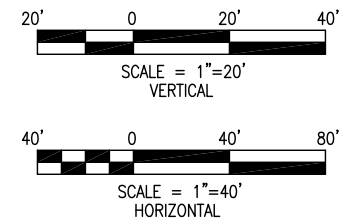


**NOTES:**

1. INDICATED TRACK PLAN AND PROFILE BEYOND SHAFT ARE DEFINED FOR TUNNEL ALIGNMENT PURPOSES ONLY.
2. USE ONLY TRACK STATIONING AND TRACK/TUNNEL OFFSETS FOR TUNNEL SETTING OUT.
3. (NIC) NOT IN CONTRACT
4. FOR UTILITY AND PAVEMENT RENOVATION LIMITS SEE RP AND UT DRAWINGS.
5. DRAWING SHOWS APPROXIMATE STATIONING OF TYPE 1/TYPE 2 TUNNEL LINER INTERFACE.
6. PLOT LINES ARE APPROXIMATE AND ARE NOT TO BE USED FOR RIGHT OF WAY ASSESSMENT.
7. BUILDING LINES DO NOT SHOW ALL FEATURES SUCH AS OVERHANG, ACCESS, ETC.
8. SB PROFILE IS BASED ON THE SB TRACK STATIONING.
9. EXISTING GROUND SHOWN ON THE PROFILE VIEW IS APPROXIMATE AND NOT GENERATED FROM SURVEY DATA.
10. TOP OF RAIL SHOWN FOR RETRIEVAL SHAFT DEVIATION/ALIGNMENT IS THEORETICAL AND USED FOR THE PURPOSES OF LOCATING AND SETTING OUT THE TBM.



T:\3286 CS DP2\Pagoda-Project\ES-101\latest\Pagoda\_A.dwg Kurnovskaya Fri Dec 28,2012 - 4:09 pm ES-101\_R1C

DATE	DESCRIPTION	REV. NO.	BY	CHECKED	APPROVED

**PB TELAMON**

**PB PB AMERICAS, INC.**

DESIGNED	
DRAWN	
CHECKED	
REVIEWED	
RECOMMENDED	
APPROVED	
DATE	

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CONTRACT NO.	
SFMTA CONTROL NO.	
DRAWING NO.	
REVISION	
SHEET NO.	