

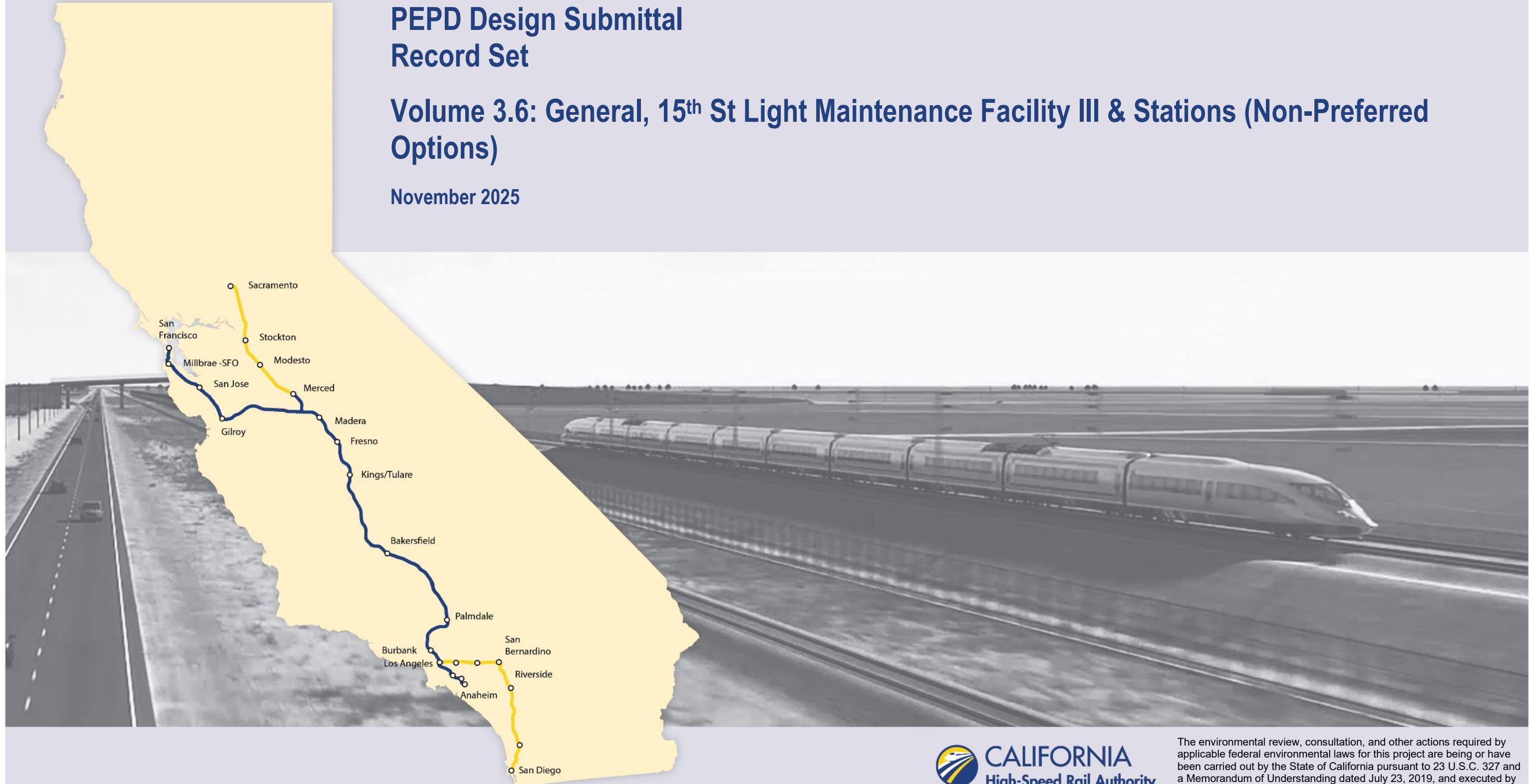
California High-Speed Rail Authority

Los Angeles to Anaheim Project Section

PEPD Design Submittal
Record Set

Volume 3.6: General, 15th St Light Maintenance Facility III & Stations (Non-Preferred
Options)

November 2025

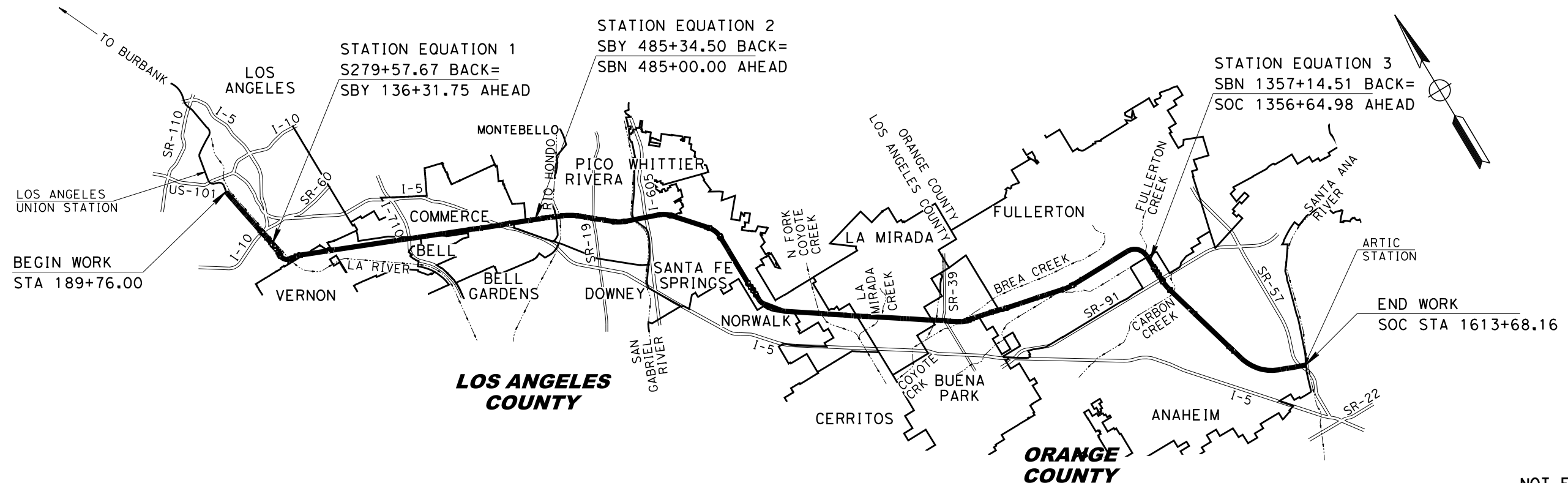




CALIFORNIA
HIGH-SPEED RAIL AUTHORITY



PRELIMINARY ENGINEERING FOR PROJECT DEFINITION (PEPD)
CALIFORNIA HIGH-SPEED TRAIN PROJECT
TONGVA SUBDIVISION
LOS ANGELES TO ANAHEIM
VOLUME 3.6
GENERAL & BNSF COLTON INTERMODAL FACILITY COMPONENT



PROJECT LOCATION MAP

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

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CALIFORNIA
HIGH-SPEED RAIL AUTHORITY

CALIFORNIA HIGH-SPEED TRAIN PROJECT
LOS ANGELES TO ANAHEIM
RECORD SET
PRELIMINARY ENGINEERING FOR PROJECT DEFINITION
PROJECT LOCATION MAP



CONTRACT NO.
HSR06-0005
DRAWING NO.
GE-A0601
SCALE
NO SCALE
SHEET NO.

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

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							DRAWN BY M. MAMAWAL	DRAWING NO. GE-A0610					
							CHECKED BY J. SWANSON	SCALE AS SHOWN					
							IN CHARGE J. SWANSON	SHEET NO.					
							DATE 08/29/25						
	REV	DATE	BY	CHK	APP		DESCRIPTION						

VOLUME 3.6 - GENERAL & 15TH STREET LMF III & HSR NOWALK/SANTA FE SPRINGS & FULLERTON STATION OPTIONS (NON-PREFERRED)

GENERAL	
DRAWING NO.	DRAWING TITLE
GE-A0600	COVER SHEET - VOLUME 3.6
GE-A0601	PROJECT LOCATION MAP
GE-A0610	INDEX OF VOLUMES
GE-A0611	INDEX OF DRAWINGS VOLUME 3.6 - SHEET 1 OF 2
GE-A0612	INDEX OF DRAWINGS VOLUME 3.6 - SHEET 2 OF 2
GE-D0601	VOLUME 3.6 - KEY MAP SHEET 1 OF 3
GE-D0602	VOLUME 3.6 - KEY MAP SHEET 2 OF 3
GE-D0603	VOLUME 3.6 - KEY MAP SHEET 3 OF 3
GE-B0601	BASIS OF DESIGN SUMMARY
GE-C0601	ACRONYMS AND ABBREVIATIONS 1
GE-C0602	ACRONYMS AND ABBREVIATIONS 2
GE-C0603	ACRONYMS AND ABBREVIATIONS 3
GE-C0604	ACRONYMS AND ABBREVIATIONS 4
GE-C0605	ACRONYMS AND ABBREVIATIONS 5
GE-C0611	SYMBOLS 1
GE-C0612	SYMBOLS 2
GE-B0611	GENERAL NOTES 1 OF 1
GE-D6601	TRACK SCHEMATIC
GE-D6602	TRACK SCHEMATIC - 15TH STREET LMF III OPTION
	15TH STREET LMF III OPTION
DRAWING NO.	DRAWING TITLE
TT-D3032A	CROSS SECTIONS
TT-D1901A	15TH STREET LMF III OPTION
TT-D1902A	15TH STREET LMF III OPTION
TT-D1903A	15TH STREET LMF III OPTION
RW-M1860	RIGHT-OF-WAY IMPACT HSR 15TH ST LMF III OPTION
RW-M1861	RIGHT-OF-WAY IMPACT HSR 15TH ST LMF III OPTION
RW-M1862	RIGHT-OF-WAY IMPACT HSR 15TH ST LMF III OPTION
ST-K1013A	15TH STREET LMF III U-TRENCH - PLAN AND ELEVATION
UT-C1901	EXISTING COMPOSITE UTILITIES PLAN HSR 15TH ST LMF III OPTION
UT-C1902	EXISTING COMPOSITE UTILITIES PLAN HSR 15TH ST LMF III OPTION
UT-C1903	EXISTING COMPOSITE UTILITIES PLAN HSR 15TH ST LMF III OPTION

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						DRAWN BY M. MAMAWAL				DRAWING NO. GE-A0611
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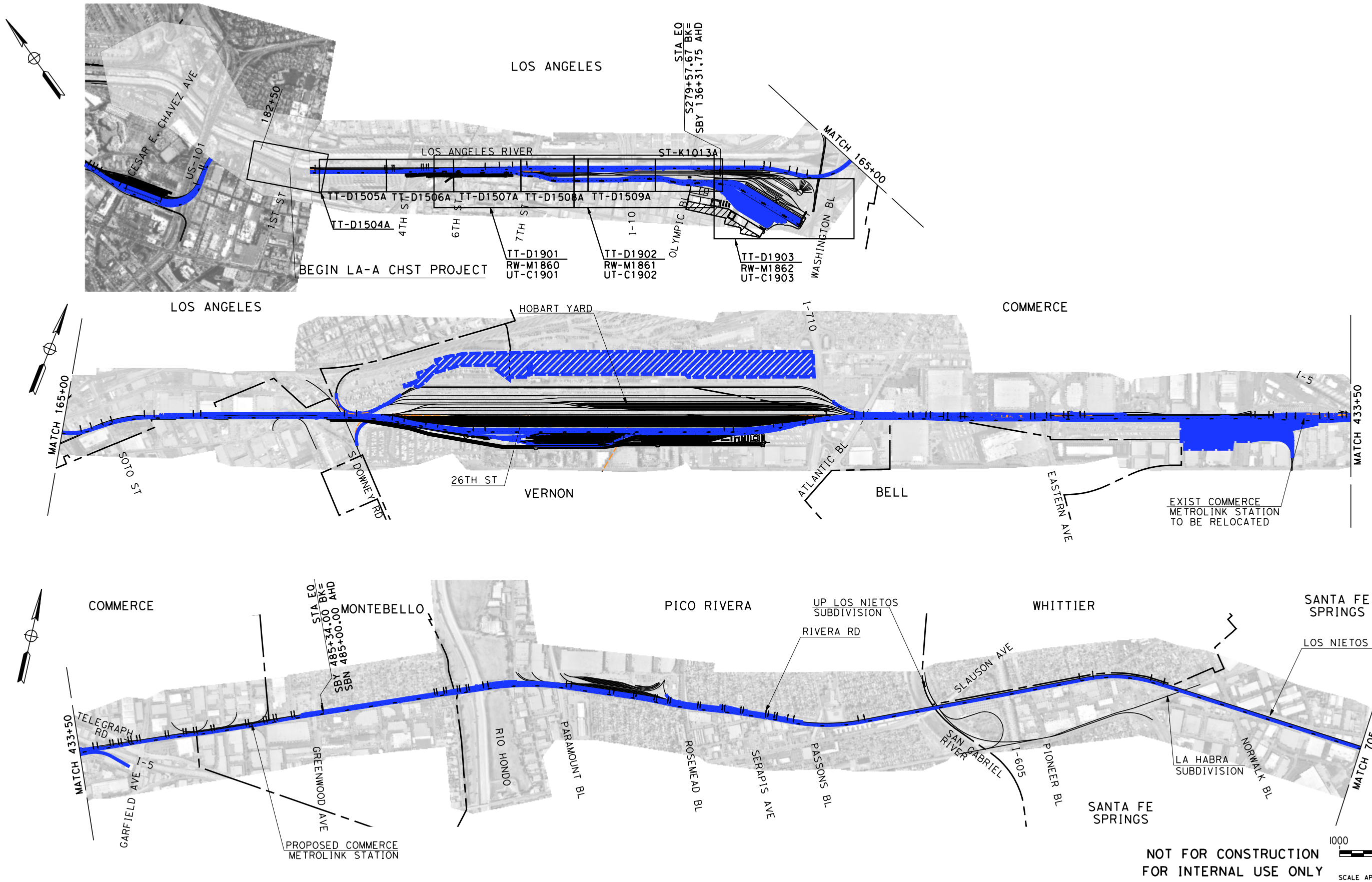
VOLUME 3.6 - GENERAL & 15TH STREET LMF III & HSR NOWALK/SANTA FE SPRINGS & FULLERTON STATION OPTIONS (NON-PREFERRED)

FULLERTON HSR STATION OPTION	
DRAWING NO.	DRAWING TITLE
TT-D3027A	CROSS SECTIONS
TT-D1596A	PLAN AND PROFILE STA SBN 1253+00 TO STA SBN 1266+50
TT-D1597A	PLAN AND PROFILE STA SBN 1266+50 TO STA SBN 1280+00
TT-D1598A	PLAN AND PROFILE STA SBN 1280+00 TO STA SBN 1293+50
TT-D1599A	PLAN AND PROFILE STA SBN 1293+50 TO STA SBN 1307+00
TT-D6006A	HORIZONTAL ALIGNMENT DATA - LA-A SOUTHBOUND TRACK
RW-M1597A	RIGHT-OF-WAY IMPACT STA SBN 1267+00 TO STA SBN 1280+50
RW-M1598A	RIGHT-OF-WAY IMPACT STA SBN 1280+50 TO STA SBN 1294+00
RW-M1599A	RIGHT-OF-WAY IMPACT STA SBN 1294+00 TO STA SBN 1307+50
ST-K1351A	GRADE SEPARATION - HIGHLAND AVENUE - GENERAL PLAN
CV-T0321A	GRADE SEPARATION - W & E WALNUT AVE - ORIENTATION MAP
CV-T1321A	GRADE SEPARATION - W & E WALNUT AVE - PLAN AND PROFILE - SHEET 1 OF 4
CV-T1322A	GRADE SEPARATION - W & E WALNUT AVE - PLAN AND PROFILE - SHEET 2 OF 4
CV-T1323A	GRADE SEPARATION - W & E WALNUT AVE - PLAN AND PROFILE - SHEET 3 OF 4
CV-T1324A	GRADE SEPARATION - W & E WALNUT AVE - PLAN AND PROFILE - SHEET 4 OF 4
CV-T1326A	GRADE SEPARATION - W & E WALNUT AVE - IMPACT PLAN - SHEET 1 OF 4
CV-T1327A	GRADE SEPARATION - W & E WALNUT AVE - IMPACT PLAN - SHEET 2 OF 4
CV-T1328A	GRADE SEPARATION - W & E WALNUT AVE - IMPACT PLAN - SHEET 3 OF 4
CV-T1329A	GRADE SEPARATION - W & E WALNUT AVE - IMPACT PLAN - SHEET 4 OF 4
CV-T3321A	GRADE SEPARATION - W & E WALNUT AVE - CROSS SECTION - SHEET 1 OF 4
CV-T3322A	GRADE SEPARATION - W & E WALNUT AVE - CROSS SECTION - SHEET 2 OF 4
CV-T3323A	GRADE SEPARATION - W & E WALNUT AVE - CROSS SECTION - SHEET 3 OF 4
CV-T3324A	GRADE SEPARATION - W & E WALNUT AVE - CROSS SECTION - SHEET 4 OF 4
CV-T1351A	GRADE SEPARATION - HIGHLAND AVE - PLAN AND PROFILE - SHEET 1 OF 2
CV-T1352A	GRADE SEPARATION - HIGHLAND AVE - PLAN AND PROFILE - SHEET 2 OF 2
CV-T0351A	GRADE SEPARATION - HIGHLAND AVE - ORIENTATION MAP
CV-T1356A	GRADE SEPARATION - HIGHLAND AVE - IMPACT PLAN - SHEET 1 OF 2
CV-T1357A	GRADE SEPARATION - HIGHLAND AVE - IMPACT PLAN - SHEET 2 OF 2
CV-T3351A	GRADE SEPARATION - HIGHLAND AVE - CROSS SECTION - SHEET 1 OF 1
CV-T0361A	GRADE SEPARATION - HARBOR BLVD - ORIENTATION MAP
CV-T3361A	GRADE SEPARATION - HARBOR BLVD - CROSS SECTION - SHEET 1 OF 1
CV-T1361A	GRADE SEPARATION - HARBOR BLVD - PLAN AND PROFILE - SHEET 1 OF 1
CV-T1366A	GRADE SEPARATION - HARBOR BLVD - IMPACT PLAN - SHEET 1 OF 1

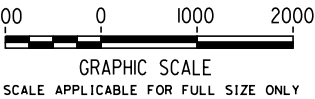
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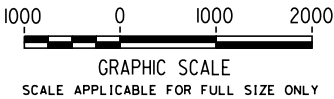
CALIFORNIA HIGH-SPEED TRAIN PROJECT
LOS ANGELES TO ANAHEIM
RECORD SET
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VOLUME 3.6 - KEY MAP
SHEET 1 OF 3

CONTRACT NO.
HSR06-0005
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GE-D0601
SCALE
1"= 1000'
SHEET NO.



