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**DRAWN BY**: M. SMART, C. CHAMBERLAIN, M. BRATT

**DESIGNED BY**: K. CHARAN, C. LEMLEY

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<td>CENTRAL VALLEY WYE</td>
<td>SR 152 (NORTH) TO ROAD 11 YRE ALTERNATIVE</td>
<td>GENERAL PLAN (MER-FRE)</td>
<td>SANDY MUSH ROAD UNDERPASS</td>
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<td>CENTRAL VALLEY WYE</td>
<td>SR 152 (NORTH) TO ROAD 11 YRE ALTERNATIVE</td>
<td>GENERAL PLAN (MER-FRE)</td>
<td>DEADMAN CREEK BRIDGE No. 1</td>
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<tr>
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<td>CENTRAL VALLEY WYE</td>
<td>SR 152 (NORTH) TO ROAD 11 YRE ALTERNATIVE</td>
<td>GENERAL PLAN (MER-FRE)</td>
<td>DEADMAN CREEK BRIDGE No. 2</td>
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<td>CENTRAL VALLEY WYE</td>
<td>SR 152 (NORTH) TO ROAD 11 YRE ALTERNATIVE</td>
<td>GENERAL PLAN (SJD-MER)</td>
<td>AERIAL #4 - NORTHBOUND OVER HST MAINLINE - 1 OF 5</td>
</tr>
<tr>
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<td>CENTRAL VALLEY WYE</td>
<td>SR 152 (NORTH) TO ROAD 11 YRE ALTERNATIVE</td>
<td>GENERAL PLAN (SJD-MER)</td>
<td>AERIAL #4 - NORTHBOUND OVER HST MAINLINE - 2 OF 5</td>
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<td>SR 152 (NORTH) TO ROAD 11 YRE ALTERNATIVE</td>
<td>GENERAL PLAN (SJD-MER)</td>
<td>AERIAL #4 - NORTHBOUND OVER HST MAINLINE - 3 OF 5</td>
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<td>SR 152 (NORTH) TO ROAD 11 YRE ALTERNATIVE</td>
<td>TYPICAL SECTIONS (SJD-MER)</td>
<td>AERIAL #4 - NORTHBOUND OVER HST MAINLINE - 4 OF 5</td>
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<td>SR 152 (NORTH) TO ROAD 11 YRE ALTERNATIVE</td>
<td>TYPICAL SECTIONS (SJD-MER)</td>
<td>AERIAL #4 - NORTHBOUND OVER HST MAINLINE - 5 OF 5</td>
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<td>SR 152 (NORTH) TO ROAD 11 YRE ALTERNATIVE</td>
<td>GENERAL PLAN (SJD-FRE)</td>
<td>HEMLOCK ROAD (ROAD 9) UNDERPASS</td>
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<td>SR 152 (NORTH) TO ROAD 11 YRE ALTERNATIVE</td>
<td>GENERAL PLAN (SJD-MER)</td>
<td>MADISON ROAD (AVENUE 23 1/2) OVERHEAD</td>
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<tr>
<td>ST-K1640-0</td>
<td>CENTRAL VALLEY WYE</td>
<td>SR 152 (NORTH) TO ROAD 11 YRE ALTERNATIVE</td>
<td>GENERAL PLAN (SJD-MER)</td>
<td>AERIAL #5 - NORTHBOUND OVER HST MERCEDES TO FRESNO - 1 OF 6</td>
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<tr>
<td>DRAWING NO.</td>
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<td>ALIGNMENT / PLAN SET</td>
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<td>SR 152 (NORTH) TO ROAD 11 WYE ALTERNATIVE</td>
<td>GENERAL PLAN (SJ-D-MER)</td>
<td>AERIAL #5 - NORTHBOUND OVER HST MERED TO FRESNO - 2 OF 6</td>
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<td>ST-K1642-D</td>
<td>CENTRAL VALLEY WYE</td>
<td>SR 152 (NORTH) TO ROAD 11 WYE ALTERNATIVE</td>
<td>GENERAL PLAN (SJ-D-MER)</td>
<td>AERIAL #5 - NORTHBOUND OVER HST MERED TO FRESNO - 3 OF 6</td>
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<tr>
<td>ST-K1643-D</td>
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<td>SR 152 (NORTH) TO ROAD 11 WYE ALTERNATIVE</td>
<td>GENERAL PLAN (SJ-D-MER)</td>
<td>AERIAL #5 - NORTHBOUND OVER HST MERED TO FRESNO - 4 OF 6</td>
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<td>SR 152 (NORTH) TO ROAD 11 WYE ALTERNATIVE</td>
<td>TYPICAL SECTIONS (SJ-D-MER)</td>
<td>AERIAL #5 - NORTHBOUND OVER HST MERED TO FRESNO - 5 OF 6</td>
</tr>
<tr>
<td>ST-K3641-D</td>
<td>CENTRAL VALLEY WYE</td>
<td>SR 152 (NORTH) TO ROAD 11 WYE ALTERNATIVE</td>
<td>TYPICAL SECTIONS (SJ-D-MER)</td>
<td>AERIAL #5 - NORTHBOUND OVER HST MERED TO FRESNO - 6 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 (SJ-D-MER)</td>
<td>ROAD 11 UNDERPASS</td>
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<td>SR 152 (NORTH) TO ROAD 11 WYE ALTERNATIVE</td>
<td>GENERAL PLAN (SJ-D-MER)</td>
<td>WASHINGTON ROAD (AVENUE 25) UNDERPASS</td>
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<tr>
<td>ST-K1656-D</td>
<td>CENTRAL VALLEY WYE</td>
<td>SR 152 (NORTH) TO ROAD 11 WYE ALTERNATIVE</td>
<td>GENERAL PLAN (SJ-D-MER)</td>
<td>CHOWCHILLA RIVER BRIDGE</td>
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NOTE:
FOR LARGE SCALE VIEW OF EACH ALIGNMENT OPTION, PLEASE REFER TO KEY MAP SHEETS PROVIDED IN THIS PACKAGE FOR EACH OPTION.
### BENT COLUMN SCHEDULE

<table>
<thead>
<tr>
<th>BENT</th>
<th>COLUMN TYPE</th>
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<tr>
<td>2</td>
<td>10'-0&quot; #</td>
<td>12'-0&quot; #</td>
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<tr>
<td>3</td>
<td>10'-0&quot; #</td>
<td></td>
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<tr>
<td>4</td>
<td>12'-0&quot; #</td>
<td></td>
</tr>
<tr>
<td>5 - 6</td>
<td>10'-0&quot; #</td>
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</tr>
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</table>

### NOTES

1. PILE AND DRILLED SHAFT LENGTHS TO BE DETERMINED.
2. FOR TRACK SUPERELEVATION DETAILS, SEE ALIGNMENT AND TYPICAL SECTION PLANS; DRAWING TT-80055-A.
### Bent Column Schedule

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<thead>
<tr>
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<tr>
<td>3</td>
<td>12'-0&quot; #</td>
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<td>4</td>
<td>15'-0&quot; #</td>
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<tr>
<td>5</td>
<td>13'-0&quot; #</td>
</tr>
<tr>
<td>6-7</td>
<td>15'-0&quot; #</td>
</tr>
<tr>
<td>8-12</td>
<td>12'-0&quot; #</td>
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</tbody>
</table>

### Typical Section

1" = 10'

**NOTES:**

1. **FILE LENGTHS TO BE DETERMINED.**

2. FOR TRACK SUPERELEVATION DETAILS, SEE ALIGNMENT AND TYPICAL SECTION PLANS; DRAWING TT-B0050-A.

**TYPICAL SECTION**

1" = 10'

**MERCED TO FRESNO SECTION**

**AERIAL #1 - EASTSIDE BYPASS IRRIGATION DITCH - 2 OF 2**

**CALIFORNIA HIGH-SPEED TRAIN PROJECT**

**CENTRAL VALLEY WYE**

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

**TYPICAL SECTION (SJD-FRE)**
TYPICAL SECTION AT OVERCROSSING
1" = 10'

TYPICAL SECTION AT OVERHEAD
1" = 10'

LEGEND:
- Indicates point of minimum vertical clearance
- Indicates direction of traffic
1. Point "EB Off Ramp" Overcrossing
2. Point "Bridge No. XX-XXXX"
3. Point "EB Off Ramp" Overhead
4. Point "Bridge No. XX-XXXX"
5. Concrete Barrier Type 742
6. Concrete Barrier Type 736 MOD
7. Slope Paving (1%/HNV)
8. Windshield
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-51000-A.
3. For retaining walls, see civil and grade separation plans, drawing CV-51000-A.
4. For guardrails, see civil and grade separation plans, drawing CV-51000-A.
TYPICAL SECTION AT OVERCROSSING

1" = 10'

LEGEND:

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

1. Paint "HEMLOCK ROAD OVERCROSSING"
2. Paint "BRIDGE NO. XX-XXXX"
3. Paint "HEMLOCK ROAD OVERHEAD"
4. Paint "BRIDGE NO. XX-XXXX"
5. Concrete barriers type 736 MOD
6. Slope paving (15\% [H/VT])
7. Wingwall
8. Retaining wall
9. A 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-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.

