CALIFORNIA HIGH-SPEED RAIL AUTHORITY

FLY CALIFORNIA

Without ever leaving the ground.

CALIFORNIA HIGH-SPEED TRAIN PROJECT
LOS ANGELES TO ANAHEIM SECTION

CONSOLIDATED SHARED TRACK ALTERNATIVE

5% DESIGN FINAL SUBMITTAL
(EQUIVALENT 15% DESIGN IN-PROGRESS SUBMITTAL)
DESIGNER NOTES FOR FINAL SUBMITTAL:

This note sheet is prepared to address design changes that have been completed in Program/Project documents, which includes design documentation issued by the host agencies, such as private entities and state DOTs, and others. This note sheet is intended to provide a single location where all design changes are recorded. This change note is to be used to modify the design of the project.

The following changes were made to the design.

1. Alignment changes.
2. Track relocation.
4. Station design.
5. Environmental considerations.

Please review the changes and provide any necessary feedback.

California High-Speed Rail Authority

BART Informed Visionary Transportation Authority

Consolidated Shared Track Alternative Design Notes for Final Submittal
DESIGNER NOTES FOR PRE-FINAL SUBMITTAL:

THIS NOTE SHEET IS PREPARED TO ADDRESS DESIGN CHANGES THAT HAVE BEEN THE RESULT OF OUTREACH ACTIVITIES WITH VARIOUS STAKEHOLDERS, SUCH AS GATEWAY CITIES AND SOUTHERN CALIFORNIA RAILROAD OPERATIONS, SINCE THE DRAFT SUBMITTAL WAS DATED MAY 10, 2010.

DUE TO THE EVOLVING DEVELOPMENTS, THE DRAWING CONTENT CONTAINED IN THIS SUBMITTAL SHEET IS SUBJECT TO CHANGE AND SHOULD NOT BE USED FOR CONSTRUCTION OR SUBSTANTIVE DECISIONS.

IN THE MEETING HELD ON MAY 27, 2010 AT PUT ON OFFICE, BART EXPRESSED THE AT-GRAGE SPLIT TRACK CONCEPT OF THE SAN JOAQUIN values. THIS CONCEPT SCHEME NEEDS FURTHER TESTING AND EVALUATION. IN ADDITION, THIS CONCEPT SCHEME IS STILL UNDER CONSIDERATION. PUT ON OFFICE REQUESTS THE AT-GRAGE SPLIT TRACK SCHEME BETWEEN THE TITAN AND CROSSOVER PLATFORMS NOT TO BE INCLUDED IN THE SHORT-ELEVATED NOT-SHARED TRACKS DESIGN.

A REVISED TRACK SCHEME IS INCLUDED TO COMPLY WITH THESE INSTRUCTIONS.

THE FOLLOWING SUMMARIZES THE MAJOR EVENTS:

ALIGNMENT DESIGN:

1. AT-GRAGE SPLIT TRACK PLATFORMS HAVE BEEN FULLY INTEGRATED WITH THE 2ND LEVEL PLATFORMS HENCE IF NEEDED, WITH SPECIAL DESIGN FEATURES BETWEEN THE TITAN AND CROSSOVER PLATFORMS.

2. A CONNECTION BETWEEN THE SHORT-ELEVATED NOT-SHARED TRACK DESIGN OF THE 2ND LEVEL PLATFORMS HENCE IS INCLUDED, WITH SPECIAL DESIGN FEATURES BETWEEN THE TITAN AND CROSSOVER PLATFORMS.

3. A SHORT-ELEVATED NOT-SHARED TRACK DESIGN OF THE 2ND LEVEL PLATFORMS HENCE IS INCLUDED, WITH SPECIAL DESIGN FEATURES BETWEEN THE TITAN AND CROSSOVER PLATFORMS.

4. A SHORT-ELEVATED NOT-SHARED TRACK DESIGN OF THE 2ND LEVEL PLATFORMS HENCE IS INCLUDED, WITH SPECIAL DESIGN FEATURES BETWEEN THE TITAN AND CROSSOVER PLATFORMS.

5. A SHORT-ELEVATED NOT-SHARED TRACK DESIGN OF THE 2ND LEVEL PLATFORMS HENCE IS INCLUDED, WITH SPECIAL DESIGN FEATURES BETWEEN THE TITAN AND CROSSOVER PLATFORMS.

GATE SEPARATION/CIVIL:

1. GRADE SEPARATION ROADWAY PROFILES ASSOCIATED WITH SAN JOAQUIN ARE INCLUDED WITH THE MODIFICATIONS AS DESCRIBED ABOVE.

2. TO FURTHER ELIMINATE THE COMPLEXITY OF THE AT-GRAGE SPLIT TRACK DESIGN, A PRELIMINARY CONSTRUCTION PAVING AND SEQUENCING SCHEME IS INCLUDED. THIS SCHEME OUTLINES THE EXISTING GRADE SEPARATION AT THE TITAN AND CROSSOVER PLATFORMS AND PROVIDES A CONSTRUCTION PAVING AND SEQUENCING SCHEME.

3. AN INDEPENDENT STUDY WAS CONDUCTED TO ASPECT THE FEASIBILITY OF PLACING A HOT LEVEL 1 ROLLING STOCK MAINTENANCE AREA ON THE EXISTING TITAN AND CROSSOVER PLATFORMS. THIS SCHEME WAS NOT INCLUDED AS PART OF THE SCHEDULED WORK.

