CALIFORNIA HIGH-SPEED TRAIN
ROADWAY (PLAN AND PROFILE)

RECORD SET PEPD DESIGN SUBMISSION

Bakersfield to Palmdale
Roadway (Plan and Profile)

October 2017
### Table of Abbreviations

<table>
<thead>
<tr>
<th>Abbreviation</th>
<th>Description</th>
</tr>
</thead>
<tbody>
<tr>
<td>ALTERNATIVE</td>
<td>Alternative number</td>
</tr>
<tr>
<td>R/P/R</td>
<td>Right of Way</td>
</tr>
<tr>
<td>S</td>
<td>South, Supplement</td>
</tr>
</tbody>
</table>

### General Abbreviations

<table>
<thead>
<tr>
<th>Abbreviation</th>
<th>Description</th>
</tr>
</thead>
<tbody>
<tr>
<td>ASH</td>
<td>Ashay</td>
</tr>
<tr>
<td>ASH &amp;</td>
<td>Ashay and</td>
</tr>
<tr>
<td>ASH/R</td>
<td>Ashay Right</td>
</tr>
<tr>
<td>ASH/RA</td>
<td>Ashay Right Angle</td>
</tr>
<tr>
<td>ASH/RAA</td>
<td>Ashay Right Angle Angle</td>
</tr>
<tr>
<td>ASH/RRA</td>
<td>Ashay Right Angle Right Angle</td>
</tr>
<tr>
<td>ASH/RRAA</td>
<td>Ashay Right Angle Right Angle Angle</td>
</tr>
<tr>
<td>ASH/RRAAA</td>
<td>Ashay Right Angle Right Angle Angle Angle</td>
</tr>
<tr>
<td>ASH/RRAAA</td>
<td>Ashay Right Angle Right Angle Angle Angle Angle</td>
</tr>
<tr>
<td>ASH/RRAAAA</td>
<td>Ashay Right Angle Right Angle Angle Angle Angle Angle</td>
</tr>
<tr>
<td>ASH/RRAAAAA</td>
<td>Ashay Right Angle Right Angle Angle Angle Angle Angle Angle</td>
</tr>
<tr>
<td>ASH/RRAAAAAA</td>
<td>Ashay Right Angle Right Angle Angle Angle Angle Angle Angle Angle</td>
</tr>
<tr>
<td>ASH/RRAAAAAAA</td>
<td>Ashay Right Angle Right Angle Angle Angle Angle Angle Angle Angle Angle</td>
</tr>
<tr>
<td>ASH/RRAAAAAAAA</td>
<td>Ashay Right Angle Right Angle Angle Angle Angle Angle Angle Angle Angle Angle</td>
</tr>
</tbody>
</table>

### Construction Abbreviations

<table>
<thead>
<tr>
<th>Abbreviation</th>
<th>Description</th>
</tr>
</thead>
<tbody>
<tr>
<td>BBE</td>
<td>Baked Beans</td>
</tr>
</tbody>
</table>
GENERAL NOTES

1. SB TRACK ALIGNMENT STATIONING IS PROVIDED.
2. PROPOSED PERMANENT ENVIRONMENTAL FOOTPRINT (PPEF) SHOWN IS LIMIT OF PERMANENT GROUND DISTURBANCE ASSOCIATED WITH THE PROJECT.
3. PROPOSED TEMPORARY ENVIRONMENTAL FOOTPRINT (PTEF) SHOWN IS LIMIT OF TEMPORARY GROUND DISTURBANCE ASSOCIATED WITH THE PROJECT.
4. ALL UTILITIES ARE TO BE FIELD VERIFIED PRIOR TO CONSTRUCTION.
5. FOR DETAILED STRUCTURE DEPTH INFORMATION SEE STRUCTURAL PLAN SET.
CALIFORNIA HIGH-SPEED RAIL PROJECT
BAKERSFIELD TO PALMDALE
ALTERNATIVE 1,2,3,5
GENERAL
TYPICAL SECTIONS

12' TO 13' VARIES
0' TO 13'

EDISON HIGHWAY
ALT 1,2,3,5
STA 10+00 TO 11+50

EDISON HIGHWAY
ALT 1,2,3,5
STA 11+50 TO 116+55

R/W
R/W

HOR SCALE APPLICABLE FOR FULL SIZE ONLY

Design
3/31/2011

CHECK

DRAWN

IN CHARGE

D. HOLMAN
A. CARSON
G. CAMPBELL
S. SMITH

10/31/2017

CONTRACT NO.
HSR13-44

DRAWING NO.
CV-B3001

SCALE
AS SHOWN

SHEET NO.

