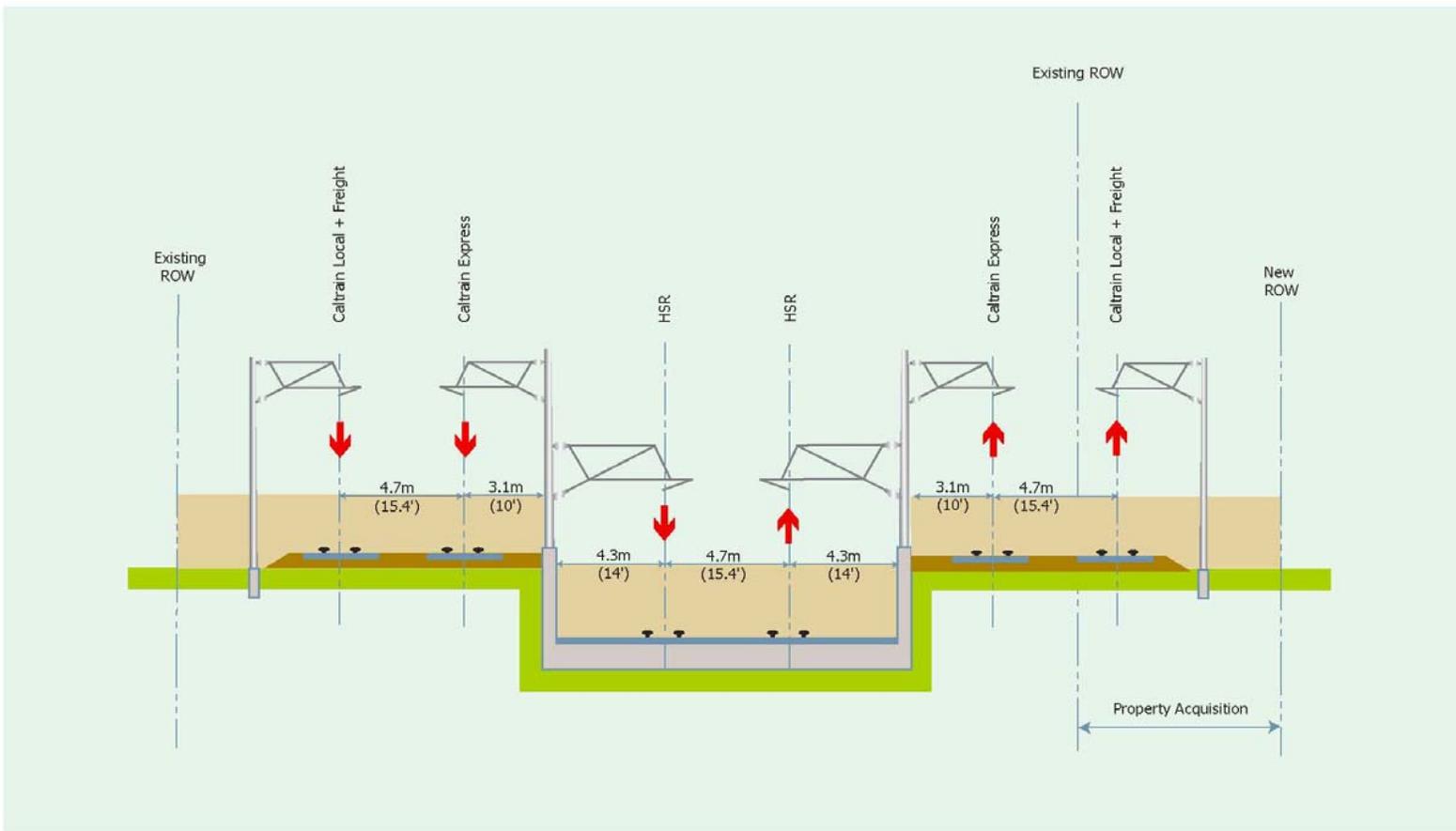


APPENDIX 2-E

CROSS SECTIONS

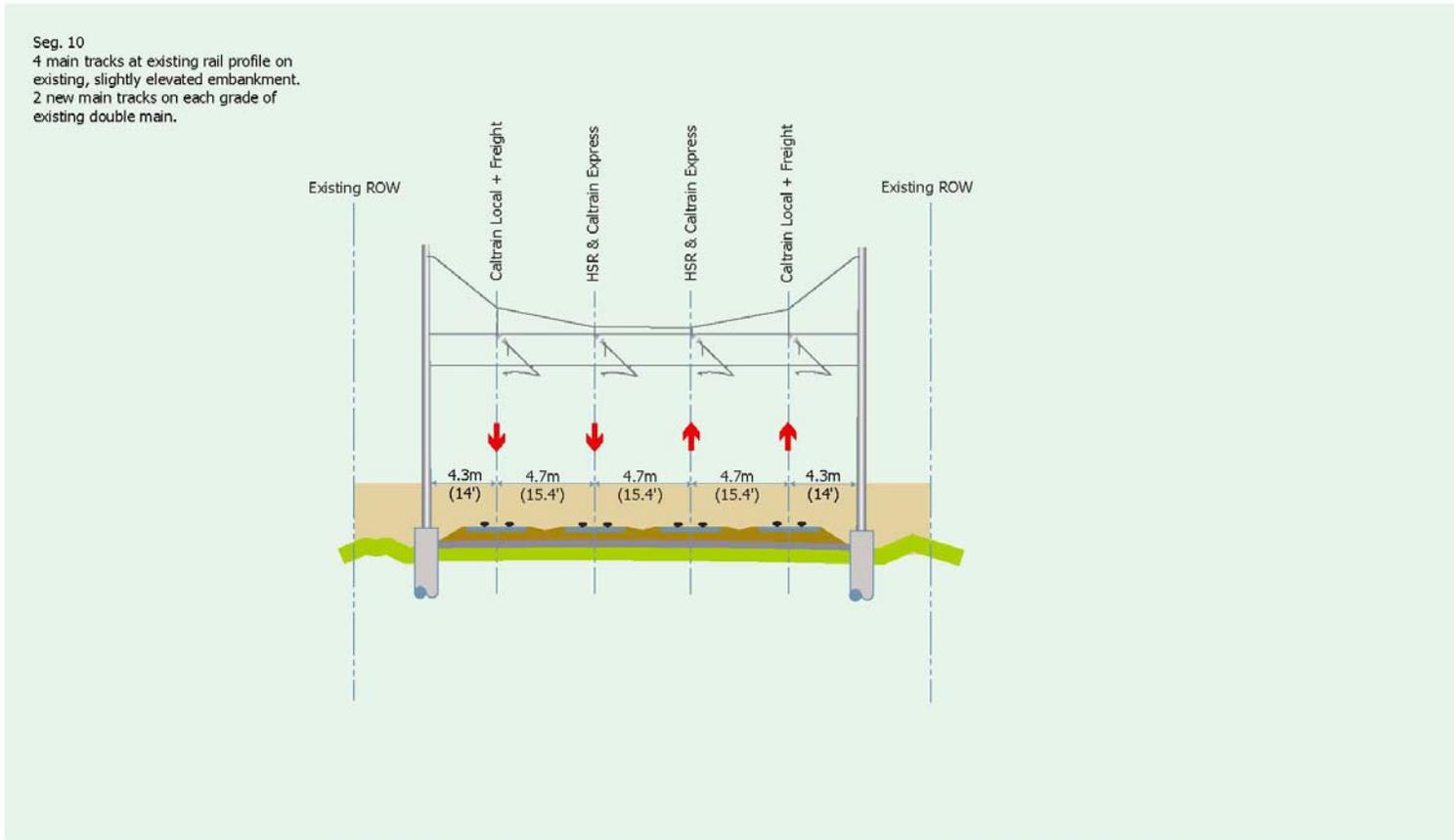
CALTRAIN CORRIDOR



California High-Speed Train Program EIR/EIS

Figure CC-1

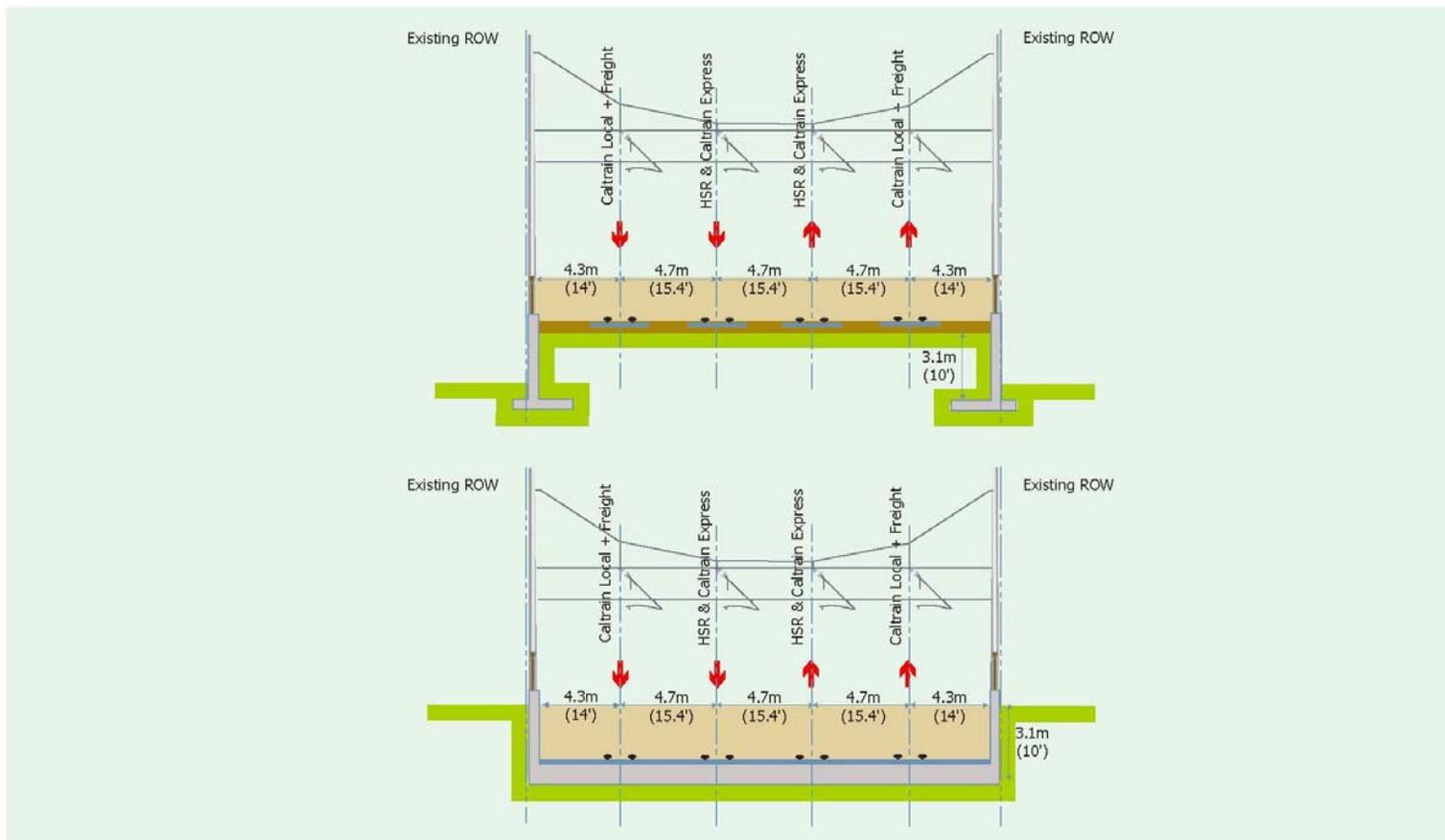




California High-Speed Train Program EIR/EIS

Figure CC-2

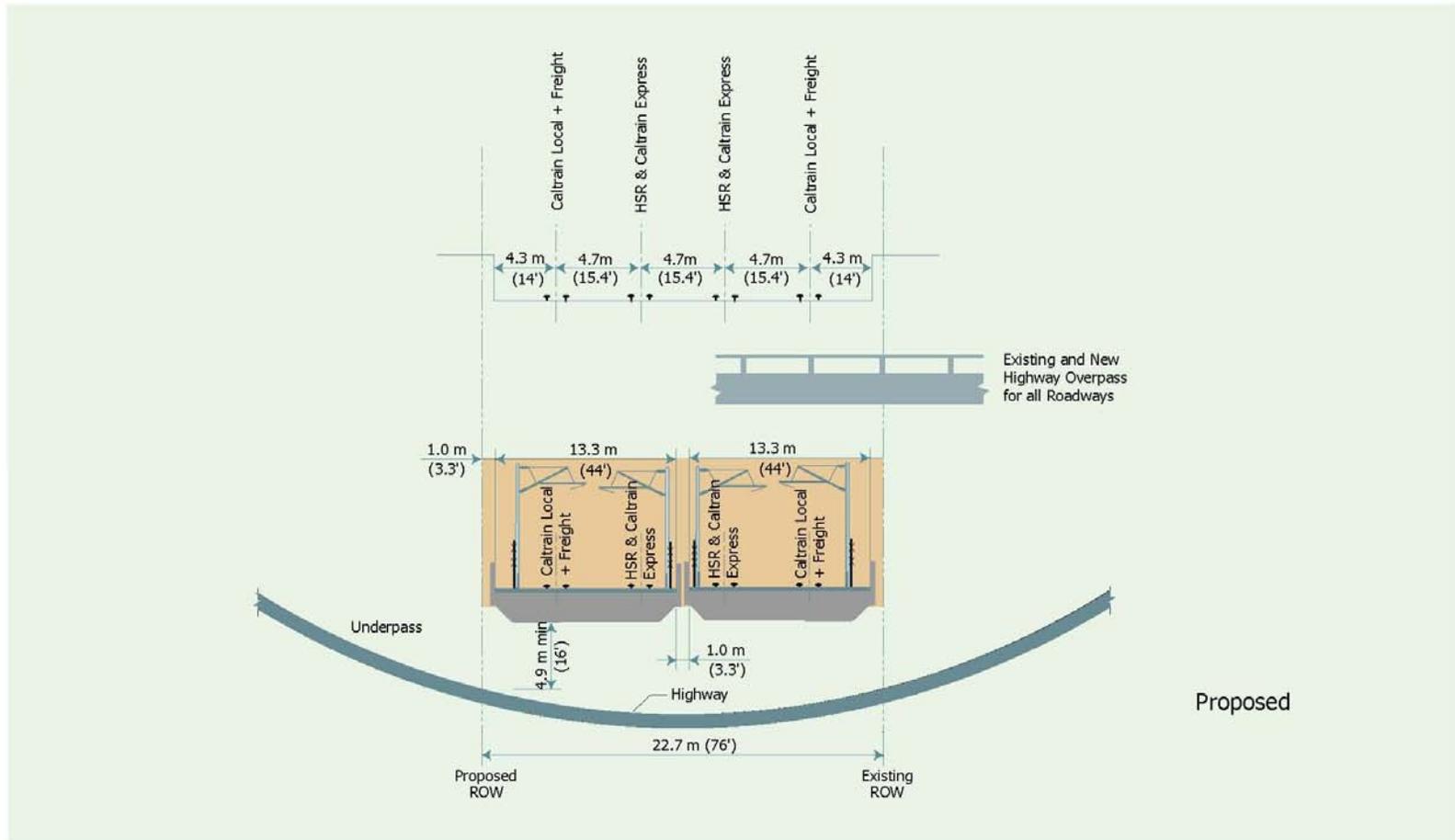




California High-Speed Train Program EIR/EIS

Figure CC-3

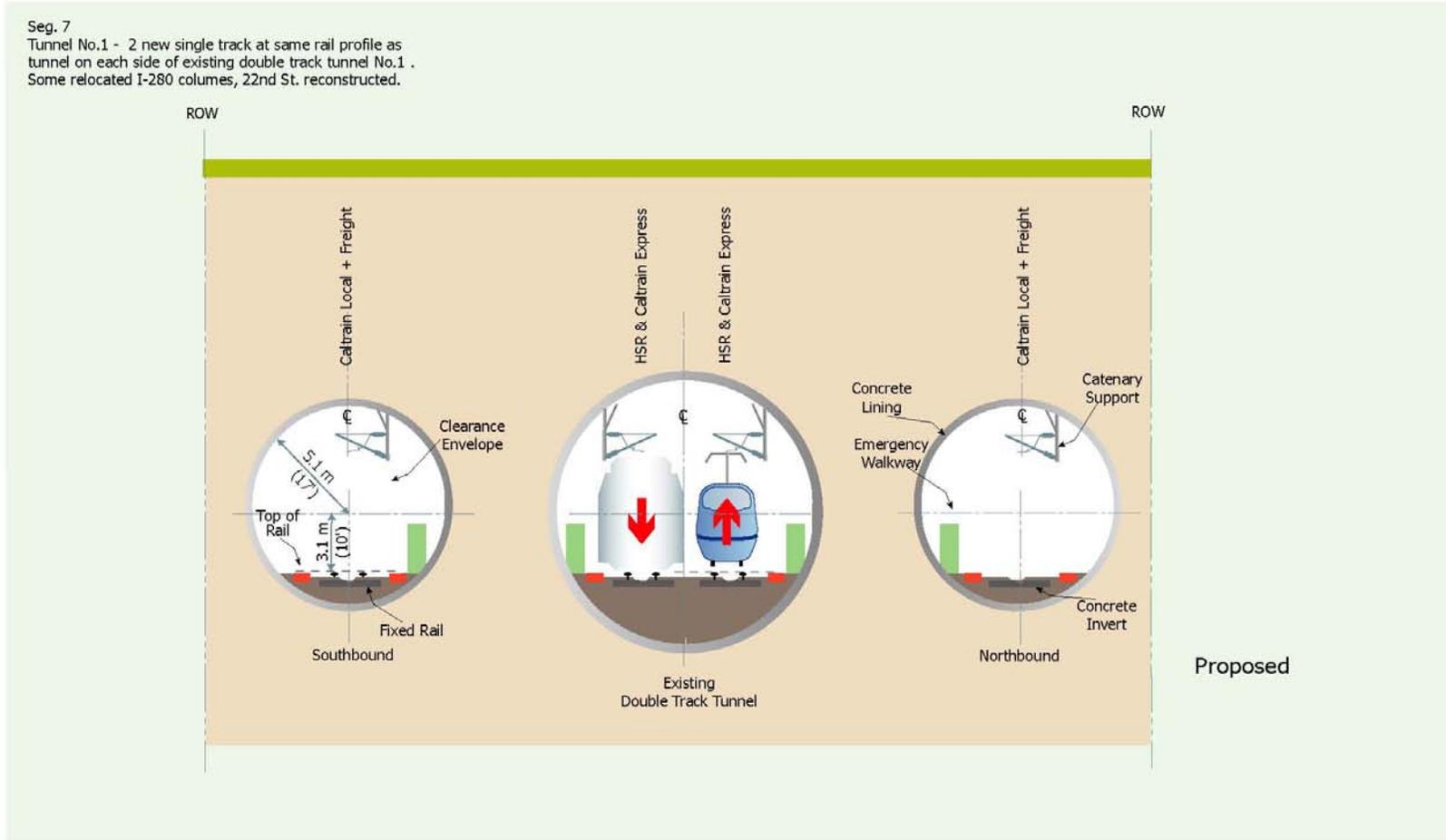




California High-Speed Train Program EIR/EIS

Figure CC-4

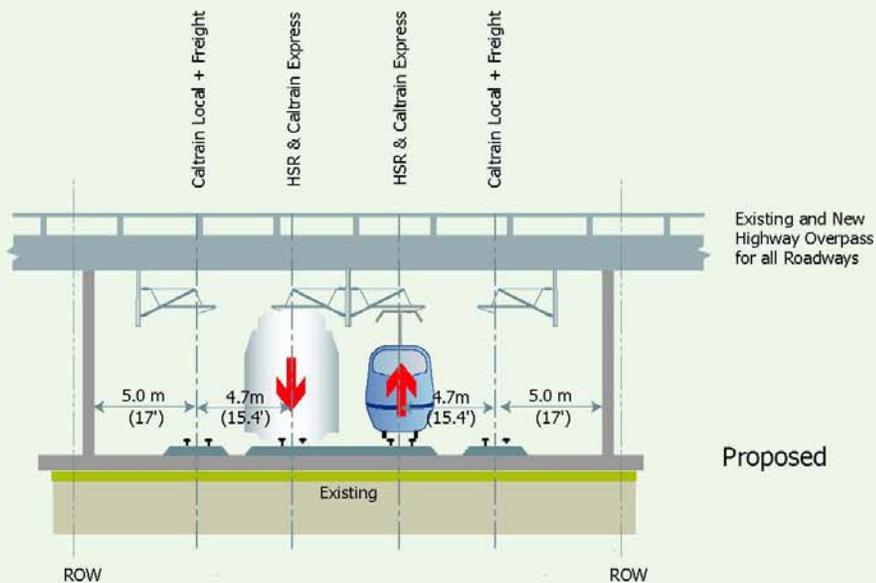




California High-Speed Train Program EIR/EIS

Figure CC-5

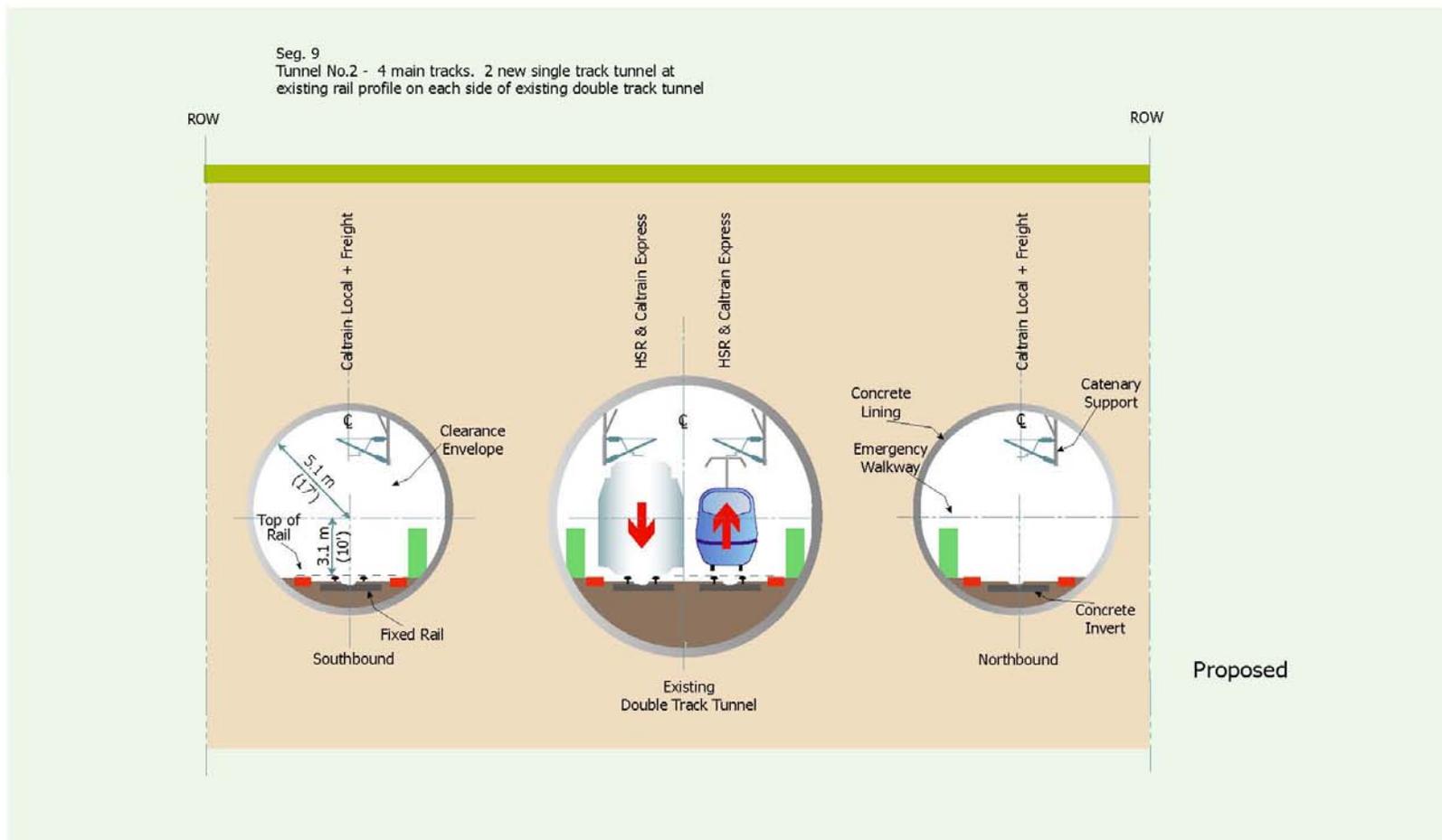
Seg. 8
4 main tracks, one track on each side at existing double main.
Relocate some I-280 Columns. Reconstructed 23rd St. overpass.
New tracks at same profile as existing.



