

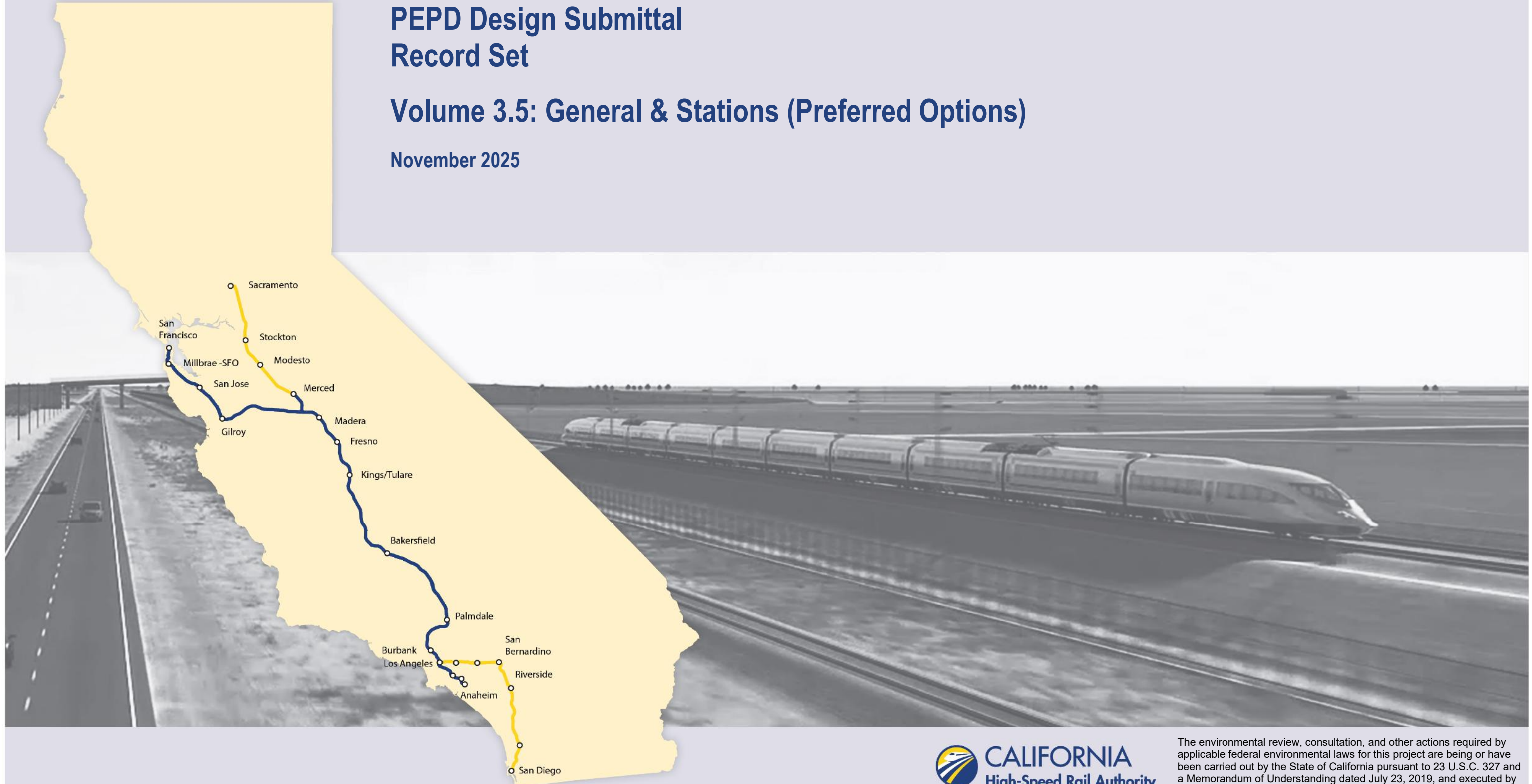
California High-Speed Rail Authority

# Los Angeles to Anaheim Project Section

PEPD Design Submittal  
Record Set

Volume 3.5: General & Stations (Preferred Options)

November 2025







PEPD INDEX OF VOLUMES

VOLUME NO.	CONTENT
VOLUME 3.1	GENERAL
	TRACK ALIGNMENT
	RIGHT-OF-WAY IMPACT
VOLUME 3.2	GENERAL
	AERIAL STRUCTURES
	BRACED TRENCH
	RETAINING WALLS
VOLUME 3.3	GENERAL
	GRADE SEPARATIONS
VOLUME 3.3A	GENERAL
	STATE COLLEGE GRADE SEPARATION (BY OCTA)
VOLUME 3.4	GENERAL
	UTILITIES
	GRADING AND DRAINAGE
	TRACTION POWER FACILITY SITE
	COMMUNICATION SYSTEM SITE
VOLUME 3.5	GENERAL
	STATIONS

VOLUME NO.	CONTENT
VOLUME 3.6	15TH ST LIGHT MAINTENANCE FACILITY III & STATIONS (NON-PREFERRED OPTIONS)
	GENERAL
	TRACK ALIGNMENT
	RIGHT-OF-WAY IMPACT
	STATIONS
	GRADE SEPARATIONS
	ROADWAY WORK
	UTILITIES
VOLUME 3.7	NOT USED
VOLUME 3.8	GENERAL
	LINK UNION STATION (LINK US) BY LA METRO

NOT FOR CONSTRUCTION  
FOR INTERNAL USE ONLY

REV

DATE

BY

CHK

APP

DESCRIPTION

DESIGNED BY  
M. MAMAWAL

DRAWN BY  
M. MAMAWAL

CHECKED BY  
J. SWANSON


IN CHARGE  
J. SWANSON

DATE  
08/29/25

PEPD  
SUBMITTAL  
FOR INTERNAL  
USE ONLY

NOT FOR  
CONSTRUCTION

stvrail

CALIFORNIA  
HIGH-SPEED RAIL AUTHORITY

CALIFORNIA HIGH-SPEED TRAIN PROJECT  
LOS ANGELES TO ANAHEIM  
RECORD SET  
PRELIMINARY ENGINEERING FOR PROJECT DEFINITION  
INDEX OF VOLUMES

CONTRACT NO.  
HSR06-0005

DRAWING NO.  
GE-A0510

SCALE  
AS SHOWN

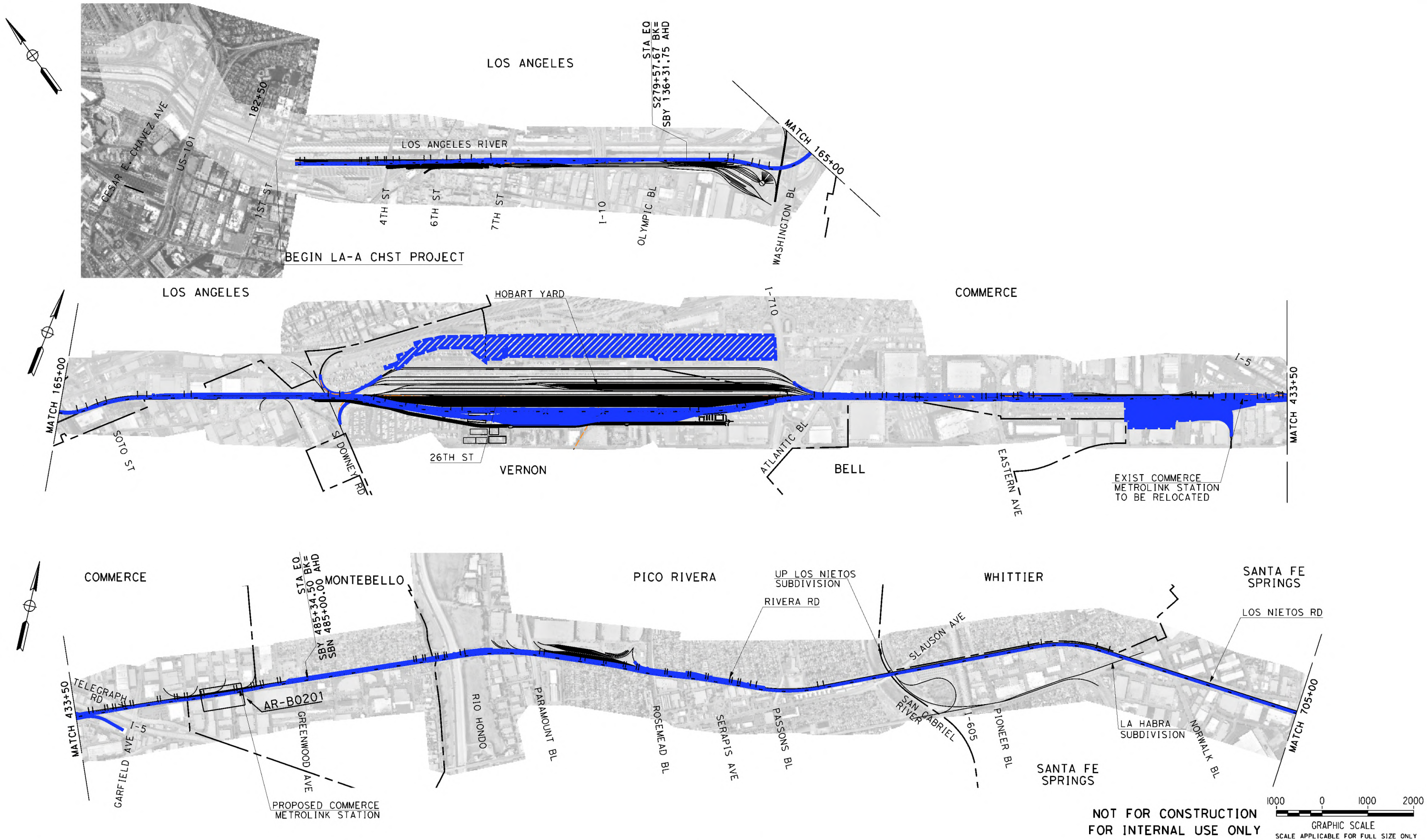
SHEET NO.

## VOLUME 3.5 - GENERAL & STATIONS

[illegible][illegible]

NOT FOR CONSTRUCTION  
FOR INTERNAL USE ONLY

																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																					</
--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	----



\$PLOT\$					
REV	DATE	BY	CHK	APP	DESCRIPTION

DESIGNED BY M. MAMAWAL
DRAWN BY M. MAMAWAL
CHECKED BY J. SWANSON
IN CHARGE J. SWANSON
DATE 08/29/25

PEPD  
SUBMITTAL  
FOR INTERNAL  
USE ONLY

NOT FOR  
CONSTRUCTION

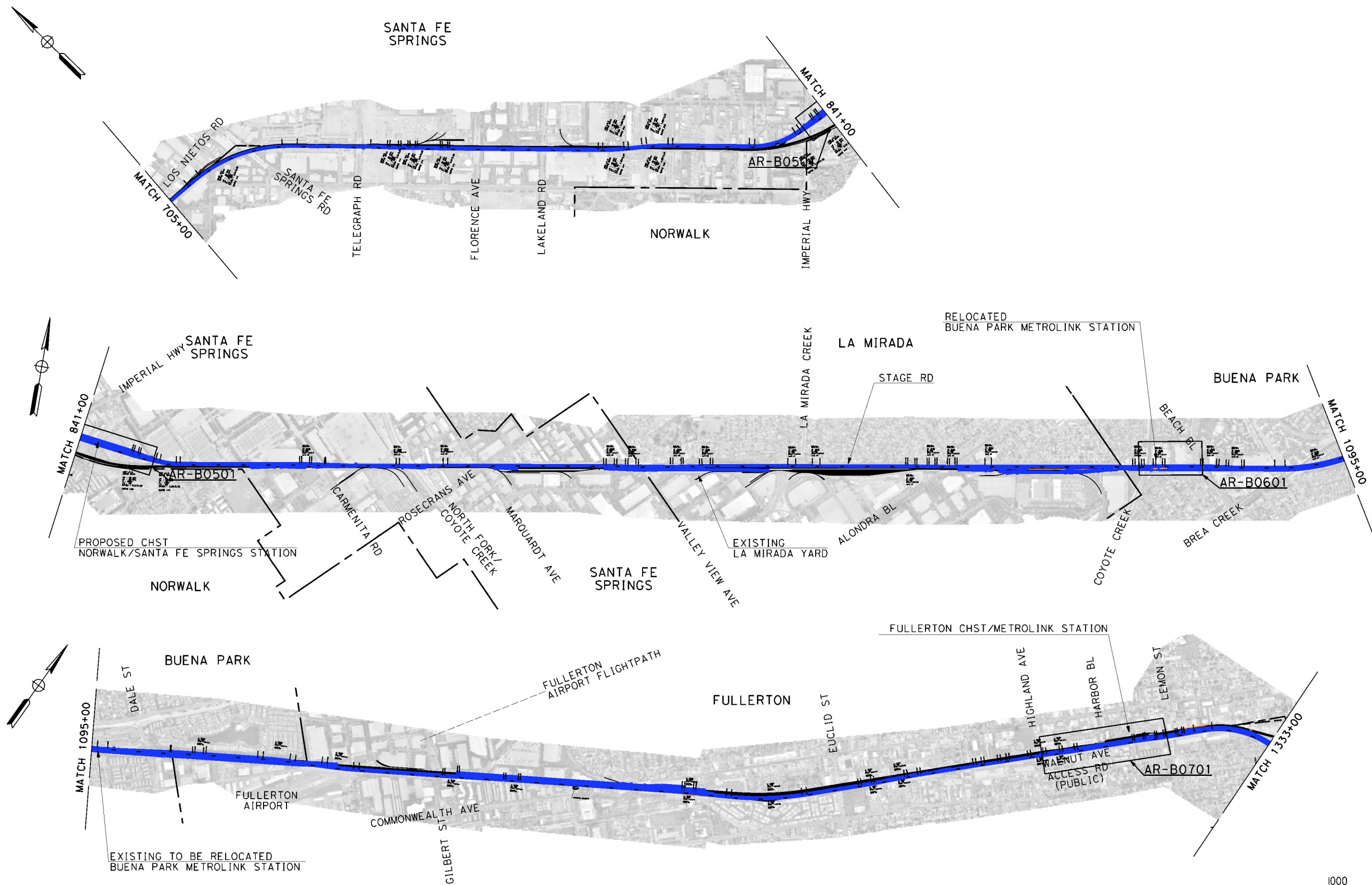


CALIFORNIA  
HIGH-SPEED RAIL AUTHORITY

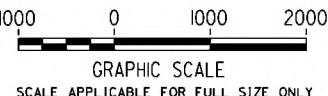
**CALIFORNIA HIGH-SPEED TRAIN PROJECT**  
**LOS ANGELES TO ANAHEIM**  
RECORD SET  
PRELIMINARY ENGINEERING FOR PROJECT DEFINITION  
VOLUME 3.5 - KEY MAP  
SHEET 1 OF 3

CONTRACT NO. HSR06-0005
DRAWING NO. GE-D0501
SCALE 1"= 1000'
SHEET NO.