NOT FOR CONSTRUCTION

EDISON HIGHWAY
ALT 1,2,3,5
STA 10+00 TO 11+50

HSR VIADUCT STRUCTURE
EB LANE
14'
WB LANE
14'
MEDIAN
13'

12'
14'
15'
14'
FL 6'

80'

10' TO 12'
VARIES

OG
OG

FL
6'

SW
2%
2%

R/W
2'

OG
OG

R/W
2'

80'

2%
2%

0
8
8
16
1"=8' HOR

10' TO 12'
VARIES

EDISON HIGHWAY
ALT 1,2,3,5
STA 11+50 TO 116+55

HSR VIADUCT STRUCTURE
EB LANE
14'
WB LANE
14'
MEDIAN
13'

12'
14'
15'
14'
FL 6'

80'

10' TO 12'
VARIES

OG
OG

FL
6'

SW
2%
2%

R/W
2'

OG
OG

R/W
2'

80'

2%
2%

0
8
8
16
1"=8' HOR

10' TO 12'
VARIES

EDISON HIGHWAY
ALT 1,2,3,5
STA 11+50 TO 116+55

HSR VIADUCT STRUCTURE
EB LANE
14'
WB LANE
14'
MEDIAN
13'

12'
14'
15'
14'
FL 6'

80'

10' TO 12'
VARIES

OG
OG

FL
6'

SW
2%
2%

R/W
2'

OG
OG

R/W
2'

80'

2%
2%

0
8
8
16
1"=8' HOR

10' TO 12'
VARIES

EDISON HIGHWAY
ALT 1,2,3,5
STA 11+50 TO 116+55
EDISON HIGHWAY

ALT 1, 2, 3, 5

STA 116+55 TO 119+20
STA 120+13 TO 121+06
STA 122+46 TO 123+67

R/W80' TO 100'R/W
"EDHW"

VARIES
80' TO 100'

VARIES

EDISON HIGHWAY STRUCTURE

2% 2% 2%

2'

OG OG

2% 2% 2%
EDISON HIGHWAY
ALT 1,2,3,5
STA 124+38 TO 130+92

EDISON HIGHWAY
ALT 1,2,3,5
STA 130+92 TO 135+50
CALIFORNIA HIGH-SPEED RAIL PROJECT
BAKERSFIELD TO PALMDALE
ALTERNATIVE 1, 2, 3, 5
GENERAL
TYPICAL SECTIONS

MORNING DR
STA 12+85 TO 27+15

STA 22+15 TO 25+61

STA 21+76 TO 25+28

MORNING DR
STA 27+15 TO 31+33

SCALE AS SHOWN

RECORD PE PD
SUBMITTAL

NOT FOR CONSTRUCTION
MORNING DR
STA 31+33 TO 34+95

MORNING DR WEST RAMP
STA 11+00 TO 19+75

MORNING DR EAST RAMP
STA 11+00 TO 18+50
CALIFORNIA HIGH-SPEED RAIL PROJECT
BAKERSFIELD TO PALMDALE
ALTERNATIVE 1,3,5
GENERAL
TYPICAL SECTIONS

EDISON RD
STA 13+00 TO 30+80

MALAGA RD
STA 19+25 TO 37+00

SCALE AS SHOWN

EDISON RD
STA 13+00 TO 30+80

MALAGA RD
STA 19+25 TO 37+00

SCALE AS SHOWN
CALIFORNIA HIGH-SPEED RAIL PROJECT
BAKERSFIELD TO PALMDALE
ALTERNATIVE 1,2,3,5
GENERAL
TYPICAL SECTIONS

"SR58WB"
STA 100+50 TO 123+85
STA 132+05 TO 156+05

"SR58EB"
STA 100+50 TO 120+55
STA 128+75 TO 156+07
NOTE:
Dirt roads designed to maintain existing access and are not designed to provide HSR access.
A V E G
STA 24+00 TO 38+41
STA 38+40 TO 42+52
STA 44+52 TO 45+50

