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**Note:** The image contains a detailed index of drawings for the Central Valley Wye project, including track plans and profiles for various sections. Each entry includes the drawing number, section, alignment/plan set, title, and sheet number. The project is part of the California High-Speed Train Project.
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<td>SJD-FRE STA 6624+00.00 TO 6684+00.00</td>
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**CALIFORNIA HIGH-SPEED TRAIN PROJECT**

**MERCEDES TO FRENO SECTION**

**CENTRAL VALLEY WYE ALIGNMENT AND TYPICAL SECTION PLANS**

**INDEX OF DRAWINGS**

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**CONTRACT NO.**

**TT-00008**

**NO SCALE**

**NET **
NOTE:
FOR LARGE SCALE VIEW OF EACH ALIGNMENT OPTION, PLEASE REFER TO KEY MAP DRAWINGS PROVIDED IN THIS PACKAGE FOR EACH OPTION.
CALIFORNIA HIGH-SPEED TRAIN PROJECT
MERGED TO FREMONT SECTION
CENTRAL VALLEY WYE
SR 152 (NORTH) TO ROAD 13 WYE ALTERNATIVE
KEY MAP
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TT-01220-A
TT-01230-A
TT-01240-A
TT-01250-A
TT-01260-A
TT-01270-A
TT-01280-A

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**SECTION A-A**

**TANGENT**

- Station SUB-FRE 5611+49.46 to 5623+45.67
- Station SUB-FRE 2534+30.19 to 2534+40.00
- Station SUB-FRE 7134+88.00 to 7164+10.20
- Station MER-FRE 1524+42.74 to 1525+19.24
- Station MER-FRE 1550+78.56 to 1565+50.00

**SUPERELEVATED**

- Station SUB-FRE 566471.16 to 567149.46
- Station SUB-FRE 567547.00 to 568640.20
- Station SUB-FRE 568944.00 to 570058.00
- Station SUB-FRE 570540.00 to 571650.00
- Station SUB-FRE 575640.00 to 576640.00
- Station SUB-FRE 576977.00 to 578640.00
- Station SUB-FRE 579347.00 to 580040.00
- Station SUB-FRE 580050.00 to 581040.00
- Station MER-FRE 1525+19.25 to 1526+73.00
- Station MER-FRE 1531+88.00 to 1535+20.00
- Station MER-FRE 1539+48.00 to 1540+58.00
- Station MER-FRE 1550+78.56 to 1565+50.00

**GENERAL TYPICAL SECTION NOTES:**
1. Track, OCS poles and foundations, cable ducts and drainage are schematic and do not represent design.
2. Right-of-way required for the HST guideway will depend upon conditions along the alignment, including, but not limited to, terrain where cutfill slopes, retaining structures, and access are required.
3. See structures, viaduct and tunnel plans for detailed cross sections of structures.
4. Right-of-way to be placed a minimum of 15,000 ft from edge of pier foundation or as indicated in the sections, whichever yields the larger right-of-way.
5. Ballasted track structure at all locations except on structures over 1000 feet.
6. Tangent and superelevated section is for the purpose of illustration only.
7. All station limits are taken from Southbound alignment stations.
8. See civil and grade separation plans for permanent access and utility easements.
9. 6 feet bench required for embankment height over 30' (not shown).

**TWO TRACKS ON EMBANKMENT**

**SUBSECTION A-A**

- HST adjacent to roadway with 10' clear recovery zone (CRZ)
- HST with retaining wall

**CONSTRUCTION**

- For detailed cross sections of structures.
- Ducts and drainage are schematic and do not represent design.
- Structures, viaduct and tunnel plans are required.
- All station limits are taken from Southbound alignment stations.
- See civil and grade separation plans for permanent access and utility easements.
- 6 feet bench required for embankment height over 30' (not shown).
SECTION B-B
TANGENT
STATION SUB-FRE 5785440.00 TO 5785440.00
STATION SUB-FRE 6368443.00 TO 6368443.00
STATION SUB-FRE 7114468.97 TO 7114468.97
STATION SUB-FRE 7199470.00 TO 7199470.00
SUPERELEVATED
STATION SUB-FRE 5656440.00 TO 5656440.00
STATION SUB-FRE 5656443.00 TO 5656443.00
STATION SUB-FRE 5753440.00 TO 5753440.00
STATION SUB-FRE 5753443.00 TO 5753443.00
STATION SUB-FRE 5756440.00 TO 5756440.00
STATION SUB-FRE 5756443.00 TO 5756443.00
STATION SUB-FRE 5869440.00 TO 5869440.00
STATION SUB-FRE 5869443.00 TO 5869443.00
STATION HST-FRE 5926440.00 TO 5926440.00
STATION HST-FRE 1526443.00 TO 1526443.00
STATION HST-FRE 1526446.00 TO 1526446.00
STATION HST-FRE 1531443.00 TO 1531443.00
STATION HST-FRE 1531446.00 TO 1531446.00
STATION HST-FRE 1531449.00 TO 1531449.00
STATION HST-FRE 15435440.00 TO 15435440.00
STATION HST-FRE 15435443.00 TO 15435443.00

