Merced to Fresno Section: Central Valley Wye

Structure, Viaduct and Tunnel Plans (Book 1 of 2)

SR 152 (North) To Road 13 Wye Alternative
SR 152 (North) To Road 19 Wye Alternative

Preliminary Engineering for Project Definition
Record Set - September 2016
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**CALIFORNIA HIGH-SPEED TRAIN PROJECT**

**MERCED TO FRESNO SECTION**

**CENTRAL VALLEY WYE**

**STRUCTURE, VEADUCT AND TUNNEL PLANS**

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**CALIFORNIA HIGH-SPEED TRAIN PROJECT**

**CENTRAL VALLEY WYE**

**STRUCTURE, VEADUT AND TUNNEL PLANS**

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- **CENTRAL VALLEY WYE STRUCTURE, VEADUCT AND TUNNEL PLANS**
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</tr>
</tbody>
</table>
NOTE:
FOR LARGE SCALE VIEW OF EACH ALIGNMENT OPTION, PLEASE REFER TO KEY MAP SHIMMIES PROVIDED IN THIS PACKAGE FOR EACH OPTION.
NOTE:
ST-K - INDICATES AERIAL, CROSSING, AND
GRADE SEPARATION DRAWINGS
ST-T - INDICATES RETAINED CUT DRAWINGS
TOP OF RAIL PROFILE (E HST SB TRACK)

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

NOTES:
1. 16' # PIPE PILES ASSUMED FOR ABUTMENT FOUNDATIONS, PILE LENGTHS TO BE DETERMINED.
2. ANY EXISTING DIRT ROAD THAT CONFLICTS WITH NEW CONSTRUCTION SHALL BE REALIGNED.
3. FOR UTILITY DISPOSITIONS, SEE CIVIL AND GRADE SEPARATION PLANS; DRAWING CV-51060-4.
4. FOR TRACK SUPERELEVATION DETAILS, SEE ALIGNMENT AND TYPICAL SECTION PLANS; DRAWING TT-BO050-A.

CURVE SUB-FIRE 2:50
R = 45,014.50'  
L5 = 1,550'00'

TYPICAL SECTION

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

QUALIFIED BY:  
DATE: 02/13/2015
BENT COLUMN SCHEDULE

<table>
<thead>
<tr>
<th>BENT</th>
<th>COLUMN TYPE</th>
<th>COLUMN</th>
</tr>
</thead>
<tbody>
<tr>
<td>2</td>
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<tr>
<td>3</td>
<td>10'-0&quot; #</td>
<td></td>
</tr>
<tr>
<td>4</td>
<td>10'-0&quot; #</td>
<td></td>
</tr>
<tr>
<td>5 - 6</td>
<td>10'-0&quot; #</td>
<td></td>
</tr>
</tbody>
</table>

NOTES:
1. PILE AND DRILLED SHAFT LENGTHS TO BE DETERMINED.
2. FOR TRACK SUPERELEVATION DETAILS, SEE ALIGNMENT AND TYPICAL SECTION PLANS; DRAWING TT-B0050-A.

TYPICAL SECTION

1" = 10'

CALIFORNIA HIGH-SPEED TRAIN PROJECT
MERCEDES TO FREMONT SECTION
CENTRAL VALLEY WYE
SR 152 (NORTH) TO ROAD 13 WYE ALTERNATIVE
TYPICAL SECTION (SJD-FRE)
SAN JOAQUIN RIVER BRIDGE - 2 OF 2

C. LEMLEY
A. M.
02/13/2015

PLANS; DRAWING TT-B0050-A.
TOP OF RAIL PROFILE (E, HST SB TRACK)

NO SCALE

580'-0" MEASURED ALONG E, HST SB TRACK

2 SPACES @ 100'-0" = 200'-0"
150'-0"
2 SPACES @ 120'-0" = 240'-0"

MARIPOSA SLough (APPROX)

1" = 50'

NOTE:
1. 16" Á PIPE PILES ASSUMED FOR ABUTMENT AND BENT FOUNDATIONS. PILE LENGTHS TO BE DETERMINED.
2. ANY EXISTING DIRT ROAD THAT CONFLICTS WITH NEW CONSTRUCTION SHALL BE REALIGNED.
3. FOR UTILITY DISPOSITIONS, SEE CIVIL AND GRADE SEPARATION PLANS; DRAWING TT-B0050-A.
4. DRAWING CV-S1070-A. GRADE SEPARATION PLANS; DRAWING FOR UTILITY DISPOSITIONS, SEE CIVIL AND GRADE SEPARATION PLANS; DRAWING TT-B0050-A.
5. FOR TRACK SUPERELEVATION DETAILS, SEE ALIGNMENT AND TYPICAL SECTION PLANS; DRAWING 5500255-4.
6. FOR RETAINING WALL, SEE CIVIL AND GRADE SEPARATION PLANS; DRAWING CIV-S1070-A.
7. PILE LENGTHS TO BE DETERMINED.

TYPICAL SECTION

1" = 10'

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 CONFLICTS WITH NEW CONSTRUCTION WITH ANY EXISTING DIRT ROAD THAT VARIES, 59'-1" MIN

LEGEND:

P INDICATES POINT OF MINIMUM VERTICAL CLEARANCE

S INDICATES DIRECTION OF FLOW

STRUCTURE APPROACH

SLOPE PAVING (1/5H/1V)

CALIFORNIA HIGH-SPEED TRAIN PROJECT
MERCEDES TO FRESNO SECTION
CENTRAL VALLEY WYE
SR 152 (NORTH) TO ROAD 15 WYE ALTERNATIVE GENERAL PLAN (SUB-FRE)
MARIPOSA SLough BRIDGE

PARSONS
CALIFORNIA HIGH-SPEED RAIL AUTHORITY
NOTES:

1. PIPE LENGTHS TO BE DETERMINED.

2. FOR TRACK SUPERELEVATION DETAILS, SEE ALIGNMENT AND TYPICAL SECTION PLANS;

3. DRAWING TT-B0050-A.

TYPICAL SECTION

1" = 10'

PILE CAP

 COLUMN

 PARAPET

 APPROX OC

16" # PIPE PILE, TYP

SEE NOTE 1

BENT COLUMN SCHEDULE

<table>
<thead>
<tr>
<th>BENT</th>
<th>COLUMN TYPE</th>
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<tbody>
<tr>
<td>3</td>
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<tr>
<td>4</td>
<td>12'-0&quot; #</td>
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<tr>
<td>5</td>
<td>15'-0&quot; #</td>
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<tr>
<td>6-7</td>
<td>15'-0&quot; #</td>
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<tr>
<td>8-12</td>
<td>12'-0&quot; #</td>
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CALIFORNIA HIGH-SPEED TRAIN PROJECT

MERCEDES TO FRESNO SECTION

CENTRAL VALLEY WYE

SR 152 (NORTH) TO ROAD 13 WYE ALTERNATIVE

TYPICAL SECTION (SJD-FRE)

AERIAL #1 - EASTSIDE BYPASS IRRIGATION DITCH - 2 OF 2
CALIFORNIA HIGH-SPEED TRAIN PROJECT

TYPICAL SECTION

1" = 10'

LEGEND:
- Indicates point of minimum vertical clearance
- Indicates direction of traffic

1. Paint "WB OR" line
2. Paint "R/W No. XX-XXXX"
3. Concrete barrier type 742 WOD
4. Slope paving (1V:4H)
5. Windwall
6. Ar fence with solid plate

NOTES:
1. Assume class 140 piles at abutment and bent foundations; pile lengths to be determined.
2. For utility dispositions, see civil and grade separation plans; drawing CV-S1100-A.
3. For guardrails, see civil and grade separation plans; drawing CV-S1100-A.

CURVE NO. 102-03
R = 1,365.00'
Δ = 67°41'49"
L = 1,420.43'
T = 374°37'

### DEVELOPED ELEVATION

- Top of fill
- Tie of fill
- "As on" line
- "WB OR" line
- Elevation

### PROFILE GRADE

- 30° - 5° measured along "WB OR" line
- No scale

### PLAN

- 1" = 30'
- Top of fill
- "As on" line
- "WB OR" line
- Elevation

### NOTES:

- For utility dispositions, see civil and grade separation plans; drawing CV-S1100-A.
- For guardrails, see civil and grade separation plans; drawing CV-S1100-A.
TYPICAL SECTION AT OVERCROSSING

**LEGEND:**
- Indicates point of minimum vertical clearance
- Indicates direction of traffic
  1. Point "EB Off Ramp" - Overcrossing
  2. Paint "Bridge No. XX-XXXX"
  3. Point "EB Off Ramp" - Overhead
  4. Paint "Bridge No. XX-XXXX"
  5. Concrete Barrier Type 742
  6. Concrete Barrier Type 736 MOD
  7. Slope Paving (1%/h/v)
  8. Windwall
  9. Air Fence with Solid Plate

**NOTES:**
1. Assume class 100 piles at abutment and bent foundations, pile lengths to be determined.
2. For utility dispositions, see civil and grade separation plans, drawing CV-S1100-A.
3. For retaining walls, see civil and grade separation plans, drawing CV-S1100-A.
4. For guardrails, see civil and grade separation plans, drawing CV-S1100-A.
CALIFORNIA HIGH-SPEED TRAIN PROJECT

PROFILE GRADE

NO SCALE

507'-0" MEASURED ALONG W O OFF RAMP

DEVELOPED ELEVATION

1" = 30'

NOTES:

1. FOUNDATIONS. PILE LENGTHS TO BE DETERMINED.
   ASSUME CLASS 140 PILES AT ABUTMENT AND BENT

2. SLOPE PAVING (1/5H:1V)

3. CONCRETE BARRIER TYPE 742 MOD
   AR FENCE WITH SOLID PLATE

4. GUARDRAIL, TYP

5. OBLONG COLUMN
   6'-6"x11'-0"

6. CONSTRUCTION
   NO FOR SUBMITTAL
   15% DESIGN
   RECORD SET PROFILE GRADE

LEGEND:

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

PAINT "BRIDGE NO. XX-XXXX"
PAINT "WB OFF RAMP OVERHEAD"
PAINT "WB OFF RAMP"

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

T = 866.88'
L = 1,428.42'
À = 81°50'34"
R = 1,000.00'

ELEV 151.36'
72+65.00 EVC

DATUM ELEV 80.00'

CURVE NO. 103-02
R = 1,000.00'
A = 81°50'34"
L = 1,428.42'
T = 866.88'

ELEV 155.27'
53+65.00 BVC

ELEV 174.12'
BB STA 59+93.00

ELEV 174.83'
EB STA 65+00.00

HST SB 5895+58.78 "WB OR" 62+43.22 =

HST SB TRACK

SR 152 (NORTH) TO ROAD 13 WYE ALTERNATIVE
GENERAL PLAN (SJD-FRE)

CENTRAL VALLEY WYE

S R 152 (NORTH) TO ROAD 13 WYE ALTERNATIVE
GENERAL PLAN (SJD-FRE)

SR 59 / SR 152 INTERCHANGE - 4 OF 4

CALIFORNIA HIGH-SPEED TRAIN PROJECT

MERCEDES TO FREMONT SECTION

REVISION A

ST-K1102-A

09/09/2015

REVISION A

ST-K1102-A

09/09/2015

ST-K1102-A
LEGEND:

1. Indicates point of minimum vertical clearance.
2. Indicates direction of traffic.

NOTES:

1. Assume Class 140 piles at abutment and bent foundations, pile lengths to be determined.
2. For utility dispositions, see civil and grade separation plans; drawing CV-S1160-A.
3. For retaining walls, see civil and grade separation plans; drawing CV-S1160-A.
4. For guardrails, see civil and grade separation plans; drawing CV-S1160-A.

