California High-Speed Rail Authority

San Francisco to San Jose Project Section

Composite Plans; Stations; Structures; Roadway; Alignment Data Table

Alternative B – Scott Blvd. to W. Alma Ave (Viaduct to I-880)
Draft EIR/S: Volume III

Preliminary Engineering for Project Definition
Record Set – April 2019

SAN FRANCISCO TO SAN JOSE EIR/S: VOLUME III
ALTERNATIVE B
BOOK B6
SHEET 112 TO 142 OF 142

CALIFORNIA High-Speed Rail Authority

The environmental review, consultation, and other actions required by applicable federal environmental laws for this project are being or have been carried out by the State of California pursuant to 23 U.S.C. 327 and a Memorandum of Understanding dated July 23, 2019, and executed by the Federal Railroad Administration and the State of California.

ALTERNATIVE B - SAN FRANCISCO TO SAN JOSE (SCOTT BOULEVARD TO W. ALMA AVE) - VIADUCT TO SCOTT BOULEVARD

BOOK	SHEET NO	DRAWING NO	SUBSECTION	GEOGRAPHIC LOCATION OR FEATURE	ALIGNMENT OR FEATURE	SHEET DESCRIPTION	ADDITIONAL DESCRIPTION
COVER, INDEX OF DRAWING AND KEY MAPS							
BOOK B6	A	COVER		SCOTT BLVD TO W. ALMA AVE	ALTERNATIVE B	SCOTT BLVD TO W. ALMA	VIADUCT TO SCOTT BLVD
BOOK B6	B	GE-A2106			INDEX OF DRAWINGS	SHEET 6 OF 6	
BOOK B6	C	GE-D2101	ENTIRE ALTERNATIVE		KEY MAP	COMPOSITE PLAN	SHEET 1 OF 4
BOOK B6	D	GE-D2102	ENTIRE ALTERNATIVE		KEY MAP	COMPOSITE PLAN	SHEET 2 OF 4
BOOK B6	E	GE-D2103	ENTIRE ALTERNATIVE		KEY MAP	COMPOSITE PLAN	SHEET 3 OF 4
BOOK B6	F	GE-D2104	ENTIRE ALTERNATIVE		KEY MAP	COMPOSITE PLAN	SHEET 4 OF 4
BOOK B6	G	GE-D2105	ENTIRE ALTERNATIVE		KEY MAP	SYSTEM SITES	
COMPOSITE PLAN, PROFILE AND TYPICAL SECTIONS							
BOOK B6	112	TT-D0251	SAN JOSE DIRIDON STATION APPROACH	SCOTT BLVD TO BENTON ST	VIADUCT TO SCOTT BLVD	COMPOSITE PLAN, PROFILE AND TYPICAL SECTIONS	B2250+00 TO B2340+00
BOOK B6	113	TT-D0252	SAN JOSE DIRIDON STATION APPROACH	NEWHALL ST TO W TAYLOR ST	VIADUCT TO SCOTT BLVD	COMPOSITE PLAN, PROFILE AND TYPICAL SECTIONS	B2340+00 TO B2430+00
BOOK B6	114	TT-D0253	SAN JOSE DIRIDON STATION APPROACH	CINNABAR ST TO PARK AVE	VIADUCT TO SCOTT BLVD	COMPOSITE PLAN, PROFILE AND TYPICAL SECTIONS	B2430+00 TO B58+00
BOOK B6	115	TT-D0301	SAN JOSE DIRIDON STATION APPROACH	PARK AVE TO WILLOW ST	VIADUCT TO SCOTT BLVD	COMPOSITE PLAN, PROFILE AND CROSS SECTIONS	B58+00 TO B125+00
BOOK B6	116	TT-D0401	SAN JOSE DIRIDON STATION APPROACH	WILLOW ST TO CURTNER AVE	VIADUCT TO SCOTT BLVD	COMPOSITE PLAN, PROFILE AND CROSS SECTIONS	B125+00 TO B211+00
STATIONS							
BOOK B6	117	AR-C0101	SAN JOSE DIRIDON STATION APPROACH	SANTA CLARA ST, PARK AVE	VIADUCT TO I-880	SAN JOSE DIRIDON STATION	CONCEPTUAL SITE PLAN
BOOK B6	118	AR-C0102	SAN JOSE DIRIDON STATION APPROACH	SANTA CLARA ST, PARK AVE	VIADUCT TO I-880	SAN JOSE DIRIDON STATION	DETAILED SITE PLAN
BOOK B6	119	AR-F0101	SAN JOSE DIRIDON STATION APPROACH	SANTA CLARA ST, PARK AVE	VIADUCT TO I-880	SAN JOSE DIRIDON STATION	CONCOURSE PLAN
BOOK B6	120	AR-Y0101	SAN JOSE DIRIDON STATION APPROACH	SANTA CLARA ST, PARK AVE	VIADUCT TO I-880	SAN JOSE DIRIDON STATION	CROSS SECTION
BOOK B6	121	AR-Y0102	SAN JOSE DIRIDON STATION APPROACH	SANTA CLARA ST, PARK AVE	VIADUCT TO I-880	SAN JOSE DIRIDON STATION	MASSING DIAGRAM
BOOK B6	122	AR-Y0103	SAN JOSE DIRIDON STATION APPROACH	SANTA CLARA ST, PARK AVE	VIADUCT TO I-880	SAN JOSE DIRIDON STATION	MASSING DIAGRAM
BOOK B6	123	AR-Y0104	SAN JOSE DIRIDON STATION APPROACH	N/A	VIADUCT TO I-880	SAN JOSE DIRIDON STATION	FACILITY SIZING TABLE
BOOK B6	124	AR-Y0105	SAN JOSE DIRIDON STATION APPROACH	N/A	VIADUCT TO I-880	SAN JOSE DIRIDON STATION	FACILITY SIZING TABLE
BOOK B6	125	AR-Y0106	SAN JOSE DIRIDON STATION APPROACH	N/A	VIADUCT TO I-880	SAN JOSE DIRIDON STATION	FACILITY SIZING TABLE
BOOK B6	126	AR-Y0107	SAN JOSE DIRIDON STATION APPROACH	N/A	VIADUCT TO I-880	SAN JOSE DIRIDON STATION	FACILITY SIZING TABLE
STRUCTURES							
BOOK B6	127	ST-V0251	SAN JOSE DIRIDON STATION APPROACH	LAFAYETTE ST	VIADUCT TO SCOTT BLVD	COMPLEX STRUCTURES	GENERAL PLAN 1 OF 5
BOOK B6	128	ST-V0252	SAN JOSE DIRIDON STATION APPROACH	DE LA CRUZ BLVD	VIADUCT TO SCOTT BLVD	COMPLEX STRUCTURES	GENERAL PLAN 2 OF 5
BOOK B6	129	ST-V0253	SAN JOSE DIRIDON STATION APPROACH	ENTON ST, I 880	VIADUCT TO SCOTT BLVD	COMPLEX STRUCTURES	GENERAL PLAN 3 OF 5
BOOK B6	130	ST-V0254	SAN JOSE DIRIDON STATION APPROACH	W TAYLOR ST	VIADUCT TO SCOTT BLVD	COMPLEX STRUCTURES	GENERAL PLAN 4 OF 5
BOOK B6	131	ST-V0255	SAN JOSE DIRIDON STATION APPROACH	W SANTA CLARA ST	VIADUCT TO SCOTT BLVD	COMPLEX STRUCTURES	GENERAL PLAN 5 OF 5
BOOK B6	132	ST-T0251	SAN JOSE DIRIDON STATION APPROACH	DE LA CRUZ BLVD	VIADUCT TO SCOTT BLVD	OVERPASSES AND UNDERPASSES	DE LA CRUZ BLVD
BOOK B6	133	ST-T0252	SAN JOSE DIRIDON STATION APPROACH	STOCKTON AVE, UPRR	VIADUCT TO SCOTT BLVD	OVERPASSES AND UNDERPASSES	WEST HEDDING STREET
ROADWAY							
BOOK B6	134	CV-T0251	SAN JOSE DIRIDON STATION APPROACH	COLEMAN AVE, DE LA CRUZ BLVD	VIADUCT TO SCOTT BLVD	PLAN, PROFILE AND TYPICAL SECTIONS - SHEET 1 OF 2	DE LA CRUZ AVENUE
BOOK B6	135	CV-T0252	SAN JOSE DIRIDON STATION APPROACH	DE LA CRUZ BLVD	VIADUCT TO SCOTT BLVD	PLAN, PROFILE AND TYPICAL SECTIONS - SHEET 2 OF 2	DE LA CRUZ AVENUE
BOOK B6	136	CV-T0253	SAN JOSE DIRIDON STATION APPROACH	STOCKTON AVE, ELM ST	VIADUCT TO SCOTT BLVD	PLAN, PROFILE AND TYPICAL SECTIONS	WEST HEDDING STREET
BOOK B6	137	CV-T0401	SAN JOSE DIRIDON STATION APPROACH	WILLOW ST, W ALMA AVE	VIADUCT/AT-GRADE	GRADE SEPARATION LAYOUT, PROFILE, & CROSS SECTIONS	SR87 ON-RAMP
TRACK GUIDEWAY HORIZONTAL ALIGNMENT DATA TABLE							
BOOK B6	138	TT-B0201-JM	SAN JOSE DIRIDON STATION APPROACH	N/A	VIADUCT TO SCOTT BLVD	TRACK ALIGNMENT DATA TABLE	CURVE NO. C189 AND C190
BOOK B6	139	TT-B0202-JM	SAN JOSE DIRIDON STATION APPROACH	N/A	VIADUCT TO SCOTT BLVD	TRACK ALIGNMENT DATA TABLE	CURVE NO. C191 AND C192
BOOK B6	140	TT-B0103-JM	SAN JOSE DIRIDON STATION APPROACH	N/A	VIADUCT TO SCOTT BLVD	TRACK ALIGNMENT DATA TABLE	CURVE NO. C193
BOOK B6	141	TT-B0104	SAN JOSE DIRIDON STATION APPROACH	N/A	VIADUCT TO SCOTT BLVD	B2 TRACK ALIGNMENT DATA TABLE	CURVE NO. C101 AND C102
BOOK B6	142	TT-B0105	SAN JOSE DIRIDON STATION APPROACH	N/A	VIADUCT TO SCOTT BLVD	B2 TRACK ALIGNMENT DATA TABLE	CURVE NO. C103 AND C104

SAN FRANCISCO TO SAN JOSE EIR/S: VOLUME III
ALTERNATIVE B
BOOK B6
SHEET B

REV	DATE	BY	CHK	APP	DESCRIPTION

DESIGNED BY
DRAWN BY
CHECKED BY
IN CHARGE
DATE

RECORD PEPD SUBMITTAL
APRIL 11, 2019
NOT FOR CONSTRUCTION

HNTB
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9th Floor
Oakland, CA 94607

CALIFORNIA High-Speed Rail Authority

CALIFORNIA HIGH-SPEED TRAIN PROJECT
SAN FRANCISCO TO SAN JOSE
ALTERNATIVE B
INDEX OF DRAWINGS
SHEET 6 OF 6

CONTRACT NO. HSR15-34
DRAWING NO. GE-A2106
SCALE NONE
SHEET NO.

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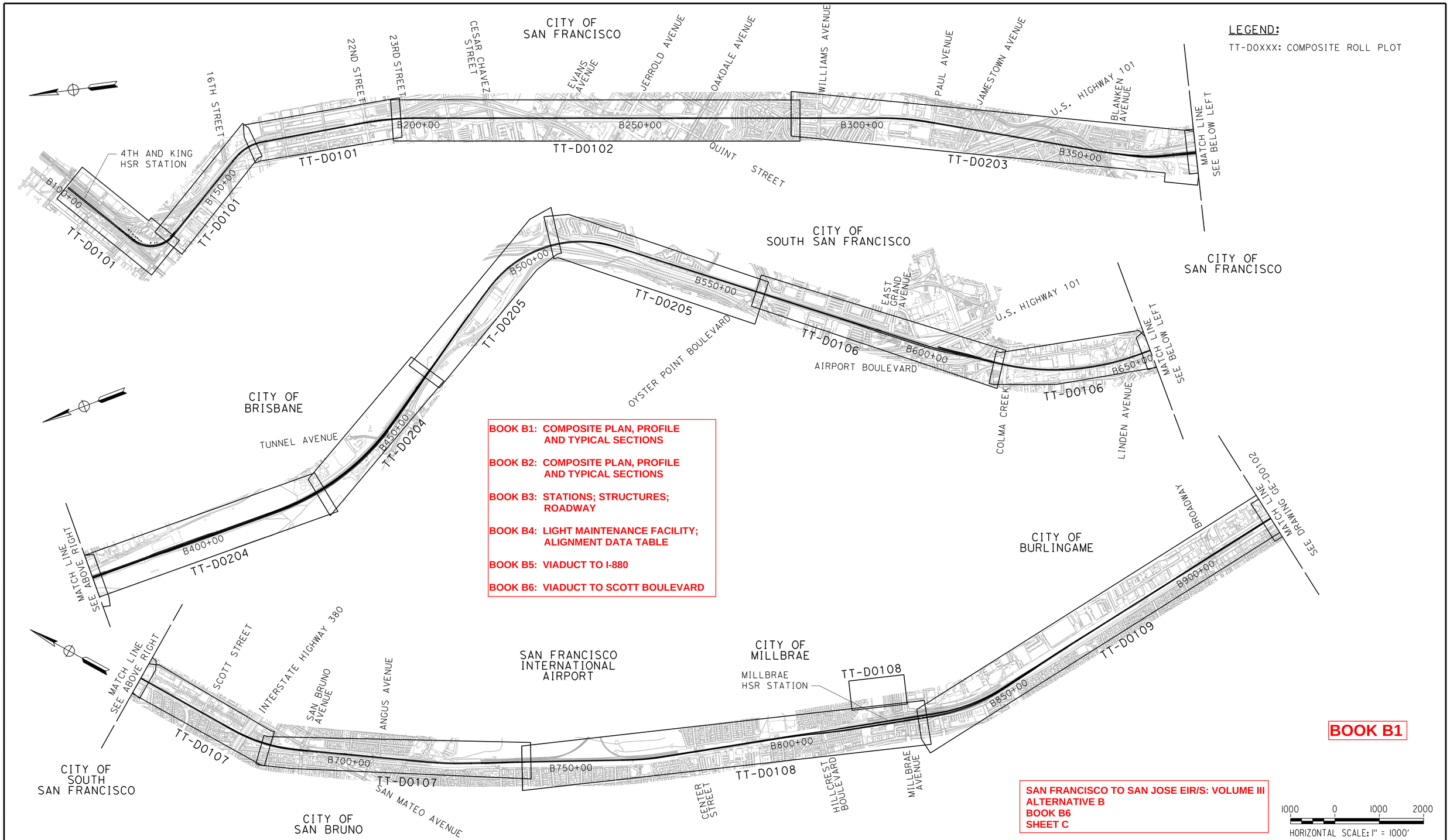

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CALIFORNIA High-Speed Rail Authority

CALIFORNIA HIGH-SPEED TRAIN PROJECT
SAN FRANCISCO TO SAN JOSE
ALTERNATIVE B
KEY MAP
COMPOSITE PLAN
SHEET 1 OF 4

CONTRACT NO. HSR15-34
DRAWING NO. GE-D2101
SCALE AS SHOWN
SHEET NO.

$USER$ $DATE$ $TIME$ $PENTBLS$ $PLTDRVS$ $FILE$

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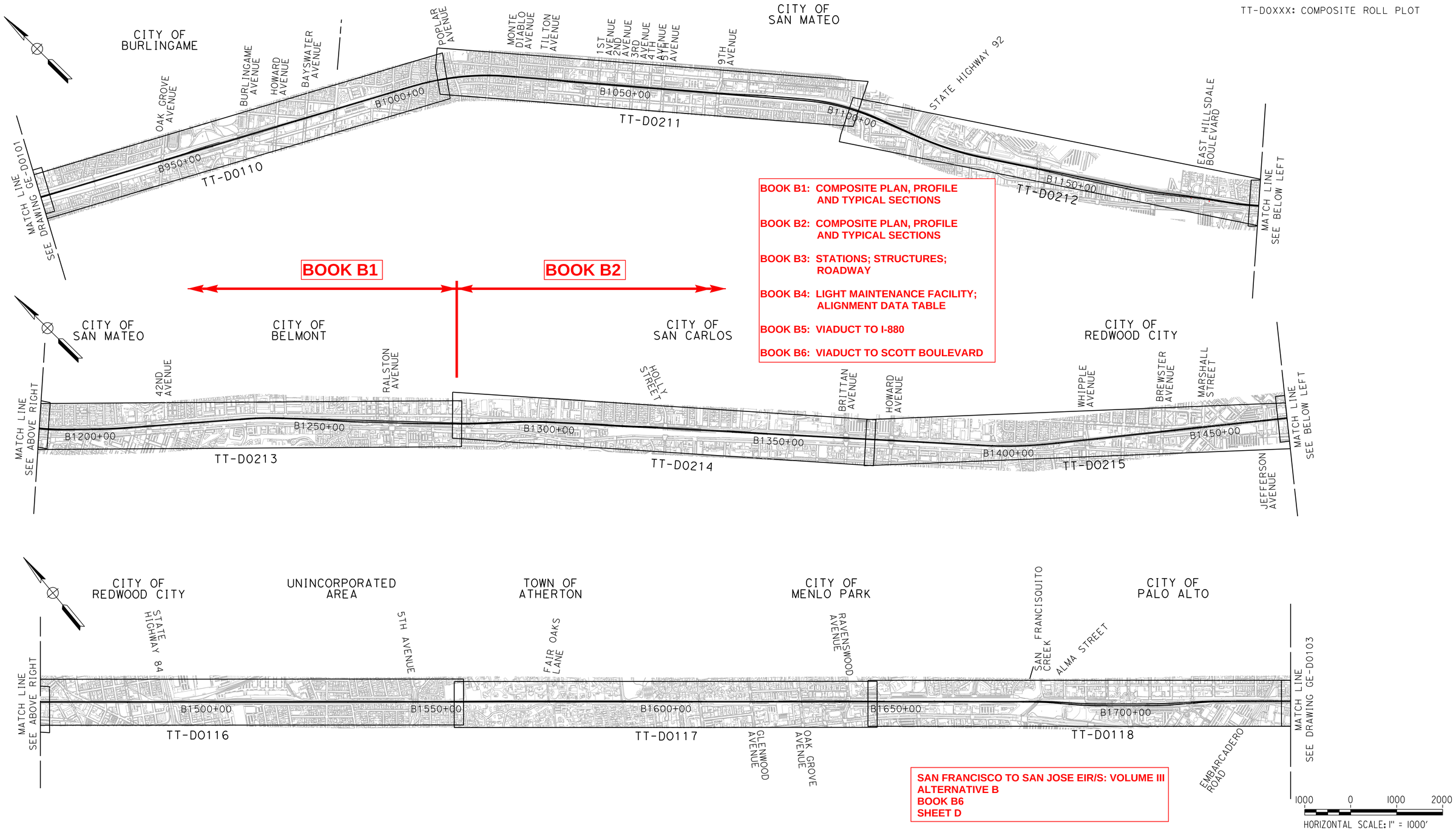

BOOK B1: COMPOSITE PLAN, PROFILE AND TYPICAL SECTIONS

BOOK B2: COMPOSITE PLAN, PROFILE AND TYPICAL SECTIONS

BOOK B3: STATIONS; STRUCTURES; ROADWAY

BOOK B4: LIGHT MAINTENANCE FACILITY; ALIGNMENT DATA TABLE

BOOK B5: VIADUCT TO I-880

BOOK B6: VIADUCT TO SCOTT BOULEVARD

SAN FRANCISCO TO SAN JOSE EIR/S: VOLUME III
ALTERNATIVE B
BOOK B6
SHEET D

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CALIFORNIA HIGH-SPEED TRAIN PROJECT
SAN FRANCISCO TO SAN JOSE
ALTERNATIVE B
KEY MAP
COMPOSITE PLAN
SHEET 2 OF 4

CONTRACT NO. HSR15-34
DRAWING NO. GE-D2102
SCALE AS SHOWN
SHEET NO.

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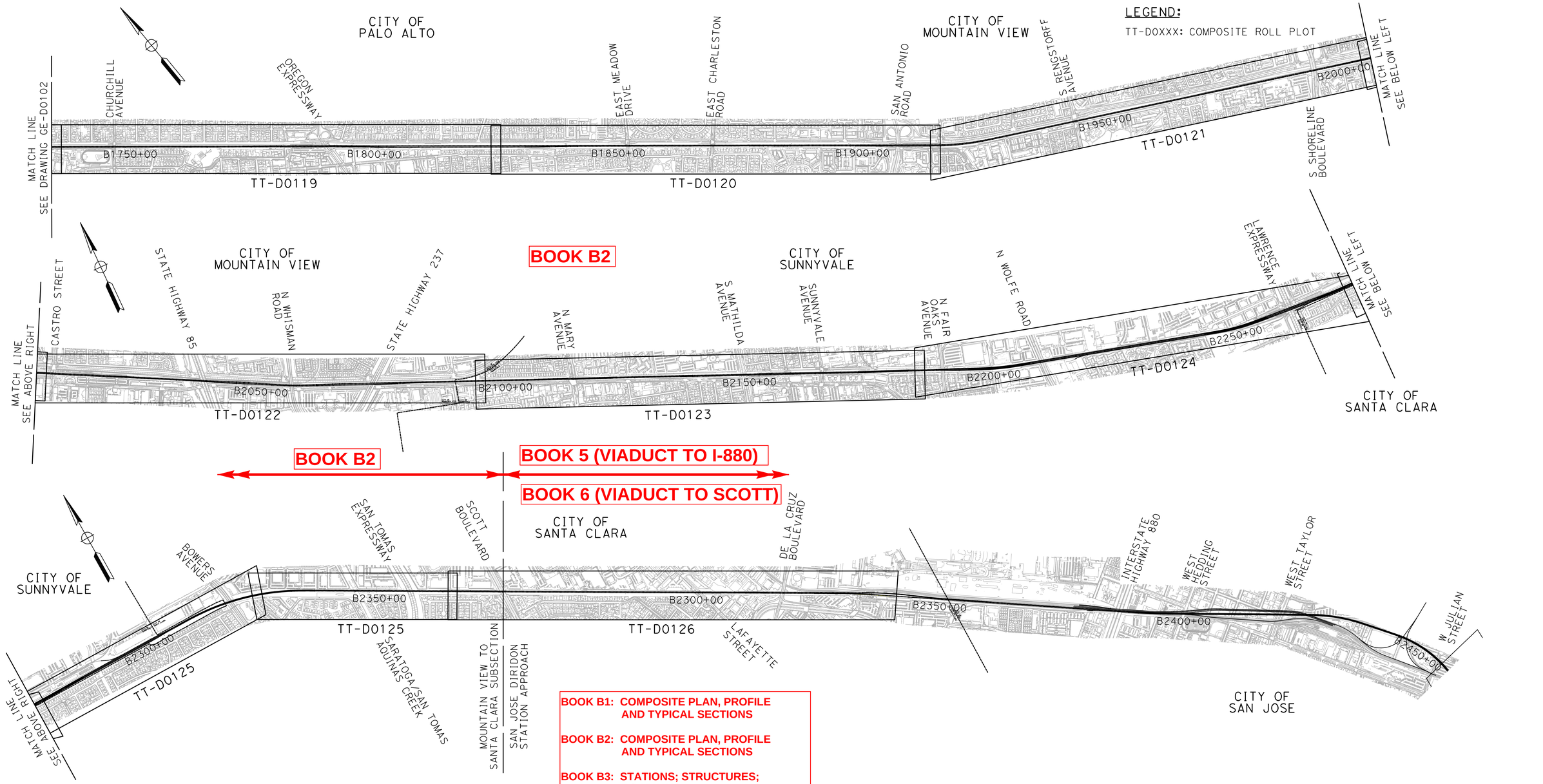

BOOK B1: COMPOSITE PLAN, PROFILE AND TYPICAL SECTIONS

BOOK B2: COMPOSITE PLAN, PROFILE AND TYPICAL SECTIONS

BOOK B3: STATIONS; STRUCTURES; ROADWAY

BOOK B4: LIGHT MAINTENANCE FACILITY; ALIGNMENT DATA TABLE

BOOK B5: VIADUCT TO I-880

BOOK B6: VIADUCT TO SCOTT BOULEVARD

SAN FRANCISCO TO SAN JOSE EIR/S: VOLUME III
ALTERNATIVE B
BOOK B6
SHEET E

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CALIFORNIA High-Speed Rail Authority

CALIFORNIA HIGH-SPEED TRAIN PROJECT
SAN FRANCISCO TO SAN JOSE
ALTERNATIVE B
KEY MAP
COMPOSITE PLAN
SHEET 3 OF 4

CONTRACT NO. HSR15-34
DRAWING NO. GE-D2103
SCALE AS SHOWN
SHEET NO.

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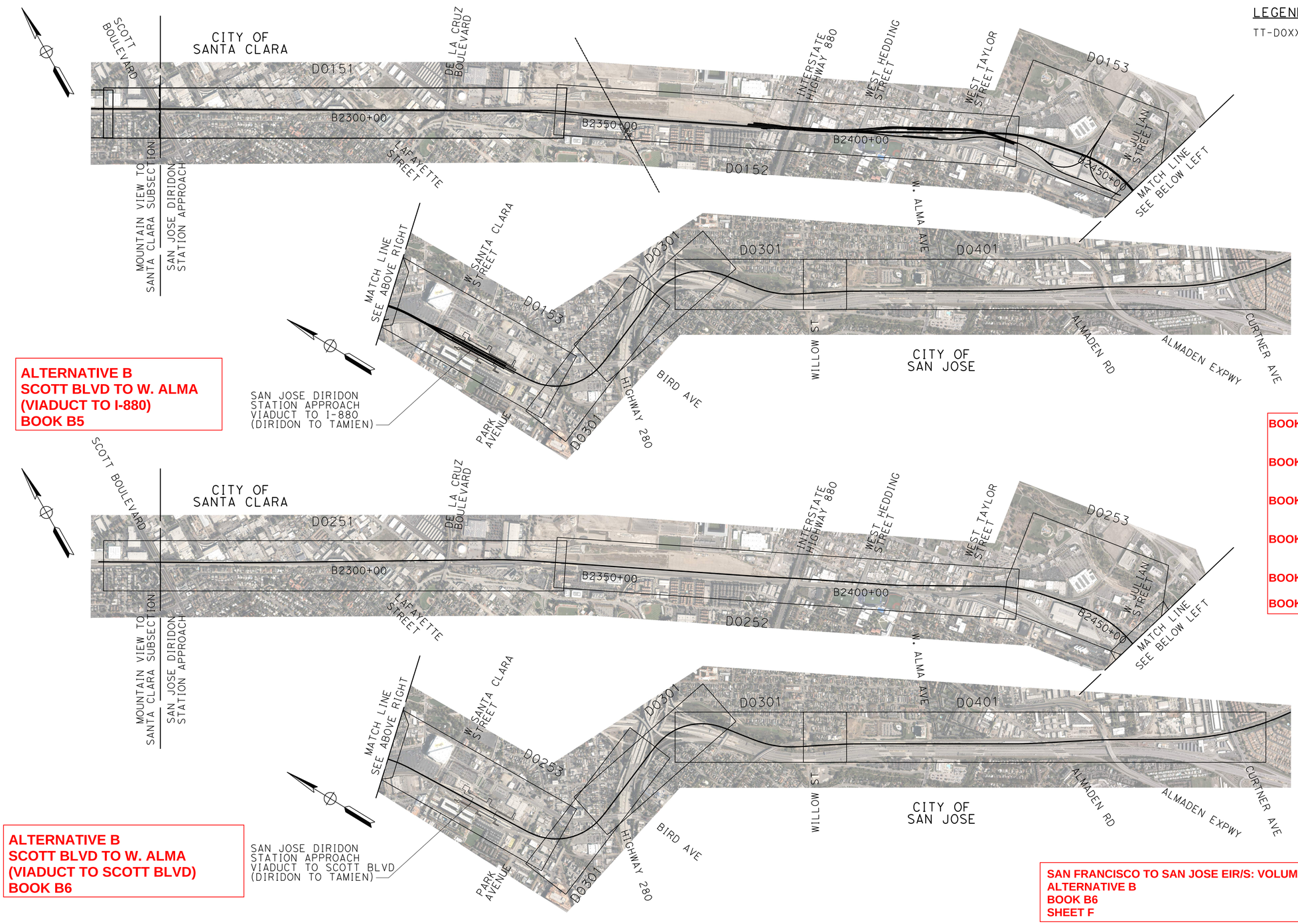
LEGEND:

TT-DOXXX: COMPOSITE ROLL PLOT



ALTERNATIVE B
SCOTT BLVD TO W. ALMA
(VIADUCT TO I-880)
BOOK B5

ALTERNATIVE B
SCOTT BLVD TO W. ALMA
(VIADUCT TO SCOTT BLVD)
BOOK B6

BOOK B1: COMPOSITE PLAN, PROFILE AND TYPICAL SECTIONS

BOOK B2: COMPOSITE PLAN, PROFILE AND TYPICAL SECTIONS

BOOK B3: STATIONS; STRUCTURES; ROADWAY

BOOK B4: LIGHT MAINTENANCE FACILITY; ALIGNMENT DATA TABLE

BOOK B5: VIADUCT TO I-880

BOOK B6: VIADUCT TO SCOTT BOULEVARD

SAN FRANCISCO TO SAN JOSE EIR/S: VOLUME III
ALTERNATIVE B
BOOK B6
SHEET F

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HORIZONTAL SCALE: 1" = 1000'

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CALIFORNIA HIGH-SPEED TRAIN PROJECT
SAN FRANCISCO TO SAN JOSE
ALTERNATIVE B
KEY MAP
COMPOSITE PLAN
SHEET 4 OF 4

CONTRACT NO. HSR15-34
DRAWING NO. GE-D2104
SCALE AS SHOWN
SHEET NO.