NOT FOR CONSTRUCTION  
FOR INTERNAL USE ONLY



REV	DATE	BY	CHK	APP	DESCRIPTION

DESIGNED BY  
M. MAMAWAL  
DRAWN BY  
M. MAMAWAL  
CHECKED BY  
J. SWANSON  
IN CHARGE  
J. SWANSON  
DATE  
08/29/25

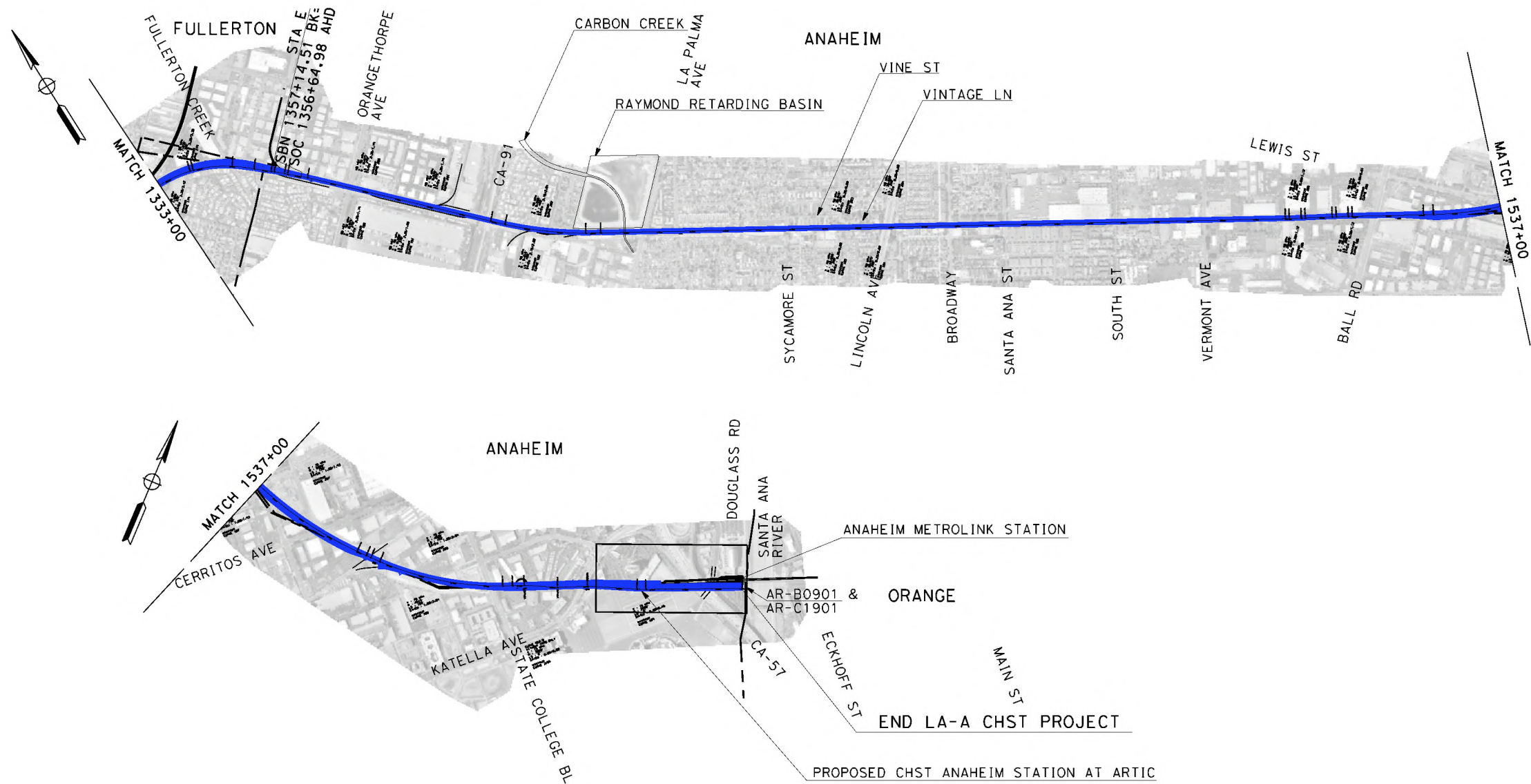
PEPD  
SUBMITTAL  
FOR INTERNAL  
USE ONLY  
  
NOT FOR  
CONSTRUCTION



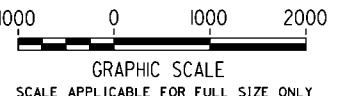
**CALIFORNIA HIGH-SPEED TRAIN PROJECT**  
**LOS ANGELES TO ANAHEIM**  
RECORD SET  
PRELIMINARY ENGINEERING FOR PROJECT DEFINITION  
VOLUME 3.5 - KEY MAP  
SHEET 2 OF 3

CONTRACT NO.  
HSR06-0005  
DRAWING NO.  
GE-D0502  
SCALE  
1"= 1000'  
SHEET NO.





NOT FOR CONSTRUCTION  
FOR INTERNAL USE ONLY



REV	DATE	BY	CHK	APP	DESCRIPTION

DESIGNED BY  
M. MAMAWAL  
DRAWN BY  
M. MAMAWAL  
CHECKED BY  
J. SWANSON  
IN CHARGE  
J. SWANSON  
DATE  
08/29/25

PEPD  
SUBMITTAL  
FOR INTERNAL  
USE ONLY  
  
NOT FOR  
CONSTRUCTION



**CALIFORNIA HIGH-SPEED TRAIN PROJECT**  
**LOS ANGELES TO ANAHEIM**  
RECORD SET  
PRELIMINARY ENGINEERING FOR PROJECT DEFINITION  
VOLUME 3.5 - KEY MAP  
SHEET 3 OF 3

CONTRACT NO.  
HSR06-0005  
DRAWING NO.  
GE-D0503  
SCALE  
1"= 1000'  
SHEET NO.

BASIS OF DESIGN SUMMARY

FOR THE LOS ANGELES TO ANAHEIM SEGMENT (LOSSAN CORRIDOR), THE CALIFORNIA HIGH-SPEED RAIL AUTHORITY (AUTHORITY) HAS ADOPTED A STRATEGY TO 'BLEND' HIGH SPEED WITH EXISTING RAIL SYSTEMS ON SHARED INFRASTRUCTURE TO ACCELERATE AND BROADEN BENEFITS, IMPROVE EFFICIENCY, MINIMIZE COMMUNITY IMPACTS AND REDUCE CONSTRUCTION COST. THE TECHNICAL REQUIREMENTS NECESSARY TO ALLOW JOINT OPERATION OF HIGH-SPEED RAIL, CONVENTIONAL PASSENGER RAIL, AND FREIGHT RAIL WITHIN THE BLENDED SYSTEM CORRIDOR BETWEEN UNION STATION IN LOS ANGELES AND THE ANAHEIM REGIONAL TRANSPORTATION INTERMODAL CENTER IN ANAHEIM ARE BASED ON:

- 1. TECHNICAL MEMORANDUM (TM) 0.3.1 BASIS OF DESIGN FOR BLENDED OPERATION IN THE LA-A CORRIDOR, RO DATED AUGUST 20, 2016.

INFRASTRUCTURE REQUIREMENTS

THE AUTHORITY HAS ESTABLISHED PERFORMANCE REQUIREMENTS TO GUIDE THE DEVELOPMENT OF THE HIGH-SPEED RAIL SYSTEM IN BLENDED CORRIDORS BASED ON THE FRA TIER STRUCTURE FOR PASSENGER SYSTEMS DESCRIBED IN THE "HIGH-SPEED PASSENGER RAIL SAFETY STRATEGY (2009)."

THE REQUIREMENTS FOR MAJOR DESIGN ELEMENTS ARE LISTED BELOW:

1. INTEROPERABILITY

REQUIRED LEVEL OF INTEROPERABILITY BETWEEN THE PASSENGER AND FREIGHT RAILROADS THAT OPERATE IN THE LA-A CORRIDOR WILL BE MAINTAINED.

THE RAILROAD OPERATORS AND RIGHT-OF-WAY OWNERS ARE:

- AUTHORITY
- METROLINK
- AMTRAK/LOSSAN
- LA METRO
- OCTA
- BNSF RAILWAY
- UNION PACIFIC RAILROAD

THE DESIGNS PROPOSED DO NOT PRECLUDE THE PROPOSED FUTURE OPERATIONS BY OTHER RAIL OPERATORS AND/OR AGENCIES SUCH AS:

COACHELLA VALLEY RAIL SERVICE BY RCTC

2. DESIGN SPEEDS

DESIGN SPEED: MAXIMUM ALLOWED PER EXISTING ALIGNMENT/ROW CONSTRAINTS WITH A NOT TO EXCEED MAXIMUM OF 110 MPH.

3. TRACK CENTER SPACING

14'-0" MINIMUM IN CERTAIN AREAS ALONG ALIGNMENT

4. INTRUSION PROTECTION

INTRUSION DETECTION WILL BE PROVIDED AT LOCATIONS WHERE IT IS APPROPRIATE TO MITIGATE AN INTRUSION HAZARD BASED ON HAZARD ASSESSMENT.

5. ACCESS CONTROL

FULL ACCESS CONTROL IS NOT PRACTICAL IN THIS SEGMENT, INTRUSION PROTECTION AND/OR INTRUSION MONITORING WILL BE EMPLOYED WITH MITIGATIONS AS REQUIRED TO PROMOTE SAFE AND RELIABLE OPERATION.

6. TRACK ALIGNMENT

THE LA-A CORRIDOR IS PLANNED TO OPERATE AS A CLASS 5/6 SERVICE (SPEEDS UP TO 110 MPH) WITH A POSSIBLE AT-GRADE ROADWAY CROSSINGS. TRACK ALIGNMENT DESIGN STANDARDS ARE GENERALLY BASED ON HOST RAILROAD STANDARDS UNLESS OTHERWISE NOTED ON GEOMETRY TABLES.

RAIL PROFILES DEPICT THE TOP OF RAIL ELEVATION. ON SUPERELEVATED HORIZONTAL CURVES, THE TOP OF RAIL ELEVATION IS THE LOW RAIL.

7. AT-GRADE ROADWAY-RAIL CROSSING

SELECT AT-GRADE ROADWAY-RAIL CROSSINGS IN THE CITY OF ANAHEIM WILL REMAIN AT-GRADE AS TRAINS WILL NOT EXCEED OPERATING SPEEDS GREATER THAN 125 MPH AS DEFINED BY FRA.

8. GRADE SEPARATIONS

SELECT EXISTING AT-GRADE ROADWAY/RAIL CROSSINGS WILL BE GRADE SEPARATED WHERE ADDITIONAL TRACKS EXCEEDS THREE OR MORE AND/OR AS REQUIRED TO ACCOMMODATE HSR OPERATIONS.

THE AUTHORITY HAS DEVELOPED A LIST OF EARLY PROJECTS THAT ARE CURRENTLY IN EITHER DESIGN OR CONSTRUCTION AND THAT ARE TO BE ENVIRONMENTALLY CLEARED BY THIS HSR EIR/EIS. THOSE CROSSINGS ARE:

1. STATE COLLEGE

ALL OTHER CROSSINGS NEW OR REQUIRING MODIFICATIONS WILL BE CLEARED ENVIRONMENTALLY BY HSR EXCEPT FOR:

1. LAKELAND (HSR ON AERIAL STRUCTURE)

9. TERMINAL AND INTERMEDIATE STATION(S)

THE FOLLOWING STATION IN THE CORRIDOR IS DESIGNATED AS A TERMINAL STATION:

ANAHEIM STATION AT ARTIC

THE FOLLOWING STATIONS ARE DESIGNATED AS POSSIBLE INTERMEDIATE STATIONS:

SANTA FE SPRINGS/NORWALK AND FULLERTON

10. TRACK AND PLATFORM CONFIGURATION

BASED ON NOTICE TO DESIGNERS NO. 13-STATION PLATFORM AND TRACK LAYOUT (RELEASED ON SEPTEMBER 7, 2016), THE STATION PASSENGER PLATFORMS ARE PLANNED FOR A LENGTH OF APPROXIMATELY 800 TO 1410 FEET TO ACCOMMODATE A RANGE OF HIGH-SPEED TRAINSETS. PLATFORM LENGTHS SHOWN IN PLANS ARE BASED ON COORDINATED STATION PLANNING WITH AUTHORITY AND STAKEHOLDERS.

INTERMEDIATE STATION PLATFORM CONFIGURATIONS WILL ENSURE CUSTOMER SAFETY AS TRAINS MAY OPERATE THROUGH OR IN PROXIMITY TO THE STATION PLATFORM WITHOUT STOPPING.

11. VEHICLE STORAGE AND MAINTENANCE

UNDER CURRENT OPERATING ASSUMPTION, FLEET STORAGE, CLEANING, SERVICING, INSPECTION, MAINTENANCE, AND REPAIR REQUIREMENTS WILL BE SUPPORTED AT:

TERMINAL STORAGE AND MAINTENANCE FACILITY (LEVEL III) THAT PROVIDES IN-SERVICE INSPECTION, CLEANING AND MAINTENANCE WITH A LOCATION IN PROXIMITY TO LOS ANGELES UNION STATION.

LAYOVER TRACKS FOR OVERNIGHT LAYUP AND TURNAROUND AT LOS ANGELES UNION STATION AND ARTIC STATION IN ANAHEIM.

12. SHARED RAIL OPERATIONS

IN THE LOS ANGELES TO ANAHEIM CORRIDOR HSR WILL OPERATE IN A SHARED RIGHT-OF-WAY CORRIDOR AND ON SHARED TRACKS. FREIGHT OPERATORS WILL CROSS OVER THE ELECTRIFIED TRACKS AT DEFINED LOCATIONS UTILIZING OWL DIAMONDS AND WILL ALSO BE ALLOWED TO UTILIZE THE TWO ELECTRIFIED TRACKS AT DEFINED TIMES OR IN CASE OF EMERGENCIES.

13. SHARED RIGHT OF WAY (ROW)

ALONG THIS RAIL CORRIDOR, THE RIGHT-OF-WAY AND TRACKS ARE OWNED EITHER BY THE BNSF FREIGHT RAILWAY, METRO, AND OCTA WITH FREIGHT OPERATIONS OCCURRING SIMULTANEOUSLY THROUGHOUT THE DAY.

14. DIAMOND (AT-GRADE) CROSSINGS

THE USE OF ONE-WAY LOW SPEED "OWL" DIAMOND CROSSINGS WILL BE PROVIDED AT LOCATIONS WHERE OPERATING SPEEDS AS SHOWN ON THE PLANS AND AS DETERMINED BY BNSF AND UPRR RAILROADS.

15. STRUCTURAL DESIGN

A.PEPD STRUCTURE DESIGN WILL BE BASED ON CHSTP CP 2-3 DESIGN CRITERIA MANUAL REV 3 DATED FEBRUARY, 2016.

B.DESIGN LIFE = 100 YEARS

16. EXISTING PRIMARY TYPE 2 OVERHEAD STRUCTURES

A.WILL MEET THE NON-COLLAPSE PERFORMANCE FOR MAXIMUM CONSIDERED EARTHQUAKE (MCE).

B.TO REMAIN ELASTIC FOR ONE THIRD OF MCE SPECTRA.

17. SURVEY

- A. HORIZONTAL AND VERTICAL DATUM:
  - i. CALIFORNIA COORDINATE SYSTEM OF 1983 (CCS83) FOR COORDINATE SYSTEM.
  - ii. THE NORTH AMERICAN DATUM OF 1988 (NAVD88) FOR HORIZONTAL DATUM.
  - iii. THE NORTH AMERICAN DATUM OF 1988 (NAVD88) FOR VERTICAL DATUM.
- B. CITY OF LA IS GRANTOR WITHIN THEIR CITY LIMITS.

SYSTEM REQUIREMENTS

1. SYSTEMS

DESIGN ELEMENTS RELATED TO ELECTRIFICATION/TRACTION POWER SUPPLY SYSTEM (TPSS), TRAIN CONTROL SYSTEMS AND COMMUNICATIONS ARE NOT PART OF THIS CONTRACT AND THESE DESIGN ELEMENTS WILL BE DESIGNED BY OTHERS.

ELEMENT LOCATIONS WILL BE DEFINED AS PART OF THIS CONTRACT.

AUTHORITY SYSTEMS TEAM DIRECTED THE FOLLOWING UPDATES AT A SEPTEMBER 15, 2016 WORKSHOP:

ELIMINATE ALTERNATE SITE OPTIONS



ELIMINATE BACK TO BACK PARALLELING STATION;

MAINTAIN STANDARD LAYOUT TPSS-TPPS-TPSWS-TPPS-TPSS INTRODUCE A PORTAL / BRIDGE STRUCTURE EVERY MILE IN SEGMENTS UTILIZING THE DOUBLE CANTILEVER CATENARY POLE.

RIGHT-OF-WAY FOR THESE SYSTEMS AND SUB-SYSTEMS WILL BE DEFINED BY THE AUTHORITY AND SUBJECT TO CHANGE.

PRELIMINARY POWER SOURCES ARE SHOWN AND SUBJECT TO CHANGE WITH FINAL DETERMINATION BASED ON DISCUSSIONS BETWEEN THE AUTHORITY AND UTILITY OWNER.

