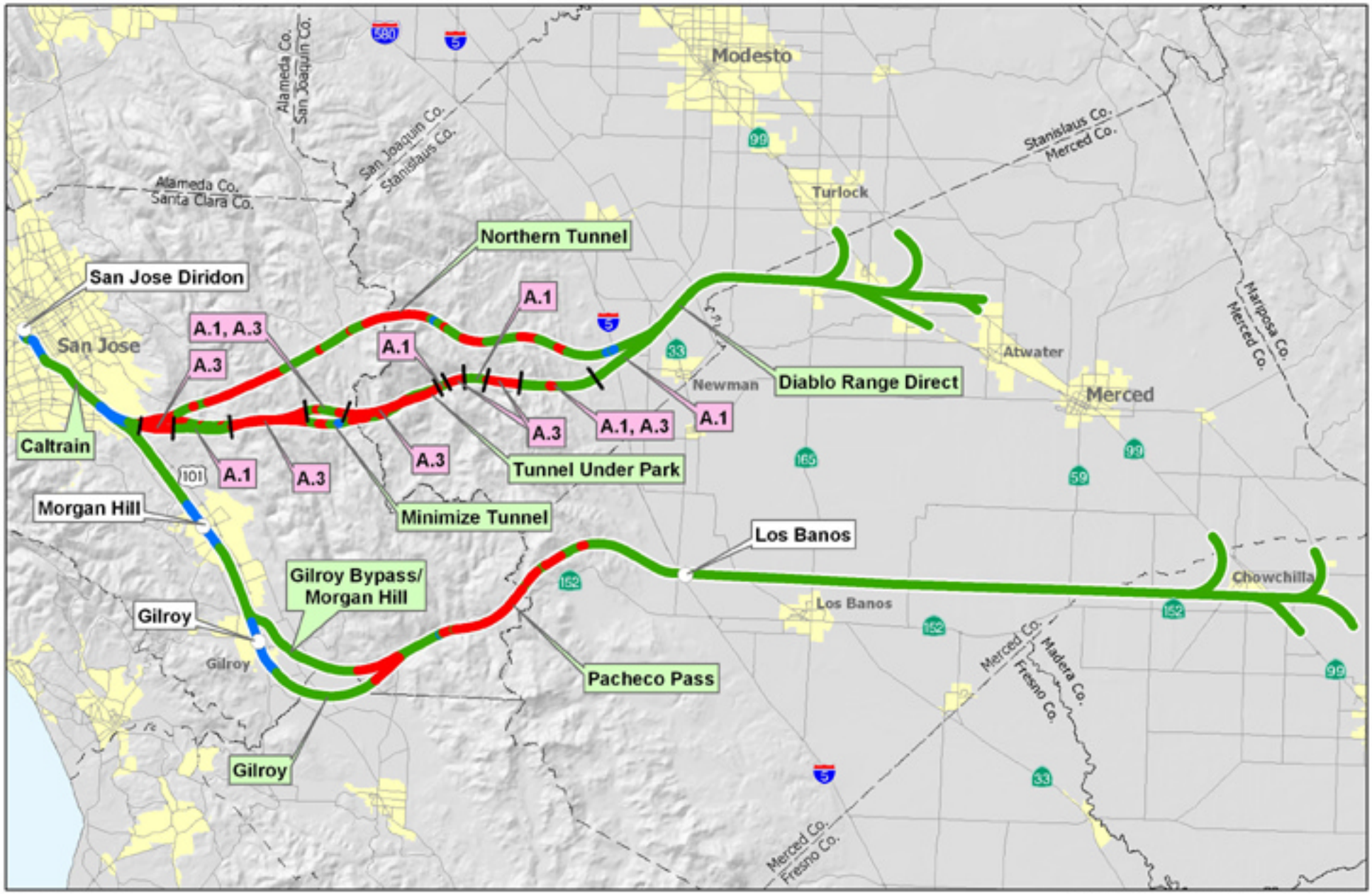


February 6, 2004

5 0 5 10 Miles

5 0 5 10 Kilometers

Legend

Aerial
At-Grade
Tunnel

Urban Area

