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 23, 2019, and executed by the Federal Railroad Administration and the State of California.
## General Sheets

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## Construction Staging Sheets

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Designed by:
Drawn by:
Checked by:
Date: 02/26/2021

Contract No.: HSR14-42
Drawing No.: CV-10001
Scale: NO SCALE
Sheet No.: 1

Califorrnia High-Speed Rail Project
Palmdale to Burbank
Alignment SR1A/E1A/E2A
General
Index of Drawings
CONSTRUCTION STAGING NOTES:
AT-GRADE AND VIADUCT CONSTRUCTION INCLUDES:
1. DEMOLITION
2. CLEARING AND GRUBBING
3. UTILITY RELOCATIONS
4. REALIGNMENT OF ROADWAYS AND RAILWAYS
5. EARTHWORKS
6. DRAINAGE
7. QUEUES
8. HSR TRACK
9. RAILWAY SYSTEMS

TUNNELING CONSTRUCTION INCLUDES:
1. ADITS
2. POSTELS
3. EXCAVATION
4. HSR TRACK
5. RAILWAY SYSTEMS
6. VENTILATION SYSTEMS
7. OTHER TUNNEL INSTALLATIONS (FLS, LIGHTING, ETC.)

LEGEND:
AT-GRADE AND VIADUCT
TUNNEL
ADIT
HSR STATIONS
BAKERSFIELD TO PALMDALE SECTION

ABBREVIATIONS:
SR14A ALIGNMENT "SR14A"
LAN BAKERSFIELD TO PALMDALE SECTION, LANCASTER SUBSECTION

GENERAL NOTES:
1. STA 296+82.67 (SPRUCE CT) IS THE NORTHERN LIMIT OF THE PALMDALE-BURBANK ENVIRONMENTAL DOCUMENT. NORTH OF THIS POINT REFER TO BAKERSFIELD-PALMDALE ENVIRONMENTAL DOCUMENT.
   DESIGN FEATURES BETWEEN STA 265+00.00 AND STA 296+82.67 (SPRUCE CT) SHOWN FOR REFERENCE ONLY.
PHASE 1
1. TRANSFER ALL SCRRA TRAFFIC TO THE EASTERNMOST TRACK
2. BUILD THE NORTH PART OF THE NEW SCRRA TRACK AND THE SHOOFLY
3. BUILD AVE. R 11 AND AVE. S, 10TH ST.

PHASE 2
1. TRAFFIC DETOUR FROM SIERRA HWY THROUGH AVE S, 10TH ST, E AND AVE. R 11;
   TRANSFER SCRRA TRAFFIC TO BURBANK THROUGH THE SHOOFLY.
2. EARTHWORKS BETWEEN STA 320+00 AND 315+00
3. EARTHWORKS BEYOND STA 320+00
4. BUILD AVE S VIADUCT

PHASE 3
1. BUILD SCRRA AND SIERRA HWY OVERHEADS
2. BUILD NEW SCRRA ALIGNMENT
3. BUILD SIERRA HWY NORTHERNMOST PART (EAST AVE R & THROUGH AVE S)

PHASE 4
1. BUILD SIERRA HWY SOUTHERNMOST PART (SOUTH OF AVE S)
2. RESTORE TRAFFIC TO BURBANK THROUGH NEW SCRRA ALIGNMENT
3. DISMANTLE SHOOFLY
4. ASSEMBLE EARTHWORKS, AND TRAFFIC DETOUR
5. EARTHWORKS BETWEEN STA 315+00 AND 320+00

GENERAL NOTES:
1. DETAILED CONSTRUCTION SEQUENCE FOR GRADE SEPARATIONS IS NOT PROVIDED IN THIS SET OF PLANS. UTILITY RELocations ARE NOT SHOWN.
2. TRAFFIC DETOURS ARE NOT SHOWN IN THIS SET OF PLANS.
3. LAYDOWN AREAS, STAGING AREAS AND OTHER CONTRACTOR'S FACILITIES ARE INCLUDED IN THIS SET OF PLANS.
4. CONSTRUCTION PHASES WILL OVERLAP AS NEEDED TO REDUCE CONSTRUCTION DURATIONS.
5. HSR TRAFFIC SYSTEMS TO BE CONSTRUCTED IN THE LAST PHASE: HATCHED AREAS ONLY REFER TO CIVIL WORKS.

