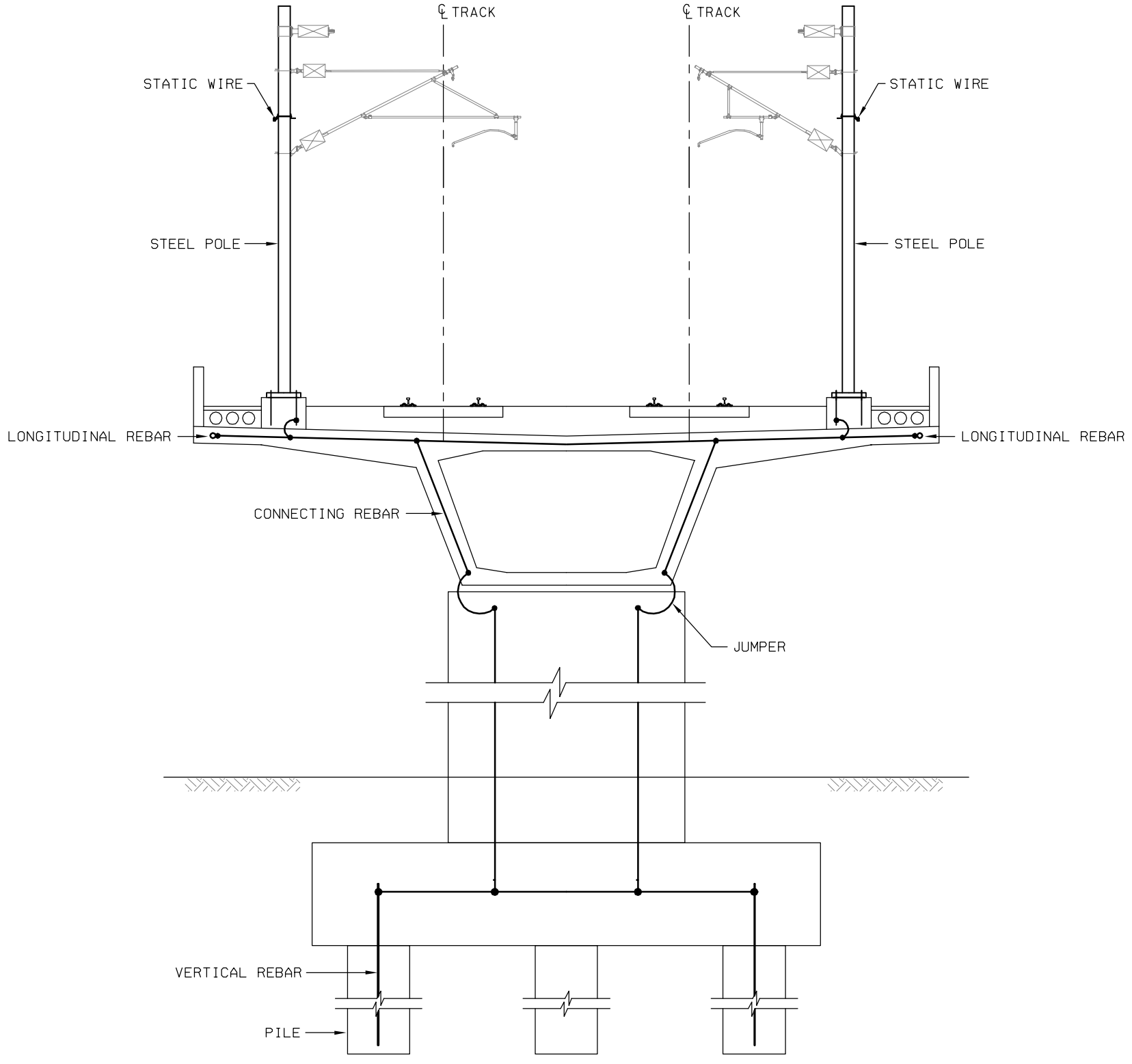


TYPICAL OCS GROUNDING AND BONDING
AT VIADUCT STRUCTURE

NOTES:

1. GROUNDING DETAIL DESIGN SHALL BE COORDINATED WITH VIADUCT DESIGNER.
2. THE GROUNDING AND BONDING FOR THE EMERGENCY WALKWAY AREA AND OTHER PUBLICLY ACCESSIBLE AREAS SHALL BE DESIGNED TO AVOID INADMISSIBLE TOUCH AND STEP VOLTAGES AND ALSO MEET THE SIGNALING OPERATION REQUIREMENTS.