Station — Potential Station

Alignment — Alignment Designation

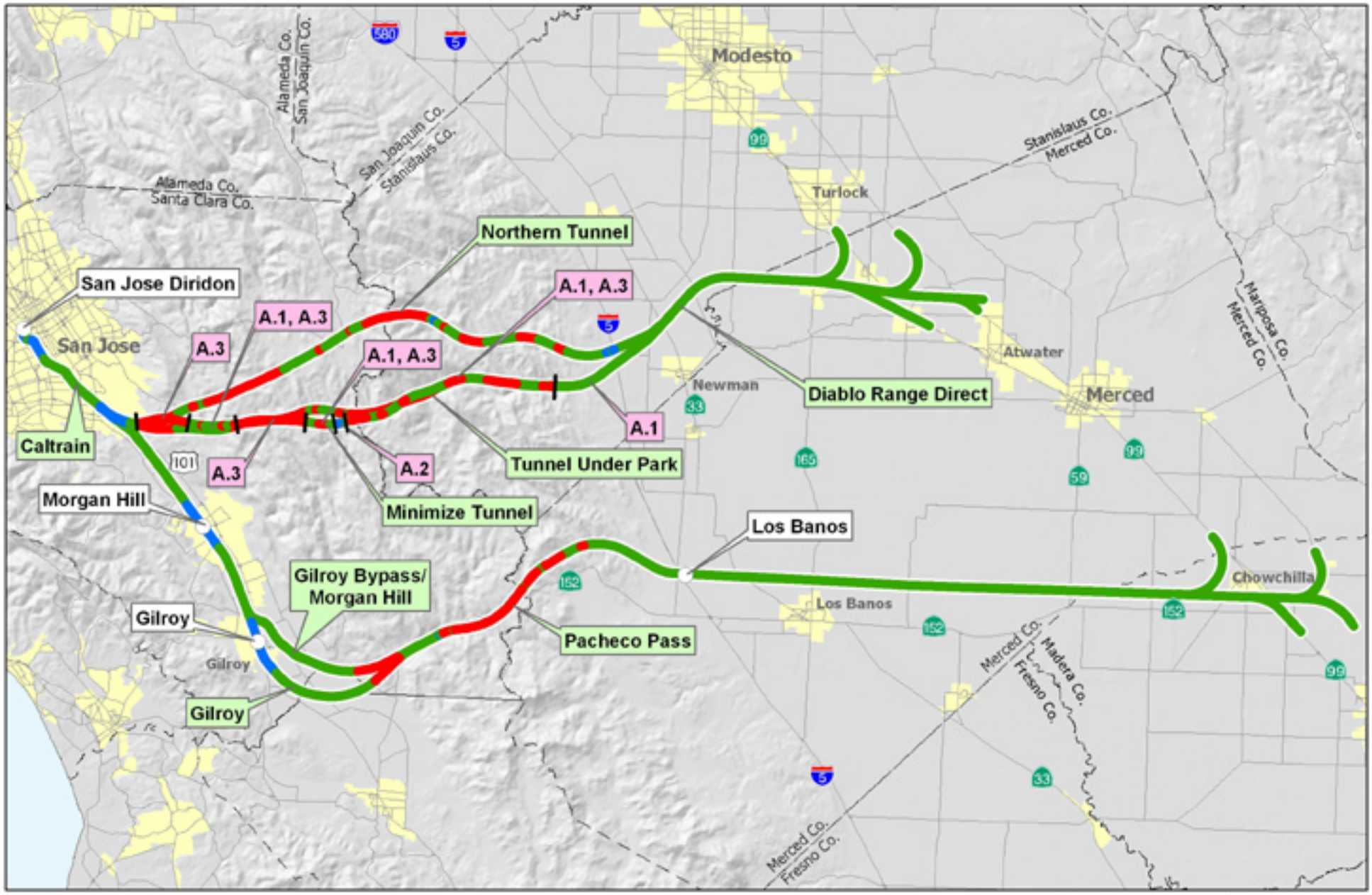
A.1 — Cross Sections and Limits of Figure

