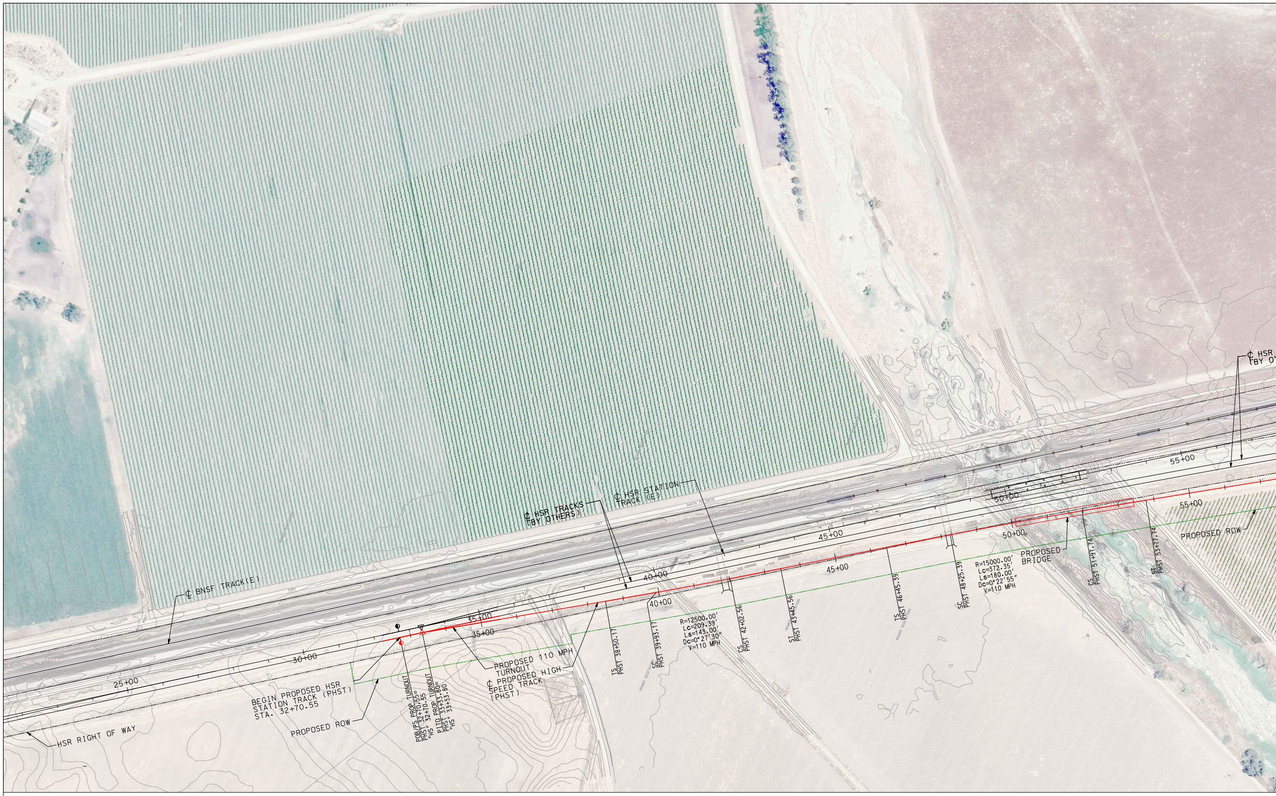
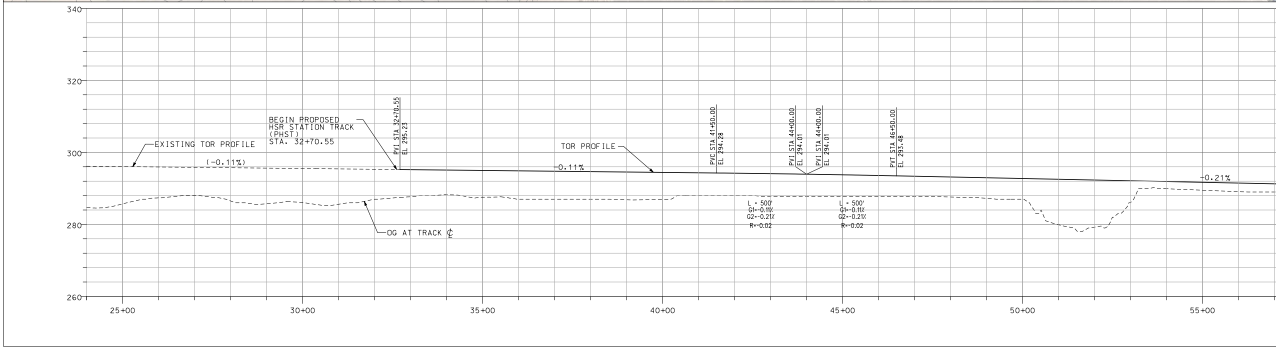
