February 12, 2004

2 1 0 2 4 6 Miles

2 1 0 2 4 6 Kilometers

Legend

- Aerial
- At-Grade
- Trench
- Tunnel
- Urban Area
- Station — Potential Station
- Station — Potential Station (Non-Electrified Service Only)
- Alignment — Alignment Designation
- F.4 — Cross Sections and Limits of Figure

California High Speed Train Program EIR/EIS

Alignment Structure Types and Corresponding Cross Sections
Irvine to Oceanside

Map 19

February 12, 2004

2 1 0 2 4 6 Miles

2 1 0 2 4 6 Kilometers

Legend

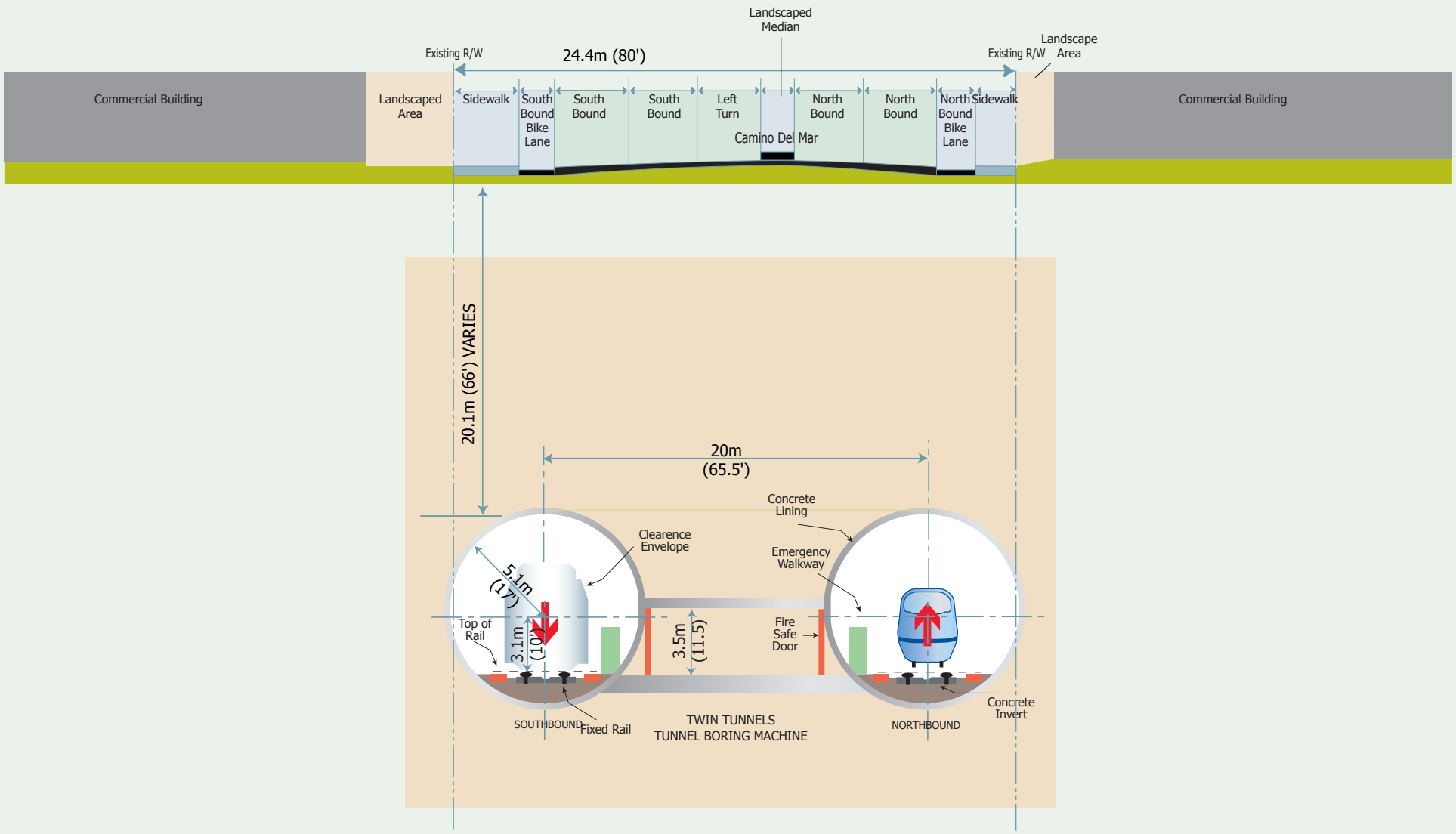
- Aerial
- At-Grade
- Trench
- Tunnel
- Urban Area
- Station — Potential Station
- Station — Potential Station (Non-Electrified Service Only)
- Alignment — Alignment Designation
- F.4 — Cross Sections and Limits of Figure

