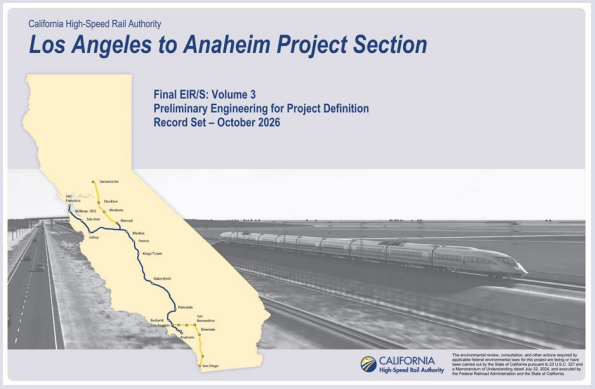
Los Angeles to Anaheim Project Section
Volume 3 User Guide

Volume 3 of the Final EIR/EIS provides a series of engineering drawings which present preliminary design information showing alignment, primary features, anticipated right-of-way requirements and temporary construction details in support of the proposed California High-Speed Rail Program. It provides a useful tool for stakeholders who want to understand the property, visual and circulation impacts of the Build Alternatives developed and analyzed in the Los Angeles to Anaheim Project Section.



Since publication of the Draft EIR/EIS, the California High-Speed Rail Authority (Authority) has made minor revisions to project features. Revisions included value engineering refinements to reduce project cost, as detailed in Appendix 2-F, Value Engineering Refinements Memorandum, of the Final EIR. Additionally, the Authority revised the project footprint to remove one parcel (APN# 066-581-05) in Buena Park that had been identified for full acquisition and use as a construction laydown area in the Draft EIR/EIS.

The drawings on each sheet in Volume 3 of the Final EIR/EIS are marked to indicate what revision has occurred since the release of the Draft EIR/EIS. The remaining drawings that have not changed since release of the Draft EIR/EIS can be viewed as part of the Draft EIR/EIS on the Authority's website.

Organization of Volume 3 of the Final EIR/EIS

The Preliminary Engineering for Project Definition (PEPD) Volume 3 consists of preliminary engineering design for the Shared Passenger Track Alternatives. Volume 3 includes the following engineering disciplines: Track Alignment, Right-of-Way Impact, Aerial Structures, Braced Trench, Retaining Walls, Grade Separations, Utilities, Grading and Drainage, Traction Power Facility Site, Communication System Site, Stations, and Non-Preferred Options. Each discipline has an index and plans and/or profiles.
***Note**: Not all disciplines are included in Volume 3 of the Final EIR/EIS, which consists of only the sheets that have been revised since release of the Draft EIR//EIS.*

Track Alignment (Volume 3.1)
Provides design information about the high-speed rail track alignment including typical sections and plans and profiles.
***Note**: Track alignment plans provide an overview of the design and are a good place to start knowing this project.*

Right-of-Way Impact (Volume 3.1)
Provides information on parcels that would be affected by the project.

Aerial Structures (Volume 3.2)
Drawings showing the structures carrying elevated rail tracks or roadways to cross over waterways, freeways, railways, or other existing infrastructures.

Braced Trench (Volume 3.2)
Drawings showing the plan and profile of the braced trench proposed for the Shared Passenger Track Alternatives.

Retaining Walls (Volume 3.2)
Drawings showing design information for retaining walls.

Grade Separations (Volume 3.3)
Sections, plans, and profiles showing where streets and roads are closed, added, redirected, extended, or where grade separations are applied at the rail alignment.

Utilities (Volume 3.4)
Drawings showing existing and proposed utilities near the project site. These plans also identify utilities that need to be relocated for the construction of the tracks and roadways.

Grading and Drainage (Volume 3.4)
Engineering plans showing design information for moving earth, drain pipes and box culverts.

Traction Power Facilities Site (Volume 3.4)
Design drawings showing the locations, typical layouts, and site plans for electrical power supply facilities that are used to power the high-speed rail locomotives.

Communication System Site (Volume 3.4)
Design drawings showing the locations,
typical site layout plans for all communication sites and facility sites required for high-speed train operations.

Stations (Volume 3.5)
Drawings showing HSR facilities proposed at ARTIC as well as modifications proposed at two existing Metrolink stations (Norwalk/Santa Fe Springs and Fullerton) and the relocation of two existing Metrolink stations (Commerce and Buena Park).

