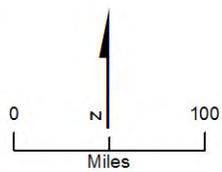
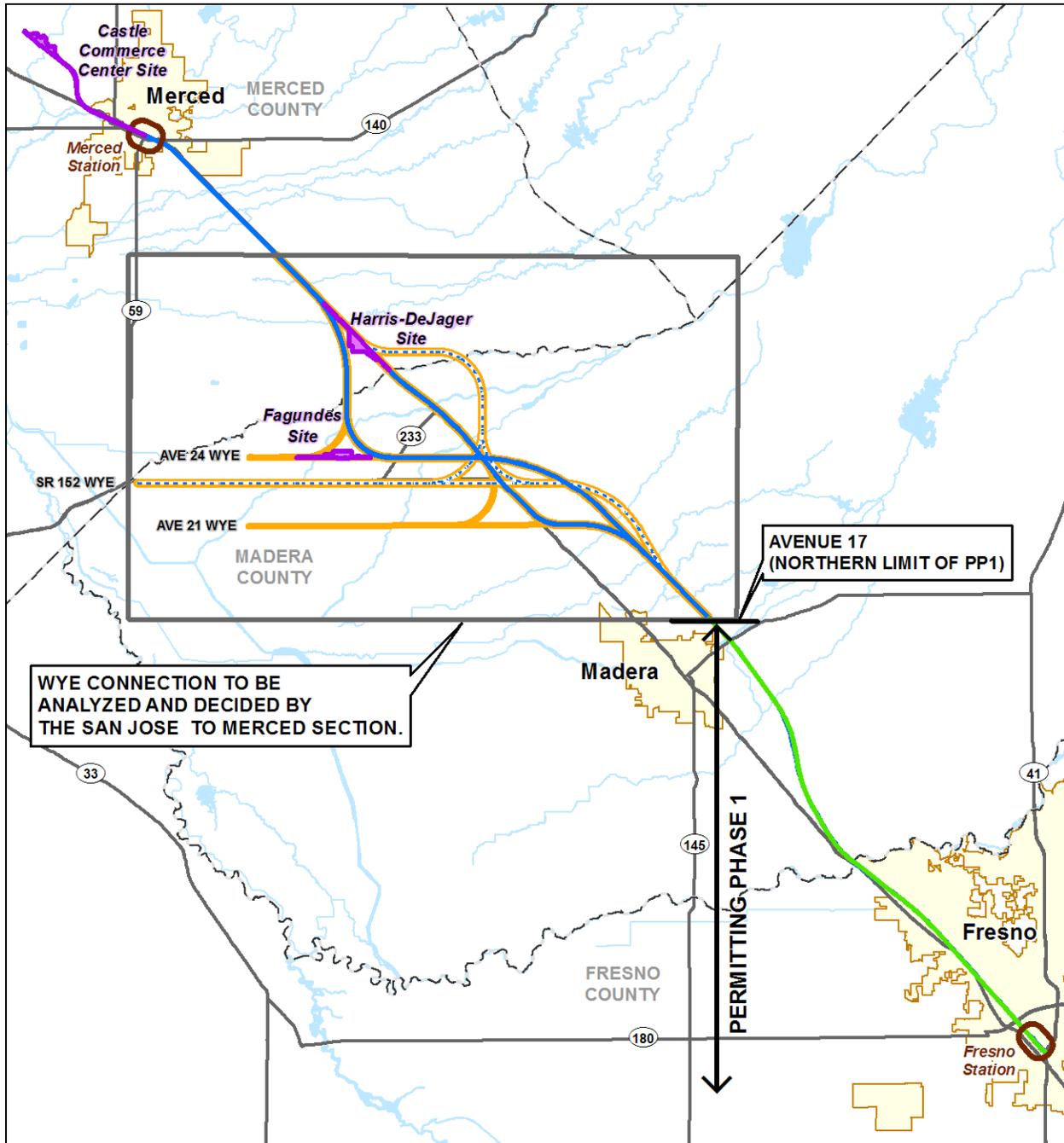


MF\_PT\_PD\_01 Dec 05, 2012

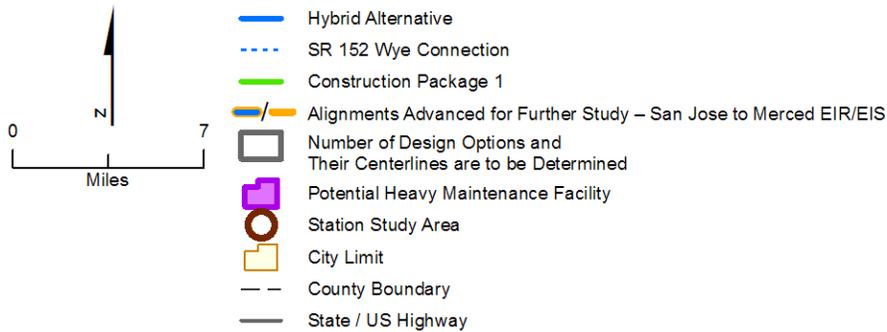


- Merced to Fresno Route Alternative
- Statewide HST System
- Potential Station
- ▭ Counties Commonly Associated with the Central Valley
- ▭ Sacramento Valley
- ▭ San Joaquin Valley

