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.
EB 135+50.00

STRUCTURE DIMENSIONS ARE INDICATIVE.

AASHTO ROADSIDE DESIGN GUIDE (2006)

THE FOLLOWING ARE ROADWAY DESIGN STANDARD AND GUIDELINES:

STA 296+82.67 (SPRUCE CT) IS THE NORTHERN LIMIT OF THE PALMDALE-BURBANK ENVIRONMENTAL FOR ROADWAY IMPROVEMENTS, SEE ROADWAY PLANS.

FINAL SLOPES TO BE DEFINED AT A LATER STAGE, WHEN THE GEOTECHNICAL STUDY IS AVAILABLE.

CALTRANS HIGHWAY DESIGN MANUAL (2006)

APPLICABLE LOCAL DESIGN STANDARD AND GUIDELINES (I.E., CITY OF LOS ANGELES)

MINIMUM VERTICAL CLEARANCE REQUIREMENTS TO CANALS AND DITCHES

GENERAL NOTES

1. TRACK PROFILE IS DESIGNED AS CENTERLINE AT THE TOP OF THE SB LOW RAIL.

2. MINIMUM VERTICAL CLEARANCE REQUIREMENTS TO CANALS AND DITCHES ARE NOT KNOWN. FURTHER CONSULTATION WITH THE WATERCOURSE OWNERS WILL BE REQUIRED TO DETERMINE NECESSARY CLEARANCES.

3. "0'-FREEBOARD HAS BEEN ALLOWED OVER THE 100-YEAR FLOOD LEVEL ELEVATIONS OF THE AWASHES AND LA RIVER.

4. THE FOLLOWING ARE ROADWAY DESIGN STANDARD AND GUIDELINES:

   A. CALTRANS HIGHWAY DESIGN MANUAL (2006)
   B. AASHO ROADSIDE DESIGN GUIDE (2006)
   C. APPLICABLE LOCAL DESIGN STANDARD AND GUIDELINES (I.E., CITY OF LOS ANGELES)

5. FOR ROADWAY IMPROVEMENTS, SEE ROADWAY PLANS.

6. STRUCTURE DIMENSIONS ARE INDICATIVE.

7. 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 260+00.00 AND STA 296+82.67 (SPRUCE CT) SHOWN FOR REFERENCE ONLY.

LEGEND
In underground sections,

1. Site stationing given is approximate and will be finalized in future design phase.
2. In underground sections, RF communication will be using directional antennas or radiant cables.
3. Traction power facilities have radio antennas.
4. All tunnel portals (TUNP) require space for radio masts as well as antennas. The associated cabin to house radio equipment, ATC equipment, and cabling will be located at these locations too.
5. Radio equipment within tunnels will be installed in cross passages, equipment rooms, and at parallel stations.
TRACTION POWER SUBSTATION 17A

CALIFORNIA HIGH-SPEED RAIL PROJECT
PALMDALE TO BURBANK
ALIGNMENT "SR14A"
TRACTION POWER FACILITIES
TRACTION POWER SUBSTATION 17A
VINCENT SUBSTATION 2 OF 2

MATCH LINE - TP-F4002-14A
MATCH LINE - SEE LOWER LEFT
MATCH LINE - SEE MIDDLE RIGHT

POWER CONNECTION TO VINCENT SUBSTATION
EXISTING SCRRA TRACKS

DRAWN BY A. RELANO
DESIGNED BY F. VASQUEZ
CHECKED BY R. RODRIGUEZ
IN CHARGE 0400074

MATCH LINE - SEE LOWER LEFT
MATCH LINE - SEE MIDDLE RIGHT

EXISTING SCRRA TRACKS

400 0 800
1"=400'
CALIFORNIA HIGH-SPEED RAIL PROJECT
PALMDALE TO BURBANK
ALIGNMENT "SR14A"
TRACTION POWER FACILITIES
PARALLELING STATION 4

PLAN

REV. DATE BY EA VER DESCRIPTION

1.00
100
200

F=500'

