DESCRIPTION

DESIGNED BY W. XU
DRAWN BY W. XU
CHECKED BY M. HAYNES
IN CHARGE C. LEE
DATE 08/27/2021

PEPD RECORD SET
NOT FOR CONSTRUCTION

STV 100 Years
JACOBS

CALIFORNIA HIGH-SPEED RAIL AUTHORITY

CALIFORNIA HIGH-SPEED TRAIN PROJECT
BURBANK TO LOS ANGELES
OPTION B REVISED ALIGNMENT - REVISED FINAL
PEPD
HSR SHARED ELECTRIFIED TRACK - PLAN AND PROFILE
HSR2 3619+00 TO HSR2 3632+00

CONTRACT NO. HSR14-39
DRAWING NO. TT-D1330
SCALE AS SHOWN
SHEET NO.

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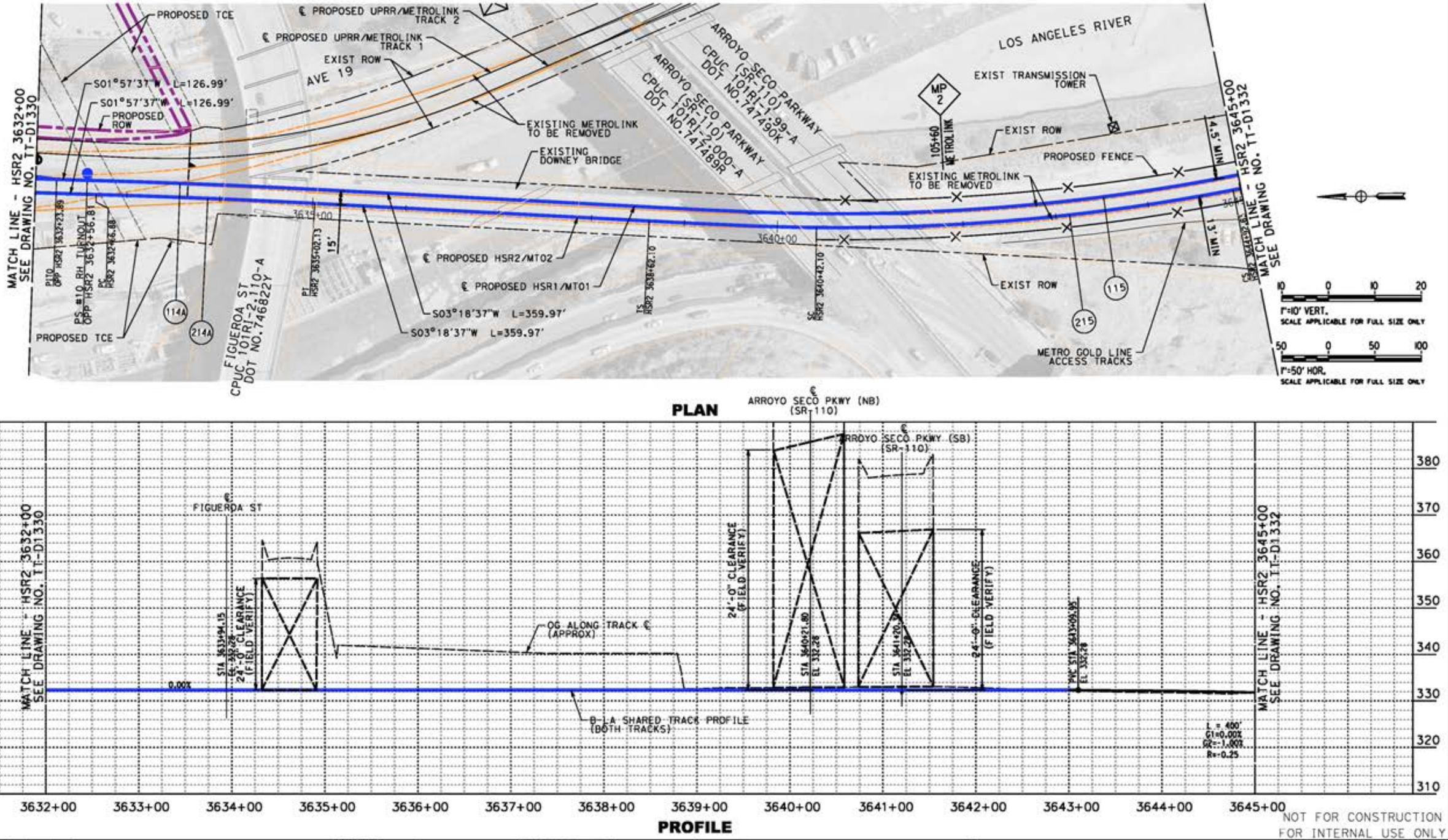

NOT FOR CONSTRUCTION
FOR INTERNAL USE ONLY

REV	DATE	BY	CHK	APP	DESCRIPTION

DESIGNED BY W. XU
DRAWN BY W. XU
CHECKED BY M. HAYNES
IN CHARGE C. LEE
DATE 08/27/2021

PEPD RECORD SET
NOT FOR CONSTRUCTION

STV 100 Years
JACOBS

CALIFORNIA HIGH-SPEED RAIL AUTHORITY

CALIFORNIA HIGH-SPEED TRAIN PROJECT
BURBANK TO LOS ANGELES
OPTION B REVISED ALIGNMENT - REVISED FINAL
PEPD
HSR SHARED ELECTRIFIED TRACK - PLAN AND PROFILE
HSR2 3632+00 TO HSR2 3645+00

CONTRACT NO. HSR14-39
DRAWING NO. TT-D1331
SCALE AS SHOWN
SHEET NO.

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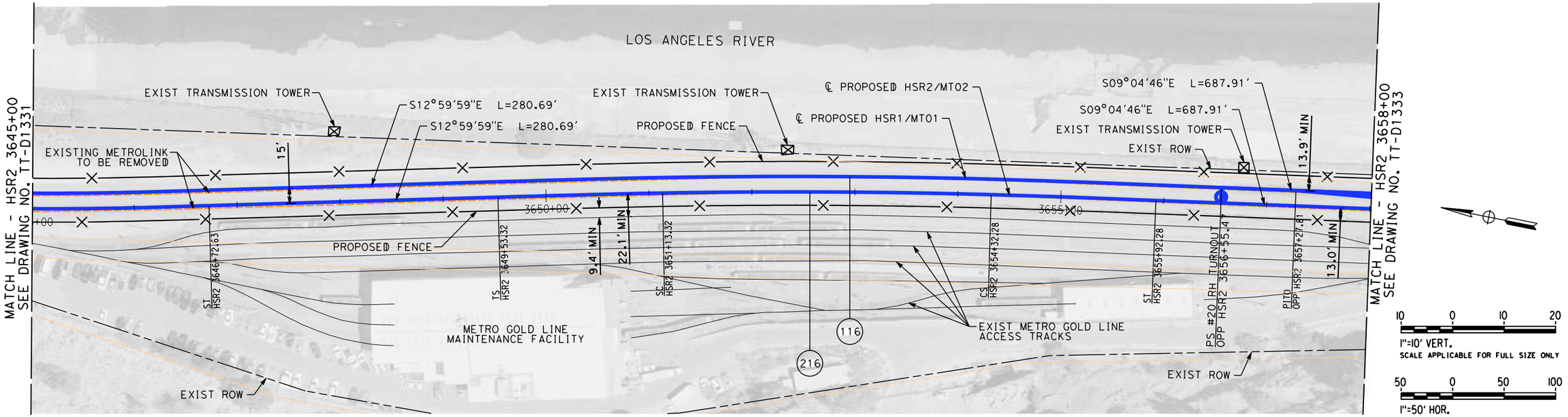

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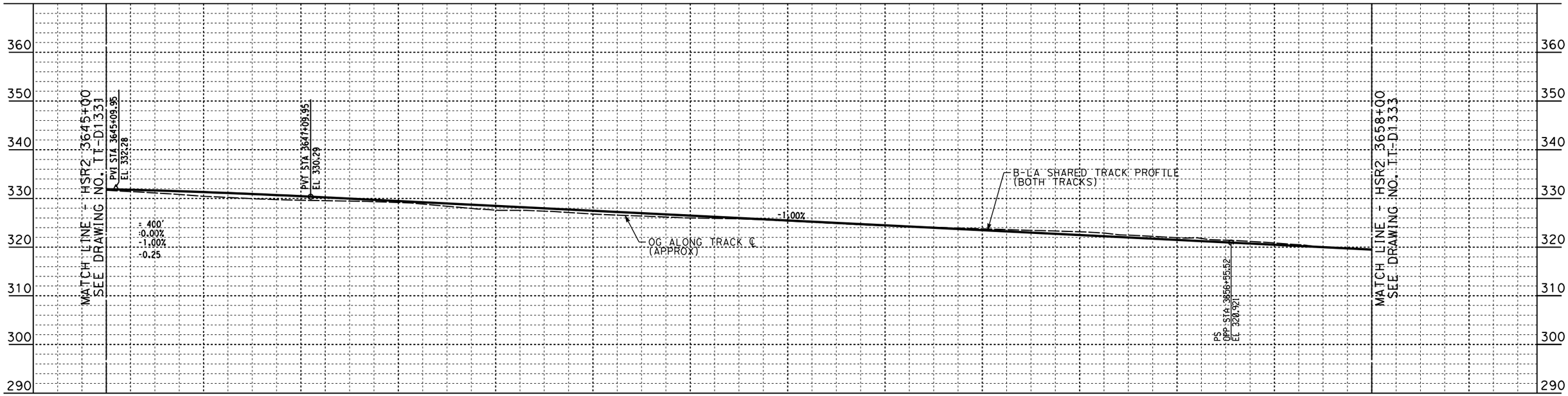

PROFILE

NOT FOR CONSTRUCTION
FOR INTERNAL USE ONLY

REV	DATE	BY	CHK	APP	DESCRIPTION

DESIGNED BY W. XU
DRAWN BY W. XU
CHECKED BY M. HAYNES
IN CHARGE C. LEE
DATE 07/15/2021

PEPD RECORD SET

NOT FOR CONSTRUCTION

STV 100 Years

JACOBS

CALIFORNIA HIGH-SPEED RAIL AUTHORITY

CALIFORNIA HIGH-SPEED TRAIN PROJECT
BURBANK TO LOS ANGELES
OPTION B REVISED ALIGNMENT - REVISED FINAL PEPD
HSR SHARED ELECTRIFIED TRACK - PLAN AND PROFILE
HSR2 3645+00 TO HSR2 3658+00

CONTRACT NO. HSR14-39
DRAWING NO. TT-D1332
SCALE AS SHOWN
SHEET NO.

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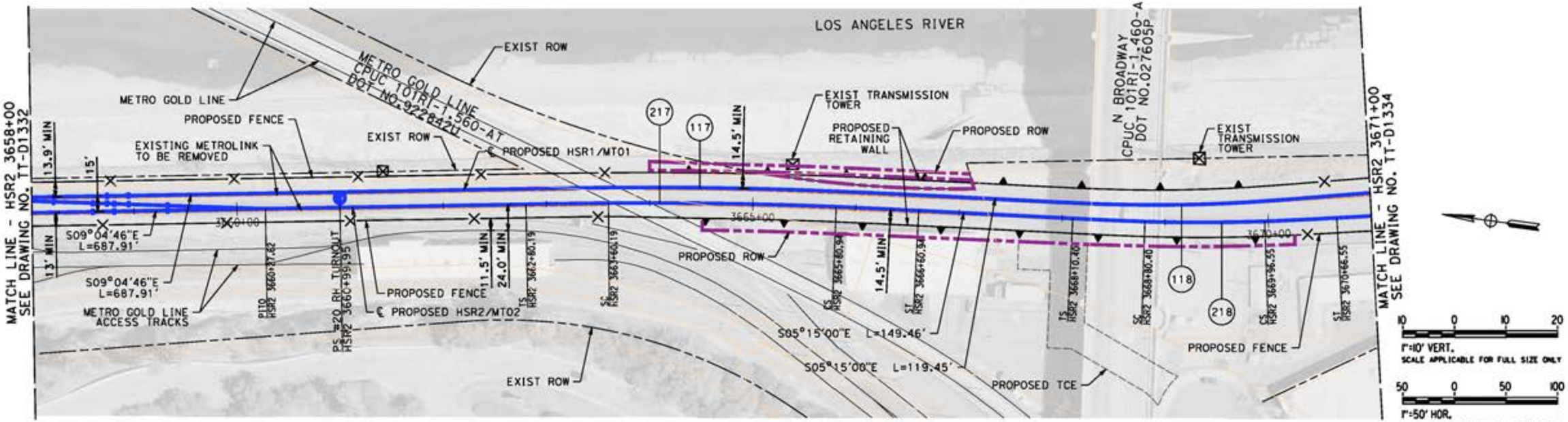

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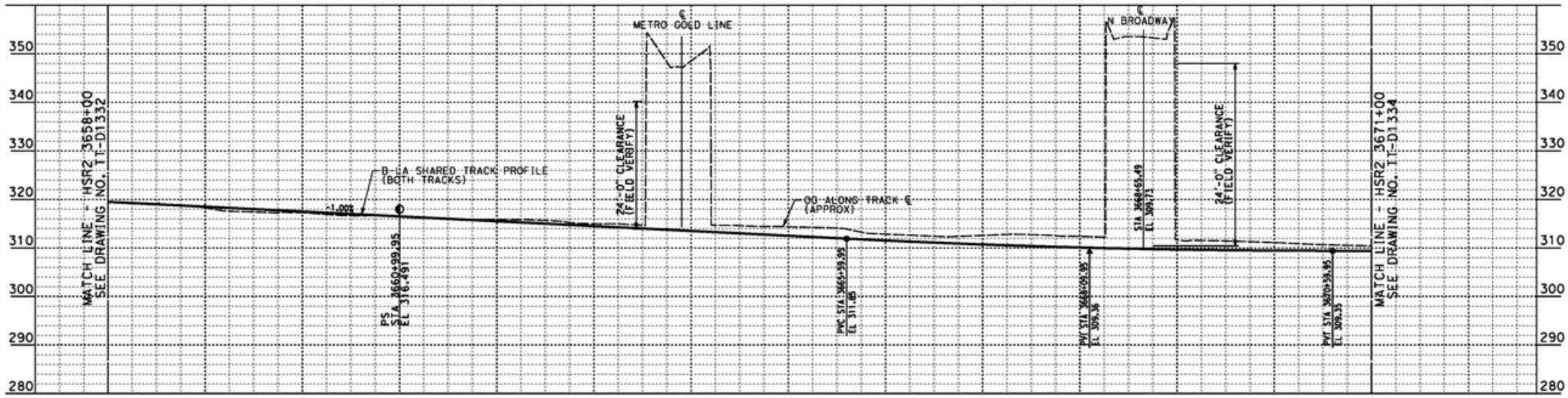

PROFILE

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REV	DATE	BY	CHK	APP	DESCRIPTION

DESIGNED BY W. XU
DRAWN BY W. XU
CHECKED BY M. HAYNES
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DATE 08/27/2021

PEPD RECORD SET

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STV 100 Years

JACOBS

CALIFORNIA HIGH-SPEED RAIL AUTHORITY

CALIFORNIA HIGH-SPEED TRAIN PROJECT
BURBANK TO LOS ANGELES
OPTION B REVISED ALIGNMENT - REVISED FINAL
PEPD
HSR SHARED ELECTRIFIED TRACK - PLAN AND PROFILE
HSR2 3658+00 TO HSR2 3671+00

CONTRACT NO. HSR14-39
DRAWING NO. TT-D1333
SCALE AS SHOWN
SHEET NO.

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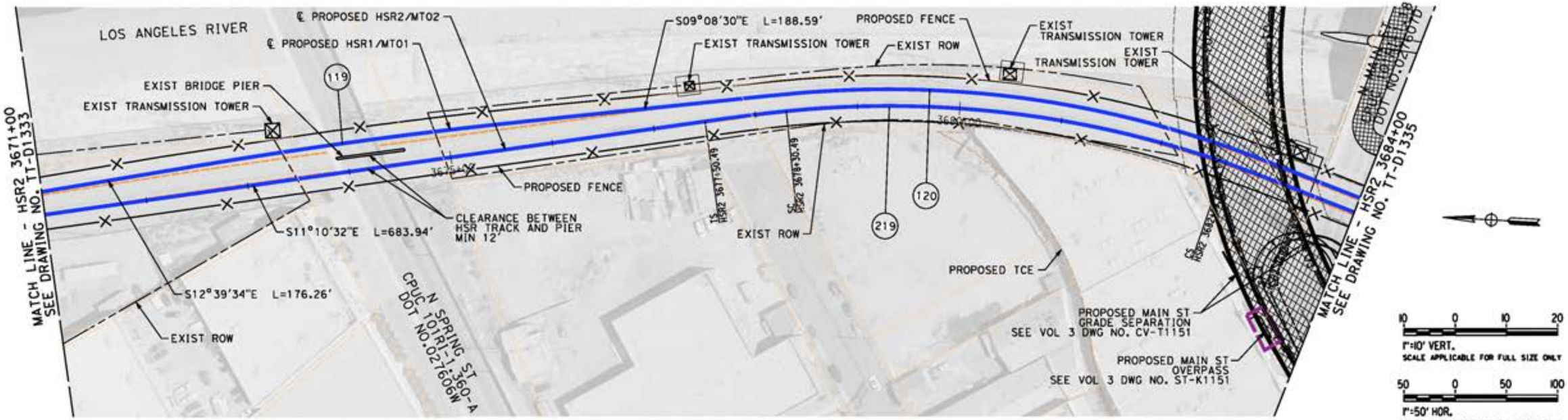

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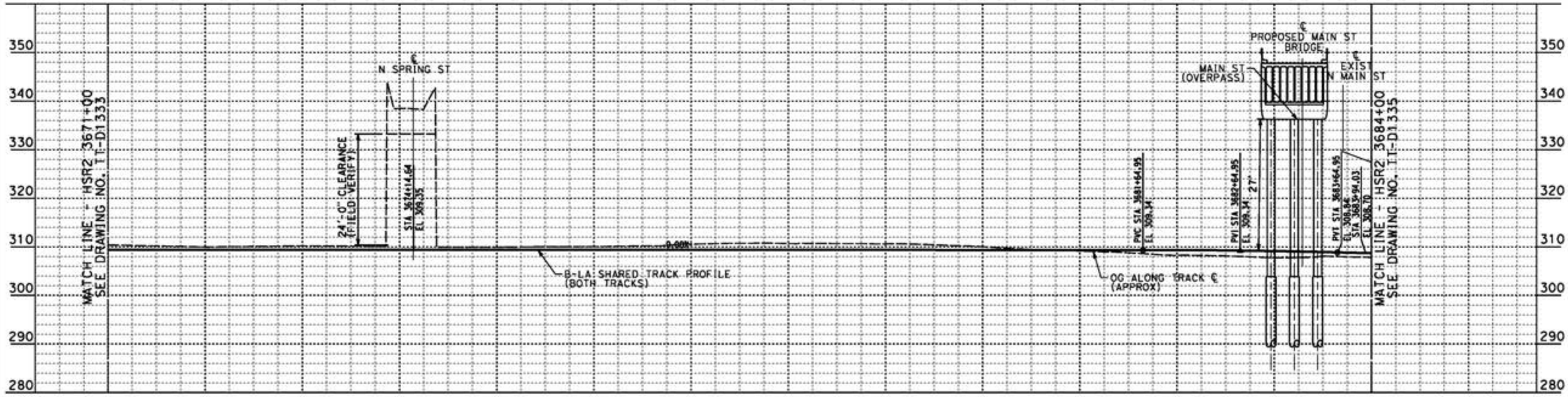

PROFILE

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REV	DATE	BY	CHK	APP	DESCRIPTION

DESIGNED BY W. XU
DRAWN BY W. XU
CHECKED BY M. HAYNES
IN CHARGE C. LEE
DATE 08/27/2021

PEPD RECORD SET

NOT FOR CONSTRUCTION

STV 100 Years

JACOBS

CALIFORNIA HIGH-SPEED RAIL AUTHORITY

CALIFORNIA HIGH-SPEED TRAIN PROJECT
BURBANK TO LOS ANGELES
OPTION B REVISED ALIGNMENT - REVISED FINAL
PEPD
HSR SHARED ELECTRIFIED TRACK - PLAN AND PROFILE
HSR2 3671+00 TO HSR2 3684+00

CONTRACT NO. HSR14-39
DRAWING NO. TT-D1334
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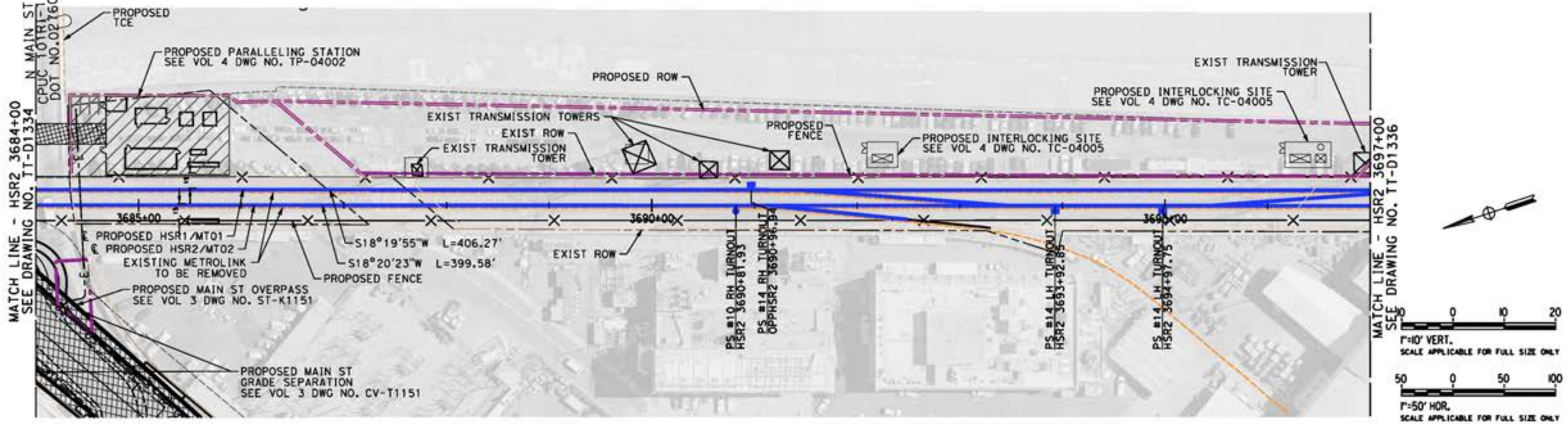

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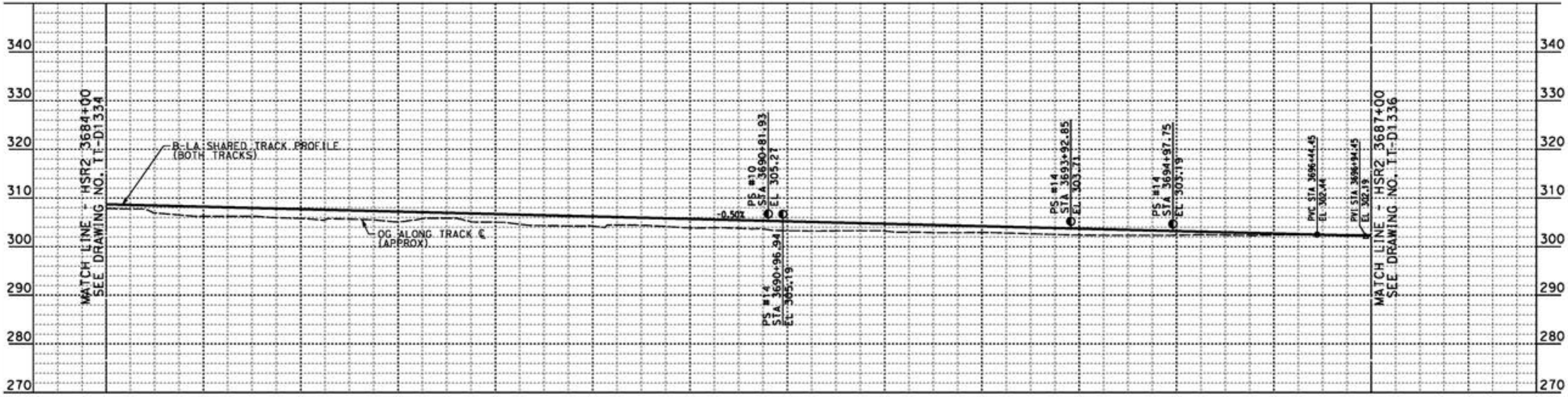

PROFILE

NOT FOR CONSTRUCTION
FOR INTERNAL USE ONLY

REV	DATE	BY	CHK	APP	DESCRIPTION

DESIGNED BY W. XU
DRAWN BY W. XU
CHECKED BY M. HAYNES
IN CHARGE C. LEE
DATE 08/27/2021

PEPD RECORD SET

NOT FOR CONSTRUCTION

STV 100 Years

JACOBS

CALIFORNIA HIGH-SPEED RAIL AUTHORITY

CALIFORNIA HIGH-SPEED TRAIN PROJECT
BURBANK TO LOS ANGELES
OPTION B REVISED ALIGNMENT - REVISED FINAL
PEPD
HSR SHARED ELECTRIFIED TRACK - PLAN AND PROFILE
HSR2 3684+00 TO HSR2 3687+00

CONTRACT NO. HSR14-39
DRAWING NO. TT-D1335
SCALE AS SHOWN
SHEET NO.

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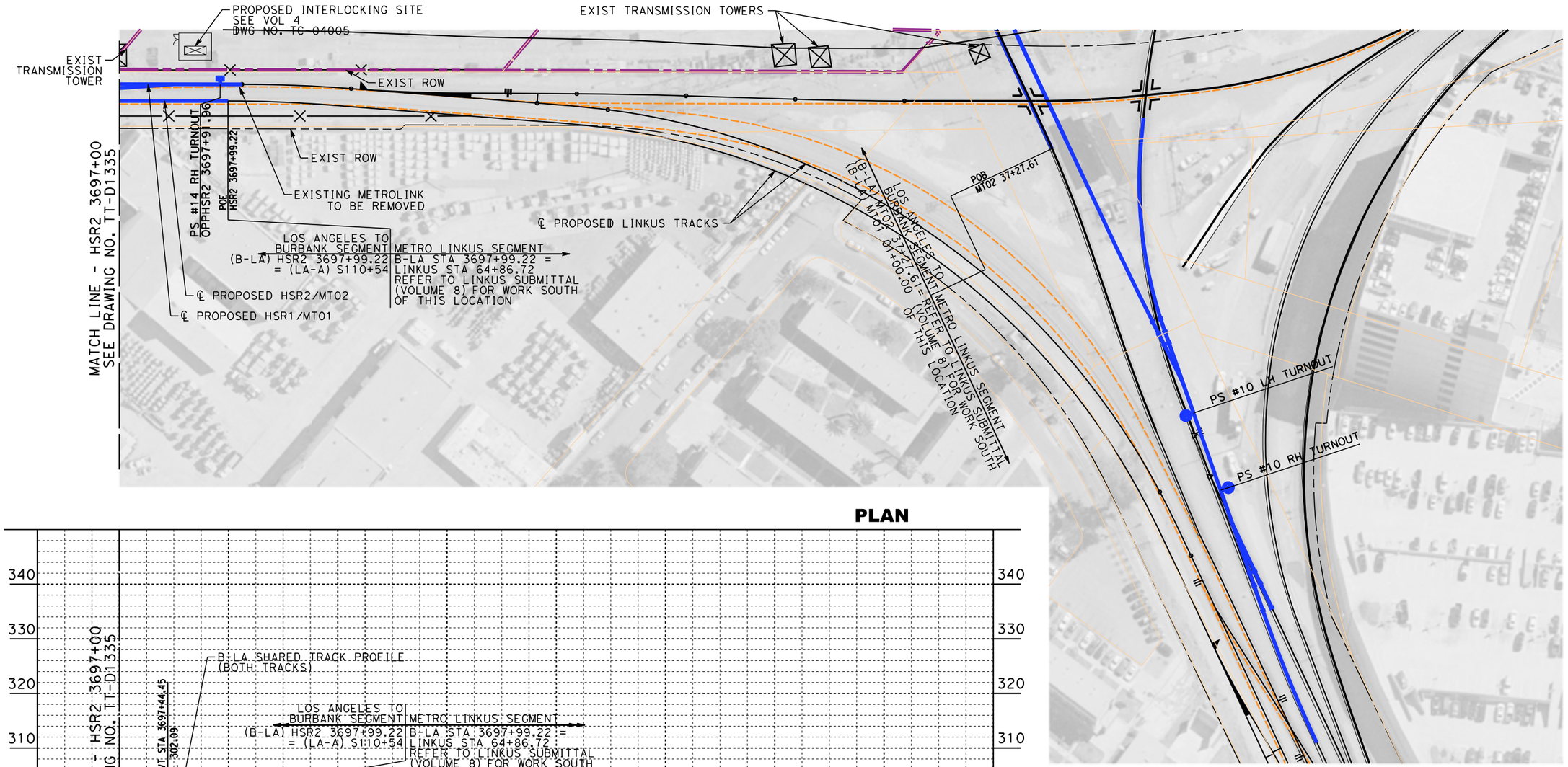

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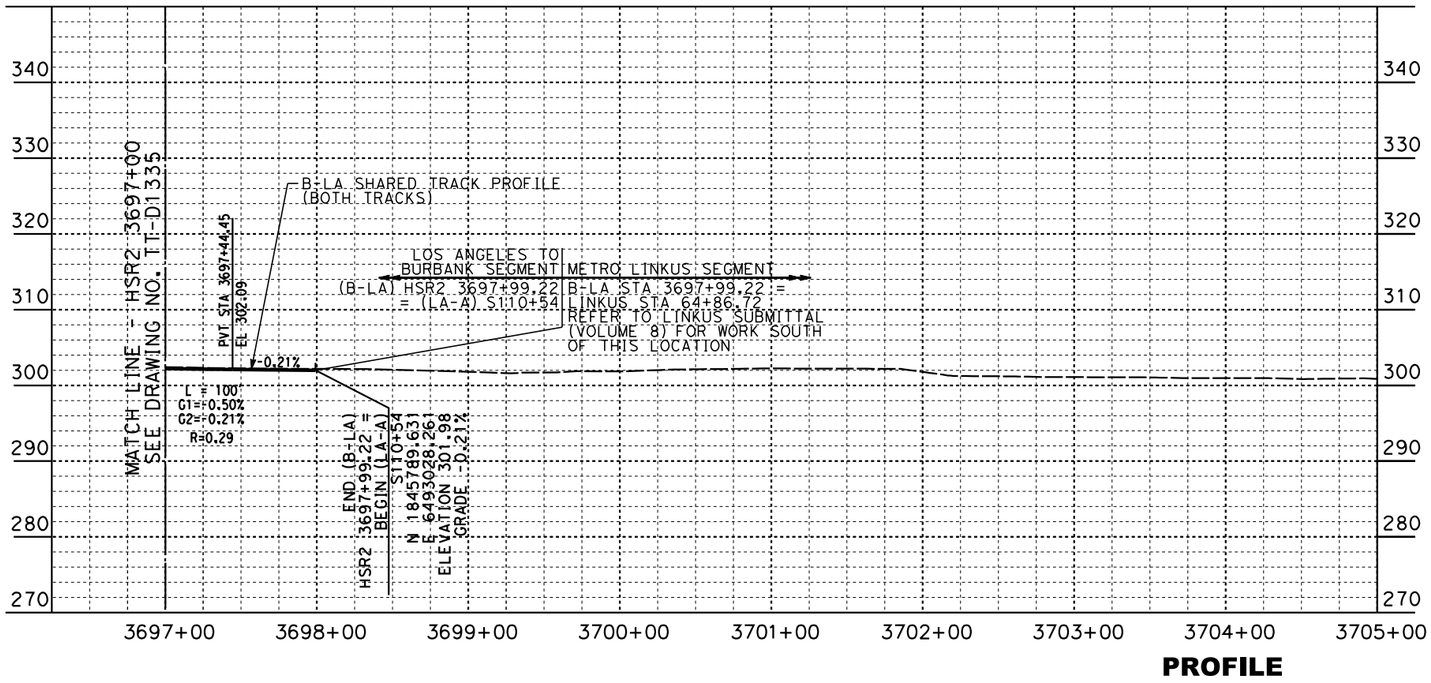

PROFILE

* REFER TO LA-A PEPD DESIGN SUBMITTAL, VOLUME 1 FOR PLAN AND PROFILE SOUTH OF LINKUS SEGMENT

RAIL ALIGNMENT BETWEEN UNION STATION AND 1ST STREET IS BEING DESIGNED BY METRO'S LINKUS TEAM. ALIGNMENT SHOWN IS BASED ON LATEST COORDINATION WITH LACMTA. FINAL LINKUS ALIGNMENT TO BE PROVIDED BY LACMTA PRIOR TO COMPLETION OF HSR DESIGN.

10 0 10 20
1"=10' VERT.
SCALE APPLICABLE FOR FULL SIZE ONLY

50 0 50 100
1"=50' HOR.
SCALE APPLICABLE FOR FULL SIZE ONLY

NOT FOR CONSTRUCTION
FOR INTERNAL USE ONLY

REV	DATE	BY	CHK	APP	DESCRIPTION

DESIGNED BY W. GUO
DRAWN BY C. NATHAN
CHECKED BY M. HAYNES
IN CHARGE C. LEE
DATE 08/27/2021

PEPD RECORD SET

NOT FOR CONSTRUCTION

STV 100 Years
JACOBS
CALIFORNIA HIGH-SPEED RAIL AUTHORITY

CALIFORNIA HIGH-SPEED TRAIN PROJECT
BURBANK TO LOS ANGELES
OPTION B REVISED ALIGNMENT - REVISED FINAL PEPD
HSR SHARED ELECTRIFIED TRACK - PLAN AND PROFILE
HSR2 3697+00 TO HSR2 3697+99.27

CONTRACT NO. HSR14-39
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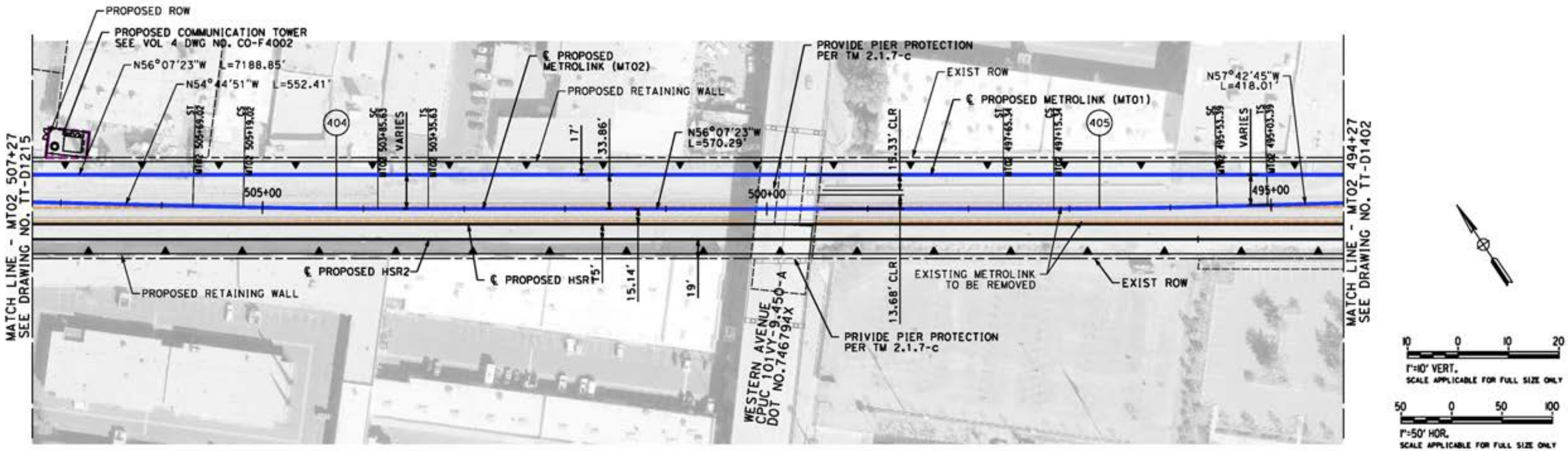

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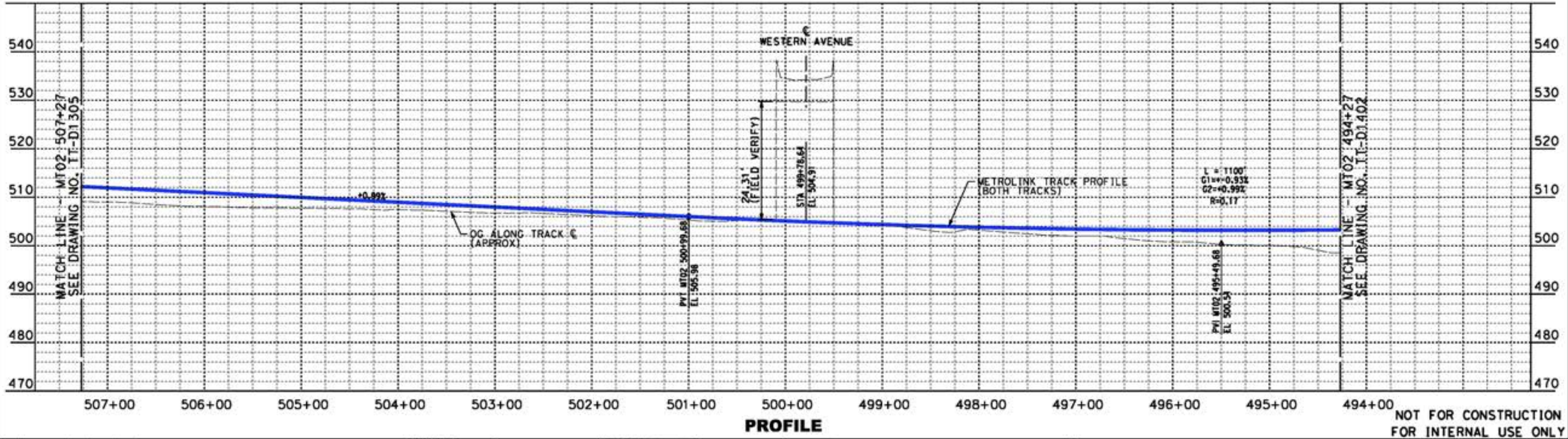

PROFILE

NOT FOR CONSTRUCTION
FOR INTERNAL USE ONLY

REV	DATE	BY	CHK	APP	DESCRIPTION

DESIGNED BY W. XU
DRAWN BY W. XU
CHECKED BY M. HAYNES
IN CHARGE C. LEE
DATE 08/27/2021

PEPD RECORD SET

NOT FOR CONSTRUCTION

STV 100 Years

JACOBS

CALIFORNIA HIGH-SPEED RAIL AUTHORITY

CALIFORNIA HIGH-SPEED TRAIN PROJECT
BURBANK TO LOS ANGELES
OPTION B REVISED ALIGNMENT - REVISED FINAL PEPD
METROLINK - PLAN AND PROFILE
MT02 507+27 TO MT02 494+27

CONTRACT NO. HSR14-39
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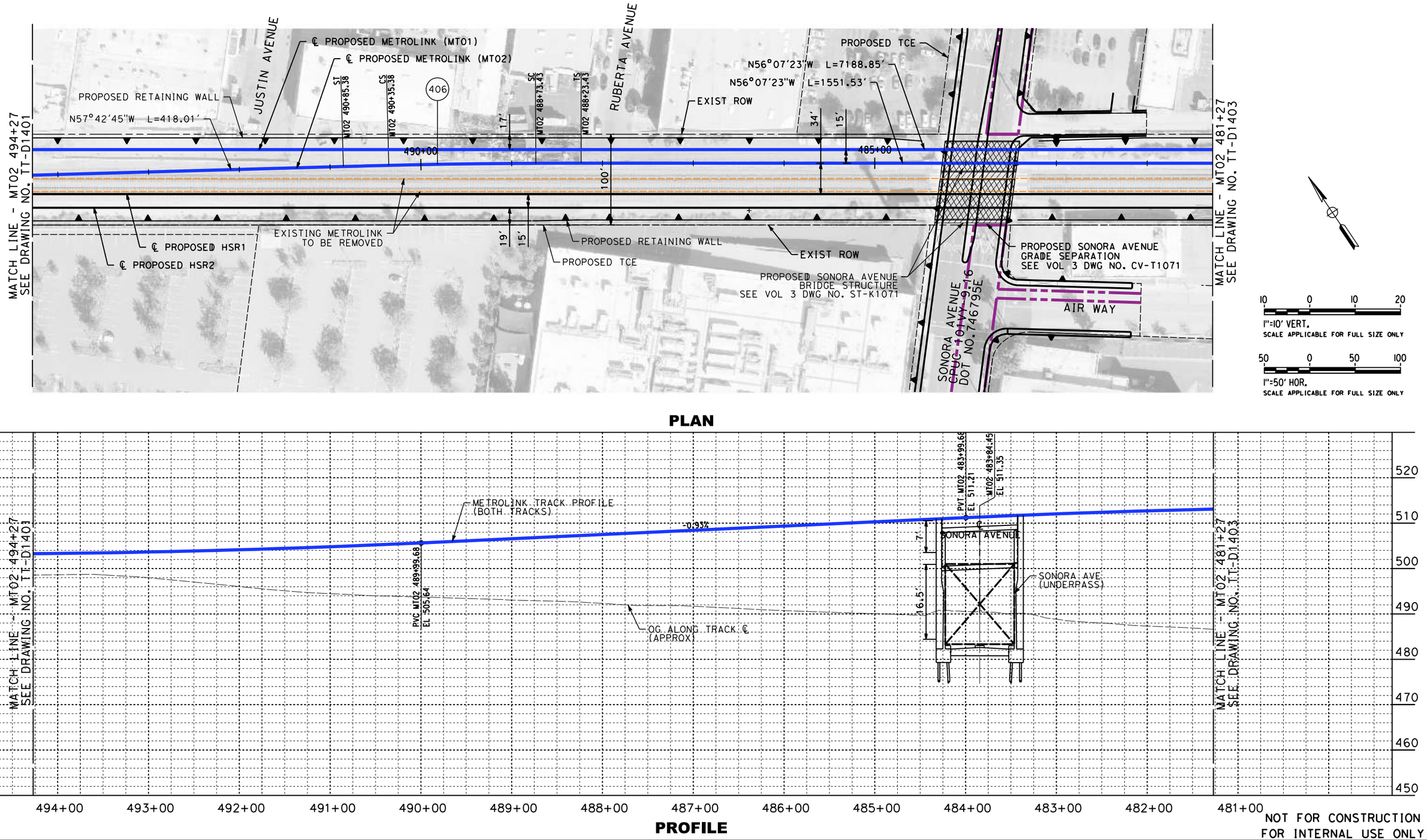

PLAN

PROFILE

NOT FOR CONSTRUCTION
FOR INTERNAL USE ONLY

REV	DATE	BY	CHK	APP	DESCRIPTION

DESIGNED BY W. XU
DRAWN BY W. XU
CHECKED BY M. HAYNES
IN CHARGE C. LEE
DATE 07/15/2021

PEPD RECORD SET

NOT FOR CONSTRUCTION

STV 100 Years

JACOBS

CALIFORNIA HIGH-SPEED RAIL AUTHORITY

CALIFORNIA HIGH-SPEED TRAIN PROJECT
BURBANK TO LOS ANGELES

OPTION B REVISED ALIGNMENT - REVISED FINAL
PEPD
METROLINK - PLAN AND PROFILE
MT02 494+27 TO MT02 481+27

CONTRACT NO. HSR14-39
DRAWING NO. TT-D1402
SCALE AS SHOWN
SHEET NO.

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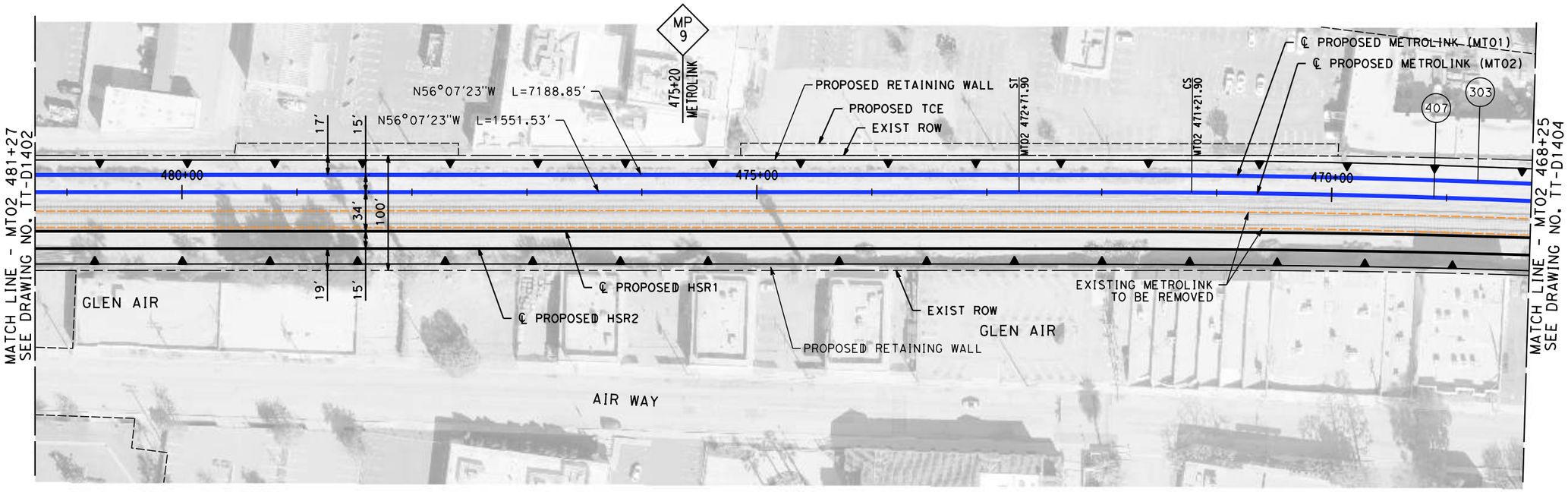

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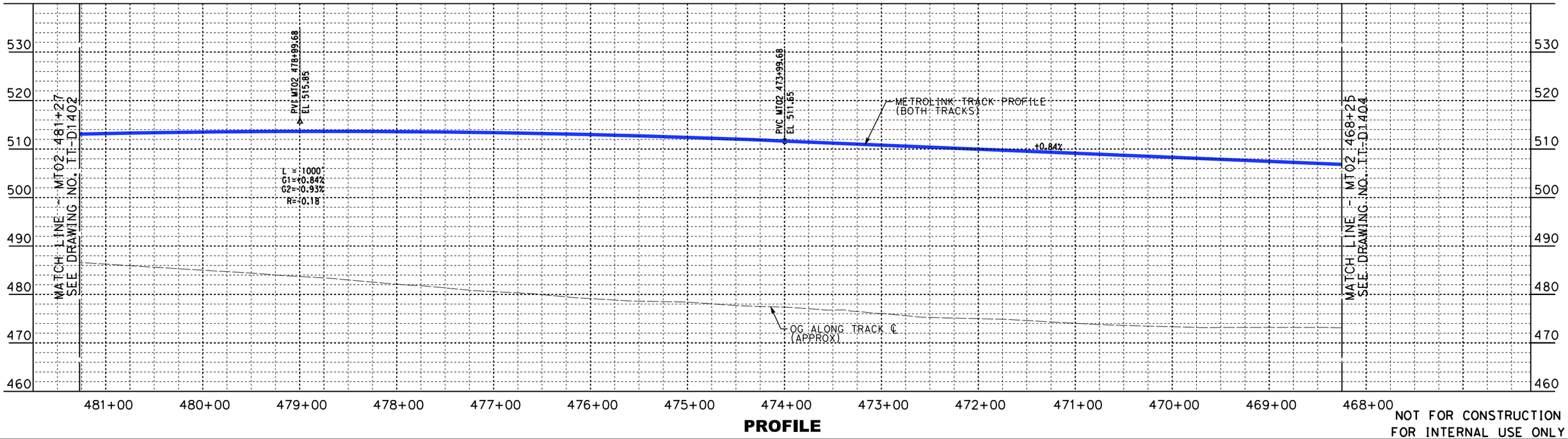

PROFILE

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SCALE APPLICABLE FOR FULL SIZE ONLY

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1"=50' HOR.
SCALE APPLICABLE FOR FULL SIZE ONLY

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REV	DATE	BY	CHK	APP	DESCRIPTION

DESIGNED BY W. XU
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CHECKED BY M. HAYNES
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DATE 07/15/2021

PEPD RECORD SET

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STV 100 Years

JACOBS

CALIFORNIA HIGH-SPEED RAIL AUTHORITY

CALIFORNIA HIGH-SPEED TRAIN PROJECT
BURBANK TO LOS ANGELES
OPTION B REVISED ALIGNMENT - REVISED FINAL PEPD
METROLINK - PLAN AND PROFILE
MT02 481+27 TO MT02 468+25

CONTRACT NO. HSR14-39
DRAWING NO. TT-D1403
SCALE AS SHOWN
SHEET NO.