California High Speed Train Program EIR/EIS

Alignment Structure Types and Corresponding Cross Sections

San Jose to Merced
Tunnel Under Park Alignment

Map 3B



February 3, 2004

California High Speed Train Program EIR/EIS

5 0 5 10 Miles

5 0 5 10 Kilometers

Legend

Aerial

At-Grade

Tunnel

Urban Area

Station — Potential Station

Alignment — Alignment Designation

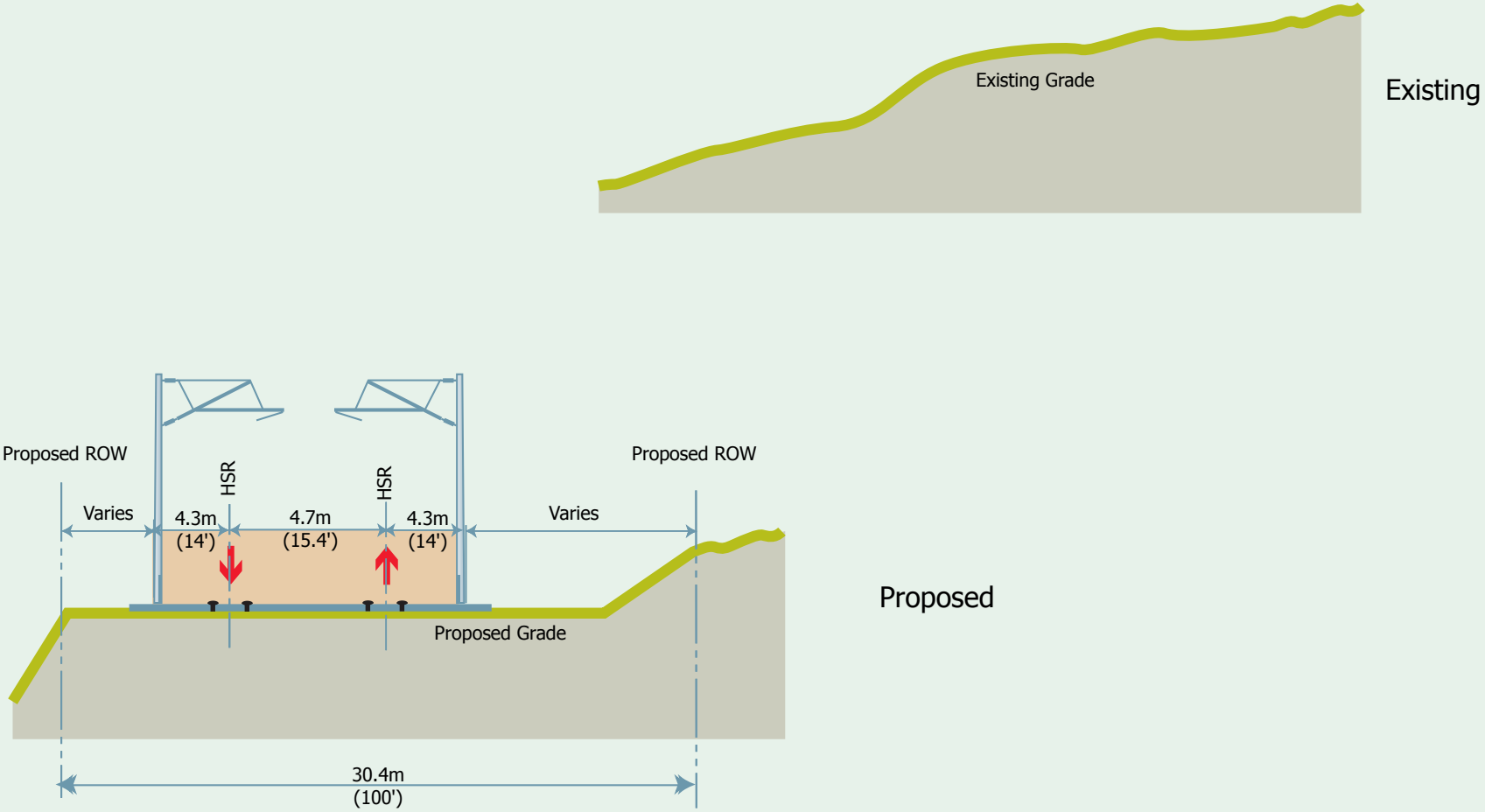
A.2 — Cross Sections and Limits of Figure

