

# **Appendix C**

SVRTP Alternative Plan and Profiles

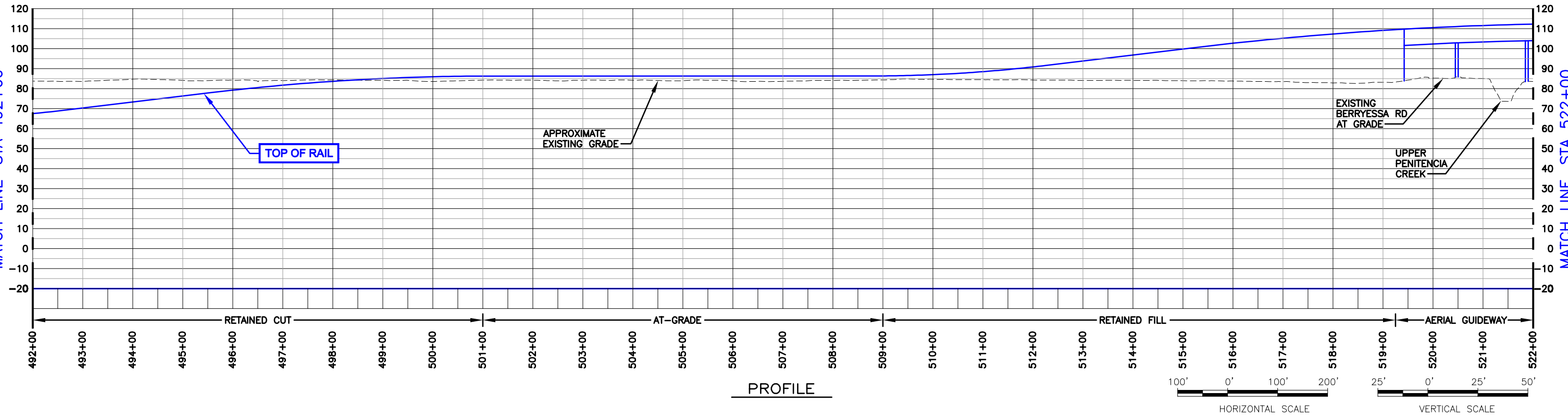
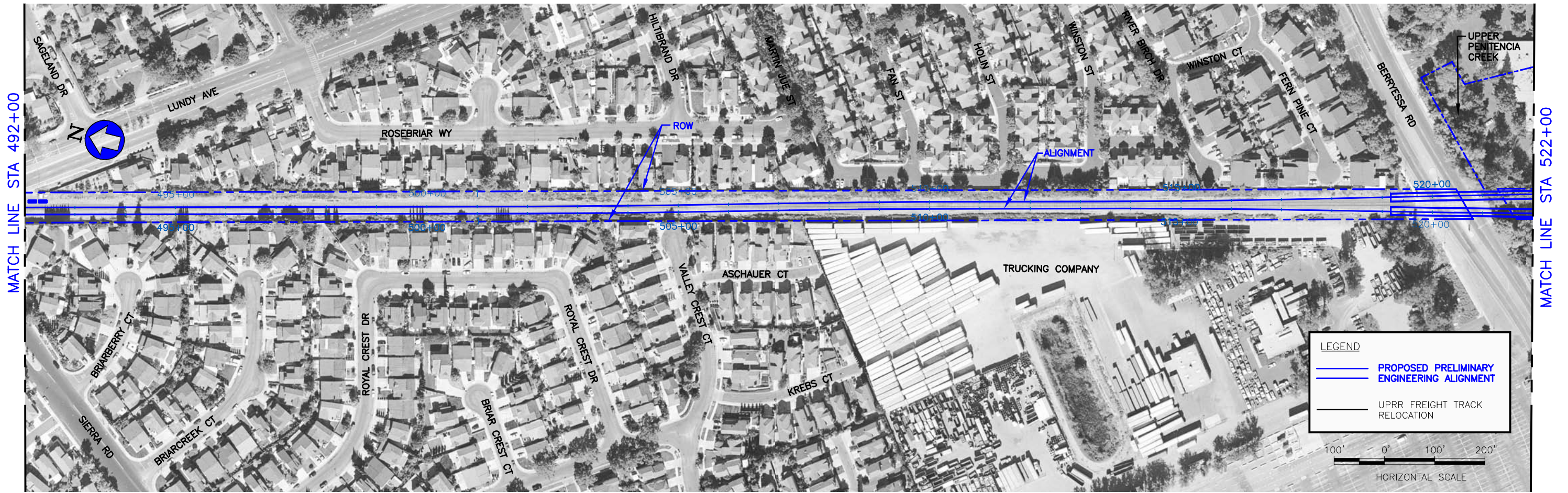


APPENDIX C  
 SILICON VALLEY RAPID TRANSIT PROJECT ALTERNATIVE  
 PRELIMINARY ENGINEERING PLANS AND PROFILES  
 INDEX OF DRAWINGS

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C-3	Proposed PE Alignment, STA 522+00 to 552+00
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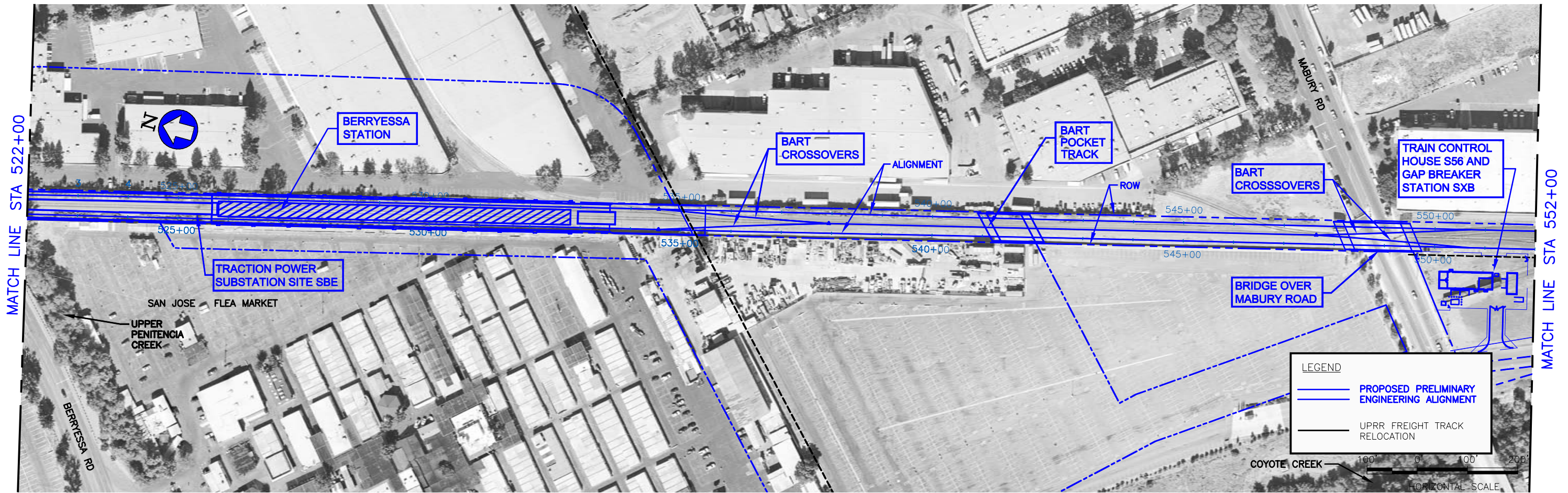
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Figure C-2