California High-Speed Train Program EIR/EIS

Figure CC-6

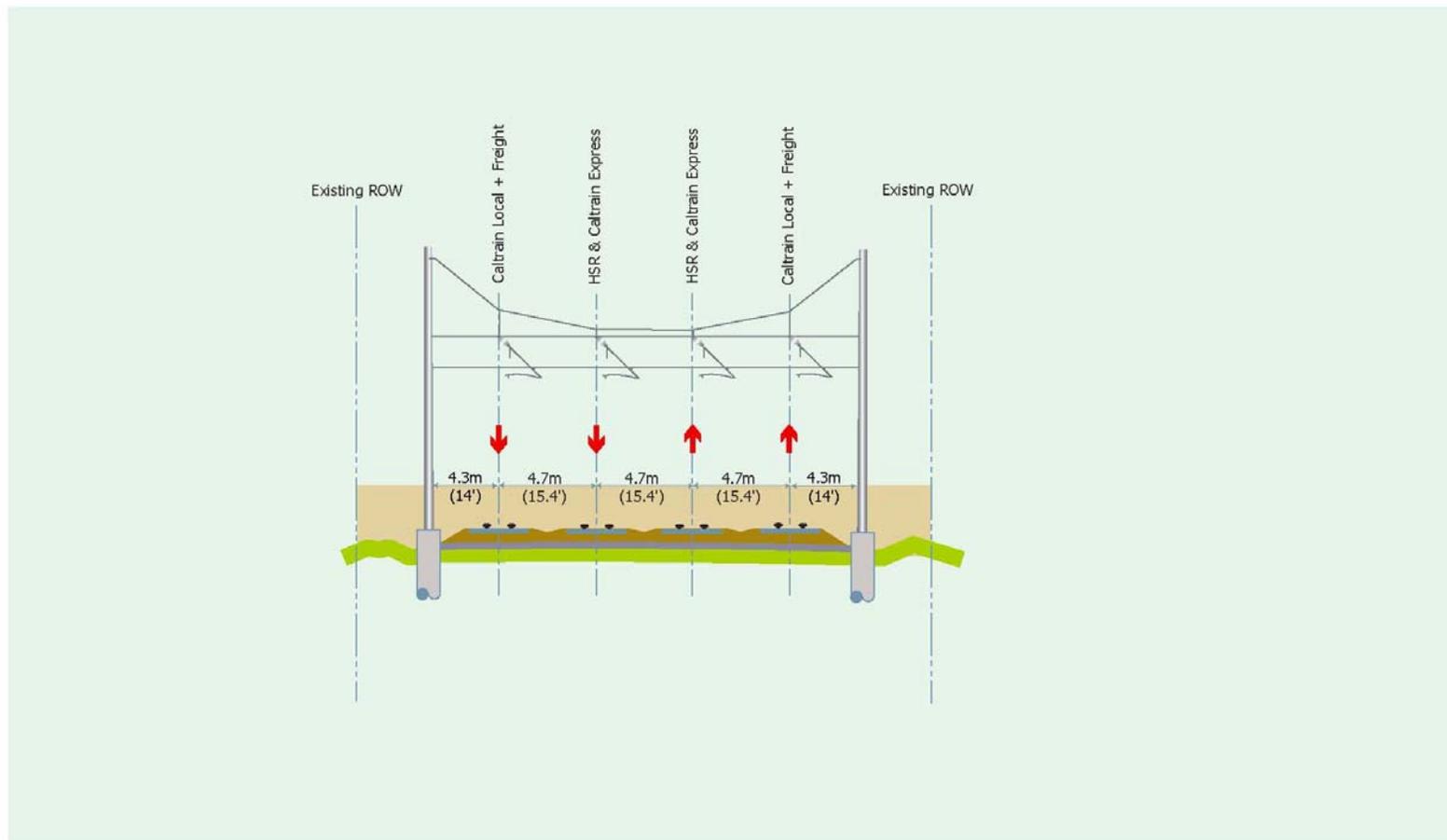




California High-Speed Train Program EIR/EIS

Figure CC-7

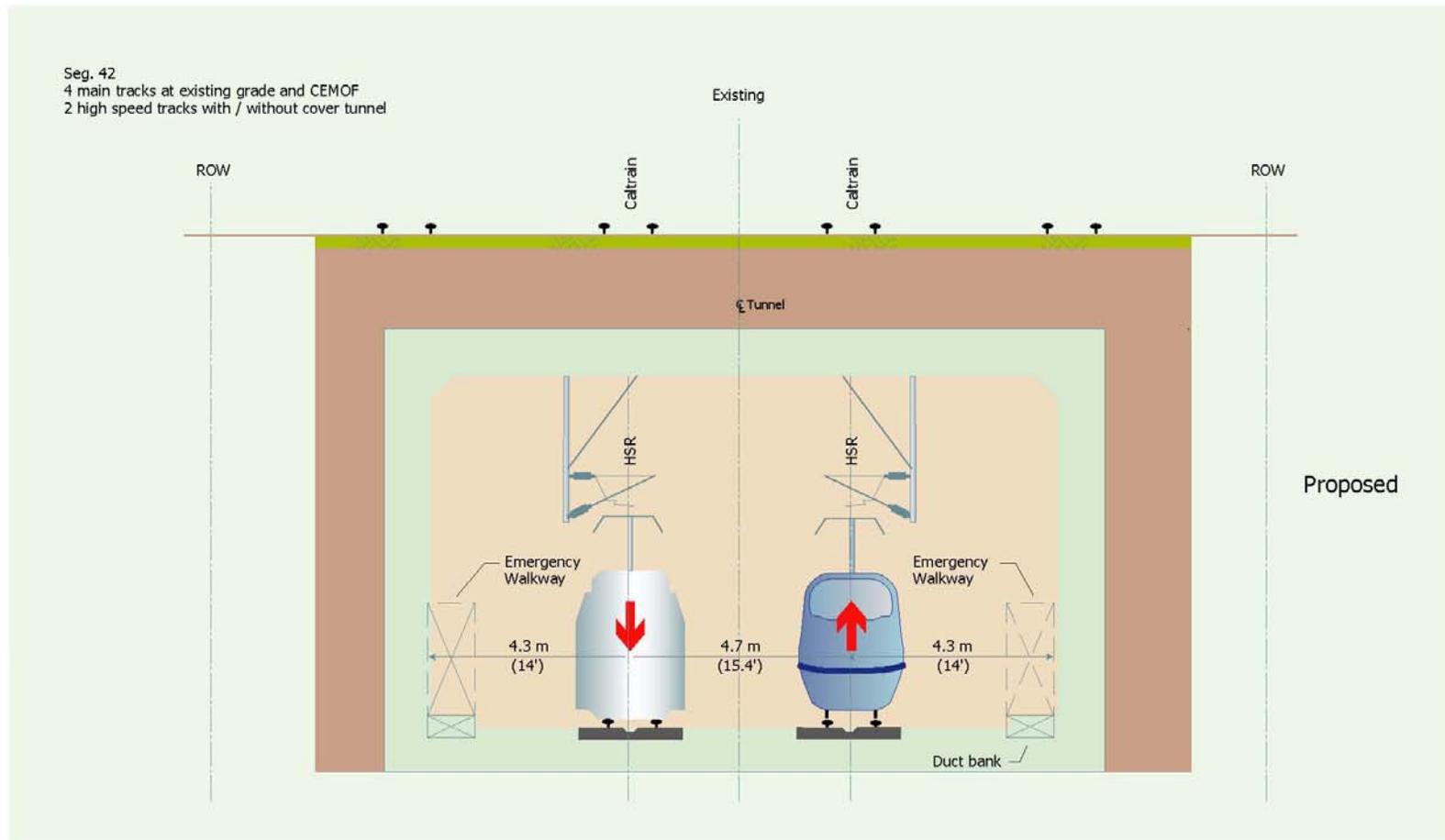




California High-Speed Train Program EIR/EIS

Figure CC-8

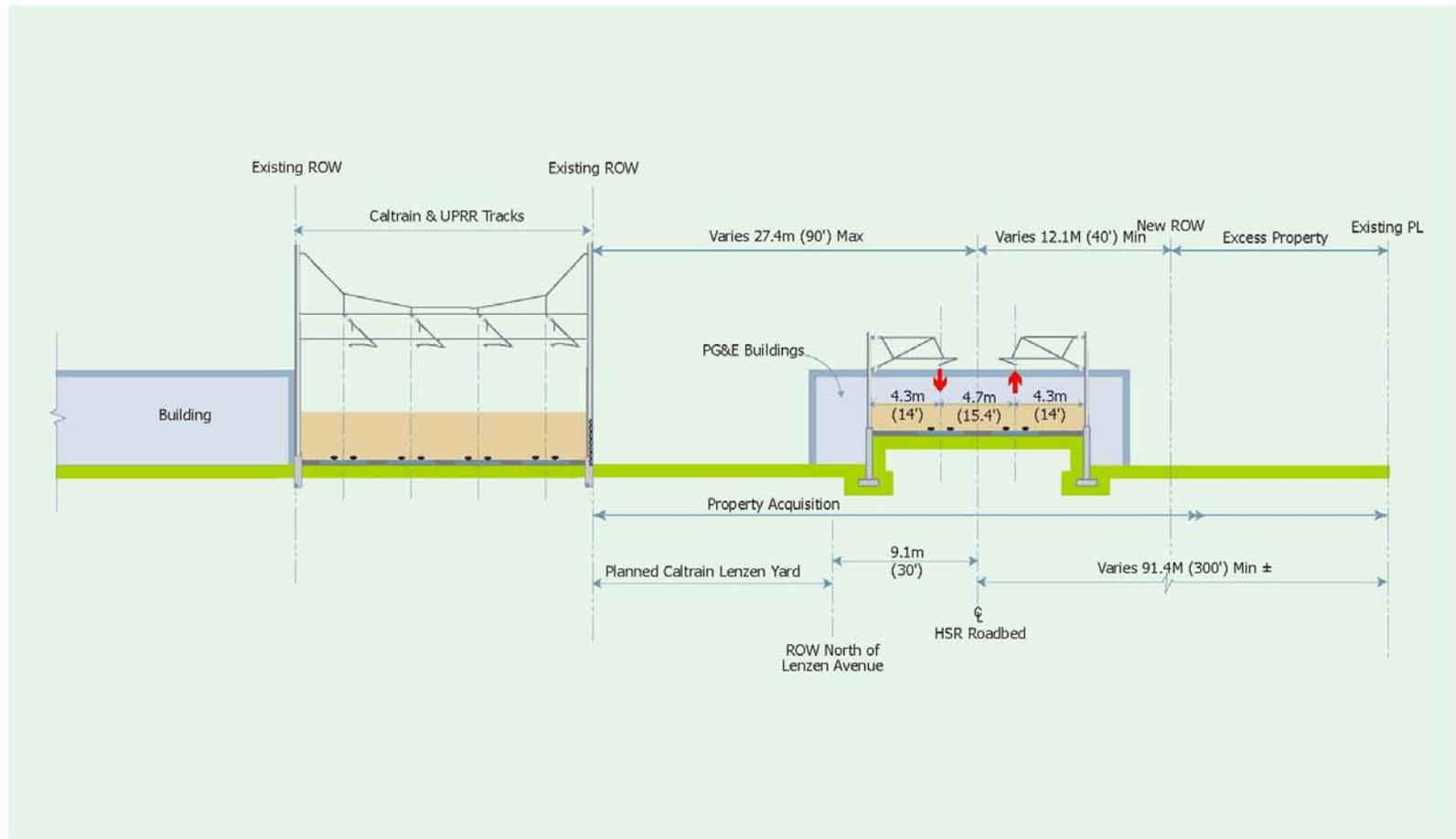




California High-Speed Train Program EIR/EIS

Figure CC-9

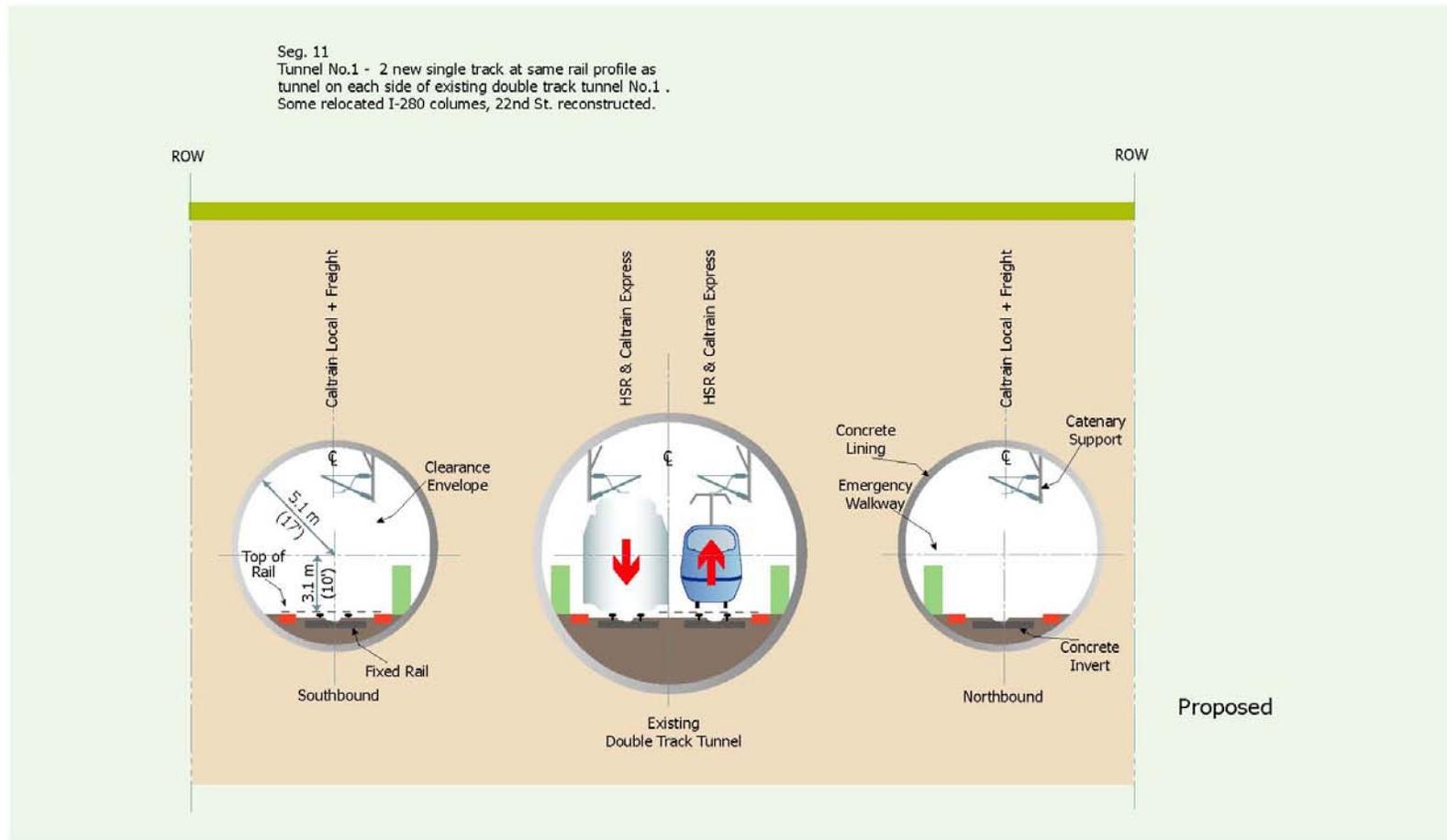




California High-Speed Train Program EIR/EIS

Figure CC-10

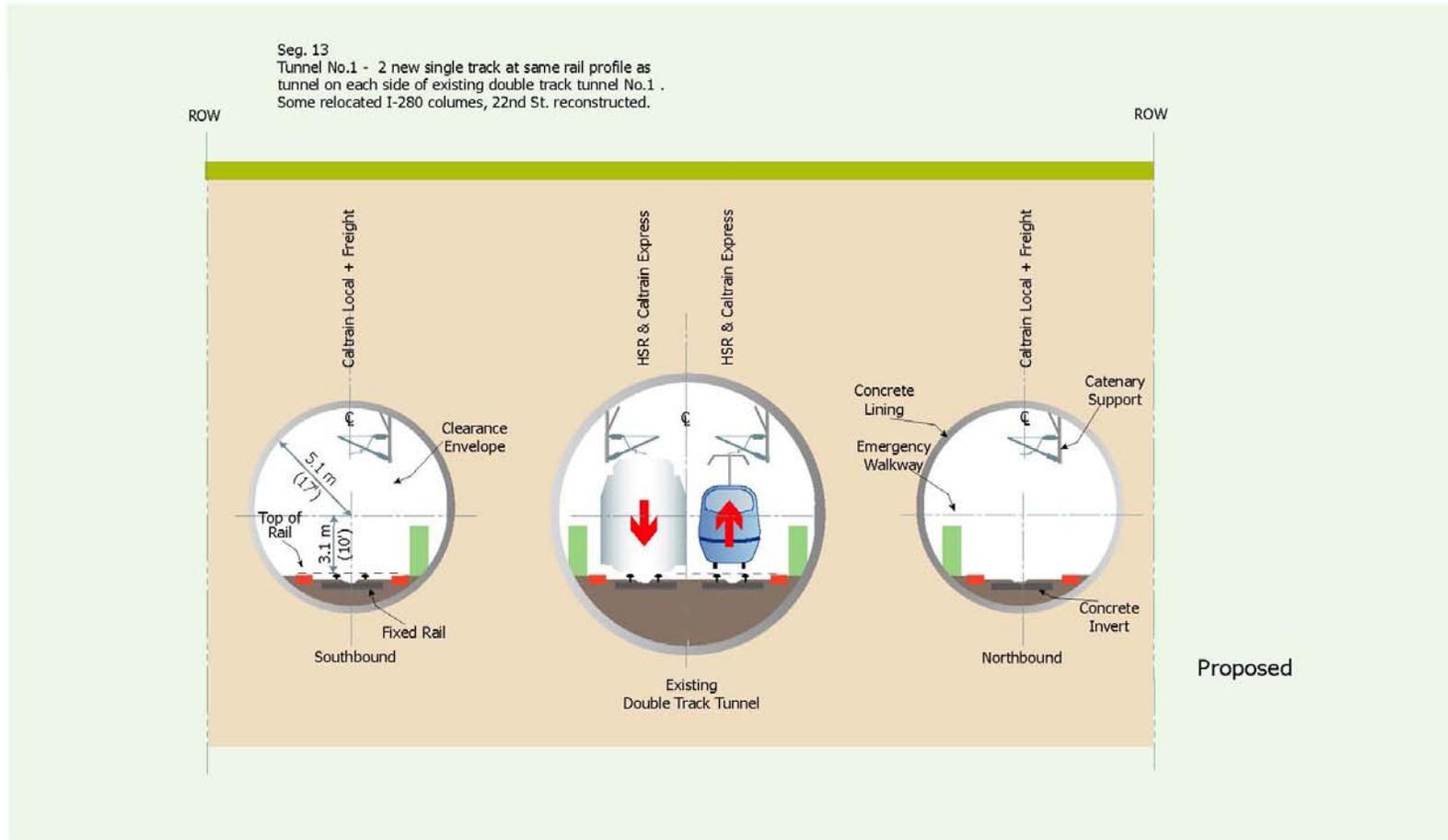




California High-Speed Train Program EIR/EIS

Figure CC-11

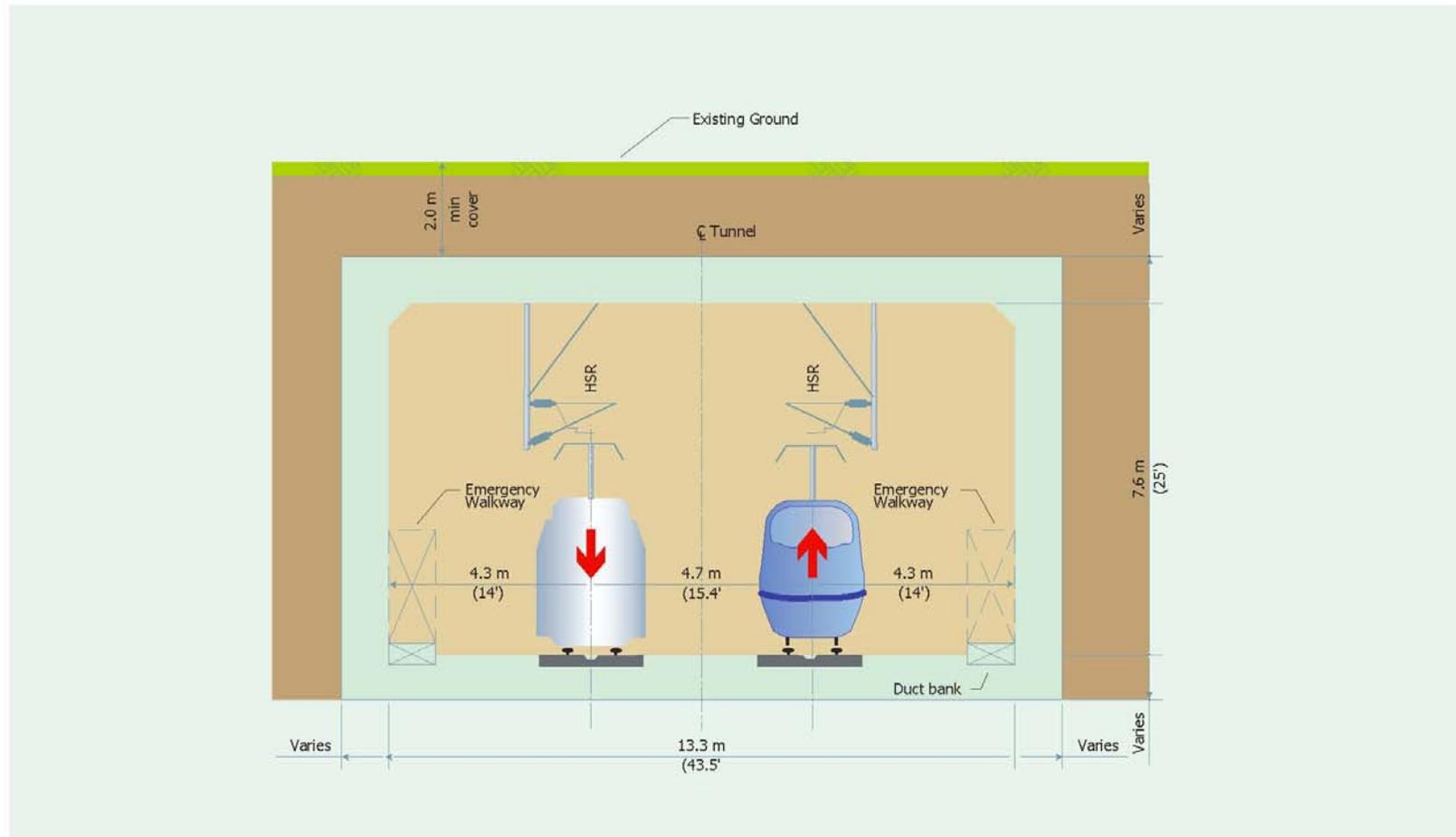




California High-Speed Train Program EIR/EIS

Figure CC-12

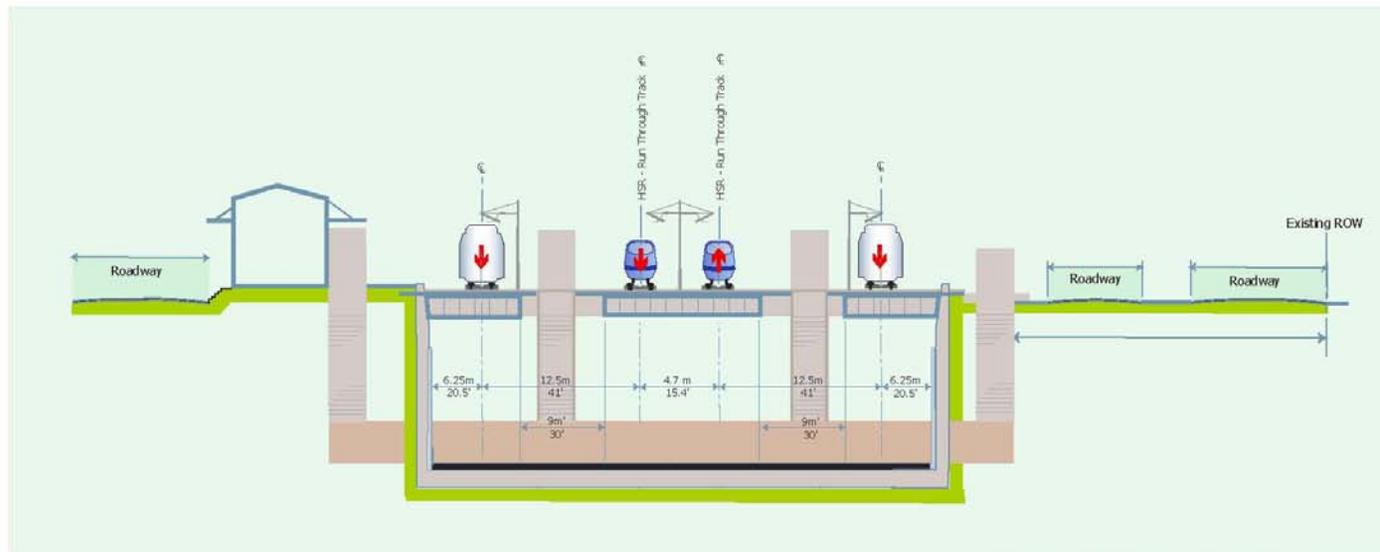




California High-Speed Train Program EIR/EIS

Figure CC-13

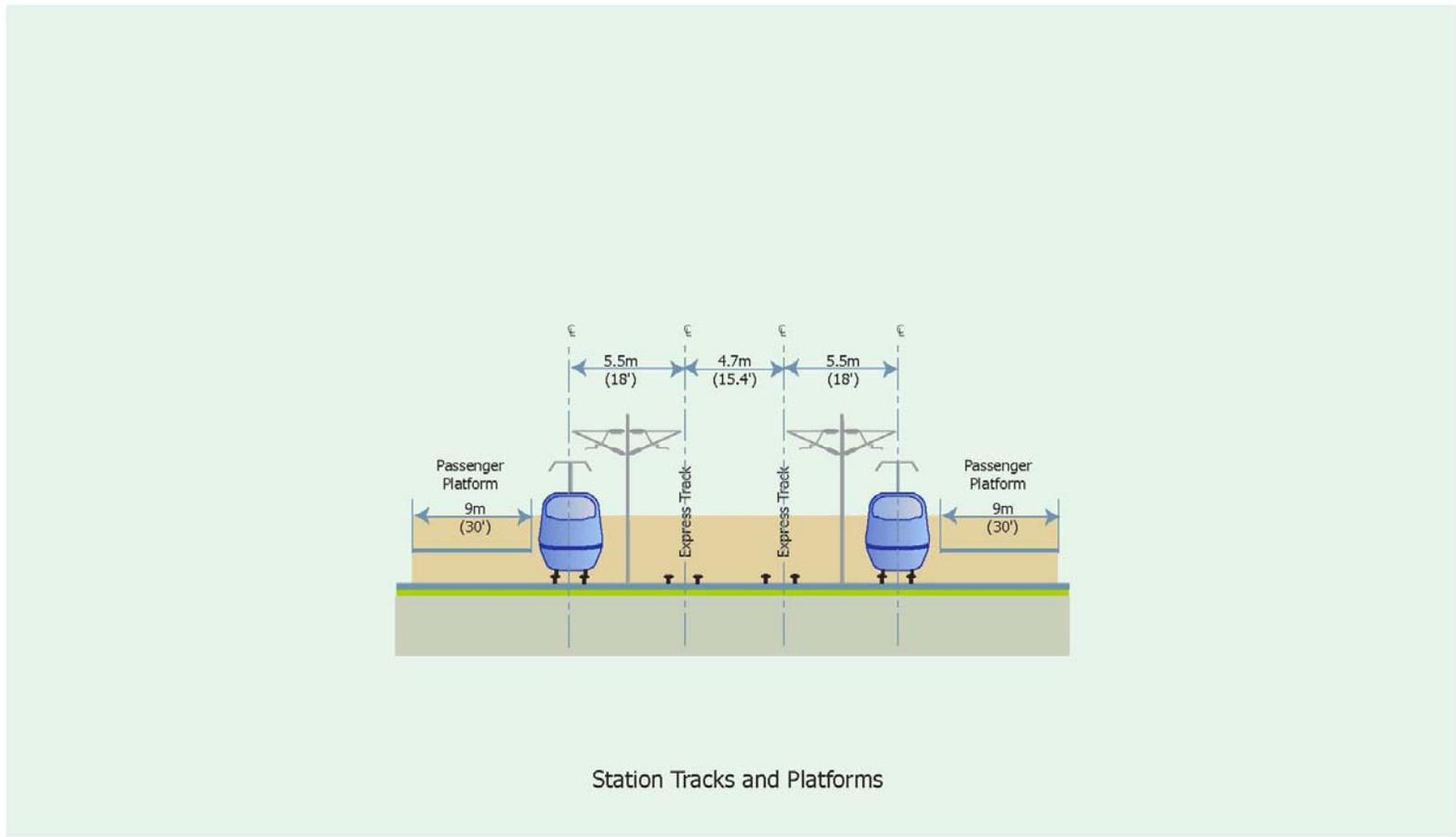




California High-Speed Train Program EIR/EIS

Figure CC-S1

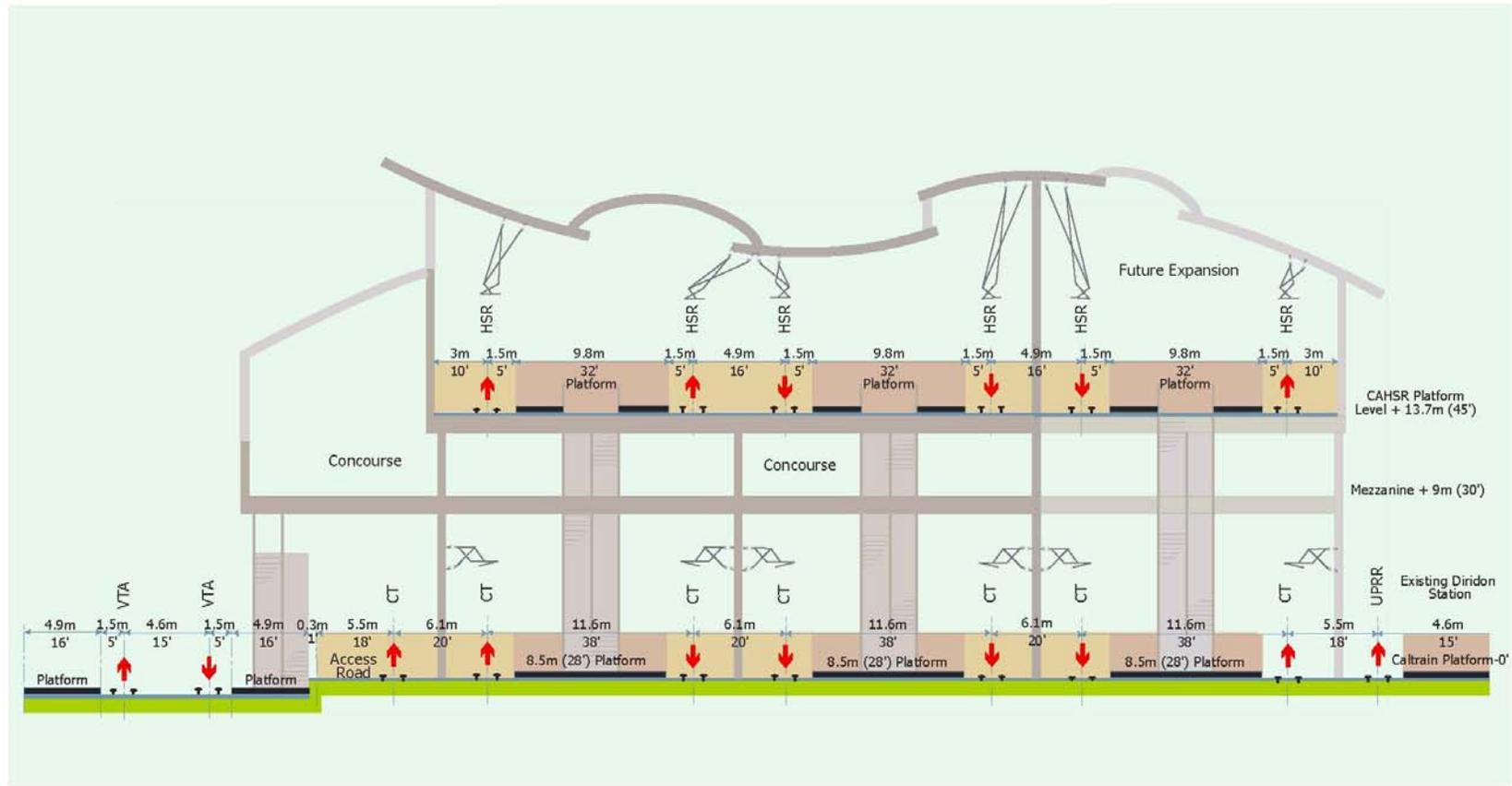




California High-Speed Train Program EIR/EIS

Figure CC-S2



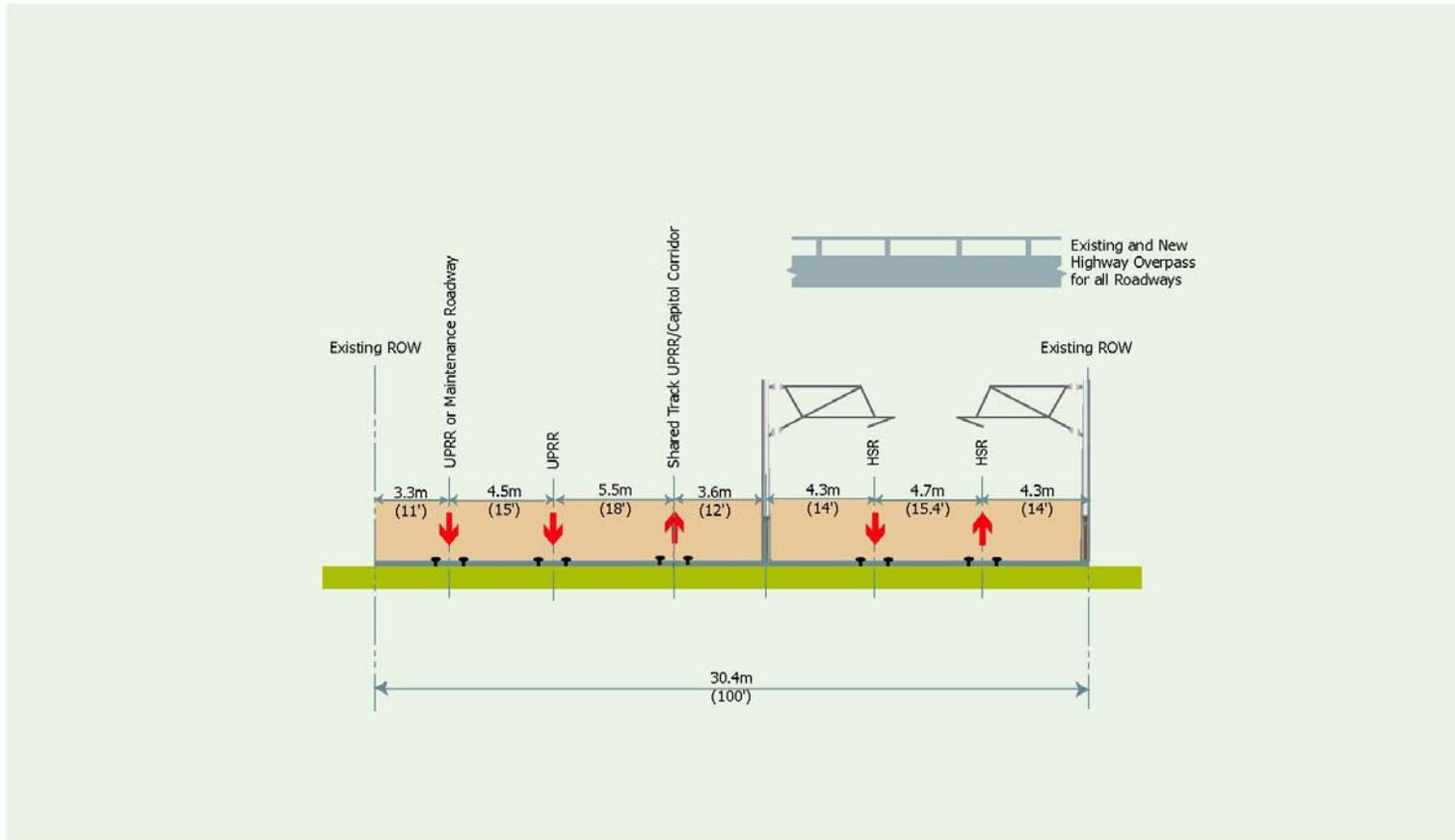


California High-Speed Train Program EIR/EIS

Figure CC-S3



NILES SUBDIVISION TO I-880

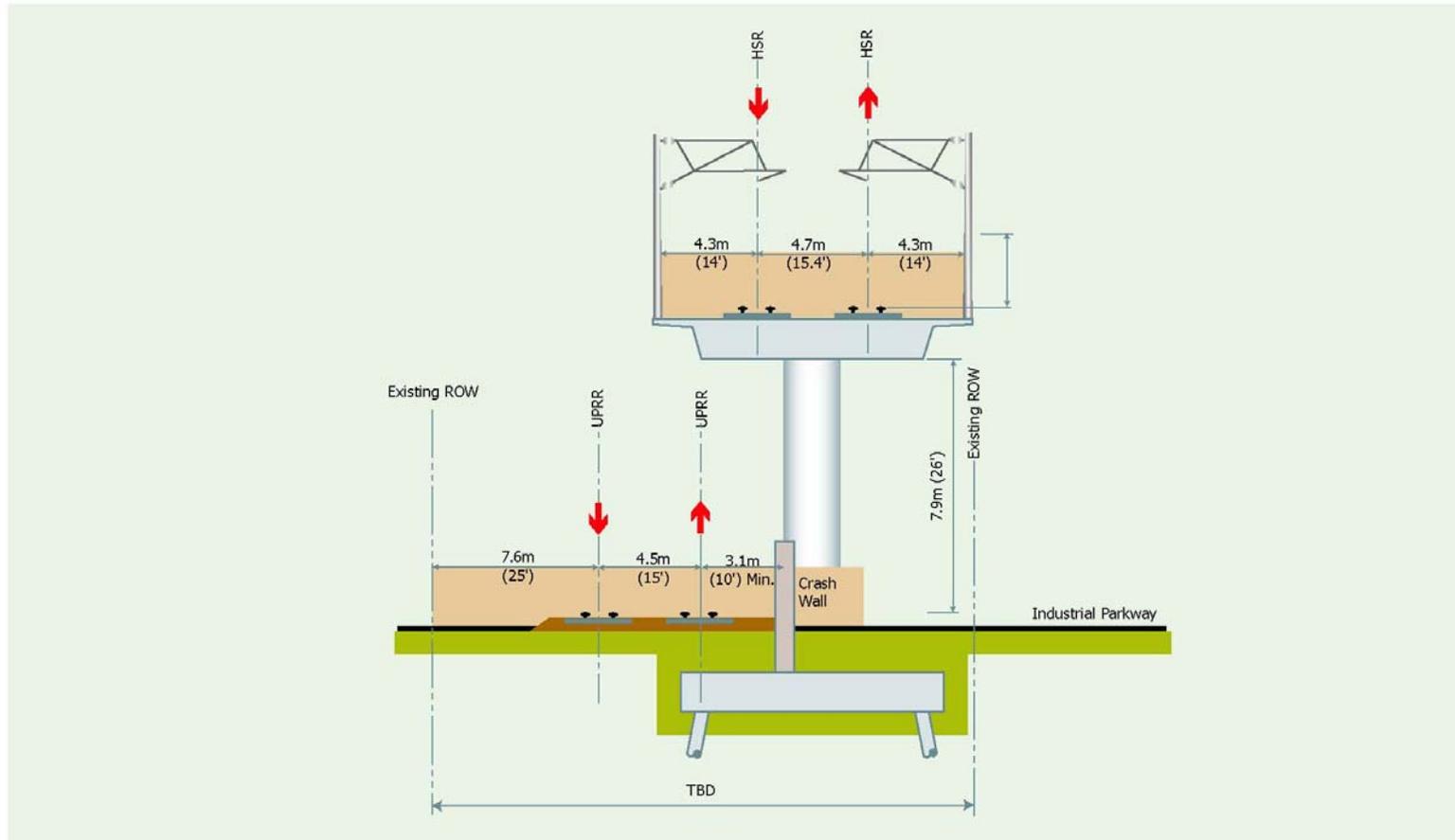


California High-Speed Train Program EIR/EIS

Figure NS-1



U.S. Department
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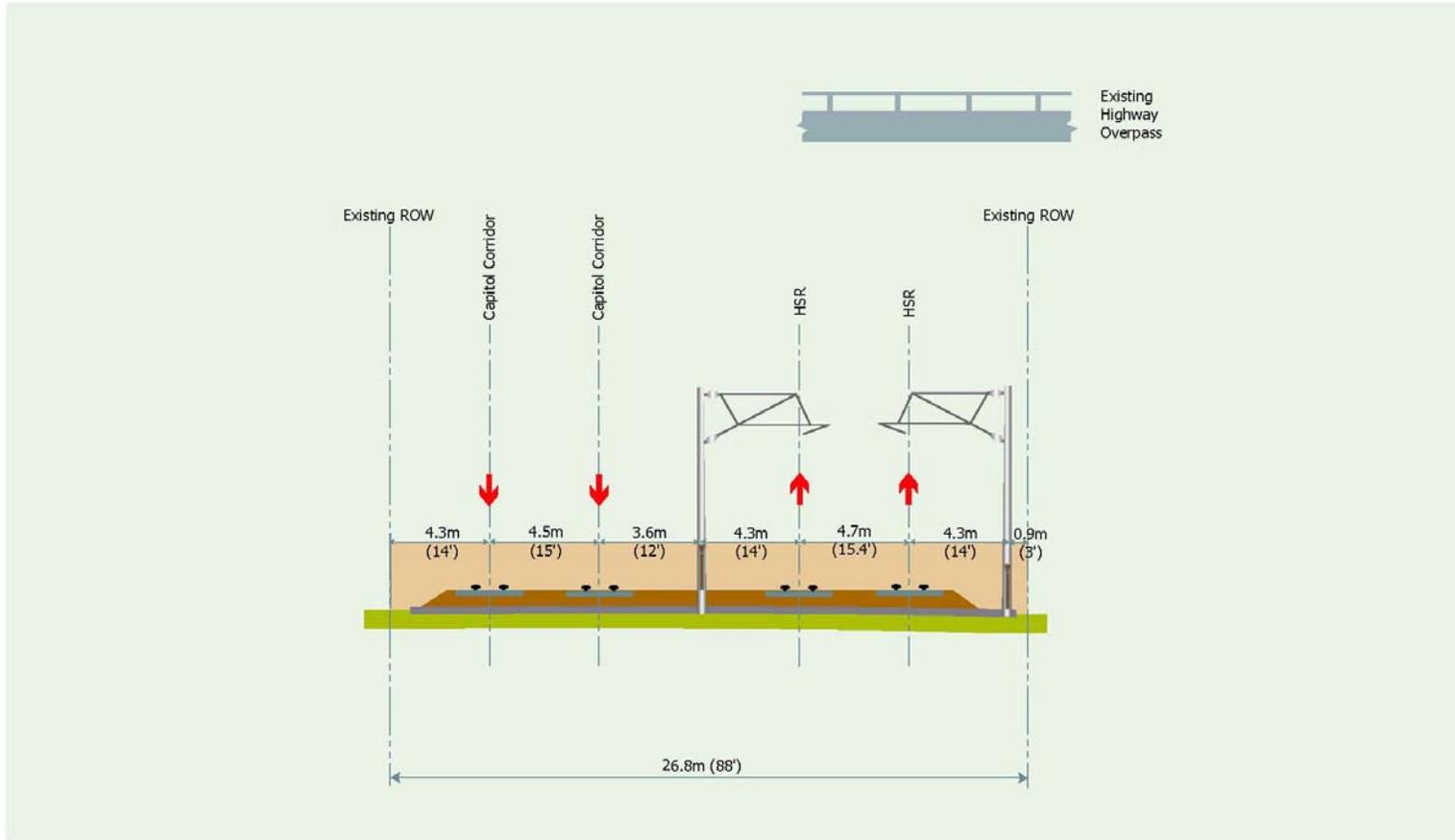


California High-Speed Train Program EIR/EIS

Figure NS-2



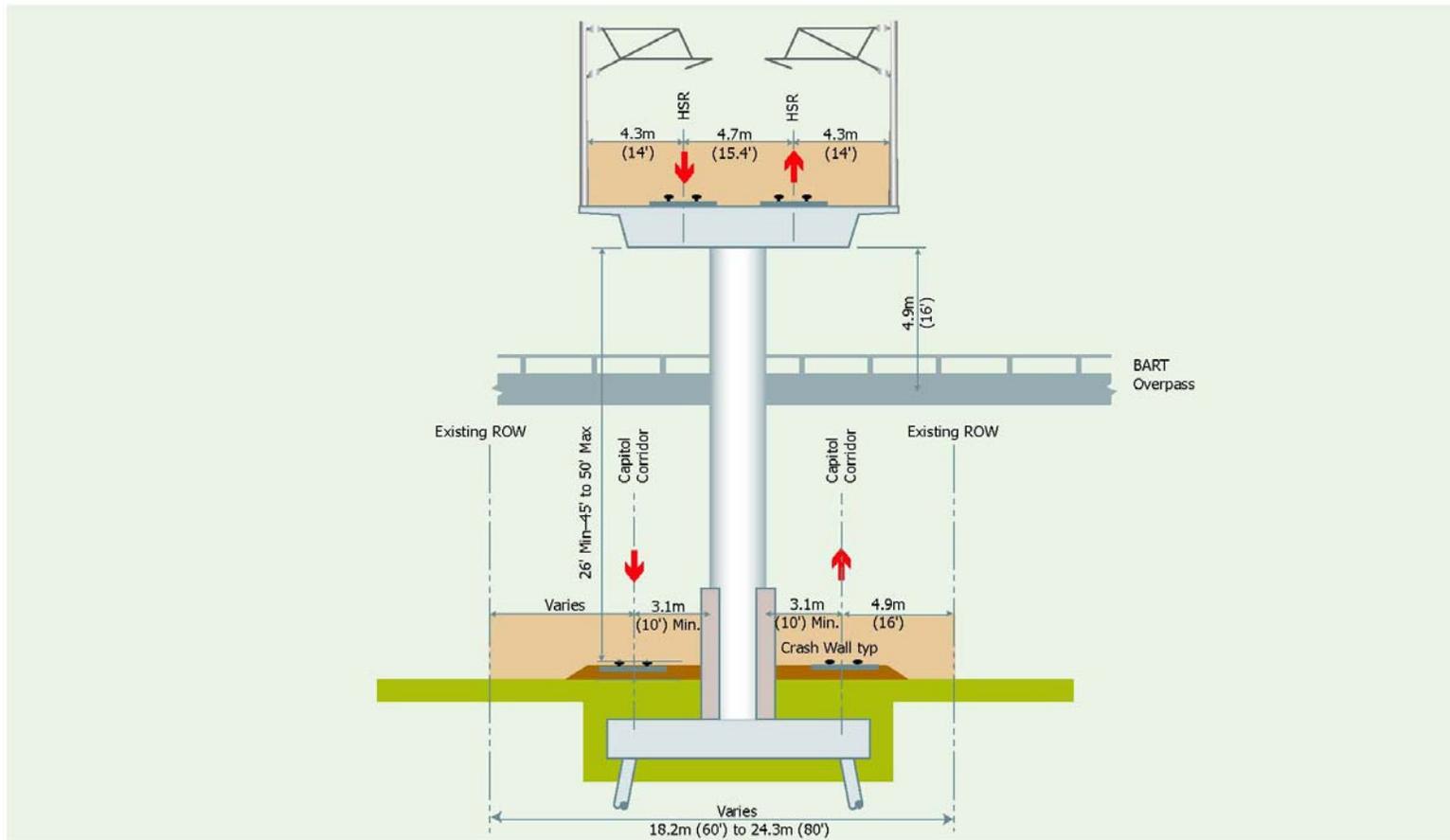
U.S. Department
of Transportation
Federal Railroad
Administration



California High-Speed Train Program EIR/EIS

Figure NS-3



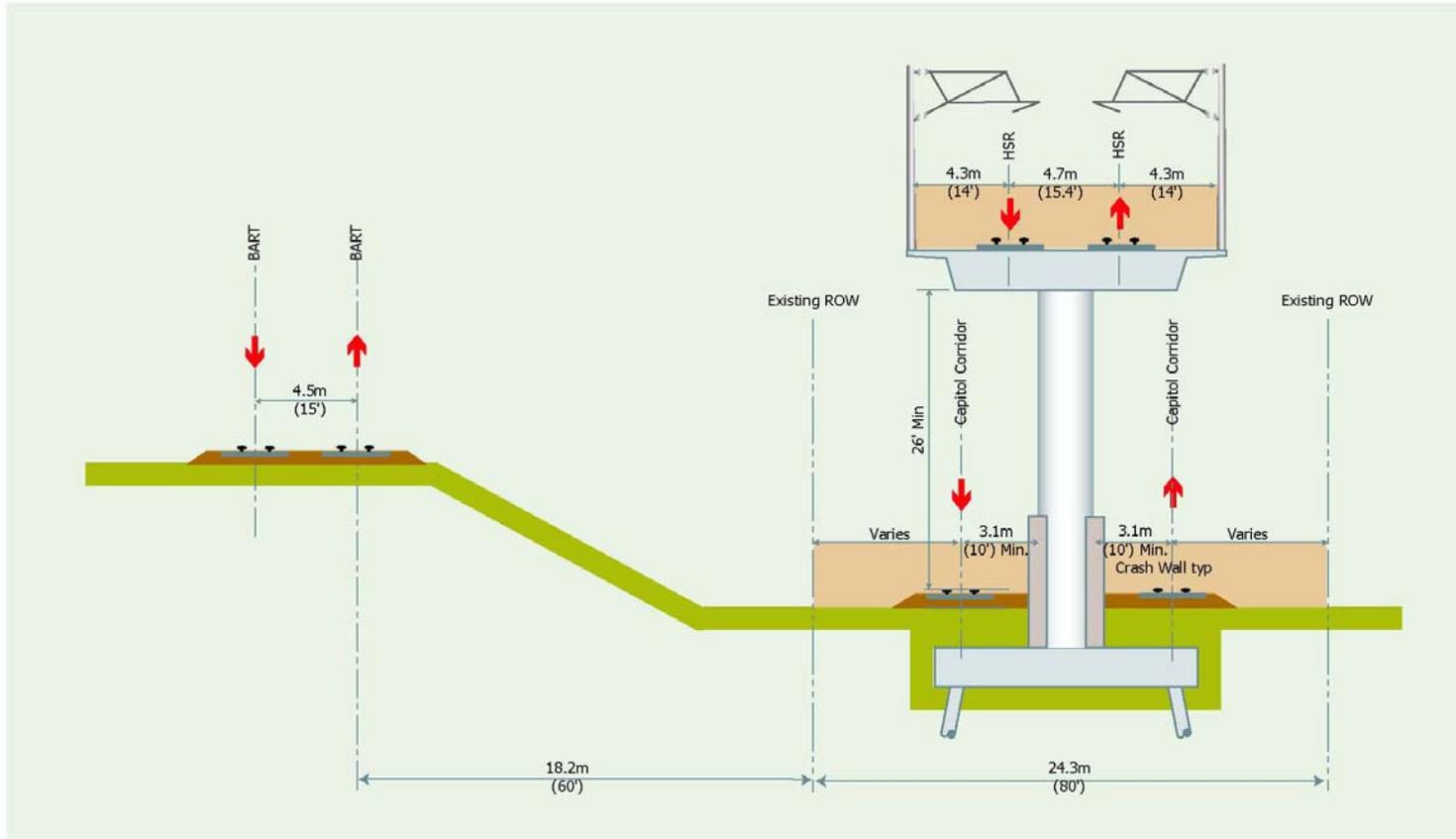


California High-Speed Train Program EIR/EIS

Figure NS-4



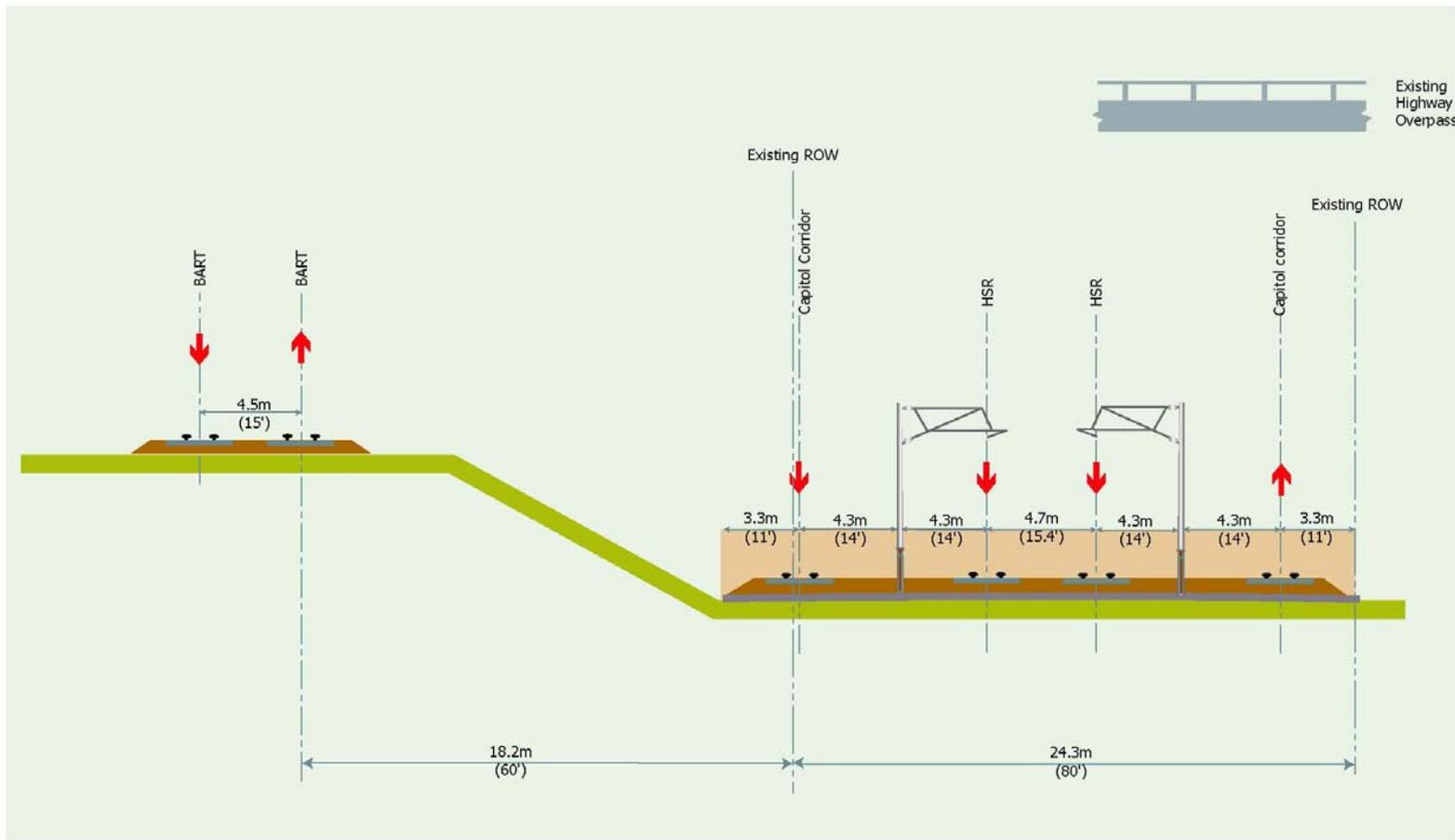
U.S. Department
of Transportation
Federal Railroad
Administration



California High-Speed Train Program EIR/EIS

Figure NS-5

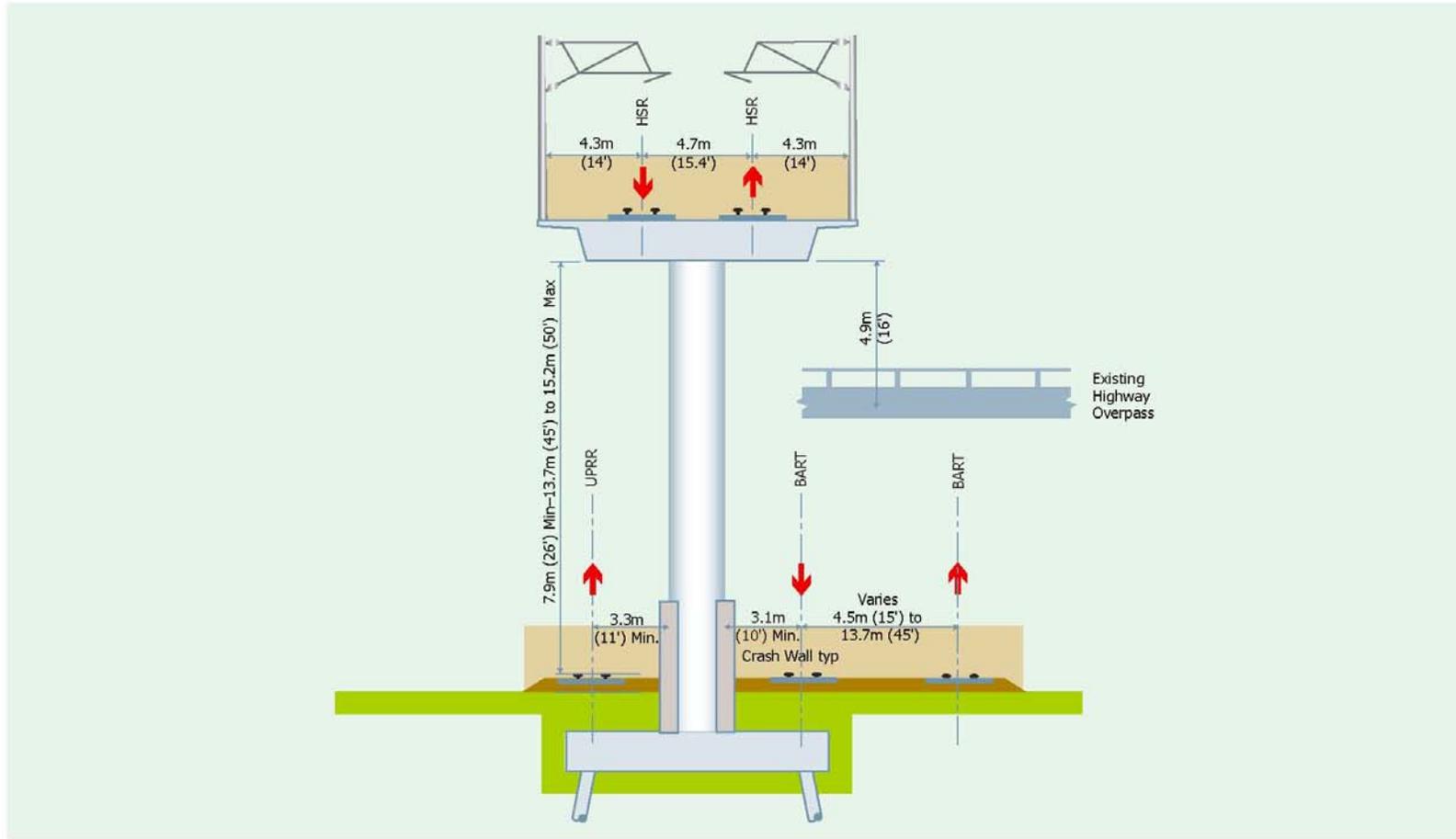




California High-Speed Train Program EIR/EIS

Figure NS-6

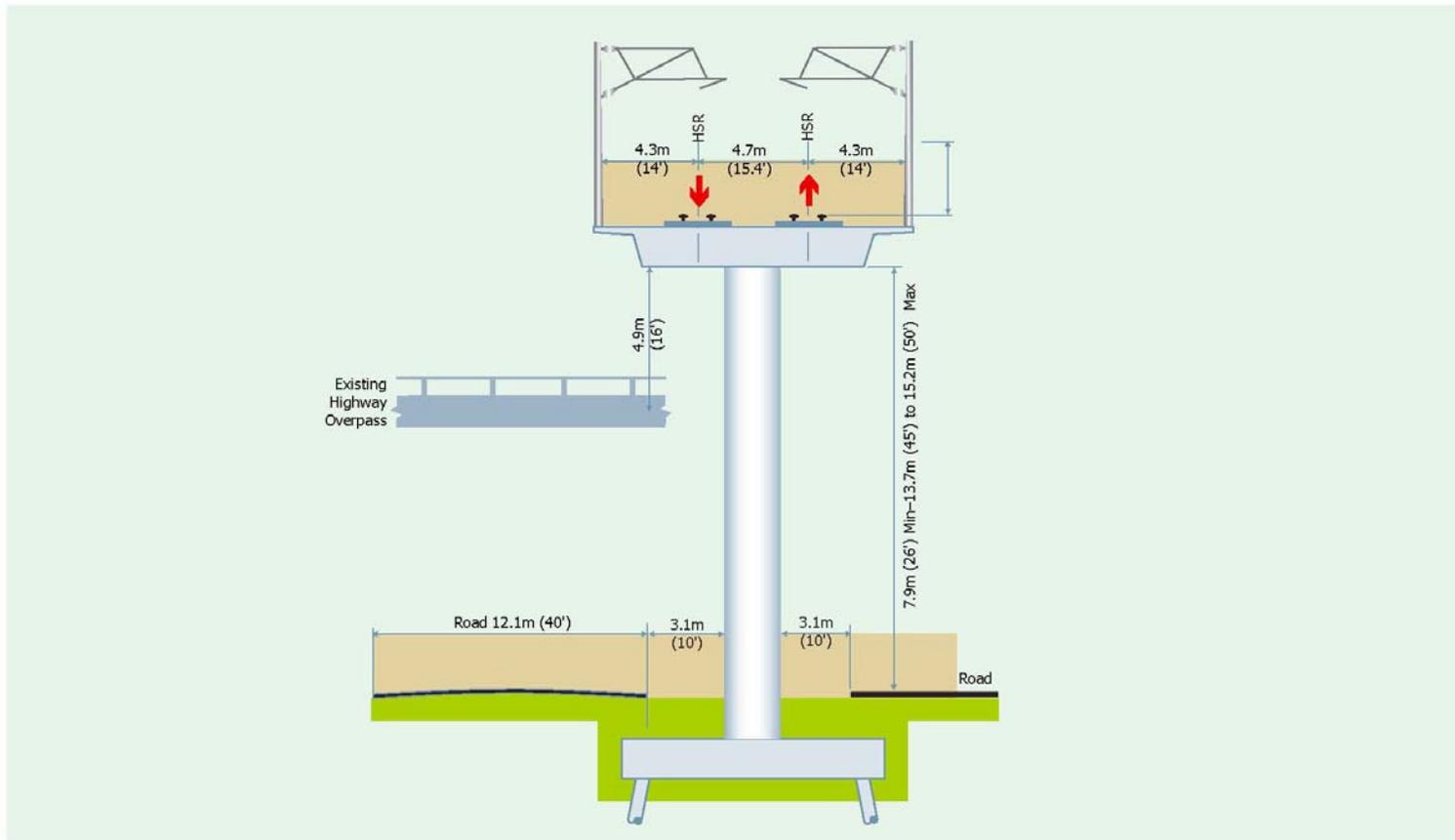




California High-Speed Train Program EIR/EIS

Figure NS-7



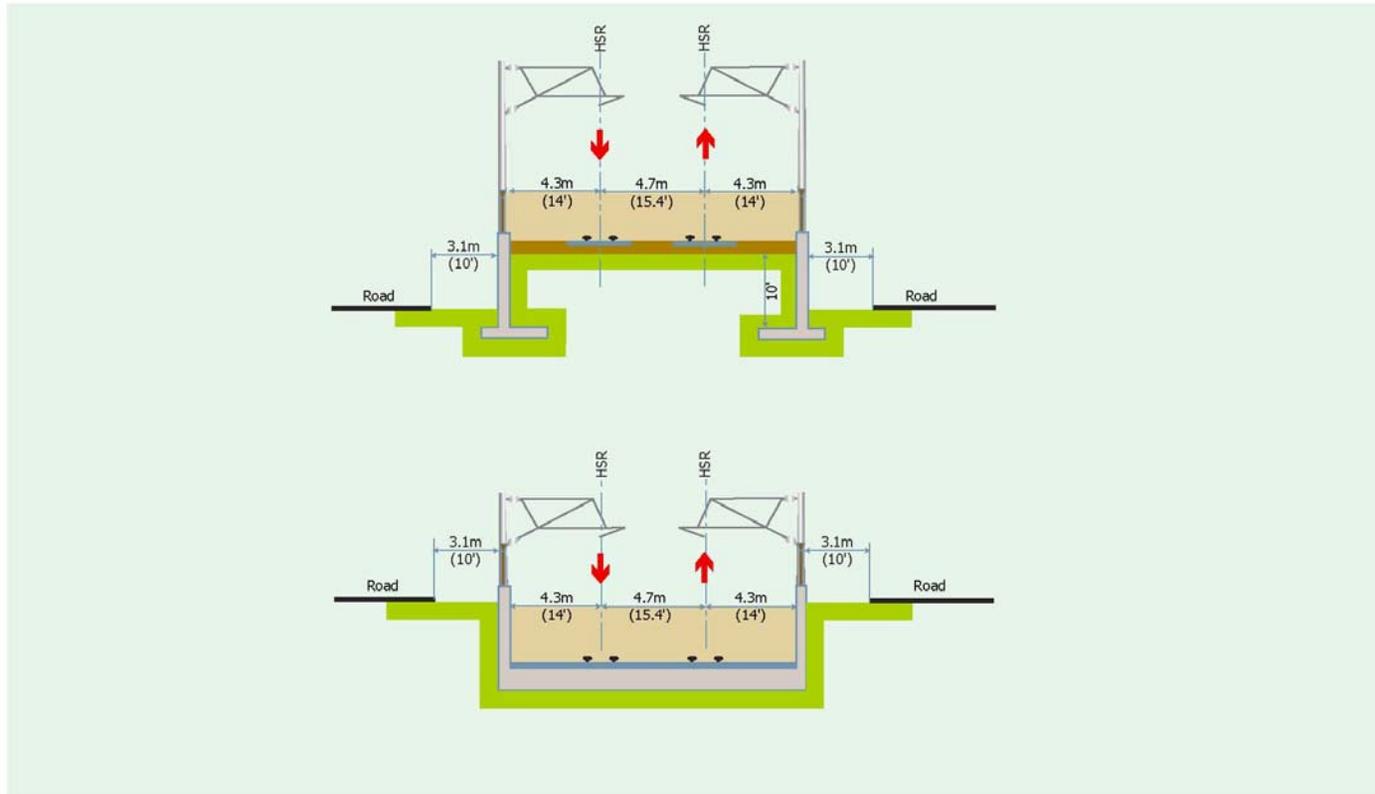


California High-Speed Train Program EIR/EIS

Figure NS-8



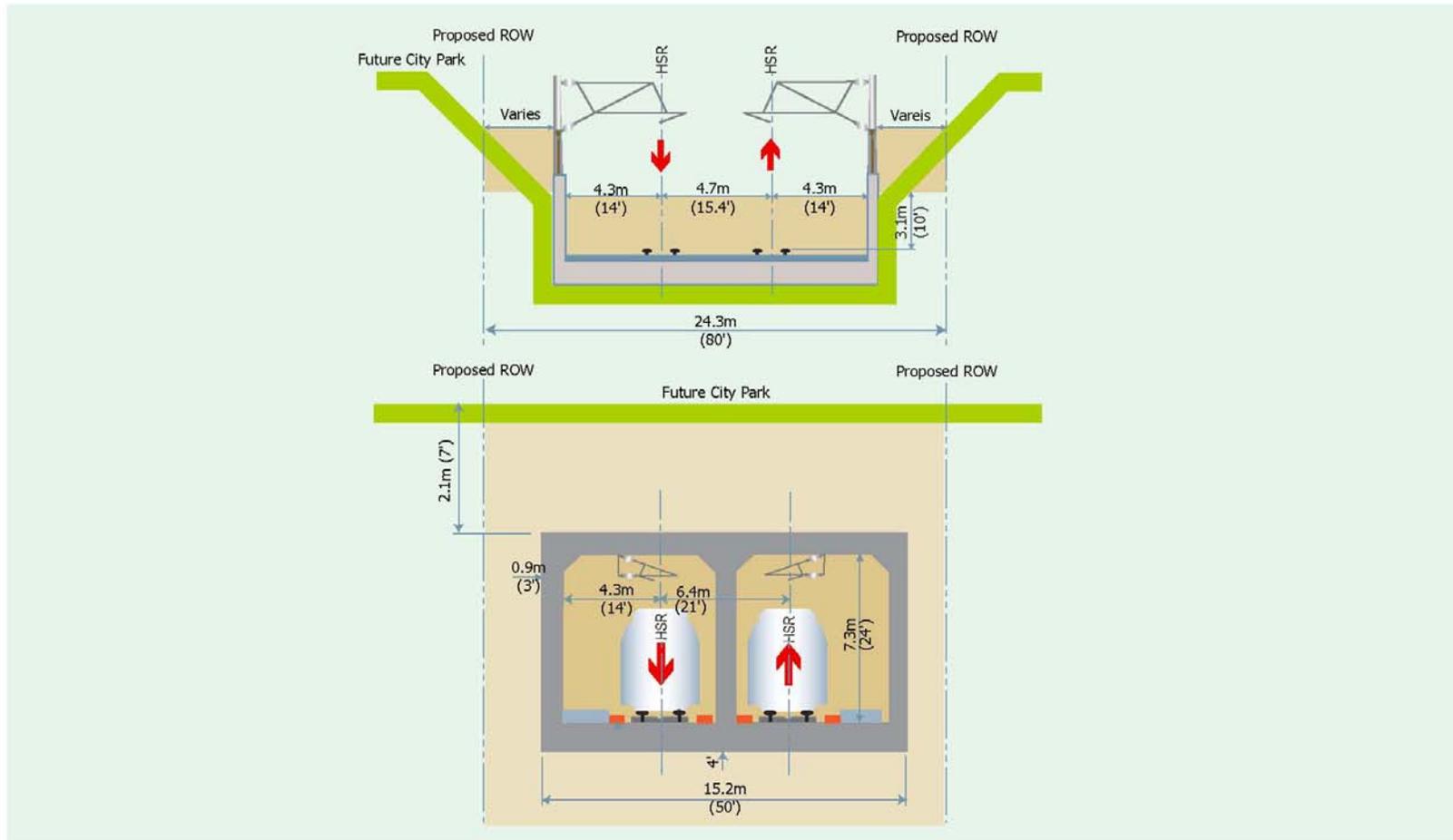
U.S. Department
of Transportation
Federal Railroad
Administration



California High-Speed Train Program EIR/EIS

Figure NS-9



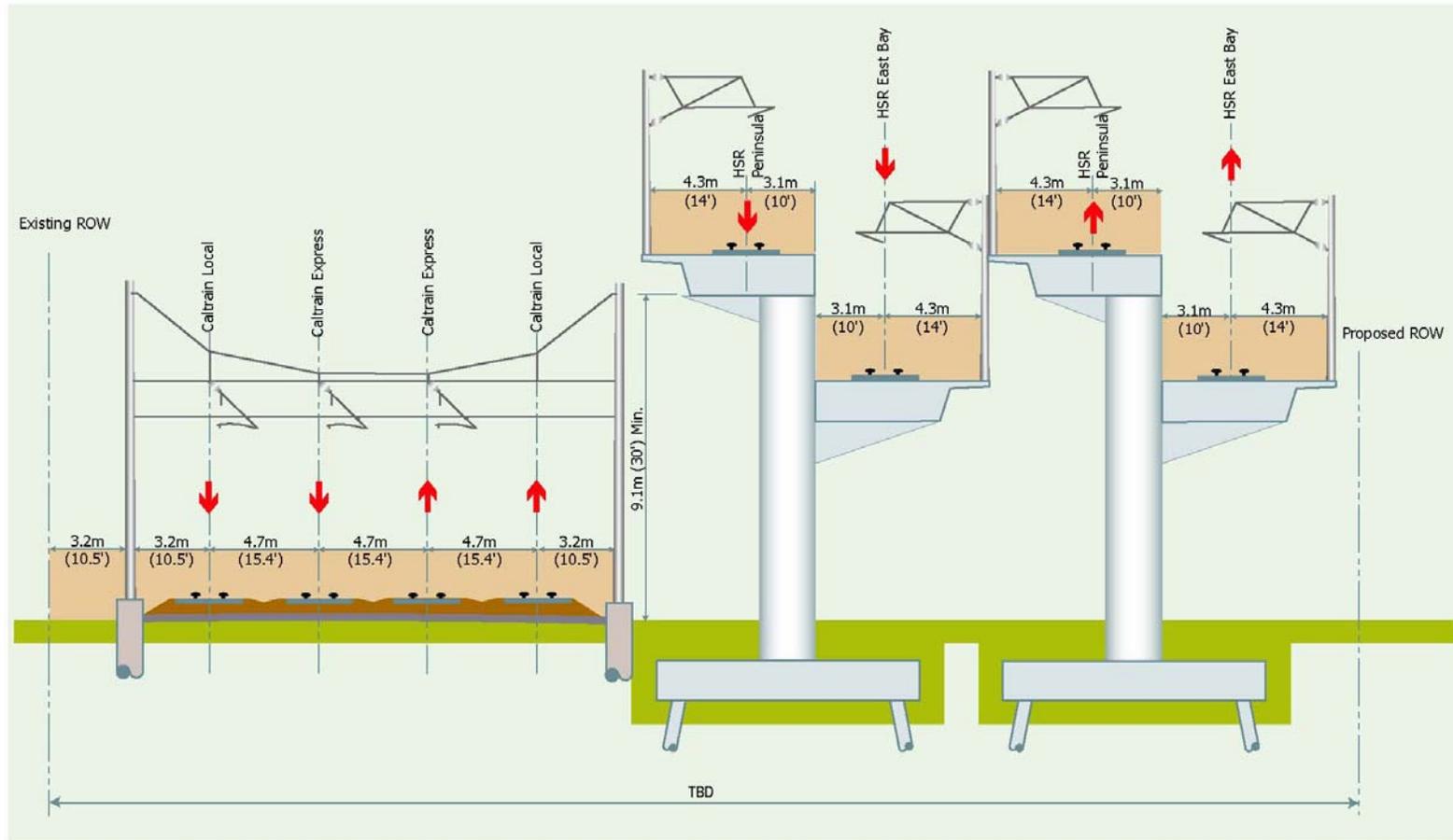


California High-Speed Train Program EIR/EIS

Figure NS-10



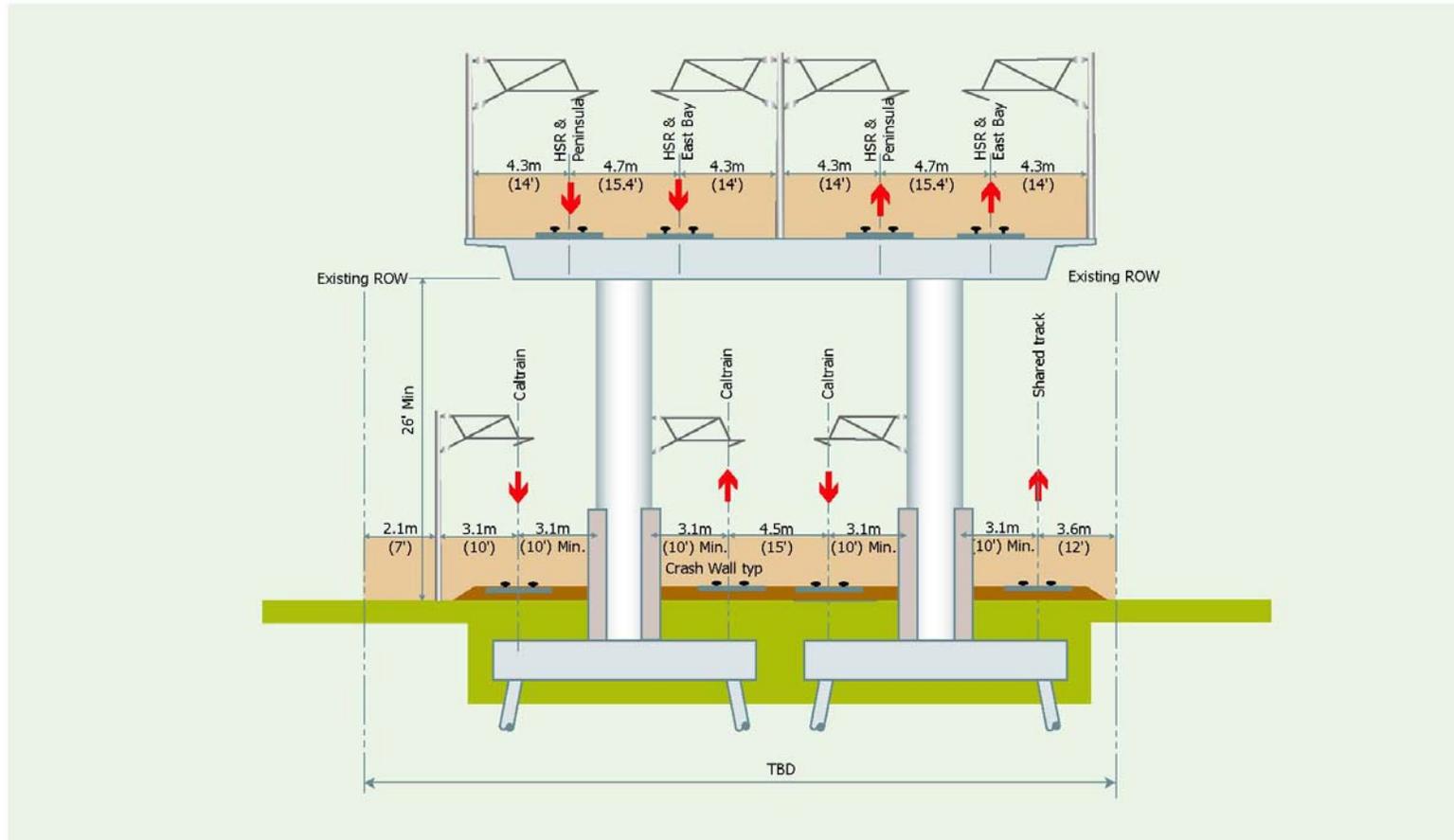
U.S. Department
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Federal Railroad
Administration



