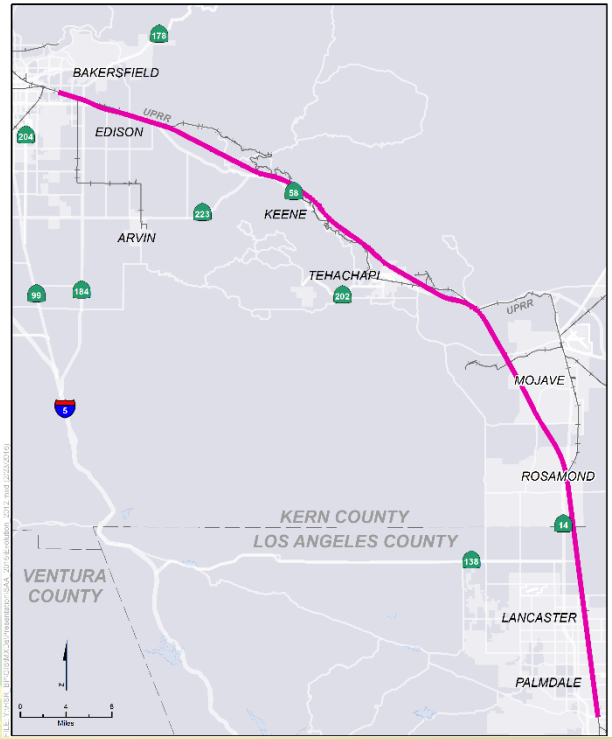
CALIFORNIA
High-Speed Rail Authority

RANGE OF ALTERNATIVES BEING STUDIED

CALIFORNIA High-Speed Rail Authority

ROUTE CONCEPTS UNDER STUDY

2010

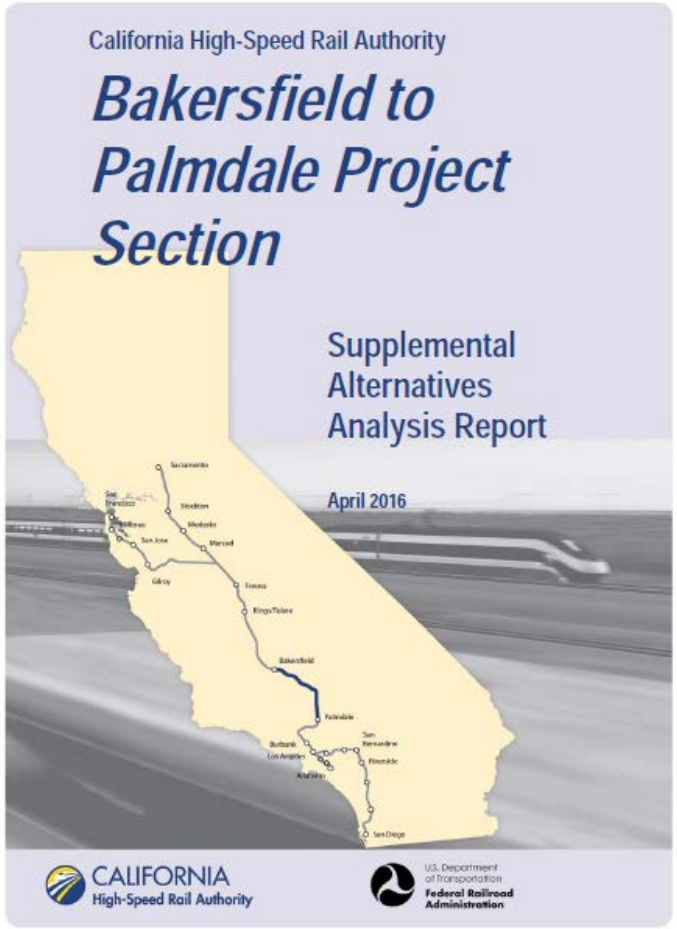


2012

2016

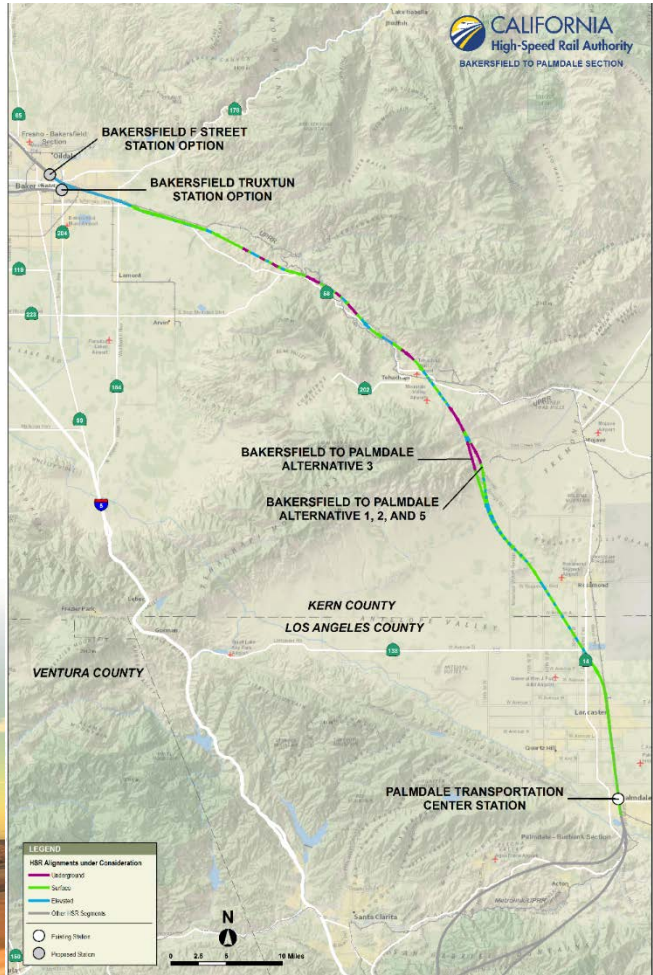
2016 SAA REPORT

- Minimized Tunneling through Design
- Preserved Schools, Agricultural Land and Community Cohesion
- Adjacent to Existing Roadways, When Possible
- Four Selected Alternatives Had the Least Potential Environmental Impacts
- Improves Overall Mobility and Connectivity in the Region



