Merced to Fresno Section: Central Valley Wye

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

Preliminary Engineering for Project Definition
Record Set - September 2016
## INDEX OF DRAWINGS

<table>
<thead>
<tr>
<th>DRAWING NO.</th>
<th>SECTION</th>
<th>ALIGNMENT / PLAN SET</th>
<th>TITLE</th>
<th>DESCRIPTION</th>
</tr>
</thead>
<tbody>
<tr>
<td>ST-B0001</td>
<td>CENTRAL VALLEY WYE</td>
<td>STRUCTURE, VIADUCT AND TUNNEL PLANS</td>
<td>GENERAL</td>
<td>SHEET 1 OF 8</td>
</tr>
<tr>
<td>ST-B0002</td>
<td>CENTRAL VALLEY WYE</td>
<td>STRUCTURE, VIADUCT AND TUNNEL PLANS</td>
<td>INDEX OF DRAWINGS</td>
<td>SHEET 1 OF 8</td>
</tr>
<tr>
<td>ST-B0003</td>
<td>CENTRAL VALLEY WYE</td>
<td>STRUCTURE, VIADUCT AND TUNNEL PLANS</td>
<td>INDEX OF DRAWINGS</td>
<td>SHEET 2 OF 8</td>
</tr>
<tr>
<td>ST-B0004</td>
<td>CENTRAL VALLEY WYE</td>
<td>STRUCTURE, VIADUCT AND TUNNEL PLANS</td>
<td>INDEX OF DRAWINGS</td>
<td>SHEET 3 OF 8</td>
</tr>
<tr>
<td>ST-B0005</td>
<td>CENTRAL VALLEY WYE</td>
<td>STRUCTURE, VIADUCT AND TUNNEL PLANS</td>
<td>INDEX OF DRAWINGS</td>
<td>SHEET 4 OF 8</td>
</tr>
<tr>
<td>ST-B0006</td>
<td>CENTRAL VALLEY WYE</td>
<td>STRUCTURE, VIADUCT AND TUNNEL PLANS</td>
<td>INDEX OF DRAWINGS</td>
<td>SHEET 5 OF 8</td>
</tr>
<tr>
<td>ST-B0007</td>
<td>CENTRAL VALLEY WYE</td>
<td>STRUCTURE, VIADUCT AND TUNNEL PLANS</td>
<td>INDEX OF DRAWINGS</td>
<td>SHEET 6 OF 8</td>
</tr>
<tr>
<td>ST-B0008</td>
<td>CENTRAL VALLEY WYE</td>
<td>STRUCTURE, VIADUCT AND TUNNEL PLANS</td>
<td>INDEX OF DRAWINGS</td>
<td>SHEET 7 OF 8</td>
</tr>
<tr>
<td>ST-B0009</td>
<td>CENTRAL VALLEY WYE</td>
<td>STRUCTURE, VIADUCT AND TUNNEL PLANS</td>
<td>INDEX OF DRAWINGS</td>
<td>SHEET 8 OF 8</td>
</tr>
<tr>
<td>ST-B0010</td>
<td>CENTRAL VALLEY WYE</td>
<td>STRUCTURE, VIADUCT AND TUNNEL PLANS</td>
<td>ABBREVIATIONS</td>
<td>SHEET 1 OF 2</td>
</tr>
<tr>
<td>ST-B0011</td>
<td>CENTRAL VALLEY WYE</td>
<td>STRUCTURE, VIADUCT AND TUNNEL PLANS</td>
<td>ABBREVIATIONS</td>
<td>SHEET 2 OF 2</td>
</tr>
<tr>
<td>ST-B4000</td>
<td>CENTRAL VALLEY WYE</td>
<td>STRUCTURE, VIADUCT AND TUNNEL PLANS</td>
<td>LOCATION PLAN</td>
<td>SHEET 1 OF 2</td>
</tr>
<tr>
<td>ST-B4001</td>
<td>CENTRAL VALLEY WYE</td>
<td>STRUCTURE, VIADUCT AND TUNNEL PLANS</td>
<td>KEY MAP OF STRUCTURAL PLANS</td>
<td>SHEET 1 OF 2</td>
</tr>
<tr>
<td>ST-B4002</td>
<td>CENTRAL VALLEY WYE</td>
<td>STRUCTURE, VIADUCT AND TUNNEL PLANS</td>
<td>KEY MAP OF STRUCTURAL PLANS</td>
<td>SHEET 2 OF 2</td>
</tr>
<tr>
<td>ST-K1050</td>
<td>CENTRAL VALLEY WYE</td>
<td>SR 152 (NORTH) TO ROAD 13 WYE ALTERNATIVE</td>
<td>GENERAL PLAN (SJD-FRE)</td>
<td>INDEX OF DRAWINGS</td>
</tr>
<tr>
<td>ST-K1060</td>
<td>CENTRAL VALLEY WYE</td>
<td>SR 152 (NORTH) TO ROAD 13 WYE ALTERNATIVE</td>
<td>GENERAL PLAN (SJD-FRE)</td>
<td>INDEX OF DRAWINGS</td>
</tr>
<tr>
<td>ST-K1065</td>
<td>CENTRAL VALLEY WYE</td>
<td>SR 152 (NORTH) TO ROAD 13 WYE ALTERNATIVE</td>
<td>GENERAL PLAN (SJD-FRE)</td>
<td>INDEX OF DRAWINGS</td>
</tr>
<tr>
<td>ST-K1070</td>
<td>CENTRAL VALLEY WYE</td>
<td>SR 152 (NORTH) TO ROAD 13 WYE ALTERNATIVE</td>
<td>GENERAL PLAN (SJD-FRE)</td>
<td>INDEX OF DRAWINGS</td>
</tr>
<tr>
<td>ST-K1075</td>
<td>CENTRAL VALLEY WYE</td>
<td>SR 152 (NORTH) TO ROAD 13 WYE ALTERNATIVE</td>
<td>GENERAL PLAN (SJD-FRE)</td>
<td>INDEX OF DRAWINGS</td>
</tr>
<tr>
<td>ST-K1080</td>
<td>CENTRAL VALLEY WYE</td>
<td>SR 152 (NORTH) TO ROAD 13 WYE ALTERNATIVE</td>
<td>GENERAL PLAN (SJD-FRE)</td>
<td>INDEX OF DRAWINGS</td>
</tr>
<tr>
<td>ST-K1090</td>
<td>CENTRAL VALLEY WYE</td>
<td>SR 152 (NORTH) TO ROAD 13 WYE ALTERNATIVE</td>
<td>GENERAL PLAN (SJD-FRE)</td>
<td>INDEX OF DRAWINGS</td>
</tr>
<tr>
<td>ST-K1100</td>
<td>CENTRAL VALLEY WYE</td>
<td>SR 152 (NORTH) TO ROAD 13 WYE ALTERNATIVE</td>
<td>GENERAL PLAN (SJD-FRE)</td>
<td>INDEX OF DRAWINGS</td>
</tr>
<tr>
<td>ST-K1110</td>
<td>CENTRAL VALLEY WYE</td>
<td>SR 152 (NORTH) TO ROAD 13 WYE ALTERNATIVE</td>
<td>GENERAL PLAN (SJD-FRE)</td>
<td>INDEX OF DRAWINGS</td>
</tr>
<tr>
<td>ST-K1120</td>
<td>CENTRAL VALLEY WYE</td>
<td>SR 152 (NORTH) TO ROAD 13 WYE ALTERNATIVE</td>
<td>GENERAL PLAN (SJD-FRE)</td>
<td>INDEX OF DRAWINGS</td>
</tr>
<tr>
<td>ST-K1130</td>
<td>CENTRAL VALLEY WYE</td>
<td>SR 152 (NORTH) TO ROAD 13 WYE ALTERNATIVE</td>
<td>GENERAL PLAN (SJD-FRE)</td>
<td>INDEX OF DRAWINGS</td>
</tr>
<tr>
<td>ST-K1140</td>
<td>CENTRAL VALLEY WYE</td>
<td>SR 152 (NORTH) TO ROAD 13 WYE ALTERNATIVE</td>
<td>GENERAL PLAN (SJD-FRE)</td>
<td>INDEX OF DRAWINGS</td>
</tr>
<tr>
<td>ST-K1150</td>
<td>CENTRAL VALLEY WYE</td>
<td>SR 152 (NORTH) TO ROAD 13 WYE ALTERNATIVE</td>
<td>GENERAL PLAN (SJD-FRE)</td>
<td>INDEX OF DRAWINGS</td>
</tr>
<tr>
<td>ST-K1160</td>
<td>CENTRAL VALLEY WYE</td>
<td>SR 152 (NORTH) TO ROAD 13 WYE ALTERNATIVE</td>
<td>GENERAL PLAN (SJD-FRE)</td>
<td>INDEX OF DRAWINGS</td>
</tr>
<tr>
<td>ST-K1170</td>
<td>CENTRAL VALLEY WYE</td>
<td>SR 152 (NORTH) TO ROAD 13 WYE ALTERNATIVE</td>
<td>GENERAL PLAN (SJD-FRE)</td>
<td>INDEX OF DRAWINGS</td>
</tr>
<tr>
<td>ST-K1180</td>
<td>CENTRAL VALLEY WYE</td>
<td>SR 152 (NORTH) TO ROAD 13 WYE ALTERNATIVE</td>
<td>GENERAL PLAN (SJD-FRE)</td>
<td>INDEX OF DRAWINGS</td>
</tr>
<tr>
<td>ST-K1190</td>
<td>CENTRAL VALLEY WYE</td>
<td>SR 152 (NORTH) TO ROAD 13 WYE ALTERNATIVE</td>
<td>GENERAL PLAN (SJD-FRE)</td>
<td>INDEX OF DRAWINGS</td>
</tr>
<tr>
<td>ST-K1200</td>
<td>CENTRAL VALLEY WYE</td>
<td>SR 152 (NORTH) TO ROAD 13 WYE ALTERNATIVE</td>
<td>GENERAL PLAN (SJD-FRE)</td>
<td>INDEX OF DRAWINGS</td>
</tr>
<tr>
<td>ST-K1210</td>
<td>CENTRAL VALLEY WYE</td>
<td>SR 152 (NORTH) TO ROAD 13 WYE ALTERNATIVE</td>
<td>GENERAL PLAN (SJD-FRE)</td>
<td>INDEX OF DRAWINGS</td>
</tr>
<tr>
<td>ST-K1220</td>
<td>CENTRAL VALLEY WYE</td>
<td>SR 152 (NORTH) TO ROAD 13 WYE ALTERNATIVE</td>
<td>GENERAL PLAN (SJD-FRE)</td>
<td>INDEX OF DRAWINGS</td>
</tr>
<tr>
<td>ST-K1230</td>
<td>CENTRAL VALLEY WYE</td>
<td>SR 152 (NORTH) TO ROAD 13 WYE ALTERNATIVE</td>
<td>GENERAL PLAN (SJD-FRE)</td>
<td>INDEX OF DRAWINGS</td>
</tr>
<tr>
<td>ST-K1240</td>
<td>CENTRAL VALLEY WYE</td>
<td>SR 152 (NORTH) TO ROAD 13 WYE ALTERNATIVE</td>
<td>GENERAL PLAN (SJD-FRE)</td>
<td>INDEX OF DRAWINGS</td>
</tr>
<tr>
<td>ST-K1250</td>
<td>CENTRAL VALLEY WYE</td>
<td>SR 152 (NORTH) TO ROAD 13 WYE ALTERNATIVE</td>
<td>GENERAL PLAN (SJD-FRE)</td>
<td>INDEX OF DRAWINGS</td>
</tr>
<tr>
<td>ST-K1260</td>
<td>CENTRAL VALLEY WYE</td>
<td>SR 152 (NORTH) TO ROAD 13 WYE ALTERNATIVE</td>
<td>GENERAL PLAN (SJD-FRE)</td>
<td>INDEX OF DRAWINGS</td>
</tr>
<tr>
<td>ST-K1270</td>
<td>CENTRAL VALLEY WYE</td>
<td>SR 152 (NORTH) TO ROAD 13 WYE ALTERNATIVE</td>
<td>GENERAL PLAN (SJD-FRE)</td>
<td>INDEX OF DRAWINGS</td>
</tr>
<tr>
<td>ST-K1280</td>
<td>CENTRAL VALLEY WYE</td>
<td>SR 152 (NORTH) TO ROAD 13 WYE ALTERNATIVE</td>
<td>GENERAL PLAN (SJD-FRE)</td>
<td>INDEX OF DRAWINGS</td>
</tr>
<tr>
<td>ST-K1290</td>
<td>CENTRAL VALLEY WYE</td>
<td>SR 152 (NORTH) TO ROAD 13 WYE ALTERNATIVE</td>
<td>GENERAL PLAN (SJD-FRE)</td>
<td>INDEX OF DRAWINGS</td>
</tr>
<tr>
<td>ST-K1300</td>
<td>CENTRAL VALLEY WYE</td>
<td>SR 152 (NORTH) TO ROAD 13 WYE ALTERNATIVE</td>
<td>GENERAL PLAN (SJD-FRE)</td>
<td>INDEX OF DRAWINGS</td>
</tr>
</tbody>
</table>