CALIFORNIA HIGH-SPEED TRAIN PROJECT
MERCEDEZ TO FRESNO SECTION
CENTRAL VALLEY WYE
SR 152 (NORTH) TO ROAD 13 WYE ALTERNATIVE TYPICAL SECTIONS (100-FT)
HEMLOCK ROAD (ROAD 9) INTERCHANGE - 2 OF 2

CONTRACT NO.
RECORD SET 160 DESIGN SUBMITTAL
NOT FOR SUBMITTAL

12 - MAY - 2015
11:28 M F - STK3160-A.dgn
DRAWN BY
DESIGNED BY
CHECKED BY
IN CHARGE

20/09/2015

05/08/2015
ST-K3160-A
DATE CHK APP REV DESCRIPTION

CONSTRUCTION
NOT FOR SUBMITTAL
15% DESIGN
RECORD SET
1. Drilled shaft lengths to be determined.
TOP OF RAIL PROFILE (HST SB TRACK)

ELEVATION

PLAN

LEGEND:

1. STRUCTURE APPROACH
2. SLOPE PAVING (1\(\frac{1}{4}\)/H:1V)

NOTE:

1. TEMP TRAFFIC LANE REDUCTION FOR FTG EXC.
2. UTILITY DISPOSITIONS, SEE CIVIL AND GRADE SEPARATION PLANS; DRAWING CV-S1190-A.
3. RETAINING WALLS, SEE CIVIL AND GRADE SEPARATION PLANS; DRAWING CV-S1190-A.

TYPICAL SECTION

TEMPORARY TRAFFIC OPENINGS

VEHICULAR TRAFFIC:

1. TRAFFIC WILL BE RETOURED AWAY FROM THE SITE.
2. TRAFFIC WILL PASS UNDER THE STRUCTURE ONE HST R/W

STREET OR ROAD NAME AND LOCATION: ROAD 12/ELM ROAD

STREET OR ROAD NAME: ROAD 12/ELM ROAD

TRAFFIC OPENING REQUIRED:

HEIGHT: 3'-0" WIDHT: 16'-0"

10'-8"

8'-3"

50'-0"

32'x16.5'

10'-8"

50'-0"

32'x16.5'

8'-3"

TOP OF SUPERSTRUCTURE

BETWEEN CUT-TOE

ELEVATION DATUM

PVT

ABUT 1

ABUT 2

APPROX OG

FG

2

0

10

20

30

40

50

60

0 10 20

3'-0"

12'-0"

35 + 00

3'-0"

12'-0"

6'-1"

15% DESIGN

RECORD SHEET

IN CHARGE

CHECKED BY

DESIGNED BY

DRAWN BY

CONTRACT NO.

CONSTRUCTION

NOT FOR SUBMITTAL

ELEV 195.06'

6359+98.68

ELEV 227.02'

6478+93.45

DATUM ELEV 120.00'

6368+00

6370+00

6367+00

6369+00

6370+00

0.27%

0.27%

6'-1"

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6'-1"
CALIFORNIA HIGH-SPEED TRAIN PROJECT
MERCED TO FRESNO SECTION

CONSTRUCTION NOT FOR SUBMITTAL
15% DESIGN RECORD SET

NOTES:

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

VENTICULAR TRAFFIC:

- • TRAFFIC WILL BE DETOURED AWAY FROM THE SITE.
- • TRAFFIC WILL PASS UNDER THE STRUCTURE ON:
- • TEMP TRAFFIC LANE REDUCTION FOR FTS EXC.

TEMPORARY TRAFFIC OPENINGS:

LEGEND:

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

1. PAINT "SR 152 EB (ROAD 12) UNDERCROSSING"
2. PAINT "BRIDGE NO. XX-XXXX"
3. PAINT "SR 152 WB (ROAD 12) UNDERCROSSING"
4. PAINT "BRIDGE NO. XX-XXXX"
5. CONCRETE BARRIER TYPE 732
6. SLOPE PAVING (1:5H:1V)
7. WINGWALL

NOTES:
1. ASSUME CLASS 140 PILES AT ABUTMENT FOUNDATIONS, PILE LEGEND TO BE DETOURED.
2. FOR UTILITY DISPOSITION, SEE CIVIL AND GRADE SEPARATION PLANS; DRAWING CV-S1190-A.
3. FOR GUARDRAILS, SEE CIVIL AND GRADE SEPARATION PLANS; DRAWING CV-S1190-A.

AS SHOWN

SR 152 (ROAD 12) UNDERCROSSING
NOTES:
1. FOUNDATIONS. PILE LENGTHS TO BE DETERMINED. ASSUME CLASS 140 PILES AT ABUTMENT AND BENT.
2. CONCRETE.
3. SR 233/ROBERTSON BLVD = "SR 233" LINE
4. BRIDGE = PG
5. TYP 8'-0" Á COLUMN, OG=FG
6. APPROX 6'-6"
7. INDICATES POINT OF MINIMUM VERTICAL CLEARANCE
8. INDICATES DIRECTION OF TRAFFIC
9. CONCRETE BARRIER TYPE 736 MOD
10. SLOPE PAVING (1\(\frac{1}{2}\):1H:1V)
11. WINGWALL
12. RETAINING WALL
13. AR FENCE WITH SOLID PLATE

LEGEND:
- INDICATES FOUNDATION, PILE LENGTHS TO BE DETERMINED.
- INDICATES DIRECTION OF TRAFFIC
- PAINT "ROBERTSON BLVD OVERCROSSING"
- PAINT "ROBERTSON BLVD OVERHEAD"
- PAINT "BRIDGE NO. XX-XXXX"
- CONCRETE BARRIER TYPE 736 MOD
- SLOPE PAVING (1\(\frac{1}{2}\):1H:1V)
- WINGWALL
- RETAINING WALL
- AR FENCE WITH SOLID PLATE
- CONCRETE BARRIER TYPE 736 MOD
- SLOPE PAVING (1\(\frac{1}{2}\):1H:1V)
TOP OF RAIL PROFILE (E HST SB TRACK SJD-FRE)

NO SCALE

649'-0" MEASURED ALONG E HST SB TRACK SJD-FRE

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

140'-0"

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

LEGEND:

[Symbol indicating point of minimum vertical clearance]

[Symbol indicating direction of flow]

NOTES:

1. E HST SB TRACK ASSUMED FOR ABUTMENT FOUNDATIONS. PILE AND DRILLED SHAFT SUPPORTS ASSUMED FOR ABUTMENT.

2. FOR TYPICAL SECTION AND BENT COLUMN SCHEDULE, SEE DRAWING CV-S1220-A.

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

4. FOR UTILITY DISPOSITIONS, SEE ELEVATION PROFILING PLAN (ELEV LAY-OUT PLAN), CV-S1220-A.

5. FOR RETAINING WALL, SEE ELEVATION PROFILING PLAN (ELEV LAY-OUT PLAN), CV-S1220-A.

6. FOR AERIAL #3 - SOLEHOLD OVER HST SB TRACK.

TOTAL SQUARE FOOTAGE 120,000

100% DESIGN RECORD SET
MERCED TO FRESNO SECTION

**NOTE:**

- 10'-8" T/R
- 6'-1" • OCS POLE
- 1'-9" T/R
- 8'-3" T/R
- 27'-6" T/R
- 47'-6"

**BENT COLUMN SCHEDULE**

<table>
<thead>
<tr>
<th>BENT COLUMN TYPE</th>
<th>CIDH TYPE</th>
<th>APPROX OG</th>
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<tr>
<td>GIRDER</td>
<td>CONC BOX</td>
<td>AERIAL #3</td>
</tr>
<tr>
<td>PRESTRESSED</td>
<td>PRECAST</td>
<td></td>
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</tbody>
</table>

**NOTES:**

1. DRILLED SHAFT LENGHTS TO BE DETERMINED.

**TYPICAL SECTION**

1" = 10'

**DRILLED SHAFT LENGTHS**

- 14'-0" MAX
- 10'-0" MIN
- 3'-0"
TOP OF RAIL PROFILE (C HST SB TRACK)

2,200'-0" TOTAL LENGTH MEASURED ALONG C HST SB TRACK

DEVELOPED ELEVATION

VENT: 1' = 50" HORZ: 1' = 100'

PLAN

1" = 100'

VERTICAL: 1" = 50'
HORIZONTAL: 1" = 100'

120'-0" = 240'-0" 2 SPACES @ 100'-0" 4 SPACES @ 400'-0"

BENT 11  BENT 12  BENT 13  BENT 14  BENT 15  BENT 16  BENT 17  ABUT 19

6720+00  6725+00  6730+00

HST SB ELEV 287.61' STAKED 6742+00.13 PVT

NO SCALE
**SECTION A-A**

1" = 10'

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<thead>
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<tr>
<td>PRECAST</td>
<td>6</td>
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<tr>
<td>PRESTRESSED</td>
<td>7</td>
</tr>
<tr>
<td>CONCRETE</td>
<td>8 - 10</td>
</tr>
<tr>
<td>PIPE PILE</td>
<td>11 - 12</td>
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<tr>
<td>DRILLED</td>
<td>13</td>
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<tr>
<td>SHAFT</td>
<td>14</td>
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<tr>
<td>LENGTH</td>
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1. PIPE PILE, SEE NOTE 1
2. FOR TRACK SUPERELEVATION DETAILS, SEE ALIGNMENT AND TYPICAL SECTION PLANS: DRAWING TT-0055-1,
3. PRECAST PRESTRESSED CONCRETE COLUMN
4. APPROX OG PARAPET
5. APPROX OG PILE TOP
6. PARAPET TOP

**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: DRAWING TT-0055-1,
1. Assume class 140 piles at abutment and bent foundations. Pile lengths to be determined.
2. For utility positioning, see civil and grade separation plans; see drawing CV-S1280-A.
3. For guardrails, see civil and grade separation plans; see drawing CV-S1280-A.