TYPICAL SECTION AT OVERCROSSING

1" = 10'

TYPICAL SECTION AT OVERHEAD

1" = 10'
NOTE:

1. DRILLED SHAFT LENGTHS TO BE DETERMINED.
TOP OF RAIL PROFILE (HST SB TRACK)

PLAN
1"=30'

ELEVATION
1"=30'

NOTES:
1. For utility dispositions, see civil and grade separation plans; drawing CV-S1190-A.
2. For retaining walls, see civil and grade separation plans; drawing CV-S1190-A.

RELATIONSHIP TO ROAD 12/ELM ROAD

MERCED TO FRESNO SECTION

HSR08-05

AS SHOWN

NO SCALE

TYPICAL SECTION

TEMPORARY TRAFFIC OPENINGS

VEHICULAR TRAFFIC

1. Traffic will be detoured away from the site.
2. Traffic will pass under the structure.

NOTES:
1. 16' PIPE PILES ASSUMED FOR ABUTMENT FOUNDATIONS. PILE LENGTHS TO BE DETERMINED.
2. FOR UTILITY DISPOSITIONS, SEE CIVIL AND GRADE SEPARATION PLANS; DRAWING CV-5190-A.
3. FOR RETAINING WALLS, SEE CIVIL AND GRADE SEPARATION PLANS; DRAWING CV-5190-A.

CENTRAL VALLEY WYE

SR 152 (NORTH) TO ROAD 13 WYE ALTERNATIVE GENERAL PLAN (SJD-FRE)

ELM ROAD (ROAD 12) UNDERPASS
NOTES:
1. FOUNDATIONS. PILE LENGTHS TO BE DETERMINED. ASSUME CLASS 140 PILES AT ABUTMENT AND BENT.
2. SPECIFY ALL BRICK AND STONE MATERIALS.
3. FOR RETAINING WALLS, SEE CIVIL AND GRADE SEPARATION PLANS; DRAWING CV-S1210-A.
4. FOR GUARDRAILS, SEE CIVIL AND GRADE SEPARATION PLANS; DRAWING CV-S1210-A.
5. FOR UTILITY DISPOSITIONS, SEE CIVIL AND GRADE SEPARATION PLANS; DRAWING CV-S1210-A.
6. FOR GUARDRAILS, SEE CIVIL AND GRADE SEPARATION PLANS; DRAWING CV-S1210-A.

LEGEND:
1. Indicates point of minimum vertical clearance
2. Indicates direction of traffic
3. Paint "Robertson Blvd Overcrossing"
4. Paint "Bridge No. Xxxxxx"
5. Paint "Robertson Blvd Overhead"
6. Paint "Bridge No. Xxxxxx"
7. Concrete Barrier Type 736 MOD
8. Slope Paving (1/3H:1V)
9. Wingwall
10. Retaining Wall
11. Air Fence with Solid Plate

CALIFORNIA HIGH-SPEED TRAIN PROJECT
MERced TO FRESNo SECTION
CENTRAL VALLEY WYE
SR 152 (NORTH) TO ROAD 13 WYE ALTERNATIVE
TYPICAL SECTIONS (SJD-FRE)
ROBERTSON BOULEVARD (SR 233) INTERCHANGE - 2 OF 2
CALIFORNIA HIGH-SPEED TRAIN PROJECT

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

NO SCALE

ELEVATION

PLAN

3 SPACES @ 100'-0" = 300'-0"
2 SPACES @ 100'-0" = 200'-0"

ELEV 255.14' BB STA 6543+20.00 (APPROX)

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

LEGEND:

○ INDICATES POINT OF MINIMUM VERTICAL CLEARANCE

INDICATES DIRECTION OF FLOW

1. STRUCTURE APPROACH
2. SLOPE PAVING (1H:1V)
3. HST R/W

NOTES:

1. PILE AND DRILLED SHAFT FOUNDATIONS. PIPE PILES ASSUMED FOR ABUTMENT TYP.
2. FOR TYPICAL SECTION AND BENT COLUMN LENGTHS TO BE DETERMINED.
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-S1220-A.
5. FOR RETAINING WALL, SEE CIVIL AND GRADE SEPARATION PLANS; DRAWING CV-S1220-A.
6. FOR AERIAL #3 - SOFTSPOINING OVER HST MAINLINE GENERAL PLAN AND TYPICAL SECTIONS, SEE DRAWINGS ST-K3220-A TO ST-K3420-A, AND ST-K1220-A TO ST-K3322-A.

TEMPORARY TRAFFIC OPENINGS

VEHICULAR TRAFFIC

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

ST/KM ROAD NAME AND LOCATION

FILE WORK OPENING

ROAD

OPENING LOCATED

(WIDTH X VERT)

ACCESS ROAD 6543+00 20'-0" X 1.5' -

ACCESS ROAD 6544+00 20'-0" X 1.5' -

CENTRAL VALLEY WYE

SR 152 (NORTH) TO ROAD 13 WYE ALTERNATIVE GENERAL PLAN (SJD-FRE)

BERENDA SLough BRIDGE - 1 OF 2

PARSONS CORPORATE

CALIFORNIA HIGH-SPEED TRAIN AUTHORITY

03/18/2016

ST-K1220-A

AS SHOWN
NOTE 1

- 2
- 3
- 4
- 5
- 6

TYPICAL SECTION

1" = 10'

CALIFORNIA HIGH-SPEED TRAIN PROJECT
MERCEDES TO FRESNO SECTION

CENTRAL VALLEY WYE
SR 152 (NORTH) TO ROAD 13 WYE ALTERNATIVE
TYPICAL SECTION (SJD-FRE)
BERENDA SLOUGH BRIDGE - 2 OF 2

NOTE:
1. DRILLED SHAFT LENGTHS TO BE DETERMINED.
TOP OF RAIL PROFILE (C. HST SB TRACK SJD-FRE)

No Scale

TEMPORARY TRAFFIC OPENINGS

VEHICULAR TRAFFIC

1. Traffic will be detoured away from the site.
2. Traffic will pass under the structure ONLY

FAREWOR K OPENING REQS (WHT = VERT.)

ST OR ROAD NAME AND LOCATION

ROAD 16/BERENDA WAY  6576+42  25+61.70  1-1

LEGEND

- Indicates point of minimum vertical clearance

Indicates direction of traffic

Structure approach

Slope paving (1H:1V)

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-A.
3. For guardrails, see Civil and Grade Separation Plans; Drawing CV-S1230-A.
4. For retaining walls, see Civil and Grade Separation Plans; Drawing CV-S1230-A.

DATE: 02/13/2015

C. LEMLEY

CONTRACT NO.
P0036110

CONSTRUCTION NOT FOR SUBMITTAL

15% DESIGN RECORD SET

ABUT 1

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

No Scale
### BENT COLUMN SCHEDULE

<table>
<thead>
<tr>
<th>BENT</th>
<th>COLUMN TYPE</th>
<th>CUSH TYPE</th>
</tr>
</thead>
<tbody>
<tr>
<td>2 - 5</td>
<td>9'-0&quot; #</td>
<td>11'-0&quot; #</td>
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<td>6</td>
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<td>7</td>
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<td>14</td>
<td>12'-0&quot; #</td>
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<tr>
<td>15 - 18</td>
<td>11'-0&quot; #</td>
<td>10'-0&quot; #</td>
</tr>
</tbody>
</table>

**NOTES:**

1. PILE AND DRILLED SHAFT LENGTHS TO BE DETERMINED.
2. FOR TRACK SUPERELEVATION DETAILS, SEE ALIGNMENT AND TYPICAL SECTION PLANS: DRAWING TT-B001-1.
<table>
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<th>COLUMN TYPE</th>
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<td>5 - 6</td>
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<tr>
<td>9</td>
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<td>10 - 11</td>
<td>12'-0&quot; @</td>
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<td>12</td>
<td>12'-0&quot; @</td>
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<td>13</td>
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<td>13'-0&quot; @</td>
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<td>14 - 16</td>
<td>13'-0&quot; @</td>
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<td>17 - 23</td>
<td>15'-0&quot; @</td>
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<td>24 - 26</td>
<td>16'-0&quot; @</td>
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</tbody>
</table>
| 27 - 28| 2 - 10'-0" @ |           | 108'-0"
| 28   | 2 - 10'-0" @ |           | 110'-0"
| 30   | 2 - 10'-0" @ |           | 113'-0"

<table>
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<td>34</td>
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<td>133'-0&quot;</td>
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<td>2 - 10'-0&quot; @</td>
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<td>78'-0&quot;</td>
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<td>43 - 49</td>
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<td>57 - 64</td>
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<tr>
<td>65 - 66</td>
<td>9'-0&quot; @</td>
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</tbody>
</table>

NOTES:
1. PILE LENGTHS TO BE DETERMINED.
2. FOR TRACK SUPERELAVATION DETAILS, SEE ALIGNMENT AND TYPICAL SECTION PLANS.
NOTES:
1. DRILLED SHAFT LENGTHS TO BE DETERMINED.
2. FOR TRACK SUPERELEVATION DETAILS, SEE ALIGNMENT AND TYPICAL SECTION PLANS, DRAWING TT-B0054-A.