A V E G
STA 54+00 TO 57+00

A V E G
STA 45+50 TO 56+00

A V E G ROAD (A V E G - G1 AND G2)
CALIFORNIA HIGH-SPEED RAIL PROJECT
BAKERSFIELD TO PALMDALE
ALTERNATIVE 1, 2, 3
GENERAL
TYPICAL SECTIONS

PROJECT NO.: HSR13-44
DRAWING NO.: CV-33102
SCALE: AS SHOWN

SCALE APPLICABLE FOR FULL SIZE ONLY

DESIGNED BY: D. HOLMAN
DRAWN BY: A. CARSON
CHECKED BY: G. CAMPBELL
IN CHARGE: S. SMITH
DATE: 10/31/2017

CONTRACT NO.: HSR13-44
DRAWING NO.: CV-B3102
SCALE: AS SHOWN

A / V E H
STA 36+39 TO 40+00

VARIES

SCALE: 1"=8' HOR

NOT FOR CONSTRUCTION
CALIFORNIA HIGH-SPEED RAIL PROJECT
BAKERSFIELD TO PALMDALE
ALTERNATIVE 1, 2, 3
GENERAL
TYPICAL SECTIONS

TREVOR AVE
STA 9+50 TO 16+15

R/W VARY
80' TO 216'
MP 8' FL
31'
SB LANE
31'
NB LANE
58'
SW
OG
2% GR FLATTER

G. O.
A. R.
F.
L.
T.
R.

R/W

TREVOR AVE
STA 10+53 TO 16+20

R/W VARY
62' TO 162'
MP 8' FL
19'
SB LANE
19'
NB LANE
58'
SW
OG
2% GR FLATTER

G. O.
A. R.
F.
L.
T.
R.

SCALE AS SHOWN

NOT FOR CONSTRUCTION

8' = 1" HOR

SCIENCE
TYPED IN
TYPED OUT
NOT FOR CONSTRUCTION

TREVOR AVE
STA 9+50 TO 16+15

R/W VARY
80' TO 216'
MP 8' FL
31'
SB LANE
31'
NB LANE
58'
SW
OG
2% GR FLATTER

G. O.
A. R.
F.
L.
T.
R.

R/W

TREVOR AVE
STA 10+53 TO 16+20

R/W VARY
62' TO 162'
MP 8' FL
19'
SB LANE
19'
NB LANE
58'
SW
OG
2% GR FLATTER

G. O.
A. R.
F.
L.
T.
R.

SCALE AS SHOWN

NOT FOR CONSTRUCTION

8' = 1" HOR

SCIENCE
TYPED IN
TYPED OUT
NOT FOR CONSTRUCTION
CALIFORNIA HIGH-SPEED RAIL PROJECT
BAKERSFIELD TO PALMDALE
ALTERNATIVE 1, 2, 3
GENERAL
TYPICAL SECTIONS

SPEARMAN AVE

DESIGNED BY
D. HOLMAN

DRAWN BY
A. CARSON

CHECKED BY
G. CAMPBELL

IN CHARGE
S. SMITH

DATE
10/31/2017

CONTRACT NO.
HSR13-44

DRAWING NO.
CV-B3110

SCALE
AS SHOWN

SHEET NO.
R/W

"AVE 1 SPAN" C

MP
20'
FL
20'
MP

8'
SW
FL
20'

R/W

HP

2%

O
R
L
A
T
T
E
R

2%

O
R
L
A
T
T
E
R

8'
SW
FL

R/W

HP

2%

O
R
L
A
T
T
E
R

2%

O
R
L
A
T
T
E
R

62' TO 104'

SCALE APPLICABLE FOR FULL SIZE ONLY

1"=8' HOR
MILLING ST
STA 15+50 TO 22+15
STA 33+30 TO 40+00

RETAINING WALL

R/W

8' FL 6'

VARIES
VARIES
VARIES
69' TO 130'