NOTES:

CALIFORNIA HIGH-SPEED TRAIN PROJECT
MERGED TO FRESNO SECTION
CENTRAL VALLEY WYE
SR 152 (NORTH) TO ROAD 13 WYE ALTERNATIVE
GENERAL PLAN (CIV-X-CONC)
ROAD 22 OVERHEAD

TYPICAL SECTION

LEGEND:
- **INDICATES POINT OF MINIMUM VERTICAL CLEARANCE**
- **INDICATES DIRECTION OF TRAFFIC**

1. Paint "ROAD 22 OVERHEAD"
2. Paint "BIDGE NO. XX-XXXX"
3. Concrete barrier type 736 MOD
4. Slope paving (1/4H:1V)
5. Wingwall
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 positioning, see civil and grade separation plans; see drawing CV-S1280-A.
3. For guardrails, see civil and grade separation plans; see drawing CV-S1280-A.

CURVE SUB-FRINGE 6 SB

ELEVATION

PROFILE GRADE

NO SCALE

ELEVATION

PLAN

1" = 10'
1" = 30'

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

1. Paint "ROAD 22 OVERHEAD"
2. Paint "BIDGE NO. XX-XXXX"
3. Concrete barrier type 736 MOD
4. Slope paving (1/4H:1V)
5. Wingwall
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 positioning, see civil and grade separation plans; see drawing CV-S1280-A.
3. For guardrails, see civil and grade separation plans; see drawing CV-S1280-A.

CURVE SUB-FRINGE 6 SB
TOP OF RAIL PROFILE (C. HST SB TRACK MER-FRE)

7,825'-0" TOTAL LENGTH MEASURED ALONG C. HST SB TRACK MER-FRE

DEVELOPED ELEVATION

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

15 SPACES @ 120'-0" = 1,500'-0"
13 SPACES @ 120'-0" = 1,560'-0"
24 SPACES @ 120'-0" = 2,400'-0"
22 SPACES @ 120'-0" = 2,220'-0"
7,625'-0" TOTAL LENGTH MEASURED ALONG C. HST SB TRACK MER-FRE

PLAN

VERT 1" = 100'

MERCED TO FRESNO SECTION

CALIFORNIA HIGH-SPEED TRAIN PROJECT
MERGED TO FRESNO SECTION
CENTRAL VALLEY WYE
SR 152 (NORTH) TO ROAD 13 WYE ALTERNATIVE
GENERAL PLAN (MER-FRE)
AERIAL #3 - SOUTHBOUND OVER HST MAINLINE - 2 OF 6

CALIFORNIA HIGH-SPEED TRAIN PROJECT

DRAWN BY
DESIGNED BY
CHECKED BY
IN CHARGE

CONSTRUCTION NOT FOR SUBMITTAL
15% DESIGN

DATE
DRAWING NO.
SCALE
SHEET NO.
NOTES:
1. PILE LENGTHS TO BE DETERMINED.
2. FOR TRACK SUPERELEVATION 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.
NOTES:

1. PILE AND DRILLED SHAFT LENGTH TO BE DETERMINED.

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

SECTION C-C

SECTION D-D

CALIFORNIA HIGH-SPEED TRAIN PROJECT
MERCEDES TO FREMONT SECTION

SR 152 (NORTH) TO ROAD 13 WYE ALTERNATIVE
TYPICAL SECTIONS (MER-FRE)

AERIAL #3 - SOUTHBOUND OVER HST MAINLINE - 6 OF 6
Temporary Traffic Headway

Vehicular Traffic

1. Traffic will be detoured away from the site.

2. Traffic will pass under the structure on:
   - SR 233/Robertson Boulevard
   - The detour will be via temporary traffic openings.

Notes:

1. 16" pipe piles assumed for alignment realignments, fill and culvert. Sheet lengths to be determined.
2. For utility dispositions, see civil and grade separation plans; drawings C6-51435-A.
3. For track super-elevation details, see alignment and typical section plans; drawings TT-00044-A and TT-00055-A.
NOTES:
1. FOR TRACK SUPERELEVATION DETAILS, SEE ALIGNMENT AND TYPICAL SECTION PLANS; DRAWINGS ST-00004-A TO ST-00006-A.

TYPICAL SECTION

CONC BOX GIRDER
PRESTRESSED
CAST-IN-PLACE
TYPICAL SECTION

NOTES:
1. PILE LENGTHS TO BE DETERMINED.
**NOT FOR SUBMITTAL**

**CENTRAL VALLEY WYE**

**HST R/W TOE OF FILL**

**DEVELOPED ELEVATION**

**TOP OF FILL**

**TOP OF RAIL PROFILE (€ HST SB TRACK)**

**NO SCALE**

**CALIFORNIA HIGH-SPEED TRAIN PROJECT**

**MERCEDES TO FRESNO SECTION**

**CENTRAL VALLEY WYE**

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

**GENERAL PLAN (MERCEDES)**

**CHONCHILLA RIVER BRIDGE • 1 OF 2**

**DRAWN BY O. EDEWOR**

**IN CHARGE C. LEMLEY**

**DESIGNED BY AM F - ST - K 1470 - A**

**1" = 50'**

**SCALE 100**

**CALIFORNIA HIGH-SPEED TRAIN PROJECT**

**LEGEND**

- Indicates point of minimum vertical clearance
- Indicates direction of traffic
- Structure approach
- Slope paving (1H:1V)

**CURVE MEAS-FIRE 2 SB**

- R = 30,000.00'
- L/C = 0.037%
- 1" = 50' 5'

**CURVE MEAS-FIRE 2 NB**

- R = 30,016.00'
- L/C = 0.037%
- 1" = 50' 5'

**TEMPORARY TRAFFIC OPENINGS**

**VEHICULAR TRAFFIC**

1. Traffic will be diverted away from the site.
2. A traffic fill/embankment is under the structure deck.

**NOTES**

1.パイプレールは通行用と便線用の2列で、画面を構成する。また、パイプレールの長さは、権利を有する。
2. 図面の便線係図および、経路係図を参照し、通行用便線の開設位置を判断する。
3. 既存道路の交通量が、通行用便線の開設位置に影響を及ぼす。既存道路の交通量が、通行用便線の開設位置に影響を及ぼす。
4. 既存道路の便線係図と、通行用便線係図を参照し、通行用便線係図を構成する。通行用便線係図を構成する。通行用便線係図を構成する。
## Notes:
1. PILE LENGTH TO BE DETERMINED.
2. FOR TRACK SUPERELEVATION DETAILS, SEE ALIGNMENT AND TYPICAL SECTION PLANS; DRAWINGS TT-B0054-A AND TT-B0055-A.

### Bent Column Schedule

<table>
<thead>
<tr>
<th>Bent Column Type</th>
<th>Notes</th>
</tr>
</thead>
<tbody>
<tr>
<td>10'-0&quot;W</td>
<td></td>
</tr>
<tr>
<td>13'-0&quot;W</td>
<td></td>
</tr>
<tr>
<td>10'-0&quot;W</td>
<td></td>
</tr>
</tbody>
</table>

### Typical Section

![Typical Section Diagram]

- **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

330'-0" MEASURED ALONG C, HST SB TRACK

100'-0" TO 130'-0"

130'-0" TO 100'-0"

DEVELOPED ELEVATION

1" = 40'

TYPICAL SECTION

1" = 10'

TYPICAL SECTION

NOTE:
1. 10" PIPE PILES ASSUMED FOR ABUTMENT FOUNDATIONS, FILL AND DRILLED SHAFT 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-51470-A.
4. FOR TRACK SUPERELEVATION DETAILS; SEE ALIGNMENT AND TYPICAL SECTION PLAN DRAWINGS TT-0055-A AND TT-0055-A.
5. FOR RETAINING WALLS, SEE CIVIL AND GRADE SEPARATION PLANS DRAWING CV-51470-A.
DUTCHMAN CREEK BRIDGE

1. 16" # PIPE PILES ASSUMED FOR ABUTMENT FOUNDATIONS, PILE AND DRILLED SHAFT LENGTHS TO BE DETERMINED.
2. FOR UTILITY DISPOSITION SEE CIVIL AND GRADE SEPARATION PLANS DRAWING CV-S1490-A.
3. ANY EXISTING DIRT ROAD THAT CONFLICTS WITH NEW CONSTRUCTION SHALL BE REALIGNED.
4. FOR TRACK SUPERELEVATION DETAILS SEE ALIGNMENT AND TYPICAL SECTION PLANS, DRAWINGS TT-80054-A AND TT-80055-A.