**Additional Information**

- **DRAWN BY**: 15X DESIGN
- **DESIGNED BY**: C. LEMLEY
- **CHARGE NOT FOR CONSTRUCTION**

**CALIFORNIA HIGH-SPEED TRAIN PROJECT**

**CENTRAL VALLEY WYE STRUCTURE, VIADUCT AND TUNNEL PLANS**

**INDEX OF DRAWINGS SHEET 1 OF 8**
<table>
<thead>
<tr>
<th>DRAWING NO.</th>
<th>SECTION</th>
<th>ALIGNMENT / PLAN SET</th>
<th>TITLE</th>
<th>DESCRIPTION</th>
</tr>
</thead>
<tbody>
<tr>
<td>ST-1250-A</td>
<td>CENTRAL VALLEY WYE SR 152 (NORTH) TO ROAD 13 WYE ALTERNATIVE</td>
<td>GENERAL PLAN (SJD-FRE)</td>
<td>AERIAL #2 - SR 99 / UPRR - 1 OF 3</td>
<td></td>
</tr>
<tr>
<td>ST-1251-A</td>
<td>CENTRAL VALLEY WYE SR 152 (NORTH) TO ROAD 13 WYE ALTERNATIVE</td>
<td>GENERAL PLAN (SJD-FRE)</td>
<td>AERIAL #2 - SR 99 / UPRR - 2 OF 3</td>
<td></td>
</tr>
<tr>
<td>ST-3250-A</td>
<td>CENTRAL VALLEY WYE SR 152 (NORTH) TO ROAD 13 WYE ALTERNATIVE</td>
<td>TYPICAL SECTIONS (SJD-FRE)</td>
<td>AERIAL #2 - SR 99 / UPRR - 3 OF 3</td>
<td></td>
</tr>
<tr>
<td>ST-1260-A</td>
<td>CENTRAL VALLEY WYE SR 152 (NORTH) TO ROAD 13 WYE ALTERNATIVE</td>
<td>GENERAL PLAN (SJD-FRE)</td>
<td>ROAD 20 OVERHEAD</td>
<td></td>
</tr>
<tr>
<td>ST-1280-A</td>
<td>CENTRAL VALLEY WYE SR 152 (NORTH) TO ROAD 13 WYE ALTERNATIVE</td>
<td>GENERAL PLAN (SJD-FRE)</td>
<td>ROAD 22 OVERHEAD</td>
<td></td>
</tr>
<tr>
<td>ST-1310-A</td>
<td>CENTRAL VALLEY WYE SR 152 (NORTH) TO ROAD 13 WYE ALTERNATIVE</td>
<td>GENERAL PLAN (SJD-FRE)</td>
<td>AVENUE 29 1/2 OVERHEAD</td>
<td></td>
</tr>
<tr>
<td>ST-1330-A</td>
<td>CENTRAL VALLEY WYE SR 152 (NORTH) TO ROAD 13 WYE ALTERNATIVE</td>
<td>GENERAL PLAN (SJD-FRE)</td>
<td>DIRT CREEK BRIDGE</td>
<td></td>
</tr>
<tr>
<td>ST-1340-A</td>
<td>CENTRAL VALLEY WYE SR 152 (NORTH) TO ROAD 13 WYE ALTERNATIVE</td>
<td>GENERAL PLAN (SJD-FRE)</td>
<td>AERIAL #3 - SOUTHBOUND OVER HST MAINLINE - 1 OF 6</td>
<td></td>
</tr>
<tr>
<td>ST-1422-A</td>
<td>CENTRAL VALLEY WYE SR 152 (NORTH) TO ROAD 13 WYE ALTERNATIVE</td>
<td>GENERAL PLAN (MER-FRE)</td>
<td>AERIAL #3 - SOUTHBOUND OVER HST MAINLINE - 2 OF 6</td>
<td></td>
</tr>
<tr>
<td>ST-1424-A</td>
<td>CENTRAL VALLEY WYE SR 152 (NORTH) TO ROAD 13 WYE ALTERNATIVE</td>
<td>GENERAL PLAN (MER-FRE)</td>
<td>AERIAL #3 - SOUTHBOUND OVER HST MAINLINE - 3 OF 6</td>
<td></td>
</tr>
<tr>
<td>ST-1425-A</td>
<td>CENTRAL VALLEY WYE SR 152 (NORTH) TO ROAD 13 WYE ALTERNATIVE</td>
<td>GENERAL PLAN (MER-FRE)</td>
<td>AERIAL #3 - SOUTHBOUND OVER HST MAINLINE - 4 OF 6</td>
<td></td>
</tr>
<tr>
<td>ST-1426-A</td>
<td>CENTRAL VALLEY WYE SR 152 (NORTH) TO ROAD 13 WYE ALTERNATIVE</td>
<td>GENERAL PLAN (MER-FRE)</td>
<td>AERIAL #3 - SOUTHBOUND OVER HST MAINLINE - 5 OF 6</td>
<td></td>
</tr>
<tr>
<td>ST-1427-A</td>
<td>CENTRAL VALLEY WYE SR 152 (NORTH) TO ROAD 13 WYE ALTERNATIVE</td>
<td>GENERAL PLAN (MER-FRE)</td>
<td>AERIAL #3 - SOUTHBOUND OVER HST MAINLINE - 6 OF 6</td>
<td></td>
</tr>
<tr>
<td>ST-1430-A</td>
<td>CENTRAL VALLEY WYE SR 152 (NORTH) TO ROAD 13 WYE ALTERNATIVE</td>
<td>GENERAL PLAN (SJD-MER)</td>
<td>ROBERTSON BOULEVARD (SR 235) UNDERPASS</td>
<td></td>
</tr>
<tr>
<td>ST-1435-A</td>
<td>CENTRAL VALLEY WYE SR 152 (NORTH) TO ROAD 13 WYE ALTERNATIVE</td>
<td>GENERAL PLAN (SJD-MER)</td>
<td>MADISON ROAD (AVENUE 23 1/2) UNDERPASS</td>
<td></td>
</tr>
<tr>
<td>ST-1450-A</td>
<td>CENTRAL VALLEY WYE SR 152 (NORTH) TO ROAD 13 WYE ALTERNATIVE</td>
<td>GENERAL PLAN (SJD-FRE)</td>
<td>WASHINGTON ROAD (AVENUE 21) UNDERPASS - 1 OF 2</td>
<td></td>
</tr>
<tr>
<td>ST-1455-A</td>
<td>CENTRAL VALLEY WYE SR 152 (NORTH) TO ROAD 13 WYE ALTERNATIVE</td>
<td>GENERAL PLAN (SJD-FRE)</td>
<td>WASHINGTON ROAD (AVENUE 25) UNDERPASS - 2 OF 2</td>
<td></td>
</tr>
<tr>
<td>ST-1456-A</td>
<td>CENTRAL VALLEY WYE SR 152 (NORTH) TO ROAD 13 WYE ALTERNATIVE</td>
<td>GENERAL PLAN (SJD-FRE)</td>
<td>ASH SLUGH BRIDGE - 1 OF 2</td>
<td></td>
</tr>
<tr>
<td>ST-1457-A</td>
<td>CENTRAL VALLEY WYE SR 152 (NORTH) TO ROAD 13 WYE ALTERNATIVE</td>
<td>GENERAL PLAN (SJD-FRE)</td>
<td>ASH SLUGH BRIDGE - 2 OF 2</td>
<td></td>
</tr>
<tr>
<td>ST-1470-A</td>
<td>CENTRAL VALLEY WYE SR 152 (NORTH) TO ROAD 13 WYE ALTERNATIVE</td>
<td>GENERAL PLAN (SJD-FRE)</td>
<td>CHOWCHILLA RIVER BRIDGE - 1 OF 2</td>
<td></td>
</tr>
<tr>
<td>ST-1471-A</td>
<td>CENTRAL VALLEY WYE SR 152 (NORTH) TO ROAD 13 WYE ALTERNATIVE</td>
<td>GENERAL PLAN (SJD-FRE)</td>
<td>CHOWCHILLA RIVER BRIDGE - 2 OF 2</td>
<td></td>
</tr>
<tr>
<td>ST-1475-A</td>
<td>CENTRAL VALLEY WYE SR 152 (NORTH) TO ROAD 13 WYE ALTERNATIVE</td>
<td>GENERAL PLAN (SJD-FRE)</td>
<td>VISTA AVENUE (ROAD 13) UNDERPASS</td>
<td></td>
</tr>
<tr>
<td>ST-1490-A</td>
<td>CENTRAL VALLEY WYE SR 152 (NORTH) TO ROAD 13 WYE ALTERNATIVE</td>
<td>GENERAL PLAN (SJD-FRE)</td>
<td>DUTCHMAN CREEK BRIDGE</td>
<td></td>
</tr>
<tr>
<td>ST-1495-A</td>
<td>CENTRAL VALLEY WYE SR 152 (NORTH) TO ROAD 13 WYE ALTERNATIVE</td>
<td>GENERAL PLAN (SJD-FRE)</td>
<td>ROAD 11 BRIDGE</td>
<td></td>
</tr>
<tr>
<td>ST-1500-A</td>
<td>CENTRAL VALLEY WYE SR 152 (NORTH) TO ROAD 13 WYE ALTERNATIVE</td>
<td>GENERAL PLAN (SJD-FRE)</td>
<td>RETAINED CUT - SANDY MUSH ROAD - 1 OF 2</td>
<td></td>
</tr>
<tr>
<td>ST-1505-A</td>
<td>CENTRAL VALLEY WYE SR 152 (NORTH) TO ROAD 13 WYE ALTERNATIVE</td>
<td>GENERAL PLAN (SJD-FRE)</td>
<td>RETAINED CUT - SANDY MUSH ROAD - 2 OF 2</td>
<td></td>
</tr>
<tr>
<td>ST-1506-A</td>
<td>CENTRAL VALLEY WYE SR 152 (NORTH) TO ROAD 13 WYE ALTERNATIVE</td>
<td>GENERAL PLAN (SJD-FRE)</td>
<td>SANDY MUSH ROAD OVERHEAD</td>
<td></td>
</tr>
<tr>
<td>ST-1520-A</td>
<td>CENTRAL VALLEY WYE SR 152 (NORTH) TO ROAD 13 WYE ALTERNATIVE</td>
<td>GENERAL PLAN (SJD-FRE)</td>
<td>AERIAL #4 - NORTHBOUND OVER HST MAINLINE - 1 OF 6</td>
<td></td>
</tr>
<tr>
<td>ST-1521-A</td>
<td>CENTRAL VALLEY WYE SR 152 (NORTH) TO ROAD 13 WYE ALTERNATIVE</td>
<td>GENERAL PLAN (SJD-FRE)</td>
<td>AERIAL #4 - NORTHBOUND OVER HST MAINLINE - 2 OF 6</td>
<td></td>
</tr>
<tr>
<td>ST-1522-A</td>
<td>CENTRAL VALLEY WYE SR 152 (NORTH) TO ROAD 13 WYE ALTERNATIVE</td>
<td>GENERAL PLAN (SJD-FRE)</td>
<td>AERIAL #4 - NORTHBOUND OVER HST MAINLINE - 3 OF 6</td>
<td></td>
</tr>
<tr>
<td>ST-1523-A</td>
<td>CENTRAL VALLEY WYE SR 152 (NORTH) TO ROAD 13 WYE ALTERNATIVE</td>
<td>GENERAL PLAN (SJD-FRE)</td>
<td>AERIAL #4 - NORTHBOUND OVER HST MAINLINE - 4 OF 6</td>
<td></td>
</tr>
<tr>
<td>ST-1524-A</td>
<td>CENTRAL VALLEY WYE SR 152 (NORTH) TO ROAD 13 WYE ALTERNATIVE</td>
<td>GENERAL PLAN (SJD-FRE)</td>
<td>AERIAL #4 - NORTHBOUND OVER HST MAINLINE - 5 OF 6</td>
<td></td>
</tr>
<tr>
<td>ST-1525-A</td>
<td>CENTRAL VALLEY WYE SR 152 (NORTH) TO ROAD 13 WYE ALTERNATIVE</td>
<td>GENERAL PLAN (SJD-FRE)</td>
<td>AERIAL #4 - NORTHBOUND OVER HST MAINLINE - 6 OF 6</td>
<td></td>
</tr>
<tr>
<td>ST-1530-A</td>
<td>CENTRAL VALLEY WYE SR 152 (NORTH) TO ROAD 13 WYE ALTERNATIVE</td>
<td>GENERAL PLAN (SJD-FRE)</td>
<td>ELM ROAD (ROAD 12) UNDERPASS</td>
<td></td>
</tr>
<tr>
<td>ST-1535-A</td>
<td>CENTRAL VALLEY WYE SR 152 (NORTH) TO ROAD 13 WYE ALTERNATIVE</td>
<td>GENERAL PLAN (SJD-MER)</td>
<td>MADISON ROAD (AVENUE 23 1/2) OVERHEAD</td>
<td></td>
</tr>
<tr>
<td>ST-1550-A</td>
<td>CENTRAL VALLEY WYE SR 152 (NORTH) TO ROAD 13 WYE ALTERNATIVE</td>
<td>GENERAL PLAN (SJD-MER)</td>
<td>AERIAL #5 - NORTHBOUND OVER HST MERCED TO FRESNO - 1 OF 5</td>
<td></td>
</tr>
<tr>
<td>ST-1551-A</td>
<td>CENTRAL VALLEY WYE SR 152 (NORTH) TO ROAD 13 WYE ALTERNATIVE</td>
<td>GENERAL PLAN (SJD-MER)</td>
<td>AERIAL #5 - NORTHBOUND OVER HST MERCED TO FRESNO - 2 OF 5</td>
<td></td>
</tr>
<tr>
<td>ST-1552-A</td>
<td>CENTRAL VALLEY WYE SR 152 (NORTH) TO ROAD 13 WYE ALTERNATIVE</td>
<td>GENERAL PLAN (SJD-MER)</td>
<td>AERIAL #5 - NORTHBOUND OVER HST MERCED TO FRESNO - 3 OF 5</td>
<td></td>
</tr>
<tr>
<td>ST-3650-A</td>
<td>CENTRAL VALLEY WYE SR 152 (NORTH) TO ROAD 13 WYE ALTERNATIVE</td>
<td>TYPICAL SECTIONS (SJD-MER)</td>
<td>AERIAL #5 - NORTHBOUND OVER HST MERCED TO FRESNO - 4 OF 5</td>
<td></td>
</tr>
<tr>
<td>ST-3651-A</td>
<td>CENTRAL VALLEY WYE SR 152 (NORTH) TO ROAD 13 WYE ALTERNATIVE</td>
<td>TYPICAL SECTIONS (SJD-MER)</td>
<td>AERIAL #5 - NORTHBOUND OVER HST MERCED TO FRESNO - 5 OF 5</td>
<td></td>
</tr>
<tr>
<td>DRAWING NO.</td>
<td>SECTION</td>
<td>ALIGNMENT / PLAN SET</td>
<td>TITLE</td>
<td>DESCRIPTION</td>
</tr>
<tr>
<td>------------</td>
<td>---------</td>
<td>----------------------</td>
<td>-------</td>
<td>-------------</td>
</tr>
<tr>
<td>ST-K1655-4</td>
<td>CENTRAL VALLEY WYE</td>
<td>SR 152 (NORTH) TO ROAD 19 MYE ALTERNATIVE</td>
<td>GENERAL PLAN (SJ-DRE)</td>
<td>HST SB BRIDGE OVER ASH SLOUGH - 1 OF 2</td>
</tr>
<tr>
<td>ST-K3655-4</td>
<td>CENTRAL VALLEY WYE</td>
<td>SR 152 (NORTH) TO ROAD 19 MYE ALTERNATIVE</td>
<td>TYPICAL SECTION (SJ-DRE)</td>
<td>HST SB BRIDGE OVER ASH SLOUGH - 2 OF 2</td>
</tr>
<tr>
<td>ST-04001-9</td>
<td>CENTRAL VALLEY WYE</td>
<td>SR 152 (NORTH) TO ROAD 19 MYE ALTERNATIVE</td>
<td>KEY MAP OF STRUCTURAL PLANS</td>
<td>SHEET 1 OF 2</td>
</tr>
<tr>
<td>ST-04002-9</td>
<td>CENTRAL VALLEY WYE</td>
<td>SR 152 (NORTH) TO ROAD 19 MYE ALTERNATIVE</td>
<td>KEY MAP OF STRUCTURAL PLANS</td>
<td>SHEET 2 OF 2</td>
</tr>
<tr>
<td>ST-K1050-9</td>
<td>CENTRAL VALLEY WYE</td>
<td>SR 152 (NORTH) TO ROAD 19 MYE ALTERNATIVE</td>
<td>GENERAL PLAN (SJ-FRE)</td>
<td>INDIA ROAD OVERHEAD</td>
</tr>
<tr>
<td>ST-K1060-9</td>
<td>CENTRAL VALLEY WYE</td>
<td>SR 152 (NORTH) TO ROAD 19 MYE ALTERNATIVE</td>
<td>GENERAL PLAN (SJ-FRE)</td>
<td>WILLS ROAD UNDERPASS</td>
</tr>
<tr>
<td>ST-K3065-9</td>
<td>CENTRAL VALLEY WYE</td>
<td>SR 152 (NORTH) TO ROAD 19 MYE ALTERNATIVE</td>
<td>TYPICAL SECTION (SJ-FRE)</td>
<td>SAN JOAQUIN RIVER BRIDGE - 2 OF 2</td>
</tr>
<tr>
<td>ST-K1070-9</td>
<td>CENTRAL VALLEY WYE</td>
<td>SR 152 (NORTH) TO ROAD 19 MYE ALTERNATIVE</td>
<td>GENERAL PLAN (SJ-FRE)</td>
<td>MARIPOSA SLOUGH BRIDGE</td>
</tr>
<tr>
<td>ST-K1075-9</td>
<td>CENTRAL VALLEY WYE</td>
<td>SR 152 (NORTH) TO ROAD 19 MYE ALTERNATIVE</td>
<td>GENERAL PLAN (SJ-FRE)</td>
<td>HARMON ROAD UNDERPASS</td>
</tr>
<tr>
<td>ST-K1080-9</td>
<td>CENTRAL VALLEY WYE</td>
<td>SR 152 (NORTH) TO ROAD 19 MYE ALTERNATIVE</td>
<td>GENERAL PLAN (SJ-FRE)</td>
<td>AERIAL #1 - EASTSIDE Bypass IRRIGATION DITCH - 1 OF 2</td>
</tr>
<tr>
<td>ST-K3080-9</td>
<td>CENTRAL VALLEY WYE</td>
<td>SR 152 (NORTH) TO ROAD 19 MYE ALTERNATIVE</td>
<td>TYPICAL SECTION (SJ-FRE)</td>
<td>AERIAL #1 - EASTSIDE Bypass IRRIGATION DITCH - 2 OF 2</td>
</tr>
<tr>
<td>ST-K1100-9</td>
<td>CENTRAL VALLEY WYE</td>
<td>SR 152 (NORTH) TO ROAD 19 MYE ALTERNATIVE</td>
<td>GENERAL PLAN (SJ-FRE)</td>
<td>SR 59 / SR 152 INTERCHANGE - 1 OF 4</td>
</tr>
<tr>
<td>ST-K1101-9</td>
<td>CENTRAL VALLEY WYE</td>
<td>SR 152 (NORTH) TO ROAD 19 MYE ALTERNATIVE</td>
<td>TYPICAL SECTIONS (SJ-FRE)</td>
<td>SR 59 / SR 152 INTERCHANGE - 2 OF 4</td>
</tr>
<tr>
<td>ST-K1102-9</td>
<td>CENTRAL VALLEY WYE</td>
<td>SR 152 (NORTH) TO ROAD 19 MYE ALTERNATIVE</td>
<td>GENERAL PLAN (SJ-FRE)</td>
<td>SR 59 / SR 152 INTERCHANGE - 3 OF 4</td>
</tr>
<tr>
<td>ST-K1110-9</td>
<td>CENTRAL VALLEY WYE</td>
<td>SR 152 (NORTH) TO ROAD 19 MYE ALTERNATIVE</td>
<td>GENERAL PLAN (SJ-FRE)</td>
<td>LINCOLN ROAD (ROAD 4) OVERHEAD</td>
</tr>
<tr>
<td>ST-K1160-9</td>
<td>CENTRAL VALLEY WYE</td>
<td>SR 152 (NORTH) TO ROAD 19 MYE ALTERNATIVE</td>
<td>GENERAL PLAN (SJ-FRE)</td>
<td>HEMLOCK ROAD (ROAD 9) INTERCHANGE - 1 OF 2</td>
</tr>
<tr>
<td>ST-K1170-9</td>
<td>CENTRAL VALLEY WYE</td>
<td>SR 152 (NORTH) TO ROAD 19 MYE ALTERNATIVE</td>
<td>TYPICAL SECTIONS (SJ-FRE)</td>
<td>HEMLOCK ROAD (ROAD 9) INTERCHANGE - 2 OF 2</td>
</tr>
<tr>
<td>ST-K1190-9</td>
<td>CENTRAL VALLEY WYE</td>
<td>SR 152 (NORTH) TO ROAD 19 MYE ALTERNATIVE</td>
<td>GENERAL PLAN (SJ-FRE)</td>
<td>ASH SLOUGH BRIDGE</td>
</tr>
<tr>
<td>ST-K1210-9</td>
<td>CENTRAL VALLEY WYE</td>
<td>SR 152 (NORTH) TO ROAD 19 MYE ALTERNATIVE</td>
<td>GENERAL PLAN (SJ-FRE)</td>
<td>ELW ROAD (ROAD 12) OVERHEAD</td>
</tr>
<tr>
<td>ST-K1210-9</td>
<td>CENTRAL VALLEY WYE</td>
<td>SR 152 (NORTH) TO ROAD 19 MYE ALTERNATIVE</td>
<td>GENERAL PLAN (SJ-FRE)</td>
<td>ROBERTSON BOULEVARD (SR 233) INTERCHANGE - 1 OF 2</td>
</tr>
<tr>
<td>ST-K3210-9</td>
<td>CENTRAL VALLEY WYE</td>
<td>SR 152 (NORTH) TO ROAD 19 MYE ALTERNATIVE</td>
<td>TYPICAL SECTIONS (SJ-FRE)</td>
<td>ROBERTSON BOULEVARD (SR 233) INTERCHANGE - 2 OF 2</td>
</tr>
<tr>
<td>ST-K1220-9</td>
<td>CENTRAL VALLEY WYE</td>
<td>SR 152 (NORTH) TO ROAD 19 MYE ALTERNATIVE</td>
<td>GENERAL PLAN (SJ-FRE)</td>
<td>BERENDA WAY (ROAD 16) UNDERPASS</td>
</tr>
<tr>
<td>ST-K1230-9</td>
<td>CENTRAL VALLEY WYE</td>
<td>SR 152 (NORTH) TO ROAD 19 MYE ALTERNATIVE</td>
<td>GENERAL PLAN (SJ-FRE)</td>
<td>BERENDA WAY (ROAD 16) INTERCHANGE - 1 OF 2</td>
</tr>
<tr>
<td>ST-K1235-9</td>
<td>CENTRAL VALLEY WYE</td>
<td>SR 152 (NORTH) TO ROAD 19 MYE ALTERNATIVE</td>
<td>TYPICAL SECTION (SJ-FRE)</td>
<td>BERENDA WAY (ROAD 16) INTERCHANGE - 2 OF 2</td>
</tr>
<tr>
<td>ST-K1240-9</td>
<td>CENTRAL VALLEY WYE</td>
<td>SR 152 (NORTH) TO ROAD 19 MYE ALTERNATIVE</td>
<td>GENERAL PLAN (SJ-FRE)</td>
<td>ROAD 17 1/2 UNDERPASS</td>
</tr>
<tr>
<td>ST-K1245-9</td>
<td>CENTRAL VALLEY WYE</td>
<td>SR 152 (NORTH) TO ROAD 19 MYE ALTERNATIVE</td>
<td>GENERAL PLAN (SJ-FRE)</td>
<td>SR 152 (ROAD 17 1/2) UNDERCROSSING</td>
</tr>
<tr>
<td>ST-K1250-9</td>
<td>CENTRAL VALLEY WYE</td>
<td>SR 152 (NORTH) TO ROAD 19 MYE ALTERNATIVE</td>
<td>GENERAL PLAN (SJ-FRE)</td>
<td>AERIAL #2 - SR 99 / UPR - 1 OF 3</td>
</tr>
<tr>
<td>ST-K1251-9</td>
<td>CENTRAL VALLEY WYE</td>
<td>SR 152 (NORTH) TO ROAD 19 MYE ALTERNATIVE</td>
<td>TYPICAL SECTIONS (SJ-FRE)</td>
<td>AERIAL #2 - SR 99 / UPR - 2 OF 3</td>
</tr>
<tr>
<td>ST-K3250-9</td>
<td>CENTRAL VALLEY WYE</td>
<td>SR 152 (NORTH) TO ROAD 19 MYE ALTERNATIVE</td>
<td>TYPICAL SECTIONS (SJ-FRE)</td>
<td>AERIAL #2 - SR 99 / UPR - 3 OF 3</td>
</tr>
<tr>
<td>ST-K1260-9</td>
<td>CENTRAL VALLEY WYE</td>
<td>SR 152 (NORTH) TO ROAD 19 MYE ALTERNATIVE</td>
<td>GENERAL PLAN (SJ-FRE)</td>
<td>ROAD 20 UNDERPASS</td>
</tr>
<tr>
<td>ST-K1280-9</td>
<td>CENTRAL VALLEY WYE</td>
<td>SR 152 (NORTH) TO ROAD 19 MYE ALTERNATIVE</td>
<td>GENERAL PLAN (SJ-FRE)</td>
<td>ROAD 22 OVERHEAD</td>
</tr>
<tr>
<td>ST-K1310-9</td>
<td>CENTRAL VALLEY WYE</td>
<td>SR 152 (NORTH) TO ROAD 19 MYE ALTERNATIVE</td>
<td>GENERAL PLAN (SJ-FRE)</td>
<td>AVE/NKE 2 1/2 OVERHEAD</td>
</tr>
<tr>
<td>ST-K1320-9</td>
<td>CENTRAL VALLEY WYE</td>
<td>SR 152 (NORTH) TO ROAD 19 MYE ALTERNATIVE</td>
<td>GENERAL PLAN (SJ-FRE)</td>
<td>DRY CREEK BRIDGE</td>
</tr>
<tr>
<td>ST-K1420-9</td>
<td>CENTRAL VALLEY WYE</td>
<td>SR 152 (NORTH) TO ROAD 19 MYE ALTERNATIVE</td>
<td>GENERAL PLAN (MER-FRE)</td>
<td>AERIAL #3 - SOUTHBOUND OVER HST MAINLINE - 1 OF 5</td>
</tr>
<tr>
<td>ST-K1421-9</td>
<td>CENTRAL VALLEY WYE</td>
<td>SR 152 (NORTH) TO ROAD 19 MYE ALTERNATIVE</td>
<td>GENERAL PLAN (MER-FRE)</td>
<td>AERIAL #3 - SOUTHBOUND OVER HST MAINLINE - 2 OF 5</td>
</tr>
<tr>
<td>ST-K1422-9</td>
<td>CENTRAL VALLEY WYE</td>
<td>SR 152 (NORTH) TO ROAD 19 MYE ALTERNATIVE</td>
<td>GENERAL PLAN (MER-FRE)</td>
<td>AERIAL #3 - SOUTHBOUND OVER HST MAINLINE - 3 OF 5</td>
</tr>
<tr>
<td>ST-K3420-9</td>
<td>CENTRAL VALLEY WYE</td>
<td>SR 152 (NORTH) TO ROAD 19 MYE ALTERNATIVE</td>
<td>TYPICAL SECTIONS (MER-FRE)</td>
<td>AERIAL #3 - SOUTHBOUND OVER HST MAINLINE - 4 OF 5</td>
</tr>
<tr>
<td>ST-K3421-9</td>
<td>CENTRAL VALLEY WYE</td>
<td>SR 152 (NORTH) TO ROAD 19 MYE ALTERNATIVE</td>
<td>TYPICAL SECTIONS (MER-FRE)</td>
<td>AERIAL #3 - SOUTHBOUND OVER HST MAINLINE - 5 OF 5</td>
</tr>
<tr>
<td>ST-K1425-9</td>
<td>CENTRAL VALLEY WYE</td>
<td>SR 152 (NORTH) TO ROAD 19 MYE ALTERNATIVE</td>
<td>GENERAL PLAN (MER-FRE)</td>
<td>ROAD 20 UNDERPASS (HST NB)</td>
</tr>
<tr>
<td>DRAWING NO.</td>
<td>SECTION</td>
<td>ALIGNMENT / PLAN SET</td>
<td>TITLE</td>
<td>DESCRIPTION</td>
</tr>
<tr>
<td>-------------</td>
<td>---------</td>
<td>----------------------</td>
<td>-------</td>
<td>-------------</td>
</tr>
<tr>
<td>ST-K1430-8</td>
<td>CENTRAL VALLEY WYE</td>
<td>SR 152 (NORTH) TO ROAD 19 WYE ALTERNATIVE</td>
<td>GENERAL PLAN (MER-FRE)</td>
<td>MADISON ROAD (AVENUE 23 1/2 UNDERPASS)</td>
</tr>
<tr>
<td>ST-K1435-8</td>
<td>CENTRAL VALLEY WYE</td>
<td>SR 152 (NORTH) TO ROAD 19 WYE ALTERNATIVE</td>
<td>GENERAL PLAN (MER-FRE)</td>
<td>AVENUE 24 UNDERPASS</td>
</tr>
<tr>
<td>ST-K1450-8</td>
<td>CENTRAL VALLEY WYE</td>
<td>SR 152 (NORTH) TO ROAD 19 WYE ALTERNATIVE</td>
<td>GENERAL PLAN (MER-FRE)</td>
<td>BERENDA SLough BRIDGE - 1 OF 2</td>
</tr>
<tr>
<td>ST-K1455-8</td>
<td>CENTRAL VALLEY WYE</td>
<td>SR 152 (NORTH) TO ROAD 19 WYE ALTERNATIVE</td>
<td>TYPICAL SECTION (MER-FRE)</td>
<td>BERENDA SLough BRIDGE - 2 OF 2</td>
</tr>
<tr>
<td>ST-K1460-8</td>
<td>CENTRAL VALLEY WYE</td>
<td>SR 152 (NORTH) TO ROAD 19 WYE ALTERNATIVE</td>
<td>GENERAL PLAN (MER-FRE)</td>
<td>FAUST ROAD (AVENUE 26 UNDERPASS)</td>
</tr>
<tr>
<td>ST-K1465-8</td>
<td>CENTRAL VALLEY WYE</td>
<td>SR 152 (NORTH) TO ROAD 19 WYE ALTERNATIVE</td>
<td>TYPICAL SECTION (MER-FRE)</td>
<td>ASH SLough BRIDGE - 1 OF 2</td>
</tr>
<tr>
<td>ST-K1480-8</td>
<td>CENTRAL VALLEY WYE</td>
<td>SR 152 (NORTH) TO ROAD 19 WYE ALTERNATIVE</td>
<td>GENERAL PLAN (MER-FRE)</td>
<td>ASH SLough BRIDGE - 2 OF 2</td>
</tr>
<tr>
<td>ST-K1490-8</td>
<td>CENTRAL VALLEY WYE</td>
<td>SR 152 (NORTH) TO ROAD 19 WYE ALTERNATIVE</td>
<td>TYPICAL SECTION (MER-FRE)</td>
<td>CHOWCHILLA RIVER BRIDGE - 1 OF 2</td>
</tr>
<tr>
<td>ST-K1495-8</td>
<td>CENTRAL VALLEY WYE</td>
<td>SR 152 (NORTH) TO ROAD 19 WYE ALTERNATIVE</td>
<td>TYPICAL SECTION (MER-FRE)</td>
<td>CHOWCHILLA RIVER BRIDGE - 2 OF 2</td>
</tr>
<tr>
<td>ST-K1500-8</td>
<td>CENTRAL VALLEY WYE</td>
<td>SR 152 (NORTH) TO ROAD 19 WYE ALTERNATIVE</td>
<td>GENERAL PLAN (MER-FRE)</td>
<td>MINTURN ROAD (ROAD 15) OVERHEAD</td>
</tr>
<tr>
<td>ST-T1600-8</td>
<td>CENTRAL VALLEY WYE</td>
<td>SR 152 (NORTH) TO ROAD 19 WYE ALTERNATIVE</td>
<td>GENERAL PLAN (MER-FRE)</td>
<td>CUT AND COVER TUNNEL AT SR 99 - 1 OF 5</td>
</tr>
<tr>
<td>ST-T1605-8</td>
<td>CENTRAL VALLEY WYE</td>
<td>SR 152 (NORTH) TO ROAD 19 WYE ALTERNATIVE</td>
<td>TYPICAL SECTION (MER-FRE)</td>
<td>CUT AND COVER TUNNEL AT SR 99 - 2 OF 5</td>
</tr>
<tr>
<td>ST-T1610-8</td>
<td>CENTRAL VALLEY WYE</td>
<td>SR 152 (NORTH) TO ROAD 19 WYE ALTERNATIVE</td>
<td>TYPICAL SECTION (MER-FRE)</td>
<td>CUT AND COVER TUNNEL AT SR 99 - 3 OF 5</td>
</tr>
<tr>
<td>ST-T1615-8</td>
<td>CENTRAL VALLEY WYE</td>
<td>SR 152 (NORTH) TO ROAD 19 WYE ALTERNATIVE</td>
<td>TYPICAL SECTION (MER-FRE)</td>
<td>CUT AND COVER TUNNEL AT SR 99 - 4 OF 5</td>
</tr>
<tr>
<td>ST-T1620-8</td>
<td>CENTRAL VALLEY WYE</td>
<td>SR 152 (NORTH) TO ROAD 19 WYE ALTERNATIVE</td>
<td>TYPICAL SECTION (MER-FRE)</td>
<td>CUT AND COVER TUNNEL AT SR 99 - 5 OF 5</td>
</tr>
<tr>
<td>ST-T1625-8</td>
<td>CENTRAL VALLEY WYE</td>
<td>SR 152 (NORTH) TO ROAD 19 WYE ALTERNATIVE</td>
<td>GENERAL PLAN (MER-FRE)</td>
<td>CUT AND COVER TUNNEL AT SANDY MUSH ROAD - 1 OF 2</td>
</tr>
<tr>
<td>ST-T1630-8</td>
<td>CENTRAL VALLEY WYE</td>
<td>SR 152 (NORTH) TO ROAD 19 WYE ALTERNATIVE</td>
<td>GENERAL PLAN (MER-FRE)</td>
<td>AERIAL #4 - NORTHBOUND OVER HST MAINLINE - 1 OF 5</td>
</tr>
<tr>
<td>ST-T1635-8</td>
<td>CENTRAL VALLEY WYE</td>
<td>SR 152 (NORTH) TO ROAD 19 WYE ALTERNATIVE</td>
<td>GENERAL PLAN (MER-FRE)</td>
<td>AERIAL #4 - NORTHBOUND OVER HST MAINLINE - 2 OF 5</td>
</tr>
<tr>
<td>ST-T1640-8</td>
<td>CENTRAL VALLEY WYE</td>
<td>SR 152 (NORTH) TO ROAD 19 WYE ALTERNATIVE</td>
<td>GENERAL PLAN (MER-FRE)</td>
<td>AERIAL #4 - NORTHBOUND OVER HST MAINLINE - 3 OF 5</td>
</tr>
<tr>
<td>ST-T1645-8</td>
<td>CENTRAL VALLEY WYE</td>
<td>SR 152 (NORTH) TO ROAD 19 WYE ALTERNATIVE</td>
<td>GENERAL PLAN (MER-FRE)</td>
<td>AERIAL #4 - NORTHBOUND OVER HST MAINLINE - 4 OF 5</td>
</tr>
<tr>
<td>ST-T1650-8</td>
<td>CENTRAL VALLEY WYE</td>
<td>SR 152 (NORTH) TO ROAD 19 WYE ALTERNATIVE</td>
<td>GENERAL PLAN (MER-FRE)</td>
<td>ROAD 17 1/2 UNDERPASS (HST SB)</td>
</tr>
<tr>
<td>ST-T1655-8</td>
<td>CENTRAL VALLEY WYE</td>
<td>SR 152 (NORTH) TO ROAD 19 WYE ALTERNATIVE</td>
<td>GENERAL PLAN (MER-FRE)</td>
<td>AERIAL #5 - SOUTHBOUND OVER UPRR / SR 99 - 1 OF 2</td>
</tr>
<tr>
<td>ST-T1660-8</td>
<td>CENTRAL VALLEY WYE</td>
<td>SR 152 (NORTH) TO ROAD 19 WYE ALTERNATIVE</td>
<td>GENERAL PLAN (MER-FRE)</td>
<td>AERIAL #5 - SOUTHBOUND OVER UPRR / SR 99 - 2 OF 2</td>
</tr>
<tr>
<td>ST-T1665-8</td>
<td>CENTRAL VALLEY WYE</td>
<td>SR 152 (NORTH) TO ROAD 19 WYE ALTERNATIVE</td>
<td>GENERAL PLAN (MER-FRE)</td>
<td>AERIAL #6 - NORTHBOUND OVER UPRR / SR 99 - 1 OF 2</td>
</tr>
<tr>
<td>ST-T1670-8</td>
<td>CENTRAL VALLEY WYE</td>
<td>SR 152 (NORTH) TO ROAD 19 WYE ALTERNATIVE</td>
<td>GENERAL PLAN (MER-FRE)</td>
<td>AERIAL #6 - NORTHBOUND OVER UPRR / SR 99 - 2 OF 2</td>
</tr>
<tr>
<td>ST-T1675-8</td>
<td>CENTRAL VALLEY WYE</td>
<td>SR 152 (NORTH) TO ROAD 19 WYE ALTERNATIVE</td>
<td>GENERAL PLAN (MER-FRE)</td>
<td>AERIAL #7 - NORTHBOUND OVER HST MERGED TO FRESNO - 1 OF 4</td>
</tr>
<tr>
<td>ST-T1680-8</td>
<td>CENTRAL VALLEY WYE</td>
<td>SR 152 (NORTH) TO ROAD 19 WYE ALTERNATIVE</td>
<td>GENERAL PLAN (MER-FRE)</td>
<td>AERIAL #7 - NORTHBOUND OVER HST MERGED TO FRESNO - 2 OF 4</td>
</tr>
<tr>
<td>ST-T1685-8</td>
<td>CENTRAL VALLEY WYE</td>
<td>SR 152 (NORTH) TO ROAD 19 WYE ALTERNATIVE</td>
<td>GENERAL PLAN (MER-FRE)</td>
<td>AERIAL #7 - NORTHBOUND OVER HST MERGED TO FRESNO - 3 OF 4</td>
</tr>
<tr>
<td>ST-T1690-8</td>
<td>CENTRAL VALLEY WYE</td>
<td>SR 152 (NORTH) TO ROAD 19 WYE ALTERNATIVE</td>
<td>GENERAL PLAN (MER-FRE)</td>
<td>AERIAL #7 - NORTHBOUND OVER HST MERGED TO FRESNO - 4 OF 4</td>
</tr>
</tbody>
</table>