TRAFFIC PHASING NOTES:
PHASE 1:
VEHICULAR TRAFFIC THROUGH EXISTING SIERRA HIGHWAY

PHASE 2 AND PHASE 3:
VEHICULAR TRAFFIC THROUGH AVE S, 10TH ST, E AND AVE. R 11. ALTERNATIVELY, VEHICULAR TRAFFIC CAN BE DETOURED THROUGH ANTELOPE VALLEY HWY AND AVE E OR PALMDALE BLVD.

PHASE 4:
VEHICULAR TRAFFIC DETOURED BY ANTELOPE VALLEY HWY AND AVE E OR PALMDALE BLVD. GRADE SEPARATIONS

CONSTRUCTION STAGING NOTES:
1. HSR RAIL TO BE SUPPLIED FROM RAIL STORAGE AREA IN THE BAKERSFIELD TO PALMDALE SECTION.
2. EXISTING STRUCTURES TO BE DEMOLISHED IN CONCURRENCE WITH APPROPRIATE PHASING.

LEGEND:
1. PHASE 1
2. PHASE 2
3. PHASE 3
4. PHASE 4

ABBREVIATIONS:
CLA CONSTRUCTION STAGING/ LAYDOWN AREA
HSR HIGH-SPEED RAIL
GC OVERCROSSING
SCRRA SOUTHERN CALIFORNIA REGIONAL RAIL AUTHORITY
UP UNION PACIFIC RAILROAD
UPRR UNION PACIFIC RAILROAD

CALIFORNIA HIGH-SPEED RAIL PROJECT
PALMDALE TO BURBANK
ALIGNMENT SR14A
CENTRAL SUBSECTION
CONSTRUCTION STAGING
STA 265+00.00 TO STA 345+00.00

2/26/21 10:18:24 AM
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NOTE:
- The HSR alignment delineated is schematic, see design details in the alignment plans.
- The hauling routes defined are the principal routes from the locations where spoils are originated to the closest potential disposal sites. Alternative/additional routes may be defined in later stages of the project.
- The potential disposal areas identified should be confirmed in later stages of the project.

POTENTIAL DS DATA (*):

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LEGEND:
- AT-GRADE AND VIADUCT TUNNEL
- DISPOSAL ROUTE
- TUNNEL
- HSR STATIONS
- POTENTIAL DISPOSAL SITE

ABBREVIATIONS:
- CLA: CONSTRUCTION STAGING/ LAYDOWN AREA
- DS: DISPOSAL SITE
- T1A1, T1A2, T2A: TUNNEL

CALIFORNIA HIGH-SPEED RAIL PROJECT
PALMDALE TO BURBANK
ALIGNMENT SR14A
CONSTRUCTION STAGING LAYDOWN AREAS & DISPOSAL SITES
CONSTRUCTION STAGING NOTES:

AT-GRADE AND VIADUCT CONSTRUCTION INCLUDES:
1. DEMOLITION
2. CLEARING AND GRUBBING
3. UTILITY RELOCATIONS
4. REALIGNMENT OF ROADWAYS AND RAILWAYS
5. EARTHWORKS
6. DRAINAGE
7. STRUCTURES
8. HSR TRACK
9. RAILWAY SYSTEMS

TUNNELING CONSTRUCTION INCLUDES:
1. ADITS
2. PORTALS
3. EXCAVATION
4. HSR TRACK
5. RAILWAY SYSTEMS
6. VENTILATION SYSTEMS
7. OTHER TUNNEL INSTALLATIONS (FLS, LIGHTING, ETC.)

LEGEND:

AT-GRADE AND VIADUCT TUNNEL ADIT HSR STATIONS BAKERSFIELD TO PALMDALE SECTION

ABBREVIATIONS:

E1A ALIGNMENT "E1A"
E2A ALIGNMENT "E2A"
LAN BAKERSFIELD TO PALMDALE SECTION, LANCASTER SUBSECTION

GENERAL NOTES

1. STA 296+82.67 (SPRUCE CT) IS THE NORTHERN LIMIT OF PALMDALE-BURBANK ENVIRONMENTAL DOCUMENT. NORTH OF THIS POINT REFER TO BAKERSFIELD-PALMDALE ENVIRONMENTAL DOCUMENT. DESIGN FEATURES BETWEEN STA 265+00.00 AND 296+82.67 (SPRUCE CT) SHOWN FOR REFERENCE ONLY.

CONSTRUCTION STAGING KEY MAP
PHASE 1
1. TRANSFER ALL SCRRA TRAFFIC TO THE EASTERNMOST TRACK
2. BUILD THE NORTH PART OF THE NEW SCRRA TRACK AND THE SHOOFLY
3. BUILD AVE. R 11 AND AVE.S, 10TH ST.