NOTES:

LEGEND:
- T/R ELEV 237.19'
- EB STA 15437+60.00
- MER-FRE • HST SB TRACK
- CURVE MER-FRE 2 SB
  \( R = 30,000.00' \)
  \( L_2 = 2,250.00' \)
- CURVE MER-FRE 2 NB
  \( R = 30,016.50' \)
  \( L_2 = 2,250.00' \)

0.32% -0.91%

- SLOPE PAVING (1/3H:1V)
- BOARD, TYP
- EDGE OF GUIDeway DECK
- TOP OF FILL
- TOE OF FILL
- T/R ELEV 228.93'
- 15451+00.00 PVT
- Top Of Fill
- TOE OF FILL
- R/W
- HST R/W
- R/W
- HST R/W
- L/S = 2,250.00'
- R = 30,001.65'
- • HST SB TRACK
- MER-FRE
- TRACK
- • HST NB
- CURVE MER-FRE 2 NB

IN TYPICAL SECTION

T/R ELEV 237.19'
EB STA 15437+60.00
MER-FRE • HST SB TRACK
CURVE MER-FRE 2 SB
\( R = 30,000.00' \)
\( L_2 = 2,250.00' \)
CURVE MER-FRE 2 NB
\( R = 30,016.50' \)
\( L_2 = 2,250.00' \)

NO SCALE

PLAN

TOP OF RAIL PROFILE (\( \& \) HST SB TRACK)

NO SCALE

240'-0" MEASURED ALONG \( \& \) HST SB TRACK
4 SPACES @ 60'-0" = 240'-0"

DEVELOPED ELEVATION

1" = 30'

CALIFORNIA HIGH-SPEED TRAIN PROJECT

MERED TO FRESNO SECTION

CENTRAL VALLEY WYE
SR 152 (NORTH) TO ROAD 13 WYE ALTERNATIVE
CIVIL PLAN (MER-FRE)

DUTCHMAN CREEK BRIDGE
TOP OF RAIL PROFILE (E HST SB TRACK)
272'-10" MEASURED ALONG E HST SB TRACK

DRAWN BY
DESIGNED BY
CHECKED BY
IN CHARGE

CALIFORNIA HIGH-SPEED TRAIN PROJECT
CENTRAL VALLEY WYE
SR 152 (NORTH) TO ROAD 13 WYE ALTERNATIVE
GENERAL PLAN (MER-FRE)

RETRACTED CUT - SANDY MUSH ROAD - 1 OF 2

NOTES:
1. FOR SECTIONS, SEE DRAWING ST-T3500-A.
2. PILE LENGTH AND LAYOUT TO BE DETERMINED ONCE SITE SPECIFIC ASSESSMENT OF GROUNDWORK CONDITIONS IS AVAILABLE.
3. FOR UTILITY DISPOSITIONS, SEE CIVIL AND GRADE SEPARATION PLANS; DRAWING CV-51500-A.
4. FOR RETAINING WALLS, SEE CIVIL AND GRADE SEPARATION PLANS; DRAWING CV-S1500-A.
5. FOR SANDY MUSH ROAD OVERHEAD GENERAL PLAN AND TYPICAL SECTION, SEE DRAWING ST-K1500-A.

LEGEND:
1. STRUCTURE APPROACH
2. AIR FENCE WITH SOLID PLATE
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 SOIL/GEOTECHNICAL CONDITIONS IS AVAILABLE.
3. PNE HST SB TRACK SUPERELEVATION DETAILS, SEE ALIGNMENT AND TYPICAL SECTION PLAN, DRAWINGS T1-00055-A AND T1-00056-A.
TOP OF RAIL PROFILE (C HST NB TRACK SJD-MER)

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

DEVELOPED ELEVATION
VENT 1" = 50' MORE 2" = 100'

ROAD CLOSURE (SEE CIVIL AND GRADE SEPARATION PLANS; DRAWING CV-57420-A)

EDGECACY DESIGN

PLAN 1" = 100'

SEPARATION PLANS; CIVIL AND GRADE ROAD CLOSURE (SEE DRAWING CV-S1620-A)

CENTRAL VALLEY WYE

CALIFORNIA HIGH-SPEED TRAIN PROJECT

MERCEDE TO FRESNO SECTION

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

AERIAL #4 - NORTHBOUND OVER HST MAINLINE - 2 OF 6

CALIFORNIA HIGH-SPEED TRAIN PROJECT
CALIFORNIA HIGH-SPEED TRAIN PROJECT

PROFILE GRADE

NO SCALE

5% = 6" MEASURED ALONG E AVENUE 23½ / MADISON ROAD

ELEV 233.04'

DATE

DRAWING NO.

SCALE

SHEET NO.

SJD-MER 1 SB

CURVE 5% SB - MER 1 SB

R = 18,000 ft

LS = 10,376.50'

LS = 10,376.00'

TYPICAL SECTION

DATE

DRAWN BY

DESIGNED BY

CHECKED BY

IN CHARGE

CONTRACT NO.

CONSTRUCTION

NOT FOR SUBMITTAL

15% DESIGN

RECORD SET

ELEV 223.06'

30+00.00 BVC

-1.90%

-2%

-2%

-2%

ELEV 243.88'

EB STA 39+84.36

TOE OF FILL

TOP OF FILL

CURVE 5% SB - MER 1 NB

R = 10,300 ft

LS = 1,500.00'

LS = 1,500.00'

LEGEND:

• INDICATES POINT OF MINIMUM CLEARANCE

INDICATES DIRECTION OF TRAFFIC

PAINT "MADISON ROAD OVERHEAD"

SLOPE PAVING (1•:1H:1V)

PAINT "BRIDGE NO. XX-XXXX"

INDICATES POINT OF MINIMUM CLEARANCE

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.

GENERAL PLAN (SJD-MER)

CENTRAL VALLEY WYE

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

MADISON ROAD (AVENUE 23½) OVERHEAD

584'-6" MEASURED ALONG E AVENUE 23½ / MADISON ROAD

ELEV 237.32'

BB STA 34+55.86

ELEV 232.99'

48+00.00 EVC

R/C = -0.38%/STA

NO SCALE

PROFILE GRADE

ELEV 223.06'

30+00.00 BVC

-1.90%

-2%

-2%

-2%

ELEV 243.88'

EB STA 39+84.36

TOE OF FILL

TOP OF FILL

CURVE 5% SB - MER 1 SB

R = 18,000 ft

LS = 10,376.50'

LS = 10,376.00'

TYPICAL SECTION

DATE

DRAWN BY

DESIGNED BY

CHECKED BY

IN CHARGE

CONTRACT NO.

CONSTRUCTION

NOT FOR SUBMITTAL

15% DESIGN

RECORD SET

ELEV 223.06'

30+00.00 BVC

-1.90%

-2%

-2%

-2%

ELEV 243.88'

EB STA 39+84.36

TOE OF FILL

TOP OF FILL

CURVE 5% SB - MER 1 NB

R = 10,300 ft

LS = 1,500.00'

LS = 1,500.00'

LEGEND:

• INDICATES POINT OF MINIMUM CLEARANCE

INDICATES DIRECTION OF TRAFFIC

PAINT "MADISON ROAD OVERHEAD"

SLOPE PAVING (1•:1H:1V)

PAINT "BRIDGE NO. XX-XXXX"

INDICATES POINT OF MINIMUM CLEARANCE

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.
DEVELOPED ELEVATION

NOTES:
1. 12" x 12" PIPE PILES ASSUMED FOR ABUTMENT AND BENT FOUNDATIONS, UNLESS OTHERWISE NOTED.
2. PILE 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.
5. FOR GUARDRAILS, SEE CIVIL AND GRADE SEPARATION PLANS.
6. FOR RETAINING WALLS, SEE CIVIL AND GRADE SEPARATION PLANS.
8. FOR ASH SLOUGH BRIDGE GENERAL PLAN AND TYPICAL SECTIONS, SEE DRAWINGS ST-K1450-A.
9. FOR HST SB BRIDGE GENERAL PLAN AND TYPICAL SECTIONS, SEE DRAWINGS ST-K1650-A.
10. FOR HST NB BRIDGE GENERAL PLAN AND TYPICAL SECTIONS, SEE DRAWINGS ST-K3650-A.
11. FOR SECTIONS AND BENT COLUMN SCHEDULE, SEE DRAWINGS CV-S1640-A AND CV-S1650-A.
12. FOR UTILITY DISPOSITIONS, SEE CIVIL AND GRADE SEPARATION PLANS.
13. FOR GUARDRAILS, SEE CIVIL AND GRADE SEPARATION PLANS.
14. FOR RETAINING WALLS, SEE CIVIL AND GRADE SEPARATION PLANS.
16. FOR ASH SLOUGH BRIDGE GENERAL PLAN AND TYPICAL SECTIONS, SEE DRAWINGS ST-K1450-A.
17. FOR HST SB BRIDGE GENERAL PLAN AND TYPICAL SECTIONS, SEE DRAWINGS ST-K1650-A.
18. FOR HST NB BRIDGE GENERAL PLAN AND TYPICAL SECTIONS, SEE DRAWINGS ST-K3650-A.
19. FOR SECTIONS AND BENT COLUMN SCHEDULE, SEE DRAWINGS CV-S1640-A AND CV-S1650-A.
SECTION A-A

SECTION B-B
NOTES:
1. DRILLED SHAFT LENGTHS TO BE DETERMINED.

