

CALIFORNIA HIGH-SPEED TRAIN ALIGNMENT (PLAN AND PROFILE)

RECORD SET PEPD DESIGN SUBMISSION

Bakersfield to Palmdale

Alignment (Plan and Profile)

October 2017



GENERAL SHEETS

DRAWING No.	DRAWING DESCRIPTION
TT-B0002	ALTERNATIVE 1,2,3,5 - GENERAL - INDEX OF DRAWING - SHEET 1 OF 2
TT-B0003	ALTERNATIVE 1,2,3,5 - GENERAL - INDEX OF DRAWING - SHEET 2 OF 2
TT-B0004	ALTERNATIVE 1,2,3,5 - GENERAL - ABBREVIATIONS - SHEET 1 OF 3
TT-B0005	ALTERNATIVE 1,2,3,5 - GENERAL - ABBREVIATIONS - SHEET 2 OF 3
TT-B0006	ALTERNATIVE 1,2,3,5 - GENERAL - ABBREVIATIONS - SHEET 3 OF 3
TT-B0007	ALTERNATIVE 1,2,3,5 - GENERAL - SYMBOLS, LEGEND, AND GENERAL NOTES - SHEET 1 OF 1
TT-B0008	ALTERNATIVE 1 - GENERAL - HORIZONTAL ALIGNMENT DATA TABLE - SHEET 1 OF 8
TT-B0009	ALTERNATIVE 1 - GENERAL - HORIZONTAL ALIGNMENT DATA TABLE - SHEET 2 OF 8
TT-B0010	ALTERNATIVE 2 - GENERAL - HORIZONTAL ALIGNMENT DATA TABLE - SHEET 3 OF 8
TT-B0011	ALTERNATIVE 2 - GENERAL - HORIZONTAL ALIGNMENT DATA TABLE - SHEET 4 OF 8
TT-B0012	ALTERNATIVE 3 - GENERAL - HORIZONTAL ALIGNMENT DATA TABLE - SHEET 5 OF 8
TT-B0013	ALTERNATIVE 3 - GENERAL - HORIZONTAL ALIGNMENT DATA TABLE - SHEET 6 OF 8
TT-B0014	ALTERNATIVE 5 - GENERAL - HORIZONTAL ALIGNMENT DATA TABLE - SHEET 7 OF 8
TT-B0015	ALTERNATIVE 5 - GENERAL - HORIZONTAL ALIGNMENT DATA TABLE - SHEET 8 OF 8
TT-B3001	ALTERNATIVE 1,2,3,5 - GENERAL - TYPICAL SECTIONS - SHEET 1 OF 18
TT-B3002	ALTERNATIVE 1,2,3,5 - GENERAL - TYPICAL SECTIONS - SHEET 2 OF 18
TT-B3003	ALTERNATIVE 1,2,3,5 - GENERAL - TYPICAL SECTIONS - SHEET 3 OF 18
TT-B3004	ALTERNATIVE 1,2,3,5 - GENERAL - TYPICAL SECTIONS - SHEET 4 OF 18
TT-B3005	ALTERNATIVE 1,2,3,5 - GENERAL - TYPICAL SECTIONS - SHEET 5 OF 18
TT-B3006	ALTERNATIVE 1,2,3,5 - GENERAL - TYPICAL SECTIONS - SHEET 6 OF 18
TT-B3007	ALTERNATIVE 1,2,3,5 - GENERAL - TYPICAL SECTIONS - SHEET 7 OF 18
TT-B3008	ALTERNATIVE 1,2,3,5 - GENERAL - TYPICAL SECTIONS - SHEET 8 OF 18
TT-B3009	ALTERNATIVE 1,2,3,5 - GENERAL - TYPICAL SECTIONS - SHEET 9 OF 18
TT-B3010	ALTERNATIVE 1,2,3,5 - GENERAL - TYPICAL SECTIONS - SHEET 10 OF 18
TT-B3011	ALTERNATIVE 1,2,3,5 - GENERAL - TYPICAL SECTIONS - SHEET 11 OF 18
TT-B3012	ALTERNATIVE 1,2,3,5 - GENERAL - TYPICAL SECTIONS - SHEET 12 OF 18
TT-B3013	ALTERNATIVE 1,2,3,5 - GENERAL - TYPICAL SECTIONS - SHEET 13 OF 18
TT-B3014	ALTERNATIVE 1,2,3,5 - GENERAL - TYPICAL SECTIONS - SHEET 14 OF 18
TT-B3015	ALTERNATIVE 1,2,3,5 - GENERAL - TYPICAL SECTIONS - SHEET 15 OF 18
TT-B3016	ALTERNATIVE 1,2,3,5 - GENERAL - TYPICAL SECTIONS - SHEET 16 OF 18
TT-B3017	ALTERNATIVE 1,2,3,5 - GENERAL - TYPICAL SECTIONS - SHEET 17 OF 18
TT-B3018	ALTERNATIVE 1,2,3,5 - GENERAL - TYPICAL SECTIONS - SHEET 18 OF 18
TT-C6001	ALTERNATIVE 1 - GENERAL - KEY MAP - SHEET 1 OF 2
TT-C6002	ALTERNATIVE 1 - GENERAL - KEY MAP - SHEET 2 OF 2
TT-C6003	ALTERNATIVE 2 - GENERAL - KEY MAP - SHEET 1 OF 2
TT-C6004	ALTERNATIVE 2 - GENERAL - KEY MAP - SHEET 2 OF 2
TT-C6005	ALTERNATIVE 3 - GENERAL - KEY MAP - SHEET 1 OF 2
TT-C6006	ALTERNATIVE 3 - GENERAL - KEY MAP - SHEET 2 OF 2
TT-C6007	ALTERNATIVE 5 - GENERAL - KEY MAP - SHEET 1 OF 2
TT-C6008	ALTERNATIVE 5 - GENERAL - KEY MAP - SHEET 2 OF 2

ALIGNMENT PLAN AND PROFILE

DRAWING No.	DRAWING DESCRIPTION
TT-D1001	ALTERNATIVE 1,3,5 - TRACK GUIDEWAY - STA 17285+00 TO 17310+00 - PLAN AND PROFILE
TT-D1002	ALTERNATIVE 1,3,5 - TRACK GUIDEWAY - STA 17310+00 TO 17335+00 - PLAN AND PROFILE
TT-D1003	ALTERNATIVE 1,3,5 - TRACK GUIDEWAY - STA 17335+00 TO 17360+00 - PLAN AND PROFILE
TT-D1004	ALTERNATIVE 1,3,5 - TRACK GUIDEWAY - STA 17360+00 TO 17385+00 - PLAN AND PROFILE
TT-D1005	ALTERNATIVE 1,3,5 - TRACK GUIDEWAY - STA 17385+00 TO 17410+00 - PLAN AND PROFILE
TT-D1006	ALTERNATIVE 1,3,5 - TRACK GUIDEWAY - STA 17410+00 TO 17435+00 - PLAN AND PROFILE
TT-D1007	ALTERNATIVE 1,3,5 - TRACK GUIDEWAY - STA 17435+00 TO 17460+00 - PLAN AND PROFILE
TT-D1008	ALTERNATIVE 1,3,5 - TRACK GUIDEWAY - STA 17460+00 TO 17485+00 - PLAN AND PROFILE
TT-D1009	ALTERNATIVE 1,3,5 - TRACK GUIDEWAY - STA 17485+00 TO 17510+00 - PLAN AND PROFILE
TT-D1010	ALTERNATIVE 1,3,5 - TRACK GUIDEWAY - STA 17510+00 TO 17535+00 - PLAN AND PROFILE
TT-D1011	ALTERNATIVE 1,3,5 - TRACK GUIDEWAY - STA 17535+00 TO 17585+00 - PLAN AND PROFILE
TT-D1012	ALTERNATIVE 1,3,5 - TRACK GUIDEWAY - STA 17585+00 TO 17635+00 - PLAN AND PROFILE
TT-D1013	ALTERNATIVE 1,3,5 - TRACK GUIDEWAY - STA 17635+00 TO 17685+00 - PLAN AND PROFILE
TT-D1014	ALTERNATIVE 1,3,5 - TRACK GUIDEWAY - STA 17685+00 TO 17735+00 - PLAN AND PROFILE

ALIGNMENT PLAN AND PROFILE

DRAWING No.	DRAWING DESCRIPTION
TT-D1015	ALTERNATIVE 1,3,5 - TRACK GUIDEWAY - STA 17735+00 TO 17785+00 - PLAN AND PROFILE
TT-D1016	ALTERNATIVE 1,3,5 - TRACK GUIDEWAY - STA 17785+00 TO 17835+00 - PLAN AND PROFILE
TT-D1017	ALTERNATIVE 1,3,5 - TRACK GUIDEWAY - STA 17835+00 TO 17885+00 - PLAN AND PROFILE
TT-D1018	ALTERNATIVE 1,2,3,5 - TRACK GUIDEWAY - STA 17885+00 TO 17935+00 - PLAN AND PROFILE
TT-D1019	ALTERNATIVE 1,2,3,5 - TRACK GUIDEWAY - STA 17935+00 TO 17985+00 - PLAN AND PROFILE
TT-D1020	ALTERNATIVE 1,2,3,5 - TRACK GUIDEWAY - STA 17985+00 TO 18035+00 - PLAN AND PROFILE
TT-D1021	ALTERNATIVE 1,2,3,5 - TRACK GUIDEWAY - STA 18035+00 TO 18085+00 - PLAN AND PROFILE
TT-D1022	ALTERNATIVE 1,2,3,5 - TRACK GUIDEWAY - STA 18085+00 TO 18135+00 - PLAN AND PROFILE
TT-D1023	ALTERNATIVE 1,2,3,5 - TRACK GUIDEWAY - STA 18135+00 TO 18185+00 - PLAN AND PROFILE
TT-D1024	ALTERNATIVE 1,2,3,5 - TRACK GUIDEWAY - STA 18185+00 TO 18235+00 - PLAN AND PROFILE
TT-D1025	ALTERNATIVE 1,2,3,5 - TRACK GUIDEWAY - STA 18235+00 TO 18285+00 - PLAN AND PROFILE
TT-D1026	ALTERNATIVE 1,2,3,5 - TRACK GUIDEWAY - STA 18285+00 TO 18335+00 - PLAN AND PROFILE
TT-D1027	ALTERNATIVE 1,2,3,5 - TRACK GUIDEWAY - STA 18335+00 TO 18385+00 - PLAN AND PROFILE
TT-D1028	ALTERNATIVE 1,2,3,5 - TRACK GUIDEWAY - STA 18385+00 TO 18435+00 - PLAN AND PROFILE
TT-D1029	ALTERNATIVE 1,2,3,5 - TRACK GUIDEWAY - STA 18435+00 TO 18485+00 - PLAN AND PROFILE
TT-D1030	ALTERNATIVE 1,2,3,5 - TRACK GUIDEWAY - STA 18485+00 TO 18535+00 - PLAN AND PROFILE
TT-D1031	ALTERNATIVE 1,2,3,5 - TRACK GUIDEWAY - STA 18535+00 TO 18585+00 - PLAN AND PROFILE
TT-D1032	ALTERNATIVE 1,2,3,5 - TRACK GUIDEWAY - STA 18585+00 TO 18635+00 - PLAN AND PROFILE
TT-D1033	ALTERNATIVE 1,2,3,5 - TRACK GUIDEWAY - STA 18635+00 TO 18685+00 - PLAN AND PROFILE
TT-D1034	ALTERNATIVE 1,2,3,5 - TRACK GUIDEWAY - STA 18685+00 TO 18735+00 - PLAN AND PROFILE
TT-D1035	ALTERNATIVE 1,2,3,5 - TRACK GUIDEWAY - STA 18735+00 TO 18785+00 - PLAN AND PROFILE
TT-D1036	ALTERNATIVE 1,2,3,5 - TRACK GUIDEWAY - STA 18785+00 TO 18835+00 - PLAN AND PROFILE
TT-D1037	ALTERNATIVE 1,2,3,5 - TRACK GUIDEWAY - STA 18835+00 TO 18885+00 - PLAN AND PROFILE
TT-D1038	ALTERNATIVE 1,2,3,5 - TRACK GUIDEWAY - STA 18885+00 TO 18935+00 - PLAN AND PROFILE
TT-D1039	ALTERNATIVE 1,2,3,5 - TRACK GUIDEWAY - STA 18935+00 TO 18985+00 - PLAN AND PROFILE
TT-D1040	ALTERNATIVE 1,2,3,5 - TRACK GUIDEWAY - STA 18985+00 TO 19035+00 - PLAN AND PROFILE
TT-D1041	ALTERNATIVE 1,2,3,5 - TRACK GUIDEWAY - STA 19035+00 TO 19085+00 - PLAN AND PROFILE
TT-D1042	ALTERNATIVE 1,2,3,5 - TRACK GUIDEWAY - STA 19085+00 TO 19110+00 - PLAN AND PROFILE
TT-D1043	ALTERNATIVE 1,2,3,5 - TRACK GUIDEWAY - STA 19110+00 TO 19135+00 - PLAN AND PROFILE
TT-D1044	ALTERNATIVE 1,2,3,5 - TRACK GUIDEWAY - STA 19135+00 TO 19160+00 - PLAN AND PROFILE
TT-D1045	ALTERNATIVE 1,2,3,5 - TRACK GUIDEWAY - STA 19160+00 TO 19185+00 - PLAN AND PROFILE
TT-D1046	ALTERNATIVE 1,2,3,5 - TRACK GUIDEWAY - STA 19185+00 TO 19210+00 - PLAN AND PROFILE
TT-D1047	ALTERNATIVE 1,2,3,5 - TRACK GUIDEWAY - STA 19210+00 TO 19235+00 - PLAN AND PROFILE
TT-D1048	ALTERNATIVE 1,2,3,5 - TRACK GUIDEWAY - STA 19235+00 TO 19285+00 - PLAN AND PROFILE
TT-D1049	ALTERNATIVE 1,2,5 - TRACK GUIDEWAY - STA 19285+00 TO 19335+00 - PLAN AND PROFILE
TT-D1050	ALTERNATIVE 1,2,5 - TRACK GUIDEWAY - STA 19335+00 TO 19385+00 - PLAN AND PROFILE
TT-D1051	ALTERNATIVE 1,2,5 - TRACK GUIDEWAY - STA 19385+00 TO 19435+00 - PLAN AND PROFILE
TT-D1052	ALTERNATIVE 1,2,5 - TRACK GUIDEWAY - STA 19435+00 TO 19485+00 - PLAN AND PROFILE
TT-D1053	ALTERNATIVE 1,2,5 - TRACK GUIDEWAY - STA 19485+00 TO 19535+00 - PLAN AND PROFILE
TT-D1054	ALTERNATIVE 1,2,5 - TRACK GUIDEWAY - STA 19535+00 TO 19585+00 - PLAN AND PROFILE
TT-D1055	ALTERNATIVE 1,2,5 - TRACK GUIDEWAY - STA 19585+00 TO 19635+00 - PLAN AND PROFILE
TT-D1056	ALTERNATIVE 1,2,5 - TRACK GUIDEWAY - STA 19635+00 TO 19685+00 - PLAN AND PROFILE
TT-D1057	ALTERNATIVE 1,2,5 - TRACK GUIDEWAY - STA 19685+00 TO 19735+00 - PLAN AND PROFILE
TT-D1058	ALTERNATIVE 1,2,5 - TRACK GUIDEWAY - STA 19735+00 TO 19785+00 - PLAN AND PROFILE
TT-D1059	ALTERNATIVE 1,2,5 - TRACK GUIDEWAY - STA 19785+00 TO 19835+00 - PLAN AND PROFILE
TT-D1060	ALTERNATIVE 1,2,5 - TRACK GUIDEWAY - STA 19835+00 TO 19885+00 - PLAN AND PROFILE
TT-D1061	ALTERNATIVE 1,2,5 - TRACK GUIDEWAY - STA 19885+00 TO 19935+00 - PLAN AND PROFILE
TT-D1062	ALTERNATIVE 1,2,5 - TRACK GUIDEWAY - STA 19935+00 TO 19985+00 - PLAN AND PROFILE
TT-D1063	ALTERNATIVE 1,2,5 - TRACK GUIDEWAY - STA 19985+00 TO 20035+00 - PLAN AND PROFILE
TT-D1064	ALTERNATIVE 1,2,3,5 - TRACK GUIDEWAY - STA 20035+00 TO 20085+00 - PLAN AND PROFILE
TT-D1065	ALTERNATIVE 1,2,3,5 - TRACK GUIDEWAY - STA 20085+00 TO 20135+00 - PLAN AND PROFILE
TT-D1066	ALTERNATIVE 1,2,3,5 - TRACK GUIDEWAY - STA 20135+00 TO 20185+00 - PLAN AND PROFILE
TT-D1067	ALTERNATIVE 1,2,3,5 - TRACK GUIDEWAY - STA 20185+00 TO 20235+00 - PLAN AND PROFILE
TT-D1068	ALTERNATIVE 1,2,3,5 - TRACK GUIDEWAY - STA 20235+00 TO 20285+00 - PLAN AND PROFILE
TT-D1069	ALTERNATIVE 1,2,3,5 - TRACK GUIDEWAY - STA 20285+00 TO 20335+00 - PLAN AND PROFILE
TT-D1070	ALTERNATIVE 1,2,3,5 - TRACK GUIDEWAY - STA 20335+00 TO 20385+00 - PLAN AND PROFILE
TT-D1071	ALTERNATIVE 1,2,3,5 - TRACK GUIDEWAY - STA 20385+00 TO 20435+00 - PLAN AND PROFILE
TT-D1072	ALTERNATIVE 1,2,3,5 - TRACK GUIDEWAY - STA 20435+00 TO 20485+00 - PLAN AND PROFILE
TT-D1073	ALTERNATIVE 1,2,3,5 - TRACK GUIDEWAY - STA 20485+00 TO 20535+00 - PLAN AND PROFILE
TT-D1074	ALTERNATIVE 1,2,3,5 - TRACK GUIDEWAY - STA 20535+00 TO 20585+00 - PLAN AND PROFILE

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REV	DATE	BY	CHK	APP	DESCRIPTION

DESIGNED BY
S. LANDOLT
DRAWN BY
J. MEREDITH
CHECKED BY
G. CAMPBELL
IN CHARGE
S. SMITH
DATE
10/31/2017

**RECORD
PEPD
SUBMITTAL**

**NOT FOR
CONSTRUCTION**



CALIFORNIA HIGH-SPEED RAIL PROJECT
BAKERSFIELD TO PALMDALE
ALIGNMENT PLAN AND PROFILE
GENERAL
INDEX OF DRAWING
SHEET 1 OF 2

CONTRACT NO.
HSR13-44
DRAWING NO.
TT-B0002
SCALE
AS SHOWN
SHEET NO.

ALIGNMENT PLAN AND PROFILE

DRAWING No.	DRAWING DESCRIPTION
TT-D1075	ALTERNATIVE 1,2,3,5 - TRACK GUIDEWAY - STA 20585+00 TO 20635+00 - PLAN AND PROFILE
TT-D1076	ALTERNATIVE 1,2,3,5 - TRACK GUIDEWAY - STA 20635+00 TO 20685+00 - PLAN AND PROFILE
TT-D1077	ALTERNATIVE 1,2,3,5 - TRACK GUIDEWAY - STA 20685+00 TO 20735+00 - PLAN AND PROFILE
TT-D1078	ALTERNATIVE 1,2,3 - TRACK GUIDEWAY - STA 20735+00 TO 20785+00 - PLAN AND PROFILE
TT-D1079	ALTERNATIVE 1,2,3 - TRACK GUIDEWAY - STA 20785+00 TO 20835+00 - PLAN AND PROFILE
TT-D1080	ALTERNATIVE 1,2,3 - TRACK GUIDEWAY - STA 20835+00 TO 20860+00 - PLAN AND PROFILE
TT-D1081	ALTERNATIVE 1,2,3 - TRACK GUIDEWAY - STA 20860+00 TO 20885+00 - PLAN AND PROFILE
TT-D1082	ALTERNATIVE 1,2,3 - TRACK GUIDEWAY - STA 20885+00 TO 20910+00 - PLAN AND PROFILE
TT-D1083	ALTERNATIVE 1,2,3 - TRACK GUIDEWAY - STA 20910+00 TO 20935+00 - PLAN AND PROFILE
TT-D1084	ALTERNATIVE 1,2,3 - TRACK GUIDEWAY - STA 20935+00 TO 20960+00 - PLAN AND PROFILE
TT-D1085	ALTERNATIVE 1,2,3 - TRACK GUIDEWAY - STA 20960+00 TO 20985+00 - PLAN AND PROFILE
TT-D1086	ALTERNATIVE 1,2,3 - TRACK GUIDEWAY - STA 20985+00 TO 21010+00 - PLAN AND PROFILE
TT-D1087	ALTERNATIVE 1,2,3 - TRACK GUIDEWAY - STA 21010+00 TO 21035+00 - PLAN AND PROFILE
TT-D1088	ALTERNATIVE 1,2,3 - TRACK GUIDEWAY - STA 21035+00 TO 21060+00 - PLAN AND PROFILE
TT-D1089	ALTERNATIVE 1,2,3 - TRACK GUIDEWAY - STA 21060+00 TO 21085+00 - PLAN AND PROFILE
TT-D1090	ALTERNATIVE 1,2,3 - TRACK GUIDEWAY - STA 21085+00 TO 21110+00 - PLAN AND PROFILE
TT-D1091	ALTERNATIVE 1,2,3 - TRACK GUIDEWAY - STA 21110+00 TO 21135+00 - PLAN AND PROFILE
TT-D1092	ALTERNATIVE 1,2,3 - TRACK GUIDEWAY - STA 21135+00 TO 21185+00 - PLAN AND PROFILE
TT-D1093	ALTERNATIVE 1,2,3 - TRACK GUIDEWAY - STA 21185+00 TO 21235+00 - PLAN AND PROFILE
TT-D1101	ALTERNATIVE 2 - TRACK GUIDEWAY - STA 17285+00 TO 17310+00 - PLAN AND PROFILE
TT-D1102	ALTERNATIVE 2 - TRACK GUIDEWAY - STA 17310+00 TO 17335+00 - PLAN AND PROFILE
TT-D1103	ALTERNATIVE 2 - TRACK GUIDEWAY - STA 17335+00 TO 17360+00 - PLAN AND PROFILE
TT-D1104	ALTERNATIVE 2 - TRACK GUIDEWAY - STA 17360+00 TO 17385+00 - PLAN AND PROFILE
TT-D1105	ALTERNATIVE 2 - TRACK GUIDEWAY - STA 17385+00 TO 17410+00 - PLAN AND PROFILE
TT-D1106	ALTERNATIVE 2 - TRACK GUIDEWAY - STA 17410+00 TO 17435+00 - PLAN AND PROFILE
TT-D1107	ALTERNATIVE 2 - TRACK GUIDEWAY - STA 17435+00 TO 17460+00 - PLAN AND PROFILE
TT-D1108	ALTERNATIVE 2 - TRACK GUIDEWAY - STA 17460+00 TO 17485+00 - PLAN AND PROFILE
TT-D1109	ALTERNATIVE 2 - TRACK GUIDEWAY - STA 17485+00 TO 17510+00 - PLAN AND PROFILE
TT-D1110	ALTERNATIVE 2 - TRACK GUIDEWAY - STA 17510+00 TO 17535+00 - PLAN AND PROFILE
TT-D1111	ALTERNATIVE 2 - TRACK GUIDEWAY - STA 17535+00 TO 17585+00 - PLAN AND PROFILE
TT-D1112	ALTERNATIVE 2 - TRACK GUIDEWAY - STA 17585+00 TO 17635+00 - PLAN AND PROFILE
TT-D1113	ALTERNATIVE 2 - TRACK GUIDEWAY - STA 17635+00 TO 17685+00 - PLAN AND PROFILE
TT-D1114	ALTERNATIVE 2 - TRACK GUIDEWAY - STA 17685+00 TO 17735+00 - PLAN AND PROFILE
TT-D1115	ALTERNATIVE 2 - TRACK GUIDEWAY - STA 17735+00 TO 17785+00 - PLAN AND PROFILE
TT-D1116	ALTERNATIVE 2 - TRACK GUIDEWAY - STA 17785+00 TO 17835+00 - PLAN AND PROFILE
TT-D1117	ALTERNATIVE 2 - TRACK GUIDEWAY - STA 17835+00 TO 17885+00 - PLAN AND PROFILE
TT-D1118	ALTERNATIVE 2 - TRACK GUIDEWAY - STA 17885+00 TO 17908+22.06 - PLAN AND PROFILE
TT-D1120	ALTERNATIVE 3 - TRACK GUIDEWAY - STA 19285+00 TO 19335+00 - PLAN AND PROFILE
TT-D1121	ALTERNATIVE 3 - TRACK GUIDEWAY - STA 19335+00 TO 19385+00 - PLAN AND PROFILE
TT-D1122	ALTERNATIVE 3 - TRACK GUIDEWAY - STA 19385+00 TO 19435+00 - PLAN AND PROFILE
TT-D1123	ALTERNATIVE 3 - TRACK GUIDEWAY - STA 19435+00 TO 19485+00 - PLAN AND PROFILE
TT-D1124	ALTERNATIVE 3 - TRACK GUIDEWAY - STA 19485+00 TO 19535+00 - PLAN AND PROFILE
TT-D1125	ALTERNATIVE 3 - TRACK GUIDEWAY - STA 19535+00 TO 19585+00 - PLAN AND PROFILE
TT-D1126	ALTERNATIVE 3 - TRACK GUIDEWAY - STA 19585+00 TO 19635+00 - PLAN AND PROFILE
TT-D1127	ALTERNATIVE 3 - TRACK GUIDEWAY - STA 19635+00 TO 19685+00 - PLAN AND PROFILE
TT-D1128	ALTERNATIVE 3 - TRACK GUIDEWAY - STA 19685+00 TO 19735+00 - PLAN AND PROFILE
TT-D1129	ALTERNATIVE 3 - TRACK GUIDEWAY - STA 19735+00 TO 19785+00 - PLAN AND PROFILE
TT-D1130	ALTERNATIVE 3 - TRACK GUIDEWAY - STA 19785+00 TO 19835+00 - PLAN AND PROFILE
TT-D1131	ALTERNATIVE 3 - TRACK GUIDEWAY - STA 19835+00 TO 19885+00 - PLAN AND PROFILE
TT-D1132	ALTERNATIVE 3 - TRACK GUIDEWAY - STA 19885+00 TO 19935+00 - PLAN AND PROFILE
TT-D1133	ALTERNATIVE 3 - TRACK GUIDEWAY - STA 19935+00 TO 19985+00 - PLAN AND PROFILE
TT-D1134	ALTERNATIVE 3 - TRACK GUIDEWAY - STA 19985+00 TO 20035+00 - PLAN AND PROFILE
TT-D1201	ALTERNATIVE 5 - TRACK GUIDEWAY - STA 20685+00 TO 20735+00 - PLAN AND PROFILE
TT-D1202	ALTERNATIVE 5 - TRACK GUIDEWAY - STA 20735+00 TO 20785+00 - PLAN AND PROFILE
TT-D1203	ALTERNATIVE 5 - TRACK GUIDEWAY - STA 20785+00 TO 20835+00 - PLAN AND PROFILE
TT-D1204	ALTERNATIVE 5 - TRACK GUIDEWAY - STA 20835+00 TO 20860+00 - PLAN AND PROFILE
TT-D1205	ALTERNATIVE 5 - TRACK GUIDEWAY - STA 20860+00 TO 20885+00 - PLAN AND PROFILE
TT-D1206	ALTERNATIVE 5 - TRACK GUIDEWAY - STA 20885+00 TO 20910+00 - PLAN AND PROFILE
TT-D1207	ALTERNATIVE 5 - TRACK GUIDEWAY - STA 20910+00 TO 20935+00 - PLAN AND PROFILE
TT-D1208	ALTERNATIVE 5 - TRACK GUIDEWAY - STA 20935+00 TO 20960+00 - PLAN AND PROFILE

ALIGNMENT PLAN AND PROFILE

DRAWING No.	DRAWING DESCRIPTION
TT-D1209	ALTERNATIVE 5 - TRACK GUIDEWAY - STA 20960+00 TO 20985+00 - PLAN AND PROFILE
TT-D1210	ALTERNATIVE 5 - TRACK GUIDEWAY - STA 20985+00 TO 21010+00 - PLAN AND PROFILE
TT-D1211	ALTERNATIVE 5 - TRACK GUIDEWAY - STA 21010+00 TO 21035+00 - PLAN AND PROFILE
TT-D1212	ALTERNATIVE 5 - TRACK GUIDEWAY - STA 21035+00 TO 21060+00 - PLAN AND PROFILE
TT-D1213	ALTERNATIVE 5 - TRACK GUIDEWAY - STA 21060+00 TO 21085+00 - PLAN AND PROFILE
TT-D1214	ALTERNATIVE 5 - TRACK GUIDEWAY - STA 21085+00 TO 21110+00 - PLAN AND PROFILE
TT-D1215	ALTERNATIVE 5 - TRACK GUIDEWAY - STA 21110+00 TO 21135+00 - PLAN AND PROFILE
TT-D1216	ALTERNATIVE 5 - TRACK GUIDEWAY - STA 21135+00 TO 21185+00 - PLAN AND PROFILE
TT-D1217	ALTERNATIVE 5 - TRACK GUIDEWAY - STA 21185+00 TO 21235+00 - PLAN AND PROFILE
TT-D1221	ALTERNATIVE B-3 - ALTERNATIVE 1,3,5 TIE IN - TRACK GUIDEWAY - STA 17285+00 TO 17310+00 - PLAN AND PROFILE
TT-D1222	ALTERNATIVE B-3 - ALTERNATIVE 1,3,5 TIE IN - TRACK GUIDEWAY - STA 17310+00 TO 17335+00 - PLAN AND PROFILE
TT-D1223	ALTERNATIVE B-3 - ALTERNATIVE 1,3,5 TIE IN - TRACK GUIDEWAY - STA 17335+00 TO 17360+00 - PLAN AND PROFILE
TT-D1224	ALTERNATIVE B-3 - ALTERNATIVE 1,3,5 TIE IN - TRACK GUIDEWAY - STA 17360+00 TO 17370+41.55 - PLAN AND PROFILE
TT-D1225	ALTERNATIVE B-3 - ALTERNATIVE 2 TIE IN - TRACK GUIDEWAY - STA 17285+00 TO 17310+00 - PLAN AND PROFILE
TT-D1226	ALTERNATIVE B-3 - ALTERNATIVE 2 TIE IN - TRACK GUIDEWAY - STA 17310+00 TO 17335+00 - PLAN AND PROFILE
TT-D1227	ALTERNATIVE B-3 - ALTERNATIVE 2 TIE IN - TRACK GUIDEWAY - STA 17335+00 TO 17360+00 - PLAN AND PROFILE
TT-D1228	ALTERNATIVE B-3 - ALTERNATIVE 2 TIE IN - TRACK GUIDEWAY - STA 17360+00 TO 17370+41.55 - PLAN AND PROFILE
TT-D1230	ALTERNATIVE 1,2,3 - UPRR RELOCATION - STA 10+00 TO 35+00 - PLAN AND PROFILE
TT-D1231	ALTERNATIVE 1,2,3 - UPRR RELOCATION - STA 35+00 TO 60+00 - PLAN AND PROFILE
TT-D1232	ALTERNATIVE 1,2,3 - UPRR RELOCATION - STA 60+00 TO 85+00 - PLAN AND PROFILE
TT-D1233	ALTERNATIVE 1,2,3 - UPRR RELOCATION - STA 85+00 TO 110+00 - PLAN AND PROFILE
TT-D1234	ALTERNATIVE 1,2,3 - UPRR RELOCATION - STA 110+00 TO 135+00 - PLAN AND PROFILE
TT-D1235	ALTERNATIVE 1,2,3 - UPRR RELOCATION - STA 135+00 TO 160+00 - PLAN AND PROFILE
TT-D1236	ALTERNATIVE 1,2,3 - UPRR RELOCATION - STA 160+00 TO 185+00 - PLAN AND PROFILE
TT-D1237	ALTERNATIVE 1,2,3 - UPRR RELOCATION - STA 185+00 TO 210+00 - PLAN AND PROFILE
TT-D1238	ALTERNATIVE 1,2,3 - UPRR RELOCATION - STA 210+00 TO 235+00 - PLAN AND PROFILE
TT-D1239	ALTERNATIVE 1,2,3 - UPRR RELOCATION - STA 235+00 TO 243+78.47 - PLAN AND PROFILE
TT-D1250	ALTERNATIVE 1,2,3 - METROLINK RELOCATION - STA 10+00 TO 35+00 - PLAN AND PROFILE
TT-D1251	ALTERNATIVE 1,2,3 - METROLINK RELOCATION - STA 35+00 TO 60+00 - PLAN AND PROFILE
TT-D1252	ALTERNATIVE 1,2,3 - METROLINK RELOCATION - STA 60+00 TO 85+00 - PLAN AND PROFILE
TT-D1253	ALTERNATIVE 1,2,3 - METROLINK RELOCATION - STA 85+00 TO 110+00 - PLAN AND PROFILE
TT-D1254	ALTERNATIVE 1,2,3 - METROLINK RELOCATION - STA 110+00 TO 120+32.03 - PLAN AND PROFILE

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10/31/2017

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TYLIN INTERNATIONAL



CALIFORNIA HIGH-SPEED RAIL PROJECT
BAKERSFIELD TO PALMDALE
ALIGNMENT PLAN AND PROFILE
GENERAL
INDEX OF DRAWING
SHEET 2 OF 2

CONTRACT NO.
HSR13-44
DRAWING NO.
TT-B0003
SCALE
AS SHOWN
SHEET NO.

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A

AB AGGREGATE BASE
 ABBC ASBESTOS BONDED BITUMINOUS COATED
 ABM AIR-BLOWN MORTAR
 ABN ABANDON
 ABUT ABUTMENT
 AC ASPHALT CONCRETE
 ACB ASPHALT CONCRETE BASE
 ACP ASBESTOS CEMENT PIPE
 ADL ADDED DEAD LOAD
 ADJ ADJUST
 AFES ALTERNATIVE FLARED END SECTION
 AHD AHEAD
 ALT ALTERNATE
 AM TIME FROM MIDNIGHT TO NOON
 AP ALTERNATIVE PIPE
 APC ALTERNATIVE PIPE CULVERT
 APPROX APPROXIMATE
 APU ALTERNATIVE PIPE UNDERDRAIN
 ARS ACCELERATION RESPONSE SPECTRUM
 AR ACCESS RESTRICTION
 AS AGGREGATE SUBBASE
 ASRP ALUMINUM SPIRAL RIB PIPE
 ASSY ASSEMBLY
 ATC AUTOMATIC TRAIN CONTROL
 ATPB ASPHALT TREATED PERMEABLE BASE
 ATPM ASPHALT TREATED PERMEABLE MATERIAL
 AVE AVENUE
 AVG AVERAGE
 @ AT

B

BAGR BRIDGE APPROACH GUARD RAILING
 BB BEGINNING OF BRIDGE
 BC BEGIN HORIZONTAL CURVE
 BCC BALANCED CANTILEVER CONSTRUCTION
 BCR BEGIN CURB RETURN
 BEG BEGIN
 BIT CTD BITUMINOUS COATED
 BK BACK
 BKF BACKFILL
 BLDG BUILDING
 BLM BRIDGE-LOG MILE
 BLVD BOULEVARD
 BM BENCH MARK
 BND BOUND
 BNSF BURLINGTON NORTH & SANTA FE
 BOT BOTTOM
 BR BRIDGE
 BRG BEARING
 BTU BRITISH THERMAL UNIT
 BVC BEGIN VERTICAL CURVE
 BW BARBED WIRE

C

CAA CABLE ANCHOR ASSEMBLY
 CAP CORRUGATED ALUMINUM PIPE
 CAPA CORRUGATED ALUMINUM PIPE ARCH
 CAS CONSTRUCTION AREA SIGN
 CB CONCRETE BARRIER
 CBW CONCRETE BLOCK WALL
 C-C CENTER TO CENTER
 CHSRA CALIFORNIA HIGH SPEED RAIL AUTHORITY
 CHST CALIFORNIA HIGH SPEED TRAIN
 CHSR CALIFORNIA HIGH SPEED RAIL
 CG CENTER OF GRAVITY
 CHNL CHANNEL
 CI CAST IRON
 CIDH CAST-IN-DRILLED-HOLE
 CIP,C-I-P CAST-IN-PLACE, CAST IRON PIPE
 CIPCP CAST IN PLACE CONCRETE PIPE
 CISS CAST-IN-STEEL-SHELL
 CJP COMPLETE JOINT PENETRATION
 CL CENTERLINE, CLASS
 CL2 CLASS 2
 CL-6 CHAIN LINK FENCE (6 FT)
 CLR CLEAR, CLEARANCE
 CM CORRUGATED METAL
 CMP CORRUGATED METAL PIPE
 CO COUNTY
 COL COLUMN
 CONC CONCRETE
 COND CONDUIT
 CONN CONNECTOR
 CONST CONSTRUCT, CONSTRUCTION
 CONT CONTINUOUS
 COORD COORDINATE
 CP CANDLEPOWER
 CR CREEK
 CRCP CONTINUOUS REINFORCED CONCRETE PAVEMENT
 CRSP CONCRETED ROCK SLOPE PROTECTION
 CS CURVE TO SPIRAL
 CSP CORRUGATED STEEL PIPE
 CSPA CORRUGATED STEEL PIPE ARCH
 CTB CEMENT TREATED BASE
 CTPB CEMENT TREATED PERMEABLE BASE
 CTPM CEMENT TREATED PERMEABLE MATERIAL
 CTRS CENTERS
 CVFPB CENTRAL VALLEY FLOOD PROTECTION BOARD
 CULV CULVERT
 C CENTERLINE

D

D DEPTH
 DD DOWNDRAIN, DIRECTIVE DRILLING
 DBL DOUBLE
 DEG DEGREE
 DEL DELINEATOR
 DET DETAIL, DETOUR
 DF DOUGLAS FIR
 DI DRAINAGE INLET, DROP INLET
 DIA DIAMETER
 DIAPH DIAPHRAGM
 DIST DISTANCE, DISTRICT
 DMBB DOUBLE METAL BEAM BARRIER
 DR DRIVE
 DTBB DOUBLE THRIE BEAM BARRIER
 DWP DEPARTMENT OF WATER AND POWER
 DWY DRIVEWAY

E

E EAST, EASTING
 EA ACTUAL SUPERELEVATION
 EU UNBALANCED SUPERELEVATION
 EASE EASEMENT
 EB END OF BRIDGE, EASTBOUND
 EC END HORIZONTAL CURVE
 ECR END CURB RETURN
 ED EDGE DRAIN
 EDC EDGE DRAIN CLEANOUT
 EDO EDGE DRAIN OUTLET
 EDV EDGE DRAIN VENT
 ELEC ELECTROLIER
 ELECT ELECTRIC
 ELEV ELEVATION
 EMB EMBANKMENT
 ENGR ENGINEER
 EOD EDGE OF DECK
 EP EDGE OF PAVEMENT
 EQ EQUATION, EQUAL
 ES EDGE OF SHOULDER
 ETW EDGE OF TRAVELED WAY
 EVC END VERTICAL CURVE
 EW ENDWALL
 EXC EXCAVATION
 EXIST, EX. EXISTING
 EXP EXPANSION
 EXP JT EXPANSION JOINT
 EXWY EXPRESSWAY
 EXT EXTERIOR

F

F & C FRAME AND COVER
 F & G FRAME AND GRATE
 FB FLOOR BEAM
 F-B FRESNO TO BAKERSFIELD
 FDN FOUNDATION
 FEBT FACING EASTBOUND TRAFFIC
 FES FLARED END SECTION
 FF FILTER FABRIC
 FG FINISHED GRADE
 FH FIRE HYDRANT
 FIG FIGURE
 FL FLOW LINE
 FNBT FACING NORTHBOUND TRAFFIC
 FOC FACE OF CONCRETE
 FR RD FRONTAGE ROAD
 FS FAR SIDE, FINISHED SURFACE
 FSBT FACING SOUTHBOUND TRAFFIC
 FT FOOT, FEET
 FTG FOOTING
 FWBT FACING WESTBOUND TRAFFIC
 FWY FREEWAY
 FPLM FULL SPAN PRECAST LAUNCHING METHOD

G

G ACCELERATION DUE TO GRAVITY
 GA GAGE
 GALV GALVANIZED
 GP GRADING PLANE
 GR GUARD RAILING
 GSP GALVANIZED STEEL PIPE
 GTR GUTTER

H

H HEIGHT
 HR HOUR
 HD HORIZONTAL DRAIN
 HDC HIGH DESERT CORRIDOR
 HDWL HEADWALL
 HEX HD HEXAGONAL HEAD
 HMA HOT MIXED ASPHALT
 HORIZ HORIZONTAL
 HP HINGE POINT, HORSEPOWER
 HPS HIGH PERFORMANCE STEEL
 HS HIGH STRENGTH
 HST HIGH SPEED TRAIN
 HSR HIGH SPEED RAIL
 HV HIGH VOLTAGE
 HW HEADWALL, HIGH WATER
 HWM HIGH WATER MARK
 HWY HIGHWAY

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**CALIFORNIA HIGH-SPEED RAIL PROJECT
BAKERSFIELD TO PALMDALE**
 ALTERNATIVE 1,2,3,5
 GENERAL
 ABBREVIATIONS
 SHEET 1 OF 3

CONTRACT NO.
HSR13-44
 DRAWING NO.
TT-B0004
 SCALE
AS SHOWN
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I

IB IMPORTED BORROW
 ID INSIDE DIAMETER
 IF INSIDE FACE
 IN INCH, INCHES
 INT INTERIOR
 INV INVERT
 IRR IRRIGATION

J

JCT JUNCTION
 JP JOINT POLE
 JPCP JOINTED PLAIN CONCRETE PAVEMENT
 JS JUNCTION STRUCTURE
 JT JOINT

K

K DISTANCE TO ACHIEVE 1% GRADE CHANGE

L

L LENGTH
 LAT LATITUDE
 LCB LEAN CONCRETE BASE
 LGA LOCALLY GENERATED ALTERNATIVE
 LMF LIGHT MAINTENANCE FACILITY
 LN LANE
 LOC LOCATION
 LOL LAYOUT LINE
 LONG LONGITUDE
 LONGIT LONGITUDINAL
 LS LENGTH OF SPIRAL
 LC LENGTH OF CURVE
 LT LEFT
 LV LOW VOLTAGE

M

MAINT MAINTENANCE
 MAX MAXIMUM
 MB METAL BEAM
 MBB METAL BEAM BARRIER
 MBGR METAL BEAM GUARD RAILING
 MED MEDIAN
 MH MANHOLE
 MIN MINIMUM
 MISC MISCELLANEOUS
 MISC I & S MISCELLANEOUS IRON AND STEEL
 MKR MARKER
 M/L MAIN LINE (RAILWAY)
 MOD MODIFIED, MODIFY
 MON MONUMENT
 MOIF MAINTENANCE OF INFRASTRUCTURE FACILITY
 MOIS MAINTENANCE OF INFRASTRUCTURE SIDING
 MP METAL PLATE

M CONTINUED

MPGR METAL PLATE GUARD RAILING
 MPH MILES PER HOUR
 MR MOVEMENT RATING
 MSE MECHANICALLY STABILIZED EARTH
 MTL MATERIAL
 MSS MOVING SCAFFOLDING SYSTEM

N

N NORTH, NORTHING
 NB NORTHBOUND
 NO. NUMBER (MUST HAVE PERIOD)
 NOS. NUMBERS (MUST HAVE PERIOD)
 NPS NOMINAL PIPE SIZE
 NS NEAR SIDE
 NTS NOT TO SCALE
 N/A NOT APPLICABLE

O

OBLR OBLITERATE
 OC OVERCROSSING
 OCS OVERHEAD CONTACT SYSTEM
 OD OUTSIDE DIAMETER
 OF OUTSIDE FACE
 OG ORIGINAL GROUND
 OGAC OPEN GRADED ASPHALT CONCRETE
 OH OVERHEAD
 O-O OUT TO OUT
 OPP OPPOSITE

P

P PAGE
 PAP PERFORATED ALUMINUM PIPE
 PB PULL BOX, PALMDALE TO BURBANK
 PC POINT OF CURVATURE, PRECAST
 PCC POINT OF COMPOUND CURVE,
 PORTLAND CEMENT CONCRETE
 PCP PERFORATED CONCRETE PIPE,
 PRESTRESSED CONCRETE PIPE
 PCVC POINT OF COMPOUND VERTICAL CURVE
 PED PEDESTRIAN
 PED OC PEDESTRIAN OVERCROSSING
 PED UC PEDESTRIAN UNDERCROSSING
 PERM MTL PERMEABLE MATERIAL
 PG PROFILE GRADE
 PG&E PACIFIC GAS AND ELECTRIC
 PI POINT OF INTERSECTION
 PJP PARTIAL JOINT PENETRATION
 PL PLATE
 P,PL
 P/L PROPERTY LINE
 PM POST MILE, TIME FROM NOON TO MIDNIGHT
 PN PAVING NOTCH

P CONTINUED

POB POINT OF BEGINNING
 POC POINT OF HORIZONTAL CURVE
 POE POINT OF ENDING
 POT POINT OF TANGENT
 POVC POINT OF VERTICAL CURVE
 PP PIPE PILE, PLASTIC PIPE, POWER POLE
 PPEF PROPOSED PERMANENT ENVIRONMENTAL FOOTPRINT
 PPL PREFORMED PERMEABLE LINER
 PPP PERFORATED PLASTIC PIPE
 PRC POINT OF REVERSE CURVE
 PRF PAVEMENT REINFORCING FABRIC
 PROP PROPOSED
 PRVC POINT OF REVERSE VERTICAL CURVE
 PS&E PLANS, SPECIFICATIONS AND ESTIMATES
 PS, P/S PRESTRESSED, PARALLELING STATION
 PSP PERFORATED STEEL PIPE
 PT POINT OF TANGENCY
 PTEF PROPOSED TEMPORARY ENVIRONMENTAL FOOTPRINT
 PTSW POINT OF TRACK SWITCH
 PVC POLYVINYL CHLORIDE
 PVI POINT OF VERTICAL INTERSECTION
 PVMT PAVEMENT
 PVP MAINTENANCE VEHICLE PULLOUT

Q

QTY QUANTITY

R

R RADIUS
 R & D REMOVE AND DISPOSE
 R & S REMOVE AND SALVAGE
 R/C RATE OF CHANGE
 RCA REINFORCED CONCRETE ARCH
 RCB REINFORCED CONCRETE BOX
 RCP REINFORCED CONCRETE PIPE
 RCPA REINFORCED CONCRETE PIPE ARCH
 RD ROAD
 REINF REINFORCED, REINFORCEMENT,
 REINFORCING
 REL RELOCATE
 REPL REPLACEMENT
 RET RETAINING
 REV REVISED
 RDWY ROADWAY
 RM ROAD-MIXED
 RP RADIUS POINT, REFERENCE POINT
 RR RAILROAD
 RSP ROCK SLOPE PROTECTION
 RT RIGHT
 RTE ROUTE
 RW REDWOOD, RETAINING WALL

R CONTINUED

R/W RIGHT OF WAY
 RWY RAILWAY

S

S SOUTH, SUPPLEMENT
 SAE STRUCTURE APPROACH EMBANKMENT
 SALV SALVAGE
 SAPP STRUCTURAL ALUMINUM PLATE PIPE
 SB SOUTHBOUND
 SC SPIRAL TO CURVE
 SCE SOUTHERN CALIFORNIA EDISON
 SCSP SLOTTED CORRUGATED STEEL PIPE
 SD STORM DRAIN
 SEC SECOND
 SECT SECTION
 SEP SEPARATION
 SG SUBGRADE
 SHLD SHOULDER
 SHT SHEET
 SIM SIMILAR
 S STATION LINE
 SM SELECTED MATERIAL
 SPEC SPECIAL, SPECIFICATIONS
 SPP SLOTTED PLASTIC PIPE
 SS SLOPE STAKE, SPIRAL TO SPIRAL,
 SUPPLY STATION
 SSBM STRAP AND SADDLE BRACKET METHOD
 SSD STRUCTURAL SECTION DRAIN
 SSPA STRUCTURAL STEEL PLATE ARCH
 SSPP STRUCTURAL STEEL PLATE PIPE
 SSPPA STRUCTURAL STEEL PLATE PIPE ARCH
 SSRP STEEL SPIRAL RIB PIPE
 SR STATE ROUTE
 ST STREET, SPIRAL TO TANGENT
 STA STATION
 STBB SINGLE THRIE BEAM BARRIER
 STD STANDARD
 STR STRUCTURE
 SRS STAND ALONE RADIO SITE
 SURF SURFACING
 SW SIDEWALK, SOUND WALL
 SWR SEWER
 SWS SWITCHING STATION
 SYM SYMMETRICAL
 S4S SURFACE 4 SIDES
 SJVR SAN JOAQUIN VALLEY RAILROAD

REV	DATE	BY	CHK	APP	DESCRIPTION

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CALIFORNIA HIGH-SPEED RAIL PROJECT
BAKERSFIELD TO PALMDALE
 ALTERNATIVE 1,2,3,5
 GENERAL
 ABBREVIATIONS
 SHEET 2 OF 3

CONTRACT NO.
 HSR13-44
 DRAWING NO.
 TT-B0005
 SCALE
 AS SHOWN
 SHEET NO.

T

T TANGENT, SEMI-TANGENT
 TAB TABLET
 TAN TANGENT
 TBB THRIE BEAM BARRIER
 TBR TIMBER
 TC TOP OF CURB, TANGENT TO CURVE
 TCB TRAFFIC CONTROL BOX
 TEL TELEPHONE
 TEMP TEMPORARY
 TF TOP OF FOOTING
 TG TOP OF GRADE
 TM TECHNICAL MEMORANDUM
 TOT TOTAL
 TP TRACTION POWER, TUNNEL PORTAL
 TPF TRACTION POWER FACILITY
 TPB TREATED PERMEABLE BASE
 TPM TREATED PERMEABLE MATERIAL
 TPS TRACTION POWER SUPPLY SYSTEM
 TPSS TRACTION POWER SUBSTATION
 TRANS TRANSITION, TRANSVERSE
 TS TRAFFIC SIGNAL, TUBULAR STEEL,
 TANGENT TO SPIRAL
 TOR TOP OF RAIL
 TW TOP OF WALL
 TYP TYPICAL

U

UC UNDERCROSSING
 UD UNDERDRAIN
 UON UNLESS OTHERWISE NOTED
 UP UNDERPASS
 UPRR UNION PACIFIC RAILROAD
 USFWS UNITED STATES FISH AND WILDLIFE
 SERVICE

V

V VALVE, DESIGN SPEED
 VAR VARIABLE
 VC VERTICAL CURVE
 VCP VITRIFIED CLAY PIPE
 VERT VERTICAL
 VIA VIADUCT
 VOL VOLUME

W

W WEST, WIDTH, WATER
 WB WESTBOUND
 WH WEEP HOLE
 WM WIRE MESH
 WS WATER SURFACE
 WSP WELDED STEEL PIPE
 WT WEIGHT
 WV WATER VALVE
 WW WINGWALL
 WWL WINGWALL LAYOUT LINE
 W/ WITH

X

X SEC CROSS SECTION
 XING CROSSING

Y

YR YEAR
 YRS YEARS

Z

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**CALIFORNIA HIGH-SPEED RAIL PROJECT
 BAKERSFIELD TO PALMDALE**
 ALTERNATIVE 1,2,3,5
 GENERAL
 ABBREVIATIONS
 SHEET 3 OF 3

CONTRACT NO.
HSR13-44
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LEGEND:

PLAN

- SECTION NUMBER
DRAWING NUMBER
- CURVE DATA (ALIGNMENTS,ROADWAYS)
- CURVE DATA (STRUCTURES)
- LINE DATA (ALIGNMENTS,ROADWAYS)
- NORTH ARROW
- EXIST RIGHT OF WAY
- LIMITS OF EXCAVATION (CUT)
- LIMITS OF EMBANKMENT (FILL)
- FAULT ZONE
- EXIST CALTRANS RIGHT OF WAY
- EXIST RETAINING WALL
- PPEF
- PROPOSED COLUMN/FOOTING
- PROPOSED FENCE
- PROPOSED RETAINING WALL
- PROPOSED CONCRETE BARRIER
- PROPOSED RIGHT OF WAY
- PROPOSED TUNNEL
- PTEF
- SRS
STANDALONE RADIO SITE
- AUTOMATIC TRAIN CONTROL SYSTEM SITE A
- AUTOMATIC TRAIN CONTROL SYSTEM SITE B
- AUTOMATIC TRAIN CONTROL SYSTEM SITE D

PLAN

- AUTOMATIC TRAIN CONTROL SYSTEM SITE E
- TRACK CROSSING PANEL
- SUPPLY STATION
- SWITCHING STATION
- PARALLELING STATION

UTILITIES

- EXISTING AQUEDUCT
- EXISTING ELECTRICAL TRANSMISSION
- EXISTING GAS LINE
- PROPOSED TRACTION POWER SUPPLY LINE

PROFILE

- ORIGINAL GROUND
- PROPOSED CHSR ELEVATION
- STRUCTURAL CLEARANCE ENVELOPE

GENERAL NOTES

1. ROADWAY IMPROVEMENTS SHOWN ON ROADWAY PLANS.
2. TRACK ALIGNMENT CONTROL LINE IS THE CENTERLINE OF THE SB TRACK.
3. TRACK PROFILE SHOWN IS THE TOP OF THE LOW (NON-SUPERELEVATED) RAIL OF THE SB TRACK.
4. ALL DIMENSIONS ARE IN FEET UNLESS OTHERWISE NOTED.
5. ROW LIMITS SHOWN ARE LIMITS OF PROPERTY TO BE OWNED BY CHSR AUTHORITY.
6. PPEF SHOWN IS LIMIT OF PERMANENT GROUND DISTURBANCE ASSOCIATED WITH THE PROJECT.
7. PTEF SHOWN IS LIMIT OF TEMPORARY GROUND DISTURBANCE ASSOCIATED WITH THE PROJECT.
8. ALL UTILITIES ARE TO BE FIELD VERIFIED PRIOR TO CONSTRUCTION.
9. ADDITIONAL ACCESS WILL BE PROVIDED WHEN FEASIBLE TO TRAIN CONTROL (TC) SITES AT A FUTURE DATE WHEN ADDITIONAL FOOTPRINT IS PROVIDED.
10. FOR ROAD DISPOSITION SEE SHEETS CV-R1551 TO CV-R1554
11. FOR DETAILED STRUCTURE DEPTH INFORMATION SEE STRUCTURAL PLAN SET.

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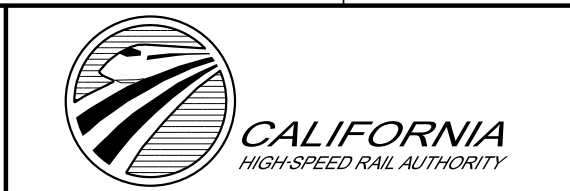
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**CALIFORNIA HIGH-SPEED RAIL PROJECT
BAKERSFIELD TO PALMDALE**

ALTERNATIVE 1,2,3,5
GENERAL
SYMBOLS, LEGEND, AND GENERAL NOTES
SHEET 1 OF 1

CONTRACT NO.
HSR13-44

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SHEET NO.

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11/7/2017

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ALTERNATIVE 1 SB													
TRACK GEOMETRY DATA													
CURVE NO.	DESCRIPTION	BEARING	DISTANCE (ft)	STATION	NORTHING	EASTING	R (ft)	Lc (ft)	SPIRAL TYPE	Ls (ft)	Es (IN)	Eu (IN)	V (MPH)
1	POT			17285+00.00	2321196.33	6278394.83							250
	TS	N73°07'38"W	9592.01	17380+92.01	2318412.27	6287573.92			Cosine				250
	SC			17403+92.01	2317721.97	6289767.75				2300			250
	CS			17429+34.55	2316807.86	6292139.60	33000	2542.54	Cosine		5.00	2.58	250
	ST	S64°43'10"E	1680.43	17452+34.55	2315847.30	6294229.27				2300			250
2	TS			17469+14.97	2315129.67	6295748.76			Cosine				250
	SC			17495+14.97	2314049.81	6298113.66				2600			250
	CS			17530+93.26	2312863.08	6301487.17	-30000	3578.28	Cosine		5.50	2.83	250
	ST	S76°31'09"E	1158.03	17556+93.26	2312224.50	6304007.30				2600			250
	TS			17568+51.29	2311954.53	6305133.42			Cosine				250
3	SC			17580+51.29	2311670.71	6306299.37				1200			250
	CS			17598+89.51	2311189.16	6308073.29	51000	1838.22	Cosine		2.50	2.40	250
	ST	S73°06'21"E	16529.28	17610+89.51	2310844.46	6309222.70				1200			250
	TS			17776+18.79	2306040.96	6325038.63			Cosine				250
	SC			17788+18.79	2305688.83	6326185.79				1200			250
4	CS			17888+64.95	2301887.06	6335472.15	60000	10046.16	Cosine		2.50	1.67	250
	ST	S62°21'59"E	30041.12	17900+64.95	2301333.65	6336536.92				1200			250
	TS			18201+06.07	2287400.16	6363151.33			Cosine				250
	SC			18227+06.07	2286224.13	6365469.90				2600			250
	CS			18266+96.02	2284773.22	6369183.53	-30000	3989.95	Cosine		5.50	2.83	250
5	ST	S74°57'09"E	1471.13	18292+96.02	2284065.97	6371685.25				2600			250
	TS			18307+67.15	2283684.03	6373105.94			Cosine				250
	SC			18333+67.15	2282976.78	6375607.67				2600			250
	CS			18379+08.05	2281287.14	6379817.84	30000	4540.90	Cosine		5.50	2.83	250
	ST	S61°18'51"E	5372.32	18405+08.05	2280068.73	6382114.42				2600			250
6	TS			18458+80.38	2277489.99	6386827.38			Cosine				250
	SC			18479+80.38	2276465.62	6388660.50				2100			250
	CS			18578+81.19	2270321.60	6396382.23	35000	9900.82	Cosine		4.50	2.64	250
	ST	S41°40'07"E	10750.70	18599+81.19	2268765.48	6397792.24				2100			250
	TS			18707+31.90	2260734.69	6404939.54			Cosine				250
7	SC			18733+31.90	2258815.08	6406692.81				2600			250
	CS			18795+80.08	2254815.94	6411478.79	-30000	6248.18	Cosine		5.50	2.83	250
	ST	S58°34'03"E	5791.23	18821+80.08	2253431.70	6413679.41				2600			250
	TS			18879+71.30	2250411.61	6418620.80			Cosine				250
	SC			18894+21.30	2249649.53	6419854.37				1450			250
8	CS			18923+30.82	2248014.09	6422260.13	45000	2909.51	Cosine		3.00	2.56	250
	ST	S53°01'00"E	1545.88	18937+80.82	2247147.37	6423422.55				1450			250
	TS			18953+26.70	2246217.40	6424657.42			Cosine				250
	SC			18978+26.70	2244689.72	6426636.12				2500			250
	CS			19045+21.48	2239925.54	6431321.08	31000	6694.78	Cosine		5.50	2.56	250
9	ST	S36°01'21"E	22580.53	19070+21.48	2237921.50	6432815.36				2500			250
	TS			19296+02.01	2219658.67	6446095.02			Cosine				250
	SC			19308+02.01	2218685.67	6446797.34				1200			250
	CS			19355+78.73	2214665.92	6449374.54	51000	4776.72	Cosine		2.50	2.40	250
	ST	S29°18'29"E	15391.46	19367+78.73	2213621.58	6449965.59				1200			250
10	TS			19521+70.19	2200200.21	6457499.77			Cosine				250
	SC			19547+70.19	2197917.00	6458743.05				2600			250
	CS			19636+67.39	2189502.09	6461530.73	30000	8897.21	Cosine		5.50	2.83	250
	ST	S7°21'00"E	6250.37	19662+67.39	2186928.18	6461896.50				2600			250
	TS			19725+17.77	2180729.17	6462696.11			Cosine				250
11	SC			19739+67.77	2179292.00	6462888.49				1450			250
	CS			20021+37.19	2154428.74	6475126.08	-45000	28169.43	Cosine		3.00	2.56	250
	ST	S45°03'45"E	4360.50	20035+87.19	2153399.66	6476147.57				1450			250
	TS			20079+47.69	2150319.69	6479234.27			Cosine				250
	SC			20093+97.69	2149290.62	6480255.76				1450			250
12	CS			20180+47.67	2142543.95	6485647.85	45000	8649.98	Cosine		3.00	2.56	250
	ST	S32°12'10"E	53353.08	20194+97.67	2141320.74	6486426.45				1450			250
	TS			20728+50.75	2096175.14	6514859.26			Cosine				250
	SC			20754+50.75	2093957.63	6516216.27				2600			250
	CS			20859+03.67	2084168.55	6519728.63	30000	10452.92	Cosine		5.50	2.83	250
13	ST	S7°16'25"E	9943.17	20885+03.67	2081594.16	6520090.98				2600			250
	TS			20984+46.84	2071731.00	6521349.86			Cosine				250
	SC			20996+46.84	2070540.30	6521498.92				1200			250
	CS			21011+52.15	2069043.90	6521662.18	74000	1505.31	Cosine		2.00	1.38	250
	ST	S5°10'44"E	2603.68	21023+52.15	2067849.06	6521773.38				1200			250
14	TS			21049+55.82	2065256.01	6522008.40			Cosine				250
	SC			21061+55.82	2064061.23	6522120.16				1200			250
	CS			21073+80.03	2062844.44	6522254.48	-62000	1224.20	Cosine		2.50	1.53	250
	ST	S7°25'09"E	14770.56	21085+80.03	2061654.05	6522406.00				1200			250
	POT			21233+50.58	2047007.16	6524313.30			Cosine				250

NOTES:

1. RADII ARE POSITIVE IN VALUE BY THE CONVENTION OF LOOKING UP STATION AND TURNING RIGHT.

REV	DATE	BY	CHK	APP	DESCRIPTION

DESIGNED BY
S. LANDOLT

DRAWN BY
A. CARSON

CHECKED BY
G. CAMPBELL

IN CHARGE
S. SMITH

DATE
10/31/2017

**RECORD
PEPD
SUBMITTAL**

**NOT FOR
CONSTRUCTION**



CALIFORNIA HIGH-SPEED RAIL PROJECT
BAKERSFIELD TO PALMDALE
 ALTERNATIVE 1
 GENERAL
 HORIZONTAL ALIGNMENT DATA TABLE
 SHEET 1 OF 8

CONTRACT NO.
HSR13-44

DRAWING NO.
TT-B0008

SCALE
AS SHOWN

SHEET NO.

