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**Designed by:** C. Cussion  
**Drawn by:** C. Cussion  
**Checked by:** K. Pirbazari  
**In Charge:** K. Pirbazari  
**Date:** 04/30/2019
### VOLUME 2 - GENERAL, TUNNELS & RETAINING WALLS

#### RETAINING WALLS

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**CALIFORNIA HIGH-SPEED TRAIN PROJECT**

**BURLINGTON TO LOS ANGELES**

**INDEX OF DRAWINGS**

**VOLUME 2 - SHEET 2 OF 2**
BEGIN B-LA CHSR PROJECT
ALTERNATIVE E2 ALIGNMENT
STA 3026+28.25 -
P-B STA 2256+469.81
REFER TO SHEET P-8 PEPO SUBMITTAL (VOLUME 7)
FOR WORK NORTH OF THIS LOCATION

END B-LA CHSR PROJECT
HST STA 3687+45.26 - LINKUS STA 54+32.87
REFER TO LINKUS SUBMITTAL (VOLUME 8)
FOR WORK SOUTH OF THIS LOCATION
THE BURBANK TO LOS ANGELES (B-LA) SEGMENT BEGINS SOUTH OF THE PROPOSED BURBANK AIRPORT AUTHORITY STATION IN A SUBSURFACE DEDICATED CORRIDOR, RUNS ALONG THE VENTURA AND VALLEY SUBDIVISIONS IN A SHARED CORRIDOR, AND ENDS AT LOS ANGELES UNION STATION (LAUS). FOR THE B-LA SEGMENT (LOS ANGELES CORRIDOR), THE CALIFORNIA HIGH-SPEED RAIL AUTHORITY (AUTHORITY) HAS ADOPTED A STRATEGY TO ELECTRICALLY DEPLOYS EXISTING HIGH-SPEED RAIL SYSTEMS ON SHARED INFRASTRUCTURE TO ACCELERATE AND BROADEN BENEFITS; IMPROVE EFFICIENCY, MAXIMIZE COMMUNITY IMPACTS AND REDUCE CONSTRUCTION COST, THE TECHNICAL REQUIREMENTS NECESSARY TO ALLOW JOINT OPERATIONS OF HIGH-SPEED RAIL, CONVENTIONAL PASSENGER RAIL, AND FREIGHT RAIL WITHIN THE BLENDED SYSTEM CORRIDOR BETWEEN BURBANK AND LOS ANGELES UNION STATION (LAUS) ARE BASED ON:

1. TECHNICAL MEMORANDUM (TM) 0.3, BASIS OF DESIGN FOR BLENDED OPERATION IN THE LA-A CORRIDOR, DATED JUNE 20, 2016.
2. TECHNICAL MEMORANDUM 0.3, BASIS OF DESIGN POLICY DOCUMENT, DATED JUNE 21, 2013.

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

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

INFRASTRUCTURE REQUIREMENTS

THE AUTHORITY HAS ESTABLISHED DESIGN REQUIREMENTS TO GUIDE THE DEVELOPMENT OF THE HIGH-SPEED RAIL SYSTEM IN BLENDED CORRIDORS BASED ON THE TIRESI SPECIFICATION FOR PASSENGER SYSTEMS DESCRIBED IN THE AUTHORITY'S BLENDED SYSTEM SPECIFICATION FOR PASSENGER SYSTEMS. THE AUTHORITY HAS ESTABLISHED PERFORMANCE REQUIREMENTS TO GUIDE THE INFRASTRUCTURE REQUIREMENTS AND FREIGHT RAIL WITHIN THE BLENDED SYSTEM CORRIDOR BETWEEN BURBANK AND LOS ANGELES UNION STATION (LAUS) ARE BASED ON:

1. LINK US
2. ADDITIONAL PROJECTS UNDER NEGOTIATION
3. PEPP STRUCTURE DESIGN WILL BE BASED ON CRSP CP 2-3 DESIGN CRITERIA MANUAL REV 2 DATED FEBRUARY 2014.