**INDEX OF DRAWINGS**

**CALIFORNIA HIGH-SPEED TRAIN PROJECT**

**MERCED TO FRESNO SECTION**

**CENTRAL VALLEY WYE**

**STRUCTURE, VIADUCT AND TUNNEL PLANS**

**INDEX OF DRAWINGS**

**PAGE 4 OF 8**
<table>
<thead>
<tr>
<th>DRAWING NO.</th>
<th>SECTION</th>
<th>ALIGNMENT / PLAN SET</th>
<th>TITLE</th>
<th>DESCRIPTION</th>
</tr>
</thead>
<tbody>
<tr>
<td>ST-K1070-C</td>
<td>CENTRAL VALLEY WYE AVENUE 21 TO ROAD 13 WYE ALTERNATIVE</td>
<td>GENERAL PLAN (SJD-FRE)</td>
<td>SAN JOAQUIN RIVER BRIDGE - 1 OF 2</td>
<td></td>
</tr>
<tr>
<td>ST-K3070-C</td>
<td>CENTRAL VALLEY WYE AVENUE 21 TO ROAD 13 WYE ALTERNATIVE</td>
<td>TYPICAL SECTION (SJD-FRE)</td>
<td>SAN JOAQUIN RIVER BRIDGE - 2 OF 2</td>
<td></td>
</tr>
<tr>
<td>ST-K1080-C</td>
<td>CENTRAL VALLEY WYE AVENUE 21 TO ROAD 13 WYE ALTERNATIVE</td>
<td>GENERAL PLAN (SJD-FRE)</td>
<td>AERIAL #1 - FRESNO RIVER AND MARIPOSA SLOUGH - 1 OF 2</td>
<td></td>
</tr>
<tr>
<td>ST-K3080-C</td>
<td>CENTRAL VALLEY WYE AVENUE 21 TO ROAD 13 WYE ALTERNATIVE</td>
<td>TYPICAL SECTION (SJD-FRE)</td>
<td>AERIAL #1 - FRESNO RIVER AND MARIPOSA SLOUGH - 2 OF 2</td>
<td></td>
</tr>
<tr>
<td>ST-K1085-C</td>
<td>CENTRAL VALLEY WYE AVENUE 21 TO ROAD 13 WYE ALTERNATIVE</td>
<td>GENERAL PLAN (SJD-FRE)</td>
<td>SR 152 UNDERPASS</td>
<td></td>
</tr>
<tr>
<td>ST-K1090-C</td>
<td>CENTRAL VALLEY WYE AVENUE 21 TO ROAD 13 WYE ALTERNATIVE</td>
<td>GENERAL PLAN (SJD-FRE)</td>
<td>FLANAGAN ROAD UNDERPASS</td>
<td></td>
</tr>
<tr>
<td>ST-K1100-C</td>
<td>CENTRAL VALLEY WYE AVENUE 21 TO ROAD 13 WYE ALTERNATIVE</td>
<td>GENERAL PLAN (SJD-FRE)</td>
<td>AERIAL #2 - EASTSIDE BYPASS IRRIGATION DITCH - 1 OF 2</td>
<td></td>
</tr>
<tr>
<td>ST-K3100-C</td>
<td>CENTRAL VALLEY WYE AVENUE 21 TO ROAD 13 WYE ALTERNATIVE</td>
<td>TYPICAL SECTION (SJD-FRE)</td>
<td>AERIAL #2 - EASTSIDE BYPASS IRRIGATION DITCH - 2 OF 2</td>
<td></td>
</tr>
<tr>
<td>ST-K1120-C</td>
<td>CENTRAL VALLEY WYE AVENUE 21 TO ROAD 13 WYE ALTERNATIVE</td>
<td>GENERAL PLAN (SJD-FRE)</td>
<td>LINCOLN ROAD (ROAD 4) OVERHEAD</td>
<td></td>
</tr>
<tr>
<td>ST-K1150-C</td>
<td>CENTRAL VALLEY WYE AVENUE 21 TO ROAD 13 WYE ALTERNATIVE</td>
<td>GENERAL PLAN (SJD-FRE)</td>
<td>JUNIPER ROAD (ROAD 7) UNDERPASS</td>
<td></td>
</tr>
<tr>
<td>ST-K1155-C</td>
<td>CENTRAL VALLEY WYE AVENUE 21 TO ROAD 13 WYE ALTERNATIVE</td>
<td>GENERAL PLAN (SJD-FRE)</td>
<td>ASH SLOUGH BRIDGE - 1 OF 2</td>
<td></td>
</tr>
<tr>
<td>ST-K3155-C</td>
<td>CENTRAL VALLEY WYE AVENUE 21 TO ROAD 13 WYE ALTERNATIVE</td>
<td>TYPICAL SECTION (SJD-FRE)</td>
<td>ASH SLOUGH BRIDGE - 2 OF 2</td>
<td></td>
</tr>
<tr>
<td>ST-K1160-C</td>
<td>CENTRAL VALLEY WYE AVENUE 21 TO ROAD 13 WYE ALTERNATIVE</td>
<td>GENERAL PLAN (SJD-FRE)</td>
<td>HEMLOCK ROAD (ROAD 9) OVERHEAD</td>
<td></td>
</tr>
<tr>
<td>ST-K1200-C</td>
<td>CENTRAL VALLEY WYE AVENUE 21 TO ROAD 13 WYE ALTERNATIVE</td>
<td>GENERAL PLAN (SJD-FRE)</td>
<td>ROBERTSON BOULEVARD OVERHEAD</td>
<td></td>
</tr>
<tr>
<td>ST-K1210-C</td>
<td>CENTRAL VALLEY WYE AVENUE 21 TO ROAD 13 WYE ALTERNATIVE</td>
<td>GENERAL PLAN (SJD-FRE)</td>
<td>ROAD 14 UNDERPASS</td>
<td></td>
</tr>
<tr>
<td>ST-K1220-C</td>
<td>CENTRAL VALLEY WYE AVENUE 21 TO ROAD 13 WYE ALTERNATIVE</td>
<td>GENERAL PLAN (SJD-FRE)</td>
<td>BERENDA SLOUGH BRIDGE</td>
<td></td>
</tr>
<tr>
<td>ST-K1230-C</td>
<td>CENTRAL VALLEY WYE AVENUE 21 TO ROAD 13 WYE ALTERNATIVE</td>
<td>GENERAL PLAN (SJD-FRE)</td>
<td>BERENDA WAY (ROAD 16) OVERHEAD</td>
<td></td>
</tr>
<tr>
<td>ST-K1260-C</td>
<td>CENTRAL VALLEY WYE AVENUE 21 TO ROAD 13 WYE ALTERNATIVE</td>
<td>GENERAL PLAN (SJD-FRE)</td>
<td>ROAD 19 OVERHEAD</td>
<td></td>
</tr>
<tr>
<td>ST-K1270-C</td>
<td>CENTRAL VALLEY WYE AVENUE 21 TO ROAD 13 WYE ALTERNATIVE</td>
<td>GENERAL PLAN (SJD-FRE)</td>
<td>ROAD 20 UNDERPASS</td>
<td></td>
</tr>
<tr>
<td>ST-K1275-C</td>
<td>CENTRAL VALLEY WYE AVENUE 21 TO ROAD 13 WYE ALTERNATIVE</td>
<td>GENERAL PLAN (SJD-FRE)</td>
<td>AERIAL #3 - SR 99 / UPRR - 1 OF 2</td>
<td></td>
</tr>
<tr>
<td>ST-K1285-C</td>
<td>CENTRAL VALLEY WYE AVENUE 21 TO ROAD 13 WYE ALTERNATIVE</td>
<td>TYPICAL SECTION (SJD-FRE)</td>
<td>AERIAL #3 - SR 99 / UPRR - 2 OF 2</td>
<td></td>
</tr>
<tr>
<td>ST-K1290-C</td>
<td>CENTRAL VALLEY WYE AVENUE 21 TO ROAD 13 WYE ALTERNATIVE</td>
<td>GENERAL PLAN (SJD-FRE)</td>
<td>ROAD 22 OVERHEAD</td>
<td></td>
</tr>
<tr>
<td>ST-K1300-C</td>
<td>CENTRAL VALLEY WYE AVENUE 21 TO ROAD 13 WYE ALTERNATIVE</td>
<td>GENERAL PLAN (SJD-FRE)</td>
<td>AVENUE 20 1/2 UNDERPASS</td>
<td></td>
</tr>
<tr>
<td>ST-K1320-C</td>
<td>CENTRAL VALLEY WYE AVENUE 21 TO ROAD 13 WYE ALTERNATIVE</td>
<td>GENERAL PLAN (SJD-FRE)</td>
<td>DRY CREEK BRIDGE</td>
<td></td>
</tr>
<tr>
<td>ST-K1420-C</td>
<td>CENTRAL VALLEY WYE AVENUE 21 TO ROAD 13 WYE ALTERNATIVE</td>
<td>GENERAL PLAN (MER-FRE)</td>
<td>AERIAL #4 - SOUTHBOUND OVER HST MAINLINE - 1 OF 6</td>
<td></td>
</tr>
<tr>
<td>ST-K1421-C</td>
<td>CENTRAL VALLEY WYE AVENUE 21 TO ROAD 13 WYE ALTERNATIVE</td>
<td>GENERAL PLAN (MER-FRE)</td>
<td>AERIAL #4 - SOUTHBOUND OVER HST MAINLINE - 2 OF 6</td>
<td></td>
</tr>
<tr>
<td>ST-K1422-C</td>
<td>CENTRAL VALLEY WYE AVENUE 21 TO ROAD 13 WYE ALTERNATIVE</td>
<td>GENERAL PLAN (MER-FRE)</td>
<td>AERIAL #4 - SOUTHBOUND OVER HST MAINLINE - 3 OF 6</td>
<td></td>
</tr>
<tr>
<td>ST-K1423-C</td>
<td>CENTRAL VALLEY WYE AVENUE 21 TO ROAD 13 WYE ALTERNATIVE</td>
<td>GENERAL PLAN (MER-FRE)</td>
<td>AERIAL #4 - SOUTHBOUND OVER HST MAINLINE - 4 OF 6</td>
<td></td>
</tr>
<tr>
<td>ST-K1424-C</td>
<td>CENTRAL VALLEY WYE AVENUE 21 TO ROAD 13 WYE ALTERNATIVE</td>
<td>GENERAL PLAN (MER-FRE)</td>
<td>AERIAL #4 - SOUTHBOUND OVER HST MAINLINE - 5 OF 6</td>
<td></td>
</tr>
<tr>
<td>ST-K1425-C</td>
<td>CENTRAL VALLEY WYE AVENUE 21 TO ROAD 13 WYE ALTERNATIVE</td>
<td>GENERAL PLAN (MER-FRE)</td>
<td>AERIAL #4 - SOUTHBOUND OVER HST MAINLINE - 6 OF 6</td>
<td></td>
</tr>
<tr>
<td>ST-K1426-C</td>
<td>CENTRAL VALLEY WYE AVENUE 21 TO ROAD 13 WYE ALTERNATIVE</td>
<td>GENERAL PLAN (MER-FRE)</td>
<td>HST NB BRIDGE OVER BERENDA SLUGH</td>
<td></td>
</tr>
<tr>
<td>ST-K1430-C</td>
<td>CENTRAL VALLEY WYE AVENUE 21 TO ROAD 13 WYE ALTERNATIVE</td>
<td>GENERAL PLAN (MER-FRE)</td>
<td>ROAD 14 UNDERPASS (HST NB)</td>
<td></td>
</tr>
<tr>
<td>ST-K1435-C</td>
<td>CENTRAL VALLEY WYE AVENUE 21 TO ROAD 13 WYE ALTERNATIVE</td>
<td>GENERAL PLAN (MER-FRE)</td>
<td>AVENUE 21 1/2 UNDERPASS</td>
<td></td>
</tr>
<tr>
<td>ST-K1440-C</td>
<td>CENTRAL VALLEY WYE AVENUE 21 TO ROAD 13 WYE ALTERNATIVE</td>
<td>GENERAL PLAN (MER-FRE)</td>
<td>ROBERTSON BOULEVARD UNDERPASS</td>
<td></td>
</tr>
<tr>
<td>ST-K1445-C</td>
<td>CENTRAL VALLEY WYE AVENUE 21 TO ROAD 13 WYE ALTERNATIVE</td>
<td>GENERAL PLAN (MER-FRE)</td>
<td>AVENUE 22 1/2 UNDERPASS</td>
<td></td>
</tr>
<tr>
<td>ST-K1450-C</td>
<td>CENTRAL VALLEY WYE AVENUE 21 TO ROAD 13 WYE ALTERNATIVE</td>
<td>GENERAL PLAN (MER-FRE)</td>
<td>SR 152 UNDERPASS - 1 OF 2</td>
<td></td>
</tr>
<tr>
<td>ST-K1455-C</td>
<td>CENTRAL VALLEY WYE AVENUE 21 TO ROAD 13 WYE ALTERNATIVE</td>
<td>GENERAL PLAN (MER-FRE)</td>
<td>SR 152 UNDERPASS - 2 OF 2</td>
<td></td>
</tr>
<tr>
<td>ST-K1470-C</td>
<td>CENTRAL VALLEY WYE AVENUE 21 TO ROAD 13 WYE ALTERNATIVE</td>
<td>GENERAL PLAN (MER-FRE)</td>
<td>WASHINGTON AVENUE (AVENUE 25) UNDERPASS</td>
<td></td>
</tr>
<tr>
<td>ST-K1475-C</td>
<td>CENTRAL VALLEY WYE AVENUE 21 TO ROAD 13 WYE ALTERNATIVE</td>
<td>GENERAL PLAN (MER-FRE)</td>
<td>ASH SLOUGH BRIDGE - 1 OF 2</td>
<td></td>
</tr>
<tr>
<td>ST-K1480-C</td>
<td>CENTRAL VALLEY WYE AVENUE 21 TO ROAD 13 WYE ALTERNATIVE</td>
<td>GENERAL PLAN (MER-FRE)</td>
<td>ASH SLOUGH BRIDGE - 2 OF 2</td>
<td></td>
</tr>
<tr>
<td>ST-K1490-C</td>
<td>CENTRAL VALLEY WYE AVENUE 21 TO ROAD 13 WYE ALTERNATIVE</td>
<td>GENERAL PLAN (MER-FRE)</td>
<td>ROBERTSON BOULEVARD UNDERPASS</td>
<td></td>
</tr>
<tr>
<td>ST-K1495-C</td>
<td>CENTRAL VALLEY WYE AVENUE 21 TO ROAD 13 WYE ALTERNATIVE</td>
<td>GENERAL PLAN (MER-FRE)</td>
<td>CHOMICHEL RIVER BRIDGE - 1 OF 2</td>
<td></td>
</tr>
<tr>
<td>ST-3340-C</td>
<td>CENTRAL VALLEY WYE AVENUE 21 TO ROAD 13 WYE ALTERNATIVE</td>
<td>TYPICAL SECTION (MER-FRE)</td>
<td>CHOMICHEL RIVER BRIDGE - 2 OF 2</td>
<td></td>
</tr>
<tr>
<td>DRAWING NO.</td>
<td>SECTION</td>
<td>ALIGNMENT / PLAN SET</td>
<td>TITLE</td>
<td>DESCRIPTION</td>
</tr>
<tr>
<td>------------</td>
<td>---------</td>
<td>----------------------</td>
<td>-------</td>
<td>-------------</td>
</tr>
<tr>
<td>ST-K1495-C</td>
<td>CENTRAL VALLEY WYE AVENUE 21 TO ROAD 13 WYE ALTERNATIVE</td>
<td>GENERAL PLAN (MER-FRE)</td>
<td>DRAWN BY 15X DESIGN</td>
<td></td>
</tr>
<tr>
<td>ST-K1510-C</td>
<td>CENTRAL VALLEY WYE AVENUE 21 TO ROAD 13 WYE ALTERNATIVE</td>
<td>GENERAL PLAN (MER-FRE)</td>
<td>DESIGNED BY M. BRATT, M. CRIST, K. CHARAN</td>
<td></td>
</tr>
<tr>
<td>ST-K1515-C</td>
<td>CENTRAL VALLEY WYE AVENUE 21 TO ROAD 13 WYE ALTERNATIVE</td>
<td>GENERAL PLAN (MER-FRE)</td>
<td>CHARGE NOT FOR CONSTRUCTION</td>
<td></td>
</tr>
<tr>
<td>ST-T1520-C</td>
<td>CENTRAL VALLEY WYE AVENUE 21 TO ROAD 13 WYE ALTERNATIVE</td>
<td>GENERAL PLAN (MER-FRE)</td>
<td>CONSTRUCTION SUBMITTAL CHECKED BY PARSONS</td>
<td></td>
</tr>
<tr>
<td>ST-T3520-C</td>
<td>CENTRAL VALLEY WYE AVENUE 21 TO ROAD 13 WYE ALTERNATIVE</td>
<td>TYPICAL SECTIONS (MER-FRE)</td>
<td>DESIGNED FOR CONTRACT NO. HSRO-05 CALIFORNIA HIGH-SPEED TRAIN PROJECT</td>
<td></td>
</tr>
<tr>
<td>ST-T1520-C</td>
<td>CENTRAL VALLEY WYE AVENUE 21 TO ROAD 13 WYE ALTERNATIVE</td>
<td>GENERAL PLAN (MER-FRE)</td>
<td>MERCEDES BRIDGE</td>
<td></td>
</tr>
<tr>
<td>ST-T3520-C</td>
<td>CENTRAL VALLEY WYE AVENUE 21 TO ROAD 13 WYE ALTERNATIVE</td>
<td>TYPICAL SECTIONS (MER-FRE)</td>
<td>MERCEDES BRIDGE</td>
<td></td>
</tr>
<tr>
<td>ST-T1520-C</td>
<td>CENTRAL VALLEY WYE AVENUE 21 TO ROAD 13 WYE ALTERNATIVE</td>
<td>GENERAL PLAN (MER-FRE)</td>
<td>ROAD 11 BRIDGE</td>
<td></td>
</tr>
<tr>
<td>ST-T0000-C</td>
<td>CENTRAL VALLEY WYE SR 152 (NORTH) TO ROAD 11 WYE ALTERNATIVE</td>
<td>KEY MAP OF STRUCTURAL PLANS</td>
<td>SHEET 1 OF 2</td>
<td></td>
</tr>
<tr>
<td>ST-T0000-C</td>
<td>CENTRAL VALLEY WYE SR 152 (NORTH) TO ROAD 11 WYE ALTERNATIVE</td>
<td>KEY MAP OF STRUCTURAL PLANS</td>
<td>SHEET 2 OF 2</td>
<td></td>
</tr>
<tr>
<td>ST-T0000-C</td>
<td>CENTRAL VALLEY WYE SR 152 (NORTH) TO ROAD 11 WYE ALTERNATIVE</td>
<td>GENERAL PLAN (SJ-O-M)</td>
<td>WOOD SLough BRIDGE</td>
<td></td>
</tr>
<tr>
<td>ST-T0000-C</td>
<td>CENTRAL VALLEY WYE SR 152 (NORTH) TO ROAD 11 WYE ALTERNATIVE</td>
<td>GENERAL PLAN (SJ-O-M)</td>
<td>WOODSLough BRIDGE</td>
<td></td>
</tr>
<tr>
<td>ST-T0000-C</td>
<td>CENTRAL VALLEY WYE SR 152 (NORTH) TO ROAD 11 WYE ALTERNATIVE</td>
<td>GENERAL PLAN (SJ-O-M)</td>
<td>WOODSLOUGH BRIDGE</td>
<td></td>
</tr>
<tr>
<td>ST-T0000-C</td>
<td>CENTRAL VALLEY WYE SR 152 (NORTH) TO ROAD 11 WYE ALTERNATIVE</td>
<td>GENERAL PLAN (SJ-O-M)</td>
<td>WOODSLough BRIDGE</td>
<td></td>
</tr>
<tr>
<td>ST-T0000-C</td>
<td>CENTRAL VALLEY WYE SR 152 (NORTH) TO ROAD 11 WYE ALTERNATIVE</td>
<td>GENERAL PLAN (SJ-O-M)</td>
<td>MARISOPA SLough BRIDGE</td>
<td></td>
</tr>
<tr>
<td>ST-T0000-C</td>
<td>CENTRAL VALLEY WYE SR 152 (NORTH) TO ROAD 11 WYE ALTERNATIVE</td>
<td>GENERAL PLAN (SJ-O-M)</td>
<td>HARMON ROAD UNDERPASS</td>
<td></td>
</tr>
<tr>
<td>ST-T0000-C</td>
<td>CENTRAL VALLEY WYE SR 152 (NORTH) TO ROAD 11 WYE ALTERNATIVE</td>
<td>GENERAL PLAN (SJ-O-M)</td>
<td>AERIAL #1 - EASTSIDE BYPASS IRIGATION DITCH - 1 OF 2</td>
<td></td>
</tr>
<tr>
<td>ST-T3520-C</td>
<td>CENTRAL VALLEY WYE AVENUE 21 TO ROAD 13 WYE ALTERNATIVE</td>
<td>TYPICAL SECTIONS (SJ-O-M)</td>
<td>AERIAL #1 - EASTSIDE BYPASS IRIGATION DITCH - 2 OF 2</td>
<td></td>
</tr>
<tr>
<td>ST-T0000-C</td>
<td>CENTRAL VALLEY WYE SR 152 (NORTH) TO ROAD 11 WYE ALTERNATIVE</td>
<td>GENERAL PLAN (SJ-O-M)</td>
<td>SR 59 / SR 152 INTERCHANGE - 1 OF 4</td>
<td></td>
</tr>
<tr>
<td>ST-T0000-C</td>
<td>CENTRAL VALLEY WYE SR 152 (NORTH) TO ROAD 11 WYE ALTERNATIVE</td>
<td>GENERAL PLAN (SJ-O-M)</td>
<td>SR 59 / SR 152 INTERCHANGE - 2 OF 4</td>
<td></td>
</tr>
<tr>
<td>ST-T0000-C</td>
<td>CENTRAL VALLEY WYE SR 152 (NORTH) TO ROAD 11 WYE ALTERNATIVE</td>
<td>GENERAL PLAN (SJ-O-M)</td>
<td>LINCOLN ROAD (ROAD 4) OVERPASS</td>
<td></td>
</tr>
<tr>
<td>ST-T0000-C</td>
<td>CENTRAL VALLEY WYE SR 152 (NORTH) TO ROAD 11 WYE ALTERNATIVE</td>
<td>GENERAL PLAN (SJ-O-M)</td>
<td>HEMLOCK ROAD (ROAD 9) UNDERPASS</td>
<td></td>
</tr>
<tr>
<td>ST-T0000-C</td>
<td>CENTRAL VALLEY WYE SR 152 (NORTH) TO ROAD 11 WYE ALTERNATIVE</td>
<td>GENERAL PLAN (SJ-O-M)</td>
<td>HEMLOCK ROAD (ROAD 9) INTERCHANGE - 1 OF 2</td>
<td></td>
</tr>
<tr>
<td>ST-T0000-C</td>
<td>CENTRAL VALLEY WYE SR 152 (NORTH) TO ROAD 11 WYE ALTERNATIVE</td>
<td>GENERAL PLAN (SJ-O-M)</td>
<td>ASH SLough BRIDGE - 1 OF 2</td>
<td></td>
</tr>
<tr>
<td>ST-T0000-C</td>
<td>CENTRAL VALLEY WYE SR 152 (NORTH) TO ROAD 11 WYE ALTERNATIVE</td>
<td>GENERAL PLAN (SJ-O-M)</td>
<td>ASH SLouch BRIDGE - 2 OF 2</td>
<td></td>
</tr>
<tr>
<td>ST-T0000-C</td>
<td>CENTRAL VALLEY WYE SR 152 (NORTH) TO ROAD 11 WYE ALTERNATIVE</td>
<td>GENERAL PLAN (SJ-O-M)</td>
<td>ELIN ROAD (ROAD 12) UNDERPASS</td>
<td></td>
</tr>
<tr>
<td>ST-T0000-C</td>
<td>CENTRAL VALLEY WYE SR 152 (NORTH) TO ROAD 11 WYE ALTERNATIVE</td>
<td>GENERAL PLAN (SJ-O-M)</td>
<td>SR 152 (ROAD 12) UNDERCROSSING</td>
<td></td>
</tr>
<tr>
<td>DRAWING NO.</td>
<td>SECTION</td>
<td>ALIGNMENT / PLAN SET</td>
<td>TITLE</td>
<td>DESCRIPTION</td>
</tr>
<tr>
<td>-------------</td>
<td>---------</td>
<td>-----------------------</td>
<td>-------</td>
<td>-------------</td>
</tr>
<tr>
<td>ST-K1641-0</td>
<td>CENTRAL VALLEY WYE</td>
<td>SR 152 (NORTH) TO ROAD 11 WYE ALTERNATIVE</td>
<td>GENERAL PLAN (SJD-MER)</td>
<td>AERIAL #5 - NORTHBOUND OVER HST MERED TO FRESNO - 2 OF 6</td>
</tr>
<tr>
<td>ST-K1642-0</td>
<td>CENTRAL VALLEY WYE</td>
<td>SR 152 (NORTH) TO ROAD 11 WYE ALTERNATIVE</td>
<td>GENERAL PLAN (SJD-MER)</td>
<td>AERIAL #5 - NORTHBOUND OVER HST MERED TO FRESNO - 3 OF 6</td>
</tr>
<tr>
<td>ST-K1643-0</td>
<td>CENTRAL VALLEY WYE</td>
<td>SR 152 (NORTH) TO ROAD 11 WYE ALTERNATIVE</td>
<td>GENERAL PLAN (SJD-MER)</td>
<td>AERIAL #5 - NORTHBOUND OVER HST MERED TO FRESNO - 4 OF 6</td>
</tr>
<tr>
<td>ST-K3640-0</td>
<td>CENTRAL VALLEY WYE</td>
<td>SR 152 (NORTH) TO ROAD 11 WYE ALTERNATIVE</td>
<td>TYPICAL SECTIONS (SJD-MER)</td>
<td>AERIAL #5 - NORTHBOUND OVER HST MERED TO FRESNO - 5 OF 6</td>
</tr>
<tr>
<td>ST-K3641-0</td>
<td>CENTRAL VALLEY WYE</td>
<td>SR 152 (NORTH) TO ROAD 11 WYE ALTERNATIVE</td>
<td>TYPICAL SECTIONS (SJD-MER)</td>
<td>AERIAL #5 - NORTHBOUND OVER HST MERED TO FRESNO - 6 OF 6</td>
</tr>
<tr>
<td>ST-K1650-0</td>
<td>CENTRAL VALLEY WYE</td>
<td>SR 152 (NORTH) TO ROAD 11 WYE ALTERNATIVE</td>
<td>GENERAL PLAN (SJD-MER)</td>
<td>ROAD 11 UNDERPASS</td>
</tr>
<tr>
<td>ST-K1653-0</td>
<td>CENTRAL VALLEY WYE</td>
<td>SR 152 (NORTH) TO ROAD 11 WYE ALTERNATIVE</td>
<td>GENERAL PLAN (SJD-MER)</td>
<td>WASHINGTON ROAD (AVE 2S) UNDERPASS</td>
</tr>
<tr>
<td>ST-K1656-0</td>
<td>CENTRAL VALLEY WYE</td>
<td>SR 152 (NORTH) TO ROAD 11 WYE ALTERNATIVE</td>
<td>GENERAL PLAN (SJD-MER)</td>
<td>CHOWCHILLA RIVER BRIDGE</td>
</tr>
</tbody>
</table>
NOTES:

1. PILE AND DRILLED SHAFT LENGTHS TO BE DETERMINED.
**TOP OF RAIL PROFILE (¢, HST SB TRACK)**

1,200'-0" TOTAL LENGTH MEASURED ALONG ¢ HST SB TRACK

**DEVELOPED ELEVATION**

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

**PLAN**

VERTI: 1" = 100'

**NOTES:**

1. DRAIN PIPE FILES ASSUMED FOR ABUTMENT AND TEMP FOUNDATIONS, PILE LENGTHS TO BE DETERMINED.
2. FOR SECTION, SEE DRAWING ST-K3080-C.
3. ANY EXISTING DIRT ROAD THAT CONFLICTS WITH NEW CONSTRUCTION SHALL BE REALIGNED.
4. FOR UTILITY DISPOSITIONS, SEE CIVIL AND GRADE SEPARATION PLANS; DRAWING CV-S1080-C.
5. FOR RETAINING WALLS, SEE CIVIL AND GRADE SEPARATION PLANS; DRAWING CV-S1080-C.

**LEGEND:**

- INDICATES POINT OF MINIMUM VERTICAL CLEARANCE
- INDICATES DIRECTION OF FLOW
1. SLOPE PAVING (1H:1V)
2. SLOPE PAVING (1H:2V)
3. CURVE SUB-FRE 2.115R

TEMPORARY TRAFFIC OPENINGS

<table>
<thead>
<tr>
<th>REQUIREMENT</th>
<th>OPENING ROAD (HORIZ X VERT)</th>
</tr>
</thead>
<tbody>
<tr>
<td>LEVEE ROAD</td>
<td>5742440 20'X16.5'</td>
</tr>
<tr>
<td>LEVEE ROAD</td>
<td>5744425 20'X16.5'</td>
</tr>
<tr>
<td>LEVEE ROAD</td>
<td>5750450 20'X16.5'</td>
</tr>
</tbody>
</table>

**SCHEDULED TRAFFIC:**

1. TRAFFIC WILL BE DEToured AWAY FROM THE SITE.
2. TRAFFIC WILL PASS UNDER THE STRUCTURE ON:

**ST OR ROAD NAME AND LOCATION**

- LEVEE ROAD
- LEVEE ROAD
- LEVEE ROAD

**REPORTED OPENING ROAD (HORIZ X VERT):**

- LEVEE ROAD
- LEVEE ROAD
- LEVEE ROAD

**FOR REALIGNMENT:**

- TRAFFIC WILL BE DEToured AWAY FROM THE SITE.
- TRAFFIC WILL PASS UNDER THE STRUCTURE ON:

**REFERENCES:**

- SLOPE PAVING (1H:1V)
- CURVE SUB-FRE 2.115R

**CALIFORNIA HIGH-SPEED TRAIN PROJECT**

**MERCED TO FRESNO SECTION**

**CENTRAL VALLEY WYE**

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

**AERIAL #1 - FRESNO RIVER AND MARIPOSA SLOUGH - 1 OF 2**
NOTES:

1. PILE LENGTHS TO BE DETERMINED.
2. FOR TRACK SUPERELEVATION DETAILS, SEE ALIGNMENT AND TYPICAL SECTION PLANS. DRAWING TT-80050-C.
CALIFORNIA HIGH-SPEED TRAIN PROJECT

TOP OF RAIL PROFILE (C HST SB TRACK)

DEVELOPED ELEVATION

TYPICAL SECTION

LEGEND

1.  INDICATES POINT OF MINIMUM
    VERTICAL ELEVATION

2.  INDICATES DIRECTION OF TRAFFIC
    STRUCTURE APPROACH

3.  SLOPE PAVING (1/14:1V)

NOTES:

1.  16" DIA PIPE POLES ASSUMED FOR ABUTMENT FOUNDATIONS. POLE LENGTHS TO BE DETERMINED.

2.  FOR UTILITY DISPOSITIONS, SEE CIVIL AND GRADE SEPARATION PLANS; DRAWING CV-S1090-C.

3.  FOR RETAINING WALLS, SEE CIVIL AND GRADE SEPARATION PLANS; DRAWING CV-S1090-C.

4.  FOR GUARDRAILS, SEE CIVIL AND GRADE SEPARATION PLANS; DRAWING CV-S1090-C.

5.  FOR TRACK SUPERELEVATION DETAILS, SEE ALIGNMENT AND TYPICAL SECTION PLANS; DRAWING CV-S1090-C.

CALIFORNIA HIGH-SPEED TRAIN PROJECT
MERGED TO FREMONT SECTION

CENTRAL VALLEY WYE
AVENUE 21 TO ROAD 13 WYE ALTERNATIVE
GENERAL PLAN (SJD-FRE)
FLANAGAN ROAD UNDERPASS
NOTES:
1. PILE LENGTHS TO BE DETERMINED.
2. FOR TRACK SUPERELEVATION DETAILS, SEE ALIGNMENT AND TYPICAL SECTION PLANS.

DRAWING TT-B0050-C.

CALIFORNIA HIGH-SPEED TRAIN PROJECT
MERCEDES TO FRESNO SECTION
CENTRAL VALLEY WYE
AVENUE 21 TO ROAD 13 WYE ALTERNATIVE
TYPICAL SECTION (SJD-FRE)
AERIAL #2 - EASTSIDE BYPASS IRRIGATION DITCH - 2 OF 2

DRAWN BY:
DESIGNED BY:
CHECKED BY:
IN CHARGE:

DATE CHK APP REV
05 - FEB - 2015 11:45 M F - ST - K3100-C

CONSTRUCTION NOT FOR SUBMITTAL 15% DESIGN RECORD SET

CONTRACT NO. P005133 A

SCALE SHEET NO.
05 - FEB - 2015

C. LEMLEY
S. J. S.
TYPICAL SECTION (SJD-FRE)

DATE
02/13/2015

0. EDEWOR

AS SHOWN

1" = 10'

NOTES:

SECTION A-A

2.5% PARAPET

COLUMN POLE

• OCS

PRECAST PRESTRESSED CONC BOX GIRDERS

PRECAST

12'-0" WAX 15'-0" WAX

1'-11 1/2" PIPE PILE

T/R

APPROX OC

FILE CAP

COLUMN

10'-8" MAX

12'-0" MIN

6'-1"

6'-1"

15'-0"

8'-3"

8'-3"

10'-8"
CALIFORNIA HIGH-SPEED TRAIN PROJECT
MERCED TO FRESNO SECTION
CENTRAL VALLEY WYE
AVENUE 21 TO ROAD 13 WYE ALTERNATIVE
GENERAL PLAN (SJD-FRE)
LINCOLN ROAD (ROAD 4) OVERHEAD

PAGES 1 TO 4 OF 5

CALIFORNIA HIGH-SPEED TRAIN PROJECT

DATE
05 - MAY - 2015
16:23
M F - ST - K 1120 - C .dgn

CONTRACT NO.
p005133 a

CONSTRUCTION
NOT FOR
SUBMITTAL
15% DESIGN
RECORD SET
ELEV 152.06'
19+57.60 BVC
ELEV 152.06'
40+57.60 EVC
ELEV 152.06'

ELEV 2100.00' VC
34\%

ABUT 4
ABUT 1
BENT 2
BENT 3

TOP OF FILL
30+00
28+00
32+00

PROFILE GRADE
NO SCALE

APPROX OG
APPROX
INDICATES POINT OF MINIMUM
VERTICAL CLEARANCE
INDICATES DIRECTION OF TRAFFIC
PAINT "LINCOLN ROAD OVERHEAD"
PAINT "BRIDGE NO. XX-XXXX"
CONCRETE BARRIER TYPE 736 MOD
SLOPE PAVING (1•H:1V)
PAINT "LINCOLN ROAD"
AR FENCE WITH SOLID PLATE
V E R T C L R

AVENUE 21
15+76
96'-0" MEASURED ALONG • ROAD 4/LINCOLN ROAD

INDICATES POINT OF MINIMUM
VERTICAL CLEARANCE
VERTICAL CLEARANCE
INDICATES POINT OF MINIMUM
VERTICAL CLEARANCE

NOTES:
1. ASSUME CLASS 140 PILES AT ABUTMENT AND BENT FOUNTAIONS. PILE LENGTHS TO BE DETERMINED.
2. FOR UTILITY DISPOSITION, SEE CIVIL AND GRADE SEPARATION PLANS; DRAWING CV-S1120-C.
3. FOR GUARDRAILS, SEE CIVIL AND GRADE SEPARATION PLANS; DRAWING CV-S1120-C.
4. HST R/W VARIES, 119'-6" MIN

TYPICAL SECTION
1" - 10'

LEGEND

A
B
C
D
E
F
G
H
I
J
K
L
M
N
O
P
Q
R
S
T
U
V
W
X
Y
Z

PLANS; DRAWING CV-S1120-C.
FOR GUARDRAILS, SEE CIVIL AND GRADE SEPARATION PLANS; DRAWING CV-S1120-C.
FOR UTILITY DISPOSITION, SEE CIVIL AND GRADE SEPARATION PLANS; DRAWING CV-S1120-C.
ASSUME CLASS 140 PILES AT ABUTMENT AND BENT FOUNDATIONS. PILE LENGTHS TO BE DETERMINED.
HST R/W VARIES, 119'-6" MIN

SJD-FRE • HST NB TRACK
SJD-FRE • HST SB TRACK
SJD-FRE • AVENUE 21

HST R/W
GUARDRAIL
GUARDRAIL
GUARDRAIL
GUARDRAIL
GUARDRAIL
GUARDRAIL

TOP OF FILL
TOP OF FILL
TOP OF FILL
TOP OF FILL
TOP OF FILL
TOP OF FILL
TOP OF FILL
TOP OF FILL

ELEV 172.45'
BB STA 28+27.55
ELEV 172.60'
EB STA 31+64.05

AVENUE 21 15+76.48
"LIN" 29+14.51 =
336'-6" MEASURED ALONG • ROAD 4/LINCOLN ROAD

15+54
15+54
15+54
15+54
15+54
15+54
15+54
15+54
15+54
15+54
15+54
15+54
15+54
15+54
15+54
15+54
15+54
15+54
15+54
15+54

"LIN" LINE
• ROAD 4/LINCOLN ROAD =
• BRIDGE =
HST R/W

VERTICAL CLEARANCE
"LIN" LINE
• ROAD 4/LINCOLN ROAD =
• AVENUE 21

ELEVATION
1" = 30'

ABUT 1
ABUT 2
ABUT 3
ABUT 4

TOP OF FILL
TOP OF FILL
TOP OF FILL
TOP OF FILL

ELEVATION
1" = 10'

PLAN
1" = 30'

CALIFORNIA HIGH-SPEED TRAIN PROJECT

MERCED TO FRESNO SECTION
CENTRAL VALLEY WYE
AVENUE 21 TO ROAD 13 WYE ALTERNATIVE
GENERAL PLAN (SJD-FRE)
LINCOLN ROAD (ROAD 4) OVERHEAD
NOTES:
1. **FILE LENGTHS TO BE DETERMINED.**
2. FOR TRACK SUPERELAVATION DETAILS, SEE ALIGNMENT AND TYPICAL SECTION PLANS.
   DRAWING TT-00002-C.

