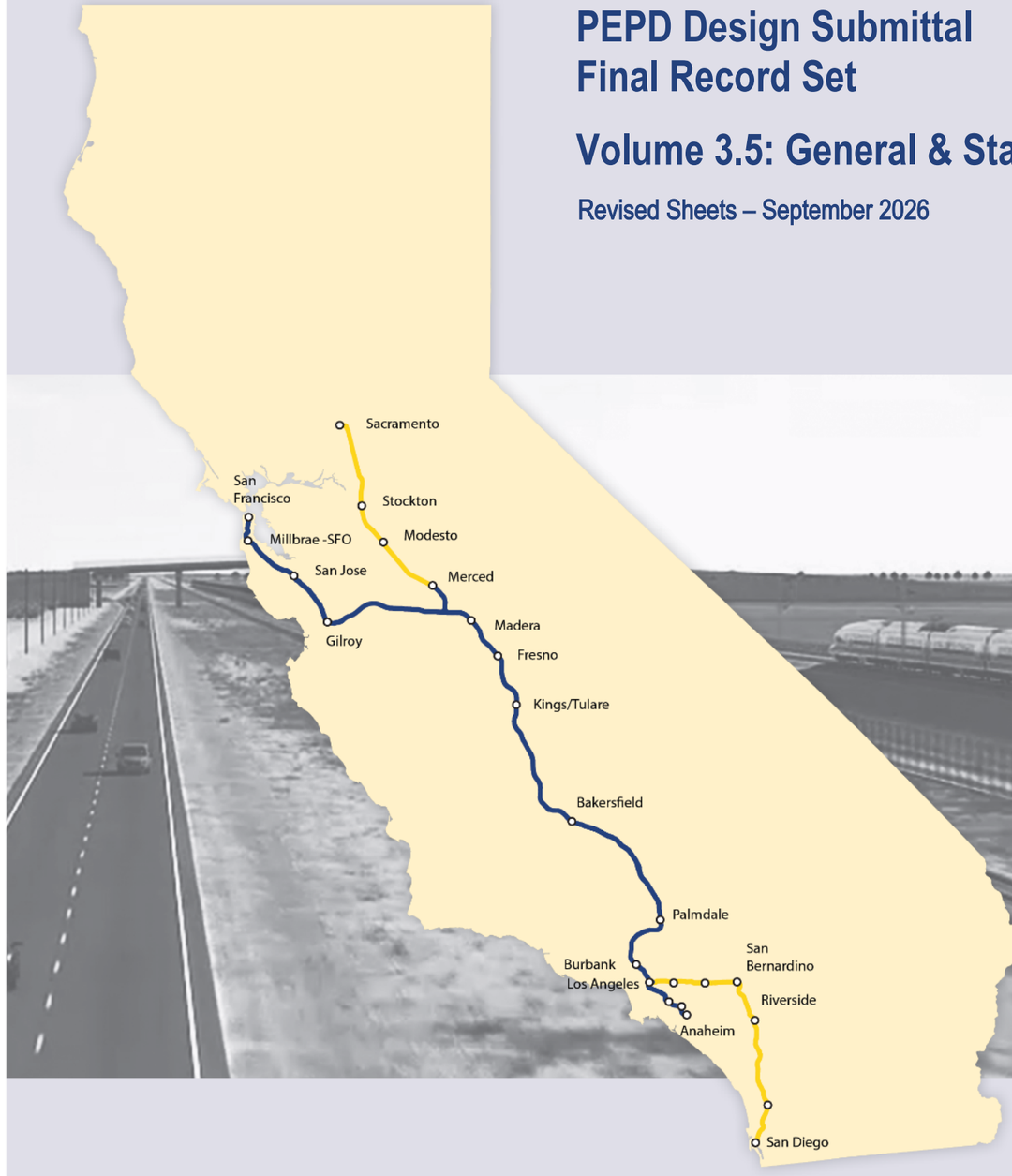
California High-Speed Rail Authority

Los Angeles to Anaheim Project Section



PEPD Design Submittal
Final Record Set

Volume 3.5: General & Stations (Preferred Options)

Revised Sheets – September 2026

CALIFORNIA High-Speed Rail Authority

The environmental review, consultation, and other actions required by applicable federal environmental laws for this project are being or have been carried out by the State of California pursuant to 23 U.S.C. 327 and a Memorandum of Understanding dated July 22, 2024, and executed by the Federal Railroad Administration and the State of California.