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11/7/2017

OIC:ARIVEGA

ALTERNATIVE 1 NB													
TRACK GEOMETRY DATA													
CURVE NO.	DESCRIPTION	BEARING	DISTANCE (ft)	STATION	NORTHING	EASTING	R (ft)	Lc (ft)	SPIRAL TYPE	Ls (ft)	Eg (IN)	Eu (IN)	V (MPH)
1N	POT			17285+00.00	2321212.12	6278399.62							250
	TS	S73°07'38"E	9592.01	17380+92.01	2318428.06	6287578.71			Cosine				250
	SC			17403+92.01	2317737.77	6289772.54				2300			250
	CS			17429+36.97	2316822.79	6292146.65	33016.50	2544.96	Cosine		5.00	2.58	250
	ST			17452+36.97	2315862.21	6294236.32				2300			250
2N	TS	S64°43'10"E	1680.43	17469+17.40	2315144.59	6295755.81			Cosine				250
	SC			17495+17.40	2314064.75	6298120.71				2600			250
	CS			17530+92.28	2312879.15	6301491.03	-29983.50	3574.88	Cosine		5.50	2.83	250
	ST			17556+92.28	2312240.54	6304011.15				2600			250
	TS	S76°31'09"E	1158.03	17568+50.31	2311970.58	6305137.27			Cosine				250
3N	SC			17580+50.31	2311686.76	6306303.22				1200			250
	CS			17598+89.51	2311204.95	6308078.08	51016.50	1839.20	Cosine		2.50	2.40	250
	ST			17610+89.51	2310860.24	6309227.50				1200			250
	TS	S73°06'21"E	16575.41	17776+64.93	2306043.35	6325087.57			Cosine				250
	SC			17788+64.93	2305691.21	6326234.73				1200			250
4N	CS			17889+15.82	2301887.65	6335525.46	60025.25	10050.90	Cosine		2.50	1.66	250
	ST			17901+15.82	2301334.24	6336590.23				1200			250
	TS	S62°21'59"E	29994.17	18201+09.99	2287422.53	6363163.04			Cosine				250
	SC			18227+09.99	2286246.53	6365481.62				2600			250
	CS			18266+94.39	2284797.63	6369190.10	-29974.75	3984.40	Cosine		5.50	2.83	250
5N	ST			18292+94.39	2284090.35	6371691.81				2600			250
	TS	S74°57'09"E	1471.13	18307+65.52	2283708.41	6373112.50			Cosine				250
	SC			18333+65.52	2283001.19	6375614.23				2600			250
	CS			18379+12.43	2281309.32	6379829.98	30025.25	4546.91	Cosine		5.50	2.83	250
	ST			18405+12.43	2280090.88	6382126.54				2600			250
7N	TS	S61°18'51"E	5372.33	18458+84.76	2277512.14	6386839.50			Cosine				250
	SC			18479+84.76	2276487.79	6388672.62				2100			250
	CS			18578+94.23	2270338.40	6396401.10	35025.25	9909.47	Cosine		4.50	2.64	250
	ST			18599+94.23	2268782.27	6397811.10				2100			250
	TS	S41°40'07"E	10750.70	18707+44.93	2260751.47	6404958.40			Cosine				250
8N	SC			18733+44.93	2258831.89	6406711.69				2600			250
	CS			18795+85.67	2254837.50	6411491.98	-29974.75	6240.73	Cosine		5.50	2.83	250
	ST			18821+85.67	2253453.24	6413692.58				2600			250
	TS	S58°34'03"E	6235.54	18884+21.21	2250201.44	6419013.09			Cosine				250
	SC			18898+21.21	2249465.85	6420204.24				1400			250
9N	CS			18927+87.12	2247798.72	6422656.61	45066.00	2965.91	Cosine		3.00	2.56	250
	ST			18941+87.12	2246961.69	6423778.82				1400			250
	TS	S53°01'00"E	1149.59	18953+36.71	2246270.12	6424697.12			Cosine				250
	SC			18978+36.71	2244742.49	6426675.87				2500			250
	CS			19045+51.07	2239964.40	6431374.51	31066.00	6714.36	Cosine		5.50	2.56	250
10N	ST			19070+51.07	2237960.32	6432868.74				2500			250
	TS	S36°01'21"E	22580.53	19296+31.61	2219697.49	6446148.40			Cosine				250
	SC			19308+31.61	2218724.49	6446850.73				1200			250
	CS			19356+16.06	2214698.23	6449432.09	51066.00	4784.45	Cosine		2.50	2.40	250
	ST			19368+16.06	2213653.89	6450023.15				1200			250
12N	TS	S29°18'29"E	15391.46	19522+07.52	2200232.52	6457557.32			Cosine				250
	SC			19548+07.52	2197949.34	6458800.67				2600			250
	CS			19637+30.02	2189510.55	6461596.26	30066.00	8922.50	Cosine		5.50	2.83	250
	ST			19663+30.02	2186936.63	6461961.96				2600			250
	TS	S7°21'00"E	6327.28	19726+57.30	2180661.33	6462771.40			Cosine				250
13N	SC			19741+07.30	2179224.17	6462963.79				1450			250
	CS			20016+58.29	2154814.40	6474784.77	-44934.00	27550.98	Cosine		3.00	2.56	250
	ST			20042+58.29	2152962.23	6476609.32				2600			250
	TS	S45°03'45"E	3724.67	20079+82.95	2150331.37	6479245.92			Cosine				250
	SC			20094+32.95	2149302.30	6480267.42				1450			250
14N	CS			20180+86.64	2142552.75	6485661.82	45016.50	8653.69	Cosine		3.00	2.56	250
	ST			20195+36.64	2141329.54	6486440.41				1450			250
	TS	S32°12'10"E	53360.37	20728+97.01	2096177.76	6514877.11			Cosine				250
	SC			20754+97.01	2093960.24	6516234.10				2600			250
	CS			20859+42.75	2084177.88	6519744.06	30016.50	10445.74	Cosine		5.50	2.83	250
15N	ST			20885+42.75	2081603.48	6520106.43				2600			250
	TS	S7°16'25"E	9950.46	20984+93.21	2071733.09	6521366.23			Cosine				250
	SC			20996+93.21	2070542.39	6521515.29				1200			250
	CS			21011+99.13	2069045.39	6521678.61	74016.50	1505.91	Cosine		2.00	1.38	250
	ST			21023+99.13	2067850.55	6521789.81				1200			250
16N	TS	S5°10'44"E	2603.68	21050+02.80	2065257.50	6522024.83			Cosine				250
	SC			21062+02.80	2064062.72	6522136.59				1200			250
	CS			21074+26.36	2062846.57	6522270.84	-61983.50	1223.56	Cosine		2.50	1.53	250
	ST			21086+26.36	2061656.19	6522422.37				1200			250
	POT	S7°25'09"E	14770.56	21233+96.92	2047009.28	6524329.66			Cosine				250

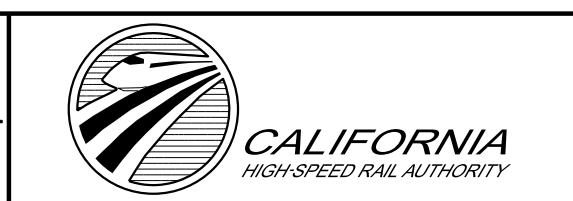
NOTES:
 1. RADII ARE POSITIVE IN VALUE BY THE CONVENTION OF LOOKING UP STATION AND TURNING RIGHT.

REV	DATE	BY	CHK	APP	DESCRIPTION

DESIGNED BY
S. LANDOLT
 DRAWN BY
A. CARSON
 CHECKED BY
G. CAMPBELL
 IN CHARGE
S. SMITH
 DATE
10/31/2017

**RECORD
PEPD
SUBMITTAL**

**NOT FOR
CONSTRUCTION**



CALIFORNIA HIGH-SPEED RAIL PROJECT
BAKERSFIELD TO PALMDALE
 ALTERNATIVE 1
 GENERAL
 HORIZONTAL ALIGNMENT DATA TABLE
 SHEET 2 OF 8

CONTRACT NO.
HSR13-44
 DRAWING NO.
TT-B0009
 SCALE
AS SHOWN
 SHEET NO.

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STATION BREAK
 ALT 2 STA 17904+99.28 =
 ALT 1,3,5 STA 17905+07.54

ALTERNATIVE 2 SB													
TRACK GEOMETRY DATA													
CURVE NO.	DESCRIPTION	BEARING	DISTANCE (ft)	STATION	NORTHING	EASTING	R (ft)	Lc (ft)	SPIRAL TYPE	Ls (ft)	Ed (IN)	Eu (IN)	V (MPH)
18	POT			17285+00.00	2321196.33	6278394.83							250
	TS	S73°07'38"E	9681.55	17381+81.55	2318386.27	6287659.61			Cosine				250
	SC			17407+81.55	2317599.70	6290137.53				2600			250
	CS			17430+49.57	2316767.88	6292246.92	30000	2268.02	Cosine		5.00	2.58	250
	ST			17456+49.57	2315651.44	6294594.77				2600			250
19	TS	S63°49'48"E	1560.73	17472+10.30	2314963.10	6295995.51			Cosine				250
	SC			17498+10.30	2313846.67	6298343.36				2600			250
	CS			17531+06.70	2312690.71	6301428.65	-30000	3296.40	Cosine		5.50	2.83	250
	ST			17557+06.70	2311989.52	6303932.08				2600			250
	TS	S75°05'28"E	1235.18	17569+41.87	2311671.73	6305125.68			Cosine				250
20	SC			17581+41.87	2311360.08	6306284.50				1200			250
	CS			17593+56.49	2311027.68	6307452.73	71000	1214.62	Cosine		1.75	1.77	250
	ST			17605+56.49	2310682.58	6308602.03				1200			250
	TS	S73°08'34"E	20029.20	17805+85.69	2304874.33	6327770.58			Cosine				250
	SC			17820+35.69	2304447.21	6329156.23				1450			250
21	CS			17890+49.28	2301794.73	6335641.23	45000	7013.59	Cosine		3.00	2.56	250
	ST			17904+99.28	2301128.37	6336929.02				1450			250
	TS	S62°21'59"E	29598.53	18201+06.07	2287400.16	6363151.33			Cosine				250
	SC			18227+06.07	2286224.13	6365469.90				2600			250
	CS			18266+96.02	2284773.22	6369183.53	31000	3989.95	Cosine		5.50	2.83	250
5	ST			18292+96.02	2284065.97	6371685.25				2600			250
	TS	S74°57'09"E	1471.13	18307+67.15	2283684.03	6373105.94			Cosine				250
	SC			18333+67.15	2282976.78	6375607.67				2600			250
	CS			18379+08.05	2281287.14	6379817.84	51000	4540.90	Cosine		5.50	2.83	250
	ST			18405+08.05	2280068.73	6382114.42				2600			250
6	TS	S61°18'51"E	5372.32	18458+80.38	2277489.99	6386827.38			Cosine				250
	SC			18479+80.38	2276465.62	6388660.50				2100			250
	CS			18578+81.19	2270321.60	6396382.23	30000	9900.82	Cosine		4.50	2.64	250
	ST			18599+81.19	2268765.48	6397792.24				2100			250
	TS	S41°40'07"E	10750.70	18707+31.90	2260734.69	6404939.54			Cosine				250
7	SC			18733+31.90	2258815.08	6406692.81				2600			250
	CS			18795+80.08	2254815.94	6411478.79	-45000	6248.18	Cosine		5.50	2.83	250
	ST			18821+80.08	2253431.70	6413679.41				2600			250
	TS	S58°34'03"E	5791.23	18879+71.30	2250411.61	6418620.80			Cosine				250
	SC			18894+21.30	2249649.53	6419854.37				1450			250
8	CS			18923+30.82	2248014.09	6422260.13	45000	2909.51	Cosine		3.00	2.56	250
	ST			18937+80.82	2247147.37	6423422.55				1450			250
	TS	S53°01'00"E	1545.88	18953+26.70	2246217.40	6424657.42			Cosine				250
	SC			18978+26.70	2244689.72	6426636.12				2500			250
	CS			19045+21.48	2239925.54	6431321.08	30000	6694.78	Cosine		5.50	2.56	250
9	ST			19070+21.48	2237921.50	6432815.36				2500			250
	TS	S36°01'21"E	22580.53	19296+02.01	2219658.67	6446095.02			Cosine				250
	SC			19308+02.01	2218685.67	6446797.34				1200			250
	CS			19355+78.73	2214665.92	6449374.54	74000	4776.72	Cosine		2.50	2.40	250
	ST			19367+78.73	2213621.58	6449965.59				1200			250
10	TS	S29°18'29"E	15391.46	19521+70.19	2200200.21	6457499.77			Cosine				250
	SC			19547+70.19	2197917.00	6458743.05				2600			250
	CS			19636+67.39	2189502.09	6461530.73	-62000	8897.21	Cosine		5.50	2.83	250
	ST			19662+67.39	2186928.18	6461896.50				2600			250
	TS	S7°21'00"E	6250.37	19725+17.77	2180729.17	6462696.11			Cosine				250
11	SC			19739+67.77	2179292.00	6462888.49				1450			250
	CS			20021+37.19	2154428.74	6475126.08	-30000	28169.43	Cosine		3.00	2.56	250
	ST			20035+87.19	2153399.66	6476147.57				1450			250
	TS	S45°03'45"E	4360.50	20079+47.69	2150319.69	6479234.27			Cosine				250
	SC			20093+97.69	2149290.62	6480255.76				1450			250
12	CS			20180+47.67	2142543.95	6485647.85	30000	8649.98	Cosine		3.00	2.56	250
	ST			20194+97.67	2141320.74	6486426.45				1450			250
	TS	S32°12'10"E	53353.08	20728+50.75	2096175.14	6514859.26			Cosine				250
	SC			20754+50.75	2093957.63	6516216.27				2600			250
	CS			20859+03.67	2084168.55	6519728.63	35000	10452.92	Cosine		5.50	2.83	250
13	ST			20885+03.67	2081594.16	6520090.98				2600			250
	TS	S7°16'25"E	9943.17	20984+46.84	2071731.00	6521349.86			Cosine				250
	SC			20996+46.84	2070540.30	6521498.92				1200			250
	CS			21011+52.15	2069043.90	6521662.18	-30000	1505.31	Cosine		2.00	1.38	250
	ST			21023+52.15	2067849.06	6521773.38				1200			250
14	TS	S5°10'44"E	2603.68	21049+55.82	2065256.01	6522008.40			Cosine				250
	SC			21061+55.82	2064061.23	6522120.16				1200			250
	CS			21073+80.03	2062844.44	6522254.48	45000	1224.20	Cosine		2.50	1.53	250
	ST			21085+80.03	2061654.05	6522406.00				1200			250
	POT	S7°25'09"E	14770.56	21233+50.58	2047007.16	6524313.30			Cosine				250

NOTES:
 1. RADII ARE POSITIVE IN VALUE BY THE CONVENTION OF LOOKING UP STATION AND TURNING RIGHT.

REV	DATE	BY	CHK	APP	DESCRIPTION

DESIGNED BY
S. LANDOLT
 DRAWN BY
A. CARSON
 CHECKED BY
G. CAMPBELL
 IN CHARGE
S. SMITH
 DATE
10/31/2017

**RECORD
PEPD
SUBMITTAL**

**NOT FOR
CONSTRUCTION**



CALIFORNIA HIGH-SPEED RAIL PROJECT
BAKERSFIELD TO PALMDALE
 ALTERNATIVE 2
 GENERAL
 HORIZONTAL ALIGNMENT DATA TABLE
 SHEET 3 OF 8

CONTRACT NO.
HSR13-44
 DRAWING NO.
TT-B0010
 SCALE
AS SHOWN
 SHEET NO.

STATION BREAK
 ALT 2 STA 17905+50.00 =
 ALT 1,3,5 STA 17905+58.25

ALTERNATIVE 2 NB TRACK GEOMETRY DATA													
CURVE NO.	DESCRIPTION	BEARING	DISTANCE (ft)	STATION	NORTHING	EASTING	R (ft)	Lc (ft)	SPIRAL TYPE	Ls (ft)	Ea (IN)	Eu (IN)	V (MPH)
18N	POT			17285+00.00	2321212.12	6278399.62							250
	TS	S73°07'38"E	9681.55	17381+81.55	2318402.06	6287664.39			Cosine				250
	SC			17407+81.55	2317615.51	6290142.33				2600			250
	CS			17430+52.25	2316782.71	6292254.21	30016.50	2270.70	Cosine		5.00	2.58	250
19N	ST	S63°49'48"E	1560.73	17456+52.25	2315666.25	6294602.05				2600			250
	TS			17472+12.98	2314977.91	6296002.79			Cosine				250
	SC			17498+12.98	2313861.49	6298350.64				2600			250
	CS			17531+06.13	2312706.67	6301432.90	-29983.50	3293.15	Cosine		5.50	2.83	250
20N	ST	S75°05'28"E	1235.18	17557+06.13	2312005.46	6303936.33				2600			250
	TS			17569+41.31	2311687.68	6305129.92			Cosine				250
	SC			17581+41.31	2311376.03	6306288.75				1200			250
	CS			17593+56.49	2311043.47	6307457.52	71016.50	1215.18	Cosine		5.50	2.83	250
21N	ST	S73°08'34"E	20075.17	17605+56.49	2310698.37	6308606.82				1200			250
	TS			17806+31.66	2304876.79	6327819.36			Cosine				250
	SC			17820+81.66	2304449.67	6329205.01				1450			250
	CS			17891+00.00	2301795.40	6335694.40	45025.25	7018.33	Cosine		3.00	2.56	250
5N	ST	S62°21'59"E	29551.73	17905+50.00	2301129.04	6336982.19				1450			250
	TS			18201+09.99	2287422.53	6363163.04			Cosine				250
	SC			18227+09.99	2286246.53	6365481.62				2600			250
	CS			18266+94.39	2284797.63	6369190.10	-29974.75	3984.40	Cosine		5.50	2.83	250
6N	ST	S74°57'09"E	1471.13	18292+94.39	2284090.35	6371691.81				2600			250
	TS			18307+65.52	2283708.41	6373112.50			Cosine				250
	SC			18333+65.52	2283001.19	6375614.23				2600			250
	CS			18379+12.43	2281309.32	6379829.98	30025.25	4546.91	Cosine		5.50	2.83	250
7N	ST	S61°18'51"E	5372.33	18405+12.43	2280090.88	6382126.54				2600			250
	TS			18458+84.76	2277512.14	6386839.50			Cosine				250
	SC			18479+84.76	2276487.79	6388672.62				2100			250
	CS			18578+94.23	2270338.40	6396401.10	35025.25	9909.47	Cosine		4.50	2.64	250
8N	ST	S41°40'07"E	10750.70	18599+94.23	2268782.27	6397811.10				2100			250
	TS			18707+44.93	2260751.47	6404958.40			Cosine				250
	SC			18733+44.93	2258831.89	6406711.69				2600			250
	CS			18795+85.67	2254837.50	6411491.98	-29974.75	6240.73	Cosine		5.50	2.83	250
9N	ST	S58°34'03"E	6235.54	18821+85.67	2253453.24	6413692.58				2600			250
	TS			18884+21.21	2250201.44	6419013.09			Cosine				250
	SC			18898+21.21	2249465.85	6420204.24				1400			250
	CS			18927+87.12	2247798.72	6422656.61	45066.00	2965.91	Cosine		3.00	2.56	250
10N	ST	S53°01'00"E	1149.59	18941+87.12	2246961.69	6423778.82				1400			250
	TS			18953+36.71	2246270.12	6424697.12			Cosine				250
	SC			18978+36.71	2244742.49	6426675.87				2500			250
	CS			19045+51.07	2239964.40	6431374.51	31066.00	6714.36	Cosine		5.50	2.56	250
11N	ST	S36°01'21"E	22580.53	19070+51.07	2237960.32	6432868.74				2500			250
	TS			19296+31.61	2219697.49	6446148.40			Cosine				250
	SC			19308+31.61	2218724.49	6446850.73				1200			250
	CS			19356+16.06	2214698.23	6449432.09	51066.00	4784.45	Cosine		2.50	2.40	250
12N	ST	S29°18'29"E	15391.46	19368+16.06	2213653.89	6450023.15				1200			250
	TS			19522+07.52	2200232.52	6457557.32			Cosine				250
	SC			19548+07.52	2197949.34	6458800.67				2600			250
	CS			19637+30.02	2189510.55	6461596.26	30066.00	8922.50	Cosine		5.50	2.83	250
13N	ST	S7°21'00"E	6327.28	19663+30.02	2186936.63	6461961.96				2600			250
	TS			19726+57.30	2180661.33	6462771.40			Cosine				250
	SC			19741+07.30	2179224.17	6462963.79				1450			250
	CS			20016+58.29	2154814.40	6474784.77	-44934.00	27550.98	Cosine		3.00	2.56	250
14N	ST	S45°03'45"E	3724.67	20042+58.29	2152962.23	6476609.32				2600			250
	TS			20079+82.95	2150331.37	6479245.92			Cosine				250
	SC			20094+32.95	2149302.30	6480267.42				1450			250
	CS			20180+86.64	2142552.75	6485661.82	45016.50	8653.69	Cosine		3.00	2.56	250
15N	ST	S32°12'10"E	53360.37	20195+36.64	2141329.54	6486440.41				1450			250
	TS			20728+97.01	2096177.76	6514877.11			Cosine				250
	SC			20754+97.01	2093960.24	6516234.10				2600			250
	CS			20859+42.75	2084177.88	6519744.06	29983.50	10445.74	Cosine		5.50	2.83	250
16N	ST	S7°16'25"E	9950.46	20885+42.75	2081603.48	6520106.43				2600			250
	TS			20984+93.21	2071733.09	6521366.23			Cosine				250
	SC			20996+93.21	2070542.39	6521515.29				1200			250
	CS			21011+99.13	2069045.39	6521678.61	74016.50	1505.91	Cosine		2.00	1.38	250
17N	ST	S5°10'44"E	2603.68	21023+99.13	2067850.55	6521789.81				1200			250
	TS			21050+02.80	2065257.50	6522024.83			Cosine				250
	SC			21062+02.80	2064062.72	6522136.59				1200			250
	CS			21074+26.36	2062846.57	6522270.84	-61983.50	1223.56	Cosine		2.50	1.53	250
POT	S7°25'09"E	14770.56	21086+26.36	2061656.19	6522422.37				1200			250	
				21233+96.92	2047009.28	6524329.66			Cosine				250

NOTES:

1. RADII ARE POSITIVE IN VALUE BY THE CONVENTION OF LOOKING UP STATION AND TURNING RIGHT.

REV	DATE	BY	CHK	APP	DESCRIPTION

DESIGNED BY
S. LANDOLT
 DRAWN BY
A. CARSON
 CHECKED BY
G. CAMPBELL
 IN CHARGE
S. SMITH
 DATE
10/31/2017

**RECORD
PEPD
SUBMITTAL**

**NOT FOR
CONSTRUCTION**



**CALIFORNIA HIGH-SPEED RAIL PROJECT
 BAKERSFIELD TO PALMDALE**

ALTERNATIVE 2
 GENERAL
 HORIZONTAL ALIGNMENT DATA TABLE
 SHEET 4 OF 8

CONTRACT NO.
HSR13-44
 DRAWING NO.
TT-B0011
 SCALE
AS SHOWN
 SHEET NO.

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ALTERNATIVE 3 SB TRACK GEOMETRY DATA													
CURVE NO.	DESCRIPTION	BEARING	DISTANCE (ft)	STATION	NORTHING	EASTING	R (ft)	Lc (ft)	SPIRAL TYPE	Ls (ft)	Ea (IN)	Eu (IN)	V (MPH)
	POT			17285+00.00	2321196.33	6278394.83							250
1	TS	N73°07'38"W	9592.01	17380+92.01	2318412.27	6287573.92			Cosine				250
	SC			17403+92.01	2317721.97	6289767.75				2300			250
	CS			17429+34.55	2316807.86	6292139.60	33000	2542.54	Cosine		5.00	2.58	250
	ST			17452+34.55	2315847.30	6294229.27				2300			250
2	TS	S64°43'10"E	1680.43	17469+14.97	2315129.67	6295748.76			Cosine				250
	SC			17495+14.97	2314049.81	6298113.66				2600			250
	CS			17530+93.26	2312863.08	6301487.17	-30000	3578.28	Cosine		5.50	2.83	250
	ST			17556+93.26	2312224.50	6304007.30				2600			250
3	TS	S76°31'09"E	1158.03	17568+51.29	2311954.53	6305133.42			Cosine				250
	SC			17580+51.29	2311670.71	6306299.37				1200			250
	CS			17598+89.51	2311189.16	6308073.29	51000	1838.22	Cosine		2.50	2.40	250
	ST			17610+89.51	2310844.46	6309222.70				1200			250
4	TS	S73°06'21"E	16529.28	17776+18.79	2306040.96	6325038.63			Cosine				250
	SC			17788+18.79	2305688.83	6326185.79				1200			250
	CS			17888+64.95	2301887.06	6335472.15	60000	10046.16	Cosine		2.50	1.67	250
	ST			17900+64.95	2301333.65	6336536.92				1200			250
5	TS	S62°21'59"E	30041.12	18201+06.07	2287400.16	6363151.33			Cosine				250
	SC			18227+06.07	2286224.13	6365469.90				2600			250
	CS			18266+96.02	2284773.22	6369183.53	-30000	3989.95	Cosine		5.50	2.83	250
	ST			18292+96.02	2284065.97	6371685.25				2600			250
6	TS	S74°57'09"E	1471.13	18307+67.15	2283684.03	6373105.94			Cosine				250
	SC			18333+67.15	2282976.78	6375607.67				2600			250
	CS			18379+08.05	2281287.14	6379817.84	30000	4540.90	Cosine		5.50	2.83	250
	ST			18405+08.05	2280068.73	6382114.42				2600			250
7	TS	S61°18'51"E	5372.32	18458+80.38	2277489.99	6386827.38			Cosine				250
	SC			18479+80.38	2276465.62	6388660.50				2100			250
	CS			18578+81.19	2270321.60	6396382.23	35000	9900.82	Cosine		4.50	2.64	250
	ST			18599+81.19	2268765.48	6397792.24				2100			250
8	TS	S41°40'07"E	10750.70	18707+31.90	2260734.69	6404939.54			Cosine				250
	SC			18733+31.90	2258815.08	6406692.81				2600			250
	CS			18795+80.08	2254815.94	6411478.79	-30000	6248.18	Cosine		5.50	2.83	250
	ST			18821+80.08	2253431.70	6413679.41				2600			250
9	TS	S58°34'03"E	5791.23	18879+71.30	2250411.61	6418620.80			Cosine				250
	SC			18894+21.30	2249649.53	6419854.37				1450			250
	CS			18923+30.82	2248014.09	6422260.13	45000	2909.51	Cosine		3.00	2.56	250
	ST			18937+80.82	2247147.37	6423422.55				1450			250
10	TS	S53°01'00"E	1545.88	18953+26.70	2246217.40	6424657.42			Cosine				250
	SC			18978+26.70	2244689.72	6426636.12				2500			250
	CS			19045+21.48	2239925.54	6431321.08	31000	6694.78	Cosine		5.50	2.56	250
	ST			19070+21.48	2237921.50	6432815.36				2500			250
22	TS	S36°01'21"E	22924.54	19299+46.02	2219380.44	6446297.34			Cosine				250
	SC			19311+46.02	2218407.44	6446999.66				1200			250
	CS			19481+81.24	2203138.85	6454373.99	51000	17035.22	Cosine		2.50	2.40	250
	ST			19493+81.24	2201983.84	6454699.44				1200			250
23	TS	S15°32'10"E	9982.50	19593+63.74	2192366.08	6457373.22			Cosine				250
	SC			19605+63.74	2191210.51	6457696.70				1200			250
	CS			19622+18.47	2189622.75	6458162.62	-100000	1654.73	Cosine		5.50	2.83	250
	ST			19634+18.47	2188475.61	6458514.86				1200			250
24	TS	S17°10'19"E	14554.70	19779+73.17	2174569.71	6462811.96			Cosine				250
	SC			19794+23.17	2173186.43	6463246.68				1450			250
	CS			19998+78.48	2155824.76	6473727.01	-45000	20455.31	Cosine		3.00	2.56	250
	ST			20013+28.48	2154795.68	6474748.50				1450			250
14	TS	S45°03'45"E	6336.93	20079+47.69	2150319.69	6479234.27			Cosine				250
	SC			20093+97.69	2149290.62	6480255.76				1450			250
	CS			20180+47.67	2142543.95	6485647.85	45000	8649.98	Cosine		3.00	2.56	250
	ST			20194+97.67	2141320.74	6486426.45				1450			250
15	TS	S32°12'10"E	53353.08	20728+50.75	2096175.14	6514859.26			Cosine				250
	SC			20754+50.75	2093957.63	6516216.27				2600			250
	CS			20859+03.67	2084168.55	6519728.63	30000	10452.92	Cosine		5.50	2.83	250
	ST			20885+03.67	2081594.16	6520090.98				2600			250
16	TS	S7°16'25"E	9943.17	20984+46.84	2071731.00	6521349.86			Cosine				250
	SC			20996+46.84	2070540.30	6521498.92				1200			250
	CS			21011+52.15	2069043.90	6521662.18	74000	1505.31	Cosine		2.00	1.38	250
	ST			21023+52.15	2067849.06	6521773.38				1200			250
17	TS	S5°10'44"E	2603.68	21049+55.82	2065256.01	6522008.40			Cosine				250
	SC			21061+55.82	2064061.23	6522120.16				1200			250
	CS			21073+80.03	2062844.44	6522254.48	-62000	1224.20	Cosine		2.50	1.53	250
	ST			21085+80.03	2061654.05	6522406.00				1200			250
	POT	S7°25'09"E	14770.56	21233+50.58	2047007.16	6524313.30			Cosine				250

STATION BREAK
ALT 3 STA 19296+02.01 =
ATL 1,2,5 STA 19296+02.01

STATION BREAK
ALT 3 STA 20033+04.90 =
ALT 1,2,5 STA 20035+87.19

NOTES:
1. RADII ARE POSITIVE IN VALUE BY THE CONVENTION OF LOOKING UP STATION AND TURNING RIGHT.

REV	DATE	BY	CHK	APP	DESCRIPTION

DESIGNED BY
S. LANDOLT
DRAWN BY
A. CARSON
CHECKED BY
G. CAMPBELL
IN CHARGE
S. SMITH
DATE
10/31/2017

**RECORD
PEPD
SUBMITTAL**

**NOT FOR
CONSTRUCTION**



**CALIFORNIA HIGH-SPEED RAIL PROJECT
BAKERSFIELD TO PALMDALE**

ALTERNATIVE 3
GENERAL
HORIZONTAL ALIGNMENT DATA TABLE
SHEET 5 OF 8

CONTRACT NO.
HSR13-44
DRAWING NO.
TT-B0012
SCALE
AS SHOWN
SHEET NO.

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11/7/2017

OIC:ARIVEGA

ALTERNATIVE 3 NB															
TRACK GEOMETRY DATA															
CURVE NO.	DESCRIPTION	BEARING	DISTANCE (ft)	STATION	NORTHING	EASTING	R (ft)	Lc (ft)	SPIRAL TYPE	Ls (ft)	Eg (IN)	Eu (IN)	V (MPH)		
1N	POT	S73°07'38"E	9592.01	17285+00.00	2321212.12	6278399.62							250		
	TS			17380+92.01	2318428.06	6287578.71								250	
	SC			17403+92.01	2317737.77	6289772.54						2300			250
	CS			17429+36.97	2316822.79	6292146.65	33016.50	2544.96	Cosine		5.00	2.58			250
2N	ST	S64°43'10"E	1680.43	17452+36.97	2315862.21	6294236.32							250		
	TS			17469+17.40	2315144.59	6295755.81								250	
	SC			17495+17.40	2314064.75	6298120.71						2600			250
	CS			17530+92.28	2312879.15	6301491.03	-29983.50	3574.88	Cosine		5.50	2.83			250
3N	ST	S76°31'09"E	1158.03	17556+92.28	2312240.54	6304011.15							250		
	TS			17568+50.31	2311970.58	6305137.27								250	
	SC			17580+50.31	2311686.76	6306303.22						1200			250
	CS			17598+89.51	2311204.95	6308078.08	51016.50	1839.20	Cosine		2.50	2.40			250
4N	ST	S73°06'21"E	16575.41	17610+89.51	2310860.24	6309227.50							250		
	TS			17776+64.93	2306043.35	6325087.57								250	
	SC			17788+64.93	2305691.21	6326234.73						1200			250
	CS			17889+15.82	2301887.65	6335525.46	60025.25	10050.90	Cosine		2.50	1.66			250
5N	ST	S62°21'59"E	29994.17	17901+15.82	2301334.24	6336590.23							250		
	TS			18201+09.99	2287422.53	6363163.04								250	
	SC			18227+09.99	2286246.53	6365481.62						2600			250
	CS			18266+94.39	2284797.63	6369190.10	-29974.75	3984.40	Cosine		5.50	2.83			250
6N	ST	S74°57'09"E	1471.13	18292+94.39	2284090.35	6371691.81							250		
	TS			18307+65.52	2283708.41	6373112.50								250	
	SC			18333+65.52	2283001.19	6375614.23						2600			250
	CS			18379+12.43	2281309.32	6379829.98	30025.25	4546.91	Cosine		5.50	2.83			250
7N	ST	S61°18'51"E	5372.33	18405+12.43	2280090.88	6382126.54							250		
	TS			18458+84.76	2277512.14	6386839.50								250	
	SC			18479+84.76	2276487.79	6388672.62						2100			250
	CS			18578+94.23	2270338.40	6396401.10	35025.25	9909.47	Cosine		4.50	2.64			250
8N	ST	S41°40'07"E	10750.70	18599+94.23	2268782.27	6397811.10							250		
	TS			18707+44.93	2260751.47	6404958.40								250	
	SC			18733+44.93	2258831.89	6406711.69						2600			250
	CS			18795+85.67	2254837.50	6411491.98	-29974.75	6240.73	Cosine		5.50	2.83			250
9N	ST	S58°34'03"E	6235.54	18821+85.67	2253453.24	6413692.58							250		
	TS			18884+21.21	2250201.44	6419013.09								250	
	SC			18898+21.21	2249465.85	6420204.24						1400			250
	CS			18927+87.12	2247798.72	6422656.61	45066.00	2965.91	Cosine		3.00	2.56			250
10N	ST	S53°01'00"E	1149.59	18941+87.12	2246961.69	6423778.82							250		
	TS			18953+36.71	2246270.12	6424697.12								250	
	SC			18978+36.71	2244742.49	6426675.87						2500			250
	CS			19045+51.07	2239964.40	6431374.51	31066.00	6714.36	Cosine		5.50	2.56			250
22N	ST	S36°01'21"E	22924.55	19070+21.48	2237960.32	6432868.74							250		
	TS			19299+45.99	2219419.26	6446350.72								250	
	SC			19311+45.99	2218446.26	6447053.04						1200			250
	CS			19482+04.81	2203156.53	6454437.58	51066.00	17058.82	Cosine		2.50	2.40			250
23N	ST	S15°32'10"E	9980.62	19494+04.81	2202001.52	6454763.03							250		
	TS			19593+85.43	2192385.58	6457436.31								250	
	SC			19605+85.43	2191230.00	6457759.78						1200			250
	CS			19622+42.04	2189640.43	6458226.23	100066.00	1656.61	Cosine		5.50	2.83			250
24N	ST	S17°10'19"E	14656.15	19634+42.04	2188493.30	6458578.47							250		
	TS			19780+98.19	2174490.47	6462905.53								250	
	SC			19795+48.19	2173107.19	6463340.26						1450			250
	CS			19999+76.24	2155768.63	6473806.63	-44944.00	20428.05	Cosine		3.00	2.56			250
14N	ST	S45°03'45"E	6240.92	20014+26.24	2154739.55	6474828.12							250		
	TS			20079+82.95	2150331.37	6479245.92								250	
	SC			20094+32.95	2149302.30	6480267.42						1450			250
	CS			20180+86.64	2142552.75	6485661.82	45016.50	8653.69	Cosine		3.00	2.56			250
15N	ST	S32°12'10"E	53360.37	20195+36.64	2141329.54	6486440.41							250		
	TS			20728+97.01	2096177.76	6514877.11								250	
	SC			20754+97.01	2093960.24	6516234.10						2600			250
	CS			20859+42.75	2084177.88	6519744.06	29983.50	10445.74	Cosine		5.50	2.83			250
16N	ST	S7°16'25"E	9950.46	20885+42.75	2081603.48	6520106.43							250		
	TS			20984+93.21	2071733.09	6521366.23								250	
	SC			20996+93.21	2070542.39	6521515.29						1200			250
	CS			21011+99.13	2069045.39	6521678.61	74016.50	1505.91	Cosine		2.00	1.38			250
17N	ST	S5°10'44"E	2603.68	21023+99.13	2067850.55	6521789.81							250		
	TS			21050+02.80	2065257.50	6522024.83								250	
	SC			21062+02.80	2064062.72	6522136.59						1200			250
	CS			21074+26.36	2062846.57	6522270.84	-61983.50	1223.56	Cosine		2.50	1.53			250
POT	S7°25'09"E	14770.56	21086+26.36	2061656.19	6522422.37							250			
ST			21233+96.92	2047009.28	6524329.66								250		

STATION BREAK
 ALT 3 STA 19296+31.61 =
 ALT 1,2,5 STA 19296+02.01

STATION BREAK
 ALT 3 STA 20036+06.66 =
 ALT 1,2,5 STA 20036+22.64

NOTES:

1. RADII ARE POSITIVE IN VALUE BY THE CONVENTION OF LOOKING UP STATION AND TURNING RIGHT.

REV	DATE	BY	CHK	APP	DESCRIPTION

DESIGNED BY
S. LANDOLT

DRAWN BY
A. CARSON

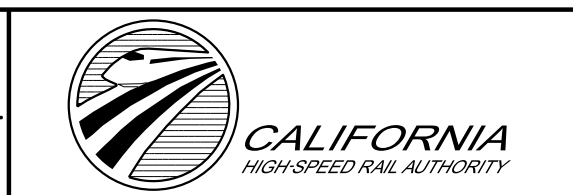
CHECKED BY
G. CAMPBELL

IN CHARGE
S. SMITH

DATE
10/31/2017

**RECORD
PEPD
SUBMITTAL**

**NOT FOR
CONSTRUCTION**



CALIFORNIA HIGH-SPEED RAIL PROJECT
BAKERSFIELD TO PALMDALE

ALTERNATIVE 3
 GENERAL
 HORIZONTAL ALIGNMENT DATA TABLE
 SHEET 6 OF 8

CONTRACT NO.
HSR13-44

DRAWING NO.
TT-B0013

SCALE
AS SHOWN

SHEET NO.

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ALTERNATIVE 5 SB													
TRACK GEOMETRY DATA													
CURVE NO.	DESCRIPTION	BEARING	DISTANCE (ft)	STATION	NORTHING	EASTING	R (ft)	Lc (ft)	SPIRAL TYPE	Ls (ft)	Eq (IN)	Eu (IN)	V (MPH)
1	POT			17285+00.00	2321196.33	6278394.83							250
	TS	N73°07'38"W	9592.01	17380+92.01	2318412.27	6287573.92			Cosine				250
	SC			17403+92.01	2317721.97	6289767.75				2300			250
	CS			17429+34.55	2316807.86	6292139.60	33000	2542.54	Cosine		5.00	2.58	250
	ST			17452+34.55	2315847.30	6294229.27				2300			250
2	TS	S64°43'10"E	1680.43	17469+14.97	2315129.67	6295748.76			Cosine				250
	SC			17495+14.97	2314049.81	6298113.66				2600			250
	CS			17530+93.26	2312863.08	6301487.17	-30000	3578.28	Cosine		5.50	2.83	250
	ST			17556+93.26	2312224.50	6304007.30				2600			250
	TS	S76°31'09"E	1158.03	17568+51.29	2311954.53	6305133.42			Cosine				250
3	SC			17580+51.29	2311670.71	6306299.37				1200			250
	CS			17598+89.51	2311189.16	6308073.29	51000	1838.22	Cosine		2.50	2.40	250
	ST			17610+89.51	2310844.46	6309222.70				1200			250
	TS	S73°06'21"E	16529.28	17776+18.79	2306040.96	6325038.63			Cosine				250
	SC			17788+18.79	2305688.83	6326185.79				1200			250
4	CS			17888+64.95	2301887.06	6335472.15	60000	10046.16	Cosine		2.50	1.67	250
	ST			17900+64.95	2301333.65	6336536.92				1200			250
	TS	S62°21'59"E	30041.12	18201+06.07	2287400.16	6363151.33			Cosine				250
	SC			18227+06.07	2286224.13	6365469.90				2600			250
	CS			18266+96.02	2284773.22	6369183.53	-30000	3989.95	Cosine		5.50	2.83	250
5	ST			18292+96.02	2284065.97	6371685.25				2600			250
	TS	S74°57'09"E	1471.13	18307+67.15	2283684.03	6373105.94			Cosine				250
	SC			18333+67.15	2282976.78	6375607.67				2600			250
	CS			18379+08.05	2281287.14	6379817.84	30000	4540.90	Cosine		5.50	2.83	250
	ST			18405+08.05	2280068.73	6382114.42				2600			250
7	TS	S61°18'51"E	5372.32	18458+80.38	2277489.99	6386827.38			Cosine				250
	SC			18479+80.38	2276465.62	6388660.50				2100			250
	CS			18578+81.19	2270321.60	6396382.23	35000	9900.82	Cosine		4.50	2.64	250
	ST			18599+81.19	2268765.48	6397792.24				2100			250
	TS	S41°40'07"E	10750.70	18707+31.90	2260734.69	6404939.54			Cosine				250
8	SC			18733+31.90	2258815.08	6406692.81				2600			250
	CS			18795+80.08	2254815.94	6411478.79	-30000	6248.18	Cosine		5.50	2.83	250
	ST			18821+80.08	2253431.70	6413679.41				2600			250
	TS	S58°34'03"E	5791.23	18879+71.30	2250411.61	6418620.80			Cosine				250
	SC			18894+21.30	2249649.53	6419854.37				1450			250
9	CS			18923+30.82	2248014.09	6422260.13	45000	2909.51	Cosine		3.00	2.56	250
	ST			18937+80.82	2247147.37	6423422.55				1450			250
	TS	S53°01'00"E	1545.88	18953+26.70	2246217.40	6424657.42			Cosine				250
	SC			18978+26.70	2244689.72	6426636.12				2500			250
	CS			19045+21.48	2239925.54	6431321.08	31000	6694.78	Cosine		5.50	2.56	250
10	ST			19070+21.48	2237921.50	6432815.36				2500			250
	TS	S36°01'21"E	22580.53	19296+02.01	2219658.67	6446095.02			Cosine				250
	SC			19308+02.01	2218685.67	6446797.34				1200			250
	CS			19355+78.73	2214665.92	6449374.54	51000	4776.72	Cosine		2.50	2.40	250
	ST			19367+78.73	2213621.58	6449965.59				1200			250
12	TS	S29°18'29"E	15391.46	19521+70.19	2200200.21	6457499.77			Cosine				250
	SC			19547+70.19	2197917.00	6458743.05				2600			250
	CS			19636+67.39	2189502.09	6461530.73	30000	8897.21	Cosine		5.50	2.83	250
	ST			19662+67.39	2186928.18	6461896.50				2600			250
	TS	S7°21'00"E	6250.37	19725+17.77	2180729.17	6462696.11			Cosine				250
13	SC			19739+67.77	2179292.00	6462888.49				1450			250
	CS			20021+37.19	2154428.74	6475126.08	-45000	28169.43	Cosine		3.00	2.56	250
	ST			20035+87.19	2153399.66	6476147.57				1450			250
	TS	S45°03'45"E	4360.50	20079+47.69	2150319.69	6479234.27			Cosine				250
	SC			20093+97.69	2149290.62	6480255.76				1450			250
14	CS			20180+47.67	2142543.95	6485647.85	45000	8649.98	Cosine		3.00	2.56	250
	ST			20194+97.67	2096894.97	6514405.91				1450			250
	TS	S32°12'10"E	52844.19	20723+41.81	2096605.74	6514588.07			Cosine				250
	SC			20749+41.81	2094388.23	6515945.08				2600			250
	CS			20853+83.31	2084610.41	6519455.50	30000	10441.50	Cosine		5.50	2.83	250
25	ST			20879+83.31	2082036.15	6519818.83				2600			250
	TS	S7°17'43"E	3654.76	20916+38.07	2078410.98	6520282.93			Cosine				250
	SC			20928+38.07	2077220.82	6520436.32				1200			250
	CS			20940+44.21	2076025.35	6520596.34	-210000	1206.14	Cosine		0.19	1.00	250
	ST			20952+44.21	2074836.75	6520761.34				1200			250
26	TS	S7°57'07"E	1350.71	20965+94.92	2073499.02	6520948.20			Cosine				250
	SC			20977+94.92	2072310.44	6521113.34				1200			250
	CS			20990+04.45	2071111.74	6521274.80	246000	1209.53	Cosine		0.51	0.51	250
	ST			21002+04.45	2069921.82	6521430.03				1200			250
	TS	S7°23'26"E	12806.51	21130+10.96	2057221.70	6523077.38			Cosine				250
28	SC			21142+10.96	2056031.49	6523230.33				1200			250
	CS			21153+89.68	2054861.40	6523372.68	150000	1178.72	Cosine		0.96	0.96	250
	ST			21165+89.68	2053669.23	6523509.56				1200			250
	TS	S6°28'55"E	2040.87	21186+30.55	2051641.42	6523739.96			Cosine				250
	SC			21198+30.55	2050449.25	6523876.85				1200			250
29	CS			21210+83.99	2049205.02	6524028.54	-150000	1253.44	Cosine		0.92	1.00	250
	ST			21222+83.99	2048014.89	6524182.07				1200			250
	TS	S7°25'09"E	1016.24	21233+07.37	2047007.16	6524313.30			Cosine				250
	POT												250

STATION BREAK
 ALT 5 STA 20720+00.00 =
 ALLT 1,2,3 STA 20720+00.00

NOTES:
 1. RADII ARE POSITIVE IN VALUE BY THE CONVENTION OF LOOKING UP STATION AND TURNING RIGHT.

REV	DATE	BY	CHK	APP	DESCRIPTION

DESIGNED BY
S. LANDOLT
 DRAWN BY
A. CARSON
 CHECKED BY
G. CAMPBELL
 IN CHARGE
S. SMITH
 DATE
10/31/2017

**RECORD
 PECD
 SUBMITTAL**

**NOT FOR
 CONSTRUCTION**



CALIFORNIA HIGH-SPEED RAIL PROJECT
BAKERSFIELD TO PALMDALE
 ALTERNATIVE 5
 GENERAL
 HORIZONTAL ALIGNMENT DATA TABLE
 SHEET 7 OF 8

CONTRACT NO.
HSR13-44
 DRAWING NO.
TT-B0014
 SCALE
AS SHOWN
 SHEET NO.

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11/7/2017

OIC:ARIVEGA

ALTERNATIVE 5 NB													
TRACK GEOMETRY DATA													
CURVE NO.	DESCRIPTION	BEARING	DISTANCE (ft)	STATION	NORTHING	EASTING	R (ft)	Lc (ft)	SPIRAL TYPE	Ls (ft)	Eq (IN)	Eu (IN)	V (MPH)
1N	POT			17285+00.00	2321212.12	6278399.62							250
	TS	S73°07'38"E	9592.01	17380+92.01	2318428.06	6287578.71			Cosine				250
	SC			17403+92.01	2317737.77	6289772.54				2300			250
	CS			17429+36.97	2316822.79	6292146.65	33016.50	2544.96	Cosine		5.00	2.58	250
	ST			17452+36.97	2315862.21	6294236.32				2300			250
2N	TS	S64°43'10"E	1680.43	17469+17.40	2315144.59	6295755.81			Cosine				250
	SC			17495+17.40	2314064.75	6298120.71				2600			250
	CS			17530+92.28	2312879.15	6301491.03	-29983.50	3574.88	Cosine		5.50	2.83	250
	ST			17556+92.28	2312240.54	6304011.15				2600			250
	TS	S76°31'09"E	1158.03	17568+50.31	2311970.58	6305137.27			Cosine				250
3N	SC			17580+50.31	2311686.76	6306303.22				1200			250
	CS			17598+89.51	2311204.95	6308078.08	51016.50	1839.20	Cosine		2.50	2.40	250
	ST			17610+89.51	2310860.24	6309227.50				1200			250
	TS	S73°06'21"E	16575.41	17776+64.93	2306043.35	6325087.57			Cosine				250
	SC			17788+64.93	2305691.21	6326234.73				1200			250
4N	CS			17889+15.82	2301887.65	6335525.46	60025.25	10050.90	Cosine		2.50	1.66	250
	ST			17901+15.82	2301334.24	6336590.23				1200			250
	TS	S62°21'59"E	29994.17	18201+09.99	2287422.53	6363163.04			Cosine				250
	SC			18227+09.99	2286246.53	6365481.62				2600			250
	CS			18266+94.39	2284797.63	6369190.10	-29974.75	3984.40	Cosine		5.50	2.83	250
5N	ST			18292+94.39	2284090.35	6371691.81				2600			250
	TS	S74°57'09"E	1471.13	18307+65.52	2283708.41	6373112.50			Cosine				250
	SC			18333+65.52	2283001.19	6375614.23				2600			250
	CS			18379+12.43	2281309.32	6379829.98	30025.25	4546.91	Cosine		5.50	2.83	250
	ST			18405+12.43	2280090.88	6382126.54				2600			250
7N	TS	S61°18'51"E	5372.33	18458+84.76	2277512.14	6386839.50			Cosine				250
	SC			18479+84.76	2276487.79	6388672.62				2100			250
	CS			18578+94.23	2270338.40	6396401.10	35025.25	9909.47	Cosine		4.50	2.64	250
	ST			18599+94.23	2268782.27	6397811.10				2100			250
	TS	S41°40'07"E	10750.70	18707+44.93	2260751.47	6404958.40			Cosine				250
8N	SC			18733+44.93	2258831.89	6406711.69				2600			250
	CS			18795+85.67	2254837.50	6411491.98	-29974.75	6240.73	Cosine		5.50	2.83	250
	ST			18821+85.67	2253453.24	6413692.58				2600			250
	TS	S58°34'03"E	6235.54	18884+21.21	2250201.44	6419013.09			Cosine				250
	SC			18898+21.21	2249465.85	6420204.24				1400			250
9N	CS			18927+87.12	2247798.72	6422656.61	45066.00	2965.91	Cosine		3.00	2.56	250
	ST			18941+87.12	2246961.69	6523778.82				1400			250
	TS	S53°01'00"E	1149.59	18953+36.71	2246270.12	6424697.12			Cosine				250
	SC			18978+36.71	2244742.49	6426675.87				2500			250
	CS			19045+51.07	2239964.40	6431374.51	31066.00	6714.36	Cosine		5.50	2.56	250
10N	ST			19070+51.07	2237960.32	6432868.74				2500			250
	TS	S36°01'21"E	22580.53	19296+31.61	2219697.49	6446148.40			Cosine				250
	SC			19308+31.61	2218724.49	6446850.73				1200			250
	CS			19356+16.06	2214698.23	6449432.09	51066.00	4784.45	Cosine		2.50	2.40	250
	ST			19368+16.06	2213653.89	6450023.15				1200			250
12N	TS	S29°18'29"E	15391.46	19522+07.52	2200232.52	6457557.32			Cosine				250
	SC			19548+07.52	2197949.34	6458800.67				2600			250
	CS			19637+30.02	2189510.55	6461596.26	30066.00	8922.50	Cosine		5.50	2.83	250
	ST			19663+30.02	2186936.63	6461961.96				2600			250
	TS	S7°21'00"E	6327.28	19726+57.30	2180661.33	6462771.40			Cosine				250
13N	SC			19741+07.30	2179224.17	6462963.79				1450			250
	CS			20016+58.29	2154814.40	6474784.77	-44934.00	27550.98	Cosine		3.00	2.56	250
	ST			20042+58.29	2152962.23	6476609.32				2600			250
	TS	S45°03'45"E	3724.67	20079+82.95	2150331.37	6479245.92			Cosine				250
	SC			20094+32.95	2149302.30	6480267.42				1450			250
14N	CS			20180+86.64	2142552.75	6485661.82	45016.50	8653.69	Cosine		3.00	2.56	250
	ST			20195+36.64	2096903.76	6514419.88				1450			250
	TS	S32°12'10"E	52844.19	20723+41.81	2096614.53	6514602.03			Cosine				250
	SC			20749+41.81	2094397.03	6515959.05				2600			250
	CS			20853+90.48	2084612.51	6519471.89	30016.5	10448.68	Cosine		5.50	2.83	250
25N	ST			20879+90.48	2082038.25	6519835.20				2600			250
	TS	S7°17'43"E	3654.76	20916+45.24	2078413.07	6520299.30			Cosine				250
	SC			20928+45.24	2077222.92	6520452.69				1200			250
	CS			20940+51.19	2076027.63	6520612.68	-209983.5	1205.95	Cosine		0.19	1.00	250
	ST			20952+51.19	2074839.03	6520777.68				1200			250
26N	TS	S7°57'07"E	1350.71	20966+01.91	2073501.30	6520964.54			Cosine				250
	SC			20978+01.91	2072312.72	6521129.68				1200			250
	CS			20990+11.60	2071113.86	6521291.16	246016.5	1209.69	Cosine		0.51	0.51	250
	ST			21002+11.60	2069923.94	6521446.39				1200			250
	TS	S7°23'26"E	12806.51	21130+18.11	2057223.82	6523093.74			Cosine				250
27N	SC			21142+18.11	2056033.61	6523246.69				1200			250
	CS			21153+97.09	2054863.26	6523389.07	150016.5	1178.99	Cosine		0.96	0.96	250
	ST			21165+97.09	2053671.09	6523525.96				1200			250
	TS	S6°28'55"E	2040.86	21186+37.95	2051643.28	6523756.36			Cosine				250
	SC			21198+37.95	2050451.11	6523893.25				1200			250
29N	CS			21210+91.13	2049207.15	6524044.90	-149983.5	1253.17	Cosine		0.92	1.00	250
	ST			21222+91.13	2048017.02	6524198.44				1200			250
	TS	S7°25'09"E	1016.23	21233+07.37	2047009.29	6524329.66			Cosine				250
	POT												250

STATION BREAK
 ALT 5 STA 20720+39.03 =
 ALT 1,2,3 STA 20720+00.00

NOTES:
 1. RADII ARE POSITIVE IN VALUE BY THE CONVENTION OF LOOKING UP STATION AND TURNING RIGHT.

REV	DATE	BY	CHK	APP	DESCRIPTION

DESIGNED BY
S. LANDOLT

DRAWN BY
A. CARSON

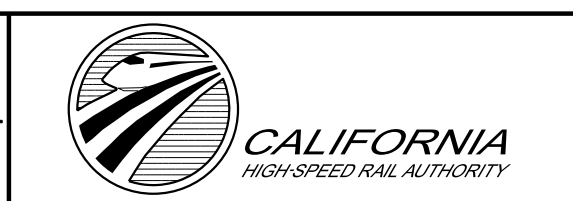
CHECKED BY
G. CAMPBELL

IN CHARGE
S. SMITH

DATE
10/31/2017

**RECORD
PEPD
SUBMITTAL**

**NOT FOR
CONSTRUCTION**



CALIFORNIA HIGH-SPEED RAIL PROJECT
BAKERSFIELD TO PALMDALE

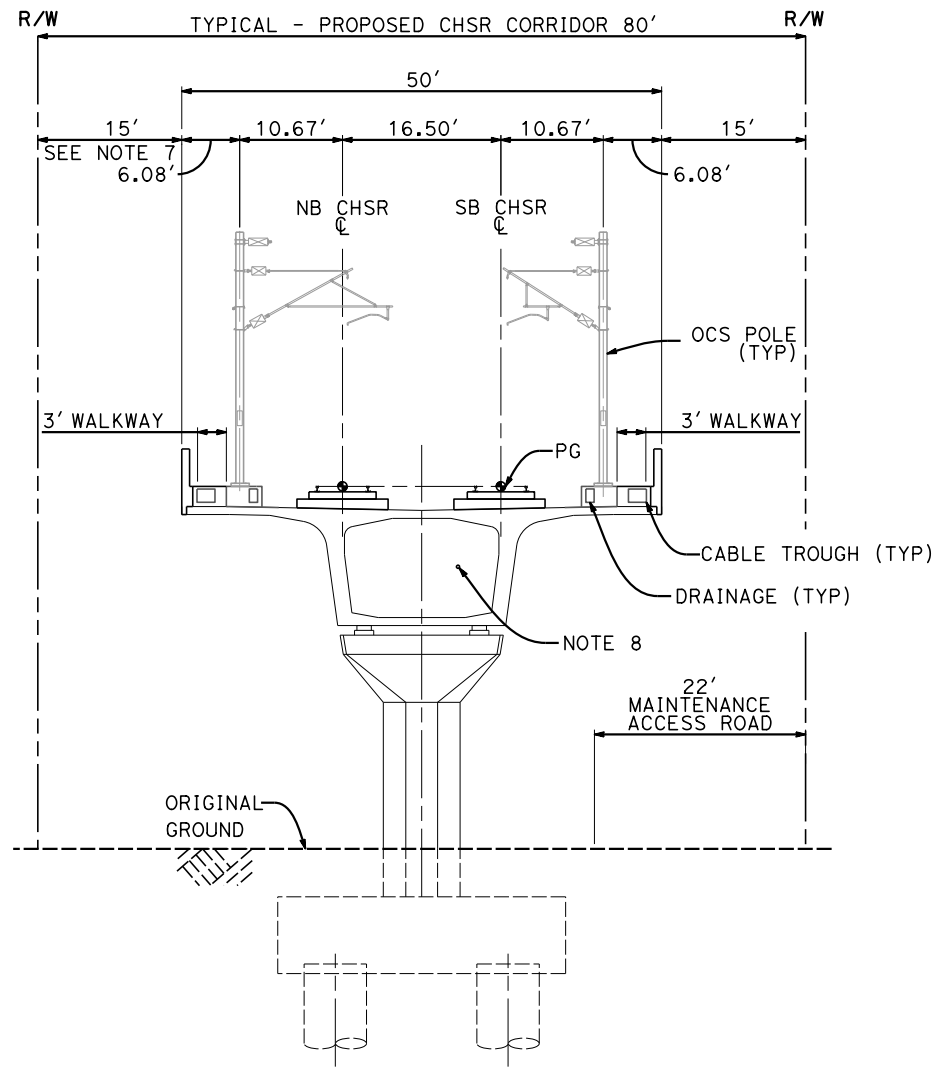
ALTERNATIVE 5
 GENERAL
 HORIZONTAL ALIGNMENT DATA TABLE
 SHEET 8 OF 8

CONTRACT NO.
HSR13-44

DRAWING NO.
TT-B0015

SCALE
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SHEET NO.