PHASE 2
1. TRAFFIC DETOUR FROM SIERRA HWY THROUGH AVE S, 10TH ST, E AND AVE. R 11;
   TRANSFER SCRRA TRAFFIC TO BURBANK THROUGH THE SHOOFLY.
2. EARTHWORKS BETWEEN STA 298+00 AND 315+00
3. EARTHWORKS BEYOND STA 320+00
4. BUILD AVE S VIADUCT

PHASE 3
1. BUILD SCRRA AND SIERRA HWY OVERHEADS
2. BUILD NEW SCRRA ALIGNMENT
3. BUILD SIERRA HWY NORTHERN PART (EAST AVE R 6 THROUGH AVE S)

PHASE 4
1. BUILD SIERRA HWY SOUTHERN MOST PART (SOUTH OF AVE S)
2. RESTORE TRAFFIC TO BURBANK THROUGH NEW SCRRA ALIGNMENT
3. DISMANTLE SHOOFLY
4. AS BLD EARTHWORKS, AND TRAFFIC DETOUR
5. EARTHWORKS BETWEEN STA 315+00 AND 320+00

GENERAL NOTES:
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2. TRAFFIC DETOURS ARE NOT SHOWN IN THIS SET OF PLANS.
3. EARTHWORKS, STAGING AREAS AND OTHER CONTRACTOR'S FACILITIES ARE INCLUDED IN THIS SET OF PLANS.
4. CONSTRUCTION PHASES WILL OVERLAP AS NEEDED TO REDUCE CONSTRUCTION DURATIONS.
5. HSR TRACK AND SYSTEMS TO BE CONSTRUCTED IN THE LAST PHASE ARE IDENTIFIED AREAS ONLY REFER TO CIVIL WORKS.

TRAFFIC PHASING NOTES:
PHASE 1: VEHICULAR TRAFFIC THROUGH EXISTING SIERRA HWY
PHASE 2 AND PHASE 3: VEHICULAR TRAFFIC THROUGH AVE.S, 10TH ST, E AND AVE. R 11.
   ALTERNATIVELY, VEHICULAR TRAFFIC CAN BE DIRECTED THROUGH ANTLELOPE VALLEY Fwy AND AVE R OR PALMDALE BLVD
PHASE 4: VEHICULAR TRAFFIC DETOUR BY ANTELOPE VALLEY Fwy AND AVE R OR PALMDALE BLVD.
   GRADE SEPARATIONS

CONSTRUCTION STAGING NOTES:
1. HSR RAIL TO BE SUPPLIED FROM RAIL STORAGE AREA IN THE BAKERSFIELD TO PALMDALE SECTION.
2. EXISTING STRUCTURES TO BE DEMOLISHED IN CONCURRENCE WITH APPROPRIATE PHASING.

CONSTRUCTION STAGING/ LAYDOWN AREA (CLA)

GENERAL NOTES:

TRAFFIC PHASING NOTES:

CONSTRUCTION STAGING NOTES:

CONSTRUCTION STAGING/ LAYDOWN AREA (CLA)

ENVIRONMENTAL FOOTPRINT

PROPOSED PERMANENT RIGHT OF WAY

LEGEND:

ABBREVIATIONS:

CALIFORNIA HIGH-SPEED RAIL PROJECT
PALMDALE TO BURBANK
ALIGNMENT E14/E2A
CENTRAL SUBSECTION
CONSTRUCTION STAGING
STA 265+00.00 TO STA 345+00.00

SCALE AS SHOWN

DATE 20/04/2021 SHEET NO. CV-14001-EA

DRAWN BY
F J. DOMINGUEZ
DESIGNED BY
C. RECHEA
CHECKED BY
A. RE LANO
DRAWN BY
F J. DOMINGUEZ
DESIGNED BY
C. RECHEA
CHECKED BY
A. RE LANO
02/26/2021

CONSTRUCTION STAGING/ LAYDOWN AREA (CLA)

ENVIRONMENTAL FOOTPRINT

PROPOSED PERMANENT RIGHT OF WAY

LEGEND:

ABBREVIATIONS:

CALIFORNIA HIGH-SPEED RAIL PROJECT
PALMDALE TO BURBANK
ALIGNMENT E14/E2A
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CONSTRUCTION STAGING
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CHECKED BY
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02/26/2021
NOTE:
- The HSR Alignment delineated is schematic. See design details in the alignment plans.
- The hauling routes defined are the principal routes from the locations where spoils are originated to the nearest potential disposal sites. Alternative/additional routes may be defined in later stages of the project.
- The potential disposal areas identified should be confirmed in later stages of the project.

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