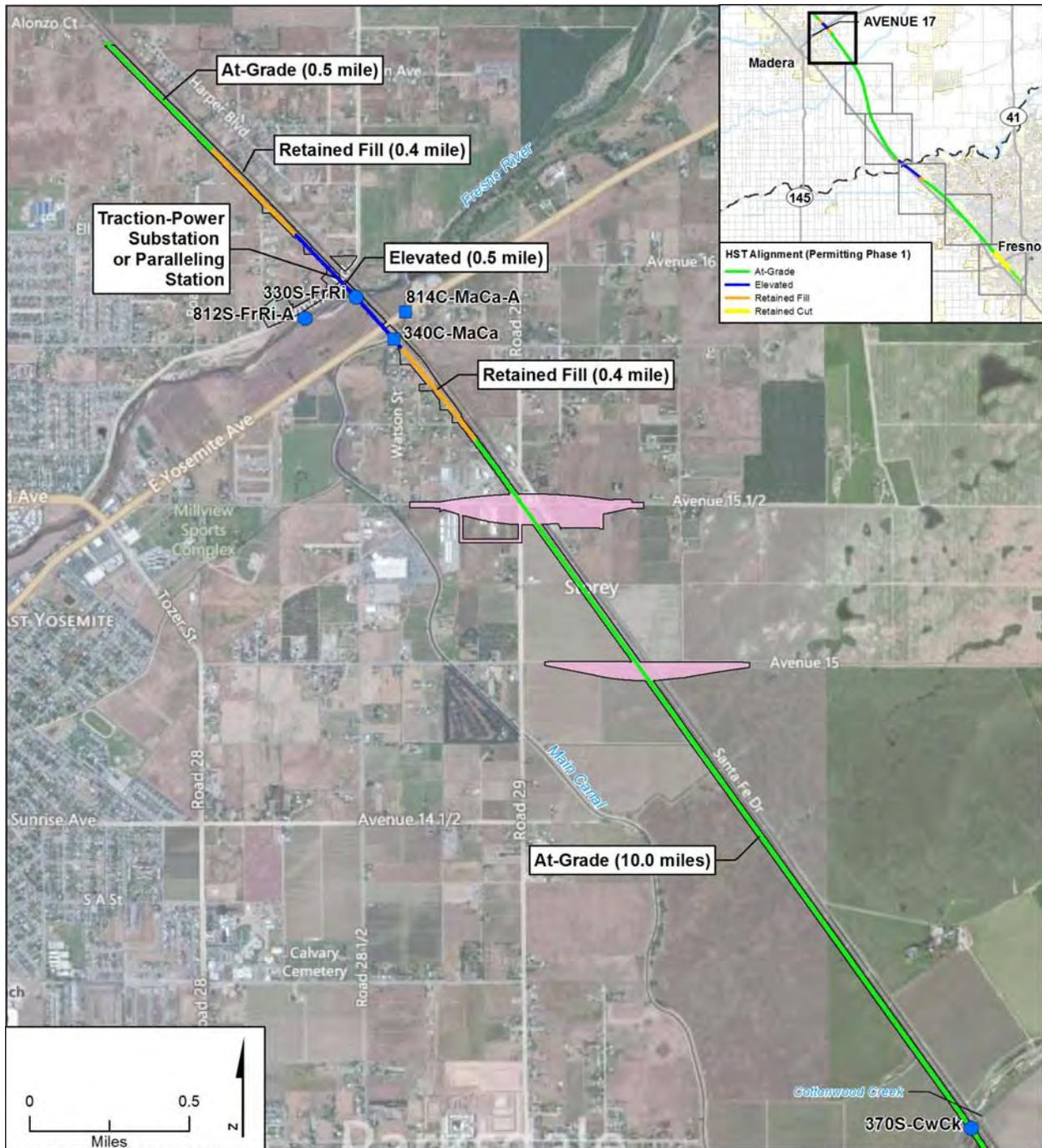
**Figure 1-1**  
 California HST System



MF\_PT\_PD\_04 Dec 05, 2012



**Figure 1-3**  
 Hybrid Alternative and  
 Permitting Phase 1



Source of aerial image: (c) 2010 Microsoft Corporation and its data suppliers.

MF\_Permit\_404\_29\_a Mar 20, 2013

- |   |  |
|---|--|
| <b>HST Alignment (Permitting Phase 1)</b> | <b>Hybrid Waterbody Crossing (Authority and FRA, 2012)</b> |
| — At-Grade                                | ● Stream/River   |
| — Elevated                                | ■ Canal  |
| — Retained Fill                           | ◆ Drainage   |
| — Retained Cut                            | ▲ Pipe   |
| ▭ Station Study Area                      |  |
| ▭ Roadway Modification                    |  |
| ▭ Construction Footprint                  |  |