NOT FOR CONSTRUCTION  
FOR INTERNAL USE ONLY

						DESIGNED BY M. MAMAWAL	PEPD SUBMITTAL FOR INTERNAL USE ONLY  NOT FOR CONSTRUCTION			CALIFORNIA HIGH-SPEED TRAIN PROJECT LOS ANGELES TO ANAHEIM RECORD SET PRELIMINARY ENGINEERING FOR PROJECT DEFINITION BASIS OF DESIGN SUMMARY	CONTRACT NO. HSR06-0005
						DRAWN BY M. MAMAWAL					DRAWING NO. GE-B0501
						CHECKED BY J. SWANSON					SCALE NO SCALE
						IN CHARGE J. SWANSON					SHEET NO.
						DATE 08/29/25					

\$PLOT:\$

A						B CONTINUED						C CONTINUED						D CONTINUED																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																	
@	ADT	AB				BDP	BRIDGE DESIGN PRACTICE (CALTRANS)	CI	CAST IRON	DD	DOWNDRAIN,																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																								








T CONTINUED					W CONTINUED					TRACK GEOMETRY - HORIZONTAL					UNITS OF MEASUREMENT				
TSI	TECHNICAL SPECIFICATIONS FOR INTEROPERABILITY				WW	WINGWALL, WALKWAY				BC	BEGIN HORIZONTAL CURVE				Ac	ACRES			
TSM	TRAFFIC SYSTEMS MANAGEMENT														AMP	AMPERES			
TSMP	TRAFFIC SYSTEMS MANSgement PLAN				WWF	WELDED WIRE FABRIC				CC	COMPOUND CURVE								
TTC	TWO TRACK CANTILEVER				WWLOL	WINGWALL LAYOUT LINE				CS	POINT OF CHANGE FROM CIRCULAR CURVE TO SPIRAL				BTU	BRITISH THERMAL UNIT			
TTEL	TRAIN EMERGENCY SPEAKERPHONE				WWM	WELDED WIRE MESH				CT	POINT OF CHANGE FROM CURVE TO TANGENT								
TV	TELEVISION														CAL	CALIPER			
TVS(S)	TICKET VENDING MACHINE(S)									K1	TANGENT DISTANCE PF SHIFT PC REFERENCE TO THE TS				CF	CUBIC FEET			
TW	TIE WIRE,									K2	TANGENT DISTANCE PF SHIFT PT REFERENCE TO THE ST				CP	CANDLE POWER			
TYP	TIME WARNER CABLE														CY	CUBIC YARD			
	TYPICAL																		
					X/CAT	CROSS CANTENARY				LC	LENGTH OF CIRCULAR CURVE				dB	DECIBEL			
					XD	TRANSDUCER				Ls1	LENGTH OF SPIRAL				DEG	DEGREE			
					XFMR	TRANSFORMER				Ls2	LENGTH OF SPIRAL FROM TS TO SC				DIA	DIAMETER			
					XO	CROSSOVER				LSc	LENGTH OF COMPOUND SPIRAL FROM CS TO SC								
					XOST	CROSSOVER SPRING TENSIONER									Eu	UNBALANCED SUPERELEVATION			
					XSEC	CROSS SECTION													
					X/SPAN	CROSS SPAN													
					XING	CROSSING				p1	OFFSET FROM INITIAL TANGENT TO PC OF THE SHIFTED CIRCLE OF SPIRALIZED CURVE				F	FARENHEIT			
					XMITTER	TRANSMITTER				p2	OFFSET FROM INITIAL TANGENT TO PT OF THE SHIFTED CIRCLE OF SPIRALIZED CURVE				FT	FOOT, FEET			
										PC	POINT OF CURVE								
										PCC	POINT OF COMPOUND CURVE				g	ACCELERATION DUE TO GRAVITY			
										PF	POINT OF FROG				GA	GAUGE			
										PI	POINT OF INTERSECTION				GAL	GALLON			
										PITO	POINT OF INTERSECTION TURNOUT				GB	GIGABYTE			
										POB	POINT OF BEGINNING				GBPS	GIGABITS PER SECOND			
										POC	POINT ON HORIZONTAL CURVE				GHZ	GIGAHERTZ			
										POE	POINT OF ENDING								
										POS	POINT ON SPIRAL				HR	HOUR			
										POVC	POINT ON VERTICAL CURVE				HT	HEIGHT			
										POVT	POINT ON VERTICAL TANGENT				HZ	HERTZ			
										PRC	POINT OF REVERSE CURVE								
										PRVC	POINT OF REVERSE VERTICAL CURVE				ID	INSIDE DIAMETER			
										PS	POINT OF SWITCH				IF	INSIDE FACE			
										PT	POINT OF TANGENT				IN	INCHES			
															IR	INSIDE RADIUS			
										SC	POINT OF CHANGE FROM SPIRAL TO CIRCULAR CURVE				K	KIPS (1000 POUNDS)			
										SPO	POINT ON ORIGIN OF COMPOUND SPIRAL				KCMIL	THOUSAND CIRCULAR MILS			
										SS	POINT OF CHANGE BETWEEN SPIRALS				KHZ	KILOHERTZ			
										SSC	SPIRAL TO SPIRAL POINT OF CURVATURE				KSF	KIPS PER SQUARE FOOT			
										ST	POINT OF CHANGE FROM SPIRAL TO TANGENT				KSI	KIPS PER SQUARE INCH			
															KV	KILOVOLTS			
										TC	POINT OF CHANGE FROM TANGENT TO CURVE				KVA	KILOVOLTS-AMPERE			
										TS	POINT OF CHANGE FROM TANGENT TO SPIRAL				KVAR	KILOVOLTS-AMPERE REACTIVE			
										Ts1	TANGENT DISTANCE FROM TS TO P1				KW	KILOWATT			
										Ts2	TANGENT DISTANCE FROM ST TO P1				KWH/D	KILOWATT HOUR / DEMAND			
										Xs1	TANGENT OFFSET AT THE SC				L	LENGTH			
										Xs2	TANGENT OFFSET AT THE CS				LB	POUNDS			
															LB/FT	POUNDS PER FOOT			
										Δ	TOTAL CENTRAL ANGLE OF THE SPIRALIZED CURVE				LF	LINEAR FOOT			
										Δc	CENTRAL ANGLE OF CIRCULAR CURVE (Lc) FROM SC TO CS				m	METER			
										Δc1	CENTRAL ANGLE OF FIRST CIRCULAR CURVE OF COMPOUND CURVATURE				MBPS	MEGABITS PER SECOND			
										Δc2	CENTRAL ANGLE OF SECOND CIRCULAR CURVE OF COMPOUND CURVATURE				MCM	THOUSAND CIRCULAR MILS			
															MHz	MEGAHERTZ			
															mm	MILLIMETER			
										θs1	CENTRAL ANGLE OF SPIRAL LENGTH Ls1 OR SPIRAL ANGLE OF FIRST SPIRAL IN SPIRALIZED CURVE				MPH	MILES PER HOUR			
										θs2	CENTRAL ANGLE OF SPIRAL LENGTH Ls2 OR SPIRAL ANGLE OF SECOND SPIRAL IN SPIRALIZED CURVE				MVA	MEGAVOLT-AMPERE			
										θsc	CENTRAL ANGLE OF COMPOUND SPIRAL OR COMPOUND SPIRAL ANGLE FROM CS TO SC				MW	MEGAWATT			
															OD	OUTSIDE DIAMETER			
															PSF	POUNDS PER SQUARE FOOT			
															PSI	POUNDS PER SQUARE INCH			
															PSIG	POUNDS PER SQUARE INCH GAUGE			
										BVC	BEGIN VERTICAL CURVE				SEC	SECOND			
															SF	SQUARE FEET			
										Ea	ACTUAL SUPERELEVATION				SY	SQUARE YARD			
										EVC	END VERTICAL CURVE								
															TF	TRACK FEET			
										PCVC	POINT OF COMPOUND VERTICAL CURVE								
										POVC	POINT OF VERTICAL INTERSECTION				VA	VOLTS			
										POVT	POINT ON VERTICAL CURVE				VAC	VOLT-AMPERE			
										PVI	POINT ON VERTICAL TANGENT								
															Y	YARDS			
										VC	VERTICAL CURVE				YR(S)	YEAR(S)			
										VPI	VERTICAL POINT OF INTERSECTION								



TRACK		CIVIL		CIVIL CONTINUED		CIVIL CONTINUED	
	EXISTING FREIGHT/PASSENGER TRACK		AGGREGATE BASE		ELEVATION (EXISTING)		POINT OF INTERSECTION SYMBOL
	NEW AND/OR EXISTING MAINLINE TRACK (SEE TRACK PLANS FOR DESIGNATIONS)		ASPHALT CONCRETE		ELECTROLIER, ELECTROLIER ON POLE		POINT OF VERTICAL INTERSECTION
	BALLAST		BEGIN OR END PLATFORM		EXISTING GUARD RAILING		POWER POLE
	BUMPER/BUMPING POST		BIKE STAND		EXISTING WALL		RETAINING WALL
	CONCRETE		BREAK LINE		FENCE		RIVER, STREAMS, AND CREEKS
	DERAIL-DENOTES DERAIL DIRECTION AND LOCATION OF SWITCH MACHINE (LEFT- HAND SHOWN)		BORINGS (EXISTING)		FIRE HYDRANT		SECTION DESIGNATION (LETTER) DRAWING NO. ON WHICH SECTION AND DETAIL APPEARS
	DOUBLE CROSSOVER		CENTERLINE		GRADED/LANDSCAPED AREA		SECTION OR DETAIL TITLE
	EARTH		CENTERLINE TEXT SYMBOL		GAS METER		SPOT ELEVATION
	FRICTION BUFFER		CLEAN OUT		GAS VALVE		TILDE (TERMINATOR)
	INSULATED JOINT		COLUMN, BENT		GUARD POST		SIGNALIZED INTERSECTION
	INSULATED JOINT LOCATIONS-BOTH RAIL		CONCRETE		GUARD RAIL		STATION EQUATION
	INSULATED JOINT LOCATIONS-LEFT RAIL		CONCRETE BARRIER		GRAVEL OR DIRT ROAD		STREET LIGHT
	INSULATED JOINT LOCATIONS-RIGHT RAIL		CONTOUR LINE		GUY WIRE		STREET LIGHT POWER POLE
	POINT OF CURVATURE		CONTROL PANEL		HIGH MASS LIGHTING		STREET LIGHT TRAFFIC SIGNAL
	POINT OF SWITCH-DENOTES SWITCH MACHINE LOCATION		COORDINATE GRID CROSSAIR		HORIZONTAL & VERTICAL CONTROL MONUMENT		STREET SIGN
	PREPARED SUBGRADE		CURB WITH GUTTER (CURB-LIP, FLOW LINE, BACK-TOP OF CURB)		HORIZONTAL CONTROL MONUMENT		STRUCTURE CLEARANCE ENVELOPE
	RAIL LUBRICATOR-DIRECTION OF TRAVEL, (DT), TWO RAIL LUBRICATORS SHOWN		CURVE NUMBER		ICV		SUPER AXIS OF ROTATION
	SINGLE CROSSOVER (LEFT-HAND SHOWN)		TRACK NAME (TRACK GEOMETRY) CURVE NUMBER (TRACK GEOMETRY)		MAIL BOX		TELEPHONE BOOTH
	OCS CANTILEVER POLE (NOTE: DASHED LINE INDICATES CLEARANCE ENVELOPE FOR ALL POLES. VARIES 10'-12'.)		TANGENT NUMBER		MANHOLE		TELEPHONE POLE
	OCS OUTBOARD POLE (DOUBLE TRACK SHOWN)		DITCH FLOW LINE		MATCH LINE		TEMPORARY RAILING (TYPE K)
	OCS CENTER POLE		DOUBLE THRIE BEAM BARRIER		NEW ASPHALTIC CONCRETE		TIRE DERIVED AGGREGATE
	OCS PORTAL / GANTRY (FOUR-TRACK SHOWN)		DROP INLET		NEWS STAND		TRACK ALIGNMENT CENTER LINE
	TURNOUT (RIGHT HAND SHOWN)		ROUND DROP INLET		NORTH ARROW		TRAFFIC PANEL
	WELDED JOINT		DETENTION BASIN		ORIGINAL GROUND		TRAFFIC SIGNAL
	CONTROL POINT (CP)		EARTHWORK LIMITS		PARKING METER		TRANSMISSION TOWER
	WALKWAY ENVELOPE		ELEVATIONS		POINT OF INTERSECTION		TREE
							UTILITY POLE
							NOT FOR CONSTRUCTION FOR INTERNAL USE ONLY

\$/LOT \$							DESIGNED BY M. MAMAWAL	PEPD SUBMITTAL FOR INTERNAL USE ONLY	stv		CALIFORNIA HIGH-SPEED RAIL AUTHORITY	CALIFORNIA HIGH-SPEED TRAIN PROJECT LOS ANGELES TO ANAHEIM RECORD SET PRELIMINARY ENGINEERING FOR PROJECT DEFINITION SYMBOLS 1	CONTRACT NO. HSR06-0005
							DRAWN BY D. BARRAZA						DRAWING NO. GE-C0511
							CHECKED BY J. SWANSON						SCALE NO SCALE
							IN CHARGE J. SWANSON						SHEET NO.
							DATE 08/29/25						
	REV	DATE	BY	CHK	APP	DESCRIPTION		NOT FOR CONSTRUCTION					





GENERAL NOTES

GENERAL

1. VOLUMES 3.1 THRU 3.5 PRESENT THE ENGINEERING PLANS FOR THE PREFERRED SHARED TRACK OPTIONS BETWEEN LOS ANGELES AND ANAHEIM. THESE OPTIONS CONSIST OF:
- A. NO HSR INTERMEDIATE STATIONS AT NORWALK/SANTA FE SPRINGS AND FULLERTON.
  - B. 26TH STREET LIGHT MAINTENANCE FACILTY III
2. NON-PREFERRED OPTIONS ARE PRESENTED IN VOLUME 3.6. THESE CONSIST OF:
- A. HSR INTERMEDIATE STATIONS AT NORWALK/SANTA FE SPRINGS AND FULLERTON.
  - B. 15TH STREET LIGHT MAINTENANCE FACILITY III
3. FOR PURPOSES OF THIS PEPD VOLUME 3, THE GEOGRAPHIC NORTHERN LIMITS OF THIS LA-A PEPD AND FOR THIS EIR/EIS ARE AT THE NORTHERN EDGE OF THE PROPOSED US-101 VIADUCT, NOTWITHSTANDING ANY INDIVIDUAL NOTE IN THIS PEPD OR IN THE EIR TO THE CONTRARY.
4. THE FOLLOWING TYPES OF REFINEMENTS TO ELEMENTS OF SHARED PASSENGER TRACK ALTERNATIVE A AND SHARED PASSENGER TRACK ALTERNATIVE B HAVE BEEN IDENTIFIED BECAUSE OF ONGOING VALUE ENGINEERING REVIEW. BASED ON PRELIMINARY REVIEW, THESE TYPES OF REFINEMENTS ARE LIKELY MINOR AND ARE UNLIKELY TO AFFECT DEIR/DEIS IMPACT FINDINGS. SUBJECT TO FINAL REVIEW CONFIRMING THESE PRELIMINARY FINDINGS, VALUE ENGINEERING REFINEMENTS MAY BE INCORPORATED IN A REVISED HSR LAA PEPD RECORD SET TO BE ISSUED WITH THE FINAL EIR/EIS. THE BELOW ARE EXAMPLES OF REFINEMENTS THAT COULD BE IDENTIFIED AS PART OF VALUE ENGINEERING REVIEW BETWEEN THE DEIR/DEIS AND FINAL EIR/EIS.

HSR TRACK ALIGNMENT  
INCREASE PROFILE GRADE TO 3.0% ON AERIAL STRUCTURES AND TRENCH AT THE LOCATIONS LISTED BELOW, TO REDUCE THEIR TOTAL LENGTHS, WITH NO REVISION TO PROJECT FOOTPRINT:

- SANTA FE SPRINGS FLYOVER: CURRENT GRADE -1.9% PROPOSED -3.0%, ON THE SOUTH END. THE NORTH APPROACH WON'T BE CHANGED DUE TO THE PROXIMITY TO THE ROADWAY GRADE SEPARATIONS AT FLORENCE AVE AND LAKELAND RD.
- FULLERTON TRENCH: CURRENT GRADE -2.5% PROPOSED -3.0% ON THE NORTH AND 2.7% CURRENT TO 3.0% PROPOSED, ON THE SOUTH APPROACHES.

