California High-Speed Rail Authority

Merced to Fresno Section: Central Valley Wye

Structure, Viaduct and Tunnel Plans (Book 2 of 2)
Avenue 21 To Road 13 Wye Alternative
SR 152 (North) To Road 11 Wye Alternative

Preliminary Engineering for Project Definition
Record Set - September 2016
<table>
<thead>
<tr>
<th>DRAWING NO.</th>
<th>SECTION</th>
<th>ALIGNMENT / PLAN SET</th>
<th>TITLE</th>
<th>DESCRIPTION</th>
</tr>
</thead>
<tbody>
<tr>
<td>ST-1290-6</td>
<td>CENTRAL VALLEY WYE</td>
<td>SR 152 (NORTH TO ROAD 15) WYE ALTERNATIVE</td>
<td>GENERAL PLAN (SJD-MER)</td>
<td>AERIAL #2 - SR 99 / UPRR - 1 of 3</td>
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<td>AERIAL #2 - SOUTHBOUND OVER HST MAINLINE - 1 of 6</td>
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<td>AERIAL #2 - SOUTHBOUND OVER HST MAINLINE - 3 of 6</td>
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<td>SR 152 (NORTH TO ROAD 15) WYE ALTERNATIVE</td>
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<td>AERIAL #2 - SOUTHBOUND OVER HST MAINLINE - 4 of 6</td>
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<td>SR 152 (NORTH TO ROAD 15) WYE ALTERNATIVE</td>
<td>TYPICAL SECTIONS (SJD-MER)</td>
<td>AERIAL #2 - SOUTHBOUND OVER HST MAINLINE - 5 of 6</td>
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<td>TYPICAL SECTIONS (SJD-MER)</td>
<td>AERIAL #2 - SOUTHBOUND OVER HST MAINLINE - 6 of 6</td>
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<td>ROBERTSON BOULEVARD (SR 233) UNDERPASS</td>
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<td>MADISON ROAD (AVENUE 23 1/2) UNDERPASS</td>
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<td>SR 152 (NORTH TO ROAD 15) WYE ALTERNATIVE</td>
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<td>WASHINGTON ROAD (AVENUE 25) UNDERPASS - 1 of 2</td>
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<td>SR 152 (NORTH TO ROAD 15) WYE ALTERNATIVE</td>
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<td>CHOWCHILLA RIVER BRIDGE - 2 of 2</td>
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<td>SR 152 (NORTH TO ROAD 15) WYE ALTERNATIVE</td>
<td>GENERAL PLAN (SJD-MER)</td>
<td>SANDY MUSH ROAD OVERHEAD</td>
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<td>AERIAL #4 - NORTHBOUND OVER HST MAINLINE - 1 of 6</td>
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<td>AERIAL #4 - NORTHBOUND OVER HST MAINLINE - 3 of 6</td>
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<td>AERIAL #4 - NORTHBOUND OVER HST MAINLINE - 4 of 6</td>
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<td>KEY MAP OF STRUCTURAL PLANS</td>
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<td>SR 192 (NORTH TO ROAD 19 WYE ALTERNATIVE)</td>
<td>GENERAL PLAN (SJD-FRE)</td>
<td>MADISON ROAD (AVENUE 23 1/2) UNDERPASS</td>
</tr>
<tr>
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<td>CENTRAL VALLEY WYE</td>
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<td>AVE 14 UNDERPASS</td>
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<td>SR 192 (NORTH TO ROAD 19 WYE ALTERNATIVE)</td>
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<tr>
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<td>SR 192 (NORTH TO ROAD 19 WYE ALTERNATIVE)</td>
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</tr>
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<td>SR 192 (NORTH TO ROAD 19 WYE ALTERNATIVE)</td>
<td>GENERAL PLAN (SJD-FRE)</td>
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<td>SR 192 (NORTH TO ROAD 19 WYE ALTERNATIVE)</td>
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<td>CUT AND COVER TUNNEL AT SR 99 - 1 of 5</td>
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<td>GENERAL PLAN (SJD-FRE)</td>
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<td>CENTRAL VALLEY WYE</td>
<td>SR 192 (NORTH TO ROAD 19 WYE ALTERNATIVE)</td>
<td>TYPICAL SECTION (SJD-FRE)</td>
<td>CUT AND COVER TUNNEL AT SR 99 - 3 of 5</td>
</tr>
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<td>SR 192 (NORTH TO ROAD 19 WYE ALTERNATIVE)</td>
<td>GENERAL PLAN (SJD-FRE)</td>
<td>CUT AND COVER TUNNEL AT SR 99 - 4 of 5</td>
</tr>
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<td>CUT AND COVER TUNNEL AT SANDY MUSH ROAD - 1 of 2</td>
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<td>SR 192 (NORTH TO ROAD 19 WYE ALTERNATIVE)</td>
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<td>SR 192 (NORTH TO ROAD 19 WYE ALTERNATIVE)</td>
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<td>SR 192 (NORTH TO ROAD 19 WYE ALTERNATIVE)</td>
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<td>SR 192 (NORTH TO ROAD 19 WYE ALTERNATIVE)</td>
<td>GENERAL PLAN (SJD-FRE)</td>
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<td>SR 192 (NORTH TO ROAD 19 WYE ALTERNATIVE)</td>
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<td>ROAD 11 1/2 UNDERPASS (HST SB)</td>
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<td>SR 192 (NORTH TO ROAD 19 WYE ALTERNATIVE)</td>
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<td>ST-K1300-B</td>
<td>CENTRAL VALLEY WYE</td>
<td>SR 192 (NORTH TO ROAD 19 WYE ALTERNATIVE)</td>
<td>TYPICAL SECTION (SJD-FRE)</td>
<td>AERIAL #6 - SOUTHBOUND OVER UPRR / SR 99 - 1 of 2</td>
</tr>
<tr>
<td>ST-K1300-B</td>
<td>CENTRAL VALLEY WYE</td>
<td>SR 192 (NORTH TO ROAD 19 WYE ALTERNATIVE)</td>
<td>GENERAL PLAN (SJD-FRE)</td>
<td>AERIAL #6 - SOUTHBOUND OVER UPRR / SR 99 - 2 of 2</td>
</tr>
<tr>
<td>ST-K1300-B</td>
<td>CENTRAL VALLEY WYE</td>
<td>SR 192 (NORTH TO ROAD 19 WYE ALTERNATIVE)</td>
<td>TYPICAL SECTION (SJD-FRE)</td>
<td>AERIAL #7 - NORTHBOUND OVER HST MERGED TO FRESNO - 1 of 4</td>
</tr>
<tr>
<td>ST-K1300-B</td>
<td>CENTRAL VALLEY WYE</td>
<td>SR 192 (NORTH TO ROAD 19 WYE ALTERNATIVE)</td>
<td>GENERAL PLAN (SJD-FRE)</td>
<td>AERIAL #7 - NORTHBOUND OVER HST MERGED TO FRESNO - 2 of 4</td>
</tr>
<tr>
<td>ST-K1300-B</td>
<td>CENTRAL VALLEY WYE</td>
<td>SR 192 (NORTH TO ROAD 19 WYE ALTERNATIVE)</td>
<td>TYPICAL SECTION (SJD-FRE)</td>
<td>AERIAL #7 - NORTHBOUND OVER HST MERGED TO FRESNO - 3 of 4</td>
</tr>
<tr>
<td>ST-K1300-B</td>
<td>CENTRAL VALLEY WYE</td>
<td>SR 192 (NORTH TO ROAD 19 WYE ALTERNATIVE)</td>
<td>GENERAL PLAN (SJD-FRE)</td>
<td>AERIAL #7 - NORTHBOUND OVER HST MERGED TO FRESNO - 4 of 4</td>
</tr>
</tbody>
</table>

