California High-Speed Rail Authority

Merced to Fresno Section: Central Valley Wye

Civil and Grade Separation Plans (Book 2 of 4)
SR 152 (North) to Road 19 Wye Alternative

Preliminary Engineering for Project Definition
Record Set - September 2016
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**MERCEDES-FRENSC HON**

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**California High-Speed Train Project**

**Central Valley Wye**

**Civil and Grade Separation Plans**

**Index of Drawings**

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### ABBREVIATIONS

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### CONSTRUCTION DOCUMENTS

- **Contract No.:** 09-0006
- **Construction Manager:** Parsons
- **Supervising Engineer:** Parsons
- **Architect:** Parsons

### DRAWING INFORMATION

- **Drawing No.:** 09-0006-001
- **Issue Date:** 09-05-2016
- **Prepared By:** Parsons
- **Approved By:** Parsons
- **Checked By:** Parsons
- **Drawn By:** Parsons
- **Revised:** 09-05-2016

### PROJECT INFORMATION

- **Project:** California High-Speed Train Project
- **Location:** Merced to Fresno Section
- **Type:** Civil and Grade Separation Plans

### SHEET CONTENTS

- **Page:** 2
- **Scale:** No Scale
- **Language:** English

### DRAWING CONTENTS

- **Description:**
  - Fig. 1: Plan View
  - Fig. 2: Section View
  - Fig. 3: Elevation View

### DESIGN INFORMATION

- **Design Team:** Parsons
- **Design Manager:** Parsons
- **Design Engineer:** Parsons

### MATERIALS

- **Concrete:** Portland cement concrete
- **Steel:** Structural steel plate pipe

### METHODS

- **Construction Method:** Trenching

### NOTICES

- **Notice to Contractors:** All work must be done in accordance with the plans and specifications

### LEGEND

- **Legend:** A list of symbols used in the drawing
- **Key:** A list of symbols used in the drawing

### REFERENCES

- **References:** National Building Code
- **Other:** State Building Code

### APPENDIX

- **Appendix:** A list of additional information

### ACKNOWLEDGEMENTS

- **Acknowledgements:** Thanks to the design team for their contributions
NOTE:
FOR LARGE SCALE VIEW OF EACH ALIGNMENT OPTION, PLEASE REFER TO KEY MAP SHANNES PROVIDED IN THIS PACKAGE FOR EACH OPTION.
GENERAL NOTES:

1. Design is based on the following standards:
   - California High-Speed Rail Authority Directive Drawings for High-Speed Rail Project Facilities
   - Caltrans Mainline Design Manual for State Highway Facilities
   - Local Agency Standards for all other facilities

2. The horizontal control datum is NAD 83. All elevations are based on NAVD 88.

3. All major utilities are shown on the plans. Please reference the section utility report for a discussion of high vs. low risk and minor utilities.

4. Retaining wall types are not shown due to current lack of geotechnical borings. It can be assumed for cost purposes that all fill retaining walls are MSE and that all cut retaining walls are soil nail. Preliminary retaining wall types will be finalized based on subsequent geotechnical exploration.

5. Major watercourses, irrigation canals, and bodies of water are shown on the plans. For further information regarding drainage design, please refer to the following:
   - Hydrology and Hydraulics Report
   - Storm Water Management Report
   - Structure, Vault and Tunnel Plans (for flow direction)

6. Where proposed roadway R/W and roadway TCE lines cross perpendicular to existing roadway R/W lines, it is assumed that these lines show a demarcation of construction limits. They are not intended to be construed as a jurisdictional transfer.

7. Emergency vehicle access shall be maintained at all times.

8. Cul-de-sacs were designed based on Merced County Standard (ST-12).

9. Metal beam guard railing was designed per Caltrans standard plans (A77) and AASHTO Roadside Design Guide Table 5-10.

CIVIL AND GRADE SEPARATION PLANS

CENTRAL VALLEY WYE

STORM WATER MANAGEMENT REPORT
- FLOODPLAIN IMPACTS ASSESSMENT REPORT
- HYDROLOGY AND HYDRAULICS REPORT
- STRUCTURE, VAULT AND TUNNEL PLANS (FOR FLOW DIRECTION)

FOLLOWING:
- STORM WATER MANAGEMENT REPORT
- FLOODPLAIN IMPACTS ASSESSMENT REPORT
- HYDROLOGY AND HYDRAULICS REPORT
- STRUCTURE, VAULT AND TUNNEL PLANS (FOR FLOW DIRECTION)
California High-Speed Train Project

Central Valley Wye

SR 152 (North) to Road 19 Wye Alternative

Key Map

Sheet 3 of 4

Madera County

Road 24 Realignment (see drawings CV-R1310-B to CV-R1314-B)

Avon Avenue 20 1/2 overhead to CV-S1314-B

Avon Avenue 20 1/2 alignment (see drawings CV-R1310-B to CV-R1314-B)

Centerline See CP 1 for Continuation

Match Line See Drawing CV-B6051-B

See drawings CV-R1310-B to CV-R1320-B for

Avon Avenue 19 Realignment

SR 152 (North) to Road 19 Wye Alternative

Key Map

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**Road 9/152 W/W on Ramp**

**Road 9/152 W/O W/O on Ramp**

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**SR 152 Realignment at SR 233**

**SR 152 / 233**

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**SR 233/233 W/O on Ramp**

**SR 233/233 Loop on Ramp**

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**CALIFORNIA HIGH-SPEED TRAIN PROJECT**
**MERGED TO FRESNO SECTION**
**CENTRAL VALLEY WYE**
**SR 152 (NORTH) TO ROAD 19 WYE ALTERNATIVE GEOMETRY DATA TABLE**
**SHEET 4 OF 6**
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**ROAD 17 1/2 RD 17 1/2"**

**FARFIELD ELVU REALIGNMENT "FARFIELD LINE"**

**ROAD 24 REALIGNMENT "ROAD 24"**

**AVENUE 20 1/2"**

**AVENUE 20 1/2"**

**CALIFORNIA HIGH-SPEED TRAIN PROJECT**

**MERGED TO PRESON SECTION**

**CENTRAL VALLEY YWE**

**SR 152 (NORTH) TO ROAD 19 WYE ALTERNATIVE**

**GEOMETRY DATA TABLE**

**SHEET 5 OF 6**
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- ROAD 19 REALIGNMENT "NO 19 LINE"
- ROAD 19 REALIGNMENT "NO 19 1/2 LINE"
- FAIRLANE REALIGNMENT "FAIRLANE CT"
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<td>115 KV, crossing at Eastside Bypass</td>
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<td>NYM-8</td>
<td>Electric Overhead</td>
<td>230 KV, Diagonal of Road 22 &amp; Avenue 22</td>
<td>6883480 to 6909425</td>
<td>CV-S1570-B to CV-S1590-B</td>
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<td>NYM-16</td>
<td>Electric Overhead</td>
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<td>Natural Gas Line</td>
<td>G44</td>
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<td>Natural Gas Line</td>
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<td>Natural Gas Line</td>
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<td>Petroleum Products</td>
<td>JVC-8</td>
<td>Challenger Pipeline</td>
<td>High pressure Natural gas gathering steel line on west side of Flanagan Road</td>
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<td>Petroleum Products</td>
<td>P2</td>
<td>Petroleum</td>
<td>12.75&quot;, 0.0, 12&quot; ID, 0.219&quot; TH X-60 High pressure, east side of UPRR</td>
<td>36704245</td>
<td>CV-S1540-B to CV-S1546-B</td>
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<td>JVC-65</td>
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<td>JVC-66</td>
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<td>San Juan Canal</td>
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<td>JVC-74</td>
<td>Riverside Canal</td>
<td>Max flow - 50 cfs, Irrigation Infrastructure</td>
<td>5567440 to 5070440</td>
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<td>JVC-94</td>
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<td>JVC-101</td>
<td>Mariposa Slough</td>
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<td>5772410 to 5783485</td>
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<td>JVC-15</td>
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<td>Ash Slough</td>
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<td>6276440 to 6282440</td>
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**CALIFORNIA HIGH-SPEED TRAIN PROJECT**
**MERGED TO FRENO SECTION**
**CENTRAL VALLEY WYE**
**SR 152 (North) to Road 19 WYE ALTERNATIVE UTILITY CONFLICT TABLE SHEET 3 OF 4**

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**Date:** 10/30/2015

**Drawn By:** A. Gura
**Designed By:** C. Lemley
**Checked By:** M. Tactay
**In Charge:** A. Gura

---

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<tr>
<td>F9</td>
<td>T97</td>
<td>Fiber Optic</td>
<td>Underground Trenched Ducts with Fiber Optic, east side of Fairmead Blvd.</td>
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<td>F9</td>
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<td>Fiber Optic</td>
<td>Underground 2-2&quot; HDPE, east side of UPRR</td>
<td>36702435</td>
<td>CV-S1530-B</td>
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<tr>
<td>F9</td>
<td>F9</td>
<td>Fiber Optic</td>
<td>Underground 2-2&quot; HDPE, east side of UPRR</td>
<td>154124270 to 15460440</td>
<td>CV-S1530-B to CV-S1540-B</td>
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<tr>
<td>JVC-56</td>
<td>T89</td>
<td>Fiber Optic</td>
<td>Buried cable, Run North-South on the west side of Eight Road right-of-way, 12 Pair</td>
<td>5438415</td>
<td>CV-S1530-B to CV-S1540-B</td>
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<td>JVC-57</td>
<td>F9</td>
<td>Fiber Optic</td>
<td>Buried cable, Run North-South on the east side of Indiana Road right-of-way, 6 Pair</td>
<td>5565405</td>
<td>CV-S1530-B to CV-S1540-B</td>
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</table>

**NOTES:**
1. All conflicts are transverse unless otherwise noted. All pipe sizes are shown in inches in diameter.
2. Refer to the 15% Hydrology and Hydraulics Report for additional utility information.
3. Refer to the 15% Hydrology and Hydraulics Report for additional water crossing information.
TYPICAL SECTION
AT STRUCTURE APPROACH

COUNTY ROADWAY OR STATE HIGHWAY
"HENRY MILLER RD" LINE
"INDIANA RD" LINE
"COYOTE RD" LINE
"RD 4/LINCOLN RD" LINE
"RD 12" LINE
"SR 233/INDIANA RD" LINE
"FAIRLANE CT" LINE
"FRONTAGE RD" LINE
"CATES CT" LINE
"SR 233/ROBERTSON BLVD" LINE
"RD 12" LINE
"RD 9/HEMLOCK RD" LINE
"RD 4/LINCOLN RD" LINE
"COYOTE RD" LINE
"FAIR BLVD" LINE
"FRONTAGE RD" LINE

NOTES:
1. THE DITCH FLOWLINE SHOULD BE LOWER THAN THE ROADWAY STRUCTURAL SECTION.
2. RIGHT-OF-WAY REQUIRED FOR THE APPROACH TO A GRADE SEPARATION WILL DEPEND UPON CONDITIONS ALONG THE ALIGNMENT, INCLUDING TERRAIN, CUT/FILL EXTENTS, AND USE OF RETAINING STRUCTURES.
NOTES:
1. THE GUTTA FLOWLINE SHOULD BE LARGER THAN THE ROADWAY STRUCTURAL SECTION.
2. RIGHT-OF-WAY REQUIRED FOR THE APPROACH TO A GRADE SEPARATION WILL DEPEND UPON CIRCUMSTANCES ALONG THE ALIGNMENT, INCLUDING TERRAIN, CUT/FILL EXTENTS, AND USE OF RETAINING STRUCTURES.