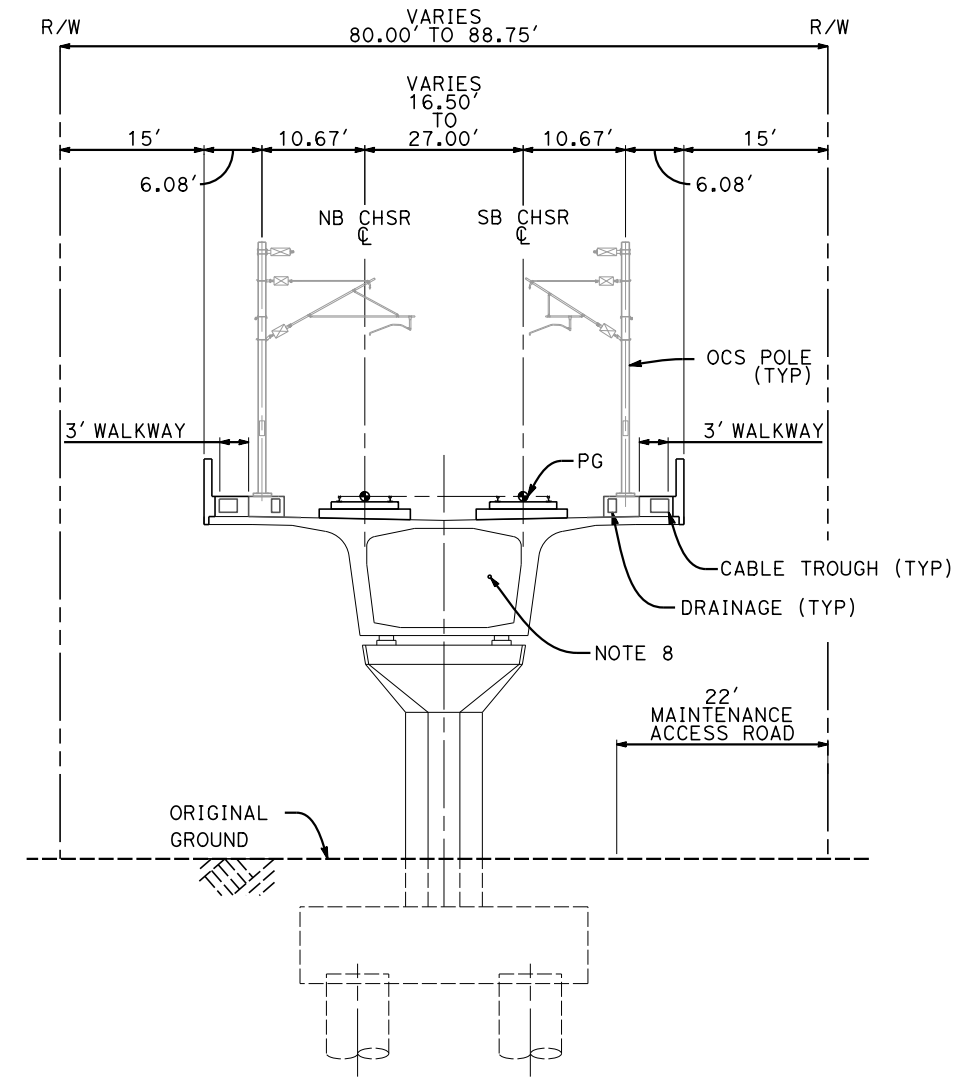


SECTION A

STA 17285+00 TO 17440+12 (ALT 1,3,5)	STA 20558+82 TO 20568+62 (ALT 1,2,3,5)
STA 17452+00 TO 17455+00 (ALT 1,3,5)	STA 20619+77 TO 20623+77 (ALT 1,2,3,5)
STA 17509+50 TO 17512+50 (ALT 1,3,5)	STA 20641+00 TO 20649+80 (ALT 1,2,3,5)
STA 17566+05 TO 17567+40 (ALT 1,3,5)	STA 20682+97 TO 20686+37 (ALT 1,2,3,5)
STA 17619+92 TO 17622+92 (ALT 1,3,5)	STA 20735+35 TO 20761+65 (ALT 1,2,3)
STA 17674+45 TO 17677+45 (ALT 1,3,5)	STA 17285+00 TO 17440+82 (ALT 2)
STA 17729+75 TO 17732+75 (ALT 1,3,5)	STA 17451+89 TO 17455+29 (ALT 2)
STA 20044+25 TO 20048+15 (ALT 1,2,3,5)	STA 17497+70 TO 17530+80 (ALT 2)
STA 20082+20 TO 20085+80 (ALT 1,2,3,5)	STA 17565+40 TO 17568+80 (ALT 2)
STA 20118+70 TO 20133+70 (ALT 1,2,3,5)	STA 17620+00 TO 17624+20 (ALT 2)
STA 20246+35 TO 20249+95 (ALT 1,2,3,5)	STA 17675+88 TO 17679+39 (ALT 2)
STA 20264+90 TO 20269+60 (ALT 1,2,3,5)	STA 17730+77 TO 17734+97 (ALT 2)
STA 20278+35 TO 20281+35 (ALT 1,2,3,5)	STA 17744+35 TO 17757+00 (ALT 2)
STA 20309+31 TO 20312+91 (ALT 1,2,3,5)	STA 17788+00 TO 17789+30 (ALT 2)
STA 20361+73 TO 20367+57 (ALT 1,2,3,5)	STA 20004+65 TO 20008+90 (ALT 3)
STA 20434+20 TO 20437+80 (ALT 1,2,3,5)	STA 20735+35 TO 20761+65 (ALT 5)
STA 20496+96 TO 20499+36 (ALT 1,2,3,5)	STA 17285+00 TO 17370+42 (ALT B-3,1,2,3,5)

NOTES:

1. TRACKFORM SHOWN IS INDICATIVE
2. SUPERELEVATION IS NOT SHOWN. THE AMOUNT OF APPLIED SUPERELEVATION IS SHOWN IN THE CURVE TABLES
3. FOR STRUCTURAL DIMENSIONS SEE ST TYPICAL SECTIONS
4. FOR TUNNEL DETAILS SEE TN TYPICAL SECTIONS
5. FOR MAINTENANCE FACILITY DETAILS SEE MY TYPICAL SECTIONS
6. FOR TRACTION POWER FACILITY DETAILS SEE TP TYPICAL SECTIONS
7. THIS DIMENSION VARIES DOWN TO 2.5' MIN FROM STA 17285+00 TO 17405+00
8. PROPOSED 4" CHSR WATERLINE FROM STATION 18034+00 TO 19591+00



SECTION B

STA 17787+30 TO 17788+70 (ALT 1,3,5)
STA 17841+15 TO 17856+15 (ALT 1,3,5)
STA 19972+75 TO 19975+75 (ALT 1,3,5)
STA 20006+70 TO 20011+55 (ALT 1,2,5)
STA 17840+55 TO 17855+65 (ALT 2)
STA 19968+17 TO 19971+17 (ALT 3)



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REV	DATE	BY	CHK	APP	DESCRIPTION

DESIGNED BY
S. LANDOLT

DRAWN BY
J. MEREDITH

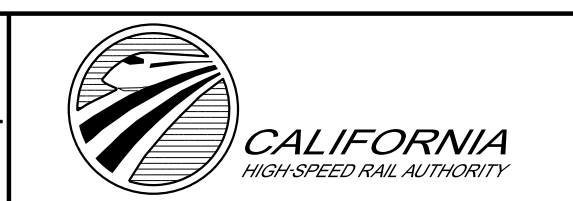
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S. SMITH

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**CALIFORNIA HIGH-SPEED RAIL PROJECT
BAKERSFIELD TO PALMDALE**

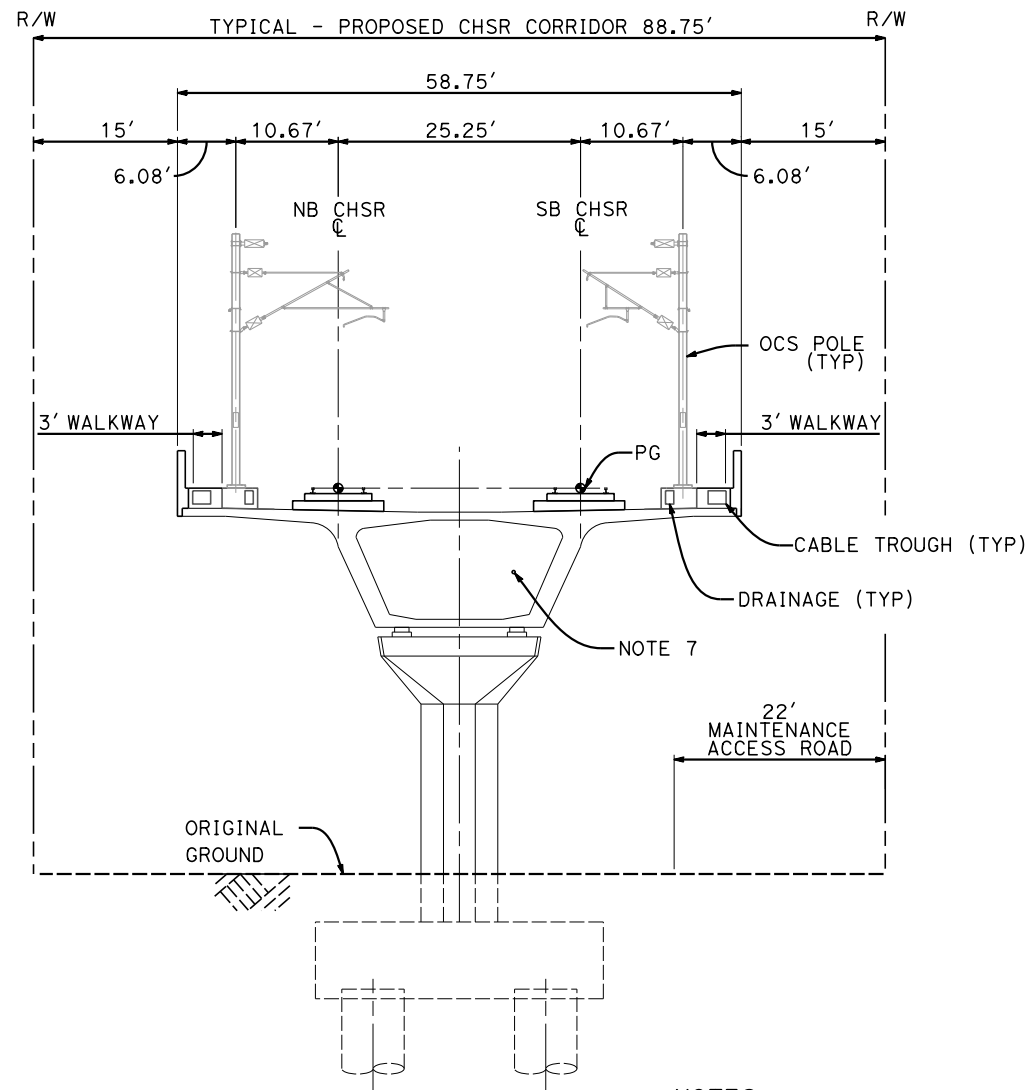
ALTERNATIVE 1,2,3,5
GENERAL
TYPICAL SECTIONS
SHEET 1 OF 18

CONTRACT NO.
HSR13-44

DRAWING NO.
TT-B3001

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SHEET NO.

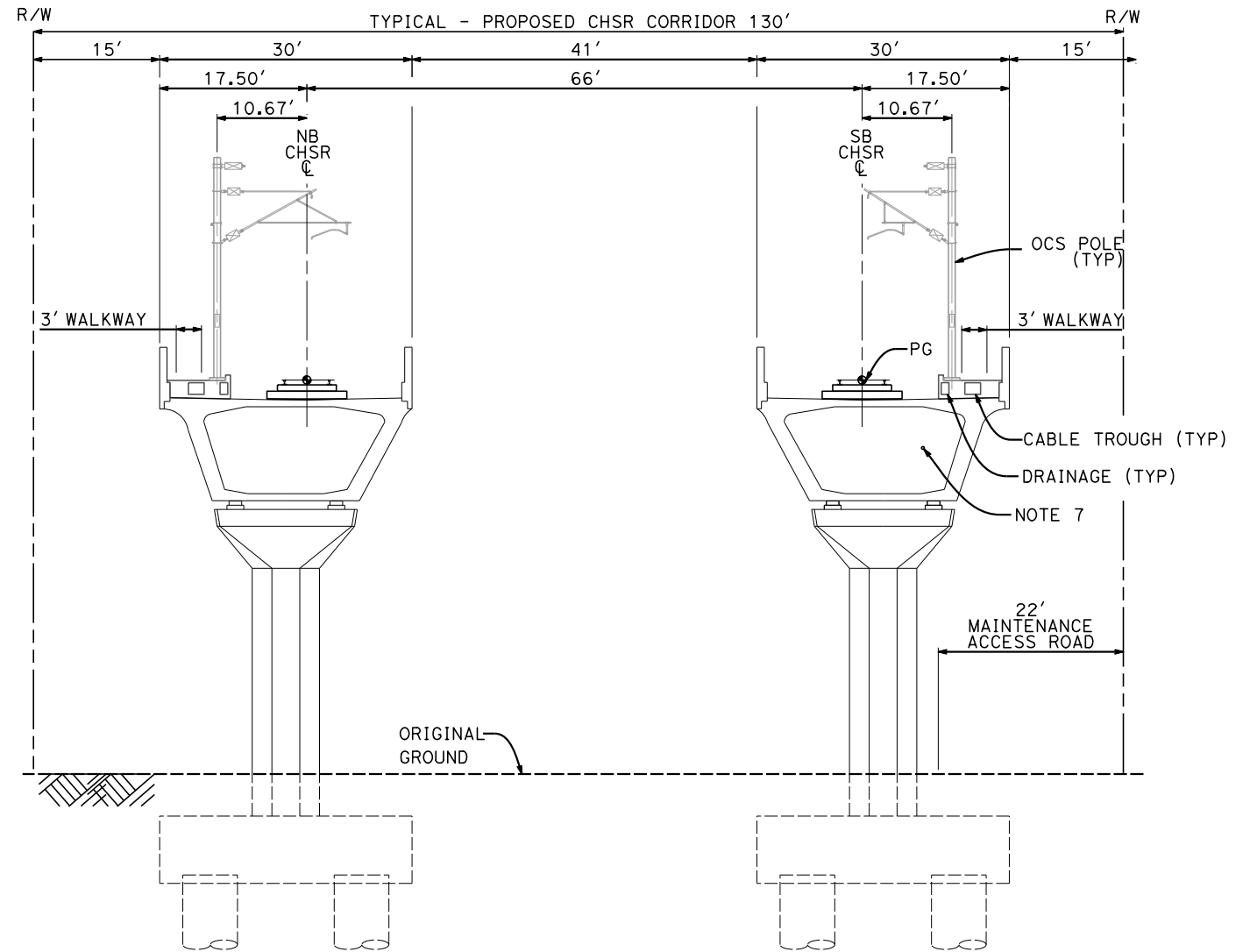


SECTION C

- STA 18076+21 TO 18108+11 (ALT 1,2,3,5)
- STA 18158+15 TO 18159+85 (ALT 1,2,3,5)
- STA 18239+45 TO 18245+25 (ALT 1,2,3,5)
- STA 18463+56 TO 18475+16 (ALT 1,2,3,5)
- STA 18494+23 TO 18497+43 (ALT 1,2,3,5)
- STA 18561+10 TO 18575+70 (ALT 1,2,3,5)
- STA 18700+32 TO 18703+53 (ALT 1,2,3,5)
- STA 18717+05 TO 18746+75 (ALT 1,2,3,5)
- STA 18828+25 TO 18874+85 (ALT 1,2,3,5)

NOTES:

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5. FOR MAINTENANCE FACILITY DETAILS SEE MY TYPICAL SECTIONS
6. FOR TRACTION POWER FACILITY DETAILS SEE TP TYPICAL SECTIONS
7. PROPOSED 4" CHSR WATERLINE FROM STATION 18034+00 TO 19591+00



SECTION D

- STA 19087+70 TO 19097+40 (ALT 1,2,3,5)
- STA 19111+30 TO 19130+17 (ALT 1,2,3,5)
- STA 19150+60 TO 19157+10 (ALT 1,2,3,5)
- STA 19209+30 TO 19217+30 (ALT 1,2,3,5)
- STA 19238+85 TO 19245+55 (ALT 1,2,3,5)
- STA 19271+75 TO 19276+45 (ALT 1,2,3,5)
- STA 19458+00 TO 19473+50 (ALT 1,2,5)
- STA 19669+54 TO 19673+24 (ALT 1,2,5)
- STA 19726+75 TO 19728+40 (ALT 1,2,5)
- STA 19452+65 TO 19456+05 (ALT 3)
- STA 19465+95 TO 19470+80 (ALT 3)



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DATE 10/31/2017

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**CALIFORNIA HIGH-SPEED RAIL PROJECT
BAKERSFIELD TO PALMDALE**

ALTERNATIVE 1,2,3,5
GENERAL
TYPICAL SECTIONS
SHEET 2 OF 18

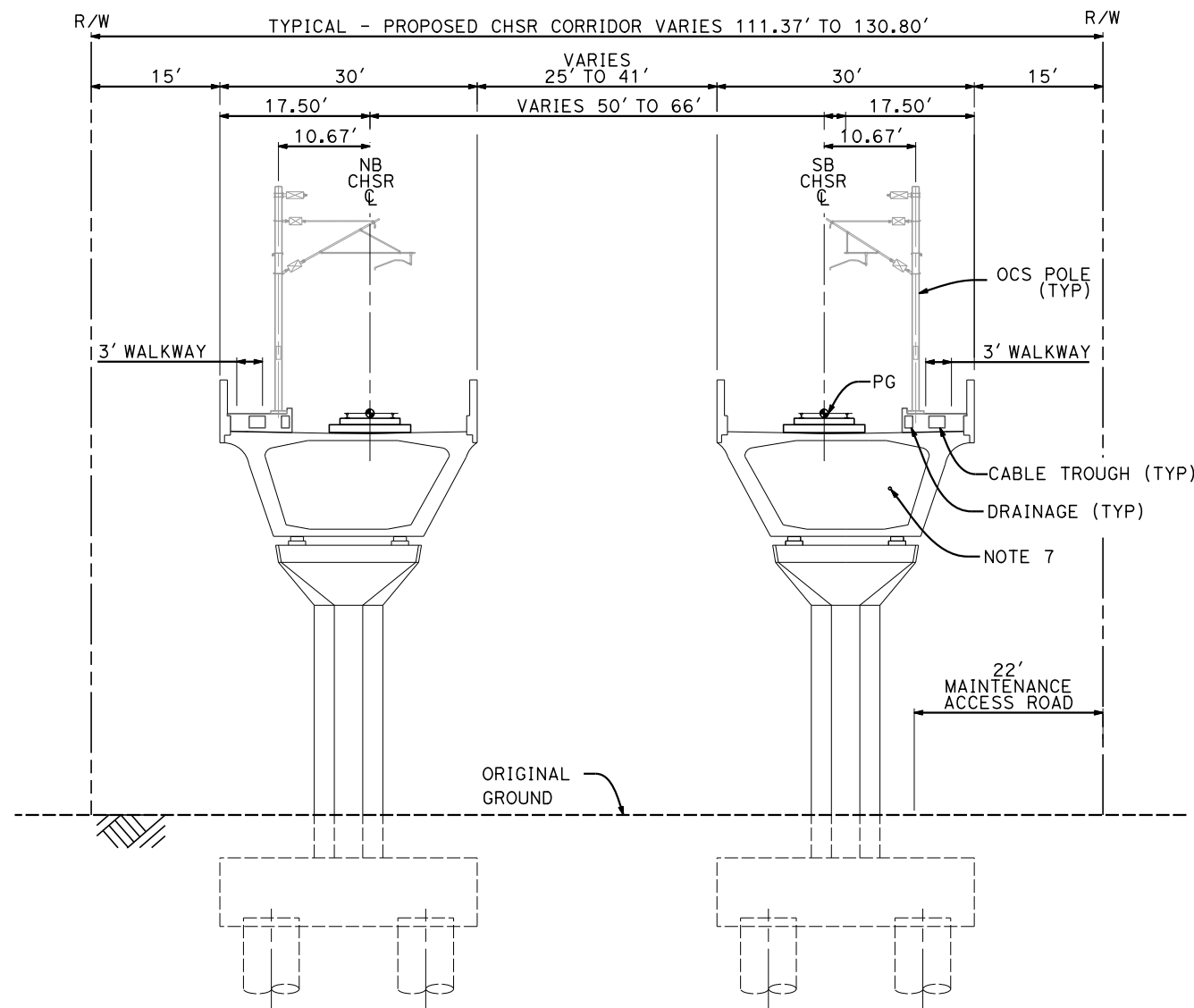
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DRAWING NO. TT-B3002
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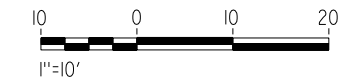
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SECTION E

- NOTES:**
1. TRACKFORM SHOWN IS INDICATIVE
 2. SUPERELEVATION IS NOT SHOWN. THE AMOUNT OF APPLIED SUPERELEVATION IS SHOWN IN THE CURVE TABLES
 3. FOR STRUCTURAL DIMENSIONS SEE ST TYPICAL SECTIONS
 4. FOR TUNNEL DETAILS SEE TN TYPICAL SECTIONS
 5. FOR MAINTENANCE FACILITY DETAILS SEE MY TYPICAL SECTIONS
 6. FOR TRACTION POWER FACILITY DETAILS SEE TP TYPICAL SECTIONS
 7. PROPOSED 4" WATERLINE FROM STATION 18034+00 TO 19591+00

STA 19757+41 TO 19758+81 (ALT 1,2,5)	STA 19785+30 TO 19788+90 (ALT 3)
STA 19793+39 TO 19796+99 (ALT 1,2,5)	STA 19798+13 TO 19801+37 (ALT 3)
STA 19805+90 TO 19818+40 (ALT 1,2,5)	STA 19809+75 TO 19820+65 (ALT 3)
STA 19850+00 TO 19853+00 (ALT 1,2,5)	STA 19842+55 TO 19845+55 (ALT 3)
STA 19858+10 TO 19861+10 (ALT 1,2,5)	STA 19862+80 TO 19865+80 (ALT 3)
STA 19878+69 TO 19884+19 (ALT 1,2,5)	STA 19871+54 TO 19877+34 (ALT 3)
STA 19908+69 TO 19911+69 (ALT 1,2,5)	STA 19902+40 TO 19905+40 (ALT 3)
STA 19939+97 TO 19942+97 (ALT 1,2,5)	STA 19934+30 TO 19937+30 (ALT 3)



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S. SMITH

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**CALIFORNIA HIGH-SPEED RAIL PROJECT
BAKERSFIELD TO PALMDALE**

ALTERNATIVE 1,2,3,5
GENERAL
TYPICAL SECTIONS
SHEET 3 OF 18

CONTRACT NO.
HSR13-44

DRAWING NO.
TT-B3003

SCALE
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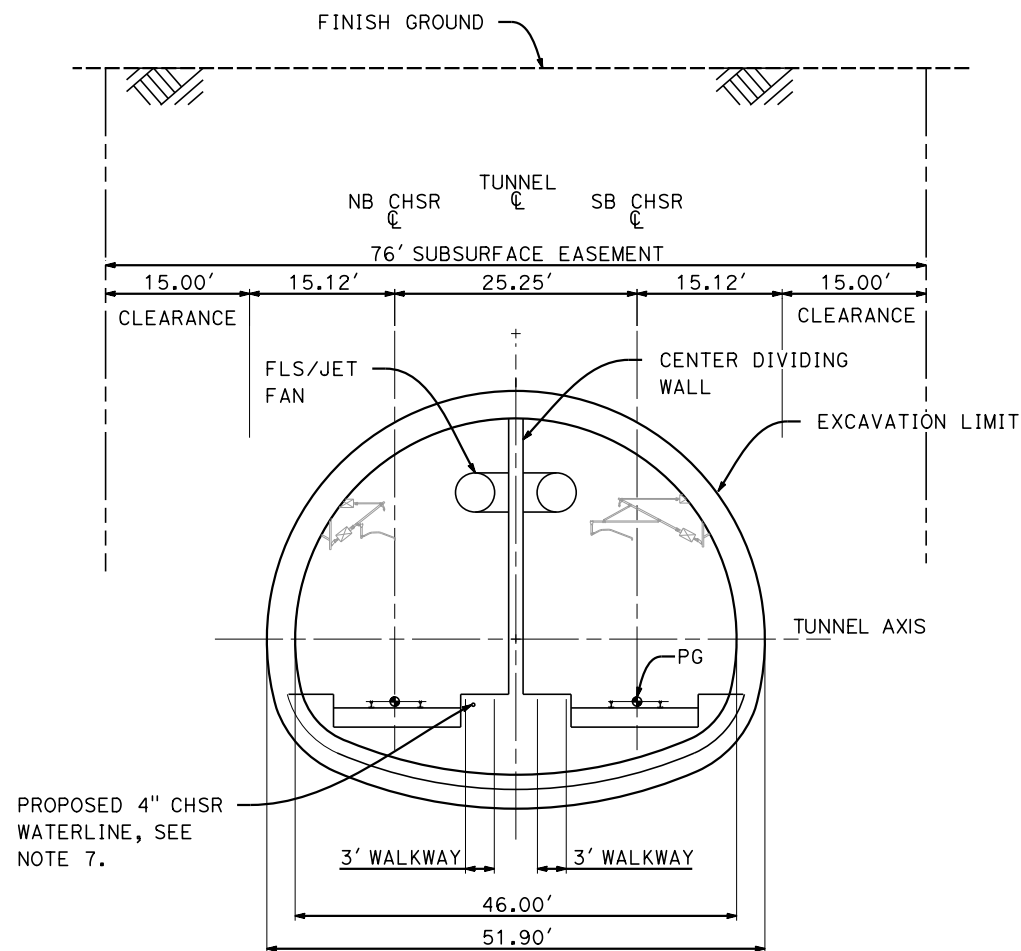
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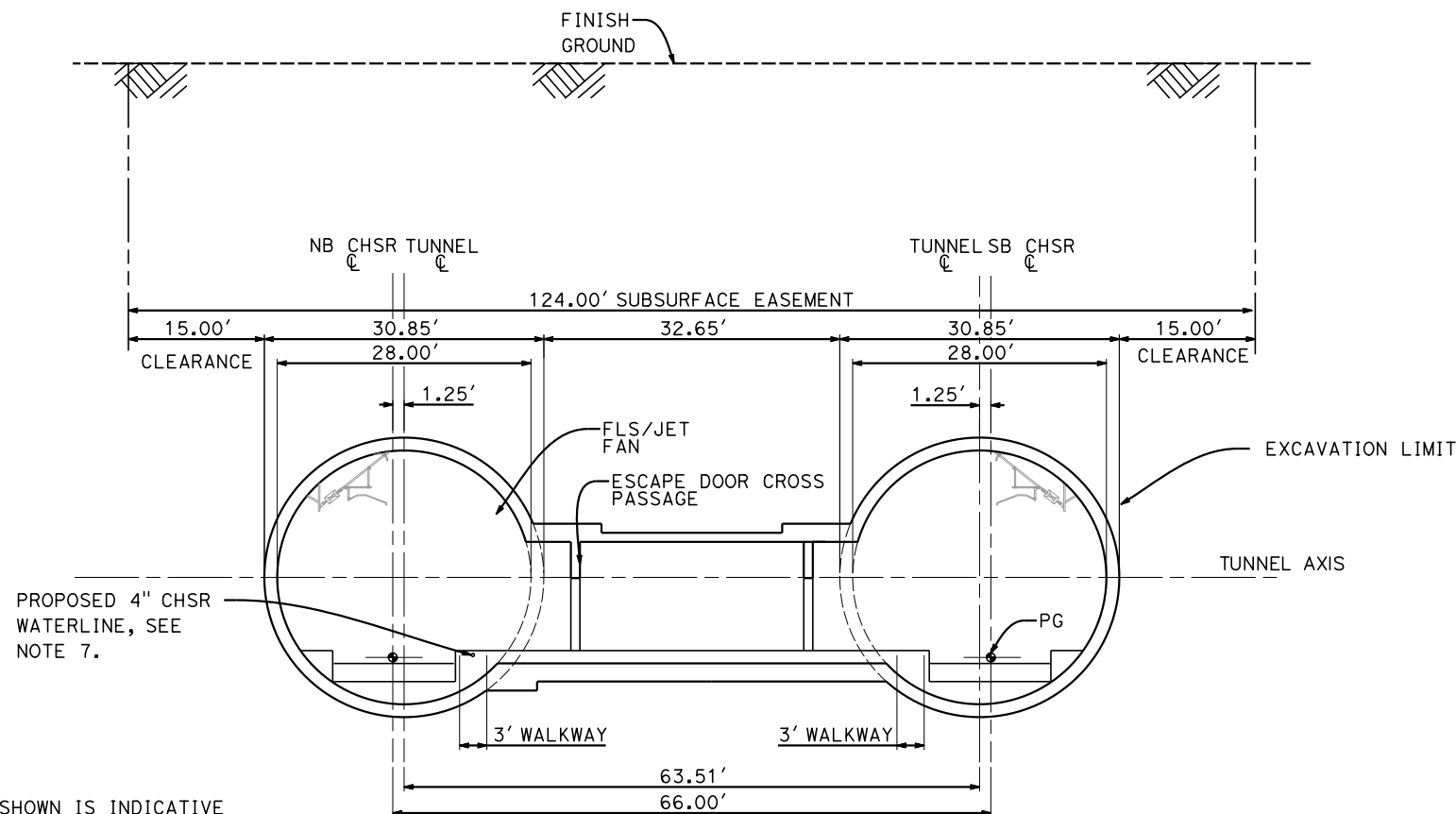
11/7/2017

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SECTION F
SINGLE TUNNEL - SEQUENTIAL EXCAVATION

STA 18035+00 TO 18050+00 (ALT 1,2,3,5)
STA 18123+70 TO 18140+00 (ALT 1,2,3,5)
STA 18190+00 TO 18210+00 (ALT 1,2,3,5)

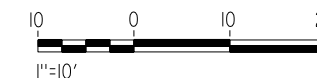


SECTION G
TWIN TUNNEL - TUNNEL BORING MACHINE

STA 18927+80 TO 19009+50 (ALT 1,2,3,5)
STA 19292+82 TO 19425+00 (ALT 1,2,5)
STA 19495+00 TO 19589+70 (ALT 1,2,5)
STA 19290+90 TO 19425+00 (ALT 3)
STA 19480+00 TO 19593+70 (ALT 3)

NOTES:

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5. FOR MAINTENANCE FACILITY DETAILS SEE MY TYPICAL SECTIONS
6. FOR TRACTION POWER FACILITY DETAILS SEE TP TYPICAL SECTIONS
7. PROPOSED 4" WATER LINE PARALLELS ALIGNMENT FROM STATION 18034+00 TO 19591+00

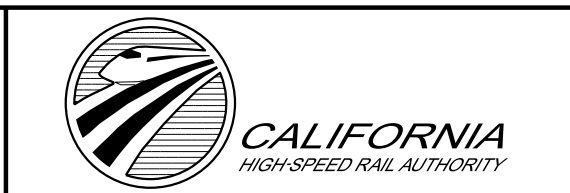


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**CALIFORNIA HIGH-SPEED RAIL PROJECT
BAKERSFIELD TO PALMDALE**

ALTERNATIVE 1,2,3,5
GENERAL
TYPICAL SECTIONS
SHEET 4 OF 18

CONTRACT NO. HSR13-44
DRAWING NO. TT-B3004
SCALE AS SHOWN
SHEET NO.

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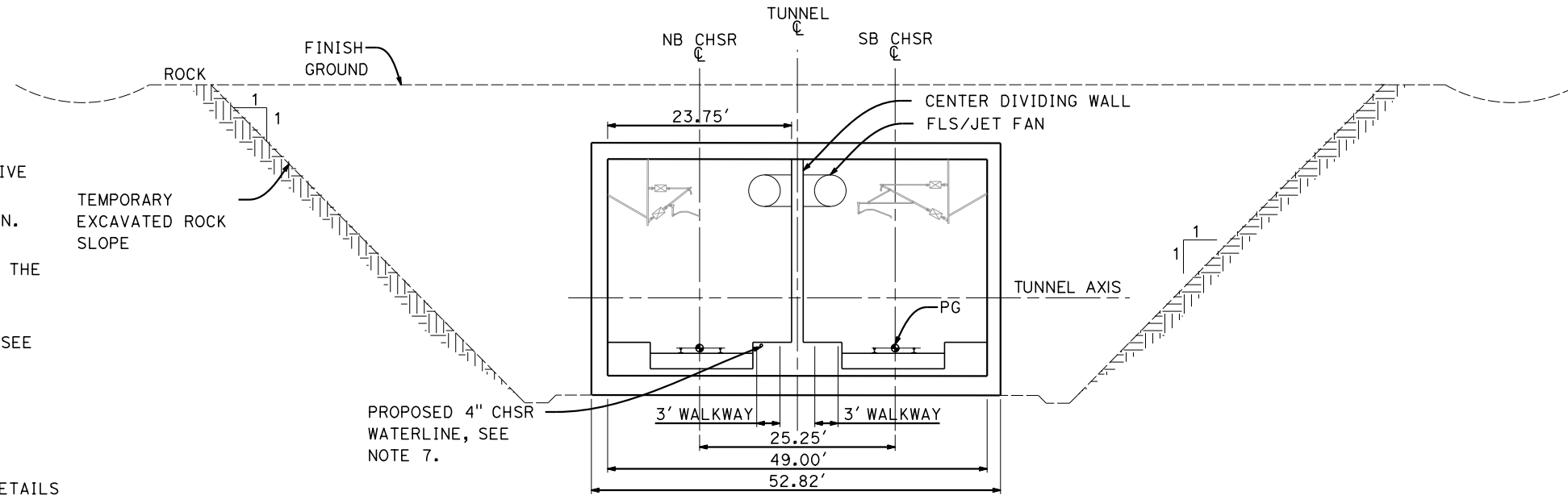
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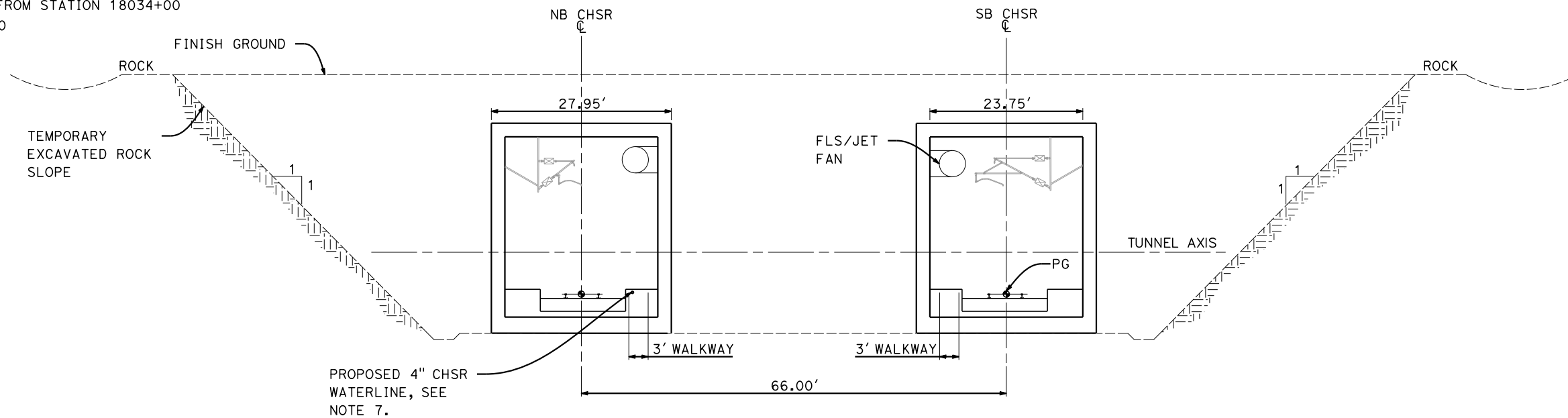
NOTES:

1. TRACKFORM SHOWN IS INDICATIVE
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4. FOR TUNNEL DETAILS SEE TN TYPICAL SECTIONS
5. FOR MAINTENANCE FACILITY DETAILS SEE MY TYPICAL SECTIONS
6. FOR TRACTION POWER FACILITY DETAILS SEE TP TYPICAL SECTIONS
7. PROPOSED 4" WATER LINE PARALLELS ALIGNMENT FROM STATION 18034+00 TO 19591+00



SECTION H
SINGLE TUNNEL - CUT AND COVER

STA 18362+50 TO 18368+00 (ALT 1,2,3,5)



SECTION I

TWIN TUNNEL - CUT AND COVER

STA 19594+00 TO 19687+50 (ALT 3)

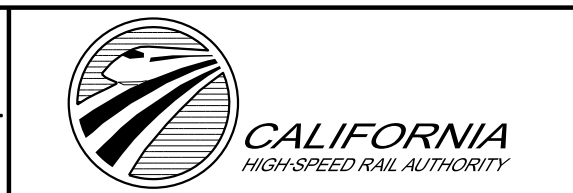


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S. LANDOLT
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J. MEREDITH
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G. CAMPBELL
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S. SMITH
DATE
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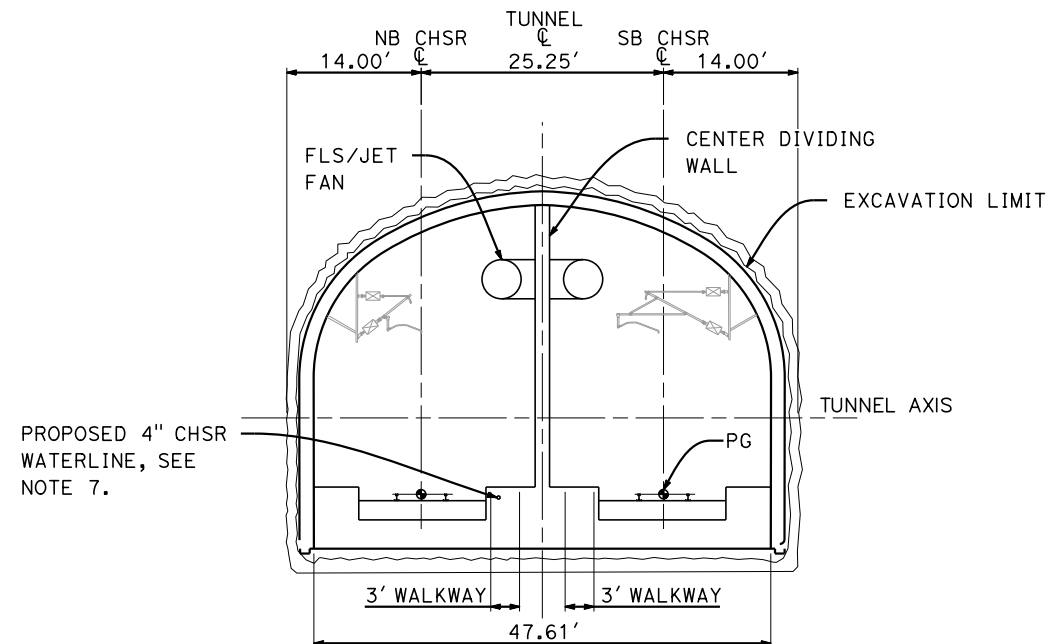
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**CALIFORNIA HIGH-SPEED RAIL PROJECT
BAKERSFIELD TO PALMDALE**

ALTERNATIVE 1,2,3,5
GENERAL
TYPICAL SECTIONS
SHEET 5 OF 18

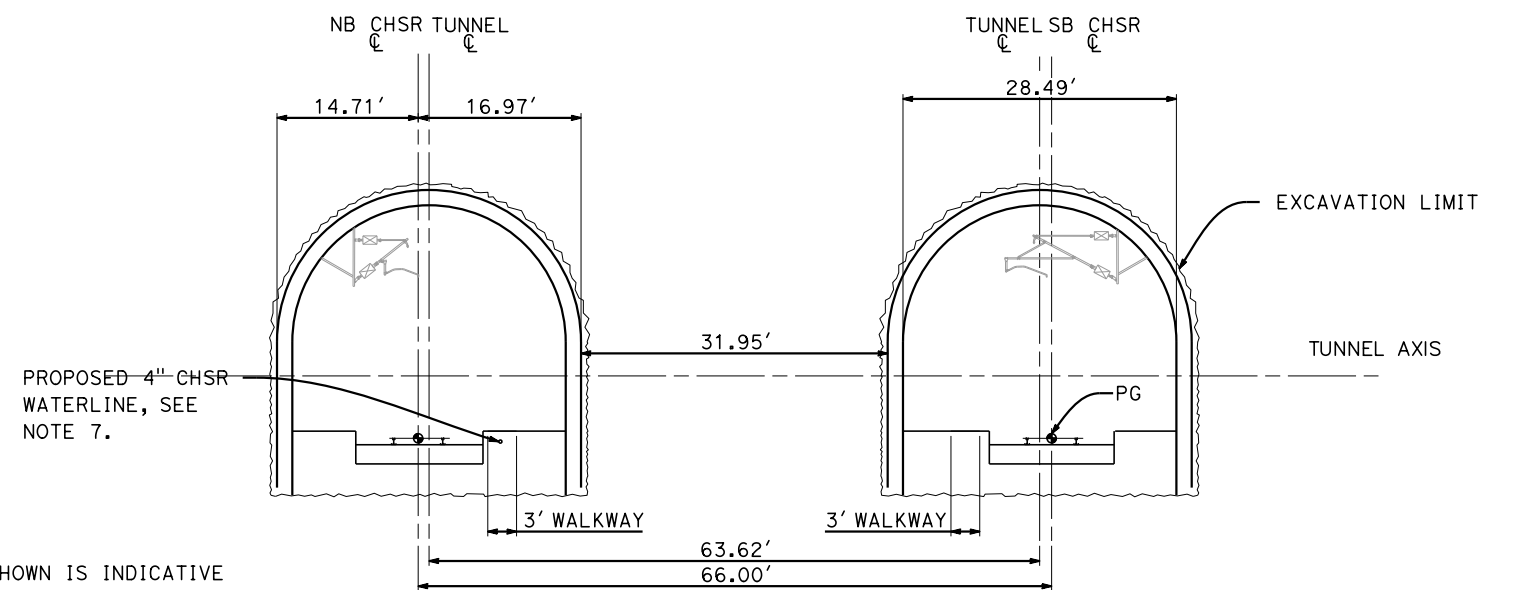
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HSR13-44
DRAWING NO.
TT-B3005
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SHEET NO.



SECTION J

SINGLE TUNNEL - DRILL AND BLAST

- STA 18368+00 TO 18422+50 (ALT 1,2,3,5)
- STA 18522+50 TO 18540+00 (ALT 1,2,3,5)
- STA 18602+50 TO 18655+00 (ALT 1,2,3,5)



SECTION K

TWIN TUNNEL - DRILL AND BLAST

- STA 18927+50 TO 18927+80 (ALT 1,2,3,5)
- STA 19292+52 TO 19292+82 (ALT 1,2,5)
- STA 19589+70 TO 19590+00 (ALT 1,2,5)
- STA 19290+59 TO 19290+90 (ALT 3)
- STA 19593+70 TO 19594+00 (ALT 3)

NOTES:

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4. FOR TUNNEL DETAILS SEE TN TYPICAL SECTIONS
5. FOR MAINTENANCE FACILITY DETAILS SEE MY TYPICAL SECTIONS
6. FOR TRACTION POWER FACILITY DETAILS SEE TP TYPICAL SECTIONS
7. PROPOSED 4" WATER LINE PARALLELS ALIGNMENT FROM STATION 18034+00 TO 19591+00



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**CALIFORNIA HIGH-SPEED RAIL PROJECT
BAKERSFIELD TO PALMDALE**

ALTERNATIVE 1,2,3,5
GENERAL
TYPICAL SECTIONS
SHEET 6 OF 18

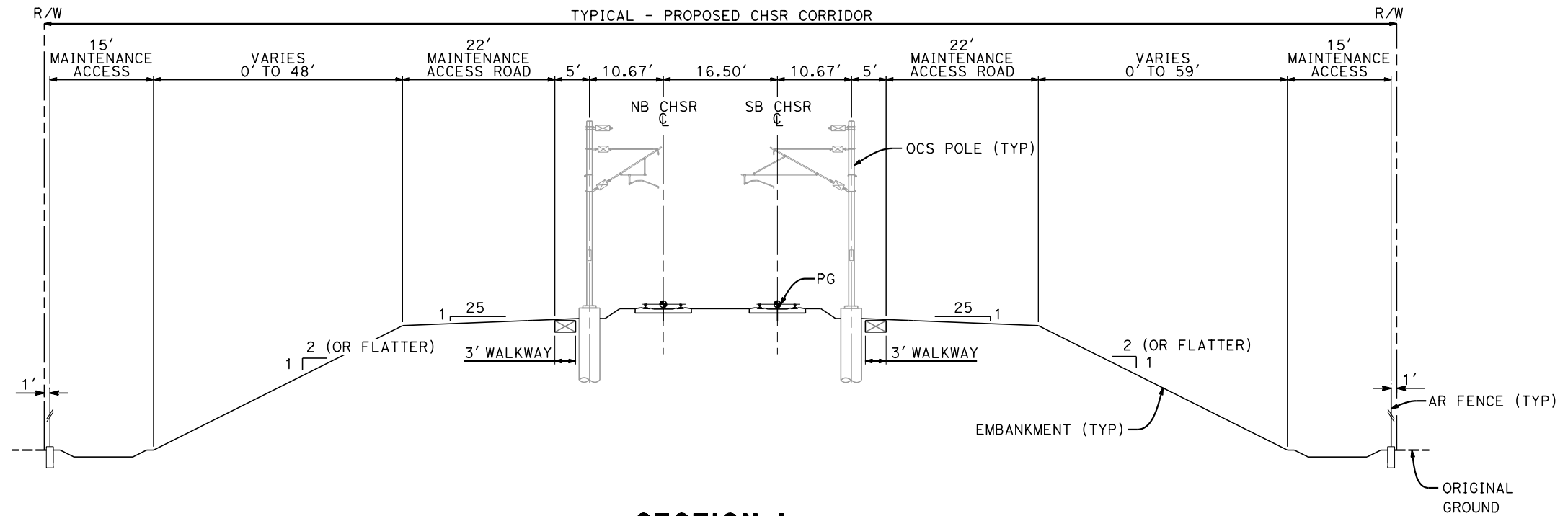
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SECTION L

STA 17440+12 TO 17452+00 (ALT 1,3,5)	STA 20568+62 TO 20619+77 (ALT 1,2,3,5)
STA 17488+18 TO 17509+50 (ALT 1,3,5)	STA 20623+77 TO 20641+00 (ALT 1,2,3,5)
STA 17512+50 TO 17566+05 (ALT 1,3,5)	STA 20649+80 TO 20682+97 (ALT 1,2,3,5)
STA 17567+40 TO 17619+92 (ALT 1,3,5)	STA 20686+37 TO 20735+35 (ALT 1,2,3,5)
STA 17622+92 TO 17674+45 (ALT 1,3,5)	STA 20761+65 TO 20818+00 (ALT 1,2,3)
STA 17677+45 TO 17729+75 (ALT 1,3,5)	STA 17440+82 TO 17451+89 (ALT 2)
STA 17732+75 TO 17776+19 (ALT 1,3,5)	STA 17455+29 TO 17491+76 (ALT 2)
STA 20011+55 TO 20044+25 (ALT 1,2,3,5)	STA 17530+80 TO 17565+40 (ALT 2)
STA 20048+15 TO 20082+20 (ALT 1,2,3,5)	STA 17568+80 TO 17620+00 (ALT 2)
STA 20085+80 TO 20118+70 (ALT 1,2,3,5)	STA 17624+20 TO 17675+88 (ALT 2)
STA 20133+70 TO 20246+35 (ALT 1,2,3,5)	STA 17679+39 TO 17730+77 (ALT 2)
STA 20249+95 TO 20264+90 (ALT 1,2,3,5)	STA 17734+97 TO 17744+35 (ALT 2)
STA 20269+60 TO 20278+35 (ALT 1,2,3,5)	STA 17757+00 TO 17788+00 (ALT 2)
STA 20281+35 TO 20309+31 (ALT 1,2,3,5)	STA 17789+30 TO 17805+86 (ALT 2)
STA 20312+91 TO 20361+73 (ALT 1,2,3,5)	STA 20008+90 TO 20033+05 (ALT 3)
STA 20367+57 TO 20434+20 (ALT 1,2,3,5)	STA 20720+00 TO 20735+35 (ALT 5)
STA 20437+80 TO 20496+96 (ALT 1,2,3,5)	STA 20761+65 TO 20860+00 (ALT 5)
STA 20499+36 TO 20558+82 (ALT 1,2,3,5)	

NOTES:

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6. FOR TRACTION POWER FACILITY DETAILS SEE TP TYPICAL SECTIONS



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DESIGNED BY
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DRAWN BY
J. MEREDITH
CHECKED BY
G. CAMPBELL
IN CHARGE
S. SMITH
DATE
10/31/2017

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**CALIFORNIA HIGH-SPEED RAIL PROJECT
BAKERSFIELD TO PALMDALE**

ALTERNATIVE 1,2,3,5
GENERAL
TYPICAL SECTIONS
SHEET 7 OF 18

CONTRACT NO.
HSR13-44

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TT-B3007

SCALE
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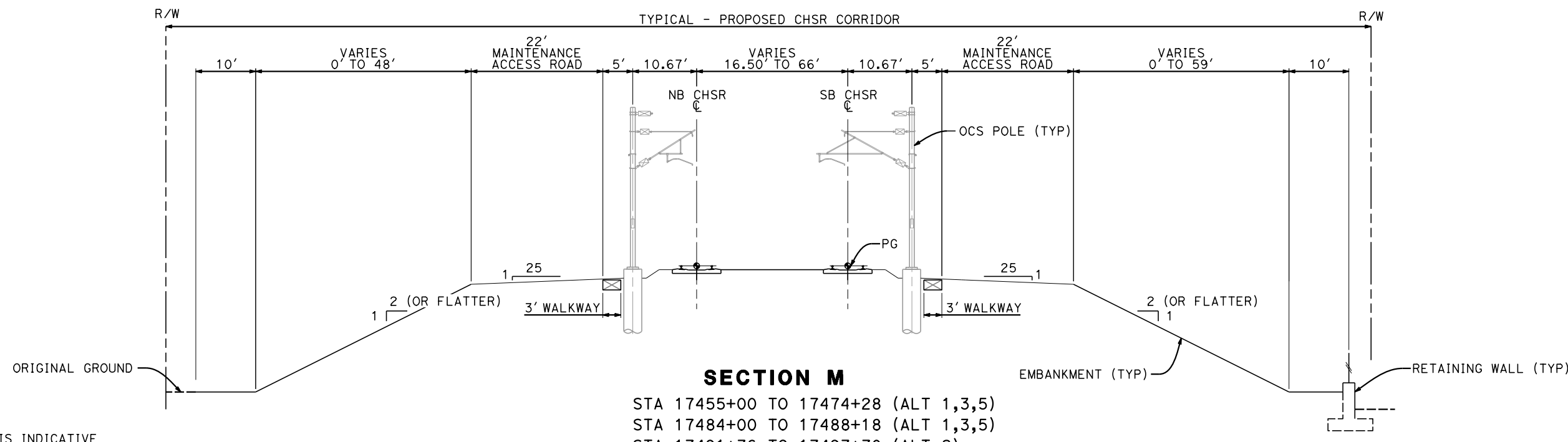
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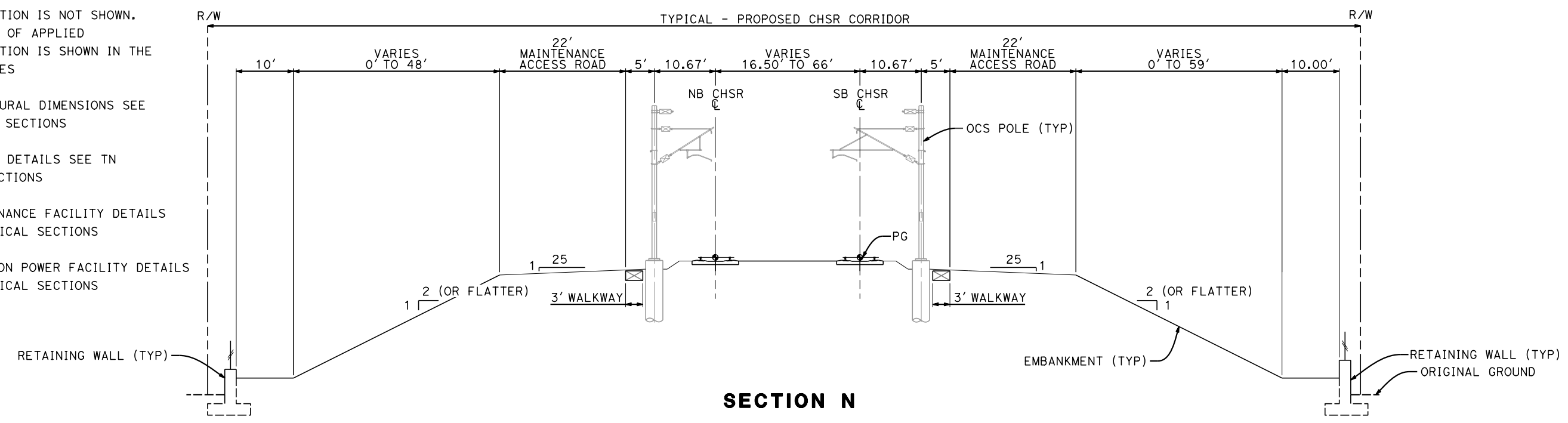


SECTION M

STA 17455+00 TO 17474+28 (ALT 1,3,5)
 STA 17484+00 TO 17488+18 (ALT 1,3,5)
 STA 17491+76 TO 17497+70 (ALT 2)

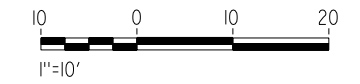
NOTES:

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5. FOR MAINTENANCE FACILITY DETAILS SEE MY TYPICAL SECTIONS
6. FOR TRACTION POWER FACILITY DETAILS SEE TP TYPICAL SECTIONS



SECTION N

STA 17474+28 TO 17484+00 (ALT 1,3,5)



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J. MEREDITH

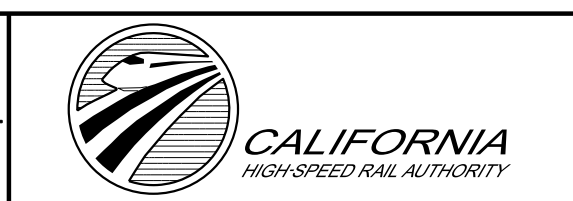
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IN CHARGE
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**CALIFORNIA HIGH-SPEED RAIL PROJECT
 BAKERSFIELD TO PALMDALE**

ALTERNATIVE 1,2,3,5
 GENERAL
 TYPICAL SECTIONS
 SHEET 8 OF 18

CONTRACT NO.
HSR13-44

DRAWING NO.
TT-B3008

SCALE
AS SHOWN

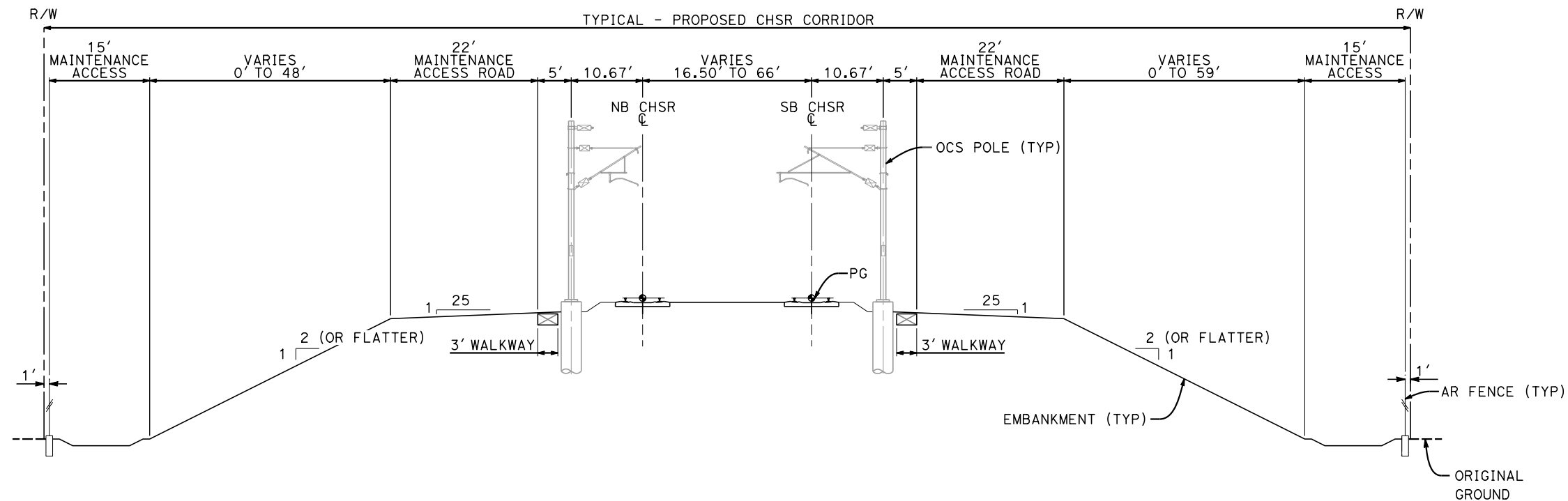
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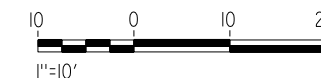


SECTION 0

STA 17776+19 TO 17787+30 (ALT 1,3,5)	STA 17805+86 TO 17840+55 (ALT 2)
STA 17788+70 TO 17841+15 (ALT 1,3,5)	STA 17855+65 TO 17908+22 (ALT 2)
STA 17856+15 TO 17900+65 (ALT 1,3,5)	STA 19780+00 TO 19785+30 (ALT 3)
STA 19739+68 TO 19757+41 (ALT 1,2,5)	STA 19788+90 TO 19798+13 (ALT 3)
STA 19758+81 TO 19793+39 (ALT 1,2,5)	STA 19801+37 TO 19809+75 (ALT 3)
STA 19796+99 TO 19805+90 (ALT 1,2,5)	STA 19820+65 TO 19842+55 (ALT 3)
STA 19818+40 TO 19850+00 (ALT 1,2,5)	STA 19845+55 TO 19862+80 (ALT 3)
STA 19853+00 TO 19858+10 (ALT 1,2,5)	STA 19865+80 TO 19871+54 (ALT 3)
STA 19861+10 TO 19878+69 (ALT 1,2,5)	STA 19877+34 TO 19902+40 (ALT 3)
STA 19884+19 TO 19908+69 (ALT 1,2,5)	STA 19905+40 TO 19934+30 (ALT 3)
STA 19911+69 TO 19939+97 (ALT 1,2,5)	STA 19937+30 TO 19968+17 (ALT 3)
STA 19942+97 TO 19972+75 (ALT 1,2,5)	STA 19971+17 TO 20004+65 (ALT 3)
STA 19975+75 TO 20006+70 (ALT 1,2,5)	

NOTES:

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3. FOR STRUCTURAL DIMENSIONS SEE ST TYPICAL SECTIONS
4. FOR TUNNEL DETAILS SEE TN TYPICAL SECTIONS
5. FOR MAINTENANCE FACILITY DETAILS SEE MY TYPICAL SECTIONS
6. FOR TRACTION POWER FACILITY DETAILS SEE TP TYPICAL SECTIONS



REV	DATE	BY	CHK	APP	DESCRIPTION

DESIGNED BY
S. LANDOLT
DRAWN BY
J. MEREDITH
CHECKED BY
G. CAMPBELL
IN CHARGE
S. SMITH
DATE
10/31/2017

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**CALIFORNIA HIGH-SPEED RAIL PROJECT
BAKERSFIELD TO PALMDALE**

ALTERNATIVE 1,2,3,5
GENERAL
TYPICAL SECTIONS
SHEET 9 OF 18

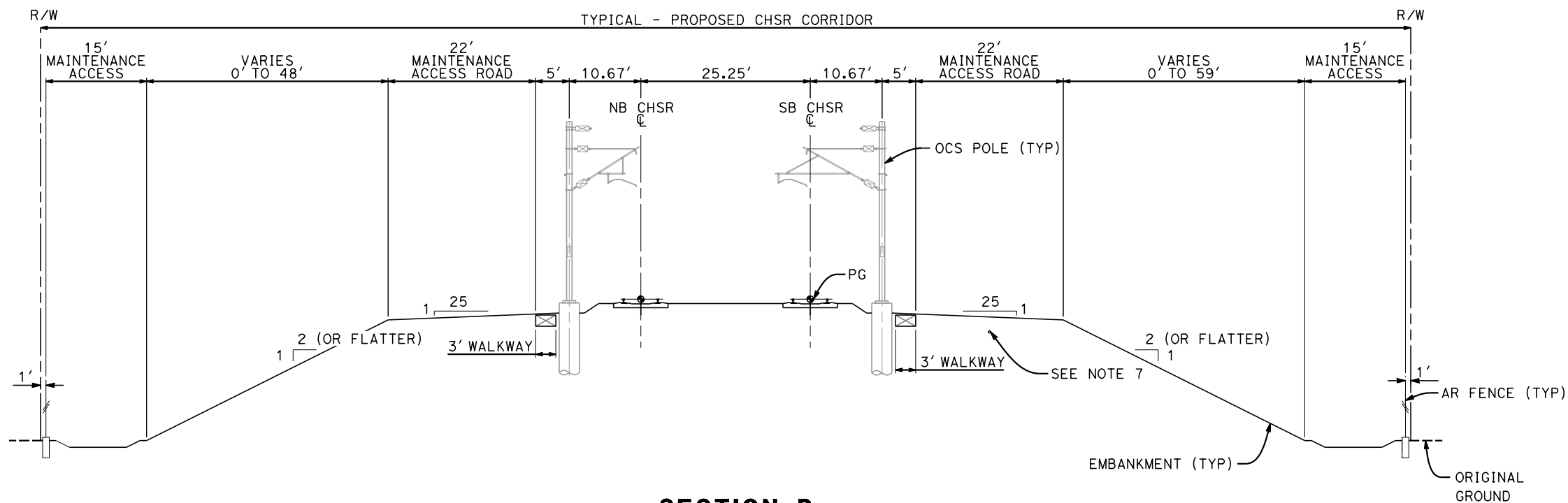
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HSR13-44
DRAWING NO.
TT-B3009
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AS SHOWN
SHEET NO.

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11/7/2017

OJC:ARIVEGA

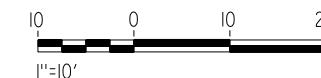


SECTION P

- STA 17900+65 TO 17907+00 (ALT 1,2,3,5)
- STA 18064+00 TO 18076+21 (ALT 1,2,3,5)
- STA 18108+11 TO 18119+00 (ALT 1,2,3,5)
- STA 18143+50 TO 18153+50 (ALT 1,2,3,5)
- STA 18159+85 TO 18177+50 (ALT 1,2,3,5)
- STA 18222+00 TO 18239+45 (ALT 1,2,3,5)
- STA 18245+25 TO 18276+00 (ALT 1,2,3,5)
- STA 18426+50 TO 18437+00 (ALT 1,2,3,5)
- STA 18449+50 TO 18452+00 (ALT 1,2,3,5)
- STA 18457+00 TO 18463+56 (ALT 1,2,3,5)
- STA 18475+16 TO 18494+23 (ALT 1,2,3,5)
- STA 18497+43 TO 18519+00 (ALT 1,2,3,5)
- STA 18559+00 TO 18561+10 (ALT 1,2,3,5)
- STA 18575+70 TO 18596+00 (ALT 1,2,3,5)
- STA 18703+53 TO 18717+05 (ALT 1,2,3,5)
- STA 18746+75 TO 18753+00 (ALT 1,2,3,5)
- STA 18757+50 TO 18760+50 (ALT 1,2,3,5)
- STA 18763+00 TO 18780+50 (ALT 1,2,3,5)

NOTES:

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3. FOR STRUCTURAL DIMENSIONS SEE ST TYPICAL SECTIONS
4. FOR TUNNEL DETAILS SEE TN TYPICAL SECTIONS
5. FOR MAINTENANCE FACILITY DETAILS SEE MY TYPICAL SECTIONS
6. FOR TRACTION POWER FACILITY DETAILS SEE TP TYPICAL SECTIONS
7. PROPOSED 4" WATER LINE PARALLELS ALIGNMENT FROM STATION 18034+00 TO 18591+00



REV	DATE	BY	CHK	APP	DESCRIPTION

DESIGNED BY S. LANDOLT
DRAWN BY J. MEREDITH
CHECKED BY G. CAMPBELL
IN CHARGE S. SMITH
DATE 10/31/2017

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**CALIFORNIA HIGH-SPEED RAIL PROJECT
BAKERSFIELD TO PALMDALE**

ALTERNATIVE 1,2,3,5
GENERAL
TYPICAL SECTIONS
SHEET 10 OF 18

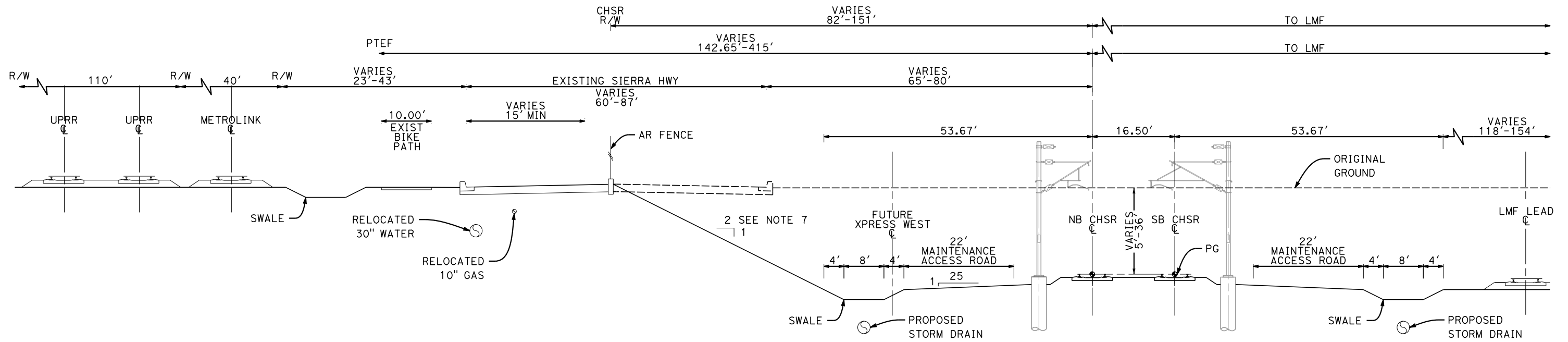
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DRAWING NO. TT-B3010
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SHEET NO.