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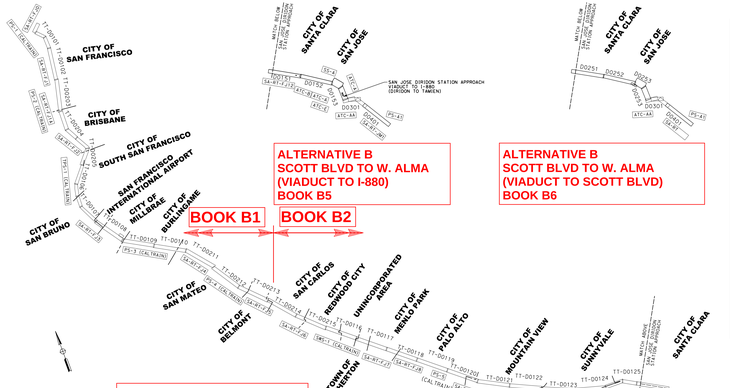


ALTERNATIVE B

Station (SB TRK)	Traction Power Facility (TPF)	TPD IF	Dist. to Prev. TPF (mi)	Automatic Train Control Sites	Dist. to Prev. ATC-S (mi)	Communications Radio Tower	Dist. to Prev. RT (mi)	Cross Street
117+00	4th & King Passenger Station					Radio Tower 4th & King Site F.J0	0.00	4th St
117+00				STATION EQUATION STA 8+00.00 = STA 8+00.00				
130+00								
135+00	Mariposa PS-1 (Caltrain)	PCEP-PS-1	3.85			Radio Tower PS-1 (Caltrain)		Mariposa St
135+00	To Caltrain PS-1					to RT 4th & King Site F.J0	0.99	
167+00				CAL TRAIN TUNNEL 1 - NORTH PORTAL				
180+27				CAL TRAIN TUNNEL 1 - NORTH PORTAL				
—								
186+85				CAL TRAIN TUNNEL 2 - NORTH PORTAL				
206+88				CAL TRAIN TUNNEL 2 - NORTH PORTAL				
245+49						Stand Alone Radio Tower F.J1 - A4.1		Jarrett Ave
—						to SA-RT.F.J1 - A4.1	2.00	
—						to SA-RT.F.J1 - A4.2	1.57	
258+75						Stand Alone Radio Tower F.J1 - A4.2		Newcomb Ave
—						to RT 4th & King Site	2.81	
—						to RT Site F.J0	1.82	
264+02				CAL TRAIN TUNNEL 3 - NORTH PORTAL				
269+33				CAL TRAIN TUNNEL 3 - NORTH PORTAL				
321+00				CAL TRAIN TUNNEL 4 - NORTH PORTAL				
324+00				CAL TRAIN TUNNEL 4 - NORTH PORTAL				
335+35				Beginning of Alternative B - Rest Brisbane				
358+50						Stand Alone Radio Tower F.J1 - A5.1		Marion Ave
—						to SA-RT.F.J1 - A5.1	2.14	
—						to SA-RT.F.J1 - A5.2	1.69	
365+00	Bayshore PS-2 (Caltrain)							Bayshore Road Co-locate SAF at Caltrain site
—								
407+50						Stand Alone Radio Tower F.J1 - A6.1		Mariposa Boulevard
—						to SA-RT.F.J1 - A6.1	2.06	
476+65						Stand Alone Radio Tower F.J1 - A8.2		Mariposa Boulevard
—						to SA-RT.F.J1 - A8.2	2.24	
1100+00								
—				STATION EQUATION STA 8800+00.00 = STA 8800+00.00				
842+00				End of Alternative B - Rest Brisbane, Conform with Alternative A				
857+00	South San Francisco TPS-1 (Caltrain)	PCEP-TPS-1				Radio Tower TP.S-1 (Caltrain)		Grand Ave
—	To Caltrain PS-2		4.05			to SA-RT.F.J2 - A1.1	2.18	
—	To Caltrain PS-2		5.75			to SA-RT.F.J2 - A2.2	2.00	
—	To Caltrain TPS-2		36.21					
952+50								
—				STATION EQUATION STA 8900+00.00 = STA 8900+00.00				
990+00								
1141+52						Stand Alone Radio Tower F.J2 - A1		San Marco Ave
—						to RT TPS-1	2.92	
1343+23						Stand Alone Radio Tower F.J2 - A3		Rollins Lane Ave
—						to RT TPS-1	2.80	
1500+00	Broadway PS-3 (Caltrain)	PCEP-PS-3				Radio Tower PS-3 (Caltrain)		Uccello Ave
—	To Caltrain TPS-2		3.79			to SA-RT.F.J2 - A4.1	2.61	
—	To Caltrain PS-4		1.48			to SA-RT.F.J2 - A4.2	2.74	
1539+61						Stand Alone Radio Tower F.J2 - A4.1		Auburn Ave
—							0.77	
1546+13						Stand Alone Radio Tower F.J2 - A4.2		Cal Avenue
—								

ALTERNATIVE B (CONTINUED)

Station (SB TRK)	Traction Power Facility (TPF)	TPD IF	Dist. to Prev. TPF (mi)	Automatic Train Control Sites	Dist. to Prev. ATC-S (mi)	Communications Radio Tower	Dist. to Prev. RT (mi)	Cross Street
—				Beginning of Alternative B - Shoot Middle A-Track				
1170+02	Hillside PS-4 (Caltrain)					Radio Tower PS-4 (Caltrain)	0.100 miles Relocated	Co-locate SAF at Caltrain site
—						to SA-RT.F.J4 - A1	2.66	
—						to SA-RT.F.J4 - A2	2.02	
1257+42						Stand Alone Radio Tower F.J4 - A1		Middle Road
—						to SA-RT.F.J4 - A1	1.62	
1289+19						Stand Alone Radio Tower F.J4 - A2		Bethel
—						to RT.F.J4	1.70	
1383+23						Stand Alone Radio Tower F.J4 - A3		El Camino
—						to SA-RT.F.J4 - A3	2.38	
—						to SA-RT.F.J4 - A4	2.75	
1387+77						Stand Alone Radio Tower F.J4 - A4		Center Street
—						to SA-RT.F.J4 - A4	2.95	
—						to SA-RT.F.J4 - A5	2.25	
1412+01								
—				STATION EQUATION STA 9+00.00 = STA 9+00.00				
1425+00				End of Alternative B - Shoot Middle A-Track, Conform with Alternative A				
1435+25	Redwood Junction SWS-1 (Caltrain)	PCEP-SWS-1				Radio Tower SWS-1 (Caltrain)		SR 84
—	To Caltrain PS-6		5.88			to SA-RT.F.J5 - A2.1	2.03	
—	To Caltrain PS-6		5.81			to SA-RT.F.J5 - A2.2	2.08	
—	To Caltrain TPS-3		17.10					
—	To Caltrain SWS-2		16.11					
1527+00						Stand Alone Radio Tower F.J5 - A4.1		Dirfty lane
—						to RT SWS-2	2.90	
1535+84						Stand Alone Radio Tower F.J5 - A4.2		Ravenswood Avenue
—						to SA-RT.F.J5 - A4.2	2.33	
1572+76						Stand Alone Radio Tower F.J5 - A5		Addison Avenue
—						to SA-RT.F.J5 - A5	2.87	
1726+44						Stand Alone Radio Tower F.J7 - A2	1.09	
—						to SA-RT.F.J7 - A2	1.82	Embarcadero Road
—						to SA-RT.F.J7 - A3	1.70	
1821+00	West Meadow PS-3 (Caltrain)	PCEP-PS-3						
—	To Caltrain SWS-3		4.81					
—	To Caltrain PS-8		6.69			Radio Tower TP.S-1 (Caltrain)		C. Charleston Road
1867+61						Stand Alone Radio Tower F.J9 - A2		
—						to SA-RT.F.J9 - A2	2.48	
—						to SA-RT.F.J9 - A3	2.52	
1883+51						Stand Alone Radio Tower F.J9A - A1		Park Boulevard
—						to SA-RT.F.J9 - A4	2.84	
—						to SA-RT.F.J9 - A5	2.09	
1951+97						Stand Alone Radio Tower F.J9 - A4		N. Shoreline Boulevard
—						to SA-RT.F.J9A - A3.2	2.47	
—						to SA-RT.F.J9A - A4	2.46	
1992+51						Stand Alone Radio Tower F.J9 - A5		N. Shoreline Boulevard
—						to SA-RT.F.J9A - A5	2.50	
—						to SA-RT.F.J9 - A6	2.39	
2051+76						Stand Alone Radio Tower F.J10 - A1		E. Bernardo Avenue
—						to SA-RT.F.J9A - A6	1.99	
—						to SA-RT.F.J10 - A1	1.77	
2102+50						Stand Alone Radio Tower F.J10 - A2		E. Bernardo Avenue
—						to SA-RT.F.J10 - A2	1.60	
—						to SA-RT.F.J10 - A3	1.80	
2124+05	Sunnyvale PS-6 (Caltrain)	PCEP-PS-6				Radio Tower PS-6 (Caltrain)		Mathilda Avenue
—	To Caltrain PS-5		6.68			to SA-RT.F.J10 - A5.1	1.95	
—	To Caltrain TPS-3		6.62			to SA-RT.F.J10 - A5.2	1.94	
2208+47						Stand Alone Radio Tower F.J11 - A1		Lawrence Expressway
—						to RT.F.J10	2.16	
2290+63						Stand Alone Radio Tower F.J11 - A2.1		Lawrence Expressway
—						to RT.F.J10	2.57	
2375+19								
—				End of San Francisco to San Jose Section F.J				
—				SCOTT BOULEVARD				

ALTERNATIVE B (SCOTT BLVD TO W. ALMA) (VIADUCT TO I-880)

Station (SB TRK)	Traction Power Facility (TPF)	TPF ID	Dist. to Prev. TPF (mi)	Automatic Train Control Sites	Dist. to Prev. ATC-S (mi)	Communications Radio Tower	Dist. to Prev. RT (mi)	Cross Street
2375+19								
2380+00				SCOTT BOULEVARD				
2383+11						Stand Alone Radio Tower F.J12 - A6.1		
—						to SA-RT.F.J12 - A6	2.05	
—						to SA-RT.F.J12 - A6.1	2.48	
2387+08						Stand Alone Radio Tower F.J12 - A6.2		
—						to SA-RT.F.J12 - A6.1	2.53	
—						to SA-RT.F.J12 - A6.2	2.11	
2389+50	Cathan PCEP TPS-2 - A6.1	-				Radio Tower SS-A - A6.1		
—						to SA-RT.F.J12 - A6.1	2.41	
—						to SA-RT.F.J12 - A6.2	1.54	
2391+67	Substation A (HSR) - AL T2	B-SS-STO (A6.2)				Radio Tower SS-A - A6.2		Stockton Ave
—						to SA-RT.F.J12 - A6	2.46	
—						to SA-RT.F.J12 - A5	1.95	
2393+77				House at Interlocking Site B				
2394+77				House at Interlocking Site A				
—						RT Interlocking Site A SCT-CROSS - A6.1		
—						to SA-RT.F.J12 - A6.1	2.11	
—						to SA-RT.F.J12 - A6.2	2.24	
2484+32				House at Interlocking Site E		Radio Tower Interlocking Site E - A6.1		
—						Cathan PCEP TPS-2 - A6.1	1.42	
—						to SA-RT.F.J12 - A6.1	1.33	
2479+00	Division Passenger Station					to RT Interlocking Site A - A6.2	1.32	
2481+15								
—				End of Bart Fremont to San Jose Section F.J - Scott to Division Subsection				
—				**Station Equation F.J ALT. A (WEST) POE 2481+15.77 (SB) = DIRIDON-TAMIE POB 52+00.83 (SB)**				
52+00				Beginning of San Jose to Menlo Park Section F.K - Diridon to Tamien Subsection				
52+00						House at Interlocking Site A		
—						House at Interlocking Site A		Radio Tower Interlocking Site A - A6.3
—						Cathan PCEP TPS-2 - A6.3	2.20	
—						to Substation A (HSR)	2.15	
—						to RT Interlocking Site A SCT-CROSS A6.3	2.10	
—						to RT Interlocking Site A - A6.3	2.75	
91+21						House at Interlocking Site AA		Radio Tower Interlocking Site AA - A6.4
—						Cathan PCEP TPS-2 - A6.3	2.45	
—						to Substation A (HSR)	2.42	
—						to RT Interlocking Site AA SCT-CROSS A6.4	2.40	
—						to RT Interlocking Site A - A6.4	1.05	
—						to RT Interlocking Site A - A6.3	0.27	
150+00				End of Division to Tamien Subsection				

ALTERNATIVE B (SCOTT BLVD TO W. ALMA) (VIADUCT TO SCOTT BLVD)

Station (SB TRK)	Traction Power Facility (TPF)	TPF ID	Dist. to Prev. TPF (mi)	Automatic Train Control Sites	Dist. to Prev. ATC-S (mi)	Communications Radio Tower	Dist. to Prev. RT (mi)	Cross Street
2380+00				SCOTT BOULEVARD				
2383+11				House at Interlocking Site A		Radio Tower Interlocking Site A		
—						to SA-RT.F.J11 - A4	2.04	
—						to SA-RT.F.J11 - A4.1	1.82	
2389+59				House at Interlocking Site B				
2390+13	Cathan PCEP TPS-2 - A4.1					Radio Tower SS-A - A4.1		
—						to RT Interlocking Site A	2.42	
2391+12	Substation A (HSR) - AL T2	B-SS-STO (A4.2)				Radio Tower Interlocking Site A - A4.2		Stockton Ave
—						to RT Interlocking Site A	2.46	
—								
2403+57				House at Interlocking Site E		Radio Tower Interlocking Site E - A4.1		
—						to Cathan PCEP TPS-2 - A4.1	1.42	
—						to Substation A (HSR)	1.37	
2479+07	Division Passenger Station							
2480+61				End of Scott to Diridon Subsection				
—				**Station Equation F.J - ALT. B (WEST) POE 2480+61.58 (SB) = DIRIDON-TAMIE POB 52+00.53 (SB)**				
52+01				Beginning of Diridon to W. Alma Subsection				
52+10				House at Interlocking Site B				
77+33				House at Interlocking Site A		Radio Tower Interlocking Site A - A4.2		
—						to Cathan PCEP TPS-2 - A4.1	2.20	
—						to Substation A (HSR)	2.15	
91+34				House at Interlocking Site AA		Radio Tower Interlocking Site AA - A4.2		
—						to Cathan PCEP TPS-2 - A4.1	2.46	
—						to Substation A (HSR)	2.42	
—						to RT Interlocking Site A - A4.1	1.05	
—						to RT Interlocking Site A - A4.3	0.27	
150+00				End of Division to Tamien Subsection				

BOOK B6
SHEET K

RECORD PEPD SUBMITTAL
APRIL 11, 2015
NOT FOR CONSTRUCTION

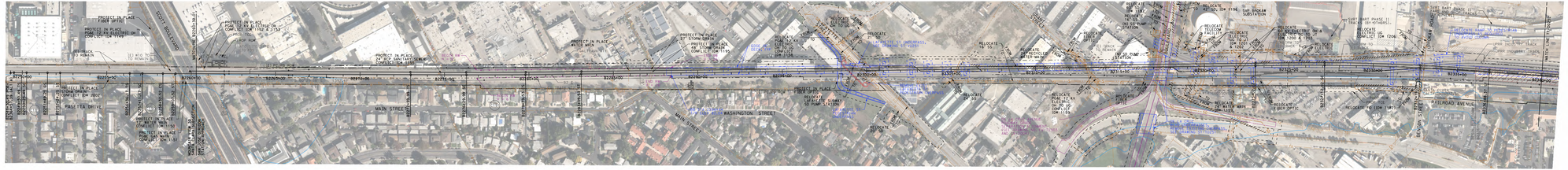
MNTB 1111 Broadway, Suite 1500, Oakland, CA 94607

CALIFORNIA High-Speed Rail Authority

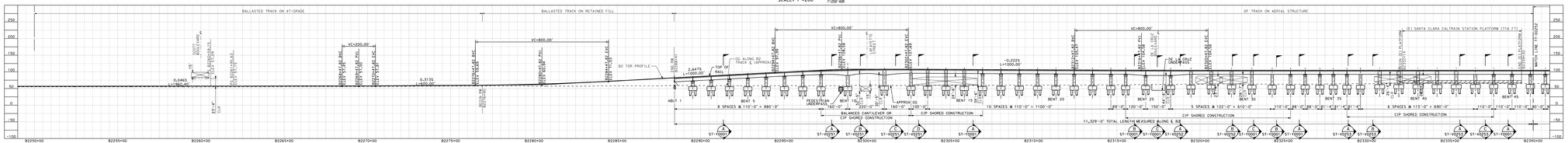
CALIFORNIA HIGH-SPEED TRAIN PROJECT
SAN FRANCISCO TO SAN JOSE
ALTERNATIVE B
KEY MAP
SYSTEM SITES

CONTRACT NO. HSR15-54
DRAWING NO. GE-02105
SHEET NO. A1 SHOWN
SHEET 1 OF 1

CITY OF SANTA CLARA



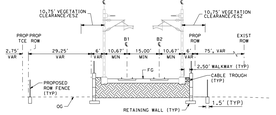
PLAN
SCALE: 1"=200'



PROFILE
SCALE: 1"=200' HOR, 1"=100' VERT

NOTE:

1. REFER TO GENERAL NOTES SHEETS GE-B0001 AND GE-B0002 FOR NOTES.



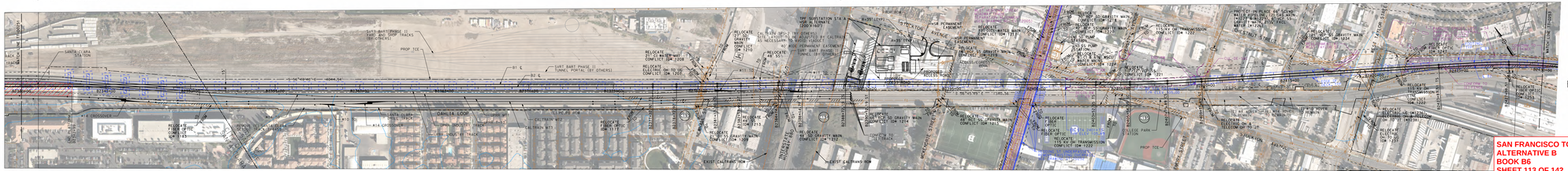
2 TRACK RETAINED FILL MSE WALL
SCALE: 1"=20'
"B" 565+00 TO "B" 610+00
"B" 2276+90 TO "B" 2288+44
"B" 2401+73 TO "B" 2409+43

SAN FRANCISCO TO SAN JOSE EIR/S: VOLUME III
ALTERNATIVE B
BOOK B6
SHEET 112 OF 142

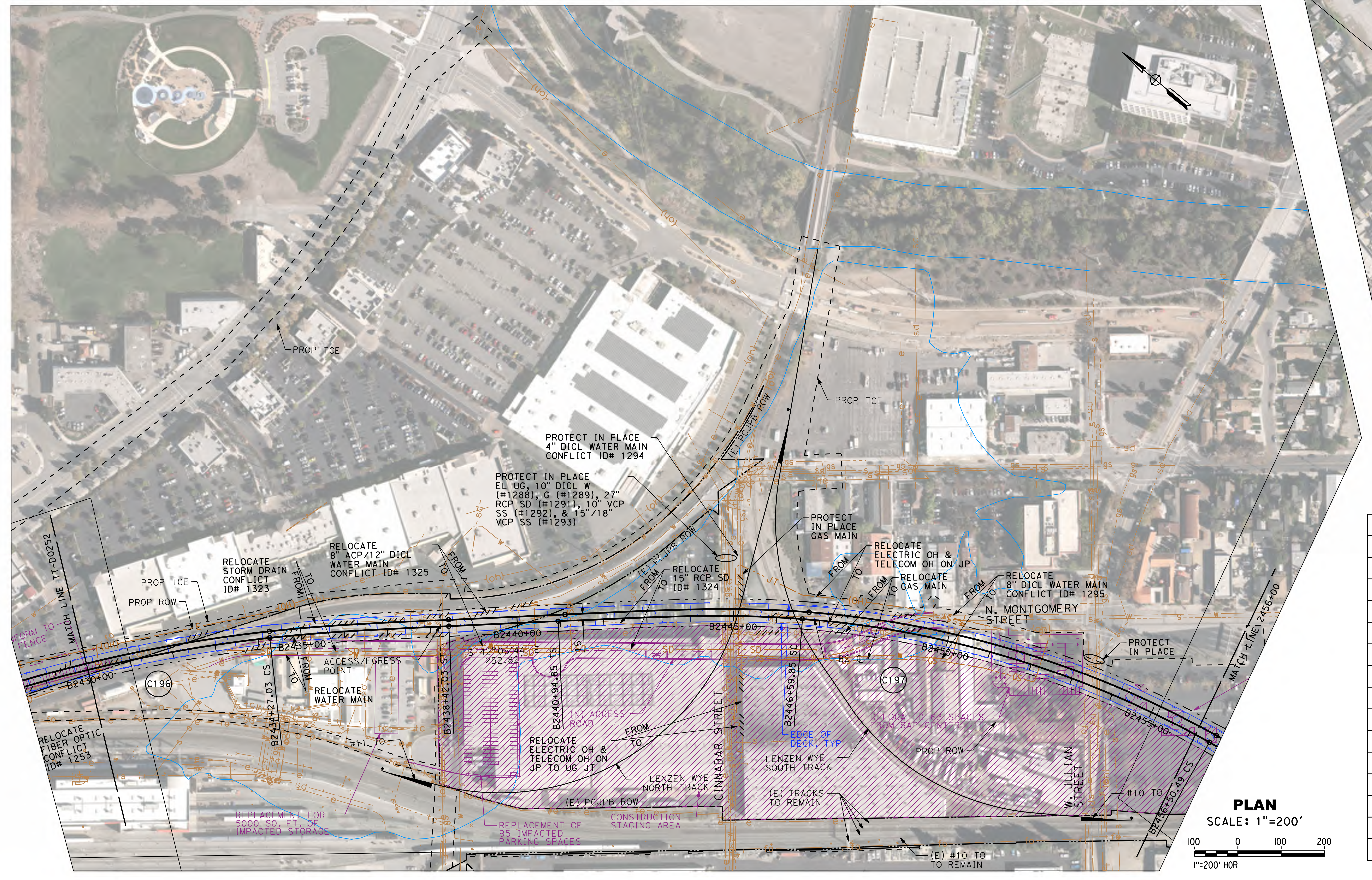
RECORD PRFD SUBMITTAL APRIL 13, 2018 NOT FOR CONSTRUCTION	HNTB 1111 Broadway Suite 1500 Oakland, CA 94607	CALIFORNIA High-Speed Rail Authority	CALIFORNIA HIGH-SPEED TRAIN PROJECT SAN JOSE TO MERCED SAN JOSE DIRIDON STATION APPROACH VIADUCT TO SCOTT BLVD COMPOSITE PLAN, PROFILE AND TYPICAL SECTIONS B2250+00 TO B2340+00	DRAWING NO. HSRTS-34 CONTRACT NO. TT-00251 SHEET NO. A5 SHOWN SHEET NO.

CITY OF SANTA CLARA

CITY OF SAN JOSE

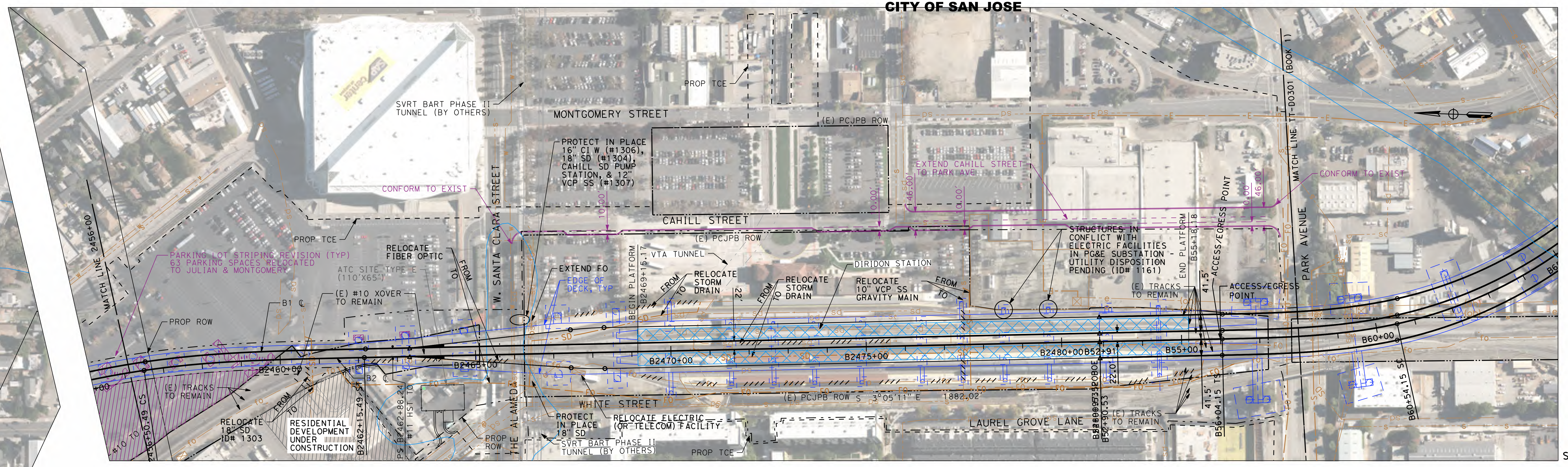


CITY OF SAN JOSE



PLAN
SCALE: 1"=200'

CITY OF SAN JOSE



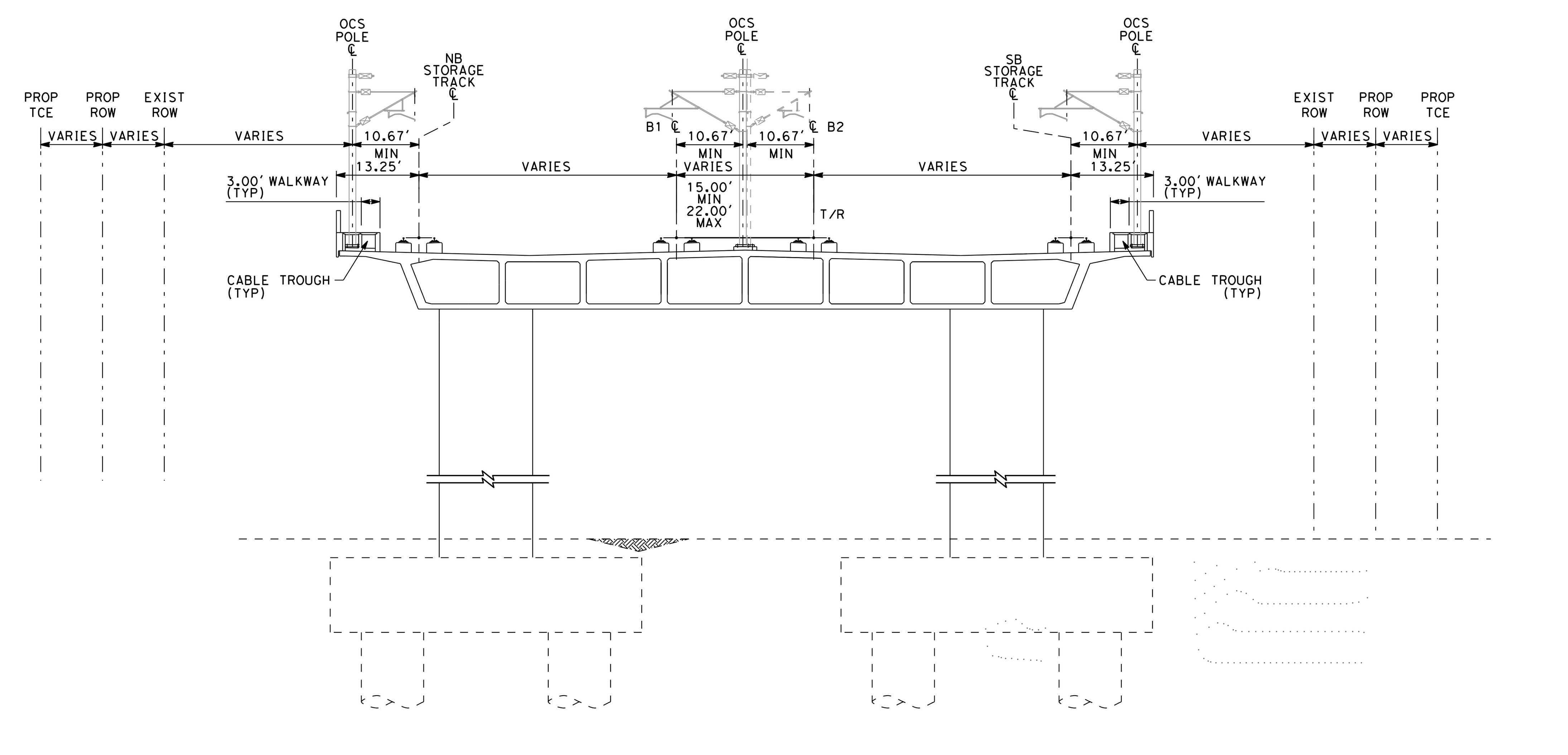
PLAN
SCALE: 1"=200'

PROFILE
SCALE: 1"=200' HOR, 1"=100' VERT

SAN FRANCISCO TO SAN JOSE EIR/S: VOLUME III
ALTERNATIVE B
BOOK B6
SHEET 114 OF 142

NOTE:

1. REFER TO GENERAL NOTES SHEETS GE-B0001 AND GE-B0002 FOR NOTES.

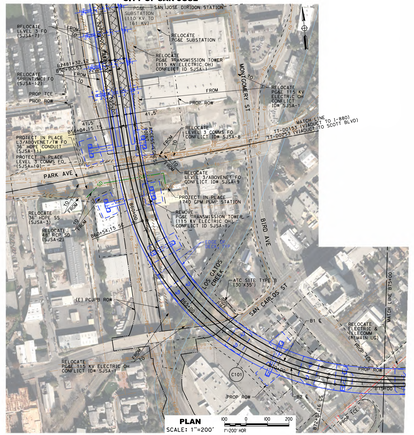


VIADUCT 4 TRACK (NORTH DIRIDON AREA)
SCALE: 1"=20'
"B" 1145+00 TO "B" 1275+00
"B" 2462+88 TO "B" 2480+97

RECORD PEPD SUBMITTAL APRIL 11, 2019 NOT FOR CONSTRUCTION	HNTB 1111 Broadway 9th Floor Oakland, CA 94607	CALIFORNIA High-Speed Rail Authority	CALIFORNIA HIGH-SPEED TRAIN PROJECT SAN JOSE TO MERCED SAN JOSE DIRIDON STATION APPROACH VIADUCT TO SCOTT BLVD COMPOSITE PLAN, PROFILE AND TYPICAL SECTIONS B2430+00 TO B58+00	CONTRACT NO. HSR15-34 DRAWING NO. TT-D0253 SCALE AS SHOWN SHEET NO.	