2 LANES @ 12'-24'
2 LANES @ 12'-24'
LINES
LINES

10'-15'
10'-15'

MEDIAN
MEDIAN

SMLD
SMLD

SMLD
SMLD

HP
HP

TYP
TYP

3'
3'

ETW
ETW

MAX
MAX

2%
2%

5%
5%

411
411

ETW
ETW

MAX
MAX

2%
2%

5%
5%

411
411

R/W = 225' TYP

CONCRETE BARRIER (TYPE 60D)

CABLE RAILING

GUARDRAIL

RETAINING WALL

TYPICAL SECTION
"EB ON RAMP" LINE @ ROAD 9 AND SR 233
"EB OFF RAMP" LINE @ ROAD 9 AND SR 233

TYPICAL SECTION
"EB ON RAMP" LINE @ ROAD 9 AND SR 233
"WB OFF RAMP" LINE @ ROAD 9 AND SR 233

DATE CHK APP REV DESCRIPTION
14-Mar-2016 14:35 M F - C V - B 0081 - B .dgn

CONTRACT NO.

P0042226

CONSTRUCTION NOT FOR SUBMITTAL 15% DESIGN RECORD SET
NOTES:
1. The ditch flowline should be lower than the roadway structural section.
2. Right-of-way required for the approach to a grade separation will depend upon conditions along the alignment, including terrain, cut/fill extents, and use of retaining structures.
NOTES:
1. THE DITCH FLOWLINE SHOULD BE LOWER THAN THE ROADWAY STRUCTURAL SECTION.
2. RIGHT-OF-WAY REQUIRED FOR THE APPROACH TO A GRADE SEPARATION WILL DEPEND UPON CONDITIONS ALONG THE ALIGNMENT, INCLUDING TERRAIN, CUT/FILL EXTENTS, AND USE OF RETAINING STRUCTURES.

TYPICAL SECTION
"SR 152 RD 17 1/2" LINE
MADERA COUNTY

ROADWAY R/W

AVENUE 23 1/2

MATCH LINE SEE DRAWING CV-S1190-B

EXISTING PROPERTY LINE (TYP)

TOE OF FILL

TOE OF FILL

TOE

ACCESS EASEMENT

ACCESS EASEMENT

ACCESS ROAD

ROADWAY R/W

ROADWAY R/W

TOE

MATCH LINE SEE DRAWING CV-S1190-B

PLAN

200 0 200 400

1"=200'

MERCED TO FRESNO SECTION

CENTRAL VALLEY WYE

SR 152 (NORTH) TO ROAD 19 WYE ALTERNATIVE

CIVIL PLAN

SJD-FRE ACCESS ROAD

CALIFORNIA HIGH-SPEED TRAIN PROJECT

CONSTRUCTION NOT FOR SUBMITTAL

15% DESIGN

RECORD SET

100 PERCENT

CALIFORNIA HIGH-SPEED RAIL AUTHORITY

PARSONS

DATE

03/18/2016

DRAWN BY

A. GURA

M. TACTAY

A. VALDIOS

C. LEMLEY

DESIGNED BY

CHECKED BY

IN CHARGE

CONTRACT NO.

1"=200'

005133 A

0

30

200

0

400

106

0
MERCED TO FRESNO SECTION
CENTRAL VALLEY WYE

CIVIL PLAN

SJD-FRE ACCESS ROAD

HSR08-05

MADERA COUNTY ROAD

24

C. LEMLEY

03/18/2016

M. TACTAY

A. GURA

SR 152 (NORTH) TO ROAD 19 WYE ALTERNATIVE

DATE

DRAWING NO.

SCALE

SHEET NO.

DATE

CHK

APP

BY

REV

DESCRIPTION

DRAWN BY

DESIGNED BY

CHECKED BY

IN CHARGE

CONSTRUCTION

CALIFORNIA HIGH-SPEED TRAIN PROJECT
MERced to fresno section

CALIFORNIA HIGH-SPEED RAIL AUTHORITY

CONSTRUCTION

NOT FOR SUBMITTAL

15% DESIGN

RECORD SET

THE PERMANENT

SUBMITTAL

HEP FOR

CONSTRUCTION

1/18/2016

CONTRACT NO.

p005133 A

340

200

200

1"=200'

MATCH LINE SEE DRAWING CV-S1300-B

PLAN

TIE

ACCESS EASEMENT

ACCESS ROAD

ACCESS EASEMENT

ACCESS ROAD

ACCESS EASEMENT

TIE

200 0 200 400

1"=200'
CONFLICT ID# P2
12" PETROLEUM
KINDER MORGAN
(NB) SR 99 (EX)
(SB) SR 99 (EX)
(TCE)
(RR)

CONFLICT ID# F11
SPRINT FIBER OPTIC
HDPE

CONFLICT ID# F9
QWEST UNDERGROUND 2-2"
4-DUCTS

CONFLICT ID# T44
AT&T UNDERGROUND TRENCHED

CONFLICT ID# G30
PG&E 12" GAS LINE

CONFLICT ID# JVC-110
DUTCHMAN CREEK

UTILITY EASEMENT / TCE PRIVATE FARM

ROAD CLOSED
PRIVATE FARM

CONSTRUCTION 2016, TYP) (BY CALTRANS END SR 99 REALIGNMENT
(SR 99 EAST SIDE FRONTAGE ROAD (BY CALTRANS)

TOP OF CUT
TIE

EXISTING PROPERTY

DETENTION BASIN

LINE (TYP)

AR FENCE

HST R/W

ST-T1530-B TO ST-T3531-B)
TUNNEL PLANS; DRAWINGS
(SEE STRUCTURE, VIADUCT AND CUT AND COVER TUNNEL AT UPRR
ST-T1520-B TO ST-T3521-B)
TUNNEL PLANS; DRAWINGS
(SEE STRUCTURE, VIADUCT AND CUT AND COVER TUNNEL AT SR 99
ROAD (BY CALTRANS)
SR 99 EAST SIDE FRONTAGE ROAD (BY CALTRANS)

TCE
ROADWAY R/W

PUMP STATION

PUMP STATION ACCESS ROAD

TIE

RETURNING WALL

TOP AND COVER TUNNEL AT SR 99 LINE STRUCTURE, VIADUCT AND TUNNEL PLANS; DRAWINGS ST-T1520-B TO ST-T3521-B)

STANDALONE RADIO SITE MF 7 INTERLOCKING AND BD SITE PLANS; DRAWING CV-S1520-B)
PUMP STATION

MATCH LINE SEE DRAWING CV-S1530-B
MATCH LINE SEE DRAWING CV-S1540-B

TCE

TOP AND COVER TUNNEL AT UP RR LINE STRUCTURE, VIADUCT AND TUNNEL PLANS; DRAWINGS ST-T1530-B TO ST-T3531-B)

TIE

RETURNING WALL

TIE

200 0 400 200 400 200 0 200 400 200 400
1"=200'

NOTES:
1. FOR GEOMETRIC DATA SEE GEOMETRY DATA TABLE CV-B0060-B.
2. HENRY MILLER ROAD DESIGNED WITH 60 MPH DESIGN SPEED.

PLAN

PROFILE "HENRY MILLER RD" LINE

TABLE

TOTAL

CALIFORNIA HIGH-SPEED TRAIN PROJECT
MERCEDE TO FRESNO SECTION
CENTRAL VALLEY WYE
SR 152 (NORTH) TO ROAD 19 WYE ALTERNATIVE
PLAN AND PROFILE
HENRY MILLER ROAD REALIGNMENT

PARSONS
CALIFORNIA HIGH-SPEED RAIL AUTHORITY

NOTES:
1. FOR GEOMETRIC DATA SEE GEOMETRY DATA TABLE CV-B0060-B.
2. HENRY MILLER ROAD DESIGNED WITH 60 MPH DESIGN SPEED.
1. Henry Miller Road designed with 60 MPH design speed.

NOTES:
- Profile "Henry Miller Rd" line
- TOE of fill
- Roadway R/W
- Tie
- TEE
- Culvert
- Access Easement / TEE
- Canal Realignment
- Barrier
- Wet R/W
- AR Fence
- Culvert
- Wet SD Track
- Culvert
- Wet No Track
- Culvert

CALIFORNIA HIGH-SPEED TRAIN PROJECT
MERced TO FRESNO SECTION
Central Valley WYE
SR 152 (North) to Road 19 WYE Alternative
Plan and Profile
Henry Miller Road Realignment

Match Line See Drawing CV-R1031-B
Match Line See Drawing CV-R1033-B
NOTES:
1. For geometric data see geometry data table CV-B0060-A.
2. Henry Miller Road designed with 60 MPH design speed.

**CALIFORNIA HIGH-SPEED TRAIN PROJECT**
**MERCEDE COUNTY**

**CONTRACT NO.**
**CALIFORNIA HIGH-SPEED TRAIN PROJECT**
**p004226**

**EXC**
**EMB**
**STATION**
**CY**

**TOTAL**

- 1' = 10'
- 1" = 100'

**RELATION**
**SR 152 (North) to Road 19 WYE Alternative**

**PLAN AND PROFILE**

**HSR08-05**

**AS SHOWN**
**C. LEMLEY**
**A. GURA**
**J. RAY**

**DATE**
**03/18/2016**
NOTES:
1. FOR DETAIL OF INDANA RD OVERHEAD, SEE STRUCTURE, VIDUCT AND TUNNEL PLANS DRAWING ST-R1050-B.
2. FOR GEOMETRIC DATA SEE GEOMETRY DATA TABLE CV-B0060-B.
3. INDANA ROAD DESIGNED WITH 60 MPH DESIGN SPEED.

15% DESIGN RECORD SET 15+00 20+00 25+00 30+00 35+00 40+00 45+00 50+00 55+00 60+00 65+00 70+00 75+00 80+00 85+00 90+00 95+00 100+00 105+00 110+00 115+00 120+00 125+00 130+00 135+00 140+00 145+00 150+00 155+00 160+00 165+00 170+00

Elev 105.83 11 + 17.63 PVI
Elev 105.94 12 + 40.00 BV C
Elev 115.20 18 + 40.00 EV C
Elev 141.00 27 + 00.00 BV C

HST R/W  
INDIANA RD  
33+06.50 BB  
Elev 152.42 36+76.50 EB  

HST SJD-FRE  
34+99.65  

INDIANA RD  34+82.06  
HST SJD-FRE  5573+00.05  

HST SJD-FRE  5572+93.97  

INDIANA RD GRADE SEPARATION  
CENTRAL VALLEY WYE  
TOE OF FILL  

ACCESS EASEMENT / TCE  
CANAL REALIGNMENT  
AR FENCE  
BARRIER  

MATCH LINE SEE DRAWING CV-R1050-B

PARSONS  
CALIFORNIA HIGH-SPEED TRAIN PROJECT  
MERCE TO FRENSO SECTION  
CENTRAL VALLEY WYE  
SR 152 (NORTH) TO ROAD 19 WYE ALTERNATIVE  
PLAN AND PROFILE  
INDANA ROAD GRADE SEPARATION
NOTES:

1. FOR GEOMETRIC DATA SEE GEOMETRY DATA TABLE CV-R0060-B.
2. INDIANA ROAD DESIGNED WITH 60 MPH DESIGN SPEED.

INDIANA ROAD GRADE SEPARATION

A. GURA
M. TACTAY
J. RAY
C. LEMLEY

CV-R1051-B

MATCH LINE SEE DRAWING CV-R1050-B

MERCED TO FRESNO SECTION

CENTRAL VALLEY WYE SR 152 (NORTH) TO ROAD 19 WYE ALTERNATIVE

TOE OF FILL
GUARDRAIL

TOP OF CUT
CULVERT

ACCESS EASEMENT

INDIANA ROAD DESIGNED WITH 60 MPH DESIGN SPEED.

