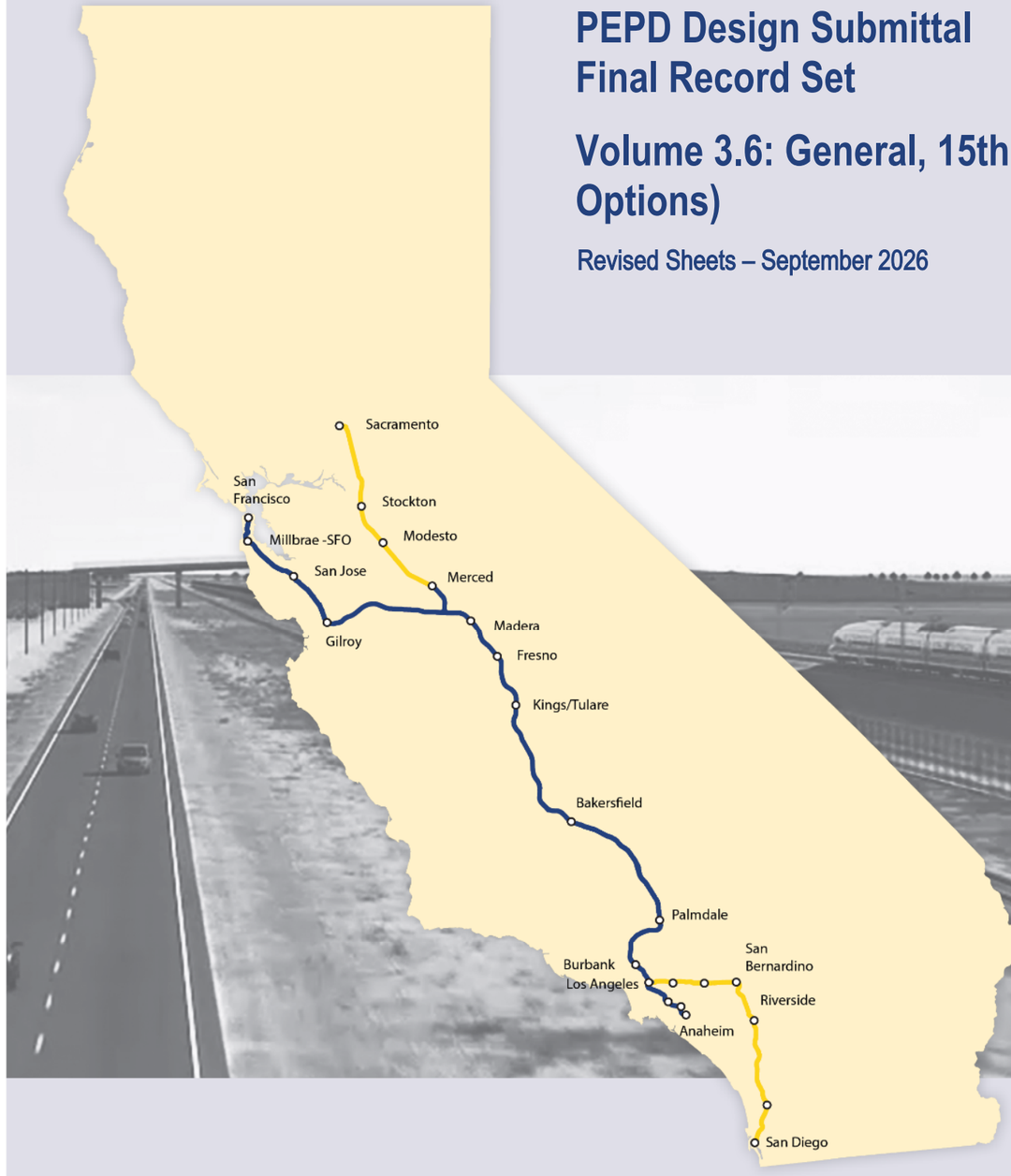
California High-Speed Rail Authority

Los Angeles to Anaheim Project Section



PEPD Design Submittal
Final Record Set

Volume 3.6: General, 15th St Light Maintenance Facility III & Stations (Non-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 3.6 - GENERAL & 15TH STREET LMF III & HSR NORWALK/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 R9
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 R8
GE-D6601	TRACK SCHEMATIC
GE-D6602	TRACK SCHEMATIC - 15TH STREET LMF III OPTION R2