LEGEND:

- • WELDED CONNECTION
- ◯ LONGITUDINAL REBAR

$USER$ $DATE$ $TIME$ $FILE$

REV	DATE	BY	CHK	APP	DESCRIPTION

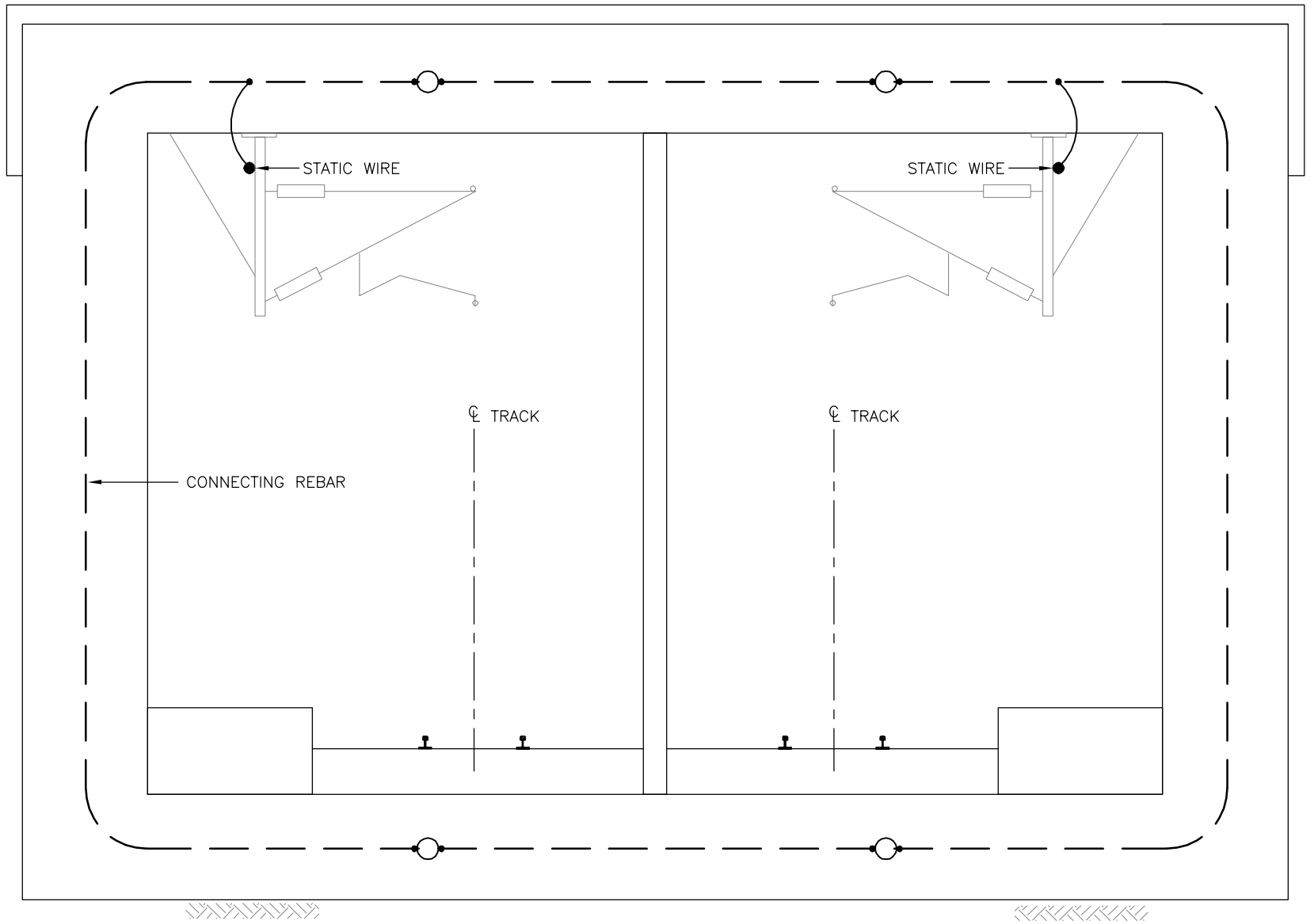
DESIGNED BY M. HSIAO
DRAWN BY J. LAU
CHECKED BY R. SCHMEDES
IN CHARGE K. JONG
DATE 12-31-09

PB PARSONS BRINCKERHOFF

CALIFORNIA HIGH-SPEED RAIL AUTHORITY
FLY CALIFORNIA
Without ever leaving the ground.