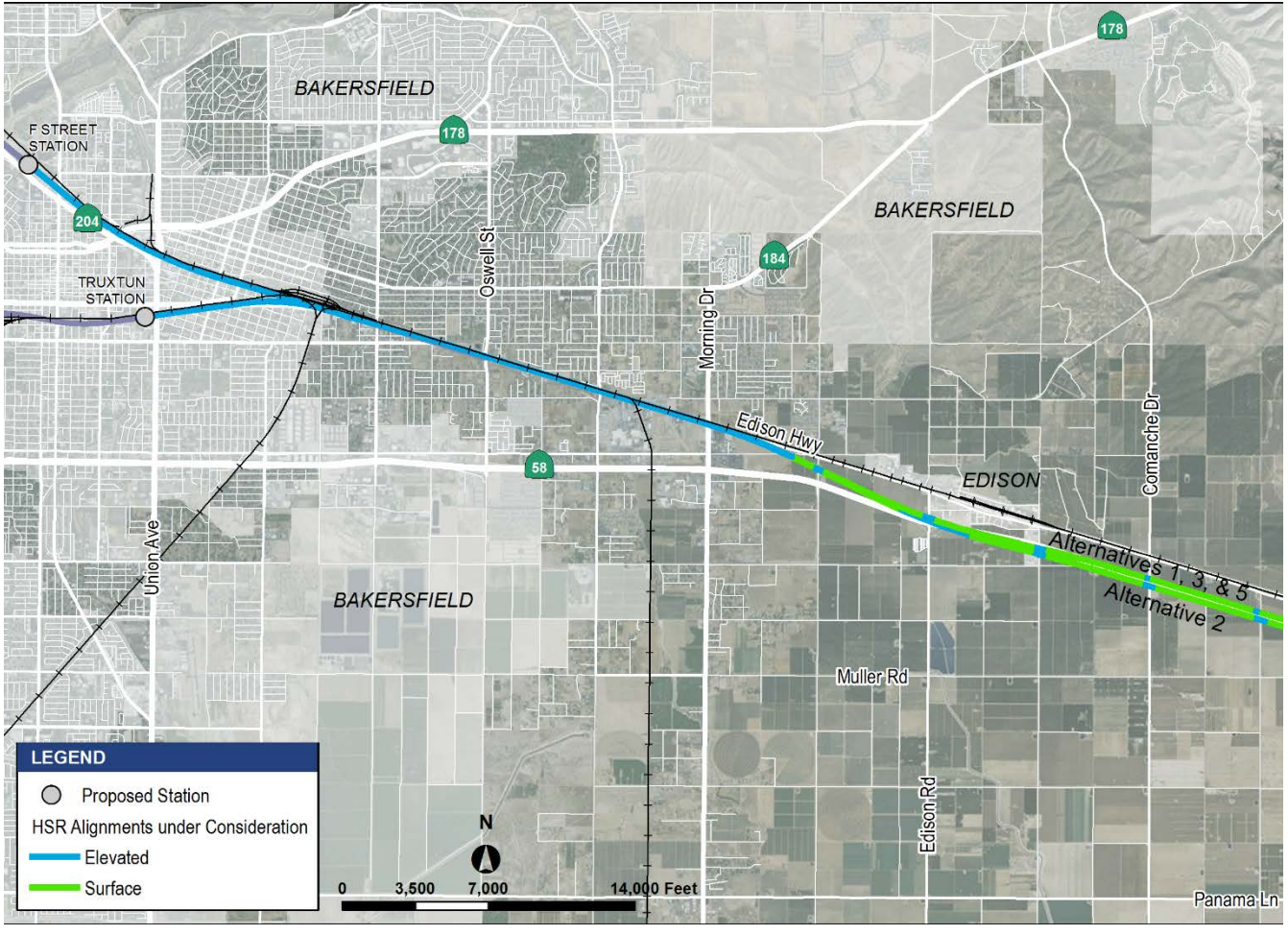
ALTERNATIVES UNDER STUDY

- Study Four Alternatives through Draft Environmental Document
  - » Improve alternatives by reducing potential impacts to communities, community facilities, businesses, and environmental resources
  - » Made possible by ongoing stakeholder and public engagement and feedback