WB LANE
EB LANE
SIDE LANE
SIDE LANE

Varies
Varies
Varies

2%
2%
2%
2%

"MILL-2"

0' TO 10'
69' TO 130'
VARIES
MEDIAN STRIPED LANE
BIKE LANE
VARIES
LANE

1' WALL LIA
1' WALL LIA

OG
OG

MILLING ST

UNITED INTELLIGENT

CALIFORNIA HIGH-SPEED RAIL PROJECT
BAKERSFIELD TO PALMDALE
ALTERNATIVE 1, 2, 3
GENERAL
TYPICAL SECTIONS
California High-Speed Rail Project
Bakersfield to Palmdale
Alternative 1, 2, 3
General
Typical Sections

AVE J Ramp
5+89 to 12+63

STA 5+89 to 7+29

Designed by
D. Holman
Drawn by
A. Carson
Checked by
G. Campbell
In Charge
S. Smith

Date
10/31/2017

Contract No.
HSR13-44
Drawing No.
CV-B3114
Scale
As Shown
Sheet No.
R/W
R/W

Notes:
8" = 1' HOR. SCALE APPLICABLE FOR FULL SIZE ONLY

Projects\11206.00_CHSRBP\00 CADD\Sheet Files\CV\BP-CV-B3114.dgn
12:42:47 AM
11/4/2017
QIC.ARivera
Ave M
STA 66+95 TO 69+36

Ave M
STA 69+36 TO 71+57
CALIFORNIA HIGH-SPEED RAIL PROJECT
BAKERSFIELD TO PALMDALE
ALTERNATIVE 1, 2, 3
GENERAL
TYPICAL SECTIONS

**AVE M**
STA 72+87 TO 75+87

**AVE M 3RD**

**3RD ST**

NOT FOR CONSTRUCTION

SCALE APPLICABLE FOR FULL SIZE ONLY

1" = 8' HOR

<table>
<thead>
<tr>
<th>HP</th>
<th>FL</th>
<th>10'</th>
<th>11'</th>
<th>11'</th>
<th>FL</th>
<th>10'</th>
<th>HP</th>
</tr>
</thead>
<tbody>
<tr>
<td>SW</td>
<td>SW</td>
<td>94'</td>
<td>TO</td>
<td>132'</td>
<td></td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

OG

1 2

2' TO 8'

MEDIAN STRIPED

VARIES

O

2'

R/W

R/W

0' TO 14'

MERGING LANE

106' TO 126'

FL

9'

94' TO 132'

SF LANE

10'

SW

11'

9'

OG

2%

3'

OG

2'

2%
CALIFORNIA HIGH-SPEED RAIL PROJECT
BAKERSFIELD TO PALMDALE
ALTERNATIVE 5
GENERAL
TYPICAL SECTIONS

AVE G
STA 22+00 TO 34+25
STA 37+10 TO 41+21
STA 42+01 TO 42+41

AVE G
STA 45+21 TO 51+00

SCALE AS SHOWN
DRAWING NO. CV-B3501
CONTRACT NO. HSR13-44

NOT FOR CONSTRUCTION

0 8816
1"=8' HOR.
SCALE APPLICABLE FOR FULL SIZE ONLY

FL ETW V A R I E S
HP 8' 12' 12' 8' 8' MP
WB LANE EB LANE

"AVE 0" C ETW FL V A R I E S
0' TO 8' VARIES
OG 2 10 R F L T T E R

"AVE 0" C ETW FL V A R I E S
0' TO 12' VARIES
OG 2 10 R F L T T E R
CALIFORNIA HIGH-SPEED RAIL PROJECT
Bakersfield to Palmdale
ALTERNATIVE 5
GENERAL
TYPICAL SECTIONS

DRAWN BY
A. CARSON

CHECKED BY
G. CAMPBELL

IN CHARGE
S. SMITH

DATE
10/31/2017

SCALE
AS SHOWN

CONTRACT NO.
HSR15-44

DRAWING NO.
CV-B3504

SCALE
AS SHOWN

STATEMENT OF WORK

CALIFORNIA HIGH-SPEED RAIL AUTHORITY
AVE M
STA 72+87 TO 75+50

3RD ST

CALIFORNIA HIGH-SPEED RAIL PROJECT
Bakersfield to Palmdale
Alternative 5
General
Typical Sections
AVE M SEGMENT

