

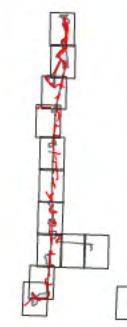
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**Legend**

- |   |                                |                                   |                                    |
|---|--------------------------------|-----------------------------------|------------------------------------|
| Interstate  | Permanent OH Transmission Line | Forebay                           | Potential Borrow and/or Spoil Area |
| State Highway/Route   | Temporary OH Transmission Line | Forebay Embankment                | Reusable Tunnel Material Area      |
| Railroad  | Canal                          | Intake                            | Barge Unloading Facility           |
| Plan Area   | Conveyance / Intake Pipeline   | *Proposed Subsurface Easement     | Concrete Batch Plant               |
| Areas of Additional Analysis (Outside of Legal Delta; for Power Only) | Operable Barrier               | Proposed Permanent Surface Impact | Fuel Station                       |
| Water   | Permanent Access Road          | Proposed Temporary Surface Impact | Safe Haven Work Area               |
| Interconnection Point   | Temporary Access Road          | Tunnel                            |                                    |

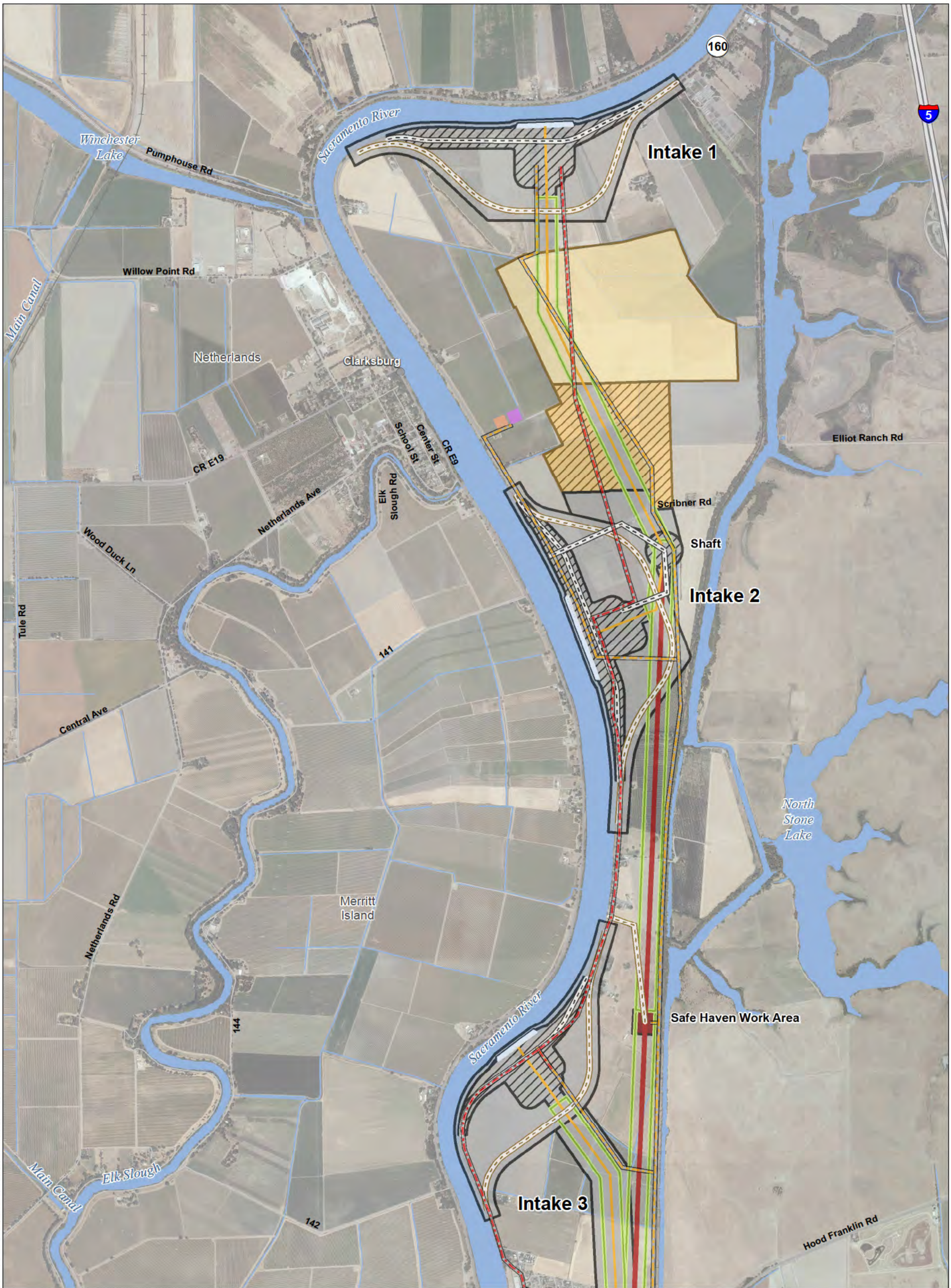
\*Surface impacts are not expected to result from subsurface features.

\*\*In-river features are not a permanent impact to navigation.



Sources: DWR DHCCP Engineering (rev 3b); NA P 2012

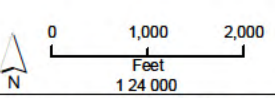
**Figure M3-1: Index Pipeline/Tunnel Alignment (Alternatives 1A, 2A, 3, 5, 6A, 7, and 8)**



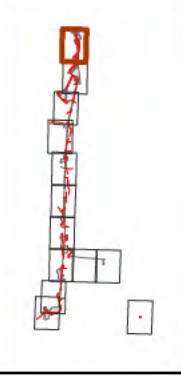
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**Legend**

- |  |   |                                   |                                    |
|--|---|-----------------------------------|------------------------------------|
| Plan Area  | Proposed Temporary OH Transmission Line | Forebay                           | Potential Borrow and/or Spoil Area |
| Areas of Additional Analysis<br>(Outside of Legal Delta; for Power Only) | Canal                                   | Forebay Embankment                | Reusable Tunnel Material Area      |
| Interconnection Point  | Conveyance / Intake Pipeline            | Intake                            | Barge Unloading Facility           |
| Proposed Permanent OH Transmission Line                                  | Operable Barrier                        | *Proposed Subsurface Easement     | Concrete Batch Plant               |
| Permanent Access Road  | Permanent Access Road                   | Proposed Permanent Surface Impact | Fuel Station                       |
| Temporary Access Road  | Tunnel                                  | Proposed Temporary Surface Impact | Safe Haven Work Area               |

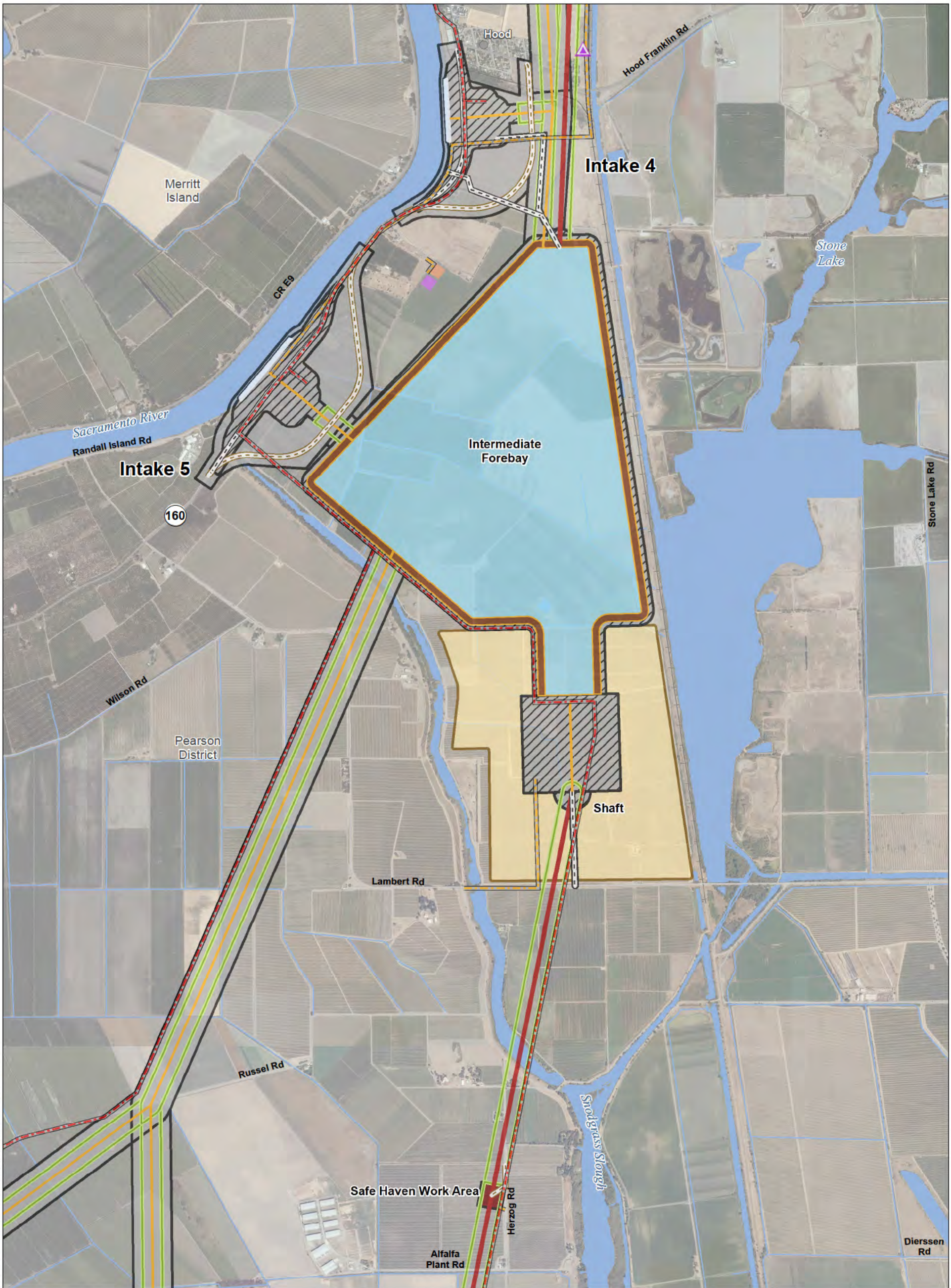


\*Surface impacts are not expected to result from subsurface features.  
 \*\*In-river features are not a permanent impact to navigation.



Sources: Plan Area, SAIC 2010; DWR DHCCP Engineering (rev 10c); NAIP 2012

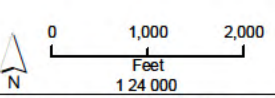
**Figure M3-1: Sheet 1 of 13  
 Pipeline/Tunnel Alignment (Alternatives 1A, 2A, 3, 5, 6A, 7, and 8)**



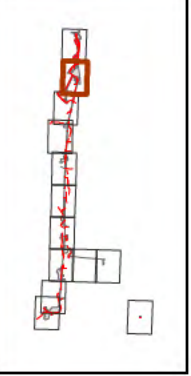
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**Legend**

- |  |   |                                    |
|--|---|------------------------------------|
| Plan Area  | Proposed Temporary OH Transmission Line | Forebay                            |
| Areas of Additional Analysis<br>(Outside of Legal Delta; for Power Only) | Canal                                   | Forebay Embankment                 |
| Interconnection Point  | Conveyance / Intake Pipeline            | Intake                             |
| Proposed Permanent OH Transmission Line                                  | Operable Barrier                        | *Proposed Subsurface Easement      |
| Permanent Access Road  | Permanent Access Road                   | Proposed Permanent Surface Impact  |
| Temporary Access Road  | Tunnel                                  | Potential Borrow and/or Spoil Area |
|  |   | Reusable Tunnel Material Area      |
|  |   | Barge Unloading Facility           |
|  |   | Concrete Batch Plant               |
|  |   | Fuel Station                       |
|  |   | Safe Haven Work Area               |

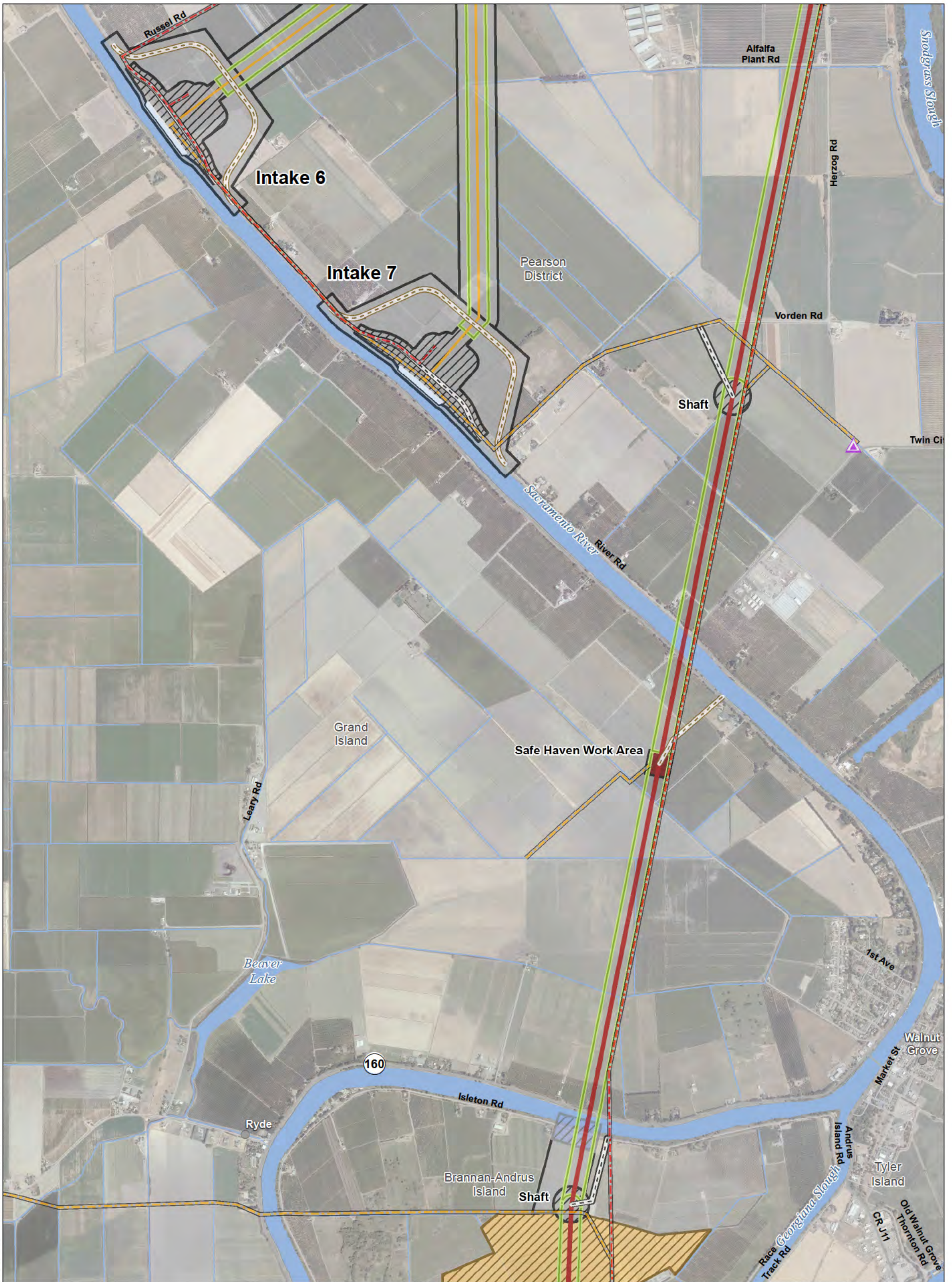


\*Surface impacts are not expected to result from subsurface features.  
 \*\*In-river features are not a permanent impact to navigation.



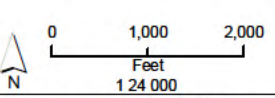
Sources: Plan Area, SAIC 2010; DWR DHCCP Engineering (rev 10c); NAIP 2012

**Figure M3-1: Sheet 2 of 13**  
**Pipeline/Tunnel Alignment (Alternatives 1A, 2A, 3, 5, 6A, 7, and 8)**

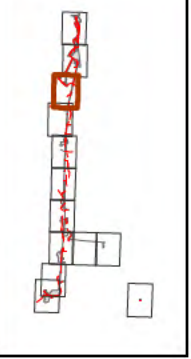


**Legend**

- |  |   |                                   |                                    |
|--|---|-----------------------------------|------------------------------------|
| Plan Area  | Proposed Temporary OH Transmission Line | Forebay                           | Potential Borrow and/or Spoil Area |
| Areas of Additional Analysis<br>(Outside of Legal Delta; for Power Only) | Canal                                   | Forebay Embankment                | Reusable Tunnel Material Area      |
| Interconnection Point  | Conveyance / Intake Pipeline            | Intake                            | Barge Unloading Facility           |
| Proposed Permanent OH Transmission Line                                  | Operable Barrier                        | *Proposed Subsurface Easement     | Concrete Batch Plant               |
| Proposed Permanent OH Transmission Line                                  | Permanent Access Road                   | Proposed Permanent Surface Impact | Fuel Station                       |
|  | Temporary Access Road                   | Proposed Temporary Surface Impact | Safe Haven Work Area               |
|  | Tunnel                                  |                                   |                                    |



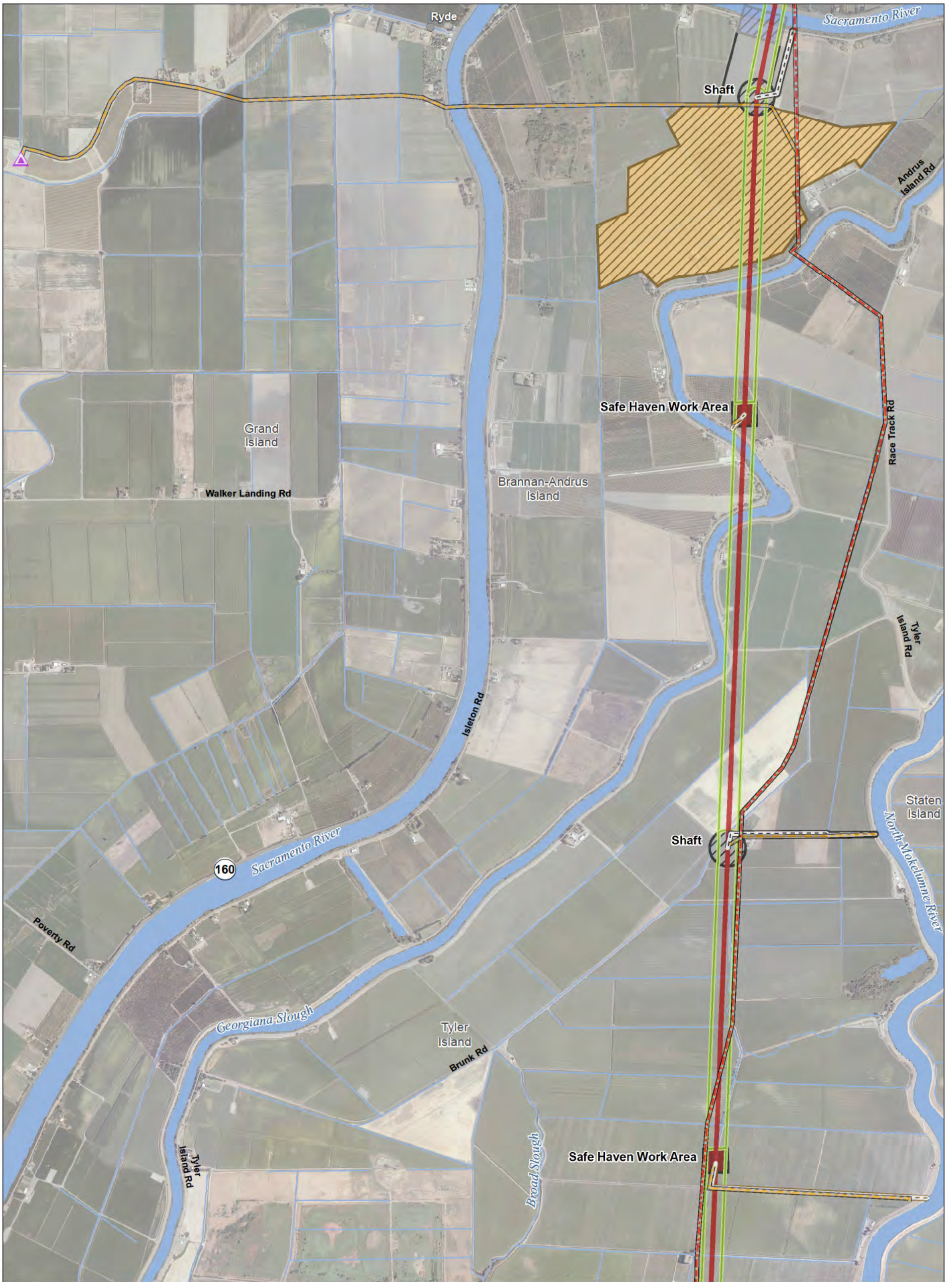
\*Surface impacts are not expected to result from subsurface features.  
 \*\*In-river features are not a permanent impact to navigation.



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Sources: Plan Area, SAIC 2010; DWR DHCCP Engineering (rev 10c); NAIP 2012

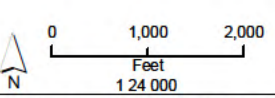
**Figure M3-1: Sheet 3 of 13  
 Pipeline/Tunnel Alignment (Alternatives 1A, 2A, 3, 5, 6A, 7, and 8)**



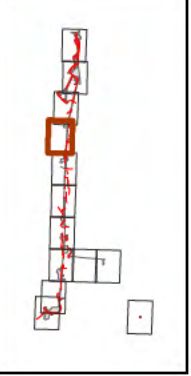
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**Legend**

- |  |   |                                   |                                    |
|--|---|-----------------------------------|------------------------------------|
| Plan Area  | Proposed Temporary OH Transmission Line | Forebay                           | Potential Borrow and/or Spoil Area |
| Areas of Additional Analysis<br>(Outside of Legal Delta; for Power Only) | Canal                                   | Forebay Embankment                | Reusable Tunnel Material Area      |
| Interconnection Point  | Conveyance / Intake Pipeline            | Intake                            | Barge Unloading Facility           |
| Proposed Permanent OH Transmission Line                                  | Operable Barrier                        | *Proposed Subsurface Easement     | Concrete Batch Plant               |
| Proposed Permanent OH Transmission Line                                  | Permanent Access Road                   | Proposed Permanent Surface Impact | Fuel Station                       |
| Proposed Permanent OH Transmission Line                                  | Temporary Access Road                   | Proposed Temporary Surface Impact | Safe Haven Work Area               |
| Tunnel   |   |                                   |                                    |

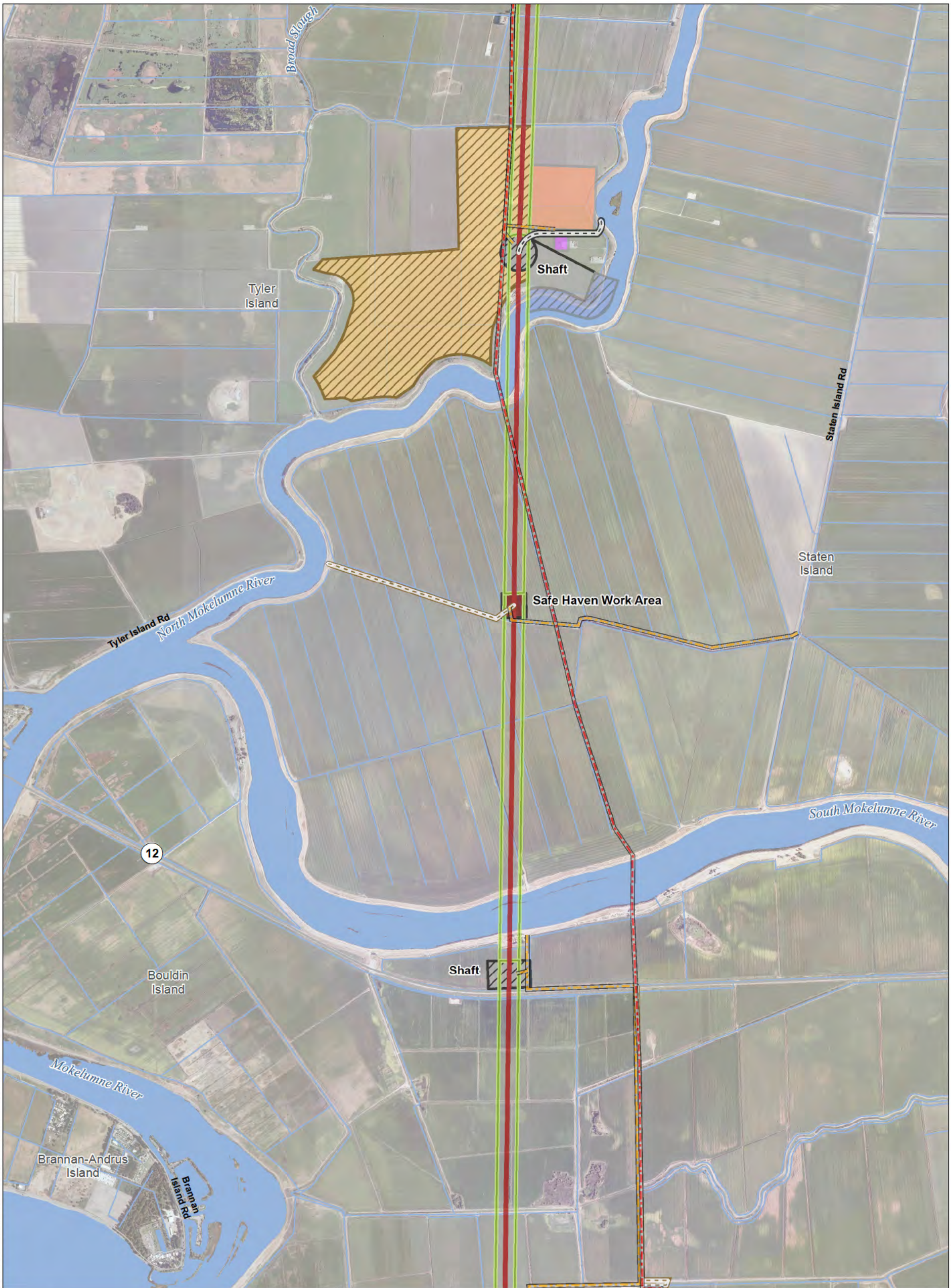


\*Surface impacts are not expected to result from subsurface features.  
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Sources: Plan Area, SAIC 2010; DWR DHCCP Engineering (rev 10c); NAIP 2012

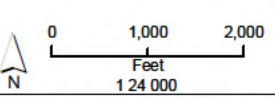
**Figure M3-1: Sheet 4 of 13  
 Pipeline/Tunnel Alignment (Alternatives 1A, 2A, 3, 5, 6A, 7, and 8)**



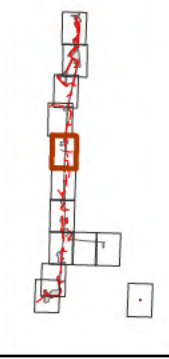
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**Legend**

- |  |   |                                   |                                    |
|--|---|-----------------------------------|------------------------------------|
| Plan Area  | Proposed Temporary OH Transmission Line | Forebay                           | Potential Borrow and/or Spoil Area |
| Areas of Additional Analysis<br>(Outside of Legal Delta; for Power Only) | Canal                                   | Forebay Embankment                | Reusable Tunnel Material Area      |
| Interconnection Point  | Conveyance / Intake Pipeline            | Intake                            | Barge Unloading Facility           |
| Proposed Permanent OH Transmission Line                                  | Operable Barrier                        | *Proposed Subsurface Easement     | Concrete Batch Plant               |
|  | Permanent Access Road                   | Proposed Permanent Surface Impact | Fuel Station                       |
|  | Temporary Access Road                   | Proposed Temporary Surface Impact | Safe Haven Work Area               |
|  | Tunnel                                  |                                   |                                    |



\*Surface impacts are not expected to result from subsurface features.  
 \*\*In-river features are not a permanent impact to navigation.



Sources: Plan Area, SAIC 2010; DWR DHCCP Engineering (rev 10c); NAIP 2012

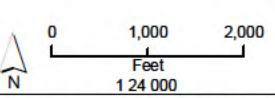
**Figure M3-1: Sheet 5 of 13  
 Pipeline/Tunnel Alignment (Alternatives 1A, 2A, 3, 5, 6A, 7, and 8)**



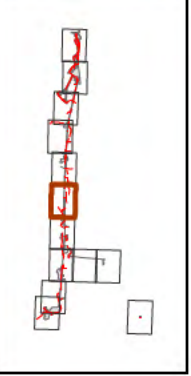
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**Legend**

- |  |   |                                   |                                    |
|--|---|-----------------------------------|------------------------------------|
| Plan Area  | Proposed Temporary OH Transmission Line | Forebay                           | Potential Borrow and/or Spoil Area |
| Areas of Additional Analysis<br>(Outside of Legal Delta; for Power Only) | Canal                                   | Forebay Embankment                | Reusable Tunnel Material Area      |
| Interconnection Point  | Conveyance / Intake Pipeline            | Intake                            | Barge Unloading Facility           |
| Proposed Permanent OH Transmission Line                                  | Operable Barrier                        | *Proposed Subsurface Easement     | Concrete Batch Plant               |
| Permanent Access Road  | Permanent Access Road                   | Proposed Permanent Surface Impact | Fuel Station                       |
| Temporary Access Road  | Tunnel                                  | Proposed Temporary Surface Impact | Safe Haven Work Area               |

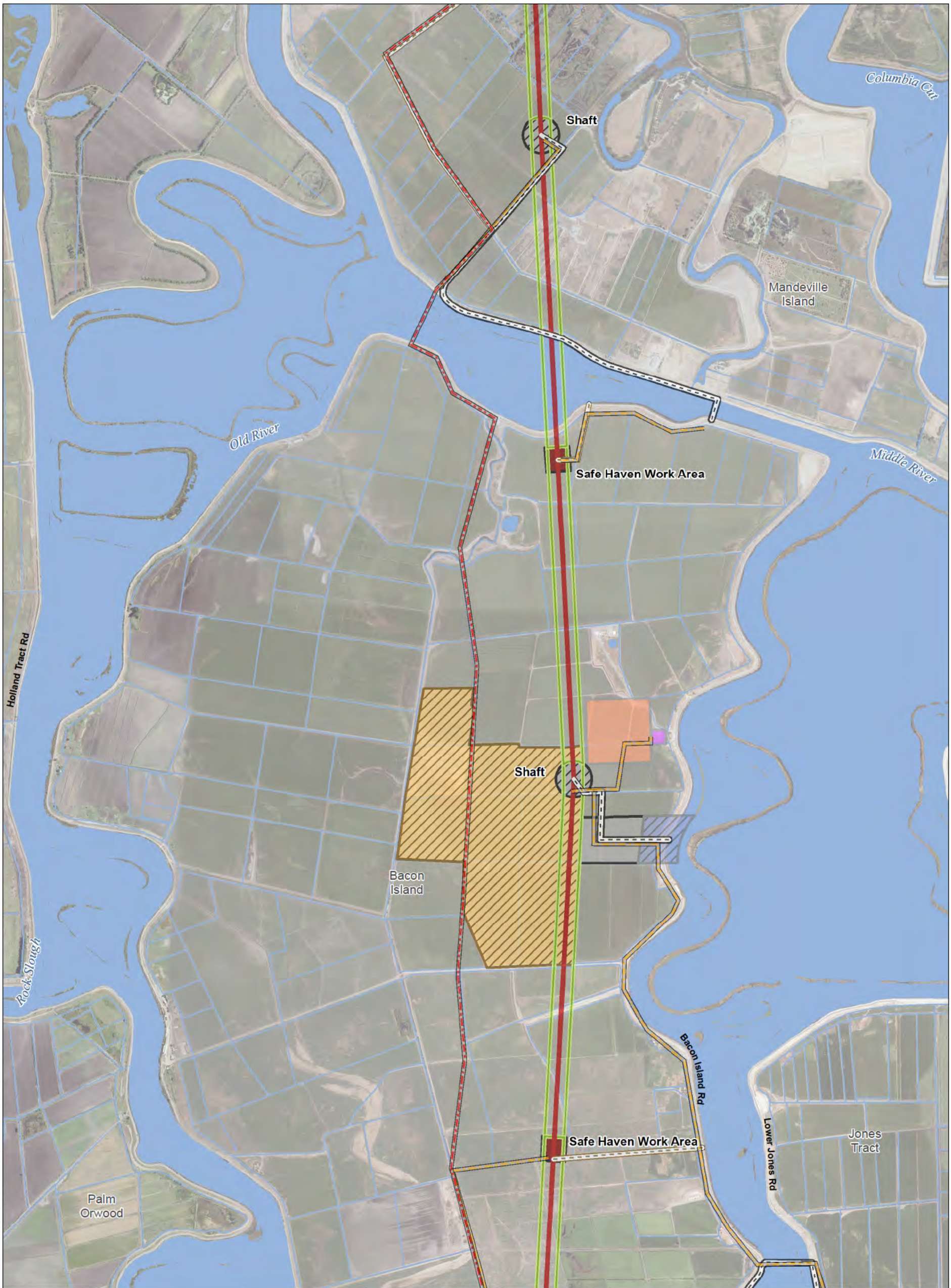


\*Surface impacts are not expected to result from subsurface features.  
 \*\*In-river features are not a permanent impact to navigation.



Sources: Plan Area, SAIC 2010; DWR DHCCP Engineering (rev 10c); NAIP 2012

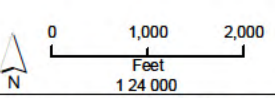
**Figure M3-1: Sheet 6 of 13  
 Pipeline/Tunnel Alignment (Alternatives 1A, 2A, 3, 5, 6A, 7, and 8)**



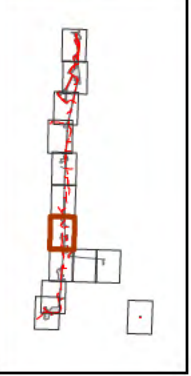
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**Legend**

- |  |   |                                   |                                    |
|--|---|-----------------------------------|------------------------------------|
| Plan Area  | Proposed Temporary OH Transmission Line | Forebay                           | Potential Borrow and/or Spoil Area |
| Areas of Additional Analysis<br>(Outside of Legal Delta; for Power Only) | Canal                                   | Forebay Embankment                | Reusable Tunnel Material Area      |
| Interconnection Point  | Conveyance / Intake Pipeline            | Intake                            | Barge Unloading Facility           |
| Proposed Permanent OH Transmission Line                                  | Operable Barrier                        | *Proposed Subsurface Easement     | Concrete Batch Plant               |
| Proposed Permanent OH Transmission Line                                  | Permanent Access Road                   | Proposed Permanent Surface Impact | Fuel Station                       |
| Proposed Permanent OH Transmission Line                                  | Temporary Access Road                   | Proposed Temporary Surface Impact | Safe Haven Work Area               |
| Tunnel   |   |                                   |                                    |



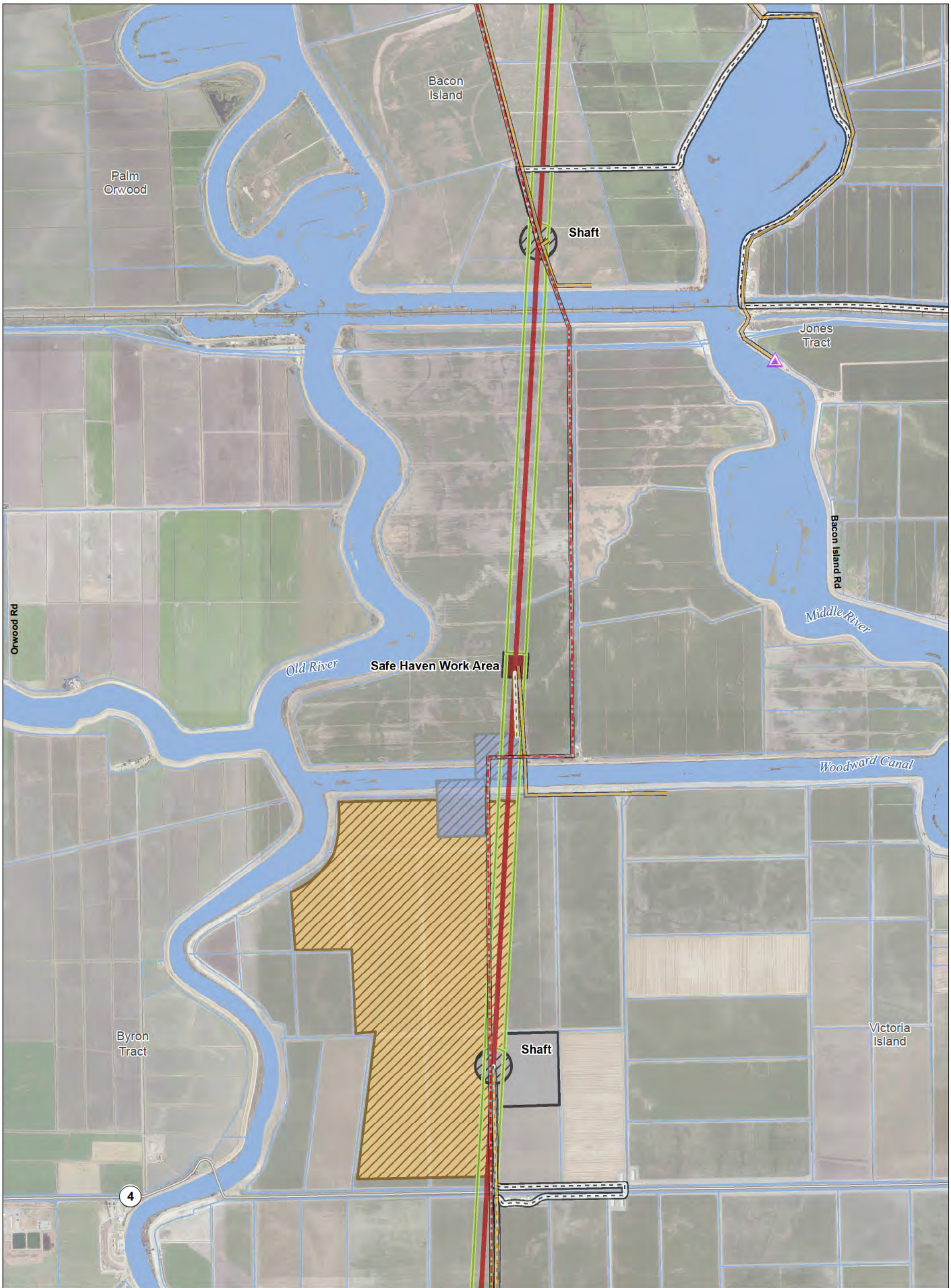
\*Surface impacts are not expected to result from subsurface features.  
 \*\*In-river features are not a permanent impact to navigation.