**INDEX OF DRAWINGS**

<table>
<thead>
<tr>
<th>DRAWING NO.</th>
<th>SECTION</th>
<th>ALIGNMENT / PLAN SET</th>
<th>TITLE</th>
<th>DESCRIPTION</th>
</tr>
</thead>
<tbody>
<tr>
<td>ST-K1500-C</td>
<td>CENTRAL VALLEY WYE</td>
<td>AVENUE 21 TO ROAD 13 WYE ALTERNATIVE</td>
<td>KEY MAP OF STRUCTURAL PLANS</td>
<td>SHEET 1 of 2</td>
</tr>
<tr>
<td>ST-K1500-C</td>
<td>CENTRAL VALLEY WYE</td>
<td>AVENUE 21 TO ROAD 13 WYE ALTERNATIVE</td>
<td>KEY MAP OF STRUCTURAL PLANS</td>
<td>SHEET 2 of 2</td>
</tr>
<tr>
<td>ST-K1500-C</td>
<td>CENTRAL VALLEY WYE</td>
<td>AVENUE 21 TO ROAD 13 WYE ALTERNATIVE</td>
<td>GENERAL PLAN (SJD-FRE)</td>
<td>CALIFORNIA HIGH-SPEED TRAIN PROJECT MERGED TO FRESNO SECTION CENTRAL VALLEY WYE STRUCTURE, VEADUCT AND TUNNEL PLANS INDEX OF DRAWINGS SHEET 4 of 8</td>
</tr>
<tr>
<td>DRAWING NO.</td>
<td>SECTION</td>
<td>ALIGNMENT / PLAN SET</td>
<td>TITLE</td>
<td>DESCRIPTION</td>
</tr>
<tr>
<td>-------------</td>
<td>--------------------------</td>
<td>--------------------------------------------</td>
<td>---------------------------</td>
<td>-------------------------------------------------</td>
</tr>
<tr>
<td>ST-10070-C</td>
<td>CENTRAL VALLEY WYE</td>
<td>AVENUE 21 TO ROAD 13 WYE ALTERNATIVE</td>
<td>GENERAL PLAN (SJD-FRE)</td>
<td>SAN JOAQUIN RIVER BRIDGE - 1 OF 2</td>
</tr>
<tr>
<td>ST-30370-C</td>
<td>CENTRAL VALLEY WYE</td>
<td>AVENUE 21 TO ROAD 13 WYE ALTERNATIVE</td>
<td>TYPICAL SECTION (SJD-FRE)</td>
<td>SAN JOAQUIN RIVER BRIDGE - 2 OF 2</td>
</tr>
<tr>
<td>ST-30180-C</td>
<td>CENTRAL VALLEY WYE</td>
<td>AVENUE 21 TO ROAD 13 WYE ALTERNATIVE</td>
<td>TYPICAL SECTION (SJD-FRE)</td>
<td>AERIAL #1 - FRESNO RIVER AND MARIPOSA SLOUGH - 1 OF 2</td>
</tr>
<tr>
<td>ST-30185-C</td>
<td>CENTRAL VALLEY WYE</td>
<td>AVENUE 21 TO ROAD 13 WYE ALTERNATIVE</td>
<td>TYPICAL SECTION (SJD-FRE)</td>
<td>AERIAL #1 - FRESNO RIVER AND MARIPOSA SLOUGH - 2 OF 2</td>
</tr>
<tr>
<td>ST-10090-C</td>
<td>CENTRAL VALLEY WYE</td>
<td>AVENUE 21 TO ROAD 13 WYE ALTERNATIVE</td>
<td>GENERAL PLAN (SJD-FRE)</td>
<td>SR 152 UNDERPASS</td>
</tr>
<tr>
<td>ST-11100-C</td>
<td>CENTRAL VALLEY WYE</td>
<td>AVENUE 21 TO ROAD 13 WYE ALTERNATIVE</td>
<td>GENERAL PLAN (SJD-FRE)</td>
<td>FLANAGAN ROAD UNDERPASS</td>
</tr>
<tr>
<td>ST-30310-C</td>
<td>CENTRAL VALLEY WYE</td>
<td>AVENUE 21 TO ROAD 13 WYE ALTERNATIVE</td>
<td>TYPICAL SECTION (SJD-FRE)</td>
<td>AERIAL #2 - EASTSIDE BYPASS BRIDGATION DIETM</td>
</tr>
<tr>
<td>ST-10120-C</td>
<td>CENTRAL VALLEY WYE</td>
<td>AVENUE 21 TO ROAD 13 WYE ALTERNATIVE</td>
<td>LINE#1 UNDERPASS</td>
<td>SR 152 UNDERPASS</td>
</tr>
<tr>
<td>ST-10130-C</td>
<td>CENTRAL VALLEY WYE</td>
<td>AVENUE 21 TO ROAD 13 WYE ALTERNATIVE</td>
<td>GENERAL PLAN (SJD-FRE)</td>
<td>JUNIPER ROAD (ROAD 7) UNDERPASS</td>
</tr>
<tr>
<td>ST-11155-C</td>
<td>CENTRAL VALLEY WYE</td>
<td>AVENUE 21 TO ROAD 13 WYE ALTERNATIVE</td>
<td>GENERAL PLAN (SJD-FRE)</td>
<td>ASH SLOUGH BRIDGE - 1 OF 2</td>
</tr>
<tr>
<td>ST-30315-C</td>
<td>CENTRAL VALLEY WYE</td>
<td>AVENUE 21 TO ROAD 13 WYE ALTERNATIVE</td>
<td>TYPICAL SECTION (SJD-FRE)</td>
<td>ASH SLOUGH BRIDGE - 2 OF 2</td>
</tr>
<tr>
<td>ST-11160-C</td>
<td>CENTRAL VALLEY WYE</td>
<td>AVENUE 21 TO ROAD 13 WYE ALTERNATIVE</td>
<td>TYPICAL SECTION (SJD-FRE)</td>
<td>SR 152 UNDERPASS</td>
</tr>
<tr>
<td>ST-12200-C</td>
<td>CENTRAL VALLEY WYE</td>
<td>AVENUE 21 TO ROAD 13 WYE ALTERNATIVE</td>
<td>GENERAL PLAN (SJD-FRE)</td>
<td>HEILION ROAD (ROAD 9) OVERHEAD</td>
</tr>
<tr>
<td>ST-12210-C</td>
<td>CENTRAL VALLEY WYE</td>
<td>AVENUE 21 TO ROAD 13 WYE ALTERNATIVE</td>
<td>GENERAL PLAN (SJD-FRE)</td>
<td>ROBERTSON BOULEVARD OVERHEAD</td>
</tr>
<tr>
<td>ST-12220-C</td>
<td>CENTRAL VALLEY WYE</td>
<td>AVENUE 21 TO ROAD 13 WYE ALTERNATIVE</td>
<td>GENERAL PLAN (SJD-FRE)</td>
<td>ROAD 14 UNDERPASS</td>
</tr>
<tr>
<td>ST-12230-C</td>
<td>CENTRAL VALLEY WYE</td>
<td>AVENUE 21 TO ROAD 13 WYE ALTERNATIVE</td>
<td>GENERAL PLAN (SJD-FRE)</td>
<td>BERENDA SLough BRIDGE</td>
</tr>
<tr>
<td>ST-12700-C</td>
<td>CENTRAL VALLEY WYE</td>
<td>AVENUE 21 TO ROAD 13 WYE ALTERNATIVE</td>
<td>GENERAL PLAN (SJD-FRE)</td>
<td>ROAD 19 UNDERPASS</td>
</tr>
<tr>
<td>ST-12710-C</td>
<td>CENTRAL VALLEY WYE</td>
<td>AVENUE 21 TO ROAD 13 WYE ALTERNATIVE</td>
<td>GENERAL PLAN (SJD-FRE)</td>
<td>ROAD 20 UNDERPASS</td>
</tr>
<tr>
<td>ST-12720-C</td>
<td>CENTRAL VALLEY WYE</td>
<td>AVENUE 21 TO ROAD 13 WYE ALTERNATIVE</td>
<td>GENERAL PLAN (SJD-FRE)</td>
<td>AERIAL #3 - SR 99 / UPN - 1 OF 2</td>
</tr>
<tr>
<td>ST-12730-C</td>
<td>CENTRAL VALLEY WYE</td>
<td>AVENUE 21 TO ROAD 13 WYE ALTERNATIVE</td>
<td>TYPICAL SECTION (SJD-FRE)</td>
<td>AERIAL #3 - SR 99 / UPN - 2 OF 2</td>
</tr>
<tr>
<td>ST-12740-C</td>
<td>CENTRAL VALLEY WYE</td>
<td>AVENUE 21 TO ROAD 13 WYE ALTERNATIVE</td>
<td>TYPICAL SECTION (SJD-FRE)</td>
<td>ROAD 22 UNDERPASS</td>
</tr>
<tr>
<td>ST-12750-C</td>
<td>CENTRAL VALLEY WYE</td>
<td>AVENUE 21 TO ROAD 13 WYE ALTERNATIVE</td>
<td>GENERAL PLAN (SJD-FRE)</td>
<td>AVENUE 23 1/2 OVERHEAD</td>
</tr>
<tr>
<td>ST-13000-C</td>
<td>CENTRAL VALLEY WYE</td>
<td>AVENUE 21 TO ROAD 13 WYE ALTERNATIVE</td>
<td>GENERAL PLAN (SJD-FRE)</td>
<td>DRY CREEK BRIDGE</td>
</tr>
<tr>
<td>ST-13010-C</td>
<td>CENTRAL VALLEY WYE</td>
<td>AVENUE 21 TO ROAD 13 WYE ALTERNATIVE</td>
<td>GENERAL PLAN (SJD-FRE)</td>
<td>AERIAL #4 - SOUTHBOUND OVER HST MAINLINE - 1 OF 6</td>
</tr>
<tr>
<td>ST-14200-C</td>
<td>CENTRAL VALLEY WYE</td>
<td>AVENUE 21 TO ROAD 13 WYE ALTERNATIVE</td>
<td>TYPICAL SECTION (SJD-FRE)</td>
<td>AERIAL #4 - SOUTHBOUND OVER HST MAINLINE - 2 OF 6</td>
</tr>
<tr>
<td>ST-14210-C</td>
<td>CENTRAL VALLEY WYE</td>
<td>AVENUE 21 TO ROAD 13 WYE ALTERNATIVE</td>
<td>GENERAL PLAN (SJD-FRE)</td>
<td>AERIAL #4 - SOUTHBOUND OVER HST MAINLINE - 3 OF 6</td>
</tr>
<tr>
<td>ST-14220-C</td>
<td>CENTRAL VALLEY WYE</td>
<td>AVENUE 21 TO ROAD 13 WYE ALTERNATIVE</td>
<td>GENERAL PLAN (SJD-FRE)</td>
<td>AERIAL #4 - SOUTHBOUND OVER HST MAINLINE - 4 OF 6</td>
</tr>
<tr>
<td>ST-14230-C</td>
<td>CENTRAL VALLEY WYE</td>
<td>AVENUE 21 TO ROAD 13 WYE ALTERNATIVE</td>
<td>TYPICAL SECTIONS (SJD-FRE)</td>
<td>AERIAL #4 - SOUTHBOUND OVER HST MAINLINE - 5 OF 6</td>
</tr>
<tr>
<td>ST-35240-C</td>
<td>CENTRAL VALLEY WYE</td>
<td>AVENUE 21 TO ROAD 13 WYE ALTERNATIVE</td>
<td>TYPICAL SECTIONS (SJD-FRE)</td>
<td>AERIAL #4 - SOUTHBOUND OVER HST MAINLINE - 6 OF 6</td>
</tr>
<tr>
<td>ST-14240-C</td>
<td>CENTRAL VALLEY WYE</td>
<td>AVENUE 21 TO ROAD 13 WYE ALTERNATIVE</td>
<td>GENERAL PLAN (SJD-FRE)</td>
<td>HST NB BRIDGE OVER SLOUGH SLOUGH</td>
</tr>
<tr>
<td>ST-14250-C</td>
<td>CENTRAL VALLEY WYE</td>
<td>AVENUE 21 TO ROAD 13 WYE ALTERNATIVE</td>
<td>GENERAL PLAN (SJD-FRE)</td>
<td>ROAD 14 UNDERPASS (HST NB)</td>
</tr>
<tr>
<td>ST-14260-C</td>
<td>CENTRAL VALLEY WYE</td>
<td>AVENUE 21 TO ROAD 13 WYE ALTERNATIVE</td>
<td>GENERAL PLAN (SJD-FRE)</td>
<td>AVENUE 27 1/2 OVERHEAD</td>
</tr>
<tr>
<td>ST-14270-C</td>
<td>CENTRAL VALLEY WYE</td>
<td>AVENUE 21 TO ROAD 13 WYE ALTERNATIVE</td>
<td>GENERAL PLAN (SJD-FRE)</td>
<td>ROAD 14 UNDERPASS (HST NB)</td>
</tr>
<tr>
<td>ST-14280-C</td>
<td>CENTRAL VALLEY WYE</td>
<td>AVENUE 21 TO ROAD 13 WYE ALTERNATIVE</td>
<td>GENERAL PLAN (SJD-FRE)</td>
<td>ROBERTSON BOULEVARD UNDERPASS</td>
</tr>
<tr>
<td>ST-14440-C</td>
<td>CENTRAL VALLEY WYE</td>
<td>AVENUE 21 TO ROAD 13 WYE ALTERNATIVE</td>
<td>GENERAL PLAN (SJD-FRE)</td>
<td>ROAD 22 UNDERPASS</td>
</tr>
<tr>
<td>ST-14450-C</td>
<td>CENTRAL VALLEY WYE</td>
<td>AVENUE 21 TO ROAD 13 WYE ALTERNATIVE</td>
<td>GENERAL PLAN (SJD-FRE)</td>
<td>ROAD 22 UNDERPASS</td>
</tr>
<tr>
<td>ST-14500-C</td>
<td>CENTRAL VALLEY WYE</td>
<td>AVENUE 21 TO ROAD 13 WYE ALTERNATIVE</td>
<td>TYPICAL SECTION (SJD-FRE)</td>
<td>SR 152 UNDERPASS - 1 OF 2</td>
</tr>
<tr>
<td>ST-35450-C</td>
<td>CENTRAL VALLEY WYE</td>
<td>AVENUE 21 TO ROAD 13 WYE ALTERNATIVE</td>
<td>TYPICAL SECTION (SJD-FRE)</td>
<td>SR 152 UNDERPASS - 2 OF 2</td>
</tr>
<tr>
<td>ST-14700-C</td>
<td>CENTRAL VALLEY WYE</td>
<td>AVENUE 21 TO ROAD 13 WYE ALTERNATIVE</td>
<td>GENERAL PLAN (SJD-FRE)</td>
<td>WASHINGTON AVENUE (AVENUE 26) UNDERPASS</td>
</tr>
<tr>
<td>ST-14710-C</td>
<td>CENTRAL VALLEY WYE</td>
<td>AVENUE 21 TO ROAD 13 WYE ALTERNATIVE</td>
<td>GENERAL PLAN (SJD-FRE)</td>
<td>ASH SLOUGH BRIDGE - 1 OF 2</td>
</tr>
<tr>
<td>ST-35750-C</td>
<td>CENTRAL VALLEY WYE</td>
<td>AVENUE 21 TO ROAD 13 WYE ALTERNATIVE</td>
<td>TYPICAL SECTION (SJD-FRE)</td>
<td>ASH SLOUGH BRIDGE - 2 OF 2</td>
</tr>
<tr>
<td>ST-14800-C</td>
<td>CENTRAL VALLEY WYE</td>
<td>AVENUE 21 TO ROAD 13 WYE ALTERNATIVE</td>
<td>GENERAL PLAN (SJD-FRE)</td>
<td>AVENUE 26 1/2 UNDERPASS</td>
</tr>
<tr>
<td>ST-14900-C</td>
<td>CENTRAL VALLEY WYE</td>
<td>AVENUE 21 TO ROAD 13 WYE ALTERNATIVE</td>
<td>GENERAL PLAN (SJD-FRE)</td>
<td>CHOWCHILLA RIVER BRIDGE - 1 OF 2</td>
</tr>
<tr>
<td>ST-35890-C</td>
<td>CENTRAL VALLEY WYE</td>
<td>AVENUE 21 TO ROAD 13 WYE ALTERNATIVE</td>
<td>TYPICAL SECTION (SJD-FRE)</td>
<td>CHOWCHILLA RIVER BRIDGE - 2 OF 2</td>
</tr>
<tr>
<td>DRAWING NO.</td>
<td>SECTION</td>
<td>ALIGNMENT / PLAN SET</td>
<td>TITLE</td>
<td>DESCRIPTION</td>
</tr>
<tr>
<td>-------------</td>
<td>-----------------------</td>
<td>-------------------------------</td>
<td>------------------------------</td>
<td>-------------------------------------</td>
</tr>
<tr>
<td>ST-1210-0</td>
<td>CENTRAL VALLEY WYE</td>
<td>SR 152 (NORTH TO ROAD 11)</td>
<td>GENERAL PLAN (SJD-FRE)</td>
<td>ROBERTSON BOULEVARD (SR 233)</td>
</tr>
<tr>
<td>ST-3310-0</td>
<td>CENTRAL VALLEY WYE</td>
<td>SR 152 (NORTH TO ROAD 11)</td>
<td>GENERAL PLAN (SJD-FRE)</td>
<td>ROBERTSON BOULEVARD (SR 233)</td>
</tr>
<tr>
<td>ST-1220-0</td>
<td>CENTRAL VALLEY WYE</td>
<td>SR 152 (NORTH TO ROAD 11)</td>
<td>GENERAL PLAN (SJD-FRE)</td>
<td>BERENDA SLOUGH BRIDGE</td>
</tr>
<tr>
<td>ST-1230-0</td>
<td>CENTRAL VALLEY WYE</td>
<td>SR 152 (NORTH TO ROAD 11)</td>
<td>GENERAL PLAN (SJD-FRE)</td>
<td>BERENDA SLOUGH BRIDGE</td>
</tr>
<tr>
<td>ST-1240-0</td>
<td>CENTRAL VALLEY WYE</td>
<td>SR 152 (NORTH TO ROAD 11)</td>
<td>GENERAL PLAN (SJD-FRE)</td>
<td>BERENDA WAY (ROAD 16) UNDERPASS</td>
</tr>
<tr>
<td>ST-1250-0</td>
<td>CENTRAL VALLEY WYE</td>
<td>SR 152 (NORTH TO ROAD 11)</td>
<td>GENERAL PLAN (SJD-FRE)</td>
<td>BERENDA WAY (ROAD 16) UNDERPASS</td>
</tr>
<tr>
<td>ST-1260-0</td>
<td>CENTRAL VALLEY WYE</td>
<td>SR 152 (NORTH TO ROAD 11)</td>
<td>GENERAL PLAN (SJD-FRE)</td>
<td>ROAD 20 OVERHEAD</td>
</tr>
<tr>
<td>ST-1270-0</td>
<td>CENTRAL VALLEY WYE</td>
<td>SR 152 (NORTH TO ROAD 11)</td>
<td>GENERAL PLAN (SJD-FRE)</td>
<td>ROAD 22 UNDERPASS</td>
</tr>
<tr>
<td>ST-1300-0</td>
<td>CENTRAL VALLEY WYE</td>
<td>SR 152 (NORTH TO ROAD 11)</td>
<td>GENERAL PLAN (SJD-FRE)</td>
<td>BERENDA CREEK BRIDGE</td>
</tr>
<tr>
<td>ST-1310-0</td>
<td>CENTRAL VALLEY WYE</td>
<td>SR 152 (NORTH TO ROAD 11)</td>
<td>GENERAL PLAN (SJD-FRE)</td>
<td>AVENUE 26 UNDERPASS</td>
</tr>
<tr>
<td>ST-1320-0</td>
<td>CENTRAL VALLEY WYE</td>
<td>SR 152 (NORTH TO ROAD 11)</td>
<td>GENERAL PLAN (SJD-FRE)</td>
<td>DRY CREEK BRIDGE</td>
</tr>
<tr>
<td>ST-1410-0</td>
<td>CENTRAL VALLEY WYE</td>
<td>SR 152 (NORTH TO ROAD 11)</td>
<td>GENERAL PLAN (MER-FRE)</td>
<td>AERIAL NO. 1 - SOUTHBOUND OVER HST</td>
</tr>
<tr>
<td>ST-1410-0</td>
<td>CENTRAL VALLEY WYE</td>
<td>SR 152 (NORTH TO ROAD 11)</td>
<td>GENERAL PLAN (MER-FRE)</td>
<td>AERIAL NO. 1 - SOUTHBOUND OVER HST</td>
</tr>
<tr>
<td>ST-1420-0</td>
<td>CENTRAL VALLEY WYE</td>
<td>SR 152 (NORTH TO ROAD 11)</td>
<td>GENERAL PLAN (MER-FRE)</td>
<td>AERIAL NO. 1 - SOUTHBOUND OVER HST</td>
</tr>
<tr>
<td>ST-1430-0</td>
<td>CENTRAL VALLEY WYE</td>
<td>SR 152 (NORTH TO ROAD 11)</td>
<td>GENERAL PLAN (MER-FRE)</td>
<td>AERIAL NO. 1 - SOUTHBOUND OVER HST</td>
</tr>
<tr>
<td>ST-1440-0</td>
<td>CENTRAL VALLEY WYE</td>
<td>SR 152 (NORTH TO ROAD 11)</td>
<td>GENERAL PLAN (MER-FRE)</td>
<td>AERIAL NO. 1 - SOUTHBOUND OVER HST</td>
</tr>
<tr>
<td>ST-1450-0</td>
<td>CENTRAL VALLEY WYE</td>
<td>SR 152 (NORTH TO ROAD 11)</td>
<td>GENERAL PLAN (MER-FRE)</td>
<td>AERIAL NO. 1 - SOUTHBOUND OVER HST</td>
</tr>
<tr>
<td>ST-1460-0</td>
<td>CENTRAL VALLEY WYE</td>
<td>SR 152 (NORTH TO ROAD 11)</td>
<td>GENERAL PLAN (MER-FRE)</td>
<td>AERIAL NO. 1 - SOUTHBOUND OVER HST</td>
</tr>
<tr>
<td>ST-1470-0</td>
<td>CENTRAL VALLEY WYE</td>
<td>SR 152 (NORTH TO ROAD 11)</td>
<td>GENERAL PLAN (MER-FRE)</td>
<td>AERIAL NO. 1 - SOUTHBOUND OVER HST</td>
</tr>
<tr>
<td>ST-1480-0</td>
<td>CENTRAL VALLEY WYE</td>
<td>SR 152 (NORTH TO ROAD 11)</td>
<td>GENERAL PLAN (MER-FRE)</td>
<td>AERIAL NO. 1 - SOUTHBOUND OVER HST</td>
</tr>
<tr>
<td>ST-1490-0</td>
<td>CENTRAL VALLEY WYE</td>
<td>SR 152 (NORTH TO ROAD 11)</td>
<td>GENERAL PLAN (MER-FRE)</td>
<td>AERIAL NO. 1 - SOUTHBOUND OVER HST</td>
</tr>
<tr>
<td>ST-1500-0</td>
<td>CENTRAL VALLEY WYE</td>
<td>SR 152 (NORTH TO ROAD 11)</td>
<td>GENERAL PLAN (MER-FRE)</td>
<td>AERIAL NO. 1 - SOUTHBOUND OVER HST</td>
</tr>
<tr>
<td>ST-1510-0</td>
<td>CENTRAL VALLEY WYE</td>
<td>SR 152 (NORTH TO ROAD 11)</td>
<td>GENERAL PLAN (MER-FRE)</td>
<td>AERIAL NO. 1 - SOUTHBOUND OVER HST</td>
</tr>
<tr>
<td>ST-1520-0</td>
<td>CENTRAL VALLEY WYE</td>
<td>SR 152 (NORTH TO ROAD 11)</td>
<td>GENERAL PLAN (MER-FRE)</td>
<td>AERIAL NO. 1 - SOUTHBOUND OVER HST</td>
</tr>
<tr>
<td>ST-1610-0</td>
<td>CENTRAL VALLEY WYE</td>
<td>SR 152 (NORTH TO ROAD 11)</td>
<td>GENERAL PLAN (MER-FRE)</td>
<td>AERIAL NO. 1 - SOUTHBOUND OVER HST</td>
</tr>
<tr>
<td>ST-1620-0</td>
<td>CENTRAL VALLEY WYE</td>
<td>SR 152 (NORTH TO ROAD 11)</td>
<td>GENERAL PLAN (MER-FRE)</td>
<td>AERIAL NO. 1 - SOUTHBOUND OVER HST</td>
</tr>
<tr>
<td>ST-1630-0</td>
<td>CENTRAL VALLEY WYE</td>
<td>SR 152 (NORTH TO ROAD 11)</td>
<td>GENERAL PLAN (MER-FRE)</td>
<td>AERIAL NO. 1 - SOUTHBOUND OVER HST</td>
</tr>
<tr>
<td>ST-1640-0</td>
<td>CENTRAL VALLEY WYE</td>
<td>SR 152 (NORTH TO ROAD 11)</td>
<td>GENERAL PLAN (MER-FRE)</td>
<td>AERIAL NO. 1 - SOUTHBOUND OVER HST</td>
</tr>
<tr>
<td>DRAWING NO.</td>
<td>SECTION</td>
<td>ALIGNMENT / PLAN SET</td>
<td>TITLE</td>
<td>DESCRIPTION</td>
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<tr>
<td>ST-K1641-D</td>
<td>CENTRAL VALLEY WYE</td>
<td>SR 152 (NORTH TO ROAD 11 WYE ALTERNATIVE)</td>
<td>GENERAL PLAN (SJD-MER)</td>
<td>AERIAL #5 - NORTHBOUND OVER HST MERGED TO FRESNO - 2 OF 6</td>
</tr>
<tr>
<td>ST-K1642-D</td>
<td>CENTRAL VALLEY WYE</td>
<td>SR 152 (NORTH TO ROAD 11 WYE ALTERNATIVE)</td>
<td>GENERAL PLAN (SJD-MER)</td>
<td>AERIAL #5 - NORTHBOUND OVER HST MERGED TO FRESNO - 3 OF 6</td>
</tr>
<tr>
<td>ST-K1643-D</td>
<td>CENTRAL VALLEY WYE</td>
<td>SR 152 (NORTH TO ROAD 11 WYE ALTERNATIVE)</td>
<td>GENERAL PLAN (SJD-MER)</td>
<td>AERIAL #5 - NORTHBOUND OVER HST MERGED TO FRESNO - 4 OF 6</td>
</tr>
<tr>
<td>ST-K1644-D</td>
<td>CENTRAL VALLEY WYE</td>
<td>SR 152 (NORTH TO ROAD 11 WYE ALTERNATIVE)</td>
<td>TYPICAL SECTIONS (SJD-MER)</td>
<td>AERIAL #5 - NORTHBOUND OVER HST MERGED TO FRESNO - 5 OF 6</td>
</tr>
<tr>
<td>ST-K1650-D</td>
<td>CENTRAL VALLEY WYE</td>
<td>SR 152 (NORTH TO ROAD 11 WYE ALTERNATIVE)</td>
<td>GENERAL PLAN (SJD-MER)</td>
<td>ROAD 11 UNDERPASS</td>
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<tr>
<td>ST-K1652-D</td>
<td>CENTRAL VALLEY WYE</td>
<td>SR 152 (NORTH TO ROAD 11 WYE ALTERNATIVE)</td>
<td>GENERAL PLAN (SJD-MER)</td>
<td>WASHINGTON ROAD (AVENUE 25) UNDERPASS</td>
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<tr>
<td>ST-K1653-D</td>
<td>CENTRAL VALLEY WYE</td>
<td>SR 152 (NORTH TO ROAD 11 WYE ALTERNATIVE)</td>
<td>GENERAL PLAN (SJD-MER)</td>
<td>CHOMONIELLA RIVER BRIDGE</td>
</tr>
</tbody>
</table>
NOTE:
For large scale view of each alignment option, please refer to key map drawings provided in this package for each option.
MADERA COUNTY