LIGHT MAINTENANCE FACILITIES (LMF)  
REDUCTION IN TRAIN CAPACITY, WITH NO REVISION TO PROJECT FOOTPRINT:

- 26TH STREET LMF: CURRENTLY DESIGNED TO ACCOMMODATE 36 TRAINS (24 IN YARD, 12 IN SHOP). PROPOSED DOWNSIZING TO 30 TRAINS (20 IN YARD, 10 IN SHOP).
- 15TH STREET LMF: CURRENTLY DESIGNED TO ACCOMMODATE 32 TRAINS (20 IN YARD, 12 IN SHOP). PROPOSED DOWNSIZING TO 30 TRAINS (20 IN YARD, 10 IN SHOP).

VOLUME 3.1

1. RAIL ALIGNMENT BETWEEN MAIN STREET, UNION STATION, AND 1ST STREET IS BEING DESIGNED BY METRO'S LINKUS TEAM. THE ALIGNMENT THAT IS SHOWN IS BASED ON LATEST COORDINATION WITH THEIR TEAM, SHOWN FOR REFERENCE ONLY AND SUBJECT TO CHANGE. SEE VOLUME 3.8.

VOLUME 3.2

VOLUME 3.3

1. NONE

VOLUME 3.3A

1. STATE COLLEGE ENGINEERING PLANS BASED ON 35% OCTA DESIGN PLANS AND WILL BE ENVIRONMENTALLY CLEARED AS PART OF THIS HSR LA-A EIR/EIS.

VOLUME 3.4

EXISTING COMPOSITE UTILITY NOTES:

1. UTILITY CONFLICTS ON CROSSING STREETS AT EXISTING GRADE SEPARATIONS ARE NOT ANTICIPATED.
2. ONLY THE FOLLOWING UTILITIES SHALL BE CONSIDERED MAJOR AND ARE IDENTIFIED IN THE UTILITY CONFLICTS MATRIX ON THE DRAWINGS.
- A. WET UTILITIES:
    - I. SEWER, WATER, STORM DRAIN GREATER THAN OR EQUAL TO 12".
    - II. ALL OIL LINES.
    - III. ALL FUEL (GASOLINE) LINES.
    - IV. ALL GAS LINES.
  - B. DRY UTILITIES:
    - I. ALL FIBER OPTIC LINES.
    - II. ALL ELECTRIC LINES GREATER THAN 240V.
    - III. ALL DUCT BANKS WITH 6 OR MORE DUCTS.
    - IV. EXCLUDE INDIVIDUAL TELEPHONE, CABLE LINES.
  - C. ALL OTHER CONFLICTS ARE CONSIDERED MINOR AND ARE NOT SHOWN IN THE UTILITY CONFLICTS MATRIX.
  - D. UTILITIES AT GRADE SEPARATIONS ARE NOT SHOWN IN THE UTILITY CONFLICTS MATRIX EVEN IF THEY FALL UNDER THE ABOVE CRITERIA SINCE VOLUME 3.3 OFFERS MORE SPECIFIC AND ACCURATE INFORMATION REGARDING THE DESIGN.
  - E. ALL NEW OR RELOCATION OF EXISTING UTILITIES WILL FOLLOW THE CITY, STATE, AND FEDERAL REQUIREMENTS AND GUIDELINES FOR SEPARATION, PROTECTION, AND CONSTRUCTION.

VOLUME 3.5

1. DESIGN PLANS PROVIDED IN THIS VOLUME REPRESENT UNIQUE DESIGN ELEMENTS SPECIFICALLY RELATED TO THE NON-PREFERRED OPTIONS.

VOLUME 3.6

1. NONE



VOLUME 3.7

1. THIS VOLUME NOT USED

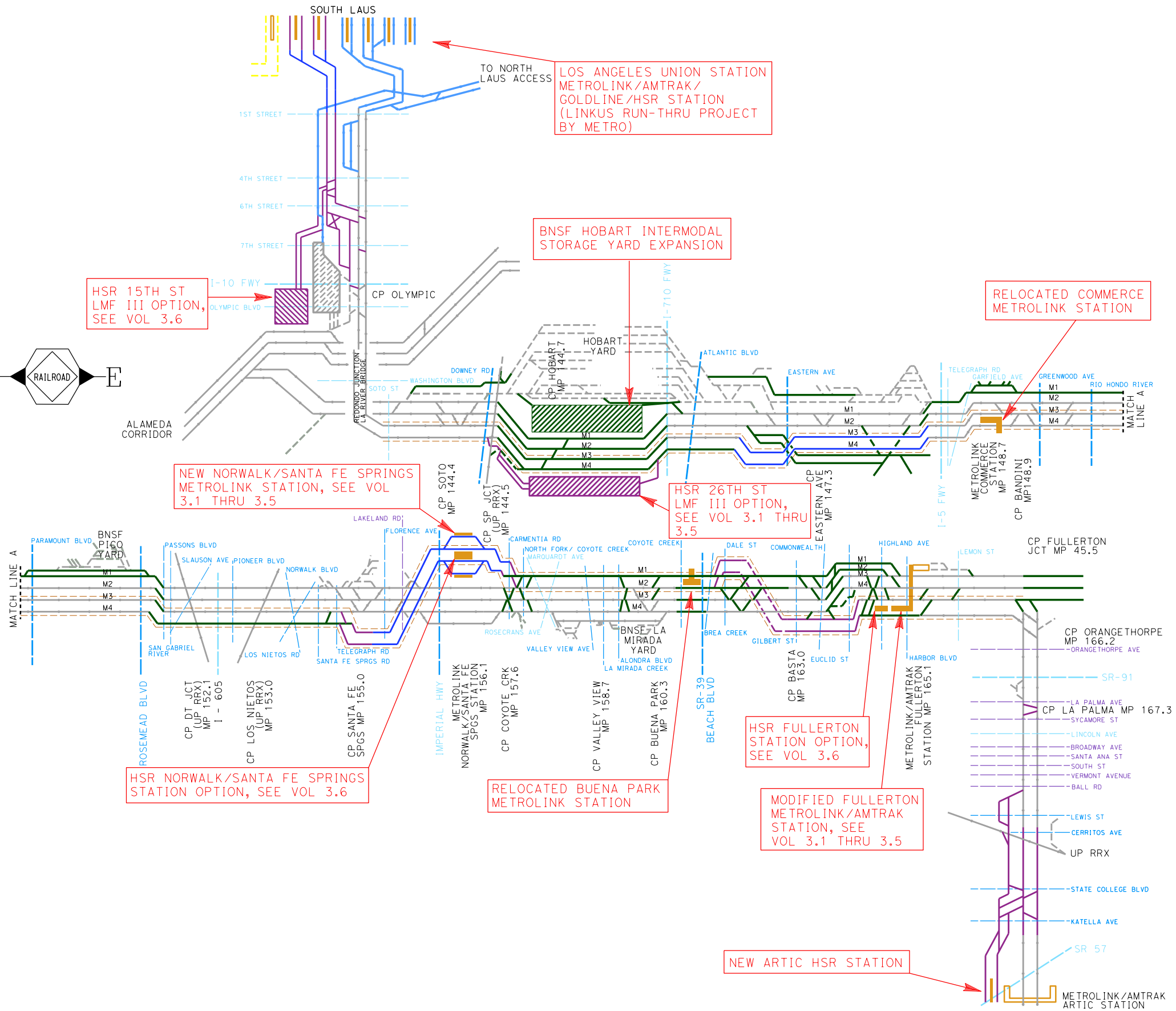
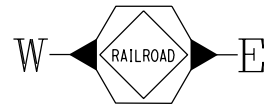
VOLUME 3.8

1. PLANS PROVIDED IN THIS VOLUME REPRESENT ELEMENTS THAT HSR AUTHORITY WILL BE ENVIRONMENTALLY CLEARING AS PART OF METRO'S LINKUS PROJECT.

NOT FOR CONSTRUCTION  
FOR INTERNAL USE ONLY

						DESIGNED BY M. MAMAWAL	PEPD SUBMITTAL FOR INTERNAL USE ONLY  NOT FOR CONSTRUCTION			CALIFORNIA HIGH-SPEED TRAIN PROJECT LOS ANGELES TO ANAHEIM RECORD SET PRELIMINARY ENGINEERING FOR PROJECT DEFINITION GENERAL NOTES 1 OF 1	CONTRACT NO. HSR06-0005
						DRAWN BY M. MAMAWAL					DRAWING NO. GE-B0511
						CHECKED BY J. SWANSON					SCALE NO SCALE
						IN CHARGE J. SWANSON					SHEET NO.
						DATE 08/29/25					
\$PLOT\$	REV	DATE	BY	CHK	APP	DESCRIPTION					

1/31/2025 10:47:03 AM \\stvgroup.stv\inc.com\3\DGPA\Vol3\Projects\4017456\_0001\90\_CAD\_Models\_and\_Sheets\LO\Sheet\_Files\Vol 5\GE LO-GE-D6501.dgn boschal



LEGEND (TRACKWORK)

- EXISTING FREIGHT/PASSENGER MAINLINE TRACK
- EXISTING FREIGHT/PASSENGER SECONDARY TRACK
- EXISTING GOLDLINE
- NEW MAINLINE/SECONDARY TRACK ON BNSF ROW
- NEW AMTRAK/METROLINK ONLY TRACK
- NEW HSR/PASSENGER TRACK ELEVATED
- NEW HSR/PASSENGER TRACK AT GRADE
- NEW HSR/PASSENGER TRACK TRENCH/TUNNEL

- EXISTING STATION PLATFORM
- EXISTING STATION PLATFORM WITH PEDESTRIAN BRIDGE/TUNNEL
- NEW STATION PLATFORM
- NEW STATION PLATFORM WITH PEDESTRIAN BRIDGE/TUNNEL

- ELECTRIFIED TRACK ON BNSF

LEGEND (ROADWAY/WATER)

- EXISTING AT-GRADE CROSSING
- EXISTING GRADE SEPARATION (LOCAL STREET)
- EXISTING GRADE SEPARATION (MAJOR HWY/FREEWAY)
- NEW OR MODIFY GRADE SEPARATION/BRIDGE

NOT FOR CONSTRUCTION  
FOR INTERNAL USE ONLY

REV	DATE	BY	SUB	APP	DESCRIPTION

DESIGNED BY D. RAMIREZ
DRAWN BY D. RAMIREZ
CHECKED BY A. BOSCH
IN CHARGE J. SWANSON
DATE 08/29/25

PEPD  
SUBMITTAL  
FOR INTERNAL  
USE ONLY

NOT FOR  
CONSTRUCTION



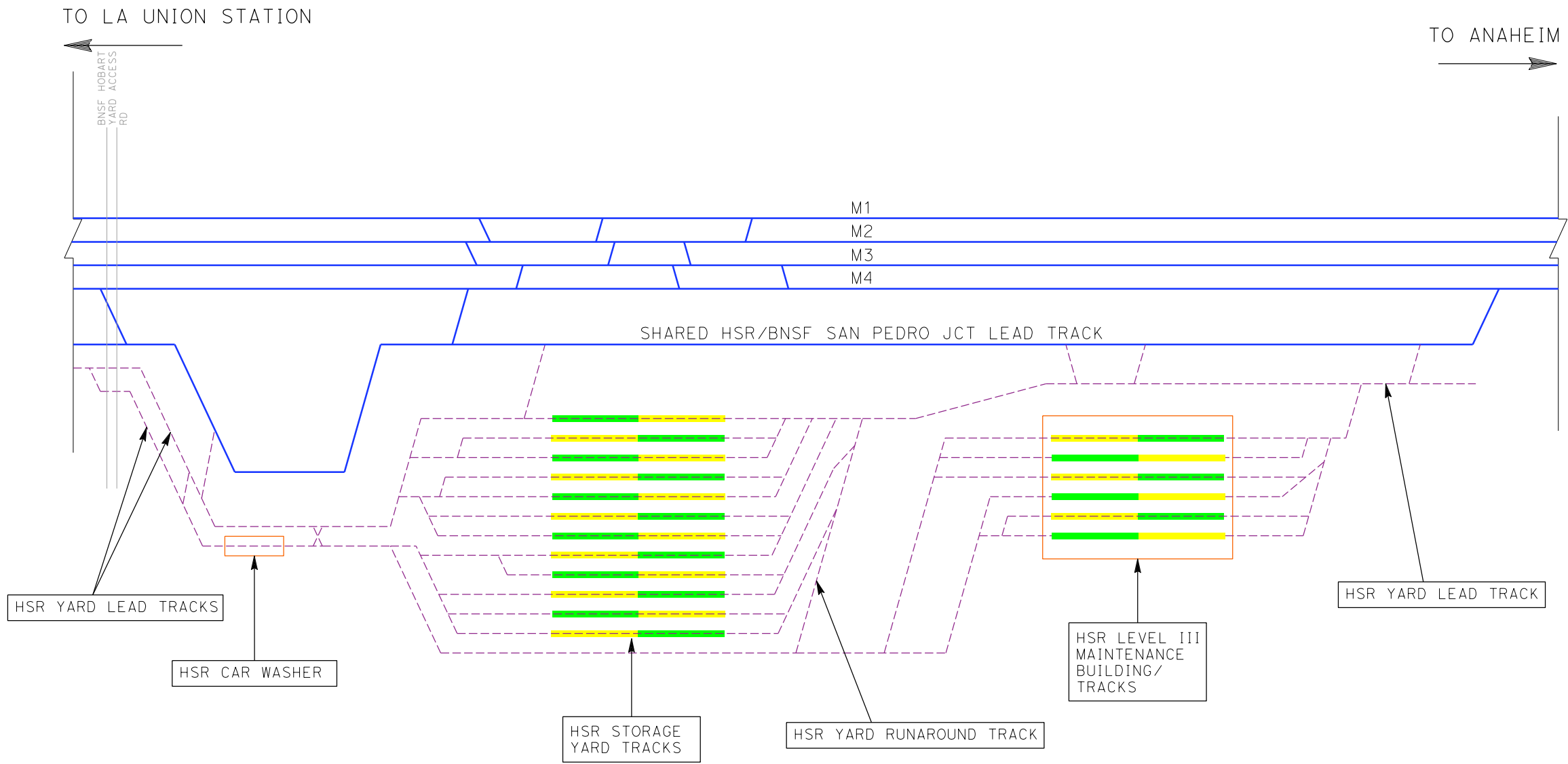
CALIFORNIA  
HIGH-SPEED RAIL AUTHORITY

**CALIFORNIA HIGH-SPEED TRAIN PROJECT  
LOS ANGELES TO ANAHEIM**

RECORD SET  
PRELIMINARY ENGINEERING FOR PROJECT DEFINITION  
TRACK SCHEMATIC  
ALIGNMENT FROM LA TO ANAHEIM

CONTRACT NO. HSR06-0005
DRAWING NO. GE-D6501
SCALE NO SCALE
SHEET NO.