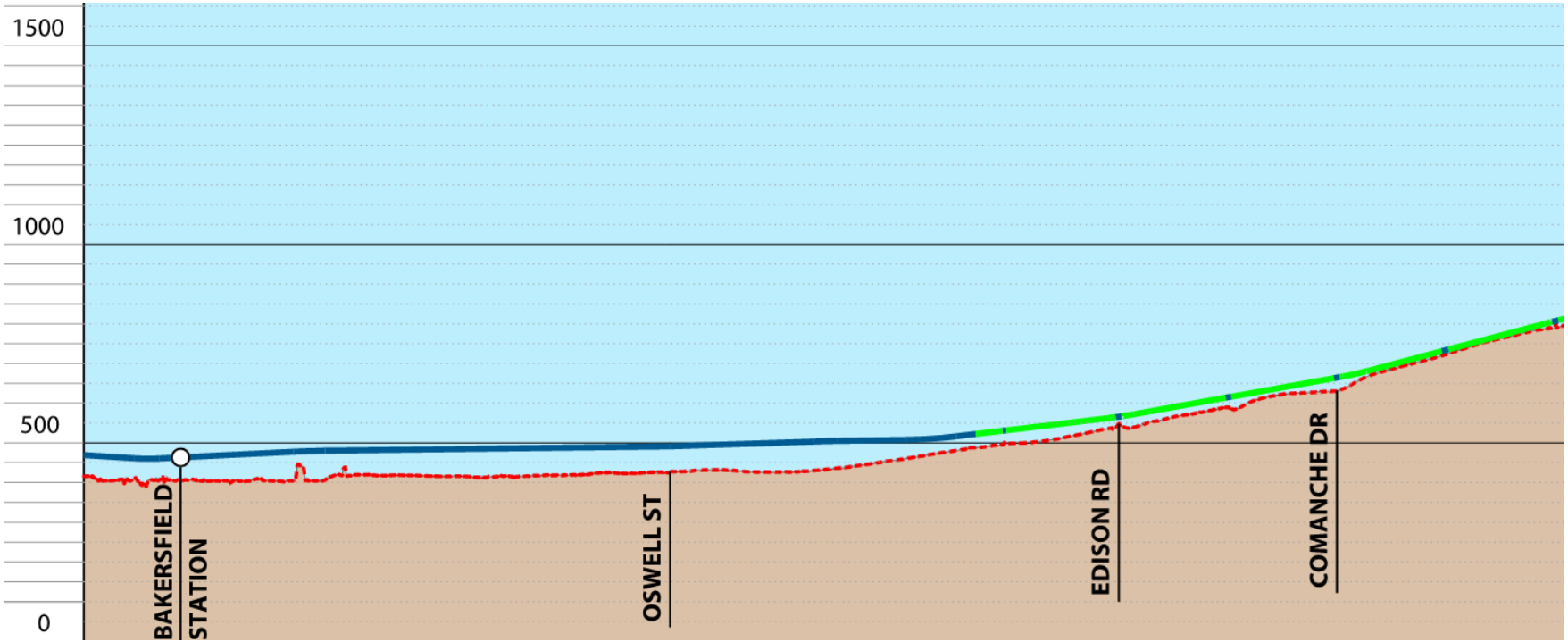
CONNECTION TO BAKERSFIELD STATION

- Two Options in Edison along SR 58



CONNECTION TO BAKERSFIELD STATION

- Profile

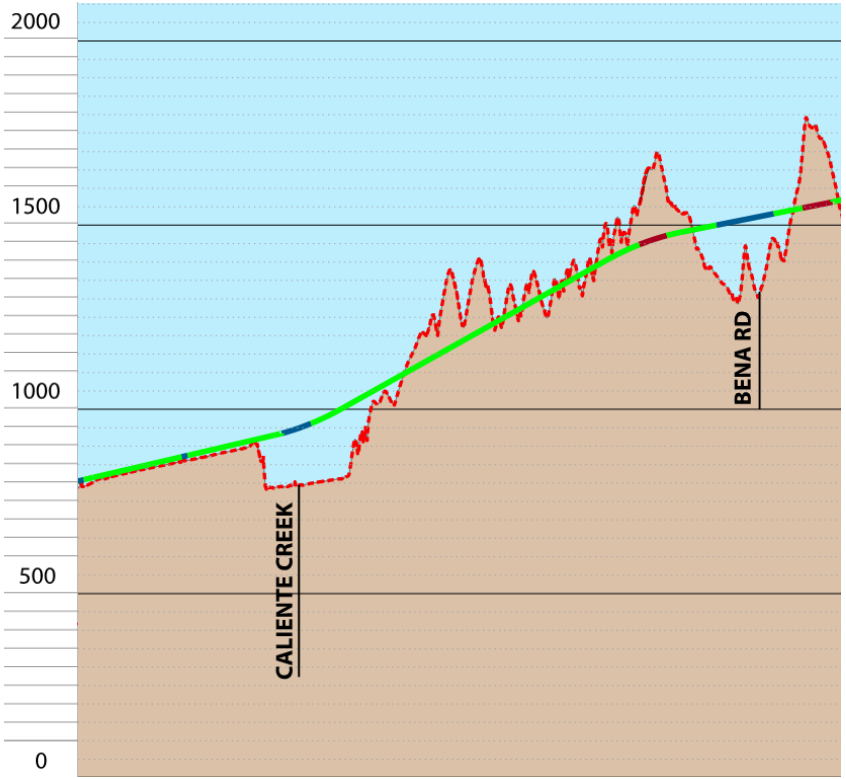


NORTH SLOPE OF THE TEHACHAPIS

- Crossing Caliente Creek and Climbing into the Tehachapis

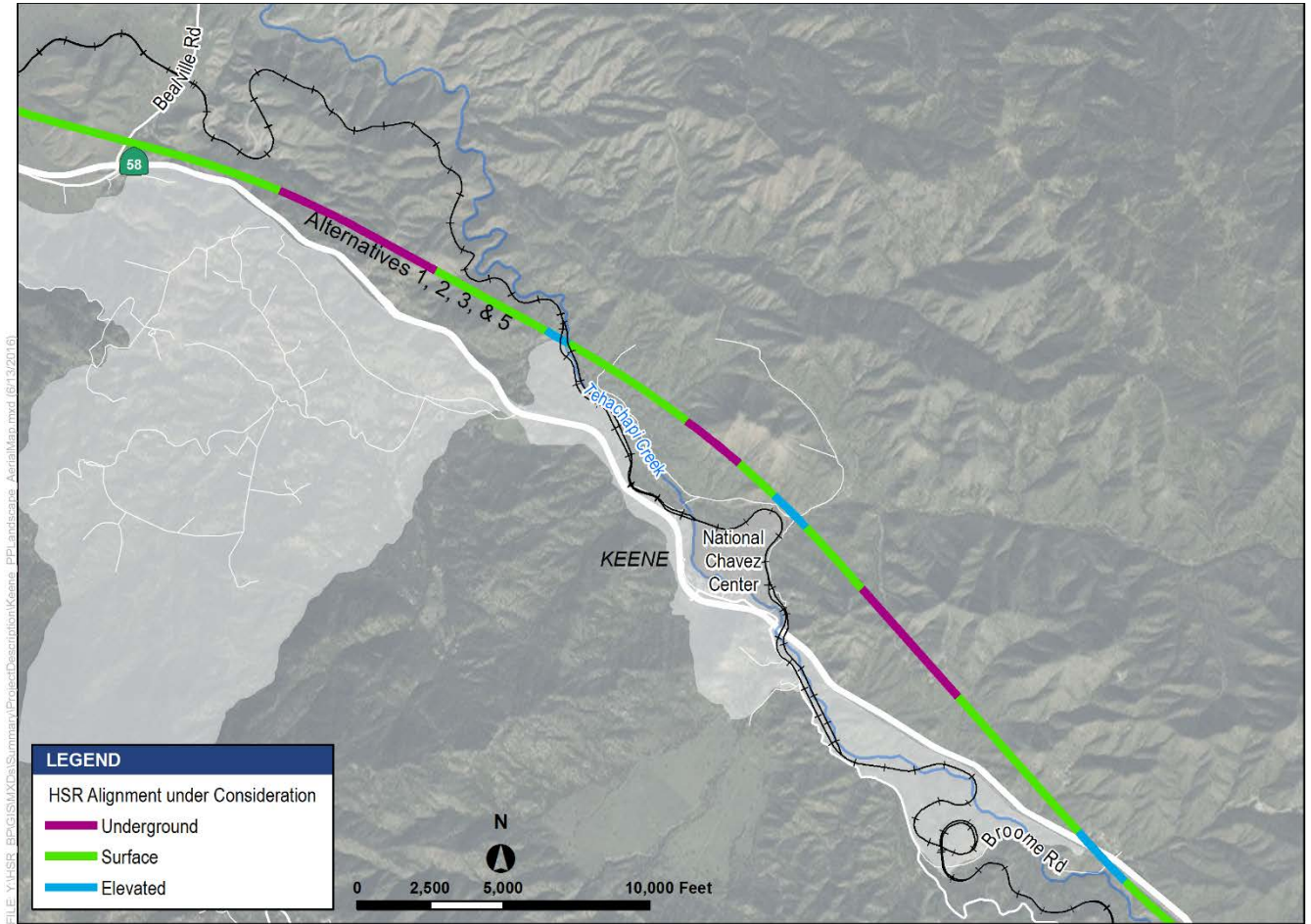