Sources: Plan Area, SAIC 2010; DWR DHCCP Engineering (rev 10c); NAIP 2012

**Figure M3-1: Sheet 7 of 13  
 Pipeline/Tunnel Alignment (Alternatives 1A, 2A, 3, 5, 6A, 7, and 8)**

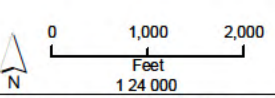




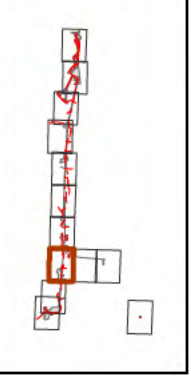
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**Legend**

- |  |   |                                   |                                    |
|--|---|-----------------------------------|------------------------------------|
| Plan Area  | Proposed Temporary OH Transmission Line | Forebay                           | Potential Borrow and/or Spoil Area |
| Areas of Additional Analysis<br>(Outside of Legal Delta; for Power Only) | Canal                                   | Forebay Embankment                | Reusable Tunnel Material Area      |
| Interconnection Point  | Conveyance / Intake Pipeline            | Intake                            | Barge Unloading Facility           |
| Proposed Permanent OH Transmission Line                                  | Operable Barrier                        | *Proposed Subsurface Easement     | Concrete Batch Plant               |
| Permanent Access Road  | Permanent Access Road                   | Proposed Permanent Surface Impact | Fuel Station                       |
| Temporary Access Road  | Tunnel                                  | Proposed Temporary Surface Impact | Safe Haven Work Area               |



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Sources: Plan Area, SAIC 2010; DWR DHCCP Engineering (rev 10c); NAIP 2012

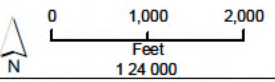
**Figure M3-1: Sheet 8 of 13**  
**Pipeline/Tunnel Alignment (Alternatives 1A, 2A, 3, 5, 6A, 7, and 8)**



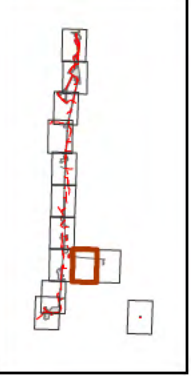
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**Legend**

- |  |   |                                   |                                    |
|--|---|-----------------------------------|------------------------------------|
| Plan Area  | Proposed Temporary OH Transmission Line | Forebay                           | Potential Borrow and/or Spoil Area |
| Areas of Additional Analysis<br>(Outside of Legal Delta; for Power Only) | Canal                                   | Forebay Embankment                | Reusable Tunnel Material Area      |
| Interconnection Point  | Conveyance / Intake Pipeline            | Intake                            | Barge Unloading Facility           |
| Proposed Permanent OH Transmission Line                                  | Operable Barrier                        | *Proposed Subsurface Easement     | Concrete Batch Plant               |
| Permanent Access Road  | Permanent Access Road                   | Proposed Permanent Surface Impact | Fuel Station                       |
| Temporary Access Road  | Tunnel                                  | Proposed Temporary Surface Impact | Safe Haven Work Area               |

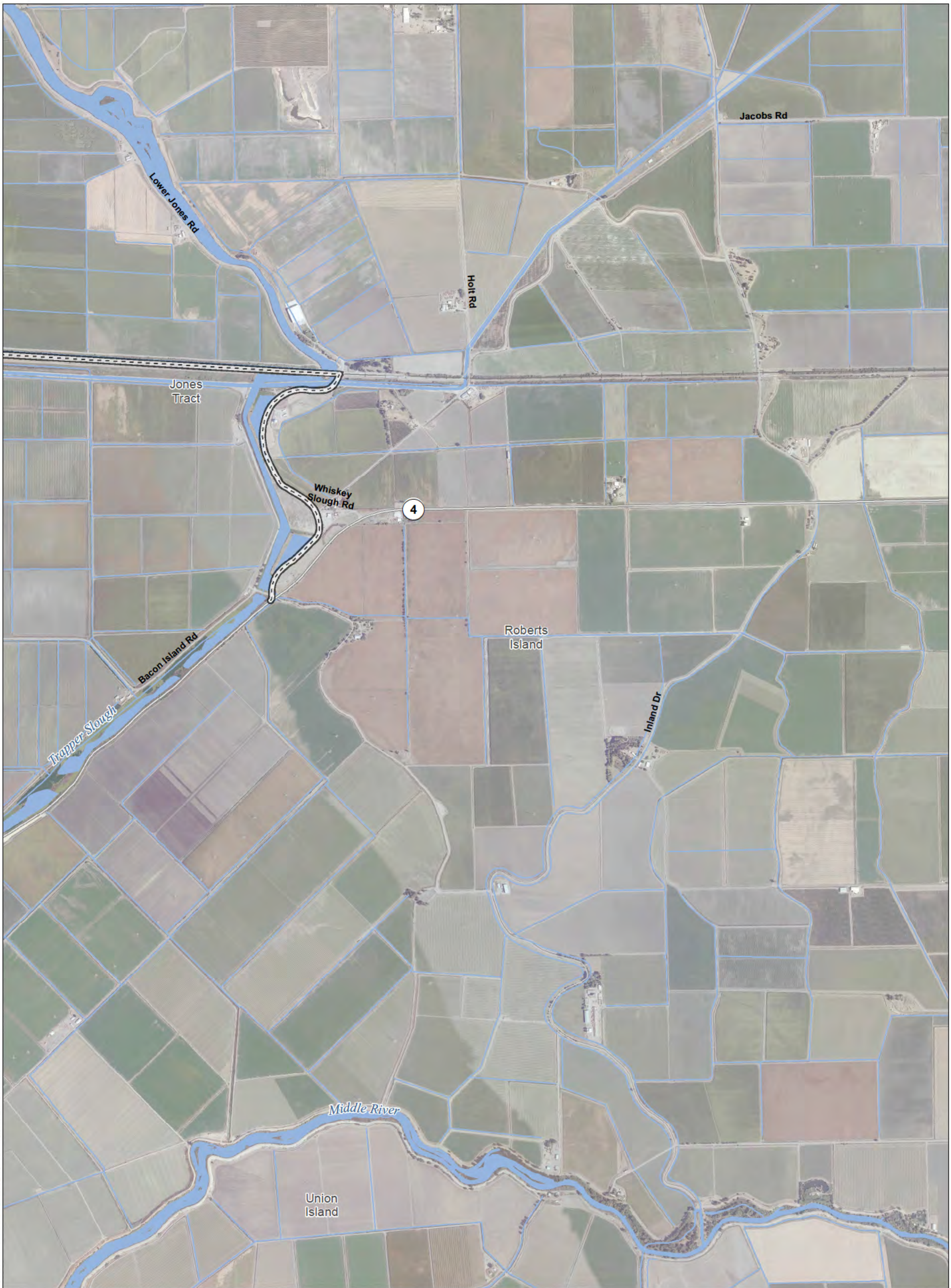


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 \*\*In-river features are not a permanent impact to navigation.



Sources: Plan Area, SAIC 2010; DWR DHCCP Engineering (rev 10c); NAIP 2012

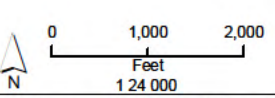
**Figure M3-1: Sheet 9 of 13  
 Pipeline/Tunnel Alignment (Alternatives 1A, 2A, 3, 5, 6A, 7, and 8)**



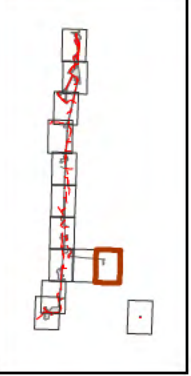
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**Legend**

- |  |   |                                   |                                    |
|--|---|-----------------------------------|------------------------------------|
| Plan Area  | Proposed Temporary OH Transmission Line | Forebay                           | Potential Borrow and/or Spoil Area |
| Areas of Additional Analysis<br>(Outside of Legal Delta; for Power Only) | Canal                                   | Forebay Embankment                | Reusable Tunnel Material Area      |
| Interconnection Point  | Conveyance / Intake Pipeline            | Intake                            | Barge Unloading Facility           |
| Proposed Permanent OH Transmission Line                                  | Operable Barrier                        | *Proposed Subsurface Easement     | Concrete Batch Plant               |
| Permanent Access Road  | Permanent Access Road                   | Proposed Permanent Surface Impact | Fuel Station                       |
| Temporary Access Road  | Tunnel                                  | Proposed Temporary Surface Impact | Safe Haven Work Area               |

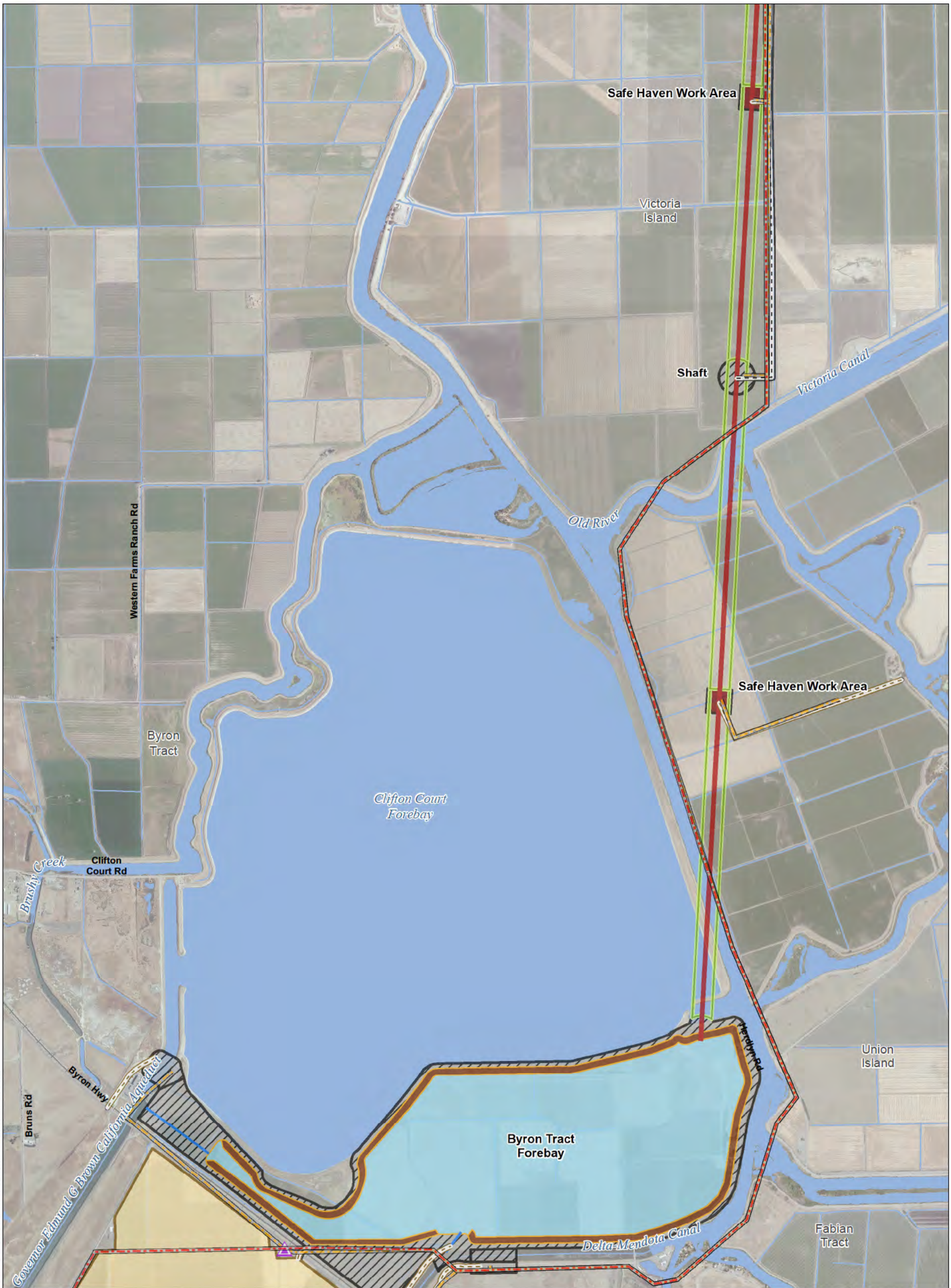


\*Surface impacts are not expected to result from subsurface features.  
 \*\*In-river features are not a permanent impact to navigation.



Sources: Plan Area, SAIC 2010; DWR DHCCP Engineering (rev 10c); NAIP 2012

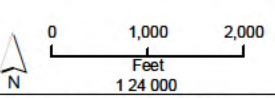
**Figure M3-1: Sheet 10 of 13  
 Pipeline/Tunnel Alignment (Alternatives 1A, 2A, 3, 5, 6A, 7, and 8)**



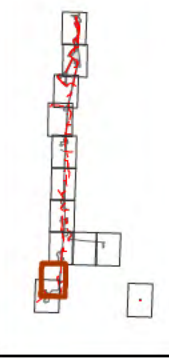
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**Legend**

- |   |   |                                   |                                    |
|---|---|-----------------------------------|------------------------------------|
| Plan Area   | Proposed Temporary OH Transmission Line | Forebay                           | Potential Borrow and/or Spoil Area |
| Areas of Additional Analysis (Outside of Legal Delta; for Power Only) | Canal                                   | Forebay Embankment                | Reusable Tunnel Material Area      |
| Interconnection Point   | Conveyance / Intake Pipeline            | Intake                            | Barge Unloading Facility           |
| Proposed Permanent OH Transmission Line                               | Operable Barrier                        | *Proposed Subsurface Easement     | Concrete Batch Plant               |
|   | Permanent Access Road                   | Proposed Permanent Surface Impact | Fuel Station                       |
|   | Temporary Access Road                   | Proposed Temporary Surface Impact | Safe Haven Work Area               |
|   | Tunnel                                  |                                   |                                    |

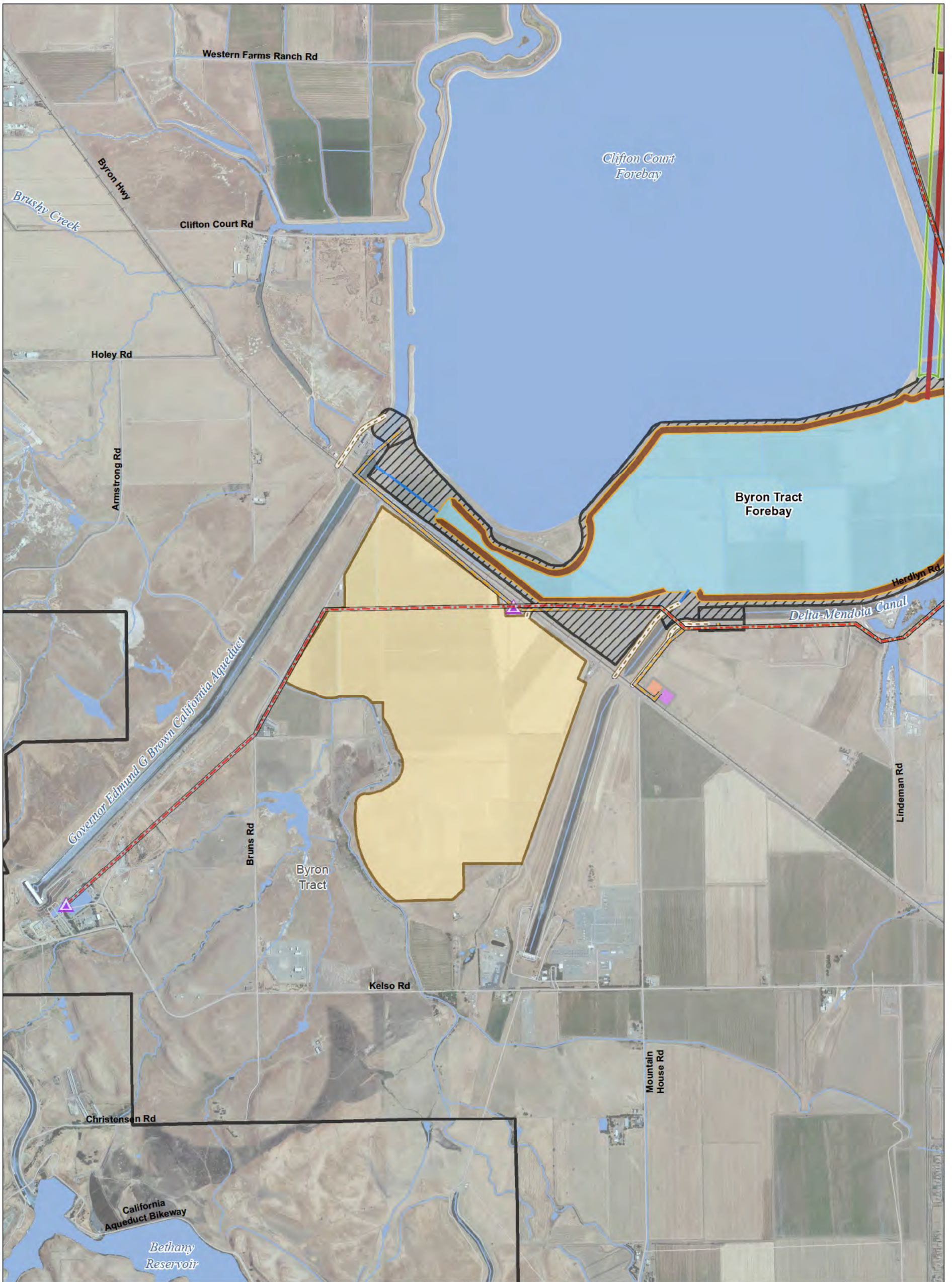


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 \*\*In-river features are not a permanent impact to navigation.



Sources: Plan Area, SAIC 2010; DWR DHCCP Engineering (rev 10c); NAIP 2012

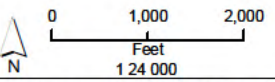
**Figure M3-1: Sheet 11 of 13  
 Pipeline/Tunnel Alignment (Alternatives 1A, 2A, 3, 5, 6A, 7, and 8)**



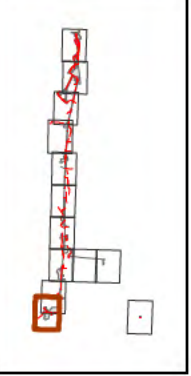
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**Legend**

- |  |   |                                   |                                    |
|--|---|-----------------------------------|------------------------------------|
| Plan Area  | Proposed Temporary OH Transmission Line | Forebay                           | Potential Borrow and/or Spoil Area |
| Areas of Additional Analysis<br>(Outside of Legal Delta; for Power Only) | Canal                                   | Forebay Embankment                | Reusable Tunnel Material Area      |
| Interconnection Point  | Conveyance / Intake Pipeline            | Intake                            | Barge Unloading Facility           |
| Proposed Permanent OH Transmission Line                                  | Operable Barrier                        | *Proposed Subsurface Easement     | Concrete Batch Plant               |
| Proposed Permanent OH Transmission Line                                  | Permanent Access Road                   | Proposed Permanent Surface Impact | Fuel Station                       |
| Proposed Permanent OH Transmission Line                                  | Temporary Access Road                   | Proposed Temporary Surface Impact | Safe Haven Work Area               |
| Tunnel   |   |                                   |                                    |

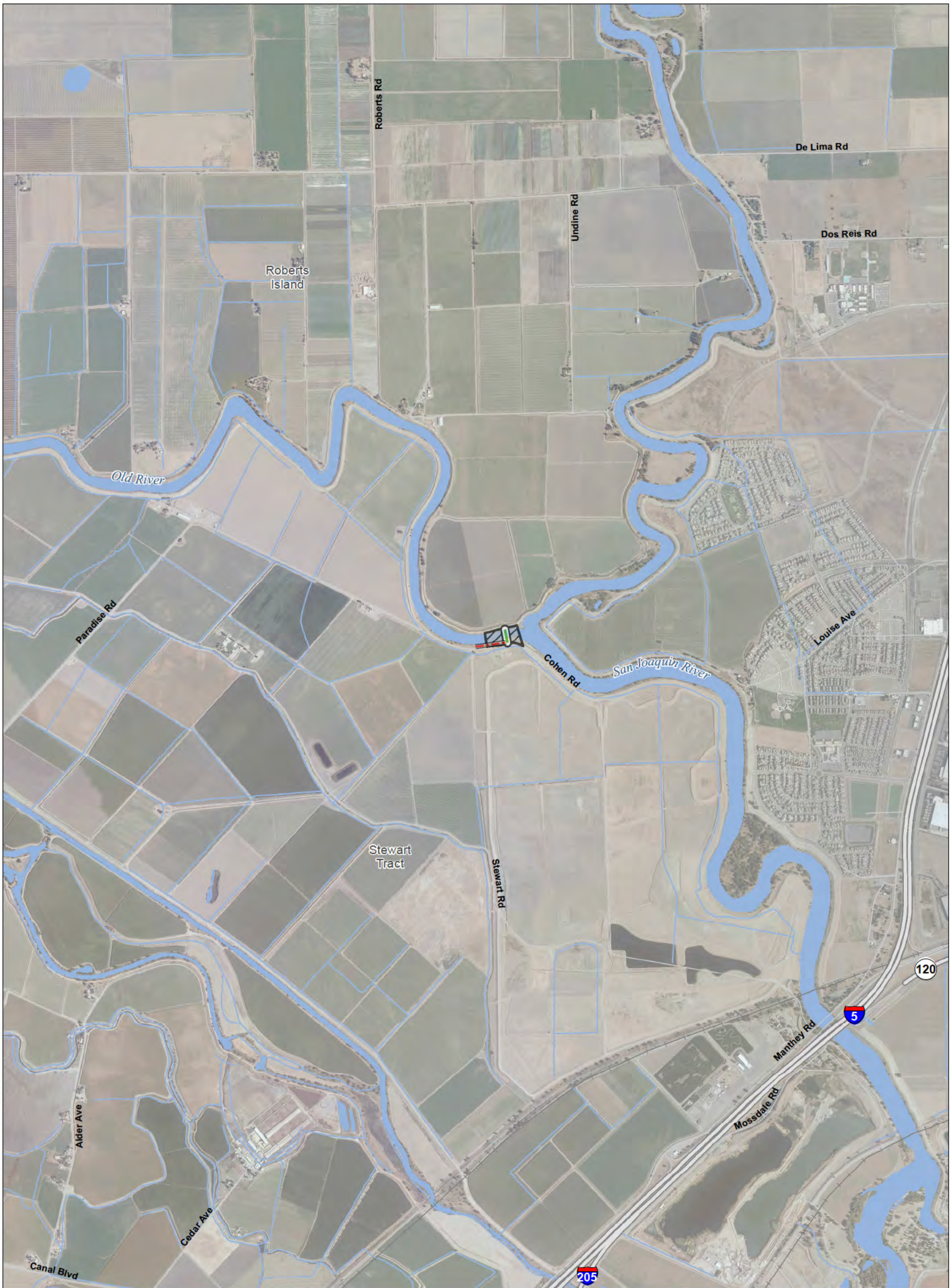


\*Surface impacts are not expected to result from subsurface features.  
 \*\*In-river features are not a permanent impact to navigation.



Sources: Plan Area, SAIC 2010; DWR DHCCP Engineering (rev 10c); NAIP 2012

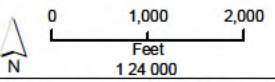
**Figure M3-1: Sheet 12 of 13  
 Pipeline/Tunnel Alignment (Alternatives 1A, 2A, 3, 5, 6A, 7, and 8)**



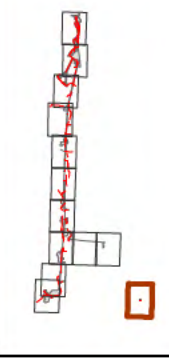
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**Legend**

- |  |   |                                   |                                    |
|--|---|-----------------------------------|------------------------------------|
| Plan Area  | Proposed Temporary OH Transmission Line | Forebay                           | Potential Borrow and/or Spoil Area |
| Areas of Additional Analysis<br>(Outside of Legal Delta; for Power Only) | Canal                                   | Forebay Embankment                | Reusable Tunnel Material Area      |
| Interconnection Point  | Conveyance / Intake Pipeline            | Intake                            | Barge Unloading Facility           |
| Proposed Permanent OH Transmission Line                                  | Operable Barrier                        | *Proposed Subsurface Easement     | Concrete Batch Plant               |
| Permanent Access Road  | Permanent Access Road                   | Proposed Permanent Surface Impact | Fuel Station                       |
| Temporary Access Road  | Tunnel                                  | Proposed Temporary Surface Impact | Safe Haven Work Area               |

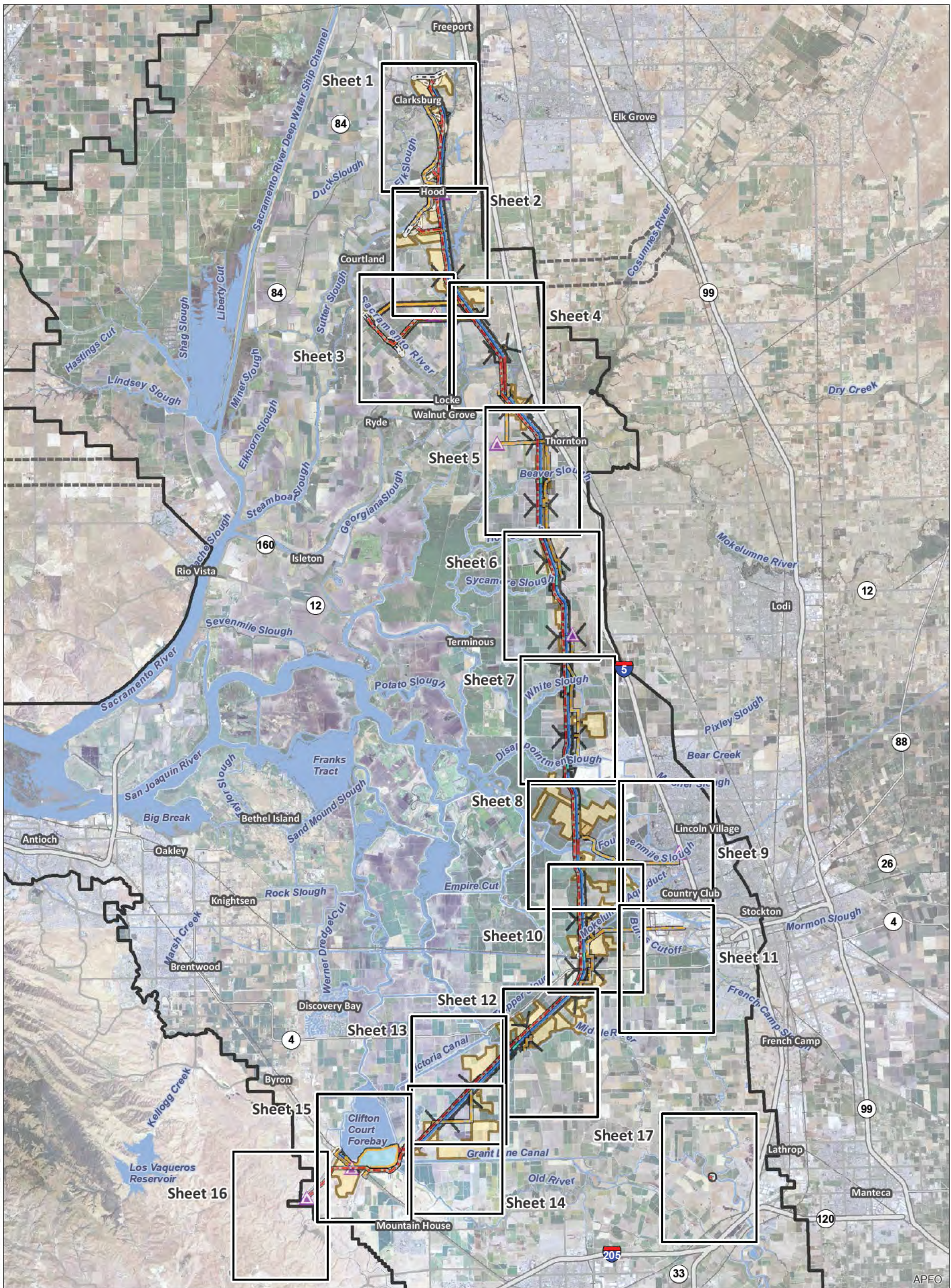


\*Surface impacts are not expected to result from subsurface features.  
 \*\*In-river features are not a permanent impact to navigation.



Sources: Plan Area, SAIC 2010; DWR DHCCP Engineering (rev 10c); NAIP 2012

**Figure M3-1: Sheet 13 of 13  
 Pipeline/Tunnel Alignment (Alternatives 1A, 2A, 3, 5, 6A, 7, and 8)**



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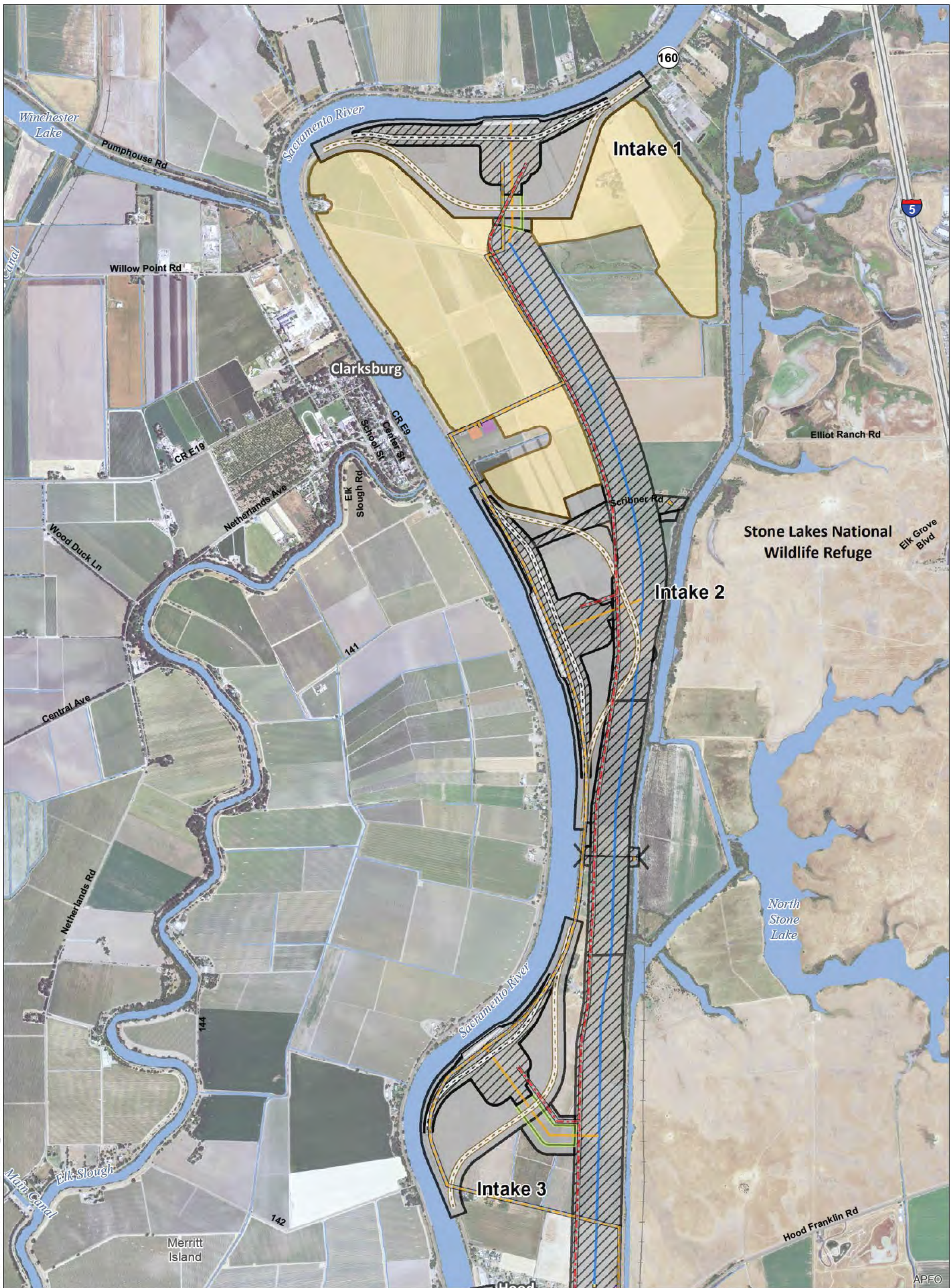
- |   |                                |                              |                                     |                                    |
|---|--------------------------------|------------------------------|-------------------------------------|------------------------------------|
| <b>Legend</b>   |                                |                              |                                     |                                    |
| Interstate  | Interconnection Point          | Conveyance / Intake Pipeline | Forebay                             | Potential Borrow and/or Spoil Area |
| State Highway/Route   | Permanent OH Transmission Line | Operable Barrier             | Forebay Embankment                  | Reusable Tunnel Material Area      |
| Railroad  | Temporary OH Transmission Line | Permanent Access Road        | Intake                              | Barge Unloading Facility           |
| Plan Area   | Bridge                         | Siphon                       | *Proposed Subsurface Easement       | Concrete Batch Plant               |
| Areas of Additional Analysis (Outside of Legal Delta, for Power Only) | Canal                          | Temporary Access Road        | **Proposed Permanent Surface Impact | Fuel Station                       |
| Water   | Control Structure              | Tunnel                       | Proposed Temporary Surface Impact   | Safe Haven Work Area               |

\*Surface impacts are not expected to result from subsurface features.  
 \*\*In-river features are not a permanent impact to navigation.