*AVE M_EXIST* E

125' TO 164'

10' FL
20' BB LANE
20' ED LANE
10' SW

SW 10'

OG

20' 20'

R/W

R/W

125' TO 164'

VARIES

OG

2% 2% 2% 2%
CALIFORNIA HIGH-SPEED RAIL PROJECT
BAKERSFIELD TO PALMDALE
ALTERNATIVE 5
GENERAL
TYPICAL SECTIONS

SIERRA HWY
STA 117+59 TO 122+37
SEE SHEET CV-B3125

MATCH ALT 1, 2, 3

RECORD
PEPD
SUBMITTAL
NOT FOR
CONSTRUCTION

DESIGNED BY
D. HOLMAN
DRAWN BY
A. CARSON
CHECKED BY
G. CAMPBELL
IN CHARGE
S. SMITH
DATE
10/31/2017
DATE CHK APP BY REV DESCRIPTION
CALIFORNIA HIGH-SPEED RAIL PROJECT
BAKERSFIELD TO PALMDALE
ALTERNATIVE 1,3,5 ROADWAY
VINELAND ROAD
PLAN AND PROFILE

PROFILE "VINE"

PROTECT IN PLACE EXIST BRIDGE

MATCH EXIST 14440.00

"VINE" 14474.37
ALTERN. 1.3.5-14438.68
KERN COUNTY R/W
"VINE" 14422.44 PI

CALTRANS R/W
"VINE" 16+82.44 PI

KERN COUNTY R/W
"VINE" 19+24.97

CHSR STRUCTURE

EDISON HWY
10.0' 21.5'
14.5'
20.0'
FUTURE UPRR GRADE SEPARATION

MATCH EXIST

EXIST 58-58

FUTURE UPRR GRADE SEPARATION

ELEV 518.21
ELEV 515.74
ELEV 506.44
ELEV 496.71
ELEV 498.77
ELEV 489.34
ELEV 457.84

DS = 40 MPH
L = 310'
DS = 40 MPH
L = 570'

ELEV 480.34

DS = 45 MPH
L = 750'

NOTE:
1. LOCAL DESIGN SPEED TO BE APPROVED BY KERN COUNTY.

CHSR SB ALIGNMENT "ALT1,3,5"
CHSR NB ALIGNMENT "ALT1,3,5"

21+85.00 BVC
ELEV 480.34
25+60.00 PVI
ELEV 457.84

-5 6 00%
-6 00%

UPRR R/W

EDISON HWY

KERN COUNTY R/W

NOTES:

1. APPROVED BY KERN COUNTY.

PLAN

MATCH LINE (R1011)
MATCH LINE (R1011)

DATE
10/31/2017

IN CHARGE
S. SMITH

DESIGNED BY
D. HOLMAN

DRAWN BY
C. KATZENSTEIN

CHECKED BY
G. CAMPBELL

RECORD

PEPD

SUBMITTAL
NOT FOR CONSTRUCTION

CONTRACT NO.
HSR13-44

DRAWING NO.
CV-R1010

SCALE
AS SHOWN

SHEET NO.

520 510 500 490 480 470 460 450
14400 12400 10400 8400 6400 4400

550 540 530 520 510 500 490 480
0 100 200 100 100 200 100

0 101020

1"=10' VERT
SCALE APPLICABLE FOR FULL SIZE ONLY

1"=100' HOR
SCALE APPLICABLE FOR FULL SIZE ONLY

LINE DATA

No. BEARING DISTANCE

1 N 0°17'59" E 242.44'
2 N 0°44'04" E 2317.56'

340 330 320 310 300 290 280 270 260 250 240 230 220 210 200 190 180 170 160 150 140 130 120 110 100 90 80 70 60 50 40 30 20 10 0


DATE CHK APP BY REV DESCRIPTION

Projects\701206.00_CHSRBP\00 CADD\Sheet Files\CV\BP-CV-R1010.dgn
**NOTES:**

1. LOCAL DESIGN SPEED TO BE APPROVED BY KERN COUNTY.

**LINE DATA**

<table>
<thead>
<tr>
<th>No.</th>
<th>Bearing</th>
<th>Distance</th>
</tr>
</thead>
<tbody>
<tr>
<td>1</td>
<td>N 0°44'04&quot; E</td>
<td>2317.56'</td>
</tr>
</tbody>
</table>