California High-Speed Train Program EIR/EIS

Figure CC-11

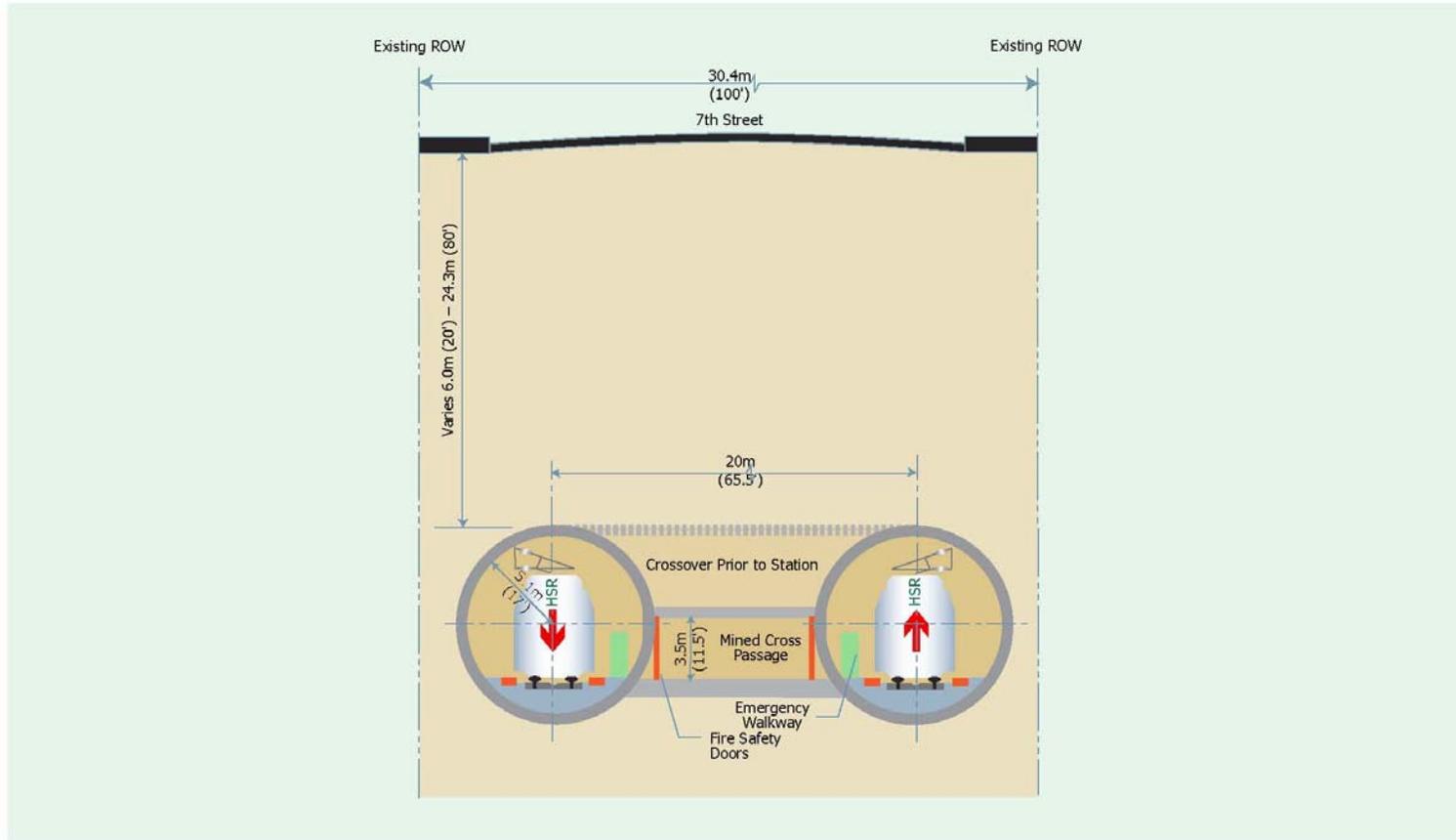




California High-Speed Train Program EIR/EIS

Figure NS-12

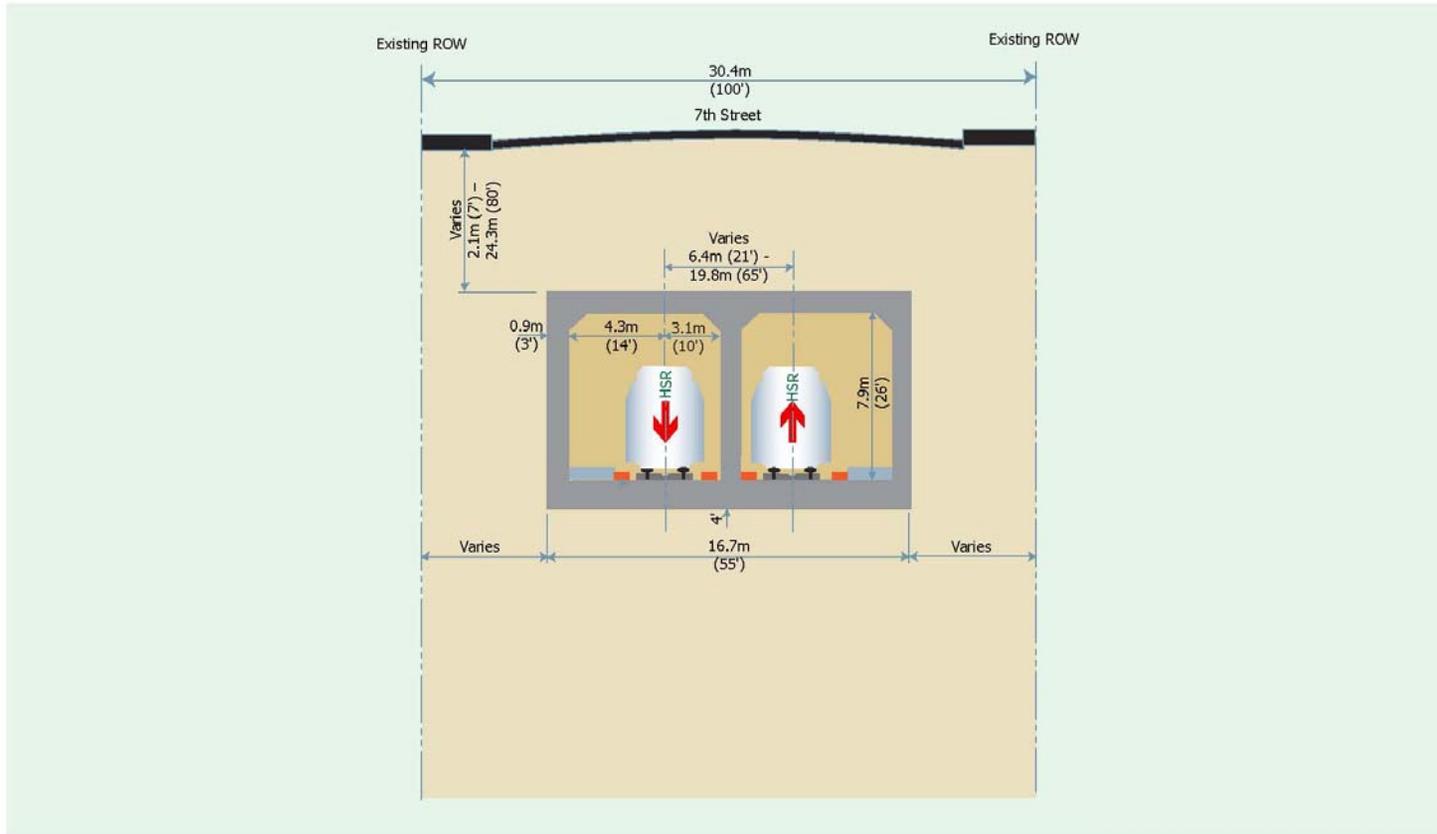




California High-Speed Train Program EIR/EIS

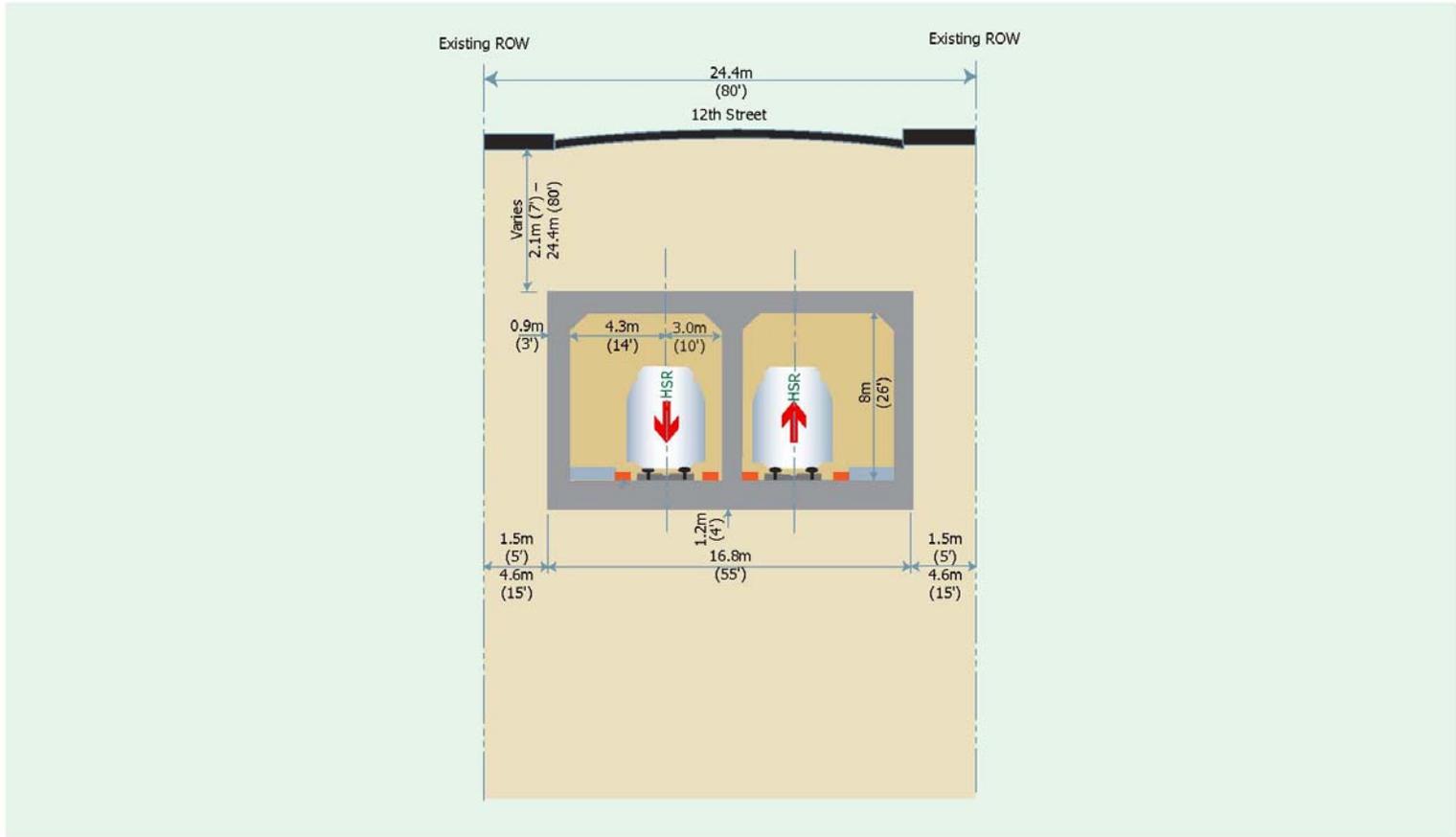
Figure NS-13





California High-Speed Train Program EIR/EIS

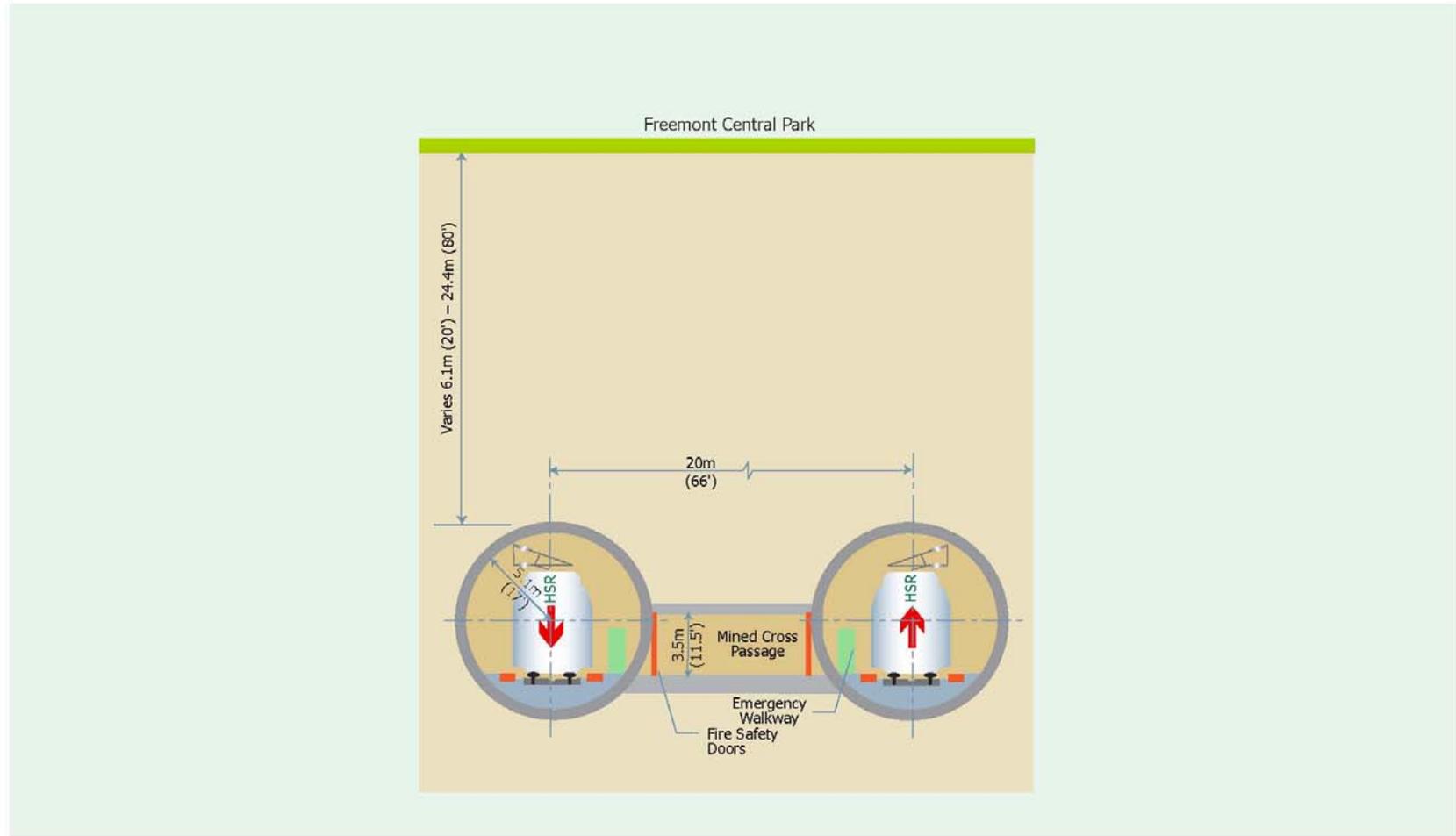
Figure NS-14



California High-Speed Train Program EIR/EIS

Figure NS-15



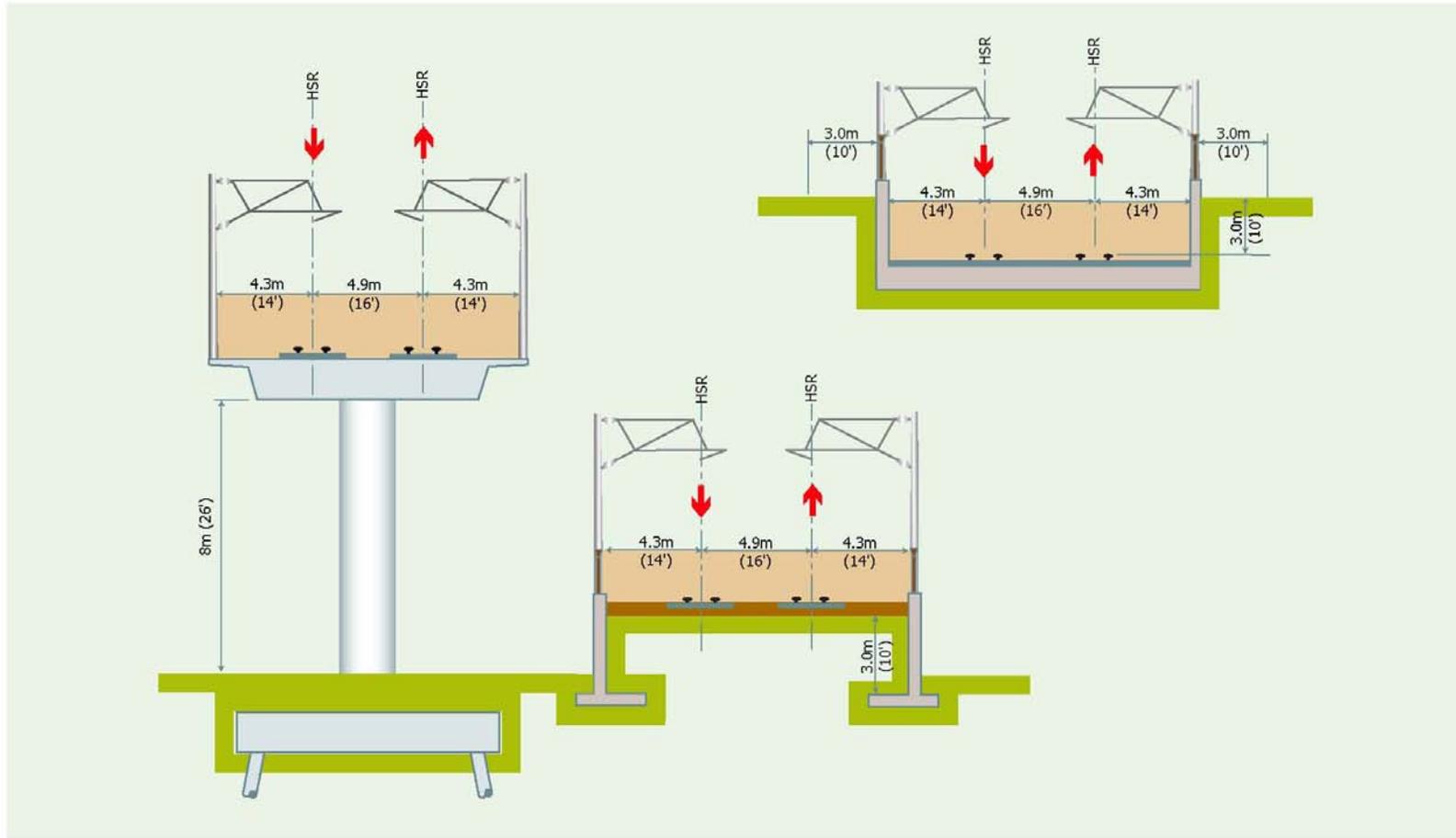


California High-Speed Train Program EIR/EIS

Figure NS-16



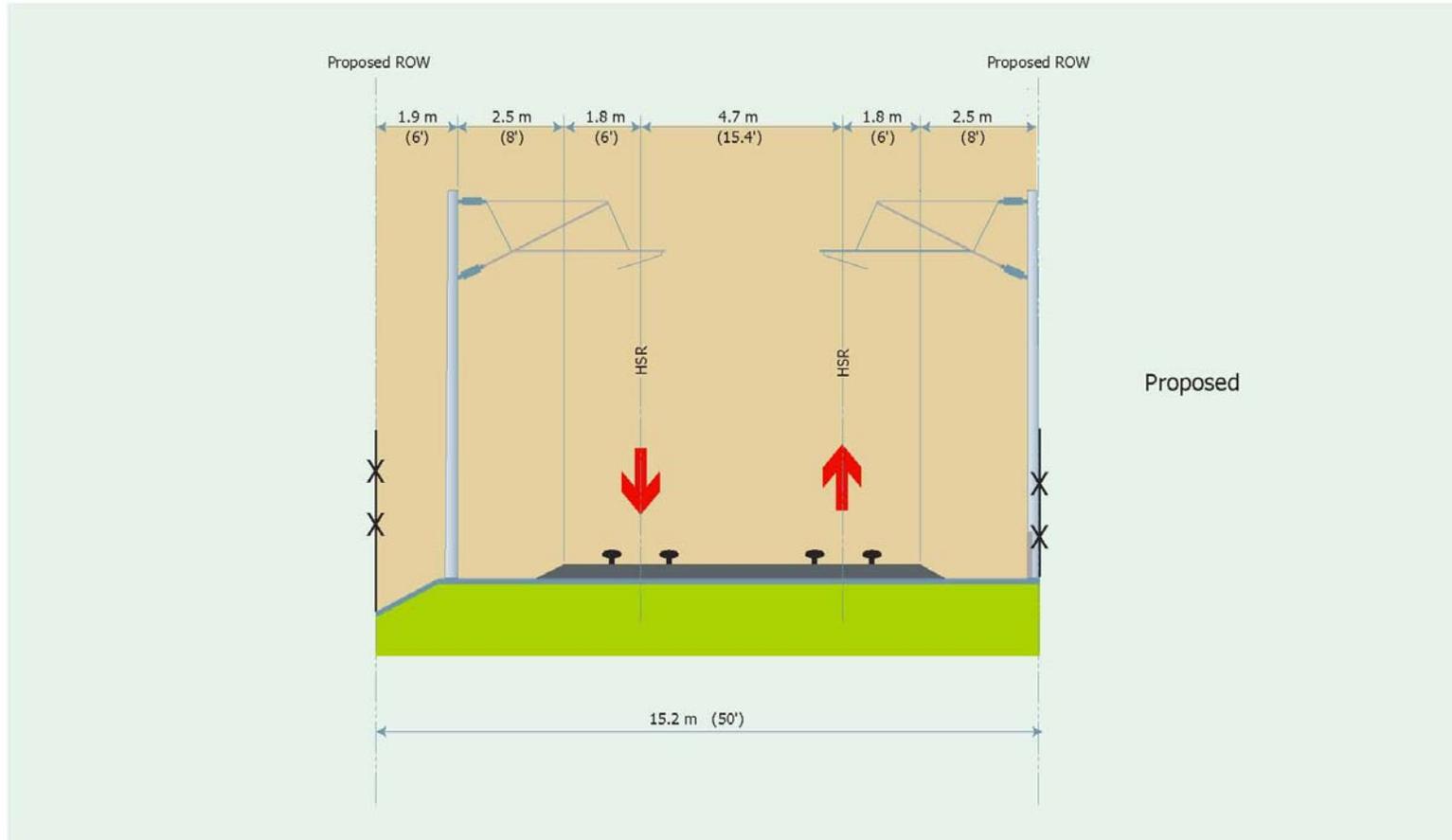
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California High-Speed Train Program EIR/EIS

Figure NS-17





California High-Speed Train Program EIR/EIS

Figure NS-18



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Federal Railroad
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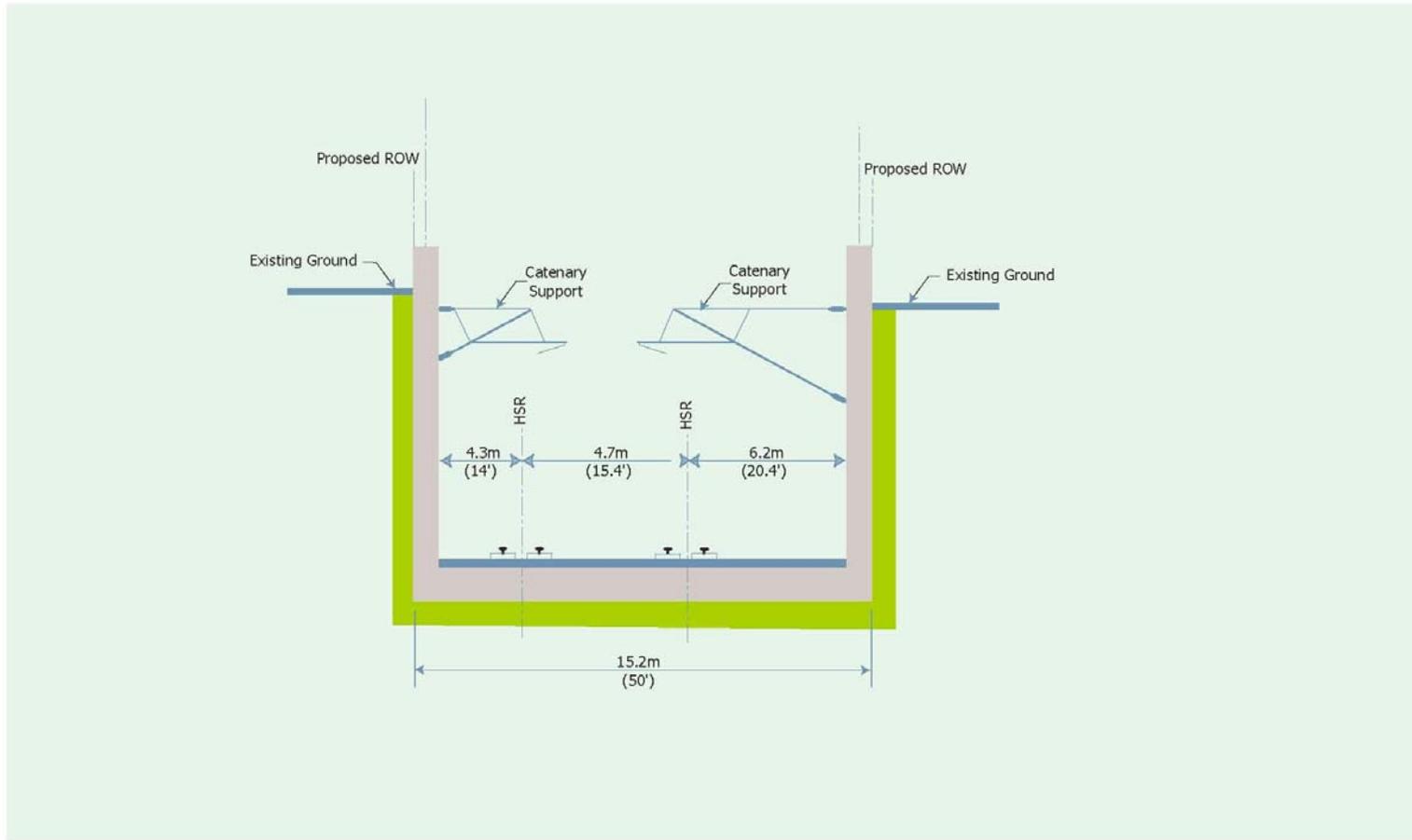
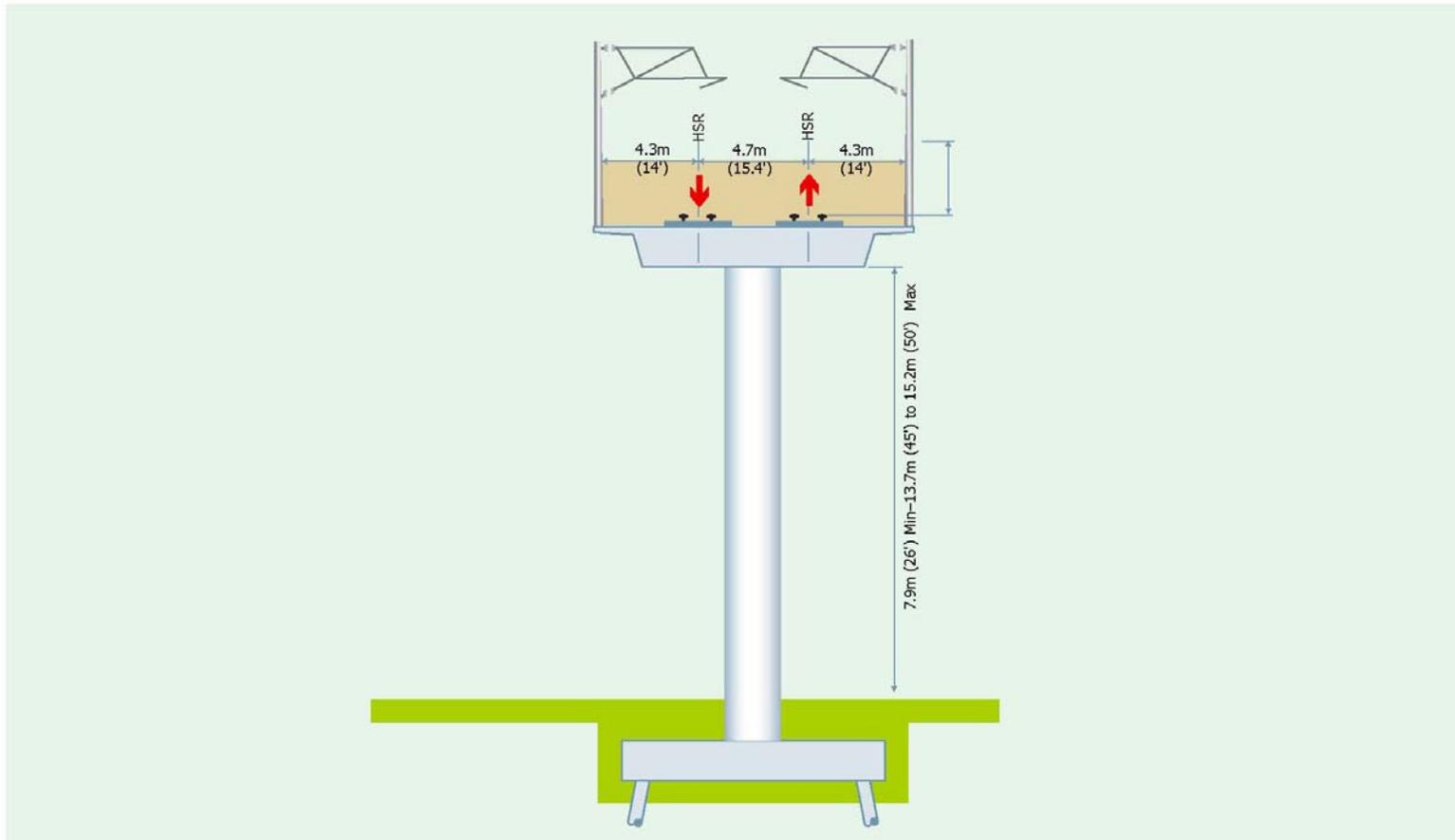


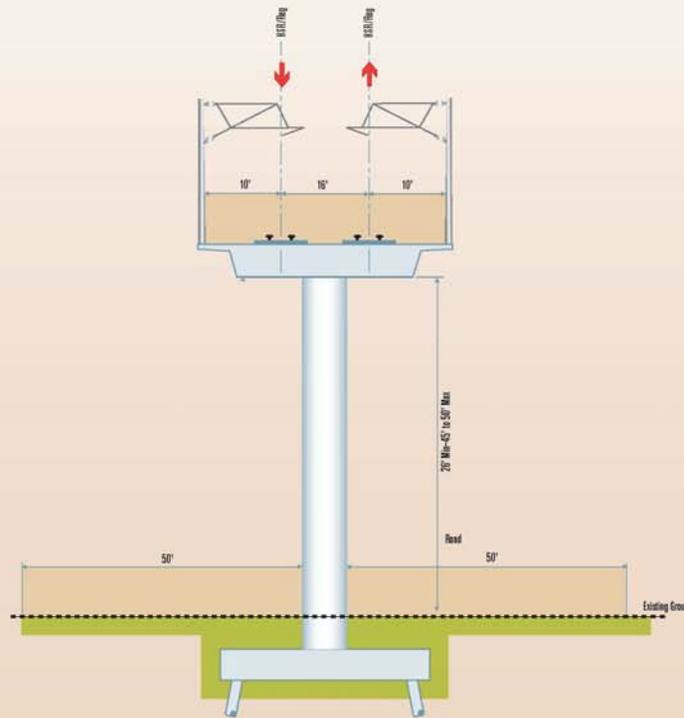
Figure NS-19



California High-Speed Train Program EIR/EIS

Figure NS-21



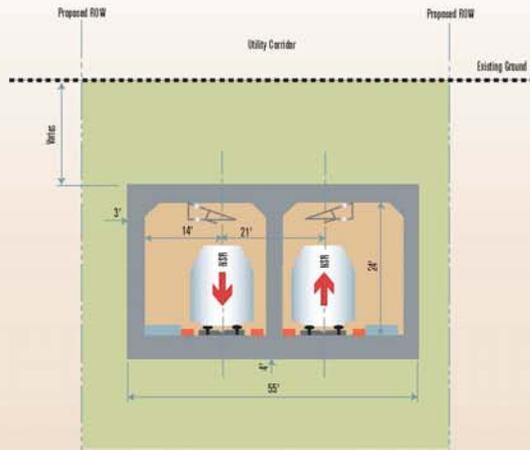


**2 Tracks on Elevated Structure
Section AP-3**

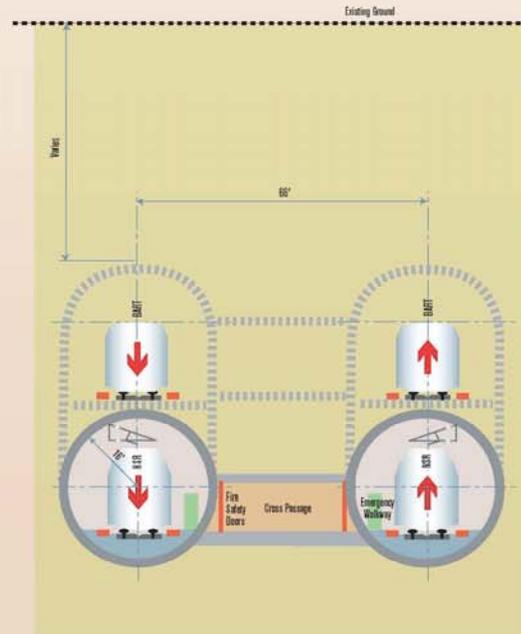


J05-082 secAP3 w/ 7.11.06





**2 Tracks Cut and Cover
Section AP-4**

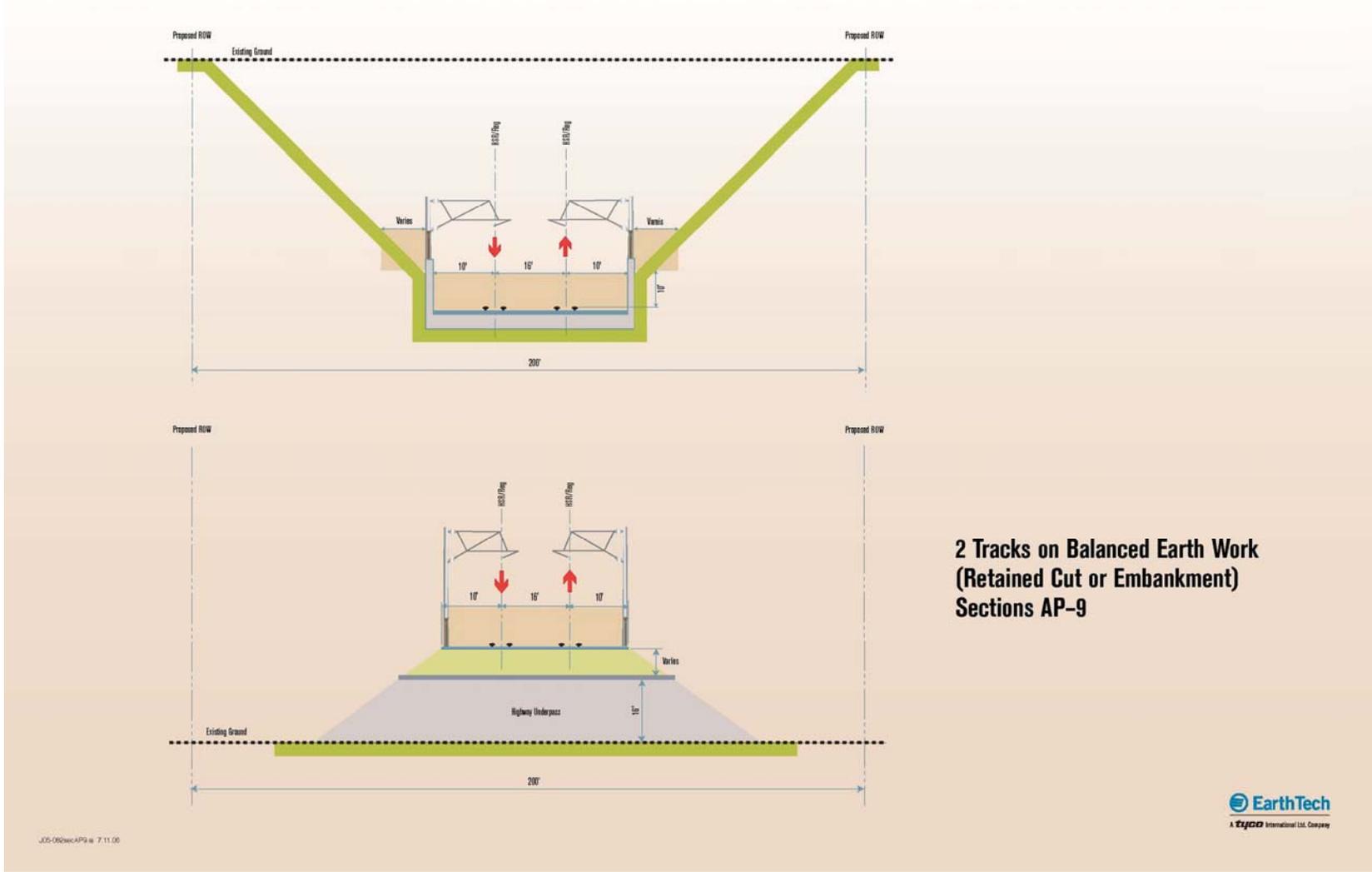


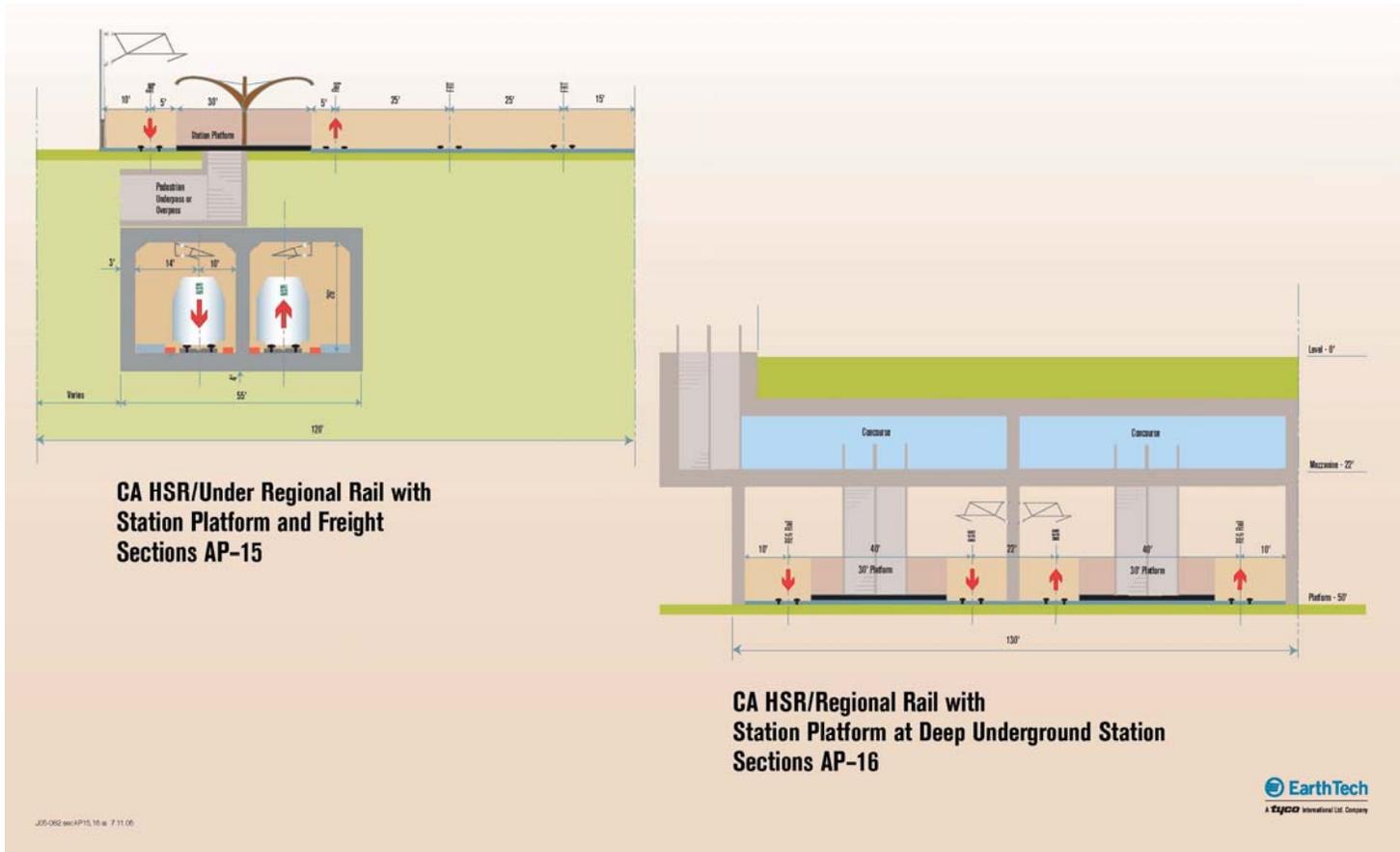
**2 Tracks Drilled Tunnel or
Under Water Tube
Section AP-5
4 Tracks Optional**

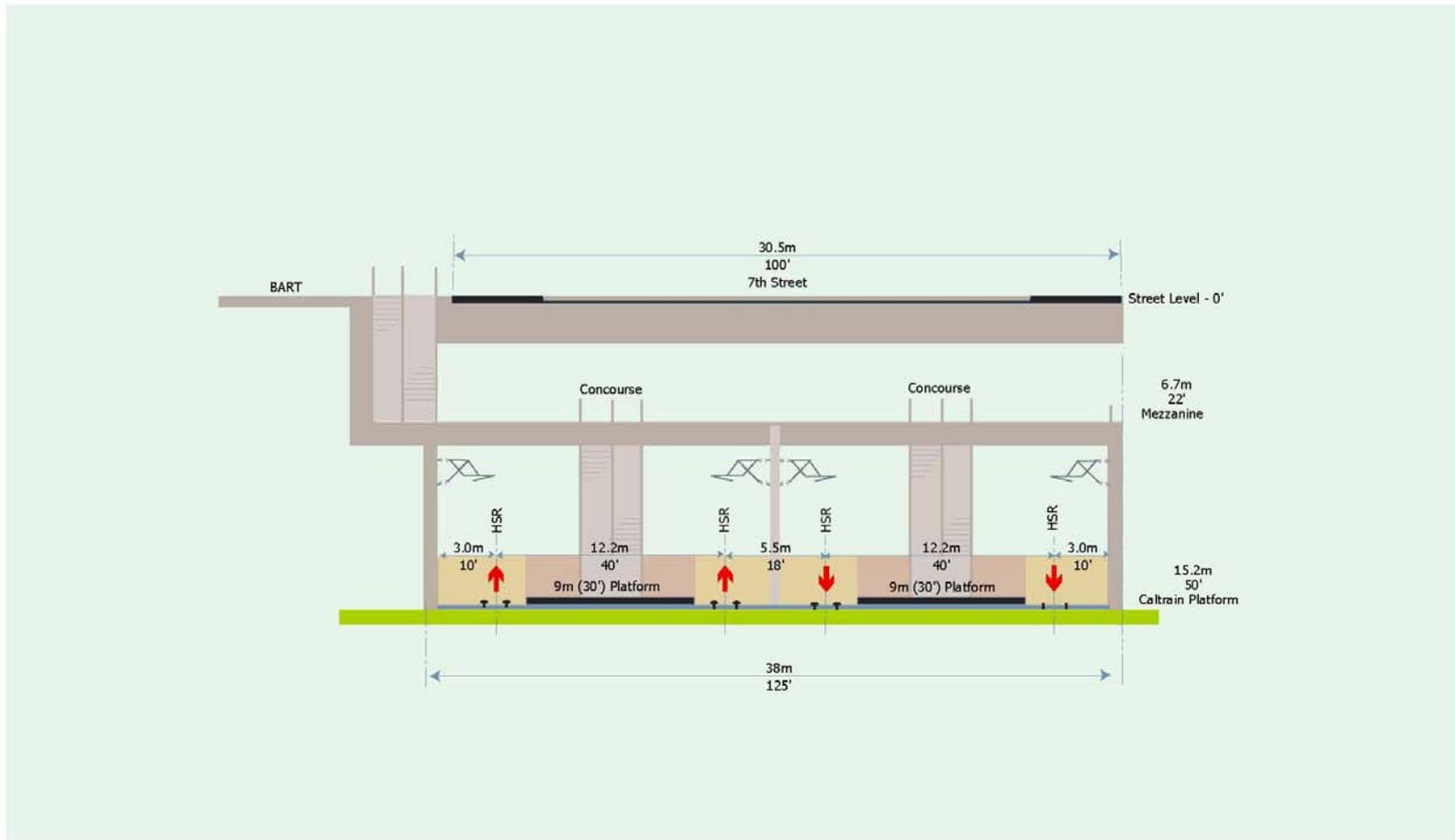


.J05-0926ac/AP4.5.1 w. 7.11.06







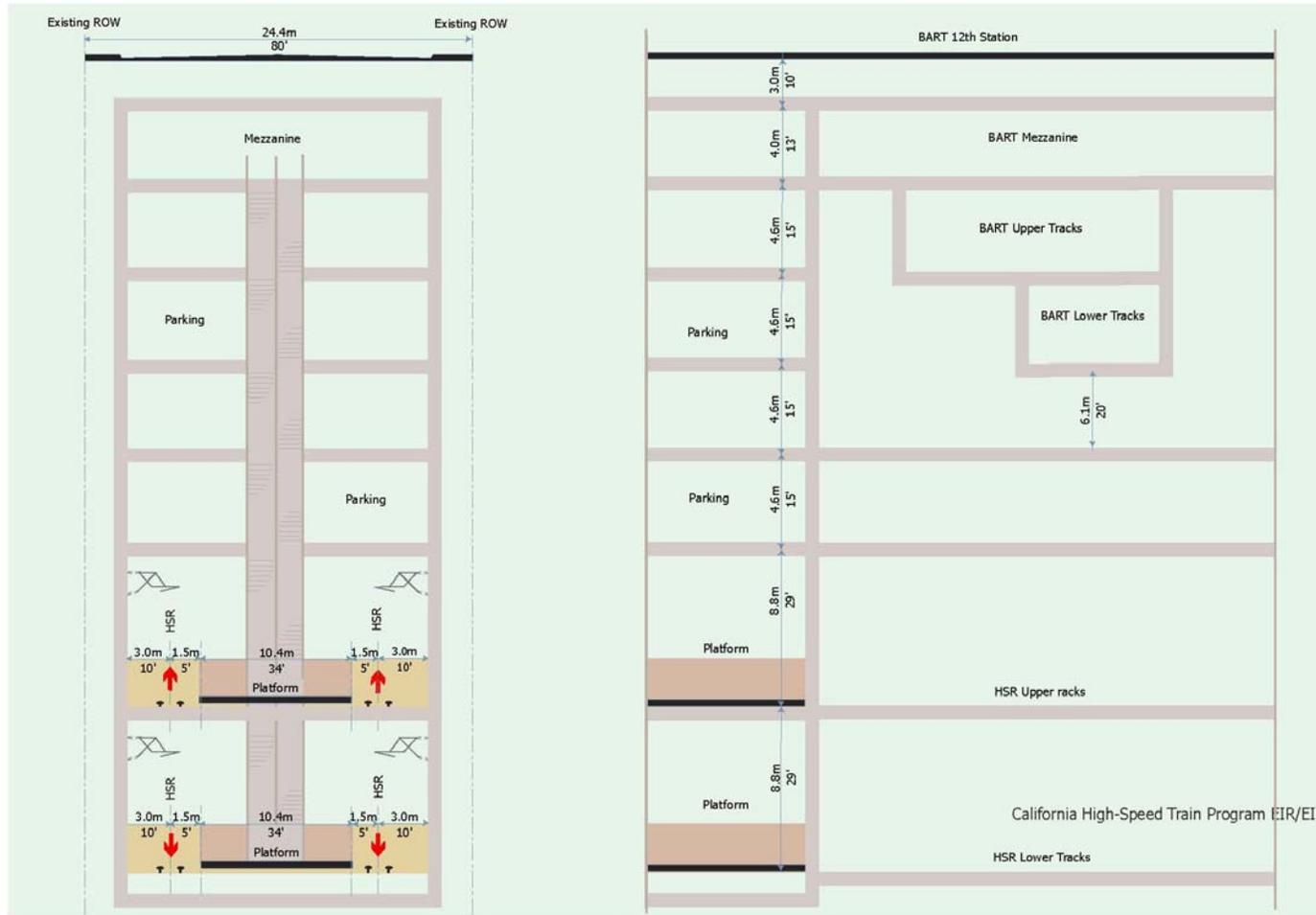


California High-Speed Train Program EIR/EIS

Figure NS-S1



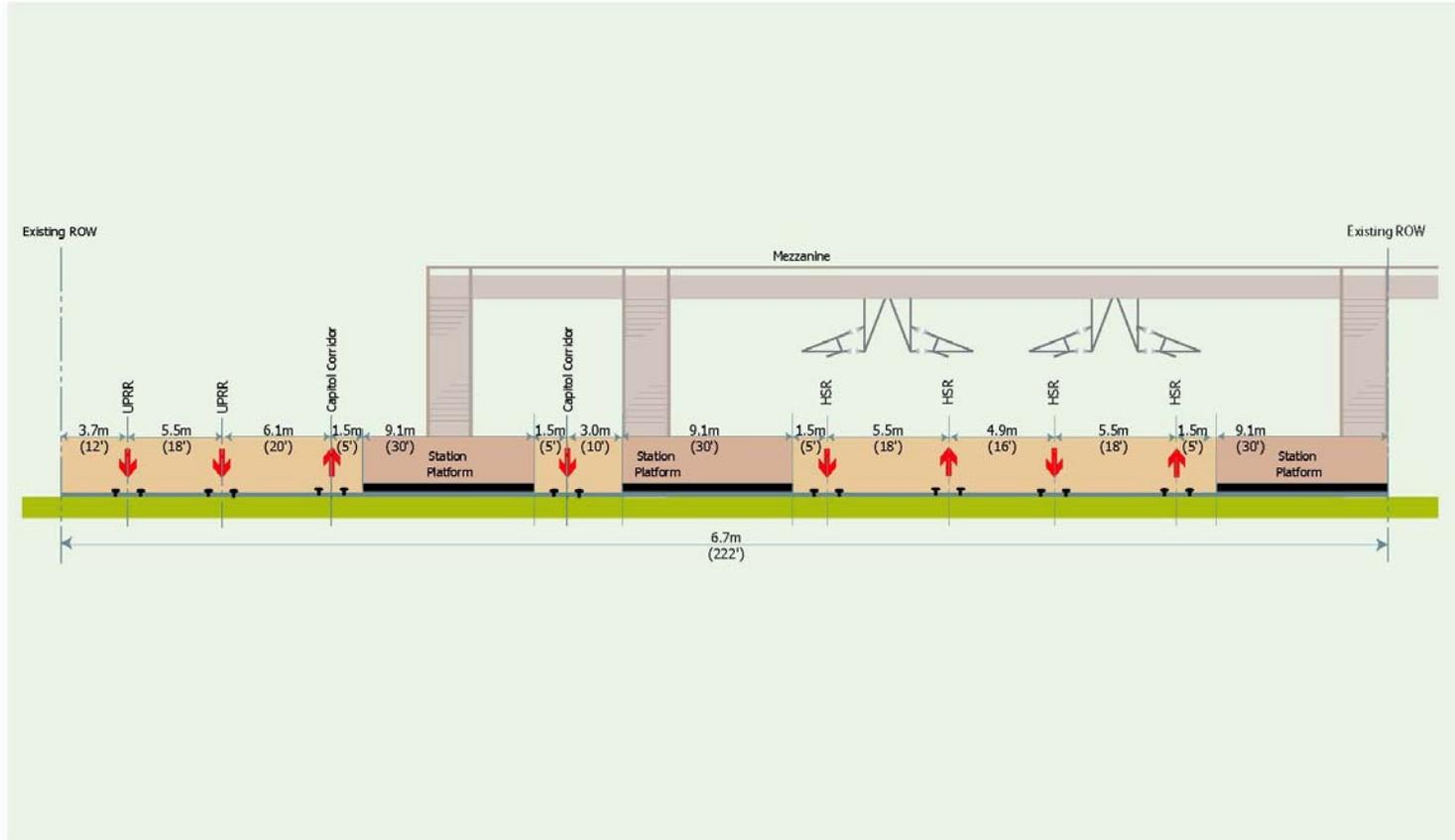
U.S. Department
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Federal Railroad
Administration



California High-Speed Train Program EIR/EIS

Figure NS-S2

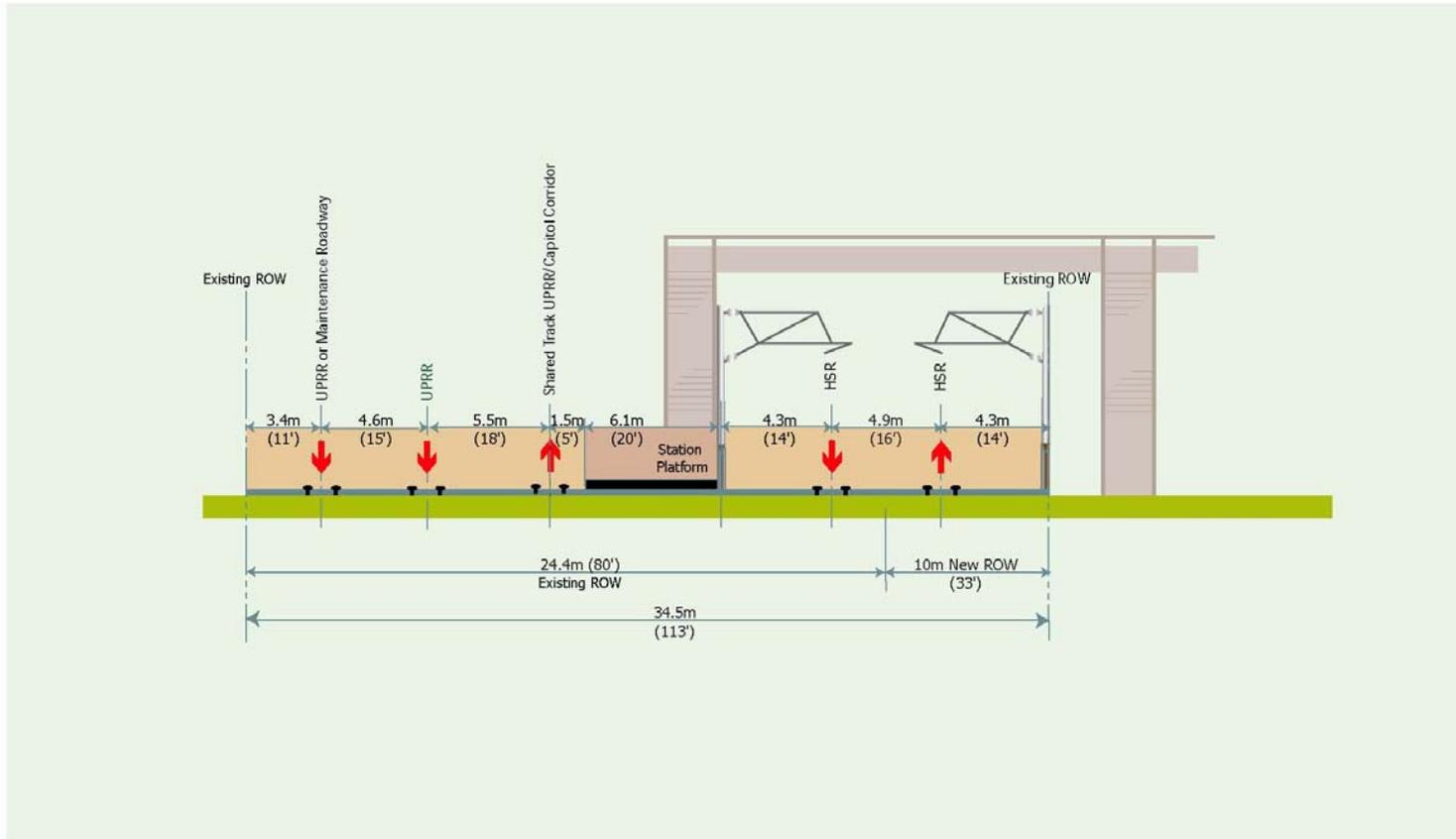




California High-Speed Train Program EIR/EIS

Figure NS-S3



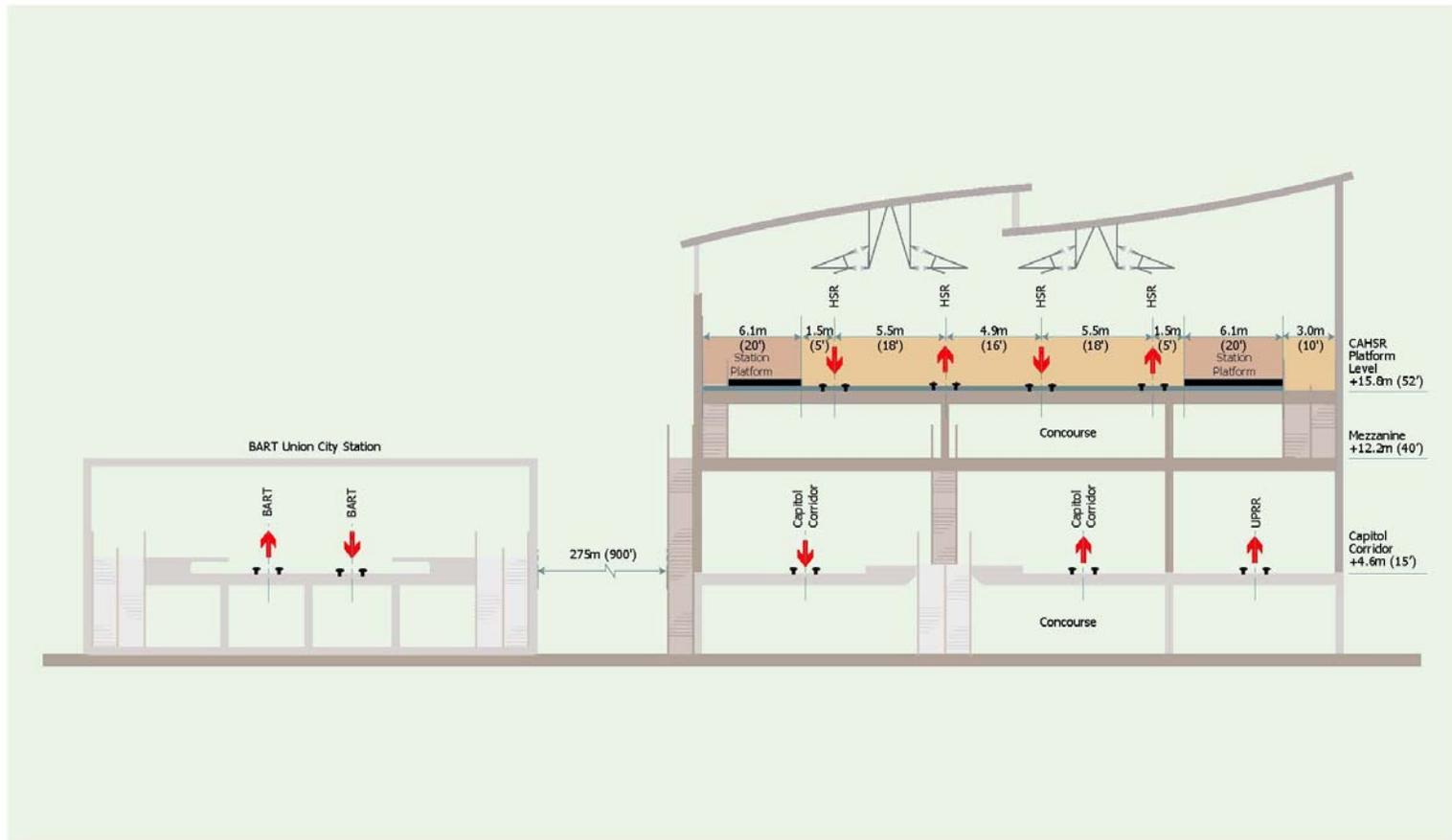


California High-Speed Train Program EIR/EIS

Figure NS-S4

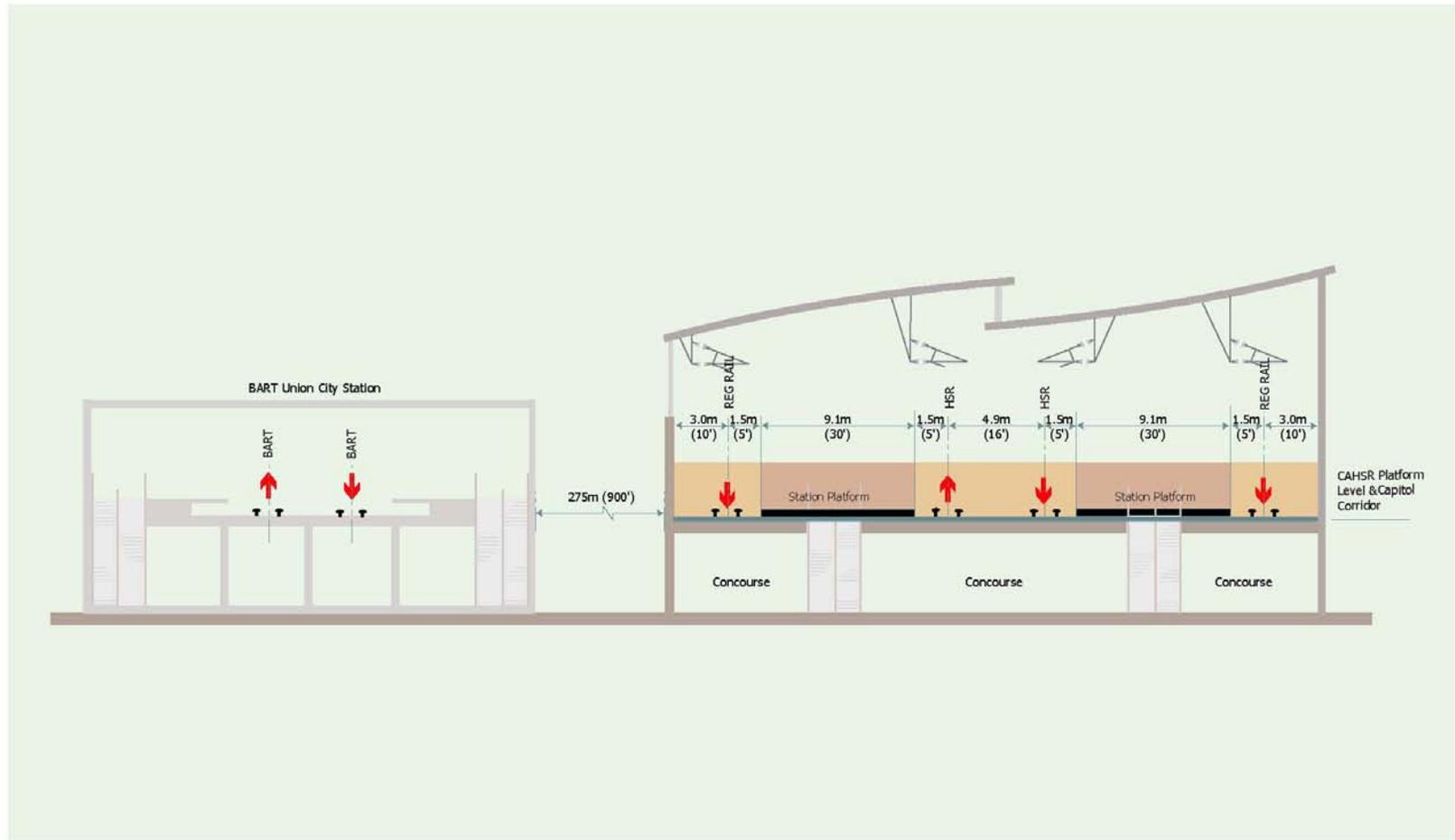


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California High-Speed Train Program EIR/EIS