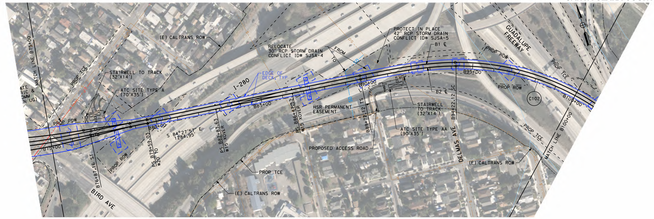
SAN FRANCISCO TO SAN JOSE EIR/S: VOLUME III
ALTERNATIVE B
BOOK B6
SHEET 115 OF 142

CITY OF SAN JOSE



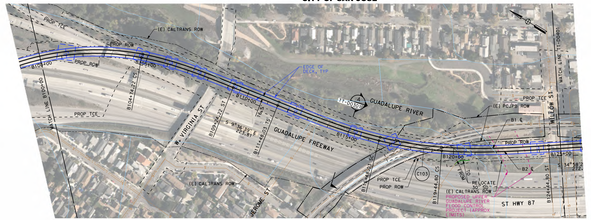
PLAN
SCALE: 1"=200'
0 50 100 200
1"=200' HOR

SANTA CLARA COUNTY

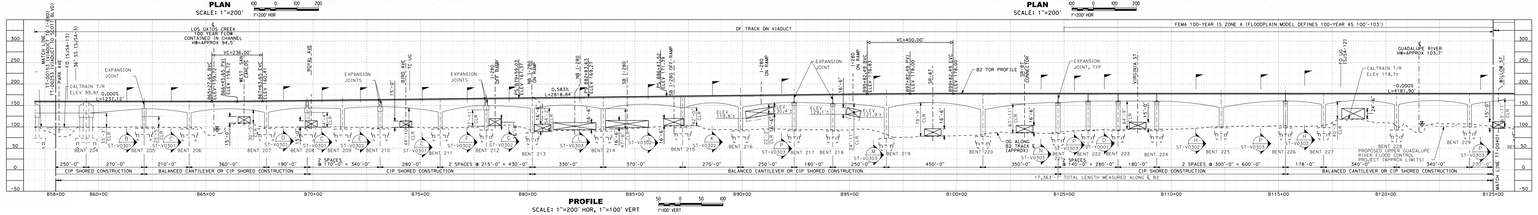


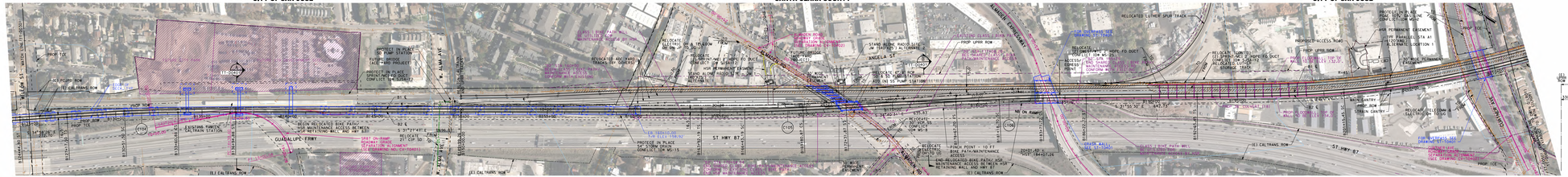
PLAN
SCALE: 1"=200'
0 50 100 200
1"=200' HOR

CITY OF SAN JOSE

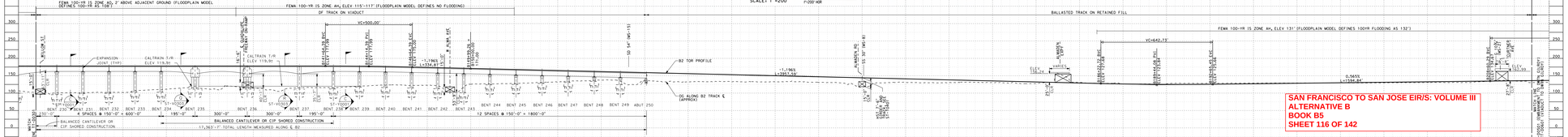


PLAN
SCALE: 1"=200'
0 50 100 200
1"=200' HOR



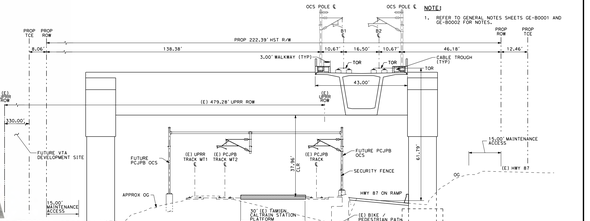


PLAN
SCALE: 1"=200'

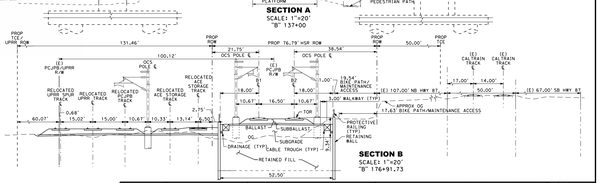


PROFILE
SCALE: 1"=200' HOR, 1"=100' VERT

SAN FRANCISCO TO SAN JOSE EIR/S: VOLUME III
ALTERNATIVE B
BOOK B5
SHEET 116 OF 142



NOTE:
1. REFER TO GENERAL NOTES SHEETS GE-B0001 AND GE-B0002 FOR NOTES.



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CALIFORNIA HIGH-SPEED TRAIN PROJECT
SAN JOSE TO MERCED
MONTEREY CORRIDOR
VIADUCT/AT-GRADE
COMPOSITE PLAN, PROFILE AND CROSS SECTIONS
B125+00 TO B211+00

CONTRACT NO.	HSRTS-34
DRAWING NO.	TT-00401
SCALE	AS SHOWN
DATE	MAY 2019

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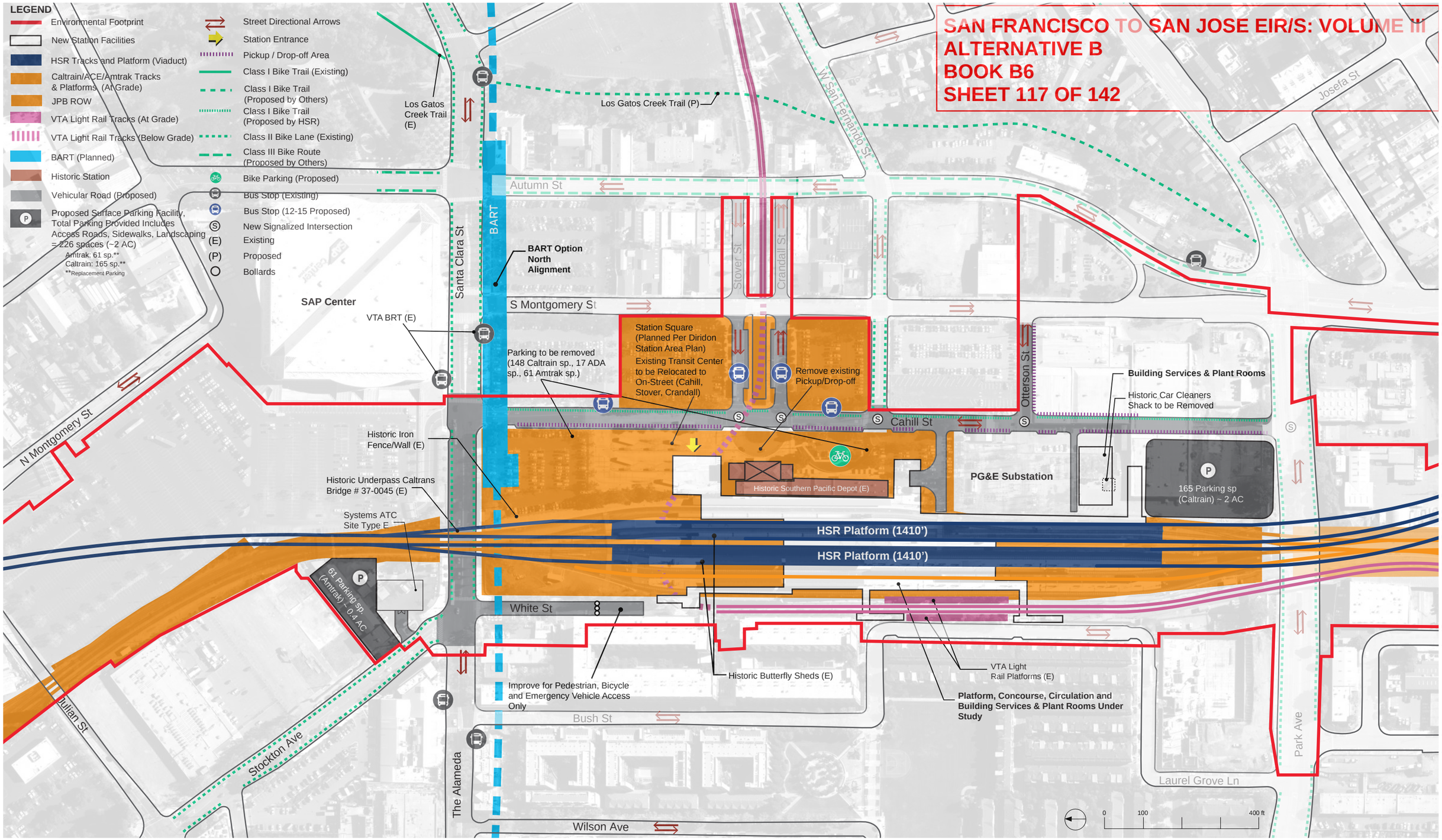
SAN FRANCISCO TO SAN JOSE EIR/S: VOLUME III
ALTERNATIVE B
BOOK B6
SHEET 117 OF 142



REV	DATE	BY	CHK	APP	DESCRIPTION

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APRIL 11, 2019

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Oakland, CA 94607

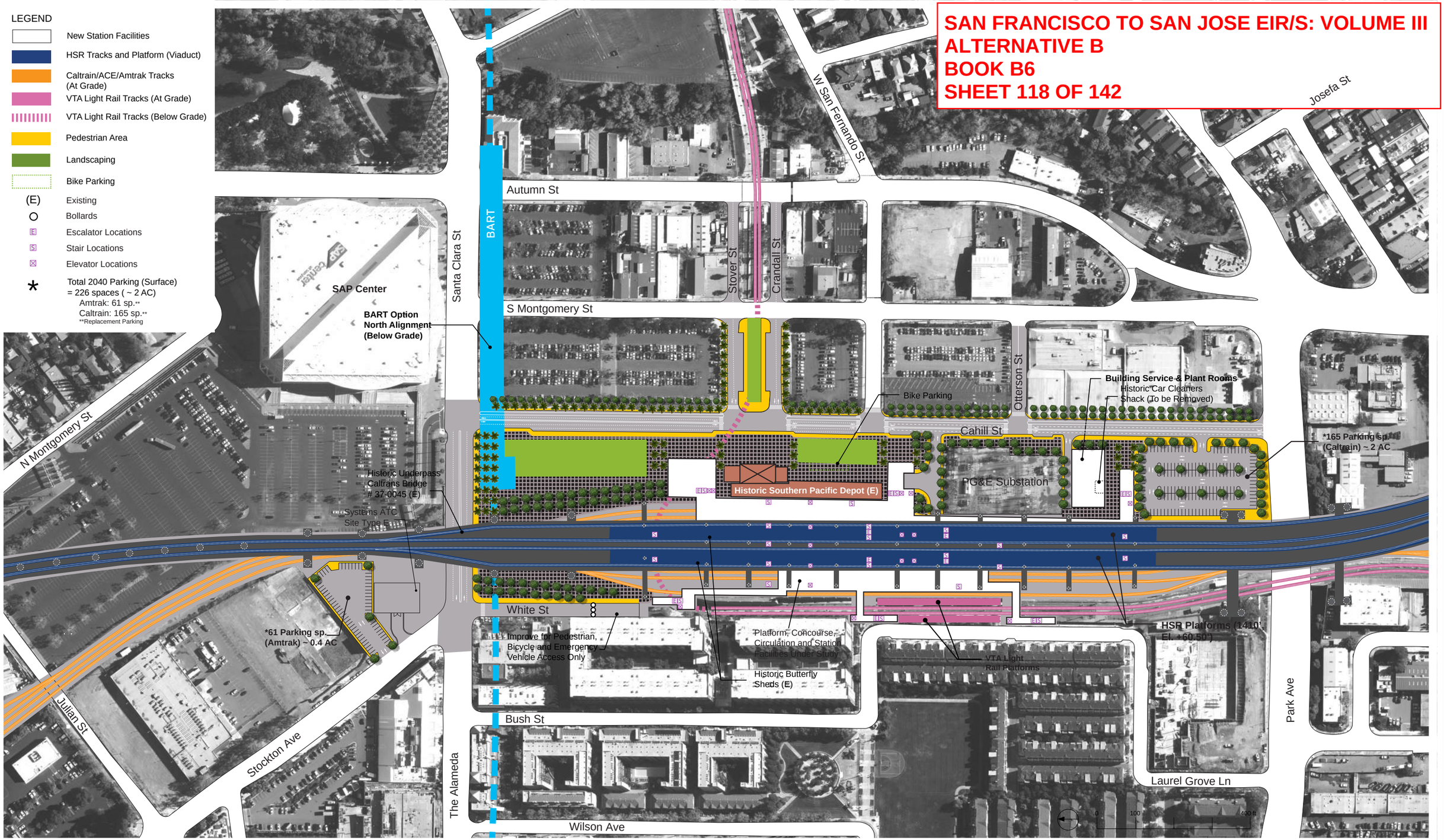
CALIFORNIA High-Speed Rail Authority

CALIFORNIA HIGH-SPEED TRAIN PROJECT
SAN JOSE TO MERCED

SAN JOSE DIRIDON STATION APPROACH
VIADUCT TO I-880
SAN JOSE DIRIDON STATION
GENERAL SITE PLAN

CONTRACT NO. HSR15-34
DRAWING NO. AR-C0101
SCALE AS SHOWN
SHEET NO.

SAN FRANCISCO TO SAN JOSE EIR/S: VOLUME III
ALTERNATIVE B
BOOK B6
SHEET 118 OF 142



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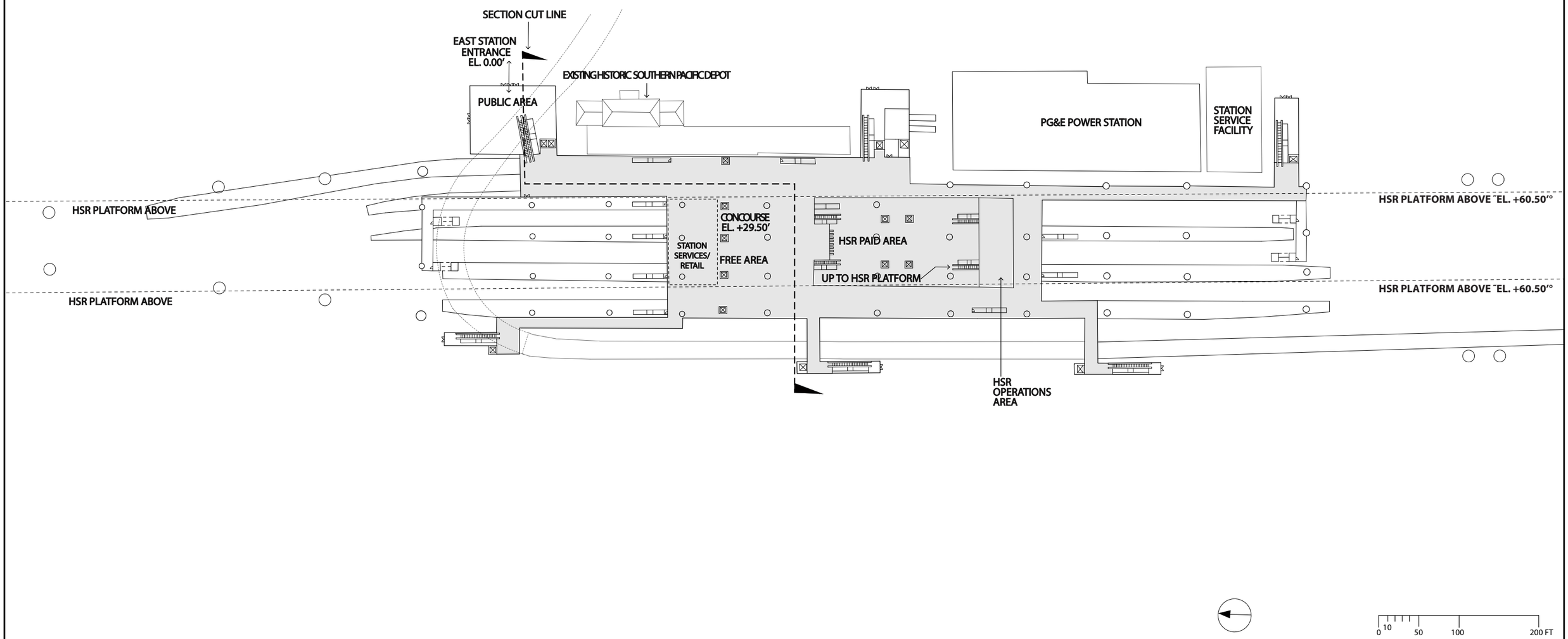
SAN JOSE DIRIDON STATION APPROACH
VIADUCT TO I-880
SAN JOSE DIRIDON STATION
DETAILED SITE PLAN

CONTRACT NO. HSR15-34
DRAWING NO. AR-C0102
SCALE AS SHOWN
SHEET NO.



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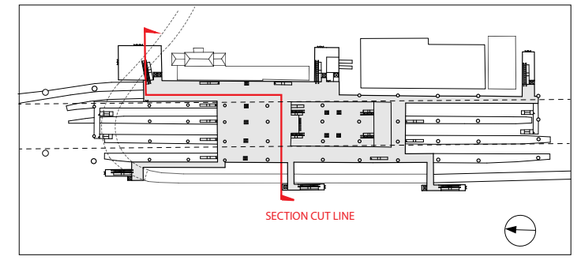
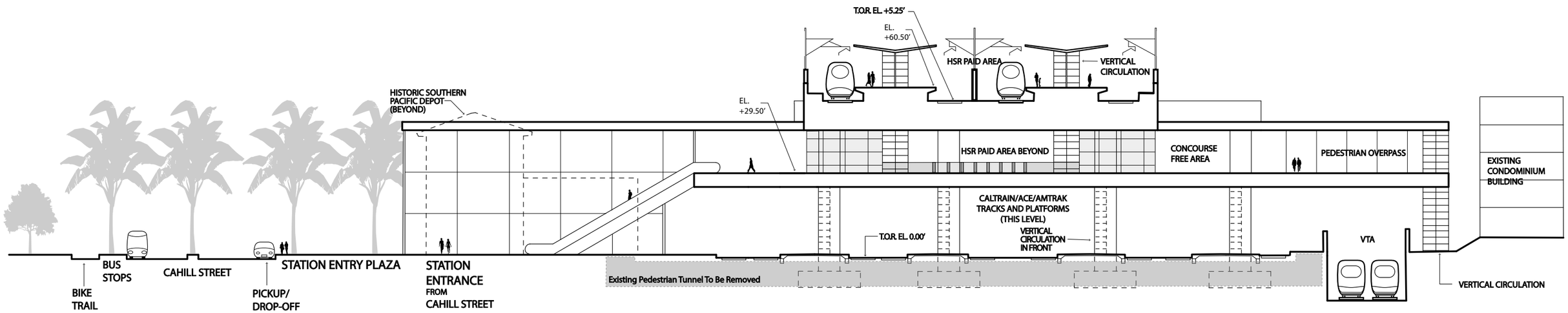
CALIFORNIA HIGH-SPEED TRAIN PROJECT
SAN JOSE TO MERCED
SAN JOSE DIRIDON STATION APPROACH
VIADUCT TO I-880
SAN JOSE DIRIDON STATION
CONCOURSE PLAN

CONTRACT NO. HSR15-34
DRAWING NO. AR-F0101
SCALE AS SHOWN
SHEET NO.





SAN FRANCISCO TO SAN JOSE EIR/S: VOLUME III
ALTERNATIVE B
BOOK B6
SHEET 120 OF 142

0 5 10 50 FT

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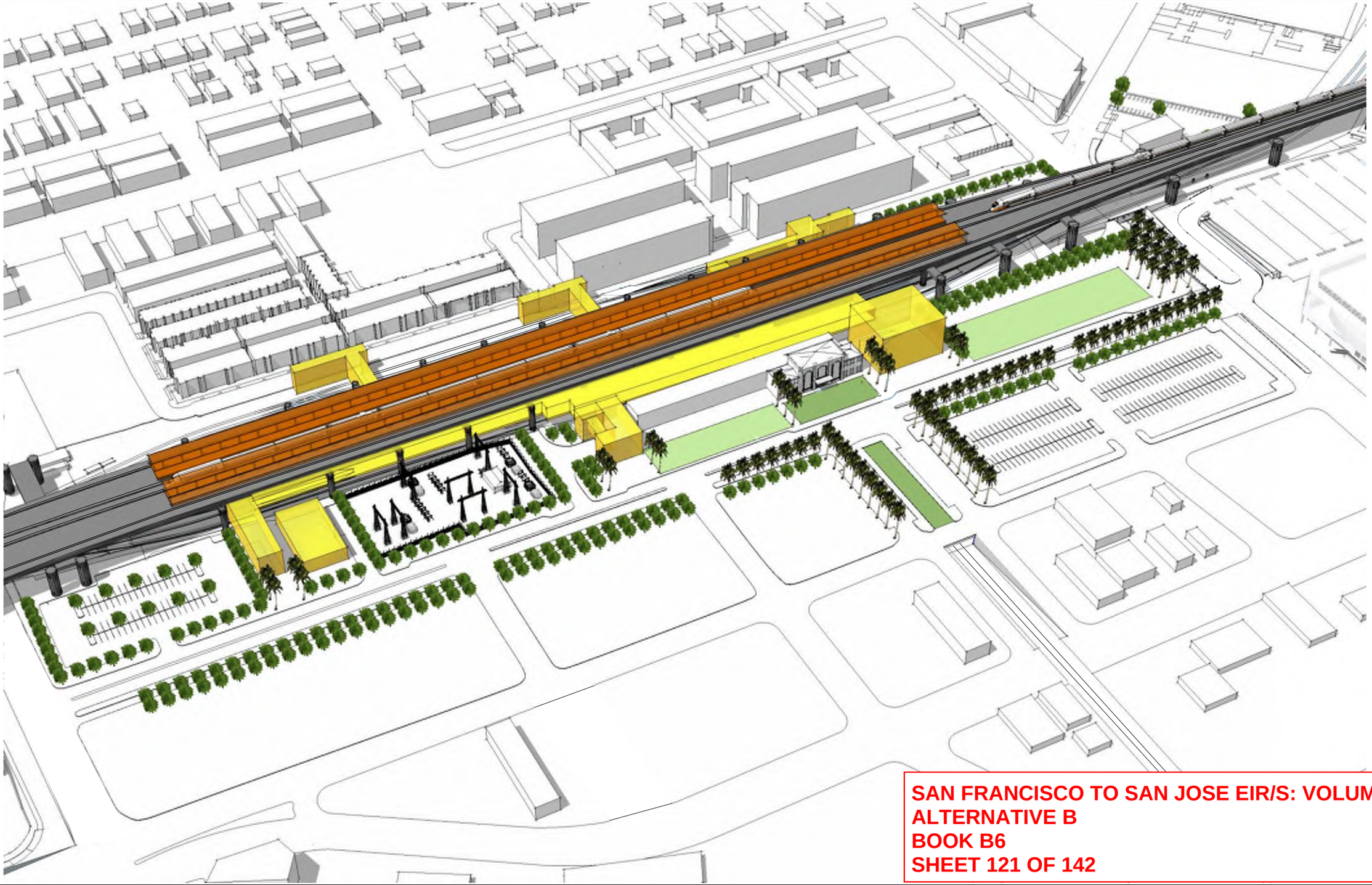
CALIFORNIA HIGH-SPEED TRAIN PROJECT
SAN JOSE TO MERCED
SAN JOSE DIRIDON STATION APPROACH
VIADUCT TO I-880
SAN JOSE DIRIDON STATION
CONCOURSE PLAN

CONTRACT NO. HSR15-34
DR-WING NO. AR-Y0101
SC-LE AS SHOWN
SHEET NO.



SAN FRANCISCO TO SAN JOSE EIR/S: VOLUME III
ALTERNATIVE B
BOOK B6
SHEET 121 OF 142

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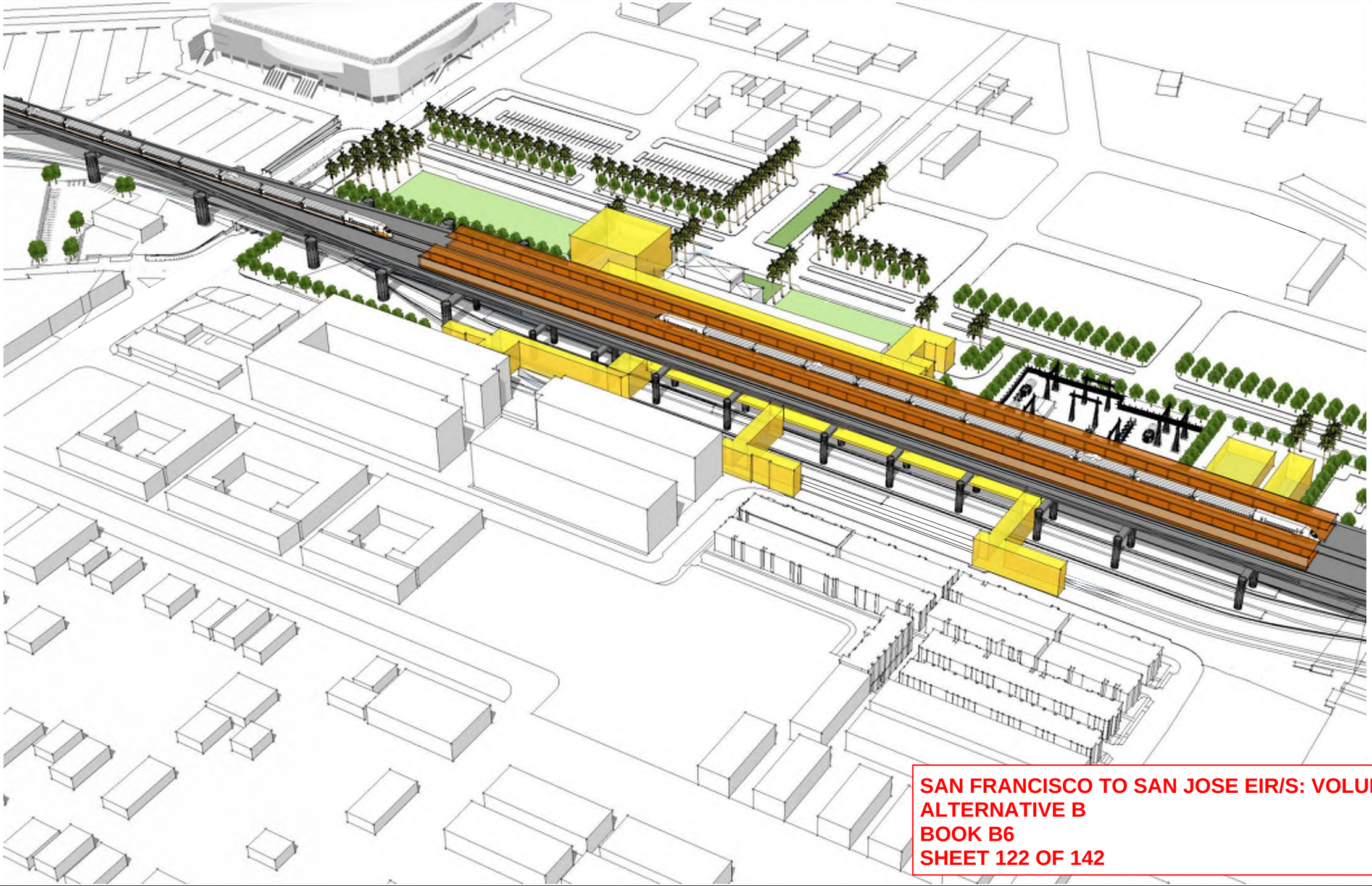
CALIFORNIA HIGH-SPEED TRAIN PROJECT
SAN JOSE TO MERCED
SAN JOSE DIRIDON STATION APPROACH
VIADUCT TO I-880
SAN JOSE DIRIDON STATION
MASSING DIAGRAM 1

CONTRACT NO. HSR15-34
DR-WING NO. AR-Y0102
SC-LE AS SHOWN
SHEET NO.



SAN FRANCISCO TO SAN JOSE EIR/S: VOLUME III
ALTERNATIVE B
BOOK B6
SHEET 122 OF 142

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CALIFORNIA HIGH-SPEED TRAIN PROJECT
SAN JOSE TO MERCED
SAN JOSE DIRIDON STATION APPROACH
VIADUCT TO I-880
SAN JOSE DIRIDON STATION
MASSING DIAGRAM 2

CONTRACT NO. HSR15-34
DR-WING NO. AR-Y0103
SC-LE AS SHOWN
SHEET NO.