**DATE:** 10/31/2017

**IN CHARGE:** S. SMITH

**DESIGNED BY:** D. HOLMAN

**DRAWN BY:** C. KATZENSTEIN

**CHECKED BY:** G. CAMPBELL

**CONTRACT NO.:** HSR13-44

**DRAWING NO.:** CV-R1011

**SCALE:** AS SHOWN

**SHEET NO.:** 4:58:05 PM 11/3/2017 QIC ARIVERA

**CALIFORNIA HIGH-SPEED RAIL PROJECT**

**BAKERSFIELD TO PALMDALE**

**ALTERNATIVE 1, 3, 5**

**ROADWAY**

**VINELAND ROAD**

**PLAN AND PROFILE**
CALIFORNIA HIGH-SPEED RAIL PROJECT
BAKERSFIELD TO PALMDALE
ALTERNATIVE 1, 3, 5
ROADWAY
COMANCHE DRIVE
PLAN AND PROFILE

PROFILE
"CMCH"

PLAN
"CMCH" 40+00.00 PI

NOTES:
1. LOCAL DESIGN SPEED TO BE APPROVED BY KERN COUNTY.

LINE DATA

<table>
<thead>
<tr>
<th>No.</th>
<th>Bearing</th>
<th>Distance</th>
</tr>
</thead>
<tbody>
<tr>
<td>1</td>
<td>N 0°02'30&quot; E</td>
<td>502.82'</td>
</tr>
<tr>
<td>2</td>
<td>N 0°32'19&quot; E</td>
<td>2000.00'</td>
</tr>
</tbody>
</table>

EDISON HWY

KERN COUNTY R/W

UPRR R/W

UNION PACIFIC RAILROAD

FUTURE UPPER GRADE SEPARATION

L = 550' DS = 45 MPH

L = 450' DS = 45 MPH

40+85.00 BVC

ELEV 648.68

ELEV 616.96

37+65.00 BVC

ELEV 619.50

40+40.00 PVI

ELEV 632.97

43+15.00 EVC

ELEV 661.78

48+10.00 PVI

ELEV 665.06

DATE CHK APP BY REV DESCRIPTION
11/3/2017 QIC.A RIVERA

DESIGNED BY
D. HOLMAN

DRAWN BY
C. KATZENSTEIN

CHECKED BY
G. CAMPBELL

IN CHARGE
S. SMITH

DATE
10/31/2017

RECORD
PEPD

SUBMITTAL

NOT FOR CONSTRUCTION

CONTRACT NO.
HSR13-44

DRAWING NO.
CV-R1031

SCALE
AS SHOWN

SHEET NO.
1. Local design speed to be approved by Kern County.

**Profile**

- **ELEV 682.97**
- **44+25.00 EVC**
- **ELEV 698.42**
- **48+50.00 PVI**
- **ELEV 722.31**
- **51+25.00 EVC**
- **ELEV 722.61**
- **45+75.00 BVC**

**Notes**

- **DS = 45 MPH**
- **L = 550'**
1. Local design speed to be approved by Kern County.

**Notes:**

**Line Data**

<table>
<thead>
<tr>
<th>No.</th>
<th>Bearing</th>
<th>Distance</th>
</tr>
</thead>
<tbody>
<tr>
<td>1</td>
<td>N 0°00'00&quot; W</td>
<td>2389.46'</td>
</tr>
</tbody>
</table>

**Plan**

**Profile**

**Profile Data**

<table>
<thead>
<tr>
<th>Stat</th>
<th>Bearing</th>
<th>Distance</th>
</tr>
</thead>
<tbody>
<tr>
<td>740</td>
<td>N 0°00'00&quot; W</td>
<td>2389.46'</td>
</tr>
</tbody>
</table>

**Specifications:**

<table>
<thead>
<tr>
<th>Station</th>
<th>Bearing</th>
<th>Distance</th>
</tr>
</thead>
<tbody>
<tr>
<td>40+00</td>
<td>N 0°00'00&quot; W</td>
<td>2389.46'</td>
</tr>
</tbody>
</table>

**Notes:**

- Local design speed to be approved by Kern County.