Non-Preferred Options (Volume 3.6)
Several design options that are not part of the preferred Shared Passenger Track Alternative A are included in Volume 3.6. These are the 15th Street Light Maintenance Facility (LMF) III, the Norwalk/Santa Fe Springs HSR Station Option, and the Fullerton HSR Station Option.

How to Find a Location in Volume 3 of the Final EIR/EIS

Readers may seek information about impacts that the project option may have on specific areas or communities. Each set of plans for the engineering disiciplines identifies locations where different types of work will be completed. Volume 3 of the Final EIR/EIS shows the engineering sheets that were revised since the release of the Draft EIR/EIS in December 2025. The remaining drawings that have not changed can be viewed as part of the Draft EIR/EIS on the Authority's website.

The Index of Drawings

The Volume 3 Cover Page and Index of Drawings document combines the index of each engineering discipline together for an overview of Volume 3. Each of the parts of Volume 3 also has an Index of Drawings that is located in the General part of each document. Each drawing has a title block with a title, drawing number, scale, and other information related to the specific drawing. The drawing numbers are unique alphanumeric characters related to the drawing content. Each revised drawing has been annotated in the overall Volume 3 Cover Page and Index of Drawings, as well as the Index of Drawings located within each engineering discipline document.

Each drawing has a **drawing number**. Drawing numbers are unique identifiers used to organize the drawings.

The **drawing title** refers to the type of information presented on the sheet, as well as specific station limits, as appropriate.

DRAWING NO.	
TT-D1580	PLAN AND PROFILE STA SBN 1043+00 TO STA SBN 1056+50
TT-D1581	PLAN AND PROFILE STA SBN 1056+50 TO STA SBN 1069+00
TT-D1582	PLAN AND PROFILE STA SBN 1069+00 TO STA SBN 1081+50

For a more complete understanding of the project and associated design revisions, the reader should repeat the process shown below for each engineering discipline.

1 Identify the Revision Number

The Volume 3 Cover Page and Index of Drawings lists the changes made to PEPD plans and includes revision codes which are used throughout Volume 3 to denote sheets that have been revised

For example, if you want to review the changes in yard tracks at the proposed 26th Street LMF, you would look for drawings with the symbol for PEPD Revision #1: (R1)

2 Search for Revised Sheets

Use the revision number to locate each engineering drawing that has been revised in relation to that topic within the Index of Drawings. Each revised drawing is marked.

In this example, Alignment drawing TT-D3032 is marked as part of PEPD Revision #1.

3 Go to the Engineering Drawing

Click on the revision number symbol in any engineering discipline document to be redirected to the revised drawing.

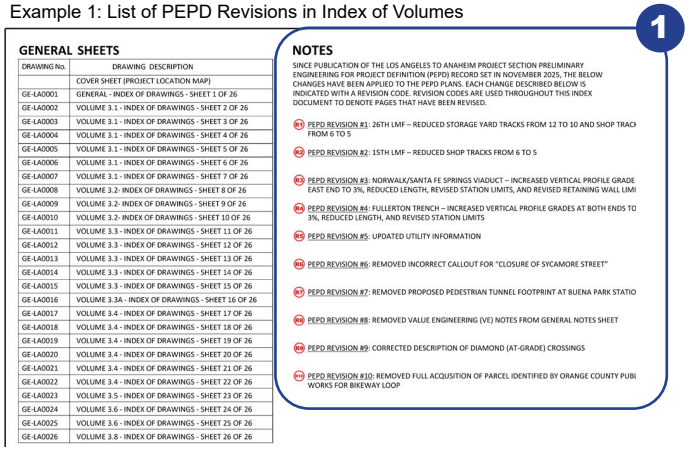
Clicking the revision symbol redirects to sheet TT-D3032, as shown in the bottom right of the sheet.

4 Review the Revised Drawing

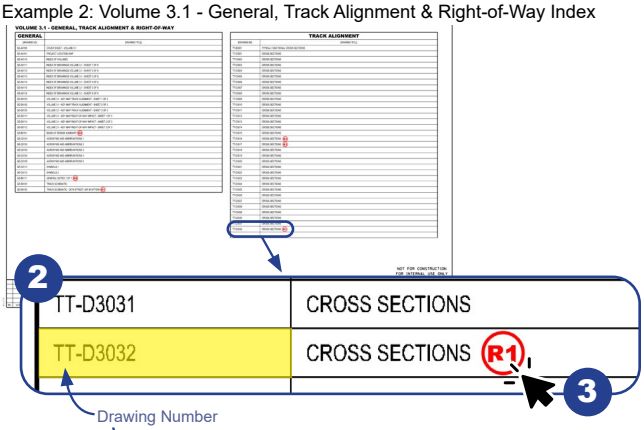
The revised engineering drawing will describe the revision. The revision symbol can be found on the drawing in the general area in which the design was changed.