SECTION B-B
TWO TRACKS ON AERIAL STRUCTURE

SECTION C-C
TANGENT
N/A
SUPERELEVATED
STATION SUB-FRE 5637440.00 TO 5637440.00
STATION SUB-FRE 5637443.00 TO 5637443.00
STATION SUB-FRE 5678440.00 TO 5678440.00
STATION SUB-FRE 5678443.00 TO 5678443.00
STATION SUB-FRE 15069440.00 TO 15069440.00
STATION SUB-FRE 15069443.00 TO 15069443.00
STATION SUB-FRE 15094440.00 TO 15094440.00
STATION SUB-FRE 15094443.00 TO 15094443.00
STATION HST-FRE 15094440.00 TO 15094440.00
STATION HST-FRE 15094443.00 TO 15094443.00
STATION HST-FRE 1509448.11 TO 1509448.11
STATION HST-FRE 1509448.46 TO 1509448.46
STATION HST-FRE 1509452.00 TO 1509452.00
STATION HST-FRE 1509452.46 TO 1509452.46

SECTION C-C
TWO TRACKS ON SINGLE TRACK AERIAL STRUCTURE WITH WIDE TRACK CENTERS
SECTION L-L

TANGENT
STATION SJD-FRE 6543+20.00 TO 6549+60.00
STATION MER-FRE 15000+07.42 TO 15006+47.42

SUPERELEVATED
STATION SJD-FRE 6543+20.00 TO 6549+60.00
STATION MER-FRE 15000+07.42 TO 15006+47.42

* TYPICAL SECTION IS VIEWED IN THE DIRECTION OF DECREASING STATIONING,

VARRIES (SEE NOTE 3)

SECTION L-L
FOUR TRACKS ON TWO AERIAL STRUCTURES
SECTION M-M
ONE TRACK ON EMBANKMENT
WITH WIDE TRACK CENTERS

SECTION N-N
ONE TRACK ON AERIAL STRUCTURE
WITH WIDE TRACK CENTERS

SECTION N-N
TWO TRACKS ON EMBANKMENT
WITH WIDE TRACK CENTERS

NOTES:
1. SEE DRAWING TT-B0020-A FOR GENERAL TYPICAL SECTION NOTES.
2. CENTER SWALE REMOVED IF DISTANCE BETWEEN TRACKS IS LESS THAN 34'.
3. VARIATION IN EMBANKMENT HEIGHT VARIES 60'-76.50' (SEE NOTE 2).
4. VARIATION IN RECEIVING WALL HEIGHT (WHERE SHOWN ON CIVIL AND GRADE SEPARATION PLANS) VARIES 34.00-76.50' (SEE NOTE 3).

CALIFORNIA HIGH-SPEED TRAIN PROJECT
MERED TO FRESNO SECTION
CENTRAL VALLEY WYE
SR 152 (NORTH) TO ROAD 13 WYE ALTERNATIVE
TYPICAL SECTION
SHEET 8 OF 12
SECTION O-O

TWO TRACKS ON EMBANKMENT ADJACENT TO SR 152

NOTE:
1. SEE DRAWING TT-B0020-A FOR GENERAL TYPICAL SECTION NOTES.
2. FOR LOCATIONS WHERE 52' MINIMUM SEPARATION BETWEEN HIGHWAY’S ETW AND THE HST FENCE IS UNACHIEVABLE, A CONCRETE BARRIER WILL BE PROVIDED.
**SECTION Q-Q**

**TWO TRACKS IN CUT**

**TANGENT**

- N/A

**SUPERELEVATED**

- Station SJD-FRE 6610+51.40 to 6643+00.00

**NOTE:**

- See drawing TT-00020-A for general typical section notes.