**Scale:**
- 1" = 100' Horizontal
- 1" = 10' Vertical

**Drawn by:** C. Katzstein

**Checked by:** G. Campbell

**In Charge:** S. Smith

**Date:** 10/31/2017

**Contract No.:** HSR13-44

**Drawing No.:** CV-R1061

**California High-Speed Rail Project**

**Bakersfield to Palmdale**

**Alternative 1, 3, 5**

**Roadway**

**Towerline Road**

**Plan and Profile**
CALIFORNIA HIGH-SPEED RAIL PROJECT
Bakersfield to Palmdale
Alternative 1,3,5
Roadway
Neumarkel Road
Plan and Profile

LINE DATA

<table>
<thead>
<tr>
<th>No.</th>
<th>Bearing</th>
<th>Distance</th>
</tr>
</thead>
<tbody>
<tr>
<td>1</td>
<td>N 0°00'00&quot; E</td>
<td>16.05'</td>
</tr>
<tr>
<td>2</td>
<td>N 6°24'13&quot; E</td>
<td>291.66'</td>
</tr>
<tr>
<td>3</td>
<td>N 0°00'00&quot; W</td>
<td>303.11'</td>
</tr>
<tr>
<td>4</td>
<td>N 6°24'13&quot; W</td>
<td>291.66'</td>
</tr>
<tr>
<td>5</td>
<td>N 0°00'00&quot; E</td>
<td>21.64'</td>
</tr>
</tbody>
</table>

CURVE DATA

<table>
<thead>
<tr>
<th>No.</th>
<th>R</th>
<th>A</th>
<th>T</th>
<th>L</th>
</tr>
</thead>
<tbody>
<tr>
<td>1</td>
<td>2000.00'</td>
<td>6°24'13&quot;</td>
<td>111.48'</td>
<td>223.63'</td>
</tr>
<tr>
<td>2</td>
<td>800.00'</td>
<td>6°24'13&quot;</td>
<td>44.75'</td>
<td>89.41'</td>
</tr>
<tr>
<td>3</td>
<td>800.00'</td>
<td>6°24'13&quot;</td>
<td>44.75'</td>
<td>89.41'</td>
</tr>
<tr>
<td>4</td>
<td>2000.00'</td>
<td>6°24'13&quot;</td>
<td>111.48'</td>
<td>223.63'</td>
</tr>
</tbody>
</table>
CALIFORNIA HIGH-SPEED RAIL PROJECT
BAKERSFIELD TO PALMDALE
ALTERNATIVE 1,2,3,5
ROADWAY
DIRT ROAD 18242+00
PLAN AND PROFILE
CALIFORNIA HIGH-SPEED RAIL PROJECT
BAKERSFIELD TO PALMDALE
ALTERNATIVE 1,2,3,5
ROADWAY
DIRT ROAD 18700+00
PLAN AND PROFILE

DESIGNED BY
D. HOLMAN
DRAWN BY
C. KATZENSTEIN
CHECKED BY
G. CAMPBELL
IN CHARGE
S. SMITH
DATE
10/31/2017

LINE DATA

<table>
<thead>
<tr>
<th>No.</th>
<th>BEARING</th>
<th>DISTANCE</th>
</tr>
</thead>
<tbody>
<tr>
<td>1</td>
<td>S 89°44'40&quot; E</td>
<td>63.47'</td>
</tr>
<tr>
<td>2</td>
<td>N 71°30'59&quot; E</td>
<td>115.65'</td>
</tr>
</tbody>
</table>

CURVE DATA

<table>
<thead>
<tr>
<th>No.</th>
<th>R</th>
<th>Δ</th>
<th>T</th>
<th>L</th>
</tr>
</thead>
<tbody>
<tr>
<td>1</td>
<td>100.00'</td>
<td>22°44'21&quot;</td>
<td>20.41'</td>
<td>39.69'</td>
</tr>
</tbody>
</table>

PLAN

PROFILE

"18700"