



Los Angeles to Anaheim Project Section

GRADE SEPARATIONS



NORTHERN CALIFORNIA REGION

- San Francisco Salesforce Transit Center
- San Francisco 4th & King Station

- Millbrae (SFO)
- San Jose Diridon Station

- Gilroy

CENTRAL VALLEY REGION

- Merced

- Fresno

- Kings/Tulare Regional Station

BAKERSFIELD TO PALMDALE PROJECT SECTION

- Bakersfield

PALMDALE TO BURBANK PROJECT SECTION

- Palmdale

BURBANK TO LOS ANGELES PROJECT SECTION

- Burbank Airport Station

LOS ANGELES TO ANAHEIM PROJECT SECTION

- Los Angeles Union Station

- Anaheim

Project Section Overview

The California High-Speed Rail Authority (Authority) is building the nation's first high-speed rail system. The Los Angeles to Anaheim (LA-A) Project Section is the southernmost link of the first phase of the statewide high-speed rail system. The approximately 30-mile project section connects Los Angeles Union Station (LAUS) to the Anaheim Regional Transportation Intermodal Center (ARTIC), using the Los Angeles to Anaheim rail corridor that currently serves both freight and passenger service. The LA-A Rail Corridor travels through the cities of Los Angeles, Vernon, Commerce, Bell, Montebello, Pico Rivera, Norwalk, Santa Fe Springs, portions of unincorporated LA County, La Mirada, Buena Park, Fullerton, and Anaheim.

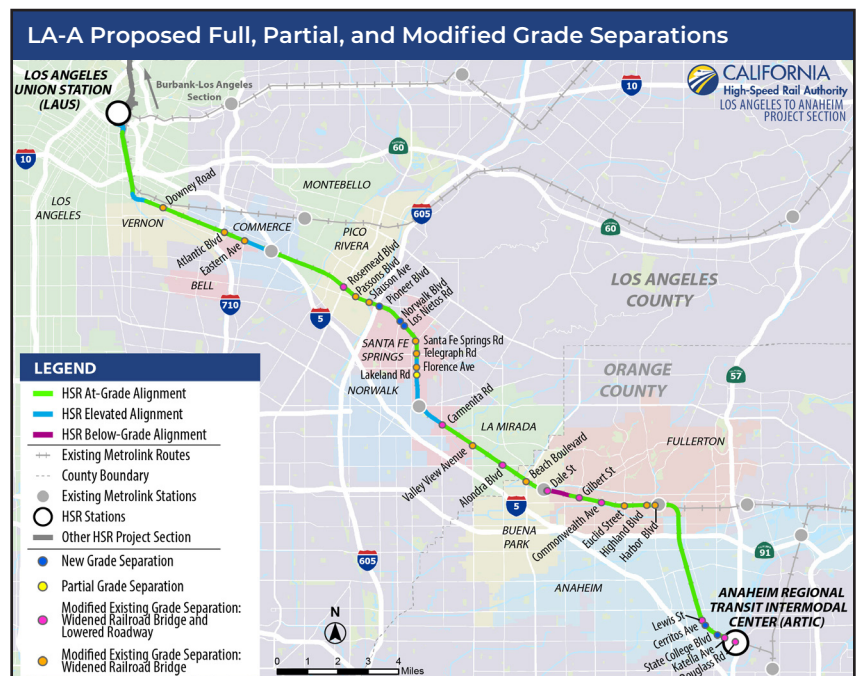
The Build Alternatives: Shared Passenger Track Alternatives A and B

The Authority is considering the Preferred Alternative, the **Shared Passenger Track Alternative A**, with a Light Maintenance Facility (LMF) at 26th Street in Vernon and an additional build alternative, the Shared Passenger Track Alternative B, with a Light Maintenance Facility at 15th Street in Los Angeles in the draft environmental document. The alternatives are identical, except for the proposed location of the LMF.

LA-A Grade Separations

Grade crossing are roadways that intersect with train tracks. To improve the safety and efficiency of rail corridors and roadways, key alignment features such as train frequency and the number of tracks, were considered. The Federal Railroad Administration, California Public Utilities Commission and local jurisdictions also have regulations in place to determine crossings requiring or meriting grade separation. High-speed trains operating in the LA-A corridor will travel at speeds under 90 miles per hour and do not require full grade separations.

The portion of the proposed high-speed rail corridor between LAUS and Fullerton is heavily used by freight and passenger rail providers making it one of the busiest in the nation. There is significantly less train traffic between Fullerton and Anaheim, which is not part of the main freight corridor. The Authority has proposed five full grade separations and one partial grade separation based on technical studies and input from agencies, cities, and other stakeholders. In addition, nine existing grade separations will be modified with roadway vertical realignments, and thirteen existing grade separations will be modified with new structural supports.



LA-A Proposed Grade Separations

To improve safety and reliability and reduce impacts to local communities, the Authority is proposing to build five grade-separated rail crossings and one partial grade-separated crossing along the high-speed rail corridor.