In this example, the revision symbol is placed beside each of the sections shown to indicate that both sections show a design change in relation to the reduction in yard tracks at the proposed 26th Street LMF.

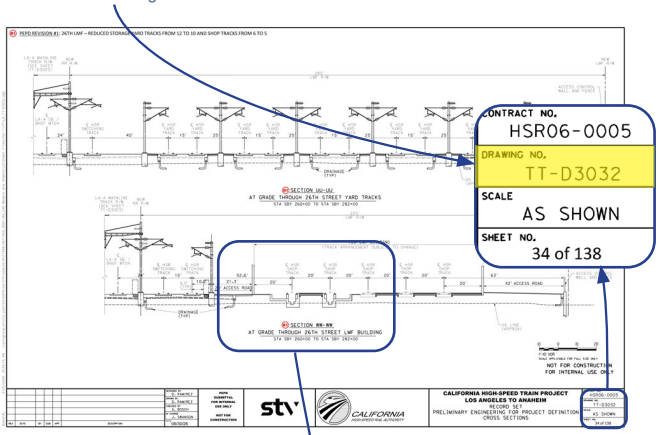
Example 1: List of PEPD Revisions in Index of Volumes

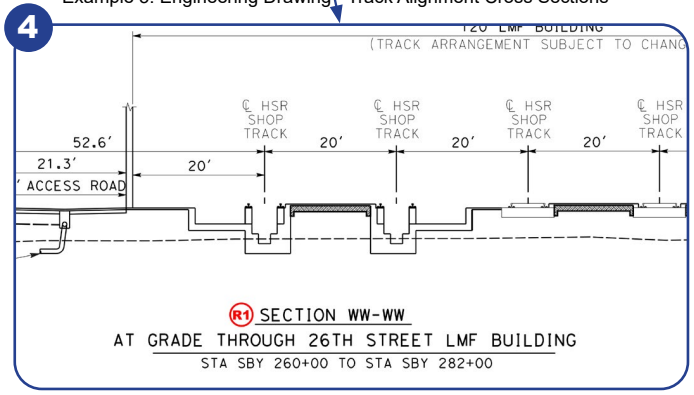


Example 2: Volume 3.1 - General, Track Alignment & Right-of-Way Index



Example 3: Engineering Drawing - Track Alignment Cross Sections



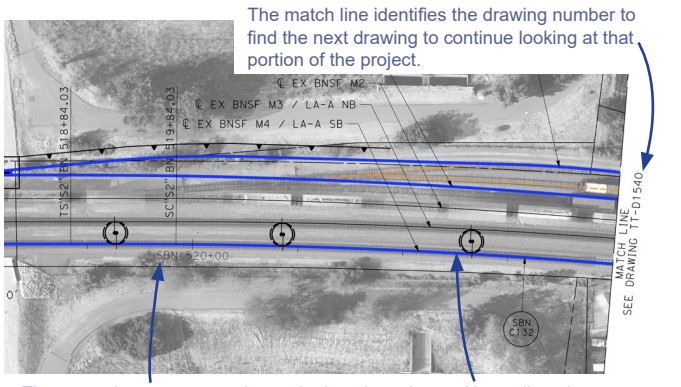


Understanding the Information in Volume 3

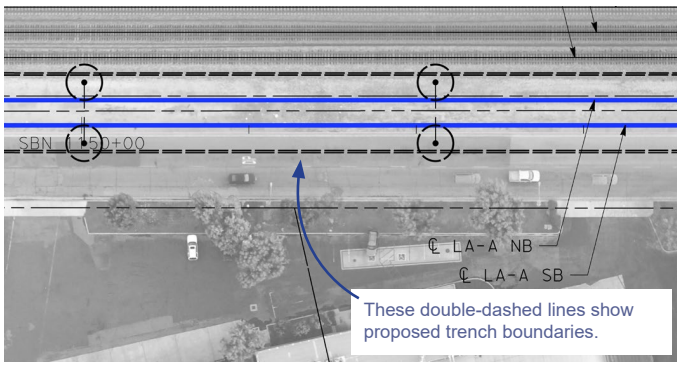
Plans

Plans show portions of the project as seen from above. The plans in Volume 3 are detailed drawings of the project corridor that show the location of proposed high-speed rail infrastructure, as well as the extent of existing and proposed rights-of-way, existing road alignments and proposed realignments, utility lines, and other features considered by designers. Enlarged sections from several plans are annotated below to help readers understand the different features that are labeled on these drawings.