Diridon Station Programming & Area Requirements Table				
Category	Description	Formula	Requirement Area / Unit	Comments
Daily Peak Ridership Boardings 2040	Long Distance	15,430	15,430	Planning Memorandum Station Boardings, Access, Egress and Parking INST-PLAN-05
P360B	Highest Daily Boardings x Conversion Factor for Boardings = 6 Hour Boardings	Highest Daily Boardings x 0.67=P360B 6,000 x 0.67	10,338	California HSTP Design Criteria, Chapter 14-Stations, Oct 2015, Working Draft, Rev. 2 Table 14-1 Passenger Ridership Assumptions Table 14-3 Concourse Circulation and Waiting Areas
P360A	Peak 6 Hour Boardings x Conversion Factor for Alightings = 6 Hour Alightings	P360B x 0.75=P360A 10,385 x 0.75	7,754	
P60B	Peak 6 Hour Boardings x Peak Hour Conversion Factor for Boardings = Peak Hour Boardings	P360B x 0.17=P60B 10,385 X 0.17	1,757	
P60A	Peak Hour Boardings x Peak Hour Conversion Factor for Alightings = Peak Hour Alightings	P60B x 0.75=P60A 1,765 x 0.75	1,318	
P30B	Peak Hour Boardings /2 x Surge Factor = Peak 30 Minute Boardings	(P60B /2) x 1.2=P30B (1,765/2) x 1.2	1,054	
P30A	Peak 30 Minute Boardings x Conversion Factor = Peak 30 Minute Alightings	P30B x 0.075=P30A 1,059 x 0.75	791	
P15B	Peak Hour Boardings / 4 x Surge Factor = Peak 15 Minute Boardings	(P60B /4) x 1.3= P15B (1,765 /4) x 1.3	571	
P15A	Peak 15 Minute Boardings x Conversion Factor=Peak 15 Minute Alightings	P15B x 0.75=P15A 574 x 0.75	428	
P5B	Peak Hour Boardings /12 x Surge Factor = Peak 5 Minute Boardings	(P60B /12) x 1.4= P5B (1,765 /12) x 1.4	205	
P5A	Peak 5 Minute Boardings x Conversion Factor = Peak 5 Minute Alightings	P5B x 0.75=P5A 206 x 0.75	154	
P1B	Peak Hour Boardings /60 x Surge Factor=Peak 1 Minute Boardings	(P60B /60) x 1.5=P1B (1,765/60) x 1.5	44	
P1A	Peak 1 Minute Boardings x Conversion Factor for Alightings=Peak 1 Minute Alightings	P1Bx0.75 17x0.75	33	
Cf	Unobstructed Net Concourse Free Public Area Circulation Width	(P15B+P15A)/(15x10 people/ft/min) or 16 ft min. (222+167)/(15x10 people/ft/min)	16	
Wf	Net Waiting Area in Concourse Free Public Area	((P15Bx1.1) + (P15Ax0.1))x 14 SF ((222x1.1) +(167x0.1)) x 14	9,396	
Public Restrooms	Women + Men + Unisex Accessible Restroom for Each Group	(P15B+P15A)/ 2 (222+167) /2	499.8	14.3.4 Public Restrooms
Passenger Amenity Space Allocation	Station Design Target Year Daily Boardings	9,000	9,000	California HSTP Design Criteria, Chapter 14 - Stations, March Rev. 2 14.3.5.5 Station Public Amenity (Commercial) Spaces, Table 14-7
Ticket Windows	Station Quantity	P60B/600 1765/600	3	
Ticket Vending Machines		P60B/280 1765/280	6	14.3.5.6
Value Added Machines	2 Per Each Fare Paid Area		3	14.3.5.6
Fare Gates		P15A /50 ppm 430/50 One additional gate to be provided if under 10	9	14.3.5.6 D
Emergency Gates			2	14.3.3.6
Sr	Seating at Concourse Fare Free Waiting Area	((P15B x 1.1) + (P15A x 0.1)) x 0.25	1,581	Table 14-22: Station Seating

SAN FRANCISCO TO SAN JOSE EIR/S: VOLUME III
ALTERNATIVE B
BOOK B6
SHEET 123 OF 142

REV	D-TE	BY	CHK	-PP	DESCRIPTION

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D-TE

RECORD PEFD SUBMITTAL
APRIL 11, 2019
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HNTB
1111 Broadway
9th Floor
Oakland, CA 94607

CALIFORNIA High-Speed Rail Authority

CALIFORNIA HIGH-SPEED TRAIN PROJECT
SAN JOSE TO MERCED
SAN JOSE DIRIDON STATION APPROACH
VIADUCT TO I-880
SAN JOSE DIRIDON STATION
FACILITY SIZING TABLE

CONTRACT NO. HSR15-34
DR-WING NO. AR-Y0104
SC-LE AS SHOWN
SHEET NO.

Diridon Station Facility Sizing Table

Projected Daily Ridership (2040) 15,430, based on CHSR Planning Memorandum Station Boardings, Access, Egress and Parking

STATION TYPE: Intermediate, Full-Service, Small: based on Chapter 14 Stations Design Criteria, Table 14-3

	Function Name	Area (SF)	EF	Required Area (SF)	Formula	Chapter 14: Stations	Comments
Concourse Public Free Areas	Station Concourse (Free Area - Main Hall)	35,984	1.2	29,987	P15 x 30 SF /person 389 x 30	14.3.5.3	P15 = P15 B + P15 A = 389 Using Memorandum dated May 10, 2016, Attachment E Facility Sizing Table Example
	Entrances					14.3.5.2	# TBD, 15 ft width at least one entrance
	Mezzanine						Included with the concourse Area
	Passenger Waiting Area	11,275	1.2	9,396	((P15B x 1.1)+(P15Ax0.1)) x 14 SF	14.3.5.3.B.C Table 14-3	California HSTP Design Criteria, Chapter 14-Stations, March 2016, Rev. 2, Table 14-1 Passenger Ridership Assumptions, Table 14-3 Concourse Circulation and Waiting Areas
	Ticket Vending Machines (TVM)	188	1.2	6	P60B/280, 1765/280	Table 14-5	Includes queuing space
	Baggage Storage (Concessionaire)	TBD					TBD
	Retail (Concessionaire)	10,800	1.2	9,000		Table 14-7	More than 15,000 daily boardings
	Restaurant (Concessionaire)	0				Table 14-7	Included in the 9,000 SF
	Food Service (Concessionaire)	0				Table 14-7	Included in the 9,000 SF
	Business Lounge	720	1.2	600		14.3.5.7.C	Without restrooms
	Public Restrooms	2,448	1.2	2040	CBC 2016, CPC 2016 (P15B + P15A)/2	14.3.5.4	A-3 assembly occupancy, 502 male, 502 female, 2 unisex Female: 7 water closets, 5 lavatories Male: 3 water closets, 4 urinal, 5 lavatories 2 drinking fountains
	Janitor Closets	288	1.2	240	60 x 4	14.3.7.1.D	Located in concourse free area, platform, and each restroom.
Standard Areas	Ticket Window Counters	879	2	150	Window Counter 5F min. 75 SF/window (2 windows) P60B/600, 1,765/600	14.3.5.6.B 14.3.5.7A	
	Station Patron Information Booth	100	1	100	Standard Unit (Kiosk)	14.3.5.7.B	
	Red "Cap" Booth						TBD
Security	Police Office	1,000	2	500		14.3.6.2.A	
	Police Restrooms + Lockers			TBD	CBC 2016, CPC 2016		
	Janitor Closets	120	2	60		14.3.7.1.D	
	Security Guard Office	288	2	144		14.3.6.2.B	

SAN FRANCISCO TO SAN JOSE EIR/S: VOLUME III
ALTERNATIVE B
BOOK B6
SHEET 124 OF 142

REV	D-TE	BY	CHK	-PP	DESCRIPTION

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CALIFORNIA HIGH-SPEED TRAIN PROJECT
SAN JOSE TO MERCED
SAN JOSE DIRIDON STATION APPROACH
VIADUCT TO I-880
SAN JOSE DIRIDON STATION
FACILITY SIZING TABLE

CONTRACT NO. HSR15-34
DR-WING NO. AR-Y0105
SC-LE AS SHOWN
SHEET NO.

Diridon Station Facility Sizing Table

Projected Daily Ridership (2040) 15,430, based on CHSR Planning Memorandum Station Boardings, Access, Egress and Parking

STATION TYPE: Intermediate, Full-Service, Small: based on Chapter 14 Stations Design Criteria, Table 14-3

	Function Name	Area (SF)	EF	Required Area (SF)	Formula	Chapter 14: Stations	Comments
Non-Public Station Staff Only	Ticket Administration, Handling & Storage	520	2	260		14.3.5.6.B 14.3.5.7 14.3.6.2.C-D	Ticket Administration Office 75 SF /window
	Lost & Found & First Aid Room	400	2	200	100 SF x (2)	14.3.6.1.E-F	
	Station Control Room (SCR)	2,200	2	1,100		14.3.6.2.E	
	Main Station Computer Room	1,000	2	500		14.3.6.2.F	
	Temporary Incident Command Post (CP)	600	2	300		14.3.6.2.G	
	Station Operation Room (SOR)	2,200	2	1,100		14.3.6.2.H	
	SOR Dedicated Computer Room, SOR Workroom	1,000	2	500		14.3.6.2.F-H	
	Main OCC Computer Room	1,000	2	500		14.6.3.2.F	
	Staff Lockers, Showers, Restrooms	TBD	2		CBC 2016	14.3.6.1.I	Will need number of staff projection to determine SF required.
	Janitor Closets	120	2	60		14.3.7.1.C	
	Staff Breakroom & Meeting Rooms	800	2	400	200 SF x (2)	14.3.6.1.G-H	200 SF min or as req to provide 25 SF /staff
	Station Manager Office	288	2	144		14.3.6.1.A	
	Facility Manager's Office	288	2	144		14.3.6.1.C	
	Administration Office Space	600	2	300		14.3.6.1.B	
	Facilities Maintenance Office	660	2	330		14.3.6.1.C	
	Station General Storage Rooms	400	2	200		14.3.7.1.E	Add 60 SF for miscellaneous storage if required.
	Platform Area Op. Mgt. Booth	100	1	100	Standard Unit	14.3.6.2.I	One OMB to be provided on each platform.
	Train Control /Communications Room	3,830	2	1,915		14.3.7.2	Table 14-8, for the train control and communications equipment.
	Entrance Facility Room	480	2	240		14.3.7.2	Table 14-8, for entry of service cabling into the building. May be co-located with the TCC room.
	3rd Party Telecom Room	240	2	120		14.3.7.2	Table 14-8, for local telephone company.
	Communications Closets	260	2	130	130 SF each	14.3.7.2	Table 14-8, number TBD. Locate close to center of each 10,000 SF of station floor area.
	Renewable Energy/Stormwater			TBD			
Building Survices & Plant Rooms	Mech., Elec. & Plumbing Rooms			TBD	Gross Factor	14.3.7.2	
	Battery Room	800	2	400	200 SF x (2)	14.3.7.4.B	Two rooms required, including one room at each end of station for low voltage (LV) batteries.
	UPS Room	3,600	2	1,800	900 SF x (2)	14.3.7.4.C	Two rooms required, one at each end of station for LV distribution, transforming, EP
	Fire Detection & Protection Rooms			TBD	Gross Factor	14.3.7.6	
Maint. Support Areas	Main Station Recycling/Refuse	300	2	150	150 SF min.	14.3.7.1.A	
	Secondary Station Recycling	120	2	60		14.3.7.1.C	
	Landscape Maintenance Room	200	2	100		14.3.7.1.F	
	Loading Dock			TBD		14.3.7.1.H	
	TOTAL AREA - WEST ENTRANCE & CONCOURSE:	**86,096**	**SF**				

SAN FRANCISCO TO SAN JOSE EIR/S: VOLUME III
ALTERNATIVE B
BOOK B6
SHEET 125 OF 142

REV	D-TE	BY	CHK	-PP	DESCRIPTION

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CALIFORNIA HIGH-SPEED TRAIN PROJECT
SAN JOSE TO MERCED
SAN JOSE DIRIDON STATION APPROACH
VIADUCT TO I-880
SAN JOSE DIRIDON STATION
FACILITY SIZING TABLE

CONTRACT NO. HSR15-34
DR-WING NO. AR-Y0106
SC-LE AS SHOWN
SHEET NO.

Diridon Station Facility Sizing Table

Projected Daily Ridership (2040) 15,430, based on CHSR Planning Memorandum Station Boardings, Access, Egress and Parking

STATION TYPE: Intermediate, Full-Service, Small: based on Chapter 14 Stations Design Criteria, Table 14-3

	Function Name	Area (SF)	EF	Required Area (SF)	Formula	Chapter 14: Stations	Comments
Concourse Public Free Areas West Station	Concourse (Free Area)	8,996.09	1.2	7,497	P15 x 30 SF /person, 251x30	14.3.5.3	P15 = P15 B + P15 A. Using Memorandum dated May 10, 2016, Attachment E Facility Sizing Table Example 20% - 25% of the P15 of the Main Station North Entrance, about 97 passengers.
	Entrances					14.3.5.2	# TBD, 15 ft width at least one entrance
	Passenger Waiting Area	2,818.77	1.2	2349	[((P15B x1.1) + (P15Ax0.1))x25%] x 14 SF	14.3.5.3.B.C Table 14-3	California HSTP Design Criteria, Chapter 14-Stations, March 2016, Rev. 2 and October 2015, Working Draft, Rev. 2 Table 14-1 Passenger Ridership Assumptions, Table 14-3 Concourse Circulation and Waiting Areas 20% - 25% of 15B (Main Station) = 56; 20% - 25% of 15A (Main Station)
	Ticket Vending Machines (TVM)	82.00		2	P60B/280, 683x25%/280	Table 14-5	Includes queuing space; 20% -25% of P60 B (Main Station) 170
	Public Restrooms	1,224.00	1.2	1020	CBC 2016, CPC 2016 (P15B + P15A)/2	14.3.5.4	A-3 assembly occupancy, 250 male, 250 female, 2 unisex Female: 4 water closets, 2 lavatories Male: 2 water closets, 2 urinal, 2 lavatories 2 drinking fountains
	Janitor Closet	72	1.2	60		14.3.7.1.D	
	TOTAL AREA - EAST ENTRANCE:	**13,193**	**SF**				
	Platform Area (800'x30')x2	48,000					
	Bus Bays						Included in Cahill transit street improvement
	Parking Area						No parking for HSR provided
	Pickup and Drop-off						Included in Cahill transit street improvement

SAN FRANCISCO TO SAN JOSE EIR/S: VOLUME III
ALTERNATIVE B
BOOK B6
SHEET 126 OF 142

REV	D-TE	BY	CHK	-PP	DESCRIPTION

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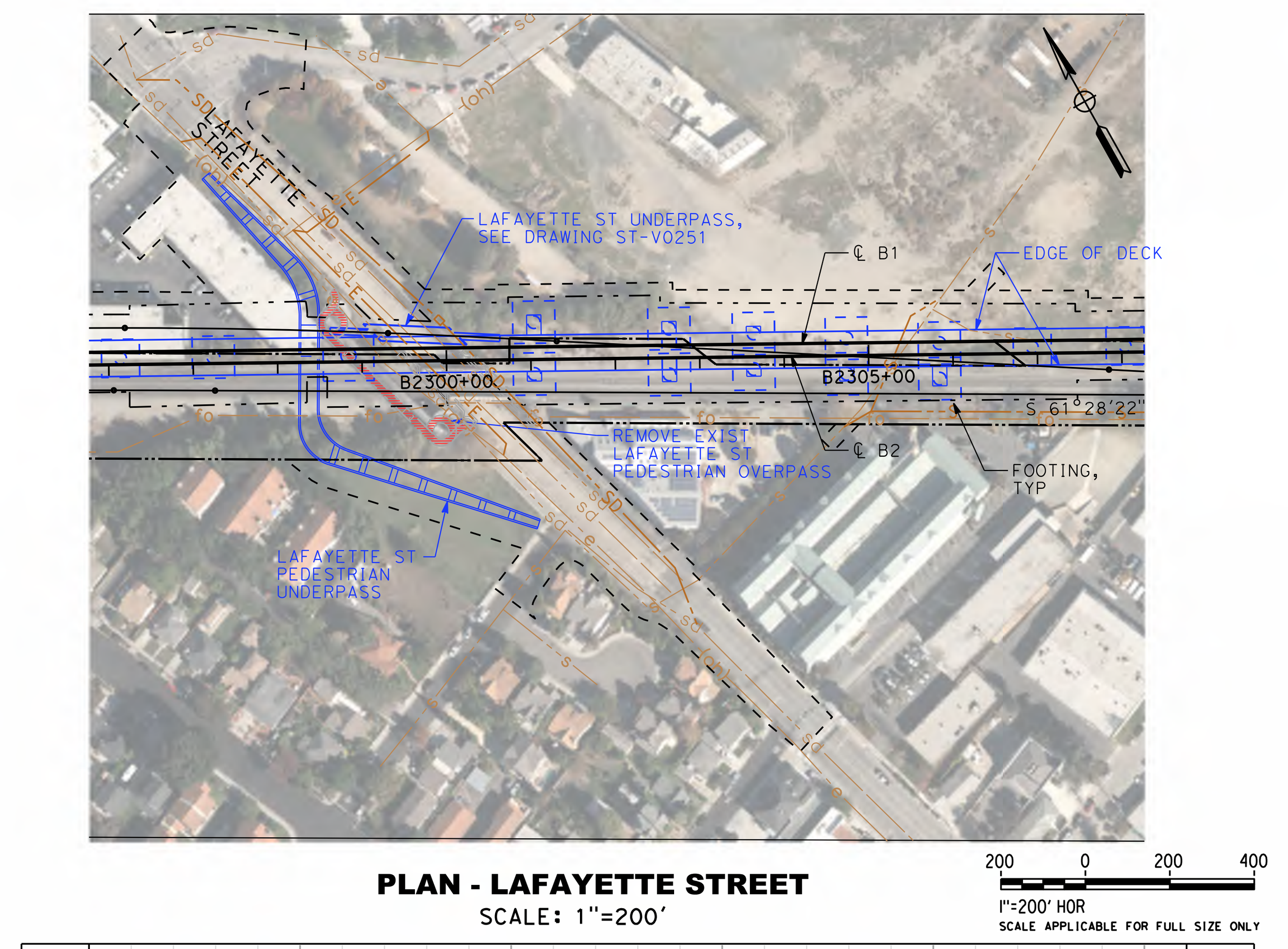
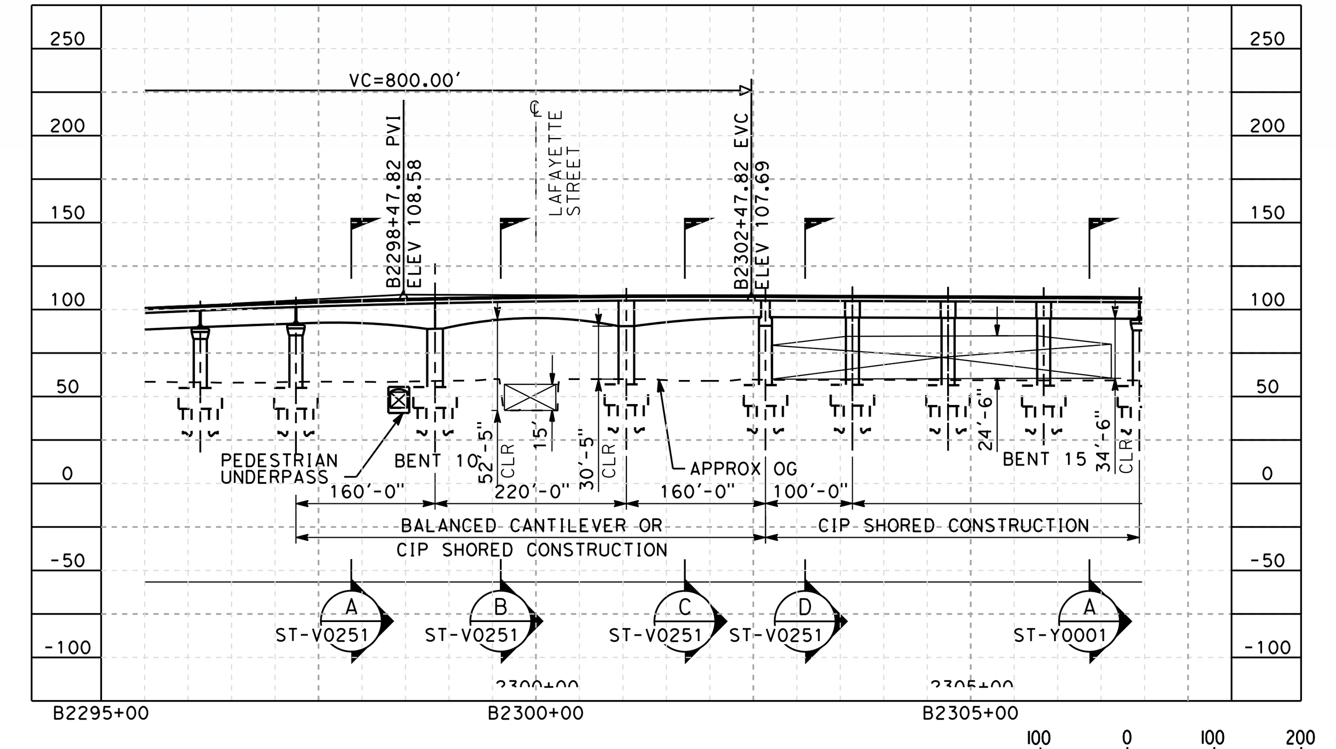
CALIFORNIA HIGH-SPEED TRAIN PROJECT
SAN JOSE TO MERCED
SAN JOSE DIRIDON STATION APPROACH
VIADUCT TO I-880
SAN JOSE DIRIDON STATION
FACILITY SIZING TABLE

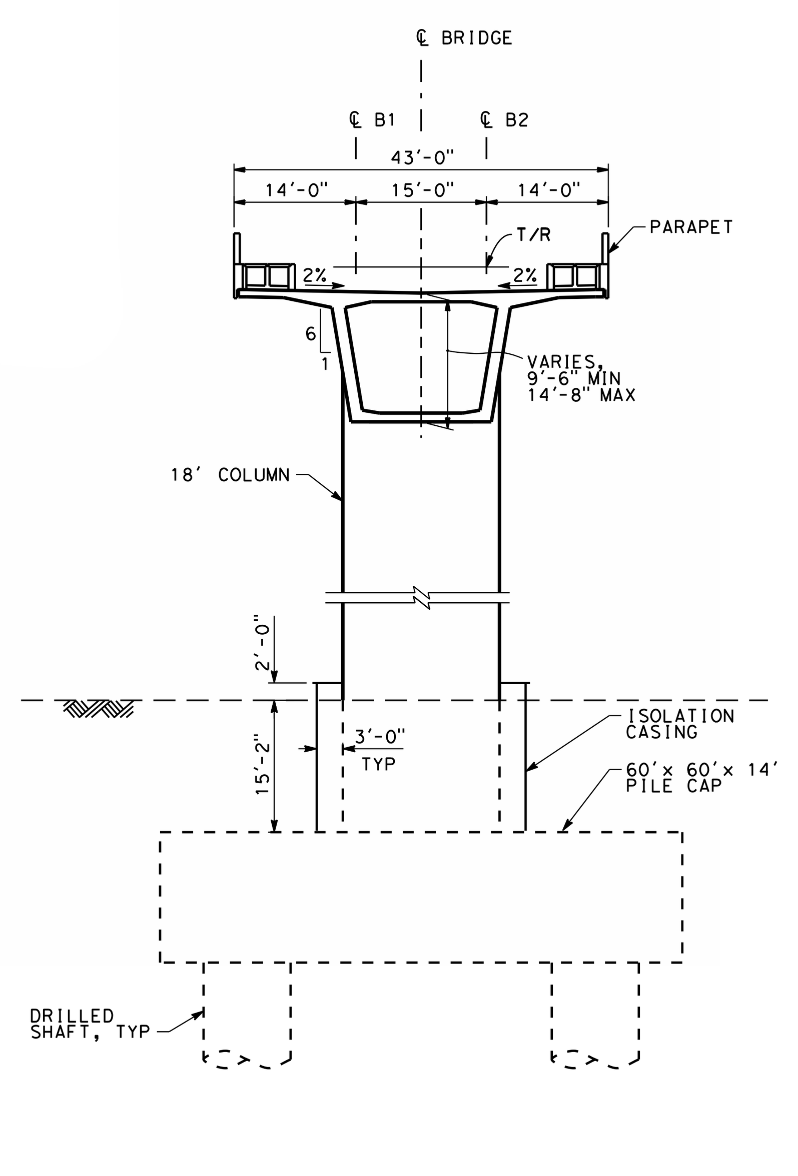
CONTRACT NO. HSR15-34
DR-WING NO. AR-Y0107
SC-LE AS SHOWN
SHEET NO.



PLAN - LAFAYETTE STREET
SCALE: 1"=200'



PROFILE - LAFAYETTE STREET
SCALE: 1"=200' HOR, 1"=100' VERT



SECTION A
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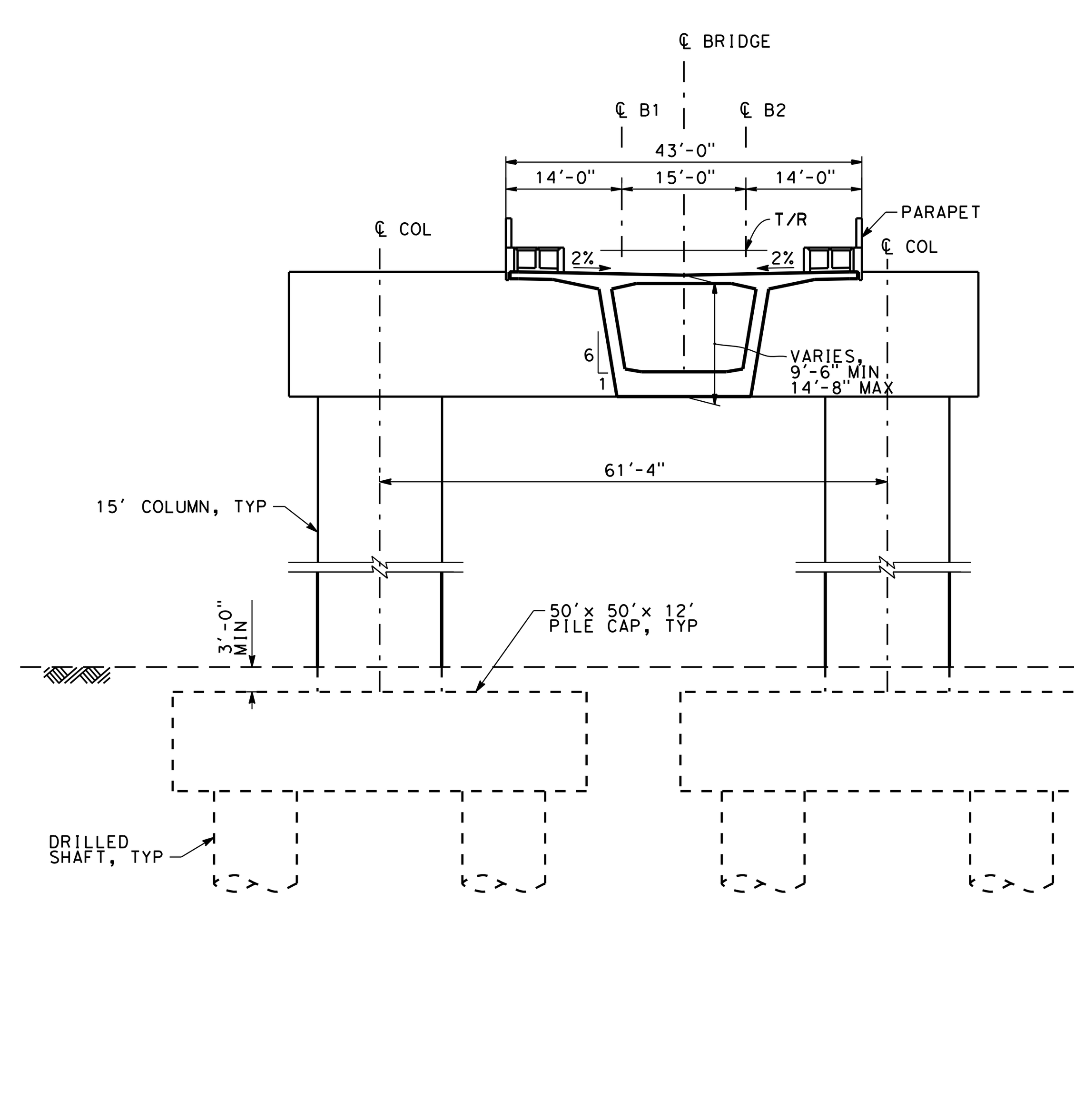

SECTION B
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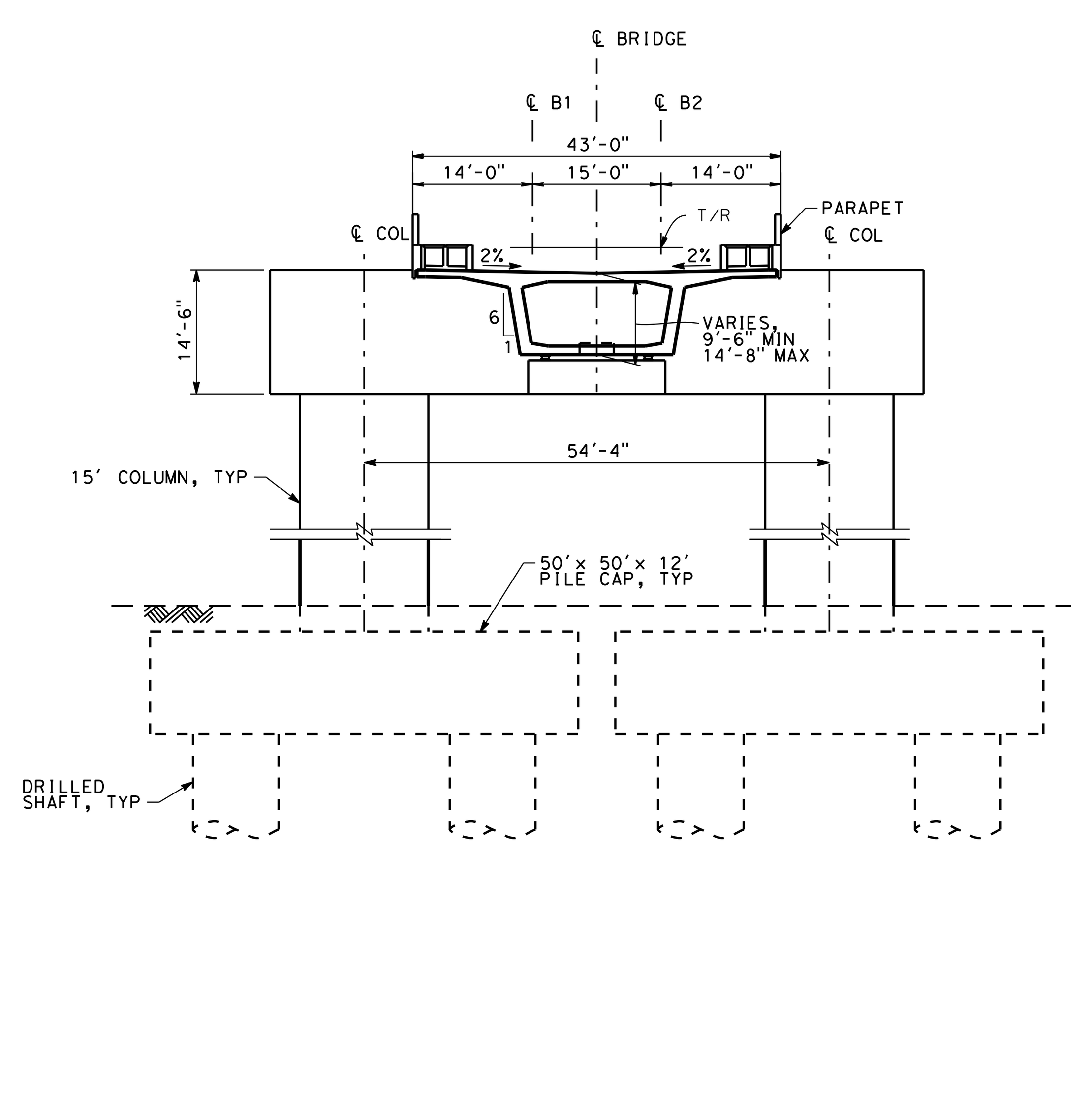