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

NO SCALE

130'-0" MEASURED ALONG E HST SB TRACK

EDGE OF SUPERSTRUCTURE

TOE OF FILL

DEVELOPED ELEVATION

1" = 20'

NOTE: 1. INDICATES POINT OF MINIMUM VERTICAL CLEARANCE.
2. INDICATES DIRECTION OF TRAFFIC.
3. STRUCTURE APPROACH INDICATES DIRECTION OF TRAFFIC.
4. SLOPE PAVING (1•H:1V) INDICATES POINT OF MINIMUM VERTICAL CLEARANCE.
5. 30" PIPE PILES ASSUMED FOR ABUTMENT FOUNDATIONS. PILE LENGTHS TO BE DETERMINED.
6. ANY EXISTING DIRT ROAD THAT CONFLICTS WITH NEW CONSTRUCTION SHALL BE REALIGNED. WILLIS ROAD UNDERPASS

LEGEND:

NOTES:

1. INDICATES POINT OF MINIMUM VERTICAL CLEARANCE.
2. INDICATES DIRECTION OF TRAFFIC.
3. STRUCTURE APPROACH INDICATES DIRECTION OF TRAFFIC.
4. SLOPE PAVING (1•H:1V) INDICATES POINT OF MINIMUM VERTICAL CLEARANCE.
5. 30" PIPE PILES ASSUMED FOR ABUTMENT FOUNDATIONS. PILE LENGTHS TO BE DETERMINED.
6. ANY EXISTING DIRT ROAD THAT CONFLICTS WITH NEW CONSTRUCTION SHALL BE REALIGNED.
7. FOR UTILITY DISPOSITIONS, SEE CIVIL AND GRADE SEPARATION PLANS; DRAWING CV-S1060-3.
8. FOR TRACK SUPERELEVATION DETAILS, SEE ALIGNMENT AND TYPICAL SECTION PLANS; DRAWING HSR08-05-E.

CURVE SUB-FIRE 2 58 0
R = 45,014.50
LS = 1,558.00'

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:
   1. TRAFFIC WILL BE DETOURED AWAY FROM THE SITE.
   2. TRAFFIC WILL BE DETOURED AWAY FROM THE SITE.
   3. TEMP TRAFFIC LANE REDUCTION FOR TIG EXC.

ST OR ROAD NAME AND LOCATION

FALSEWORK OPENING REQD (APPROX X VERT)

WILLIS ROAD 5657+14 32'X16.5' 2-WAY

NOTE:
1. INDICATES POINT OF MINIMUM VERTICAL CLEARANCE.
2. INDICATES DIRECTION OF TRAFFIC.
3. STRUCTURE APPROACH INDICATES DIRECTION OF TRAFFIC.
4. SLOPE PAVING (1•H:1V) INDICATES POINT OF MINIMUM VERTICAL CLEARANCE.
5. 30" PIPE PILES ASSUMED FOR ABUTMENT FOUNDATIONS. PILE LENGTHS TO BE DETERMINED.
6. ANY EXISTING DIRT ROAD THAT CONFLICTS WITH NEW CONSTRUCTION SHALL BE REALIGNED.
7. FOR UTILITY DISPOSITIONS, SEE CIVIL AND GRADE SEPARATION PLANS; DRAWING CV-S1060-3.
8. FOR TRACK SUPERELEVATION DETAILS, SEE ALIGNMENT AND TYPICAL SECTION PLANS; DRAWING HSR08-05-E.
NOTES:
1. PILE AND DRILLED SHAFT LENGTHS TO BE DETERMINED.
2. FOR TRACK SUPERELEVATION DETAILS, SEE ALIGNMENT AND TYPICAL SECTION
   PLANS; DRAWING ST-33052-B.
**TEMPORARY TRAFFIC OPENINGS**

**LEGEND:**
- Indicates point of minimum vertical clearance
- Indicates direction of flow
- Structure approach
- Slope paving (1/4H:1V)

**VEHICULAR TRAFFIC**

1. Traffic will be detoured away FROM THE SITE.
2. Traffic will be detoured AWAY LEVEE ROAD LEVEE ROAD
3. X TEMP TRAFFIC LANE REDUCTION FOR FTG
4. X TRAFFIC WILL PASS UNDER THE STRUCTURE ON:
   - LS = 1,550.00’
   - R = 45,016.50’

**NOTES:**

1. 16" TUBE PIPES ASSUMED FOR MULTIEVENT AND DRivE FOUNDATIONS, PIPE LENGTHS TO BE DETERMINED.
2. FOR SECTION AND BENT COLUMN SCHEDULE, SEE DRAWING ST-K1080-B.
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 ST-K1080-B.

**ROAD CLOSURE (SEE CIVIL AND GRADE SEPARATION PLANS, DRAWING CV-S1080-B)**

**CURVE SJD-FRE 3 SB**

- R = 45,016.50’
- LS = 1,550.00’

**ELEV AT DD**

- DATUM ELEV 30.00’
- BB S T A 5769 + 80.00

**ELEV AT DD**

- DATUM ELEV 20.00’
- ABUT 1 BENT 2 BENT 3 BENT 4 BENT 5 BENT 6 BENT 7 BENT 8 BENT 9 BENT 10 BENT 11 BENT 12 ABUT 13

**TOP OF RAIL PROFILE (C, HST SB TRACK)**

1.560'-0'' TOTAL LENGTH MEASURED ALONG C, HST SB TRACK

1. STRUCTURE APPROACH
2. ROAD CLOSURE (SEE CIVIL AND GRADE SEPARATION PLANS, DRAWING CV-S1080-B)

**DEVELOPED ELEVATION**

- VE R T C L R 24 '- 11”
- VE R T C L R 26 '- 10”
- MIN 8 '-3”

**PLAN**

1” = 100’
NOTES:
1. ASSUME CLASS 140 PILES AT ABUTMENT AND BENT
2. FOR GUARDRAILS, SEE CIVIL AND GRADE SEPARATION PLANS; DRAWING CV-S1100-B.
3. FOR GUARDRAILS, SEE CIVIL AND GRADE SEPARATION PLANS; DRAWING CV-S1100-B.
4. FOUNDATIONS. PILE LENGTHS TO BE DETERMINED. ASSUME CLASS 140 PILES AT ABUTMENT AND BENT
5. BENT 2
6. BENT 3
7. BENT 4

LEGEND:
1. INTERSECTION
2. MINIMUM VERTICAL CLEARANCE
3. POINT OF MINIMUM VERTICAL CLEARANCE
4. DIRECTION OF TRAFFIC
5. PILING
6. SEPARATION PLANS; DRAWING CV-S1100-B.
7. FOR GUARDRAILS, SEE CIVIL AND GRADE SEPARATION PLANS; DRAWING CV-S1100-B.
8. PAINT "WB OR" LINE
9. "WB OR" LINE
10. PAINT "BRIDGE NO. XX-XXXX"
11. INDICATES POINT OF MINIMUM VERTICAL CLEARANCE
12. INDICATES DIRECTION OF TRAFFIC
13. CONCRETE BARRIER TYPE 742 MOD
14. AR FENCE WITH SOLID PLATE
15. SLOPE PAVING (1•H:1V)
16. CONCRETE BARRIER TYPE 742 MOD
17. AR FENCE WITH SOLID PLATE

NOTES:
1. ASSUME CLASS 140 PILES AT ABUTMENT AND BENT
2. FOUNDATIONS. PILE LENGTHS TO BE DETERMINED.
3. FOR GUARDRAILS, SEE CIVIL AND GRADE SEPARATION PLANS; DRAWING CV-S1100-B.
4. FOR GUARDRAILS, SEE CIVIL AND GRADE SEPARATION PLANS; DRAWING CV-S1100-B.
5. FOUNDATIONS. PILE LENGTHS TO BE DETERMINED. ASSUME CLASS 140 PILES AT ABUTMENT AND BENT
6. FOUNDATIONS. PILE LENGTHS TO BE DETERMINED. ASSUME CLASS 140 PILES AT ABUTMENT AND BENT
7. FOUNDATIONS. PILE LENGTHS TO BE DETERMINED. ASSUME CLASS 140 PILES AT ABUTMENT AND BENT
8. FOUNDATIONS. PILE LENGTHS TO BE DETERMINED. ASSUME CLASS 140 PILES AT ABUTMENT AND BENT
9. FOUNDATIONS. PILE LENGTHS TO BE DETERMINED. ASSUME CLASS 140 PILES AT ABUTMENT AND BENT
10. CONSTRUCTION NOT FOR SUBMITTAL

NOTES:
1. ASSUME CLASS 140 PILES AT ABUTMENT AND BENT
2. FOR GUARDRAILS, SEE CIVIL AND GRADE SEPARATION PLANS; DRAWING CV-S1100-B.
3. FOR GUARDRAILS, SEE CIVIL AND GRADE SEPARATION PLANS; DRAWING CV-S1100-B.
4. FOUNDATIONS. PILE LENGTHS TO BE DETERMINED.
LEGEND:

1. Indicates point of minimum vertical clearance
2. Indicates direction of traffic
3. Paint "EB Off Ramp - "EB Off Ramp"
4. Paint "Bridge No. xx-xxxx"
5. Paint "EB Off Ramp - Overcrossing"
6. Paint "Bridge No. xx-xxxx"
7. Paint "EB Off Ramp - Overhead"
8. Paint "Bridge No. xx-xxxx"
9. Concrete Barrier Type 742
10. Concrete Barrier Type 736 Mod
11. Slope Paving (1½:1V)
12. Wingwall
13. Air Fence with Solid Plate

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, drawings CV-51100-B.
3. For retaining walls, see civil and grade separation plans, drawings CV-51100-B.
4. For guardrails, see civil and grade separation plans, drawings CV-51100-B.