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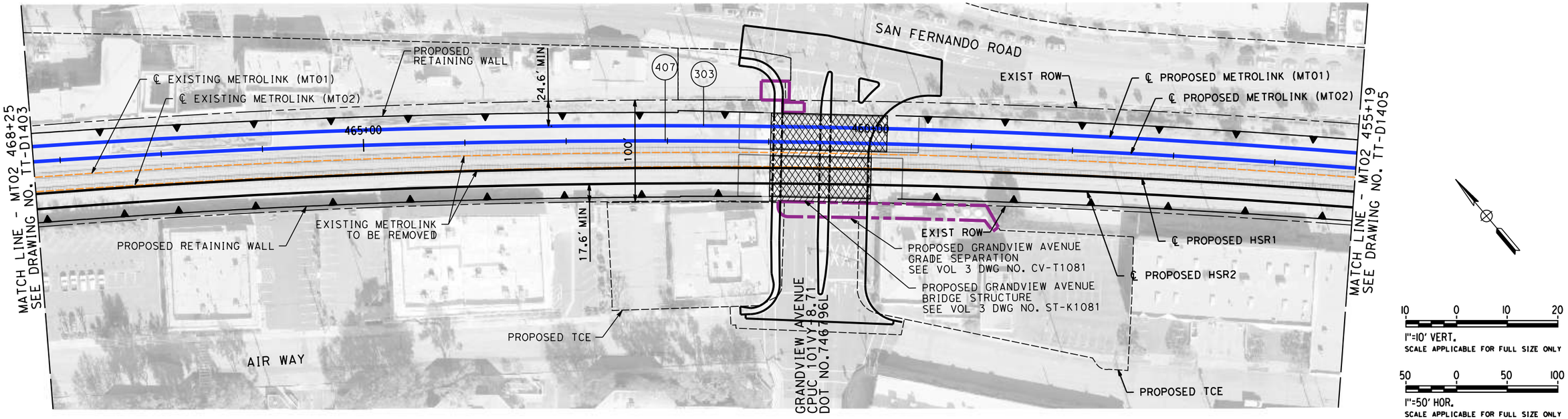

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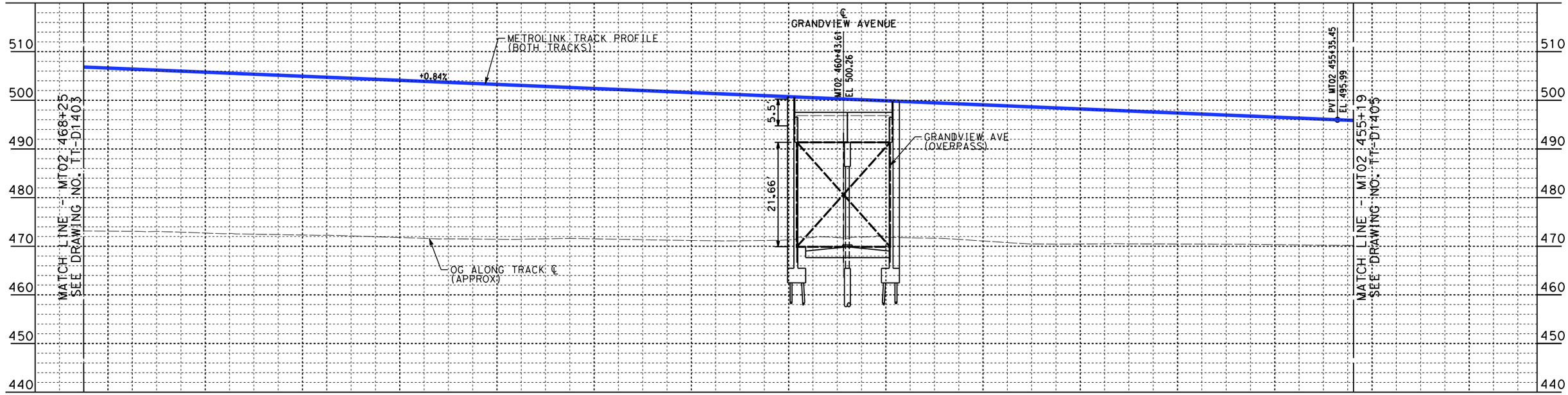

PROFILE

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REV	DATE	BY	CHK	APP	DESCRIPTION

DESIGNED BY W. XU
DRAWN BY W. XU
CHECKED BY M. HAYNES
IN CHARGE C. LEE
DATE 07/15/2021

PEPD RECORD SET

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STV 100 Years

JACOBS

CALIFORNIA HIGH-SPEED RAIL AUTHORITY

CALIFORNIA HIGH-SPEED TRAIN PROJECT
BURBANK TO LOS ANGELES
OPTION B REVISED ALIGNMENT - REVISED FINAL
PEPD
METROLINK - PLAN AND PROFILE
MT02 468+25 TO MT02 455+19

CONTRACT NO. HSR14-39
DRAWING NO. TT-D1404
SCALE AS SHOWN
SHEET NO.

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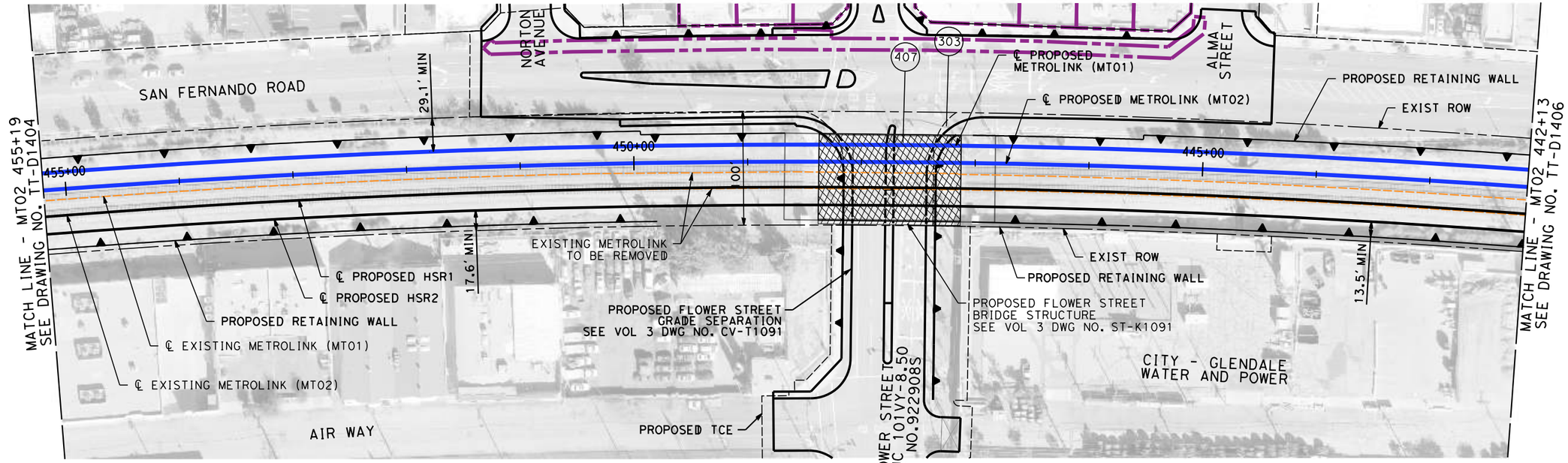

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SCALE APPLICABLE FOR FULL SIZE ONLY

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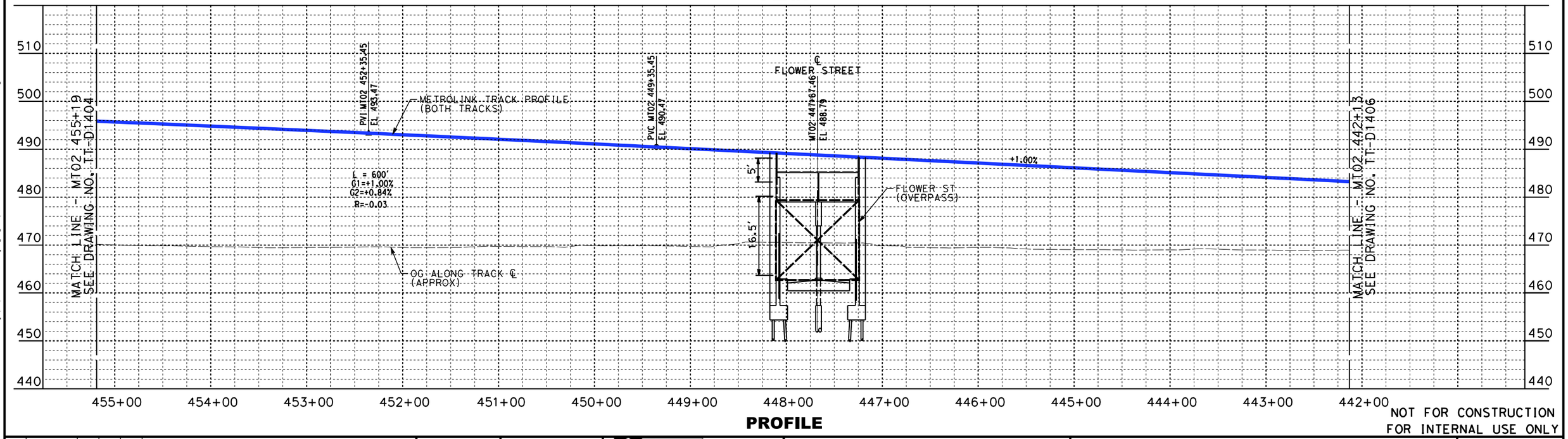
1"=50' HOR.
SCALE APPLICABLE FOR FULL SIZE ONLY



PROFILE

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REV	DATE	BY	CHK	APP	DESCRIPTION

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CHECKED BY M. HAYNES
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STV 100 Years

JACOBS

CALIFORNIA HIGH-SPEED RAIL AUTHORITY

CALIFORNIA HIGH-SPEED TRAIN PROJECT
BURBANK TO LOS ANGELES
OPTION B REVISED ALIGNMENT - REVISED FINAL PEPD
METROLINK - PLAN AND PROFILE
MT02 455+19 TO MT02 442+13

CONTRACT NO. HSR14-39
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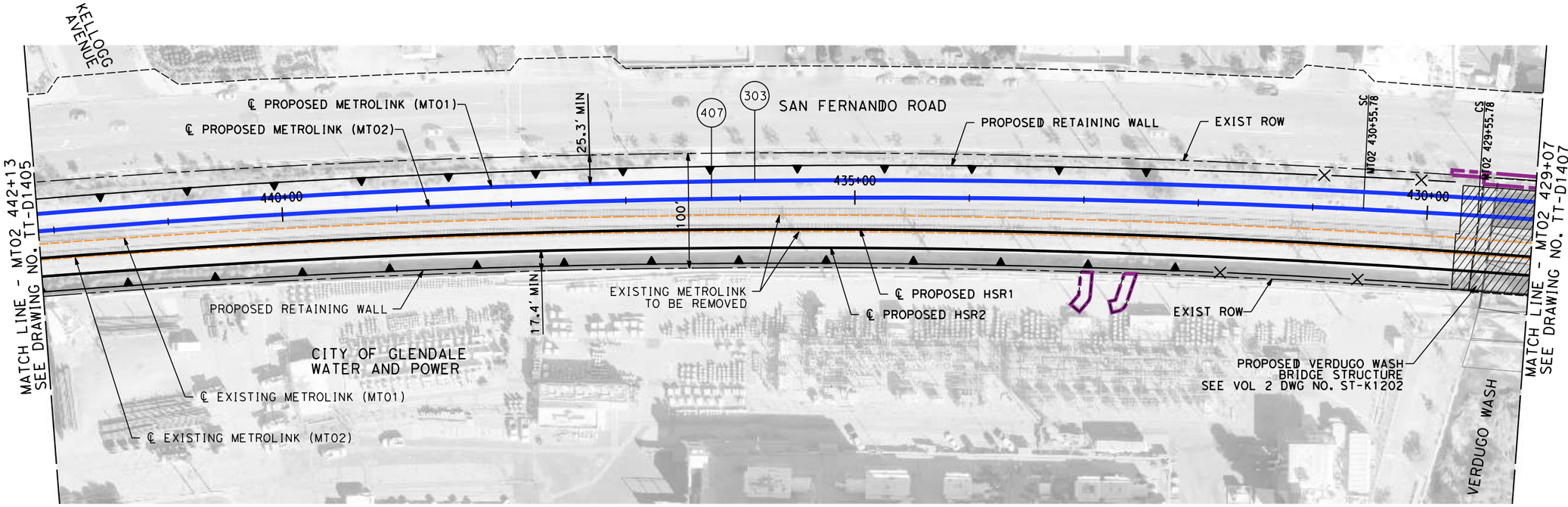

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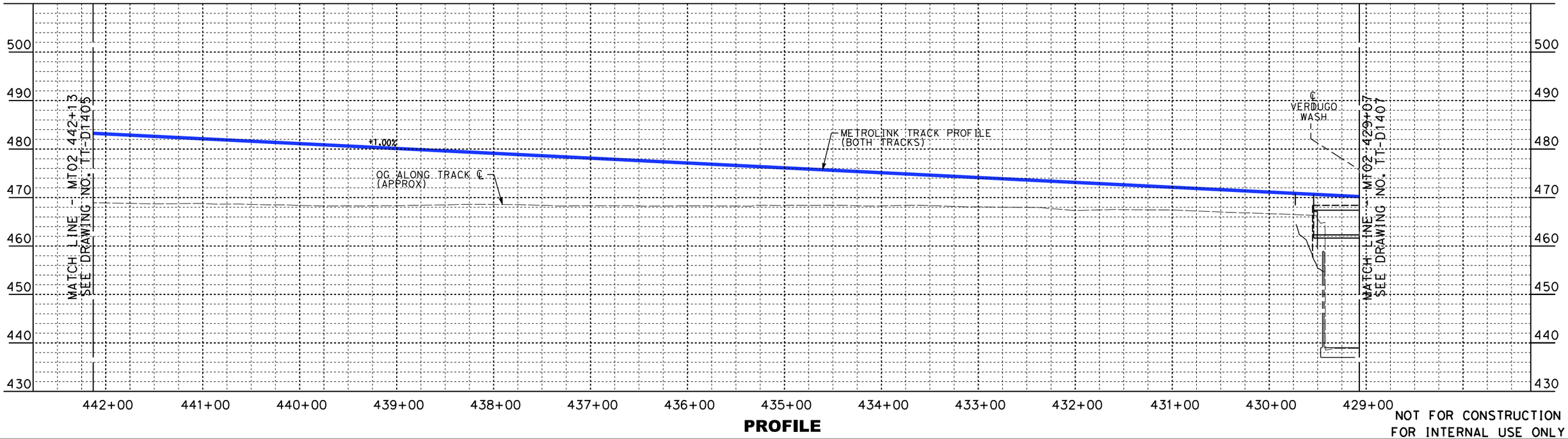

PROFILE

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REV	DATE	BY	CHK	APP	DESCRIPTION

DESIGNED BY W. XU
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DATE 07/15/2021

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STV 100 Years

JACOBS

CALIFORNIA HIGH-SPEED RAIL AUTHORITY

CALIFORNIA HIGH-SPEED TRAIN PROJECT
BURBANK TO LOS ANGELES
OPTION B REVISED ALIGNMENT - REVISED FINAL
PEPD
METROLINK - PLAN AND PROFILE
MT02 442+13 TO MT02 429+07

CONTRACT NO. HSR14-39
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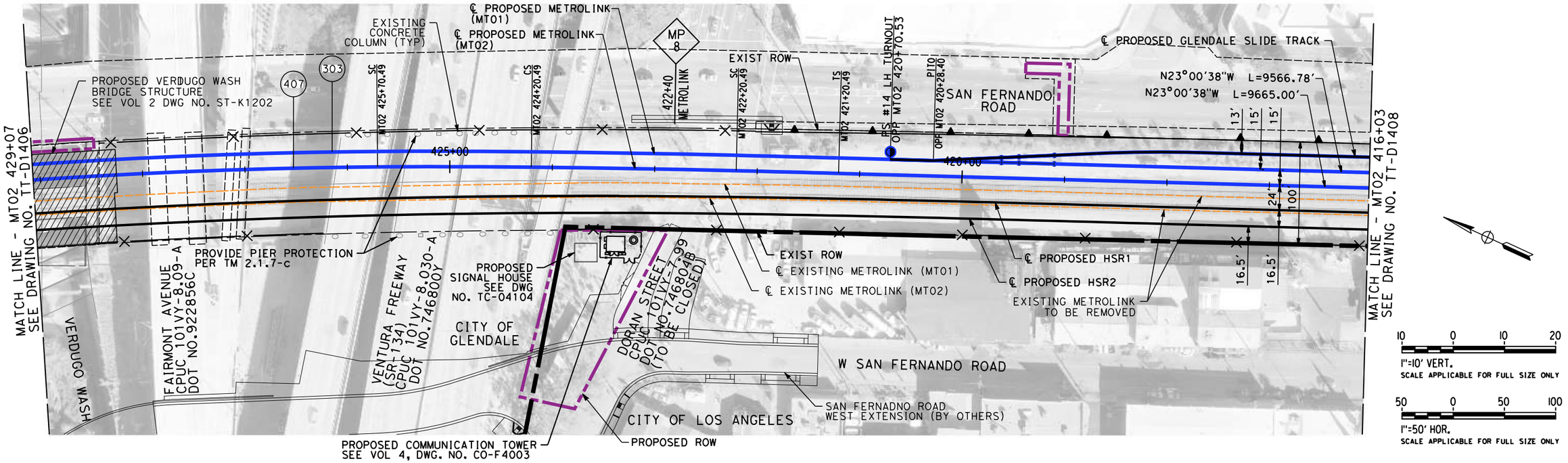

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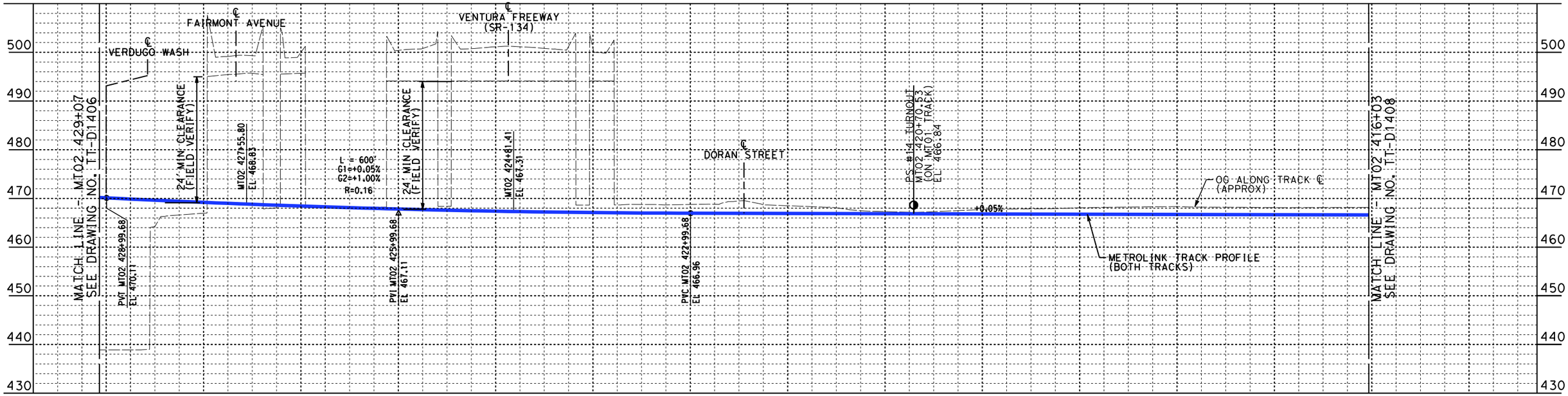

PROFILE

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REV	DATE	BY	CHK	APP	DESCRIPTION

DESIGNED BY W. XU
DRAWN BY W. XU
CHECKED BY M. HAYNES
IN CHARGE C. LEE
DATE 08/27/2021

PEPD RECORD SET

NOT FOR CONSTRUCTION

STV 100 Years

JACOBS

CALIFORNIA HIGH-SPEED RAIL AUTHORITY

CALIFORNIA HIGH-SPEED TRAIN PROJECT
BURBANK TO LOS ANGELES

OPTION B REVISED ALIGNMENT - REVISED FINAL
PEPD
METROLINK - PLAN AND PROFILE
MT02 429+07 TO MT02 416+03

CONTRACT NO. HSR14-39
DRAWING NO. TT-D1407
SCALE AS SHOWN
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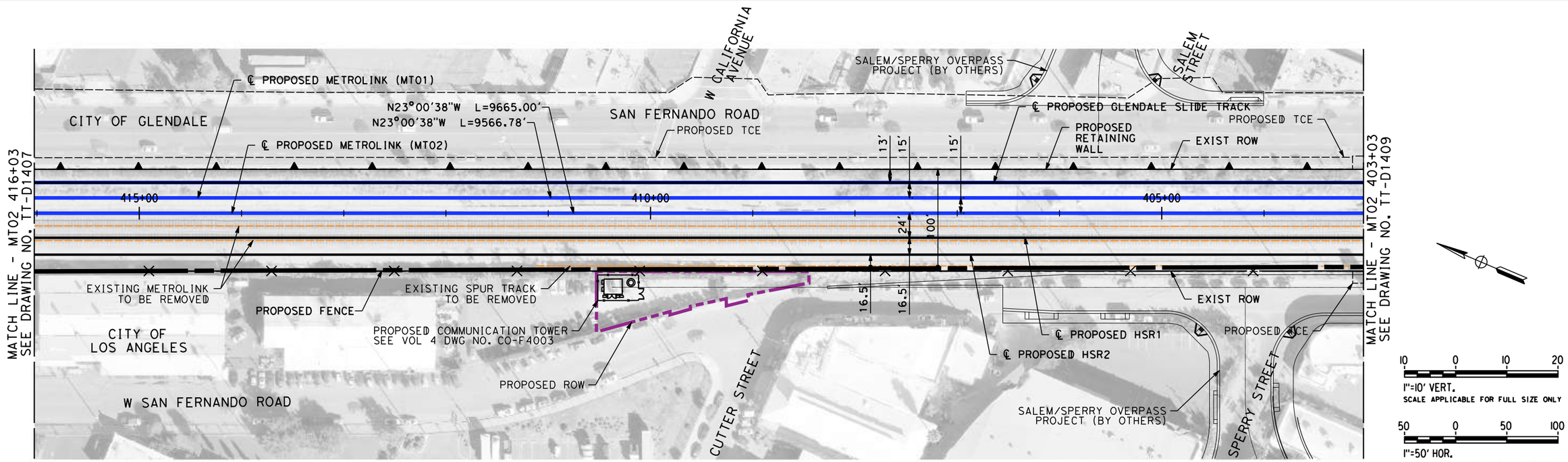

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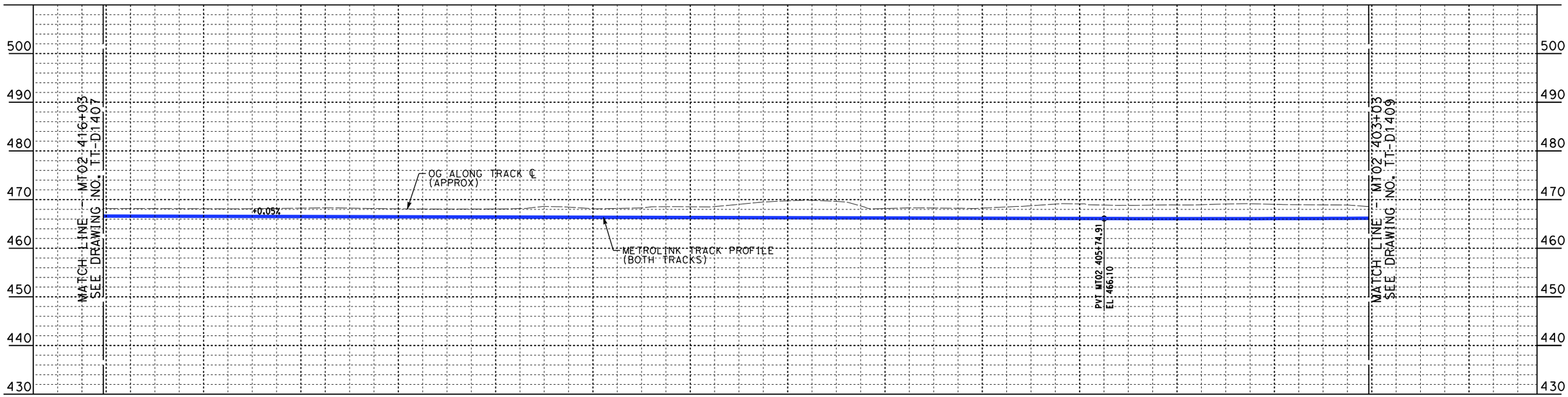

PROFILE

NOT FOR CONSTRUCTION
FOR INTERNAL USE ONLY

REV	DATE	BY	CHK	APP	DESCRIPTION

DESIGNED BY W. XU
DRAWN BY W. XU
CHECKED BY M. HAYNES
IN CHARGE C. LEE
DATE 07/15/2021

PEPD RECORD SET

NOT FOR CONSTRUCTION

STV 100 Years

JACOBS

CALIFORNIA HIGH-SPEED RAIL AUTHORITY

CALIFORNIA HIGH-SPEED TRAIN PROJECT
BURBANK TO LOS ANGELES
OPTION B REVISED ALIGNMENT - REVISED FINAL PEPD
METROLINK - PLAN AND PROFILE
MT02 416+03 TO MT02 403+03

CONTRACT NO. HSR14-39
DRAWING NO. TT-D1408
SCALE AS SHOWN
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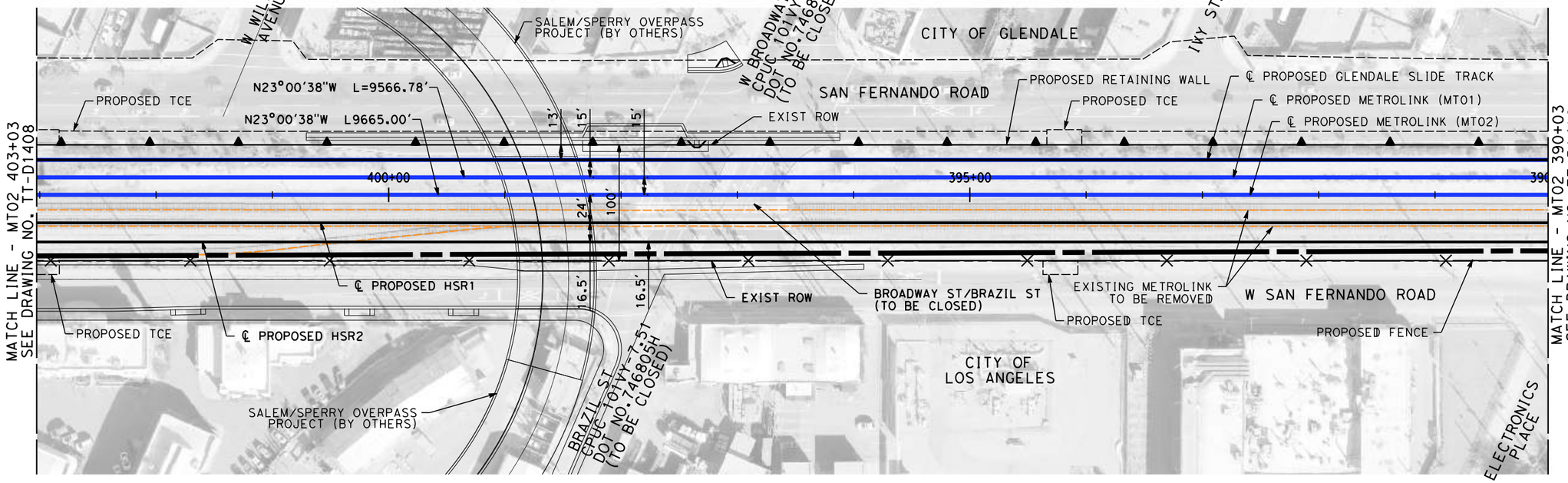

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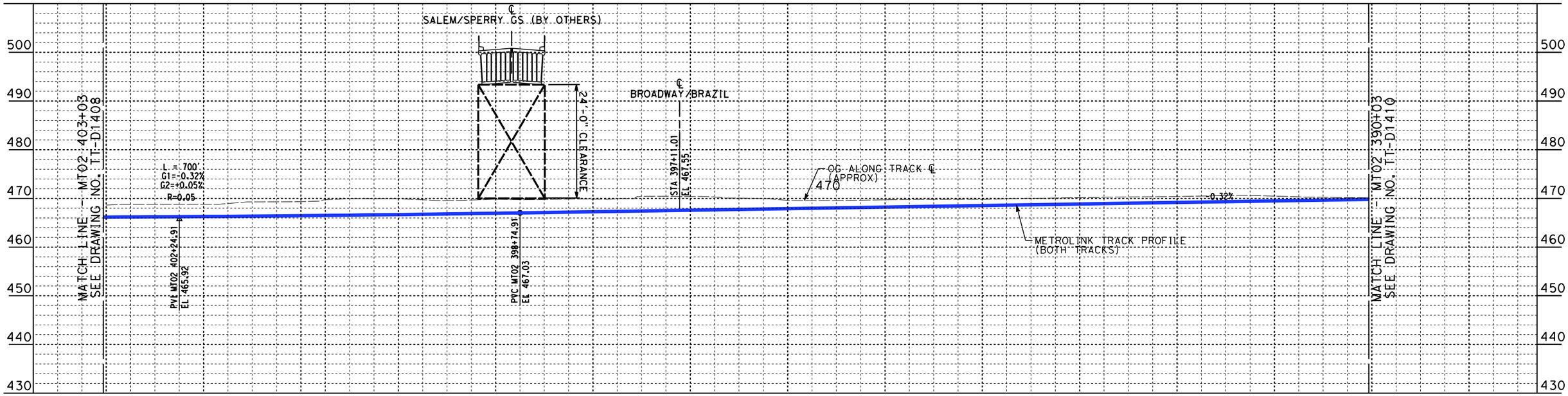

PROFILE

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DESIGNED BY W. XU
DRAWN BY W. XU
CHECKED BY M. HAYNES
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PEPD RECORD SET

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STV 100 Years

JACOBS

CALIFORNIA HIGH-SPEED RAIL AUTHORITY

CALIFORNIA HIGH-SPEED TRAIN PROJECT
BURBANK TO LOS ANGELES
OPTION B REVISED ALIGNMENT - REVISED FINAL PEPD
METROLINK - PLAN AND PROFILE
MT02 403+03 TO MT02 390+03

CONTRACT NO. HSR14-39
DRAWING NO. TT-D1409
SCALE AS SHOWN
SHEET NO.

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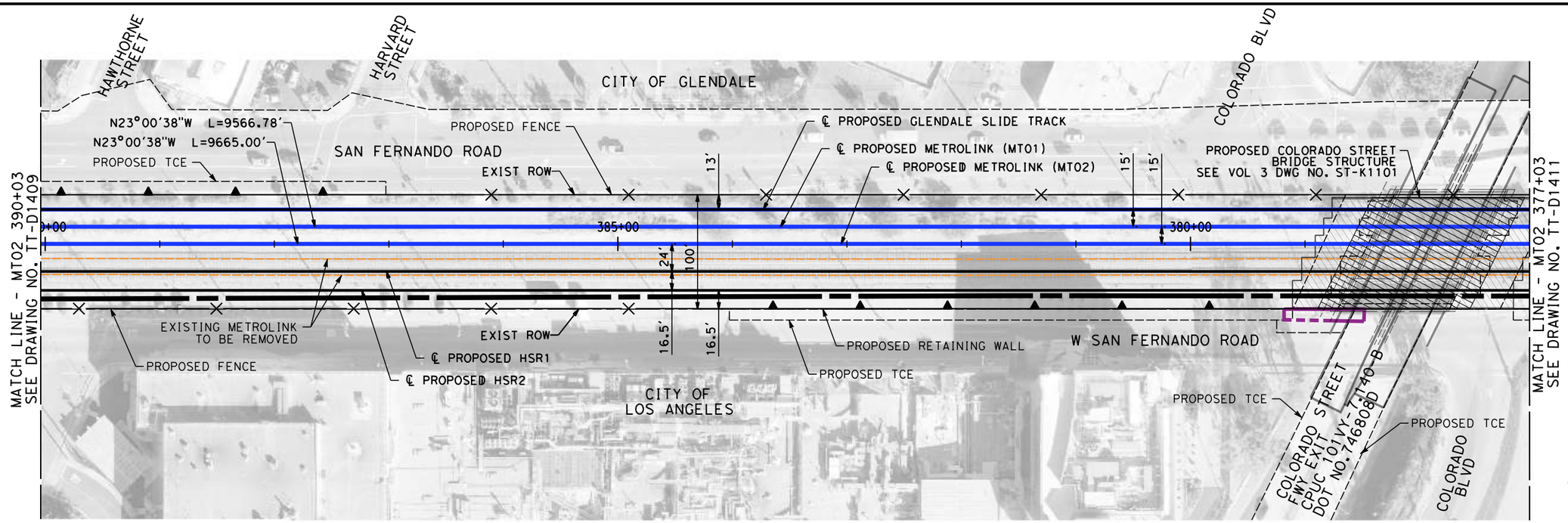

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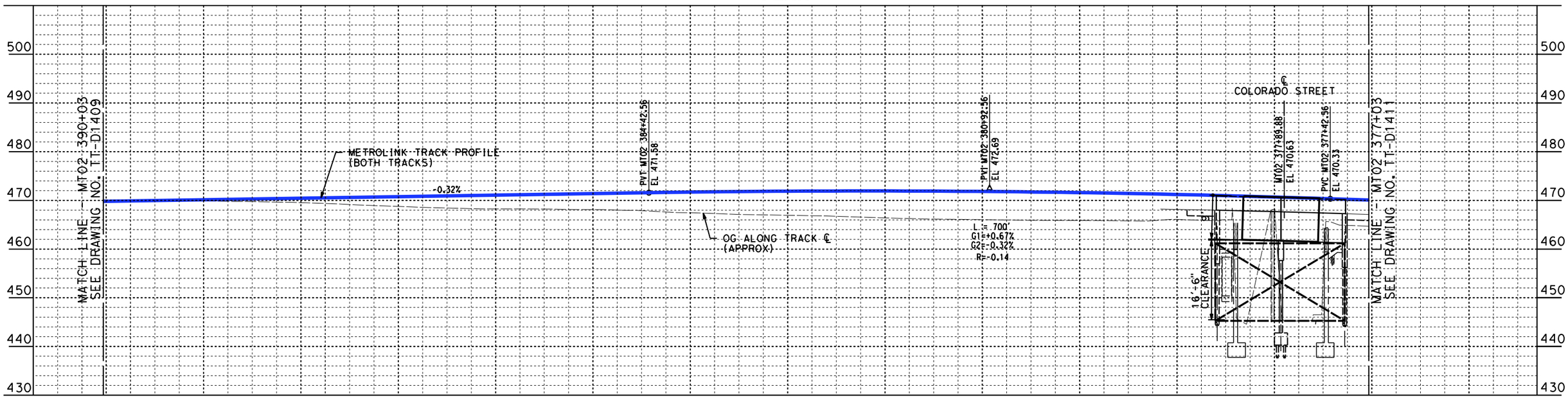

PROFILE

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STV 100 Years

JACOBS

CALIFORNIA HIGH-SPEED RAIL AUTHORITY

CALIFORNIA HIGH-SPEED TRAIN PROJECT
BURBANK TO LOS ANGELES
OPTION B REVISED ALIGNMENT - REVISED FINAL PEPD
METROLINK - PLAN AND PROFILE
MT02 390+03 TO MT02 377+03

CONTRACT NO. HSR14-39
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SCALE AS SHOWN
SHEET NO.

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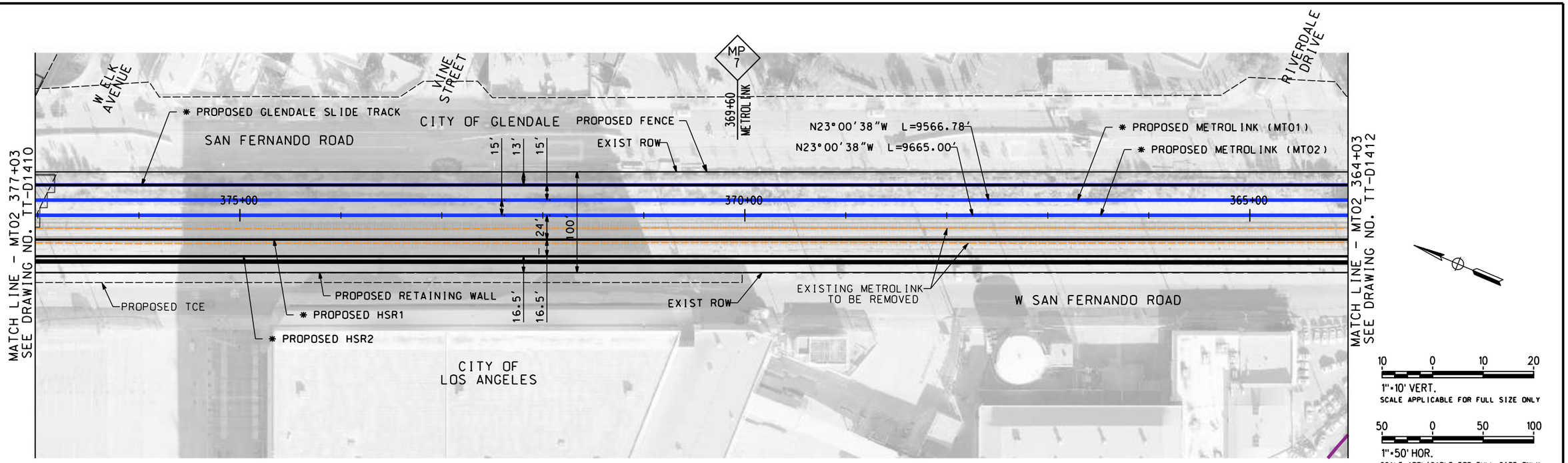

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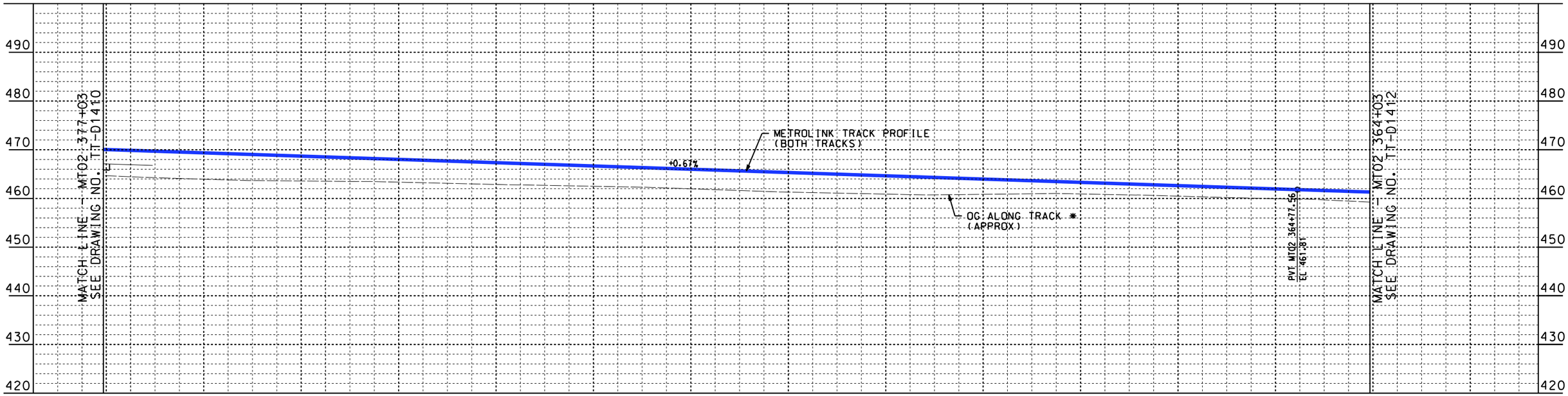

PROFILE

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DESIGNED BY W. XU
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CHECKED BY M. HAYNES
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PEPD
RECORD SET

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STV 100 Years
JACOBS

CALIFORNIA HIGH-SPEED RAIL AUTHORITY

CALIFORNIA HIGH-SPEED TRAIN PROJECT
BURBANK TO LOS ANGELES
OPTION B REVISED ALIGNMENT - REVISED FINAL
PEPD
METROLINK - PLAN AND PROFILE
MT02 377+03 TO MT02 364+03

CONTRACT NO. HSR14-39
DRAWING NO. TT-D1411
SCALE AS SHOWN
SHEET NO.

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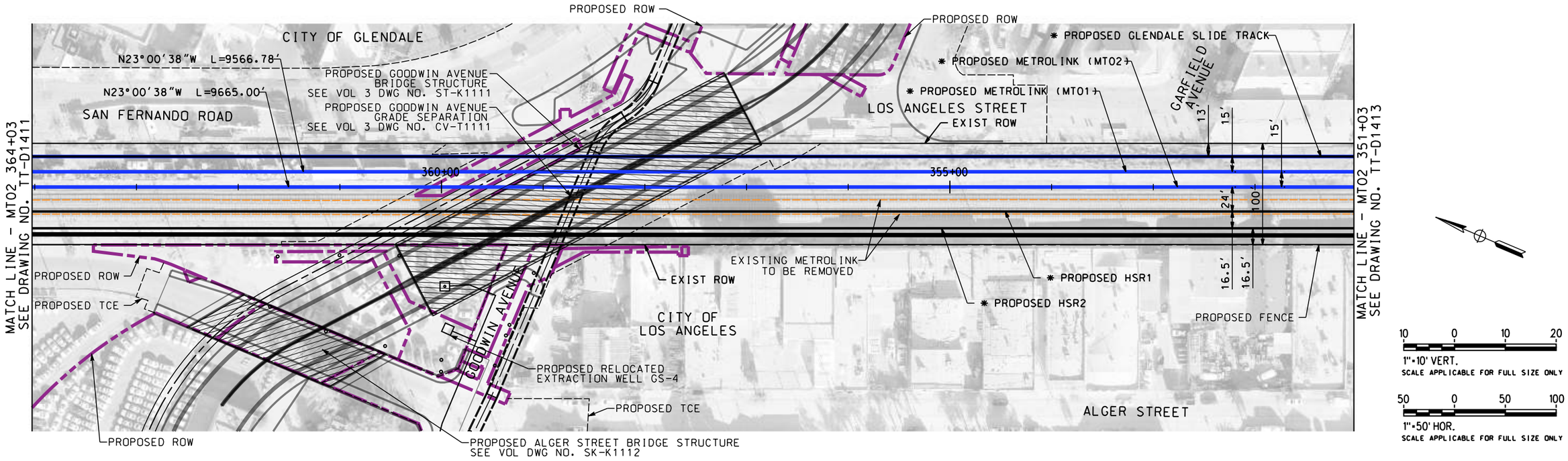

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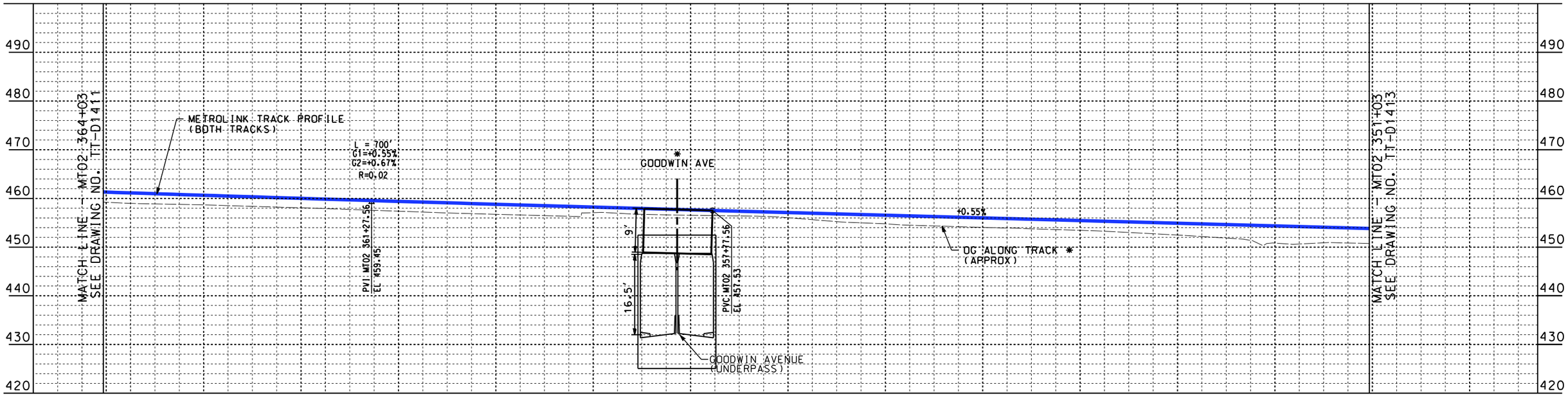

PROFILE

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DESIGNED BY W. XU
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STV 100 Years
JACOBS
CALIFORNIA HIGH-SPEED RAIL AUTHORITY

CALIFORNIA HIGH-SPEED TRAIN PROJECT
BURBANK TO LOS ANGELES
OPTION B REVISED ALIGNMENT - REVISED FINAL
PEPD
METROLINK - PLAN AND PROFILE
MT02 364+03 TO MT02 351+03

CONTRACT NO. HSR14-39
DRAWING NO. TT-D1412
SCALE AS SHOWN
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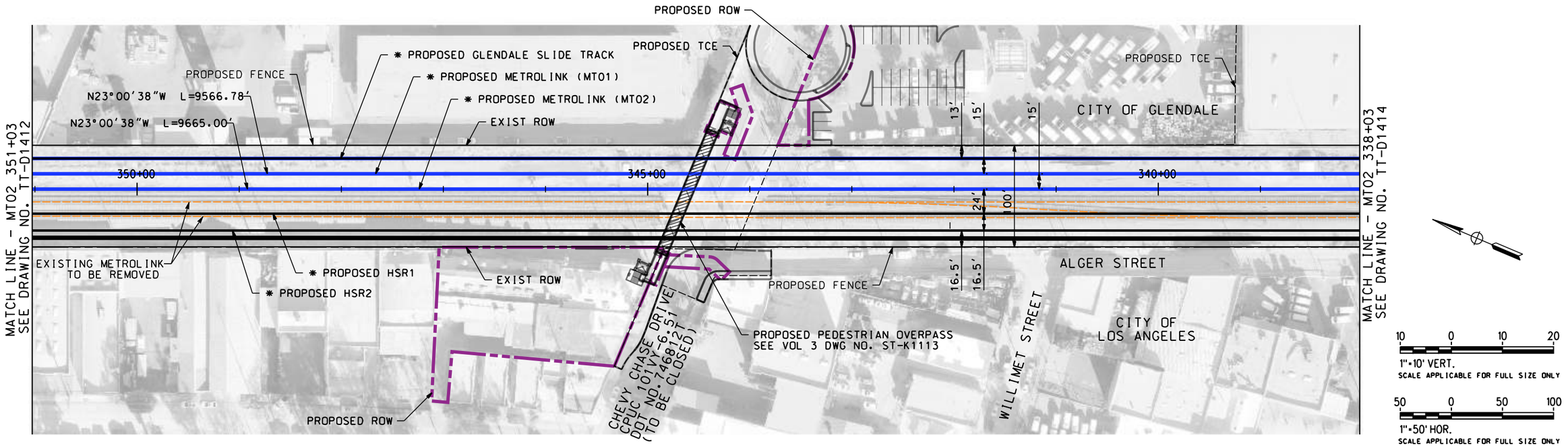

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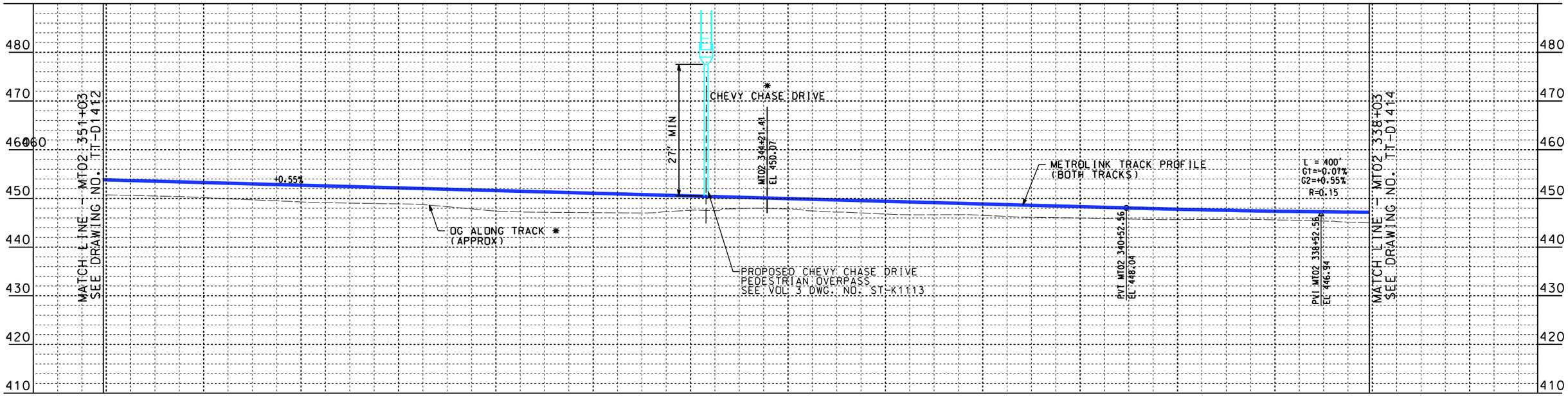

PROFILE

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REV	DATE	BY	CHK	APP	DESCRIPTION

DESIGNED BY W. XU
DRAWN BY W. XU
CHECKED BY P. MAHONEY
IN CHARGE C. LEE
DATE 07/15/2021

PEPD
RECORD SET

NOT FOR
CONSTRUCTION

STV 100 Years
JACOBS
CALIFORNIA HIGH-SPEED RAIL AUTHORITY

CALIFORNIA HIGH-SPEED TRAIN PROJECT
BURBANK TO LOS ANGELES
OPTION B REVISED ALIGNMENT - REVISED FINAL
PEPD
METROLINK - PLAN AND PROFILE
MT02 351+03 TO MT02 338+03

CONTRACT NO. HSR14-39
DRAWING NO. TT-D1413
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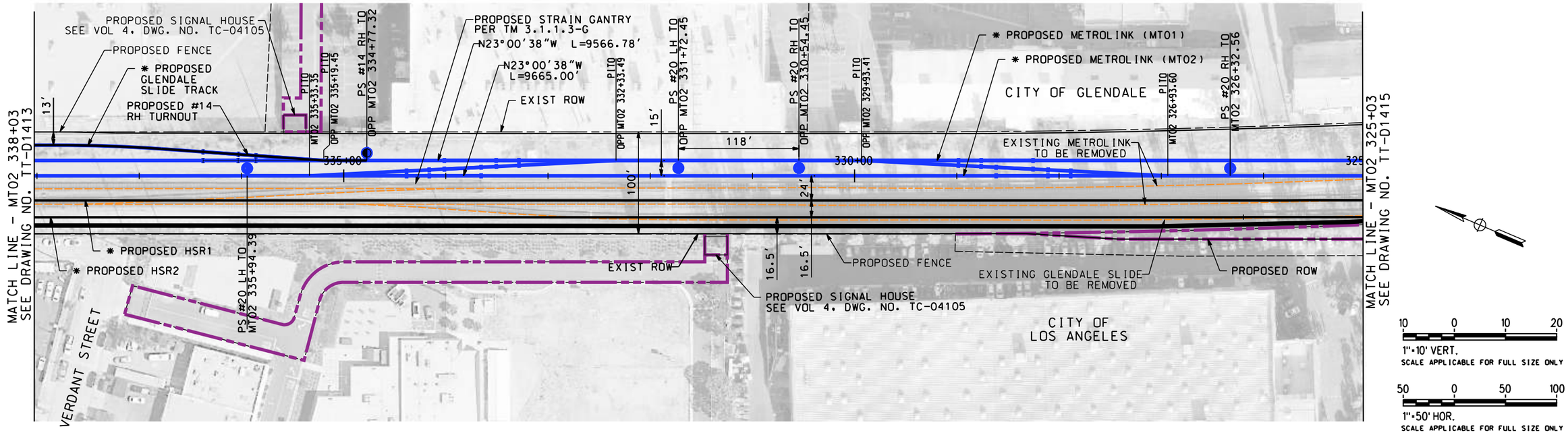