SECTION C
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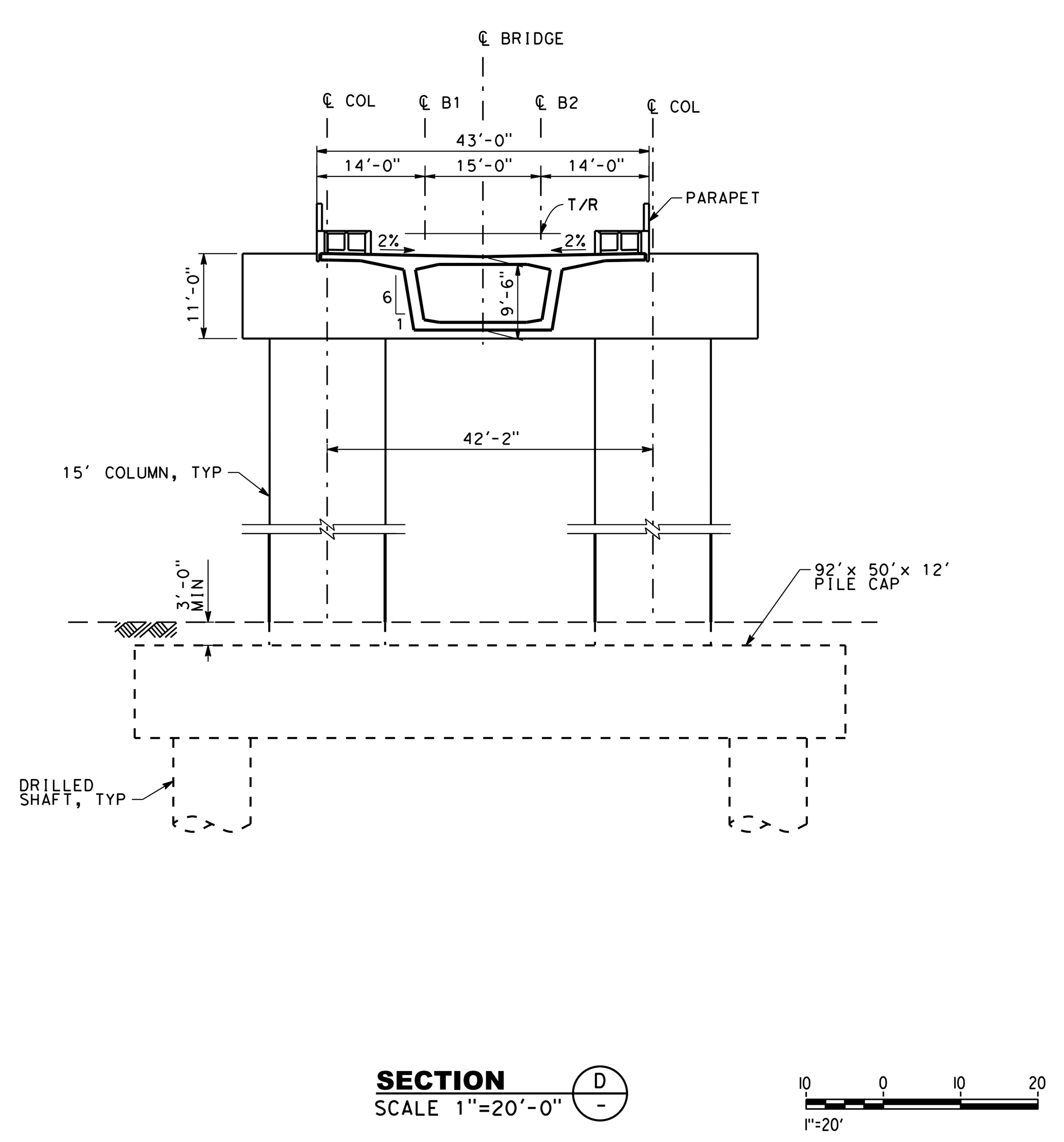
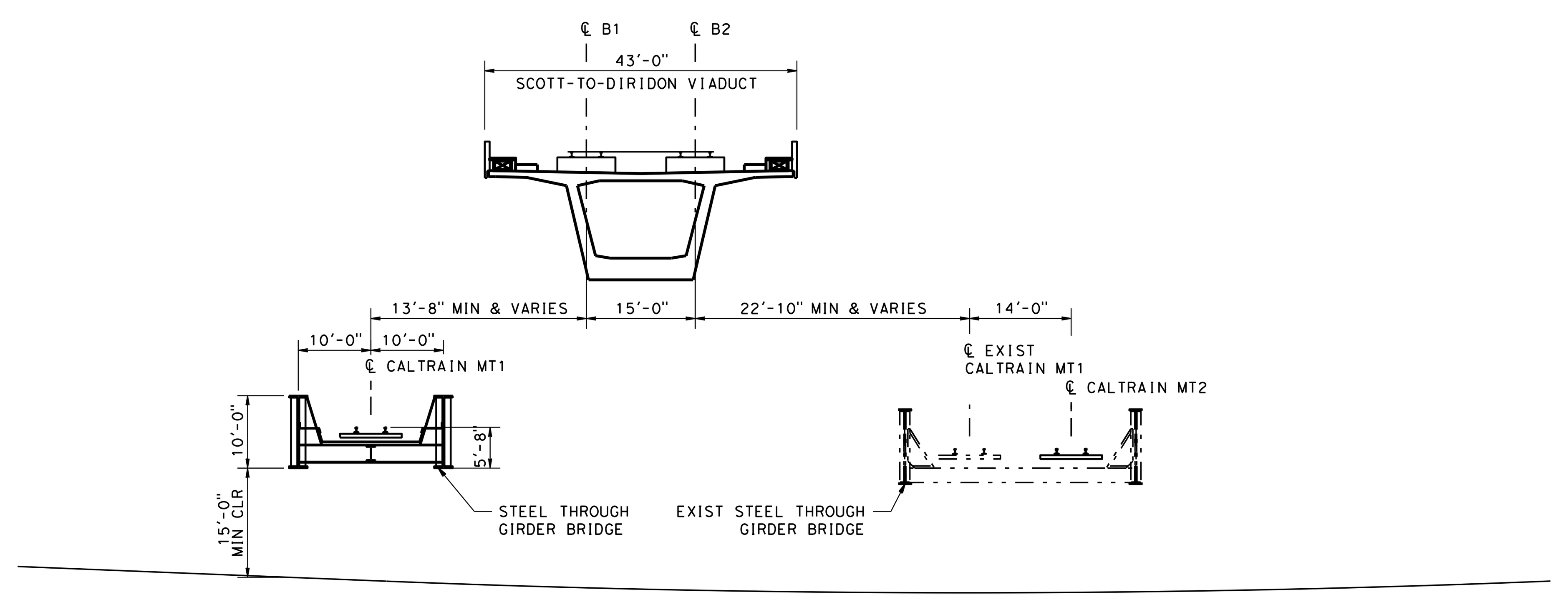


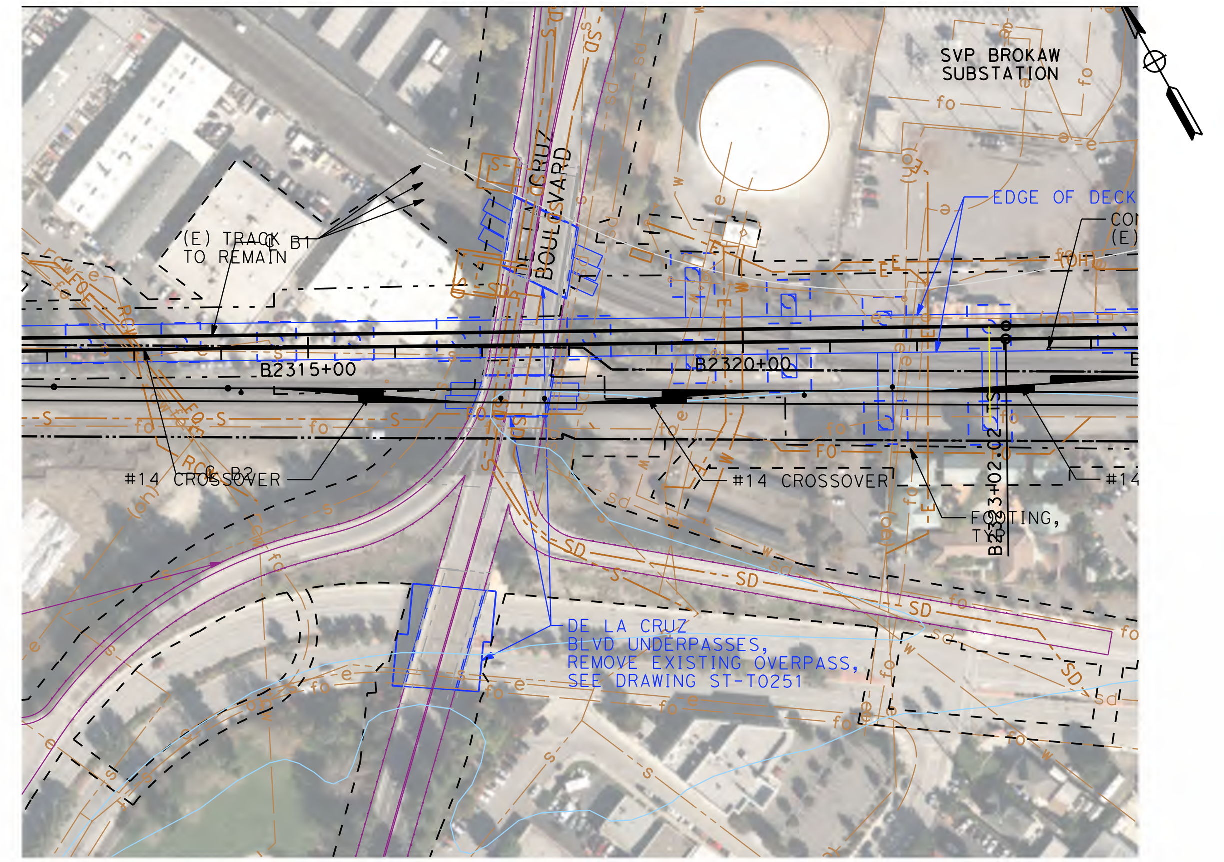
SECTION D
SCALE 1"=20'-0"



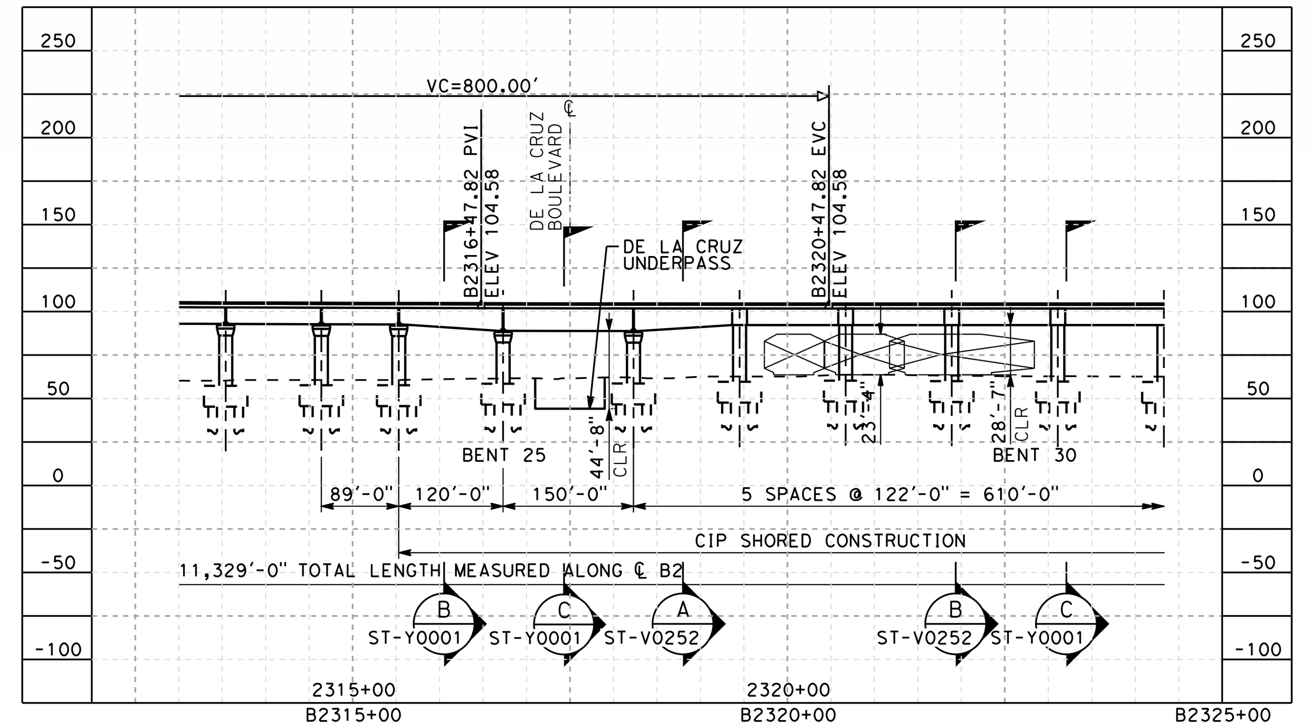
LAFAYETTE STREET UNDERPASSES
STATION 2300+00

SAN FRANCISCO TO SAN JOSE EIR/S: VOLUME III
ALTERNATIVE B
BOOK B6
SHEET 127 OF 142

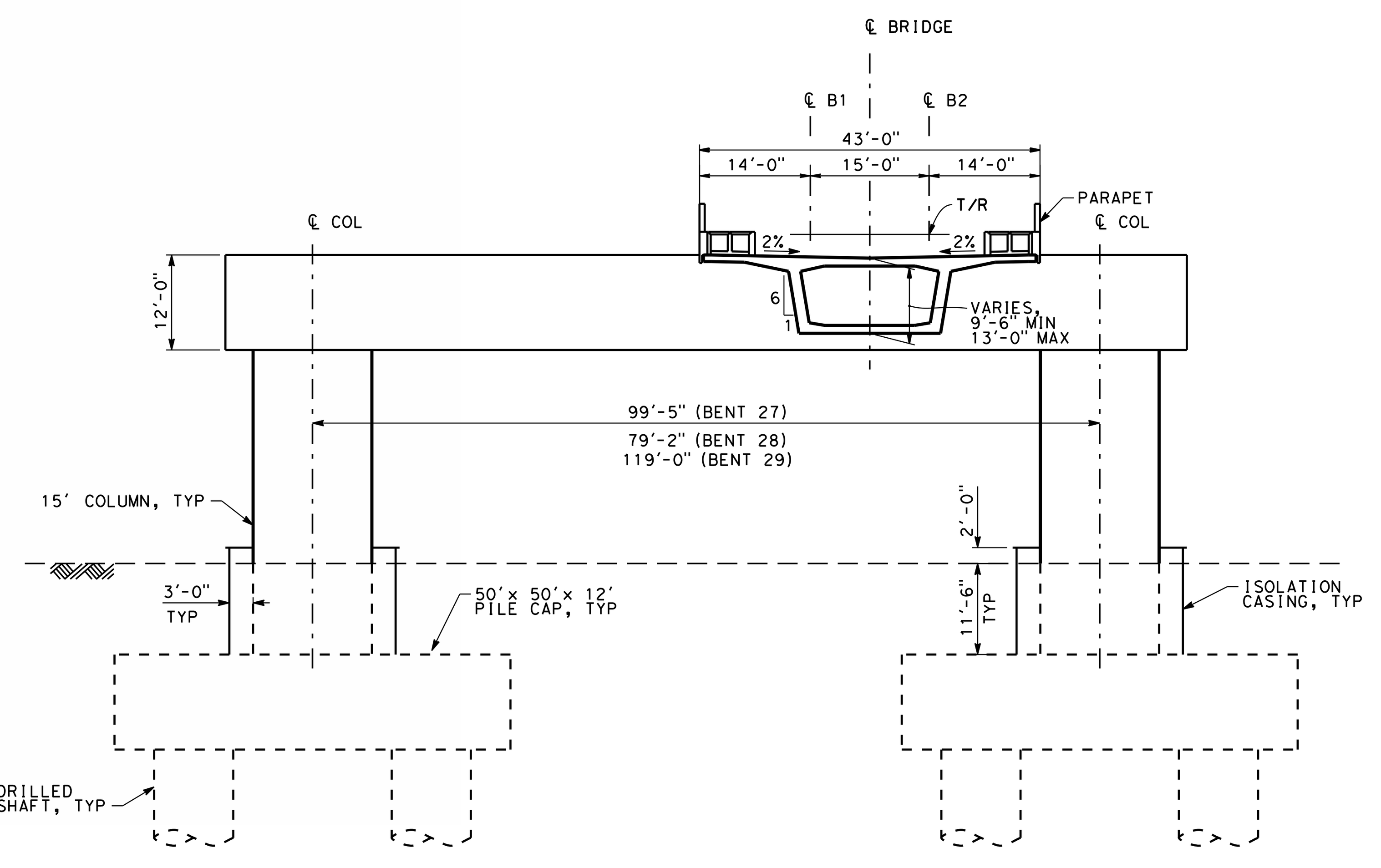
RECORD PEPD SUBMITTAL APRIL 11, 2019 NOT FOR CONSTRUCTION	HNTB 1111 Broadway 9th Floor Oakland, CA 94607	CALIFORNIA High-Speed Rail Authority	CALIFORNIA HIGH-SPEED TRAIN PROJECT SAN JOSE TO MERCED SAN JOSE DIRIDON STATION APPROACH VIADUCT TO SCOTT BLVD COMPLEX STRUCTURES GENERAL PLAN 1 OF 5	CONTRACT NO. HSR15-34 DRAWING NO. ST-V0251 SCALE AS SHOWN SHEET NO.



PLAN - DE LA CRUZ BOULEVARD
SCALE: 1"=200'



PROFILE - DE LA CRUZ BOULEVARD
SCALE: 1"=200' HOR, 1"=100' VERT



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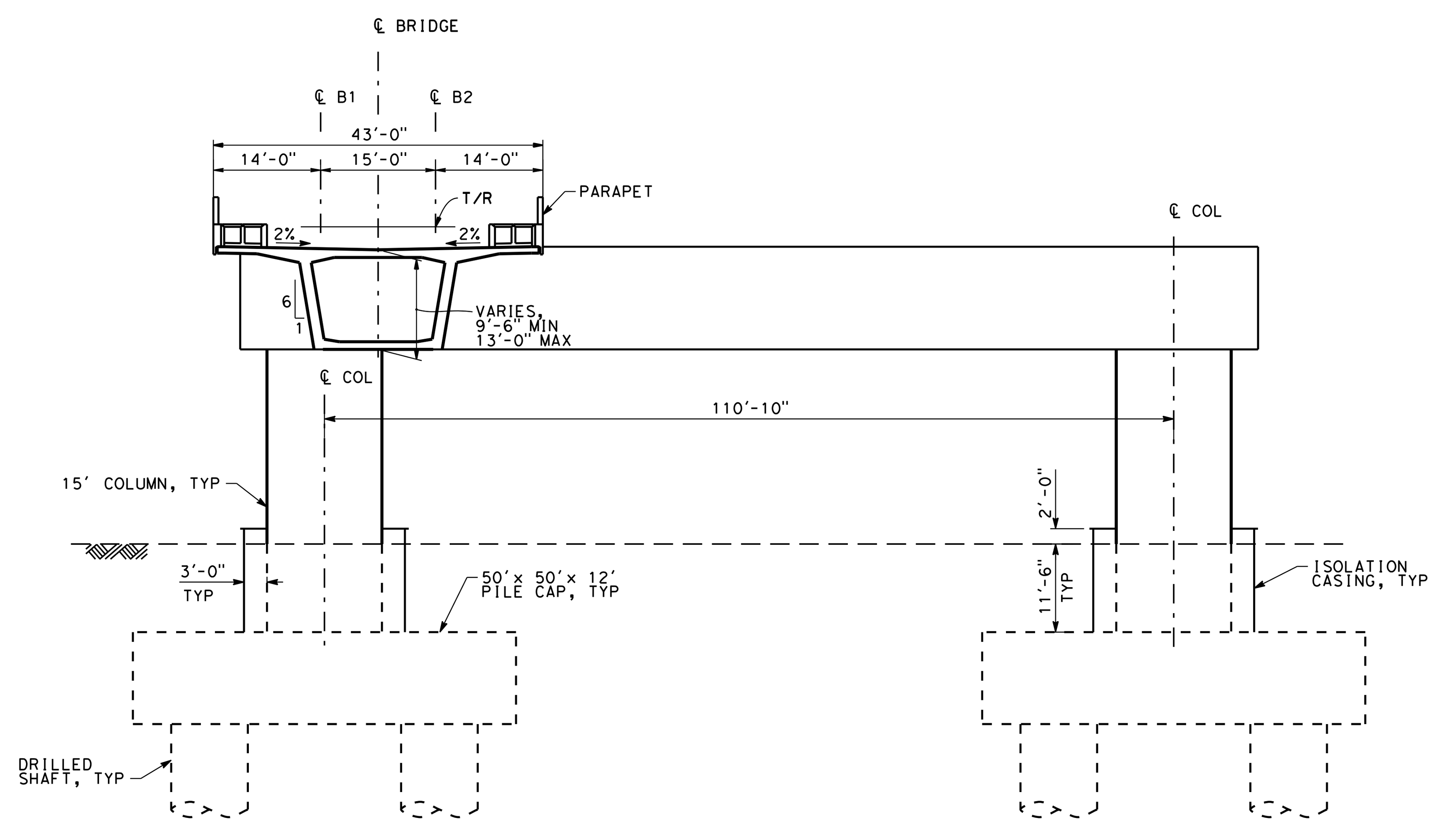

SECTION (B)
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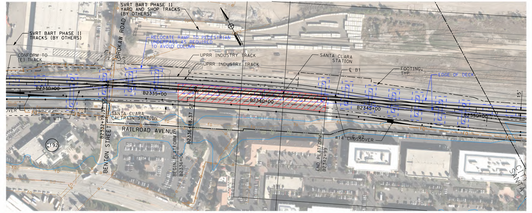
SAN FRANCISCO TO SAN JOSE EIR/S: VOLUME III
ALTERNATIVE B
BOOK B6
SHEET 128 OF 142

RECORD PEPD SUBMITTAL APRIL 11, 2019 NOT FOR CONSTRUCTION	HNTB 1111 Broadway 9th Floor Oakland, CA 94607	CALIFORNIA High-Speed Rail Authority	**CALIFORNIA HIGH-SPEED TRAIN PROJECT** **SAN JOSE TO MERCED** SAN JOSE DIRIDON STATION APPROACH VIADUCT TO SCOTT BLVD COMPLEX STRUCTURES GENERAL PLAN 2 OF 5	CONTRACT NO. HSR15-34 DRAWING NO. ST-V0252 SCALE AS SHOWN SHEET NO.



PLAN - SANTA CLARA STATION
SCALE: 1"=200'

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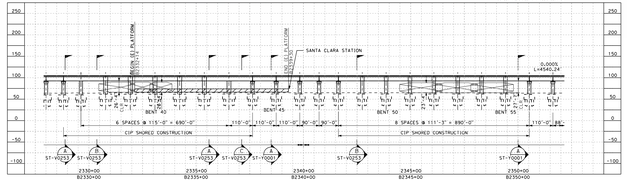
1"=200' HOR
SCALE APPLICABLE FOR FULL SIZE ONLY



PROFILE - SANTA CLARA STATION
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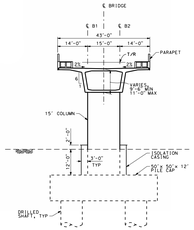

SECTION A
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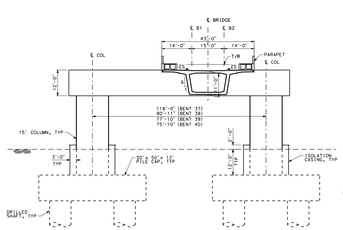

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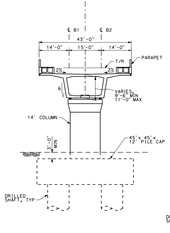

SECTION C
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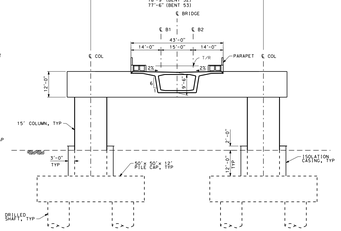

SECTION D
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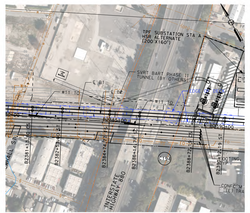

PLAN - INTERSTATE HIGHWAY 880
SCALE: 1"=200'

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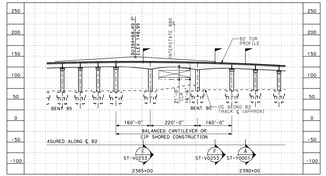
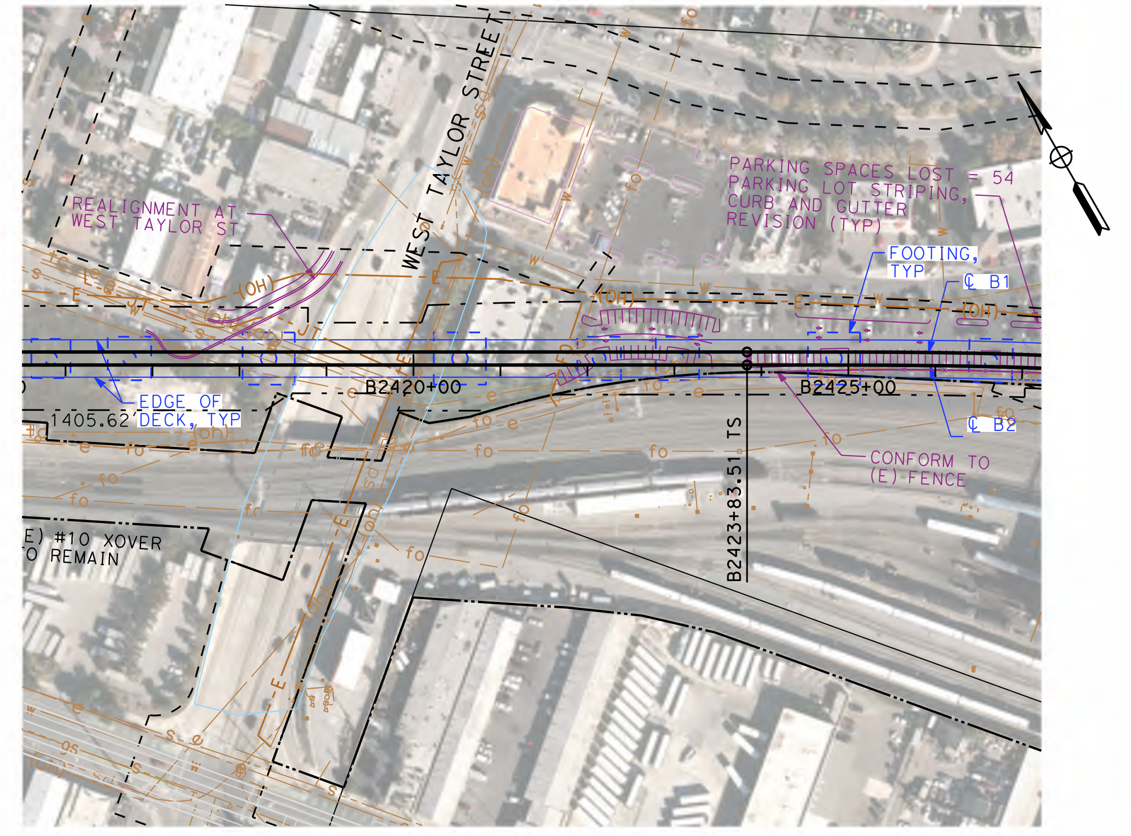
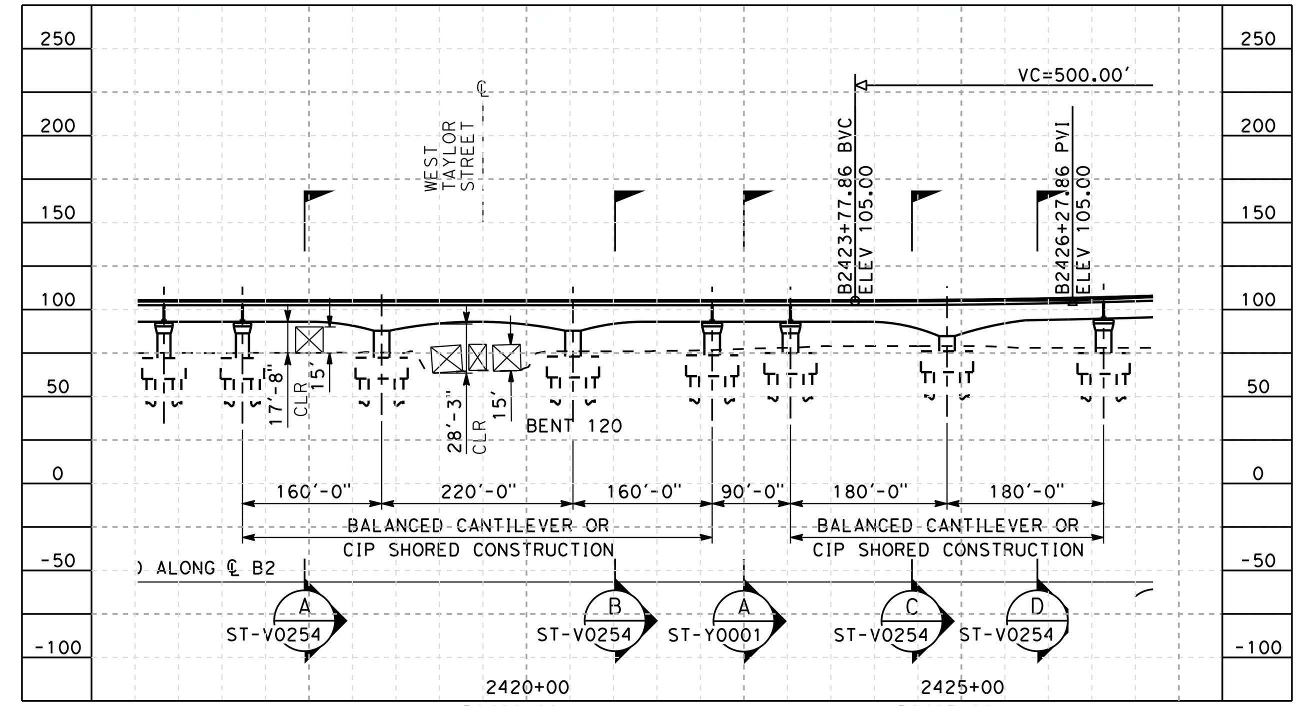
SCALE APPLICABLE FOR FULL SIZE ONLY