---

**CALIFORNIA HIGH-SPEED TRAIN PROJECT**

**MERCEDES TO FREMONT SECTION**

**CENTRAL VALLEY WYE**

**SR 152 (North) to Road 13 WYE ALTERNATIVE**

**TYPICAL SECTION**

**SHEET 10 OF 12**

---

**Scale:** 1/3" = 1'-0"

**Drawn By:** M. TACTAY

**Designed By:** C. LEMLEY

**Checked By:** D. OLIVETI

**In Charge:** TT-B0029-A

---

**CONSTRUCTION**

**NOT FOR SUBMITTAL**

**15% DESIGN RECORD SET**

---

**DATE:** 10/30/2015

---

**Drawn with ACS DWG 9.5.7.275
NOTE:

To see drawing TT-00020-A for general typical section notes.

SECTION T-T

TANGENT

STATION SJD-FRE 6574+68.00 TO 6576+18.00
STATION MER-FRE 14970+49.42 TO 14971+99.42

SUPERELEVATED
N/A

* Typical section is viewed in the direction of decreasing stationing.

10/30/2015

PIER

POLE

GIRD (TYP)

CONC COLUMN (TYP)

10.67'

0.00' TO 35.00'

VARIES

PIER

POLE

GIRD (TYP)

CONC COLUMN (TYP)

10.67'

0.00' TO 35.00'

VARIES

FOUR TRACKS ON STRUCTURE

STATION SJD-FRE 6577+68.00 TO 6579+18.00

STATION MER-FRE 14970+49.42 TO 14971+99.42

CALIFORNIA HIGH-SPEED TRAIN PROJECT

MERED TO FRESNO SECTION

CENTRAL VALLEY WYE

SR 152 (NORTH) TO ROAD 13 WYE ALTERNATIVE

TYPICAL SECTION

SHEET 11 OF 12
SECTION U-U
FOUR TRACKS ON THREE STRUCTURES

NOTE:
1. SEE DRAWING TT-B0020-A FOR GENERAL TYPICAL SECTION NOTES.
## Track Alignment Data Summary Table - SR 152 North to Road 13 Wye - Southbound Track San Jose to Fresno

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<th>Curve Number</th>
<th>Element</th>
<th>Point Type</th>
<th>Station</th>
<th>Coordinates</th>
<th>Radius (ft)</th>
<th>Length (ft)</th>
<th>Delta Δ</th>
<th>K</th>
<th>P</th>
<th>Design Speed (MPH)</th>
<th>Actual Super Elevation (EA) (IN)</th>
<th>Unbalanced Super Elevation (EU) (IN)</th>
<th>WCB (O'00.00&quot;) (Tangent)</th>
<th>WCB (O'00.00&quot;) Start Angle</th>
<th>END Angle</th>
</tr>
</thead>
<tbody>
<tr>
<td>152 N-13</td>
<td>CLOTHO</td>
<td>TS</td>
<td>6298435.13</td>
<td>1853040.21</td>
<td>660599.06</td>
<td>1,150.00</td>
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<td>575</td>
<td>0.17</td>
<td>250</td>
<td>0.50</td>
<td>0.27</td>
<td>N 89°54'47&quot;E</td>
<td>N 89°54'47&quot;E</td>
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</tr>
</tbody>
</table>

**SR 152 (NORTH) TO ROAD 13 WYE ALTERNATIVE**

**DRAWING NO.** 152

**DATE** 10 - FEB - 2016

**CONTRACT NO.** 6674865.12

**SCALE** 1/500

**DESIGN** MERCED TO FRESNO SECTION

**TANGENT TO ROAD 13 WYE ALTERNATIVE**

**CALEIFORNIA HIGH-SPEED TRAIN PROJECT**

**MERGED TO FRESNO SECTION**

**CENTRAL VALLEY WYE**

**50** TRACK SAN JOSE TO FRESNO

**DATA SHEET 2 OF 7**

**CONTRIBUTED TO** MERCED TO FRESNO SECTION

**ENGINEER** D. OLIVETI

**SUPPORT** M. TACTAY

**DATE** 3/18/2016

**ORGANIZATION** PARSONS
**CALIFORNIA HIGH-SPEED TRAIN PROJECT**

**MERGED TO FRENSO SECTION**

**CENTRAL VALLEY WYE**

SR 152 (NORTH) TO ROAD 13 WYE ALTERNATIVE

NO TRACK SAN JOSE TO FRESNO GEOMETRY DATA

**SHEET 3 OF 7**
**TABLE 1: TRACK ALIGNMENT DATA SUMMARY TABLE – SR-152 NORTH TO ROAD 13 WYE – NORTHBOUND TRACK SAN JOSE TO FRESNO**

