The environmental review, consultation, and other actions required by applicable federal environmental laws for this project are being or have been carried out by the State of California pursuant to 23 U.S.C. 327 and a Memorandum of Understanding dated July 22, 2019, and executed by the Federal Railroad Administration and the State of California.
1. Track profile is designed as centerline at the top of the SB low rail.

2. Minimum clearance requirements to canals and ditches are not known. Further consultation with the watercourse owners will be required to determine necessary clearances.

3. The following are roadway design standard and guidelines:
   b. AASHTO roadsides design guide (2006)
   c. Applicable local design standard and guidelines (i.e., city of los angeles)

4. For roadway improvements, see roadway plans.

5. Final slopes to be defined at a later stage, when the geotechnical study is available.

6. Structure dimensions are indicative.

STA 296+82.67 (SAPRC CT) is the northern limit of the Palmdale-Burbank environmental document. North of this point refer to Antelope-Palmdale environmental document. Design features between STA 265+00.00 and STA 296+82.67 (SAPRC CT) shown for reference only.

---

**LEGEND**

**PLAN**

- PROPOSED TRACK ELEVATION
- ORIGINAL GROUND (OG)
- OTHER TRACKS
- HIGH SPEED TURNOUT

**PROFILE**

- PROPOSED RIGHT OF WAY
- EXISTING RIGHT OF WAY
- PROPOSED RETAINING WALL
- LIMITS OF EMBANKMENT (FILL)
- LIMITS OF EROSION (SILT)
- PROPOSED PERMANENT ENVIRONMENTAL FOOTPRINT
- PROPOSED TEMPORARY ENVIRONMENTAL FOOTPRINT

---

**GENERAL NOTES**

- TRACK PROFILE IS DESIGNED AS CENTERLINE AT THE TOP OF THE SB LOW RAIL.
- MINIMUM CLEARANCE REQUIREMENTS TO CANALS AND DITCHES ARE NOT KNOWN. FURTHER CONSULTATION WITH THE WATERCOURSE OWNERS WILL BE REQUIRED TO DETERMINE NECESSARY CLEARANCES.
- C-15 FREIGHTER HAS BEEN ALLOWED OVER THE 100-YEAR FLOOD LEVEL ELEVATIONS OF THE RIVERS AND LAS-TOYER.
- THE FOLLOWING ARE ROADWAY DESIGN STANDARD AND GUIDELINES:
  a. CALIFORNIA HIGHWAY DESIGN MANUAL (2006)
  b. AASHTO ROADSIDE DESIGN GUIDE (2006)
  c. APPLICABLE LOCAL DESIGN STANDARD AND GUIDELINES (I.E., CITY OF LOS ANGELES)
- FOR ROADWAY IMPROVEMENTS, SEE ROADWAY PLANS.
- FINAL SLOPES TO BE DEFINED AT A LATER STAGE, WHEN THE GEOTECHNICAL STUDY IS AVAILABLE.
- STRUCTURE DIMENSIONS ARE INDICATIVE.

---

**S CONTINUED**

- HIGH-SPEED RAIL AUTHORITY
- OWNERS WILL BE REQUIRED TO DETERMINE NECESSARY CLEARANCES.
- ARE NOT KNOWN. FURTHER CONSULTATION WITH THE WATERCOURSE
- 3'-0" FREEBOARD HAS BEEN ALLOWED OVER THE 100-YEAR FLOOD LEVEL ELEVATIONS OF THE RIVERS AND LAS-TOYER.
- THE FOLLOWING ARE ROADWAY DESIGN STANDARD AND GUIDELINES:
  a. CALIFORNIA HIGHWAY DESIGN MANUAL (2006)
  b. AASHTO ROADSIDE DESIGN GUIDE (2006)
  c. APPLICABLE LOCAL DESIGN STANDARD AND GUIDELINES (I.E., CITY OF LOS ANGELES)
- FOR ROADWAY IMPROVEMENTS, SEE ROADWAY PLANS.
- FINAL SLOPES TO BE DEFINED AT A LATER STAGE, WHEN THE GEOTECHNICAL STUDY IS AVAILABLE.
- STRUCTURE DIMENSIONS ARE INDICATIVE.