SYSTEM REQUIREMENTS

1. SYSTEMS
   DESIGN ELEMENTS RELATED TO ELECTRIFICATION/TRACTION POWER SUPPLY SYSTEM (TPSS), TRAIN CONTROL SYSTEMS (ATC), SAFETY SYSTEMS (ATP) THAT ARE CURRENTLY IN DESIGN AND PROJECTS THAT ARE TO BE PARTIALLY FUNDED BY HSR ALONG THIS CORRIDOR. THIS LIST INCLUDES THE FOLLOWING STATION IN THE CORRIDOR IS DESIGNATED AS A TERMINAL STATION:
   BURBANK AIRPORT STATION & LOS ANGELES UNION STATION
   THERE WILL BE NO INTERMEDIATE HIGH-SPEED RAIL STATION:

10. TRACK AND PLATFORM CONFIGURATION
   BASED ON DESIGNER NO. 13 - STATION PLATFORM AND TRACK LAYOUT (RELEASED ON SEPTEMBER 7, 2016), THE STATION PASSENGER PLATFORMS ARE PLANNED FOR A LENGTH OF APPROXIMATELY 80 TO 140 FEET TO ACCOMMODATE A RANGE OF HIGH-SPEED TRAINS. PLATFORM LENGTHS SHOWN IN PLANS ARE BASED ON COORDINATED STATION PLANNING WITH AUTHORITY AND STAKEHOLDERS.

11. VEHICLE STORAGE AND MAINTENANCE
   UNDER CURRENT OPERATING ASSUMPTION, FLEET STORAGE, CLEANING, SERVICING, INSPECTION, MAINTENANCE, AND REPAIR REQUIREMENTS WILL BE SUPPORTED AT:
   TERMINAL STORAGE AND MAINTENANCE FACILITY (LEVEL 1) THAT PROVIDES IN-SERVICE INSPECTION, CLEANING, MAINTENANCE, AND REPAIR FACILITIES TO SUPPORT THE BLENDED SYSTEM OPERATION IN A SHARED RIGHT-OF-WAY CORRIDOR AND WILL SHARE TRACKS WITH OTHER PASSENGER TRAINS SOUTH OF DOWNTOWN BURBANK METROLINK STATION.

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

13. SHARED RIGHT-OF-WAY (ROW)
   GENERALLY, THE RIGHT-OF-WAY IS OWNED BY LA METRO ON THE VALLEY AND VENTURA SUBDIVISIONS, AND IS OWNED PARTIALLY BY THE FREIGHT RAIL (UPRR) ON THE VENTURA LINE. PASSENGER AND FREIGHT OPERATIONS OCCUR SIMULTANEOUSLY THROUGHOUT THE DAY ON PARALLELING TRACKS, TRACK SEPARATION AND INTRUSION PROTECTION, AS DETERMINED THROUGH RISK-BASED ANALYSIS, WILL BE PROVIDED.

14. DIAMOND (AT-Grade) CROSSINGS
   THE USE OF "X" DIAMOND CROSSINGS WILL BE ALLOWED DUE TO HIGH VOLUME OF CROSSING TRACKS. THE HSR TRACKS WILL RUN ALONGSIDE THE WESTERN SIDE OF THE BUILDING TO AVOID DIAMOND CROSSING.

15. STRUCTURAL DESIGN
   4. PEPP STRUCTURE DESIGN WILL BE BASED ON CRSP CP 2-3 DESIGN CRITERIA MANUAL REV 2 DATED FEBRUARY 2014.

NOTE: CONSTRUCTION FOR INTERNAL USE ONLY
GENERAL NOTES

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1. FOR MAIN LINE TRACK INFORMATION, SEE TRACK PLANS IN VOLUME 1.
2. FOR RIGHT-OF-WAY INFORMATION, SEE RIGHT-OF-WAY PLANS IN VOLUME 1.
3. FOR BRIDGE INFORMATION, SEE BRIDGE PLANS IN VOLUME 1.
4. FOR UTILITY INFORMATION, SEE UTILITY PLANS IN VOLUME 1.
5. FOR DRAINAGE INFORMATION, SEE DRAINAGE PLANS IN VOLUME 1.
6. FOR SYSTEM INFORMATION, SEE SYSTEM PLANS IN VOLUME 1.
7. FOR AERIAL STRUCTURE INFORMATION, SEE STRUCTURAL PLANS IN VOLUME 1.
8. FOR RIGHT-OF-WAY INFORMATION, SEE RIGHT-OF-WAY PLANS IN VOLUME 1.
9. ACCESS DETERRING SOLID BARRIER RAILING TO BE INSTALLED ON ALL EXISTING AND PROPOSED OVERHEAD BRIDGE STRUCTURES CROSSING HSR TRACKS PER RDP DIRECTIVE NO. 0066.