Sources: DWR DHCCP Engineering (rev 10c); NAIP 2012

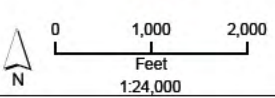
**Figure M3-2: Index East Alignment (Alternatives 1B, 2B, and 6B)**



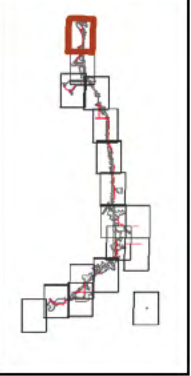
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**Legend**

- |  |                              |                                     |                                    |
|--|------------------------------|-------------------------------------|------------------------------------|
| Plan Area  | Control Structure            | Forebay                             | Potential Borrow and/or Spoil Area |
| Areas of Additional Analysis<br>(Outside of Legal Delta, for Power Only) | Conveyance / Intake Pipeline | Forebay Embankment                  | Reusable Tunnel Material Area      |
| Interconnection Point  | Operable Barrier             | Intake                              | Barge Unloading Facility           |
| Permanent OH Transmission Line   | Permanent Access Road        | *Proposed Subsurface Easement       | Concrete Batch Plant               |
| Temporary OH Transmission Line   | Siphon                       | **Proposed Permanent Surface Impact | Fuel Station                       |
| Bridge   | Temporary Access Road        | Proposed Temporary Surface Impact   | Safe Haven Work Area               |
| Canal Centerline   | Tunnel                       |                                     |                                    |



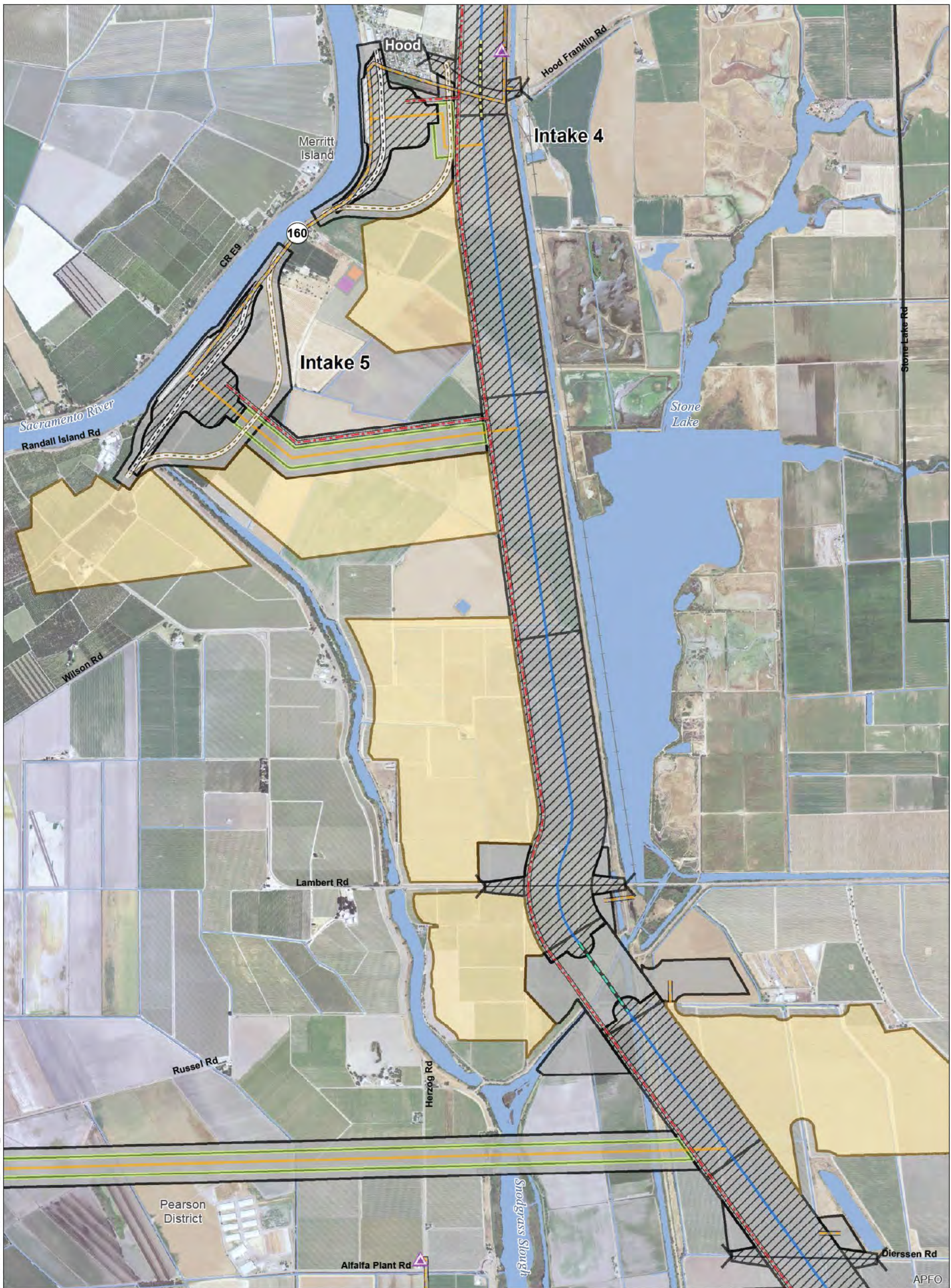
\*Surface impacts are not expected to result from subsurface features.  
 \*\*In-river features are not a permanent impact to navigation.



Sources: DWR DHCCP Engineering (rev 10c); NAIP 2012

**Figure M3-2: Sheet 1 of 17  
 East Alignment (Alternatives 1B, 2B, and 6B)**

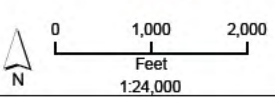




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**Legend**

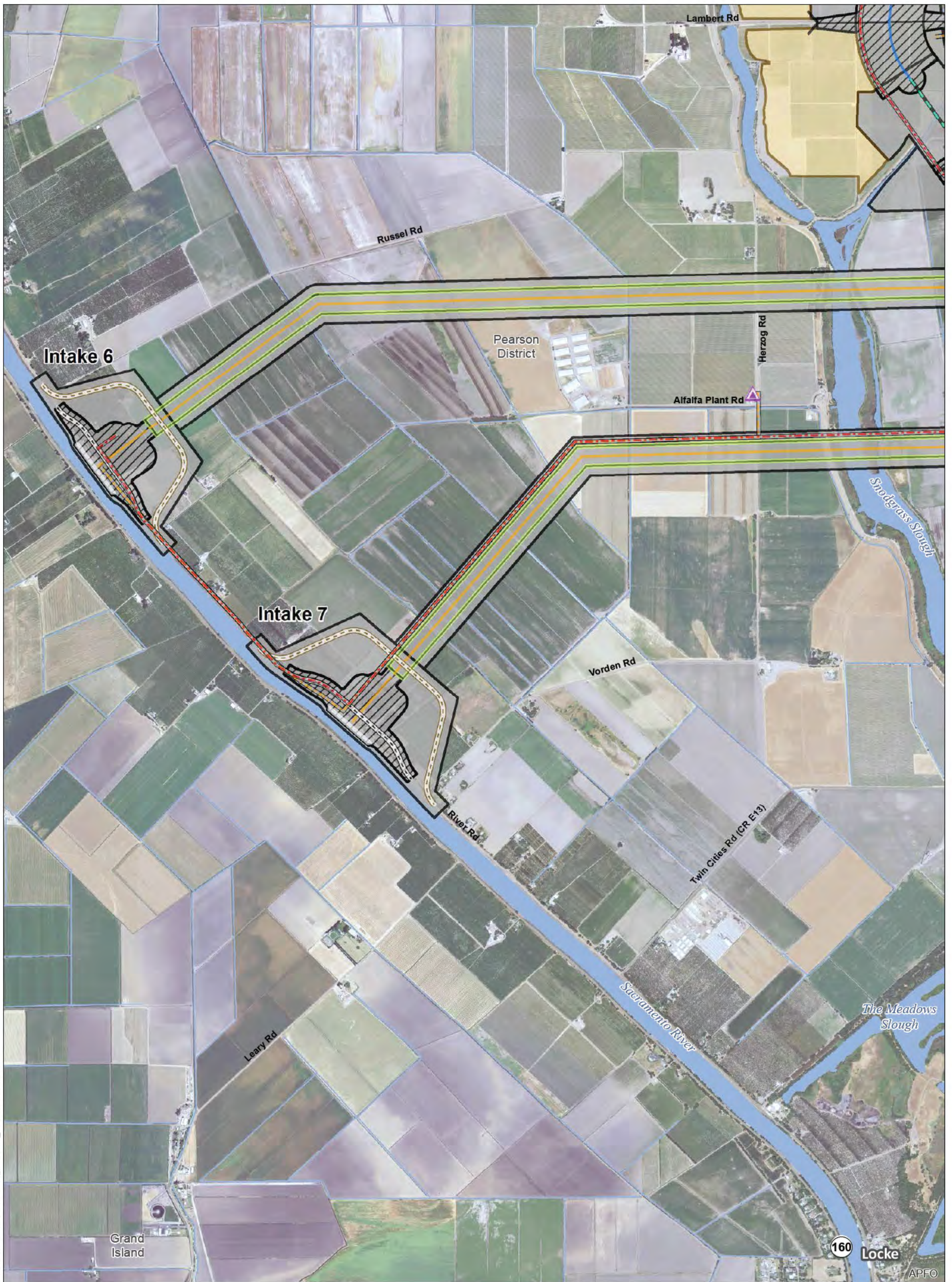
- |  |                              |                                     |                                    |
|--|------------------------------|-------------------------------------|------------------------------------|
| Plan Area  | Control Structure            | Forebay                             | Potential Borrow and/or Spoil Area |
| Areas of Additional Analysis<br>(Outside of Legal Delta, for Power Only) | Conveyance / Intake Pipeline | Forebay Embankment                  | Reusable Tunnel Material Area      |
| Interconnection Point  | Operable Barrier             | Intake                              | Barge Unloading Facility           |
| Permanent OH Transmission Line   | Permanent Access Road        | *Proposed Subsurface Easement       | Concrete Batch Plant               |
| Temporary OH Transmission Line   | Siphon                       | **Proposed Permanent Surface Impact | Fuel Station                       |
| Bridge   | Temporary Access Road        | Proposed Temporary Surface Impact   | Safe Haven Work Area               |
| Canal Centerline   | Tunnel                       |                                     |                                    |



\*Surface impacts are not expected to result from subsurface features.  
 \*\*In-river features are not a permanent impact to navigation.



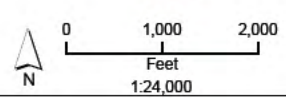
**Figure M3-2: Sheet 2 of 17  
 East Alignment (Alternatives 1B, 2B, and 6B)**



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**Legend**

- |  |                              |                                     |                                    |
|--|------------------------------|-------------------------------------|------------------------------------|
| Plan Area  | Control Structure            | Forebay                             | Potential Borrow and/or Spoil Area |
| Areas of Additional Analysis<br>(Outside of Legal Delta, for Power Only) | Conveyance / Intake Pipeline | Forebay Embankment                  | Reusable Tunnel Material Area      |
| Interconnection Point  | Operable Barrier             | Intake                              | Barge Unloading Facility           |
| Permanent OH Transmission Line   | Permanent Access Road        | *Proposed Subsurface Easement       | Concrete Batch Plant               |
| Temporary OH Transmission Line   | Siphon                       | **Proposed Permanent Surface Impact | Fuel Station                       |
| Bridge   | Temporary Access Road        | Proposed Temporary Surface Impact   | Safe Haven Work Area               |
| Canal Centerline   | Tunnel                       |                                     |                                    |

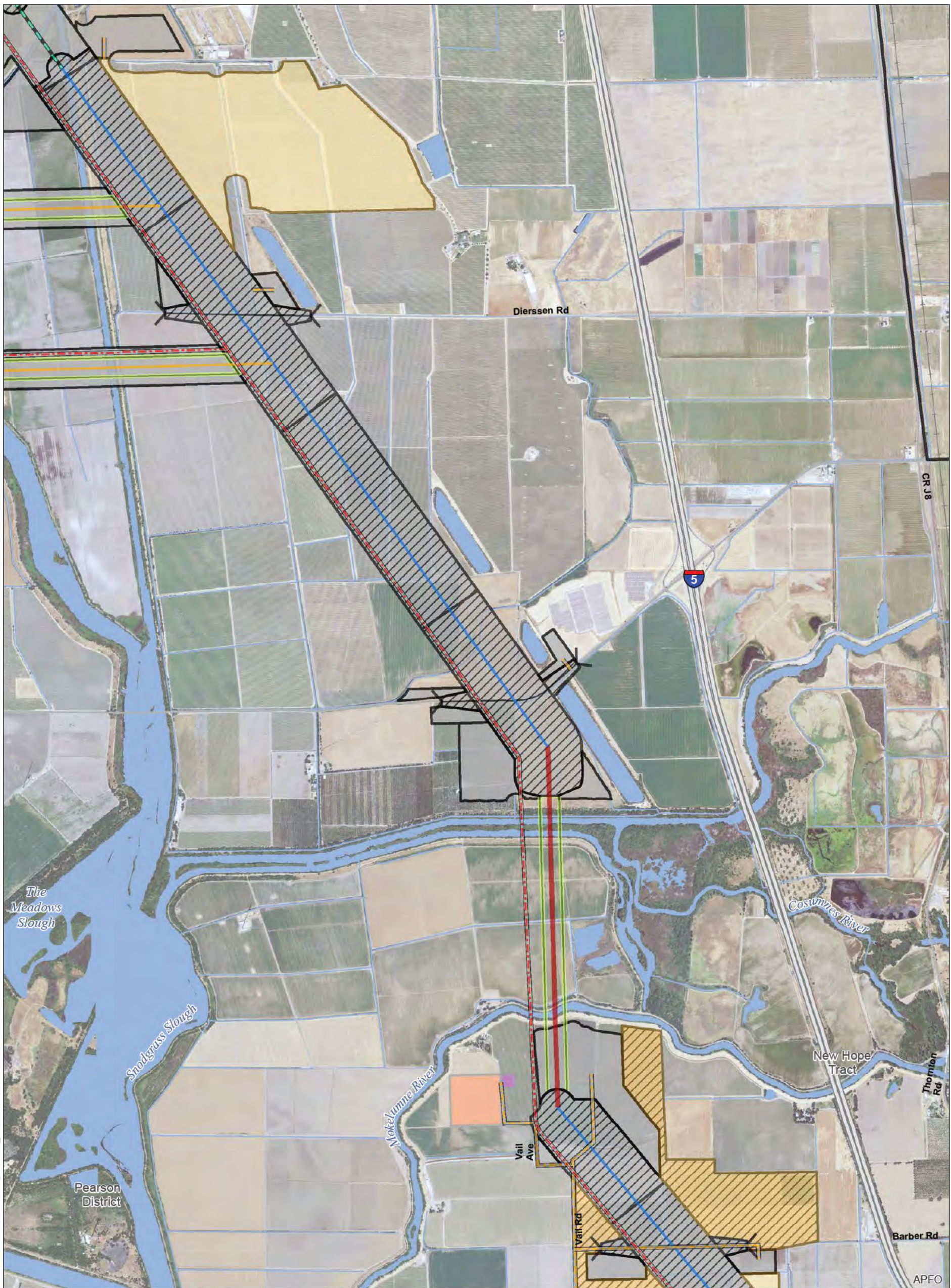


\*Surface impacts are not expected to result from subsurface features.  
 \*\*In-river features are not a permanent impact to navigation.



Sources: DWR DHCCP Engineering (rev 10c); NAIP 2012

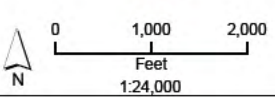
**Figure M3-2: Sheet 3 of 17  
 East Alignment (Alternatives 1B, 2B, and 6B)**



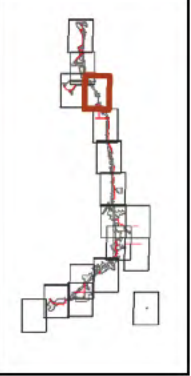
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**Legend**

- |  |                              |                                     |                                    |
|--|------------------------------|-------------------------------------|------------------------------------|
| Plan Area  | Control Structure            | Forebay                             | Potential Borrow and/or Spoil Area |
| Areas of Additional Analysis<br>(Outside of Legal Delta, for Power Only) | Conveyance / Intake Pipeline | Forebay Embankment                  | Reusable Tunnel Material Area      |
| Interconnection Point  | Operable Barrier             | Intake                              | Barge Unloading Facility           |
| Permanent OH Transmission Line   | Permanent Access Road        | *Proposed Subsurface Easement       | Concrete Batch Plant               |
| Temporary OH Transmission Line   | Siphon                       | **Proposed Permanent Surface Impact | Fuel Station                       |
| Bridge   | Temporary Access Road        | Proposed Temporary Surface Impact   | Safe Haven Work Area               |
| Canal Centerline   | Tunnel                       |                                     |                                    |

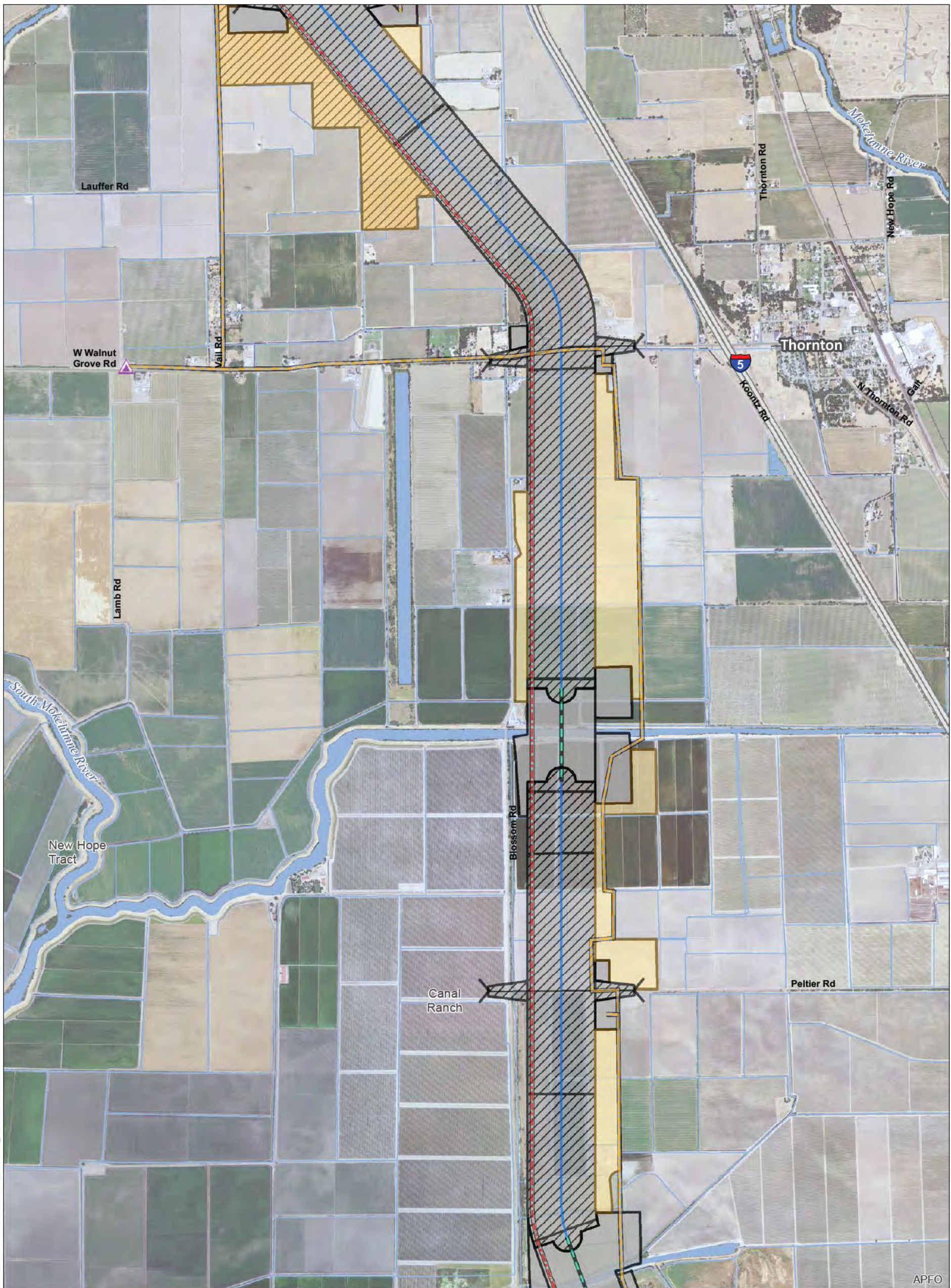


\*Surface impacts are not expected to result from subsurface features.  
 \*\*In-river features are not a permanent impact to navigation.



Sources: DWR DHCCP Engineering (rev 10c); NAIP 2012

**Figure M3-2: Sheet 4 of 17  
 East Alignment (Alternatives 1B, 2B, and 6B)**

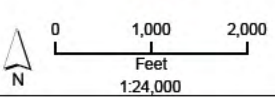


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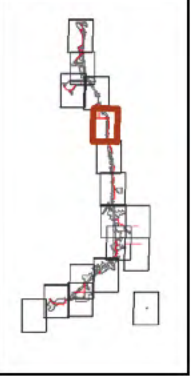
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**Legend**

- |  |                              |                                     |                                    |
|--|------------------------------|-------------------------------------|------------------------------------|
| Plan Area  | Control Structure            | Forebay                             | Potential Borrow and/or Spoil Area |
| Areas of Additional Analysis<br>(Outside of Legal Delta, for Power Only) | Conveyance / Intake Pipeline | Forebay Embankment                  | Reusable Tunnel Material Area      |
| Interconnection Point  | Operable Barrier             | Intake                              | Barge Unloading Facility           |
| Permanent OH Transmission Line   | Permanent Access Road        | *Proposed Subsurface Easement       | Concrete Batch Plant               |
| Temporary OH Transmission Line   | Siphon                       | **Proposed Permanent Surface Impact | Fuel Station                       |
| Bridge   | Temporary Access Road        | Proposed Temporary Surface Impact   | Safe Haven Work Area               |
| Canal Centerline   | Tunnel                       |                                     |                                    |

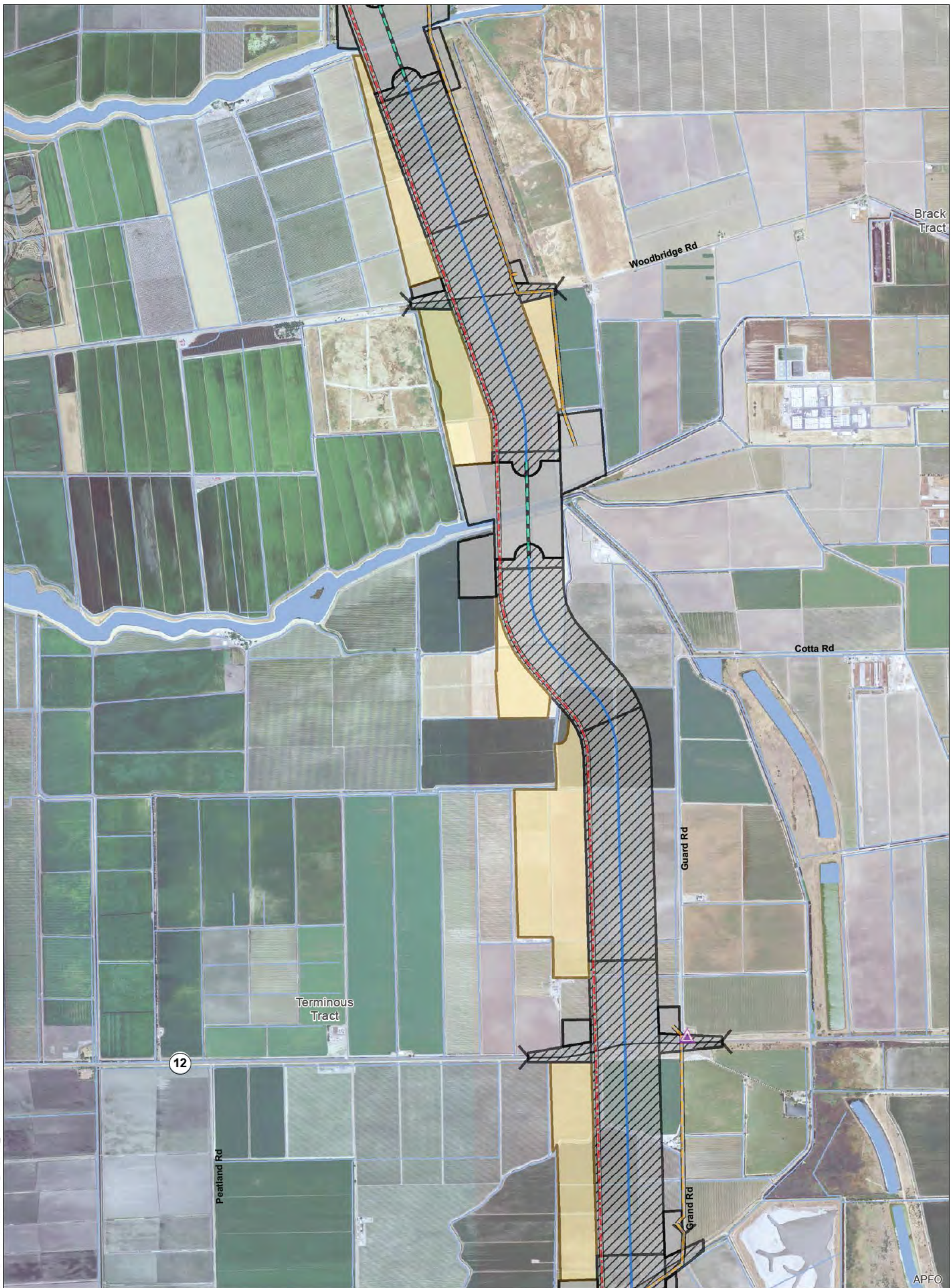


\*Surface impacts are not expected to result from subsurface features.  
 \*\*In-river features are not a permanent impact to navigation.



Sources: DWR DHCCP Engineering (rev 10c); NAIP 2012

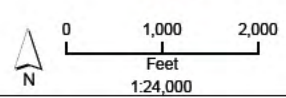
**Figure M3-2: Sheet 5 of 17  
 East Alignment (Alternatives 1B, 2B, and 6B)**



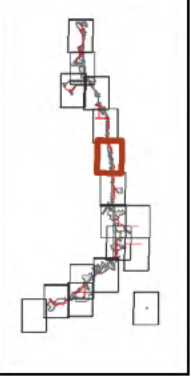
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**Legend**

- |  |                              |                                     |                                    |
|--|------------------------------|-------------------------------------|------------------------------------|
| Plan Area  | Control Structure            | Forebay                             | Potential Borrow and/or Spoil Area |
| Areas of Additional Analysis<br>(Outside of Legal Delta, for Power Only) | Conveyance / Intake Pipeline | Forebay Embankment                  | Reusable Tunnel Material Area      |
| Interconnection Point  | Operable Barrier             | Intake                              | Barge Unloading Facility           |
| Permanent OH Transmission Line   | Permanent Access Road        | *Proposed Subsurface Easement       | Concrete Batch Plant               |
| Temporary OH Transmission Line   | Siphon                       | **Proposed Permanent Surface Impact | Fuel Station                       |
| Bridge   | Temporary Access Road        | Proposed Temporary Surface Impact   | Safe Haven Work Area               |
| Canal Centerline   | Tunnel                       |                                     |                                    |

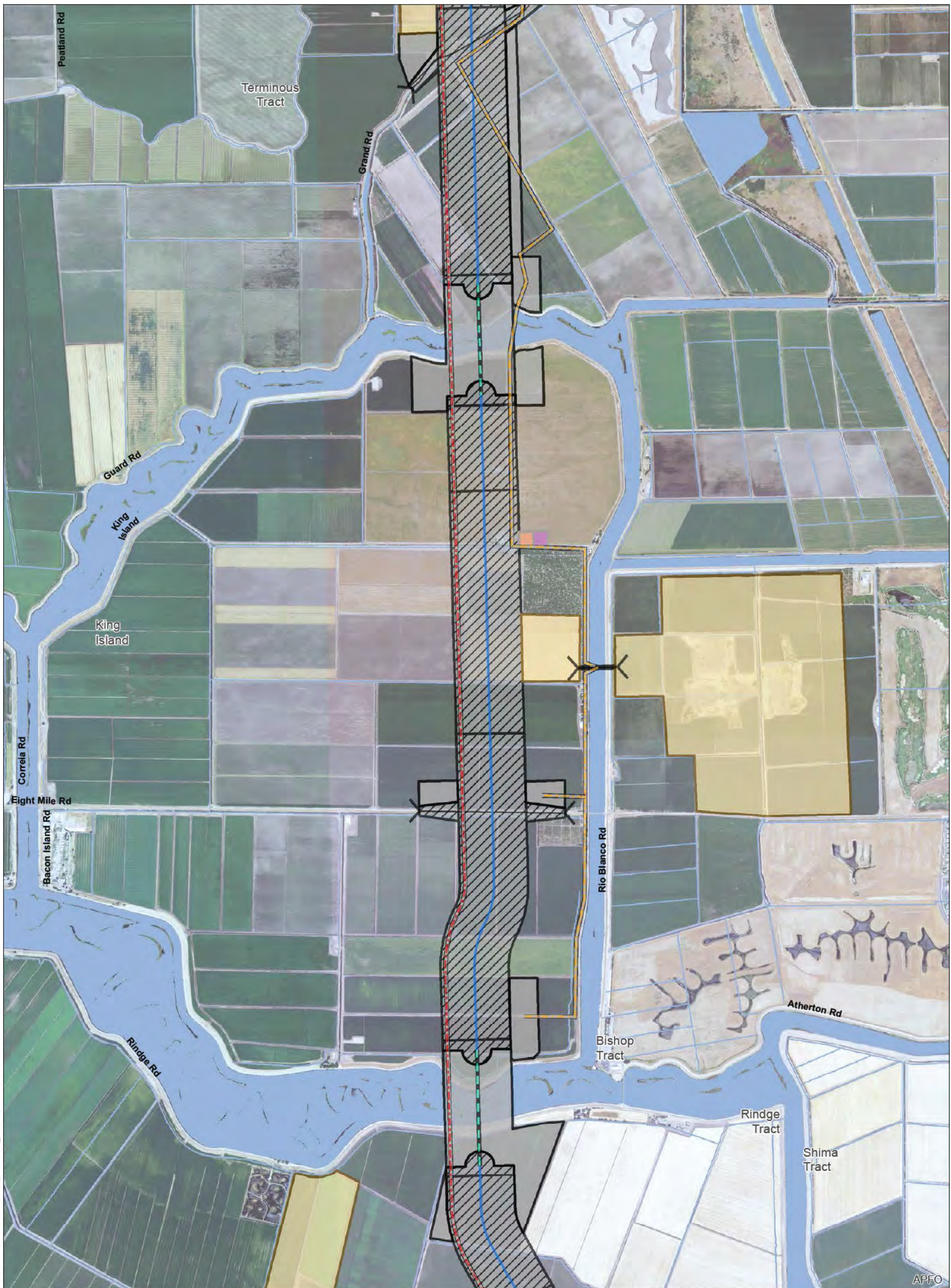


\*Surface impacts are not expected to result from subsurface features.  
 \*\*In-river features are not a permanent impact to navigation.



Sources: DWR DHCCP Engineering (rev 10c); NAIP 2012

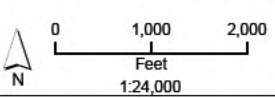
**Figure M3-2: Sheet 6 of 17  
 East Alignment (Alternatives 1B, 2B, and 6B)**



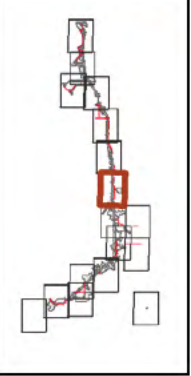
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**Legend**

- |  |                              |                                     |                                    |
|--|------------------------------|-------------------------------------|------------------------------------|
| Plan Area  | Control Structure            | Forebay                             | Potential Borrow and/or Spoil Area |
| Areas of Additional Analysis<br>(Outside of Legal Delta, for Power Only) | Conveyance / Intake Pipeline | Forebay Embankment                  | Reusable Tunnel Material Area      |
| Interconnection Point  | Operable Barrier             | Intake                              | Barge Unloading Facility           |
| Permanent OH Transmission Line   | Permanent Access Road        | *Proposed Subsurface Easement       | Concrete Batch Plant               |
| Temporary OH Transmission Line   | Siphon                       | **Proposed Permanent Surface Impact | Fuel Station                       |
| Bridge   | Temporary Access Road        | Proposed Temporary Surface Impact   | Safe Haven Work Area               |
| Canal Centerline   | Tunnel                       |                                     |                                    |

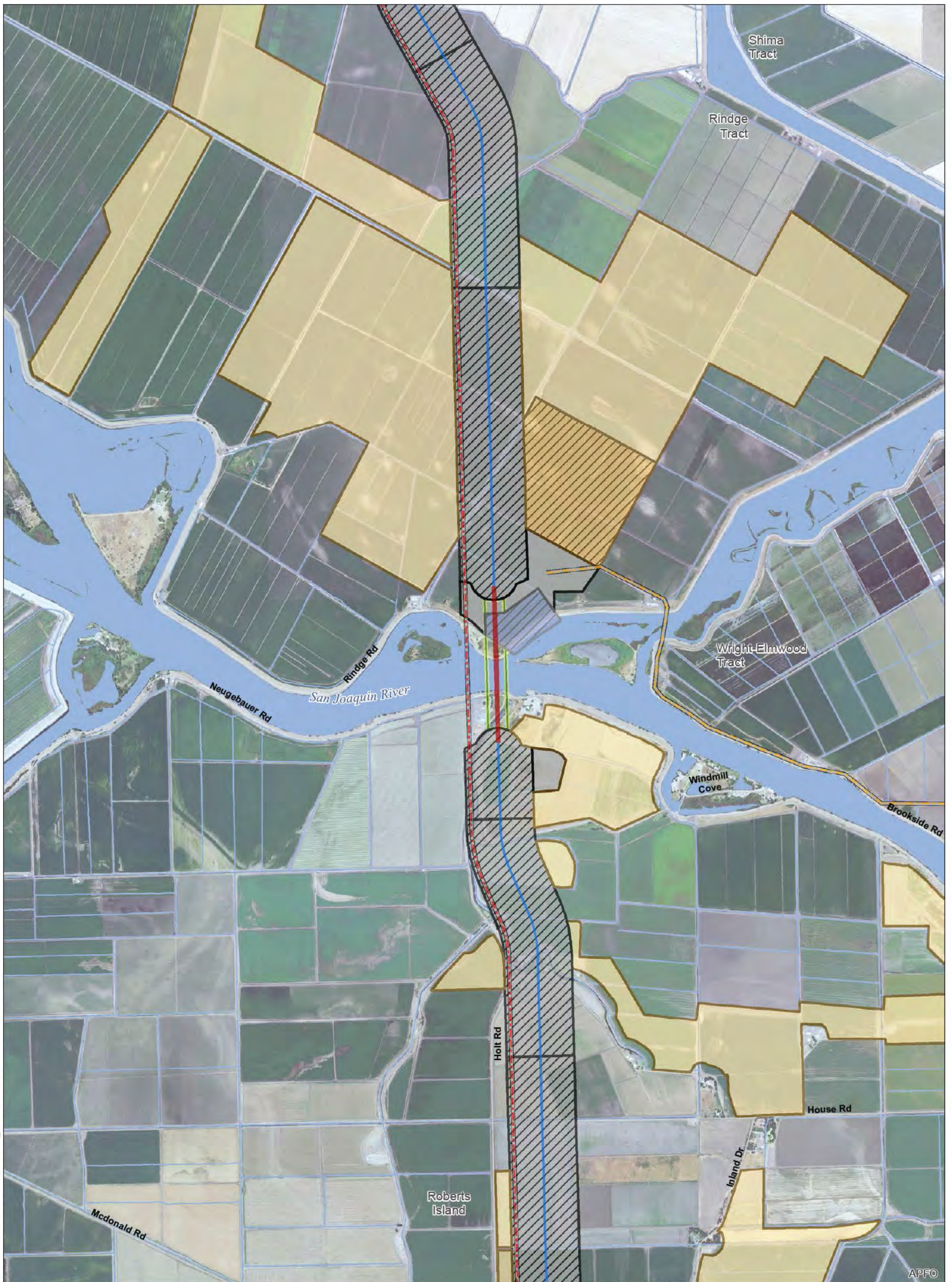


\*Surface impacts are not expected to result from subsurface features.  
 \*\*In-river features are not a permanent impact to navigation.