FULLERTON HSR STATION OPTION:
SEE ALSO CV-T0321A, CV-T0351A &
CV-T3061A FOR CIVIL ROADWAY
KEYMAP & ST-K1351A

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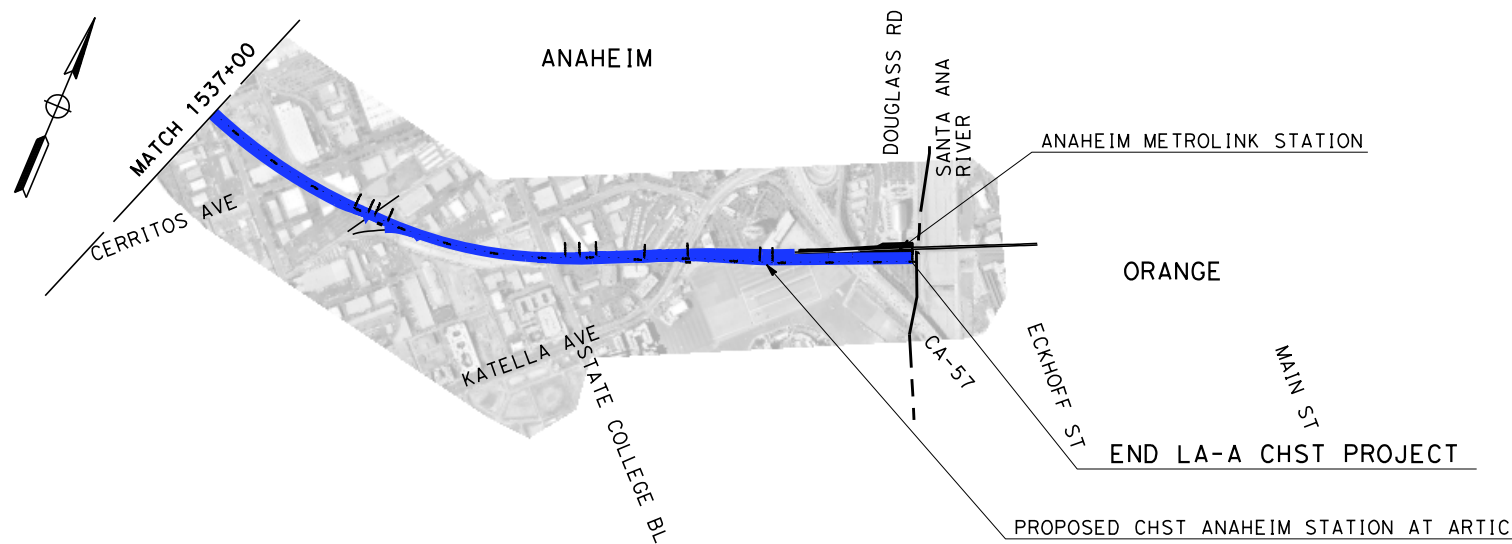
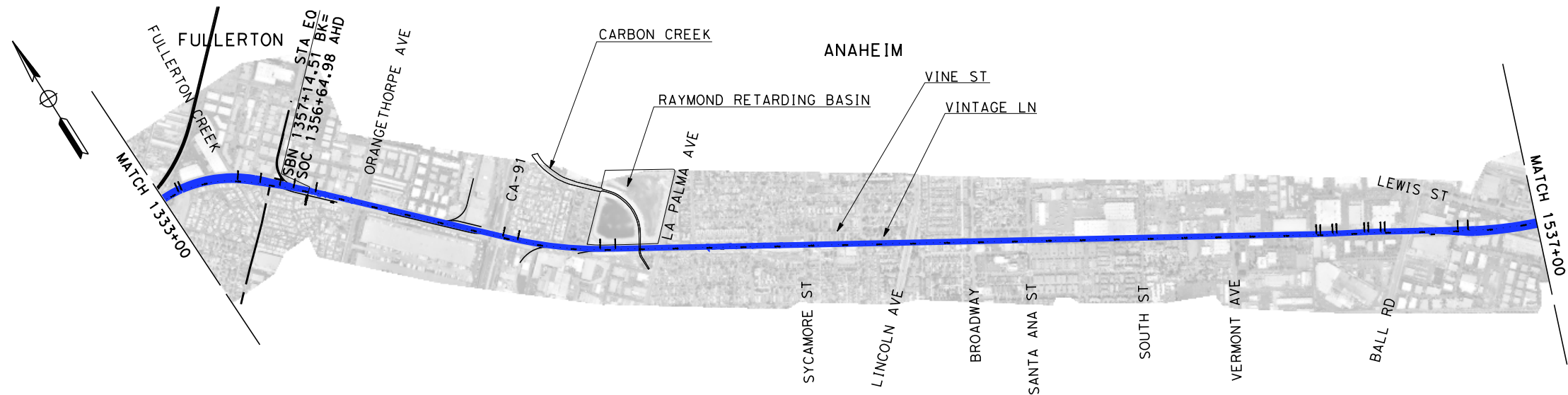
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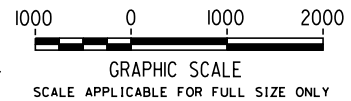
CALIFORNIA
HIGH-SPEED RAIL AUTHORITY

**CALIFORNIA HIGH-SPEED TRAIN PROJECT
LOS ANGELES TO ANAHEIM**
RECORD SET
PRELIMINARY ENGINEERING FOR PROJECT DEFINITION
VOLUME 3.6 - KEY MAP
SHEET 2 OF 3

CONTRACT NO.
HSR06-0005
DRAWING NO.
GE-D0602
SCALE
1"= 1000'
SHEET NO.



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						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 3.6 - KEY MAP SHEET 3 OF 3	CONTRACT NO. HSR06-0005 DRAWING NO. GE-D0603 SCALE 1"= 1000' SHEET NO.
REV	DATE	BY	CHK	APP	DESCRIPTION						

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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 HORIZTONAL 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.


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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, TIME WARNER CABLE									K2	TANGENT DISTANCE PF SHIFT PT REFERENCE TO THE ST				CP	CANDLE POWER			
TYP	TYPICAL														CY	CUBIC YARD			
															dB	DECIBEL			
															DEG	DEGREE			
															DIA	DIAMETER			
UB	UTILITY BOX				X/CAT	CROSS CANTENARY									Eu	UNBALANCED SUPERELEVATION			
UBC	UNIFORM BUILDING CODE				XD	TRANSDUCER				LC	LENGTH OF CIRCULAR CURVE								
UC	UNDERCROSSING				XFMR	TRANSFORMER				Ls1	LENGTH OF SPIRAL								
UD	UNDERDRAIN				XO	CROSSOVER				Ls2	LENGTH OF SPIRAL FROM TS TO SC								
UG	UNDERGROUND, UNDERGRADE				XOST	CROSSOVER SPRING TENSIONER				LSc	LENGTH OF COMPOUND SPIRAL FROM CS TO SC								
UGB	UNDERGRADE BRIDGE				XSEC	CROSS SECTION													
UI	USER INTERFACE				X/SPAN	CROSS SPAN													
UNINS	UNINSULATED				XING	CROSSING													
UON	UNLESS OTHERWISE NOTED				XMITTER	TRANSMITTER													
UP	UNDERPASS									p1	OFFSET FROM INITIAL TANGENT TO PC OF THE SHIFTED CIRCLE OF SPIRALIZED CURVE								
UPS	UNINTERRUPTIBLE POWER SUPPLY									p2	OFFSET FROM INITIAL TANGENT TO PT OF THE SHIFTED CIRCLE OF SPIRALIZED CURVE								
UR	URINAL									PC	POINT OF CURVE								
UrEDAS	URGENT EARTHQUAKE DETECTION AND ALARM SYSTEM									PCC	POINT OF COMPOUND CURVE				g	ACCELERATION DUE TO GRAVITY			
USCS	UNITED SOIL CLASSIFICATION SYSTEM									PF	POINT OF FROG				GA	GAUGE			
UTIL	UTILITY									PI	POINT OF INTERSECTION				GAL	GALLON			
UTPUN	SHEILDED TWISTED PAIR									PITO	POINT OF INTERSECTION TURNOUT				GB	GIGABYTE			
UWP	UPPER WORKING POINT									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			
V	VELOCITY, DESIGN SPEED, VALVE									SC	POINT OF CHANGE FROM SPIRAL TO CIRCULAR CURVE				K	KIPS (1000 POUNDS)			
VAC	VOLTS ALTERNATING CURRENT									SPO	POINT ON ORIGIN OF COMPOUND SPIRAL				KCMIL	THOUSAND CIRCULAR MILS			
VAR	VARIABLE, VARIES									SS	POINT OF CHANGE BETWEEN SPIRALS				KHz	KILOHERTZ			
VCAT	VIRTUAL CONCETENATION									SSC	SPIRAL TO SPIRAL POINT OF CURVATURE				KSF	KIPS PER SQUARE FOOT			
VCE	VERTICAL CIRCULATION ELEMENT									ST	POINT OF CHANGE FROM SPIRAL TO TANGENT				KSI	KIPS PER SQUARE INCH			
VCP	VITRIFIED CLAY PIPE														KV	KILOVOLTS			
VCT	VINYL COMPOSITION TILE									TC	POINT OF CHANGE FROM TANGENT TO CURVE				KVA	KILOVOLTS-AMPERE			
VCD	VOLT DC									TS	POINT OF CHANGE FROM TANGENT TO SPIRAL				KVAR	KILOVOLTS-AMPERE REACTIVE			
VE	VALUE ENGINEERING									Ts1	TANGENT DISTANCE FROM TS TO PI				KW	KILOWATT			
VERT	VERTICAL									Ts2	TANGENT DISTANCE FROM ST TO PI				KWH/D	KILOWATT HOUR / DEMAND			
VEST	VESTIBULE																		
VIA	VIADUCT									Xs1	TANGENT OFFSET AT THE SC				L	LENGTH			
VLAN	VIRTUAL LOCAL AREA NETWORK									Xs2	TANGENT OFFSET AT THE CS				LB	POUNDS			
VMS	VARIABLE MESSAGE SIGN, VARIABLE MESSAGE SYSTEM									Δ	TOTAL CENTRAL ANGLE OF THE SPIRALIZED CURVE				LB/FT	POUNDS PER FOOT			
VOL	VOLTIMETER, VOLUME									Δc	CENTRAL ANGLE OF CIRCULAR CURVE (Lc) FROM SC TO CS				LF	LINEAR FOOT			
VOIP	VOICE OVER INTERNET PROTOCOL									Δc1	CENTRAL ANGLE OF FIRST CIRCULAR CURVE OF COMPOUND CURVATURE				m	METER			
VPN	VIRTUAL PRIVATE NETWORK									Δc2	CENTRAL ANGLE OF SECOND CIRCULAR CURVE OF COMPOUND CURVATURE				MBPS	MEGABITS PER SECOND			
VRCS	VOICE RADIO COMMUNICATIONS SYSTEM														MCM	THOUSAND CIRCULAR MILS			
VS	VOLTAGE SWITCH														MHz	MEGAHERTZ			
VT	VOLTAGE TRANSFORMER/TRANSDUCER									θs1	CENTRAL ANGLE OF SPIRAL LENGTH Ls1 OR SPIRAL ANGLE OF FIRST SPIRAL IN SPIRALIZED CURVE				mm	MILLIMETER			
										θs2	CENTRAL ANGLE OF SPIRAL LENGTH Ls2 OR SPIRAL ANGLE OF SECOND SPIRAL IN SPIRALIZED CURVE				MPH	MILES PER HOUR			
										θsc	CENTRAL ANGLE OF COMPOUND SPIRAL OR COMPOUND SPIRAL ANGLE FROM CS TO SC				MVA	MEGAVOLT-AMPERE			
															MW	MEGAWATT			
															OD	OUTSIDE DIAMETER			
W	WEST, WIDTH														PSF	POUNDS PER SQUARE FOOT			
W/	WITH														PSI	POUNDS PER SQUARE INCH			
WA	WORK AREA														PSIG	POUNDS PER SQUARE INCH GAUGE			
WB	WESTBOUND																		
WC	WATER CLOSET														SEC	SECOND			
WCS	WIRELESS COMMUNICATIONS SYSTEM									BVC	BEGIN VERTICAL CURVE				SF	SQUARE FEET			
WD	WOOD									Ea	ACTUAL SUPERELEVATION				SY	SQUARE YARD			
WLAN	WIRELESS LOCAL AREA NETWORK									EVC	END VERTICAL CURVE								
WM	WIRE MESH																		
W/O	WITHOUT														TF	TRACK FEET			
WP	WORK POINT, WOOD POLE																		
WPF	WATERPROOF									PCVC	POINT OF COMPOUND VERTICAL CURVE				VA	VOLTS			
WPC	WAYSIDE POWER CUBICLES									POVC	POINT OF VERTICAL INTERSECTION				VAC	VOLT-AMPERE			
WR	WIRE RUN									POVT	POINT ON VERTICAL CURVE								
WRT	WITH RESPECT TO									PVI	POINT ON VERTICAL TANGENT				Y	YARDS			
WS	WATER SURFACE, WORK STATION														YR(S)	YEAR(S)			
WSP	WELDED STEEL PIPE									VC	VERTICAL CURVE								
WT	WEIGHT									VPI	VERTICAL POINT OF INTERSECTION								
WV	WATER VALVE																		

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					NEW ASPHALTIC CONCRETE					TEMPORARY RAILING (TYPE K)			
	OCS CENTER POLE					DOUBLE THRIE BEAM BARRIER					NEW GUARD RAILING					TRACK ALIGNMENT CENTER LINE			
	OCS PORTAL / GANTRY (FOUR-TRACK SHOWN)					DROP INLET					NEWS STAND					TRAFFIC PANEL			
	TURNOUT (RIGHT HAND SHOWN)					ROUND DROP INLET					NORTH ARROW					TRAFFIC SIGNAL			
	WELDED JOINT					DETENTION BASIN					ORIGINAL GROUND					TRANSMISSION TOWER			
	CONTROL POINT (CP)					EARTHWORK LIMITS					PARKING METER					TREE			
	WALKWAY ENVELOPE					ELEVATIONS					POINT OF INTERSECTION					UTILITY POLE			

						DESIGNED BY M. MAMAWAL	PEPD SUBMITTAL FOR INTERNAL USE ONLY	stvr		CALIFORNIA HIGH-SPEED RAIL AUTHORITY	CONTRACT NO. HSR06-0005			
						DRAWN BY D. BARRAZA						DRAWING NO. GE-C0611		
						CHECKED BY J. SWANSON							SCALE NO SCALE	
						IN CHARGE J. SWANSON								SHEET NO.
						DATE 08/29/25								
REV	DATE	BY	CHK	APP	DESCRIPTION									

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

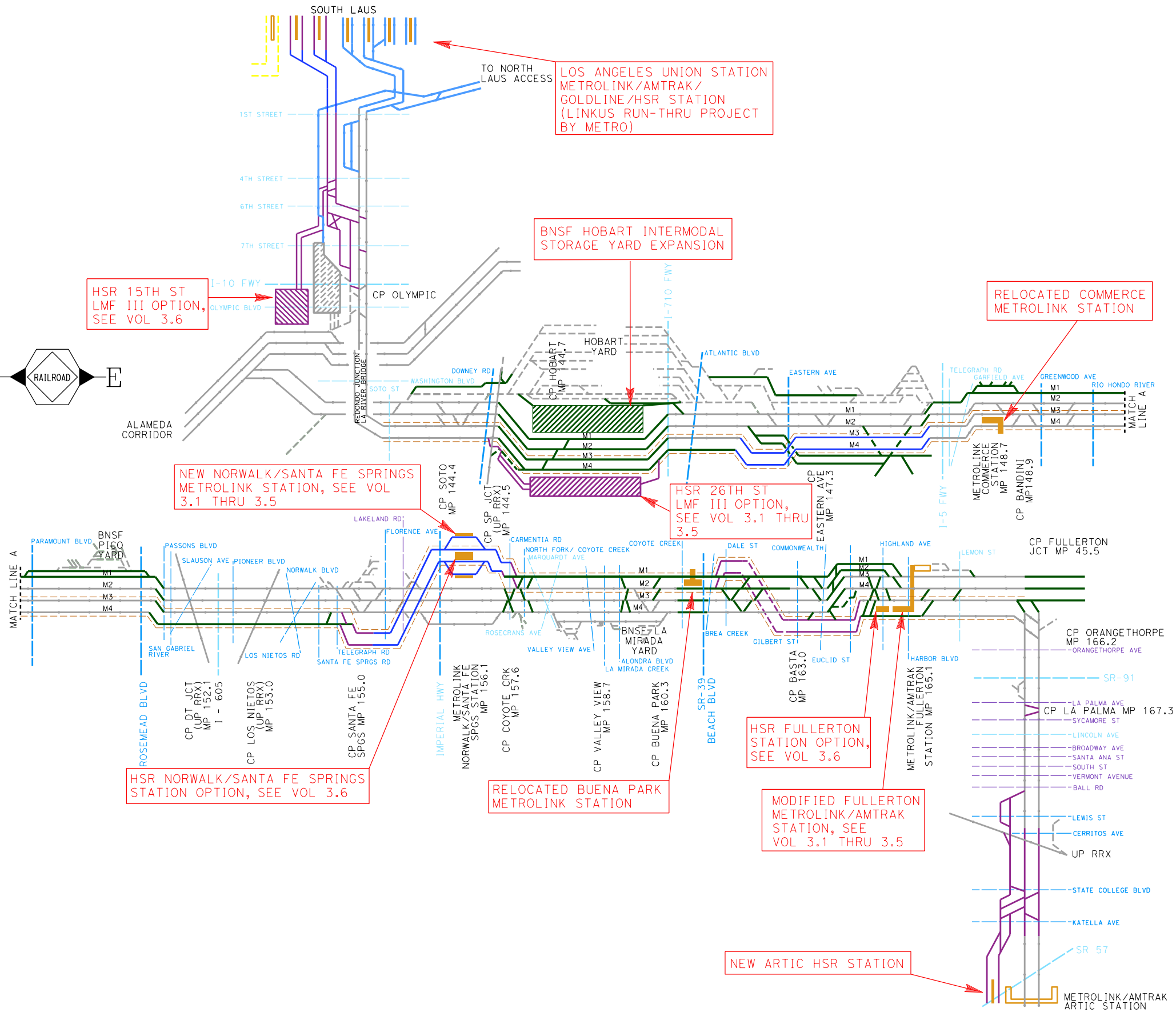
VOLUME 3.8

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
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						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-B0611
						CHECKED BY J. SWANSON					SCALE NO SCALE
						IN CHARGE J. SWANSON					SHEET NO.
						DATE 08/29/25					
\$PLOT\$	REV	DATE	BY	CHK	APP	DESCRIPTION					

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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

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

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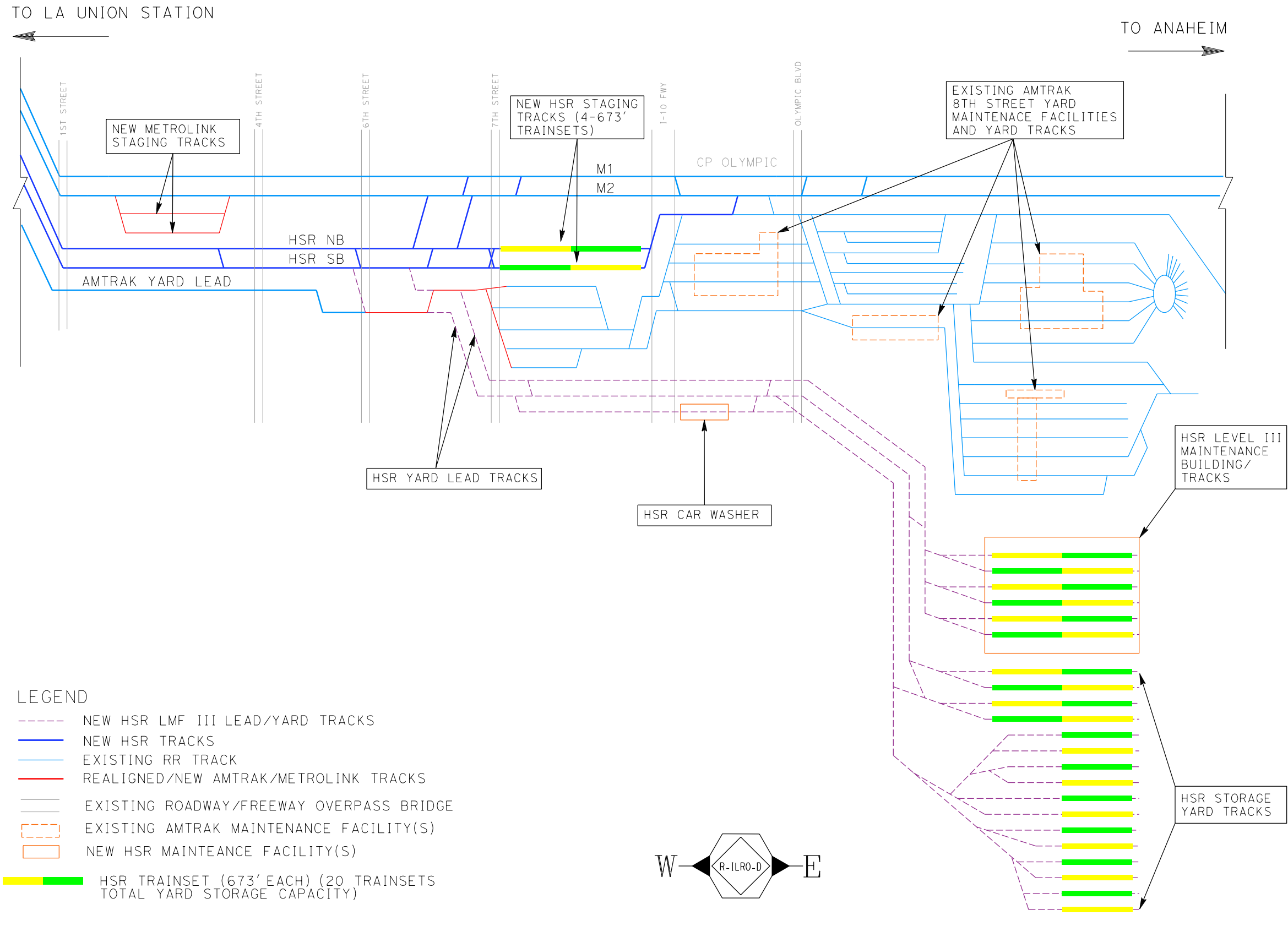
CALIFORNIA
HIGH-SPEED RAIL AUTHORITY

**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-D6601
SCALE NO SCALE
SHEET NO.

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DR-WN BY D. RAMIREZ
CHECKED BY A. BOSCH
IN CH-RGE J. SWANSON
DATE 08/29/25