**Figure 18-1a**  
 PP1 and Components –  
 Avenue 17 to Cottonwood Creek

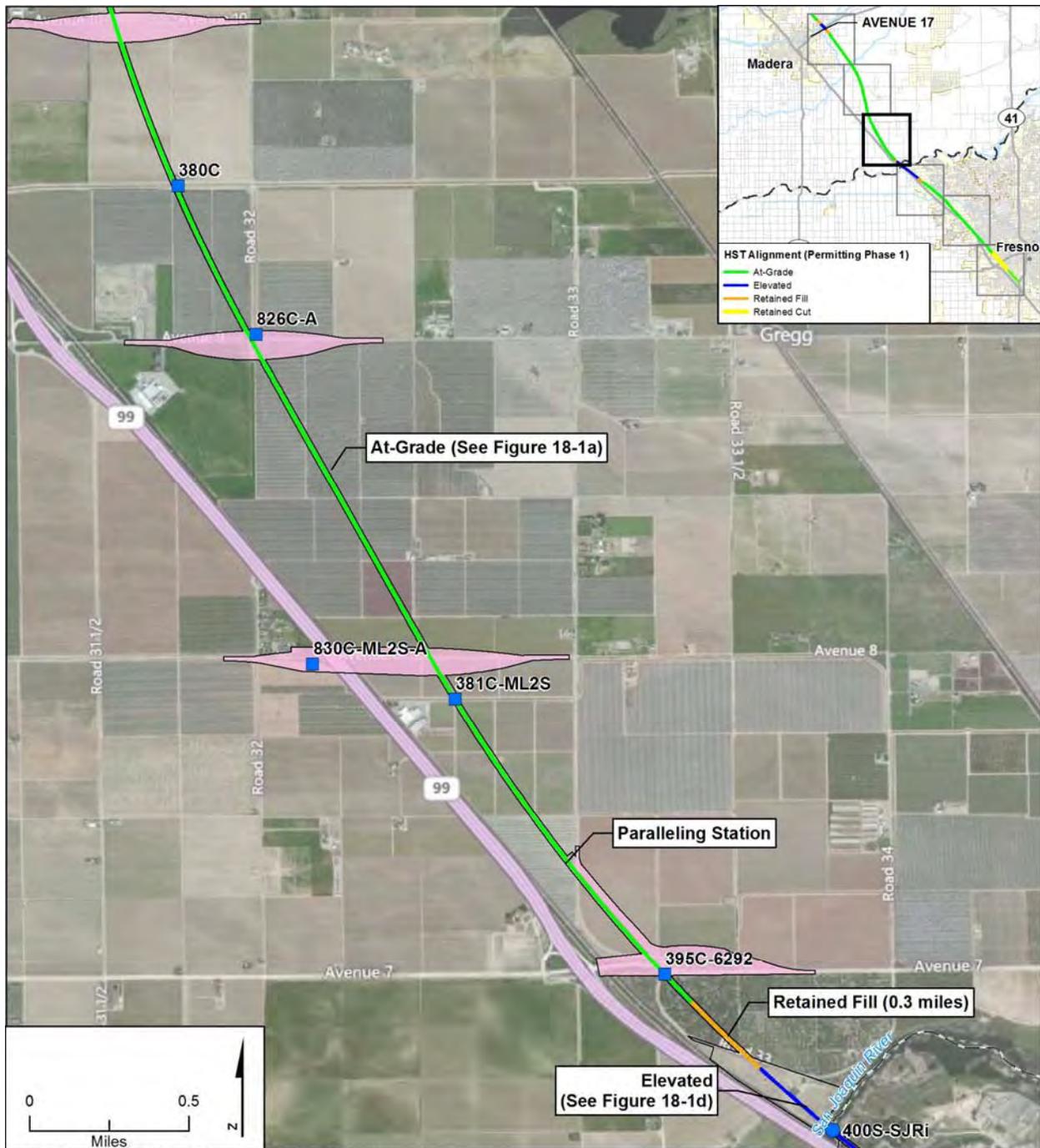


Source of aerial image: (c) 2010 Microsoft Corporation and its data suppliers.

MF\_Permit\_404\_29\_b Mar 20, 2013

- |   |  |
|---|--|
| <b>HST Alignment (Permitting Phase 1)</b> | <b>Hybrid Waterbody Crossing (Authority and FRA, 2012)</b> |
| — At-Grade                                | ● Stream/River   |
| — Elevated                                | ■ Canal  |
| — Retained Fill                           | ◆ Drainage   |
| — Retained Cut                            | ▲ Pipe   |
| ▭ Station Study Area                      |  |
| ▭ Roadway Modification                    |  |
| ▭ Construction Footprint                  |  |