15TH STREET LMF III OPTION

DRAWING NO.	DRAWING TITLE
TT-D3032A	CROSS SECTIONS R2
TT-D1901A	15TH STREET LMF III OPTION
TT-D1902A	15TH STREET LMF III OPTION
TT-D1903A	15TH STREET LMF III OPTION R2
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 R2
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 R2

NORWALK/SANTA FE SPRINGS HSR STATION OPTION

DRAWING NO.	DRAWING TITLE
TT-D3016A	CROSS SECTIONS
TT-D1563A	PLAN AND PROFILE STA SBN 828+50 TO STA SBN 841+00
TT-D1564A	PLAN AND PROFILE STA SBN 841+00 TO STA SBN 854+50
TT-D1565A	PLAN AND PROFILE STA SBN 854+50 TO STA SBN 868+00
RW-M1563A	RIGHT-OF-WAY IMPACT N/SF HSR STATION OPTION
RW-M1564A	RIGHT-OF-WAY IMPACT N/SF HSR STATION OPTION
RW-M1565A	RIGHT-OF-WAY IMPACT N/SF HSR STATION OPTION
RW-M1731A	RIGHT-OF-WAY IMPACT IMPERIAL HWY & SHOEMAKER AVE
ST-J0018A	TYPICAL HST AERIAL STRUCTION SECTION - N/SF HSR STATION OPTION
AR-Y9501A	NORWALK / SANTA FE SPRINGS STATION - PROGRAM TABLE SHEET 1 OF 3
AR-Y9502A	NORWALK / SANTA FE SPRINGS STATION - PROGRAM TABLE SHEET 2 OF 3
AR-Y9503A	NORWALK / SANTA FE SPRINGS STATION - PROGRAM TABLE SHEET 3 OF 3
AR-B0501A	NORWALK / SANTA FE SPRINGS STATION - GENERAL SITE PLAN
AR-C1501A	NORWALK / SANTA FE SPRINGS STATION - DETAILED SITE PLAN
AR-J3501A	NORWALK / SANTA FE SPRINGS STATION - CROSS SECTION
AR-J8501A	NORWALK / SANTA FE SPRINGS STATION - MASSING MODEL 1 OF 2
AR-J8502A	NORWALK / SANTA FE SPRINGS STATION - MASSING MODEL 2 OF 2

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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 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 24 OF 26

CONTRACT NO. HSR06-0005
DRAWING NO. GE-LA0024
SCALE AS SHOWN
SHEET NO. 25 of 138

$PLOT$
DATE 06/30/26

VOLUME 3.6 - GENERAL & 15TH STREET LMF III & HSR NORWALK/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

FULLERTON HSR STATION OPTION

DRAWING NO.	DRAWING TITLE
AR-Y9701A	FULLERTON STATION - PROGRAM TABLE SHEET 1 OF 3
AR-Y9702A	FULLERTON STATION - PROGRAM TABLE SHEET 2 OF 3
AR-Y9703A	FULLERTON STATION - PROGRAM TABLE SHEET 3 OF 3
AR-B0701A	FULLERTON STATION STATION - GENERAL SITE PLAN
AR-C1701A	FULLERTON STATION - DETAILED SITE PLAN 1 OF 1
AR-J3701A	FULLERTON STATION - CROSS SECTION 1 OF 2
AR-J3702A	FULLERTON STATION - CROSS SECTION 2 OF 2
AR-J8701A	FULLERTON STATION - MASSING MODEL 1 OF 2
AR-J8702A	FULLERTON STATION - MASSING MODEL 2 OF 2

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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 25 OF 26