1/31/2025 10:46:18 AM I:\Projects\4017456\4017456\_0001\90\_CAD Models and Sheets\LO\Sheet Files\Vol 5\GE\LO-GE-D6502.dgn



#### LEGEND

- NEW HSR LMF III LEAD/YARD TRACKS
- NEW HSR TRACKS
- EXISTING RR TRACK
- REALIGNED/NEW AMTRAK/METROLINK TRACKS
- EXISTING ROADWAY/FREEWAY OVERPASS BRIDGE
- - - EXISTING AMTRAK MAINTENANCE FACILITY(S)
- NEW HSR MAINTENANCE FACILITY(S)
- HSR TRAINSET (673' EACH) (24 TRAINSETS TOTAL YARD STORAGE CAPACITY)



NOT FOR CONSTRUCTION  
FOR INTERNAL USE ONLY

REV	DATE	BY	SUB	APP	DESCRIPTION

DESIGNED BY D. RAMIREZ
DRAWN BY D. RAMIREZ
CHECKED BY A. BOSCH
IN CHARGE J. SWANSON
DATE 08/29/25

PEPD  
SUBMITTAL  
FOR INTERNAL  
USE ONLY

NOT FOR  
CONSTRUCTION



**CALIFORNIA HIGH-SPEED TRAIN PROJECT  
LOS ANGELES TO ANAHEIM**

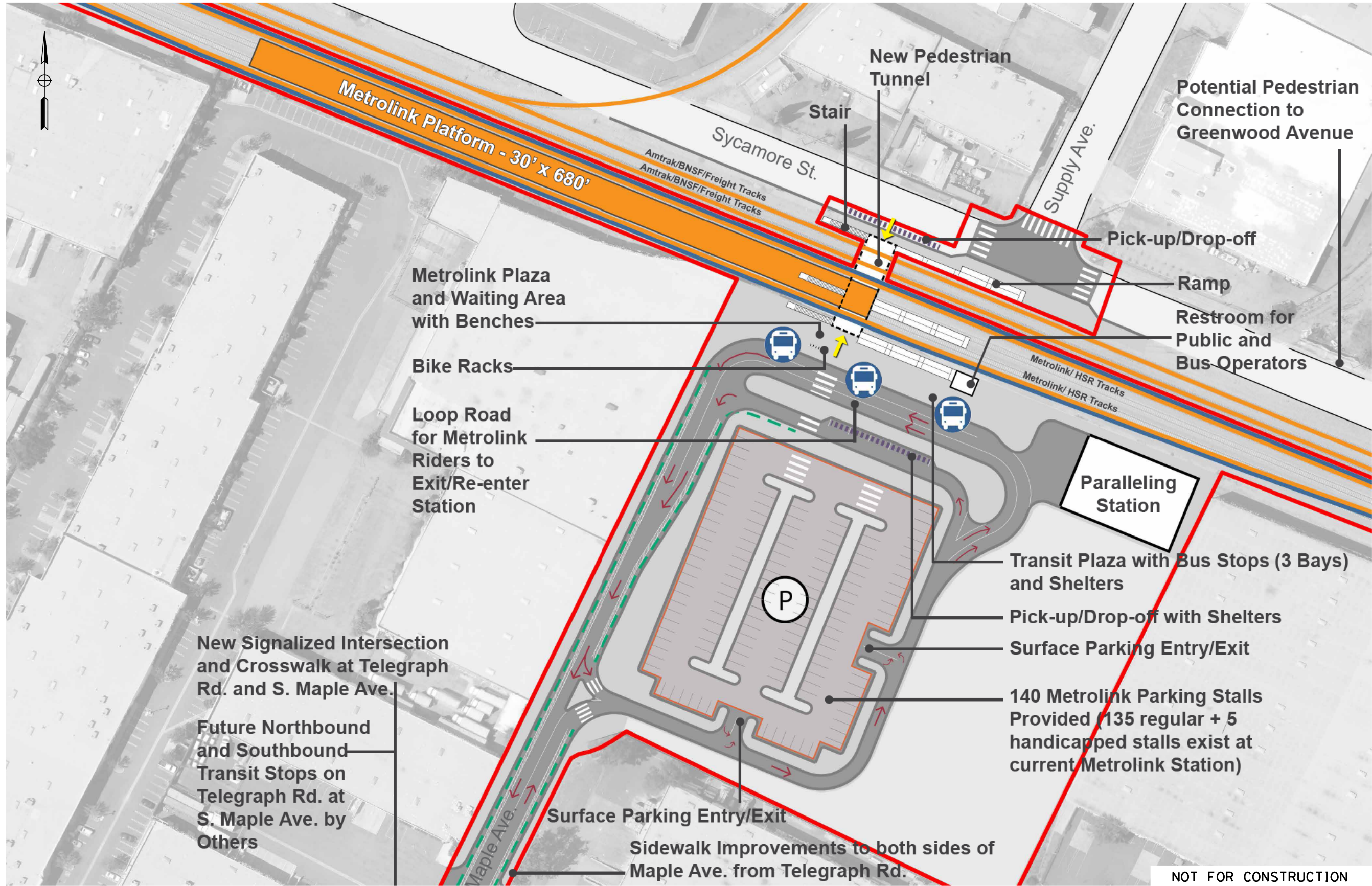
RECORD SET  
PRELIMINARY ENGINEERING FOR PROJECT DEFINITION  
TRACK SCHEMATIC  
26TH STREET LMF III OPTION

CONTRACT NO. HSR06-0005
DRAWING NO. GE-D6502
SCALE NO SCALE
SHEET NO.



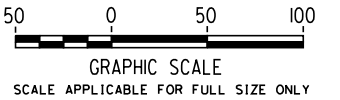
5/7/2025 2:34:12 PM I:\Projects\4017456\4017456\_0001\90\_CAD Models and Sheets\LO\Sheet Files\Vol 5\AR\LO-AR-B0201.dgn

Boschall



- LEGEND**
- Note: (E) annotation indicates existing facilities
- Environmental Footprint
  - Metrolink/HSR Tracks
  - New Station Facilities
  - Non-HSR Tracks
  - Non-HSR Platform
  - Proposed Bicycle Facilities
  - Proposed Transit Stop
  - New Parking Facility
  - Proposed Roadway
  - Pick-up/Drop-off Zone
  - Roadway Directional Arrows
  - Station Entrance
  - Pedestrian Tunnel

NOT FOR CONSTRUCTION  
FOR INTERNAL USE ONLY



REV	DATE	BY	CHK	APP	DESCRIPTION

DESIGNED BY  
A. MALEITZKE  
DRAWN BY  
R. KUCINSKI  
CHECKED BY  
E. CARBREY  
IN CHARGE  
J. SWANSON  
DATE  
02/28/25

PEPD  
SUBMITTAL  
FOR INTERNAL  
USE ONLY  
  
NOT FOR  
CONSTRUCTION



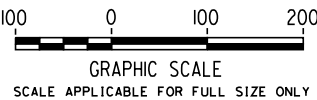
**CALIFORNIA HIGH-SPEED TRAIN PROJECT  
LOS ANGELES TO ANAHEIM**  
RECORD SET  
PRELIMINARY ENGINEERING FOR PROJECT DEFINITION  
COMMERCE STATION  
GENERAL SITE PLAN

CONTRACT NO.  
HSR06-0005  
DRAWING NO.  
AR-B0201  
SCALE  
1" = 50'  
SHEET NO.





NOT FOR CONSTRUCTION  
FOR INTERNAL USE ONLY



REV	DATE	BY	CHK	APP	DESCRIPTION

DESIGNED BY	A. MALEITZKE
DRAWN BY	R. KUCINSKI
CHECKED BY	E. CARBREY
IN CHARGE	J. SWANSON
DATE	02/28/25

**PEPD  
SUBMITTAL  
FOR INTERNAL  
USE ONLY**

**NOT FOR  
CONSTRUCTION**



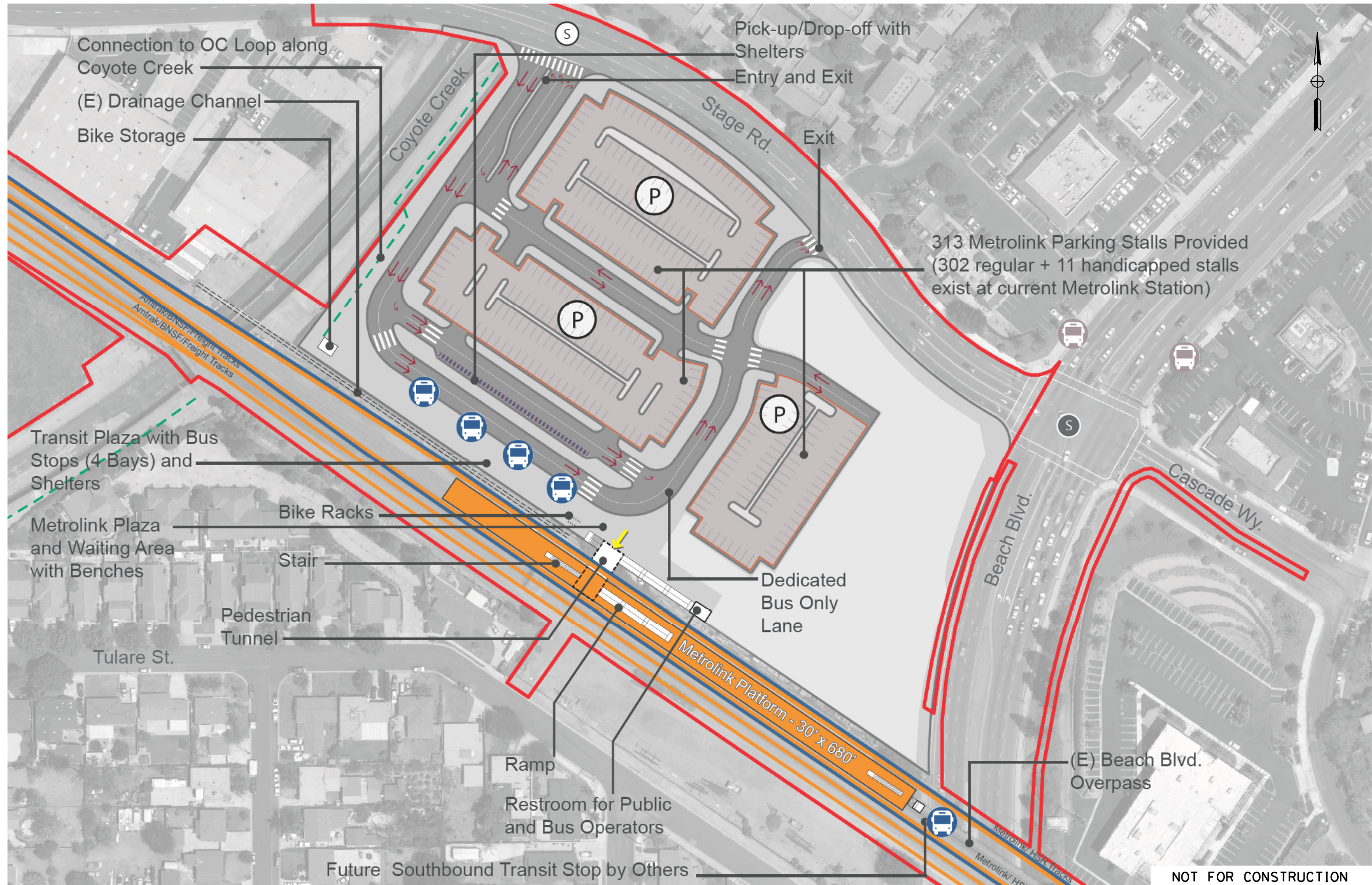
**CALIFORNIA HIGH-SPEED TRAIN PROJECT  
LOS ANGELES TO ANAHEIM**  
RECORD SET  
PRELIMINARY ENGINEERING FOR PROJECT DEFINITION  
NORWALK / SANTA FE SPRINGS STATION  
GENERAL SITE PLAN

CONTRACT NO.	HSR06-0005
DRAWING NO.	AR-B0501
SCALE	1" = 100'
SHEET NO.	

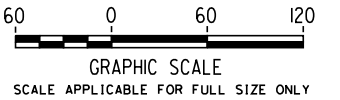


8/19/2025 4:40:40 PM I:\Projects\4017456\4017456\_0001\90\_CAD Models and Sheets\LO\Sheet Files\Vol 5\AR-LO-AR-B0601.dgn

Boschall



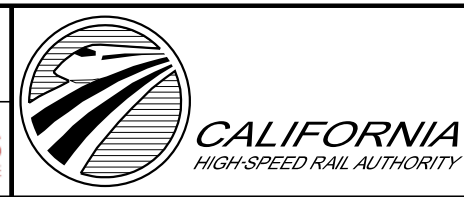
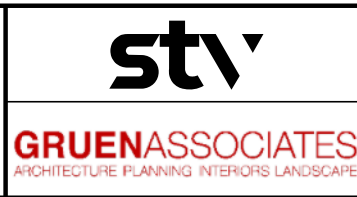
NOT FOR CONSTRUCTION  
FOR INTERNAL USE ONLY



REV	DATE	BY	CHK	APP	DESCRIPTION

DESIGNED BY  
A. MALEITZKE  
DRAWN BY  
R. KUCINSKI  
CHECKED BY  
E. CARBREY  
IN CHARGE  
J. SWANSON  
DATE  
08/29/25

PEPD  
SUBMITTAL  
FOR INTERNAL  
USE ONLY  
  
NOT FOR  
CONSTRUCTION



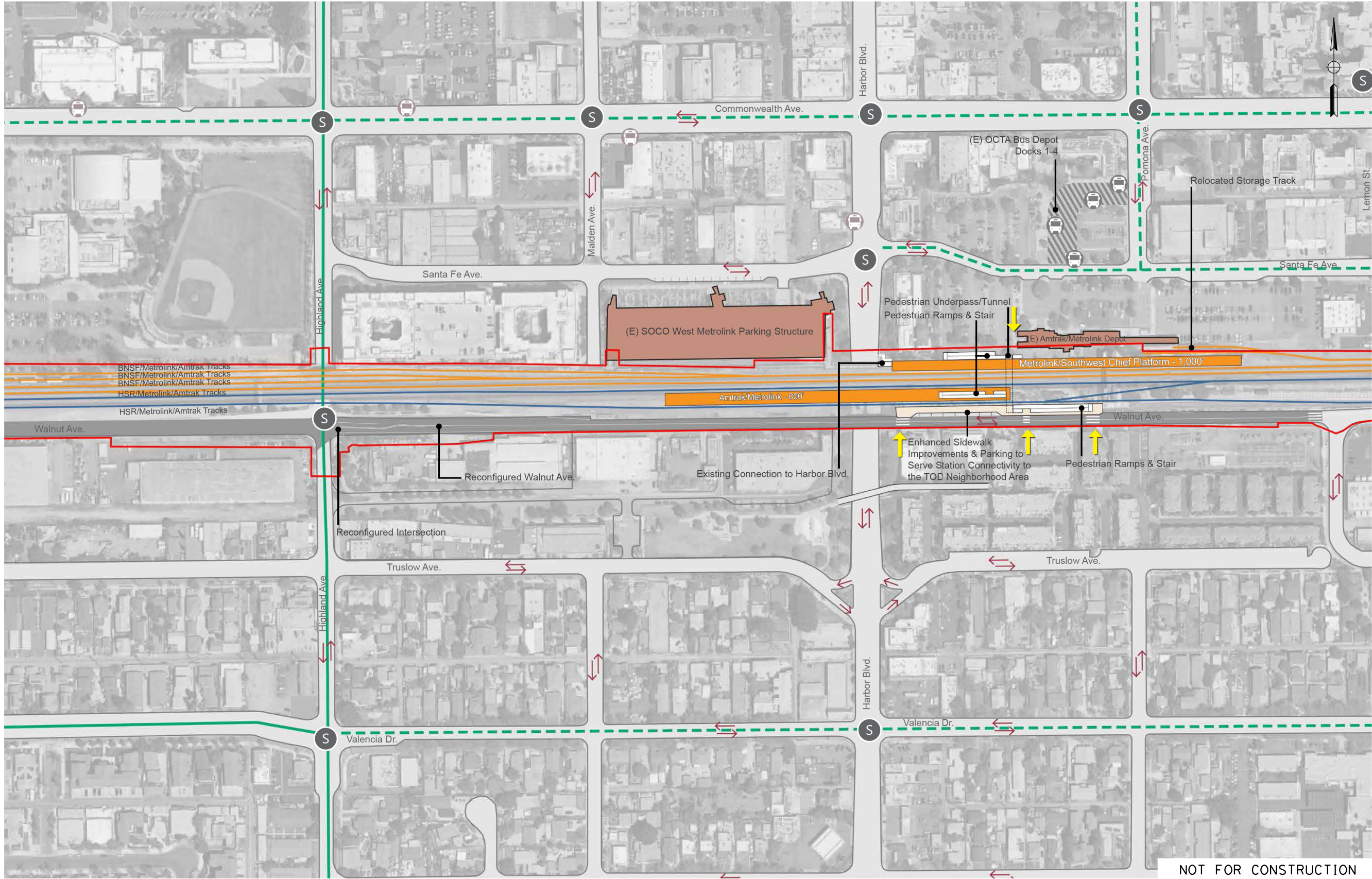
**CALIFORNIA HIGH-SPEED TRAIN PROJECT  
LOS ANGELES TO ANAHEIM**  
RECORD SET  
PRELIMINARY ENGINEERING FOR PROJECT DEFINITION  
BUENA PARK STATION  
GENERAL SITE PLAN

CONTRACT NO.  
HSR06-0005  
DRAWING NO.  
AR-B0601  
SCALE  
1" = 60'  
SHEET NO.