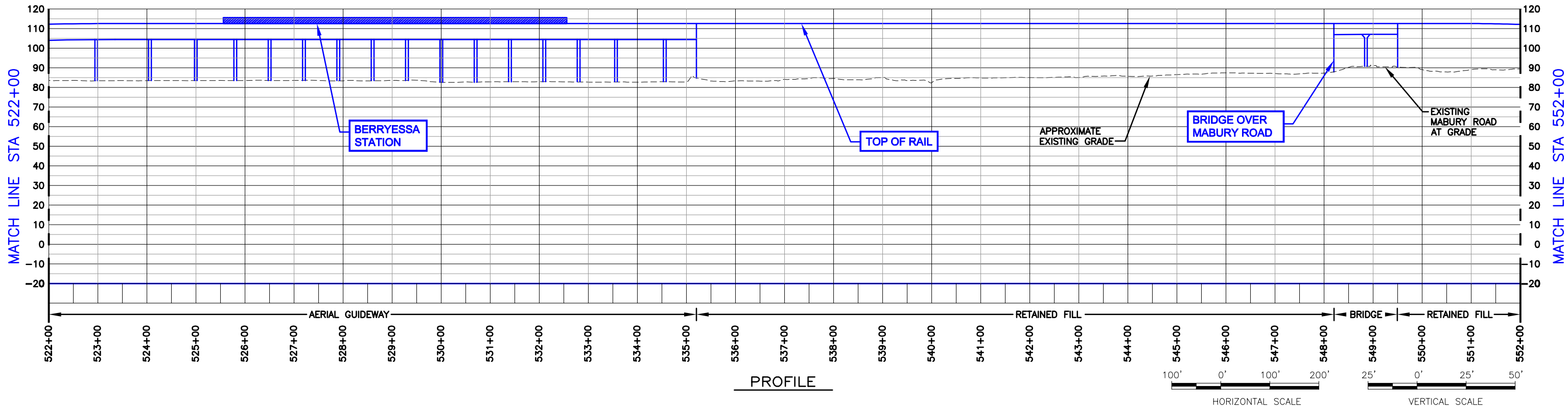
SVRTP ALTERNATIVE

REVISION DATE: 08/01/08  
PLAN AND PROFILE

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PLAN



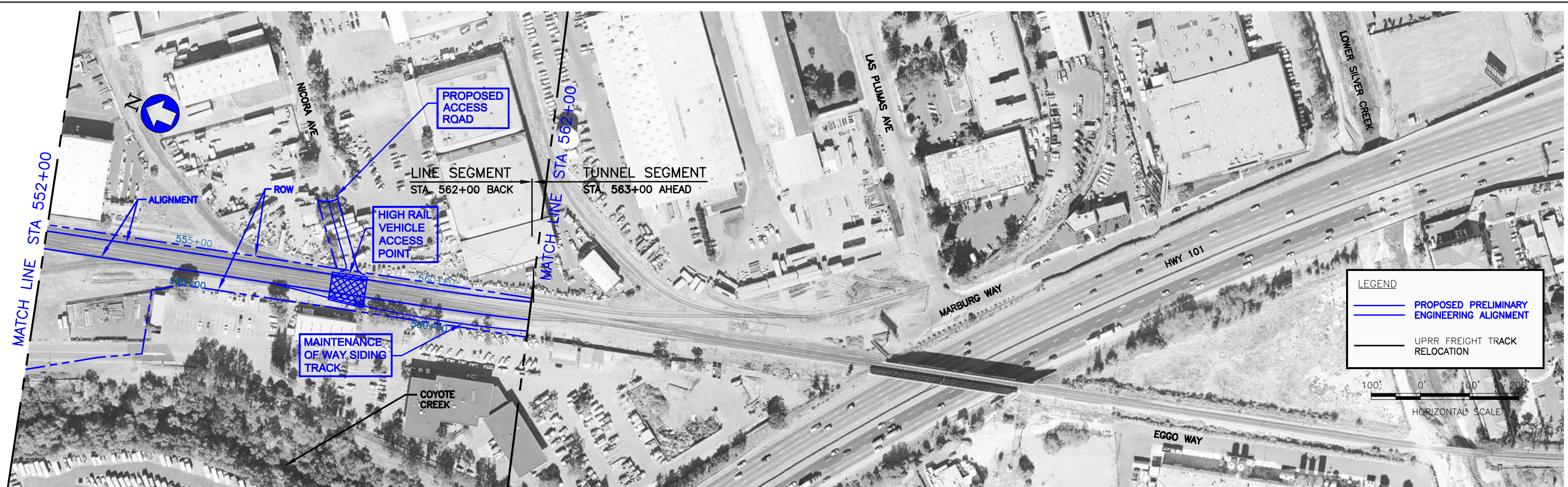
PROFILE

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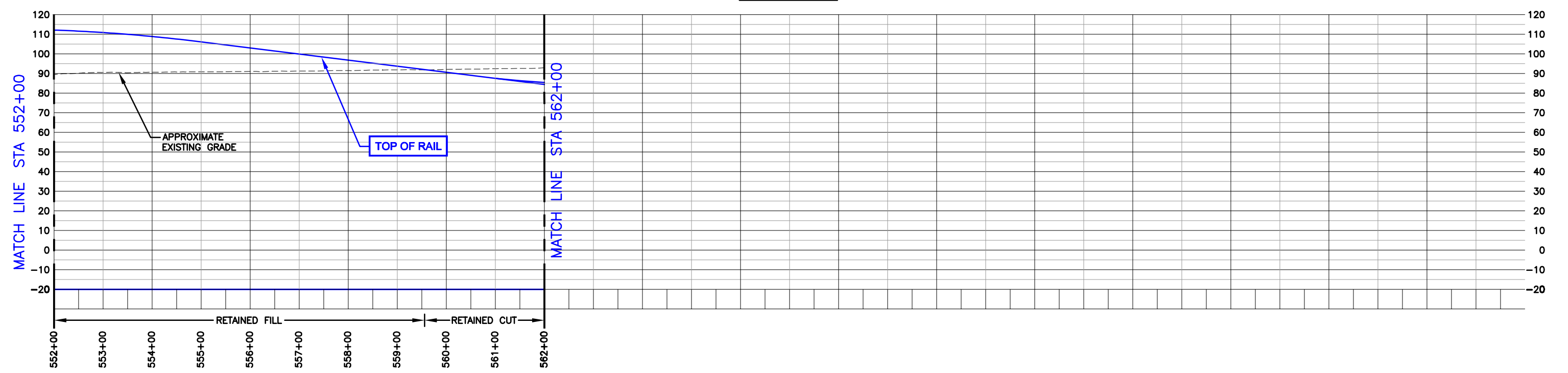
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REVISION DATE: 08/01/08  
PLAN AND PROFILE

Figure C-3

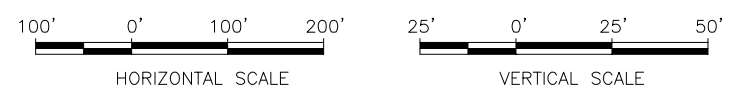
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PLAN



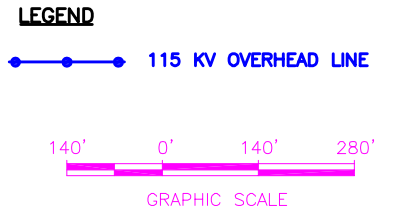
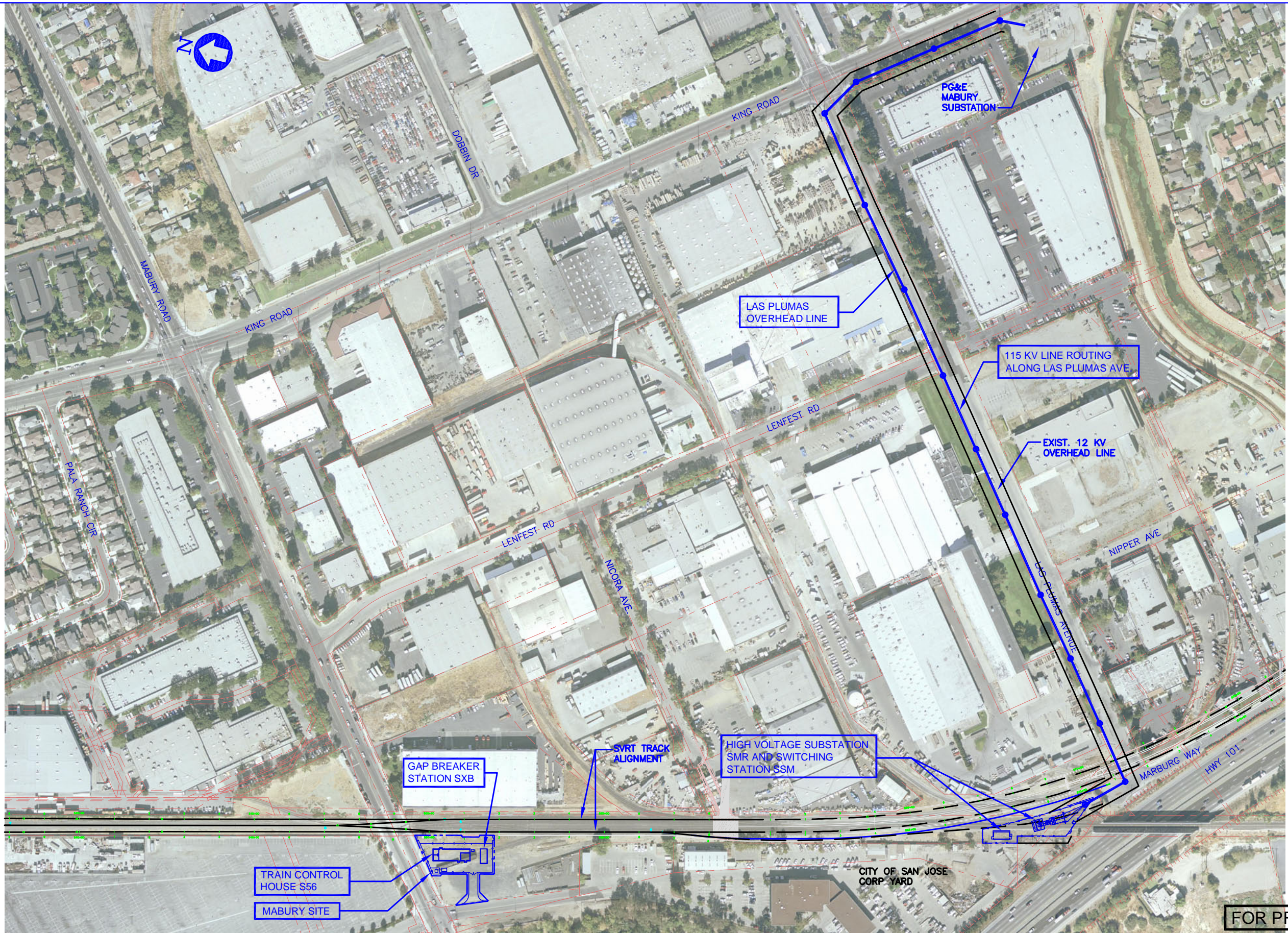
PROFILE



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SVRTP ALTERNATIVE  
REVISION DATE: 08/01/08  
PLAN AND PROFILE

Figure C-4



**FOR PROJECT COORDINATION ONLY**

DESIGNED BY	
DRAWN BY	
CHECKED BY	
IN CHARGE	
DATE	

FOR PROJECT COORDINATION ONLY

Wong/PB  
PGH Wong Engineering, Inc. and  
PB Americas, Inc.,  
A Joint Venture

SUBMITTED \_\_\_\_\_ APPROVED \_\_\_\_\_



**SVRTP ALTERNATIVE**

**115 KV LINE LOCATION**  
**MABURY HIGH VOLTAGE SUBSTATION**

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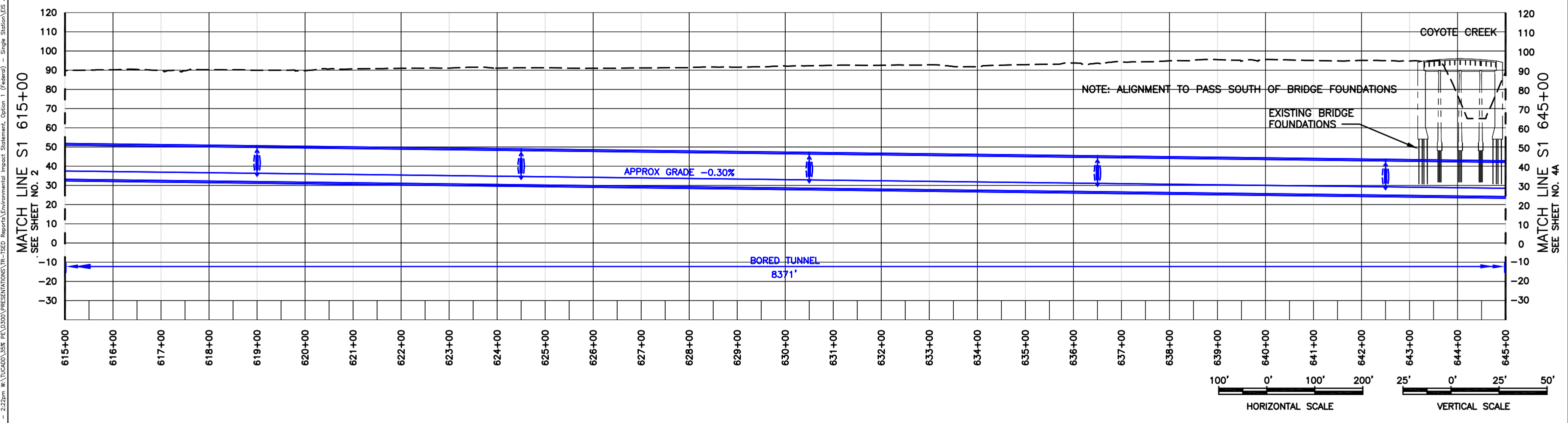
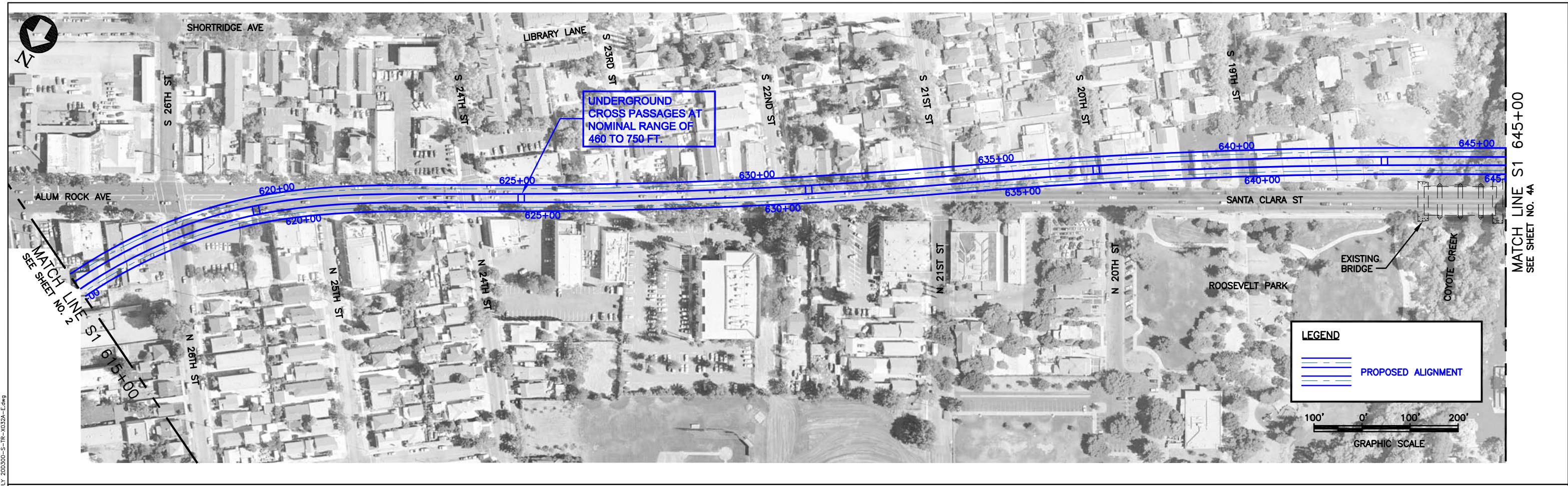