NOTES:
ST -x = INDICATES AERIAL CROSSING, AND GRADE SEPARATION DRAWINGS

SEE DRAWING ST-B4001-C
MATCH LINE
CONSTRUCTION
CENTRAL VALLEY WYE
AVENUE 21 TO ROAD 13 WYE ALTERNATIVE
KEY MAP OF STRUCTURAL PLANS
SHEET 2 OF 2

CALIFORNIA HIGH-SPEED TRAIN PROJECT
MERCEDES TO FRENSO SECTION

CONTRACT NO.
CONSTRUCTION NOT FOR SUBMITTAL
15% DESIGN RECORD SET
N. T. S.
ST-B4002-C

DATE CHK APP
17 - M A R - 2016
18:02 M F - S T - B 4002 - C .dgn

P O E  71
47
+ 8 6 .0 7

496 494
ROAD 19
ROAD 20
ROAD 21
ROAD 22
ROAD 23
ROAD 24
ROAD 16 /BERENDA WAY
ROAD 20
SR 99 /GO LDEN STATE BLVD
ROAD 26

165

KEY PLAN

C. LEMLEY
A. GURA

R. M.

S EPARATION DRAWINGS
SAN JOAQUIN RIVER BRIDGE - 1 OF 2

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

AVENUE 21 TO ROAD 13 WYE ALTERNATIVE
GENERAL PLAN (SJD-FRE)

J. KIDWELL
HSR08-05

NOTES:

1. TRAFFIC WILL BE DETOUR AWAY FROM THE SITE.
2. TRAFFIC WILL PASS UNDER THE STRUCTURE EXC.
3. TEMP TRAFFIC LANE REDUCTION FOR SITE.

TOP OF RAIL PROFILE (E HST SB TRACK)

NO SCALE

T/R ELEV 149.54'
EB STA 5719+30.00

NOTES:

1. TRAFFIC WILL BE DETOUR AWAY FROM THE SITE.
2. TRAFFIC WILL PASS UNDER THE STRUCTURE EXC.
3. TEMP TRAFFIC LANE REDUCTION FOR SITE.

T/R ELEV 151.20'
EB STA 5729+50.00

NOTES:

LEGEND:

- INDICATES POINT OF MINIMUM VERTICAL CLEARANCE
- INDICATES DIRECTION OF FLOW

VEHICULAR TRAFFIC:

1. TRAFFIC WILL BE DETOUR AWAY FROM THE SITE.
2. TRAFFIC WILL PASS UNDER THE STRUCTURE EXC.

TEMPORARY TRAFFIC OPENINGS:

VEHICULAR TRAFFIC:

1. TRAFFIC WILL BE DETOUR AWAY FROM THE SITE.
2. TRAFFIC WILL PASS UNDER THE STRUCTURE EXC.

NOTES:

1. TYP PIPE PILES ASSUMED FOR ABUTMENT AND ABUTMENT FOUNDATIONS UNLESS OTHERWISE NOTED.
2. PIPE AND DRILLED SHAFT LENGTHS TO BE DETERMINED.
3. ANY EXISTING C/O/B ROAD THAT CONFLICTS WITH NEW CONSTRUCTION SHALL BE REALIGNED.
4. FOR UTILITY DISPOSITIONS, SEE CIVIL AND GRADE SEPARATION PLANS; DRAWING ST-K3070-C.

SAN JOAQUIN RIVER

TOE OF FILL, TYP

TOP OF FILL, TYP

GUIDEWAY

EDGE OF DECK

3 SPACES @ 120'-0" = 360'-0"
2 SPACES @ 150'-0" = 300'-0"
120'-0"

HST SB TRACK

HST R/W

PARAPET
BARRIER/

HST R/W

H M = 115.0
M H = 115.0

T/R ELEV 147.02'
EB STA 5712+50.00

TOP OF SUPERSTRUCTURE

1" = 50'

1" = 50'

1" = 50'

1" = 50'

1" = 50'

1" = 50'

1" = 50'
NOTES:
1. PILE AND DRILLED SHAFT LENGTHS TO BE DETERMINED.
TOP OF RAIL PROFILE (¢, HST SB TRACK)

1,200'-0" TOTAL LENGTH MEASURED ALONG 6 HIT SB TRACK

DEVELOPED ELEVATION

VERT: 1" = 50'  HORIZ: 1" = 100'

NOTES:
1. 45° PILE FILES ASSIGNED FOR ABUTMENT AND HIT FOUNDATIONS, PILE LENGTHS TO BE DETERMINED.
2. FOR UTILITY DISPOSITIONS, SEE CIVIL AND GRADE SEPARATION PLANS; DRAWING CV-S1080-C.
3. FOR RETAINING WALLS, SEE CIVIL AND GRADE SEPARATION PLANS; DRAWING CV-S1080-C.
4. ANY EXISTING DIRT ROAD THAT CONFLICTS WITH NEW CONSTRUCTION SHALL BE REALIGNED.
5. SUPERSTRUCTURE BOTTOM OF ABUT 1
6. BENT FOUNDATIONS. PILE LENGTHS TO BE DETERMINED.
7. PIPE PILES ASSIGNED FOR ABUTMENT AND HIT FOUNDATIONS, PILE LENGTHS TO BE DETERMINED.
8. FOR SECTION, SEE DRAWING ST-K3080-C.
9. 2 SB TRAFFIC WILL BE DETOURED AWAY FROM THE SITE.
10. 2 SB TRAFFIC WILL PASS UNDER THE STRUCTURE ON:
11. EXP JT, TYP  APPROX OGD
12. 5 SPACES @ 120'-0", 110'-0" = 220'-0" 120'-0" = 600'-0" 120'-0" = 600'-0"
13. 5 SPACES @ 120'-0" = 600'-0" 5 SPACES @ 120'-0" = 600'-0" 5 SPACES @ 120'-0" = 600'-0"
14. 5 SPACES @ 120'-0" = 600'-0" 5 SPACES @ 120'-0" = 600'-0" 5 SPACES @ 120'-0" = 600'-0"
15. 5 SPACES @ 120'-0" = 600'-0" 5 SPACES @ 120'-0" = 600'-0" 5 SPACES @ 120'-0" = 600'-0"
16. 5 SPACES @ 120'-0" = 600'-0" 5 SPACES @ 120'-0" = 600'-0" 5 SPACES @ 120'-0" = 600'-0"
17. 5 SPACES @ 120'-0" = 600'-0" 5 SPACES @ 120'-0" = 600'-0" 5 SPACES @ 120'-0" = 600'-0"
18. 5 SPACES @ 120'-0" = 600'-0" 5 SPACES @ 120'-0" = 600'-0" 5 SPACES @ 120'-0" = 600'-0"
NOTES:
1. PILE LENGTHS TO BE DETERMINED.
2. FOR TRACK SUPERELEVATION DETAILS, SEE ALIGNMENT AND TYPICAL SECTION PLANS;
   DRAWING TT-88085-C.
TOP OF RAIL PROFILE (E HST SB TRACK)

DEVELOPED ELEVATION

TYPICAL SECTION

NOTES:
1. 16" PIPE PILES ASSUMED FOR ABUTMENT AND BENT FOUNDATIONS. POLE LENGTHS TO BE DETERMINED.
2. FOR GUARDRAILS, SEE CIVIL AND GRADE SEPARATION PLANS; DRAWING CV-S1080-C.
3. FOR TRACK SUPERELEVATION DETAILS, SEE ALIGNMENT AND TYPICAL SECTION PLANS; DRAWING CV-S1080-C.
4. FOR UTILITY DISPOSITIONS, SEE CIVIL AND BENT FOUNDATIONS.

TEMPORARY TRAFFIC OPENINGS

VEHICULAR TRAFFIC
1. TRAFFIC WILL BE DETOURED AWAY FROM THE SITE.
2. TRAFFIC WILL BE DETOURED AWAY FROM THE SITE.

CURVE SUB-FIRE 2 SB
R = 45,916.00'
L0 = 1,692.00'

LEGEND:
1. STRUCTURE APPROACH
1. SLOPE PAVING (1%HV)

CALIFORNIA HIGH-SPEED TRAIN PROJECT
MERCED TO FRESNO SECTION
CENTRAL VALLEY WYE
AVENUE 21 TO ROAD 13 WYE ALTERNATIVE GENERAL PLAN (SUB-FIRE)
SR 152 UNDERPASS
BENT COLUMN SCHEDULE

<table>
<thead>
<tr>
<th>BENT</th>
<th>COLUMN TYPE</th>
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<tbody>
<tr>
<td>2:6</td>
<td>10'-0&quot; W</td>
</tr>
<tr>
<td>3:6</td>
<td>12'-0&quot; W</td>
</tr>
<tr>
<td>4:6</td>
<td>15'-0&quot; W</td>
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</tbody>
</table>

NOTES:
1. COLUMN LENGTHS TO BE DETERMINED.
2. FOR TRACK SUPERELEVATION DETAILS, SEE ALIGNMENT AND TYPICAL SECTION PLANS.

DRAWING TT-B0050-C.
CALIFORNIA HIGH-SPEED TRAIN PROJECT

TOP OF RAIL PROFILE (E HST SB TRACK)

DEVELOPED ELEVATION

PLAN

TYPICAL SECTION

TEMPORARY TRAFFIC OPENINGS

LEGEND:

1. INDICATES POINT OF MINIMUM
   VERTICAL CLEARANCE

2. INDICATES DIRECTION OF
   TRAFFIC

3. STRUCTURE APPROACH

4. SLOPE PAVING (1H:1V)

NOTES:

1. 16" PIPE PILES ASSUMED FOR ABUTMENT FOUNDATIONS. PILE LENGTH TO BE DETERMINED.
2. FOR RETAINING WALLS, SEE CIVIL AND GRADE SEPARATION PLANS; DRAWING CV-S1150-C.
3. ANY EXISTING DIRT ROAD THAT CONFLICTS WITH NEW CONSTRUCTION SHALL BE REALIGNED.
4. FOR UTILITY DISPOSITIONS, SEE CIVIL AND GRADE SEPARATION PLANS; DRAWING CV-S1150-C.
5. FOR TRACK SUPERELEVATION DETAILS, SEE ALIGNMENT AND TYPICAL SECTION PLANS; DRAWING TT-B0050-C.

CALIFORNIA HIGH-SPEED TRAIN PROJECT
MERCEDES TO FREMONT SECTION
CENTRAL VALLEY WYE
AVENUE 21 TO ROAD 13 WYE ALTERNATIVE
GENERAL PLAN (SJD-FRE)
JUNIPER ROAD (ROAD 7) UNDERPASS
NOTES:
1. PILE LENGTHS TO BE DETERMINED.
2. FOR TRACK SUPERELEVATION DETAILS, SEE ALIGNMENT AND TYPICAL SECTION PLANS.

TYPICAL SECTION

CALIFORNIA HIGH-SPEED TRAIN PROJECT
MERCEDES TO FRESNO SECTION
CENTRAL VALLEY WYE
AVENUE 21 TO ROAD 13 WYE ALTERNATIVE
TYPICAL SECTION (SUB-FIRE)
ASH SLOUGH BRIDGE - 2 OF 2
CALIFORNIA HIGH-SPEED TRAIN PROJECT

PROFILE GRADE
NO SCALE
405'-0" MEASURED ALONG E ROBERTSON BLVD

ELEVATION
1" = 30'

TYPICAL SECTION
1" = 10'

NOTES:
1. ASSUME CLASS 140 PILES AT ABUTMENT AND BENT FOUNDATIONS; FILL LENGTHS TO BE DETERMINED.
2. FOR UTILITY DISPOSITION, SEE CIVIL AND GRADE SEPARATION PLANS; DRAWING CV-S1200-C.
3. FOR GUARDRAILS, SEE CIVIL AND GRADE SEPARATION PLANS; DRAWING CV-S1200-C.
4. FOR RETAINING WALLS, SEE CIVIL AND GRADE SEPARATION PLANS; DRAWING CV-S1200-C.

LEGEND:
1. INDICATES POINT OF ZERO PLATFORM SLOPE
2. INDICATES DIRECTION OF TRAFFIC
3. CONCRETE BARRIER TYPE 736 MOD
4. SLOPE PAVING (1H:1V)
5. WINDWALL
6. AR FENCE WITH SOLID PLATE

TEMPORARY TRAFFIC OPENINGS
1. TRAFFIC WILL BE DETERRED AWAY FROM THE SITE.
2. TRAFFIC WILL PASS UNDER THE STRUCTURE DN
3. TEMP TRAFFIC LANE REDUCTION FOR FTG EXC.

