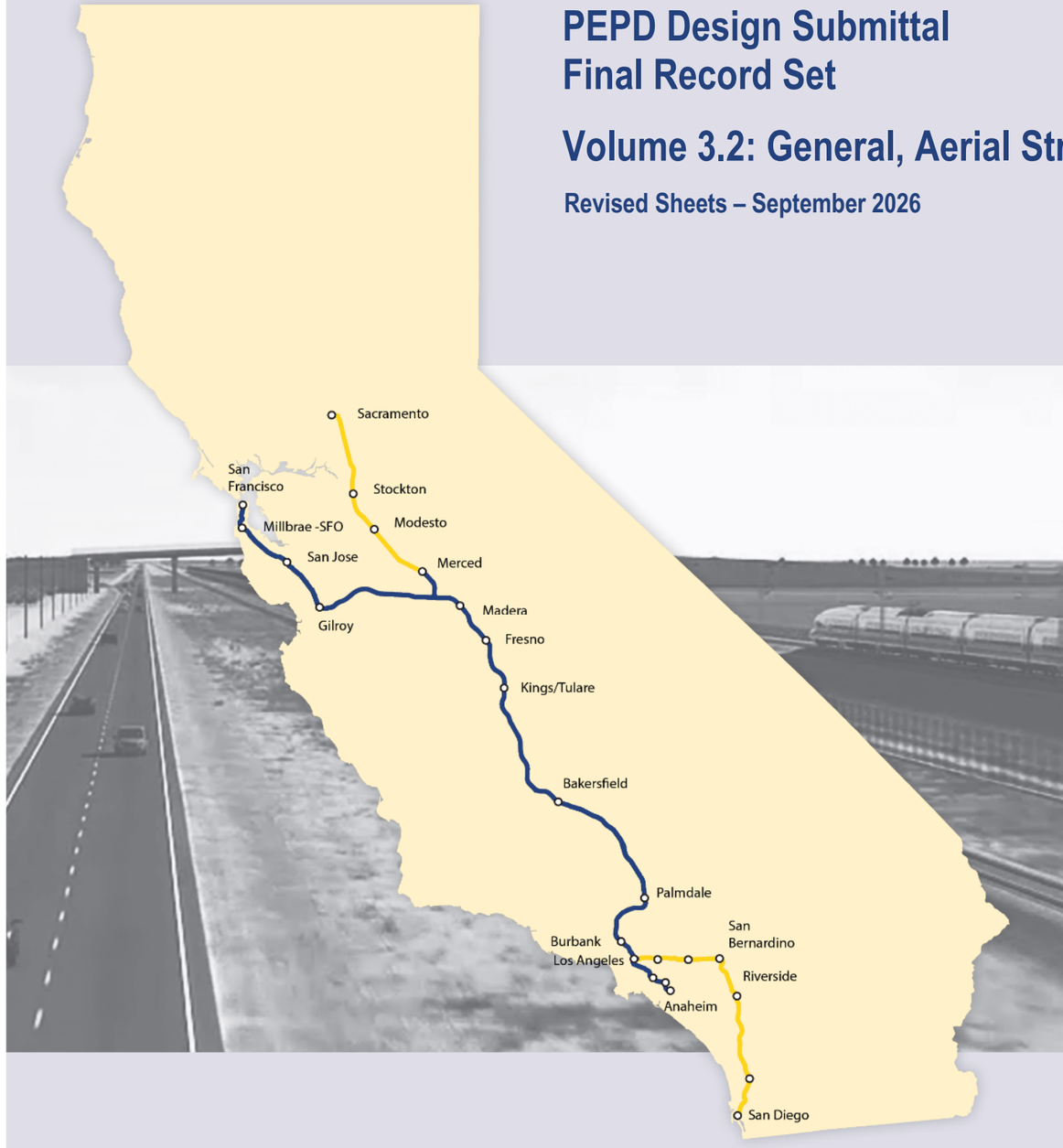
California High-Speed Rail Authority

Los Angeles to Anaheim Project Section



PEPD Design Submittal
Final Record Set

Volume 3.2: General, Aerial Structures & Retaining Walls

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 3.2 - GENERAL, AERIAL STRUCTURES, TUNNELS & RETAINING WALLS

GENERAL

DRAWING NO.	DRAWING TITLE
GE-A0200	COVER SHEET - VOLUME 3.2
GE-A0201	PROJECT LOCATION MAP
GE-A0210	INDEX OF VOLUMES
GE-A0211	INDEX OF DRAWINGS VOLUME 3.2 - SHEET 1 OF 3
GE-A0212	INDEX OF DRAWINGS VOLUME 3.2 - SHEET 2 OF 3
GE-A0213	INDEX OF DRAWINGS VOLUME 3.2 - SHEET 2 OF 3
GE-D0201	VOLUME 3.2 - KEY MAP AERIAL STRUCTURES & TUNNELS - SHEET 1 OF 2
GE-D0202	VOLUME 3.2 - KEY MAP AERIAL STRUCTURES & TUNNELS - SHEET 2 OF 2
GE-D0211	VOLUME 3.2 - KEY MAP RETAINING WALL - SHEET 1 OF 3
GE-D0212	VOLUME 3.2 - KEY MAP RETAINING WALL - SHEET 2 OF 3
GE-D0213	VOLUME 3.2 - KEY MAP RETAINING WALL - SHEET 3 OF 3
GE-B0201	BASIS OF DESIGN SUMMARY R9
GE-C0201	ACRONYMS AND ABBREVIATIONS 1
GE-C0202	ACRONYMS AND ABBREVIATIONS 2
GE-C0203	ACRONYMS AND ABBREVIATIONS 3
GE-C0204	ACRONYMS AND ABBREVIATIONS 4
GE-C0205	ACRONYMS AND ABBREVIATIONS 5
GE-C0211	SYMBOLS 1
GE-C0212	SYMBOLS 2
GE-B0211	GENERAL NOTES 1 OF 1 R8
GE-D6201	TRACK SCHEMATIC
GE-D6202	TRACK SCHEMATIC - 26TH STREET LMF III OPTION R1

AERIAL STRUCTURES, TUNNELS & RETAINING WALLS

DRAWING NO.	DRAWING TITLE
ST-J0011	TYPICAL AERIAL STRUCTURE SECTION SHEET 1 OF 8
ST-J0012	TYPICAL AERIAL STRUCTURE SECTION SHEET 2 OF 8
ST-J0013	TYPICAL AERIAL STRUCTURE SECTION SHEET 3 OF 8
ST-J0014	TYPICAL AERIAL STRUCTURE SECTION SHEET 4 OF 8
ST-J0015	TYPICAL AERIAL STRUCTURE SECTION SHEET 5 OF 8
ST-J0016	TYPICAL AERIAL STRUCTURE SECTION SHEET 6 OF 8
ST-J0017	TYPICAL AERIAL STRUCTURE SECTION SHEET 7 OF 8
ST-J0018	TYPICAL AERIAL STRUCTURE SECTION SHEET 8 OF 8
ST-G0021	RETAINING WALL TYPICAL SECTION SHEET 1 OF 2
ST-G0022	RETAINING WALL TYPICAL SECTION SHEET 2 OF 2
ST-J1531	HST AERIAL STRUCTURE #3 STA SBY 355+00 TO STA SBY 367+50
ST-J1532	HST AERIAL STRUCTURE #3 STA SBY 367+50 TO STA SBY 380+00
ST-J1533	HST AERIAL STRUCTURE #3 STA SBY 380+00 TO STA SBY 392+50
ST-J1534	HST AERIAL STRUCTURE #3 STA SBY 392+50 TO STA SBY 405+00
ST-J1535	HST AERIAL STRUCTURE #3 STA SBY 405+00 TO STA SBY 417+50
ST-J1536	HST AERIAL STRUCTURE #3 STA SBY 417+50 TO STA SBY 430+00
ST-J1552	AERIAL STRUCTURE #2 STA SBN 763+00 TO STA SBN 774+75 R3
ST-J1553	AERIAL STRUCTURE #2 STA SBN 774+75 TO STA SBN 786+75 R3
ST-J1554	AERIAL STRUCTURE #2 STA SBN 786+75 TO STA SBN 798+75 R3
ST-J1555	AERIAL STRUCTURE #2 STA SBN 798+75 TO STA SBN 811+00 R3
ST-J1556	AERIAL STRUCTURE #2 STA SBN 811+00 TO STA SBN 823+00 R3
ST-J1557	AERIAL STRUCTURE #2 STA SBN 823+00 TO STA SBN 835+25 R3
ST-J1558	AERIAL STRUCTURE #2 STA SBN 835+25 TO STA SBN 847+50 R3
ST-J1559	AERIAL STRUCTURE #2 STA SBN 847+50 TO STA SBN 859+50 R3
ST-J1560	AERIAL STRUCTURE #2 STA SBN 859+50 TO STA SBN 871+50 R3
ST-J1561	AERIAL STRUCTURE #2 STA SBN 871+50 TO STA SBN 883+75 R3
TN-C1585	DALE ST TO GILBERT ST BRACED TRENCH PLAN & PROFILE STA SBN 1114+56 TO STA SBN 1125+00 R4
TN-C1586	DALE ST TO GILBERT ST BRACED TRENCH PLAN & PROFILE STA SBN 1125+00 TO STA SBN 1137+00 R4
TN-C1587	DALE ST TO GILBERT ST BRACED TRENCH PLAN & PROFILE STA SBN 1137+00 TO STA SBN 1149+00 R4
TN-C1588	DALE ST TO GILBERT ST BRACED TRENCH PLAN & PROFILE STA SBN 1149+00 TO STA SBN 1159+51 R4
TN-C1589	DALE ST TO GILBERT ST BRACED TRENCH GRADE LEVEL PLANS 1 0F 2 R4
TN-C1590	DALE ST TO GILBERT ST BRACED TRENCH GRADE LEVEL PLANS 2 0F 2 R4
TN-C3585	DALE ST TO GILBERT ST BRACED TRENCH TRENCH SECTION R4
TN-C3586	DALE ST TO GILBERT ST BRACED TRENCH TRANSITION SECTION TYPE 1 R4
TN-C3587	DALE ST TO GILBERT ST BRACED TRENCH TRANSITION SECTION TYPE 2 R4
TN-C3588	DALE ST TO GILBERT ST BRACED TRENCH CUT AND COVER SECTION

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

PEPD RECORD SET

NOT FOR CONSTRUCTION

stv

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 8 OF 26

CONTRACT NO. HSR06-0005
DRAWING NO. GE-LA0008
SCALE AS SHOWN
SHEET NO. 9 of 138

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06/30/26
DATE

VOLUME 3.2 - GENERAL, AERIAL STRUCTURES, TUNNELS & RETAINING WALLS

AERIAL STRUCTURES, TUNNELS & RETAINING WALLS

DRAWING NO.	DRAWING TITLE
TN-C5585	DALE ST TO GILBERT ST BRIDGE GIRDER DETAIL
TN-C6585	DALE ST TO GILBERT ST BRACED TRENCH CONSTRUCTION SEQUENCE SCHEMATIC STEP 1 & 2
TN-C6586	DALE ST TO GILBERT ST BRACED TRENCH CONSTRUCTION SEQUENCE SCHEMATIC STEP 3 & 4
TN-C6587	DALE ST TO GILBERT ST BRACED TRENCH CONSTRUCTION SEQUENCE SCHEMATIC STEP 5 & 6
TN-C6588	DALE ST TO GILBERT ST BRACED TRENCH CONSTRUCTION SEQUENCE SCHEMATIC STEP 7
TN-C6589	DALE ST TO GILBERT ST BRACED TRENCH CONSTRUCTION SEQUENCE SECTION
ST-G0021	RETAINING WALL TYPICAL SECTION SHEET 1 OF 2
ST-G0022	RETAINING WALL TYPICAL SECTION SHEET 2 OF 2
ST-G1028	RETAINING WALL STA SBN 318+00 TO STA SBN 331+00
ST-G1029	RETAINING WALL STA SBN 331+00 TO STA SBN 343+00
ST-G1030	RETAINING WALL STA SBN 343+00 TO STA SBN 355+00
ST-G1031	RETAINING WALL STA SBY 355+38 TO STA SBY 367+05
ST-G1037	RETAINING WALL STA SBY 426+00 TO STA SBY 439+00
ST-G1042	RETAINING WALL STA SBN 486+00 TO STA SBN 498+00
ST-G1043	RETAINING WALL STA SBN 498+00 TO STA SBN 510+00
ST-G1044	RETAINING WALL STA SBN 510+00 TO STA SBN 522+00
ST-G1050	RETAINING WALL STA SBN 582+00 TO STA SBN 594+00
ST-G1051	RETAINING WALL STA SBN 594+00 TO STA SBN 606+00

AERIAL STRUCTURES, TUNNELS & RETAINING WALLS

DRAWING NO.	DRAWING TITLE
ST-G1052	RETAINING WALL STA SBN 606+00 TO STA SBN 618+00
ST-G1053	RETAINING WALL STA SBN 618+00 TO STA SBN 630+00
ST-G1054	RETAINING WALL STA SBN 630+00 TO STA SBN 641+50
ST-G1064	RETAINING WALL STA SBN 750+00 TO STA 762+00
ST-G1065	RETAINING WALL STA SBN 762+00 TO STA 774+00
ST-G1074	RETAINING WALL STA SBN 873+00 TO STA 885+00 R3
ST-G1075	RETAINING WALL STA SBN 885+00 TO STA 896+00 R3
ST-G1076	RETAINING WALL STA SBN 896+00 TO STA 908+00
ST-G1080	RETAINING WALL STA SBN 944+00 TO STA 956+00
ST-G1082	RETAINING WALL STA SBN 968+00 TO STA 980+00
ST-G1083	RETAINING WALL STA SBN 980+00 TO STA SBN 992+00
ST-G1084	RETAINING WALL STA SBN 992+00 TO STA SBN 1004+00
ST-G1085	RETAINING WALL STA SBN 1004+00 TO STA SBN 1016+00
ST-G1086	RETAINING WALL STA SBN 1016+00 TO STA SBN 1028+00
ST-G1087	RETAINING WALL STA SBN 1028+00 TO STA SBN 1040+00
ST-G1088	RETAINING WALL STA SBN 1040+00 TO STA SBN 1052+00
ST-G1089	RETAINING WALL STA SBN 1052+00 TO STA SBN 1064+00
ST-G1090	RETAINING WALL STA SBN 1064+00 TO STA SBN 1076+00
ST-G1091	RETAINING WALL STA SBN 1076+00 TO STA SBN 1088+00
ST-G1092	RETAINING WALL STA SBN 1088+00 TO STA SBN 1100+00
ST-G1098	RETAINING WALL STA SBN 1161+00 TO STA SBN 1173+00 R4
ST-G1101	RETAINING WALL STA SBN 1196+00 TO STA SBN 1208+00

** NOT PART OF SUBMITTAL (IN DEVELOPMENT)

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VOLUME 3.2 - GENERAL, AERIAL STRUCTURES, TUNNELS & RETAINING WALLS

AERIAL STRUCTURES, TUNNELS & RETAINING WALLS

DRAWING NO.	DRAWING TITLE
ST-G1106	RETAINING WALL STA SBN 1256+00 TO STA SBN 1268+00
ST-G1107	RETAINING WALL STA SBN 1268+00 TO STA SBN 1280+00
ST-G1108	RETAINING WALL STA SBN 1280+00 TO STA SBN 1292+00
ST-G1109	RETAINING WALL STA SBN 1292+00 TO STA SBN 1304+00
ST-G1110	RETAINING WALL STA SBN 1304+00 TO STA SBN 1316+00
ST-G1134	RETAINING WALL STA SOC 1590+00 TO STA SOC 1602+00
ST-G1135	RETAINING WALL STA SOC 1602+00 TO STA SOC 1614+00

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SHEET 10 OF 26

CONTRACT NO. HSR06-0005
DRAWING NO. GE-LA0010
SCALE AS SHOWN
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DATE

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, 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 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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SCALE NO SCALE
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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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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 06/30/26

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NOT FOR CONSTRUCTION

stv

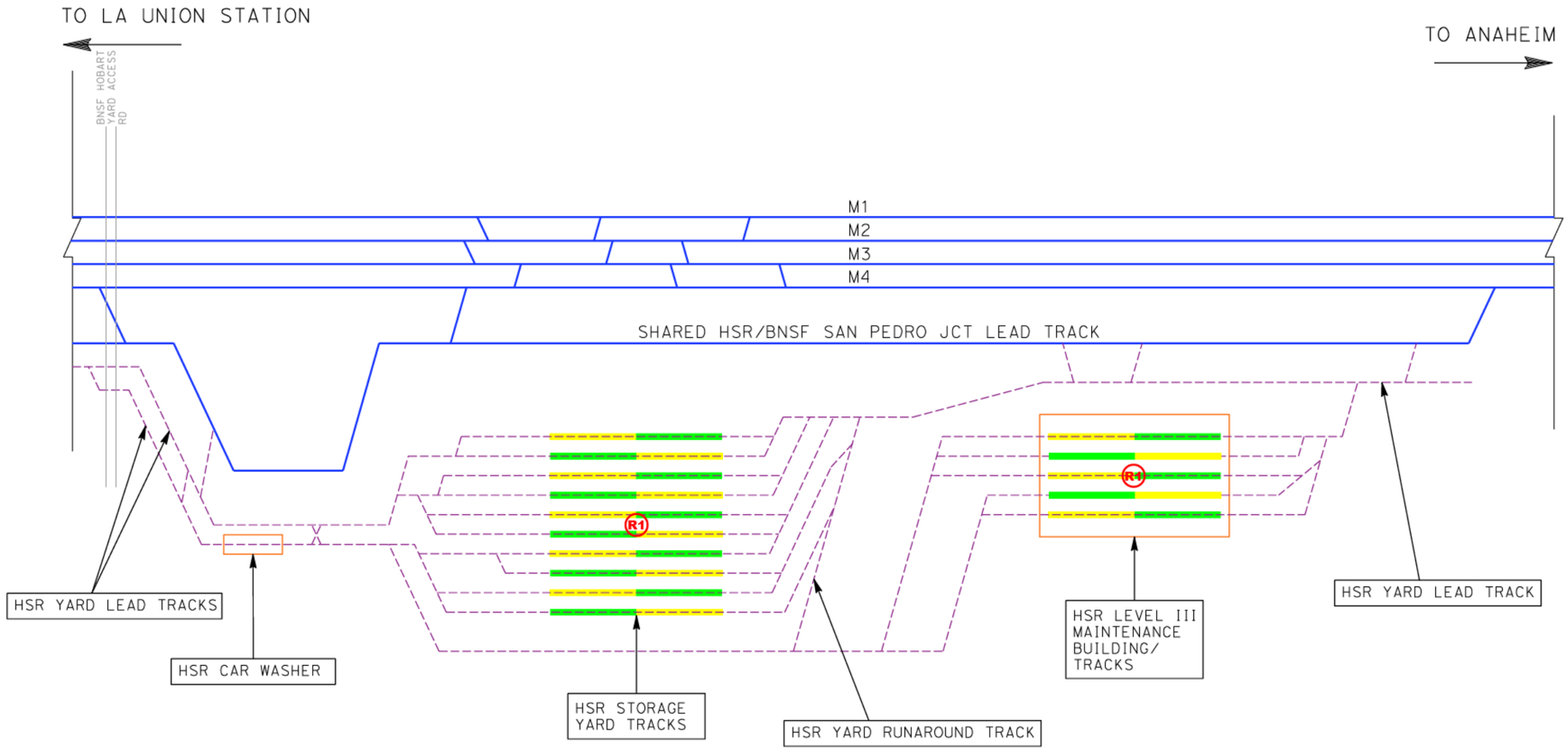
CALIFORNIA HIGH-SPEED RAIL AUTHORITY

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-B0211
SCALE NO SCALE
SHEET NO. 56 of 138

