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.
<table>
<thead>
<tr>
<th>DRAWING NO.</th>
<th>DESCRIPTION</th>
<th>BEGIN STR STATION</th>
<th>FAULTING</th>
<th>CLASSIFICATION</th>
<th>SUBSURFACE CONDITIONS</th>
</tr>
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<tbody>
<tr>
<td>ST-1008-E1</td>
<td>BARREL SPRINGS ROAD</td>
<td>ST 316+60</td>
<td>SAFZ</td>
<td>PRIMARY / IMPORTANT / COMPLEX</td>
<td>Alluvium, Site Class D / Piled</td>
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<tr>
<td>ST-1009-E1</td>
<td>NORTH OF FORESTON DRIVE</td>
<td>ST 358+50</td>
<td>SAFZ</td>
<td>PRIMARY / IMPORTANT / COMPLEX</td>
<td>Alluvium, Site Class D / Piled</td>
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<tr>
<td>ST-1010-E1</td>
<td>SOUTH OF FORESTON DRIVE</td>
<td>ST 557+70</td>
<td>SAFZ</td>
<td>PRIMARY / IMPORTANT / COMPLEX</td>
<td>Alluvium, Site Class D / Piled</td>
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<tr>
<td>ST-1012-E1</td>
<td>ALISO CANYON</td>
<td>ST 736+60</td>
<td>SAFZ</td>
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<td>Alluvium, Site Class D / Piled</td>
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<tr>
<td>ST-1008-S14</td>
<td>BARREL SPRINGS ROAD</td>
<td>ST 375+50</td>
<td>SAFZ</td>
<td>PRIMARY / IMPORTANT</td>
<td>Alluvium, Site Class D</td>
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For more details, please refer to the full document.
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<tr>
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<th>DESCRIPTION</th>
<th>BEGIN STATION</th>
<th>FAULTING</th>
<th>CLASSIFICATION</th>
<th>SUBSURFACE CONDITIONS</th>
<th>FOUNDATION TYPE</th>
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<tbody>
<tr>
<td>ST-J004-S14</td>
<td>SHELDON STREET UNDERPASS (SCRRA TRACKS 1 &amp; 2)</td>
<td>ST 22+18</td>
<td>SAFZ (Shallow at/within 200 ft buffer zone)</td>
<td>SECONDARY / ORDINARY / STANDARD</td>
<td>Alluvium, Site Class D</td>
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<tr>
<td>ST-J005-S14</td>
<td>SHELDON STREET UNDERPASS</td>
<td>ST 58+87</td>
<td>SAFZ (Shallow at/within 200 ft buffer zone)</td>
<td>SECONDARY / ORDINARY / STANDARD</td>
<td>Alluvium, Site Class D</td>
<td>Shallow</td>
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<tr>
<td>ST-J004-E1</td>
<td>AVENUE S OVERCROSSING</td>
<td>ST 96+76</td>
<td>SAFZ (Shallow at/within 200 ft buffer zone)</td>
<td>SECONDARY / ORDINARY / STANDARD</td>
<td>Alluvium, Site Class D</td>
<td>Piled</td>
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<tr>
<td>ST-J005-E1</td>
<td>AVENUE S OVERHEAD</td>
<td>ST 100+39</td>
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<td>ST-J006-E1</td>
<td>MOUNTAIN SPRING ROAD WEST OVERHEAD</td>
<td>ST 89+43</td>
<td>SAFZ (Shallow at/within 200 ft buffer zone)</td>
<td>SECONDARY / ORDINARY / STANDARD</td>
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<tr>
<td>ST-J007-E1</td>
<td>FORESTON DRIVE OVERHEAD</td>
<td>ST 19+19</td>
<td>SAFZ (Shallow at/within 200 ft buffer zone)</td>
<td>SECONDARY / ORDINARY / STANDARD</td>
<td>Alluvium, Site Class D</td>
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<tr>
<td>ST-J008-E1</td>
<td>FORESTON SOUTH ACCESS ROAD NORTH</td>
<td>ST 4+04</td>
<td>SAFZ (Shallow at/within 200 ft buffer zone)</td>
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<td>ST-J009-E1</td>
<td>ALISO CANYON ACCESS ROAD SOUTH</td>
<td>ST 1+19</td>
<td>SAFZ (Shallow at/within 200 ft buffer zone)</td>
<td>SECONDARY / ORDINARY / STANDARD</td>
<td>Alluvium, Site Class D</td>
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<td>ST-J010-E1</td>
<td>AVENUE S OVERCROSSING</td>
<td>ST 96+76</td>
<td>SAFZ (Shallow at/within 200 ft buffer zone)</td>
<td>SECONDARY / ORDINARY / STANDARD</td>
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<td>ST-J011-E1</td>
<td>AVENUE S OVERHEAD</td>
<td>ST 199+39</td>
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<td>PRIMARY / IMPORTANT / STANDARD</td>
<td>Alluvium, Site Class D</td>
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<td>ST-J012-E1</td>
<td>AVENUE S OVERHEAD</td>
<td>ST 20+51</td>
<td>SAFZ (Shallow at/within 200 ft buffer zone)</td>
<td>SECONDARY / ORDINARY / STANDARD</td>
<td>Alluvium, Site Class D</td>
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<tr>
<td>ST-J013-E1</td>
<td>ADIT ACCESS ROAD E1 STA 1485</td>
<td>ST 15+12</td>
<td>SAFZ (Shallow at/within 200 ft buffer zone)</td>
<td>SECONDARY / ORDINARY / STANDARD</td>
<td>Alluvium, Site Class D</td>
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<tr>
<td>ST-J012-E2</td>
<td>ADIT ACCESS ROAD E2 STA 1440</td>
<td>ST 16+40</td>
<td>SAFZ (Shallow at/within 200 ft buffer zone)</td>
<td>SECONDARY / ORDINARY / STANDARD</td>
<td>Alluvium, Site Class D</td>
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<tr>
<td>ST-J013-E2</td>
<td>WENTWORTH STREET OVERCROSSING</td>
<td>ST 91+25</td>
<td>SAFZ (Shallow at/within 200 ft buffer zone)</td>
<td>SECONDARY / ORDINARY / STANDARD</td>
<td>Alluvium, Site Class D</td>
<td>Shallow</td>
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</tbody>
</table>

FAULT KEY MAP FOR ROAD & METROLINK BRIDGES

CALIFORNIA HIGH-SPEED RAIL PROJECT
PALMDALE TO BURBANK
ALIGNMENT "REFINED SR 14/E1/E2"
GENERAL
FAULT KEY MAP FOR ROAD & METROLINK BRIDGES
NOTE:
ALL DIMENSIONS AND SIZE OF THE ELEMENTS AT PEPD DESIGN LEVEL ARE BASED ON EXPERIENCE FOR SIMILAR STRUCTURES AND ARE CONSERVATIVE WITH RESPECT TO THE CONSIDERED FOOTPRINT. ANY FURTHER DESIGN WILL BE CARRIED OUT AS MORE DETAILD INFORMATION IS AVAILABLE. ALL RECOMMENDATIONS REGARDING THE FOUNDATION TYPE ARE BASED ON PRELIMINARY GOTECHNICAL INFORMATION AND WILL BE INCLUDED IN THE APS REPORT.

LEGEND:
1. INDICATES RAILROAD AND HIGH-SPEED TRAIN TRACK
2. EXPANSION JOINT, TYP
3. CONCRETE BARRIER
4. GUARDRAIL OR PIER PROTECTION WALL
5. NORMALIZING SLAB
6. TRAIN SURFACE EVACUATION AND FIRE CONTROL ZONE
7. CLEAR EMERGENCY ACCESS & EXPRESS PATHWAY

PROFILE GRADE
TO SCALE

TYPICAL SECTION
SCALE: 1"=25'

PLAN
SCALE: 1"=25'

LOOKING EAST
SCALE: 1"=25'

CALIFORNIA HIGH-SPEED RAIL PROJECT
PALMDALE TO BURBANK
ALIGNMENT "REFINED SR14"
BARRIL SPRINGS ROAD UNDERPASS
GENERAL PLAN

CONTRACT NO. HSR14-42
DRAWING NO. ST-J1008-S14
SCALE AS SHOWN
SHEET NO.

NOTE:
ALL DIMENSIONS AND SIZE OF THE ELEMENTS AT PEPD DESIGN LEVEL ARE BASED ON EXPERIENCE FOR SIMILAR STRUCTURES AND ARE CONSERVATIVE WITH RESPECT TO THE CONSIDERED FOOTPRINT. ANY FURTHER DESIGN WILL BE CARRIED OUT AS MORE DETAILED INFORMATION IS AVAILABLE. ALL RECOMMENDATIONS REGARDING THE FOUNDATION TYPE ARE BASED ON PRELIMINARY GOTECHNICAL INFORMATION AND WILL BE INCLUDED IN THE APS REPORT.