ELEVATION
AVENUE 21

CALIFORNIA HIGH-SPEED TRAIN PROJECT
MERCED TO FRESNO SECTION
CENTRAL VALLEY WYE
AVENUE 21 TO ROAD 13 WYE ALTERNATIVE GENERAL PLAN (SJD-FRE)
ROBERTSON BOULEVARD OVERHEAD

P 0042226
CONTRACT NO.
AVENUE 21 TO ROAD 13 WYE ALTERNATIVE GENERAL PLAN (SJD-FRE)
ROBERTSON BOULEVARD OVERHEAD

CONSTRUCTION
NOT FOR SUBMITAL
15% DESIGN
RECORD SET
2100.00' VC
ABUT 1
BENT 3
PLAN
1" = 30'

N34°15'12"E

BENT 2
ELEV 221.80'
49+00.00 EVC

DATUM ELEV 140.00'
38+00
39+00
40+00
41+00

ABUT 4

SHLD 8'
SHLD 8'

1'-5" 1'-5"

12'-0"
12'-0"

42'-10"

SHLD 8'-0"

SJD-FRE HST SB TRACK

SJD-FRE HST NB TRACK

ELEV 211.30'
28+00.00 BVC

ELEV 234.51'
CE STA 37+82.00

42+00

HST SB TRACK

HST NB TRACK

6'-6"
-3.00%

4:1
4:1

4:1
4:1

1:1
1:1

55°27'14"
55°26'54"

HST SB TRACK

HST NB TRACK

6410+75.47
"ROB" 39+80.55 =

6411+00

52'-1"

"ROB" LINE
ROBERTSON BLVD =

94+00
93+00
95+00

AVENUE 21

1:1
1:1
1:1
1:1
5:1
5:1
5:1
5:1
5:1

93+00
94+00
95+00
**CALIFORNIA HIGH-SPEED TRAIN PROJECT**

**TOP OF RAIL PROFILE GRADE (E HST SB TRACK)**

**LEGEND:**
- **HST R/W:** Highway Right of Way
- **BERENDA SLOUGH:** Levee Road
- **HST NB TRACK:** HST North Bound Track
- **HST SB TRACK:** HST South Bound Track
- **PVT:** Pile Valve
- **HST:** High-Speed Train
- **ST:** Structure
- **T/R:** Top of Rail
- **ADJ:** Adjacent

**NOTES:**
1. **Traffic will be detoured away from the site.**
2. **Traffic will pass under the structure on:**
   - Temporary Traffic Lane Reduction for Levee Road
   - Temporary Traffic Openings
3. **HST R/W:** Highway Right of Way
4. **BERENDA SLOUGH:** Levee Road
5. **HST NB TRACK:** HST North Bound Track
6. **HST SB TRACK:** HST South Bound Track
7. **PVT:** Pile Valve
8. **HST:** High-Speed Train
9. **ST:** Structure
10. **T/R:** Top of Rail
11. **ADJ:** Adjacent

**TYPICAL SECTION**

**ELEVATION**

**PLAN**

**DESCRIPTION**

**DRAWN BY**

**DESIGNED BY**

**CHECKED BY**

**IN CHARGE**

**DATE**

**DRAWING NO.**

**SCALE**

**SHEET NO.**

**DATE**

**CHK**

**APP**

**REV**

**CONTRACT NO.**

**CONSTRUCTION NOT FOR SUBMITTAL**

**15% DESIGN RECORD SET**
PROFILE GRADE
NO SCALE
415'-6" MEASURED ALONG ROAD 19

ELEVATION
1" = 30'

TEMPORARY TRAFFIC OPENINGS
1. Traffic will be diverted away from the site.
2. Traffic will pass under the structure on:
   - 2-WAY FTG EXC.
3. Temporary traffic lane reduction for
   - VEHICULAR TRAFFIC
   - HST SB 6759+67.76
   - "RD 19" 37+60.74 =
   - SJD-FRE HST NB TRACK
   - SJD-FRE HST SB TRACK
   - 89°57'10" 3.00% -3.00%
   - BB STA 35+20.00
   - ELEV 278.77'
   - ROAD 19 = "RD 19" LINE
   - SJD-FRE HST NB TRACK
   - SJD-FRE HST SB TRACK

NOTES:
1. Assume Class 140 piles at abutment and bent foundations. Pile lengths to be determined.
2. For utility dispositional, see civil and grade separation plans. Roadway 20'-0" wide.
3. For guardrails, see civil and grade separation plans. Bracing @ 3'-0" x 2'-0".

TYPICAL SECTION
1" = 10'

LEGEND:
● Indicates point of minimum vertical clearance
● Indicates direction of traffic
① Paint "ROAD 19 OVERHEAD"
② Paint "BRIDGE NO. XXXX"
③ Concrete barrier type 136-W
④ Slope paving (1/16/11)
⑤ Wingwall
⑥ Air fence with solid plate

CALIFORNIA HIGH-SPEED TRAIN PROJECT
MERGED TO PRESHO SECTION
CENTRAL VALLEY WYE
AVENUE 21 TO ROAD 13 WYE ALTERNATIVE
GENERAL PLAN (SJD-FRE)
ROAD 19 OVERHEAD

CONSTRUCTION
NOT FOR SUBMITTAL
15% DESIGN

RECORD SET BY PARSONS SUBMITTAL
7/17/2018
8:30 AM

[Diagram and detailed descriptions of the design and construction plans for the road project, including elevations, profiles, and temporary traffic openings.]
TOP OF RAIL PROFILE (E HST SB TRACK)

NO SCALE

T/R ELEV 292.12'
BB STA 6811+54.00
EB STA 6812+99.00

DATUM ELEV 200.00'
6811+400
6812+400
6813+000
6814+000

ELEVATION

1" = 30'

PLAN

1" = 30'

NOTES:

1. 16" # pipe piles assumed for abutment foundations.
   Pile lengths to be determined.
2. AY EXISTING DIRT ROAD THAT CONFLICTS WITH NEW
   CONSTRUCTION SHALL BE REALIGNED.
3. FOR UTILITY DISPOSITIONS, SEE CIVIL AND GRADE
   SEPARATION PLANS: DRAWING CV-51270-C.
4. FOR RETAINING WALL, SEE CIVIL AND GRADE SEPARATION
   PLANS: DRAWING CV-51270-C.

LEGEND:

1. INDICATES POINT OF MINIMUM VERTICAL CLEARANCE
2. INDICATES DIRECTION OF TRAFFIC
3. STRUCTURE APPROACH
4. SLOPE PAVING (1'H:1V)

VARIABLE TRAFFIC:

1. TRAFFIC WILL BE DETOURED AWAY FROM THE SITE.
2. TRAFFIC WILL PASS UNDER THE STRUCTURE ON:
3. TEMP TRAFFIC LANE REDUCTION FOR 2 WAY EXC

TYPICAL SECTION

1" = 10'
CALIFORNIA HIGH-SPEED TRAIN PROJECT

TOP OF RAIL PROFILE (C HST SB TRACK MER-FRE)

6,470'-0" TOTAL LENGTH MEASURED ALONG C HST SB TRACK MER-FRE

11 SPACES @ 120'-0" = 1,320'-0"
17 SPACES @ 120'-0" = 2,040'-0"

DEVELOPED ELEVATION
VENT 1" = 50' HORIZ 1" = 100'

BUSINESS UNIT: CALIFORNIA HIGH-SPEED TRAIN PROJECT

CONTRACT NO. P005133A

CONSTRUCTION NOT FOR SUBMITTAL
15% DESIGN RECORD SET
NB MER-FRE

PLAN NO SCALE
14945+00 14940+00

DEVELOPED ELEVATION

LAT 2.5

34" ELEV 100.00'

HIT R/W
C HST SB TRACK SUB-FRE
C HST SB TRACK SUB-FRE
C HST NB TRACK SUB-FRE
C HST SB TRACK
HIT R/W
3'-0" MIN HORIZ CLEAR
3'-0" MIN HORIZ CLEAR

NOTE:

11 SPACE @ 120'-0" = 1,320'-0"
17 SPACE @ 120'-0" = 2,040'-0"

TOP OF RAIL PROFILE (C HST SB TRACK MER-FRE)

NO SCALE

DATE 28 - APR - 2015
09:26 M F - S T - K 1422-C.dgn

CONTRACT NO. P005133 A

IN CHARGE

DRAWN BY

DESIGNED BY

CHECKED BY

M. SUN A. M.
HSR08-05

LE VEE RD

MERCED TO FRESNO SECTION

AERIAL #4 - SOUTHBOUND OVER HST MAINLINE - 3 OF 6

CALIFORNIA HIGH-SPEED TRAIN PROJECT

MERCEDE TO FRESNO SECTION

CENTRAL VALLEY WYE

AVENUE 21 TO ROAD 13 WYE ALTERNATIVE

GENERAL PLAN (MER-FRE)

AERIAL #4 - SOUTHBOUND OVER HST MAINLINE

2015 SPACES 120'-0" = 1,320'-0"
2017 SPACES 120'-0" = 2,040'-0"

2011 SPACE 120'-0" = 1,320'-0"
2017 SPACE 120'-0" = 2,040'-0"

2011 SPACE 120'-0" = 1,320'-0"
2017 SPACE 120'-0" = 2,040'-0"

2011 SPACE 120'-0" = 1,320'-0"
2017 SPACE 120'-0" = 2,040'-0"
NOTES:
1. DRILLED SHAFT AND PILE LENGTHS TO BE DETERMINED.
2. FOR TRACK SUPERELEVATION DETAILS, SEE ALIGNMENT AND TYPICAL SECTION PLANS, DRAWING TT-B0056-C.

SECTION C-C
1" = 10'

SECTION D-D
1" = 10'
CALIFORNIA HIGH-SPEED TRAIN PROJECT
MERCED TO FRESNO SECTION
CENTRAL VALLEY WYE
AVENUE 21 TO ROAD 13 WYE ALTERNATIVE GENERAL PLAN (MER-FRE)
HST NB BRIDGE OVER BERENDA SLOUGH

**NOTES:**
1. 16" # PIPE PILES ASSUMED FOR ABUTMENT AND BENT FOUNDATIONS. PILE LENGTHS TO BE DETERMINED.
2. FOR UTILITY DISPOSITIONS, SEE OWN AND GRADE SEPARATION PLANS DRAWING ST-73-420-C.
3. ANY EXISTING DIRT ROAD THAT CONFLICTS WITH NEW CONSTRUCTION SHALL BE REALIGNED.
5. FOR TRACK SUPERELEVATION DETAILS, SEE ALIGNMENT AND TYPICAL SECTION PLANS DRAWING TT-10025-C.

**LEGEND:**
- INDICATES POINT OF MINIMUM VERTICAL CLEARANCE
- INDICATES DIRECTION OF FLOW
- SLOPE PAVING (1H:1V)

**TYPICAL SECTION**

**TEMPORARY TRAFFIC OPENINGS**

**VEHICULAR TRAFFIC**
1. TRAFFIC WILL BE DETOURED AWAY FROM THE SITE.
2. TRAFFIC WILL PASS UNDER THE STRUCTURE ON:
   - TRAFFIC WILL BE DETOURED AWAY FROM THE SITE.
   - TEMP TRAFFIC LANE REDUCTION FOR...

**PLAN**

**DEVELOPED ELEVATION**

**TOP OF RAIL PROFILE & HST NB TRACK**

**DRAWN BY:**

**DESIGNED BY:**

**CHECKED BY:**

**IN CHARGE:**
California High-Speed Train Project

Merged to Fresno Section

Central Valley Wye

Avenue 21 to Road 13 Wye Alternative General Plan (Mer-Fre)

Road 14 Underpass (HST NB)

NOTES:

1. 16" @ PIPE PILES ASSUMED FOR ABUTMENT FOUNDATIONS, FILE AND DRAILED SHALT LENGTHS TO BE DETERMINED.

2. FOR UTILITY DISPOSALS, SEE CIVIL AND GRADE SEPARATION PLANS; DRAWING CV-51450-C.

3. FOR RETAINING WALL, SEE CIVIL AND GRADE SEPARATION PLANS; DRAWING CV-51450-C.

4. FOR GUARDRAILS SEE CIVIL AND GRADE SEPARATION PLANS; DRAWING CV-51450-C.

5. FOR AERIAL #4 - SOUTHBOUND OVER HST MAINLINE GENERAL PLAN AND TYPICAL SECTIONS, SEE DRAWINGS ST-K1420-C TO ST-K1423-C, ST-K3420 AND ST-K3421-C.

6. FOR TRACK SUPERELEVATION DETAILS, SEE ALIGNMENT AND TYPICAL SECTIONS PLANS DRAWING CV-51450-C.

LEGAL:

- INDICATES POINT OF MINIMUM VERTICAL CLEARANCE
- INDICATES LOCATION OF TRAFFIC
- STRUCTURE APPROACH
- SLOPE PAVING (1/6H:1V)
- DEVELOPED ELEVATION
- CURVE MER-FRE 1 NB (A)
- 1" = 30'

TEMPORARY TRAFFIC OPENINGS

VEHICULAR TRAFFIC

1. TRAFFIC WILL BE DETOUR AWAY FROM THE SITE.

2. TRAFFIC WILL PASS UNDER THE STRUCTURE ON:

3. TEMP TRAFFIC LANE REDUCTION FOR

LEGEND:

- INDICATES POINT OF MINIMUM VERTICAL CLEARANCE
- INDICATES LOCATION OF TRAFFIC
- STRUCTURE APPROACH
- SLOPE PAVING (1/6H:1V)
- DEVELOPED ELEVATION
- CURVE MER-FRE 1 NB (A)
- 1" = 30'

TEMPORARY TRAFFIC OPENINGS

VEHICULAR TRAFFIC

1. TRAFFIC WILL BE DETOUR AWAY FROM THE SITE.

2. TRAFFIC WILL PASS UNDER THE STRUCTURE ON:

3. TEMP TRAFFIC LANE REDUCTION FOR

NOTES:

1. 16" @ PIPE PILES ASSUMED FOR ABUTMENT FOUNDATIONS, FILE AND DRAILED SHALT LENGTHS TO BE DETERMINED.

2. FOR UTILITY DISPOSALS, SEE CIVIL AND GRADE SEPARATION PLANS; DRAWING CV-51450-C.

3. FOR RETAINING WALL, SEE CIVIL AND GRADE SEPARATION PLANS; DRAWING CV-51450-C.

4. FOR GUARDRAILS SEE CIVIL AND GRADE SEPARATION PLANS; DRAWING CV-51450-C.

5. FOR AERIAL #4 - SOUTHBOUND OVER HST MAINLINE GENERAL PLAN AND TYPICAL SECTIONS, SEE DRAWINGS ST-K1420-C TO ST-K1423-C, ST-K3420 AND ST-K3421-C.

6. FOR TRACK SUPERELEVATION DETAILS, SEE ALIGNMENT AND TYPICAL SECTIONS PLANS DRAWING CV-51450-C.

LEGAL:

- INDICATES POINT OF MINIMUM VERTICAL CLEARANCE
- INDICATES LOCATION OF TRAFFIC
- STRUCTURE APPROACH
- SLOPE PAVING (1/6H:1V)
- DEVELOPED ELEVATION
- CURVE MER-FRE 1 NB (A)
- 1" = 30'

TEMPORARY TRAFFIC OPENINGS

VEHICULAR TRAFFIC

1. TRAFFIC WILL BE DETOUR AWAY FROM THE SITE.

2. TRAFFIC WILL PASS UNDER THE STRUCTURE ON:

3. TEMP TRAFFIC LANE REDUCTION FOR

NOTES:

1. 16" @ PIPE PILES ASSUMED FOR ABUTMENT FOUNDATIONS, FILE AND DRAILED SHALT LENGTHS TO BE DETERMINED.

2. FOR UTILITY DISPOSALS, SEE CIVIL AND GRADE SEPARATION PLANS; DRAWING CV-51450-C.

3. FOR RETAINING WALL, SEE CIVIL AND GRADE SEPARATION PLANS; DRAWING CV-51450-C.

4. FOR GUARDRAILS SEE CIVIL AND GRADE SEPARATION PLANS; DRAWING CV-51450-C.

5. FOR AERIAL #4 - SOUTHBOUND OVER HST MAINLINE GENERAL PLAN AND TYPICAL SECTIONS, SEE DRAWINGS ST-K1420-C TO ST-K1423-C, ST-K3420 AND ST-K3421-C.

6. FOR TRACK SUPERELEVATION DETAILS, SEE ALIGNMENT AND TYPICAL SECTIONS PLANS DRAWING CV-51450-C.
CALIFORNIA HIGH-SPEED TRAIN PROJECT

TOP OF RAIL PROFILE (E HST SB TRACK)

240°-0' MEASURED ALONG E HST SB TRACK

NO SCALE

DATE: 17 - M A R - 2016
TIME: 11:01
FILE: M F - S T - K 1440 - C.dgn

CONTRACT NO.: P005133 A

PLAN NO.: TYPICAL SECTION

NOT FOR SUBMITTAL
15% DESIGN
RECORD SET
APPROX OG
ABUT 1
BENT 2
BENT 3
ABUT 4

DEVELOPED ELEVATION

HST R/W

TIE OF FILL

HST SB TRACK

HST NB TRACK

GUIDEWAY

EDGE OF DECK

PARAPET

TOP OF RAIL PROFILE (E HST SB TRACK)

SEE NOTE 1

TOP OF FILL

PLAN

TYPICAL SECTION

CALIFORNIA HIGH-SPEED TRAIN PROJECT
MERGED TO FRESNO SECTION
CENTRAL VALLEY WYE
AVENUE 21 TO ROAD 13 WYE ALTERNATIVE
GENERAL PLAN (MER-FRE)
ROBERTSON BOULEVARD UNDERPASS

PARAPET, TYP

POLE, OCS

TOP OF FILL

1" = 30'

TOP OF FILL

TIE OF FILL

TIE OF FILL
TOP OF RAIL PROFILE (€ HST SB TRACK)

220'-0" MEASURED ALONG € HST SB TRACK

65'-0" 90'-0" 65'-0"

NO SCALE

DEVELOPED ELEVATION

1" = 30'

PLAN

1" = 30'

HST R/W

TIE OF FILL

E A V E N U E 2 2 / 2 (APPROX)

QUARTER CIRCLE GUARDRAIL

TOP OF FILL

E HST SB TRACK MER-FIRE

P Y L E M H S T SB TRACK MER-FIRE

MER-FIRE TRACK

MER-FIRE TRACK

TOE OF FILL

PARAPET

TYPICAL SECTION

1" = 10'

TYPICAL SECTION PLANS; DRAWINGS TT-B0056-C AND TT-B0057-C.