California High Speed Train Program EIR/EIS

Alignment Structure Types and Corresponding Cross Sections

Oceanside to San Diego

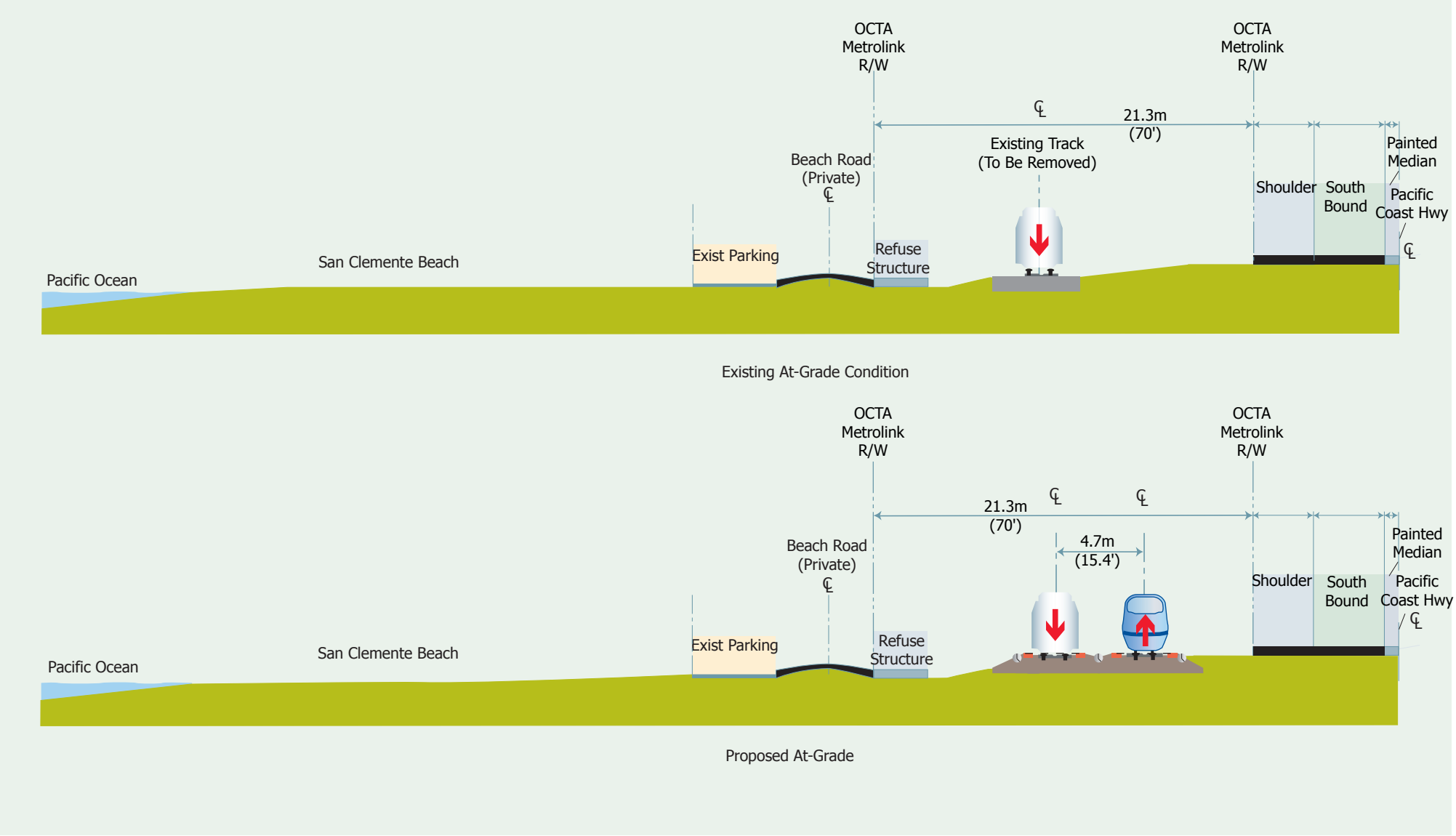
Map 20



California High-Speed Train Program EIR/EIS

