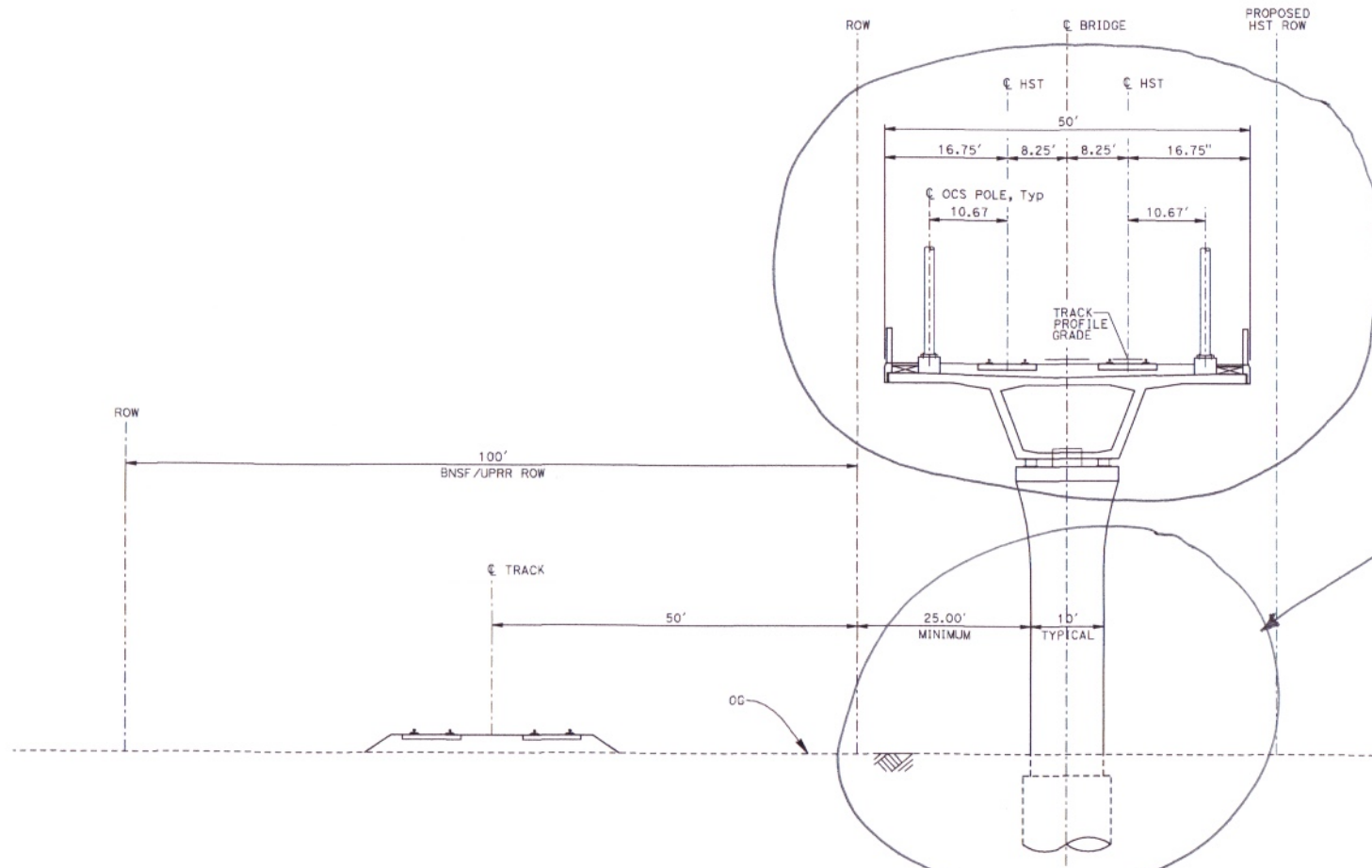


CHANGE IN TRACK STRUCTURE

ATTACHMENT 5



THE AERIAL DECK WILL NEED TO BE RE-DESIGNED TO ACCOMODATE ACCEPTABLE CURVATURE

THE COLUMN FOOTINGS MAY REQUIRE RE-LOCATION

EL3 - DOUBLE TRACK ELEVATED ADJACENT TO UPRR/BNSF

- NOTES:
1. TRACK, OCS POLES AND FOUNDATIONS, CABLE DUCTS AND DRAINAGE ARE SCHEMATIC AND DO NOT REPRESENT DESIGN.
 2. RIGHT-OF-WAY REQUIRED FOR THE HIGH-SPEED RAIL GUIDEWAY WILL DEPEND UPON CONDITIONS ALONG THE ALIGNMENT INCLUDING TERRAIN, WHERE CUT/FILL SLOPES, RETAINING STRUCTURES, AND ACCESS ARE REQUIRED.
 3. POTENTIAL SOUND BARRIERS NOT SHOWN IN CROSS SECTIONS. FOR THE EXTENT OF POTENTIAL SOUND BARRIERS, SEE ALIGNMENT PLAN AND PROFILE SHEETS.

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REV	DATE	BY	CHK	APP	DESCRIPTION

DESIGNED BY
A. SHIELDS
DRAWN BY
C. VALADAO
CHECKED BY
A. BOONE
IN CHARGE
A. BOONE
DATE
07/20/2011

**RECORD SET
15% DESIGN
SUBMITTAL**

**NOT FOR
CONSTRUCTION**

AECOM
Technical Services, Inc.
2020 L Street, Suite 300
Sunnyvale, CA 95051

CH2M HILL

**CALIFORNIA
HIGH-SPEED RAIL AUTHORITY**

**CALIFORNIA HIGH-SPEED TRAIN PROJECT
MERCED TO FRESNO**

TYPICAL SECTIONS
SHEET 5 OF 17

CONTRACT NO.	HSR06-007
DRAWING NO.	T3005-A
SCALE	NO SCALE
SHEET NO.	OF ###