1. FOR GEOMETRIC DATA SEE GEOMETRY DATA TABLE CV-R0060-B.
2. INDIANA ROAD DESIGNED WITH 60 MPH DESIGN SPEED.

NOTE:

1. FOR GEOMETRIC DATA SEE GEOMETRY DATA TABLE CV-R0060-B.
2. INDIANA ROAD DESIGNED WITH 60 MPH DESIGN SPEED.

INDIANA ROAD GRADE SEPARATION

A. GURA
M. TACTAY
J. RAY
C. LEMLEY

CV-R1051-B

MATCH LINE SEE DRAWING CV-R1050-B

MERCED TO FRESNO SECTION

CENTRAL VALLEY WYE SR 152 (NORTH) TO ROAD 19 WYE ALTERNATIVE

TOE OF FILL
GUARDRAIL

TOP OF CUT
CULVERT

ACCESS EASEMENT

INDIANA ROAD DESIGNED WITH 60 MPH DESIGN SPEED.

1. FOR GEOMETRIC DATA SEE GEOMETRY DATA TABLE CV-R0060-B.
2. INDIANA ROAD DESIGNED WITH 60 MPH DESIGN SPEED.
NOTES:
1. FOR GEOMETRIC DATA SEE GEOMETRY DATA TABLE CV-B0060-B.
2. COYOTE ROAD DESIGNED WITH 35 MPH DESIGN SPEED.

CALIFORNIA HIGH-SPEED TRAIN PROJECT
MERCEDES TO FRESNO SECTION
CENTRAL VALLEY WYE
SR 152 (NORTH) TO ROAD 19 WYE ALTERNATIVE
PLAN AND PROFILE
COYOTE ROAD REALIGNMENT

CONSTRUCTION NOT FOR SUBMITTAL
15% DESIGN
RECORD SET

17 - NOV - 2016
10:13
M F - C V - R 1090 - B.dgn

CALIFORNIA HIGH-SPEED TRAIN PROJECT
MERCEDES TO FRESNO SECTION
CENTRAL VALLEY WYE
SR 152 (NORTH) TO ROAD 19 WYE ALTERNATIVE
PLAN AND PROFILE
COYOTE ROAD REALIGNMENT

CONSTRUCTION NOT FOR SUBMITTAL
15% DESIGN
RECORD SET
NOTES:
1. COYOTE ROAD DESIGNED WITH 35 MPH DESIGN SPEED.

COYOTE ROAD REALIGNMENT
SR 152 (NORTH) TO ROAD 19 WYE ALTERNATIVE
PLN AND PROFILE
COYOTE ROAD REALIGNMENT

CALIFORNIA HIGH-SPEED TRAIN PROJECT
MERCE TO FRESNO SECTION
CENTRAL VALLEY WYE
AS SHOWN
PLN AND PROFILE
COYOTE ROAD REALIGNMENT

K=400.00
HST R/W
TOE OF FILL
"COYOTE RD" LINE

PROFILE "COYOTE RD" LINE
NOTES:
1. FOR GEOMETRIC DATA SEE GEOMETRY DATA TABLE CV-R0060-B.
2. SR 152 AT SR 59 DESIGNED WITH 80 MPH DESIGN SPEED.
DATE 17 - M A R - 2016

DRAWING NO. 17 :32

SCALE 1:20

SHEET NO. M F - C V - R 1101 - B .dgn

CONTRACT NO. p004226

NOTES:
1. FOR GEOMETRIC DATA SEE GEOMETRY DATA TABLE CV-B0060-B.
2. SR 152 AT SR 59 DESIGNED WITH 80 MPH DESIGN SPEED.
NOTES:
1. FOR GEOMETRIC DATA SEE GEOMETRY DATA TABLE CV-B0060-B.
2. SR 152 AT SR 59 DESIGNED WITH 80 MPH DESIGN SPEED.
### NOTES:

1. FOR GEOMETRIC DATA SEE GEOMETRY DATA TABLE CV-R0066-BL.
2. SR 152 AT SR 59 DESIGNED WITH 80 MPH DESIGN SPEED.

### PROFILE "SR 152/SR 59" LINE

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<th>94+00</th>
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<th>105+00</th>
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</table>

### PLAN

- **Transition SR 152 to Match Exist Alignment**
- **CONFORM TO EXIST**

### CALIFORNIA HIGH-SPEED TRAIN PROJECT

**MERCE TO FRENSO SECTION**

**CENTRAL VALLEY WYE**

**SR 152 (NORTH) TO ROAD 19 WYE ALTERNATIVE PLAN AND PROFILE**

**SR 152 REALIGNMENT AT SR 59**

**ACCESS EASEMENT / TCE**

**TO EXIST CONFORM TO EXIST ROADWAY R/W**

**TOE OF FILL**

**TOP OF CUT**

**BARBER**

**H FENCE**

**M A D E R A C O U N T Y**

**STANDALONE RADIO SITE SJF 6 ALTERNATE SITE 2**

**"SR 152/SR 59"**

**"SR 152/SR 59"**

**MADERA COUNTY PLAN**

**AS SHOWN 03/18/2016**

**M. TACTAY**

**J. RAY**

**NOTES:**

1. FOR GEOMETRIC DATA SEE GEOMETRY DATA TABLE CV-R0066-BL.
2. SR 152 AT SR 59 DESIGNED WITH 80 MPH DESIGN SPEED.
1. FOR GEOMETRIC DATA SEE GEOMETRY DATA TABLE CV-B0060-B.
2. SR 59/SR 152 EB OFF RAMP DESIGNED WITH 50 MPH DESIGN SPEED.
1. For the detail of SR 59/SR 152 EB Off Ramp overpass and overhead see structures, viaduct and tunnel plans drawing CV-R1101-B.

2. For geometric data see geometry data table CV-H00060-A.

3. SR 59/SR 152 EB Off Ramp designed with 50 MPH design speed.
NOTES:

1. FOR DETAIL OF SR 59/SR 152 WB ON RAMP OVERCROSSING AND OVERHEAD SEE STRUCTURE, VEADUIT AND TUNNEL PLANS DRAWING SV-41104-B.

2. FOR GEOMETRIC DATA SEE GEOMETRY DATA TABLE CV-08000-B.

3. SR 59/SR 152 WB ON RAMP DESIGNED WITH 60 MPH DESIGN SPEED.

CALIFORNIA HIGH-SPEED TRAIN PROJECT
MERCESE TO FRENO SECTION
CENTRAL VALLEY WYE
SR 152 (NORTH) TO ROAD 19 WYE ALTERNATIVE
PLAN AND PROFILE
SR 59/SR 152 WB ON RAMP GRADE SEPARATION

MERCEDE COUNTY
MADERA COUNTY

MATCH LINE SEE DRAWING CV-R1107-B

SCALE: 1" = 100'
VERTICAL: 1" = 10'

CR = 650.00'

TOE OF FILL
61+52.00 EB
68+32.00 BB

ELEVATION
170.36
61+52.00 EB
58+32.00 BB
(SEE NOTE 1)

61+52.00 EB
58+32.00 BB

ELEVATION
155.83
52+50.00 BV C

ELEVATION
142.04
49+50.00 EV C

ELEVATION
138.66
37+27.63 PVI

ELEVATION
127.04
46+00.00 PVI

ELEVATION
125.96
46+00.00 PVI

ELEVATION
127.04
46+00.00 PVI

K=142.71

K=151.11

ELEVATION
170.36
61+52.00 EB
68+32.00 BB

ELEVATION
155.83
52+50.00 BV C

ELEVATION
142.04
49+50.00 EV C

ELEVATION
138.66
37+27.63 PVI

ELEVATION
127.04
46+00.00 PVI

ELEVATION
125.96
46+00.00 PVI

ELEVATION
127.04
46+00.00 PVI

K=142.71

K=151.11
1. SR 59/SR 152 WB on ramp designed with 50 MPH design speed.
NOTES:
1. FOR DETAIL OF SR 59/SR 152 WB OFF RAMP OVERHEAD SEE STRUCTURE, HATCH AND TUNNEL PLANS ST-K1102-B.
2. FOR GEOMETRIC DATA SEE GEOMETRY DATA TABLE CV-B0061-B.
3. SR 59/SR 152 WB OFF RAMP DESIGNED WITH 50 MPH DESIGN SPEED.
4. FOR DETAIL OF SR 59/SR 152 WB OFF RAMP OVERHEAD SEE STRUCTURE, HATCH AND TUNNEL PLANS ST-K1102-B.
5. SR 59/SR 152 WB OFF RAMP DESIGNED WITH 50 MPH DESIGN SPEED.

CALIFORNIA HIGH-SPEED TRAIN PROJECT
MERGED TO FRENSHO SECTION
CENTRAL VALLEY WYE
SR 152 (NORTH) TO ROAD 19 WYE ALTERNATIVE PLAN AND PROFILE
SR 59/SR 152 WB OFF RAMP GRADE SEPARATION
SR 59/SR 152 EB LOOP RAMP DESIGNED WITH 50 MPH DESIGN SPEED.

1. FOR GEOMETRIC DATA SEE GEOMETRY DATA TABLE CV-B0061-B.

2. SR 59/SR 152 EB LOOP RAMP DESIGNED WITH 50 MPH DESIGN SPEED.

NOTES:

1. FOR GEOMETRIC DATA SEE GEOMETRY DATA TABLE CV-B0061-B.
2. SR 59/SR 152 EB LOOP RAMP DESIGNED WITH 50 MPH DESIGN SPEED.
**NOTES:**

1. For detail of Road 4/Lincoln Road overhead see structure, viaduct and tunnel plans drawing ST-K1110-B.

2. Road 4/Lincoln Road designed with 60 MPH design speed.

**PROFILE "RD 4/LINCOLN RD" LINE**

<table>
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<th>STATION</th>
<th>10400</th>
<th>15400</th>
<th>20400</th>
<th>25400</th>
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<td>11+40.00BVC</td>
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<td>14+40.00PVI</td>
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<td>17+40.00EVC</td>
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<td>25+30.00BVC</td>
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</table>

**Plan and Profile**

- Roadway R/W
- Access Easement / TCE
- Guardrail
- Retaining Wall

**MATCH LINE SEE DRAWING CV-R1112-B**

**Construction**

- Not For Submittal
- 15% Design
- Record Set

**Total**

- 60 MPH Design Speed
- Central Valley Wye
- SR 152 (North) to Road 19 Wye Alternative Plan and Profile
- Road 4/Lincoln Road Grade Separation

**California High-Speed Train Project**

- Madera County
- Merced to Fresno Section

**Design**

- Parson
- Madera County
- California High-Speed Authority

**Drawn by**

- A. Gura
- M. Tactay
- C. Lemley

**Designed by**

- A. Gura
- M. Tactay
- C. Lemley

**Checked by**

- A. Gura
- M. Tactay
- C. Lemley

**In Charge**

- A. Gura
- M. Tactay
- C. Lemley

**Date**

- 03/18/2016
NOTES:
1. ROAD 4/LINCOLN RD DESIGNED WITH 60 MPH DESIGN SPEED.
NOTES:
1. FOR DETAIL OF ROAD 9/HEMLOCK ROAD OVERHEAD SEE STRUCTURE, VIA DUCT AND TUNNEL PLANS DRAWING ST-K1160-B.
2. ROAD 9/HEMLOCK ROAD DESIGNED WITH 60 MPH DESIGN SPEED.
NOTES:

1. FOR GEOMETRIC DATA SEE GEOMETRY DATA TABLE CV-00061-B.
2. SR 152 AT ROAD 9 DESIGNED WITH 80 MPH DESIGN SPEED.
NOTES:
1. FOR GEOMETRIC DATA SEE GEOMETRIC DATA TABLE CV-0061-B.
2. SR 152 AT ROAD 9 DESIGNED WITH 80 MPH DESIGN SPEED.