NORTH SLOPE OF THE TEHACHAPIS

- Profile



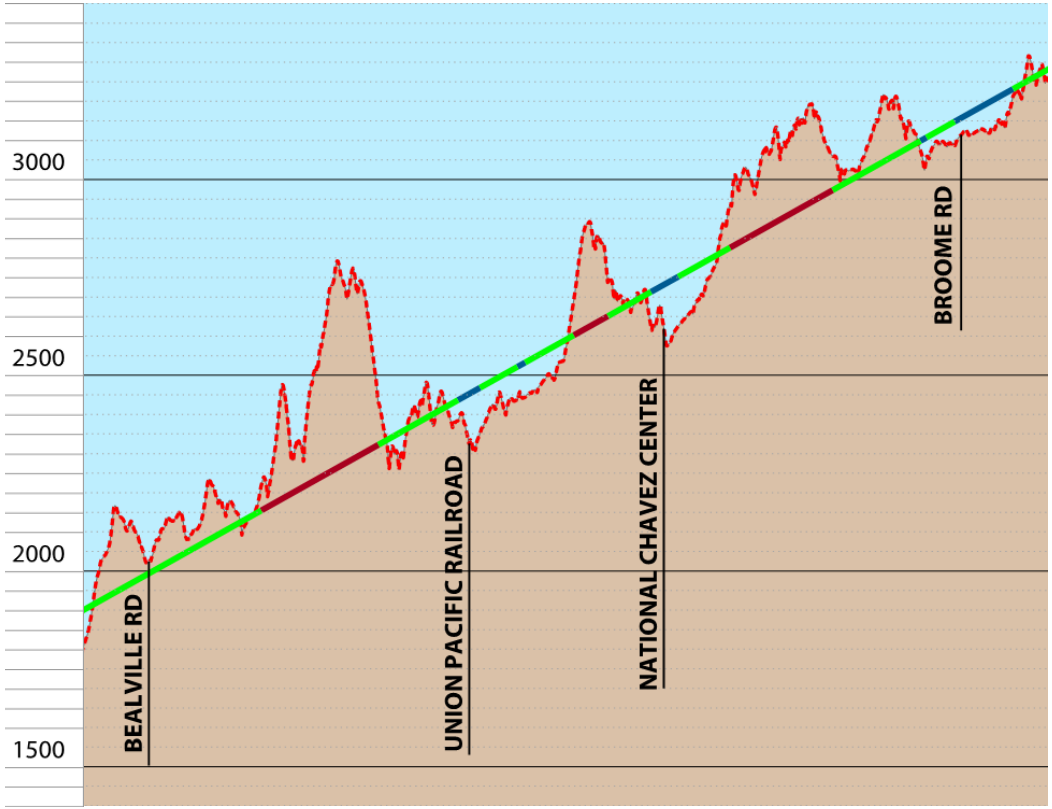
KEENE, RANCHES AND NATIONAL MONUMENT

- Tunneling and Bridges Reduce Grades and Impacts



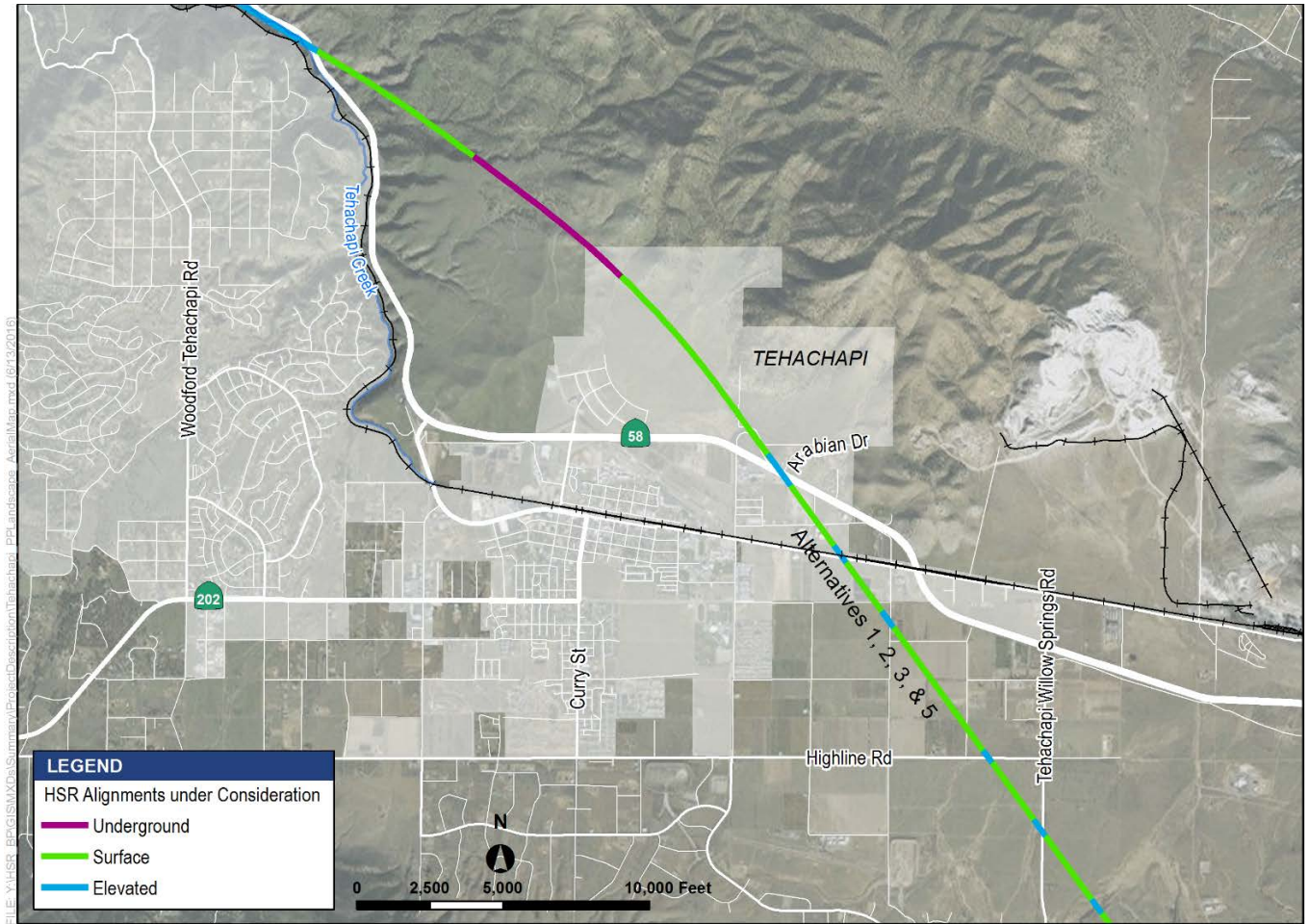
KEENE, RANCHES AND NATIONAL MONUMENT

- Profile



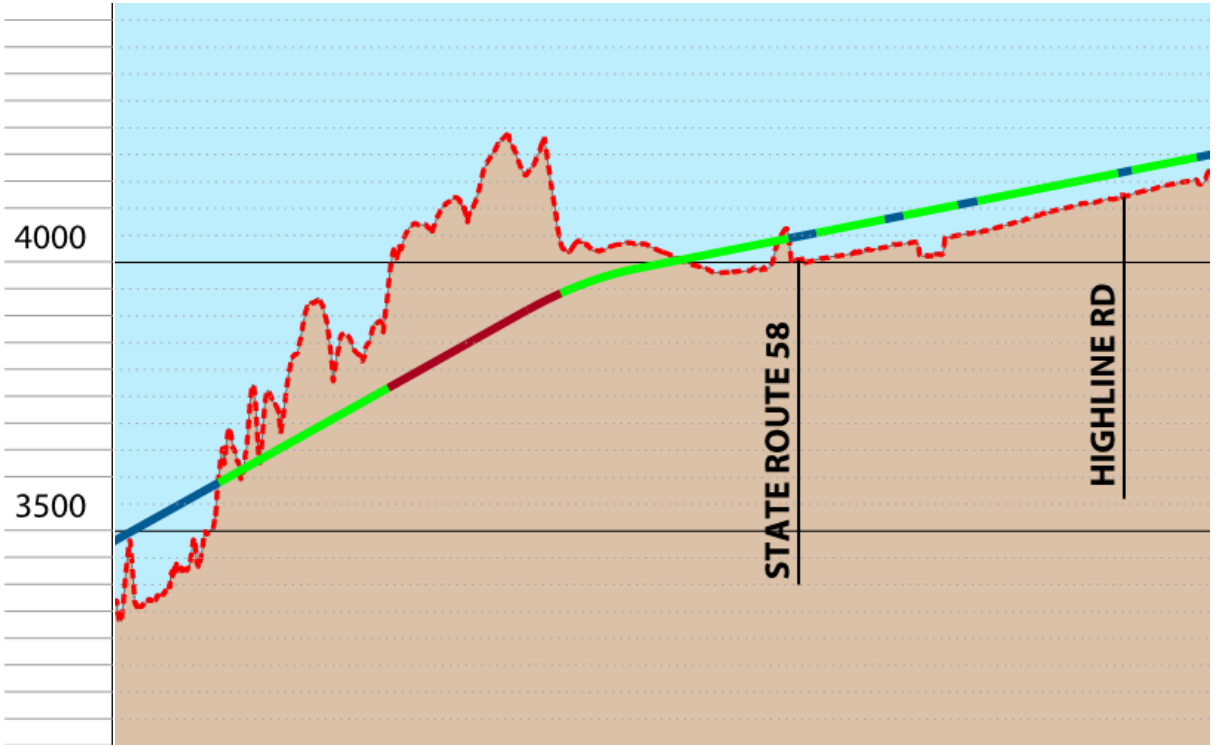
CITY OF TEHACHAPI

