

Palmdale to Burbank Project Section SAN FERNANDO VALLEY GRADE CROSSINGS

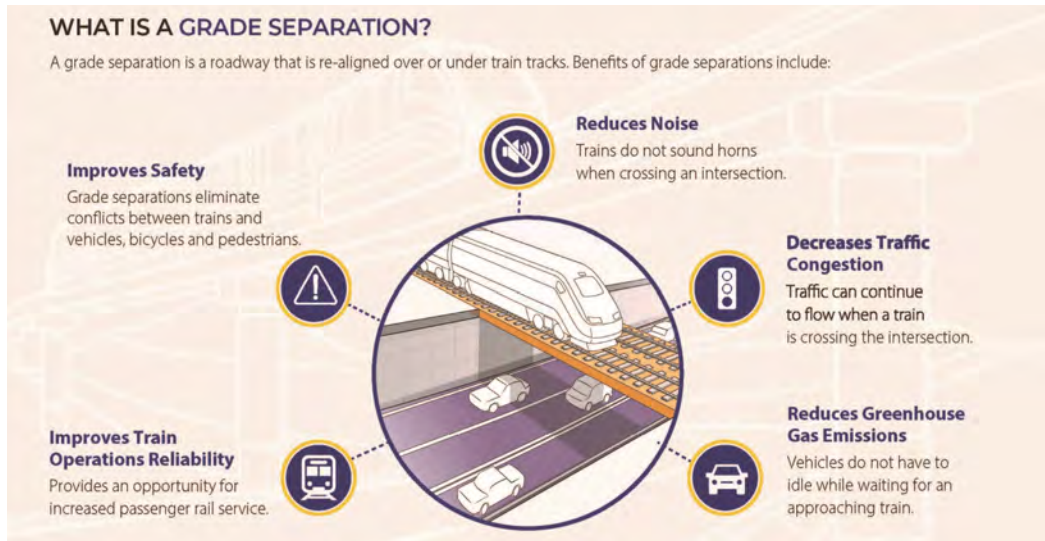


- NORTHERN CALIFORNIA REGION
 - San Francisco Salesforce Transit Center
 - San Francisco 4th & King Station
 - Millbrae (SFO)
 - San Jose Diridon Station
 - Gilroy
- CENTRAL VALLEY REGION
 - Merced
 - Fresno
 - Kings/Tulare Regional Station
- BAKERSFIELD TO PALMDALE PROJECT SECTION
 - Bakersfield
 - Palmdale
- PALMDALE TO BURBANK PROJECT SECTION
 - Burbank Airport Station
- BURBANK TO LOS ANGELES PROJECT SECTION
 - Los Angeles Union Station
- LOS ANGELES TO ANAHEIM PROJECT SECTION
 - Anaheim

Safety is a top priority for the California High-Speed Rail Authority (Authority). Technological improvements play a big role in modernization by helping to monitor the rail system and make quick changes to improve safety and efficiency. The planned Automatic Train Control (ATC) system will include Positive Train Control (PTC) in compliance with Federal Railroad Administration (FRA) regulations, and Automatic Train Protection (ATP) functions of train detection, collision and overspeed prevention, broken rail detection, interlocking control, hazard detection, train separation, and work zone protection.

The FRA, which regulates railroad safety, requires grade separations for operations above 125 miles per hour. Safety requirements for various speeds of operation are regulated by the FRA and the California Public Utilities Commission (CPUC). CPUC has jurisdiction in California, while FRA has jurisdiction across the United States.

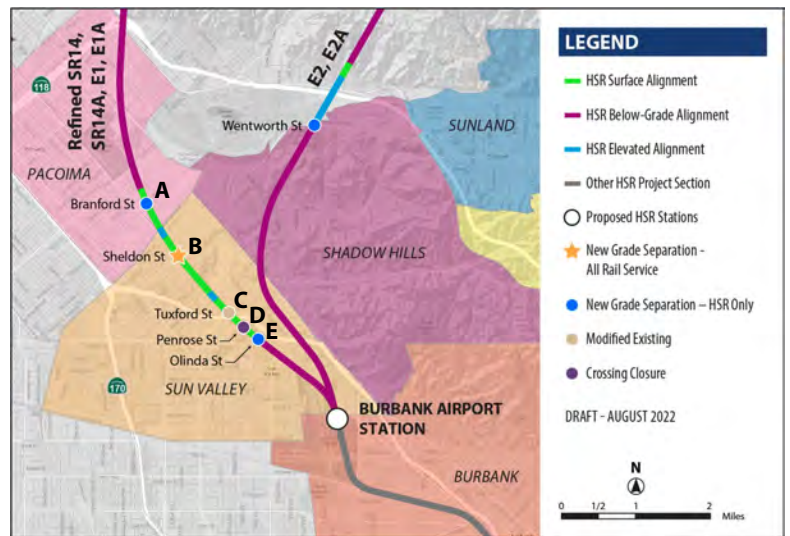
Because the Palmdale to Burbank Project Section is being designed as a dedicated rail right-of-way that could operate at speeds of up to 220 miles per hour, **the entire alignment will be grade-separated.**