SECTION B-B

10'-0"
NOTES:
1. PILE AND DRILLED SHAFT LENGTHS TO BE DETERMINED.
2. FOR TRACK SUPERELEVATION DETAILS, SEE ALIGNMENT AND TYPICAL SECTION PLANS; DRAWING TT-B0054-A.
CALIFORNIA HIGH-SPEED TRAIN PROJECT

MERCED TO FRESNO SECTION

SR 152 (NORTH) TO ROAD 13 WYE ALTERNATIVE
GENERAL PLAN (MER-FRE)

RAILROAD DRIVE UNDERPASS (HST NB)

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-51430-A.
3. FOR GUARDRAILS, SEE CIVIL AND GRADE SEPARATION PLANS DRAWING CV-51430-A.
4. 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-30055-A.
6. FOR AERIAL #3 - SOUTHWEST OVER HST MAINLINE - GENERAL PLAN AND TYPICAL SECTIONS, SEE DRAWINGS ST-51420-A TO ST-51422-A AND ST-53420-A TO ST-53422-A.

S. J. S.
TEMPORARY TRAFFIC LANE REDUCTION FOR

1. TRAFFIC WILL BE DETOURED AWAY

R. MOTHE
CALIFORNIA HIGH-SPEED TRAIN PROJECT

TOP OF RAIL PROFILE (¢ HST SB TRACK)

NO SCALE

TYPICAL SECTION

DEVELOPED ELEVATION

(TB BRIDGE SHOWN, NB BRIDGE SIMILAR)

PLAN

1"=30'

TYPICAL TRAFFIC OPENINGS

VEHICULAR TRAFFIC

1. TRAFFIC WILL BE DETOURED AWAY FROM THE SITE.

2. TRAFFIC WILL PASS UNDER THE STRUCTURE ON:

3. TEMP TRAFFIC LANE REDUCTION FOR

NOTE:

1. 15' # PIPE PILES ASSUMED AT ABUTMENT FOUNDATIONS.

2. FOR UTILITY DISPOSITIONS, SEE CIVIL AND GRADE SEPARATION PLANS; DRAWING CV-S1430-A.

3. FOR GUARDRAILS, SEE CIVIL AND GRADE SEPARATION PLANS; DRAWING CV-S1430-A.

4. FOR TRACK SUPERELEVATION DETAILS, SEE ALIGNMENT PLANS; DRAWING CV-S1430-A AND TT-B0055-A.

CALIFORNIA HIGH-SPEED TRAIN PROJECT
MERCEDES TO FRESNO SECTION

CENTRAL VALLEY WYE
SR 152 (NORTH) TO ROAD 13 WYE ALTERNATIVE GENERAL PLAN (MER-FRE)
MADISON ROAD (AVENUE 23½) UNDERPASS
CALIFORNIA HIGH-SPEED TRAIN PROJECT
CENTRAL VALLEY WYE
SR 152 (NORTH) TO ROAD 13 WYE ALTERNATIVE GENERAL PLAN (MER-FRE)
WASHINGTON ROAD (AVENUE 25) UNDERPASS - 1 OF 2

Temporary Traffic Openings

Vehicular Traffic

1. Traffic will be detoured away from the site.
2. Traffic will pass under the structure.
3. Temporary traffic lane reduction for FTG EXC.

AVENUE 25/WASHINGTON ROAD 15187+00 32'x15' 2-WAY

Street or Road Name and Location Fieldwork Opening Geo (Horiz x Vert)

Notes

1. 16" pipe piles assumed for abutment foundations. Pipe lengths to be determined.
2. For typical section, see drawing ST-K3650-A.
3. For utility dispositions, see civil and grade separation plans; drawing CV-S1450-A.
4. For retaining walls, see civil and grade separation plans; drawing CV-S1450-A.
5. For guardrails, see civil and grade separation plans; drawing CV-S1450-A.
6. For aerial, see horizontal over HST merced to Fresno general plan and typical sections; see drawings ST-K1450-A to ST-K1451-A, ST-K3650-A and ST-K3651-A.

Curved MER-FRE 1 SB
R = 10,350.00'
L5 = 1,500.00'

Curved MER-FRE 1 NB
R = 10,350.00'
L5 = 1,500.00'

Curved SJD-MER 1 SB
R = 10,350.00'
L5 = 1,500.00'
NOTES:
1. FOR TRACK SUPERELEVATION DETAILS, SEE ALIGNMENT AND TYPICAL SECTION PLANS; DRAWINGS ST-00064-A TO ST-00064-A.
CALIFORNIA HIGH-SPEED TRAIN PROJECT

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

NO SCALE

4 SPACES @ 100'-0" X 400'-0"

ELEVATION

1" = 50'

NOTES:
1. 15% PIPE PILES ASSUMED FOR ABUTMENT AND BENT FOUNDATIONS; PILE LENGTHS TO BE DETERMINED.
2. FOR SECTION AND BENT COLUMN SCHEDULE, SEE DRAWING ST-K1455-A.
3. FOR UTILITY DISPOSITIONS, SEE CIVIL AND GRADE SEPARATION PLANS; DRAWING CV-S1450-A.
4. FOR GUARDRAILS, SEE CIVIL AND GRADE SEPARATION PLANS; DRAWING CV-S1450-A.
5. ANY EXISTING DIRT ROAD THAT CONFLICTS WITH NEW CONSTRUCTION SHALL BE REALIGNED.
7. FOR HST SB BRIDGE OVER ASH SLOUGH GENERAL PLAN AND TYPICAL SECTIONS, SEE DRAWINGS ST-K1650-A AND ST-K3655-A.

LEGEND
1. STRUCTURE APPROACH
2. SLOPE PAVING (1H:1V)
3. TEMPORARY TRAFFIC OPENINGS
4. VERT CLR
5. INDICATES POINT OF MINIMUM VERTICAL CLEARANCE
6. STRUCTURE APPROACH
7. VERT CLR

GENERAL PLAN (MER-FRE)
SR 152 (NORTH) TO ROAD 13 WYE ALTERNATIVE

CENTRAL VALLEY WYE

ASH SLOUGH BRIDGE - 1 OF 2

150'-0"

PLAN

1" = 50'

ELEVATION

1" = 50'

TOP OF FILL

NO SCALE

4 SPACES @ 100'-0" X 400'-0"

ELEVATION

1" = 50'

NOTES:
1. 15% PIPE PILES ASSUMED FOR ABUTMENT AND BENT FOUNDATIONS; PILE LENGTHS TO BE DETERMINED.
2. FOR SECTION AND BENT COLUMN SCHEDULE, SEE DRAWING ST-K1455-A.
3. FOR UTILITY DISPOSITIONS, SEE CIVIL AND GRADE SEPARATION PLANS; DRAWING CV-S1450-A.
4. FOR GUARDRAILS, SEE CIVIL AND GRADE SEPARATION PLANS; DRAWING CV-S1450-A.
5. ANY EXISTING DIRT ROAD THAT CONFLICTS WITH NEW CONSTRUCTION SHALL BE REALIGNED.
7. FOR HST SB BRIDGE OVER ASH SLOUGH GENERAL PLAN AND TYPICAL SECTIONS, SEE DRAWINGS ST-K1650-A AND ST-K3655-A.

LEGEND
1. STRUCTURE APPROACH
2. SLOPE PAVING (1H:1V)
3. TEMPORARY TRAFFIC OPENINGS
4. VERT CLR
5. INDICATES POINT OF MINIMUM VERTICAL CLEARANCE
6. STRUCTURE APPROACH
7. VERT CLR

GENERAL PLAN (MER-FRE)
SR 152 (NORTH) TO ROAD 13 WYE ALTERNATIVE

CENTRAL VALLEY WYE

ASH SLOUGH BRIDGE - 1 OF 2

150'-0"

PLAN

1" = 50'

ELEVATION

1" = 50'

TOP OF FILL

NO SCALE

4 SPACES @ 100'-0" X 400'-0"

ELEVATION

1" = 50'

NOTES:
1. 15% PIPE PILES ASSUMED FOR ABUTMENT AND BENT FOUNDATIONS; PILE LENGTHS TO BE DETERMINED.
2. FOR SECTION AND BENT COLUMN SCHEDULE, SEE DRAWING ST-K1455-A.
3. FOR UTILITY DISPOSITIONS, SEE CIVIL AND GRADE SEPARATION PLANS; DRAWING CV-S1450-A.
4. FOR GUARDRAILS, SEE CIVIL AND GRADE SEPARATION PLANS; DRAWING CV-S1450-A.
5. ANY EXISTING DIRT ROAD THAT CONFLICTS WITH NEW CONSTRUCTION SHALL BE REALIGNED.
7. FOR HST SB BRIDGE OVER ASH SLOUGH GENERAL PLAN AND TYPICAL SECTIONS, SEE DRAWINGS ST-K1650-A AND ST-K3655-A.
TYPICAL SECTION

1. PILE LENGTHS TO BE DETERMINED.

NOTES:

CENTRAL VALLEY WYE
SR 152 (NORTH) TO ROAD 13 WYE ALTERNATIVE
TYPICAL SECTION (MER-FRE)
ASH SLOUGH BRIDGE - 2 OF 2
CALIFORNIA HIGH-SPEED TRAIN PROJECT

MERCED TO FRESNO SECTION

CENTRAL VALLEY WYE

SR 152 (NORTH) TO ROAD 13 WYE ALTERNATIVE
GENERAL PLAN (MER-FRE)
AVENUE 26½ UNDERPASS

NOTES:
1. 16" # PIPE PILES ASSUMED FOR ABUTMENT FOUNDATIONS, PILE LENGTHS TO BE DETERMINED.
2. FOR UTILITY DISPOSITIONS, SEE CIVIL AND STRUCTURE SEPARATION PLANS; DRAWING CV-S1460-5-A.
3. ANY EXISTING DIRT ROAD THAT CONFLICTS WITH NEW CONSTRUCTION SHALL BE REALIGNED.
4. FOR TRACK SUPER-ELEVATION DETAILS; SEE ALIGNMENT AND TYPICAL SECTION PLANS;
   DRAWINGS TT-B0054-A AND TT-B0055-A.