- Avoid New Development and Recreation Areas



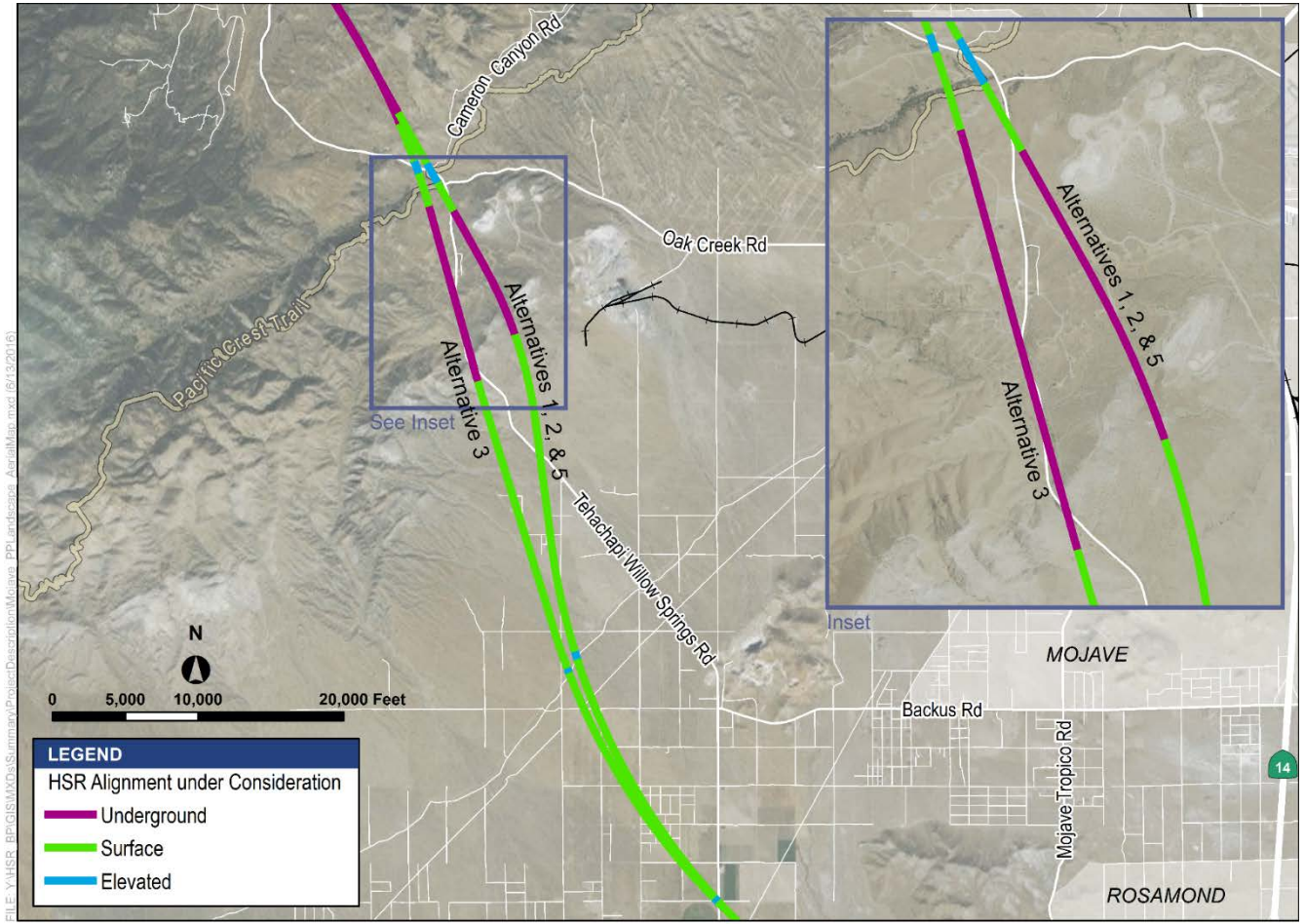
CITY OF TEHACHAPI

- Profile



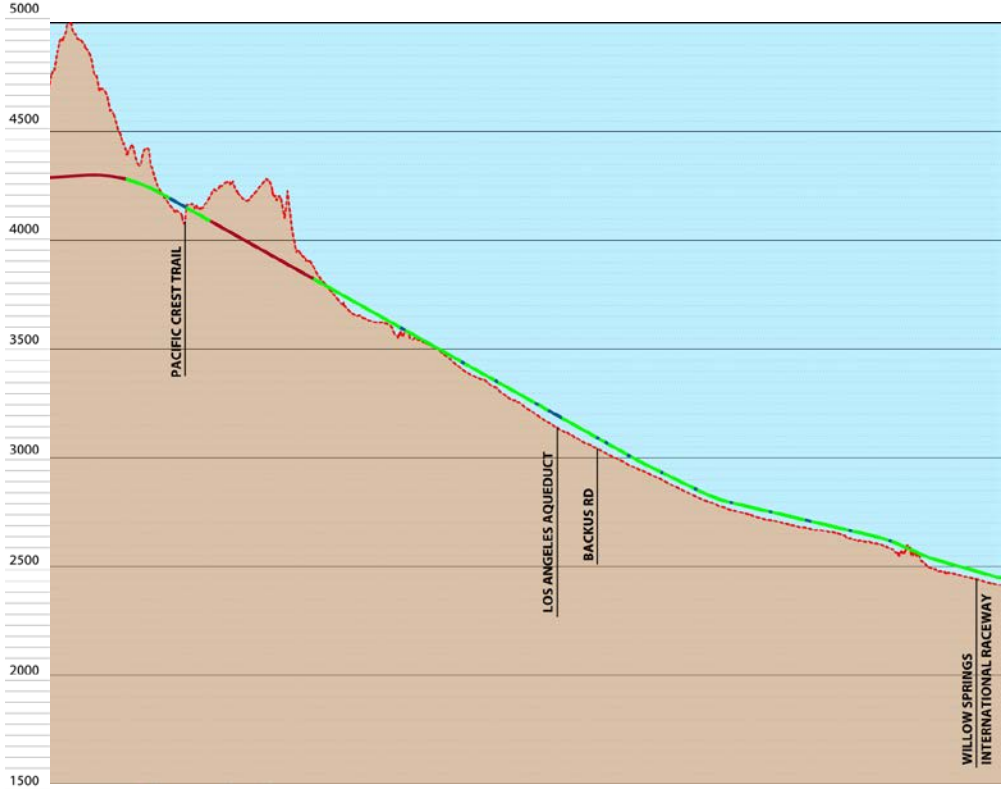
SOUTH SLOPE OF TEHACHAPIS & MOJAVE AREA

- Avoid and/or Minimize Impacts to Mining Operations, Green Energy Generation, Spaceport and Impacts to Pacific Crest Trail (PCT)