TYPICAL SECTION AT OVERCROSSING

TYPICAL SECTION AT OVERHEAD
R/W LOL 1:1 16'-6"  HST SB 5895+58.78"WB OR" 62+43.22' = HO RVIZ CLR 43'-9" MIN A

ELEV 174.83' EB STA 65+00.00
ELEV 174.12' BB STA 59+93.00

SJD-FRE • HST NB TRACK
SJD-FRE • HST SB TRACK

38°43'28” 3

TYPICAL SECTION

NOTES:
1. ASSUME CLASS 140 PILES AT ABUTMENT AND BENT FOOTING; PILE LENGTH TO BE DETERMINED.
2. FOR UTILITY DISPOSITIONS, SEE CIVIL AND GRADE SEPARATION PLANS; DRAWINGS CV-S1100-B;
3. FOR RETAINING WALLS, SEE CIVIL AND GRADE SEPARATION PLANS; DRAWINGS CV-S1100-B;
4. FOR GUARDRAILS, SEE CIVIL AND GRADE SEPARATION PLANS; DRAWINGS CV-S1100-B;

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 (1/5 H:1V)

CURVE NO. 103-02
R = 1,000.00'  θ = 866.88°  L = 1,576.34'  T = 1202.24" WB OR" LINE

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

SR 59 / SR 152 INTERCHANGE - 4 OF 4
MERCED TO FRESNO SECTION
CENTRAL VALLEY WYE
SR 152 (NORTH) TO ROAD 19 WYE ALTERNATIVE GENERAL PLAN (SJD-FRE)
SR 59 / SR 152 INTERCHANGE - 4 OF 4

CALIFORNIA HIGH-SPEED TRAIN PROJECT
CALIFORNIA HIGH-SPEED TRAIN PROJECT
CALIFORNIA HIGH-SPEED TRAIN PROJECT
TYPICAL SECTION AT OVERCROSSING

LEGEND:
1. Indicates point of minimum vertical clearance
2. Indicates direction of traffic
3. Paint "HEMLOCK ROAD OVERCROSSING"
4. Paint "EROSION NO. X-XXXXX"
5. Paint "HEMLOCK ROAD OVERHEAD"
6. Paint "EROSION NO. X-XXXXX"
7. Concrete barrier type 726 MOP
8. Slope paving (1:5.62:1)
9. Rumble strip
10. Retaining wall
11. Air fence with solid plate

NOTES:
1. Assume Class I60 piles at embankment and bent foundations, pile lengths to be determined.
2. For utility crossings, see Civil and Grade separation plans, drawing C2-51100-0.
3. For retaining walls, see Civil and Grade separation plans, drawing C2-51100-0.
4. For guardrails, see Civil and Grade separation plans, drawing C2-51100-0.

TYPICAL SECTION AT OVERHEAD
CALIFORNIA HIGH-SPEED TRAIN PROJECT

DATE: 18 - MAR - 2016

CONSTRUCTION
NOT FOR SUBMITTAL
15% DESIGN
RECORD SET
NO SCALE
AS SHOWN
HSR08-05
R/W
HST
R/W
HST
1" = 10'

GUIDEWAY DECK
EDGE OF MERCED TO FRESNO SECTION

ELEVATION

PLAN

TYPICAL SECTION

CALIFORNIA HIGH-SPEED TRAIN PROJECT
MERGED TO FRESNO SECTION
CENTRAL VALLEY WYE
SR 152 (NORTH) TO ROAD 19 WYE ALTERNATIVE GENERAL PLAN (SJO-FRE)
ASH SLOUGH BRIDGE

NOTES:
1. 16" PIPE FILES ASSIGNED FOR ABUTMENT FOUNDATIONS, PILE AND DRILLED SHAFT LENGTHS TO BE DETERMINED.
2. FOR RETAINING WALLS, SEE CIVIL AND GRADE SEPARATION PLANS; DRAINING CV-S1170-B.
3. ANY EXISTING DIRT ROAD THAT CONFLICTS WITH NEW CONSTRUCTION SHALL BE REALIGNED.
4. FOR UTILITY DISPOSITIONS, SEE CIVIL AND GRADE SEPARATION PLANS; DRAINING CV-S1170-B.

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 USD FA.

TEMPORARY TRAFFIC OPENINGS

<table>
<thead>
<tr>
<th>ST OR ROAD NAME</th>
<th>FALSEWORK OPENING (VERT X HORIZ)</th>
<th>PLATE NO.</th>
</tr>
</thead>
<tbody>
<tr>
<td>ACCESS ROAD 6275464</td>
<td>20'x16.5'</td>
<td>-</td>
</tr>
<tr>
<td>ACCESS ROAD 6283461</td>
<td>20'x16.5'</td>
<td>-</td>
</tr>
</tbody>
</table>

GENERAL PLAN (SJO-FRE)
TEMPORARY TRAFFIC OPENINGS

VEHICULAR TRAFFIC
ST OR ROAD NAME AND LOCATION
FAISERWORK OPENING WIDTH X HEIGHT
SR 152 32478 40'x16.5' E ONE
SR 152 32476 40'x16.5' N ONE

NOTE
1. TRAFFIC WILL BE DETOURED AWAY FROM THE SITE.
2. TRAFFIC WILL PASS UNDER THE STRUCTURE ON:"HST SB TRACK"
3. TEMP TRAFFIC LANE REDUCTION FOR GUE RD.
4. TO DETOUR TRAFFIC, USE:"HST R/W"
5. USE:"HST SB TRACK"

LEGEND:
<table>
<thead>
<tr>
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<tbody>
<tr>
<td>1</td>
<td>POINT OF MINIMUM VERTICAL CLEARANCE</td>
</tr>
<tr>
<td>2</td>
<td>DIRECTION OF TRAFFIC</td>
</tr>
<tr>
<td>3</td>
<td>CONCRETE BARRIER TYPE 516 MOD</td>
</tr>
<tr>
<td>4</td>
<td>SLOPE PAVING (1H:1V)</td>
</tr>
<tr>
<td>5</td>
<td>WINDWALL</td>
</tr>
<tr>
<td>6</td>
<td>AIR FENCE WITH SOLID PLATE</td>
</tr>
</tbody>
</table>

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 OR DRAWN OS-1190-B.
3. FOR UTILITY DISPOSITIONS, SEE CIVIL AND GRADE SEPARATION PLANS OR DRAWN OS-1190-B.

MERCED TO FRESNO SECTION
ELEVATION

ELEVATION

PLAN

TYPICAL SECTION

PROFILE GRADE

553'-0" MEASURED ALONG Rd. 12/ELM Rd.

NOTE:
1. "HST R/W" VARIES, 104'-7" MIN

SHELD 12'-0"

SAFERWORK OPENING WIDTH X HEIGHT
SR 152 32478 40'x16.5' E ONE
SR 152 32476 40'x16.5' N ONE

NOTE
1. TRAFFIC WILL BE DETOURED AWAY FROM THE SITE.
2. TRAFFIC WILL PASS UNDER THE STRUCTURE ON:"HST SB TRACK"
3. TEMP TRAFFIC LANE REDUCTION FOR GUE RD.
4. TO DETOUR TRAFFIC, USE:"HST R/W"
5. USE:"HST SB TRACK"

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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 OR DRAWN OS-1190-B.
3. FOR UTILITY DISPOSITIONS, SEE CIVIL AND GRADE SEPARATION PLANS OR DRAWN OS-1190-B.

MERCED TO FRESNO SECTION
ELEVATION

ELEVATION

PLAN

TYPICAL SECTION

PROFILE GRADE

553'-0" MEASURED ALONG Rd. 12/ELM Rd.

NOTE:
1. "HST R/W" VARIES, 104'-7" MIN

SHELD 12'-0"

SAFERWORK OPENING WIDTH X HEIGHT
SR 152 32478 40'x16.5' E ONE
SR 152 32476 40'x16.5' N ONE

NOTE
1. TRAFFIC WILL BE DETOURED AWAY FROM THE SITE.
2. TRAFFIC WILL PASS UNDER THE STRUCTURE ON:"HST SB TRACK"
3. TEMP TRAFFIC LANE REDUCTION FOR GUE RD.
4. TO DETOUR TRAFFIC, USE:"HST R/W"
5. USE:"HST SB TRACK"

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</tr>
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<td>6</td>
<td>AIR FENCE WITH SOLID PLATE</td>
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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 OR DRAWN OS-1190-B.
3. FOR UTILITY DISPOSITIONS, SEE CIVIL AND GRADE SEPARATION PLANS OR DRAWN OS-1190-B.
NOTES:
1. FOUNDATIONS. PILE LENGTHS TO BE DETERMINED. ASSUME CLASS 140 PILES AT ABUTMENT AND BENT
2. 3.
4. AS SHOWN
ROBERTSON BOULEVARD (SR 233) INTERCHANGE - 2 OF 2

TYPICAL SECTION AT OVERCROSSING

LEGEND:
- INDICATES LOCATION OF TRAFFIC
- INDICATES POINT OF MINIMUM VERTICAL CLEARANCE
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. MISCALL
8. RETAINING WALL
9. AR FENCE WITH SOLID PLATE

TYPICAL SECTION AT OVERHEAD

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; DRAWINGS CV-S1210-B.
3. FOR RETAINING WALLS, SEE CIVIL AND GRADE SEPARATION PLANS; DRAWINGS CV-S1210-B.
4. FOR GUARDRAILS, SEE CIVIL AND GRADE SEPARATION PLANS; DRAWINGS CV-S1210-B.
TOP OF RAIL PROFILE (C HST SB TRACK SJDFRE)

ELEVATION

PLAN

TYPICAL SECTION

NOTES:

1. 14" # PIPE PILES ASSUMED FOR ABUTMENT FOUNDATIONS, PILE LENGTHS TO BE DETERMINED.
2. FOR UTILITY DISPOSITIONS, SEE CIVIL AND GRADE SEPARATION PLANS DRAWING CV-S1230-B.