FOR GUARDRAILS, SEE CIVIL AND GRADE SEPARATION AND GRADE SEPARATION PLANS; DRAWING CV-S1440-C.

FOR UTILITY DISPOSITIONS, SEE CIVIL AND LENGTHS TO BE DETERMINED.

FOUNDATIONS. PILE AND DRILLED SHAFT 16" Á PIPE PILES ASSUMED FOR ABUTMENT EXP JT, TYP AS SHOWN

FOR TRACK SUPERELEVATION DETAILS, SEE ALIGNMENT PLANS; DRAWING CV-S1440-C.

NOTE 1: 16" PILE FILES ASSUMED FOR ABUTMENT FOUNDATIONS, PILE AND DRILLED SHAFT LENGTHS TO BE DETERMINED.

NOTE 2: FOR UTILITY DISPOSITIONS, SEE CIVIL AND GRADE SEPARATION PLANS; DRAWING CV-S1440-C.

NOTE 3: FOR GUARDRAILS, SEE CIVIL AND GRADE SEPARATION PLANS; DRAWING CV-S1440-C.

NOTE 4: FOR TRACK SUPERELEVATION DETAILS, SEE ALIGNMENT AND TYPICAL SECTION PLANS; DRAWINGS TT-B0056-C AND TT-B0057-C.
NOTES:

TYPICAL SECTION

1. PILE LENGTHS TO BE DETERMINED.
CALIFORNIA HIGH-SPEED TRAIN PROJECT

TYPICAL SECTION

DEVELOPED ELEVATION

NOTES:
1. 16" # PIPE PILES ASSIGNED FOR ABUTMENT FUNDATIONS.
2. ANY EXISTING UTILITY ROAD THAT CONFLICTS WITH NEW CONSTRUCTION SHALL BE REALIGNED.
3. FOR UTILITY DISPOSITIONS, SEE CIVIL AND UTILITY PLANS DRAWINGS CV-S1480-C.
4. FOR TRACK SUPERELEVATION DETAILS SEE ALIGNMENT AND GRADE SEPARATION PLANS DRAWINGS TT-B0057-C. AND TT-B0058-C.

LEGEND:
- INDICATES POINT OF MINIMUM VERTICAL CLEARANCE
- INDICATES DIRECTION OF TRAFFIC
1. STRUCTURE APPROACH
2. SLOPE PAVING (1/3H:1V)
3. EDGE OF GUIDEWAY
4. TRAFFIC LANE REDUCTION FOR A. M.
5. TRAFFIC LANE REDUCTION FOR P.M.

1. TRAFFIC WILL BE DETOURED AWAY FROM THE SITE.
2. TRAFFIC WILL PASS UNDER THE STRUCTURE ON:
3. TEMP TRAFFIC LANE REDUCTION FOR 2.5% HST R/W
4. TEMP TRAFFIC OPENINGS
5. Temporary Traffic Openings

 projects DRAWINGS TT-B0056-C FOR TRACK SUPERELEVATION DETAILS, SEE ALIGNMENT AND GRADE SEPARATION PLANS DRAWINGS TT-B0057-C. AND TT-B0058-C.

MERCED TO FRESNO SECTION

CENTRAL VALLEY WYE
AVENUE 21 TO ROAD 13 WYE ALTERNATIVE GENERAL PLAN (MER-FRE)
AVENUE 26½ UNDERPASS

CALIFORNIA HIGH-SPEED TRAIN PROJECT

1. TRAFFIC LANE REDUCTION FOR A. M.
2. TRAFFIC LANE REDUCTION FOR P.M.
3. TEMP TRAFFIC OPENINGS
4. Temporary Traffic Openings

projects DRAWINGS TT-B0056-C FOR TRACK SUPERELEVATION DETAILS, SEE ALIGNMENT AND GRADE SEPARATION PLANS DRAWINGS TT-B0057-C. AND TT-B0058-C.

MERCED TO FRESNO SECTION

CENTRAL VALLEY WYE
AVENUE 21 TO ROAD 13 WYE ALTERNATIVE GENERAL PLAN (MER-FRE)
AVENUE 26½ UNDERPASS

CALIFORNIA HIGH-SPEED TRAIN PROJECT

1. TRAFFIC LANE REDUCTION FOR A. M.
2. TRAFFIC LANE REDUCTION FOR P.M.
3. TEMP TRAFFIC OPENINGS
4. Temporary Traffic Openings

projects DRAWINGS TT-B0056-C FOR TRACK SUPERELEVATION DETAILS, SEE ALIGNMENT AND GRADE SEPARATION PLANS DRAWINGS TT-B0057-C. AND TT-B0058-C.

MERCED TO FRESNO SECTION

CENTRAL VALLEY WYE
AVENUE 21 TO ROAD 13 WYE ALTERNATIVE GENERAL PLAN (MER-FRE)
AVENUE 26½ UNDERPASS

CALIFORNIA HIGH-SPEED TRAIN PROJECT

1. TRAFFIC LANE REDUCTION FOR A. M.
2. TRAFFIC LANE REDUCTION FOR P.M.
3. TEMP TRAFFIC OPENINGS
4. Temporary Traffic Openings

projects DRAWINGS TT-B0056-C FOR TRACK SUPERELEVATION DETAILS, SEE ALIGNMENT AND GRADE SEPARATION PLANS DRAWINGS TT-B0057-C. AND TT-B0058-C.
NOTES:
1. PILE LENGTHS TO BE DETERMINED.
2. FOR TRACK SUPERELEVATION DETAILS, SEE ALIGNMENT AND TYPICAL SECTION PLANS;
   DRAWINGS TT-B0056-C AND TT-B0057-C.

16" PIPE PILE, TYP., SEE NOTE 1

TYPICAL SECTION
1" = 10'
PROFILE GRADE
NO SCALE

PROFILE GRADE

TYPICAL SECTION

ELEVATION

PLAN
CALIFORNIA HIGH-SPEED TRAIN PROJECT
MERCED TO FRESNO SECTION
CENTRAL VALLEY WYE
AVENUE 21 TO ROAD 13 WYE ALTERNATIVE
GENERAL PLAN (MER-FRE)

NOTES:
1. FOR SECTIONS, SEE DRAWING ST-T5520-C.
2. PILE LENGTH AND LAYOUT TO BE DETERMINED ONCE A SITE SPECIFIC ASSESSMENT OF GROUNDWATER CONDITIONS IS AVAILABLE.
3. FOR UTILITY DISPOSITIONS, SEE CIVIL AND GRADE SEPARATION PLANS; DRAWING CV-S1520-C.
4. FOR RETAINING WALLS, SEE CIVIL AND GRADE SEPARATION PLANS; DRAWING CV-G1520-C.
5. FOR SANDY MUSH ROAD OVERHEAD GENERAL PLAN AND TYPICAL SECTION, SEE DRAWING ST-K1520-C.

LEGEND:
1. STRUCTURE APPROACH
2. AR FENCE WITH SOLID PLATE

DATUM ELEV 160.00'

EMBED FILE, TYP

TOP OF RAIL PROFILE (6 HST SB TRACK)
NO SCALE

272'-10'' MEASURED ALONG 6 HST SB TRACK

DRAWN BY
O. EDEWOR

DESIGNED BY
J. KIDWELL

CHECKED BY
HSR08-05

IN CHARGE

CONTRACT NO.
P 0028989

CONSTRUCTION
NOTE FOR
15% DESIGN
RECORD SET
AS SHOWN

DATE
18 - MAY - 2015

PLAN
1'-20"

FACILITY fade-out"
NOTES:
1. LIMITS OF EXCAVATION SHALL NOT EXTEND BEYOND HST R/W.
2. PILE LENGTH AND LAYOUT TO BE DETERMINED BASED ON SITE SPECIFIC ASSESSMENT OF GROUNDWATER CONDITIONS IF AVAILABLE.
3. FOR TRACK SUPERELEVATION DETAILS, SEE ALIGNMENT AND TYPICAL SECTION PLANS DRAWSERS TT-00962-C AND TT-00963-C.
NOTES:
1. 16"Ø pipe piles assumed for abutment and bent foundations, unless otherwise noted. Pile lengths to be determined.
2. For sections and bent column schedule, see drawings ST-K3620-C and ST-K3621-C.
3. For retaining walls, see civil and grade separation plans; drawing CV-S1620-C.
4. For utility dispositions, see civil and grade separation plans; drawing CV-S1620-C.
5. Any existing dirt road that conflicts with new construction shall be realigned.

CALIFORNIA HIGH-SPEED TRAIN PROJECT
MERGED TO FRESNO SECTION
CENTRAL VALLEY YDE
AVENUE 21 TO ROAD 13 WYE ALTERNATIVE GENERAL PLAN (SJ-D-MER)
AERIAL #5 - NORTHBOUND OVER HST MAINLINE - 1 OF 5
CALIFORNIA HIGH-SPEED TRAIN PROJECT

TOP OF RAIL PROFILE (E HST NB TRACK SJ-D-MER)

NO SCALE

5,020'-0" TOTAL LENGTH MEASURED ALONG E HST NB TRACK SJ-D-MER

18 SPACES @ 120'-0" = 2,160'-0"

DEVELOPED ELEVATION

VERT 1" = 50'; HORIZ 1" = 100'

GENERAL PLAN (SJ-D-MER)

CENTRAL VALLEY WYE

AVENUE 21 TO ROAD 13 WYE ALTERNATIVE

GENERAL PLAN (SJ-D-MER)

AERIAL #5 - NORTHBOUND OVER HST MAINLINE - 3 OF 5
**SECTION A-A**

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<td>1'-9&quot;</td>
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**NOTES:**

1. PILE AND DRILLED SHAFT LENGTHS TO BE DETERMINED.
2. FOR TRACK SUPERELEVATION DETAILS, SEE ALIGNMENT AND TYPICAL SECTION PLANS.

---

**SECTION B-B**

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**BENT COLUMN SCHEDULE**

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<td>44</td>
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**CALIFORNIA HIGH-SPEED TRAIN PROJECT**

**MERCED TO FRESNO SECTION**

**CENTRAL VALLEY WYE**

**AVENUE 21 TO ROAD 13 WYE ALTERNATIVE**

**TYPICAL SECTIONS (SJD-MER)**

**DATE:** 05/08/2015

---

**DRAWING TT-B0058-C**

---

**AS SHOWN**

---

**CONSTRUCTION**

---

**NOT FOR SUBMITTAL**

---

**15% DESIGN RECORD SET**

---

**CALIFORNIA HIGH-SPEED TRAIN PROJECT**

---

**M. SUN**

---

**A. M. HSR08-05**

---

**4/-/2015**

---

**PAREND**

---

**CONSULTANT**

---

**CONTRACT NO.**

---

**NOTES:**

- 2.5% HST R/W
- 2.5% T/R

---

**SECTION A-A**

1" = 10'

---

**SECTION B-B**

1" = 10'
NOTES:
1. PILE AND DRILLED SHAFT LENGTHS TO BE DETERMINED.
2. FOR TRACK SUPERELEVATION DETAILS, SEE ALIGNMENT AND TYPICAL SECTION PLANS.

CALIFORNIA HIGH-SPEED TRAIN PROJECT
MERGED TO FRESNO SECTION
CENTRAL VALLEY WYE
AVENUE 21 TO ROAD 13 WYE ALTERNATIVE
TYPICAL SECTIONS (SUO-HER)
AERIAL MS - NORTHBOUND OVER HST MAINLINE - 5 OF 5
TOP OF RAIL PROFILE (Č HST NB TRACK SJ-D-MER)

DEVELOPED ELEVATION

PLAN

1" = 100'

GENERAL PLAN (SJ-D-MER)
SECTION C-C

1" = 10'

SECTION D-D

1" = 10'

NOTES:
1. PILE AND DRILLED SHAFT LENGTHS TO BE DETERMINED.
2. FOR TRACK SUPERELEVATION DETAILS, SEE ALIGNMENT AND TYPICAL SECTION PLANS.

CONSTRUCTION NOT FOR SUBMITTAL
15% DESIGN RECORD SET

DATE: 28 - APR - 2015
TIME: 09:44
FILE: M. SUN A. M. HSR08-05

CONTRACT NO. p005133 a

DIMENSIONS

CALIFORNIA HIGH-SPEED TRAIN PROJECT
MERCEDES TO FRESNO SECTION
CENTRAL VALLEY WYE
AVENUE 21 TO ROAD 13 WYE ALTERNATIVE
TYPICAL SECTIONS (SU-B)

AERIAL #6 - NORTHBOUND OVER HST MERCEDES TO FRESNO - 6 OF 6

CALIFORNIA HIGH-SPEED TRAIN PROJECT
CALIFORNIA HIGH-SPEED TRAIN PROJECT
CALIFORNIA HIGH-SPEED TRAIN PROJECT
### California High-Speed Train Project

**DATE:** 16 - M A R - 2016

**DRAWING NO.:** 09 :27

**SCALE:** M F - S T - K 1646 - C .dgn

**CONTRACT NO.:** p0042226

**CONSTRUCTION NOT FOR SUBMITTAL**

**15% DESIGN RECORD SET PLAN**

**CALIFORNIA HIGH-SPEED TRAIN PROJECT**

**AVENUE 22 UNDERPASS (HST SB)**

**TYPICAL SECTION**

**NOTE:**

1. 10" PIPE PILES ASSUMED FOR ABUTMENT FOUNDATIONS, PILE AND SHIELD SHAFT LENGTHS TO BE DETERMINED.

2. FOR UTILITY DISPOSITIONS, SEE CIVIL AND GRADE SEPARATION PLANS; DRAWING CV-S1640-C.

3. FOR TRACK SUPERELEVATION DETAILS, SEE ALIGNMENT AND TYPICAL SECTION PLANS; DRAWING TT-B0058-C.

4. FOR AERIAL #6 - NORTHBOUND HST OVER MERCED TO FRESNO GENERAL PLAN AND TYPICAL SECTIONS, SEE DRAWINGS ST-K1640-C TO ST-K1643-C, REGRAND AND ST-K1647-C.

5. FOR UTILITY DISPOSITIONS, SEE CIVIL AND GRADE SEPARATION PLANS; DRAWING CV-S1640-C.

6. FOR TRACK SUPERELEVATION DETAILS, SEE ALIGNMENT AND TYPICAL SECTION PLANS; DRAWING TT-B0058-C.

7. FOR AERIAL #6 - NORTHBOUND HST OVER MERCED TO FRESNO GENERAL PLAN AND TYPICAL SECTIONS, SEE DRAWINGS ST-K1640-C TO ST-K1643-C, REGRAND AND ST-K1647-C.

**TYPICAL SECTION**

**TEMPORARY TRAFFIC OPENINGS**

1. TRAFFIC WILL BE DETOURED AWAY FROM THE SITE.

2. TRAFFIC WILL PASS UNDER THE STRUCTURE ON:

3. TEMP TRAFFIC LANE REDUCTION FOR AVENUE 22 32'X16.5' 2-WAY

**TYPICAL SECTIONS**

**NOTES:**

1. 10" PIPE PILES ASSUMED FOR ABUTMENT FOUNDATIONS, PILE AND SHIELD SHAFT LENGTHS TO BE DETERMINED.

2. FOR UTILITY DISPOSITIONS, SEE CIVIL AND GRADE SEPARATION PLANS; DRAWING CV-S1640-C.

3. FOR TRACK SUPERELEVATION DETAILS, SEE ALIGNMENT AND TYPICAL SECTION PLANS; DRAWING TT-B0058-C.

4. FOR AERIAL #6 - NORTHBOUND HST OVER MERCED TO FRESNO GENERAL PLAN AND TYPICAL SECTIONS, SEE DRAWINGS ST-K1640-C TO ST-K1643-C, REGRAND AND ST-K1647-C.