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SECTION R

STA 21120+00 TO 21233+50 (ALT 1,2,3)
 STA 21204+00 TO 21233+00 (ALT 5)

NOTES:

1. TRACKFORM SHOWN IS INDICATIVE
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3. FOR STRUCTURAL DIMENSIONS SEE ST TYPICAL SECTIONS
4. FOR TUNNEL DETAILS SEE TN TYPICAL SECTIONS
5. FOR MAINTENANCE FACILITY DETAILS SEE MY TYPICAL SECTIONS
6. FOR TRACTION POWER FACILITY DETAILS SEE TP TYPICAL SECTIONS
7. PROPOSED 1:1 SLOPE FROM STATION 21160+00 TO 21210+00



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 IN CHARGE
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 DATE
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**CALIFORNIA HIGH-SPEED RAIL PROJECT
 BAKERSFIELD TO PALMDALE**
 ALTERNATIVE 1,2,3,5
 GENERAL
 TYPICAL SECTIONS
 SHEET 12 OF 18

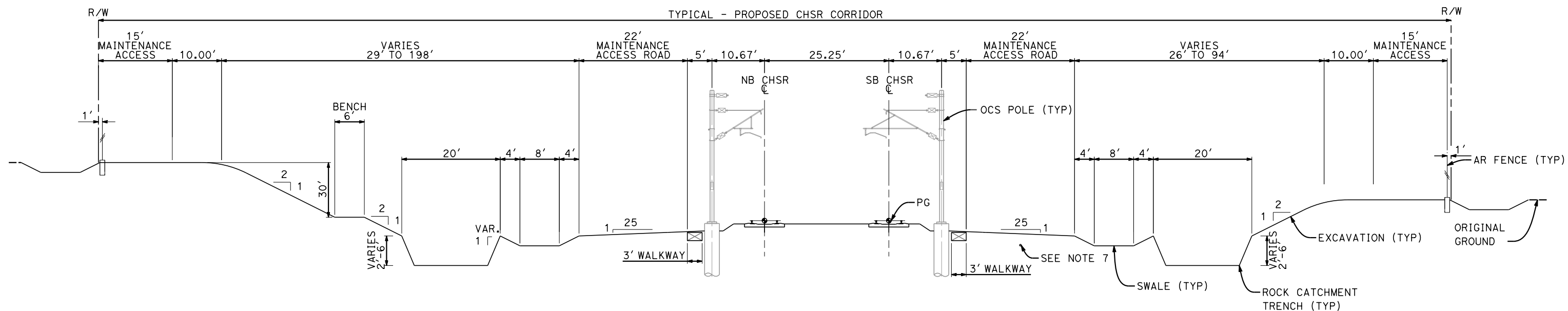
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11/7/2017

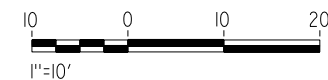
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SECTION S

- NOTES:**
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 2. SUPERELEVATION IS NOT SHOWN. THE AMOUNT OF APPLIED SUPERELEVATION IS SHOWN IN THE CURVE TABLES
 3. FOR STRUCTURAL DIMENSIONS SEE ST TYPICAL SECTIONS
 4. FOR TUNNEL DETAILS SEE TN TYPICAL SECTIONS
 5. FOR MAINTENANCE FACILITY DETAILS SEE MY TYPICAL SECTIONS
 6. FOR TRACTION POWER FACILITY DETAILS SEE TP TYPICAL SECTIONS
 7. PROPOSED 4" WATER LINE PARALLELS ALIGNMENT FROM STATION 18034+00 TO 19591+00

STA 17907+00 TO 18035+00 (ALT 1,2,3,5)	STA 18437+00 TO 18449+50 (ALT 1,2,3,5)
STA 18050+00 TO 18064+00 (ALT 1,2,3,5)	STA 18452+00 TO 18457+00 (ALT 1,2,3,5)
STA 18119+00 TO 18123+70 (ALT 1,2,3,5)	STA 18519+00 TO 18522+50 (ALT 1,2,3,5)
STA 18140+00 TO 18143+50 (ALT 1,2,3,5)	STA 18540+00 TO 18559+00 (ALT 1,2,3,5)
STA 18153+50 TO 18158+15 (ALT 1,2,3,5)	STA 18596+00 TO 18602+50 (ALT 1,2,3,5)
STA 18177+50 TO 18190+00 (ALT 1,2,3,5)	STA 18655+00 TO 18700+32 (ALT 1,2,3,5)
STA 18210+00 TO 18222+00 (ALT 1,2,3,5)	STA 18753+00 TO 18757+50 (ALT 1,2,3,5)
STA 18276+00 TO 18362+50 (ALT 1,2,3,5)	STA 18760+50 TO 18763+00 (ALT 1,2,3,5)
STA 18422+50 TO 18426+50 (ALT 1,2,3,5)	STA 18780+50 TO 18828+25 (ALT 1,2,3,5)
	STA 18874+85 TO 18894+21 (ALT 1,2,3,5)



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DRAWN BY
J. MEREDITH
CHECKED BY
G. CAMPBELL
IN CHARGE
S. SMITH
DATE
10/31/2017

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**CALIFORNIA HIGH-SPEED RAIL PROJECT
BAKERSFIELD TO PALMDALE**

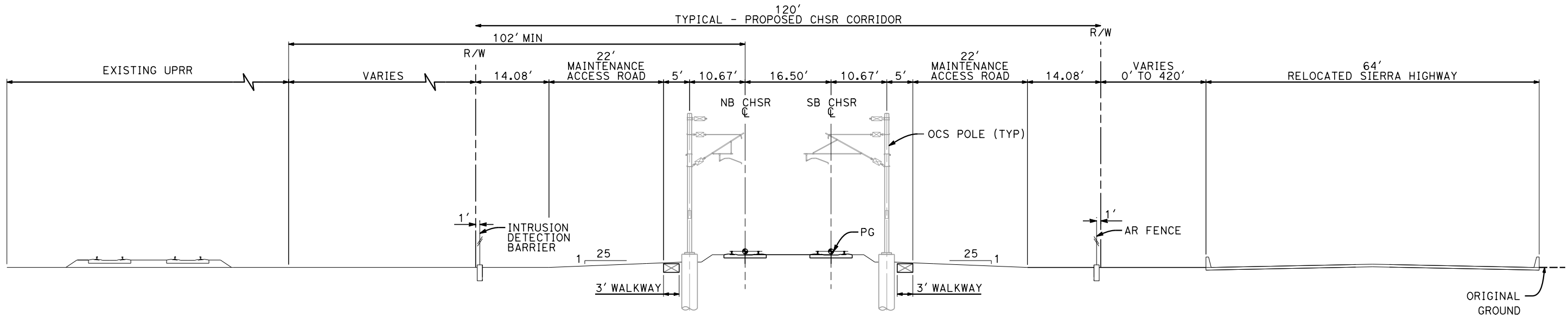
ALTERNATIVE 1,2,3,5
GENERAL
TYPICAL SECTIONS
SHEET 13 OF 18

CONTRACT NO.
HSR13-44
DRAWING NO.
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SCALE
AS SHOWN
SHEET NO.

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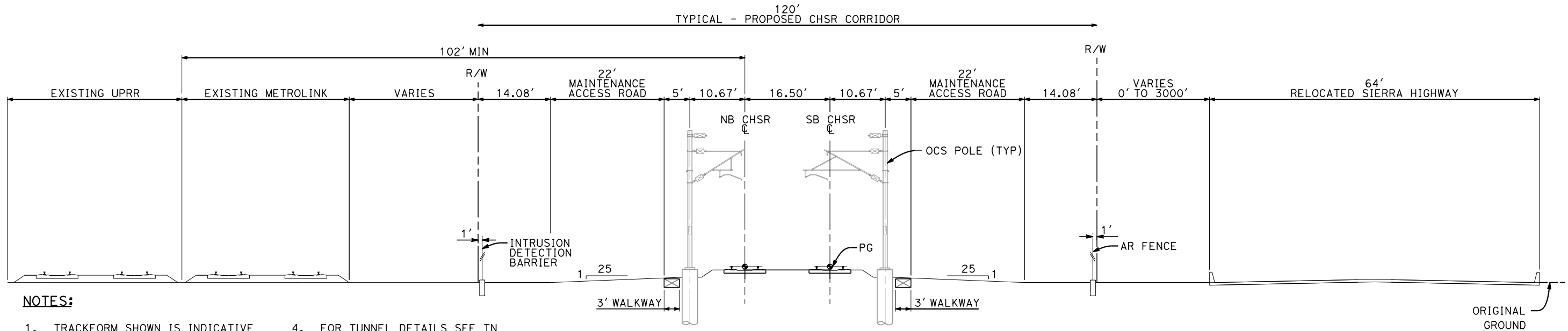
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OIC:ARIVEGA



SECTION V

STA 20860+00 TO 20935+00 (ALT 5)



SECTION W

STA 21049+00 TO 21120+00 (ALT 1,2,3)
 STA 20935+00 TO 21112+00 (ALT 5)

NOTES:

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 IN CHARGE
S. SMITH
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**CALIFORNIA HIGH-SPEED RAIL PROJECT
 BAKERSFIELD TO PALMDALE**

ALTERNATIVE 1,2,3,5
 GENERAL
 TYPICAL SECTIONS
 SHEET 15 OF 18

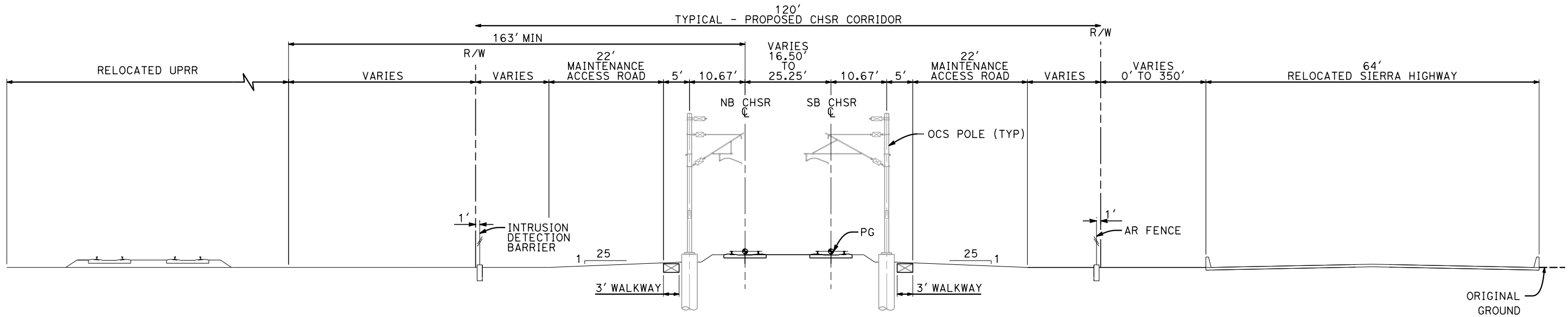
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SCALE
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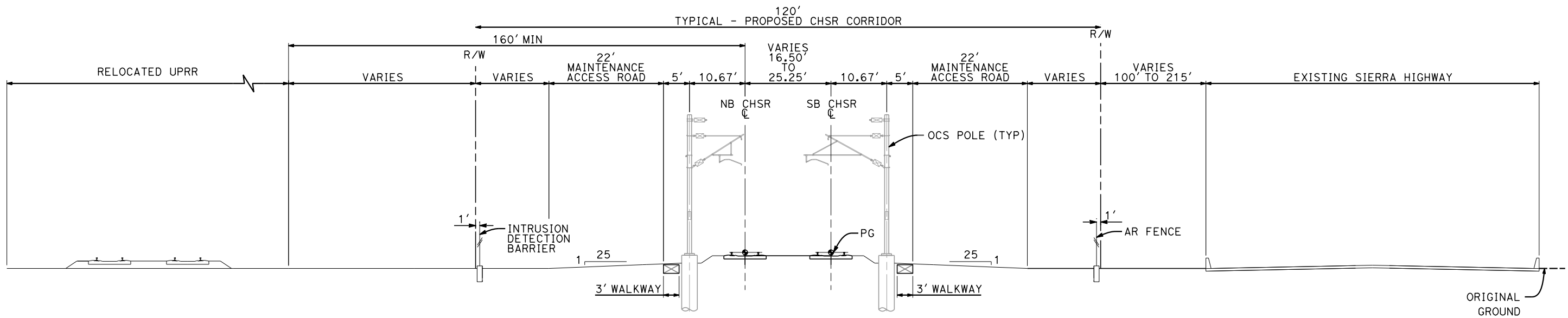
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SECTION X

STA 20818+00+00 TO 20858+00 (ALT 1,2,3)



SECTION Y

STA 20858+00+00 TO 20937+00 (ALT 1,2,3)

NOTES:

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DESIGNED BY
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 DRAWN BY
J. MEREDITH
 CHECKED BY
G. CAMPBELL
 IN CHARGE
S. SMITH
 DATE
10/31/2017

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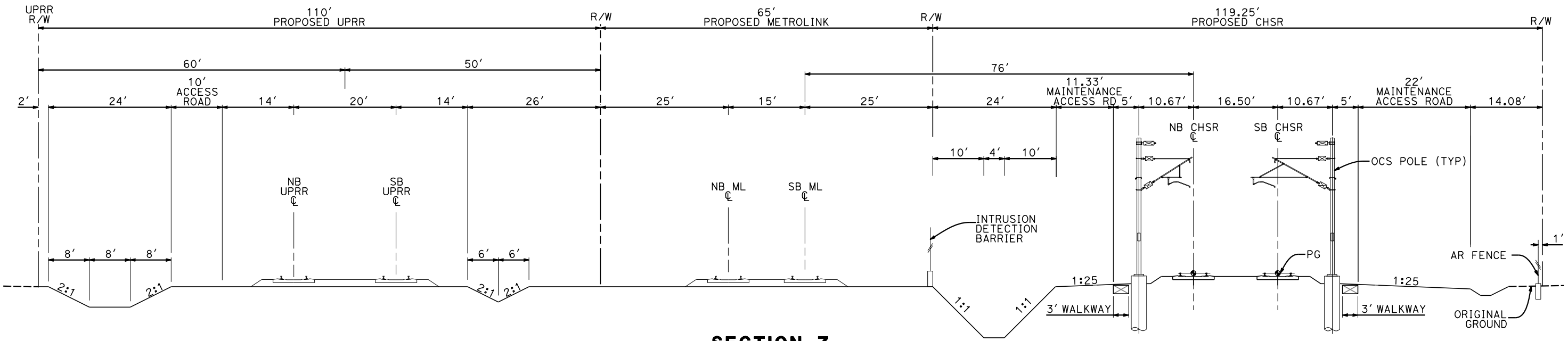
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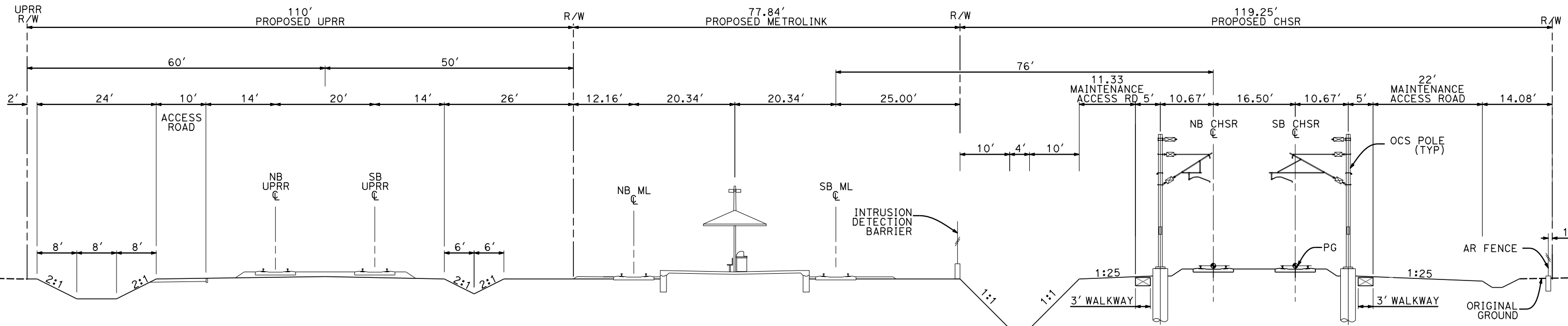
CALIFORNIA HIGH-SPEED RAIL PROJECT
BAKERSFIELD TO PALMDALE
 ALTERNATIVE 1,2,3,5
 GENERAL
 TYPICAL SECTIONS
 SHEET 16 OF 18

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HSR13-44
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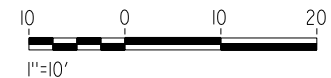
SECTION Z
STA 20948+00 TO 21049+00 (ALT 1,2,3)



SECTION AA
STA 20937+00 TO 20948+00 (ALT 1,2,3)

NOTES:

1. TRACKFORM SHOWN IS INDICATIVE
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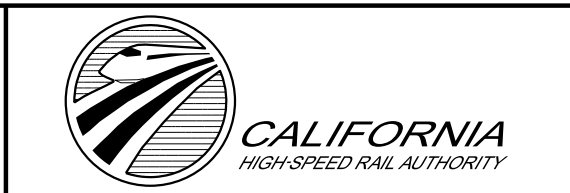


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DESIGNED BY
S. LANDOLT
 DRAWN BY
J. MEREDITH
 CHECKED BY
G. CAMPBELL
 IN CHARGE
S. SMITH
 DATE
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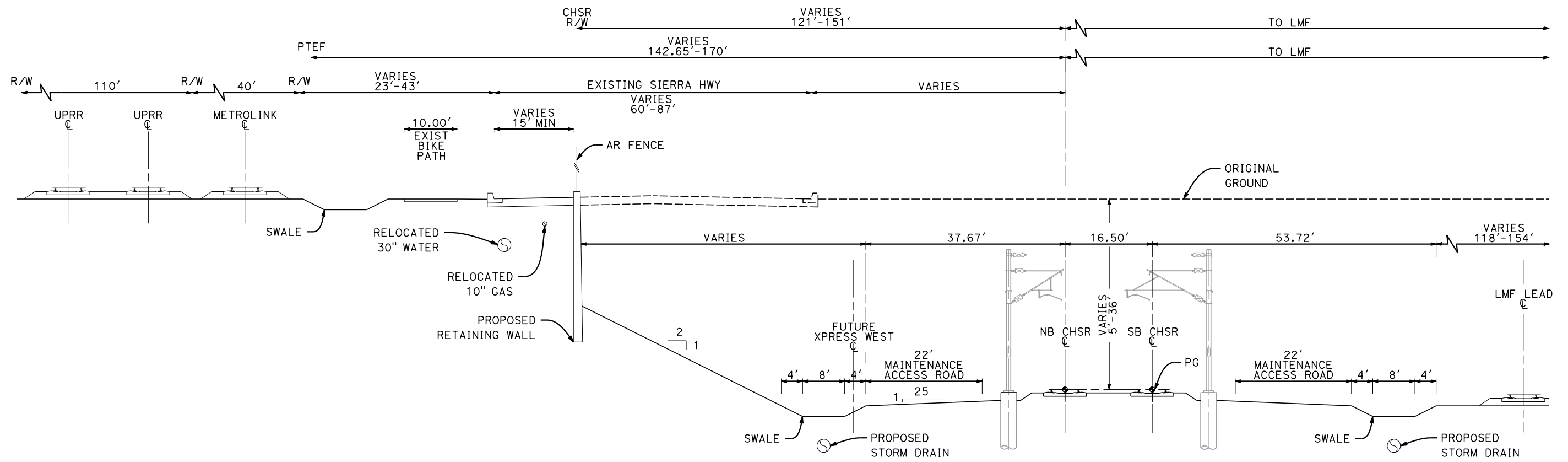
CALIFORNIA HIGH-SPEED RAIL PROJECT
BAKERSFIELD TO PALMDALE
 ALTERNATIVE 1,2,3,5
 GENERAL
 TYPICAL SECTIONS
 SHEET 17 OF 18

CONTRACT NO.
HSR13-44
 DRAWING NO.
TT-B3017
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AS SHOWN
 SHEET NO.

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SECTION AB

STA 21112+00 TO 21204+00 (ALT 5)

NOTES:

1. TRACKFORM SHOWN IS INDICATIVE
2. SUPERELEVATION IS NOT SHOWN. THE AMOUNT OF APPLIED SUPERELEVATION IS SHOWN IN THE CURVE TABLES
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DESIGNED BY
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J. MEREDITH

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G. CAMPBELL

IN CHARGE
S. SMITH

DATE
10/31/2017

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**CALIFORNIA HIGH-SPEED RAIL PROJECT
BAKERSFIELD TO PALMDALE**

ALTERNATIVE 1,2,3,5
GENERAL
TYPICAL SECTIONS
SHEET 18 OF 18

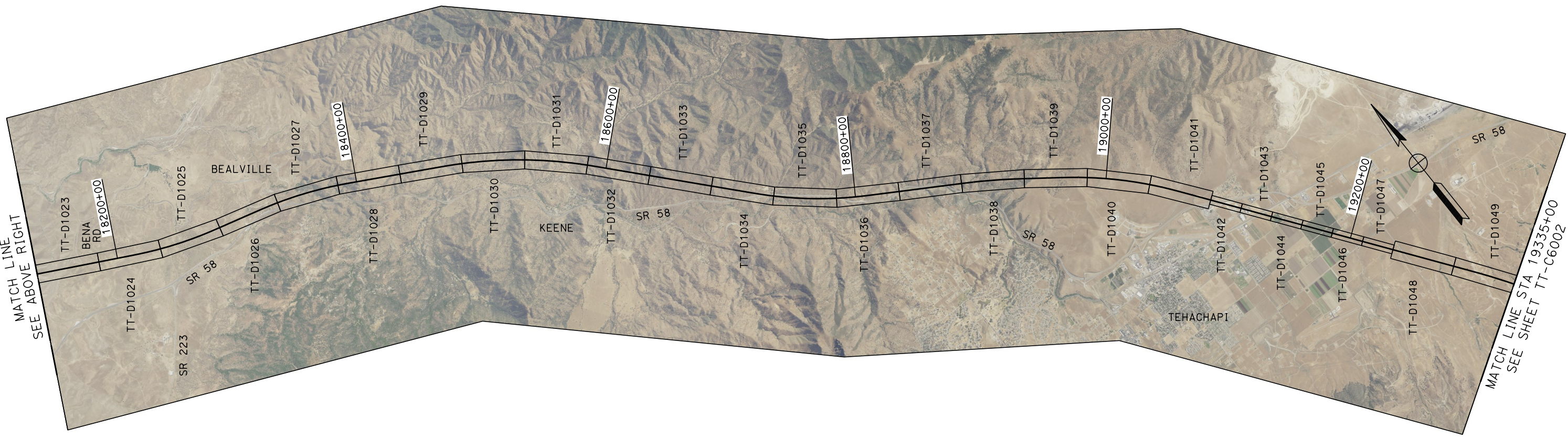
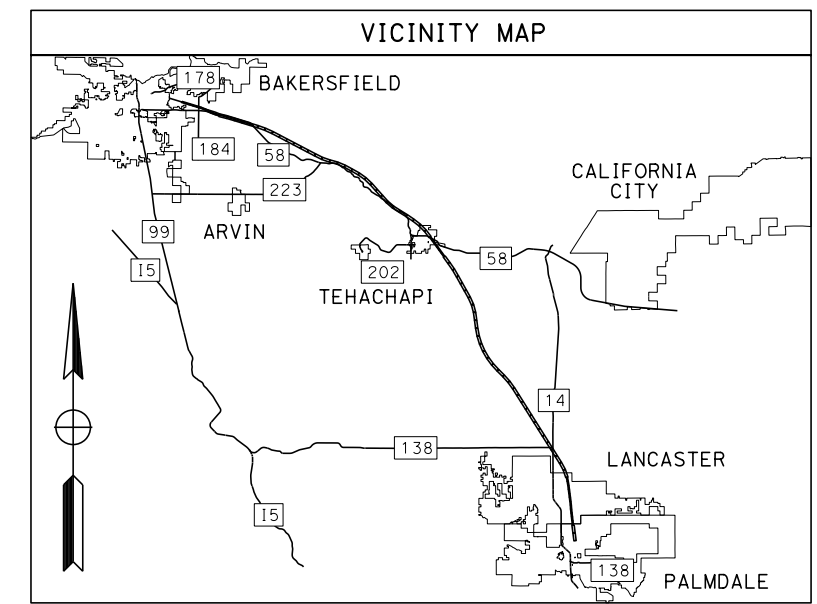
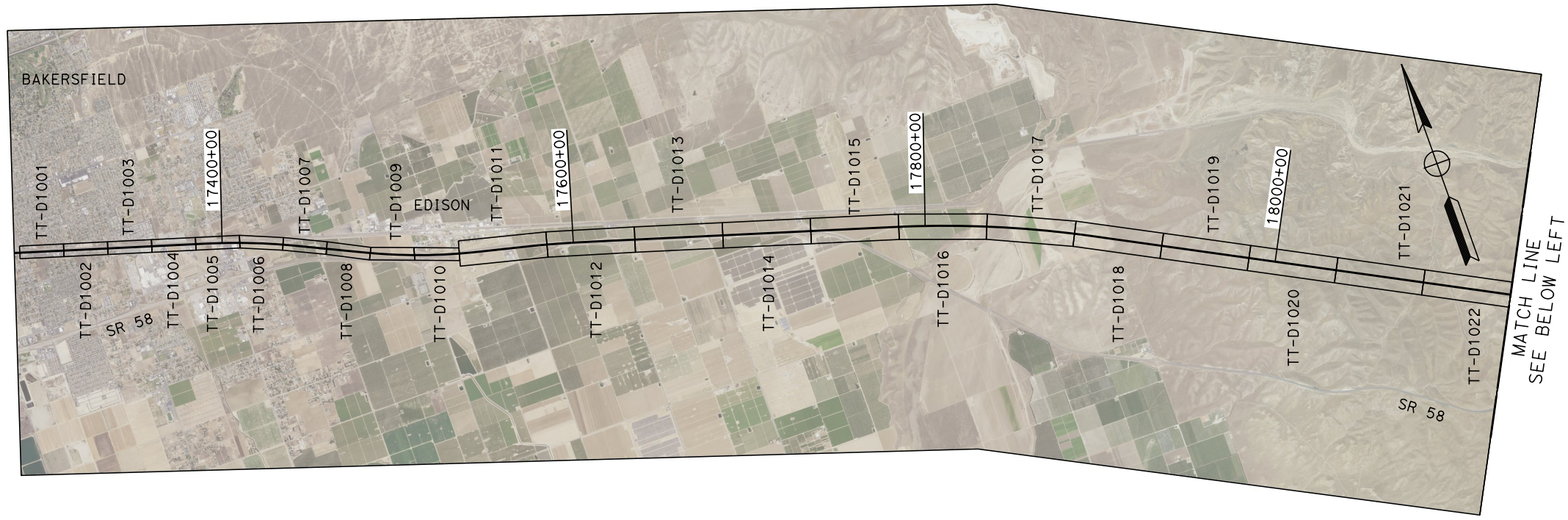
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DRAWING NO.
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SHEET NO.

ALTERNATIVE 1



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J. MEREDITH

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S. SMITH

DATE
10/31/2017

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**CALIFORNIA HIGH-SPEED RAIL PROJECT
BAKERSFIELD TO PALMDALE**

ALTERNATIVE 1
GENERAL
KEY MAP
SHEET 1 OF 2

CONTRACT NO.
HSR13-44

DRAWING NO.
TT-C6001

SCALE
AS SHOWN

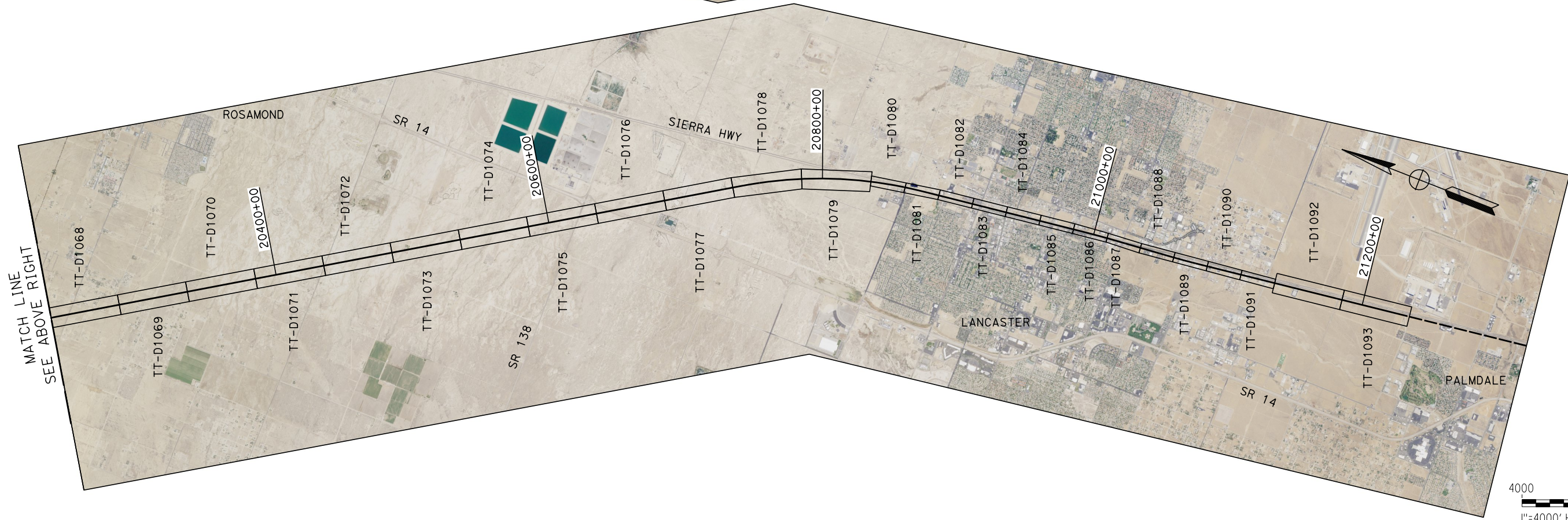
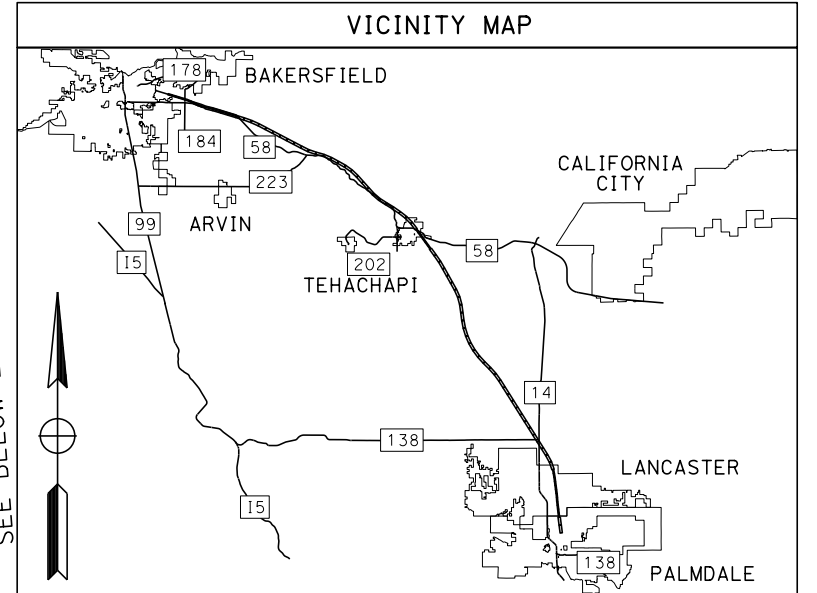
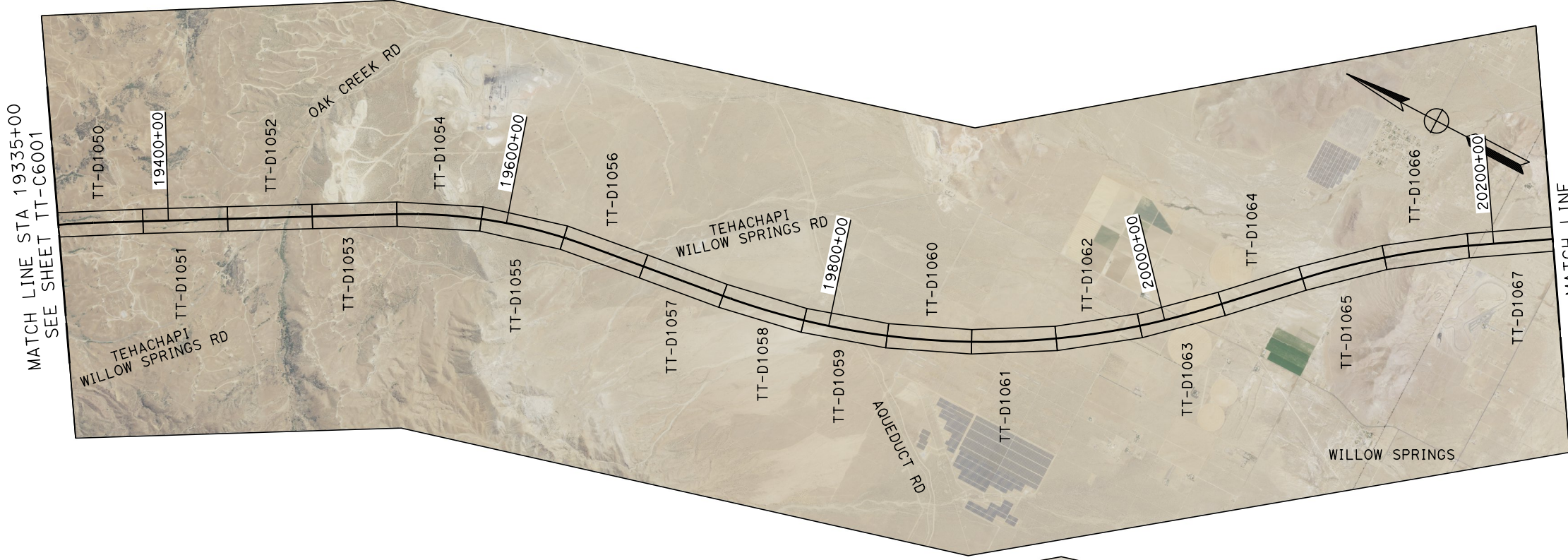
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ALTERNATIVE 1



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S. SMITH

DATE
10/31/2017

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**CALIFORNIA HIGH-SPEED RAIL PROJECT
BAKERSFIELD TO PALMDALE**

ALTERNATIVE 1
GENERAL
KEY MAP
SHEET 2 OF 2

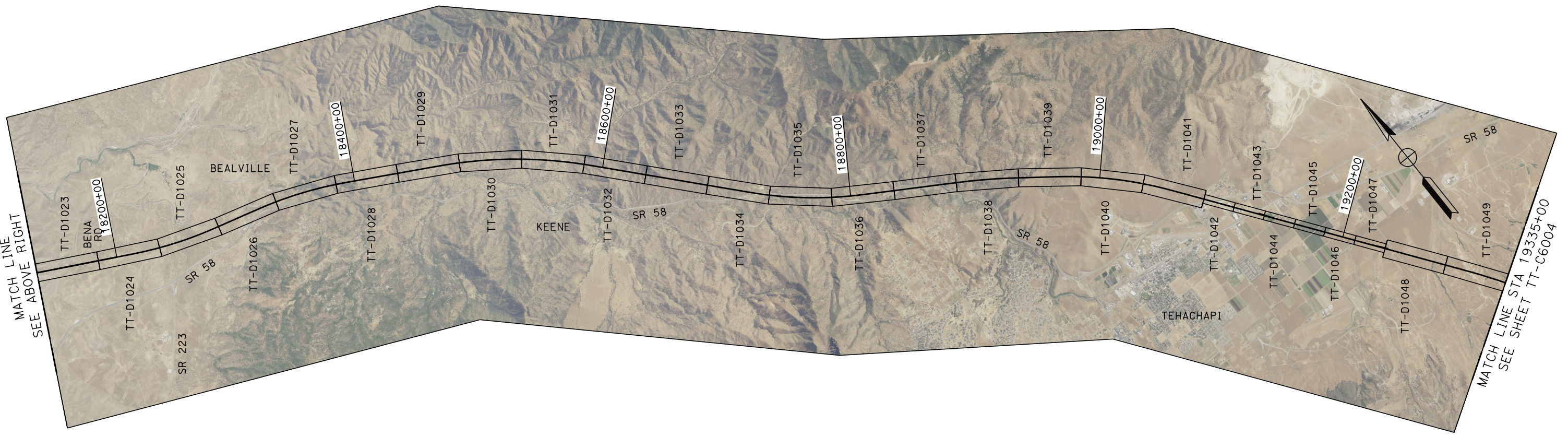
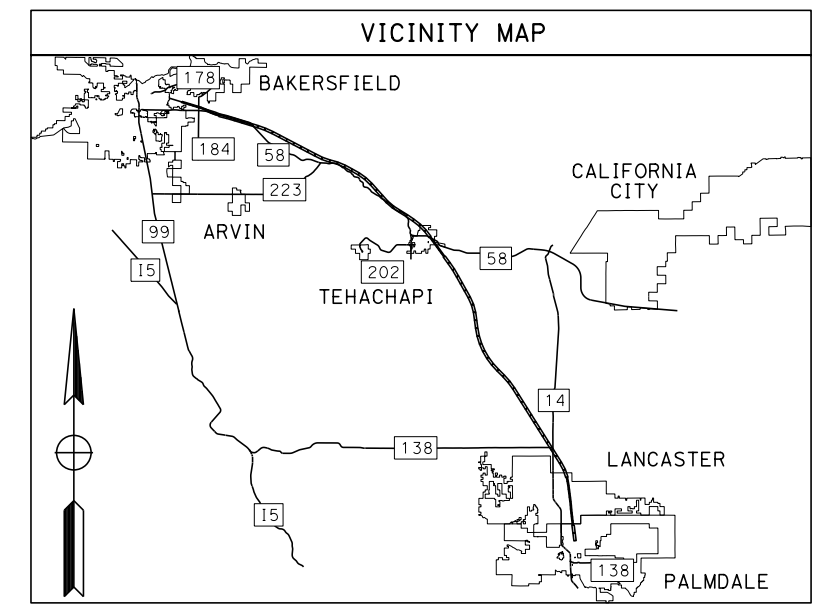
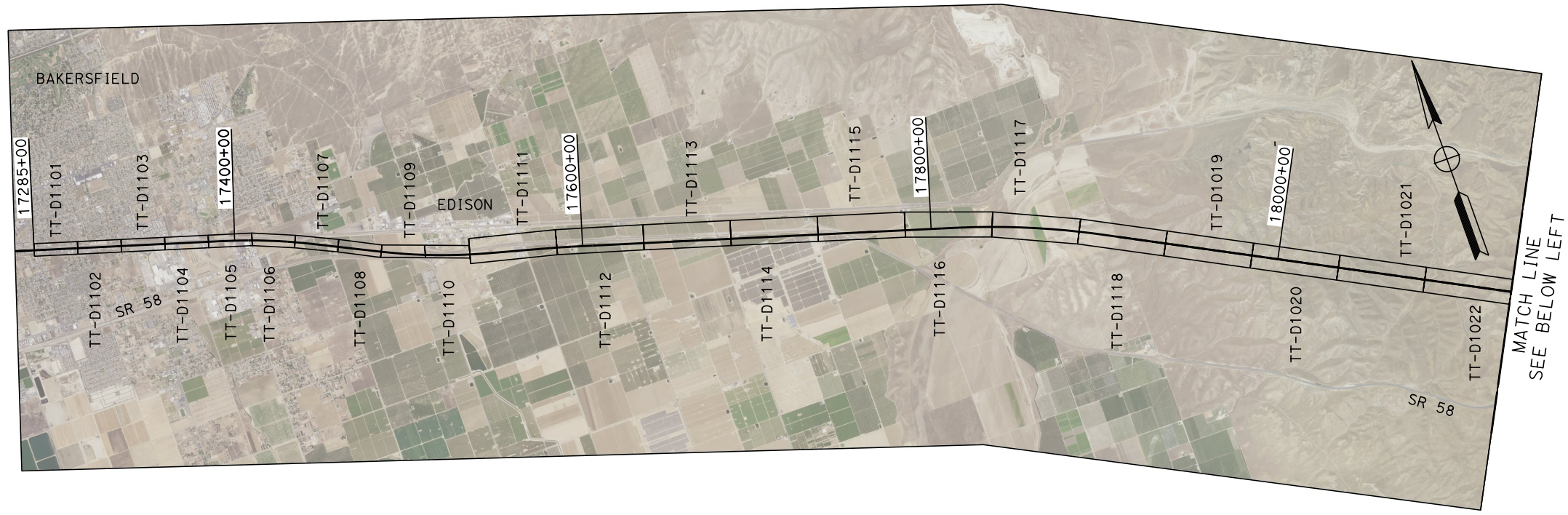
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ALTERNATIVE 2



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S. SMITH

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CALIFORNIA HIGH-SPEED RAIL PROJECT
BAKERSFIELD TO PALMDALE

ALTERNATIVE 2
GENERAL
KEY MAP
SHEET 1 OF 2

CONTRACT NO.
HSR13-44

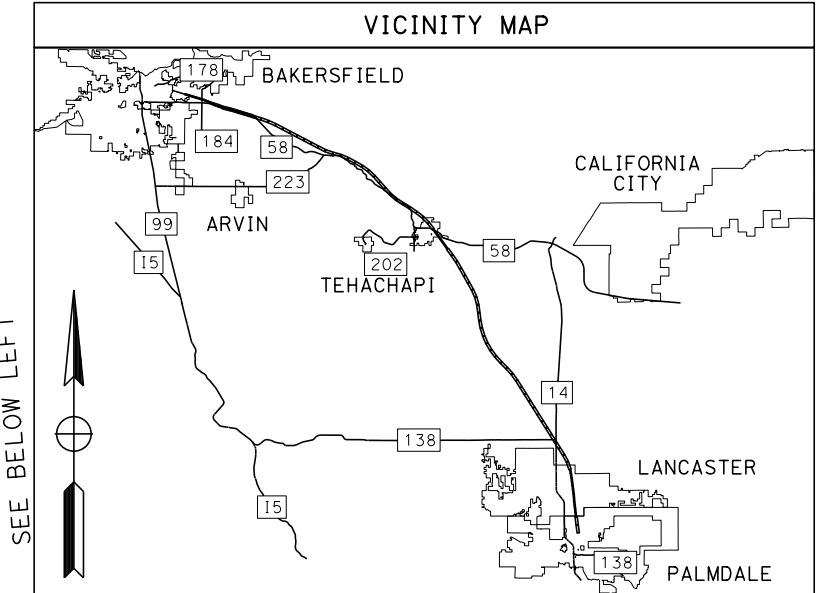
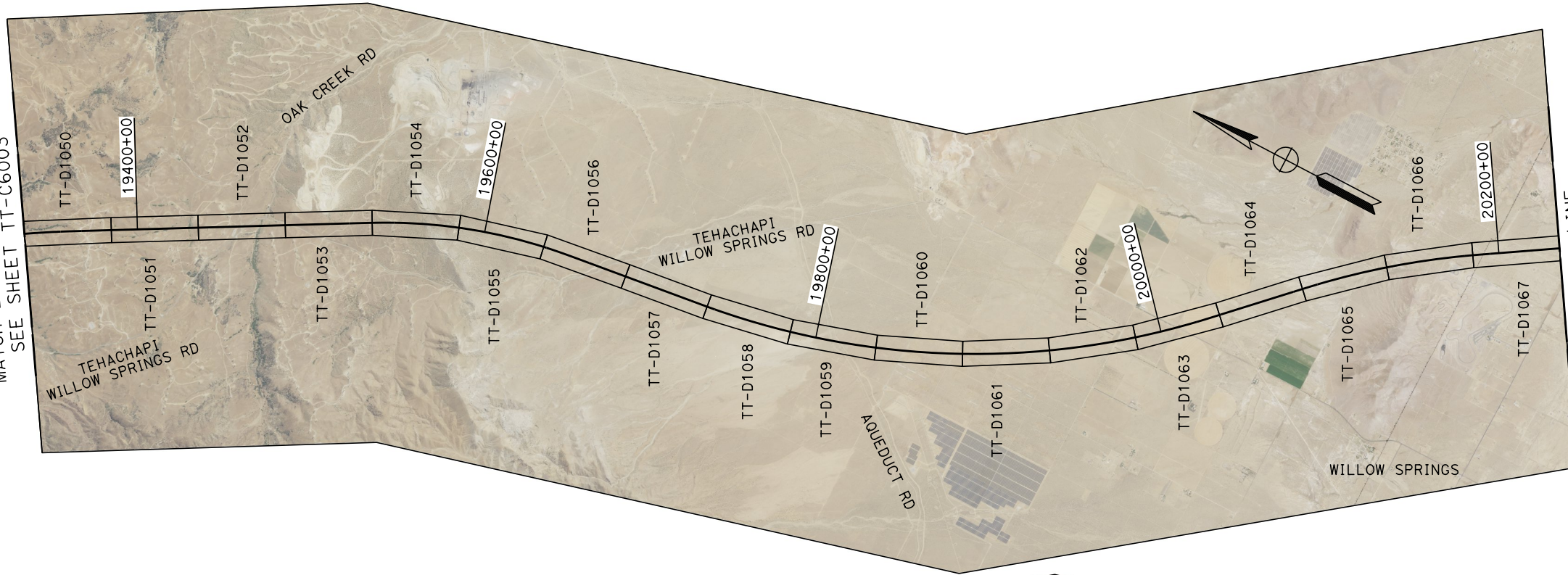
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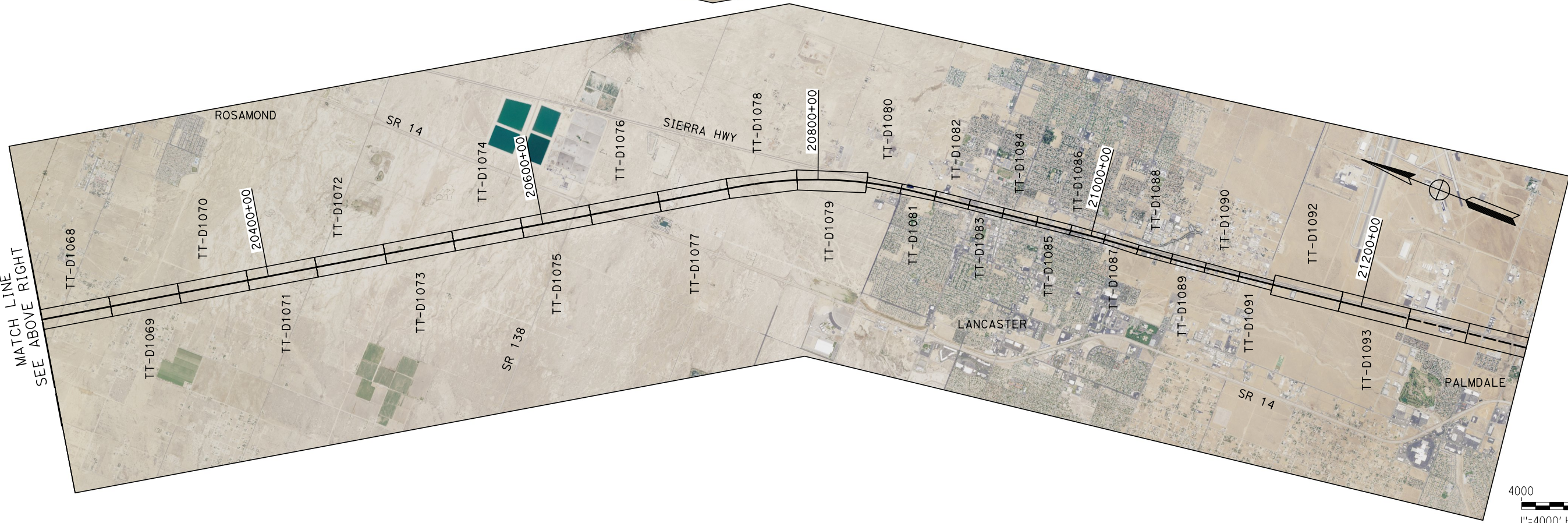
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MATCH LINE STA 19335+00
SEE SHEET TT-C6003



MATCH LINE
SEE BELOW LEFT

MATCH LINE
SEE ABOVE RIGHT



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S. SMITH
DATE
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**CALIFORNIA HIGH-SPEED RAIL PROJECT
BAKERSFIELD TO PALMDALE**

ALTERNATIVE 2
GENERAL
KEY MAP
SHEET 2 OF 2

CONTRACT NO.
HSR13-44
DRAWING NO.
TT-C6004
SCALE
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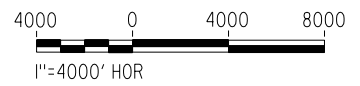
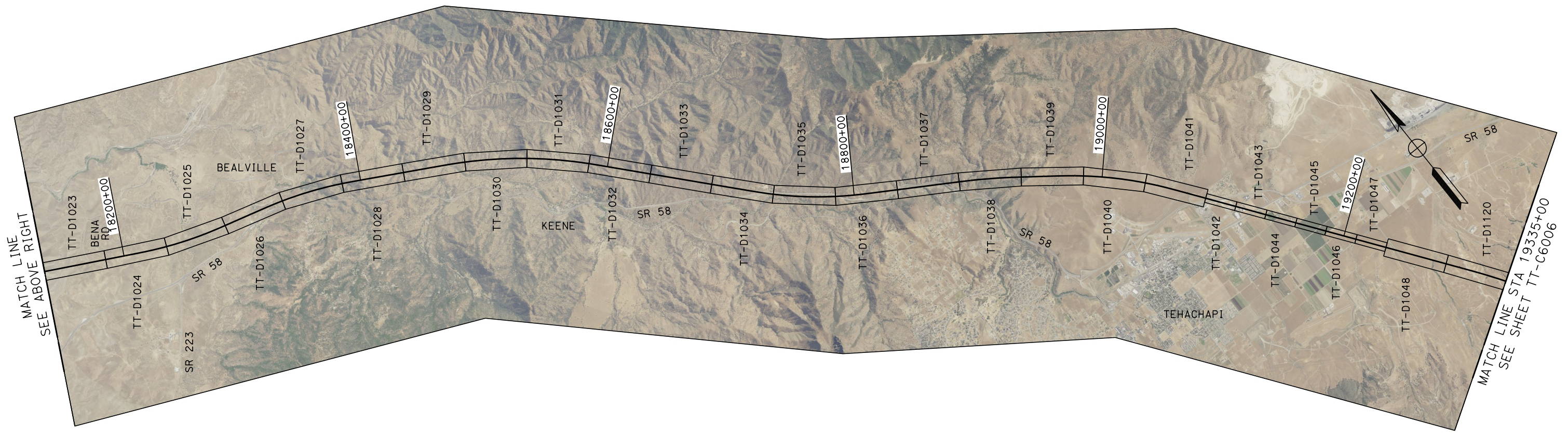
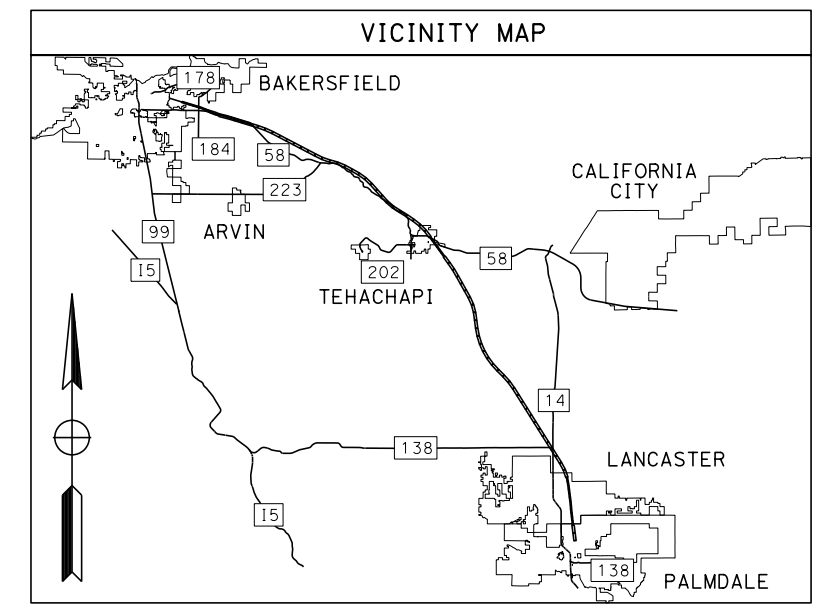
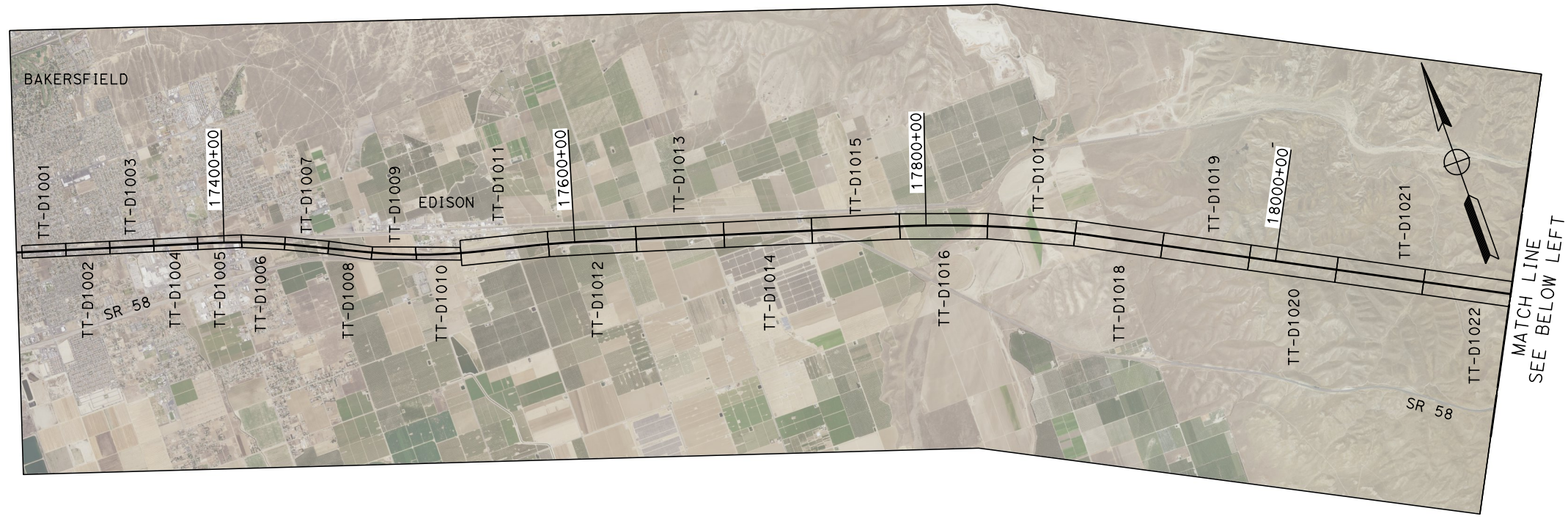
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12:58:35 AM

11/7/2017

OJC:ARIVEGA

ALTERNATIVE 3



REV	DATE	BY	CHK	APP	DESCRIPTION

DESIGNED BY
S. LANDOLT

DRAWN BY
J. MEREDITH

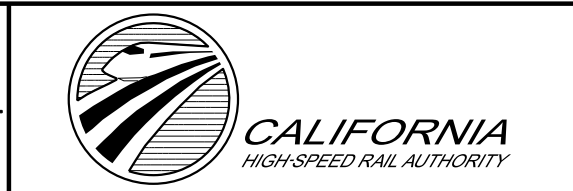
CHECKED BY
G. CAMPBELL

IN CHARGE
S. SMITH

DATE
10/31/2017

**RECORD
PEPD
SUBMITTAL**

**NOT FOR
CONSTRUCTION**



**CALIFORNIA HIGH-SPEED RAIL PROJECT
BAKERSFIELD TO PALMDALE**

ALTERNATIVE 3
GENERAL
KEY MAP
SHEET 1 OF 2

CONTRACT NO.
HSR13-44

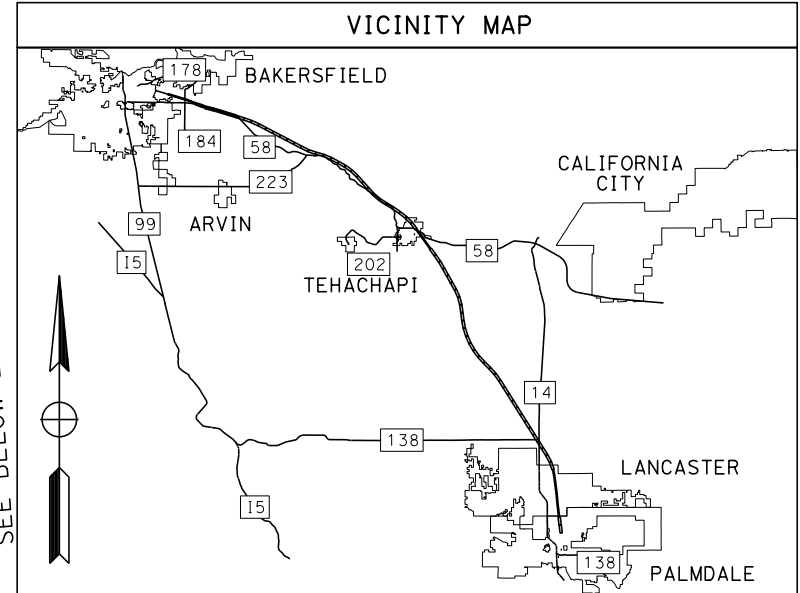
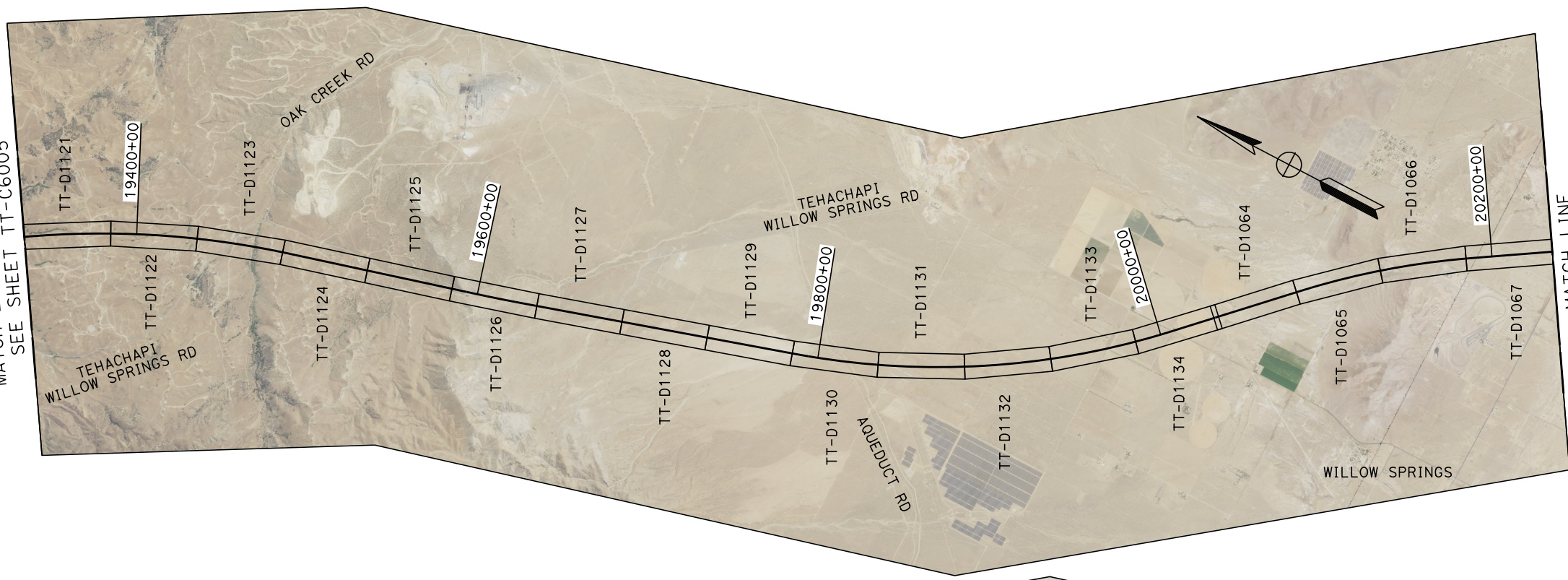
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TT-C6005

SCALE
AS SHOWN

SHEET NO.