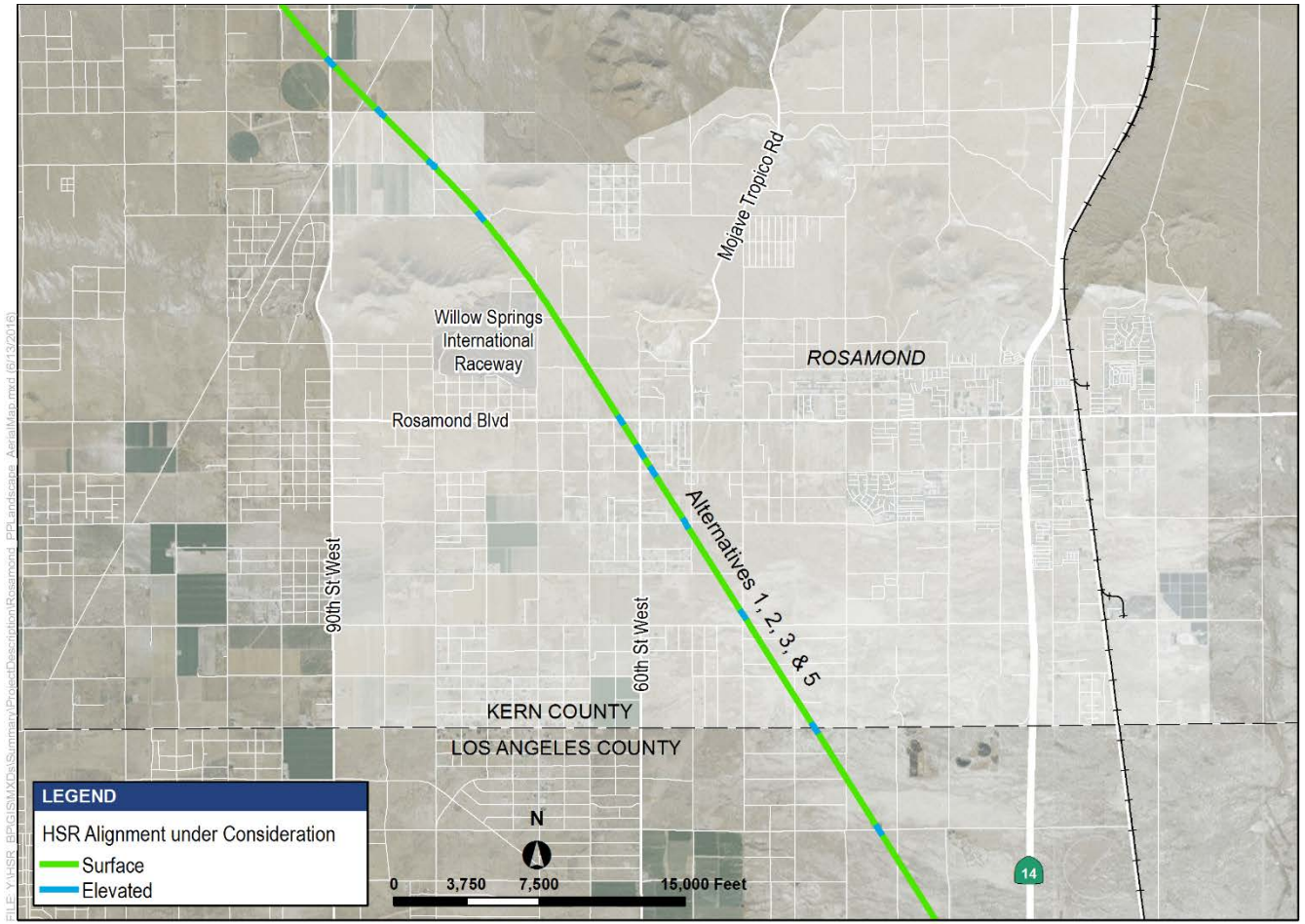
SOUTH SLOPE OF TEHACHAPIS & MOJAVE AREA

- Profile



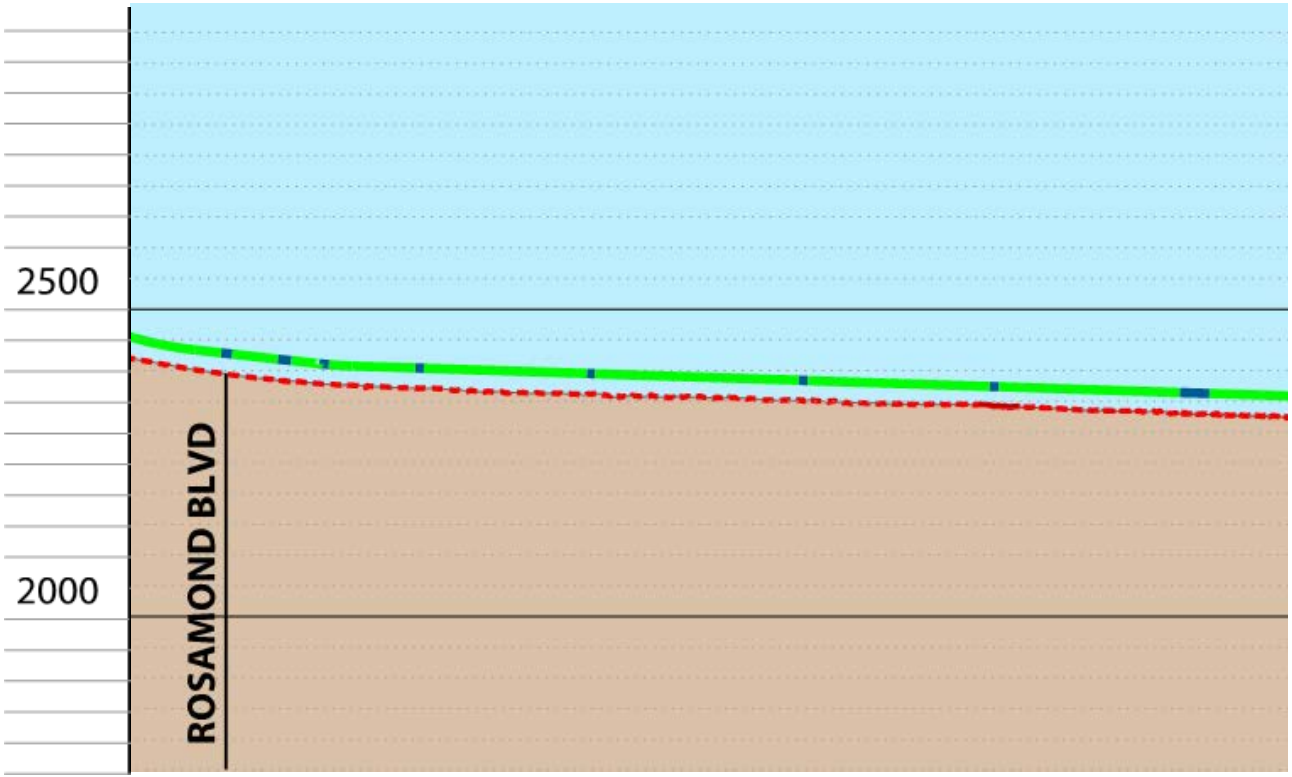
ROSAMOND AREA

- Avoid Downtown Areas, Accommodate Circulation, Street Crossings and Utilities, and Address Drainage