**Figure 18-1b**  
 PP1 and Components –  
 Cottonwood Creek to Avenue 10  
 Grade Separation

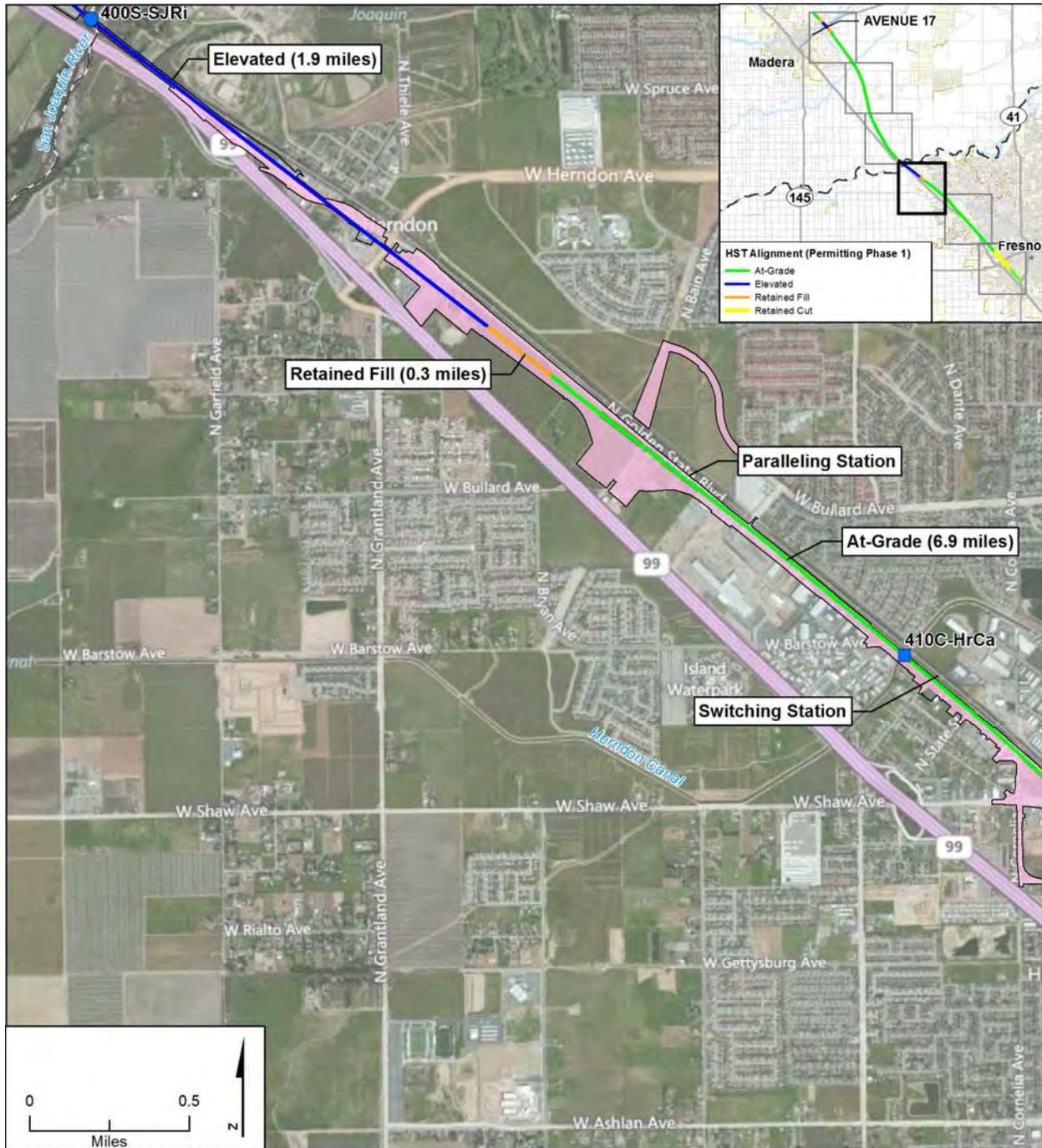


Source of aerial image: (c) 2010 Microsoft Corporation and its data suppliers.

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- |  |  |  |  |
|--|--|--|--|
| <b>HST Alignment (Permitting Phase 1)</b>  |  | <b>Hybrid Waterbody Crossing (Authority and FRA, 2012)</b> |  |
| <span style="color: green;">—</span> At-Grade  | <span style="color: blue;">●</span> Stream/River | <span style="color: blue;">■</span> Canal                  |  |
| <span style="color: blue;">—</span> Elevated   | <span style="color: blue;">◆</span> Drainage     | <span style="color: blue;">▲</span> Pipe                   |  |
| <span style="color: orange;">—</span> Retained Fill  |  |  |  |
| <span style="color: yellow;">—</span> Retained Cut   |  |  |  |
| <span style="border: 1px solid brown; padding: 2px;"> </span> Station Study Area                           |  |  |  |
| <span style="background-color: pink; border: 1px solid black; padding: 2px;"> </span> Roadway Modification |  |  |  |
| <span style="border: 1px solid black; padding: 2px;"> </span> Construction Footprint                       |  |  |  |