Figure NS-S5

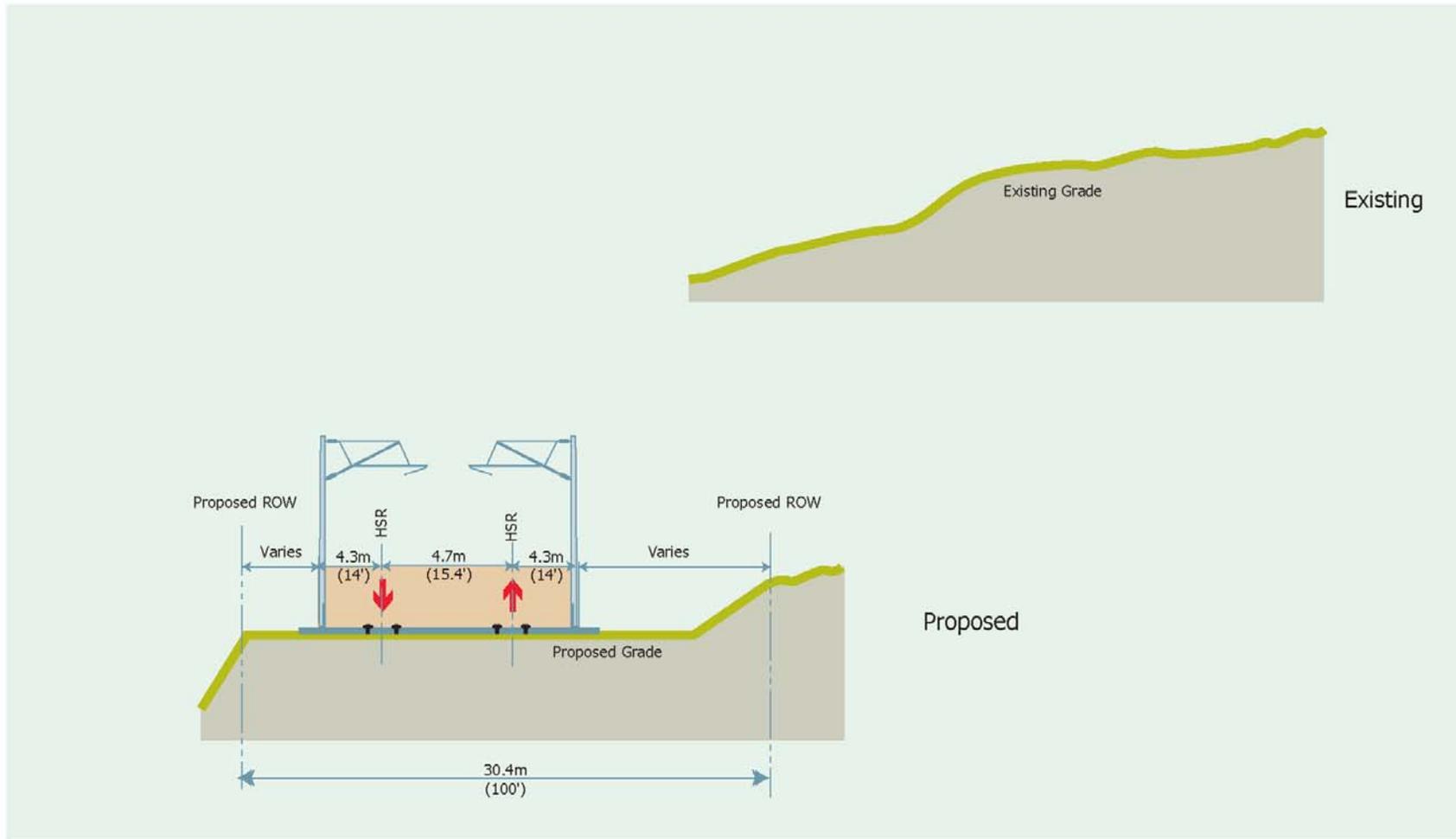


California High-Speed Train Program EIR/EIS

Figure NS-S5.1



SAN JOSE TO CENTRAL VALLEY

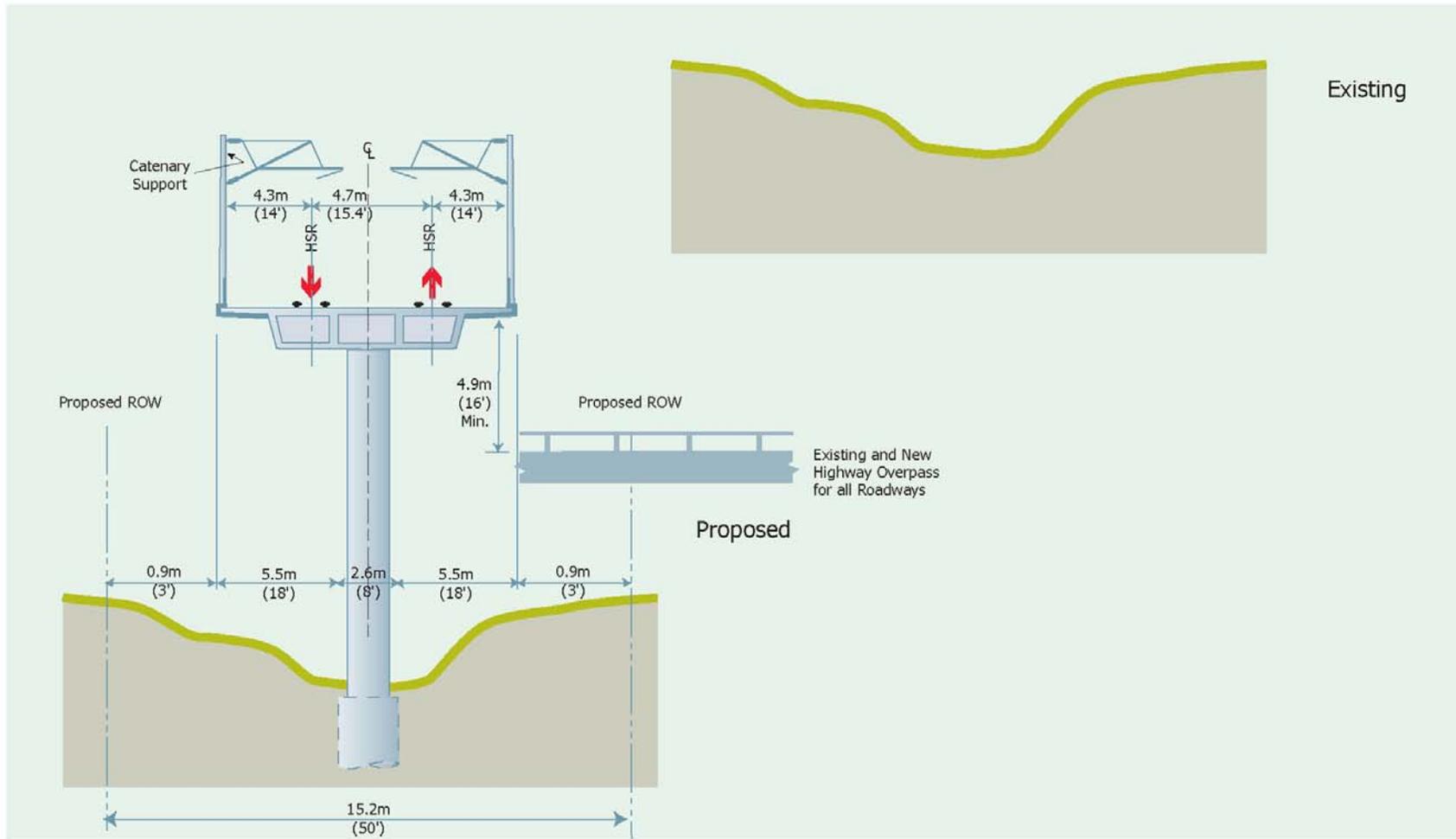


California High-Speed Train Program EIR/EIS

Figure PP-1



U.S. Department
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Federal Railroad
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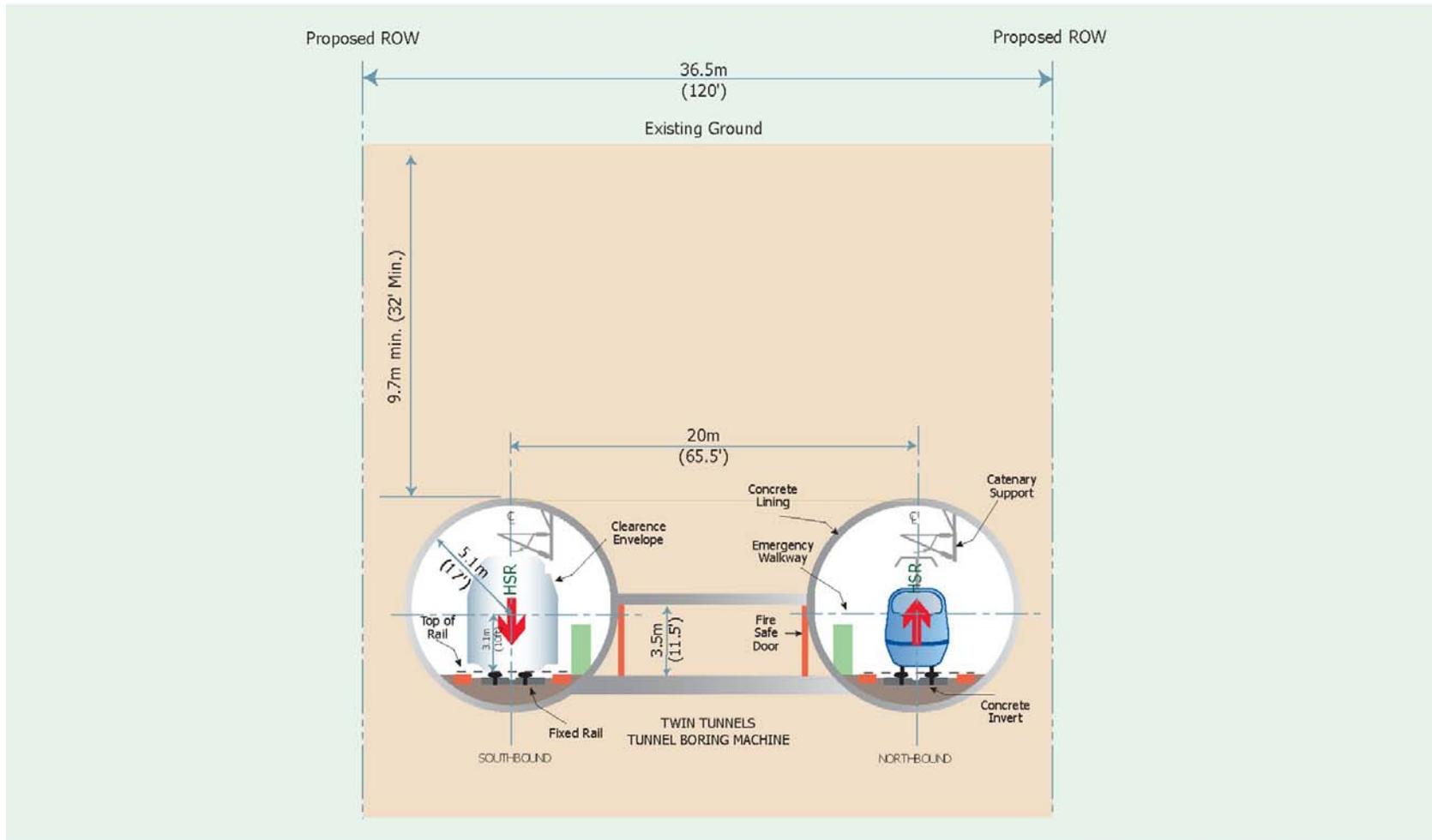


California High-Speed Train Program EIR/EIS

Figure PP-2



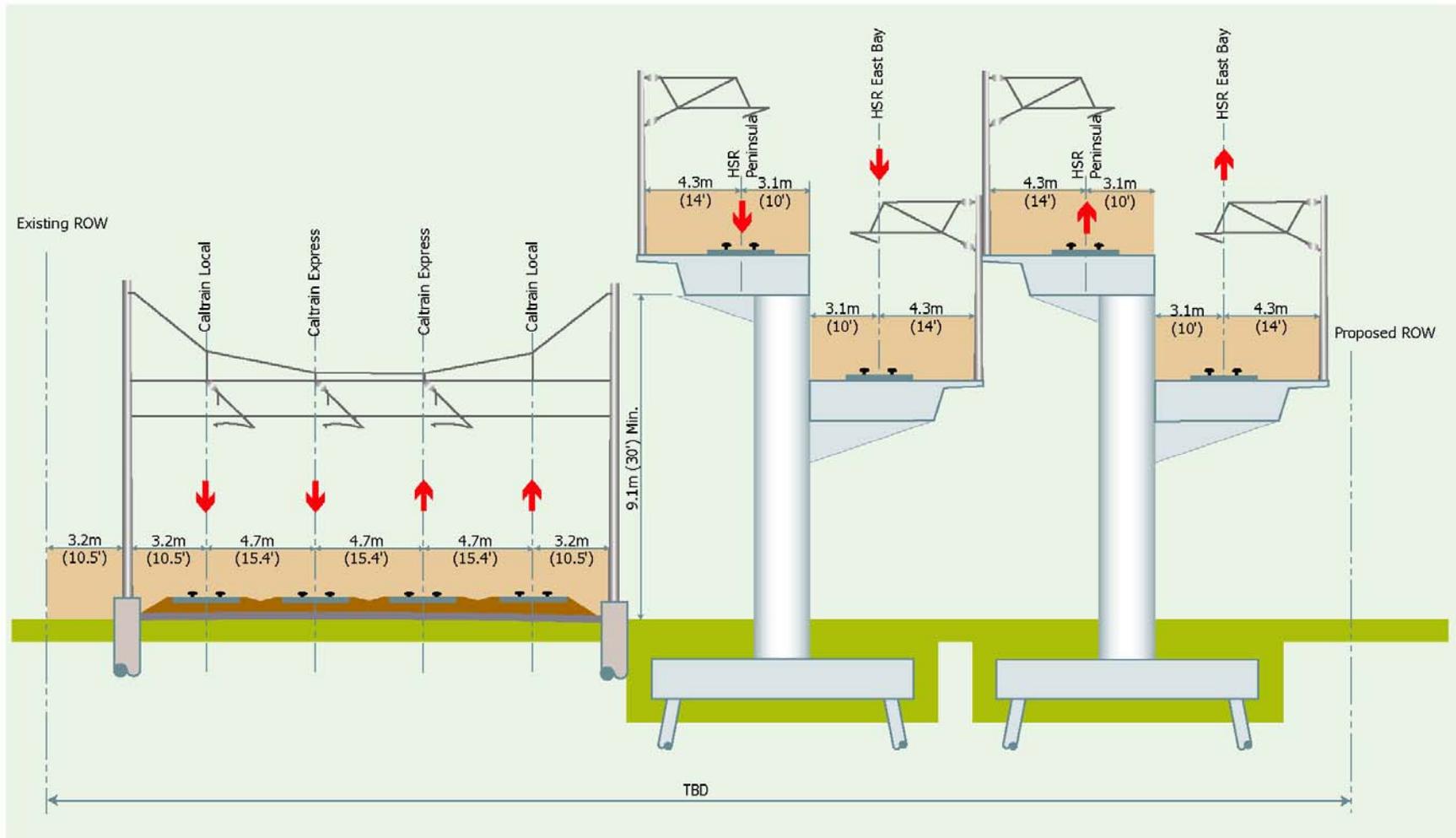
U.S. Department
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Federal Railroad
Administration