VOLUME 2
1. FOR TRACK INFORMATION, SEE TRACK PLANS IN VOLUME 1.
2. FOR RIGHT-OF-WAY INFORMATION, SEE RIGHT-OF-WAY PLANS IN VOLUME 1.
3. FOR BRIDGE INFORMATION, SEE BRIDGE PLANS IN VOLUME 1.
4. FOR UTILITY INFORMATION, SEE UTILITY PLANS IN VOLUME 1.
5. FOR DRAINAGE INFORMATION, SEE DRAINAGE PLANS IN VOLUME 1.
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7. FOR AERIAL STRUCTURE INFORMATION, SEE STRUCTURAL PLANS IN VOLUME 1.
8. FOR RIGHT-OF-WAY INFORMATION, SEE RIGHT-OF-WAY PLANS IN VOLUME 1.
9. ACCESS DETERRING SOLID BARRIER RAILING TO BE INSTALLED ON ALL EXISTING AND PROPOSED OVERHEAD BRIDGE STRUCTURES CROSSING HSR TRACKS PER RDP DIRECTIVE NO. 0066.

VOLUME 3
1. FOR TRACK INFORMATION, SEE TRACK PLANS IN VOLUME 1.
2. FOR RIGHT-OF-WAY INFORMATION, SEE RIGHT-OF-WAY PLANS IN VOLUME 1.
3. FOR BRIDGE INFORMATION, SEE BRIDGE PLANS IN VOLUME 2.
4. FOR UTILITY INFORMATION, SEE UTILITY PLANS IN VOLUME 2.
5. FOR DRAINAGE INFORMATION, SEE DRAINAGE PLANS IN VOLUME 2.
6. FOR SYSTEM INFORMATION, SEE SYSTEM PLANS IN VOLUME 2.
7. FOR AERIAL STRUCTURE INFORMATION, SEE STRUCTURAL PLANS IN VOLUME 2.
8. FOR RIGHT-OF-WAY INFORMATION, SEE RIGHT-OF-WAY PLANS IN VOLUME 1.
9. ACCESS DETERRING SOLID BARRIER RAILING TO BE INSTALLED ON ALL EXISTING AND PROPOSED OVERHEAD BRIDGE STRUCTURES CROSSING HSR TRACKS PER RDP DIRECTIVE NO. 0066.

VOLUME 4
EXISTING COMPOSITE UTILITY NOTES:
1. FOR TRACK INFORMATION, SEE TRACK PLANS IN VOLUME 1.
2. UTILITY CONFLICTS ON CROSSING STREETS AT EXISTING GRADE SEPARATIONS ARE ANTICIPATED.
3. ONLY THE FOLLOWING UTILITIES SHALL BE CONSIDERED MAJOR AND ARE IDENTIFIED IN THE UTILITY CONFLICTS MATRIX ON THE DRAWINGS.
   A. PET UTILITIES
      1. SEWER, WATER, STORM DRAIN GREATER THAN OR EQUAL TO 12".
      2. ALL 30" LINES.
      3. ALL FUEL (GASOLINE) LINES.
   B. DRY UTILITIES
      1. ALL GAS LINES.
      2. ALL FIBER OPTIC LINES.
      3. ALL ELECTRIC LINES GREATER THAN 240V.
      4. ALL DUCT BANKS WITH 6 OR MORE DUCTS.
      5. EXCEPT INDIVIDUAL TELEPHONE CABLE LINES.
   C. ALL OTHER UTILITIES ARE CONSIDERED MINOR AND ARE NOT SHOWN IN THE UTILITY CONFLICT MATRIX.
   D. UTILITIES AT GRADE SEPARATIONS ARE NOT SHOWN IN THE UTILITY CONFLICT MATRIX EVEN IF THEY FALL UNDER THE ABOVE CRITERIA.
      1. CONSTRUCTION PHASING PROVIDED FOR PROPOSED WORK SOUTH OF HSR BURBANK STATION TO MAIN STREET. PHASING OF HSR BURBANK STATION AND LINUS PROJECT NOT INCLUDED AS PART OF THIS SUBMITAL.
      2. FINAL DESIGN COORDINATION REQUIRED AT INTERFACE SOUTH OF STATION.
   VOLUME 5
1. FOR MAIN LINE TRACK INFORMATION, SEE TRACK PLANS IN VOLUME 1.
2. FOR RIGHT-OF-WAY INFORMATION, SEE RIGHT-OF-WAY PLANS IN VOLUME 1.
3. FOR BRIDGE INFORMATION, SEE BRIDGE PLANS IN VOLUME 1.
4. FOR UTILITY INFORMATION, SEE UTILITY PLANS IN VOLUME 1.
5. FOR DRAINAGE INFORMATION, SEE DRAINAGE PLANS IN VOLUME 1.
6. FOR SYSTEM INFORMATION, SEE SYSTEM PLANS IN VOLUME 1.
7. FOR AERIAL STRUCTURE INFORMATION, SEE STRUCTURAL PLANS IN VOLUME 1.
8. FOR RIGHT-OF-WAY INFORMATION, SEE RIGHT-OF-WAY PLANS IN VOLUME 1.
9. ACCESS DETERRING SOLID BARRIER RAILING TO BE INSTALLED ON ALL EXISTING AND PROPOSED OVERHEAD BRIDGE STRUCTURES CROSSING HSR TRACKS PER RDP DIRECTIVE NO. 0066.