TYPICAL SECTION

1" = 10'

---

CALIFORNIA HIGH-SPEED TRAIN PROJECT

MERCEDES TO FRESNO SECTION

CENTRAL VALLEY WYE
AVENUE 21 TO ROAD 13 WYE ALTERNATIVE
TYPICAL SECTION (SE-SE)
ASH SLough Bridge - 2 of 2

DRAWING TT-00002-C

CALIFORNIA HIGH-SPEED RAIL AUTHORITY
CALIFORNIA HIGH-SPEED TRAIN PROJECT

DRAWN BY: M. SUN
DESIGNED BY: J. KIDWELL
CHECKED BY: M. LEMLEY
IN CHARGE: R. STANTON

DATE: 05/08/2015
CONTRACT NO.: p005133 a

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

PERCENTAGE:
1600.00' VC
ABUT 1
BENT 2
APPROX OG

PROFILE GRADE
500'-0" MEASURED ALONG E ROAD 9/HENLOCK ROAD

PLAN
1" = 30'

ELEVATION
1" = 20'

TYPICAL SECTION
1" = 10'

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 DRAWING CV-S1160-C.
3. FOR UTILITY DISPOSITION, SEE CIVIL AND GRADE SEPARATION PLANS DRAWING CV-S1160-C.

SEPARATION PLANS. DRAWING CV-S1160-C.
FOR UTILITY DISPOSITION, SEE CIVIL AND GRADE SEPARATION PLANS; DRAWING CV-S1160-C.
FOR GUARDRAILS, SEE CIVIL AND GRADE SEPARATION FOUNDATIONS. PILE LENGTHS TO BE DETERMINED.
ASSUME CLASS 140 PILES AT ABUTMENT AND BENT FOUNDATIONS, PILE LENGTHS TO BE DETERMINED.

TEMPORARY TRAFFIC OPENINGS

1. TRAFFIC WILL BE DETOURED AWAY FROM THE SITE.
2. TRAFFIC WILL PASS UNDER THE STRUCTURE ON:
   - AVENUE 21 (APPROX)
3. TEMP TRAFFIC LANE REDUCTION FOR
   - AVENUE 21 (APPROX)

VEHICULAR TRAFFIC
1. TRAFFIC WILL BE DETOURED AWAY FROM THE SITE.
2. TRAFFIC WILL PASS UNDER THE STRUCTURE ON:
   - AVENUE 21 (APPROX)
3. TEMP TRAFFIC LANE REDUCTION FOR
   - AVENUE 21 (APPROX)

CALIFORNIA HIGH-SPEED TRAIN PROJECT
MERCED TO FRESNO SECTION
CENTRAL VALLEY WYE
AVENUE 21 TO ROAD 13 WYE ALTERNATIVE GENERAL PLAN (SJD-FRE)
HENLOCK ROAD (ROAD 9) OVERHEAD

AS SHOWN
CALIFORNIA HIGH-SPEED TRAIN PROJECT

PROFILE GRADE
NO SCALE

405'-9" MEASURED ALONG E ROBERTSON BLVD

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

ELEVATION
1" = 30'

LEGEND:
1. Indicates point of maximum vertical clearance
2. Indicates direction of traffic
3. Paint "Robertson Boulevard Overhead"
4. Concrete barrier type 736 MOD
5. Wingwall
6. Air fence with solid plate

NOTES:
1. Vehicular Traffic
   1. Traffic will be detoured away from the site.
   2. Traffic will pass under the structure span
   3. Temp Traffic Lane Reduction for Pitt Exc.

TEMPORARY TRAFFIC OPENINGS

VERTICAL CLEARANCE

TYPICAL SECTION
1" = 10'

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

CONTRACT NO.
0042226

CONSTRUCTION NOT FOR SUBMITTAL
15% DESIGN

RECORD SET
10041020
CONTROVERSIAL
SPECIAL
NO BOX CONSTRUCTION

Pitt Exc.
AVENUE 21
38+37
32+36.5"
2-WAY

PARSONS

CALIFORNIA HIGH-SPEED RAIL AUTHORITY

ST-K1200-C
MERCED TO FRESNO SECTION
CENTRAL VALLEY WYE
AVENUE 21 TO ROAD 13 WYE ALTERNATIVE GENERAL PLAN (OBLONG-FIRE)
ROBERTSON BOULEVARD OVERHEAD

M. SUN
J. KIDWELL
O. EDEWOR
C. LEMLEY

05/08/2015
TOP OF RAIL PROFILE (E HST SB TRACK)

NO SCALE

TYPICAL SECTION

VEHICULAR TRAFFIC

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

LEGEND:

- INDICATES POINT OF MINIMUM VERTICAL CLEARANCE
- INDICATES DIRECTION OF TRAFFIC
○ STRUCTURE APPROACH
☑ SLOPE PAVING (1:9HV)

NOTES:

1. 12" # PIPE PILES ASSUMED FOR ADJACENT FOUNDATIONS. PILE LENGTHS TO BE DETERMINED.
2. FOR UTILITY DISPOSITIONS, SEE CIVIL AND GRADE SEPARATION PLANS; DRAWING CV-S1210-C.
3. FOR RETAINING WALLS, SEE CIVIL AND GRADE SEPARATION PLANS; DRAWING CV-S1210-C.

CALIFORNIA HIGH-SPEED TRAIN PROJECT
MERCESE PRESIDIO SECTION
CENTRAL VALLEY WYE
AVENUE 21 TO ROAD 13 WYE ALTERNATIVE GENERAL PLAN (SUB-FIRE)
ROAD 14 UNDERPASS
CALIFORNIA HIGH-SPEED TRAIN PROJECT
MERGED TO FRESNO SECTION
CENTRAL VALLEY WYE
AVENUE 21 TO ROAD 13 WYE ALTERNATIVE GENERAL PLAN (SUB-FRE)
ROAD 19 OVERHEAD

PROFILE GRADE
NO SCALE
415'-0" MEASURED ALONG E ROAD 19

ELEVATION
1" = 30'

PLAN
1" = 30'

TYPICAL SECTION
1" = 10'

TEMPORARY TRAFFIC OPENINGS

LEGEND:
- INDICATES POINT OF MINIMUM VERTICAL CLEARANCE
- INDICATES DIRECTION OF TRAFFIC
1. TRAFFIC WILL BE DETOURED AWAY FROM THE SITE.
2. TRAFFIC WILL PASS UNDER THE STRUCTURE ON:
   a. 2-WAY FTG EXC.
   b. HST SB TRACK
   c. HST NB TRACK
   d. HST SB TRACK SUB-FRE
   e. HST NB TRACK SUB-FRE

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. Foundations and wye details shown.
3. For guardrails, see civil and grade separation plans. Driving 04-03-260-5.
TOP OF RAIL PROFILE (HST SB TRACK)

1,010'-0" TOTAL LENGTH MEASURED ALONG & HST SB TRACK

BALANCED CANTILEVER CONSTRUCTION

NO SCALE

ELEVATION

VERT H = 50' HORIZ T = 100'

GUARDRAIL, TYP

GUARDRAIL, TYP

TOE OF FILL, TYP

TOP OF FILL, TYP

EDGE OF SUPERSTRUCTURE

CENTER FIBER OPTIC

HEAT TUNNEL 45'-0"

E1

E2

E4

E5

E6

E7

PLAN

T = 100'

P = 120'-0" R = 3,000.00'

HST SB TRK 6850+39.17'

LEGEND:

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

TEMPORARY TRAFFIC OPENINGS

VEHICULAR TRAFFIC

1. TRAFFIC WILL BE DETOUR AWAY FROM THE SITE.
2. TRAFFIC WILL PASS UNDER THE STRUCTURE ON:
   - ROAD 19/GOLDEN STATE BLVD
   - SR 99
   - FAIRMEAD BLVD

RAILROAD TRAFFIC

FALSEWORK OPENING REQUIRED ON:

<table>
<thead>
<tr>
<th>ROAD</th>
<th>FALSEWORK OPENING REQD (HORIZ X VERT)</th>
</tr>
</thead>
<tbody>
<tr>
<td>UPRR</td>
<td>2'x2'</td>
</tr>
<tr>
<td>ST-K1275-C</td>
<td>20'x21'</td>
</tr>
<tr>
<td>ST-K1280-C</td>
<td>52'x16.5'</td>
</tr>
<tr>
<td>ST-K1275-C</td>
<td>40'x16.5'</td>
</tr>
<tr>
<td>HST SB TRACK</td>
<td>1&quot;x2&quot;</td>
</tr>
<tr>
<td>HST NB TRACK</td>
<td>24'x21'</td>
</tr>
</tbody>
</table>

NOTES:

1. 16" PIPE PILES ASSIGNED FOR ABUTMENT AND BENT FOUNDATIONS; PILE LENGTHS TO BE DETERMINED.
2. FOR SECTIONS AND BENT COLUMN SCHEDULE, SEE DRAWING ST-K1275-C.
3. ANY EXISTING ORT ROAD THAT CONFLICTS WITH NEW CONSTRUCTION SHALL BE REALIGNED.
4. FOR UTILITY DISPOSITIONS, SEE CIVIL AND GRADE SEPARATION PLANS; DRAWINGS CV-S1270-C AND CV-S1280-C.
5. FOR GUARDRAILS, SEE CIVIL AND GRADE SEPARATION PLANS; DRAWINGS CV-S1270-C AND CV-S1280-C.
6. FOR RETAINING WALLS, SEE CIVIL AND GRADE SEPARATION PLANS; DRAWINGS CV-S1270-C AND CV-S1280-C.

CALIFORNIA HIGH-SPEED TRAIN PROJECT
MERCEDES TO FRESNO SECTION

CENTRAL VALLEY WYE
AVENUE 21 TO ROAD 13 WYE ALTERNATIVE GENERAL PLAN (OJ-5/E)
AERIAL #3 - SR 99 / UPRR - 1 OF 2

RECORD SET BY
H. LEMLEY
4/20/2016

FOR CONSTRUCTION

IN CHARGE
O. EDEWOR
4/8/2015

CHECKED BY
S. HICKS
5/1/2015

DESIGNED BY
R/W
5/8/2016

SCALE
1" = 100'

DESIGNED TO
DRAWING NO.
ST-K1275-C

DRAWN BY
M. SUN
5/8/2015

FOR RETAINING WALLS, SEE CIVIL AND GRADE SEPARATION PLANS; DRAWINGS CV-S1270-C AND CV-S1280-C.
FOR GUARDRAILS, SEE CIVIL AND GRADE SEPARATION PLANS; DRAWINGS CV-S1270-C AND CV-S1280-C.
FOR UTILITY DISPOSITIONS, SEE CIVIL AND GRADE SEPARATION PLANS; DRAWINGS CV-S1270-C AND CV-S1280-C.
SECTION A-A

SECTION B-B

NOTES:
1. PILE LENGTHS TO BE DETERMINED.

SEE NOTE 1
16" # PIPE PILE, TYP
CALIFORNIA HIGH-SPEED TRAIN PROJECT

DATE: 10-MAR-2016

DRAWING NO.: 17:33

SCALE: NO SCALE

SHEET NO.: 15% DESIGN

CONTRACT NO.: p005133 A

CONSTRUCTION NOT FOR SUBMITTAL

DATE: 03/18/2016

NOTE: 1"=10'

LEGEND:
1. Indicates point of minimum vertical clearance
2. Indicates direction of traffic
3. Paint "Road 22 = "RD 22" Line"
4. Paint "Bridge No. XX-XXXX"
5. Concrete barrier Type 736 MOD
6. Slope paving (1%H:1%V)
7. Wingwall
8. Air fence with solid plate
9. Tongue
10. Joint
11. Steel
12. Concrete

NOTES:
1. Assume Class 140 pipes at abutment and bent foundations. Pipe lengths to be determined.
2. For utility dispositions, see Civil and Grade Separation Plans; Drawing CV-S1290-C.
3. For guardrails, see Civil and Grade Separation Plans; Drawing CV-S1290-C.

GENERAL PLAN (SJD-FRE)

AVENUE 21 TO ROAD 13 WYE ALTERNATIVE

MERCED TO FRESNO SECTION

CALIFORNIA HIGH-SPEED TRAIN PROJECT

SUMMARY OF CONSTRUCTION OBJECTIVE:

1. Central Valley Wye

2. Road 22 to Road 13 Wye Alternative

3. General Plan (Sub-Fire)

4. Road 22 Overhead

5. Cast-In-Place Prestressed Concrete Box Girder

6. Construction

7. As Shown

8. No. Form CT-1200-C

9. 03/18/2016

10. M. Sun

11. W. Johnsen

12. C. Lemley

13. O. Ede沃
CALIFORNIA HIGH-SPEED TRAIN PROJECT

MERCED TO FRESNO SECTION

CENTRAL VALLEY WYE
AVENUE 21 TO ROAD 13 WYE ALTERNATIVE GENERAL PLAN (SUB-FRE)
AVENUE 20½ 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 DRAWING CV-51300-C.
3. FOR GUARDRAILS, SEE CIVIL AND GRADE SEPARATION PLANS DRAWING CV-51300-C.
4. FOR RETAINING WALLS, SEE CIVIL AND GRADE SEPARATION PLANS DRAWING CV-51300-C.

LEGEND:
• INDICATES POINT OF MINIMUM VERTICAL CLEARANCE
⇒ INDICATES DIRECTION OF TRAFFIC
1 Paint "AVENUE 20½ OVERHEAD"
2 Paint "BRIDGE NO. XX-XXXX"
3 CONCRETE BARRIER TYPE 736 MOD
4 SLOPE PAVING (1½:1H:1V)
5 WINDWALL
6 AIR FENCE WITH SOLID PLATE
NOTES:
1. DRILLED SHAFT AND PILE LENGTHS TO BE DETERMINED.
2. FOR TRACK SUPERELEVATION DETAILS, SEE ALIGNMENT AND TYPICAL SECTION PLANS, DRAWING TT-B0056-C.

SECTION C-C
1" = 10'

SECTION D-D
1" = 10'
CALIFORNIA HIGH-SPEED TRAIN PROJECT

TOP OF RAIL PROFILE (C HST NB TRACK)

NO SCALE

DEVELOPED ELEVATION

1" = 10'

PLAN

TIE OF FILL

HST NB TRACK

TIE OF FILL

AERIAL #4

BENT 1

ABUT 1

DATEM ELEV 250.00'

24944400

24944400

24944400

24947400

24943100

24943100

24944400

24944400

24944400

24947400

CALIFORNIA HIGH-SPEED TRAIN PROJECT

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

HST NB BRIDGE OVER BERENDA SLOUGH

TYPICAL SECTION

1" = 10'

LEGEND

INDICATES POINT OF MINIMUM CLEARANCE

INDICATES DIRECTION OF FLOW

SLOPE PAVING (1\(\frac{1}{2}\)H:1V)

CURVE MER-FRE 1 MB ③

x = 10,300.20°

LS = 1,500.00'

NOTES:

1. 16" # PIPE HINTS ASSUMED FOR ABUTMENT AND BENT FOUNDATIONS. PILE LENGTHS TO BE DETERMINED.

2. FOR UTILITY DISPOSITIONS, SEE OWN AND GRADE SEPARATION PLANS DRAWING CS-57-02-C.

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

4. FOR AERIAL #4 - SOUTHBOUND OVER HST MAINLINE GENERAL PLAN AND TYPICAL SECTIONS, SEE DRAWINGS 57-5420-C TO 57-5422-C, 57-5424-C, AND 57-5426-C.

5. FOR TRACK SUPERELEVATION DETAILS, SEE ALIGNMENT AND TYPICAL SECTIONS DRAWING TT-00057-C.
CALIFORNIA HIGH-SPEED TRAIN PROJECT

DEVELOPED ELEVATION

TOP OF RAIL PROFILE (E HST SB TRACK)

MERCED TO FRESNO SECTION
CENTRAL VALLEY WYE
AVENUE 21 TO ROAD 13 WYE ALTERNATIVE
GENERAL PLAN (MER-FRE)
ROBERTSON BOULEVARD UNDERPASS

CALIFORNIA HIGH-SPEED TRAIN PROJECT

CONSTRUCTION NOT FOR SUBMITTAL
15% DESIGN RECORD SET
APPROX OG ABUT 1 BENT 2 BENT 3 ABUT 4
70'-0" 100'-0" 70'-0"

TEMPORARY TRAFFIC OPENINGS AND LOCATION
ST OR ROAD NAME VEHICLE TRAFFIC OPENING REQD FALSEWORK
1. TRAFFIC WILL PASS UNDER THE STRUCTURE ON:
2. TRAFFIC WILL BE DETOURED AWAY FROM THE SITE.
3. TEMP TRAFFIC LANE REDUCTION FOR
4. TEMP TRAFFIC LANE REDUCTION FOR

NOTES:
1. 18" Ø PIPE PILES ASSUMED FOR ALIGNMENT FOUNDATIONS; PILE AND DRILLED SHAFT LENGTHS TO BE DETERMINED.
2. FOR UTILITY DISPOSITIONS, SEE CIVIL AND GRADE SEPARATION PLANS; DRAWING CV-S1440-C.
3. FOR GUARDRAILS, SEE CIVIL AND GRADE SEPARATION PLANS; DRAWING CV-S1440-C.
4. FOR TRACK SUPERELEVATION DETAILS, SEE ALIGNMENT
AND TYPICAL SECTION PLANS; DRAWINGS TT-0036-C AND TT-0057-C.

LEGEND:
○ INDICATES POINT OF MINIMUM VERTICAL CLEARANCE
→ INDICATES DIRECTION OF TRAFFIC STRUCTURE APPROACH
SLOPE PAYING (1/H)VY

TYPICAL SECTION

ELEVATION

HST SB TRACK HST NB TRACK

TOP OF FILL TOP OF FILL

HST R/W HST R/W

HST R/W HST R/W

ELEV 230.19' ELEV 230.19'

15037+00 15037+00

PLAN

HST R/W HST R/W

1" = 30'

15037+00 15037+00

DETAILED ELEVATION

TYPICAL SECTION

ELEVATION

HST SB TRACK HST NB TRACK

TOP OF FILL TOP OF FILL

HST R/W HST R/W

HST R/W HST R/W

ELEV 230.19' ELEV 230.19'

15037+00 15037+00

PLAN

HST R/W HST R/W

1" = 30'

15037+00 15037+00

DETAILED ELEVATION

TYPICAL SECTION

ELEVATION

HST SB TRACK HST NB TRACK

TOP OF FILL TOP OF FILL

HST R/W HST R/W

HST R/W HST R/W

ELEV 230.19' ELEV 230.19'

15037+00 15037+00

PLAN

HST R/W HST R/W

1" = 30'

15037+00 15037+00

DETAILED ELEVATION

TYPICAL SECTION

ELEVATION

HST SB TRACK HST NB TRACK

TOP OF FILL TOP OF FILL

HST R/W HST R/W

HST R/W HST R/W

ELEV 230.19' ELEV 230.19'

15037+00 15037+00

PLAN

HST R/W HST R/W

1" = 30'

15037+00 15037+00

DETAILED ELEVATION
TOP OF RAIL PROFILE (E HST SB TRACK)

220'-0" MEASURED ALONG E HST SB TRACK

65'-0" 60'-0" 65'-0"

EB STA 15054+70,60 Y/P ELEV 235.68

NOTE 1:
1. PIPE PILES ASSUMED FOR ABUTMENT FOUNDATIONS; PIPE AND DRILLED SHAFT LENGTHS TO BE DETERMINED.
2. FOR UTILITY DISPOSITIONS, SEE CIVIL AND GRADE SEPARATION PLANS; DRAWING CV-S1440-C.
3. FOR GUARDRAILS, SEE CIVIL AND GRADE SEPARATION PLANS; DRAWING CV-S1440-C.
4. FOR TRACK SUPERELEVATION DETAILS, SEE ALIGNMENT AND TYPICAL SECTION PLANS; DRAWINGS TT-B0056-C AND TT-B0057-C.

THREE LANE OPENING FOR PTV EXC.

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

NOTES:

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

LEGEND:

TYPICAL SECTION

DEVELOPED ELEVATION

PLAN
CALIFORNIA HIGH-SPEED TRAIN PROJECT

CENTRAL VALLEY WYE
AVENUE 21 TO ROAD 13 WYE ALTERNATIVE
TYPICAL SECTION (MER-FRE)

NOTES:
1. DRILLED SHAFT LENGTHS TO BE DETERMINED.
2. FOR TRACK SUPER-ELEVATION DETAILS SEE ALIGNMENT AND TYPICAL SECTION PLANS DRAWINGS TT-B0056-C AND TT-B0057-C.

AS SHOWN
05/08/2015

C. LEMLEY
O. EDEWOR
M. SUN
A. M.

HSR08-05
ST-33450-C

CALIFORNIA HIGH-SPEED TRAIN PROJECT
MERCED TO FRESNO SECTION

MERCED TO FRESNO SECTION

SR 152 UNDERPASS - 2 OF 2

TYPICAL SECTION
1" = 10'

10'-8" VARIES, 38'-0" TO 45'-1"
CALIFORNIA HIGH-SPEED TRAIN PROJECT
AVENUE 25/WASHINGTON ROAD (AVENUE 25) UNDERPASS

TOP OF RAIL PROFILE (HST SB TRACK)
170'-0" MEASURED ALONG HST SB TRACK

BOTTOM OF SUPERSTRUCTURE
AVE 26/WASHINGTON ROAD

ELEVATION
1" = 30'

TYPICAL SECTION
1" = 10'

NOTES:
1. **P** PIPE PILES ASSUMED FOR ABUTMENT FOUNDATIONS. PILE AND DRILLED SHAFT FOUNDATIONS TO BE DETERMINED.
2. FOR UTILITY DISPOSITIONS, SEE CIVIL AND GRADE SEPARATION PLANS; DRAWING CV-S1470-C.
3. FOR GUARDRAILS, SEE CIVIL AND GRADE SEPARATION PLANS; DRAWING CV-S1470-C.

LEGEND:
- **P** PILE
- **C** CONC BOX GIRDER
- **C** CIDH PILE
- **P** PRECAST PRESTRESSED
- **P** PRECAST
- **T/R** MER-FRE TRACK
- **HST** HST SB TRACK
- **HST** HST NB TRACK
- **OC** OCS POLE

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

CALIFORNIA HIGH-SPEED TRAIN PROJECT
MERGED TO PREHNO SECTION
AVENUE 21 TO ROAD 13 WYE ALTERNATIVE
GENERAL PLAN (MER-FRE)
WASHINGTON ROAD (AVENUE 25) UNDERPASS

M. SUN
W. JOHNSEN
HSR08-05

P. M. LEWELLIN
W. JOHNSEN

AS SHOWN
NOTES:

1. PILE LENGTHS TO BE DETERMINED.
**TOP OF RAIL PROFILE (C HST SB TRACK)**

No Scale

45° measured along C HST SB Track

15264400 25264400

15265400 25265400

ELEV 256.47'.

