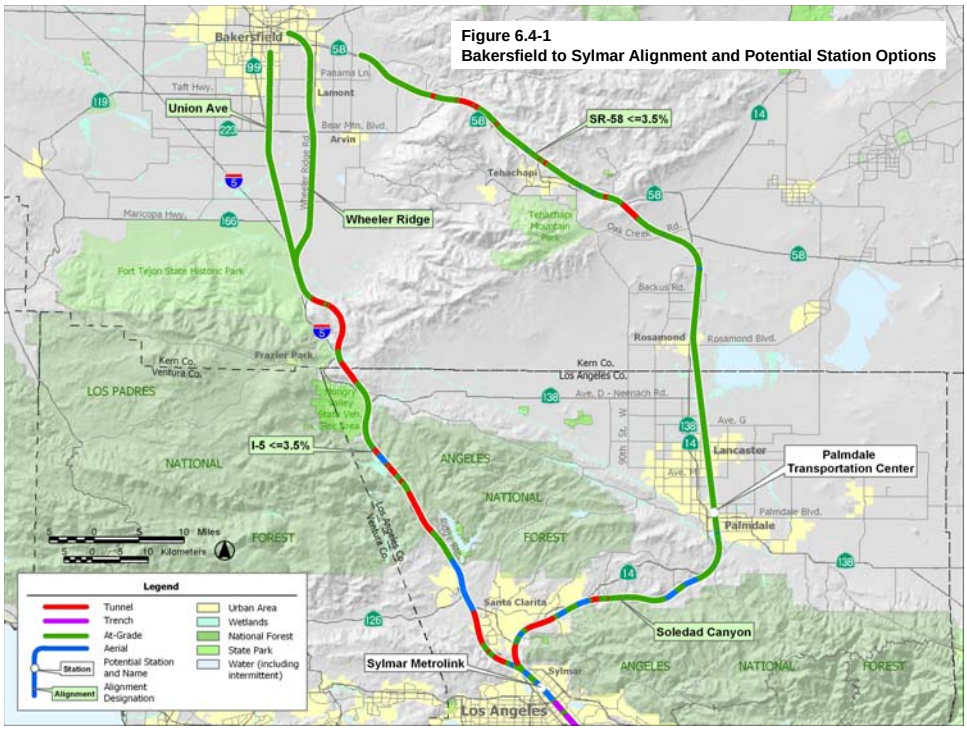


Figure 6.4-1
Bakersfield to Sylmar Alignment and Potential Station Options

Figure 3.13-2.
HST Design Options—
Major Fault Crossings
Tehachapi Mountains—
Bakersfield to Los Angeles