LEGEND:

• INDICATES POINT OF MINIMUM VERTICAL CLEARANCE
 — INDICATES DIRECTION OF TRAFFIC
1. STRUCTURE APPROACH
2. SLOPE PAVING (1/2H:1V)

CALIFORNIA HIGH-SPEED TRAIN PROJECT
MERCEDES TO FRESNO SECTION
CENTRAL VALLEY WYE
SR 152 (NORTH) TO ROAD 19 WYE ALTERNATIVE GENERAL PLAN (SJDFRE)
BERENDA WAY (ROAD 16) UNDERPASS
CALIFORNIA HIGH-SPEED TRAIN PROJECT

DATE

DRAWING NO.
SCALE
SHEET NO.

DATE
CHK
APP

REV

DESCRIPTION

DRAWN BY
DESIGNED BY
CHECKED BY
IN CHARGE

16 - M A R - 2016

CONTRACT NO.

p005133 A

CONSTRUCTION
NOT FOR
SUBMITTAL

15% DESIGN
RECORD SET

NO SCALE

NOTES:

ABUT 1
6660+00
ABUT 2
6657+00
6658+00
6659+00

2.5%

POLE
• OCS

SJD-FRE
• HST SB TRACK

SJD-FRE
• HST NB TRACK

R/W
HST
R/W
HST

T/R
PARAPET
LEGEND:

1
STRUCTURE APPROACH
SLOPE PAVING (1•H:1V)

2
VERTICAL CLEARANCE
INDICATES POINT OF MINIMUM
VERTICAL VERSUS
INDICATES DIRECTION OF TRAFFIC
SLOPE PAVING (1•H:1V)

TYPICAL SECTION

ELEVATION

1" = 30'

1" = 10'

TEMPORARY TRAFFIC OPENINGS

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

NOTES:

1. HSD PVE PILES ASSUMED FOR ABUTMENT FOUNDATIONS. PILE LENGTHS TO BE DETERMINED.
2. FOR UTILITY DISPOSITIONS, SEE CIVIL AND GRADE SEPARATION PLANS. DRAWING CV-31240-0.
3. FOR AERIAL #4 - NORTHBOUND OVER HST MAINLINE GENERAL PLAN AND TYPICAL SECTIONS, SEE DRAWINGS ST-K1622-0, ST-K3620-0 AND ST-K3621-0.

CALIFORNIA HIGH-SPEED TRAIN PROJECT
MERGED TO FRESNO SECTION

CENTRAL VALLEY WYE
SR 152 (NORTH) TO ROAD 19 WYE ALTERNATIVE
GENERAL PLAN (SJD-FRE)
ROAD 17½ UNDERPASS

6654+00
6657+00
6654+00
6656+00
6663+00
6658+00
6659+00
6664+00

6665+00
6654+00
6658+00
6659+00
6664+00
6656+00
6663+00
6658+00
6659+00
6664+00
TOP OF RAIL PROFILE (E HST SB TRACK)

DEVELOPED ELEVATION

TYPICAL SECTION

NOTE:
1. 16" PIPE PILES ASSUMED FOR ABUTMENT FOUNDATIONS, FILL AND DRILLED SHAFT LENGTHS TO BE DETERMINED.
2. FOR UTILITY DISPOSITIONS, SEE CIVIL AND GRADE SEPARATION PLANS DRAWING CV-20060-0.
3. FOR TRACK SUPERELEVATION DETAILS, SEE ALIGNMENT AND TYPICAL SECTION PLANS DRAWING TT-20051-0.
PLANS; DRAWINGS CV-S1280-B AND CV-S1290-B. FOR GUARDRAILS, SEE CIVIL AND GRADE SEPARATION PLANS; DRAWINGS CV-S1280-B AND CV-S1290-B. FOR UTILITY DISPOSITIONS, SEE CIVIL AND GRADE SEPARATION PLANS; DRAWINGS CV-S1280-B AND CV-S1290-B.

LEGEND:
- Indicated point of minimum vertical clearance
- Indicates direction of traffic
1. Paint "ROAD 22 OVERHEAD"
2. Paint "BRIDGE NO. XX-XXXX"
3. Concrete Barrier Type 756 WD
4. Slope paving (1H:1V)
5. Windwall
6. AR Fence with Solid Plate

NOTES:
1. Assume Class 140 piles at Abutment and Bend Foundations, pile lengths to be determined.
2. For Utility Dispositions, See Civil and Grade Separation Plans; Drawings CV-S1280-B and CV-S1290-B.
3. For Guardrails, See Civil and Grade Separation Plans; Drawings CV-S1280-B and CV-S1290-B.

CALIFORNIA HIGH-SPEED TRAIN PROJECT
MERCED TO FRESNO SECTION
CENTRAL VALLEY WYE
SR 152 (NORTH) TO ROAD 19 WYE ALTERNATIVE
GENERAL PLAN (SUB-FIRE)
ROAD 22 OVERHEAD

HST R/W
NOTES:

1. AS SHOWN.

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

TYPICAL SECTION

ELEVATION

TOP OF RAIL PROFILE (© HST SB TRACK)

TOP OF FILL

TOE OF FILL

PLAN

ABUT 1  BENT 2  BENT 3  BENT 4  ABUT 5

T/R HST SB TRACK 50'-0"

ELEV 190.00'

SJD-FRE  • HST SB TRACK

• HST SB TRACK  SJD-FRE

SJD-FRE  • HST NB TRACK

T/R ELEV 283.10'

EB STA 7130+55.53

T/R ELEV 282.83'

BB STA 7128+15.53

T/R ELEV 282.14'

BB STA 7121+88.93

TOP OF RAIL PROFILE (© HST SB TRACK)

NO SCALE

240'-0" MEASURED ALONG © HST SB TRACK

PLAN

1' = 30'

ELEVATION

1' = 30'

TYPICAL SECTION

1' = 10'

NOTES:

1. 12" PIPE PILES ASSUMED FOR ABUTMENT FOUNDATIONS, 5% AND 10% HORIZONTAL LAYOUT TO BE DETERMINED.

2. FOR UTILITY DISPOSITIONS, SEE CIVIL AND GRADE SEPARATION PLANS AND DRAWINGS CV-S1320-B AND CV-S1330-B.

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

CALIFORNIA HIGH-SPEED TRAIN PROJECT
MERCEDES TO FRESNO SECTION
CENTRAL VALLEY WYE
SR 152 (NORTH) TO ROAD 19 WYE ALTERNATIVE
GENERAL PLAN (SJD-FRE)
DRY CREEK BRIDGE

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

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

Legend:
1. Indicates point of minimum vertical clearance
2. Indicates direction of flow

Notes:
1. 1.5' # pipe piles assumed for abutment foundations, pile lengths to be determined.
2. For typical section and bent column schedule, see drawing ST-S1450-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-31655-3.

DATE: 07 - FEB - 2015
DRAWN BY: O. EDEWOR
DESIGNED BY: C. LEMLEY
CHECKED BY: BERENDA SLOUGH BRIDGE - 1 OF 2

CONSTRUCTION
NOT FOR SUBMITTAL
15% DESIGN RECORD SET

SLOUGH BERENDA SLOUGH

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

LEGEND:
1. Indicates direction of flow
2. Structure approach

NOTES:
ABUT 1
BENT 2
BENT 3
BENT 4
BENT 5
BENT 6
BENT 7
BENT 8
BENT 9
ABUT 10

DATE: 02/13/2015

TEMPORARY TRAFFIC OPENINGS

VEHICULAR TRAFFIC

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

ST OR ROAD NAME AND LOCATION:

ACCESS ROAD 14954+42   20'x16.5'  -
ACCESS ROAD 14954+42   20'x16.5'  -

1. Temp traffic lane reduction for

2. Traffic will be detoured away from the site.

3. Temporary traffic openings and location

ST OR ROAD NAME

VEHICULAR TRAFFIC

OPENING REQD
TEMPORARY TRAFFIC OPENINGS

AND LOCATION

ST OR ROAD NAME

VEHICULAR TRAFFIC

OPENING REQD

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

ELEVATION

1" = 50'

TOP OF FILL

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

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

ELEVATION

1" = 50'

TOP OF FILL

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ELEVATION

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ELEVATION

1" = 50'

TOP OF FILL

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

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

ELEVATION

1" = 50'

TOP OF FILL

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

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

ELEVATION

1" = 50'

TOP OF FILL

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ELEVATION

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TOP OF FILL

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ELEVATION

1" = 50'

TOP OF FILL

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

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

ELEVATION

1" = 50'

TOP OF FILL
NOTE:
1. Drilled shaft lengths to be determined.