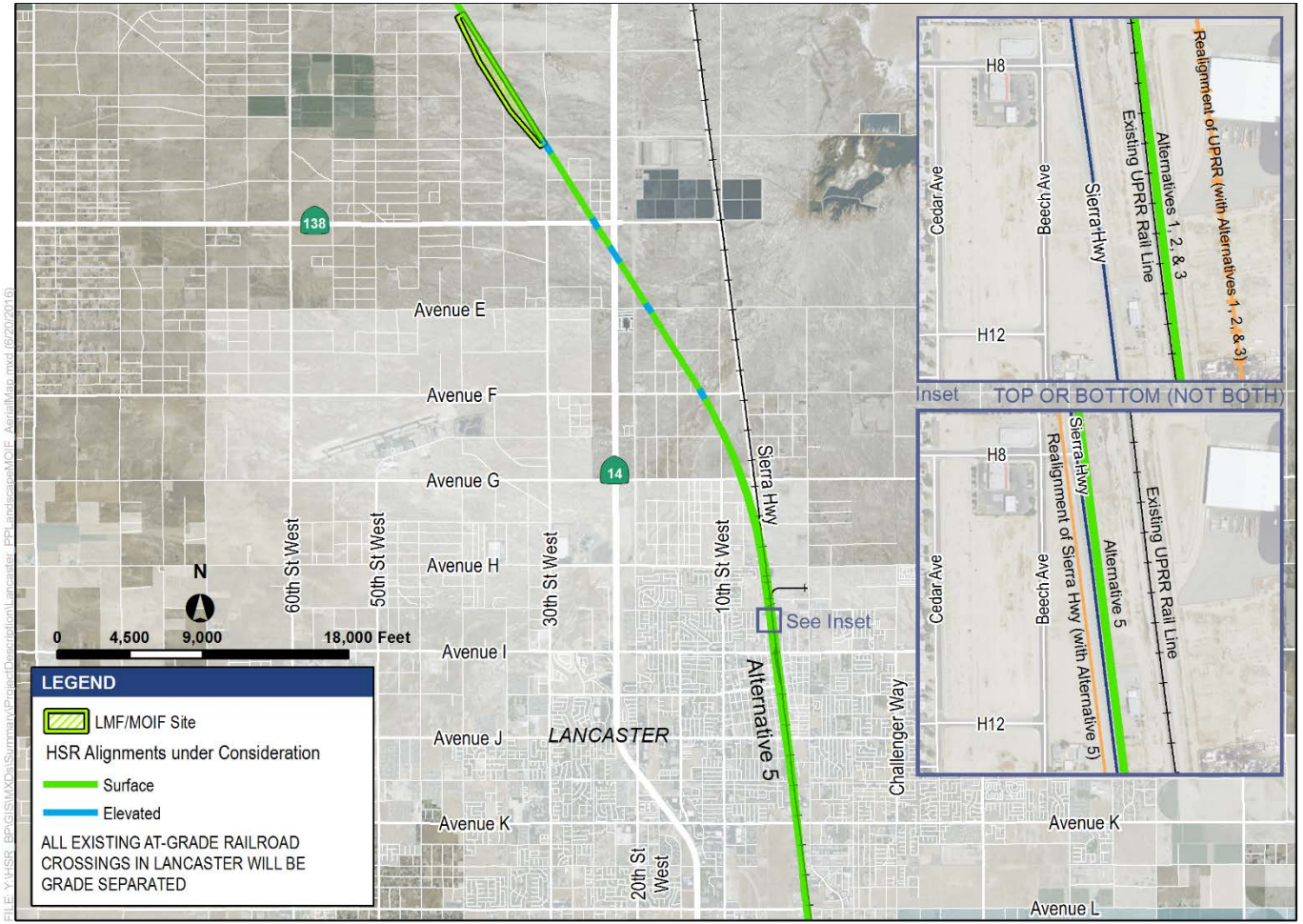
ROSAMOND AREA

- Profile



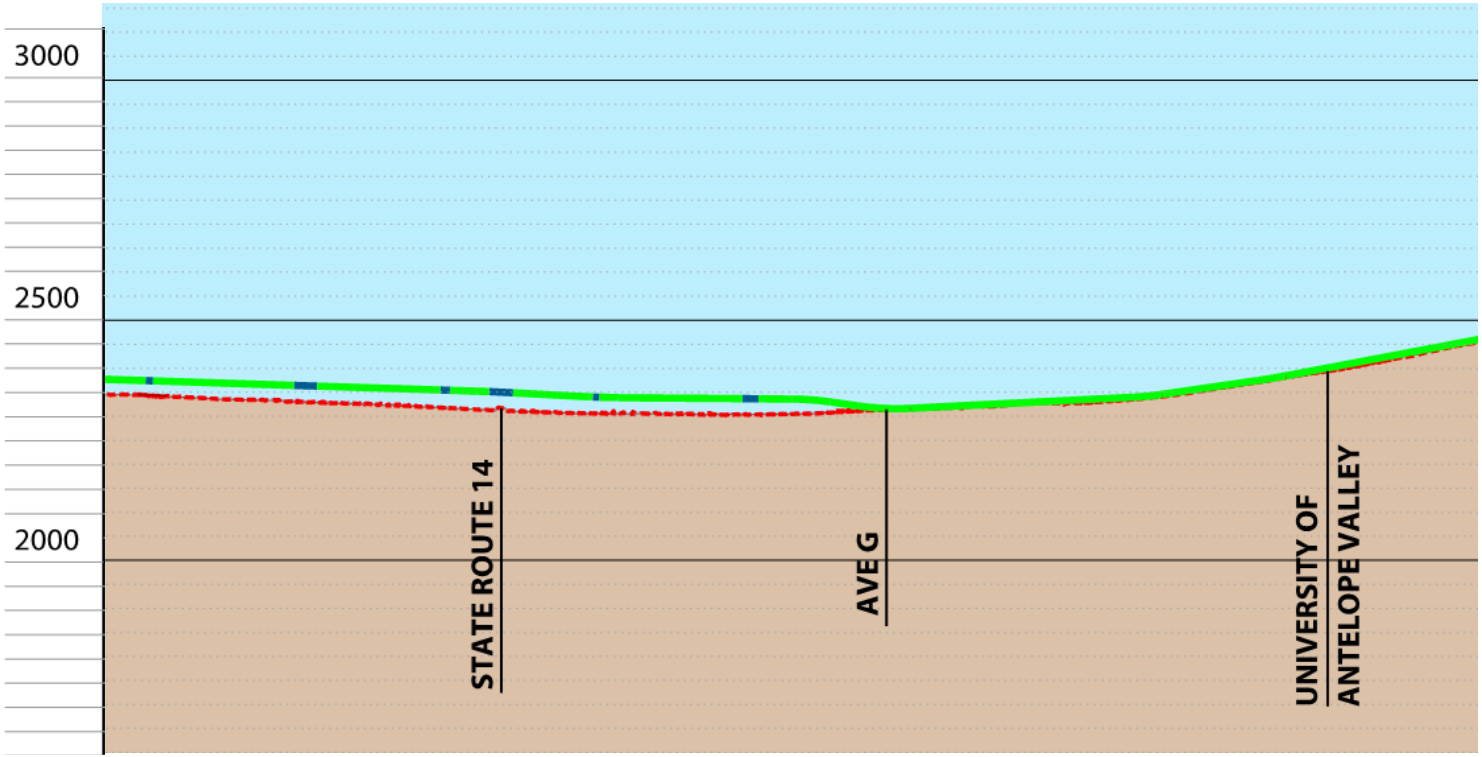
LANCASTER AREA

- Accommodate Rail Corridor Clearances, Reduce Impacts and Align with City Priorities