Alignment Structure Types and Corresponding Cross Sections

San Jose to Merced

Minimize Tunnel Alignment

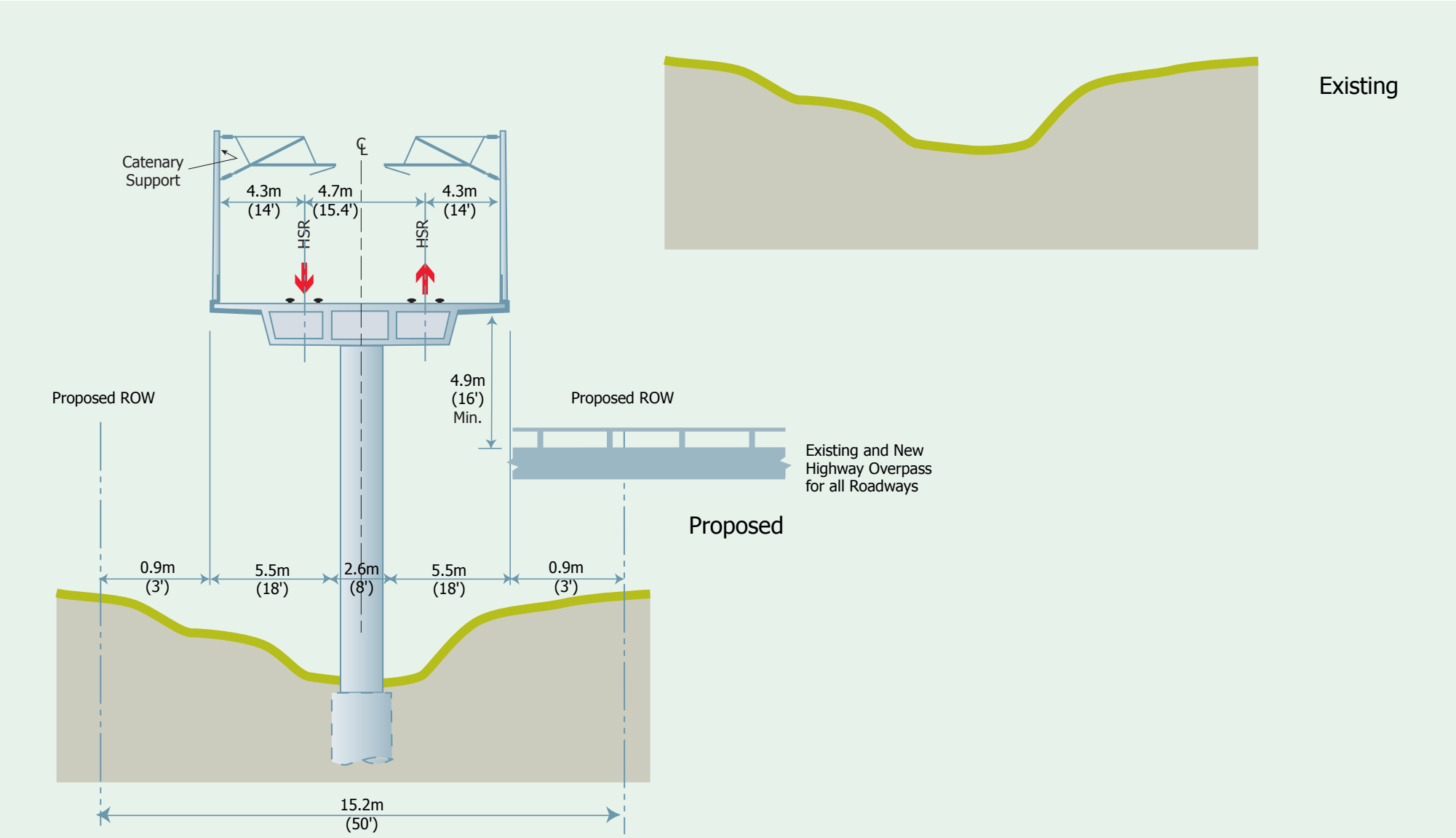
Map 3C



California High-Speed Train Program EIR/EIS

Typical At-Grade Mainline Section
(Undeveloped Areas)
Bay Area - Merced Region
Diablo Range Direct Alignment Option
San Jose to Atwater/Gilroy to Los Banos