SR 152 (NORTH) TO ROAD 19 WYE ALTERNATIVE
PLAN AND PROFILE

TRANSITION SR 152 TO MATCH EXISTING ALIGNMENT

CONTRACT NO.
CALIFORNIA HIGH-SPEED TRAIN PROJECT
CENTRAL VALLEY WYE
SR 152 (NORTH) TO ROAD 19 WYE ALTERNATIVE
PLAN AND PROFILE
SR 152 REALIGNMENT AT ROAD 9

FOR GEOMETRIC DATA SEE GEOMETRIC DATA TABLE CV-B0061-B.
1. For geometric data see geometry data table CV-B0061-B.
2. Road 9/SR 152 EB off ramp designed with 50 MPH design speed.
1. FOR GEOMETRIC DATA SEE GEOMETRY DATA TABLE CV-B0061-B.

2. ROAD 9/SR 152 EB ON RAMP DESIGNED WITH 50 MPH DESIGN SPEED.
NOTES:
1. FOR GEOMETRIC DATA SEE GEOMETRY DATA TABLE CV-3006-09.
2. ROAD 9/SR 152 LOOP RAMP DESIGNED WITH 25 MPH DESIGN SPEED.

AS SHOWN 03/18/2016

PLAN AND PROFILE
J. RAY

35+00
35+12.64 TOE OF FILL

TCE

"EB LOOP RAMP" POB, BC 35+12.64 = "HST SJD-FRE" SB 6210+81.20, 953.82 RT
"RD 9" = 28+97.29, 18.00 LT = 52+03.02 POE = "EB LOOP RAMP" 569.41 RT SB 6216+36.11, "HST SJD-FRE" 77.00 RT = 52+03.02, "SR 152/RD 9"

PROFILE "EB LOOP RAMP" LINE

160
55+400
TOTAL

CONSTRUCTION NOT FOR SUBMITTAL
15% DESIGN RECORD:

30+00 35+00 40+00 45+00 50+00 55+00
VERT: 1"=10'
HORIZ: 1"=100'

NOTE: THIS DRAWING IS FOR CONSTRUCTION PURPOSES ONLY.
NOTES:
1. FOR GEOMETRIC DATA SEE GEOMETRY DATA TABLE CV-00062-0.
2. ROAD 8/9 SR 152 WB ON RAMP DESIGNED WITH 50 MPH DESIGN SPEED.
1. FOR GEOMETRIC DATA SEE GEOMETRY DATA TABLE CV-R0062-B.

2. ROAD N/S 152 WB OFF RAMP DESIGNED WITH 50 MPH DESIGN SPEED.

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<th>VERT: 1&quot;=10'</th>
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- **NOTE**: CENTRAL VALLEY WYE

- **NOTE**: ROAD W/B SR 152 (EXIST)

- **NOTE**: (WB) SR 152 (EXIST)

- **NOTE**: (EB) SR 152 (EXIST)

- **NOTE**: PLAN AND PROFILE J. RAY 03/18/2016

- **NOTE**: RETAINING WALL

- **NOTE**: GUARDRAIL

- **NOTE**: TIE-OF-FILL

- **NOTE**: ROADWAY R/W

- **NOTE**: ANIMAL UNDERCROSSING

- **NOTE**: RETAINING WALL

- **NOTE**: WALL

- **NOTE**: RETAINING WALL

- **NOTE**: BARRIER

- **NOTE**: ROAD 9/SR 152 WB OFF RAMP

- **NOTE**: HST R/W

- **NOTE**: AS SHOWN
NOTES:
1. ROAD 12/ELM ROAD DESIGNED WITH 60 MPH DESIGN SPEED.

PROFILE "RD 12/ELM RD" LINE

MATCH LINE SEE DRAWING CV-R1190-B
MATCH LINE SEE DRAWING CV-R1190-B

MADERA COUNTY

CALIFORNIA HIGH-SPEED TRAIN PROJECT
MERCEDES TO FRESNO SECTION
CENTRAL VALLEY WYE
SR 152 (NORTH) TO ROAD 19 WYE ALTERNATIVE
PLAN AND PROFILE
ROAD 12/ELM ROAD GRADE SEPARATION

J. RAY
60+00
55+00
50+00
45+00
40+00
65+00
60+00
55+00
50+00
45+00
40+00

CALIFORNIA HIGH-SPEED TRAIN PROJECT
MERCEDES TO FRESNO SECTION
CENTRAL VALLEY WYE
SR 152 (NORTH) TO ROAD 19 WYE ALTERNATIVE
PLAN AND PROFILE
ROAD 12/ELM ROAD GRADE SEPARATION

J. RAY
60+00
55+00
50+00
45+00
40+00
65+00
60+00
55+00
50+00
45+00
40+00

MATCH LINE SEE DRAWING CV-R1190-B
MATCH LINE SEE DRAWING CV-R1190-B

NOTES:
1. ROAD 12/ELM ROAD DESIGNED WITH 60 MPH DESIGN SPEED.
NOTES:
1. FOR GEOMETRIC DATA SEE GEOMETRY DATA TABLE CV-B0062-B.
2. REALIGNSD SR 152 AT SR 233 DESIGNED WITH 90 MPH DESIGN SPEED.

1. FOR GEOMETRIC DATA SEE GEOMETRY DATA TABLE CV-B0062-B.
2. REALIGNSD SR 152 AT SR 233 DESIGNED WITH 90 MPH DESIGN SPEED.

CALIFORNIA HIGH-SPEED TRAIN PROJECT
MERCED TO FRESNO SECTION
CENTRAL VALLEY WYE
SR 152 (NORTH) TO ROAD 19 WYE ALTERNATIVE PLAN AND PROFILE
SR 152 REALIGNMENT AT SR 233
1. FOR GEOMETRIC DATA SEE GEOMETRY DATA TABLE CV-B0062-B.
2. REALIGNED SR 152 AT SR 233 DESIGNED WITH 80 MPH DESIGN SPEED.
**NOTES:**

1. FOR GEOMETRIC DATA SEE GEOMETRY DATA TABLE CV-B0062-0.
2. REALIGN SR 152 AT SR 233 DESIGNED WITH 80 MPH DESIGN SPEED.

---

**PLAN**

---

**PROFILE "SR 152/SR 233" LINE**

---

**CALIFORNIA HIGH-SPEED TRAIN PROJECT**

**MERGED TO FRESNO SECTION**

**CENTRAL VALLEY WYE**

**SR 152 (NORTH) TO ROAD 19 WYE ALTERNATIVE**

**PLAN AND PROFILE**

**SR 152 REALIGNMENT AT SR 233**
NOTES:
1. FOR GEOMETRIC DATA SEE GEOMETRY DATA TABLE CV-B0062-B.
2. SR 152 EB OFF RAMP TO SR 233 DESIGNED WITH 50 MPH DESIGN SPEED.
NOTES:
1. FOR GEOMETRIC DATA SEE GEOMETRY DATA TABLE CV-00062-B.
2. SR 152/SR 233 EB LOOP RAMP DESIGNED WITH 25 MPH DESIGN SPEED.
NOTES:
1. FOR DETAIL OF SR 233 / ROBERTSON BLVD OVERPASS SEE STRUCTURE, VIADUCT AND TUNNEL PLANS DRAWING ST-K1210-B.
2. SR 233/ROBERTSON BLVD DESIGNED WITH 60 MPH DESIGN SPEED.
NOTES:
1. FOR GEOMETRIC DATA SEE GEOMETRY DATA SHEET CV-80063-B.
2. SR 233/SR 152 EB ON RAMP DESIGNED WITH 50 MPH DESIGN SPEED.

ORIGINAL

RIGHT OF WAY

CALIFORNIA HIGH-SPEED TRAIN PROJECT
MERCEDELS TO FRESNO SECTION
CENTRAL VALLEY YNE
SR 152 (NORTH) TO ROAD 19 YNE ALTERNATIVE
PLAN AND PROFILE
SR 233/SR 152 EB ON RAMP

MADERA COUNTY

250
240
230
220
210
200
190
180

STATION
30400
33400
36400
39400
42400
45400
48400
51400
54400
57400
60400

TOTAL

970
100
100
200

VERT: 1"=10'
HORIZ: 1"=100'

170

CALIFORNIA HIGH-SPEED RAIL AUTHORITY

CONSTRUCTION
NOT FOR SUBMITTAL
15% DESIGN
RECORD SET

03/18/2016

DRAWN BY
DESIGNED BY
CHECKED BY
IN CHARGE

DRAWING NO.
SCALE
SHEET NO.

07:18 M F - CV-R1213 - B
CONTRACT NO.

p0042226

EXC EMB STATION CY

TOTAL

170

REFERENCE

MATCH LINE SEE DRAWING CV-R1213 - B

MATCH LINE SEE DRAWING CV-R1213 - B

CULVERT
CANAL REALIGNMENT
TOP OF CUT
ROAD 14 CLOSURE
TOE OF FILL
RETAINING WALL
CULVERT
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CULVE
1. FOR GEOMETRIC DATA SEE GEOMETRY DATA TABLE CH-B0063-B.
2. SR 152/SR 233 WB OFF RAMP DESIGNED WITH 40 MPH DESIGN SPEED.

NOTES:
- SR 233/SR 152 WB OFF RAMP
- PLAN AND PROFILE
- CONTRACT NO.
- DESIGN SPEED
- SCALE
- DRAWN BY
- AS SHOWN
- IN CHARGE
- CHECKED BY
- SUBMITTED
- CONSTRUCTION
- PLAN AND PROFILE
- MADERA COUNTY

CALIFORNIA HIGH-SPEED TRAIN PROJECT
MERCEDES TO FRESNO SECTION
SR 152 (NORTH) TO ROAD 19 WYE ALTERNATIVE
PLAN AND PROFILE
SR 233/SR 152 WB OFF RAMP

HORIZONTAL: 1"=100'
VERTICAL: 1"=10'

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1. For geometric data see geometry data table CV-B0063-B.
2. Cates Court designed with 25 mph design speed.

PLAN AND PROFILE

NOTES:

HSR08-05

MERCEDES TO FRESNO SECTION
CENTRAL VALLEY WYE

M. TACTAY

DATE
03/18/2016

DRAWN BY

DESIGNED BY

CHECKED BY

IN CHARGE

CONTRACT NO.