DATE: 02/13/2015

DRAWN BY: O. EDEWOR

DESIGNED BY: J. KIDWELL

CHECKED BY: C. LEMLEY

IN CHARGE: HSR08-05

SCALE: 1" = 10'

TOP OF RAIL PROFILE (C, HST SB TRACK)

NO SCALE

DEVELOPED ELEVATION

1" = 30'

PLAN
1" = 30'

Temporary Traffic Openings

Vehicular Traffic
1. TRAFFIC WILL BE DETOUR AWAY FROM THE SITE.
2. A TRAFFIC WILL PASS UNDER THE STRUCTURE ON:
   1.   TRAFFIC WILL BE DETOUR AWAY FROM THE SITE.
   2.   TEMP TRAFFIC LANE REDUCTION FOR 2-WAY

NOT FOR SUBMITAL

15% DESIGN RECORD SET

PARAPET BARRIER

MER-FRE HST SB TRACK

MER-FRE HST NB TRACK

145'-0" MEASURED ALONG C, HST SB TRACK

1" = 10'

1" = 10'

1" = 30'

1" = 30'

1" = 30'

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1" = 30'

1" = 30'

1" = 30'
NOTES:
1. PILE LENGTHS TO BE DETERMINED.
2. FOR TRACK SUPERELEVATION DETAILS,
   SEE ALIGNMENT AND TYPICAL SECTION PLANS;
   DRAWINGS TT-B0054-A AND TT-B0055-A.
TOP OF RAIL PROFILE (C, HST SB TRACK)

NO SCALE

100'-0" MEASURED ALONG & HST SB TRACK

DEVELOPED ELEVATION

1" = 40'

NOTE:

1. PIPES ASSUMED FOR ABUTMENT FOUNDATION.

2. BARRETS AND LENGTHS TO BE DETERMINED.

3. FOR UTILITY DISPOSITIONS, SEE CIVIL AND GRADE SEPARATION PLANS; DRAWING CV-S1470-A.

4. FOR TRACK SUPERELEVATION DETAILS, SEE ALIGNMENT AND TYPICAL SECTION FOR TRACK SUPERELEVATION DETAILS.

5. FOR RETAINING WALLS, SEE CIVIL AND GRADE SEPARATION PLANS; DRAWING CV-S1470-A.

NOTES:

1. TOP OF RAIL PROFILE (C, HST SB TRACK)

2. BARRETT FOUNDATIONS TO BE DETERMINED.

3. FOR UTILITY DISPOSITIONS, SEE CIVIL AND GRADE SEPARATION PLANS; DRAWING CV-S1470-A.

4. FOR TRACK SUPERELEVATION DETAILS, SEE ALIGNMENT AND TYPICAL SECTION FOR TRACK SUPERELEVATION DETAILS.

5. FOR RETAINING WALLS, SEE CIVIL AND GRADE SEPARATION PLANS; DRAWING CV-S1470-A.

CALIFORNIA HIGH-SPEED TRAIN PROJECT

MERGED TO FRESNO SECTION

CENTRAL VALLEY WYE

SR 152 (NORTH) TO ROAD 13 WYE ALTERNATIVE

GENERAL PLAN (MER-FRE)

VISTA AVENUE (ROAD 13) UNDERPASS

DRAWN BY:

DESIGNED BY:

CHECKED BY:

IN CHARGE:

DATE: 17 - M A R - 2016
PROFILE GRADE
NO SCALE

TYPICAL SECTION

ELEVATION
1" = 10'

PLANS; DRAWING CV-R1492-A.

NOTES:
1. ASSUME CLASS 140 FENCES AT ABUTMENT AND BENT FOUNDATIONS, PILE LENGTHS TO BE DETERMINED.
2. FOR UTILITY DISPOSITIONS, SEE CIVIL AND GRADE SEPARATION PLANS; DRAWING CV-1592-A.
3. FOR GUARDRAILS, SEE CIVIL AND GRADE SEPARATION PLANS; DRAWING CV-T4392-A.

LEGEND:
~ Indicates direction of flow
\ Indicates direction of traffic
1. Paint "Road 11 Bridge"
2. Paint "Bridge No. XXXXXX"
3. Concrete Barrier Type 332
4. Wingwall

CALIFORNIA HIGH-SPEED TRAIN PROJECT
MEREDO TO FRESNO SECTION
CENTRAL VALLEY WYE
SR 152 (NORTH) TO ROAD 13 WYE ALTERNATIVE
GENERAL PLAN (MER-FRE)
ROAD 11 BRIDGE
TOP OF RAIL PROFILE (E HST SB TRACK)

NOTE

272'-10" measured along E HST SB TRACK

RETAINING WALL APPROX OG

SANDY MUSH ROAD OVERHEAD

طلعت 5'-1"TO 7'-6"

TOP OF CUT

VARIES, 5'-1" TO 7'-6"

SOLD

HST R/W

DEVELOPED LONGITUDINAL SECTION

NOTE:

1. FOR VARIOUS TRACKS, SEE DRAWING ST-T3500-A
2. PILE LENGTH AND LAYOUT TO BE DETERMINED ONCE SITE SPECIFIC ASSESSMENT OF FOUNDATION CONDITIONS IS AVAILABLE

NOTES:

1. FOR UTILITY DISPOSITIONS, SEE CIVIL AND GRADE SEPARATION PLANS; DRAWING CV-S1500-A
2. FOR RETAINING WALLS, SEE CIVIL AND GRADE SEPARATION PLANS; DRAWING CV-S1500-A
3. FOR SANDY MUSH ROAD OVERHEAD GENERAL PLAN AND TYPICAL SECTION; SEE DRAWING ST-K1500-A

LEGEND:

1. STRUCTURE APPROACH
2. AR FENCE WITH SOLID PLATE

CALIFORNIA HIGH-SPEED TRAIN PROJECT

MERIDIAN TO FRESNO SECTION

CENTRAL VALLEY WYE

SR 152 (NORTH) TO ROAD 13 WYE ALTERNATIVE

GENERAL PLAN (MER-FRE)

RETAINED CUT - SANDY MUSH ROAD - 1 OF 2
NOTES:

1. LIMITS OF EXCAVATION SHALL NOT EXTEND BEYOND HST R/W.

2. PILE LENGTH AND LAYOUT TO BE DETERMINED ONCE A SITE SPECIFIC ASSESSMENT OF GROUNDWATER CONDITIONS IS AVAILABLE.

3. POLE TRACK SUPER-ELEVATION DETAILS, SEE ALIGNMENT AND TYPICAL SECTION PLANS, DRAWINGS TT-86054-A AND TT-86055-A.
TOP OF RAIL PROFILE (S J D - M E R)

7,840'-0" TOTAL LENGTH MEASURED ALONG
15 SPACES @ 120'-0" = 1,800'-0"

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

PLAN

AERIAL #4 - NORTHBOUND OVER HST MAINLINE - 4 OF 6

CALIFORNIA HIGH-SPEED TRAIN PROJECT
MERCEDE TO FREMNO SECTION
CENTRAL VALLEY WYE
SR 152 (NORTH) TO ROAD 13 WYE ALTERNATIVE
GENERAL PLAN (S J D - M E R)

AS SHOWN

NOTED:
1. PILE and DRILLED SHAFT LENGTHS TO BE DETERMINED.
2. FOR TRACK SUPERELEVATION DETAILS, SEE ALIGNMENT AND TYPICAL SECTION PLANS; DRAWING TT-R0056-A.

SECTION C-C

SECTION D-D
CALIFORNIA HIGH-SPEED TRAIN PROJECT

PROFILE GRADE
NO SCALE

5% = 6" MEASURED ALONG E AVENUE 23/5 / MADISON ROAD

Elevation

DATA ELEV 170.00'

PLAN

1" = 10'

TYPICAL SECTION
1" = 10'

LEGEND:

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

NOTES:
1. Assume Class 140 piles at abutment and bent foundations, pile lengths to be determined.
2. For utility disposition, see civil and grade separation plans; drawing CV-S1630-A.
3. For guardrails, see civil and grade separation plans; drawing CV-S1630-A.
4. For retaining walls, see civil and grade separation plans; drawing CV-S1630-A.
5. For slope paving (1%); see civil and grade separation plans; drawing CV-S1630-A.

SR 152 (NORTH) TO ROAD 13 WYE ALTERNATIVE
GENERAL PLAN (SJD-MER)

CENTRAL VALLEY WYE
MADISON ROAD (AVENUE 23/5) OVERHEAD

FOR RETAINING WALLS, SEE CIVIL AND GRADE SEPARATION PLANS; DRAWING CV-S1630-A.

FOR GUARDRAILS, SEE CIVIL AND GRADE SEPARATION PLANS; DRAWING CV-S1630-A.

FOR UTILITY DISPOSITION, SEE CIVIL AND GRADE SEPARATION PLANS; DRAWING CV-S1630-A.

FOR GUARDRAILS, SEE CIVIL AND GRADE SEPARATION PLANS; DRAWING CV-S1630-A.

FOR GUARDRAILS, SEE CIVIL AND GRADE SEPARATION PLANS; DRAWING CV-S1630-A.

FOR UTILITY DISPOSITION, SEE CIVIL AND GRADE SEPARATION PLANS; DRAWING CV-S1630-A.
NOTES
ST-X - INDICATES AERIAL, CROSSING, AND GRADE SEPARATION DRAWINGS

CENTRAL VALLEY WYE
SR 152 (NORTH) TO ROAD 19 WYE ALTERNATIVE
KEY MAP OF STRUCTURAL PLANS
SHEET 2 OF 2

KEY PLAN
NOTES:
1. PILE AND DRILLED SHAFT LENGTHS TO BE DETERMINED.
2. FOR TRACK SUPERELAVATION DETAILS, SEE ALIGNMENT AND TYPICAL SECTION
FROM DRAWING ST-R9050-D.

HST R/W

NOTE:
1. PILE AND DRILLED SHAFT LENGTHS TO BE DETERMINED.

TYPICAL SECTION
1" = 10'
TOP OF RAIL PROFILE (E HST SB TRACK)

DEVELOPED ELEVATION

TYPICAL SECTION

TEMPORARY TRAFFIC OPENINGS

VEHICULAR TRAFFIC

ROW NAME AND LOCATION  
HARMON RD  
5720+00  
18'-3"  
2-RAY

NOTES:

1. TRAFFIC WILL BE DETOURED AWAY FROM THE SITE.
2. ELEVATION BELOW STRUCTURE INTENDED FOR DETOURED TRAFFIC TO PASS UNDER THE E HST SB TRACK.
3. 12'-0" # COLUMN
4. SEE NOTE 1

CALIFORNIA HIGH-SPEED TRAIN PROJECT  
MERCEDEZ TO FRESNO SECTION

CENTRAL VALLEY VYE
SR 152 (NORTH) TO ROAD 19 VYE ALTERNATIVE GENERAL PLAN (SJD-FRE)  
HARMON ROAD UNDERPASS
NOTES:

1. Pipe lengths to be determined.

2. For track super-elevation details, see alignment and typical section plans; drawings TT-B0050-B.

SECTION A-A

1" = 10'

BENT COLUMN SCHEDULE

<table>
<thead>
<tr>
<th>BENT</th>
<th>COLUMN TYPE</th>
</tr>
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<tr>
<td>2</td>
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<td>8 - 12</td>
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CALIFORNIA HIGH-SPEED TRAIN PROJECT
MERCEDES TO FRESNO SECTION

CENTRAL VALLEY WYE
SR 152 (NORTH) TO ROAD 19 WYE ALTERNATIVE
TYPICAL SECTION (SUO-FRE)

AERIAL #1 - EASTSIDE BYPASS IRRIGATION DITCH - 2 OF 2
NOTES:
1. ASSUME CLASS 140 PILES AT ABUTMENT AND BENT FOUNDATIONS. PILE LENGTHS TO BE DETERMINED.
2. FOR GUARDRAILS, SEE CIVIL AND GRADE SEPARATION PLANS; SHADING CV-S1100-B.
3. FOR GUARDRAILS, SEE CIVIL AND GRADE SEPARATION PLANS; SHADING CV-S1100-B.