15216400 25216400

ELEV 255.69'.

**DEVELOPED ELEVATION**

1" = 30'

E A V E N U E 2 6 / 2 (APPROX)

**PLAN**

1" = 30'

**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 NEW CONSTRUCTION"
4. DRAWN BY

**LEGEND:**

6' - 1" VERTICAL CLEARANCE

1. STRUCTURE APPROACH

2. SLOPE PAVING (1H/1V)

**TYPICAL SECTION**

1" = 10'

**TEMPORARY TRAFFIC OPENINGS**

<table>
<thead>
<tr>
<th>VERTICAL TRAFFIC</th>
<th>ST OF ROAD NAME AND LOCATION</th>
<th>FALSEWORK OPENING (WHT X VERT)</th>
</tr>
</thead>
<tbody>
<tr>
<td>ST 40 ROAD NAME</td>
<td>FALSEWORK OPN (WHT X VERT)</td>
<td>AVENUE 265'</td>
</tr>
<tr>
<td>TYP EXP JT,</td>
<td>ELEV 256.47'</td>
<td>25'-10&quot;</td>
</tr>
<tr>
<td>25'-10&quot;</td>
<td>ELEV 264.15'</td>
<td>VERT</td>
</tr>
</tbody>
</table>

**CALIFORNIA HIGH-SPEED TRAIN PROJECT**

**MERCED TO FRESNO SECTION**

**PITTSBURG BROKEN DOWNTOWN**

**HST P/W**

**CENTRAL VALLEY WYE**

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

**AVENUE 265' UNDERPASS**
NOTES:
1. PILE LENGTHS TO BE DETERMINED.
2. FOR TRACK SUPERELEVATION DETAILS, SEE ALIGNMENT AND TYPICAL SECTION PLANS;
   DRAWINGS TT-B0056-C AND TT-B0057-C.

16" # PIPE PILE, TYP., SEE NOTE 1

TYPICAL SECTION
1" = 10'

CALIFORNIA HIGH-SPEED TRAIN PROJECT
MERCEDES TO FRESNO SECTION
CENTRAL VALLEY WYE
AVENUE 21 TO ROAD 13 WYE ALTERNATIVE
TYPICAL SECTION (MER-FRE)
CHOWCHILLA RIVER BRIDGE - 2 OF 2

CONSTRUCTION NOT FOR SUBMITTAL
15% DESIGN RECORD SET

BENT COLUMN SCHEDULE

<table>
<thead>
<tr>
<th>BENT</th>
<th>COLUMN TYPE</th>
</tr>
</thead>
<tbody>
<tr>
<td>2</td>
<td>10'-0&quot;</td>
</tr>
<tr>
<td>3</td>
<td>13'-0&quot;</td>
</tr>
<tr>
<td>4</td>
<td>16'-0&quot;</td>
</tr>
</tbody>
</table>

SEE NOTE 1
DUTCHMAN CREEK BRIDGE

PLAN

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

NO SCALE

273'-10" MEASURED ALONG \& HST SB TRACK

112'-5"
48'-5"
112'-5"

SANDY MUSH ROAD OVERHEAD

APPROX OG

TOP OF WALL

SANDY MUSH ROAD (APPROX)

RETAINING WALL

RETAINED CUT

TOP OF CUT

TOP OF CUT

TOP OF CUT

TOP OF CUT

TOP OF CUT

TOE OF CUT

TOE OF CUT

TOE OF CUT

TOE OF CUT

TOP OF R/W

TOP OF R/W

TOP OF R/W

HST R/W

RW LOL

RW LOL

RW LOL

DATA: ELEV 160.00'

15474000
15474000
15474000
15474000

DEVELOPED LONGITUDINAL SECTION

VARIES, 6'-4" to 7'-0"

12'-12"

SLD

SANDY MUSH ROAD (APPROX)

HST R/W

RETAINED CUT

TOP OF CUT

TOP OF CUT

TOP OF CUT

TOP OF CUT

TOP OF CUT

TOE OF CUT

TOE OF CUT

TOE OF CUT

TOE OF CUT

TOP OF R/W

TOP OF R/W

TOP OF R/W

HST R/W

RW LOL

RW LOL

RW LOL

PLAN

1"=20'

0 10 20 30 40 10 10 10 10

EXCAVATION, TYP

LIMITS OF EXCAVATION, TYP

CENTRAL VALLEY WYE

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

RETAINED CUT - SANDY MUSH ROAD - 1 OF 2

NOTES:
1. FOR SECTIONS, SEE DRAWING ST-T1520-C.
2. PILE LENGTH AND LAYOUT TO BE DETERMINED ONCE A SITE SPECIFIC ASSESSMENT OF GROUNDWATER CONDITIONS IS AVAILABLE.
3. FOR UTILITY DISPOSITIONS, SEE CIVIL AND GRADE SEPARATION PLANS: DRAWING CV-T1520-C.
4. FOR RETAINING WALLS, SEE CIVIL AND GRADE SEPARATION PLANS DRAWING CV-T1520-C.
5. FOR SANDY MUSH ROAD OVERHEAD GENERAL PLAN AND TYPICAL SECTION, SEE DRAWING ST-T1520-C.

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

CALIFORNIA HIGH-SPEED TRAIN PROJECT
MERCEDES TO FRESNO SECTION
CENTRAL VALLEY WYE
AVENUE 21 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 BASED ON SPECIFIC ASSESSMENT OF GROUNDWATER CONDITIONS.

3. FOR TRACK SUPERELEVATION DETAILS, SEE ALIGNMENT AND TYPICAL SECTION PLANS. DRAWN BY TT-00056-C AND TT-00051-C.
CALIFORNIA HIGH-SPEED TRAIN PROJECT
MERCED TO FRESNO SECTION
CENTRAL VALLEY WYE
AVENUE 21 TO ROAD 13 WYE ALTERNATIVE
GENERAL PLAN (HST-NFY)
SANDY MUSH ROAD OVERHEAD

LEGEND:
1. PINT "SANDY MUSH ROAD OVERHEAD"
2. PINT "BRIDGE NO. XX-XXXX"
3. CONCRETE BARRIER TYPE 736 MOD
4. AN FENCE WITH SOLID PLATE

NOTES:
1. FOR UTILITY DISPOSITIONS, SEE CIVIL AND GRADE SEPARATION PLANS; DRAWING CV-T1520-C.
2. FILE LENGTH AND LAYOUT TO BE DETERMINED ONCE A SITE SPECIFIC ASSESSMENT OF GROUNDWATER CONDITIONS IS AVAILABLE.
3. FOR RETAINED CUT - SANDY MUSH ROAD GENERAL PLAN AND TYPICAL SECTIONS, SEE DRAWINGS ST-T1520-C AND ST-T520-C.

DATE 05/08/2015
S.S./K.C.
CALIFORNIA HIGH-SPEED TRAIN PROJECT

MERCED TO FRESNO SECTION

AERIAL #5 - NORTHBOUND OVER HST MAINLINE - 1 OF 5

TOP OF RAIL PROFILE (C, HST NB TRACK SJD-MER)

NO SCALE

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

13 SPACES @ 120'-0" = 1,560'-0"

DEVELOPED ELEVATION

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

NOTES:

1. 16" 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 SJD-MER.

3. FOR RETAINING WALLS, SEE CIVIL AND GRADE SEPARATION PLANS, DRAWING CV-ST1620-C.

4. FOR UTILITY DISPOSITIONS, SEE CIVIL AND GRADE SEPARATION PLANS, DRAWING CV-ST1620-C.

5. ANY EXISTING DIRT ROAD THAT CONFLICTS WITH NEW CONSTRUCTION SHALL BE REALIGNED.
NOTES:
1. PILE AND DRILLED SHAFT LENGTHS TO BE DETERMINED.
2. FOR TRACK SUPERELEVATION DETAILS, SEE ALIGNMENT AND TYPICAL SECTION PLANS (SHARING TB-80058-C).

SECTION C-C
1' = 10'

SECTION D-D
1' = 10'
CALIFORNIA HIGH-SPEED TRAIN PROJECT
MERCED TO FRESNO SECTION
CENTRAL VALLEY WYE
SR 152 (NORTH) TO ROAD 11 WYE ALTERNATIVE
KEY MAP OF STRUCTURAL PLANS
SHEET 2 OF 2

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

KEY PLAN

MADERA COUNTY
AVENUE 24

GRADE SEPARATION DRAWINGS
ST-K - INDICATES AERIAL, CROSSING, AND GRADE SEPARATION DRAWINGS

ST - K 1330 - D
ST - K 1310 - D
ST - K 1280 - D
ST - K 1260 - D
ST - K 1240 - D
ST - K 1250 - D
ST - K 1251 - D

SEE DRAWING ST-B4001-D FOR LOCATION

M A T C H L I N E
TOP OF RAIL PROFILE (G HST SB TRACK SJD-FRE)

NO SCALE

DEVELOPED ELEVATION

TYPICAL SECTION

NOTES:
1. **HST** # PIPE PILES ASSUMED FOR ADJACENT FOUNDATIONS, PILE LENGTHS TO BE
   DETERMINED.
2. ANY EXISTING OFF ROAD THAT CONFLICTS WITH NEW CONSTRUCTION SHALL BE
   HEALTHEST.
3. FOR UTILITY DISPOSITIONS, SEE CIVIL AND GRADE SEPARATION PLANS; DRAWING
   CV-S1060-D.
4. FOR TRACK SUPERELEVATION DETAILS, SEE ALIGNMENT AND TYPICAL SECTION PLANS;
   DRAWINGS TT-B0050-D AND TT-B0052-D.

CURVE SJD-FRE 2 SB

\[ R = 45,000.00' \]
\[ LS = 1,650.00' \]

CURVE SJD-FRE 2 NB

\[ R = 45,016.20' \]
\[ LS = 1,650.00' \]
TOP OF RAIL PROFILE (G HST SB TRACK SJD-FRE)

NO SCALE

780'-0" MEASURED ALONG G HST SB TRACK

RIVERSIDE CANAL (APPROX)
BB

T/R HST SB TRACK SJD-FRE

E ACCESS ROAD (APPROX)

E SAN JOAQUIN RIVER (APPROX)

BOTTOM OF SUPERSTRUCTURE

EXP, TYP.

EXP.

DATA ELEV 06.00'

5664+00 5665+00 5666+00 5667+00 5668+00 5669+00 5670+00 5671+00 5672+00 5673+00 5674+00

DEVELOPED ELEVATION

1" = 50'

TOE OF FALL

BB STA 5664490.00 T/R ELEV 147.00

TOP OF FALL

BB STA 5664490.00 T/R ELEV 147.00

TOE OF FALL

BB STA 5664490.00 T/R ELEV 147.00

Irrigation Canal

HST SB TRACK

HST NW TRACK

BARRIERS / PARAPET

BB

T/R ELEV 148.64'

EB STA 5672+70.00

TOE OF FALL

3 SPACES @ 120'-0" = 360'-0"

2 SPACES @ 150'-0" = 300'-0"

2 SPACES @ 120'-0" = 360'-0"

T/R ELEV 147.58'

BB STA 5664+90.00

TOE OF FALL

NOTE:

1. 16" Ø PIPE PILES ASSUMED FOR ABUTMENT FOUNDATION, UNLESS OTHERWISE NOTED. PILE LENGTHS TO BE DETERMINED.

2. FOR SECTION AND BENT COLUMN SCHEDULE, SEE DRAWING ST-K3065-D.

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

4. FOR UTILITY DISPOSITIONS, SEE CIVIL AND GRADE SEPARATION PLANS (SHAPING CV-T1000-D).

PLAN

1" = 50'

NOTE:

- R/C = -0.026%/STA

- NOTES:

1. 16" Ø PIPE PILES ASSUMED FOR ABUTMENT FOUNDATION, UNLESS OTHERWISE NOTED. PILE LENGTHS TO BE DETERMINED.

2. FOR SECTION AND BENT COLUMN SCHEDULE, SEE DRAWING ST-K3065-D.

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

4. FOR UTILITY DISPOSITIONS, SEE CIVIL AND GRADE SEPARATION PLANS (SHAPING CV-T1000-D).

NOTES:

1. 16" Ø PIPE PILES ASSUMED FOR ABUTMENT FOUNDATION, UNLESS OTHERWISE NOTED. PILE LENGTHS TO BE DETERMINED.

2. FOR SECTION AND BENT COLUMN SCHEDULE, SEE DRAWING ST-K3065-D.

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

4. FOR UTILITY DISPOSITIONS, SEE CIVIL AND GRADE SEPARATION PLANS (SHAPING CV-T1000-D).

TEMPORARY TRAFFIC OPENINGS

VEHICULAR TRAFFIC

1. TRAFFIC WILL BE DETOURED AWAY FROM THE SITE.

2. TRAFFIC WILL PASS UNDER THE STRUCTURE ONE

3. TEMP TRAFFIC LANE REDUCTION FOR TRAFFIC PASSING ON THE GIRDER.

4. FOR UTILITY DISPOSITIONS, SEE CIVIL AND GRADE SEPARATION PLANS (SHAPING CV-T1000-D).
NOTES:
1. POLE AND DRILLED SHAFT LENGTHS TO BE DETERMINED.
2. FOR TRACK SUPERELEVATION DETAILS, SEE ALIGNMENT AND TYPICAL SECTION. PLANS; DRAWING T-T-0050-D AND T-T-0052-D.

MERCED TO FRESNO SECTION
SAN JOAQUIN RIVER BRIDGE - 2 OF 2

TYPICAL SECTION

1" = 10'

- Pole
- OCS
- Precast Prestressed Concrete Box Girder
- PARAPET
- APPROX OS
- OHM Pole, See Note 1
- CIDH Pole
- HST NB Track
- HST SB Track
- M. BRATT

CALIFORNIA HIGH-SPEED TRAIN PROJECT
MERCED TO FRESNO SECTION
CENTRAL VALLEY WYE
SR 152 (NORTH) TO ROAD 11 WYE ALTERNATIVE
TYPICAL SECTION (SUB-FRE)
SAN JOAQUIN RIVER BRIDGE - 2 OF 2

 Contracts
18-47
M. F. - S. T. K3065-D.dgn
15-AUG-2016

M. R. - A. M.
ST-K3065-D
08/12/2016

CONSTRUCTION
NOT FOR SUBMITTAL
15% DESIGN
RECORD SET

DRAWN BY
DESIGNED BY
CHECKED BY
IN CHARGE

DATE
DRAWING NO.
SCALE
SHEET NO.

000230
000231
000232
000233
CALIFORNIA HIGH-SPEED TRAIN PROJECT
CALIFORNIA HIGH-SPEED TRAIN PROJECT

TOP OF RAIL PROFILE (Ø HST SB TRACK SJD-FRE)  
NO SCALE

240'-0" MEASURED ALONG Ø HST SB TRACK

20'-0"  100'-0"  70'-0"

TOP OF FALL

TIE OF FALL

BOTTOM OF SUPERSTRUCTURE

DEVELOPED ELEVATION
1" = 30'

TYPICAL SECTION
1" = 10'

LEGEND

INDICATES POINT OF MINIMUM VERTICAL CLEARANCE

INDICATES DIRECTION OF TRAFFIC
1. STRUCTURE APPROACH
2. SLOPE PAVING (1•H:1V)
3. AR FENCE, SEE TRACK PLANS; DRAWING TT-B0020-D

NOTES

1. Ø 15" PIPE PILES ASSUMED FOR ADJACENT FOUNDATIONS, FENCE AND BARRIER LENGTH TO BE DETERMINED.
2. FOR UTILITY DISPOSITIONS, SEE NEW CONSTRUCTION WILL BE REALIGNED.
   CIVIL AND GRADE SEPARATION PLANS; DRAWING CV-S1070-D.
3. ANY EXISTING DIRT ROAD THAT CONFLICTS WITH NEW CONSTRUCTION SHALL BE REALIGNED.
   LENGTHS TO BE DETERMINED.
4. FOR TRACK SUPERELEVATION, SEE ALIGNMENT AND TYPICAL SECTION PLANS; DRAWINGS TT-B0050-D AND TT-B0050-C.

VEHICULAR TRAFFIC
1. TRAFFIC WILL BE DETOUR AWAY

2. TRAFFIC WILL PASS UNDER THE STRUCTURE ON

3. TEMP TRAFFIC LANE REDUCTION FOR

CURVE SUB-FRE 2 SB

CURVE SUB-FRE 2 NB

ST OR ROAD NAME AND LOCATION  FALCON PERIOD (HOR Z VERT)  HARMON RD 572447 30'-6" X 15' 3-18-16

5726400 5725400 5724400 5723400 5722400 5721400

IN CHARGE

DRAWN BY

COORDINATE: 3960-00-00 30'-0" 572447 10'-0" 33'-0"

REVIEWED BY

CHECKED BY

DESIGNED BY

DATE: 15-08-2016 18:28 M F - S T - K 1075 - D.dgn

CONTRACT NO. P005133 A

CONSTRUCTION NOT FOR

15% DESIGN

RECORD SET 1075 - D

SR 152 (NORTH) TO ROAD 11 WYE ALTERNATIVE GENERAL PLAN (SJD-FRE)

HARMON ROAD UNDERPASS

CALIFORNIA HIGH-SPEED TRAIN PROJECT MERCED TO FRESNO SECTION
NOTES:

AS SHOWN

HSR08-05

01/10/20

1"=10'

MERCED TO FRESNO SECTION
AERIAL #1 - EASTSIDE BYPASS IRRIGATION DITCH - 2 OF 2
TYPICAL SECTION (SJD-FRE)
CENTRAL VALLEY WYE

C. LEMLEY
ST-K3080-D
08/12/2016

50'-0''

• BRIDGE
6'-1''
• OCS POLE
• OCS POLE
2.5% T/R

PARAPET

2.5% PARAPET

1'-0'' 3'-0''

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

GIRDER
CONC BOX
PRESTRESSED
PRECAST

VARIES, 50'-0'' MIN
VARIES, 50'-0'' MIN
15'-0'' MAX
12'-0'' MIN

15'-0'' MAX
12'-0'' MIN

TYPICAL SECTION
1" = 10'

NOTES:

1. PILE LENGTH TO BE DETERMINED.
2. FOR TRACK SUPERELEVATION DETAILS, SEE ALIGNMENT AND TYPICAL SECTIONS PLANS.

CALIFORNIA HIGH-SPEED TRAIN PROJECT
MERCEDE TO FRESNO SECTION
SR 152 (NORTH) TO ROAD 11 WYE ALTERNATIVE
TYPICAL SECTION (SJD-FRE)
AERIAL #1 - EASTSIDE BYPASS IRRIGATION DITCH - 2 OF 2

DATE
DRAWN BY
DESIGNED BY
CHECKED BY
IN CHARGE

DRAWING NO.
SCALE
SHEET NO.

CONTRACT NO.
CONSTRUCTION

NOT FOR SUBMITTAL
15% DESIGN
RECORD SET

15-08-2016
20:47 M.F - S T - K 3080 - D .dgn

200051300

CONSTRUCTION

CALIFORNIA HIGH-SPEED RAIL AUTHORITY

PARSONS

CONSTRUCTION
LEGEND:

- Indicates point of minimum vertical clearance
- Indicates direction of traffic
1. Paint "EB Off Ramp Overcrossing"
2. Paint "Bridge No. XX-XXXX"
3. Paint "EB Off Ramp Overhead"
4. Paint "Bridge No. XX-XXXX"
5. Concrete Barrier Type 742
6. Concrete Barrier Type 736 Mod
7. Slope Paving (1½:1H:V)
8. Guardrail
9. Air fence with solid plate

NOTES:
1. 12" pipe piles assumed at abutment and bent foundations, pile lengths to be determined.
2. For utility dispositions, see civil and grade separation plans sheets CV-S1100-D.
3. For retaining walls, see civil and grade separation plans sheets CV-S1100-D.
4. For guardrail, see civil and grade separation plans sheets CV-S1100-D.
5. SR 152 (North) to Road 11 Wye alternative typical sections (5-Lay-Pre)
6. Cast-in-place prestressed concrete box girder
7. Bridge = EB Off Ramp = "EB Off Line"
8. TYPICAL SECTION AT OVERCROSSING
9. TYPICAL SECTION AT OVERHEAD

TEMPORARY TRAFFIC OPENINGS

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

- Shotgun Traffic
  1. Traffic will be detoured away from the site.

ST OR ROAD NAME AND LOCATION | FALSEWORK OPENING REDO | frühwerk OPENING REDO | frühwerk OPENING REDO
---|---|---|---
SR 152 | 57497 | 59888 | E END
SR 152 | 57498 | 59889 | W END

TYPICAL SECTIONS AT OVERCROSSING

1" = 10'

INDICATES POINT OF MINIMUM VERTICAL CLEARANCE
INDICATES DIRECTION OF TRAFFIC
1. Paint "EB Off Ramp Overcrossing"
2. Paint "Bridge No. XX-XXXX"
3. Paint "EB Off Ramp Overhead"
4. Paint "Bridge No. XX-XXXX"
5. Concrete Barrier Type 742
6. Concrete Barrier Type 736 Mod
7. Slope Paving (1½:1H:V)
8. Guardrail
9. Air fence with solid plate

TYPICAL SECTIONS AT OVERHEAD

1" = 10'

INDICATES POINT OF MINIMUM VERTICAL CLEARANCE
INDICATES DIRECTION OF TRAFFIC
1. Paint "EB Off Ramp Overhead"
2. Paint "Bridge No. XX-XXXX"
3. Concrete Barrier Type 742
4. Concrete Barrier Type 736 Mod
5. Slope Paving (1½:1H:V)
6. Windwall
7. Air fence with solid plate
CALIFORNIA HIGH-SPEED TRAIN PROJECT

ELEVATION

PROFILE GRADE

NO SCALE

485'-4" MEASURED ALONG § ROAD 4/LINCOLN ROAD

PLAN

1"=40'

TYPICAL SECTION

1"=10'

LEGEND:

SLOPE PAVING (1\(\text{H}:1\text{V}\))

WINGWALL

PAINT "BRIDGE NO. XX-XXXX"

PAINT "LINCOLN ROAD OVERHEAD"

INDICATES DIRECTION OF TRAFFIC

VERTICAL CLEARANCE

INDICATES POINT OF MINIMUM VERTICAL CLEARANCE

1. TRAFFIC WILL BE DETOURED AWAY FROM THE SITE.

2. TRAFFIC WILL PASS UNDER THE STRUCTURE ON:

SR 152 (NORTH) TO ROAD 11 WYE ALTERNATIVE GENERAL PLAN (SJD-FRE)

LINCOLN ROAD (ROAD 4) OVERHEAD

MERGED TO FRENSO SECTION

CENTRAL VALLEY WYE

NR08-05

SR 152 (NORTH) TO ROAD 11 WYE ALTERNATIVE GENERAL PLAN (SJD-FRE)

LINCOLN ROAD (ROAD 4) OVERHEAD

M. BRATT

A. M.

K. CHARAN

C. LEMLEY

HSR08-05

PERMIT NO.