Figure C-08

**BART EXTENSION ALTERNATIVE  
PROPOSED 65% ALIGNMENT**

PLAN & PROFILE  
SHEET 3A  
COYOTE CREEK SOUTHERN OFFSET OPTION

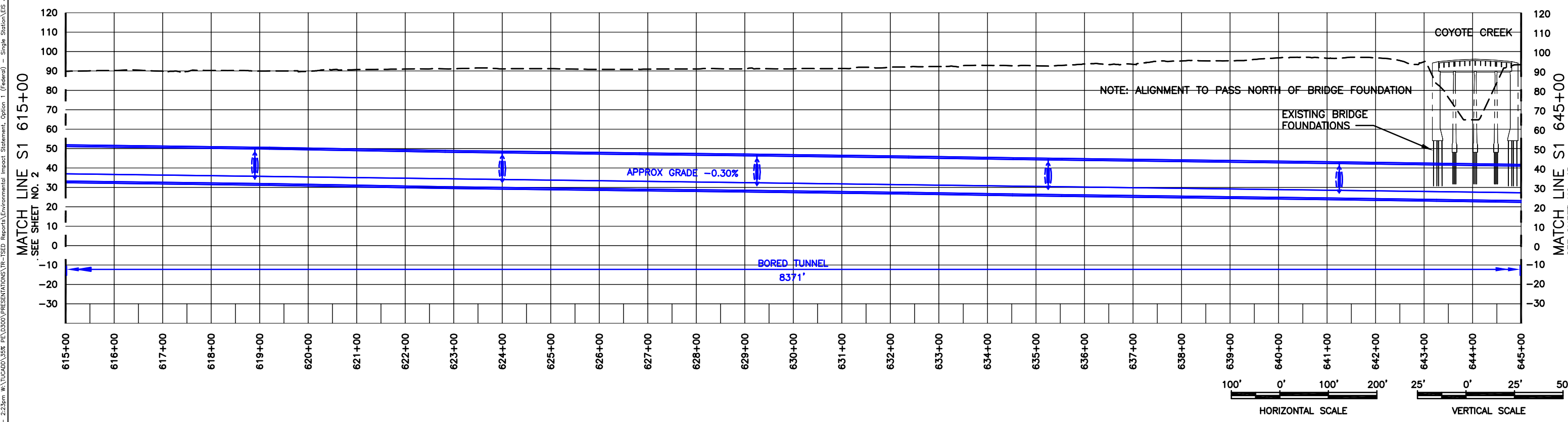
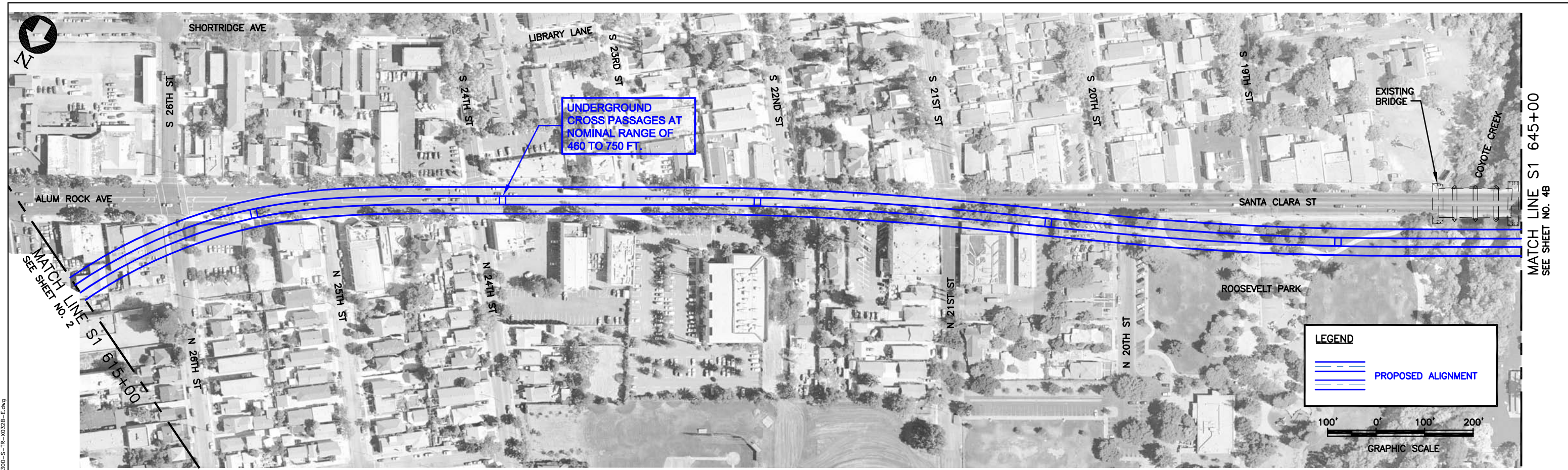
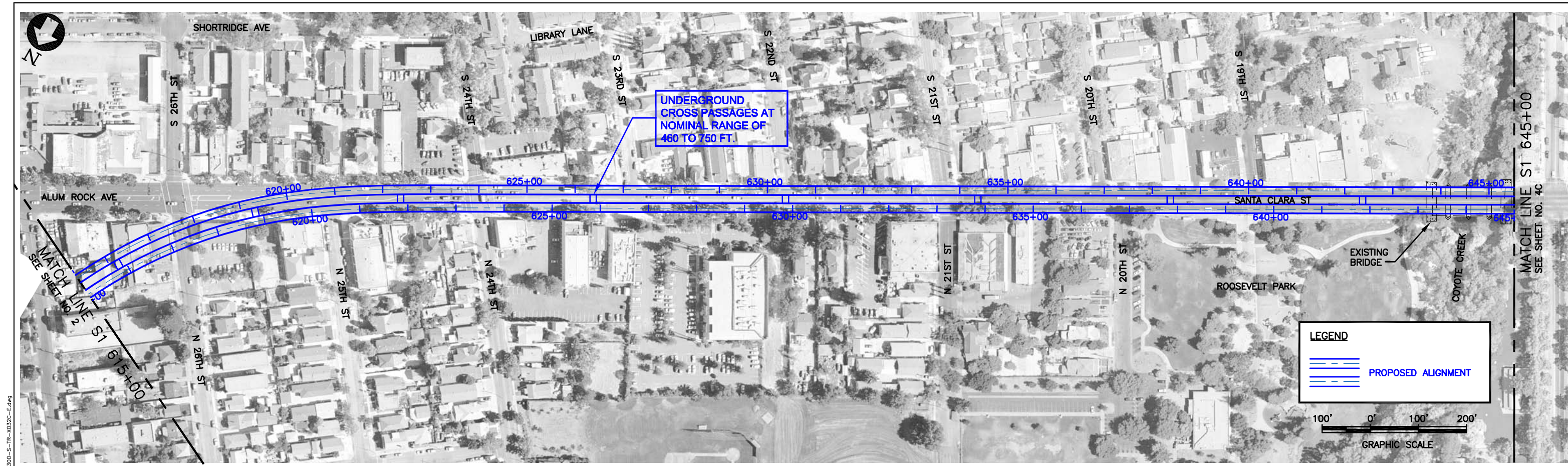


Figure C-09

**BART EXTENSION ALTERNATIVE  
PROPOSED 65% ALIGNMENT**

PLAN & PROFILE  
SHEET 3B  
COYOTE CREEK NORTHERN OFFSET OPTION

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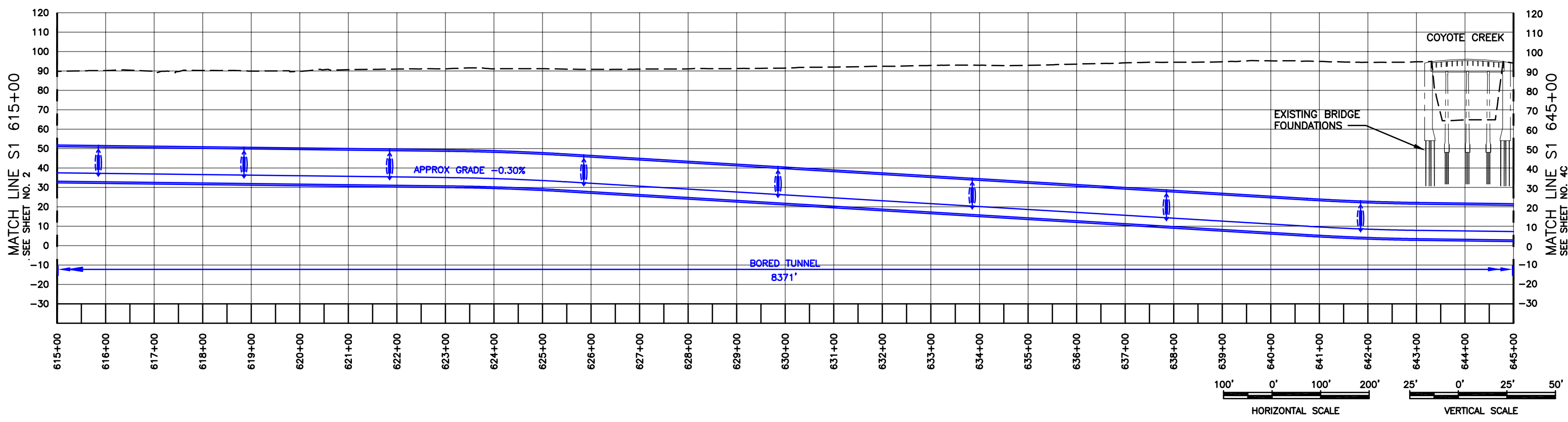