$PLOT$

(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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stv

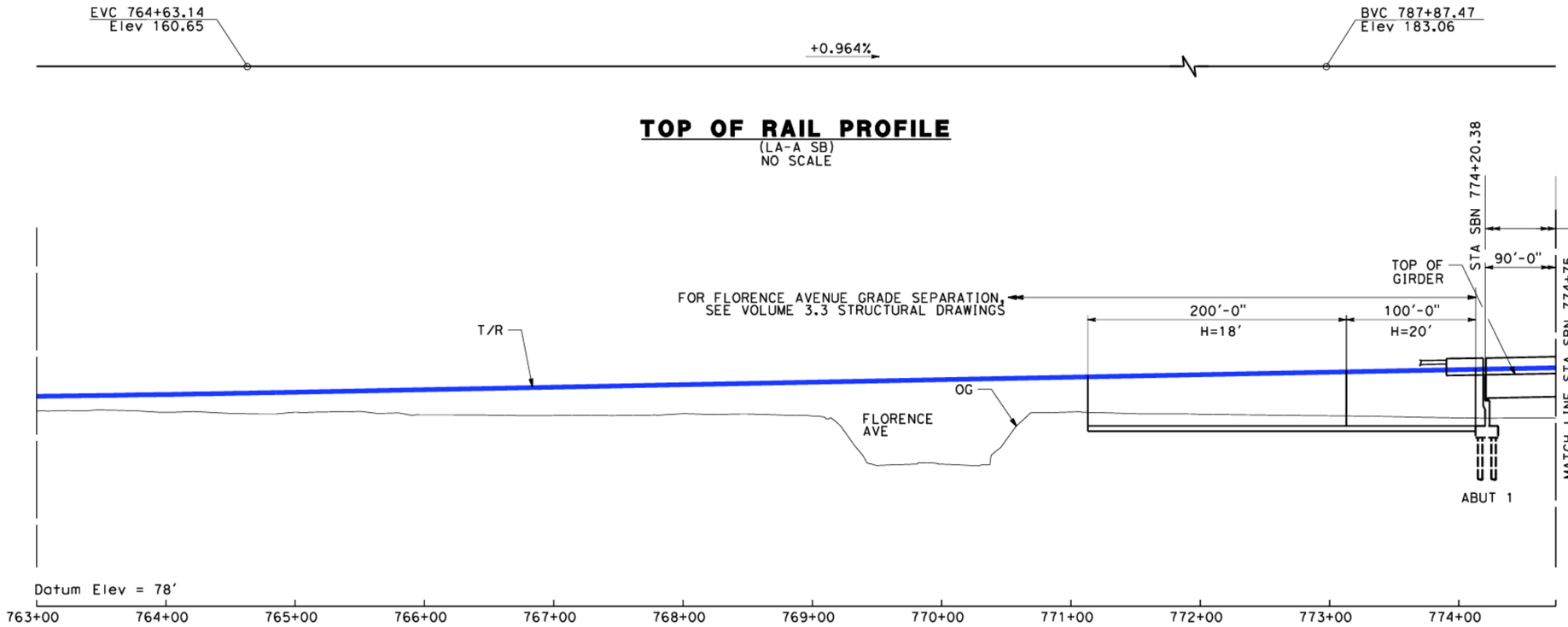
CALIFORNIA HIGH-SPEED RAIL AUTHORITY

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-D6202
SCALE NO SCALE
SHEET NO. 57 of 138

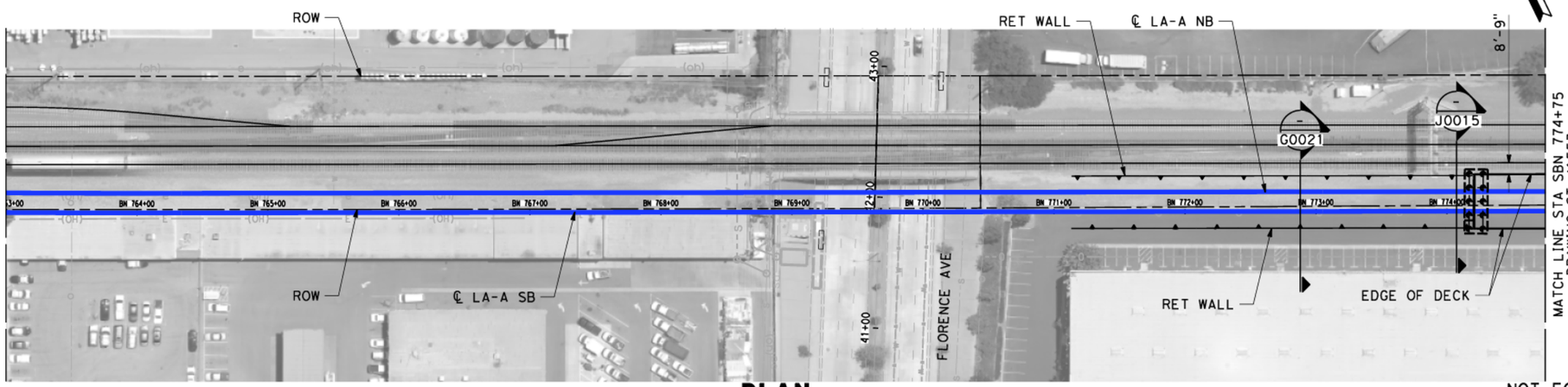
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BoschAL

R3 PEPD REVISION #3: INCREASED VERTICAL PROFILE GRADE AT EAST END TO 3% AND REDUCED LENGTH



TOP OF RAIL PROFILE
(LA-A SB)
NO SCALE

DEVELOPED ELEVATION
Vert: 1":25'
Horz: 1":50'



PLAN
1":50'

NOTES:

1. VIADUCT SPAN LENGTHS ARE MEASURED ALONG ℄ LA-A SB UNLESS NOTED OTHERWISE.
2. PRECAST PRESTRESSED CONCRETE BOX GIRDER SPANS ARE USED UNLESS NOTED OTHERWISE.
3. RET WALL SOUTH ELEVATION IS SHOWN. RET WALL NORTH ELEVATION IS SIMILAR.

50 0 50 100
1":50' HOR
SCALE APPLICABLE FOR FULL SIZE ONLY
25 0 25 50
1":25' VERT
SCALE APPLICABLE FOR FULL SIZE ONLY

NOT FOR CONSTRUCTION
FOR INTERNAL USE ONLY

REV	DATE	BY	SUB	APP	DESCRIPTION

DESIGNED BY M. RODRIGUEZ
DRAWN BY Z. OHN
CHECKED BY D. SARETSKY
IN CHARGE J. SWANSON
DATE 06/30/26

PEPD SUBMITTAL FOR INTERNAL USE ONLY

NOT FOR CONSTRUCTION

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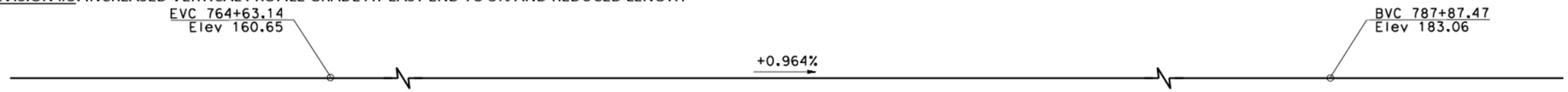
CALIFORNIA HIGH-SPEED RAIL AUTHORITY

CALIFORNIA HIGH-SPEED TRAIN PROJECT
LOS ANGELES TO ANAHEIM
RECORD SET
PRELIMINARY ENGINEERING FOR PROJECT DEFINITION
HST AERIAL STRUCTURE #2
STA SBN 763+00 TO STA SBN 774+75

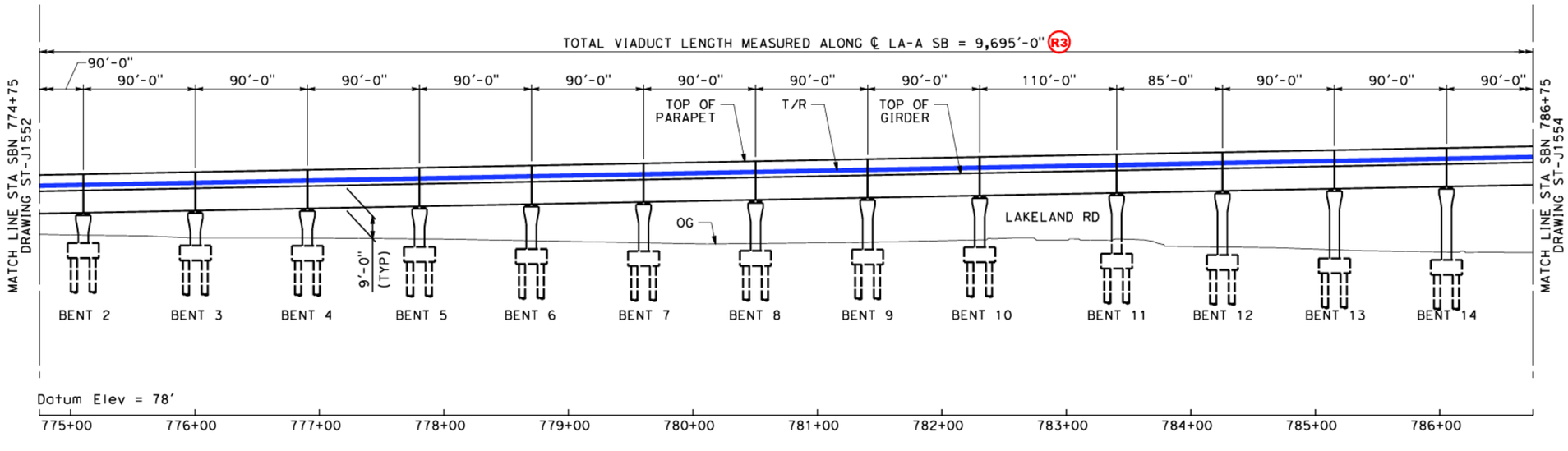
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DRAWING NO. ST-J1552
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SHEET NO. 58 of 138

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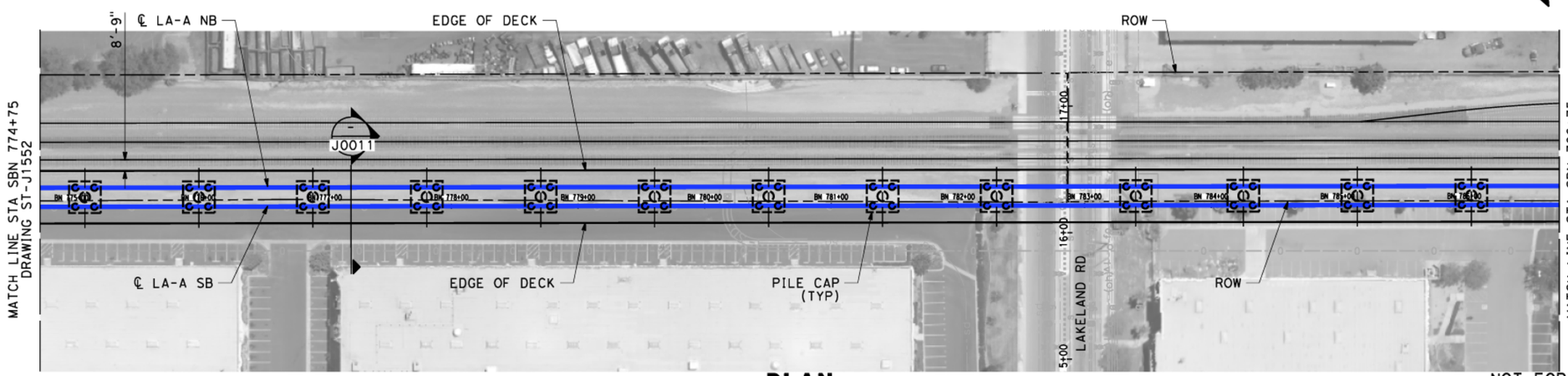
R3 PEPD REVISION #3: INCREASED VERTICAL PROFILE GRADE AT EAST END TO 3% AND REDUCED LENGTH



TOP OF RAIL PROFILE
(LA-A SB)
NO SCALE



DEVELOPED ELEVATION
Vert: 1":25'
Horz: 1":50'



PLAN
1":50'

NOTES:

1. VIADUCT SPAN LENGTHS ARE MEASURED ALONG ℄ LA-A SB UNLESS NOTED OTHERWISE.
2. PRECAST PRESTRESSED CONCRETE BOX GIRDER SPANS ARE USED UNLESS NOTED OTHERWISE.

50 0 50 100
1"=50' HOR
SCALE APPLICABLE FOR FULL SIZE ONLY
25 0 25 50
1"=25' VERT
SCALE APPLICABLE FOR FULL SIZE ONLY

NOT FOR CONSTRUCTION
FOR INTERNAL USE ONLY

REV	DATE	BY	SUB	APP	DESCRIPTION

DESIGNED BY M. RODRIGUEZ
DRAWN BY Z. OHN
CHECKED BY D. SARETSKY
IN CHARGE J. SWANSON
DATE 06/30/26

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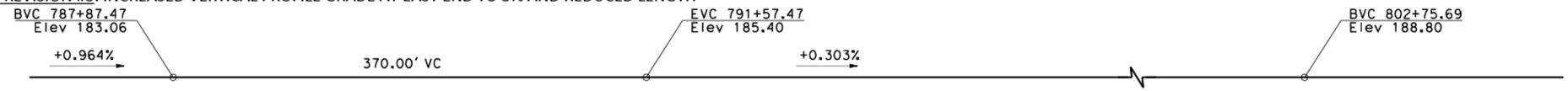
CALIFORNIA HIGH-SPEED RAIL AUTHORITY

CALIFORNIA HIGH-SPEED TRAIN PROJECT
LOS ANGELES TO ANAHEIM
RECORD SET
PRELIMINARY ENGINEERING FOR PROJECT DEFINITION
HST AERIAL STRUCTURE #2
STA SBN 774+75 TO STA SBN 786+75

CONTRACT NO. HSR06-0005
DRAWING NO. ST-J1553
SCALE AS SHOWN
SHEET NO. 59 of 138

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R3 PEPD REVISION #3: INCREASED VERTICAL PROFILE GRADE AT EAST END TO 3% AND REDUCED LENGTH

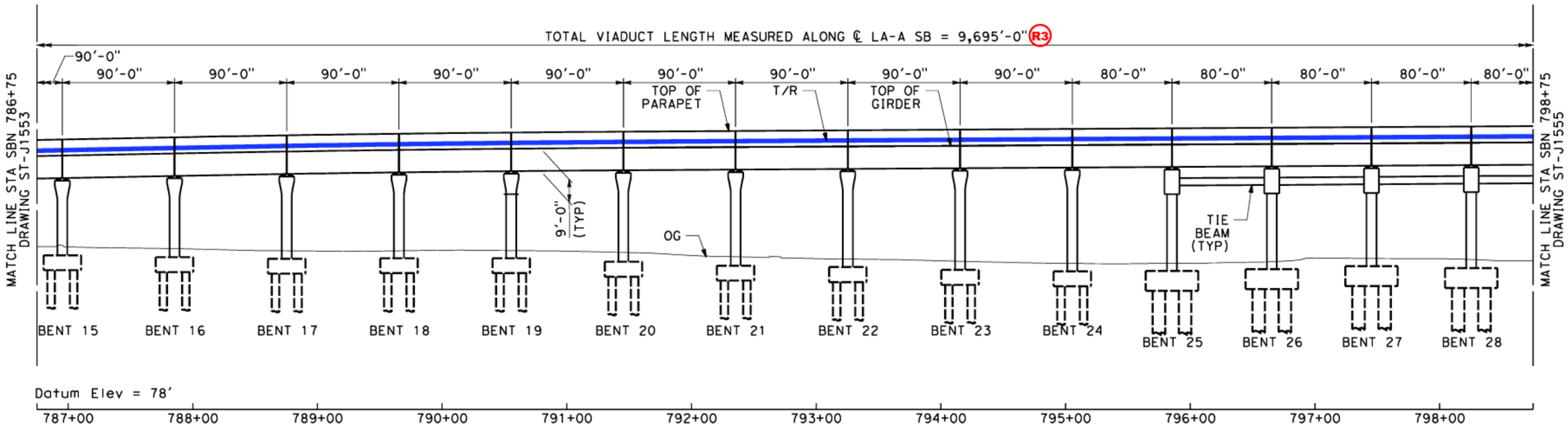


TOP OF RAIL PROFILE

(LA-A SB)
NO SCALE

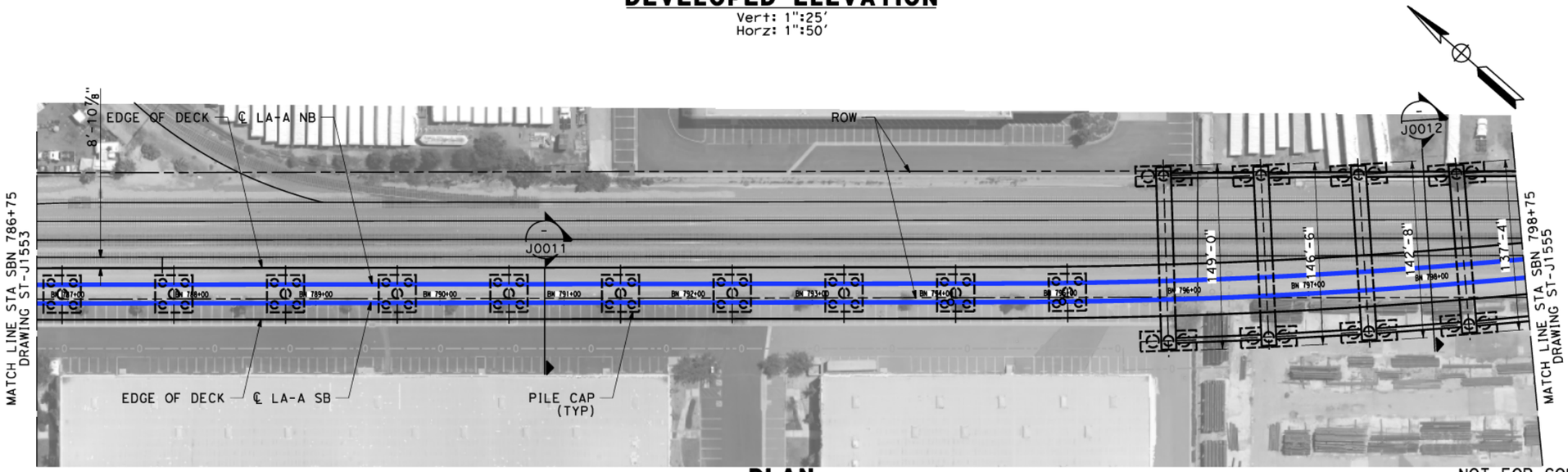
NOTES:

1. VIADUCT SPAN LENGTHS ARE MEASURED ALONG ℄ LA-A SB UNLESS NOTED OTHERWISE.
2. PRECAST PRESTRESSED CONCRETE BOX GIRDER SPANS ARE USED UNLESS NOTED OTHERWISE.