**Figure 18-1c**  
 PP1 and Components –  
 Waterbody Crossing 380C  
 to San Joaquin River

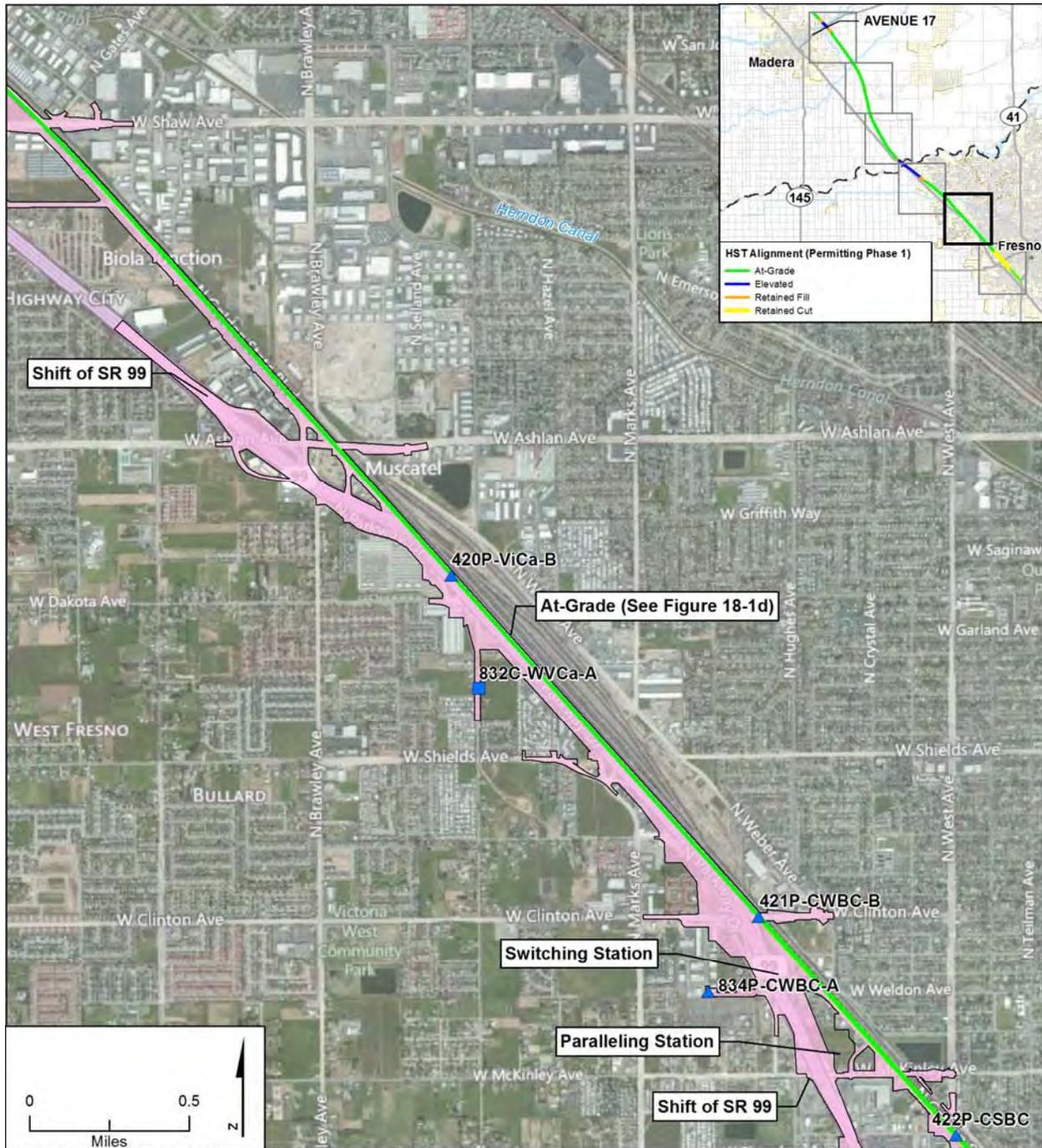


Source of aerial image: (c) 2010 Microsoft Corporation and its data suppliers.

MF\_Permit\_404\_29\_d Mar 20, 2013

- |   |  |
|---|--|
| <b>HST Alignment (Permitting Phase 1)</b> | <b>Hybrid Waterbody Crossing (Authority and FRA, 2012)</b> |
| — At-Grade                                | ● Stream/River   |
| — Elevated                                | ■ Canal  |
| — Retained Fill                           | ◆ Drainage   |
| — Retained Cut                            | ▲ Pipe   |
| ■ Station Study Area                      |  |
| ■ Roadway Modification                    |  |
| □ Construction Footprint                  |  |