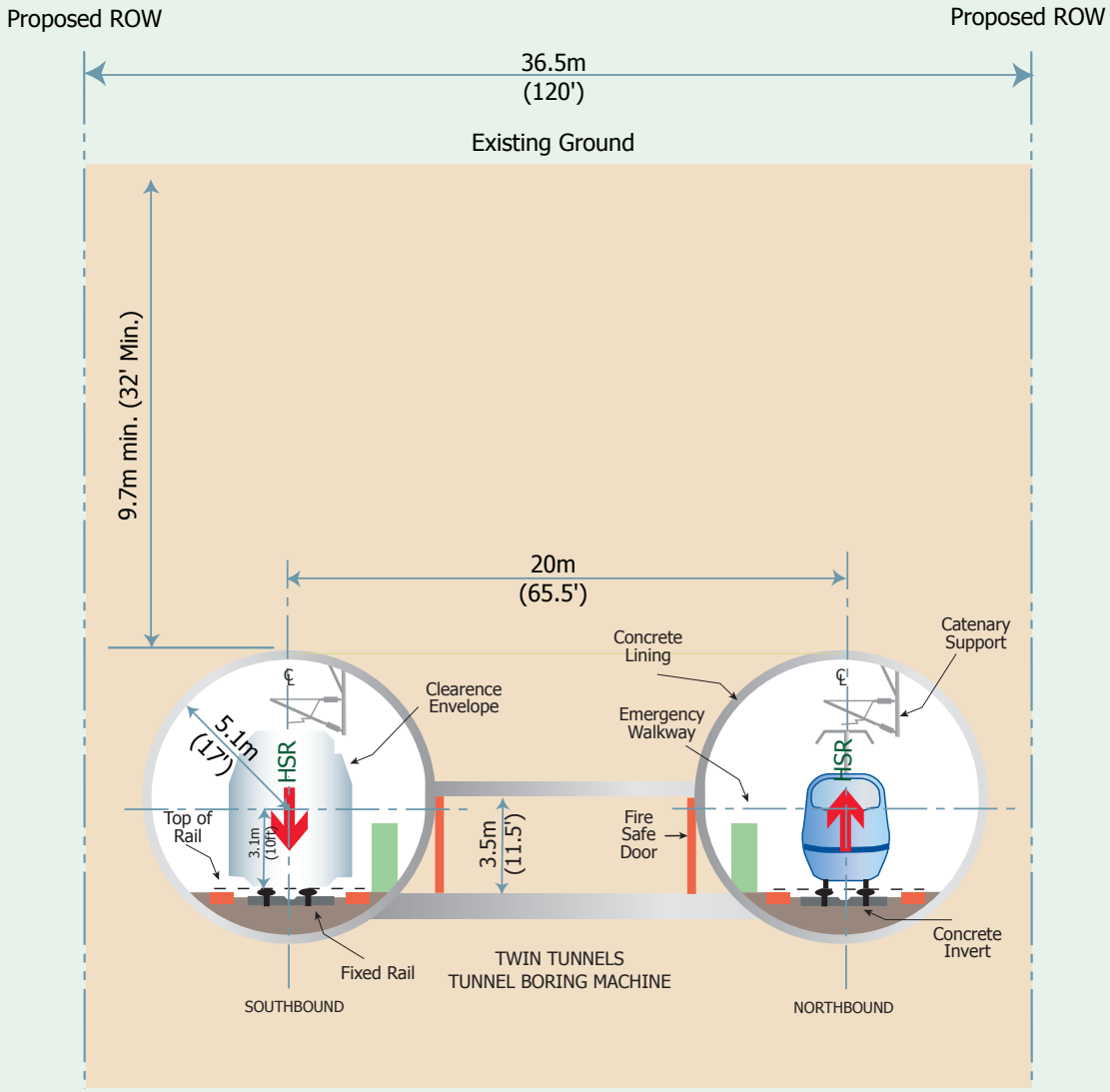
Figure A.1



California High-Speed Train Program EIR/EIS

Typical Aerial Structure
(Underdeveloped Areas)
Bay Area - Merced Region
Diablo Range Direct Alignment Option
San Jose to Atwater/Gilroy to Los Banos