Sources: DWR DHCCP Engineering (rev 10c); NAIP 2012

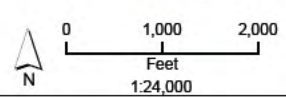
**Figure M3-2: Sheet 7 of 17  
 East Alignment (Alternatives 1B, 2B, and 6B)**



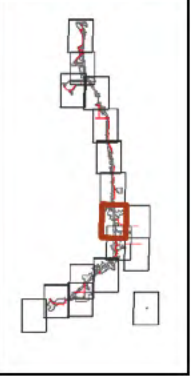
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**Legend**

- |  |                              |                                     |                                    |
|--|------------------------------|-------------------------------------|------------------------------------|
| Plan Area  | Control Structure            | Forebay                             | Potential Borrow and/or Spoil Area |
| Areas of Additional Analysis<br>(Outside of Legal Delta, for Power Only) | Conveyance / Intake Pipeline | Forebay Embankment                  | Reusable Tunnel Material Area      |
| Interconnection Point  | Operable Barrier             | Intake                              | Barge Unloading Facility           |
| Permanent OH Transmission Line   | Permanent Access Road        | *Proposed Subsurface Easement       | Concrete Batch Plant               |
| Temporary OH Transmission Line   | Siphon                       | **Proposed Permanent Surface Impact | Fuel Station                       |
| Bridge   | Temporary Access Road        | Proposed Temporary Surface Impact   | Safe Haven Work Area               |
| Canal Centerline   | Tunnel                       |                                     |                                    |

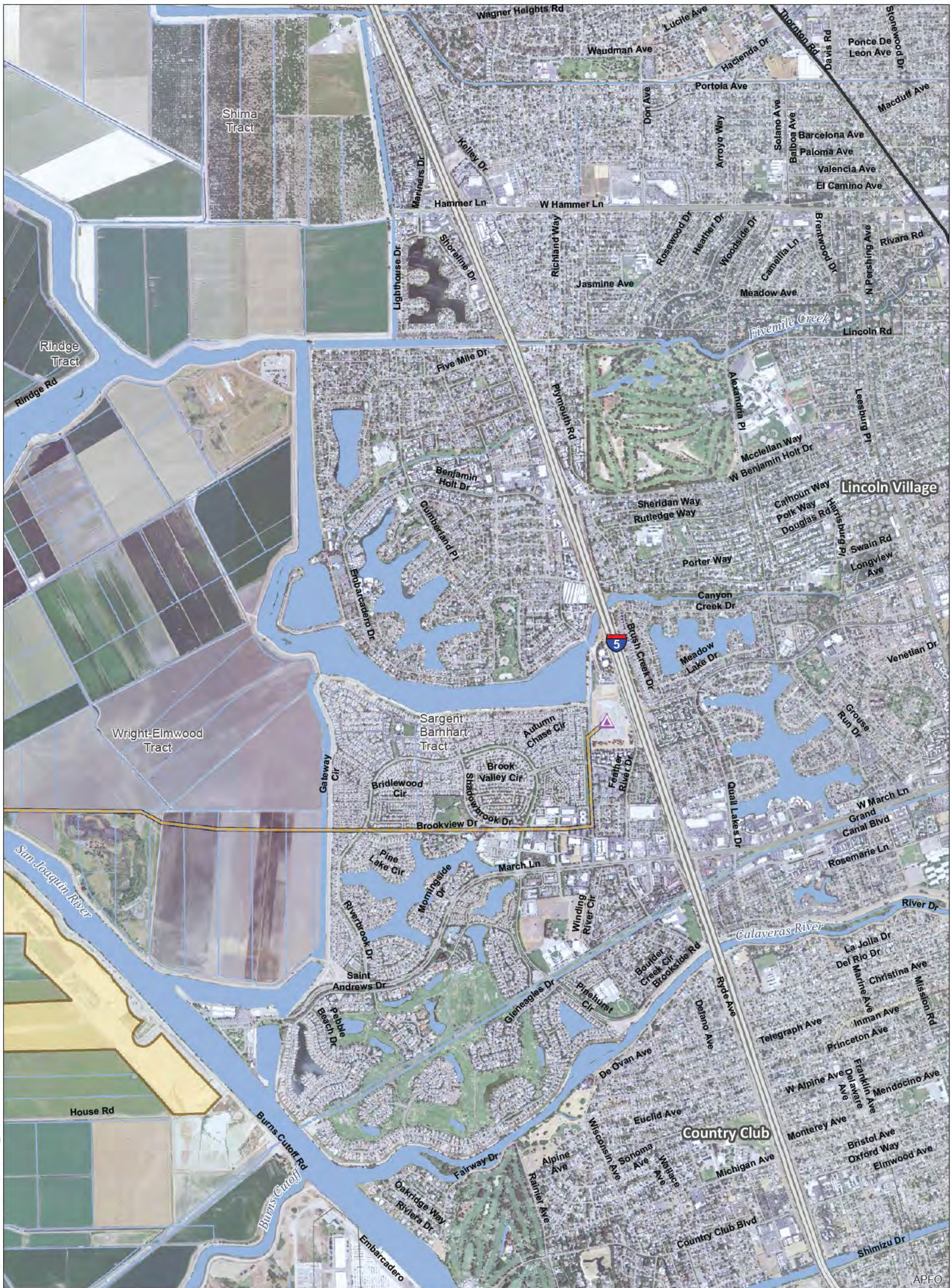


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 \*\*In-river features are not a permanent impact to navigation.



Sources: DWR DHCCP Engineering (rev 10c); NAIP 2012

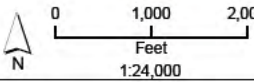
**Figure M3-2: Sheet 8 of 17  
 East Alignment (Alternatives 1B, 2B, and 6B)**



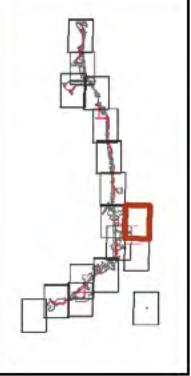
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**Legend**

- |  |                              |                                     |                                    |
|--|------------------------------|-------------------------------------|------------------------------------|
| Plan Area  | Control Structure            | Forebay                             | Potential Borrow and/or Spoil Area |
| Areas of Additional Analysis<br>(Outside of Legal Delta, for Power Only) | Conveyance / Intake Pipeline | Forebay Embankment                  | Reusable Tunnel Material Area      |
| Interconnection Point  | Operable Barrier             | Intake                              | Barge Unloading Facility           |
| Permanent OH Transmission Line   | Permanent Access Road        | *Proposed Subsurface Easement       | Concrete Batch Plant               |
| Temporary OH Transmission Line   | Siphon                       | **Proposed Permanent Surface Impact | Fuel Station                       |
| Bridge   | Temporary Access Road        | Proposed Temporary Surface Impact   | Safe Haven Work Area               |
| Canal Centerline   | Tunnel                       |                                     |                                    |



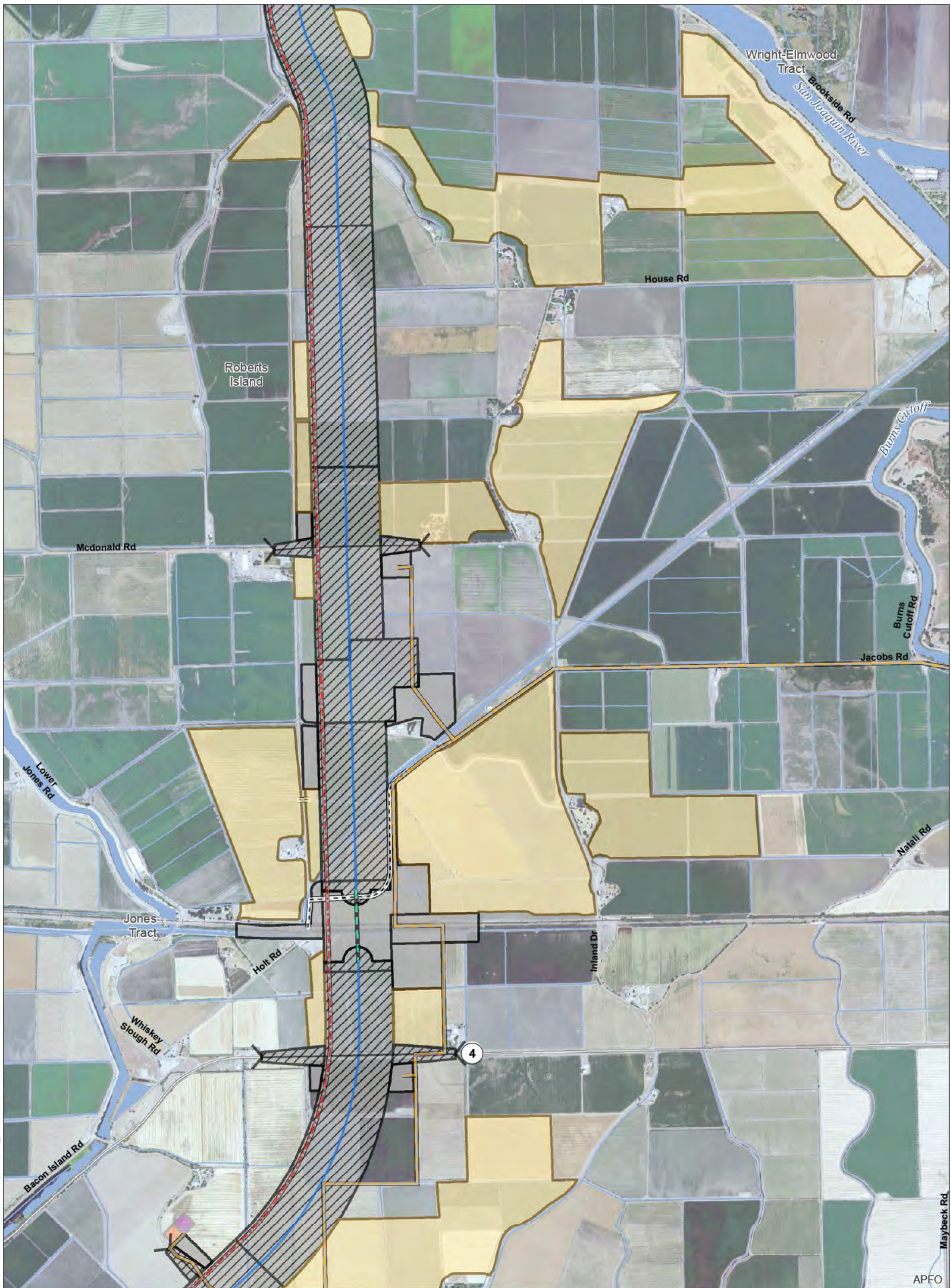
\*Surface impacts are not expected to result from subsurface features.  
 \*\*In-river features are not a permanent impact to navigation.



Sources: DWR DHCCP Engineering (rev 10c); NAIP 2012

**Figure M3-2: Sheet 9 of 17  
 East Alignment (Alternatives 1B, 2B, and 6B)**

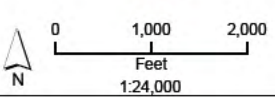




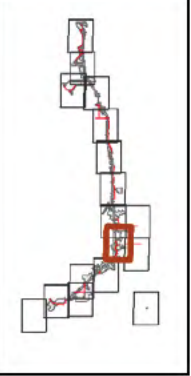
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**Legend**

- |  |                              |                                     |                                    |
|--|------------------------------|-------------------------------------|------------------------------------|
| Plan Area  | Control Structure            | Forebay                             | Potential Borrow and/or Spoil Area |
| Areas of Additional Analysis<br>(Outside of Legal Delta, for Power Only) | Conveyance / Intake Pipeline | Forebay Embankment                  | Reusable Tunnel Material Area      |
| Interconnection Point  | Operable Barrier             | Intake                              | Barge Unloading Facility           |
| Permanent OH Transmission Line   | Permanent Access Road        | *Proposed Subsurface Easement       | Concrete Batch Plant               |
| Temporary OH Transmission Line   | Siphon                       | **Proposed Permanent Surface Impact | Fuel Station                       |
| Bridge   | Temporary Access Road        | Proposed Temporary Surface Impact   | Safe Haven Work Area               |
| Canal Centerline   | Tunnel                       |                                     |                                    |



\*Surface impacts are not expected to result from subsurface features.  
 \*\*In-river features are not a permanent impact to navigation.



Sources: DWR DHCCP Engineering (rev 10c); NAIP 2012

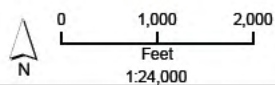
**Figure M3-2: Sheet 10 of 17  
 East Alignment (Alternatives 1B, 2B, and 6B)**



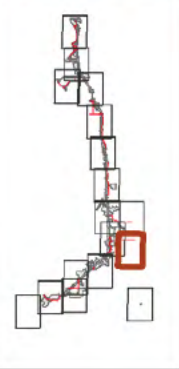
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**Legend**

- |   |                              |                                     |                                    |
|---|------------------------------|-------------------------------------|------------------------------------|
| Plan Area   | Control Structure            | Forebay                             | Potential Borrow and/or Spoil Area |
| Areas of Additional Analysis (Outside of Legal Delta, for Power Only) | Conveyance / Intake Pipeline | Forebay Embankment                  | Reusable Tunnel Material Area      |
| Interconnection Point   | Operable Barrier             | Intake                              | Barge Unloading Facility           |
| Permanent OH Transmission Line  | Permanent Access Road        | *Proposed Subsurface Easement       | Concrete Batch Plant               |
| Temporary OH Transmission Line  | Siphon                       | **Proposed Permanent Surface Impact | Fuel Station                       |
| Bridge  | Temporary Access Road        | Proposed Temporary Surface Impact   | Safe Haven Work Area               |
| Canal Centerline  | Tunnel                       |                                     |                                    |

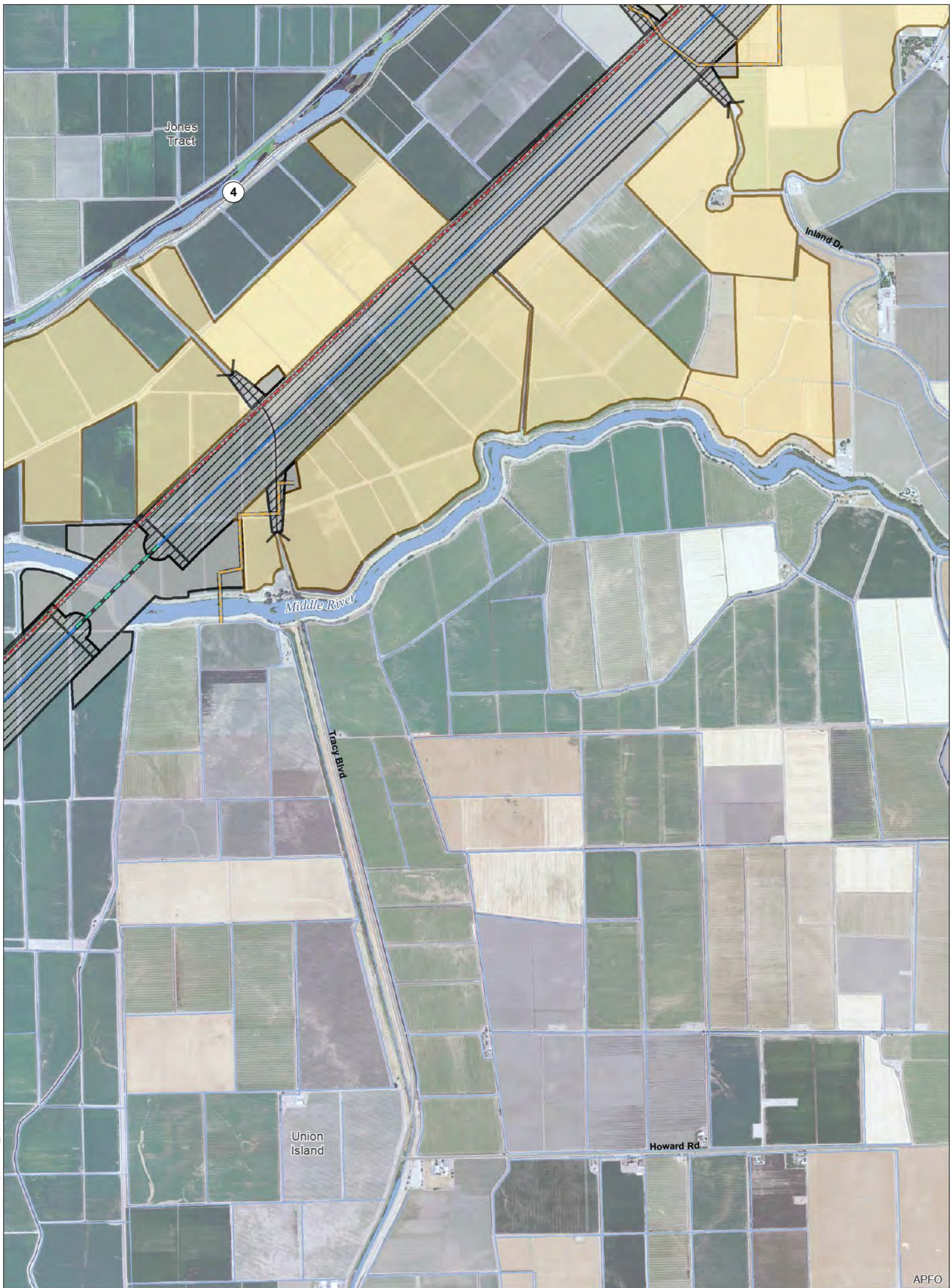


\*Surface impacts are not expected to result from subsurface features.  
 \*\*In-river features are not a permanent impact to navigation.



Sources: DWR DHCCP Engineering (rev 10c); NAIP 2012

**Figure M3-2: Sheet 11 of 17  
 East Alignment (Alternatives 1B, 2B, and 6B)**

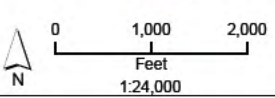


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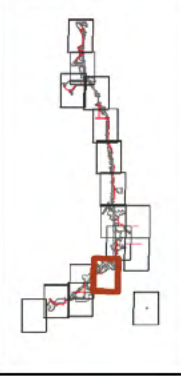
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**Legend**

- |  |                              |                                     |                                    |
|--|------------------------------|-------------------------------------|------------------------------------|
| Plan Area  | Control Structure            | Forebay                             | Potential Borrow and/or Spoil Area |
| Areas of Additional Analysis<br>(Outside of Legal Delta, for Power Only) | Conveyance / Intake Pipeline | Forebay Embankment                  | Reusable Tunnel Material Area      |
| Interconnection Point  | Operable Barrier             | Intake                              | Barge Unloading Facility           |
| Permanent OH Transmission Line   | Permanent Access Road        | *Proposed Subsurface Easement       | Concrete Batch Plant               |
| Temporary OH Transmission Line   | Siphon                       | **Proposed Permanent Surface Impact | Fuel Station                       |
| Bridge   | Temporary Access Road        | Proposed Temporary Surface Impact   | Safe Haven Work Area               |
| Canal Centerline   | Tunnel                       |                                     |                                    |

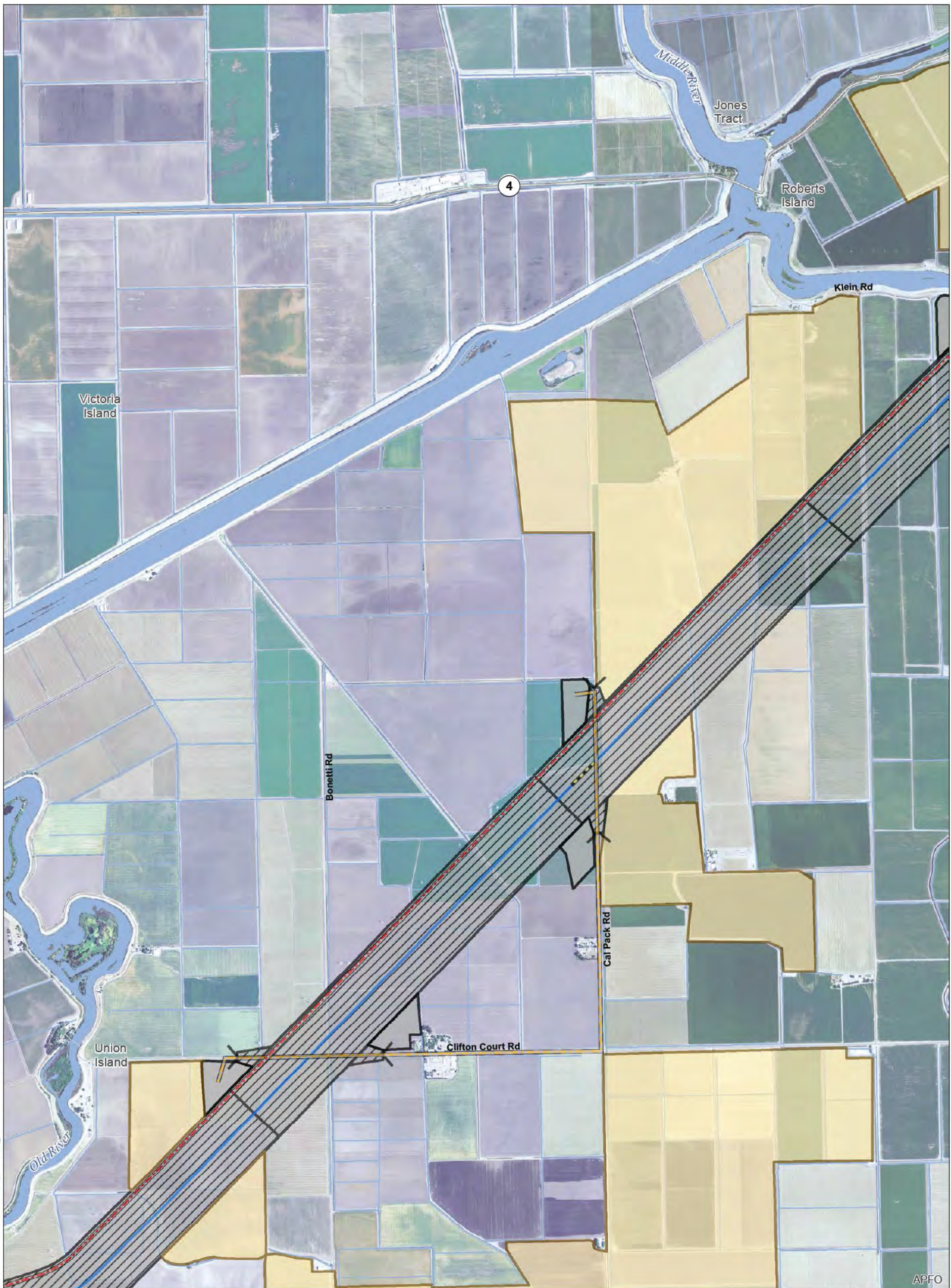


\*Surface impacts are not expected to result from subsurface features.  
 \*\*In-river features are not a permanent impact to navigation.



Sources: DWR DHCCP Engineering (rev 10c); NAIP 2012

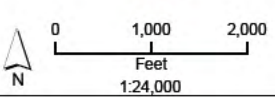
**Figure M3-2: Sheet 12 of 17  
 East Alignment (Alternatives 1B, 2B, and 6B)**



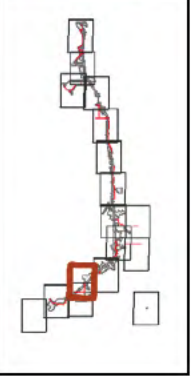
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**Legend**

- |  |                              |                                     |                                    |
|--|------------------------------|-------------------------------------|------------------------------------|
| Plan Area  | Control Structure            | Forebay                             | Potential Borrow and/or Spoil Area |
| Areas of Additional Analysis<br>(Outside of Legal Delta, for Power Only) | Conveyance / Intake Pipeline | Forebay Embankment                  | Reusable Tunnel Material Area      |
| Interconnection Point  | Operable Barrier             | Intake                              | Barge Unloading Facility           |
| Permanent OH Transmission Line   | Permanent Access Road        | *Proposed Subsurface Easement       | Concrete Batch Plant               |
| Temporary OH Transmission Line   | Siphon                       | **Proposed Permanent Surface Impact | Fuel Station                       |
| Bridge   | Temporary Access Road        | Proposed Temporary Surface Impact   | Safe Haven Work Area               |
| Canal Centerline   | Tunnel                       |                                     |                                    |

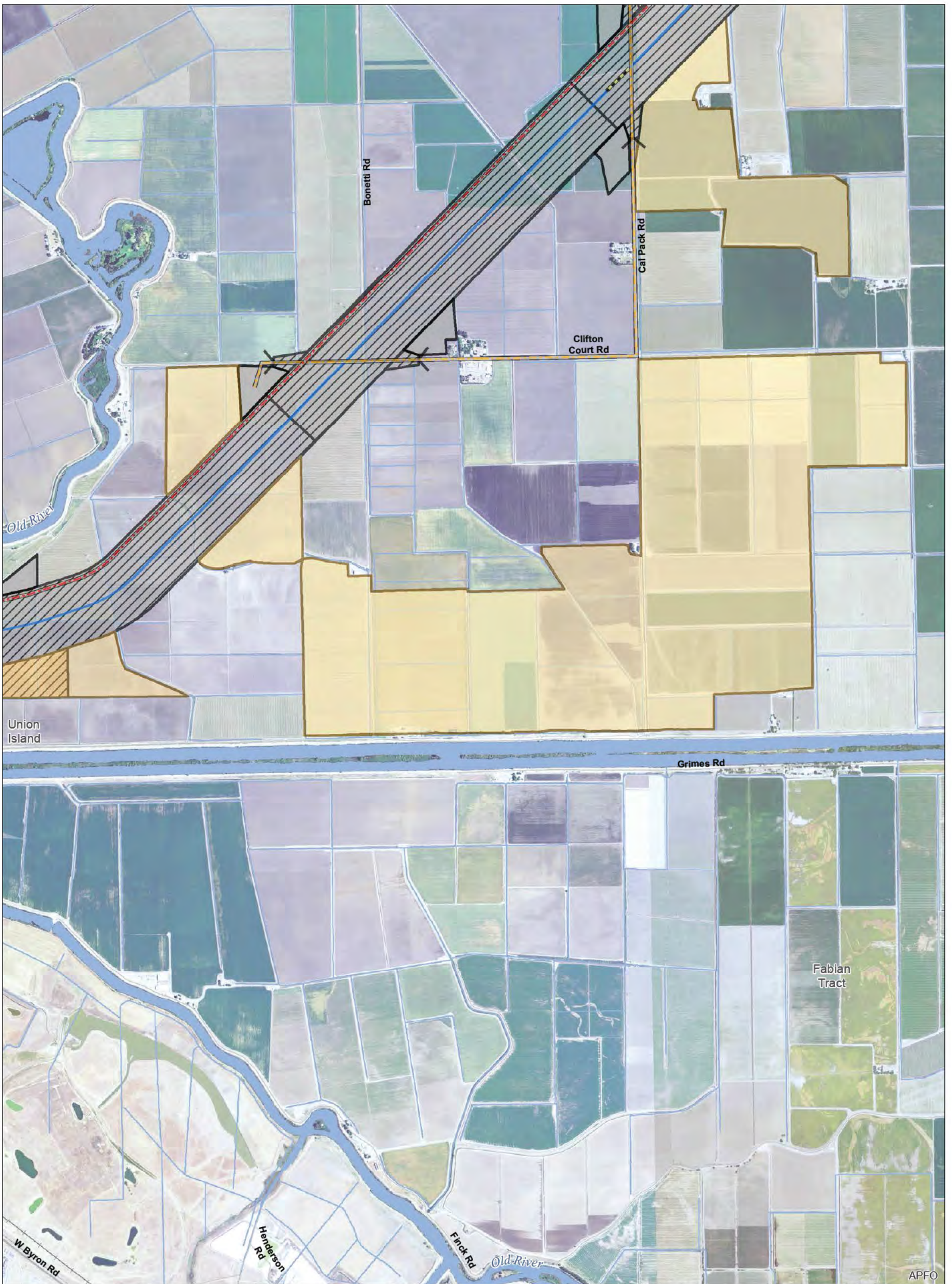


\*Surface impacts are not expected to result from subsurface features.  
 \*\*In-river features are not a permanent impact to navigation.



APFO

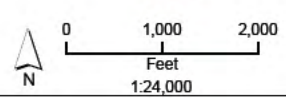
**Figure M3-2: Sheet 13 of 17  
East Alignment (Alternatives 1B, 2B, and 6B)**



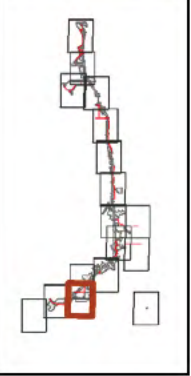
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**Legend**

- |  |                              |                                     |                                    |
|--|------------------------------|-------------------------------------|------------------------------------|
| Plan Area  | Control Structure            | Forebay                             | Potential Borrow and/or Spoil Area |
| Areas of Additional Analysis<br>(Outside of Legal Delta, for Power Only) | Conveyance / Intake Pipeline | Forebay Embankment                  | Reusable Tunnel Material Area      |
| Interconnection Point  | Operable Barrier             | Intake                              | Barge Unloading Facility           |
| Permanent OH Transmission Line   | Permanent Access Road        | *Proposed Subsurface Easement       | Concrete Batch Plant               |
| Temporary OH Transmission Line   | Siphon                       | **Proposed Permanent Surface Impact | Fuel Station                       |
| Bridge   | Temporary Access Road        | Proposed Temporary Surface Impact   | Safe Haven Work Area               |
| Canal Centerline   | Tunnel                       |                                     |                                    |

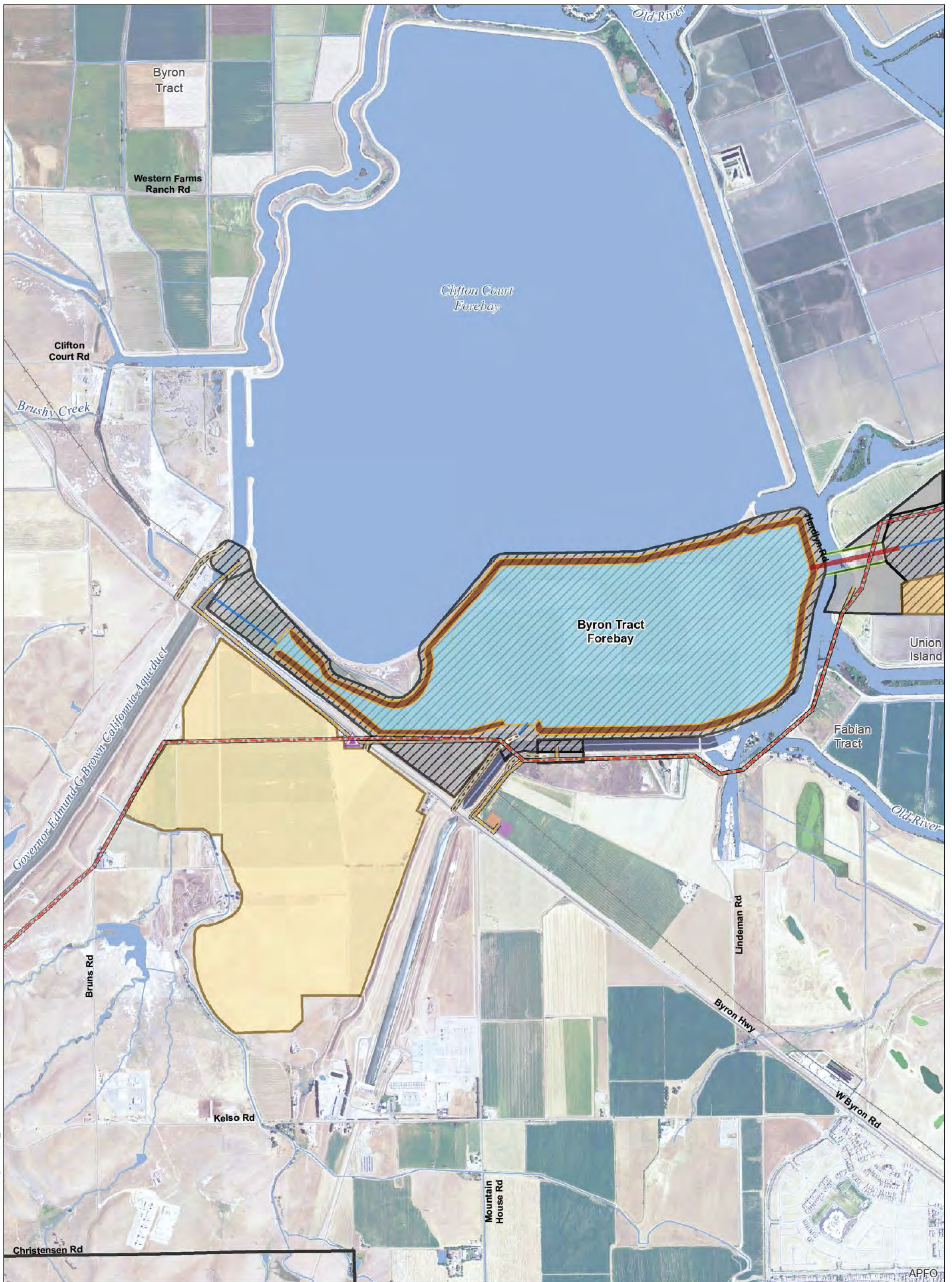


\*Surface impacts are not expected to result from subsurface features.  
 \*\*In-river features are not a permanent impact to navigation.



Sources: DWR DHCCP Engineering (rev 10c); NAIP 2012

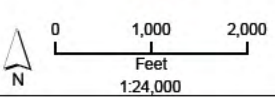
**Figure M3-2: Sheet 14 of 17  
 East Alignment (Alternatives 1B, 2B, and 6B)**



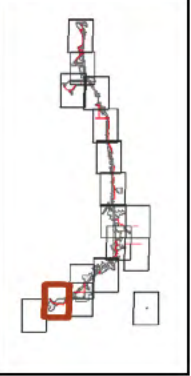
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**Legend**

- |  |                              |                                     |                                    |
|--|------------------------------|-------------------------------------|------------------------------------|
| Plan Area  | Control Structure            | Forebay                             | Potential Borrow and/or Spoil Area |
| Areas of Additional Analysis<br>(Outside of Legal Delta, for Power Only) | Conveyance / Intake Pipeline | Forebay Embankment                  | Reusable Tunnel Material Area      |
| Interconnection Point  | Operable Barrier             | Intake                              | Barge Unloading Facility           |
| Permanent OH Transmission Line   | Permanent Access Road        | *Proposed Subsurface Easement       | Concrete Batch Plant               |
| Temporary OH Transmission Line   | Siphon                       | **Proposed Permanent Surface Impact | Fuel Station                       |
| Bridge   | Temporary Access Road        | Proposed Temporary Surface Impact   | Safe Haven Work Area               |
| Canal Centerline   | Tunnel                       |                                     |                                    |

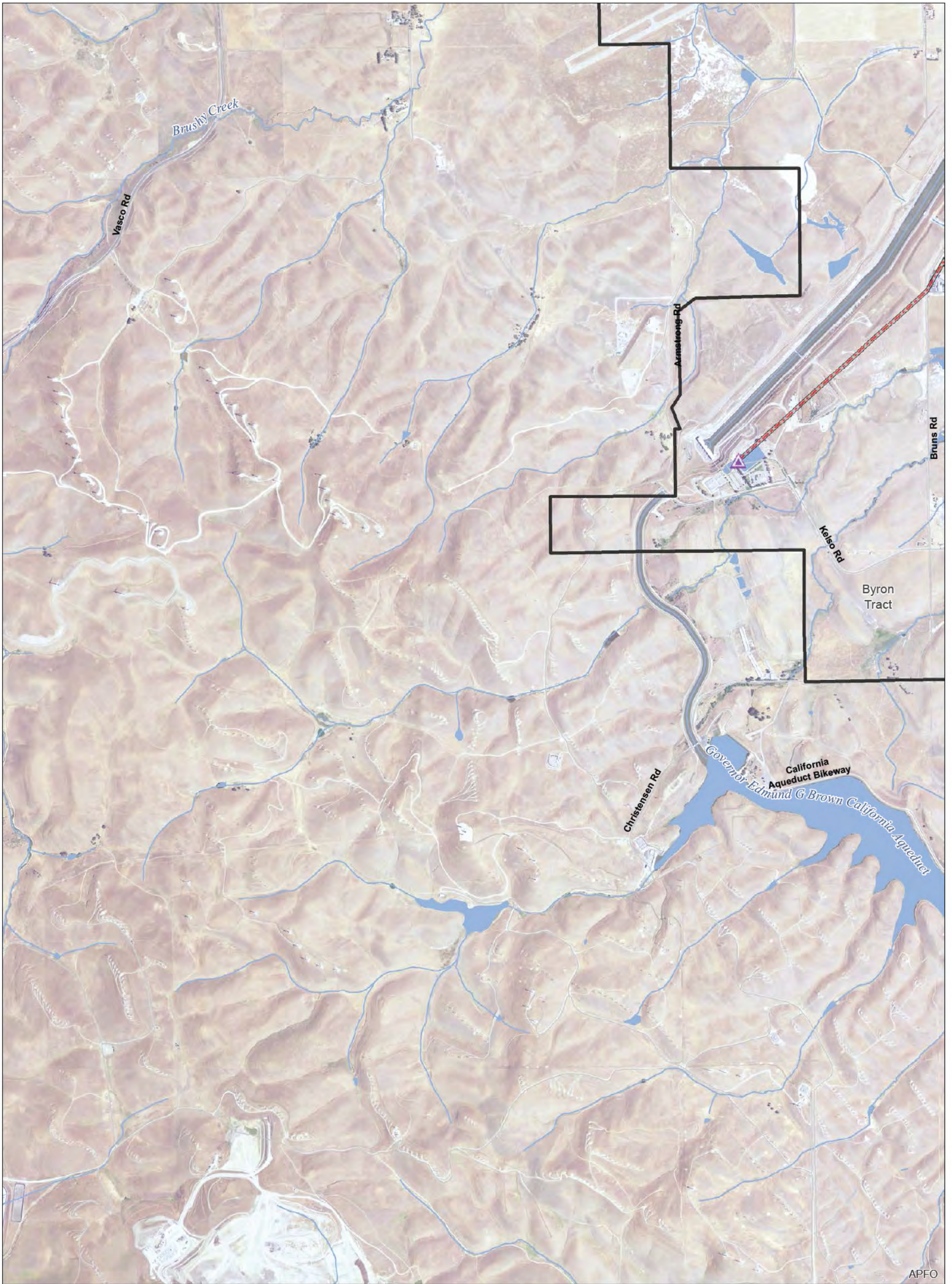


\*Surface impacts are not expected to result from subsurface features.  
 \*\*In-river features are not a permanent impact to navigation.