CONTRACT NO. HSR06-0005
DRAWING NO. GE-LA0025
SCALE AS SHOWN
SHEET NO. 26 of 138

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06/30/26
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, 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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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-B0601
SCALE NO SCALE
SHEET NO. 132 of 138

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

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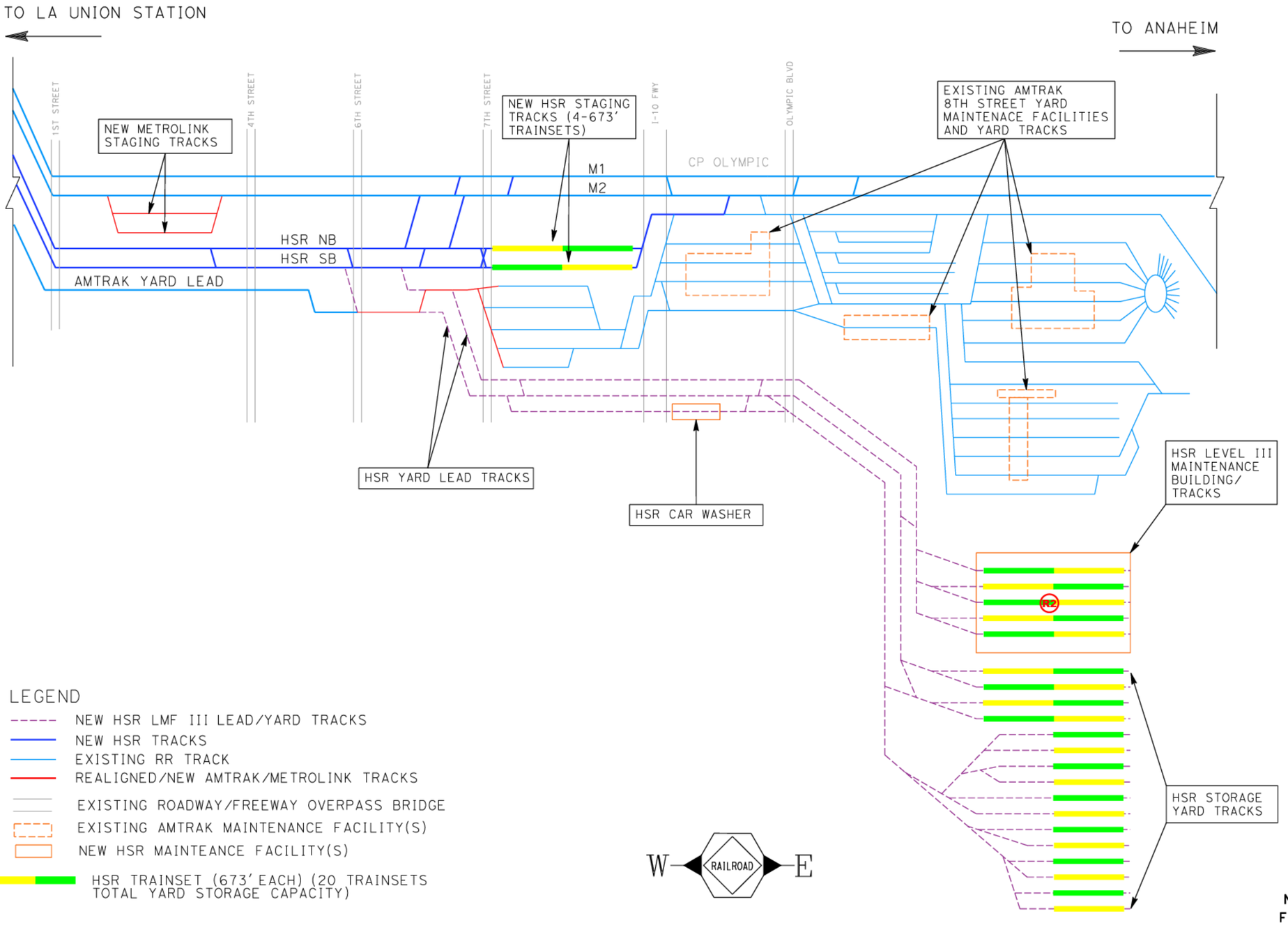
CALIFORNIA HIGH-SPEED RAIL AUTHORITY