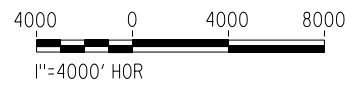
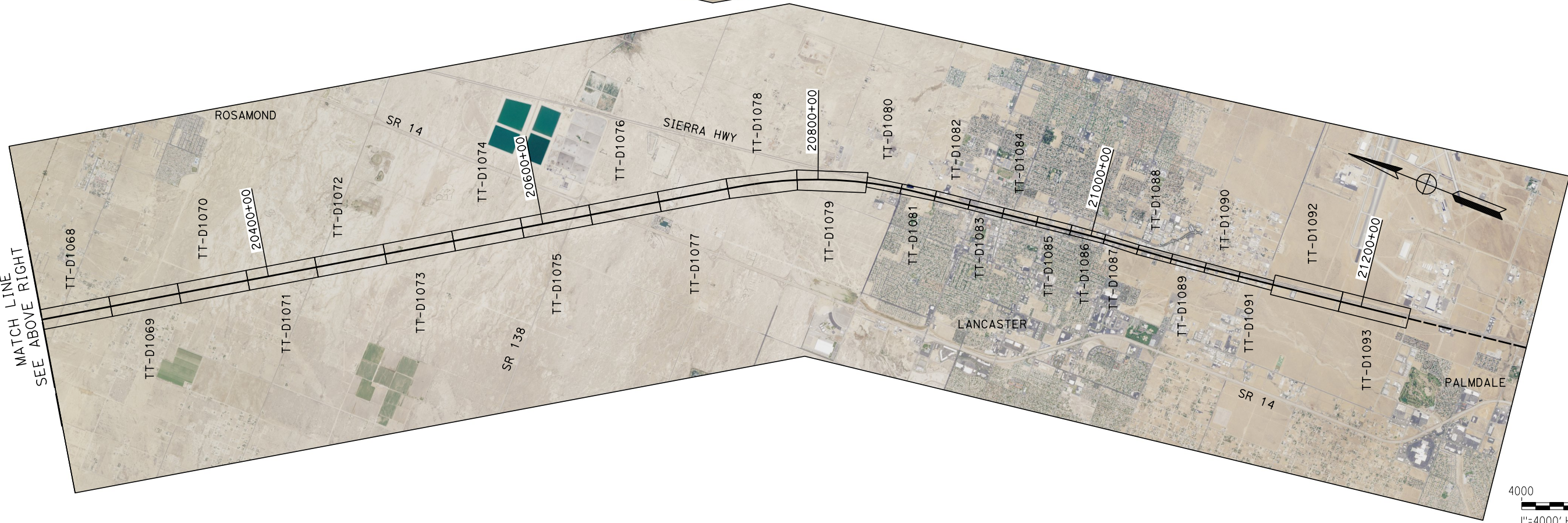
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MATCH LINE STA 19335+00
SEE SHEET TT-C6005



MATCH LINE
SEE BELOW LEFT

MATCH LINE
SEE ABOVE RIGHT



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12:58:33 AM

11/7/2017

OJC:ARIVE@

REV	DATE	BY	CHK	APP	DESCRIPTION

DESIGNED BY
S. LANDOLT

DRAWN BY
J. MEREDITH

CHECKED BY
G. CAMPBELL

IN CHARGE
S. SMITH

DATE
10/31/2017

**RECORD
PEPD
SUBMITTAL**

**NOT FOR
CONSTRUCTION**



**CALIFORNIA HIGH-SPEED RAIL PROJECT
BAKERSFIELD TO PALMDALE**

ALTERNATIVE 3
GENERAL
KEY MAP
SHEET 2 OF 2

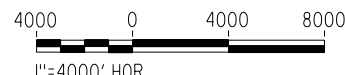
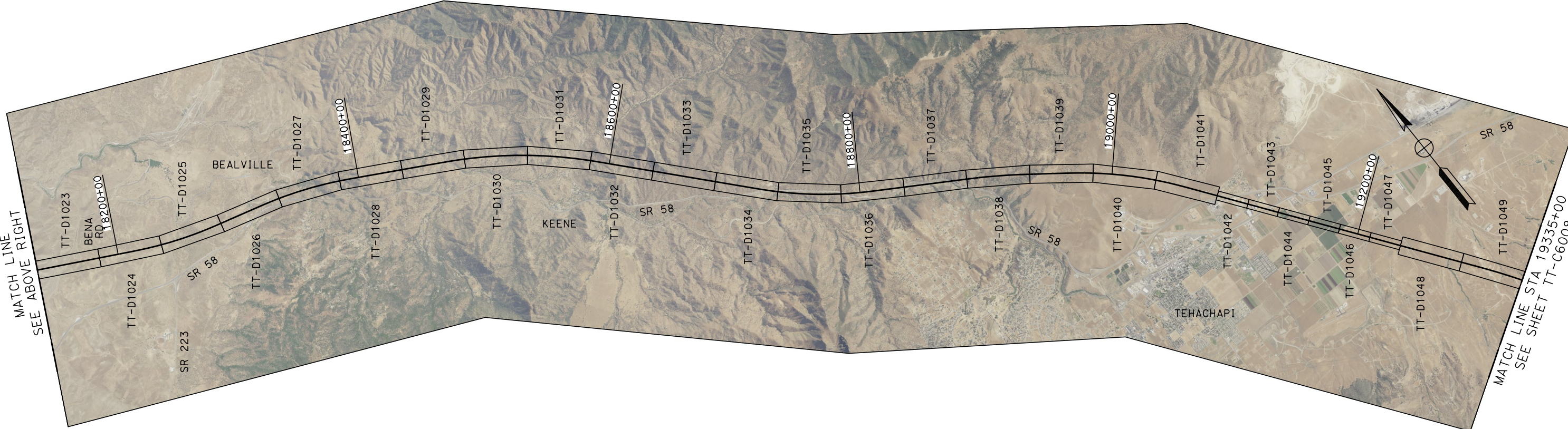
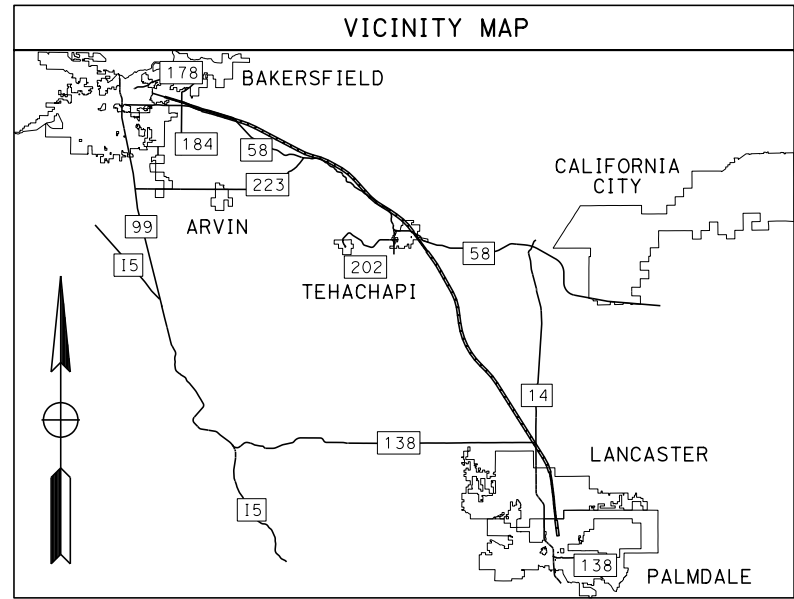
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HSR13-44

DRAWING NO.
TT-C6006

SCALE
AS SHOWN

SHEET NO.

ALTERNATIVE 5



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11/7/2017 1:05:46 AM

OJC:ARIVEGA

REV	DATE	BY	CHK	APP	DESCRIPTION

DESIGNED BY
S. LANDOLT

DRAWN BY
J. MEREDITH

CHECKED BY
G. CAMPBELL

IN CHARGE
S. SMITH

DATE
10/31/2017

**RECORD
PEPD
SUBMITTAL**

**NOT FOR
CONSTRUCTION**

TYLIN INTERNATIONAL



**CALIFORNIA HIGH-SPEED RAIL PROJECT
BAKERSFIELD TO PALMDALE**

ALTERNATIVE 5
GENERAL
KEY MAP
SHEET 1 OF 2

CONTRACT NO.
HSR13-44

DRAWING NO.
TT-C6007

SCALE
AS SHOWN

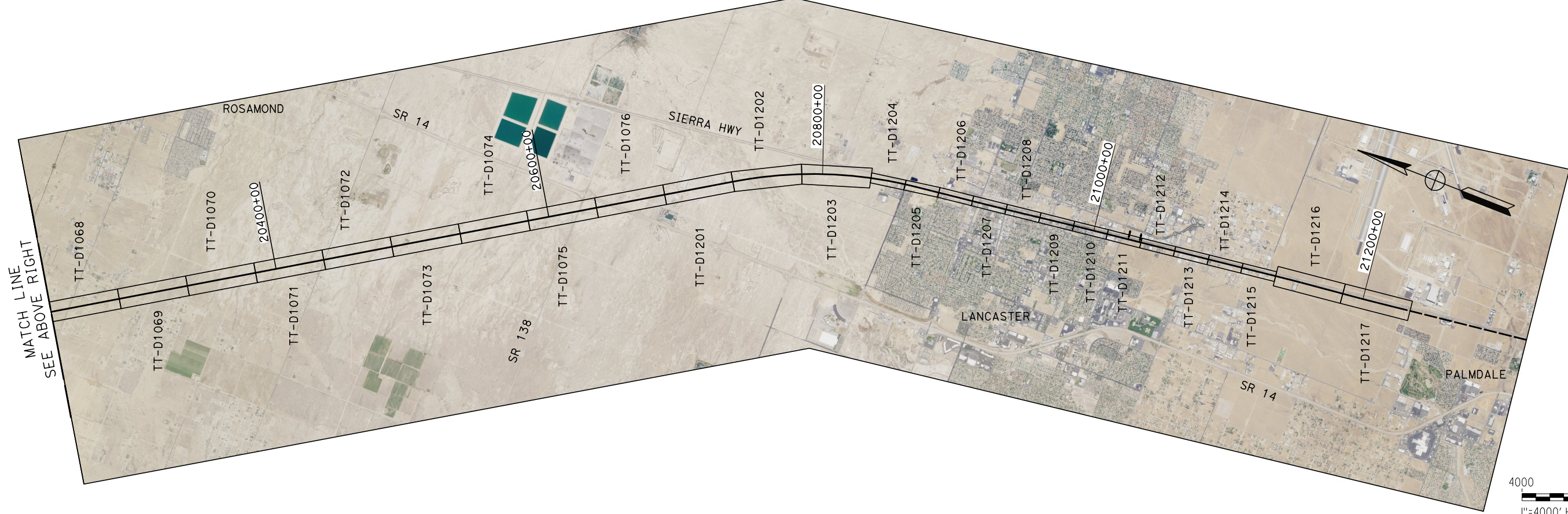
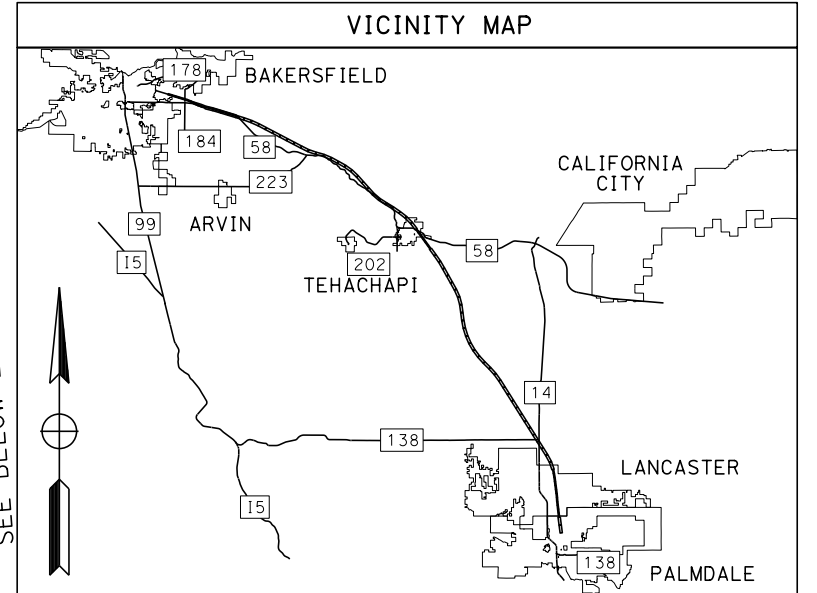
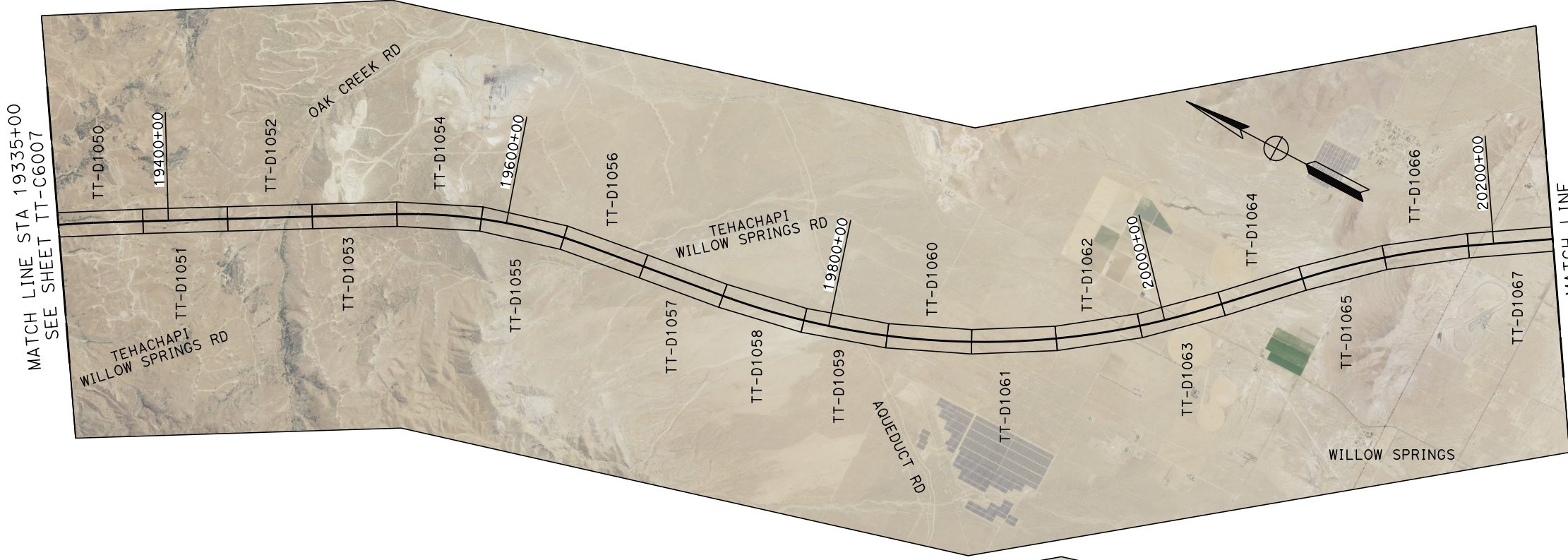
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11/7/2017 1:07:12 AM

OIC:ARIVEGA

ALTERNATIVE 5



REV	DATE	BY	CHK	APP	DESCRIPTION

DESIGNED BY
S. LANDOLT

DRAWN BY
J. MEREDITH

CHECKED BY
G. CAMPBELL

IN CHARGE
S. SMITH

DATE
10/31/2017

**RECORD
PEPD
SUBMITTAL**

**NOT FOR
CONSTRUCTION**



**CALIFORNIA HIGH-SPEED RAIL PROJECT
BAKERSFIELD TO PALMDALE**

ALTERNATIVE 5
GENERAL
KEY MAP
SHEET 2 OF 2

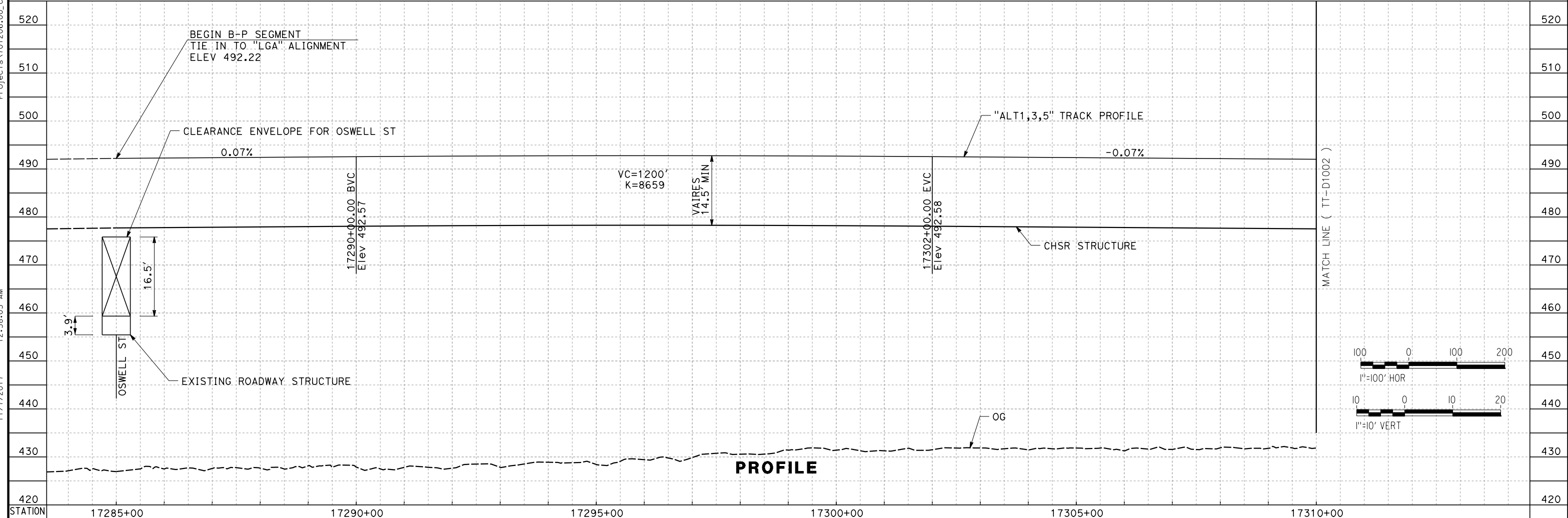
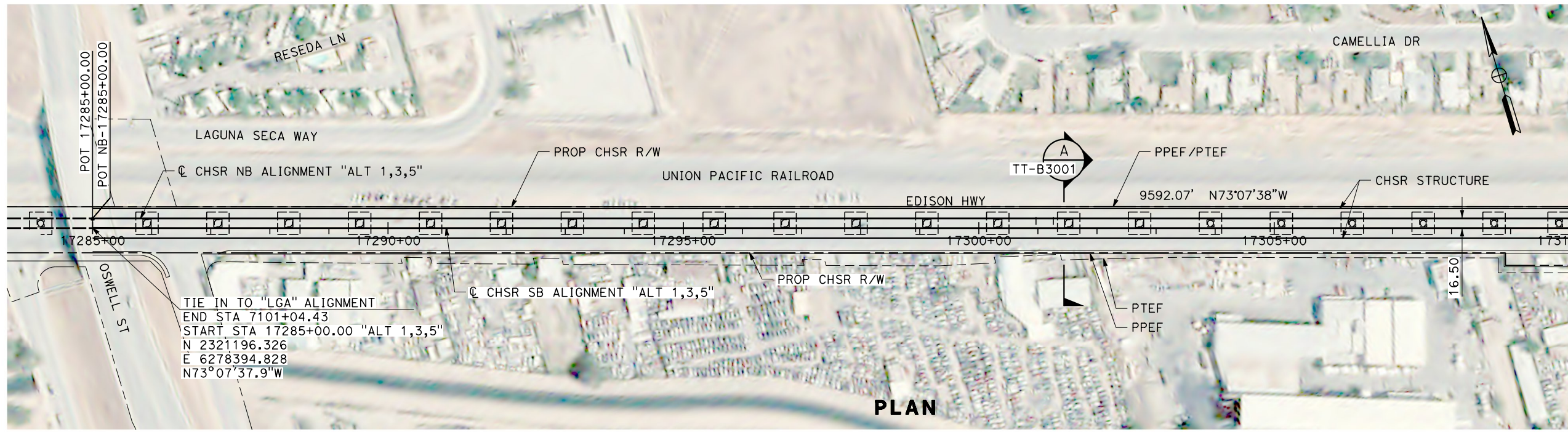
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HSR13-44

DRAWING NO.
TT-C6008

SCALE
AS SHOWN

SHEET NO.

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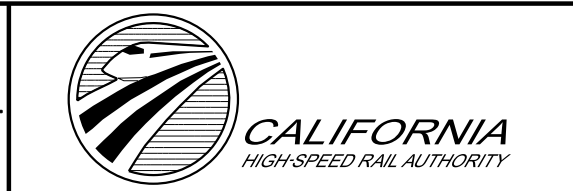


REV	DATE	BY	CHK	APP	DESCRIPTION

DESIGNED BY
S. LANDOLT
 DRAWN BY
J. MEREDITH
 CHECKED BY
G. CAMPBELL
 IN CHARGE
S. SMITH
 DATE
10/31/2017

**RECORD
 PEPD
 SUBMITTAL**

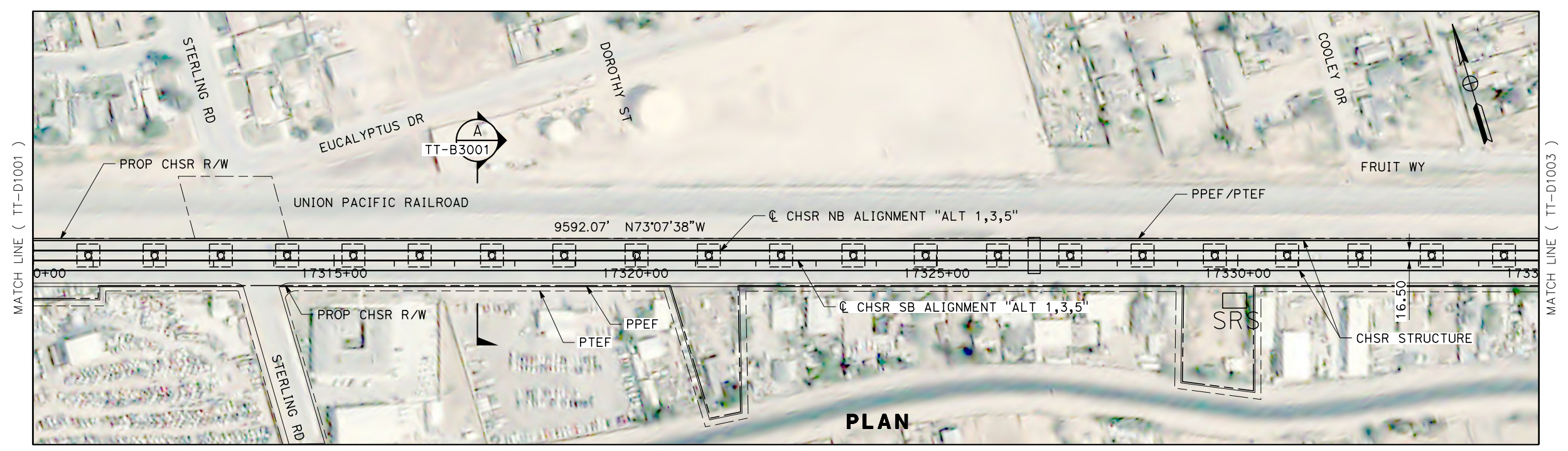
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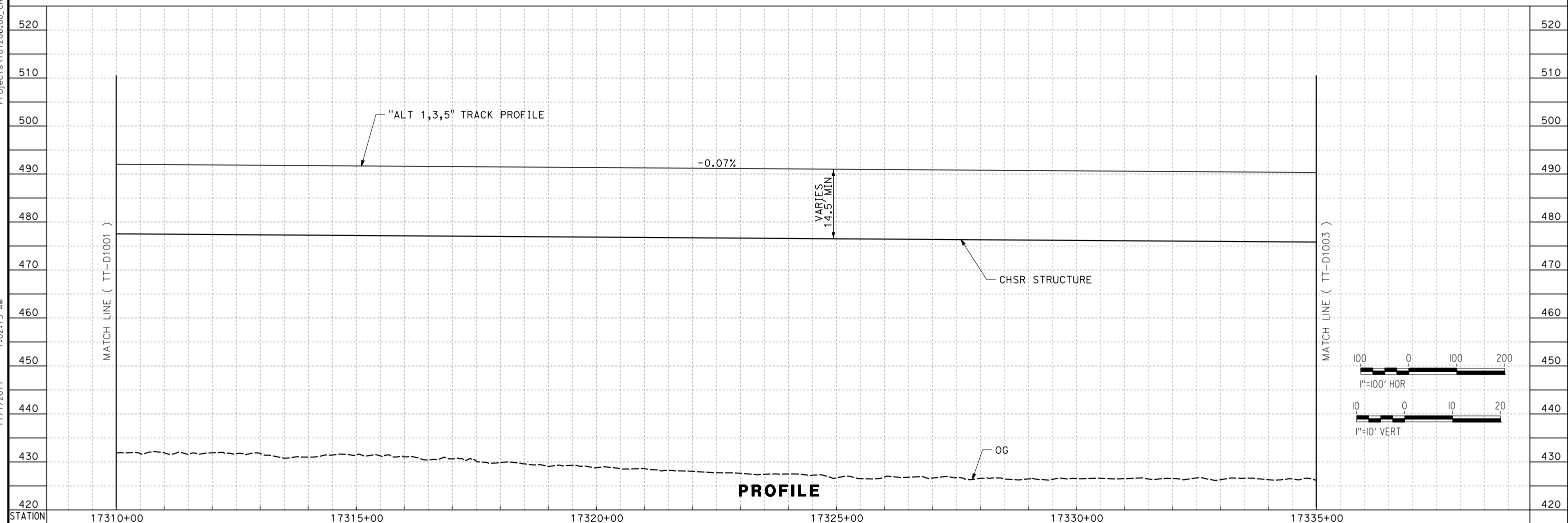
CALIFORNIA HIGH-SPEED RAIL PROJECT
BAKERSFIELD TO PALMDALE
 ALTERNATIVE 1,3,5
 TRACK GUIDEWAY
 STA 17285+00 TO 17310+00
 PLAN AND PROFILE

CONTRACT NO.
HSR13-44
 DRAWING NO.
TT-D1001
 SCALE
AS SHOWN
 SHEET NO.

Projects\701206_00_CHSRBP\00_CADD\Sheet_Files\TT\BP-TT-D1002.dgn
 11/7/2017 1:02:13 AM
 OIC:ARivega



PLAN



PROFILE

REV	DATE	BY	CHK	APP	DESCRIPTION

DESIGNED BY
S. LANDOLT
 DRAWN BY
J. MEREDITH
 CHECKED BY
G. CAMPBELL
 IN CHARGE
S. SMITH
 DATE
10/31/2017

**RECORD
 PECD
 SUBMITTAL**

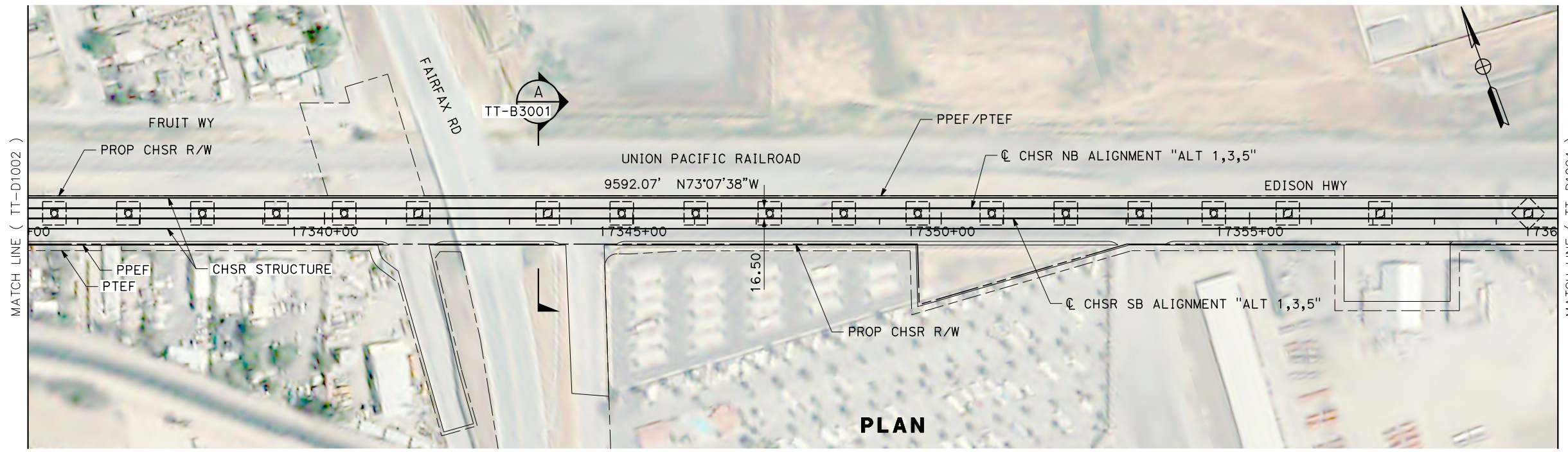
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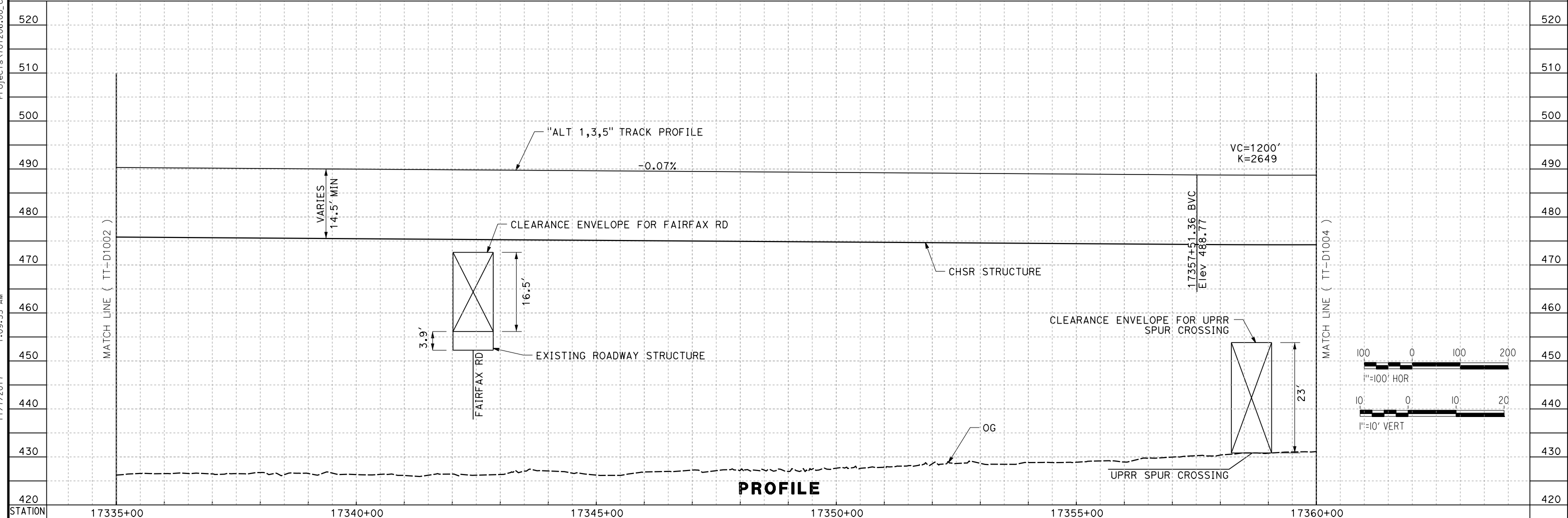
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BAKERSFIELD TO PALMDALE
 ALTERNATIVE 1,3,5
 TRACK GUIDEWAY
 STA 17310+00 TO 17335+00
 PLAN AND PROFILE

CONTRACT NO.
HSR13-44
 DRAWING NO.
TT-D1002
 SCALE
AS SHOWN
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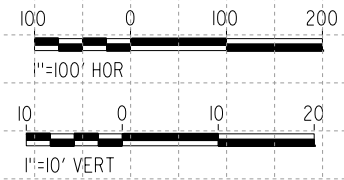
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 OIC:ARIVEGA



PLAN



PROFILE



REV	DATE	BY	CHK	APP	DESCRIPTION

DESIGNED BY
S. LANDOLT
 DRAWN BY
J. MEREDITH
 CHECKED BY
G. CAMPBELL
 IN CHARGE
S. SMITH
 DATE
10/31/2017

**RECORD
 PECD
 SUBMITTAL**

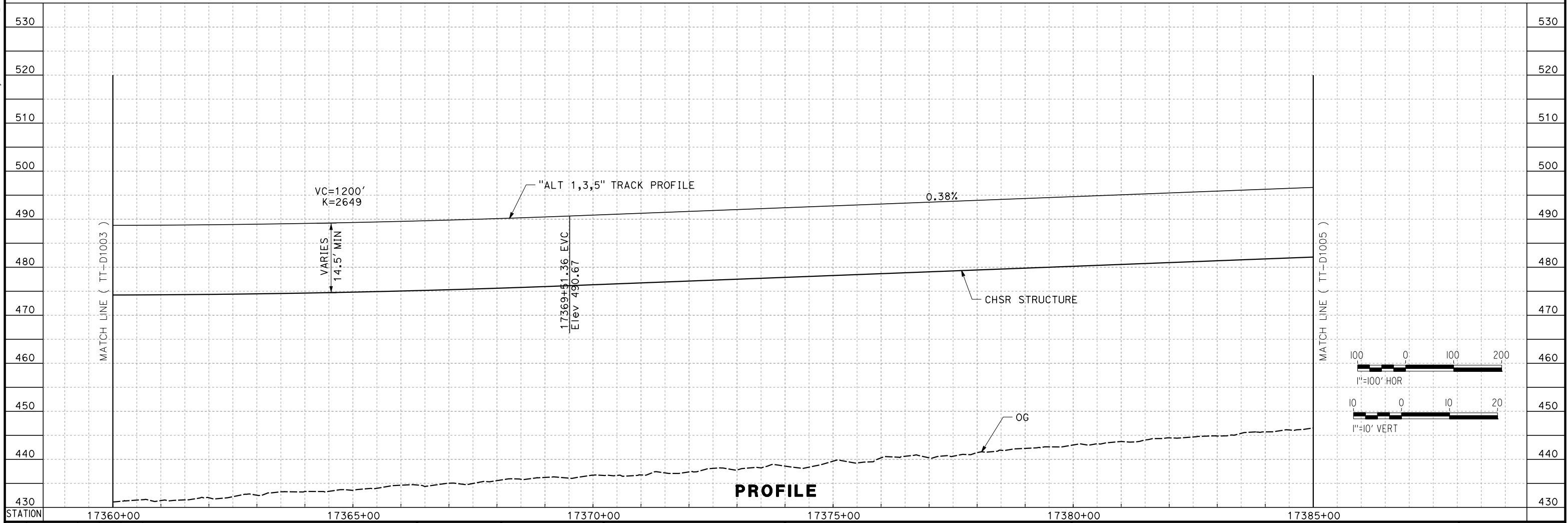
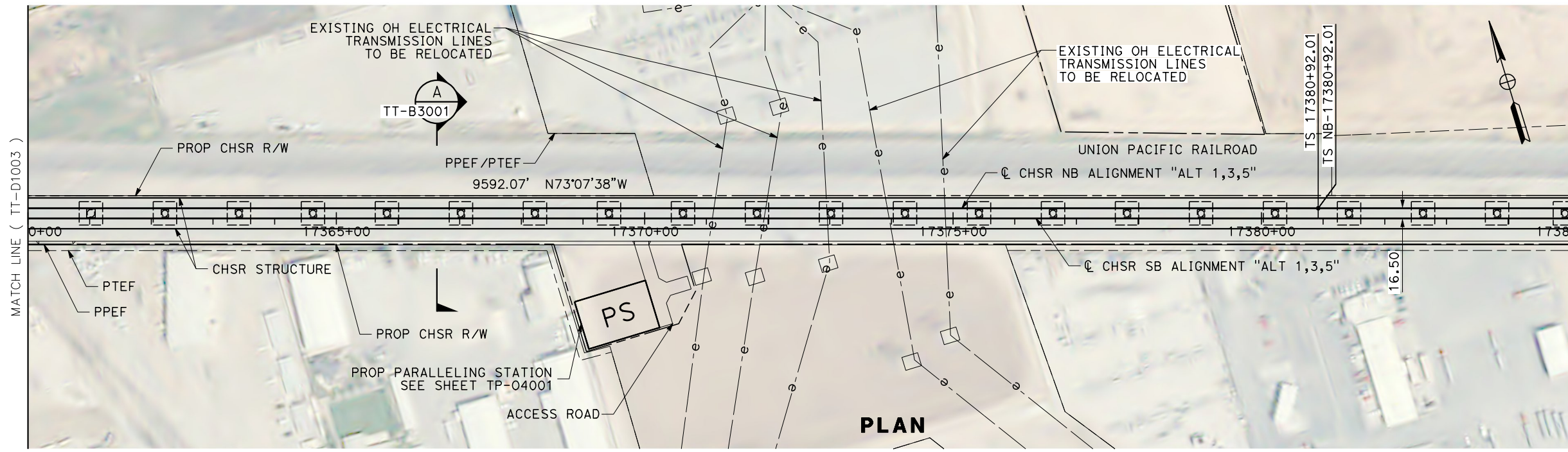
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 CONSTRUCTION**



CALIFORNIA HIGH-SPEED RAIL PROJECT
BAKERSFIELD TO PALMDALE
 ALTERNATIVE 1,3,5
 TRACK GUIDEWAY
 STA 17335+00 TO 17360+00
 PLAN AND PROFILE

CONTRACT NO.
HSR13-44
 DRAWING NO.
TT-D1003
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AS SHOWN
 SHEET NO.

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 OIC:ARIVEGA



REV	DATE	BY	CHK	APP	DESCRIPTION

DESIGNED BY
S. LANDOLT
 DRAWN BY
E. REVOLORIO
 CHECKED BY
G. CAMPBELL
 IN CHARGE
S. SMITH
 DATE
10/31/2017

**RECORD
 PECD
 SUBMITTAL**

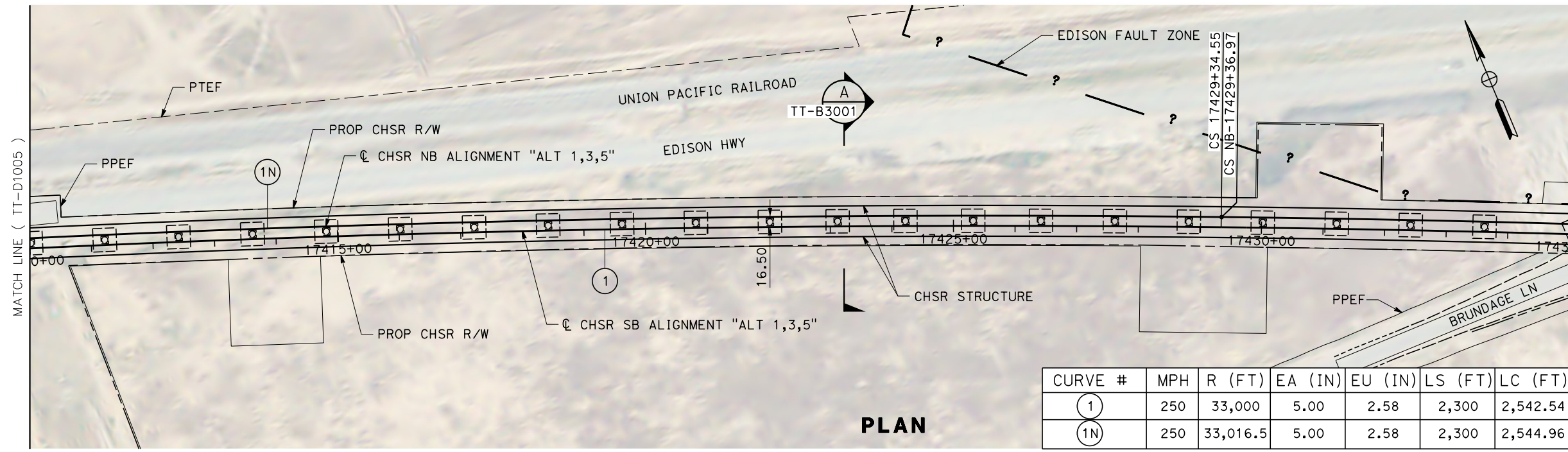
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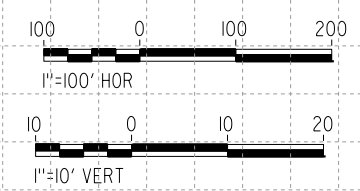
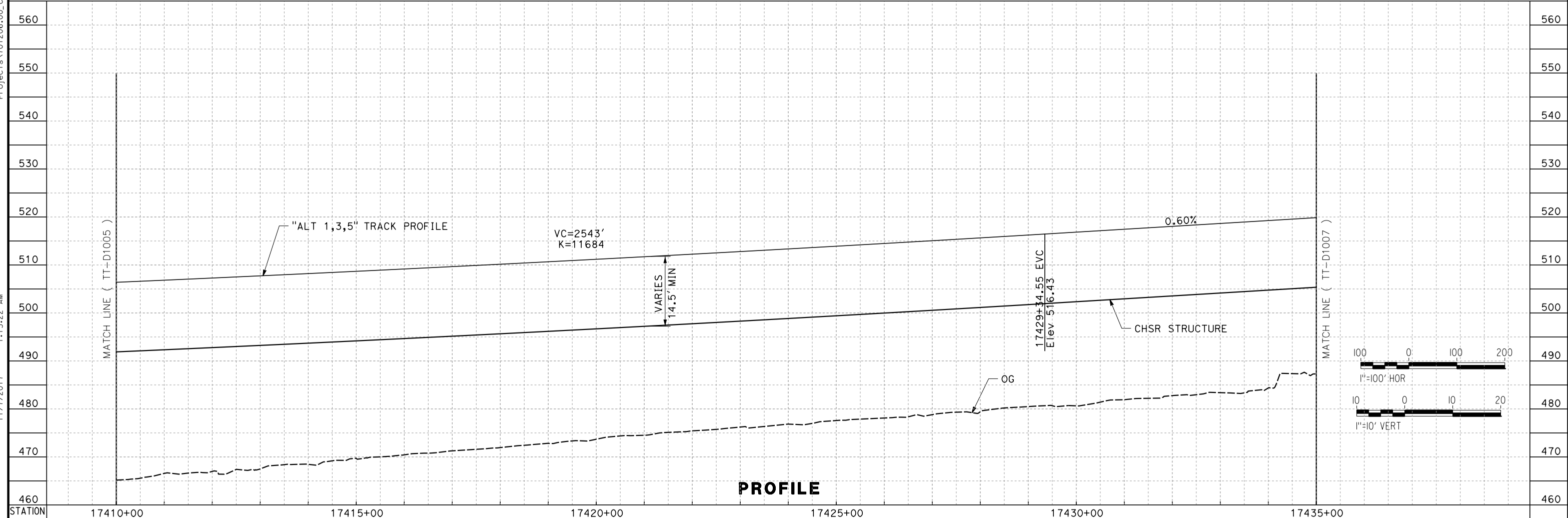
CALIFORNIA HIGH-SPEED RAIL PROJECT
BAKERSFIELD TO PALMDALE
 ALTERNATIVE 1,3,5
 TRACK GUIDEWAY
 STA 17360+00 TO 17385+00
 PLAN AND PROFILE

CONTRACT NO.
HSR13-44
 DRAWING NO.
TT-D1004
 SCALE
AS SHOWN
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REV	DATE	BY	CHK	APP	DESCRIPTION

DESIGNED BY
S. LANDOLT
DRAWN BY
E. REVOLORIO
CHECKED BY
G. CAMPBELL
IN CHARGE
S. SMITH
DATE
10/31/2017

**RECORD
PEPD
SUBMITTAL**

**NOT FOR
CONSTRUCTION**

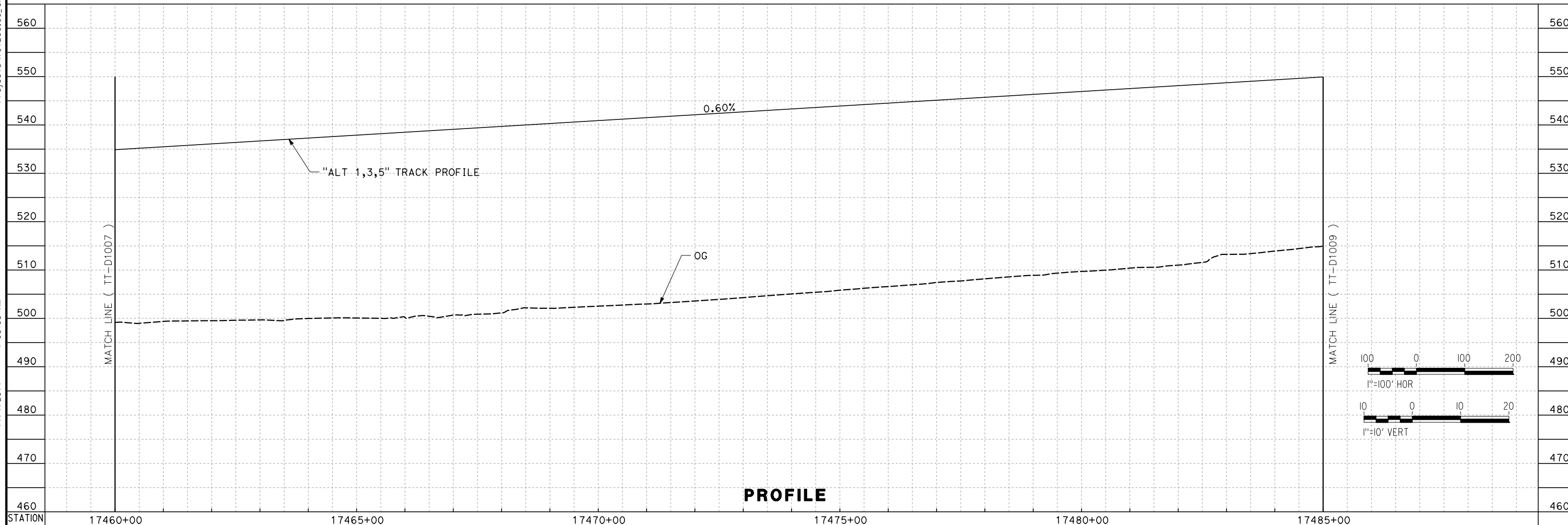
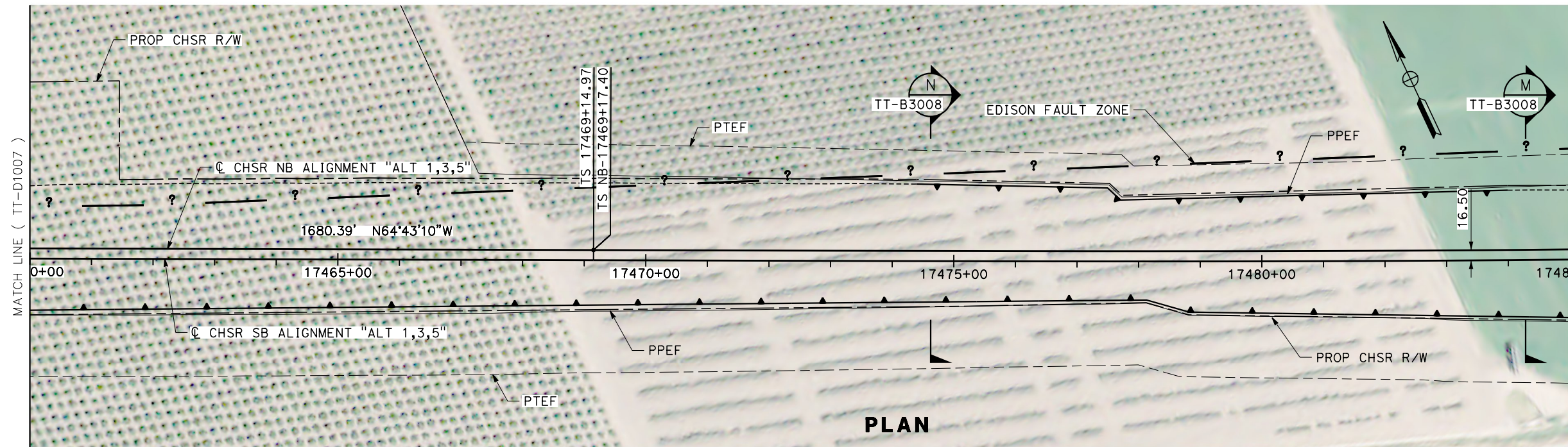


**CALIFORNIA HIGH-SPEED RAIL PROJECT
BAKERSFIELD TO PALMDALE**

ALTERNATIVE 1,3,5
TRACK GUIDEWAY
STA 17410+00 TO 17435+00
PLAN AND PROFILE

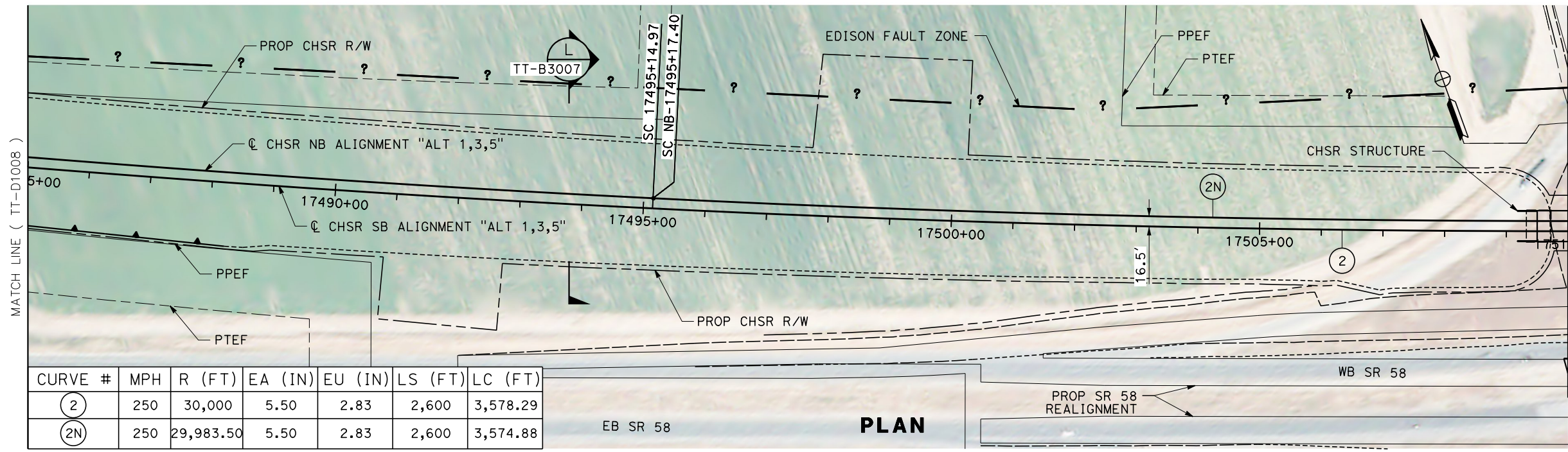
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DRAWING NO.
TT-D1006
SCALE
AS SHOWN
SHEET NO.

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 OIC:ARIVEGA



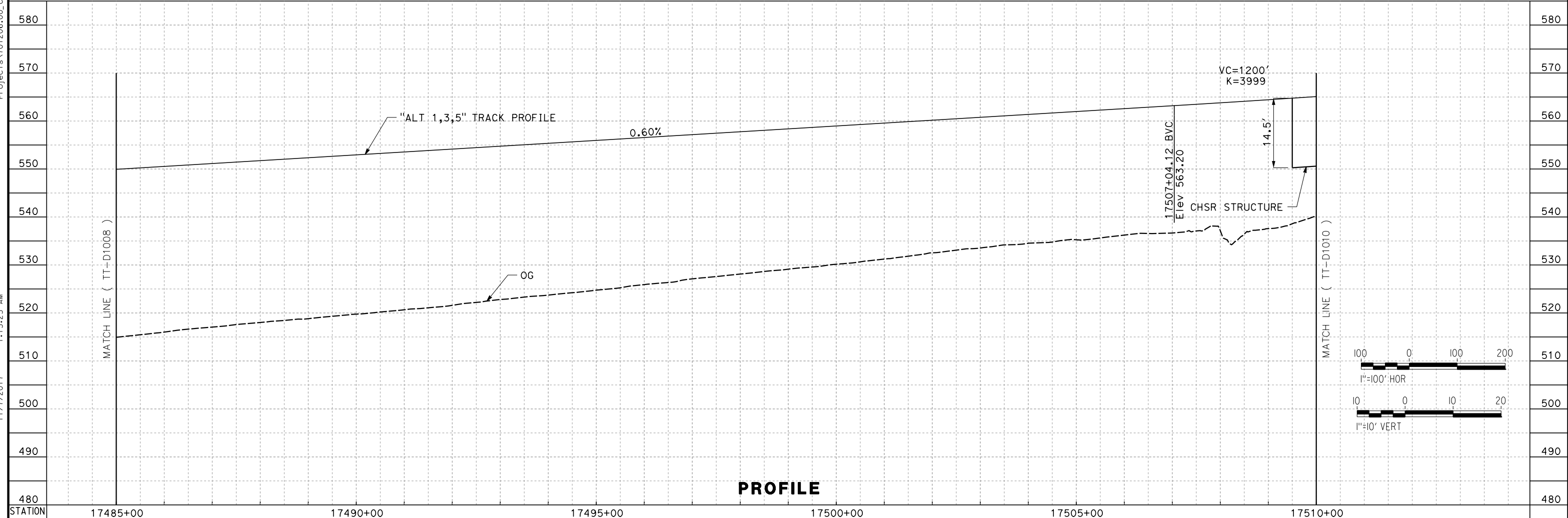
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DESIGNED BY	S. LANDOLT					
DRAWN BY	E. REVOLORIO					
CHECKED BY	G. CAMPBELL					
IN CHARGE	S. SMITH					
DATE	10/31/2017					
RECORD PEPD SUBMITTAL						
NOT FOR CONSTRUCTION						
CALIFORNIA HIGH-SPEED RAIL PROJECT BAKERSFIELD TO PALMDALE ALTERNATIVE 1,3,5 TRACK GUIDEWAY STA 17460+00 TO 17485+00 PLAN AND PROFILE						
CONTRACT NO. HSR13-44 DRAWING NO. TT-D1008 SCALE AS SHOWN SHEET NO.						
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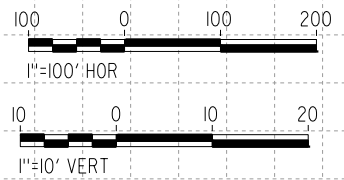


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2N	250	29,983.50	5.50	2.83	2,600	3,574.88

PLAN



PROFILE



REV	DATE	BY	CHK	APP	DESCRIPTION

DESIGNED BY
S. LANDOLT
DRAWN BY
E. REVOLORIO
CHECKED BY
G. CAMPBELL
IN CHARGE
S. SMITH
DATE
10/31/2017

**RECORD
PEPD
SUBMITTAL**

**NOT FOR
CONSTRUCTION**



**CALIFORNIA HIGH-SPEED RAIL PROJECT
BAKERSFIELD TO PALMDALE**

ALTERNATIVE 1,3,5
TRACK GUIDEWAY
STA 17485+00 TO 17510+00
PLAN AND PROFILE

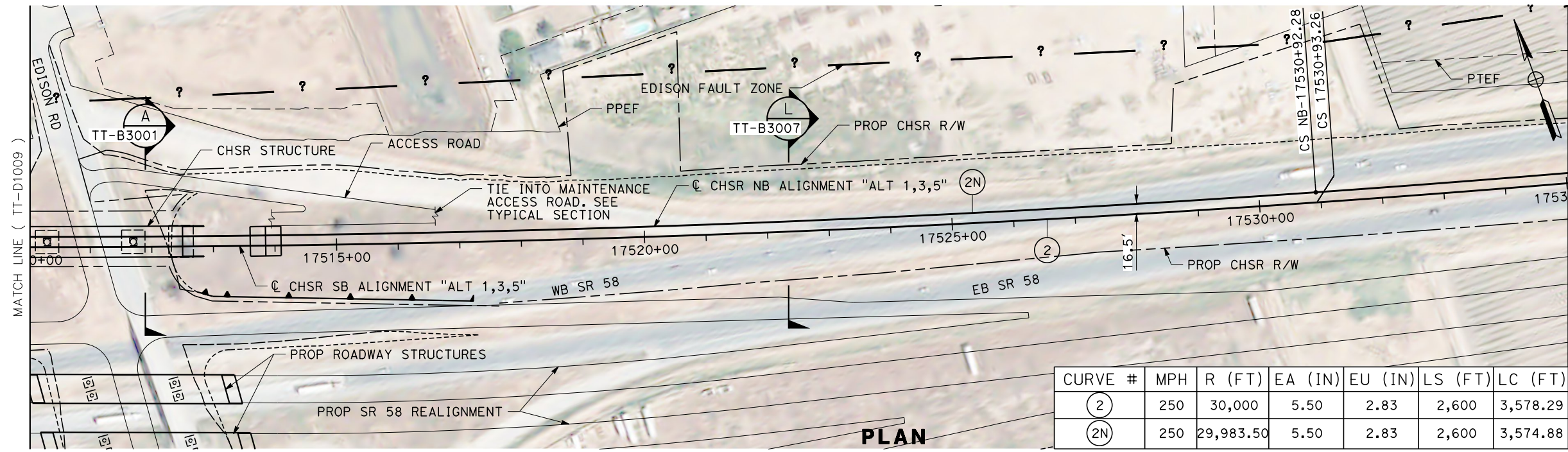
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HSR13-44

DRAWING NO.
TT-D1009

SCALE
AS SHOWN

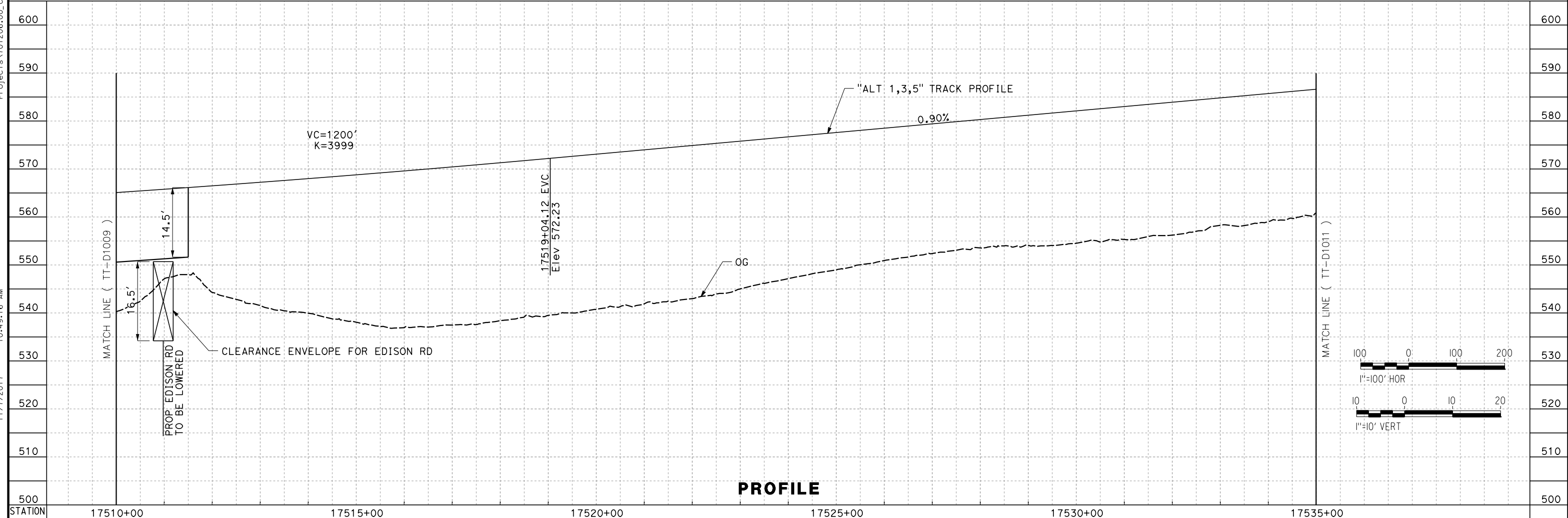
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(2N)	250	29,983.50	5.50	2.83	2,600	3,574.88

PLAN



PROFILE

REV	DATE	BY	CHK	APP	DESCRIPTION

DESIGNED BY
S. LANDOLT
 DRAWN BY
E. REVOLORIO
 CHECKED BY
G. CAMPBELL
 IN CHARGE
S. SMITH
 DATE
10/31/2017

**RECORD
 PECD
 SUBMITTAL**

**NOT FOR
 CONSTRUCTION**



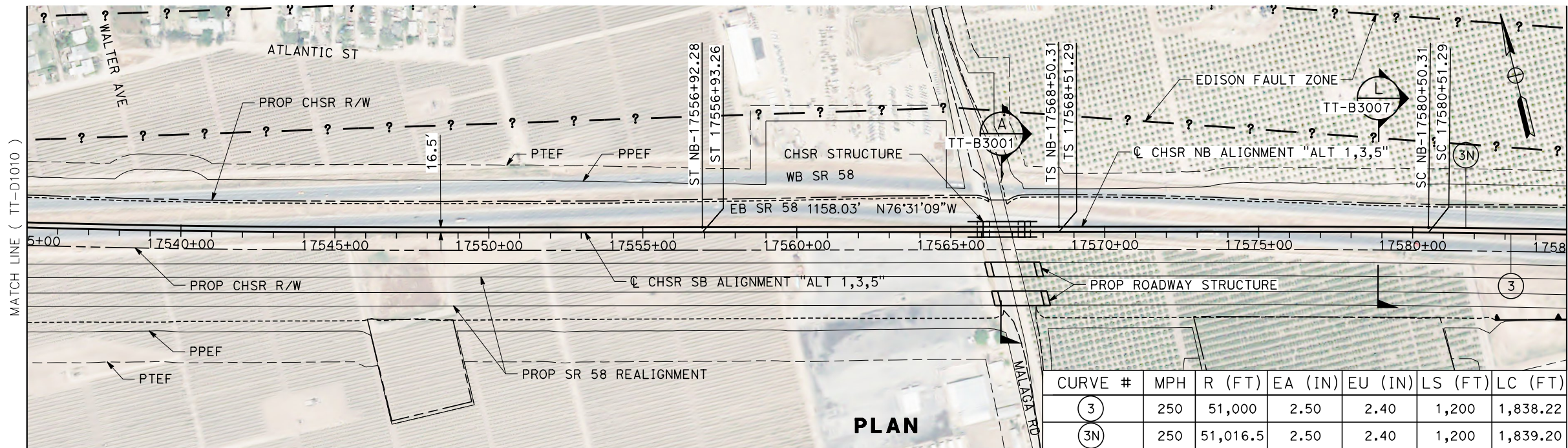
CALIFORNIA HIGH-SPEED RAIL PROJECT
BAKERSFIELD TO PALMDALE
 ALTERNATIVE 1,3,5
 TRACK GUIDEWAY
 STA 17510+00 TO 17535+00
 PLAN AND PROFILE

CONTRACT NO.
HSR13-44
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TT-D1010
 SCALE
AS SHOWN
 SHEET NO.