| CURVE NUMBER | ELEMENT | POINT TYPE | STATION | COORDINATES | RADUS (FT) | LENGTH (FT) | DELTA Δ | K | P | DESIGN SPEED (MPH) | ACTUAL SUPER'ELEVATION (EVI') | UNBALANCED SUPER'ELEVATION (EVI') | WCB (0°0'0") (TANGENT) | WCB (0°0'0") | START ANGLE | END ANGLE |
|--------------|---------|------------|---------|-------------|------------|-------------|---------|---|---|-------------------|-----------------------------|-----------------------------|---------------------------|----------------|-------------|------------|------------|
| 152 N 13     | SJD-FRE  | S NB       |         |             |            |             |         |   |   | 250               | 0.50                        | 0.12                        | S 89°19'43''E            | N 89°19'44''E | 89°19'43''E | N 89°19'44''E |
| 152 N 13     | SJD-FRE  | S NB       |         |             |            |             |         |   |   | 250               | 0.50                        | 0.12                        | S 89°19'37''E            | N 89°19'38''E | 89°19'37''E | N 89°19'38''E |
| 152 N 13     | SJD-FRE  | S NB       |         |             |            |             |         |   |   | 250               | 0.50                        | 0.12                        | S 89°19'43''E            | N 89°19'44''E | 89°19'43''E | N 89°19'44''E |
| 152 N 13     | SJD-FRE  | S NB       |         |             |            |             |         |   |   | 250               | 0.50                        | 0.12                        | S 89°19'43''E            | N 89°19'44''E | 89°19'43''E | N 89°19'44''E |
## TRACK ALIGNMENT DATA SUMMARY TABLE - SR-152 NORTH TO ROAD 13 WYE - NORTHBOUND TRACK SAN JOSE TO FRESNO

<table>
<thead>
<tr>
<th>CURVE NUMBER</th>
<th>ELEMENT</th>
<th>POINT TYPE</th>
<th>STATION</th>
<th>COORDINATES</th>
<th>RADIUS (FT)</th>
<th>LENGTH (FT)</th>
<th>DELTA Δ</th>
<th>K</th>
<th>P</th>
<th>DESIGN SPEED (MPH)</th>
<th>ACTUAL SUPERELEVATION (EI, IN)</th>
<th>UNBALANCED SUPERELEVATION (EI, IN)</th>
<th>WCB (0°00'00&quot;) (TAN)</th>
<th>WCB (0°00'00&quot;) (START)</th>
<th>WCB (0°00'00&quot;) (END)</th>
</tr>
</thead>
<tbody>
<tr>
<td>152 N+93</td>
<td>ARC</td>
<td>SC</td>
<td>674235,18</td>
<td>18,075,86</td>
<td>64,000,76</td>
<td>157,020,55</td>
<td>0°00'00&quot;)</td>
<td>157,020,55</td>
<td>18,075,86</td>
<td>64,000,76</td>
<td>157,020,55</td>
<td>18,075,86</td>
<td>64,000,76</td>
<td>157,020,55</td>
<td>18,075,86</td>
</tr>
<tr>
<td>152 N+93</td>
<td>ARC</td>
<td>PJ</td>
<td>674327,18</td>
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<td>157,020,55</td>
<td>18,075,86</td>
<td>64,000,76</td>
<td>157,020,55</td>
<td>18,075,86</td>
<td>64,000,76</td>
</tr>
<tr>
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<td>674371,65</td>
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<td>18,075,86</td>
<td>64,000,76</td>
<td>157,020,55</td>
<td>18,075,86</td>
<td>64,000,76</td>
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</tr>
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<td>152 N+93</td>
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<td>706494,92</td>
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<td>18,075,86</td>
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<td>157,020,55</td>
<td>18,075,86</td>
<td>64,000,76</td>
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<tr>
<td>152 N+93</td>
<td>SPO</td>
<td>SF1</td>
<td>709294,58</td>
<td>18,423,55</td>
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<td>64,000,76</td>
<td>157,020,55</td>
<td>18,075,86</td>
<td>64,000,76</td>
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<tr>
<td>152 N+93</td>
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<td>64,000,76</td>
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<td>152 N+93</td>
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<td>18,075,86</td>
<td>64,000,76</td>
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</tbody>
</table>