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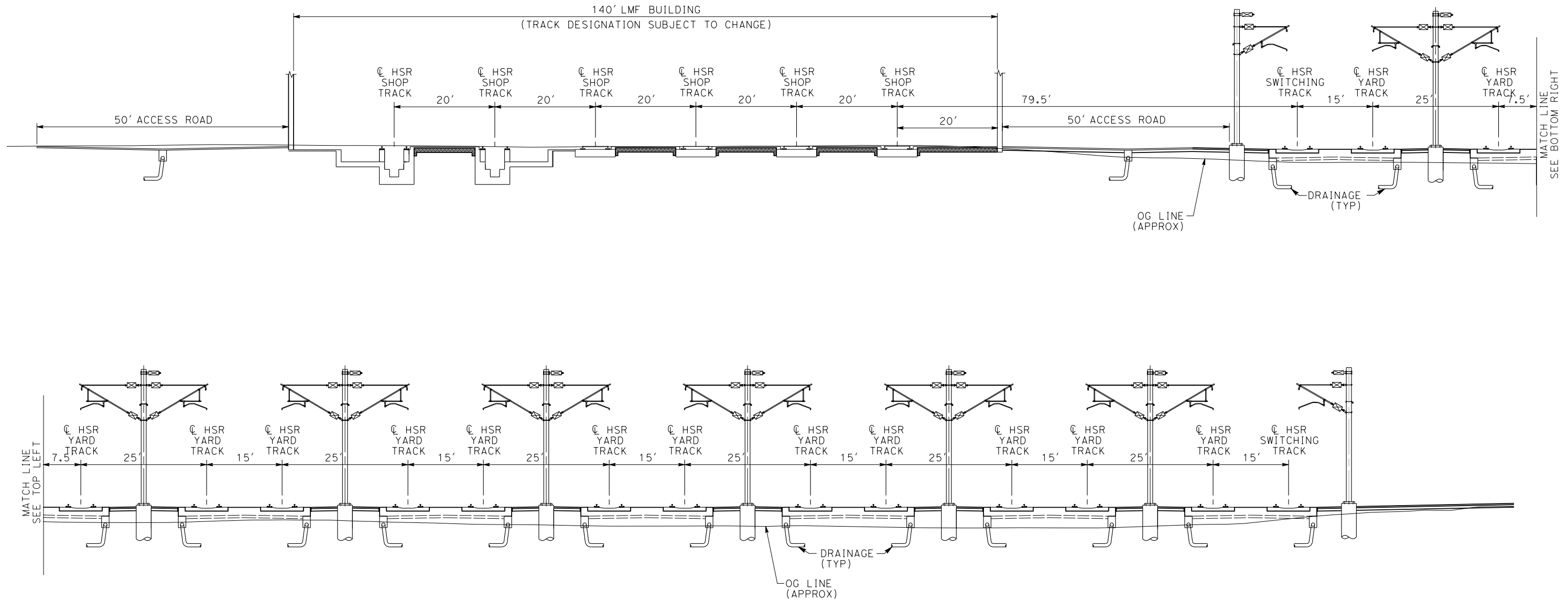
CALIFORNIA
HIGH-SPEED RAIL AUTHORITY

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

RECORD SET
PRELIMINARY ENGINEERING FOR PROJECT DEFINITION
TRACK SCHEMATIC
15TH STREET LMF III OPTION

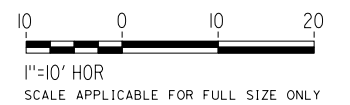
CONTR-CT NO. HSR06-0005
DR-WING NO. GE-D6602
SC-LE NO SCALE
SHEET NO.

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SECTION A-A
AT GRADE THROUGH 15TH STREET YARD TRACKS

- NOTES:
1. FOR TRACK PLANS, REFER TO SHEETS TT-D1901A THROUGH TT-D1903A.
 2. FOR PROPOSED ROW LIMITS, REFER TO SHEET RW-M1862A.



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

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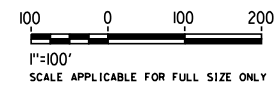
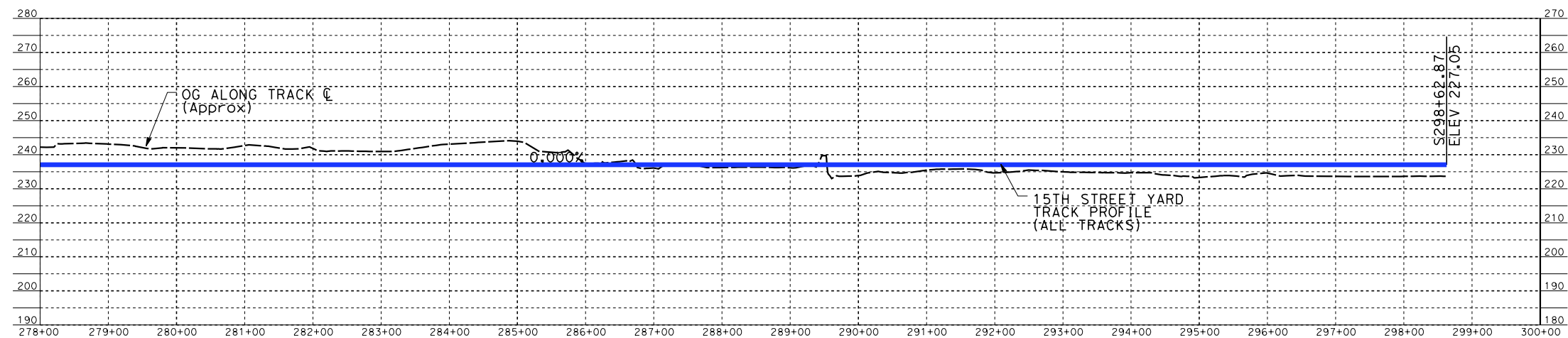
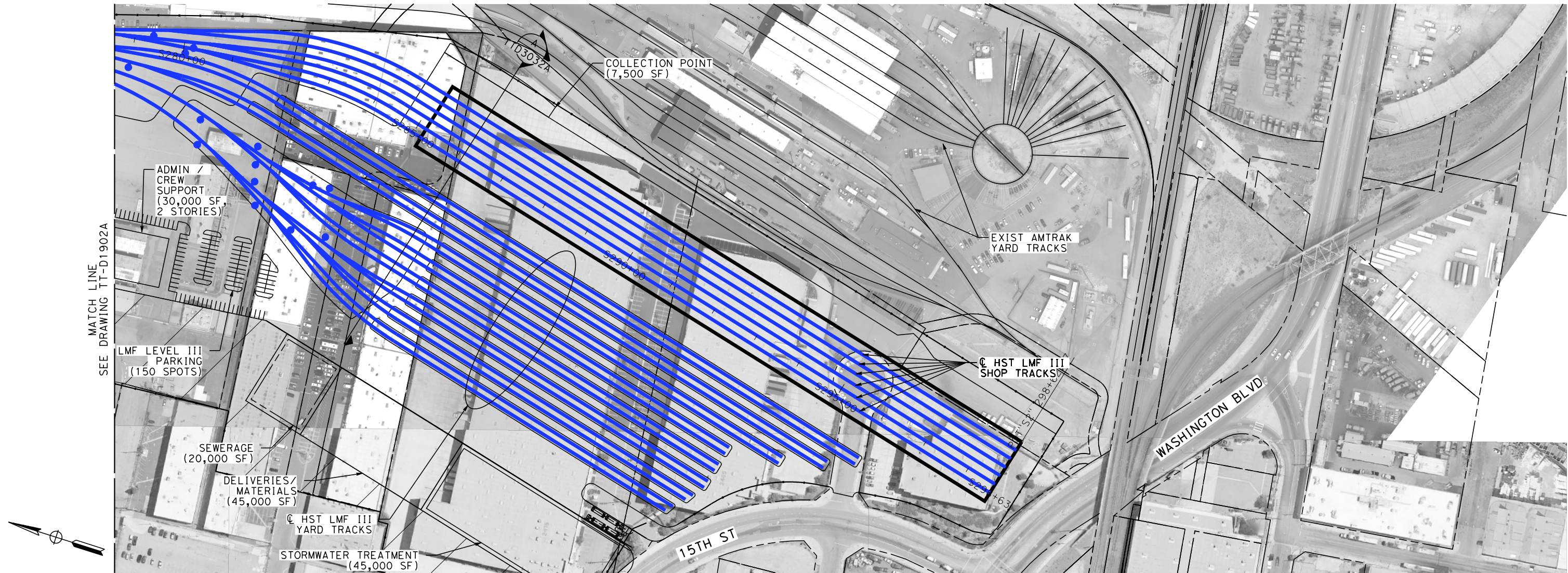
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CALIFORNIA
HIGH-SPEED RAIL AUTHORITY

CALIFORNIA HIGH-SPEED TRAIN PROJECT
LOS ANGELES TO ANAHEIM
RECORD SET
PRELIMINARY ENGINEERING FOR PROJECT DEFINITION
CROSS SECTIONS

CONTRACT NO. HSR06-0005
DRAWING NO. TT-D3032A
SCALE AS SHOWN
SHEET NO.



REV	DATE	BY	CHK	APP	DESCRIPTION

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

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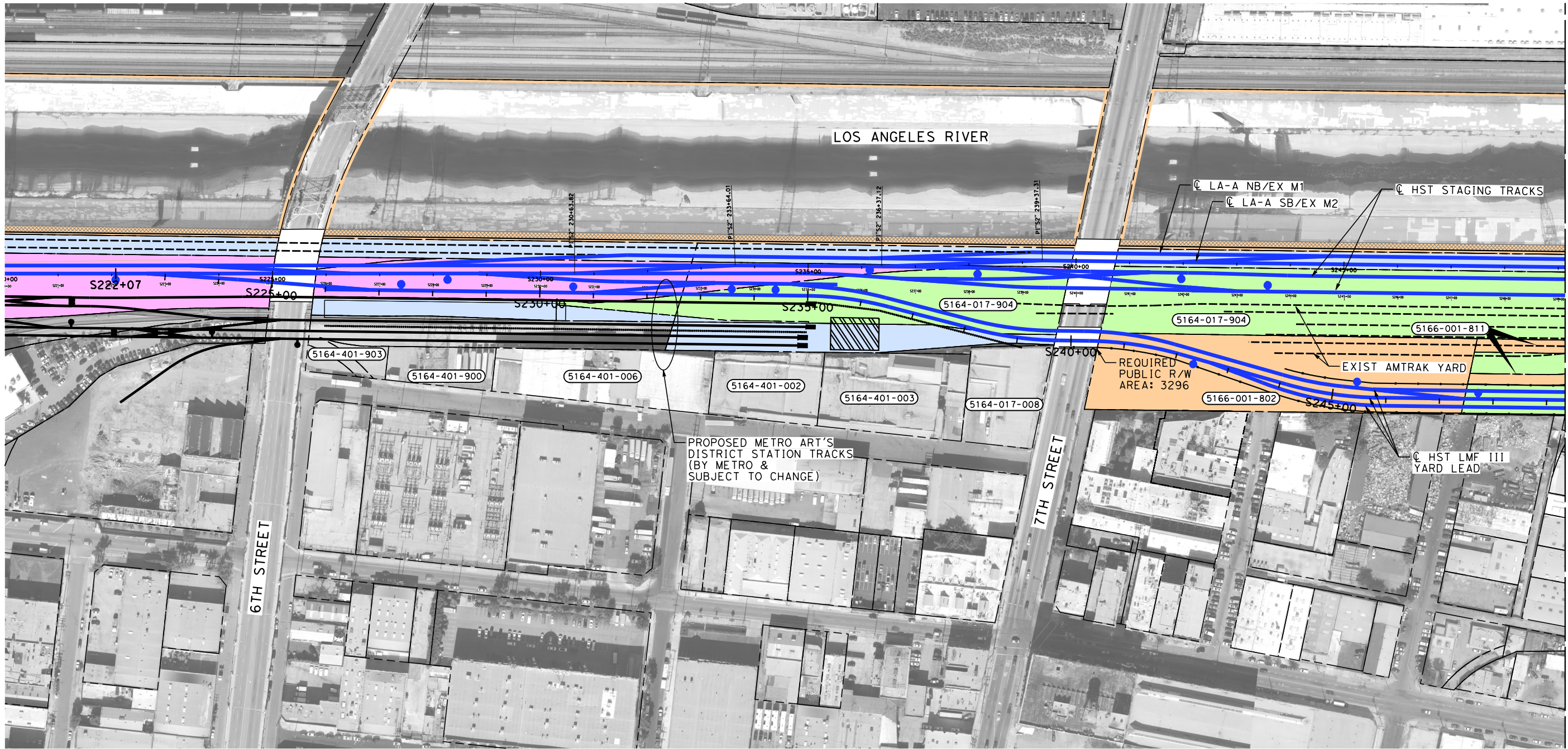


CALIFORNIA
HIGH-SPEED RAIL AUTHORITY

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

HSR 15TH ST LMF III OPTION

CONTRACT NO.
HSR06-0005
DRAWING NO.
TT-D1903A
SCALE
AS SHOWN
SHEET NO.



MATCH LINE
SEE DRAWING RW-M1861

PARCEL#	TITLE CODE	GRANTOR	AREAS (square feet or as noted)				REMARKS	RECORDATION		
			TOTAL	REQUIRED [UF]	EXCESS [UF]	REMAINDER		TYPE	DATE	DOC.#
5166-001-802		AT & SF RY CO SBE PAR 19-2H	100107	100107			TRACK			
5166-001-811		AT & SF RY CO	60475	7025			TRACK			

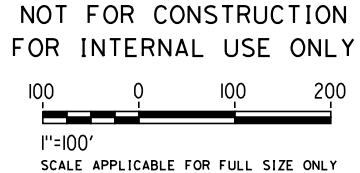


THE DISPOSITION, WHETHER OWNED OR LEASED, OF RIGHT-OF-WAY (ROW) FROM REDONDO JUNCTION (EXISTING BRIDGE OVER LOS ANGELES RIVER) TO THE CITY OF FULLERTON IS DEPENDENT UPON THE DISCUSSIONS AND NEGOTIATIONS BETWEEN THE CALIFORNIA HIGH SPEED RAIL AUTHORITY (AUTHORITY) AND THE BURLINGTON NORTHERN SANTA FE RAILWAY (BNSF).

NOTES:

1. INFORMATION IS BASED ON APPRAISAL MAPPING FROM COUNTY AND GIS; NEEDS TO BE VERIFIED.
2. PARCELS THAT FALL ON MULTIPLE SHEETS ARE ONLY PRESENTED ON THE FIRST SHEET TABLE.
3. GRADE SEPARATION & SYSTEM FACILITY IMPACTS LOCATED BEYOND ALIGNMENT ARE LOCATED ON "RW-M17XX SERIES" SHEETS.
4. MAINTENANCE YARD IMPACTS ARE LOCATED ON "RW-M18XX SERIES" SHEETS.

5. RIGHT-OF-WAY IMPACTS SHOWN ON THIS SHEET ARE ONLY RELATED TO THOSE ASSOCIATED WITH THE 15TH ST LMF III OPTION.

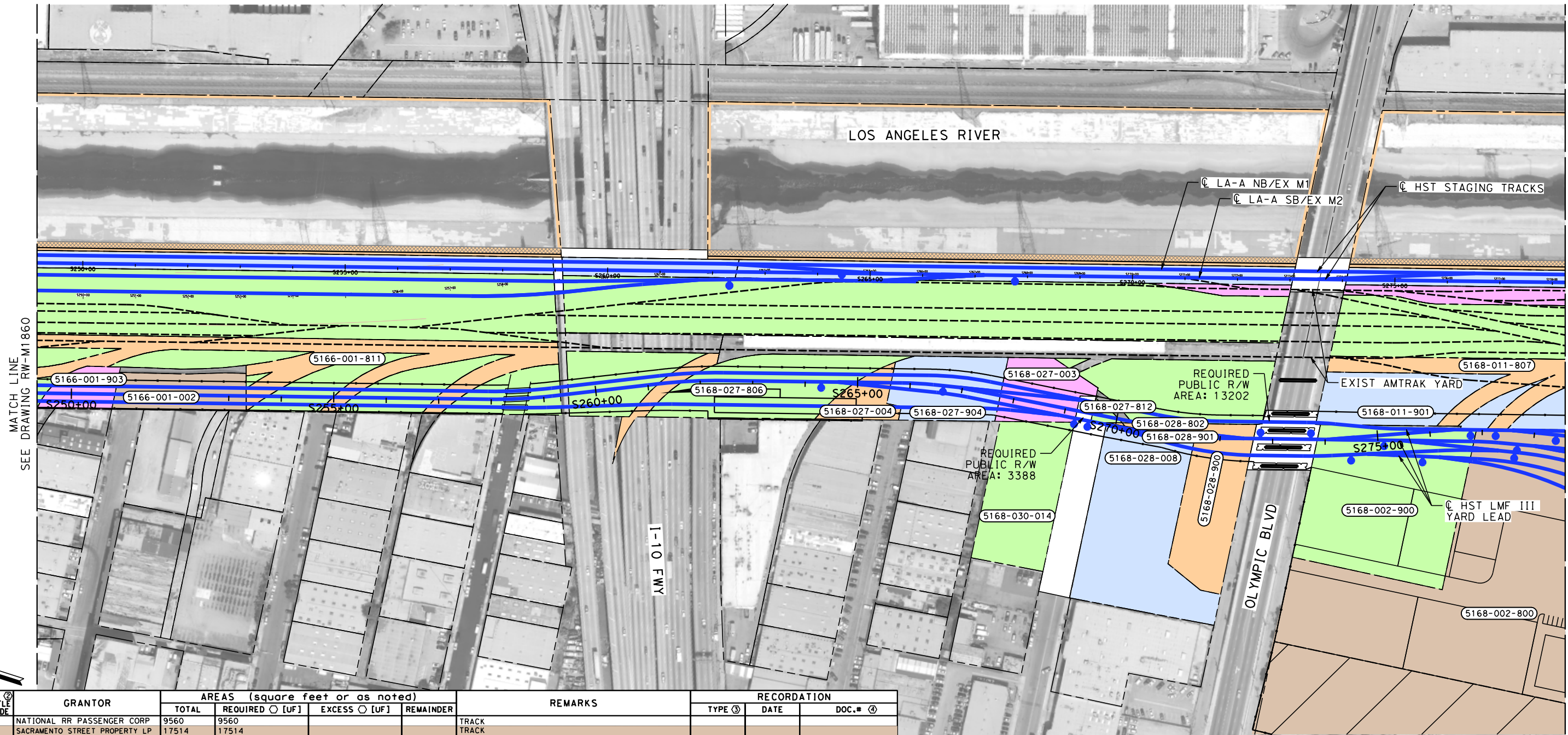


REV	DATE	BY	CHK	APP	DESCRIPTION

DESIGNED BY R. NAFAR	PEPD SUBMITTAL FOR INTERNAL USE ONLY
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CHECKED BY M. SATISH	
IN CHARGE J. SWANSON	
DATE 08/29/25	

CALIFORNIA HIGH-SPEED TRAIN PROJECT
LOS ANGELES TO ANAHEIM
RECORD SET
PRELIMINARY ENGINEERING FOR PROJECT DEFINITION
RIGHT-OF-WAY IMPACT
HSR 15TH ST LMF III OPTION

CONTRACT NO. HSR06-0005
DRAWING NO. RW-M1860
SCALE AS SHOWN
SHEET NO.



PARCEL#	TITLE CODE	GRANTOR	AREAS (square feet or as noted)				REMARKS	RECORDATION		
			TOTAL	REQUIRED ○ [UF]	EXCESS ○ [UF]	REMAINDER		TYPE ③	DATE	DOC.# ④
5166-001-903		NATIONAL RR PASSENGER CORP	9560	9560			TRACK			
5166-001-002		SACRAMENTO STREET PROPERTY LP	17514	17514			TRACK			
5168-027-806		AT & SF RY CO SBE PAR 18 MAP804-19-2H	5865	5865			TRACK			
5168-027-004		AT & SF RY CO	9558	9558			TRACK			
5168-027-904		AT & SF RY CO	24967	24967			TRACK			
5168-027-003		D & S ACQUISITIONS LLC	18103	18103			TRACK			
5168-028-008		BLOOM INVESTMENT CO	65714	8560			TRACK			
5168-028-900		NATL RR PASSENGER CORP	36459	11400			TRACK			
5168-011-901		NATL RR PASSENGER CORP	27455	22010			TRACK			
5168-002-900		LA CITY	83704	83704			TRACK			
5168-011-807		AT & SF RY CO SBE PAR 28 MAP 804-19-1N	83704	1375			TRACK			
5168-002-800		SO CAL GAS CO SBE PAR 3 MAP 149-19-8E	625355	625355			TRACK, LMF FACILITIES			
5168-030-014		KANG, PETER KYUNG	38734	725			TRACK			
5168-027-812		AT & SF RY CO	1203	1203			TRACK			
5168-028-802		AT & SF RY CO	160	160			TRACK			
5168-028-901		NATL RR PASSENGER CORP	170	170			TRACK			



THE DISPOSITION, WHETHER OWNED OR LEASED, OF RIGHT-OF-WAY (ROW) FROM REDONDO JUNCTION (EXISTING BRIDGE OVER LOS ANGELES RIVER) TO THE CITY OF FULLERTON IS DEPENDENT UPON THE DISCUSSIONS AND NEGOTIATIONS BETWEEN THE CALIFORNIA HIGH SPEED RAIL AUTHORITY (AUTHORITY) AND THE BURLINGTON NORTHERN SANTA FE RAILWAY (BNSF).