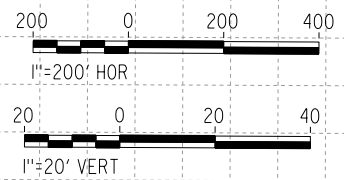
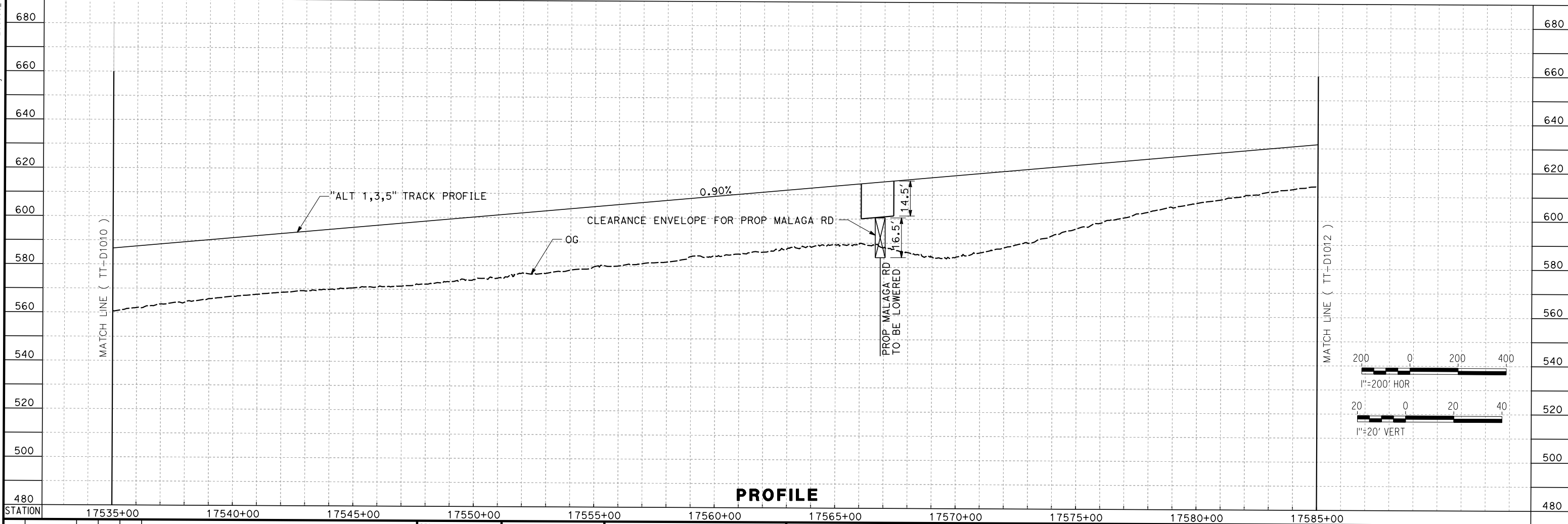
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QC-ARivera



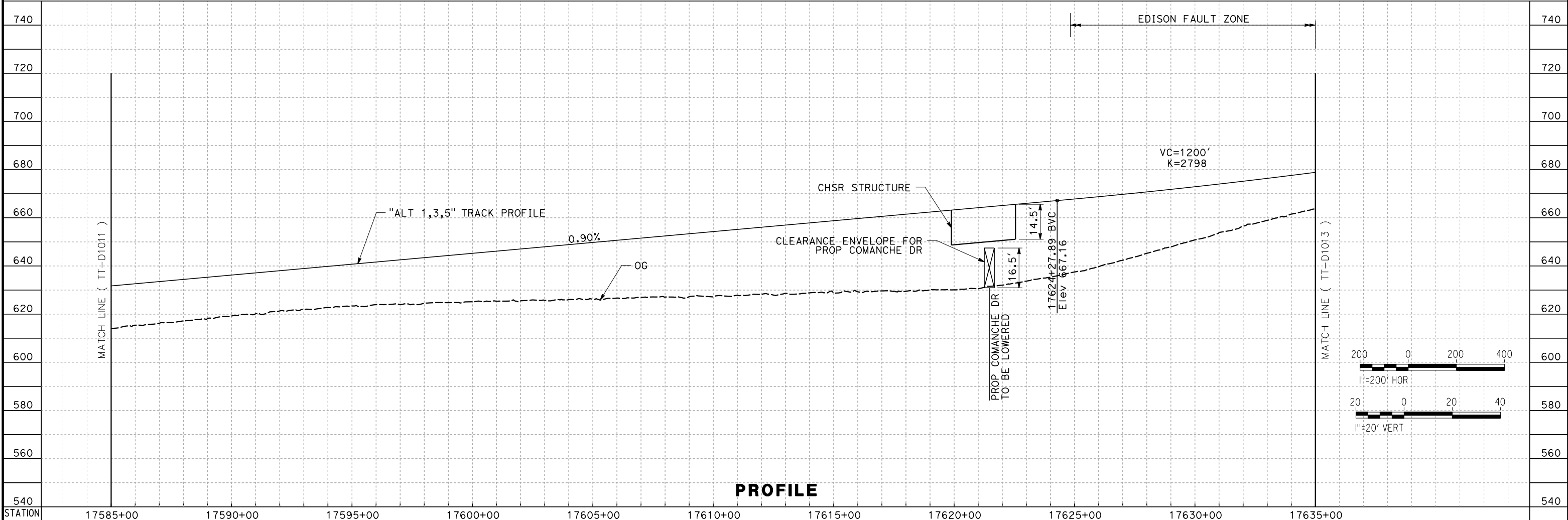
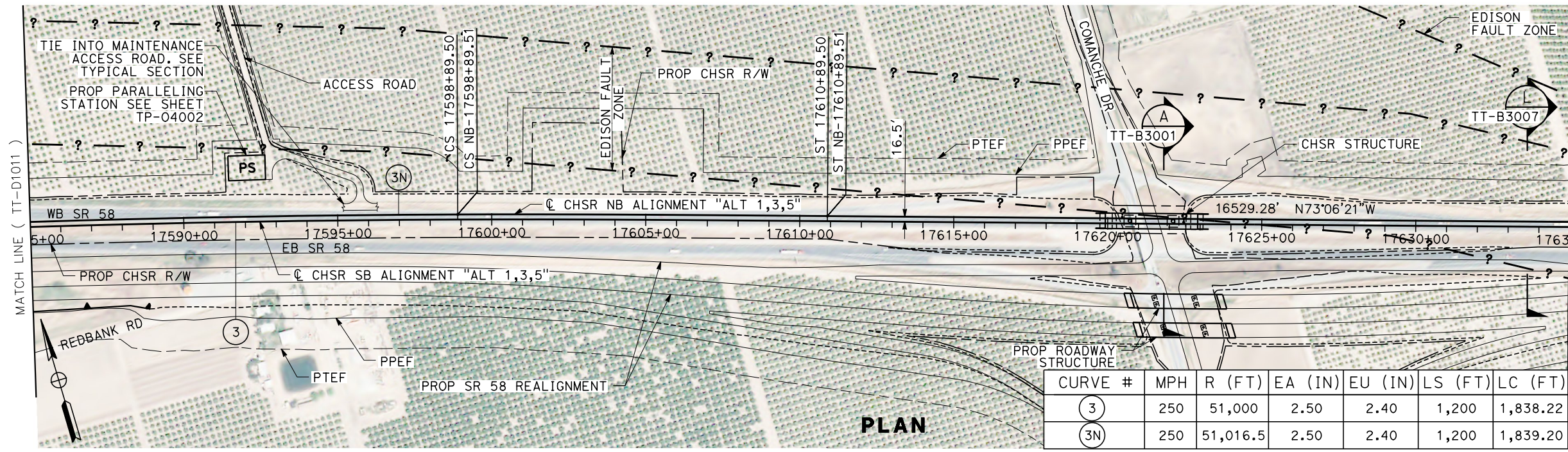
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PROFILE

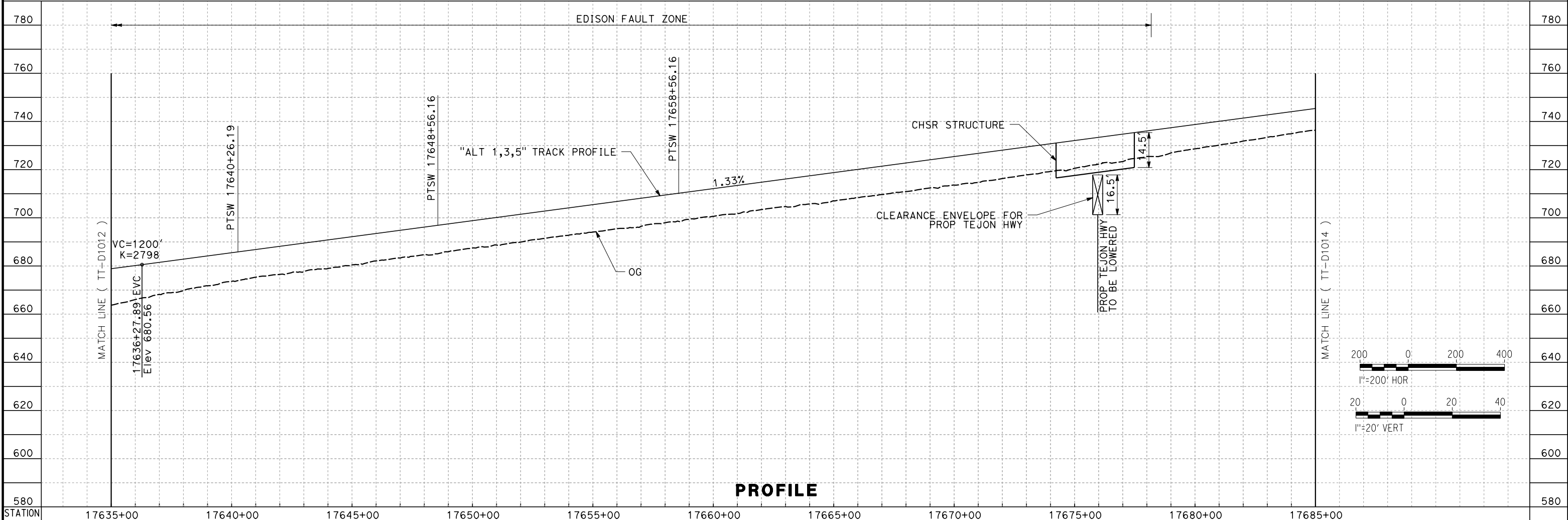
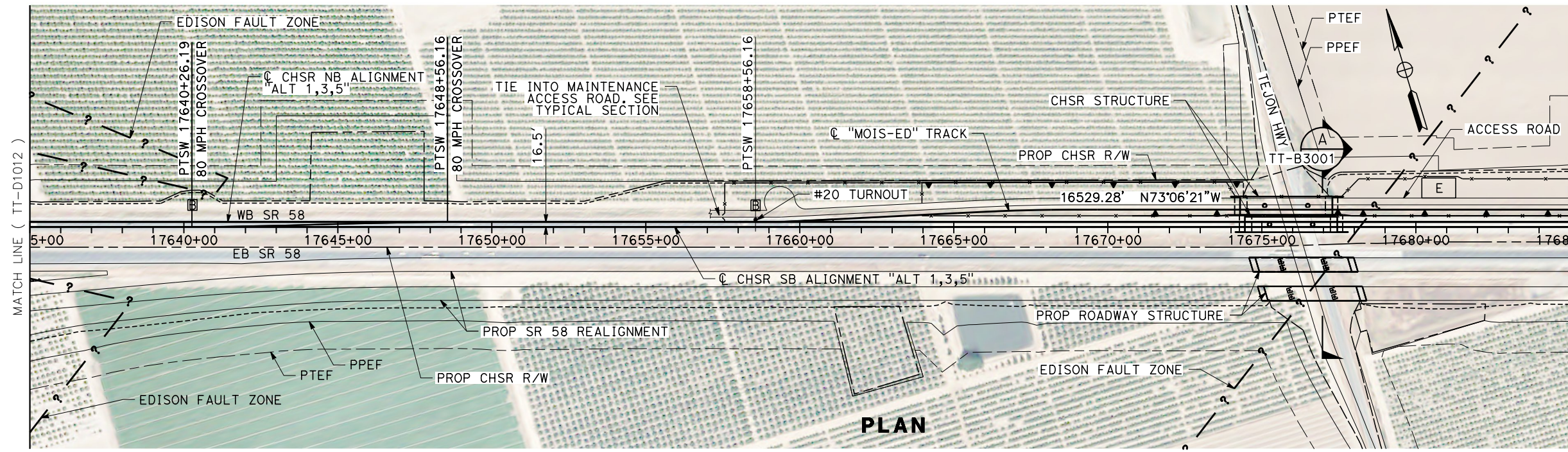
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REV	DATE	BY	CHK	APP	DESCRIPTION																							
DESIGNED BY S. LANDOLT	RECORD PEPD SUBMITTAL NOT FOR CONSTRUCTION																											
DRAWN BY E. REVOLORIO																												
CHECKED BY G. CAMPBELL																												
IN CHARGE S. SMITH																												
DATE 10/31/2017																												
CONTRACT NO. HSR13-44																												
DRAWING NO. TT-D1011																												
SCALE AS SHOWN																												
SHEET NO.																												

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 11/7/2017 1:13:49 AM
 OIC:ARivega



	DESIGNED BY S. LANDOLT DRAWN BY J. MEREDITH CHECKED BY G. CAMPBELL IN CHARGE S. SMITH DATE 10/31/2017	RECORD PEPD SUBMITTAL NOT FOR CONSTRUCTION	TYLIN INTERNATIONAL	 CALIFORNIA HIGH-SPEED RAIL AUTHORITY	CALIFORNIA HIGH-SPEED RAIL PROJECT BAKERSFIELD TO PALMDALE ALTERNATIVE 1,3,5 TRACK GUIDEWAY STA 17585+00 TO 17635+00 PLAN AND PROFILE	CONTRACT NO. HSR13-44 DRAWING NO. TT-D1012 SCALE AS SHOWN SHEET NO.												
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REV	DATE	BY	CHK	APP	DESCRIPTION													

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 OIC:ARIVEGA



REV	DATE	BY	CHK	APP	DESCRIPTION

DESIGNED BY
S. LANDOLT
 DRAWN BY
J. MEREDITH
 CHECKED BY
G. CAMPBELL
 IN CHARGE
S. SMITH
 DATE
10/31/2017

**RECORD
 PEPD
 SUBMITTAL**

**NOT FOR
 CONSTRUCTION**



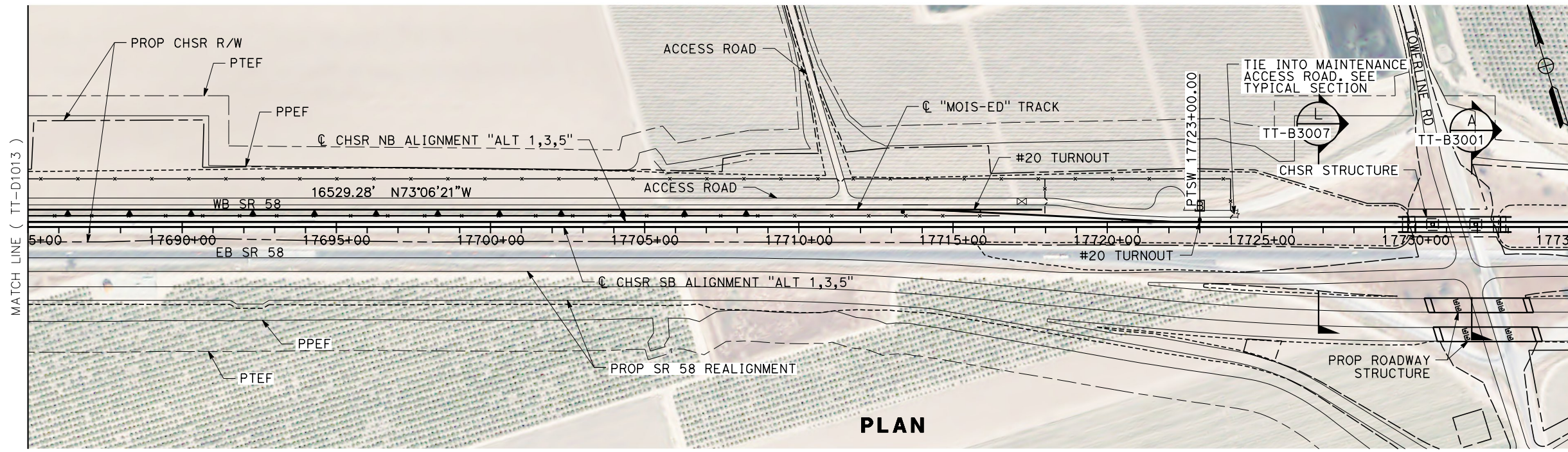
CALIFORNIA HIGH-SPEED RAIL PROJECT
BAKERSFIELD TO PALMDALE
 ALTERNATIVE 1,3,5
 TRACK GUIDEWAY
 STA 17635+00 TO 17685+00
 PLAN AND PROFILE

CONTRACT NO.
HSR13-44
 DRAWING NO.
TT-D1013
 SCALE
AS SHOWN
 SHEET NO.

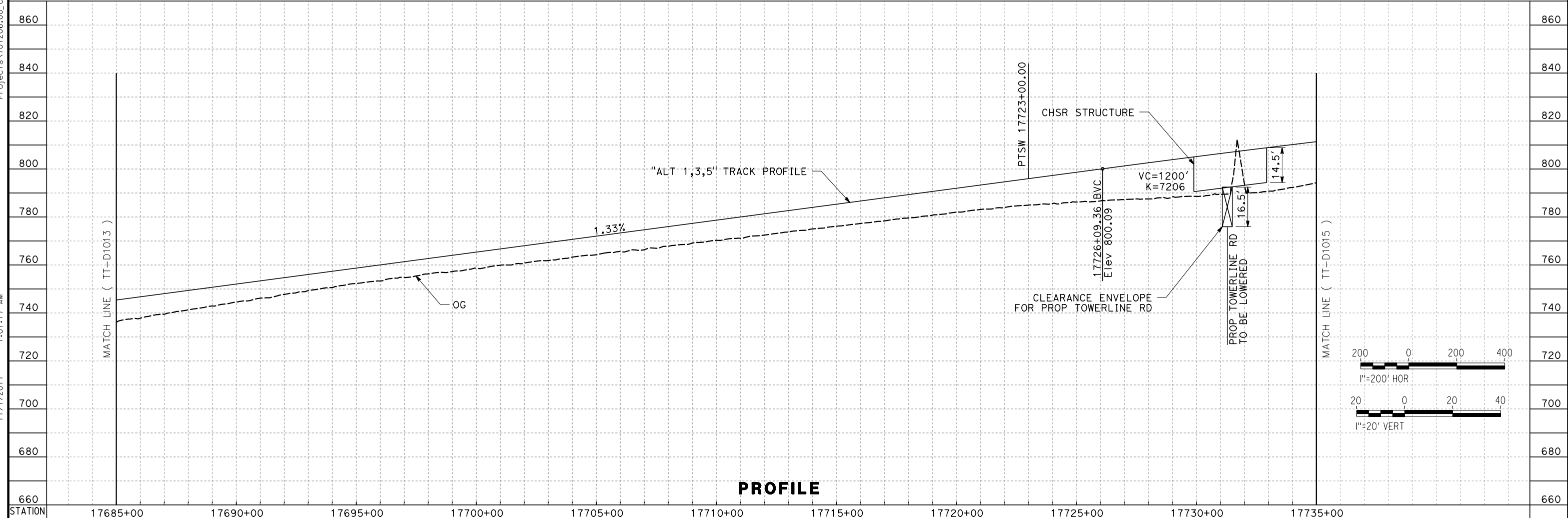
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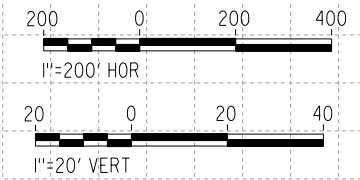
OIC:ARivega



PLAN

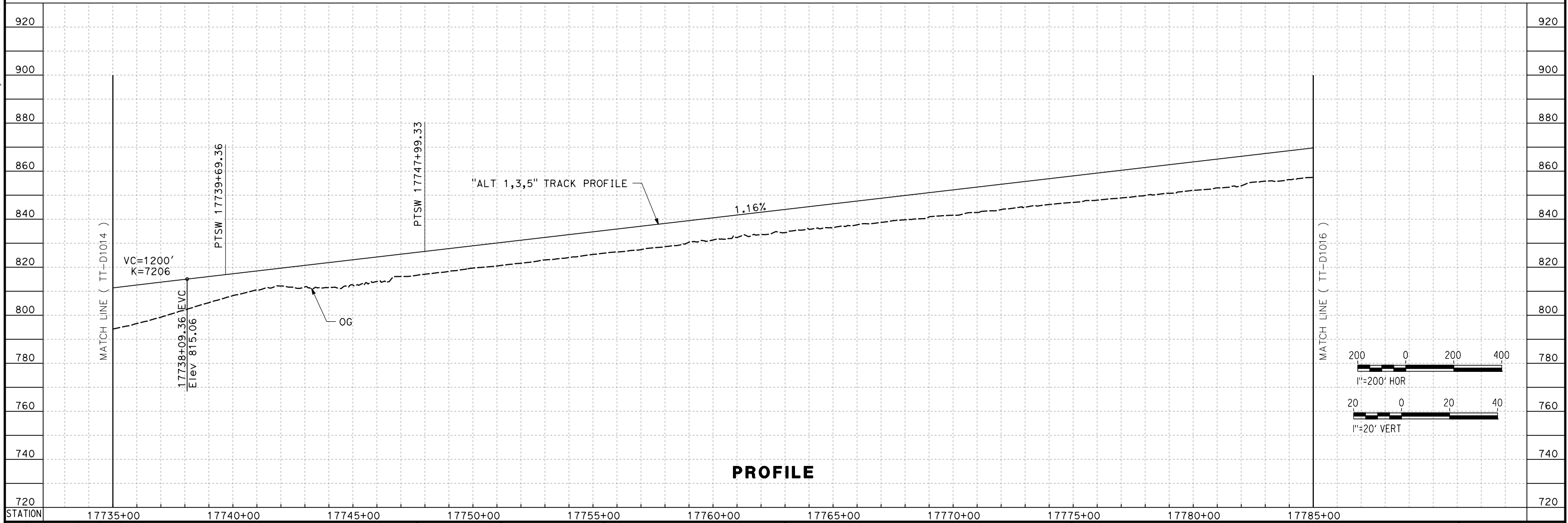
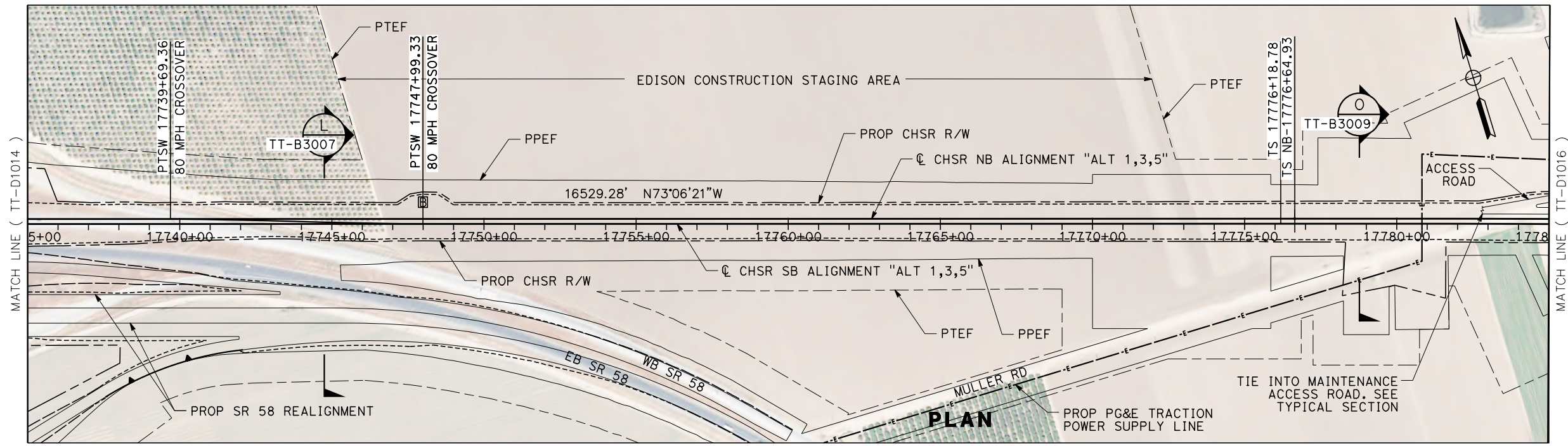


PROFILE



STATION	17685+00	17690+00	17695+00	17700+00	17705+00	17710+00	17715+00	17720+00	17725+00	17730+00	17735+00					
DESIGNED BY	S. LANDOLT															
DRAWN BY	J. MEREDITH															
CHECKED BY	G. CAMPBELL															
IN CHARGE	S. SMITH															
DATE	10/31/2017															
REV	DATE	BY	CHK	APP	DESCRIPTION							RECORD PEPD SUBMITTAL NOT FOR CONSTRUCTION			CALIFORNIA HIGH-SPEED RAIL PROJECT BAKERSFIELD TO PALMDALE ALTERNATIVE 1,3,5 TRACK GUIDEWAY STA 17685+00 TO 17735+00 PLAN AND PROFILE	CONTRACT NO. HSR13-44 DRAWING NO. TT-D1014 SCALE AS SHOWN SHEET NO.

11/7/2017 10:49:48 AM Projects\701206_00_CHSRBP\00_CADD\Sheet_Files\TT\BP-TT-D1015.dgn



REV	DATE	BY	CHK	APP	DESCRIPTION

DESIGNED BY
S. LANDOLT
 DRAWN BY
J. MEREDITH
 CHECKED BY
G. CAMPBELL
 IN CHARGE
S. SMITH
 DATE
10/31/2017

**RECORD
 PECD
 SUBMITTAL**

**NOT FOR
 CONSTRUCTION**



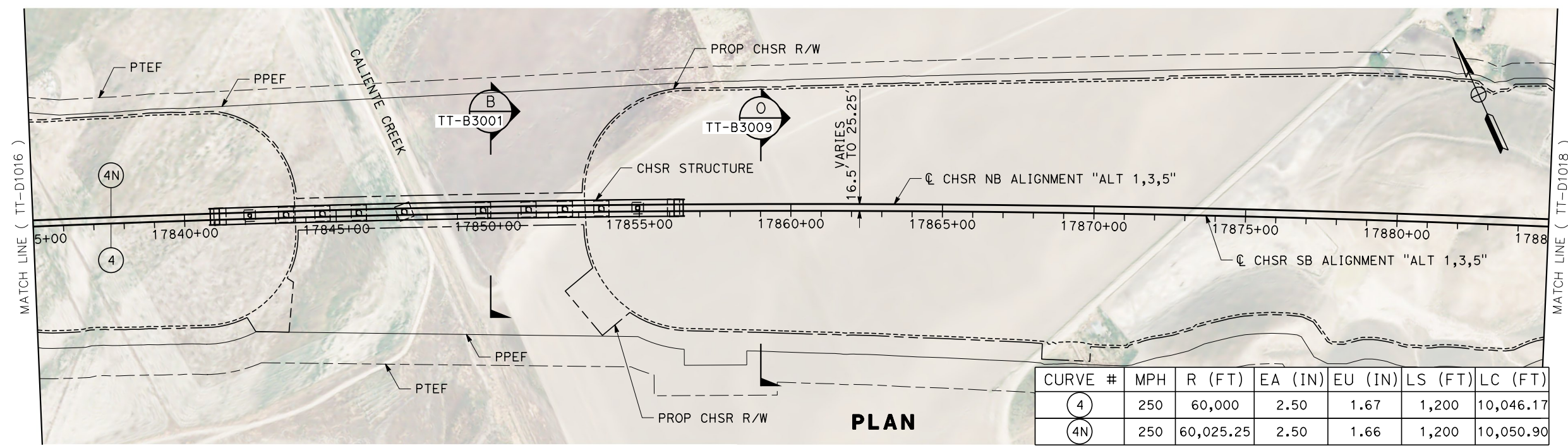
CALIFORNIA HIGH-SPEED RAIL PROJECT
BAKERSFIELD TO PALMDALE
 ALTERNATIVE 1,3,5
 TRACK GUIDEWAY
 STA 17735+00 TO 17785+00
 PLAN AND PROFILE

CONTRACT NO.
HSR13-44
 DRAWING NO.
TT-D1015
 SCALE
AS SHOWN
 SHEET NO.

Projects\701206_00_CHSRBP\00_CADD\Sheet Files\TT\BP-TT-D1017.dgn

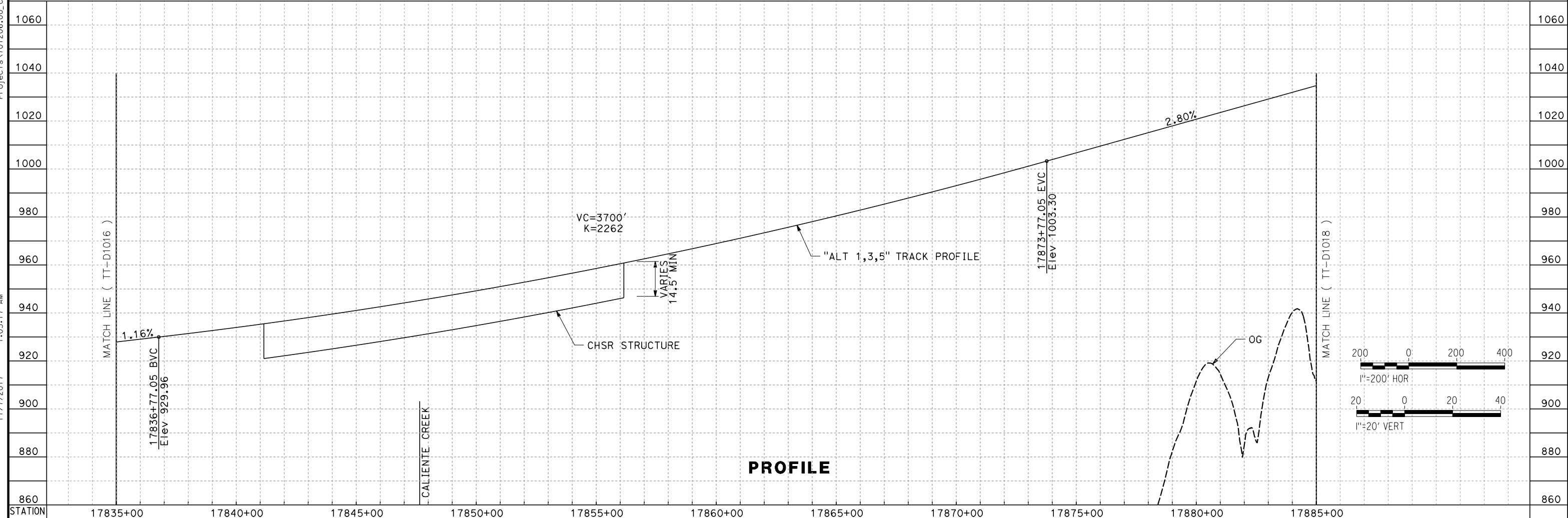
11/7/2017 1:03:17 AM

OIC:ARIVEGA



CURVE #	MPH	R (FT)	EA (IN)	EU (IN)	LS (FT)	LC (FT)
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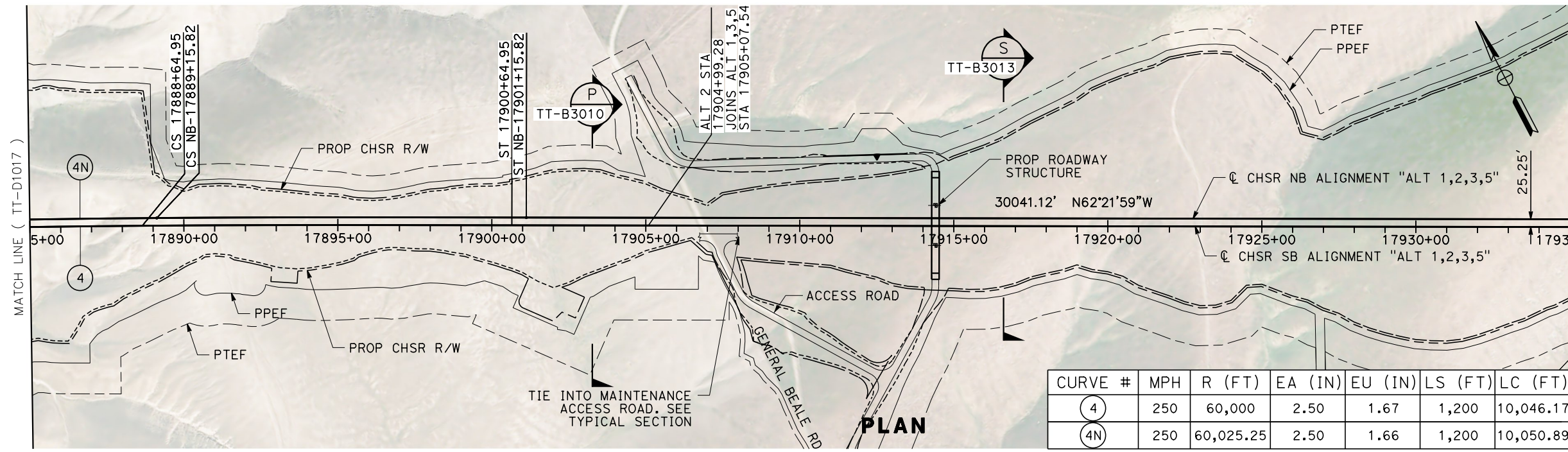
PLAN



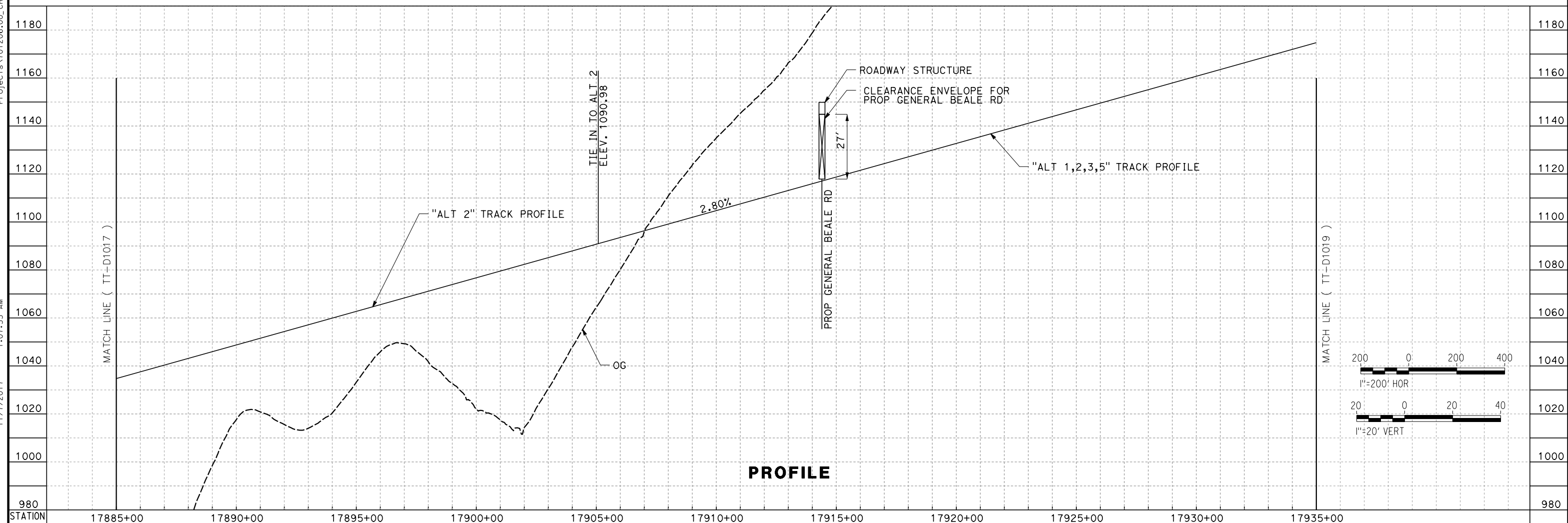
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REV	DATE	BY	CHK	APP	DESCRIPTION																	

11/7/2017 1:07:53 AM Projects\701206_00_CHSRBP\00_CADD\Sheet_Files\TT\BP-TT-D1018.dgn



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(4N)	250	60,025.25	2.50	1.66	1,200	10,050.89



REV	DATE	BY	CHK	APP	DESCRIPTION

DESIGNED BY
S. LANDOLT
 DRAWN BY
J. MEREDITH
 CHECKED BY
G. CAMPBELL
 IN CHARGE
S. SMITH
 DATE
10/31/2017

**RECORD
 PECD
 SUBMITTAL**

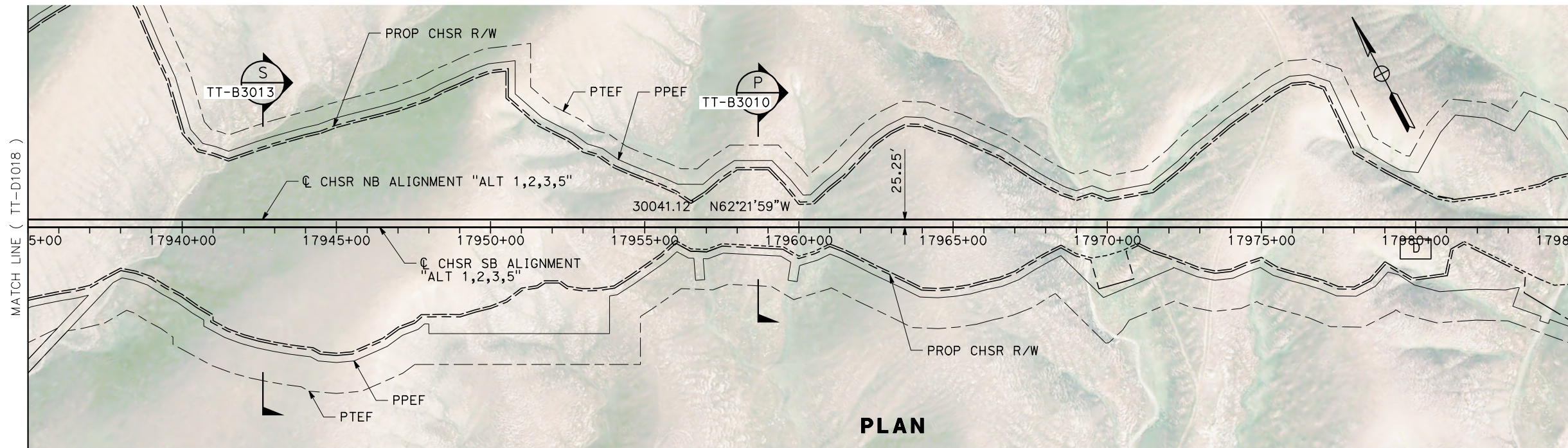
**NOT FOR
 CONSTRUCTION**



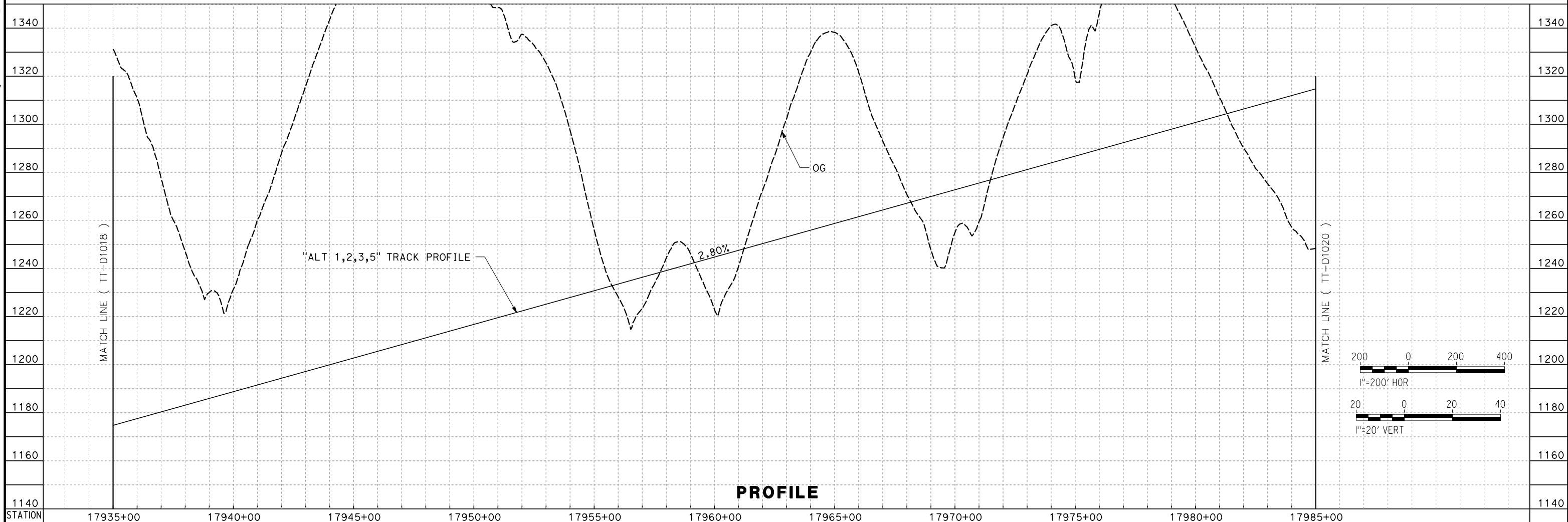
CALIFORNIA HIGH-SPEED RAIL PROJECT
BAKERSFIELD TO PALMDALE
 ALTERNATIVE 1,2,3,5
 TRACK GUIDEWAY
 STA 17885+00 TO 17935+00
 PLAN AND PROFILE

CONTRACT NO.
HSR13-44
 DRAWING NO.
TT-D1018
 SCALE
AS SHOWN
 SHEET NO.

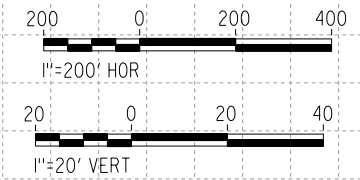
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 11/7/2017 12:58:21 AM
 OIC:ARIVEGA



PLAN



PROFILE



REV	DATE	BY	CHK	APP	DESCRIPTION

DESIGNED BY
S. LANDOLT
 DRAWN BY
J. MEREDITH
 CHECKED BY
G. CAMPBELL
 IN CHARGE
S. SMITH
 DATE
10/31/2017

**RECORD
 PECD
 SUBMITTAL**

**NOT FOR
 CONSTRUCTION**



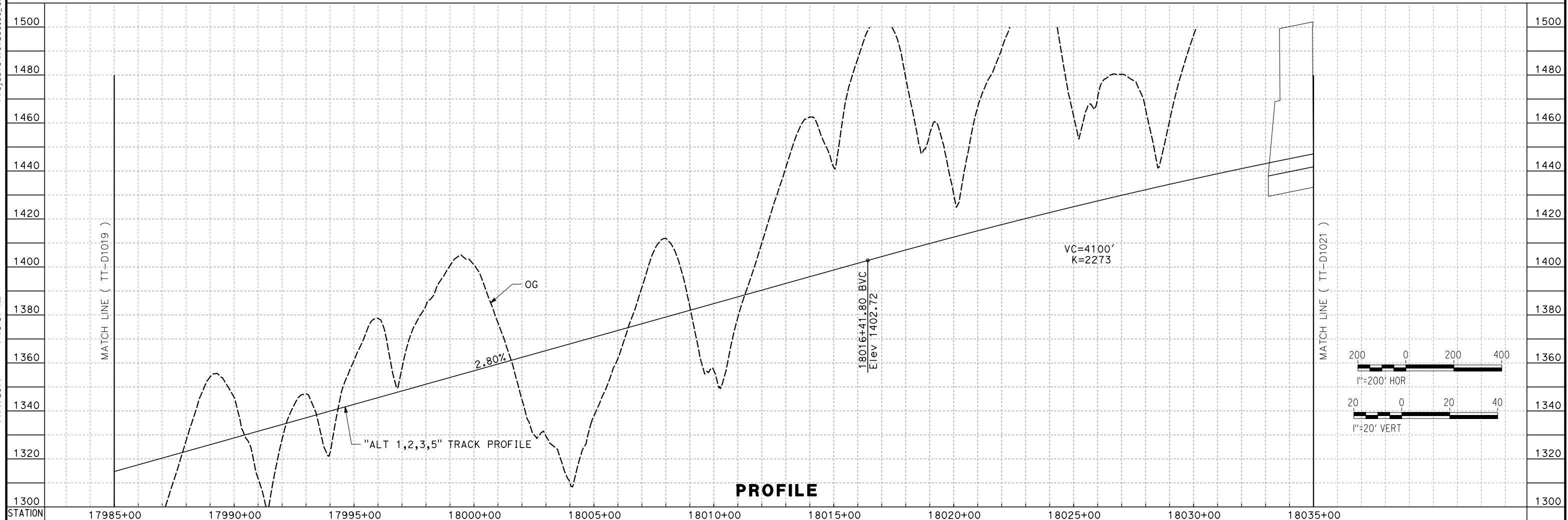
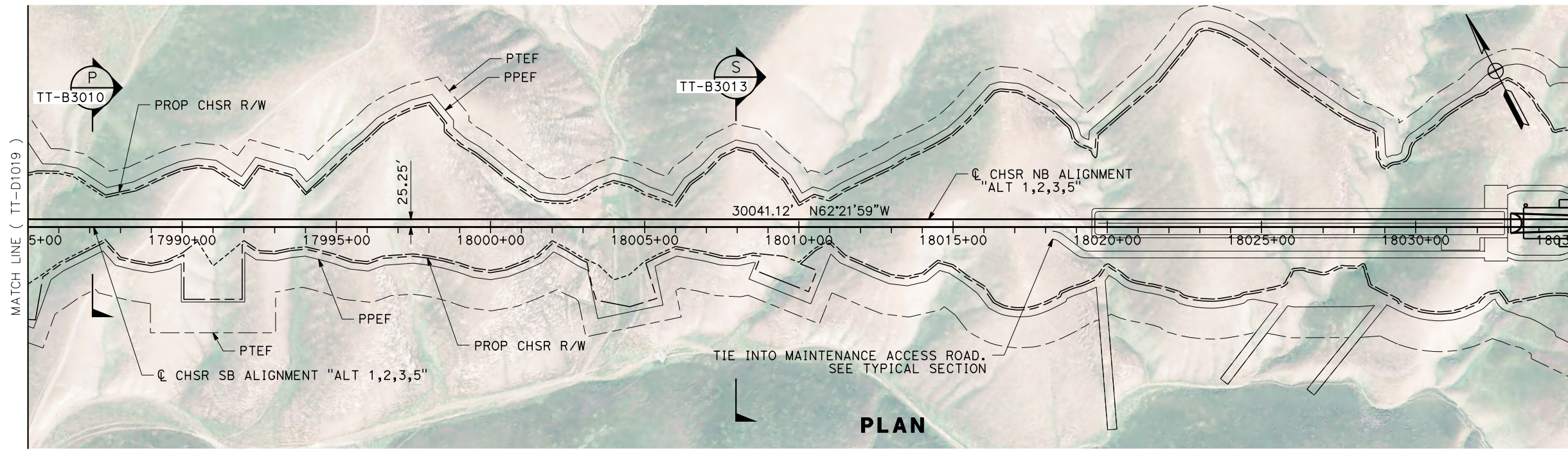
CALIFORNIA HIGH-SPEED RAIL PROJECT
BAKERSFIELD TO PALMDALE
 ALTERNATIVE 1,2,3,5
 TRACK GUIDEWAY
 STA 17935+00 TO 17985+00
 PLAN AND PROFILE

CONTRACT NO.
HSR13-44
 DRAWING NO.
TT-D1019
 SCALE
AS SHOWN
 SHEET NO.

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11/7/2017 1:13:51 AM

OIC:ARivega

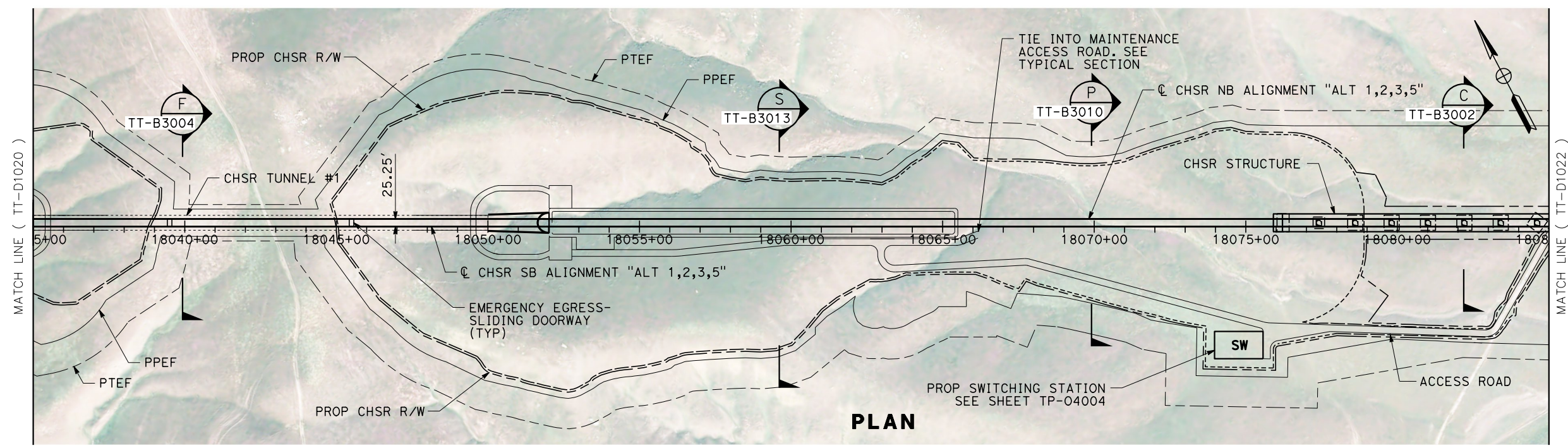


STATION	17985+00	17990+00	17995+00	18000+00	18005+00	18010+00	18015+00	18020+00	18025+00	18030+00	18035+00					
DESIGNED BY	S. LANDOLT															
DRAWN BY	J. MEREDITH															
CHECKED BY	G. CAMPBELL															
IN CHARGE	S. SMITH															
DATE	10/31/2017															
REV	DATE	BY	CHK	APP	DESCRIPTION							RECORD PEPD SUBMITTAL NOT FOR CONSTRUCTION			CALIFORNIA HIGH-SPEED RAIL PROJECT BAKERSFIELD TO PALMDALE ALTERNATIVE 1,2,3,5 TRACK GUIDEWAY STA 17985+00 TO 18035+00 PLAN AND PROFILE	CONTRACT NO. HSR13-44 DRAWING NO. TT-D1020 SCALE AS SHOWN SHEET NO.

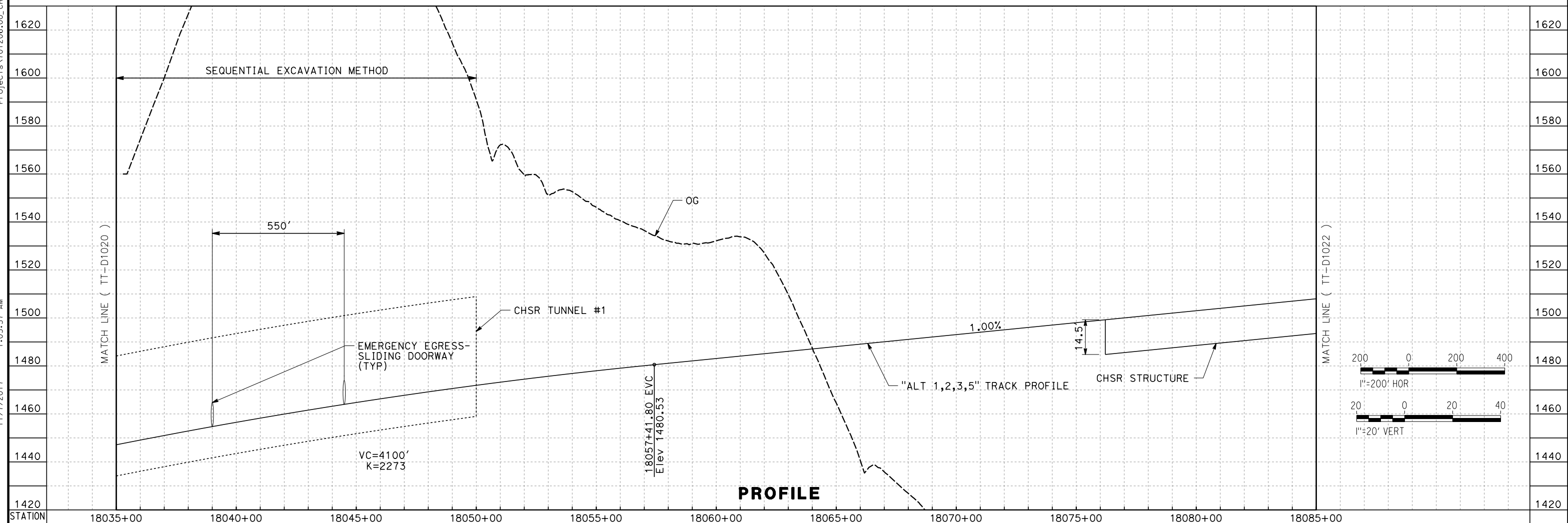
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11/7/2017 1:05:37 AM

OIC:ARivega



PLAN



PROFILE

REV	DATE	BY	CHK	APP	DESCRIPTION

DESIGNED BY
S. LANDOLT
DRAWN BY
J. MEREDITH
CHECKED BY
G. CAMPBELL
IN CHARGE
S. SMITH
DATE
10/31/2017

**RECORD
PEPD
SUBMITTAL**

**NOT FOR
CONSTRUCTION**



**CALIFORNIA HIGH-SPEED RAIL PROJECT
BAKERSFIELD TO PALMDALE**

ALTERNATIVE 1,2,3,5
TRACK GUIDEWAY
STA 18035+00 TO 18085+00
PLAN AND PROFILE

CONTRACT NO.
HSR13-44

DRAWING NO.
TT-D1021

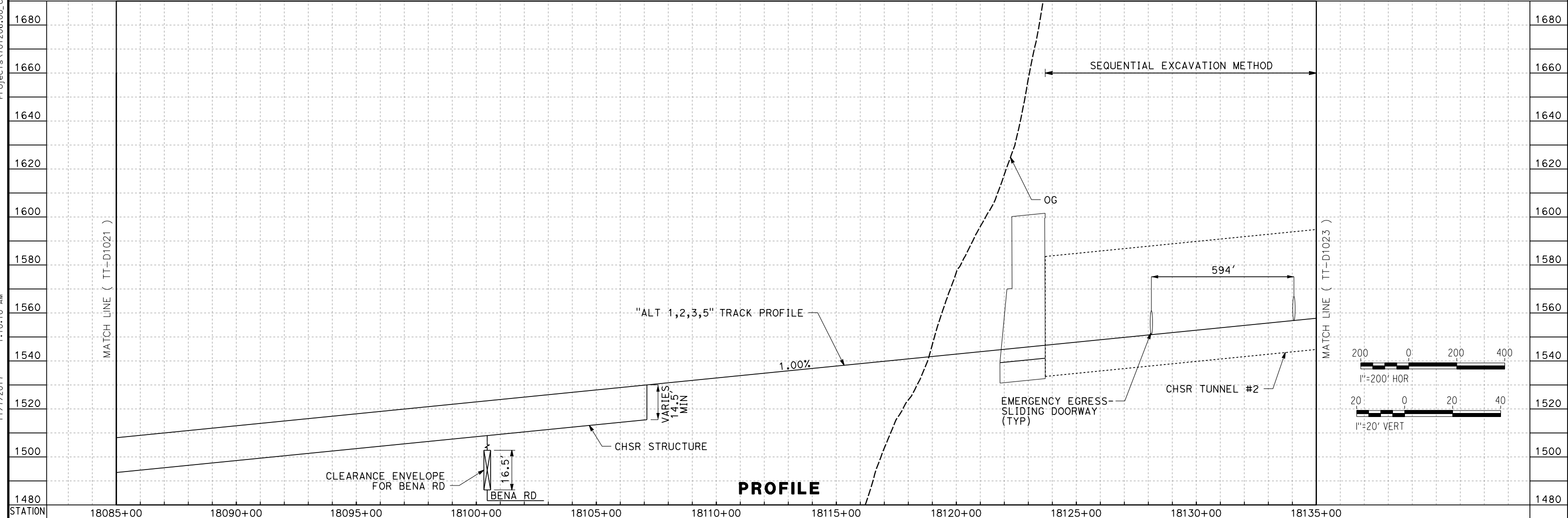
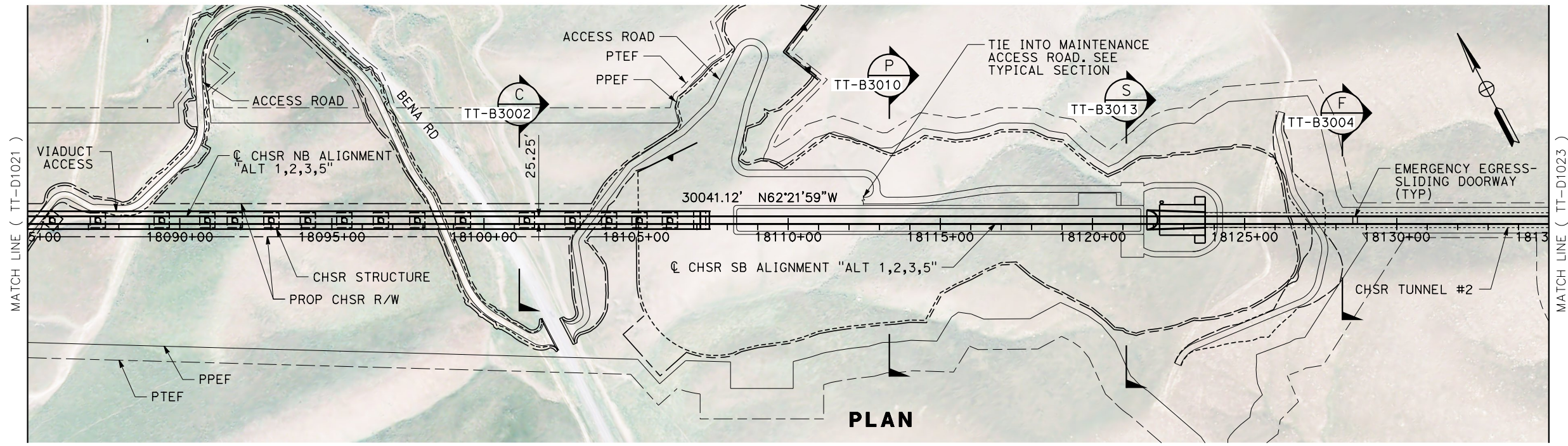
SCALE
AS SHOWN

SHEET NO.

Projects\701206_00_CHSRBP\00_CADD\Sheet Files\TT\BP-TT-D1022.dgn

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OIC:ARivega

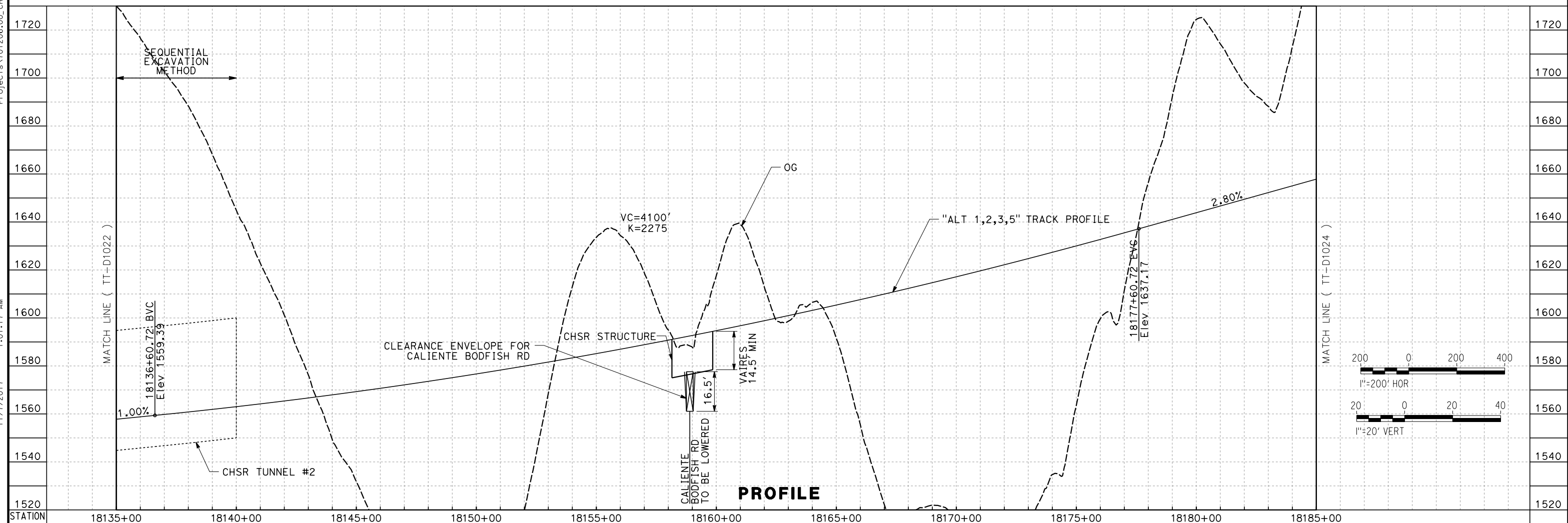
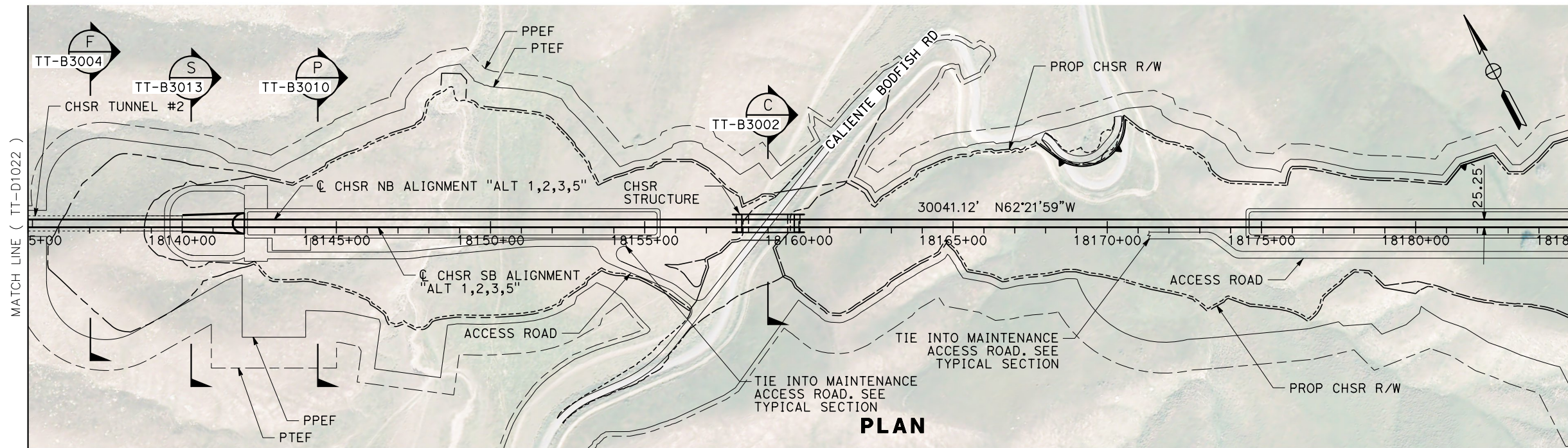


STATION	18085+00	18090+00	18095+00	18100+00	18105+00	18110+00	18115+00	18120+00	18125+00	18130+00	18135+00					
DESIGNED BY	S. LANDOLT															
DRAWN BY	J. MEREDITH															
CHECKED BY	G. CAMPBELL															
IN CHARGE	S. SMITH															
DATE	10/31/2017															
REV	DATE	BY	CHK	APP	DESCRIPTION							RECORD PEPD SUBMITTAL NOT FOR CONSTRUCTION			CALIFORNIA HIGH-SPEED RAIL PROJECT BAKERSFIELD TO PALMDALE ALTERNATIVE 1,2,3,5 TRACK GUIDEWAY STA 18085+00 TO 18135+00 PLAN AND PROFILE	CONTRACT NO. HSR13-44 DRAWING NO. TT-D1022 SCALE AS SHOWN SHEET NO.