Sources: DWR DHCCP Engineering (rev 10c); NAIP 2012

**Figure M3-2: Sheet 15 of 17  
 East Alignment (Alternatives 1B, 2B, and 6B)**

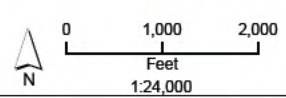


APFO

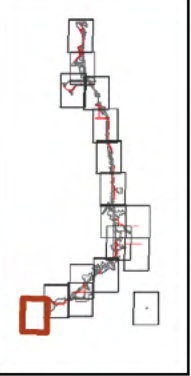
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**Legend**

- |  |                              |                                     |                                    |
|--|------------------------------|-------------------------------------|------------------------------------|
| Plan Area  | Control Structure            | Forebay                             | Potential Borrow and/or Spoil Area |
| Areas of Additional Analysis<br>(Outside of Legal Delta, for Power Only) | Conveyance / Intake Pipeline | Forebay Embankment                  | Reusable Tunnel Material Area      |
| Interconnection Point  | Operable Barrier             | Intake                              | Barge Unloading Facility           |
| Permanent OH Transmission Line   | Permanent Access Road        | *Proposed Subsurface Easement       | Concrete Batch Plant               |
| Temporary OH Transmission Line   | Siphon                       | **Proposed Permanent Surface Impact | Fuel Station                       |
| Bridge   | Temporary Access Road        | Proposed Temporary Surface Impact   | Safe Haven Work Area               |
| Canal Centerline   | Tunnel                       |                                     |                                    |



\*Surface impacts are not expected to result from subsurface features.  
 \*\*In-river features are not a permanent impact to navigation.



Sources: DWR DHCCP Engineering (rev 10c); NAIP 2012

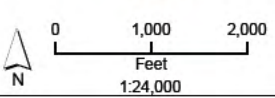
**Figure M3-2: Sheet 16 of 17  
 East Alignment (Alternatives 1B, 2B, and 6B)**



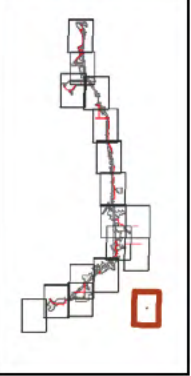
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**Legend**

- |  |                              |                                     |                                    |
|--|------------------------------|-------------------------------------|------------------------------------|
| Plan Area  | Control Structure            | Forebay                             | Potential Borrow and/or Spoil Area |
| Areas of Additional Analysis<br>(Outside of Legal Delta, for Power Only) | Conveyance / Intake Pipeline | Forebay Embankment                  | Reusable Tunnel Material Area      |
| Interconnection Point  | Operable Barrier             | Intake                              | Barge Unloading Facility           |
| Permanent OH Transmission Line   | Permanent Access Road        | *Proposed Subsurface Easement       | Concrete Batch Plant               |
| Temporary OH Transmission Line   | Siphon                       | **Proposed Permanent Surface Impact | Fuel Station                       |
| Bridge   | Temporary Access Road        | Proposed Temporary Surface Impact   | Safe Haven Work Area               |
| Canal Centerline   | Tunnel                       |                                     |                                    |



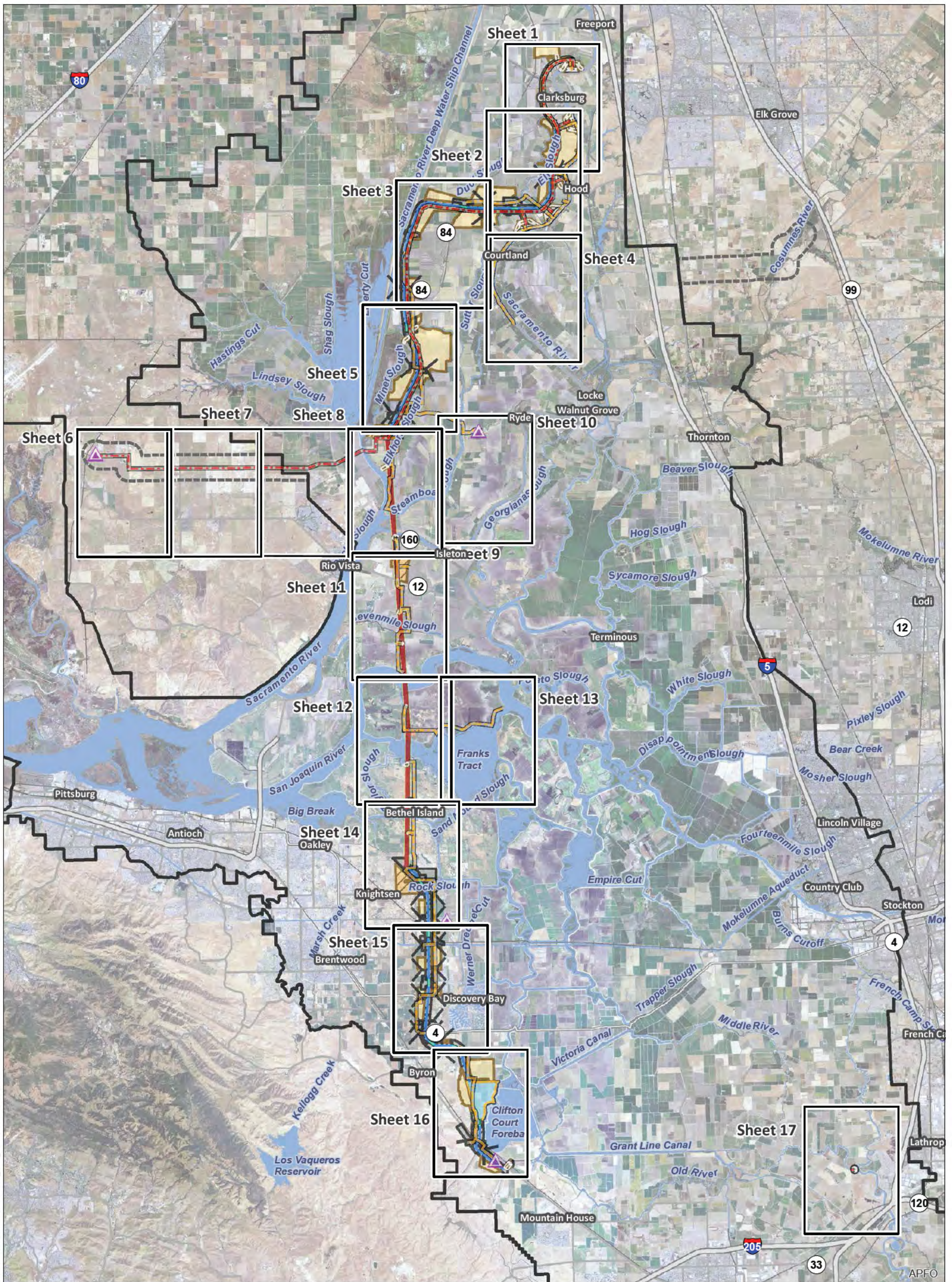
\*Surface impacts are not expected to result from subsurface features.  
 \*\*In-river features are not a permanent impact to navigation.



Sources: DWR DHCCP Engineering (rev 10c); NAIP 2012

**Figure M3-2: Sheet 17 of 17  
 East Alignment (Alternatives 1B, 2B, and 6B)**

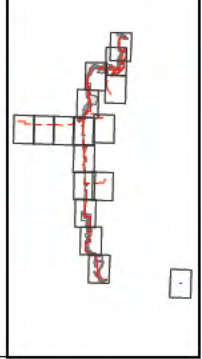




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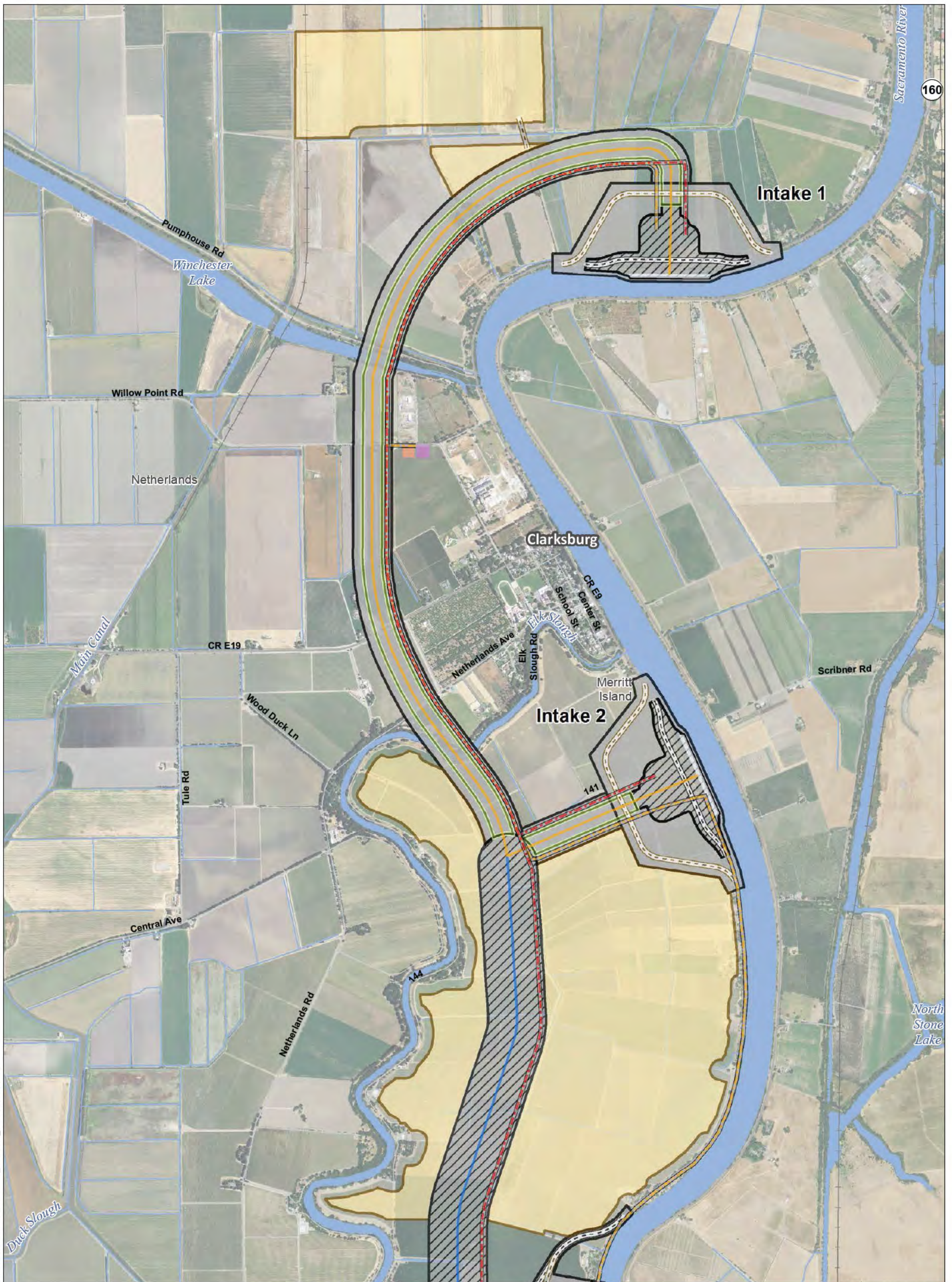
<b>Legend</b>					
Interstate	Interconnection Point	Conveyance / Intake Pipeline	Forebay	Potential Borrow and/or Spoil Area	
State Highway/Route	Permanent OH Transmission Line	Operable Barrier	Forebay Embankment	Reusable Tunnel Material Area	
Railroad	Temporary OH Transmission Line	Permanent Access Road	Intake	Barge Unloading Facility	
Plan Area	Bridge	Siphon	*Proposed Subsurface Easement	Concrete Batch Plant	
Areas of Additional Analysis (Outside of Legal Delta; for Power Only)	Canal	Temporary Access Road	**Proposed Permanent Surface Impact	Fuel Station	
Water	Control Structure	Tunnel	Proposed Temporary Surface Impact	Safe Haven Work Area	

\*Surface impacts are not expected to result from subsurface features.      \*\*In-river features are not a permanent impact to navigation.



Sources: DWR DHCCP Engineering (rev 10c); NAIP 2012

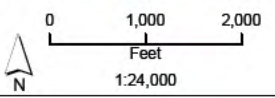
**Figure M3-3: Index West Alignment (Alternatives 1C, 2C, and 6C)**



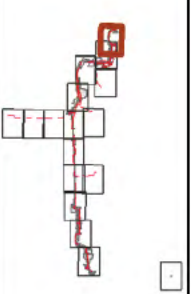
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**Legend**

- |  |                              |                                     |                                    |
|--|------------------------------|-------------------------------------|------------------------------------|
| Plan Area  | Canal Centerline             | Forebay                             | Potential Borrow and/or Spoil Area |
| Areas of Additional Analysis<br>(Outside of Legal Delta; for Power Only) | Control Structure            | Forebay Embankment                  | Reusable Tunnel Material Area      |
| Interconnection Point  | Conveyance / Intake Pipeline | Intake                              | Barge Unloading Facility           |
| Permanent OH Transmission Line   | Permanent Access Road        | *Proposed Subsurface Easement       | Concrete Batch Plant               |
| Temporary OH Transmission Line   | Siphon                       | **Proposed Permanent Surface Impact | Fuel Station                       |
| Bridge   | Temporary Access Road        | Proposed Temporary Surface Impact   | Safe Haven Work Area               |
|  | Tunnel                       |                                     |                                    |

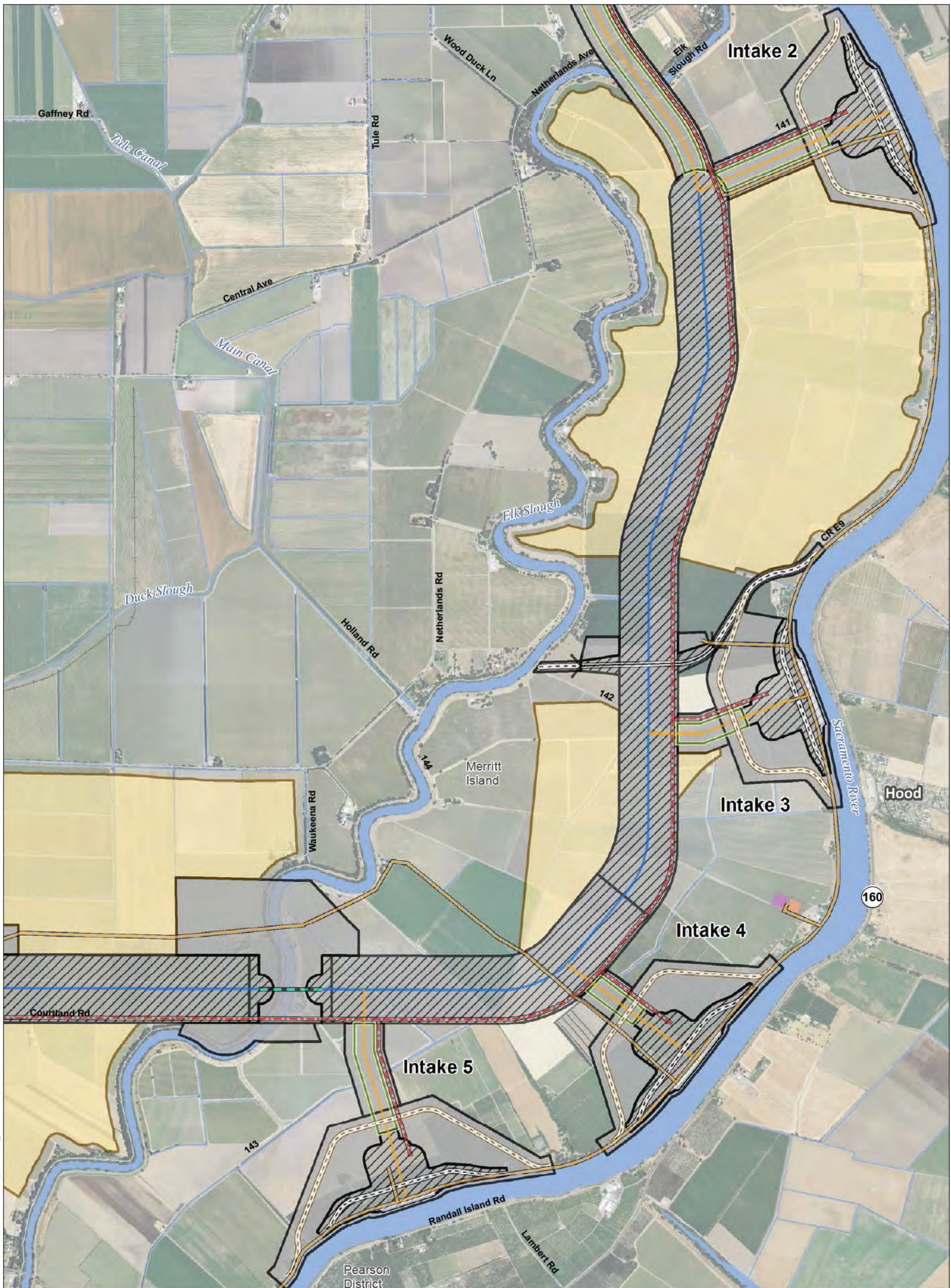


\*Surface impacts are not expected to result from subsurface features.  
 \*\*In-river features are not a permanent impact to navigation.



Sources: Plan Area, SAIC 2010; DWR DHCCP Engineering (rev 10b); NA P 2012

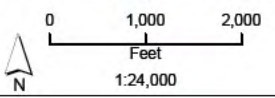
**Figure M3-3: Sheet 1 of 17 West Alignment (Alternatives 1C, 2C, and 6C)**



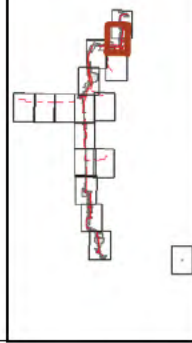
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**Legend**

- |  |                              |                                     |                                    |
|--|------------------------------|-------------------------------------|------------------------------------|
| Plan Area  | Canal Centerline             | Forebay                             | Potential Borrow and/or Spoil Area |
| Areas of Additional Analysis<br>(Outside of Legal Delta; for Power Only) | Control Structure            | Forebay Embankment                  | Reusable Tunnel Material Area      |
| Interconnection Point  | Conveyance / Intake Pipeline | Intake                              | Barge Unloading Facility           |
| Permanent OH Transmission Line   | Permanent Access Road        | *Proposed Subsurface Easement       | Concrete Batch Plant               |
| Temporary OH Transmission Line   | Siphon                       | **Proposed Permanent Surface Impact | Fuel Station                       |
| Bridge   | Temporary Access Road        | Proposed Temporary Surface Impact   | Safe Haven Work Area               |
|  | Tunnel                       |                                     |                                    |

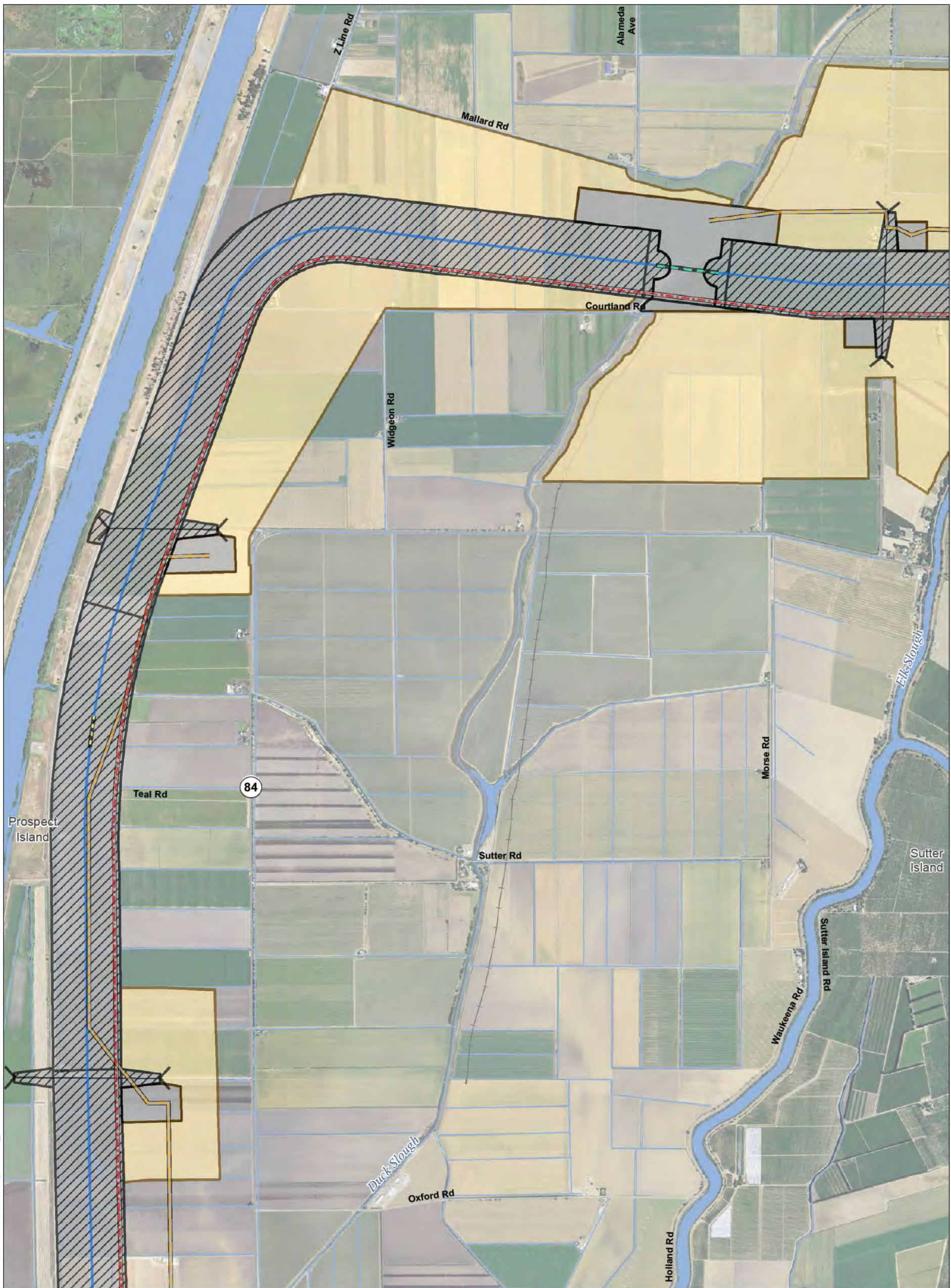


\*Surface impacts are not expected to result from subsurface features.  
 \*\*In-river features are not a permanent impact to navigation.



Sources: Plan Area, SAIC 2010; DWR DHCCP Engineering (rev 10b); NA P 2012

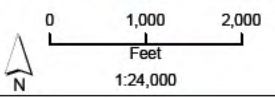
**Figure M3-3: Sheet 2 of 17 West Alignment (Alternatives 1C, 2C, and 6C)**



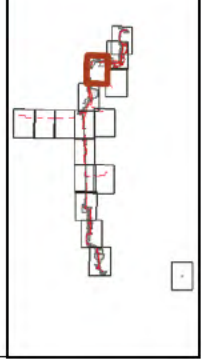
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**Legend**

- |  |                              |                                     |                                    |
|--|------------------------------|-------------------------------------|------------------------------------|
| Plan Area  | Canal Centerline             | Forebay                             | Potential Borrow and/or Spoil Area |
| Areas of Additional Analysis<br>(Outside of Legal Delta; for Power Only) | Control Structure            | Forebay Embankment                  | Reusable Tunnel Material Area      |
| Interconnection Point  | Conveyance / Intake Pipeline | Intake                              | Barge Unloading Facility           |
| Permanent OH Transmission Line   | Permanent Access Road        | *Proposed Subsurface Easement       | Concrete Batch Plant               |
| Temporary OH Transmission Line   | Siphon                       | **Proposed Permanent Surface Impact | Fuel Station                       |
| Bridge   | Temporary Access Road        | Proposed Temporary Surface Impact   | Safe Haven Work Area               |
|  | Tunnel                       |                                     |                                    |



\*Surface impacts are not expected to result from subsurface features.  
 \*\*In-river features are not a permanent impact to navigation.



Sources: Plan Area, SAIC 2010; DWR DHCCP Engineering (rev 10b); NA P 2012

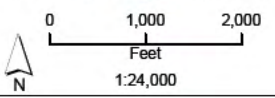
**Figure M3-3: Sheet 3 of 17  
 West Alignment (Alternatives 1C, 2C, and 6C)**



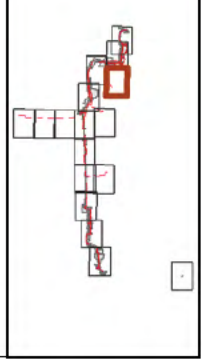
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**Legend**

- |  |                              |                                     |                                    |
|--|------------------------------|-------------------------------------|------------------------------------|
| Plan Area  | Canal Centerline             | Forebay                             | Potential Borrow and/or Spoil Area |
| Areas of Additional Analysis<br>(Outside of Legal Delta; for Power Only) | Control Structure            | Forebay Embankment                  | Reusable Tunnel Material Area      |
| Interconnection Point  | Conveyance / Intake Pipeline | Intake                              | Barge Unloading Facility           |
| Permanent OH Transmission Line   | Permanent Access Road        | *Proposed Subsurface Easement       | Concrete Batch Plant               |
| Temporary OH Transmission Line   | Siphon                       | **Proposed Permanent Surface Impact | Fuel Station                       |
| Bridge   | Temporary Access Road        | Proposed Temporary Surface Impact   | Safe Haven Work Area               |
|  | Tunnel                       |                                     |                                    |

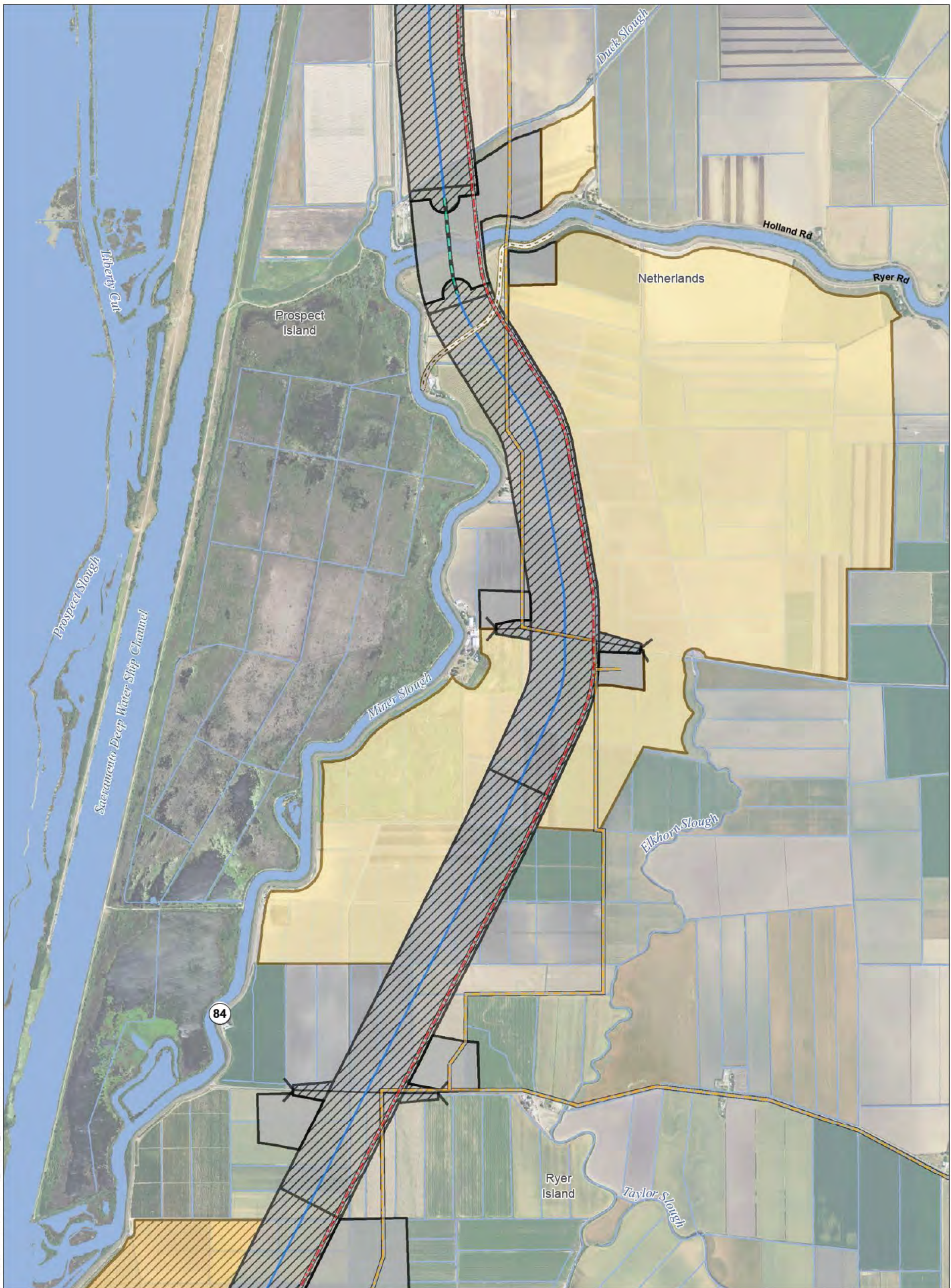


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 \*\*In-river features are not a permanent impact to navigation.



Sources: Plan Area, SAIC 2010; DWR DHCCP Engineering (rev 10b); NA P 2012

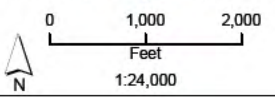
**Figure M3-3: Sheet 4 of 17  
 West Alignment (Alternatives 1C, 2C, and 6C)**



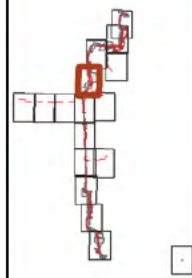
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**Legend**

- |  |                              |                                     |                                    |
|--|------------------------------|-------------------------------------|------------------------------------|
| Plan Area  | Canal Centerline             | Forebay                             | Potential Borrow and/or Spoil Area |
| Areas of Additional Analysis<br>(Outside of Legal Delta; for Power Only) | Control Structure            | Forebay Embankment                  | Reusable Tunnel Material Area      |
| Interconnection Point  | Conveyance / Intake Pipeline | Intake                              | Barge Unloading Facility           |
| Permanent OH Transmission Line   | Permanent Access Road        | *Proposed Subsurface Easement       | Concrete Batch Plant               |
| Temporary OH Transmission Line   | Siphon                       | **Proposed Permanent Surface Impact | Fuel Station                       |
| Bridge   | Temporary Access Road        | Proposed Temporary Surface Impact   | Safe Haven Work Area               |
|  | Tunnel                       |                                     |                                    |

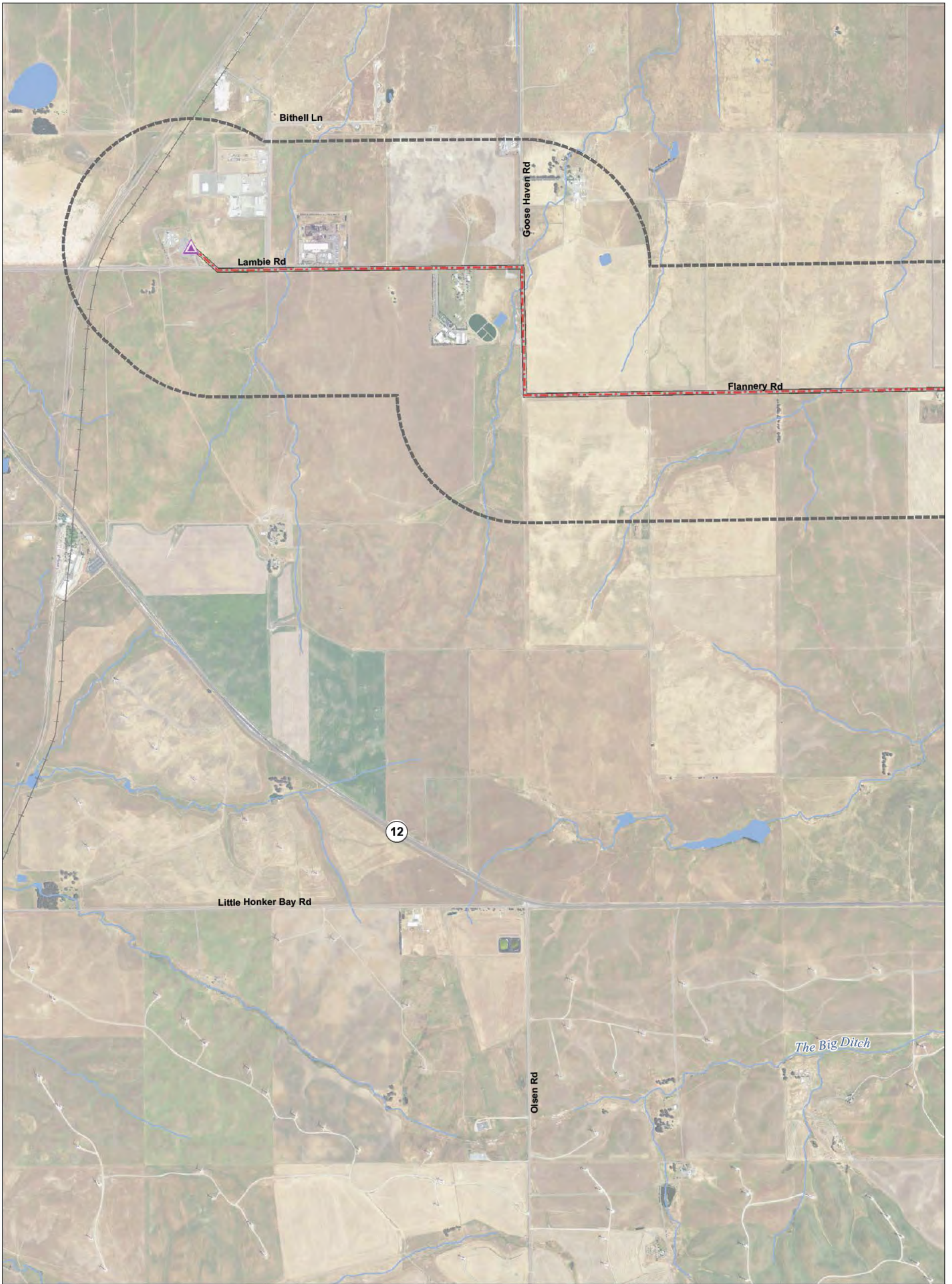


\*Surface impacts are not expected to result from subsurface features.  
 \*\*In-river features are not a permanent impact to navigation.