LEGEND:
1. INDICATES RAILROAD AND HIGH-SPEED TRAIN TRACK
2. EXPANSION JOINT, TYP
3. CONCRETE BARRIER
4. GUARDRAIL OR PIER PROTECTION WALL
5. NORMALIZING SLAB
6. TRAIN SURFACE EVACUATION AND FIRE CONTROL ZONE
7. CLEAR EMERGENCY ACCESS & EXPRESS PATHWAY

PROFILE GRADE
TO SCALE

TYPICAL SECTION
SCALE: 1"=25'

PLAN
SCALE: 1"=25'

LOOKING EAST
SCALE: 1"=25'

CALIFORNIA HIGH-SPEED RAIL PROJECT
PALMDALE TO BURBANK
ALIGNMENT "REFINED SR14"
BARRIL SPRINGS ROAD UNDERPASS
GENERAL PLAN

CONTRACT NO. HSR14-42
DRAWING NO. ST-J1008-S14
SCALE AS SHOWN
SHEET NO.
PROFILE GRADE
NO SCALE

TOTAL LENGTH OF BRIDGE = 2820'-0" MEASURED ALONG "REFINED SR14" NB TRACK

TOTAL LENGTH OF BRIDGE = 2920'-0" MEASURED ALONG "REFINED SR14" SB TRACK

CALIFORNIA HIGH-SPEED RAIL PROJECT
PALMDALE TO BURBANK
ALIGNMENT "REFINED SR14"
ESCONDIDO CANYON VIADUCT
GENERAL PLAN
SHEET 3 OF 3

NOTE:
ALL DIMENSIONS AND SIZE OF THE ELEMENTS AT PEKD DESIGN LEVEL ARE BASED ON EXPERIENCE FOR SIMILAR STRUCTURES AND ARE CONSERVATIVE WITH RESPECT TO THE CONSIDERED FOOTPRINT. ANY FURTHER DESIGN WILL BE CARRIED OUT AS MORE DETAILED INFORMATION IS AVAILABLE. ALL RECOMMENDATIONS REGARDING THE FOUNDATION TYPE ARE BASED ON PRELIMINARY GEOTECHNICAL INFORMATION AND WILL BE INCLUDED IN THE APS REPORT.
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PROFILE GRADE

NO SCALE

TOTAL LENGTH OF BRIDGE = 210'-0"

ELEVATION

SHEET 2 OF 2

TYPICAL SECTION

SCALE: 1"=20'

PLAN

SCALE: 1"=50'

TODAY'S DATE

04/30/2021

CALIFORNIA HIGH-SPEED RAIL PROJECT
PALMDALE TO BURBANK
ALIGNMENT "REFINED SR14"
ST 1042+97 VIADUCT
GENERAL PLAN

SCHM.
JL-MOLINA

REV.
02

SDNo.
S-1044

N.C. 30

PREP RECORD SET
REV OR

NOT FOR
CONSTRUCTION
Note:
ALL DIMENSIONS AND SIZE OF THE ELEMENTS AT PEPD DESIGN LEVEL ARE BASED ON EXPERIENCE FOR SIMILAR STRUCTURES AND ARE CONSERVATIVE WITH RESPECT TO THE CONSIDERED FOOTPRINT. ANY FURTHER DESIGN WILL BE CARRIED OUT AS MORE DETAILED INFORMATION IS AVAILABLE. ALL RECOMMENDATIONS REGARDING THE FOUNDATION TYPE ARE BASED ON PRELIMINARY GEOTECHNICAL INFORMATION AND WILL BE INCLUDED IN THE APS REPORT.

LEGEND
1. INDICATES RAILROAD AND HIGH-SPEED TRAIN TRACK
2. EXPANSION JOINT, TYP
3. CONCRETE BARRIER
4. GUARDRAIL OR PIER PROTECTION WALL
5. NORMALIZING SLAB
6. TRAIN SURFACE EVACUATION AND FIRE CONTROL ZONE
7. CLEAR EMERGENCY ACCESS & EGRESS PATHWAY

NOTE:
ALL DIMENSIONS AND SIZE OF THE ELEMENTS AT PEPD DESIGN LEVEL ARE BASED ON EXPERIENCE FOR SIMILAR STRUCTURES AND ARE CONSERVATIVE WITH RESPECT TO THE CONSIDERED FOOTPRINT. ANY FURTHER DESIGN WILL BE CARRIED OUT AS MORE DETAILED INFORMATION IS AVAILABLE. ALL RECOMMENDATIONS REGARDING THE FOUNDATION TYPE ARE BASED ON PRELIMINARY GEOTECHNICAL INFORMATION AND WILL BE INCLUDED IN THE APS REPORT.
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CALIFORNIA HIGH-SPEED RAIL PROJECT
PALMDALE TO BURBANK
ALIGNMENT "REFINED SR14"
ST 1118+46 VIADUCT
GENERAL PLAN
SHEET 1 OF 2

NOTE:
ALL DIMENSIONS AND RITES OF THE ELEMENTS AT PCPD DESIGN LEVELS ARE BASED ON EXPERIENCE FOR SIMILAR STRUCTURES AND ARE CONSERVATIVE WITH RESPECT TO THE CONSIDERED FOOTPRINT. ANY FURTHER DESIGN WILL BE CARRIED OUT AS MORE DETAILED INFORMATION IS AVAILABLE. ALL RECOMMENDATIONS REGARDING THE FOUNDATION TYPE ARE BASED ON PRELIMINARY GEOTECHNICAL INFORMATION AND WILL BE INCLUDED IN THE APS REPORT.

LEGEND

1. INDICATES RAILROAD AND HIGH-SPEED TRAIN TRACK
2. CONCRETE BARRIER
3. GUARDRAIL OR PIER PROTECTION WALL
4. NORMALIZING SLAB
5. TRAIN SURFACE EVACUATION AND FIRE CONTROL ZONE
6. CLEAR EMERGENCY ACCESS & EGRESS PATHWAY

ELEVATION
SCALE: 1"=50'

PROFILE GRADE
NO SCALE
TOTAL LENGTH OF BRIDGE = 2090'-0" (MEASURED ALONG "REFINED SR14" NB TRACK)
TOTAL LENGTH OF BRIDGE = 2090'-0" (MEASURED ALONG "REFINED SR14" SB TRACK)

PLAN
SCALE: 1"=50'

PROFILE GRADE
TOTAL LENGTH OF BRIDGE = 2090'-0" (MEASURED ALONG "REFINED SR14" NB TRACK)
TOTAL LENGTH OF BRIDGE = 2090'-0" (MEASURED ALONG "REFINED SR14" SB TRACK)

NOTE: ALL DIMENSIONS AND RITES OF THE ELEMENTS AT PCPD DESIGN LEVELS ARE BASED ON EXPERIENCE FOR SIMILAR STRUCTURES AND ARE CONSERVATIVE WITH RESPECT TO THE CONSIDERED FOOTPRINT. ANY FURTHER DESIGN WILL BE CARRIED OUT AS MORE DETAILED INFORMATION IS AVAILABLE. ALL RECOMMENDATIONS REGARDING THE FOUNDATION TYPE ARE BASED ON PRELIMINARY GEOTECHNICAL INFORMATION AND WILL BE INCLUDED IN THE APS REPORT.
ALL DIMENSIONS AND SIZE OF THE ELEMENTS AT PERIOD DESIGN LEVEL ARE BASED ON EXPERIENCE FOR SIMILAR STRUCTURES AND ARE CONSERVATIVE WITH RESPECT TO THE CONSIDERED FOOTPRINT. ANY FURTHER DESIGN WILL BE CARRIED OUT AS MORE DETAILED INFORMATION IS AVAILABLE. ALL RECOMMENDATIONS REGARDING THE FOUNDATION TYPE ARE BASED ON PRELIMINARY GEOTECHNICAL INFORMATION AND WILL BE INCLUDED IN THE APS REPORT.
AGUA DULCE VIADUCT
GENERAL PLAN

TOTAL LENGTH OF BRIDGE = 2390'-0" (MEASURED ALONG "REFINED SR14" NB TRACK)
TOTAL LENGTH OF BRIDGE = 2390'-0" (MEASURED ALONG "REFINED SR14" SB TRACK)

PROFILE GRADE
NO SCALE

ELEVATION
SCALE: 1"=50'

PLAN
SCALE: 1"=50'

NOTE:
ALL DIMENSIONS AND SIZES OF THE ELEMENTS AT PEED DESIGN LEVEL ARE BASED ON EXPERIENCE
FOR SIMILAR STRUCTURES AND ARE CONSERVATIVE
WITH RESPECT TO THE CONSIDERED FOOTPRINT.
ANY FURTHER DESIGN WILL BE CARRIED OUT AS
MORE DETAILED INFORMATION IS AVAILABLE. ALL
RECOMMENDATIONS REGARDING THE FOUNDATION
TYPE ARE BASED ON PRELIMINARY GEOTECHNICAL
INFORMATION AND WILL BE INCLUDED IN THE APS
REPORT.