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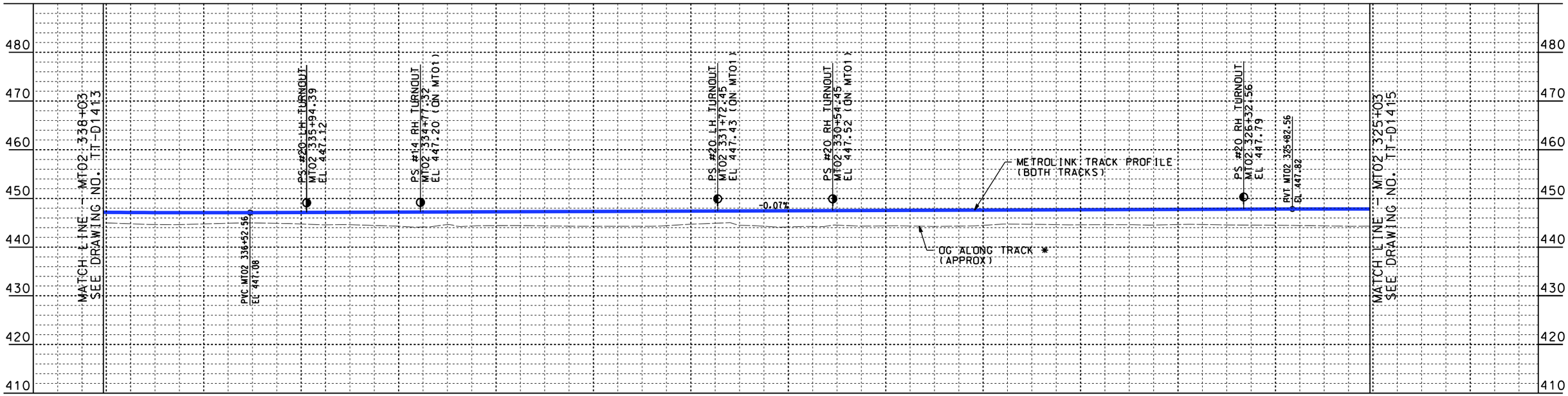

PROFILE

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DESIGNED BY W. XU
DRAWN BY W. XU
CHECKED BY P. MAHONEY
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PEPD
RECORD SET

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STV 100 Years
JACOBS
CALIFORNIA HIGH-SPEED RAIL AUTHORITY

CALIFORNIA HIGH-SPEED TRAIN PROJECT
BURBANK TO LOS ANGELES
OPTION B REVISED ALIGNMENT - REVISED FINAL
PEPD
METROLINK - PLAN AND PROFILE
MT02 338+03 TO MT02 325+03

CONTRACT NO. HSR14-39
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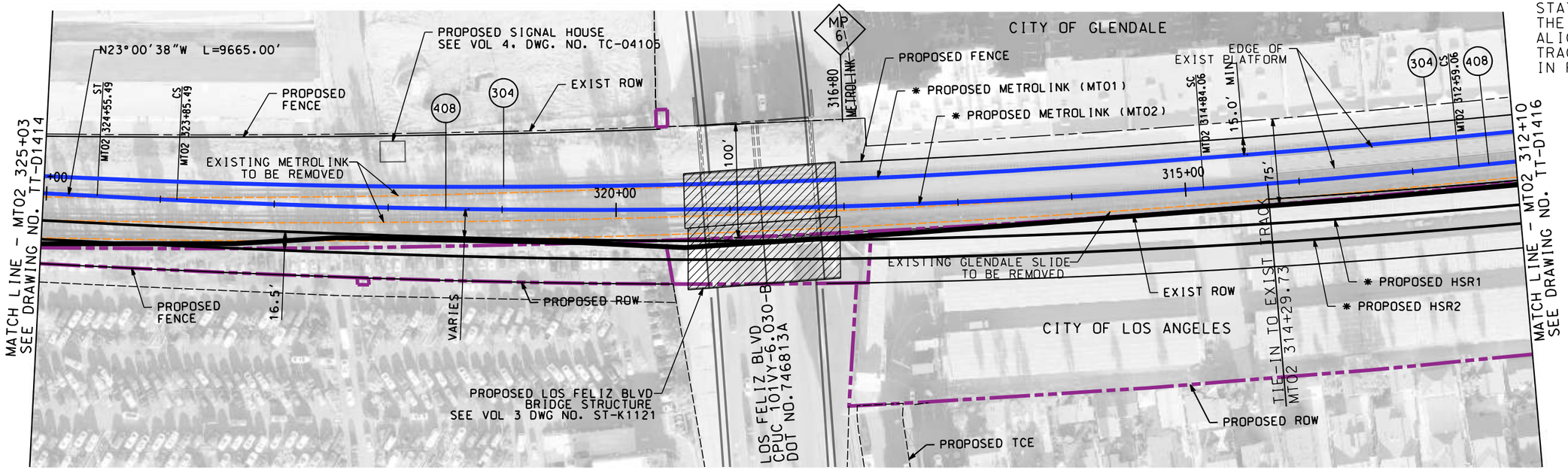

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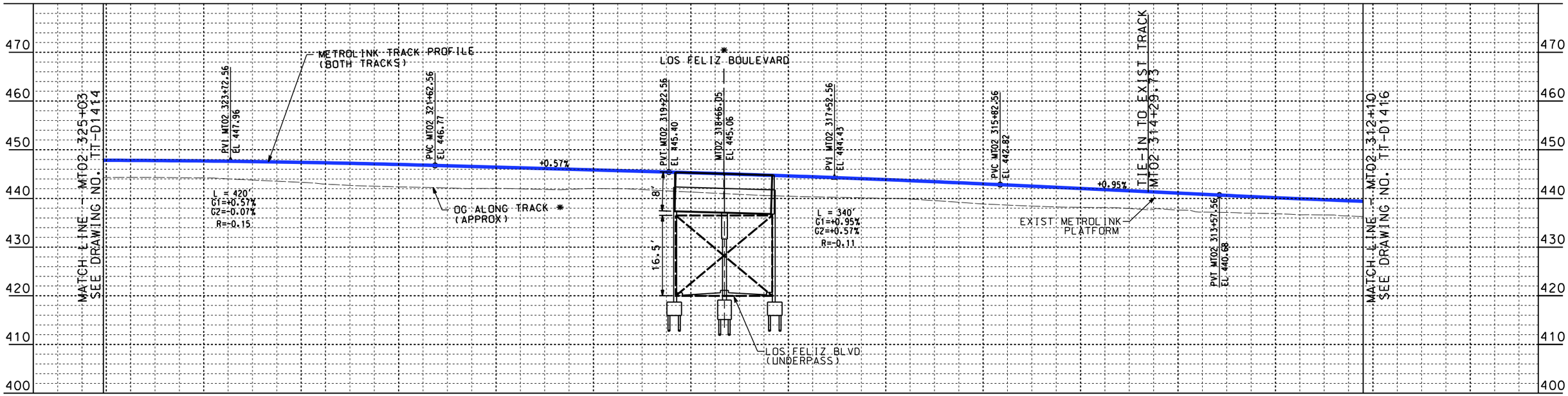

PROFILE

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REV	DATE	BY	CHK	APP	DESCRIPTION

DESIGNED BY W. XU
DRAWN BY W. XU
CHECKED BY P. MAHONEY
IN CHARGE C. LEE
DATE 07/15/2021

PEPD
RECORD SET

NOT FOR
CONSTRUCTION

STV 100 Years
JACOBS

CALIFORNIA
HIGH-SPEED RAIL AUTHORITY

CALIFORNIA HIGH-SPEED TRAIN PROJECT
BURBANK TO LOS ANGELES
OPTION B REVISED ALIGNMENT - REVISED FINAL
PEPD
METROLINK - PLAN AND PROFILE
MT02 325+03 TO MT02 312+10

CONTRACT NO. HSR14-39
DRAWING NO. TT-D1415
SCALE AS SHOWN
SHEET NO.

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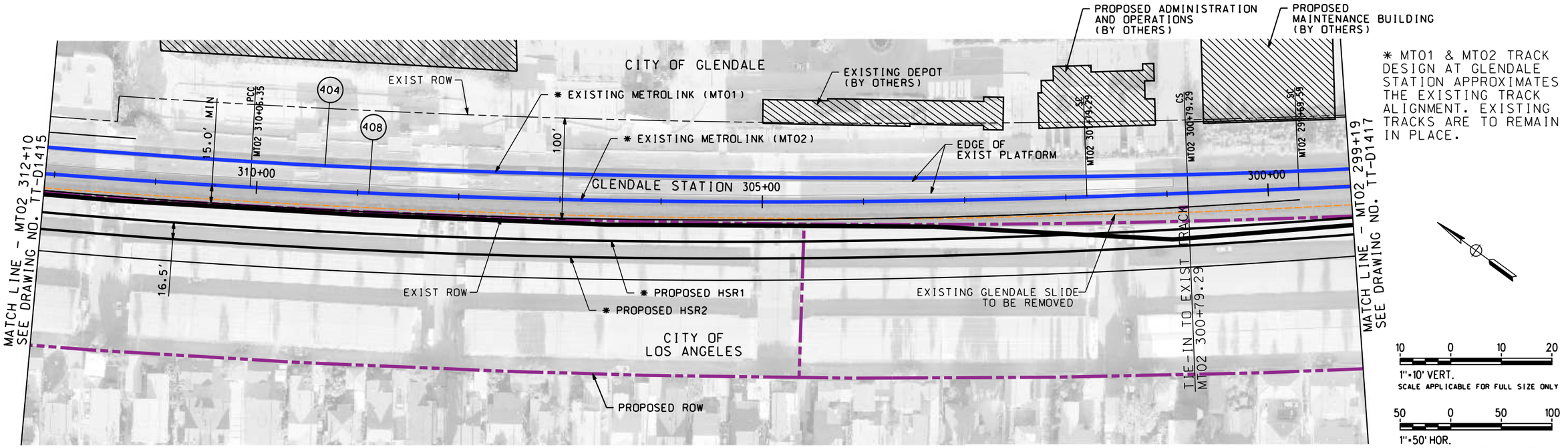

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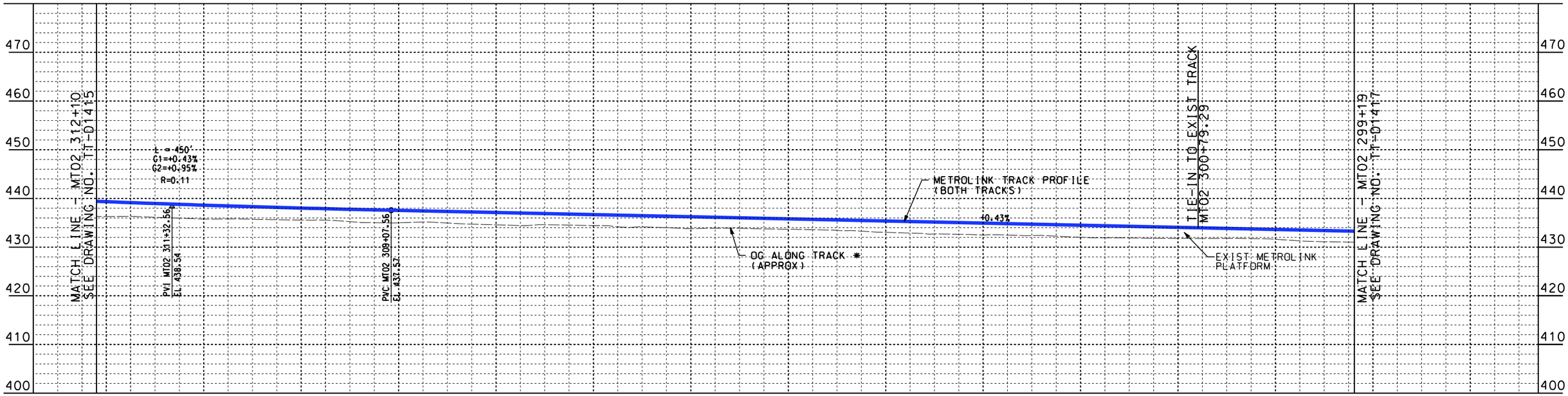

PROFILE

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DESIGNED BY W. XU
DRAWN BY W. XU
CHECKED BY P. MAHONEY
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PEPD
RECORD SET

NOT FOR CONSTRUCTION

STV 100 Years
JACOBS

CALIFORNIA HIGH-SPEED RAIL AUTHORITY

CALIFORNIA HIGH-SPEED TRAIN PROJECT
BURBANK TO LOS ANGELES
OPTION B REVISED ALIGNMENT - REVISED FINAL
PEPD
METROLINK - PLAN AND PROFILE
MT02 312+10 TO MT02 299+19

CONTRACT NO. HSR14-39
DRAWING NO. TT-D1416
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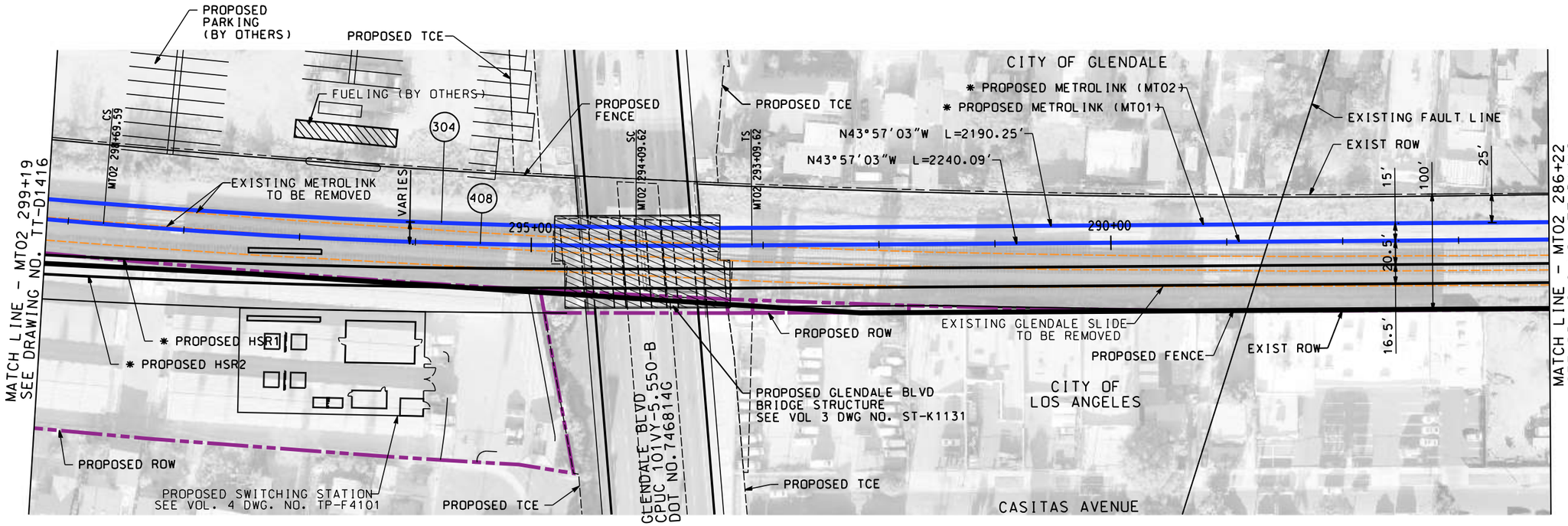

* MT01 & MT02 TRACK DESIGN AT GLENDALE STATION APPROXIMATES THE EXISTING TRACK ALIGNMENT. EXISTING TRACKS ARE TO REMAIN IN PLACE.

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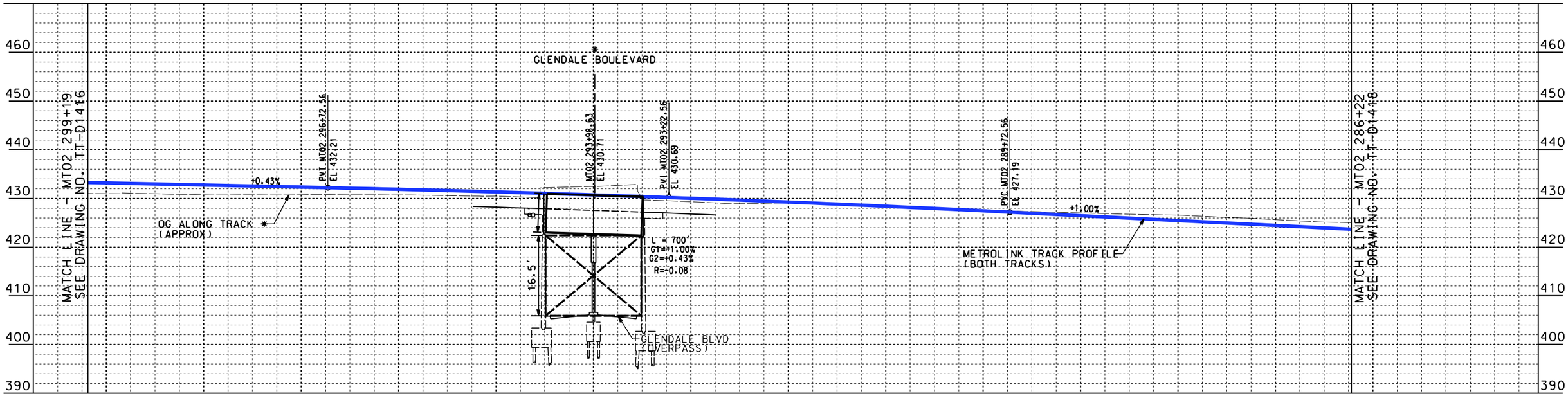
1"=10' VERT.
SCALE APPLICABLE FOR FULL SIZE ONLY

50 0 50 100
1"=50' HOR.
SCALE APPLICABLE FOR FULL SIZE ONLY

PLAN



PROFILE

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STV 100 Years

JACOBS

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CALIFORNIA HIGH-SPEED TRAIN PROJECT
BURBANK TO LOS ANGELES
OPTION B REVISED ALIGNMENT - REVISED FINAL PEPD
METROLINK - PLAN AND PROFILE
MT02 299+19 TO MT02 286+22

CONTRACT NO. HSR14-39
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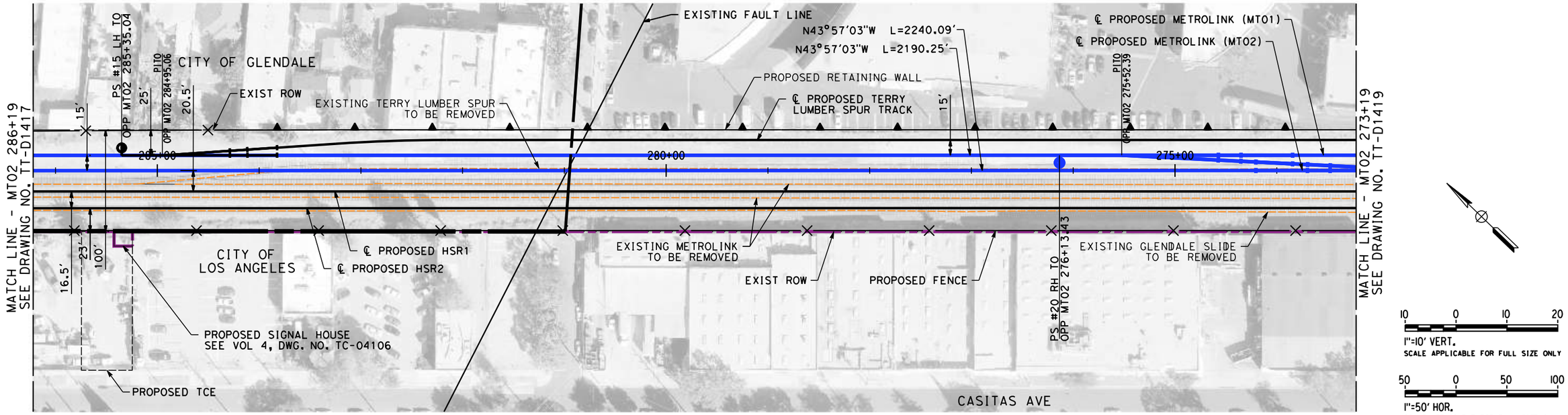

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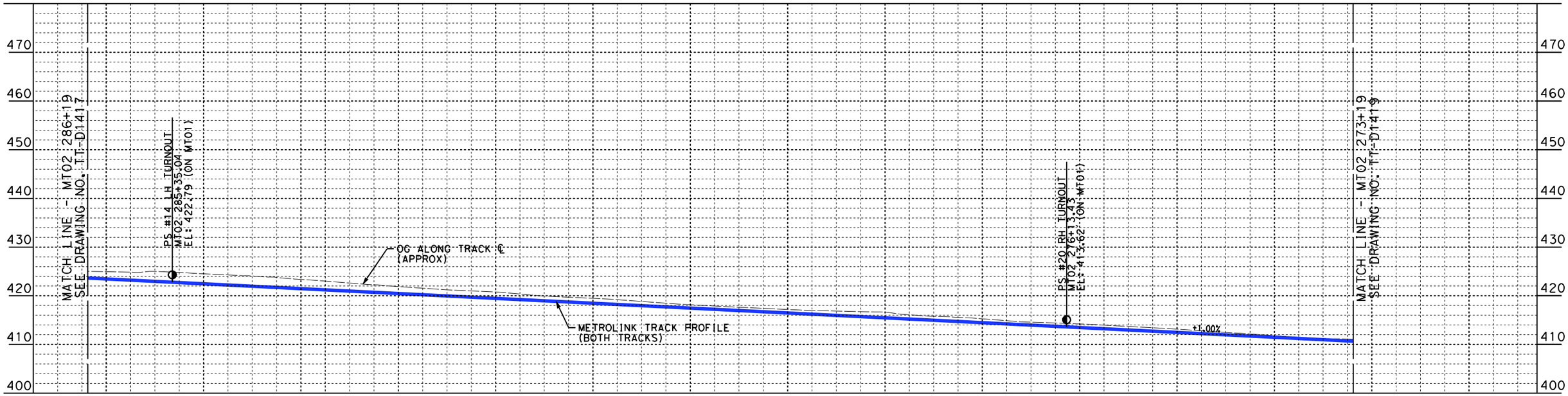
1"=10' VERT.
SCALE APPLICABLE FOR FULL SIZE ONLY

50 0 50 100
1"=50' HOR.
SCALE APPLICABLE FOR FULL SIZE ONLY

PLAN



PROFILE

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JACOBS
CALIFORNIA HIGH-SPEED RAIL AUTHORITY

CALIFORNIA HIGH-SPEED TRAIN PROJECT
BURBANK TO LOS ANGELES
OPTION B REVISED ALIGNMENT - REVISED FINAL
PEPD
METROLINK - PLAN AND PROFILE
MT02 286+19 TO MT02 273+19

CONTRACT NO. HSR14-39
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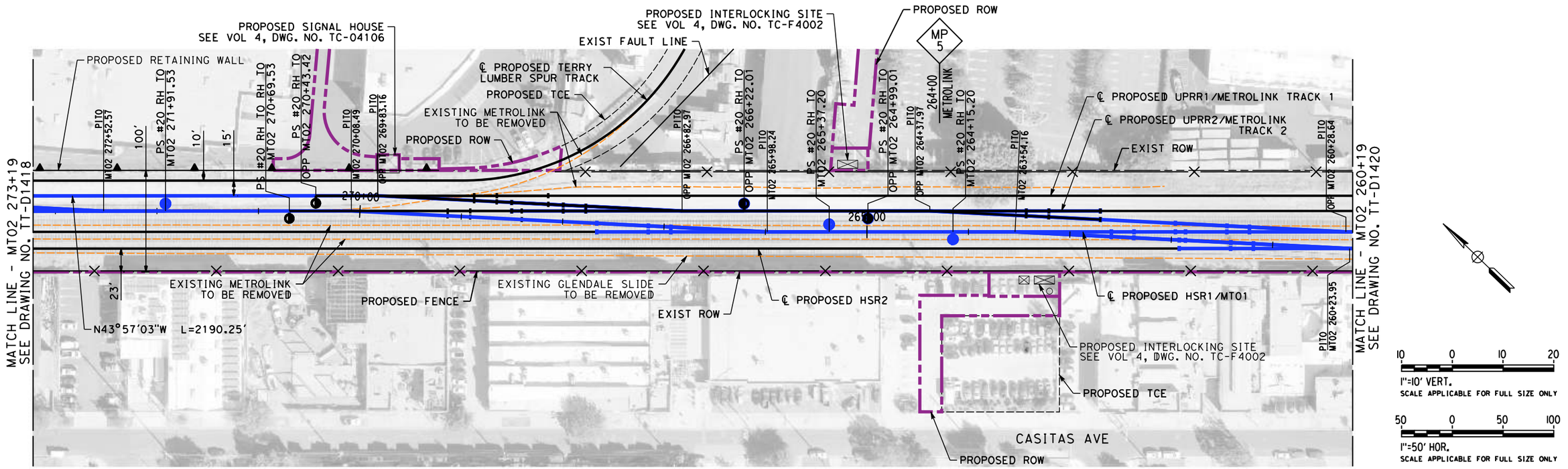

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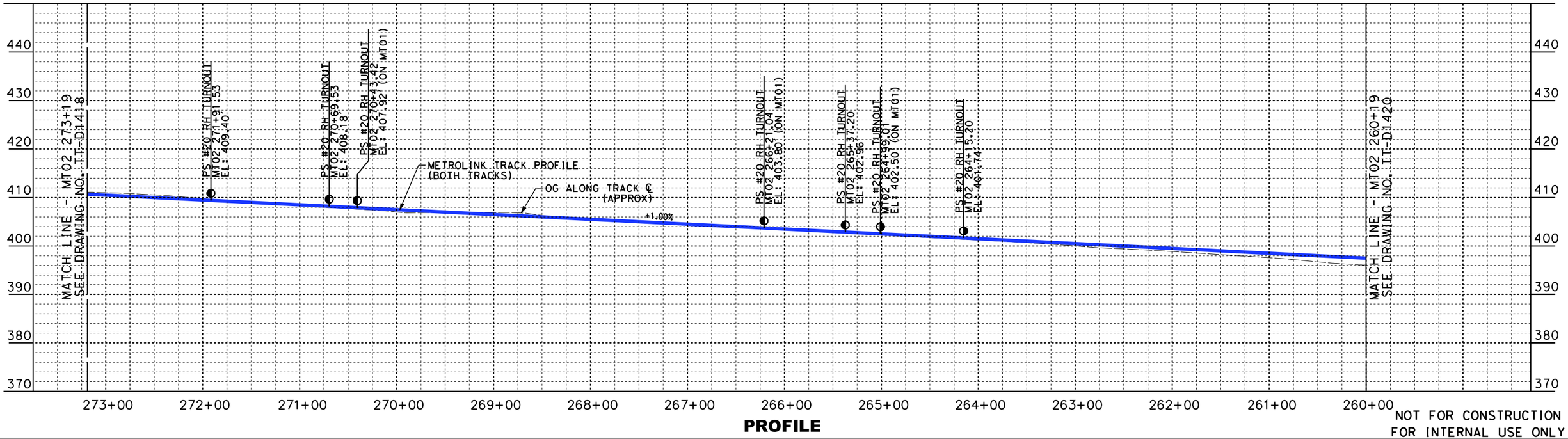

PROFILE

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STV 100 Years

JACOBS

CALIFORNIA HIGH-SPEED RAIL AUTHORITY

CALIFORNIA HIGH-SPEED TRAIN PROJECT
BURBANK TO LOS ANGELES
OPTION B REVISED ALIGNMENT - REVISED FINAL PEPD
METROLINK - PLAN AND PROFILE
MT02 273+19 TO MT02 260+19

CONTRACT NO. HSR14-39
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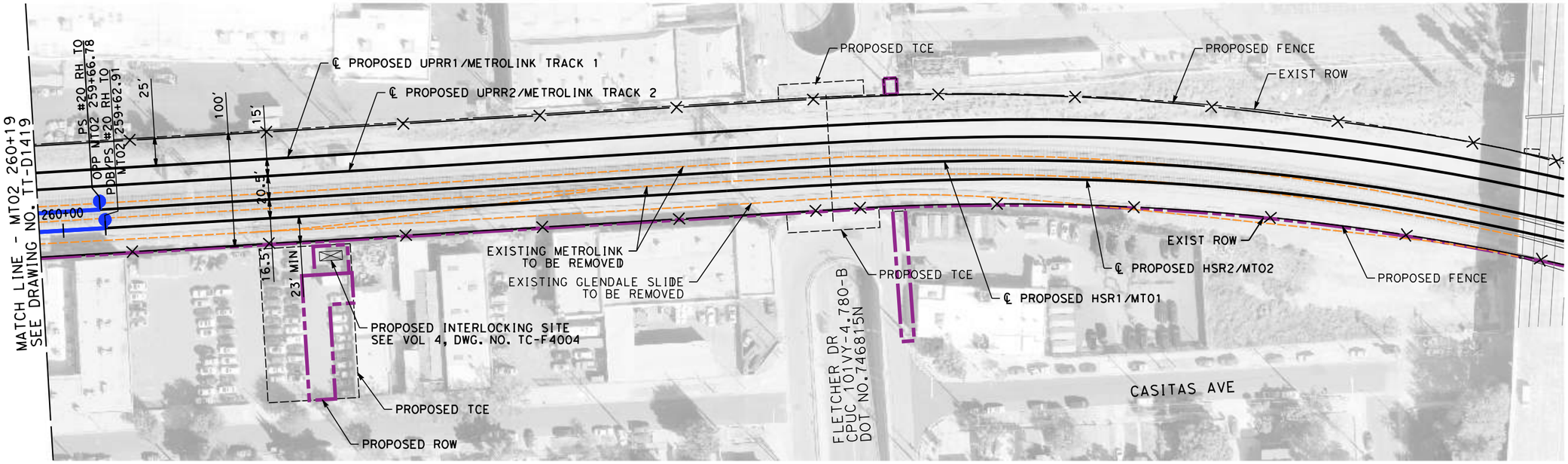

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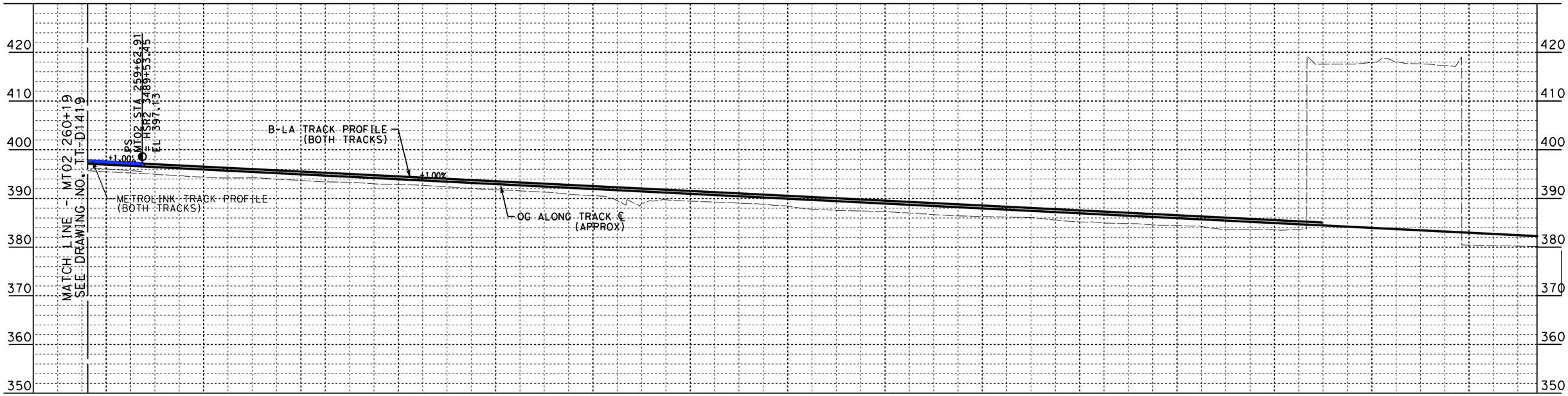

PROFILE

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REV	DATE	BY	CHK	APP	DESCRIPTION

DESIGNED BY W. XU
DRAWN BY W. XU
CHECKED BY P. MAHONEY
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DATE 07/15/2021

PEPD RECORD SET

NOT FOR CONSTRUCTION

STV 100 Years

JACOBS

CALIFORNIA HIGH-SPEED RAIL AUTHORITY

CALIFORNIA HIGH-SPEED TRAIN PROJECT
BURBANK TO LOS ANGELES
OPTION B REVISED ALIGNMENT - REVISED FINAL PEPD
METROLINK - PLAN AND PROFILE
MT02 260+19 TO MT02 259+73

CONTRACT NO. HSR14-39
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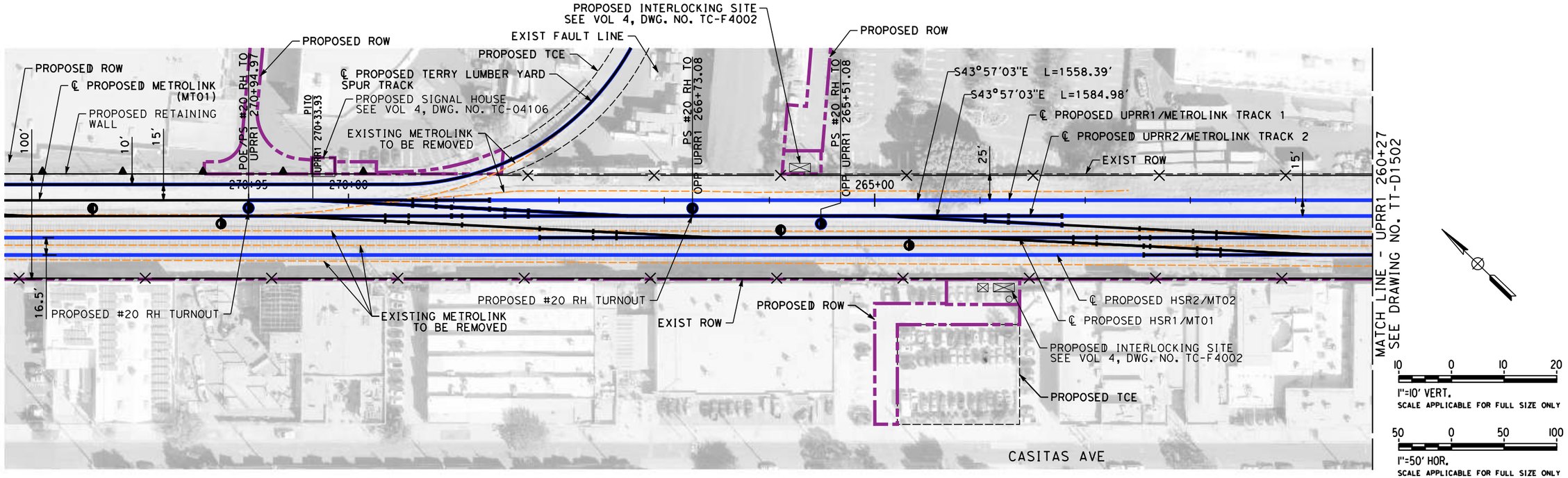

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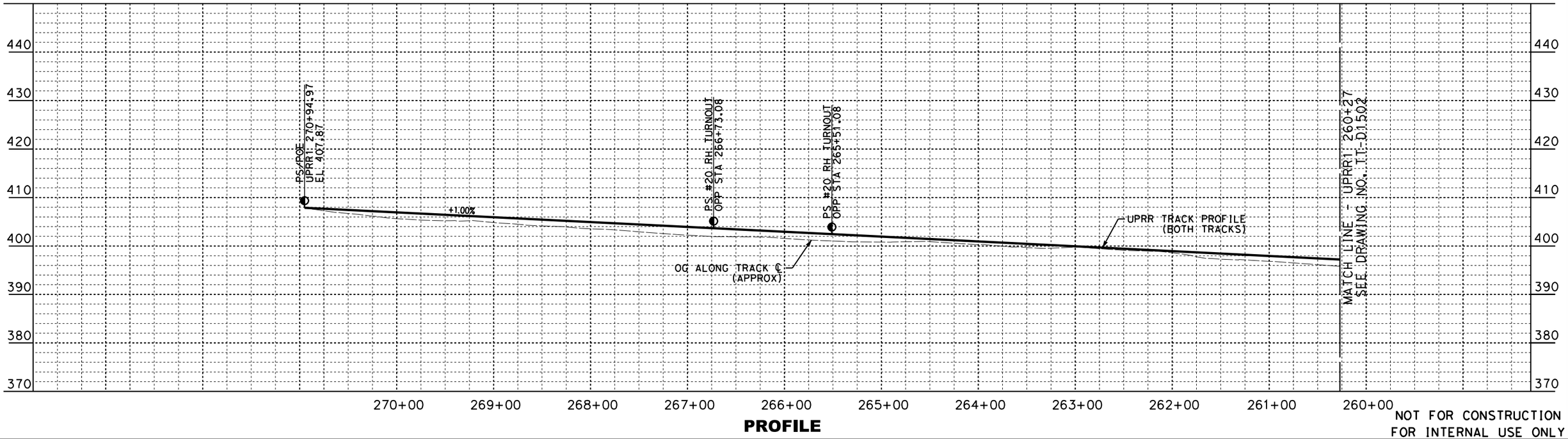

PROFILE

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DESIGNED BY W. XU
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CHECKED BY P. MAHONEY
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PEPD RECORD SET

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STV 100 Years

JACOBS

CALIFORNIA HIGH-SPEED RAIL AUTHORITY

CALIFORNIA HIGH-SPEED TRAIN PROJECT
BURBANK TO LOS ANGELES
OPTION B REVISED ALIGNMENT - REVISED FINAL
PEPD
UPRR - PLAN AND PROFILE
UPRR1 270+95 TO UPRR1 260+27

CONTRACT NO. HSR14-39
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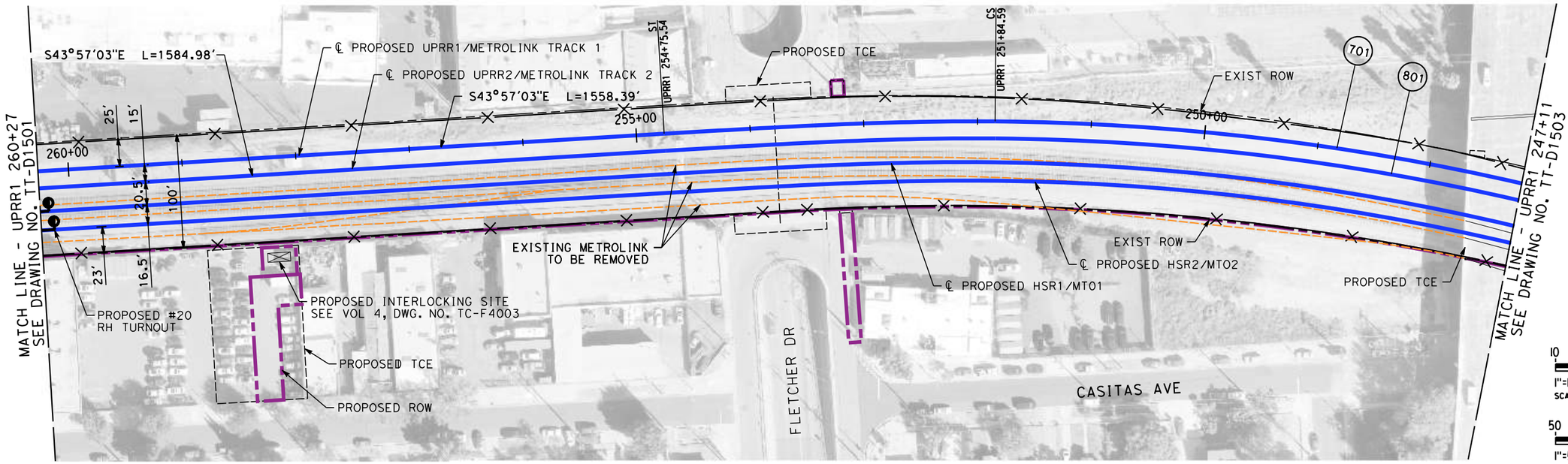

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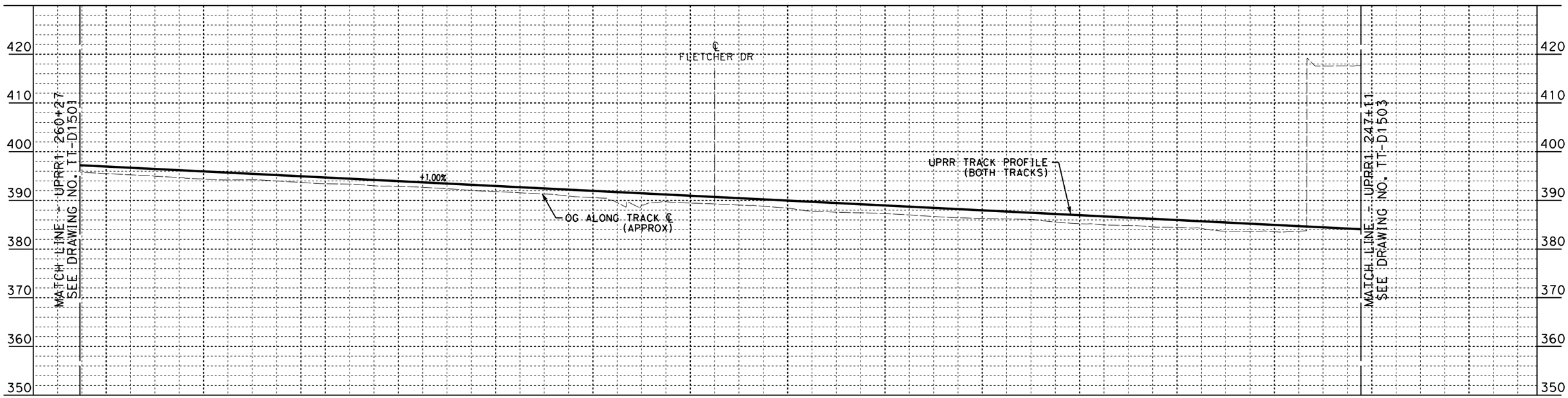

PROFILE

NOT FOR CONSTRUCTION
FOR INTERNAL USE ONLY

REV	DATE	BY	CHK	APP	DESCRIPTION

DESIGNED BY W. XU
DRAWN BY W. XU
CHECKED BY P. MAHONEY
IN CHARGE C. LEE
DATE 07/15/2021

PEPD RECORD SET

NOT FOR CONSTRUCTION

STV 100 Years

JACOBS

CALIFORNIA HIGH-SPEED RAIL AUTHORITY

CALIFORNIA HIGH-SPEED TRAIN PROJECT
BURBANK TO LOS ANGELES
OPTION B REVISED ALIGNMENT - REVISED FINAL
PEPD
UPRR - PLAN AND PROFILE
UPRR1 260+27 TO UPRR1 247+11

CONTRACT NO. HSR14-39
DRAWING NO. TT-D1502
SCALE AS SHOWN
SHEET NO.