Figure C-10

**BART EXTENSION ALTERNATIVE  
 PROPOSED 65% ALIGNMENT**  
  
 PLAN & PROFILE  
 SHEET 3C  
 COYOTE CREEK CENTERLINE SANTA CLARA ST. OPTION

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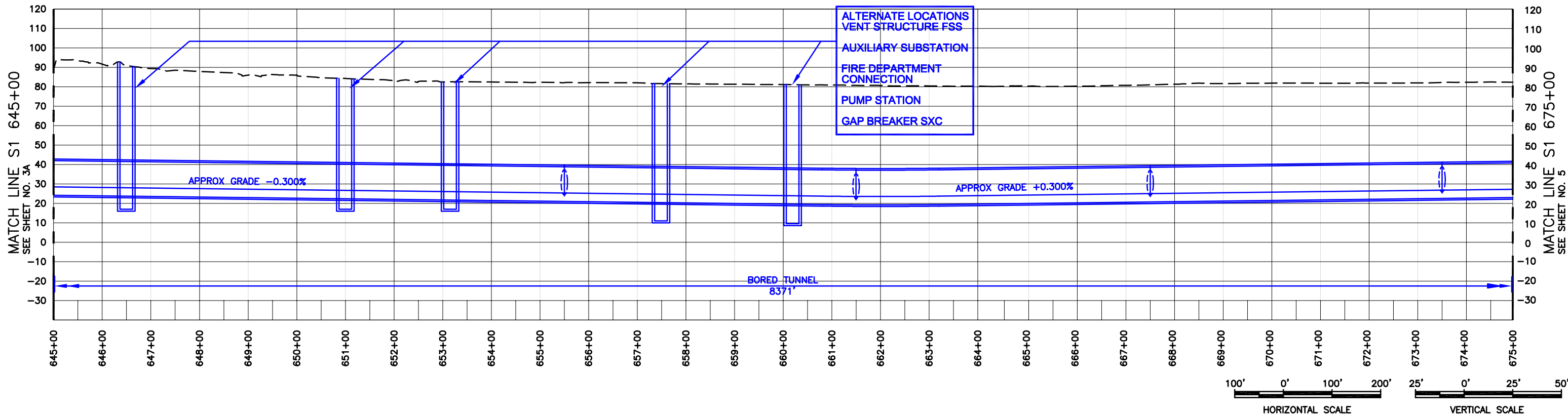
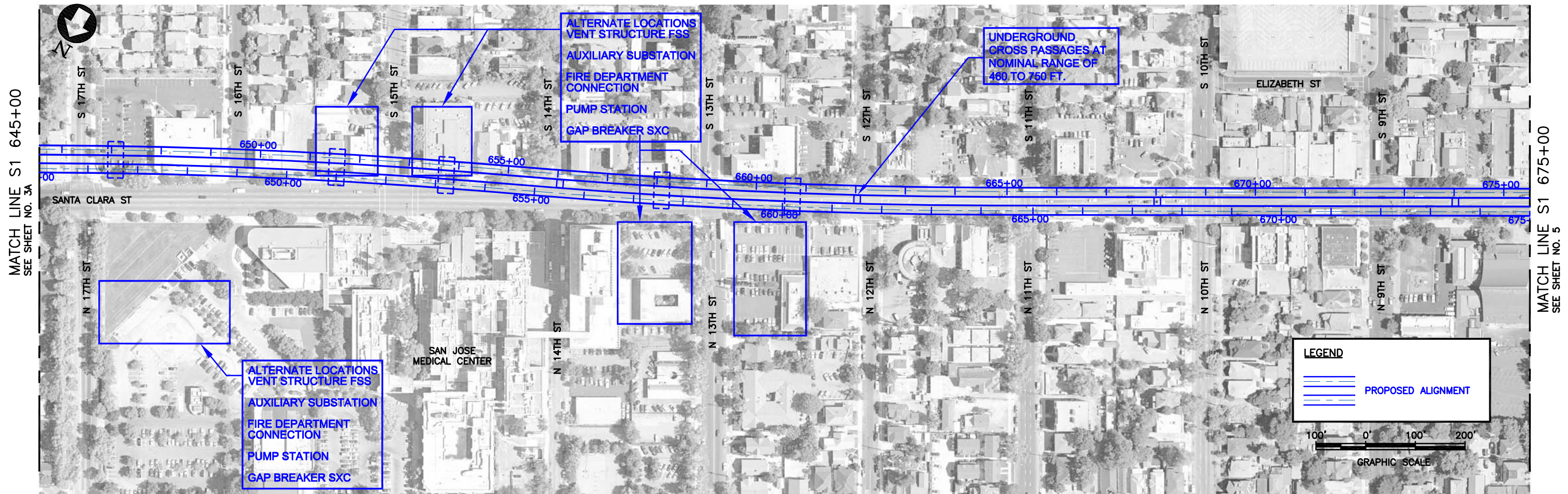


Figure C-11

**BART EXTENSION ALTERNATIVE  
PROPOSED 65% ALIGNMENT**

PLAN & PROFILE  
SHEET 4A  
COYOTE CREEK SOUTHERN OFFSET OPTION

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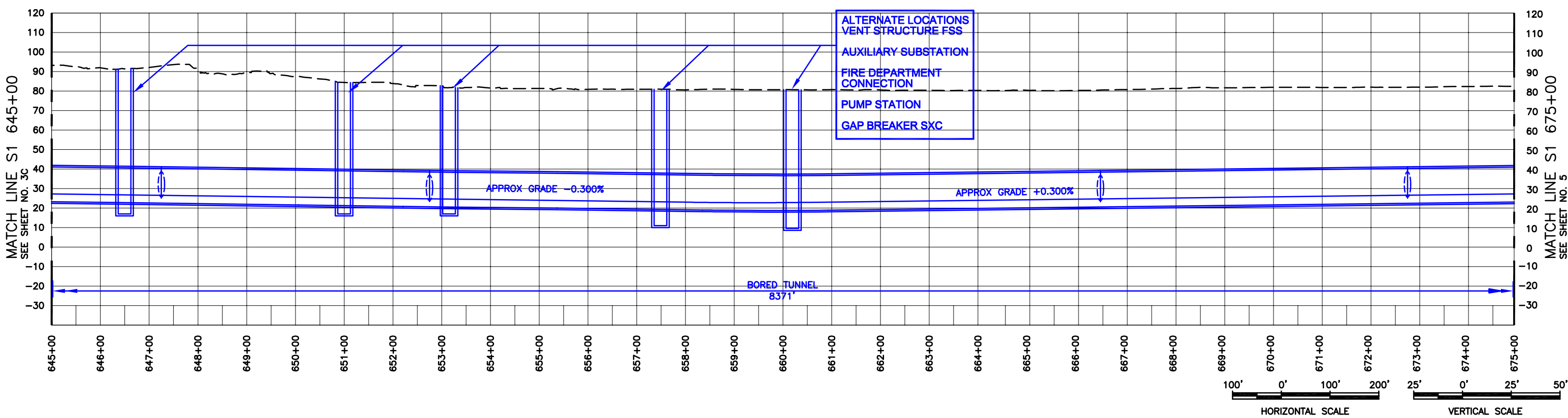
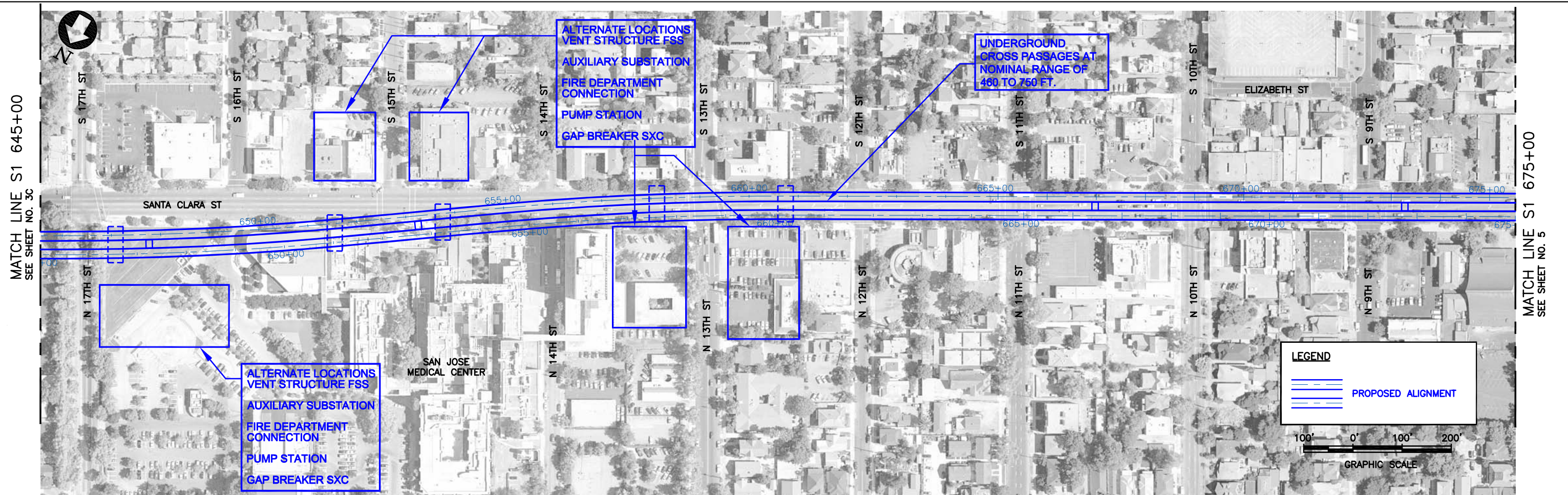