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GENERAL NOTES 1 OF 1

CONTRACT NO. HSR06-0005
DRAWING NO. GE-B0611
SCALE NO SCALE
SHEET NO. 133 of 138

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R2 PEPD REVISION #2: REDUCED 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)

W — RAILROAD — E

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DESIGNED BY D. RAMIREZ
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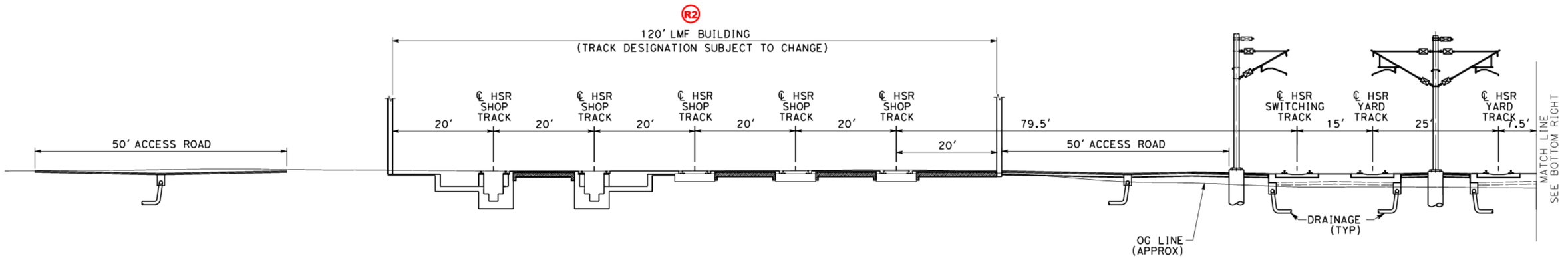
CALIFORNIA HIGH-SPEED RAIL AUTHORITY

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TRACK SCHEMATIC
15TH STREET LMF III OPTION

CONTRACT NO. HSR06-0005
DRAWING NO. GE-D6602
SCALE NO SCALE
SHEET NO. 134 of 138

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R2 PEPD REVISION #2: REDUCED SHOP TRACKS FROM 6 TO 5



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.