Typical Tunnel Section
LOSSAN Conventional
Del Mar Twin Bore Tunnel

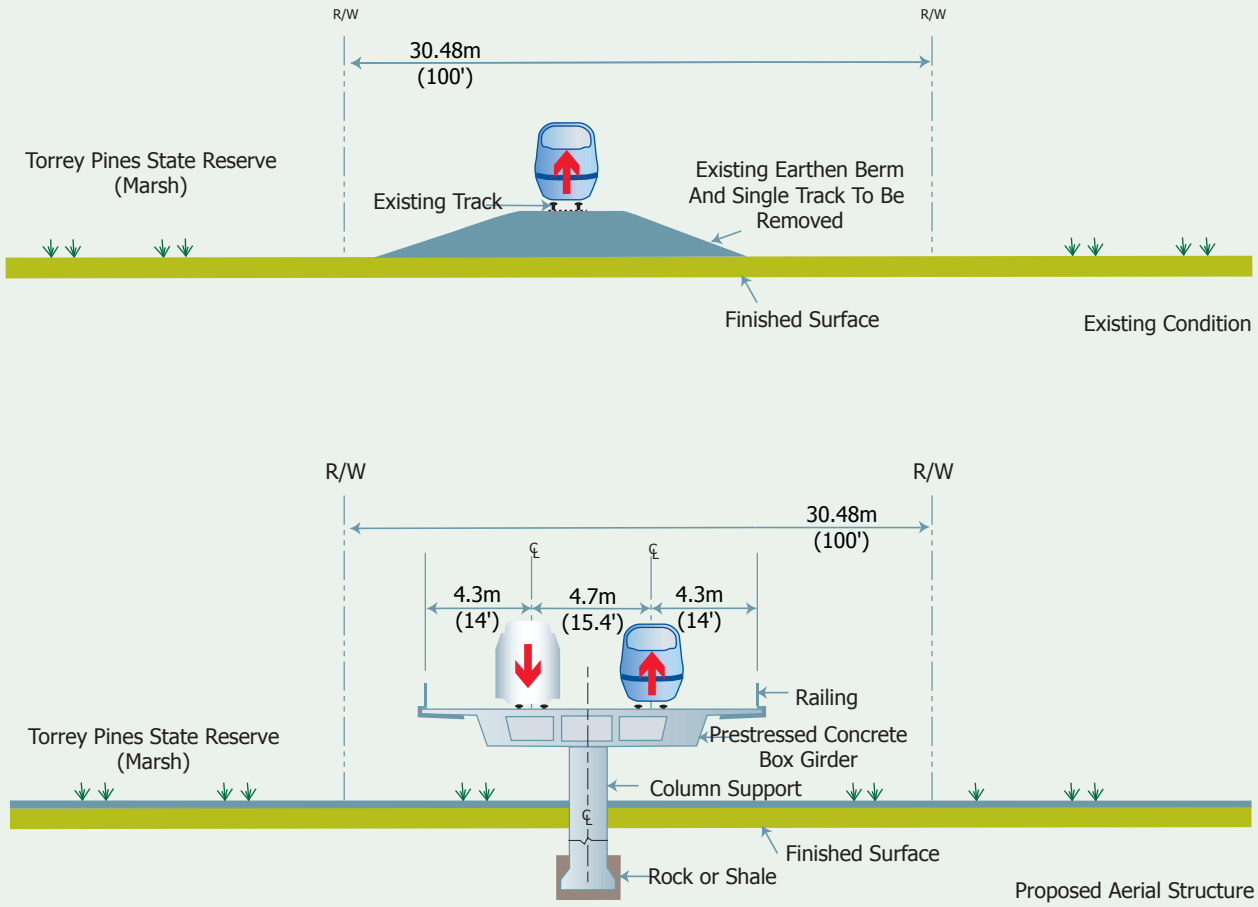
Figure F.1



California High-Speed Train Program EIR/EIS

Typical At-Grade Section