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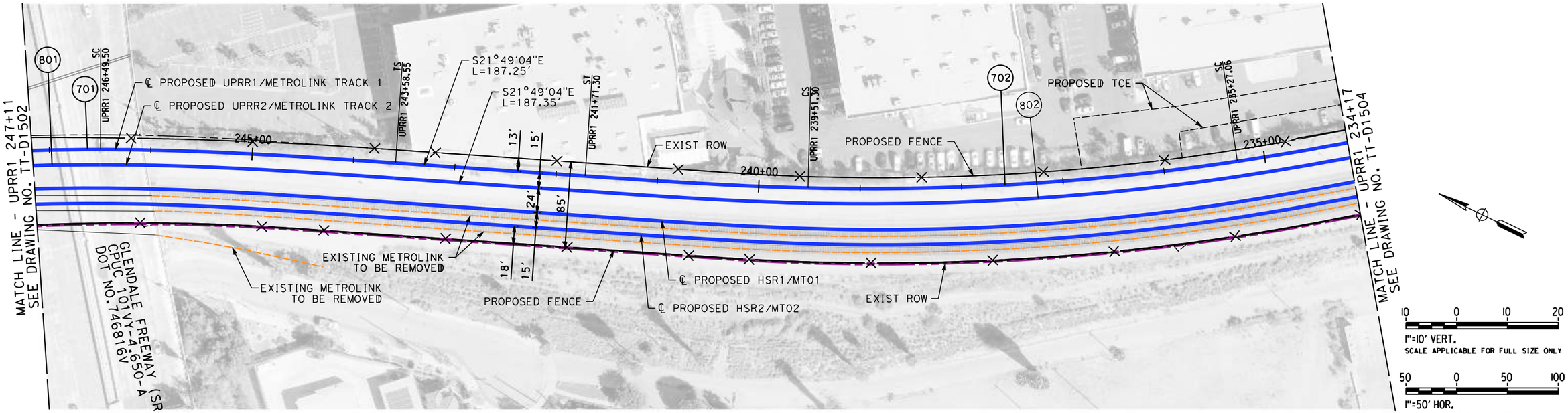

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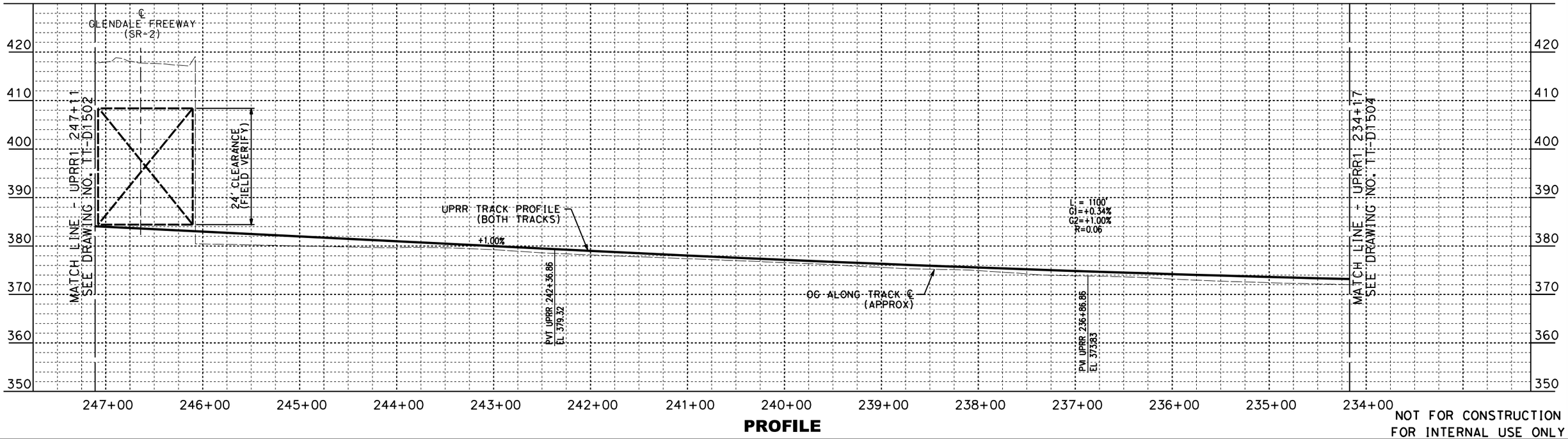

PROFILE

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REV	DATE	BY	CHK	APP	DESCRIPTION

DESIGNED BY W. XU
DRAWN BY W. XU
CHECKED BY P. MAHONEY
IN CHARGE C. LEE
DATE 08/27/2021

PEPD RECORD SET

NOT FOR CONSTRUCTION

STV 100 Years

JACOBS

CALIFORNIA HIGH-SPEED RAIL AUTHORITY

CALIFORNIA HIGH-SPEED TRAIN PROJECT
BURBANK TO LOS ANGELES
OPTION B REVISED ALIGNMENT - REVISED FINAL
PEPD
UPRR - PLAN AND PROFILE
UPRR1 247+11 TO UPRR1 234+17

CONTRACT NO. HSR14-39
DRAWING NO. TT-D1503
SCALE AS SHOWN
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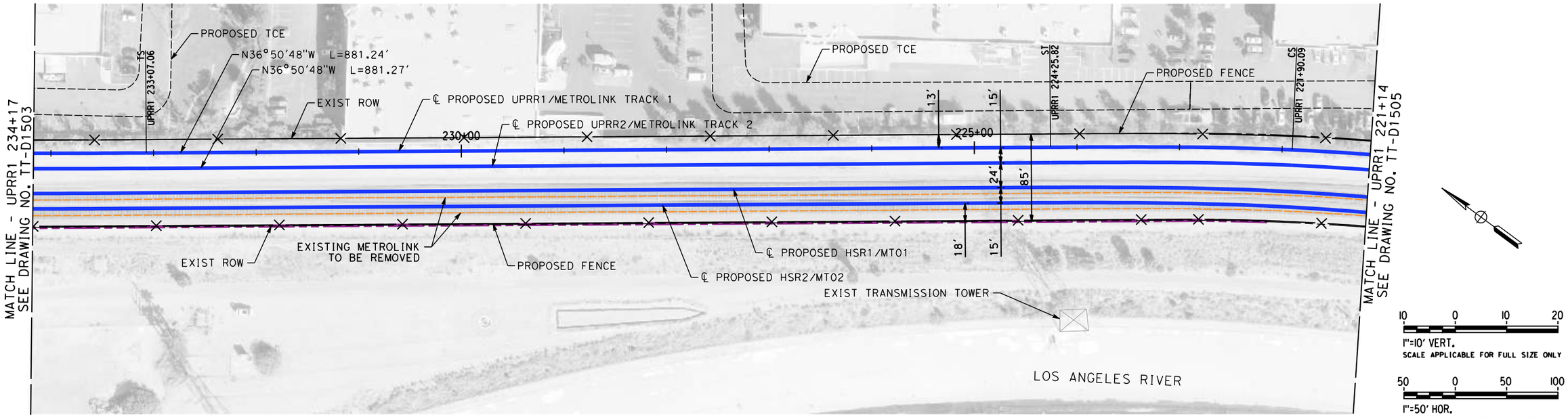

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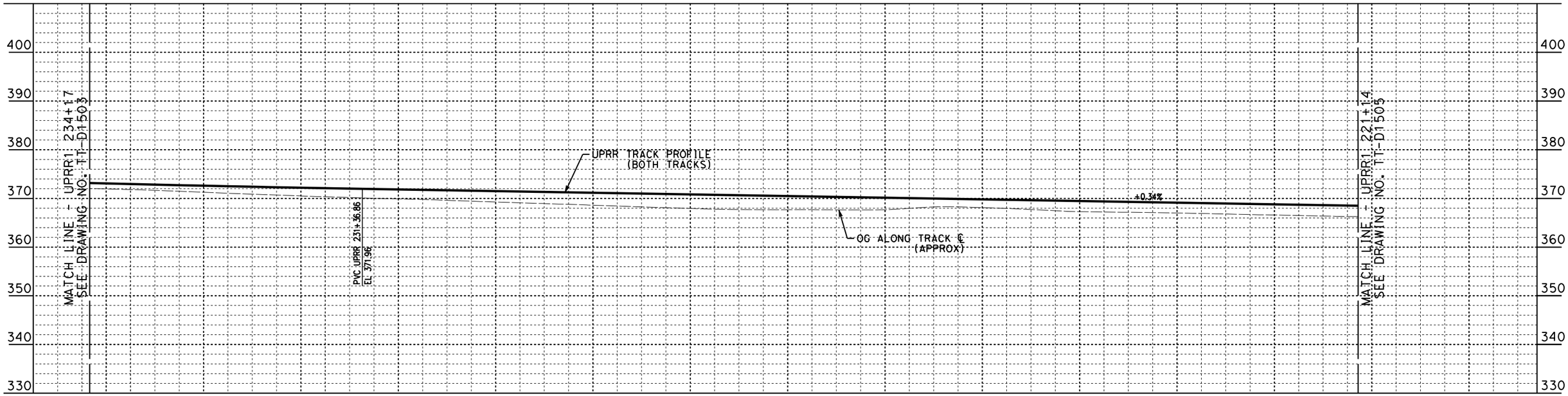

PROFILE

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REV	DATE	BY	CHK	APP	DESCRIPTION

DESIGNED BY W. XU
DRAWN BY W. XU
CHECKED BY P. MAHONEY
IN CHARGE C. LEE
DATE 07/15/2021

PEPD RECORD SET

NOT FOR CONSTRUCTION

STV 100 Years

JACOBS

CALIFORNIA HIGH-SPEED RAIL AUTHORITY

CALIFORNIA HIGH-SPEED TRAIN PROJECT
BURBANK TO LOS ANGELES
OPTION B REVISED ALIGNMENT - REVISED FINAL
PEPD
UPRR - PLAN AND PROFILE
UPRR1 234+17 TO UPRR1 221+14

CONTRACT NO. HSR14-39
DRAWING NO. TT-D1504
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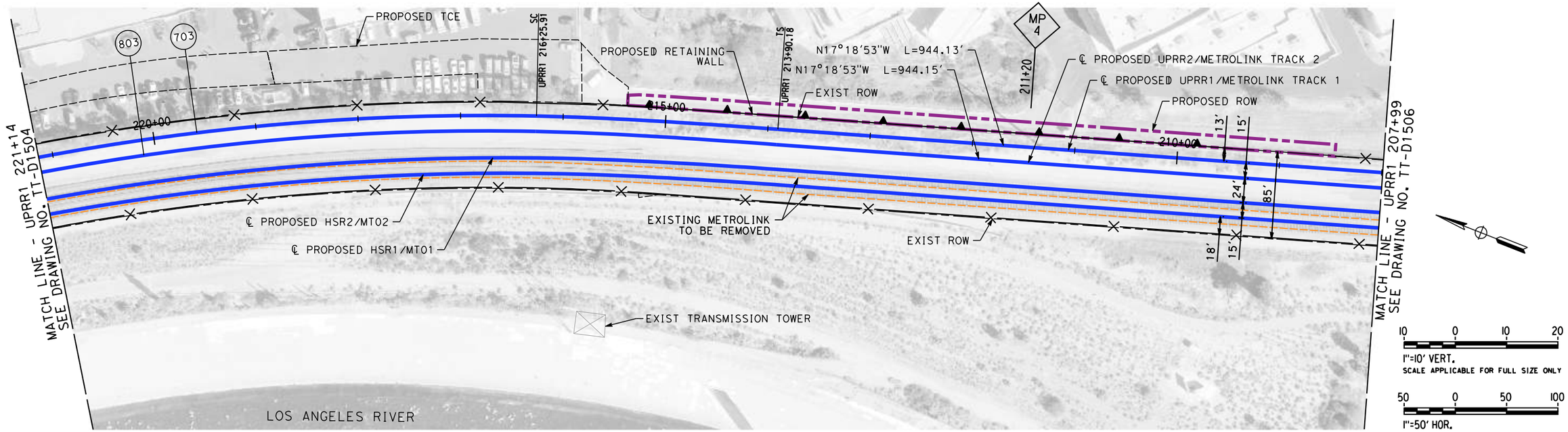

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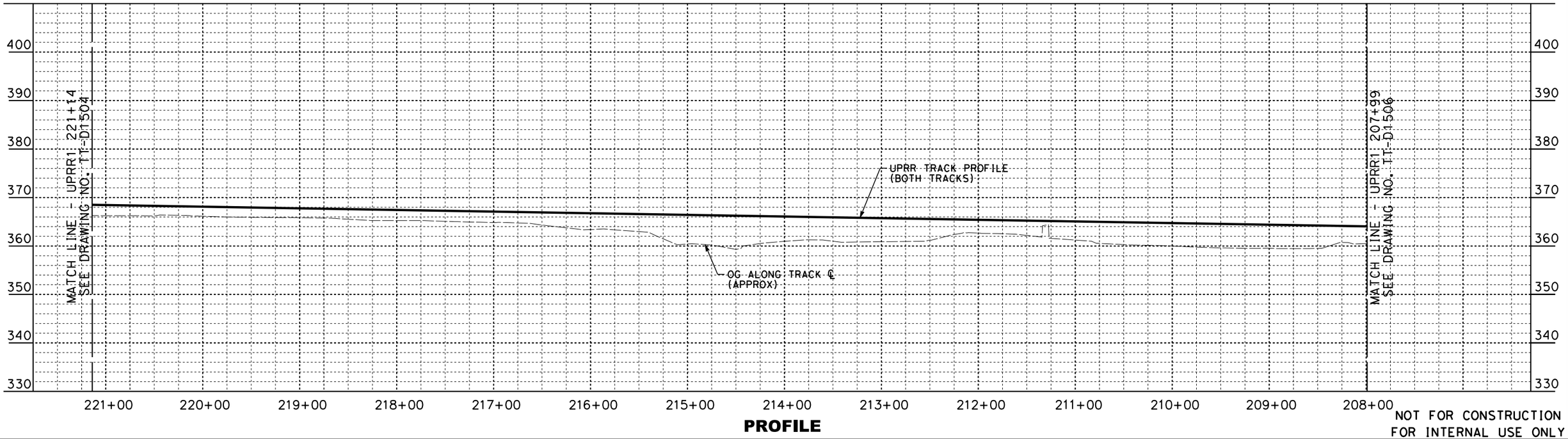

PROFILE

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REV	DATE	BY	CHK	APP	DESCRIPTION

DESIGNED BY W. XU
DRAWN BY W. XU
CHECKED BY P. MAHONEY
IN CHARGE C. LEE
DATE 07/15/2021

PEPD RECORD SET

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STV 100 Years

JACOBS

CALIFORNIA HIGH-SPEED RAIL AUTHORITY

CALIFORNIA HIGH-SPEED TRAIN PROJECT
BURBANK TO LOS ANGELES
OPTION B REVISED ALIGNMENT - REVISED FINAL PEPD
UPRR - PLAN AND PROFILE
UPRR1 221+14 TO UPRR1 207+99

CONTRACT NO. HSR14-39
DRAWING NO. TT-D1505
SCALE AS SHOWN
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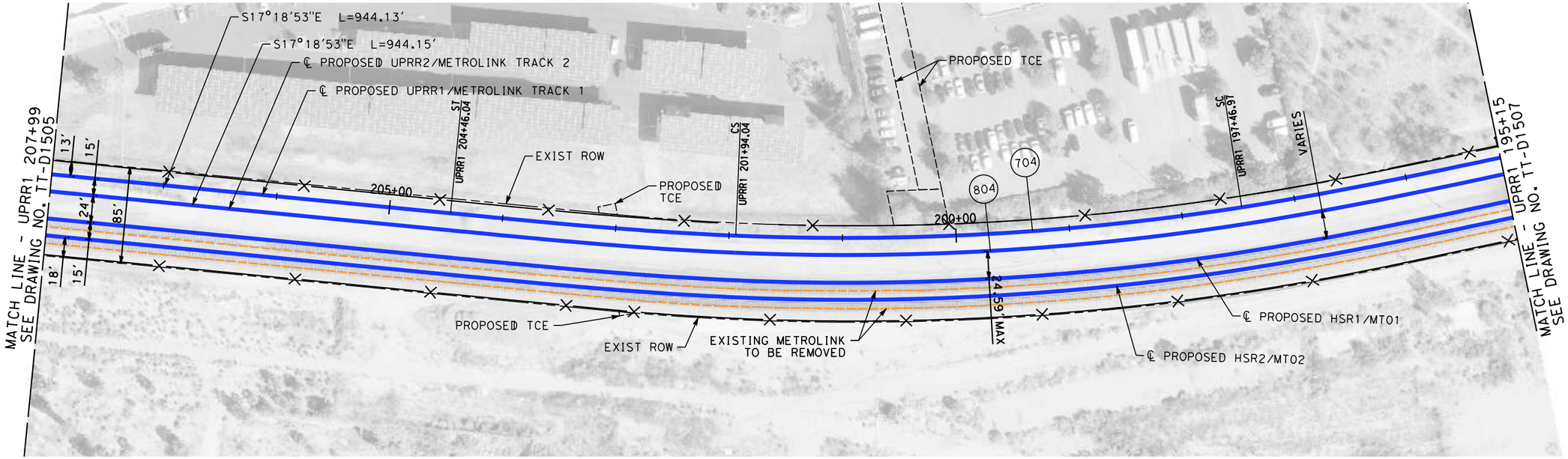

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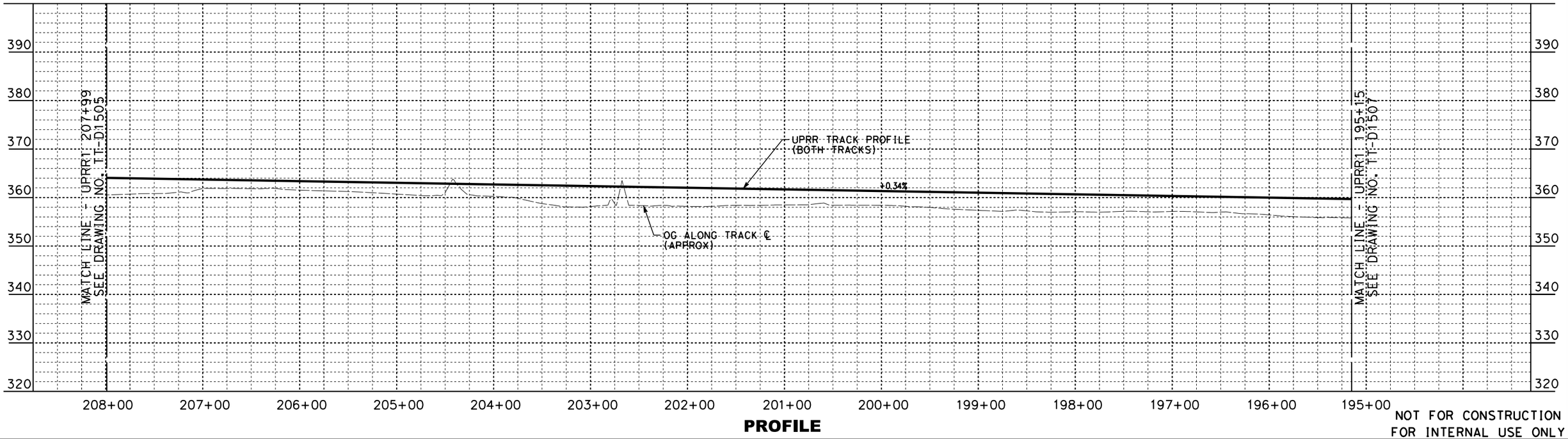

PROFILE

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1"=10' VERT.
SCALE APPLICABLE FOR FULL SIZE ONLY

50 0 50 100
1"=50' HOR.
SCALE APPLICABLE FOR FULL SIZE ONLY

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FOR INTERNAL USE ONLY

REV	DATE	BY	CHK	APP	DESCRIPTION

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JACOBS

CALIFORNIA HIGH-SPEED RAIL AUTHORITY

CALIFORNIA HIGH-SPEED TRAIN PROJECT
BURBANK TO LOS ANGELES
OPTION B REVISED ALIGNMENT - REVISED FINAL
PEPD
UPRR - PLAN AND PROFILE
UPRR1 207+99 TO UPRR1 195+15

CONTRACT NO. HSR14-39
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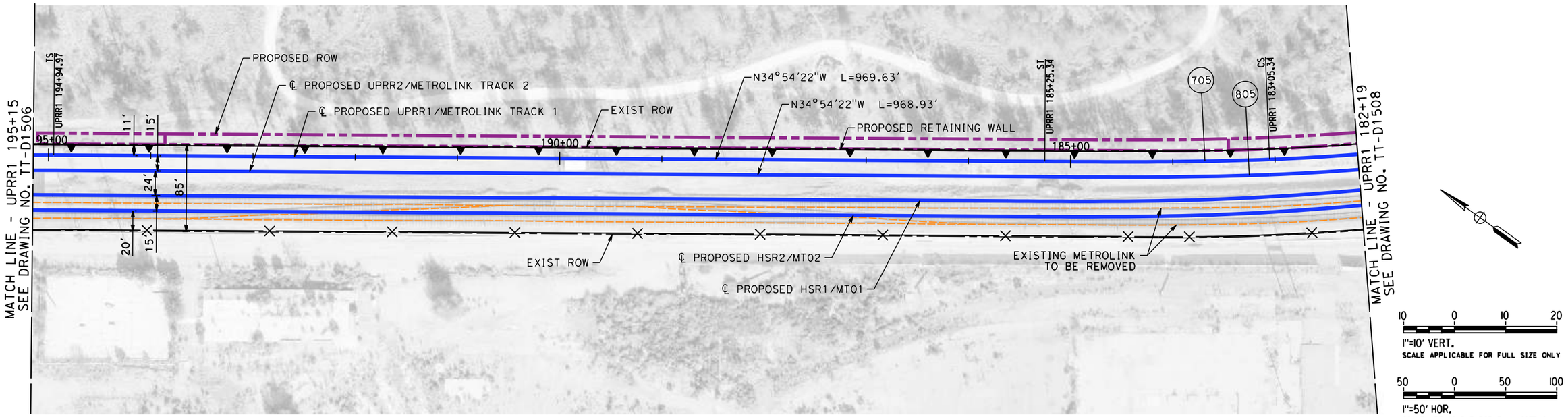

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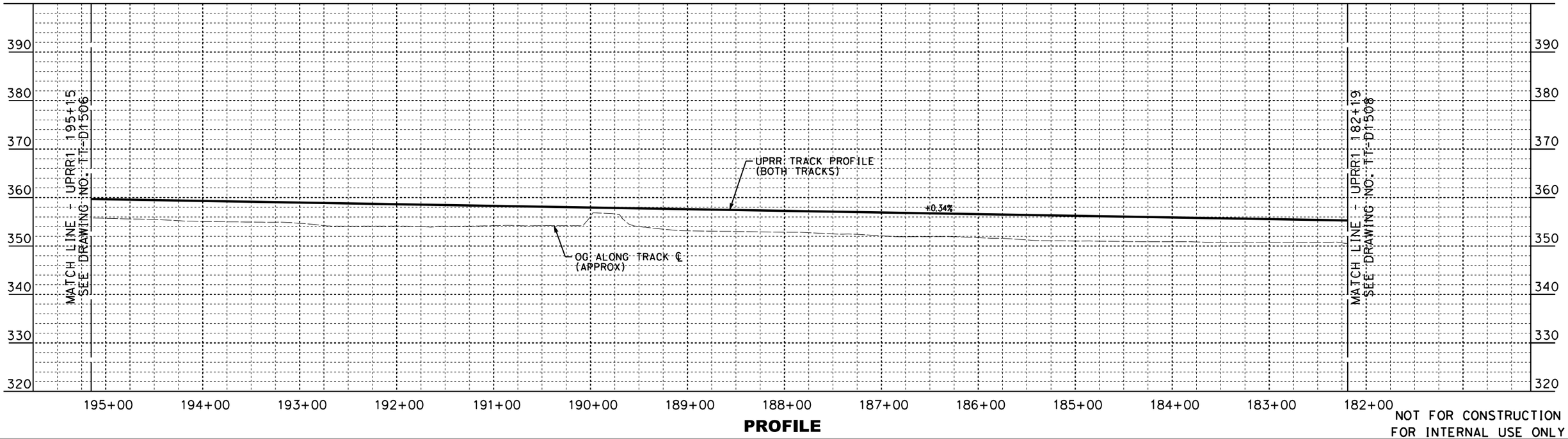

PROFILE

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REV	DATE	BY	CHK	APP	DESCRIPTION

DESIGNED BY W. XU
DRAWN BY W. XU
CHECKED BY P. MAHONEY
IN CHARGE C. LEE
DATE 07/15/2021

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STV 100 Years

JACOBS

CALIFORNIA HIGH-SPEED RAIL AUTHORITY

CALIFORNIA HIGH-SPEED TRAIN PROJECT
BURBANK TO LOS ANGELES
OPTION B REVISED ALIGNMENT - REVISED FINAL
PEPD
UPRR - PLAN AND PROFILE
UPRR1 195+15 TO UPRR1 182+19

CONTRACT NO. HSR14-39
DRAWING NO. TT-D1507
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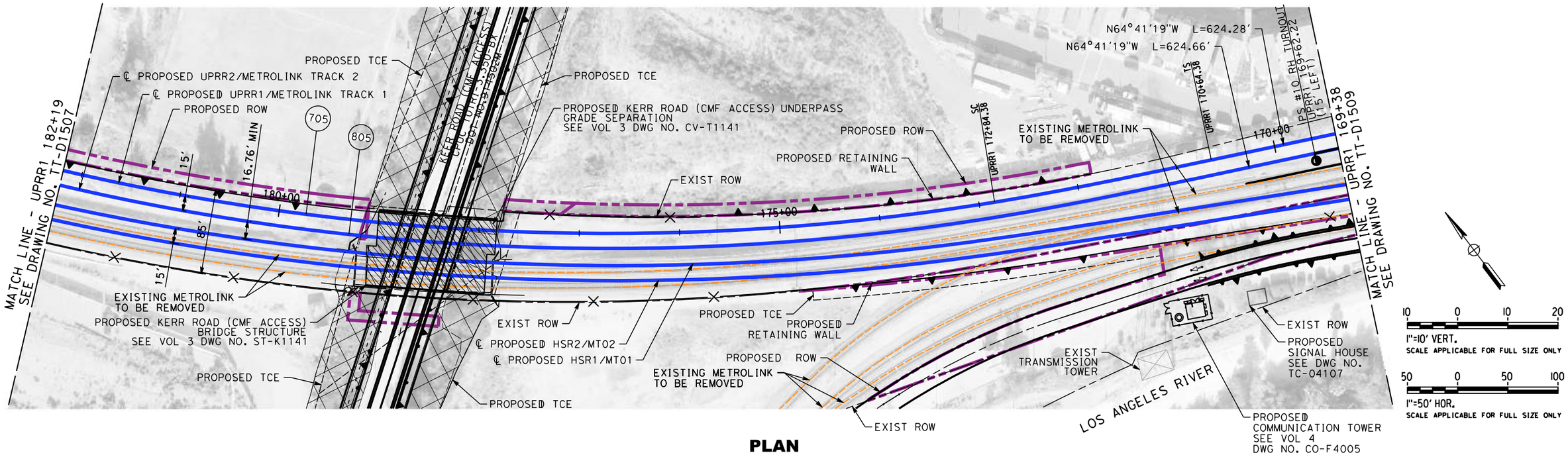

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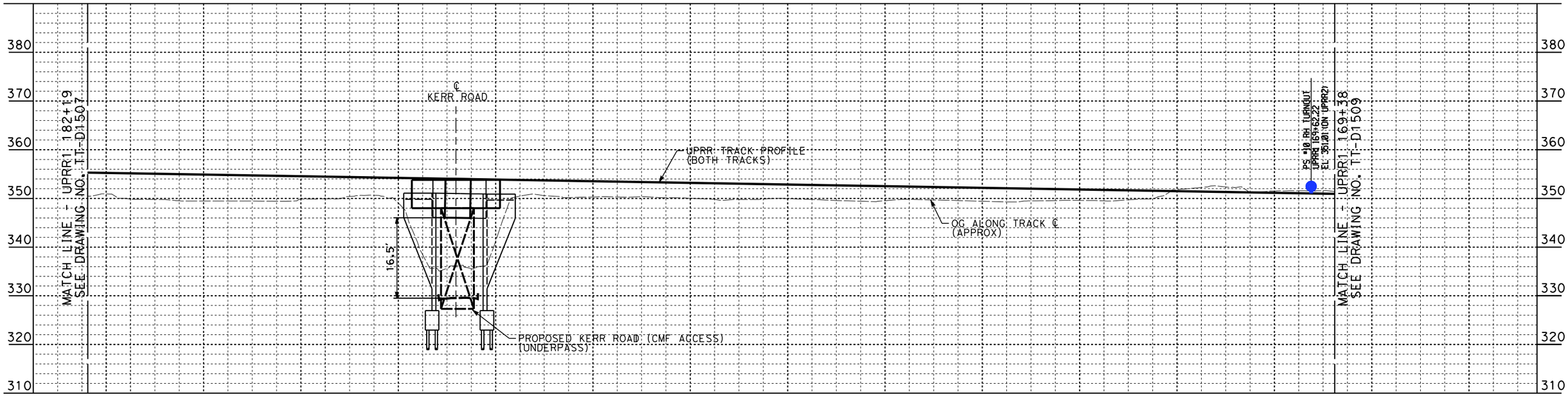

PROFILE

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REV	DATE	BY	CHK	APP	DESCRIPTION

DESIGNED BY W. XU
DRAWN BY W. XU
CHECKED BY P. MAHONEY
IN CHARGE C. LEE
DATE 08/27/2021

PEPD RECORD SET

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STV 100 Years

JACOBS

CALIFORNIA HIGH-SPEED RAIL AUTHORITY

CALIFORNIA HIGH-SPEED TRAIN PROJECT
BURBANK TO LOS ANGELES
OPTION B REVISED ALIGNMENT - REVISED FINAL
PEPD
UPRR - PLAN AND PROFILE
UPRR1 182+19 TO UPRR1 169+38

CONTRACT NO. HSR14-39
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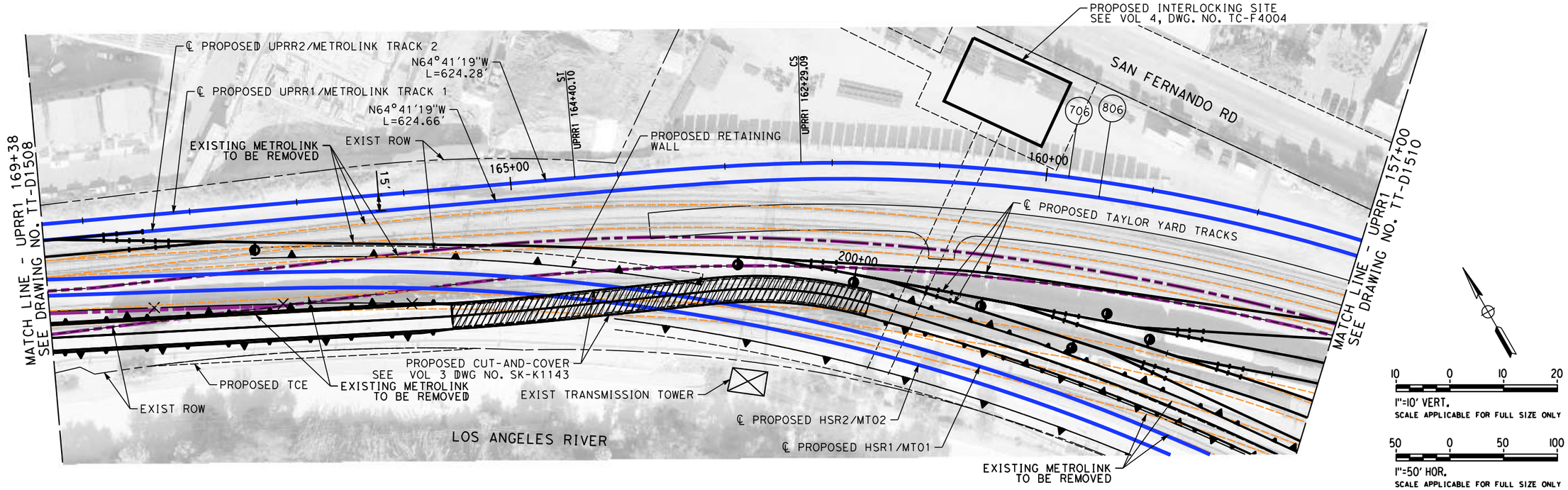

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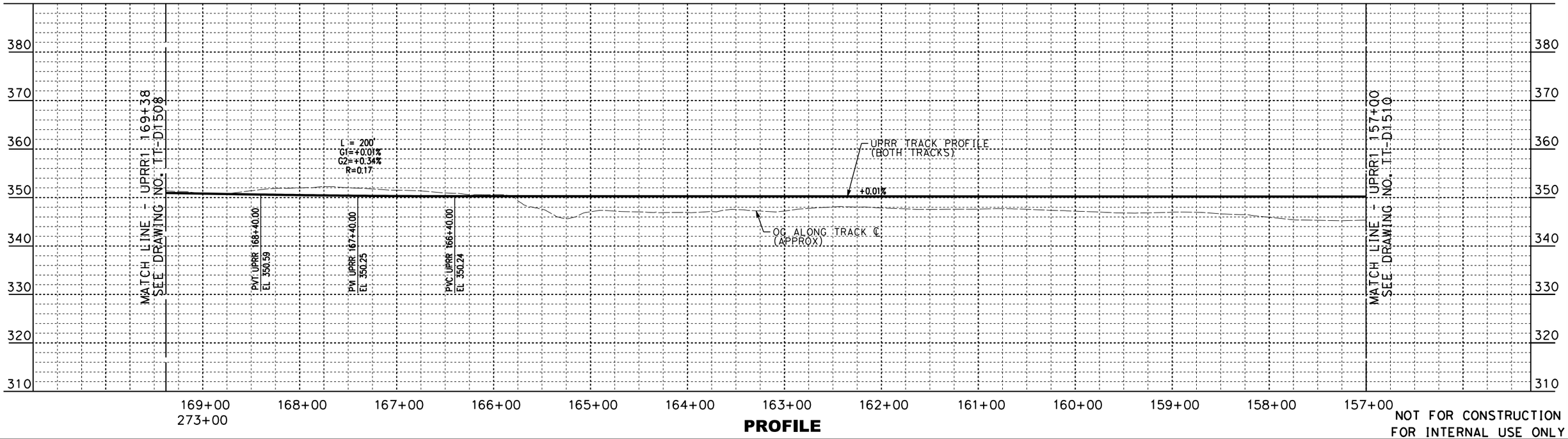

PROFILE

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REV	DATE	BY	CHK	APP	DESCRIPTION

DESIGNED BY W. XU
DRAWN BY W. XU
CHECKED BY P. MAHONEY
IN CHARGE C. LEE
DATE 07/15/2021

PEPD RECORD SET

NOT FOR CONSTRUCTION

STV 100 Years

JACOBS

CALIFORNIA HIGH-SPEED RAIL AUTHORITY

CALIFORNIA HIGH-SPEED TRAIN PROJECT
BURBANK TO LOS ANGELES

OPTION B REVISED ALIGNMENT - REVISED FINAL PEPD
UPRR - PLAN AND PROFILE
UPRR1 169+38 TO UPRR1 157+00

CONTRACT NO. HSR14-39
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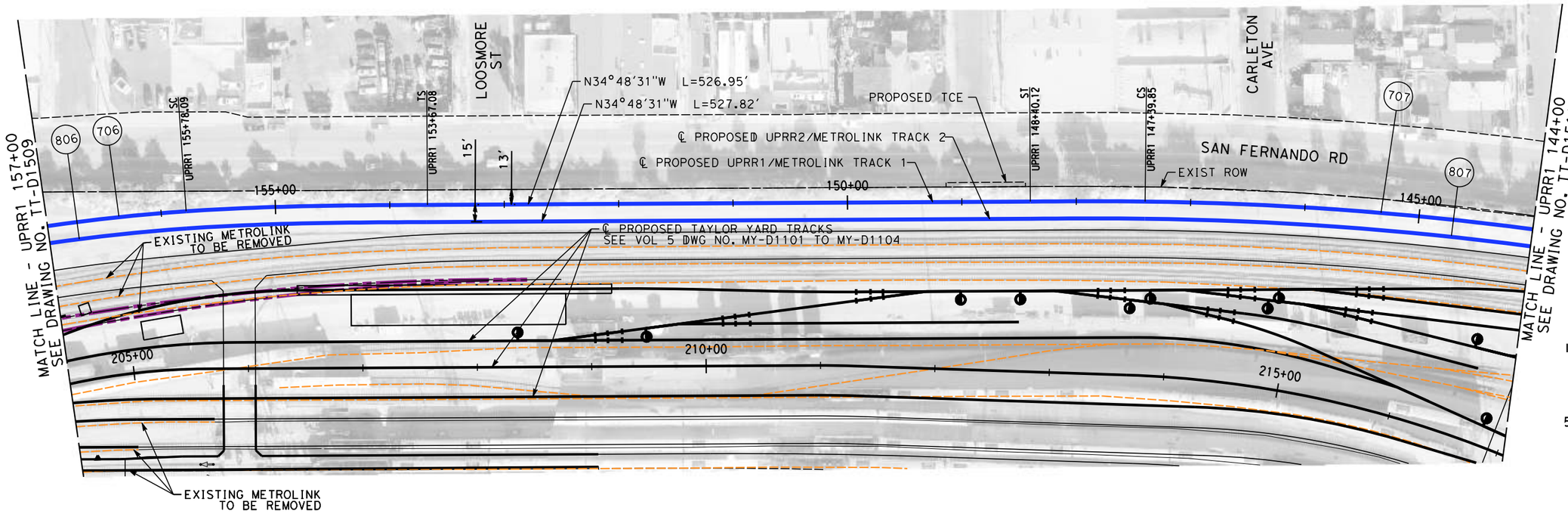

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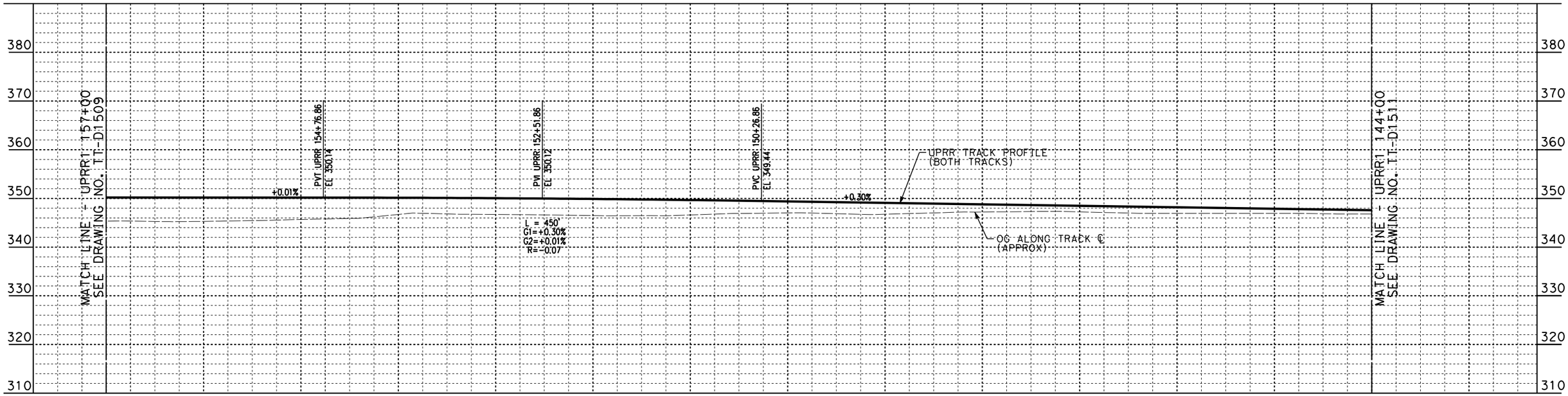

PROFILE

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REV	DATE	BY	CHK	APP	DESCRIPTION

DESIGNED BY W. XU
DRAWN BY W. XU
CHECKED BY P. MAHONEY
IN CHARGE C. LEE
DATE 07/15/2021

PEPD RECORD SET

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STV 100 Years
JACOBS

CALIFORNIA HIGH-SPEED RAIL AUTHORITY

CALIFORNIA HIGH-SPEED TRAIN PROJECT
BURBANK TO LOS ANGELES
OPTION B REVISED ALIGNMENT - REVISED FINAL
PEPD
UPRR - PLAN AND PROFILE
UPRR1 157+00 TO UPRR1 144+00

CONTRACT NO. HSR14-39
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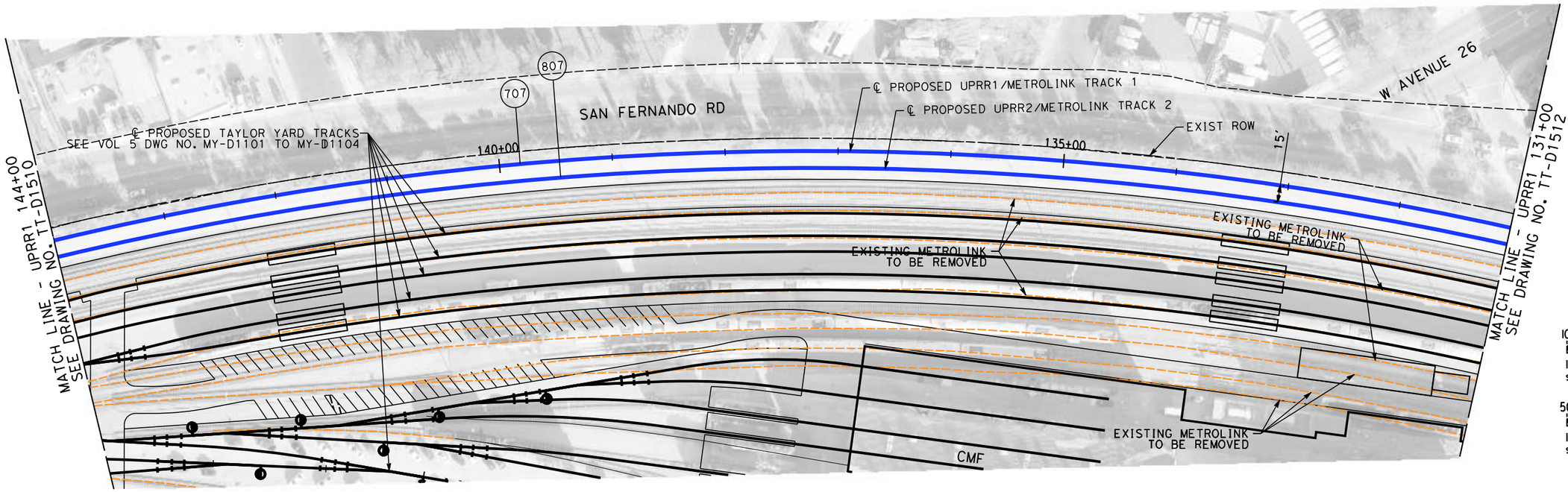

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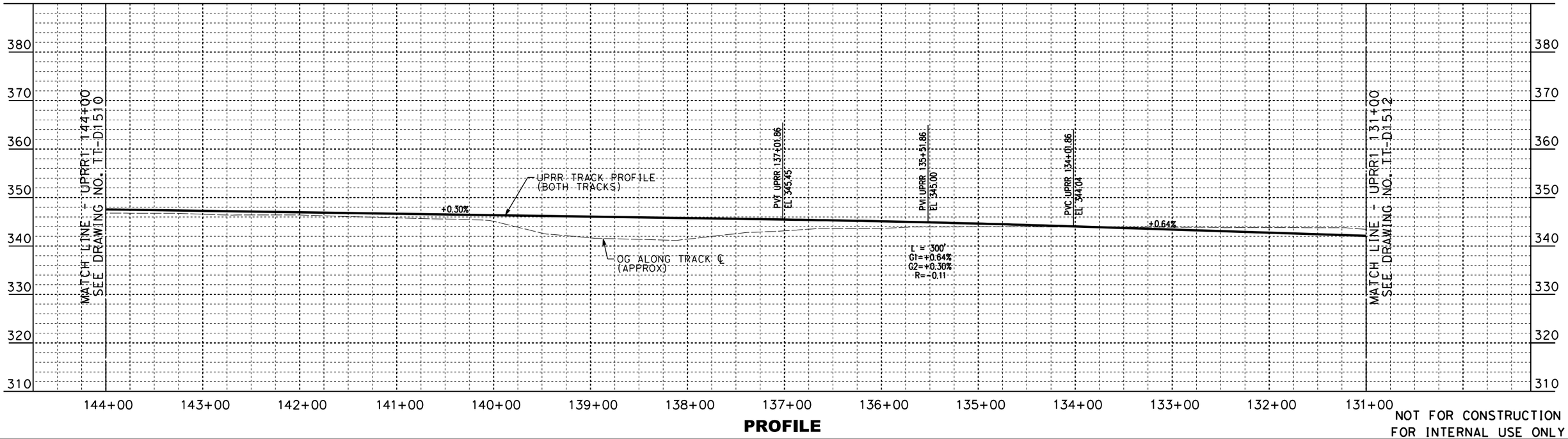

PROFILE

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REV	DATE	BY	CHK	APP	DESCRIPTION

DESIGNED BY W. XU
DRAWN BY W. XU
CHECKED BY P. MAHONEY
IN CHARGE C. LEE
DATE 07/15/2021

PEPD
RECORD SET

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STV 100 Years
JACOBS

CALIFORNIA
HIGH-SPEED RAIL AUTHORITY

CALIFORNIA HIGH-SPEED TRAIN PROJECT
BURBANK TO LOS ANGELES
OPTION B REVISED ALIGNMENT - REVISED FINAL
PEPD
UPRR - PLAN AND PROFILE
UPRR1 144+00 TO UPRR1 131+00

CONTRACT NO. HSR14-39
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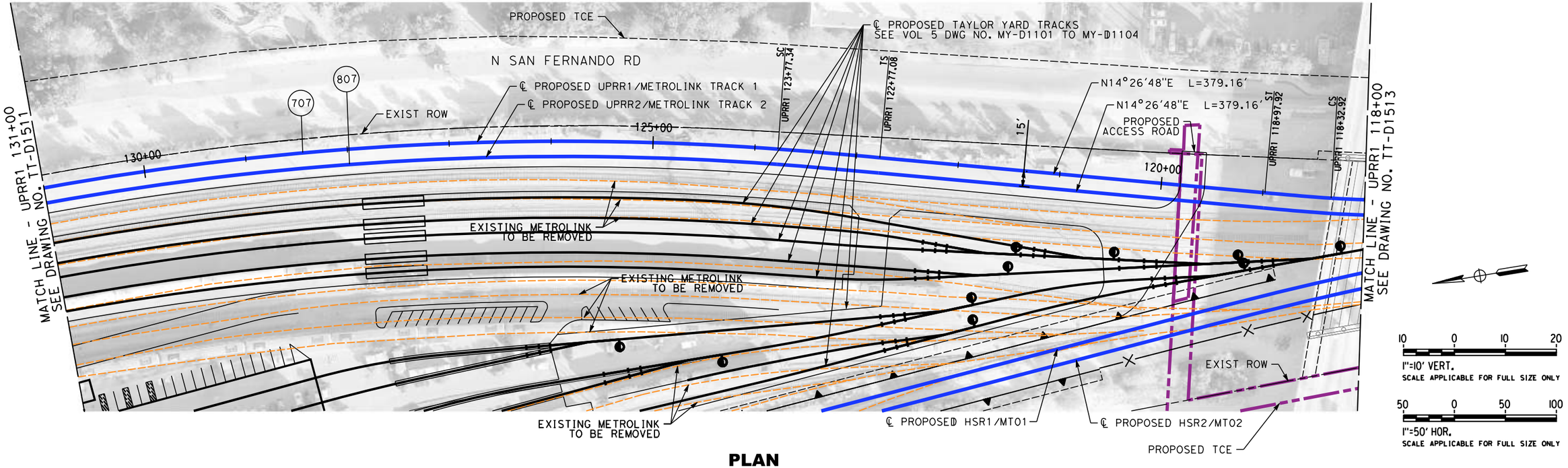

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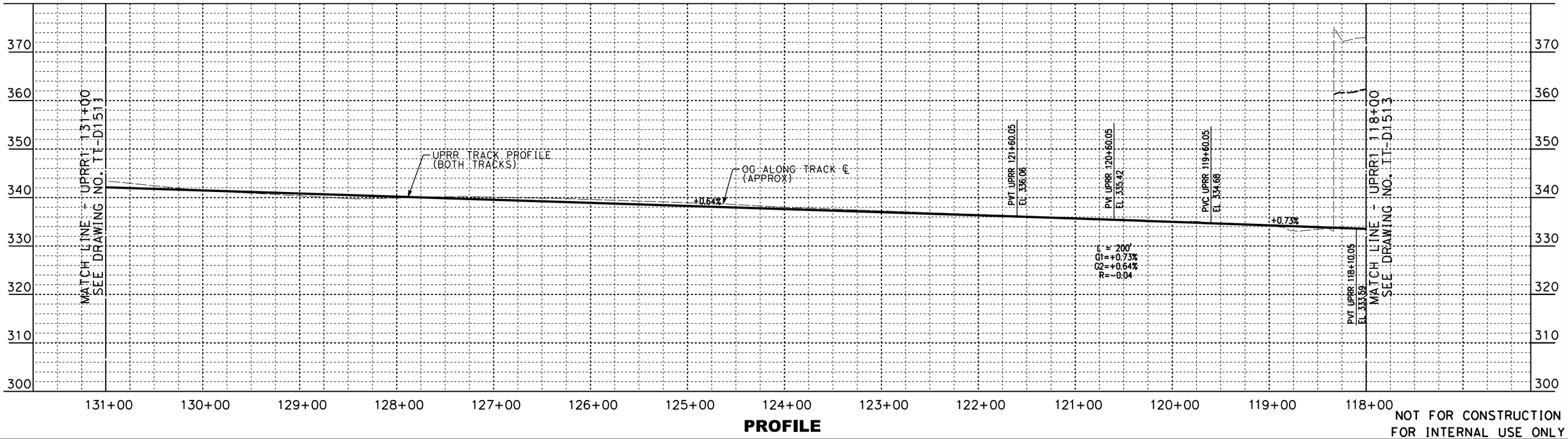

PROFILE

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REV	DATE	BY	CHK	APP	DESCRIPTION

DESIGNED BY W. XU
DRAWN BY W. XU
CHECKED BY P. MAHONEY
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DATE 07/15/2021

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STV 100 Years

JACOBS

CALIFORNIA HIGH-SPEED RAIL AUTHORITY

CALIFORNIA HIGH-SPEED TRAIN PROJECT
BURBANK TO LOS ANGELES
OPTION B REVISED ALIGNMENT - REVISED FINAL
PEPD
UPRR - PLAN AND PROFILE
UPRR1 131+00 TO UPRR1 118+00

CONTRACT NO. HSR14-39
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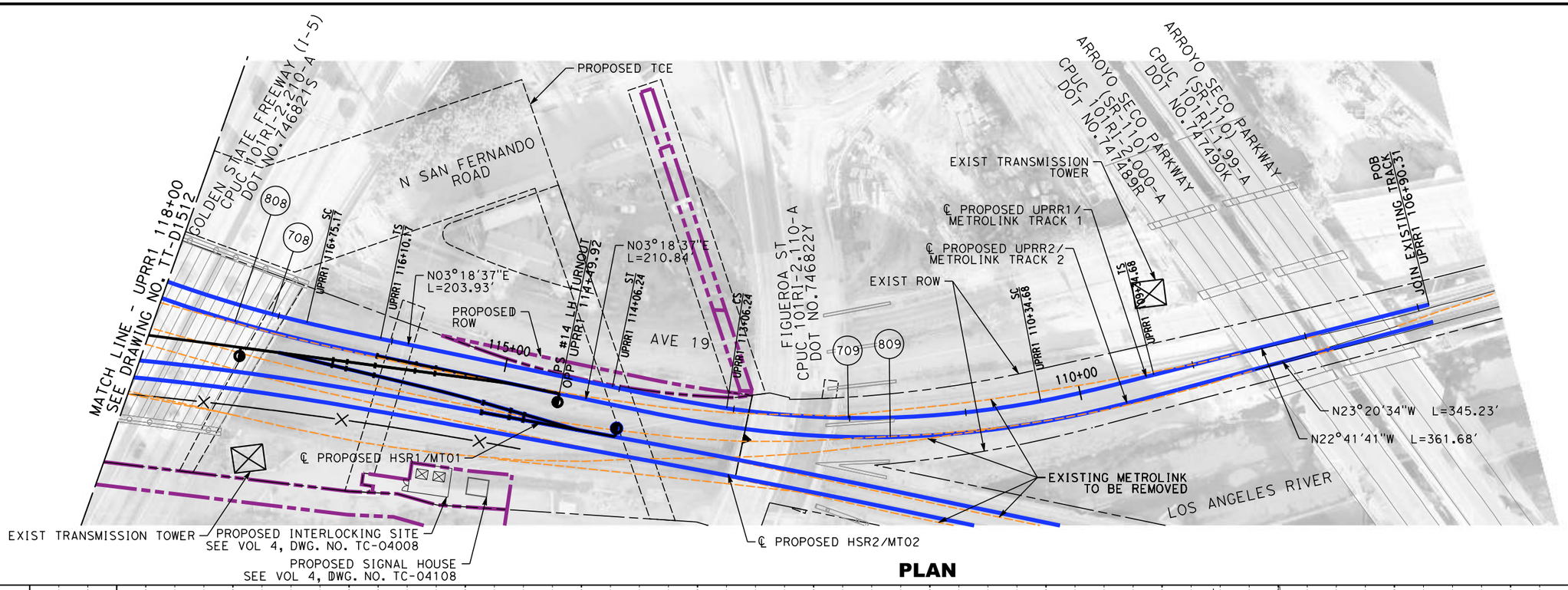

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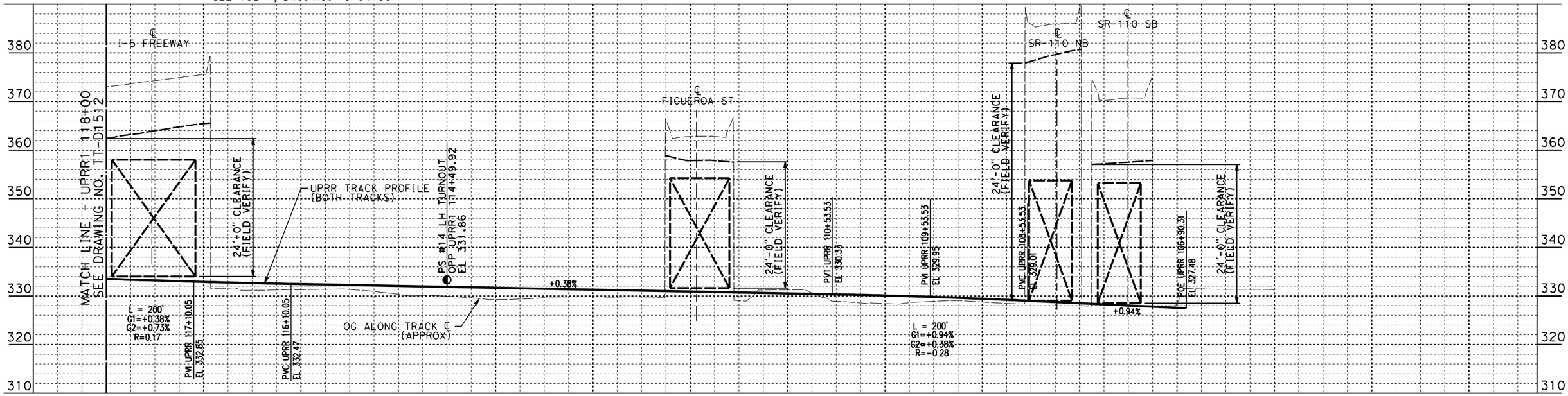
SCALE APPLICABLE FOR FULL SIZE ONLY



PROFILE

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DESIGNED BY W. XU
DRAWN BY W. XU
CHECKED BY P. MAHONEY
IN CHARGE C. LEE
DATE 08/27/2021

PEPD RECORD SET
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STV 100 Years
JACOBS
CALIFORNIA HIGH-SPEED RAIL AUTHORITY

CALIFORNIA HIGH-SPEED TRAIN PROJECT
BURBANK TO LOS ANGELES
OPTION B REVISED ALIGNMENT - REVISED FINAL
PEPD
UPRR - PLAN AND PROFILE
UPRR1 118+00 TO UPRR1 105+73