NOTES:

1. INFORMATION IS BASED ON APPRAISAL MAPPING FROM COUNTY AND GIS; NEEDS TO BE VERIFIED.
2. PARCELS THAT FALL ON MULTIPLE SHEETS ARE ONLY PRESENTED ON THE FIRST SHEET TABLE.
3. GRADE SEPARATION & SYSTEM FACILITY IMPACTS LOCATED BEYOND ALIGNMENT ARE LOCATED ON "RW-M17XX SERIES" SHEETS.
4. MAINTENANCE YARD IMPACTS ARE LOCATED ON "RW-M18XX SERIES" SHEETS.

5. RIGHT-OF-WAY IMPACTS SHOWN ON THIS SHEET ARE ONLY RELATED TO THOSE ASSOCIATED WITH THE 15TH ST LMF III OPTION.

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REV	DATE	BY	CHK	APP	DESCRIPTION

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

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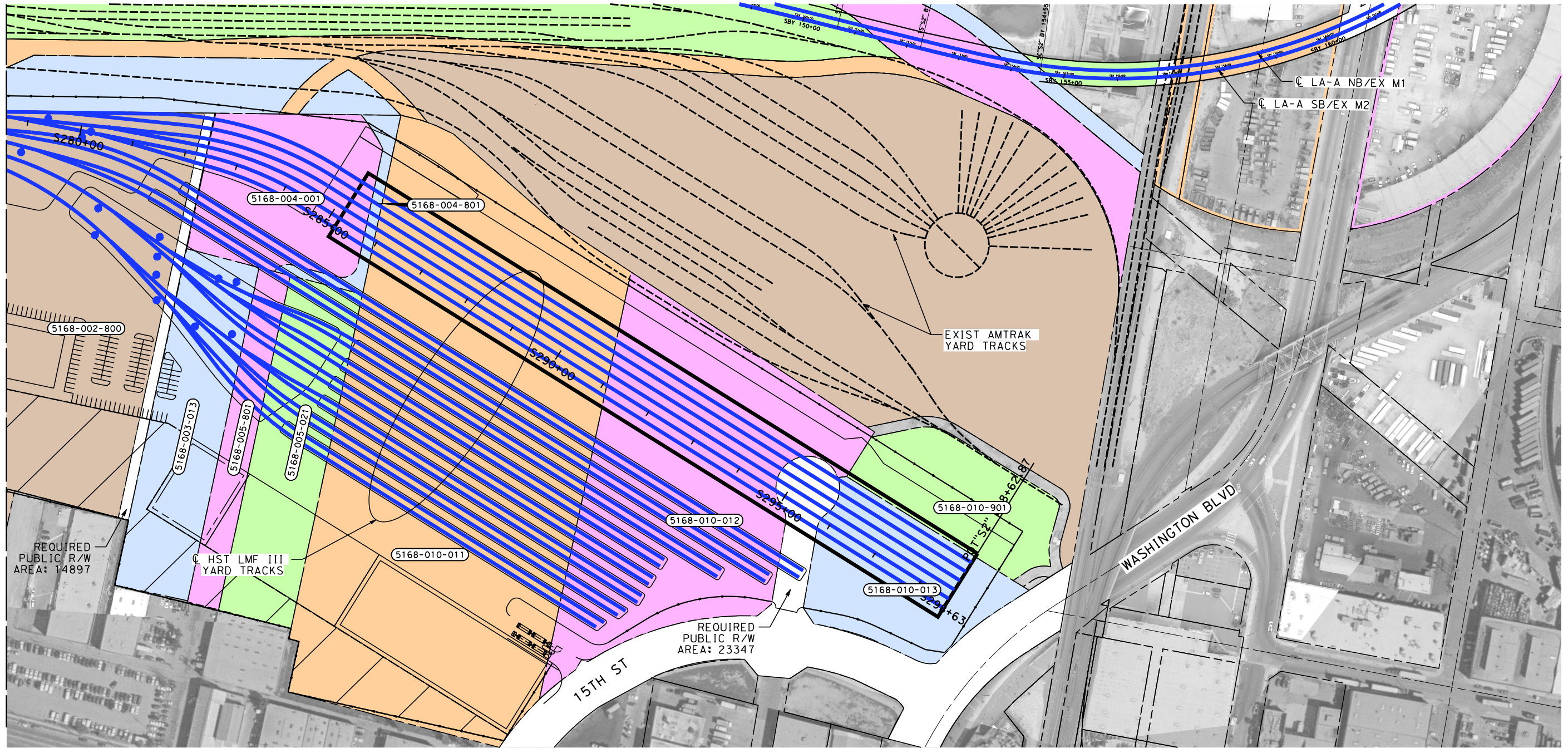
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CONSTRUCTION



CALIFORNIA
HIGH-SPEED RAIL AUTHORITY

**CALIFORNIA HIGH-SPEED TRAIN PROJECT
LOS ANGELES TO ANAHEIM**
RECORD SET
PRELIMINARY ENGINEERING FOR PROJECT DEFINITION
RIGHT-OF-WAY IMPACT
HSR 15TH ST LMF III OPTION

CONTRACT NO.
HSR06-0005
DRAWING NO.
RW-M1861
SCALE
AS SHOWN
SHEET NO.



PARCEL#	TITLE CODE	GRANTOR	AREAS (square feet or as noted)				REMARKS	RECORDATION		
			TOTAL	REQUIRED ○ [UF]	EXCESS ○ [UF]	REMAINDER		TYPE ③	DATE	DOC.# ④
5168-003-013		REXFORD INDUSTRIAL-EAST 12TH LLC	89700	89700			TRACK, LMF III FACILITIES			
5168-005-801		AT & SF RY CO SBE PAR 46 MAP 8-4-19-1P	38400	38400			TRACK, LMF III FACILITIES			
5168-005-021		REXFORD INDUSTRIAL-EAST 12TH LLC	89525	89525			TRACK, LMF III FACILITIES			
5168-010-011		SANTA FE 15 PROPERTY LLC	487391	487391			TRACK, LMF III FACILITIES			
5168-010-012		SANTA FE 15 PROPERTY LLC	233449	233449			TRACK, LMF III FACILITIES			
5168-010-013		2466 REFLEX PROPERTY LLC	80503	80503			TRACK, LMF III FACILITIES			
5168-010-901		NATL RR PASSENGER CORP	62025	20468			TRACK, LMF III FACILITIES			
5168-004-001		REXFORD INDUSTRIAL-EAST 12TH LLC	90724	90724			TRACK, LMF III FACILITIES			
5168-004-801		AT & SF RY CO SBE PAR 46 MAP 8-4-19-1R	11468	11468			TRACK, LMF III FACILITIES			

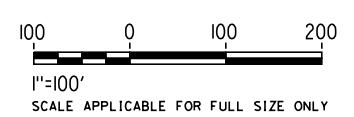
THE DISPOSITION, WHETHER OWNED OR LEASED, OF RIGHT-OF-WAY (ROW) FROM REDONDO JUNCTION (EXISTING BRIDGE OVER LOS ANGELES RIVER) TO THE CITY OF FULLERTON IS DEPENDENT UPON THE DISCUSSIONS AND NEGOTIATIONS BETWEEN THE CALIFORNIA HIGH SPEED RAIL AUTHORITY (AUTHORITY) AND THE BURLINGTON NORTHERN SANTA FE RAILWAY (BNSF).

NOTES:

1. INFORMATION IS BASED ON APPRAISAL MAPPING FROM COUNTY AND GIS; NEEDS TO BE VERIFIED.
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3. GRADE SEPARATION & SYSTEM FACILITY IMPACTS LOCATED BEYOND ALIGNMENT ARE LOCATED ON "RW-M17XX SERIES" SHEETS.
4. MAINTENANCE YARD IMPACTS ARE LOCATED ON "RW-M18XX SERIES" SHEETS.

5. RIGHT-OF-WAY IMPACTS SHOWN ON THIS SHEET ARE ONLY RELATED TO THOSE ASSOCIATED WITH THE 15TH ST LMF III OPTION.

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REV	DATE	BY	CHK	APP	DESCRIPTION

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

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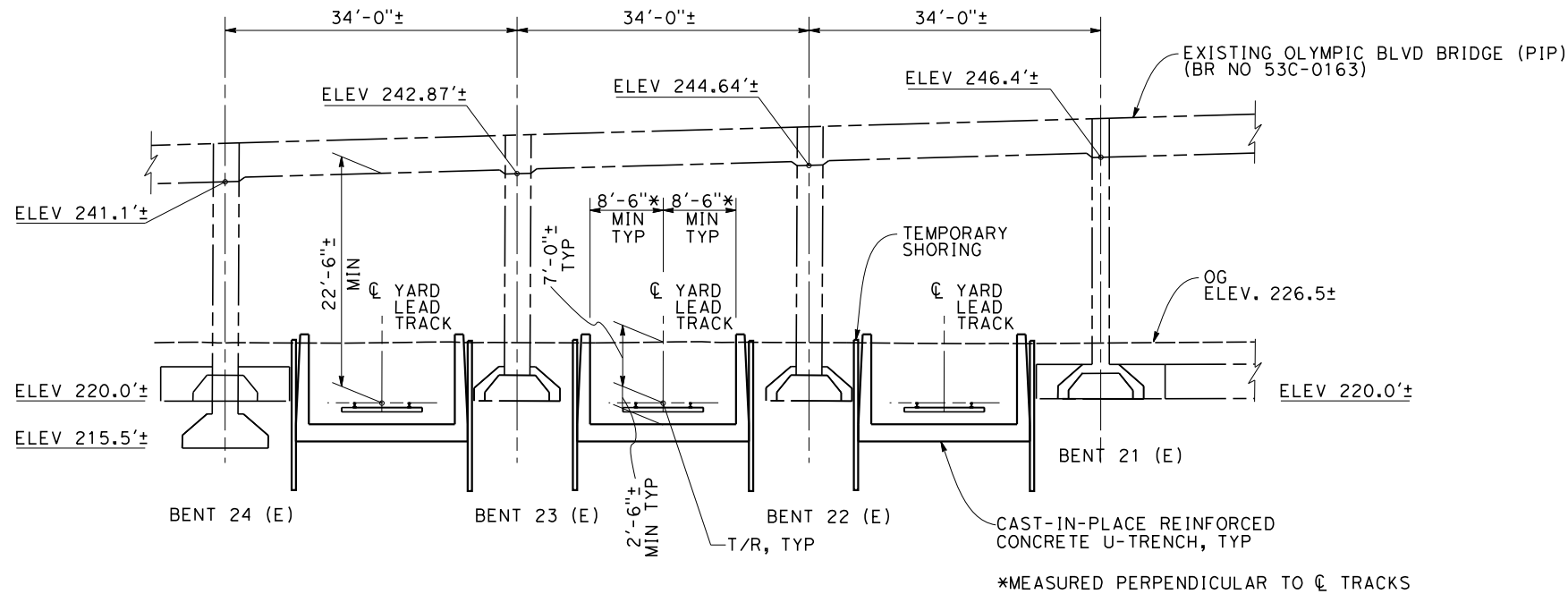


CALIFORNIA
HIGH-SPEED RAIL AUTHORITY

**CALIFORNIA HIGH-SPEED TRAIN PROJECT
LOS ANGELES TO ANAHEIM**
RECORD SET
PRELIMINARY ENGINEERING FOR PROJECT DEFINITION
RIGHT-OF-WAY IMPACT
HSR 15TH ST LMF III OPTION

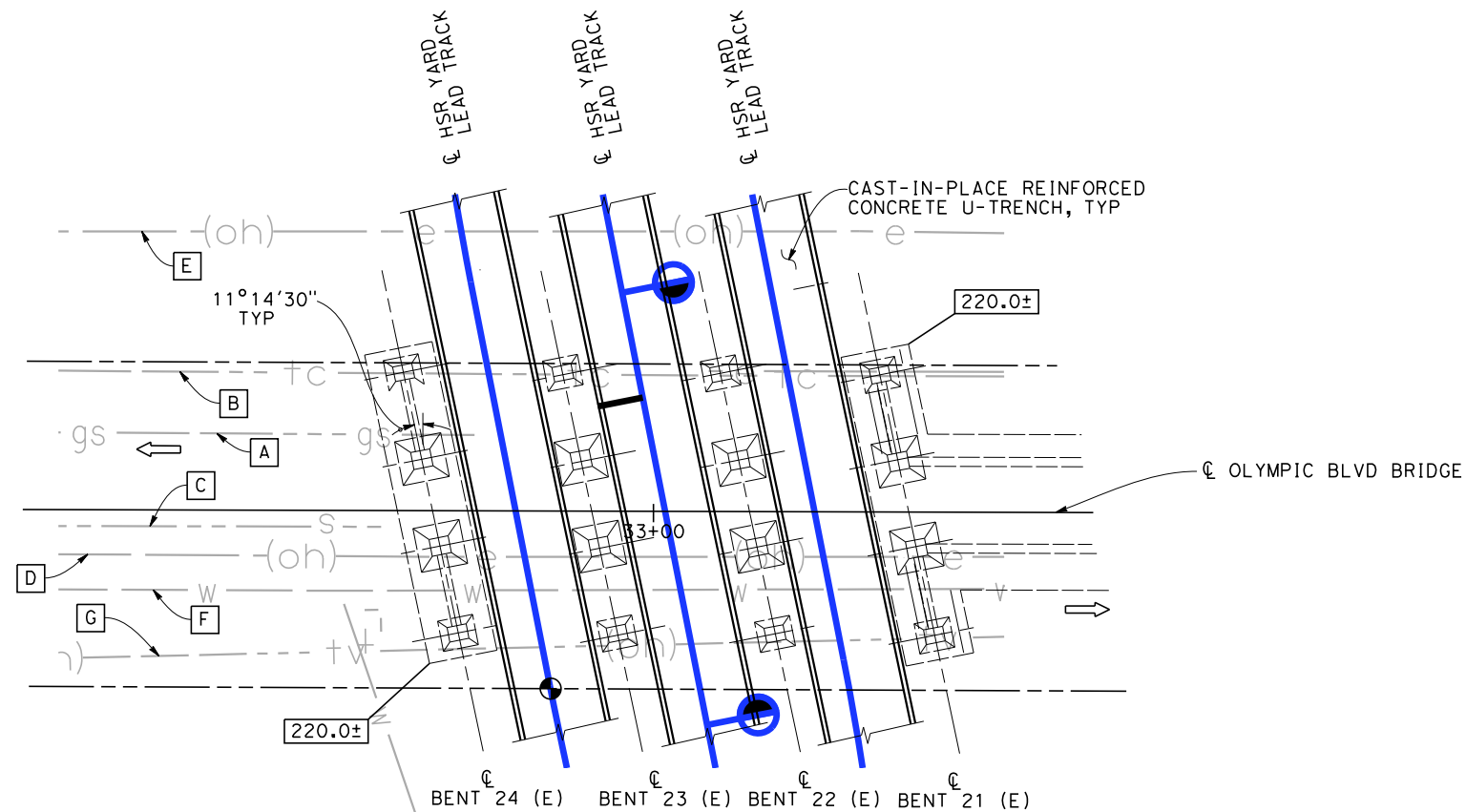
CONTRACT NO.
HSR06-0005
DRAWING NO.
RW-M1862
SCALE
AS SHOWN
SHEET NO.

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PARTIAL ELEVATION

1"=10'



PARTIAL PLAN

1"=20'

FOUNDATION INFORMATION (WIDTH MEASURED PERPENDICULAR TO CL BENTS)

LOCATION	FOOTING WIDTH (W)	FOOTING HEIGHT (H)	BOTTOM OF FOOTING ELEVATION	NOTE
BENT 21	15'-0"	4'-0"	220.0'±	-
BENT 22	10'-3"	3'-0"	UNAVAILABLE	BENTS 15 & 18 FOOTING INFORMATION USED. SEE MORE BELOW.
BENT 23	10'-3"	3'-0"	UNAVAILABLE	BENTS 15 & 18 FOOTING INFORMATION USED. SEE MORE BELOW.
BENT 24	15'-0"	4'-0"	220.0'± OR 215.5'±	-

LEGEND:

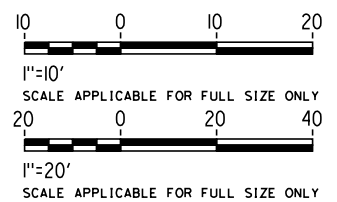
- (E) DENOTES EXISTING
- ← DENOTES DIRECTION OF TRAFFIC
- 220.0± DENOTES BOTTOM OF FOOTING ELEVATION
- INDICATES EXIST POINT OF MINIMUM VERTICAL CLEARANCE

EXISTING UTILITIES:

- A EXIST 12±"Ø GAS LINE (SCG), CITY OF LOS ANGELES (PROTECT IN PLACE)
- B EXIST OH TELECOM (VERIZON), (PROTECT IN PLACE)
- C EXIST SEWER, (PROTECT IN PLACE)
- D EXIST OH ELECTRICAL LINE, CITY OF LOS ANGELES (PROTECT IN PLACE)
- E EXIST OH ELECTRICAL LINE, CITY OF LOS ANGELES (PROTECT IN PLACE)
- F EXIST WATER, CITY OF LOS ANGELES (PROTECT IN PLACE)
- G EXIST OH TELEVISION (TIME WARNER), (PROTECT IN PLACE)

NOTES:

- UNLESS OTHERWISE NOTED, INFORMATION SHOWN ON THIS SHEET IS BASED ON THE SEISMIC STRENGTHENING AS-BUILT PLANS FOR OLYMPIC BLVD BRIDGE OVER LOS ANGELES RIVER. BENTS 22 & 23 WERE NOT RETROFITTED. THEREFORE, NO AS-BUILTS ARE AVAILABLE. HOWEVER, THEIR ORIGINAL FOOTING SIZES APPEAR TO BE THE SAME AS BENTS 15 & 18. SO, THE FOOTING SIZES OF BENTS 15 & 18 ARE USED AT BENTS 22 & 23.
- ALL UTILITIES REMAINING SHALL BE PROTECTED IN PLACE.
- ALL INFORMATION SHOWN IS APPROXIMATE FROM AS-BUILT PLANS AND SHALL BE FIELD VERIFIED IN FINAL DESIGN PHASE.
- STRUCTURE PROTECTION OVER HSR TRACKS FROM 25 KV ELECTRIFIED OVERHEAD CONTACT WIRE TO BE DETERMINED.



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REV	DATE	BY	SUB	APP	DESCRIPTION

DESIGNED BY S. LEE
DRAWN BY C. HUANG
CHECKED BY B. OLP
IN CHARGE J. SWANSON
DATE 08/29/25

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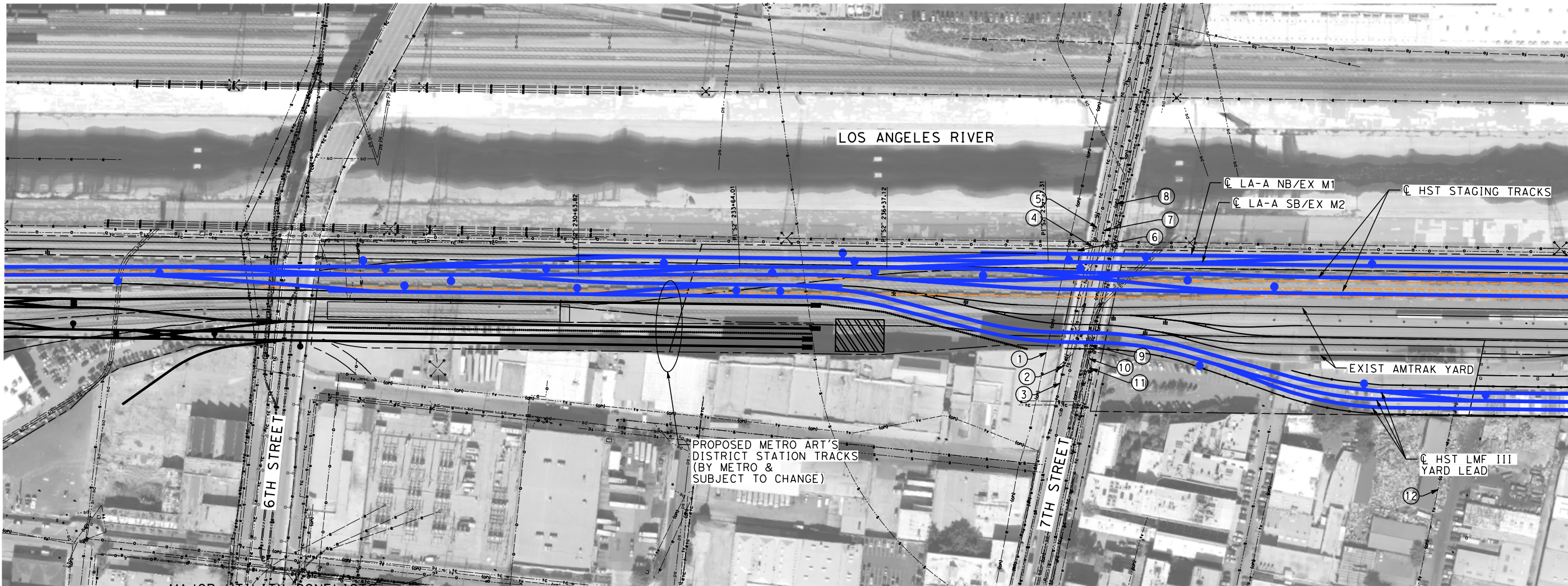
stv



CALIFORNIA
HIGH-SPEED RAIL AUTHORITY

**CALIFORNIA HIGH-SPEED TRAIN PROJECT
LOS ANGELES TO ANAHEIM**
RECORD SET
PRELIMINARY ENGINEERING PROJECT DOCUMENT
15 STREET LMF III U TRENCH
PLAN AND ELEVATION

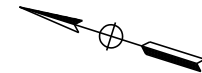
CONTRACT NO. HSR06-0005
DRAWING NO. ST-K1013A
SCALE AS SHOWN
SHEET NO.