## TRACK ALIGNMENT DATA SUMMARY TABLE - SR-152 NORTH TO ROAD 13 WYE - SOUTHBOUND TRACK MERCED TO FRESNO

<table>
<thead>
<tr>
<th>CURVE NUMBER</th>
<th>ELEMENT</th>
<th>POINT TYPE</th>
<th>STATION</th>
<th>COORDINATES</th>
<th>RADIUS (FT)</th>
<th>LENGTH (FT)</th>
<th>DELTA Δ</th>
<th>K</th>
<th>P</th>
<th>DESIGN SPEED (MPH)</th>
<th>ACTUAL SUPERELEVATION (EI, IN)</th>
<th>UNBALANCED SUPERELEVATION (EI, IN)</th>
<th>WCB (0°00'00&quot;) (TAN)</th>
<th>WCB (0°00'00&quot;) (START)</th>
<th>WCB (0°00'00&quot;) (END)</th>
</tr>
</thead>
<tbody>
<tr>
<td>152 N+93</td>
<td>ARC</td>
<td>SC</td>
<td>674235,18</td>
<td>18,075,86</td>
<td>64,000,76</td>
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<td>0°00'00&quot;)</td>
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## CALIFORNIA HIGH-SPEED TRAIN PROJECT

**MERGED TO FRESNO SECTION**

**CENTRAL VALLEY WYE**

SR 152 (NORTH) TO ROAD 13 WYE ALTERNATIVE

59 TRACK MERGED TO FRESNO GEOMETRY DATA

SHEET 5 OF 7
## Track Alignment Data Summary Table - SR-152 North to Road 13 Wye - Northbound Track Merced to Fresno

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<th>Point Type</th>
<th>Station</th>
<th>Coordinates</th>
<th>Radius (ft)</th>
<th>Length (ft)</th>
<th>Delta (ft)</th>
<th>K</th>
<th>Design Speed (MPH)</th>
<th>Actual Elevation (ft)</th>
<th>Unbalanced Elevation (ft)</th>
<th>WCB (0°00'00&quot;) (Tangent)</th>
<th>WCB (0°00'00&quot;) (End Angle)</th>
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<tbody>
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### Track Alignment Data Summary Table - SR-152 North to Road 13 Wye - Southbound Track San Jose to Merced

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### Track Alignment Data Summary Table - SR-152 North to Road 13 Wye - Northbound Track San Jose to Merced

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**California High-Speed Train Project**

**Merced to Fresno Section**

**Central Valley Wye**

SR 152 (north) to Road 13 Wye Alternative

SB & NB Track San Jose to Merced Geometry Data

Sheet 7 of 7
CALIFORNIA HIGH-SPEED TRAIN PROJECT
MERCED TO FRESNO SECTION

GENERAL PLAN AND PROFILE NOTES:
1. PROFILE OF HST TRACK IS BASED ON THE TOP OF THE LOW RAIL.
2. ORIGINAL GROUND (OG) PROFILE IS GENERATED THROUGH DIGITAL TERRAIN MODELS WITH ACCURACY OF PLUS/MINUS THREE FEET PER INTERMAP SPECIFICATIONS.
3. CROSS SECTION MARKERS REFER TO CROSS SECTION DRAWINGS.
4. SEE STRUCTURE, VIADUCT & TUNNEL PLANS FOR PROPOSED STRUCTURES.
5. SEE CIVIL AND GRADE SEPARATION PLANS FOR PRIVATE FARM ROAD CLOSURES.
6. FOR SYSTEM SITE LOCATIONS SEE TPF, INTERLOCKING, AND RADIO SITE PLANS.
7. FOR HIGH-SPEED UNIVERSAL CROSSOVER DATA REFER TO DRAWING NO. TM2.1.3-A.
8. FOR HIGH-SPEED TURNOUT DATA AT WYE CONNECTION REFER TO DRAWING NO. TM2.1.3-B.