TYPICAL SECTION

- Drilled Shafts: Lengths to be determined.
- Column Type: Bent Columns Schedule.
- Approx OC:

[Diagram of Bent Column Schedule and Approx OC details]
NOT FOR SUBMITTAL
15% DESIGN
RECORD SET
PILE CAP
• BRIDGE POLE • OCS T/R POLE • OCS

SEE NOTE 1
16'-0" PIPE PILE, TYP.

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

GIRDER
CONC BOX
PRESTRESSED
CAST-IN PLACE
PREFABRICATED

TYPICAL SECTION

1" = 10'

AS SHOWN

CALIFORNIA HIGH-SPEED TRAIN PROJECT
MERCEDES TO FRESNO SECTION
CENTRAL VALLEY WYE
SR 152 (NORTH) TO ROAD 19 WYE ALTERNATIVE
TYPICAL SECTION (MER-FRE)
ASH SLOUGH BRIDGE - 2 OF 2

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CALIFORNIA HIGH-SPEED TRAIN PROJECT
CALIFORNIA HIGH-SPEED TRAIN PROJECT
CALIFORNIA HIGH-SPEED TRAIN PROJECT
NOTES:
1. DRILLED SHAFT LENGTHS TO BE DETERMINED.
2. FOR TRACK SUPERELEVATION DETAILS, SEE ALIGNMENT AND TYPICAL SECTION PLANS DRAWINGS TT-B0055-B AND TT-B0057-B.

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<td>5</td>
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TYPICAL SECTION

1 = 10'

SECTIONS:

- R/W
- HST

PREREQUISITE PRESTRESSED CONCRETE BOX GIRDER, TYP

CIDH PILE, TYP

POLE • OCS

COLUMN TYPE

7'-0" Á 9'-0" Á

BENT COLUMN SCHEDULE

GIRDER, TYP

CONC BOX

PRESTRESSED PRECAST

2.5% 2.5%

8'-0" Á 10'-0" Á

3 - 6

SEEN NOTE 1

CIDH TO FRESNO SECTION

CENTRAL VALLEY WYE

TYPICAL SECTION (MER-FRE)

CHOWCHILLA RIVER BRIDGE - 2 OF 2

C. LEMLEY

02/13/2015

ST-K3480-B.dgn

CONTRACT NO.

p0036110

CONSTRUCTION

NOT FOR SUBMITTAL

15% DESIGN

RECORD SET 100 DRAWING SUBMITAL

NEW FOR CONSTRUCTION

CALIFORNIA HIGH-SPEED TRAIN PROJECT

MERCEDEZ TO FRESNO SECTION

SR 152 (NORTH) TO ROAD 19 WYE ALTERNATIVE

TYPICAL SECTION (MER-FRE)

CALIFORNIA HIGH-SPEED RAIL AUTHORITY
TOP OF RAIL PROFILE (HST SB TRACK)

NOTES:
1. FOR SECTIONS, SEE DRAWINGS ST-T3520-B AND ST-T3521-B.
2. FOR UTILITY DISPOSITIONS, SEE CIVIL AND GRADE SEPARATION PLANS; DRAWINGS CV-S1520-B AND CV-S1530-B.
3. FOR RETAINING WALLS, SEE CIVIL AND GRADE SEPARATION PLANS; DRAWINGS CV-S1520-B AND CV-S1530-B.
4. FOR PORTAL FACILITIES, ACCESS AND EGRESS, SEE CIVIL AND GRADE SEPARATION PLANS; DRAWINGS CV-S1520-B, CV-S1530-B, AND CV-S1540-B.
5. FOR VENTILATION STRUCTURES, SEE CV-S1540-B, INTERLOCKING, AND RADIO SITE PLANS; DRAWINGS ME-S1540-B.

LEGEND:
- Indicates direction of traffic
- Indicates direction of flow
1. Structure approach
2. AR fence with solid plate

CUT AND COVER TUNNEL AT SR 99 - 1 OF 5
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-00055-9 AND TT-00057-9.
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 SUPER-ELEVATION DETAILS, SEE ALIGNMENT AND TYPICAL SECTION PLANS.
   DRAWINGS TT-B0055-B AND TT-B0057-B.

SECTION B-B

SUMMARY:
- LIMITS OF EXCAVATION SHALL NOT EXTEND BEYOND HST R/W.
- TUNNEL FINAL LINING SHALL BE WATER-TIGHT FOR PERMANENT CASE.
- FOR TRACK SUPER-ELEVATION DETAILS, SEE ALIGNMENT AND TYPICAL SECTION PLANS.
   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 WATER-TIGHT FOR PERMANENT CASE.
3. FOR TRACK SUPERELEVATION DETAILS, SEE ALIGNMENT AND TYPICAL SECTION PLANS;
   DRAWINGS TT-00055-B AND TT-00057-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.
NOTES:
1. LIMITS OF EXCAVATION SHALL NOT EXTEND BEYOND HST R/W.
2. TUNNEL FINAL LINING SHALL BE WATER-TIGHT FOR PERMANENT CASE.
TOP OF RAIL PROFILE (E HST NB TRACK SJD-MER)

No Scale

DEVELOPED ELEVATION

HEADING "1" = 50' MODE "1" = 100'

PLAN

1" = 100'

CALIFORNIA HIGH-SPEED TRAIN PROJECT
MERCEDES TO FRESNO SECTION
CENTRAL VALLEY WYE
SR 152 (NORTH) TO ROAD 19 WYE ALTERNATIVE
GENERAL PLAN (SJD-MER)
AERIAL #4 - NORTHBOUND OVER HST MAINLINE - 3 OF 5
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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REFERENCES:
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
MERGED TO FRENSO SECTION
CENTRAL VALLEY WYE
SR 152 (NORTH) TO ROAD 19 WYE ALTERNATIVE
TYPICAL SECTIONS (SID-WER)
AERIAL #4 - NORTHBOUND OVER HST MAINLINE - 4 OF 5
TOP OF RAIL PROFILE (C HST SB TRACK)

DEVELOPED ELEVATION

TYPICAL SECTION

VERTICAL CLEARANCE

NOTE:
1. 16" PILE 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 ST-0620-E.
4. FOR AERIAL #4 - NORTHBOUND OVER MAINLINE GENERAL PLAN AND TYPICAL SECTIONS, SEE DRAWINGS ST-1626-B TO ST-1629-B AND ST-1629-A.

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 ST-0620-E.
4. FOR AERIAL #4 - NORTHBOUND OVER MAINLINE GENERAL PLAN AND TYPICAL SECTIONS, SEE DRAWINGS ST-1626-B TO ST-1629-B AND ST-1629-A.

CALIFORNIA HIGH-SPEED TRAIN PROJECT
MERGED TO FRESNO SECTION
CENTRAL VALLEY WYE
SR 152 (NORTH) TO ROAD 19 WYE ALTERNATIVE GENERAL PLAN (SJD-MER)
ROAD 17½ UNDERPASS (HST SB)
CALIFORNIA HIGH-SPEED TRAIN PROJECT
MERCEDES TO FREMONT SECTION
SR 152 (NORTH) TO ROAD 19 WYE ALTERNATIVE
TYPICAL SECTIONS (SJD-MER)

AERIAL #5 - SOUTHBOUND OVER UPRR / SR 99 - 2 OF 2

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 DRAWING TF-00058-B.
SECTION A-A

1" = 10'

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<tr>
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<td>HST NB TRACK</td>
<td>NB</td>
<td>9'-10&quot;</td>
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<tr>
<td>PARAPET</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 DRAWING TT-B0058-B.
TOP OF RAIL PROFILE (© HST NB TRACK SJD-MER)

NOTES:
1. 18" 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 5T-51650-B AND 5T-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-51640-B AND CV-51650-B.

DEVELOPED ELEVATION

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

PLANS, DRAWINGS CV-S1640-B AND CV-S1650-B.

LEGEND:
1. STRUCTURE APPROACH
2. SLOPE PAVING (1/4 H:1V)

CALIFORNIA HIGH-SPEED TRAIN PROJECT
MERCEDE TO FRENO SECTION
CENTRAL VALLEY WYE
SR 152 (NORTH) TO ROAD 19 WYE ALTERNATIVE
GENERAL PLAN (SJ-D-MER)
AERIAL #7 - NORTHBOUND OVER HST MERCEDE TO FRENO - 1 OF 4

C. LEMLEY
02/13/2015
J. KIDWELL
ST-K1650-B
NOTES
1. PILE AND DRILLED SHAFT LENGTHS TO BE DETERMINED.

2. FOR TRACK SUPERELEVATION DETAILS, SEE ALIGNMENT AND TYPICAL SECTION PLANS; DRIVING TY-BOO8-B.

3. WHERE LESS THAN 25'-0" A CRASH WALL WILL BE IN PLACE, SEE PLAN SHEETS.

SECTION A-A

SECTION B-B