VOLUME 6
1. CONSTRUCTION PHASING PROVIDED FOR PROPOSED WORK SOUTH OF HSR BURBANK STATION TO MAIN STREET. PHASING OF HSR BURBANK STATION AND LINUS PROJECT NOT INCLUDED AS PART OF THIS SUBMITAL.
   VOLUME 7
1. HSR BURBANK STATION CONCEPT DESIGN PROVIDED AS REFERENCE TO WORK.
   VOLUME 8
1. LINUS DESIGN PROVIDED AS REFERENCE TO WORK SOUTH OF MAIN STREET EXTENDING INTO LA UNION STATION.
2. FINAL DESIGN COORDINATION REQUIRED AT INTERFACE BETWEEN LA UNION STATION.

GENERAL NOTES
5. USE LACTMA STANDARD DRAWINGS (2010) FOR TEMPORARY SUPPORT OF UTILITIES IMPACTED BY CUT AND FILL OPERATIONS.
6. USE LACTMA STANDARD DRAWINGS (2010) FOR TEMPORARY SUPPORT OF UTILITIES IMPACTED BY CUT AND FILL OPERATIONS.
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28. USE LACTMA STANDARD DRAWINGS (2010) FOR TEMPORARY SUPPORT OF UTILITIES IMPACTED BY CUT AND FILL OPERATIONS.
29. USE LACTMA STANDARD DRAWINGS (2010) FOR TEMPORARY SUPPORT OF UTILITIES IMPACTED BY CUT AND FILL OPERATIONS.
30. USE LACTMA STANDARD DRAWINGS (2010) FOR TEMPORARY SUPPORT OF UTILITIES IMPACTED BY CUT AND FILL OPERATIONS.
NORTH CUT & COVER SUPPORT OF EXCAVATION PLAN

SCALE 1" = 10'

DESIGNED BY
H. SCHAADT
DRAWN BY
W. OSTERMANN
CHECKED BY
K. ABEY
IN CHARGE
K. PIRBAZARI
DATE
04/30/2019

PEPD
RECORD SET
NOT FOR CONSTRUCTION
FOR INTERNAL USE ONLY

CALIFORNIA HIGH-SPEED TRAIN PROJECT
BURBANK TO LOS ANGELES

CONTRACT NO.
HSR14-39
DRAWING NO.
TN-D4003
SCALE
AS SHOWN
SHEET NO.

10'-0" TYP
SOIL NAIL WALL EXCAVATION SUPPORT BETWEEN BURBANK STATION AND S.E.W TUNNEL

HEADWALL N.I.C.

BURBANK STATION N.I.C.
LAGGING WALL (TYP)
SOLDIER PILE AND SUPPORT (TYP)
EXCAVATION TIEBACKS FOR FINISH SLAB

APPROX OG

ELEVATION (FT)

SECTION A
SCALE 1"=20'-0"

SECTION B
SCALE 1"=20'-0"

SUPPORT OF EXCAVATION
TYPICAL CUT & COVER SECTIONS
TYPICAL PORTAL AND VENTILATION SECTION STA 3044+10

SCALE 1"=5'-0"

TUNNEL VENTILATION FAN ABOVE

EXTERIOR GRACE

E TRACK MGR1

E TRACK MGR2

WALKWAY ENVELOPE (TYP)

TOP OF RAIL

EXITING ABOVE (TYP)

ELECTRICAL ROOM

42'-0"
SECTION - NORTH HEADWALL FOR SEM TUNNEL STA 3032+15

SCALE 1” = 10’

ORIGINAL GROUND (EL VARIES, 700 FT MIN)