1. INDICATES POINT OF MINIMUM VERTICAL CLEARANCE
2. INDICATES DIRECTION OF TRAFFIC
3. CONCRETE BARRIER TYPE 742 MOD
4. AR FENCE WITH SOLID PLATE
5. WINGWALL
6. PAINT "BRIDGE NO. XX-XXXX"
7. PAINT "WB ON RAMP OVERHEAD"
8. SLOPE PAVING (1H:1V)

LEGEND:
- T = 789.77'
- L = 1,420.43'
- À = 62°21'49"
- R = 1,305.00'

CURVE NO. 102-03

PLAN

TYPICAL SECTION

NOTE:

1. For utility disposions, see civil and grade separation plans; shading CV-S1100-B.
LEGEND:

| 1  | Indicates point of minimum vertical clearance |
| 2  | Indicates direction of traffic |
| 3  | Paint "EB Off RAMP" - "EB Or" line |
| 4  | Paint "Bridge No. xx-xxxx" |
| 5  | Paint "EB Off RAMP" - "EB Or" line |
| 6  | Cast-in-place prestressed concrete box girder |
| 7  | Concrete barrier type 742 |
| 8  | Concrete barrier type 736 Mod |
| 9  | Armor fence with solid plate |

NOTES:

1. Assume class 140 piles at abutment and bent foundations. Pile lengths to be determined.
2. For utility dispositions, see Civil and Grade Separation Plans Drawing CV-S1100-B.
3. For retaining walls, see Civil and Grade Separation Plans Drawing CV-S1100-B.
4. For guardrails, see Civil and Grade Separation Plans Drawing CV-S1100-B.

TYPICAL SECTION AT OVERCROSSING

1" = 10'

TYPICAL SECTION AT OVERHEAD

1" = 10'
CALIFORNIA HIGH-SPEED TRAIN PROJECT

DEVELOPED ELEVATION
1" = 30'

NOTES:
1. FOUNDATIONS. PILE LENGTHS TO BE DETERMINED. ASSUME CLASS 140 PILES AT ABUTMENT AND BENT
2. 1"=10'
3. 3.
4.
5.
6.

TYPICAL SECTION
1"=10'

LEGEND:
1. INDICATES POINT OF MINIMUM VERTICAL CLEARANCE
2. INDICATES DIRECTION OF TRAFFIC
3. CONCRETE BARRIER TYPE 742 MOD
4. AR FENCE WITH SOLID PLATE
5. WINDWALL
6. SLOPE PAVING (1/2H:1V)

NOTES:
1. ASSUME CLASS 140 TIRES AT ABUTMENT AND BENT
2. FOR UTILITY DISPOSITIONS, SEE CIVIL AND GRADE SEPARATION PLANS; DRAWINGS CV-S1100-B.
3. FOR GUARDRAILS, SEE CIVIL AND GRADE SEPARATION PLANS; DRAWINGS CV-S1100-B.
4. FOR GUARDRAILS, SEE CIVIL AND GRADE SEPARATION PLANS; DRAWINGS CV-S1100-B.
5. TYPICAL SECTION
6. DRAWN BY C. LEMLEY
7. 05/08/2015
8. ST-K1102-B
9. FOR HWY OFF RAMP = "WB OR" LINE

CURVE NO. 103-02

R = 1,060.00'
A = 51°19'34"
L = 1,478.92'
T = 865.88'

DATUM ELEV 80.00'
1900.00' VC
-5.00'

S. J. S.
PROFILE GRADE
NO SCALE
488'-4" MEASURED ALONG E ROAD 4/LINCOLN ROAD

CALIFORNIA HIGH-SPEED TRAIN PROJECT
CONSTRUCTION NOT FOR SUBMITTAL
15% DESIGN RECORD SET
3.00 - 3.00 %
R/C=-0.38%/STA

NOTES:
1. ASSUME CLASS 140 PILES AT ABUTMENT AND BENT FOUNDATIONS. PILE LENGTHS TO BE DETERMINED.
2. FOR UTILITY DISPOSITIONS, SEE CIVIL AND GRADE SEPARATION PLANS; DRAWING CV-S1110-B.
3. FOR RETAINING WALL, SEE CIVIL AND GRADE SEPARATION PLANS; DRAWING CV-S1110-B.
4. FOR GUARDRAIL, SEE CIVIL AND GRADE SEPARATION PLANS; DRAWING CV-S1110-B.

TYPICAL SECTION
1" = 10'

LEGEND:
1. INDICATES POINT OF MINIMUM VERTICAL CLEARANCE
2. INDICATES DIRECTION OF TRAFFIC
3. 37'-7" MIN HORIZ CLR
4. 36'-6" MIN HORIZ CLR
5. 27'-6" MIN VERT CLR

VEHICULAR TRAFFIC OPENINGS
1. TRAFFIC WILL BE DETOURED AWAY FROM THE SITE.
2. TRAFFIC WILL PASS UNDER THE STRUCTURE ONE LANE AT A TIME.
3. TEMP TRAFFIC LANE REDUCTION FOR 32+30 E BND 31+83 W BND

TEMPORARY TRAFFIC OPENINGS
AND LOCATION
1. TRAFFIC WILL BE DETOURED AWAY FROM THE SITE.
2. TRAFFIC WILL PASS UNDER THE STRUCTURE ONE LANE AT A TIME.
3. TEMP TRAFFIC LANE REDUCTION FOR 32+30 E BND 31+83 W BND

LEGEND:
1. PAINT "BRIDGE NO. XX-XXXX" (HORIZ X VERT)
2. PAINT "LINCOLN ROAD OVERHEAD" (APPROX)
3. SLOPE PAVING (1%H:1%V)
4. AR FENCE WITH SOLID PLATE
5. CONCRETE BARRIER TYPE 736 MOD
6. KEELL FENCE WITH SOLID PLATE

NOTE: 1"=10'

ELEVATION
1" = 40'

PLAN
1" = 40'

TERRAIN ELEVATIONS

DATE: 02/13/2015

CONSTRUCTION
SR 152 (NORTH) TO ROAD 19 WYE ALTERNATIVE
CENTRAL VALLEY WYE
LINCOLN ROAD (ROAD 4) OVERHEAD
TOP OF RAIL PROFILE (C HST SB TRACK)

390'-0" MEASURED ALONG C HST SB TRACK

ELEVATION

PLAN

TYPICAL SECTION

CALIFORNIA HIGH-SPEED TRAIN PROJECT

CENTRAL VALLEY WYE

SR 152 (NORTH) TO ROAD 19 WYE ALTERNATIVE

GENERAL PLAN (SJD-FRE)

ASH SLOUGH BRIDGE

NOTES:

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

1. 16" PIPE PILES ASSUMED FOR ABUTMENT FOUNDATIONS, PILE AND DRILLED SHAFT LENGTHS TO BE DETERMINED.
2. FOR RETURNING RAILS, SEE CIVIL AND GRADE SEPARATION PLANS; ORANING CV-<1170-B.
3. ANY EXISTING DIRT ROAD THAT CONFLICTS WITH NEW CONSTRUCTION SHALL BE REALIGNED.
4. FOR UTILITY DISPOSITIONS, SEE CIVIL AND GRADE SEPARATION PLANS; ORANING CV-<1170-B.
NOTES:
1. FOUNDATIONS. PILE LENGTHS TO BE DETERMINED.
2. AS SHOWN
3. SEPARATION PLANS; DRAWINGS CV-S1210-B.
4. FOR GUARDRAILS, SEE CIVIL AND GRADE SEPARATION PLANS; DRAWINGS CV-S1210-B.

LEGEND:
- Indicates point of minimum vertical clearance
- Indicates direction of traffic
1. Paint "ROBERTSON BLVD OVERCROSSING"
2. Paint "BRIDGE NO. XX-XXXX"
3. Paint "ROBERTSON BLVD OVERHEAD"
4. Paint "BRIDGE NO. XX-XXXX"
5. Concrete Barrier Type 736 MOD
6. Slope Paving (1/1H:1V)
7. Wingwall
8. Retaining Wall
9. Air fence with solid plate

CALIFORNIA HIGH-SPEED TRAIN PROJECT
MERCEDES TO FREMONT SECTION
CENTRAL VALLEY WYE
SR 152 (NORTH) TO ROAD 19 WYE ALTERNATIVE
TYPICAL SECTIONS (SJD-FRE)
ROBERTSON BOULEVARD (SR 233) INTERCHANGE - 2 OF 2

DATE
19-MAY-2015
CHECKED BY
IN CHARGE
DATE
16:09
DRAWN BY
DESIGNED BY
CHECKED BY
IN CHARGE
CONTRACT NO.
P 0028989
CONSTRUCTION
NOT FOR SUBMITTAL
15% DESIGN
RECORD SET
5-3210-B
AS SHOWN
REV. 
PAGES

10 20
20'-0"
CALIFORNIA HIGH-SPEED TRAIN PROJECT
MERCEDE TO FREMONT SECTION
CENTRAL VALLEY WYE
SR 152 (NORTH) TO ROAD 19 WYE ALTERNATIVE
GENERAL PLAN (SJD-FRE)
BERENDA SLOUGH BRIDGE

NOTES:
1. 16' PIPING FILES ASSUMED FOR ALIGNMENT AND BRIDGE ELEVATION. FILE LENGTH TO BE DETERMINED.
2. ANY EXISTING DIRT ROAD THAT CONFLICTS WITH NEW CONSTRUCTION SHALL BE REALIGNED.
3. FOR UTILITY DISPOSITIONS, SEE CIVIL ALIGNMENT AND TYPICAL EFFECTIVE SEPIATION PLANS DATING CV-51220-8.
4. TRACK SUPERELEVATION DETAILS, SEE ALIGNMENT AND TYPICAL TRACK PLAN DATING ET-5000-04

PRECAST-GREED POLE
EXP JT.
PRECast
EXP Box
GIRDER
COLUMN

column type PRECAST

column type CONCRETE BOX

CURVE SJD-FRE 5 SB

ELEV 254.91'

HST SB TRACK

5'-0" OC PILE

HST SB TRACK

6'-1"

10'-0"

1430.09' VC

NO SCALE

ELEV 252.41'

HST NB TRACK

6550+75.24 PVC

DATA: HST SB TRACK

6543+85.15 PVC

ELEV 252.41'

HST SB TRACK

6543+20.00

EB STA 6540+00

1" = 40'

DESIGNER
W. JOHNSON
CHECKED BY
S. J. S
IN CHARGE
W. JOHNSEN
SUBMITTAL
50'-0"

HST SB TRACK

8'-0" CORR.