California High-Speed Train Program EIR/EIS

Figure PP-3

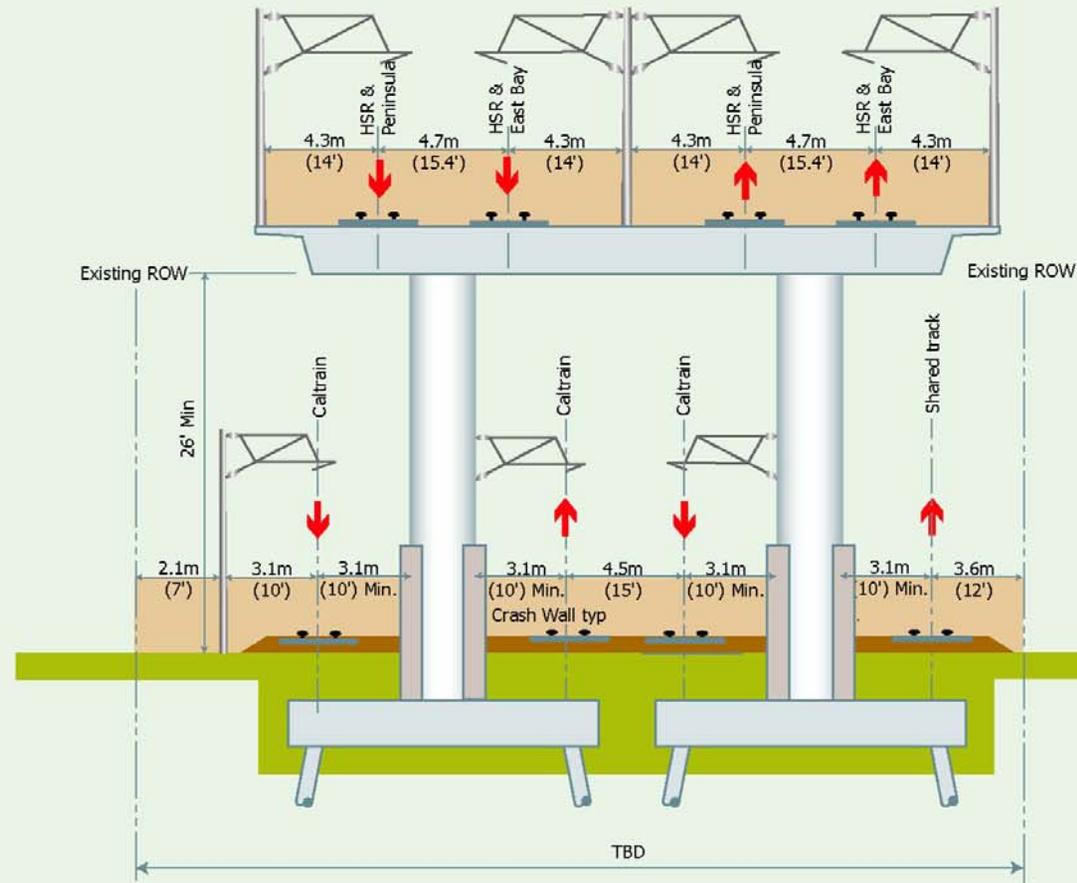




California High-Speed Train Program EIR/EIS

Figure PP-4

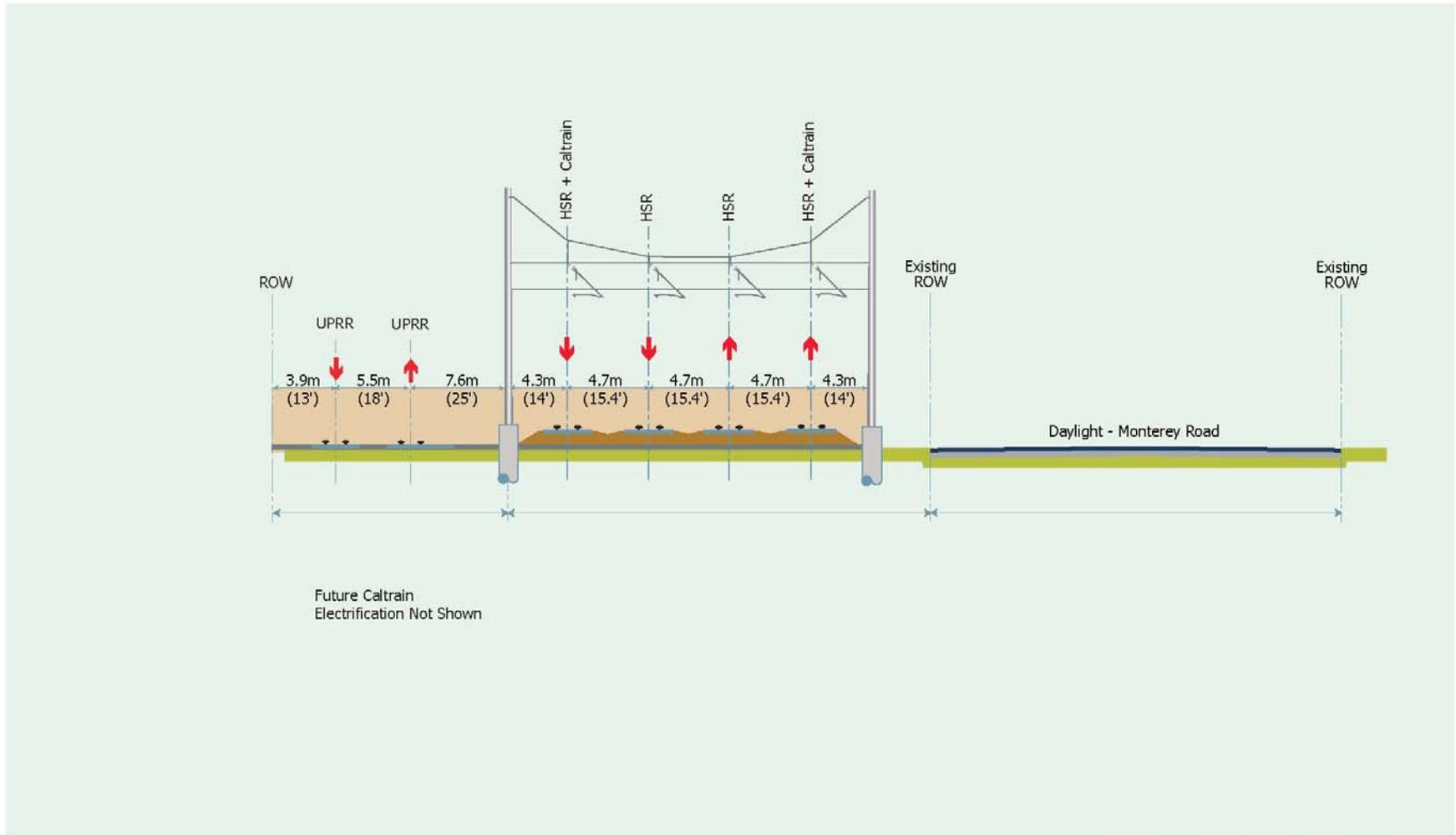




California High-Speed Train Program EIR/EIS

Figure PP-5

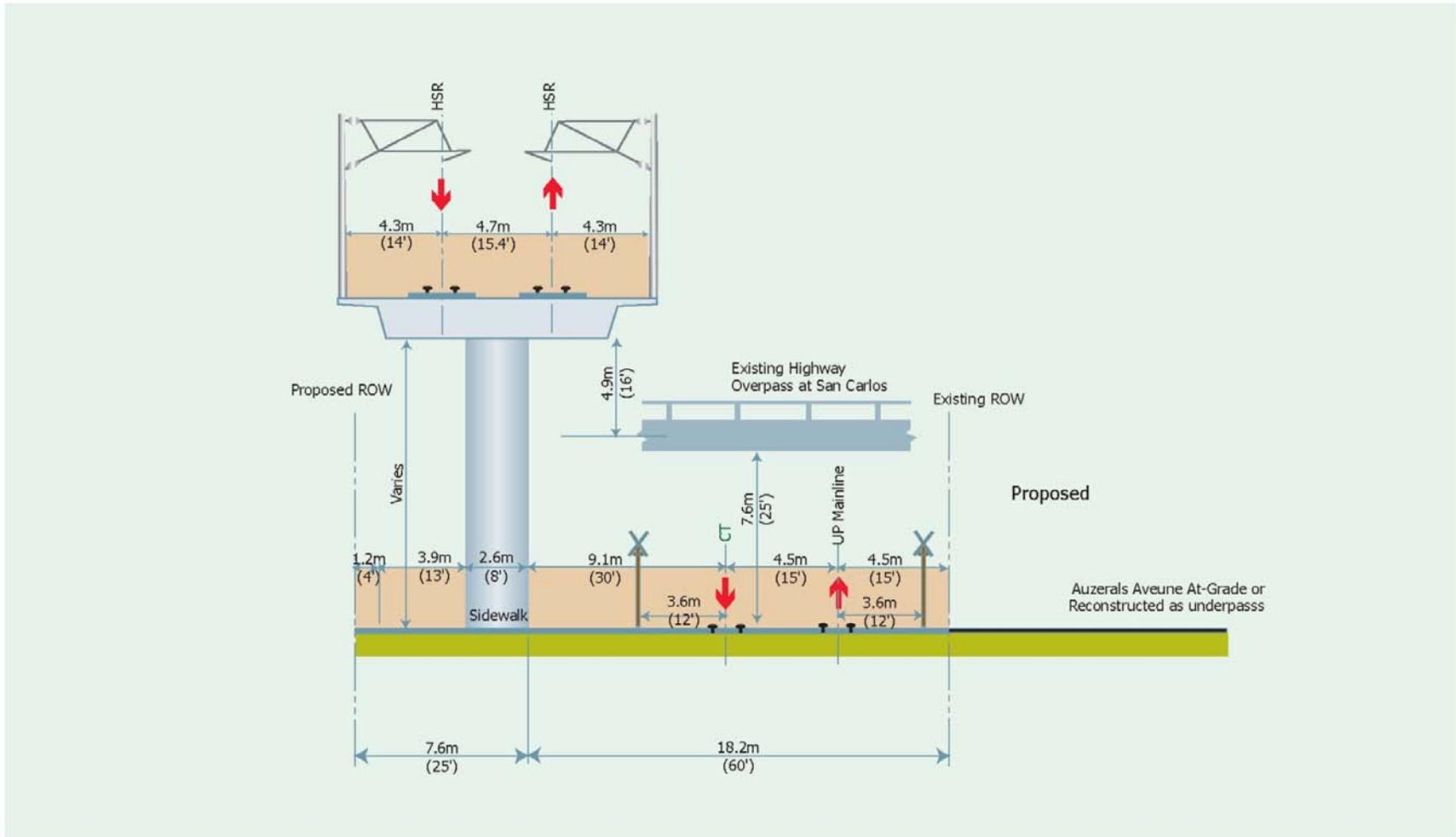




California High-Speed Train Program EIR/EIS

Figure PP-6

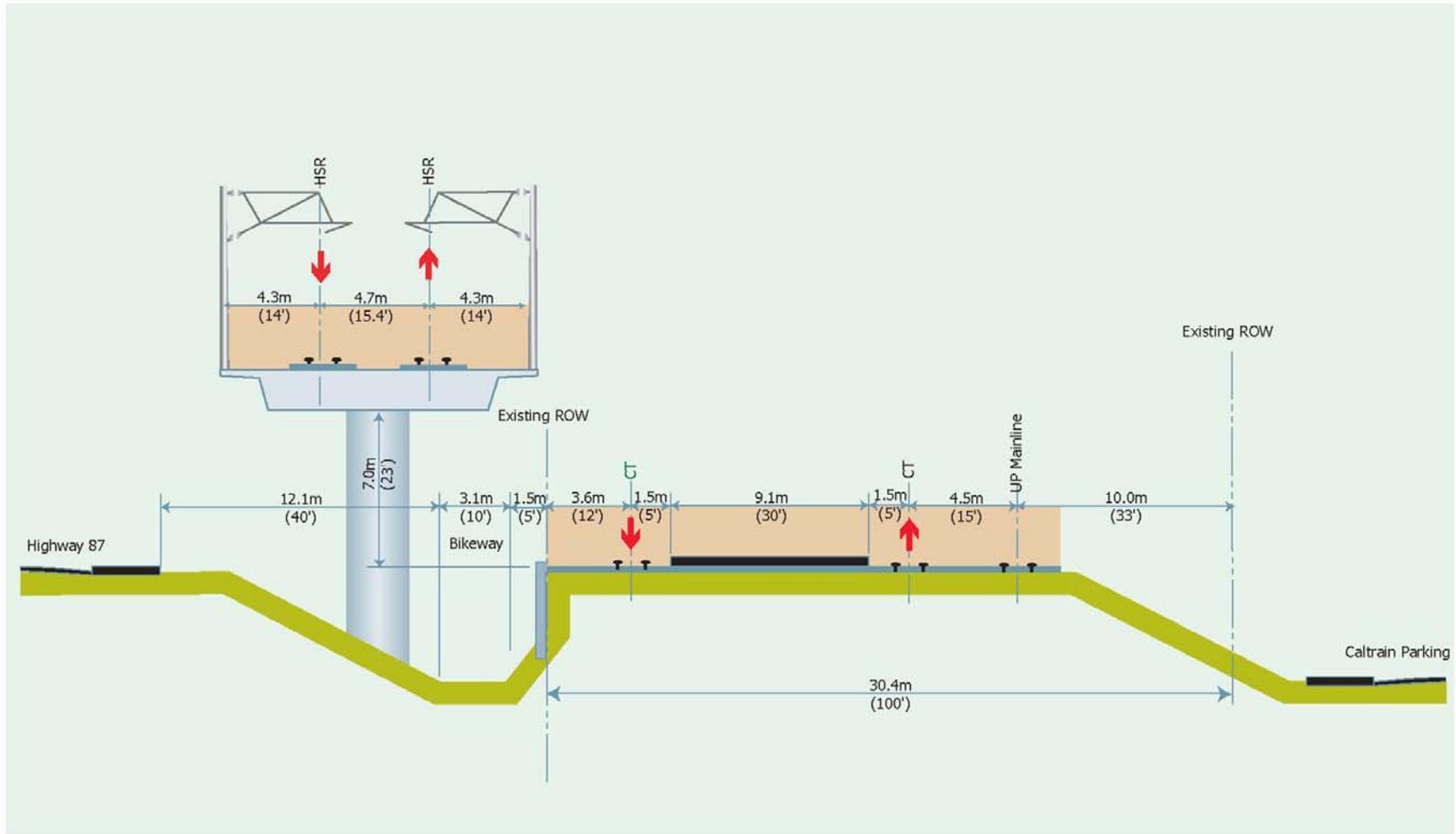




California High-Speed Train Program EIR/EIS

Figure PP-7

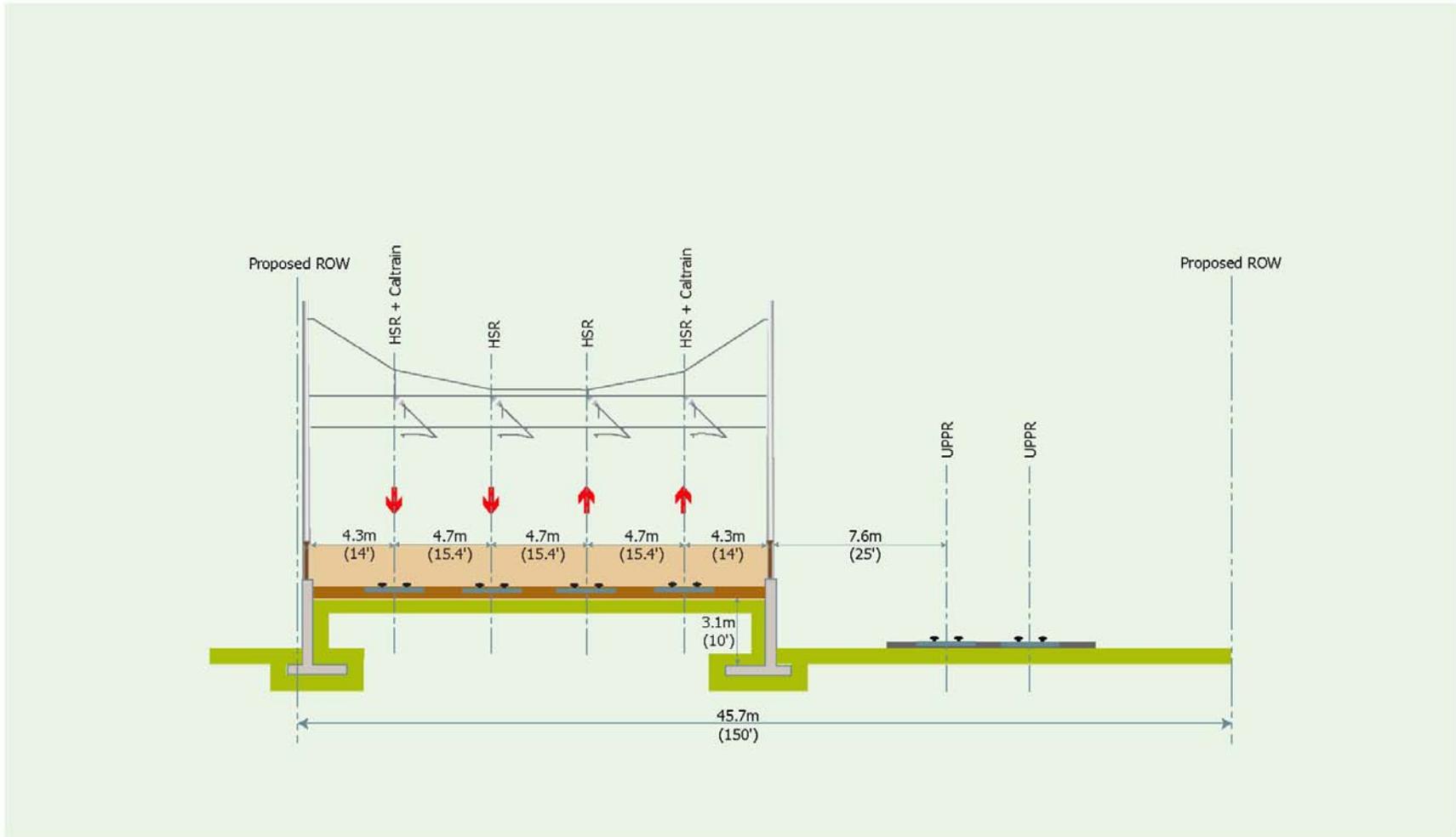




California High-Speed Train Program EIR/EIS

Figure PP-8

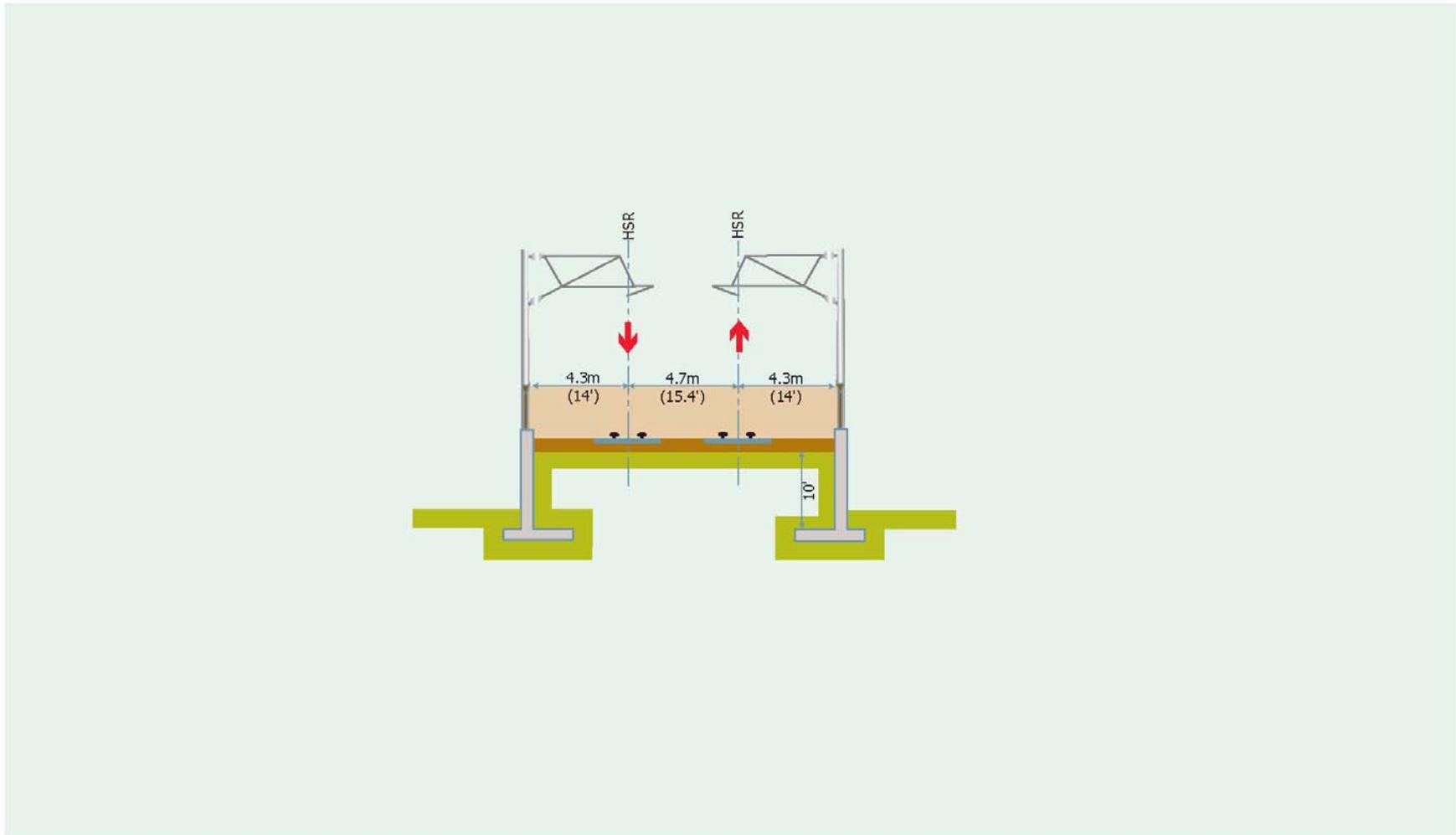




California High-Speed Train Program EIR/EIS

Figure PP-9

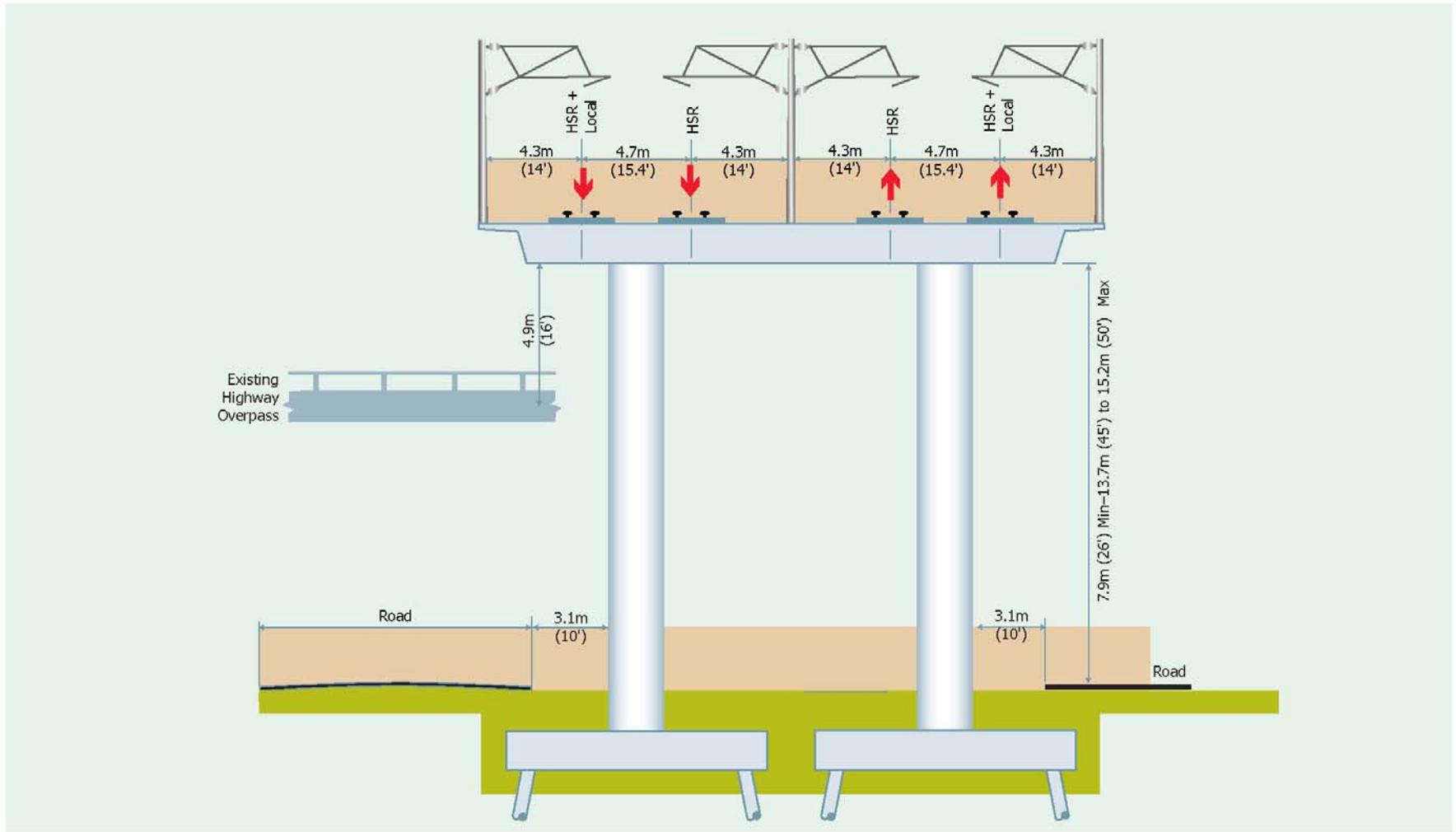




California High-Speed Train Program EIR/EIS

Figure PP-10

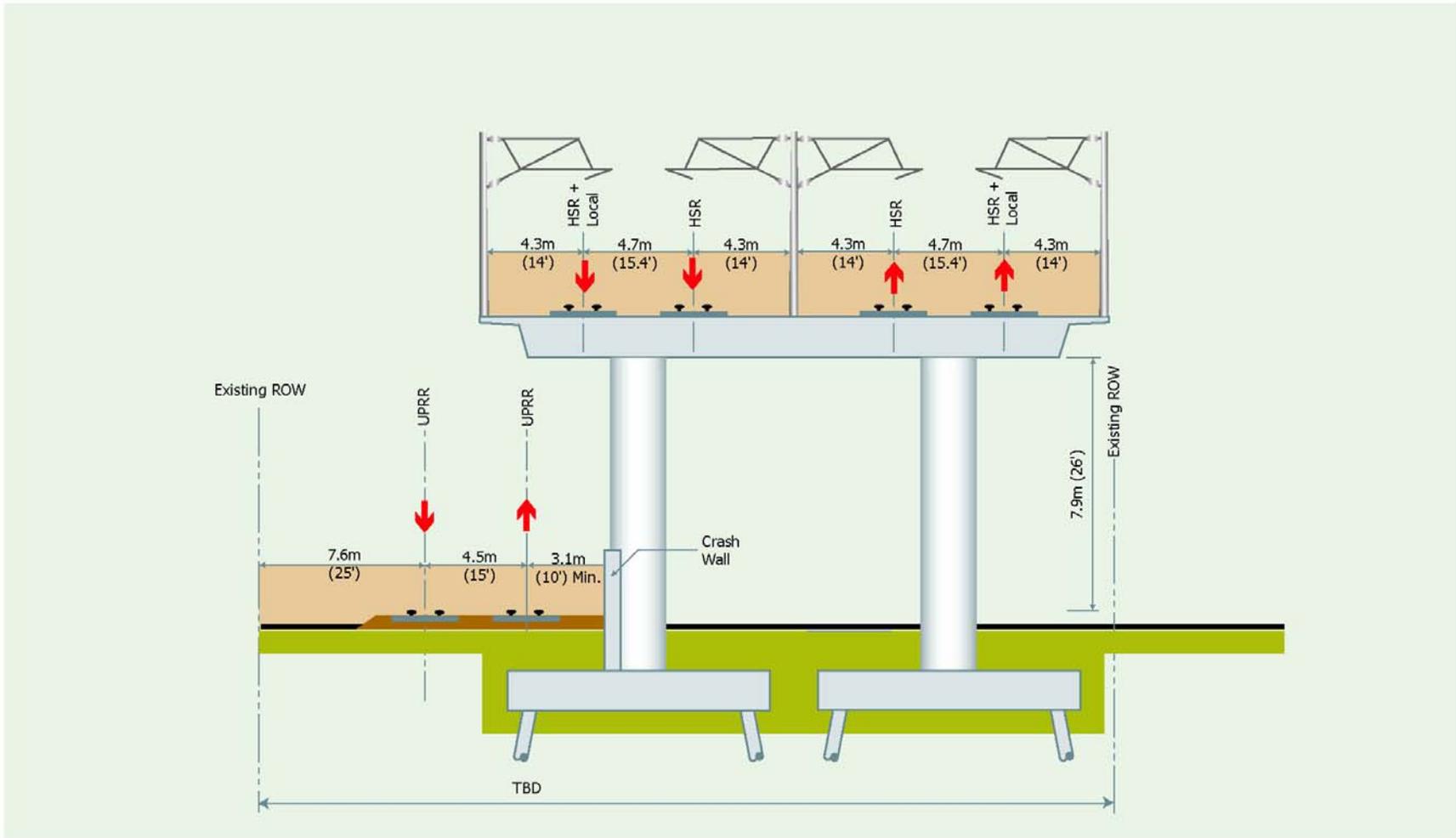




California High-Speed Train Program EIR/EIS

Figure PP-11

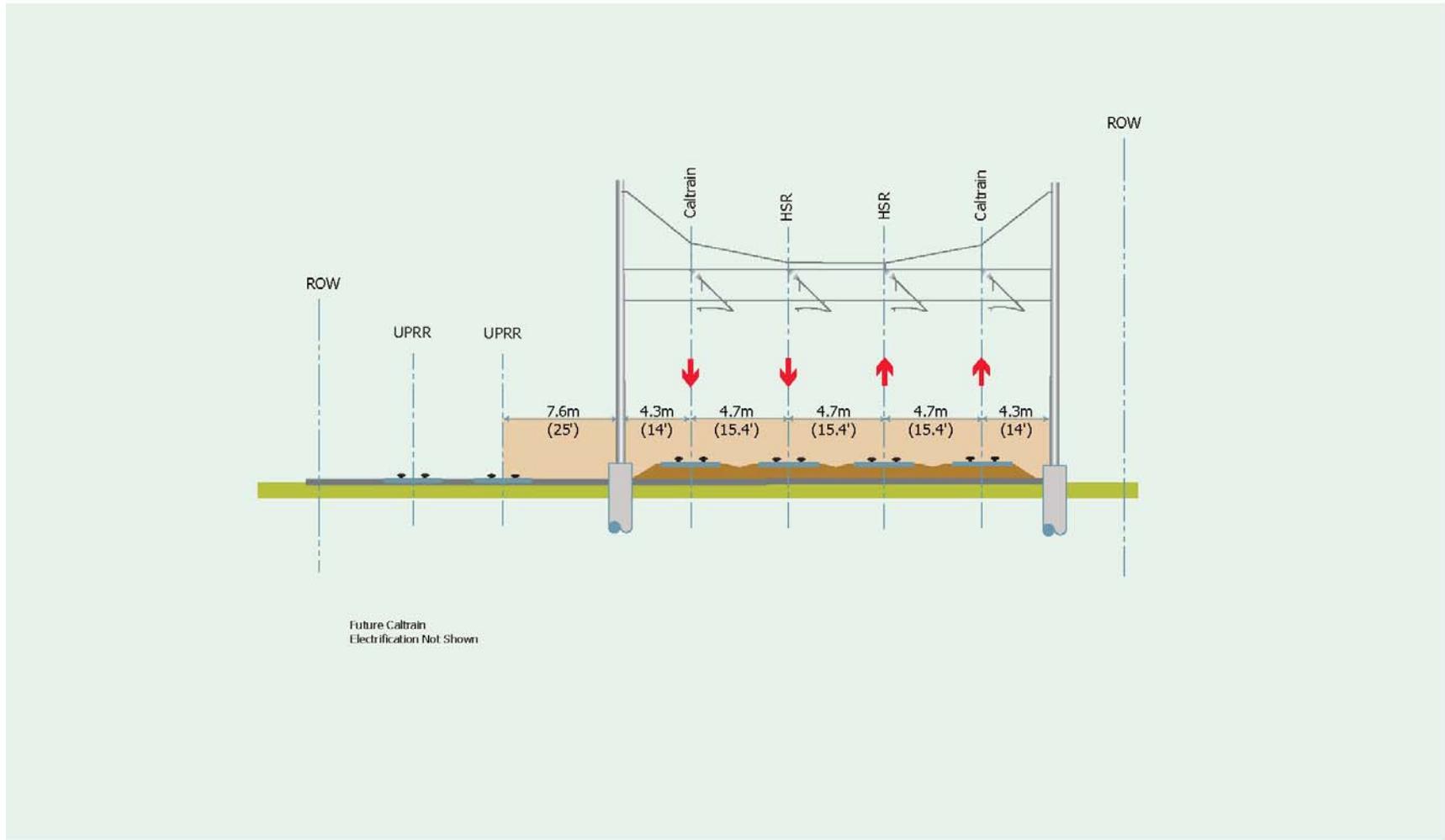




California High-Speed Train Program EIR/EIS

Figure PP-12

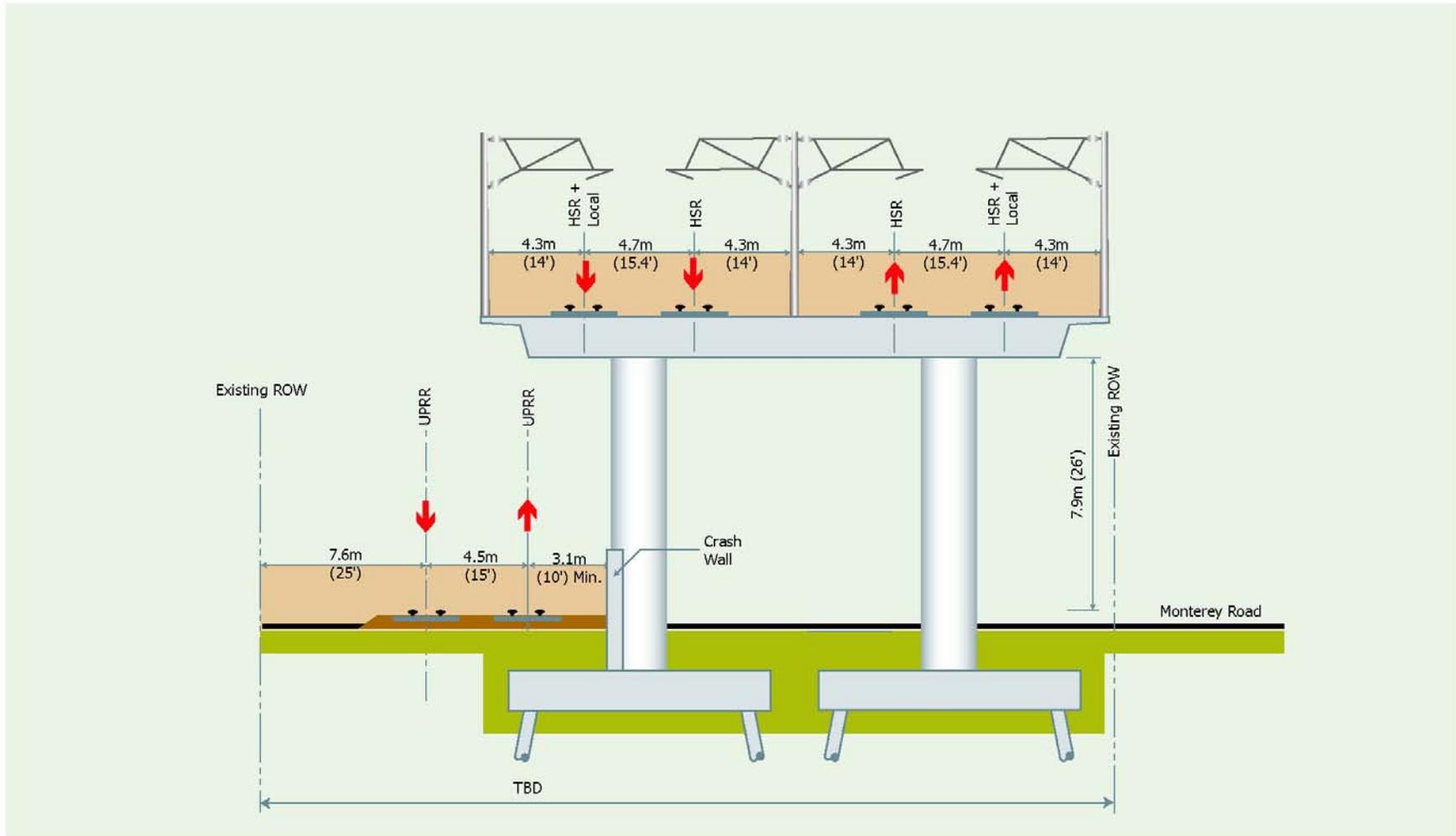




California High-Speed Train Program EIR/EIS

Figure PP-13

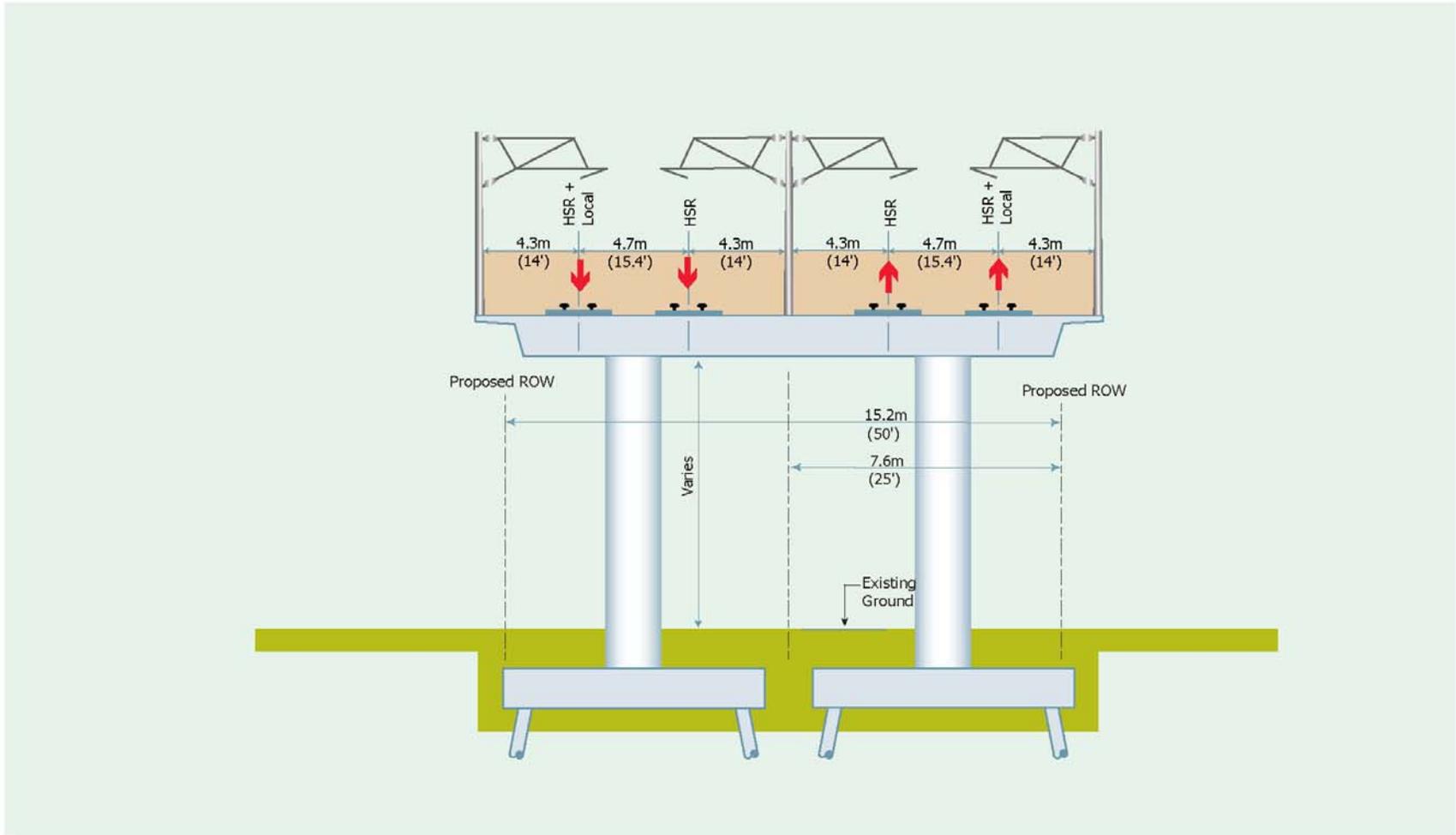




California High-Speed Train Program EIR/EIS

Figure PP-14

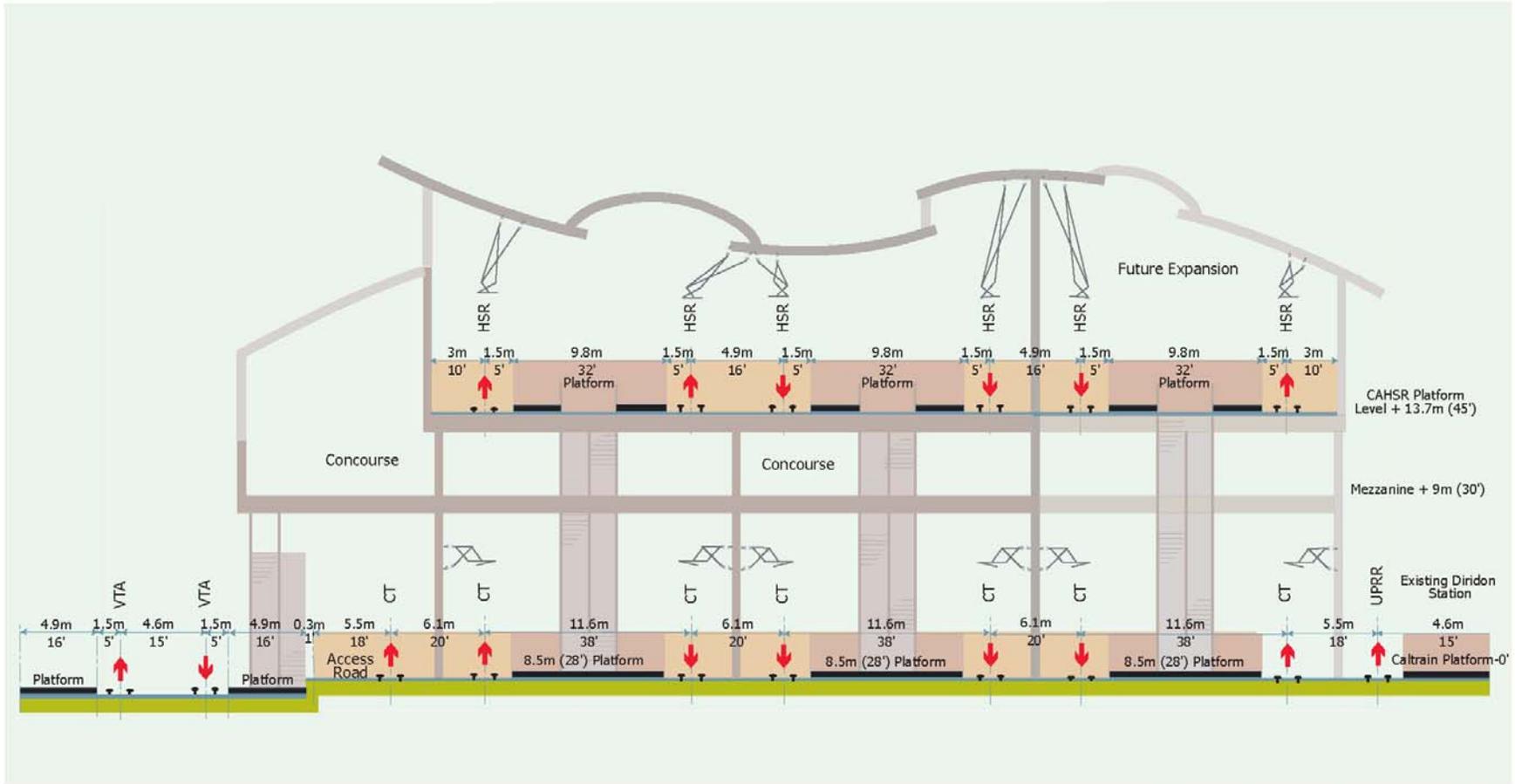




California High-Speed Train Program EIR/EIS

Figure PP-15

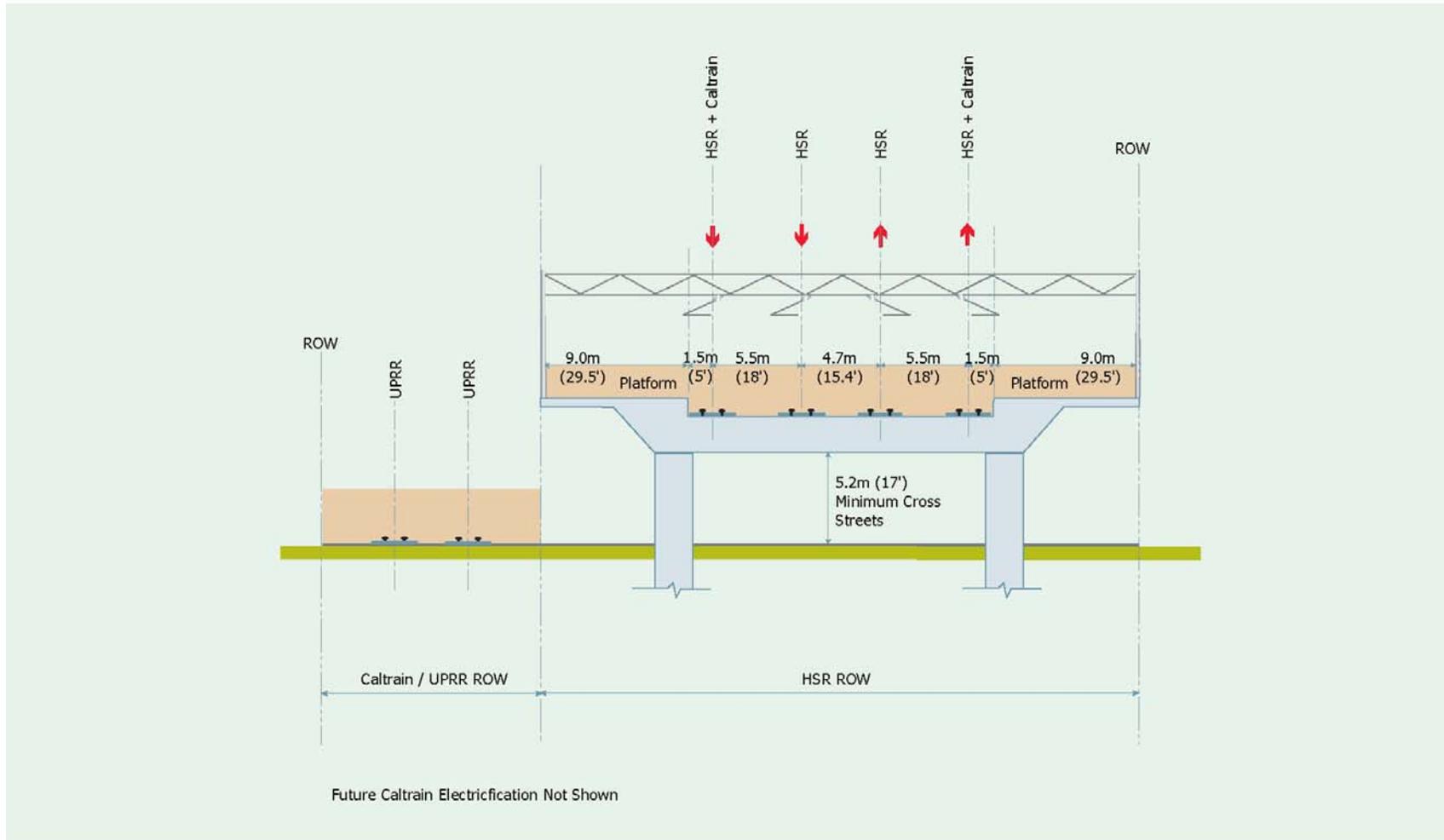




California High-Speed Train Program EIR/EIS

Figure PP-S1

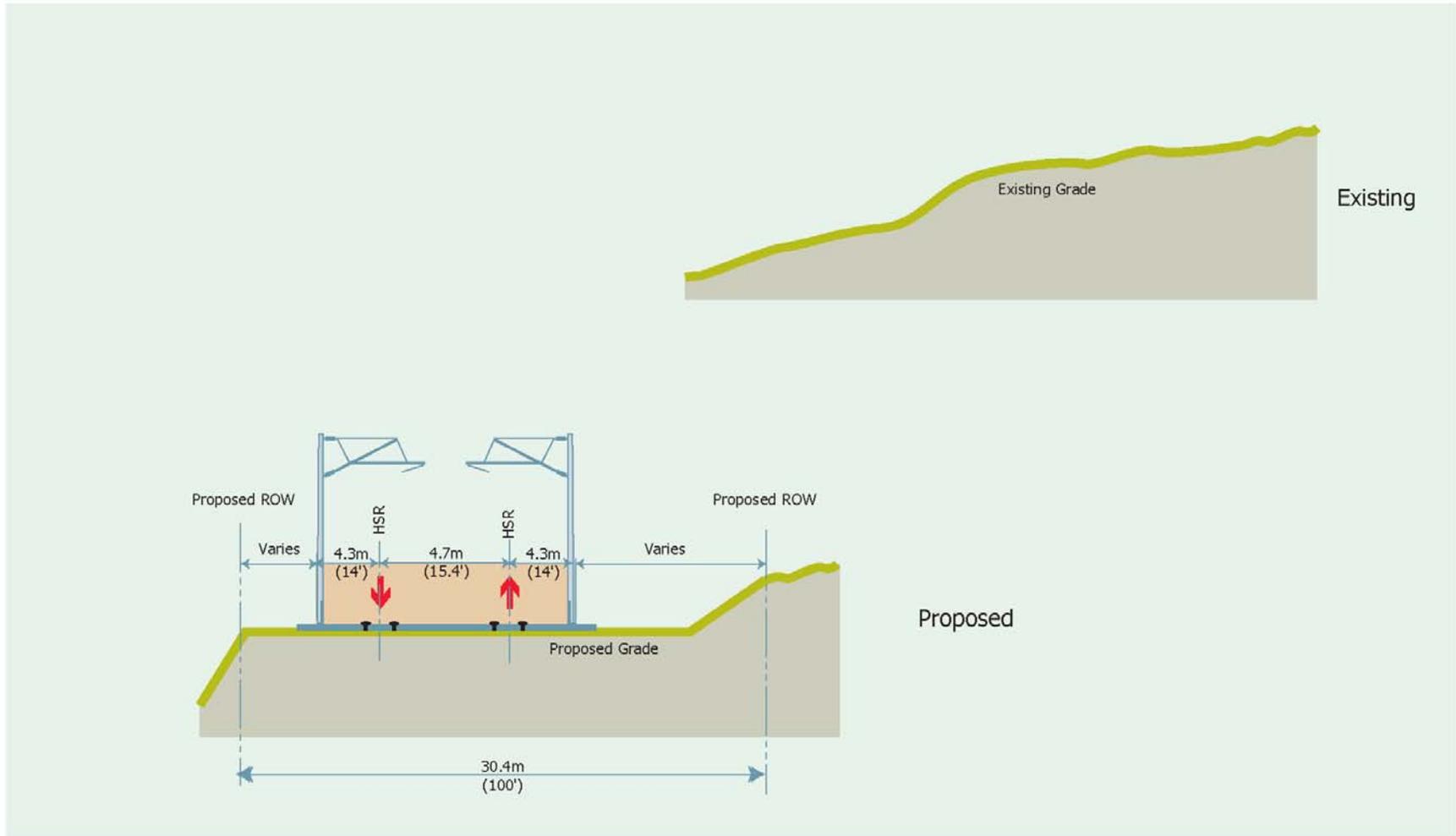




California High-Speed Train Program EIR/EIS

Figure PP-S2

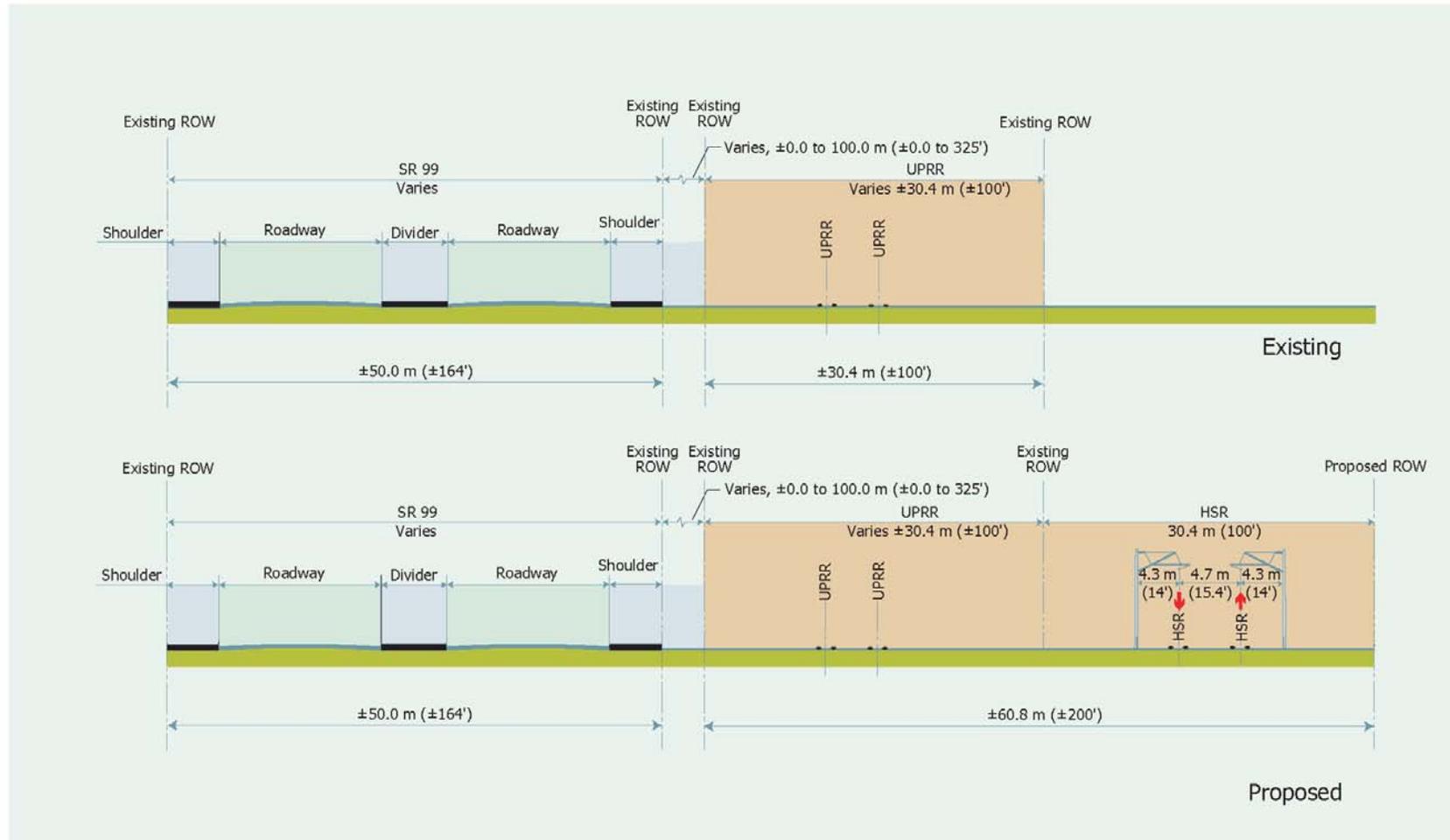




California High-Speed Train Program EIR/EIS

Figure HM-1



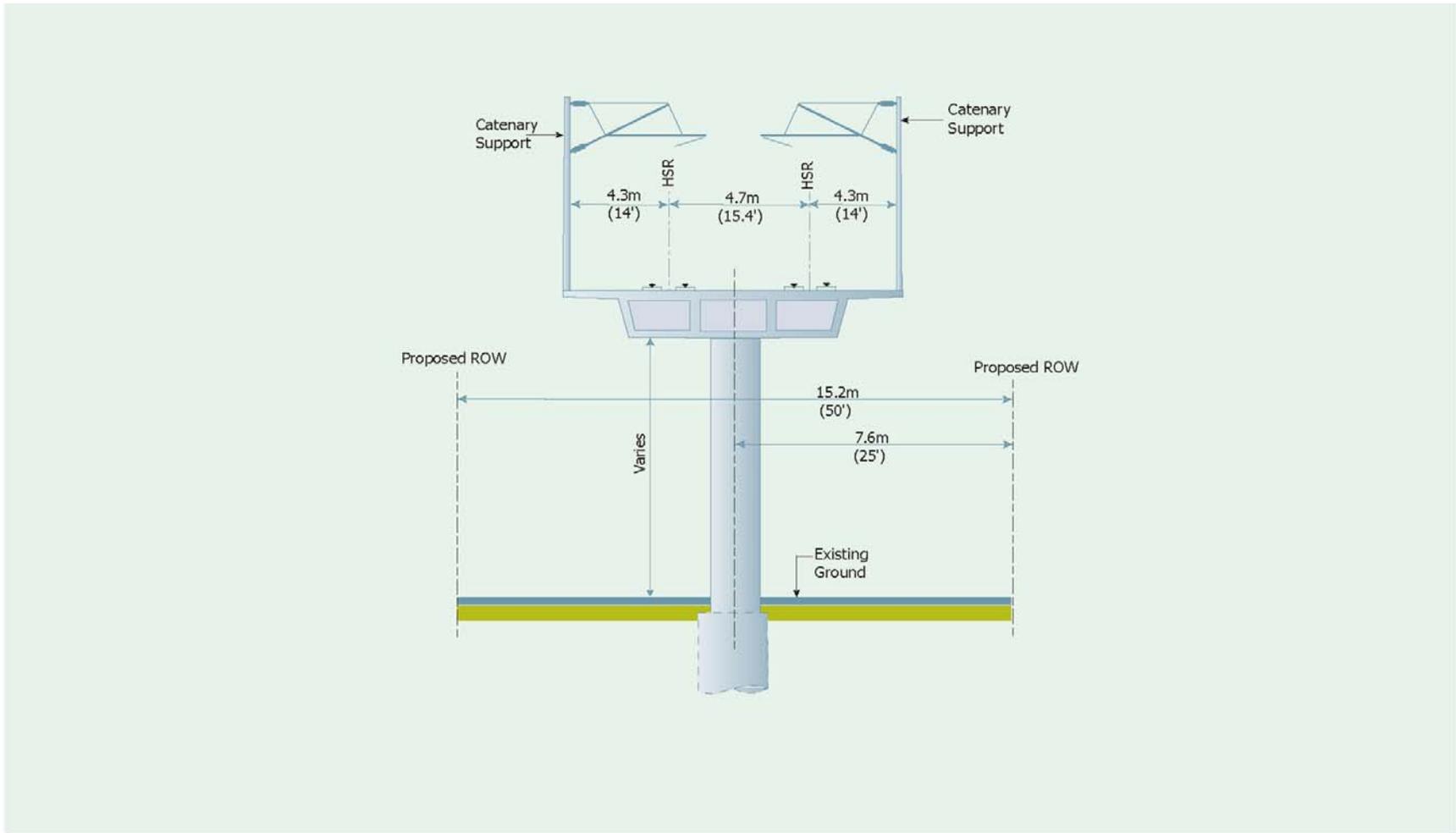


- Notes:**
1. HSR and UPRR may be on either west or east side of existing ROW
 2. UPRR may be realigned to outside of HSR to insure industry access

California High-Speed Train Program EIR/EIS

Figure HM-2

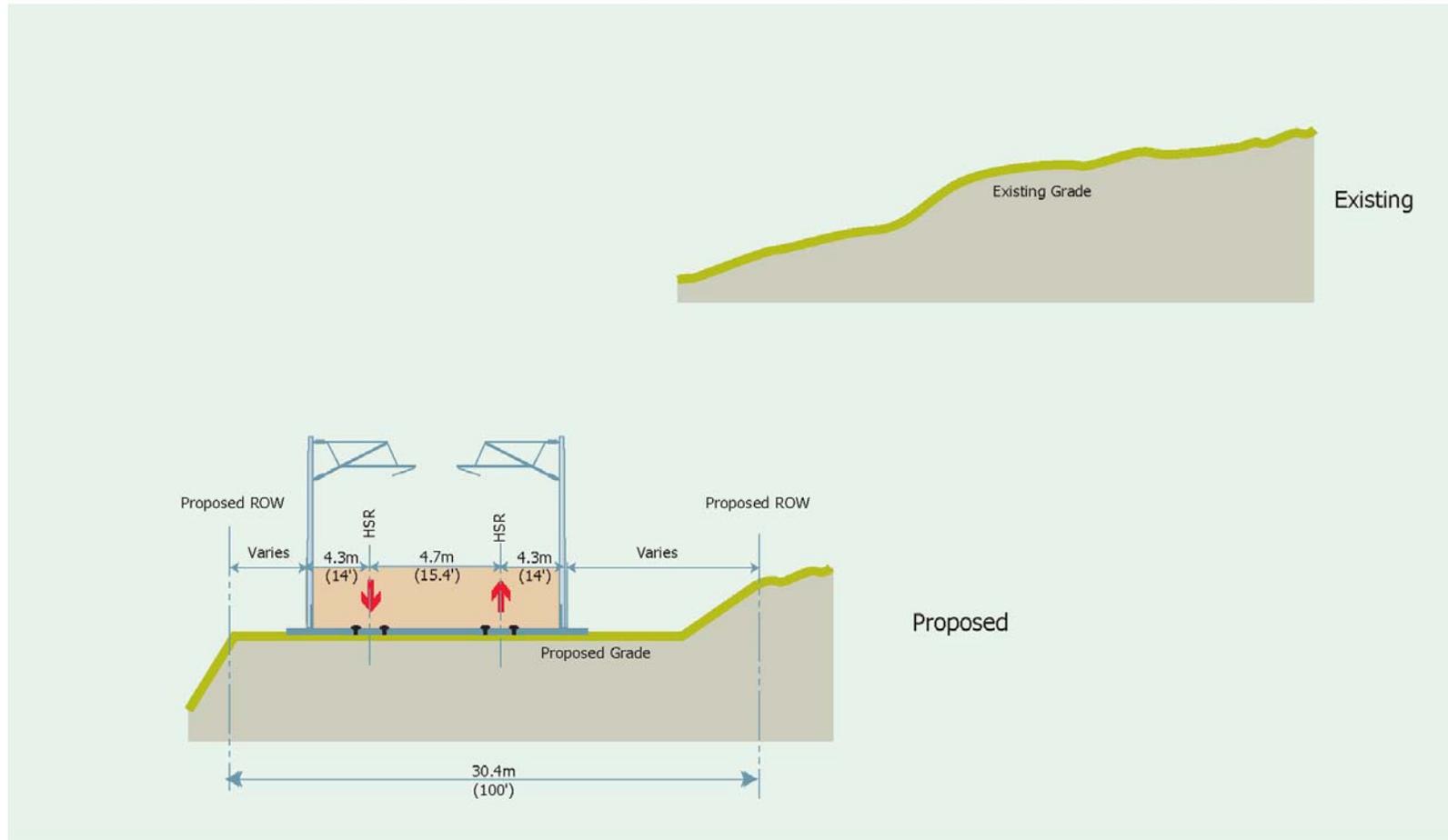




California High-Speed Train Program EIR/EIS

Figure HM-S1



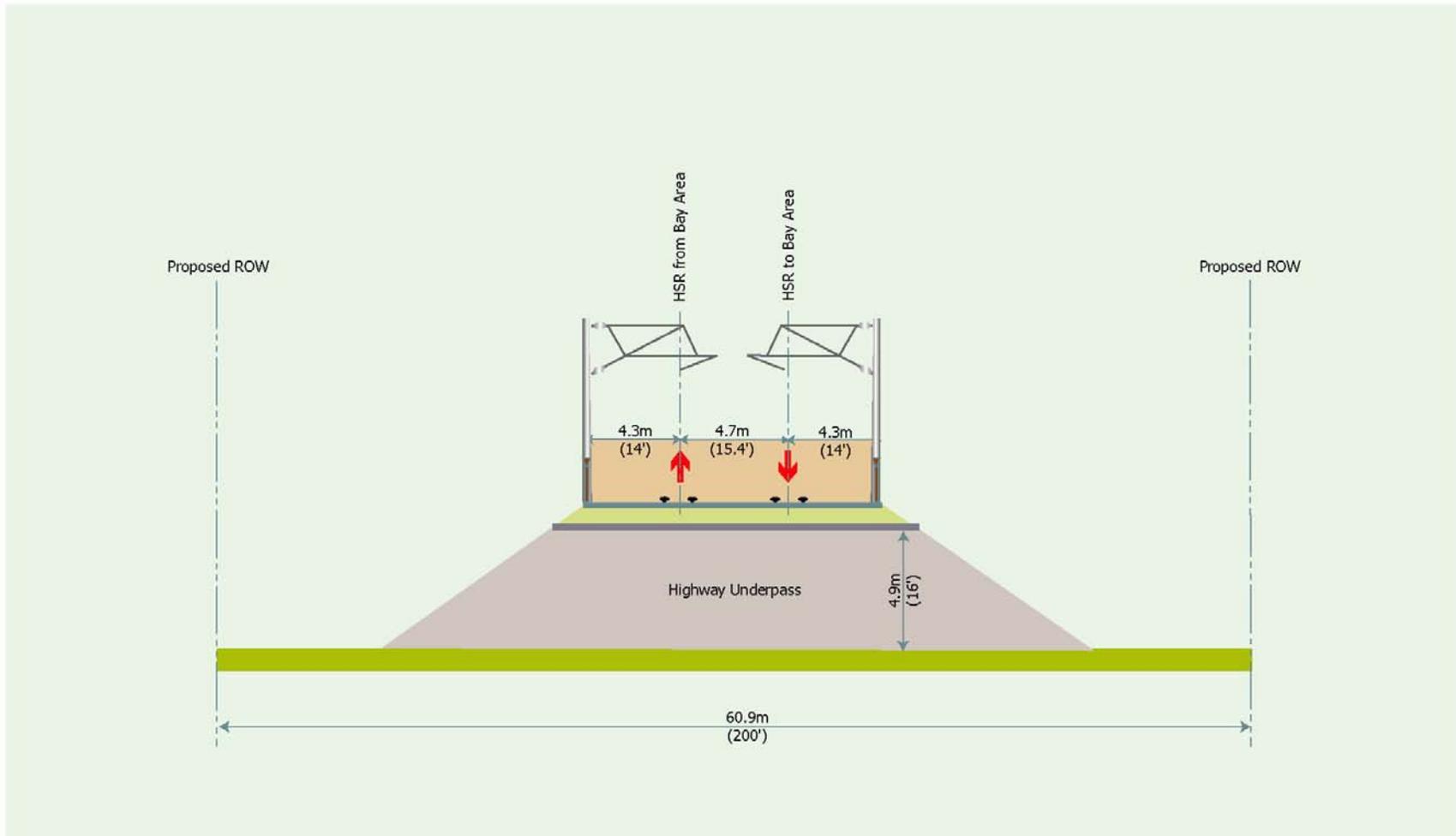


California High-Speed Train Program EIR/EIS

Figure GEA-1



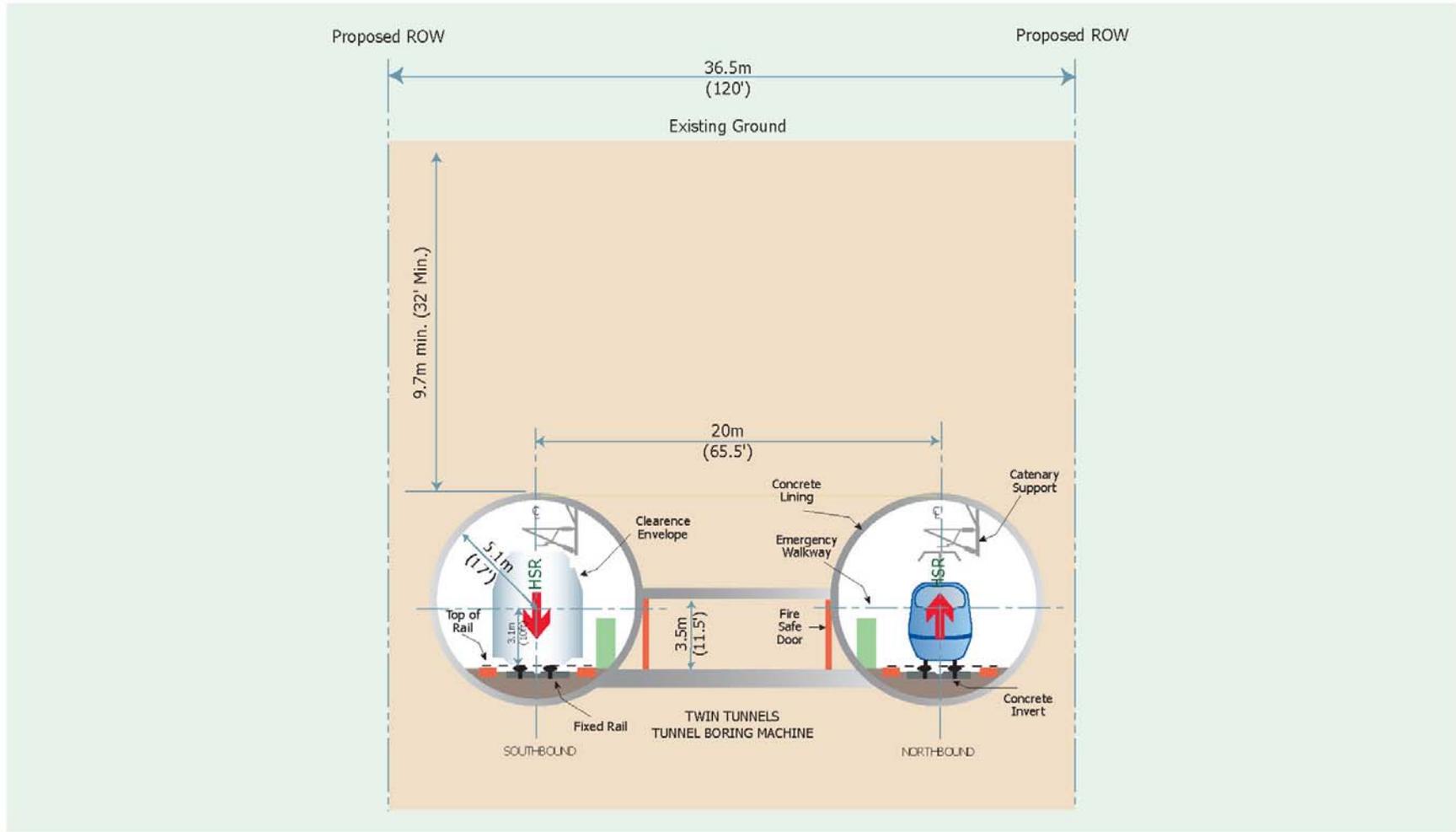
U.S. Department
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Federal Railroad
Administration



California High-Speed Train Program EIR/EIS

Figure GEA-2

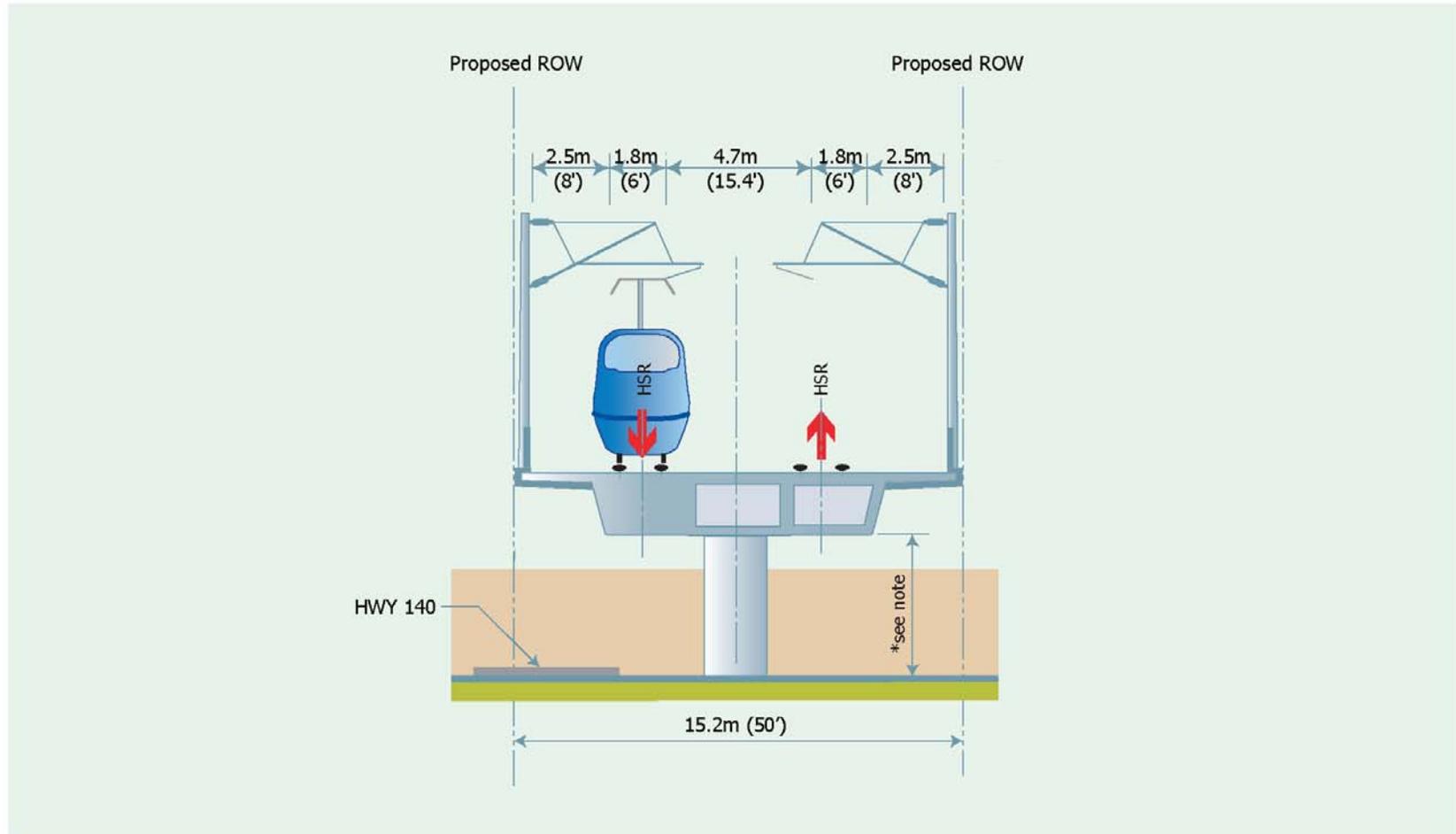




California High-Speed Train Program EIR/EIS

Figure GEA-3



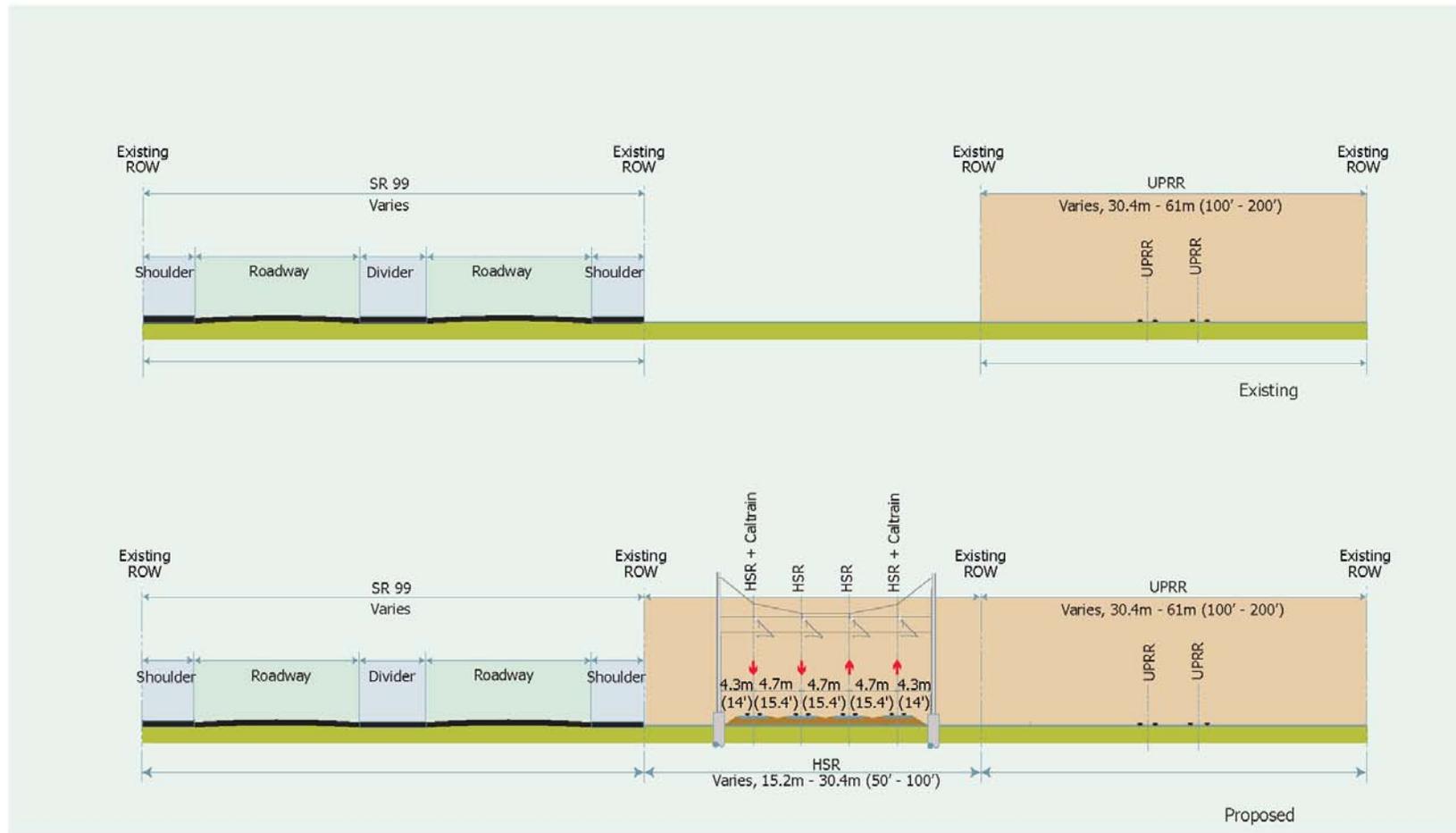


*Note:
Minimum clearance under HSR aerial structure:
- 5.1m (16.7') above roadway surface
- 7.1m (23.3') above top of rail

California High-Speed Train Program EIR/EIS

Figure GEA-4





California High-Speed Train Program EIR/EIS

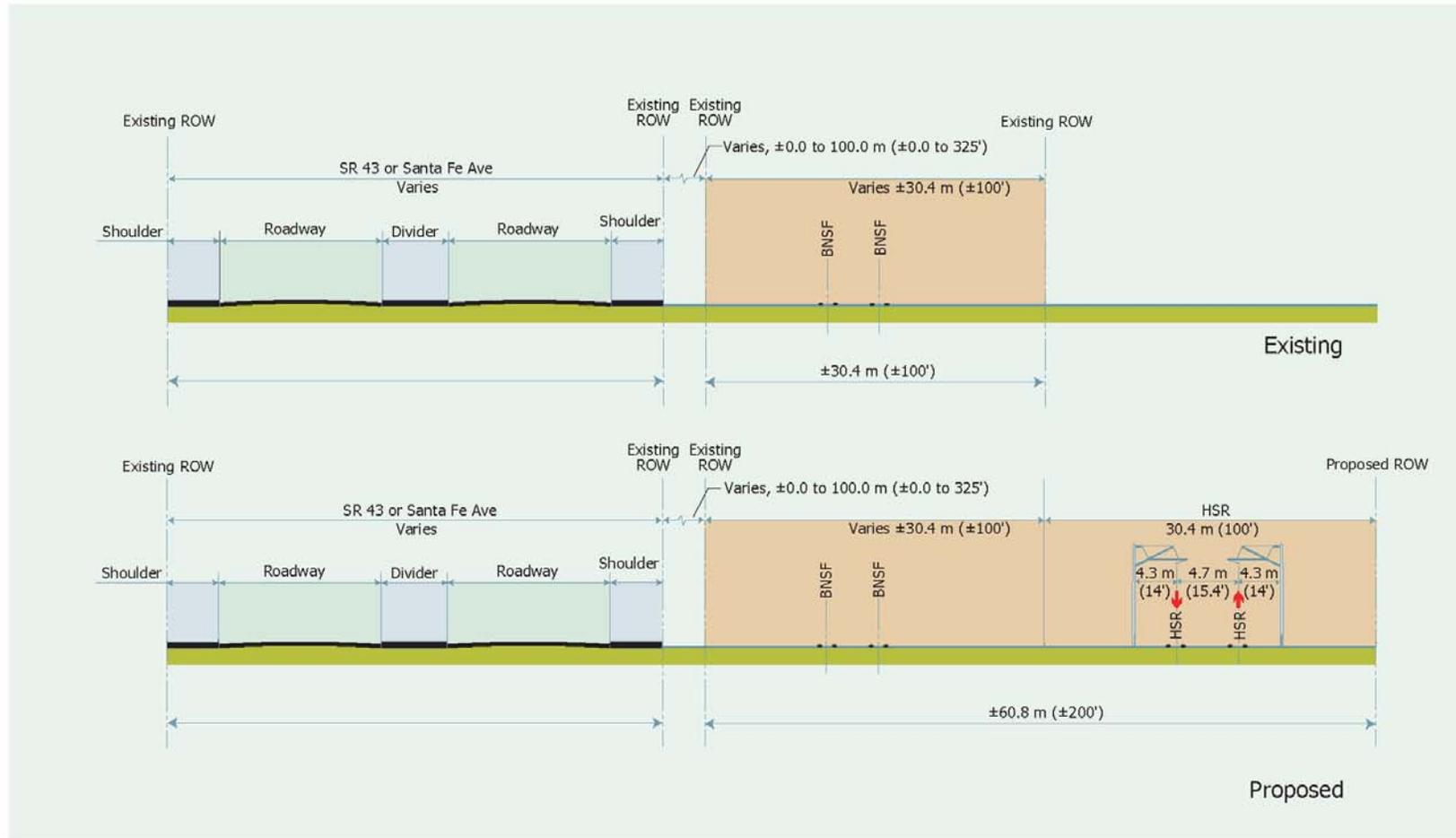
***Notes:**

1. Section may also be reversed
2. Where 15.2m (50') not available between Existing Highway ROW and Existing Railroad ROW, HSR will be located at outside fo Existing Highway ROW..

Figure GEA-5



U.S. Department
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- Notes:**
1. HSR and UPRR may be on either west or east side of existing ROW
 2. UPRR may be realigned to outside of HSR to insure industry access

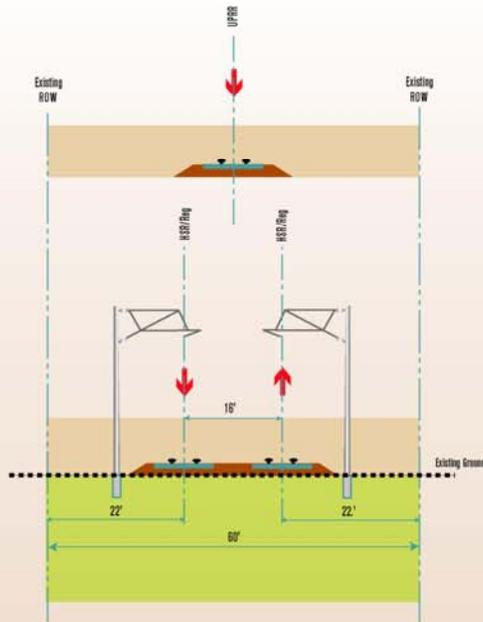
California High-Speed Train Program EIR/EIS

Figure GEA-6



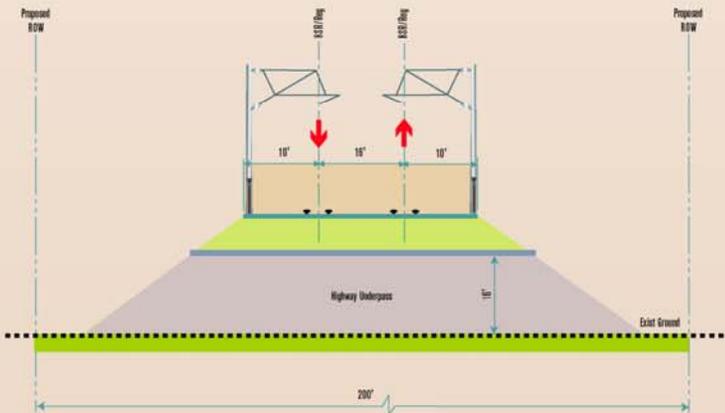
APPENDIX 2-E

ALTAMONT PASS



Existing Condition

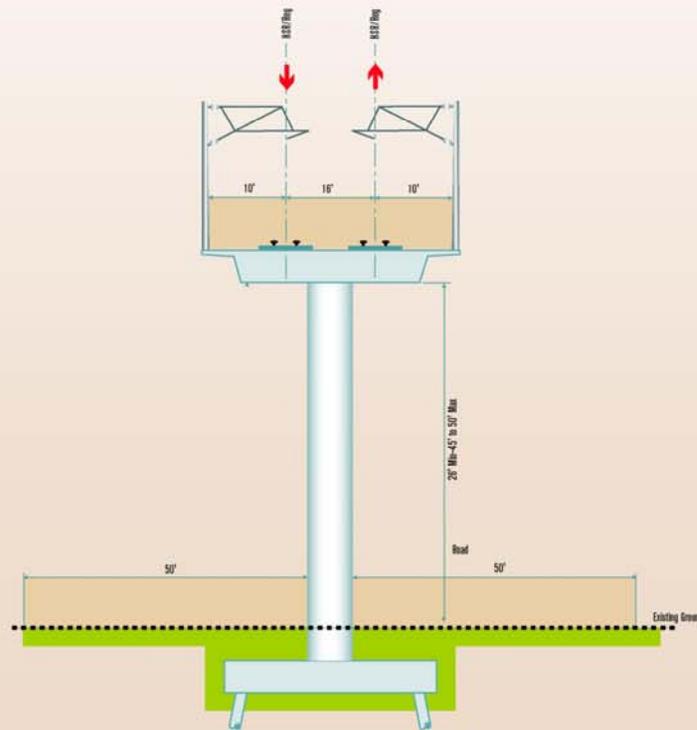
2 Tracks at Grade
Sections AP-1



2 Tracks on Embankment
Section AP-2

J05-082 secAP1 2.a 7.11.06

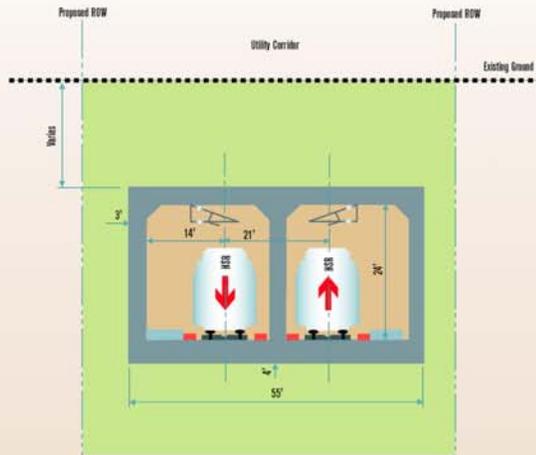




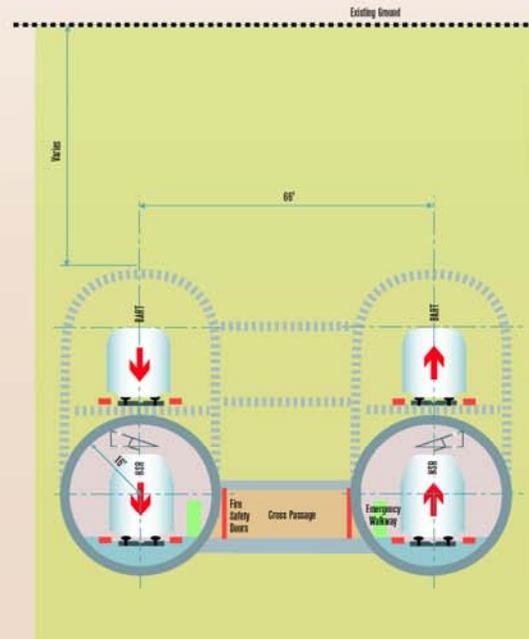
**2 Tracks on Elevated Structure
Section AP-3**

J05-082 secAP3 @ 7.11.09





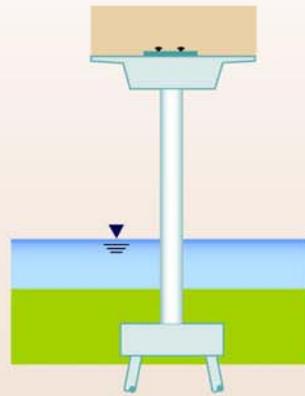
**2 Tracks Cut and Cover
Section AP-4**



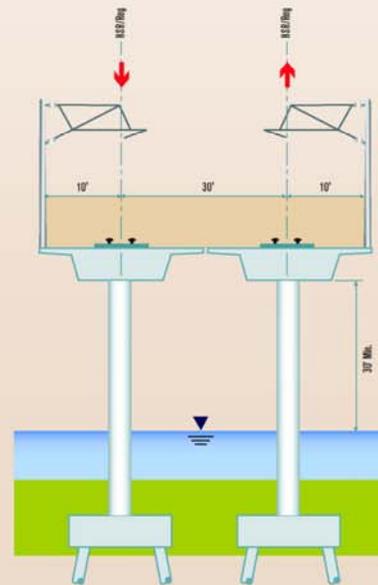
**2 Tracks Drilled Tunnel or
Under Water Tube
Section AP-5
4 Tracks Optional**

J05-082nacAP4.5.1 at 7.11.06





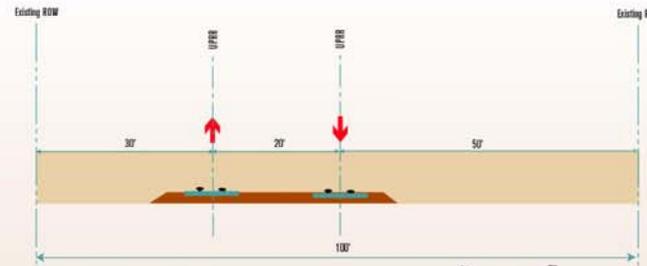
Existing Condition



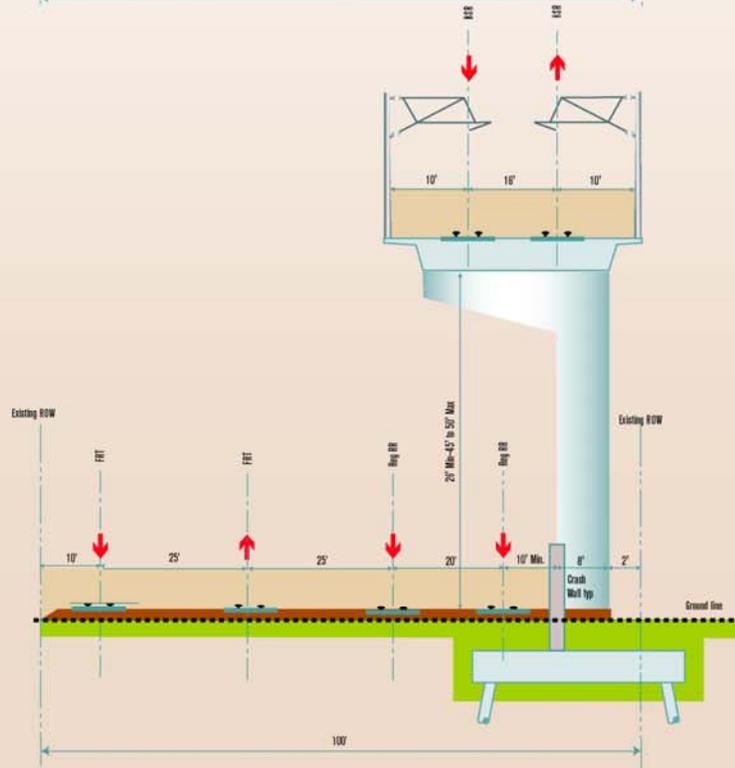
2 Tracks Approach to
Movable Bridge Section
Section AP-6

J05-062.sxcAPS at 7.11.06





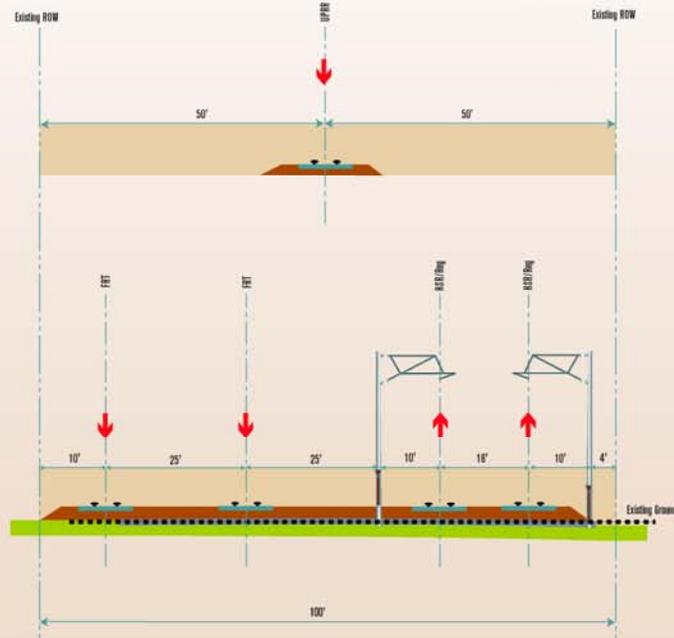
Existing Condition



4 Tracks at Grade plus
2 Tracks on Elevated Structure
Section AP-7

J05-062pacAP7.a 7.11.06



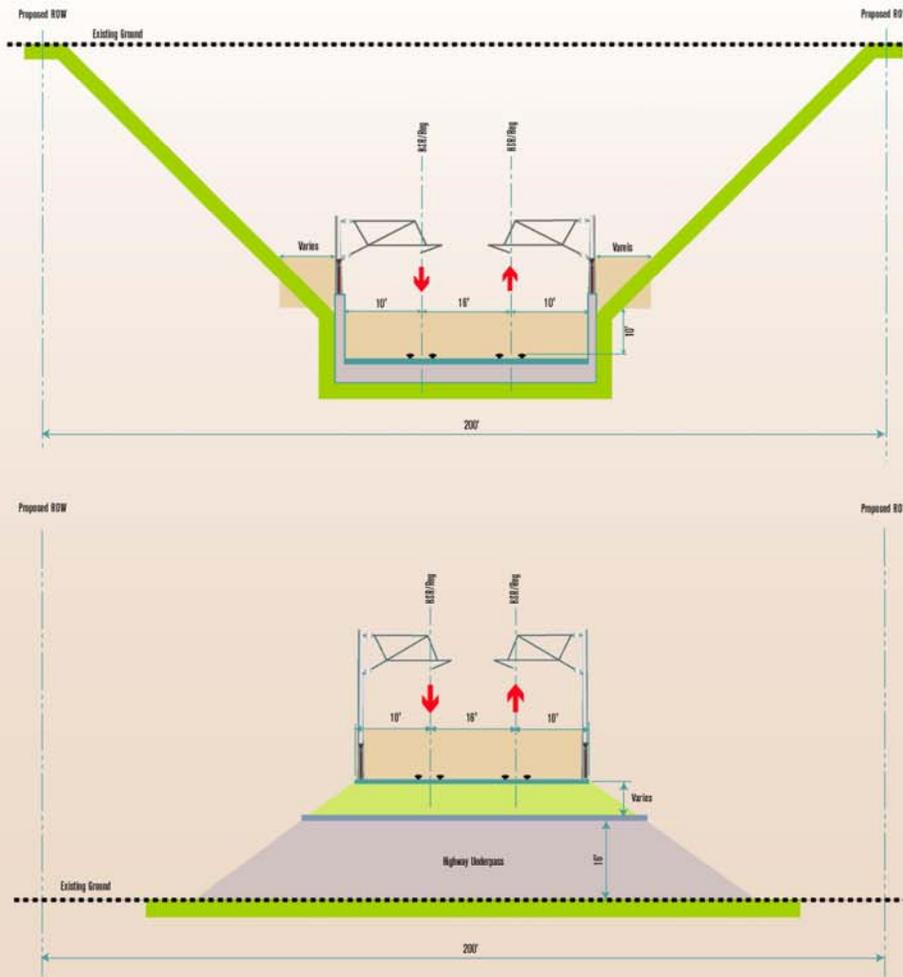


Existing Condition

4 Tracks at Grade
Section AP-8

J05-062 secAP8 at 7.11.06

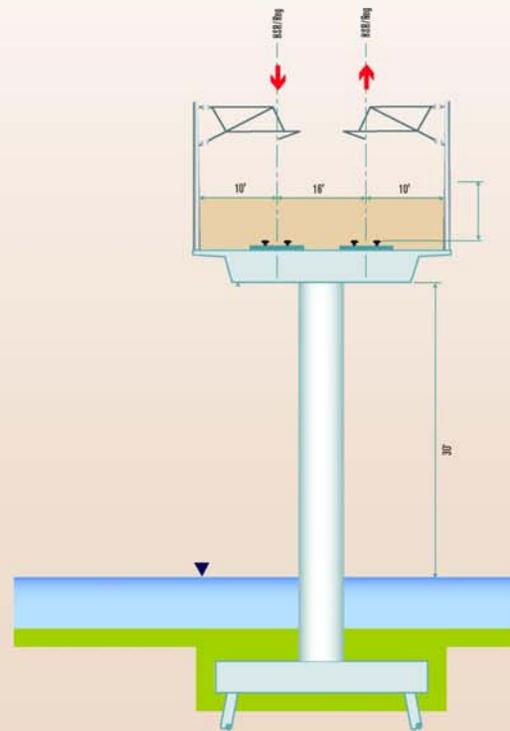




**2 Tracks on Balanced Earth Work
(Retained Cut or Embankment)
Sections AP-9**

J05-082nacAP9 at 7.11.06





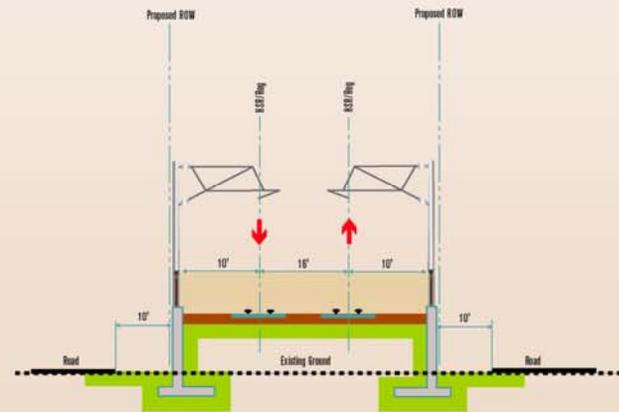
**2 Tracks on Elevated Structure
(over water)
Section AP-10**