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

NOT FOR CONSTRUCTION
FOR INTERNAL USE ONLY

REV	DATE	BY	SUB	APP	DESCRIPTION

DESIGNED BY D. RAMIREZ
DRAWN BY D. RAMIREZ
CHECKED BY A. BOSCH
IN CHARGE J. SWANSON
DATE 06/30/26

PEPD SUBMITTAL FOR INTERNAL USE ONLY

NOT FOR CONSTRUCTION

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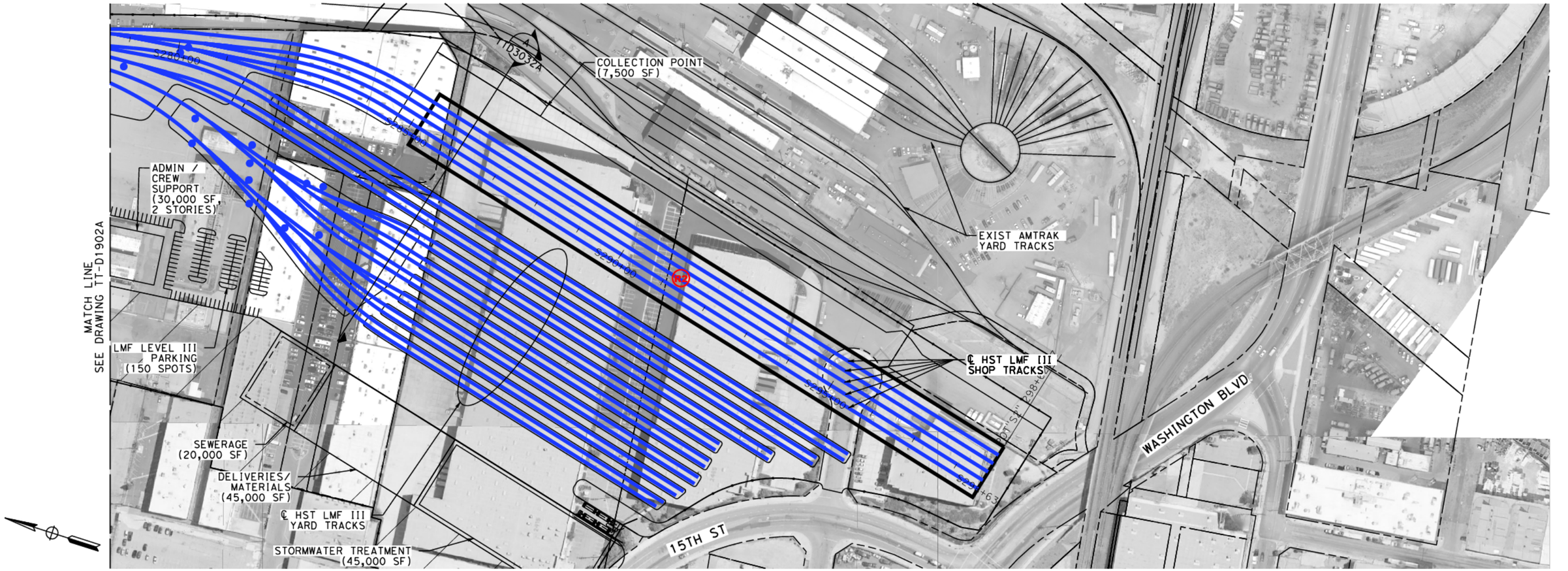
CALIFORNIA HIGH-SPEED RAIL AUTHORITY

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

CONTRACT NO. HSR06-0005
DRAWING NO. TT-D3032A
SCALE AS SHOWN
SHEET NO. 135 of 138

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R2 PEPD REVISION #2: REDUCED SHOP TRACKS FROM 6 TO 5



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

REV	DATE	BY	CHK	APP	DESCRIPTION

DESIGNED BY A. LEWIS
DRAWN BY A. LEWIS
CHECKED BY A. BOSCH
IN CHARGE J. SWANSON
DATE 06/30/26

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CALIFORNIA HIGH-SPEED RAIL AUTHORITY