HEADWALL WITH SHOTCRETE AND GFRP SOIL NAILS

PERMANENT STRUCTURE AT PIPE BOX SUPPORTED STRUTURE

4' DIA INTERLOCKING PIPE BOX

PIPE ARCH CANOPY FOR SEM TUNNEL

PERMANENT INVERT SLAB

BLOCK OUT INVERT SLAB AT SEM TUNNEL PORTAL

TOP OF RAIL EL 654 FT

NOT FOR CONSTRUCTION
FOR INTERNAL USE ONLY

CALIFORNIA HIGH-SPEED TRAIN PROJECT
BURBANK TO LOS ANGELES

PEPD
HEADWALL SECTION STA 3032+15

DATE 04/30/2019

DESIGNED BY H. SCHAADT
DRAWN BY W. OSTERMANN
CHECKED BY K. ABEY
IN CHARGE K. PIRBAZARI

PEPD RECORD SET
NOT FOR CONSTRUCTION
FOR INTERNAL USE ONLY
CENTER DRIFT EXCAVATION SEQUENCE:
1. Excavation of Top Heading One Unit Advance Around Support Wedge (3 ft Max).
3. Installation of Lattice Girders.
4. Installation of Grouted Pipe Spiles.
5. Excavation of Support Wedge One Unit Advance.
7. Application of Fiber Reinforced Shotcrete in Third Unit Advance from Heading.
8. Repetition of Steps 1 to 3.
9. Excavation of Invert Two Unit Advance (6 ft Max).
10. Application of Fiber Reinforced Shotcrete to Invert.
11. Excavation of Bench Two Unit Advance (6 ft Max).
13. Installation of Invert Lattice Girders and Fiber Reinforced Shotcrete Lining.

NOTES:
1. Tunnel configuration and support shown are illustrative only and not intended for construction.
2. Flashcrete to be applied to all ground surfaces immediately after exposure.
3. All support (flashcrete, shotcrete, reinforcement) for each excavation round must be completed prior to commencing next excavation round in sequence.
4. Install initial shotcrete lining with all required support elements up to 1 ft of the excavation face before excavation continues.
5. Face stabilization will be provided by SEM tool (support elements) as required by ground conditions (face bolts, metal sheeting, pocket excavations, grouting, support, capping).
6. Protect invert by temporary backfill.
7. Temporary backfill shall be removed not closer than 9 ft from completed tunnel lining.
8. The face bolt pattern shown is indicative and to be adjusted in the field according to actual site conditions.
TEMPORARY BRIDGE PLAN

SCALE: 1" = 50'
CONSTRUCTION SEQUENCE PLAN

CONTRACT NO. HSR14-39
DRAWING NO. TN-C4002
SCALE AS SHOWN

PHASE 1

1. Install temporary decking in Segment A prior to installing secant pile wall in Segment B.
2. Install temporary decking in Segment B prior to mass excavation.
3. Cut & cover excavation in place.
4. Permanent cut & cover structure.

PHASE 2

- EXCAVATE UNDER TEMP DECKING
- DEMO SOLDIER PILE DECKING AND EXCAVATE UNDER HOLLYWOOD WAY
- BACKFILL OVER DECKING AT HOLLYWOOD WAY
- INSTALL TEMP DECKING IN SEGMENT 'B'
- INSTALL TEMP DECKING IN SEGMENT 'A'

PHASE 3

- SUPPORT EXISTING RETAINING WALL IN PLACE
- EXCAVATE UNDER TEMP DECKING

PHASE 4

- HEADWALL (TYP)
- SOLDIER PILE
- CUT & COVER EXCAVATION

APPROX OG

N HOLLYWOOD WAY

N HOLLYWOOD WAY

STV 100 YEARS
CALIFORNIA HIGH-SPEED RAIL AUTHORITY
CALIFORNIA HIGH-SPEED TRAIN PROJECT
Burbank to Los Angeles
PEPD
CONSTRUCTION SEQUENCE PLAN

DESIGNED BY H. SCANDT
DRAWN BY W. OSTERMANN
CHECKED BY K. ABEY
IN CHARGE K. PIRBAZARI
DATE 04/30/2019

NOT FOR CONSTRUCTION FOR INTERNAL USE ONLY

 Haynesma c:\jlp\pwworkdir\haynesma\d0144761\K2L-TN-C4002-TNL.dgn
10:21:10 AM
4/30/2019

Pepo
Record Set
As Shown
Rev. W.0
NOTE:
1. WHERE TRENCH WALL IS SHORTER THAN THE REQUIRED HEIGHT TO MOUNT THE WIRE CONTACT SYSTEM, THEN OCS POLE SHALL BE MOUNTED ON TOP OF WALL.