DEVELOPED ELEVATION

Vert: 1":25'
Horz: 1":50'



PLAN

1":50'

50 0 50 100
1":50' HOR
SCALE APPLICABLE FOR FULL SIZE ONLY
25 0 25 50
1":25' VERT
SCALE APPLICABLE FOR FULL SIZE ONLY

NOT FOR CONSTRUCTION
FOR INTERNAL USE ONLY

REV	DATE	BY	SUB	APP	DESCRIPTION

DESIGNED BY M. RODRIGUEZ
DRAWN BY Z. OHN
CHECKED BY D. SARETSKY
IN CHARGE J. SWANSON
DATE 06/30/26

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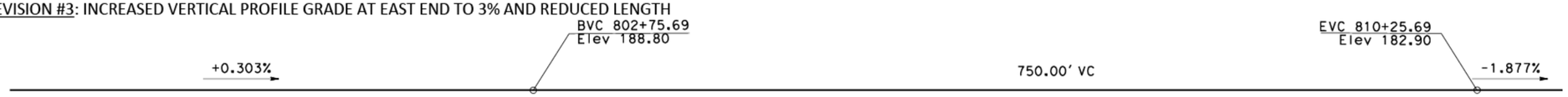
CALIFORNIA HIGH-SPEED RAIL AUTHORITY

CALIFORNIA HIGH-SPEED TRAIN PROJECT
LOS ANGELES TO ANAHEIM
RECORD SET
PRELIMINARY ENGINEERING FOR PROJECT DEFINITION
HST AERIAL STRUCTURE #2
STA SBN 786+75 TO STA SBN 798+75

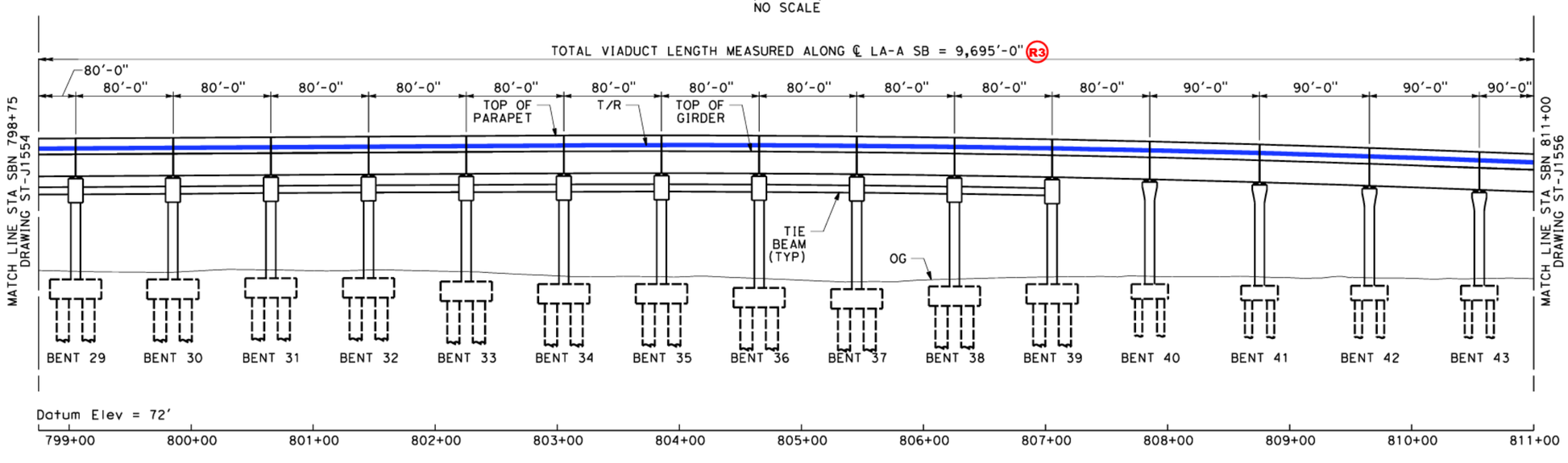
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DRAWING NO. ST-J1554
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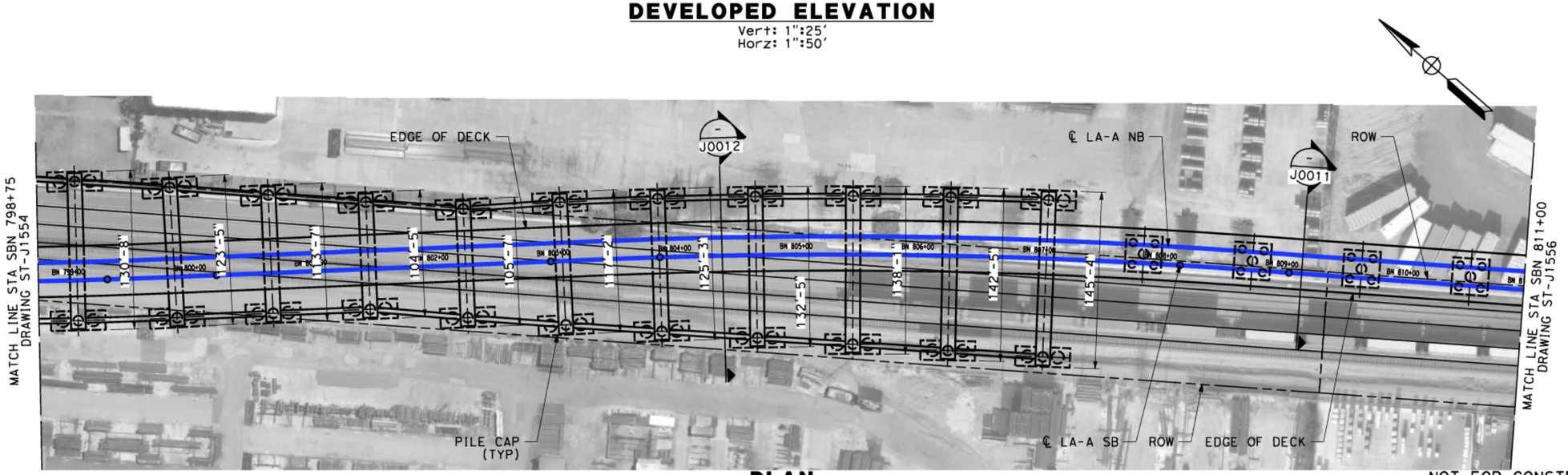
R3 PEPD REVISION #3: INCREASED VERTICAL PROFILE GRADE AT EAST END TO 3% AND REDUCED LENGTH



TOP OF RAIL PROFILE
(LA-A SB)
NO SCALE



DEVELOPED ELEVATION
Vert: 1":25'
Horz: 1":50'



PLAN
1":50'

NOTES:

1. VIADUCT SPAN LENGTHS ARE MEASURED ALONG ℄ LA-A SB UNLESS NOTED OTHERWISE.
2. PRECAST PRESTRESSED CONCRETE BOX GIRDER SPANS ARE USED UNLESS NOTED OTHERWISE.

50 0 50 100
1":50' HOR
SCALE APPLICABLE FOR FULL SIZE ONLY
25 0 25 50
1":25' VERT
SCALE APPLICABLE FOR FULL SIZE ONLY

NOT FOR CONSTRUCTION
FOR INTERNAL USE ONLY

REV	DATE	BY	SUB	APP	DESCRIPTION

DESIGNED BY M. RODRIGUEZ
DRAWN BY Z. OHN
CHECKED BY D. SARETSKY
IN CHARGE J. SWANSON
DATE 06/30/26

PEPD SUBMITTAL FOR INTERNAL USE ONLY

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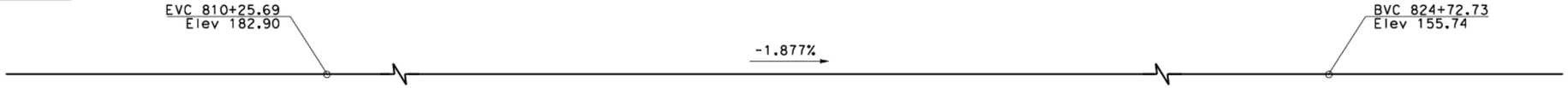
CALIFORNIA HIGH-SPEED RAIL AUTHORITY

CALIFORNIA HIGH-SPEED TRAIN PROJECT
LOS ANGELES TO ANAHEIM
RECORD SET
PRELIMINARY ENGINEERING FOR PROJECT DEFINITION
HST AERIAL STRUCTURE #2
STA SBN 798+75 TO STA SBN 811+00

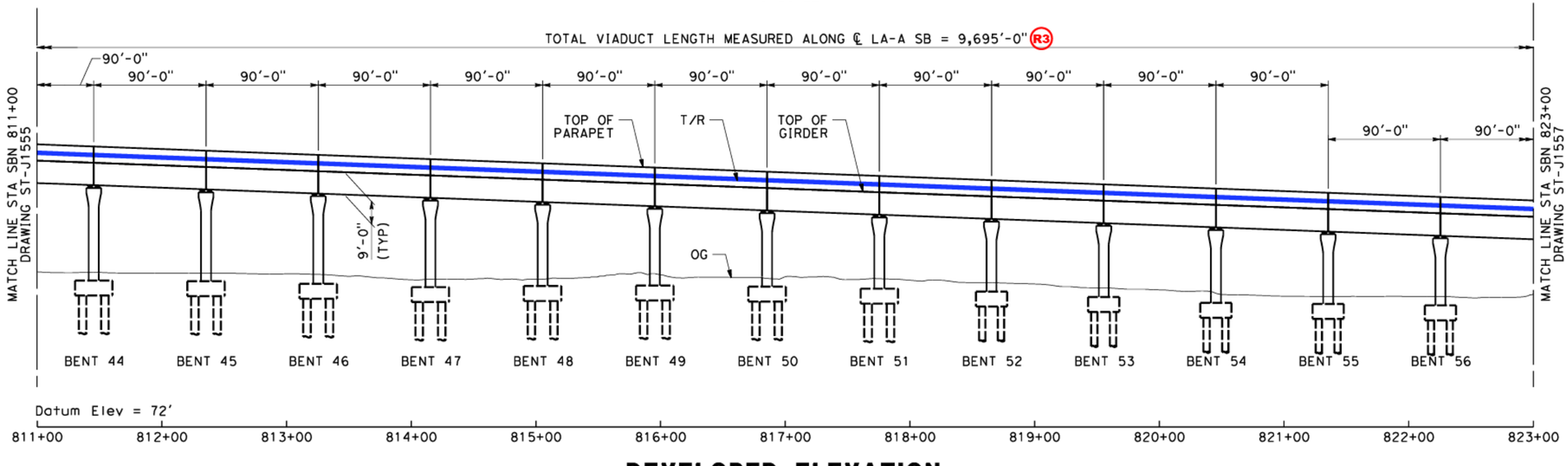
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DRAWING NO. ST-J1555
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SHEET NO. 61 of 138

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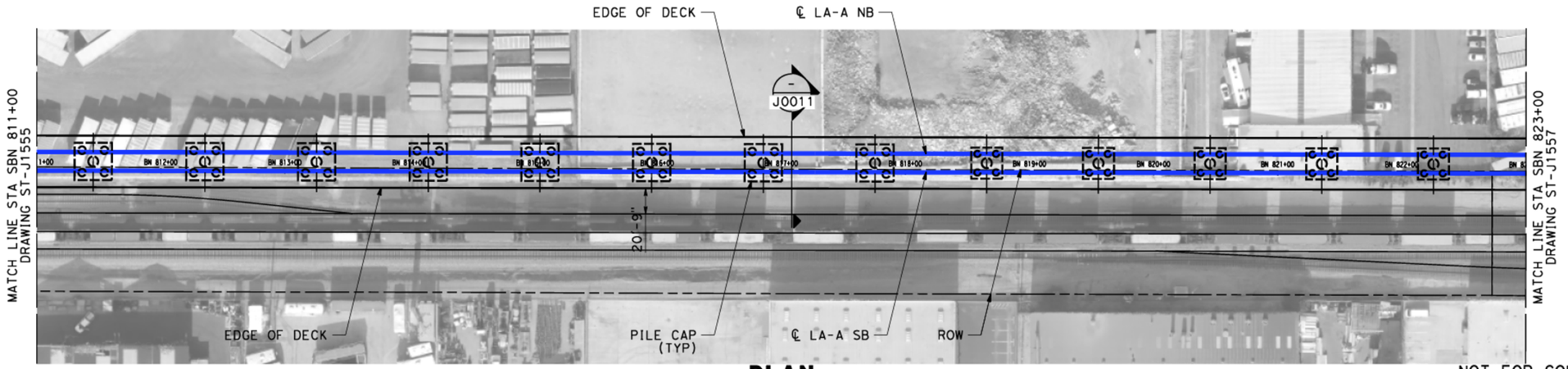
R3 PEPD REVISION #3: INCREASED VERTICAL PROFILE GRADE AT EAST END TO 3% AND REDUCED LENGTH



TOP OF RAIL PROFILE
(LA-A SB)
NO SCALE



DEVELOPED ELEVATION
Vert: 1":25'
Horz: 1":50'



PLAN
1":50'

NOTES:

1. VIADUCT SPAN LENGTHS ARE MEASURED ALONG ℄ LA-A SB UNLESS NOTED OTHERWISE.
2. PRECAST PRESTRESSED CONCRETE BOX GIRDER SPANS ARE USED UNLESS NOTED OTHERWISE.

50 0 50 100
1"=50' HOR
SCALE APPLICABLE FOR FULL SIZE ONLY
25 0 25 50
1"=25' VERT
SCALE APPLICABLE FOR FULL SIZE ONLY

NOT FOR CONSTRUCTION
FOR INTERNAL USE ONLY

REV	DATE	BY	SUB	APP	DESCRIPTION

DESIGNED BY M. RODRIGUEZ
DRAWN BY Z. OHN
CHECKED BY D. SARETSKY
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
HST AERIAL STRUCTURE #2
STA SBN 811+00 TO STA SBN 823+00

CONTRACT NO. HSR06-0005
DRAWING NO. ST-J1556
SCALE AS SHOWN
SHEET NO. 62 of 138

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R3 PEPD REVISION #3: INCREASED VERTICAL PROFILE GRADE AT EAST END TO 3% AND REDUCED LENGTH

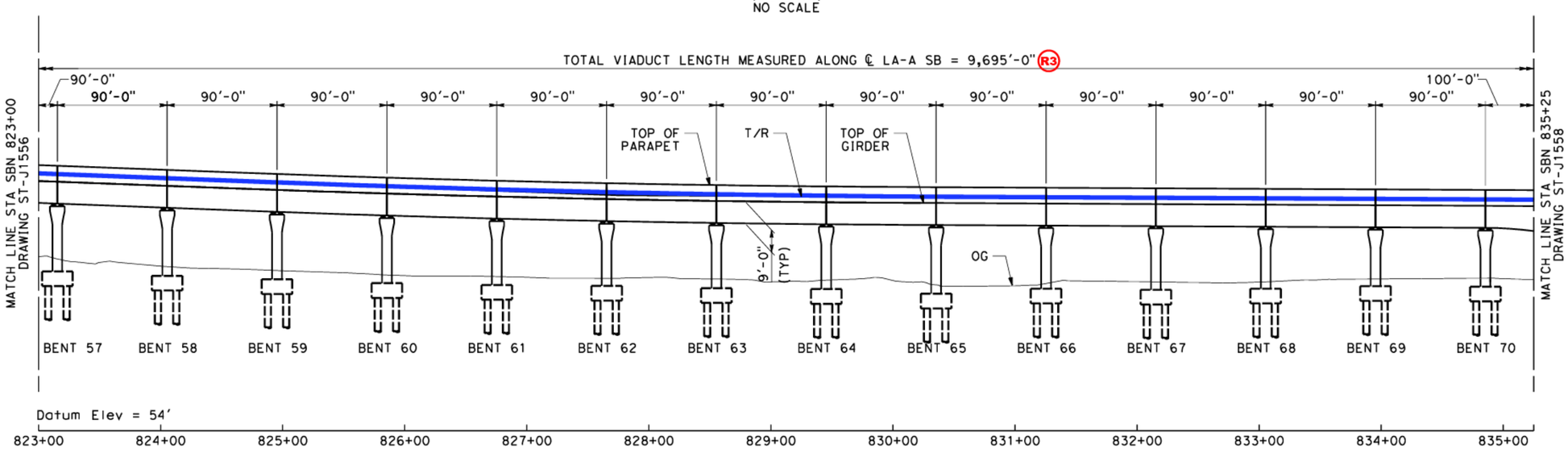


TOP OF RAIL PROFILE

(LA-A SB)
NO SCALE

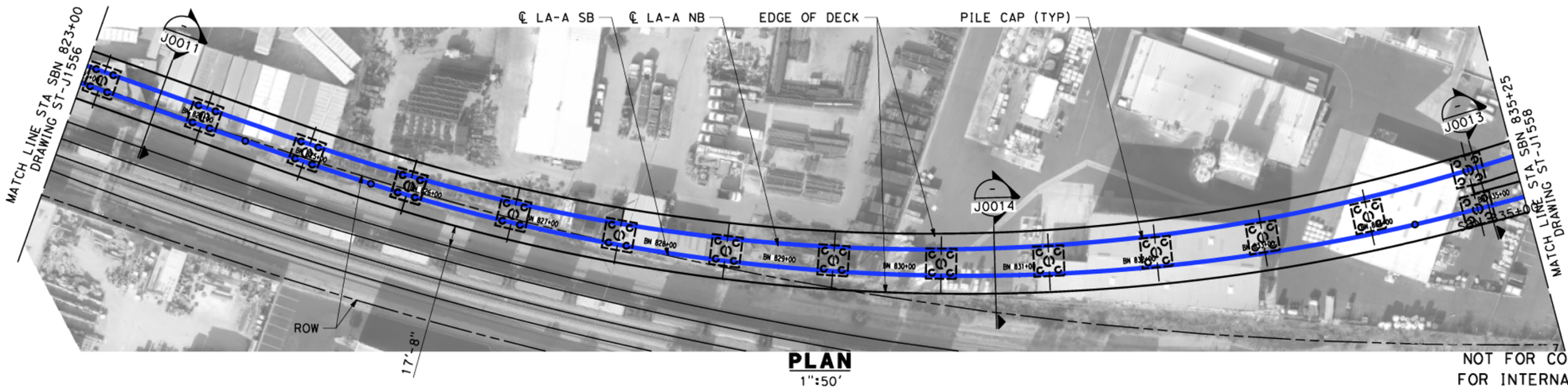
NOTES:

1. VIADUCT SPAN LENGTHS ARE MEASURED ALONG ℄ LA-A SB UNLESS NOTED OTHERWISE.
2. PRECAST PRESTRESSED CONCRETE BOX GIRDER SPANS ARE USED UNLESS NOTED OTHERWISE.