5. FOR UTILITY DISPOSITIONS, SEE CIVIL AND GRADE SEPARATION PLANS; DRAWING CV-S1640-C.

6. FOR TRACK SUPERELEVATION DETAILS, SEE ALIGNMENT AND TYPICAL SECTION PLANS; DRAWING TT-B0058-C.

7. FOR AERIAL #6 - NORTHBOUND HST OVER MERCED TO FRESNO GENERAL PLAN AND TYPICAL SECTIONS, SEE DRAWINGS ST-K1640-C TO ST-K1643-C, REGRAND AND ST-K1647-C.
TEMPORARY TRAFFIC OPENINGS

VEHICULAR TRAFFIC:
1. TRAFFIC WILL BE DETOURED AWAY FROM THE SITE.
2. TRAFFIC WILL PASS UNDER THE STRUCTURE ON:
   1. TRAFFIC WILL BE DETOURED AWAY FROM THE SITE.
   2. TRAFFIC WILL BE DETOURED AWAY FROM THE SITE.
   3. TEMP TRAFFIC LANE REDUCTION FOR:

NOTES:

- 16" # PIPE PILES ASSUMED FOR ABUTMENT FOUNDATIONS. PILE LENGTHS TO BE DETERMINED.
- ANY EXISTING DIRT ROAD THAT CONFLICTS WITH NEW CONSTRUCTION SHALL BE REALIGNED.
- FOR UTILITY DISPOSITIONS, SEE CIVIL AND GRADE SEPARATION PLANS; DRAWING CV-51000-D.
- FOR TRACK SUPERELEVATION, SEE ALIGNMENT AND TYPICAL SECTION PLANS; DRAWINGS TT-80030-D AND TT-80050-D.

LEGEND:
- INDICATES POINT OF MINIMUM VERTICAL CLEARANCE
- INDICATES DIRECTION OF TRAFFIC
- STRUCTURE APPROACH
- SLOPE PAVING (1H:1V)
- AN FENCE, SEE TRACK PLANS;
- DRAWING TT-80020-D.

1. LS = 45,000.00'
   LS = 1,550.00'
2. LS = 45,000.00'
   LS = 1,550.00'
3. LS = 45,000.00'
   LS = 1,550.00'
4. LS = 45,000.00'
   LS = 1,550.00'

CURVE SB-FRE 2 SB A
CURVE SB-FRE 2 NB B

TYPICAL SECTION

DEVELOPED ELEVATION
1" = 30'

TIRE OF FILL
TOE OF FILL

HST R/W

EDGE OF SUBWAY DECK

TOE OF FILL

HST R/W

EDGE OF SUPERSTRUCTURE

DECK

GUIDEWAY

EDGE OF PARAPET

BARRIER/BARRIER

TOE OF FILL

HST R/W

TOE OF FILL

HST R/W

TOP OF RAIL PROFILE (¢ HST SB TRACK SJDFRE)

NO SCALE

130°V MEASURED ALONG ¢ HST SB TRACK

TOTAL FILL (APPROX)

BOTTOM OF SUPERSTRUCTURE

APPROX 00

T/R HST SB TRACK

PARAPET

SJD-FRE HST NB TRACK

SJD-FRE HST SB TRACK

1" = 30'

1" = 10'

HST R/W

HST R/W

HST R/W

HST R/W

HST R/W

HST R/W

HST R/W

HST R/W
TEMPORARY TRAFFIC OPENINGS

1. TRAFFIC WILL BE DETOURED AWAY FROM THE SITE.
2. TRAFFIC WILL PASS UNDER THE STRUCTURE ON:
3. TEMP TRAFFIC LANE REDUCTION FOR FTE Etc.
4. FOR UTILITY DISPOSITIONS, SEE CIVIL AND GRADE SEPARATION PLANS, DRAWING CV-S1065-D.
5. FOUNDATIONS, UNLESS OTHERWISE NOTED.
6. PIPE PILES ASSUMED FOR ABUTMENT FOUNDATION.
7. PILE LENGTHS TO BE DETERMINED.
8. TRAFFIC WILL BE DETOURED AWAY FROM THE SITE.
9. FOUNDATIONS, UNLESS OTHERWISE NOTED.
TYPICAL SECTION

NOTES:
1. PILE AND DRILLED SHAFT LENGTHS TO BE DETERMINED.
2. FOR TRACK SUPERELEVATION DETAILS, SEE ALIGNMENT AND TYPICAL SECTION.

SEEN NOTE 1

PRECAST Prestressed CONC Box Girder

APPROX OG

COLLUM

COLLUM, SEE NOTE 1

CALIFORNIA HIGH-SPEED TRAIN PROJECT
MERGED TO FRENSO SECTION

CENTRAL VALLEY WYE
SR 152 (NORTH) TO ROAD 11 WYE ALTERNATIVE
TYPICAL SECTION (SUB-FRE)
SAN JOAQUIN RIVER BRIDGE - 2 OF 2

SEE ATTACHED SHEET FOR TRACK SUPERELEVATION DETAILS.
TOP OF RAIL PROFILE (% HST SB TRACK SJD-FRE)

1,060'-0" TOTAL LENGTH MEASURED ALONG % HST SB TRACK

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</table>

DEVELOPED ELEVATION

1" = 100'

NOTES:
1. 16" PIPE PILES ASSUMED FOR ABUTMENT AND BENT FOUNDATIONS. PILE LENGTHS TO BE DETERMINED.
2. FOR SECTION AND BENT COLUMN SCHEDULE, SEE DRAWING ST-K3080-D.
3. ANY EXISTING DIRT ROAD THAT CONFLICTS WITH THE NEW CONSTRUCTION SHALL BE REALIGNED.
4. FOR UTILITY DISPOSITIONS, SEE CIVIL AND GRADE SEPARATION PLANS; DRAWING CV-S1080-D.
NOTES:

1. PILE LENGTHS TO BE DETERMINED.
2. FOR TRACK SUPERELEVATION DETAILS, SEE ALIGNMENT AND TYPICAL SECTION PLANS; ORNARIO TT-00000-D AND TT-00002-D.

APPLE TO FRESNO SECTION
AERIAL #1 - EASTSIDE BYPASS IRRIGATION DITCH - 2 OF 2

TYPICAL SECTION
1" = 10'

NOTES:

1. PILE LENGTHS TO BE DETERMINED.
2. FOR TRACK SUPERELEVATION DETAILS, SEE ALIGNMENT AND TYPICAL SECTION PLANS; ORNARIO TT-00000-D AND TT-00002-D.
TYPICAL SECTION AT OVERCROSSING

LEGEND:

1. Indicates point of minimum vertical clearance
2. Indicates direction of traffic
3. Paint "EB OFF RAMP" overcrossing
4. Paint "BRIDGE NO. XX-XXXX"
5. Concrete barrier type 742
6. Concrete barrier type 736 MOD
7. Slope paving (15%/10%)  
8. Windwall
9. Air fence with solid plate

NOTES:

1. 16" PIPE PILES ASSUMED AT ABUTMENT AND BENT FOUNDATIONS, PILE LENGTHS TO BE DETERMINED.
2. FOR UTILITY DISPOSITIONS, SEE CIVIL AND GRADE SEPARATION PLANS DRAWING CV-S1100-D.
3. FOR RETAINING WALLS, SEE CIVIL AND GRADE SEPARATION PLANS DRAWING CV-S1100-D.
4. FOR GUARDRAILS, SEE CIVIL AND GRADE SEPARATION PLANS DRAWING CV-S1100-D.

CALIFORNIA HIGH-SPEED TRAIN PROJECT
MERGING TO FRESNO SECTION
CENTRAL VALLEY WYE
SR 152 (NORTH) TO ROAD 11 WYE ALTERNATIVE
TYPICAL SECTIONS (SJD-FRE)
SR 59 / SR 152 INTERCHANGE - 3 OF 4
CALIFORNIA HIGH-SPEED TRAIN PROJECT
MERCEDES TO FRESNO SECTION
CENTRAL VALLEY WYE
SR 152 (NORTH) TO ROAD 11 WYE ALTERNATIVE
GENERAL PLAN (SJD-FRE)
HEMLOCK ROAD (ROAD 9) INTERCHANGE - 1 OF 2

PROFILE GRADE (SR 152/ROAD 9)

LEGEND:
1. INDICATES DIRECTION OF TRAFFIC
2. VERTICAL CLEARANCE
3. POINT OF MINIMUM STRUCTURE APPROACH SLOPE PAVING

ELEVATION (PG SR 152 WB)

ELEVATION (PG SR 152 EB)

NOTES:
1. ≥ 16° PIPE PILES ASSUMED FOR ABUTMENT AND BENT FOUNDATIONS. PILE LENGTHS TO BE DETERMINED.
2. FOR UTILITY DISPOSITIONS, SEE CIVIL AND GRADE SEPARATION PLANS DRAWING CV-S1160-0.
3. FOR GUARDRAILS, SEE CIVIL AND GRADE SEPARATION PLANS DRAWING CV-S1160-0.
4. FOR SECTIONS, SEE DRAWING ST-K3161-0.

CURVE DATA
R = 3000.00'  
Δ = 06°17'40"  
L = 329.61'  
T = 169.70'

TEMPORARY TRAFFIC OPENINGS

VEHICULAR TRAFFIC
1. TRAFFIC WILL BE DETOUR AWAY FROM THE SITE.
2. TRAFFIC WILL PASS UNDER THE STRUCTURE ON:
   - SR 152/ROAD 9 = "SR 152/ROAD 9" LINE
   - EB LOOP RAMP = "EB LOOP RAMP" LINE
   - "SR 152/ROAD 9" LINE

CONSTRUCTION NOT FOR SUBMITTAL
15% DESIGN RECORD SET DATUM ELEV 100.00'
ELEV 190.00' TOE OF FILL 0.37% VERT CLR 28'-0"
NOTES:
1. FOR NOTES AND LEGEND, SEE DRAWING ST-K1161-D.
NOTES:
1. DRILLED SHAFT LENGTHS TO BE DETERMINED.
2. FOR TRACK SUPERELEVATION DETAILS, SEE ALIGNMENT AND TYPICAL SECTION PLANS;
   DRAWINGS TT-B0051-D AND TT-B0053-D.

TYPICAL SECTION

CALIFORNIA HIGH-SPEED TRAIN PROJECT
MERGED TO FRESNO SECTION
CENTRAL VALLEY WYE
SR 152 (NORTH) TO ROAD 11 WYE ALTERNATIVE
TYPICAL SECTION (SUB-FRE)
ASH SLOUGH BRIDGE - 2 OF 2
CALIFORNIA HIGH-SPEED TRAIN PROJECT
MERCED TO FRESNO SECTION
CENTRAL VALLEY WYE
SR 152 (NORTH) TO ROAD 11 WYE ALTERNATIVE CENTRAL VALLEY WYE
ELM ROAD (ROAD 12) UNDERPASS

TOP OF RAIL PROFILE (HST SB TRACK SJD-FRE)

ELEVATION

PLAN

TYPICAL SECTION

TEMPORARY TRAFFIC OPENINGS

NOTES:
1. TRAFFIC WILL PASS UNDER THE STRUCTURE ON:
2. TRAFFIC WILL BE DETOURED AWAY FROM THE SITE.
3. TEMP TRAFFIC LANE REDUCTION FOR FTG EXC.

NOTES:
1. 16" PIPE PILES ASSUMED FOR ABUTMENT FOUNDATIONS.
2. PILE LENGTHS TO BE DETERMINED.
3. X TRAFFIC WILL BE DETOURED AWAY FROM THE SITE.

LEGEND:
1. STRUCTURE APPROACH
2. SLOPE PAVING
3. AR FENCE, SEE TRACK PLANS

CALIFORNIA HIGH-SPEED TRAIN PROJECT
CONSTRUCTION
PARSONS

DATE
DRAWING NO.
SCALE
SHEET NO.

DATE
DRAWN BY
DESIGNED BY
CHECKED BY
IN CHARGE

CONTRACT NO.

CONSTRUCTION
NOT FOR SUBMITTAL

15% DESIGN

ST-K1190-D

6367+400 6368+400 6369+400 6370+400

6367+400 6368+400 6369+400 6370+400

ELEVATION

1" = 10'

PLAN

1" = 30'

ELEV 199.28'
T/R ELEV 199.61'
BB STA 6367+54.00
EB STA 6368+84.00

T/R HST SB TRACK SJD-FRE
HST NB TRACK SJD-FRE
HST SB TRACK SJD-FRE
HST NB TRACK SJD-FRE

3'-0"" 8'-0"

T/R HST SB TRACK SJD-FRE
HST NB TRACK SJD-FRE
HST SB TRACK SJD-FRE
HST NB TRACK SJD-FRE

6368+00 6367+00 6369+00 6370+00

DATUM ELEV 120.00'

ELEV 196.41'
6356+05.26 PVT

ABUT 1
ABUT 2

APPROX OG
FG

2.5% 2.5%

R/W HST
R/W HST

TOP OF CUT
TOE OF FILL

TOP OF CUT
TOE OF FILL

TOP OF CUT
TOE OF FILL

TOP OF CUT
TOE OF FILL

TOP OF CUT
TOE OF FILL

TOP OF CUT
TOE OF FILL

TOP OF RAIL PROFILE (HST SB TRACK SJD-FRE)

NO SCALE

BOTTOM OF SUPERSTRUCTURE

TOP OF SUPERSTRUCTURE

BB 130'-0" MEASURED ALONG FF
EE

EXP. JT.

APPROX OG

T/R HST SB TRACK SJD-FRE
HST NB TRACK SJD-FRE

TOE OF R/W

PARAPET

T/R

PRECAST PRESTRESSED CONC BOX GIRDERS

5'-10"

T/R

6'-10"

T/R

6'-0"

T/R

6'-0"

T/R

6'-0"

T/R

6'-0"

T/R
TYPICAL SECTION AT OVERCROSSING

TYPICAL SECTION AT OVERHEAD

NOTES:
1. TRAFFIC WILL BE DETOURED AWAY FROM THE SITE.
2. TRAFFIC WILL PASS UNDER THE STRUCTURE ON...
3. TEMP TRAFFIC LANE REDUCTION FOR...
4. PIPE PILES ASSUMED AT ABUTMENT AND BENT FOUNDATIONS. PILE LENGTHS TO BE DETERMINED.
5. FOR RETAINING WALLS, SEE CIVIL AND GRADE SEPARATION PLANS; DRAWING CV-S1210-D.
6. FOR GUARDRAILS, SEE CIVIL AND GRADE SEPARATION PLANS; DRAWING EV-S1210-D.

LEGEND:
1. INDICATES POINT OF MINIMUM VERTICAL CLEARANCE
2. INDICATES DIRECTION OF TRAFFIC
3. PAINT "ROBERTSON BLVD OVERCROSSING"
4. PAINT "ROBERTSON BLVD OVERHEAD"
5. CONCRETE BARRIER TYPE 736 MOD
6. SLOPE PAVING (1:H:1V)
7. MEDIAN
8. RETAINING WALL
9. AR FENCE WITH SOLID PLATE
10. CONCRETE BARRIER TYPE 732 MOD

CALIFORNIA HIGH-SPEED TRAIN PROJECT
MERGED TO FREMONT SECTION
CENTRAL VALLEY WYE
SR 152 (NORTH) TO ROAD 11 WYE ALTERNATIVE
TYPICAL SECTIONS (SU-PRE)
ROBERTSON BOULEVARD (SR 233) INTERCHANGE - 2 OF 2

CONTRACT NO.
DRAWING NO.
SCALE
SHEET NO.
DATE
CHK
APP
BY
REV
DESCRIPTION

SR 152
35469
40'X16.5'
E BND
SR 152
35469
40'X16.5'
W BND

SR 152
36469
40'X16.5'
E BND
SR 152
36469
40'X16.5'
W BND

PREP. FOR Submittal
15% Design
Record Set
A. L. Konin
Parsons

PREP. FOR Construction
A. L. Konin
Parsons

PREP. FOR Construction
A. L. Konin
Parsons

PREP. FOR Construction
A. L. Konin
Parsons
1. DRILLED SHAFT LENGTHS TO BE DETERMINED.
2. FOR TRACK SUPERELEVATION DETAILS, SEE ALIGNMENT AND TYPICAL SECTION PLANS.
   DRAWINGS TT-B0051-D AND TT-B0053-D.

NOTE:

TYPICAL SECTION

1" = 10'

PRECAST PRESTRESSED CONC BOX GIRDER

12'-0" COLUMN, TYP.

SEE NOTE 1
CALIFORNIA HIGH-SPEED TRAIN PROJECT

TEMPORARY TRAFFIC OPENINGS

1. Traffic will be detoured away from the site.
2. Traffic will pass under the structure.
3. Top traffic lane reduction for TBD exc.

NOTES:
1. 16" pipe piles assumed for abutment foundations. Pile lengths to be determined.
2. For utility disposition, see civil and grade separation plans; Drawing CV-S1230-D.