Projects\701206_00_CHSRBP\00_CADD\Sheet Files\TT\BP-TT-D1023.dgn

11/7/2017 1:01:17 AM

OIC:ARivega



REV	DATE	BY	CHK	APP	DESCRIPTION

DESIGNED BY
S. LANDOLT
DRAWN BY
J. MEREDITH
CHECKED BY
G. CAMPBELL
IN CHARGE
S. SMITH
DATE
10/31/2017

**RECORD
PEPD
SUBMITTAL**

**NOT FOR
CONSTRUCTION**

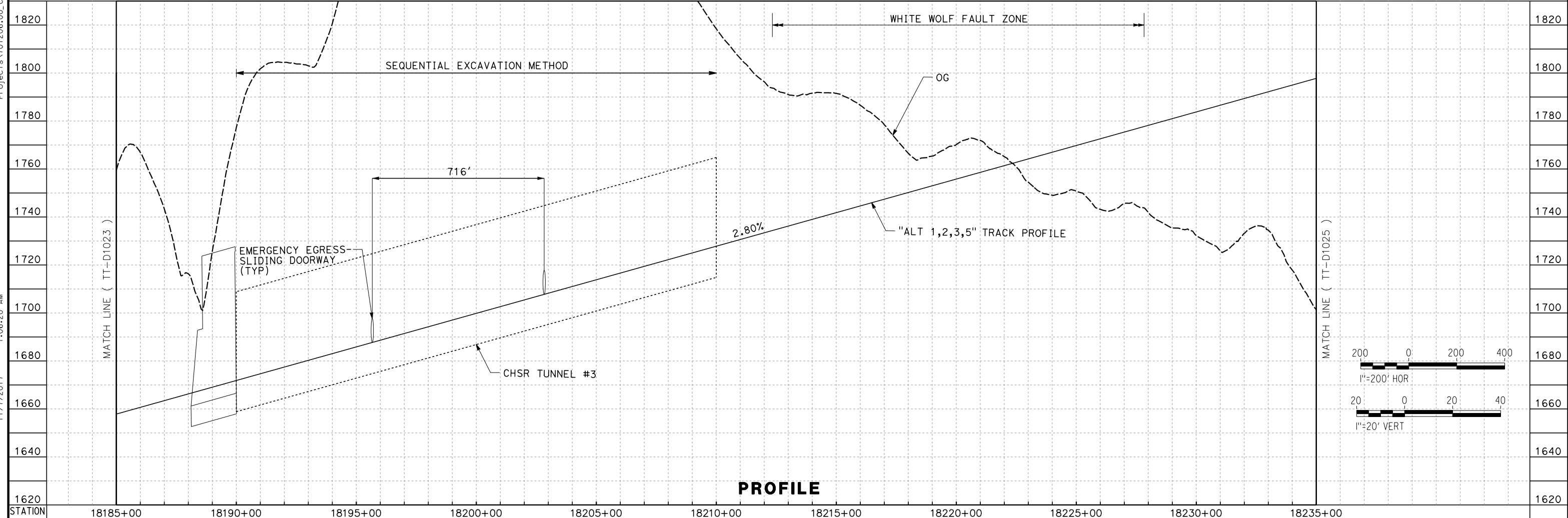
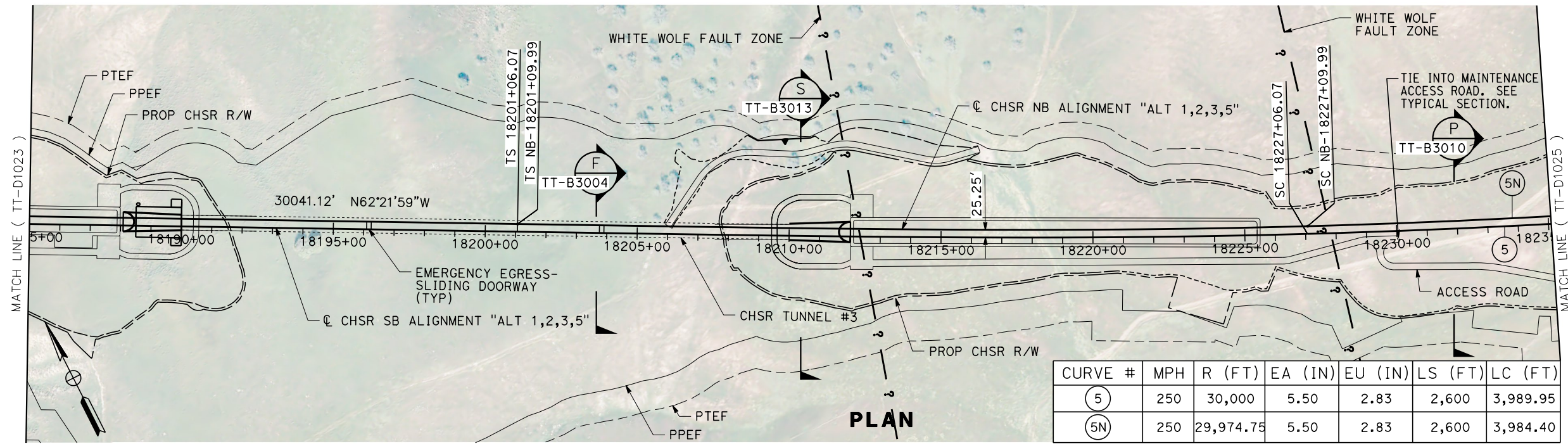


**CALIFORNIA HIGH-SPEED RAIL PROJECT
BAKERSFIELD TO PALMDALE**

ALTERNATIVE 1,2,3,5
TRACK GUIDEWAY
STA 18135+00 TO 18185+00
PLAN AND PROFILE

CONTRACT NO.
HSR13-44
DRAWING NO.
TT-D1023
SCALE
AS SHOWN
SHEET NO.

Projects\701206_00_CHSRBP\00_CADD\Sheet Files\TT\BP-TT-D1024.dgn
 11/7/2017 1:06:20 AM
 OIC:ARivega



PROFILE

REV	DATE	BY	CHK	APP	DESCRIPTION

DESIGNED BY
S. LANDOLT
 DRAWN BY
J. MEREDITH
 CHECKED BY
G. CAMPBELL
 IN CHARGE
S. SMITH
 DATE
10/31/2017

**RECORD
 PECD
 SUBMITTAL**

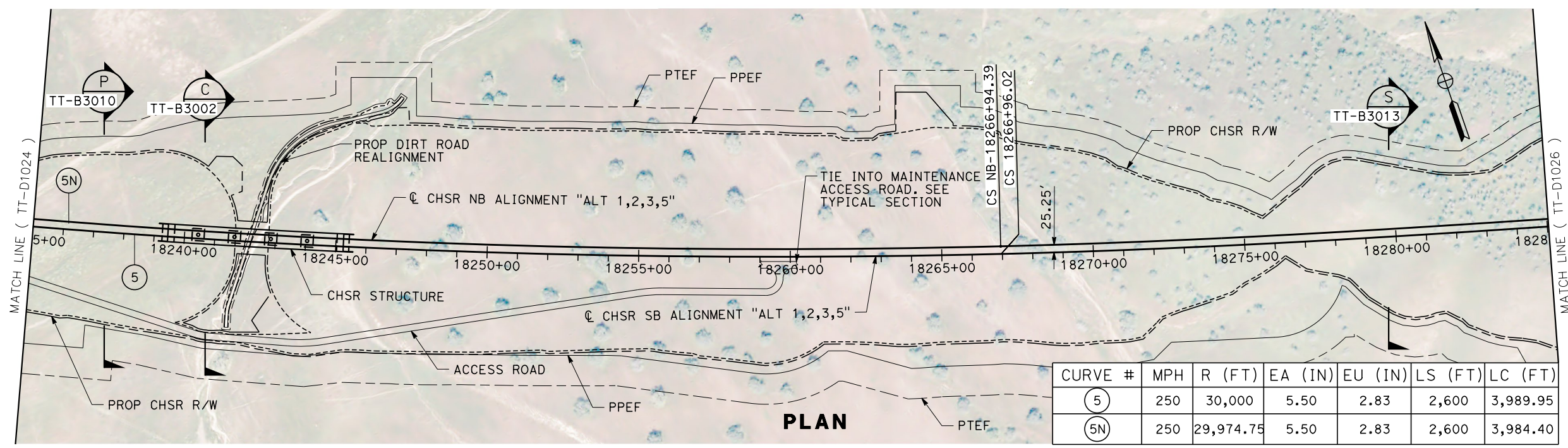
**NOT FOR
 CONSTRUCTION**



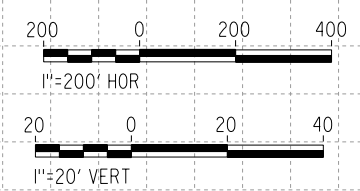
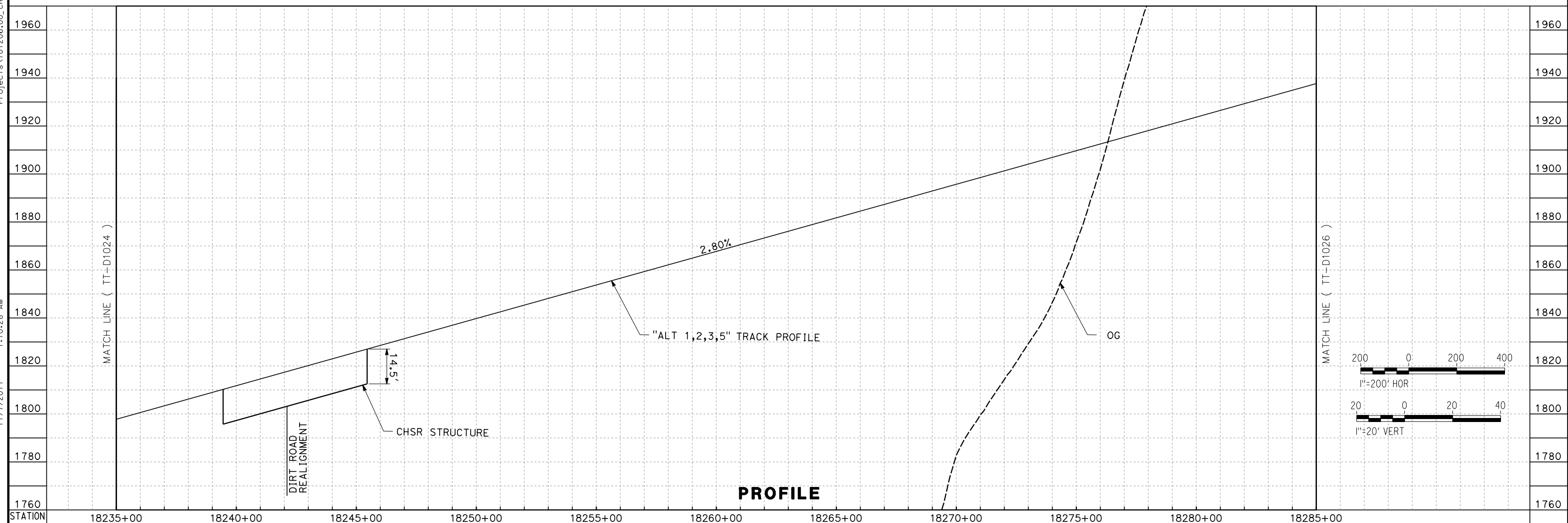
CALIFORNIA HIGH-SPEED RAIL PROJECT
BAKERSFIELD TO PALMDALE
 ALTERNATIVE 1,2,3,5
 TRACK GUIDEWAY
 STA 18185+00 TO 18235+00
 PLAN AND PROFILE

CONTRACT NO.
HSR13-44
 DRAWING NO.
TT-D1024
 SCALE
AS SHOWN
 SHEET NO.

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REV	DATE	BY	CHK	APP	DESCRIPTION

DESIGNED BY
S. LANDOLT
 DRAWN BY
J. MEREDITH
 CHECKED BY
G. CAMPBELL
 IN CHARGE
S. SMITH
 DATE
10/31/2017

**RECORD
 PECD
 SUBMITTAL**

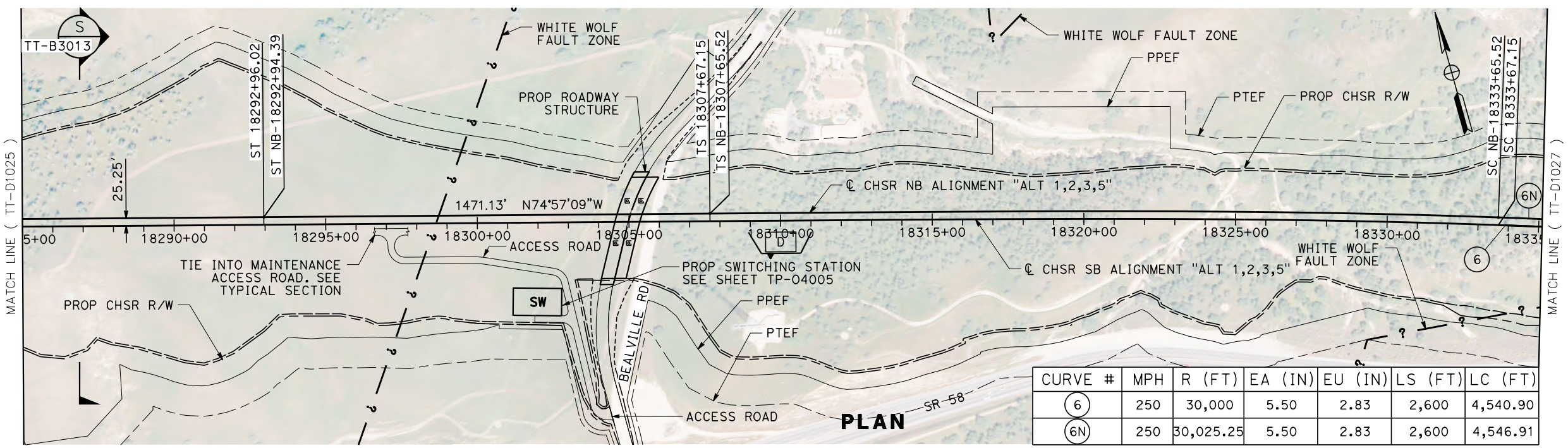
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 CONSTRUCTION**



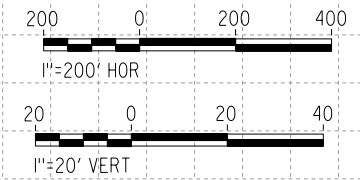
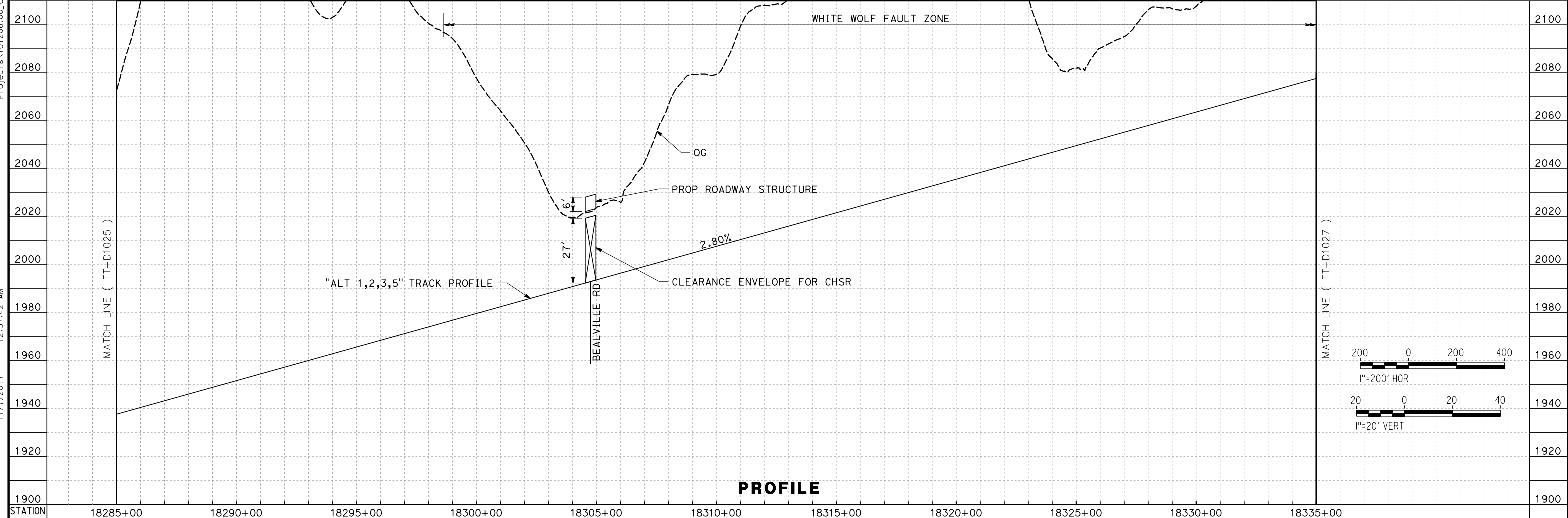
CALIFORNIA HIGH-SPEED RAIL PROJECT
BAKERSFIELD TO PALMDALE
 ALTERNATIVE 1,2,3,5
 TRACK GUIDEWAY
 STA 18235+00 TO 18285+00
 PLAN AND PROFILE

CONTRACT NO.
HSR13-44
 DRAWING NO.
TT-D1025
 SCALE
AS SHOWN
 SHEET NO.

11/7/2017 12:57:42 AM Projects\701206.00_CHSRBP\00_CADD\Sheet Files\TT\BP-TT-D1026.dgn



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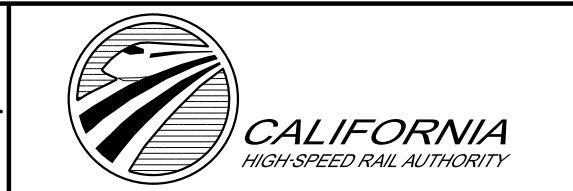
PROFILE

REV	DATE	BY	CHK	APP	DESCRIPTION

DESIGNED BY
S. LANDOLT
 DRAWN BY
J. MEREDITH
 CHECKED BY
G. CAMPBELL
 IN CHARGE
S. SMITH
 DATE
10/31/2017

**RECORD
 PECD
 SUBMITTAL**

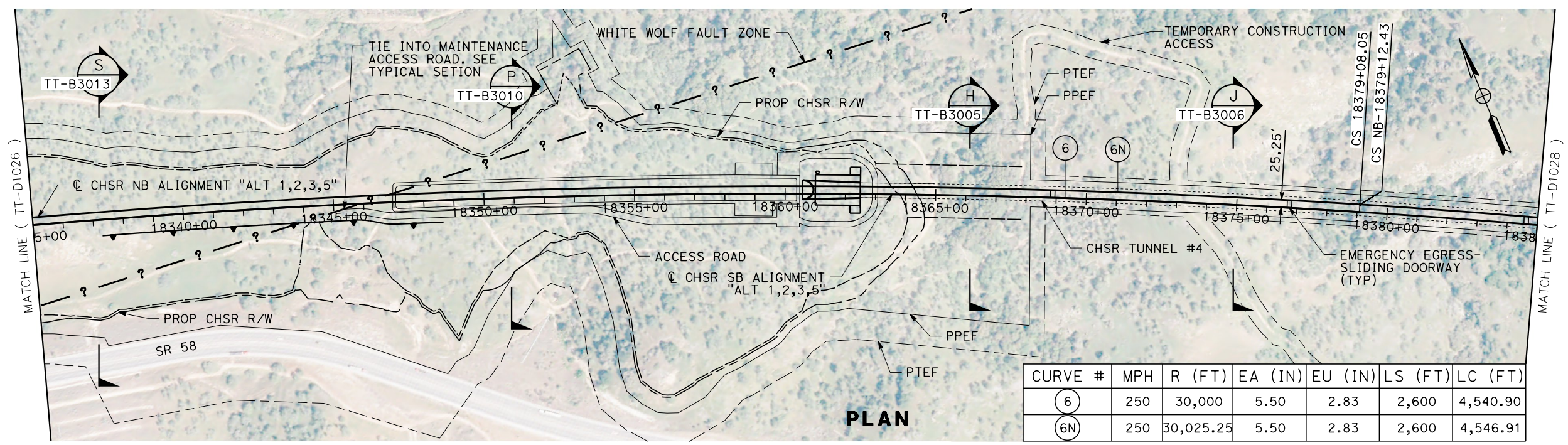
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 CONSTRUCTION**



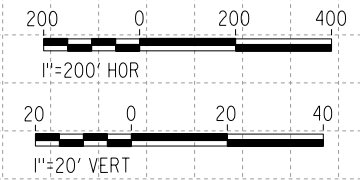
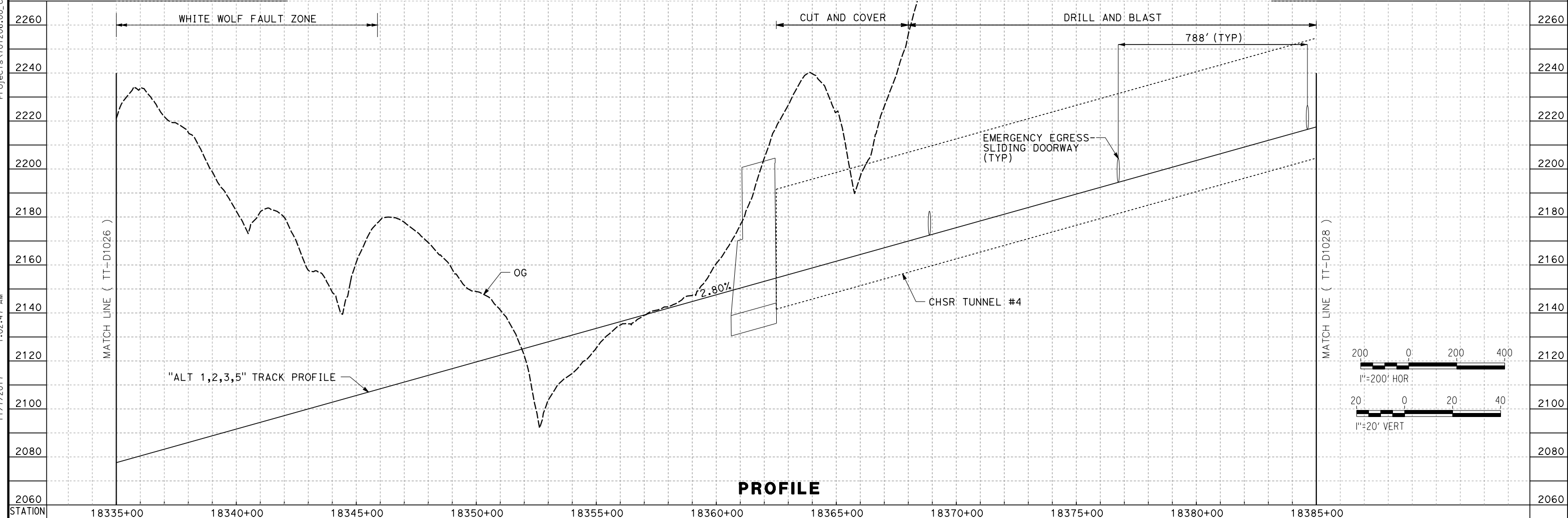
CALIFORNIA HIGH-SPEED RAIL PROJECT
BAKERSFIELD TO PALMDALE
 ALTERNATIVE 1,2,3,5
 TRACK GUIDEWAY
 STA 18285+00 TO 18335+00
 PLAN AND PROFILE

CONTRACT NO.
HSR13-44
 DRAWING NO.
TT-D1026
 SCALE
AS SHOWN
 SHEET NO.

11/7/2017 1:02:47 AM Projects\701206_00_CHSRBP\00_CADD\Sheet Files\TT\BP-TT-D1027.dgn



CURVE #	MPH	R (FT)	EA (IN)	EU (IN)	LS (FT)	LC (FT)
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6N	250	30,025.25	5.50	2.83	2,600	4,546.91



REV	DATE	BY	CHK	APP	DESCRIPTION

DESIGNED BY
S. LANDOLT
 DRAWN BY
J. MEREDITH
 CHECKED BY
G. CAMPBELL
 IN CHARGE
S. SMITH
 DATE
10/31/2017

**RECORD
 PECD
 SUBMITTAL**

**NOT FOR
 CONSTRUCTION**



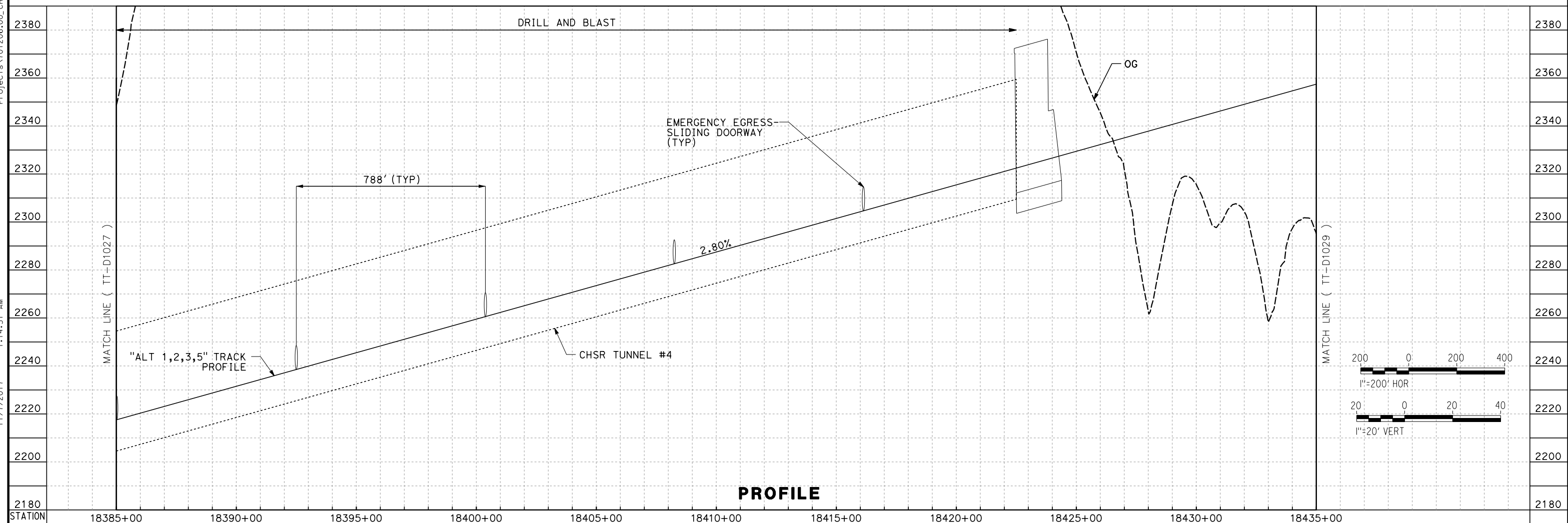
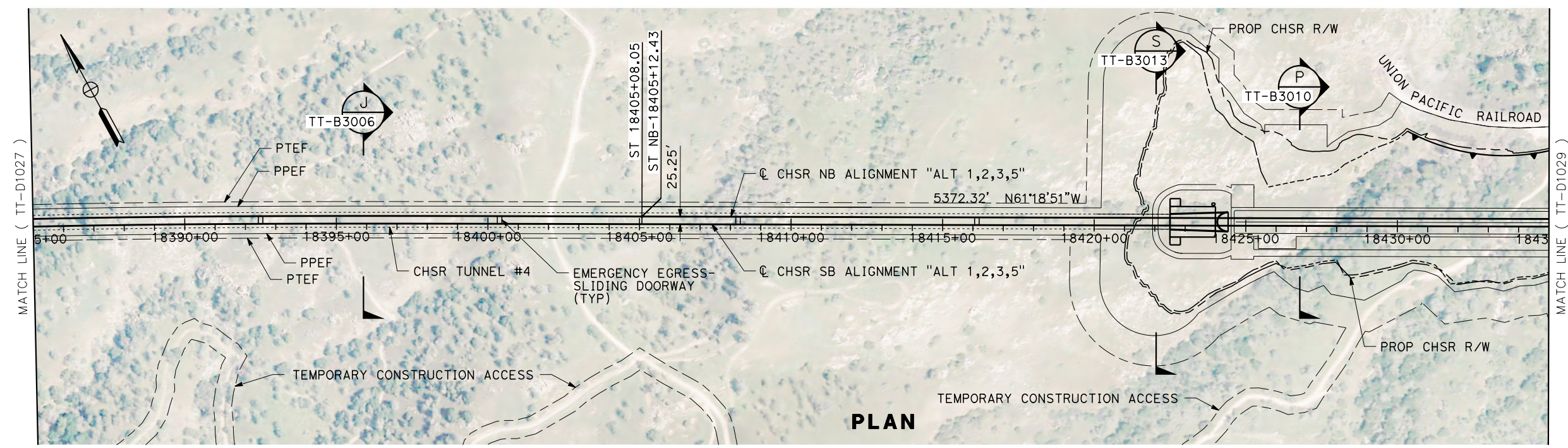
CALIFORNIA HIGH-SPEED RAIL PROJECT
BAKERSFIELD TO PALMDALE
 ALTERNATIVE 1,2,3,5
 TRACK GUIDEWAY
 STA 18335+00 TO 18385+00
 PLAN AND PROFILE

CONTRACT NO.
HSR13-44
 DRAWING NO.
TT-D1027
 SCALE
AS SHOWN
 SHEET NO.

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11/7/2017 1:14:51 AM

OIC:ARivega



REV	DATE	BY	CHK	APP	DESCRIPTION

DESIGNED BY
S. LANDOLT
DRAWN BY
J. MEREDITH
CHECKED BY
G. CAMPBELL
IN CHARGE
S. SMITH
DATE
10/31/2017

**RECORD
PEPD
SUBMITTAL**

**NOT FOR
CONSTRUCTION**



**CALIFORNIA HIGH-SPEED RAIL PROJECT
BAKERSFIELD TO PALMDALE**

ALTERNATIVE 1,2,3,5
TRACK GUIDEWAY
STA 18385+00 TO 18435+00
PLAN AND PROFILE

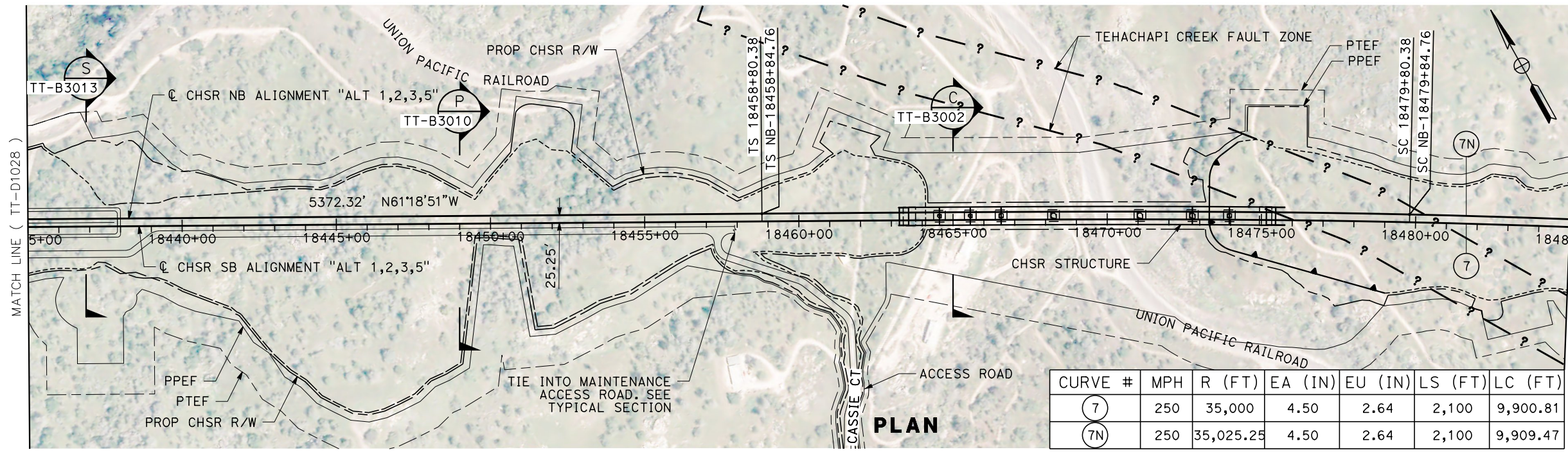
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HSR13-44

DRAWING NO.
TT-D1028

SCALE
AS SHOWN

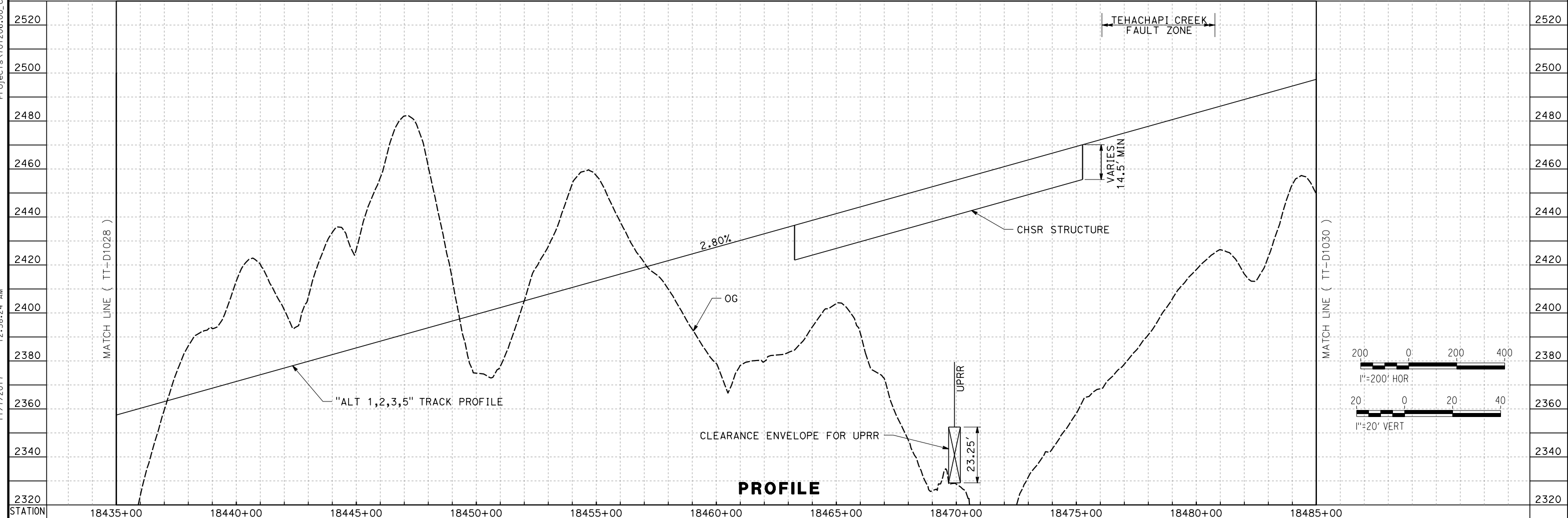
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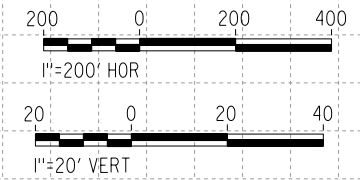


CURVE #	MPH	R (FT)	EA (IN)	EU (IN)	LS (FT)	LC (FT)
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PLAN



PROFILE



REV	DATE	BY	CHK	APP	DESCRIPTION

DESIGNED BY
S. LANDOLT
 DRAWN BY
J. MEREDITH
 CHECKED BY
G. CAMPBELL
 IN CHARGE
S. SMITH
 DATE
10/31/2017

**RECORD
PEPD
SUBMITTAL**

**NOT FOR
CONSTRUCTION**



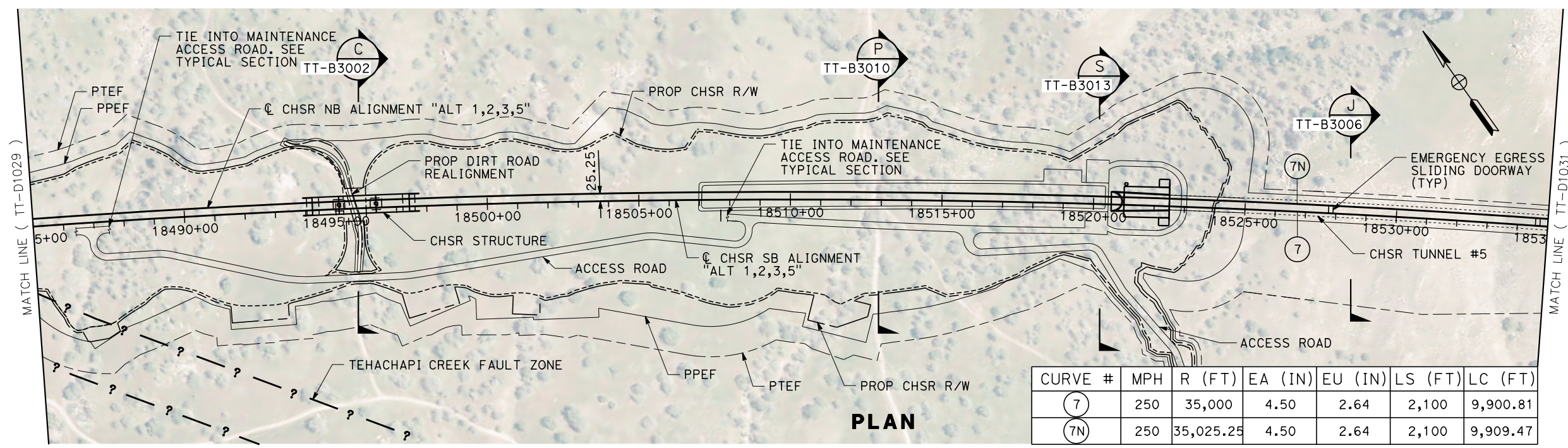
CALIFORNIA HIGH-SPEED RAIL PROJECT
BAKERSFIELD TO PALMDALE
 ALTERNATIVE 1,2,3,5
 TRACK GUIDEWAY
 STA 18435+00 TO 18485+00
 PLAN AND PROFILE

CONTRACT NO.
HSR13-44
 DRAWING NO.
TT-D1029
 SCALE
AS SHOWN
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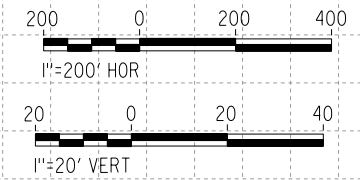
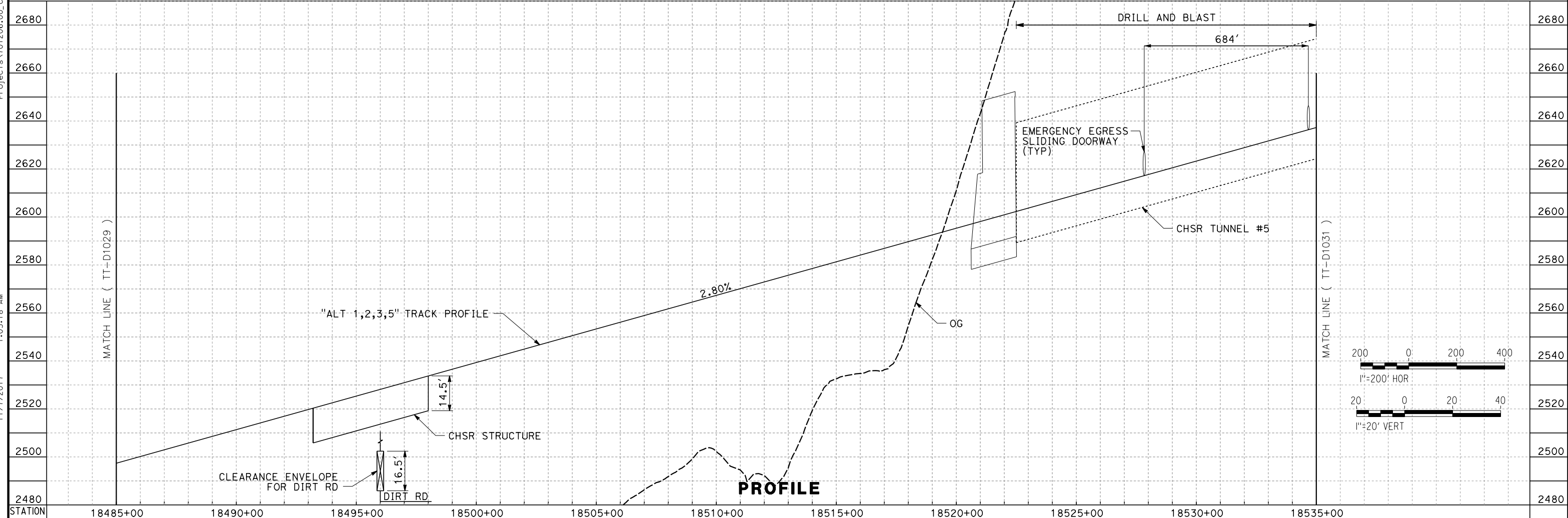
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11/7/2017 1:05:18 AM

OIC:ARivega



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7	250	35,000	4.50	2.64	2,100	9,900.81
7N	250	35,025.25	4.50	2.64	2,100	9,909.47



REV	DATE	BY	CHK	APP	DESCRIPTION

DESIGNED BY
S. LANDOLT
DRAWN BY
J. MEREDITH
CHECKED BY
G. CAMPBELL
IN CHARGE
S. SMITH
DATE
10/31/2017

**RECORD
PEPD
SUBMITTAL**

**NOT FOR
CONSTRUCTION**



**CALIFORNIA HIGH-SPEED RAIL PROJECT
BAKERSFIELD TO PALMDALE**

ALTERNATIVE 1,2,3,5
TRACK GUIDEWAY
STA 18485+00 TO 18535+00
PLAN AND PROFILE

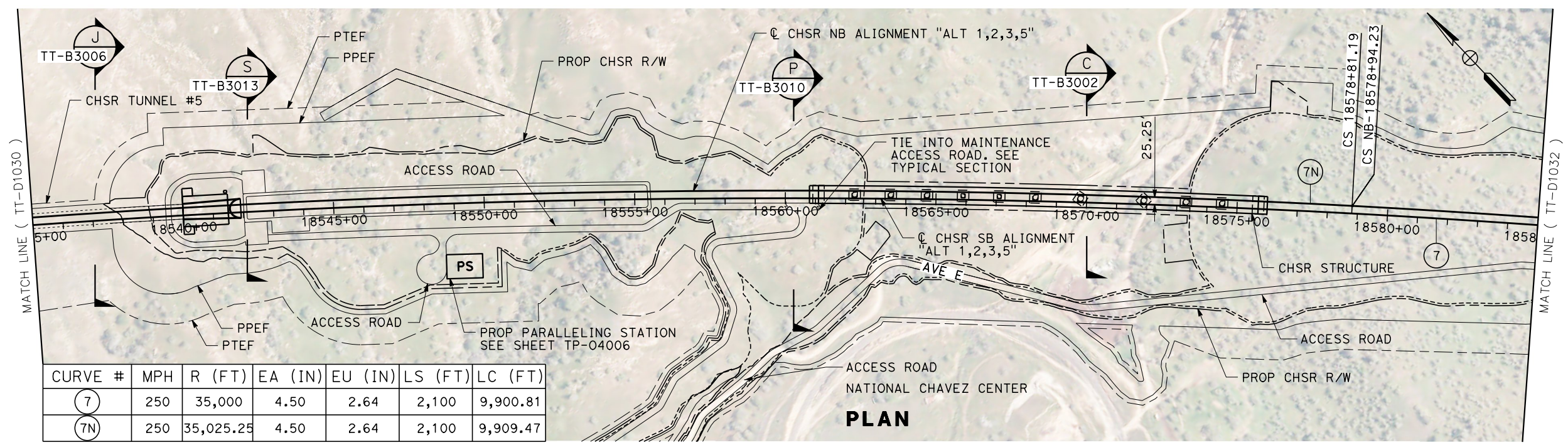
CONTRACT NO.
HSR13-44

DRAWING NO.
TT-D1030

SCALE
AS SHOWN

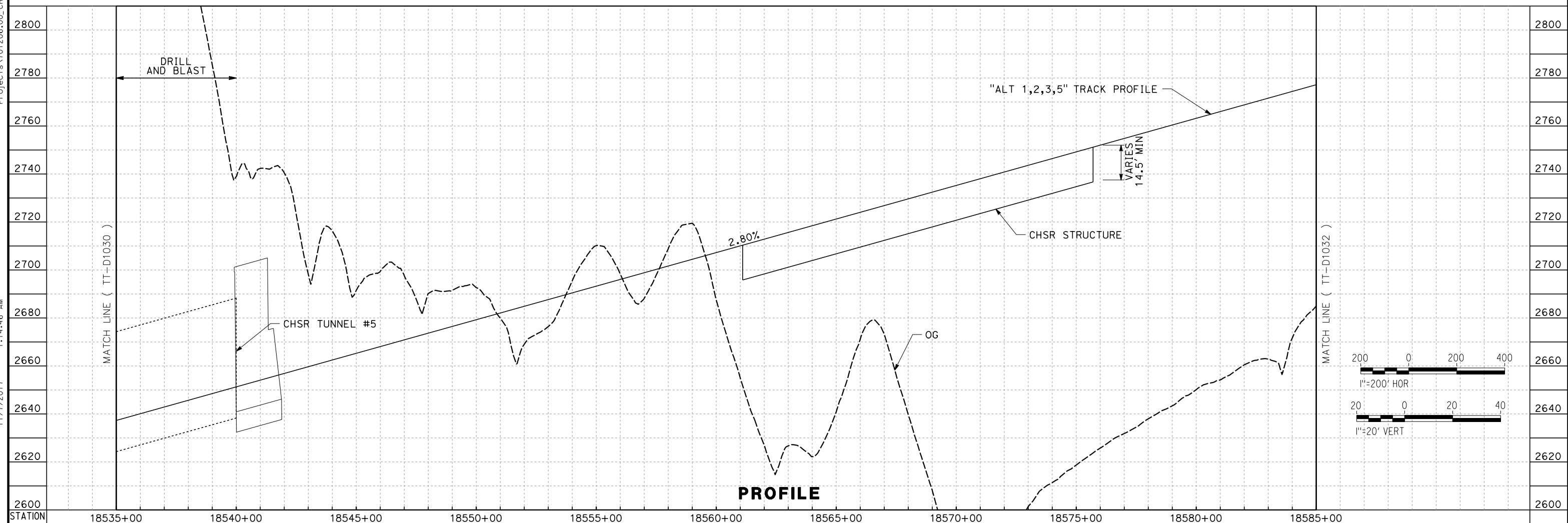
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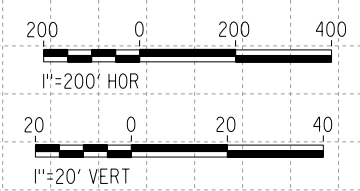


CURVE #	MPH	R (FT)	EA (IN)	EU (IN)	LS (FT)	LC (FT)
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7N	250	35,025.25	4.50	2.64	2,100	9,909.47

PLAN



PROFILE

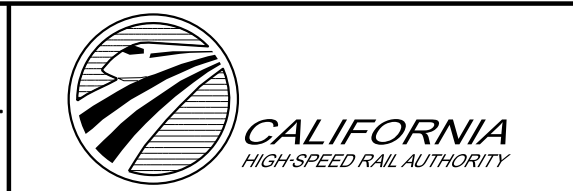


REV	DATE	BY	CHK	APP	DESCRIPTION

DESIGNED BY
S. LANDOLT
 DRAWN BY
J. MEREDITH
 CHECKED BY
G. CAMPBELL
 IN CHARGE
S. SMITH
 DATE
10/31/2017

**RECORD
 PEPD
 SUBMITTAL**

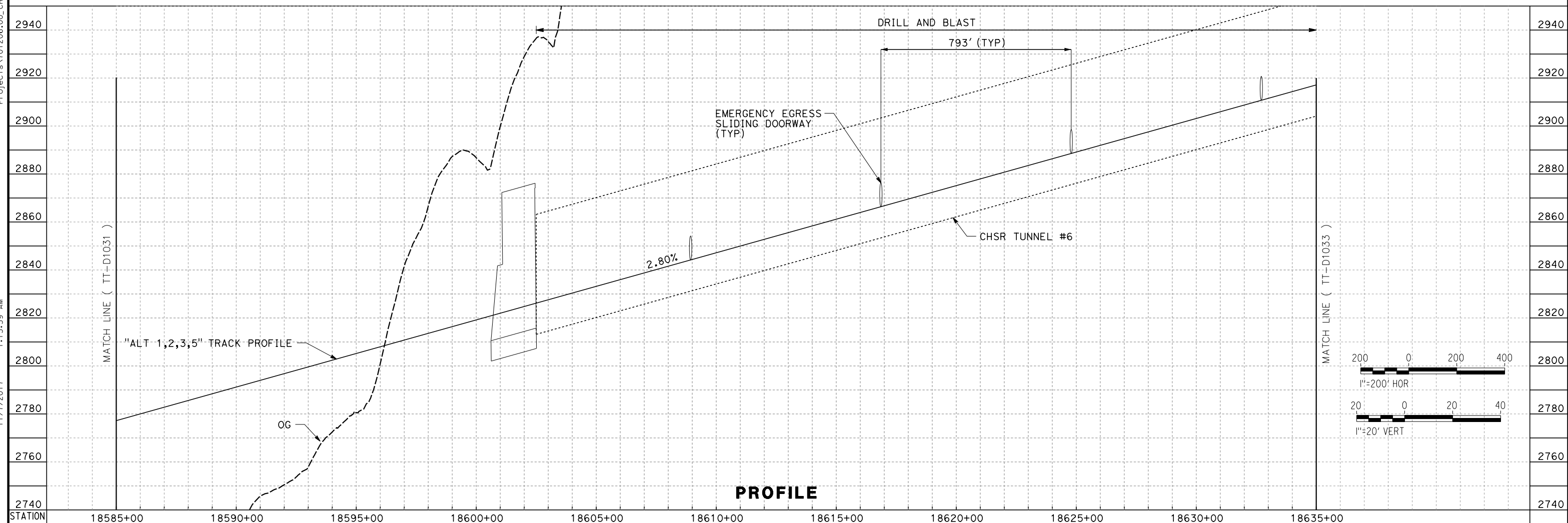
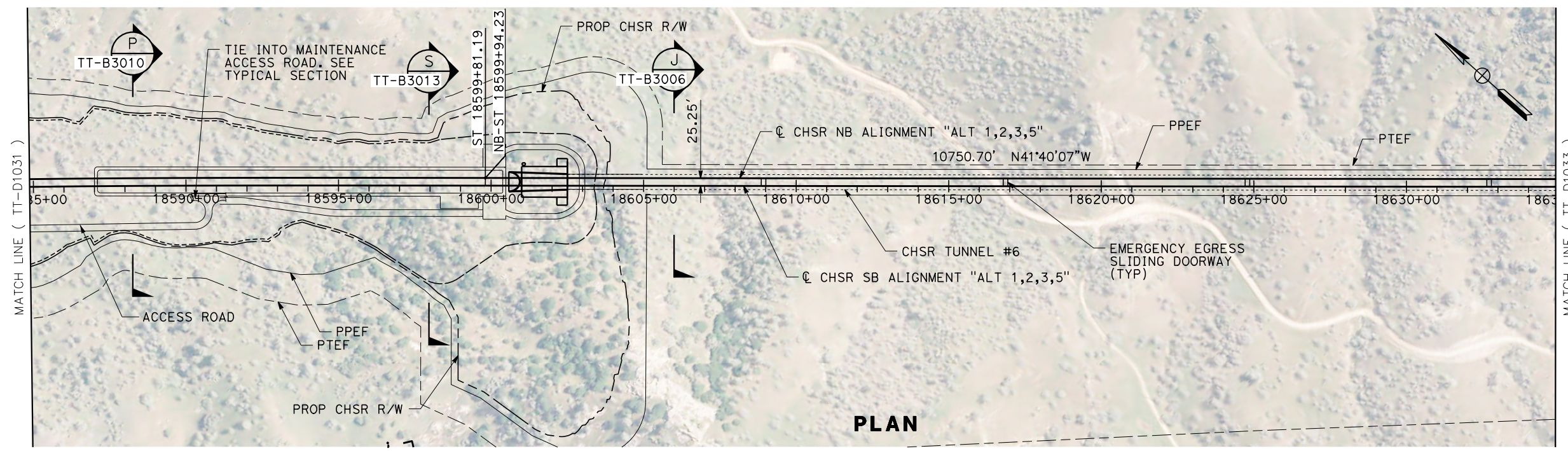
**NOT FOR
 CONSTRUCTION**



CALIFORNIA HIGH-SPEED RAIL PROJECT
BAKERSFIELD TO PALMDALE
 ALTERNATIVE 1,2,3,5
 TRACK GUIDEWAY
 STA 18535+00 TO 18585+00
 PLAN AND PROFILE

CONTRACT NO.
HSR13-44
 DRAWING NO.
TT-D1031
 SCALE
AS SHOWN
 SHEET NO.

Projects\701206.00_CHSRBP\00_CADD\Sheet Files\TT\BP-TT-D1032.dgn
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 OIC:ARIVEGA



REV	DATE	BY	CHK	APP	DESCRIPTION

DESIGNED BY
S. LANDOLT
 DRAWN BY
J. MEREDITH
 CHECKED BY
G. CAMPBELL
 IN CHARGE
S. SMITH
 DATE
10/31/2017

**RECORD
 PECD
 SUBMITTAL**

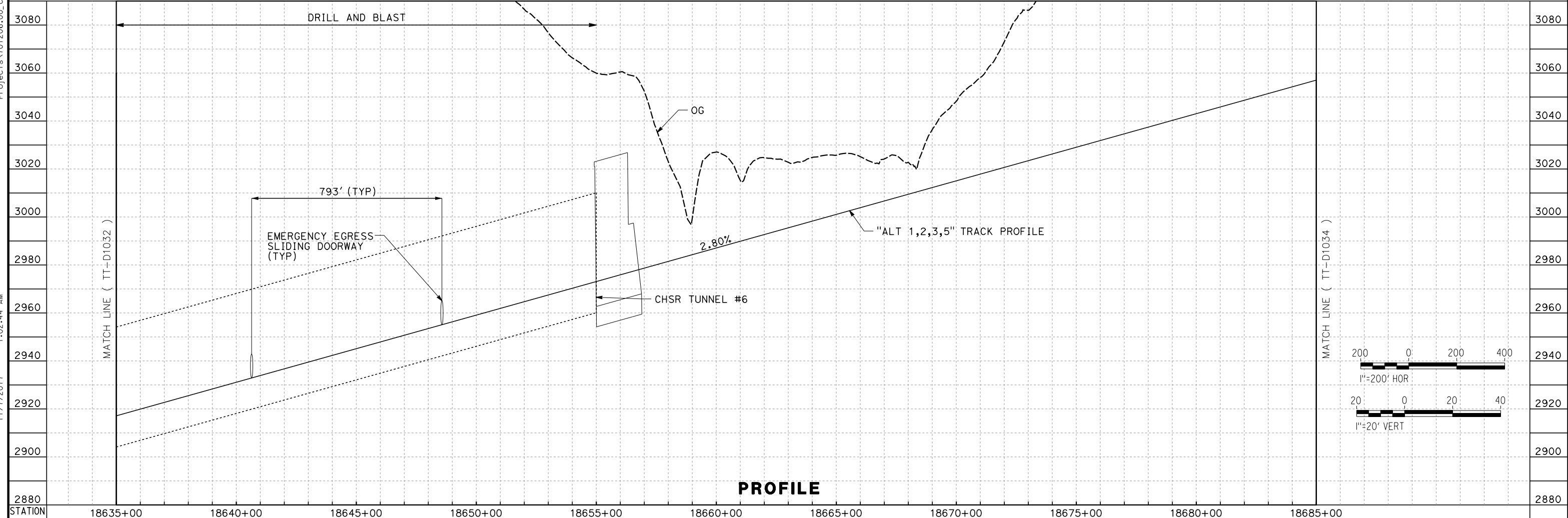
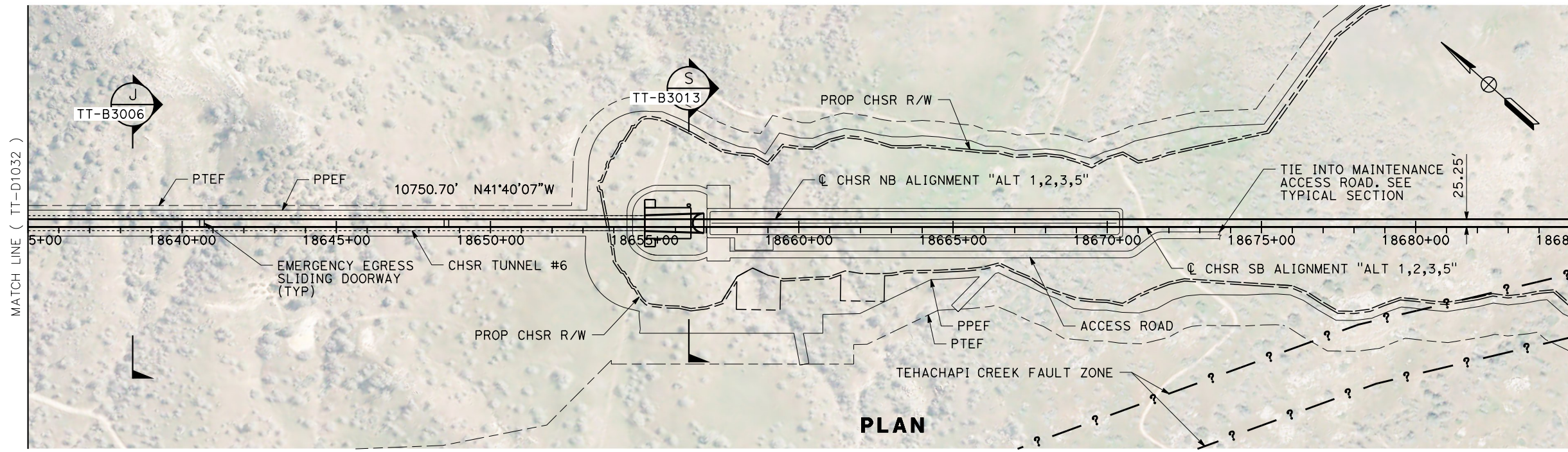
**NOT FOR
 CONSTRUCTION**



CALIFORNIA HIGH-SPEED RAIL PROJECT
BAKERSFIELD TO PALMDALE
 ALTERNATIVE 1,2,3,5
 TRACK GUIDEWAY
 STA 18585+00 TO 18635+00
 PLAN AND PROFILE

CONTRACT NO.
HSR13-44
 DRAWING NO.
TT-D1032
 SCALE
AS SHOWN
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 OIC:ARivega



REV	DATE	BY	CHK	APP	DESCRIPTION

DESIGNED BY
S. LANDOLT
 DRAWN BY
J. MEREDITH
 CHECKED BY
G. CAMPBELL
 IN CHARGE
S. SMITH
 DATE
10/31/2017

**RECORD
 PECD
 SUBMITTAL**

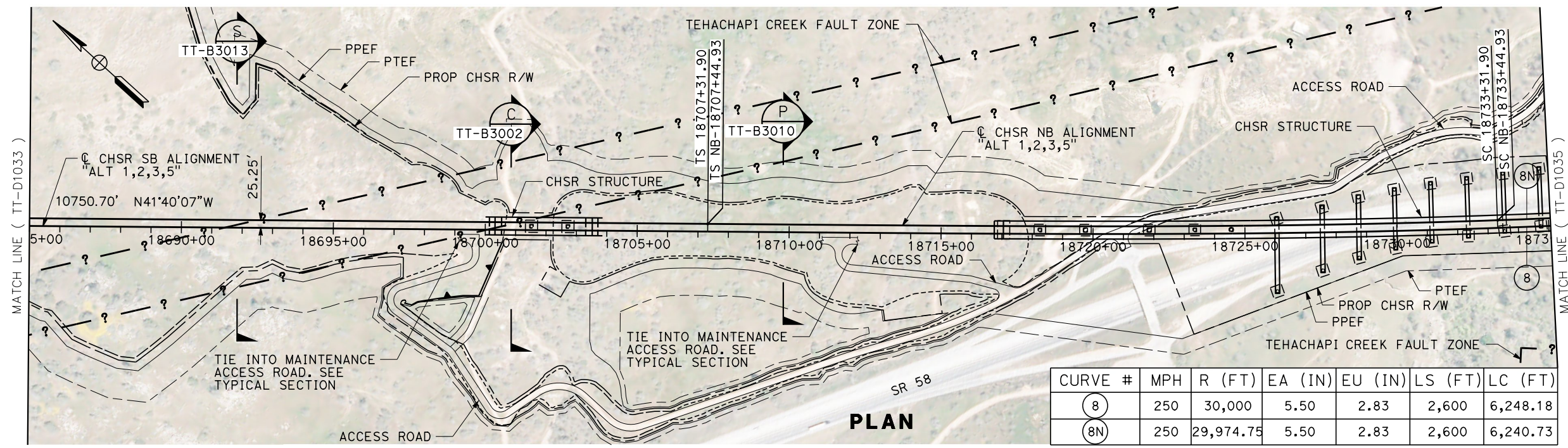
**NOT FOR
 CONSTRUCTION**



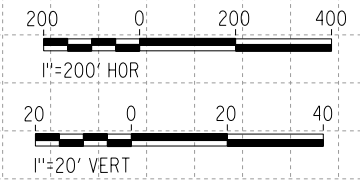
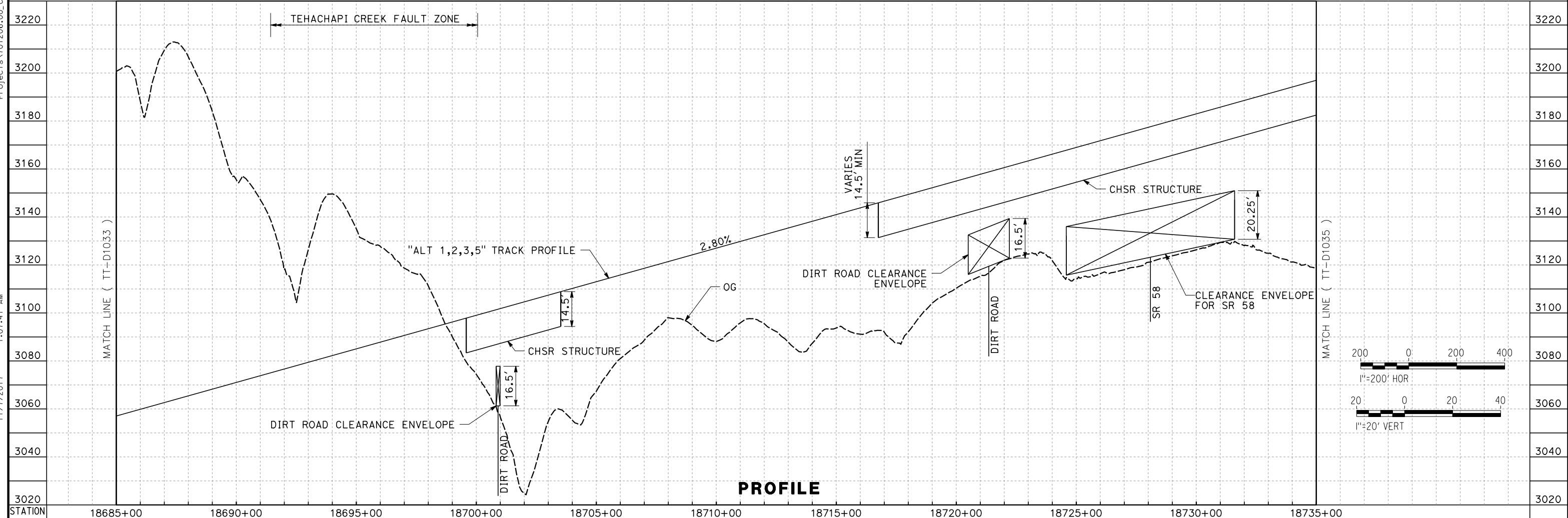
CALIFORNIA HIGH-SPEED RAIL PROJECT
BAKERSFIELD TO PALMDALE
 ALTERNATIVE 1,2,3,5
 TRACK GUIDEWAY
 STA 18635+00 TO 18685+00
 PLAN AND PROFILE

CONTRACT NO.
HSR13-44
 DRAWING NO.
TT-D1033
 SCALE
AS SHOWN
 SHEET NO.