LOSSAN Conventional
Dana Point - Along PCH

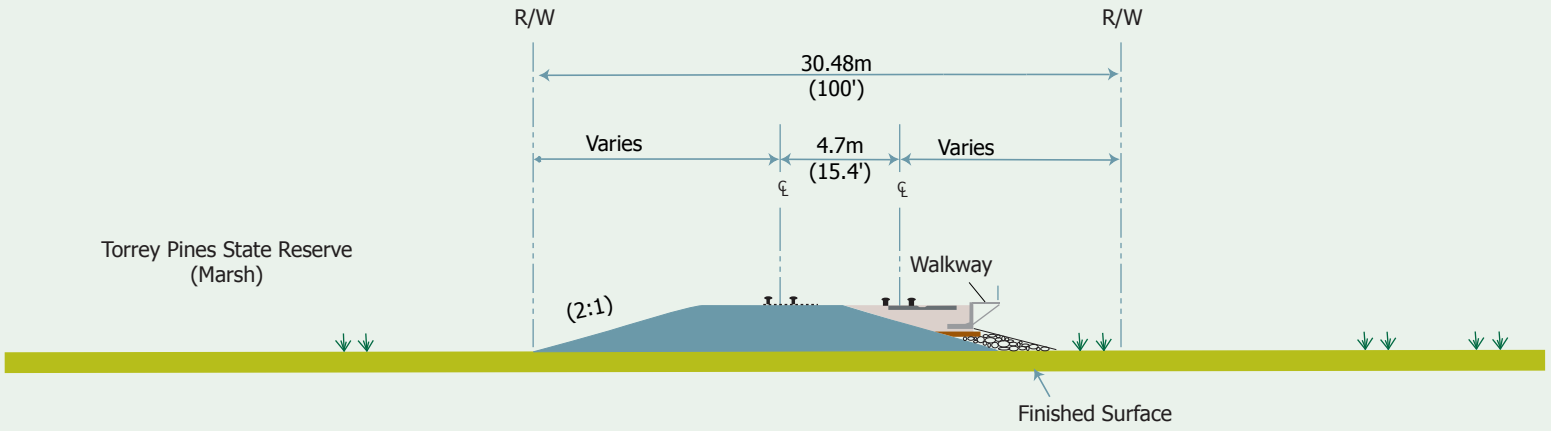
Figure F.2



California High-Speed Train Program EIR/EIS

Typical (Low) Aerial Structure
LOSSAN Conventional