SCALE: 1"=20'

TYPICAL SECTION
CALIFORNIA HIGH-SPEED RAIL PROJECT
PALMDALE TO BURBANK
ALIGNMENT "REFINED SR14"
AGUA DULCE VIADUCT
GENERAL PLAN
SHEET 1 OF 2

CONTRACT NO. HSR14-42
DRAWING NO. ST-J1019-S14
SCALE AS SHOWN
SHEET NO. REV DATEI BY CHK APP DESCRIPTION
04/30/2021

04/30/2021
NOTE:

ALL DIMENSIONS AND SIZE OF THE ELEMENTS AT PEPD DESIGN LEVEL ARE BASED ON EXPERIENCE FOR SIMILAR STRUCTURES AND ARE CONSERVATIVE WITH RESPECT TO THE CONSIDERED FOOTPRINT. ANY FURTHER DESIGN WILL BE CARRIED OUT AS MORE DETAILED INFORMATION IS AVAILABLE. ALL RECOMMENDATIONS REGARDING THE FOUNDATION TYPE ARE BASED ON PRELIMINARY GEOTECHNICAL INFORMATION AND WILL BE INCLUDED IN THE APS REPORT.

CALIFORNIA HIGH-SPEED RAIL PROJECT
PALMDALE TO BURBANK
ALIGNMENT "REFINED SR14"
ST 1235+35 VIADUCT
GENERAL PLAN
PROFILE GRADE

TOTAL LENGTH OF BRIDGE = 266'7" (MEASURED ALONG "REFINED SR14" NB TRACK)

EB NB
120'-0" 120'-0" 120'-0" 120'-0" 94'-0" 94'-0"

EB SB
120'-0" 120'-0" 120'-0" 120'-0" 94'-0" 94'-0"

ELEVATION

SHEET 3 OF 3

TYPICAL SECTION

CALIFORNIA HIGH-SPEED RAIL PROJECT
PALMDALE TO BURBANK
ALIGNMENT "REFINED SR14"
SANTA CLARA VIADUCT

GENERAL PLAN

Sheet 3 of 3

NOTES:

ALL DIMENSIONS AND SIZE OF THE ELEMENTS AT PEPD DESIGN LEVEL ARE BASED ON EXPERIENCE FOR SIMILAR STRUCTURES AND ARE CONSERVATIVE WITH RESPECT TO THE CONSIDERED FOOTPRINT. ANY FURTHER DESIGN WILL BE CARRIED OUT AS MORE DETAILED INFORMATION IS AVAILABLE. ALL RECOMMENDATIONS REGARDING THE FOUNDATION TYPE ARE BASED ON PRELIMINARY GEO-TECHNICAL INFORMATION AND WILL BE INCLUDED IN THE APS REPORT.

WIDTH IN THE VIADUCT IS ADAPT TO TB2 REQUIREMENTS.
NOTES:
ALL DIMENSIONS AND SIZE OF THE ELEMENTS AT PCPD DESIGN LEVEL ARE BASED ON EXPERIENCE FOR SIMILAR STRUCTURES AND ARE CONSERVATIVE WITH RESPECT TO THE CONSIDERED FOOTPRINT. ANY FURTHER DESIGN WILL BE CARRIED OUT AS MORE DETAILED INFORMATION IS AVAILABLE. ALL RECOMMENDATIONS REGARDING THE FOUNDATION TYPE ARE BASED ON PRELIMINARY GEOTECHNICAL INFORMATION AND WILL BE INCLUDED IN THE APS REPORT.

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NOTE:
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PROFILE GRADE
NO SCALE
TOTAL LENGTH OF BRIDGE = 90'-0" (MEASURED ALONG "REFINED SR14" SB TRACK)

ELEVATION
SCALE: 1"=25'

PLAN
SCALE: 1"=100'

TYPICAL SECTION
SCALE: 1"=10'

NOTE:
ALL DIMENSIONS AND SIZE OF THE ELEMENTS AT PREP DESIGN LEVEL ARE BASED ON EXPERIENCE FOR SIMILAR STRUCTURES AND ARE CONSERVATIVE WITH RESPECT TO THE CONSIDERED FOOTPRINT. ANY FURTHER DESIGN WILL BE CARRIED OUT AS MORE DETAILED INFORMATION IS AVAILABLE. ALL RECOMMENDATIONS REGARDING THE FOUNDATION TYPE ARE BASED ON PRELIMINARY GEOTECHNICAL INFORMATION AND WILL BE INCLUDED IN THE APS REPORT.

TOTAL LENGTH OF BRIDGE = 90'-0" (MEASURED ALONG "REFINED SR14" SB TRACK)

ELEVATION
SCALE: 1"=25'

PLAN
SCALE: 1"=100'

TYPICAL SECTION
SCALE: 1"=10'

NOTE:
ALL DIMENSIONS AND SIZE OF THE ELEMENTS AT PREP DESIGN LEVEL ARE BASED ON EXPERIENCE FOR SIMILAR STRUCTURES AND ARE CONSERVATIVE WITH RESPECT TO THE CONSIDERED FOOTPRINT. ANY FURTHER DESIGN WILL BE CARRIED OUT AS MORE DETAILED INFORMATION IS AVAILABLE. ALL RECOMMENDATIONS REGARDING THE FOUNDATION TYPE ARE BASED ON PRELIMINARY GEOTECHNICAL INFORMATION AND WILL BE INCLUDED IN THE APS REPORT.
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LEVEL ARE BASED ON EXPERIENCE FOR SIMILAR STRUCTURES AND
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FOUNDATION TYPE ARE BASED ON PRELIMINARY GEOTECHNICAL
INFORMATION AND WILL BE INCLUDED IN THE APS REPORT.

TYPICAL SECTION
SCALE: 1"=10'

CALIFORNIA HIGH-SPEED RAIL PROJECT
PALMDALE TO BURBANK
ALIGNMENT "REFINED SR14"
SHELDON STREET UNDERPASS (SCRRA TRACKS 1 & 2)
GENERAL PLAN

SCALE: 1"=25'

PROFILE GRADE
NO SCALE

TOTAL LENGTH OF BRIDGE = 110'-6" (MEASURED ALONG "SCRRA" TRACK)

DATUM ELEV = 730.00

22+00 23+00 24+00 25+00

ELEVATION
SCALE: 1"=25

25+00 PRECAST CONC PANEL, TYP
STEEL PLATE GIRDER, TYP

LEGEND:
INDICATES RAILROAD AND HIGH-SPEED TRAIN TRACK
CONCRETE BARRIER
GUARDRAIL OR PIER PROTECTION WALL
NORMALIZING SLAB
TRAIN SURFACE EVACUATION AND FIRE CONTROL ZONE
CLEAR EMERGENCY ACCESS & EMERGENCY PATHWAY

NOTE:
ALL DIMENSIONS AND SIZE OF THE ELEMENTS AT PERD DESIGN
LEVEL ARE BASED ON EXPERIENCE FOR SIMILAR STRUCTURES AND
ARE CONSERVATIVE WITH RESPECT TO THE CONSIDERED FOOTPRINT.
ANY FURTHER DESIGN WILL BE CARRIED OUT AS MORE DETAILED
INFORMATION IS AVAILABLE. ALL RECOMMENDATIONS REGARDING THE
FOUNDATION TYPE ARE BASED ON PRELIMINARY GEOTECHNICAL
INFORMATION AND WILL BE INCLUDED IN THE APS REPORT.

TYPICAL SECTION
SCALE: 1"=10'

CALIFORNIA HIGH-SPEED RAIL PROJECT
PALMDALE TO BURBANK
ALIGNMENT "REFINED SR14"
SHELDON STREET UNDERPASS (SCRRA TRACKS 1 & 2)
GENERAL PLAN

SCALE: 1"=25'

PROFILE GRADE
NO SCALE

TOTAL LENGTH OF BRIDGE = 110'-6" (MEASURED ALONG "SCRRA" TRACK)

DATUM ELEV = 730.00

22+00 23+00 24+00 25+00

ELEVATION
SCALE: 1"=25

25+00 PRECAST CONC PANEL, TYP
STEEL PLATE GIRDER, TYP

LEGEND:
INDICATES RAILROAD AND HIGH-SPEED TRAIN TRACK
CONCRETE BARRIER
GUARDRAIL OR PIER PROTECTION WALL
NORMALIZING SLAB
TRAIN SURFACE EVACUATION AND FIRE CONTROL ZONE
CLEAR EMERGENCY ACCESS & EMERGENCY PATHWAY

NOTE:
ALL DIMENSIONS AND SIZE OF THE ELEMENTS AT PERD DESIGN
LEVEL ARE BASED ON EXPERIENCE FOR SIMILAR STRUCTURES AND
ARE CONSERVATIVE WITH RESPECT TO THE CONSIDERED FOOTPRINT.
ANY FURTHER DESIGN WILL BE CARRIED OUT AS MORE DETAILED
INFORMATION IS AVAILABLE. ALL RECOMMENDATIONS REGARDING THE
FOUNDATION TYPE ARE BASED ON PRELIMINARY GEOTECHNICAL
INFORMATION AND WILL BE INCLUDED IN THE APS REPORT.
NOTES:

ALL DIMENSIONS AND SIZE OF THE ELEMENTS AT PEPD DESIGN LEVEL ARE BASED ON EXPERIENCE FOR SIMILAR STRUCTURES AND ARE CONSERVATIVE WITH RESPECT TO THE CONSIDERED FOOTPRINT. ANY FURTHER DESIGN WILL BE CARRIED OUT AS MORE DETAILED INFORMATION IS AVAILABLE. ALL RECOMMENDATIONS REGARDING THE FOUNDATION TYPE ARE BASED ON PRELIMINARY GEOTECHNICAL INFORMATION AND WILL BE INCLUDED IN THE APS REPORT.
TOTAL LENGTH OF BRIDGE = 110'-0" (MEASURED ALONG "E1" NB TRACK)

TOTAL LENGTH OF BRIDGE = 110'-0" (MEASURED ALONG "E1" SB TRACK)

NOTE:
ALL DIMENSIONS AND SIZE OF THE ELEMENTS AT PPXD DESIGN
LEVEL ARE BASED ON EXPERIENCE FOR SIMILAR STRUCTURES AND ARE
CONSERVATIVE WITH RESPECT TO THE CONSIDERED FOOTPRINT.
ANY FURTHER DESIGN WILL BE CARRIED OUT AS MORE DETAILED
INFORMATION IS AVAILABLE. ALL RECOMMENDATIONS REGARDING THE
FOUNDATION TYPE ARE BASED ON PRELIMINARY GEOTECHNICAL
INFORMATION AND WILL BE INCLUDED IN THE APS REPORT.