CONTRACT NO. HSR14-39
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SCALE AS SHOWN
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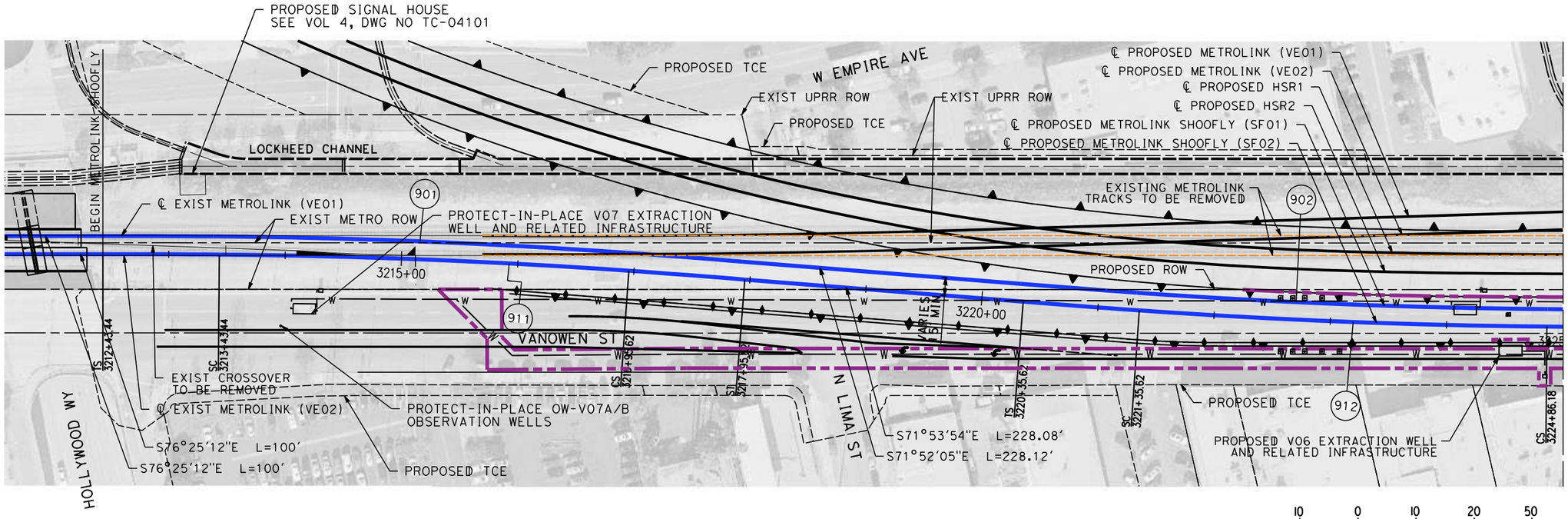

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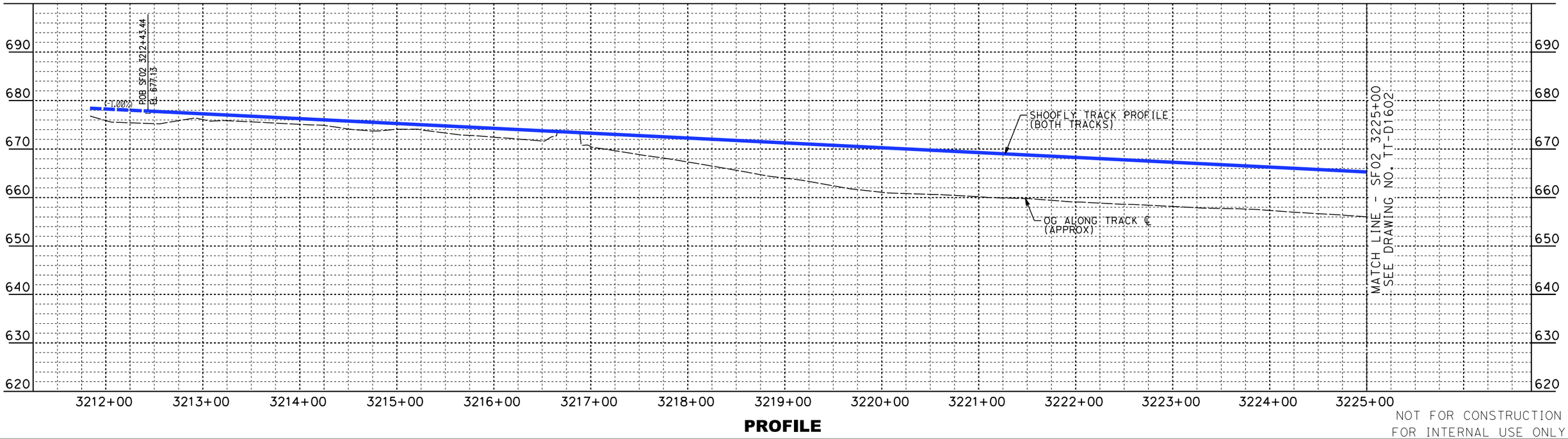

PROFILE

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REV	DATE	BY	CHK	APP	DESCRIPTION

DESIGNED BY W. GUO
DRAWN BY C. NATHAN
CHECKED BY P. MAHONEY
IN CHARGE C. LEE
DATE 07/15/2021

PEPD RECORD SET

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STV 100 Years

JACOBS

CALIFORNIA HIGH-SPEED RAIL AUTHORITY

CALIFORNIA HIGH-SPEED TRAIN PROJECT
BURBANK TO LOS ANGELES
OPTION B REVISED ALIGNMENT - REVISED FINAL PEPD
METROLINK SHOOFLY - PLAN AND PROFILE
SF02 3212+91.95 TO SF02 3225+00

CONTRACT NO. HSR14-39
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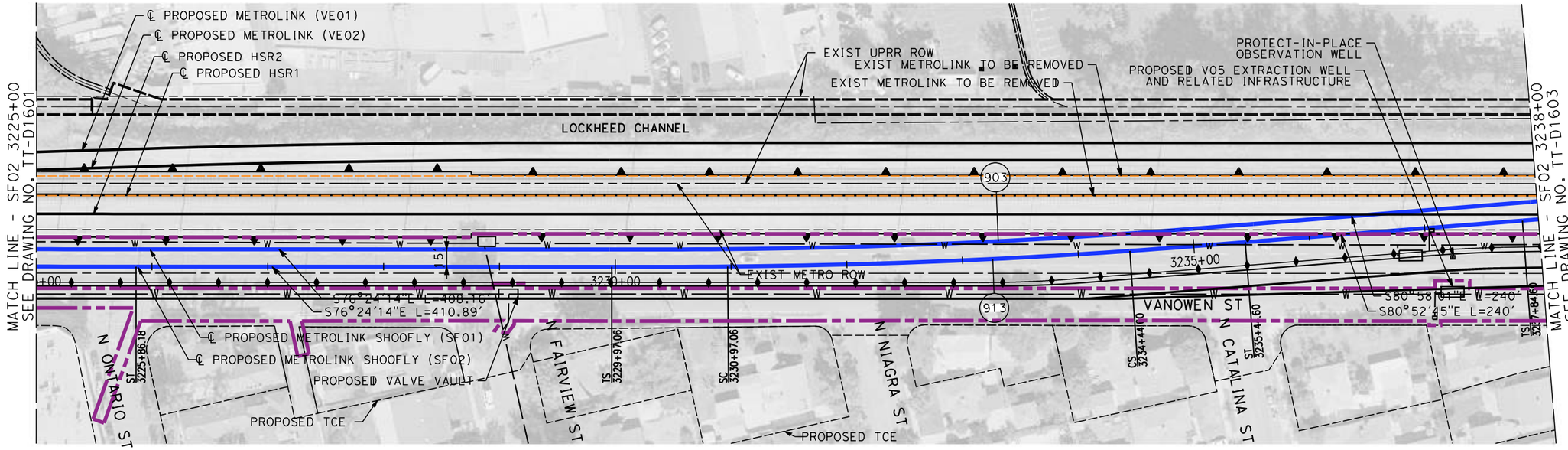

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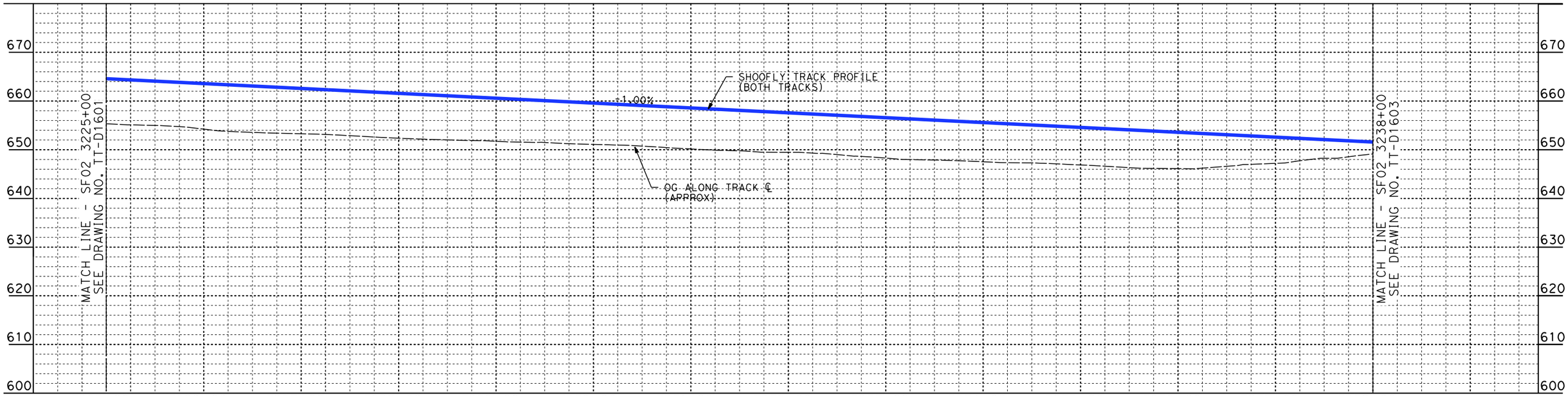

PROFILE

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REV	DATE	BY	CHK	APP	DESCRIPTION

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STV 100 Years

JACOBS

CALIFORNIA HIGH-SPEED RAIL AUTHORITY

CALIFORNIA HIGH-SPEED TRAIN PROJECT
BURBANK TO LOS ANGELES
OPTION B REVISED ALIGNMENT - REVISED FINAL PEPD
METROLINK SHOOFLY - PLAN AND PROFILE
SF02 3225+00 TO SF02 3238+00

CONTRACT NO. HSR14-39
DRAWING NO. TT-D1602
SCALE AS SHOWN
SHEET NO.

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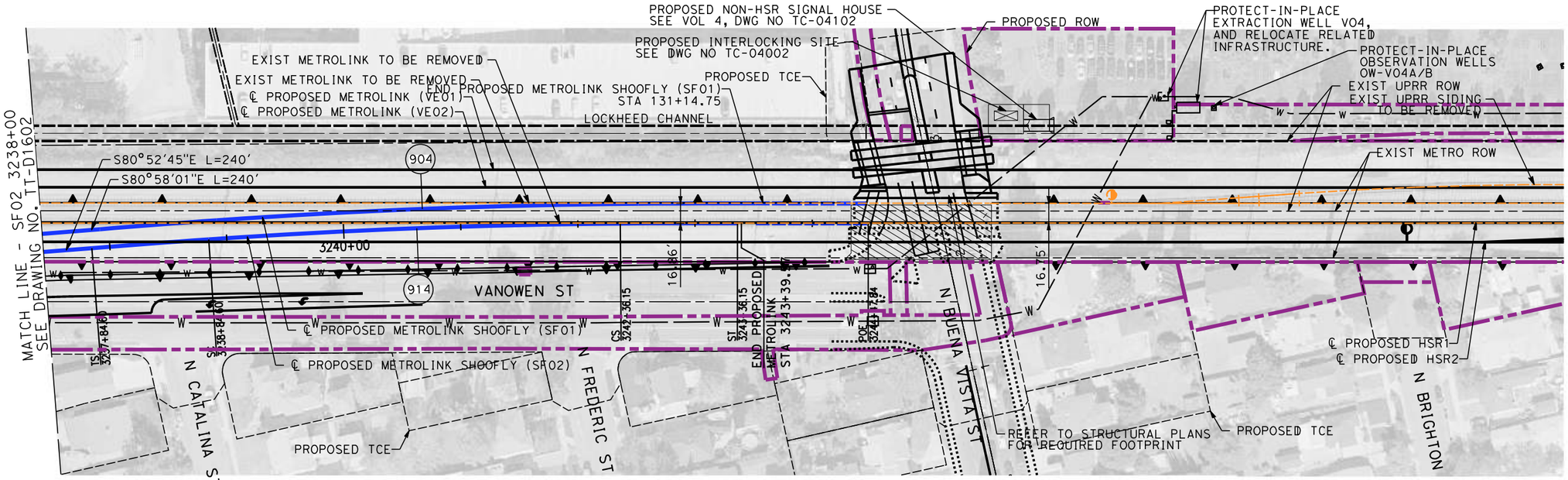

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SCALE APPLICABLE FOR FULL SIZE ONLY

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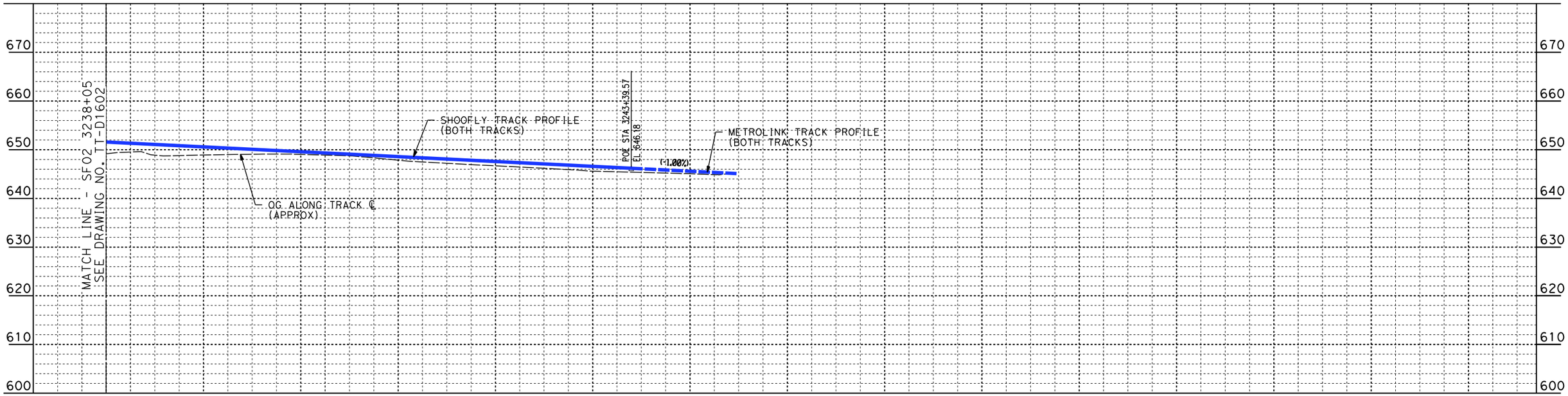
1"=50' HOR.
SCALE APPLICABLE FOR FULL SIZE ONLY

PLAN



PROFILE

NOT FOR CONSTRUCTION
FOR INTERNAL USE ONLY

REV	DATE	BY	CHK	APP	DESCRIPTION

DESIGNED BY W. GUO
DRAWN BY C. NATHAN
CHECKED BY P. MAHONEY
IN CHARGE C. LEE
DATE 07/15/2021

PEPD RECORD SET

NOT FOR CONSTRUCTION

STV 100 Years

JACOBS

CALIFORNIA HIGH-SPEED RAIL AUTHORITY

CALIFORNIA HIGH-SPEED TRAIN PROJECT
BURBANK TO LOS ANGELES
OPTION B REVISED ALIGNMENT - REVISED FINAL
PEPD
METROLINK SHOOFLY - PLAN AND PROFILE
SF02 3238+00 TO SF02 3244+47.84

CONTRACT NO. HSR14-39
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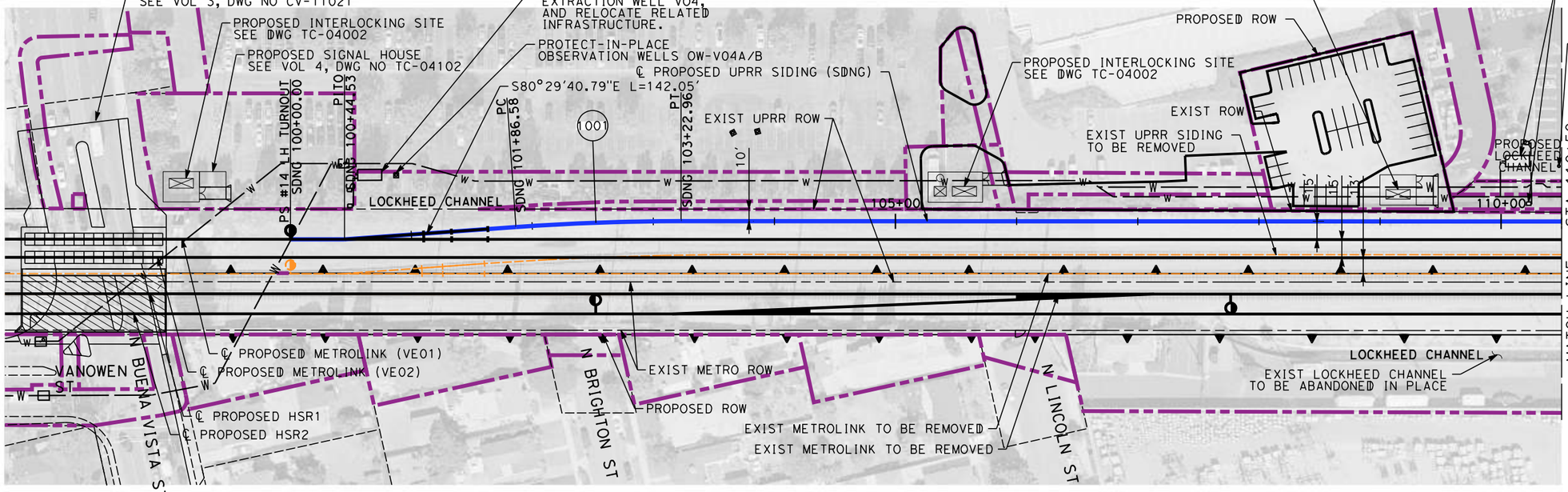

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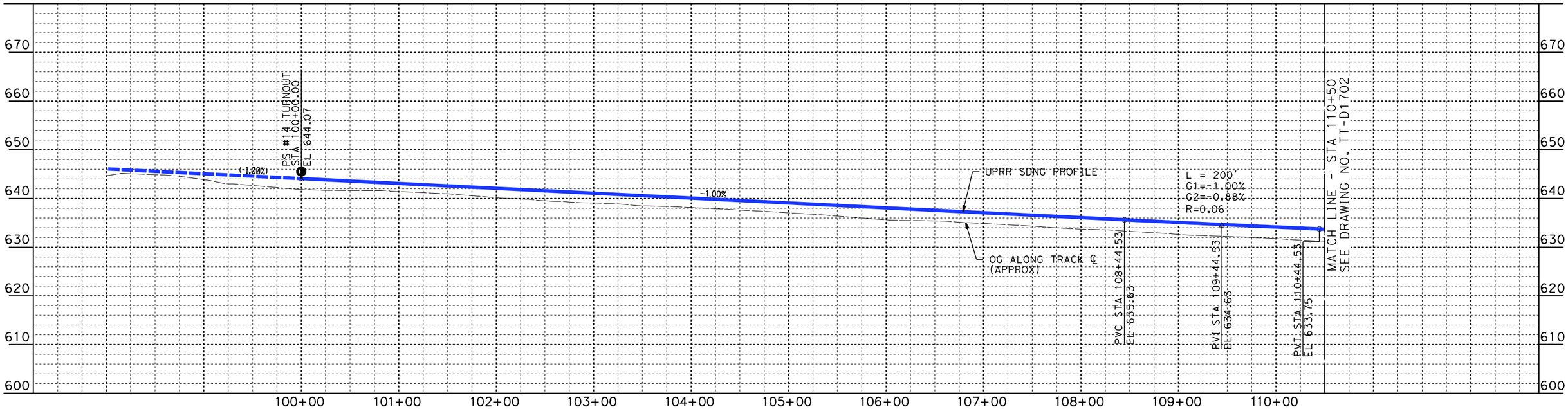
50 0 50 100
1"=50' HOR.
SCALE APPLICABLE FOR FULL SIZE ONLY

PLAN



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REV	DATE	BY	CHK	APP	DESCRIPTION

DESIGNED BY W. GUO
DRAWN BY C. NATHAN
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IN CHARGE C. LEE
DATE 07/15/2021

PEPD RECORD SET

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STV 100 Years

JACOBS

CALIFORNIA HIGH-SPEED RAIL AUTHORITY

CALIFORNIA HIGH-SPEED TRAIN PROJECT
BURBANK TO LOS ANGELES
OPTION B REVISED ALIGNMENT - REVISED FINAL
PEPD
UPRR SIDING - PLAN AND PROFILE
SDNG 100+00 TO SDNG 110+50

CONTRACT NO. HSR14-39
DRAWING NO. TT-D1701
SCALE AS SHOWN
SHEET NO.

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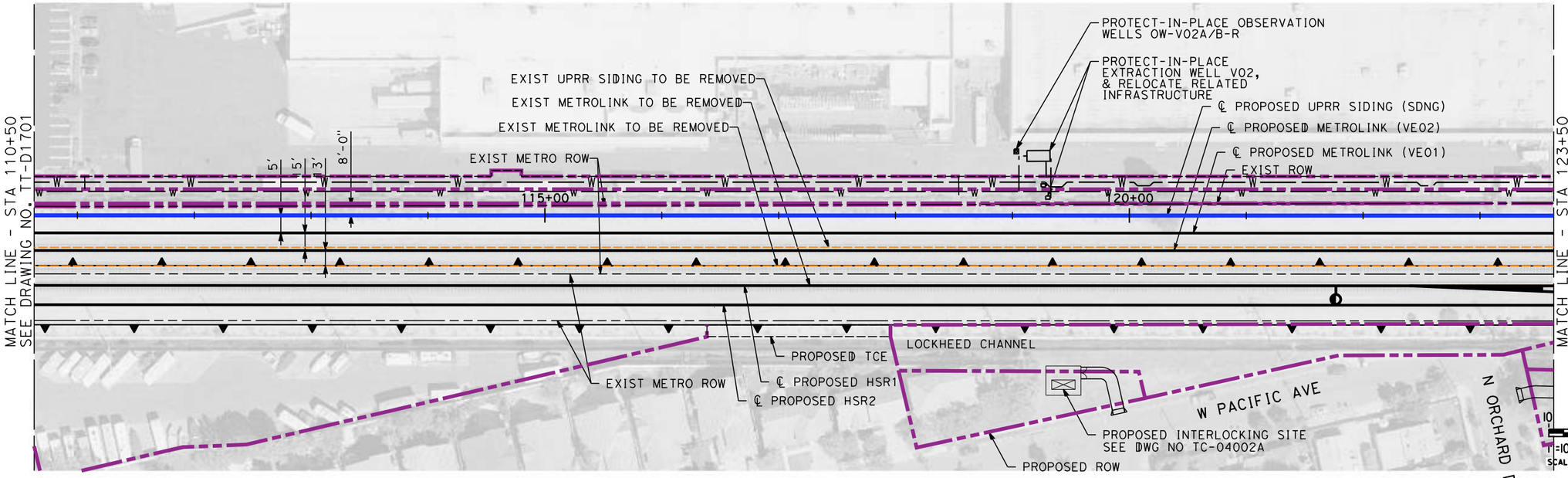

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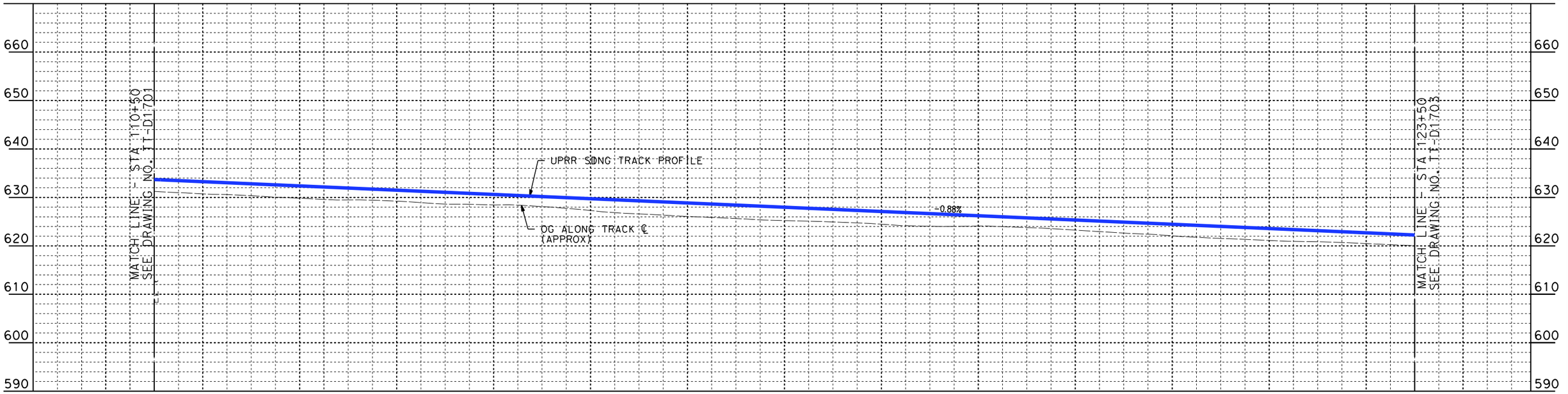

PROFILE

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DESIGNED BY W. GUO
DRAWN BY C. NATHAN
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JACOBS

CALIFORNIA HIGH-SPEED RAIL AUTHORITY

CALIFORNIA HIGH-SPEED TRAIN PROJECT
BURBANK TO LOS ANGELES
OPTION B REVISED ALIGNMENT - REVISED FINAL
PEPD
UPRR SIDING - PLAN AND PROFILE
SF02 110+50 TO SF02 123+50

CONTRACT NO. HSR14-39
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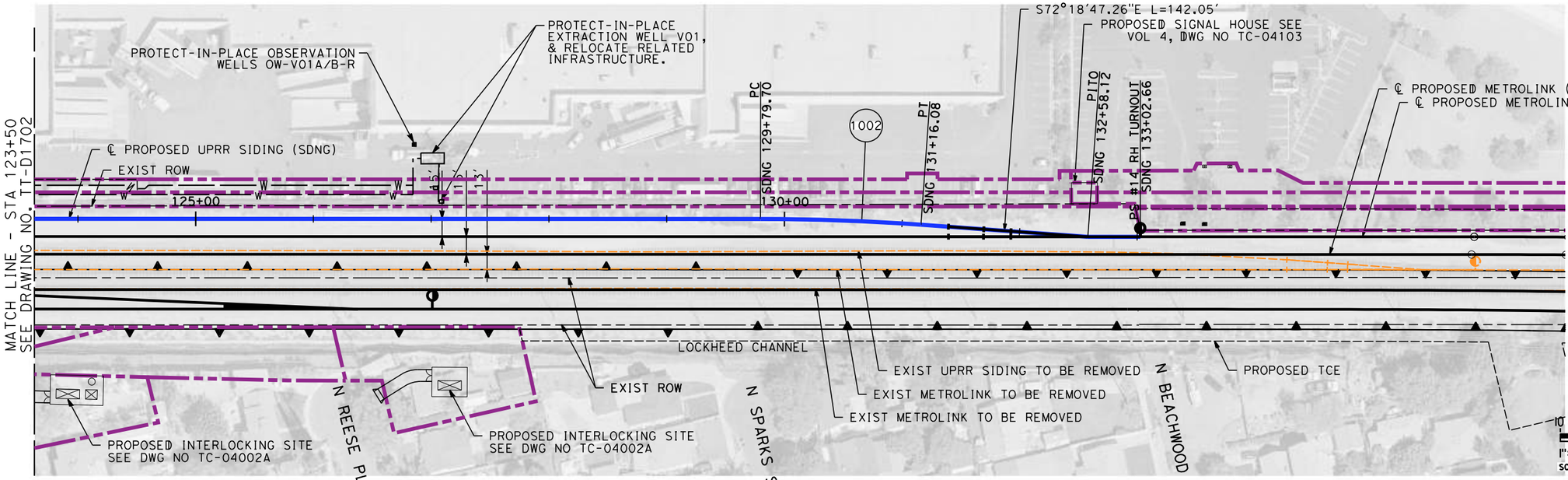

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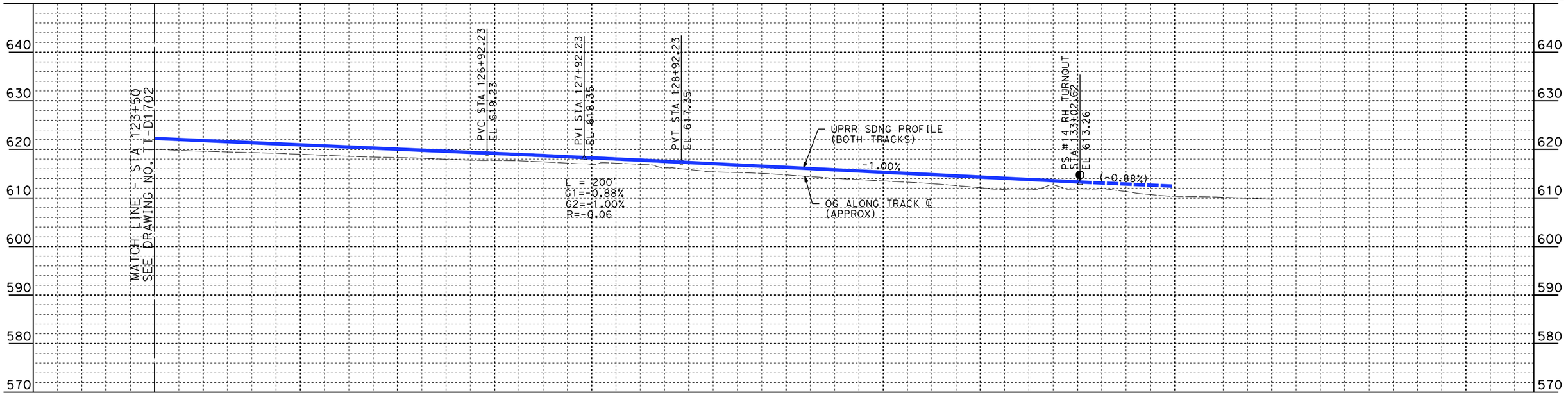

PROFILE

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DESIGNED BY W. GUO
DRAWN BY C. NATHAN
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DATE 07/15/2021

PEPD RECORD SET

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STV 100 Years

JACOBS

CALIFORNIA HIGH-SPEED RAIL AUTHORITY

CALIFORNIA HIGH-SPEED TRAIN PROJECT
BURBANK TO LOS ANGELES
OPTION B REVISED ALIGNMENT - REVISED FINAL
PEPD
UPRR SIDING - PLAN AND PROFILE
SF02 123+50 TO SF02 133+03

CONTRACT NO. HSR14-39
DRAWING NO. TT-D1703
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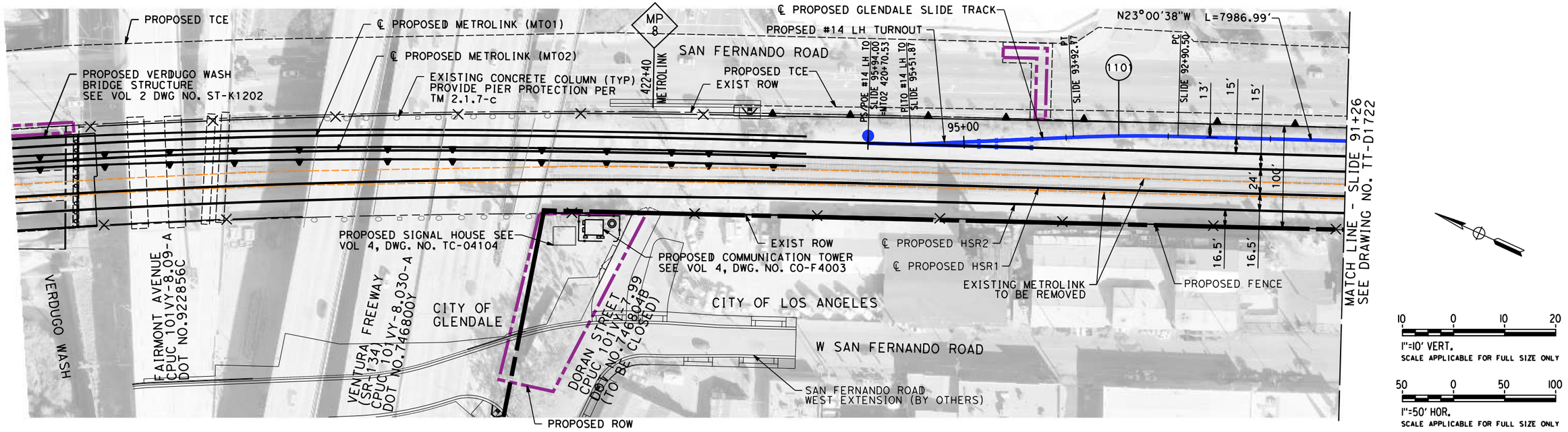

PLAN

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1"=10' VERT.
SCALE APPLICABLE FOR FULL SIZE ONLY

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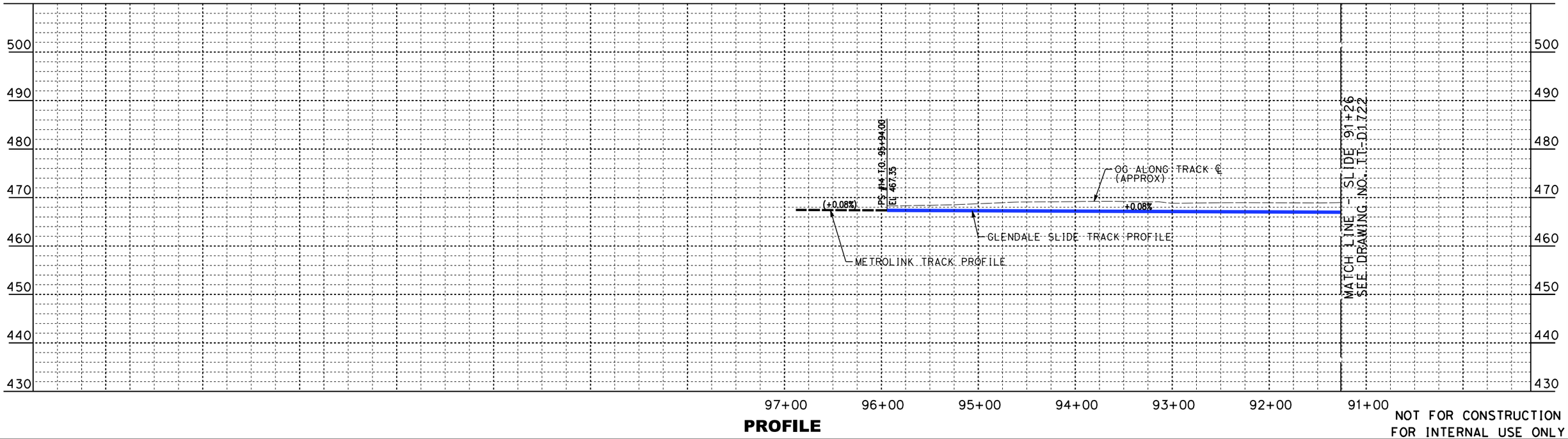
1"=50' HOR.
SCALE APPLICABLE FOR FULL SIZE ONLY



PROFILE

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REV	DATE	BY	CHK	APP	DESCRIPTION

DESIGNED BY W. XU
DRAWN BY W. XU
CHECKED BY P. MAHONEY
IN CHARGE C. LEE
DATE 08/27/2021

PEPD RECORD SET

NOT FOR CONSTRUCTION

STV 100 Years

JACOBS

CALIFORNIA HIGH-SPEED RAIL AUTHORITY

CALIFORNIA HIGH-SPEED TRAIN PROJECT
BURBANK TO LOS ANGELES
OPTION B REVISED ALIGNMENT - REVISED FINAL
PEPD
GLENDALE SLIDE - PLAN AND PROFILE
SLIDE 96+11 TO SLIDE 91+26

CONTRACT NO. HSR14-39
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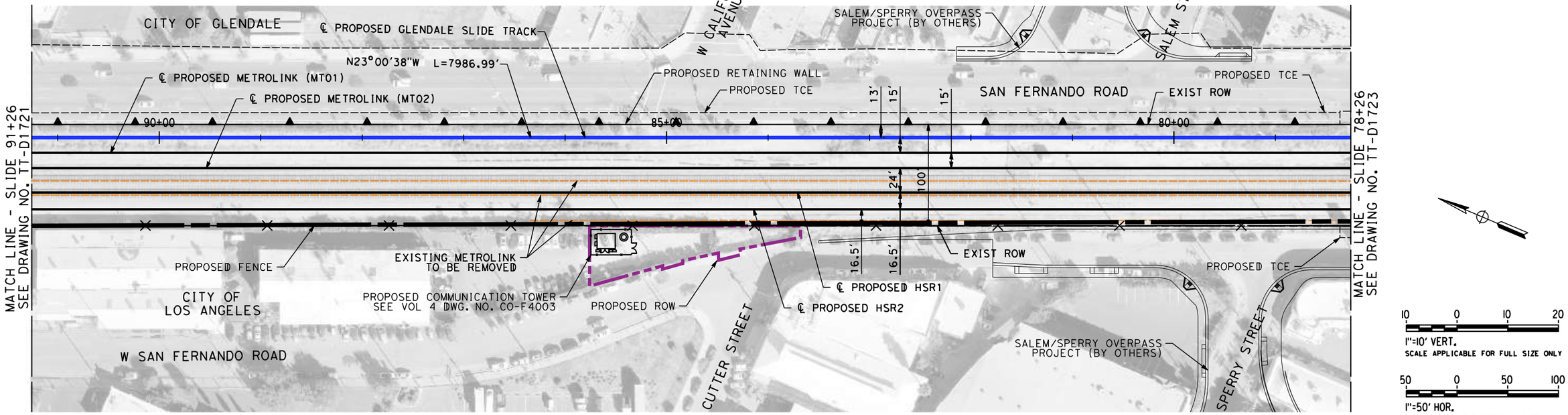

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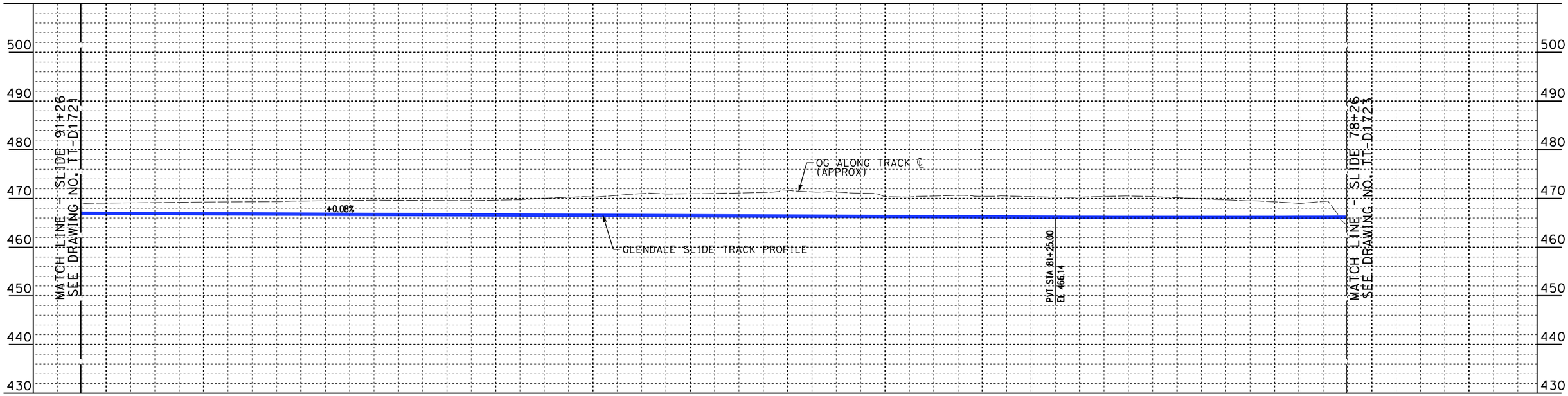
PLAN



PROFILE

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REV	DATE	BY	CHK	APP	DESCRIPTION

DESIGNED BY W. XU
DRAWN BY W. XU
CHECKED BY P. MAHONEY
IN CHARGE C. LEE
DATE 07/15/2021

PEPD RECORD SET

NOT FOR CONSTRUCTION

STV 100 Years

JACOBS

CALIFORNIA HIGH-SPEED RAIL AUTHORITY

CALIFORNIA HIGH-SPEED TRAIN PROJECT
BURBANK TO LOS ANGELES
OPTION B REVISED ALIGNMENT - REVISED FINAL
PEPD
GLENDALE SLIDE - PLAN AND PROFILE
SLIDE 91+26 TO SLIDE 78+26

CONTRACT NO. HSR14-39
DRAWING NO. TT-D1722
SCALE AS SHOWN
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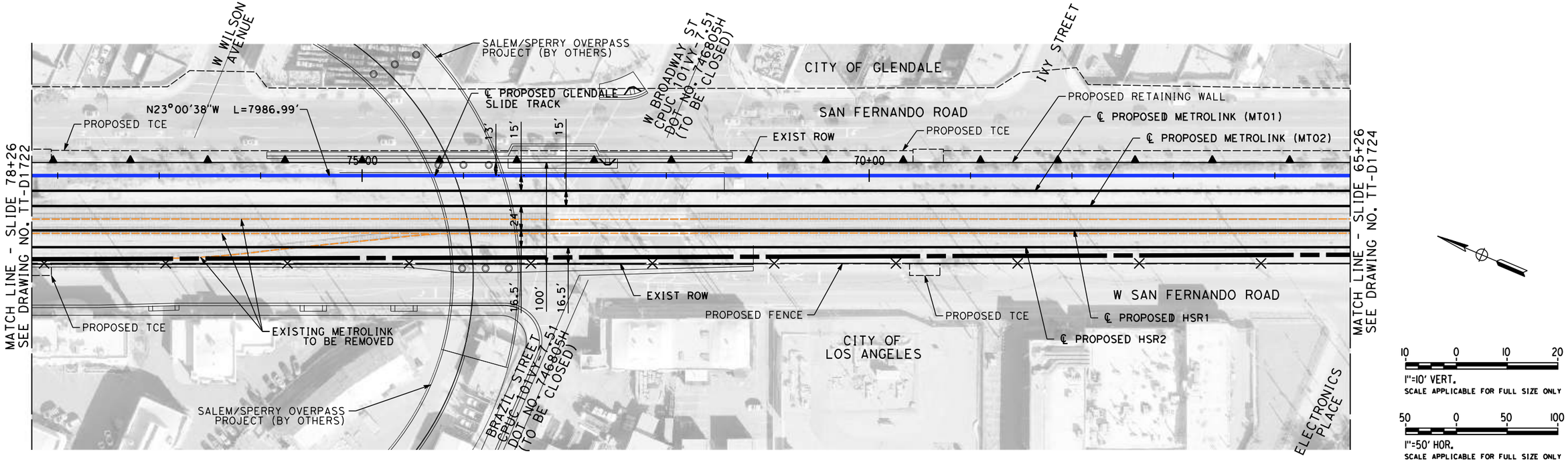

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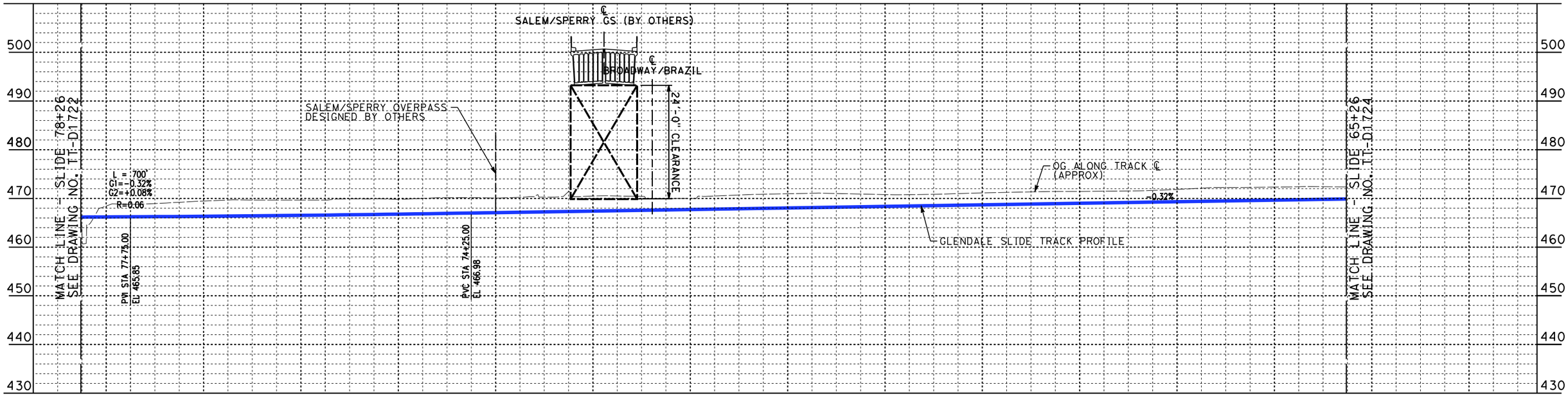

PROFILE

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DESIGNED BY W. XU
DRAWN BY W. XU
CHECKED BY P. MAHONEY
IN CHARGE C. LEE
DATE 07/15/2021

PEPD RECORD SET

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STV 100 Years

JACOBS

CALIFORNIA HIGH-SPEED RAIL AUTHORITY

CALIFORNIA HIGH-SPEED TRAIN PROJECT
BURBANK TO LOS ANGELES
OPTION B REVISED ALIGNMENT - REVISED FINAL
PEPD
GLENDALE SLIDE - PLAN AND PROFILE
SLIDE 78+26 TO SLIDE 65+26

CONTRACT NO. HSR14-39
DRAWING NO. TT-D1723
SCALE AS SHOWN
SHEET NO.