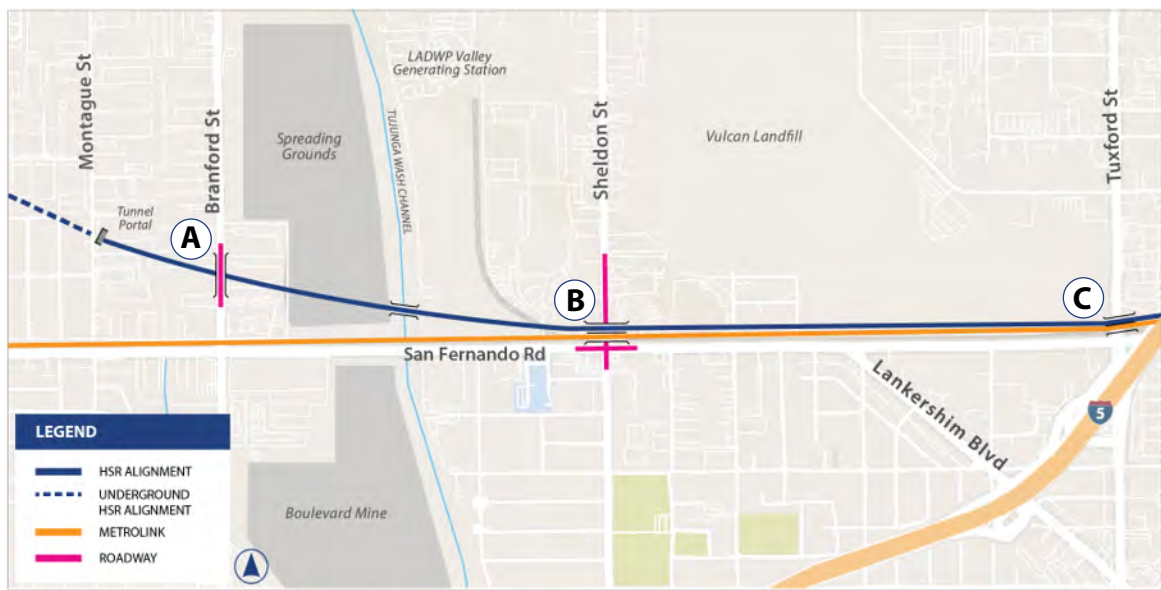


GRADE CROSSINGS

Three new grade separations are planned for the Preferred Alternative (SR14A) in this project section in the San Fernando Valley: an existing one will be modified and one will be closed, as follows:

- A:** Branford St, Pacoima (new)
- B:** Sheldon St, Sun Valley (new)
- C:** Tuxford St, Sun Valley (modified)
- D:** Penrose St (closed)
- E:** Olinda St, Sun Valley (new)





Grade Crossings from Montague St to Tuxford Street

A: BRANFORD STREET (NEW)

The train will exit the tunnel into a trench at Montague St as it continues south towards **Branford Street**.

At **Branford Street**, the road will be raised slightly and vehicles will cross over the train. The train will come up to street level south of **Branford Street** as it crosses the Hansen Spreading Grounds and the Tujunga Wash Channel.



Proposed Montague St & Branford St Configuration



Proposed Sheldon St Configuration

B: SHELDON STREET (NEW)

As the train continues south, it will cross over **Sheldon Street** on a new grade separation as it travels south to join the eastern side of the existing Metrolink right-of-way and continues south towards Tuxford Street.

C: TUXFORD STREET (MODIFIED)

The train will cross over **Tuxford Street** on a new structure alongside the existing Metrolink grade crossing (at the current location of little San Fernando Road) and continue under the 5 Freeway.



Proposed Tuxford Street Configuration



Grade Crossings from Tuxford Street to Olinda Street



Proposed Penrose Street Configuration

E: OLINDA STREET (NEW)

At **Olinda Street**, the road will be open to through traffic and vehicles will travel across the existing Metrolink tracks above the high-speed rail train as it travels in a trench on its way to the underground Burbank Airport Station.




Proposed Olinda Street Configuration


D: PENROSE STREET (CLOSED)


South of the 5 Freeway, the existing crossing at **Penrose Street** will be closed as the train crosses at street level.

Vehicle traffic will be re-routed to Tuxford Street to the north and Olinda Street to the south.

Connect with Us


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