---

**LEGEND**

**PLAN**

- PROPOSED TRACK ELEVATION
- ORIGINAL GROUND (OG)
- OTHER TRACKS
- HIGH SPEED TURNOUT

**PROFILE**

- PROPOSED RIGHT OF WAY
- EXISTING RIGHT OF WAY
- PROPOSED RETAINING WALL
- LIMITS OF EMBANKMENT (FILL)
- LIMITS OF EROSION (SILT)
- PROPOSED PERMANENT ENVIRONMENTAL FOOTPRINT
- PROPOSED TEMPORARY ENVIRONMENTAL FOOTPRINT

---

**GENERAL NOTES**

- TRACK PROFILE IS DESIGNED AS CENTERLINE AT THE TOP OF THE SB LOW RAIL.
- MINIMUM CLEARANCE REQUIREMENTS TO CANALS AND DITCHES ARE NOT KNOWN. FURTHER CONSULTATION WITH THE WATERCOURSE OWNERS WILL BE REQUIRED TO DETERMINE NECESSARY CLEARANCES.
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  b. AASHTO ROADSIDE DESIGN GUIDE (2006)
  c. APPLICABLE LOCAL DESIGN STANDARD AND GUIDELINES (I.E., CITY OF LOS ANGELES)
- FOR ROADWAY IMPROVEMENTS, SEE ROADWAY PLANS.
- FINAL SLOPES TO BE DEFINED AT A LATER STAGE, WHEN THE GEOTECHNICAL STUDY IS AVAILABLE.
- STRUCTURE DIMENSIONS ARE INDICATIVE.

---

**S CONTINUED**

- HIGH-SPEED RAIL AUTHORITY
- OWNERS WILL BE REQUIRED TO DETERMINE NECESSARY CLEARANCES.
- ARE NOT KNOWN. FURTHER CONSULTATION WITH THE WATERCOURSE
- 3'-0" FREEBOARD HAS BEEN ALLOWED OVER THE 100-YEAR FLOOD LEVEL ELEVATIONS OF THE RIVERS AND LAS-TOYER.
- THE FOLLOWING ARE ROADWAY DESIGN STANDARD AND GUIDELINES:
  a. CALIFORNIA HIGHWAY DESIGN MANUAL (2006)
  b. AASHTO ROADSIDE DESIGN GUIDE (2006)
  c. APPLICABLE LOCAL DESIGN STANDARD AND GUIDELINES (I.E., CITY OF LOS ANGELES)
- FOR ROADWAY IMPROVEMENTS, SEE ROADWAY PLANS.
- FINAL SLOPES TO BE DEFINED AT A LATER STAGE, WHEN THE GEOTECHNICAL STUDY IS AVAILABLE.
- STRUCTURE DIMENSIONS ARE INDICATIVE.

---

**LEGEND**

**PLAN**

- PROPOSED TRACK ELEVATION
- ORIGINAL GROUND (OG)
- OTHER TRACKS
- HIGH SPEED TURNOUT

**PROFILE**

- PROPOSED RIGHT OF WAY
- EXISTING RIGHT OF WAY
- PROPOSED RETAINING WALL
- LIMITS OF EMBANKMENT (FILL)
- LIMITS OF EROSION (SILT)
- PROPOSED PERMANENT ENVIRONMENTAL FOOTPRINT
- PROPOSED TEMPORARY ENVIRONMENTAL FOOTPRINT