Sources: Plan Area, SAIC 2010; DWR DHCCP Engineering (rev 10b); NA P 2012

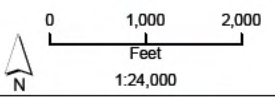
**Figure M3-3: Sheet 5 of 17  
 West Alignment (Alternatives 1C, 2C, and 6C)**



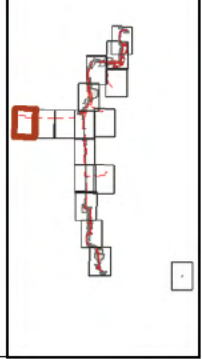
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**Legend**

- |  |                              |                                     |                                    |
|--|------------------------------|-------------------------------------|------------------------------------|
| Plan Area  | Canal Centerline             | Forebay                             | Potential Borrow and/or Spoil Area |
| Areas of Additional Analysis<br>(Outside of Legal Delta; for Power Only) | Control Structure            | Forebay Embankment                  | Reusable Tunnel Material Area      |
| Interconnection Point  | Conveyance / Intake Pipeline | Intake                              | Barge Unloading Facility           |
| Permanent OH Transmission Line   | Permanent Access Road        | *Proposed Subsurface Easement       | Concrete Batch Plant               |
| Temporary OH Transmission Line   | Siphon                       | **Proposed Permanent Surface Impact | Fuel Station                       |
| Bridge   | Temporary Access Road        | Proposed Temporary Surface Impact   | Safe Haven Work Area               |
|  | Tunnel                       |                                     |                                    |

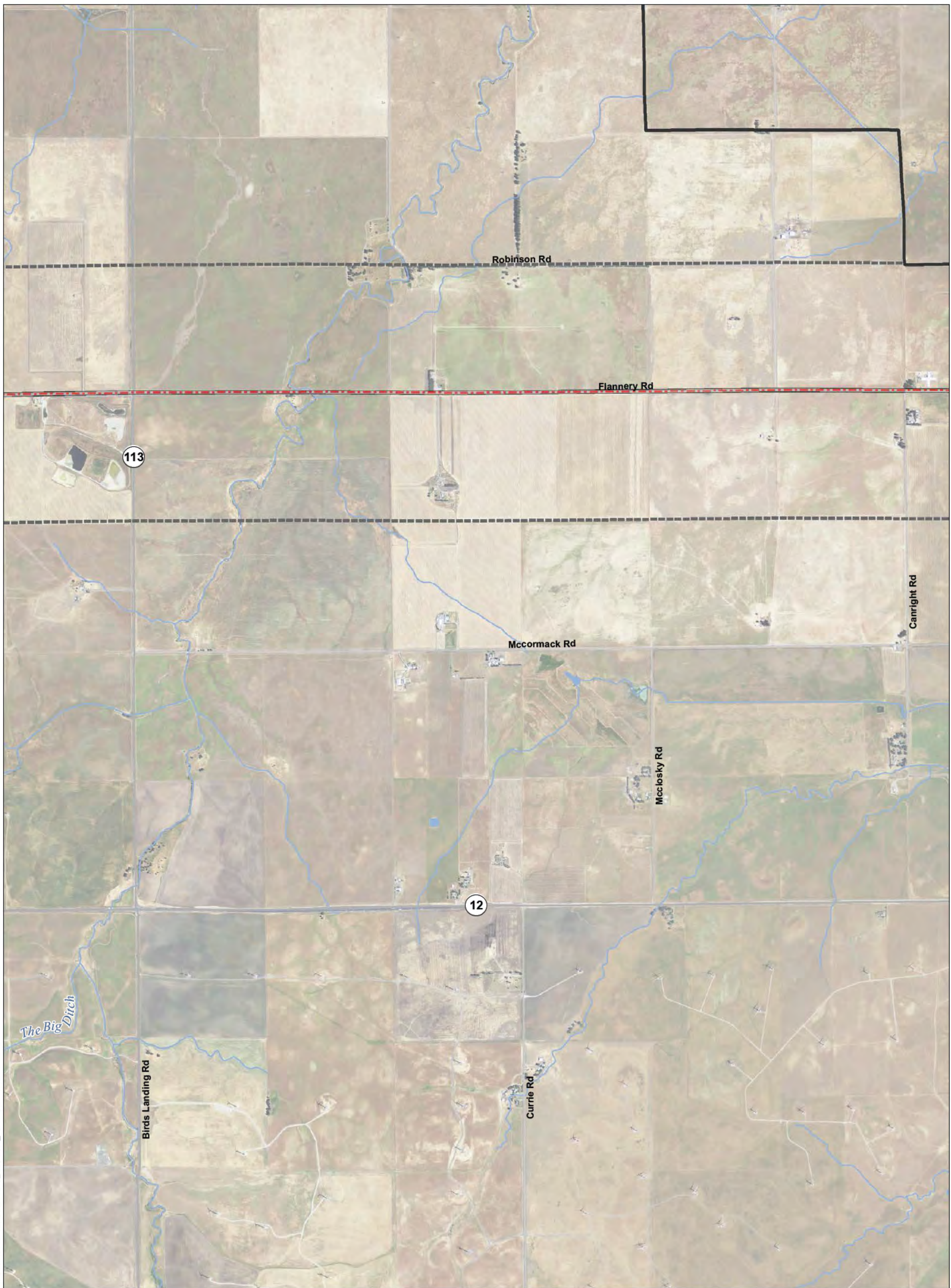


\*Surface impacts are not expected to result from subsurface features.  
 \*\*In-river features are not a permanent impact to navigation.



Sources: Plan Area, SAIC 2010; DWR DHCCP Engineering (rev 10b); NA P 2012

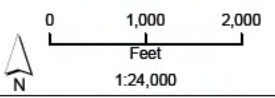
**Figure M3-3: Sheet 6 of 17  
 West Alignment (Alternatives 1C, 2C, and 6C)**



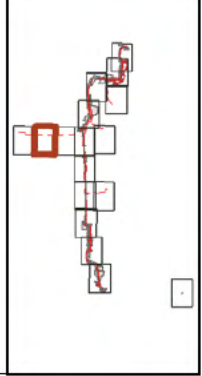
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**Legend**

- |  |                              |                                     |                                    |
|--|------------------------------|-------------------------------------|------------------------------------|
| Plan Area  | Canal Centerline             | Forebay                             | Potential Borrow and/or Spoil Area |
| Areas of Additional Analysis<br>(Outside of Legal Delta; for Power Only) | Control Structure            | Forebay Embankment                  | Reusable Tunnel Material Area      |
| Interconnection Point  | Conveyance / Intake Pipeline | Intake                              | Barge Unloading Facility           |
| Permanent OH Transmission Line   | Permanent Access Road        | *Proposed Subsurface Easement       | Concrete Batch Plant               |
| Temporary OH Transmission Line   | Siphon                       | **Proposed Permanent Surface Impact | Fuel Station                       |
| Bridge   | Temporary Access Road        | Proposed Temporary Surface Impact   | Safe Haven Work Area               |
|  | Tunnel                       |                                     |                                    |



\*Surface impacts are not expected to result from subsurface features.  
 \*\*In-river features are not a permanent impact to navigation.



Sources: Plan Area, SAIC 2010; DWR DHCCP Engineering (rev 10b); NA P 2012

**Figure M3-3: Sheet 7 of 17  
 West Alignment (Alternatives 1C, 2C, and 6C)**

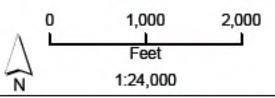




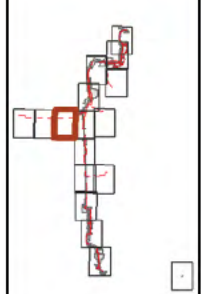
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**Legend**

- |  |                              |                                     |                                    |
|--|------------------------------|-------------------------------------|------------------------------------|
| Plan Area  | Canal Centerline             | Forebay                             | Potential Borrow and/or Spoil Area |
| Areas of Additional Analysis<br>(Outside of Legal Delta; for Power Only) | Control Structure            | Forebay Embankment                  | Reusable Tunnel Material Area      |
| Interconnection Point  | Conveyance / Intake Pipeline | Intake                              | Barge Unloading Facility           |
| Permanent OH Transmission Line   | Permanent Access Road        | *Proposed Subsurface Easement       | Concrete Batch Plant               |
| Temporary OH Transmission Line   | Siphon                       | **Proposed Permanent Surface Impact | Fuel Station                       |
| Bridge   | Temporary Access Road        | Proposed Temporary Surface Impact   | Safe Haven Work Area               |
|  | Tunnel                       |                                     |                                    |

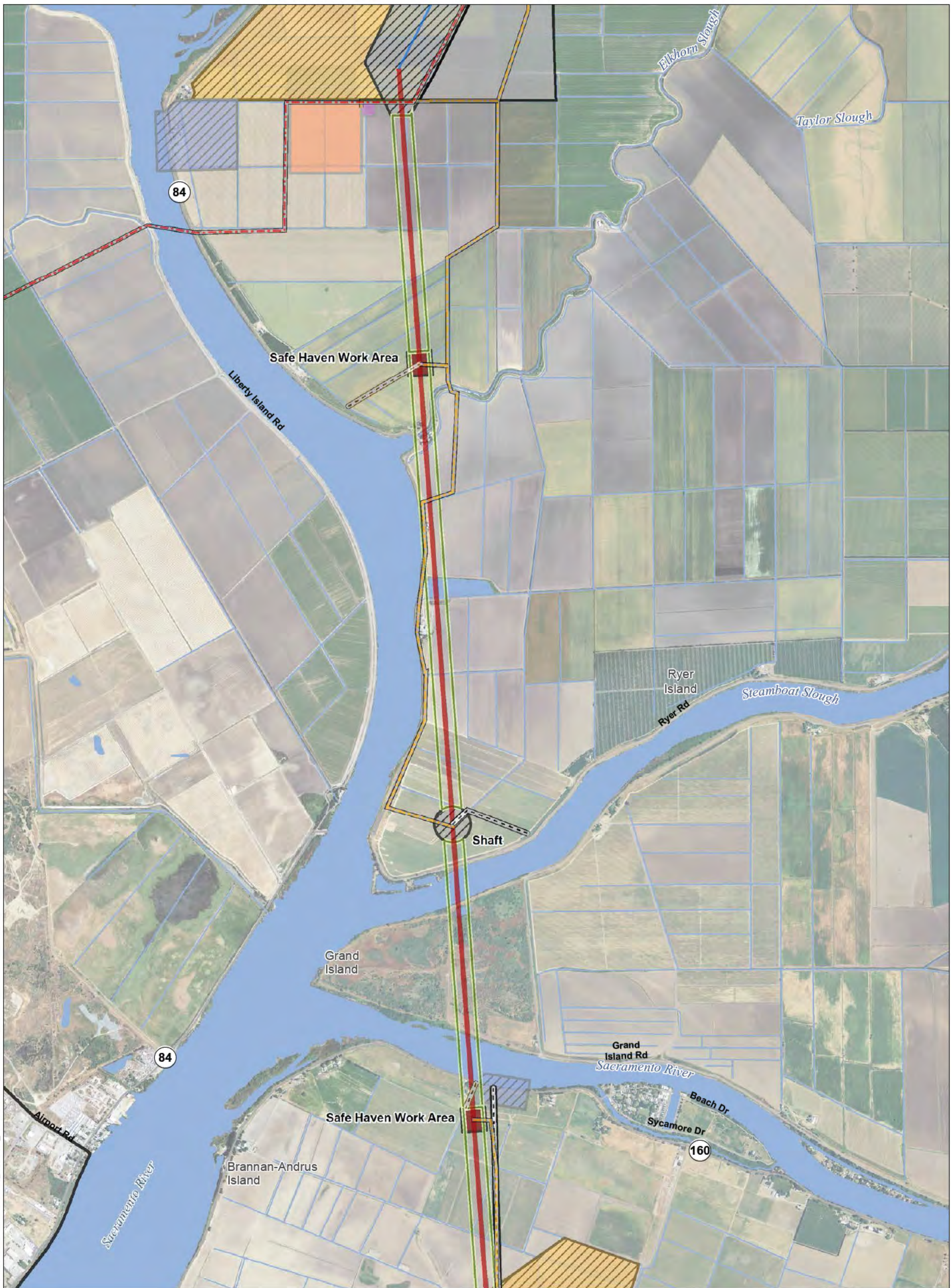


\*Surface impacts are not expected to result from subsurface features.  
 \*\*In-river features are not a permanent impact to navigation.



Sources: Plan Area, SAIC 2010; DWR DHCCP Engineering (rev 10b); NA P 2012

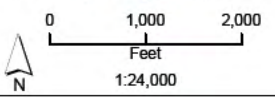
**Figure M3-3: Sheet 8 of 17  
 West Alignment (Alternatives 1C, 2C, and 6C)**



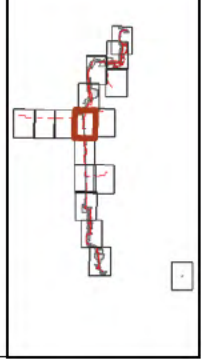
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**Legend**

- |  |                              |                                     |                                    |
|--|------------------------------|-------------------------------------|------------------------------------|
| Plan Area  | Canal Centerline             | Forebay                             | Potential Borrow and/or Spoil Area |
| Areas of Additional Analysis<br>(Outside of Legal Delta; for Power Only) | Control Structure            | Forebay Embankment                  | Reusable Tunnel Material Area      |
| Interconnection Point  | Conveyance / Intake Pipeline | Intake                              | Barge Unloading Facility           |
| Permanent OH Transmission Line   | Permanent Access Road        | *Proposed Subsurface Easement       | Concrete Batch Plant               |
| Temporary OH Transmission Line   | Siphon                       | **Proposed Permanent Surface Impact | Fuel Station                       |
| Bridge   | Temporary Access Road        | Proposed Temporary Surface Impact   | Safe Haven Work Area               |
|  | Tunnel                       |                                     |                                    |



\*Surface impacts are not expected to result from subsurface features.  
 \*\*In-river features are not a permanent impact to navigation.



Sources: Plan Area, SAIC 2010; DWR DHCCP Engineering (rev 10b); NA P 2012

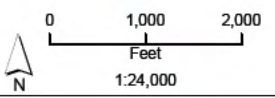
**Figure M3-3: Sheet 9 of 17  
 West Alignment (Alternatives 1C, 2C, and 6C)**



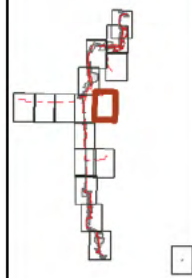
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**Legend**

- |  |                              |                                     |                                    |
|--|------------------------------|-------------------------------------|------------------------------------|
| Plan Area  | Canal Centerline             | Forebay                             | Potential Borrow and/or Spoil Area |
| Areas of Additional Analysis<br>(Outside of Legal Delta; for Power Only) | Control Structure            | Forebay Embankment                  | Reusable Tunnel Material Area      |
| Interconnection Point  | Conveyance / Intake Pipeline | Intake                              | Barge Unloading Facility           |
| Permanent OH Transmission Line   | Permanent Access Road        | *Proposed Subsurface Easement       | Concrete Batch Plant               |
| Temporary OH Transmission Line   | Siphon                       | **Proposed Permanent Surface Impact | Fuel Station                       |
| Bridge   | Temporary Access Road        | Proposed Temporary Surface Impact   | Safe Haven Work Area               |
|  | Tunnel                       |                                     |                                    |

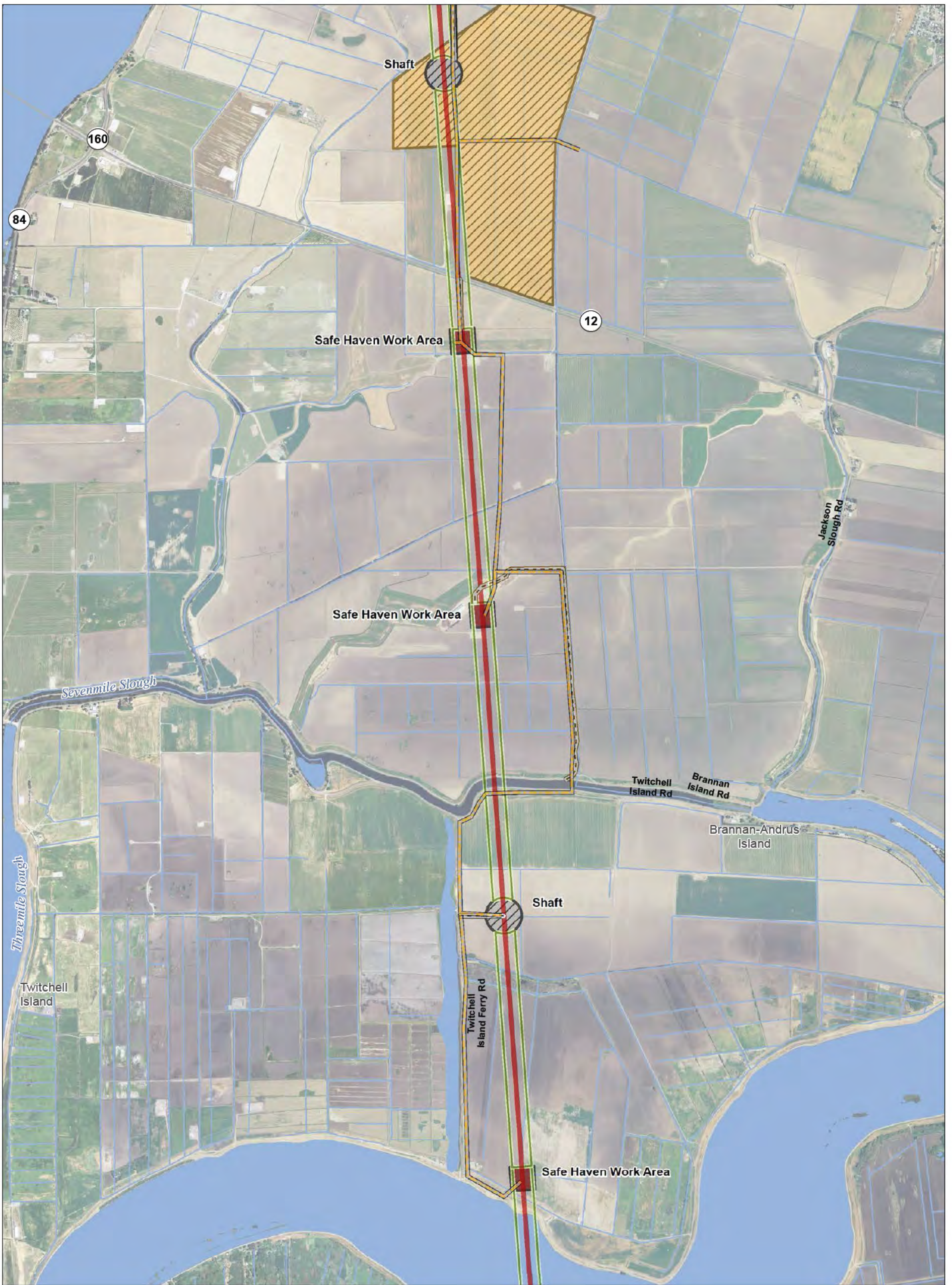


\*Surface impacts are not expected to result from subsurface features.  
 \*\*In-river features are not a permanent impact to navigation.



Sources: Plan Area, SAIC 2010; DWR DHCCP Engineering (rev 10b); NA P 2012

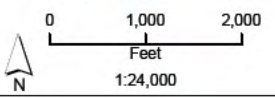
**Figure M3-3: Sheet 10 of 17  
 West Alignment (Alternatives 1C, 2C, and 6C)**



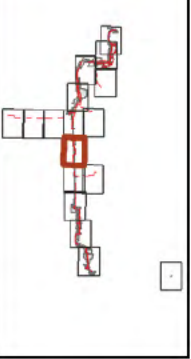
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**Legend**

- |  |                              |                                     |                                    |
|--|------------------------------|-------------------------------------|------------------------------------|
| Plan Area  | Canal Centerline             | Forebay                             | Potential Borrow and/or Spoil Area |
| Areas of Additional Analysis<br>(Outside of Legal Delta; for Power Only) | Control Structure            | Forebay Embankment                  | Reusable Tunnel Material Area      |
| Interconnection Point  | Conveyance / Intake Pipeline | Intake                              | Barge Unloading Facility           |
| Permanent OH Transmission Line   | Permanent Access Road        | *Proposed Subsurface Easement       | Concrete Batch Plant               |
| Temporary OH Transmission Line   | Siphon                       | **Proposed Permanent Surface Impact | Fuel Station                       |
| Bridge   | Temporary Access Road        | Proposed Temporary Surface Impact   | Safe Haven Work Area               |
|  | Tunnel                       |                                     |                                    |



\*Surface impacts are not expected to result from subsurface features.  
 \*\*In-river features are not a permanent impact to navigation.



Sources: Plan Area, SAIC 2010; DWR DHCCP Engineering (rev 10b); NA P 2012

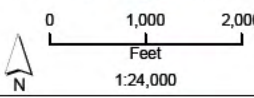
**Figure M3-3: Sheet 11 of 17  
 West Alignment (Alternatives 1C, 2C, and 6C)**



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**Legend**

- |  |                              |                                     |                                    |
|--|------------------------------|-------------------------------------|------------------------------------|
| Plan Area  | Canal Centerline             | Forebay                             | Potential Borrow and/or Spoil Area |
| Areas of Additional Analysis<br>(Outside of Legal Delta; for Power Only) | Control Structure            | Forebay Embankment                  | Reusable Tunnel Material Area      |
| Interconnection Point  | Conveyance / Intake Pipeline | Intake                              | Barge Unloading Facility           |
| Permanent OH Transmission Line   | Permanent Access Road        | *Proposed Subsurface Easement       | Concrete Batch Plant               |
| Temporary OH Transmission Line   | Siphon                       | **Proposed Permanent Surface Impact | Fuel Station                       |
| Bridge   | Temporary Access Road        | Proposed Temporary Surface Impact   | Safe Haven Work Area               |
|  | Tunnel                       |                                     |                                    |



\*Surface impacts are not expected to result from subsurface features.  
 \*\*In-river features are not a permanent impact to navigation.



Sources: Plan Area, SAIC 2010; DWR DHCCP Engineering (rev 10b); NA P 2012

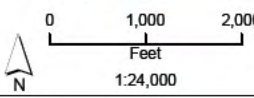
**Figure M3-3: Sheet 12 of 17 West Alignment (Alternatives 1C, 2C, and 6C)**



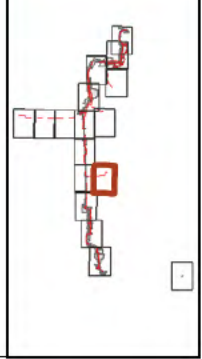
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**Legend**

- |  |                              |                                     |                                    |
|--|------------------------------|-------------------------------------|------------------------------------|
| Plan Area  | Canal Centerline             | Forebay                             | Potential Borrow and/or Spoil Area |
| Areas of Additional Analysis<br>(Outside of Legal Delta; for Power Only) | Control Structure            | Forebay Embankment                  | Reusable Tunnel Material Area      |
| Interconnection Point  | Conveyance / Intake Pipeline | Intake                              | Barge Unloading Facility           |
| Permanent OH Transmission Line   | Permanent Access Road        | *Proposed Subsurface Easement       | Concrete Batch Plant               |
| Temporary OH Transmission Line   | Siphon                       | **Proposed Permanent Surface Impact | Fuel Station                       |
| Bridge   | Temporary Access Road        | Proposed Temporary Surface Impact   | Safe Haven Work Area               |
|  | Tunnel                       |                                     |                                    |

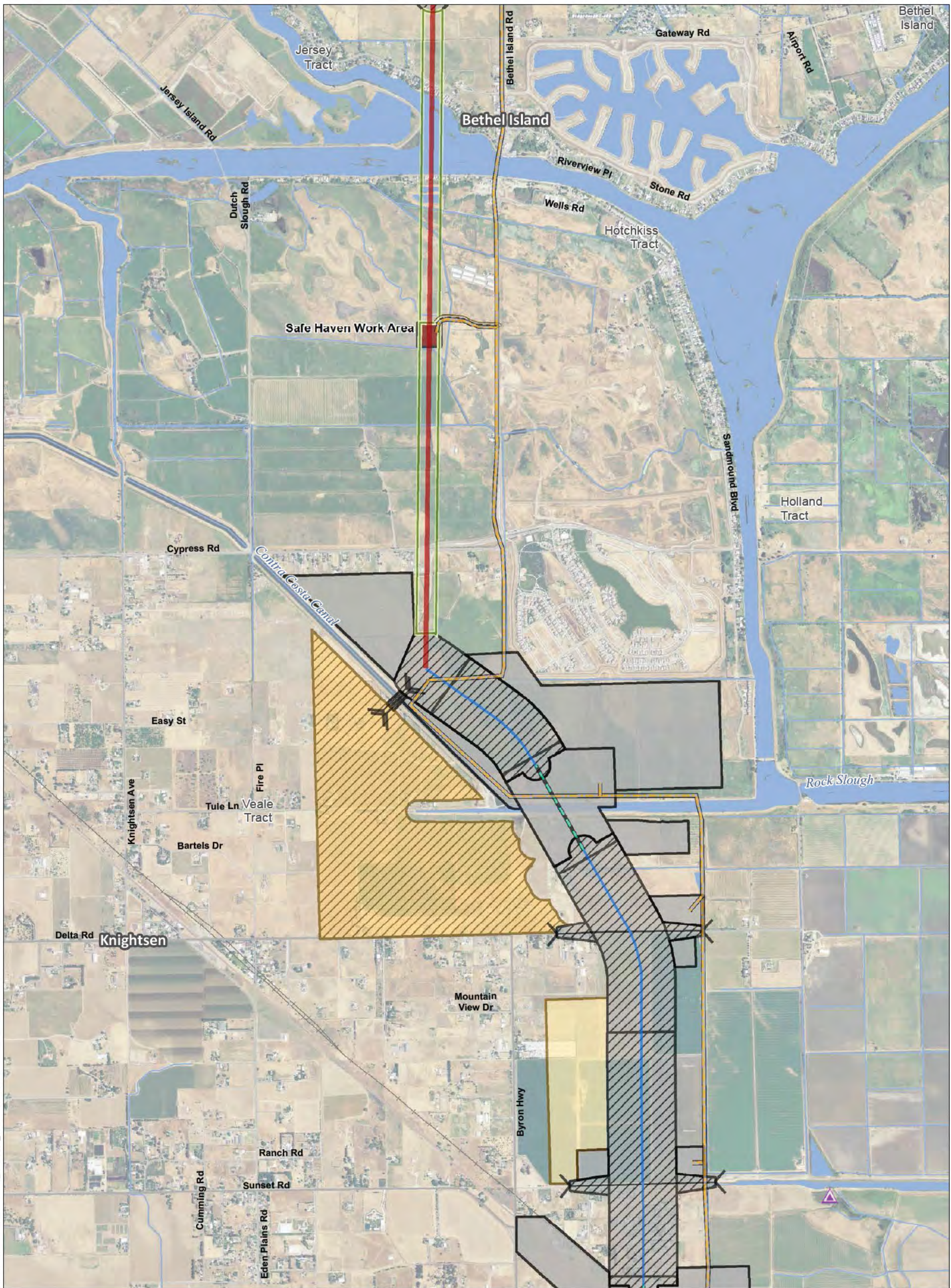


\*Surface impacts are not expected to result from subsurface features.  
 \*\*In-river features are not a permanent impact to navigation.



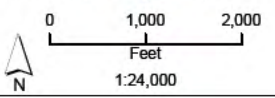
Sources: Plan Area, SAIC 2010; DWR DHCCP Engineering (rev 10b); NA P 2012

**Figure M3-3: Sheet 13 of 17  
 West Alignment (Alternatives 1C, 2C, and 6C)**

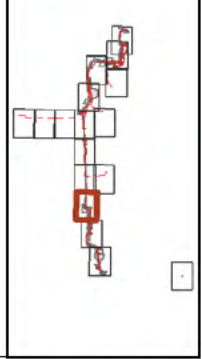


**Legend**

- |  |                              |                                     |                                    |
|--|------------------------------|-------------------------------------|------------------------------------|
| Plan Area  | Canal Centerline             | Forebay                             | Potential Borrow and/or Spoil Area |
| Areas of Additional Analysis<br>(Outside of Legal Delta; for Power Only) | Control Structure            | Forebay Embankment                  | Reusable Tunnel Material Area      |
| Interconnection Point  | Conveyance / Intake Pipeline | Intake                              | Barge Unloading Facility           |
| Permanent OH Transmission Line   | Permanent Access Road        | *Proposed Subsurface Easement       | Concrete Batch Plant               |
| Temporary OH Transmission Line   | Siphon                       | **Proposed Permanent Surface Impact | Fuel Station                       |
| Bridge   | Temporary Access Road        | Proposed Temporary Surface Impact   | Safe Haven Work Area               |
|  | Tunnel                       |                                     |                                    |



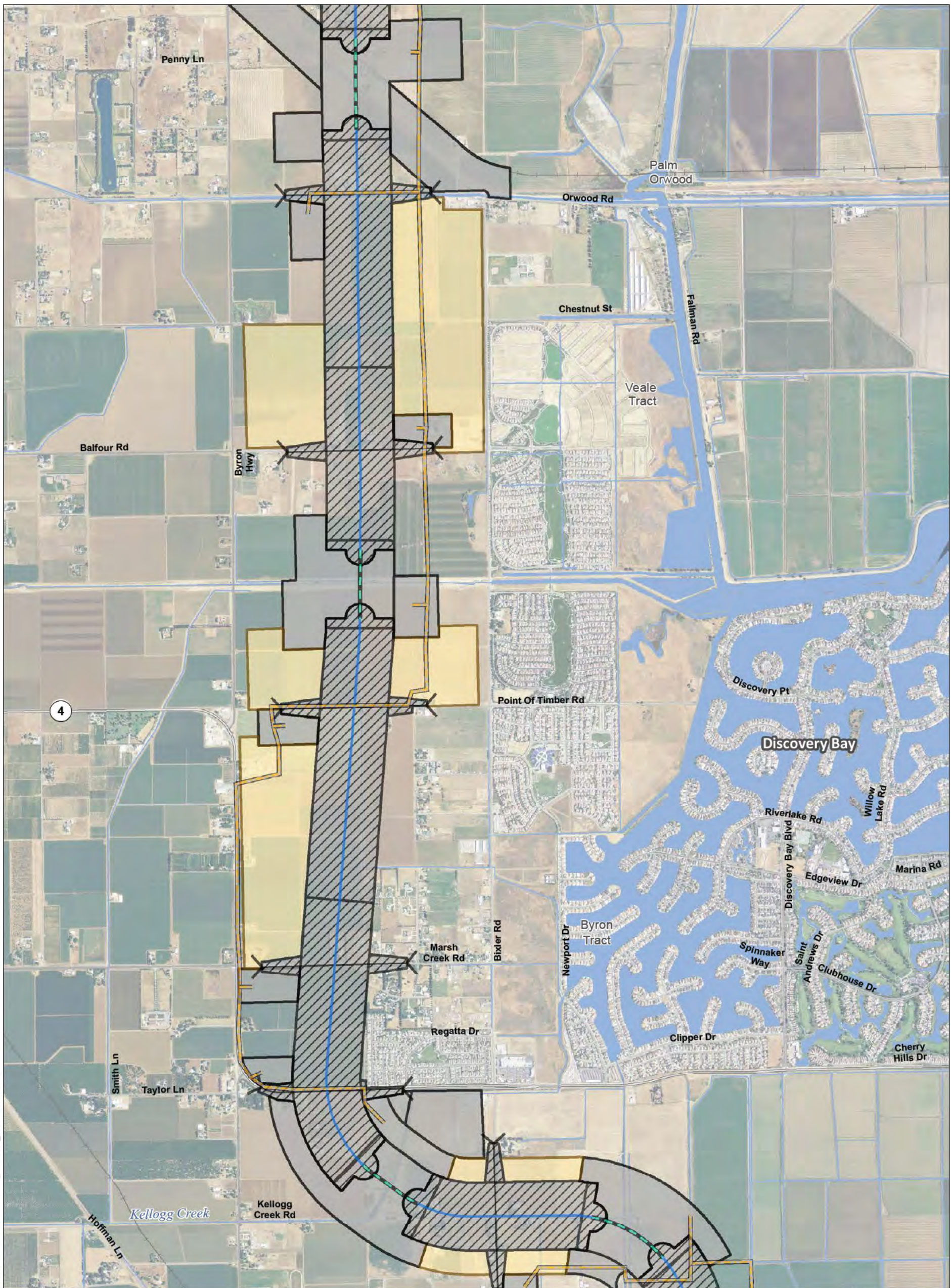
\*Surface impacts are not expected to result from subsurface features.  
 \*\*In-river features are not a permanent impact to navigation.



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Sources: Plan Area, SAIC 2010; DWR DHCCP Engineering (rev 10b); NA P 2012

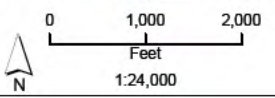
**Figure M3-3: Sheet 14 of 17  
 West Alignment (Alternatives 1C, 2C, and 6C)**



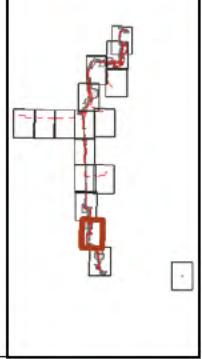
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**Legend**

- |  |                              |                                     |                                    |
|--|------------------------------|-------------------------------------|------------------------------------|
| Plan Area  | Canal Centerline             | Forebay                             | Potential Borrow and/or Spoil Area |
| Areas of Additional Analysis<br>(Outside of Legal Delta; for Power Only) | Control Structure            | Forebay Embankment                  | Reusable Tunnel Material Area      |
| Interconnection Point  | Conveyance / Intake Pipeline | Intake                              | Barge Unloading Facility           |
| Permanent OH Transmission Line   | Permanent Access Road        | *Proposed Subsurface Easement       | Concrete Batch Plant               |
| Temporary OH Transmission Line   | Siphon                       | **Proposed Permanent Surface Impact | Fuel Station                       |
| Bridge   | Temporary Access Road        | Proposed Temporary Surface Impact   | Safe Haven Work Area               |
|  | Tunnel                       |                                     |                                    |



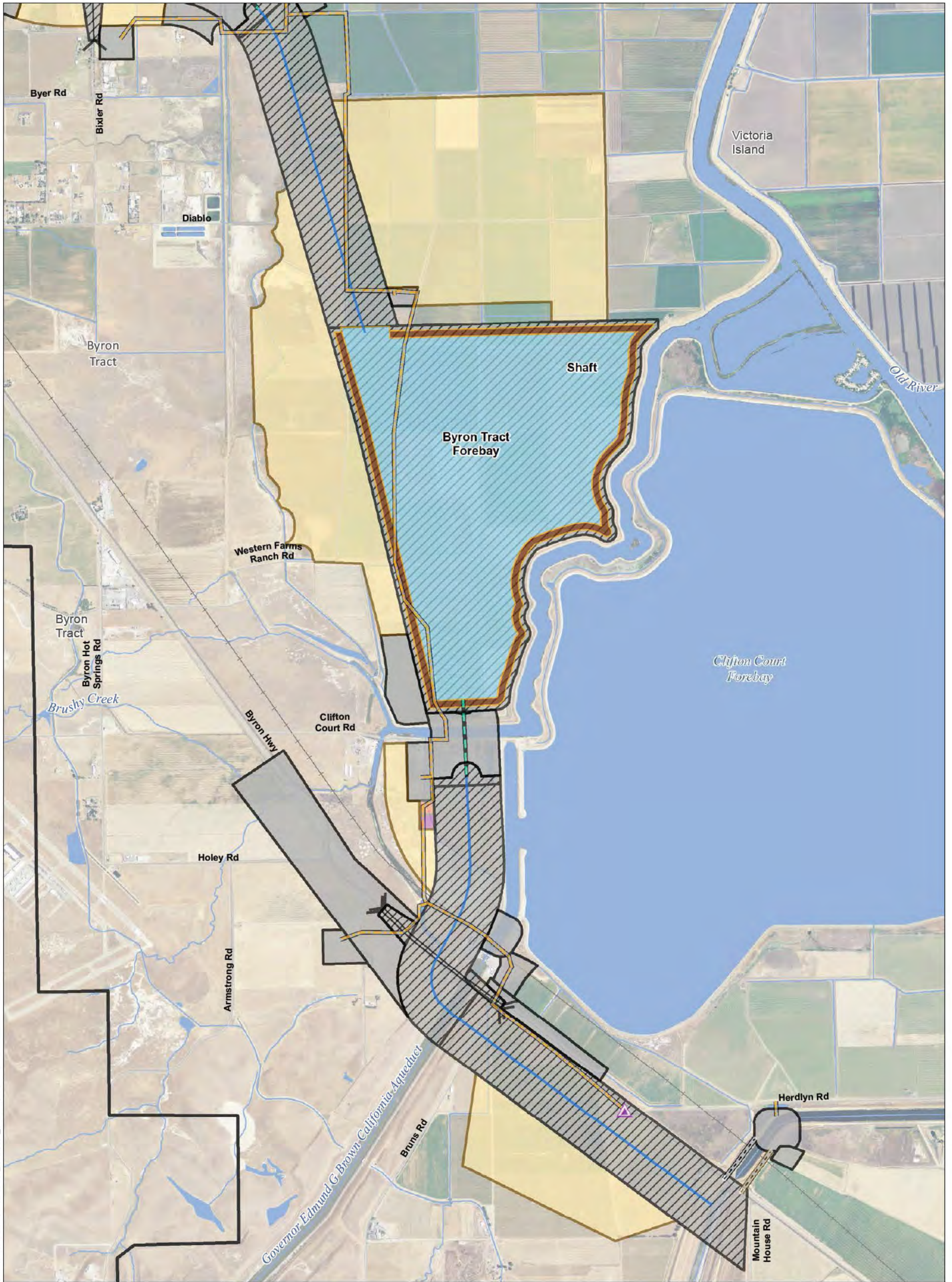
\*Surface impacts are not expected to result from subsurface features.  
 \*\*In-river features are not a permanent impact to navigation.