Figure A.2



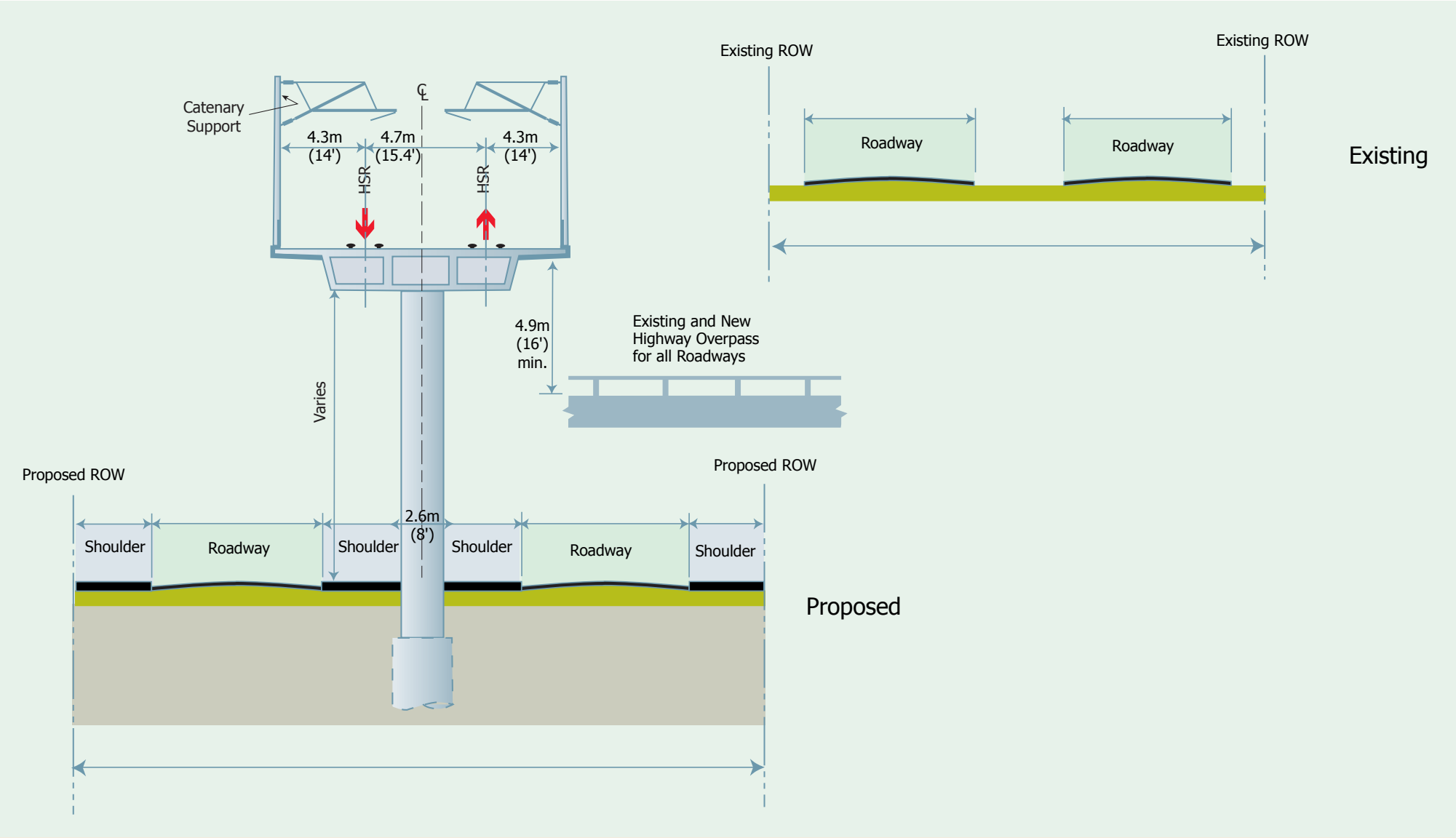
California High-Speed Train Program EIR/EIS

Typical Twin Single Track Tunnel
Tunnel Length Less than 6 Miles
Bay Area - Merced Region
Diablo Range Direct Alignment Option
San Jose to Atwater/Gilroy to Los Banos

Figure A.3

Figure Left Intentionally Blank

Figure A.4



California High-Speed Train Program EIR/EIS

Typical Aerial Structure
(Developed Areas)
Bay Area - Merced Region
Diablo Range Direct Alignment Option
San Jose to Atwater/Gilroy to Los Banos

Figure A.5