ALL DIMENSIONS AND SIZE OF THE ELEMENTS AT PPXD DESIGN
LEVEL ARE BASED ON EXPERIENCE FOR SIMILAR STRUCTURES AND ARE
CONSERVATIVE WITH RESPECT TO THE CONSIDERED FOOTPRINT.
ANY FURTHER DESIGN WILL BE CARRIED OUT AS MORE DETAILED
INFORMATION IS AVAILABLE. ALL RECOMMENDATIONS REGARDING THE
FOUNDATION TYPE ARE BASED ON PRELIMINARY GEOTECHNICAL
INFORMATION AND WILL BE INCLUDED IN THE APS REPORT.

NOTE:
ALL DIMENSIONS AND SIZE OF THE ELEMENTS AT PPXD DESIGN
LEVEL ARE BASED ON EXPERIENCE FOR SIMILAR STRUCTURES AND ARE
CONSERVATIVE WITH RESPECT TO THE CONSIDERED FOOTPRINT.
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INFORMATION IS AVAILABLE. ALL RECOMMENDATIONS REGARDING THE
FOUNDATION TYPE ARE BASED ON PRELIMINARY GEOTECHNICAL
INFORMATION AND WILL BE INCLUDED IN THE APS REPORT.

NOTE:
ALL DIMENSIONS AND SIZE OF THE ELEMENTS AT PPXD DESIGN
LEVEL ARE BASED ON EXPERIENCE FOR SIMILAR STRUCTURES AND ARE
CONSERVATIVE WITH RESPECT TO THE CONSIDERED FOOTPRINT.
ANY FURTHER DESIGN WILL BE CARRIED OUT AS MORE DETAILED
INFORMATION IS AVAILABLE. ALL RECOMMENDATIONS REGARDING THE
FOUNDATION TYPE ARE BASED ON PRELIMINARY GEOTECHNICAL
INFORMATION AND WILL BE INCLUDED IN THE APS REPORT.

NOTE:
ALL DIMENSIONS AND SIZE OF THE ELEMENTS AT PPXD DESIGN
LEVEL ARE BASED ON EXPERIENCE FOR SIMILAR STRUCTURES AND ARE
CONSERVATIVE WITH RESPECT TO THE CONSIDERED FOOTPRINT.
ANY FURTHER DESIGN WILL BE CARRIED OUT AS MORE DETAILED
INFORMATION IS AVAILABLE. ALL RECOMMENDATIONS REGARDING THE
FOUNDATION TYPE ARE BASED ON PRELIMINARY GEOTECHNICAL
INFORMATION AND WILL BE INCLUDED IN THE APS REPORT.
NOTE:
ALL DIMENSIONS AND SIZE OF THE ELEMENTS AT PCPD DESIGN LEVEL ARE BASED ON EXPERIENCE FOR SIMILAR STRUCTURES AND ARE CONSERVATIVE WITH RESPECT TO THE CONSIDERED FOOTPRINT. ANY FURTHER DESIGN WILL BE CARRIED OUT AS MORE DETAILED INFORMATION IS AVAILABLE. ALL RECOMMENDATIONS REGARDING THE FOUNDATION TYPE ARE BASED ON PRELIMINARY GEOTECHNICAL INFORMATION AND WILL BE INCLUDED IN THE APS REPORT.

NOTES:

1. ALL DIMENSIONS AND SIZE OF THE ELEMENTS AT PCPD DESIGN LEVEL ARE BASED ON EXPERIENCE FOR SIMILAR STRUCTURES AND ARE CONSERVATIVE WITH RESPECT TO THE CONSIDERED FOOTPRINT.
2. ANY FURTHER DESIGN WILL BE CARRIED OUT AS MORE DETAILED INFORMATION IS AVAILABLE. ALL RECOMMENDATIONS REGARDING THE FOUNDATION TYPE ARE BASED ON PRELIMINARY GEOTECHNICAL INFORMATION AND WILL BE INCLUDED IN THE APS REPORT.

LEGEND:
1. EXPANSION JOINT, TYP
2. CONCRETE BARRIER
3. GUARDRAIL OR PIER PROTECTION WALL
4. NORMALIZING SLAB
5. TRAIN SURFACE EVACUATION AND FIRE CONTROL ZONE
6. CLEAR EMERGENCY ACCESS & EXPRESS PATHWAY

NOTE:
ALL DIMENSIONS AND SIZE OF THE ELEMENTS AT PCPD DESIGN LEVEL ARE BASED ON EXPERIENCE FOR SIMILAR STRUCTURES AND ARE CONSERVATIVE WITH RESPECT TO THE CONSIDERED FOOTPRINT. ANY FURTHER DESIGN WILL BE CARRIED OUT AS MORE DETAILED INFORMATION IS AVAILABLE. ALL RECOMMENDATIONS REGARDING THE FOUNDATION TYPE ARE BASED ON PRELIMINARY GEOTECHNICAL INFORMATION AND WILL BE INCLUDED IN THE APS REPORT.

NOTE:
ALL DIMENSIONS AND SIZE OF THE ELEMENTS AT PCPD DESIGN LEVEL ARE BASED ON EXPERIENCE FOR SIMILAR STRUCTURES AND ARE CONSERVATIVE WITH RESPECT TO THE CONSIDERED FOOTPRINT. ANY FURTHER DESIGN WILL BE CARRIED OUT AS MORE DETAILED INFORMATION IS AVAILABLE. ALL RECOMMENDATIONS REGARDING THE FOUNDATION TYPE ARE BASED ON PRELIMINARY GEOTECHNICAL INFORMATION AND WILL BE INCLUDED IN THE APS REPORT.

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NOTE:
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NOTE:
ALL DIMENSIONS AND SIZE OF THE ELEMENTS AT PCPD DESIGN LEVEL ARE BASED ON EXPERIENCE FOR SIMILAR STRUCTURES AND ARE CONSERVATIVE WITH RESPECT TO THE CONSIDERED FOOTPRINT. ANY FURTHER DESIGN WILL BE CARRIED OUT AS MORE DETAILED INFORMATION IS AVAILABLE. ALL RECOMMENDATIONS REGARDING THE FOUNDATION TYPE ARE BASED ON PRELIMINARY GEOTECHNICAL INFORMATION AND WILL BE INCLUDED IN THE APS REPORT.

NOTE:
ALL DIMENSIONS AND SIZE OF THE ELEMENTS AT PCPD DESIGN LEVEL ARE BASED ON EXPERIENCE FOR SIMILAR STRUCTURES AND ARE CONSERVATIVE WITH RESPECT TO THE CONSIDERED FOOTPRINT. ANY FURTHER DESIGN WILL BE CARRIED OUT AS MORE DETAILED INFORMATION IS AVAILABLE. ALL RECOMMENDATIONS REGARDING THE FOUNDATION TYPE ARE BASED ON PRELIMINARY GEOTECHNICAL INFORMATION AND WILL BE INCLUDED IN THE APS REPORT.

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ALL DIMENSIONS AND SIZE OF THE ELEMENTS AT PCPD DESIGN LEVEL ARE BASED ON EXPERIENCE FOR SIMILAR STRUCTURES AND ARE CONSERVATIVE WITH RESPECT TO THE CONSIDERED FOOTPRINT. ANY FURTHER DESIGN WILL BE CARRIED OUT AS MORE DETAILED INFORMATION IS AVAILABLE. ALL RECOMMENDATIONS REGARDING THE FOUNDATION TYPE ARE BASED ON PRELIMINARY GEOTECHNICAL INFORMATION AND WILL BE INCLUDED IN THE APS REPORT.