Sources: Plan Area, SAIC 2010; DWR DHCCP Engineering (rev 10b); NA P 2012

**Figure M3-3: Sheet 15 of 17  
 West Alignment (Alternatives 1C, 2C, and 6C)**

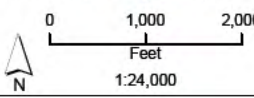




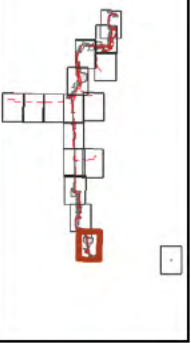
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**Legend**

- |  |  |  |                              |  |                                     |  |                                    |
|--|--|--|------------------------------|--|-------------------------------------|--|------------------------------------|
|  | Plan Area  |  | Canal Centerline             |  | Forebay                             |  | Potential Borrow and/or Spoil Area |
|  | Areas of Additional Analysis<br>(Outside of Legal Delta; for Power Only) |  | Control Structure            |  | Forebay Embankment                  |  | Reusable Tunnel Material Area      |
|  | Interconnection Point  |  | Conveyance / Intake Pipeline |  | Intake                              |  | Barge Unloading Facility           |
|  | Permanent OH Transmission Line   |  | Permanent Access Road        |  | *Proposed Subsurface Easement       |  | Concrete Batch Plant               |
|  | Temporary OH Transmission Line   |  | Siphon                       |  | **Proposed Permanent Surface Impact |  | Fuel Station                       |
|  | Bridge   |  | Temporary Access Road        |  | Proposed Temporary Surface Impact   |  | Safe Haven Work Area               |
|  |  |  | Tunnel                       |  |                                     |  |                                    |

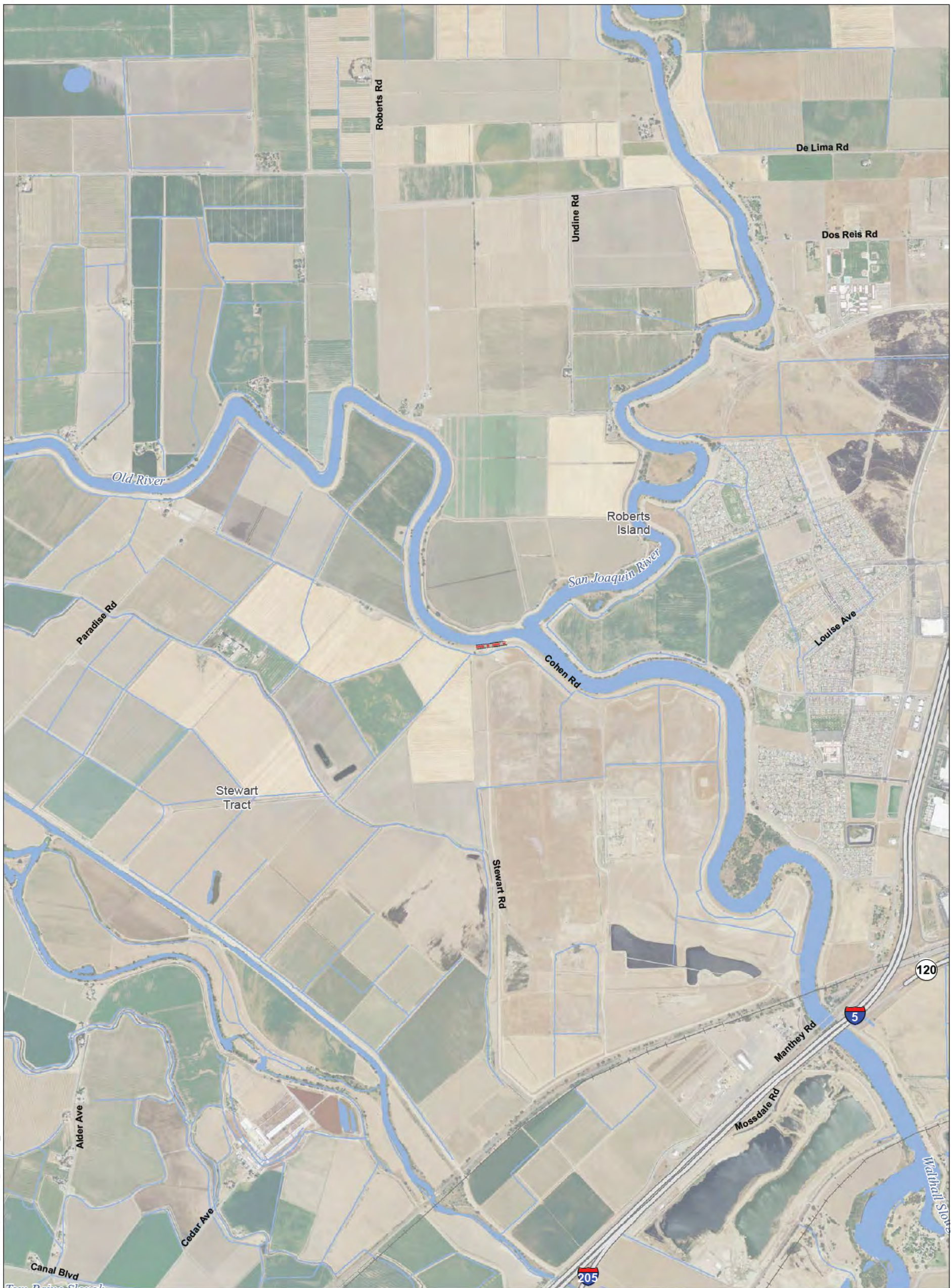


\*Surface impacts are not expected to result from subsurface features.  
 \*\*In-river features are not a permanent impact to navigation.



**Figure M3-3: Sheet 16 of 17  
West Alignment (Alternatives 1C, 2C, and 6C)**

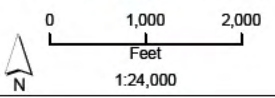
Sources: Plan Area, SAIC 2010; DWR DHCCP Engineering (rev 10b); NA P 2012



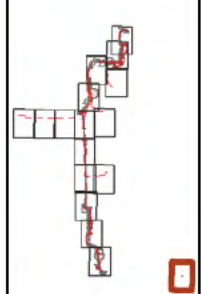
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**Legend**

- |  |                              |                                     |                                    |
|--|------------------------------|-------------------------------------|------------------------------------|
| Plan Area  | Canal Centerline             | Forebay                             | Potential Borrow and/or Spoil Area |
| Areas of Additional Analysis<br>(Outside of Legal Delta; for Power Only) | Control Structure            | Forebay Embankment                  | Reusable Tunnel Material Area      |
| Interconnection Point  | Conveyance / Intake Pipeline | Intake                              | Barge Unloading Facility           |
| Permanent OH Transmission Line   | Permanent Access Road        | *Proposed Subsurface Easement       | Concrete Batch Plant               |
| Temporary OH Transmission Line   | Siphon                       | **Proposed Permanent Surface Impact | Fuel Station                       |
| Bridge   | Temporary Access Road        | Proposed Temporary Surface Impact   | Safe Haven Work Area               |
|  | Tunnel                       |                                     |                                    |

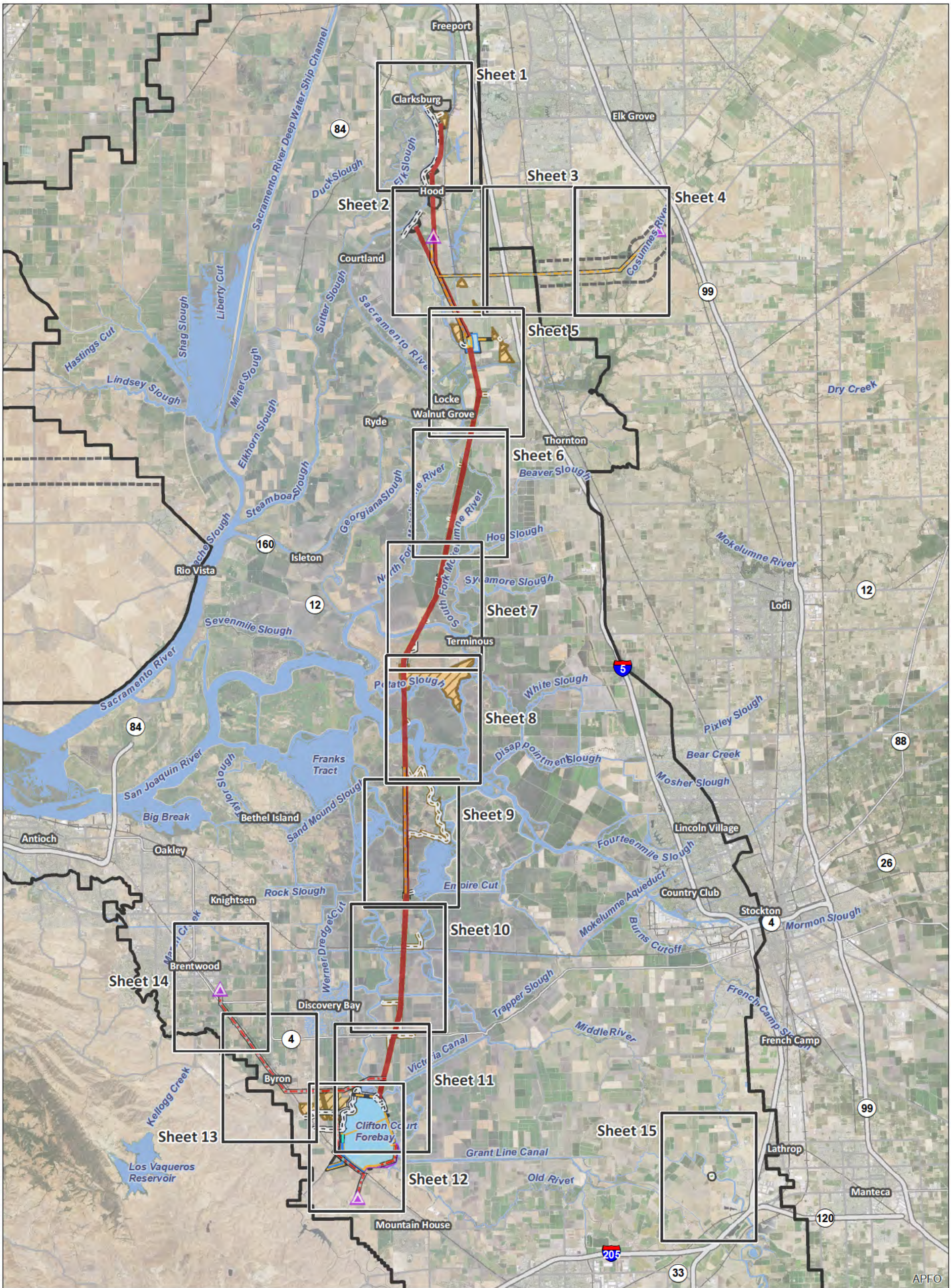


\*Surface impacts are not expected to result from subsurface features.  
 \*\*In-river features are not a permanent impact to navigation.



Sources: Plan Area, SAIC 2010; DWR DHCCP Engineering (rev 10b); NA P 2012

**Figure M3-3: Sheet 17 of 17  
 West Alignment (Alternatives 1C, 2C, and 6C)**



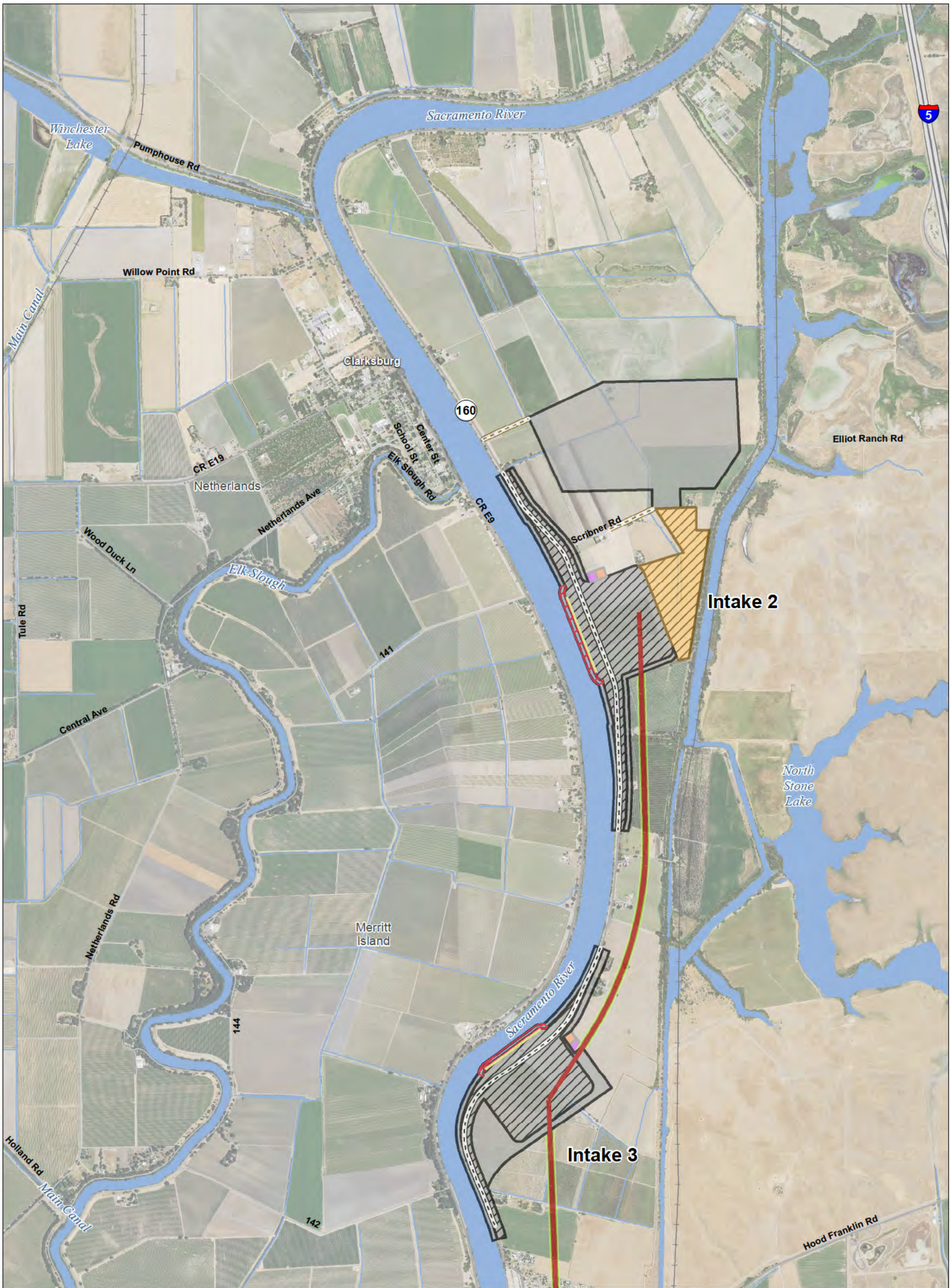
<p><b>Legend</b></p> <ul style="list-style-type: none"> <li> Interstate</li> <li> State Highway/Route</li> <li> Railroad</li> <li> Plan Area</li> <li> Areas of Additional Analysis (Outside of Legal Delta; for Power Only)</li> <li> Water</li> </ul>	<ul style="list-style-type: none"> <li> Interconnection Point</li> <li> Proposed Permanent OH Transmission Line</li> <li> Proposed Temporary OH Transmission Line</li> <li> Canal</li> <li> Operable Barrier</li> <li> Permanent Access Road</li> <li> Siphon</li> <li> Temporary Access Road</li> <li> Tunnel</li> <li> Tunnel Conveyor</li> </ul>	<ul style="list-style-type: none"> <li> Dredging</li> <li> Forebay</li> <li> Forebay Embankment</li> <li> Forebay Overflow</li> <li> Intake</li> <li> Power Transmission Relocation</li> <li> *Proposed Subsurface Easement</li> <li> **Proposed Permanent Surface Impact</li> </ul>	<ul style="list-style-type: none"> <li> Proposed Temporary Surface Impact</li> <li> Proposed Potential Borrow And/Or Spoil</li> <li> Reusable Tunnel Material Area</li> <li> Barge Unloading Facility</li> <li> Safe Haven Work Area</li> <li> Fuel Station</li> <li> Concrete Batch Plant</li> <li> Geotech Planning Area</li> </ul>
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\*Surface impacts are not expected to result from subsurface features.      \*\*In-river features are not a permanent impact to navigation.      \*\*\*Surface impacts will only occur at sites selected for geotechnical explorations. See Ch. 3, Section 3.6.1.10 for more information

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Sources: DWR DHCCP Engineering (rev 5a); NA P 2014

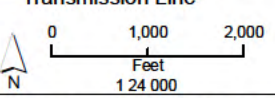
**Figure M3-4: Index Modified Pipeline/Tunnel Alignment (Alternatives 4, 4A)**



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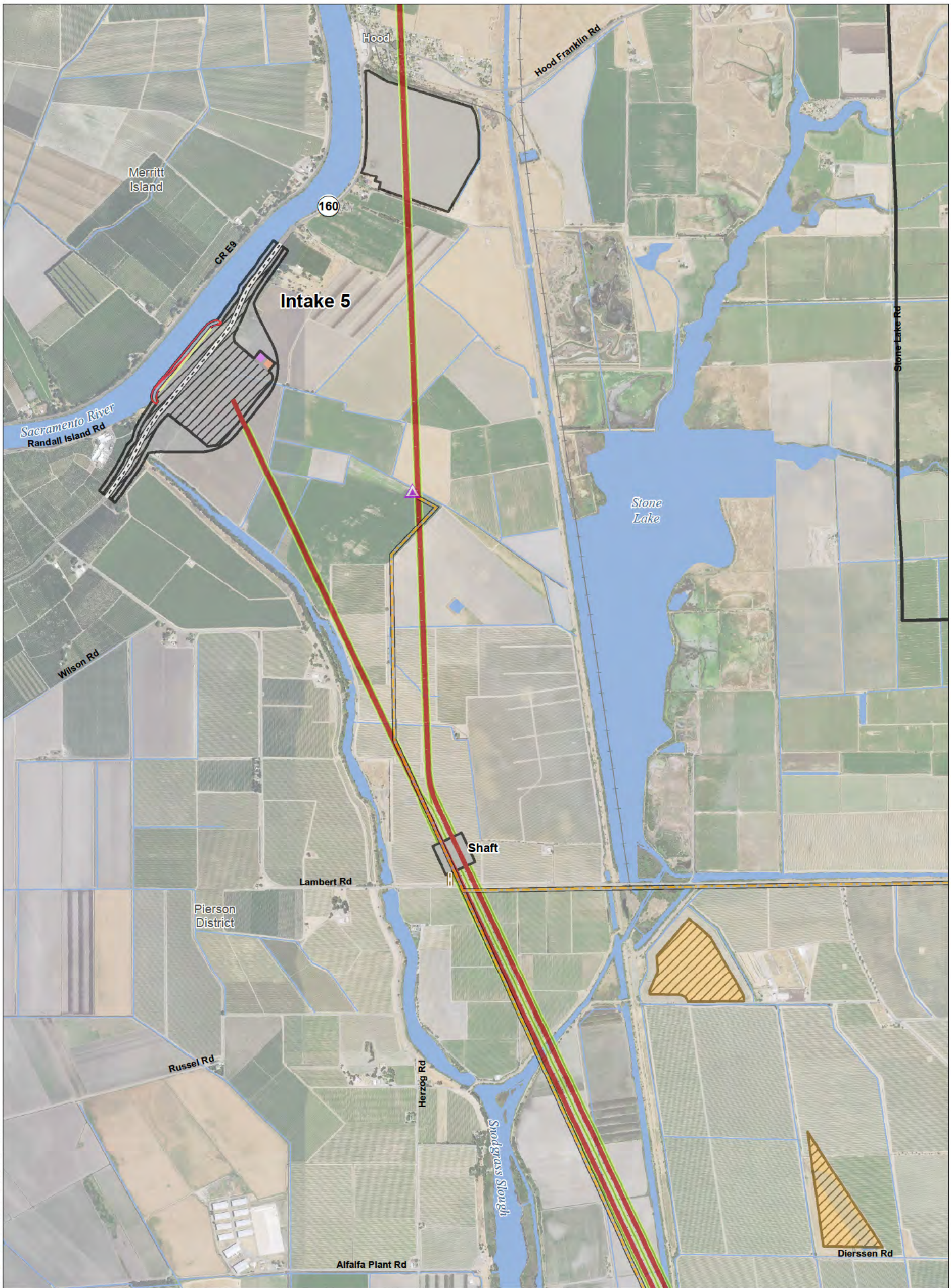
Plan Area	Canal	Dredging	Proposed Temporary Surface Impact
Areas of Additional Analysis (Outside of Legal Delta; for Power Only)	Operable Barrier	Forebay	Proposed Potential Borrow And/Or Spoil
Interconnection Point	Permanent Access Road	Forebay Embankment	Reusable Tunnel Material Area
Proposed Permanent OH Transmission Line	Siphon	Forebay Overflow	Barge Unloading Facility
Proposed Temporary OH Transmission Line	Temporary Access Road	Intake	Safe Haven Work Area
	Tunnel	Power Transmission Relocation	Fuel Station
	Tunnel Conveyor	*Proposed Subsurface Easement	Concrete Batch Plant
		**Proposed Permanent Surface Impact	Geotech Planning Area

\*Surface impacts are not expected to result from subsurface features.  
 \*\*In-river features are not a permanent impact to navigation.  
 \*\*\*Surface impacts will only occur at sites selected for geotechnical explorations. See Ch. 3, Section 3.6.1.10 for more information



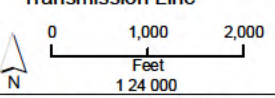
Sources: Plan Area, SAIC 2010; DWR DHCCP Engineering (rev 5a); NA P 2014

**Figure M3-4: Sheet 1 of 15 Modified Pipeline/Tunnel Alignment (Alternative 4, 4A)**



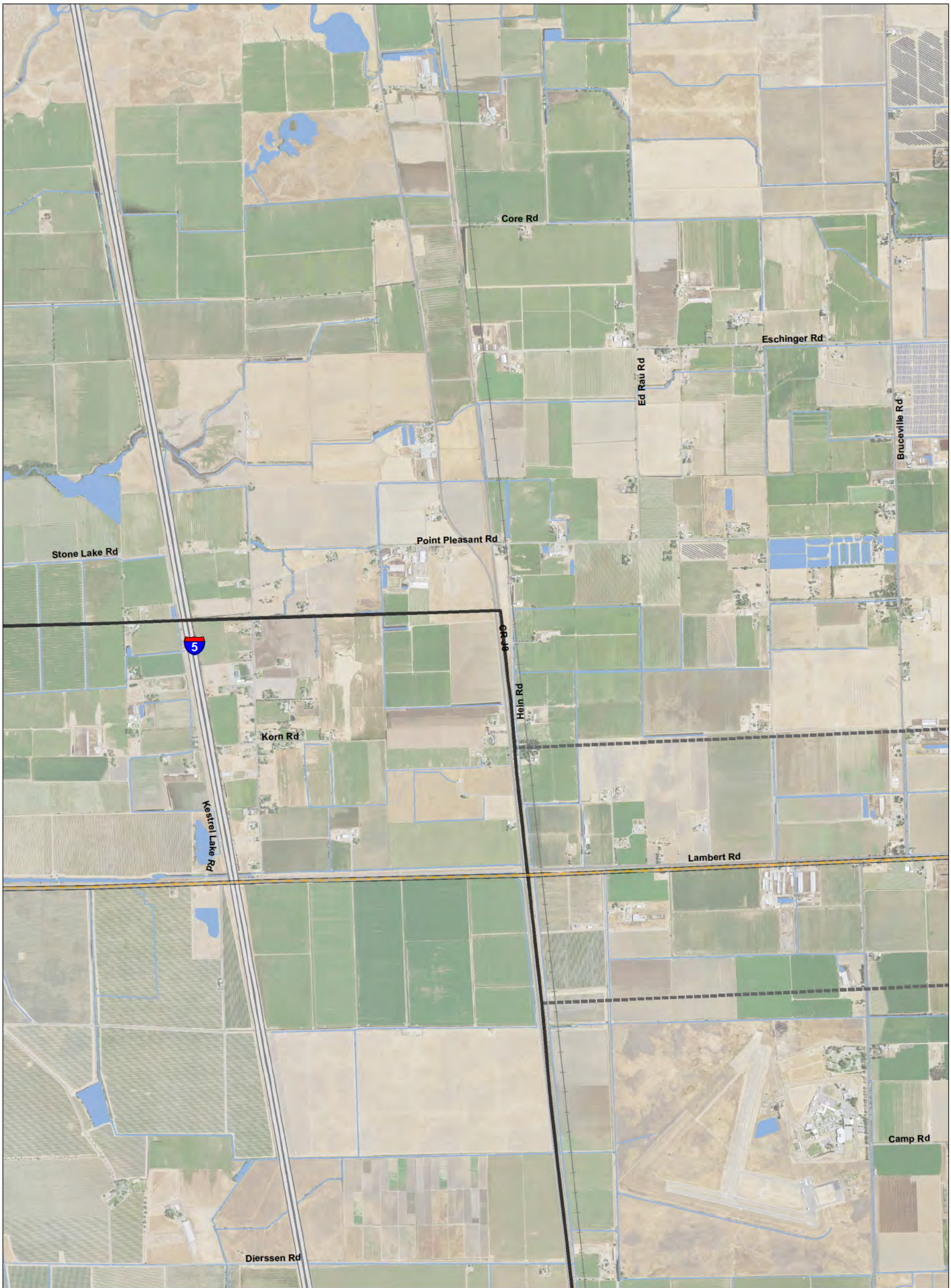
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<ul style="list-style-type: none"> <li> Plan Area</li> <li> Areas of Additional Analysis (Outside of Legal Delta; for Power Only)</li> <li> Interconnection Point</li> <li> Proposed Permanent OH Transmission Line</li> <li> Proposed Temporary OH Transmission Line</li> </ul>	<ul style="list-style-type: none"> <li> Canal</li> <li> Operable Barrier</li> <li> Permanent Access Road</li> <li> Temporary Access Road</li> <li> Siphon</li> <li> Tunnel</li> <li> Tunnel Conveyor</li> </ul>	<ul style="list-style-type: none"> <li> Dredging</li> <li> Forebay</li> <li> Forebay Embankment</li> <li> Forebay Overflow</li> <li> Intake</li> <li> Power Transmission Relocation</li> <li> *Proposed Subsurface Easement</li> <li> **Proposed Permanent Surface Impact</li> </ul>	<ul style="list-style-type: none"> <li> Proposed Temporary Surface Impact</li> <li> Proposed Potential Borrow And/Or Spoil</li> <li> Reusable Tunnel Material Area</li> <li> Barge Unloading Facility</li> <li> Safe Haven Work Area</li> <li> Fuel Station</li> <li> Concrete Batch Plant</li> <li> Geotech Planning Area</li> </ul>	<p>*Surface impacts are not expected to result from subsurface features.</p> <p>**In-river features are not a permanent impact to navigation.</p> <p>***Surface impacts will only occur at sites selected for geotechnical explorations. See Ch. 3, Section 3.6.1.10 for more information</p>
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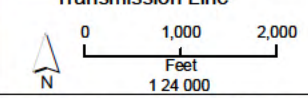
Sources: Plan Area, SAIC 2010; DWR DHCCP Engineering (rev 5a); NA P 2014

**Figure M3-4: Sheet 2 of 15 Modified Pipeline/Tunnel Alignment (Alternative 4, 4A)**



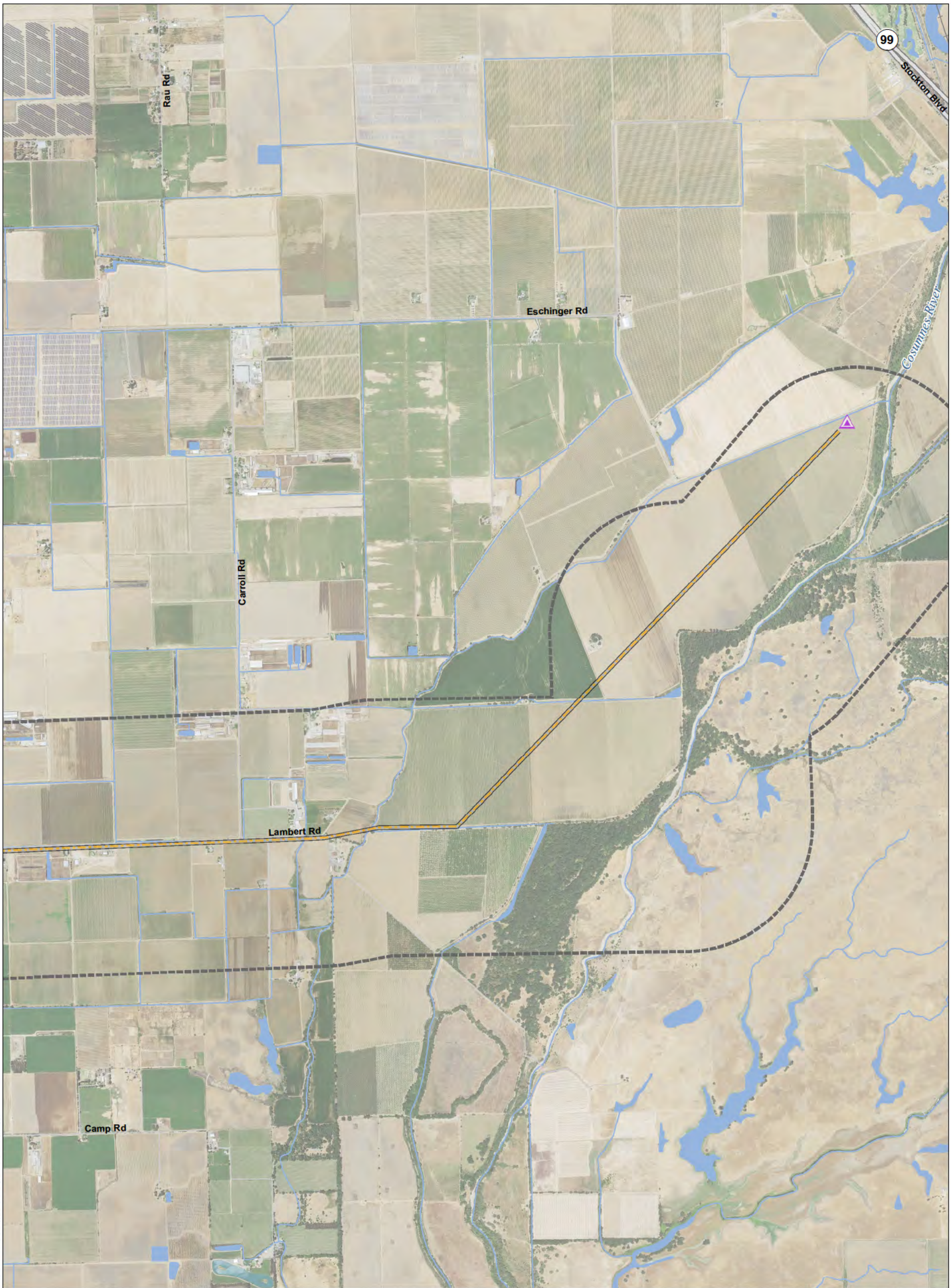
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<ul style="list-style-type: none"> <li> Plan Area</li> <li> Areas of Additional Analysis (Outside of Legal Delta; for Power Only)</li> <li> Interconnection Point</li> <li> Proposed Permanent OH Transmission Line</li> <li> Proposed Temporary OH Transmission Line</li> </ul>	<ul style="list-style-type: none"> <li> Canal</li> <li> Operable Barrier</li> <li> Permanent Access Road</li> <li> Siphon</li> <li> Temporary Access Road</li> <li> Tunnel</li> <li> Tunnel Conveyor</li> </ul>	<ul style="list-style-type: none"> <li> Dredging</li> <li> Forebay</li> <li> Forebay Embankment</li> <li> Forebay Overflow</li> <li> Intake</li> <li> Power Transmission Relocation</li> <li> *Proposed Subsurface Easement</li> <li> **Proposed Permanent Surface Impact</li> </ul>	<ul style="list-style-type: none"> <li> Proposed Temporary Surface Impact</li> <li> Proposed Potential Borrow And/Or Spoil</li> <li> Reusable Tunnel Material Area</li> <li> Barge Unloading Facility</li> <li> Safe Haven Work Area</li> <li> Fuel Station</li> <li> Concrete Batch Plant</li> <li> Geotech Planning Area</li> </ul>	<p>*Surface impacts are not expected to result from subsurface features.  **In-river features are not a permanent impact to navigation.  ***Surface impacts will only occur at sites selected for geotechnical explorations. See Ch. 3, Section 3.6.1.10 for more information</p>
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Sources: Plan Area, SAIC 2010; DWR DHCCP Engineering (rev 5a); NA P 2014

**Figure M3-4: Sheet 3 of 15 Modified Pipeline/Tunnel Alignment (Alternative 4, 4A)**



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- Plan Area
- Areas of Additional Analysis (Outside of Legal Delta; for Power Only)
- Interconnection Point
- Proposed Permanent OH Transmission Line
- Proposed Temporary OH Transmission Line

- Canal
- Operable Barrier
- Permanent Access Road
- Siphon
- Temporary Access Road
- Tunnel
- Tunnel Conveyor

- Dredging
- Forebay
- Forebay Embankment
- Forebay Overflow
- Intake
- Power Transmission Relocation
- \*Proposed Subsurface Easement
- \*\*Proposed Permanent Surface Impact

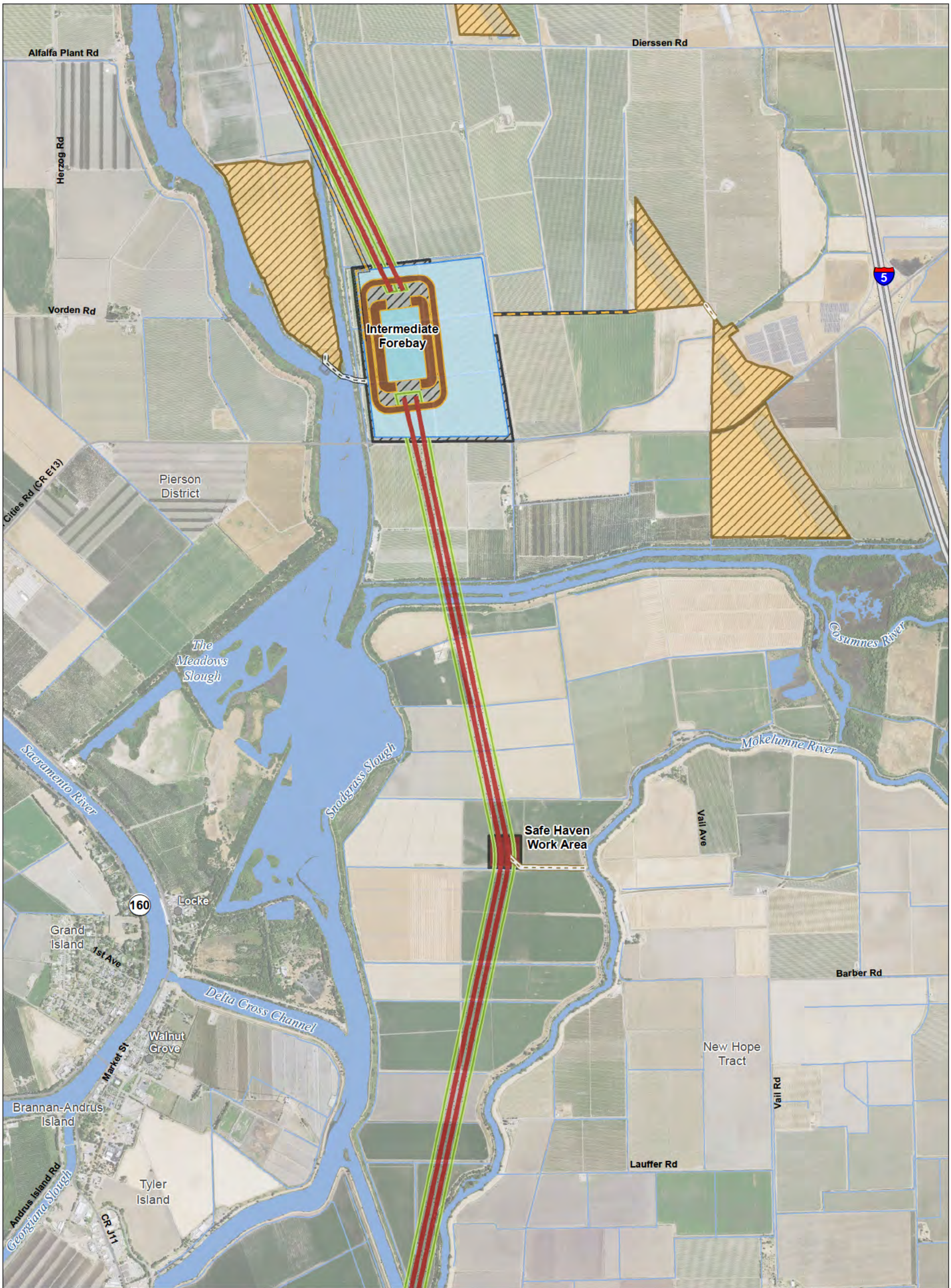
- Proposed Temporary Surface Impact
- Proposed Potential Borrow And/Or Spoil
- Reusable Tunnel Material Area
- Barge Unloading Facility
- Safe Haven Work Area
- Fuel Station
- Concrete Batch Plant
- Geotech Planning Area