STATION

PROFILE "CATES CT" LINE

PROJECT DA 152 (NORTH) TO ROAD 19 WYE ALTERNATIVE PLAN AND PROFILE

CATES COURT REALIGNMENT

CALIFORNIA HIGH-SPEED TRAIN PROJECT
MERCEDES TO FRESNO SECTION
CENTRAL VALLEY WYE
SR 152 (NORTH) TO ROAD 19 WYE ALTERNATIVE PLAN AND PROFILE
CATES COURT REALIGNMENT

AS SHOWN

CONSTRUCTION
NOT FOR SUBMITTAL
15% DESIGN RECORD SET

DATE CHK APP BY REV DESCRIPTION

18 - M A R - 2016 07:19 M F - C V - R 1215 - B.dgn

CONTRACT NO.

p0042226

EXC

EMB

STATION

180

190

200

210

220

230

240

250

260

TOTAL

180

190

200

210

220

230

240

250

260

VERT.: 1"=10'

HORIZ.: 1"=100'

60 + 00 "CATES CT" POE 19 + 78.87 = 6478 + 54.25, 774.64 LT

"HST SJD-FRE" SB

"CATES CT" POB 10+00.00 = EC 16 + 68.41 BC 13 + 44.20

L = 55.66'

L=344.20'

L=310.46'

6471+22.83, 1401.68 LT

"SR 233/ROBERTSON BLVD"

"CATES CT" DESIGNED WITH 25 MPH DESIGN SPEED.

DATA TABLE CV-B0063-B.

FOR GEOMETRIC DATA SEE GEOMETRY

2.

DESIGN SPEED:

K=183.63

VC=200.00'
NOTES:
1. FOR GEOMETRIC DATA SEE GEOMETRY DATA TABLE CV-B0063-B.
2. SR 152 REALIGNMENT AT ROAD 16
   DESIGNED WITH 80 MPH DESIGN SPEED.
NOTES:
1. FOR GEOMETRIC DATA SEE GEOMETRY DATA TABLE CV-B0063-B.
2. SR 152 REALIGNMENT AT ROAD 16 DESIGNED WITH 80 MPH DESIGN SPEED.

SR 152 REALIGNMENT AT ROAD 16 DESIGNED WITH 80 MPH DESIGN SPEED.

TRANSITION SR 152 TO MATCH EXISTING ALIGNMENT

TOE OF FILL

SR 152 (NORTH) TO ROAD 19 WYE ALTERNATIVE

PLAN AND PROFILE

PROFILE "SR 152/RD 16" LINE

TOE OF FILL

CONFORM TO EXIST

NOTE:
AS SHOWN
### Notes:

1. For geometric data see geometry data table CV-00663-B.

2. Road 16/SR 152 EB off ramp designed with 50 MPH design speed.

### Plan

- **Station 15+00**
  - Elevation 227.45
- **Station 19+00**
  - Elevation 227.54
- **Station 22+00**
  - Elevation 227.65
- **Station 25+00**
  - Elevation 224.07

### Profile

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<th>Station</th>
<th>Elevation</th>
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<td>15+00</td>
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<td>22+00</td>
<td>227.65</td>
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<tr>
<td>25+00</td>
<td>224.07</td>
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### Profile Notes:

- Road closure
- Top of cut
- Top of fill
- Roadway R/W

### Drawings:

- CV-R1228-B
- CV-R1227-B

### Geometric Data:

- HST NB TRACK SJD-MER
- HST SB TRACK SJD-MER
- Road 16/SR 152 EB off ramp
- Top of cut
- Top of fill
- Roadway R/W
- Barrier
- Match Line see drawing CV-R1228-B

### Design Information:

- Roadway designed with 50 MPH design speed.
- For geometric data see geometry data table CV-00663-B.

### Construction Information:

- CONSTRUCTION
- NOT FOR SUBMITTAL
- 15% DESIGN RECORD SET

### Additional Details:

- TOTAL VER: 1"=10' HORIZ: 1"=100'
- DATE 03/18/2016
- DRAWING NO. CV-00663-B
- SCALE 1/3"=1'-0" VERT: 1"=10' HORIZ: 1"=100'
- SHEET NO. 2A
- CONTRACT NO. 07-22-01
- DRAWN BY J. RAY
- DESIGNED BY A. GURA
- CHECKED BY M. TACTAY
- IN CHARGE C. LEMLEY
1. For geometric data see geometry data table CV-B0063-B.
2. Road 16/SR 152 WB on ramp designed with 50 MPH design speed.
NOTE:

1. ROAD 16/BERENDA WAY DESIGNED WITH 60 MPH DESIGN SPEED.
NOTE:
1. ROAD 16/BERENDA WAY DESIGNED WITH 60 MPH DESIGN SPEED.

PLAN

NOTE:
CENTRAL VALLEY WYE

TO RD 16 LINE

PROFILE "RD 16" LINE

CALIFORNIA HIGH-SPEED TRAIN PROJECT
MERCEDES TO FRESNO SECTION
SR 152 (NORTH) TO RD 19 WYE ALTERNATIVE
PLAN AND PROFILE
ROAD 16/BERENDA WAY GRADE SEPARATION

MADERA COUNTY

NOTE:
1. ROAD 16/BERENDA WAY DESIGNED WITH 60 MPH DESIGN SPEED.

PLAN

NOTE:
CENTRAL VALLEY WYE

TO RD 16 LINE

PROFILE "RD 16" LINE

CALIFORNIA HIGH-SPEED TRAIN PROJECT
MERCEDES TO FRESNO SECTION
SR 152 (NORTH) TO RD 19 WYE ALTERNATIVE
PLAN AND PROFILE
ROAD 16/BERENDA WAY GRADE SEPARATION
NOTES:
1. FOR GEOMETRIC DATA SEE GEOMETRY DATA TABLE CV-R0063-B.
2. ROAD 16/SR 152 EB ON RAMP DESIGNED WITH 50 MPH DESIGN SPEED.
NOTES:
1. FOR DETAIL OF ROAD 16/BERENDA WAY INTERCHANGE, SEE STRUCTURE, VIADUCT AND TUNNEL PLANS DRAWING ST-K1235-B.
2. FOR GEOMETRIC DATA SEE GEOMETRY DATA TABLE CV-B0064-B.
3. ROAD 16/SR 152 EB LOOP RAMP DESIGNED WITH 30 MPH DESIGN SPEED.
NOTES:

1. FOR GEOMETRIC DATA SEE GEOMETRY DATA TABLE CV-B0066-B.
2. ROAD 16/SR 152 WB OFF RAMP DESIGNED WITH 50 MPH DESIGN SPEED.

PROFILE "WB OFF RAMP" LINE

ROADWAY R/W
TOE OF CUT

"SJR 152/RD 16" LINE
"SR 152/RD 16" LINE
WALL
GUARDRAIL

"SR 152" (EXIST)
"SR 152" (EXIST)
"E B O N R A M P" LINE
"R A M P" POE, EC

CONTRACT NO. 15% DESIGN
Pump Station

"SJD-MER HST SB TRACK"
"SJD-MER HST NB TRACK"
"SJD-FRE HST SB TRACK"
"SJD-FRE HST NB TRACK"

TOE OF FILL
TOE OF FILL

CENTRAL VALLEY WYE

CONSTRUCTION NOT FOR SUBMITTAL

CONSTRUCTION NOT FOR SUBMITTAL

DATE
03/18/2016

DRAWING NO.

SCALE

SHEET NO.

DATE

CHK

APP

REV

DESCRIPTION

DRAWN BY

DESIGNED BY

CHECKED BY

IN CHARGE
NOTES:
1. ROAD 16 CONNECTOR DESIGNED WITH 25 MPH DESIGN SPEED.

CALIFORNIA HIGH-SPEED TRAIN PROJECT
MERCED TO FRESNO SECTION
CENTRAL VALLEY WYE
SR 152 (NORTH) TO ROAD 19 WYE ALTERNATIVE
PLAN AND PROFILE
ROAD 16 CONNECTOR REALIGNMENT

MADERA COUNTY

call out system facility
NOTES:
1. FOR GEOMETRIC DATA SEE GEOMETRY DATA TABLE CV-B0064-B.
2. ROAD 17 1/2 DESIGNED WITH 45 MPH DESIGN SPEED.

2. ROAD 17 1/2 DESIGNED WITH 45 MPH DESIGN SPEED.

FOR GEOMETRIC DATA SEE GEOMETRY DATA TABLE CV-B0064-B.
NOTES:
1. FOR GEOMETRIC DATA SEE GEOMETRY DATA TABLE CV-B0064-B.
2. ROAD 17 1/2 DESIGNED WITH 45 MPH DESIGN SPEED.
NOTE:

1. FOR DETAILS OF ROAD 17 1/2 UNDERPASS SEE STRUCTURE, VIADUCT AND TUNNEL PLANS, DRAWING ST-K1245-B.

2. SR 152 AT ROAD 17 1/2 DESIGNED WITH 80 MPH DESIGN SPEED.

CONTRACT NO.
CALIFORNIA HIGH-SPEED TRAIN PROJECT
p004226
MADERA COUNTY

NOTE:

1. FOR DETAILS OF ROAD 17 1/2 UNDERPASS SEE STRUCTURE, VIADUCT AND TUNNEL PLANS, DRAWING ST-K1245-B.

2. SR 152 AT ROAD 17 1/2 DESIGNED WITH 80 MPH DESIGN SPEED.

CONTRACT NO.
CALIFORNIA HIGH-SPEED TRAIN PROJECT
p004226
MADERA COUNTY

NOTE:

1. FOR DETAILS OF ROAD 17 1/2 UNDERPASS SEE STRUCTURE, VIADUCT AND TUNNEL PLANS, DRAWING ST-K1245-B.

2. SR 152 AT ROAD 17 1/2 DESIGNED WITH 80 MPH DESIGN SPEED.

CONTRACT NO.
CALIFORNIA HIGH-SPEED TRAIN PROJECT
p004226
MADERA COUNTY

NOTE:

1. FOR DETAILS OF ROAD 17 1/2 UNDERPASS SEE STRUCTURE, VIADUCT AND TUNNEL PLANS, DRAWING ST-K1245-B.

2. SR 152 AT ROAD 17 1/2 DESIGNED WITH 80 MPH DESIGN SPEED.

CONTRACT NO.
CALIFORNIA HIGH-SPEED TRAIN PROJECT
p004226
MADERA COUNTY

NOTE:

1. FOR DETAILS OF ROAD 17 1/2 UNDERPASS SEE STRUCTURE, VIADUCT AND TUNNEL PLANS, DRAWING ST-K1245-B.

2. SR 152 AT ROAD 17 1/2 DESIGNED WITH 80 MPH DESIGN SPEED.

CONTRACT NO.
CALIFORNIA HIGH-SPEED TRAIN PROJECT
p004226
MADERA COUNTY

NOTE:

1. FOR DETAILS OF ROAD 17 1/2 UNDERPASS SEE STRUCTURE, VIADUCT AND TUNNEL PLANS, DRAWING ST-K1245-B.

2. SR 152 AT ROAD 17 1/2 DESIGNED WITH 80 MPH DESIGN SPEED.

CONTRACT NO.
CALIFORNIA HIGH-SPEED TRAIN PROJECT
p004226
MADERA COUNTY

NOTE:

1. FOR DETAILS OF ROAD 17 1/2 UNDERPASS SEE STRUCTURE, VIADUCT AND TUNNEL PLANS, DRAWING ST-K1245-B.

2. SR 152 AT ROAD 17 1/2 DESIGNED WITH 80 MPH DESIGN SPEED.

CONTRACT NO.
CALIFORNIA HIGH-SPEED TRAIN PROJECT
p004226
MADERA COUNTY

NOTE:

1. FOR DETAILS OF ROAD 17 1/2 UNDERPASS SEE STRUCTURE, VIADUCT AND TUNNEL PLANS, DRAWING ST-K1245-B.

2. SR 152 AT ROAD 17 1/2 DESIGNED WITH 80 MPH DESIGN SPEED.

CONTRACT NO.
CALIFORNIA HIGH-SPEED TRAIN PROJECT
p004226
MADERA COUNTY

NOTE:

1. FOR DETAILS OF ROAD 17 1/2 UNDERPASS SEE STRUCTURE, VIADUCT AND TUNNEL PLANS, DRAWING ST-K1245-B.

2. SR 152 AT ROAD 17 1/2 DESIGNED WITH 80 MPH DESIGN SPEED.
1. ROAD 20 designed with 60 MPH design speed.
NOTES:

1. ROAD 22 DESIGNED WITH 60 MPH DESIGN SPEED.

2. CONFORM TO EXIST AVENUE 22

3. ROAD 22 DESIGNED WITH 60 MPH DESIGN SPEED.

4. VC=600.00'

5. K=198.99

6. 20+00.00 PVI

Elev 268.00

CALIFORNIA HIGH-SPEED TRAIN PROJECT
MERCEDES TO FRESNO SECTION
CENTRAL VALLEY WYE
SR 152 (NORTH) TO ROAD 19 WYE ALTERNATIVE
PLAN AND PROFILE
ROAD 22 GRADE SEPARATION

DATE
03/18/2016

DRAWING NO.
CV-R1280-B

SCALE
HORIZ: 1"=100'
VERT: 1"=10'
NOTES:
1. FOR DETAILS OF ROAD 22 OVERHEAD SEE STRUCTURE, VIADUCT AND TUNNEL PLANS DRAWING ST-K1280-B.
2. ROAD 22 GRADE SEPARATION DESIGNED WITH 60 MPH DESIGN SPEED.
NOTES:
1. ROAD 24 DESIGNED WITH 60 MPH DESIGN SPEED.

PLAN AND PROFILE
J. RAY

30+00 25+00 20+00 15+00

TIE
ACCESS EASEMENT
ROADWAY R/W
TOE OF FILL
ROADWAY R/W
TOE OF FILL

PROFILE "RD 24" LINE

10+00
20+00
30+00
40+00

ELEV. 269.62
11+50.00  BVC

ELEV. 270.10
13+00.00  PV1

ELEV. 270.83
14+50.00  EV1

VC=300.00'
K=198.32

DATE
03/18/2016

DRAWING NO.
SCALE
SHEET NO.
DATE
CHECK
APPROVE
REV
DESCRIPTION

DRAWN BY
DESIGNED BY
CHECKED BY
IN CHARGE

CONSTRUCTION
NOT FOR SUBMITTAL
15% DESIGN RECORD SET

CALIFORNIA HIGH-SPEED TRAIN PROJECT
MERCEDES TO FREMONT SECTION
SR 152 (NORTH) TO ROAD 19 WYE ALTERNATIVE
PLAN AND PROFILE
ROAD 24 REALIGNMENT

PARSONS
CALIFORNIA HIGH-SPEED RAIL AUTHORITY

HCD-08-09
MADERA COUNTY

"RD 24" POB 10+00.00 = 1926.58 RT 7058+58.63

HST SB TRACK SJF-FRE

10+50.00 PV1

ELEV. 269.62

0.49%

11+50.00 BVC

ELEV. 270.10

2

20+00

ELEV. 270.83

2

23 + 00.00 PV1

ELEV. 290.83
NOTES:
1. FOR GEOMETRIC DATA SEE GEOMETRY DATA TABLE CV-R0064-B.
2. ROAD 24 REALIGNMENT DESIGNED WITH 60 MPH DESIGN SPEED.

PLAN AND PROFILE

MRD 24 REALIGNMENT DESIGNED WITH 60 MPH DESIGN SPEED.

1. FOR GEOMETRIC DATA SEE GEOMETRY DATA TABLE CV-R0064-B.
2. ROAD 24 REALIGNMENT DESIGNED WITH 60 MPH DESIGN SPEED.
NOTES:
1. For geometric data see geometry data table CV-B0064-B.
2. Road 24 realignment designed with 35 MPH design speed.
1. FOR DETAIL OF AVENUE 20 1/2 OVERHEAD SEE STRUCTURE, VIADUCT AND TUNNEL PLANS ST-K1310-B.

2. FOR GEOMETRIC DATA SEE GEOMETRY DATA TABLE CV-B0064-B.

AVENUE 20 1/2 DESIGNED WITH 60 MPH DESIGN SPEED.

NOTES:

1. FOR DETAIL OF AVENUE 20 1/2 OVERHEAD SEE STRUCTURE, VIADUCT AND TUNNEL PLANS ST-K1310-B.

2. FOR GEOMETRIC DATA SEE GEOMETRY DATA TABLE CV-B0064-B.

3. AVENUE 20 1/2 DESIGNED WITH 60 MPH DESIGN SPEED.

NOTES:

1. FOR DETAIL OF AVENUE 20 1/2 OVERHEAD SEE STRUCTURE, VIADUCT AND TUNNEL PLANS ST-K1310-B.

2. FOR GEOMETRIC DATA SEE GEOMETRY DATA TABLE CV-B0064-B.

3. AVENUE 20 1/2 DESIGNED WITH 60 MPH DESIGN SPEED.

NOTES:

1. FOR DETAIL OF AVENUE 20 1/2 OVERHEAD SEE STRUCTURE, VIADUCT AND TUNNEL PLANS ST-K1310-B.

2. FOR GEOMETRIC DATA SEE GEOMETRY DATA TABLE CV-B0064-B.

3. AVENUE 20 1/2 DESIGNED WITH 60 MPH DESIGN SPEED.
NOTES:
1. FOR DETAIL OF AVENUE 20 1/2 OVERHEAD SEE STRUCTURE, VIADUCT AND TUNNEL PLANS DRAWING ST-K1310-B.
2. FOR GEOMETRIC DATA SEE GEOMETRY DATA TABLE CV-B0064-B.
3. AVENUE 20 1/2 DESIGNED WITH 60 MPH DESIGN SPEED.

MADERA COUNTY

CALIFORNIA HIGH-SPEED TRAIN PROJECT
MERCEDES TO FRESNO SECTION
CENTRAL VALLEY WYE
SR 152 (NORTH) TO ROAD 19 WYE ALTERNATIVE
PLAN AND PROFILE
AVENUE 20 1/2 GRADE SEPARATION

CONSTRUCTION
NOT FOR SUBMITTAL
15% DESIGN
RECORD SET

CONTRACT NO.
EXC
EMB
STATION

DATE
03/18/2016
CHECK
APP
DRAWN BY
DESIGNED BY
CHECKED BY
IN CHARGE

18 - MAR - 2016
09:20
M - CV - R 1314 - B.dgn
0042226
EXC
EMB
STATION
CY
TOTAL
VERT: 1"=10'
HORIZ: 1"=100'

10 20 30 40 50 60 70 80 90 100

0 5 10 15 20 25 30 35 40 45

0 5 10 15 20 25 30 35 40 45

0 5 10 15 20 25 30 35 40 45

0 5 10 15 20 25 30 35 40 45

0 5 10 15 20 25 30 35 40 45

0 5 10 15 20 25 30 35 40 45

0 5 10 15 20 25 30 35 40 45

0 5 10 15 20 25 30 35 40 45

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0 5 10 15 20 25 30 35 40 45

0 5 10 15 20 25 30 35 40 45

0 5 10 15 20 25 30 35 40 45

0 5 10 15 20 25 30 35 40 45

0 5 10 15 20 25 30 35 40 45
NOTES:
1. FOR GEOMETRIC DATA SEE GEOMETRY TABLE CV-B0064-B.
2. AVENUE 20 REALIGNMENT DESIGNED WITH 25 MPH DESIGN SPEED.

PLAN AND PROFILE
J. RAY

PROFILE "AVE 20" LINE

NOTES:
MERCED TO FRESNO SECTION
CENTRAL VALLEY WYE

SR 152 (NORTH) TO ROAD 19 WYE ALTERNATIVE PLAN AND PROFILE AVENUE 20 REALIGNMENT

CALIFORNIA HIGH-SPEED TRAIN PROJECT MERCED TO FREMONT SECTION CENTRAL VALLEY WYE

03/18/2016

DATE}

CHECKED BY
IN CHARGE

DRAWN BY
DESIGNED BY

CONSTRUCTION NOT FOR SUBMITTAL

30+00 25+00 20+00 15+00

M A T C H L I N E S E E D R A W I N G CV-R 1321 - B

SJD-FRE HST SB TRACK "AVE 20" LINE_TCE_HST R/W TO EXIST CONFIRM EASEMENT ACCESS_TCE(AV20) ACCESS ROAD INTERLOCKING SITE B

AR FENCE ACCESS EASEMENT CANAL REALIGNMENT CANAL REALIGNMENT

SHORT LINE SEE DRAWING CV-R1320-B

DATE CHK APP BY REV

DRAWING NO.
SCALE SHEET NO.

CONTRACT NO.
EXC STATION CY TOTAL

VERT: 1"=10'
HORIZ: 1"=100'

15% DESIGN RECORD SET

ELEVATION

10 + 50.00 PV
Elev 271.58
12 + 50.00 BC
Elev 272.19
14 + 00.00 PV
Elev 272.65
15 + 50.00 EV
Elev 272.08
0.31%
0.38%
K=435.23
VC=300.00'

CULVERT TOE OF FILL
NOTES:
1. FOR GEOMETRIC DATA SEE GEOMETRY TABLE CV-R064-B.
2. AVENUE 20 REALIGNMENT DESIGNED WITH 25 MPH DESIGN SPEED.

AVENUE 20 REALIGNMENT DESIGNED WITH 25 MPH DESIGN SPEED.

1. FOR GEOMETRIC DATA SEE GEOMETRY TABLE CV-R064-B.
2. AVENUE 20 REALIGNMENT DESIGNED WITH 25 MPH DESIGN SPEED.
1. For geometric data see geometry data table CV-B0065-9.
2. Road 19 realignment designed with 60 mph design speed.

Profile "RD 19" Line

Station

10+00
15+00
20+00
25+00
30+00
35+00
40+00
45+00
50+00
55+00
60+00
65+00
70+00
75+00
80+00
85+00
90+00
95+00
100+00

Profile

VERT: 1"=10'
HORIZ: 1"=100'

Total

VERT: +
HORIZ: 316.26'

CALIFORNIA HIGH-SPEED TRAIN PROJECT
MERCEDES TO FRESNO SECTION
CENTRAL VALLEY WYE
SR 152 (NORTH) TO ROAD 19 WYE ALTERNATIVE
PLAN AND PROFILE
ROAD 19 REALIGNMENT

A. GURA
M. TACTAY
J. RAY
C. LEMLEY

HSR08-05

AS SHOWN

03/18/2016

CV-R1460-B

CONTRACT NO.