VOLUME 3.5 - GENERAL & STATIONS

GENERAL

DRAWING NO.	DRAWING TITLE
GE-A0500	COVER SHEET - VOLUME 3.5
GE-A0501	PROJECT LOCATION MAP
GE-A0510	INDEX OF VOLUMES
GE-A0511	INDEX OF DRAWINGS VOLUME 3.5 - SHEET 1 OF 1
GE-D0501	VOLUME 3.5 - KEY MAP SHEET 1 OF 3
GE-D0502	VOLUME 3.5 - KEY MAP SHEET 2 OF 3
GE-D0503	VOLUME 3.5 - KEY MAP SHEET 3 OF 3
GE-B0501	BASIS OF DESIGN SUMMARY R9
GE-C0501	ACRONYMS AND ABBREVIATIONS 1
GE-C0502	ACRONYMS AND ABBREVIATIONS 2
GE-C0503	ACRONYMS AND ABBREVIATIONS 3
GE-C0504	ACRONYMS AND ABBREVIATIONS 4
GE-C0505	ACRONYMS AND ABBREVIATIONS 5
GE-C0511	SYMBOLS 1
GE-C0512	SYMBOLS 2
GE-B0511	GENERAL NOTES 1 OF 1 R8
GE-D6501	TRACK SCHEMATIC
GE-D6502	TRACK SCHEMATIC - 26TH STREET LMF III OPTION R1

STATIONS

DRAWING NO.	DRAWING TITLE
AR-B0201	COMMERCE STATION - GENERAL SITE PLAN
AR-B0501	NORWALK / SANTA FE SPRINGS STATION - GENERAL SITE PLAN
AR-B0601	BUENA PARK STATION - GENERAL SITE PLAN R7 R10

STATIONS

DRAWING NO.	DRAWING TITLE
AR-B0701	FULLERTON STATION - GENERAL SITE PLAN
AR-Y9901	ANAHEIM STATION - PROGRAM TABLE SHEET 1 OF 3
AR-Y9902	ANAHEIM STATION - PROGRAM TABLE SHEET 2 OF 3
AR-Y9903	ANAHEIM STATION - PROGRAM TABLE SHEET 3 OF 3
AR-B0901	ANAHEIM STATION - GENERAL SITE PLAN
AC-C1901	ANAHEIM STATION - DETAILED SITE PLAN
AR-J3901	ANAHEIM STATION - CROSS SECTION
AR-J8901	ANAHEIM STATION - MASSING MODEL 1 OF 3
AR-J8902	ANAHEIM STATION - MASSING MODEL 2 OF 3
AR-J8903	ANAHEIM STATION - MASSING MODEL 3 OF 3

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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 RECORD SET

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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
INDEX OF DRAWINGS
SHEET 23 OF 26

CONTRACT NO. HSR06-0005
DRAWING NO. GE-LA0023
SCALE AS SHOWN
SHEET NO. 24 of 138

$PLOT$
DATE 06/30/26

R9 PEPD REVISION #9: CORRECTED DESCRIPTION OF DIAMOND (AT-GRADE) CROSSINGS

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, R0 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 R9

    THE USE OF ONE-WAY LOW SPEED "OWL" DIAMOND CROSSINGS WILL BE PROVIDED AT LOCATIONS WHERE OPERATING SPEEDS, AS SHOWN ON THE PLANS, ALLOW 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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REV	DATE	BY	CHK	APP	DESCRIPTION