MAJOR UTILITY CONFLICTS

No.	TYPE OF UTILITY	SIZE / MATERIAL	LOCATION	OWNER	DISPOSITION
①	STREET LIGHTING	CONDUIT	7TH ST	CITY OF LA BSL	PROTECT-IN-PLACE / ON BRIDGE
②	TELECOM	CONDUIT	7TH ST	WILCON (FREEDOM)	PROTECT-IN-PLACE / ON BRIDGE
③	GAS	16"	7TH ST	SCG	PROTECT-IN-PLACE / ON BRIDGE
④	FIBER OPTIC	6-4 1/2" FC	7TH ST	WILCON (FREEDOM)	PROTECT-IN-PLACE / ON BRIDGE
⑤	FIBER OPTIC	11 FC	7TH ST	WILCON (FREEDOM)	PROTECT-IN-PLACE / ON BRIDGE
⑥	OIL	10" SPPL	7TH ST	KINDER MORGAN	PROTECT-IN-PLACE / ON BRIDGE
⑦	WATER	16"	7TH ST		PROTECT-IN-PLACE / ON BRIDGE
⑧	ELECTRIC	OVERHEAD (OH)	7TH ST	CITY OF LA DWP PS	PROTECT-IN-PLACE / ON BRIDGE
⑨	GAS	16"	7TH ST	SCG	PROTECT-IN-PLACE / ON BRIDGE
⑩	TELECOM	CONDUIT INSIDE SBC LEASED CONDUIT	7TH ST	AT&T-TCA	PROTECT-IN-PLACE / ON BRIDGE
⑪	FIBER OPTIC	OVERHEAD (OH)	7TH ST	XO COMMUNICATIONS	PROTECT-IN-PLACE / ON BRIDGE
⑫	TELECOM	OVERHEAD (OH)	VOELE ST	UNKNOWN	PROTECT-IN-PLACE

UT-C1901 UT-C1902 UT-C1903



100 0 100 200
1"=100'
SCALE APPLICABLE FOR FULL SIZE ONLY

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REV	DATE	BY	CHK	APP	DESCRIPTION

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

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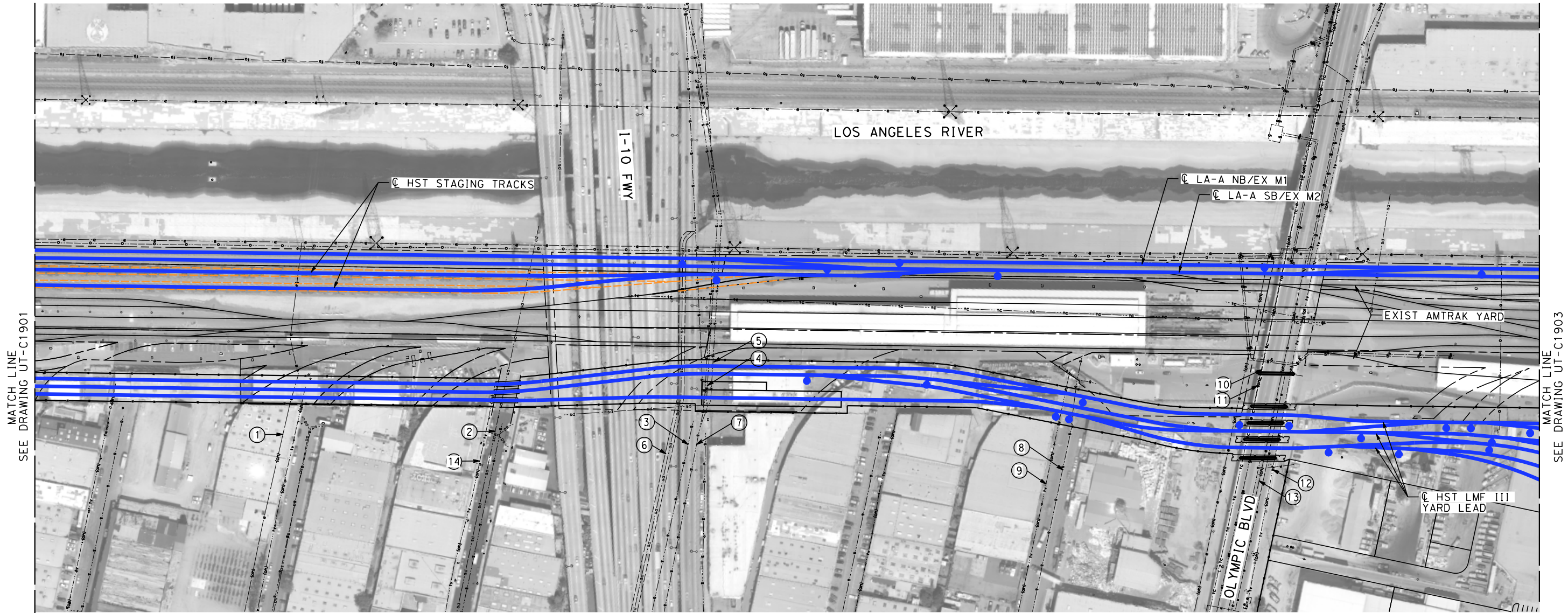


CALIFORNIA
HIGH-SPEED RAIL AUTHORITY

CALIFORNIA HIGH-SPEED TRAIN PROJECT
LOS ANGELES TO ANAHEIM
RECORD SET
PRELIMINARY ENGINEERING FOR PROJECT DEFINITION
EXISTING COMPOSITE UTILITIES PLAN
HSR 15TH ST LMF III OPTION

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

MATCH LINE
SEE DRAWING UT-C1902

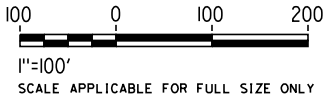
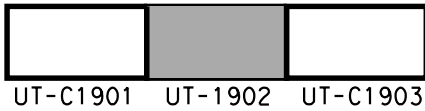


MAJOR UTILITY CONFLICTS

No.	TYPE OF UTILITY	SIZE / MATERIAL	LOCATION	OWNER	DISPOSITION
①	ELECTRIC	OVERHEAD (OH)	SACRAMENTO ST.	CITY OF LA DWP PS	PROTECT-IN-PLACE
②	STORM DRAIN	36" RCP	8TH ST.	CITY OF LA BOE	PROTECT-IN-PLACE
③	SEWER	SEWER	I-10	CITY OF LA BOS	PROTECT-IN-PLACE
④	SEWER	SEWER	I-10	CITY OF LA BOS	PROTECT-IN-PLACE
⑤	SEWER	SEWER	I-10	CITY OF LA BOS	PROTECT-IN-PLACE
⑥	STORM DRAIN	12' x 11.5' R.C. ARCH PIPE	I-10	CITY OF LA BOE	PROTECT-IN-PLACE
⑦	SEWER	SEWER	I-10	CITY OF LA BOS	PROTECT-IN-PLACE

MAJOR UTILITY CONFLICTS

No.	TYPE OF UTILITY	SIZE / MATERIAL	LOCATION	OWNER	DISPOSITION
⑧	SEWER	SEWER	PORTER ST	CITY OF LA BOS	PROTECT-IN-PLACE
⑨	TELEVISION	OH	PORTER ST	UNKNOWN	PROTECT-IN-PLACE
⑩	ELECTRIC	OVERHEAD (OH)	OLYMPIC BLVD.	CITY OF LA DWP PS	PROTECT-IN-PLACE
⑪	TELECOM	OVERHEAD (OH)	OLYMPIC BLVD.	VERIZON WIRELESS	PROTECT-IN-PLACE
⑫	TELEVISION	OVERHEAD (OH)	OLYMPIC BLVD.	TIME WARNER	PROTECT-IN-PLACE
⑬	ELECTRIC	OVERHEAD (OH)	OLYMPIC BLVD.	CITY OF LA DWP PS	PROTECT-IN-PLACE
⑭	ELECTRIC	OVERHEAD (OH)	8TH ST	CITY OF LA DWP PS	PROTECT-IN-PLACE



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REV	DATE	BY	CHK	APP	DESCRIPTION

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

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SUBMITTAL
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USE ONLY

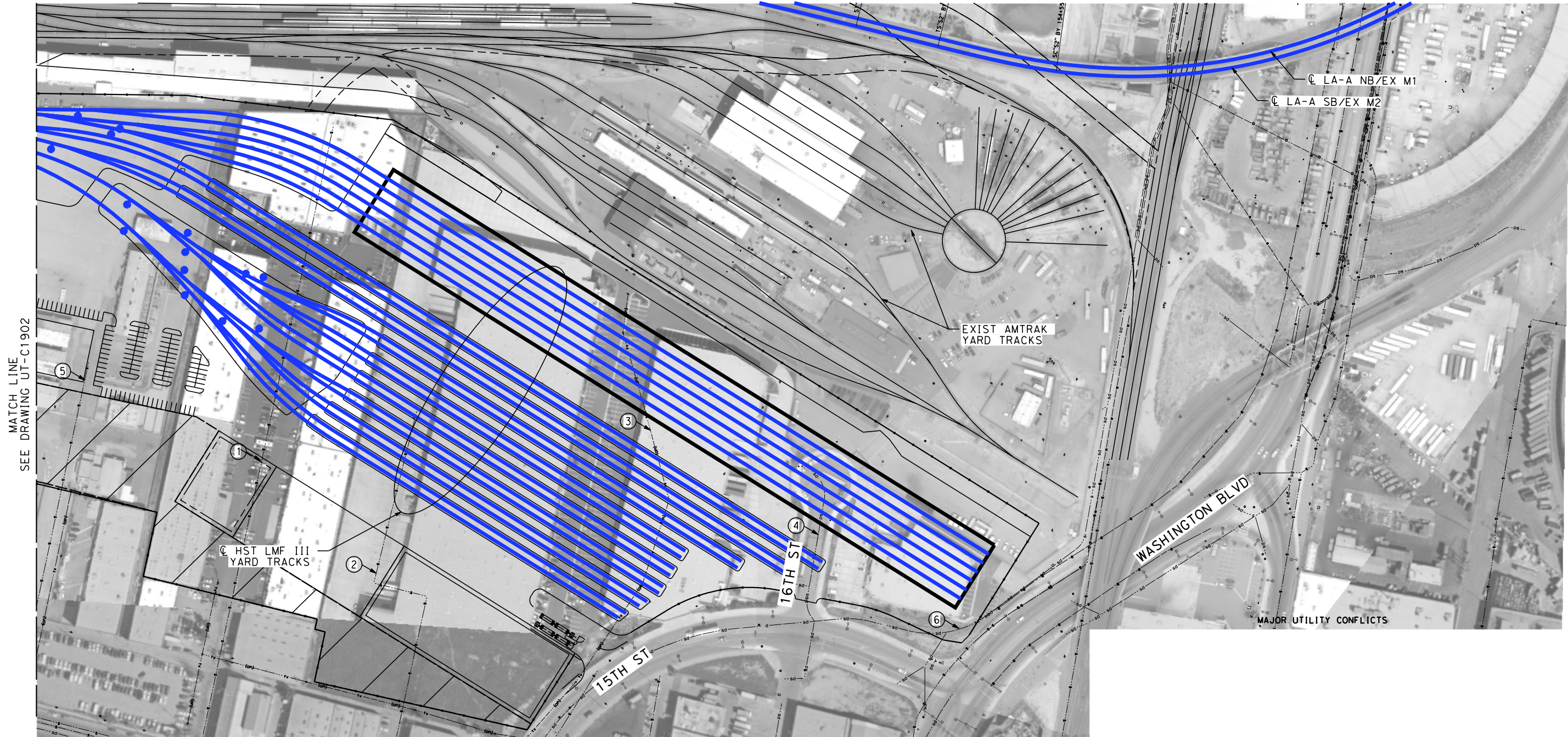
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CONSTRUCTION



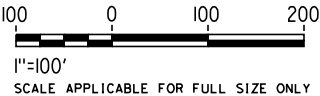
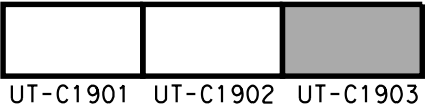
CALIFORNIA
HIGH-SPEED RAIL AUTHORITY

CALIFORNIA HIGH-SPEED TRAIN PROJECT
LOS ANGELES TO ANAHEIM
RECORD SET
PRELIMINARY ENGINEERING FOR PROJECT DEFINITION
EXISTING COMPOSITE UTILITIES PLAN
HSR 15TH ST LMF III OPTION

CONTRACT NO. HSR06-0005
DRAWING NO. UT-C1902
SCALE 1" = 100'
SHEET NO.



No.	TYPE OF UTILITY	SIZE / MATERIAL	LOCATION	OWNER	DISPOSITION
①	SEWER	SEWER	12TH ST	CITY OF LA BOS	REMOVE INTERFERING PORTIONS
②	SEWER	SEWER	12TH ST	CITY OF LA BOS	REMOVE INTERFERING PORTIONS
③	ELECTRIC	(OH)	15TH ST	LA DWP PS	RELOCATE
④	STORM DRAIN	24" RCP	16TH ST	CITY OF LA BOE	REMOVE INTERFERING PORTIONS
⑤	SEWER	SEWER	11TH ST	CITY OF LA BOS	REMOVE INTERFERING PORTIONS
⑥	STORM DRAIN	36" RCP	16TH ST	CITY OF LA BOE	PROTECT-IN-PLACE



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REV	DATE	BY	CHK	APP	DESCRIPTION

DESIGNED BY C. HUANG
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IN CHARGE J. SWANSON
DATE 08/29/25

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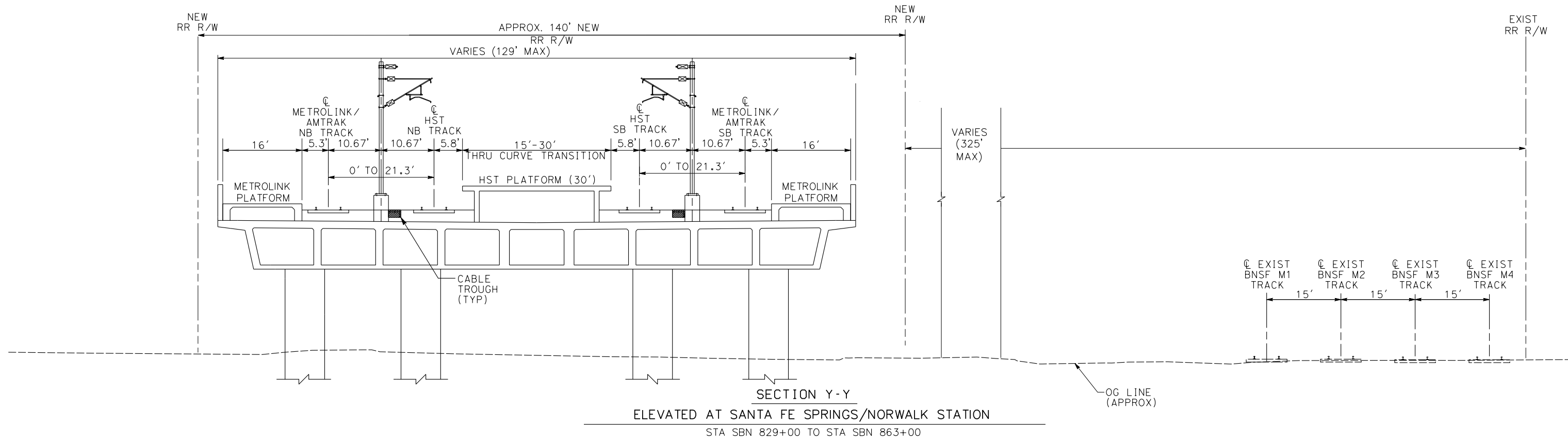
CALIFORNIA
HIGH-SPEED RAIL AUTHORITY

CALIFORNIA HIGH-SPEED TRAIN PROJECT
LOS ANGELES TO ANAHEIM

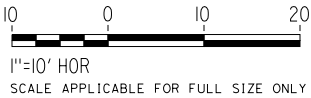
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PRELIMINARY ENGINEERING FOR PROJECT DEFINITION
EXISTING COMPOSITE UTILITIES PLAN
HSR 15TH ST LMF III OPTION

CONTRACT NO. HSR06-0005
DRAWING NO. UT-C1902
SCALE 1" = 100'
SHEET NO.

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NOTE:
1. STATION CONFIGURATION MAY
CHANGE BASED ON DIRECTION FROM
AUTHORITY
2. DISCUSSIONS ONGOING WITH
CITIES OF NORWALK AND SANTA FE
SPRINGS ON NEED/DESIRE TO HAVE
HSR STATION IN THEIR JURISDICTIONS



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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

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CALIFORNIA
HIGH-SPEED RAIL AUTHORITY

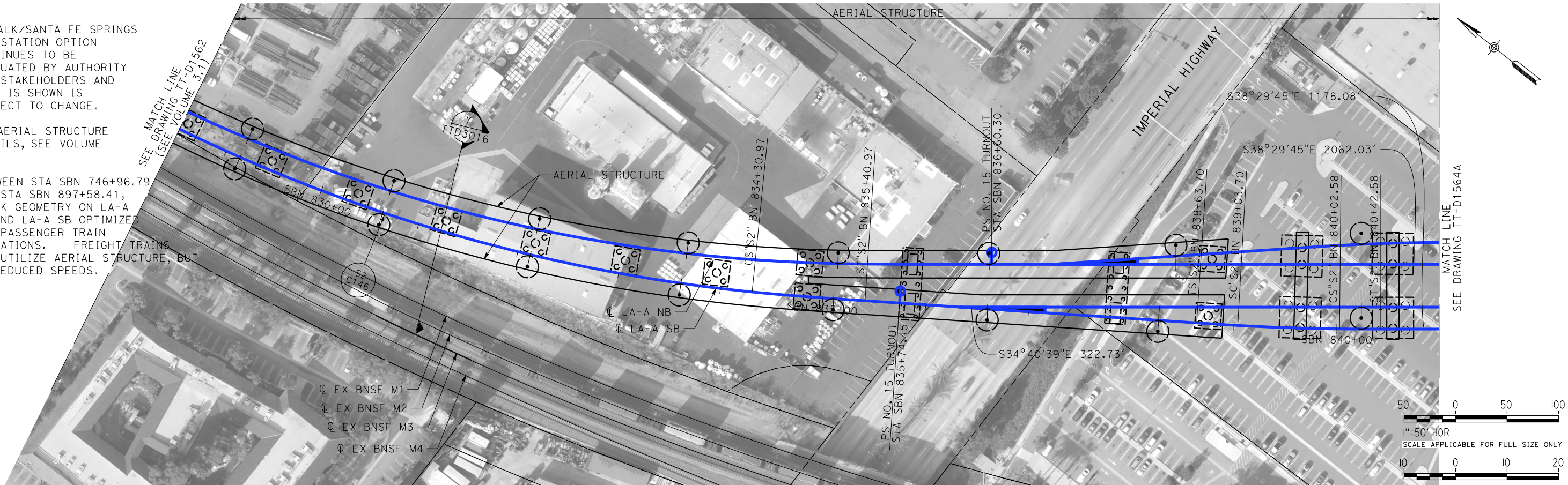
**CALIFORNIA HIGH-SPEED TRAIN PROJECT
LOS ANGELES TO ANAHEIM**
RECORD SET
PRELIMINARY ENGINEERING FOR PROJECT DEFINITION
CROSS SECTIONS
HSR NORWALK/SANTA FE SPRINGS OPTION

CONTRACT NO. HSR06-0005
DRAWING NO. TT-D3016A
SCALE AS SHOWN
SHEET NO.