CALIFORNIA HIGH-SPEED RAIL AUTHORITY

PARSONS

P

CALIFORNIA HIGH-SPEED TRAIN PROJECT
MERCEDES TO FRESNO SECTION
CENTRAL VALLEY WYE
SR 152 (NORTH) TO ROAD 19 WYE ALTERNATIVE
PLAN AND PROFILE
ROAD 19 REALIGNMENT

A. GURA
M. TACTAY
J. RAY
C. LEMLEY

HSR08-05
NOTES:
1. FOR GEOMETRIC DATA SEE GEOMETRY DATA SHEET CV-B0065-B.
2. ROAD 19 REALIGNMENT DESIGNED WITH 60 MPH DESIGN SPEED.
NOTES:
1. FOR GEOMETRIC DATA SEE GEOMETRY DATA TABLE CV-B0065-B.
2. MINTURN ROAD/ROAD 15 DESIGNED WITH 60 MPH DESIGN SPEED.
NOTES:
1. FOR DETAILS OF MINTURN ROAD (ROAD 15) OVERHEAD SEE STRUCTURE, VIADUCT AND TUNNEL PLAN DRAWING ST-K1510-B.
2. FOR GEOMETRIC DATA SEE GEOMETRY DATA TABLE CV-B0065-B.
3. MINTURN ROAD/ROAD 15 DESIGNED WITH 60 MPH DESIGN SPEED.

FOR DETAILS OF MINTURN ROAD (ROAD 15) OVERHEAD SEE STRUCTURE, VIADUCT AND TUNNEL PLAN DRAWING ST-K1510-B.

FOR GEOMETRIC DATA SEE GEOMETRY DATA TABLE CV-B0065-B.

MINTURN ROAD/ROAD 15 DESIGNED WITH 60 MPH DESIGN SPEED.
1. FOR GEOMETRIC DATA SEE GEOMETRY DATA TABLE CV-R0005=H.
2. MINTURN ROAD/ROAD 15 DESIGNED WITH 60 MPH DESIGN SPEED.

NOTES:

- TO EXIST
- CONFORM TO EXIST

MINTURN ROAD / ROAD 15 (EXIST)

PROFILE "MINTURN RD" LINE

MINTURN RD LINE

UTILITY EASEMENT / TCE

TOE OF FILL

ROADWAY R/W

TOE OF FILL

ROADWAY R/W

TCE

UTILITY EASEMENT

TO E

MATCH LINE SEE DRAWING CV-R1511-B

MATCH LINE SEE DRAWING CV-R1512-B

VC=600.00'

K=224.94
NOTE:

1. FRONTAGE ROAD AT MINTURN ROAD/ROAD 15
   DESIGNED WITH 25 MPH DESIGN SPEED.
NOTES:
1. CONSTRUCT PROPOSED SR 152 EB LANE, EB SR 152 TO NB SR 59 RAMP, AND EB SR 59 TO EB SR 152 RAMP.
2. CONSTRUCT TEMPORARY WS SR 152 TO NW SR 59 OFF RAMP.
3. CONSTRUCT TEMPORARY WS SR 59 TO NN SR 152 ON RAMP.
4. CONSTRUCT TEMPORARY SR 152 MEDIAN PAVEMENT.
5. CONSTRUCT TEMPORARY STRUCTURE OVER EXISTING SR 152, OR TEMPORARY DETOUR FOR EB-TO-NB AND SB-TO-EB TRAFFIC DURING FINAL PHASE OF STAGE 1.

TRAFFIC DURING FINAL PHASE OF STAGE 1.

CONSTRUCT THIS STAGE

DIRECTION OF TRAVEL

CONSTRUCT TEMPORARY STRUCTURE OVER EXISTING SR 152, OR TEMPORARY DETOUR FOR EB-TO-NB AND SB-TO-EB TRAFFIC DURING FINAL PHASE OF STAGE 1.

CONSTRUCT TEMPORARY SR 152 WB ON RAMP.

CONSTRUCT TEMPORARY SR 152 EB ON RAMP AND OFF RAMP.

CONSTRUCT TEMPORARY SR 152 MEDIAN PAVEMENT.

CONSTRUCT TEMPORARY SR 152 OFF RAMP.

CONSTRUCT TEMPORARY SR 152 ON RAMP AND OFF RAMP.

CONTRACT NO.

CALIFORNIA HIGH-SPEED TRAIN PROJECT

MERCEDEZ TO FRESNO SECTION

CENTRAL VALLEY WYE

SR 152 (NORTH) TO ROAD 19 WYE ALTERNATIVE STAGE CONSTRUCTION PLAN

SR 59/SR 152 STAGE 1 OF 4
NOTES:
1. SHIFT EB AND WB SR 152 TRAFFIC ONTO PROPOSED EB SR 152.
2. SHIFT WB SR 152 OFF AND ON RAMP TRAFFIC ONTO TEMPORARY RAMPS.
3. DEMOLISH EXISTING EB SR 152 LANES AND EXISTING SR 152 ON RAMP OFF RAMPS AND OVERCROSSING AS WELL AS PORTION OF WB SR 152.

LEGEND:
- PREVIOUSLY CONSTRUCTED
- DEMOLISH EXISTING
- DEMOLISH EXIST EB SR 152 ON RAMP AND OFF RAMP

PLAN

CALIFORNIA HIGH-SPEED TRAIN PROJECT
MERCEDE TO FRESNO SECTION
CENTRAL VALLEY WYE
SR 152 (NORTH) TO ROAD 19 WYE ALTERNATIVE STAGE CONSTRUCTION PLAN
SR 59/SR 152 STAGE 2 OF 4

A. GURA  A. GURA  J. RAY  C. LEMLEY
DRAWN BY  DESIGNED BY  CHECKED BY  IN CHARGE

DATE  CHK  APP  BY  REV
03/18/2016  09:15
09:15 M F - CV-I4101-B.dgn

CONTRACT NO.
CONSTRUCTION NOT FOR SUBMITTAL
15% DESIGN RECORD SET

400  0  400  800

18 - MAR - 2016
09:15
NOTES:
1. CONSTRUCT PROPOSED WB SR 152, WB SR 152 TO EB SR 152 RAMP, AND SB SR 59 TO WB SR 152 RAMP.

LEGEND:
- CONSTRUCT THIS STAGE
- PREVIOUSLY CONSTRUCTED
- DIRECTION OF TRAVEL

Sr 152 (North) to Road 19 WYE Alternative Stage Construction Plan
Sr 59/Sr 152 Stage 3 of 4

California High-Speed Train Project
Merced to Fresno Section
Central Valley Wye
NOTES:
1. SHIFT WB SR 152 ONTO PROPOSED WB SR 152 LANES.
2. DEMOLISH REMAINDER OF EXISTING WB SR 152, MEDIAN PAVEMENT AND TEMPORARY RAMPS.

LEGEND:
- PREVIOUSLY CONSTRUCTED
- DEMOLISH DEMOLITION OF EXISTING AND PREVIOUSLY CONSTRUCTED
- ☐ DIRECTION OF TRAVEL
- MEDIAN PAVEMENT AND TEMPORARY RAMPS.
- DEMOLISH TEMPORARY MEDIAN PAVEMENT.

PLAN

CALIFORNIA HIGH-SPEED TRAIN PROJECT
MERCED TO FRESNO SECTION
CENTRAL VALLEY WYE
SR 152 (NORTH) TO ROAD 19 WYE ALTERNATIVE
STAGE CONSTRUCTION PLAN
SR 59/SR 152 STAGE 4 OF 4
NOTES:
1. CONSTRUCT PROPOSED EB & WB SR 152.

CONSTRUCT THIS STAGE

DIRECTION OF TRAVEL
NOTES:
1. DETOUR SOUTHBOUND ROAD 9 TRAFFIC ONTO EASTBOUND AVENUE 23 1/2, SOUTHBOUND ON ROAD 11, THEN WESTBOUND ON AVENUE 22 1/2.
2. DETOUR NORTHBOUND ROAD 9 TRAFFIC ONTO EASTBOUND AVENUE 22 1/2, NORTHBOUND ON ROAD 11, THEN WESTBOUND ON AVENUE 23 1/2.
3. SHIFT EASTBOUND AND WESTBOUND SR 152 TRAFFIC ONTO PROPOSED SR 152 REALIGNMENT.
4. DEMOLISH EXISTING SR 152 AND EXISTING ROAD 9/HEMLOCK ROAD.

DEMOLISH EXISTING SR 152 AND EXISTING ROAD 9.
SHIFT EASTBOUND AND WESTBOUND SR 152 TRAFFIC ONTO PROPOSED SR 152 REALIGNMENT.
ROAD 9 TEMPORARILY CLOSED.

PREVIOUSLY CONSTRUCTED
DESTRUCTION OF EXISTING
DETOUR NORTHBOUND ROAD 9 TRAFFIC ONTO EASTBOUND AVENUE 23 1/2,
SOUTHBOUND ON ROAD 11, THEN WESTBOUND ON AVENUE 22 1/2.
DETOUR SOUTHBOUND ROAD 9 TRAFFIC ONTO EASTBOUND AVENUE 23 1/2, SOUTHBOUND ON ROAD 11, THEN WESTBOUND ON AVENUE 22 1/2.
DEMO LISH EXISTING SR 152 AND EXISTING ROAD 9/HEMLOCK ROAD.

SR 152 WB
SR 152 EB
ROAD 9
AVENUE 23 1/2
ROAD 9 TEMPORARILY CLOSED

CALIFORNIA HIGH-SPEED TRAIN PROJECT
MERGED TO FRENSO SECTION
CENTRAL VALLEY WYE
SR 152 (NORTH) TO ROAD 19 WYE ALTERNATIVE
STAGE CONSTRUCTION PLAN
ROAD 9/SR 152 STAGE 2 OF 4
NOTES:
1. Construct Road 9 overhead and overcrossing.
2. Construct eastbound and westbound SR 152 on ramps and off ramps.
3. Maintain Road 9/Hemlock Road traffic as described in Stage 2.

SR 152 WB
SR 152 EB
SR 152 WB
SR 152 EB

1. Construct Road 9 grade separation
2. Construct EB SR 152 on ramp & off ramp
3. Road 9 temporarily closed

ROAD 9 TEMPORARILY CLOSED AVENUE 23 1/2

CONSTRUCT THIS STAGE
PREVIOUSLY CONSTRUCTED
DIRECTION OF TRAVEL
ROAD 9 ROAD CLOSURE

XX

SR 152 (NORTH) TO ROAD 19 WYE ALTERNATIVE STAGE CONSTRUCTION PLAN ROAD 9/SR 152 STAGE 3 OF 4
NOTES:

1. ALLOW TEMPORARY LEFT TURN FOR SOUTHBOUND ROAD 9 TO EASTBOUND SR 152 MOVEMENT, WHILE TURN MOVEMENT IS ALLOWED SIGN INTERSECTION FOR 4-WAY STOP.