4. THE STUDY RESULT IS INCLUDED IN A SET OF 0 PLANS.

NOT FOR CONSTRUCTION FOR INTERNAL USE ONLY.
DESIGNER NOTES FOR DRAFT SUBMITTAL:

1. THE PURPOSE OF THE SUBMITTAL IS TO PRESENT THE SPECIFICATIONS FOR A SHARED TRACK CONCEPT AS ADMINISTERED BY THE HIGH-SPEED RAIL AUTHORITY (CSRA) AND TO CONSOLIDATE DIFFERENT OPERATIONAL CLUES IN THE DESIGN CONCEPT. THIS CONCEPT IS EXPRESSED IN THROUGH IMPROVEMENTS TO THE Track LAYOUT BETWEEN LAS VEGAS, MINNEAPOLIS, AND DALLAS NORTHEASTERN AMERICA TO FULFILL THE INCREASING DEMANDS FOR MORE EFFICIENT AND SAFER TRAVEL AMONG THESE CITIES.

2. ALL OPERATIONAL CONSIDERATIONS ARE BEING CONSOLIDATED BY THE PROGRAM MANAGEMENT TEAM. THE DESIGNS FOCUSED IN THIS SUBMITTAL IS BASED ON THE CONSULTANT'S UNDERSTANDING OF THESE AGREEMENTS AND AS DIRECTED BY THE PROGRAM MANAGEMENT TEAM.

3. THE DEVELOPMENT OF FEASIBLE TRACK SECTIONS IS AN ONGOING EFFORT BETWEEN THE SHARED TRACK TEAM AND THE TRANSIT AUTHORITY'S RAIL SYSTEMS DIVISION. THIS WORK INCLUDES INTEGRATION WITH OTHER INFRASTRUCTURE SUCH AS HIGH-SPEED RAILS, HOIST PATHS,как и другие элементы, которые могут быть представлены в изображении. Дизайнерские заметки, включая спецификации на концепцию пути и консультационное представление, включают в себя уточнения для обеспечения безопасности и эффективности.

4. ALL DESIGN POLICIES ARE INCLUDED TO ADDRESS THE FOLLOWING ITEMS:

   a. PROVIDE 2 NEW TRACKS SHARED WITH A REGULAR ROUTE OR METRO/Subway/TRANSPORTATION
   b. PROVIDE 2 NEW TRACKS SHARED WITH METRO/Subway/TRANSPORTATION
   c. PROVIDE 2 NEW TRACKS SHARED WITH METRO/Subway/TRANSPORTATION
   d. PROVIDE 2 NEW TRACKS SHARED WITH METRO/Subway/TRANSPORTATION
   e. PROVIDE 2 NEW TRACKS SHARED WITH METRO/Subway/TRANSPORTATION

5. STATION SPACE PROGRAM DESIGN IS INCLUDED ENTIRELY.

6. THE ALLOWED DESIGN HAS BEEN PERMITTED TO REFLECT THE SHARED TRACK CONCEPT CONCEPT (SHARED NO. 25) RESULTING FROM THE 1 DAY WORKSHOP HELD IN MAY 2010 AT 11 EAST CHICAGO AVENUE (ECA) AMONG ALL PROGRAM DESIGNERS.

7. ALL DESIGN ELEMTS ARE EMBRACED IN THE FOLLOWING TO ASSIST FEDERAL OR FEDERATION OR FEDERAL DESIGN AND TO EXPLAIN THE SHARED TRACK CONCEPT PARAMETERS:

   a. THE SAME LEVEL COUNTERS PROPOSED IN THE METRO/Subway PATH IS REFLECTED IN THE STATION DESIGN. THIS SAME DESIGN CONCEPT EXHIBITS 2 PLATFORMS ALONG THE CENTRAL PLATFORMS BETWEEN LAS VEGAS, MINNEAPOLIS, AND DALLAS.
   b. PROVIDE 2 NEW TRACKS SHARED WITH METRO/Subway/TRANSPORTATION
   c. PROVIDE 2 NEW TRACKS SHARED WITH метро/Subway/TRANSPORTATION
   d. PROVIDE 2 NEW TRACKS SHARED WITH METRO/Subway/TRANSPORTATION
   e. PROVIDE 2 NEW TRACKS SHARED WITH METRO/Subway/TRANSPORTATION
   f. PROVIDE 2 NEW TRACKS SHARED WITH METRO/Subway/TRANSPORTATION

8. NOT FOR CONSTRUCTION INTERNAL USE ONLY

CALIFORNIA HIGH-SPEED RAIL PROJECT LOS ANGELES TO ANAHEIM CONSOLIDATED SHARED TRACK ALTERNATIVE DESIGNER NOTES FOR DRAFT SUBMITTAL
342 (HST) SHARED CONCEPT

3+2 (HST) ELEVATED HST SHARED CONCEPT

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CALIFORNIA HIGH-SPEED TRAIN PROJECT
LOS ANGELES TO ANAHEIM
CONSOLIDATED SHARED TRACK ALTERNATIVE
5% DESIGN
TYPICAL CROSS SECTIONS
HST SANTA FE SPRINGS STATION CONCEPT

NOTES:
1. STATION CONCEPTS NOT SHOWN AND TO BE DEVELOPED IN LSS DESIGN.
2. NOT TO SCALE AND NOT TO BE ASSUMED TO BE AT SAME ELEVATION.
3. PLATFORM HEIGHT SUBJECT TO CHANGE

CALIFORNIA HIGH-SPEED TRAIN PROJECT
LOS ANGELES TO ANAHEIM
CONSOLIDATED SHARED TRACK ALTERNATIVE
SANTA FE SPRINGS STATION
SCHEMATIC SECTION

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