Penasquitos Lagoon

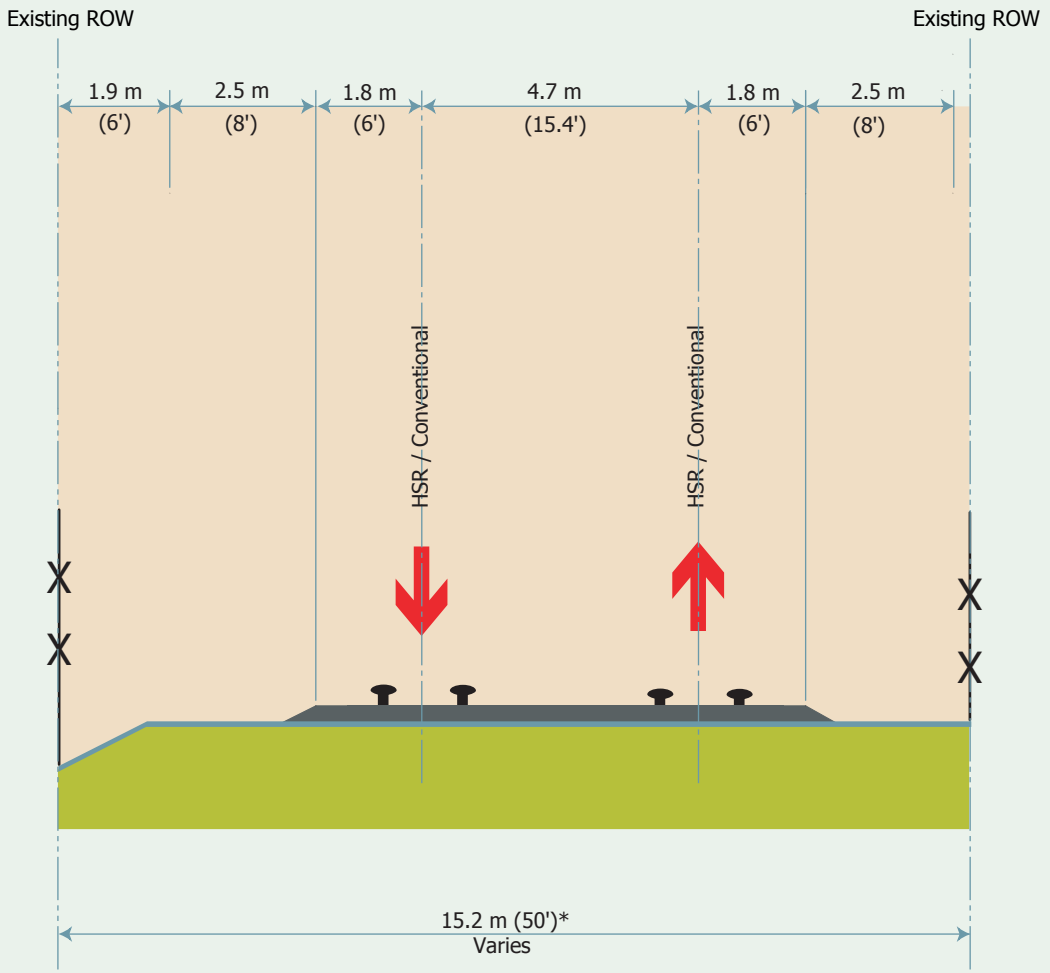
Figure F.3



California High-Speed Train Program EIR/EIS

Typical Retained Fill Section
LOSSAN Conventional
Penasquitos Lagoon

Figure F.4