2. CONSTRUCT EASTBOUND SR 152 LOOP ON RAMPS.

3. RESTORE TRAFFIC UPON COMPLETION OF CONSTRUCTION.

RECORD SHEET 402 DESIGN NUMBER 2115 SHEET CONSTRUCTION

CALIFORNIA HIGH-SPEED TRAIN PROJECT
MERCEDES TO FREMONT SECTION
CENTRAL VALLEY WYE
SR 152 (NORTH) TO ROAD 19 WYE ALTERNATIVE STAGE CONSTRUCTION PLAN
ROAD 9/SR 152 STAGE 4 OF 4
CALIFORNIA HIGH-SPEED TRAIN PROJECT  
MEREDO TO FRESNO SECTION  

CENTRAL VALLEY WYE  
SR 152 (NORTH) TO ROAD 19 WYE ALTERNATIVE  
STAGE CONSTRUCTION PLAN  
SR 233/SR 152 STAGE 3 OF 5  

LEGEND:  

- Construct this stage  
- Previously constructed  
- Demolition of existing  
- Direction of travel  
- Road closure  

NOTES:  

1. Construct missing portions of (EB) and (NB) SR 152 and (EB) on ramp.  
2. Construct SR 233/Robertson Blvd grade separation and overcrossing with the exception of the crossing of existing SR 152. Construct intersections with SR 152 (EB) on and off ramps.  
3. Maintain traffic as described in stage 2.
NOT FOR SUBMITAL

15% DESIGN

NOTES:

ROAD 14 CLOSURE
ROAD 13 CLOSURE
AVENUE 22 1/2 CLOSURE
AVENUE 23 1/2 CLOSURE
AVENUE 23 1/2 ROAD CLOSURE

TRAFFIC SIGNAL.

DEMOLISH TEMPORARY PAVEMENT AND REMOVE TEMPORARY TRAFFIC UPON COMPLETION.

CONSTRUCT SR 233/ROBERTSON BLVD OVERCROSSING AND (WB) SR 152 OFF AND ON RAMPS.

CONSTRUCT SR 233/ROBERTSON BLVD INTERCHANGE TO TRAFFIC UPON COMPLETION.

CONSTRUCT ROAD 13, ROAD 14 1/2, AND ROAD 15 CUL-DE-SACS AND DEMOLISH EXIST ROAD UPON COMPLETION.

REOPEN INTERSECTION UPON COMPLETION.

DEMOLISH TEMPORARY PAVEMENT.

CONSTRUCT SR 233/ROBERTSON BLVD INTERCHANGE TO TRAFFIC UPON COMPLETION.

CONSTRUCT ROAD 15 CUL-DE-SAC AND DEMOLISH EXIST ROAD UPON COMPLETION.

CONSTRUCT ROAD 14 1/2 CUL-DE-SAC AND DEMOLISH EXIST ROAD UPON COMPLETION.

CONSTRUCT ROAD 14 1/2 CUL-DE-SAC AND DEMOLISH EXIST ROAD UPON COMPLETION.

REOPEN INTERSECTION UPON COMPLETION.

REOPEN ROBERTSON BLVD UPON COMPLETION.

REOPEN INTERSECTION UPON COMPLETION.

CONSTRUCT SR 233/ROBERTSON BLVD OVERCROSSING.

CONSTRUCT ROBERTSON BLVD.

CONSTRUCT (WB) SR 152 OVERCROSSING.

CONSTRUCT (NS) SR 152 OFF RAMP.

REOPEN ROBERTSON BLVD UPON COMPLETION.

REOPEN ROBERTSON BLVD UPON COMPLETION.

REOPEN ROBERTSON BLVD UPON COMPLETION.

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NOTES:
1. Temporarily close Road 16 South of SR 152, reroute southbound Road 16 Traffic to westbound SR 152, then southbound on Road 15 1/2, then eastbound on Avenue 22 1/2.
2. Reroute northbound Road 16 Traffic westbound on Avenue 22 1/2, northbound on Road 15 1/2, then eastbound on SR 152.
3. Demolish existing Road 16 South of SR 152.
4. Construct Road 15 3/4 Cul-de-Sac.

- Construct this stage
-方向 of travel
-临时封闭
-已建成
NOTES:
1. Construct proposed realignment of SR 152 and Road 16.
2. Maintain traffic as in previous stage of construction.

Temporary closure of Road 16

Close Road 15 3/4

Road 16

SR 152

ROAD 17

B E R E NDA  S L O UGH

CALIFORNIA HIGH-SPEED TRAIN PROJECT
MERCEDES TO FRESNO SECTION
CENTRAL VALLEY WYE
SR 152 NORTH TO ROAD 19 WYE ALTERNATIVE
STAGE CONSTRUCTION PLAN
ROAD 16/SR 152 STAGE 2 OF 4
NOTES:

1. SHIFT EASTBOUND AND WESTBOUND SR 152 TRAFFIC ONTO PROPOSED SR 152 REALIGNMENT.
2. OPEN ROAD 16 SOUTH OF SR 152, SR 152 EB OFF RAMP AND EB ON RAMP TO TRAFFIC.
3. TEMPORARY CLOSE ROAD 16 NORTH OF SR 152, REROUTE SOUTHBOUND ROAD 16 TRAFFIC TO WESTBOUND AVENUE 23 1/2, THEN SOUTHBOUND ROAD 15, THEN EASTBOUND ON SR 152, THEN EB SR 152 OFF RAMP, REROUTE NORTHBOUND ROAD 16 TRAFFIC TO SR 152 EB ON RAMP, THEN EASTBOUND SR 152, THEN NORTHBOUND ROAD 17, THEN WESTBOUND ON AVENUE 23 1/2.
5. CONSTRUCT ROAD 15 1/2 CUL-DE-SAC AND CLOSE INTERSECTION.

DEMONSTRATION SLough

SR 152 WB

SR 152 EB

ROAD 16

ROAD 17

AVENUE 23 1/2

INTERSECTION.

CONSTRUCT ROAD 15 1/2 CUL-DE-SAC AND CLOSE INTERSECTION.
NOTES:
1. Construct Road 16 underpass, construct westbound SR 152 on ramp and off ramp.
2. Maintain traffic as in previous stage of construction.
3. Demolish existing Road 15 1/2.
4. Upon completion of construction open remainder of interchange to traffic.

CONTRACT NO. 34-005
PREFERENCE: 100% DESIGN
PROJECT NO. 0680-21
DATE: MARCH 2016

CALIFORNIA HIGH-SPEED TRAIN PROJECT
MERCEDES TO FRESNO SECTION
CENTRAL VALLEY WYE
SR 152 (NORTH) TO ROAD 19 WYE ALTERNATIVE
STAGE CONSTRUCTION PLAN
ROAD 16/SR 152 STAGE 4 OF 4

CONSTRUCTION
NOT FOR SUBMITTAL
15% DESIGN

03/18/2016

DRAWN BY: C. LEMLEY
DESIGNED BY: A. GURA
CHECKED BY: A. GURA
IN CHARGE: P0042226

CALIFORNIA HIGH-SPEED RAIL AUTHORITY
PARSONS

LEGEND:
<table>
<thead>
<tr>
<th>Icon</th>
<th>Description</th>
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<td>??</td>
<td>Construct this stage</td>
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<td>Previously constructed</td>
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<td>Demolition of existing</td>
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<td>Direction of travel</td>
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<td>XX</td>
<td>Road closure</td>
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NOTES:
2. Construct temporary two lane realignment of SR 99 East and West side frontage roads.

LEGEND:
- ROAD CLOSURE
- DIRECTION OF TRAVEL
- CONSTRUCT THIS STAGE
- URB
- UNION PACIFIC RAILROAD (UPRR)
- FREIGHT ROAD (BY CALTRAN)
- HARRIET ROAD (BY CALTRAN)
- SANTA ANA RIVER (BY CALTRAN)
- SR 152 (NORTH) TO ROAD 19 WYE ALTERNATIVE STAGE CONSTRUCTION PLAN
- SR 99 TUNNEL STAGE 1 OF 4
- PLAN

CONSTRUCTION NOT FOR SUBMITTAL
15% DESIGN
RECORD SET
10/30/2015

Central Valley Wye
Merced to Fresno Section

Parsons
California High-Speed Rail Authority

Contract No.
CALIFORNIA HIGH-SPEED TRAIN PROJECT
MERCED TO FRESNO SECTION
SR 152 (NORTH) TO ROAD 19 WYE ALTERNATIVE STAGE CONSTRUCTION PLAN
SR 99 TUNNEL STAGE 1 OF 4

p0044321
CV-I4520-B
NOTES:
1. Close one lane in each direction and shift NB and SB SR 99 onto the temporary roadways.
2. Shift SR 99 east and west side frontage roads to the temporary roadways.
3. Demolish the existing roadways at the HST cut-and-cover tunnel crossings and construct tunnel.

LEGEND:
- PREVIOUSLY CONSTRUCTED
- DEMO: DEMOLISH THIS STAGE
- TUNNEL: DIRECTION OF TRAVEL
- ROAD Closure

HR10-02
CR-45221-0
CFO:
AS SHOWN
NOTES:
1. Maintain traffic as in previous stage of construction.
2. Restore pavement on pre-existing alignment and profile.

LEGEND:
- Previously constructed
- Pedestrian trail stage
- Horizontal direction of travel
- Road closure

HARVEY PETTIT ROAD
(SB) SR 99
(BY CALTRANS)
(NB) SR 99
(BY CALTRANS)
UNION PACIFIC RAILROAD
(UPRR)
FRONTAGE ROAD

SR 152 (NORTH) TO ROAD 19 WYE ALTERNATIVE STAGE CONSTRUCTION PLAN
SR 99 TUNNEL STAGE 3 OF 4

CALIFORNIA HIGH-SPEED TRAIN PROJECT
MERCED TO FREMONT SECTION
CENTRAL VALLEY WYE
03/18/2016
11:49 AM
REV CV-I 4522-B
NOTES:
1. RESTORE NB AND SB SR 99 TRAFFIC TO PREVIOUS PREEXISTING ALIGNMENT AND PROFILE AND REMOVE TEMPORARY PAVEMENT.
2. RESTORE SR 99 EAST AND WEST SIDE FRONTAGE ROADS TO PREVIOUS PREEXISTING ALIGNMENT AND PROFILE.
3. DEMOLISH ALL TEMPORARY PAVEMENT.

LEGEND:
- PREVIOUSLY CONSTRUCTED
- DEMOLISH PREVIOUS STAGE
- DIRECTION OF TRAVEL
- ROAD CLOSURE

PARSONS

CALIFORNIA HIGH-SPEED TRAIN PROJECT
MERCEDES TO FRESNO SECTION
CENTRAL VALLEY WYE
SR 152 (NORTH) TO ROAD 19 WYE ALTERNATIVE STAGE CONSTRUCTION PLAN
SR 99 TUNNEL STAGE 4 OF 4

HARVEY PETTIT ROAD
FRONTAGE ROAD
DEMOOLISH TEMPORARY FRONTAGE ROAD
DEMOOLISH TEMPORARY SB SR 99
DEMOOLISH TEMPORARY NB SR 99
RESTORE FRONTAGE ROAD TO TRAFFIC
RESTORE SB SR 99 TO TRAFFIC
RESTORE NB SR 99 TO TRAFFIC
RESTORE SR 99 EAST AND WEST SIDE FRONTAGE ROADS TO PREVIOUS PREEXISTING ALIGNMENT AND PROFILE.
DEMOOLISH ALL TEMPORARY PAVEMENT.