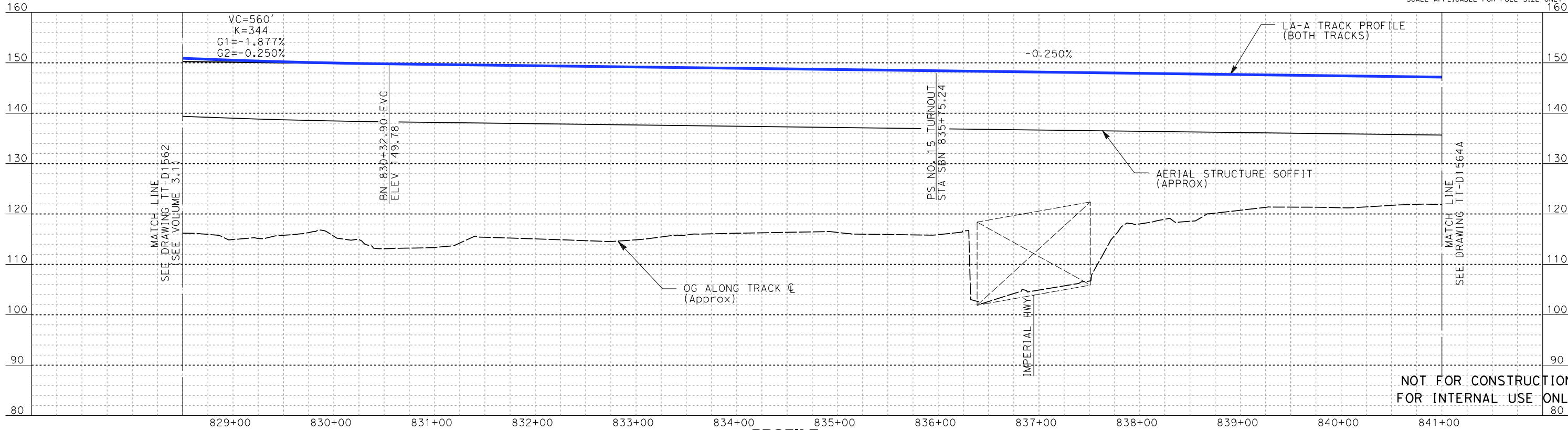
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NOTES:

1. NORWALK/SANTA FE SPRINGS
HST STATION OPTION
CONTINUES TO BE
EVALUATED BY AUTHORITY
AND STAKEHOLDERS AND
WHAT IS SHOWN IS
SUBJECT TO CHANGE.
2. FOR AERIAL STRUCTURE
DETAILS, SEE VOLUME
3.2.
3. BETWEEN STA SBN 746+96.79
AND STA SBN 897+58.41,
TRACK GEOMETRY ON LA-A
NB AND LA-A SB OPTIMIZED
FOR PASSENGER TRAIN
OPERATIONS. FREIGHT TRAINS
MAY UTILIZE AERIAL STRUCTURE, BUT
AT REDUCED SPEEDS.



PLAN



PROFILE

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REV	DATE	BY	SUB	APP	DESCRIPTION

DESIGNED BY A. LEWIS
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CALIFORNIA
HIGH-SPEED RAIL AUTHORITY

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

RECORD SET

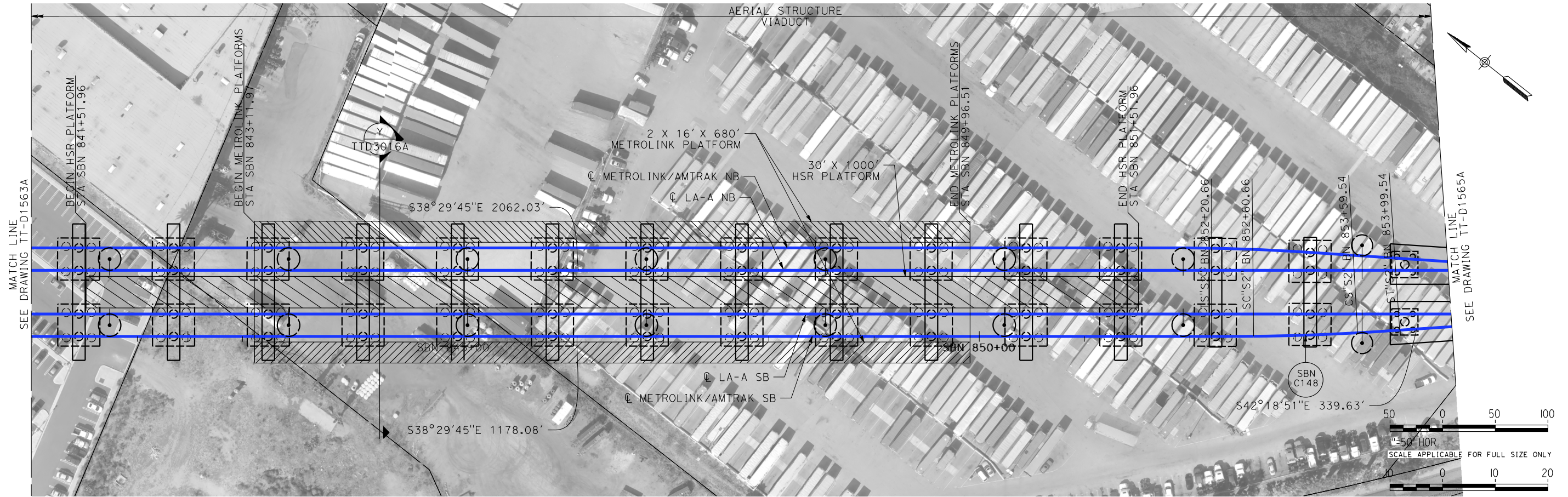
PRELIMINARY ENGINEERING FOR PROJECT DEFINITION
PLAN AND PROFILE

HSR NORWALK/SANTA FE SPRINGS OPTION

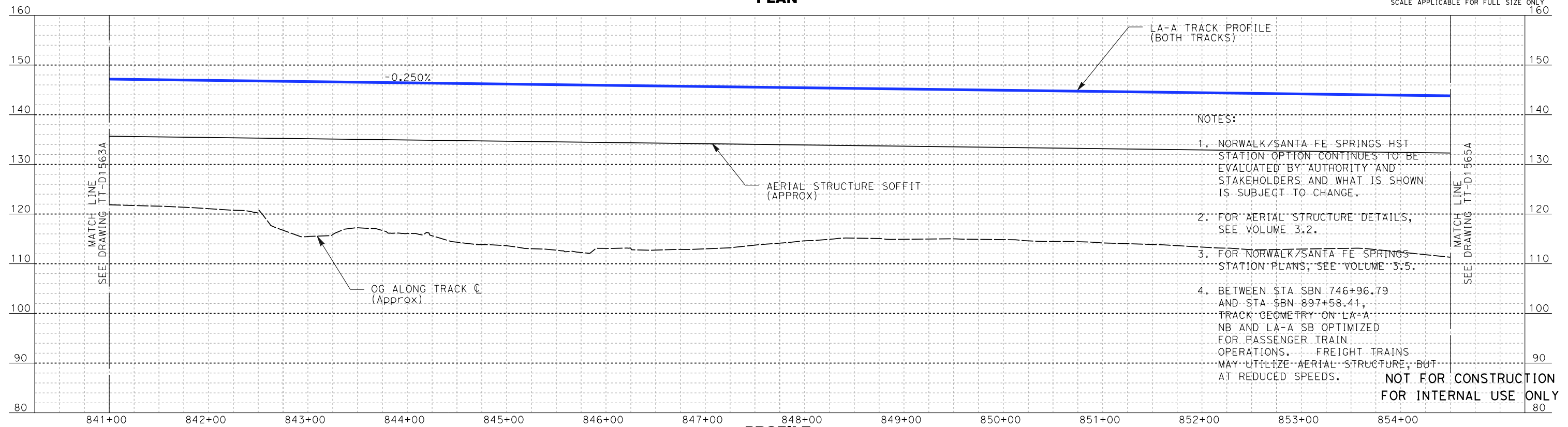
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PLAN



PROFILE

NOTES:

1. NORWALK/SANTA FE SPRINGS HST STATION OPTION CONTINUES TO BE EVALUATED BY AUTHORITY AND STAKEHOLDERS AND WHAT IS SHOWN IS SUBJECT TO CHANGE.
2. FOR AERIAL STRUCTURE DETAILS, SEE VOLUME 3.2.
3. FOR NORWALK/SANTA FE SPRINGS STATION PLANS, SEE VOLUME 3.5.
4. BETWEEN STA SBN 746+96.79 AND STA SBN 897+58.41, TRACK GEOMETRY ON LA-A NB AND LA-A SB OPTIMIZED FOR PASSENGER TRAIN OPERATIONS. FREIGHT TRAINS MAY UTILIZE AERIAL STRUCTURE, BUT AT REDUCED SPEEDS.

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REV	DATE	BY	SUB	APP	DESCRIPTION

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

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CALIFORNIA
HIGH-SPEED RAIL AUTHORITY

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

RECORD SET

PRELIMINARY ENGINEERING FOR PROJECT DEFINITION
PLAN AND PROFILE

HSR NORWALK/SANTA FE SPRINGS OPTION

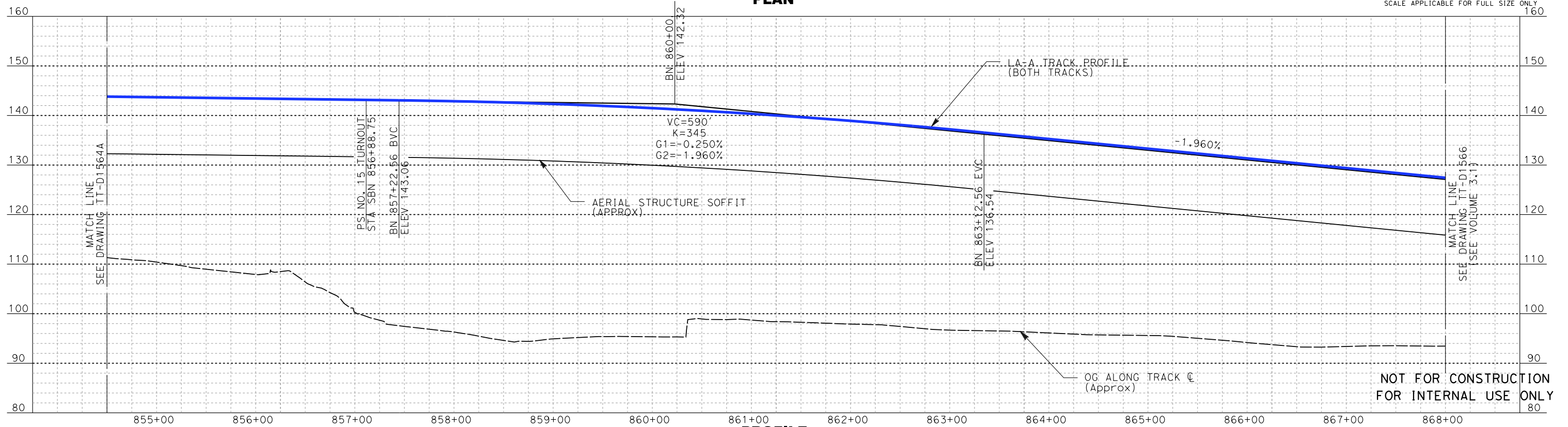
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PLAN



PROFILE

REV	DATE	BY	SUB	APP	DESCRIPTION

DESIGNED BY A. LEWIS
DRAWN BY D. RAMIREZ
CHECKED BY A. BOSCH
IN CHARGE J. SWANSON
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CALIFORNIA
HIGH-SPEED RAIL AUTHORITY

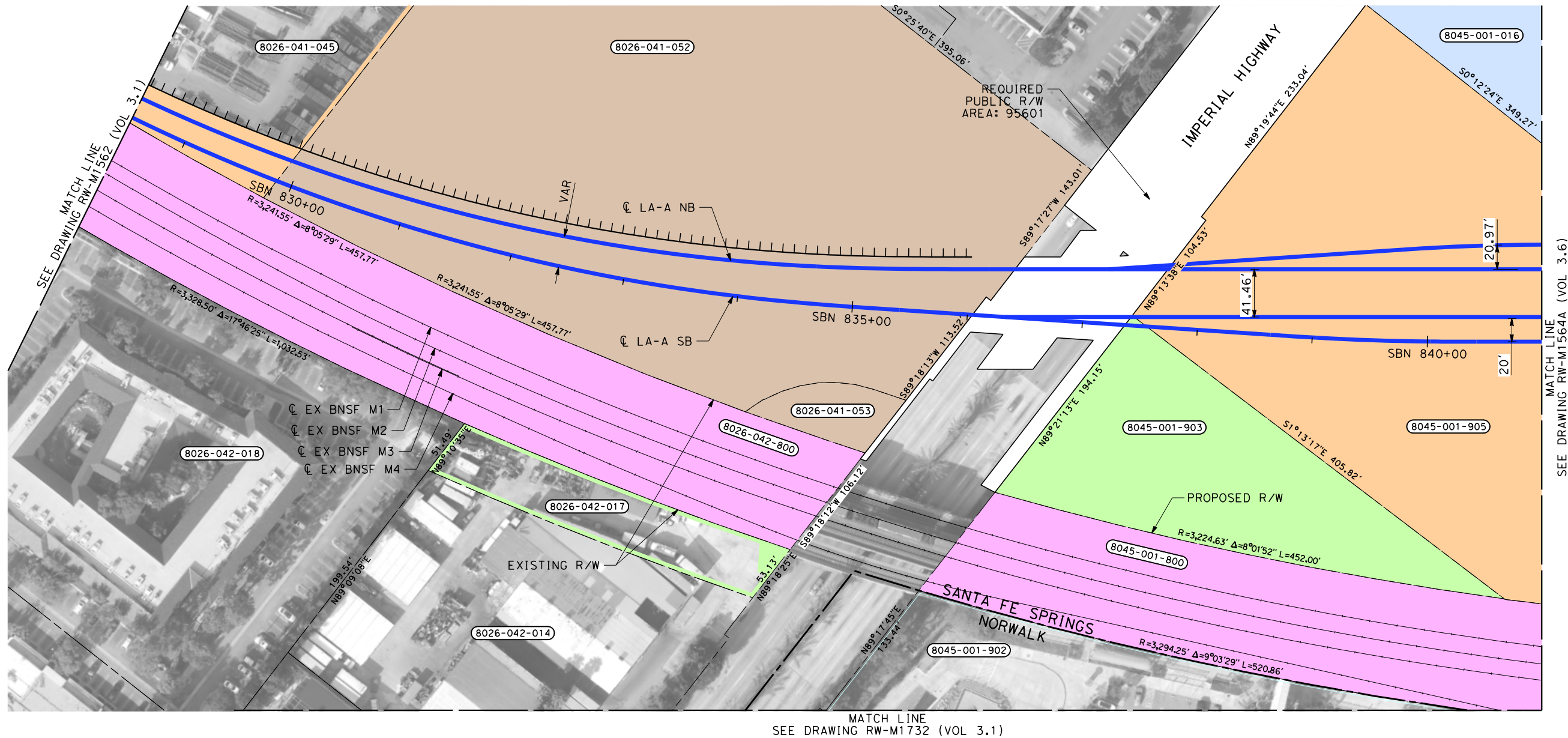
**CALIFORNIA HIGH-SPEED TRAIN PROJECT
LOS ANGELES TO ANAHEIM**

RECORD SET

PRELIMINARY ENGINEERING FOR PROJECT DEFINITION
PLAN AND PROFILE

HSR NORWALK/SANTA FE SPRINGS OPTION

CONTRACT NO. HSR06-0005
DRAWING NO. TT-D1565A
SCALE AS SHOWN
SHEET NO.



MATCH LINE
SEE DRAWING RW-M1732 (VOL 3.1)

PARCEL#	TITLE CODE	GRANTOR	AREAS (square feet or as noted)				REMARKS	RECORDATION		
			TOTAL	REQUIRED [UF]	EXCESS [UF]	REMAINDER		TYPE	DATE	DOC.#
8026-041-052		SIKA CHEMICAL CORP	211054	211054						
8026-041-053		SIKA CHEMICAL CORP	4892	4892						
8026-042-017		DIRTPAD LLC	15144	95			UTILITY			
8045-001-800		BNSF RAILWAY	227252	227252						
8045-001-903		SANTA FE SPRINGS CITY	41741	41741						
8045-001-905		COMMUNITY DEV COMMISSION	135505	135505						
8045-001-016		COAST INDUSTRIAL	93649	93649						

THE DISPOSITION, WHETHER OWNED OR LEASED, OF RIGHT-OF-WAY (ROW) FROM REDONDO JUNCTION (EXISTING BRIDGE OVER LOS ANGELES RIVER) TO THE CITY OF FULLERTON IS DEPENDENT UPON THE DISCUSSIONS AND NEGOTIATIONS BETWEEN THE CALIFORNIA HIGH SPEED RAIL AUTHORITY (AUTHORITY) AND THE BURLINGTON NORTHERN SANTA FE RAILWAY (BNSF).

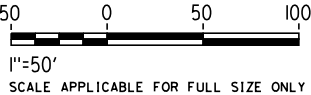
NOTES:

1. INFORMATION IS BASED ON APPRAISAL MAPPING FROM COUNTY AND GIS; NEEDS TO BE VERIFIED.

2. PARCELS THAT FALL ON MULTIPLE SHEETS ARE ONLY PRESENTED ON THE FIRST SHEET TABLE.
3. GRADE SEPARATION & SYSTEM FACILITY IMPACTS LOCATED BEYOND ALIGNMENT ARE LOCATED ON "RW-M17XX SERIES" SHEETS.

4. MAINTENANCE YARD IMPACTS ARE LOCATED ON "RW-M18XX SERIES" SHEETS.

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FOR INTERNAL USE ONLY



REV	DATE	BY	CHK	APP	DESCRIPTION

DESIGNED BY
R. NAFAR

DRAWN BY
M. MAMAWAL

CHECKED BY
M. SATISH

IN CHARGE
J. SWANSON

DATE
08/29/25

PEPD
SUBMITTAL
FOR INTERNAL
USE ONLY

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CONSTRUCTION

stv

CALIFORNIA
HIGH-SPEED RAIL AUTHORITY

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

RECORD SET

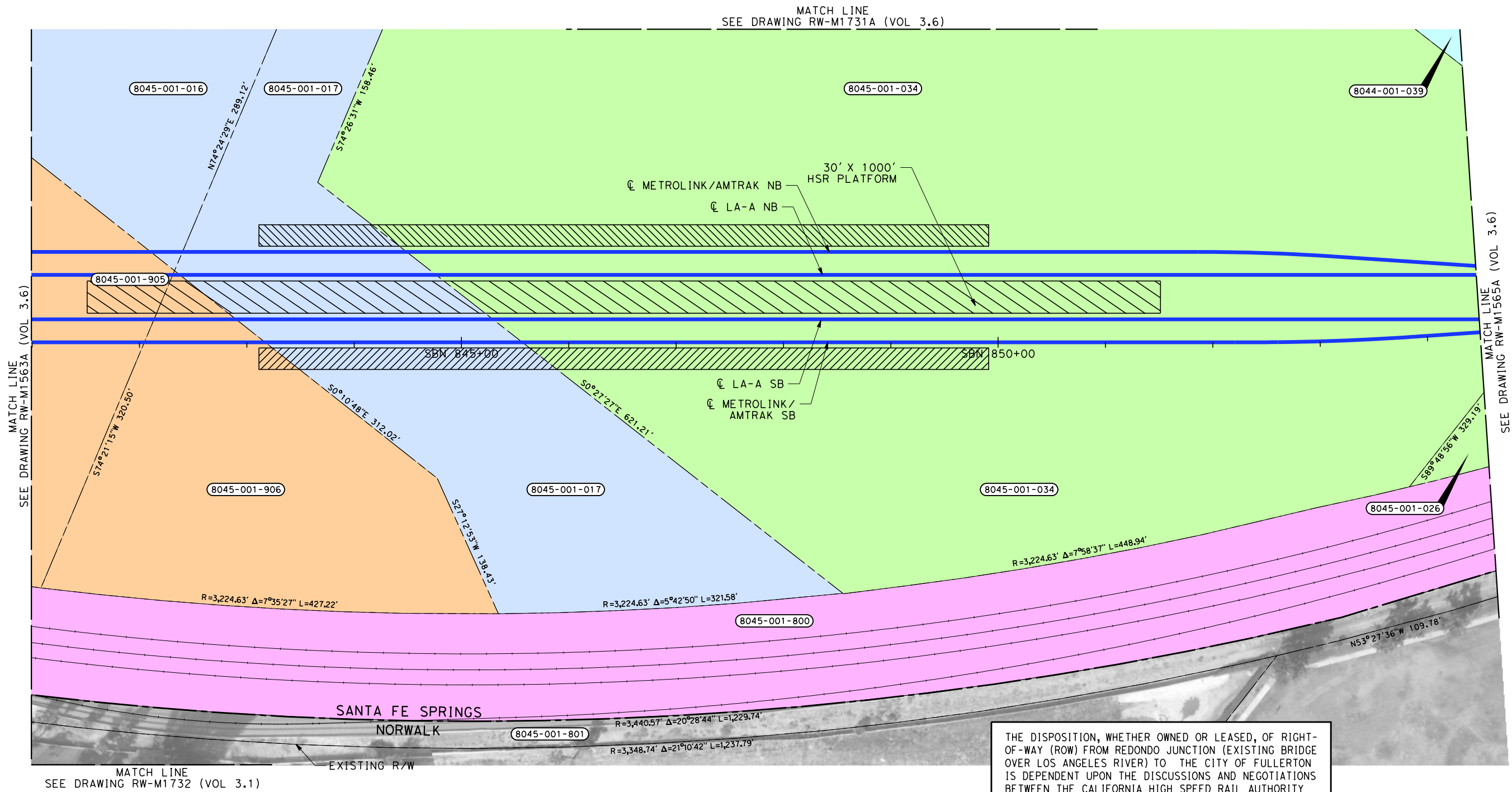
PRELIMINARY ENGINEERING FOR PROJECT DEFINITION
RIGHT-OF-WAY IMPACT
N/SF HSR STATION OPTION

CONTRACT NO.
HSR06-0005

DRAWING NO.
RW-M1563A

SCALE
AS SHOWN



SHEET NO.