**Figure 18-1d**  
 PP1 and Components –  
 San Joaquin River to  
 W Santa Ana Avenue

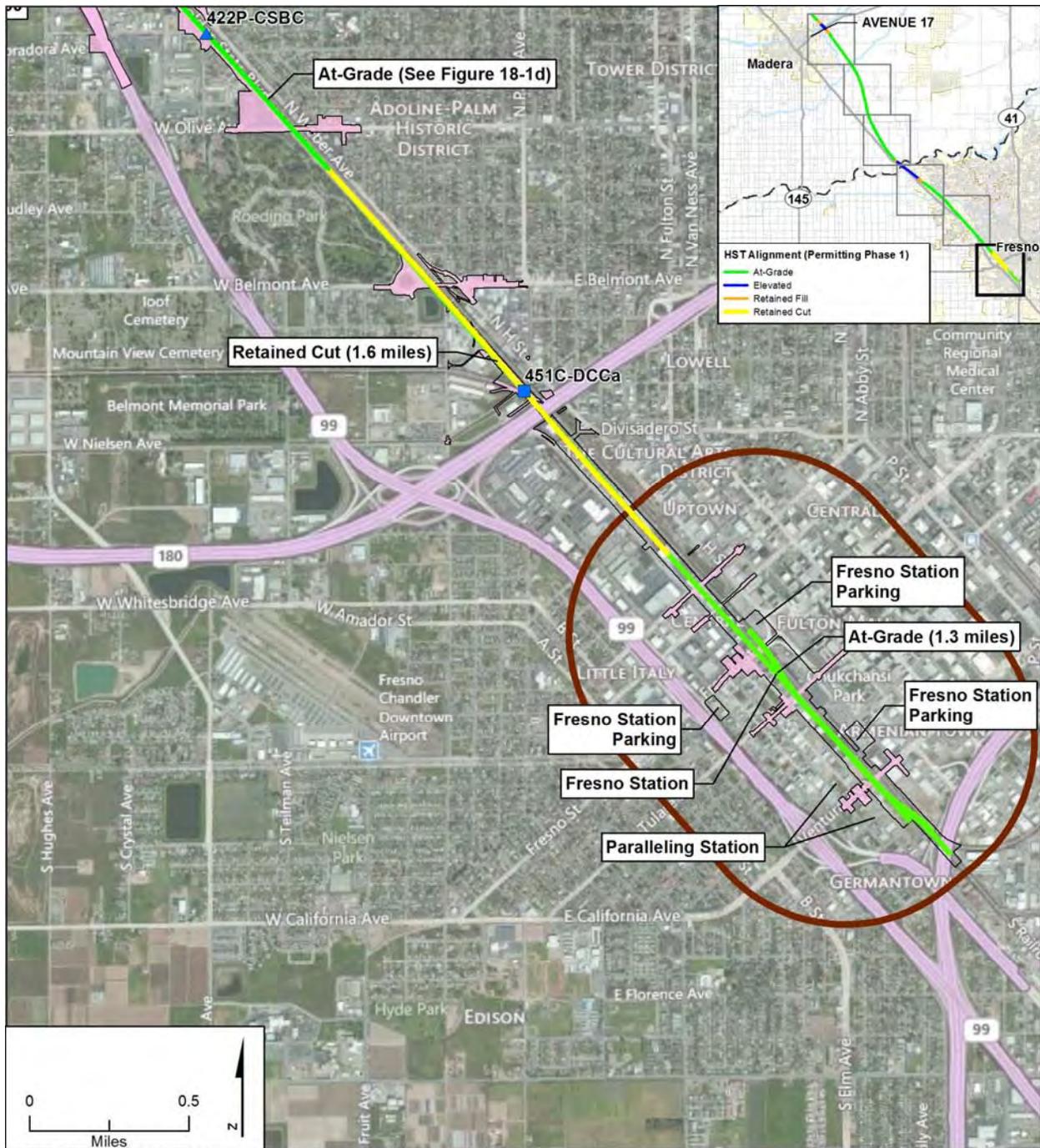


Source of aerial image: (c) 2010 Microsoft Corporation and its data suppliers.

MF\_Permit\_404\_29\_e Mar 20, 2013

- |   |  |
|---|--|
| <b>HST Alignment (Permitting Phase 1)</b> | <b>Hybrid Waterbody Crossing (Authority and FRA, 2012)</b> |
| — At-Grade                                | ● Stream/River   |
| — Elevated                                | ■ Canal  |
| — Retained Fill                           | ◆ Drainage   |
| — Retained Cut                            | ▲ Pipe   |
| ▭ Station Study Area                      |  |
| ▭ Roadway Modification                    |  |
| ▭ Construction Footprint                  |  |

**Figure 18-1e**  
 PP1 and Components –  
 W Santa Ana Avenue to  
 W McKinley Avenue

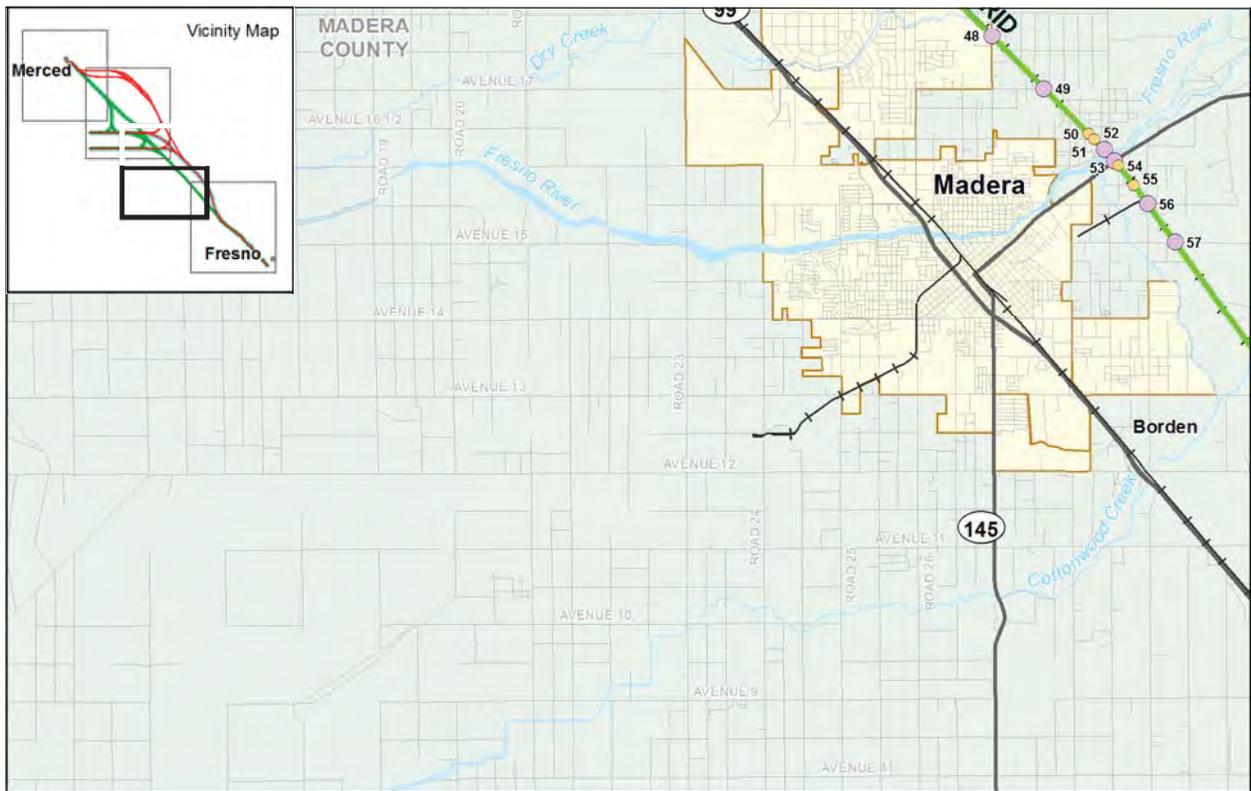


Source of aerial image: (c) 2010 Microsoft Corporation and its data suppliers.