DESIGNED BY M. MAMAWAL
DRAWN BY M. MAMAWAL
CHECKED BY J. SWANSON
IN CHARGE J. SWANSON
DATE 05/12/26

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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
BASIS OF DESIGN SUMMARY

CONTRACT NO. HSR06-0005
DRAWING NO. GE-B0501
SCALE NO SCALE
SHEET NO. 127 of 138

$PLOT$

R8 PEPD REVISION #8: REMOVED VALUE ENGINEERING (VE) NOTES FROM GENERAL NOTES SHEET

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 FACLITY 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.

R8

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

1. NONE

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 GUILDELINES 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.

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DESIGNED BY M. MAMAWAL
DRAWN BY M. MAMAWAL
CHECKED BY J. SWANSON
IN CHARGE J. SWANSON
DATE 06/30/26

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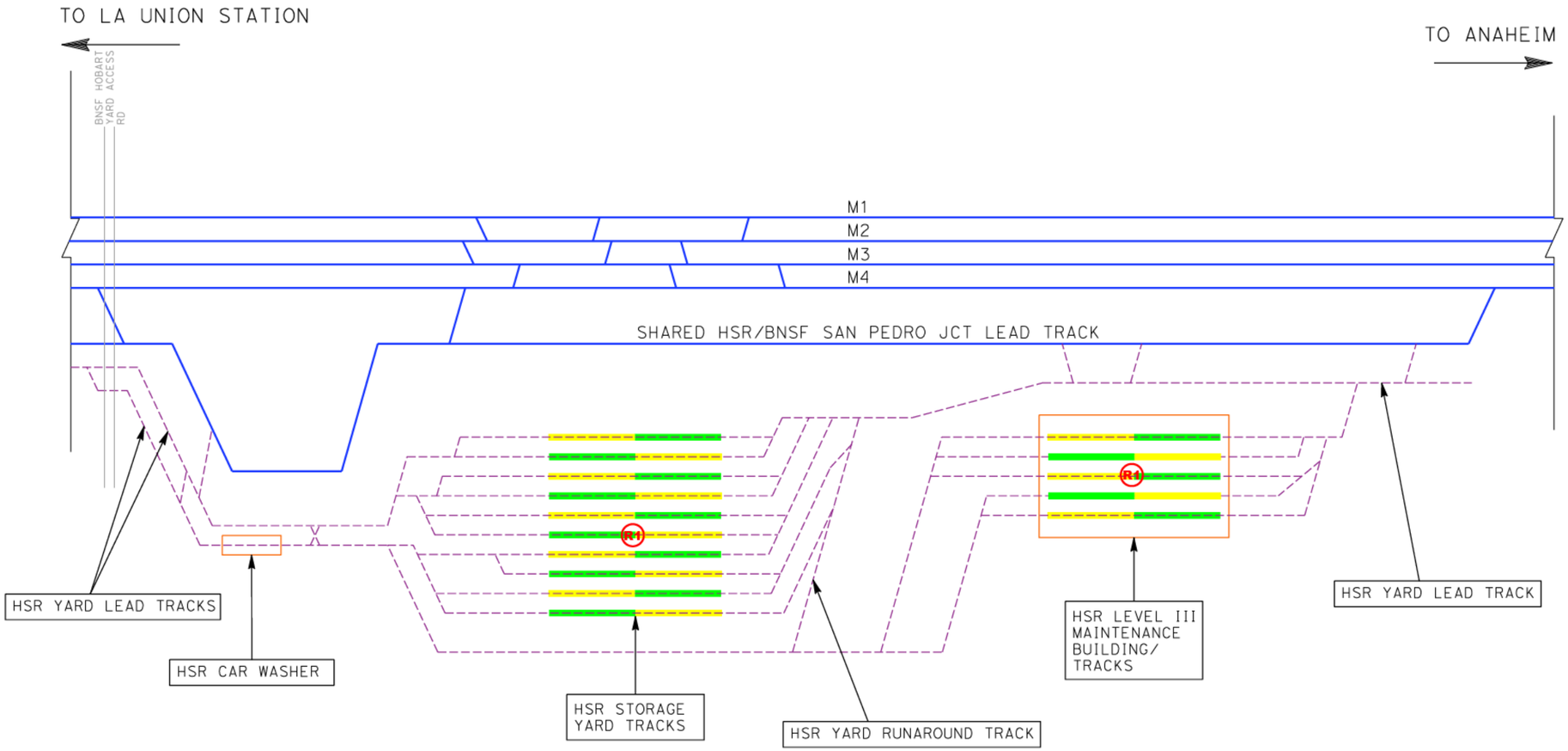
CALIFORNIA HIGH-SPEED RAIL AUTHORITY