CALIFORNIA HIGH-SPEED TRAIN PROJECT
OVERHEAD CONTACT SYSTEM
DIRECTIVE DRAWING
TYPICAL OCS GROUNDING AND BONDING
AT VIADUCT STRUCTURE

CONTRACT NO.
DRAWING NO. TM 3.2.6-A
SCALE NTS
SHEET NO.



TYPICAL GROUNDING AND BONDING ARRANEMENT
IN CUT AND COVER TUNNEL

NOTES:

1. SMALL METALLIC ITEMS, SUCH AS RAILINGS, FENCES, ETC., BEYOND THE STEP AND TOUCH POTENTIAL LIMIT, NEED NOT BE GROUNDED. STEP AND TOUCH POTENTIALS EXIST WITHIN 8' OF A STANDING TRAIN. 8' FROM AN ELECTRICALLY CONTINUOUS BONDED FENCE, OR 8' FROM ANY METALLIC ITEM BONDED TO STATIC WIRE.
2. GROUNDING DETAILS DESIGN SHALL BE COORDINATED WITH CIVIL DESIGNER.
3. EACH STATIC WIRE SHALL BE BONDED TO THE BRIDGE REBAR AT 1000 FEET INTERVALS, BUT NOT LESS THAN TWO CONNECTIONS PER STRUCTURE.

LEGEND:

- • WELDED CONNECTION
- ◯ LONGITUDINAL REBAR

$USER$ $DATE$ $TIME$ $FILE$

REV	DATE	BY	CHK	APP	DESCRIPTION

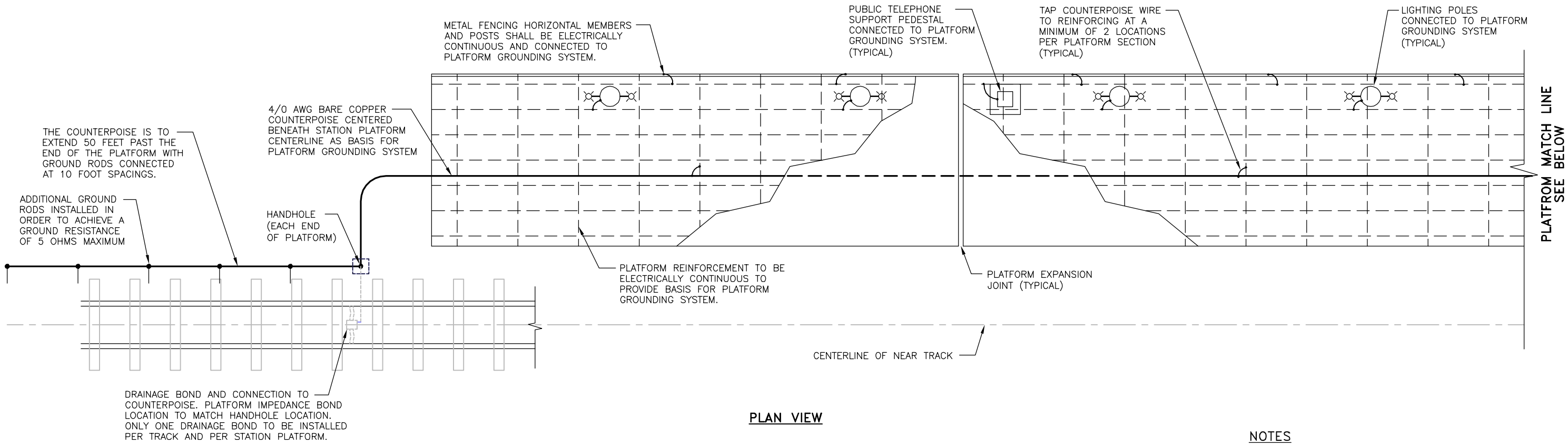
DESIGNED BY M. HSIAO
DRAWN BY J. LAU
CHECKED BY R. SCHMEDES
IN CHARGE K. JONG
DATE 12-31-09

PB PARSONS BRINCKERHOFF

CALIFORNIA HIGH-SPEED RAIL AUTHORITY
FLY CALIFORNIA
Without ever leaving the ground.