PLANS:
1. INTERMAP SPECIFICATIONS.
2. PROFILE OF HST TRACK IS BASED ON THE TOP OF THE LOW RAIL.
3. CROSS SECTION MARKERS REFER TO CROSS SECTION DRAWINGS.
4. SEE CIVIL AND GRADE SEPARATION PLANS FOR PRIVATE FARM ROAD CLOSURES.
5. FOR SYSTEM SITE LOCATIONS SEE TPF, INTERLOCKING, AND RADIO SITE PLANS.
6. FOR HIGH-SPEED UNIVERSAL CROSSOVER DATA REFER TO DRAWING NO. TM2.1.3-A.
7. FOR HIGH-SPEED TURNOUT DATA AT WYE CONNECTION REFER TO DRAWING NO. TM2.1.3-B.

PROFILE
HST SOUTHBOUND TRACK

IN CHARGE
M. TACTAY
E. CASTELI
C. LEMLEY

M. OLIVETI

SJD-FRE STA 5338+00 TO 5394+00

S 89°46'01" E

110
100
90
80
70
60
50
40
30
20
10
0

STATION
5338+00 5340+00 5342+00 5344+00 5346+00 5348+00 5350+00 5352+00 5354+00 5356+00 5358+00 5360+00 5362+00 5364+00 5366+00 5368+00 5370+00 5372+00 5374+00 5376+00 5378+00 5380+00 5382+00 5384+00 5386+00 5388+00 5390+00 5392+00 5394+00

TOTAL

HST SOUTHBOUND TRACK

5338+00 5340+00 5342+00 5344+00 5346+00 5348+00 5350+00 5352+00 5354+00 5356+00 5358+00 5360+00 5362+00 5364+00 5366+00 5368+00 5370+00 5372+00 5374+00 5376+00 5378+00 5380+00 5382+00 5384+00 5386+00 5388+00 5390+00 5392+00 5394+00

0.01% 0.34% -0.01%
CALIFORNIA HIGH-SPEED TRAIN PROJECT
MERCEDES TO FRENSHNO SECTION
CENTRAL VALLEY WYE
SR 152 (NORTH) TO ROAD 13 WYE ALTERNATIVE
TRACK PLAN AND PROFILE
SJD-FRE STA 5394+00 TO 5450+00

HST SOUTHBOUND TRACK

PLAN

VERT: 1"=20'
HORIZ: 1"=200'

07 - MAR - 2016
14 :11
M F - TT - D 1020 - A.dgn

CONTRACT NO.
CALIFORNIA HIGH-SPEED TRAIN PROJECT
p004226

5394+00
5400+00
5405+00
5410+00
5415+00
5420+00
5425+00
5430+00
5435+00
5440+00
5445+00
5450+00

5407 + 00 .00  P V T
ELE V  116 .40

-0.01%
LVC=1400.00'
G1=0.34%
G2=-0.01%

5400 + 00 .00  P V I
ELE V  116 .50

136 '  
SAN
JUAN
DRAIN

SAN
JUAN CANAL

SANTA
HELEN
MILL
LOAD

SJD-FRE

HST R/W

HST SB TRACK

CULVERT
AVAILABLE)

HST NB TRACK

CULVERT

CULVERT
AVAILABLE)

CULVERT

CULVERT

CULVERT

CULVERT

(C) 2016 PARSONS
CALIFORNIA HIGH-SPEED RAIL AUTHORITY

MERCED COUNTY

5394+00 6 8 5400+00 2 4 6 8 5410+00 2 4 6 8 5420+00 2 4 6 8 5430+00 2 4 6 8 5440+00 2 4 6 8 5450+00 2 4 6 8 5460+00

DATE
DRAWING NO.
SCALE
SHEET NO.

DATE
CHK
APP
BY
REV

DESCRIPTION
DRAWN BY
DESIGNED BY
CHECKED BY
IN CHARGE

CONSTRUCTION
NOT FOR
SUBMITTAL

15% DESIGN
RECORD SET
MERCED TO FRESNO SECTION
CENTRAL VALLEY WYE
SR 152 (NORTH) TO ROAD 13 WYE ALTERNATIVE
TRACK PLAN AND PROFILE
SJD-FRE STA 6794+00 TO 6850+00

**DATE:** 03/18/2016

**DRAWING NO.:** TT-D1270-A

**SCALE:**
- VERT: 1"=20'
- HORIZ: 1"=200'

**SIGNATURES:**
- DRAWN BY
- DESIGNED BY
- CHECKED BY
- IN CHARGE

**DESCRIPTION:**
- CONTRACT NO.: P004226
- EXC

**TOTAL:**
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- 220
- 230
- 240
- 250
- 260
- 270
- 280
- 290
- 300
- 310
- 320
- 330
- 340
- 350
- 360
- 370
- 380
- 390
- 400