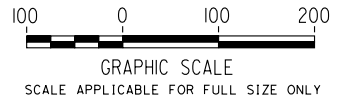


5/14/2025 1:50:35 PM I:\Projects\4017456\4017456\_0001\90\_CAD Models and Sheets\LO\Sheet Files\Vol 6\AR\LO-AR-B0701.dgn

Boschal



NOT FOR CONSTRUCTION  
FOR INTERNAL USE ONLY



REV	DATE	BY	CHK	APP	DESCRIPTION

DESIGNED BY  
A. MALEITZKE  
DRAWN BY  
R. KUCINSKI  
CHECKED BY  
E. CARBREY  
IN CHARGE  
J. SWANSON  
DATE  
02/28/25

PEPD  
SUBMITTAL  
FOR INTERNAL  
USE ONLY  
  
NOT FOR  
CONSTRUCTION



**CALIFORNIA HIGH-SPEED TRAIN PROJECT  
LOS ANGELES TO ANAHEIM**  
RECORD SET  
PRELIMINARY ENGINEERING FOR PROJECT DEFINITION  
FULLERTON STATION  
GENERAL SITE PLAN

CONTRACT NO.  
HSR06-0005  
DRAWING NO.  
AR-B0701A  
SCALE  
1" = 100'  
SHEET NO.



1/31/2025 10:11:57 AM I:\Projects\4017456\4017456\_0001\90\_CAD Models and Sheets\LO\Sheet Files\Vol 5\AR\LO-AR-Y9901.dgn boschal

	No	Program Facility	Assumptions/Equation (Chapter 14 March 2016 Revision 2)	Minimum Required Area	Minimum Required Width/Linear Feet (lf)	Queuing Distance (lf)	Designed Area	HSR Project Design Criteria Chapter 14: Stations
Station Public Areas		Unpaid Area						
	1	Waiting Area	None				1,121	14.3.5.3.C - Public Waiting Areas
	2	Public Restrooms (Male/Female)	Based on CBC for Group A-3 Occupancy	555			564	14.3.5.4 - Public Restrooms
	3	Public Restrooms (Unisex)	64 sf minimum per restroom	64			72	14.3.5.4 - Public Restrooms
	4	Public Amenity (Commercial) Space	Less than 5k = 3,000 sf; 5k-10k = 6,000 sf; More than 10k = 9,000 sf	9,000			9,048	14.3.5.5 - Passenger Amenity Spaces
	5	Fare Gates (Queuing Area)	P15b/50ppm x ((number of faregates -1x3) + (1 faregate x 4)) x 20 liner feet	740		20 lf	760	14.3.5.6.E - Fare Gates
	6	Ticket Vending Machines (Incl. Queuing Area)	Provided to meet peak passenger demand	218		8 lf	230	14.3.5.6.C - Ticket Vending Machines
	7	Ticket Sales Office	75 sf x each ticket window (windows required dependent on ridership)	225			225	14.3.5.6.B - Ticket Office Window
	8	Ticket Sales Windows	Ticket Windows x 5 linear feet in width (each) x queuing distance	300		20 lf	300	14.3.3.1.B - Queuing Space
	9	Passenger Information Counter	100 sf minimum	100			100	14.3.5.7.B - Passenger Information Counter
	10	Business Lounge	600 sf minimum without Restrooms	600			856	14.3.5.7.C - Business Lounge
	11	Vertical Transportation - Elevators	located along Santa Ana River Trail and PUDO (Metrolink)				726	14.3.3.3.E - Passenger Elevators
	12	Vertical Transportation - Stairs/Escalators/Ramps (PUDO)	located along Santa Ana River Trail and PUDO (Metrolink)				7,632	14.3.3.3.B and 14.3.3.3.C - Escalators and Stairs
	13	Vertical Transportation - Elevators (Queuing Area)	Table 14-5			8 lf	528	14.3.3.1.B - Queuing Space
	14	Vertical Transportation - Stairs/Escalators/Ramps (Queuing Area)	Table 14-5			15 lf	900	14.3.3.1.B - Queuing Space
	15	Pedestrian Bridge/Pedestrian Passageway Circulation	CHSTP Ridership in accordance with NFPA 130				13,596	
	16	Circulation	CHSTP Ridership in accordance with NFPA 130		16 lf		5,804	14.3.3.2 - Horizontal Circulation
		Subtotal					42,462	
		Paid Area						
	17	Fare Gates (Queuing Area)	P15b/50ppm x ((number of faregates -1x3) + (1 faregate x 4)) x 20 liner feet	740		20 lf	760	14.3.5.6.E - Fare Gates
	18	Value Added Machines (Incl. Queuing Area)	3.4' width x 8 linear feet x # VAMs	54			80	14.3.5.6.D - Value Added Machines (VAMs)
	19	Vertical Transportation - Elevators	2 Elevators per platform and level				726	14.3.3.3.E - Passenger Elevators
	20	Vertical Transportation - Stairs/Escalators/Ramps					1,821	14.3.3.3.B and 14.3.3.3.C - Escalators and Stairs
	21	Vertical Transportation - Elevators (Queuing Area)	Table 14-5			8 lf	528	14.3.3.1.B - Queuing Space
	22	Vertical Transportation - Stairs/Escalators/Ramps (Queuing Area)	Table 14-5			15 lf	810	14.3.3.1.B - Queuing Space
	23	Circulation	CHSTP Ridership in accordance with NFPA 130		16 lf		5,000	14.3.3.2 - Horizontal Circulation
		Subtotal					9,725	
		Platform						
	24	Platform Area	Min Length = 1,410 lf ; Min Width = 30 lf	42,300	30 lf		60,826	14.3.2.2 - Platform Planning
		Subtotal					60,826	

Table continued on next page

NOT FOR CONSTRUCTION  
FOR INTERNAL USE ONLY

						DESIGNED BY A. MALEITZKE	PEPD SUBMITTAL FOR INTERNAL USE ONLY					CALIFORNIA HIGH-SPEED TRAIN PROJECT LOS ANGELES TO ANAHEIM RECORD SET PRELIMINARY ENGINEERING FOR PROJECT DEFINITION ANAHEIM STATION AT ARTIC PROGRAM SCHEDULE 1 OF 3	CONTRACT NO. HSR06-0005
						DRAWN BY R. KUCINSKI							DRAWING NO. AR-Y9901
						CHECKED BY E. CARBREY							SCALE 1" = 100'
						IN CHARGE J. SWANSON							SHEET NO.
REV	DATE	BY	CHK	APP	DESCRIPTION	DATE 02/28/25	NOT FOR CONSTRUCTION						

1/31/2025 10:12:03 AM I:\Projects\4017456\4017456\_0001\90\_CAD\_Models\_and\_Sheets\LO\Sheet\_Files\Vol\_5\AR\LO-AR-Y9902.dgn boschal

	No	Program Facility	Assumptions/Equation (Chapter 14 March 2016 Revision 2)	Minimum Required Area	Minimum Required Width/Linear Feet (lf)	Queuing Distance (lf)	Designed Area	HSR Project Design Criteria Chapter 14: Stations
Non-Public Station Support Areas		Non-Public Station Administrative Staff Support Services Facilities						
	25	Station Managers Office	270 sf minimum	270			273	14.3.6.1.A - Station Managers Office
	26	Station Administrative Offices	Size as Required				635	14.3.6.1.B - Station Administration Office
	27	Facility Maintenance Office	330 sf minimum	330			399	14.3.6.1.C - Facility Maintenance Office
	28	Transportation Agency Offices	Requested by local agencies				532	14.3.6.1.D - Transportation Agency Offices
	29	Lost and Found	120 sf minimum for Terminal Stations	120			126	14.3.6.1.E - Lost and Found
	30	First Aid Room	120 sf minimum for Terminal Stations	120			124	14.3.6.1.F - First Aid Room
	31	Staff Break Room	200 sf minimum or 25 sf per staff typical shift	250			350	14.3.6.1.G - Staff Break Room
	32	Training and Meeting Room	200 sf minimum or 25 sf per staff typical shift	200			250	14.3.6.1.H - Training and Meeting Room
	33	Staff Locker Room	Size as Required				1,935	14.3.6.1.I - Staff Locker Rooms
	34	Staff Restrooms (Male/Female)	Accordance with CBC	765			784	14.3.6.1.J - Staff Restrooms
	35	Circulation/Hallways	Per CBC		3'-8" lf		985	14.3.3.2.F - Non-Public Corridors
		Subtotal					6,393	
		Non-Public Secure Station Staff Support Services Facilities						
	36	Security Guard Office	144 sf minimum	144			144	14.3.6.2.B - Security Guard Office
	37	Ticket Administration Office	75 sf per ticket window	225			269	14.3.6.2.C - Ticket Administration Office
	38	Cash Handling and Ticket Storage Room	260 sf minimum	260			300	14.3.6.2.D - Cash Handling and Ticket Storage Room
	39	Station Control Room (SCR)	1,100 sf minimum	1,100			1,103	14.3.6.2.E - Station Control Room (SCR)
	40	Station Computer Rooms	500 sf each, total of 2	1,000			1,017	14.3.6.2.F - Station Computer Rooms
	41	Temporary Command Post	1,500 sf minimum at Terminal Stations	1,500			1,507	14.3.6.2.G - Temporary Command Post (CP)
	42	Stations Operations Room (SOR)	1.100 sf minimum	1,100			1,427	14.3.6.2.H - Stations Operations Room (SOR)
	43	Operation Management Booth	100 sf (per Platform)	100			100	14.3.6.2.I - Operation Management Booth
	44	Terminal Station Police Facilities	700 sf + dedicated locker room facilities (Table 14-10)	1,700			1,775	14.3.8.1.A
	45	Terminal Station Train Crew Support	2,250 sf minimum (Table 14-11)	2,250			2,254	14.3.8.1.B
	46	Terminal Station Rolling Stock Maintenance	1,375 sf minimum (Table 14-12)	1,375			1,375	14.3.8.2.A
	47	Terminal Station Commissary Requirements	1,270 minimum (Table 14-13)	1,270			1,281	14.3.8.2.B
	48	Secured Circulation/Hallways	Per CBC		3'-8" lf		985	14.3.6.2
		Subtotal					13,537	
Station Ancillary Facilities		Maintenance Support Spaces						
	49	Main Station Recycling / Refuse Storage Facility	150 sf minimum, larger for Terminal Facilities	150			150	14.3.7.1.A - Main Station Recycling / Refuse Storage Facility
	50	Secondary Station Recycling / Refuse Storage Facility	100 sf minimum	100			117	14.3.7.1.B - Secondary Station Recycling / Refuse Storage Facility
	51	Janitor's Closet	60 sf each min x 4	240			454	14.3.7.1.C - Janitor's Closet
	52	Station General Storage Rooms	200 sf + 60 sf for misc. storage spaces	260			378	14.3.7.1.D - Station General Storage Rooms
	53	Landscape Maintenance Room	100 sf minimum	100			120	14.3.7.1.E - Landscape Maintenace Room
	54	Loading Zone	Sized as appropriate				514	14.3.7.1.F - Loading Zone
	55	Loading Dock	Sized as appropriate				150	14.3.7.1.G - Loading Dock
	56	Service Access	Sized as appropriate				1,425	14.3.7.1.H - Service Access
		Subtotal					3,308	
		Building Services and Plant Rooms						
	56	Environmental Control	Sized by Designer				512	14.3.7.2.A - Environmental Control
	57	Electric System	10,000 sf Substation + 1,100 sf Station each, 2 rooms min.	12,200			12,270	14.3.7.2.B - Electric System
	58	Fire Protection	Sized by Designer				258	14.3.7.2.C- Fire Protection
	59	Plumbing and Drainage	Sized by Designer				200	14.3.7.2.D- Plumbing and Drainage
	60	CHST Core Systems Spaces	See Table 14-8	2,405			2,868	14.3.7.2.E- CHST Core Systems Spaces
	61	Circulation/Hallways	Per CBC		3'-8" lf		985	14.3.6.2
		Subtotal					17,093	

NOT FOR CONSTRUCTION

FOR INTERNAL USE ONLY

Table continued on next page

						DESIGNED BY A. MALEITZKE	PEPD SUBMITTAL FOR INTERNAL USE ONLY			CALIFORNIA HIGH-SPEED TRAIN PROJECT LOS ANGELES TO ANAHEIM RECORD SET PRELIMINARY ENGINEERING FOR PROJECT DEFINITION ANAHEIM STATION AT ARTIC PROGRAM SCHEDULE 2 OF 3	CONTRACT NO. HSR06-0005
						DRAWN BY R. KUCINSKI					DRAWING NO. AR-Y9902
						CHECKED BY E. CARBREY					SCALE 1" = 100'
						IN CHARGE J. SWANSON					SHEET NO.
REV	DATE	BY	CHK	APP	DESCRIPTION	DATE 02/28/25	NOT FOR CONSTRUCTION				



1/31/2025 10:12:12 AM I:\Projects\4017456\4017456\_0001\90\_CAD Models and Sheets\LO\Sheet Files\Vol 5\AR\LO-AR-Y9903.dgn boschal

	No	Program Facility	Assumptions/Equation (Chapter 14 March 2016 Revision 2)	Minimum Required Area	Minimum Required Width/Linear Feet (lf)	Queuing Distance (lf)	Designed Area	HSR Project Design Criteria Chapter 14: Stations
		Subtotal					17,093	
Transportation		Ingress/Egress Circulation						
	62	Parking	ModeShare Summary 6-21-16	See Below			See Below	
	63	Pick-Up/Drop-Off	ModeShare Summary 6-21-16	See Below			See Below	
	64	Bus Bays	ModeShare Summary 6-21-16	See Below			See Below	
	65	Roads/Circulation	Sized by Designer	See Below			See Below	
		Subtotal						
Station Program Subtotal							153,344	
Walls and Structure							38,336	
Station Total							191.680	
Assumed 25% Grossing Factor of Total Program Area sf								

Parking and Pick-up/Drop-Off Uses					
Parking					
	Facility	Type	2029 Quantity	2040 Quantity	Unit
HSR	P1	Structure	1,350	0	stalls (9'x18')
Metrolink/Amtrak			405	0	
Metrolink Employee			221	0	
TOTAL			1,976 <sup>1</sup>		stalls
			19.80 <sup>2</sup>		acres
Pick-up/Drop-off					
Shared with ARTIC			22		bays (8'x20')
HSR Dedicated			36		
TOTAL			58		bays
			91,500 <sup>3</sup>		sq. ft.

<sup>1</sup>This number represents the required High Speed Rail parking stalls and relocated or displaced Metrolink/Amtrak and Metrolink employee parking as a result of the proposed High Speed Rail project. Displaced Angels parking will be located in Facility P2, which will be restriped to accommodate the current number of stalls.

<sup>2</sup>The total parking area also includes the parking access roads, sidewalks, and landscaping areas. This number also includes the acreage for displaced Angels parking (16.52) to be restriped, within Facility P2, to accommodate the current number of stalls.

<sup>3</sup>The total area includes the stalls, buffer lanes (adjacent to traffic lane), adjacent sidewalk and access roads.

Station Entry Plazas and Transit Plazas			
Program Facility	Required Area	Designed Area	HSR Design Criteria Chapter 14
Station Entry Plaza	Varies per Site	22,570 sq. ft.	14.4.4.8 Station Entry Plazas
Transit Plaza	Varies per Site	0 sq. ft.	14.4.2.4 Transit Planning Principles
TOTAL PLAZA		22,570 sq. ft.	

Note: All Plaza areas include main and secondary plazas per the proposed general and detailed site plans. There is no proposed transit plaza due to having a shared Transit Plaza with the existing ARTIC Station.