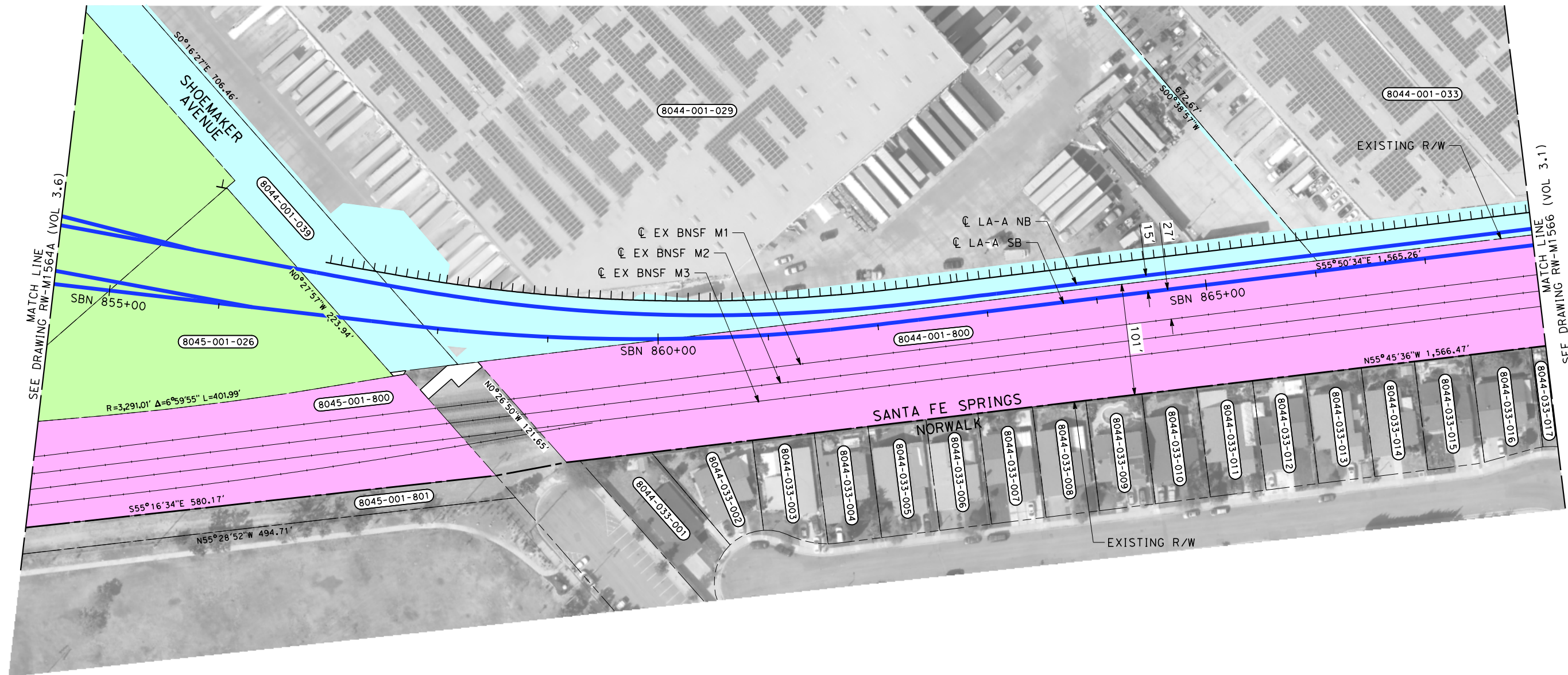


PARCEL#	TITLE CODE	GRANTOR	AREAS (square feet or as noted)				REMARKS	RECORDATION		
			TOTAL	REQUIRED [UF]	EXCESS [UF]	REMAINDER		TYPE [3]	DATE	DOC.# [4]
8045-001-906		COMMUNITY DEV COMMISSION	76361	76361			STATION			
8045-001-017		COAST INDUSTRIAL	112024	112024			STATION			
8045-001-034		SFS TRUCK STORAGE INC	663029	663029			STATION			
8044-001-039		GOLDEN SPRINGS DEV CO LLC	32185	32185			STATION			
8045-001-026		SFS TRUCK STORAGE INC	39210	39210			STATION			

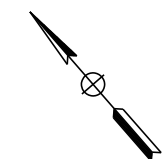
NOTES:

1. INFORMATION IS BASED ON APPRAISAL MAPPING FROM COUNTY AND GIS; NEEDS TO BE VERIFIED.
 2. PARCELS THAT FALL ON MULTIPLE SHEETS ARE ONLY PRESENTED ON THE FIRST SHEET TABLE.
 3. GRADE SEPARATION & SYSTEM FACILITY IMPACTS LOCATED BEYOND ALIGNMENT ARE LOCATED ON "RW-M17XX SERIES" SHEETS.
 4. MAINTENANCE YARD IMPACTS ARE LOCATED ON "RW-M18XX SERIES" SHEETS.
- NOT FOR CONSTRUCTION
FOR INTERNAL USE ONLY
- 50 0 50 100
1"=50'
SCALE APPLICABLE FOR FULL SIZE ONLY

							DESIGNED BY R. NAFAR	PEPD SUBMITTAL FOR INTERNAL USE ONLY			CALIFORNIA HIGH-SPEED TRAIN PROJECT LOS ANGELES TO ANAHEIM RECORD SET PRELIMINARY ENGINEERING FOR PROJECT DEFINITION RIGHT-OF-WAY IMPACT N/SF HSR STATION OPTION	CONTRACT NO. HSR06-0005
							DRAWN BY M. MAMAWAL					DRAWING NO. RW-M1564A
							CHECKED BY M. SATISH					SCALE AS SHOWN
							IN CHARGE J. SWANSON					SHEET NO.
							DATE 08/29/25					
\$/LOT \$	REV	DATE	BY	CHK	APP	DESCRIPTION						

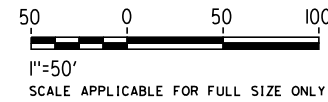




THE DISPOSITION, WHETHER OWNED OR LEASED, OF RIGHT-OF-WAY (ROW) FROM REDONDO JUNCTION (EXISTING BRIDGE OVER LOS ANGELES RIVER) TO THE CITY OF FULLERTON IS DEPENDENT UPON THE DISCUSSIONS AND NEGOTIATIONS BETWEEN THE CALIFORNIA HIGH SPEED RAIL AUTHORITY (AUTHORITY) AND THE BURLINGTON NORTHERN SANTA FE RAILWAY (BNSF).



PARCEL#	TITLE CODE	GRANTOR	AREAS (square feet or as noted)				REMARKS	RECORDATION		
			TOTAL	REQUIRED [UF]	EXCESS [UF]	REMAINDER		TYPE ③	DATE	DOC.# ④
8044-001-029-1		GOLDEN SPRINGS DEV CO LLC	612445	34298			TRACK/BRIDGE/DRAINAGE			
8044-001-029-2		GOLDEN SPRINGS DEV CO LLC	612445	21191			TCE			
8044-001-800		BNSF RAILWAY	158533	158533						
8044-001-033-1		GOLDEN SPRINGS DEV CO LLC	607931	25021			TRACK/BRIDGE			
8044-001-033-2		GOLDEN SPRINGS DEV CO LLC	607931	15509			TCE			

- NOTES:
- INFORMATION IS BASED ON APPRAISAL MAPPING FROM COUNTY AND GIS; NEEDS TO BE VERIFIED.
 - PARCELS THAT FALL ON MULTIPLE SHEETS ARE ONLY PRESENTED ON THE FIRST SHEET TABLE.
 - GRADE SEPARATION & SYSTEM FACILITY IMPACTS LOCATED BEYOND ALIGNMENT ARE LOCATED ON "RW-M17XX SERIES" SHEETS.
 - MAINTENANCE YARD IMPACTS ARE LOCATED ON "RW-M18XX SERIES" SHEETS.
- NOT FOR CONSTRUCTION
FOR INTERNAL USE ONLY



					DESIGNED BY R. NAFAR	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 RIGHT-OF-WAY IMPACT N/SF HSR STATION OPTION	CONTRACT NO. HSR06-0005
					DRAWN BY M. MAMAWAL					DRAWING NO. RW-M1565A
					CHECKED BY M. SATISH					SCALE AS SHOWN
					IN CHARGE J. SWANSON					SHEET NO.
REV	DATE	BY	CHK	APP	DESCRIPTION	DATE 08/29/25				

\$PLOT\$

REV	DATE	BY	CHK	APP	DESCRIPTION

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

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CONSTRUCTION



CALIFORNIA
HIGH-SPEED RAIL AUTHORITY

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

RECORD SET

PRELIMINARY ENGINEERING FOR PROJECT DEFINITION
RIGHT-OF-WAY IMPACT
N/SF HSR STATION OPTION

CONTRACT NO. HSR06-0005
DRAWING NO. RW-M1731A
SCALE AS SHOWN
SHEET NO.



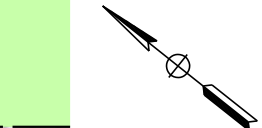
- NOTES:
1. INFORMATION IS BASED ON APPRAISAL
MAPPING FROM COUNTY AND GIS;
NEEDS TO BE VERIFIED.

2. PARCELS THAT FALL ON MULTIPLE
SHEETS ARE ONLY PRESENTED ON
THE FIRST SHEET TABLE.

3. GRADE SEPARATION & SYSTEM FACILITY
IMPACTS LOCATED BEYOND ALIGNMENT
ARE LOCATED ON "RW-M17XX SERIES"
SHEETS.

4. MAINTENANCE YARD IMPACTS ARE
LOCATED ON "RW-M18XX SERIES"
SHEETS.

MATCH LINE
SEE DRAWING RW-M1564A



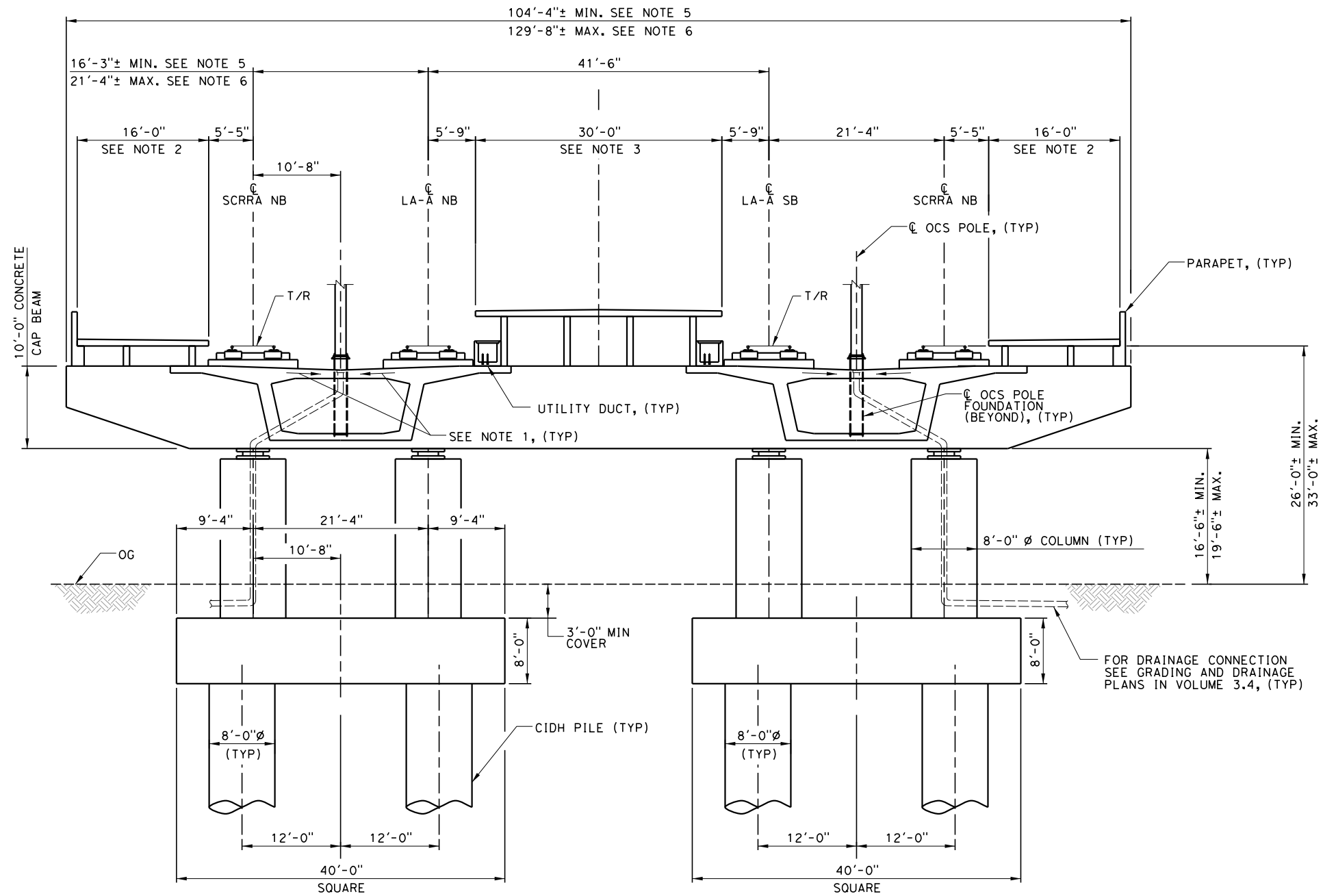
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50 0 50 100

1"=50'

SCALE APPLICABLE FOR FULL SIZE ONLY

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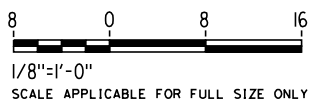
SANTA FE SPRINGS STATION TYPICAL BENT

SCALE: 1/8" = 1'-0"

NOTES:

1. DRAINAGE CROSS SLOPE SHALL BE 2%.
2. SCRRRA SIDE PLATFORM IS FOR BENTS 78 TO BENT 85.
3. CHST CENTER PLATFORM IS FOR BENTS 76 TO BENT 87.
4. FOR STATION DRAWINGS SEE VOLUME 3.5, GENERAL AND STATIONS.
5. DIMENSION SHOWN IS FOR STATION LIMITS AND DOES NOT INCLUDE BENTS 74,75,88 AND 89.
6. DIMENSION SHOWN IS FOR STATION LIMITS AND INCLUDES BENTS 74,75,88 AND 89.

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REV	DATE	BY	SUB	APP	DESCRIPTION

DESIGNED BY M. RODRIGUEZ
DRAWN BY Z. OHN
CHECKED BY D. SARETSKY
IN CHARGE J. SWANSON
DATE 08/29/25

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USE ONLY

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CONSTRUCTION



CALIFORNIA
HIGH-SPEED RAIL AUTHORITY

CALIFORNIA HIGH-SPEED TRAIN PROJECT
LOS ANGELES TO ANAHEIM

RECORD SET
PRELIMINARY ENGINEERING FOR PROJECT DEFINITION
TYPICAL HST AERIAL STRUCTURE SECTION
N/SF HSR STATION OPTION

CONTRACT NO. HSR06-0005
DRAWING NO. ST-J0018A
SCALE AS SHOWN
SHEET NO.

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	No	Program Facility	Assumptions/Equation (Chapter 14 March 2016 Revision 2)	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				2,110	14.3.5.3.C - Public Waiting Areas
	2	Public Restrooms (Male/Female)	Based on CBC for Group A-3 Occupancy	915			1,317	14.3.5.4 - Public Restrooms
	3	Public Restrooms (Unisex)	64 sf minimum per restroom	128			225	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	3,000			3,763	14.3.5.5 - Passenger Amenity Spaces
	5	Fare Gates (Queuing Area)	P1b/50ppm x ((number of faregates -1x3) + (1 faregate x 4)) x 20 linear feet	80		20 lf	1,600	14.3.5.6.E - Fare Gates
	6	Ticket Vending Machines (Incl. Queuing Area)	Provided to meet peak passenger demand	82		8 lf	262	14.3.5.6.C - Ticket Vending Machines
	7	Ticket Sales Office	75 sf x each ticket window (windows required dependent on ridership)	75			150	14.3.5.6.B - Ticket Office Window
	8	Ticket Sales Windows (Queuing Area)	Ticket Windows x 5 linear feet in width (each) x queuing distance	100		20 lf	100	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			1,195	14.3.5.7.C - Business Lounge (includes terrace)
	11	Vertical Transportation - Elevators	2 Elevators per platform and level	726			1,089	14.3.3.3.E - Passenger Elevators
	12	Vertical Transportation - Stairs/Escalators					1,150	14.3.3.3.B and 14.3.3.3.C - Escalators and Stairs
	13	Vertical Transportation - Elevators (Queuing Area)	Table 14-5	528		8 lf	792	14.3.3.1.B - Queuing Space
	14	Vertical Transportation - Stairs/Escalators (Queuing Area)	Table 14-5			15 lf	630	14.3.3.1.B - Queuing Space
	15	Circulation	CHSTP Ridership in accordance with NFPA 130		16 lf		19,214	14.3.3.2 - Horizontal Circulation
		Subtotal					33,697	
		Paid Area						
	16	Fare Gates (Queuing Area)	P1b/50ppm x ((number of faregates -1x3) + (1 faregate x 4)) x 20 liner feet	80		20 lf	360	14.3.5.6.E - Fare Gates
	17	Value Added Machines (Including Queuing Area)	3.4' width x 8 linear feet x #VAMs (7)	54			190	14.3.5.6.D - Value Added Machines (VAMs)
	18	Vertical Transportation - Elevators	4 Elevators per platform and level				484	14.3.3.3.E - Passenger Elevators
	19	Vertical Transportation - Stairs/Escalators	CHST Guide Specifications				648	14.3.3.3.B and 14.3.3.3.C - Escalators and Stairs
	20	Vertical Transportation - Elevators (Queuing Area)	Table 14-5			8 lf	352	14.3.3.1.B - Queuing Space
	21	Vertical Transportation - Stairs/Escalators (Queuing Area)	Table 14-5			15 lf	360	14.3.3.1.B - Queuing Space
	22	Circulation	CHSTP Ridership in accordance with NFPA 130		16 lf		1,148	14.3.3.2 - Horizontal Circulation
		Subtotal					3,542	
		Platform						
	23	Platform Area (Per Platform)	Min Length = 1,410 lf with potential 205' expansions ; Min Width = 30 lf	42,300	30 lf		42,300	14.3.2.2 - Platform Planning
		Subtotal					42,300	

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						DESIGNED BY A. MALEITZKE	PEPD SUBMITTAL FOR INTERNAL USE ONLY NOT FOR CONSTRUCTION	<div>st</div> <div>GRUENASSOCIATES</div> <div>ARCHITECTURE PLANNING INTERIORS LANDSCAPE</div>	<div></div> <div>CALIFORNIA</div> <div>HIGH-SPEED RAIL AUTHORITY</div>	CALIFORNIA HIGH-SPEED TRAIN PROJECT LOS ANGELES TO ANAHEIM RECORD SET PRELIMINARY ENGINEERING FOR PROJECT DEFINITION NORWALK / SANTA FE SPRINGS STATION PROGRAM SCHEDULE 1 OF 3	CONTRACT NO. HSR06-0005
						DRAWN BY R. KUCINSKI					DRAWING NO. AR-Y9501A
						CHECKED BY E. CARBREY					SCALE 1" = 100'
						IN CHARGE J. SWANSON					SHEET NO.
REV	DATE	BY	CHK	APP	DESCRIPTION	08/29/25					