CONTRACT NO.

DATE

15 - AUG - 2016

08/12/2016

CONSTRUCTION

NOT FOR SUBMITTAL

15% DESIGN

RECORD SET BY AS SHOWN

DATE 08/12/2016

20'

10'

0'

10'

20'

40'

40'

10'

20'

40'

40'

10'

20'

40'

40'

10'

20'

40'

40'

10'

20'

40'

40'

10'

20'

40'

40'

10'

20'

40'

40'
TOP OF RAIL PROFILE (HST SB SJDFRE)

LEGEND:
- INDICATES POINT OF MINIMUM VERTICAL CLEARANCE
- INDICATES DIRECTION OF TRAFFIC
- STRUCTURE APPROACH
- SLOPE PAVING (1/H:1V)
- AIR FENCE, SEE TRACK PLANS; DRAWING TT-B0020-D.

NOTES:
1. 16" PIPING PILES ASSUMED FOR ABUTMENT FOUNDATIONS; TIE LENGTH TO BE DETERMINED.
2. FOR UTILITY DISPOSITIONS, SEE CIVIL AND GRADE SEPARATION PLANS; DRAWING CV-S1160-D.
3. FOR AERIAL #4 GENERAL PLAN AND TYPICAL SECTION, SEE DRAWING ST-K1610-D TO ST-K3611-D.

TEMPORARY TRAFFIC OPENINGS

VEHICULAR TRAFFIC
1. TRAFFIC WILL BE DEToured AWAY FROM THE SITE.
2. TRAFFIC WILL PASS UNDER THE STRUCTURE ONE...

ST OR ROAD NAME AND LOCATION
MENLOCK RD

1. TEMP TRAFFIC LANE REDUCTION FOR...
TYPICAL SECTION

NOTES:
1. FOR NOTES AND LEGEND, SEE DRAWING ST-K1161-D.

**CALIFORNIA HIGH-SPEED TRAIN PROJECT**
**MERced to FREnsno SECTION**
**CENTRAL VALLEY WYE**
**SR 152 (North) to Road 11 WYE ALTERNATIVE**
**TYPICAL SECTION (SJD-FRE)**
**HEMLOCK ROAD (ROAD 9) INTERCHANGE - 2 OF 2**
NOTES:
1. DRILLED SHAFT LENGTHS TO BE DETERMINED.
2. FOR TRACK SUPERELEVATION DETAILS, SEE ALIGNMENT AND TYPICAL SECTION PLANS; DRAWINGS TT-H0051-D AND TT-H0053-D.
TEMPORARY TRAFFIC OPENINGS

VERTICAL TRAFFIC OPENINGS:
1. TRAFFIC WILL BE DETOURED AWAY FROM THE SITE.
2. TRAFFIC WILL PASS UNDER THE STRUCTURE ON:</p>

NOTES:
1. 16" PIPE FILES ASSUMED FOR ABUTMENT FOUNDATIONS.
2. PILE LENGTH TO BE DETERMINED.
3. FOR UTILITY DISPOSITIONS, SEE CIVIL AND GRADE SEPARATION PLANS; DRAWING CV-S1190-D.
CALIFORNIA HIGH-SPEED TRAIN PROJECT

PROFILE GRADE
NO SCALE
150'-0" MEASURED ALONG
E ESR 152
E ROAD 12' E
ELV ROAD
21'-0" VERT CLI @ ESR 152 EB
30'-0" VERT CUT @ ESR 152 WB
DATUM ELEV 150.00'

ELEVATION
1'-0" = 30'

SR 152 WB & EB (ROAD 12) UNDERCROSSES

TYPICAL SECTION
1" = 10'

TEMPORARY TRAFFIC OPENINGS

VEHICULAR TRAFFIC:
1. TRAFFIC WILL BE DETOURAWAY FROM THE SITE.
2. TRAFFIC WILL PASS UNDER THE STRUCTURE ON:
3. TRAFFIC LANE REDUCTION FOR PROJECT EXC.

ST OR ROAD NAME AND LOCATION: FALSEWORK OPENING (HORIZ X VERT)

ROAD 12/ELV ROAD 45444 - - -

LEGENDS:
- 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. PAINT "BRIDGE NO. XX-XXXX"
7. CONCRETE BARRIER TYPE 732
8. SLOPE PAVING (1H:1V)
9. WINDWALL

NOTES:
1. 15" @ PIPE PIPES ASSUMED AT ABUTMENT FOUNDATIONS. LENGTH TO BE DETERMINED
2. FOR UTILITY DISPOSITION SEE CIVIL AND GRADE SEPARATION PLANS DRAWING CV-S1195-D.
3. FOR GUARDRAILS SEE CIVIL AND GRADE SEPARATION PLANS DRAWING CV-S1195-D.

CALIFORNIA HIGH-SPEED TRAIN PROJECT
MERID TO FRESNO SECTION
CENTRAL VALLEY WYE
SR 152 (NORTH) TO ROAD 11 WYE ALTERNATIVE GENERAL PLAN (SJD-FRE)
SR 152 (ROAD 12) UNDERCROSSING

CONTRACT NO. M060-09
DRAWING NO. ST-1195-D
AS SHOWN
TYPICAL SECTION AT OVERCROSSING
1' = 10'

LEGEND:
- Indicates point of minimum vertical clearance
- Indicates direction of traffic
1. Paint "Robertson Blvd Overcrossing"
2. Paint "Robertson Blvd Overcrossing"
3. Paint "Robertson Blvd Overcrossing"
4. Paint "Robertson Blvd Overcrossing"
5. Concrete barrier type 736 MOD
6. Slope paving (1'/H:1'/V)
7. Wingwall
8. Retaining wall
9. AR fence with solid plate
10. Concrete barrier type 732 MOD

NOTES:
1. 16" pipe piles assumed at abutment and bent foundations, pile lengths to be determined.
2. For utility dispositions, see Civil and Grade separation plans, drawing CV-51270-D.
3. For retaining walls, see Civil and Grade separation plans, drawing CV-51270-D.
4. For guardrails, see Civil and Grade separation plans, drawing CV-51270-D.

TEMPORARY TRAFFIC OPENINGS

<table>
<thead>
<tr>
<th>ST OR ROAD NAME</th>
<th>FALSEWORK OPENING W/E (HOR' X VERT)</th>
<th>NOTES</th>
</tr>
</thead>
<tbody>
<tr>
<td>SR 152</td>
<td>50'4X16.5' E BND</td>
<td></td>
</tr>
<tr>
<td>SR 162</td>
<td>30'4X16.5' A BND</td>
<td></td>
</tr>
<tr>
<td></td>
<td>3' TEMP TRAFFIC LANE REDUCTION FOR</td>
<td></td>
</tr>
<tr>
<td></td>
<td>FIG ETC.</td>
<td></td>
</tr>
</tbody>
</table>

TYPICAL SECTION AT OVERHEAD
1' = 10'

NOTE:
1. 15' # pipe piles assumed at abutment and bent foundations, pile lengths to be determined.
2. For utility dispositions, see Civil and Grade separation plans, drawing CV-51270-D.
3. For retaining walls, see Civil and Grade separation plans, drawing CV-51270-D.
4. For guardrails, see Civil and Grade separation plans, drawing CV-51270-D.
NOTE:

1. DRILLED SHAFT LENGTHS TO BE DETERMINED.

2. FOR TRACK SUPERELEVATION DETAILS, SEE ALIGNMENT AND TYPICAL SECTION PLANS; DRAWINGS TT-B0051-D AND TT-B0053-D.
TOP OF RAIL PROFILE (C HST SB TRACK SJD-FRE)

ELEVATION
1" = 30'

TYPICAL SECTION
1" = 10'

NOTES:
1. HST SB 16" á PIPE PILES ASSUMED FOR ABUTMENT FOUNDATIONS. UR LENS LENGTHS TO BE DETERMINED.
2. FOR UTILITY DISPOSITION, SEE CIVIL AND GRADE SEPARATION PLANS; DRAWING CV-S1230-D.
3. FOR UTILITY DISPOSITION, SEE CIVIL AND GRADE FOUNDATIONS. PILE LENGTHS TO BE DETERMINED.
4. @ PRECAST-PRESTRESSED CONCRETE GIRDER
5. @ TYPICAL SECTION
6. @ STRUCTURE APPROACH
7. @ SLOPE PAVING (1H:1V)
8. @ AIR FENCE, SEE TRACK PLANS, DRAWING TT-B0020-D

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

TEMPORARY TRAFFIC OPENINGS
1. TRAFFIC WILL BE DETOURED AWAY FROM THE SITE.
2. TRAFFIC WILL PASS UNDER THE STRUCTURE ONE
3. TEMP TRAFFIC LANE REDUCTION FOR T/R EXC.
SR 152

PROFILE GRADE

NO SCALE

SR 152 EB (ROAD 16) UNDERCROSSING

ELEVATION

TOE OF CUT

BB STA 43+53.72, 53' LT

TOE OF CUT

SR 152 FUTURE = "SR 152/RD 16" LINE

FOUNDATIONS. PILE LENGTHS TO BE DETERMINED.

89°25'55" À = 04°09'26"

FOR GUARDRAILS, SEE CIVIL AND GRADE SEPARATION PLANS; DRAWING CV-S1230-D.

NOTES:

1. FOR TYPICAL SECTION SEE DRAWING ST-43235-D.
2. 16' PIPE PILE ASSUMED AT ABUTMENT FOUNDATIONS. PILE LENGTHS TO BE DETERMINED.
3. FOR GUARDRAILS, SEE CIVIL AND GRADE SEPARATION PLANS; DRAWING CV-S1230-D.
4. FOR TYPICAL SECTION SEE CIVIL AND GRADE SEPARATION PLANS; DRAWING CV-S1230-D.
5. FOR GUARDRAILS, SEE CIVIL AND GRADE SEPARATION PLANS; DRAWING CV-S1230-D.

LEGEND:

INDICATES POINT OF MINIMUM VERTICAL CLEARANCE

INDICATES DIRECTION OF TRAFFIC

PAINT "SR 152 EB (ROAD 16) UNDERCROSSING"

PAINT "SR 152 WB (ROAD 16) UNDERCROSSING"

PAINT "SR 152 FUTURE = "SR 152/RD 16" LINE"

PAINT "EB LOOP RAMP (ROAD 16) UNDERCROSSING"

PAINT "EB LOOP RAMP (ROAD 16) UNDERCROSSING"

CONCRETE BARRIER TYPE 732

SLOPE PAVING (11/2 HV)

WINGWALL

SR 152 EB & WB (ROAD 16) INTERCHANGE - 1 OF 2

SR 152 EB & WB (ROAD 16) UNDERCROSSINGS

DEVELOPED ELEVATION

1" = 30'

CURVE NO. 231-03 (4)

H = 5,000/20'

Á = 04°09'26"

L = 217.68'

T = 108.89'

CALIFORNIA HIGH-SPEED TRAIN PROJECT

MERGED TO FRESNO SECTION

CENTRAL VALLEY WYE

SR 152 (NORTH) TO ROAD 11 WYE ALTERNATIVE

GENERAL PLAN (SJD-PFE)

BERENDA WAY (ROAD 16) INTERCHANGE - 1 OF 2

P005133

DESCRIPTION

BERENDA WAY (ROAD 16) INTERCHANGE - 1 OF 2

CONSTRUCTION

C. LEMLEY

K. CHARAN

A. M. MERCED TO FRESNO SECTION

CALIFORNIA HIGH-SPEED TRAIN PROJECT

SHEET 1 OF 4

8/13/2015

CALIFORNIA HIGH-SPEED TRAIN PROJECT

SHEET 1 OF 4

8/13/2015

CALIFORNIA HIGH-SPEED TRAIN PROJECT

SHEET 1 OF 4

8/13/2015

CALIFORNIA HIGH-SPEED TRAIN PROJECT

SHEET 1 OF 4

8/13/2015

CALIFORNIA HIGH-SPEED TRAIN PROJECT

SHEET 1 OF 4

8/13/2015

CALIFORNIA HIGH-SPEED TRAIN PROJECT

SHEET 1 OF 4

8/13/2015
NOTES:
1. FOR NOTES AND LEGEND, SEE DRAWING ST-K1235-0.
**Profile Grade**

No Scale

<table>
<thead>
<tr>
<th>Station Elevation</th>
<th>BB STA 30462.00</th>
<th>ELEV 285.65</th>
</tr>
</thead>
<tbody>
<tr>
<td>30+00</td>
<td>31+00</td>
<td>32+00</td>
</tr>
<tr>
<td>33+00</td>
<td>34+00</td>
<td>35+00</td>
</tr>
<tr>
<td>36+00</td>
<td>37+00</td>
<td>38+00</td>
</tr>
<tr>
<td>39+00</td>
<td>40+00</td>
<td>41+00</td>
</tr>
</tbody>
</table>

**Plan**

T-4500

**Typical Section**

17'-10" TEMPORARY TRAFFIC OPENINGS

1. TRAFFIC WILL BE DETOURED AWAY FROM THE SITE.
2. TRAFFIC WILL BE DETOURED AWAY FROM THE STRUCTURE.
3. TEMP TRAFFIC LANE REDUCTION FOR TOE OF FILL.

**Notes:**

- INDICATES POINT OF MINIMUM VERTICAL CLEARANCE
- INDICATES DIRECTION OF TRAFFIC
- PAINT "ROAD 17½" OVERHEAD
- PAINT "BRIDGE NO. XX-XXXX"
- CONCRETE BARRIER TYPE 736 WDC
- SLOPE PAVING 1%/VERT
- MINERAL
- AIR FENCE WITH SOLID PLATE

**NOTES:**

1. 16" PIPE PILES ASSUMED AT ABUTMENT AND EXTENSIONS, FIE LENGTHS TO BE DETERMINED.
2. FOR UTILITY DISPOSITIONS, SEE CIVIL AND GRADE SEPARATION PLANS, DRAWING CV-51240-0.
3. FOR GUARDRAILS, SEE CIVIL AND GRADE SEPARATION PLANS, DRAWING CV-51240-0.
SECTION A-A

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; Ø</td>
<td></td>
</tr>
<tr>
<td>6</td>
<td>11'-0&quot; Ø</td>
<td>13'-0&quot; Ø</td>
</tr>
<tr>
<td>7</td>
<td>12'-0&quot; Ø</td>
<td></td>
</tr>
<tr>
<td>8</td>
<td>11'-0&quot; Ø</td>
<td>13'-0&quot; Ø</td>
</tr>
<tr>
<td>9 - 10</td>
<td>10'-0&quot; Ø</td>
<td></td>
</tr>
<tr>
<td>11 + 12</td>
<td>11'-0&quot; Ø</td>
<td>13'-0&quot; Ø</td>
</tr>
<tr>
<td>13 + 18</td>
<td>9'-0&quot; Ø</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; DRAWINGS TT-80051-D AND TT-80053-D.
CALIFORNIA HIGH-SPEED TRAIN PROJECT

DATE: 15 - AUG - 2016

CONTRACT NO.: p005133 a

CONSTRUCTION NOT FOR SUBMITTAL

15% DESIGN RECORD SET

375'-0" MEASURED ALONG A AVE 20/5

TYPICAL SECTION

1"=10'

NOTES:
1. 16" PILES ASSUMED AT ABUTMENT AND BENT FOUNDATIONS, PILE LENGTH TO BE DETERMINED.
2. FOR GUARDRAILS, SEE CIVIL AND GRADE SEPARATION PLANS; DRAWING CV-S1310-D.
3. FOR RETAINING WALLS, SEE CIVIL AND GRADE SEPARATION PLANS; DRAWING CV-R1313-D.

DISCLAIMER:

1. M. BRATT 08/12/2016
2. K. CHARAN
3. C. LEMLEY

CALIFORNIA HIGH-SPEED TRAIN PROJECT
MERGED TO FRESNO SECTION

CENTRAL VALLEY WYE
SR 152 (NORTH) TO ROAD 11 WYE ALTERNATIVE GENERAL PLAN (SJD-FRE)
A V E N U E 20/5 OVERHEAD

PLAN 1"=30'

T = 803.42'
L = 1,527.92'
À = 43°46'18"
R = 2,000.00'
CURVE NO. 310-01

AVENUE 20/5 LINE

TOP OF FILL

GUARDRAIL

3'-0" COLUMN

SEPARATION PLANS; DRAWING CV-R1313-D.

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

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

FOR RETAINING WALLS, SEE CIVIL AND GRADE SEPARATION PLANS; DRAWING CV-R1313-D.

NOTES:
1. 16" PILES ASSUMED AT ABUTMENT AND BENT FOUNDATIONS, PILE LENGTH TO BE DETERMINED.
2. FOR GUARDRAILS, SEE CIVIL AND GRADE SEPARATION PLANS; DRAWING CV-S1310-D.
3. FOR RETAINING WALLS, SEE CIVIL AND GRADE SEPARATION PLANS; DRAWING CV-R1313-D.

LEGEND:
1. M. BRATT 08/12/2016
2. K. CHARAN
3. C. LEMLEY

CALIFORNIA HIGH-SPEED TRAIN PROJECT
MERGED TO FRESNO SECTION

CENTRAL VALLEY WYE
SR 152 (NORTH) TO ROAD 11 WYE ALTERNATIVE GENERAL PLAN (SJD-FRE)
A V E N U E 20/5 OVERHEAD

PLAN 1"=30'

T = 803.42'
L = 1,527.92'
À = 43°46'18"
R = 2,000.00'
CURVE NO. 310-01

AVENUE 20/5 LINE

TOP OF FILL

GUARDRAIL

3'-0" COLUMN

SEPARATION PLANS; DRAWING CV-R1313-D.

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

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

FOR RETAINING WALLS, SEE CIVIL AND GRADE SEPARATION PLANS; DRAWING CV-R1313-D.

NOTES:
1. 16" PILES ASSUMED AT ABUTMENT AND BENT FOUNDATIONS, PILE LENGTH TO BE DETERMINED.
2. FOR GUARDRAILS, SEE CIVIL AND GRADE SEPARATION PLANS; DRAWING CV-S1310-D.
3. FOR RETAINING WALLS, SEE CIVIL AND GRADE SEPARATION PLANS; DRAWING CV-R1313-D.

LEGEND:
1. INDICATES POINT OF MINIMUM VERTICAL CLEARANCE
2. INDICATES DIRECTION OF TRAFFIC

3. PAINT "AVENUE 20/5 OVERHEAD"
4. PAINT "BRIDGE NO. XX-XXXX"
5. CONCRETE BARRIER TYPE 736 MOD
6. SLOPE PAVING (1½H:1V)
7. RAILING
8. AR FENCE WITH SOLID PLATE

CURVE NO. 310-01

PA = 2,000.00'
A = 43°46'18"
L = 1,527.92'
T = 803.42'

GENERAL PLAN (SJD-FRE)
SR 152 (NORTH) TO ROAD 11 WYE ALTERNATIVE GENERAL PLAN (SJD-FRE)
A V E N U E 20/5 OVERHEAD

21:450.00 BVC
ELEV 307.00'

R/C = -0.38%/STA

375'-0" MEASURED ALONG A AVE 20/5

TYPICAL SECTION

1"=10'

NOTES:
1. 16" PILES ASSUMED AT ABUTMENT AND BENT FOUNDATIONS, PILE LENGTH TO BE DETERMINED.
2. FOR GUARDRAILS, SEE CIVIL AND GRADE SEPARATION PLANS; DRAWING CV-S1310-D.
3. FOR RETAINING WALLS, SEE CIVIL AND GRADE SEPARATION PLANS; DRAWING CV-R1313-D.

LEGEND:
1. INDICATES POINT OF MINIMUM VERTICAL CLEARANCE
2. INDICATES DIRECTION OF TRAFFIC

3. PAINT "AVENUE 20/5 OVERHEAD"
4. PAINT "BRIDGE NO. XX-XXXX"
5. CONCRETE BARRIER TYPE 736 MOD
6. SLOPE PAVING (1½H:1V)
7. RAILING
8. AR FENCE WITH SOLID PLATE

CURVE NO. 310-01

PA = 2,000.00'
A = 43°46'18"
L = 1,527.92'
T = 803.42'

GENERAL PLAN (SJD-FRE)
SR 152 (NORTH) TO ROAD 11 WYE ALTERNATIVE GENERAL PLAN (SJD-FRE)
A V E N U E 20/5 OVERHEAD

21:450.00 BVC
ELEV 307.00'

R/C = -0.38%/STA

375'-0" MEASURED ALONG A AVE 20/5

TYPICAL SECTION

1"=10'

NOTES:
1. 16" PILES ASSUMED AT ABUTMENT AND BENT FOUNDATIONS, PILE LENGTH TO BE DETERMINED.
2. FOR GUARDRAILS, SEE CIVIL AND GRADE SEPARATION PLANS; DRAWING CV-S1310-D.
3. FOR RETAINING WALLS, SEE CIVIL AND GRADE SEPARATION PLANS; DRAWING CV-R1313-D.

LEGEND:
1. INDICATES POINT OF MINIMUM VERTICAL CLEARANCE
2. INDICATES DIRECTION OF TRAFFIC

3. PAINT "AVENUE 20/5 OVERHEAD"
4. PAINT "BRIDGE NO. XX-XXXX"
5. CONCRETE BARRIER TYPE 736 MOD
6. SLOPE PAVING (1½H:1V)
7. RAILING
8. AR FENCE WITH SOLID PLATE

CURVE NO. 310-01

PA = 2,000.00'
A = 43°46'18"
L = 1,527.92'
T = 803.42'

GENERAL PLAN (SJD-FRE)
SR 152 (NORTH) TO ROAD 11 WYE ALTERNATIVE GENERAL PLAN (SJD-FRE)
A V E N U E 20/5 OVERHEAD

21:450.00 BVC
ELEV 307.00'

R/C = -0.38%/STA

375'-0" MEASURED ALONG A AVE 20/5

TYPICAL SECTION

1"=10'

NOTES:
1. 16" PILES ASSUMED AT ABUTMENT AND BENT FOUNDATIONS, PILE LENGTH TO BE DETERMINED.
2. FOR GUARDRAILS, SEE CIVIL AND GRADE SEPARATION PLANS; DRAWING CV-S1310-D.
3. FOR RETAINING WALLS, SEE CIVIL AND GRADE SEPARATION PLANS; DRAWING CV-R1313-D.