6'-1"

10'-0" M ARC

2'-0"

8'-3"

10'-8"

20'x16.5'

1"=10'

20'x16.5'

10'-8"

6'-1"

10'-0"

8'-3"

10'-8"

2'-0"

8'-3"

6'-1"

10'-0"

2'-0"

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10'-8"

2'-0"

8'-3"

10'-8"

2'-0"

8'-3"

CALIFORNIA HIGH-SPEED TRAIN PROJECT

MERCED TO FRESNO SECTION
CENTRAL VALLEY WYE
SR 152 (NORTH) TO ROAD 19 WYE ALTERNATIVE GENERAL PLAN (HSD-FRE)
SR 152 (ROAD 17½) UNDERCROSSING

CONSTRUCTION NOT FOR SUBMITTAL
15% DESIGN RECORD SET

TEMPORARY TRAFFIC OPENINGS
AND LOCATION

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

NOTES:
1. ASSUME CLASS 140 PILES AT ABUTMENT FOUNDATIONS, PILE LENGTHS TO BE DETERMINED.
2. FOR UTILITY DISPOSITIONS, SEE CIVIL AND GRADE SEPARATION PLANS; DRAWING CV-S1240-B.
3. FOR GUARDRAILS, SEE CIVIL AND GRADE SEPARATION PLANS; DRAWING CV-S1240-B.

ELEVATION
1"=10'

PLAN
1"=30'

PROFILE GRADE
NO SCALE

SR 152 WB & EB (ROAD 17½) UNDERCROSSINGS

TYPICAL SECTION
1"=10'

NOTES:
1. INDICATES POINT OF MINIMUM VERTICAL CLEARANCE
2. INDICATES DIRECTION OF TRAFFIC
3. CONCRETE BARRIER TYPE 732
4. PAINT "BRIDGE NO. XX-XXXX"
5. PAINT "SR 152 EB (ROAD 17½) UNDERCROSSING"
6. PAINT "SR 152 WB (ROAD 17½) UNDERCROSSING"
7. LEGEND:
8. ROAD 17½ = "RD 17½" LINE
SECTION A-A
1" = 10'

BENT COLUMN SCHEDULE

<table>
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<th>COLUMN TYPE</th>
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<td>9 - 10</td>
<td>11'-0&quot;W</td>
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<td>13 - 16</td>
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<td>17</td>
<td>10'-0&quot;W</td>
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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; DRAWING TT-0005-1-B.

CALIFORNIA HIGH-SPEED TRAIN PROJECT
MERCED TO FRESNO SECTION
CENTRAL VALLEY WYE
SR 152 (NORTH) TO ROAD 19 WYE ALTERNATIVE
TYPICAL SECTIONS (SJD-FRE)
AERIAL #2 - SR 99 / UPRR - 3 OF 3
NOTES:

1. 16" PILE PILES ASSUMED FOR ABUTMENT FOUNDATIONS. 6" AND 8" PIPE PILES ASSUMED FOR ABUTMENT FOUNDATIONS. PILE AND DRILLED SHAFT FOUNDATIONS.

2. PHYSICAL DETAILS TO BE DETERMINED.

3. FOR UTILITY DISPOSITIONS, SEE CIVIL AND STRUCTURAL SECTIONS. 6" PILE PILING ASSUMED.

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

LEGEND:

1. STRUCTURE APPROACH
2. SLOPE PAVING (1:1 H:V)

NOTES:

1. 1" = 10'

TYPICAL SECTION

1" = 10'

LEGEND:

1. INDICATES DIRECTION OF FLOW
2. STRUCTURE APPROACH
3. SLOPE PAVING (1:1 H:V)

NOTES:

1. 1" = 10'
NOTES:
1. PILE AND DRILLED SHAFT LENGTHS TO BE DETERMINED.
2. FOR TRACK SUPERELEVATION DETAILS, SEE ALIGNMENT AND TYPICAL SECTION PLANS; DRAWING TT-80055-B.

SECTION A-A

SECTION B-B

BENT COLUMN SCHEDULE

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<td>41</td>
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### Developed Elevation

**(SB Bridge Shown, NB Bridge Similar)**

- **Plan**: 1" = 20'0"
- **Profile**: 1" = 10'

#### Details:

- **ABUT 1**
- **BENT 2**
- **BENT 3**
- **ABUT 4**

#### Elevation

- **Datum ELEV 210.00'**
- **T/R ELEV 286.07'**
- **EB STA 14864+58.00**

#### Typical Section

- **Vehicular Traffic**
  1. Traffic will be detoured away from the site.
  2. Traffic will pass under the structure on.

#### Legend

- **LS = 1,200.00'**
- **R = 10,300.00'**
- **CURVE MER-FRE 1 SB**
- **CURVE MER-FRE 1 NB**

#### Notes:

1. 16" # pipe piles assumed for abutment foundations, tie and girded shaft lengths to be determined.
2. For utility dispositions, civil and grade separation plans; drawings CV-S1430-B.
3. For track super-elevation details, see alignment and typical section plans; drawings TT-00055-3 and TT-00057-4L.
TOP OF RAIL PROFILE (E HST SB TRACK MER-FRE)

990'-0" MEASURED ALONG E HST SB TRACK MER-FRE

ELEVATION

1" = 50'

PLAN

1" = 50'

ELEVATION

1" = 50'

TEMPOARY TRAFFIC OPENINGS

Vehicular Traffic

1. Traffic will be detoured away from the site.
2. 2. Traffic will not pass under the structure.

Notes:

1. 14" # Pipe piles assumed for abutment foundations.
2. 2. Pile lengths to be determined.
3. 3. Any existing dirt road that conflicts with new construction shall be realigned.
4. 4. For utility dispositions, see Civil and Grade Separation plans; Drawing CV-31655-3.
NOTE:

1. Drilled shaft lengths to be determined.
CENTRAL VALLEY WYE
SR 152 (NORTH) TO ROAD 19 WYE ALTERNATIVE
ASH SLough BRIDGE - 2 OF 2

NOTES:
1. PILE LENGTHS TO BE DETERMINED.
2. FOR TRACK SUPERELEVATION DETAILS, SEE ALIGNMENT AND TYPICAL SECTION PLANS; DRAWSNS TT-B0055-B AND TT-B0057-B.
NOTES:
1. DRILLED SHAFT LENGTHS TO BE DETERMINED.
2. FOR TRACK SUPERELEVATION DETAILS, SEE DRAWINGS TT-B0055-B AND TT-B0057-B.

NOTES:
1. DRILLED SHAFT LENGTHS TO BE DETERMINED.
2. FOR TRACK SUPERELEVATION DETAILS, SEE DRAWINGS TT-B0055-B AND TT-B0057-B.
SECTION A-A

NOTES:
1. LIMITS OF EXCAVATION SHALL NOT EXTEND BEYOND HST R/W.
2. TUNNEL FINAL LINING SHALL BE WATERPROOF FOR PERMANENT CASE.
3. FOR TRACK SUPERELEVATION DETAILS, SEE ALIGNMENT AND TYPICAL SECTION PLANS;
   DRAWINGS TT-B0055-B AND TT-B0057-B.
NOTES:
1. LIMITS OF EXCAVATION SHALL NOT EXTEND BEYOND HST R/W.
2. TUNNEL FINAL LINING SHALL BE WATER-TIGHT FOR PERMANENT CASE.
3. FOR TRACK SUPERELEVATION DETAILS, SEE ALIGNMENT AND TYPICAL SECTION PLANS;
   DRAWINGS TT-B0055-B AND TT-B0057-B.

SECTION B-B

HST R/W

WATER-TIGHT CONCRETE LINING

BOTTOM OF INVERT SLAB

TOP OF DRAINAGE TRENCH INVERT

+/- 2'-0"

+/- 2.5%

TUNNEL

+/- 27'-0"

CUT AND COVER TUNNEL AT SR 99 - 5 OF 5
NOTES:
1. LIMITS OF EXCAVATION SHALL NOT EXTEND BEYOND HST R/W.
2. TUNNEL FINAL LINING SHALL BE WATERPROOF FOR PERMANENT CASE.
3. FOR TRACK SUPERELEVATION DETAILS, SEE ALIGNMENT AND TYPICAL SECTION PLANS; DRAWINGS TT-00090-B AND TT-00091-B.

SECTION A-A

02/13/2015

CALIFORNIA HIGH-SPEED TRAIN PROJECT
MERCEDES TO FRESNO SECTION
CENTRAL VALLEY WYE
SR 152 (NORTH) TO ROAD 19 WYE ALTERNATIVE
TYPICAL SECTION (MER-FRE)
CUT AND COVER TUNNEL AT UPRR - 4 OF 5
NOTES:

1. LIMITS OF EXCAVATION SHALL NOT EXTEND BEYOND HST R/W.

2. TUNNEL FINAL LINING SHALL BE WATERPROOF FOR PERMANENT CASE.

3. FOR TRACK SUPERELEVATION DETAILS, SEE ALIGNMENT AND TYPICAL SECTION PLANS.

4. DRAYINGS TT-B0055-B AND TT-B0057-B.
NOTES:

1. LIMITS OF EXCAVATION SHALL NOT EXTEND BEYOND HST R/W.

2. TUNNEL FINAL LINING SHALL BE WATERTIGHT FOR PERMANENT CASE.

TYPICAL SECTION

% = 1'-0"
TOP OF RAIL PROFILE (E HST NB TRACK SJD-MER)

DEVELOPED ELEVATION

PLAN

4,760'-0" TOTAL LENGTH MEASURED
ALONG E HST NB TRACK SJD-MER

6 SPACES @ 120'-0"
5 SPACES @ 100'-0" = 500'-0"
= 720'-0"

T/R HST NB TRACK SJD-MER

---

VIEW EXP JT

---

T/R HST SB TRACK SJD-MER

---

MID ELEV 150.00'

---

TOP OF SUPERSTRUCTURE

---

BENT 34
BENT 36
BENT 37
BENT 39
ABUT 41

---

BOTTOM OF SUPERSTRUCTURE

---

TOE OF FILL, TYP

---

AS SHOWN

---

DRAWN BY

---

DESIGNED BY

---

CHECKED BY

---

IN CHARGE

---

CONTRACT NO.