MF\_Permit\_404\_29\_f Mar 20, 2013

- |   |  |
|---|--|
| <b>HST Alignment (Permitting Phase 1)</b> | <b>Hybrid Waterbody Crossing (Authority and FRA, 2012)</b> |
| At-Grade                                  | Stream/River   |
| Elevated                                  | Canal  |
| Retained Fill                             | Drainage   |
| Retained Cut                              | Pipe   |
| Station Study Area                        |  |
| Roadway Modification                      |  |
| Construction Footprint                    |  |

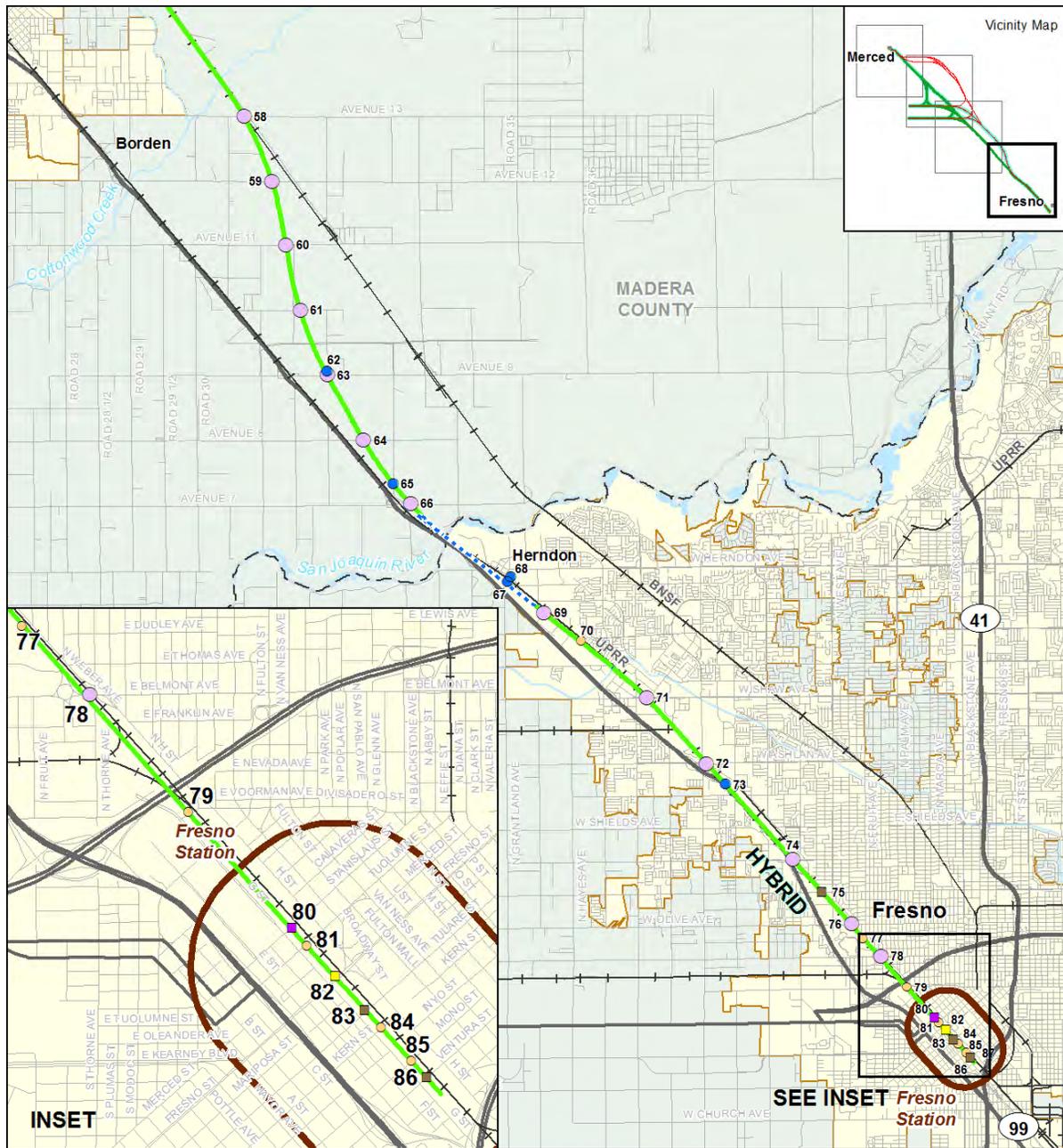
**Figure 18-1f**  
 PP1 and Components –  
 W McKinley Avenue to  
 Downtown Fresno Station