---

**GENERAL NOTES**

- TRACK PROFILE IS DESIGNED AS CENTERLINE AT THE TOP OF THE SB LOW RAIL.
- MINIMUM CLEARANCE REQUIREMENTS TO CANALS AND DITCHES ARE NOT KNOWN. FURTHER CONSULTATION WITH THE WATERCOURSE OWNERS WILL BE REQUIRED TO DETERMINE NECESSARY CLEARANCES.
- C-15 FREIGHTER HAS BEEN ALLOWED OVER THE 100-YEAR FLOOD LEVEL ELEVATIONS OF THE RIVERS AND LAS-TOYER.
- THE FOLLOWING ARE ROADWAY DESIGN STANDARD AND GUIDELINES:
  a. CALIFORNIA HIGHWAY DESIGN MANUAL (2006)
  b. AASHTO ROADSIDE DESIGN GUIDE (2006)
  c. APPLICABLE LOCAL DESIGN STANDARD AND GUIDELINES (I.E., CITY OF LOS ANGELES)
- FOR ROADWAY IMPROVEMENTS, SEE ROADWAY PLANS.
- FINAL SLOPES TO BE DEFINED AT A LATER STAGE, WHEN THE GEOTECHNICAL STUDY IS AVAILABLE.
- STRUCTURE DIMENSIONS ARE INDICATIVE.

---

**S CONTINUED**

- HIGH-SPEED RAIL AUTHORITY
- OWNERS WILL BE REQUIRED TO DETERMINE NECESSARY CLEARANCES.
- ARE NOT KNOWN. FURTHER CONSULTATION WITH THE WATERCOURSE
- 3'-0" FREEBOARD HAS BEEN ALLOWED OVER THE 100-YEAR FLOOD LEVEL ELEVATIONS OF THE RIVERS AND LAS-TOYER.
- THE FOLLOWING ARE ROADWAY DESIGN STANDARD AND GUIDELINES:
  a. CALIFORNIA HIGHWAY DESIGN MANUAL (2006)
  b. AASHTO ROADSIDE DESIGN GUIDE (2006)
  c. APPLICABLE LOCAL DESIGN STANDARD AND GUIDELINES (I.E., CITY OF LOS ANGELES)
- FOR ROADWAY IMPROVEMENTS, SEE ROADWAY PLANS.
- FINAL SLOPES TO BE DEFINED AT A LATER STAGE, WHEN THE GEOTECHNICAL STUDY IS AVAILABLE.
- STRUCTURE DIMENSIONS ARE INDICATIVE.
E1A/E2A ALIGNMENT
PLAN AND PROFILE
STA 450+00.00 TO STA 475+00.00

CONTRACT NO.
HSR14-42

DRAWING NO.
TT-D1009-EA

SCALE
AS SHOWN

SHEET NO.
C

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DESIGNED BY
I. ARROYO

DRAWN BY
FJ. DOMINGUEZ

CHECKED BY
R. RODRIGUEZ

DATE
02/26/2021

REV DATE BY CHK APP DESCRIPTION
02/26/2021

PEOR RECORD SET
ADDITION
SR14A/E1A/E2A
NOT FOR CONSTRUCTION

CALIFORNIA HIGH-SPEED RAIL PROJECT
PALMDALE TO BURBANK
E1A/E2A ALIGNMENT
PLAN AND PROFILE
STA 450+00.00 TO STA 475+00.00

CALIFORNIA HIGH-SPEED RAIL AUTHORITY
CALIFORNIA HIGH-SPEED RAIL PROJECT

PALMDALE TO BURBANK

SCRRA ALIGNMENT "SR14A/E1A/E2A"

SCRRA ALIGNMENT PLANS

KEY MAP

1000 0 000 2000
F=1000'