J05-062.eacAP10 ii 7.11.06





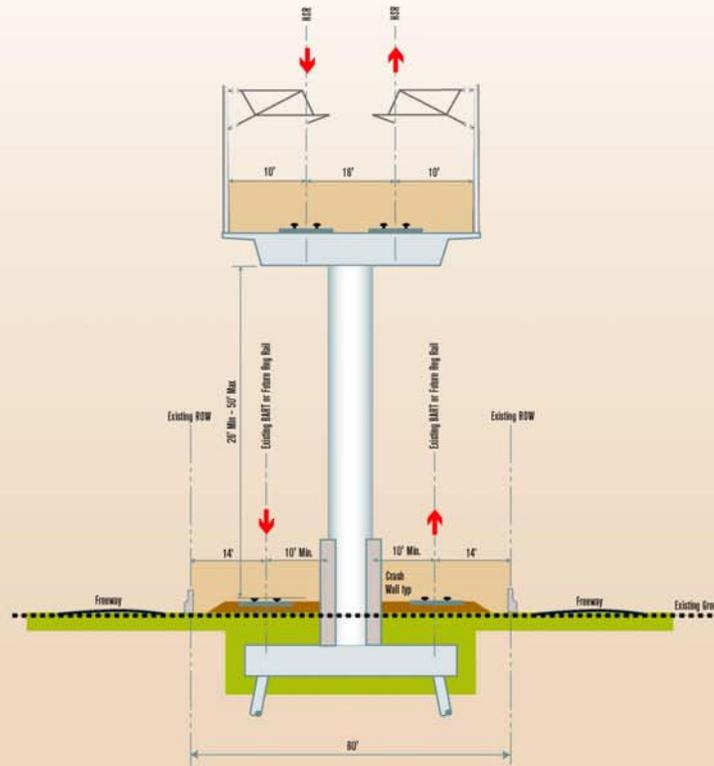
Existing Conditions



2 Track on Retained Fill
Section AP-11

J05-082ac-AP11.dwg 7.11.06

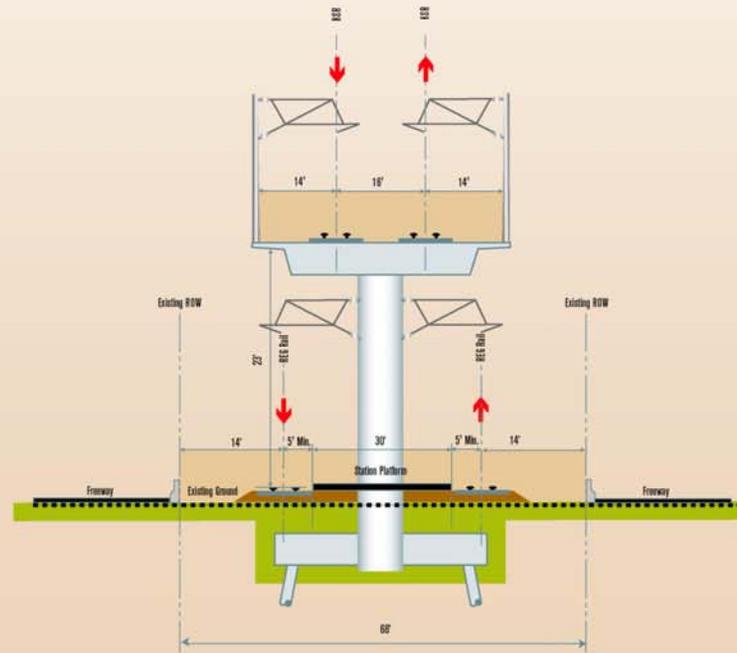




**2 Tracks on Elevated Structure
Plus 2 Tracks at Grade in
Freeway Median
Section AP-12**

J05-082wCAP12 ii 7/11/08



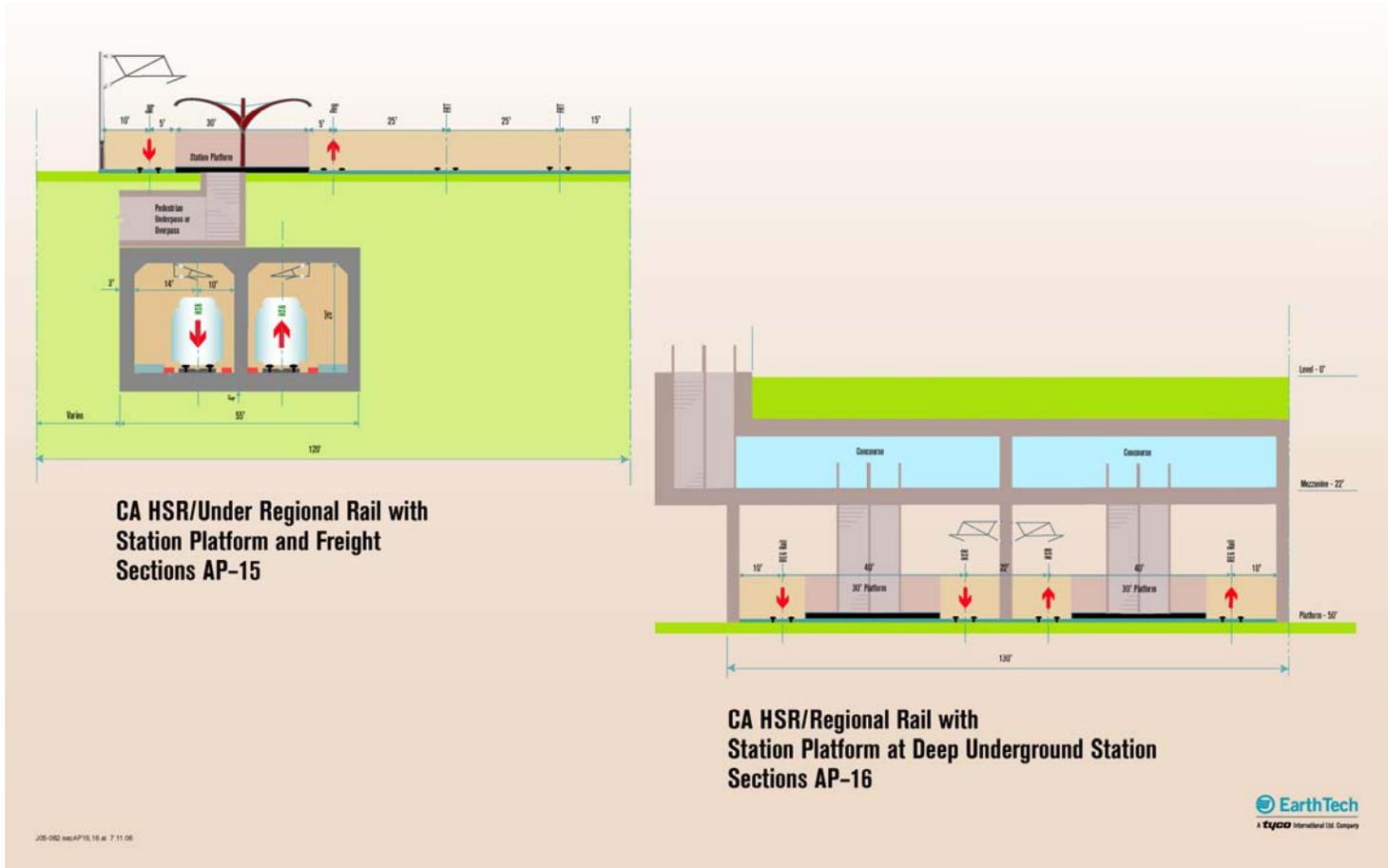


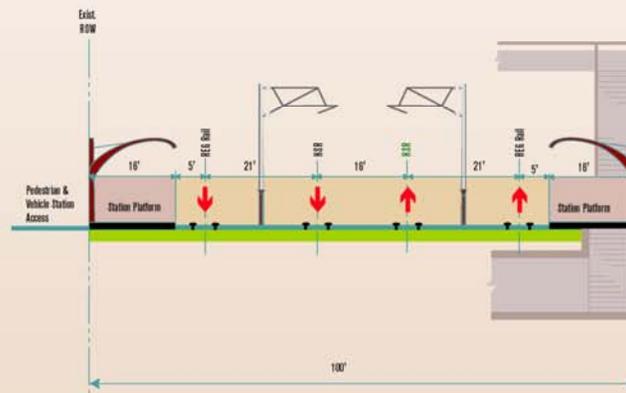
Greenville Road Station and
Dublin Pleasanton Station
Section AP-14



J05-062pacAP14.d 7.11.06

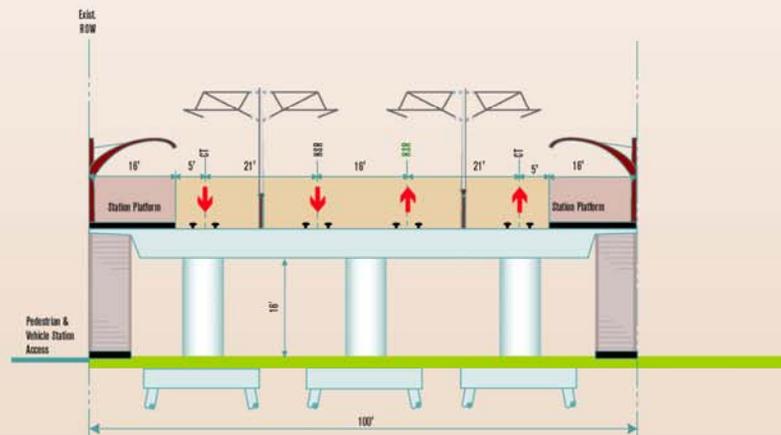






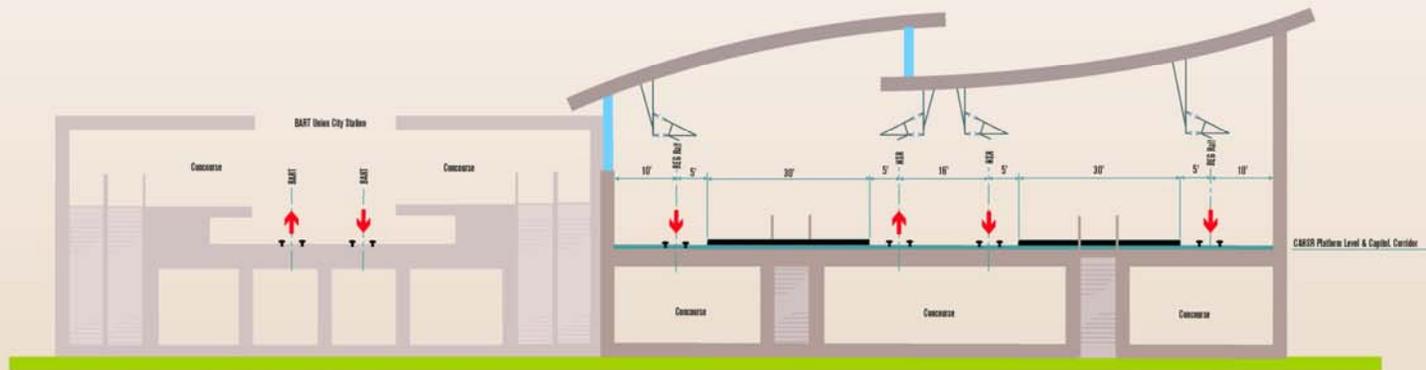
**Vasco Road/Willow Road Station
Section AP-17**

J05-082.sscAP17.dwg 7.11.06



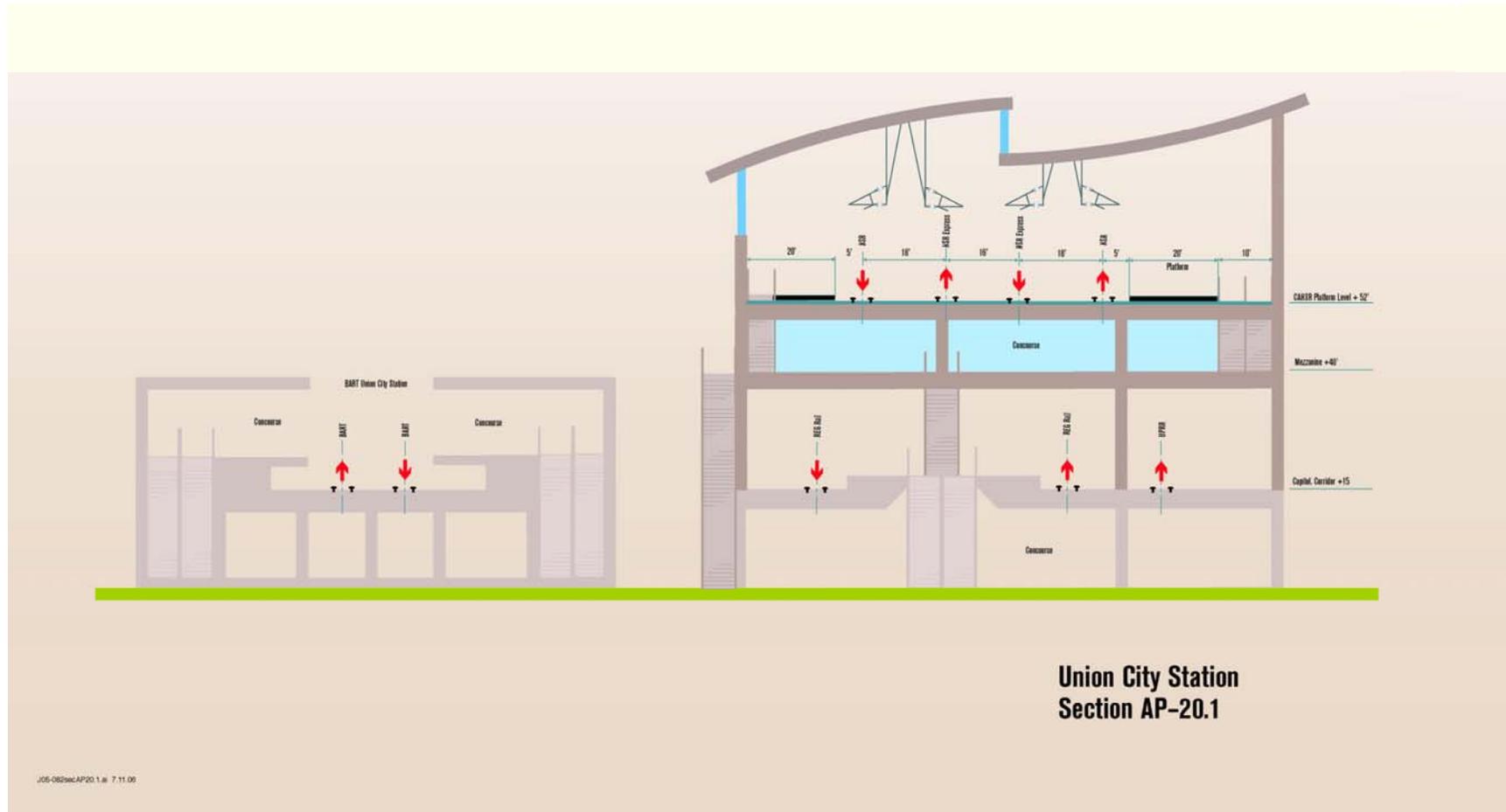
**Greenville Station, I-680 Station and Newark Station
Section AP-18**

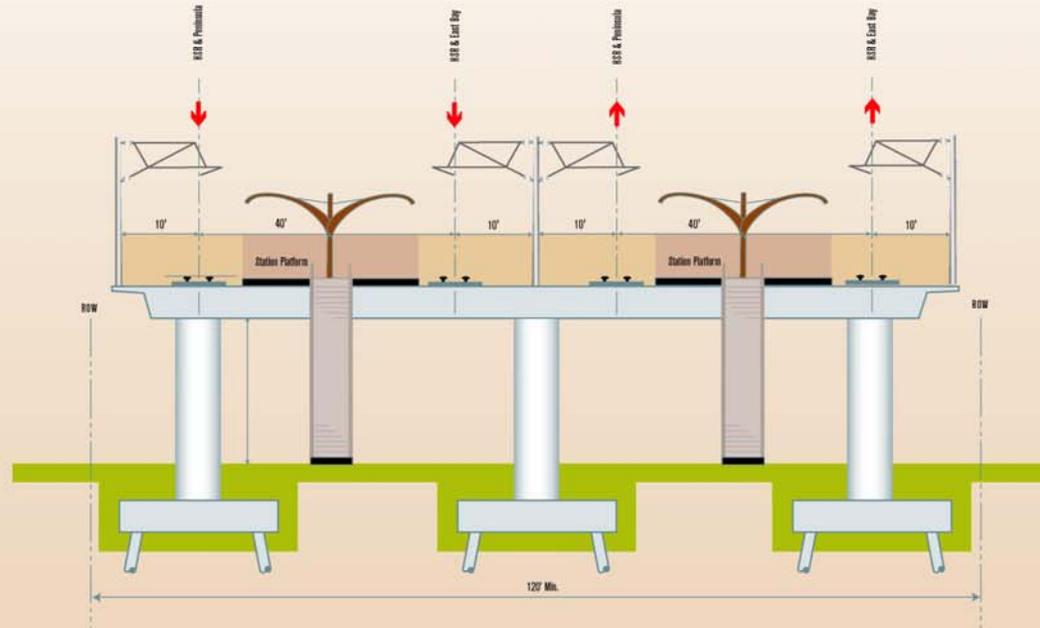
J05-082sec-AP18.w 7.11.06



**Union City Station
Section AP-20**

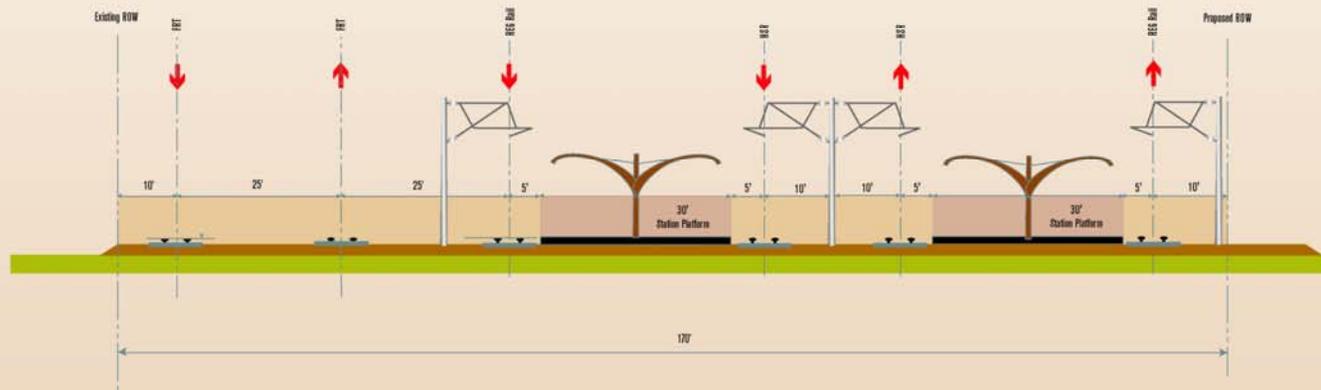
J05-0520acAP20 @ 7.11.05





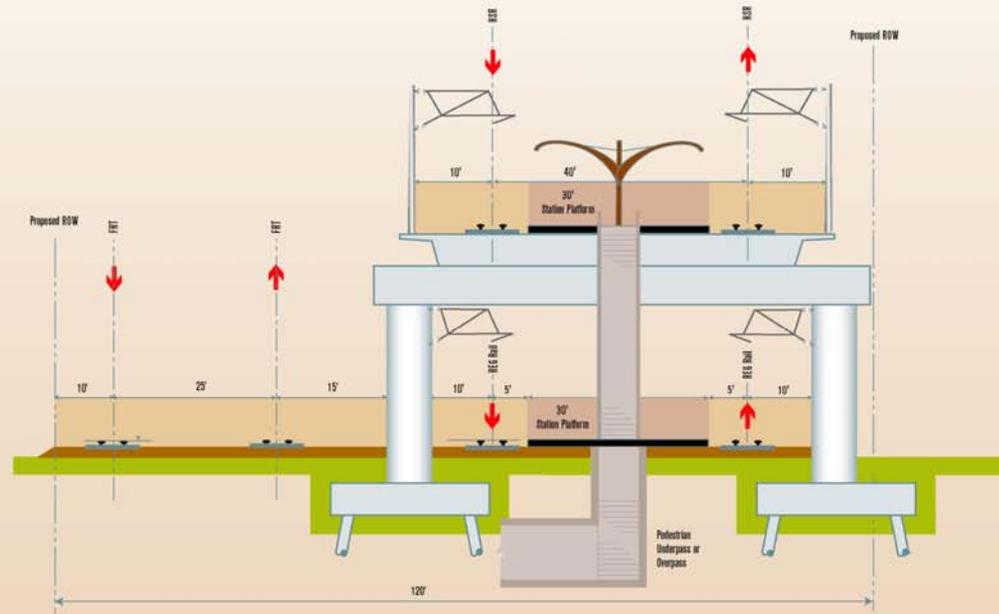
**South Livermore Station and
Shinn Street Station
Sections AP-21**

J05-082 secAP21 @ 7.11.06



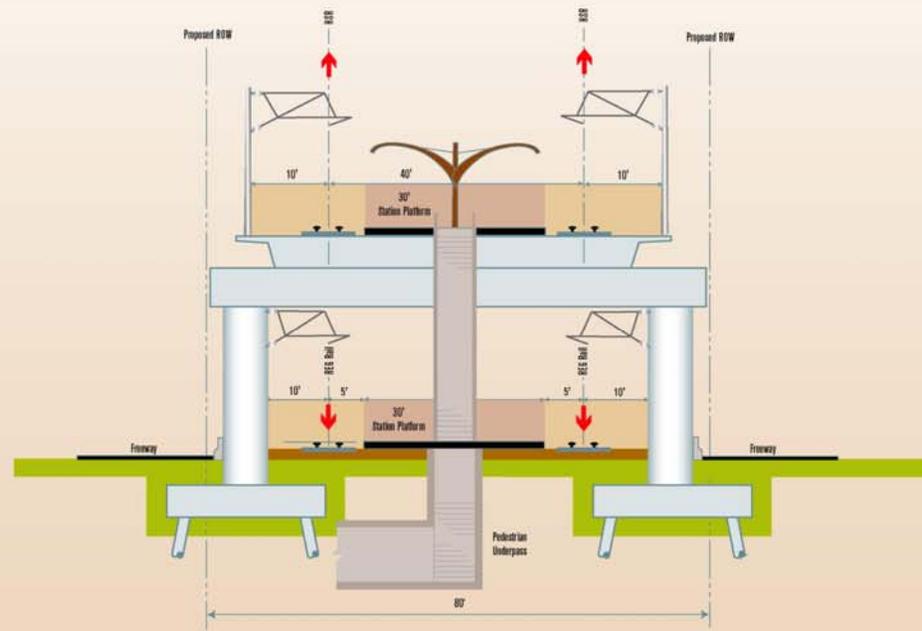
**Livermore Option 1 At Grade
AP Section 23.1**

J05-0526wCAP23.1@ 7.11.06



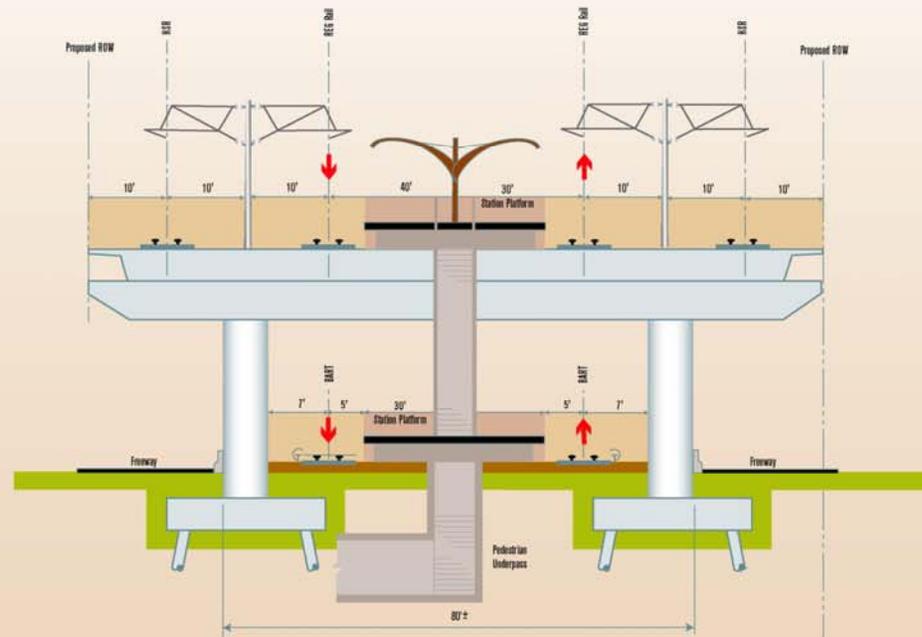
**Livermore Station Option 2
Section AP-23.2**

J05-082.ec23.2.r 7.11.09



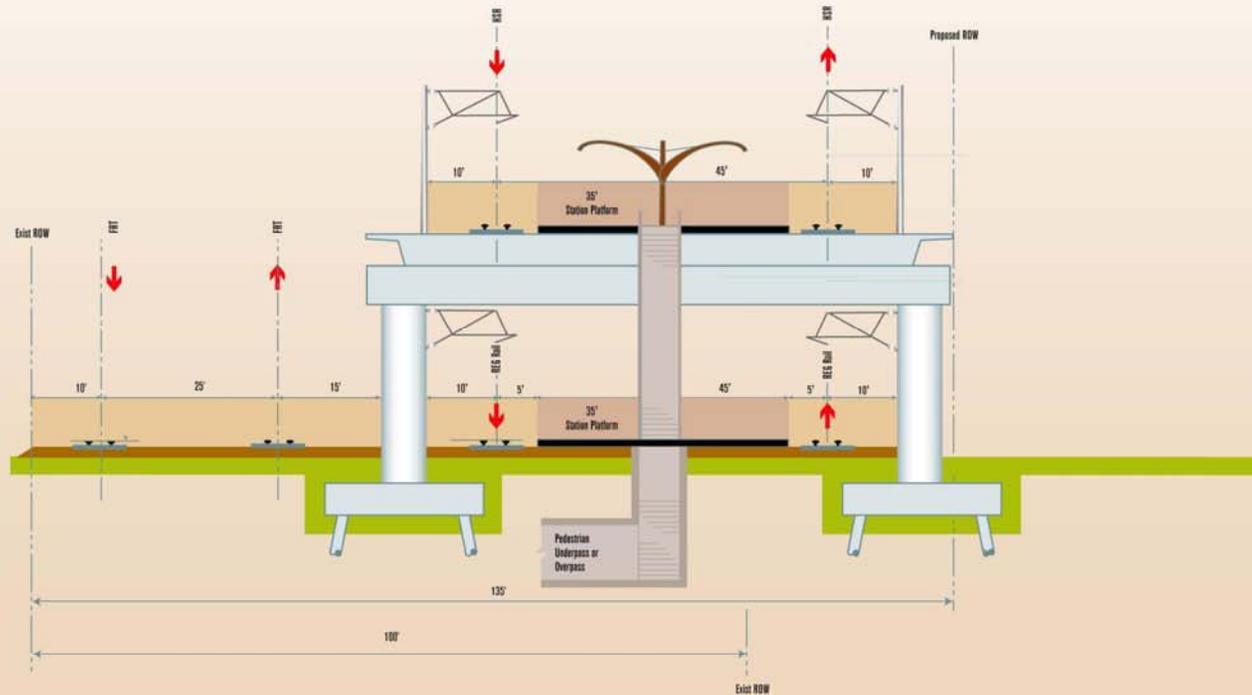
**Livermore Station Option 3
Section AP-23.3**

J06-082 sec23.3.w 7/11/06



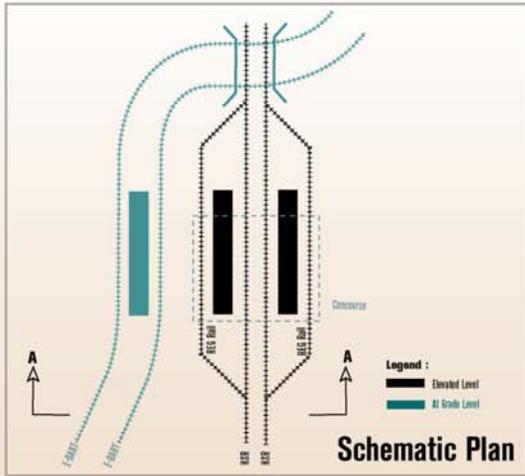
**Livermore Station Option 4
Section AP-23.4**

J05-082 sec23.4.w 8/28/09

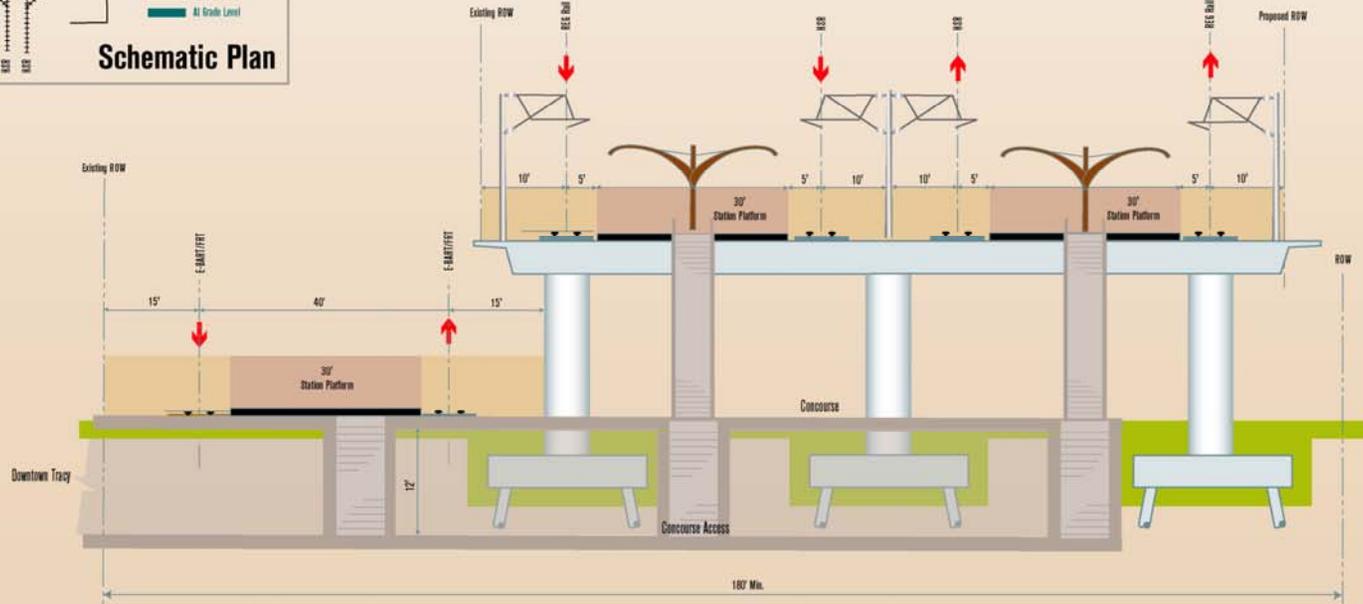


**Pleasanton Station Option 1
Section AP-23.5**

J05-082.ec23.5 @ 1.30.07

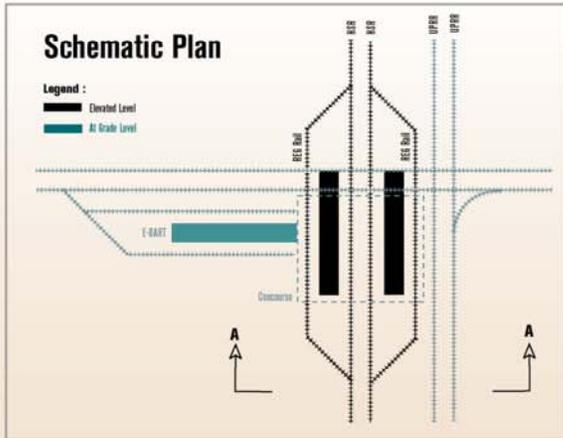


Downtown Tracy Station Section AP-24

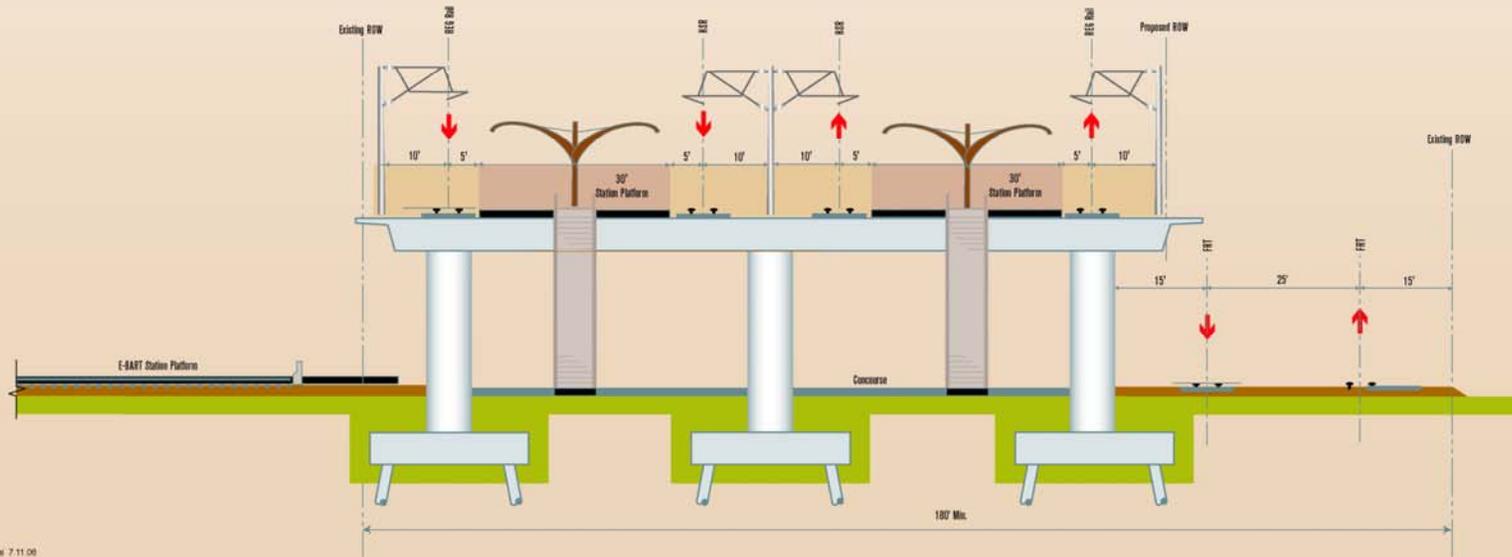


JOS-082wCAP-24.w 7.11.08

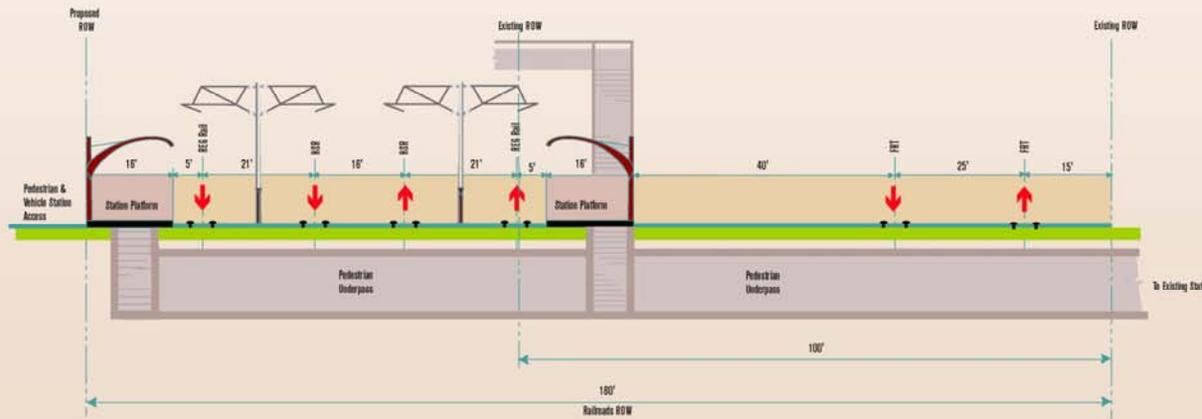




Tracy Station Exist ACE Route Section AP-25



JOS-0826c-AP25.r 7.11.08



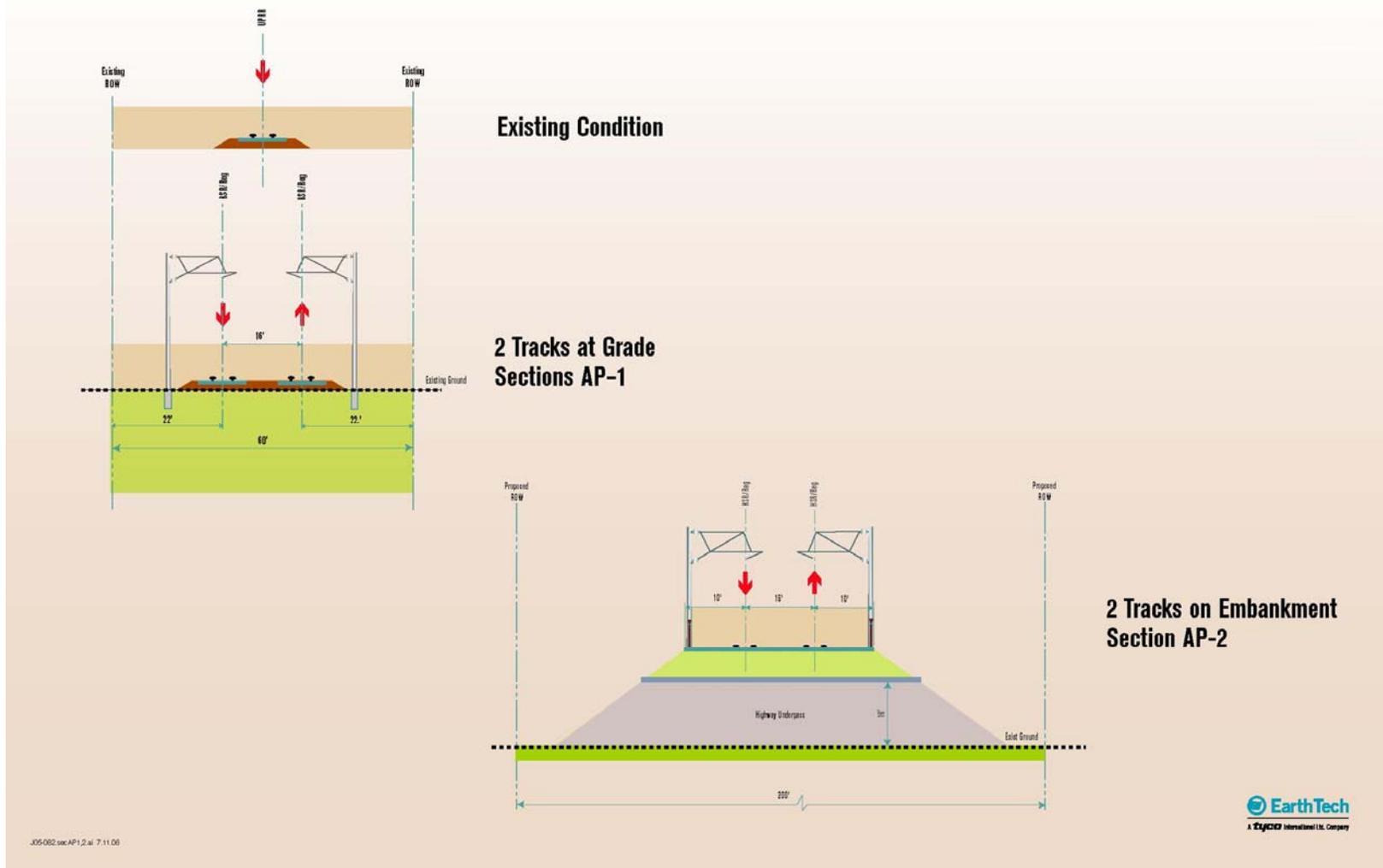
Modesto At Grade Section AP-26

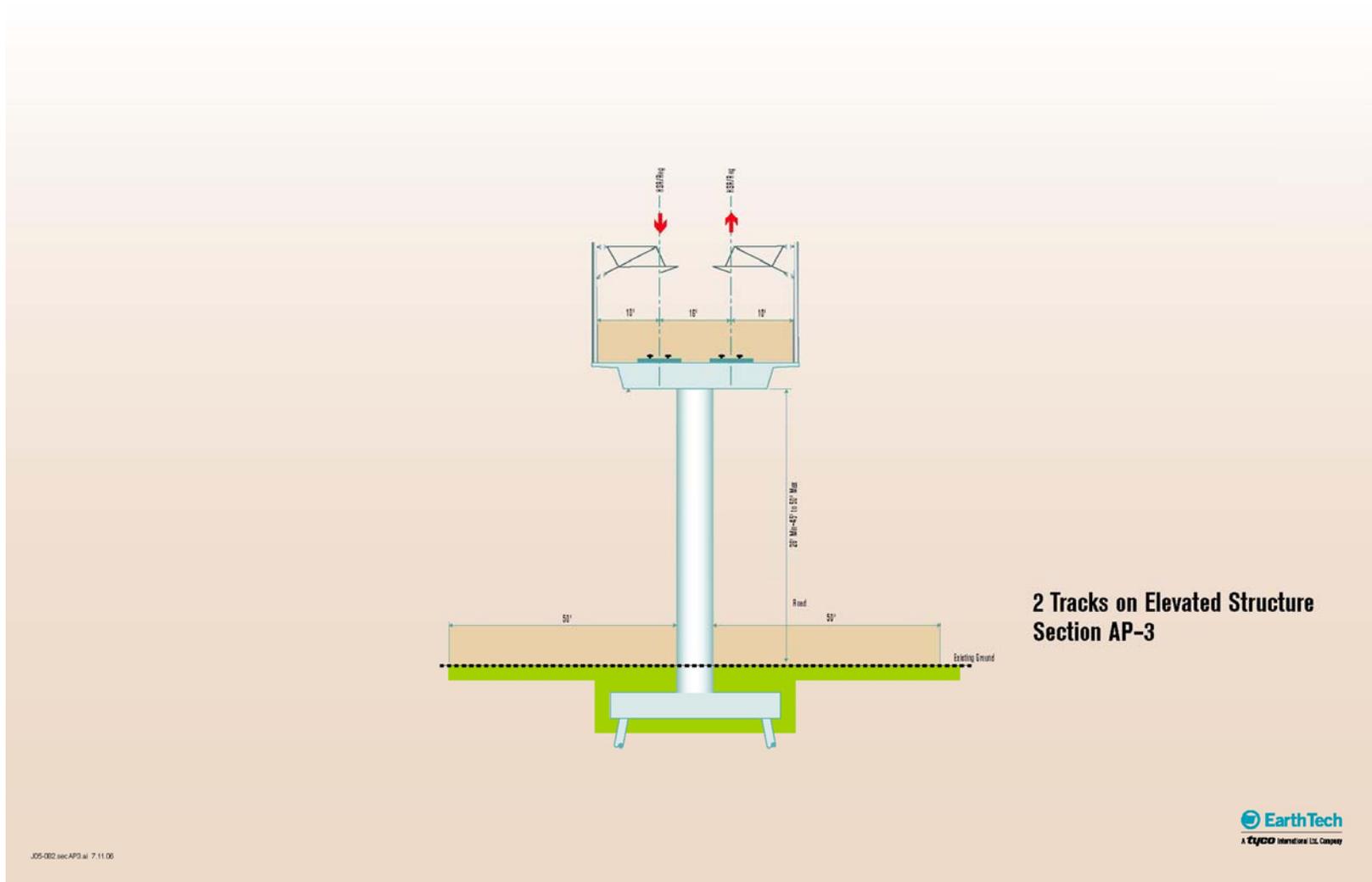


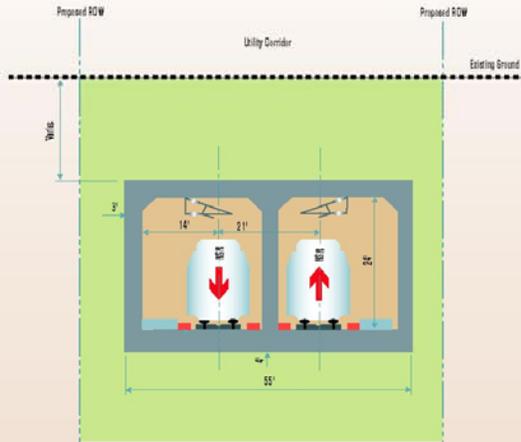
J05-082secAP26.w 7.11.06



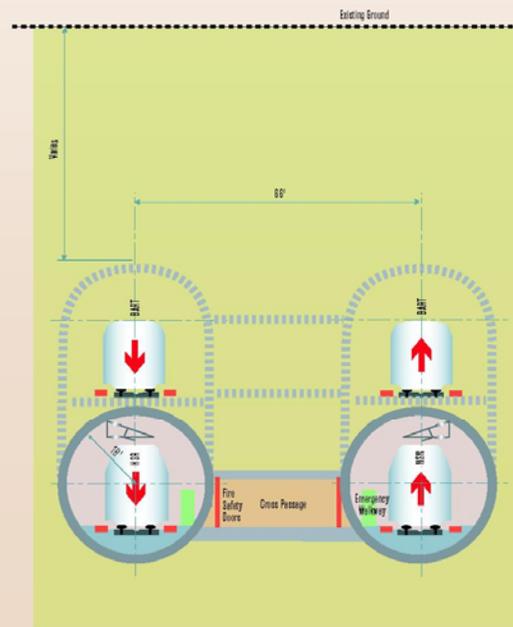
SAN FRANCISCO BAY CROSSINGS







**2 Tracks Cut and Cover
Section AP-4**

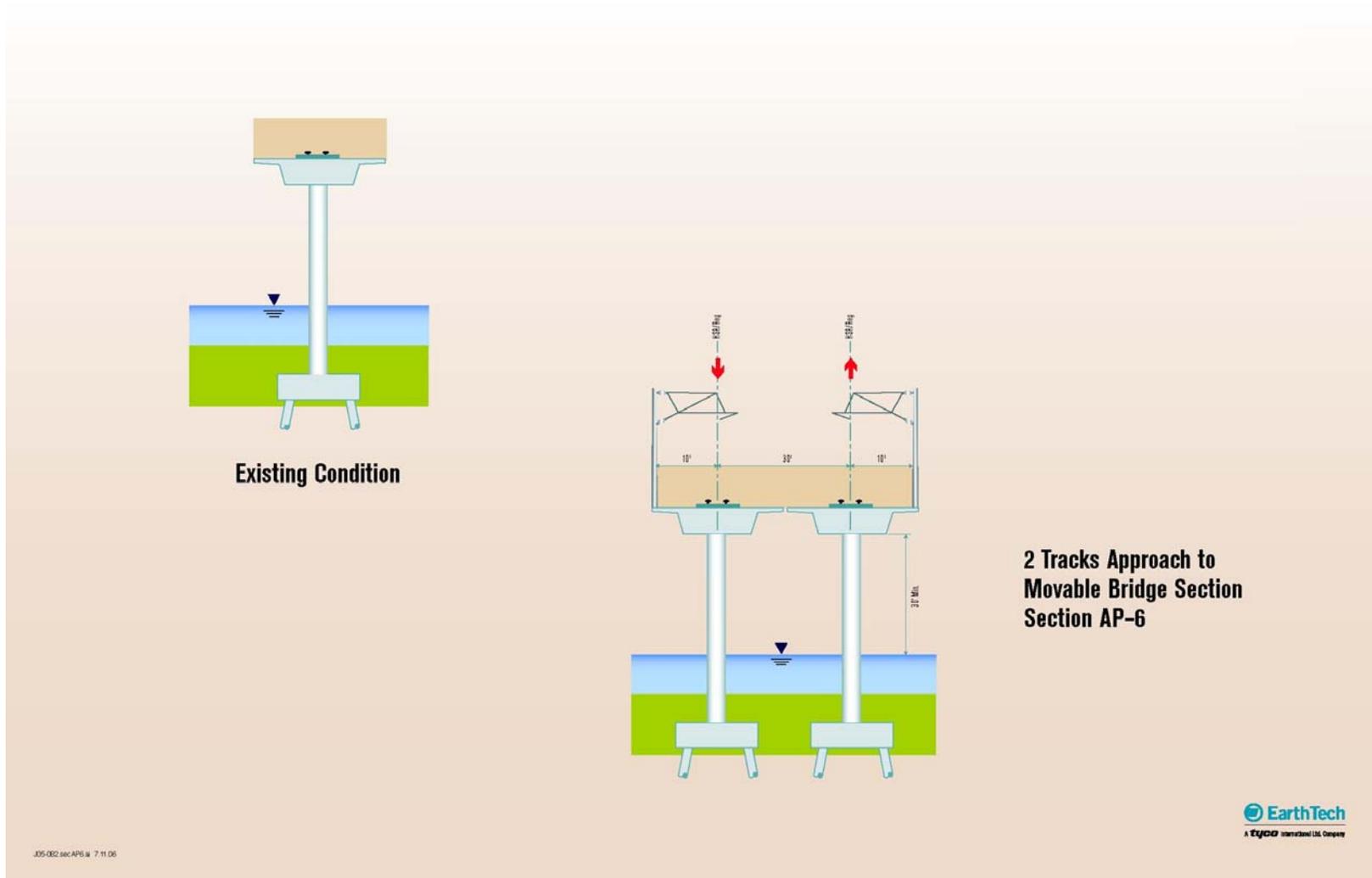


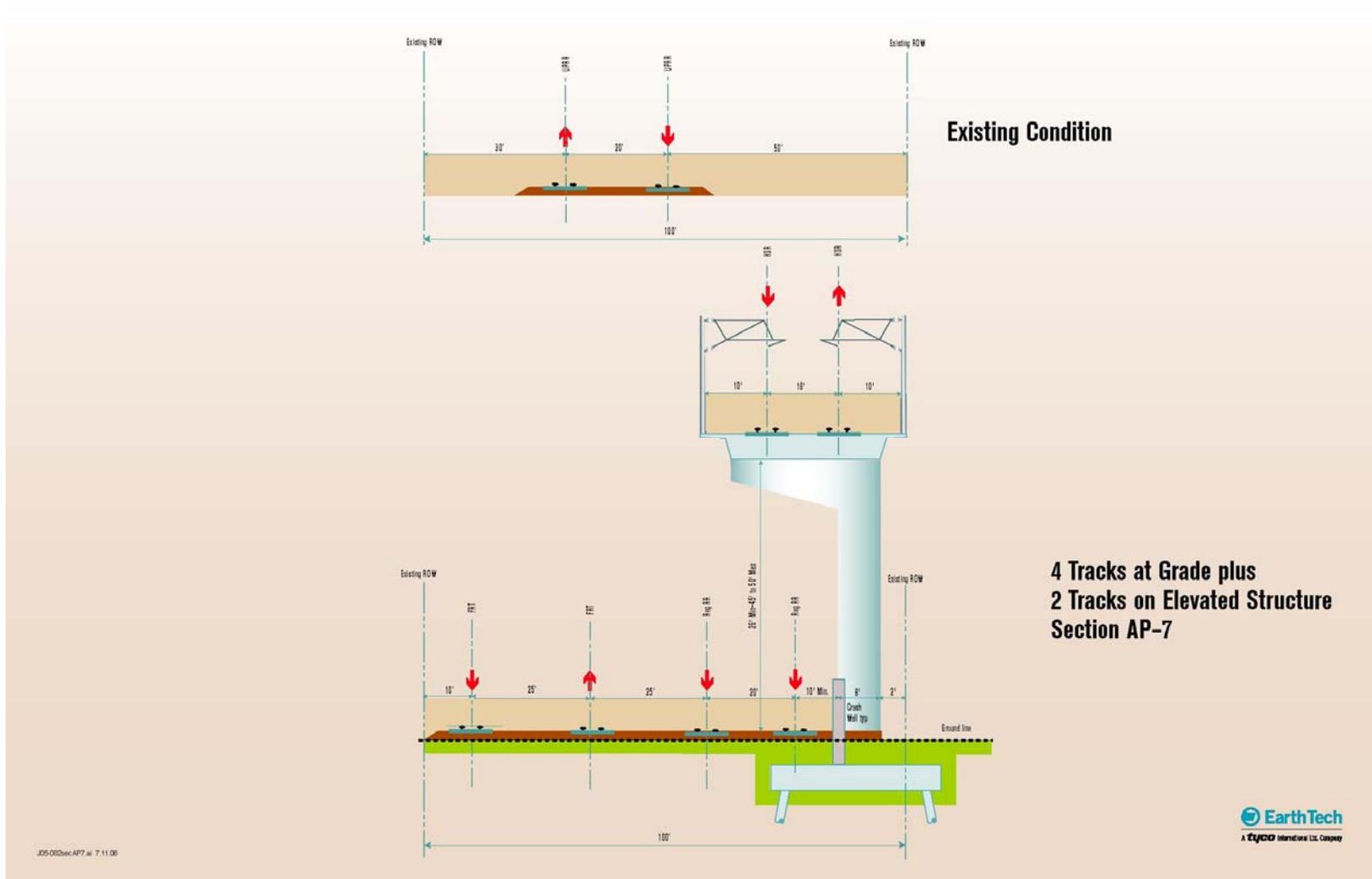
**2 Tracks Drilled Tunnel or
Under Water Tube
Section AP-5
4 Tracks Optional**

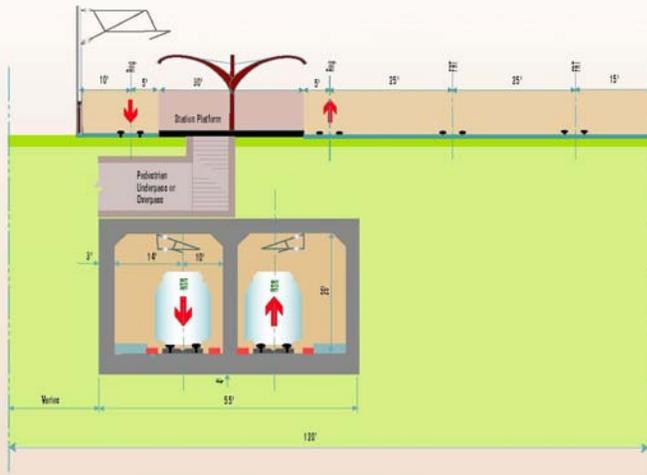


J05-0529ec-AP-4.5.1.a 7.11.06

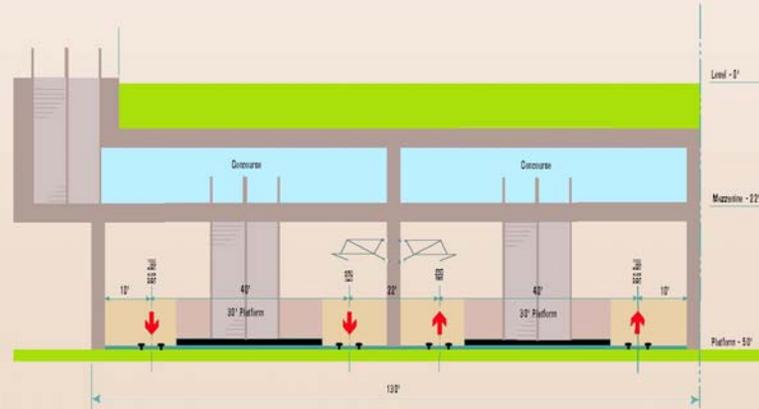








**CA HSR/Under Regional Rail with
Station Platform and Freight
Sections AP-15**

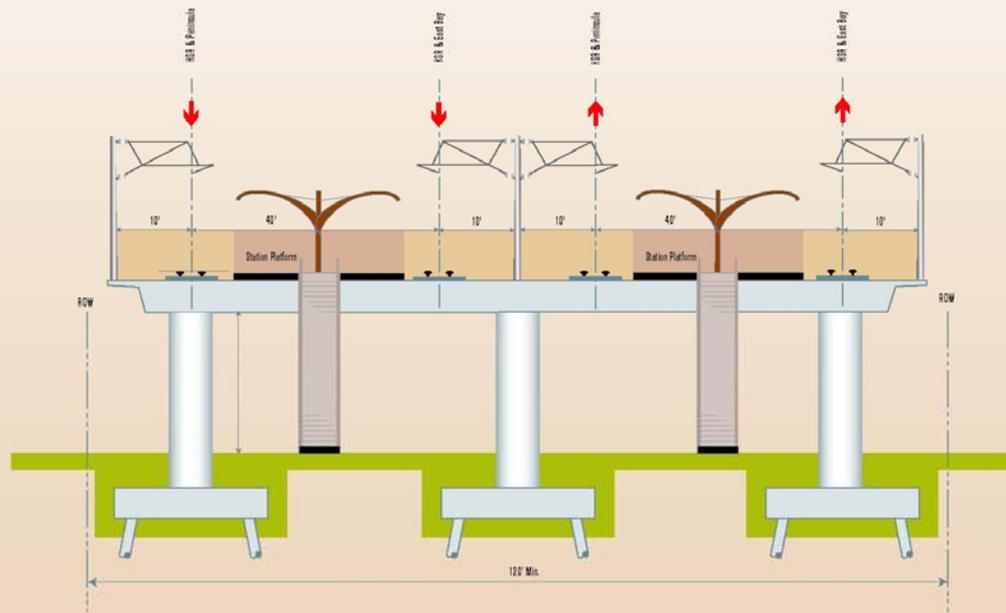


**CA HSR/Regional Rail with
Station Platform at Deep Underground Station
Sections AP-16**

J05-002.doc/AP15,16.d 7.11.06



U.S. Department
of Transportation
**Federal Railroad
Administration**



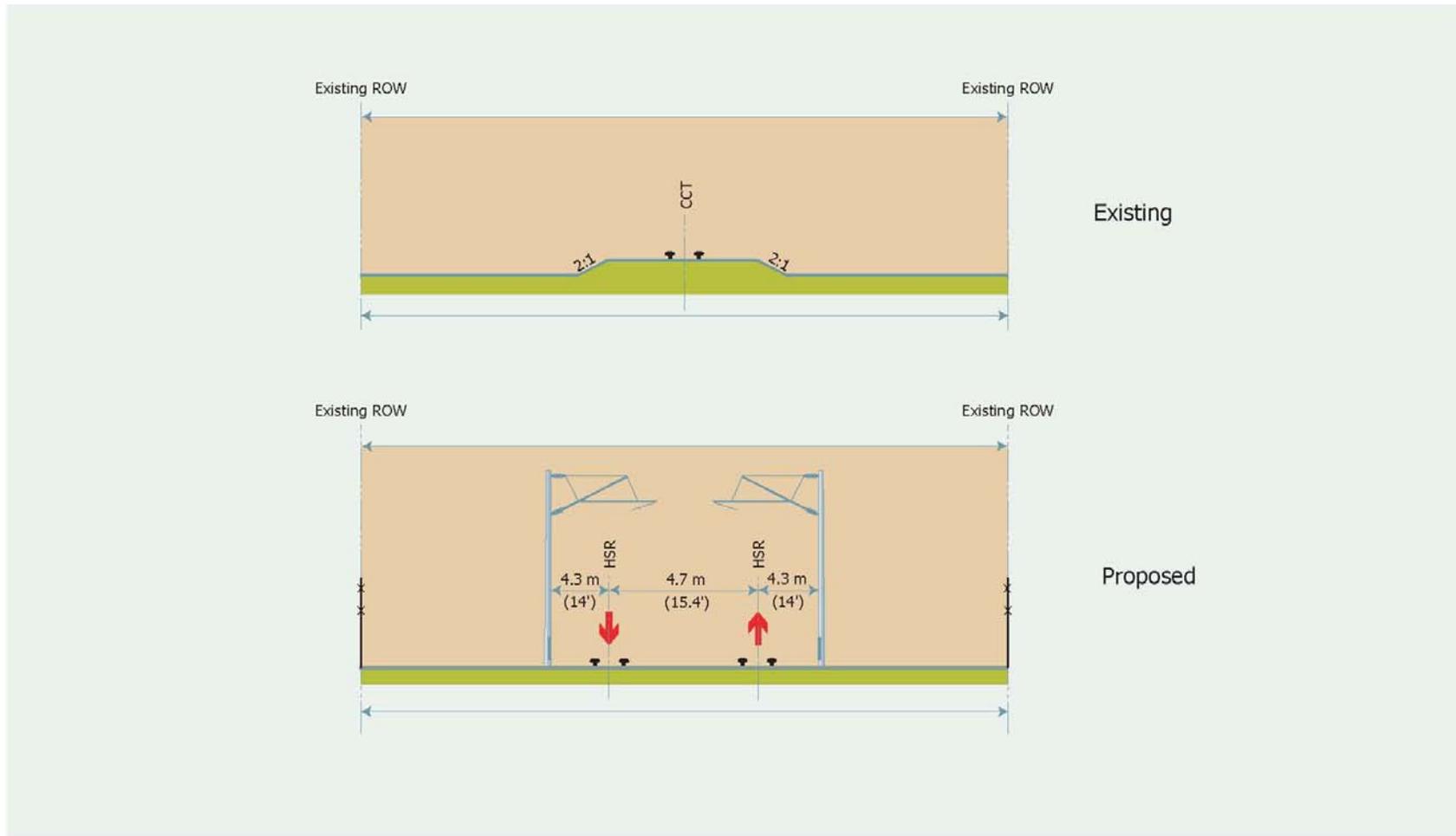
**South Livermore Station and
Shinn Street Station
Sections AP-21**