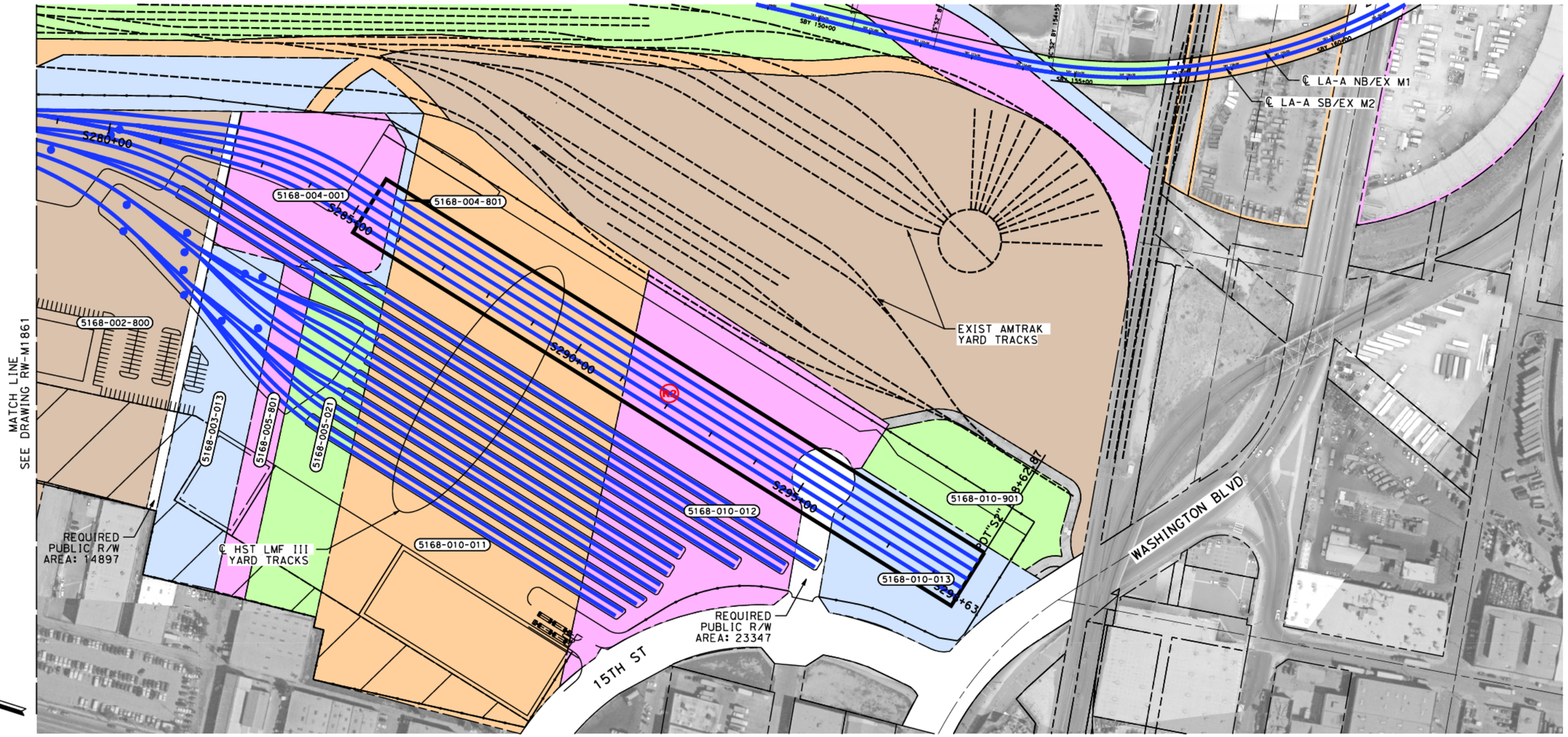
CALIFORNIA HIGH-SPEED TRAIN PROJECT
LOS ANGELES TO ANAHEIM
RECORD SET
PRELIMINARY ENGINEERING FOR PROJECT DEFINITION

HSR 15TH ST LMF III OPTION

CONTRACT NO. HSR06-0005
DRAWING NO. TT-D1903A
SCALE AS SHOWN
SHEET NO. 136 of 138

$PLOT$

R2 PEPD REVISION #2: REDUCED SHOP TRACKS FROM 6 TO 5



PARCEL#	TITLE CODE ②	GRANTOR	AREAS (square feet or as noted) TOTAL	REQUIRED ○ [UF]	EXCESS ○ [UF]	REMAINDER	REMARKS	RECORDATION 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.
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 ASSOCATED WITH THE 15TH ST LMF III OPTION.