**NOT FOR SUBMITTAL:**
- 15% DESIGN
- RECORD SET

**DESCRIPTION:**
- ROAD CLOSURE
- GRADE SEPARATION
- SEE CIVIL AND ROAD CLOSURE PLANS; DRAWING CV-S1270-A
- SEE CIVIL AND ROAD CLOSURE PLANS; DRAWING CV-S1280-A

**PLANS:**
- CV-S1270-A
- CV-S1280-A

**IN CHARGE:**
- T.JAMES

**AS SHOWN:**
- FAIRMEAD, MADERA COUNTY

**DRAWINGS:**
- MATCH LINE SEE DRAWING TT-D1260-A
- MATCH LINE SEE DRAWING TT-D1280-A

**PROFILE:**
- HOT SOUTHBOUND TRACK

**PLAN:**
- HOT NORTHBOUND TRACK

**CURVE SJD-FRE 6 NB**
- V = 250 MPH
- R = 38016.50'
- LS = 1750'
- EA/EV = 4.25/2.33

**CURVE SJD-FRE 6 SB**
- V = 250 MPH
- R = 38000.00'
- LS = 1750'
- EA/EV = 4.25/2.33

**DISCLAIMER:**
- CONSTRUCTION NOT FOR SUBMITTAL
- 15% DESIGN
- RECORD SET
### Plan Details

**Madera County**

- **Match Line See Drawing TT-D1270-A**
- **Match Line See Drawing TT-D1290-A**

#### Curve SJD-FRE 6 NB
- **V** = 250 MPH
- **R** = 38016.50'
- **LS** = 1750'
- **E/A/EU** = 4.25/2.33
- Desirable

#### Curve SJD-FRE 6 SB
- **V** = 250 MPH
- **R** = 38000.00'
- **LS** = 1750'
- **E/A/EU** = 4.25/2.33
- Desirable

### Profile Details

#### HST Southbound Track
- **SJD-FRE STA 6850+00 TO 6906+00**
- **V** = 250 MPH
- **R** = 38016.50'
- **LS** = 1750'
- **E/A/EU** = 4.25/2.33
- Desirable

#### Grade Separation

- **See Civil and Road Closure**
- **See Civil and Grade Separation Plans; Drawing TT-D1290-A**
- **See Civil and Grade Separation Plans; Drawing TT-D1280-A**

### Miscellaneous

- **Available Culvert**
  - **Size Not Shown**

### Construction

- **NOT FOR SUBMITTAL 15% Design**
- **Record Set in Progress**
- **Not for Construction**
- **As Shown**

### Additional Notes

- **CALIFORNIA HIGH-SPEED TRAIN PROJECT**
- **Central Valley Wye**
- **SR 152 (North) to Road 13 Wye Alternative**
- **Track Plan and Profile**
- **SJD-FRE STA 6850+00 TO 6906+00**

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HST SOUTHBOUND TRACK

MERCEDES TO FRESNO SECTION
CENTRAL VALLEY WYE
SR 152 (NORTHERN) TO ROAD 13 WYE ALTERNATIVE
TRACK PLAN AND PROFILE
MER-FRE STA 15614+00 TO 15665+00

AT SHOWN

CALIFORNIA HIGH-SPEED TRAIN PROJECT
MERCEDES TO FRESNO SECTION
CENTRAL VALLEY WYE
SR 152 (NORTH) TO ROAD 13 WYE ALTERNATIVE
TRACK PLAN AND PROFILE
MER-FRE STA 15614+00 TO 15665+00

PARKING LOT

STATION
15612+00  4  6  8  15620+00  2  4  6  8  15630+00  2  4  6  8  15650+00  2  4  6  8  15665+00

VERT: 1"=20'
HORIZ: 1"=200'

15612+00  15620+00  15630+00  15640+00  15650+00  15660+00

15612+00  15620+00  15630+00  15640+00  15650+00  15660+00

AR FENCE

MATCH LINE SEE DRAWING TT-D120-A.