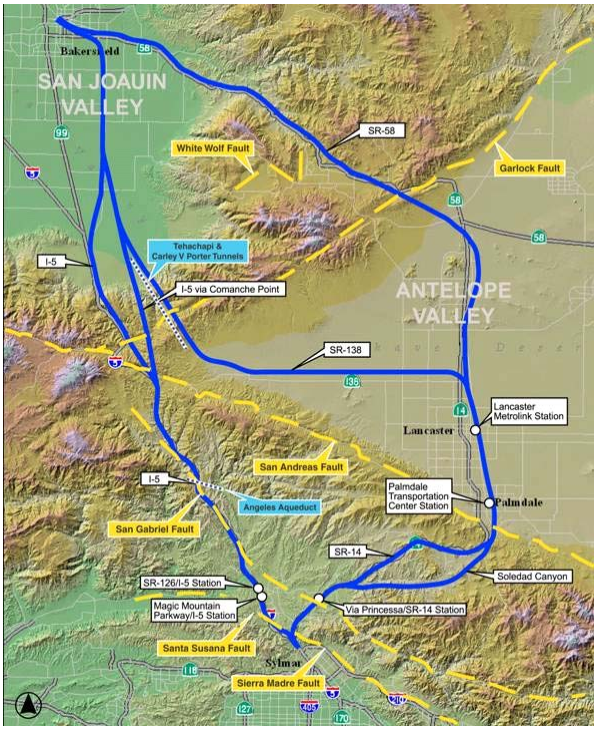


Figure 6.4-2
Sylmar to Los Angeles Alignment and Potential Station Options

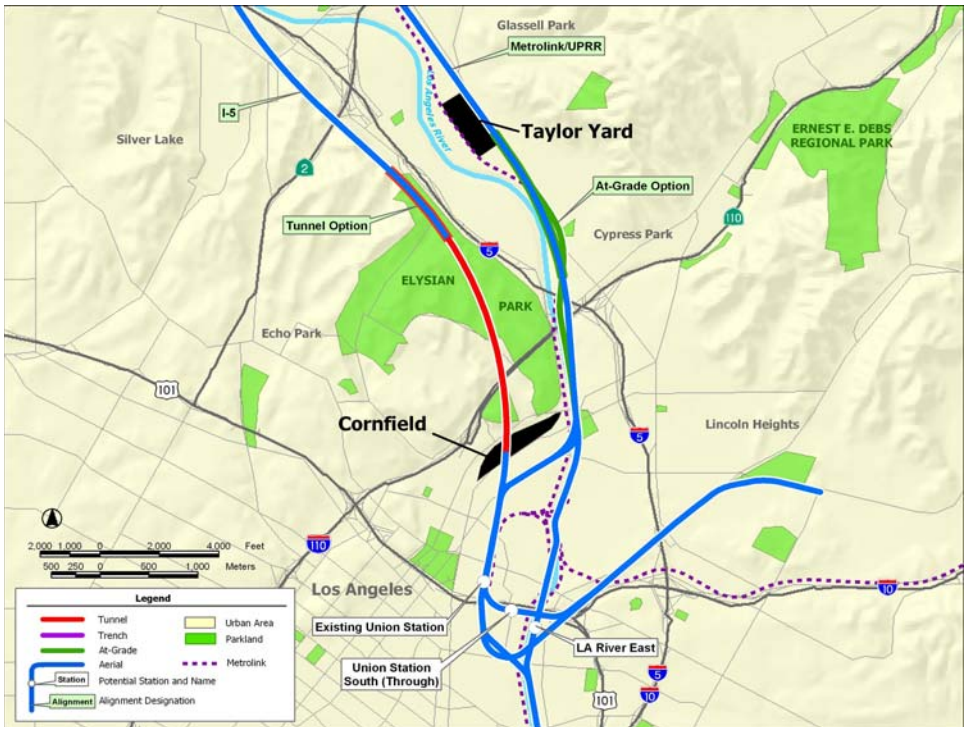
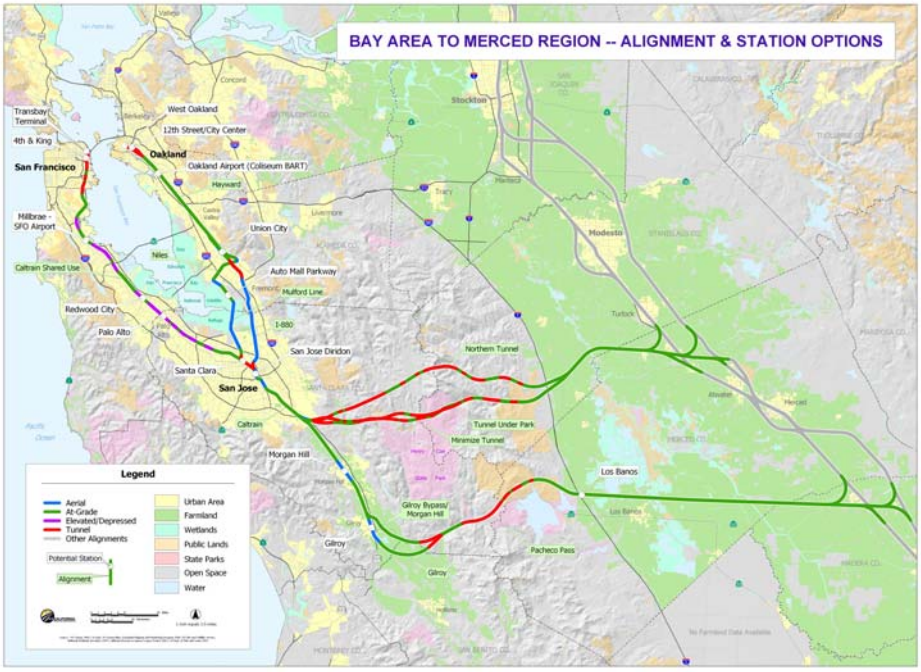
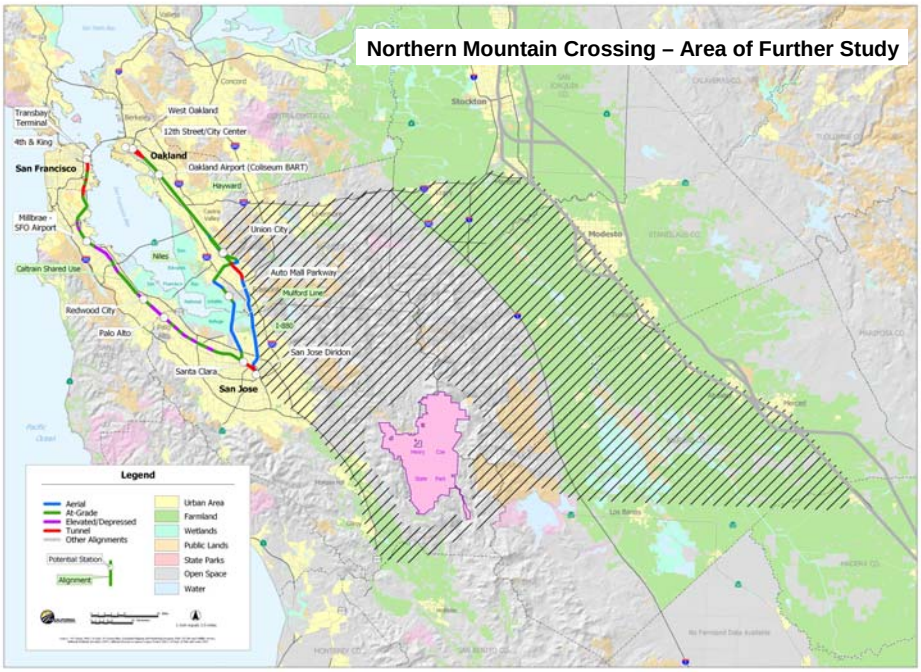