CALIFORNIA HIGH-SPEED TRAIN PROJECT
OVERHEAD CONTACT SYSTEM
DIRECTIVE DRAWING
TYPICAL OCS GROUNDING AND BONDING
IN CUT AND COVER TUNNEL

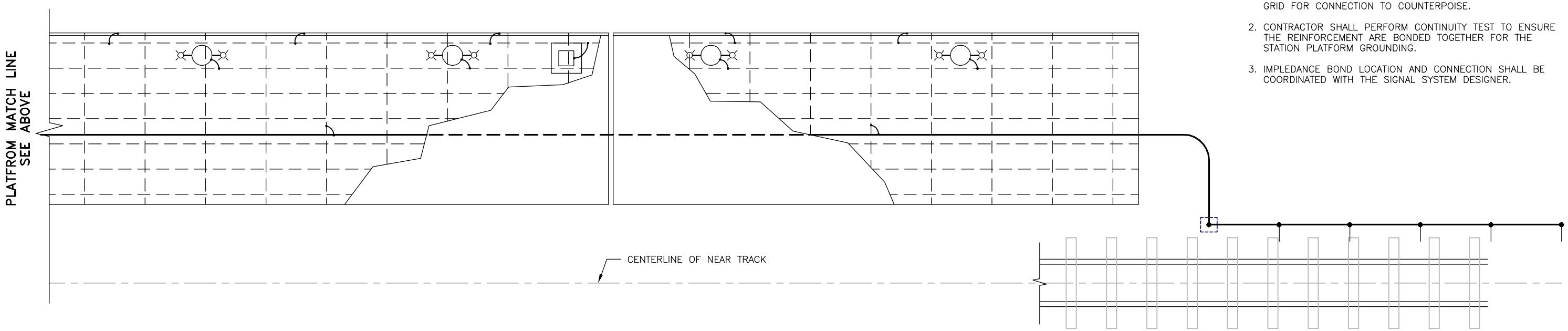
CONTRACT NO.
DRAWING NO. TM 3.2.6-B
SCALE NTS
SHEET NO.



PLAN VIEW

NOTES

1. THE PLATFORM REINFORCEMENT TO BE BONDED AND TACK WELDED TO FORM CONTINUITY GROUND GRID. PROVIDE A CONNECTION POINT AT EACH END OF PLATFORM GROUND GRID FOR CONNECTION TO COUNTERPOISE.
2. CONTRACTOR SHALL PERFORM CONTINUITY TEST TO ENSURE THE REINFORCEMENT ARE BONDED TOGETHER FOR THE STATION PLATFORM GROUNDING.
3. IMPLEDANCE BOND LOCATION AND CONNECTION SHALL BE COORDINATED WITH THE SIGNAL SYSTEM DESIGNER.