J05-032.apc/AP21.e 7.11.06



APPENDIX 2-E

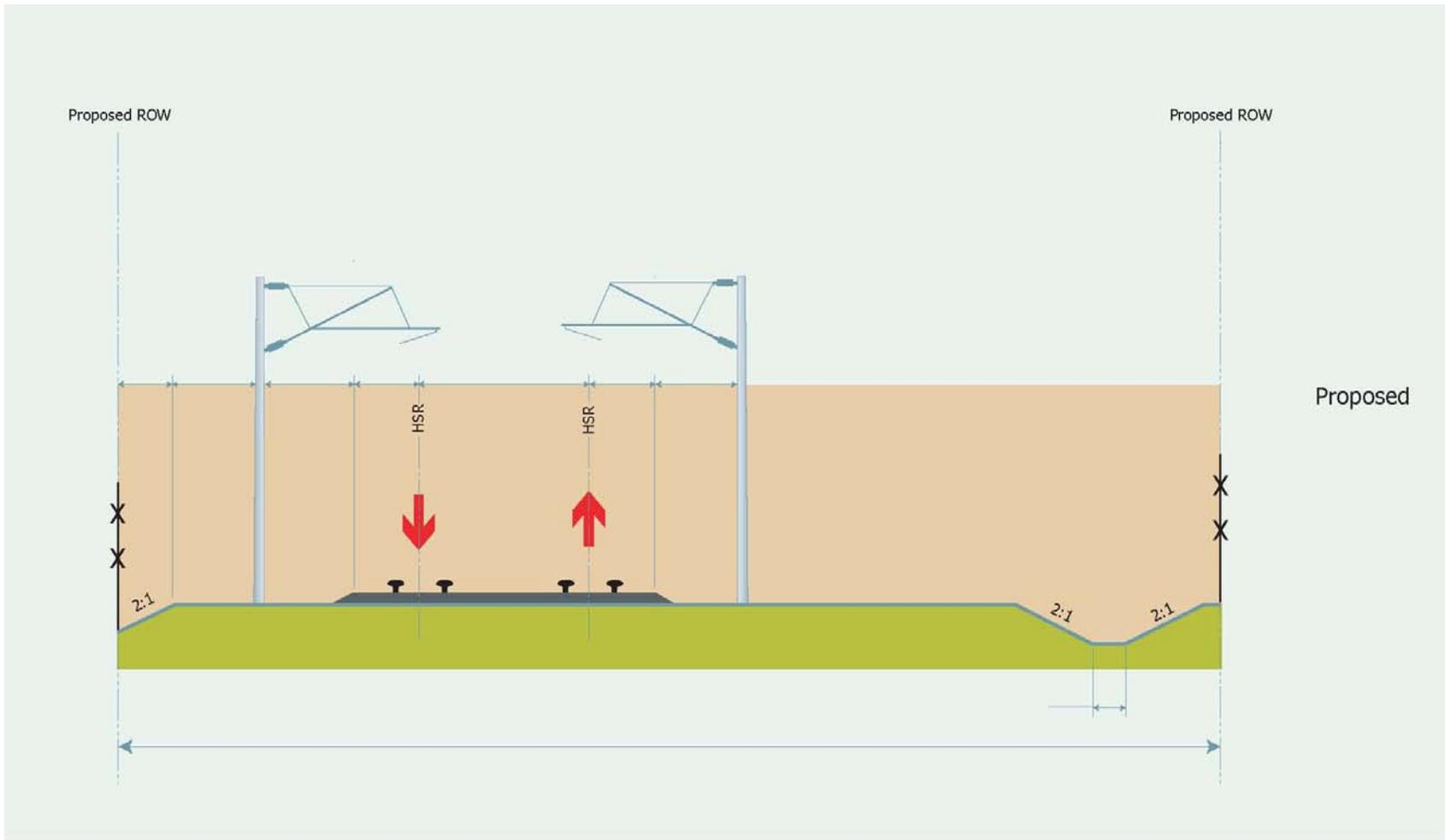
CENTRAL VALLEY



California High-Speed Train Program EIR/EIS

Figure BN-1

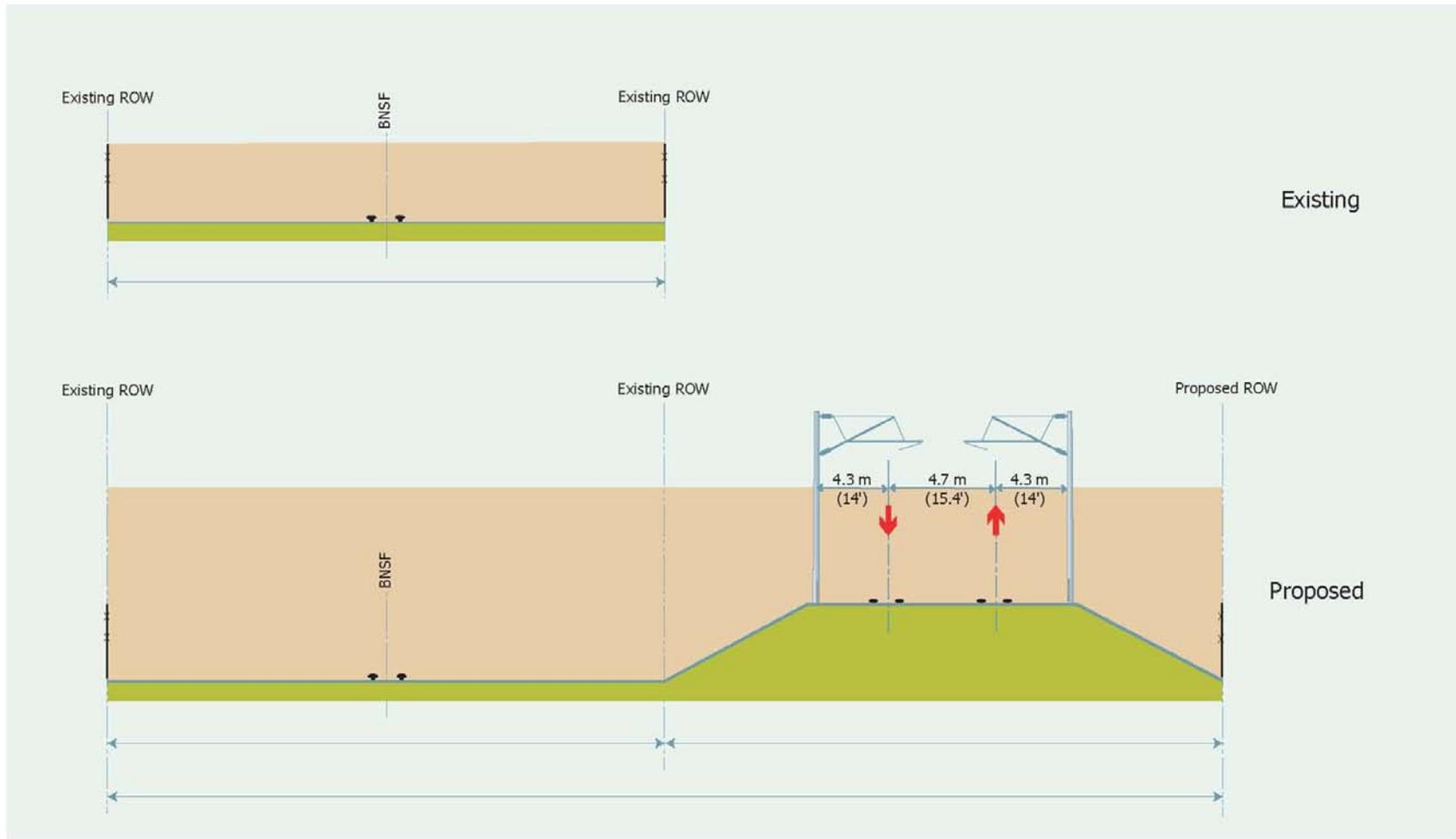




California High-Speed Train Program EIR/EIS

Figure BN-2



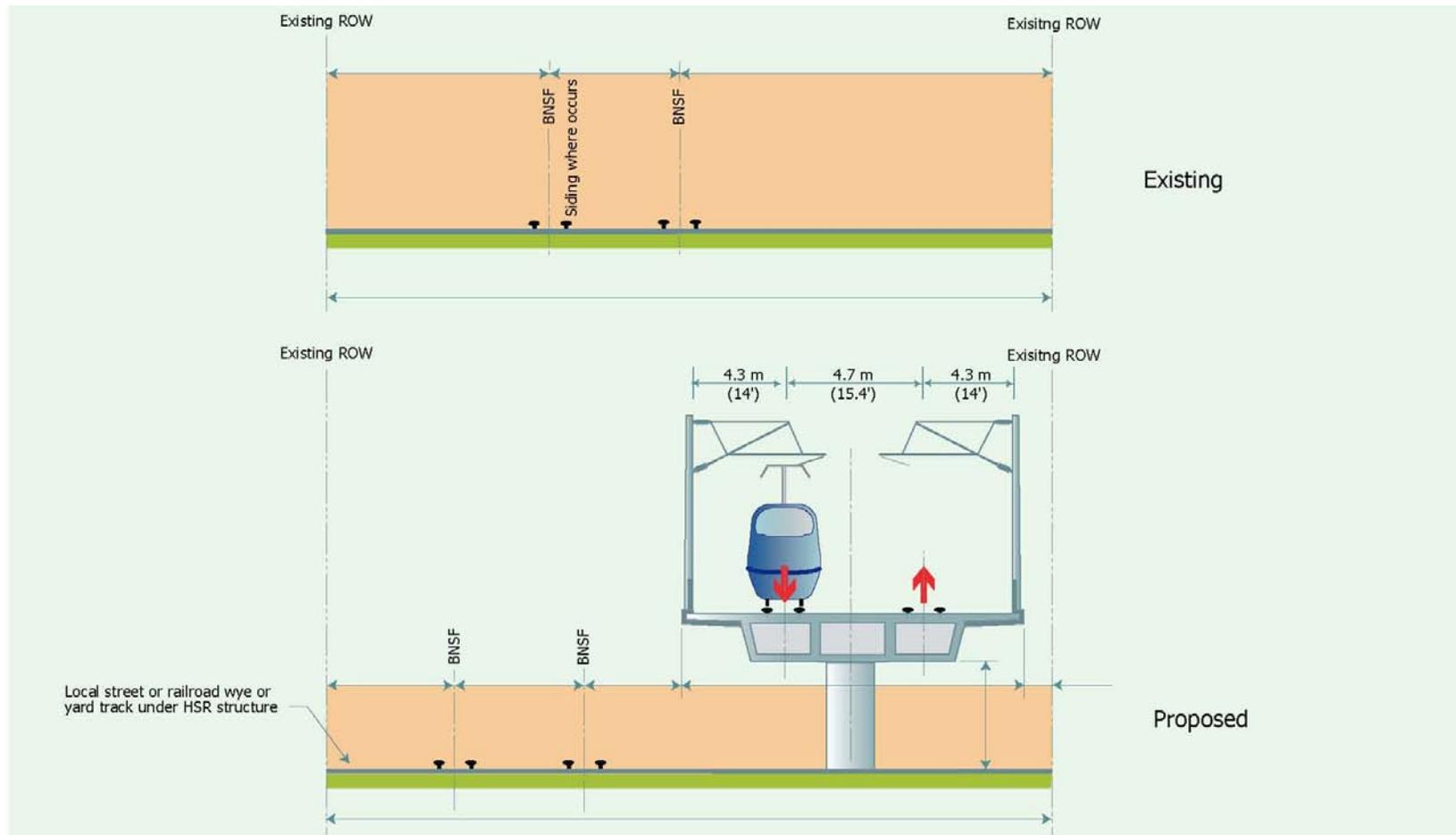


Note: May occur at either side of railroad ROW

California High-Speed Train Program EIR/EIS

Figure BN-3



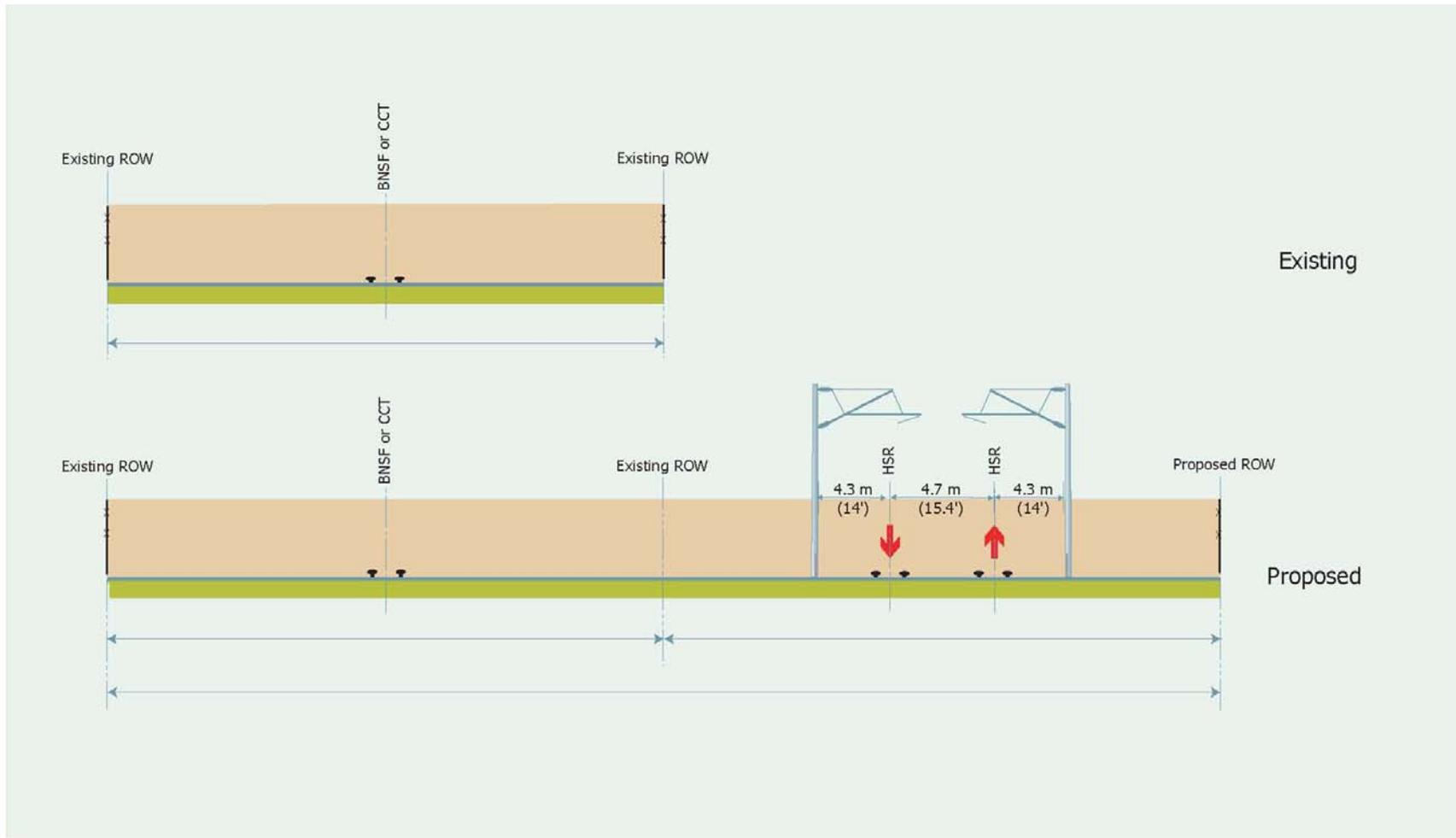


***Note:**
 Minimum clearance under HSR aerial structure:
 - 5.1 m (16.7') above roadway surface
 - 7.1 m (23.3') above top of rail

California High-Speed Train Program EIR/EIS

Figure BN-4



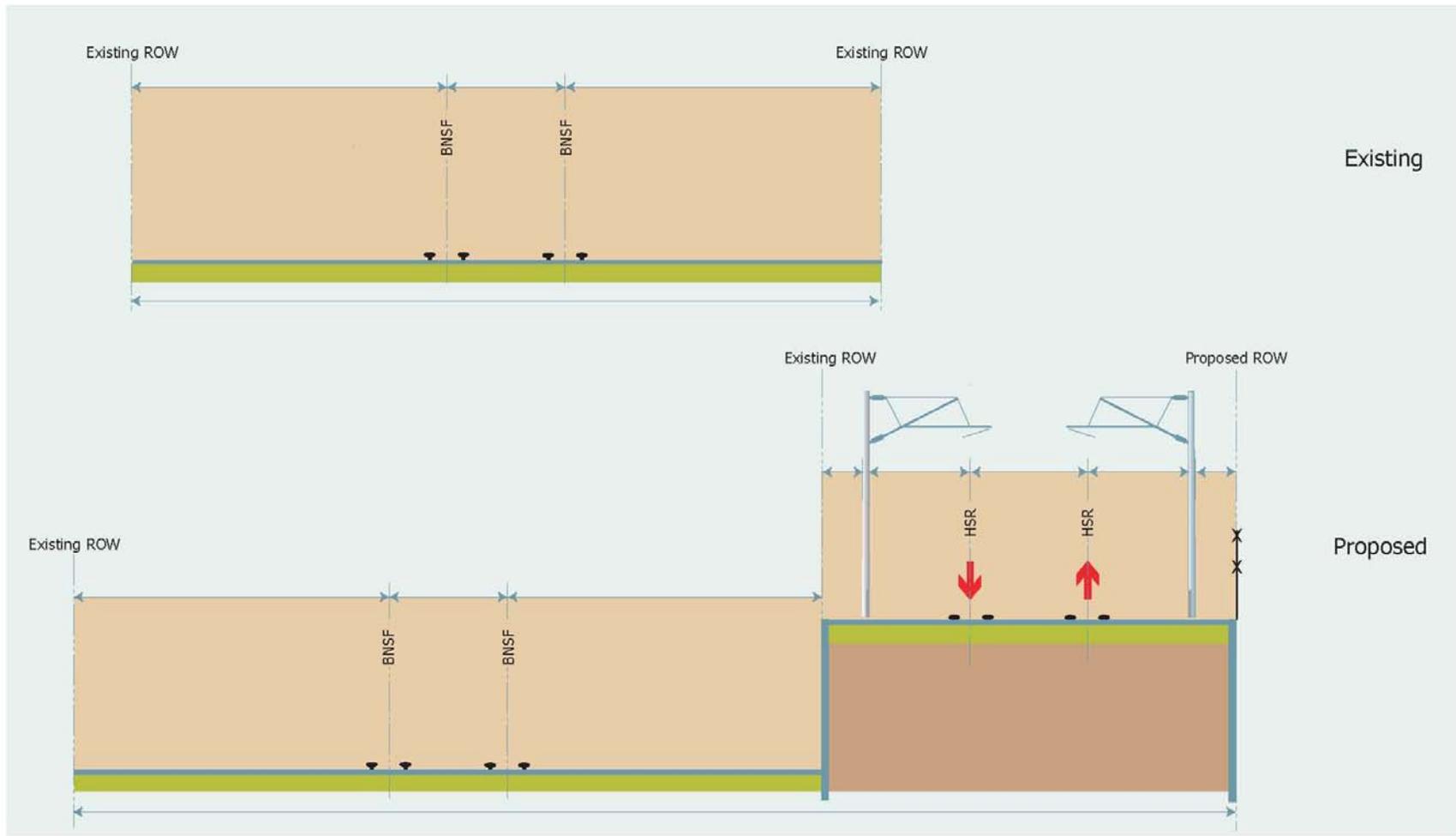


Note: May occur at either side of railroad ROW

California High-Speed Train Program EIR/EIS

Figure BN-5

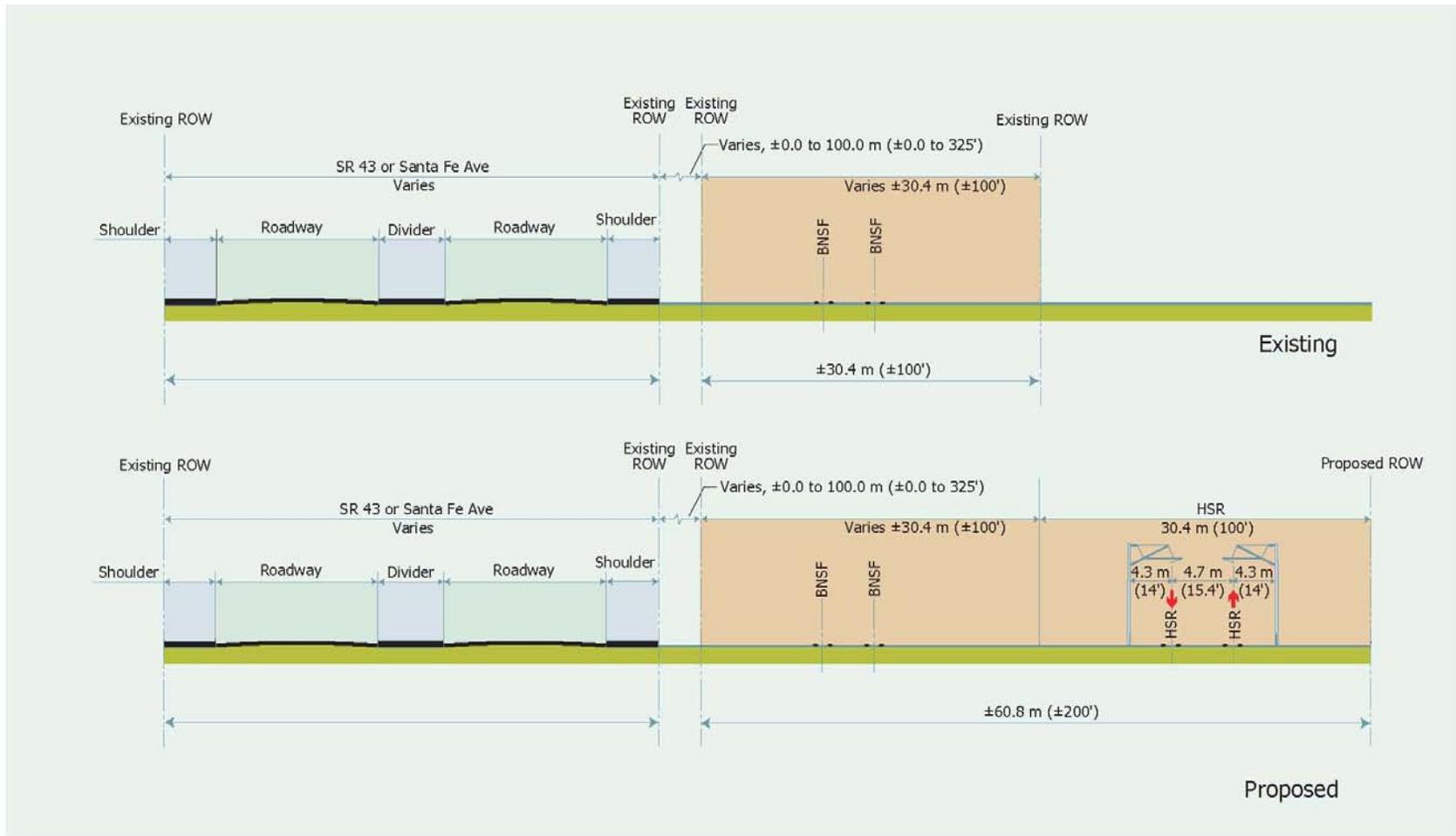




Note: May occur at either side of railroad ROW

California High-Speed Train Program EIR/EIS

Figure BN-6

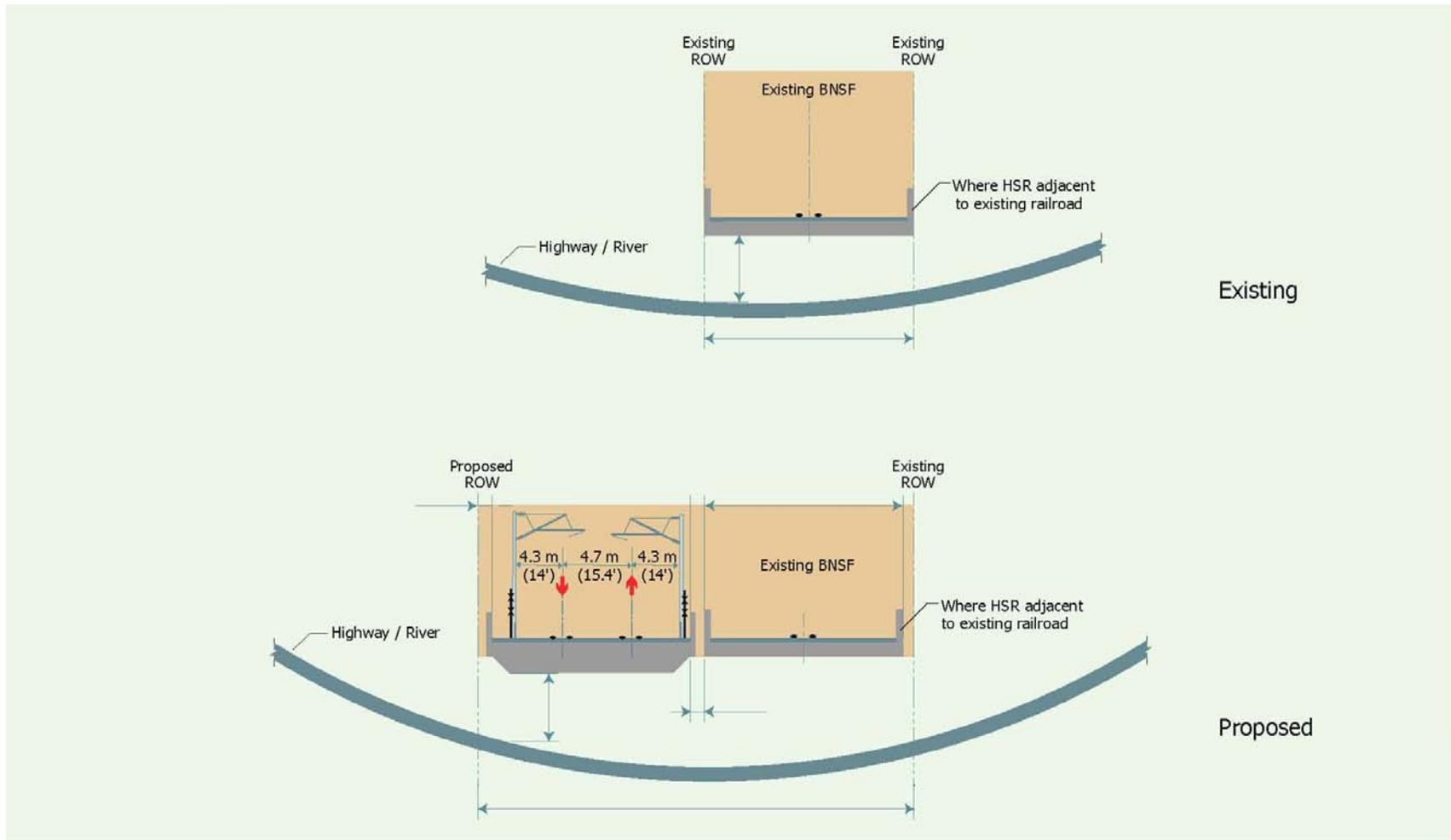


- Notes:**
1. HSR and UPRR may be on either west or east side of existing ROW
 2. UPRR may be realigned to outside of HSR to insure industry access

California High-Speed Train Program EIR/EIS

Figure BN-7

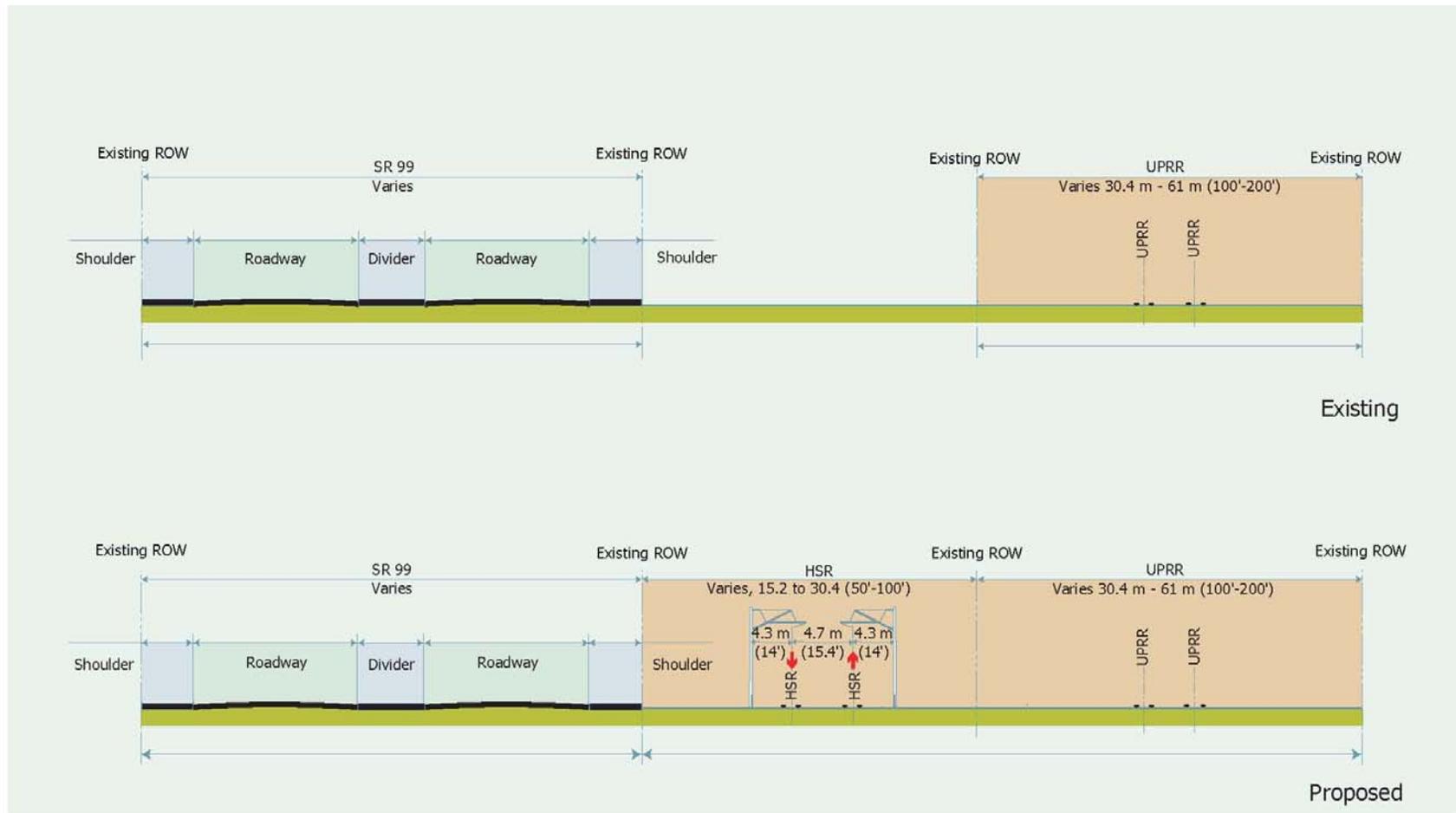




California High-Speed Train Program EIR/EIS

Figure BN-8





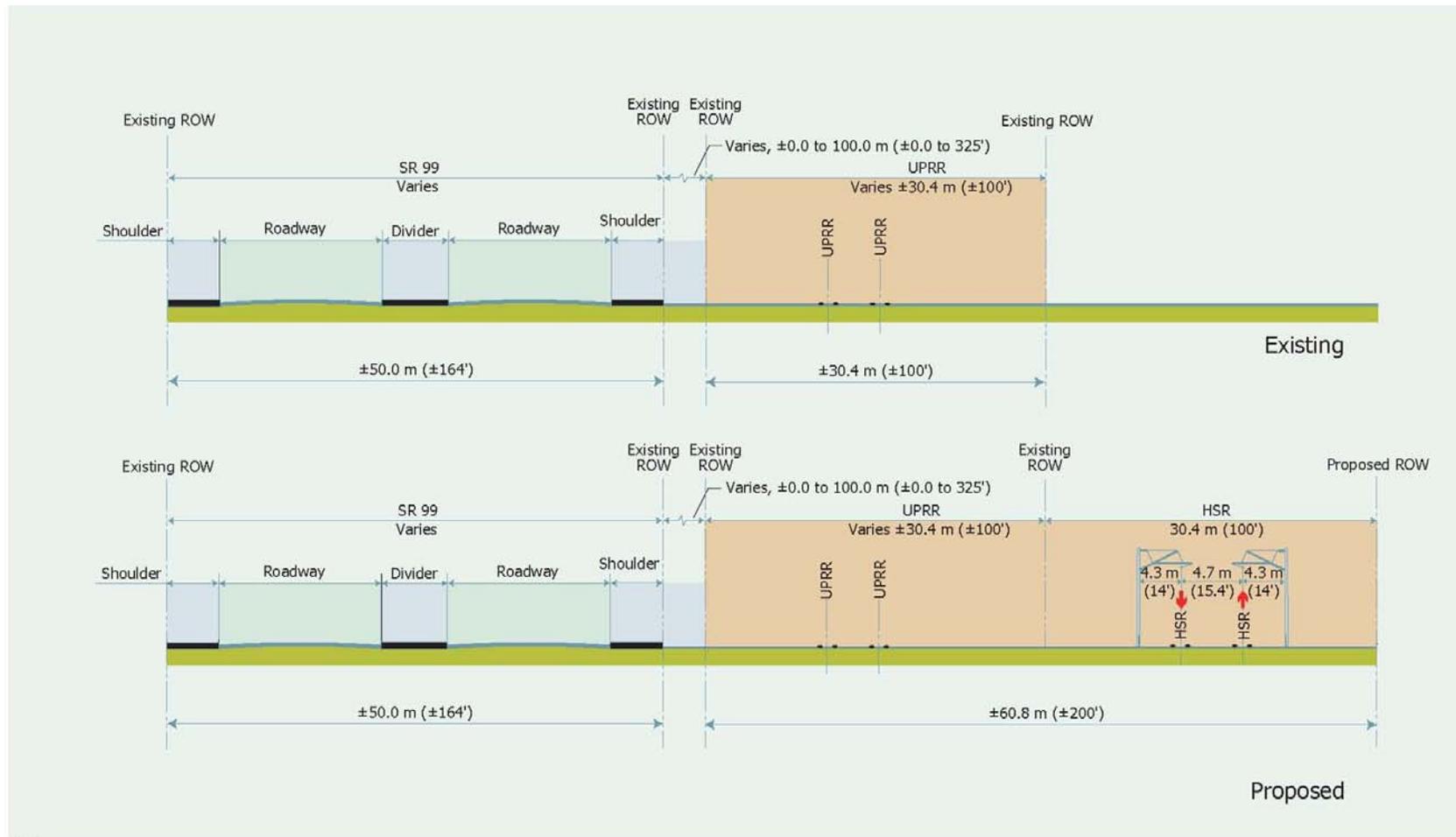
***Notes:**

1. Section may also be reversed
2. Where 15.2m (50') not available between Existing Highway ROW and Existing Railroad ROW, HSR will be located at outside of Existing Highway ROW.

California High-Speed Train Program EIR/EIS

Figure BN-9





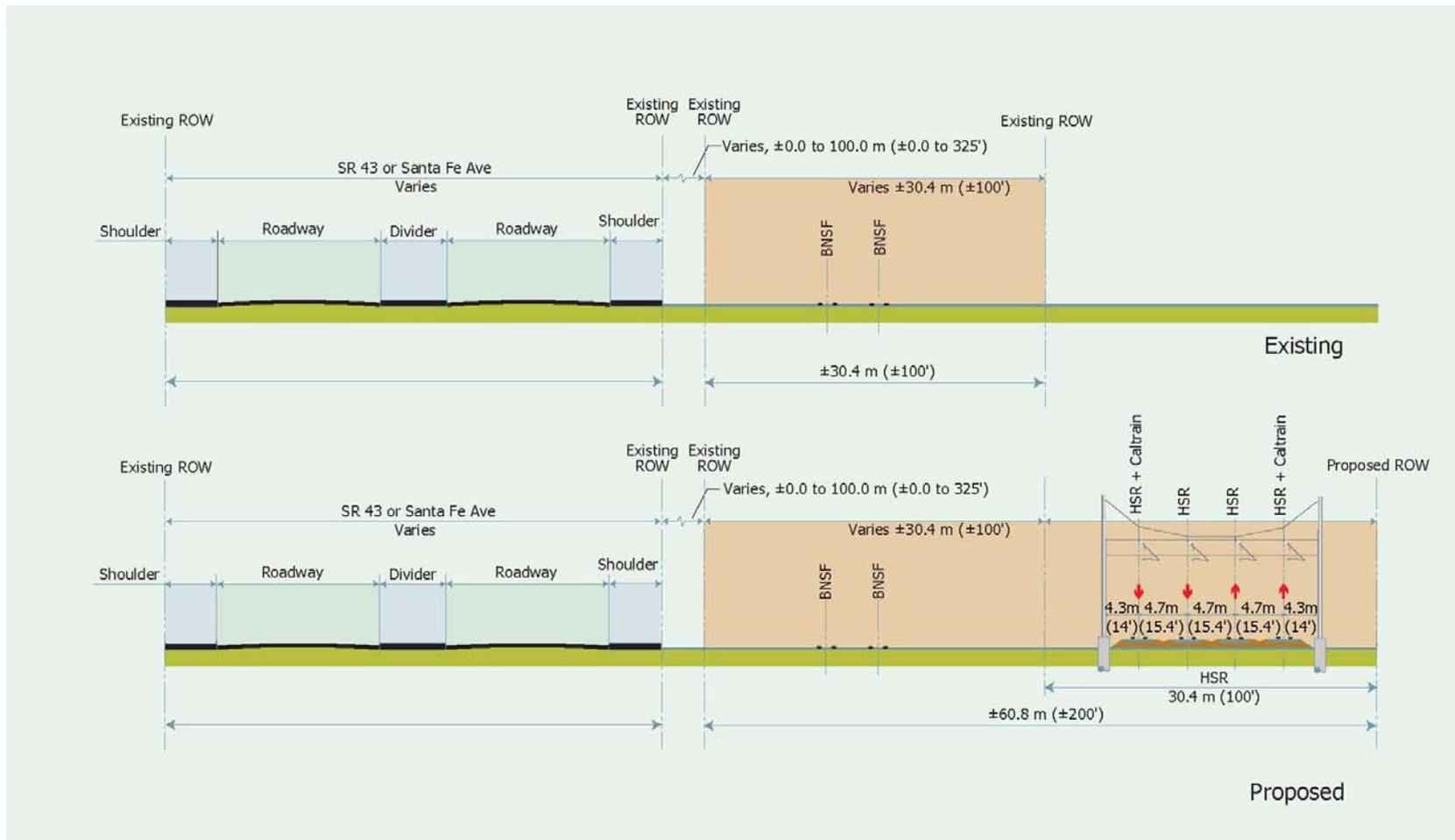
Notes:

1. HSR and UPRR may be on either west or east side of existing ROW
2. UPRR may be realigned to outside of HSR to insure industry access

California High-Speed Train Program EIR/EIS

Figure BN-10



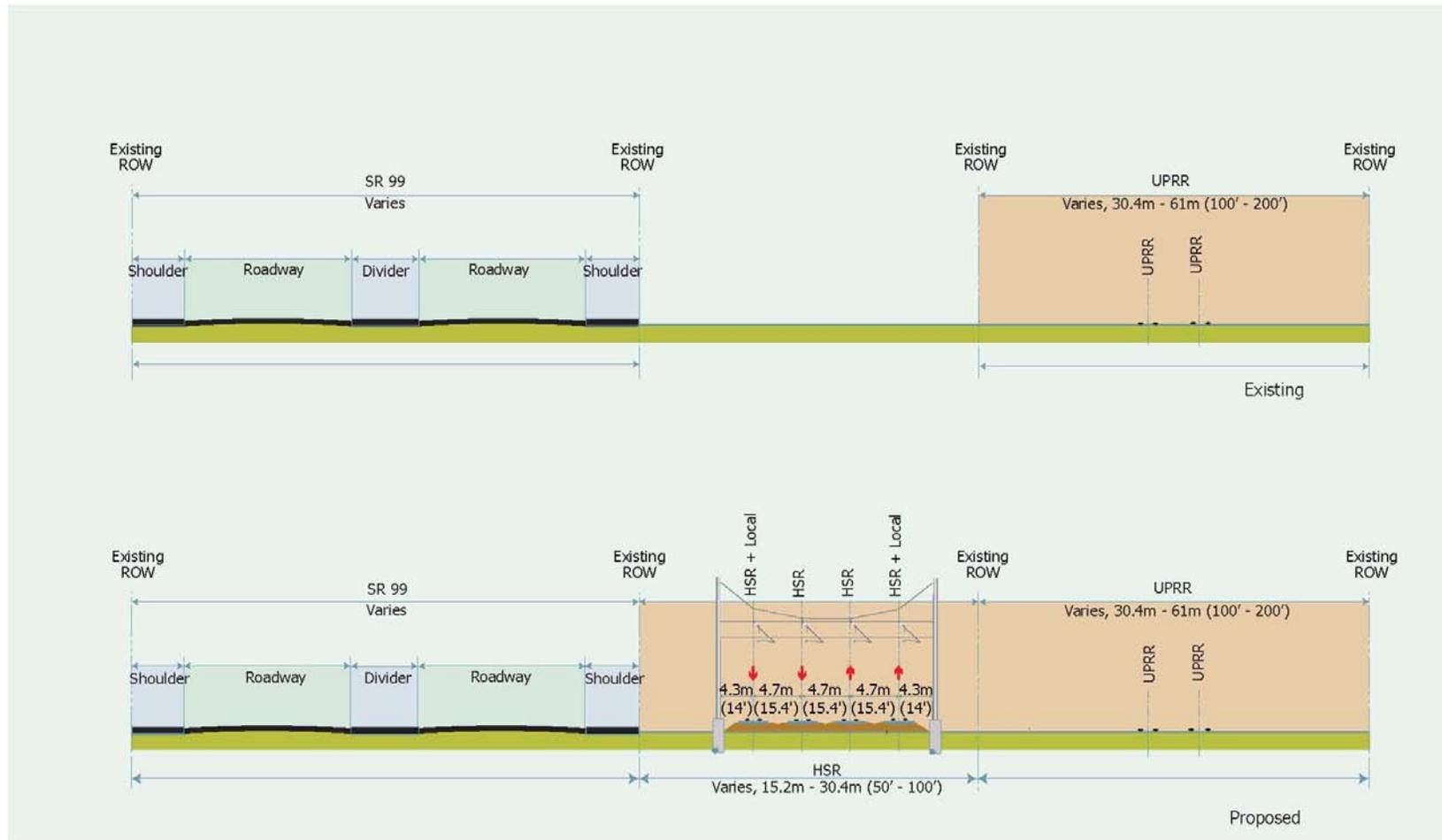


- Notes:**
1. HSR and UPRR may be on either west or east side of existing ROW
 2. UPRR may be realigned to outside of HSR to insure industry access

California High-Speed Train Program EIR/EIS

Figure BN-11



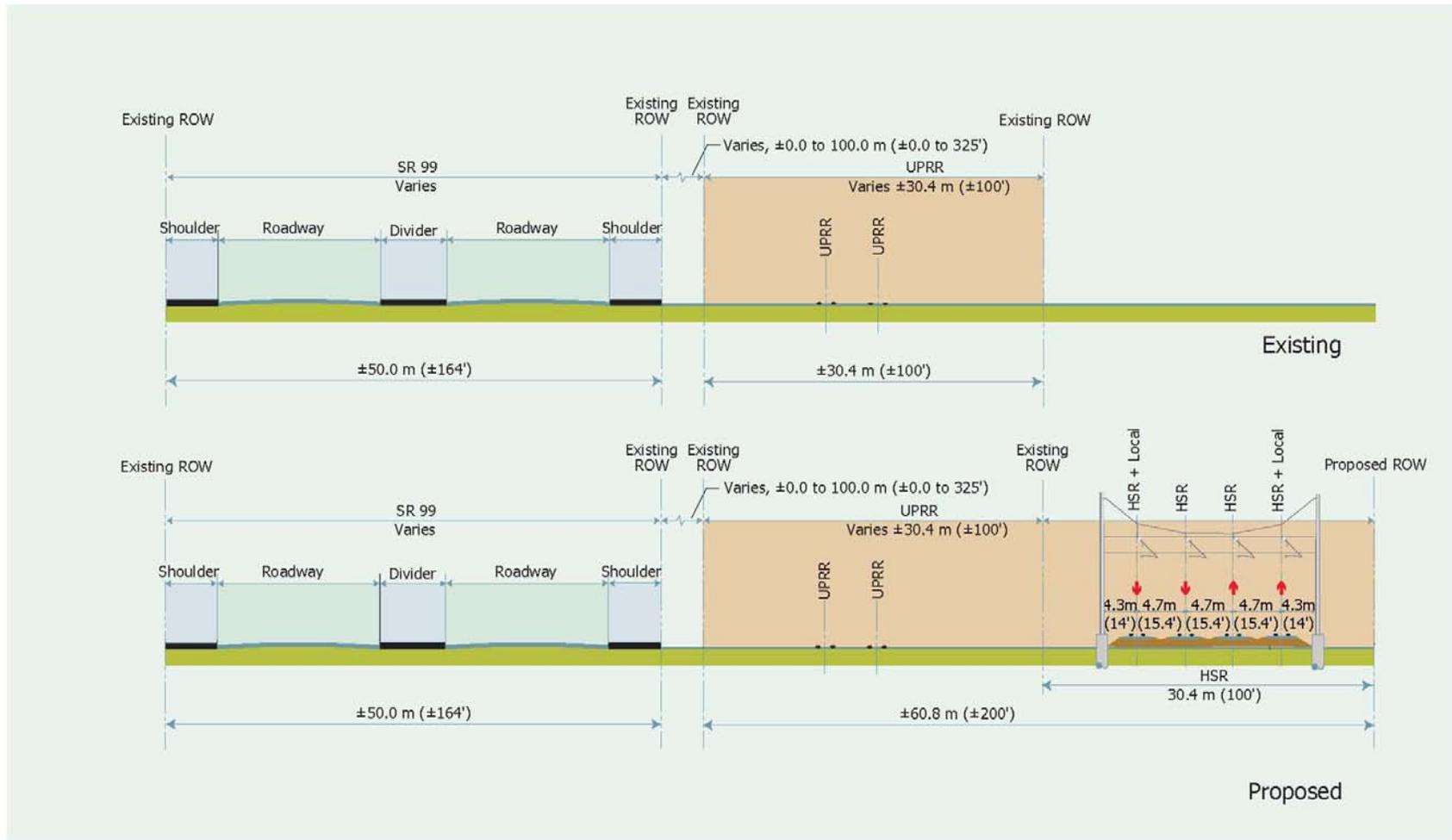


- *Notes:**
1. Section may also be reversed
 2. Where 15.2m (50') not available between Existing Highway ROW and Existing Railroad ROW, HSR will be located at outside fo Existing Highway ROW..

California High-Speed Train Program EIR/EIS

Figure BN-12



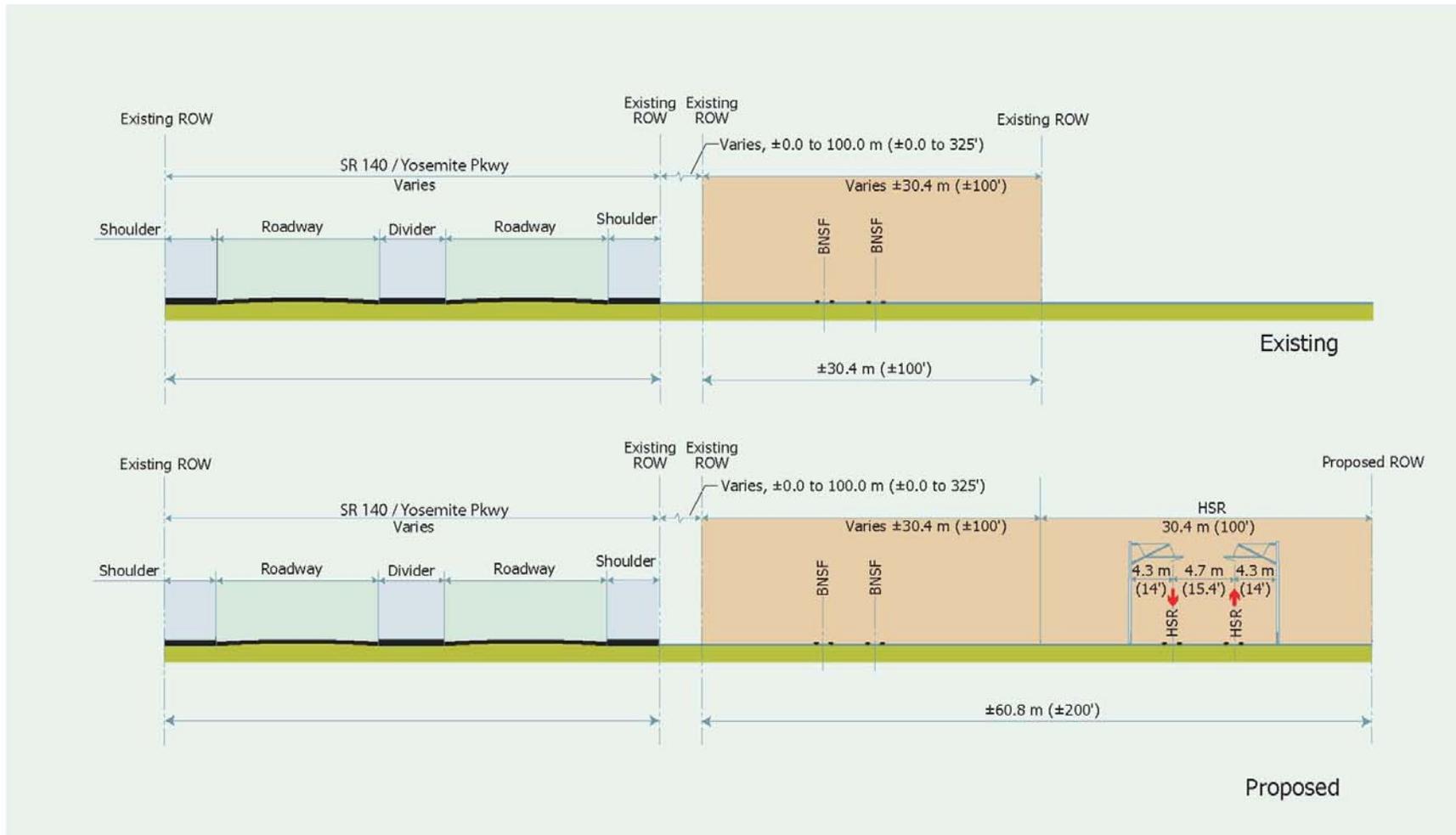


- Notes:**
1. HSR and UPRR may be on either west or east side of existing ROW
 2. UPRR may be realigned to outside of HSR to insure industry access

California High-Speed Train Program EIR/EIS

Figure BN-13



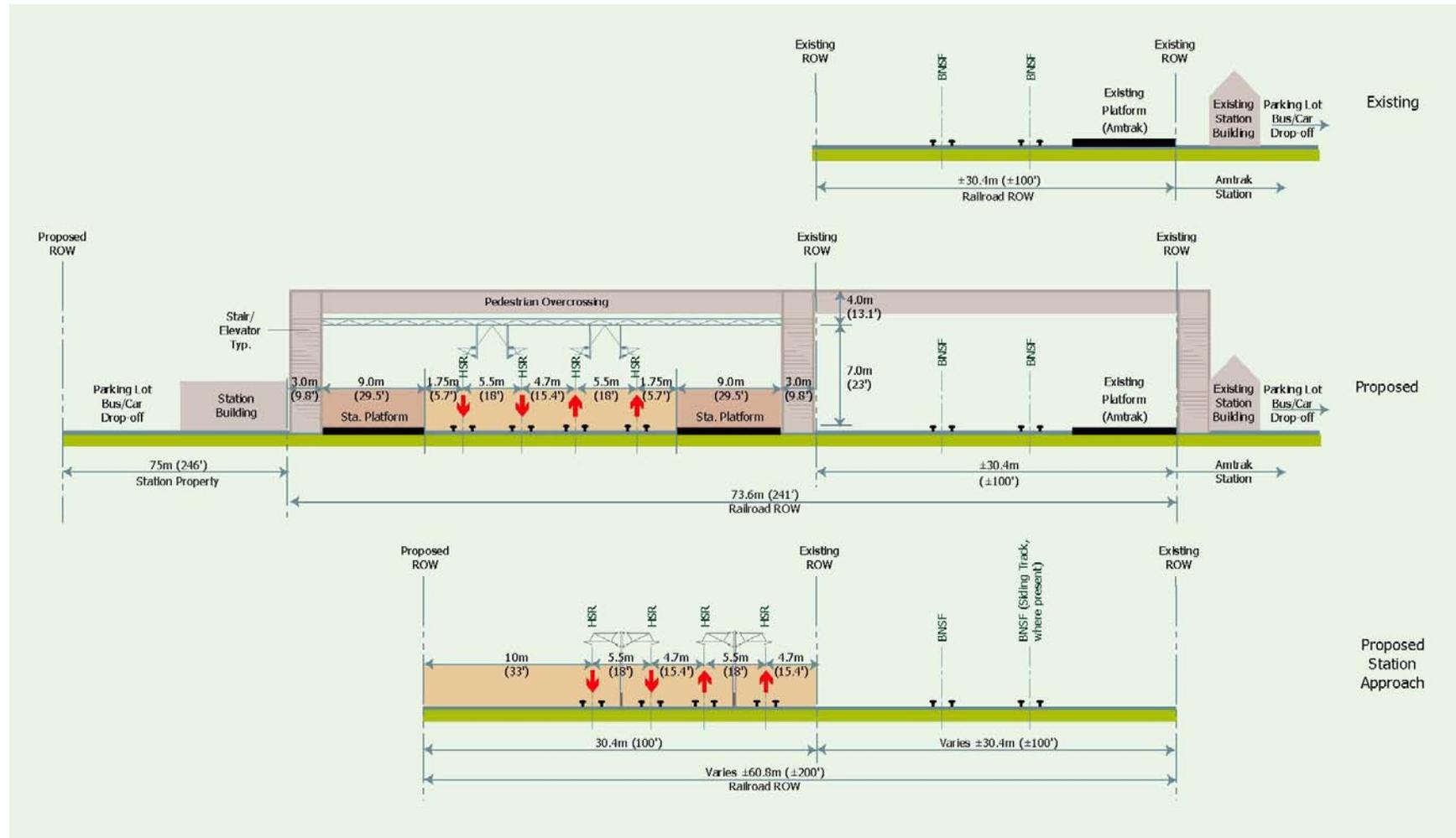


Notes:
 1. HSR and UPRR may be on either west or east side of existing ROW
 2. UPRR may be realigned to outside of HSR to insure industry access