NOT FOR CONSTRUCTION
NOTE:
1. TRACKFORM SHOWN IS INDICATIVE.
2. TRACK SYSTEMS AND DRAINAGE ARE SCHEMATIC AND DO NOT REPRESENT DESIGN.
3. SUPERELEVATION IS NOT SHOWN. THE AMOUNT OF APPLIED SUPERELEVATION IS SHOWN IN THE CURVE TABLES.
4. FOR STRUCTURAL DIMENSIONS SEE STRUCTURE TYPICAL SECTIONS.
5. PROTECTIVE BARRIER, SUCH AS A CURTAIN WALL, OR THE BERM SHALL BE INSTALLED AT THE HOE SIDE OF THE BARRIER TO INTERCEPT STORM WATER RUN OFF FROM ADJACENT PROPERTY.
6. STATIONING ALONG HSR SB TRACK.
7. NORTH OF STA 265+00 THERE IS A 61 ft EXTENSION OF INTRUSION PROTECTION BARRIER.
NOTE:
1. TRACKFORM SHOWN IS INDICATIVE.
2. TRACK, SYSTEMS AND DRAINAGE ARE SCHEMATIC AND DO NOT REPRESENT DESIGN.
3. SUPERELEVATION IS NOT SHOWN, THE AMOUNT OF APPLIED SUPERELEVATION IS SHOWN IN THE CURVE TABLES.
4. FOR STRUCTURAL DIMENSIONS SEE STRUCTURE TYPICAL SECTIONS.
5. PROTECTIVE BARRIERS SUCH AS A BERM OR Dike SHALL BE INSTALLED AT THE RIGHT-OF-WAY BOUNDARY TO INTERCEPT STORM WATER RUN-OFF FROM ADJACENT PROPERTY.
6. STATIONING ALONG MGR SB TRACK.

SECTION 2A

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CALIFORNIA HIGH-SPEED RAIL PROJECT
PALMDALE TO BURBANK
"SR14A & E1A/E2A"
TYPICAL SECTIONS
SECTION 2A

DESIGNED BY
1,---,,-1,-------------------7-...!:.F~.D~E~J.=:ES~US~---I
PEPD RECORD SET
DRAWN BY
1----+----+----+---1-----1---------------------1
F J .DOMINGUEZ
CHECKED BY
1----+----+----+---1-----1---------------------1 A.RODRIGUEZ
CHARGE
0 DATE
02/26/2021
REV DATE BY CHK APP DESCRIPTION
02/26/2021

CALIFORNIA HIGH-SPEED RAIL AUTHORITY
NOTE:
1. TRACK FORM SHOWN IS INDICATIVE.
2. TRACK, SYSTEMS AND DRAINAGE ARE SCHEMATIC AND DO NOT REPRESENT DESIGN.
3. SUPERELEVATION IS NOT SHOWN. THE AMOUNT OF APPLIED SUPERELEVATION IS SHOWN IN THE CURVE TABLES.
4. FOR STRUCTURAL DIMENSIONS SEE STRUCTURE TYPICAL SECTIONS.
5. PROTECTIVE BARRIER, SUCH AS A BERM OR Dike SHALL BE INSTALLED AT THE RIGHT-OF-WAY BOUNDARY TO INTERCEPT STORM WATER RUN OFF FROM ADJACENT PROPERTY.
6. STATIONING ALONG MOR SB TRACK.

SECTION 3A

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NOTES:

1. TRACKFORM SHOWN IS INDICATIVE.
2. SUPERELEVATION IS NOT SHOWN. SUPERELEVATION IS SHOWN IN THE CURVE TABLES.
3. FOR STRUCTURAL DIMENSIONS SEE STRUCTURE TYPICAL SECTIONS.
4. ADDITIONAL R/W AND FOOTPRINT HAVE BEEN PROVIDED WITHIN THE SAN ANDREAS FAULT ZONE FOR TRACK REALIGNMENT.
5. STATIONING ALONG HSR SB TRACK.
6. A 20-FOOT MAINTENANCE ACCESS IS REQUIRED FOR CUT SLOPES HIGHER THAN 30 FEET.
NOTE:
1. TRACKFORM SHOWN IS INDICATIVE.
2. SUPERELEVATION IS NOT SHOWN. THE AMOUNT OF SUPERELEVATION IS SHOWN IN THE CODE TABLES.
3. FOR STRUCTURAL DIMENSIONS SEE STRUCTURE TYPICAL SECTIONS.
4. STATIONING ALONG HSR SB TRACK.
### TYPICAL SECTIONS

**SECTION 6A**

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**NOTE:**

1. TRACKFORM SHOWN IS INDICATIVE.
2. SUPERELEVATION IS NOT SHOWN.
3. FOR STRUCTURAL DIMENSIONS SEE STRUCTURE TYPICAL SECTIONS.
4. STATIONING ALONG MSR SB TRACK.