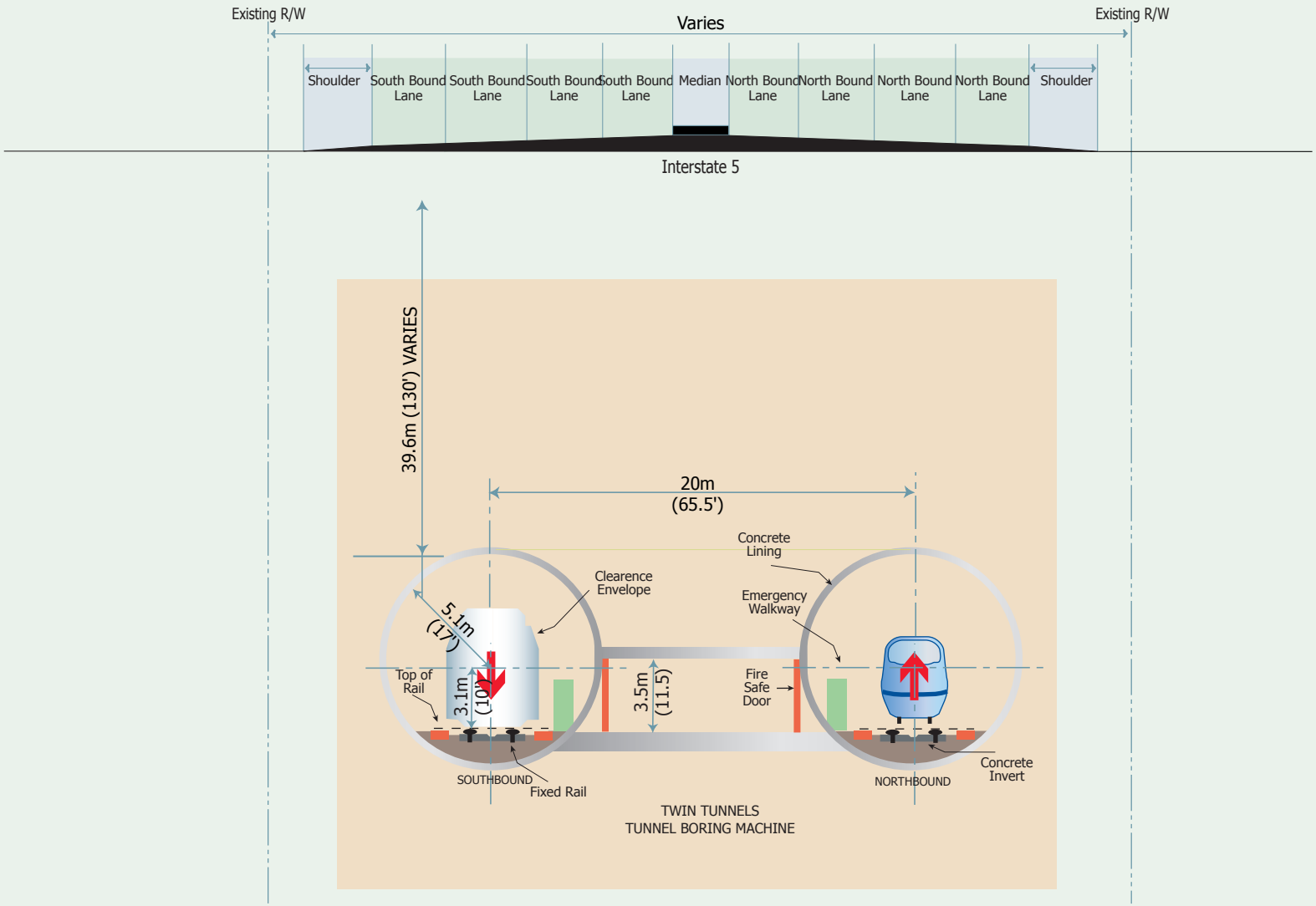


Proposed

* May Require Additional Right-of-Way at Certain Locations

At-Grade Mainline Section On Existing LOSSAN Corridor
LOSSAN Conventional
Limits as noted on plans