DEVELOPED ELEVATION

Vert: 1":25'
Horz: 1":50'



PLAN

1":50'

50 0 50 100
1"=50' HOR
SCALE APPLICABLE FOR FULL SIZE ONLY
25 0 25 50
1"=25' VERT
SCALE APPLICABLE FOR FULL SIZE ONLY

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FOR INTERNAL USE ONLY

REV	DATE	BY	SUB	APP	DESCRIPTION

DESIGNED BY M. RODRIGUEZ
DRAWN BY Z. OHN
CHECKED BY D. SARETSKY
IN CHARGE J. SWANSON
DATE 06/30/26

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NOT FOR CONSTRUCTION

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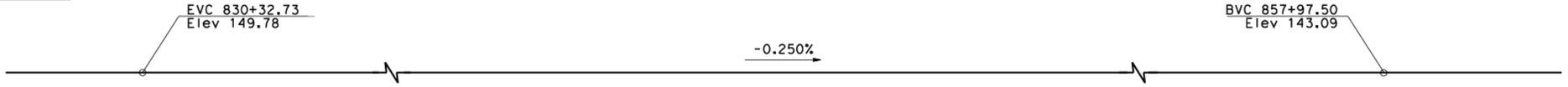
CALIFORNIA HIGH-SPEED RAIL AUTHORITY

CALIFORNIA HIGH-SPEED TRAIN PROJECT
LOS ANGELES TO ANAHEIM
RECORD SET
PRELIMINARY ENGINEERING FOR PROJECT DEFINITION
HST AERIAL STRUCTURE #2
STA SBN 823+00 TO STA SBN 835+25

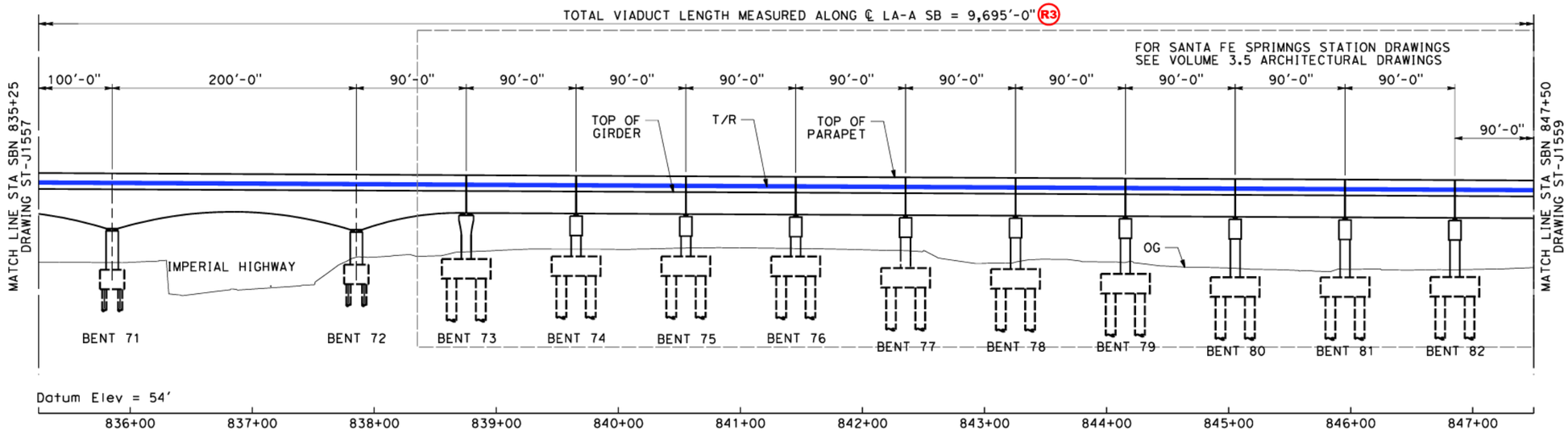
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R3 PEPD REVISION #3: INCREASED VERTICAL PROFILE GRADE AT EAST END TO 3% AND REDUCED LENGTH



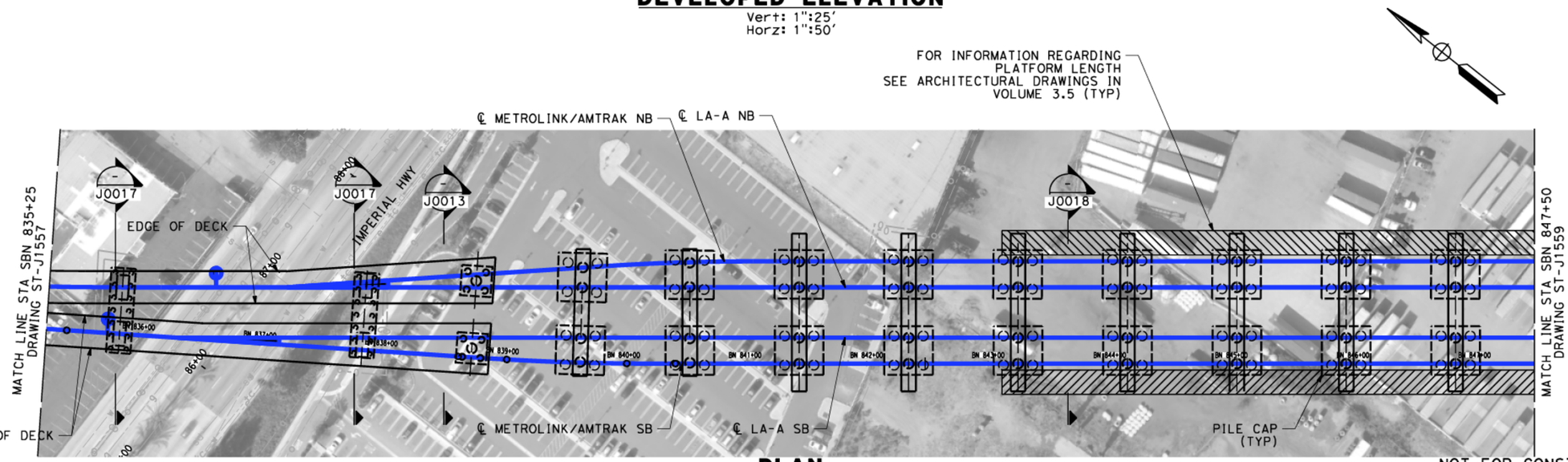
TOP OF RAIL PROFILE
(LA-A SB)
NO SCALE



DEVELOPED ELEVATION
Vert: 1":25'
Horz: 1":50'

NOTES:

1. VIADUCT SPAN LENGTHS ARE MEASURED ALONG ℄ LA-A SB UNLESS NOTED OTHERWISE.
2. PRECAST PRESTRESSED CONCRETE BOX GIRDER SPANS ARE USED UNLESS NOTED OTHERWISE.



PLAN
1":50'

NOT FOR CONSTRUCTION
FOR INTERNAL USE ONLY

50 0 50 100
1":50' HOR
SCALE APPLICABLE FOR FULL SIZE ONLY
25 0 25 50
1":25' VERT
SCALE APPLICABLE FOR FULL SIZE ONLY

REV	DATE	BY	SUB	APP	DESCRIPTION

DESIGNED BY M. RODRIGUEZ
DRAWN BY Z. OHN
CHECKED BY D. SARETSKY
IN CHARGE J. SWANSON
DATE 06/30/26

PEPD SUBMITTAL FOR INTERNAL USE ONLY

NOT FOR CONSTRUCTION

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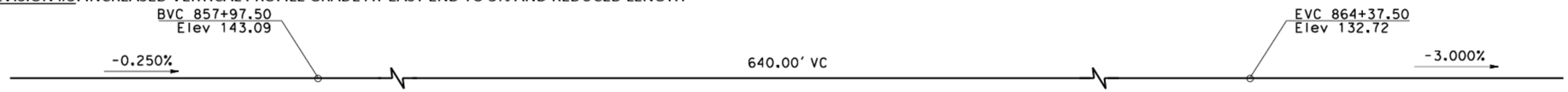
CALIFORNIA HIGH-SPEED RAIL AUTHORITY

CALIFORNIA HIGH-SPEED TRAIN PROJECT
LOS ANGELES TO ANAHEIM
RECORD SET
PRELIMINARY ENGINEERING FOR PROJECT DEFINITION
HST AERIAL STRUCTURE #2
STA SBN 835+25 TO STA SBN 847+50

CONTRACT NO. HSR06-0005
DRAWING NO. ST-J1558
SCALE AS SHOWN
SHEET NO. 64 of 138

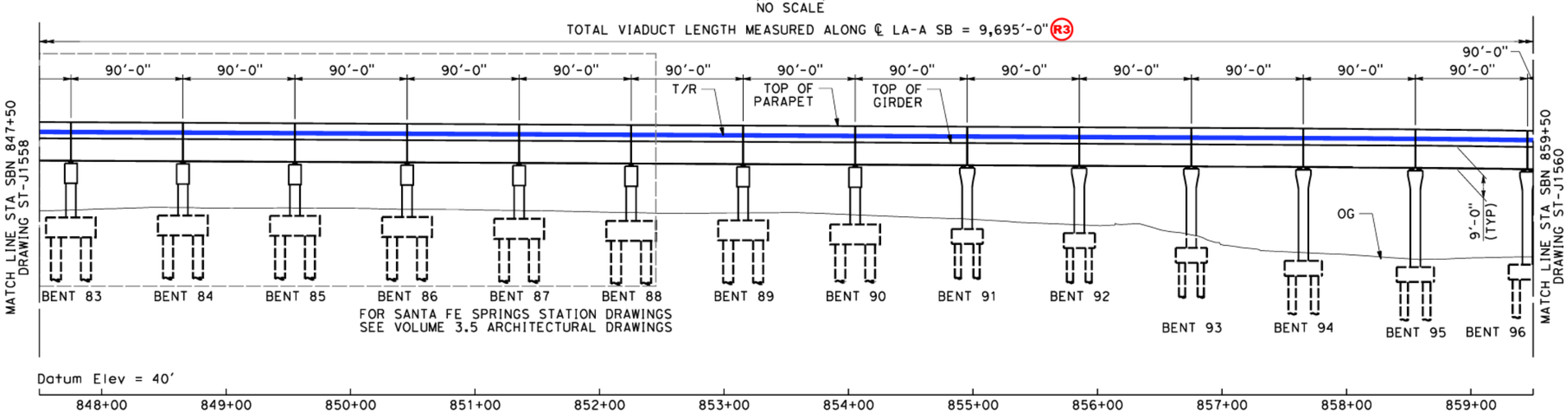
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(R3) PEPD REVISION #3: INCREASED VERTICAL PROFILE GRADE AT EAST END TO 3% AND REDUCED LENGTH



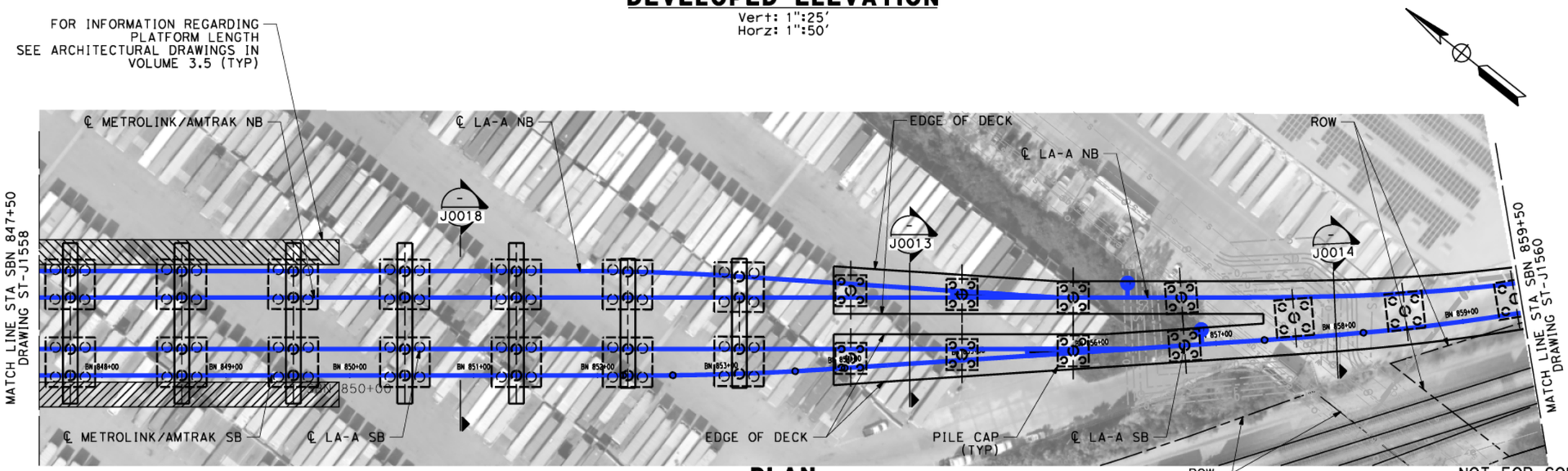
TOP OF RAIL PROFILE

(LA-A SB)
NO SCALE



DEVELOPED ELEVATION

Vert: 1":25'
Horz: 1":50'



PLAN

1":50'

NOTES:

1. VIADUCT SPAN LENGTHS ARE MEASURED ALONG ℄ LA-A SB UNLESS NOTED OTHERWISE.
2. PRECAST PRESTRESSED CONCRETE BOX GIRDER SPANS ARE USED UNLESS NOTED OTHERWISE.

NOT FOR CONSTRUCTION
FOR INTERNAL USE ONLY

50 0 50 100
1":50' HOR
SCALE APPLICABLE FOR FULL SIZE ONLY
25 0 25 50
1":25' VERT
SCALE APPLICABLE FOR FULL SIZE ONLY

REV	DATE	BY	SUB	APP	DESCRIPTION

DESIGNED BY M. RODRIGUEZ
DRAWN BY Z. OHN
CHECKED BY D. SARETSKY
IN CHARGE J. SWANSON
DATE 06/30/26

PEPD SUBMITTAL FOR INTERNAL USE ONLY

NOT FOR CONSTRUCTION

stv

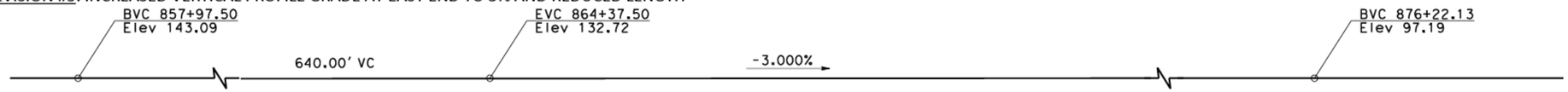
CALIFORNIA HIGH-SPEED RAIL AUTHORITY

CALIFORNIA HIGH-SPEED TRAIN PROJECT
LOS ANGELES TO ANAHEIM
RECORD SET
PRELIMINARY ENGINEERING FOR PROJECT DEFINITION
HST AERIAL STRUCTURE #2
STA SBN 847+50 TO STA SBN 859+50

CONTRACT NO. HSR06-0005
DRAWING NO. ST-J1559
SCALE AS SHOWN
SHEET NO. 65 of 138

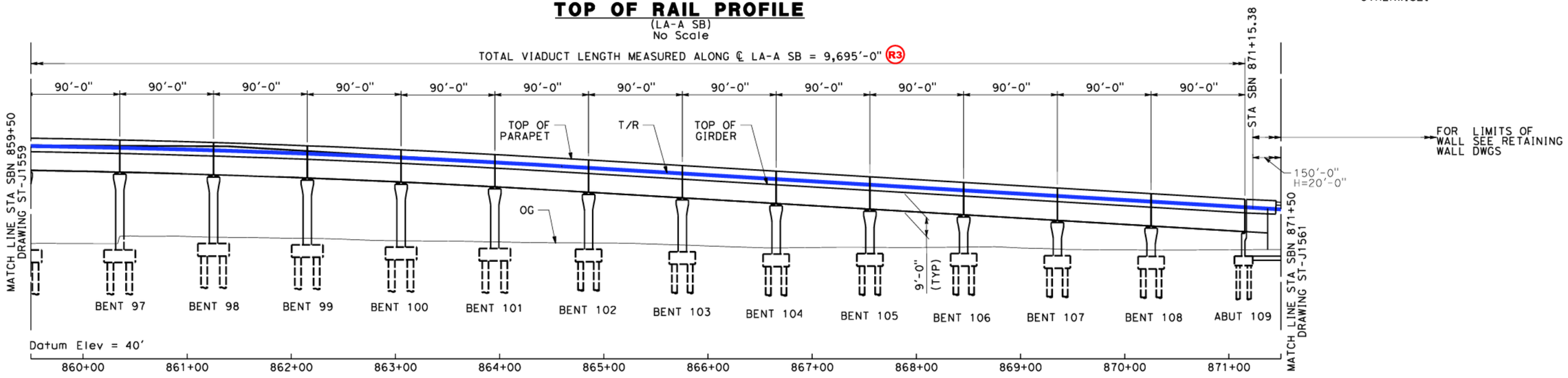
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(R3) PEPD REVISION #3: INCREASED VERTICAL PROFILE GRADE AT EAST END TO 3% AND REDUCED LENGTH



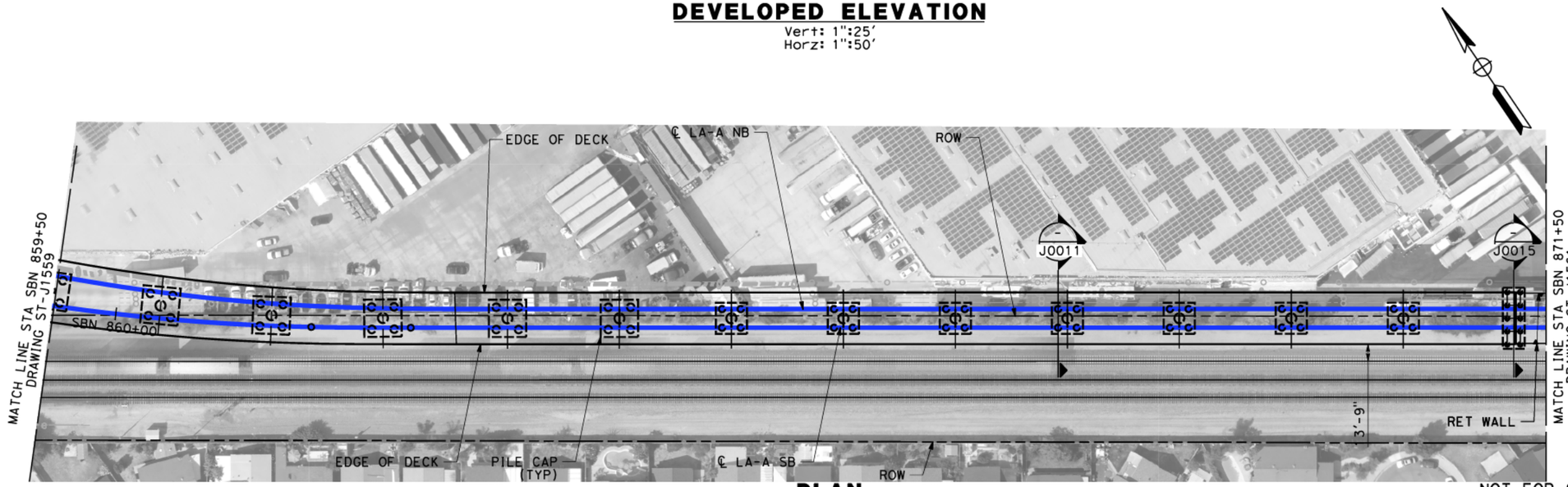
TOP OF RAIL PROFILE

(LA-A SB)
No Scale



DEVELOPED ELEVATION

Vert: 1":25'
Horz: 1":50'



PLAN

1":50'

NOTES:

1. VIADUCT SPAN LENGTHS ARE MEASURED ALONG ℄ LA-A SB UNLESS NOTED OTHERWISE.
2. PRECAST PRESTRESSED CONCRETE BOX GIRDER SPANS ARE USED UNLESS NOTED OTHERWISE.