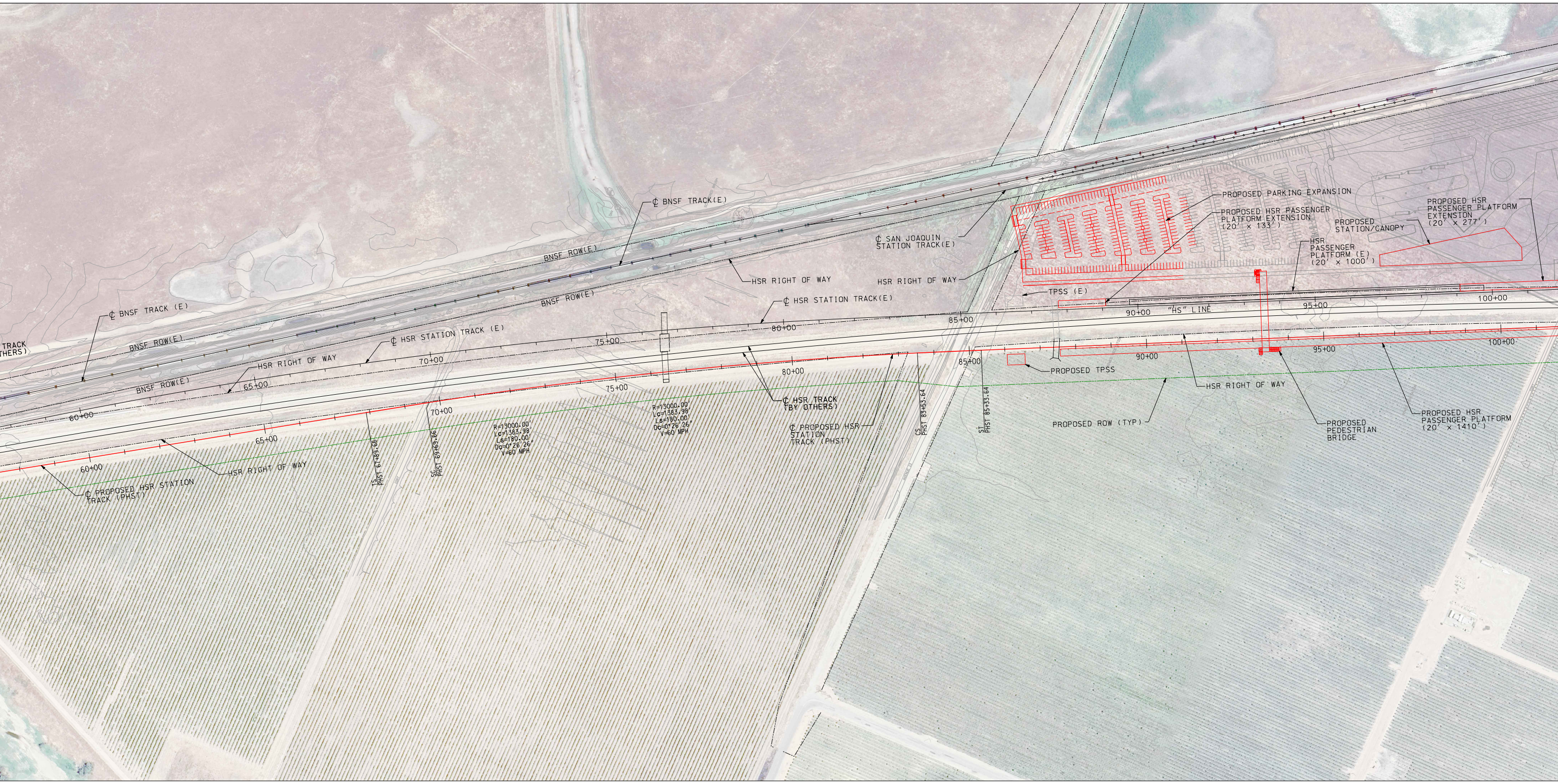
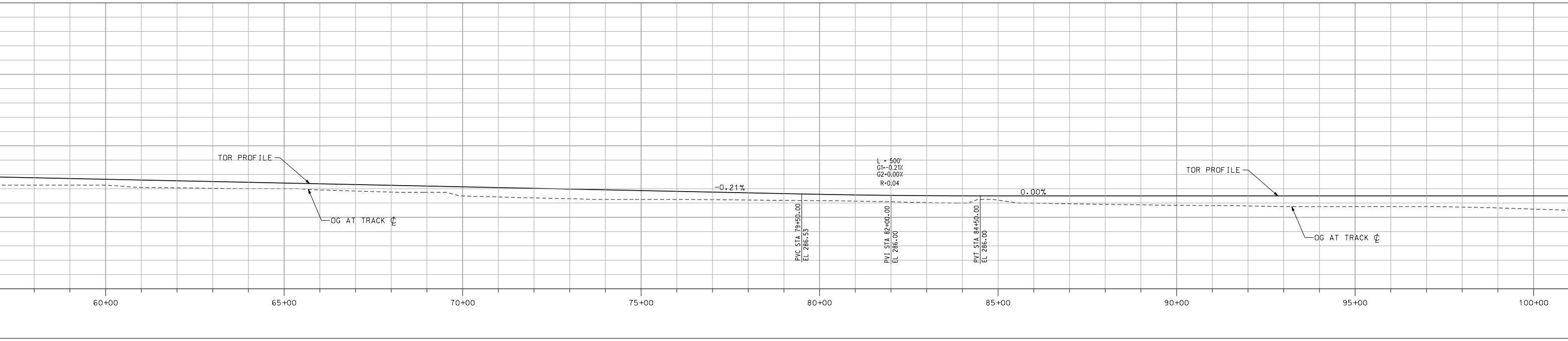