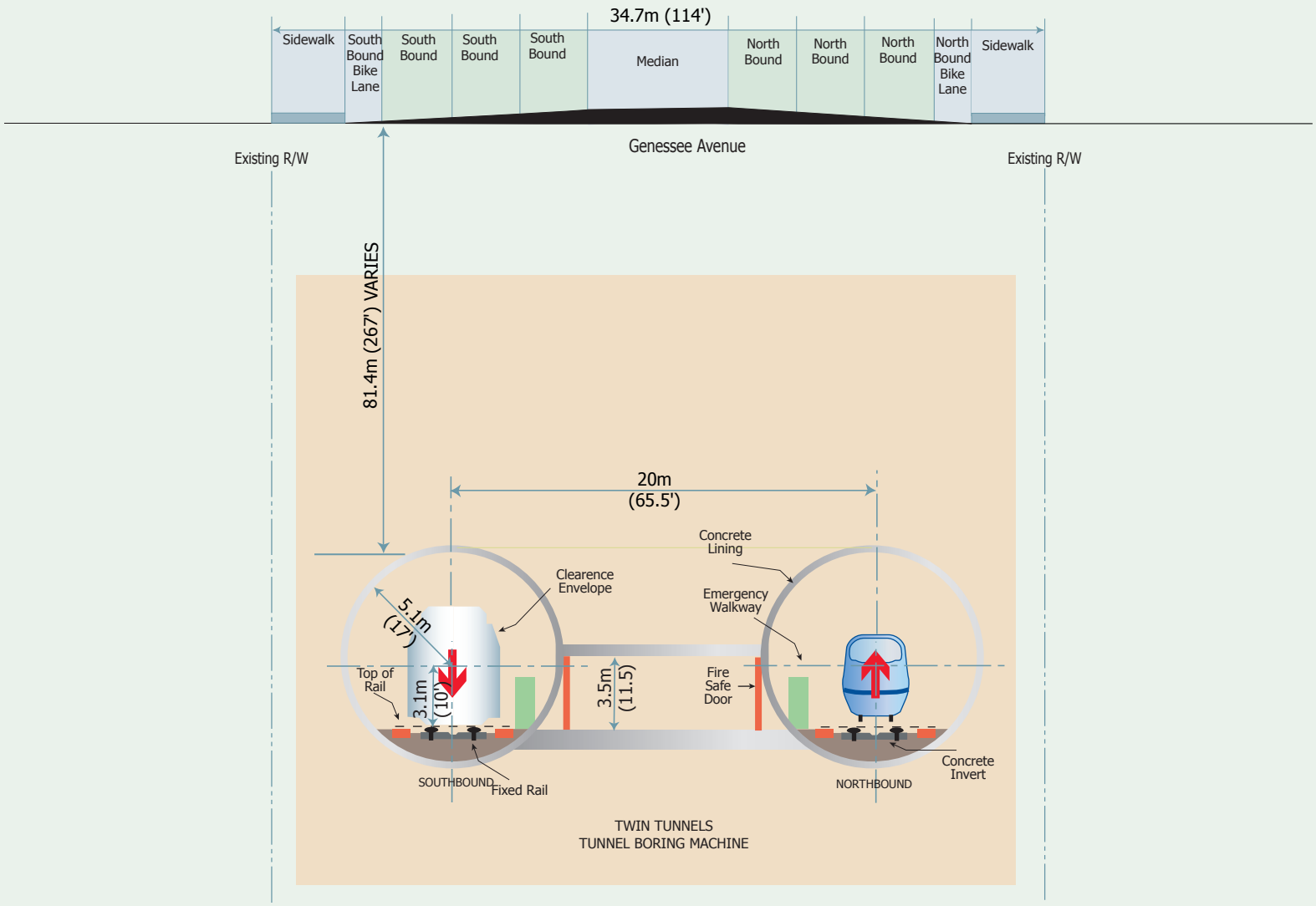
Figure F.5



California High-Speed Train Program EIR/EIS

Typical Tunnel Section
LOSSAN Conventional
San Clemente, Del Mar, and U.T.C. Twin Bore Tunnel