50 0 50 100
1"=50' HOR
SCALE APPLICABLE FOR FULL SIZE ONLY
25 0 25 50
1"=25' VERT
SCALE APPLICABLE FOR FULL SIZE ONLY

NOT FOR CONSTRUCTION
FOR INTERNAL USE ONLY

REV	DATE	BY	SUB	APP	DESCRIPTION

DESIGNED BY: M. RODRIGUEZ
DRAWN BY: Z. OHN
CHECKED BY: D. SARETSKY
IN CHARGE: J. SWANSON
DATE: 06/30/26

PEPD SUBMITTAL FOR INTERNAL USE ONLY

NOT FOR CONSTRUCTION

stv

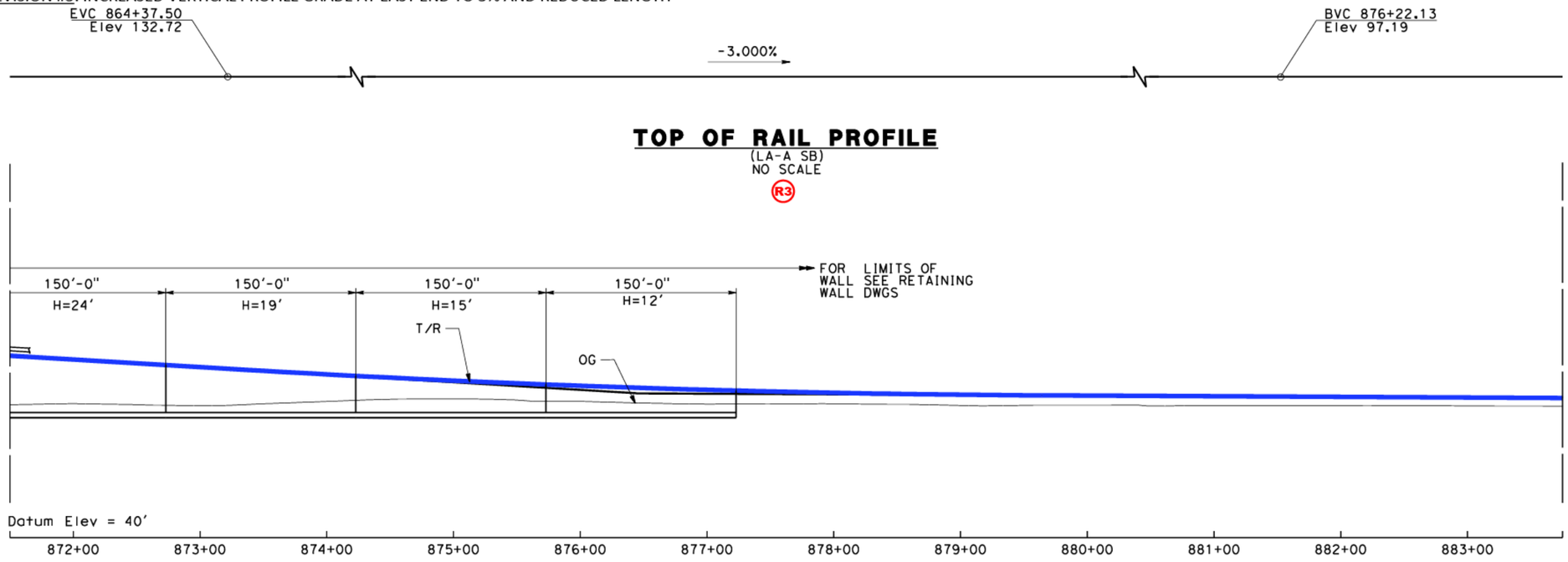
CALIFORNIA HIGH-SPEED RAIL AUTHORITY

CALIFORNIA HIGH-SPEED TRAIN PROJECT
LOS ANGELES TO ANAHEIM
RECORD SET
PRELIMINARY ENGINEERING FOR PROJECT DEFINITION
HST AERIAL STRUCTURE #2
STA SBN 859+50 TO STA SBN 871+50

CONTRACT NO. HSR06-0005
DRAWING NO. ST-J1560
SCALE AS SHOWN
SHEET NO. 66 of 138

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RamireD

R3 PEPD REVISION #3: INCREASED VERTICAL PROFILE GRADE AT EAST END TO 3% AND REDUCED LENGTH



TOP OF RAIL PROFILE

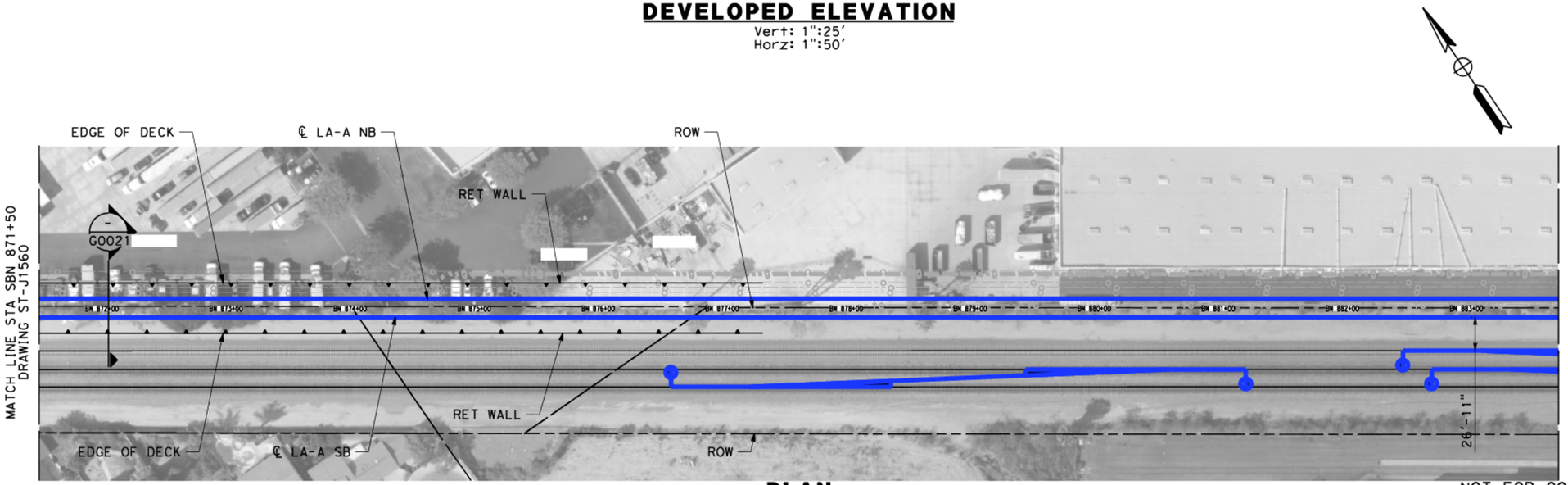
(LA-A SB)
NO SCALE
R3

NOTES:

1. VIADUCT SPAN LENGTHS ARE MEASURED ALONG ℄ LA-A SB UNLESS NOTED OTHERWISE.
2. PRECAST PRESTRESSED CONCRETE BOX GIRDER SPANS ARE USED UNLESS NOTED OTHERWISE.
3. RET WALL SOUTH ELEVATION IS SHOWN. RET WALL NORTH ELEVATION IS SIMILAR.

DEVELOPED ELEVATION

Vert: 1":25'
Horz: 1":50'



PLAN

1":50'

50 0 50 100
1":50' HOR
SCALE APPLICABLE FOR FULL SIZE ONLY

25 0 25 50
1":25' VERT
SCALE APPLICABLE FOR FULL SIZE ONLY

NOT FOR CONSTRUCTION
FOR INTERNAL USE ONLY

REV	DATE	BY	SUB	APP	DESCRIPTION

DESIGNED BY M. RODRIGUEZ
DRAWN BY Z. OHN
CHECKED BY D. SARETSKY
IN CHARGE J. SWANSON
DATE 06/30/26

PEPD SUBMITTAL FOR INTERNAL USE ONLY

NOT FOR CONSTRUCTION

stv

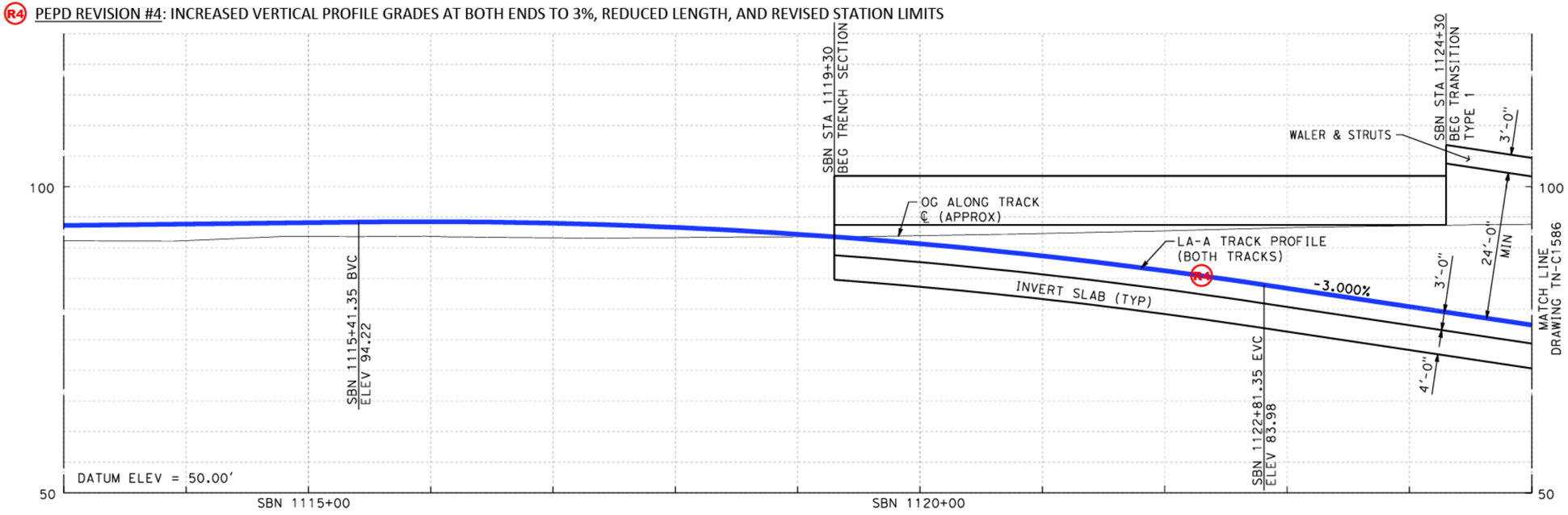
CALIFORNIA HIGH-SPEED RAIL AUTHORITY

CALIFORNIA HIGH-SPEED TRAIN PROJECT
LOS ANGELES TO ANAHEIM
RECORD SET
PRELIMINARY ENGINEERING FOR PROJECT DEFINITION
HST AERIAL STRUCTURE #2
STA SBN 871+50 TO STA SBN 883+75

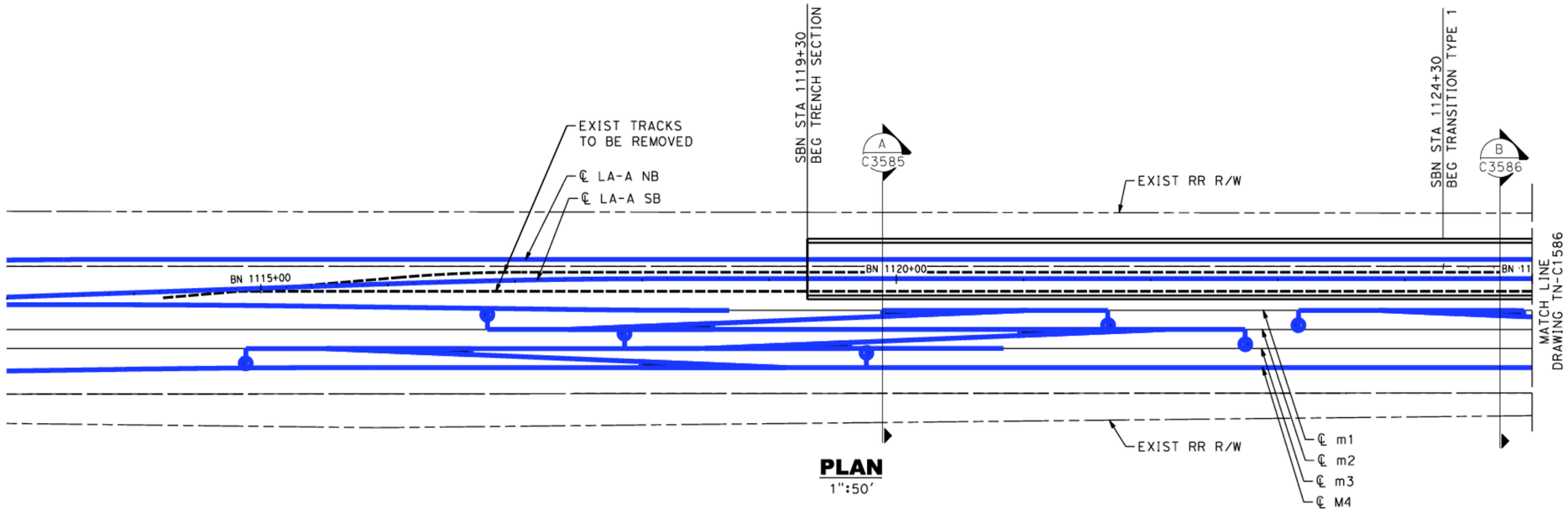
CONTRACT NO. HSR06-0005
DRAWING NO. ST-J1561
SCALE AS SHOWN
SHEET NO. 67 of 138

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huangc

R4 PEPD REVISION #4: INCREASED VERTICAL PROFILE GRADES AT BOTH ENDS TO 3%, REDUCED LENGTH, AND REVISED STATION LIMITS



ELEVATION
Vert: 1":10'
Horz: 1":50'



PLAN
1":50'

NOT FOR CONSTRUCTION
FOR INTERNAL USE ONLY

50 0 50 100
1"=50' HOR
SCALE APPLICABLE FOR FULL SIZE ONLY

10 0 10 20
1"=10' VERT
SCALE APPLICABLE FOR FULL SIZE ONLY

REV	DATE	BY	SUB	APP	DESCRIPTION

DESIGNED BY G. ROGOFF
DRAWN BY W. OSTERMANN
CHECKED BY K. ABEY
IN CHARGE G. DAVIDSON
DATE 06/30/26

PEPD SUBMITTAL FOR INTERNAL USE ONLY

NOT FOR CONSTRUCTION

stv

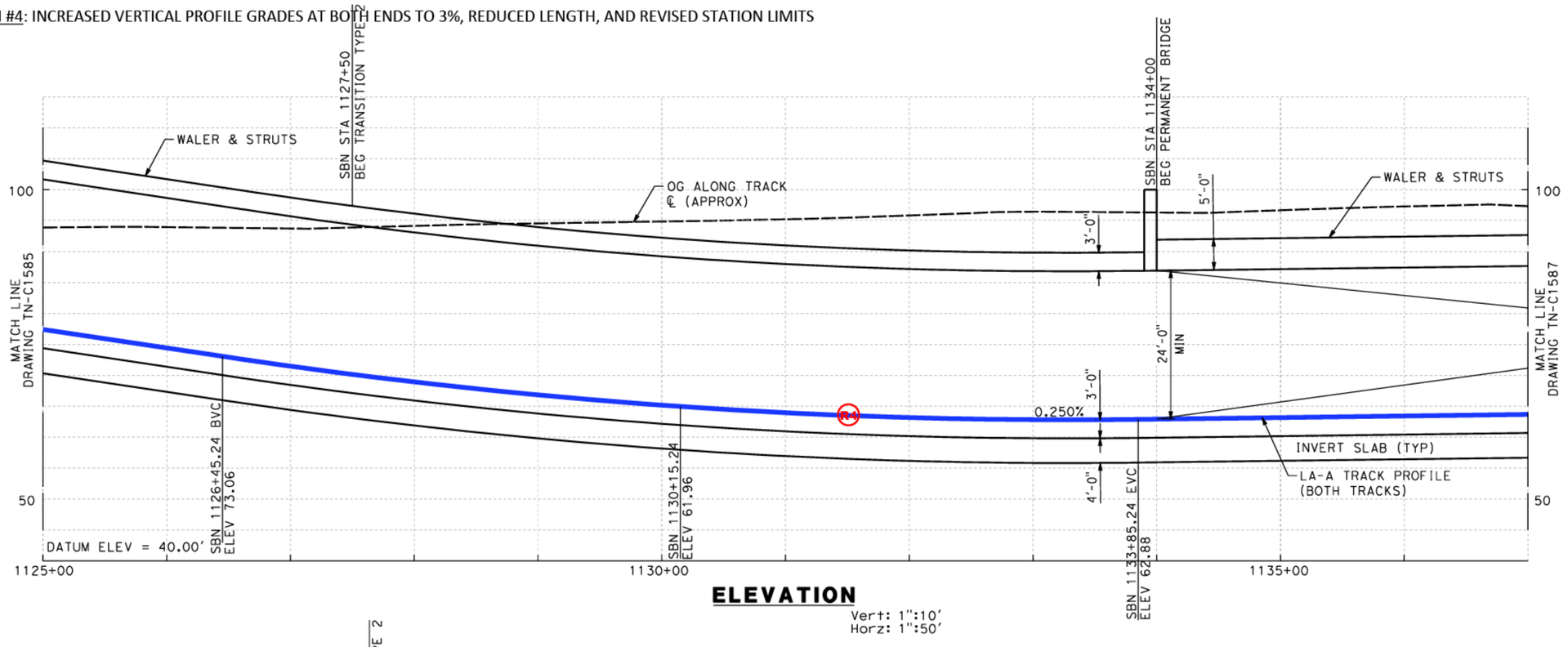
CALIFORNIA HIGH-SPEED RAIL AUTHORITY

CALIFORNIA HIGH-SPEED TRAIN PROJECT
LOS ANGELES TO ANAHEIM
RECORD SET
PRELIMINARY ENGINEERING FOR PROJECT DEFINITION
DALE ST TO GILBERT ST INVERT LEVEL PLAN
SBN STA 1119+30 TO SBN STA 1125+00

CONTRACT NO. HSR06-0005
DRAWING NO. TN-C1585
SCALE AS SHOWN
SHEET NO. 68 of 138

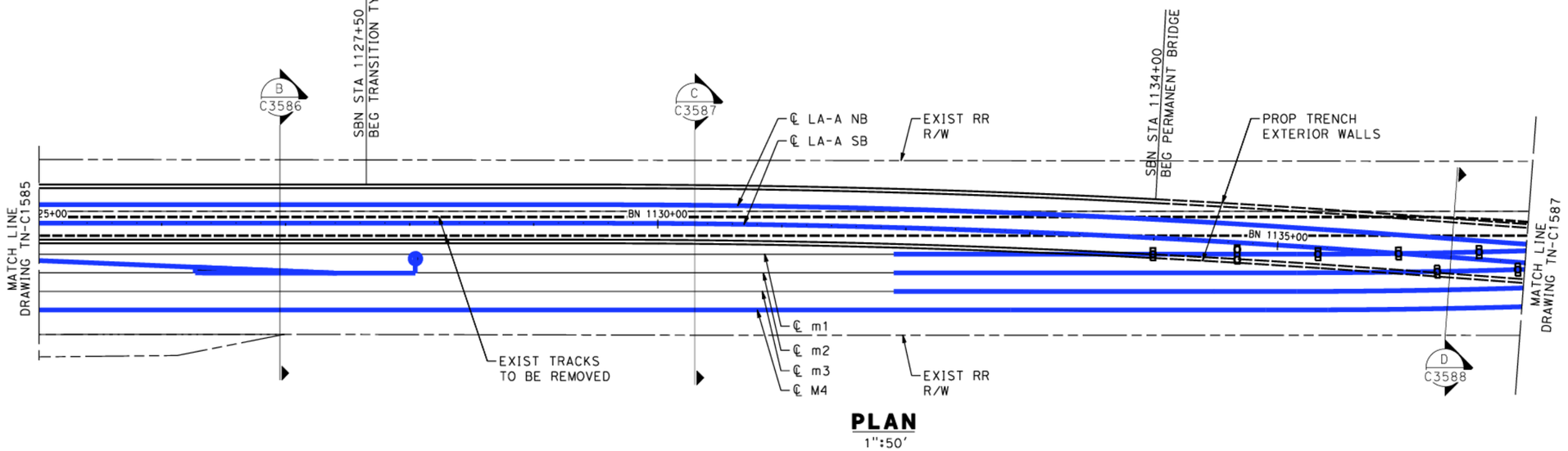
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R4 PEPD REVISION #4: INCREASED VERTICAL PROFILE GRADES AT BOTH ENDS TO 3%, REDUCED LENGTH, AND REVISED STATION LIMITS