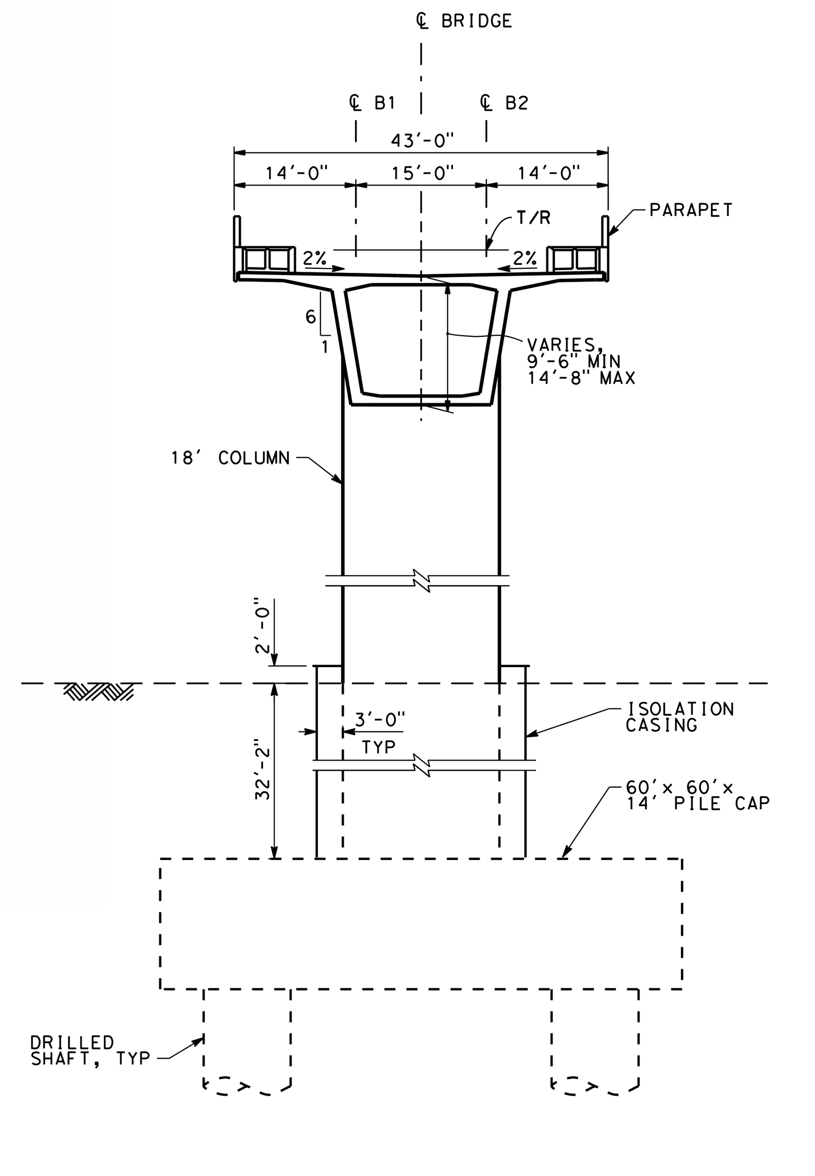




PLAN - WEST TAYLOR STREET
SCALE: 1"=200'



PROFILE - WEST TAYLOR STREET
SCALE: 1"=200' HOR, 1"=100' VERT



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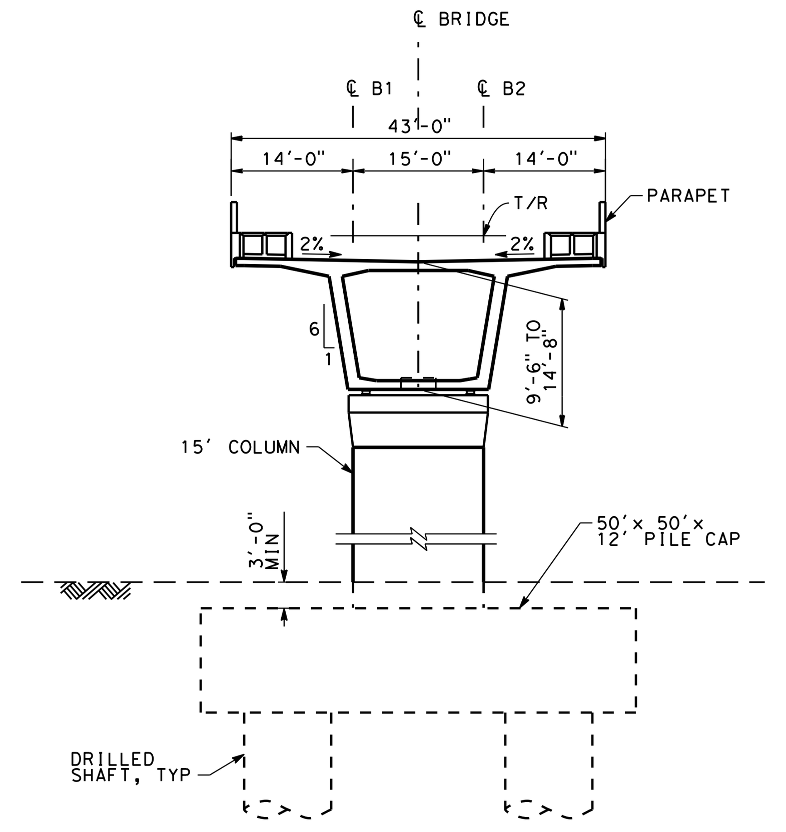

SECTION B
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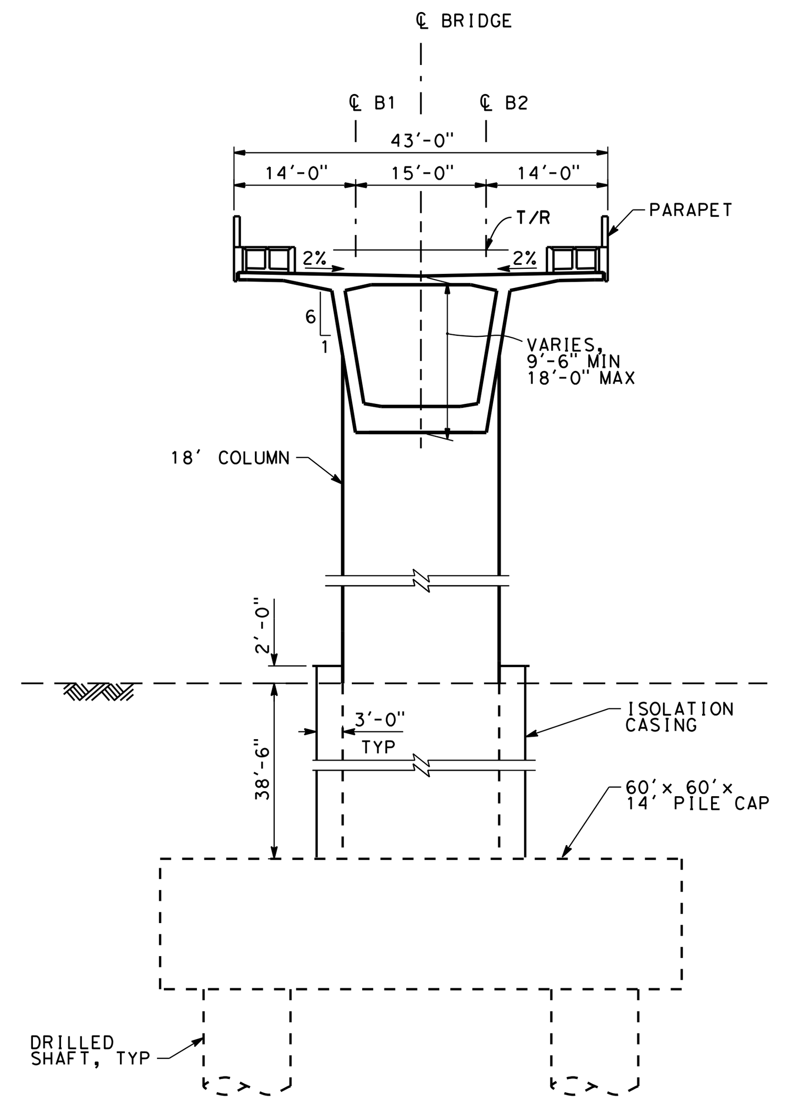
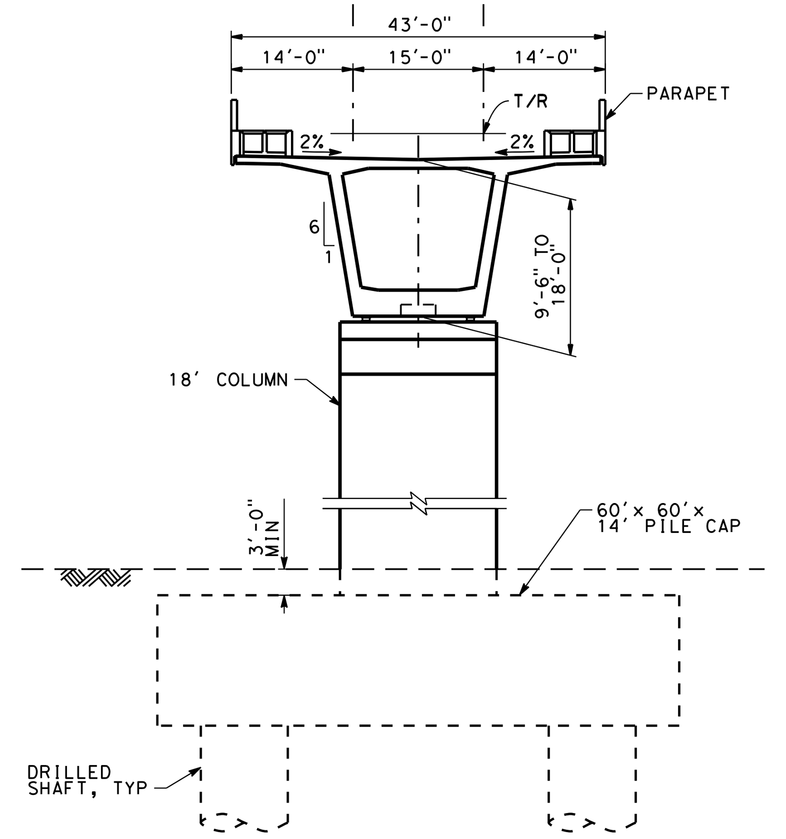


SECTION C
SCALE 1"=20'-0"



SECTION D
SCALE 1"=20'-0"

SAN FRANCISCO TO SAN JOSE EIR/S: VOLUME III
ALTERNATIVE B
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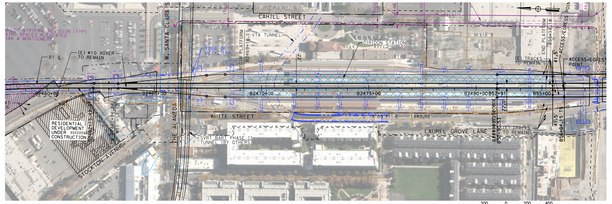
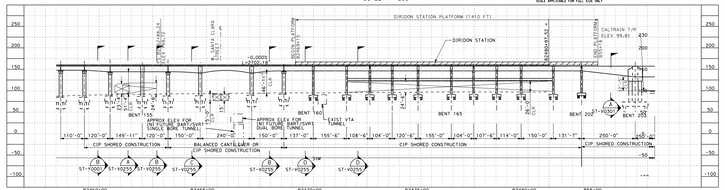
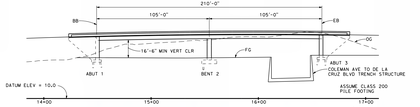
SHEET 130 OF 142

RECORD PEPD SUBMITTAL APRIL 11, 2019 NOT FOR CONSTRUCTION	HNTB 1111 Broadway 9th Floor Oakland, CA 94607	CALIFORNIA High-Speed Rail Authority	**CALIFORNIA HIGH-SPEED TRAIN PROJECT** **SAN JOSE TO MERCED** SAN JOSE DIRIDON STATION APPROACH VIADUCT TO SCOTT BLVD COMPLEX STRUCTURES GENERAL PLAN 4 OF 5	CONTRACT NO. HSR15-34 DRAWING NO. ST-V0254 SCALE AS SHOWN SHEET NO.

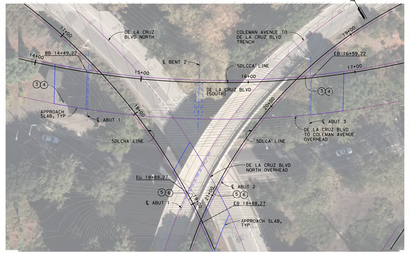


PLAN - W. SANTA CLARA ST AND DIRIDON STATION
SCALE: 1"=200'

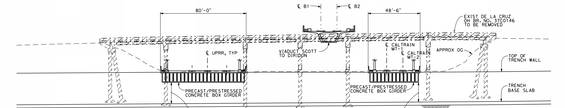




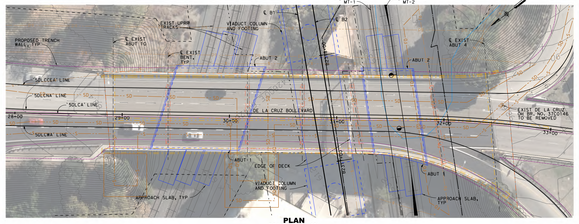
DEVELOPED ELEVATION
SCALE: 1" = 40'



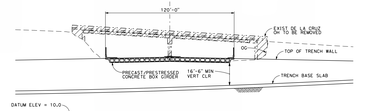
PLAN
SCALE: 1" = 40'



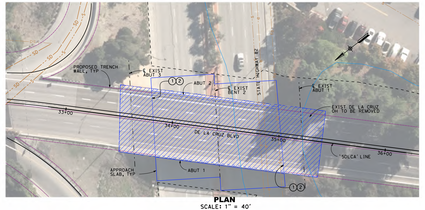
DEVELOPED ELEVATION
SCALE: 1" = 40'



PLAN
SCALE: 1" = 40'



DEVELOPED ELEVATION
SCALE: 1" = 40'



PLAN
SCALE: 1" = 40'

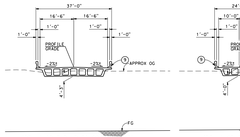
LEGEND:

- EXISTING STRUCTURE
- NEW CONSTRUCTION
- EXISTING BRIDGE TO BE REMOVED
- 1 PAINT "SR 82 OVERHEAD"
- 2 PAINT "BRIDGE NO. XX-XXXX"
- 3 PAINT "DE LA CRUZ OVERHEAD"
- 4 PAINT "BRIDGE NO. XX-XXXX"
- 5 PAINT "DE LA CRUZ BLVD OVERHEAD"
- 6 PAINT "BRIDGE NO. XX-XXXX"

NOTES:

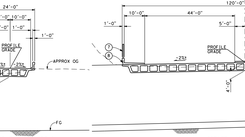
1. STRUCTURE LOCATED AT CALTRAIN MP 44.0.
2. ANY EXISTING UTILITY THAT CONFLICTS WITH NEW CONSTRUCTION SHALL BE RELOCATED UNLESS OTHERWISE NOTED.
3. VEHICULAR TRAFFIC WILL BE DETOURED DURING CONSTRUCTION.
4. SEE DRAWING TT-D2026-JW FOR COMPOSITE INFORMATION.

40 0 40 80
1"=40'



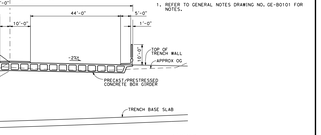
(DE LA CRUZ BLVD TO COLEMAN AVE)

TYPICAL SECTION
SCALE: 1" = 20'



(DE LA CRUZ BLVD NORTH)

TYPICAL SECTION
SCALE: 1" = 20'

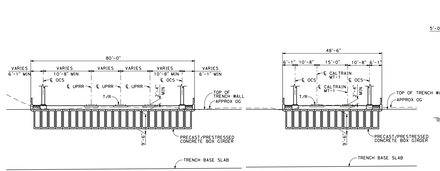


(STATE HIGHWAY 82)

TYPICAL SECTION
SCALE: 1" = 20'

LEGEND:

- EXISTING STRUCTURE
- NEW CONSTRUCTION
- EXISTING BRIDGE TO BE REMOVED
- 7 CHAIN LINK RAILING TYPE 7, TYP (MOD)
- 8 CONCRETE BARRIER TYPE 732 SIDEWALK
- 9 CONCRETE BARRIER TYPE 732, TYP

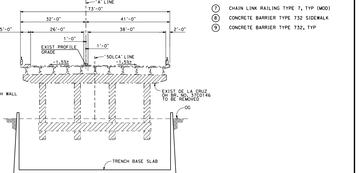


(UPRR)

TYPICAL SECTION
SCALE: 1" = 20'

(CALTRAIN)

TYPICAL SECTION
SCALE: 1" = 20'



(DE LA CRUZ BLVD)

TYPICAL SECTION
SCALE: 1" = 20'

20 0 20 40
SCALE: 1" = 20'

SAN FRANCISCO TO SAN JOSE EIR/S: VOLUME III
ALTERNATIVE B
BOOK B6
SHEET 132 OF 1421

RECORD PDFO SUBMITTAL
APRIL 11, 2018
NOT FOR CONSTRUCTION

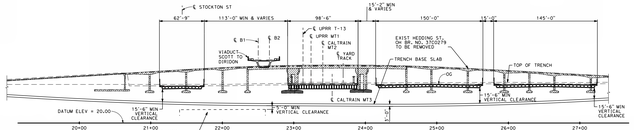
MTB
1111 Broadway
Suite 1500
Oakland, CA 94607

CALIFORNIA High-Speed Rail Authority

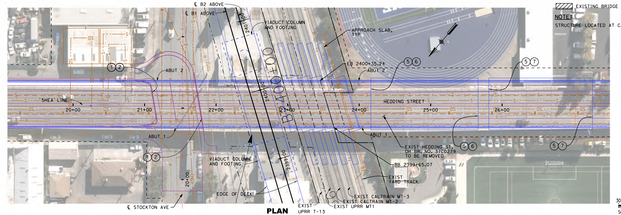
CALIFORNIA HIGH-SPEED TRAIN PROJECT
SAN JOSE TO MERCED
SAN JOSE DIRIDON STATION APPROACH
VIADUCT TO SCOTT BLVD
OVERPASSES AND UNDERPASSES
DE LA CRUZ BLVD BRIDGES

PROJECT ID: HSR15-34
DRAWING NO: ST-T0251
SCALE: AS SHOWN
UNIT: IN

DE LA CRUZ BLVD



ELEVATION
SCALE: 1" = 60'

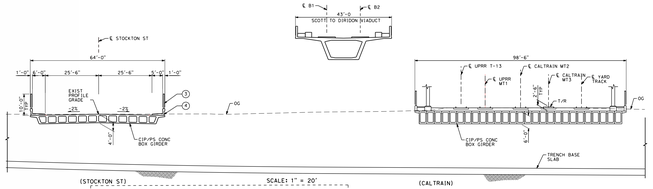


PLAN
SCALE: 1" = 60'

30 0 30 60
SCALE: 1" = 30'

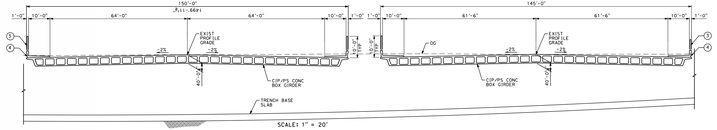
LEGEND:
EXISTING STRUCTURE
NEW CONSTRUCTION
EXISTING BRIDGE TO BE REMOVED

NOTE:
STRUCTURE LOCATED AT CALTRAIN MP 46.2.



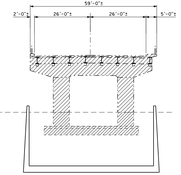
SCALE: 1" = 20'

TYPICAL SECTION
SCALE: 1" = 10'



SCALE: 1" = 20'

TYPICAL SECTION
SCALE: 1" = 10'



TYPICAL SECTION
SCALE: 1" = 10'

LEGEND:
EXISTING STRUCTURE
NEW CONSTRUCTION
EXISTING BRIDGE TO BE REMOVED
1. PAINT "STOCKTON ST UC"
2. PAINT "BRIDGE NO. XX-XXXX"
3. CHAIN LINK RAILING TYPE 7, TYP (WOD)
4. CONCRETE BARRIER TYPE 732, TYP
5. PAINT "TX UC"
6. PAINT "BRIDGE NO. XX-XXXX"
7. PAINT "BRIDGE NO. XX-XXXX"

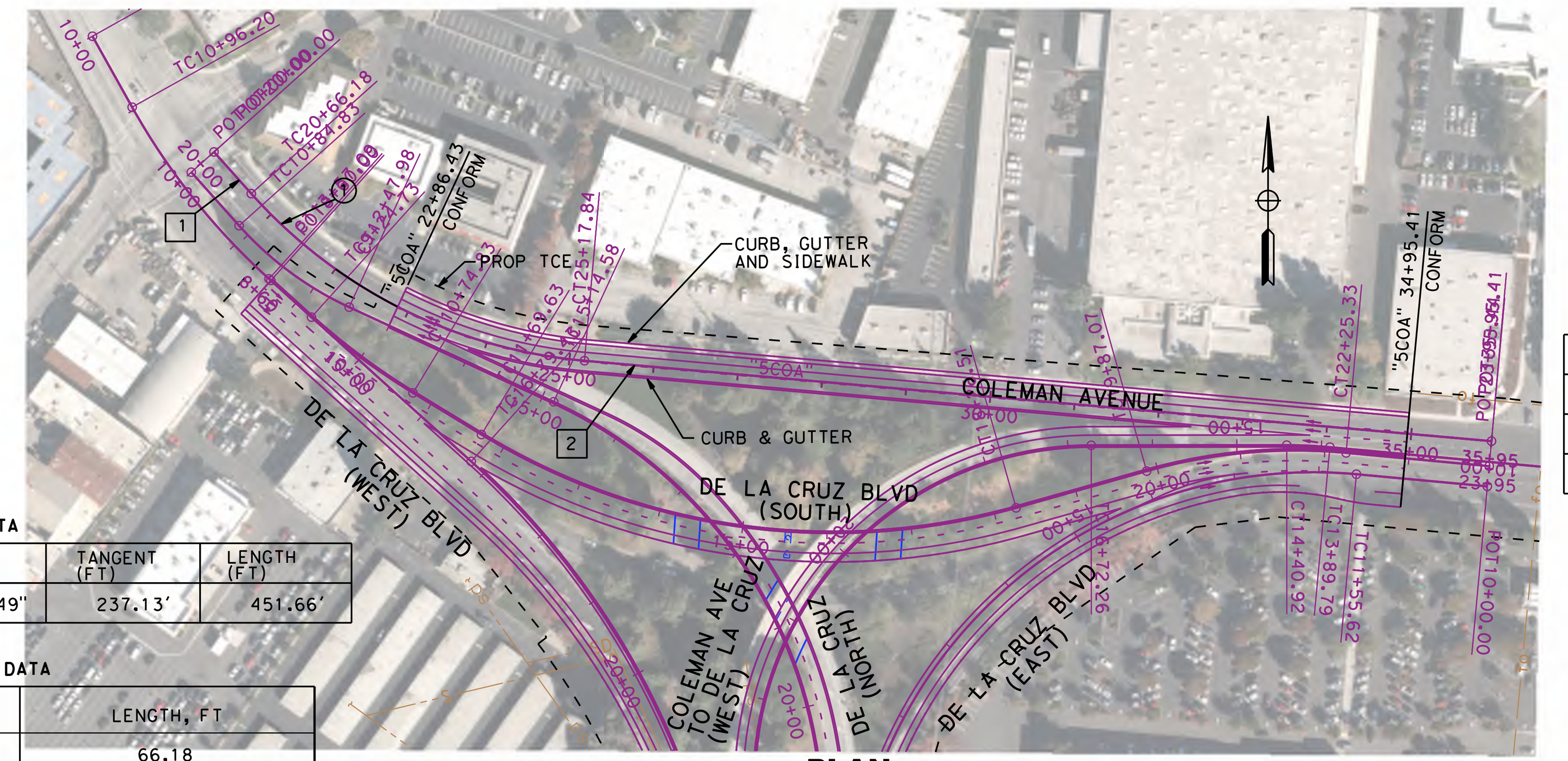
NOTE:
STRUCTURE LOCATED AT CALTRAIN MP 46.2.

NOTE:
1. REFER TO GENERAL NOTES DRAWING NO. GE-B0101 FOR NOTES.

WEST HEDDING ST. BRIDGES

SAN FRANCISCO TO SAN JOSE EIR/S: VOLUME III
ALTERNATIVE B
BOOK B6
SHEET 135 OF 142

RECORD PDPO SUBMITTAL APRIL 11, 2018 NOT FOR CONSTRUCTION	MNTB 1111 Broadway Suite 1500 Oakland, CA 94607	CALIFORNIA High-Speed Rail Authority	CALIFORNIA HIGH-SPEED TRAIN PROJECT SAN JOSE TO MERCED SAN JOSE DIRIDON STATION APPROACH VIADUCT TO SCOTT BLVD. OVERPASSES AND UNDERPASSES WEST HEDDING STREET BRIDGES	CONTRACT NO. HSRTS-34 DRAWING NO. ST-T0252 SCALE: AS SHOWN UNIT: IN



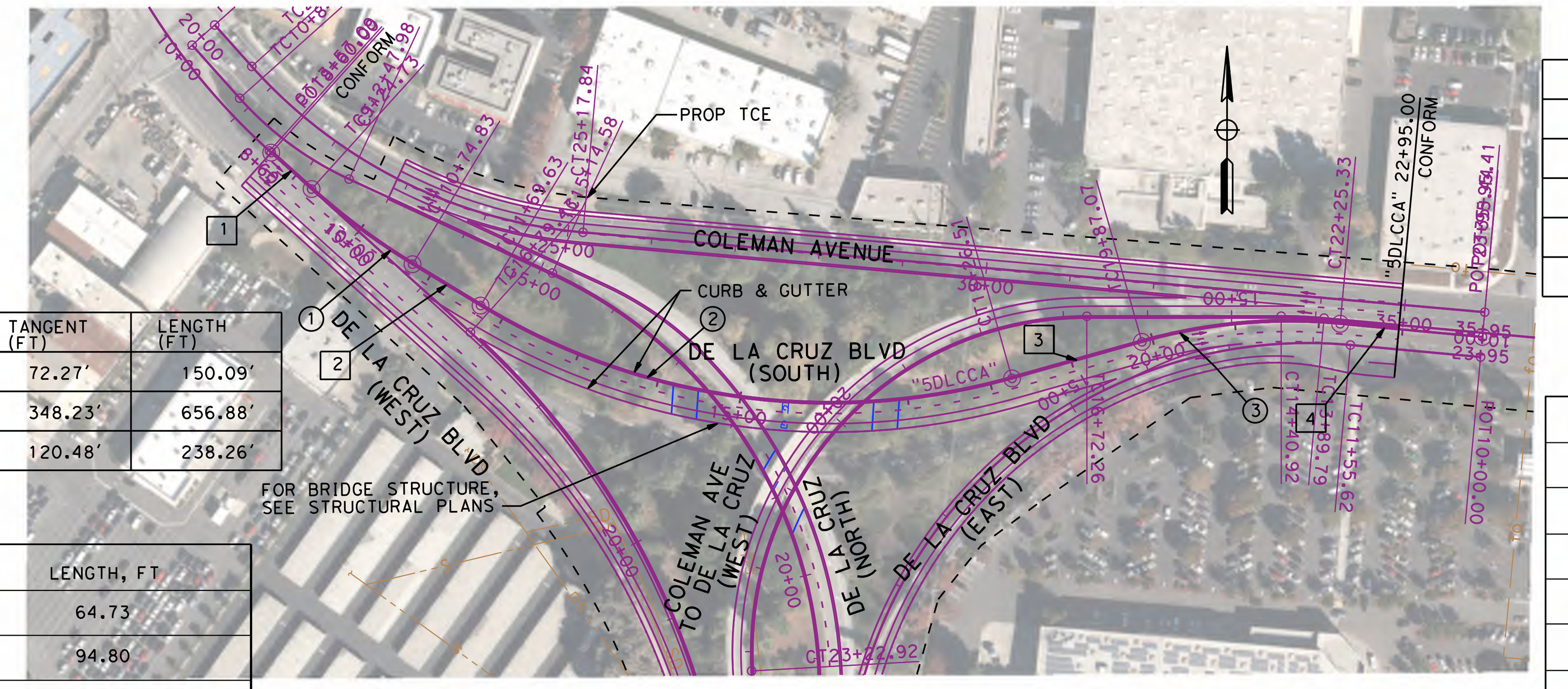
PLAN
COLEMAN AVENUE "5COA"
SCALE: 1"=200'

CURVE DATA

NO.	RADIUS (FT)	DELTA	TANGENT (FT)	LENGTH (FT)
1	600.00'	43°07'49"	237.13'	451.66'

LINE DATA

NO.	BEARING	LENGTH, FT
1	S 12°34'08.62" E	66.18
2	S 55°41'57.47" E	1077.57



PLAN
DE LA CRUZ BLVD (SOUTH) "5DLCCA"
SCALE: 1"=200'

CURVE DATA

NO.	RADIUS (FT)	DELTA	TANGENT (FT)	LENGTH (FT)
1	800.00'	10°44'59"	72.27'	150.09'
2	800.00'	47°02'45"	348.23'	656.88'
3	650.00'	21°00'08"	120.48'	238.26'