℄ BNSF TRACK(E)
HSR RIGHT OF WAY
25+00
30+00
35+00
35+00
40+00
40+00
45+00
45+00
50+00
50+00
55+00
55+00
BEGIN PROPOSED HSR STATION TRACK (PHST) STA. 32+70.55
PROPOSED ROW
POB/PS PROP TURNOUT PHST 32+70.55= "HS" 32+70.55
PITO PROP TURNOUT PHST 33+33.80= "HS" 33+33.80
PROPOSED 110 MPH TURNOUT
℄ PROPOSED HIGH SPEED TRACK (PHST)
℄ HSR TRACKS (BY OTHERS)
℄ HSR STATION TRACK (E)
TS PHST 38+50.17
SC PHST 39+93.17
R=12500.00'
Lc=209.39'
Ls=143.00'
Dc=0°27'30"
V=110 MPH
CS PHST 42+02.56
ST PHST 43+45.56
TS PHST 46+45.39
SC PHST 48+25.39
R=15000.00'
Lc=372.35'
Ls=180.00'
Dc=0°22'55"
V=110 MPH
PROPOSED BRIDGE
CS PHST 51+97.74
ST PHST 53+77.74
PROPOSED ROW
℄ HSR
(BY O

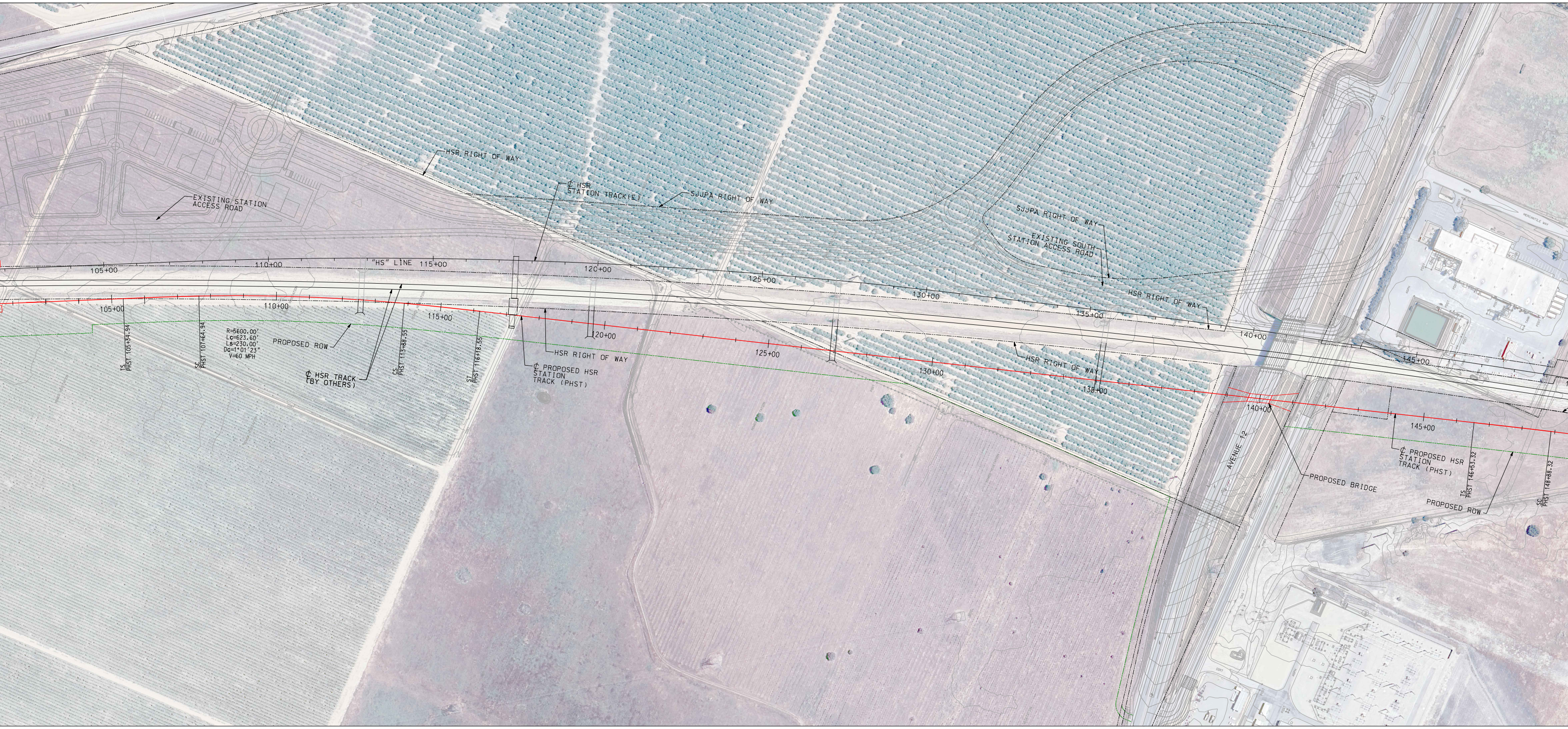


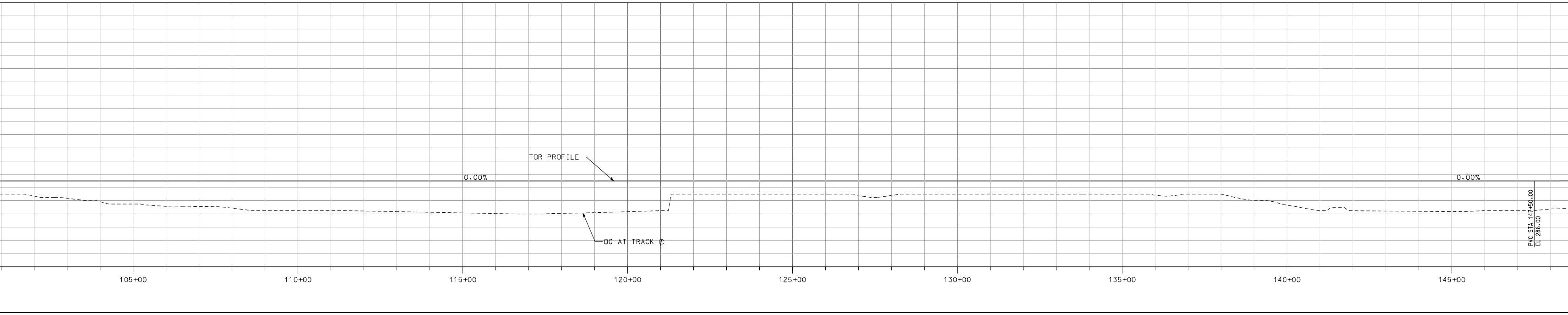


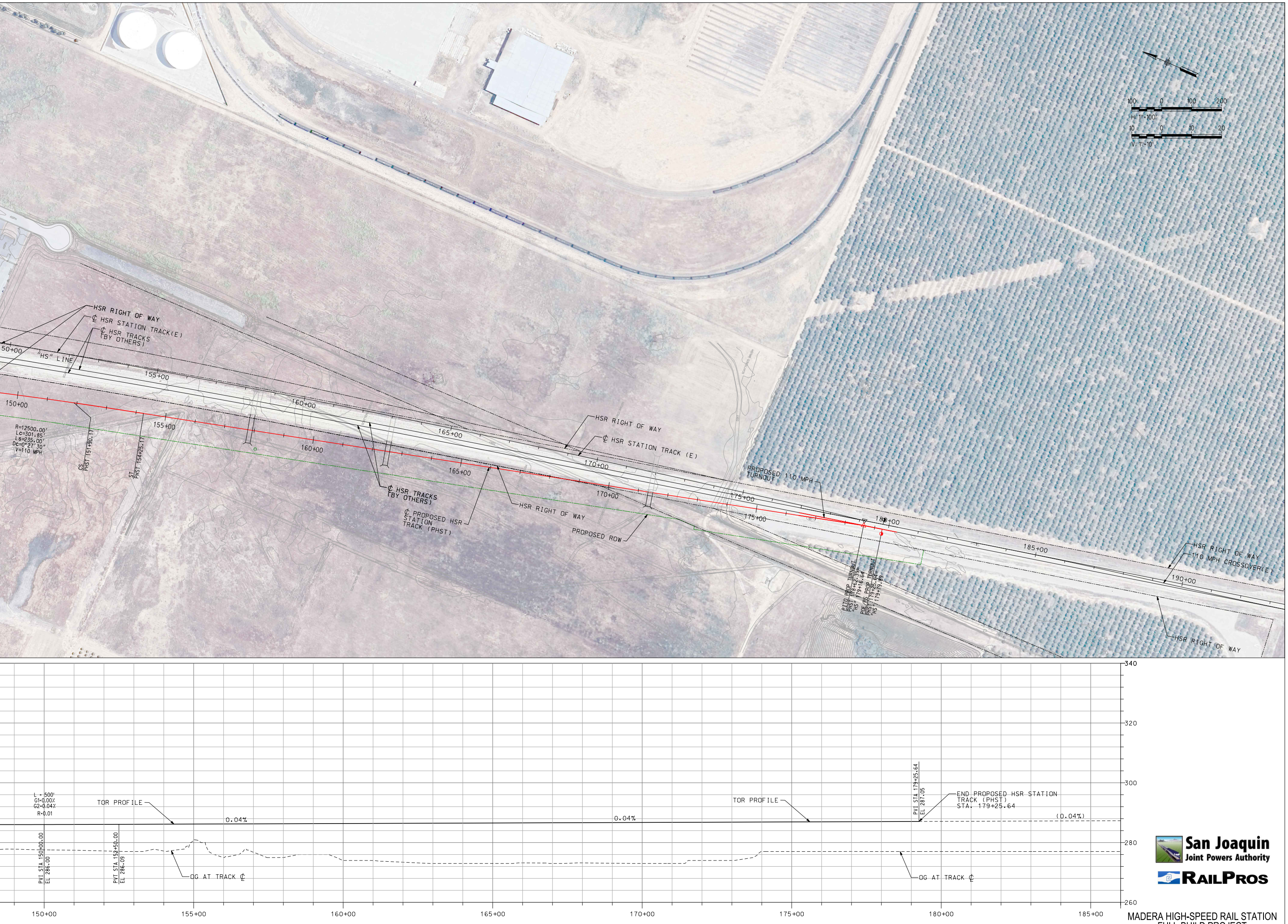
TRACK
(BY OTHERS)
₵ BNSF TRACK (E)
BNSF ROW(E)
BNSF ROW(E)
BNSF ROW(E)
BNSF ROW(E)
₵ BNSF TRACK(E)
HSR RIGHT OF WAY
HSR RIGHT OF WAY
HSR RIGHT OF WAY
HSR RIGHT OF WAY
HSR RIGHT OF WAY
₵ HSR STATION TRACK (E)
₵ HSR STATION TRACK(E)
₵ SAN JOAQUIN STATION TRACK(E)
₵ PROPOSED HSR STATION TRACK (PHST)
₵ HSR TRACK (BY OTHERS)
₵ PROPOSED HSR STATION TRACK (PHST)
TS PHST 67+89.66
SC PHST 69+69.66
R=13000.00'
Lc=1383.98'
Ls=180.00'
Dc=0°26'26"
V=60 MPH
R=13000.00'
Lc=1383.98'
Ls=180.00'
Dc=0°26'26"
V=60 MPH
CS PHST 83+53.64
ST PHST 85+33.64
PROPOSED PARKING EXPANSION
PROPOSED HSR PASSENGER PLATFORM EXTENSION (20' × 133')
PROPOSED STATION/CANOPY
PROPOSED HSR PASSENGER PLATFORM EXTENSION (20' × 277')
HSR PASSENGER PLATFORM (E) (20' × 1000')
TPSS (E)
PROPOSED TPSS
"HS" LINE
PROPOSED ROW (TYP)
PROPOSED PEDESTRIAN BRIDGE
PROPOSED HSR PASSENGER PLATFORM (20' × 1410')
60+00
65+00
70+00
75+00
80+00
85+00
90+00
95+00
100+00
60+00
65+00
70+00
75+00
80+00
85+00
90+00
95+00
100+00