Pioneer Boulevard Grade Separation (Santa Fe Springs)

At Pioneer Boulevard, the roadway will be lowered and separated from the elevated rail tracks, with modifications to Rivera Road and surrounding streets.

Pioneer Boulevard Grade Separation



Norwalk Boulevard/Los Nietos Road Grade Separation



Norwalk Boulevard/Los Nietos Road Grade Separation (Santa Fe Springs)

At the Norwalk Boulevard and Los Nietos Road intersections, the roads will be lowered to go under the rail tracks.

Cerritos Avenue Grade Separation (Anaheim)

To accommodate HSR layover tracks, Cerritos Avenue would be grade separated by lowering the road under the existing tracks. Roadway modifications would also be needed to allow the newly-lowered roadway to meet the existing intersection at S Lewis Street and E Cerritos Avenue.

Cerritos Avenue Grade Separation



State College Boulevard Grade Separation (Anaheim)

A new grade separation at State College Boulevard would be led by the Orange County Transportation Authority. The roadway would lower beneath the tracks, creating space for two new high-speed rail layover tracks. Additional modifications would support track sharing with existing passenger and freight services near ARTIC.

State College Boulevard Grade Separation



Conceptual Rendering - Subject to Final Design Approvals

Lakeland Road Partial Grade Separation



Conceptual Rendering - Subject to Final Design Approvals

LA-A Proposed Partial Grade Separation

Lakeland Road Partial Grade Separation (Santa Fe Springs)

At Lakeland Road, a partial grade separation would be constructed to allow high-speed and other passenger trains to travel on elevated tracks over the roadway. BNSF freight trains would remain at grade.

HSR – Early Investment Dollars at Work

Rosecrans Avenue / Marquardt Avenue Grade Separation Project (Santa Fe Springs)

Completed in 2025, HSR contributed \$77 million to improve the complicated diagonal at-grade intersection at Rosecrans Avenue and Marquardt Avenue in Santa Fe Springs. Located south of the Lakeland Road crossing, the new above-grade crossing benefits the region today and will serve HSR operations in the future.



LA-A Proposed Modified Grade Separations

To provide proper vertical clearance for high-speed rail trains, nine existing grade separations are proposed to be modified. Modifications include vertically realigning the roadway.

EXISTING GRADE SEPARATED ROADWAY	PROPOSED MODIFICATIONS
ROSEMEAD BOULEVARD (PICO RIVERA)	A new railroad bridge is proposed north of the existing railroad bridge over Rosemead Boulevard (SR 19). The roadway would be slightly lowered from Bermudez Street to just north of the existing bridge to provide appropriate clearance under the new bridge.
CARMENITA ROAD (SANTA FE SPRINGS)	The existing railroad bridge would be widened. Carmenita Road would be lowered to provide the required vertical clearance.
ALONDRA AVENUE (LA MIRADA)	The existing bridge over the railroad corridor would be replaced with a new and wider bridge. The roadways would be modified to meet the grade of the new Alondra Boulevard roadway bridge.
DALE STREET (BUENA PARK)	The existing railroad bridge would be widened. Dale Street would be lowered to provide the required vertical clearance.
GILBERT STREET (FULLERTON)	A new railroad bridge would be constructed south of the existing bridge. Gilbert Street would be lowered to provide the required vertical clearance, and the intersection at Artesia Avenue would be reconfigured.
COMMONWEALTH AVE (FULLERTON)	The existing railroad bridge would be widened. Commonwealth Avenue would be lowered to provide the required vertical clearance.
LEWIS STREET (ANAHEIM)	A new railroad bridge would be added south of the existing railroad bridge. To allow for appropriate vertical clearance under the bridge, Lewis Street and Cerritos Avenue would be lowered.
KATELLA AVENUE (ANAHEIM)	The existing railroad bridge would be replaced with two new bridges. Katella Avenue would be lowered to provide the required vertical clearance and would be widened from six to eight lanes to meet the city's standards. The intersections at Stadium Crossings and Howell Avenue would also be reconfigured.
DOUGLASS ROAD (ANAHEIM)	A new railroad bridge would be added south of the existing railroad bridge. Douglass Road would be lowered to provide the required vertical clearance.





In addition, thirteen existing grade separations will be upgraded. These improvements include constructing a new railroad bridge alongside the existing one, which would require additional street-level support structures.


What is Next?


The Authority has published the Draft Environmental Impact Report/Environmental Impact Statement (Draft EIR/EIS) for the LA-A Project Section. The Draft EIR/EIS will be available for public review and comment from Friday, December 5, 2025 to Tuesday, February 3, 2026. It is available on the Authority website ([hsr.ca.gov](https://www.hsr.ca.gov)) to view or download.


Tell Us What You Think


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877-669-0494



California High-Speed Rail Authority
Southern California Regional Office
355 S. Grand Avenue, Suite 2050
Los Angeles, CA 90071



www.hsr.ca.gov



Los.Anaeles_Anaheim@hsr.ca.gov