Ridership Estimates		
Daily Boardings per CHSRA 2016 Business Plan	2029	7,300
	2040	15,200

NOT FOR CONSTRUCTION  
FOR INTERNAL USE ONLY

REV	DATE	BY	CHK	APP	DESCRIPTION

DESIGNED BY A. MALEITZKE
DRAWN BY R. KUCINSKI
CHECKED BY E. CARBREY
IN CHARGE J. SWANSON
DATE 02/28/25

PEPD  
SUBMITTAL  
FOR INTERNAL  
USE ONLY

NOT FOR  
CONSTRUCTION





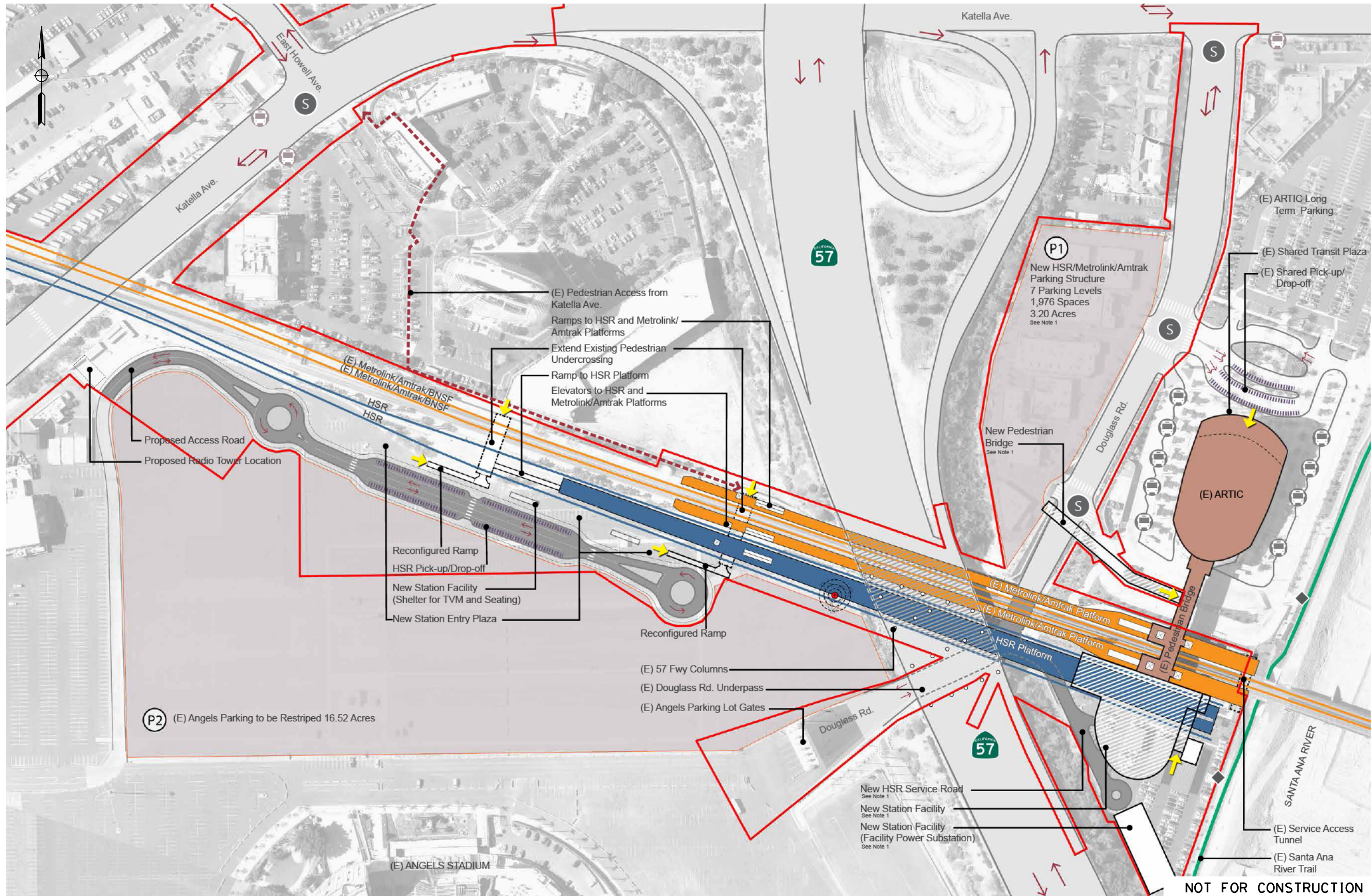
**CALIFORNIA HIGH-SPEED TRAIN PROJECT  
LOS ANGELES TO ANAHEIM**

RECORD SET  
PRELIMINARY ENGINEERING FOR PROJECT DEFINITION  
ANAHEIM STATION AT ARTIC  
PROGRAM SCHEDULE 3 OF 3

CONTRACT NO. HSR06-0005
DRAWING NO. AR-Y9903
SCALE 1" = 100'
SHEET NO.



5/28/2025 4:18:49 PM I:\Projects\4017456\4017456\_0001\90\_CAD Models and Sheets\LO\Sheet Files\Vol 5\AR\LO-AR-B0901.dgn Boschall

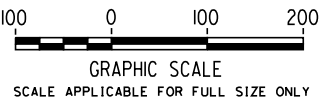


- LEGEND**
- Note: (E) annotation indicates existing facilities
- Environmental Footprint
  - HSR Tracks and Platform
  - New Station Facilities (At Grade/Elevated)
  - Non-HSR Tracks & Platforms
  - (E) Transit Facilities
  - Existing Bicycle Facilities
  - (E) On-Street Transit Stop
  - Shared Transit (ARTIC Bus Station Bus Bays)
  - New Parking Facility
  - Proposed Roadway
  - Pick-up/Drop-off Zone
  - Roadway Directional Arrows
  - Station Entrance
  - Pedestrian Passageway
  - (E) Billboard (to be relocated)
  - (E) 57 Freeway Columns
  - (E) 57 Freeway Above HSR
  - Douglass Road Underpass & Connection to HSR Service Road (Reconfigured)
  - (E) Santa Ana River Trail Connection
  - Existing Signalized Intersection

Note 1: Design of HSR station facilities at ARTIC are preliminary and subject to further coordination with City of Anaheim and OC Vibe as plans advance for development of area. Typical for all sheets related to proposed ARTIC design.

New Parking Facilities			
Facility	User	2029	2040
P1	HSR	1,350*	-
	Metrolink/Amtrak	405	-
	Metrolink Employee	221	-
TOTAL	2029/2040	1,976**	

\* Mode Share Summary June 2016  
\*\* This number represents the required High Speed Rail parking stalls and relocated or displaced Metrolink/Amtrak and Metrolink Employee parking as a result of the proposed High Speed Rail project. Displaced Angels parking will be located in Facility P2, which will be restriped to accommodate the current number of spaces.



NOT FOR CONSTRUCTION  
FOR INTERNAL USE ONLY

REV	DATE	BY	CHK	APP	DESCRIPTION

DESIGNED BY  
A. MALEITZKE  
DRAWN BY  
R. KUCINSKI  
CHECKED BY  
E. CARBREY  
IN CHARGE  
J. SWANSON  
DATE  
02/28/25

PEPD  
SUBMITTAL  
FOR INTERNAL  
USE ONLY  
  
NOT FOR  
CONSTRUCTION

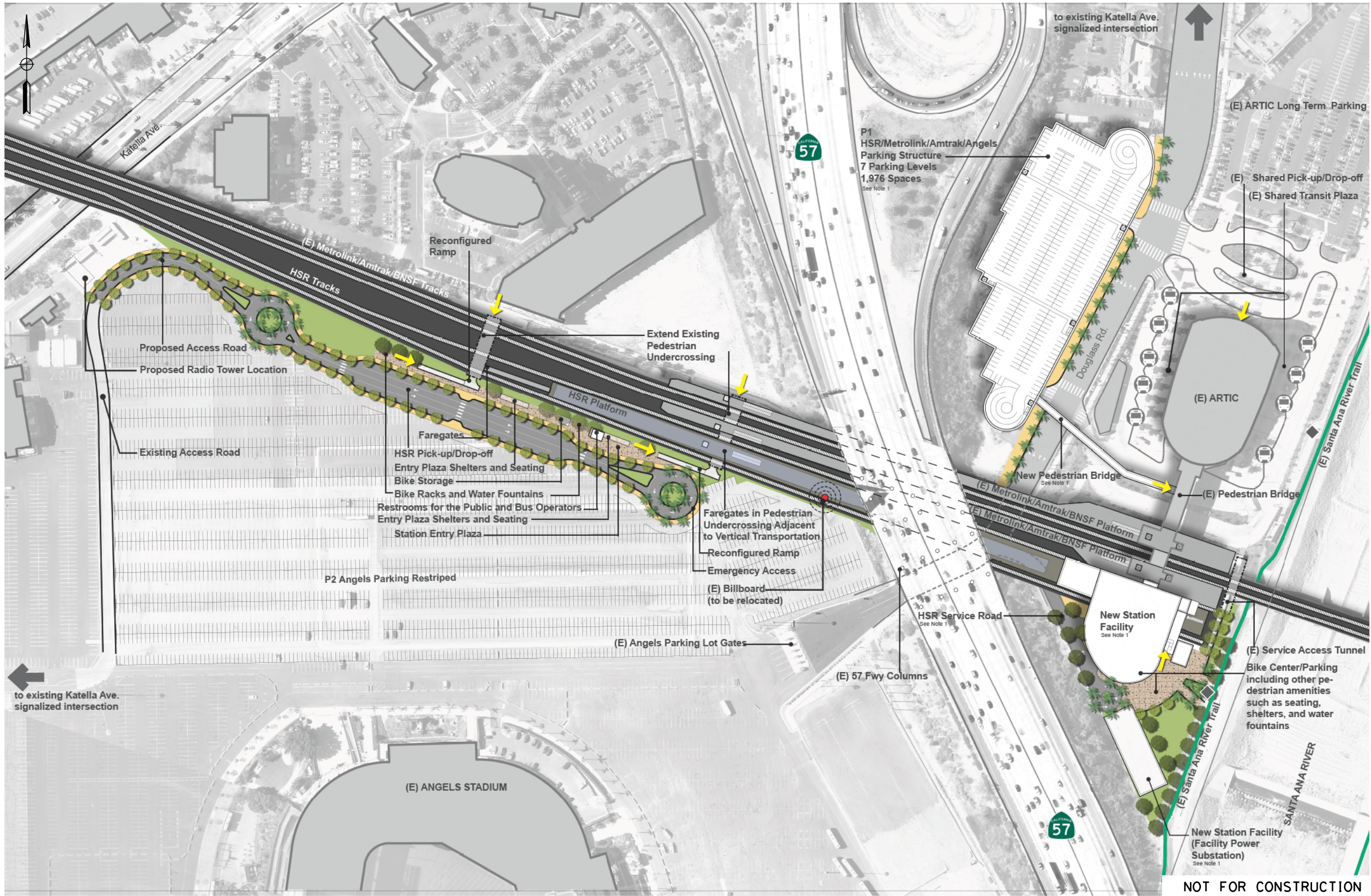


**CALIFORNIA HIGH-SPEED TRAIN PROJECT  
LOS ANGELES TO ANAHEIM**  
RECORD SET  
PRELIMINARY ENGINEERING FOR PROJECT DEFINITION  
ANAHEIM STATION AT ARTIC  
GENERAL SITE PLAN

CONTRACT NO.  
HSR06-0005  
DRAWING NO.  
AR-B0901  
SCALE  
1" = 100'  
SHEET NO.



7/10/2025 2:51:05 PM I:\Projects\4017456\0001\90\_CAD Models and Sheets\LO\Sheet Files\Vol 5\AR\LO-AR-C1901.dgn



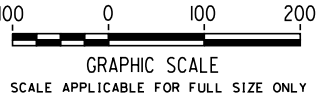
**LEGEND**

Note: (E) annotation indicates existing facilities

- HSR Platform
- New Station Facilities
- Non-HSR Platforms
- ARTIC
- Tracks
- Existing Bike Facilities
- Shared Transit (ARTIC Bus Station Bus Bays)
- Proposed Roadway
- Station Entrance
- Pedestrian Passageway
- Existing Billboard (to be relocated)
- (E) 57 Freeway Columns
- (E) Santa Ana River Trail Connection

Note 1: Design of HSR station facilities at ARTIC are preliminary and subject to further coordination with City of Anaheim and OC Vibe as plans advance for development of area. Typical for all sheets related to proposed ARTIC design.

NOT FOR CONSTRUCTION  
FOR INTERNAL USE ONLY



REV	DATE	BY	CHK	APP	DESCRIPTION

DESIGNED BY A. MALEITZKE
DRAWN BY R. KUCINSKI
CHECKED BY E. CARBREY
IN CHARGE J. SWANSON
DATE 02/28/25

PEPD SUBMITTAL FOR INTERNAL USE ONLY
NOT FOR CONSTRUCTION

**stv**

**GRUENASSOCIATES**  
ARCHITECTURE PLANNING INTERIORS LANDSCAPE

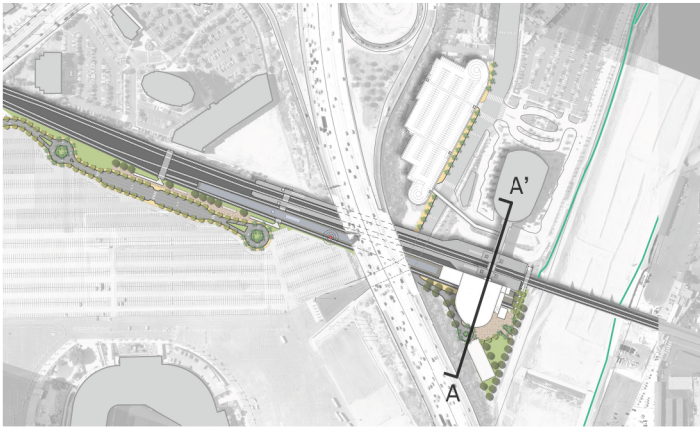
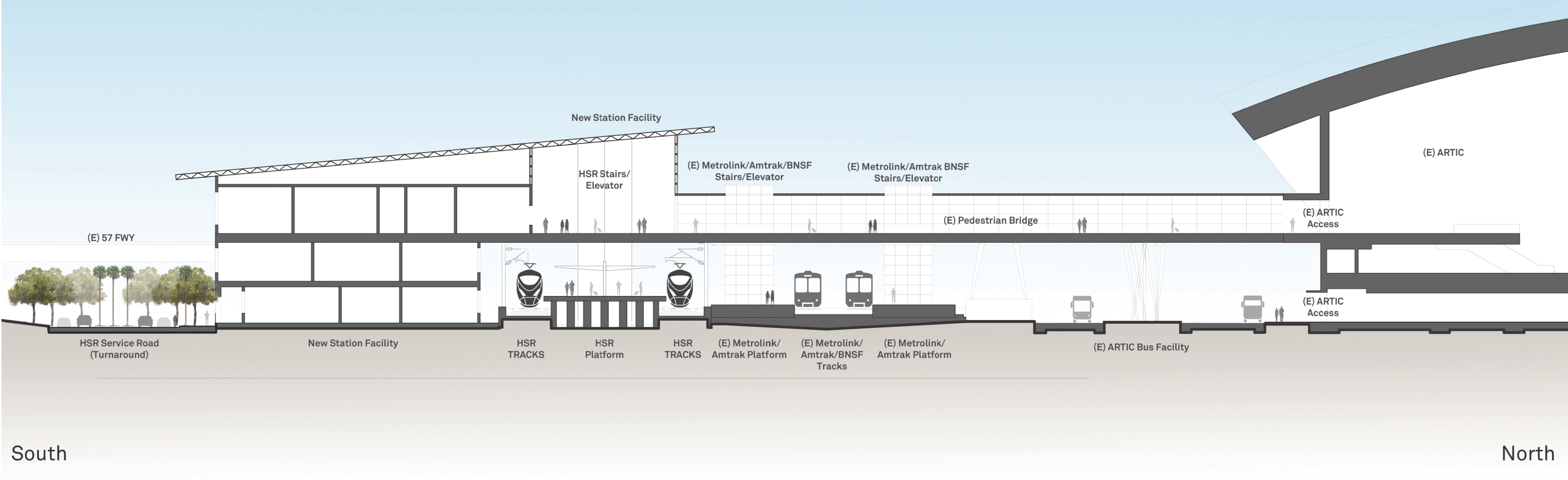
**CALIFORNIA**  
HIGH-SPEED RAIL AUTHORITY

**CALIFORNIA HIGH-SPEED TRAIN PROJECT**  
**LOS ANGELES TO ANAHEIM**  
RECORD SET  
PRELIMINARY ENGINEERING FOR PROJECT DEFINITION  
ANAHEIM STATION AT ARTIC  
DETAILED SITE PLAN

CONTRACT NO. HSR06-0005
DRAWING NO. AR-C1901
SCALE 1" = 100'
SHEET NO.