TYPICAL SECTION

LEGEND:
- Indicates point of minimum vertical clearance
- Indicates direction of traffic
- Structure approach
- Slope paving (1:5(h:V))
- Air fence, see track plans, Drawing TT-B0020-D

CALIFORNIA HIGH-SPEED TRAIN PROJECT
MERGED TO FRESNO SECTION
CENTRAL VALLEY WYE
SR 152 (NORTH) TO ROAD 11 WYE ALTERNATIVE
GENERAL PLAN (SJD-FRE)
BERENDA WAY (ROAD 16) UNDERPASS

DATE 15-08-2016
DRAWN BY C. LEMLEY
DESIGNED BY M. BRATT
CHECKED BY A. M.
IN CHARGE K. CHARAN
NOTES:

1. FOR NOTES AND LEGEND, SEE DRAWING ST-K1235-D.
TOP OF RAIL PROFILE (HST SB TRACK SJ-D-FRE)

NO SCALE

2,208'-0" TOTAL LENGTH MEASURED ALONG HST SB TRACK

BALANCED CANTILEVER CONSTRUCTION

PLAN

CALIFORNIA HIGH-SPEED TRAIN PROJECT
MERGED TO FRESNO SECTION
CENTRAL VALLEY WYE
SR 152 (NORTH) TO ROAD 11 WYE ALTERNATIVE
GENERAL PLAN (SJ-D-FRE)

TYP GUARDRAIL, TOE OF FILL, TYP EXP JT,

EDGE OF GUIDEWAY DECK

TOP OF FILL, TYP

DATE: 15 - AUG - 2016

DRAWN BY: M. BRATT

DESIGNED BY: A. M. ST-K1250-D

CHECKED BY: M. BRATT

IN CHARGE: A. M. ST-K1250-D

CONTRACT NO.: P005133

CONSTRUCTION NOT FOR SUBMITTAL

SALE RECORD SET

NOTES:

1. 16" D RASP PILES ASSUMED FOR ABUTMENT AND BENT FOUNDATIONS, UNLESS OTHERWISE NOTED. PILE LENGTHS TO BE DETERMINED.

2. FOR SECTIONS AND BENT COLUMN SCHEDULE, SEE DRAWING ST-K3250-0.

3. ANY EXISTING DIRT ROAD THAT CONFLICTS WITH NEW CONSTRUCTION SHALL BE REALIGNED.

4. FOR UTILITY DISPOSITIONS, SEE CIVIL AND GRADE SEPARATION PLANS; DRAWING CV-S1250-D.

5. FOR GUARDRAILS, SEE CIVIL AND GRADE SEPARATION PLANS; DRAWING CV-S1250-D.

LEGEND:

\[\text{INDICATES POINT OF MINIMUM VERTICAL CLEARANCE} \]
\[\text{INDICATES DIRECTION OF TRAVEL} \]
\[\text{STRUCTURE APPROACH} \]
\[\text{SLOPE PAVING (1"H:1V)} \]

CURVE SJ-D-FRE 5 SB

R = 38,000.00'

LS = 1,750.00'

CURVE SJ-D-FRE 6 SB

R = 38,016.50'

LS = 1,750.00'

FOR SECTIONS AND BENT COLUMN SCHEDULE, SEE DRAWING ST-K3250-0.

ANY EXISTING DIRT ROAD THAT CONFLICTS WITH NEW CONSTRUCTION SHALL BE REALIGNED.

FOR UTILITY DISPOSITIONS, SEE CIVIL AND GRADE SEPARATION PLANS; DRAWING CV-S1250-D.

FOR GUARDRAILS, SEE CIVIL AND GRADE SEPARATION PLANS; DRAWING CV-S1250-D.
SECTION A-A

1" = 10'

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<tr>
<th>BENT</th>
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NOTES:
1. PIPE AND DRILLED SHAFT LENGTHS TO BE DETERMINED.
2. FOR TRACK SUPERELEVATION DETAILS, SEE ALIGNMENT AND TYPICAL SECTION PLANS: DRAWINGS TT-B0051-D AND TT-B0053-D.

SECTION B-B

1" = 10'

NOTES:
1. PIPE AND DRILLED SHAFT LENGTHS TO BE DETERMINED.
2. FOR TRACK SUPERELEVATION DETAILS, SEE ALIGNMENT AND TYPICAL SECTION PLANS: DRAWINGS TT-B0051-D AND TT-B0053-D.
CALIFORNIA HIGH-SPEED TRAIN PROJECT
MERCEDES TO FRESNO SECTION

CENTRAL VALLEY WYE
SR 152 (NORTH) TO ROAD 11 WYE ALTERNATIVE
GENERAL PLAN (SUB-FIRE)
ROAD 22 OVERHEAD

LEGEND:
6. INDICATES POINT OF MINIMUM VERTICAL CLEARANCE
7. INDICATES DIRECTION OF TRAFFIC
1. PAINT "ROAD 22 OVERHEAD"
2. PAINT "BRIDGE NO. XX-XXXX"
3. CONCRETE BARRIER TYPE 750 MOD
4. SLOPE PAVING (1H:1V)
5. WINGWALL
6. AR FENCE WTH SOLID PLATE

NOTES:
1. 16" PIPE PILES ASSUMED AT ABUTMENT AND BENT FOOTINGS, L1 LENGTHS TO BE DETERMINED.
2. FOR UTILITY DISPOSITIONS, SEE CIVIL AND GRADE SEPARATION PLANS; SEE DRAWING CV-S1280-0.
3. FOR GUARDRAILS, SEE CIVIL AND GRADE SEPARATION PLANS; SEE DRAWING CV-S1280-5.
4. FOR RETAINING WALLS, SEE CIVIL AND GRADE SEPARATION PLANS; DRAWING CV-R1280-2.

ELEVATION
1' = 30'

PLAN
1' = 30'

TYPICAL SECTION

DATE
08/12/2016

DRAWN BY
C. LEMLEY

DESIGNED BY

CHECKED BY

IN CHARGE

CONTRACT NO.

DRAWING NO.

SCALE

SHEET NO.

DATE
08/12/2016

CHECK
APP
REV
DESCRIPTION

CONSTRUCTION
NOT FOR SUBMITTAL
15% DESIGN
RECORD SET
CALIFORNIA HIGH-SPEED TRAIN PROJECT

DATE

DRAWING NO.

SCALE

SHEET NO.

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DESCRIPTION

DRAWN BY

DESIGNED BY

CHECKED BY

IN CHARGE

CONTRACT NO.

CHAPTER 10 - AU G - 2016

15% DESIGN

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NOTES:

1. 16" PILES ASSUMED AT ABUTMENT AND BENT FOUNDATIONS, PILE LENGTHS TO BE DETERMINED.

2. FOR GUARDRAILS, SEE CIVIL AND GRAGE SEPARATION PLANS; DRAWING CV-S1310-D.

3. FOR UTILITY DISPOSITIONS, SEE CIVIL AND GRADE FOUNDATIONS. PILE LENGTHS TO BE DETERMINED.

4. FOR RETAINING WALLS, SEE CIVIL AND GRAGE SEPARATION PLANS; DRAWING CV-S1310-D.

5. INDICATES DIRECTION OF TRAFFIC

6. INDICATES POINT OF MINIMUM VERTICAL CLEARANCE

7. CENTER LINE

8. APPROXIMATE O.G.

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203. APPROXIMATE O.G.
TOP OF RAIL PROFILE (S. HST SB TRACK MER-FRE)

7,460'-0" TOTAL LENGTH MEASURED ALONG S. HST SB TRACK MER-FRE

DEVELOPED ELEVATION

VERT. 11' = 50' MOR/11' = 100'

NOTE:
1. 18" Ø PIPE PILES ASSUMED FOR ABUTMENT AND BENT FOUNDATIONS, UNLESS OTHERWISE NOTED. PILE LENGTHS TO BE DETERMINED.
2. FOR SECTIONS AND BENT COLUMN SCHEDULE, SEE DRAWINGS CV-S1410-D TO CV-S1430-D.
3. ANY EXISTING DIRT ROAD THAT CONFLICTS WITH NEW CONSTRUCTION SHALL BE REALIGNED.
4. FOR UTILITY DISPOSITIONS, SEE CIVIL AND GRADE SEPARATION PLANS DRAWINGS CV-S1410-D TO CV-S1430-D.
5. FOR RETAINING WALLS, SEE CIVIL AND GRADE SEPARATION PLANS DRAWINGS CV-S1410-D TO CV-S1430-D.
6. FOR GUARDRAILS, SEE CIVIL AND GRADE SEPARATION PLANS DRAWINGS CV-S1410-D TO CV-S1430-D.
7. FOR ROAD 12 UNDERPASS GENERAL PLAN AND TYPICAL SECTIONS, SEE DRAWINGS ST-K3410-D TO ST-K3412-D.
8. ROAD REALIGNMENT
   SEE CIVIL AND GRADE SEPARATION PLANS DRAWINGS CV-S1410-D.
9. ROAD CLOSURE
   SEE CIVIL AND GRADE SEPARATION PLANS DRAWINGS CV-S1410-D.
   TEN SM SPACES @ 120'-0" = 1,800'-0"

NOTES:
1. 18" Ø PIPE PILES ASSUMED FOR ABUTMENT AND BENT FOUNDATIONS, UNLESS OTHERWISE NOTED. PILE LENGTHS TO BE DETERMINED.
2. FOR SECTIONS AND BENT COLUMN SCHEDULE, SEE DRAWINGS CV-S1410-D TO CV-S1430-D.
3. ANY EXISTING DIRT ROAD THAT CONFLICTS WITH NEW CONSTRUCTION SHALL BE REALIGNED.
4. FOR UTILITY DISPOSITIONS, SEE CIVIL AND GRADE SEPARATION PLANS DRAWINGS CV-S1410-D TO CV-S1430-D.
5. FOR RETAINING WALLS, SEE CIVIL AND GRADE SEPARATION PLANS DRAWINGS CV-S1410-D TO CV-S1430-D.
6. FOR GUARDRAILS, SEE CIVIL AND GRADE SEPARATION PLANS DRAWINGS CV-S1410-D TO CV-S1430-D.
7. FOR ROAD 12 UNDERPASS GENERAL PLAN AND TYPICAL SECTIONS, SEE DRAWINGS ST-K3410-D TO ST-K3412-D.
CALIFORNIA HIGH-SPEED TRAIN PROJECT
MERGED TO FRESNO SECTION
CENTRAL VALLEY WYE
SR 152 (NORTH) TO ROAD 11 WYE ALTERNATIVE
TYPICAL SECTION (MER-FRE)
ANALYSIS SHEET
AERIAL M3 - SOUTHBOUND OVER HST MAINLINE - 4 OF 6

NOTES:
1. PILE LENGTHS TO BE DETERMINED.
2. FOR TRACK SUPERELEVATION DETAILS, SEE ALIGNMENT AND TYPICAL SECTION PLANS.

AERIAL #3 - SOUTHBOUND OVER HST MAINLINE - 4 OF 6

SECTION A-A

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DATE: 07/15/2016

DRAWN BY: M. BRATT
DESIGNED BY: C. LEMLEY
CHECKED BY: K. CHARAN
IN CHARGE: A. M.

CONSTRUCTION NOT FOR SUBMITTAL
15% DESIGN RECORD SET
08/12/2016
NOTES:

1. DRILLED SHAFT LENGTHS TO BE DETERMINED.

2. FOR TRACK SUPERELEVATION DETAILS, SEE ALIGNMENT AND TYPICAL SECTION PLANS,
   DRAWING TT-B0054-D.

SECTION B-B
5'-0" TO 10'-0"

10'-0" # COLUMN, TYP.

APPROX OG
12'-0" # CMB FILE, TYP.
SEE NOTE 1

VARIES, SEE BENT COLUMN SCHEDULE

MERCED TO FRESNO SECTION

TYPICAL SECTION (MER-FRE)

CENTRAL VALLEY WYE

10'-0" TO 12'-0"

VARIES, 120'-11" MIN

VARIES, 86'-9" MIN

STEEL BOX GIRDER

PARAPET

10'-8"

13'-3"

1'-9" 2.5%

6'-1"

10'-8"

10'-0" # COLUMN, TYP.

APP. OG OCS PILE

ISOLATION CASING

ISOLATION CASING

25'-0" MIN

29'-0" TO 55'-8"

VARIES

VARIES

VARIES

25'-0" MIN

VARIES

30'-4"

5'-0"

2.0%

2.0%

2.5%
NOTES:
1. 16" Ø PIPE PILES ASSUMED FOR ABUTMENT FOUNDATIONS UNLESS OTHERWISE NOTED; FILE LENGTHS TO BE DETERMINED.
2. FOR SECTION AND BENT COLUMN SCHEDULE, SEE DRAWING ST-K3440-D.
3. FOR UTILITY DISPOSITIONS, SEE CIVIL AND GRADE SEPARATION PLANS; DRAWING CV-K3440-D.
4. ANY EXISTING DIRT ROAD THAT CONFLICTS WITH NEW CONSTRUCTION SHALL BE REALIGNED.
NOTE:

1. 10'-4" PIPE PILES ASSUMED FOR ABUTMENT FOUNDATIONS, PILE AND DRILLED SHAFT LENGTH TO BE DETERMINED.

2. FOR TRACK SUPERELEVATION DETAILS, SEE ALIGNMENT AND TYPICAL SECTION PLAN, DRAWINGS TT-B0064-D AND TT-B0095-D.

CALIFORNIA HIGH-SPEED TRAIN PROJECT
ASH SLOUGH BRIDGE - 2 OF 2

TYPICAL SECTION

1" = 10'

PRECAST PRESTRESSED CONCRETE GIRDER

ARRIVAL

ARRIVAL

BENT COLUMN SCHEDULE

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M. BRATT

C. LEMLEY

ASH SLOUGH BRIDGE - 2 OF 2

TYPICAL SECTION (MER-FRE)

SR 152 (NORTH) TO ROAD 11 WYE ALTERNATIVE

TYPICAL SECTION (MER-FRE)
TOP OF RAIL PROFILE (HST SB TRACK MER-FRE)

NO SCALE

LEGEND:
- Indicates point of minimum vertical clearance
- Indicates direction of traffic
- Structure Approach
- AR FENCE, SEE TRACK PLANS; DRAWING TT-B0020-D

NOTES:
1. For typical section, see drawing ST-K3460-D.
2. For utility dispositions, see civil and grade separation plans; drawing CV-S1450-D.
3. For Aerial No. - Northbound over HST Merced to Fresno.
   General Plan and Typical Sections, see drawings ST-K1640-D to ST-K1645-D, ST-K3640-D and ST-K3641-D.

GENERAL PLAN AND TYPICAL SECTIONS, SEE DRAWINGS ST-K1640-D FOR AERIAL #5 - NORTHBOUND OVER HST MERCEDE TO FRENSO.

CALIFORNIA HIGH-SPEED TRAIN PROJECT
MERCEDE TO FRENSO
CENTRAL VALLEY WYE
SR 152 (NORTH) TO ROAD 11 WYE ALTERNATIVE GENERAL PLAN (MER-FRE)
WASHINGTON ROAD (AVENUE 25) UNDERPASS - 1 OF 2

DEVELOPED ELEVATION

1" = 30'
TYPICAL SECTION

NOTES:
1. 16" Ø PIPE PILES ASSUMED FOR ABUTMENT AND BENT FOUNDATIONS. PILE LENGTHS TO BE DETERMINED.
2. FOR TRACK SUPERELEVATION DETAILS, SEE DRAWINGS TT-B0054-D AND TT-B0055-D.

10'-8" VAR
10'-8" VAR
8'-4" VAR
8'-4" VAR
10'-8" VAR
8'-4" VAR
8'-4" VAR
8'-4" VAR

APPROX 6'-2" TO 6'-1"
APPROX 6'-2" TO 6'-1"
APPROX 6'-2" TO 6'-1"
APPROX 6'-2" TO 6'-1"
APPROX 6'-2" TO 6'-1"
APPROX 6'-2" TO 6'-1"
APPROX 6'-2" TO 6'-1"
APPROX 6'-2" TO 6'-1"

AERIAL #5
AERIAL #5
AERIAL #5
AERIAL #5
AERIAL #5
AERIAL #5
AERIAL #5
AERIAL #5

TYPICAL SECTION
1"=10'

WASHINGTON ROAD (AVENUE 25) UNDERPASS - 2 OF 2

CALIFORNIA HIGH-SPEED TRAIN PROJECT
MERCEDES TO FRESNO SECTION

CENTRAL VALLEY WYE
SR 152 (NORTH) TO ROAD 11 WYE ALTERNATIVE
TYPICAL SECTION (MER-FRE)

WASHINGTON ROAD (AVENUE 25) UNDERPASS - 2 OF 2
DUTCHMAN CREEK BRIDGE

1" = 10'

150'-0" MIN
VARIES

TOP OF RAIL PROFILE (E HST SB TRACK MER-FRE)

NO SCALE

420'-0" MEASURED ALONG E HST SB TRACK
7 SPACES @ 60'-0" = 420'-0"

ELEV 234.21'
15505+35.00 PVT

ELEV 234.84'
15475+35.00 PVC

TOE OF FILL
TOP OF FILL
DEVELOPED ELEVATION

1" = 30'

LEGEND:

INDICATES DIRECTION OF FLOW
1. STRUCTURE APPROACH
2. SLOPE PAVING (15%H/1V)

NOTES:
1. 16" PIPE PILES ASSUMED FOR ABUTMENT FOUNDATIONS. PILE AND DRILLED SHAFT LENGTHS TO BE DETERMINED.
2. FOR UTILITY DISPOSITION, SEE CIVIL AND UTILITY DISPOSITION PLANS. DRAWING CT-51490-0.
3. ANY EXISTING DIRT ROAD THAT CONFLICTS WITH NEW CONSTRUCTION SHALL BE REALIGNED.
4. FOR TRACK SUPERELEVATION DETAILS, SEE ALIGMENT AND TYPICAL SECTION PLANS. DRAWING TT-B0054-D AND TT-B0055-D.