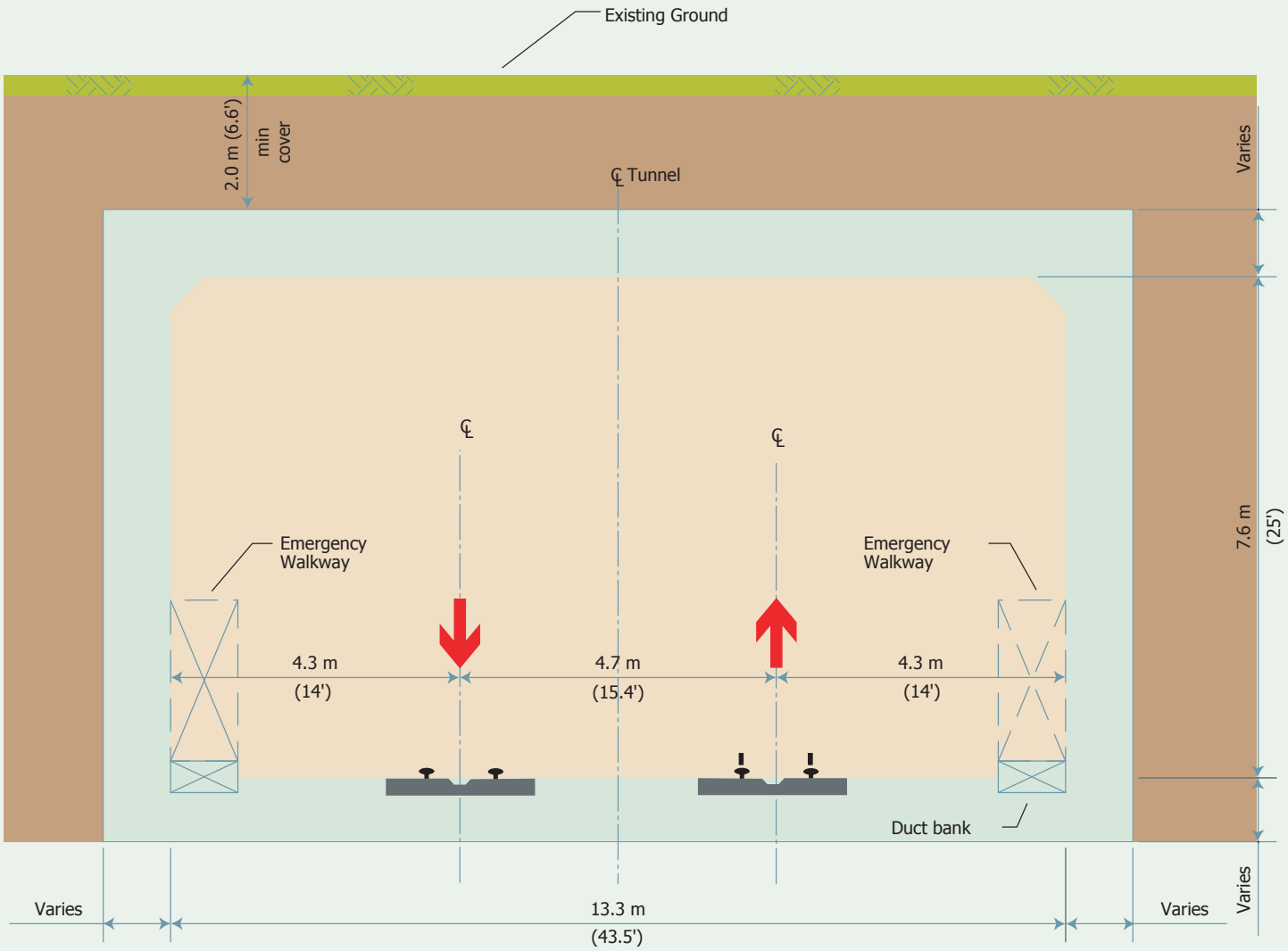
Figure F.6



California High-Speed Train Program EIR/EIS

Typical Tunnel Section
LOSSAN Conventional
U.T.C. Twin Bore Tunnel

Figure F.7



California High-Speed Train Program EIR/EIS

Cut-and-Cover Tunnel Mainline Section
LOSSAN Conventional
Limits as noted on plans

Figure F.8