Figure C-12

**BART EXTENSION ALTERNATIVE  
PROPOSED 65% ALIGNMENT**

BART EXTENSION ALTERNATIVE  
PROPOSED 65% ALIGNMENT  
PLAN & PROFILE  
SHEET 4B  
COYOTE CREEK NORTHERN OFFSET OPTION

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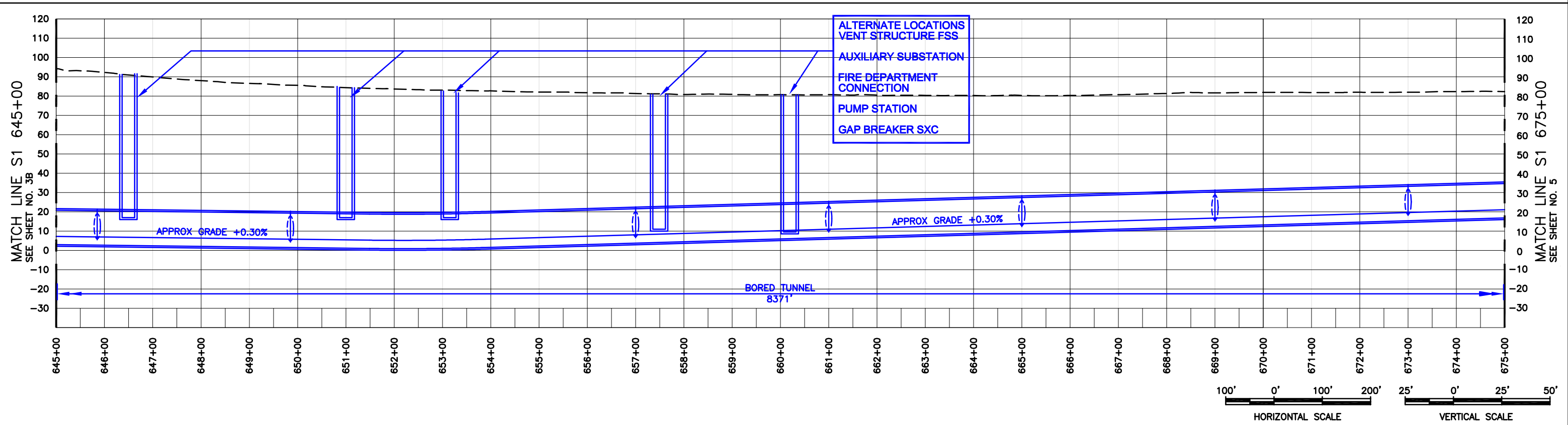
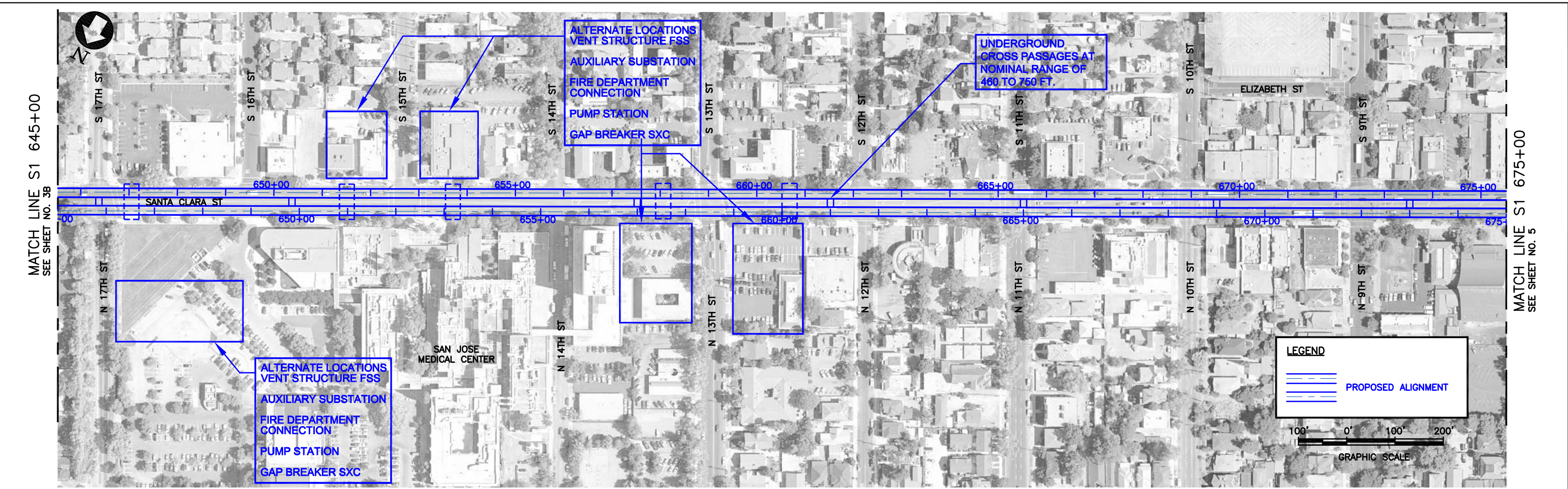


Figure C-13

**BART EXTENSION ALTERNATIVE  
PROPOSED 65% ALIGNMENT**

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COYOTE CREEK CENTERLINE SANTA CLARA ST. OPTION



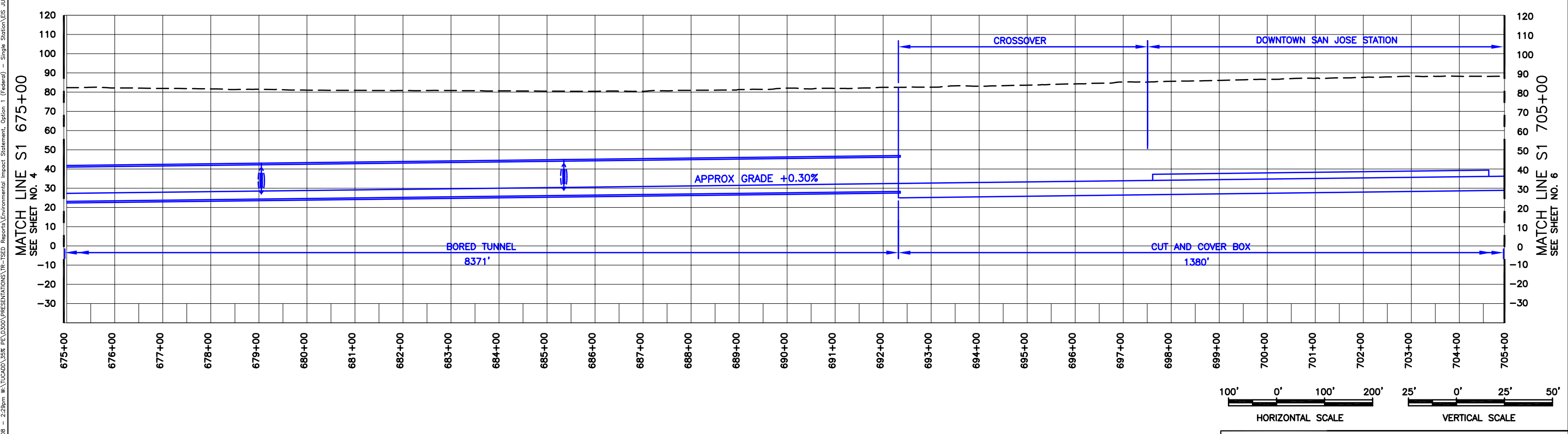
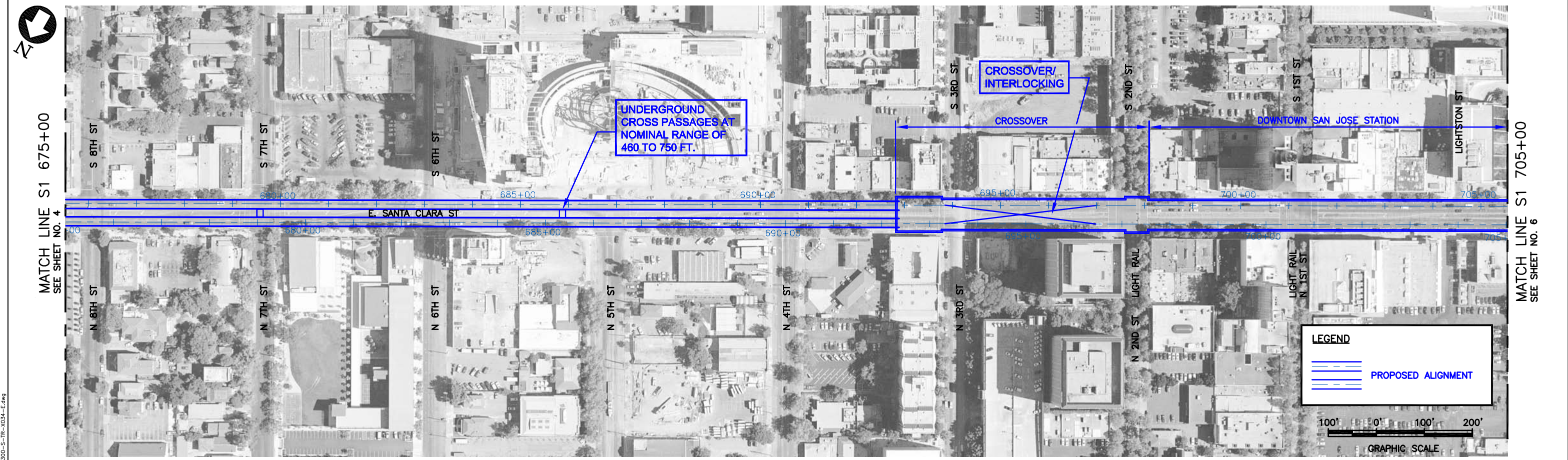


Figure C-14

**BART EXTENSION ALTERNATIVE  
PROPOSED 65% ALIGNMENT**

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SHEET 5

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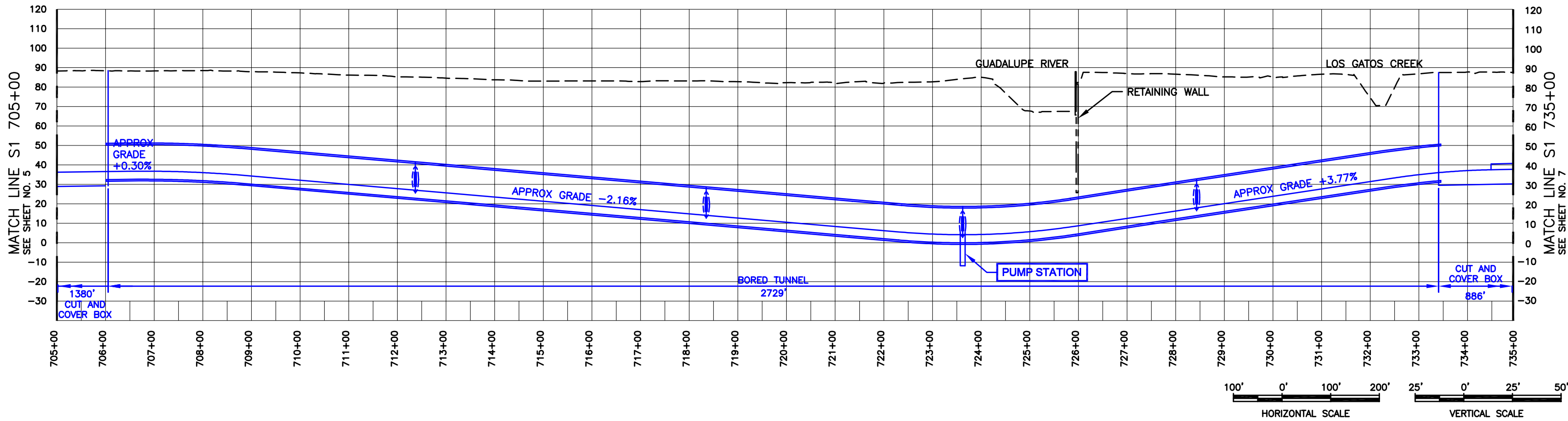
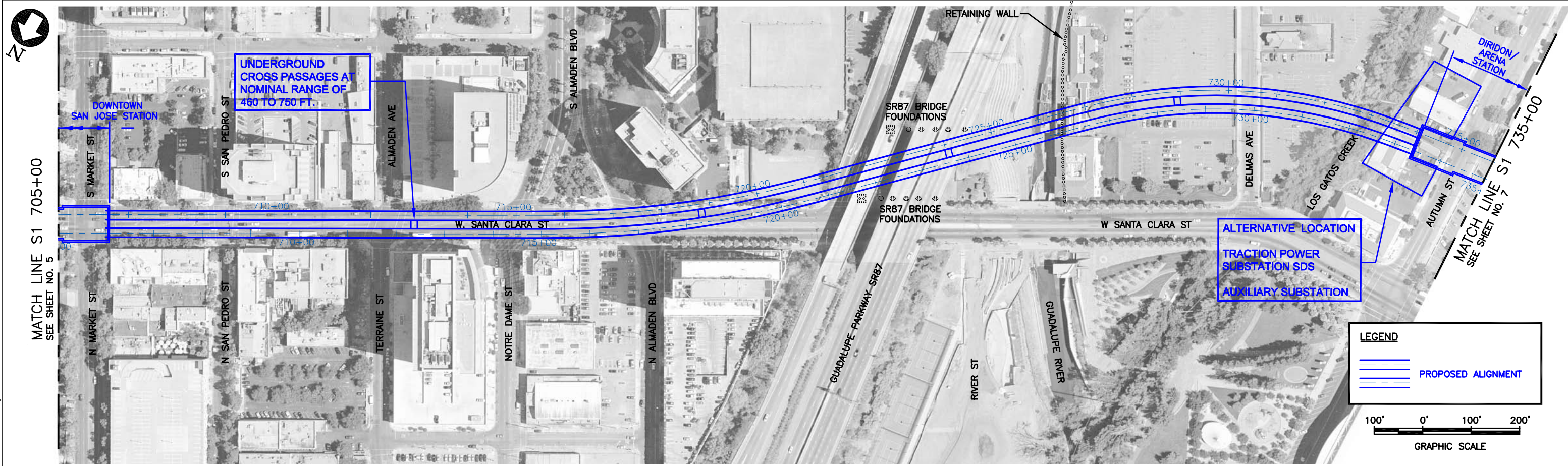