TYPICAL SECTION - TRENCH
SCALE: 3/16"=1'
STA 3072+50 TO STA 3119+26

TYPICAL SECTION - RETAINING WALLS
SCALE: 3/16"=1'
STA 3119+26 TO STA 3152+75

NOT FOR CONSTRUCTION
FOR INTERNAL USE ONLY
NOTES
1. WALLS LENGTHS ARE MEASURED ALONG PROPOSED HSR2
2. FOR WALL TYPES SEE DWG. NO. ST-G3101
3. VERTICAL CLEARANCE UNDER EXISTING AND PROPOSED STRUCTURES SHOWN ON VOL. 1 PLAN AND PROFILE SHEETS

ELEVATION
VERT.: 1"=10'
HORIZ.: 1"=50'

HORZ.: 1"=50'
VERT.: 1"=10'
SCALE APPLICABLE FOR FULL SIZE ONLY

ELEVATION
VERT.: 1"=10'
HORIZ.: 1"=50'
SCALE APPLICABLE FOR FULL SIZE ONLY

PLAN
SCALE: 1"=50'
NOT FOR CONSTRUCTION FOR INTERNAL USE ONLY
NOTES
1. WALLS LENGTHS ARE MEASURED ALONG PROPOSED HSR2
2. FOR WALL TYPES SEE DWG NO. ST-G3101
3. VERTICAL CLEARANCE UNDER EXISTING AND PROPOSED STRUCTURES SHOWN ON VOL. 1 PLAN AND PROFILE SHEETS

SCALE: 1"=50'
PLAN
SCALE: 1"=50'
ELEVATION
VERT.: 1"=10'
HORIZ.: 1"=50'

CALIFORNIA HIGH-SPEED TRAIN PROJECT
BURBANK TO LOS ANGELES
HSR1 3177+00 TO HSR2 3190+00
DATE 04/30/2019

DESIGN INTERMEDIATE WALL BETWEEN METROLINK AND HSR TRACKS (NOT SHOWN ON ELEVATION)
BEGIN SOUTH WALL (NOT SHOWN ON ELEVATION)
BEGIN ROW METROLINK AND HSR TRACKS
EXIST ROW METROLINK AND HSR TRACKS
PROPOSED METROLINK (MT01)
PROPOSED METROLINK (MT02)

PROPOSED HSR1
EXIST ROW
PROPOSED HSR2
EXIST ROW

MATCH LINE STA 3177+00
MATCH LINE STA 3190+00

PROPOSED ROW
EXIST ROW
BEGIN SOUTH WALL
BEGIN ROW

ONGOING CONSTRUCTION
NOT FOR CONSTRUCTION
FOR INTERNAL USE ONLY

DESIGNED BY D. HAGHIGHI
DRAWN BY P. ZUCCHI
CHECKED BY K. PIRBAZAR
IN CHARGE K. PIRBAZARI

DATE 04/30/2019

NOT FOR CONSTRUCTION
FOR INTERNAL USE ONLY

PEPD RECORD SET
RECORD SET

PEPD
NOTE SET
NOT FOR CONSTRUCTION

DATE 04/30/2019

HSR1 3177+00 TO HSR2 3190+00
HSR - RETAINING WALL

HSR14-39
DRAWING NO. ST-G1105
SCALE AS SHOWN
NOT FOR CONSTRUCTION
FOR INTERNAL USE ONLY

STV 100

JACOBS
NOTES

1. WALL LENGTHS ARE MEASURED ALONG PROPOSED HSR2.

2. FOR WALL TYPES SEE DWG. NO. ST-G3101.

3. VERTICAL CLEARANCE UNDER EXISTING AND PROPOSED STRUCTURES SHOWN ON VOL. 1 PLAN AND PROFILE SHEETS.

SEE VOL 4 DWG NO. CO-F4002.

PROPOSED STANDALONE COMMUNICATION TOWER

TO BE REMOVED.

EXIST ROW.

PROPOSED METROLINK (MT01).

PROPOSED METROLINK (MT02).

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**NOTES**

1. WALLS LENGTHS ARE MEASURED ALONG PROPOSED HSR2
2. FOR WALL TYPES SEE DWG. NO. ST-G3101
3. VERTICAL CLEARANCE UNDER EXISTING AND PROPOSED STRUCTURES SHOWN ON VOL. 1 PLAN AND PROFILE SHEETS

---

**SCALE**

HORZ.: 1"=50'

VERT.: 1"=10'