MERCED COUNTY

PARKING LOT

STATION
15612+00  4  6  8  15620+00  2  4  6  8  15630+00  2  4  6  8  15650+00  2  4  6  8  15665+00

VERT: 1"=20'
HORIZ: 1"=200'

15612+00  15620+00  15630+00  15640+00  15650+00  15660+00

AR FENCE
MERCED TO FRESNO SECTION
CENTRAL VALLEY WYE
03/18/2016
HSR08-05
AS SHOWN
M. TACTAY
OG
OG
SJD-MER
T/R HST NB TRACK
SJD-MER
T/R HST SB TRACK
TRACK ON EMBANKMENT
SJD-MER
T/R HST NB TRACK
TRACK PROFILE
SJD-MER STA 36302+00 TO 36358+00
27' MINIMUM CLEARANCE
27' MINIMUM CLEARANCE
23' GIRDER AND TRACK
23' GIRDER AND TRACK
0
1"=20'
0
1"=200'
HST NORTHBOUND TRACK PROFILE
HST SOUTHBOUND TRACK PROFILE
36338 + 10.82 PVC
ELEV 199.63
36345 + 60.82 PI
ELEV 195.98
36353 + 10.82 PT
ELEV 197.42
46311 + 37.61 PVC
ELEV 255.98
46321 + 87.61 PI
ELEV 267.02
46332 + 37.61 PT
ELEV 253.90
LVC = 1500.00'
G1 = 1.05%
G2 = -1.25%
46312 + 19.5
ELEV 184.11
46323 + 7.5
ELEV 189.02
LVC = 2100.00'
G1 = 0.75%
G2 = -2.50%
MADERA COUNTY

MERCED TO FRESNO SECTION

CENTRAL VALLEY WYE

03/18/2016

HSR08-05

AS SHOWN

CALIFORNIA HIGH-SPEED TRAIN PROJECT
MERGED TO FRESNO SECTION
SR 152 (NORTH) TO ROAD 13 WYE ALTERNATIVE
TRACK PLAN
SJD-MER STA 36526+00 TO 36544+07.50

CONTRACT NO.
TT-D1660-A

DRAWING TT-D1660-A

CONSTRUCTION
NOT FOR
SUBMITTAL

15% DESIGN
RECORD SET

4 6 5 2 5
0 0

4 6 5 3 0
0 0

4 6 5 3 5
0 0

4 6 5 4 0
0 0

PT  4 6 5 44 + 09 .4 6

3 6 5 2 5
0 0

3 6 5 3 0
0 0

36535+00

3 6 5 4 0
0 0

PT  36542 + 78 .70

150 MPH TURNOUT AND RETURN CURVE

PLAN

SAN JOSE TO MERCED
(LJ/EB+EB)

MATCH LINE SEE DRAWING TT-D1650-A
SEE DRAWING NO. TT-213-B
INTERLOCKING SITE AA (SEE TVS, INTERLOCKING AND RADIO SITE PLANS; DRAWING TT-F1561-A)

R

N

°

1 3

19

"W

0

"N

200

200

400

F=200'

SJD-MER STA 36526+00 TO 36544+07.50
WYE CONNECTIONS SCHEMATIC

150 MPH TURNOUT AND RETURN CURVE

SEE DRAWING NO. TM 2.1.3-B
150 MPH TURNOUT AND RETURN CURVE

SEE DRAWING NO. TT-D1650-A FOR CONTINUATION

MATCH LINE SEE DRAWING TT-D1650-A

MATCH LINE SEE DRAWING TT-D1650-A

MATCH LINE SEE DRAWING TT-D1650-A

MATCH LINE SEE DRAWING TT-D1650-A

MATCH LINE SEE DRAWING TT-D1650-A

MATCH LINE SEE DRAWING TT-D1650-A
### Track Profile

**HST Northbound Track**

- **Profile:**
  - **Station:** STA 36526+00 to STA 36544+07.50
  - **Vert:** 1"=20'
  - **Horz:** 1"=200'

**HST Southbound Track**

- **Profile:**
  - **Station:** STA 36526+00 to STA 36544+07.50
  - **Vert:** 1"=20'
  - **Horz:** 1"=200'

**Track on Embankment**

- See Drawing TT-D1460-A for continuation

**Notes:**

- **Contract No.:** P0042226
- **Emb Station:** CY
- **Emb Total:** 190
- **Submittal:** 15% Design
- **Date:** 07-Mar-2016
- **Time:** 14:41
- **File Name:** TT-D1661-A.dgn
- **Emb Design:** EXC
- **Emb Construction:** EMB
- **Total:** 160

---

**Elevation:**

- **HST Northbound Track:** 261.42' at STA 36544+09.46
- **HST Southbound Track:** 261.42' at STA 36542+78.70