Figure C-15

**BART EXTENSION ALTERNATIVE  
PROPOSED 65% ALIGNMENT**

PLAN & PROFILE  
SHEET 6

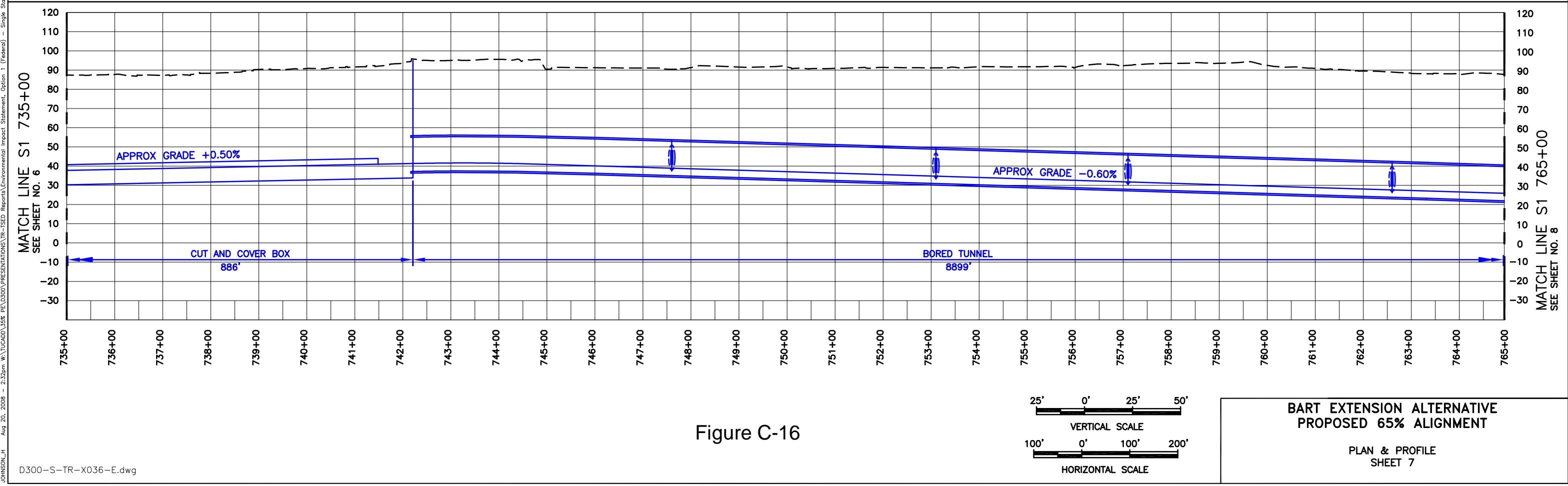
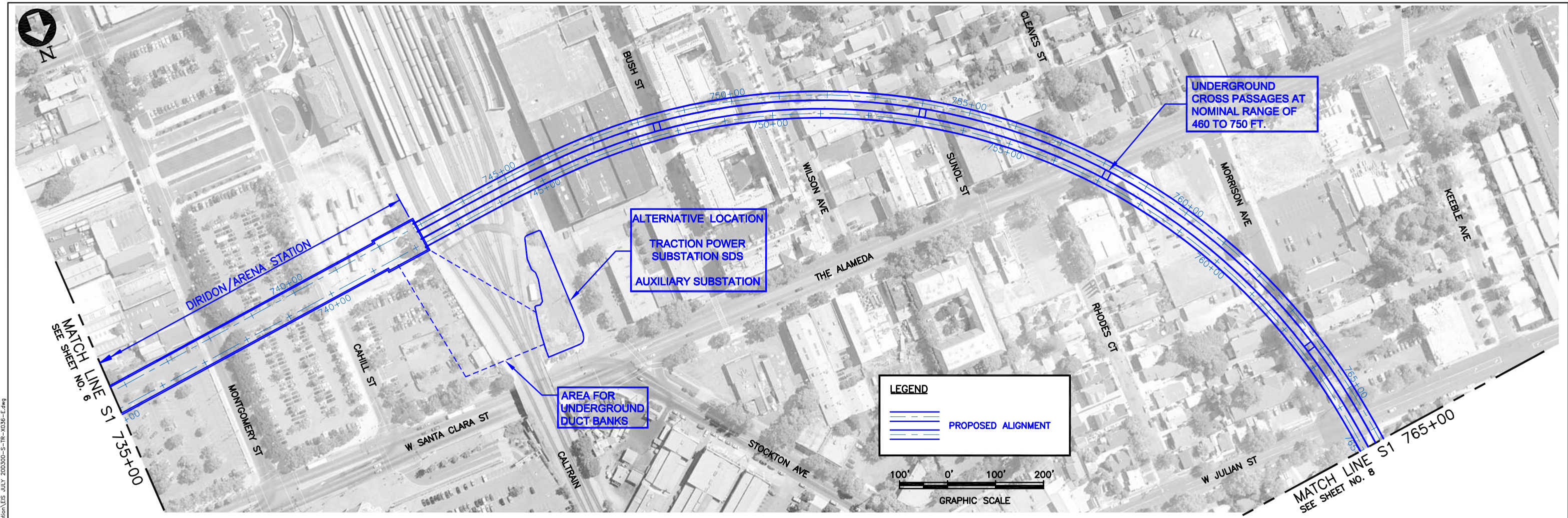


Figure C-16

**BART EXTENSION ALTERNATIVE  
PROPOSED 65% ALIGNMENT**

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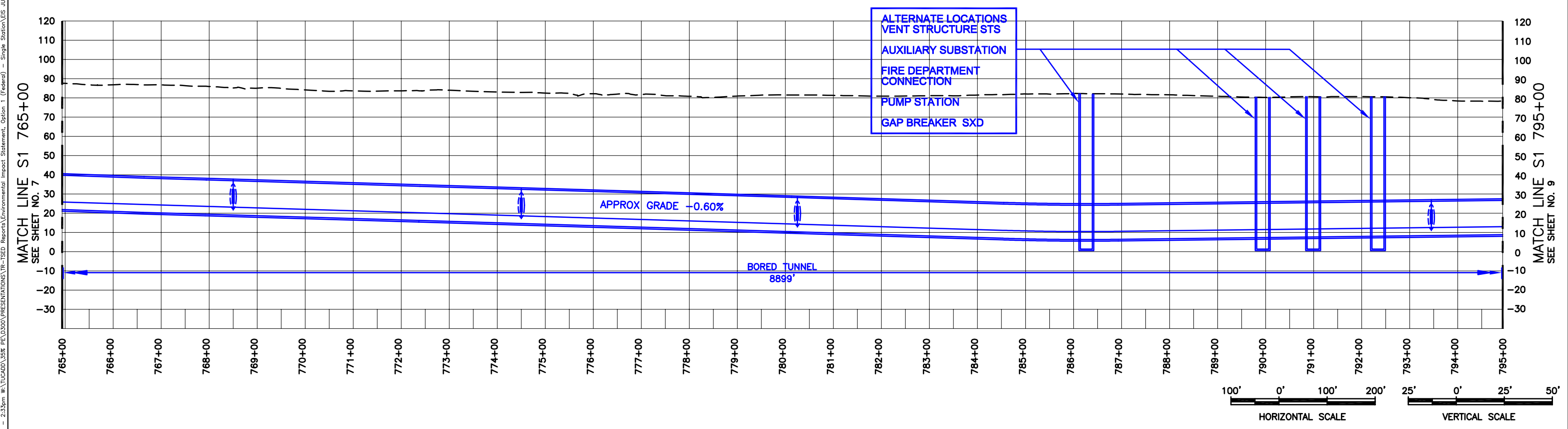


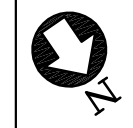
Figure C-17

**BART EXTENSION ALTERNATIVE  
PROPOSED 65% ALIGNMENT**

PLAN & PROFILE  
SHEET 8

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MATCH LINE S1 825+00  
SEE SHEET NO. 9