CALIFORNIA HIGH-SPEED TRAIN PROJECT
LOS ANGELES TO ANAHEIM
RECORD SET
PRELIMINARY ENGINEERING FOR PROJECT DEFINITION
GENERAL NOTES 1 OF 1

CONTRACT NO. HSR06-0005
DRAWING NO. GE-B0511
SCALE NO SCALE
SHEET NO. 128 of 138

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R1 PEPD REVISION #1: 26TH LMF – REDUCED STORAGE YARD TRACKS FROM 12 TO 10 AND SHOP TRACKS FROM 6 TO 5



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 MAINTEANCE FACILITY(S)
- HSR TRAINSET (673' EACH) (20 TRAINSETS TOTAL YARD STORAGE CAPACITY) R1

W — RAILROAD — E

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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 06/30/26

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CALIFORNIA HIGH-SPEED RAIL AUTHORITY

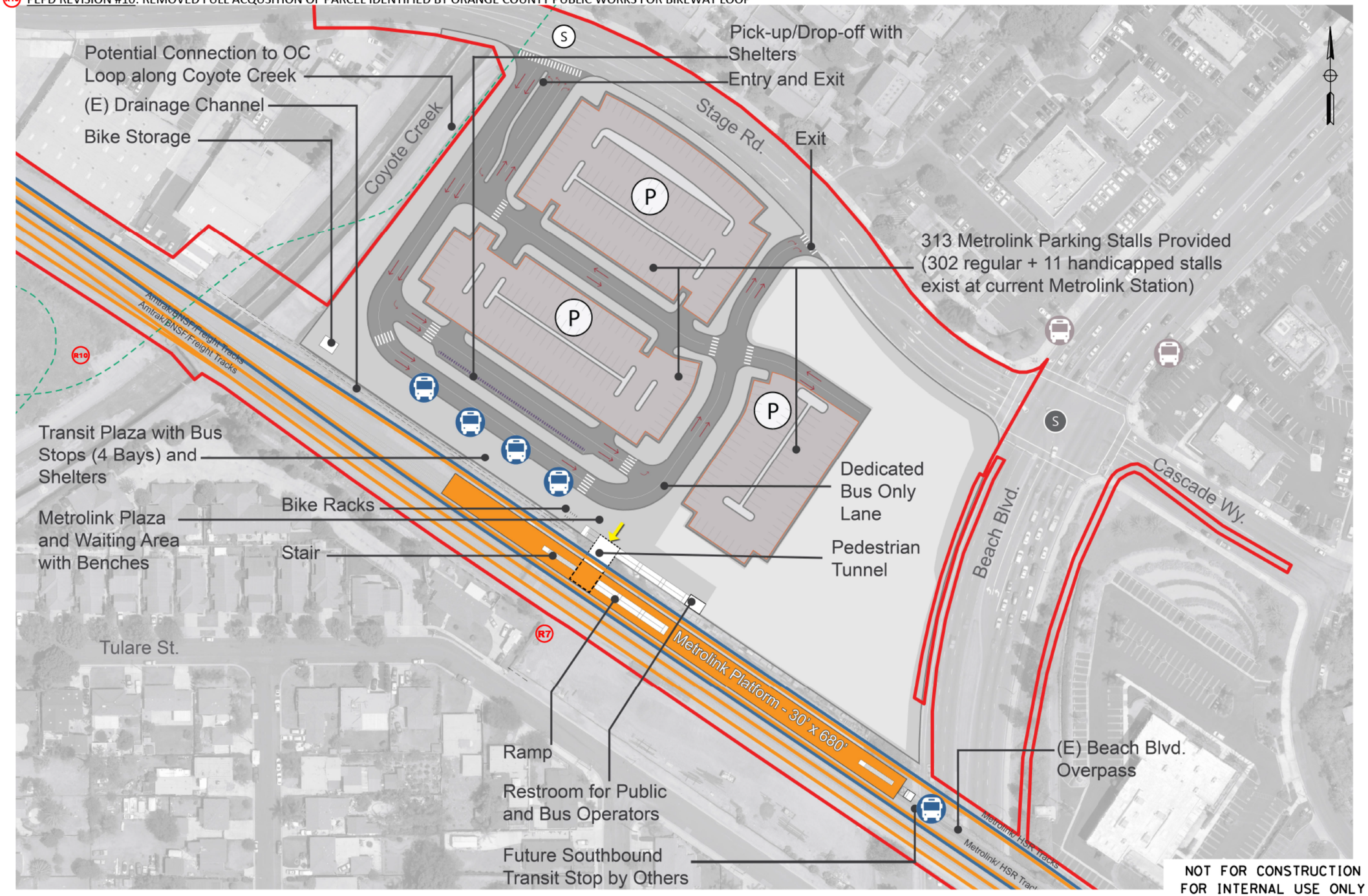
CALIFORNIA HIGH-SPEED TRAIN PROJECT
LOS ANGELES TO ANAHEIM
RECORD SET
PRELIMINARY ENGINEERING FOR PROJECT DEFINITION
TRACK SCHEMATIC
26TH STREET LMF III OPTION

CONTRACT NO. HSR06-0005
DRAWING NO. GE-D6502
SCALE NO SCALE
SHEET NO. 129 of 138

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R7 PEPD REVISION #7: REMOVED PROPOSED PEDESTRIAN TUNNEL FOOTPRINT AT BUENA PARK STATION