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NOTE:
ALL DIMENSIONS AND SIZE OF THE ELEMENTS AT PCPD DESIGN LEVEL ARE BASED ON EXPERIENCE FOR SIMILAR STRUCTURES AND ARE CONSERVATIVE WITH RESPECT TO THE CONSIDERED FOOTPRINT. ANY FURTHER DESIGN WILL BE CARRIED OUT AS MORE DETAILED INFORMATION IS AVAILABLE. ALL RECOMMENDATIONS REGARDING THE FOUNDATION TYPE ARE BASED ON PRELIMINARY GEOTECHNICAL INFORMATION AND WILL BE INCLUDED IN THE APS REPORT.
NOTE:
ALL DIMENSIONS AND SIZE OF THE ELEMENTS AT PER DESIGN LEVEL ARE BASED ON EXPERIENCE FOR SIMILAR STRUCTURES AND ARE CONSERVATIVE WITH RESPECT TO THE CONSIDERED FOOTPRINT. ANY FURTHER DESIGN WILL BE CARRIED OUT AS MORE DETAILED INFORMATION IS AVAILABLE. ALL RECOMMENDATIONS REGARDING THE FOUNDATION TYPE ARE BASED ON PRELIMINARY GEOTECHNICAL INFORMATION AND WILL BE INCLUDED IN THE APS REPORT.

PROFILE GRADE
NO SCALE

TOTAL LENGTH OF BRIDGE = 90'-0" (MEASURED ALONG "E1" SB TRACK)

ELEVATION
SCALE: 1"=25'

TYPICAL SECTION
SCALE: 1"=10'

NOTE:
- EXPANSION JOINT, TYP
- CONCRETE BARRIER
- GUARDRAIL OR PIER PROTECTION WALL
- NORMALIZING SLAB
- TRAIN SURFACE EVACUATION AND FIRE CONTROL ZONE
- CLEAR EMERGENCY ACCESS & EXPRESS PATHWAY

CALIFORNIA HIGH-SPEED RAIL PROJECT
PALMDALE TO BURBANK
ALIGNMENT "E1"
VULCAN MINE HOPPER Viaduct
GENERAL PLAN

CALIFORNIA HIGH-SPEED RAIL AUTHORITY

NEGOTIATED BY:
REVISION BY:
DRAWN BY:
CHECKED BY:

04/30/2021

NOTE:
- NOT FOR CONSTRUCTION
**PROFILE GRADE**

No scale

**ELEVATION**

Scale: 1"=25'

**PLAN**

Scale: 1"=25'

**NOTES:**

All dimensions and size of the elements at PEPD design level are based on experience for similar structures and are conservative with respect to the considered footprint. Any further design will be carried out as more detailed information is available. All recommendations regarding the foundation type are based on preliminary geotechnical information and will be included in the APS report.

**LEGEND:**

1. Expansion joint, TYP
2. Concrete barrier
3. Guardrail, OR Pier protection wall
4. Normalizing slab
5. Train surface evacuation and fire control zone
6. Clear emergency access & express pathway

**CALIFORNIA HIGH-SPEED RAIL PROJECT**

**PALTANDE TO BURBANK**

ALIGNMENT "E1"

TUXFORD STREET VIADUCT

GENERAL PLAN

**SCALE:**

1"=25'
NOTE:
ALL DIMENSIONS AND SIZE OF THE ELEMENTS AT PEPE DESIGN LEVEL ARE BASED ON EXPERIENCE FOR SIMILAR STRUCTURES AND ARE CONSERVATIVE WITH RESPECT TO THE CONSIDERED FOOTPRINT. ANY FURTHER DESIGN WILL BE CARRIED OUT AS MORE DETAILED INFORMATION IS AVAILABLE. ALL RECOMMENDATIONS REGARDING THE FOUNDATION TYPE ARE BASED ON PRELIMINARY GEOTECHNICAL INFORMATION AND WILL BE INCLUDED IN THE APS REPORT.

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**PROFILE GRADE**

TOTAL LENGTH OF BRIDGE = 110'-0" (MEASURED ALONG SCRRA TRACK)

DATUM ELEV. = 730.00

TOTAL PROFILE GRADE = 0.78'

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**ELEVATION**

SCALE: 1"=25'

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**PLAN**

SCALE: 1"=25'

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**LEGEND**

1. INDICATES RAILROAD AND HIGH-SPEED TRAIN TRACK
2. EXPANSION JOINT, TYP.
3. CONCRETE BARRIER
4. GUARDRAIL OR PIER PROTECTION WALL
5. NORMALIZING SLAB
6. TRAIN SURFACE EVACUATION AND FIRE CONTROL ZONE
7. CLEAR EMERGENCY ACCESS & EGRESS PATHWAY

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**NOTES:**

ALL DIMENSIONS AND SIZE OF THE ELEMENTS AT PEPE DESIGN LEVEL ARE BASED ON EXPERIENCE FOR SIMILAR STRUCTURES AND ARE CONSERVATIVE WITH RESPECT TO THE CONSIDERED FOOTPRINT. ANY FURTHER DESIGN WILL BE CARRIED OUT AS MORE DETAILED INFORMATION IS AVAILABLE. ALL RECOMMENDATIONS REGARDING THE FOUNDATION TYPE ARE BASED ON PRELIMINARY GEOTECHNICAL INFORMATION AND WILL BE INCLUDED IN THE APS REPORT.
NOTE:
ALL DIMENSIONS AND SIZE OF THE ELEMENTS AT PERP DESIGN LEVEL ARE BASED ON EXPERIENCE FOR SIMILAR STRUCTURES AND ARE CONSERVATIVE WITH RESPECT TO THE CONSIDERED FOOTPRINT. ANY FURTHER DESIGN WILL BE CARRIED OUT AS MORE DETAILED INFORMATION IS AVAILABLE. ALL RECOMMENDATIONS REGARDING THE FOUNDATION TYPE ARE BASED ON PRELIMINARY GEOTECHNICAL INFORMATION AND WILL BE INCLUDED IN THE APS REPORT. FOR FURTHER DIMENSIONS DETAILS RELATED TO HSR STRUCTURE SEE DRAWING NO. ST-J1015-E1.

NOTE:
ALL DIMENSIONS AND SIZE OF THE ELEMENTS AT PERP DESIGN LEVEL ARE BASED ON EXPERIENCE FOR SIMILAR STRUCTURES AND ARE CONSERVATIVE WITH RESPECT TO THE CONSIDERED FOOTPRINT. ANY FURTHER DESIGN WILL BE CARRIED OUT AS MORE DETAILED INFORMATION IS AVAILABLE. ALL RECOMMENDATIONS REGARDING THE FOUNDATION TYPE ARE BASED ON PRELIMINARY GEOTECHNICAL INFORMATION AND WILL BE INCLUDED IN THE APS REPORT. FOR FURTHER DIMENSIONS DETAILS RELATED TO HSR STRUCTURE SEE DRAWING NO. ST-J1015-E1.
NOTE:
ALL DIMENSIONS AND SIZE OF THE ELEMENTS AT PEPD DESIGN LEVEL ARE BASED ON EXPERIENCE FOR SIMILAR STRUCTURES AND ARE CONSERVATIVE WITH RESPECT TO THE CONSIDERED FOOTPRINT. ANY FURTHER DESIGN WILL BE CARRIED OUT AS MORE DETAILED INFORMATION IS AVAILABLE. ALL RECOMMENDATIONS REGARDING THE FOUNDATION TYPE ARE BASED ON PRELIMINARY GEOTECHNICAL INFORMATION AND WILL BE INCLUDED IN THE APE REPORT.

NOTE :
ALL DIMENSIONS AND SIZE OF THE ELEMENTS AT PEPD DESIGN LEVEL ARE BASED ON EXPERIENCE FOR SIMILAR STRUCTURES AND ARE CONSERVATIVE WITH RESPECT TO THE CONSIDERED FOOTPRINT. ANY FURTHER DESIGN WILL BE CARRIED OUT AS MORE DETAILED INFORMATION IS AVAILABLE. ALL RECOMMENDATIONS REGARDING THE FOUNDATION TYPE ARE BASED ON PRELIMINARY GEOTECHNICAL INFORMATION AND WILL BE INCLUDED IN THE APE REPORT.
NOTE:
ALL DIMENSIONS AND SIZE OF THE ELEMENTS AT PECO DESIGN LEVEL ARE BASED ON EXPERIENCE FOR SIMILAR STRUCTURES AND ARE CONSERVATIVE WITH RESPECT TO THE CONSIDERED FOOTPRINT. ANY FURTHER DESIGN WILL BE CARRIED OUT AS MORE DETAILED INFORMATION IS AVAILABLE. ALL RECOMMENDATIONS REGARDING THE FOUNDATION TYPE ARE BASED ON PRELIMINARY GEOTECHNICAL INFORMATION AND WILL BE INCLUDED IN THE APS REPORT.

CALIFORNIA HIGH-SPEED RAIL PROJECT
PALMDALE TO BURBANK
ALIGNMENT "E1"
FORESTON SOUTH ACCESS ROAD
GENERAL PLAN

TYPICAL SECTION
SCALE: 1"=10'

ELEVATION
SCALE: 1"=50'

PLAN
SCALE: 1"=50'

LEGEND:

PARAPET
INDICATES NEW CONSTRUCTION
NOTE:
ALL DIMENSIONS AND SIZE OF THE ELEMENTS AT PEPD DESIGN LEVEL ARE BASED ON EXPERIENCE FOR SIMILAR STRUCTURES AND ARE CONSERVATIVE WITH RESPECT TO THE CONSIDERED FOOTPRINT. ANY FURTHER DESIGN WILL BE CARRIED OUT AS MORE DETAILED INFORMATION IS AVAILABLE. ALL RECOMMENDATIONS REGARDING THE FOUNDATION TYPE ARE BASED ON PRELIMINARY GEOTECHNICAL INFORMATION AND WILL BE INCLUDED IN THE APS REPORT.