ELEVATION

Vert: 1":10'
Horz: 1":50'



PLAN

1":50'

50 0 50 100
1"=50' HOR
SCALE APPLICABLE FOR FULL SIZE ONLY

10 0 10 20
1"=10' VERT
SCALE APPLICABLE FOR FULL SIZE ONLY

NOT FOR CONSTRUCTION
FOR INTERNAL USE ONLY

$FILE$ $TIME$ $DATE$ $USER$

REV	DATE	BY	SUB	APP	DESCRIPTION

DESIGNED BY G. ROGOFF
DRAWN BY W. OSTERMANN
CHECKED BY K. ABEY
IN CHARGE G. DAVIDSON
DATE 06/30/26

PEPD SUBMITTAL FOR INTERNAL USE ONLY

NOT FOR CONSTRUCTION

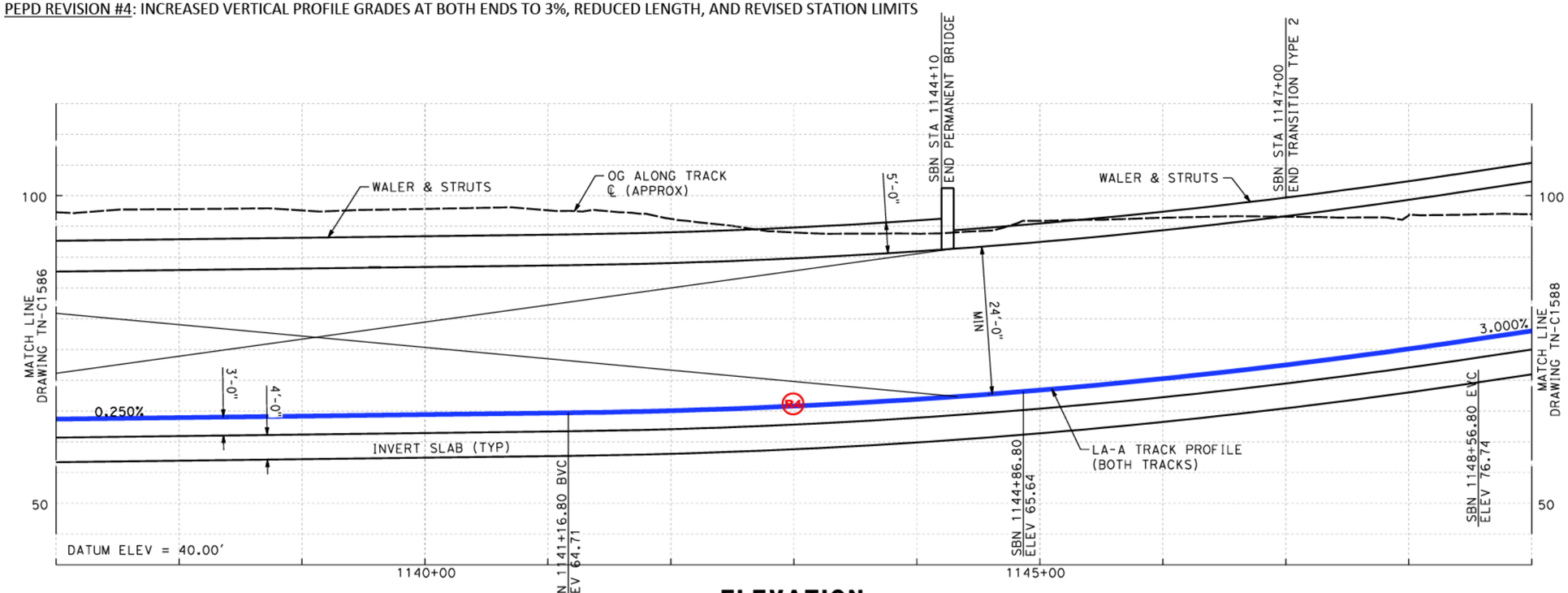
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CALIFORNIA HIGH-SPEED RAIL AUTHORITY

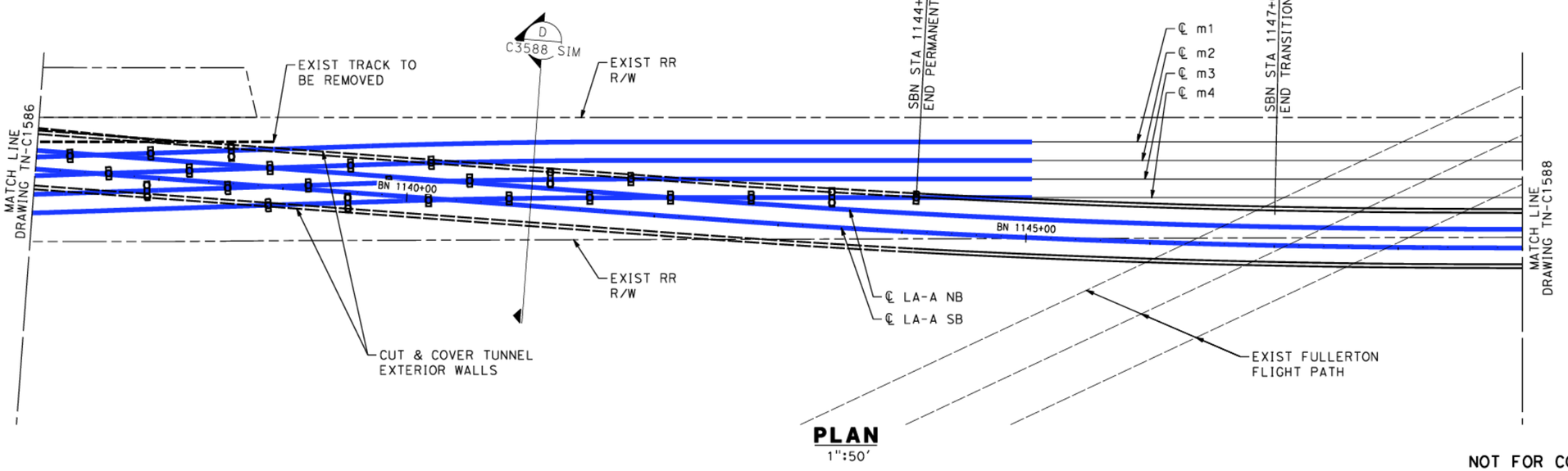
CALIFORNIA HIGH-SPEED TRAIN PROJECT
LOS ANGELES TO ANAHEIM
RECORD SET
PRELIMINARY ENGINEERING FOR PROJECT DEFINITION
DALE ST TO GILBERT ST INVERT LEVEL PLAN
SBN STA 1125+00 TO SBN STA 1137+00

CONTRACT NO. HSR06-0005
DRAWING NO. TN-C1586
SCALE AS SHOWN
SHEET NO. 69 of 138

R4 PEPD REVISION #4: INCREASED VERTICAL PROFILE GRADES AT BOTH ENDS TO 3%, REDUCED LENGTH, AND REVISED STATION LIMITS



ELEVATION
Vert: 1":10'
Horz: 1":50'



PLAN
1":50'

50 0 50 100
1"=50' HOR
SCALE APPLICABLE FOR FULL SIZE ONLY

10 0 10 20
1"=10' VERT
SCALE APPLICABLE FOR FULL SIZE ONLY

NOT FOR CONSTRUCTION
FOR INTERNAL USE ONLY

$FILE$ $TIME$ $DATE$ $USER$

REV	DATE	BY	SUB	APP	DESCRIPTION

DESIGNED BY G. ROGOFF
DRAWN BY W. OSTERMANN
CHECKED BY K. ABEY
IN CHARGE G. DAVIDSON
DATE 06/30/26

PEPD SUBMITTAL FOR INTERNAL USE ONLY

NOT FOR CONSTRUCTION

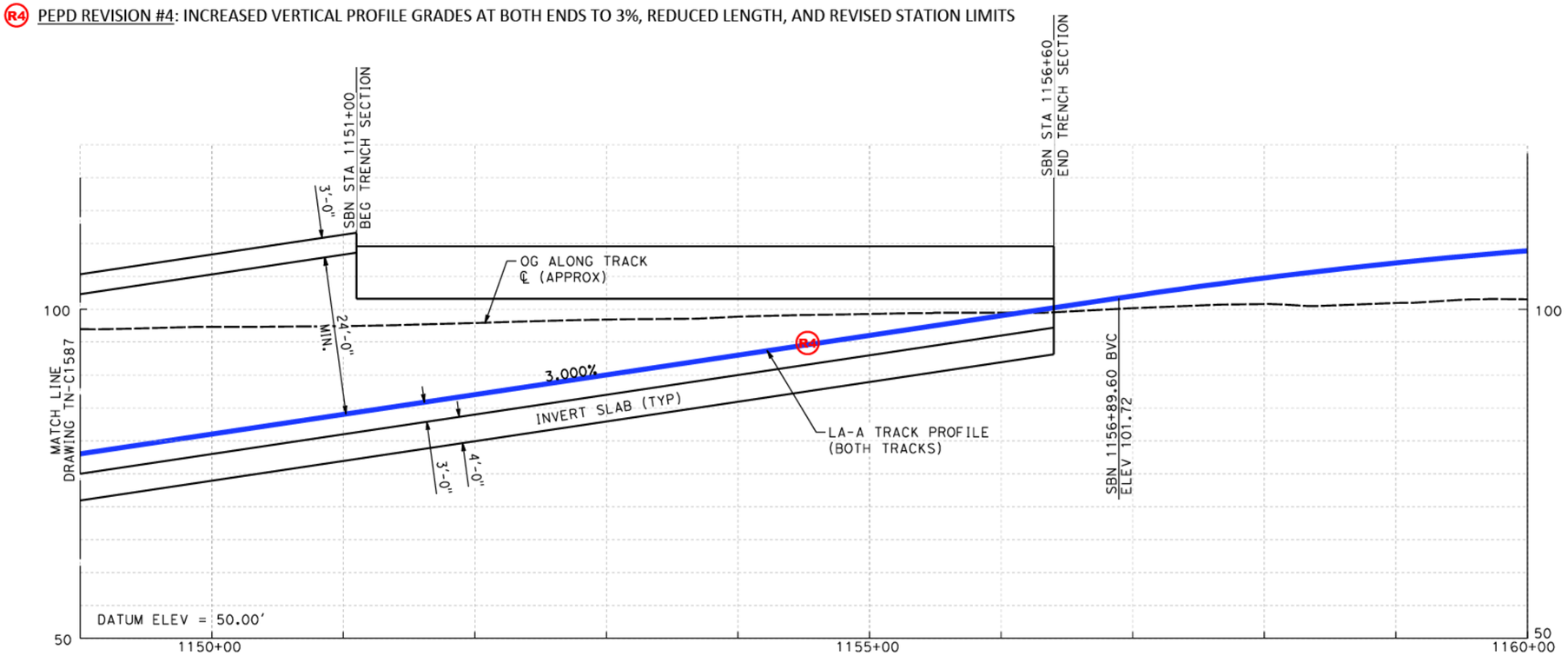
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CALIFORNIA HIGH-SPEED RAIL AUTHORITY

CALIFORNIA HIGH-SPEED TRAIN PROJECT
LOS ANGELES TO ANAHEIM
RECORD SET
PRELIMINARY ENGINEERING FOR PROJECT DEFINITION
DALE ST TO GILBERT ST INVERT LEVEL PLAN
SBN STA 1137+00 TO SBN STA 1149+00

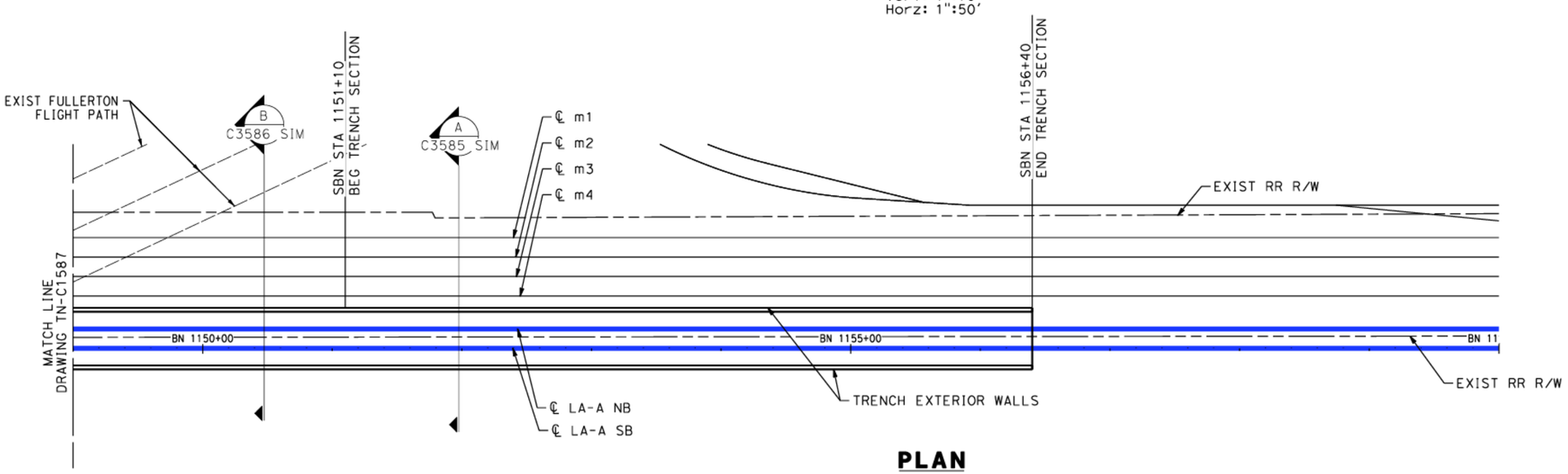
CONTRACT NO. HSR06-0005
DRAWING NO. TN-C1587
SCALE AS SHOWN
SHEET NO. 70 of 138

R4 PEPD REVISION #4: INCREASED VERTICAL PROFILE GRADES AT BOTH ENDS TO 3%, REDUCED LENGTH, AND REVISED STATION LIMITS



ELEVATION

Vert: 1":10'
Horz: 1":50'



PLAN

1":50'

50 0 50 100
1"=50' HOR
SCALE APPLICABLE FOR FULL SIZE ONLY

10 0 10 20
1"=10' VERT
SCALE APPLICABLE FOR FULL SIZE ONLY

NOT FOR CONSTRUCTION
FOR INTERNAL USE ONLY

$FILE$
$TIME$
$DATE$
$USER$

REV	DATE	BY	SUB	APP	DESCRIPTION

DESIGNED BY G. ROGOFF
DRAWN BY W. OSTERMANN
CHECKED BY K. ABEY
IN CHARGE G. DAVIDSON
DATE 06/30/26

PEPD SUBMITTAL FOR INTERNAL USE ONLY

NOT FOR CONSTRUCTION

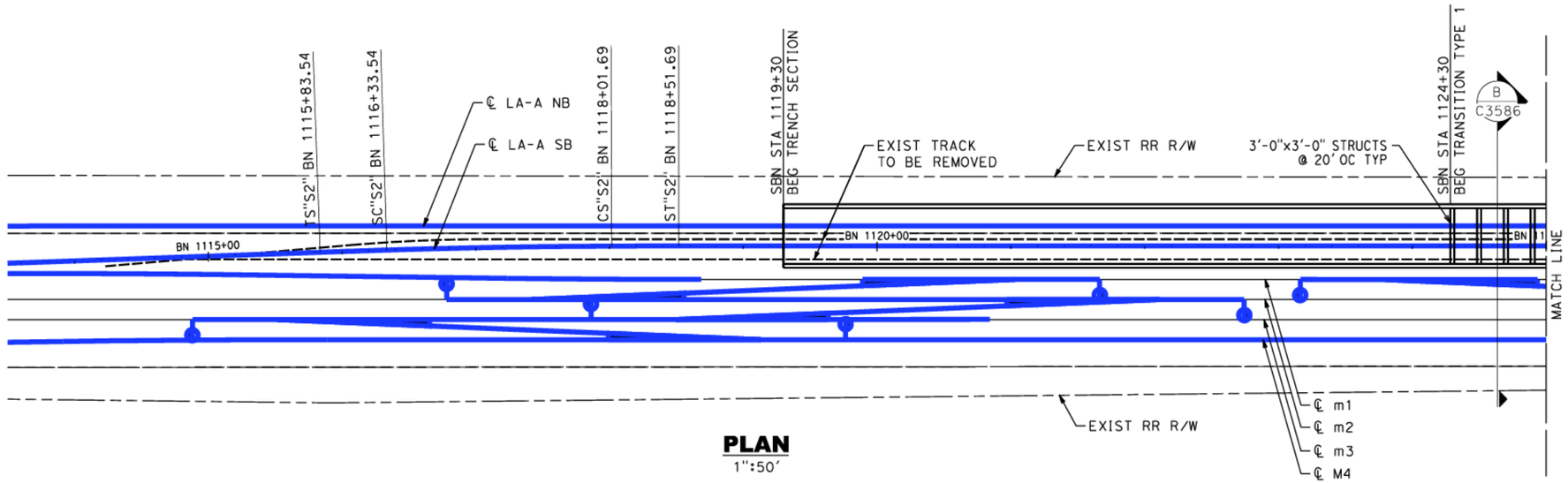
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CALIFORNIA HIGH-SPEED RAIL AUTHORITY

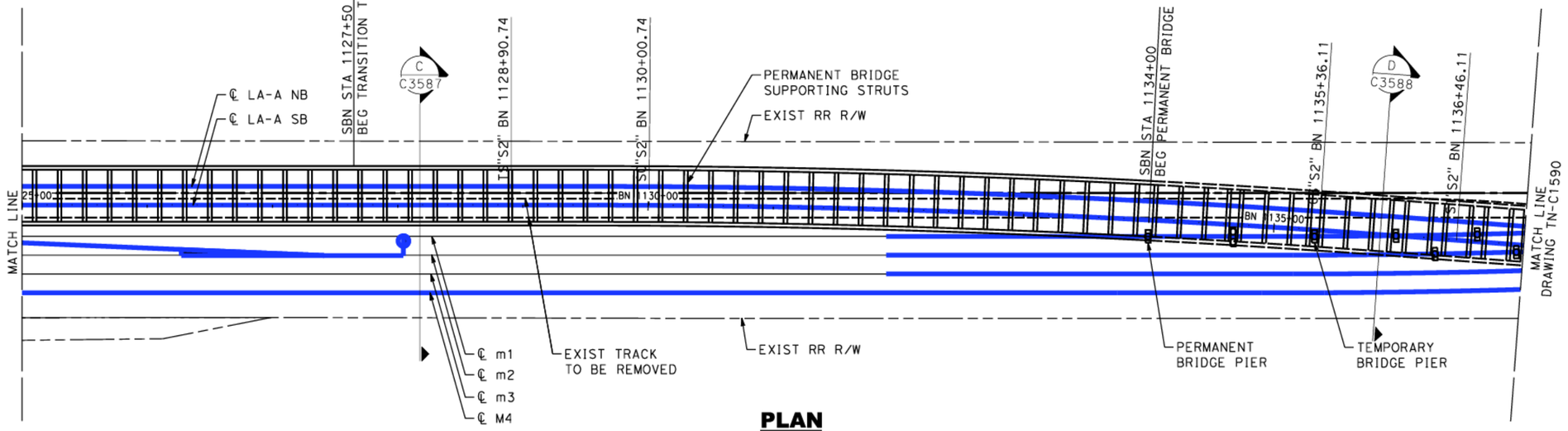
CALIFORNIA HIGH-SPEED TRAIN PROJECT
LOS ANGELES TO ANAHEIM
RECORD SET
PRELIMINARY ENGINEERING FOR PROJECT DEFINITION
DALE ST TO GILBERT ST INVERT LEVEL PLAN
SBN STA 1149+00 TO SBN STA 1156+40