PLAN VIEW

TYPICAL OCS GROUNDING AND BONDING AT PASSENGER PLATFORM

$USER$ $DATE$ $TIME$ $FILE$

REV	DATE	BY	CHK	APP	DESCRIPTION

DESIGNED BY M. HSIAO
DRAWN BY J. LAU
CHECKED BY R. SCHMEDES
IN CHARGE K. JONG
DATE 12-31-09

PB PARSONS BRINCKERHOFF

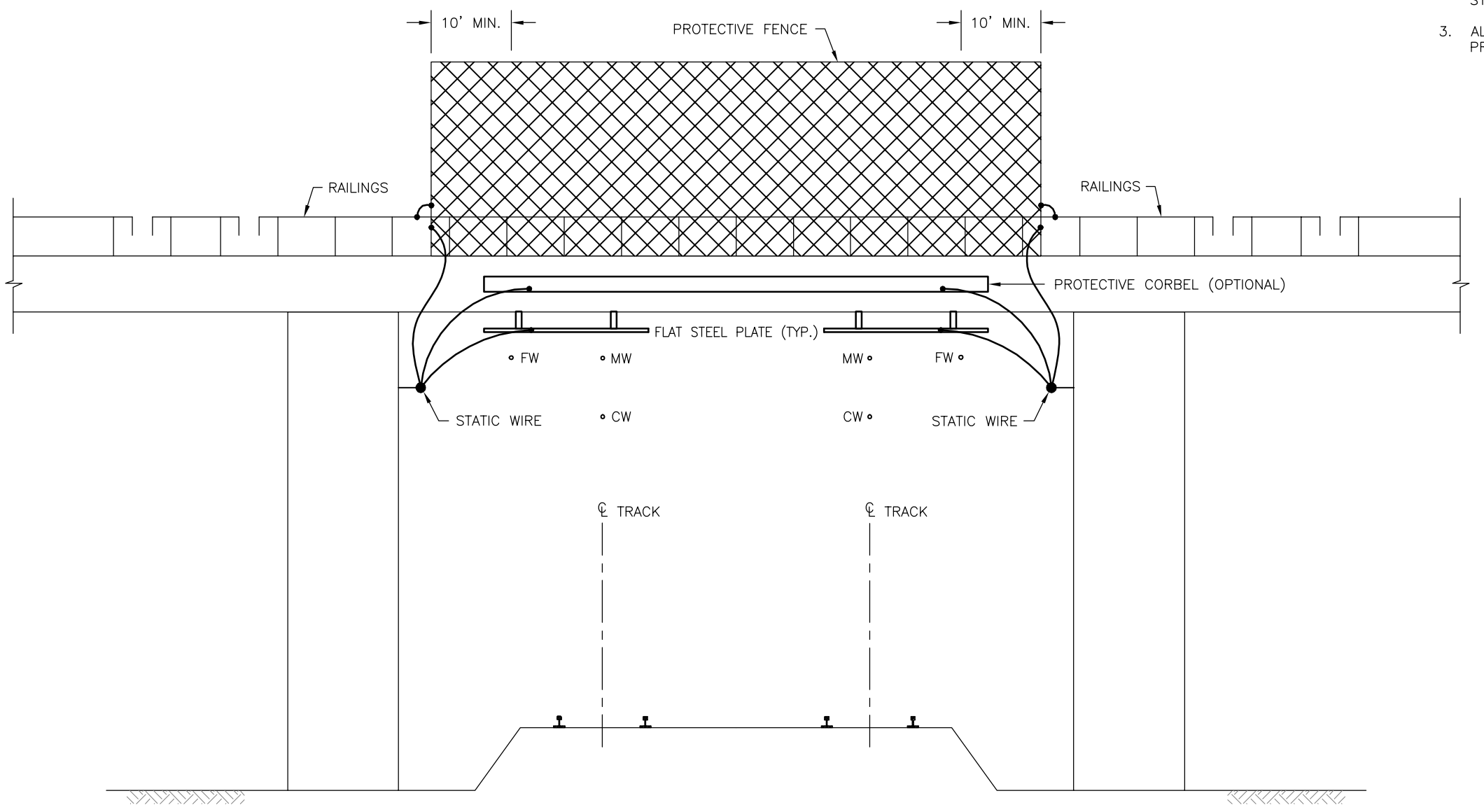
CALIFORNIA HIGH-SPEED RAIL AUTHORITY
FLYCALIFORNIA
Without ever leaving the ground.

CALIFORNIA HIGH-SPEED TRAIN PROJECT
OVERHEAD CONTACT SYSTEM
DIRECTIVE DRAWING
TYPICAL OCS GROUNDING AND BONDING AT PASSENGER PLATFORM

CONTRACT NO.
DRAWING NO. TM 3.2.6-C
SCALE NTS
SHEET NO.

NOTES:

1. BRIDGE CROSS SECTION IS SCHEMATIC IN NATURE TO SHOW GROUNDING AND BONDING, AND DOES NOT PORTRAY BRIDGE CONDITION.
2. GROUNDING DETAIL DESIGN SHALL BE COORDINATED WITH SYSTEM AND CIVIL DESIGNER.
3. ALTERNATE MATERIAL FOR SOLID BARRIERS MAY BE PROPOSED FOR APPROVAL BY THE FINAL DESIGNER.



TYPICAL OVERHEAD STRUCTURE GROUNDING AND BONDING

REV	DATE	BY	CHK	APP	DESCRIPTION

DESIGNED BY M. HSIAO
DRAWN BY J. LAU
CHECKED BY R. SCHMEDES
IN CHARGE K. JONG
DATE 12-31-09

PB PARSONS BRINCKERHOFF

CALIFORNIA HIGH-SPEED RAIL AUTHORITY
FLY CALIFORNIA
Without ever leaving the ground.

CALIFORNIA HIGH-SPEED TRAIN PROJECT
OVERHEAD CONTACT SYSTEM
DIRECTIVE DRAWING
TYPICAL OCS GROUNDING AND BONDING
AT OVERHEAD STRUCTURE

CONTRACT NO.
DRAWING NO. TM 3.2.6-D
SCALE NTS
SHEET NO.

$USER$ $DATE$ $TIME$ $FILE$