LINE DATA

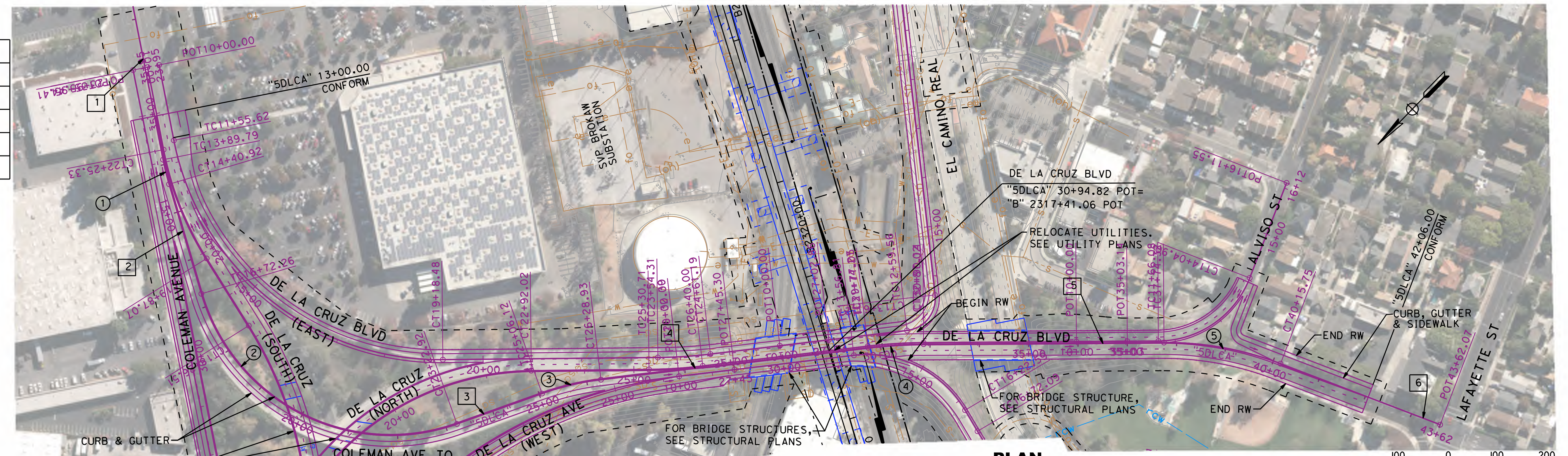
NO.	BEARING	LENGTH, FT
1	S 18°41'05.47" E	64.73
2	S 29°26'04.43" E	94.80
3	S 76°28'49.52" E	160.56
4	S 55°28'41.49" E	170.11

CURVE DATA

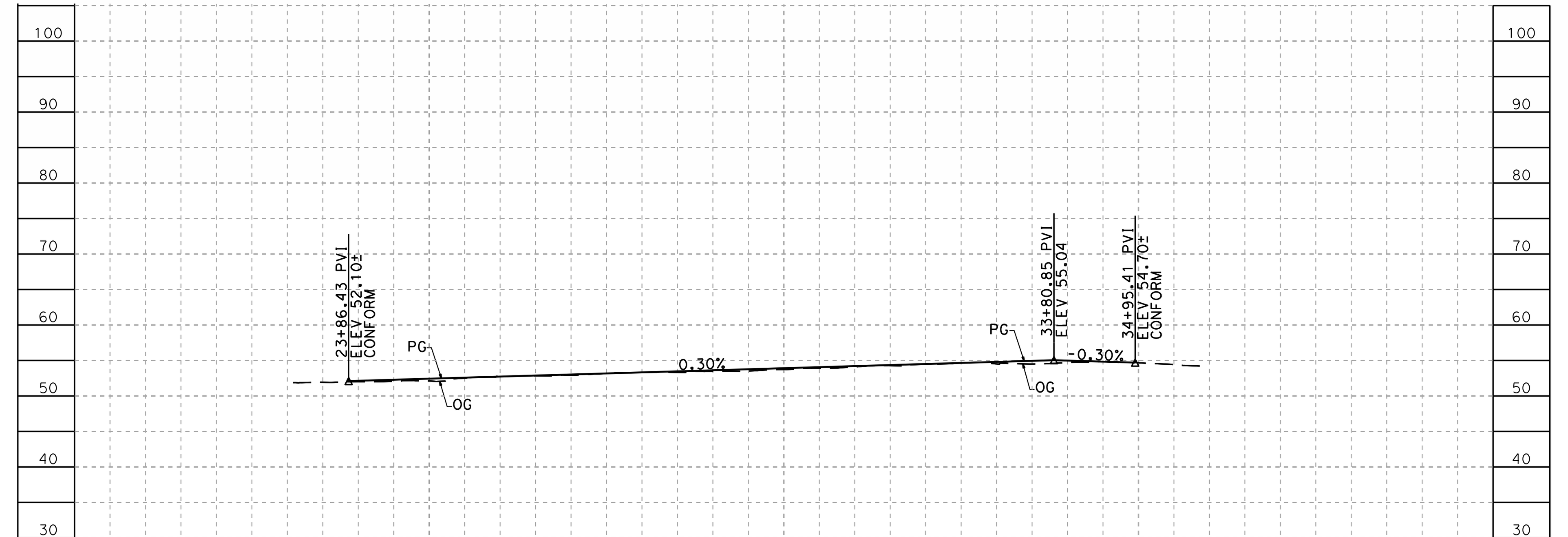
NO.	RADIUS (FT)	DELTA	TANGENT (FT)	LENGTH (FT)
1	550.00'	5°19'34"	25.58'	51.13'
2	400.00'	93°12'01"	422.99'	650.66'
3	550.00'	12°47'38"	61.66'	122.81'
4	1000.00'	6°27'37"	56.44'	112.75'
5	650.00'	12°16'51"	18.37'	241.42'

LINE DATA

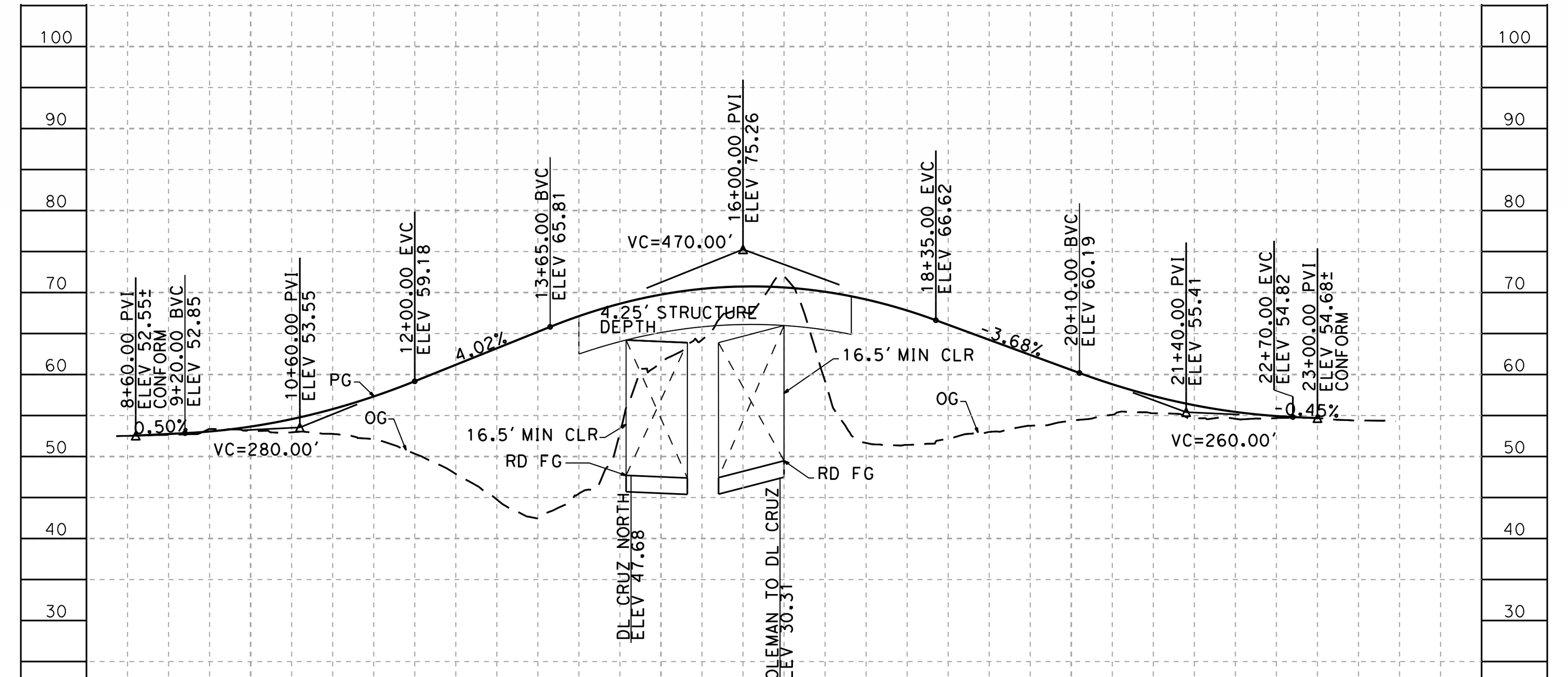
NO.	BEARING	LENGTH, FT
1	N 55°28'41.49" W	389.79
2	N 60°48'15.73" W	231.35
3	S 25°59'43.57" W	183.20
4	S 38°47'21.25" W	545.34
5	S 45°14'58.28" W	487.30
6	S 66°31'49.47" W	346.32



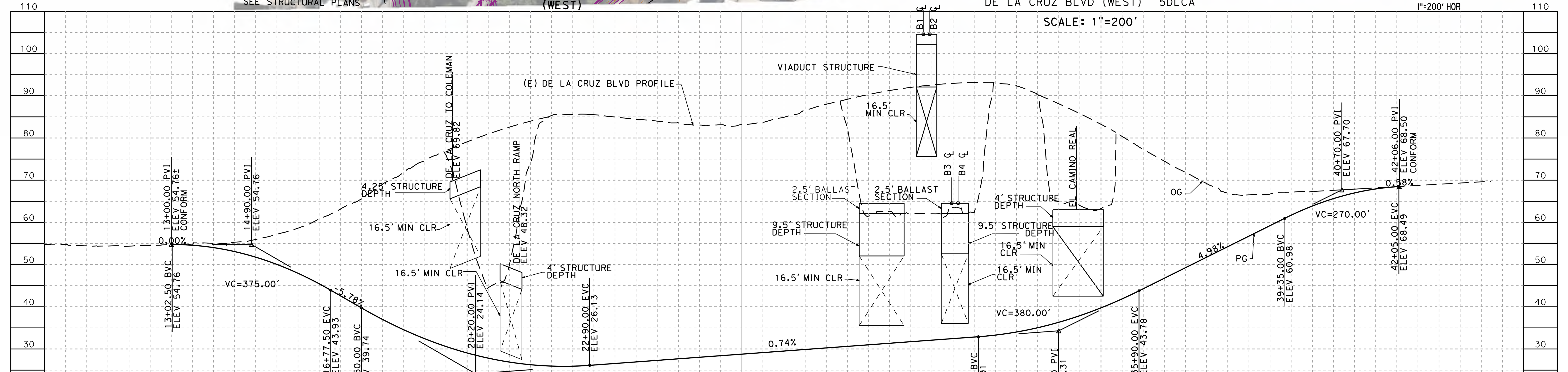
PLAN
DE LA CRUZ BLVD (WEST) "5DLCA"
SCALE: 1"=200'



PROFILE
COLEMAN AVENUE "5COA"
SCALE: 1"=200' HOR, 1"=20' VERT



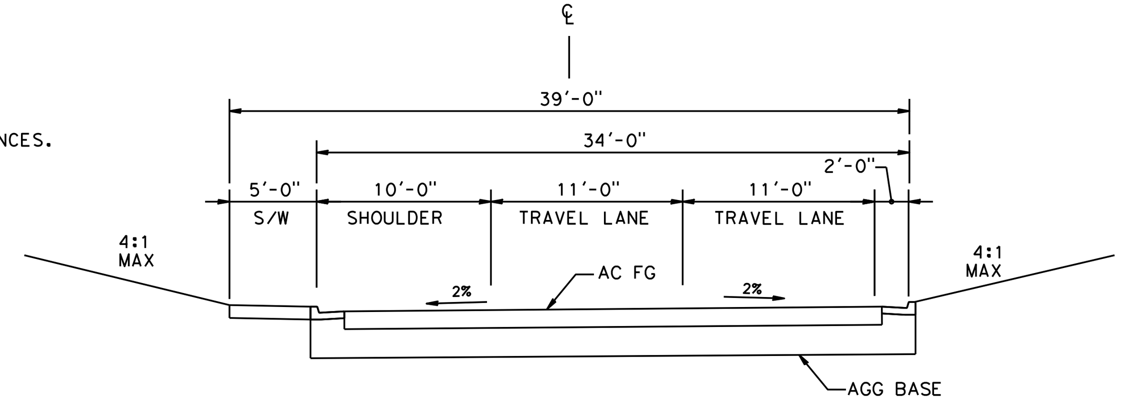
PROFILE
DE LA CRUZ BLVD (SOUTH) "5DLCCA"
SCALE: 1"=200' HOR, 1"=20' VERT



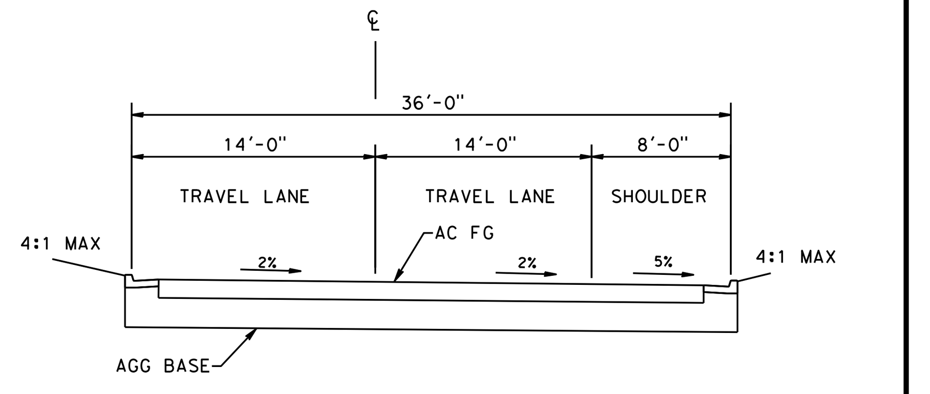
PROFILE
COLEMAN AVE TO DE LA CRUZ BLVD (WEST) "5DLCA"
SCALE: 1"=200' HOR, 1"=20' VERT

NOTES:

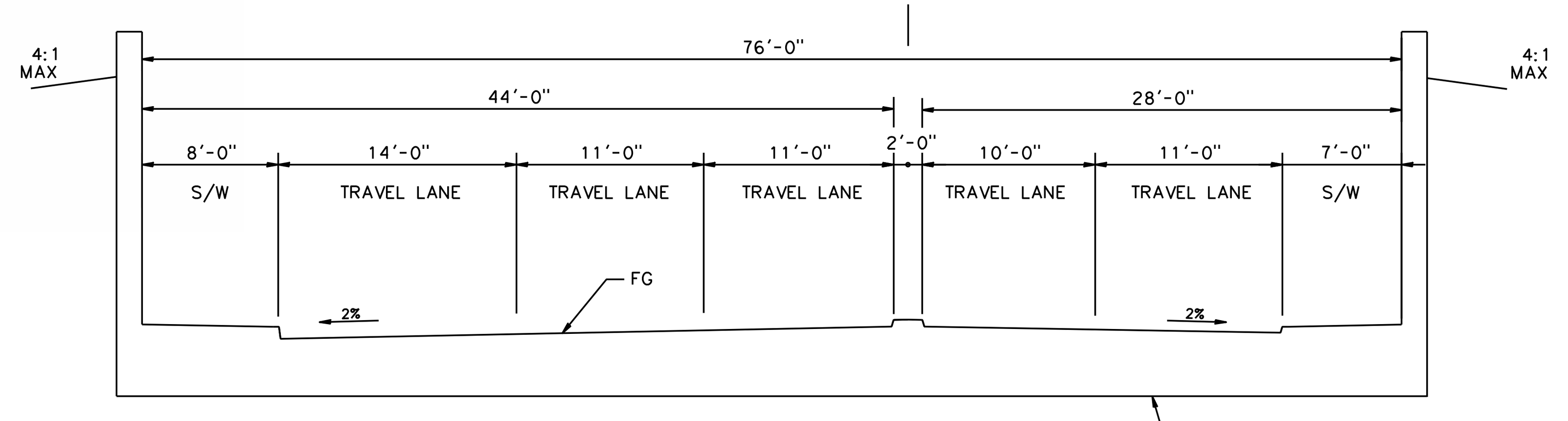
1. DESIGN SPEED:
   - DE LA CRUZ BLVD = 35 MPH TO 40 MPH
   - COLEMAN AVENUE = 40 MPH
   - ALVISO STREET = 25 MPH
   - EL CAMINO RAMPS = 15 MPH TO 30 MPH
2. FALSEWORK ARE NOT CONSIDERED FOR VERTICAL CLEARANCES.



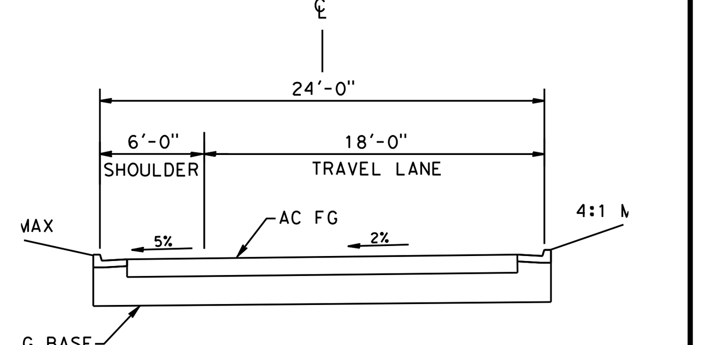
TYPICAL SECTION
"5COA" LINE
STA 13+82 TO STA 32+40



TYPICAL SECTION
"5DLCCA" LINE
STA 11+69.63 TO STA 19+87.07



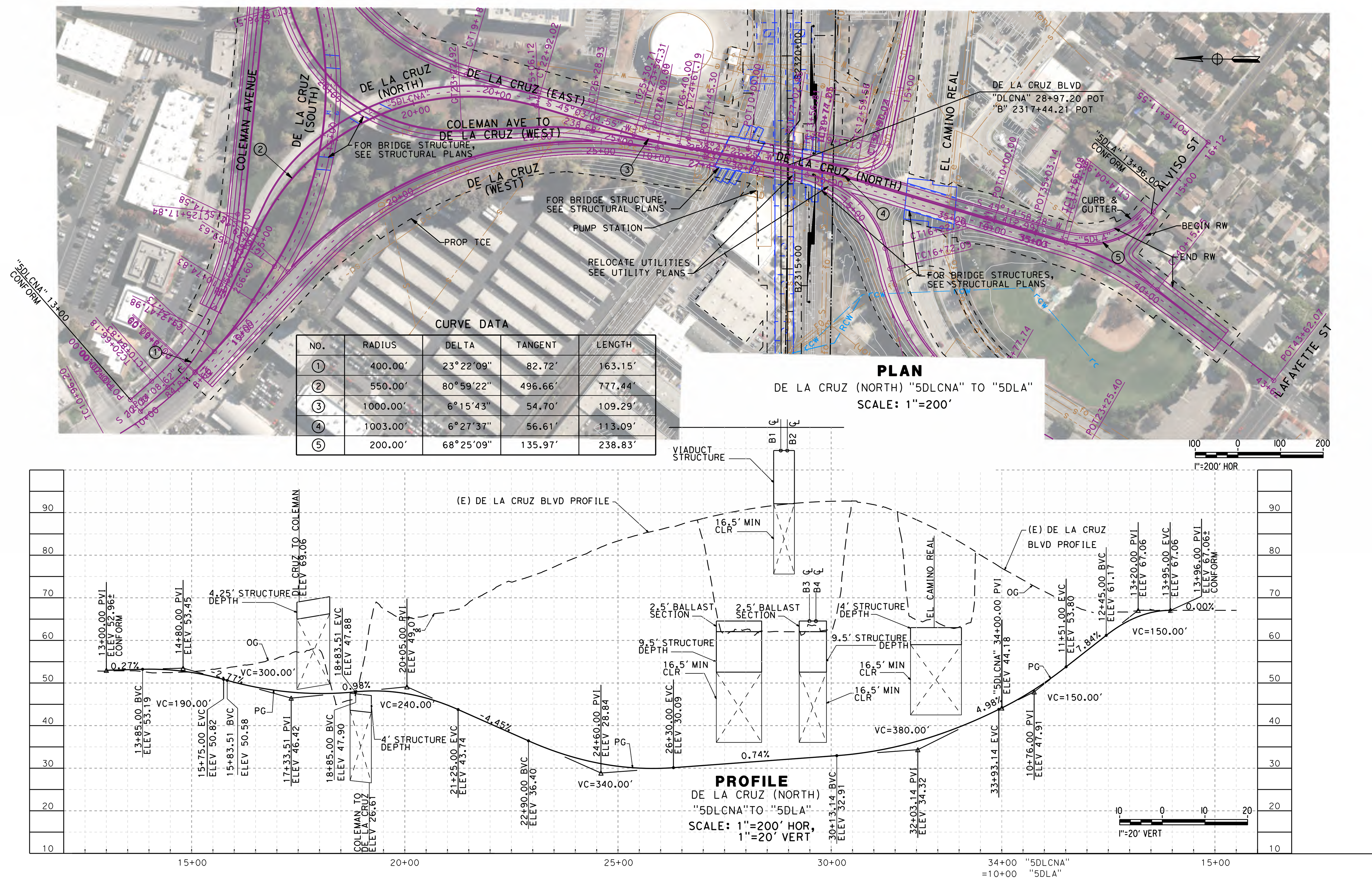
TYPICAL SECTION
"5DLCCEA" LINE STA 22+00 TO STA 27+00
"5DLCNA" LINE STA 23+00 TO STA 30+00
"5DLCA" LINE STA 26+00 TO STA 32+00
"5DLCWA" LINE STA 24+50 TO STA 27+45
"5ECRWA" LINE STA 10+00 TO STA 14+00
"5ECREA" LINE STA 10+00 TO STA 12+00



TYPICAL SECTION
"5DLCA" LINE
STA 39+00 TO STA 43+50

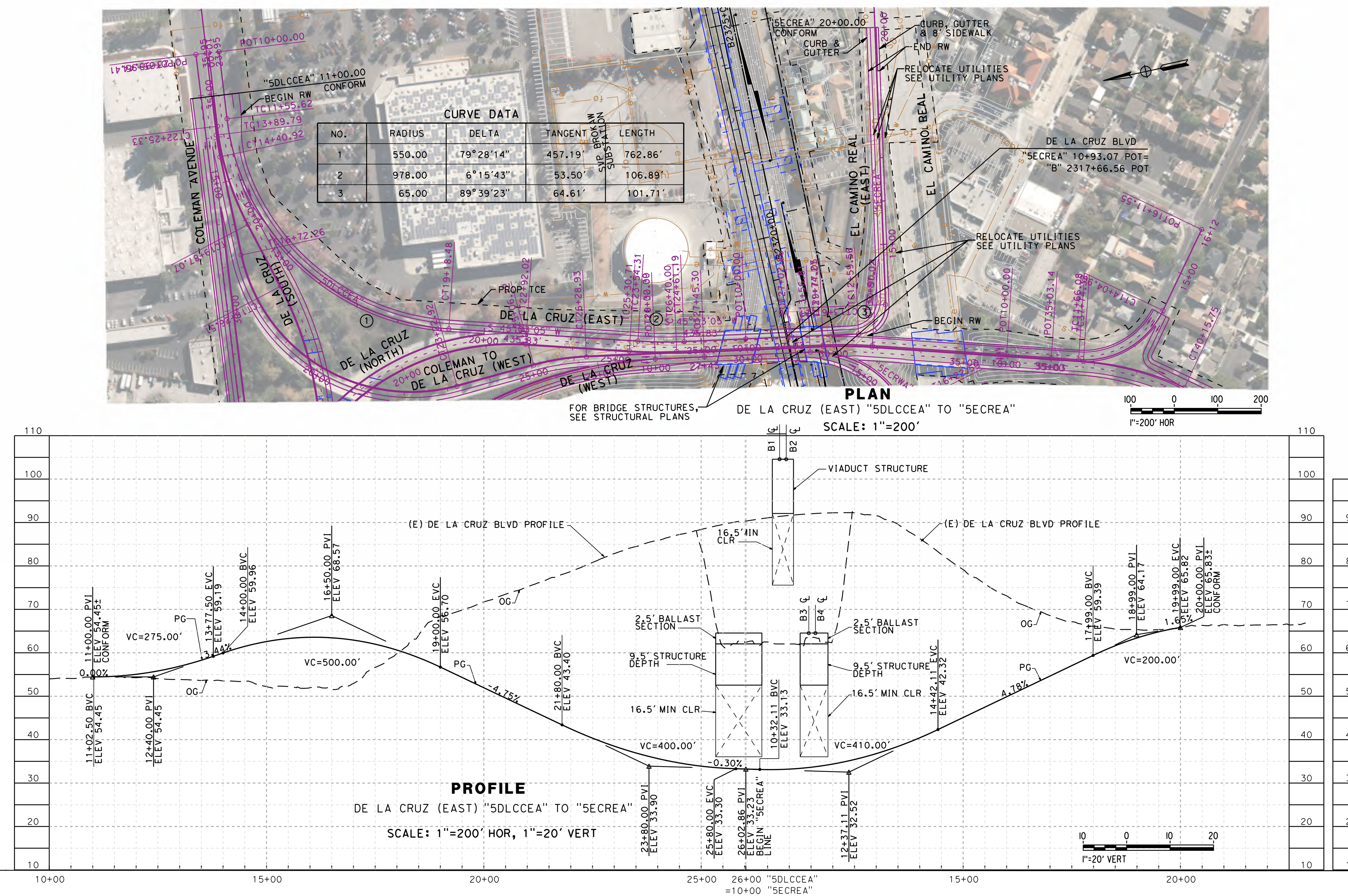
SAN FRANCISCO TO SAN JOSE EIR/S: VOLUME III
ALTERNATIVE B
BOOK B6
SHEET 134 OF 142

RECORD PEPD SUBMITTAL APRIL 11, 2019 NOT FOR CONSTRUCTION	HNTB 1111 Broadway 9th Floor Oakland, CA 94607	CALIFORNIA High-Speed Rail Authority	CALIFORNIA HIGH-SPEED TRAIN PROJECT SAN JOSE TO MERCED SAN JOSE DIRIDON STATION APPROACH VIADUCT TO SCOTT BLVD PLAN, PROFILE AND TYPICAL SECTIONS - SHEET 1 OF 2 DE LA CRUZ AVENUE	CONTRACT NO. HSR15-34 DRAWING NO. CV-T0251 SCALE AS SHOWN SHEET NO.