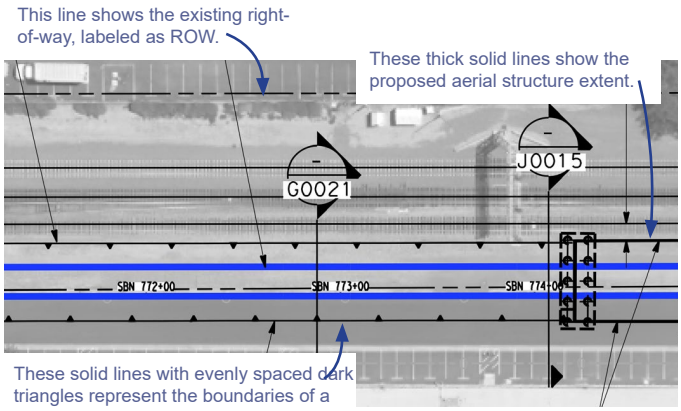
Example 4: Track Alignment - Plan Portion of Drawing Number TT-D1539



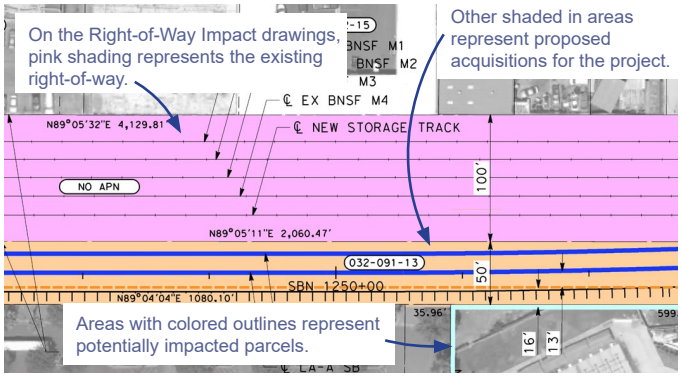
Example 5: Track Alignment - Plan Portion of Drawing Number TT-D1588



Example 6: Aerial Structure - Plan Portion of Drawing Number ST-J1552

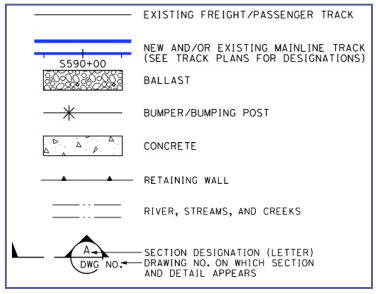


Example 7: Right-of-Way Impact - Portion of Drawing Number RW-M1595



Legend

The legend defines the meanings of graphics and lines that are shown in the plans and profiles. Legends are provided for each engineering discipline of Volume 3, which can be significantly different according to the elements shown on the engineering drawing. The following sample is the legend from Track Alignment Plans.

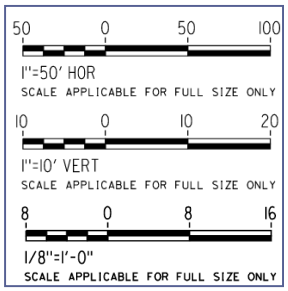


Example 8: Legend of Track Alignment Plans

Scales

Various drawings show the width or expanse of the rail alignment, the heights of bridges and viaducts, and the right-of way of the alignment in relation to adjacent homes, businesses, and other properties.

In addition to the scale listed in the title block, some drawings contain one or more graphic scales, like the ones shown in example 9 below, meaning that the measurements in these drawings are in proportion to the actual dimensions that they represent. Most drawings show their scale or have real-world measurements depicted on the drawing.



Example 9: Horizontal and Vertical Scales

Some drawings have different horizontal and vertical scales. The abbreviations HOR for horizontal and VERT for vertical differentiate the scales. The horizontal scale measures distances in the North, South, East, or West directions. The vertical scale measures distances up and down as if you are looking at them from the side, as in a profile view.