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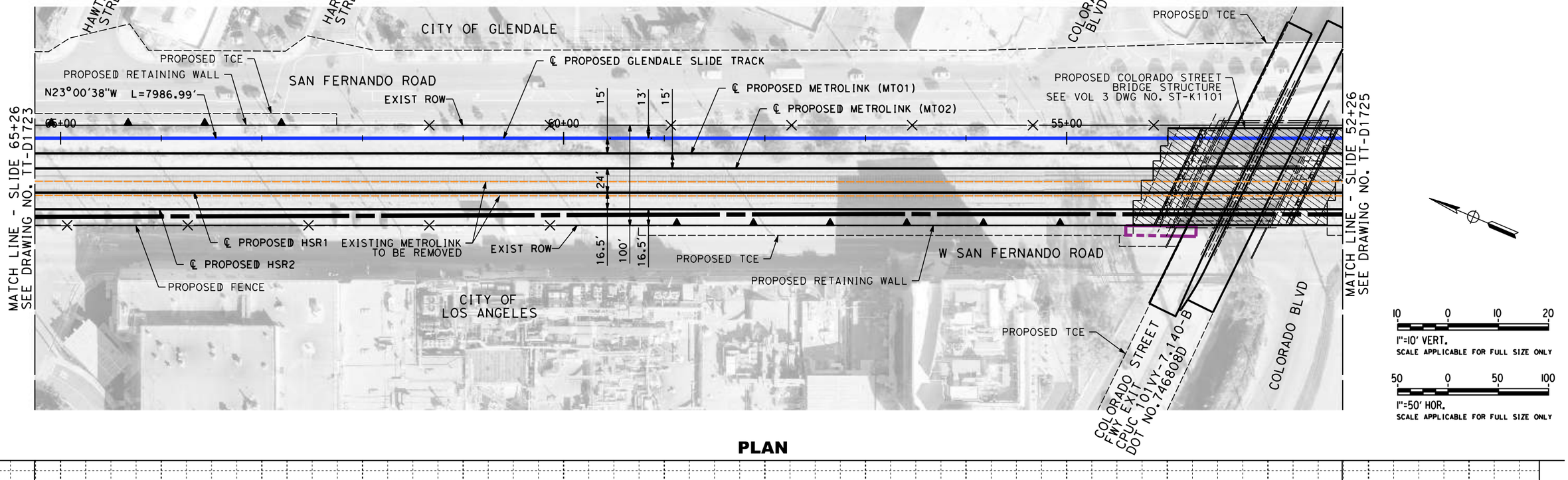

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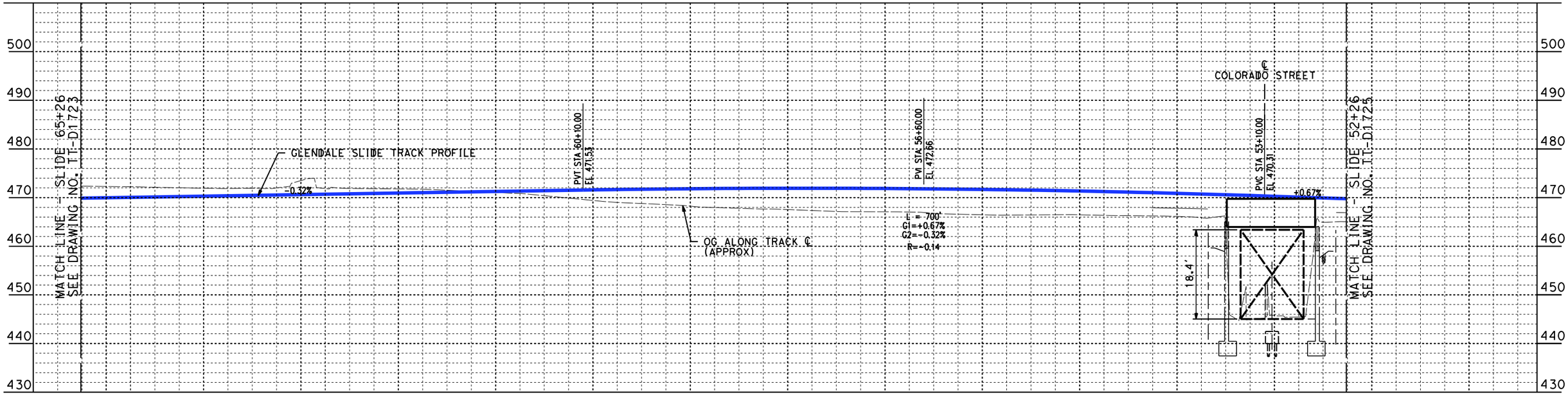

PROFILE

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REV	DATE	BY	CHK	APP	DESCRIPTION

DESIGNED BY W. XU
DRAWN BY W. XU
CHECKED BY P. MAHONEY
IN CHARGE C. LEE
DATE 07/15/2021

PEPD RECORD SET

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STV 100 Years

JACOBS

CALIFORNIA HIGH-SPEED RAIL AUTHORITY

CALIFORNIA HIGH-SPEED TRAIN PROJECT
BURBANK TO LOS ANGELES
OPTION B REVISED ALIGNMENT - REVISED FINAL
PEPD
GLENDALE SLIDE - PLAN AND PROFILE
SLIDE 65+26 TO SLIDE 52+26

CONTRACT NO. HSR14-39
DRAWING NO. TT-D1724
SCALE AS SHOWN
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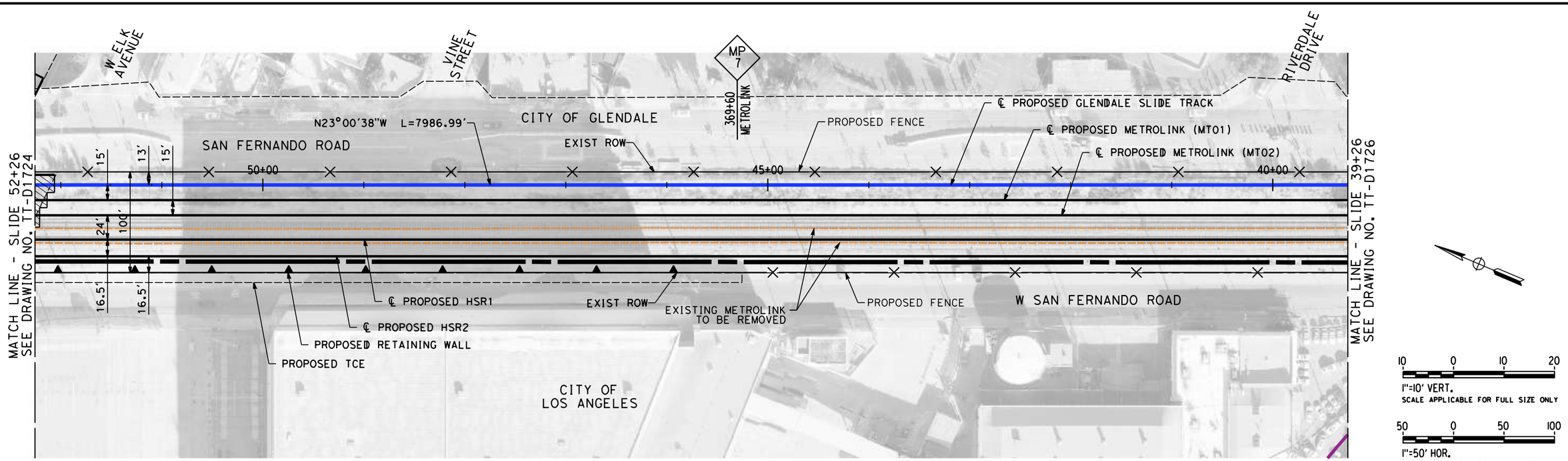

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SCALE APPLICABLE FOR FULL SIZE ONLY

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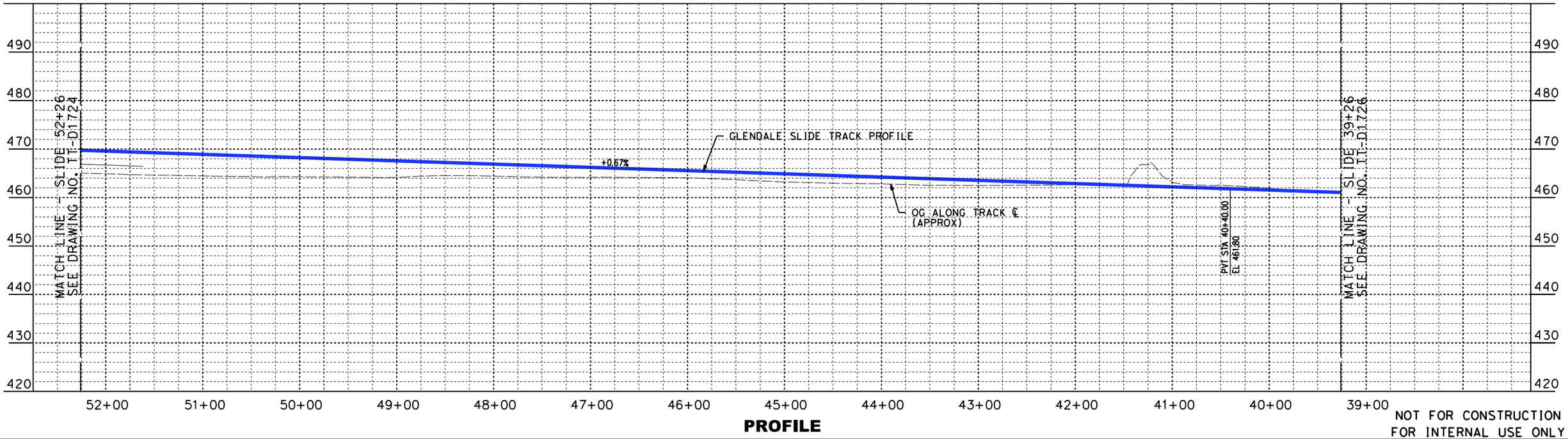
1"=50' HOR.
SCALE APPLICABLE FOR FULL SIZE ONLY

PLAN



PROFILE

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REV	DATE	BY	CHK	APP	DESCRIPTION

DESIGNED BY W. XU
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STV 100 Years

JACOBS

CALIFORNIA HIGH-SPEED RAIL AUTHORITY

CALIFORNIA HIGH-SPEED TRAIN PROJECT
BURBANK TO LOS ANGELES
OPTION B REVISED ALIGNMENT - REVISED FINAL
PEPD
GLENDALE SLIDE - PLAN AND PROFILE
SLIDE 52+26 TO SLIDE 39+26

CONTRACT NO. HSR14-39
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SCALE AS SHOWN
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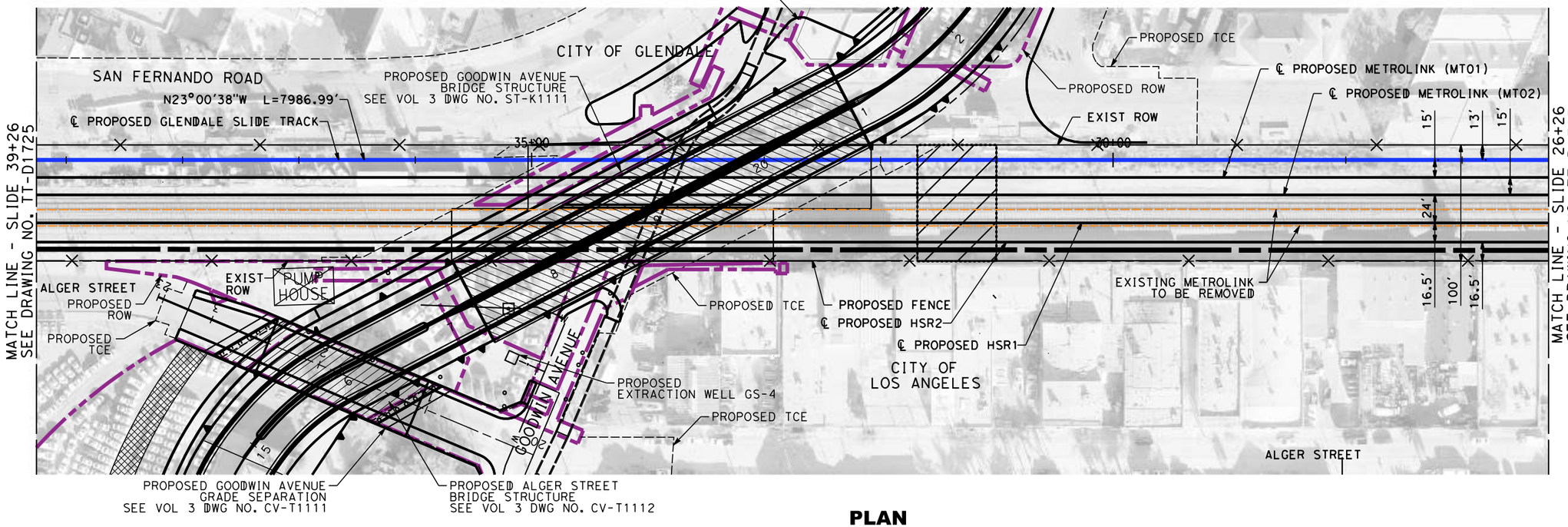

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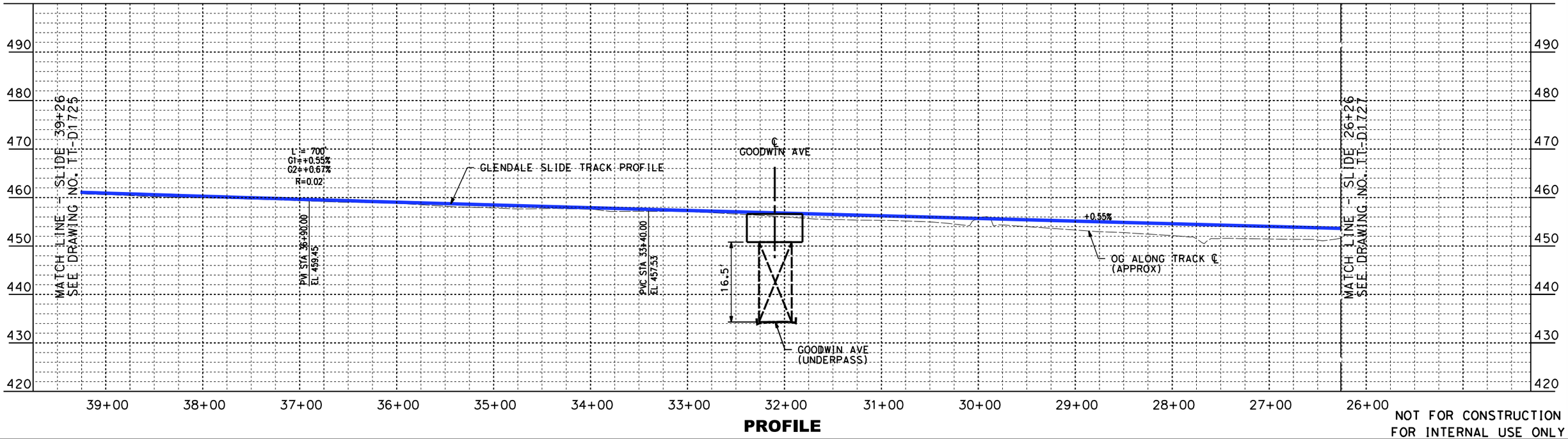

PROFILE

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DATE 07/15/2021

PEPD RECORD SET

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STV 100 Years
JACOBS

CALIFORNIA HIGH-SPEED RAIL AUTHORITY

CALIFORNIA HIGH-SPEED TRAIN PROJECT
BURBANK TO LOS ANGELES
OPTION B REVISED ALIGNMENT - REVISED FINAL
PEPD
GLENDALE SLIDE - PLAN AND PROFILE
SLIDE 39+26 TO SLIDE 26+26

CONTRACT NO. HSR14-39
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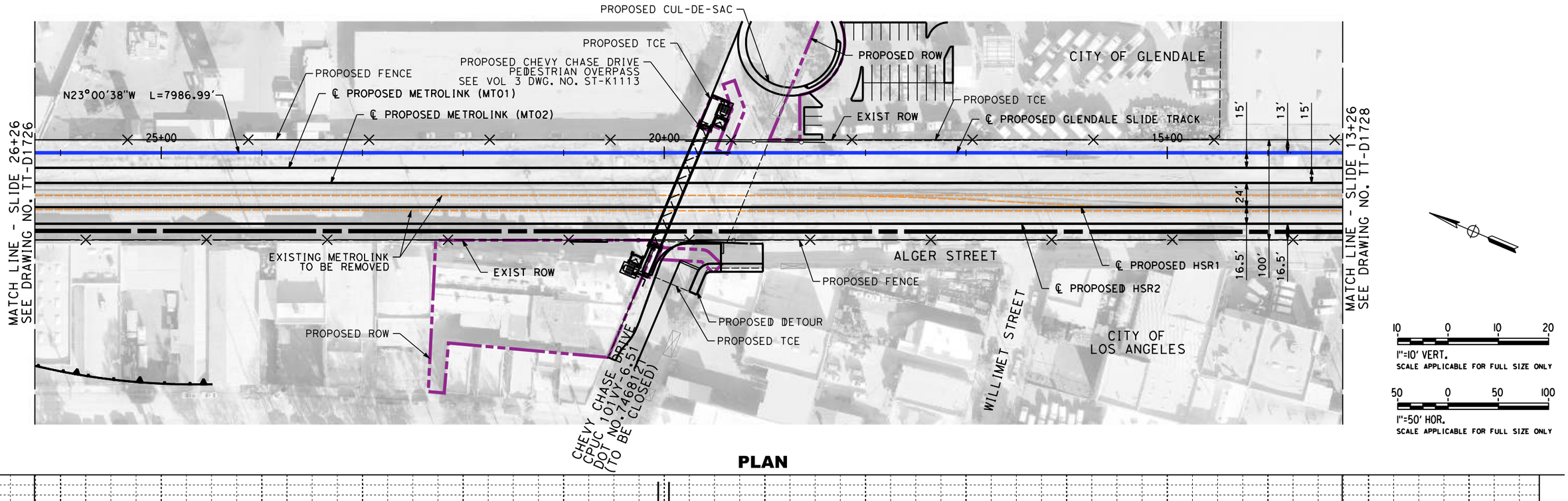

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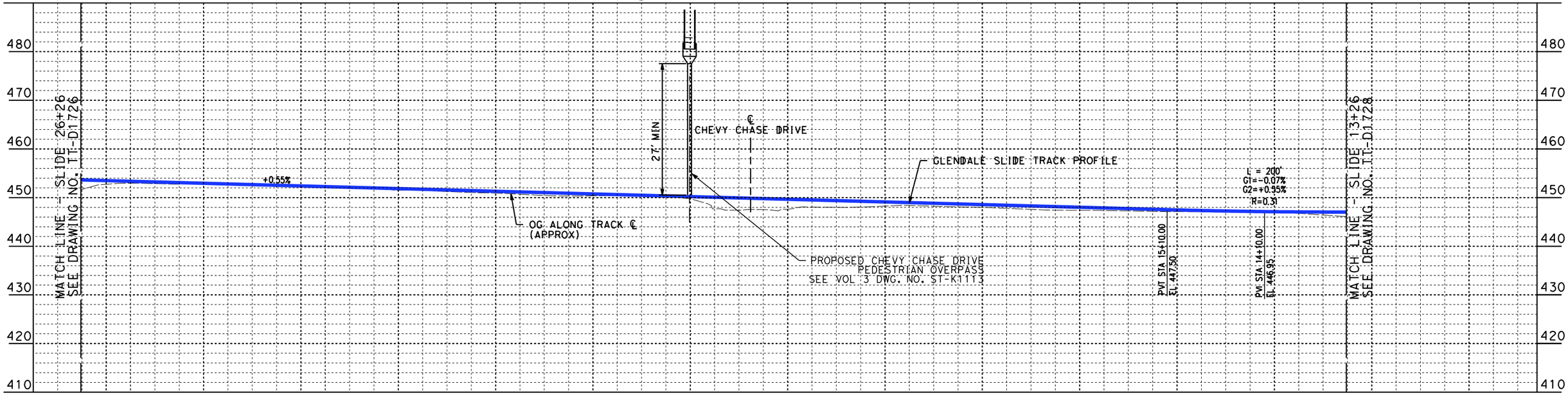

PROFILE

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REV	DATE	BY	CHK	APP	DESCRIPTION

DESIGNED BY W. XU
DRAWN BY W. XU
CHECKED BY P. MAHONEY
IN CHARGE C. LEE
DATE 07/15/2021

PEPD
RECORD SET

NOT FOR
CONSTRUCTION

STV 100 Years
JACOBS

CALIFORNIA
HIGH-SPEED RAIL AUTHORITY

CALIFORNIA HIGH-SPEED TRAIN PROJECT
BURBANK TO LOS ANGELES
OPTION B REVISED ALIGNMENT - REVISED FINAL
PEPD
GLENDALE SLIDE - PLAN AND PROFILE
SLIDE 26+26 TO SLIDE 13+26

CONTRACT NO. HSR14-39
DRAWING NO. TT-D1727
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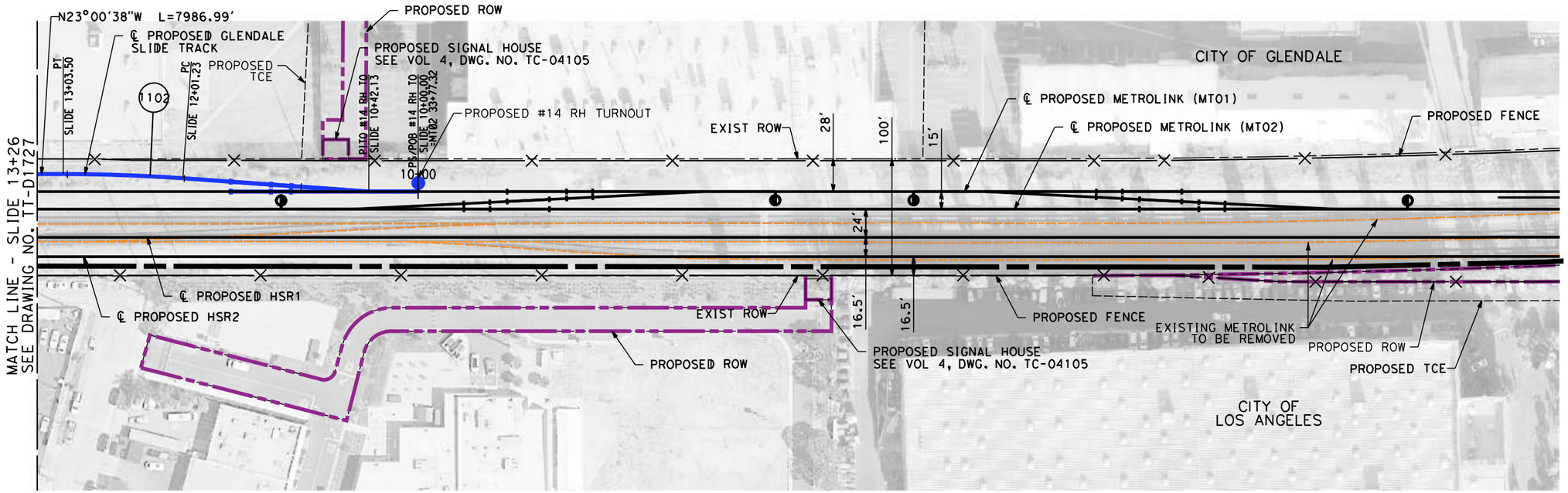

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SCALE APPLICABLE FOR FULL SIZE ONLY

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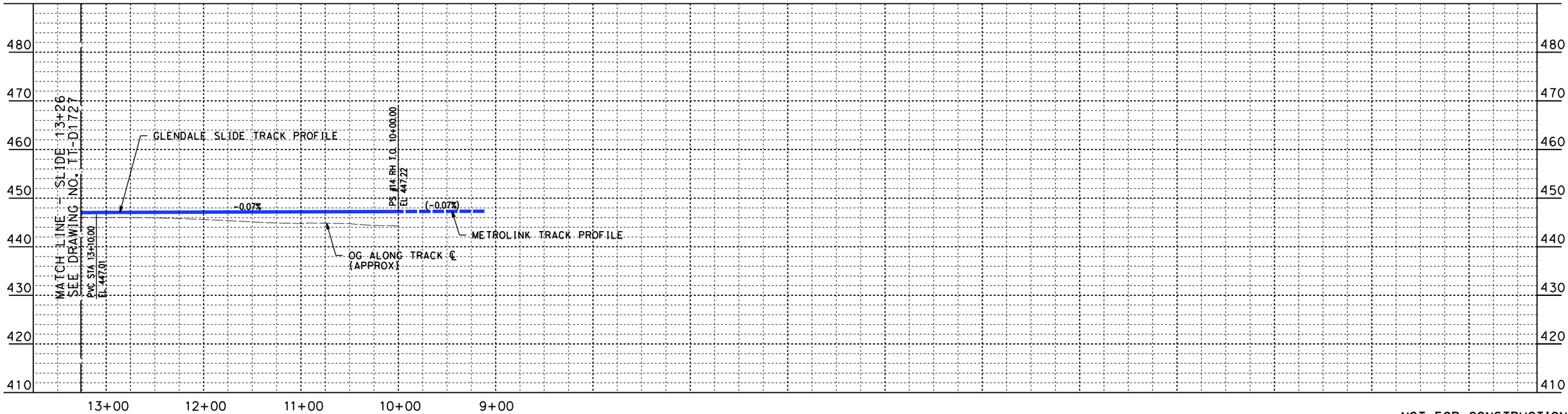
1"=50' HOR.
SCALE APPLICABLE FOR FULL SIZE ONLY

PLAN



PROFILE

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STV 100 Years

JACOBS

CALIFORNIA HIGH-SPEED RAIL AUTHORITY

CALIFORNIA HIGH-SPEED TRAIN PROJECT
BURBANK TO LOS ANGELES
OPTION B REVISED ALIGNMENT - REVISED FINAL
PEPD
GLENDALE SLIDE - PLAN AND PROFILE
SLIDE 13+26 TO SLIDE 10+00

CONTRACT NO. HSR14-39
DRAWING NO. TT-D1728
SCALE AS SHOWN
SHEET NO.

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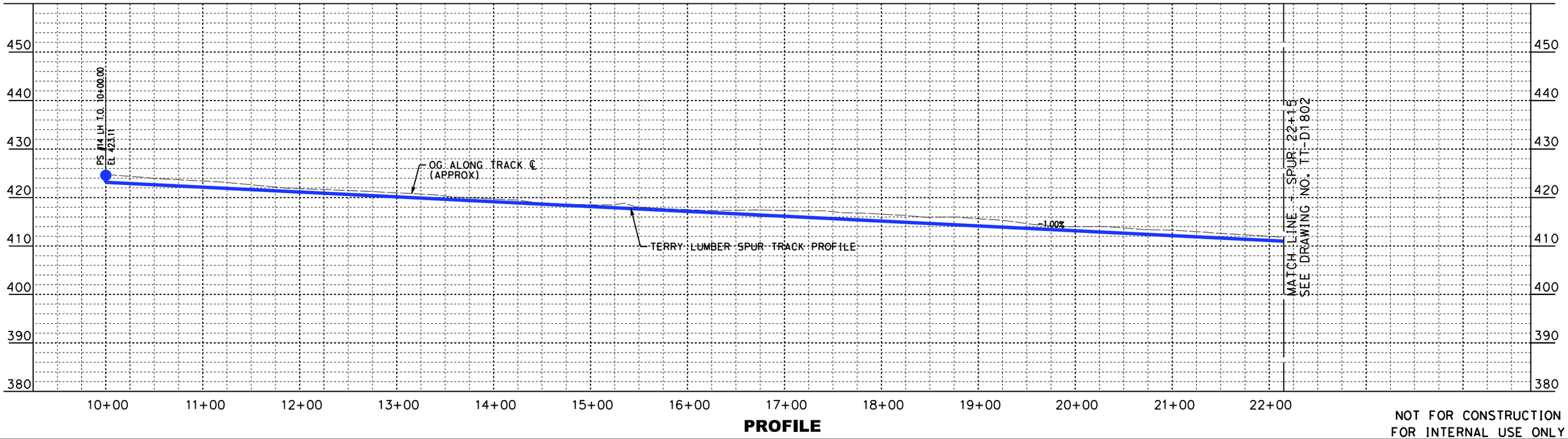
PLAN



PROFILE

10 0 10 20
1"=10' VERT.
SCALE APPLICABLE FOR FULL SIZE ONLY

50 0 50 100
1"=50' HOR.
SCALE APPLICABLE FOR FULL SIZE ONLY

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DESIGNED BY W. XU
DRAWN BY W. XU
CHECKED BY P. MAHONEY
IN CHARGE C. LEE
DATE 07/15/2021

PEPD RECORD SET

NOT FOR CONSTRUCTION

STV 100 Years

JACOBS

CALIFORNIA HIGH-SPEED RAIL AUTHORITY

CALIFORNIA HIGH-SPEED TRAIN PROJECT
BURBANK TO LOS ANGELES
OPTION B REVISED ALIGNMENT - REVISED FINAL PEPD
TERRY LUMBER SPUR - PLAN AND PROFILE
SPUR 10+00 TO SPUR 22+15

CONTRACT NO. HSR14-39
DRAWING NO. TT-D1801
SCALE AS SHOWN
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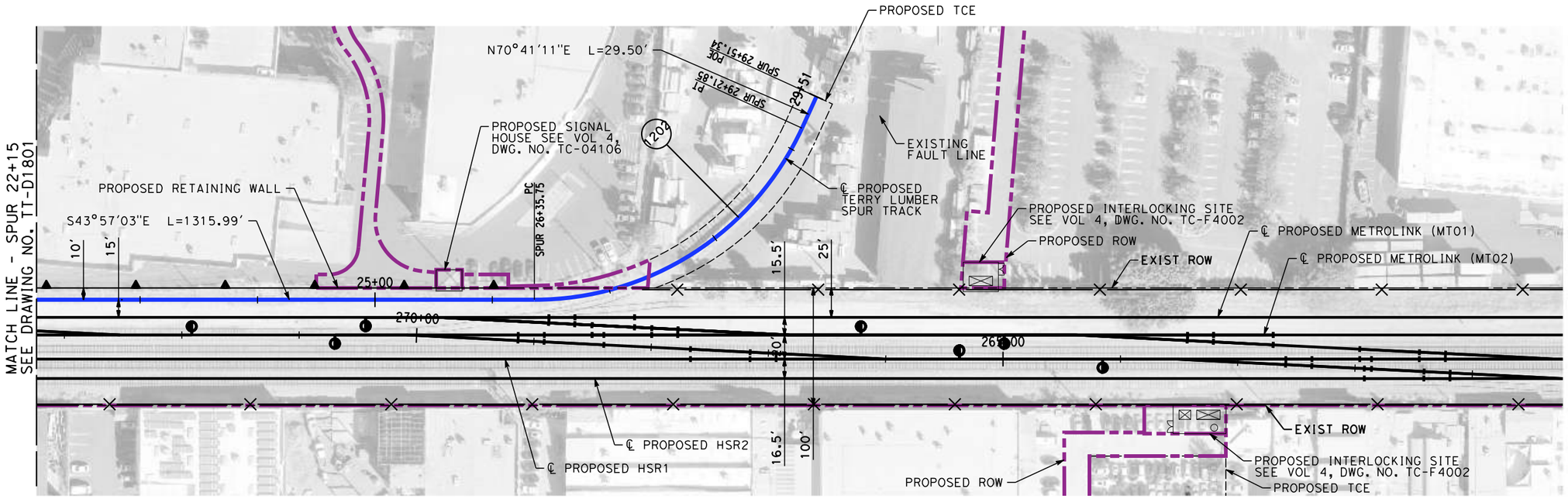
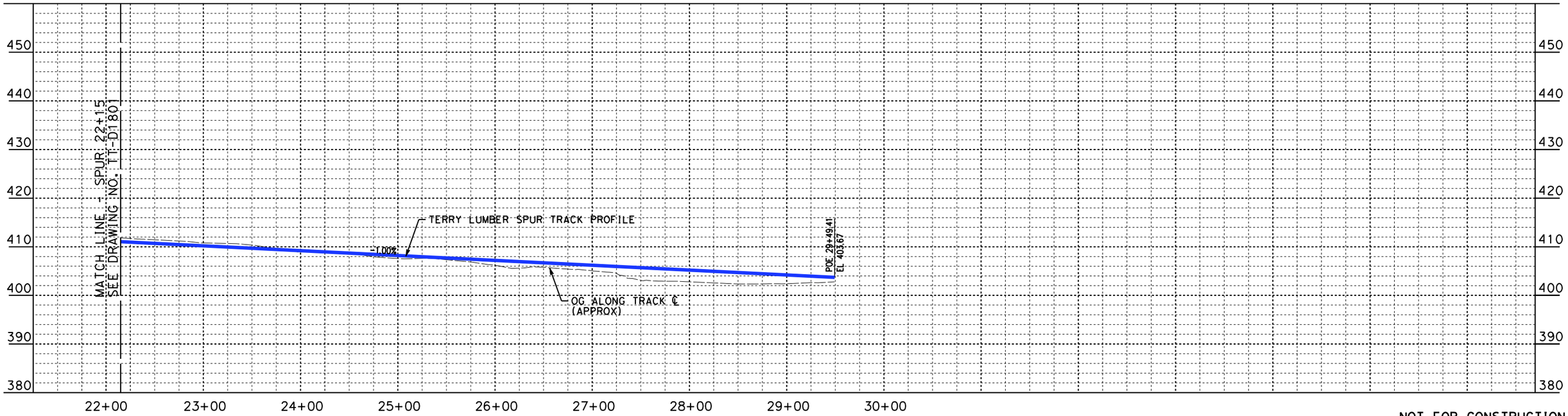


PLAN



PROFILE

NOT FOR CONSTRUCTION
FOR INTERNAL USE ONLY

REV	DATE	BY	CHK	APP	DESCRIPTION

DESIGNED BY W. XU
DRAWN BY W. XU
CHECKED BY P. MAHONEY
IN CHARGE C. LEE
DATE 07/15/2021

PEPD RECORD SET

NOT FOR CONSTRUCTION

STV 100 Years

JACOBS

CALIFORNIA HIGH-SPEED RAIL AUTHORITY

CALIFORNIA HIGH-SPEED TRAIN PROJECT
BURBANK TO LOS ANGELES
OPTION B REVISED ALIGNMENT - REVISED FINAL
PEPD
TERRY LUMBER SPUR - PLAN AND PROFILE
SPUR 22+15 TO SPUR 29+49

CONTRACT NO. HSR14-39
DRAWING NO. TT-D1802
SCALE AS SHOWN
SHEET NO.

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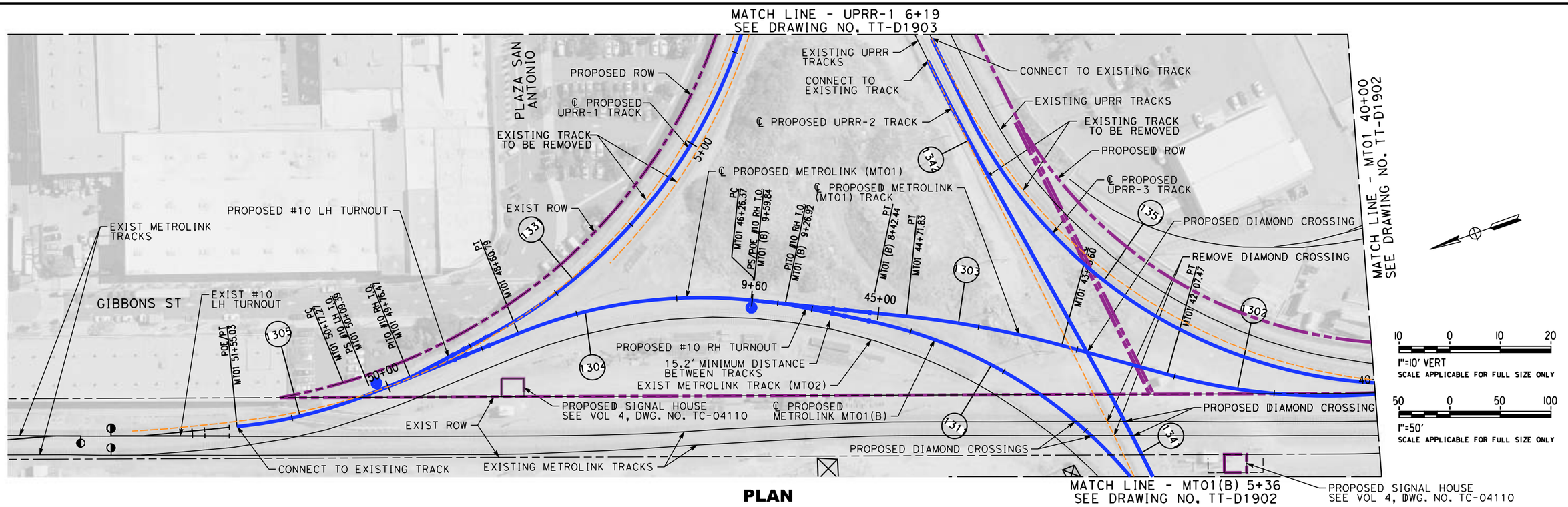
GARYA



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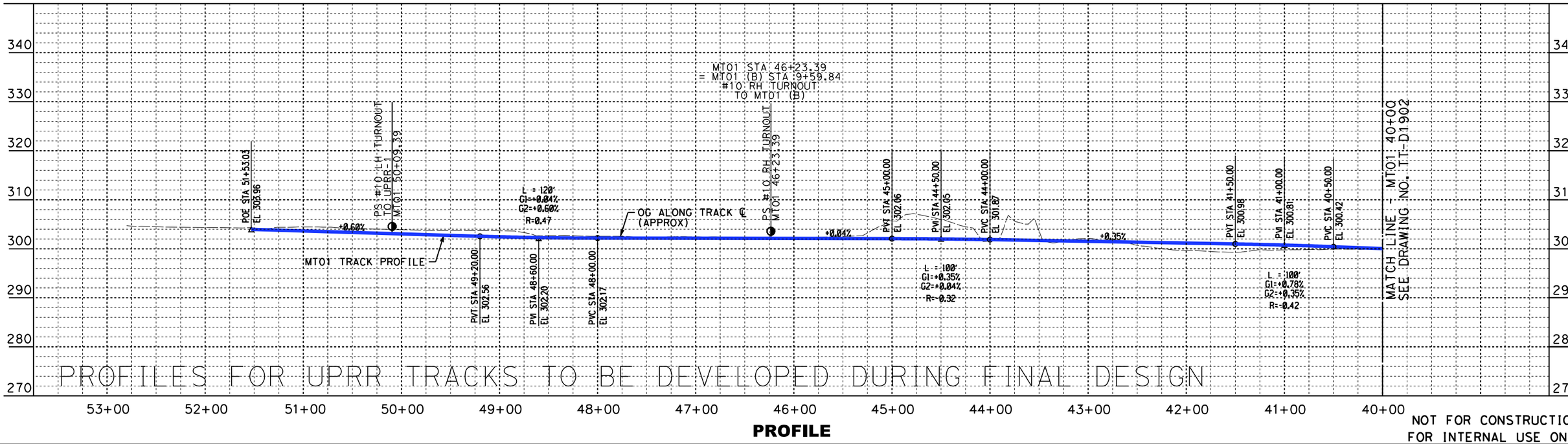

PROFILE

NOT FOR CONSTRUCTION
FOR INTERNAL USE ONLY

REV	DATE	BY	CHK	APP	DESCRIPTION

DESIGNED BY W. XU
DRAWN BY W. XU
CHECKED BY P. MAHONEY
IN CHARGE C. LEE
DATE 07/15/2021

PEPD RECORD SET

NOT FOR CONSTRUCTION

STV 100 Years

JACOBS

CALIFORNIA HIGH-SPEED RAIL AUTHORITY

CALIFORNIA HIGH-SPEED TRAIN PROJECT
BURBANK TO LOS ANGELES
OPTION B REVISED ALIGNMENT - REVISED FINAL
PEPD
METROLINK - PLAN AND PROFILE
MT01 52+80 TO MT01 40+00

CONTRACT NO. HSR14-39
DRAWING NO. TT-D1901
SCALE AS SHOWN
SHEET NO.

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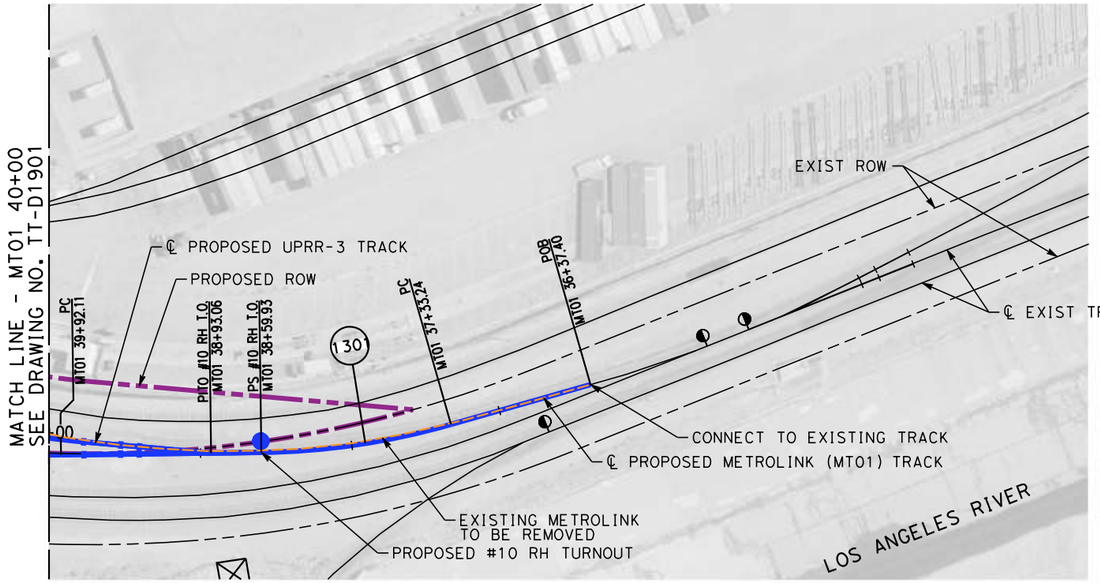
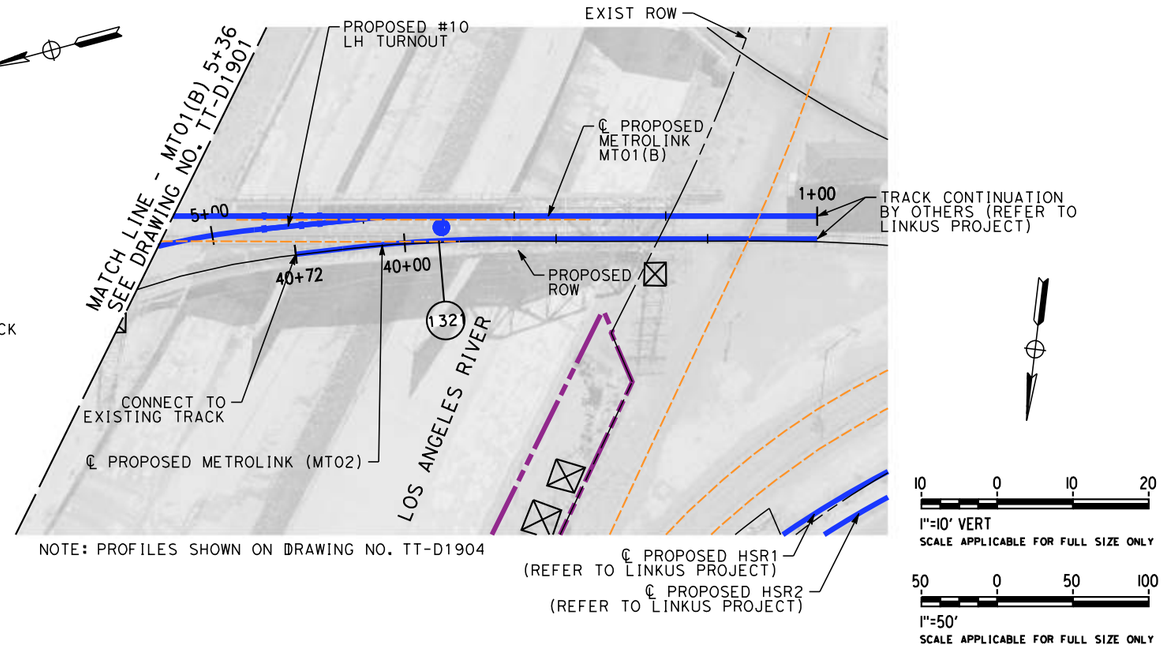
GARYA





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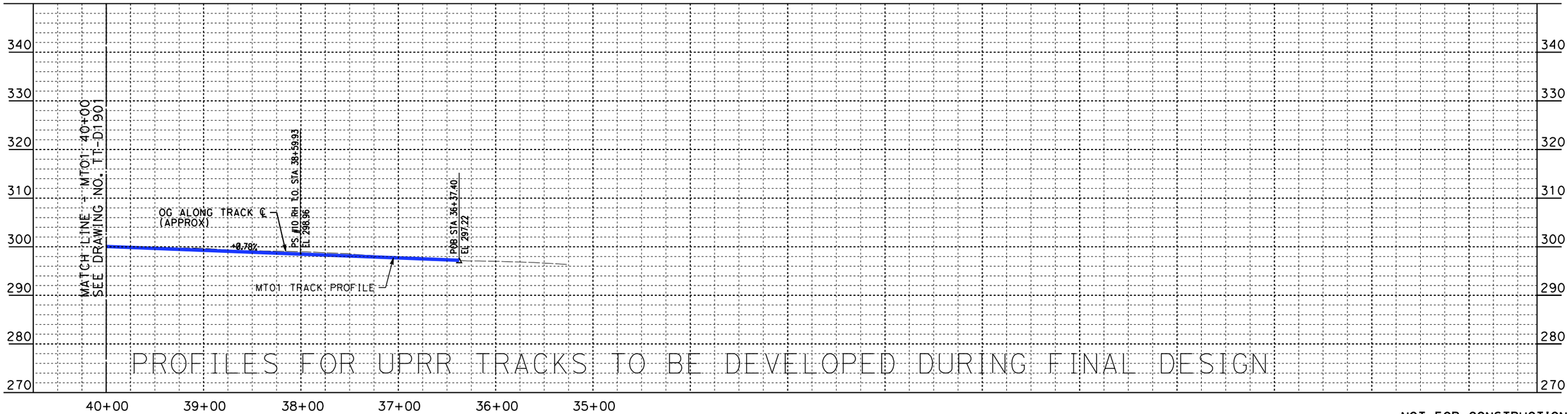

PROFILE

NOT FOR CONSTRUCTION
FOR INTERNAL USE ONLY

REV	DATE	BY	CHK	APP	DESCRIPTION

DESIGNED BY W. XU
DRAWN BY W. XU
CHECKED BY P. MAHONEY
IN CHARGE C. LEE
DATE 07/15/2021

PEPD RECORD SET

NOT FOR CONSTRUCTION

STV 100 Years

JACOBS

CALIFORNIA HIGH-SPEED RAIL AUTHORITY

CALIFORNIA HIGH-SPEED TRAIN PROJECT
BURBANK TO LOS ANGELES
OPTION B REVISED ALIGNMENT - REVISED FINAL
PEPD
METROLINK - PLAN AND PROFILE
MT01 40+00 TO MT01 36+37

CONTRACT NO. HSR14-39
DRAWING NO. TT-D1902
SCALE AS SHOWN
SHEET NO.

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GARYA

10 0 10 20
1"=10' VERT
SCALE APPLICABLE FOR FULL SIZE ONLY

50 0 50 100
1"=50'
SCALE APPLICABLE FOR FULL SIZE ONLY

PLAN

MATCH LINE UPRR-1 6+19
SEE DRAWING NO. TT-D1901

PROFILES FOR UPRR TRACKS TO BE DEVELOPED DURING FINAL DESIGN

PROFILE

NOT FOR CONSTRUCTION
FOR INTERNAL USE ONLY

REV	DATE	BY	CHK	APP	DESCRIPTION

DESIGNED BY W. XU
DRAWN BY W. XU
CHECKED BY P. MAHONEY
IN CHARGE C. LEE
DATE 07/15/2021

PEPD RECORD SET

NOT FOR CONSTRUCTION

STV 100 Years
JACOBS

CALIFORNIA HIGH-SPEED RAIL AUTHORITY

CALIFORNIA HIGH-SPEED TRAIN PROJECT
BURBANK TO LOS ANGELES
OPTION B REVISED ALIGNMENT - REVISED FINAL
PEPD
METROLINK - PLAN AND PROFILE
UPRR 1 TRACK

CONTRACT NO. HSR14-39
DRAWING NO. TT-D1903
SCALE AS SHOWN
SHEET NO.

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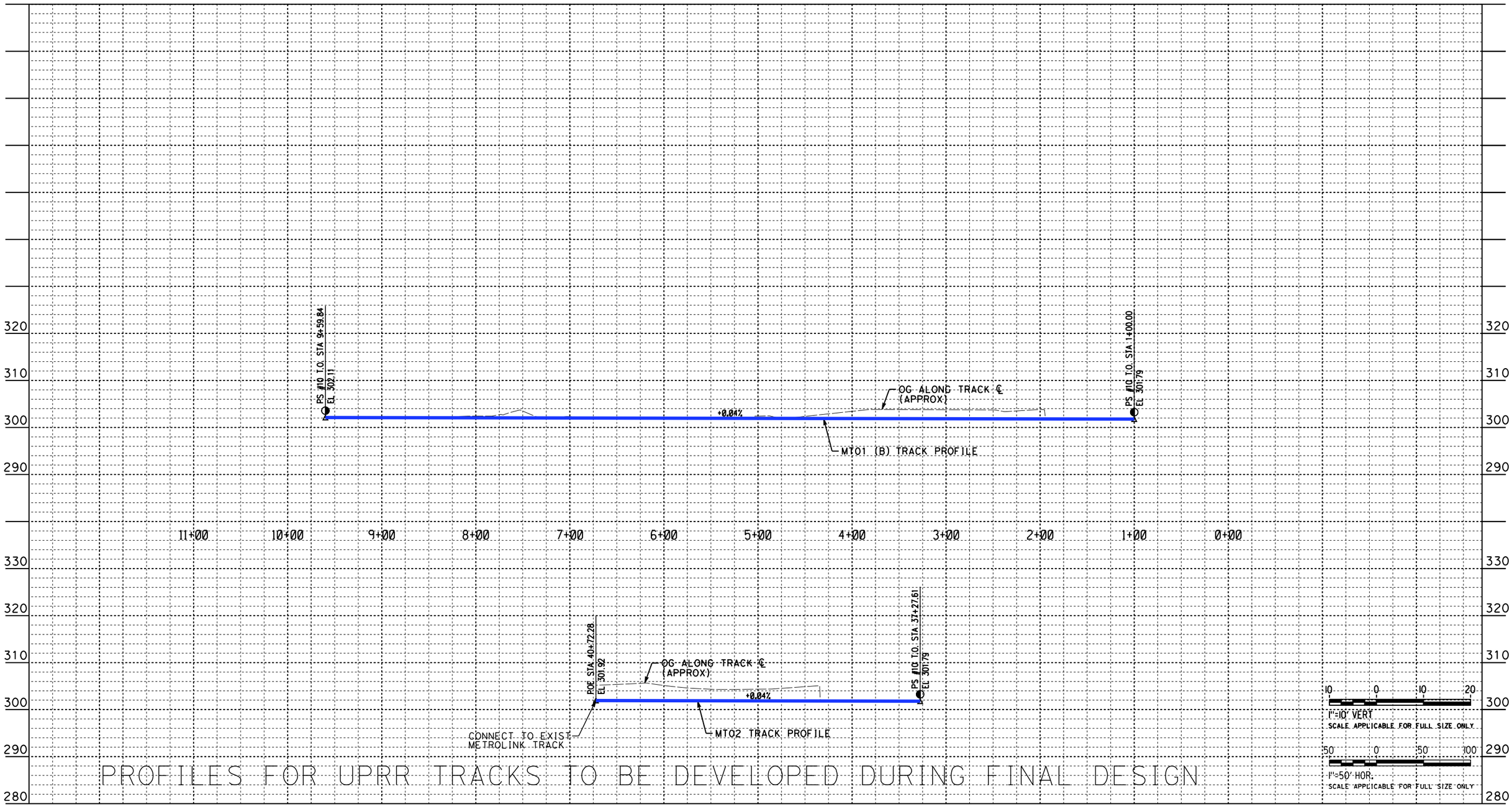

NOTE: NO PROFILES FOR UPRR TRACKS

NOT FOR CONSTRUCTION
FOR INTERNAL USE ONLY

REV	DATE	BY	CHK	APP	DESCRIPTION

DESIGNED BY W. XU
DRAWN BY W. XU
CHECKED BY P. MAHONEY
IN CHARGE C. LEE
DATE 07/15/2021

PEPD RECORD SET

NOT FOR CONSTRUCTION

STV 100 Years

JACOBS

CALIFORNIA HIGH-SPEED RAIL AUTHORITY

CALIFORNIA HIGH-SPEED TRAIN PROJECT
BURBANK TO LOS ANGELES
OPTION B REVISED ALIGNMENT - REVISED FINAL PEPD
METROLINK - PROFILE
MISSION TOWER BRIDGE

CONTRACT NO. HSR14-39
DRAWING NO. TT-D1904
SCALE AS SHOWN
SHEET NO.