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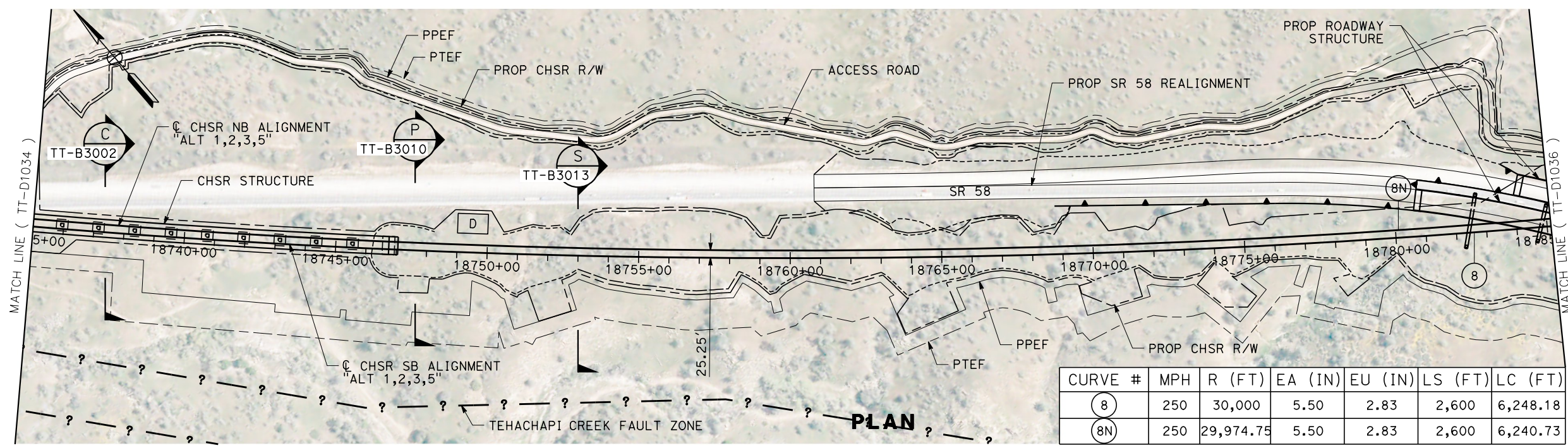


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8N	250	29,974.75	5.50	2.83	2,600	6,240.73

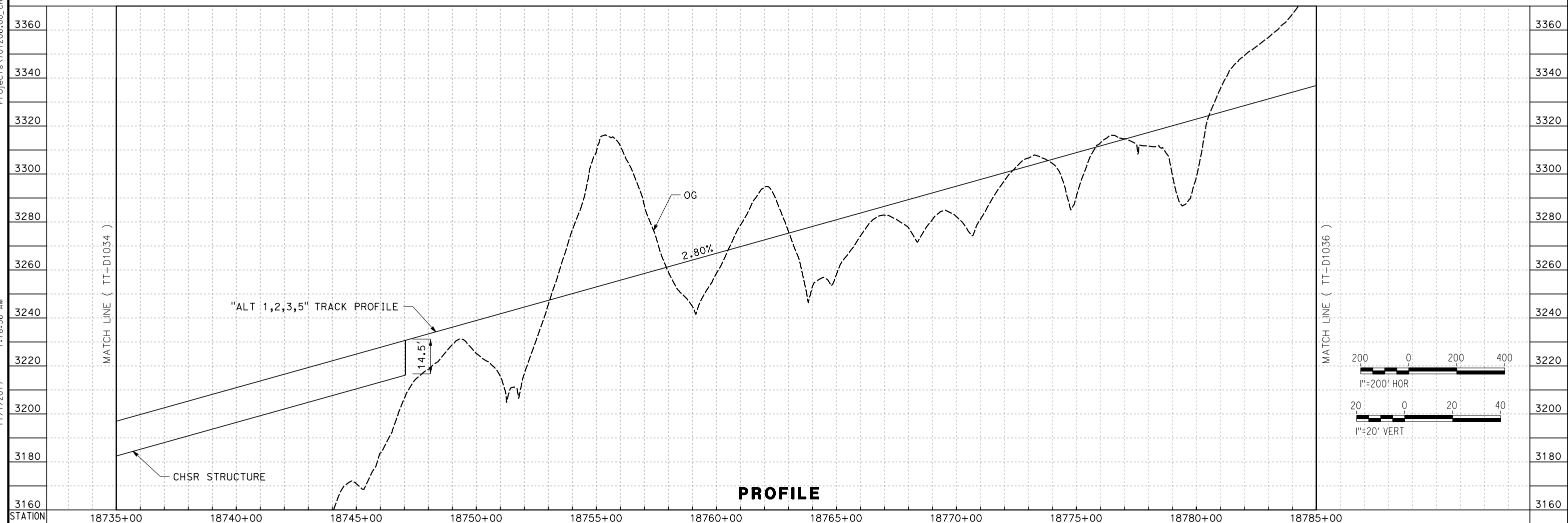


	DESIGNED BY S. LANDOLT DRAWN BY J. MEREDITH CHECKED BY G. CAMPBELL IN CHARGE S. SMITH DATE 10/31/2017	RECORD PEPD SUBMITTAL NOT FOR CONSTRUCTION			CALIFORNIA HIGH-SPEED RAIL PROJECT BAKERSFIELD TO PALMDALE ALTERNATIVE 1,2,3,5 TRACK GUIDEWAY STA 18685+00 TO 18735+00 PLAN AND PROFILE	CONTRACT NO. HSR13-44 DRAWING NO. TT-D1034 SCALE AS SHOWN SHEET NO.																								
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REV	DATE	BY	CHK	APP	DESCRIPTION																									

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CURVE #	MPH	R (FT)	EA (IN)	EU (IN)	LS (FT)	LC (FT)
8	250	30,000	5.50	2.83	2,600	6,248.18
8N	250	29,974.75	5.50	2.83	2,600	6,240.73



REV	DATE	BY	CHK	APP	DESCRIPTION

DESIGNED BY
S. LANDOLT
 DRAWN BY
J. MEREDITH
 CHECKED BY
G. CAMPBELL
 IN CHARGE
S. SMITH
 DATE
10/31/2017

**RECORD
 PECD
 SUBMITTAL**

**NOT FOR
 CONSTRUCTION**



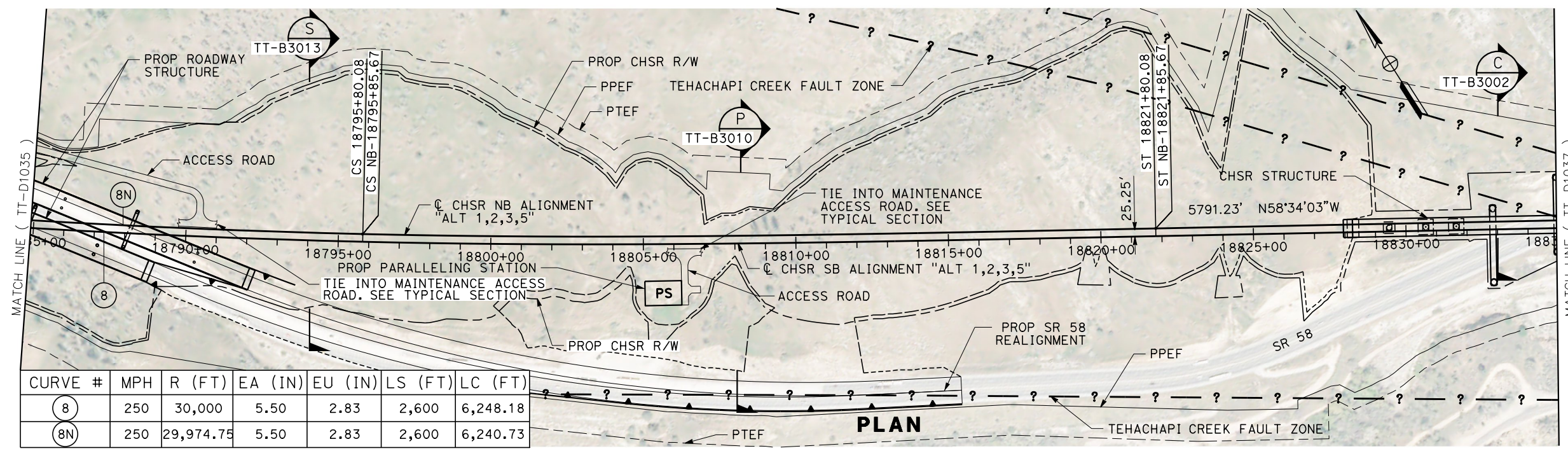
CALIFORNIA HIGH-SPEED RAIL PROJECT
BAKERSFIELD TO PALMDALE
 ALTERNATIVE 1,2,3,5
 TRACK GUIDEWAY
 STA 18735+00 TO 18785+00
 PLAN AND PROFILE

CONTRACT NO.
HSR13-44
 DRAWING NO.
TT-D1035
 SCALE
AS SHOWN
 SHEET NO.

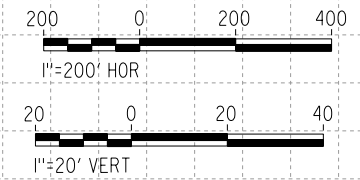
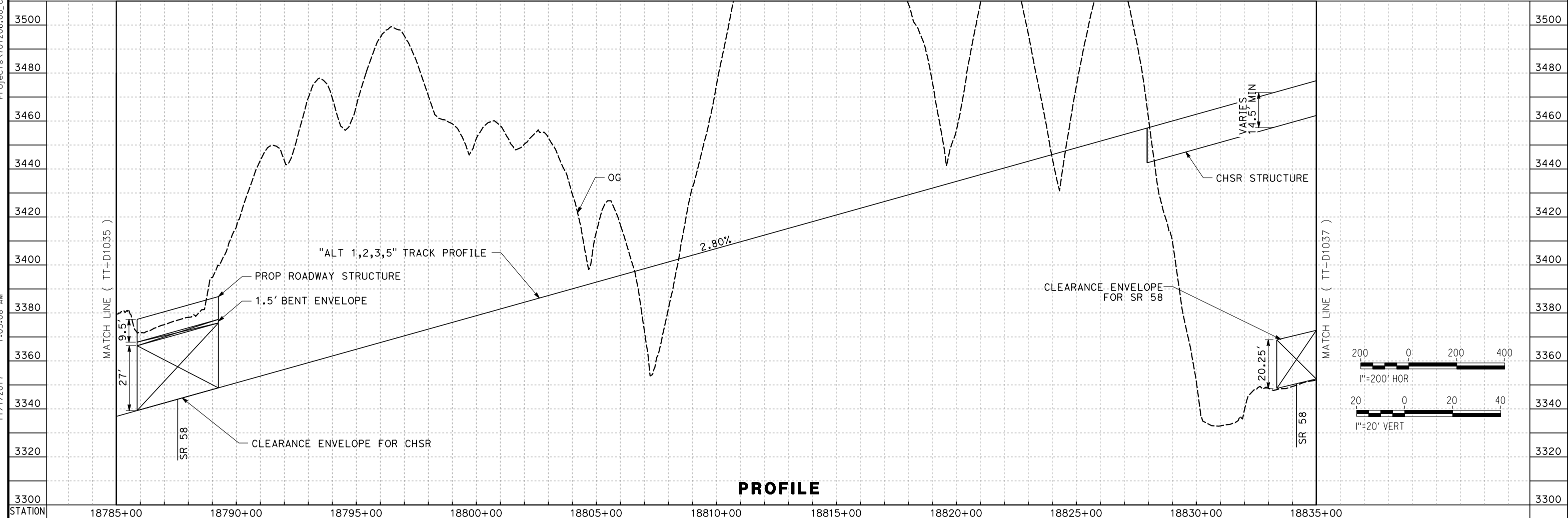
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OIC:ARivega



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8N	250	29,974.75	5.50	2.83	2,600	6,240.73



REV	DATE	BY	CHK	APP	DESCRIPTION

DESIGNED BY
S. LANDOLT
DRAWN BY
J. MEREDITH
CHECKED BY
G. CAMPBELL
IN CHARGE
S. SMITH
DATE
10/31/2017

**RECORD
PEPD
SUBMITTAL**

**NOT FOR
CONSTRUCTION**



**CALIFORNIA HIGH-SPEED RAIL PROJECT
BAKERSFIELD TO PALMDALE**

ALTERNATIVE 1,2,3,5
TRACK GUIDEWAY
STA 18785+00 TO 18835+00
PLAN AND PROFILE

CONTRACT NO.
HSR13-44

DRAWING NO.
TT-D1036

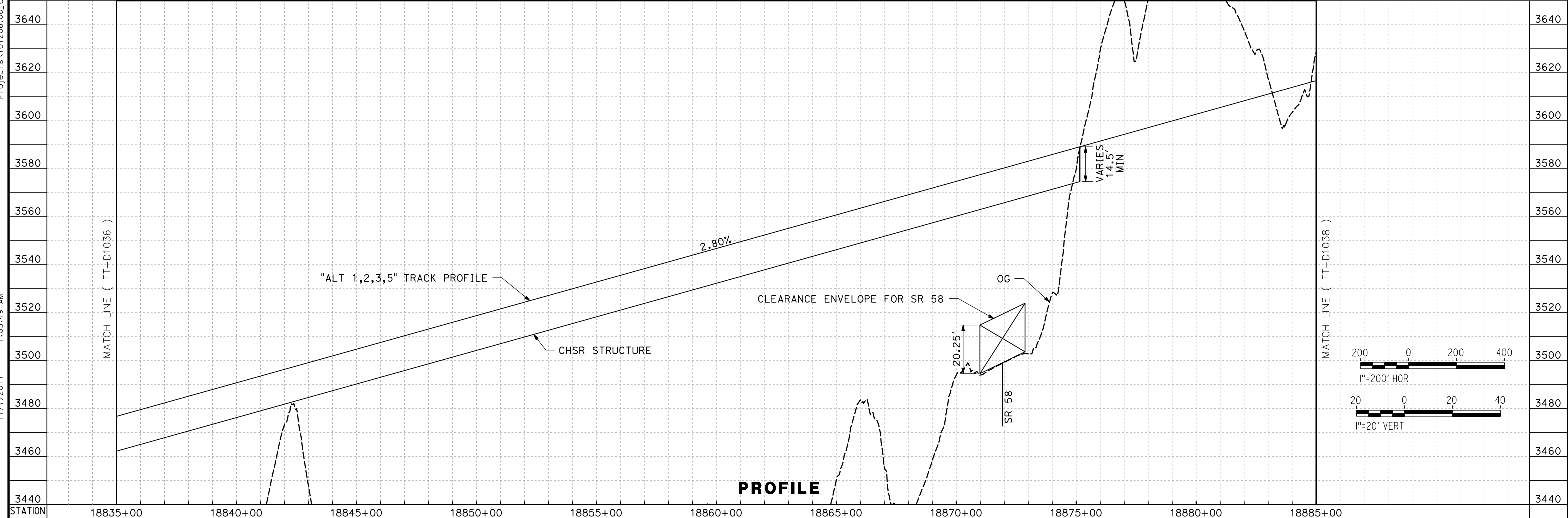
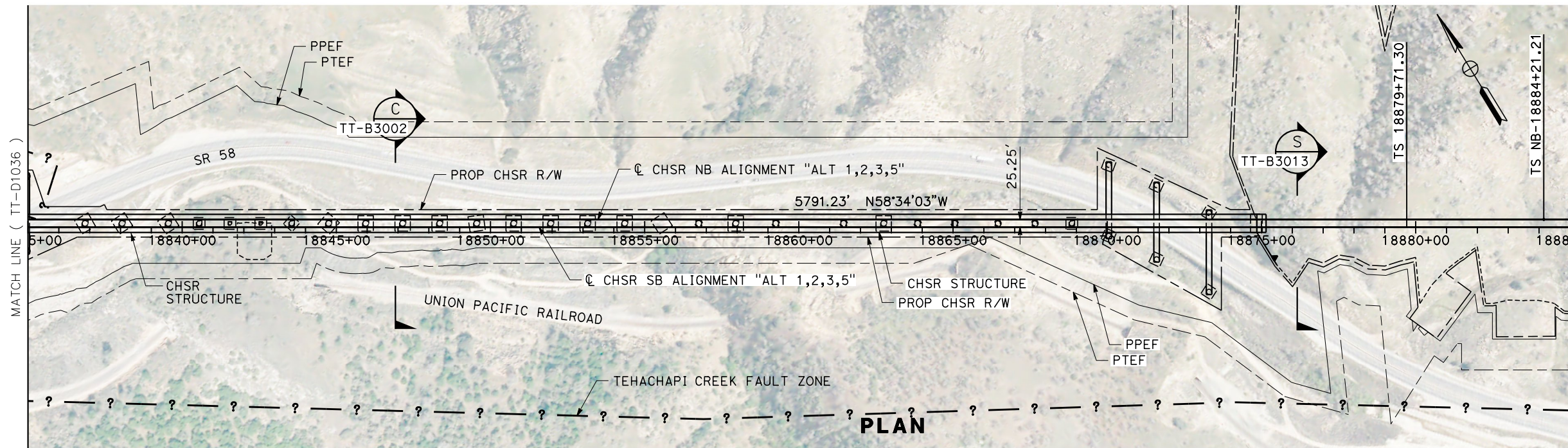
SCALE
AS SHOWN

SHEET NO.

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11/7/2017 1:05:49 AM

OIC:ARivega



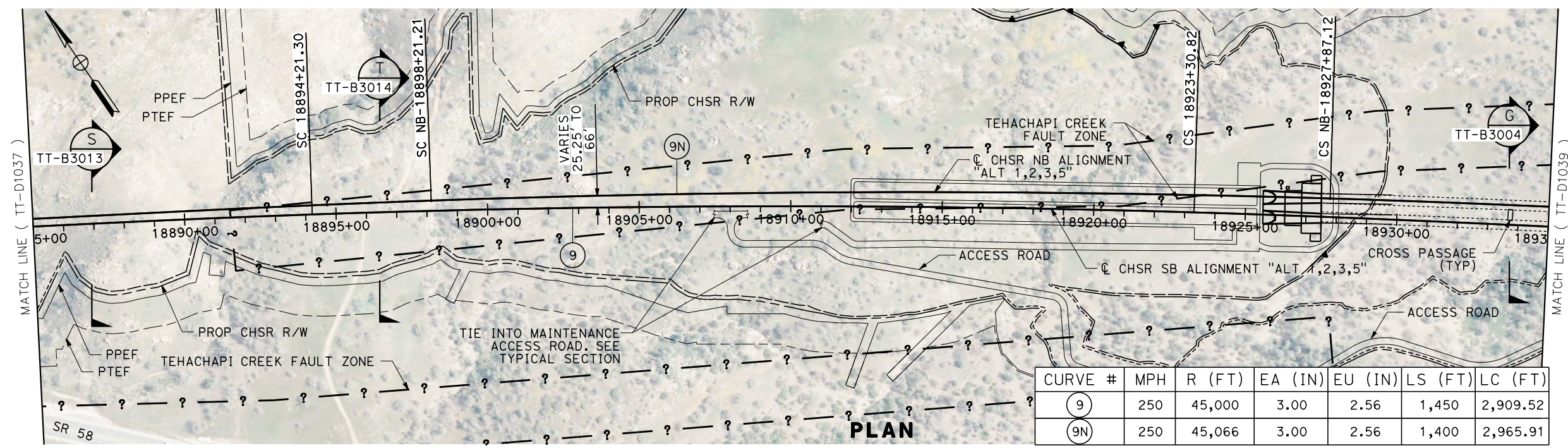
REV	DATE	BY	CHK	APP	DESCRIPTION

DESIGNED BY S. LANDOLT DRAWN BY J. MEREDITH CHECKED BY G. CAMPBELL IN CHARGE S. SMITH DATE 10/31/2017	RECORD PEPD SUBMITTAL NOT FOR CONSTRUCTION			CALIFORNIA HIGH-SPEED RAIL PROJECT BAKERSFIELD TO PALMDALE ALTERNATIVE 1,2,3,5 TRACK GUIDEWAY STA 18835+00 TO 18885+00 PLAN AND PROFILE	CONTRACT NO. HSR13-44 DRAWING NO. TT-D1037 SCALE AS SHOWN SHEET NO.
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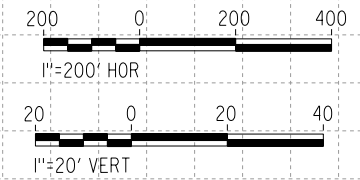
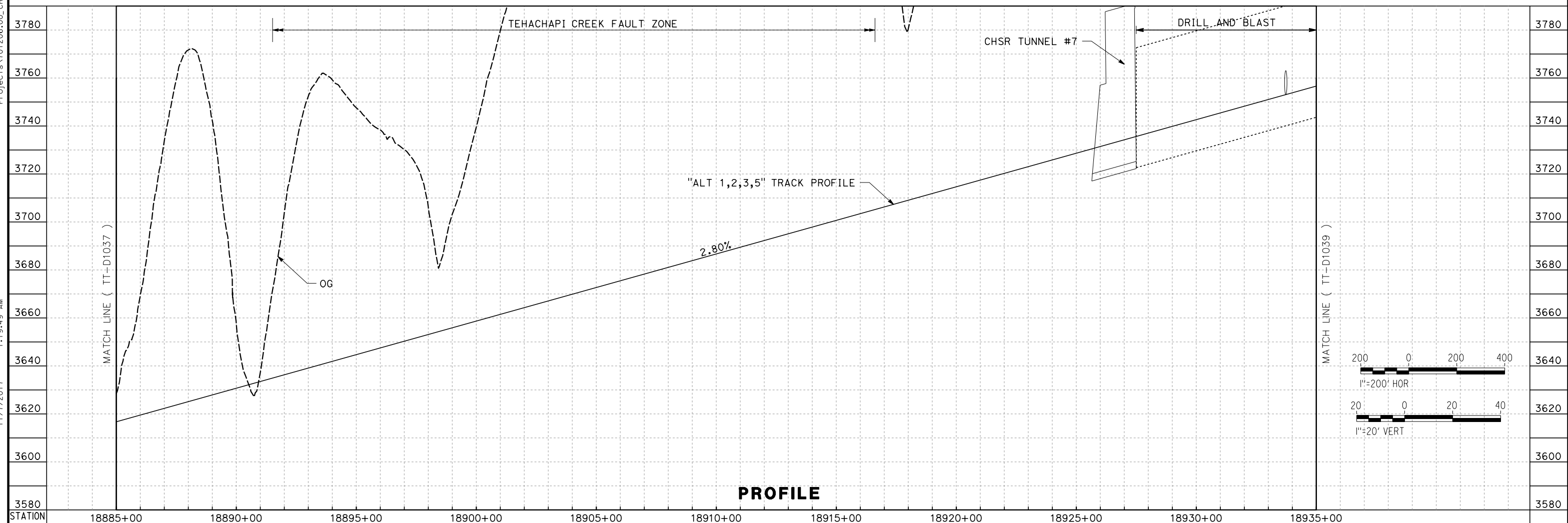
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11/7/2017 1:19:49 AM

OIC:ARivega



CURVE #	MPH	R (FT)	EA (IN)	EU (IN)	LS (FT)	LC (FT)
9	250	45,000	3.00	2.56	1,450	2,909.52
9N	250	45,066	3.00	2.56	1,400	2,965.91



REV	DATE	BY	CHK	APP	DESCRIPTION

DESIGNED BY
S. LANDOLT
DRAWN BY
J. MEREDITH
CHECKED BY
G. CAMPBELL
IN CHARGE
S. SMITH
DATE
10/31/2017

**RECORD
PEPD
SUBMITTAL**

**NOT FOR
CONSTRUCTION**



**CALIFORNIA HIGH-SPEED RAIL PROJECT
BAKERSFIELD TO PALMDALE**

ALTERNATIVE 1,2,3,5
TRACK GUIDEWAY
STA 18885+00 TO 18935+00
PLAN AND PROFILE

CONTRACT NO.
HSR13-44

DRAWING NO.
TT-D1038

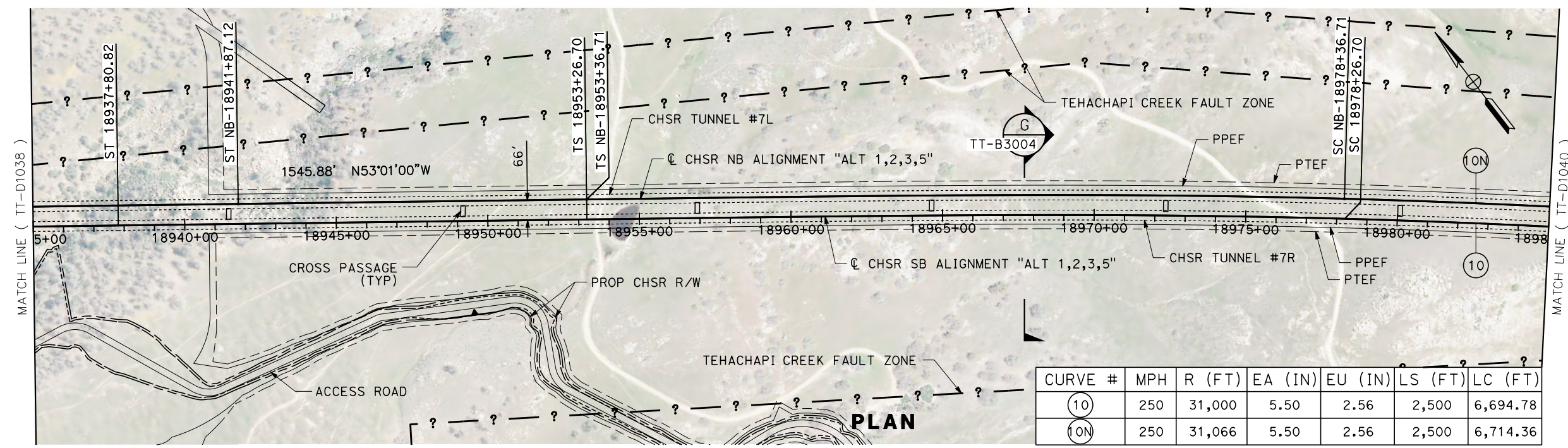
SCALE
AS SHOWN

SHEET NO.

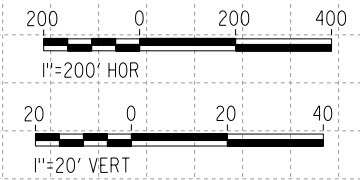
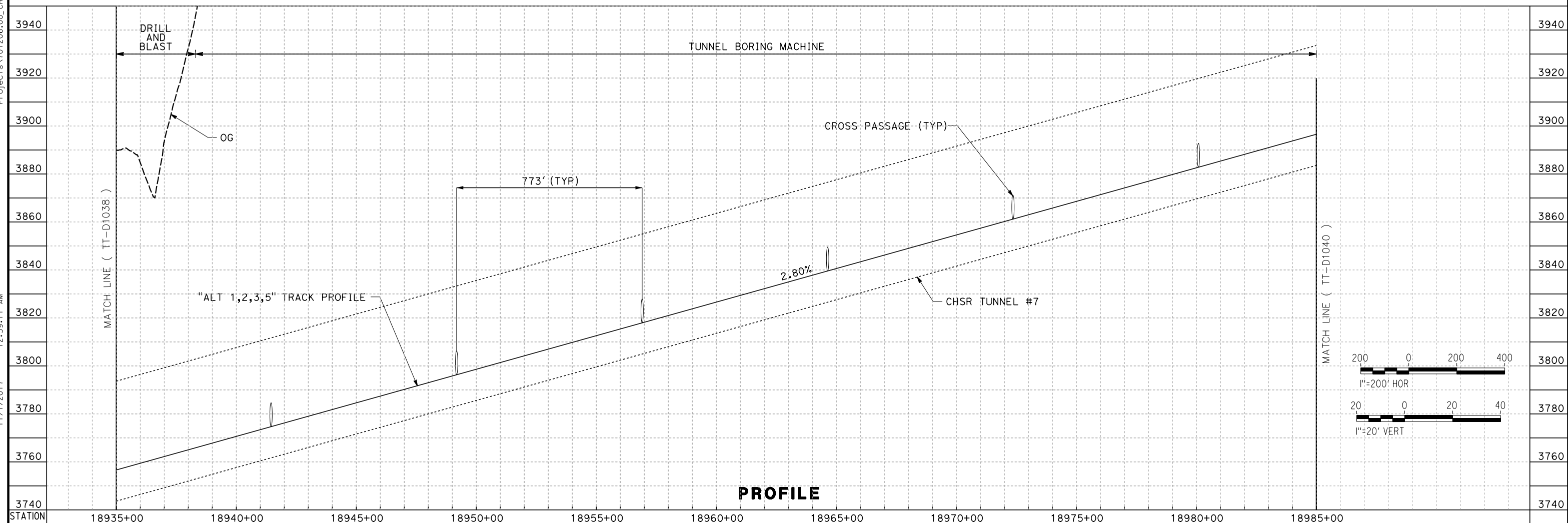
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OIC:ARivega



CURVE #	MPH	R (FT)	EA (IN)	EU (IN)	LS (FT)	LC (FT)
(10)	250	31,000	5.50	2.56	2,500	6,694.78
(10N)	250	31,066	5.50	2.56	2,500	6,714.36



REV	DATE	BY	CHK	APP	DESCRIPTION

DESIGNED BY
S. LANDOLT
DRAWN BY
J. MEREDITH
CHECKED BY
G. CAMPBELL
IN CHARGE
S. SMITH
DATE
10/31/2017

**RECORD
PEPD
SUBMITTAL**

**NOT FOR
CONSTRUCTION**



**CALIFORNIA HIGH-SPEED RAIL PROJECT
BAKERSFIELD TO PALMDALE**

ALTERNATIVE 1,2,3,5
TRACK GUIDEWAY
STA 18935+00 TO 18985+00
PLAN AND PROFILE

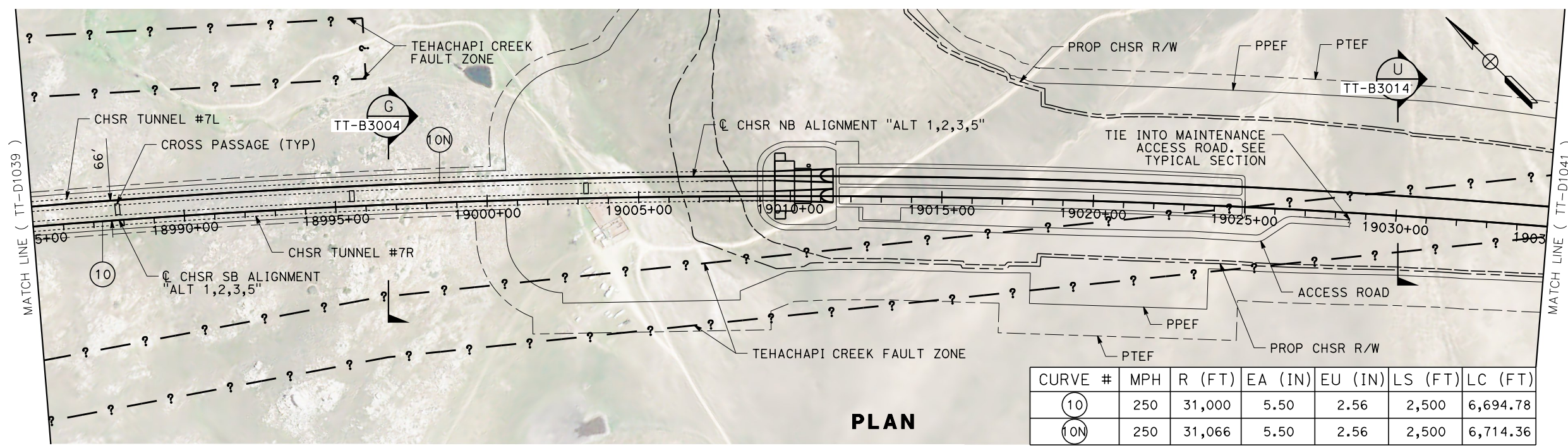
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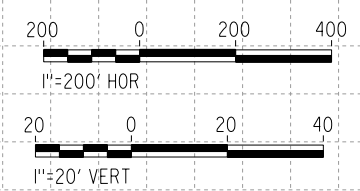
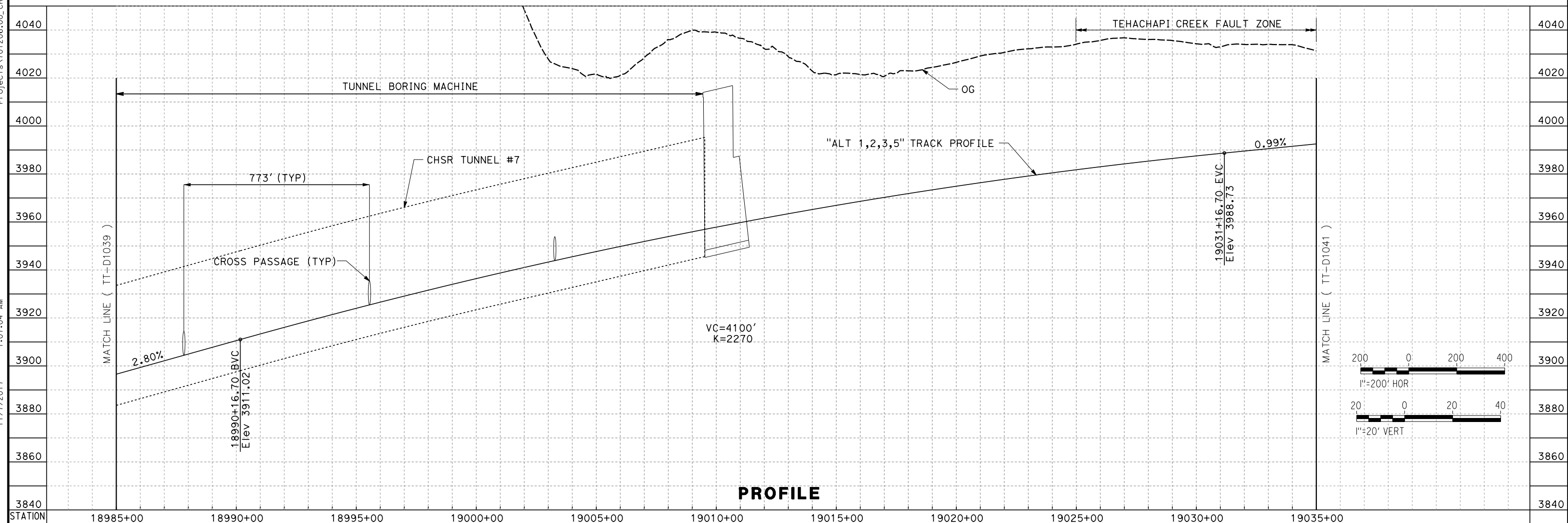
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SHEET NO.

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CURVE #	MPH	R (FT)	EA (IN)	EU (IN)	LS (FT)	LC (FT)
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10N	250	31,066	5.50	2.56	2,500	6,714.36

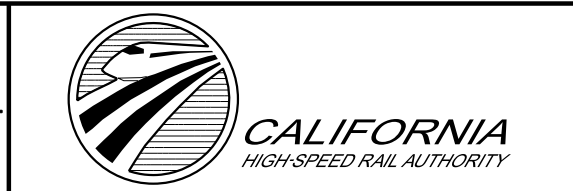


REV	DATE	BY	CHK	APP	DESCRIPTION

DESIGNED BY
S. LANDOLT
 DRAWN BY
J. MEREDITH
 CHECKED BY
G. CAMPBELL
 IN CHARGE
S. SMITH
 DATE
10/31/2017

**RECORD
 PECD
 SUBMITTAL**

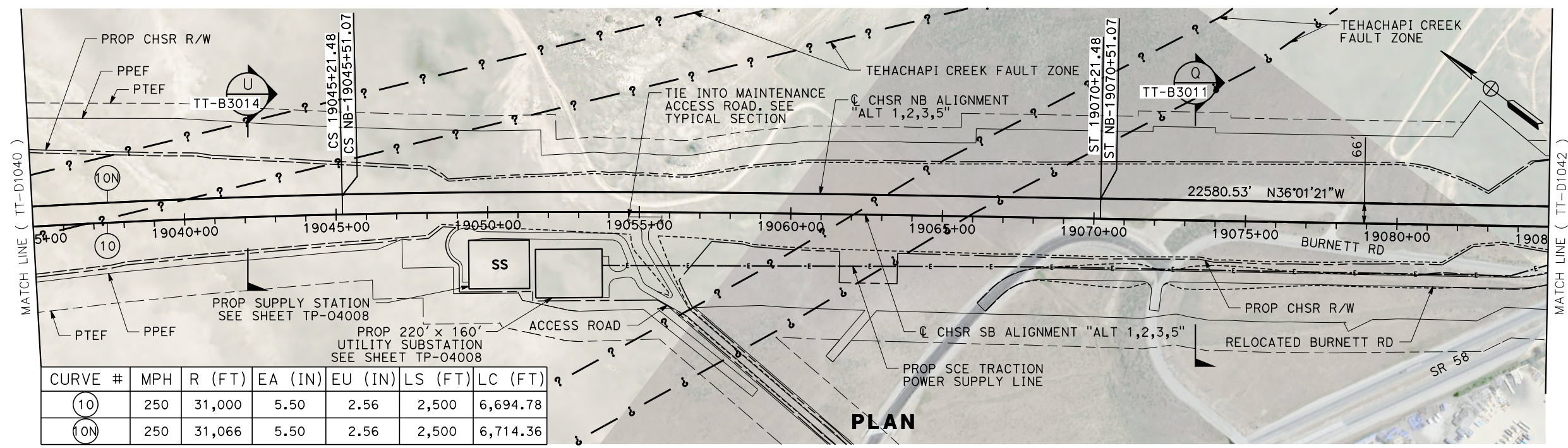
**NOT FOR
 CONSTRUCTION**



CALIFORNIA HIGH-SPEED RAIL PROJECT
BAKERSFIELD TO PALMDALE
 ALTERNATIVE 1,2,3,5
 TRACK GUIDEWAY
 STA 18985+00 TO 19035+00
 PLAN AND PROFILE

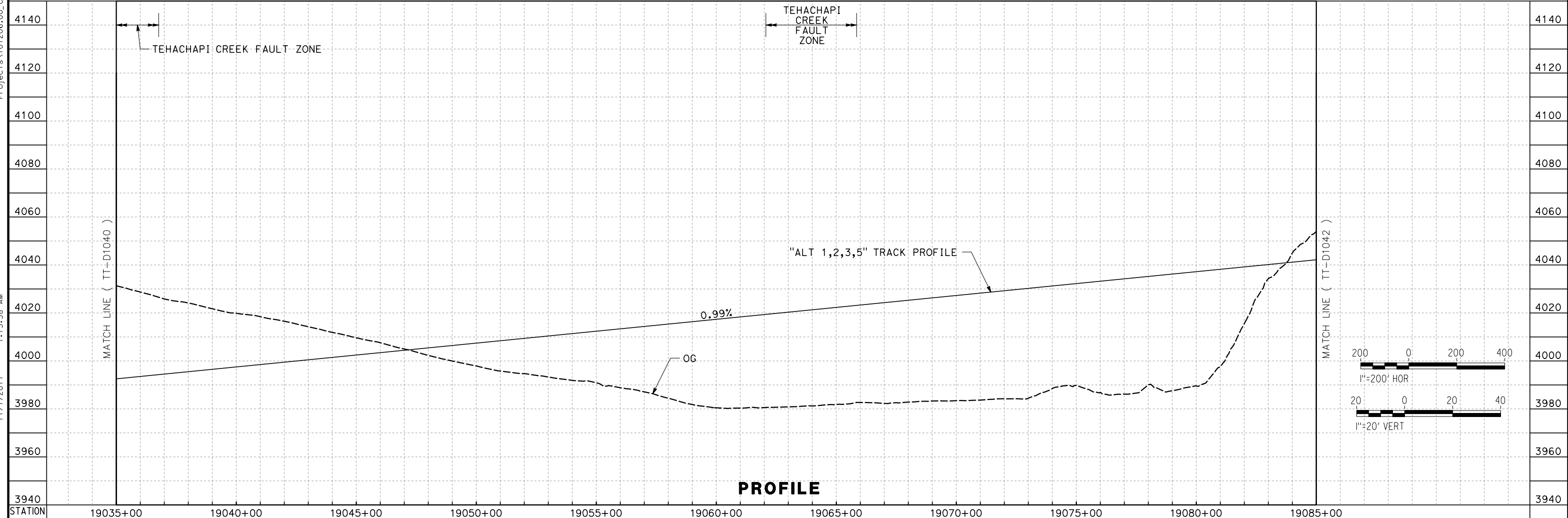
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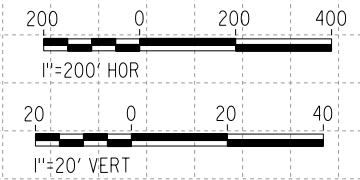


CURVE #	MPH	R (FT)	EA (IN)	EU (IN)	LS (FT)	LC (FT)
10	250	31,000	5.50	2.56	2,500	6,694.78
10N	250	31,066	5.50	2.56	2,500	6,714.36

PLAN



PROFILE



REV	DATE	BY	CHK	APP	DESCRIPTION

DESIGNED BY
S. LANDOLT
 DRAWN BY
J. MEREDITH
 CHECKED BY
G. CAMPBELL
 IN CHARGE
S. SMITH
 DATE
10/31/2017

**RECORD
 PEPD
 SUBMITTAL**

**NOT FOR
 CONSTRUCTION**



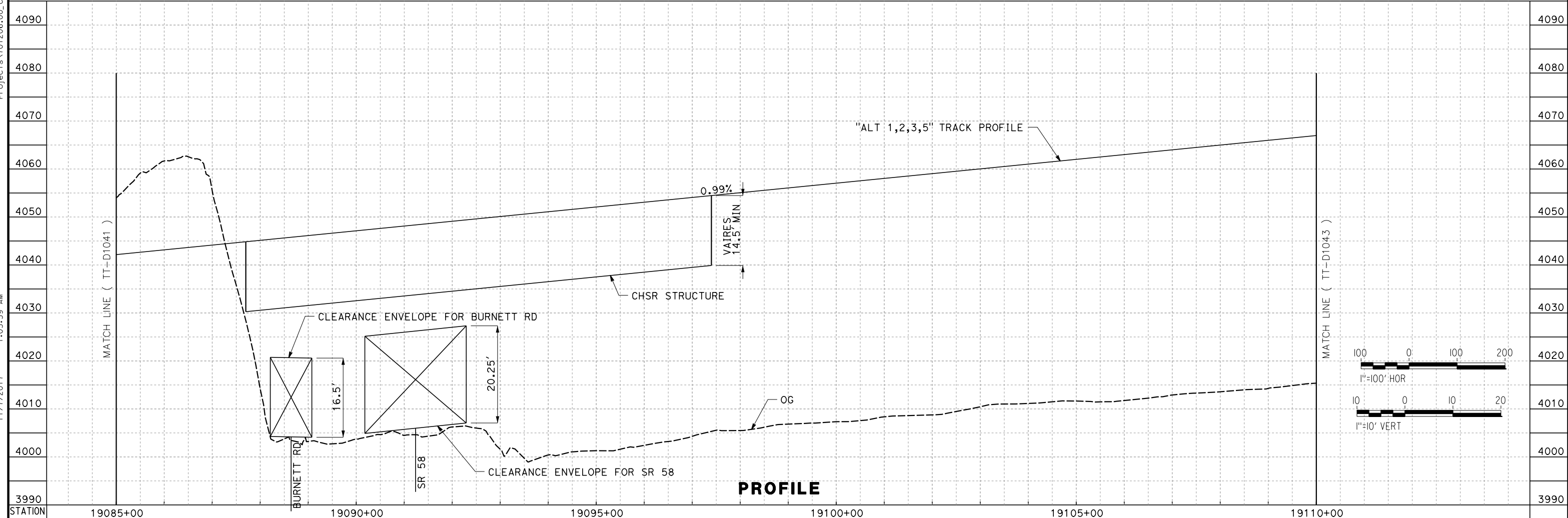
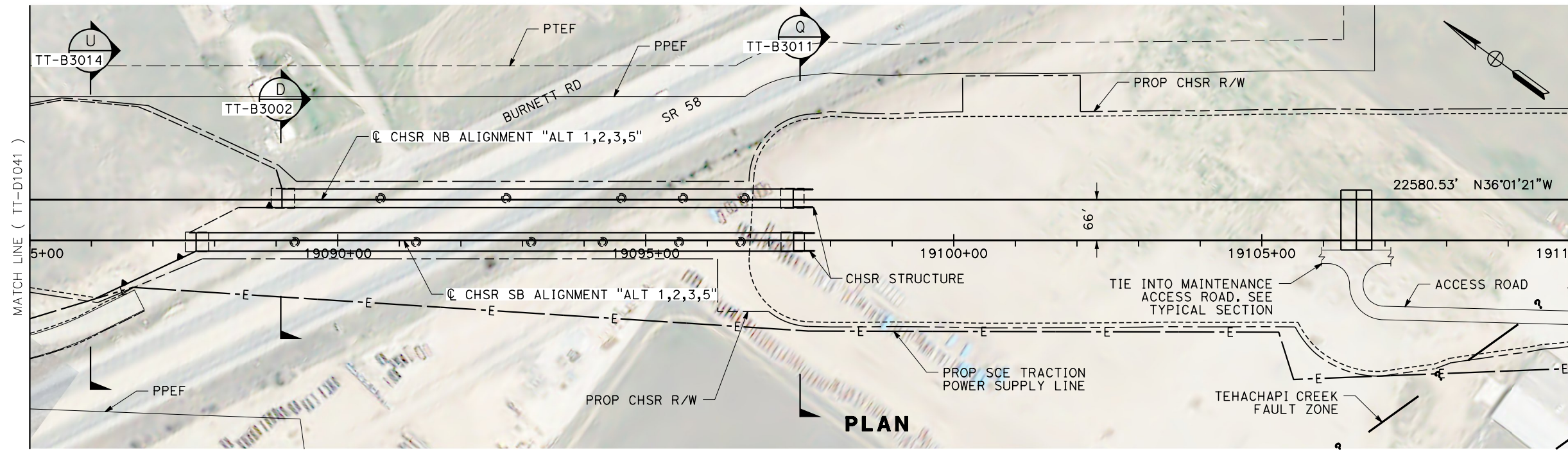
CALIFORNIA HIGH-SPEED RAIL PROJECT
BAKERSFIELD TO PALMDALE
 ALTERNATIVE 1,2,3,5
 TRACK GUIDEWAY
 STA 19035+00 TO 19085+00
 PLAN AND PROFILE

CONTRACT NO.
HSR13-44
 DRAWING NO.
TT-D1041
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AS SHOWN
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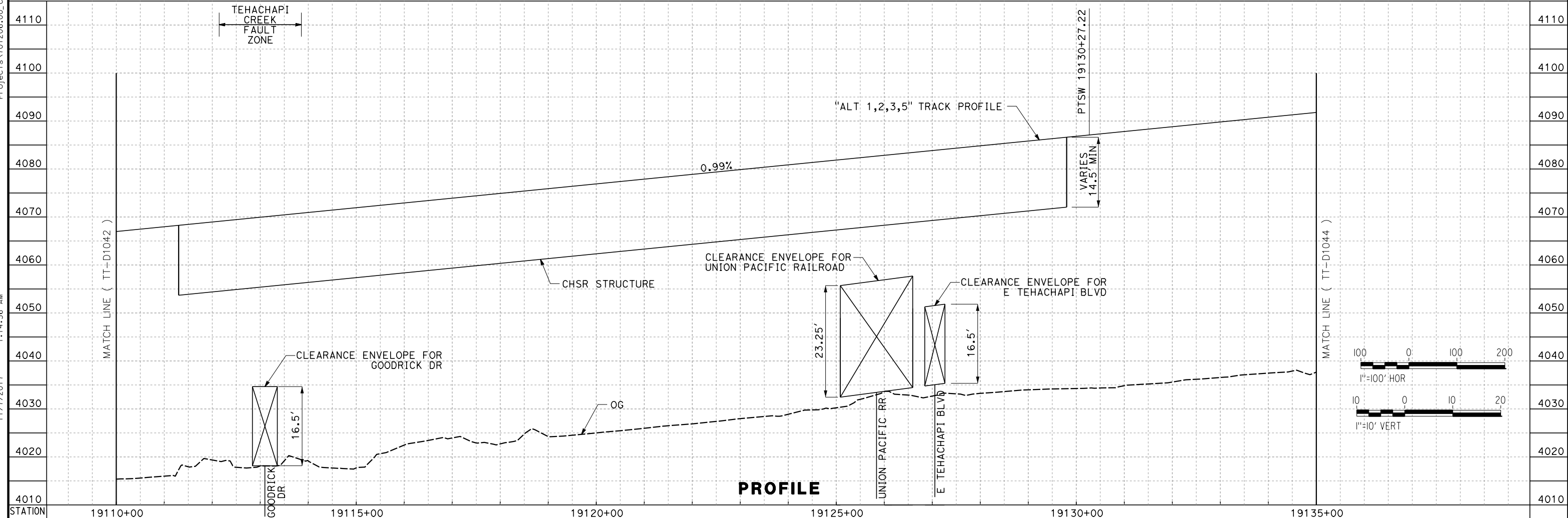
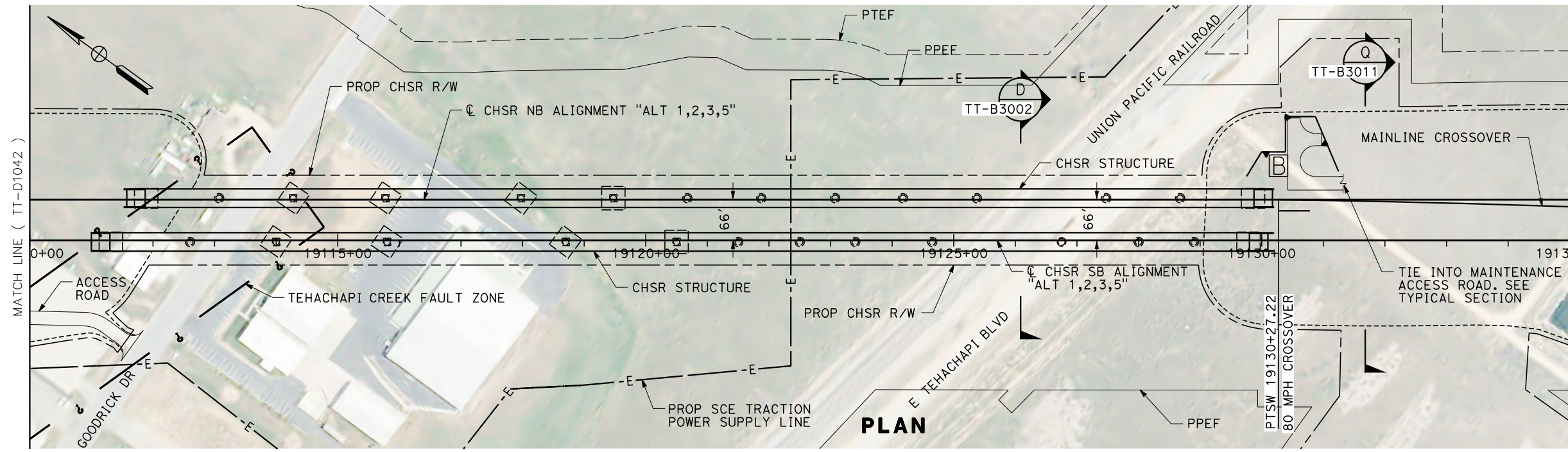


STATION	19085+00	19090+00	19095+00	19100+00	19105+00	19110+00																				
DESIGNED BY	S. LANDOLT																									
DRAWN BY	E. REVOLORIO																									
CHECKED BY	G. CAMPBELL																									
IN CHARGE	S. SMITH																									
DATE	10/31/2017																									
RECORD PERIOD SUBMITTAL	NOT FOR CONSTRUCTION																									
						CALIFORNIA HIGH-SPEED RAIL PROJECT BAKERSFIELD TO PALMDALE ALTERNATIVE 1,2,3,5 TRACK GUIDEWAY STA 19085+00 TO 19110+00 PLAN AND PROFILE																				
<table border="1"> <thead> <tr> <th>REV</th> <th>DATE</th> <th>BY</th> <th>CHK</th> <th>APP</th> <th>DESCRIPTION</th> </tr> </thead> <tbody> <tr> <td> </td> <td> </td> <td> </td> <td> </td> <td> </td> <td> </td> </tr> </tbody> </table>			REV	DATE	BY	CHK	APP	DESCRIPTION							<table border="1"> <tr> <td>CONTRACT NO.</td> <td>HSR13-44</td> </tr> <tr> <td>DRAWING NO.</td> <td>TT-D1042</td> </tr> <tr> <td>SCALE</td> <td>AS SHOWN</td> </tr> <tr> <td>SHEET NO.</td> <td> </td> </tr> </table>				CONTRACT NO.	HSR13-44	DRAWING NO.	TT-D1042	SCALE	AS SHOWN	SHEET NO.	
REV	DATE	BY	CHK	APP	DESCRIPTION																					
CONTRACT NO.	HSR13-44																									
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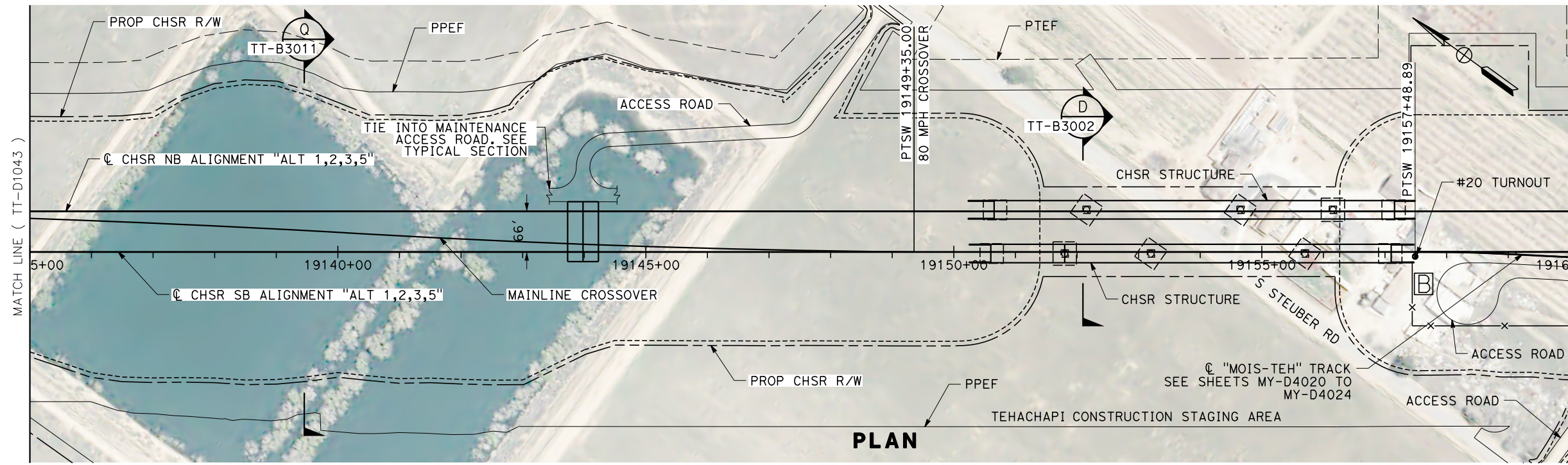
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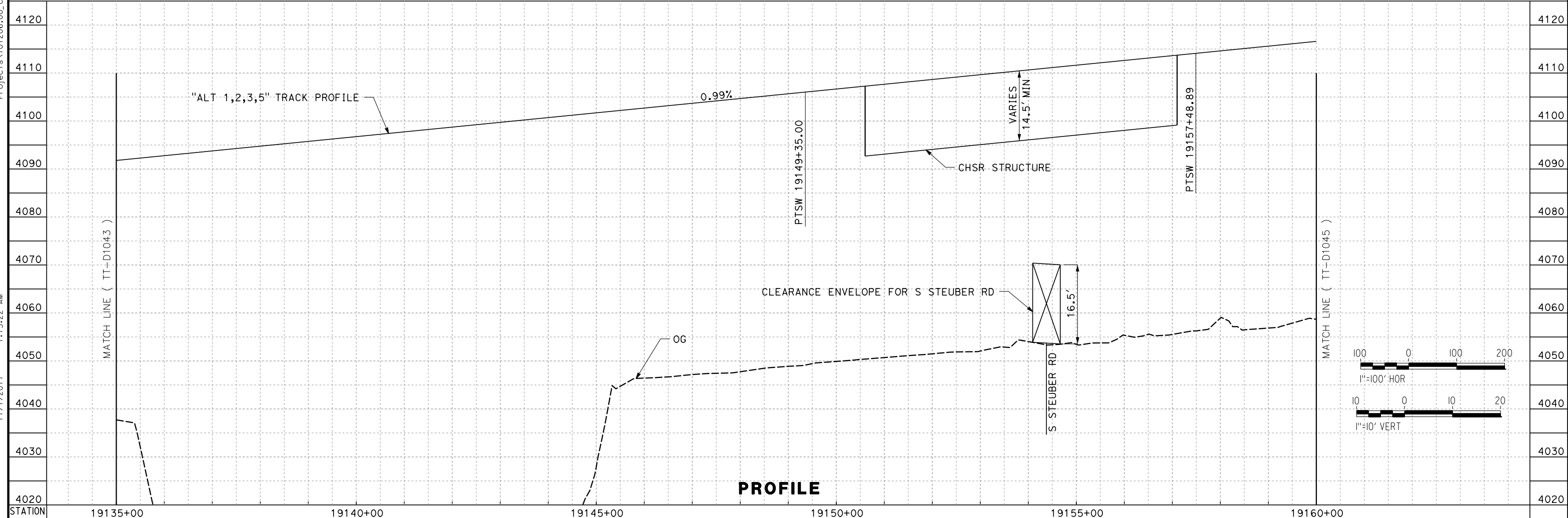


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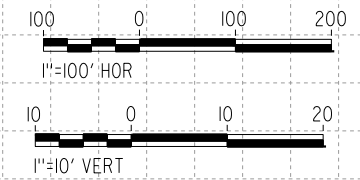
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PLAN



PROFILE



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