---

**CALIFORNIA HIGH-SPEED RAIL AUTHORITY**

**PALMDALE TO BURBANK**

**DESCRIPTION**

- TRACKFORM SHOWN IS INDICATIVE.
- SUPERELEVATION IS NOT SHOWN.
- STATIONING ALONG MSR SB TRACK.

---

**CALIFORNIA HIGH-SPEED RAIL PROJECT**

**DATE:** 02/26/2021

**IN CHARGE:** A. RELANO

**DRAWN BY:** F. J. DOMINGUEZ

**CHECKED BY:** A. RODRIGUEZ

**Designed by:** F. DE JESUS

**Not for construction**
SECTION 7A

NOTE:
1. TRACKFORM SHOWN IS INDICATIVE.
2. SUPERELEVATION IS NOT SHOWN, 
   THE AMOUNT OF APPLIED 
   SUPERELEVATION IS SHOWN IN 
   THE CURVE TABLES.
3. FOR STRUCTURAL DIMENSIONS SEE 
   STRUCTURE TYPICAL SECTIONS.
4. STATIONING ALONG HSR SB TRACK.

E1A   E2A   SR14A

STA 403+38 TO STA 406+38
**NOTE:**

1. TRACKFORM SHOWN IS INDICATIVE.
2. SUPERELEVATION IS NOT SHOWN.
3. FOR STRUCTURAL DIMENSIONS SEE STRUCTURE TYPICAL SECTIONS.
4. STATIONING ALONG HSR SB TRACK.
5. FROM STA 406+38 TO STA 411+36, NS IS AS IN SECTION 7A.

**SECTION 8A**

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NOTE:
1. TRACKFORM SHOWN INDICATIVE.
2. SUPERELEVATION IS NOT SHOWN.
3. FOR STRUCTURAL DIMENSIONS SEE STRUCTURE TYPICAL SECTIONS.
4. STATIONING ALONG HSR SB TRACK.

SECTION 9A

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NOTE:
1. TRACKFORM SHOWN IS INDICATIVE.
2. SUPERELEVATION IS NOT SHOWN.
3. FOR STRUCTURAL DIMENSIONS SEE STRUCTURE TYPICAL SECTIONS.
4. STATIONING ALONG HSR SB TRACK.

CALIFORNIA HIGH-SPEED RAIL PROJECT
PALMDALE TO BURBANK
"SR14A & E1A/E2A"
TYPICAL SECTIONS
SECTION 10A

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**NOTE:**

1. TRACKFORM SHOWN IS INDICATIVE.
2. CURVATURE IS NOT SHOWN.
3. SUPERELEVATION IS SHOWN IN THE CURVE TABLES.
4. STRUCTURAL DIMENSIONS SEE STRUCTURE TYPICAL SECTIONS.
5. STATIONING ALONG MSR SB TRACK.
6. FROM STA 408+98 TO STA 410+29, NB IS AS IN SECTION 10A.