RW-M1860 RW-M1861 RW-M1862

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FOR INTERNAL USE ONLY

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

REV	DATE	BY	CHK	APP	DESCRIPTION

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

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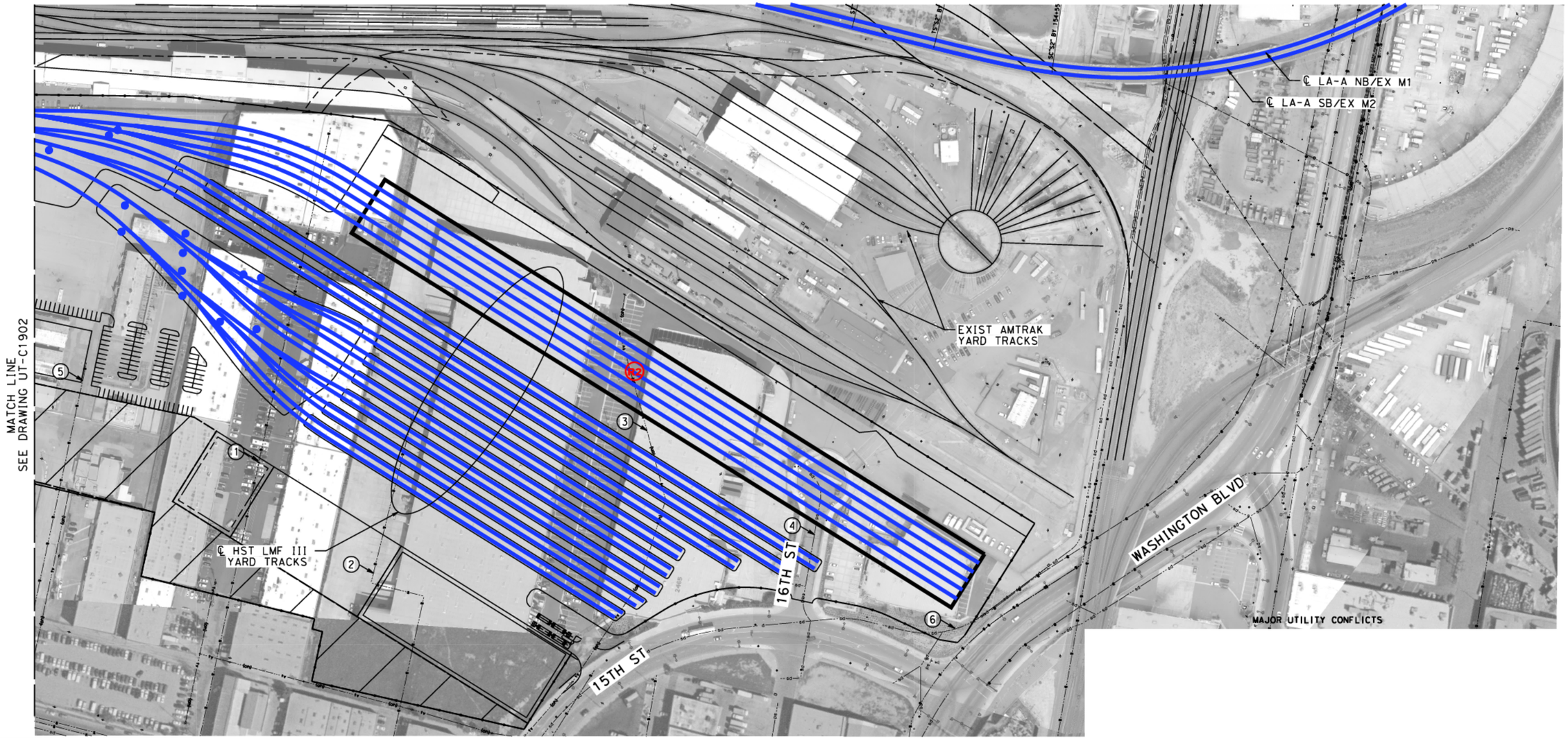
CALIFORNIA HIGH-SPEED RAIL AUTHORITY

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

CONTRACT NO. HSR06-0005
DRAWING NO. RW-M1862
SCALE AS SHOWN
SHEET NO. 137 of 138

$PLOT$

(R2) PEPD REVISION #2: REDUCED SHOP TRACKS FROM 6 TO 5



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

UT-C1901 UT-C1902 UT-C1903

NOT FOR CONSTRUCTION
FOR INTERNAL USE ONLY

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

REV	DATE	BY	CHK	APP	DESCRIPTION

DESIGNED BY C. HUANG
DRAWN BY C. HUANG
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
EXISTING COMPOSITE UTILITIES PLAN
HSR 15TH ST LMF III OPTION

CONTRACT NO. HSR06-0005
DRAWING NO. UT-C1903
SCALE 1" = 100'
SHEET NO. 138 of 138

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