B-LA HSR1* TRACK GEOMETRY TABLE

CURVE NO.	DESC	BEARING	DISTANCE	STATION	NORTHING	EASTING	Dc degrees	Ea inches	Eu inches	V (pas) mph	V (frt) mph	LS feet	I degrees	RADIUS feet	△ degrees	L feet	T feet	θ degrees	X feet	Y feet	P feet	K feet	LT feet	ST feet	Ts I/O feet
	POB			3026+42.19	1895348.908	6455333.086																			
		S09°10'18"E	949.46																						
#15 TO	PS	S09°10'18"E	103.00	3035+91.65	1894411.589	6455484.423																			
	TS			3036+94.65	1894309.899	6455500.841																			
			600.00																						
	SC			3042+94.65	1893722.212	6455619.373						600.00						7°30'22"	599.07	23.34	3.72	299.92	421.90	178.70	1824.80
101	PI				1892508.429	6455791.701	2°30'07"	5.75	2.80	70	-		67°13'56"	2290.00	52°13'13"	2087.14	1122.36									
	CS			3063+81.80	1892242.978	6456988.573						600.00						7°30'22"	599.07	23.34	3.72	299.92	421.90	178.70	1824.80
			600.00																						
	ST			3069+81.80	1892079.463	6457565.364																			
		S76°24'14"E	2722.90																						
#24 TO	PITO	S76°24'14"E	63.25	3097+04.70	1891439.373	6460211.967																			
	PS	S76°24'14"E	5300.01	3097+67.95	1891424.504	6460273.444																			
#24 TO	PS	S76°24'14"E	63.25	3111+67.94	1891095.401	6461634.199																			
	PITO	S76°24'14"E	1050.61	3112+31.19	1891080.532	6461695.677																			
	TS			3122+81.80	1890833.558	6462716.850																			
			741.36																						
	SC			3130+23.16	1890641.813	6463432.739						741.36						4°42'09"	740.90	18.08	2.88	370.64	521.06	220.59	1807.81
102	PI				1890408.584	6464474.004	1°16'07"	5.00	2.17	90	-		35°16'54"	4516.50	25°52'37"	2039.81	1037.60									
	CS			3150+62.97	1889592.979	6465162.056						741.36						4°42'09"	740.90	18.08	2.88	370.64	521.06	220.59	1807.81
			741.36																						
	ST			3158+04.33	1889046.745	6465662.947																			
		S41°07'20"E	556.07																						
	TS			3163+60.40	1888627.847	6466028.663																			
			570.00																						
	SC			3169+30.40	1888201.671	6466407.145						570.00						1°37'59"	569.96	4.83	0.77	285.00	400.52	169.51	1473.16
103	PI				1887540.877	6467018.089	0°34'23"	3.50	2.75	125	-		13°33'04"	10000.00	10°17'06"	1795.05	899.94									
	CS			3187+25.46	1886999.782	6467737.196						570.00						1°37'59"	569.96	4.83	0.77	285.00	400.52	169.51	1473.16
			570.00																						
	ST			3192+95.46	1886666.268	6468199.412																			
		S54°40'23"E	529.05																						
	TS			3198+24.51	1886360.350	6468631.046																			
			330.00																						
	SC			3201+54.51	1886170.060	6468900.654						330.00						0°22'41"	330.00	0.65	0.10	165.00	231.87	98.13	481.33
104	PI				1886083.383	6469024.678	0°13'45"	1.50	1.00	125	-		1°27'00"	25000.00	0°41'37"	302.62	151.31									
	CS			3204+57.12	1885998.213	6469149.742						330.00						0°22'41"	330.00	0.65	0.10	165.00	231.87	98.13	481.33
			330.00																						
	ST			3207+87.12	1885813.731	6469423.356																			
		S56°07'23"E	2138.86																						
#24 TO	PITO	S56°07'23"E	91.00	3229+25.98	1884621.505	6471199.111																			
	PS	S56°07'23"E	210.00	3230+16.98	1884570.781	6471274.662																			
#24 TO	PS	S56°07'23"E	91.00	3232+26.98	1884453.724	6471449.012																			
	PITO	S56°07'23"E	415.42	3233+17.98	1884403.000	6471524.563																			
#24 TO	PITO	S56°07'23"E	91.00	3236+77.83	1884202.414	6471823.324																			
	PS	S56°07'23"E	3695.14	3237+68.83	1884151.690	6471898.876																			
	TS			3274+63.97	1882091.973	6474966.710																			
			740.00																						
	SC			3282+03.97	1881671.667	6475575.683						740.00						2°28'30"	739.87	9.50	1.51	369.99	520.00	220.08	2916.65
105	PI				1880398.222	6477305.964	0°40'08"	4.50	2.80	125	-		33°06'45"	8565.00	28°09'44"	4209.90	2148.38									
	CS			3324+13.87	1878458.893	6478230.377						740.00						2°28'30"	739.87	9.50	1.51	369.99	520.00	220.08	2916.65
			740.00																						
	ST			3331+53.87	1877781.603	6478528.341																			
		S23°00'38"E	9017.44																						
	TS			3421+71.30	1869481.653	6482053.248																			
			820.00																						
	SC			3429+91.30	1868731.994	6482385.280						820.00						2°57'18"	819.80	12.57	2.00	409.98	576.23	243.89	1879.52
106	PI				1867789.062	6482844.473	0°43'15"	5.00	2.86	125	-		22°56'26"	7950.00	15°01'50"	2085.55	1048.80									
	CS			3450+76.86	1866997.476	6483532.490						820.00						2°57'18"	819.80	12.57	2.00	409.98	576.23	243.89	1879.52
			820.00																						
	ST			3458+96.86	1866398.545	6484092.415																			
		S43°57'03"E	2428.19																						
#20 TO	PITO	S43°57'03"E	61.04	3483+25.05	1864650.400	6485777.681																			
	PS	S43°57'03"E	122.00	3483+86.09	1864606.456	6485820.045																			
#20 TO	PS	S43°57'03"E	61.04	3485+08.09	1864518.623	6485904.717																			
	PITO	S43°57'03"E	325.93	3485+69.13	1864474.678	6485947.082																			
#20 TO	PITO	S43°57'03"E	61.04	3488+95.06	1864240.032	6486173.288																			
	PS	S43°57'03"E	544.99	3489+56.10	1864196.088	6486215.653																			
	TS			3495+01.09	1863803.727	6486593.900																			
			271.07																						
	SC			3497+72.16	1863604.612	6486777.756						271.07						3°41'52"	270.95	5.83	1.46	135.51	180.75	90.39	546.53
107	PI				1863397.346	6486953.238	2°43'42"	3.00	2.76	55	-		22°07'59"	2100.00	14°44'14"	540.15	271.57									
	CS			3503+12.31	1863152.259	6487070.221						271.07						3°41'52"	270.96	5.83	1.46	135.52	180.75	90.39	546.53
			271.07																						
	ST			3505+83.38	1862902.877	6487176.336																			
		S21°49'04"E	231.33																						
	TS			3508+14.71	1862688.114	6487262.312																			
			224.27																						
	SC			3510+38.98	1862481.321	6487349.040						224.27						2°48'20"	224.21	3.66	0.92	112.12	149.53	74.77	414.32
108	PI				1862309.845	6487427.632	2°30'07"	2.50	1.87	50	-		15°01'44"	2290.00	9°25'04"	376.41	188.63									
	CS			3514+15.39	1862153.539	6487533.224						224.27						2°48'20"	224.21	3.66	0.92	112.12	149.53	74.77	414.32
			224.27																						
	ST			3516+39.65	1861971.920	6487664.750																			
		S36°50'48"E	853.30																						
	TS			3524+92.96	1861289.071	6488176.453																			
			270.00																						
	SC			3527+62.96	1861070.171	6488334.454						270.00						3°04'32"	269.92	4.83	1.21	134.99	180.03	90.02	568.07
109	PI				1860824.932	6488498.448	2°16'41"	2.50	1.48	50	-		19°31'55"	2515.00	13°22'51"	587.36	295.02									
	CS			3533+50.31	1860548.397	6488601.236						270.00						3°04'32"	269.92	4.83	1.21	134.99	180.03	90.02	568.07
			270.00																						
	ST			3536+20.31	1860292.144	6488686.182																			
		S17°18'53"E	892.47																						

TABLE CONTINUED ON DRAWING NO. TT-D6102

* TRACK NOTED ON PLANS AS "HSR1 / MT01" SOUTH OF FLETCHER DR.

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FOR INTERNAL USE ONLY

REV	DATE	BY	CHK	APP	DESCRIPTION

DESIGNED BY W. XU
DRAWN BY W. XU
CHECKED BY P. MAHONEY
IN CHARGE C. LEE
DATE 08/27/2021

PEPD RECORD SET

NOT FOR CONSTRUCTION

STV 100 Years

JACOBS

CALIFORNIA HIGH-SPEED RAIL AUTHORITY

CALIFORNIA HIGH-SPEED TRAIN PROJECT
BURBANK TO LOS ANGELES
OPTION B REVISED ALIGNMENT - REVISED FINAL
PEPD
HSR1 - HORIZONTAL ALIGNMENT DATA
B-LA NORTHBOUND TRACK SHEET 1 OF 2

CONTRACT NO. HSR14-39
DRAWING NO. TT-D6101
SCALE NO SCALE
SHEET NO.

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B-LA HSR1* TRACK GEOMETRY TABLE (CONTINUED)

STATIONING DATA							INPUT DATA							CURVE DATA				SPIRAL DATA							
CURVE NO.	DESC	BEARING	DISTANCE	STATION	NORTHING	EASTING	Dc degrees	Ea inches	Eu inches	V (pas) mph	V (frt) mph	LS feet	I degrees	RADIUS feet	△ degrees	L feet	T feet	θ degrees	X feet	Y feet	P feet	K feet	LT feet	ST feet	Ts I/O feet
		S17°18'53"E	892.47																						
	TS		270.00	3545+12.78	1859440.120	6488951.797																			
	SC			3547+82.78	1859184.055	6489037.279						270.00						3°26'16"	269.90	5.40	1.35	134.98	180.03	90.03	483.34
110	PI				1858986.725	6489112.051	2°32'47"	3.00	1.44	50	-		17°35'29"	2250.00	10°42'57"	420.81	211.02									
	CS			3552+03.59	1858806.738	6489222.210						270.00						3°26'16"	269.90	5.40	1.35	134.98	180.03	90.03	483.34
	ST		270.00	3554+73.59	1858582.304	6489372.229																			
		S34°54'22"E	934.14																						
	TS		180.00	3564+07.73	1857816.223	6489906.775																			
	SC			3565+87.73	1857669.797	6490011.446						180.00						1°57'25"	179.98	2.05	0.51	90.00	120.01	60.01	716.48
111	PI				1857244.152	6490330.599	2°10'28"	2.00	1.80	50	-		26°44'35"	2635.00	22°49'45"	1049.90	532.01									
	CS			3576+37.63	1856975.677	6490789.895												1°57'25"	179.98	2.05	0.51	90.00	120.01	60.01	716.48
	ST		180.00	3578+17.63	1856888.408	6490947.314						180.00													
		S61°38'57"E	351.29																						
	TS		225.00	3581+68.92	1856721.590	6491256.470																			
	SC			3583+93.92	1856610.875	6491452.305						225.00						3°23'33"	224.92	4.44	1.11	112.49	150.03	75.03	566.23
112	PI				1856434.053	6491738.121	3°00'56"	3.00	2.26	50	-		26°50'51"	1900.00	20°03'45"	665.30	336.09									
	CS			3590+59.22	1856169.913	6491945.935												3°23'33"	224.92	4.44	1.11	112.49	150.03	75.03	566.23
	ST		225.00	3592+84.22	1855987.756	6492077.952						225.00													
		S34°48'06"E	397.63																						
	TS		270.00	3596+81.85	1855661.251	6492304.893																			
	SC			3599+51.85	1855436.852	6492454.981						270.00						3°04'32"	269.92	4.83	1.21	134.99	180.03	90.02	795.40
113	PI				1854996.542	6492727.199	2°16'41"	3.00	1.01	50	-		29°24'45"	2515.00	23°15'42"	1021.07	517.66									
	CS			3609+72.91	1854484.518	6492803.398												3°04'32"	269.92	4.83	1.21	134.99	180.03	90.02	795.40
	ST		270.00	3612+42.91	1854216.243	6492833.557						270.00													
		S5°23'21"E	1407.13																						
	TS		185.00	3626+50.04	1852815.337	6492965.711																			
	SC			3628+35.04	1852630.965	6492980.812						185.00						2°07'11.80"	184.97	2.28	0.57	92.50	123.34	61.67	**253.09**
114	PI				1852563.220	6492984.682	2°17'30.59"	2.00	2.50	45	-		7°20'58"	2500.00	3°06'34.22"	135.68	67.86									
	CS			3629+70.72	1852495.365	6492984.871						185.00						2°07'11.80"	184.97	2.28	0.57	92.50	123.34	61.67	**253.09**
	ST		185.00	3631+55.72	1852310.421	6492980.823																			
		S1°57'37"W	84.00	3632+39.72	1852226.471	6492977.950																			
#10 TO	PITO	S1°57'37"W	32.92	3632+72.64	1852193.572	6492976.824																			
	PS	S1°57'37"W	10.07	3632+82.71	1852183.507	6492976.479																			
	PC																								
114A	PI				1852065.770	6492972.450	0°34'22.65"	0.00	0.81	45	-		1°21'00"	10000.00	1°20'59.64"	235.60	117.81									
	PT	S3°18'37"W	359.97	3635+18.31	1851948.160	6492965.647																			
	TS		180.00	3638+78.28	1851588.786	6492944.861																			
	SC			3640+58.28	1851408.975	6492936.920						180.00						2°20'38.11"	179.97	2.45	0.61	89.99	120.01	60.01	**405.34**
115	PI				1851185.111	6492933.144	2°36'15.67"	2.00	1.68	45	-		16°18'36"	2200.00	11°37'19.43"	446.26	223.90									
	CS			3645+04.54	1850965.076	6492974.544						180.00						2°20'38.11"	179.97	2.45	0.61	89.99	120.01	60.01	**405.34**
	ST		180.00	3646+84.54	1850789.166	6493012.636																			
		S12°59'59"E	280.69																						
	TS		160.00	3649+65.23	1850515.667	6493075.776																			
	SC			3651+25.23	1850359.633	6493111.174						160.00						0°39'12.27"	160.00	0.61	0.15	80.00	106.67	53.33	**320.09**
116	PI				1850203.314	6493145.389	0°49'00.34"	1.00	0.73	55	-		3°55'13"	7015.00	2°36'48.58"	319.98	160.02									
	CS			3654+45.21	1850045.598	6493172.441						160.00						0°39'12.27"	160.00	0.61	0.15	80.00	106.67	53.33	**320.09**
	ST		160.00	3656+05.21	1849887.701	6493198.290																			
		S09°04'46"E	63.20	3656+68.41	1849825.298	6493208.262																			
#20 TO	PS	S09°04'46"E	72.33	3657+40.74	1849753.871	6493219.676																			
	PITO	S09°04'46"E	552.38	3662+93.12	1849208.409	6493306.844																			
	TS		80.00	3663+73.12	1849129.374	6493319.234						80.00						0°30'27.37"	80.00	0.24	0.06	40.00	53.33	26.67	**190.94**
	SC																								
117	PI				1849019.714	6493335.764	1°16'08.43"	0.50	0.30	30	-		3°49'45"	4515.00	2°48'50.69"	221.75	110.90									
	CS			3665+94.88	1848909.374	6493346.889						80.00						0°30'27.37"	80.00	0.24	0.06	40.00	53.33	26.67	**190.94**
	ST		80.00	3666+74.88	1848829.732	6493354.445																			
		S5°15'00"E	119.45																						
	TS		70.00	3667+94.33	1848710.779	6493365.375																			
	SC			3668+64.33	1848641.126	6493372.322						70.00						1°20'12.85"	70.00	0.54	0.14	35.00	46.67	23.33	**132.13**
118	PI				1848579.511	6493379.437	3°49'10.99"	0.75	0.92	25	-		7°24'34"	1500.00	4°44'08.38"	123.98	62.02									
	CS			3669+88.31	1848518.693	6493391.614						70.00						1°20'12.85"	70.00	0.54	0.14	35.00	46.67	23.33	**132.13**
	ST		70.00	3670+58.31	1848450.279	6493406.423																			
		S12°39'34"E	176.26																						
	TS		70.00	3672+34.57	1848278.301	6493445.053																			
	SC			3673+04.57	1848209.967	6493460.234						70.00						0°24'03.85"	70.00	0.16	0.04	35.00	46.67	23.33	**188.55**
119	PI				1848094.150	6493485.398	1°08'45.30"	0.50	0.00	25	-		3°31'04"	5000.00	2°42'56.72"	236.99	118.52									
	CS			3675+41.57	1847977.271	6493505.047						70.00						0°24'03.85"	70.00	0.16	0.04	35.00	46.67	23.33	**188.55**
	ST		70.00	3676+11.57	1847908.186	6493516.329																			
		S9°08'30"E	188.59																						
	TS		80.00	3678+00.16	1847721.993	6493546.291																			
	SC			3678+80.16	1847642.852	6493557.946						80.00						2°17'30.59"	79.99	1.07	0.27	40.00	53.34	26.67	**284.52**
120	PI				1847441.845	6493582.092	5°43'46.48"	0.75	1.75	25	-		27°28'25"	1000.00	22°53'23.61"	399.50	202.45									
	CS			3682+79.66	1847247.275	6493526.153						80.00						2°17'30.59"	79.99	1.07	0.27	40.00	53.34	26.67	**284.52**
	ST		80.00	3683+59.66	1847171.012	6493502.007																			
		S18°19'55"W	758.01																						
#14 TO	PS	S18°19'55"W	45.14	3691+17.67	1846451.475	6493263.599																			
	PITO	S18°19'55"W	606.94	3691+62.81	1846408.620	6493249.399																			
#14 TO	PITO	S18°19'55"W	42.94	3697+69.75	1845832.488	6493058.505																			
	PS	S18°19'55"W	19.97	3698+12.69	1845791.727	6493045.000																			
	POE			3698+32.66	1845772.765	6493038.717																			

* TRACK NOTED ON PLANS AS "HSR1 / MT01" SOUTH OF FLETCHER DR.

NOT FOR CONSTRUCTION
FOR INTERNAL USE ONLY

REV	DATE	BY	CHK	APP	DESCRIPTION

DESIGNED BY W. XU
DRAWN BY W. XU
CHECKED BY P. MAHONEY
IN CHARGE C. LEE
DATE 08/27/2021

PEPD RECORD SET

NOT FOR CONSTRUCTION

STV 100 Years

JACOBS

CALIFORNIA HIGH-SPEED RAIL AUTHORITY

CALIFORNIA HIGH-SPEED TRAIN PROJECT
BURBANK TO LOS ANGELES
OPTION B REVISED ALIGNMENT - REVISED FINAL
PEPD
HSR1 - HORIZONTAL ALIGNMENT DATA
B-LA NORTHBOUND TRACK SHEET 2 OF 2

CONTRACT NO. HSR14-39
DRAWING NO. TT-D6102
SCALE NO SCALE
SHEET NO.

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GARYA

B-LA HSR2* TRACK GEOMETRY TABLE

STATIONING DATA							INPUT DATA							CURVE DATA				SPIRAL DATA							
CURVE NO.	DESC	BEARING	DISTANCE	STATION	NORTHING	EASTING	Dc	Ea	Eu	V (pas)	V (frt)	LS	I	RADIUS	△	L	T	θ	X	Y	P	K	LT	ST	Ts I/O
							degrees	inches	inches	mph	mph	feet	degrees	feet	degrees	feet	feet	degrees	feet	feet	feet	feet	feet	feet	feet
	POB			3026+28.25	1895346.278	6455316.797																			
#15 TO	PS	S09°10'18"E	949.46	3035+77.71	1894408.959	6455468.134																			
	TS	S09°10'18"E	101.93	3036+79.64	1894308.334	6455484.380																			
	SC		602.16	3042+81.79	1893718.515	6455603.257						602.16						7°28'45"	601.23	23.34	3.72	301.00	423.41	179.34	1836.85
201	PI				1892494.970	6455777.160	2°29'03"	5.75	2.74	70	-		67°13'56"	2306.50	52°16'27"	2104.35	1131.79									
	CS		602.16	3063+86.14	1892227.195	6456983.643						602.16						7°28'45"	601.23	23.34	3.72	301.00	423.41	179.34	1836.85
	ST	S76°24'14"E	2260.84	3069+88.30	1892063.171	6457562.534																			
#24 TO	PS	S76°24'14"E	63.25	3092+49.14	1891531.702	6459760.020																			
	PITO	S76°24'14"E	2321.95	3093+12.39	1891516.833	6459821.497																			
#24 TO	PITO	S76°24'14"E	63.25	3116+34.34	1890970.998	6462078.381																			
	PS	S76°24'14"E	590.31	3116+97.59	1890956.130	6462139.859																			
	TS		740.00	3122+87.90	1890817.361	6462713.630																			
	SC			3130+27.90	1890625.935	6463428.201						740.00						4°42'40"	739.55	18.08	2.88	369.96	520.11	220.18	1801.89
202	PI				1890393.780	6464465.025	1°16'24"	5.00	2.20	90	-		35°16'54"	4500.00	25°51'34"	2031.01	1033.10									
	CS		740.00	3150+58.91	1889581.617	6465150.072						740.00						4°42'40"	739.55	18.08	2.88	369.96	520.11	220.18	1801.89
	ST	S41°07'20"E	601.09	3157+98.91	1889036.404	6465650.072																			
	TS		570.00	3163+55.73	1888616.951	6466016.272																			
	SC			3169+25.73	1888190.769	6466394.749						570.00						1°37'49"	569.96	4.82	0.77	285.00	400.52	169.51	1475.06
203	PI				1887528.553	6467006.952	0°34'19"	3.50	2.74	125	-		13°33'02"	10016.00	10°17'24"	1798.84	901.84									
	CS		570.00	3187+24.56	1886986.348	6467727.602						570.00						1°37'49"	569.96	4.82	0.77	285.00	400.52	169.51	1475.06
	ST	S54°40'23"E	469.84	3192+94.56	1886652.840	6468189.823																			
	TS		330.00	3197+64.41	1886381.158	6468573.152																			
	SC			3200+94.41	1886190.867	6468842.761						330.00						0°22'41"	330.00	0.65	0.10	165.00	231.87	98.13	481.52
204	PI				1886104.081	6468966.940	0°13'45"	1.50	1.62	125	-		1°27'00"	25015.00	0°41'38"	303.00	151.50									
	CS		330.00	3203+97.40	1886018.806	6469092.160						330.00						0°22'41"	330.00	0.65	0.10	165.00	231.87	98.13	481.52
	ST	S56°07'23"E	2950.00	3207+27.40	1885834.323	6469365.776																			
#24 TO	PITO	S56°07'23"E	91.00	3236+77.39	1884189.961	6471814.963																			
	PS	S56°07'23"E	3692.39	3237+68.39	1884139.236	6471890.514																			
	TS			3274+60.78	1882081.051	6474956.069																			
	SC			3282+00.78	1881660.731	6475565.032						740.00						2°28'46"	739.87	9.52	1.52	369.99	520.00	220.08	2912.20
205	PI				1880389.793	6477291.631	0°40'12"	4.50	2.81	125	-		33°06'45"	8550.00	28°09'13"	4201.23	2143.93									
	CS		740.00	3324+02.02	1878454.552	6478214.276						740.00						2°28'46"	739.87	9.52	1.52	369.99	520.00	220.08	2912.20
	ST	S23°00'38"E	9019.31	3331+42.02	1877777.269	6478512.255																			
	TS		820.85	3421+61.32	1869475.594	6482037.895																			
	SC			3429+82.18	1868725.153	6482370.259						820.85						2°57'07"	820.65	12.57	2.00	410.41	576.83	244.15	1882.99
206	PI				1867779.850	6482830.544	0°43'09"	5.00	2.85	125	-		22°56'26"	7966.50	15°02'12"	2090.73	1051.41									
	CS		820.85	3450+72.91	1866986.330	6483520.316						820.85						2°57'07"	820.65	12.57	2.00	410.41	576.83	244.15	1882.99
	ST	S43°57'03"E	3001.64	3458+93.76	1866386.787	6484080.831																			
#20 TO	PITO	S43°57'03"E	61.04	3488+95.40	1864225.797	6486164.093																			
	PS	S43°57'03"E	545.64	3489+56.44	1864181.852	6486206.457																			
	TS		270.00	3495+02.08	1863789.025	6486585.155																			
	SC			3497+72.08	1863590.678	6486768.270						270.00						3°42'45"	269.89	5.83	1.46	134.98	180.04	90.04	542.77
207	PI				1863385.409	6486941.972	2°45'00"	3.00	2.81	55	-		22°07'59"	2083.50	14°42'29"	534.84	268.90									
	CS		270.00	3503+06.93	1863142.764	6487057.864						270.00						3°42'45"	269.89	5.83	1.46	134.98	180.04	90.04	542.77
	ST	S21°49'04"E	227.81	3505+76.93	1862894.373	6487163.583																			
	TS		225.00	3508+04.74	1862682.879	6487248.250																			
	SC			3510+29.74	1862475.406	6487335.250						225.00						2°47'47"	224.95	3.66	0.92	112.49	150.02	75.02	416.67
208	PI				1862302.457	6487414.484	2°29'09"	2.50	1.84	50	-		15°01'44"	2305.00	9°26'10"	379.61	190.24									
	CS		225.00	3514+09.35	1862144.838	6487521.001						225.00						2°47'47"	224.95	3.66	0.92	112.49	150.02	75.02	416.67
	ST	S36°50'48"E	852.93	3516+34.35	1861962.631	6487652.966																			
	TS		270.00	3524+87.29	1861280.077	6488164.449																			
	SC			3527+57.29	1861061.160	6488322.426						270.00						3°05'38"	269.92	4.86	1.21	134.99	180.03	90.02	565.49
209	PI				1860818.010	6488484.910	2°17'31"	2.50	1.50	50	-		19°31'55"	2500.00	13°20'38"	582.24	292.44									
	CS		270.00	3533+39.53	1860543.922	6488586.889						270.00						3°05'38"	269.92	4.86	1.21	134.99	180.03	90.02	565.49
	ST	S17°18'53"E	892.02	3536+09.53	1860287.679	6488671.862																			
	TS		270.90	3545+01.54	1859436.085	6488937.343																			
	SC			3547+72.44	1859179.162	6489023.093						270.90						3°25'35"	270.80	5.40	1.35	135.43	180.63	90.33	486.11
210	PI				1858980.075	6489098.484	2°31'47"	3.00	1.42	50	-		17°35'29"	2265.00	10°44'19"	424.52	212.88									
	CS		270.90	3551+96.96	1858798.523	6489209.651						270.90						3°25'35"	270.80	5.40	1.35	135.43	180.63	90.33	486.11
	ST	S34°54'22"E	933.44	3554+67.86	1858573.352	6489360.185																			
	TS		180.51	3564+01.30	1857807.849	6489894.328																			
	SC			3565+81.81	1857661.004	6489999.290						180.51						1°57'05"	180.49	2.05	0.51	90.25	120.35	60.18	720.30
211	PI				1857232.691	6490320.380	2°09'44"	2.00	1.77	50	-		26°44'35"	2650.00	22°50'25"	1056.39	535.30									
	CS		180.51	3576+38.20	1856962.598	6490782.548						180.51						1°57'05"	180.49	2.05	0.51	90.25	120.35	60.18	720.30
	ST	S61°38'57"E	351.39	3578+18.71	1856875.086	6490940.416																			

TABLE CONTINUED ON DRAWING NO. TT-D6104

* TRACK NOTED ON PLANS AS "HSR2 / MT02" SOUTH OF FLETCHER DR.

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REV	DATE	BY	CHK	APP	DESCRIPTION

DESIGNED BY W. XU
DRAWN BY W. XU
CHECKED BY P. MAHONEY
IN CHARGE C. LEE
DATE 08/27/2021

PEPD RECORD SET

NOT FOR CONSTRUCTION

STV 100 Years

JACOBS

CALIFORNIA HIGH-SPEED RAIL AUTHORITY

CALIFORNIA HIGH-SPEED TRAIN PROJECT
BURBANK TO LOS ANGELES
OPTION B REVISED ALIGNMENT - REVISED FINAL
PEPD
HSR2 - HORIZONTAL ALIGNMENT DATA
B-LA SOUTHBOUND TRACK SHEET 1 OF 2

CONTRACT NO. HSR14-39
DRAWING NO. TT-D6103
SCALE NO SCALE
SHEET NO.

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GARYA

B-LA HSR2* TRACK GEOMETRY TABLE (CONTINUED)

STATIONING DATA							INPUT DATA						CURVE DATA				SPIRAL DATA							
CURVE NO.	DESC	BEARING	DISTANCE	STATION	NORTHING	EASTING	Dc	Ea	Eu	V (pas)	V (frt)	LS	I	RADIUS	△	L	T	θ	X	Y	P	K	LT	ST	Ts I/O
							degrees	inches	inches	mph	mph	feet	degrees	feet	degrees	feet	feet	degrees	feet	feet	feet	feet	feet	feet	feet
		S61°38'57"E	351.39																					
	TS			3581+70.10	1856708.220	6491249.660																			
			225.00																					
	SC			3583+95.10	1856597.472	6491445.476						225.00						3°25'20"	224.92	4.48	1.12	112.49	150.03	75.03	562.29
212	PI				1856422.569	6491727.862	3°02'31"	3.00	2.31	50	-		26°50'51"	1883.50	20°00'11"	657.57	332.16								
	CS			3590+52.67	1856161.620	6491933.384						225.00						3°25'20"	224.92	4.48	1.12	112.49	150.03	75.03	562.29
			225.00																					
	ST	S34°48'06"E	397.98	3592+77.67	1855979.487	6492065.431																		
	TS			3596+75.65	1855652.691	6492292.575																		
			270.00																					
	SC			3599+45.65	1855428.276	6492442.639						270.00						3°05'38"	269.92	4.86	1.21	134.99	180.03	90.02	791.46
213	PI				1854991.220	6492712.651	2°17'31"	3.00	1.00	50	-		29°24'45"	2500.00	23°13'29"	1013.37	513.74								
	CS			3609+59.02	1854483.104	6492788.435						270.00						3°05'38"	269.92	4.86	1.21	134.99	180.03	90.02	791.46
			270.00																					
	ST	S05°23'21"E	1407.12	3612+29.02	1854214.832	6492818.623																		
	TS			3626+36.14	1852813.928	6492950.778																		
			185.00																					
	SC			3628+21.14	1852629.556	6492965.865						185.00						2°07'58"	184.97	2.30	0.57	92.50	123.34	61.67	252.12
214	PI				1852562.771	6492969.665	2°18'20"	2.50	1.54	50	-		7°20'58"	2485.00	3°05'02"	133.75	66.89								
	CS			3629+54.89	1852495.878	6492969.866						185.00						2°07'58"	184.97	2.30	0.57	92.50	123.34	61.67	252.14
			185.00																					
	ST	S01°57'37"W	126.99	3631+39.89	1852310.934	6492965.832																		
	PC			3632+66.88	1852184.020	6492961.488																		
214A	PI				1852066.459	6492957.464	0°34'26"	0.00	0.81	45	-		1°21'00"	9985.00	1°21'00"	235.25	117.63								
	PT			3635+02.13	1851949.026	6492950.672																		
		S03°18'37"W	359.97																					
	TS			3638+62.10	1851589.652	6492929.886																		
			180.00																					
	SC			3640+42.10	1851409.841	6492921.928						180.00						2°19'41"	179.97	2.44	0.61	90.00	120.01	60.01	407.49
215	PI				1851183.832	6492918.053	2°35'12"	2.00	1.66	45	-		16°18'36"	2215.00	11°39'14"	450.53	226.04								
	CS			3644+92.63	1850961.699	6492959.912						180.00						2°19'41"	179.97	2.44	0.61	90.00	120.01	60.01	407.49
			180.00																					
	ST	S12°59'59"E	280.69	3646+72.63	1850785.792	6492998.020																		
	TS			3649+53.32	1850512.293	6493061.161																		
			160.00																					
	SC			3651+13.32	1850356.258	6493096.557						160.00						0°39'17"	160.00	0.61	0.15	80.00	106.67	53.33	319.58
216	PI				1850200.441	6493130.659	0°49'07"	1.73	0.00	55	-		3°55'13"	7000.00	2°36'38"	318.96	159.51								
	CS			3654+32.28	1850043.231	6493157.628						160.00						0°39'17"	160.00	0.61	0.15	80.00	106.67	53.33	319.58
			160.00																					
	ST	S09°04'46"E	435.34	3655+92.28	1849885.334	6493183.478																		
#20 TO	PITO	S09°04'46"E	72.33	3660+27.62	1849455.449	6493252.175																		
	PS	S09°04'46"E	180.24	3660+99.95	1849384.022	6493263.589																		
	TS			3662+80.19	1849206.042	6493292.031																		
			80.00																					
	SC			3663+60.19	1849127.007	6493304.421						80.00						0°30'33"	80.00	0.24	0.06	40.00	53.33	26.67	190.43
217	PI				1849017.842	6493320.873	1°16'24"	0.80	0.00	30	-		3°49'46"	4500.00	2°48'39"	220.75	110.40								
	CS			3665+80.94	1848908.001	6493331.951						80.00						0°30'33"	80.00	0.24	0.06	40.00	53.33	26.67	190.43
			80.00																					
	ST	S05°15'00"E	149.45	3666+60.94	1848828.359	6493339.507																		
	TS			3668+10.40	1848679.531	6493353.183																		
			70.00																					
	SC			3668+80.40	1848609.869	6493360.040						70.00						1°06'51"	70.00	0.45	0.11	35.00	46.67	23.33	128.17
218	PI				1848552.130	6493366.480	3°10'59"	0.50	0.89	25	-		5°55'32"	1800.00	3°41'50"	116.15	58.10								
	CS			3669+96.55	1848494.926	6493376.629						70.00						1°06'51"	70.00	0.45	0.11	35.00	46.67	23.33	128.17
			70.00																					
	ST	S11°10'32"E	683.94	3670+66.55	1848426.168	6493389.751																		
	TS			3677+50.49	1847755.200	6493522.308																		
			80.00																					
	SC			3678+30.49	1847676.522	6493536.765						80.00						2°17'31"	79.99	1.07	0.27	40.00	53.34	26.67	303.49
219	PI				1847458.106	6493570.904	5°43'46"	0.75	1.75	25	-		29°30'55"	1000.00	24°55'54"	435.14	221.07								
	CS			3682+65.63	1847245.652	6493509.792						80.00						2°17'31"	79.99	1.07	0.27	40.00	53.34	26.67	303.49
			80.00																					
	ST	S18°20'23"W	736.30	3683+45.63	1847169.392	6493485.636																		
#10 TO	PS	S18°20'23"W	32.11	3690+81.93	1846470.486	6493253.957																		
	PITO			3691+14.04	1846440.008	6493243.854																		
#14 TO	PITO	S18°20'23"W	234.49	3693+48.53	1846217.427	6493170.070																		
	PS	S18°20'23"W	44.32	3693+92.85	1846175.358	6493156.125																		
#14 TO	PS	S18°20'23"W	104.89	3694+97.75	1846075.792	6493123.120																		
	PITO	S18°20'23"W	44.38	3695+42.12	1846033.671	6493109.157																		
	POE	S18°20'23"W	257.10	3697+99.22	1845789.631	6493028.261																		

* TRACK NOTED ON PLANS AS "HSR2 / MT02" SOUTH OF FLETCHER DR.

NOT FOR CONSTRUCTION
FOR INTERNAL USE ONLY

REV	DATE	BY	CHK	APP	DESCRIPTION

DESIGNED BY W. XU
DRAWN BY W. XU
CHECKED BY P. MAHONEY
IN CHARGE C. LEE
DATE 07/15/2021

PEPD RECORD SET

NOT FOR CONSTRUCTION

STV 100 Years

JACOBS

CALIFORNIA HIGH-SPEED RAIL AUTHORITY

CALIFORNIA HIGH-SPEED TRAIN PROJECT
BURBANK TO LOS ANGELES
OPTION B REVISED ALIGNMENT - REVISED FINAL
PEPD
HSR2 - HORIZONTAL ALIGNMENT DATA
B-LA SOUTHBOUND TRACK SHEET 2 OF 2

CONTRACT NO. HSR14-39
DRAWING NO. TT-D6104
SCALE NO SCALE
SHEET NO.

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GARYA

B-LA METROLINK (VE01) TRACK GEOMETRY TABLE

STATIONING DATA							INPUT DATA							CURVE DATA				SPIRAL DATA							
CURVE NO.	DESC	BEARING	DISTANCE	STATION	NORTHING	EASTING	Dc	Ea	Eu	V(pas)	V(frt)	LS	I	RADIUS	△	L	T	θs	X	Y	o	Xo	LT	ST	Ts
							degrees	inches	inches	mph	mph	feet	degrees	feet	degrees	feet	feet	degrees	feet	feet	feet	feet	feet	feet	feet
	POB			3218+36.36	1892356.129	6456489.315																			
	TS	S76°16'28"E	38.70	3218+75.06	1892346.947	6456526.910																			
	SC		100.00	3219+75.06	1892323.366	6456624.089						100.00						0°15'30"	100.00	0.15	0.04	50.00	66.67	33.33	234.50
501	PI				1892291.306	6456754.715	0°31'00"	0	2.25	79	55		1°54'23"	11089.47	1°23'23"	268.97	134.49									
	CS			3222+44.03	1892263.903	6456886.397						100.00						0°15'30"	100.00	0.15	0.04	50.00	66.67	33.33	234.50
	ST		100.00	3223+44.03	1892243.274	6456984.246																			
	TS	S78°10'51"E	500.00	3228+44.03	1892140.862	6457473.645																			
	SC		100.00	3229+44.03	1892120.232	6457571.494						100.00						0°15'30"	100.00	0.15	0.04	50.00	66.67	33.33	221.97
502	PI				1892095.397	6457690.907	0°31'00"	0	2.25	79	55		1°46'37"	11089.47	1°15'37"	243.91	121.96									
	CS			3231+87.94	1892066.579	6457809.422						100.00						0°15'30"	100.00	0.15	0.04	50.00	66.67	33.33	221.97
	ST		100.00	3232+87.94	1892043.218	6457906.655																			
	TS	S76°24'14"E	5254.91	3285+42.85	1890807.914	6463014.309																			
	SC		80.00	3286+22.85	1890788.900	6463092.017						80.00						0°27'36"	80.00	0.21	0.05	40.00	53.33	26.67	176.89
503	PI				1890766.331	6463186.243	1°09'00"	0.5	3.44	70	55		3°08'51"	4982.33	2°13'39"	193.71	96.87									
	CS			3288+16.56	1890738.212	6463278.965						80.00						0°27'36"	80.00	0.21	0.05	40.00	53.33	26.67	176.89
	ST		80.00	3288+96.56	1890715.370	6463355.635																			
	TS	S73°15'23"E	200.00	3290+96.56	1890657.752	6463547.155																			
	SC		80.00	3291+76.56	1890634.910	6463623.825						80.00						0°27'36"	80.00	0.21	0.05	40.00	53.33	26.67	175.78
504	PI				1890607.112	6463715.480	1°09'00"	0.5	3.44	70	55		3°07'19"	4982.33	2°12'07"	191.48	95.75									
	CS			3293+68.04	1890584.764	6463808.613						80.00						0°27'36"	80.00	0.21	0.05	40.00	53.33	26.67	175.78
	ST		80.00	3294+48.04	1890565.715	6463886.312																			
	POE	S76°22'42"E	169.97	3296+18.00	1890525.686	6464051.497																			

B-LA METROLINK (VE02) TRACK GEOMETRY TABLE

STATIONING DATA							INPUT DATA							CURVE DATA				SPIRAL DATA							
CURVE NO.	DESC	BEARING	DISTANCE	STATION	NORTHING	EASTING	Dc	Ea	Eu	V(pas)	V(frt)	LS	I	RADIUS	△	L	T	θs	X	Y	o	Xo	LT	ST	Ts
							degrees	inches	inches	mph	mph	feet	degrees	feet	degrees	feet	feet	degrees	feet	feet	feet	feet	feet	feet	feet
	POB			3215+34.63	1892340.816	6456486.018																			
	TS	S76°16'28"E	38.33	3215+72.96	1892331.721	6456523.255																			
	SC		100.00	3216+72.96	1892308.140	6456620.434						100.00						0°15'30"	100.00	0.15	0.04	50.00	66.67	33.33	237.32
601	PI				1892275.411	6456753.802	0°31'00"	0	2.25	79	55		1°56'08"	11089.47	1°25'08"	274.61	137.31									
	CS			3219+47.57	1892247.499	6456888.261						100.00						0°15'30"	100.00	0.15	0.04	50.00	66.67	33.33	237.32
	ST		100.00	3220+47.57	1892226.919	6456986.120																			
	TS	S78°12'36"E	500.00	3225+47.57	1892124.756	6457475.572																			
	SC		100.00	3226+47.57	1892104.176	6457573.431						100.00						0°15'30"	100.00	0.15	0.04	50.00	66.67	33.33	224.79
602	PI				1892078.825	6457695.620	0°31'00"	0	2.25	79	55		1°48'22"	11089.47	1°17'22"	249.55	124.78									
	CS			3228+97.12	1892049.344	6457816.878						100.00						0°15'30"	100.00	0.15	0.04	50.00	66.67	33.33	224.79
	ST		100.00	3229+97.12	1892025.982	6457914.111																			
	TS	S76°24'14"E	5241.40	3282+38.52	1890793.855	6463008.631																			
	SC		80.00	3283+18.52	1890774.841	6463086.338						80.00						0°27'36"	80.00	0.21	0.05	40.00	53.33	26.67	178.76
603	PI				1890751.832	6463182.384	1°09'00"	0.5	3.44	70	55		3°11'26"	4982.33	2°16'14"	197.45	98.74									
	CS			3285+15.97	1890723.103	6463276.877						80.00						0°27'36"	80.00	0.21	0.05	40.00	53.33	26.67	178.76
	ST		80.00	3285+95.97	1890700.203	6463353.529																			
	TS	S73°12'48"E	200.00	3287+95.97	1890642.441	6463545.006																			
	SC		80.00	3288+75.97	1890619.542	6463621.659						80.00						0°27'36"	80.00	0.21	0.05	40.00	53.33	26.67	185.03
604	PI				1890589.002	6463722.155	1°09'00"	0.5	3.44	70	55		3°20'05"	4982.33	2°24'53"	209.98	105.01									
	CS			3290+85.95	1890564.776	6463824.358						80.00						0°27'36"	80.00	0.21	0.05	40.00	53.33	26.67	185.03
	ST		80.00	3291+65.95	1890545.957	6463902.113																			
	POE	S76°32'53"E	150.00	3293+15.95	1890511.063	6464047.997																			

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REV	DATE	BY	CHK	APP	DESCRIPTION

DESIGNED BY W. XU
DRAWN BY W. XU
CHECKED BY P. MAHONEY
IN CHARGE C. LEE
DATE 07/15/2021

PEPD RECORD SET

NOT FOR CONSTRUCTION

STV 100 Years

JACOBS

CALIFORNIA HIGH-SPEED RAIL AUTHORITY

CALIFORNIA HIGH-SPEED TRAIN PROJECT
BURBANK TO LOS ANGELES
OPTION B REVISED ALIGNMENT - REVISED FINAL PEPD
METROLINK (VE01) - HORIZONTAL ALIGNMENT DATA
B-LA VE01 & VE02 TRACK (VENTURA SUB)

CONTRACT NO. HSR14-39
DRAWING NO. TT-D6105
SCALE NO SCALE
SHEET NO.

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B-LA MT01 TRACK GEOMETRY TABLE

STATIONING DATA							INPUT DATA								CURVE DATA				SPIRAL DATA							
CURVE NO.	DESC	BEARING	DISTANCE	STATION	NORTHING	EASTING	Dc degrees	Ea inches	Eu (pas) inches	Eu (frt) inches	V (pas) mph	V (frt) mph	LS feet	I degrees	RADIUS feet	△ degrees	L feet	T feet	θ degrees	X feet	Y feet	P feet	K feet	LT feet	ST feet	Ts I/O feet
#20 TO	PS			259+66.82	1864196.088	6486215.653																				
	PITO	N43°57'03"W	61.04	260+27.86	1864240.032	6486173.288					45															
#20 TO	PITO	N41°05'12"W	410.25	264+38.11	1864549.245	6485903.672																				
	PS	N43°57'03"W	61.04	264+99.15	1864593.190	6485861.308					45															
#20 TO	PS	N43°57'03"W	122.00	266+21.15	1864681.022	6485776.635																				
	PITO	N43°57'03"W	61.04	266+82.19	1864724.969	6485734.269					45															
#20 TO	PITO	N41°05'12"W	300.19	269+82.38	1864951.224	6485536.987																				
	PS	N43°57'03"W	61.04	270+43.42	1864995.169	6485494.623					45															
#20 TO	PITO	N41°05'12"W	508.97	275+52.39	1865361.594	6485141.378																				
	PS	N43°57'03"W	61.04	276+13.43	1865405.539	6485099.013					45															
#15 TO	PITO	N43°57'03"W	881.63	284+95.06	1866040.259	6484487.123																				
	PS	N43°57'03"W	39.98	285+35.04	1866069.040	6484459.378					45															
	TS	N43°57'03"W	698.62	292+33.66	1866572.006	6483974.503																				
	SC		100.00	293+33.66	1866644.167	6483905.274							100.00						0°25'00"	100.00	0.24	0.06	50.00	66.67	33.33	1656.44
	PI				1866894.825	6483667.124	0°50'00"	1.50	2.14	0.26	79	55			6875.55	5°45'28"	690.92	345.75								
	CS			300+24.58	1867168.110	6483455.322							100.00						0°38'19"	100.00	0.50	0.03	23.37	55.08	44.92	---
	SC		100.00	301+24.58	1867247.525	6483394.550																				
	PI				1867546.533	6483168.100	0°26'38"	1.50	0.44	-0.56	79	55			12910.96	3°19'41"	749.95	375.08								
	PCC			308+74.53	1867858.183	6482959.391																				
304*	PI				1867915.256	6482921.170	1°00'00"	1.50	2.87	0.62	79	55		20°56'25"	5729.65	1°22'25"	137.37	68.69								
	PCC			310+11.90	1867973.229	6482884.328																				
	PI				1868209.216	6482734.357	0°28'38"	1.50	0.58	-0.49	79	55			12005.78	2°40'06"	559.12	279.61								
	CS			315+71.01	1868451.929	6482595.534							225.00						1°22'50"	224.98	2.51	0.10	40.91	120.84	104.17	---
	SC		225.00	317+96.01	1868648.468	6482486.013																				
	PI				1868948.624	6482323.806	0°45'00"	1.50	1.78	0.09	79	55			7639.49	5°06'51"	681.91	341.18								
	CS			324+77.92	1869262.045	6482189.001							70.00						0°15'45"	70.00	0.11	0.03	35.00	46.67	23.33	1696.91
	ST		70.00	325+47.92	1869326.433	6482161.540																				
	PITO	N23°00'38"W	437.75	329+85.67	1869729.355	6481990.423					45															
#20 TO	PITO	N23°00'38"W	61.04	330+46.71	1869785.537	6481966.563																				
	PS	N23°00'38"W	118.00	331+64.71	1869894.148	6481920.437					45															
#20 TO	PS	N23°00'38"W	61.04	332+25.75	1869950.330	6481896.574																				
	PITO	N23°00'38"W	243.83	334+69.58	1870174.759	6481801.264					45															
#14 TO	PS	N23°00'38"W	42.13	335+11.71	1870213.536	6481784.796																				
	PITO	N23°00'38"W	8508.95	420+20.66	1878045.460	6478458.655					45															
#14 TO	PITO	N23°00'38"W	42.13	420+62.79	1878084.238	6478442.186																				
	PS	N23°00'38"W	51.91	421+14.70	1878132.022	6478421.893					45															
	TS		100.00	422+14.70	1878224.020	6478382.696							100.00						0°12'00"	100.00	0.12	0.03	50.00	66.67	33.33	2582.42
	SC				1878315.927	6478343.284	0°24'00"	0.75	1.00	0.10	79	55			14323.80	0°48'00"	200.00	100.00								
	PI			424+14.70	1878407.276	6478302.593							150.00						1°03'07"	149.99	1.18	0.10	45.08	85.74	64.26	---
	CS		150.00	425+64.70	1878543.810	6478240.483																				
303	SC				1878720.741	6478157.744	1°00'09"	1.00	2.63	0.76	79	55		33°06'45"	5715.00	3°54'53"	390.49	195.32								
	PI			429+55.19	1878891.611	6478063.119							100.00						0°49'09"	100.00	0.66	0.03	18.30	53.73	46.27	---
	CS		100.00	430+55.19	1878978.716	6478014.002																				
	SC				1880774.059	6476985.954	0°38'08"	1.00	1.90	0.41	79	55			9015.00	25°51'00"	4067.27	2068.85								
	PI			471+22.44	1881941.511	6475277.975							150.00						0°28'36"	150.00	0.42	0.10	75.00	100.00	50.00	2720.60
	CS		150.00	472+72.44	1882025.468	6475153.673																				
	ST	N56°07'23"W	3994.53	512+66.97	1884252.071	6471837.269					45															
#20 TO	PS	N56°07'23"W	91.00	513+57.97	1884302.795	6471761.718																				
	PITO	N56°07'23"W	1400.41	527+58.38	1885083.402	6470599.047					45															
#20 TO	PITO	N56°07'23"W	91.00	528+49.38	1885134.127	6470523.496																				
	PS	N56°07'23"W	1611.91	544+61.29	1886032.623	6469185.234																				
	TS		50.00	545+11.29	1886060.539	6469143.753							50.00						0°11'15"	50.00	0.05	0.01	25.00	33.33	16.67	121.68
	SC				1886100.688	6469084.374	0°45'00"	0.50	2.78	1.09	79	55		1°27'00"	7639.49	1°04'30"	143.35	71.68								
302	PI			546+54.64	1886141.944	6469025.759							50.00						0°11'15"	50.00	0.05	0.01	25.00	33.33	16.67	121.68
	CS		50.00	547+04.64	1886170.812	6468984.935																				
	ST	N54°40'22"W	930.90	556+35.55	1886709.107	6468225.438																				
	TS		100.00	557+35.55	1886767.168	6468144.020							100.00						0°30'00"	100.00	0.29	0.07	50.00	66.67	33.33	281.42
	SC				1886868.231	6468004.033	1°00'00"	1.00	3.37	1.12	79	55		4°37'11"	5729.65	3°27'07"	345.21	172.66								
301	PI			560+80.75	1886977.539	6467870.386							100.00						0°40'04"	100.00	0.49	0.05	33.22	58.29	41.71	264.03
	CS		100.00	561+80.75	1887041.373	6467793.411																				
	SC	N54°43'15"W	282.72	564+63.47	1887224.687	6467578.180																				
	POE																									

* MT01 TRACK DESIGN AT GLENDALE STATION APPROXIMATES THE EXISTING TRACK ALIGNMENT. EXISTING TRACK IS TO REMAIN IN PLACE.

NOT FOR CONSTRUCTION
FOR INTERNAL USE ONLY

REV	DATE	BY	CHK	APP	DESCRIPTION

DESIGNED BY W. XU
DRAWN BY W. XU
CHECKED BY P. MAHONEY
IN CHARGE C. LEE
DATE 07/15/2021

PEPD RECORD SET

NOT FOR CONSTRUCTION

STV 100 Years

JACOBS

CALIFORNIA HIGH-SPEED RAIL AUTHORITY

CALIFORNIA HIGH-SPEED TRAIN PROJECT
BURBANK TO LOS ANGELES
OPTION B REVISED ALIGNMENT - REVISED FINAL PEPD
METROLINK (MT01) - HORIZONTAL ALIGNMENT DATA
B-LA MT01 TRACK (VALLEY SUB)

CONTRACT NO. HSR14-39
DRAWING NO. TT-D6106
SCALE NO SCALE
SHEET NO.