---

CONSTRUCTION NOT FOR SUBMITTAL

---

15% DESIGN

---

RECORD SET

---

DATUM ELEV 150.00'

---

46654-00

---

46654-00

---

46660+00

---

50' 50' 0' 0' F

---

50'

---

R/0 0 200 100 50 0 100 200 50 R/0

---

DATUM ELEV 285.93'

---

ELEV 273.18'

---

EB ST 46668+80.00

---

T/R HST NB TRACK SJD-MER

---

HST R/W

---

HST R/W

---

BARRE/ PARAPET

---

TOE OF FILL, TYP

---

TOP OF FILL, TYP

---

GUIDEWAY DECK

---

BOTTOM OF PARAPET

---

ELEV 272.68'

---

46690+36.98 PVC

---

R/C = 0.1235/5'IA

---

R/C = 0.1235/5'IA

---

46659-00

---

2200.00' VC

---

R/A = 0.1348/5'IA

---

R/A = 0.1348/5'IA

---

2595.00' VC

---

46654-12 PVT

---

ELEV 265.93'

---

46690+36.98 PVC

---

ELEV 272.78'

---

46654-00

---

ELEV 285.93'

---

46690+36.98 PVC

---

ELEV 272.40'

---

W. JOHNSEN

---

S. J. S. ST-K1622-B

---

T/R ELEV 273.18'

---

E B ST 46668+80.00

---

ELEV 273.18'

---

46668+80.00 PVT

---

-1.40%
NOTES:
1. PILE AND DRILLED SHAFT LENGTHS TO BE DETERMINED.
2. FOR TRACK SUPERELEVATION DETAILS, SEE ALIGNMENT AND TYPICAL SECTION PLANS, DRAWING TT-B0058-B.

SECTION A-A

SECTION B-B

BENT COLUMN SCHEDULE

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16" # PIPE PILE, TYP, SEE NOTE 1

CALIFORNIA HIGH-SPEED TRAIN PROJECT
MERGED TO FRENSO SECTION
CENTRAL VALLEY WYE
SR 152 (NORTH) TO ROAD 19 WYE ALTERNATIVE
TYPICAL SECTIONS (SJD-MER)
AERIAL #4 - NORTHBOUND OVER HST MAINLINE - 4 OF 5

DRAWN BY
DESIGNED BY
CHECKED BY
IN CHARGE

CONSTRUCTION
NOT FOR SUBMITTAL
15% DESIGN
RECORD SET
CONSTRUCTION

DATE
DRAWING NO.
SCALE
SHEET NO.

DATE
CHK
APP
BY
REV

DESCRIPTION

CONTRACT NO.

02/13/2015
07 - FEB - 2015
09:56
M F - S T - K 3620 - B .dgn

p0036110

CONSTRUCTION
NOT FOR SUBMITTAL
15% DESIGN
RECORD SET
CONSTRUCTION

DATE
DRAWING NO.
SCALE
SHEET NO.

DATE
CHK
APP
BY
REV

DESCRIPTION

CONTRACT NO.
NOTES:
1. PILE AND DRILLED SHAFT LENGTHS TO BE DETERMINED.
2. FOR TRACK SUPERELEVATION DETAILS, SEE ALIGNMENT AND TYPICAL SECTION PLANS; DRAWING TT-00054-B.

SECTION C-C

SECTION D-D
CALIFORNIA HIGH-SPEED TRAIN PROJECT

Datum ELEV 180.20'  ABUT 1  BENT 2  BENT 3  ABUT 4

DATUM ELEV 180.20'  ABUT 1  BENT 2  BENT 3  ABUT 4

TOP OF RAIL PROFILE (€ HST SB TRACK)

240°-ø MEASURED ALONG € HST SB TRACK

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:
3. Temp traffic lane reduction for FG excavation.
4. Traffic will be detoured away from the site.

NOTES:

1. 16" PIPE PILES ASSUMED FOR ABUTMENT FOUNDATIONS.
2. FOR UTILITY DISPOSITIONS, SEE CIVIL AND GRADE SEPARATION PLANS DRAWING CV-S1620-B.
3. FOR TRACK SUPERELEVATION DETAILS, SEE ALIGNMENT SEPARATION PLANS DRAWING TT-B0056-B.
4. 16" PIPE PILES ASSUMED FOR ABUTMENT FOUNDATIONS.
5. FOR UTILITY DISPOSITIONS, SEE CIVIL AND GRADE SEPARATION PLANS DRAWING CV-S1620-B.
6. FOR TRACK SUPERELEVATION DETAILS, SEE ALIGNMENT SEPARATION PLANS DRAWING TT-B0056-B.
7. FOR UTILITY DISPOSITIONS, SEE CIVIL AND GRADE SEPARATION PLANS DRAWING CV-S1620-B.
8. FOR TRACK SUPERELEVATION DETAILS, SEE ALIGNMENT SEPARATION PLANS DRAWING TT-B0056-B.

CALIFORNIA HIGH-SPEED TRAIN PROJECT
MERGED TO FRESNO SECTION

CENTRAL VALLEY WYE
SR 152 (NORTH) TO ROAD 19 WYE ALTERNATIVE GENERAL PLANS (SJD-MER)
ROAD 17½ UNDERPASS (HST SB)
### BENT COLUMN SCHEDULE

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</tr>
<tr>
<td>10</td>
<td>9'-0&quot; #</td>
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### NOTES:

1. PILE AND DRILLED SHANK LENGTHS TO BE DETERMINED.
2. FOR TRACK SUPERELEVATION DETAILS, SEE ALIGNMENT AND TYPICAL SECTION PLANS DRAWING TF-0058-B.

### SECTION A-A

1" = 10'

- PARAPET
- COLUMN
- APPROX OG

See Note 1

### SECTION B-B

1" = 10'

- PARAPET
- COLUMN
- APPROX OG

See Note 1
GENERAL PLAN AND TYPICAL SECTIONS, SEE DRAWINGS FOR AERIAL #5 - SOUTHBOUND OVER UPRR / SR 99 GENERAL PLAN AND TYPICAL SECTIONS, SEE DRAWINGS CV-S1630-B.

NOTES:
1. 18" PIPE PILES ASSUMED FOR ABUTMENT AND BENT FOUNDATIONS, UNLESS OTHERWISE NOTED. PILE LENGTHS TO BE DETERMINED.
2. FOR SECTION AND BENT COLUMN SCHEDULE, SEE DRAWING ST-3530-B.
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-S1630-B.
5. FOR GUARDRAILS, SEE CIVIL AND GRADE SEPARATION PLANS; DRAWING CV-S1630-B.
6. FOR RETAINING WALL, SEE CIVIL AND GRADE SEPARATION PLANS; DRAWING CV-S1630-B.
7. FOR AERIAL #5 - SOUTHBOUND OVER UPRR / SR 99 GENERAL PLAN AND TYPICAL SECTIONS, SEE DRAWINGS ST-3530-B AND ST-3530-B.

TEMPORARY TRAFFIC OPENINGS

VEHICULAR TRAFFIC
1. TRAFFIC WILL BE DETOURED AWAY FROM THE SITE.
2. TRAFFIC WILL PASS UNDER THE STRUCTURE ON:
3. TEMP TRAFFIC LANE REDUCTION FOR FTG EXC.
4. X TRAFFIC WILL PASS UNDER THE STRUCTURE ON:
5. X TRAFFIC WILL PASS UNDER THE STRUCTURE ON:
6. X TRAFFIC WILL PASS UNDER THE STRUCTURE ON:
7. X TRAFFIC WILL PASS UNDER THE STRUCTURE ON:

RAILROAD TRAFFIC
FAREWORK OPENING REQUIRED ONE

NAME OF RR AND LOCATION
FAREWORK OPENING REQUIRED ONE

UPLR 46702451 24" X 21"

HORIZONTAL CLEARANCE REQUIRED

DRAWING NO. CV-S1630-B

CALIFORNIA HIGH-SPEED TRAIN PROJECT
MERIDIAN TO FRESNO SECTION
CENTRAL VALLEY WYE
SR 152 (NORTH) TO ROAD 19 WYE ALTERNATIVE
GENERAL PLAN (SJD-MER)

AERIAL #6 - NORTHBOUND OVER UPRR / SR 99 - 1 OF 2

QUALIFIED CONSTRUCTION

NOTES:
1. H" PIPE PILES ASSUMED FOR ABUTMENT AND BENT FOUNDATIONS, UNLESS OTHERWISE NOTED. PILE LENGTHS TO BE DETERMINED.
2. FOR SECTION AND BENT COLUMN SCHEDULE, SEE DRAWING ST-3530-B.
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-S1630-B.
5. FOR GUARDRAILS, SEE CIVIL AND GRADE SEPARATION PLANS; DRAWING CV-S1630-B.
6. FOR RETAINING WALL, SEE CIVIL AND GRADE SEPARATION PLANS; DRAWING CV-S1630-B.
7. FOR AERIAL #5 - SOUTHBOUND OVER UPRR / SR 99 GENERAL PLAN AND TYPICAL SECTIONS, SEE DRAWINGS ST-3530-B AND ST-3530-B.