CURVE DATA

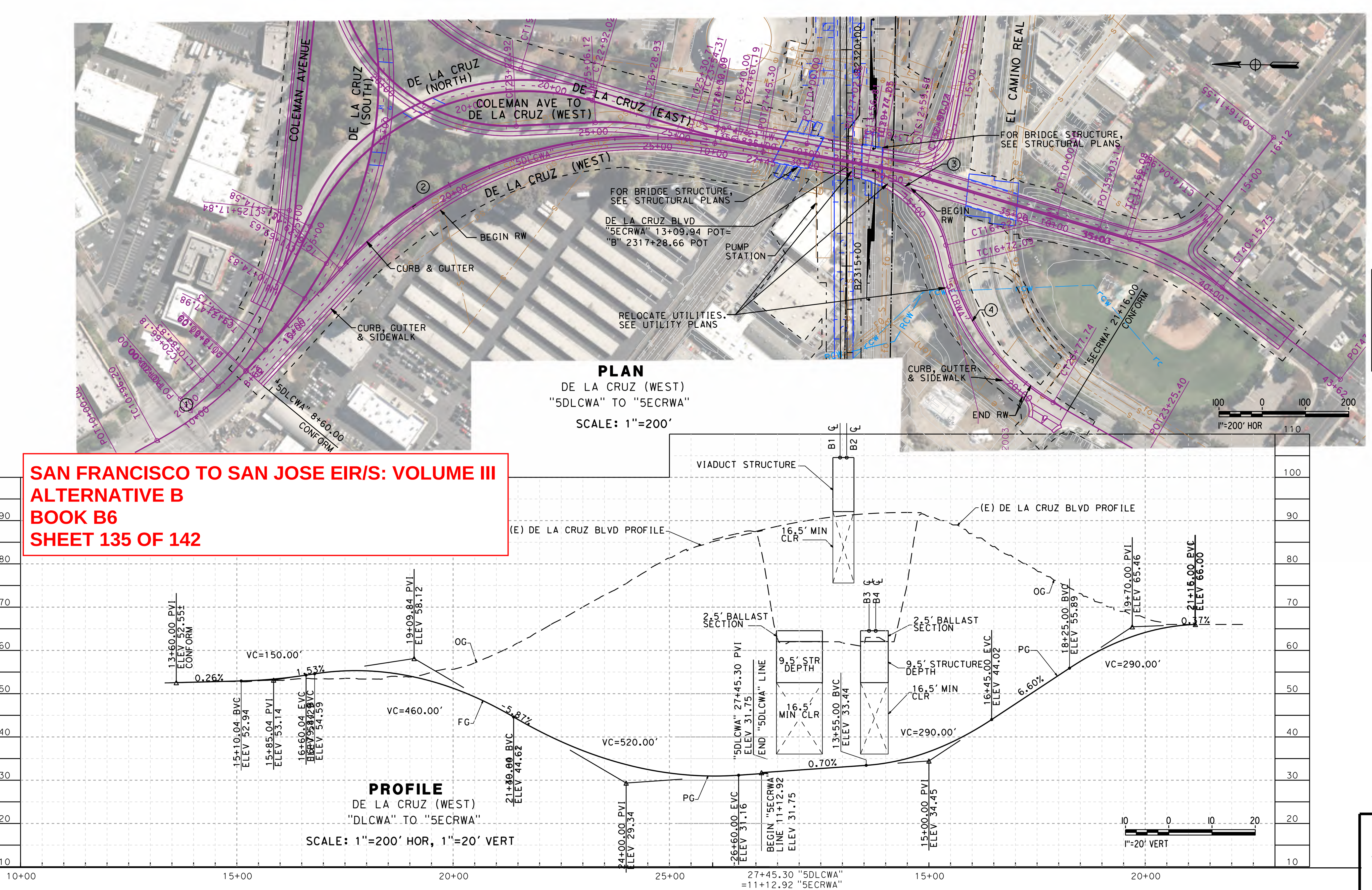
NO.	RADIUS	DELTA	TANGENT	LENGTH
1	400.00'	23°22'09"	82.72'	163.15'
2	550.00'	80°59'22"	496.66'	777.44'
3	1000.00'	6°15'43"	54.70'	109.29'
4	1003.00'	6°27'37"	56.61'	113.09'
5	200.00'	68°25'09"	135.97'	238.83'



CURVE DATA

NO.	RADIUS	DELTA	TANGENT	LENGTH
1	550.00	79°28'14"	457.19'	762.86'
2	978.00	6°15'43"	53.50'	106.89'
3	65.00	89°39'23"	64.61'	101.71'

SAN FRANCISCO TO SAN JOSE EIR/S: VOLUME III
ALTERNATIVE B
BOOK B6
SHEET 135 OF 142

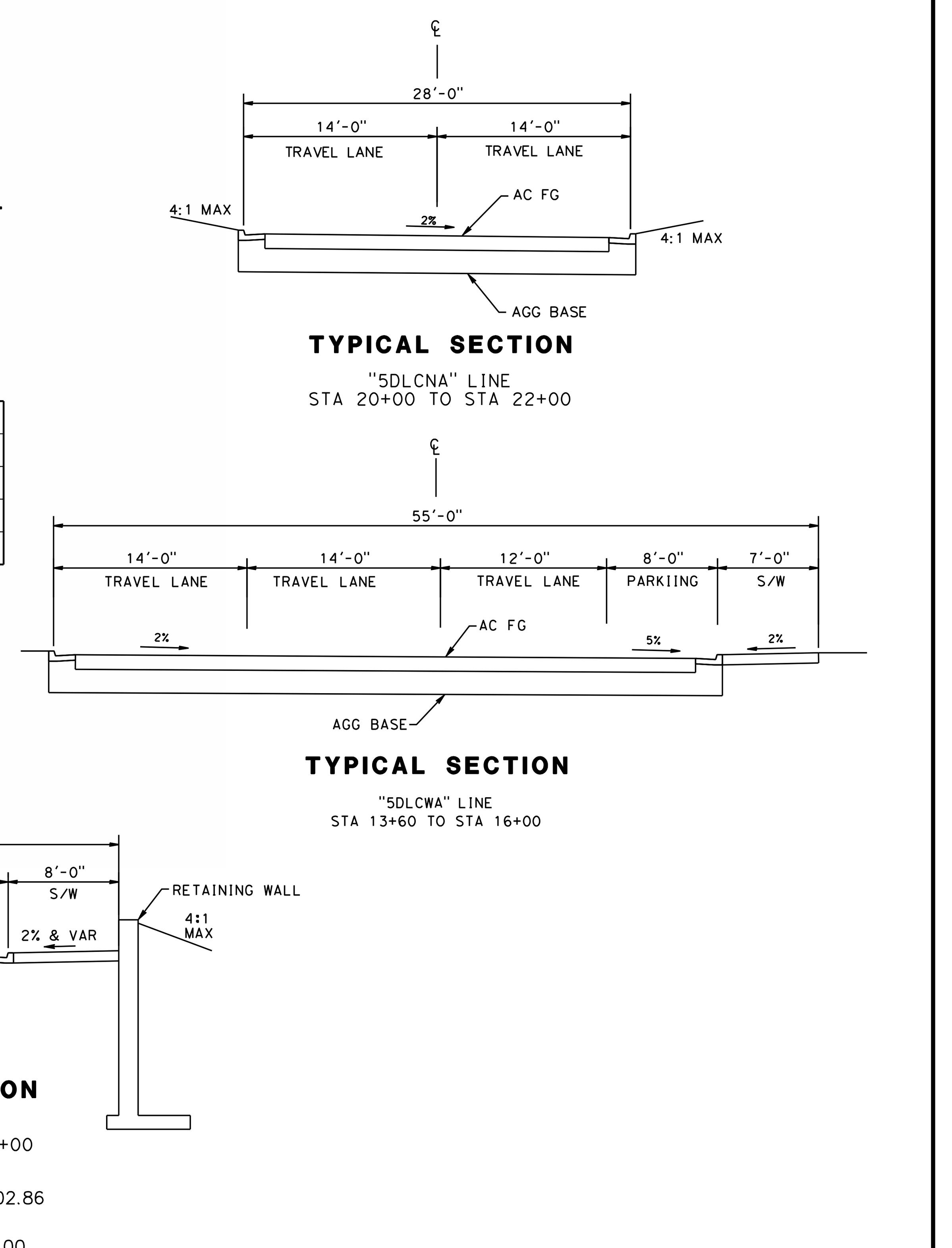


NOTES:

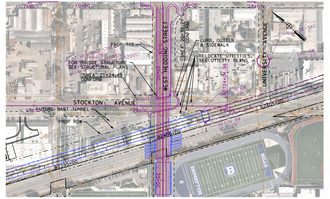
1. DESIGN SPEED:
   - DE LA CRUZ BLVD = 35 MPH TO 40 MPH
   - COLEMAN AVENUE = 40 MPH
   - ALVISO STREET = 25 MPH
   - EL CAMINO RAMPS = 15 MPH TO 30 MPH
2. FALSEWORKS ARE NOT CONSIDERED IN VERTICAL CLEARANCES.

CURVE DATA

NO.	RADIUS	DELTA	TANGENT	LENGTH
1	800.00'	18°41'05"	131.61'	260.89'
2	950.00'	57°28'27"	520.91'	952.96'
3	230.00'	66°12'30"	149.96'	265.78'
4	500.00'	46°29'02"	214.73'	405.65'

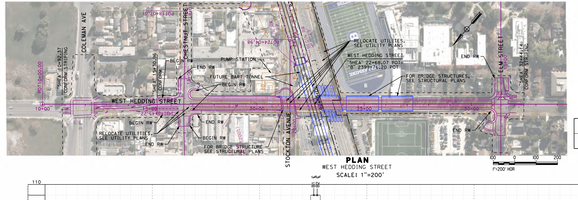


RECORD PEPD SUBMITTAL APRIL 11, 2019 NOT FOR CONSTRUCTION	HNTB 1111 Broadway 9th Floor Oakland, CA 94607	CALIFORNIA High-Speed Rail Authority	CALIFORNIA HIGH-SPEED TRAIN PROJECT SAN JOSE TO MERCED SAN JOSE DIRIDON STATION APPROACH VIADUCT TO SCOTT BLVD PLAN, PROFILE AND TYPICAL SECTIONS - SHEET 2 OF 2 DE LA CRUZ AVENUE	CONTRACT NO. HSR15-34 DRAWING NO. CV-T0252 SCALE AS SHOWN SHEET NO.



PLAN
STOCKTON AVENUE
SCALE: 1"=200'

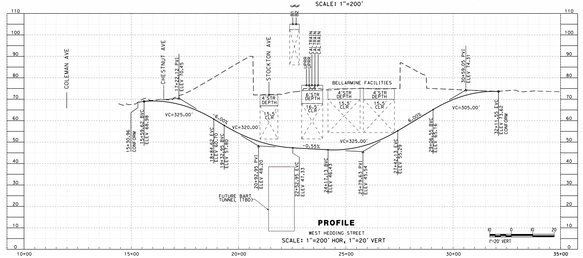
NO PROFILE REQUIRED



PLAN
WEST HEDDING STREET
SCALE: 1"=200'

LINE DATA

NO.	BEARING	LENGTH
1	S 49°36'57" W	2500.00'

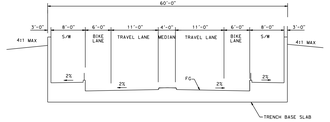


PLAN
ELM STREET
SCALE: 1"=200'

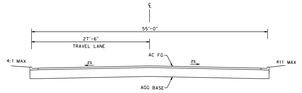
NO PROFILE REQUIRED

NOTES:

1. DESIGN SPEED (WEST HEDDING ST) = 35 MPH
2. FALSEWORK ARE NOT CONSIDERED FOR VERTICAL CLEARANCES.



TYPICAL SECTION
WEST HEDDING STREET
"SHEA" 17+00.00 TO 30+85.88



TYPICAL SECTION
STOCKTON AVENUE

SAN FRANCISCO TO SAN JOSE EIR/S: VOLUME III
ALTERNATIVE B
BOOK B6
SHEET 129 OF 142

RECORD PDFO SUBMITTAL
APRIL 11, 2018
NOT FOR CONSTRUCTION

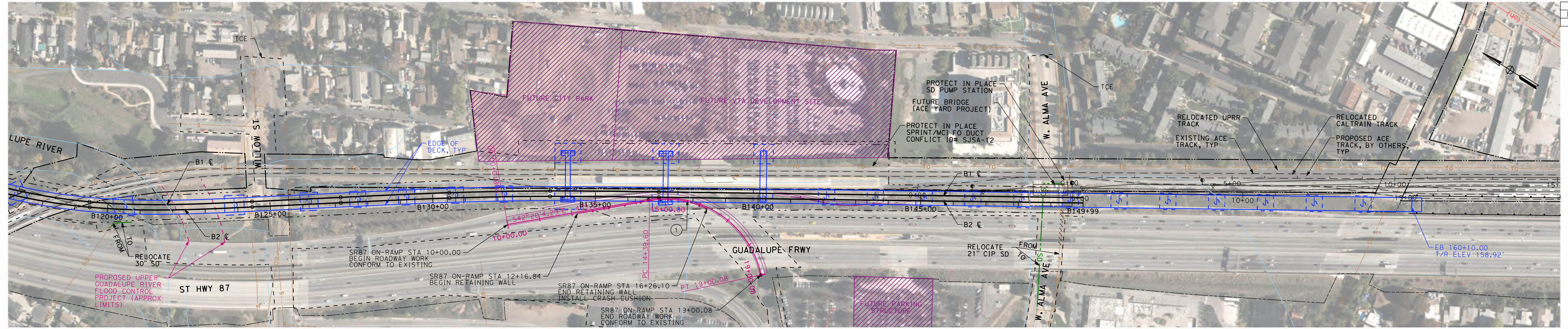
MTB 1111 Broadway Suite 1500 Oakland, CA 94612

CALIFORNIA High-Speed Rail Authority

CALIFORNIA HIGH-SPEED TRAIN PROJECT
SAN JOSE TO MERCED
SAN JOSE DIRIDON STATION APPROACH
VIADUCT TO SCOTT BLVD
PLAN, PROFILE AND TYPICAL SECTIONS
WEST HEDDING STREET

CONTRACT NO. HSRTS-34
DRAWING NO. CV-T0253
SCALE AS SHOWN
SHEET NO.

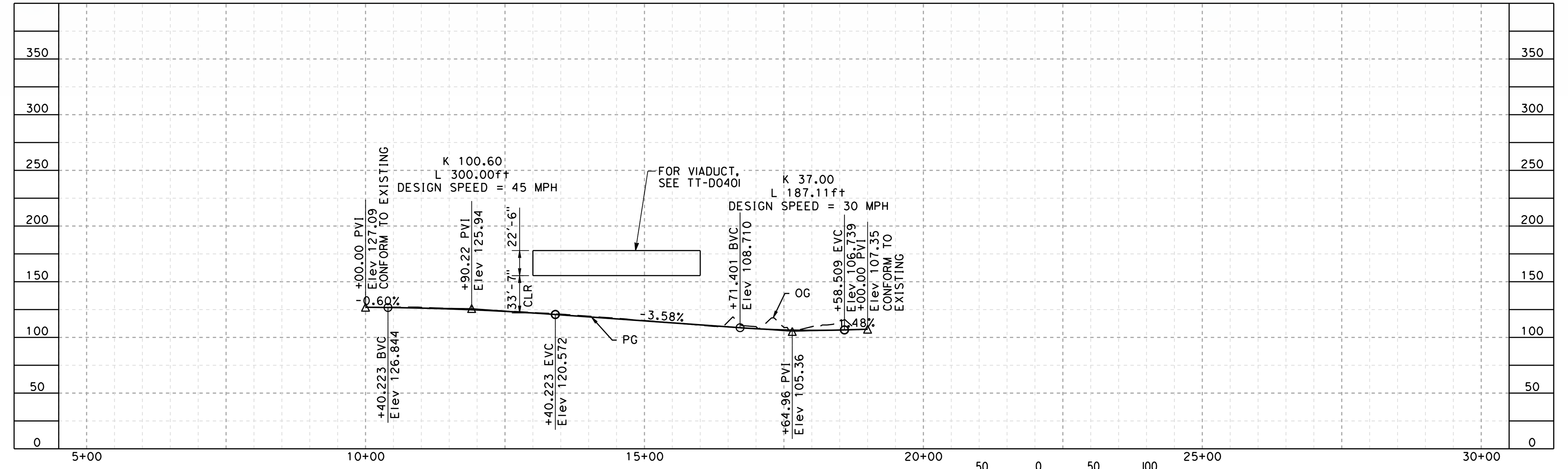
DATE: 3/27/18 ■ USERNAME: SEGUR,JACK(TSS) DGN: CV-T0253.DGN DESIGN SYSTEM: MICROSTATION V8.11.9.1701 SS4



PLAN - SR87 ON-RAMP

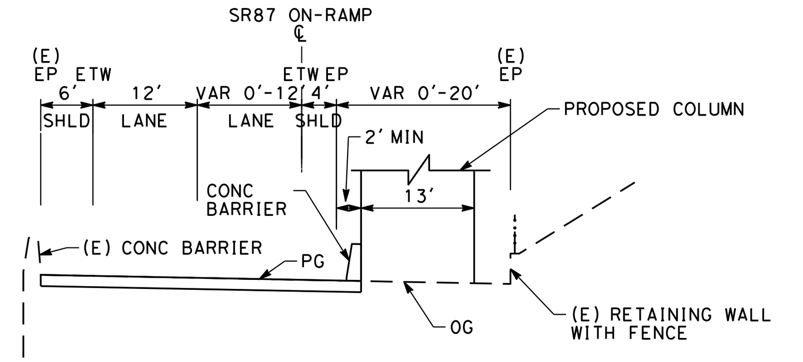
SCALE: 1"=100'

CURVE DATA SR87 ON-RAMP				
NO.	R	Δ	L	T
1	300	87°56'43.36"	460.481	289.430



PROFILE - SR87 ON-RAMP

SCALE: 1"=200' HOR, 1"=100' VERT



TYPICAL SECTION

SCALE: 1"=20'

SR87 ON-RAMP STA 10+00 TO SR87 ON-RAMP STA 19+00.08

NOTE:

1. REFER TO GENERAL NOTES SHEETS GE-B0001 AND GE-B0002 FOR NOTES.

SAN FRANCISCO TO SAN JOSE EIR/S: VOLUME III
ALTERNATIVE B
BOOK B6
SHEET 137 OF 142

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CALIFORNIA High-Speed Rail Authority

CALIFORNIA HIGH-SPEED TRAIN PROJECT
SAN JOSE TO MERCED
MONTEREY CORRIDOR
VIADUCT/AT-GRADE
GRADE SEPARATION LAYOUT, PROFILE, & CROSS SECTIONS
SR87 ON-RAMP

CONTRACT NO. HSR15-34
DRAWING NO. CV-T0401
SCALE AS SHOWN
SHEET NO.

CURVE	ELEMENT	POINT TYPE	MT2 TRACK STATION	COORDINATES		RADIUS (FT)	LENGTH (FT)	DELTA, Δ	K	P	DESIGN SPEED (MPH)	ACTUAL SUPERELEVATION (EA) (IN)	UNBALANCED SUPERELEVATION (EA) (IN)	BEARING (0°00'00") (TANGENT)	WCB (0°00'00")	
				NORTHING	EASTING										START ANGLE	END ANGLE
	Tangent	POB	2249+30.49	1958660.556	6136583.724									S 60°30'05" E		
	Tangent	TS	2249+50.49	1958650.708	6136601.132											
	Clothoid	TS	2249+50.49	1958650.708	6136601.132										S 60°30'05" E	S 60°28'22" E
	Clothoid	SPI	2250+00.49	1958626.087	6136644.650		75	0°01'43"	37.5	0.00						
	Clothoid	SC	2250+25.49	1958613.766	6136666.403											
	Arc	SC	2250+25.49	1958613.766	6136666.403											
C189	Arc	PI	2250+87.37	1958583.270	6136720.245	75000	123.76	0°05'40"			110	0.50	0.15			
	Arc	CC		1893354.725	6099703.483											
	Arc	CS	2251+49.25	1958552.686	6136774.036											
	Clothoid	CS	2251+49.25	1958552.686	6136774.036										S 60°22'41" E	S 60°20'58" E
	Clothoid	SPI	2251+74.25	1958540.329	6136795.769		75	0°01'43"	37.5	0.00						
	Clothoid	ST	2252+24.25	1958515.593	6136839.222											
	Tangent	ST	2252+24.25	1958515.593	6136839.222									S 60°20'58" E		
	Tangent	TS	2256+36.17	1958311.813	6137197.204											
	Clothoid	TS	2256+36.17	1958311.813	6137197.204										S 60°20'58" E	S 60°22'41" E
	Clothoid	SPI	2256+86.17	1958287.077	6137240.657		75	0°01'43"	37.5	0.00						
	Clothoid	SC	2257+11.17	1958274.721	6137262.390											
	Arc	SC	2257+11.17	1958274.721	6137262.390											
C190	Arc	PI	2257+71.84	1958244.731	6137315.135	75000	121.35	0°05'34"			110	0.50	0.15			
	Arc	CC		2023472.681	6174332.943											
	Arc	CS	2258+32.52	1958214.826	6137367.928											
	Clothoid	CS	2258+32.52	1958214.826	6137367.928										S 60°28'15" E	S 60°29'58" E
	Clothoid	SPI	2258+57.52	1958202.504	6137389.681		75	0°01'43"	37.5	0.00						
	Clothoid	ST	2259+07.52	1958177.883	6137433.198											

SAN FRANCISCO TO SAN JOSE EIR/S: VOLUME III
ALTERNATIVE B
BOOK B6
SHEET 138 OF 142

REV	DATE	BY	CHK	APP	DESCRIPTION

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CALIFORNIA HIGH-SPEED TRAIN PROJECT
SAN JOSE TO MERCED
SAN JOSE DIRIDON STATION APPROACH
VIADUCT TO SCOTT BLVD
TRACK ALIGNMENT DATA TABLE
CURVE NO. C183 AND C184

CONTRACT NO. HSR15-34
DRAWING NO. TT-B0201-JM
SCALE NONE
SHEET NO.

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CURVE	ELEMENT	POINT TYPE	MT2 TRACK STATION	COORDINATES		RADIUS (FT)	LENGTH (FT)	DELTA, Δ	K	P	DESIGN SPEED (MPH)	ACTUAL SUPERELEVATION (EA) (IN)	UNBALANCED SUPERELEVATION (EA) (IN)	BEARING (0°00'00") (TANGENT)	WCB (0°00'00")	
				NORTHING	EASTING										START ANGLE	END ANGLE
	Tangent	ST	2259+07.52	1958177.883	6137433.198									S 60°29'58" E		
	Tangent	TS	2272+99.99	1957492.186	6138645.137											
	Cosine	TS	2272+99.99	1957492.186	6138645.137										S 60°29'58" E	S 60°44'09" E
	Cosine	SPI	2275+31.86	1957378.004	6138846.948		330	0°14'11"	165	0.06						
	Cosine	SC	2276+29.99	1957330.036	6138932.552											
	Arc	SC	2276+29.99	1957330.036	6138932.552											
C191	Arc	PI	2278+04.76	1957244.601	6139085.018	40000	349.54	0°30'02"			110	1.00	0.21			
	Arc	CC		1992225.033	6158486.047											
	Arc	CS	2279+79.53	1957160.502	6139238.225											
	Cosine	CS	2279+79.53	1957160.502	6139238.225										S 61°14'11" E	S 61°28'22" E
	Cosine	SPI	2280+77.66	1957113.283	6139324.245		330	0°14'11"	165	0.06						
	Cosine	ST	2283+09.53	1957002.547	6139527.966											
	Tangent	ST	2283+09.53	1957002.547	6139527.966									S 61°28'22" E		
	Tangent	TS	2323+02.02	1955095.833	6143035.728											
	Cosine	TS	2323+02.02	1955095.833	6143035.728										S 61°28'22" E	S 60°29'38" E
	Cosine	SPI	2325+90.10	1954958.250	6143288.838		410	0°58'44"	205	0.33						
	Cosine	SC	2327+12.02	1954898.202	6143394.946											
	Arc	SC	2327+12.02	1954898.202	6143394.946											
C192	Arc	PI	2329+95.25	1954758.707	6143641.444	12000	566.36	2°42'15"			110	2.25	1.78			
	Arc	CC		1944454.550	6137484.774											
	Arc	CS	2332+78.37	1954607.736	6143881.086											
	Cosine	CS	2332+78.37	1954607.736	6143881.086										S 57°47'24" E	S 56°48'40" E
	Cosine	SPI	2334+00.29	1954542.750	6143984.243		410	0°58'44"	205	0.33						
	Cosine	ST	2336+88.37	1954385.051	6144225.334											

SAN FRANCISCO TO SAN JOSE EIR/S: VOLUME III
ALTERNATIVE B
BOOK B6
SHEET 139 OF 142

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SAN JOSE TO MERCED
SAN JOSE DIRIDON STATION APPROACH
VIADUCT TO SCOTT BLVD
TRACK ALIGNMENT DATA TABLE
CURVE NO. C185 AND C186

CONTRACT NO. HSR15-34
DRAWING NO. TT-B0202-JM
SCALE NONE
SHEET NO.

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CURVE	ELEMENT	POINT TYPE	MT2 TRACK STATION	COORDINATES		RADIUS (FT)	LENGTH (FT)	DELTA, Δ	K	P	DESIGN SPEED (MPH)	ACTUAL SUPERELEVATION (EA) (IN)	UNBALANCED SUPERELEVATION (EA) (IN)	BEARING (0°00'00") (TANGENT)	WCB (0°00'00")	
				NORTHING	EASTING										START ANGLE	END ANGLE
	Tangent	ST	2438+76.63	1948813.861	6152691.151									S 42°05'44" E		
	Tangent	TS	2441+29.45	1948626.259	6152860.635											
	Cosine	TS	2441+29.45	1948626.259	6152860.635										S 42°05'44" E	S 35°00'43" E
	Cosine	SPI	2445+26.71	1948331.485	6153126.943		565	7°05'01"	282.44	3.31						
	Cosine	SC	2446+94.45	1948193.686	6153223.474											
	Arc	SC	2446+94.45	1948193.686	6153223.474											
C193	Arc	PI	2451+97.72	1947781.493	6153512.224	2285	990.72	24°50'31"			65	4.75	2.65			
	Arc	CC		1946882.673	6151351.986											
	Arc	CS	2456+85.09	1947286.131	6153601.085											
	Cosine	CS	2456+85.09	1947286.131	6153601.085										S 10°10'12" E	S 3°05'11" E
	Cosine	SPI	2458+53.34	1947120.528	6153630.792		565	7°05'01"	282.44	3.31						
	Cosine	ST	2462+50.09	1946723.849	6153652.180											
	Tangent	ST	2462+50.09	1946723.849	6153652.180									S 3°05'11" E		
	Tangent	POE	2481+32.12	1944844.556	6153753.509											

SAN FRANCISCO TO SAN JOSE EIR/S: VOLUME III
ALTERNATIVE B
BOOK B6
SHEET 140 OF 142

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CALIFORNIA HIGH-SPEED TRAIN PROJECT
SAN JOSE TO MERCED
SAN JOSE DIRIDON STATION APPROACH
VIADUCT TO I-880
TRACK ALIGNMENT DATA TABLE
CURVE NO. C193

CONTRACT NO. HSR15-34
DRAWING NO. TT-B0103-JM
SCALE NONE
SHEET NO.

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CURVE	ELEMENT	POINT TYPE	B2 TRACK STATION	COORDINATES		RADIUS (FT)	LENGTH (FT)	DELTA, Δ	K	P	DESIGN SPEED (MPH)	ACTUAL SUPERELEVATION (EA) (IN)	UNBALANCED SUPERELEVATION (EU) (IN)	BEARING (0°00'00") (TANGENT)	WCB (0°00'00")	
				NORTHING	EASTING										START ANGLE	END ANGLE
	TANGENT	POB	52+90.53	1944844.556	6153753.509									S 3°05'10.7" E		
	TANGENT	TS	56+04.15	1944531.398	6153770.394											
	CLOTHOID	TS	56+04.15	1944531.398	6153770.394										S 3°05'10.7" E	S 14°17'46.9" E
	CLOTHOID	SPI	59+04.75	1944231.231	6153786.579		450	11°12'36.2"	224.71	7.33						
	CLOTHOID	SC	60+54.15	1944085.344	6153823.755											
C101	ARC	SC	60+54.15	1944085.344	6153823.755											
	ARC	PI	67+04.25	1943455.376	6153984.289	1150	1183.02	58°57'33.7"			50	6.00	2.70			
	ARC	CC		1944369.322	6154938.141											
	ARC	CS	72+37.16	1943268.082	6154606.825											
	CLOTHOID	CS	72+37.16	1943268.082	6154606.825										S 73°15'20.6" E	S 84°27'56.8" E
	CLOTHOID	SPI	73+87.71	1943224.709	6154750.991		450	11°12'36.2"	224.71	7.33						
	CLOTHOID	ST	76+87.16	1943195.718	6155050.194											
	TANGENT	ST	76+87.16	1943195.718	6155050.194									S 84°27'56.8" E		
	TANGENT	TS	89+72.12	1943071.797	6156329.158											
	CLOTHOID	TS	89+72.12	1943071.797	6156329.158										S 84°27'56.8" E	S 73°15'20.6" E
	CLOTHOID	SPI	92+72.72	1943042.806	6156628.360		450	11°12'36.2"	224.71	7.33						
	CLOTHOID	SC	94+22.12	1942999.433	6156772.526											
C102	ARC	SC	94+22.12	1942999.433	6156772.526											
	ARC	PI	99+88.42	1942836.280	6157314.821	1150	1052.11	52°26'05.9"			50	6.00	2.70			
	ARC	CC		1941898.193	6156441.211											
	ARC	CS	104+74.22	1942306.955	6157516.112											
	CLOTHOID	CS	104+74.22	1942306.955	6157516.112										S 20°49'14.7" E	S 9°36'38.5" E
	CLOTHOID	SPI	106+24.77	1942166.238	6157569.624		450	11°12'36.2"	224.71	7.33						
	CLOTHOID	ST	109+24.22	1941869.853	6157619.811											
	TANGENT	ST	109+24.22	1941869.853	6157619.811									S 9°36'38.5" E		
	TANGENT	TS	111+48.03	1941649.186	6157657.176											

SAN FRANCISCO TO SAN JOSE EIR/S: VOLUME III
ALTERNATIVE B
BOOK B6
SHEET 141 OF 142

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CALIFORNIA HIGH-SPEED TRAIN PROJECT
SAN JOSE TO MERCED
SAN JOSE DIRIDON STATION APPROACH
VIADUCT TO I-880
B2 TRACK ALIGNMENT DATA TABLE
CURVE NO. C101 AND C102

CONTRACT NO. HSR15-34
DRAWING NO. TT-B0104
SCALE NONE
SHEET NO.

CURVE	ELEMENT	POINT TYPE	B2 TRACK STATION	COORDINATES		RADIUS (FT)	LENGTH (FT)	DELTA, Δ	K	P	DESIGN SPEED (MPH)	ACTUAL SUPERELEVATION (EA) (IN)	UNBALANCED SUPERELEVATION (EU) (IN)	BEARING (0°00'00") (TANGENT)	WCB (0°00'00")	
				NORTHING	EASTING										START ANGLE	END ANGLE
	CLOTHOID	TS	111+48.03	1941649.186	6157657.176										S 9°36'38.5" E	S 17°34'06.4" E
	CLOTHOID	SPI	114+81.70	1941320.199	6157712.883		500	7°57'27.9"	249.84	5.78						
	CLOTHOID	SC	116+48.03	1941161.013	6157763.284											
C103	ARC	SC	116+48.03	1941161.013	6157763.284											
	ARC	PI	117+96.77	1941019.211	6157808.180	1800	296.77	9°26'51.3"			58	6.00	1.48			
	ARC	CC		1941704.334	6159479.326											
	ARC	CS	119+44.80	1940886.702	6157875.743											
	CLOTHOID	CS	119+44.80	1940886.702	6157875.743										S 27°00'57.8" E	S 34°58'25.7" E
	CLOTHOID	SPI	121+11.77	1940737.949	6157951.589		500	7°57'27.9"	249.84	5.78						
	CLOTHOID	ST	124+44.80	1940464.534	6158142.850											
	TANGENT	ST	124+44.80	1940464.534	6158142.850									S 34°58'25.7" E		
	TANGENT	TS	127+17.50	1940241.081	6158299.162											
	COSINE	TS	127+17.50	1940241.081	6158299.162										S 34°58'25.7" E	S 34°03'45.1" E
	COSINE	SPI	129+52.18	1940048.776	6158433.684		334	0°54'40.6"	167	0.25						
	COSINE	SC	130+51.50	1939966.497	6158489.312											
C104	ARC	SC	130+51.50	1939966.497	6158489.312											
	ARC	PI	132+06.20	1939838.336	6158575.962	10500	309.38	1°41'17.7"			95	2.00	1.44			
	ARC	CC		1934085.477	6149790.830											
	ARC	CS	133+60.88	1939707.678	6158658.797											
	COSINE	CS	133+60.88	1939707.678	6158658.797										S 32°22'27.4" E	S 31°27'46.8" E
	COSINE	SPI	134+60.20	1939623.796	6158711.978		334	0°54'40.6"	167	0.25						
	COSINE	ST	136+94.88	1939423.615	6158834.471											
	TANGENT	ST	136+94.88	1939423.615	6158834.471									S 31°27'46.8" E		
	TANGENT	POE	149+99.26 = 150+00.00	1938311.012	6159515.287											

SAN FRANCISCO TO SAN JOSE EIR/S: VOLUME III
ALTERNATIVE B
BOOK B6
SHEET 142 OF 142

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CALIFORNIA HIGH-SPEED TRAIN PROJECT
SAN JOSE TO MERCED
MONTEREY CORRIDOR
VIADUCT TO I-880
B2 TRACK ALIGNMENT DATA TABLE
CURVE NO. C103 AND C104

CONTRACT NO. HSR15-34
DRAWING NO. TT-B0105
SCALE NONE
SHEET NO.