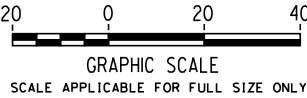
1/31/2025 10:12:44 AM I:\Projects\4017456\4017456\_0001\90\_CAD Models and Sheets\LO\Sheet Files\Vol 5\AR\LO-AR-J3901.dgn boschal



**LEGEND**  
Note: (E) annotation indicates existing facilities

HSR  
 Metrolink/Amtrak/BNSF

NOT FOR CONSTRUCTION  
FOR INTERNAL USE ONLY



REV	DATE	BY	CHK	APP	DESCRIPTION

DESIGNED BY A. MALEITZKE
DRAWN BY R. KUCINSKI
CHECKED BY E. CARBREY
IN CHARGE J. SWANSON
DATE 02/28/25

PEPD  
SUBMITTAL  
FOR INTERNAL  
USE ONLY

NOT FOR  
CONSTRUCTION

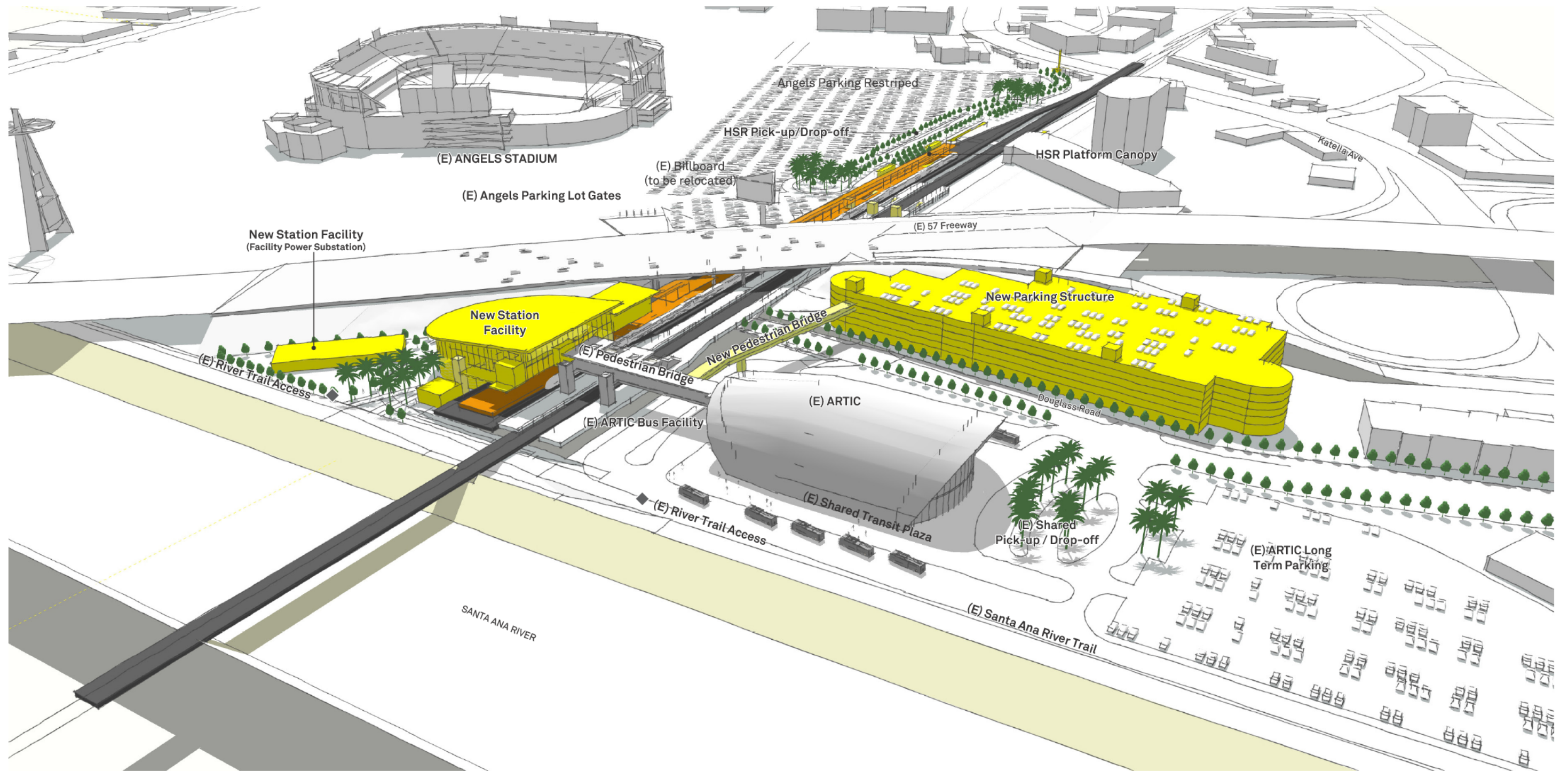


**CALIFORNIA HIGH-SPEED TRAIN PROJECT  
LOS ANGELES TO ANAHEIM**  
RECORD SET  
PRELIMINARY ENGINEERING FOR PROJECT DEFINITION  
ANAHEIM STATION AT ARTIC  
CROSS SECTION

CONTRACT NO. HSR06-0005
DRAWING NO. AR-J3901
SCALE 1" = 20'
SHEET NO.



7/10/2025 2:51:42 PM I:\Projects\4017456\4017456\_0001\90\_CAD Models and Sheets\LO\Sheet Files\Vol 5\AR\LO-AR-J8901.dgn



**LEGEND**

Note: (E) annotation indicates existing facilities

- New Station Facility or Parking Structure
- New HSR Platform

NOT FOR CONSTRUCTION  
FOR INTERNAL USE ONLY

REV	DATE	BY	CHK	APP	DESCRIPTION

DESIGNED BY  
A. MALEITZKE  
DRAWN BY  
R. KUCINSKI  
CHECKED BY  
E. CARBREY  
IN CHARGE  
J. SWANSON  
DATE  
02/28/25

PEPD  
SUBMITTAL  
FOR INTERNAL  
USE ONLY  
  
NOT FOR  
CONSTRUCTION

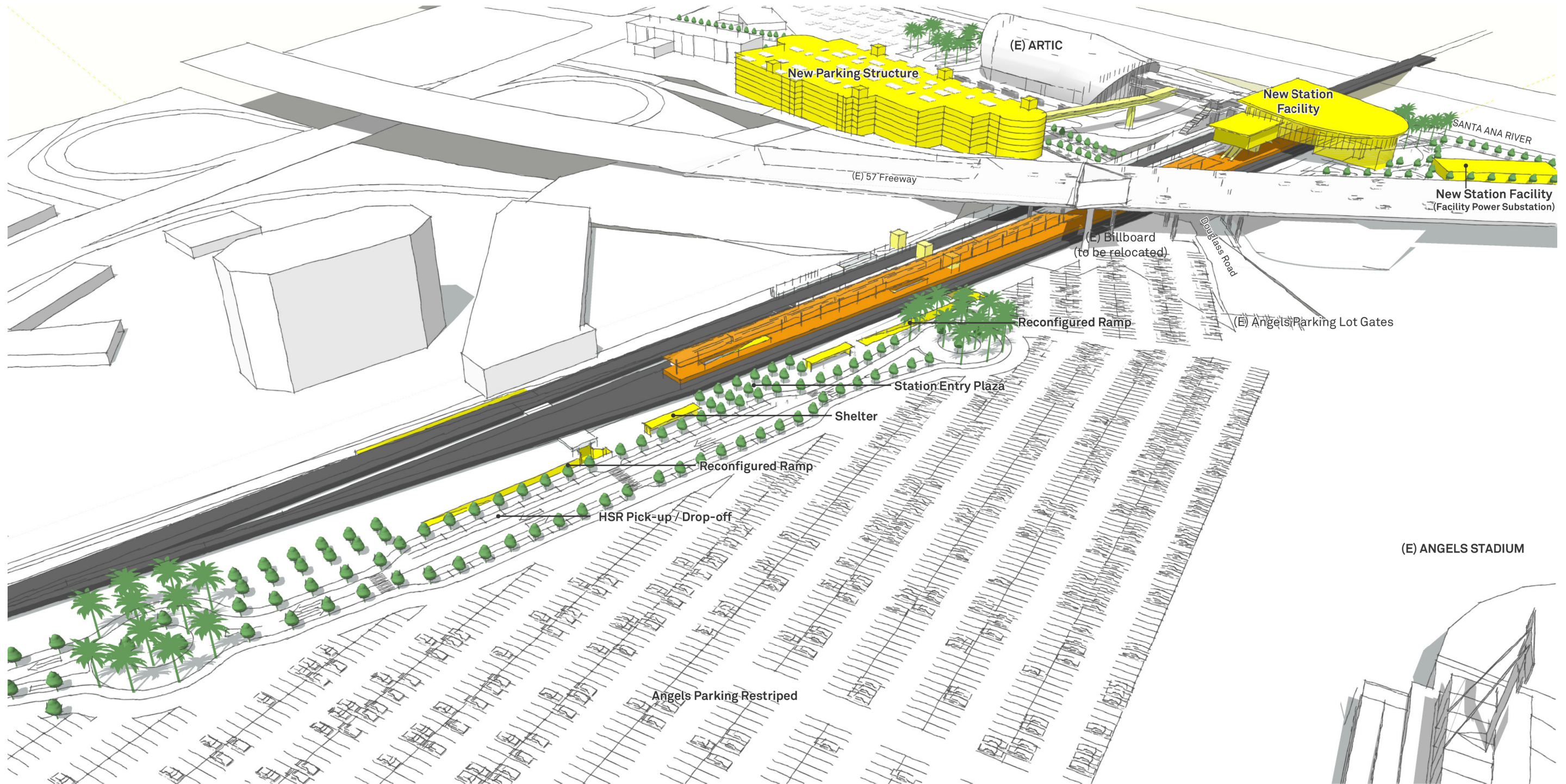


**CALIFORNIA HIGH-SPEED TRAIN PROJECT  
LOS ANGELES TO ANAHEIM**  
RECORD SET  
PRELIMINARY ENGINEERING FOR PROJECT DEFINITION  
ANAHEIM STATION AT ARTIC  
MASSING MODEL 1 OF 3

CONTRACT NO.  
HSR06-0005  
DRAWING NO.  
AR-J8901  
SCALE  
NO SCALE  
SHEET NO.



1/31/2025 10:12:56 AM I:\Projects\4017456\4017456\_0001\90\_CAD Models and Sheets\LO\Sheet Files\Vol 5\AR\LO-AR-J8902.dgn boschal



#### LEGEND

Note: (E) annotation indicates existing facilities

- New Station Facility or Parking Structure
- New HSR Platform

NOT FOR CONSTRUCTION  
FOR INTERNAL USE ONLY

REV	DATE	BY	CHK	APP	DESCRIPTION

DESIGNED BY  
A. MALEITZKE  
DRAWN BY  
R. KUCINSKI  
CHECKED BY  
E. CARBREY  
IN CHARGE  
J. SWANSON  
DATE  
02/28/25

PEPD  
SUBMITTAL  
FOR INTERNAL  
USE ONLY  
  
NOT FOR  
CONSTRUCTION

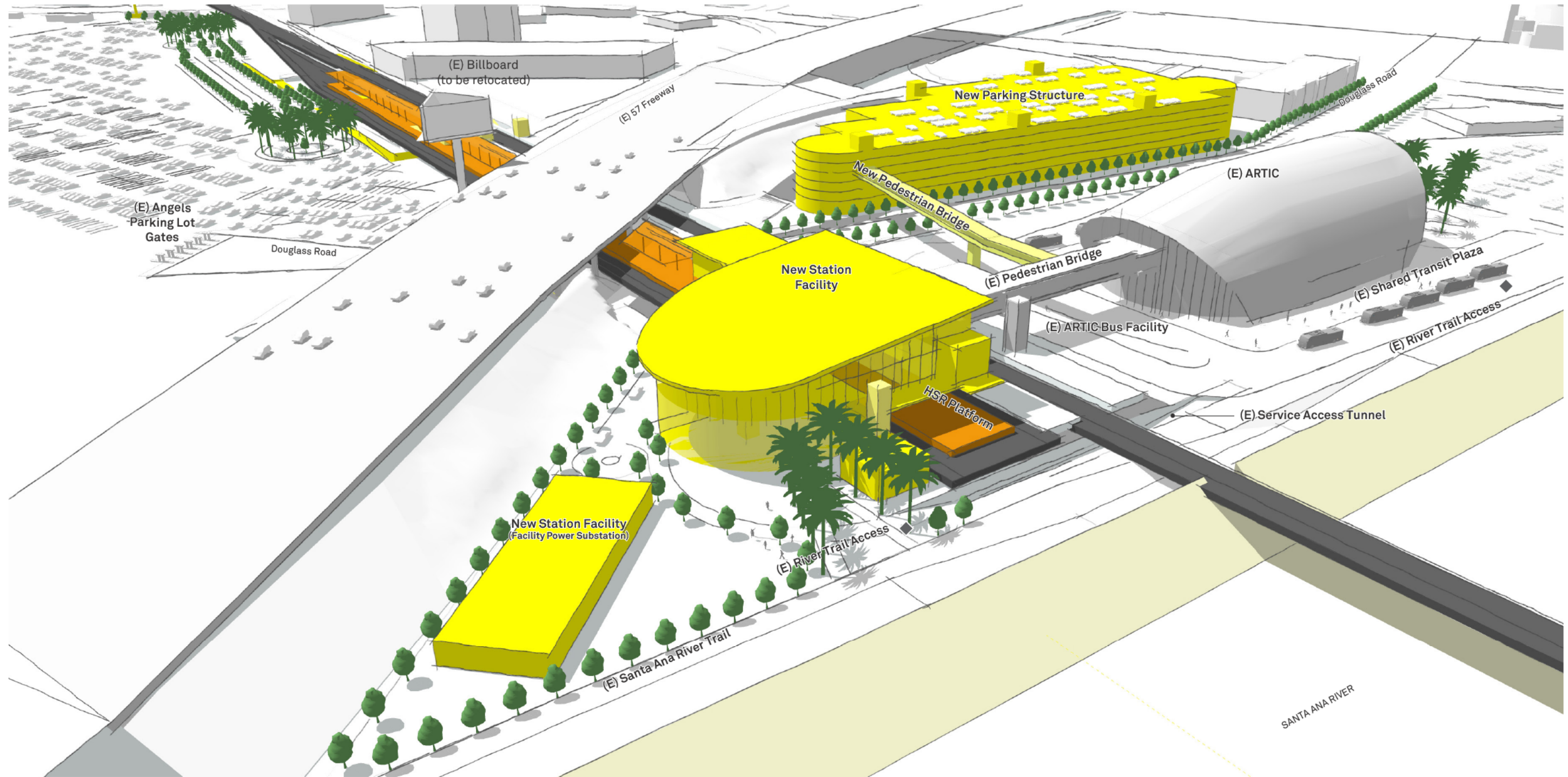


**CALIFORNIA HIGH-SPEED TRAIN PROJECT  
LOS ANGELES TO ANAHEIM**  
RECORD SET  
PRELIMINARY ENGINEERING FOR PROJECT DEFINITION  
ANAHEIM STATION AT ARTIC  
MASSING MODEL 2 OF 3

CONTRACT NO.  
HSR06-0005  
DRAWING NO.  
AR-J8902  
SCALE  
NO SCALE  
SHEET NO.



7/10/2025 2:52:07 PM I:\Projects\4017456\4017456\_0001\90\_CAD Models and Sheets\LO\Sheet Files\Vol 5\AR\LO-AR-J8903.dgn



**LEGEND**

Note: (E) annotation indicates existing facilities

- New Station Facility or Parking Structure
- New HSR Platform

NOT FOR CONSTRUCTION  
FOR INTERNAL USE ONLY

REV	DATE	BY	CHK	APP	DESCRIPTION

DESIGNED BY A. MALEITZKE
DRAWN BY R. KUCINSKI
CHECKED BY E. CARBREY
IN CHARGE J. SWANSON
DATE 02/28/25

PEPD  
SUBMITTAL  
FOR INTERNAL  
USE ONLY

NOT FOR  
CONSTRUCTION



**CALIFORNIA HIGH-SPEED TRAIN PROJECT  
LOS ANGELES TO ANAHEIM**

RECORD SET  
PRELIMINARY ENGINEERING FOR PROJECT DEFINITION  
ANAHEIM STATION AT ARTIC  
MASSING MODEL 3 OF 3

CONTRACT NO. HSR06-0005
DRAWING NO. AR-J8903
SCALE NO SCALE
SHEET NO.