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	No	Program Facility	Assumptions/Equation (Chapter 14 March 2016 Revision 2)	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						
	24	Station Managers Office	270 sf minimum	270			280	14.3.6.1.A - Station Manager's Office
	25	Station Administrative Offices	Size as Required				340	14.3.6.1.B - Station Administration Office
	26	Facility Maintenance Office	330 sf minimum	330			350	14.3.6.1.C - Facility Maintenance Office
	27	Transportation Agency Offices	Requested by local agencies				408	14.3.6.1.D - Transportation Agency Offices
	28	Lost and Found	80 sf minimum	80			90	14.3.6.1.E - Lost and Found
	29	First Aid Room	80 sf minimum	80			86	14.3.6.1.F - First Aid Room
	30	Staff Break Room	200 sf minimum or 25 sf per staff typical shift	200			220	14.3.6.1.G - Staff Break Room
	31	Training and Meeting Room	200 sf minimum or 25 sf per staff typical shift	200			220	14.3.6.1.H - Training and Meeting Room
	32	Staff Locker Room	Size as Required				1,067	14.3.6.1.I - Staff Locker Rooms
	33	Staff Restrooms (Male/Female)	Accordance with CBC	310			500	14.3.6.1.J - Staff Restrooms
	34	Circulation/Hallways	per CBC		3'-8" lf		452	14.3.3.2.F - Non-Public Corridors
		Subtotal					4,013	
		Non-Public Secure Station Staff Support Services Facilities						
	35	Police Office	500 sf minimum	500			953	14.3.6.2.A - Police Office
	36	Security Guard Office	144 sf minimum	144			150	14.3.6.2.B - Security Guard Office
	37	Ticket Administration Office	75 sf per ticket window	75			150	14.3.6.2.C - Ticket Administration Office
	38	Cash Handling and Ticket Storage Room	260 sf minimum	260			298	14.3.6.2.D - Cash Handling and Ticket Storage Room
	39	Station Control Room (SCR)	1,100 sf minimum	1,100			1,290	14.3.6.2.E - Station Control Room (SCR)
	40	Station Computer Rooms	500 sf each, minimum of 2	1,000			1,046	14.3.6.2.F - Station Computer Rooms
	41	Temporary Command Post (CP)	300 sf minimum	300			339	14.3.6.2.G - Temporary Command Post (CP)
	42	Stations Operations Room (SOR)	1.100 sf minimum	1,100			1,306	14.3.6.2.H - Stations Operations Room (SOR)
	43	Operation Management Booth (OMB)	100 sf per platform	100			100	14.3.6.2.I - Operation Management Booth
	44	Secured Circulation/Hallways	per CBC		3'-8" lf		452	14.3.6.2
		Subtotal					6,084	
Station Ancillary Facilities		Maintenance Support Spaces						
	45	Main Station Recycling / Refuse Storage Facility		150			153	14.3.7.1.A - Main Station Recycling / Refuse Storage Facility
	46	Secondary Station Recycling / Refuse Storage Facility	100 sf minimum	100			104	14.3.7.1.B - Secondary Station Recycling / Refuse Storage Facility
	47	Janitor's Closet	60 sf each	240			240	14.3.7.1.C - Janitor's Closet
	48	Station General Storage Rooms	200 sf + 60 sf for misc. storage spaces	260			316	14.3.7.1.D - Station General Storage Rooms
	49	Landscape Maintenace Room	100 sf minimum	100			114	14.3.7.1.E - Landscape Maintenace Room
	50	Loading Zone	Sized as appropriate				512	14.3.7.1.F - Loading Zone
	51	Loading Dock	Sized as appropriate				205	14.3.7.1.G - Loading Dock
	52	Service Access	Sized as appropriate				2,187	14.3.7.1.H - Service Access
		Subtotal					3,831	
		Building Services and Plant Rooms						
	53	Environmental Control	Sized by Designer				225	14.3.7.2.A - Environmental Control
	54	Electric System	10,000 Substation + 1,100 sf Station	11,100			11,160	14.3.7.2.B - Electric System
	55	Fire Protection	Sized by Designer				367	14.3.7.2.C- Fire Protection
	56	Plumbing and Drainage	Sized by Designer				176	14.3.7.2.D- Plumbing and Drainage
	57	CHST Core Systems Spaces	2,405	2,405			2,519	14.3.7.2.E- CHST Core Systems Spaces
	58	Circulation/Hallways	per CBC		3'-8" lf		452	
		Subtotal					14,899	

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						DRAWN BY R. KUCINSKI					DRAWING NO. AR-Y9502A
						CHECKED BY E. CARBREY					SCALE 1" = 100'
						IN CHARGE J. SWANSON					SHEET NO.
						DATE 02/28/25					
REV	DATE	BY	CHK	APP	DESCRIPTION						

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	No	Program Facility	Assumptions/Equation (Chapter 14 March 2016 Revision 2)	Required Area	Minimum Required Width/Linear Feet (lf)	Queuing Distance (lf)	Designed Area	HSR Project Design Criteria Chapter 14: Stations
Transportation		Ingress/Egress Circulation						
	59	Parking	ModeShare Summary 6-21-16	See Below			See Below	
	60	Pick-Up/Drop-Off	ModeShare Summary 6-21-16	See Below			See Below	
	61	Bus Bays	ModeShare Summary 6-21-16	See Below			See Below	
	62	Roads/Circulation	Sized by Designer	See Below			See Below	
		Subtotal						

	Station Program Subtotal						104,824	
	Walls and Structure		Assumed 25% Grossing Factor of Total Program Area sf				26,206	
	Station Total						131,030	

Parking and Pick-up/Drop-Off Uses					
Required Parking					
	Facility	Type	Quantity	Quantity	Unit
HSR	P1, P2, P3, P4-1 & P4-2	Surface	350	290	stalls (9'x18')
Metrolink/Amtrak Replacement			608	0	
TOTAL			1,248		stalls
			15.20 ¹		acres
Pick-up/Drop-off					
HSR Dedicated			24		bays (8'x20')
TOTAL			24		bays
			14,316 ²		sq. ft.

¹The total parking area also includes the parking access roads, sidewalks, and landscaping areas.
²The 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	21,800 sq. ft.	14.4.4.8 Station Entry Plazas
Transit Plaza	Varies per Site	19,450 sq. ft.	14.4.2.4 Transit Planning Principles
TOTAL PLAZA		41,250 sq. ft.	

Note: All Plaza areas include main and secondary plazas per the proposed general and detailed site plans.

Ridership Estimates		
Daily Boardings per CHSRA 2016 Business Plan	2029	1,900
	2040	4,000

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

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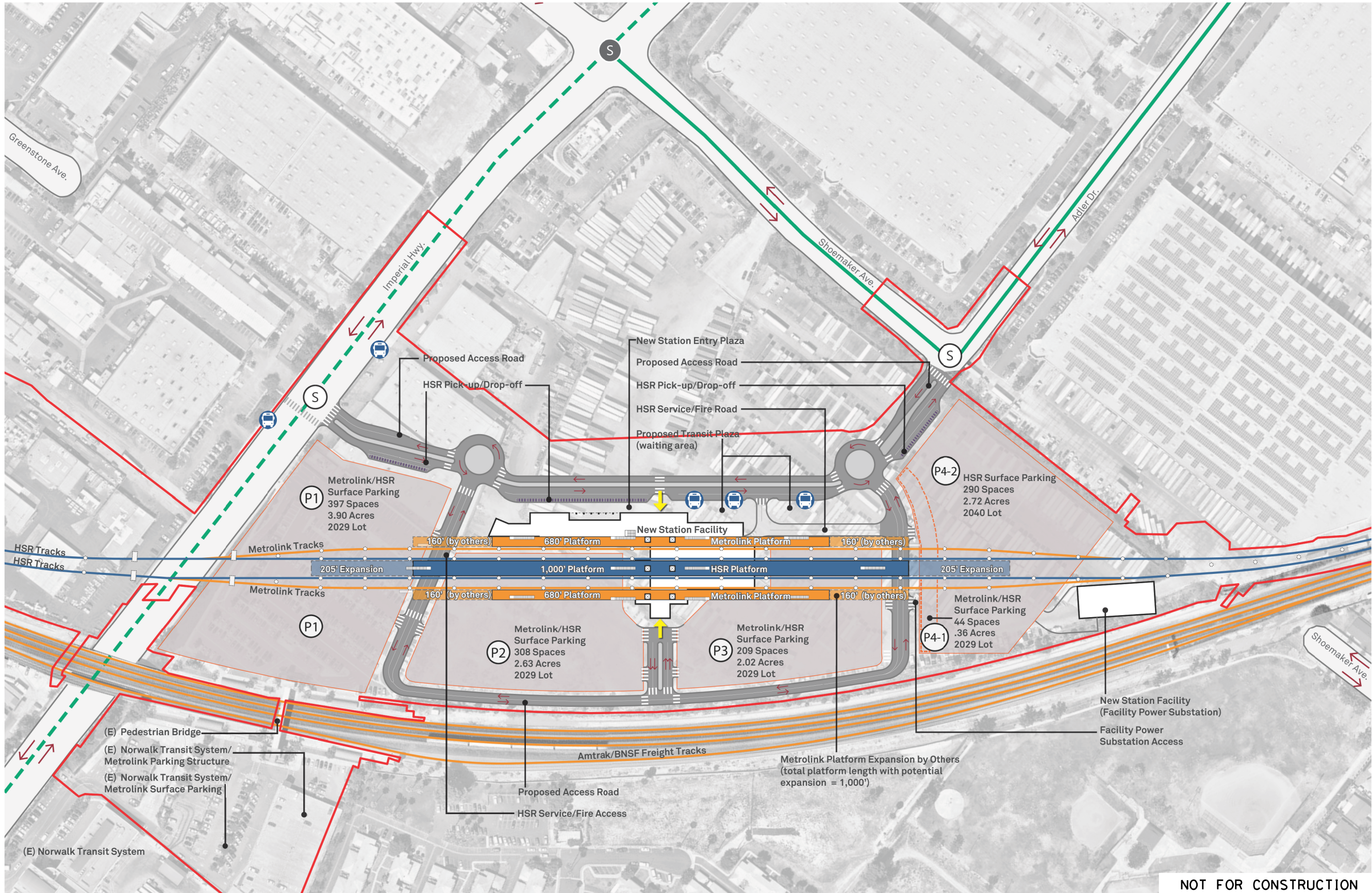




**CALIFORNIA HIGH-SPEED TRAIN PROJECT
LOS ANGELES TO ANAHEIM**
RECORD SET
PRELIMINARY ENGINEERING FOR PROJECT DEFINITION
NORWALK / SANTA FE SPRINGS STATION
PROGRAM SCHEDULE 3 OF 3

CONTRACT NO. HSR06-0005
DRAWING NO. AR-Y9503A
SCALE 1" = 100'
SHEET NO.

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LEGEND

Note: (E) annotation indicates existing facilities

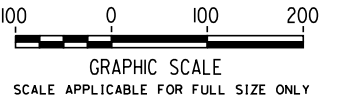
- Environmental Footprint
- HSR Tracks and Platform
- New Station Facilities
- Non-HSR Tracks & Platforms
- Existing Bicycle Facilities
- Proposed Bicycle Facilities
- Proposed Transit Stop
- New Parking Facility
- Proposed Roadway
- Pick-up/Drop-off Zone
- Roadway Directional Arrows
- Station Entrance
- HSR Structural Columns
- Existing Signalized Intersection
- New Signalized Intersection

Note: Green Line Eastern Extension Project under study by others

New Parking Facilities

Facility	User	2029	2040
P1-P4	HSR	350*	290*
	MetroLink/Amtrak	608	-
TOTAL	HSR + MetroLink/Amtrak		1,248

* Mode Share Summary June 2016



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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

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

RECORD SET

PRELIMINARY ENGINEERING FOR PROJECT DEFINITION
NORWALK / SANTA FE SPRINGS STATION
GENERAL SITE PLAN

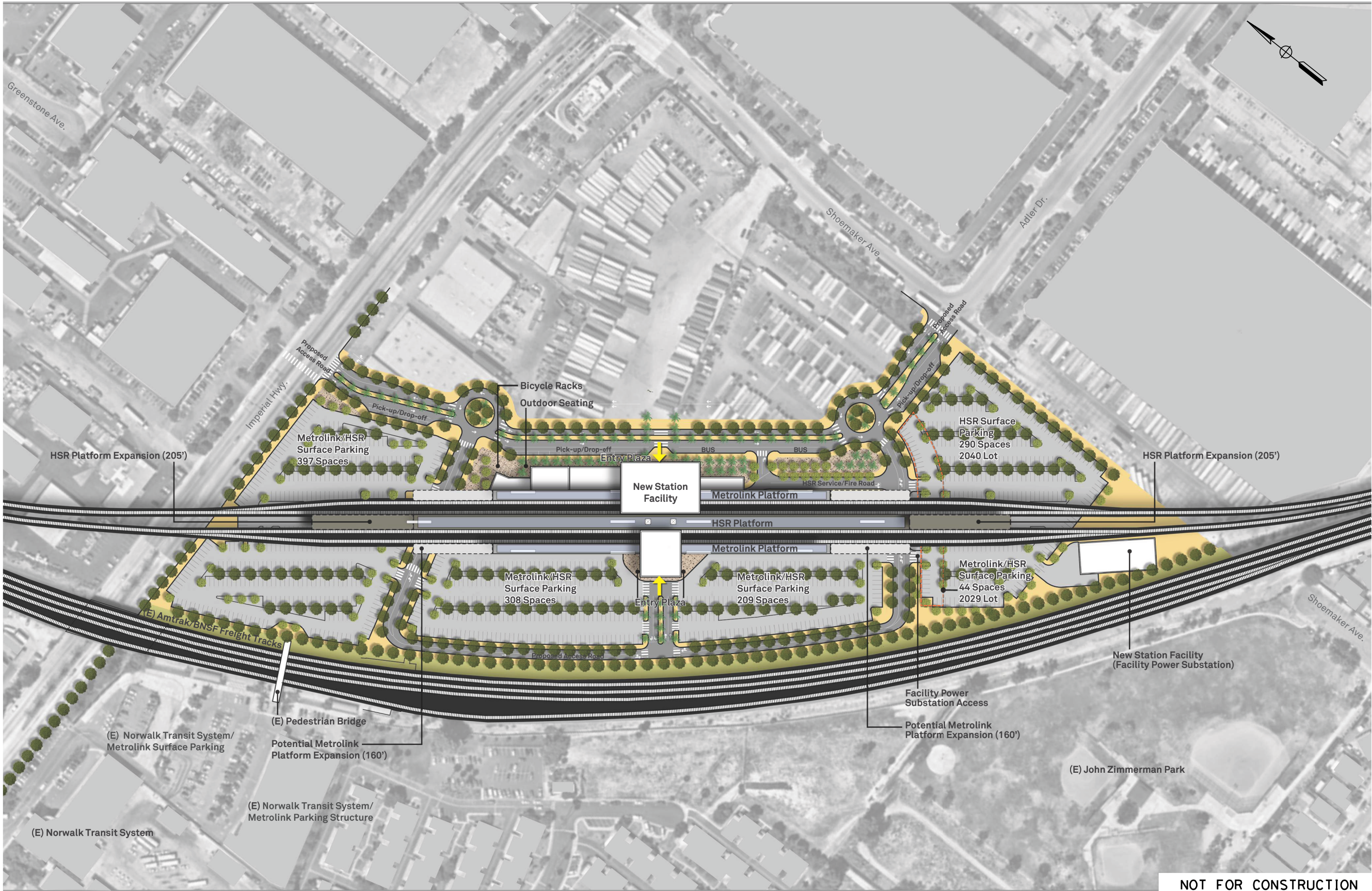
CONTRACT NO.
HSR06-0005

DRAWING NO.
AR-B0501A

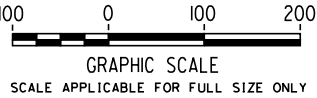
SCALE
1" = 100'

SHEET NO.

1/31/2025 2:03:36 PM I:\Projects\4017456\4017456_0001\90_CAD Models and Sheets\LO\Sheet Files\Vol 6\AR\LO-AR-C1501.dgn boschal



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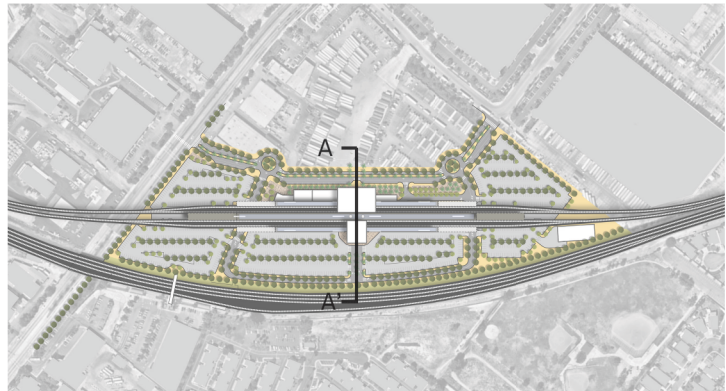
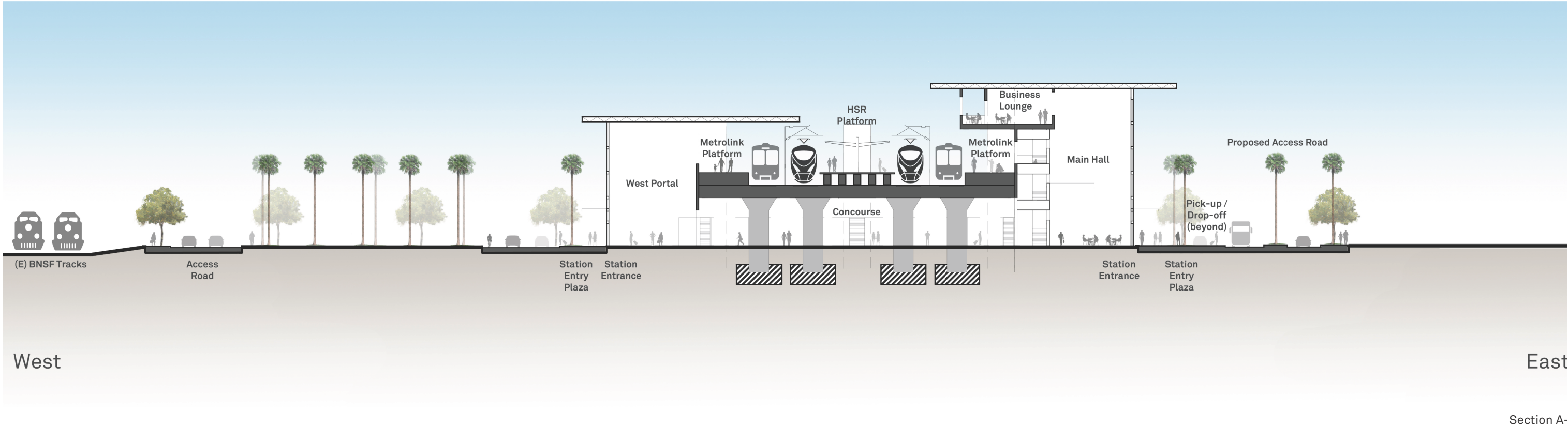

GRUENASSOCIATES
ARCHITECTURE PLANNING INTERIORS LANDSCAPE


CALIFORNIA
HIGH-SPEED RAIL AUTHORITY

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

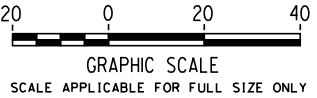
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DRAWING NO. AR-C1501A
SCALE 1" = 100'
SHEET NO.

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LEGEND
Note: (E) annotation indicates existing facilities

- HSR
- Metrolink
- BNSF/Freight



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IN CHARGE J. SWANSON
DATE 02/28/25

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

RECORD SET
PRELIMINARY ENGINEERING FOR PROJECT DEFINITION
NORWALK / SANTA FE SPRINGS STATION
CROSS SECTION

CONTRACT NO. HSR06-0005
DRAWING NO. AR-J3501A
SCALE 1" = 20'
SHEET NO.

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LEGEND

Note: (E) annotation indicates existing facilities

- New Station Facility
- New HSR Platform

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REV	DATE	BY	CHK	APP	DESCRIPTION

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

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**CALIFORNIA HIGH-SPEED TRAIN PROJECT
LOS ANGELES TO ANAHEIM**
RECORD SET
PRELIMINARY ENGINEERING FOR PROJECT DEFINITION
NORWALK / SANTA FE SPRINGS STATION
MASSING MODEL 1 OF 2

CONTRACT NO.
HSR06-0005
DRAWING NO.
AR-J8501A
SCALE
NO SCALE
SHEET NO.

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LEGEND

Note: (E) annotation indicates existing facilities

- New Station Facility
- New HSR Platform

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IN CHARGE
J. SWANSON
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**CALIFORNIA HIGH-SPEED TRAIN PROJECT
LOS ANGELES TO ANAHEIM**
RECORD SET
PRELIMINARY ENGINEERING FOR PROJECT DEFINITION
NORWALK / SANTA FE SPRINGS STATION
MASSING MODEL 2 OF 2

CONTRACT NO.
HSR06-0005
DRAWING NO.
AR-J8502A
SCALE
NO SCALE
SHEET NO.