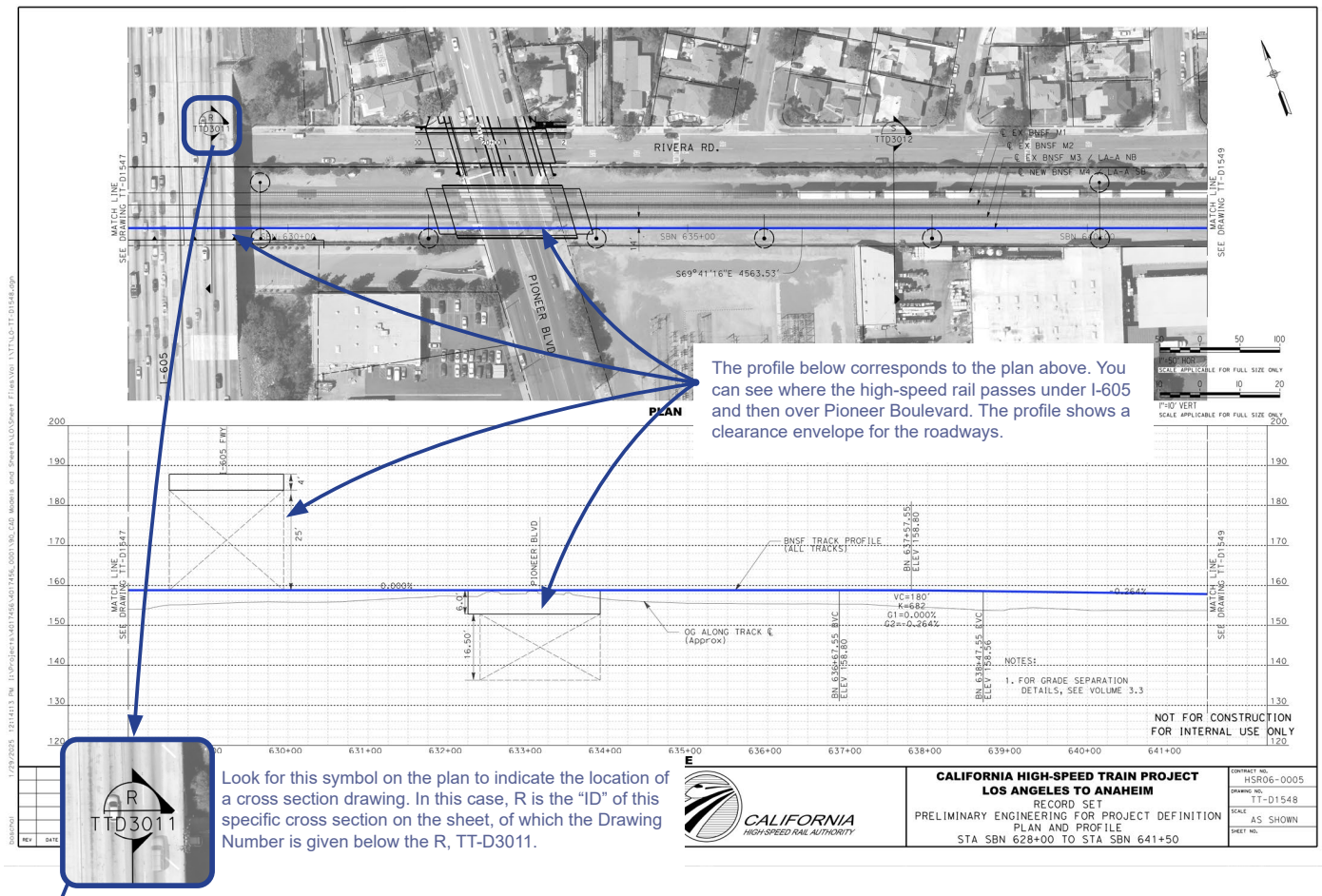
Some drawings have scales that read SCALE APPLICABLE FOR FULL SIZE ONLY. When drawings are printed on paper that is smaller or larger than full size (22 inch by 34 inch), the nominal scale (1"=100' in the example) may not be accurate. Use a ruler to measure the lines on the graphic scale and use those lengths to find distances or heights.

Cross Sections and Vertical Profiles

In addition to the plan view of the rail corridor, various drawings show the width or expanse of the rail alignment, the heights of bridges and viaducts, and the right-of way of the alignment in relation to adjacent homes, businesses, and other properties. These dimensions are defined on a cross section view, which is a view generated by an imaginary vertical cut plane to reveal the outlines seen from the angle perpendicular to and along the forward direction.

The vertical profile shows the height of the top of the lower rail on the southbound track. Heights are measured in feet above the NAVD88 reference elevation, where 0.00 feet represents the baseline elevation.

Example 10: Drawing Number TT-D1548



Look for this symbol on the plan to indicate the location of a cross section drawing. In this case, R is the "ID" of this specific cross section on the sheet, of which the Drawing Number is given below the R, TT-D3011.

Example 11: Secton R of TT-D3011