NOTE:
ALL DIMENSIONS AND SIZE OF THE ELEMENTS AT PEPD DESIGN LEVEL ARE BASED ON EXPERIENCE FOR SIMILAR STRUCTURES AND ARE CONSERVATIVE WITH RESPECT TO THE CONSIDERED FOOTPRINT. ANY FURTHER DESIGN WILL BE CARRIED OUT AS MORE DETAILED INFORMATION IS AVAILABLE. ALL RECOMMENDATIONS REGARDING THE FOUNDATION TYPE ARE BASED ON PRELIMINARY GEOTECHNICAL INFORMATION AND WILL BE INCLUDED IN THE APS REPORT.
Pile Foundation, TYP

PROFILE GRADE
NO SCALE

ELEVATION
SCALE: 1" = 30'

PLAN
SCALE: 1" = 30'

PROFILE GRADE

TYPICAL SECTION
SCALE: 1" = 10'

LEGEND:

INDICATES BRIDGE REMOVAL PORTION

INDICATES NEW CONSTRUCTION

INDICATES FOUNDATION OR HIDDEN LINES

MINIMUM VERTICAL CLEARANCE

INDICATES DIRECTION OF TRAFFIC

NOTE:

SEE GENERAL NOTES PLAN
NOTE: ALL DIMENSIONS AND SIZE OF THE ELEMENTS AT PEPD DESIGN LEVEL ARE BASED ON EXPERIENCE FOR SIMILAR STRUCTURES AND ARE CONSERVATIVE WITH RESPECT TO THE CONSIDERED FOOTPRINT. ANY FURTHER DESIGN WILL BE CARRIED OUT AS MORE DETAIL INFORMATION IS AVAILABLE. ALL RECOMMENDATIONS REGARDING THE FOUNDATION TYPE ARE BASED ON PRELIMINARY GEOTECHNICAL INFORMATION AND WILL BE INCLUDED IN THE APS REPORT.
NOTE: ALL DIMENSIONS AND SIZE OF THE ELEMENTS AT PMI DESIGN LEVEL ARE BASED ON EXPERIENCE FOR SIMILAR STRUCTURES AND ARE CONSERVATIVE WITH RESPECT TO THE CONSIDERED FOOTPRINT. ANY FURTHER DESIGN WILL BE CARRIED OUT AS MORE DETAILED INFORMATION IS AVAILABLE. ALL RECOMMENDATIONS REGARDING THE FOUNDATION TYPE ARE BASED ON PRELIMINARY GEOTECHNICAL INFORMATION AND WILL BE INCLUDED IN THE APS REPORT.

LEGEND:
1. INDICATES RAILROAD AND HIGH-SPEED TRAIN TRACK
2. EXPANSION JOINT, TYP
3. CONCRETE BARRIER
4. GUARDRAIL OR PIER PROTECTION WALL
5. NORMALIZING SLAB
6. TRAIN SURFACE EVACUATION AND FIRE CONTROL ZONE
7. CLEAR EMERGENCY ACCESS & EGRESS PATHWAY

CALIFORNIA HIGH-SPEED RAIL PROJECT
PALMDALE TO BURBANK
ALIGNMENT "E2"
BARREL SPRINGS ROAD UNDERPASS
GENERAL PLAN

NOTE: ALL DIMENSIONS AND SIZE OF THE ELEMENTS AT PMI DESIGN LEVEL ARE BASED ON EXPERIENCE FOR SIMILAR STRUCTURES AND ARE CONSERVATIVE WITH RESPECT TO THE CONSIDERED FOOTPRINT. ANY FURTHER DESIGN WILL BE CARRIED OUT AS MORE DETAILED INFORMATION IS AVAILABLE. ALL RECOMMENDATIONS REGARDING THE FOUNDATION TYPE ARE BASED ON PRELIMINARY GEOTECHNICAL INFORMATION AND WILL BE INCLUDED IN THE APS REPORT.

LEGEND:
1. INDICATES RAILROAD AND HIGH-SPEED TRAIN TRACK
2. EXPANSION JOINT, TYP
3. CONCRETE BARRIER
4. GUARDRAIL OR PIER PROTECTION WALL
5. NORMALIZING SLAB
6. TRAIN SURFACE EVACUATION AND FIRE CONTROL ZONE
7. CLEAR EMERGENCY ACCESS & EGRESS PATHWAY

CALIFORNIA HIGH-SPEED RAIL PROJECT
PALMDALE TO BURBANK
ALIGNMENT "E2"
BARREL SPRINGS ROAD UNDERPASS
GENERAL PLAN

NOTE: ALL DIMENSIONS AND SIZE OF THE ELEMENTS AT PMI DESIGN LEVEL ARE BASED ON EXPERIENCE FOR SIMILAR STRUCTURES AND ARE CONSERVATIVE WITH RESPECT TO THE CONSIDERED FOOTPRINT. ANY FURTHER DESIGN WILL BE CARRIED OUT AS MORE DETAILED INFORMATION IS AVAILABLE. ALL RECOMMENDATIONS REGARDING THE FOUNDATION TYPE ARE BASED ON PRELIMINARY GEOTECHNICAL INFORMATION AND WILL BE INCLUDED IN THE APS REPORT.

LEGEND:
1. INDICATES RAILROAD AND HIGH-SPEED TRAIN TRACK
2. EXPANSION JOINT, TYP
3. CONCRETE BARRIER
4. GUARDRAIL OR PIER PROTECTION WALL
5. NORMALIZING SLAB
6. TRAIN SURFACE EVACUATION AND FIRE CONTROL ZONE
7. CLEAR EMERGENCY ACCESS & EGRESS PATHWAY

CALIFORNIA HIGH-SPEED RAIL PROJECT
PALMDALE TO BURBANK
ALIGNMENT "E2"
BARREL SPRINGS ROAD UNDERPASS
GENERAL PLAN

NOTE: ALL DIMENSIONS AND SIZE OF THE ELEMENTS AT PMI DESIGN LEVEL ARE BASED ON EXPERIENCE FOR SIMILAR STRUCTURES AND ARE CONSERVATIVE WITH RESPECT TO THE CONSIDERED FOOTPRINT. ANY FURTHER DESIGN WILL BE CARRIED OUT AS MORE DETAILED INFORMATION IS AVAILABLE. ALL RECOMMENDATIONS REGARDING THE FOUNDATION TYPE ARE BASED ON PRELIMINARY GEOTECHNICAL INFORMATION AND WILL BE INCLUDED IN THE APS REPORT.

LEGEND:
1. INDICATES RAILROAD AND HIGH-SPEED TRAIN TRACK
2. EXPANSION JOINT, TYP
3. CONCRETE BARRIER
4. GUARDRAIL OR PIER PROTECTION WALL
5. NORMALIZING SLAB
6. TRAIN SURFACE EVACUATION AND FIRE CONTROL ZONE
7. CLEAR EMERGENCY ACCESS & EGRESS PATHWAY
CALIFORNIA HIGH-SPEED RAIL PROJECT
PALMDALE TO BURBANK
ALIGNMENT "E2"
NORTH OF FORESTON DRIVE VIADUCT
GENERAL PLAN

NOTE:
ALL DIMENSIONS AND SIZES OF THE ELEMENTS AT PEP DESIGN LEVELS ARE BASED ON EXPERIENCES FOR SIMILAR STRUCTURES AND ARE CONSERVATIVE WITH RESPECT TO THE CONSIDERED FOOTPRINT. EXTRANEOUS FEATURES THAT ARE NOT SHOWN ARE TO BE EXCLUDED. FOUNDATION TYPES ARE BASED ON PRELIMINARY GEOTECHNICAL INFORMATION AND WILL BE INCLUDED IN THE MPS REPORT.