---

**DATE**

04/30/2019

---

**DESIGNED BY**

D. HAGHIGHI

**DRAWN BY**

P. ZUCCHI

**CHECKED BY**

K. PIRBAZARI

---

**PENDELON RECORD SET**

Haynesma

---

**CONTRACT NO.**

HSR14-39

**DRAWING NO.**

ST-G1113

**SHEET NO.**

Haynesma

---

**DATE OF RECORD SET**

04/30/2019

---

**NOT FOR CONSTRUCTION**

FOR INTERNAL USE ONLY

---

**CALIFORNIA HIGH-SPEED TRAIN PROJECT**

BURBANK TO LOS ANGELES

PE-01/10

HSR - RETAINING WALL

HSR2 3281+00 TO HSR2 3294+00

---

**SCALE**

PLAN

1"=50'

---

**ELEVATION**

VERT.: 1"=10'

HORZ.: 1"=50'
NOTES
1. WALLS LENGTHS ARE MEASURED ALONG • PROPOSED HSR2
2. FOR WALL TYPES SEE DWG. NO. ST-G3101

DESIGNED BY D. HAGHIGHI
DRAWN BY P. ZUCCHI
CHECKED BY K. PIRBAZARI
IN CHARGE K. PIRBAZARI
DATE 04/30/2019

RECORD SET NOT FOR CONSTRUCTION

PEPD
HSR - RETAINING WALL
HSR2 3307+00 TO HSR2 3320+00

DATE CHK APP BY REV DESCRIPTION CONTRACT NO. DRAWING NO. SCALE SHEET NO. 04/30/2019

AS SHOWN PEPE 04/30/2019

PEPD 04/30/2019

NOT FOR CONSTRUCTION FOR INTERNAL USE ONLY
PROPOSED HSR1
PROPOSED HSR2
EXIST ROW
PROPOSED METROLINK (MT01)
PROPOSED METROLINK (MT02)

500
490
480
470
460
450
440
430

ELEVATION
VERT.: 1"=10'
HORZ.: 1"=50'

EXIST ROW
PROPOSED ROW

NOTES
1. WALLS LENGTHS ARE MEASURED ALONG PROPOSED HSR2
2. FOR WALL TYPES SEE DWG. NO. ST-G3101
3. VERTICAL CLEARANCE UNDER EXISTING AND PROPOSED STRUCTURES SHOWN ON VOL. 1 PLAN AND PROFILE SHEETS

DESIGNED BY
D. HAGHIGHI
DRAWN BY
P. ZUCCHI
CHECKED BY
K. PIRBAZARI
IN CHARGE
K. PIRBAZARI
DATE
04/30/2019

PEPD RECORDED
05/2/2019
5:22:12 PM

DRAWING NO.
ST-G1122

CALIFORNIA HIGH-SPEED TRAIN PROJECT
BURBANK TO LOS ANGELES
HSR - RETAINING WALL
HSR1 3398+00 TO HSR2 3411+00

STV
JACOBS
CALIFORNIA HIGH-SPEED RAIL AUTHORITY
ELEVATION
VERT.: 1"=10'
HORIZ.: 1"=50'

NOTES
1. WALLS LENGTHS ARE MEASURED ALONG PROPOSED HSR2
2. FOR WALL TYPES SEE DWG. NO. ST-G3101
3. VERTICAL CLEARANCE UNDER EXISTING AND PROPOSED STRUCTURES SHOWN ON VOL.1 PLAN AND PROFILE SHEETS

SCALE APPLICABLE FOR FULL SIZE ONLY

HaynesMA
8:17:14 AM 5/2/2019
ELEVATION
VERT.: 1"=10'
HSR2: 1"=50'

SCALE: 1"=50'

PLAN
EXIST ROW
EXIST ROW
(BOTH TRACKS)
B-LA TRACK PROFILE
HORZ.: 1"=50'
VERT.: 1"=10'
ELEVATION
3502+00
3503+00
3504+00
3505+00
3506+00
3507+00
3508+00
3509+00
3510+00
3511+00
3512+00
3513+00
3514+00
3515+00

• PROPOSED UPRR TRACK 2 / METROLINK TRACK 2
• PROPOSED UPRR TRACK 1 / METROLINK TRACK 1
• PROPOSED HSR2/MT02
• PROPOSED HSR1/MT01
(APPROX)
OG ALONG HSR TRACK •

• GLENDA LE FWY

NOTES
1. WALLS LENGTHS ARE MEASURED ALONG • PROPOSED HSR2
2. FOR WALL TYPES SEE DWG. NO. ST-G3101
3. VERTICAL CLEARANCE UNDER EXISTING AND PROPOSED STRUCTURES SHOWN ON VOL. 1 PLAN AND PROFILE SHEETS