CONTRACT NO. HSR06-0005
DRAWING NO. TN-C1588
SCALE AS SHOWN
SHEET NO. 71 of 138

R4 PEPD REVISION #4: INCREASED VERTICAL PROFILE GRADES AT BOTH ENDS TO 3%, REDUCED LENGTH, AND REVISED STATION LIMITS



PLAN
1":50'



PLAN
1":50'

NOT FOR CONSTRUCTION
FOR INTERNAL USE ONLY

50 0 50 100
1":50'
SCALE APPLICABLE FOR FULL SIZE ONLY

REV	DATE	BY	SUB	APP	DESCRIPTION

DESIGNED BY G. ROGOFF
DRAWN BY W. OSTERMANN
CHECKED BY K. ABEY
IN CHARGE G. DAVIDSON
DATE 06/30/26

PEPD SUBMITTAL FOR INTERNAL USE ONLY

NOT FOR CONSTRUCTION

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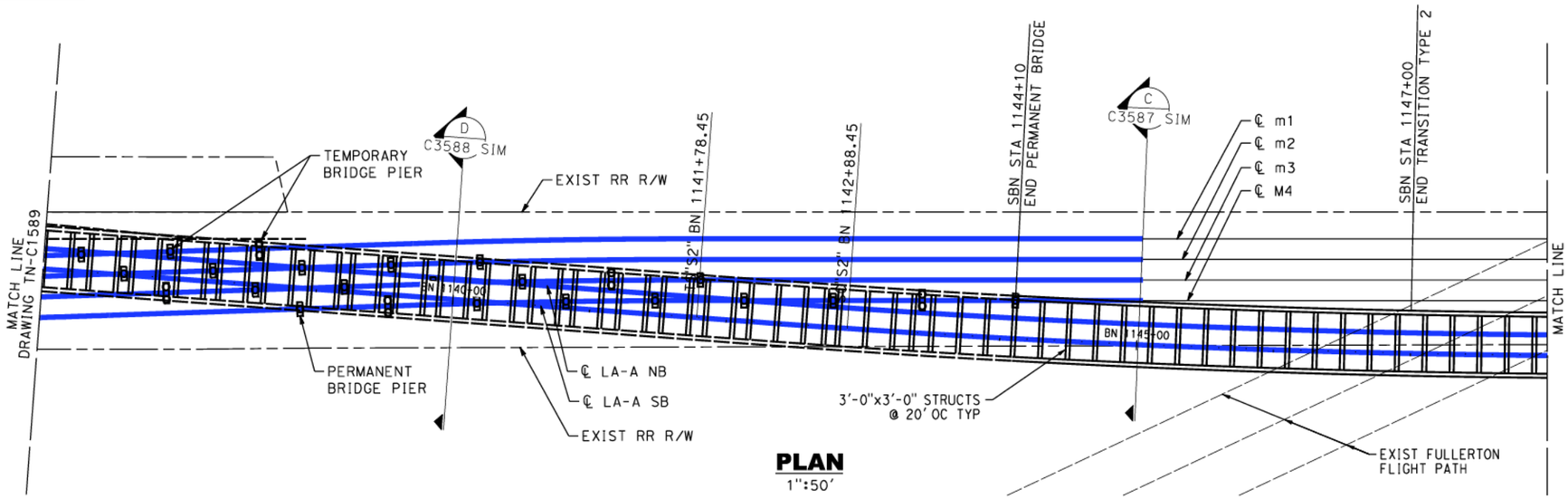
CALIFORNIA HIGH-SPEED RAIL AUTHORITY

CALIFORNIA HIGH-SPEED TRAIN PROJECT
LOS ANGELES TO ANAHEIM
RECORD SET
PRELIMINARY ENGINEERING FOR PROJECT DEFINITION
DALE ST TO GILBERT ST
GRADE LEVEL PLANS - 1 OF 2

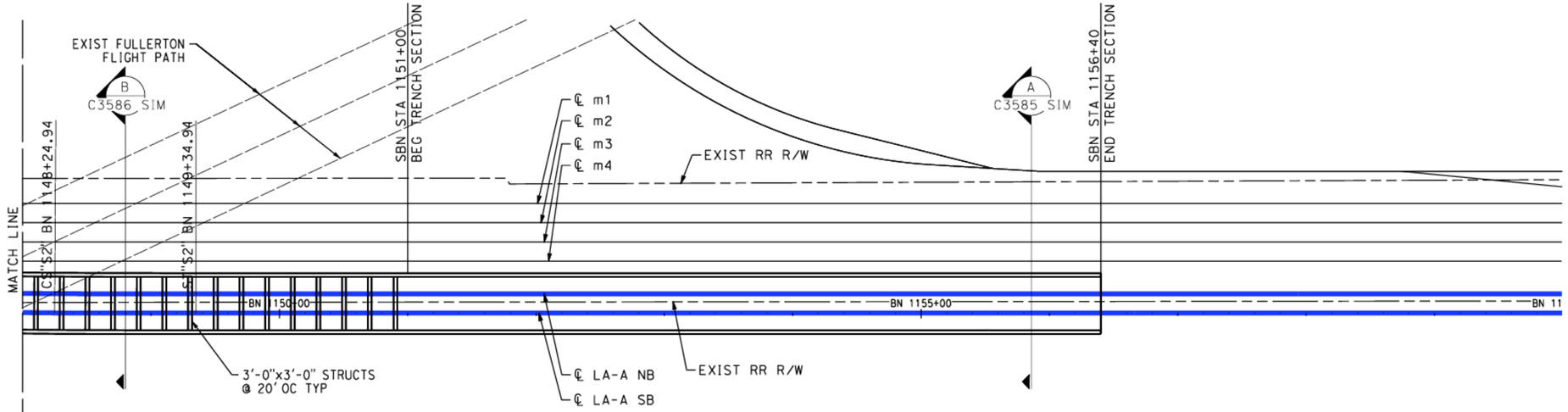
CONTRACT NO. HSR06-0005
DRAWING NO. TN-C1589
SCALE AS SHOWN
SHEET NO. 72 of 138

$FILE$ $TIME$ $DATE$ $USER$

R4 PEPD REVISION #4: INCREASED VERTICAL PROFILE GRADES AT BOTH ENDS TO 3%, REDUCED LENGTH, AND REVISED STATION LIMITS



PLAN
1":50'



PLAN
1":50'

NOT FOR CONSTRUCTION
FOR INTERNAL USE ONLY

50 0 50 100
1":50'
SCALE APPLICABLE FOR FULL SIZE ONLY

REV	DATE	BY	SUB	APP	DESCRIPTION

DESIGNED BY G. ROGOFF
DRAWN BY W. OSTERMANN
CHECKED BY K. ABEY
IN CHARGE G. DAVIDSON
DATE 06/30/26

PEPD SUBMITTAL FOR INTERNAL USE ONLY

NOT FOR CONSTRUCTION

stv

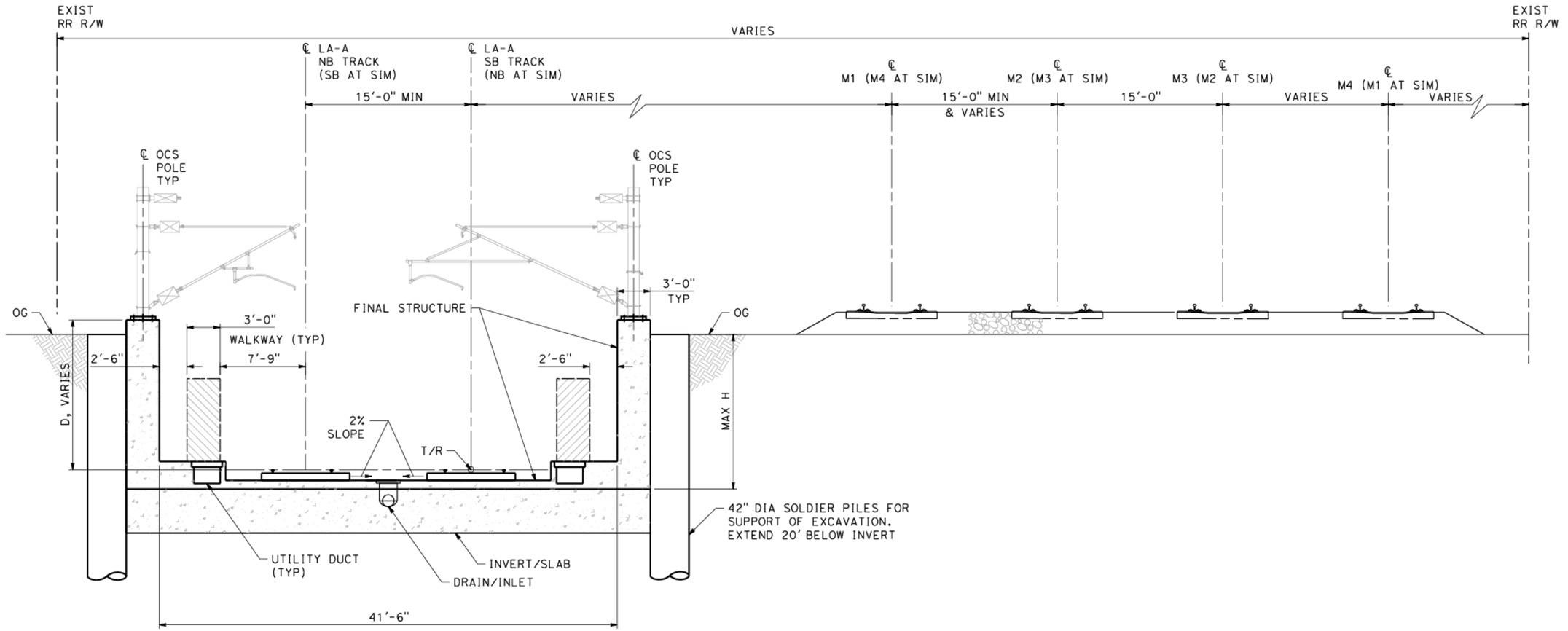
CALIFORNIA HIGH-SPEED RAIL AUTHORITY

CALIFORNIA HIGH-SPEED TRAIN PROJECT
LOS ANGELES TO ANAHEIM
RECORD SET
PRELIMINARY ENGINEERING FOR PROJECT DEFINITION
DALE ST TO GILBERT ST
GRADE LEVEL PLANS - 2 OF 2

CONTRACT NO. HSR06-0005
DRAWING NO. TN-C1590
SCALE AS SHOWN
SHEET NO. 73 of 138

$USER$ $DATE$ $TIME$ $FILE$

R4 PEPD REVISION #4: REVISED STATION LIMITS



R4

TRENCH SECTION (A / -)

SCALE: 1" = 5'

TN-C1585
TN-C1588
TN-C1589
TN-C1590

SBN STA 1119+30 TO SBN STA 1124+30
SBN STA 1151+10 TO SBN STA 1156+40

NOT FOR CONSTRUCTION
FOR INTERNAL USE ONLY

5 0 5 10
1"=5'
SCALE APPLICABLE FOR FULL SIZE ONLY

REV	DATE	BY	SUB	APP	DESCRIPTION

DESIGNED BY G. ROGOFF
DRAWN BY W. OSTERMANN
CHECKED BY K. ABEY
IN CHARGE G. DAVIDSON
DATE 06/30/26

PEPD SUBMITTAL FOR INTERNAL USE ONLY

NOT FOR CONSTRUCTION

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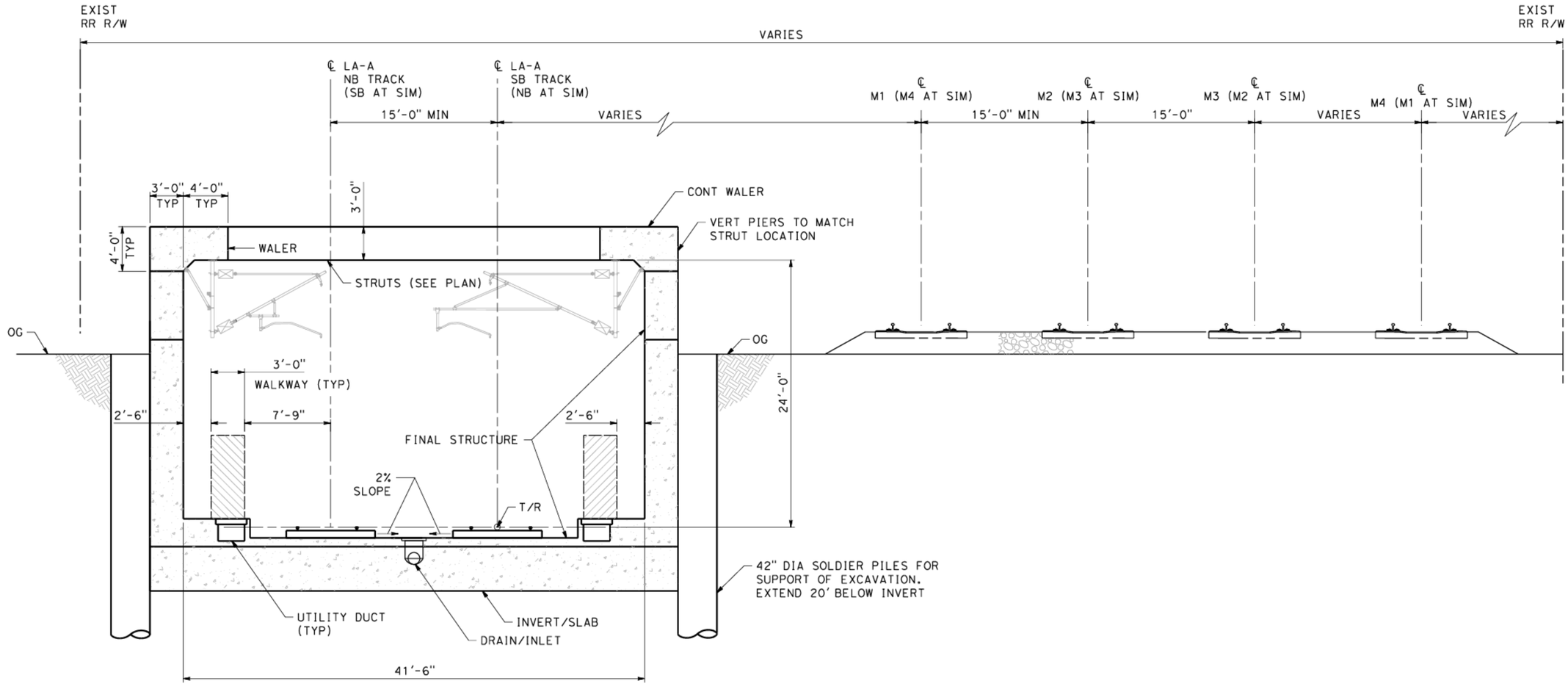
CALIFORNIA HIGH-SPEED RAIL AUTHORITY

CALIFORNIA HIGH-SPEED TRAIN PROJECT
LOS ANGELES TO ANAHEIM
RECORD SET
PRELIMINARY ENGINEERING FOR PROJECT DEFINITION
DALE ST TO GILBERT ST
TRENCH SECTION

CONTRACT NO. HSR06-0005
DRAWING NO. TN-C3585
SCALE AS SHOWN
SHEET NO. 74 of 138

$USER$ $DATE$ $TIME$ $FILE$

R4 PEPD REVISION #4: REVISED STATION LIMITS



R4

TRANSITION SECTION - TYPE 1 (B)

SCALE: 1" = 5'

TN-C1585
TN-C1586
TN-C1588
TN-C1589
TN-C1590

SBN STA 1124+30 TO SBN STA 1127+50
SBN STA 1147+00 TO SBN STA 1151+00

NOT FOR CONSTRUCTION
FOR INTERNAL USE ONLY

5 0 5 10
1"=5'
SCALE APPLICABLE FOR FULL SIZE ONLY

$USER$ $DATE$ $TIME$ $FILE$

REV	DATE	BY	SUB	APP	DESCRIPTION

DESIGNED BY G. ROGOFF
DRAWN BY W. OSTERMANN
CHECKED BY K. ABEY
IN CHARGE G. DAVIDSON
DATE 06/30/26

PEPD SUBMITTAL FOR INTERNAL USE ONLY

NOT FOR CONSTRUCTION

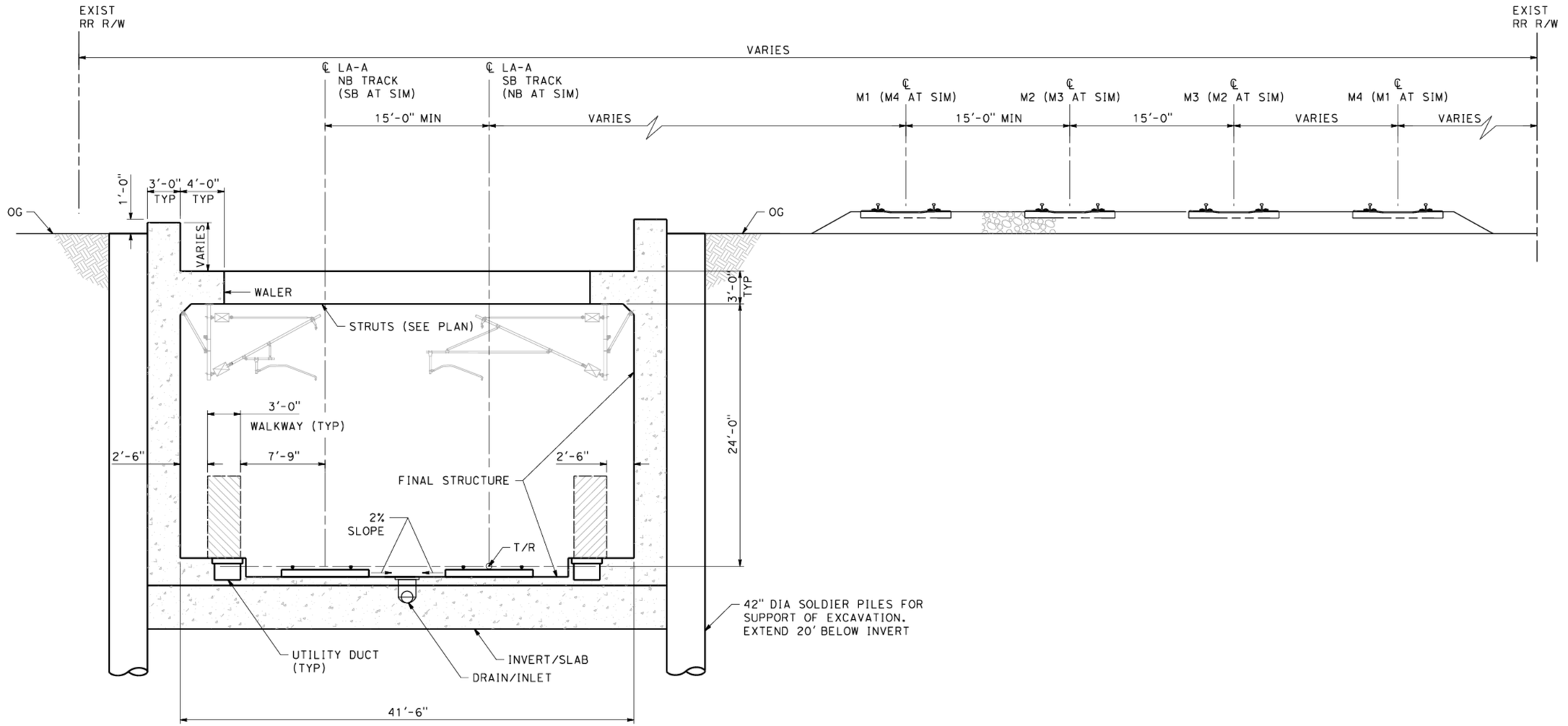
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CALIFORNIA HIGH-SPEED RAIL AUTHORITY