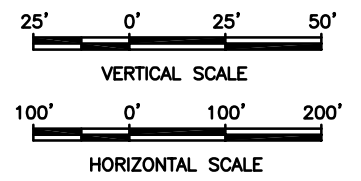
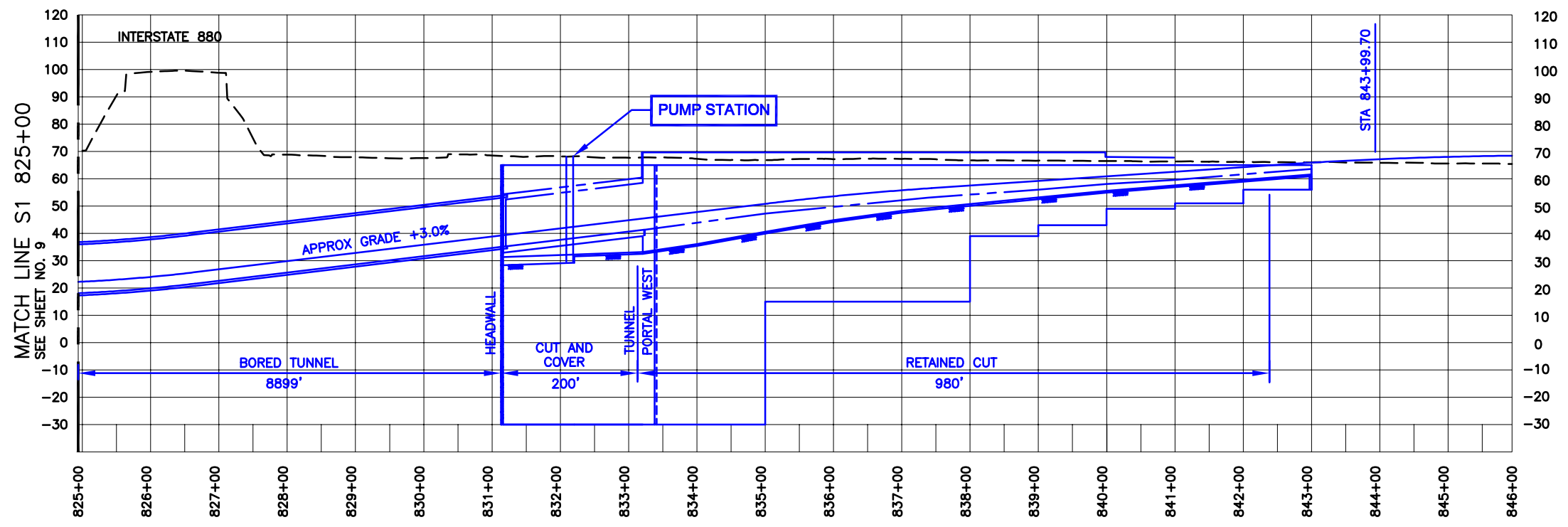
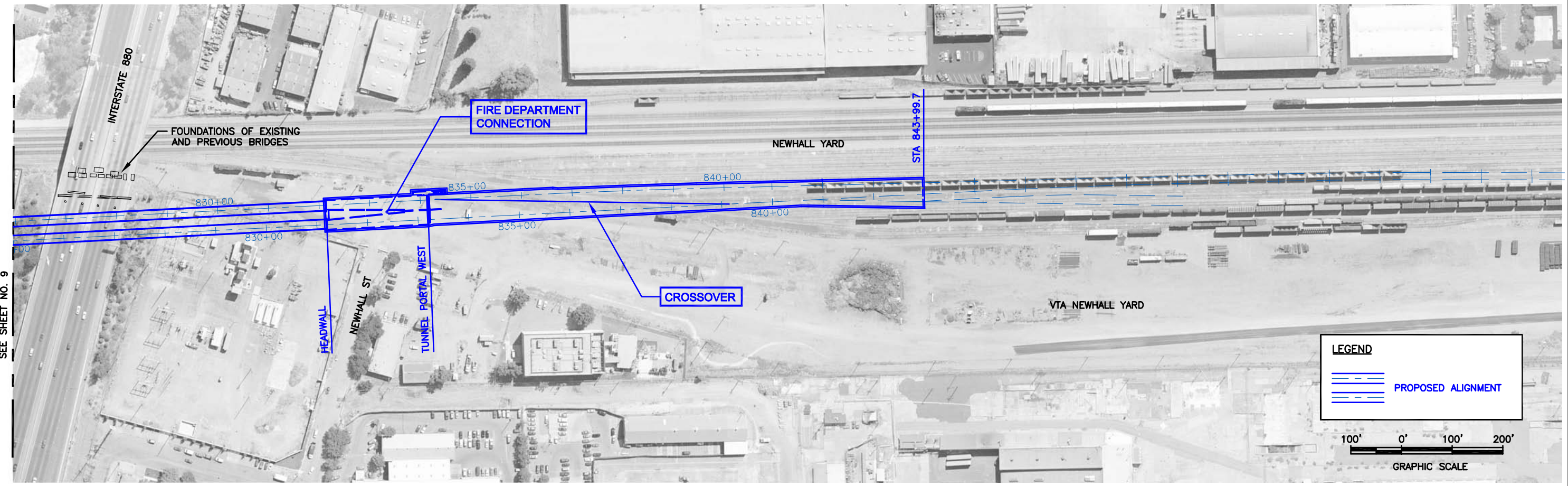
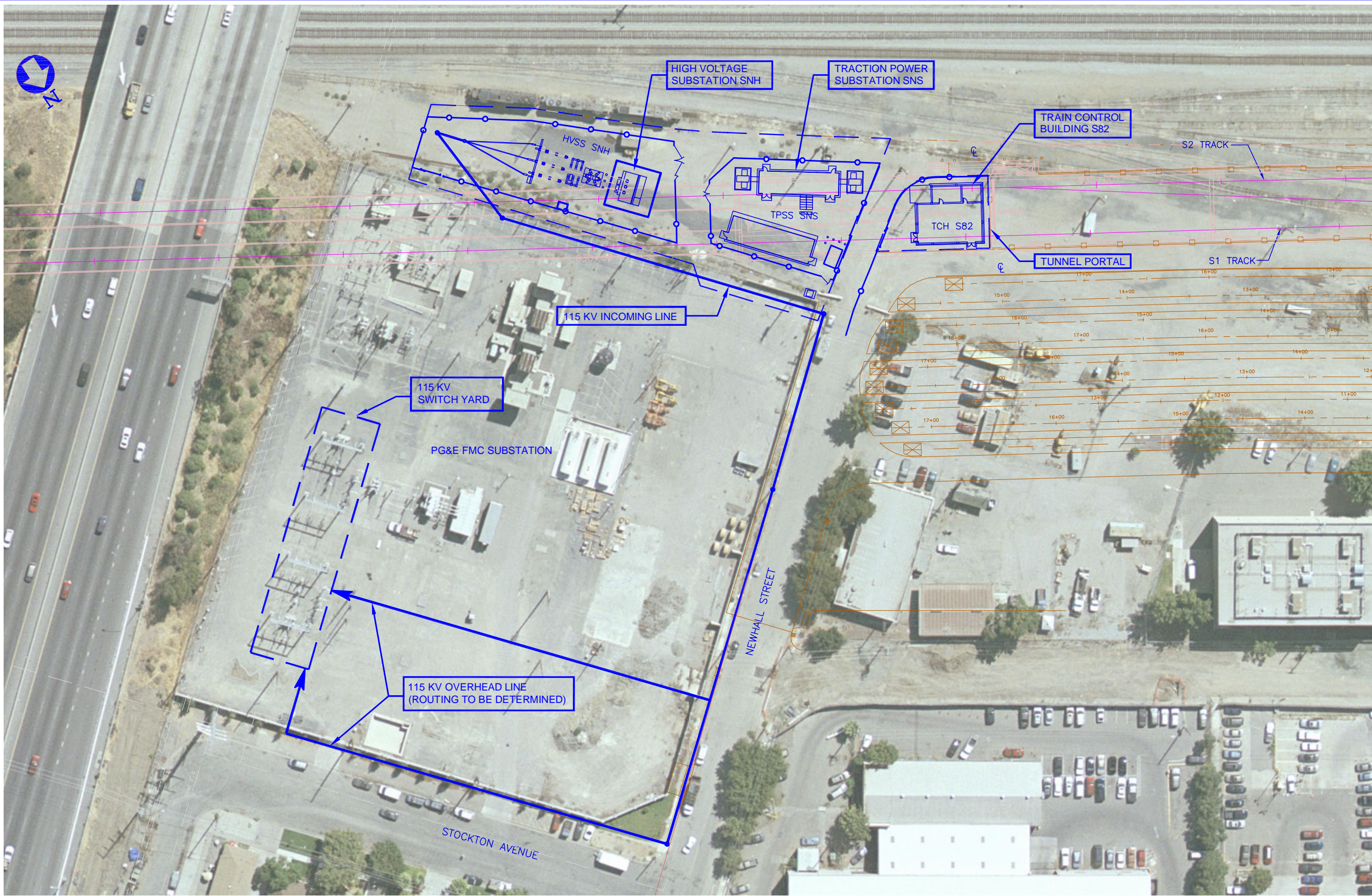


Figure C-19

**BART EXTENSION ALTERNATIVE  
PROPOSED 65% ALIGNMENT**

PLAN & PROFILE  
SHEET 10  
WEST PORTAL

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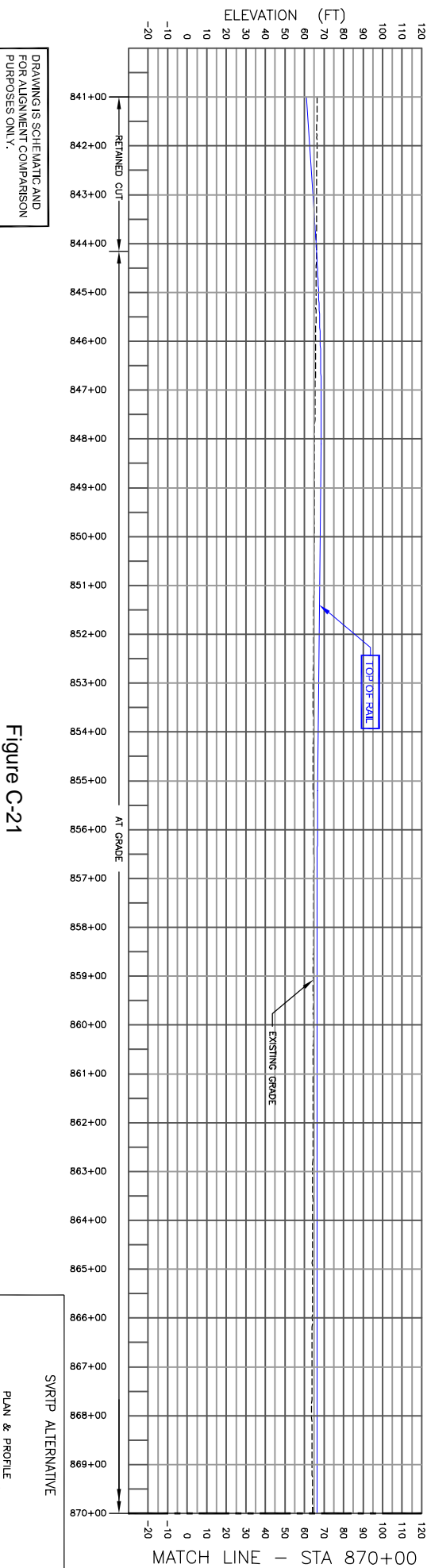
DESIGNED BY	
DRAWN BY	
CHECKED BY	
IN CHARGE	
DATE	

Wong/PB PGH Wong Engineering, Inc. and PB Americas, Inc., A Joint Venture
SUBMITTED _____
APPROVED _____



**PROJECT-WIDE SYSTEMS DESIGN**  
  
**SITE PLAN**  
**HIGH VOLTAGE SUBSTATION SNH,**  
**TRACTION POWER SUBSTATION SNS AND**  
**TRAIN CONTROL HOUSE S82**

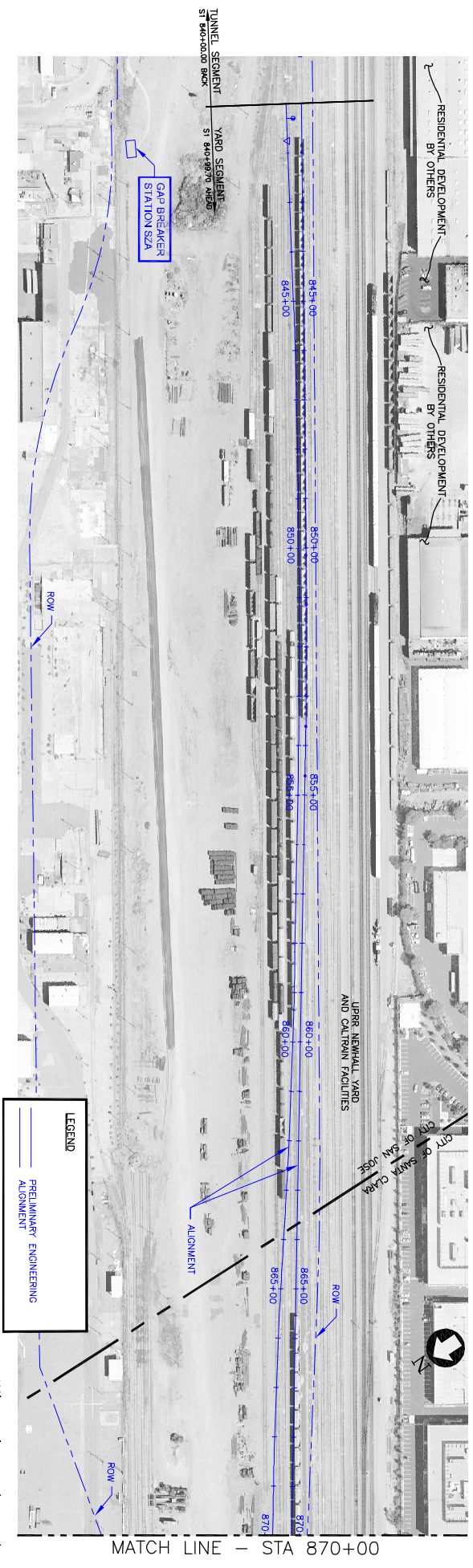
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Figure C-21