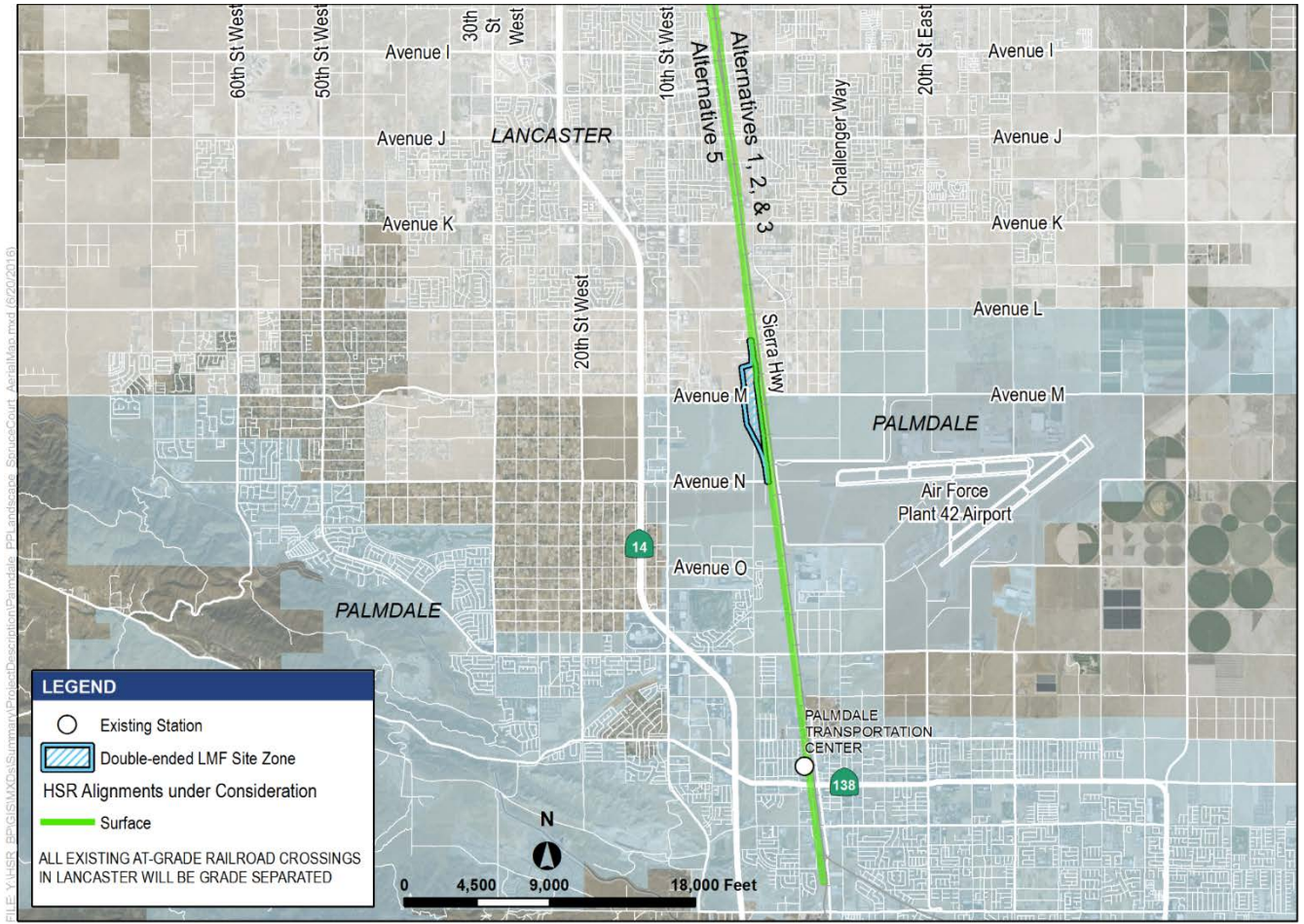
LANCASTER AREA

- Profile



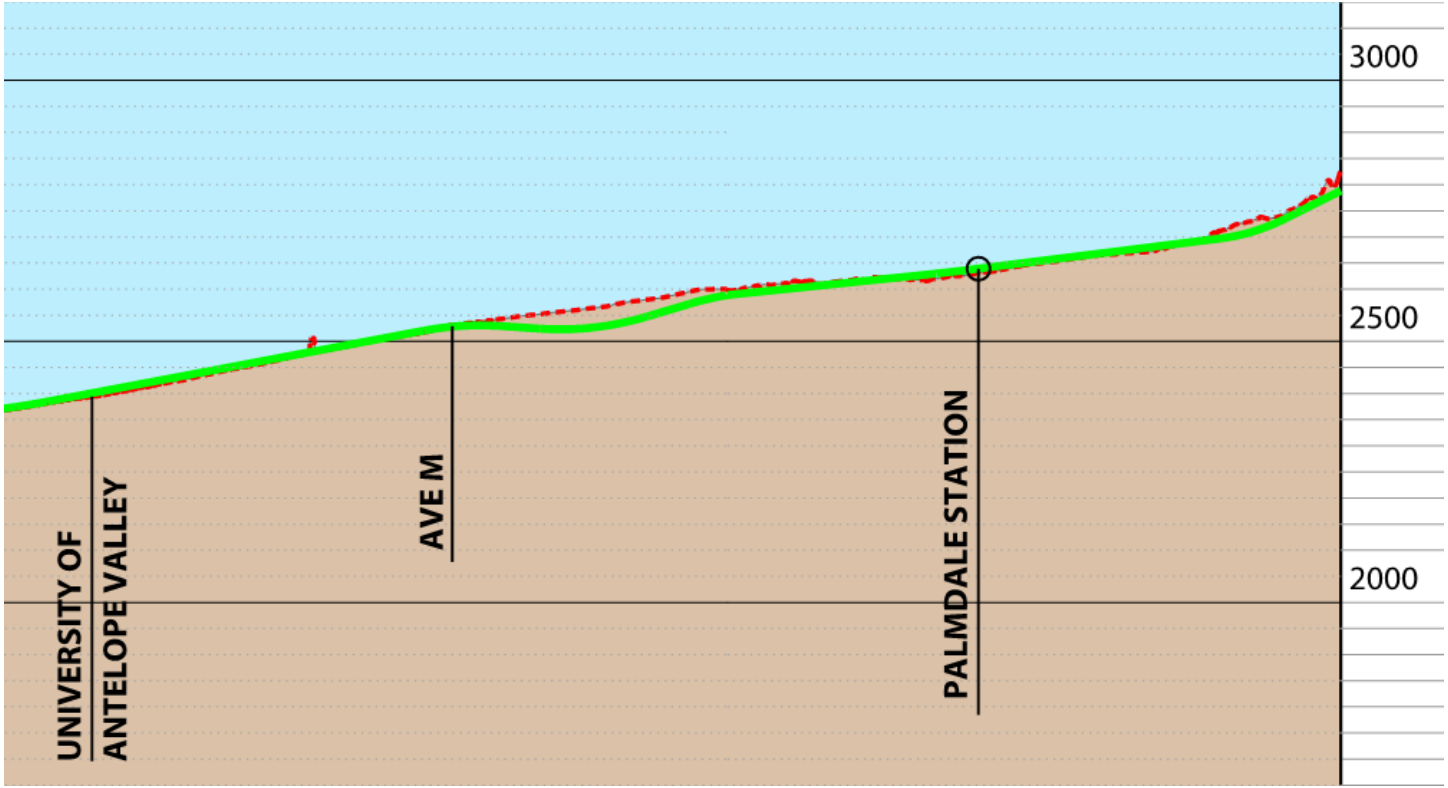
CONNECTION TO PALMDALE STATION

- Avoid Plant 42 / Palmdale Airport Airspace and Accommodate Future Grade Separations



CONNECTION TO PALMDALE STATION

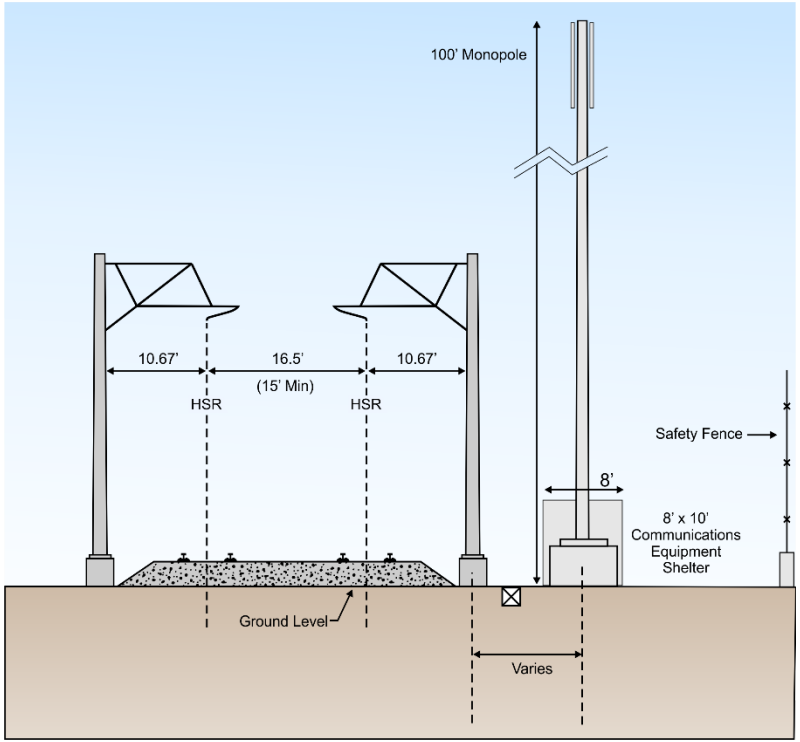
- Profile



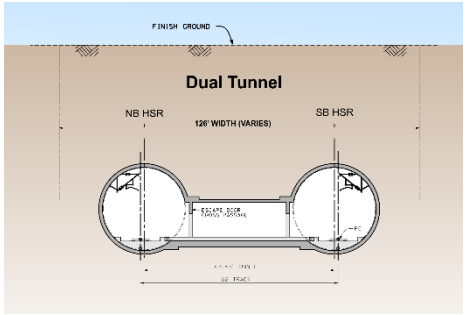
TYPICAL RAIL SYSTEMS

- Spaced approximately every 2.5 miles

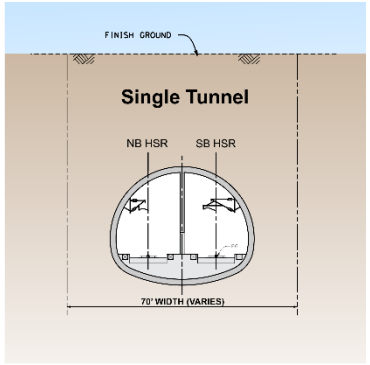
Typical Radio Antennae



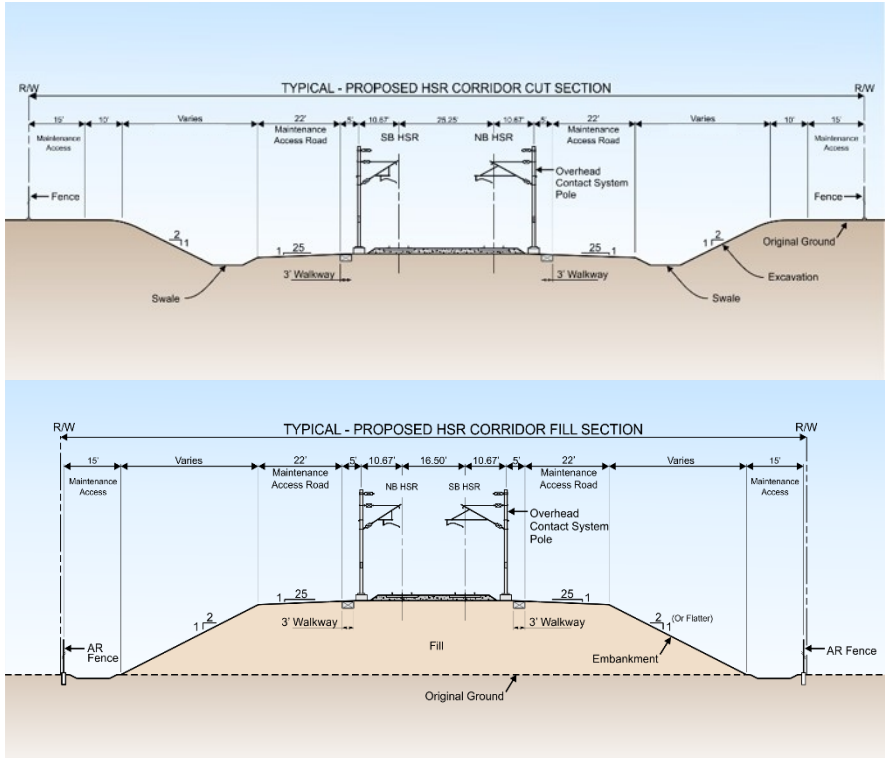
TYPICAL SECTIONS



Typical Dual Tunnel



Typical Single Tunnel

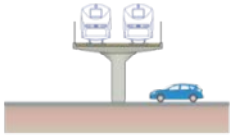


Excavation and Embankment

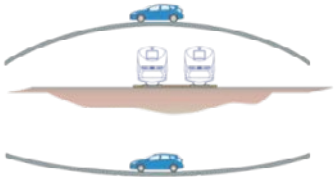
CALIFORNIA
High-Speed Rail Authority

EXAMPLES: VERTICAL PROFILES

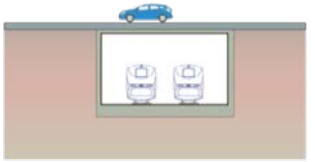
ELEVATED



SURFACE



TRENCH/CUT & COVER



HSR DEEP TUNNEL