TYPICAL SECTION
SCALE: 1"=10'

PROFILE GRADE
NO SCALE

TOTAL LENGTH OF BRIDGE = 690'-0" (MEASURED ALONG "E2" NB TRACK)
TOTAL LENGTH OF BRIDGE = 690'-0" (MEASURED ALONG "E2" SB TRACK)
TOTAL LENGTH OF BRIDGE = 690'-0" (MEASURED ALONG "E2" NB TRACK)
TOTAL LENGTH OF BRIDGE = 690'-0" (MEASURED ALONG "E2" SB TRACK)

SUN ELEV = 3092.00

ELEVATION
SCALE: 1"=50'

PLAN
SCALE: 1"=50'

PRESTRESSED CONCRETE BOX GIRDERS

CONCRETE PILE, TYP

PILE FOOTING, TYP

PILE FOOTING, TYP

CONCRETE COLUMN, TYP

CONCRETE COLUMN, TYP

CONCRETE PILE, TYP

CONCRETE PILE, TYP

CONCRETE BARRIER

EXPANSION JOINT, TYP

CONCRETE PILE FOOTING,

NORMALIZING SLAB

TRAIN SURFACE EVACUATION PATHWAY

FEET EMERGENCY ACCESS & EGRESS PATHWAY

A 11 1
11111111

4 5'-0" MIN RAILWAY, TYP
4 5'-0" MIN RAILWAY, TYP

LEGEND
INDICATES RAILROAD AND HIGH-SPEED TRAIN TRACK
DIRECT:
1 CONCRETE BARRIER
2 GUARDRAIL OR PEER PROTECTION WALL
3 NORMALIZING SLAB
4 TRAIN SURFACE EVACUATION PATHWAY
5 FEET EMERGENCY ACCESS & EGRESS PATHWAY

INDEED:

FLAT STRING:
1"=50'

FIRST LAYER:
1"=50'

SECOND LAYER:
1"=50'

CONSTRUCTION
NOT FOR
CONSTRUCTION

BY CHK
APPROX OG
BY

DATE
DRAWN
DESIGN

04/30/2021
J.L.0PEZ
J.L.0PEZ
J.L.0PEZ
J.L.0PEZ

AS SHOWN
H0814-42
HSR14-42
ST-J1009-E2

S301174" RUC
588.317X, RUC

REV 02

1 2 3 4 5 6 7 8 9 10

6 7 8 9 580+00 2 3 4

17'-6"
30'-0"
68'-6"
30'-0"
17'-6"

60'-0" 60'-0" 60'-0" 60'-0" 30'-0”

60'-0" 60'-0" 60'-0" 60'-0" 30'-0"
NOTES:
ALL DIMENSIONS AND SIZE OF THE ELEMENTS AT PEPD DESIGN LEVEL ARE BASED ON EXPERIENCE FOR SIMILAR STRUCTURES AND ARE CONSERVATIVE WITH RESPECT TO THE CONSIDERED FOOTPRINT. ANY FURTHER DESIGN WILL BE CARRIED OUT AS MORE DETAILED INFORMATION IS AVAILABLE. ALL RECOMMENDATIONS REGARDING THE FOUNDATION TYPE ARE BASED ON PRELIMINARY GEOTECHNICAL INFORMATION AND WILL BE INCLUDED IN THE APS REPORT.

SCALE: 1"=50'

LEGEND:
1. INDICATES RAILROAD AND HIGH-SPEED TRAIN TRACK
2. EXPANSION JOINT, TYP
3. CONCRETE BARRIER
4. GUARDRAIL OR PIER PROTECTION WALL
5. NORMALIZING SLAB
6. TRAIN SURFACE EVACUATION AND FIRE CONTROL ZONE
7. CLEAR EMERGENCY ACCESS & EXPRESS PATHWAY
8. CONCRETE COLUMN, TYP
9. PILE FOOTING, TYP
10. PRESTRESSED CONCRETE BOX GIRDERS
11. CONCRETE PILE, TYP
12. "E2" ON ALIGNMENT "E2"

CALIFORNIA HIGH-SPEED RAIL PROJECT
PALMDALE TO BURBANK
ALIGNMENT "E2"
SOUTH OF FORESTON DRIVE VIADUCT
GENERAL PLAN
SHEET 1 OF 2
NOTES:
ALL DIMENSIONS AND SIZE OF THE ELEMENTS AT PEMD DESIGN LEVEL ARE BASED ON EXPERIENCE FOR SIMILAR STRUCTURES AND ARE CONSERVATIVE WITH RESPECT TO THE CONSIDERED FOOTPRINT. ANY FURTHER DESIGN WILL BE CARRIED OUT AS MORE DETAILED INFORMATION IS AVAILABLE. ALL RECOMMENDATIONS REGARDING THE FOUNDATION TYPE ARE BASED ON PRELIMINARY GEO-TECHNICAL INFORMATION AND WILL BE INCLUDED IN THE APS REPORT.

CALIFORNIA HIGH-SPEED RAIL PROJECT
PUBLDMLE TO BURBANK
ALIGNMENT "E2"
SOUTH OF FORESTON DRIVE VIADUCT
GENERAL PLAN
SHEET Z OF 2

SCALE: 1"=50'

PROFILE GRADE
TOTAL LENGTH OF BRIDGE = 1500'-0" (MEASURED ALONG "E2" NB TRACK)
TOTAL LENGTH OF BRIDGE = 1500'-0" (MEASURED ALONG "E2" SB TRACK)

ELEVATION

PLAN

TYPICAL SECTION
SCALE: 1"=10'

LEGENID:
INDICATES RAILROAD AND HIGH-SPEED TRAIN TRACK
EXPANSION JOINT, TYP
CONCRETE BARRIER
GUARDRAIL OR PIER PROTECTION WALL
NORMALIZING SLAB
TRAIN SURFACE EVACUATION AND FIRE CONTROL ZONE
CLEAR EMERGENCY ACCESS & EXPRESS PATHWAY
NORMALIZING SLAB
TRAIN SURFACE EVACUATION AND FIRE CONTROL ZONE
CLEAR EMERGENCY ACCESS & EXPRESS PATHWAY

NOTE: ALL DIMENSIONS AND SIZE OF THE ELEMENTS AT PEMD DESIGN LEVEL ARE BASED ON EXPERIENCE FOR SIMILAR STRUCTURES AND ARE CONSERVATIVE WITH RESPECT TO THE CONSIDERED FOOTPRINT. ANY FURTHER DESIGN WILL BE CARRIED OUT AS MORE DETAILED INFORMATION IS AVAILABLE. ALL RECOMMENDATIONS REGARDING THE FOUNDATION TYPE ARE BASED ON PRELIMINARY GEO-TECHNICAL INFORMATION AND WILL BE INCLUDED IN THE APS REPORT.
NOTE:
ALL DIMENSIONS AND SIZE OF
THE ELEMENTS AT FOUNDATION
LEVEL WERE DESIGNED BASED ON
THE CONSIDERED FOOTPRINT AND
CONSERVATIVE WITH RESPECT
TO THE CONSIDERED FOOTPRINT.
ANY FURTHER DESIGN WILL BE CARRIED OUT
AS MORE DETAILED INFORMATION IS AVAILABLE.
ALL RECOMMENDATIONS REGARDING THE FOUNDATION
TYPE ARE BASED ON PRELIMINARY GEO-TECHNICAL
INFORMATION AND WILL BE INCLUDED IN THE APS REPORT.

INDUCES RAILROAD AND
HIGH-SPEED TRAIN TRACK
1. EXPANSION JOINT,Typ
2. CONCRETE BARRIER
3. GUARDRAIL OR PIER
4. PROTECTION WALL
5. NORMALIZING SLAB
6. RAIL SURFACE EVACUATION
7. CLEAR EMERGENCY
8. ACCESS & EXPRESS
9. PATHWAY

NOTE:
ALL ELEMENTS AT FOUNDATION
LEVEL WERE DESIGNED BASED ON
THE CONSIDERED FOOTPRINT.
ANY FURTHER DESIGN WILL BE CARRIED OUT
AS MORE DETAILED INFORMATION IS AVAILABLE.
ALL RECOMMENDATIONS REGARDING THE FOUNDATION
TYPE ARE BASED ON PRELIMINARY GEO-TECHNICAL
INFORMATION AND WILL BE INCLUDED IN THE APS REPORT.

CALIFORNIA HIGH-SPEED RAIL PROJECT
PALMDALE TO BURBANK
ALIGNMENT "E2"
TUJUNGA WASH / I-210 VIADUCT
GENERAL PLAN
SHEET 1 OF 4

AS SHOWN

EXPERIENCE FOR SIMILAR
LEVEL ARE BASED ON
FOOTPRINT. ANY FURTHER
DESIGN WILL BE CARRIED OUT
AS MORE DETAILED
INFORMATION IS AVAILABLE.
ALL RECOMMENDATIONS
REGARDING THE FOUNDATION
TYPE ARE BASED ON
PRELIMINARY GEO-TECHNICAL
INFORMATION AND WILL BE
INCLUDED IN THE APS REPORT.
NOTE: ALL DIMENSIONS AND SIZE OF THE ELEMENTS AT PPPO DESIGN LEVEL ARE BASED ON EXPERIENCE FOR SIMILAR STRUCTURES AND ARE CONSERVATIVE WITH RESPECT TO THE CONSIDERED FOOTPRINT. ANY FURTHER OPTION WILL BE CARRIED OUT AS MORE DETAILED INFORMATION IS AVAILABLE. ALL RECOMMENDATIONS REGARDING THE FOUNDATION TYPE ARE BASED ON PRELIMINARY GEOTECHNICAL INFORMATION AND WILL BE INCLUDED IN THE AFS REPORT.
PROFILE GRADE - MOUNTAIN SPRINGS ROAD

DEVELOPED ELEVATION

TYPICAL SECTION

PLAN

CALIFORNIA HIGH-SPEED RAIL PROJECT
PALMDALE TO BURBANK
ALIGNMENT "E2"
MOUNTAIN SPRINGS ROAD REST OVERHEAD
GENERAL PLAN

LEGEND:

1. TYPE 742 BARRIER WITH TYPE 7 CHAIN LINK FENCE
    INDICATES NEW CONSTRUCTION
2. INDICATES FOUNDATION OR PROPOSED STRUCTURE
3. INDICATES DIRECTION OF TRAFFIC
4. INDICATES POINT OF MINIMUM VERTICAL CLEARANCE

CURVE DATA

R  T  L
1 1000.00 171.1729 152.08 301.84

SCALE: 1" = 20'

SCALE: 1" = 20'

SCALE: 1" = 20'

SCALE: 1" = 1'-0"
NOTE:
ALL DIMENSIONS AND SIZES OF THE ELEMENTS AT PEP DESIGN LEVEL ARE BASED ON EXPERIENCE FOR SIMILAR STRUCTURES AND ARE CONSERVATIVE WITH RESPECT TO THE CONSIDERED FOOTPRINT. ANY FURTHER DESIGN WILL BE CARRIED OUT AS MORE DETAILED INFORMATION IS AVAILABLE. ALL RECOMMENDATIONS REGARDING THE FOUNDATION TYPE ARE BASED ON PRELIMINARY GEOTECHNICAL INFORMATION AND WILL BE INCLUDED IN THE APS REPORT.