114 2021 11:55:14 AM

PD#:
005-14A
AS SHOWN

11/15/2014 AM

1370+00
1375+00
1380+00
1385+00
1390+00
1395+00
END VIADUCT

"REFINED SR14"

HSR VIADUCT
HSR R/W
PROP POWER CONNECTION
ACCESS ROAD
PARALLELING STATION 4
STA 1381+90
WITH COMMUNICATION TOWER

GRADING LIMIT LINE

C CHSR NR ALIGNMENT
C CHSR SB ALIGNMENT

A. RELANO
02/26/2021

R. RODRIGUEZ

F. VAZQUEZ
A. RELANO

CONSTRUCTION
NOT FOR
SR14A/E1A/E2A
ADDENDUM
PEPD RECORD SET

DATE CHK APP
REv
DESCRIPTION

DRAWN BY
DESIGNED BY
CHECKED BY
IN CHARGE

0400074
3/4/2021
11:55:14 AM

c:\pwworking\chsr\dms28532\PB-TP-O4005-SR14A.dgn
CALIFORNIA HIGH-SPEED RAIL PROJECT
PALMDALE TO BURBANK
ALIGNMENT "E1A"
TRACTION POWER FACILITIES LOCATION LAYOUT

LEGEND
RAILWAY SYSTEMS FACILITY
SPACEING (MILES)
AT-GRAGE / ELEVATED
UNDERGROUND

ABBREVIATIONS:
TPSS: TRACTION POWER SUBSTATION
PS: PARALLELING STATION
SWS: SWITCHING STATION
TUNP: TUNNEL PORTAL FACILITIES
SRS: STANDALONE RADIO SITE
TC: TRAIN CONTROL FACILITY
ATC: AUTOMATIC TRAIN CONTROL

NOTES:
1. SITE STATIONING GIVEN IS APPROXIMATE AND WILL BE FINALIZED IN FUTURE DESIGN PHASE.
2. IN UNDERGROUND SECTIONS, RF COMMUNICATION WILL BE USING DIRECTIONAL ANTENNAS OR RADIANT CABLES.
3. TRACTION POWER FACILITIES HAVE RADIO ANTENNAS.
4. ALL TUNNEL PORTALS (TUNP) REQUIRE SPACE FOR RADIO MASTS AS WELL AS ANTENNAS PLUS AN ASSOCIATED CABIN TO HOUSE RADIO EQUIPMENT. ATC EQUIPMENT CABINS WILL BE LOCATED AT THESE LOCATIONS TOO.
5. RADIO EQUIPMENT WITHIN TUNNELS WILL BE INSTALLED IN CROSS PASSAGES, EQUIPMENT ROOMS AND AT PARALLELING STATIONS.
TRACTION POWER SUBSTATION
17B (E1A ALIGNMENT)
17C (E2A ALIGNMENT)
LEGEND
RAILWAY SYSTEMS FACILITY SPACING (MILES)
- AT-GRADE / ELEVATED
- UNDERGROUND

ABBREVIATIONS:
TPSS: TRACTION POWER SUBSTATION
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SR14A ALIGNMENT

TO PALMDALE STATION

TO BURBANK STATION

T UN P  472 + 31
T UN P  1170 + 00
T UN P  1233 + 50
T UN P  1288 + 00
T UN P  1378 + 93
T UN P  2055 + 80

CR O SS  P A SS AG E )
CR O SS  P A SS AG E )
CR O SS  P A SS AG E )
CR O SS  P A SS AG E )
CR O SS  P A SS AG E )
CR O SS  P A SS AG E )

NB TRACK
SB TRACK

DATE

DRAWN BY

DESIGNED BY

CHECKED BY

IN CHARGE

0400074

02/26/2021

CALIFORNIA HIGH-SPEED RAIL PROJECT
PALMDALE TO BURBANK
ALIGNMENT "SR14A"
TRAIN CONTROL SYSTEM
INTERLOCKING SITES
"SITE D" LOCATIONS

NOT FOR CONSTRUCTION
NOTE:
1. THIS SCHEMATIC DIAGRAM IS APPLICABLE TO ALL ALTERNATIVES.