R10 PEPD REVISION #10: REMOVED FULL ACQUISITION OF PARCEL IDENTIFIED BY ORANGE COUNTY PUBLIC WORKS FOR BIKEWAY LOOP



LEGEND

Note: (E) annotation indicates existing facilities

- Environmental Footprint
- Metrolink/HSR Tracks
- New Station Facilities
- Non-HSR Tracks
- Non-HSR Platform
- Proposed Bicycle Facilities (by others)
- (E) On-Street Transit Stop
- Proposed Transit Stop
- New Parking Facility
- Proposed Roadway
- Pick-up/Drop-off Zone
- Roadway Directional Arrows
- Station Entrance
- Pedestrian Tunnel
- Existing Signalized Intersection
- New Signalized Intersection

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60 0 60 120
GRAPHIC SCALE
SCALE APPLICABLE FOR FULL SIZE ONLY

REV	DATE	BY	CHK	APP	DESCRIPTION

DESIGNED BY A. MALEITZKE
DRAWN BY R. KUCINSKI
CHECKED BY E. CARBREY
IN CHARGE J. SWANSON
DATE 06/30/26

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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
BUENA PARK STATION
GENERAL SITE PLAN

CONTRACT NO. HSR06-0005
DRAWING NO. AR-B0601
SCALE 1" = 60'
SHEET NO. 130 of 138

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