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GARYA

B-LA MT02 TRACK GEOMETRY TABLE

CURVE NO.	DESC	BEARING	DISTANCE	STATION	NORTHING	EASTING	Dc	Ea	Eu (pas)	Eu (ftr)	V (pas)	V (frt)	LS	I	RADIUS	△	L	T	θ	X	Y	P	K	LT	ST	Ts I/O
							STATIONING DATA						INPUT DATA			CURVE DATA			SPIRAL DATA							
							degrees	inches	inches	inches	mph	mph	feet	degrees	feet	degrees	feet	feet	degrees	feet	feet	feet	feet	feet	feet	feet
#20 TO	PS			259+62.91	1864181.852	6486206.458																				
	PITO	N43°57'03"W	61.04	260+23.95	1864225.797	6486164.093					45															
#20 TO	PITO	N41°05'12"W	330.21	263+54.16	1864474.679	6485947.082																				
	PS	N43°57'03"W	61.04	264+15.20	1864518.623	6485904.718					45															
#20 TO	PS	N43°57'03"W	122.00	265+37.20	1864606.456	6485820.045																				
	PITO	N43°57'03"W	61.04	265+98.24	1864650.400	6485777.681					45															
#20 TO	PITO	N41°05'12"W	410.25	270+08.49	1864959.615	6485508.063																				
	PS	N43°57'03"W	61.04	270+69.53	1865003.560	6485465.699					45															
#20 TO	PS	N43°57'03"W	122.00	271+91.53	1865091.392	6485381.026																				
	PITO	N43°57'03"W	61.04	272+52.57	1865135.337	6485338.662					45															
408*	TS		2057.05	293+09.62	1866616.283	6483910.983																				
	SC		100.00	294+09.62	1866688.475	6483841.787							100.00						0°29'39"	100.00	0.29	0.07	50.00	66.67	33.33	1583.25
	PI				1866855.509	6483683.518	0°59'18"	1.00	3.32	1.09	79	55			5796.82	4°32'47"	459.97	230.11								
	CS			298+69.59	1867034.563	6483538.987																				
	SC		100.00	299+69.59	1867112.752	6483476.645							100.00						0°32'19"	100.00	0.34	0.07	45.50	63.92	36.08	---
	PI				1867155.752	6483442.599	0°05'20"	0.00	0.39	0.19	79	55			64456.25	0°05'51"	109.69	54.85								
	CS			300+79.29	1867198.809	6483408.625																				
	SC		100.00	301+79.29	1867277.458	6483346.864							100.00						0°21'08"	100.00	0.23	0.04	42.78	62.46	37.54	---
	PI				1867603.889	6483092.544	0°36'55"	0.50	2.19	0.80	79	55		20°56'25"	9310.76	5°05'22"	827.07	413.81								
	PCC			310+06.35	1867951.594	6482868.184																				
	PI			⚹	1868057.769	6482799.674	0°32'07"	0.50	1.84	0.63	79	55			10703.23	1°21'10"	252.71	126.36								
	CS			312+59.06	1868165.531	6482733.690																				
	SC		225.00	314+84.06	1868358.798	6482618.494							225.00						1°26'45"	224.98	2.68	0.08	32.20	118.77	106.24	---
	PI				1868749.452	6482392.643	0°45'00"	0.50	2.78	1.09	79	55			7639.49	6°45'39"	901.44	451.24								
	CS			323+85.49	1869163.978	6482214.352																				
	ST		70.00	324+55.49	1869228.366	6482186.891							70.00						0°15'45"	70.00	0.11	0.03	35.00	46.67	23.33	1599.51
#20 TO	PS	N23°00'38"W	177.07	326+32.56	1869391.351	6482117.673																				
	PITO	N23°00'38"W	61.04	326+93.60	1869447.534	6482093.813																				
#20 TO	PITO	N23°00'38"W	839.75	335+33.35	1870220.470	6481765.554																				
	PS	N23°00'38"W	61.04	335+94.39	1870276.654	6481741.694																				
	TS	N23°00'38"W	8526.10	421+20.49	1878124.357	6478408.852																				
	SC		100.00	422+20.49	1878216.354	6478369.655							100.00						0°12'01"	100.00	0.12	0.03	50.00	66.67	33.33	2579.92
	PI				1878308.262	6478330.243	0°24'02"	0.75	1.00	0.10	79	55			14308.80	0°48'03"	200.00	100.00								
	CS			424+20.49	1878399.610	6478289.550																				
	SC		150.00	425+70.49	1878536.142	6478227.435							150.00						1°03'15"	149.99	1.18	0.10	45.12	85.76	64.25	---
407	PI				1878710.716	6478145.786	1°00'19"	1.00	2.64	0.76	79	55		33°06'45"	5700.00	3°52'23"	385.30	192.72								
	CS			429+55.78	1878879.376	6478052.532																				
	SC		100.00	430+55.78	1878966.513	6478003.473							100.00						0°49'15"	100.00	0.66	0.03	18.33	53.74	46.26	---
	PI				1880762.100	6476976.810	0°38'12"	1.00	1.78	0.35	79	55			9000.00	25°53'09"	4066.14	2068.37								
	CS			471+21.90	1881929.308	6475269.241																				
	ST		150.00	472+71.90	1882013.265	6475144.938							150.00						0°28'39"	150.00	0.42	0.10	75.00	100.00	50.00	2716.59
	TS	N56°07'23"W	1551.53	488+23.43	1882878.109	6473856.800																				
	SC		50.00	488+73.43	1882905.934	6473815.258							50.00						0°11'15"	50.00	0.05	0.01	25.00	33.33	16.67	130.98
406	PI				1882950.851	6473747.882	0°45'00"	0.50	2.78	1.09	79	55		1°35'22"	7639.49	1°12'52"	161.94	80.98								
	CS			490+35.38	1882994.329	6473679.569																				
	ST		50.00	490+85.38	1883021.083	6473637.329							50.00						0°11'15"	50.00	0.05	0.01	25.00	33.33	16.67	130.98
	TS	N57°42'45"W	418.01	495+03.39	1883244.374	6473283.948																				
	SC		50.00	495+53.39	1883271.128	6473241.708							50.00						0°11'15"	50.00	0.05	0.01	25.00	33.33	16.67	131.00
405	PI				1883314.606	6473173.396	0°45'00"	0.50	2.78	1.09	79	55		1°35'22"	7639.49	1°12'52"	161.94	80.98								
	CS			497+15.34	1883359.523	6473106.020																				
	ST		50.00	497+65.34	1883387.348	6473064.477							50.00						0°11'15"	50.00	0.05	0.01	25.00	33.33	16.67	131.00
	TS	N56°07'23"W	570.29	503+35.63	1883705.235	6472591.003																				
	SC		50.00	503+85.63	1883733.150	6472549.522							50.00						0°11'15"	50.00	0.05	0.01	25.00	33.33	16.67	116.70
404	PI				1883770.510	6472494.269	0°45'00"	0.50	2.78	1.09	79	55		1°22'32"	7639.49	1°00'02"	133.39	66.70								
	CS			505+19.02	1883808.828	6472439.676																				
	ST		50.00	505+69.02	1883837.643	6472398.814							50.00						0°11'15"	50.00	0.05	0.01	25.00	33.33	16.67	116.70
	TS	N54°44'51"W	552.41	511+21.43	1884156.483	6471947.708																				
	SC		50.00	511+71.43	1884185.297	6471906.845							50.00						0°11'15"	50.00	0.05	0.01	25.00	33.33	16.67	116.70
403	PI				1884223.616	6471852.253	0°45'00"	0.50	2.78	1.09	79	55		1°22'32"	7639.49	1°00'02"	133.39	66.70								
	CS			513+04.82	1884260.975	6471796.999																				
	ST		50.00	513+54.82	1884288.891	6471755.518													0°11'15"	50.00	0.05	0.01	25.00	33.33	16.67	116.70
		N56°07'23"W	3143.80																							

TABLE CONTINUED ON DRAWING NO. TT-D6108

* MT02 TRACK DESIGN AT GLENDALE STATION APPROXIMATES THE EXISTING TRACK ALIGNMENT. EXISTING TRACK IS TO REMAIN IN PLACE.

NOT FOR CONSTRUCTION
FOR INTERNAL USE ONLY

REV	DATE	BY	CHK	APP	DESCRIPTION

DESIGNED BY W. XU
DRAWN BY W. XU
CHECKED BY P. MAHONEY
IN CHARGE C. LEE
DATE 07/15/2021

PEPD RECORD SET

NOT FOR CONSTRUCTION

STV 100 Years

JACOBS

CALIFORNIA HIGH-SPEED RAIL AUTHORITY

CALIFORNIA HIGH-SPEED TRAIN PROJECT
BURBANK TO LOS ANGELES
OPTION B REVISED ALIGNMENT - REVISED FINAL PEPD
METROLINK (MT02) - HORIZONTAL ALIGNMENT DATA
B-LA MT02 TRACK (VALLEY SUB) SHEET 1 OF 2

CONTRACT NO. HSR14-39
DRAWING NO. TT-D6107
SCALE NO SCALE
SHEET NO.

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B-LA MT02 TRACK GEOMETRY TABLE (CONTINUED)

STATIONING DATA							INPUT DATA								CURVE DATA				SPIRAL DATA							
CURVE NO.	DESC	BEARING	DISTANCE	STATION	NORTHING	EASTING	Dc	Ea	Eu (pas)	Eu (ftr)	V (pas)	V (frt)	LS	I	RADIUS	△	L	T	θ	X	Y	P	K	LT	ST	Ts I/O
							degrees	inches	inches	inches	mph	mph	feet	degrees	feet	degrees	feet	feet	degrees	feet	feet	feet	feet	feet	feet	feet
	ST			513+54.82	1884288.891	6471755.518																				
		N56°07'23"W	362.45																							
#24 TO	PITO			517+17.27	1884490.925	6471454.599																				
		N56°07'23"W	91.00																							
	PS			518+08.27	1884541.650	6471379.047																				
		N56°07'23"W	257.71																							
#24 TO	PITO			520+65.98	1884685.301	6471165.087																				
		N56°07'23"W	91.00																							
	PS			521+56.98	1884736.025	6471089.536																				
		N56°07'23"W	150.00																							
#24 TO	PS			523+06.98	1884819.637	6470965.001																				
		N56°07'23"W	91.00																							
	PITO			523+97.98	1884870.362	6470889.449																				
		N56°07'23"W	419.85																							
#24 TO	PITO			528+17.83	1885104.391	6470540.875																				
		N56°07'23"W	91.00																							
	PS			529+08.83	1885155.116	6470465.323																				
		N56°07'23"W	1589.79																							
	TS			544+98.62	1886041.286	6469145.422																				
			50.00																							
	SC			545+48.62	1886069.202	6469103.940							50.00						0°11'14"	50.00	0.05	0.01	25.00	33.33	16.67	122.41
402																										
	PI				1886109.759	6469043.956	0°44'55"	0.50	2.77	1.09	79	55		1°27'30"	7654.49	1°05'02"	144.81	72.41								
	CS			546+93.43	1886151.444	6468984.750																				
			50.00																							
	ST			547+43.43	1886180.318	6468943.930							50.00						0°11'14"	50.00	0.05	0.01	25.00	33.33	16.67	122.41
		N54°39'53"W	1094.23																							
	TS			558+37.66	1886813.175	6468051.279																				
			100.00																							
	SC			559+37.66	1886871.248	6467969.870							100.00						0°30'00"	100.00	0.29	0.07	50.00	66.67	33.33	322.76
401																										
	PI				1886996.632	6467796.246	1°00'00"	1.00	3.37	1.12	79	55		5°26'44"	5729.65	4°16'52"	428.13	214.16								
	CS			563+65.78	1887134.627	6467632.468																				
			100.00																							
	SC			564+65.78	1887199.578	6467556.433							100.00						0°39'52"	100.00	0.48	0.05	33.55	58.41	41.59	305.79
		N49°13'08"W	0.00																							
	POE			564+65.78	1887199.578	6467556.433																				

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REV	DATE	BY	CHK	APP	DESCRIPTION

DESIGNED BY W. XU
DRAWN BY W. XU
CHECKED BY P. MAHONEY
IN CHARGE C. LEE
DATE 07/15/2021

PEPD
RECORD SET

NOT FOR CONSTRUCTION

STV 100 Years

JACOBS

CALIFORNIA HIGH-SPEED RAIL AUTHORITY

CALIFORNIA HIGH-SPEED TRAIN PROJECT
BURBANK TO LOS ANGELES
OPTION B REVISED ALIGNMENT - REVISED FINAL
PEPD
METROLINK (MT02) - HORIZONTAL ALIGNMENT DATA
B-LA MT02 TRACK (VALLEY SUB) SHEET 2 OF 2

CONTRACT NO. HSR14-39
DRAWING NO. TT-D6108
SCALE NO SCALE
SHEET NO.

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GARYA

B-LA UPRR TRACK 1 (UPRR1)* GEOMETRY TABLE

CURVE NO.	DESC	BEARING	DISTANCE	STATION	NORTHING	EASTING	Dc	Ea	Eu	V(PAS)	V(FRT)	LS	I	RADIUS	△	L	T	θs	X	Y	P	k	LT	ST	Ts
							STATIONING DATA					INPUT DATA			CURVE DATA			SPIRAL DATA							
							degrees	inches	inches	mph	mph	feet	degrees	feet	degrees	feet	feet	degrees	feet	feet	feet	feet	feet	feet	feet
	POB			105+73.00	1851408.752	6493236.924																			
	TS	N22°41'41"W	361.68	109+34.68	1851742.429	6493097.380																			
	SC		100.00	110+34.68	1851835.436	6493060.689						100.00						3°29'52"	99.96	2.03	0.51	49.99	66.68	33.35	239.23
709	PI				1851964.937	6493015.600	7°00'00"	1.50	1.56	25	20		26°00'18"	819.02	19°00'34"	271.73	137.13									
	CS			113+06.24	1852102.062	6493015.151																			
	ST		100.00	114+06.24	1852201.976	6493018.892						100.00						3°29'52"	99.96	2.03	0.51	49.99	66.68	33.35	239.23
	TS	N03°18'37"E	203.93	116+10.17	1852405.565	6493030.667																			
	SC		65.00	116+75.17	1852470.416	6493035.034						65.00						0°59'59"	40.00	0.23	0.06	20.00	26.67	13.33	144.27
708	PI				1852549.149	6493041.831	5°00'00"	1.00	1.19	25	20		11°08'12"	1146.28	7°53'15"	157.80	79.03									
	CS			118+32.92	1852626.204	6493059.369																			
	ST		65.00	118+97.92	1852689.297	6493074.990						65.00						0°59'59"	40.00	0.23	0.06	20.00	26.67	13.33	144.27
	TS	N14°26'48"E	379.16	122+77.08	1853056.465	6493169.582																			
	SC		100.26	123+77.34	1853153.701	6493194.029						100.26						1°00'09"	100.26	0.58	0.15	50.13	66.84	33.42	1363.54
707	PI				1854372.514	6493485.385	2°00'00"	1.50	2.00	50	25		49°15'19"	2864.93	47°15'01"	2362.63	1253.15									
	CS			147+39.85	1855413.792	6492788.152																			
	ST		100.27	148+40.12	1855496.446	6492731.401						100.26						1°00'09"	100.26	0.58	0.15	50.13	66.84	33.42	1363.54
	TS	N34°48'31"W	526.95	153+67.08	1855929.117	6492430.590																			
	SC		211.01	155+78.09	1856099.737	6492306.503						211.01						3°39'24"	210.92	4.49	1.12	105.49	140.70	70.36	546.88
706	PI				1856357.984	6492101.339	3°27'59"	3.25	2.82	50	25		29°52'49"	1653.11	22°34'00"	651.10	329.82									
	CS			162+29.09	1856517.725	6491812.779																			
	ST		211.00	164+40.10	1856611.960	6491624.023						211.01						3°39'24"	210.92	4.49	1.12	105.49	140.70	70.36	546.88
	TS	N64°41'19"W	624.28	170+64.38	1856878.860	6491059.679																			
	SC		220.00	172+84.38	1856975.952	6490862.286						220.00						2°38'23"	219.95	3.38	0.84	109.99	146.68	73.35	745.09
705	PI				1857218.955	6490404.320	2°24'00"	3.20	1.00	50	40		29°46'58"	2387.50	24°30'11"	1021.03	518.44									
	CS			183+05.34	1857630.011	6490088.383																			
	ST		220.00	185+25.34	1857808.460	6489959.748						220.00						2°38'23"	219.95	3.38	0.84	109.99	146.68	73.35	745.09
	TS	N34°54'22"W	969.63	194+94.97	1858603.646	6489404.893																			
	SC		252.00	197+46.97	1858812.905	6489264.546						252.00						2°46'04"	219.95	3.54	0.89	109.99	146.68	73.35	478.49
704	PI				1859003.647	6489146.578	2°30'59"	3.50	2.82	60	40		17°35'29"	2277.01	11°15'01"	447.11	224.27									
	CS			201+94.04	1859213.738	6489068.090																			
	ST		252.00	204+46.04	1859452.862	6488988.676						252.00						2°46'04"	219.95	3.54	0.89	109.99	146.68	73.35	478.49
	TS	N17°18'53"W	944.13	213+90.18	1860354.225	6488707.679																			
	SC		235.73	216+25.91	1860578.041	6488633.772						235.73						2°41'41"	220.68	3.46	0.87	110.36	147.17	73.59	521.91
703	PI				1860844.093	6488535.924	2°26'31"	3.25	2.90	60	40		19°31'35"	2346.59	13°46'34"	564.21	283.47									
	CS			221+90.09	1861079.190	6488377.535																			
	ST		235.73	224+25.82	1861270.150	6488239.367						235.73						2°41'41"	220.68	3.46	0.87	110.36	147.17	73.59	521.91
	TS	N36°50'48"W	881.24	233+07.06	1861975.362	6487710.906																			
	SC		220.00	235+27.06	1862153.349	6487581.632						220.00						2°33'57"	219.96	3.28	0.82	109.99	146.68	73.35	434.09
702	PI				1862329.072	6487461.849	2°19'58"	3.00	2.88	60	40		15°01'44"	2456.20	9°53'49"	424.27	212.66									
	CS			239+51.30	1862522.767	6487374.052																			
	ST		220.00	241+71.30	1862725.747	6487289.255						220.00						2°33'57"	219.96	3.28	0.82	109.99	146.68	73.35	434.09
	TS	N21°49'04"W	187.25	243+58.55	1862899.578	6487219.665																			
	SC		290.95	246+49.50	1863167.111	6487105.459						290.95						3°53'52"	270.84	5.72	1.43	135.46	180.67	90.35	564.03
701	PI				1863409.449	6486988.750	2°40'46"	4.00	2.75	60	40		22°07'59"	2138.50	14°20'16"	535.14	268.98									
	CS			251+84.59	1863615.336	6486815.665																			
	ST		290.95	254+75.54	1863829.282	6486618.575						290.95						3°53'52"	270.84	5.72	1.43	135.46	180.67	90.35	564.03
	TS	N43°57'03"W	1558.39	270+33.93	1864951.224	6485536.987																			
#20 TO	PITO	N43°57'03"W	61.04	270+94.97	1864995.169	6485494.623																			
	PS																								

* TRACK NOTED ON PLANS AS UPRR1 / METROLINK TRACK 1

NOT FOR CONSTRUCTION
FOR INTERNAL USE ONLY

REV	DATE	BY	CHK	APP	DESCRIPTION

DESIGNED BY W. XU
DRAWN BY W. XU
CHECKED BY P. MAHONEY
IN CHARGE C. LEE
DATE 07/15/2021

PEPD RECORD SET

NOT FOR CONSTRUCTION

STV 100 Years

JACOBS

CALIFORNIA HIGH-SPEED RAIL AUTHORITY

CALIFORNIA HIGH-SPEED TRAIN PROJECT
BURBANK TO LOS ANGELES
OPTION B REVISED ALIGNMENT - REVISED FINAL
PEPD
UPRR - HORIZONTAL ALIGNMENT DATA
B-LA UPRR TRACK 1

CONTRACT NO. HSR14-39
DRAWING NO. TT-D6109
SCALE NO SCALE
SHEET NO.

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GARYA

B-LA UPRR TRACK 2 (UPRR2)* GEOMETRY TABLE

STATIONING DATA							INPUT DATA							CURVE DATA				SPIRAL DATA							
CURVE NO.	DESC	BEARING	DISTANCE	STATION	NORTHING	EASTING	Dc	Ea	Eu	V(PAS)	V(FRT)	LS	I	RADIUS	△	L	T	θs	X	Y	P	k	LT	ST	Ts
							degrees	inches	inches	mph	mph	feet	degrees	feet	degrees	feet	feet	degrees	feet	feet	feet	feet	feet	feet	feet
	POB			105+73.00	1851403.300	6493224.291																			
	TS	N23°20'34"W	345.23	109+18.23	1851720.269	6493087.501																			
	SC		100.91	110+19.14	1851813.692	6493049.399						100.91						3°27'58"	100.87	2.03	0.51	50.45	67.29	33.65	248.13
809	PI				1851950.022	6493000.111	6°52'26"	1.50	1.51	25	20		26°39'11"	834.02	19°43'15"	287.06	144.97									
	CS			113+06.03	1852094.987	6492999.717																			
	ST		100.91	114+06.94	1852195.810	6493003.510						100.91						3°27'58"	100.87	2.03	0.51	50.45	67.29	33.65	248.13
	TS	N03°18'37"E	210.84	116+17.78	1852406.302	6493015.685																			
	SC		65.26	116+83.04	1852471.413	6493020.063						65.26						1°36'36"	65.25	0.61	0.15	32.63	43.51	21.75	145.85
808	PI				1852551.473	6493026.955	4°56'07"	1.00	1.16	25	20		11°08'12"	1161.28	7°55'00"	160.46	80.36									
	CS			118+43.45	1852629.821	6493044.808																			
	ST		65.25	119+08.71	1852693.165	6493060.496						65.26						1°36'36"	65.25	0.61	0.15	32.63	43.51	21.75	145.85
	TS	N14°26'48"E	379.16	122+87.87	1853060.335	6493155.089																			
	SC		100.00	123+87.87	1853157.316	6493179.470						100.00						1°00'19"	100.00	0.58	0.15	50.00	66.67	33.33	1356.53
807	PI				1854369.609	6493469.209	2°00'38"	3.25	2.87	50	25		49°15'19"	2849.93	47°14'42"	2350.00	1246.44									
	CS			147+37.75	1855405.338	6492775.761																			
	ST		100.00	148+37.75	1855487.775	6492719.160						100.00						1°00'19"	100.00	0.58	0.15	50.00	66.67	33.33	1356.53
	TS	N34°48'31"W	527.82	153+65.57	1855921.152	6492417.859																			
	SC		210.00	155+75.57	1856090.942	6492294.348						210.00						3°40'28"	209.91	4.49	1.12	104.99	140.03	70.03	542.15
806	PI				1856346.242	6492091.397	3°30'00"	3.50	2.63	50	25		29°52'49"	1637.28	22°31'53"	643.85	326.14									
	CS			162+19.32	1856504.286	6491806.110																			
	ST		210.00	164+29.32	1856598.089	6491618.267						210.00						3°40'28"	209.91	4.49	1.12	104.99	140.03	70.03	542.15
	TS	N64°41'19"W	624.66	170+53.98	1856865.153	6491053.578																			
	SC		220.68	172+74.67	1856962.539	6490855.561						220.69						2°37'54"	220.64	3.38	0.84	110.34	147.14	73.58	749.43
805	PI				1857207.173	6490394.362	2°23'06"	3.00	3.00	50	40		29°46'58"	2402.50	24°31'10"	1028.14	522.06									
	CS			183+02.73	1857621.145	6490076.279																			
	ST		220.68	185+23.42	1857800.159	6489947.249						220.69						2°37'54"	220.64	3.38	0.84	110.34	147.14	73.58	749.43
	TS	N34°54'22"W	968.93	194+92.35	1858594.768	6489392.798																			
	SC		252.72	197+45.07	1858804.615	6489252.035						252.72						3°09'31"	252.64	4.64	1.16	126.35	168.51	84.26	481.17
804	PI				1858996.992	6489133.001	2°30'00"	3.50	2.80	60	40		17°35'29"	2292.01	11°16'26"	450.99	226.23									
	CS			201+96.03	1859208.929	6489053.873																			
	ST		252.72	204+48.75	1859448.742	6488974.248						252.72						3°09'31"	252.64	4.64	1.16	126.35	168.51	84.26	481.17
	TS	N17°18'53"W	944.15	213+92.90	1860350.109	6488693.251																			
	SC		235.00	216+27.90	1860573.228	6488619.560						235.00						2°53'15"	234.94	3.95	0.99	117.49	156.69	78.35	518.97
803	PI				1860837.193	6488522.429	2°27'27"	3.25	2.94	60	40		19°31'55"	2331.59	13°45'26"	559.83	281.27									
	CS			221+87.69	1861070.487	6488365.312																			
	ST		235.00	224+22.69	1861260.863	6488227.582						235.00						2°53'15"	234.94	3.95	0.99	117.49	156.69	78.35	518.97
	TS	N36°50'48"W	881.27	233+03.96	1861966.099	6487699.103																			
	SC		220.67	235+24.63	1862144.622	6487569.427						220.67						2°33'29"	220.63	3.28	0.82	110.33	147.13	73.57	436.41
802	PI				1862321.681	6487448.698	2°19'07"	3.00	2.84	60	40		15°01'44"	2471.20	9°54'45"	427.54	214.30									
	CS			239+52.14	1862516.880	6487360.251																			
	ST		220.67	241+72.81	1862720.483	6487275.205						220.67						2°33'29"	220.63	3.28	0.82	110.33	147.13	73.57	436.41
	TS	N21°49'04"W	187.37	243+60.19	1862894.444	6487205.563																			
	SC		290.00	246+50.19	1863161.094	6487091.708						290.00						3°54'44"	289.86	6.60	1.65	144.98	193.38	96.71	560.62
801	PI				1863401.202	6486975.996	2°41'54"	4.00	2.80	60	40		22°07'59"	2123.50	14°18'30"	530.30	266.54									
	CS			251+80.44	1863605.265	6486804.533																			
	ST		290.00	254+70.44	1863818.529	6486608.106						290.00						3°54'44"	289.86	6.60	1.65	144.98	193.38	96.71	560.62
	PITO	N43°57'03"W	1584.98	270+55.42	1864959.615	6485508.063																			
#20 TO	PS	N43°57'03"W	61.04	271+16.46	1865003.560	6485465.699																			

* TRACK NOTED ON PLANS AS UPRR2 / METROLINK TRACK 2

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FOR INTERNAL USE ONLY

REV	DATE	BY	CHK	APP	DESCRIPTION

DESIGNED BY W. XU
DRAWN BY W. XU
CHECKED BY P. MAHONEY
IN CHARGE C. LEE
DATE 07/15/2021

PEPD RECORD SET

NOT FOR CONSTRUCTION

STV 100 Years

JACOBS

CALIFORNIA HIGH-SPEED RAIL AUTHORITY

CALIFORNIA HIGH-SPEED TRAIN PROJECT
BURBANK TO LOS ANGELES
OPTION B REVISED ALIGNMENT - REVISED FINAL PEPD
UPRR - HORIZONTAL ALIGNMENT DATA
B-LA UPRR TRACK 2

CONTRACT NO. HSR14-39
DRAWING NO. TT-D6110
SCALE NO SCALE
SHEET NO.

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GARYA

B-LA METROLINK SHOOFLY (SF01) TRACK GEOMETRY TABLE

STATIONING DATA							INPUT DATA							CURVE DATA				SPIRAL DATA							
CURVE NO.	DESC	BEARING	DISTANCE	STATION	NORTHING	EASTING	Dc	Ea	Eu	V(pas)	V(frt)	LS	I	RADIUS	△	L	T	θs	X	Y	o	Xo	LT	ST	Ts
							degrees	inches	inches	mph	mph	feet	degrees	feet	degrees	feet	feet	degrees	feet	feet	feet	feet	feet	feet	feet
	POB			3211+38.15	1892448.176	6456107.773																			
	TS	S76°25'12"E	100.00	3212+38.15	1892424.696	6456204.978																			
	SC		100.00	3213+38.15	1892400.933	6456302.113						100.00						0°30'00"	100.00	0.29	0.07	50.00	66.67	33.33	277.73
901	PI				1892359.485	6456474.942	1°00'00"	1.00	3.36	79	65		4°33'07"	5729.65	3°33'07"	355.21	177.66									
	CS			3216+93.36	1892303.898	6456643.755						100.00						0°30'00"	100.00	0.29	0.07	50.00	66.67	33.33	277.73
	ST		100.00	3217+93.36	1892273.054	6456738.879																			
	TS	S71°52'05"E	240.00	3220+33.36	1892198.364	6456966.961																			
	SC		100.00	3221+33.36	1892167.520	6457062.086						100.00						0°30'00"	100.00	0.29	0.07	50.00	66.67	33.33	276.92
902	PI				1892112.186	6457230.128	1°00'00"	1.00	3.36	79	65		4°32'09"	5729.65	3°32'09"	353.59	176.85									
	CS			3224+86.95	1892070.879	6457402.158						100.00						0°30'00"	100.00	0.29	0.07	50.00	66.67	33.33	276.92
	ST		100.00	3225+86.95	1892047.089	6457499.286																			
	TS	S76°24'14"E	408.16	3229+95.11	1891951.140	6457896.010																			
	SC		100.00	3230+95.11	1891927.915	6457993.276						100.00						0°30'00"	100.00	0.29	0.07	50.00	66.67	33.33	278.28
903	PI				1891885.723	6458166.493	1°00'00"	1.00	3.36	79	65		4°33'47"	5729.65	3°33'47"	356.31	178.21									
	CS			3234+51.42	1891858.019	6458342.609						100.00						0°30'00"	100.00	0.29	0.07	50.00	66.67	33.33	278.28
	ST		100.00	3235+51.42	1891842.031	6458441.322																			
	TS	S80°58'01"E	240.00	3237+91.42	1891804.351	6458678.346																			
	SC		100.00	3238+91.42	1891788.363	6458777.059						100.00						0°30'00"	100.00	0.29	0.07	50.00	66.67	33.33	280.29
904	PI				1891760.344	6458955.162	1°00'00"	1.00	3.36	79	65		4°36'12"	5729.65	3°36'12"	360.33	180.23									
	CS			3242+51.75	1891717.555	6459130.305						100.00						0°30'00"	100.00	0.29	0.07	50.00	66.67	33.33	280.29
	ST		100.00	3243+51.75	1891694.263	6459227.554																			
	POE	S76°21'49"E	96.21	3244+47.96	1891671.579	6459321.056																			

B-LA METROLINK SHOOFLY (SF02) TRACK GEOMETRY TABLE

STATIONING DATA							INPUT DATA							CURVE DATA				SPIRAL DATA							
CURVE NO.	DESC	BEARING	DISTANCE	STATION	NORTHING	EASTING	Dc	Ea	Eu	V(pas)	V(frt)	LS	I	RADIUS	△	L	T	θs	X	Y	o	Xo	LT	ST	Ts
							degrees	inches	inches	mph	mph	feet	degrees	feet	degrees	feet	feet	degrees	feet	feet	feet	feet	feet	feet	feet
	POB			3211+43.44	1892431.747	6456109.102																			
	TS	S76°25'12"E	100.00	3212+43.44	1892408.267	6456206.306																			
	SC		100.00	3213+43.44	1892384.504	6456303.441						100.00						0°30'00"	100.00	0.29	0.07	50.00	66.67	33.33	276.21
911	PI				1892343.412	6456474.796	1°00'00"	1.00	3.36	79	65		4°31'18"	5729.65	3°31'18"	352.18	176.15									
	CS			3216+95.62	1892288.385	6456642.197						100.00						0°30'00"	100.00	0.29	0.07	50.00	66.67	33.33	276.21
	ST		100.00	3217+95.62	1892257.592	6456737.337																			
	TS	S71°53'54"E	240.00	3220+35.62	1892183.023	6456965.459																			
	SC		100.00	3221+35.62	1892152.229	6457060.599						100.00						0°30'00"	100.00	0.29	0.07	50.00	66.67	33.33	275.40
912	PI				1892097.454	6457227.230	1°00'00"	1.00	3.36	79	65		4°30'20"	5729.65	3°30'20"	350.56	175.34									
	CS			3224+86.18	1892056.504	6457397.785						100.00						0°30'00"	100.00	0.29	0.07	50.00	66.67	33.33	275.40
	ST		100.00	3225+86.18	1892032.714	6457494.914																			
	TS	S76°24'14"E	410.89	3229+97.06	1891936.124	6457894.287																			
	SC		100.00	3230+97.06	1891912.899	6457991.552						100.00						0°30'00"	100.00	0.29	0.07	50.00	66.67	33.33	273.89
913	PI				1891871.740	6458160.499	1°00'00"	1.00	3.36	79	65		4°28'31"	5729.65	3°28'31"	347.54	173.82									
	CS			3234+44.60	1891844.463	6458332.234						100.00						0°30'00"	100.00	0.29	0.07	50.00	66.67	33.33	273.89
	ST		100.00	3235+44.60	1891828.324	6458430.922																			
	TS	S80°52'45"E	240.00	3237+84.60	1891790.281	6458667.888																			
	SC		100.00	3238+84.60	1891774.142	6458766.577						100.00						0°30'00"	100.00	0.29	0.07	50.00	66.67	33.33	275.90
914	PI				1891746.546	6458940.298	1°00'00"	1.00	3.36	79	65		4°30'56"	5729.65	3°30'56"	351.55	175.83									
	CS			3242+36.15	1891704.794	6459111.171						100.00						0°30'00"	100.00	0.29	0.07	50.00	66.67	33.33	275.90
	ST		100.00	3243+36.15	1891681.501	6459208.420																			
	POE	S76°21'49"E	111.69	3244+47.84	1891655.170	6459316.958																			

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REV	DATE	BY	CHK	APP	DESCRIPTION

DESIGNED BY W. XU
DRAWN BY W. XU
CHECKED BY P. MAHONEY
IN CHARGE C. LEE
DATE 07/15/2021

PEPD RECORD SET

NOT FOR CONSTRUCTION

STV 100 Years

JACOBS

CALIFORNIA HIGH-SPEED RAIL AUTHORITY

CALIFORNIA HIGH-SPEED TRAIN PROJECT
BURBANK TO LOS ANGELES
OPTION B REVISED ALIGNMENT - REVISED FINAL PEPD
METROLINK (SF01) - HORIZONTAL ALIGNMENT DATA
B-LA SF01 SHOOFLY TRACK (VENTURA SUB)

CONTRACT NO. HSR14-39
DRAWING NO. TT-D6111
SCALE NO SCALE
SHEET NO.

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UPRR SIDING TRACK (SDNG) GEOMETRY TABLE

STATIONING DATA							INPUT DATA						CURVE DATA				SPIRAL DATA							
CURVE NO.	DESC	BEARING	DISTANCE	STATION	NORTHING	EASTING	Dc	Ea	Eu	V(pas)	V(frt)	LS	I	RADIUS	△	L	T	θs	X	Y	o	Xo	LT	ST	Ts
							degrees	inches	inches	mph	mph	feet	degrees	feet	degrees	feet	feet	degrees	feet	feet	feet	feet	feet	feet	feet
#14 T.O.	PS			100+00.00	1891650.723	6459529.517																			
	PITO	S76°24'14"E	44.53	100+44.53	1891640.255	6459572.800																			
	PC	S80°29'41"E	142.05	101+86.59	1891616.796	6459712.904																			
1001	PI				1891605.531	6459780.184	3°00'00"	0.00	1.31	-	25		4°05'27"	1910.08	4°05'27"	136.36	68.22								
	PT			103+22.94	1891589.495	6459846.488																			
	PC	S76°24'14"E	2656.74	129+79.68	1890964.960	6462428.775																			
1002	PI				1890948.924	6462495.080	3°00'00"	0.00	1.31	-	25		4°05'27"	1910.08	4°05'27"	136.36	68.22								
	PT			131+16.04	1890928.199	6462560.072																			
#14 T.O.	PITO	S72°18'47"E	142.05	132+58.09	1890885.040	6462695.411																			
	PS	S76°24'14"E	44.53	133+02.62	1890874.572	6462738.694																			

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REV	DATE	BY	CHK	APP	DESCRIPTION

DESIGNED BY W. XU
DRAWN BY W. XU
CHECKED BY P. MAHONEY
IN CHARGE C. LEE
DATE 07/15/2021

PEPD
RECORD SET

NOT FOR CONSTRUCTION

STV 100 Years

JACOBS

CALIFORNIA HIGH-SPEED RAIL AUTHORITY

CALIFORNIA HIGH-SPEED TRAIN PROJECT
BURBANK TO LOS ANGELES
OPTION B REVISED ALIGNMENT - REVISED FINAL
PEPD
UPRR SIDING (SNDG) - HORIZONTAL ALIGNMENT DATA
B-LA SIDING TRACK

CONTRACT NO. HSR14-39
DRAWING NO. TT-D6112
SCALE NO SCALE
SHEET NO.

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GARYA

B-LA GLENDALE SLIDE TRACK GEOMETRY TABLE

STATIONING DATA							INPUT DATA							CURVE DATA				SPIRAL DATA							
CURVE NO.	DESC	BEARING	DISTANCE	STATION	NORTHING	EASTING	Dc	Ea	Eu	V(PAS)	V(FRT)	LS	I	RADIUS	Δ	L	T	θs	X	Y	P	k	LT	ST	Ts
							degrees	inches	inches	mph	mph	feet	degrees	feet	degrees	feet	feet	degrees	feet	feet	feet	feet	feet	feet	feet
#14 TO	PS			10+00.00	1870174.900	6481801.204																			
	PITO	N23°00'38"W	42.13	10+42.13	1870213.678	6481784.796																			
		N18°55'11"W	159.10																						
1102	PC			12+01.23	1870364.186	6481733.147																			
	PI				1870412.588	6481716.557	4°00'00"	0.00	2.52	30	20		4°05'27"	1432.69	4°05'27"	102.29	51.17								
	PT			13+03.50	1870459.684	6481696.556																			
		N23°00'38"W	7986.99																						
1101	PC			92+90.50	1877811.181	6478574.447																			
	PI				1877858.277	6478554.446	4°00'00"	0.00	2.52	30	20		4°05'27"	1432.69	4°05'27"	102.29	51.17								
	PT			93+92.77	1877903.826	6478531.137																			
		N27°06'04"W	159.10																						
#14 TO	PITO	N23°00'38"W	42.13	95+51.87	1878045.460	6478458.655																			
	PS			95+94.00	1878084.238	6478442.186																			

B-LA TERRY LUMBER SPUR TRACK GEOMETRY TABLE

STATIONING DATA							INPUT DATA							CURVE DATA				SPIRAL DATA							
CURVE NO.	DESC	BEARING	DISTANCE	STATION	NORTHING	EASTING	Dc	Ea	Eu	V(PAS)	V(FRT)	LS	I	RADIUS	Δ	L	T	θs	X	Y	P	k	LT	ST	Ts
							degrees	inches	inches	mph	mph	feet	degrees	feet	degrees	feet	feet	degrees	feet	feet	feet	feet	feet	feet	feet
#15 TO	PS			10+00.00	1866069.040	6484459.378																			
	PITO	S43°57'03"E	39.98	10+39.98	1866040.256	6484487.126																			
		S47°46'09"E	170.67																						
1201	PC			12+10.65	1865925.544	6484613.499																			
	PI				1865888.862	6484653.910	3°30'00"	0.00	2.20	30	20		3°49'06"	1637.28	3°49'06"	109.11	54.58								
	PT			13+19.77	1865849.571	6484691.788																			
		S43°57'03"E	1315.98																						
1202	PC			26+35.75	1864902.150	6485605.132																			
	PI				1864786.319	6485716.797	23°00'00"	0.00	1.61	10	10		65°21'46"	250.79	65°21'46"	286.10	160.89								
	PT			29+21.85	1864839.531	6485868.633																			
		N70°41'11"E	29.49																						
	POE			29+51.34	1864849.287	6485896.469																			

NOT FOR CONSTRUCTION
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REV	DATE	BY	CHK	APP	DESCRIPTION

DESIGNED BY W. XU
DRAWN BY W. XU
CHECKED BY P. MAHONEY
IN CHARGE C. LEE
DATE 07/15/2021

PEPD
RECORD SET

NOT FOR
CONSTRUCTION

STV 100 Years
JACOBS

CALIFORNIA
HIGH-SPEED RAIL AUTHORITY

CALIFORNIA HIGH-SPEED TRAIN PROJECT
BURBANK TO LOS ANGELES
OPTION B REVISED ALIGNMENT - REVISED FINAL
PEPD
GLENDALE SLIDE & TERRY LUMBER - HORIZONTAL ALIGN DATA
B-LA SLIDE & SPUR TRACKS

CONTRACT NO. HSR14-39
DRAWING NO. TT-D6113
SCALE NO SCALE
SHEET NO.

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GARYA

B-LA MT01 NORTHBOUND TRACK @ MISSION TOWER BRIDGE GEOMETRY TABLE

STATIONING DATA							INPUT DATA							CURVE DATA				SPIRAL DATA							
CURVE NO.	DESC	BEARING	DISTANCE	STATION	NORTHING	EASTING	Dc	Ea	Eu	V(PAS)	V(FRT)	LS	I	RADIUS	△	L	T	θs	X	Y	P	k	LT	ST	Ts
							degrees	inches	inches	mph	mph	feet	degrees	feet	degrees	feet	feet	degrees	feet	feet	feet	feet	feet	feet	feet
	POB				1844531.103	6493128.846																			
	PC	N00°48'58"W	95.83	37+33.24	1844626.937	6493127.481																			
1301	PI				1844690.763	6493126.572	12°00'00"	0.50	2.86	20	20		15°12'07"	478.34	15°12'07"	126.91	63.83								
	PT			38+59.93	1844752.593	6493142.431																			
	PS	N14°23'09"E	0.21	38+60.14	1844752.801	6493142.484																			
#10 TO	PITO	N14°23'09"E	32.92	38+93.06	1844784.687	6493150.663																			
	PC	N14°23'09"E	99.05	39+92.11	1844880.636	6493175.273																			
1302	PI				1844986.180	6493202.344	9°30'00"	0.00	2.66	20	20		20°27'31"	603.80	20°27'31"	215.60	108.96								
	PT			42+07.47	1845075.604	6493264.599																			
	PC	N34°50'40"E	108.13	43+15.60	1845164.352	6493326.382																			
1303	PI				1845228.633	6493371.132	6°00'00"	0.00	1.68	20	20		9°22'25"	955.37	9°22'25"	156.30	78.32								
	PT			44+71.83	1845299.343	6493404.815																			
	PITO	N25°28'15"E	120.64	45+92.47	1845408.262	6493456.699																			
#10 TO	PS	N25°28'15"E	32.92	46+25.39	1845437.981	6493470.855																			
	PC	N25°28'15"E	0.98	46+26.37	1845438.863	6493471.276																			
1304	PI				1845547.058	6493522.814	12°00'00"	0.50	2.86	20	20		28°07'50"	478.34	28°07'50"	234.85	119.84								
	PT			48+60.79	1845666.771	6493517.253																			
	PITO	N02°39'35"W	115.68	49+76.47	1845782.329	6493511.885																			
#10 TO	PS	N02°39'35"W	32.92	50+09.39	1845815.212	6493510.357																			
	PC	N02°39'35"W	7.88	50+17.27	1845823.084	6493509.991																			
1305	PI				1845892.497	6493506.767	12°00'00"	0.50	2.86	20	20		16°31'51"	478.34	16°31'51"	138.01	69.49								
	PT			51+55.03	1845959.958	6493523.426																			

B-LA MT01 (B) NORTHBOUND CONNECTION TRACK @ MISSION TOWER BRIDGE GEOMETRY TABLE

STATIONING DATA							INPUT DATA							CURVE DATA				SPIRAL DATA							
CURVE NO.	DESC	BEARING	DISTANCE	STATION	NORTHING	EASTING	Dc	Ea	Eu	V(PAS)	V(FRT)	LS	I	RADIUS	△	L	T	θs	X	Y	P	k	LT	ST	Ts
							degrees	inches	inches	mph	mph	feet	degrees	feet	degrees	feet	feet	degrees	feet	feet	feet	feet	feet	feet	feet
	POB			1+00.00	1845072.593	6492751.603																			
#10 TO	PS	N83°12'49"E	248.16	3+48.16	1845101.918	6492998.022																			
	PITO	N83°12'58"E	32.92	3+81.08	1845105.806	6493030.710																			
	PC	N77°29'29"E	91.00	4+72.08	1845125.516	6493119.551																			
1311	PI				1845168.043	6493311.242	12°30'00"	0.50	3.00	20	20		46°17'45"	459.28	46°17'45"	371.10	196.35								
	PT			8+42.44	1845336.003	6493412.944																			
	PITO	N31°11'44"E	84.47	9+26.92	1845408.262	6493456.699																			
#10 TO	PS	N25°28'15"E	32.92	9+59.84	1845437.981	6493470.855																			

B-LA MT02 SOUTHBOUND TRACK @ MISSION TOWER BRIDGE GEOMETRY TABLE

STATIONING DATA							INPUT DATA							CURVE DATA				SPIRAL DATA							
CURVE NO.	DESC	BEARING	DISTANCE	STATION	NORTHING	EASTING	Dc	Ea	Eu	V(PAS)	V(FRT)	LS	I	RADIUS	△	L	T	θs	X	Y	P	k	LT	ST	Ts
							degrees	inches	inches	mph	mph	feet	degrees	feet	degrees	feet	feet	degrees	feet	feet	feet	feet	feet	feet	feet
	POB			37+27.61	1845087.488	6492749.830																			
	PC	N83°13'04"E	201.92	39+29.53	1845111.334	6492950.336																			
1321	PI				1845117.930	6493005.795	6°00'00"	0.00	1.68	20	20		6°41'29"	955.37	6°41'29"	111.57	55.85								
	PT			40+41.05	1845130.943	6493060.108																			
	POE	N76°31'35"E	31.23	40+72.28	1845138.219	6493090.476																			

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REV	DATE	BY	CHK	APP	DESCRIPTION

DESIGNED BY W. XU
DRAWN BY W. XU
CHECKED BY P. MAHONEY
IN CHARGE C. LEE
DATE 07/15/2021

PEPD RECORD SET

NOT FOR CONSTRUCTION

STV 100 Years

JACOBS

CALIFORNIA HIGH-SPEED RAIL AUTHORITY

CALIFORNIA HIGH-SPEED TRAIN PROJECT
BURBANK TO LOS ANGELES
OPTION B REVISED ALIGNMENT - REVISED FINAL PEPD
METROLINK - HORIZONTAL ALIGNMENT DATA
B-LA NORTHBOUND AND SOUTHBOUND TRACK

CONTRACT NO. HSR14-39
DRAWING NO. TT-D6114
SCALE NO SCALE
SHEET NO.

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B-LA UPRR-1 TRACK @ MISSION TOWER BRIDGE GEOMETRY TABLE

STATIONING DATA							INPUT DATA							CURVE DATA				SPIRAL DATA							
CURVE NO.	DESC	BEARING	DISTANCE	STATION	NORTHING	EASTING	Dc	Ea	Eu	V(PAS)	V(FRT)	LS	I	RADIUS	△	L	T	θs	X	Y	P	k	LT	ST	Ts
							degrees	inches	inches	mph	mph	feet	degrees	feet	degrees	feet	feet	degrees	feet	feet	feet	feet	feet	feet	feet
#10 TO	PS			1+00.00	1845815.212	6493510.357																			
	PITO	S02°39'35"E	32.92	1+32.92	1845782.329	6493511.885																			
	PC	S08°23'04"E	85.78	2+18.70	1845697.466	6493524.393																			
1331	PI				1845244.027	6493591.226	11°00'00"	0.50	2.58	20	20			521.67	82°36'17"	752.11	458.34								
	PT			9+69.65	1845251.940	6494049.495																			
	POE	S20°31'29"E	00.00	9+69.65	1845251.940	6494049.495																			

B-LA UPRR-2 TRACK @ MISSION TOWER BRIDGE GEOMETRY TABLE

STATIONING DATA							INPUT DATA							CURVE DATA				SPIRAL DATA							
CURVE NO.	DESC	BEARING	DISTANCE	STATION	NORTHING	EASTING	Dc	Ea	Eu	V(PAS)	V(FRT)	LS	I	RADIUS	△	L	T	θs	X	Y	P	k	LT	ST	Ts
							degrees	inches	inches	mph	mph	feet	degrees	feet	degrees	feet	feet	degrees	feet	feet	feet	feet	feet	feet	feet
#10 TO	PS			4+48.16	1845101.918	6492998.022																			
	PITO	N83°12'52"E	32.92	4+81.08	1845105.806	6493030.710																			
	PC	N83°12'52"E	144.09	6+25.17	1845122.828	6493173.793																			
1341	PI				1845130.540	6493238.601	2°15'00"	0.00	0.63	20	20			2546.64	2°56'10"	130.50	65.27								
	PT			7+55.66	1845141.560	6493302.929																			
	PC	N80°16'42"E	203.68	9+59.34	1845175.954	6493503.681																			
1342	PI				1845187.243	6493569.576	2°15'00"	0.00	0.63	20	20			2546.64	3°00'27"	133.68	66.86								
	PT			10+93.01	1845195.059	6493635.973																			
	POE	N26°14'58"E	00.00	10+93.01	1845195.059	6493635.973																			

B-LA UPRR-3 TRACK @ MISSION TOWER BRIDGE GEOMETRY TABLE

STATIONING DATA							INPUT DATA							CURVE DATA				SPIRAL DATA							
CURVE NO.	DESC	BEARING	DISTANCE	STATION	NORTHING	EASTING	Dc	Ea	Eu	V(PAS)	V(FRT)	LS	I	RADIUS	△	L	T	θs	X	Y	P	k	LT	ST	Ts
							degrees	inches	inches	mph	mph	feet	degrees	feet	degrees	feet	feet	degrees	feet	feet	feet	feet	feet	feet	feet
#10 TO	PS			0+00.00	1844752.801	6493142.484																			
	PITO	N14°23'09"E	32.92	0+32.92	1844784.687	6493150.663																			
	PC	N20°06'38"E	84.42	1+17.34	1844863.960	6493179.689																			
1351	PI				1845140.161	6493280.822	12°00'00"	0.50	2.86	20	20			478.34	63°10'31"	527.42	294.13								
	PT			6+43.80	1845174.549	6493572.939																			
	POE	N83°17'09"E	83.49	7+27.29	1845184.311	6493655.859																			

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DRAWN BY W. XU
CHECKED BY P. MAHONEY
IN CHARGE C. LEE
DATE 07/15/2021

PEPD RECORD SET

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STV 100 Years

JACOBS

CALIFORNIA HIGH-SPEED RAIL AUTHORITY

CALIFORNIA HIGH-SPEED TRAIN PROJECT
BURBANK TO LOS ANGELES
OPTION B REVISED ALIGNMENT - REVISED FINAL
PEPD
UPRR - HORIZONTAL ALIGNMENT DATA
B-LA NORTHBOUND AND SOUTHBOUND TRACK

CONTRACT NO. HSR14-39
DRAWING NO. TT-D6115
SCALE NO SCALE
SHEET NO.

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