**SECTION 11A**

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**CALIFORNIA HIGH-SPEED RAIL PROJECT**

**PALMDALE TO BURBANK**

**NOT FOR CONSTRUCTION**
TUNNEL TYPICAL SECTION
ARCH-SHAPED CUT & COVER
TWIN TUNNEL 28"
NOTES:
1. TRACKFORM SHOWN IS INDICATIVE.
2. SUPERELEVATION IS NOT SHOWN. THE AMOUNT OF APPLIED SUPERELEVATION IS SHOWN IN THE CURVE TABLES.
3. FOR STRUCTURAL DIMENSIONS SEE STRUCTURE TYPICAL SECTIONS.
4. ADDITIONAL ROW AND FOOTPRINT HAVE BEEN PROVIDED WITHIN THE SAN ANDREAS FAULT ZONE FOR TRACK REALIGNMENT.
5. STATIONING ALONG NSR SB TRACK.
6. A 20-FOOT MAINTENANCE ACCESS IS REQUIRED FOR SLOPES HIGHER THAN 30 FEET.
NOTE:
1. TRACKFORM SHOWN IS INDICATIVE.
2. SUPERELEVATION IS NOT SHOWN.
3. FOR STRUCTURAL DIMENSIONS SEE STRUCTURE TYPICAL SECTIONS.
4. STATIONING ALONG HSR SB TRACK.

SECTION 14A

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CALIFORNIA HIGH-SPEED RAIL PROJECT
PALMDALE TO BURBANK

"SR14A & E1A/E2A"
TYPICAL SECTIONS
SECTION 14A
NOTE:
1. TRACKFORM SHOWN IS INDICATIVE.
2. SUPERELEVATION IS NOT SHOWN, THE AMOUNT OF APPLIED SUPERELEVATION IS SHOWN IN THE CURVE TABLES.
3. FOR STRUCTURAL DIMENSIONS SEE STRUCTURE TYPICAL SECTIONS.
4. STATIONING ALONG HSR SB TRACK.

SECTION 15A

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CALIFORNIA HIGH-SPEED RAIL PROJECT
PALMDALE TO BURBANK
"SR14A & E1A/E2A"
TYPICAL SECTIONS
SECTION 15A
NOTE:
1. TRACKFORM SHOWN IS INDICATIVE.
2. SUPERELEVATION IS NOT SHOWN.
3. FOR STRUCTURAL DIMENSIONS SEE STRUCTURE TYPICAL SECTIONS.
4. STATIONING ALONG HSR SB TRACK.

SECTION 16A

E1A  E2A  SR14A

STA 1354+58 TO STA 1365+63
NOTE:
1. TRACKFORM SHOWN IS INDICATIVE.
2. SUPERELEVATION IS NOT SHOWN. THE AMOUNT OF APPLIED SUPERELEVATION IS SHOWN IN THE CORRESPONDING TABLE.
3. FOR STRUCTURAL DIMENSIONS SEE STRUCTURE TYPICAL SECTIONS.
4. STATIONING ALONG HSR SB TRACK.

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SECTION 17A

CALIFORNIA HIGH-SPEED RAIL PROJECT
PALMDALE TO BURBANK
"SR14A & E1A/E2A"
TYPICAL SECTIONS
SECTION 17A

DRAWN BY
ADDENDUM
FJ. DOMINGUEZ
CHECKED BY
A. RODRIGUEZ
IN CHARGE
A. RELANO
DATE
02/26/2021
NOTES:
1. TRACKFORM SHOWN IS INDICATIVE.
2. SUPERELEVATION IS NOT SHOWN.
   THE AMOUNT OF APPLIED
   SUPERELEVATION IS SHOWN IN
   THE CODE TABLES.
3. FOR STRUCTURAL DIMENSIONS SEE
   STRUCTURAL TYPICAL SECTIONS.
4. STATIONING ALONG PROP SCRRA TRACK.
NOTE:
1. TRACKFORM SHOWN IS INDICATIVE.
2. SUPERELEVATION IS NOT SHOWN. THE AMOUNT OF APPLIED SUPERELEVATION IS SHOWN IN THE CODE TABLES.
3. FOR STRUCTURAL DIMENSIONS SEE STRUCTURE TYPICAL SECTIONS.
4. STATIONING ALONG PROP SCRRA TRACK.