TEMPORARY TRAFFIC OPENINGS

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1. TRAFFIC WILL BE DETOURED AWAY FROM THE SITE.
2. TRAFFIC WILL PASS UNDER THE STRUCTURE ON:
3. TEMP TRAFFIC LANE REDUCTION FOR FTG EXC.
4. X TRAFFIC WILL PASS UNDER THE STRUCTURE ON:
5. X TRAFFIC WILL PASS UNDER THE STRUCTURE ON:
6. X TRAFFIC WILL PASS UNDER THE STRUCTURE ON:
7. X TRAFFIC WILL PASS UNDER THE STRUCTURE ON:

RAILROAD TRAFFIC
FAREWORK OPENING REQUIRED ONE

NAME OF RR AND LOCATION
FAREWORK OPENING REQUIRED ONE

UPLR 46702451 24" X 21"

HORIZONTAL CLEARANCE REQUIRED

DRAWING NO. CV-S1630-B

CALIFORNIA HIGH-SPEED TRAIN PROJECT
MERIDIAN TO FRESNO SECTION
CENTRAL VALLEY WYE
SR 152 (NORTH) TO ROAD 19 WYE ALTERNATIVE
GENERAL PLAN (SJD-MER)

AERIAL #6 - NORTHBOUND OVER UPRR / SR 99 - 1 OF 2

QUALIFIED CONSTRUCTION

NOTES:
1. H" PIPE PILES ASSUMED FOR ABUTMENT AND BENT FOUNDATIONS, UNLESS OTHERWISE NOTED. PILE LENGTHS TO BE DETERMINED.
2. FOR SECTION AND BENT COLUMN SCHEDULE, SEE DRAWING ST-3530-B.
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-S1630-B.
5. FOR GUARDRAILS, SEE CIVIL AND GRADE SEPARATION PLANS; DRAWING CV-S1630-B.
6. FOR RETAINING WALL, SEE CIVIL AND GRADE SEPARATION PLANS; DRAWING CV-S1630-B.
7. FOR AERIAL #5 - SOUTHBOUND OVER UPRR / SR 99 GENERAL PLAN AND TYPICAL SECTIONS, SEE DRAWINGS ST-3530-B AND ST-3530-B.

TEMPORARY TRAFFIC OPENINGS

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2. TRAFFIC WILL PASS UNDER THE STRUCTURE ON:
3. TEMP TRAFFIC LANE REDUCTION FOR FTG EXC.
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5. X TRAFFIC WILL PASS UNDER THE STRUCTURE ON:
6. X TRAFFIC WILL PASS UNDER THE STRUCTURE ON:
7. X TRAFFIC WILL PASS UNDER THE STRUCTURE ON:

RAILROAD TRAFFIC
FAREWORK OPENING REQUIRED ONE

NAME OF RR AND LOCATION
FAREWORK OPENING REQUIRED ONE

UPLR 46702451 24" X 21"

HORIZONTAL CLEARANCE REQUIRED

DRAWING NO. CV-S1630-B

CALIFORNIA HIGH-SPEED TRAIN PROJECT
MERIDIAN TO FRESNO SECTION
CENTRAL VALLEY WYE
SR 152 (NORTH) TO ROAD 19 WYE ALTERNATIVE
GENERAL PLAN (SJD-MER)

AERIAL #6 - NORTHBOUND OVER UPRR / SR 99 - 1 OF 2

QUALIFIED CONSTRUCTION

NOTES:
1. H" PIPE PILES ASSUMED FOR ABUTMENT AND BENT FOUNDATIONS, UNLESS OTHERWISE NOTED. PILE LENGTHS TO BE DETERMINED.
2. FOR SECTION AND BENT COLUMN SCHEDULE, SEE DRAWING ST-3530-B.
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-S1630-B.
5. FOR GUARDRAILS, SEE CIVIL AND GRADE SEPARATION PLANS; DRAWING CV-S1630-B.
6. FOR RETAINING WALL, SEE CIVIL AND GRADE SEPARATION PLANS; DRAWING CV-S1630-B.
7. FOR AERIAL #5 - SOUTHBOUND OVER UPRR / SR 99 GENERAL PLAN AND TYPICAL SECTIONS, SEE DRAWINGS ST-3530-B AND ST-3530-B.

TEMPORARY TRAFFIC OPENINGS

VEHICULAR TRAFFIC
1. TRAFFIC WILL BE DETOURED AWAY FROM THE SITE.
2. TRAFFIC WILL PASS UNDER THE STRUCTURE ON:
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5. X TRAFFIC WILL PASS UNDER THE STRUCTURE ON:
6. X TRAFFIC WILL PASS UNDER THE STRUCTURE ON:
7. X TRAFFIC WILL PASS UNDER THE STRUCTURE ON:

RAILROAD TRAFFIC
FAREWORK OPENING REQUIRED ONE

NAME OF RR AND LOCATION
FAREWORK OPENING REQUIRED ONE

UPLR 46702451 24" X 21"

HORIZONTAL CLEARANCE REQUIRED

DRAWING NO. CV-S1630-B

CALIFORNIA HIGH-SPEED TRAIN PROJECT
MERIDIAN TO FRESNO SECTION
CENTRAL VALLEY WYE
SR 152 (NORTH) TO ROAD 19 WYE ALTERNATIVE
GENERAL PLAN (SJD-MER)

AERIAL #6 - NORTHBOUND OVER UPRR / SR 99 - 1 OF 2

QUALIFIED CONSTRUCTION

NOTES:
1. H" PIPE PILES ASSUMED FOR ABUTMENT AND BENT FOUNDATIONS, UNLESS OTHERWISE NOTED. PILE LENGTHS TO BE DETERMINED.
2. FOR SECTION AND BENT COLUMN SCHEDULE, SEE DRAWING ST-3530-B.
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-S1630-B.
5. FOR GUARDRAILS, SEE CIVIL AND GRADE SEPARATION PLANS; DRAWING CV-S1630-B.
6. FOR RETAINING WALL, SEE CIVIL AND GRADE SEPARATION PLANS; DRAWING CV-S1630-B.
7. FOR AERIAL #5 - SOUTHBOUND OVER UPRR / SR 99 GENERAL PLAN AND TYPICAL SECTIONS, SEE DRAWINGS ST-3530-B AND ST-3530-B.

TEMPORARY TRAFFIC OPENINGS

VEHICULAR TRAFFIC
1. TRAFFIC WILL BE DETOURED AWAY FROM THE SITE.
2. TRAFFIC WILL PASS UNDER THE STRUCTURE ON:
3. TEMP TRAFFIC LANE REDUCTION FOR FTG EXC.
4. X TRAFFIC WILL PASS UNDER THE STRUCTURE ON:
5. X TRAFFIC WILL PASS UNDER THE STRUCTURE ON:
6. X TRAFFIC WILL PASS UNDER THE STRUCTURE ON:
7. X TRAFFIC WILL PASS UNDER THE STRUCTURE ON:
SECTION A-A

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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 DRAWING TT-B0058-B.
CALIFORNIA HIGH-SPEED TRAIN PROJECT

TOP OF RAIL PROFILE (# HST SB TRACK)

NO SCALE

280'-40" MEASURED ALONG # HST SB TRACK

85'-0" 110'-0" 85'-0"

T/R # HST SB TRACK

DEVELOPED ELEVATION

(BB BRIDGE SHOWN, NB BRIDGE SIMILAR)

DRAWING TT-B0058-B.

ALIGNMENT AND TYPICAL SECTION PLANS; FOR TRACK SUPERELAVATION DETAILS, SEE CV-S1640-B.

SEPARATION PLANS; DRAWINGS CV-S1630-B AND CV-S1640-B.

FOR GUARDRAILS, SEE CIVIL AND GRADE SEPARATION PLANS; DRAWINGS CV-S1630-B AND CV-S1640-B.

FOR UTILITY DISPOSITIONS, SEE CIVIL AND GRADE SEPARATION PLANS; DRAWING TT-00058-B.

NOTES:

1. "F" PIPE PILES ASSUMED FOR ABUTMENT FOUNDATIONS. PILE LENGTH IS TO BE DETERMINED.

2. FOR UTILITY DISPOSITIONS, SEE CIVIL AND GRADE SEPARATION PLANS; DRAWINGS CV-1630-B AND CV-1640-B.

3. FOR GUARDRAILS, SEE CIVIL AND GRADE SEPARATION PLANS; DRAWINGS CV-1630-B AND CV-1640-B.

4. FOR TRACK SUPERELAVATION DETAILS, SEE ALIGNMENT AND TYPICAL SECTION PLANS; DRAWING TT-00058-B.

LEGEND:

- INDICATES POINT OF MINIMUM CLEARANCE
- INDICATES DIRECTION OF TRAFFIC
- STRUCTURE APPROACH
- SLOPE PAVING (H/V)

NOTE:

Pole:

T/R ELEV 290.56'
BB STA 46738+16.00

T/R ELEV 290.60'
EB STA 46739+55.00

PLAN

1:10

AS SHOWN

02/13/2015
CALIFORNIA HIGH-SPEED TRAIN PROJECT

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

NO SCALE

VERTEX 1’ = 50 HORIZ 1’ = 100'

DEVELOPED ELEVATION

VERT 30'-11"
VERT 31'-7"
VERT 32'-0"
VERT 32'-2"
VERT 31'-10"
VERT 31'-4"
VERT 30'-7"
VERT 29'-8"

NOTES:
1. 16" PIPE PILES ASSIGNED FOR ABUTMENT AND BENT FOUNDATIONS. UNLESS OTHERWISE NOTED, PIPE LENGTHS TO BE DETERMINED.
2. FOR SECTIONS AND BENT COLUMN SCHEDULE, SEE DRAWINGS ST-51650-B AND ST-51651-B.
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-51640-B AND CV-51650-B.
5. FOR GUARDRAILS, SEE CIVIL AND GRADE SEPARATION PLANS; DRAWINGS CV-51640-B AND CV-51650-B.
6. FOR RETAINING WALL SEE CIVIL AND GRADE SEPARATION PLANS DRAWINGS CV-51670-B AND CV-51650-B.

LEGEND:
1. STRUCTURE APPROACH
2. SLOPE PAVING (1/1H:1V)

CALIFORNIA HIGH-SPEED TRAIN PROJECT
MERED TO FRESNO SECTION
CENTRAL VALLEY WYE
SR 152 (NORTH) TO ROAD 19 WYE ALTERNATIVE
GENERAL PLAN (SJ-D-MER)
AERIAL #7 - NORTHBOUND OVER HST MERED TO FRESNO - 1 OF 4
NOTES:
1. PILE AND DRILLED SHAFT LENGTHS TO BE DETERMINED.
2. FOR TRACK SUPERELEVATION DETAILS, SEE ALIGNMENT AND TYPICAL SECTION PLANS; DRAWING TT-B0058-B.
3. WHERE LESS THAN 25'-0" A CRASH WALL WILL BE IN PLACE, SEE PLAN SHEETS.

SECTION A-A

SECTION B-B
NOTES:

1. PILE LENGTHS TO BE DETERMINED.

2. FOR TRACK SUPERELEVATION DETAILS, SEE ALIGNMENT AND TYPICAL SECTION PLANS.

DRAWING M-HS02361-2.

SECTION C-C

1" = 10'

CALIFORNIA HIGH-SPEED TRAIN PROJECT
MERED TO FRESNO SECTION

CENTRAL VALLEY WYE
SR 152 (NORTH) TO ROAD 19 WYE ALTERNATIVE
TYPICAL SECTION (SUB-NER)

AERIAL 87 - NORTHBOUND OVER HST MERED TO FRESNO - 4 OF 4