TYPICAL SECTION

1" = 10'

SELطة SELطة

CALIFORNIA HIGH-SPEED TRAIN PROJECT
MERGED TO FRESNO SECTION

CENTRAL VALLEY WYE
SR 152 (NORTH) TO ROAD 11 WYE ALTERNATIVE
GENERAL PLAN (MER-FRE)
DUTCHMAN CREEK BRIDGE

8'-3"
20'-3"
20'-3"
50'-0"
8'-3"
30'-0"
6'-0"
3'-0"
6'-0"
5'-0"
3'-0"

PARAPET
HST R/W
HST SB TRACK
HST NB TRACK

PRECAST Prestressed
CONCRETE BOX GIRDER

ELEV 234.21'
15505+35.00 PVT

ELEV 234.84'
15475+35.00 PVC

TOE OF FILL
TOP OF FILL
DEVELOPED ELEVATION

1" = 30'

LEGEND:

INDICATES DIRECTION OF FLOW
1. STRUCTURE APPROACH
2. SLOPE PAVING (15%H/1V)

NOTES:
1. 16" PIPE PILES ASSUMED FOR ABUTMENT FOUNDATIONS. PILE AND DRILLED SHAFT LENGTHS TO BE DETERMINED.
2. FOR UTILITY DISPOSITION, SEE CIVIL AND UTILITY DISPOSITION PLANS. DRAWING CT-51490-0.
3. ANY EXISTING DIRT ROAD THAT CONFLICTS WITH NEW CONSTRUCTION SHALL BE REALIGNED.
4. FOR TRACK SUPERELEVATION DETAILS, SEE ALIGMENT AND TYPICAL SECTION PLANS. DRAWING TT-B0054-D AND TT-B0055-D.

TYPICAL SECTION

1" = 10'

SELطة SELطة

CALIFORNIA HIGH-SPEED TRAIN PROJECT
MERGED TO FRESNO SECTION

CENTRAL VALLEY WYE
SR 152 (NORTH) TO ROAD 11 WYE ALTERNATIVE
GENERAL PLAN (MER-FRE)
DUTCHMAN CREEK BRIDGE
TOP OF RAIL PROFILE (E, HST SB TRACK MER-FRE)
NO SCALE

DEVELOPED ELEVATION
1' = 30'

TYPICAL SECTION
1' = 10'

TEMPORARY TRAFFIC OPENINGS

VEHICULAR TRAFFIC
1. Traffic will be detoured away from the site.
2. Traffic will pass under the structure on:

STREET OR ROAD NAME AND LOCATION | FALL/OPENING HEAD (H/B x Ver.)
--- | ---
SANDY MUSH ROAD | 50'x15'

NOTES:
1. 15" pipe piles assumed for abutment foundations.

2. For utility dispositions, see civil and grade separation plans; drawings CV-S1490-D.

3. For track super-elevation details, see alignment and typical section plans; drawings TT-B0054-D and TT-B0055-D.

LEGEND:
○ Indicates point of minimum vertical clearance
- Indicates direction of traffic
1 Structure approach
2 Slope paving (1H:1V)
3 Ar Fence, see track plans; drawing TT-B0020-D
CALIFORNIA HIGH-SPEED TRAIN PROJECT

TOP OF RAIL PROFILE (CHST SB TRACK MER-FRE)

300'-0" MEASURED ALONG 8 CHST SB TRACK
3 SPACES @ 60'-0" = 300'-0"

DEVELOPED ELEVATION

PLAN

TYPICAL SECTION

NOTES:
1. 16' # PIPE PILES ASSUMED FOR ABUTMENT FOUNDATIONS, PILE AND DRILLED SHAFT FOUNDATIONS TO BE DETERMINED.
2. FOR UTILITY DISPOSITION SEE CIVIL AND GRADE SEPARATION PLANS DRAWING CV-S1516-D.
3. ANY EXISTING OOF ROAD THAT CONFLICTS WITH NEW CONSTRUCTION SHALL BE REALIGNED.
4. FOR TRACK SUPERELEVATION DETAILS, SEE GENERAL PLAN (MER-FRE), DRAWINGS TT-B0054-D AND TT-B0055-D.

GENERAL PLAN (MER-FRE)

TYPICAL SECTION
TOP OF RAIL PROFILE (C HST SB TRACK MER-FRE)

420'-0" MEASURED ALONG C HST SB TRACK
7 SPACES @ 60'-0" = 420'-0"

DEVELOPED ELEVATION

PLAN

1" = 30'

TYPICAL SECTION

1" = 10'

LEGEN

R/W = 2.5% STRUCTURE APPROACH
S = 5.2% SLOPE PAVING (1/4"/H/1FT)

NOTES:
1. 16" PILE PILES ASSUMED FOR ABUTMENT FOUNDATION: PIPE AND DRILLED SHAFT LENGTHS TO BE DETERMINED.
2. FOR UTILITY DISPOSITION, SEE CIVIL AND GRADE SEPARATION PLANS: DRAWING CV-S1515-D.
3. ANY EXISTING DIRT ROAD THAT CONFLICTS WITH NEW CONSTRUCTION SHALL BE REALIGNMENT.
4. FOR TRACK SUPERELEVATION DETAILS, SEE ALIGNMENT AND TYPICAL SECTION PLANS: DRAWINGS TT-B0054-D AND TT-B0055-D.
TOP OF RAIL PROFILE (C HST NB TRACK SJ-D-MER)
NO SCALE

7080'-0" TOTAL LENGTH MEASURED ALONG C HST NB TRACK SJ-D-MER

21 SPACES @ 120'-0" = 2520'-0"
12 SPACES @ 100'-0" = 1200'-0"
28 SPACES @ 120'-0" = 3360'-0"

T/R HST NB TRACK SJ-D-MER
STEEL BOX GIRDERS

DATE
DRAWING NO.
SCALE
SHEET NO.

DATE
CHK
APP
REV

DESCRIPTION
DRAWN BY
DESIGNED BY
CHECKED BY
IN CHARGE

CONTRACT NO.

CONSTRUCTION
NOT FOR
SUBMITTAL

15% DESIGN
RECORD SET

PARAPET
BARRIER/

NOTES:
1. FOR GENERAL NOTES AND LEGEND, SEE DRAWING ST-K1610-D.
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### Section B-B

- **Notes:**
  1. Pile and drilled shaft length to be determined.
  2. For track super-elevation details, see alignment and typical section plans; drawing TT-0006-5.

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**CALIFORNIA HIGH-SPEED TRAIN PROJECT**

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**Description:**

- Central Valley Wye
- SR 152 (North) to Road 11 Wye Alternative
- Typical Sections (Su-J-Mer)
NOTED:
1. PILE AND DRILLED SHAFT LENGTHS TO BE DETERMINED.
2. FOR TRACK SUPERELEVATION DETAILS, SEE ALIGNMENT AND TYPICAL SECTION PLANS; DRAWING TT-0056-3.

SECTION C-C

SECTION D-D
TOP OF RAIL PROFILE (¢ HST NB TRACK SJD-MER)

NO SCALE

8,310'-0" TOTAL LENGTH MEASURED ALONG ¢ HST NB TRACK SJD-MER

36 SPACES @ 120'-0" = 4,320'-0"

DATE
15 - AUG - 2016

CHECKED BY

DESCRIPTION

DRAWN BY

DESIGNED BY

IN CHARGE

CONSTRUCTION
NOT FOR SUBMITTAL
15% DESIGN
RECORD SET

LEGEND:
- indicates point of minimum vertical clearance
- indicates direction of traffic:
- indicates direction of flow
 1  structure approach
 2  slope paving (1/20HV)

TEMPORARY TRAFFIC OPENINGS

Vehicular Traffic:
1. Traffic will be detoured away from the site.
2. Traffic will pass under the structure on:
   ST or road name and location
   opening residency (hour x week)
   opening residency (hour x week)

NOTES:
1. 16" # pipe piles assumed for abutment and bent foundations, unless otherwise noted. Pile length to be determined.
2. For sections and bent column schedule, see drawings ST-K3640-D and ST-K3641-D.
3. Any existing dirt road that conflicts with new construction shall be removed.
4. For utility easments, see civil and grade separation plans; drawings CV-S1640-D to CV-S1660-D.
5. For guardrails, see civil and grade separation plans; drawings CV-S1640-D to CV-S1660-D.
6. For retaining walls, see civil and grade separation plans; drawings CV-S1640-D to CV-S1660-D.
7. For road 11, see general plan and typical section, see ST-K1650-D.
8. For road 25, see general plan and typical section, see ST-K1655-D.
9. For Washington road (avenue 25) underpass, see drawings ST-K1650-D.
10. For Chowchilla river bridge, see drawings ST-K1655-D.
11. For utility dispositions, see civil and grade separation plans; see drawings CV-S1640-D to CV-S1660-D.
12. Foundations, unless otherwise noted. Pile lengths 16" # pipe piles to be determined.
13. Any existing dirt road that conflicts with new structure shall be removed.
TOP OF RAIL PROFILE (HST NB TRACK SJ-D-MER)

VERT: 1" = 50'  HORIZ: 1" = 100'

DEVELOPED ELEVATION

NOTES:
1. FOR GENERAL NOTES AND LEGEND, SEE DRAWING ST-K1640-D.
NOTES:
1. PILE AND DRILLED SHAFT LENGTHS TO BE DETERMINED.
2. FOR TRACK SUPERELEVATION DETAILS, SEE ALIGNMENT AND TYPICAL SECTION PLANS: DRAWING TT-B0056-D.

SECTION A-A
1" = 10'

SECTION B-B
1" = 10'

BENT COLUMN SCHEDULE

<table>
<thead>
<tr>
<th>COLUMN</th>
<th>COLUMN TYPE</th>
<th>COLUMN</th>
<th>&quot;A&quot;</th>
<th>TYP SECTION, SHEET</th>
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<tbody>
<tr>
<td>2 - 6</td>
<td>8 - 0&quot;</td>
<td>C-C</td>
<td>12'-0&quot;</td>
<td>ST-K3640-0</td>
</tr>
<tr>
<td>7 - 14</td>
<td>9 - 0&quot;</td>
<td>C-C</td>
<td>12'-0&quot;</td>
<td>ST-K3640-0</td>
</tr>
<tr>
<td>15 - 20</td>
<td>11 - 0&quot;</td>
<td>C-C</td>
<td>12'-0&quot;</td>
<td>ST-K3640-0</td>
</tr>
<tr>
<td>21 - 30</td>
<td>13 - 0&quot;</td>
<td>C-C</td>
<td>12'-0&quot;</td>
<td>ST-K3640-0</td>
</tr>
<tr>
<td>31 - 37</td>
<td>15 - 0&quot;</td>
<td>C-C</td>
<td>12'-0&quot;</td>
<td>ST-K3640-0</td>
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<td>2 - 10'-0&quot;</td>
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<td>27'-0&quot;</td>
<td>ST-K3640-0</td>
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<td>15 - 0&quot;</td>
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<td>12'-0&quot;</td>
<td>ST-K3641-0</td>
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<td>47 - 57</td>
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<td>12'-0&quot;</td>
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<tr>
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<td>65 - 70</td>
<td>9 - 0&quot;</td>
<td>C-C</td>
<td>12'-0&quot;</td>
<td>ST-K3641-0</td>
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<tr>
<td>71 - 72</td>
<td>9 - 0&quot;</td>
<td>C-C</td>
<td>12'-0&quot;</td>
<td>ST-K3641-0</td>
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</tbody>
</table>
NOTES:
1. DRILLED SHAFT LENGTHS TO BE DETERMINED.
2. FOR TRACK SUPERELEVATION DETAILS, SEE ALIGNMENT AND TYPICAL SECTION PLANS; DRAWING TT-B0056-D.

SECTION C-C
1" = 10'

NOTES:
1. DRILLED SHAFT LENGTHS TO BE DETERMINED.
2. FOR TRACK SUPERELEVATION DETAILS, SEE ALIGNMENT AND TYPICAL SECTION PLANS; DRAWING TT-B0056-D.

SECTION C-C
1" = 10'
TOP OF RAIL PROFILE (HST SB TRACK SJD-MER)

DEVELOPED ELEVATION

TEMPORARY TRAFFIC OPENINGS

1. TRAFFIC WILL BE DETOURED AWAY FROM THE SITE.
2. TRAFFIC WILL PASS UNDER THE SUPERSTRUCTURE.
3. TEMP TRAFFIC LANE REDUCTION FOR ROAD 11.
4. FOR AERIAL #6 GENERAL PLAN AND TYPICAL SECTIONS, SEE DRAWINGS ST-K1640-D TO ST-K1643-D AND ST-K3640-D.
5. FOR TRACK SUPERELEVATION DETAILS, SEE ALIGNMENT AND TYPICAL SECTION PLANS; DRAWING TT-B0056-D.
6. FOR GUARDRAILS, SEE CIVIL AND GRADE SEPARATION PLANS; DRAWING CV-R1650-D.
7. HST R/W VARIABLES

NOTES:

1. 16" PIPE PILE ASSUMED AT ABUTMENT FOUNDATIONS, FILE AND DRILLED SHAFT LENGTHS TO BE DETERMINED.
2. FOR UTILITY DISPOSITIONS, SEE CIVIL AND GRADE SEPARATION PLANS; DRAWING CV-R1650-D.
3. FOR GUARDRAILS, SEE CIVIL AND GRADE SEPARATION PLANS; DRAWING CV-R1650-D.
4. FOR TRACK SUPERELEVATION DETAILS, SEE ALIGNMENT AND TYPICAL SECTION PLANS; DRAWING TT-B0056-D.
5. FOR ROAD 11 REALIGNMENT, SEE CIVIL AND GRADE SEPARATION PLANS; DRAWING CV-R1650-D.
6. FOR AERIAL #6 GENERAL PLAN AND TYPICAL SECTIONS, SEE DRAWINGS ST-K1640-D TO ST-K1643-D AND ST-K3640-D TO ST-K3641-D.

LEGEND:

- INDICATES POINT OF MINIMUM VERTICAL CLEARANCE
- INDICATES DIRECTION OF TRAFFIC
- STRUCTURE APPROACH
- AIR FENCE (SEE TRACK PLANS; DRAWING TT-B0056-D)
- 10'-0" Ø CEM PILE, TYP, SEE NOTE 1

CALIFORNIA HIGH-SPEED TRAIN PROJECT
MERGED TO FRESNO SECTION
CENTRAL VALLEY WYE
SR 152 (NORTH) TO ROAD 11 WYE ALTERNATIVE GENERAL PLAN (SJD-MER)
ROAD 11 UNDERPASS

DATE: 08/12/2016

CHECKED BY: M. BRATT
DESIGNED BY: C. LEMLEY
DRAWN BY: K. CHARAN
IN CHARGE: C. LEMLEY

CONSTRUCTION CONSTRUCTION
NOT FOR SUBMITTAL
15% DESIGN
CALIFORNIA HIGH-SPEED TRAIN PROJECT

TOP OF RAIL PROFILE (E HST SB TRACK SJD-MER)

DEVELOPED ELEVATION

TEMPORARY TRAFFIC OPENINGS

NOTES

1. 16" PIPE PILES ASSUMED FOR ABUTMENT FOUNDATION. PILE LENGTHS TO BE DETERMINED.
2. FOR UTILITY DISPOSITIONS, SEE CIVIL AND GRADE SEPARATION PLANS; DRAWING CV-S1650-D.
3. FOR AERIAL #5 - NORTHBOUND OVER HST MERGED TO FRESNO GENERAL PLAN AND TYPICAL SECTIONS, SEE DRAWINGS ST-K1640-D TO ST-K1645-D, ST-K3640-D AND ST-K3641-D.
4. FOR TRACK SUPERELEVATION DETAILS, SEE ALIGNMENT AND TYPICAL SECTION PLANS; DRAWING TT-B0056-D.