CALIFORNIA HIGH-SPEED TRAIN PROJECT
LOS ANGELES TO ANAHEIM
RECORD SET
PRELIMINARY ENGINEERING FOR PROJECT DEFINITION
DALE ST TO GILBERT ST
TRANSITION SECTION TYPE 1 BRACED TRENCH

CONTRACT NO. HSR06-0005
DRAWING NO. TN-C3586
SCALE AS SHOWN
SHEET NO. 75 of 138

R4 PEPD REVISION #4: REVISED STATION LIMITS



R4

TRANSITION SECTION - TYPE 2 (C)

SCALE: 1" = 5'

TN-C1586
TN-C1587
TN-C1589
TN-C1590

SBN STA 1127+50 TO SBN STA 1134+00
SBN STA 1144+10 TO SBN STA 1147+00

NOT FOR CONSTRUCTION
FOR INTERNAL USE ONLY

5 0 5 10
1"=5'
SCALE APPLICABLE FOR FULL SIZE ONLY

$USER$ $DATE$ $TIME$ $FILE$

REV	DATE	BY	SUB	APP	DESCRIPTION

DESIGNED BY G. ROGOFF
DRAWN BY W. OSTERMANN
CHECKED BY K. ABEY
IN CHARGE G. DAVIDSON
DATE 06/30/26

PEPD SUBMITTAL FOR INTERNAL USE ONLY

NOT FOR CONSTRUCTION

stv

CALIFORNIA HIGH-SPEED RAIL AUTHORITY

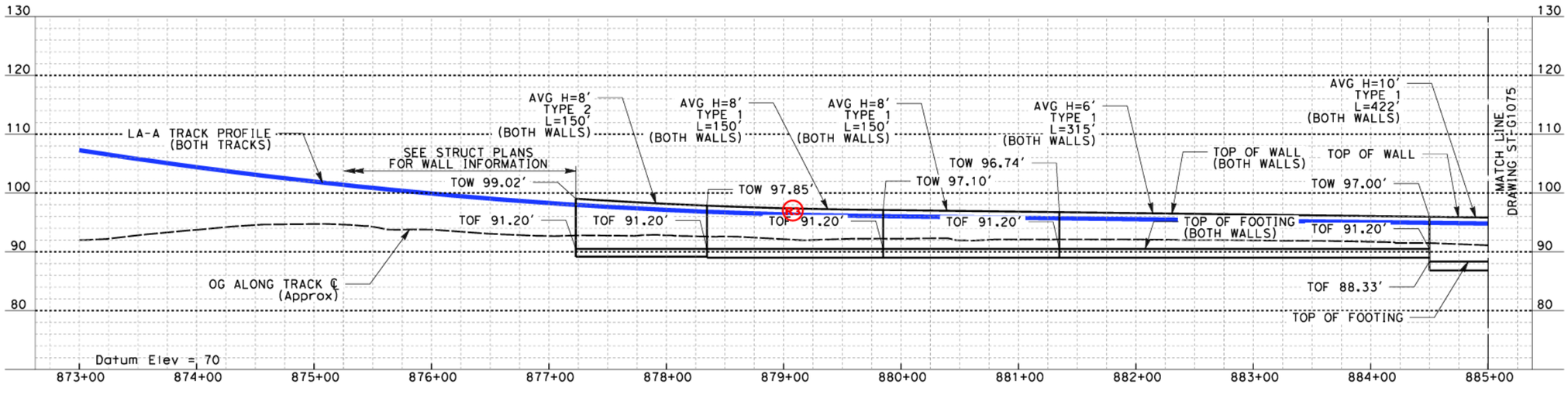
CALIFORNIA HIGH-SPEED TRAIN PROJECT
LOS ANGELES TO ANAHEIM
RECORD SET
PRELIMINARY ENGINEERING FOR PROJECT DEFINITION
DALE ST TO GILBERT ST
TRANSITION SECTION TYPE 2 BRACED TRENCH

CONTRACT NO. HSR06-0005
DRAWING NO. TN-C3587
SCALE AS SHOWN
SHEET NO. 76 of 138

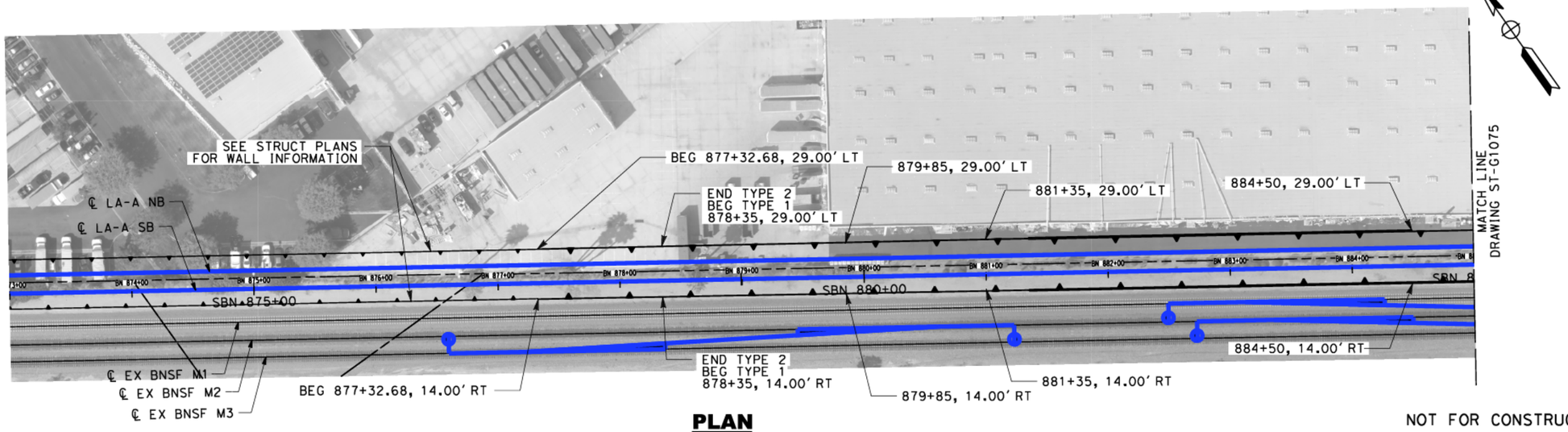
R3 PEPD REVISION #3: INCREASED VERTICAL PROFILE GRADE AT EAST END TO 3% AND REDUCED LENGTH

NOTES:

1. FOR TYPE 1 & 2 WALLS, SEE DWG. NO. ST-G0021 FOR DETAILS.
2. FOR TYPE 3 & 4 WALLS, SEE DWG. NO. ST-G0022 FOR DETAILS.
3. FOR GRADE SEPARATION SHEETS, SEE VOLUME 3.3.
4. FOR AERIAL STRUCTURE SHEETS, SEE VOLUME 3.2.



ELEVATION
Vert: 1":10'
Horz: 1":50'



PLAN
1":50'

50 0 50 100
1":50' HOR
SCALE APPLICABLE FOR FULL SIZE ONLY

10 0 10 20
1":10' VERT
SCALE APPLICABLE FOR FULL SIZE ONLY

NOT FOR CONSTRUCTION
FOR INTERNAL USE ONLY

REV	DATE	BY	SUB	APP	DESCRIPTION

DESIGNED BY R. WONG
DRAWN BY Z. OHN
CHECKED BY M. SATISH
IN CHARGE J. SWANSON
DATE 06/30/26

PEPD SUBMITTAL FOR INTERNAL USE ONLY

NOT FOR CONSTRUCTION

stv

CALIFORNIA HIGH-SPEED RAIL AUTHORITY

CALIFORNIA HIGH-SPEED TRAIN PROJECT
LOS ANGELES TO ANAHEIM
RECORD SET
PRELIMINARY ENGINEERING FOR PROJECT DEFINITION
RETAINING WALL
STA SBN 873+00 TO STA SBN 885+00

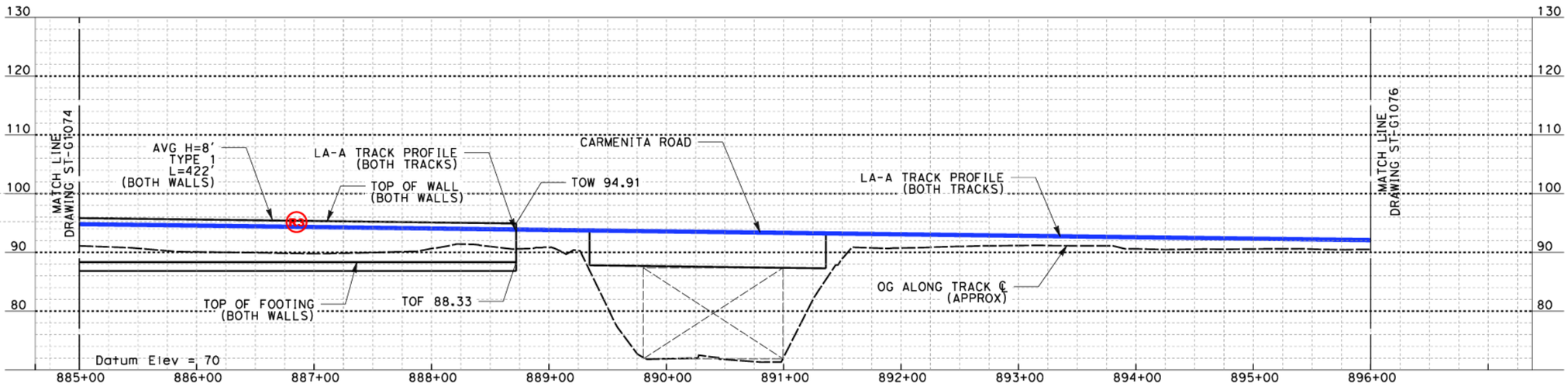
CONTRACT NO. HSR06-0005
DRAWING NO. ST-G1074
SCALE AS SHOWN
SHEET NO. 77 of 138

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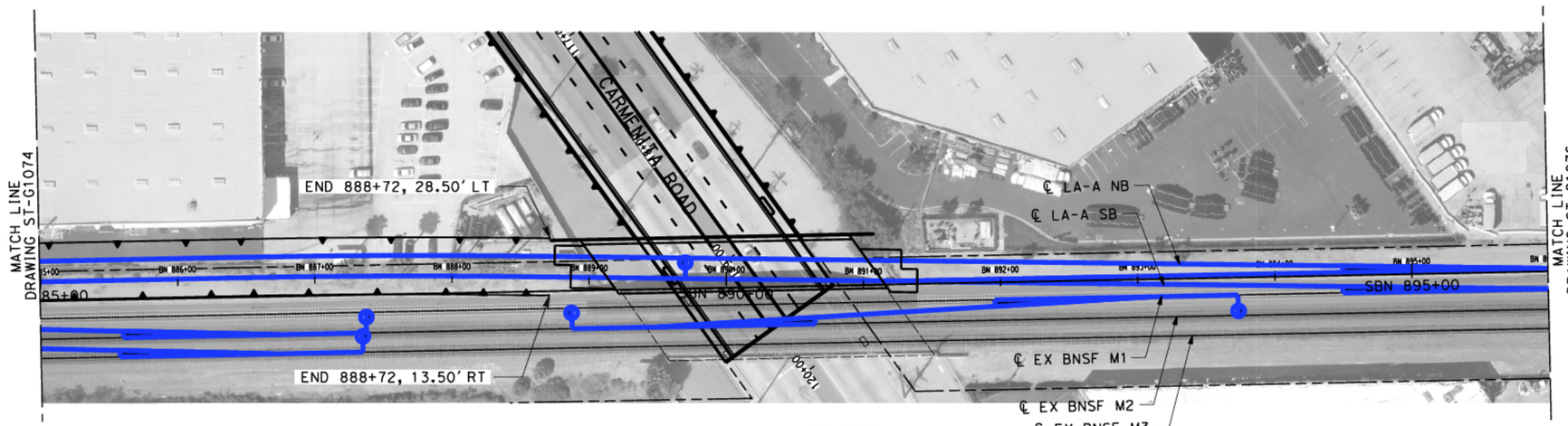
R3 PEPD REVISION #3: INCREASED VERTICAL PROFILE GRADE AT EAST END TO 3% AND REDUCED LENGTH

NOTES:

1. FOR TYPE 1 & 2 WALLS, SEE DWG. NO. ST-G0021 FOR DETAILS.
2. FOR TYPE 3 & 4 WALLS, SEE DWG. NO. ST-G0022 FOR DETAILS.
3. FOR GRADE SEPARATION SHEETS, SEE VOLUME 3.3.
4. FOR AERIAL STRUCTURE SHEETS, SEE VOLUME 3.2.



ELEVATION
Vert: 1":10'
Horz: 1":50'



PLAN
1":50'

50 0 50 100
1":50' HOR
SCALE APPLICABLE FOR FULL SIZE ONLY

10 0 10 20
1":10' VERT
SCALE APPLICABLE FOR FULL SIZE ONLY

NOT FOR CONSTRUCTION
FOR INTERNAL USE ONLY

REV	DATE	BY	SUB	APP	DESCRIPTION

DESIGNED BY R. WONG
DRAWN BY Z. OHN
CHECKED BY M. SATISH
IN CHARGE J. SWANSON
DATE 06/30/26

PEPD SUBMITTAL FOR INTERNAL USE ONLY

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stv

CALIFORNIA HIGH-SPEED RAIL AUTHORITY

CALIFORNIA HIGH-SPEED TRAIN PROJECT
LOS ANGELES TO ANAHEIM
RECORD SET
PRELIMINARY ENGINEERING FOR PROJECT DEFINITION
RETAINING WALL
STA SBN 885+00 TO STA SBN 896+00

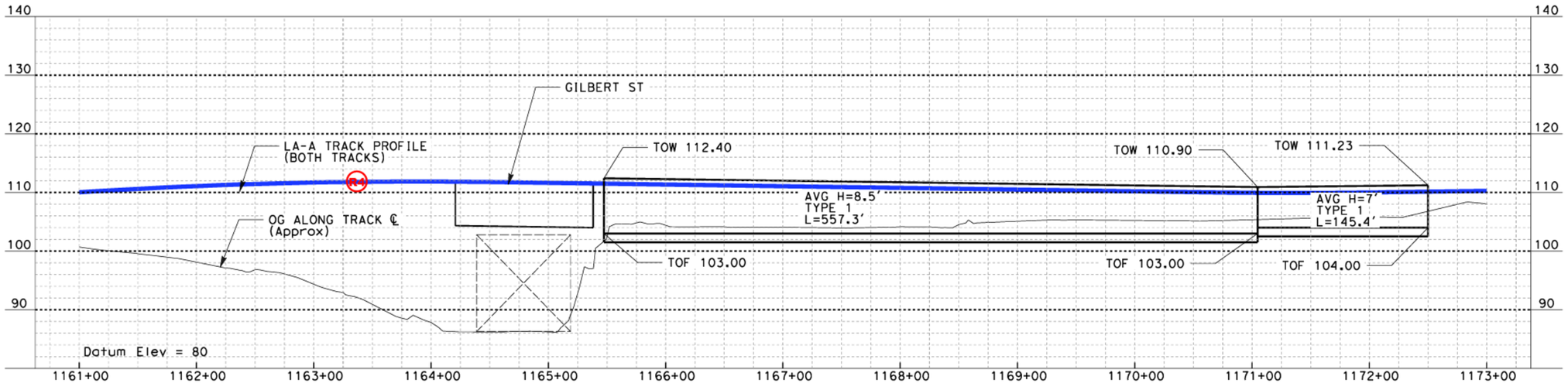
CONTRACT NO. HSR06-0005
DRAWING NO. ST-G1075
SCALE AS SHOWN
SHEET NO. 78 of 138

3/25/2026 10:03:13 AM \\stvgroup.stvinc.com\V3\DGPA\Vol3\Projects\4017456\4017456_0001\90_CAD Models and Sheets\LO\Sheet Files\Vol 2\ST\LO-ST-G1075.dgn
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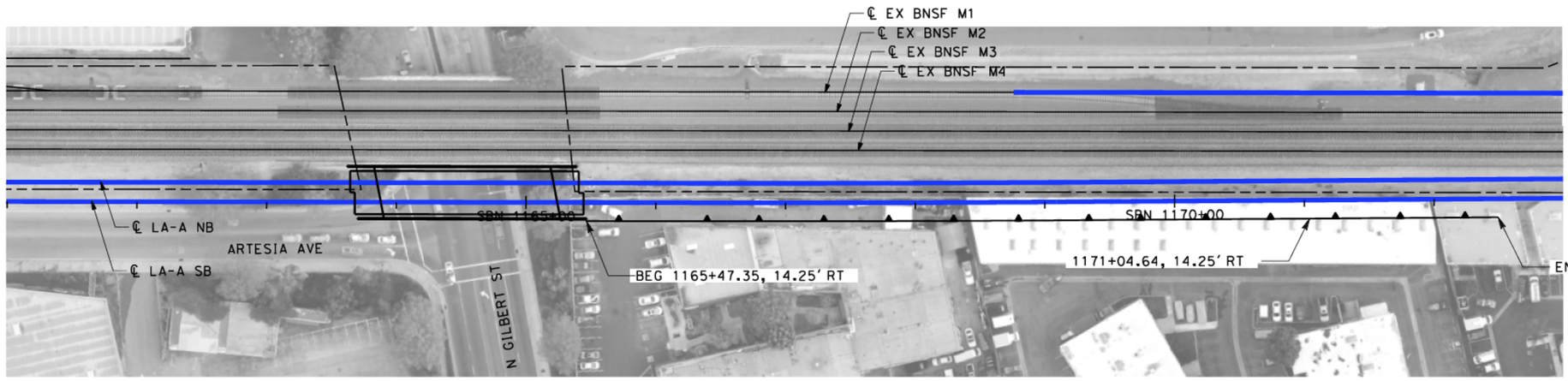
R4 PEPD REVISION #4: INCREASED VERTICAL PROFILE GRADE AT EAST END TO 3% AND REDUCED LENGTH

NOTES:

1. FOR TYPE 1 & 2 WALLS, SEE DWG. NO. ST-G0021 FOR DETAILS.
2. FOR TYPE 3 & 4 WALLS, SEE DWG. NO. ST-G0022 FOR DETAILS.
3. FOR GRADE SEPARATION SHEETS, SEE VOLUME 3.3.
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ELEVATION
Vert: 1":10'
Horz: 1":50'



PLAN
1":50'

50 0 50 100
1":50' HOR
SCALE APPLICABLE FOR FULL SIZE ONLY

10 0 10 20
1":10' VERT
SCALE APPLICABLE FOR FULL SIZE ONLY

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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
RETAINING WALL
STA SBN 1161+00 TO STA SBN 1173+00

CONTRACT NO. HSR06-0005
DRAWING NO. ST-G1098
SCALE AS SHOWN
SHEET NO. 79 of 138

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BoschAL