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Update on Fatal Flaws of the CHSRA Tunneling Designs near Burbank Airport

When several fatal flaws emerge in the planning stages of a transportation project, it is deemed a show stopper and the plans should be abandoned before the public ever sees them. If the local transit organizations fail to do this, such as Metro, Metrolink and Caltrans, then it should be the job of the Federal Railroad Administration Office of Inspector General (FRA-OIG) to investigate. If they fail to stop the funding of the project, then there should be a Congressional Investigation by the House Transportation Committee into the mis-use of federal tax dollars spent on the public transportation project. Hopefully an investigation of high speed rail will happen this year.

In April of 2015, CHSRA, the FRA-OIG and members of Congress were sent "FATAL FLAWS: Burbank Airport HSR Station & Tunnels," copy attached. If anyone sees a flaw on that list that is not fatal, please let me know. With the new refined alignment E1, E2, and SR-14 from CHSRA, it appears there are MORE fatal flaws, not less.

As a re-cap, one of the greatest fatal flaws by CHSRA (one that should be regarded as a complete fraud at this point) is showing a white dot for the Burbank HSR station. This little white dot does not represent the true size of the station which should be shown as a long rectangle. This station is a quarter of a mile long, the size of the World Trade Center built on its side underground in soil of known toxic composite! Repeat, known toxic composite! Stop right there, fatal flaw. No more words need to be written, end of plans!!! Throw everything in the trash and get fired!

Wrong.

Not enough to end these HSR plans. So okay, moving forward, adding the required special trackwork at either end of the station makes the whole structure nearly a mile long. All of this construction in an open trench, not in a tunnel. The new revised line is shown in red meaning HSR is underground through Burbank Airport, but all of the construction within Burbank is NOT a tunnel! Repeat, not a tunnel, it is in an open trench! The depth of the tracks is not deep enough for a tunnel boring machine. If the construction was in a tunnel, then it would be out of sight and sound. On the other hand, trenching cuts neighborhoods in half both in Burbank and Sun Valley. When building a trench, the noise from the pile drivers is phenomenal, so loud, it shakes house and home much worse than tunneling. If not pile driving, then a slurry wall technique could

be used which is also noisy and dirty because concrete trucks line up for hours everyday for years dumping loads of concrete into the trench. Any mention of this from CHSRA in the meetings? No. And the open trench will stretch for almost two miles, from the back of Empire Shopping Center through the Burbank Airport and beyond San Fernando Road into Sun Valley almost all the way to Roscoe!

Think of what this will do to the infrastructure, roads, traffic, schools, businesses around Burbank Airport for up to ten years!

And this is the preferred alternative by the residents in San Fernando? In reality San Fernando residents deserve grade separations at every intersection similar to the ones the residents of Compton received with the Alameda Corridor Project and the residents of San Gabriel Valley are receiving presently with the building of the grade separations right in front of the San Gabriel Mission. Alleluia, is what they are singing at the Mission Church! No more train horns blowing, no more clanging of crossing gates, no more traffic waiting in long lines blowing exhaust on waiting pedestrians.

The residents of San Fernando deserve to have their corridor fixed. Train traffic along that corridor is not going to go away, even if the tunnels for HSR could be built.

And what about the removal of the dirt for the HSR project? Which streets are you going to drive on with the large excavation trucks? It's hard enough to get a permit in LA County to remove ten truckloads of dirt for an excavation project, let alone ten thousand truck loads, and that is just the amount for the trenched area; the tunneling debris coming out of the tunneling pit will increase that amount by another ten fold!

Which streets are you going to use? Buena Vista? Hollywood Way? Vanowen? San Fernando Road? Glen Oaks? You might as well kiss your way of life good-bye if you live near one of them. And where are you going to take this mountain of dirt too? Santa Clarita or Riverside County? Hello! Is anyone at CHSRA actually qualified to do this work?

Not one person from the CHSRA has addressed these topics in a professional manner in the last five years, yet these fatal flaws have been known since 2011. Are they that unqualified or merely that corrupt? They's have to be a little bit of both to continue to fool local residents and politicians alike.

Observe the white dot on the map and follow the new red line southwards to the back of the Empire Shopping Center.

<http://files.ctctcdn.com/00e1af8a201/289dde70-cd05-46d4-909a-a8a3159b4f2c.pdf>

The new version shifts the trench away from the old route shown in grey which would have demolished or severely impacted the Marriott Hotel and the Yahoo business center. But the new alignment will demolish the Extended Stay America Burbank,

potentially damage Allianz Global Corporate Offices, and the wipe out the entire Empire Landing apartment complex, check this out:

<http://www.extendedstayamerica.com/hotels/ca/los-angeles/burbank-airport>

<http://www.empirelanding.com/>

Gone, dust.

In addition, the entire quarter square mile area of apartment buildings boarded by Empire, Thornton, Naomi and Ontario are dust also. If not demolished entirely by the new alignment, they will be covered in dust and surrounded by noise and construction right outside their bedroom windows for ten years.

<http://niagara-view.com/>

Another one bites the dust.

How many people live in that quarter square mile? A lot. That Burbank neighborhood is almost entirely apartment buildings. Did CHSRA contact anyone? Send a notice? Probably not. That's called fraud, why are they hiding the truth?

Trenching will also happen in Sun Valley neighborhood north of the Burbank Airport. The area bordered by San Fernando, Clybourn, Roscoe on the north and Ledge Avenue on the east, another quarter mile quadrant seriously affected by the new alignment. There goes Glenwood Elementary School. Gone, dust, or covered in dust for ten years. Did anyone contact them? Probably not. Also affected are most of the businesses located along San Fernando between Wheatland and Ledge. Were any of them contacted about the new alignment?

This topic of Sun Valley excavation was covered previously in the Fatal Flaws report. See attached, item 6b. No further comment on that topic.

There's another new fatal flaw, this one in Pacoima using the SR14 refined alignment: the proposed HSR tunnels travel under the I-210/118 interchange. Do you know that puppy? Whoo-hoo! Have they completely lost their minds? Remember the great Northridge quake and the collapse of the I-5/SR14 interchange? A large diameter tunnel boring machine could easily cause a similar collapse to the I-210/118 interchange.

Beneath this behemoth freeway interchange, the San Gabriel mountain range crushes into the San Fernando Valley; the substructure rock fractures with a greater potential for rocks to collapse into the face of a tunnel boring machine and lock it up permanently. Information regarding the soil condition and details of the footings of the I-210/118 interchange could be discussed, but that is more detail than is needed for this to be recognized as a fatal flaw.

Under normal track alignment protocol, these type of fatal flaws would never be discussed publicly in this type of forum because the plans would have been tabled long ago by honest intelligent engineers and managers, without wasting the taxpayers' money. Normally, in those types of review situations, a greater use of humor and common vernacular is used to soften the blow of a failed design. Please forgive my liberal use of that technique.

Thank you for your interest in this matter. Feel free to call me with any questions.

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