LEGEND:
1 PARAPET INDICATES NEW CONSTRUCTION

NOTE:
ALL DIMENSIONS AND SIZE OF THE ELEMENTS AT PEP DESIGN LEVEL ARE BASED ON EXPERIENCE FOR SIMILAR STRUCTURES AND ARE CONSERVATIVE WITH RESPECT TO THE CONSIDERED FOOTPRINT. ANY FURTHER DESIGN WILL BE CARRIED OUT AS MORE DETAILED INFORMATION IS AVAILABLE. ALL RECOMMENDATIONS REGARDING THE FOUNDATION TYPE ARE BASED ON PRELIMINARY GEOTECHNICAL INFORMATION AND WILL BE INCLUDED IN THE APS REPORT.
PROPOSED ALISO CANYON ACCESS ROAD SOUTH

ALISO CANYON RD

ELEVATION
SCALE 1"=25'

PLAN
SCALE 1"=25'

TYPICAL SECTION
SCALE 1"=10'

NOTE:
ALL DIMENSIONS AND SIZE OF THE ELEMENTS AT FINAL DESIGN LEVEL ARE BASED ON EXPERIENCE FOR SIMILAR STRUCTURES AND ARE CONSERVATIVE WITH RESPECT TO THE CONSIDERED FOOTPRINT. ANY FURTHER DESIGN WILL BE CARRIED OUT AS MORE DETAILED INFORMATION IS AVAILABLE. ALL RECOMMENDATIONS REGARDING THE FOUNDATION TYPE ARE BASED ON PRELIMINARY GEOTECHNICAL INFORMATION AND WILL BE INCLUDED IN THE APS REPORT.

CALIFORNIA HIGH-SPEED RAIL PROJECT
PALMDALE TO BURBANK
ALIGNMENT "E2"
ALISO CANYON ACCESS ROAD SOUTH
GENERAL PLAN

REV 02

947x54 ALIGNMENT "EZ"

ALISON CANYON VIA[DUCT CHSR NB ALIGNMENT "EZ"

PROPOSED ALISO CANYON VIA[DUCT CHSR SB ALIGNMENT "EZ"

DESIGNER
A. RELANO

DRAWN
J. LOP.ES

CHECKED BY
J. REV.OL.AS

DATE
04/30/2021

CONTRACT NO.
HSR14-42

DRAWING NO.
ST-J1411-E2

SCALE AS SHOWN

SHEET NO.
LEGEN[:
0 PARAPET INDICATES NEW CONSTRUCTION

NOTE:
ALL DIMENSIONS AND SIZE OF THE ELEMENTS AT FINAL DESIGN LEVEL ARE BASED ON EXPERIENCE FOR SIMILAR STRUCTURES AND ARE CONSERVATIVE WITH RESPECT TO THE CONSIDERED FOOTPRINT. ANY FURTHER DESIGN WILL BE CARRIED OUT AS MORE DETAILED INFORMATION IS AVAILABLE. ALL RECOMMENDATIONS REGARDING THE FOUNDATION TYPE ARE BASED ON PRELIMINARY GEOTECHNICAL INFORMATION AND WILL BE INCLUDED IN THE APS REPORT.

CALIFORNIA HIGH-SPEED RAIL PROJECT
PALMDALE TO BURBANK
ALIGNMENT "E2"
ALISO CANYON ACCESS ROAD SOUTH
GENERAL PLAN

REV 02

947x54 ALIGNMENT "EZ"

ALISON CANYON VIA[DUCT CHSR NB ALIGNMENT "EZ"

PROPOSED ALISO CANYON VIA[DUCT CHSR SB ALIGNMENT "EZ"

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J. LOP.ES

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DATE
04/30/2021

CONTRACT NO.
HSR14-42

DRAWING NO.
ST-J1411-E2

SCALE AS SHOWN

SHEET NO.
LEGEN[:
0 PARAPET INDICATES NEW CONSTRUCTION

NOTE:
ALL DIMENSIONS AND SIZE OF THE ELEMENTS AT FINAL DESIGN LEVEL ARE BASED ON EXPERIENCE FOR SIMILAR STRUCTURES AND ARE CONSERVATIVE WITH RESPECT TO THE CONSIDERED FOOTPRINT. ANY FURTHER DESIGN WILL BE CARRIED OUT AS MORE DETAILED INFORMATION IS AVAILABLE. ALL RECOMMENDATIONS REGARDING THE FOUNDATION TYPE ARE BASED ON PRELIMINARY GEOTECHNICAL INFORMATION AND WILL BE INCLUDED IN THE APS REPORT.
NOTE:
ALL DIMENSIONS AND SIZE OF THE ELEMENTS AT PEPD DESIGN LEVEL ARE BASED ON EXPERIENCE FOR SIMILAR STRUCTURES AND ARE CONSERVATIVE WITH RESPECT TO THE CONSIDERED FOOTPRINT. ANY FURTHER DESIGN WILL BE CARRIED OUT AS MORE DETAILED INFORMATION IS AVAILABLE. ALL RECOMMENDATIONS REGARDING THE FOUNDATION TYPE ARE BASED ON PRELIMINARY GEOTECHNICAL INFORMATION AND WILL BE INCLUDED IN THE APS REPORT.

NOTE:
ALL DIMENSIONS AND SIZE OF THE ELEMENTS AT PEPD DESIGN LEVEL ARE BASED ON EXPERIENCE FOR SIMILAR STRUCTURES AND ARE CONSERVATIVE WITH RESPECT TO THE CONSIDERED FOOTPRINT. ANY FURTHER DESIGN WILL BE CARRIED OUT AS MORE DETAILED INFORMATION IS AVAILABLE. ALL RECOMMENDATIONS REGARDING THE FOUNDATION TYPE ARE BASED ON PRELIMINARY GEOTECHNICAL INFORMATION AND WILL BE INCLUDED IN THE APS REPORT.
CALIFORNIA HIGH-SPEED RAIL PROJECT
PALMDALE TO BURBANK
ALIGNMENT "E2"
WENTWORTH STREET OVERCROSSING
GENERAL PLAN

NOTE:
ALL DIMENSIONS AND SIZE OF THE ELEMENTS AT POPID DESIGN LEVEL ARE BASED ON EXPERIENCE FOR SIMILAR STRUCTURES AND ARE CONSERVATIVE WITH RESPECT TO THE CONSIDERED FOOTPRINT. ANY FURTHER DESIGN WILL BE CARRIED OUT AS MORE DETAILED INFORMATION IS AVAILABLE. ALL RECOMMENDATIONS REGARDING THE FOUNDATION TYPE ARE BASED ON PRELIMINARY GEOTECHNICAL INFORMATION AND WILL BE INCLUDED IN THE APS REPORT.

LEGEND:
- INDICATES BRIDGE REMOVAL PORTION
- INDICATES NEW CONSTRUCTION
- INDICATES FOUNDATION OR HIDDEN LINES
- MINIMUM VERTICAL CLEARANCE
- INDICATES DIRECTION OF TRAFFIC

NOTE:
SEE GENERAL NOTES PLAN
NOTE:

ALL DIMENSIONS AND SIZE OF THE ELEMENTS AT PEPP DESIGN LEVEL ARE BASED ON EXPERIENCE FOR SIMILAR STRUCTURES AND ARE CONSERVATIVE WITH RESPECT TO THE CONSIDERED FOOTPRINT. ANY FURTHER DESIGN WILL BE CARRIED OUT AS MORE DETAILED INFORMATION IS AVAILABLE. ALL RECOMMENDATIONS REGARDING THE FOUNDATION TYPE ARE BASED ON PRELIMINARY GEOTECHNICAL INFORMATION AND WILL BE INCLUDED IN THE APS REPORT.

LEGEND:
- Indicates bridge removal portion
- Structure approach slab type (N(S))
- Indicates new construction
- Indicates foundation or hidden lines
- Minimum vertical clearance
- Indicates direction of traffic

NOTE:
SEE GENERAL NOTES PLAN