FOR INTERNAL USE ONLY

DESIGNED BY
D. HAGHIGHI
DRAWN BY
P. ZUCCHI
CHECKED BY
K. PIRBAZARI
IN CHARGE
K. PIRBAZARI
DATE
04/30/2019
**ELEVATION**

VERT.: 1"=10'

HSR2: 1"=50'

**PLAN**

SCALE: 1"=50'

**NOTES**

1. WALLS LENGTHS ARE MEASURED ALONG PROPOSED HSR2

2. FOR WALL TYPES SEE DWG. NO. ST-G3101

---

PROPOSED HSR1 / METROLINK TRACK 1

PROPOSED HSR2 / METROLINK TRACK 2

EXIST ROW

EXIST ROW

EXIST METROLINK TRACKS (TO BE REMOVED)

---

PROPOSED TCS

PROPOSED TCE

---

LOS ANGELES RIVER

---

CALIFORNIA HIGH-SPEED TRAIN PROJECT

BURBANK TO LOS ANGELES

---

HSR14-39

PEPD

ST-01131

---

DATE CHK

REVISION DESCRIPTION

04/30/2019

---

STV

JACOBS

CALIFORNIA HIGH-SPEED RAIL AUTHORITY

---

HaynesMA c:\jlp\pwworkdir\haynesma\d0137171\K2L-ST-G1131.dgn

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8:19:19 AM
5/2/2019

---

DRAWING NO.

ST-G1131

---

SCALE

AS SHOWN

---

CONTRACT NO.

HSR14-39

---

DATE

RDATE

---

DESIGNED BY

D. HAGHIGHI

---

DRAWN BY

P. ZUCCHI

---

CHECKED BY

K. PIRBAZARI

---

IN CHARGE

K. PIRBAZARI

---

DATE

04/30/2019

---

PEPD

RECORD SET

NOT FOR CONSTRUCTION

FOR INTERNAL USE ONLY

---

SCALE APPLICABLE FOR FULL SIZE ONLY

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SCALE APPLICABLE FOR FULL SIZE ONLY

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NOT FOR CONSTRUCTION

FOR INTERNAL USE ONLY
NOTES
1. WALLS LENGTHS ARE MEASURED ALONG PROPOSED HSR2
2. FOR WALL TYPES SEE DWG. NO. ST-G3101
3. VERTICAL CLEARANCE UNDER EXISTING AND PROPOSED STRUCTURES SHOWN ON VOL. 1 PLAN AND PROFILE SHEETS

D. HAGHIGHI
DRAWN BY
P. ZUCCHI
CHECKED BY
K. PIRBAZARI
IN CHARGE
K. PIRBAZARI
DATE
04/30/2019

PEPD
RECORD SET
NOT FOR CONSTRUCTION

CALIFORNIA HIGH-SPEED TRAIN PROJECT
BURBANK TO LOS ANGELES
HSR2 3632+00 TO HSR2 3645+00

CONTRACT NO.
HSR14-39
DRAWING NO.
ST-G1140
SCALE
AS SHOWN
SHEET NO.
HaynesMA

8:21:08 AM
5/2/2019

PEPD
NOT FOR CONSTRUCTION
FOR INTERNAL USE ONLY

3645+00
0.00%
1"=50'
PLAN
1"=10'
VERT.
SCALE APPLICABLE FOR FULL SIZE ONLY
0 10
0 50
HOR.
SCALE APPLICABLE FOR FULL SIZE ONLY
0 100
1"=50'
3635+00
3640+00
EXIST ROW
■ PROPOSED UPRR TRACK 1 / METROLINK TRACK 1■ PROPOSED UPRR TRACK 2 / METROLINK TRACK 2
■ PROPOSED HSR2/MT02
■ PROPOSED HSR1/MT01
(SR-110) ARROYO SECO PARKWAY
(GOLDEN STATE FWY (I-5))
LA RIVER
FIGUEROA STREET
(DOWNY BRIDGE)
EXIST TRACKS (TO BE REMOVED)

3632+00
3633+00
3634+00
3635+00
3636+00
3637+00
3638+00
3639+00
3640+00
3641+00
3642+00
3643+00
3644+00
3645+00
S
SEE DRAWING NO. ST-G1139
M A T C H I N E - S T A
3632
3645
S
SEE DRAWING NO. ST-G1141
M A T C H I N E - S T A
3645

380
370
360
350
340
330
320
310

3632+00 3633+00 3634+00 3635+00 3636+00 3637+00 3638+00 3639+00 3640+00 3641+00 3642+00 3643+00 3644+00 3645+00

380
370
360
350
340
330
320
310