Figure 6.4-2
Sylmar to Los Angeles Alignment and Potential Station Options

Figure 6.6-2
Los Angeles to Anaheim/Irvine Alignment and Potential Station Options


BAY AREA TO MERCED REGION -- ALIGNMENT & STATION OPTIONS
Transbay Terminal
4th & King
San Francisco
Millbrae - SFO Airport
Caltrain Shared Use
Redwood City
Palo Alto
Santa Clara
San Jose
West Oakland
12th Street/City Center
Oakland
Oakland Airport (Coliseum BART)
Hayward
Union City
Niles
Auto Mall Parkway
Mulford Line
I-880
San Jose Diridon
Caltrain
Morgan Hill
Gilroy
Gilroy Bypass/ Morgan Hill
Stockton
Tracy
Modesto
Turlock
Northern Tunnel
Tunnel Under Park
Minimize Tunnel
Los Banos
Pacheco Pass
Legend
Aerial
At-Grade
Elevated/Depressed
Tunnel
Other Alignments
Potential Station
Alignment
Urban Area
Farmland
Wetlands
Public Lands
State Parks
Open Space
Water


Northern Mountain Crossing – Area of Further Study
Transbay Terminal
4th & King
San Francisco
Millbrae - SFO Airport
Caltrain Shared Use
Redwood City
Palo Alto
Santa Clara
San Jose
West Oakland
12th Street/City Center
Oakland
Oakland Airport (Coliseum BART)
Hayward
Union City
Niles
Auto Mall Parkway
Mulford Line
I-880
San Jose Diridon
Stockton
Modesto
Legend
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At-Grade
Elevated/Depressed
Tunnel
Other Alignments
Potential Station
Alignment
Urban Area
Farmland
Wetlands
Public Lands
State Parks
Open Space
Water