LEGEND:
1. INDICATES POINT OF MINIMUM VERTICAL CLEARANCE
2. INDICATES DIRECTION OF TRAFFIC

3. PAINT "AVENUE 20/5 OVERHEAD"
4. PAINT "BRIDGE NO. XX-XXXX"
5. CONCRETE BARRIER TYPE 736 MOD
6. SLOPE PAVING (1½H:1V)
7. RAILING
8. AR FENCE WITH SOLID PLATE

CURVE NO. 310-01

PA = 2,000.00'
A = 43°46'18"
L = 1,527.92'
T = 803.42'
TYPICAL SECTION

LEGEND:
1. INDICATES DIRECTION OF FLOW
2. STRUCTURE APPROACH
3. SLOPE PAVING (1:4H:1V)

NOTES:
1. 16" PIPE PILES ASSUMED FOR ABUTMENT FOUNDATIONS, POLE PILE AND SHED BALLAST LENGTHS TO BE DETERMINED.
2. FOR UTILITY DISPOSITIONS, SEE CIVIL AND GRADE SEPARATION PLANS DRAWINGS CV-S1320-0 AND CV-S1330-0.
3. ANY EXISTING DRY CREEK ROADWAY CONFLICT WITH NEW CONSTRUCTION SHALL BE REALIGNED.
TOP OF RAIL PROFILE (C HST SB TRACK MER-FRE)
NO SCALE

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

12 SPACES @ 100'-0" = 1,200'-0"
STEEL BOX GIRDERS

16 SPACES @ 120'-0" = 1,920'-0"
STEEL BOX GIRDERS

15072+31.04 PVC
7,460'-0" TOTAL LENGTH MEASURED ALONG C HST SB TRACK MER-FRE

NOTE:
1. FOR GENERAL NOTES AND LEGEND, SEE DRAWING CV-S1420-D.

MERGED TO FRENSO SECTION
CENTRAL VALLEY WYE
SR 152 (NORTH) TO ROAD 11 WYE ALTERNATIVE
GENERAL PLAN (MER-FRE)
TOP OF RAIL PROFILE (E, HST SB TRACK MER-FRE)

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

1. For general notes and legend, see drawing ST-K1410-D.

Notes:
- SEE DRAWING ST-K1410-D.
- GENERAL PLAN (MER-FRE)
- CONSTRUCTION NOT FOR SUBMITTAL
- 15% DESIGN
- RECORD SET DEVELOPED ELEVATION
- VERT: 1" = 50'  HORIZ: 1" = 100'
- PLAN 1" = 100'
- NO SCALE
- 36 SPACES 120" = 4,080" = 0"
- 2 SPACES 120" = 240" = 0"
- 7,460' TOTAL LENGTH MEASURED ALONG E, HST SB TRACK MER-FRE
- DATE 15 - AUG - 2016
- CHK M F - S T - K 1412 - D .dgn
- CONTRACT NO. p005133 a
- CONSTRUCTION NOT FOR SUBMITTAL
- PLAN 1" = 100'
- NO SCALE
- DEVELOPED ELEVATION VERT: 1" = 50'  HORIZ: 1" = 100'
- EDGE OF SUPER-STRUCTURE
- PARAPET/BARRIER
- 7,460' TOTAL LENGTH MEASURED ALONG E, HST SB TRACK MER-FRE
- ROAD 12 UNDERPASS (HST NB)
- ROAD 12 UNDERPASS (HST SB)
- ROAD 12 (APPX)
- ROAD 12 (APPROX)
**NOTES:**

1. PILE LENGTHS TO BE DETERMINED.

2. FOR TRACK SUPERELEVATION DETAILS, SEE ALIGNMENT AND TYPICAL SECTION PLANS (DRAWING ST-K3410-D).

<table>
<thead>
<tr>
<th>BENT</th>
<th>COLUMN TYPE</th>
<th>CIDM TYPE</th>
<th>&quot;A&quot;</th>
<th>TYP SECTION, SHEET</th>
</tr>
</thead>
<tbody>
<tr>
<td>2</td>
<td>8'0&quot; Ø</td>
<td>A-A</td>
<td>ST-K3410-D</td>
<td></td>
</tr>
<tr>
<td>5</td>
<td>9'0&quot; Ø</td>
<td>A-A</td>
<td>ST-K3410-D</td>
<td></td>
</tr>
<tr>
<td>10</td>
<td>11'0&quot; Ø</td>
<td>A-A</td>
<td>ST-K3410-D</td>
<td></td>
</tr>
<tr>
<td>16</td>
<td>13'0&quot; Ø</td>
<td>A-A</td>
<td>ST-K3410-D</td>
<td></td>
</tr>
<tr>
<td>17</td>
<td>2 - 10'-0&quot; Ø</td>
<td>12'0&quot; Ø</td>
<td>108'-0&quot;</td>
<td>B-B, ST-K3411-D</td>
</tr>
<tr>
<td>18</td>
<td>2 - 10'-0&quot; Ø</td>
<td>12'0&quot; Ø</td>
<td>111'-0&quot;</td>
<td>B-B, ST-K3411-D</td>
</tr>
<tr>
<td>19</td>
<td>2 - 10'-0&quot; Ø</td>
<td>12'0&quot; Ø</td>
<td>115'-0&quot;</td>
<td>B-B, ST-K3411-D</td>
</tr>
<tr>
<td>20</td>
<td>2 - 10'-0&quot; Ø</td>
<td>12'0&quot; Ø</td>
<td>120'-0&quot;</td>
<td>B-B, ST-K3411-D</td>
</tr>
<tr>
<td>21</td>
<td>2 - 10'-0&quot; Ø</td>
<td>12'0&quot; Ø</td>
<td>124'-0&quot;</td>
<td>B-B, ST-K3411-D</td>
</tr>
<tr>
<td>22</td>
<td>2 - 10'-0&quot; Ø</td>
<td>12'0&quot; Ø</td>
<td>130'-0&quot;</td>
<td>B-B, ST-K3411-D</td>
</tr>
<tr>
<td>23</td>
<td>2 - 10'-0&quot; Ø</td>
<td>12'0&quot; Ø</td>
<td>137'-0&quot;</td>
<td>B-B, ST-K3411-D</td>
</tr>
<tr>
<td>24-27</td>
<td>2 - 10'-0&quot; Ø</td>
<td>12'-0&quot; Ø</td>
<td>78'-0&quot;</td>
<td>C-C, ST-K3412-D</td>
</tr>
<tr>
<td>28-45</td>
<td>15'-0&quot; Ø</td>
<td></td>
<td>D-D, ST-K3412-D</td>
<td></td>
</tr>
<tr>
<td>46-58</td>
<td>13'-0&quot; Ø</td>
<td></td>
<td>D-D, ST-K3412-D</td>
<td></td>
</tr>
<tr>
<td>59-64</td>
<td>11'-0&quot; Ø</td>
<td></td>
<td>D-D, ST-K3412-D</td>
<td></td>
</tr>
</tbody>
</table>
NOTES:
1. DRILLED SHAFT LENGTHS TO BE DETERMINED.
2. FOR TRACK SUPERELEVATION DETAILS, SEE ALIGNMENT AND TYPICAL SECTION PLANS, DRAWING TT-B0054-D.

SECTION B-B
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-B0054-D.

SECTION C-C

SECTION D-D
CALIFORNIA HIGH-SPEED TRAIN PROJECT

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

PLAN

DEVELOPED ELEVATION

TYPICAL SECTION

TEMPORARY TRAFFIC OPENINGS

VENTILATION TRAFFIC

1. Traffic will be detoured away from the site.

2. Traffic will pass under the structure on.

ACCESS TRAFFIC

3. TEMP TRAFFIC LANE REDUCTION FOR

10'-0" x 10'-0" SHM PILE, TYP

LEGEND:

-● Indicate point of minimum vertical clearance

-● Indicates direction of traffic

3. STRUCTURE APPROACH

2. AIR FENCING, SEE TRACK PLANS; DRAWING TT-00005-D

NOTES:

1. 16" Ø PIPE PILES ASSUMED FOR ABUTMENT FOUNDATIONS.

PILE AND DRILLED SHAFT LENGTHS TO BE DETERMINED.

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

3. 30'-0" X 30'-0" PAVE TRAFFIC LANE REDUCTION FOR TFR EXC.

30'-0" X AVENUE 23•/MADISON ROAD

10'-0" X HST SB TRACK MER-FRE

0'-0" X HST NB TRACK MER-FRE

10'-0" X T/R HST SB TRACK

2.5% CURVE MER-FRE 1 SB

1.5% CURVE MER-FRE 1 NB

99'-6" MIN VARIES, APPROX OG

83'-3" MIN VARIES, APPROX OG

99'-0" MIN VARIES, APPROX OG

6'-1" T/R ELEV 228.24'

15136+00

15137+00

15138+00

15139+00

T/R ELEV 232.54'

BE STA 25140+00

BE STA 25140+00

BB STA 25136+15.00

BB STA 25136+15.00

BE STA 15139+00

BB STA 15136+00

EB STA 15139+00

EB STA 15139+00

AVENUE 23•/MADISON ROAD (APPROX)

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

NO SCALE

T/R HST SB TRACK MER-FRE

4" X 0" COLUMN, TYP

6'-1" T/R ELEV 228.24'

15136+00

15137+00

15138+00

15139+00

BASEMENT ELEV 150.00'

15135+00

15136+00

15137+00

15138+00

15139+00

BASEMENT ELEV 150.00'

15135+00

15136+00

15137+00

15138+00

15139+00

Avenue 23\(\frac{1}{2}\) / Madison Road

HST R/W

0.00%

0.00%

0.00%

0.00%

0.00%

0.00%

0.00%

0.00%

0.00%

0.00%
NOTES:
1. 16" pipe piles assumed for abutment foundations. Pole and drilled shaft lengths to be determined.
2. For track super-elevation details, see alignment and typical section plans, drawings TT-80064-D and TT-80065-D.

ASH SLOUGH BRIDGE - 2 OF 2

TYPICAL SECTION

BENT COLUMN SCHEDULE

<table>
<thead>
<tr>
<th>BENT</th>
<th>COLUMN TYPE</th>
<th>CIDH TYPE</th>
</tr>
</thead>
<tbody>
<tr>
<td>2</td>
<td>7'-0&quot; @ 9'-0&quot;</td>
<td>9'-0&quot; @ 11'-0&quot;</td>
</tr>
<tr>
<td>3</td>
<td>9'-0&quot; @ 11'-0&quot;</td>
<td>11'-0&quot; @ 13'-0&quot;</td>
</tr>
<tr>
<td>4</td>
<td>7'-0&quot; @ 9'-0&quot;</td>
<td>12'-0&quot; @ 14'-0&quot;</td>
</tr>
</tbody>
</table>

CALIFORNIA HIGH-SPEED TRAIN PROJECT
MERCEDEZ TO FRESNO SECTION
CENTRAL VALLEY WYE
SR 152 (NORTH) TO ROAD 11 WYE ALTERNATIVE
TYPICAL SECTION (MER-FRE)
ASH SLOUGH BRIDGE - 2 OF 2

AS SHOWN
CALIFORNIA HIGH-SPEED TRAIN PROJECT
MERGED TO FRESNO SECTION
CENTRAL VALLEY WYE
SR 152 (NORTH) TO ROAD 11 (WE) ALTERNATIVE
GENERAL PLAN (MER-FRE)
AVENUE 26 UNDERPASS

TYPICAL SECTION
1" = 10'

DATUM, ELEV 150.00'

ELEVATION
1" = 30'

PLAN
1" = 30'

NOTES:
1. "W" PIPE PILES ASSUMED FOR ABUTMENT FOUNDATIONS. PILE LENGTHS TO BE DETERMINED.
2. FOR UTILITY DISPOSITIONS, SEE CIVIL AND GRADE SEPARATION PLANS DRAWING CV-S1460-D.
3. ANY EXISTING DIRT ROAD THAT CONFLICTS WITH NEW CONSTRUCTION SHALL BE REALIGNED.

TEMPORARY TRAFFIC OPENINGS

VEHICULAR TRAFFIC
1. TRAFFIC WILL BE DETOURED AWAY FROM THE SITE.
2. TRAFFIC WILL PASS UNDER THE STRUCTURE ON:
   a. AVENUE 26
3. TEMP TRAFFIC LANE REDUCTION FOR EXC.

ST OR ROAD NAME AND LOCATION
AVENUE 26
15284+955 32'X16.5' 2-WAY

LEGEND:
• Indicates Point of Minimum Vertical Clearance
  Indicates Direction of Traffic
① STRUCTURE APPROACH
② SLOPE PAVING (1:5H:1V)
③ AS PENCE, SEE TRACK PLANS DRAWING TT-3B02C-D

CALIFORNIA HIGH-SPEED RAIL AUTHORITY
PARSONS

DRAWING TT-B0020-D
A. M. K. CHARAN
M. BRATT
C. LEMLEY

AS SHOWN
08/12/2016
05/12/2016

T/R ELEV 234.47'
T/R ELEV 234.11'
BB STA 15281+35.00
EB STA 15282+55.00

T/R ELEV 235.37'
15333+14.18 PVC
ELEV 217.40'

TOP OF RAIL PROFILE (HST SB TRACK MER-FRE)
NO SCALE

TOP OF FILL
TOE OF FILL
TOE OF FILL
TOE OF FILL
TOE OF FILL
TOE OF FILL
TOE OF FILL
TOE OF FILL

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

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

DEVELOPED ELEVATION

TYPICAL SECTION

LEGEND:

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

NOTES:

1. 16'' PILE 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-D.
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-B0054-D AND TT-B0055-D.

CALIFORNIA HIGH-SPEED TRAIN PROJECT
MERCEDES WYE ALTERNATIVE
CENTRAL VALLEY WYE
SR 152 (NORTH) TO ROAD 11 WYE ALTERNATIVE GENERAL PLAN (MER-FFE)
DUTCHMAN CREEK BRIDGE

PARSONS
CALIFORNIA HIGH-SPEED RAIL AUTHORITY
TEMPORARY TRAFFIC OPENINGS

1. VEHICULAR TRAFFIC WILL BE DETOUR AWAY FROM THE SITE.
2. VEHICULAR TRAFFIC WILL PASS UNDER THE STRUCTURE ON:

1. 8' SHLD 10'-8" 6'-0"
2. 8' SHLD 117'-7" 11'-6" 3'-0"
3. 8' SHLD 6'-1" 117'-7" 103'-3"

NOTES:
1. INCLUDE PIPE POLES AS ASSUMED FOR FOUNDATIONS.
2. PIPE SIZES AND LENGTH TO BE DETERMINED.
3. FOR UTILITY DISPOSITIONS, SEE CIVIL AND GRADE SEPARATION DRAWING CV-S1490-D.
4. FOR TRACK SUPERELEVATION DETAILS, SEE ALIGNMENT AND PLAN DRAWINGS TT-B0054-D AND TT-B0055-D.
### California High-Speed Train Project

**Date:** 16 - AUG - 2016

**Sheet:** 005133 A

**Contract No.:** ST-01515-D

**SCALE:** 1"=10'

**NOTES:**
1. 10'-8" PIPE PILES ASSUMED FOR ABUTMENT FOUNDATIONS. PILE AND DRILLED SHAFT LENGTHS TO BE DETERMINED.
2. FOR UTILITY DISPOSITION, SEE CIVIL AND STRUCTURAL SEPARATION PLANS, DRAWINGS CV-01515-0.
3. ABUTTING EXISTING DIRT ROAD THAT CONFLICTS WITH NEW CONSTRUCTION SHALL BE REALIGNED.
4. FOR TRACK SUPERELAVATION DETAILS, SEE ALIGNMENT AND TYPICAL SECTION PLANS, DRAWINGS TT-00205-0 AND TT-00205-0.

**TECHNICAL SPECIFICATIONS:**
- **10'-8" PIPE PILES**
- **COLUMN, 8'-0" X 10'-0"**
- **CONCRETE BOX GIRDER**
- **PRECAST Prestressed**

**LEGEND:**
- **STRUCTURE APPROACH**
- **SLOPE PAVING (1/8H:1V)**

**TYPICAL SECTION:**
- **HST R/W**
- **TOP OF FILL**
- **TOE OF FILL**

**DEVELOPED ELEVATION:**
- **1"=10'**

**TOP OF RAIL PROFILE (HST SB TRACK MER-FRE):**
- **420'-0" MEASURED ALONG HST SB TRACK**
- **7 SPACES @ 60'-0" = 420'-0"**

**PLATE:**
- **1"=10'**

**GENERAL PLAN (MER-FRE):**
- **CURVE MER-FRE 2 SB**
- **CURVE MER-FRE 2 NB**

**MERCED TO FRESNO SECTION:**
- **SLOPE PAVING (1•H:1V)**
- **STRUCTURE APPROACH**
- **INDICATES DIRECTION OF FLOW**

**NOTES:**
- **HST R/W**
- **TOP OF FILL**
- **TOE OF FILL**

**T/R ELEV 223.96'**
- **EB STA 15585+83.33**

**Guideway Deck Edge of Parapet Barrier/Parapet**

**Merced to Fresno Section:**
- **SLOPE PAVING (1•H:1V)**
- **STRUCTURE APPROACH**
- **INDICATES DIRECTION OF FLOW**

**NOTES:**
- **HST R/W**
- **TOP OF FILL**
- **TOE OF FILL**

**T/R ELEV 223.96'**
- **EB STA 15585+83.33**

**Figure:** TYPICAL SECTION

**Figure:** DEVELOPED ELEVATION

**Figure:** PLAN

**Figure:** TOP OF RAIL PROFILE

**Figure:** MERCED TO FRESNO SECTION
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
MERced TO FREmno SECTION
CENTRAL VALLEY WYE
SR 152 (NORTH) TO ROAD 11 WYE ALTERNATIVE
TYPICAL SECTIONS (SJD-MER)
AERIAL #4 - NORTHBOUND OVER HST MAINLINE - 5 OF 5
TOP OF RAIL PROFILE (\(\text{C}^*\) HST SB TRACK SJD-MER)

DEVELOPED ELEVATION

TYPICAL SECTION

NOTES:

1. 16" O.D. PIPE PILES ASSUMED FOR ABUTMENT FOUNDATIONS.

2. FOR UTILITY DISPOSITIONS, SEE CIVIL AND FOUNDATIONS.
3. FOR TRACK SUPERELEVATION DETAILS, SEE GRADE SEPARATION PLANS.

HIST SB TRACK SJD-MER
HIST NB TRACK SJD-MER
HIST SB TRACK SJD-FRE
HIST NB TRACK SJD-FRE
HIST SR 152 (NORTH) TO ROAD 11 WYE ALTERNATIVE GENERAL PLAN
HEMLOCK ROAD (ROAD 9) UNDERPASS
CALIFORNIA HIGH-SPEED TRAIN PROJECT

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

830'-0" TOTAL LENGTH MEASURED ALONG E HST NB TRACK SJ-D-MER

DEVELOPED ELEVATION

VER T 1" = 50' HOR Z 1" = 100'

PLAN

1" = 100'
TOP OF RAIL PROFILE (HST NB TRACK SJD-MER)

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

19 SPACES @ 120'-0" = 2,280'-0"

DEVELOPED ELEVATION

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

NOTES:
1. FOR GENERAL NOTES AND LEGEND, SEE DRAWING ST-K1640-D.

PLAN
NOTES:
1.pile and drilled shaft lengths to be determined.
2. for track super-elevation details, see alignment and typical section plans:
   drawings tt-90056-d.

TYPICAL SECTIONS (SJD-MER)

SECTION A-A

SECTION B-B
SECTION C-C

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

15% DESIGN
RECORD SET
10'-8"
T/R
2.5%
2.5%
APPROX OG
SECTION C-C
1" = 10'

HST R/W
VARIABLE, 130'-0" MIN

HST R/W
VARIABLE, 50'-0" MIN

MERCED TO FRESNO SECTION
• BRIDGE

CONSTRUCTION
NOT FOR
SUBMITTAL

C. LEMLEY
K. CHARAN

AERIAL #5 - NORTHBOUND OVER HST MERCED TO FRESNO - 6 OF 6

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

PRECAST Prestressed
CONCRETE BOX GIRDERS

ISOLATION CASING

COLUMN

PRECAST Prestressed
CONCRETE BOX GIRDERS

APPROX DG

ISOLATION CASING

CONCRETE PILE, SEE NOTE 1

AERIAL #5 - NORTHBOUND OVER HST MERCED TO FRESNO - 6 OF 6

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

PRECAST Prestressed
CONCRETE BOX GIRDERS

ISOLATION CASING

COLUMN

PRECAST Prestressed
CONCRETE BOX GIRDERS

APPROX DG

ISOLATION CASING

CONCRETE PILE, SEE NOTE 1

AERIAL #5 - NORTHBOUND OVER HST MERCED TO FRESNO - 6 OF 6
TOP OF RAIL PROFILE (E HST SB TRACK SJD-MER)

NO SCALE

DATE
16 - AUG - 2016

CONSTRUCTION
NOT FOR SUBMITTAL

15% DESIGN
RECORD SET
APPROX OG
DATUM ELEV 100.00'

GUIDEWAY DECK
EDGE OF
15270+00

ELEV 234.15'
36403+15.00 PVC
2 :1
HST R/W

MER-FRE
• HST SB TRACK
HW=206.0' (APPROX)
• CHOWCHILLA RIVER

 guides the way for new construction to be realized. Markers are in place to inform of the new realignment. Pile lengths to be determined.

12" @ 120'-0" = 360'-0" TOE OF FILL

AERIAL #5
3'-0"
30'-0"
12'-0"
35'-0"
2.5%
VARIES, 130'-0" MIN
VARIES, 40'-0" MIN
0.61%
-0.30%
R/C = 0.07%/STA
1300.00' VC
(TYP)
COLUMN,
10'-0" @
16'-6"
6'-1"
10'-8"
30'-0"
2.5%

NOTES:
1. 12" @ 90'-0" PIPE PILES ASSUMED FOR ABUTMENT FOUNDATIONS. PILE LENGHTS 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; DRAWINGS CV-51450-D;
4. FOR RETAINING WALLS, SEE CIVIL AND GRADE SEPARATION PLANS; DRAWING CV-S1450-D;
5. FOR CHOWCHILLA RIVER BRIDGE MER-FRE GENERAL PLAN AND TYPICAL SECTION, SEE DRAWING ST-S1450-D;
6. FOR AERIAL #5 GENERAL PLAN AND TYPICAL SECTIONS, SEE DRAWINGS ST-S1450-D AND ST-S6640-D TO ST-S6641-D.