California High-Speed Train Program EIR/EIS

Figure BN-14

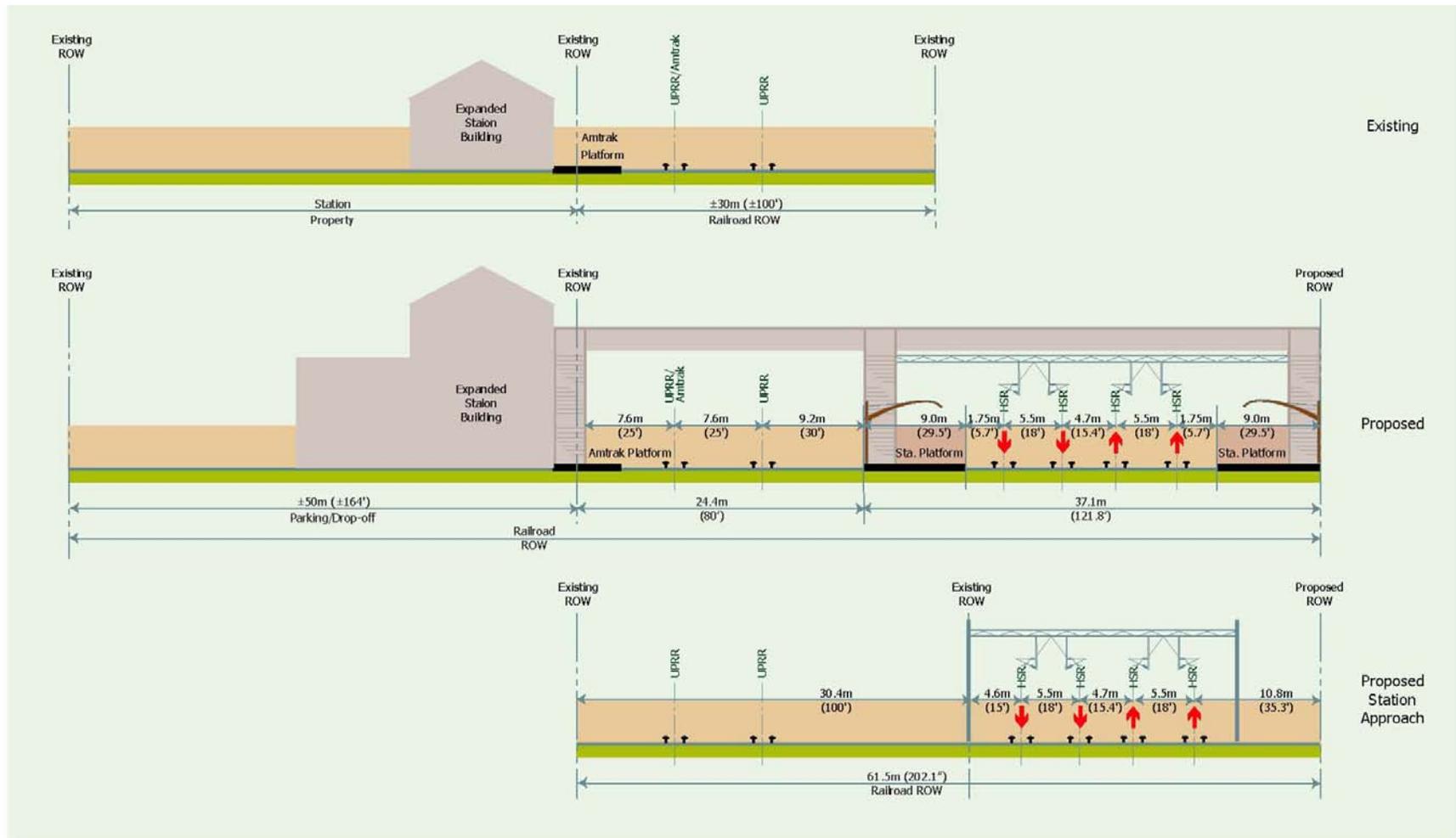




California High-Speed Train Program EIR/EIS

Figure BN-S1

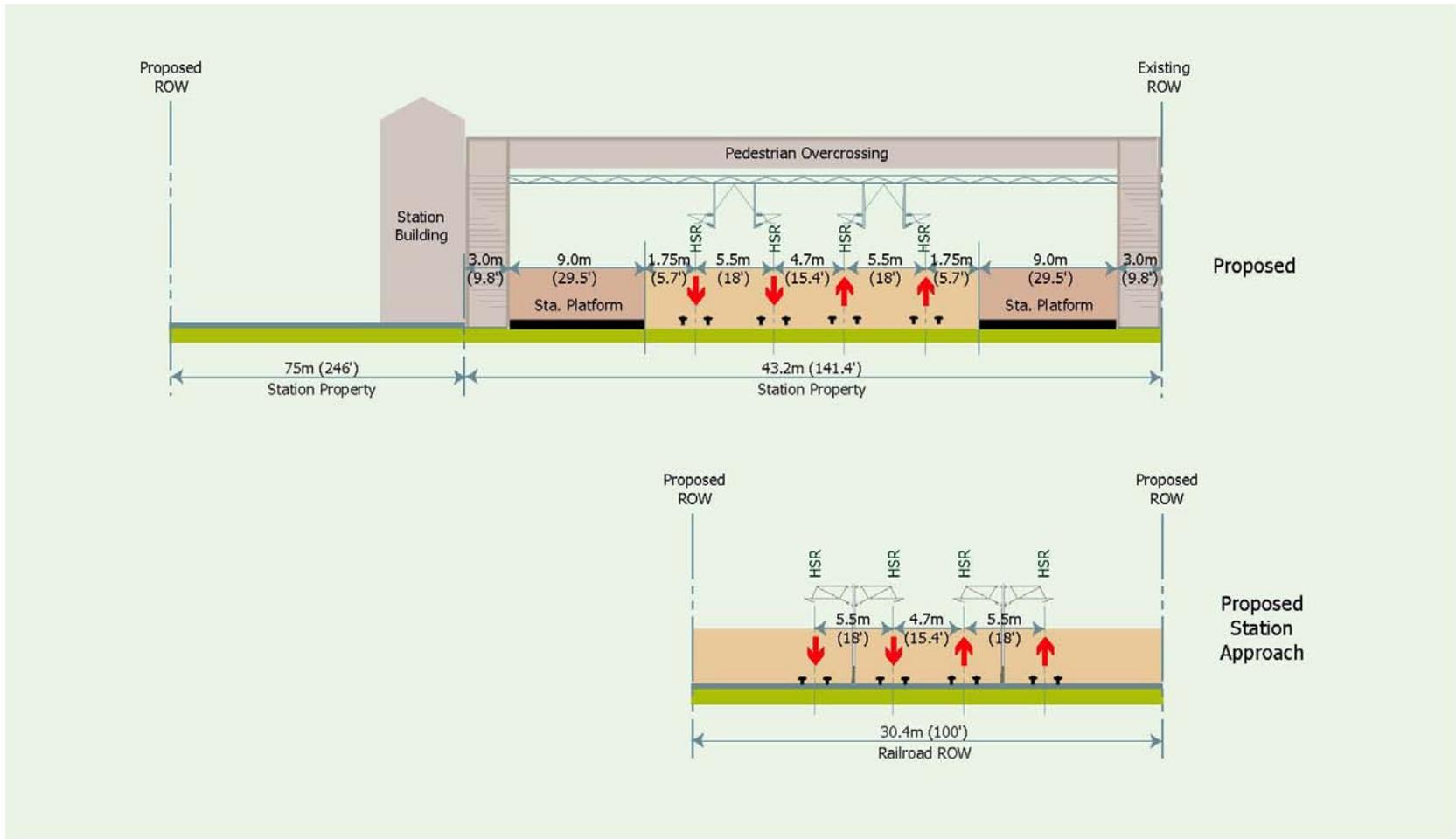




California High-Speed Train Program EIR/EIS

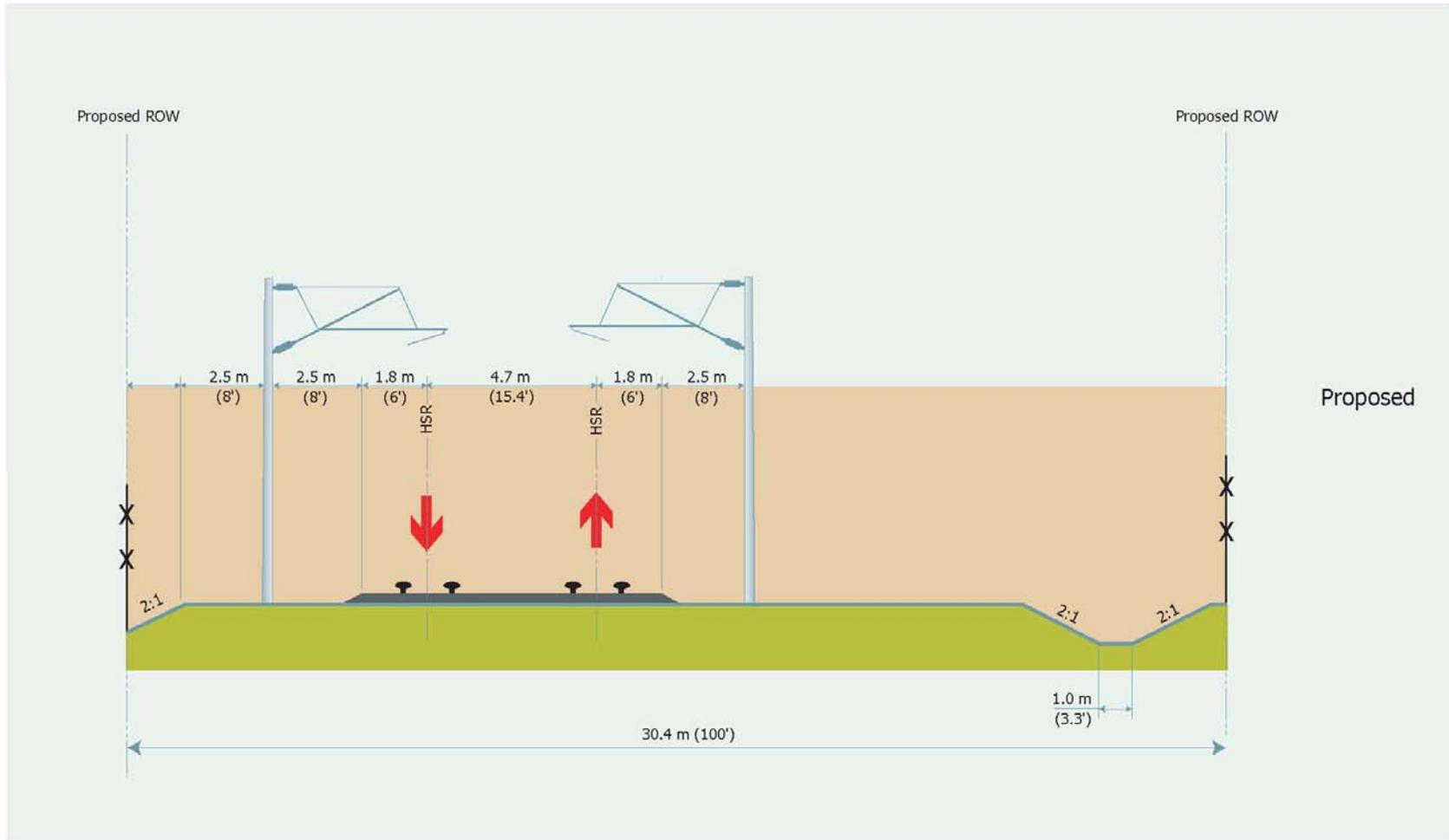
Figure BN-S2





California High-Speed Train Program EIR/EIS

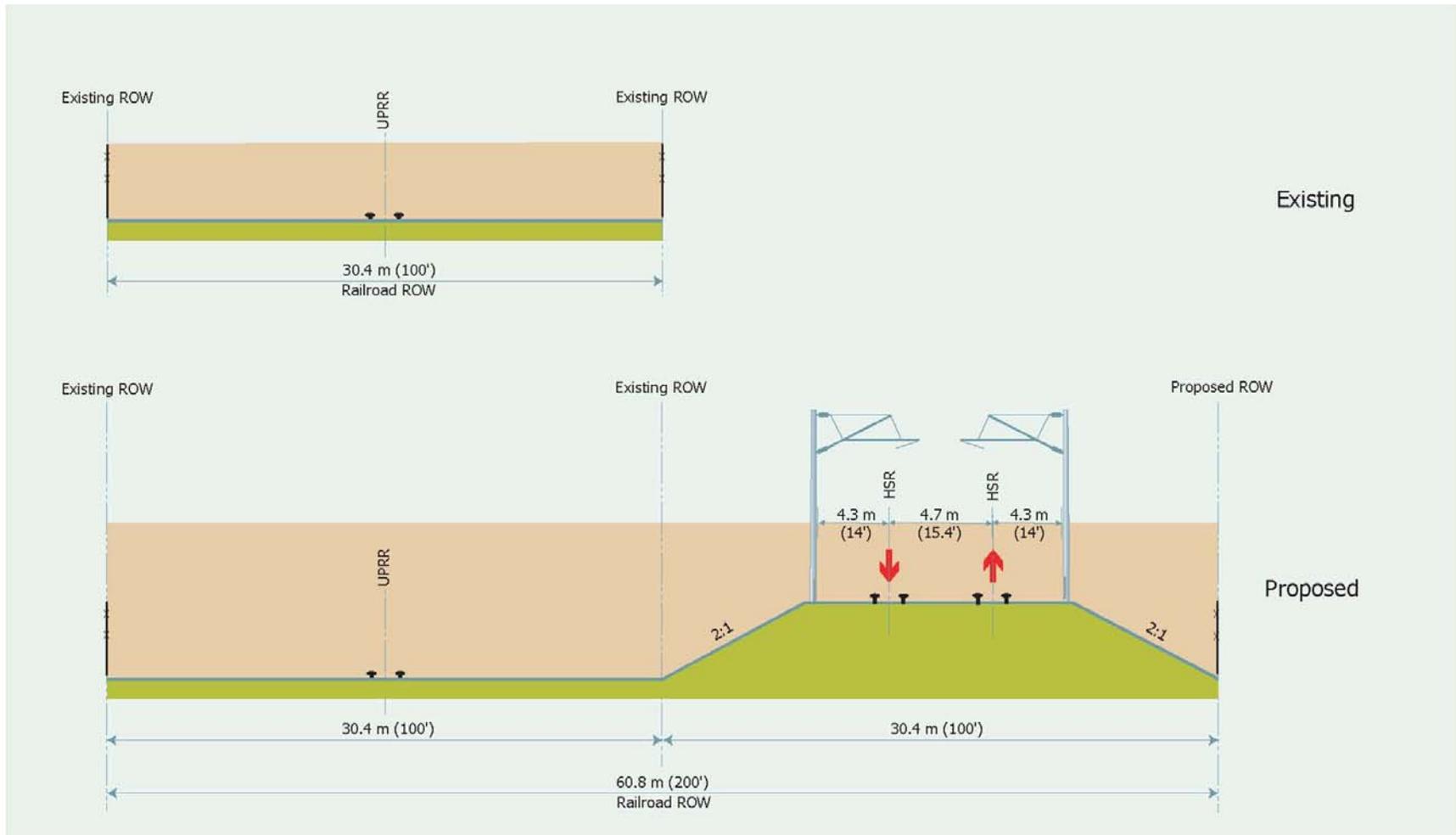
Figure BN-S3



California High-Speed Train Program EIR/EIS

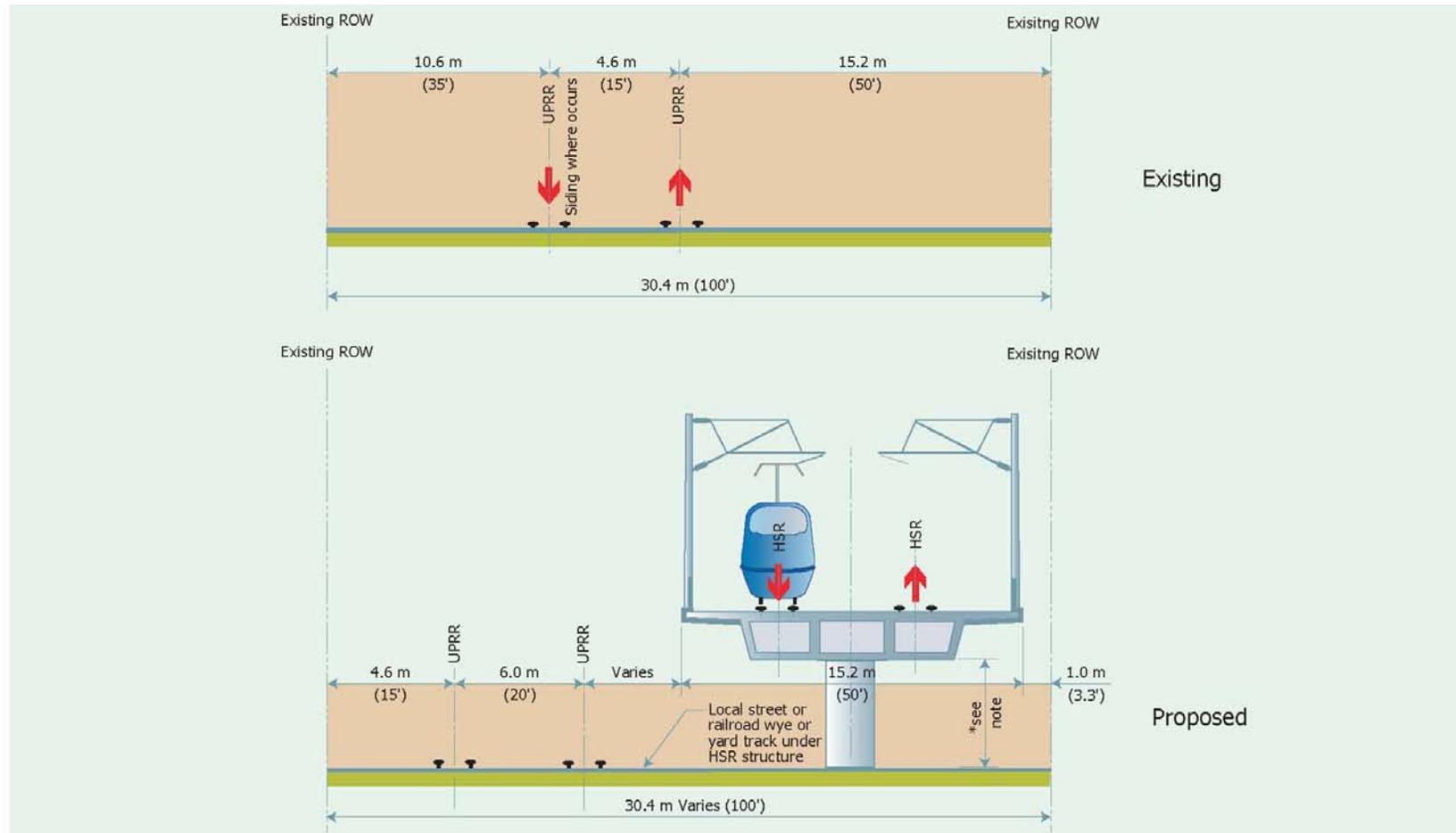
Figure UP-1





California High-Speed Train Program EIR/EIS

Figure UP-2

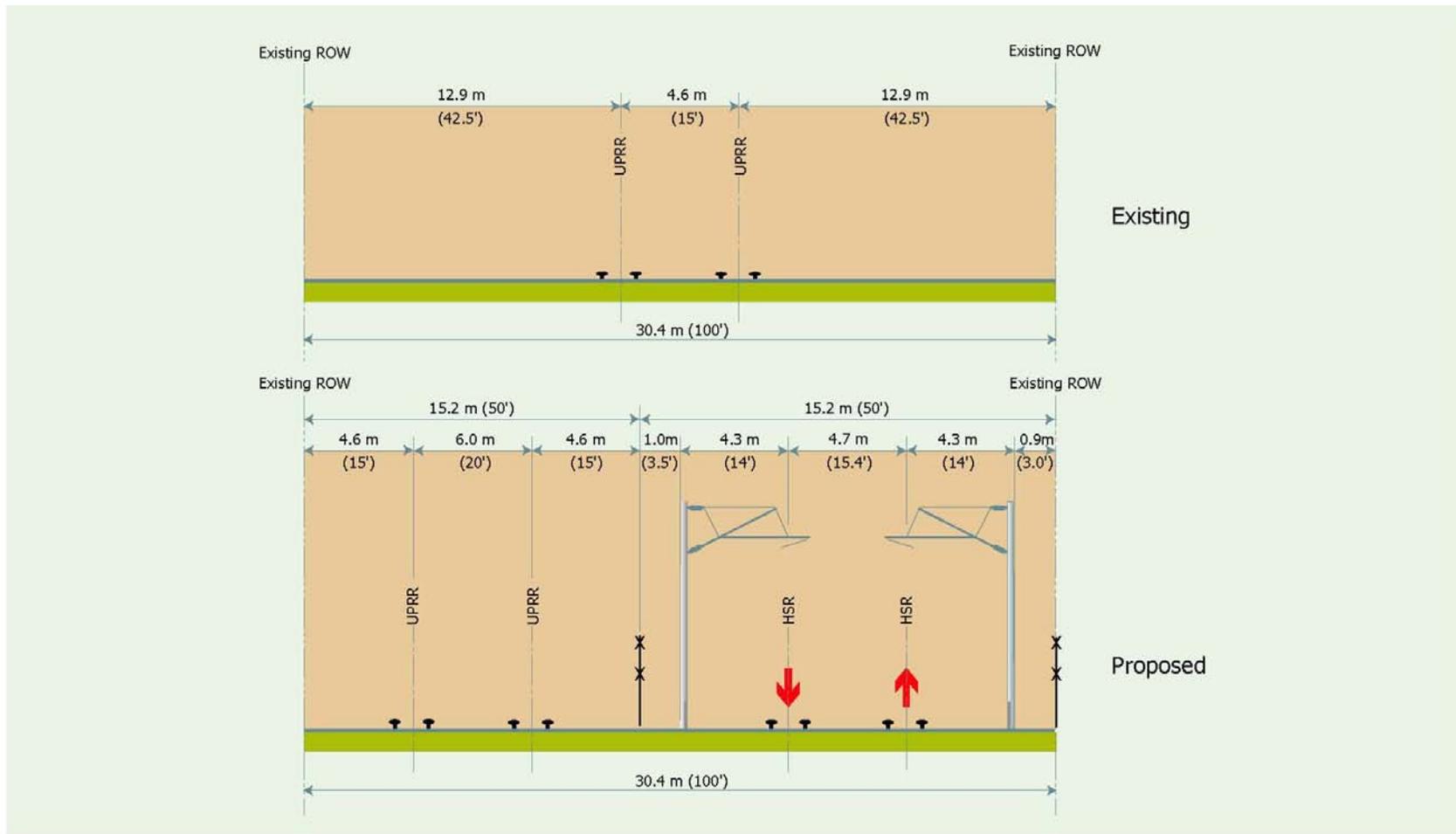


*** Note:**
 Minimum clearance under HSR aerial structure:
 - 5.1 m (16.7') above roadway surface
 - 7.1 m (23.3') above top of rail

California High-Speed Train Program EIR/EIS

Figure UP-3



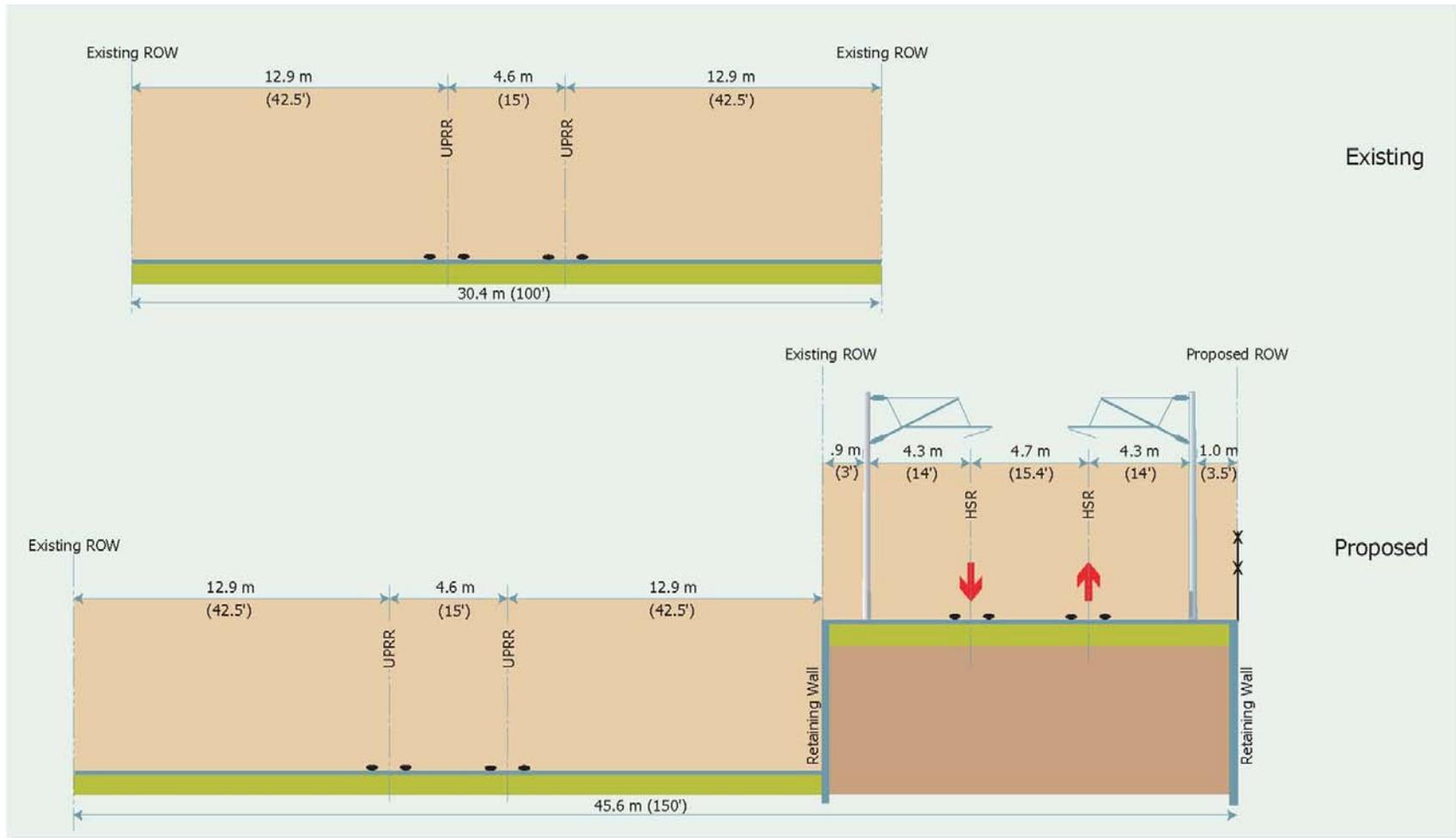


Note:
HSR may be on either side of railroad ROW

California High-Speed Train Program EIR/EIS

Figure UP-4

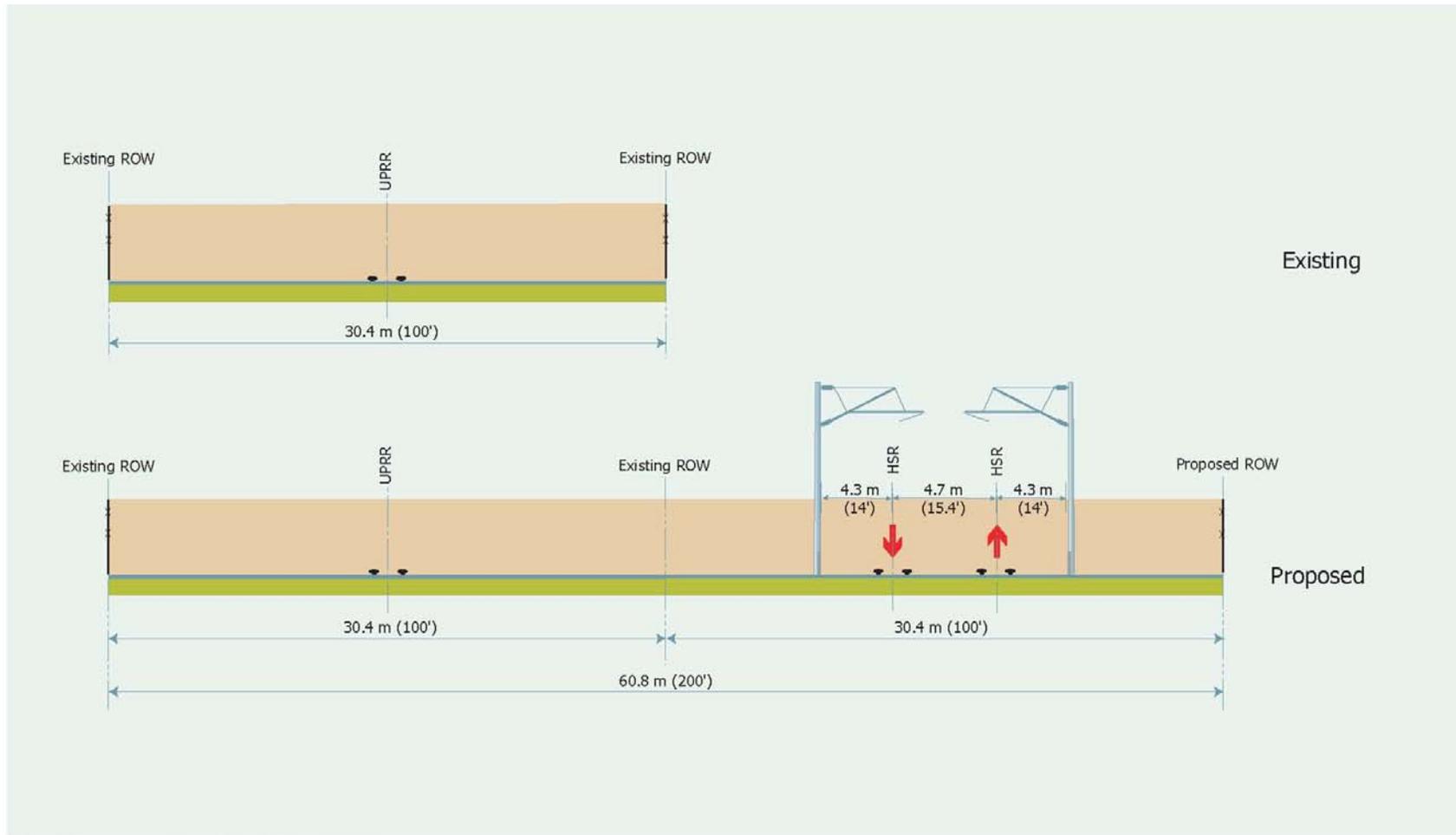




Note: May occur at either side of railroad ROW

California High-Speed Train Program EIR/EIS

Figure UP-5

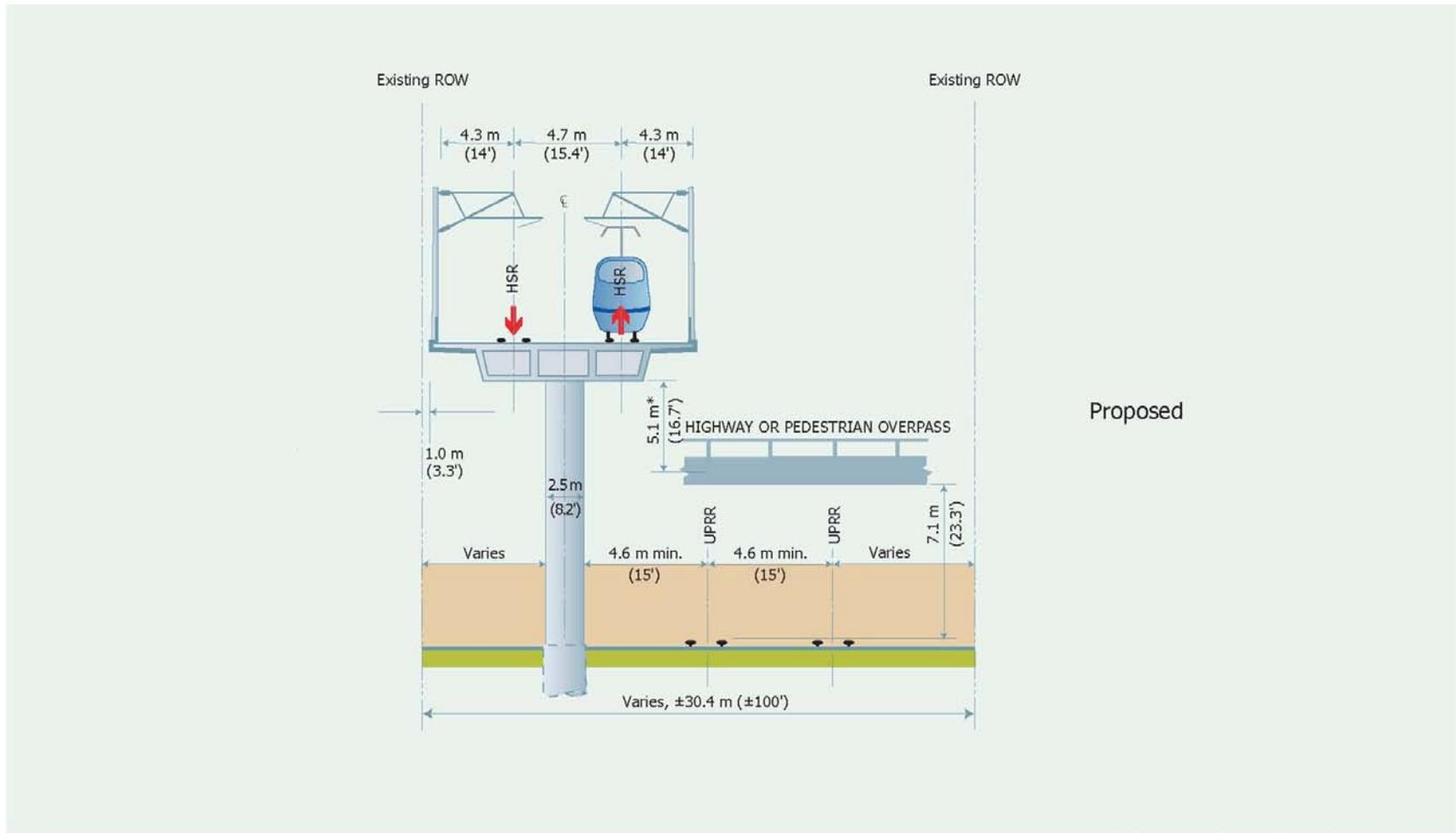


Note: May occur at either side of railroad ROW

California High-Speed Train Program EIR/EIS

Figure UP-6



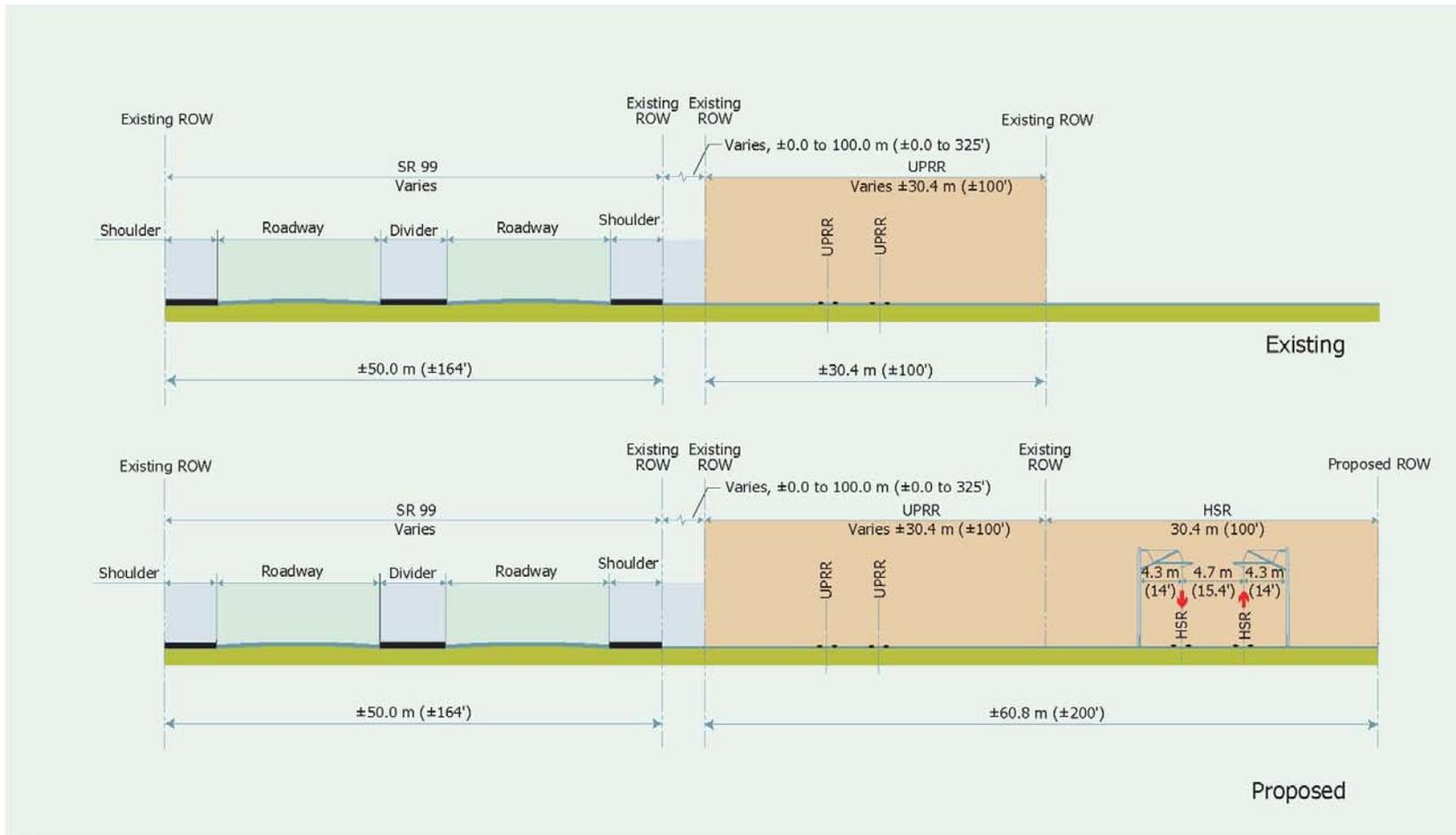


***Note:**
3.1 m (10') min. clearance for pedestrian facilities

California High-Speed Train Program EIR/EIS

Figure UP-7



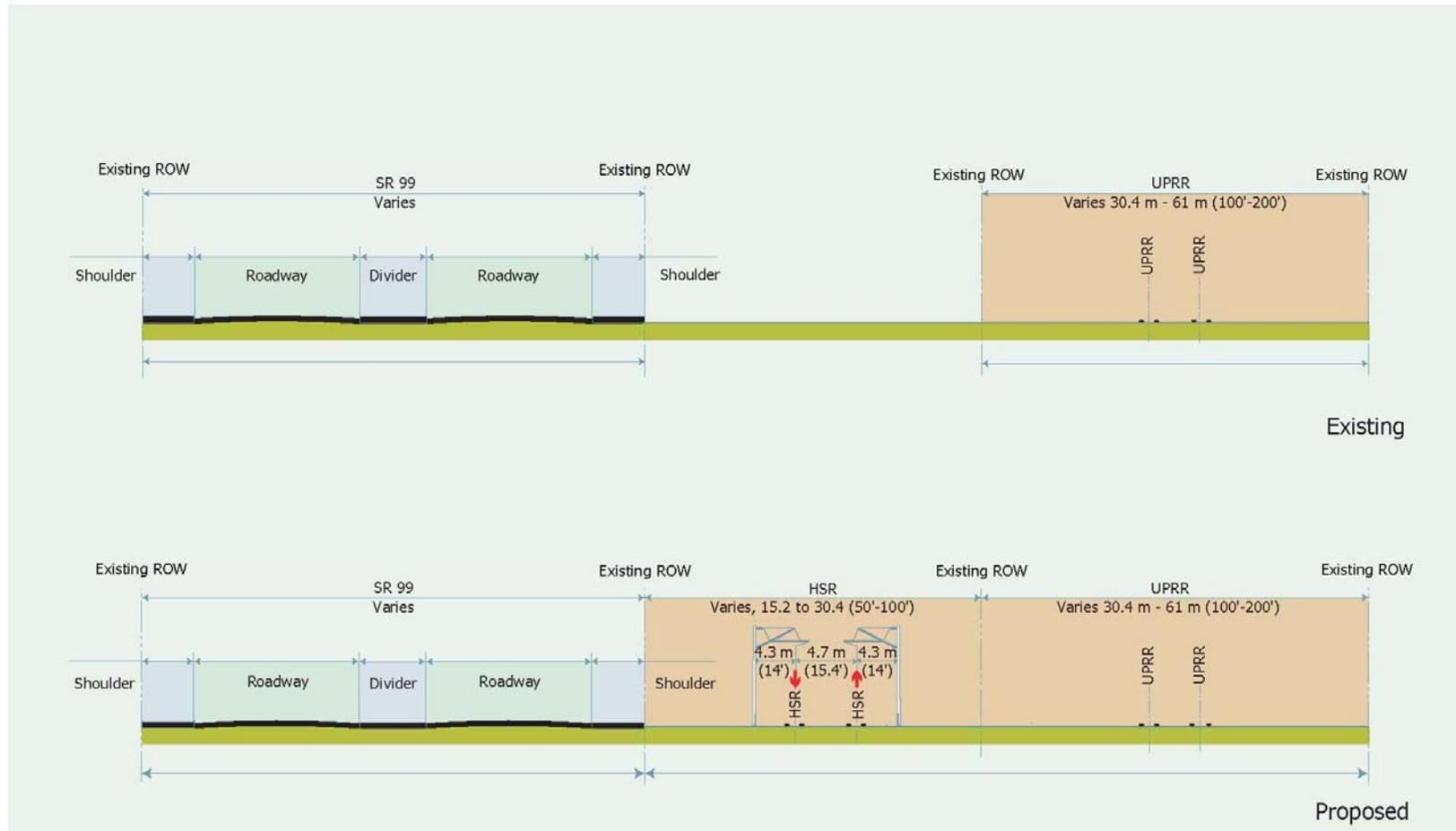


- Notes:**
1. HSR and UPRR may be on either west or east side of existing ROW
 2. UPRR may be realigned to outside of HSR to insure industry access

California High-Speed Train Program EIR/EIS

Figure UP-8



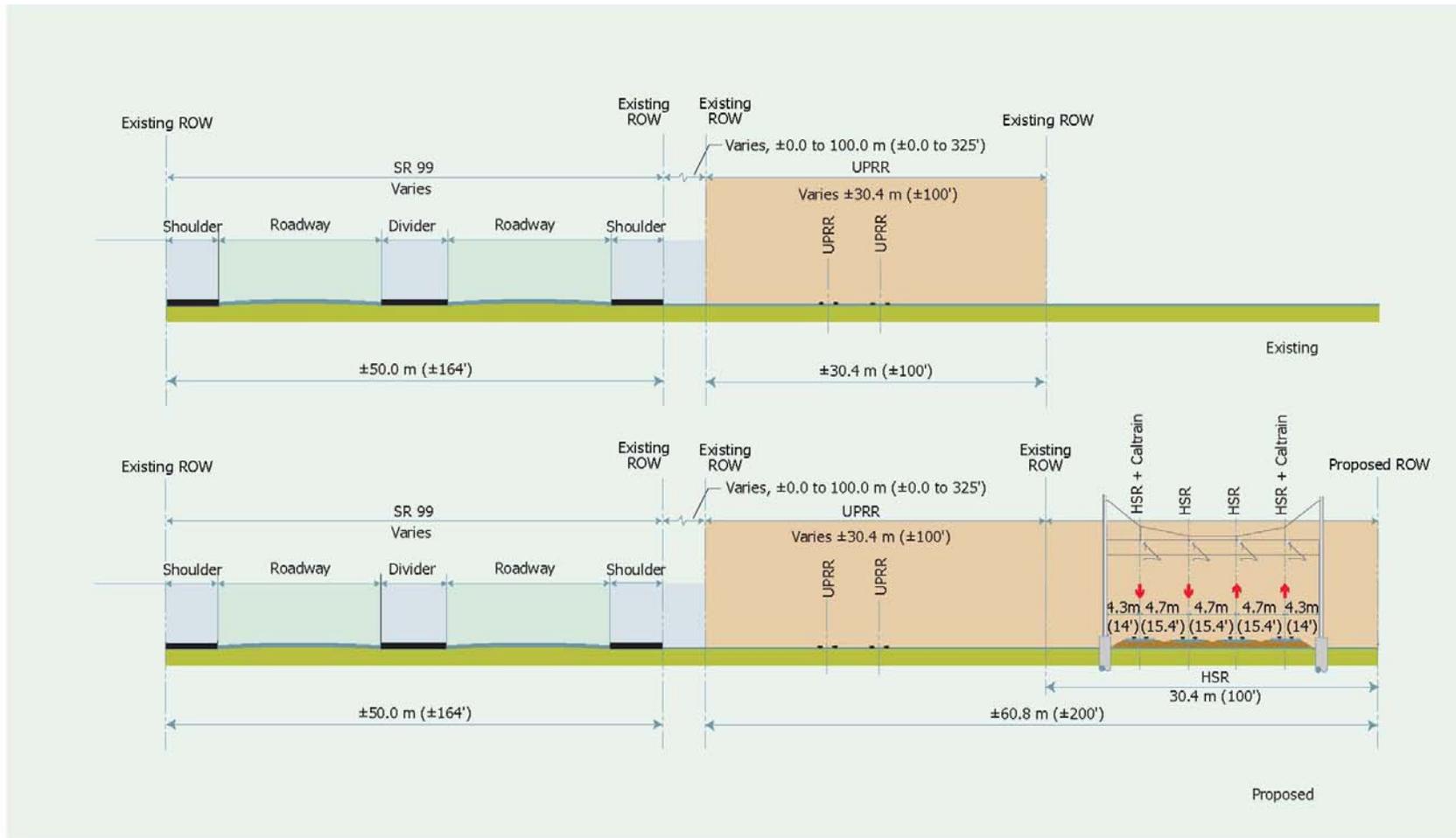


- *Notes:**
1. Section may also be reversed
 2. Where 15.2m (50') not available between Existing Highway ROW and Existing Railroad ROW, HSR will be located at outside of Existing Highway ROW.

California High-Speed Train Program EIR/EIS

Figure UP-9



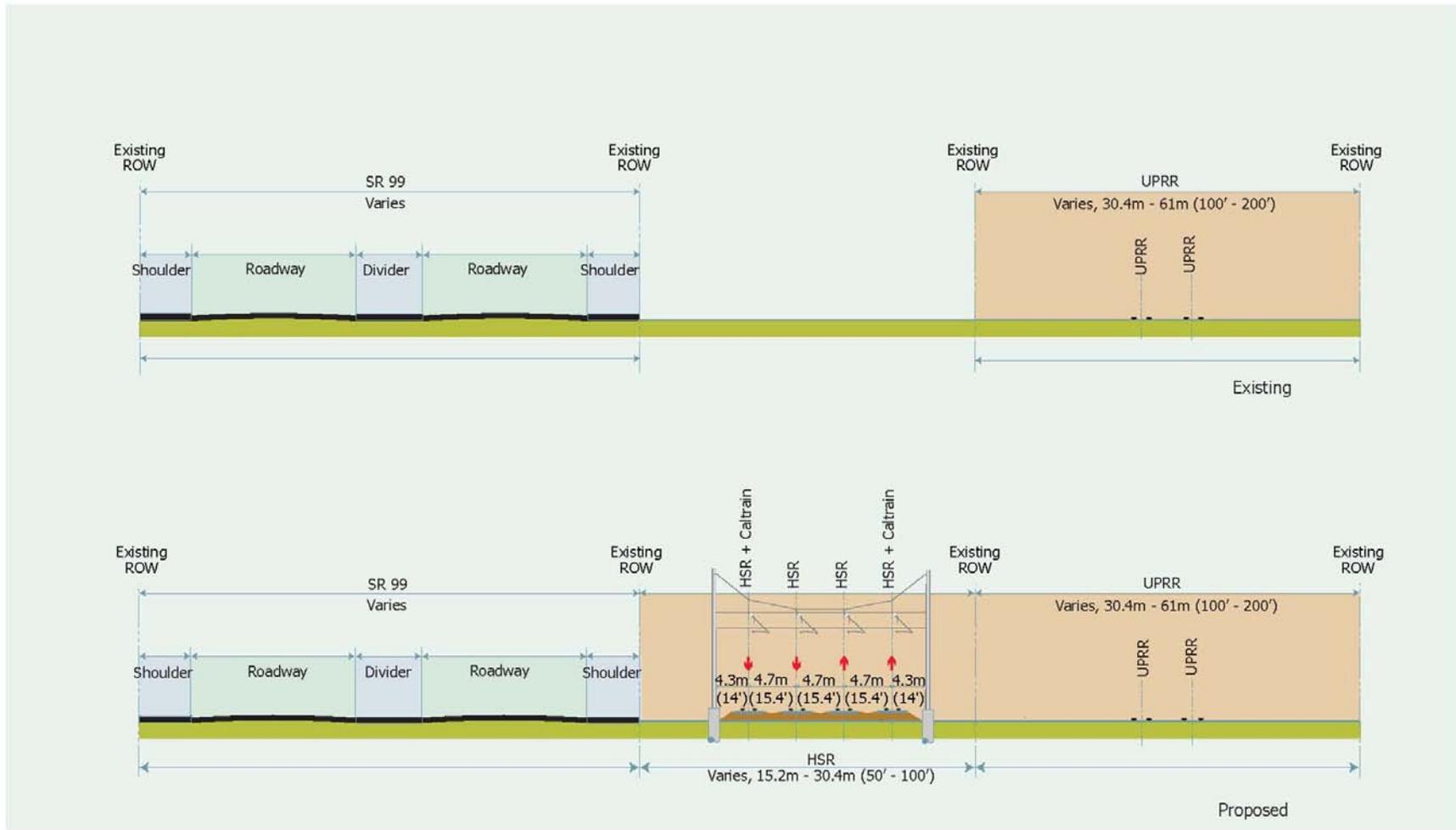


- Notes:
1. HSR and UPRR may be on either west or east side of existing ROW
 2. UPRR may be realigned to outside of HSR to insure industry access

California High-Speed Train Program EIR/EIS

Figure UP-10





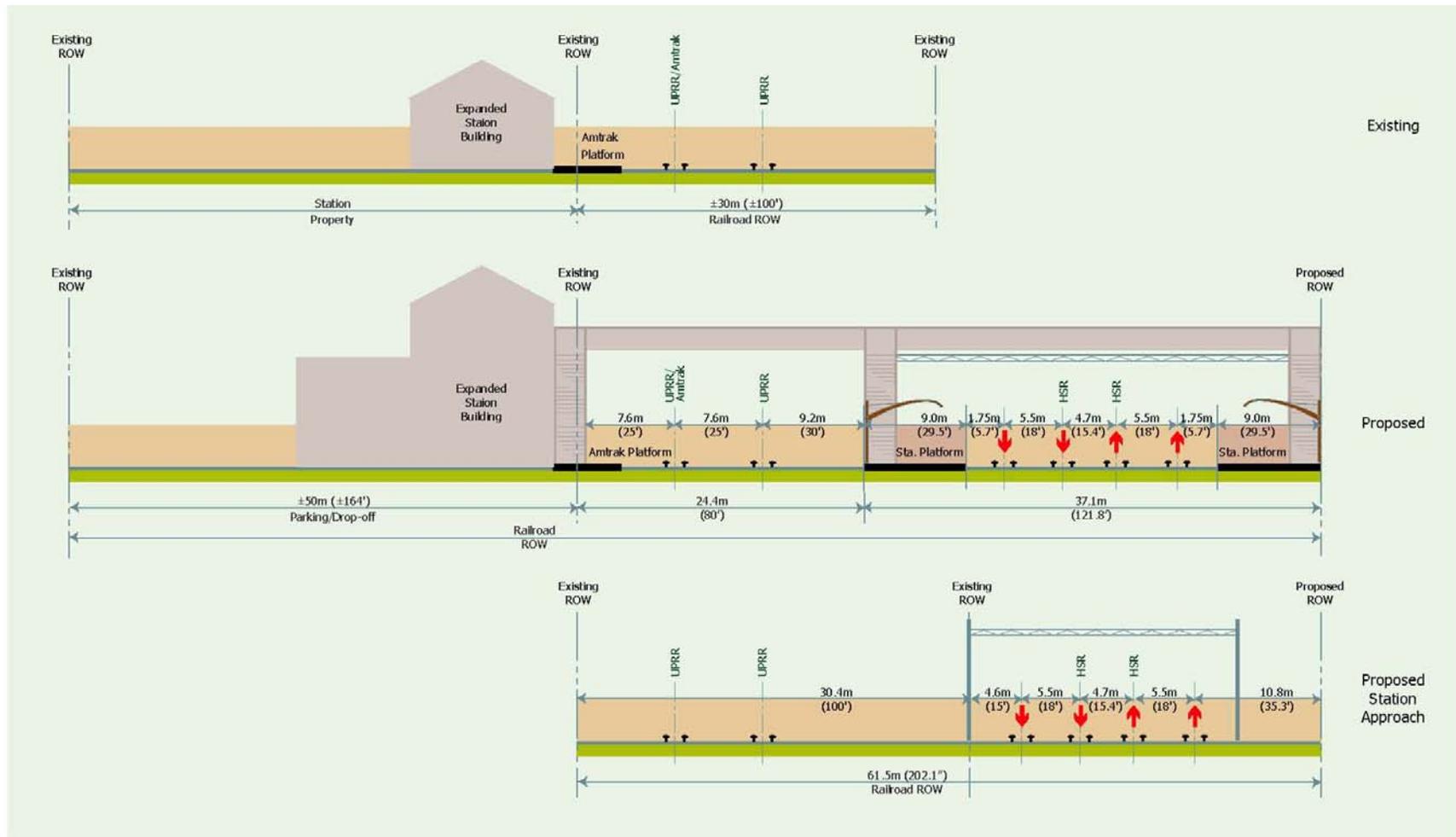
California High-Speed Train Program EIR/EIS

***Notes:**

1. Section may also be reversed
2. Where 15.2m (50') not available between Existing Highway ROW and Existing Railroad ROW, HSR will be located at outside of Existing Highway ROW.

Figure UP-11

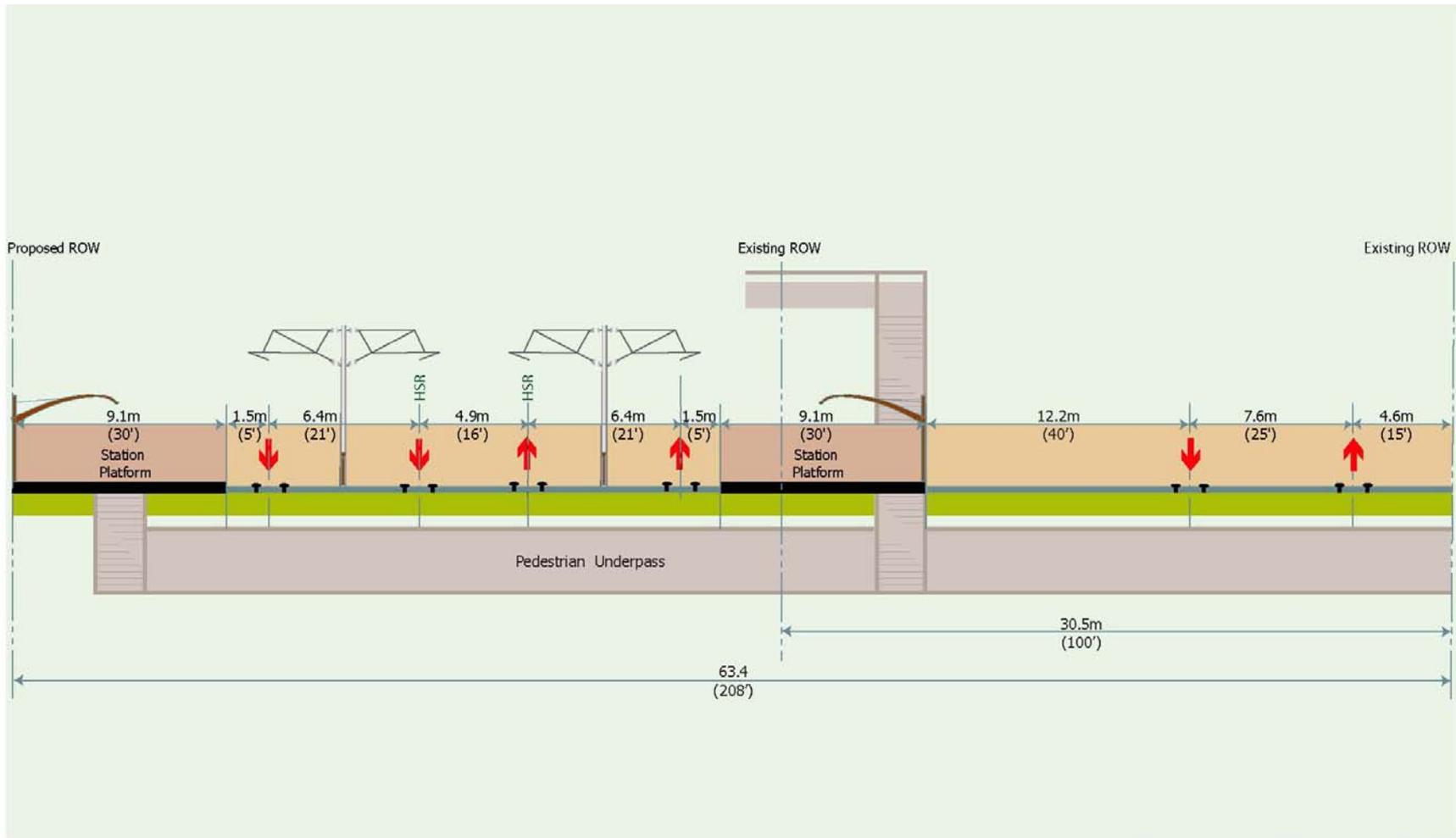




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Figure UP-S1





California High-Speed Train Program EIR/EIS

Figure UP-S2