TOR PROFILE
OG AT TRACK ₵
-0.21%
L = 500'
G1=-0.21%
G2=0.00%
R=0.04
0.00%
PVC STA 79+50.00
EL 286.53
PVI STA 82+00.00
EL 286.00
PVT STA 84+50.00
EL 286.00
TOR PROFILE
OG AT TRACK ₵
60+00
65+00
70+00
75+00
80+00
85+00
90+00
95+00
100+00


EXISTING STATION ACCESS ROAD
HSR RIGHT OF WAY
℄ HSR STATION TRACK(E)
SJJPA RIGHT OF WAY
SJJPA RIGHT OF WAY
EXISTING SOUTH STATION ACCESS ROAD
"HS" LINE
105+00
110+00
115+00
120+00
125+00
130+00
135+00
140+00
145+00
HSR RIGHT OF WAY
105+00
110+00
115+00
120+00
125+00
130+00
135+00
140+00
145+00
TS PHST 105+34.94
SC PHST 107+64.94
R=5600.00'
Lc=623.60'
Ls=230.00'
Dc=1°01'23"
V=60 MPH
PROPOSED ROW
℄ HSR TRACK (BY OTHERS)
CS PHST 113+88.55
ST PHST 116+18.55
℄ PROPOSED HSR STATION TRACK (PHST)
HSR RIGHT OF WAY
HSR RIGHT OF WAY
AVENUE 12
PROPOSED BRIDGE
℄ PROPOSED HSR STATION TRACK (PHST)
TS PHST 146+53.32
SC PHST 148+88.32
PROPOSED ROW


TOR PROFILE
0.00%
0.00%
OG AT TRACK ℄
PVC STA 147+50.00
EL 286.00
105+00
110+00
115+00
120+00
125+00
130+00
135+00
140+00
145+00


100 0 100 200
H: 1"=100'
10 0 10 20
V: 1"=10'
HSR RIGHT OF WAY
℄ HSR STATION TRACK(E)
℄ HSR TRACKS (BY OTHERS)
"HS" LINE
50+00
155+00
160+00
165+00
170+00
175+00
180+00
185+00
190+00
150+00
R=12500.00'
Lc=301.85'
Ls=235.00'
Dc=0°27'30"
V=110 MPH
CS PHST 151+90.17
ST PHST 154+25.17
HSR RIGHT OF WAY
℄ HSR STATION TRACK (E)
℄ HSR TRACKS (BY OTHERS)
℄ PROPOSED HSR STATION TRACK (PHST)
HSR RIGHT OF WAY
PROPOSED ROW
PROPOSED 110 MPH TURNOUT
PITO PROP TURNOUT PHST 178+62.39= "HS" 179+16.64
POE/PS PROP TURNOUT PHST 179+25.64= "HS" 179+79.89
HSR RIGHT OF WAY
110 MPH CROSSOVER(E)
HSR RIGHT OF WAY
L = 500'
G1=0.00%
G2=0.04%
R=0.01
TOR PROFILE
0.04%
PVI STA 150+00.00 EL 286.00
PVT STA 152+50.00 EL 286.09
OG AT TRACK ℄
0.04%
TOR PROFILE
PVI STA 179+25.64 EL 287.05
END PROPOSED HSR STATION TRACK (PHST) STA. 179+25.64
(0.04%)
OG AT TRACK ℄
340
320
300
280
260
150+00
155+00
160+00
165+00
170+00
175+00
180+00
185+00

San Joaquin
Joint Powers Authority

RAILPROS

MADERA HIGH-SPEED RAIL STATION
FULL-BUILD PROJECT
PHASE 3