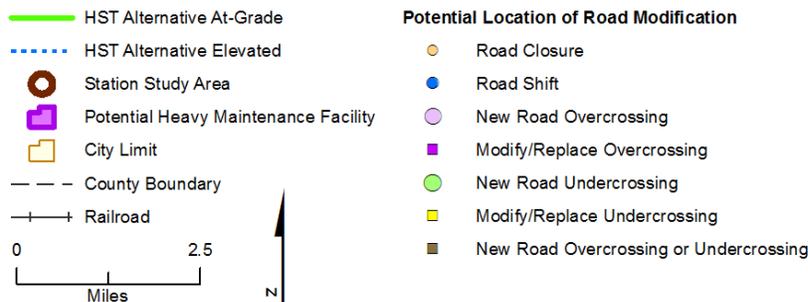
MF\_EIS\_PD\_34\_c Dec 14, 2011



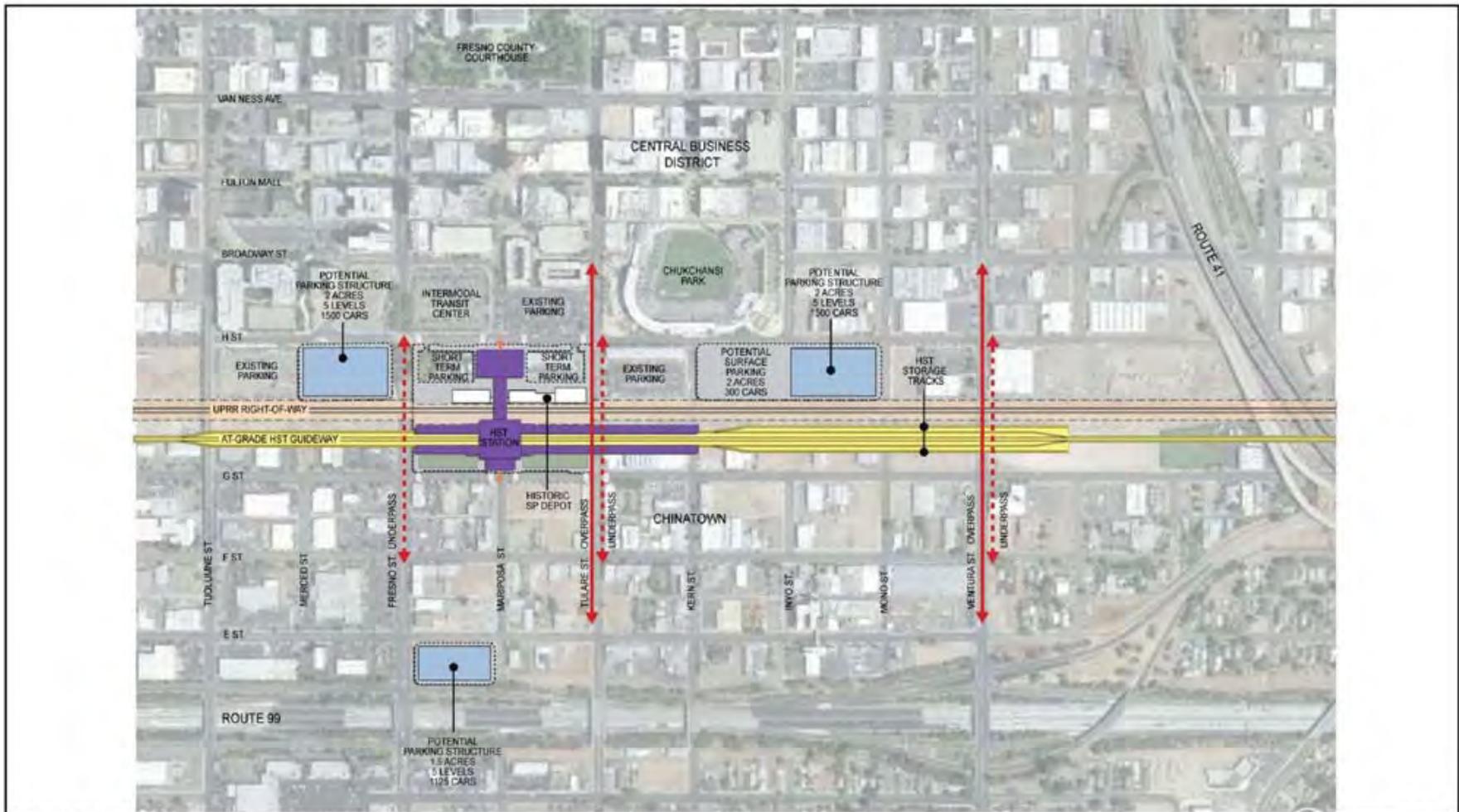
**Figure 2-55**  
 Hybrid Alternative in  
 the Madera Vicinity



MF\_EIS\_PD\_34\_d Apr 05, 2012



**Figure 2-56**  
 Hybrid Alternative in the  
 Fresno Project Vicinity



PRELIMINARY DRAFT/SUBJECT TO CHANGE - HST ALIGNMENT IS NOT DETERMINED

March 6, 2012

- |  |                        |  |                         |
|--|------------------------|--|-------------------------|
|  | STATION ENTRANCE       |  | STATION CAMPUS BOUNDARY |
|  | KEY PEDESTRIAN LINKAGE |  | RIGHT-OF-WAY BOUNDARY   |
|  | OPEN SPACE             |  | ROADWAY MODIFICATION    |



NOT TO SCALE

**Figure 2-41**  
Downtown Fresno Station –  
Mariposa Street Station Alternative