SVRTP ALTERNATIVE  
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 REVISION DATE: 2/15/08

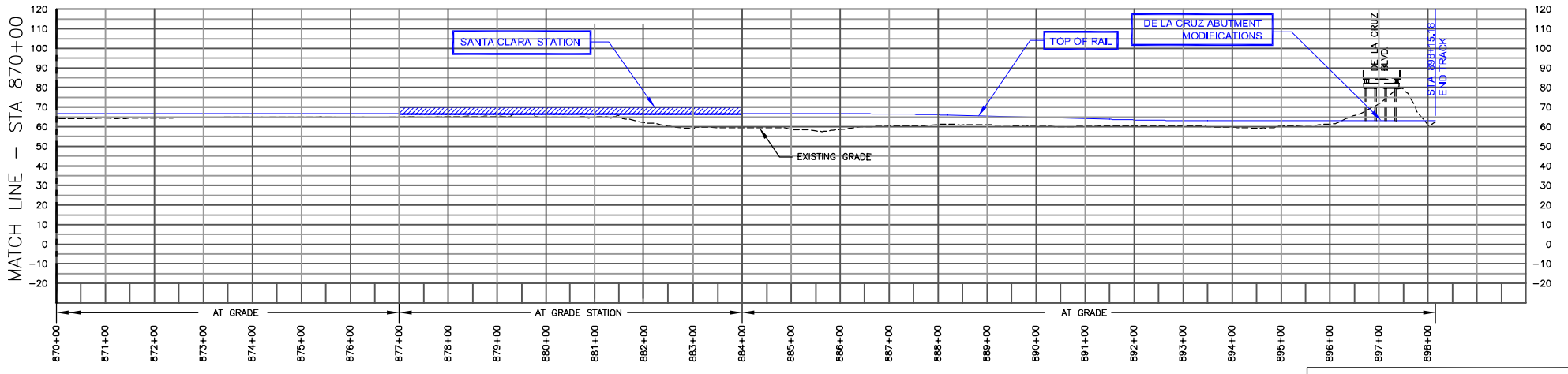
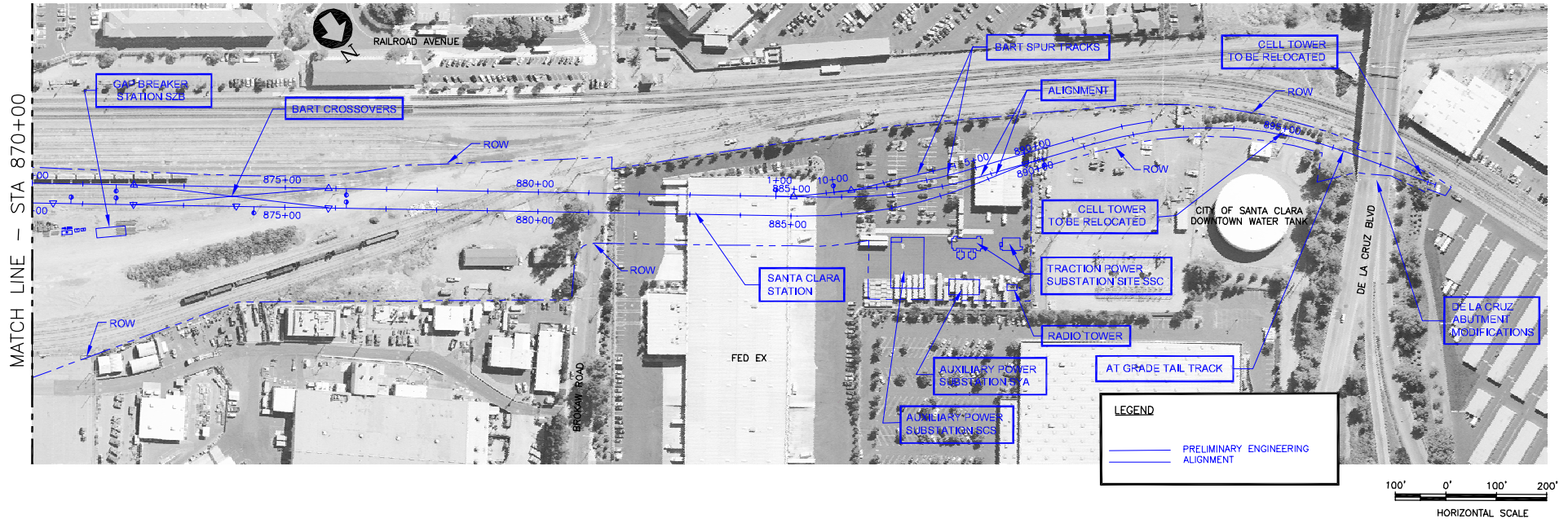


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 ROW

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 HORIZONTAL SCALE



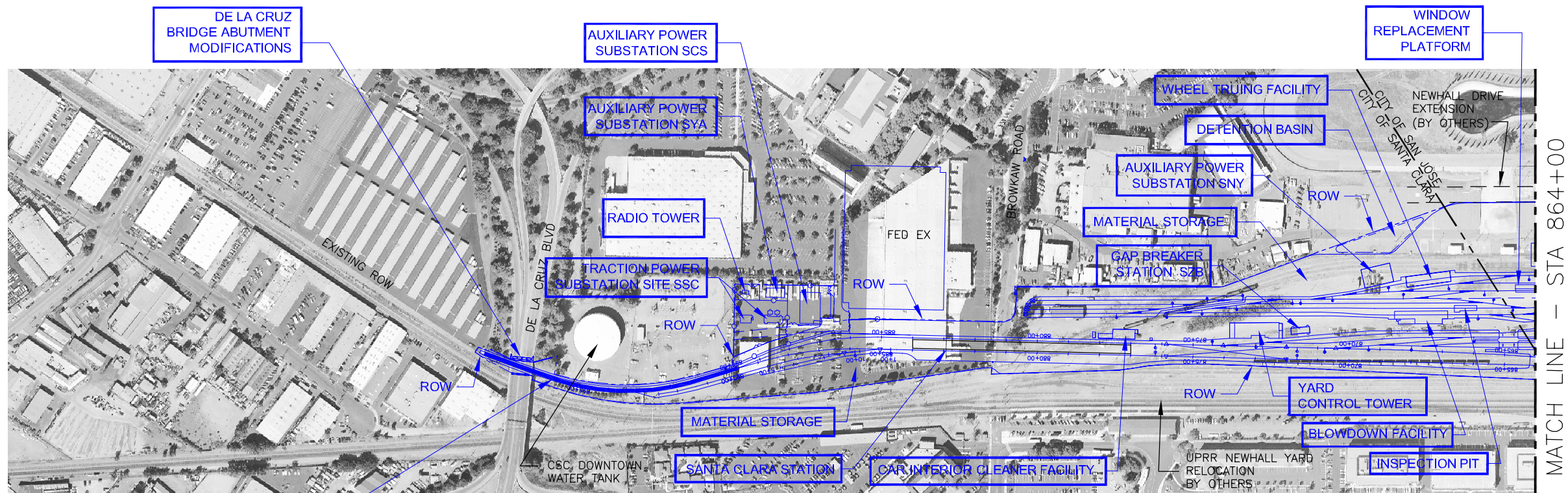
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 FOR ALIGNMENT COMPARISON  
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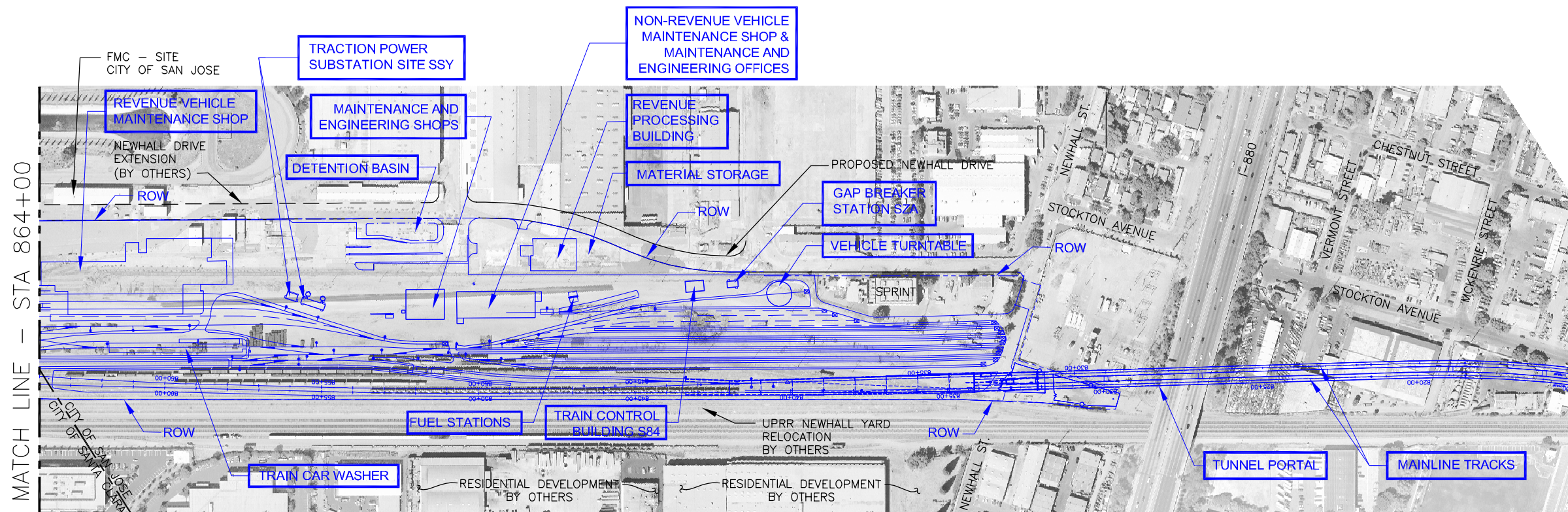
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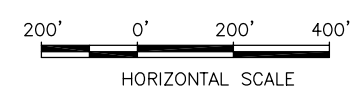
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AT-GRADE TAIL TRACK



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— PRELIMINARY ENGINEERING ALIGNMENT



DRAWING IS SCHEMATIC AND FOR ALIGNMENT COMPARISON PURPOSES ONLY.

Figure C-23

SVRTP ALTERNATIVE  
 NEWHALL YARD MAINTENANCE FACILITY LAYOUT  
 REVISION DATE: 2/15/08