\*Surface impacts are not expected to result from subsurface features.  
 \*\*In-river features are not a permanent impact to navigation.  
 \*\*\*Surface impacts will only occur at sites selected for geotechnical explorations.  
 See Ch. 3, Section 3.6.1.10 for more information



Sources: Plan Area, SAIC 2010; DWR DHCCP Engineering (rev 5a); NA P 2014

**Figure M3-4: Sheet 4 of 15 Modified Pipeline/Tunnel Alignment (Alternative 4, 4A)**



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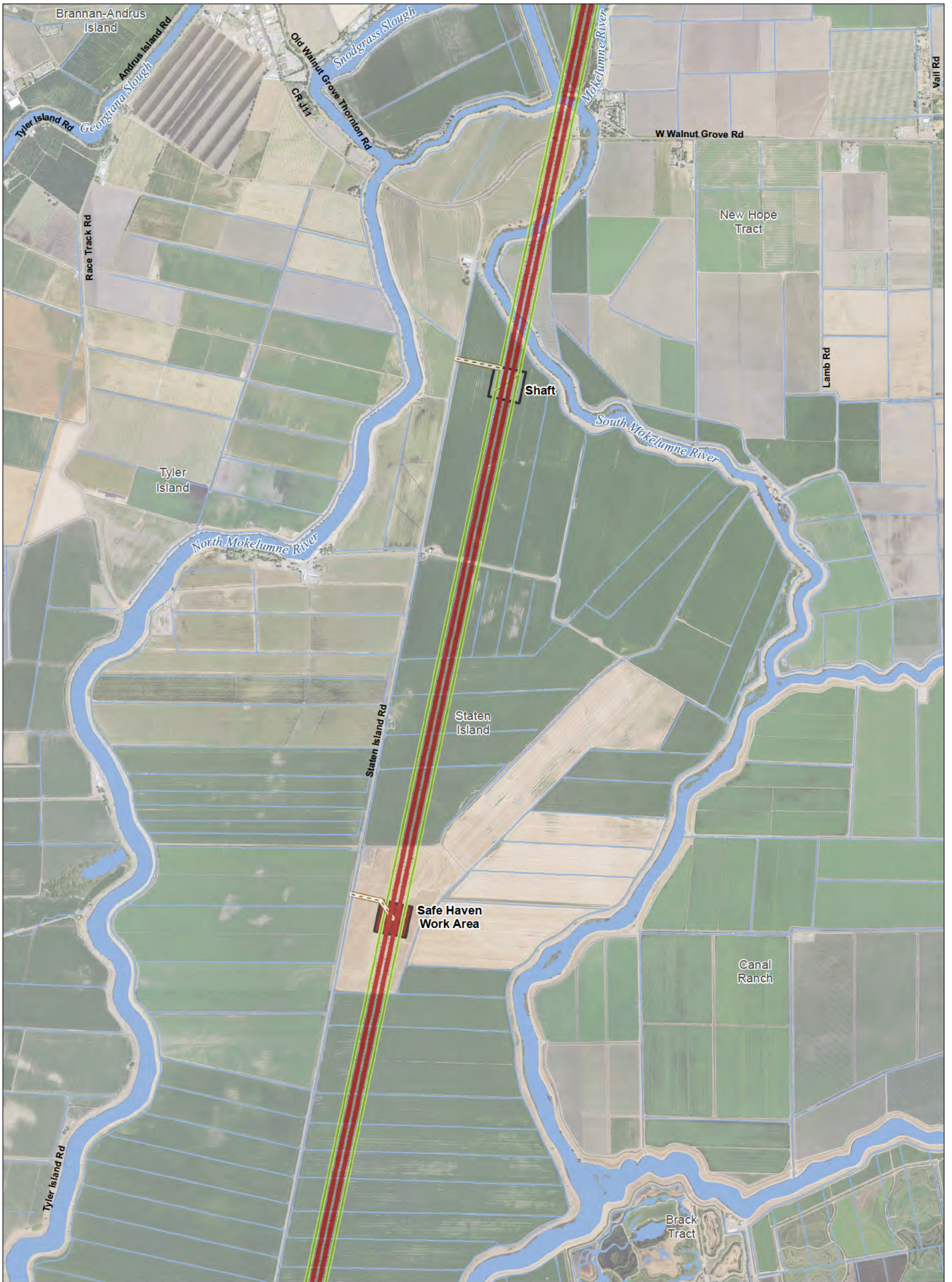
<ul style="list-style-type: none"> <li> Plan Area</li> <li> Areas of Additional Analysis (Outside of Legal Delta; for Power Only)</li> <li> Interconnection Point</li> <li> Proposed Permanent OH Transmission Line</li> <li> Proposed Temporary OH Transmission Line</li> </ul>	<ul style="list-style-type: none"> <li> Canal</li> <li> Operable Barrier</li> <li> Permanent Access Road</li> <li> Temporary Access Road</li> <li> Siphon</li> <li> Tunnel</li> <li> Tunnel Conveyor</li> </ul>	<ul style="list-style-type: none"> <li> Dredging</li> <li> Forebay</li> <li> Forebay Embankment</li> <li> Forebay Overflow</li> <li> Intake</li> <li> Power Transmission Relocation</li> <li> *Proposed Subsurface Easement</li> <li> **Proposed Permanent Surface Impact</li> </ul>	<ul style="list-style-type: none"> <li> Proposed Temporary Surface Impact</li> <li> Proposed Potential Borrow And/Or Spoil</li> <li> Reusable Tunnel Material Area</li> <li> Barge Unloading Facility</li> <li> Safe Haven Work Area</li> <li> Fuel Station</li> <li> Concrete Batch Plant</li> <li> Geotech Planning Area</li> </ul>	<p>*Surface impacts are not expected to result from subsurface features.  **In-river features are not a permanent impact to navigation.  ***Surface impacts will only occur at sites selected for geotechnical explorations.  See Ch. 3, Section 3.6.1.10 for more information</p>
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Feet  
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Sources: Plan Area, SAIC 2010; DWR DHCCP Engineering (rev 5a); NA P 2014

**Figure M3-4: Sheet 5 of 15 Modified Pipeline/Tunnel Alignment (Alternative 4, 4A)**

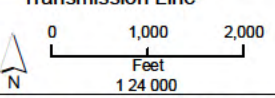




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Plan Area	Canal	Dredging	Proposed Temporary Surface Impact
Areas of Additional Analysis (Outside of Legal Delta; for Power Only)	Operable Barrier	Forebay	Proposed Potential Borrow And/Or Spoil
Interconnection Point	Permanent Access Road	Forebay Embankment	Reusable Tunnel Material Area
Proposed Permanent OH Transmission Line	Siphon	Forebay Overflow	Barge Unloading Facility
Proposed Temporary OH Transmission Line	Temporary Access Road	Intake	Safe Haven Work Area
	Tunnel	Power Transmission Relocation	Fuel Station
	Tunnel Conveyor	*Proposed Subsurface Easement	Concrete Batch Plant
		**Proposed Permanent Surface Impact	Geotech Planning Area

\*Surface impacts are not expected to result from subsurface features.  
 \*\*In-river features are not a permanent impact to navigation.  
 \*\*\*Surface impacts will only occur at sites selected for geotechnical explorations. See Ch. 3, Section 3.6.1.10 for more information



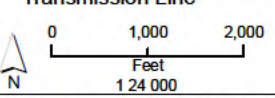
Sources: Plan Area, SAIC 2010; DWR DHCCP Engineering (rev 5a); NA P 2014

**Figure M3-4: Sheet 6 of 15 Modified Pipeline/Tunnel Alignment (Alternative 4, 4A)**



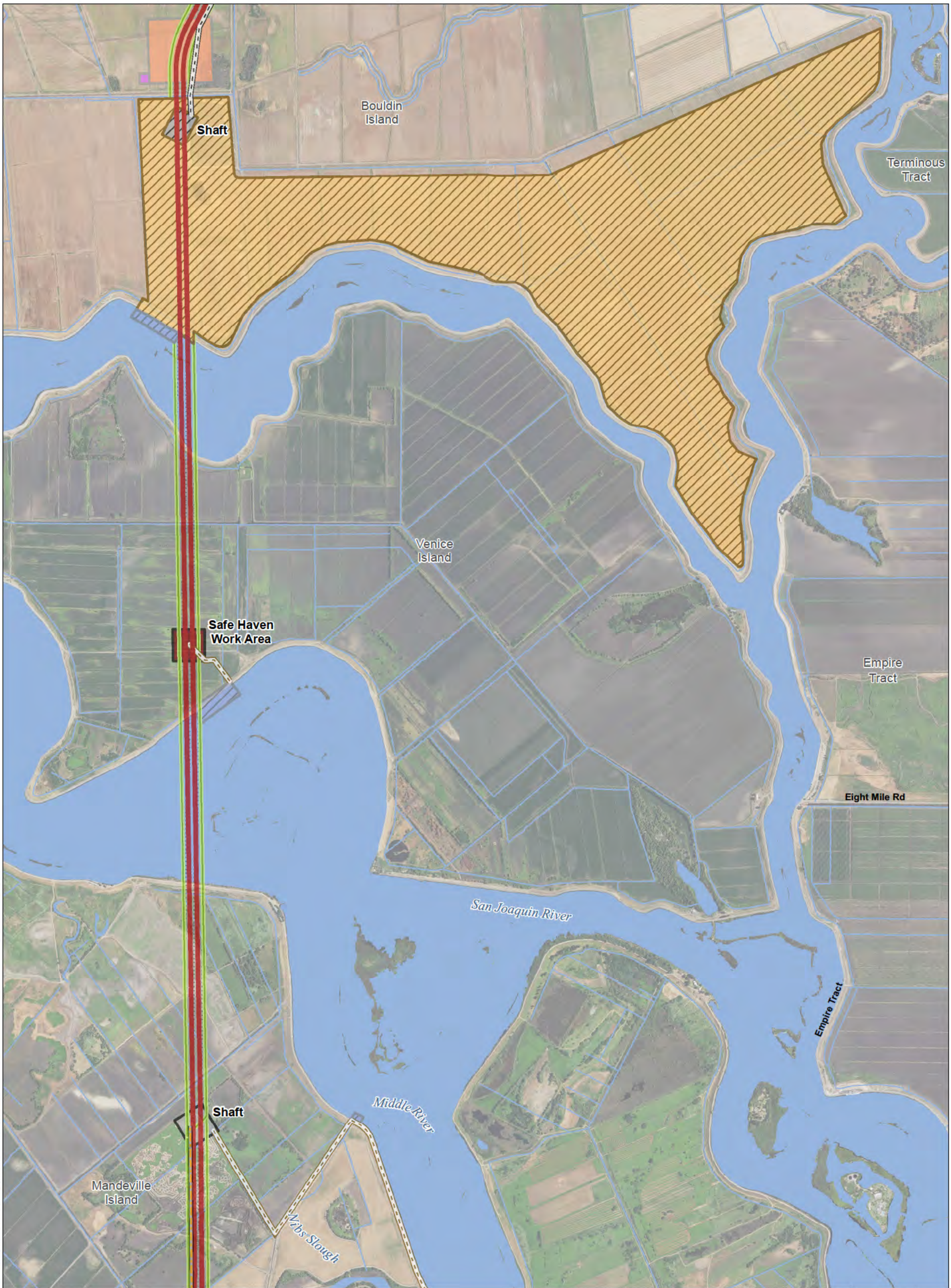
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<ul style="list-style-type: none"> <li> Plan Area</li> <li> Areas of Additional Analysis (Outside of Legal Delta; for Power Only)</li> <li> Interconnection Point</li> <li> Proposed Permanent OH Transmission Line</li> <li> Proposed Temporary OH Transmission Line</li> </ul>	<ul style="list-style-type: none"> <li> Canal</li> <li> Operable Barrier</li> <li> Permanent Access Road</li> <li> Siphon</li> <li> Temporary Access Road</li> <li> Tunnel</li> <li> Tunnel Conveyor</li> </ul>	<ul style="list-style-type: none"> <li> Dredging</li> <li> Forebay</li> <li> Forebay Embankment</li> <li> Forebay Overflow</li> <li> Intake</li> <li> Power Transmission Relocation</li> <li> *Proposed Subsurface Easement</li> <li> **Proposed Permanent Surface Impact</li> </ul>	<ul style="list-style-type: none"> <li> Proposed Temporary Surface Impact</li> <li> Proposed Potential Borrow And/Or Spoil</li> <li> Reusable Tunnel Material Area</li> <li> Barge Unloading Facility</li> <li> Safe Haven Work Area</li> <li> Fuel Station</li> <li> Concrete Batch Plant</li> <li> Geotech Planning Area</li> </ul>	<p>*Surface impacts are not expected to result from subsurface features.  **In-river features are not a permanent impact to navigation.  ***Surface impacts will only occur at sites selected for geotechnical explorations. See Ch. 3, Section 3.6.1.10 for more information</p>
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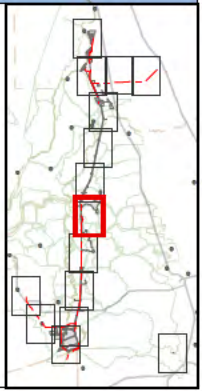
Sources: Plan Area, SAIC 2010; DWR DHCCP Engineering (rev 5a); NA P 2014

**Figure M3-4: Sheet 7 of 15 Modified Pipeline/Tunnel Alignment (Alternative 4, 4A)**



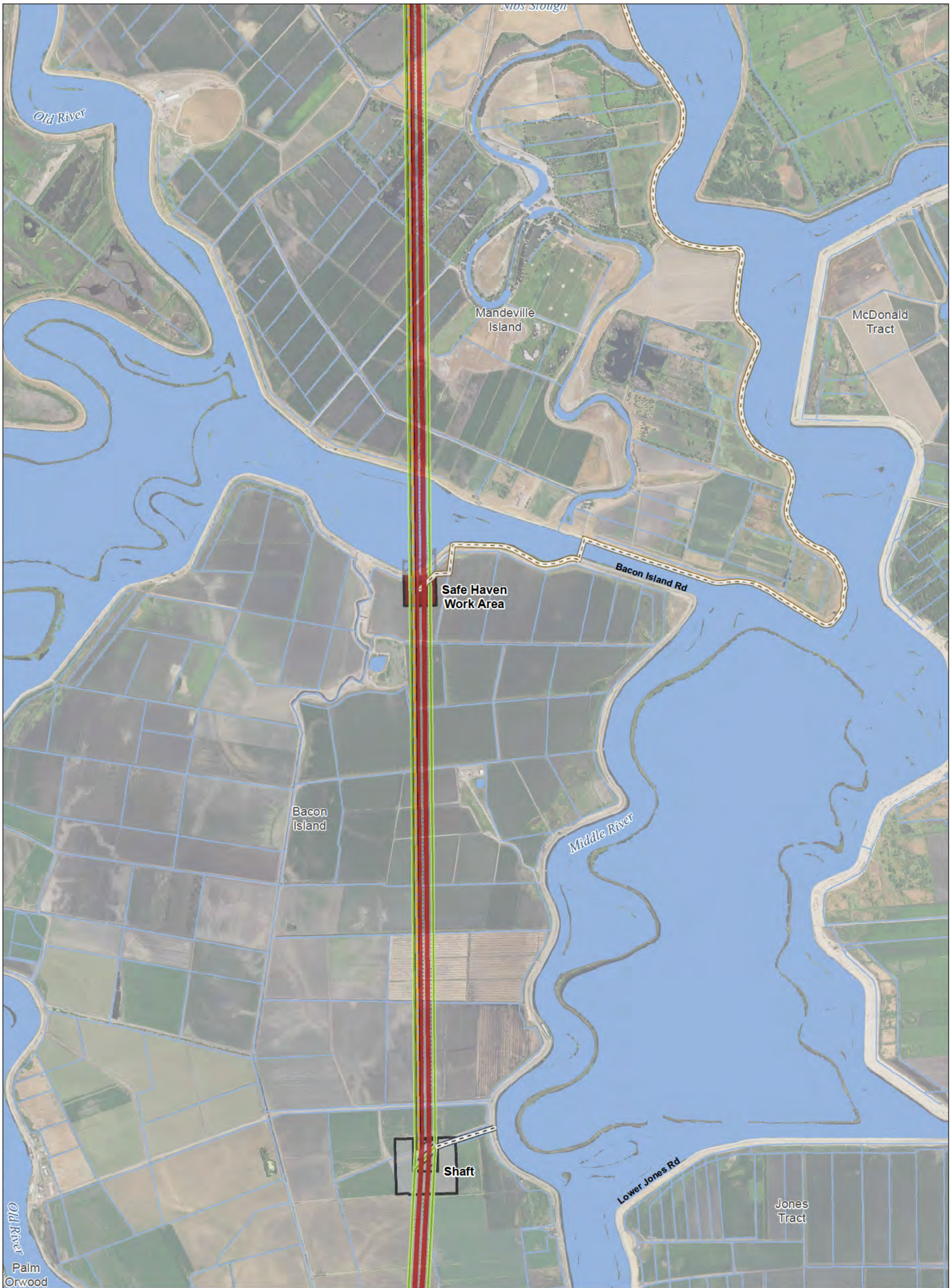
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<ul style="list-style-type: none"> <li> Plan Area</li> <li> Areas of Additional Analysis (Outside of Legal Delta; for Power Only)</li> <li> Interconnection Point</li> <li> Proposed Permanent OH Transmission Line</li> <li> Proposed Temporary OH Transmission Line</li> </ul>	<ul style="list-style-type: none"> <li> Canal</li> <li> Operable Barrier</li> <li> Permanent Access Road</li> <li> Siphon</li> <li> Temporary Access Road</li> <li> Tunnel</li> <li> Tunnel Conveyor</li> </ul>	<ul style="list-style-type: none"> <li> Dredging</li> <li> Forebay</li> <li> Forebay Embankment</li> <li> Forebay Overflow</li> <li> Intake</li> <li> Power Transmission Relocation</li> <li> *Proposed Subsurface Easement</li> <li> **Proposed Permanent Surface Impact</li> </ul>	<ul style="list-style-type: none"> <li> Proposed Temporary Surface Impact</li> <li> Proposed Potential Borrow And/Or Spoil</li> <li> Reusable Tunnel Material Area</li> <li> Barge Unloading Facility</li> <li> Safe Haven Work Area</li> <li> Fuel Station</li> <li> Concrete Batch Plant</li> <li> Geotech Planning Area</li> </ul>	<p>*Surface impacts are not expected to result from subsurface features.</p> <p>**In-river features are not a permanent impact to navigation.</p> <p>***Surface impacts will only occur at sites selected for geotechnical explorations. See Ch. 3, Section 3.6.1.10 for more information</p>
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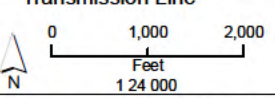
Sources: Plan Area, SAIC 2010; DWR DHCCP Engineering (rev 5a); NA P 2014

**Figure M3-4: Sheet 8 of 15 Modified Pipeline/Tunnel Alignment (Alternative 4, 4A)**



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<ul style="list-style-type: none"> <li> Plan Area</li> <li> Areas of Additional Analysis (Outside of Legal Delta; for Power Only)</li> <li> Interconnection Point</li> <li> Proposed Permanent OH Transmission Line</li> <li> Proposed Temporary OH Transmission Line</li> </ul>	<ul style="list-style-type: none"> <li> Canal</li> <li> Operable Barrier</li> <li> Permanent Access Road</li> <li> Siphon</li> <li> Temporary Access Road</li> <li> Tunnel</li> <li> Tunnel Conveyor</li> </ul>	<ul style="list-style-type: none"> <li> Dredging</li> <li> Forebay</li> <li> Forebay Embankment</li> <li> Forebay Overflow</li> <li> Intake</li> <li> Power Transmission Relocation</li> <li> *Proposed Subsurface Easement</li> <li> **Proposed Permanent Surface Impact</li> </ul>	<ul style="list-style-type: none"> <li> Proposed Temporary Surface Impact</li> <li> Proposed Potential Borrow And/Or Spoil</li> <li> Reusable Tunnel Material Area</li> <li> Barge Unloading Facility</li> <li> Safe Haven Work Area</li> <li> Fuel Station</li> <li> Concrete Batch Plant</li> <li> Geotech Planning Area</li> </ul>	<p>*Surface impacts are not expected to result from subsurface features.</p> <p>**In-river features are not a permanent impact to navigation.</p> <p>***Surface impacts will only occur at sites selected for geotechnical explorations. See Ch. 3, Section 3.6.1.10 for more information</p>
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Sources: Plan Area, SAIC 2010; DWR DHCCP Engineering (rev 5a); NA P 2014

**Figure M3-4: Sheet 9 of 15 Modified Pipeline/Tunnel Alignment (Alternative 4, 4A)**



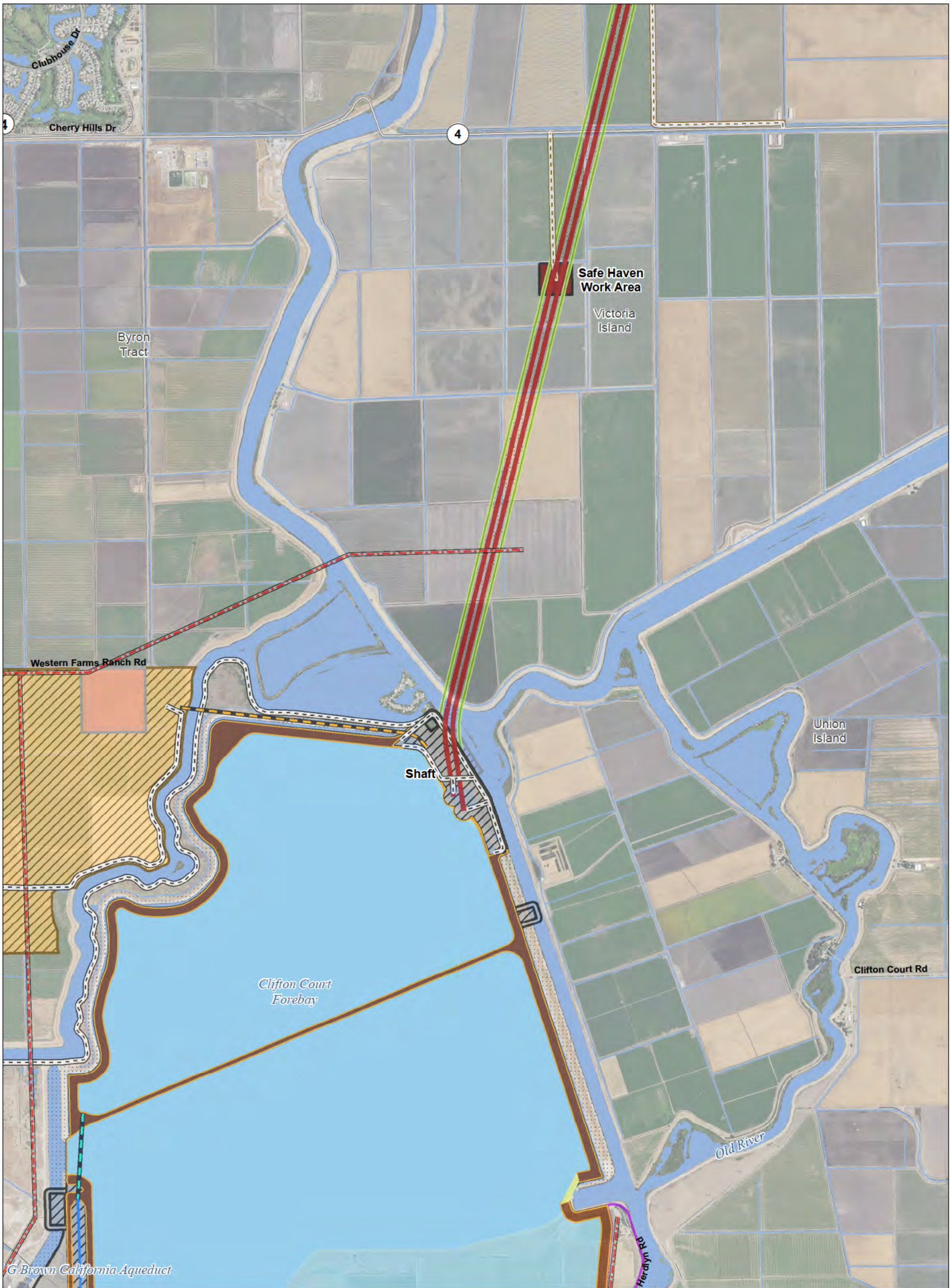
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<ul style="list-style-type: none"> <li> Plan Area</li> <li> Areas of Additional Analysis (Outside of Legal Delta; for Power Only)</li> <li> Interconnection Point</li> <li> Proposed Permanent OH Transmission Line</li> <li> Proposed Temporary OH Transmission Line</li> </ul>	<ul style="list-style-type: none"> <li> Canal</li> <li> Operable Barrier</li> <li> Permanent Access Road</li> <li> Siphon</li> <li> Temporary Access Road</li> <li> Tunnel</li> <li> Tunnel Conveyor</li> </ul>	<ul style="list-style-type: none"> <li> Dredging</li> <li> Forebay</li> <li> Forebay Embankment</li> <li> Forebay Overflow</li> <li> Intake</li> <li> Power Transmission Relocation</li> <li> *Proposed Subsurface Easement</li> <li> **Proposed Permanent Surface Impact</li> </ul>	<ul style="list-style-type: none"> <li> Proposed Temporary Surface Impact</li> <li> Proposed Potential Borrow And/Or Spoil</li> <li> Reusable Tunnel Material Area</li> <li> Barge Unloading Facility</li> <li> Safe Haven Work Area</li> <li> Fuel Station</li> <li> Concrete Batch Plant</li> <li> Geotech Planning Area</li> </ul>	<p>*Surface impacts are not expected to result from subsurface features.</p> <p>**In-river features are not a permanent impact to navigation.</p> <p>***Surface impacts will only occur at sites selected for geotechnical explorations. See Ch. 3, Section 3.6.1.10 for more information</p>
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Sources: Plan Area, SAIC 2010; DWR DHCCP Engineering (rev 5a); NA P 2014

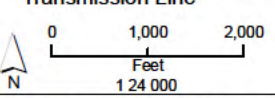
**Figure M3-4: Sheet 10 of 15  
Modified Pipeline/Tunnel Alignment (Alternative 4, 4A)**



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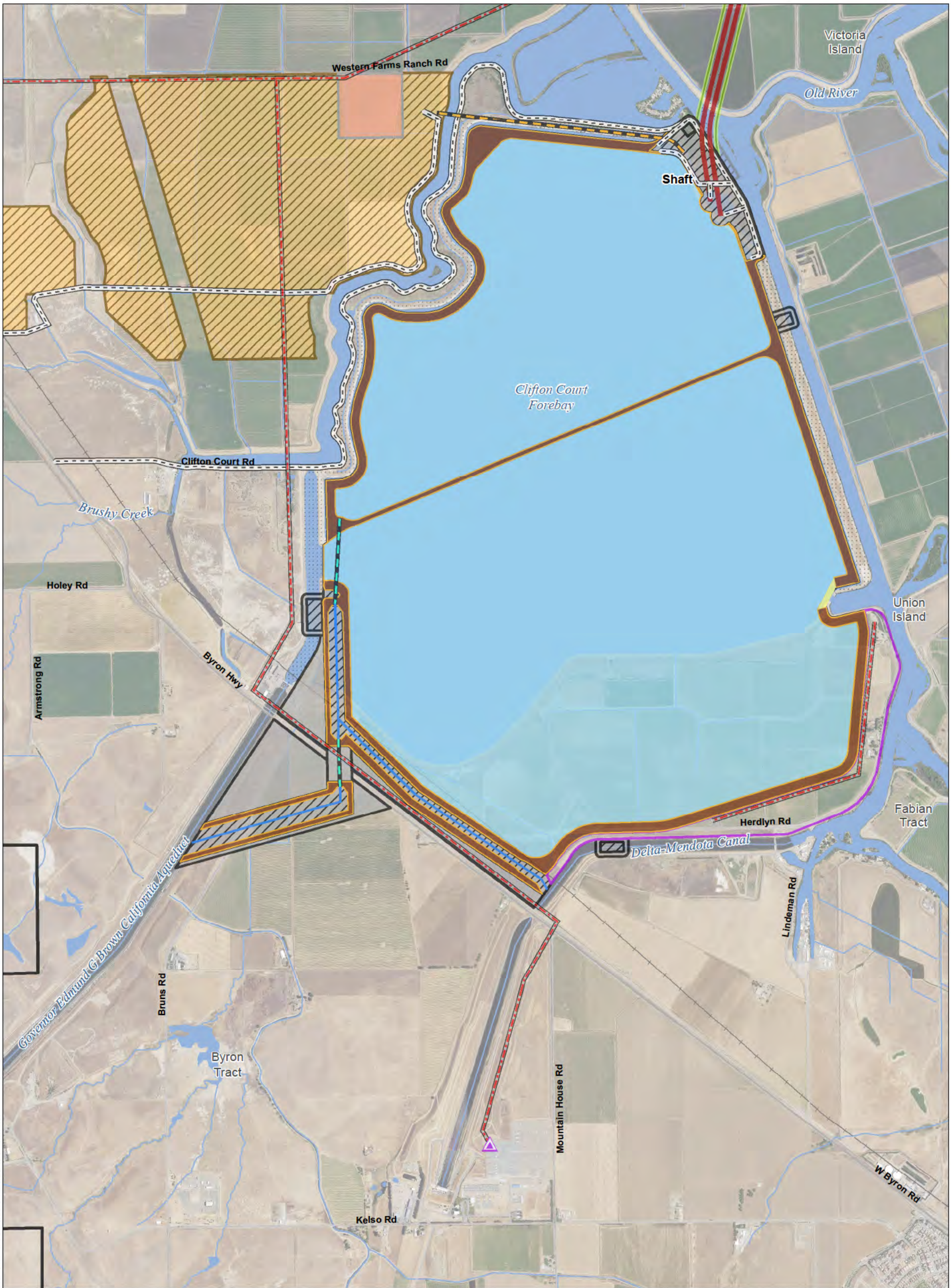
Plan Area	Canal	Dredging	Proposed Temporary Surface Impact
Areas of Additional Analysis (Outside of Legal Delta; for Power Only)	Operable Barrier	Forebay	Proposed Potential Borrow And/Or Spoil
Interconnection Point	Permanent Access Road	Forebay Embankment	Reusable Tunnel Material Area
Proposed Permanent OH Transmission Line	Siphon	Forebay Overflow	Barge Unloading Facility
Proposed Temporary OH Transmission Line	Temporary Access Road	Intake	Safe Haven Work Area
	Tunnel	Power Transmission Relocation	Fuel Station
	Tunnel Conveyor	*Proposed Subsurface Easement	Concrete Batch Plant
		**Proposed Permanent Surface Impact	Geotech Planning Area

\*Surface impacts are not expected to result from subsurface features.  
 \*\*In-river features are not a permanent impact to navigation.  
 \*\*\*Surface impacts will only occur at sites selected for geotechnical explorations. See Ch. 3, Section 3.6.1.10 for more information



Sources: Plan Area, SAIC 2010; DWR DHCCP Engineering (rev 5a); NA P 2014

**Figure M3-4: Sheet 11 of 15 Modified Pipeline/Tunnel Alignment (Alternative 4, 4A)**



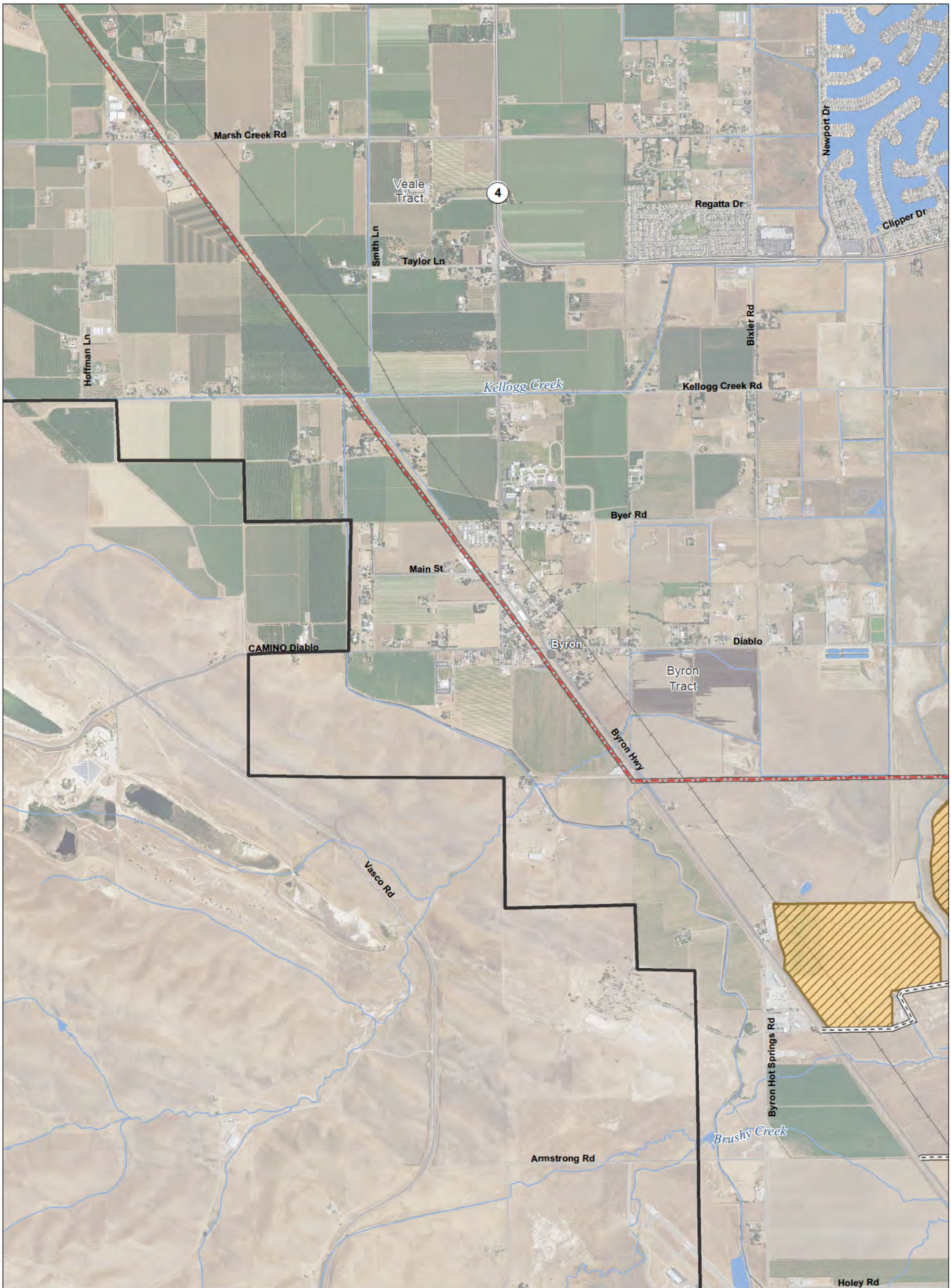
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Plan Area	Canal	Dredging	Proposed Temporary Surface Impact
Areas of Additional Analysis (Outside of Legal Delta; for Power Only)	Operable Barrier	Forebay	Proposed Potential Borrow And/Or Spoil
Interconnection Point	Permanent Access Road	Forebay Embankment	Reusable Tunnel Material Area
Proposed Permanent OH Transmission Line	Siphon	Forebay Overflow	Barge Unloading Facility
Proposed Temporary OH Transmission Line	Temporary Access Road	Intake	Safe Haven Work Area
	Tunnel	Power Transmission Relocation	Fuel Station
	Tunnel Conveyor	*Proposed Subsurface Easement	Concrete Batch Plant
		**Proposed Permanent Surface Impact	Geotech Planning Area

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 \*\*In-river features are not a permanent impact to navigation.  
 \*\*\*Surface impacts will only occur at sites selected for geotechnical explorations. See Ch. 3, Section 3.6.1.10 for more information

Sources: Plan Area, SAIC 2010; DWR DHCCP Engineering (rev 5a); NA P 2014

**Figure M3-4: Sheet 12 of 15 Modified Pipeline/Tunnel Alignment (Alternative 4, 4A)**



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- Plan Area
- Areas of Additional Analysis (Outside of Legal Delta; for Power Only)
- Interconnection Point
- Proposed Permanent OH Transmission Line
- Proposed Temporary OH Transmission Line

- Canal
- Operable Barrier
- Permanent Access Road
- Siphon
- Temporary Access Road
- Tunnel
- Tunnel Conveyor

- Dredging
- Forebay
- Forebay Embankment
- Forebay Overflow
- Intake
- Power Transmission Relocation
- \*Proposed Subsurface Easement
- \*\*Proposed Permanent Surface Impact

- Proposed Temporary Surface Impact
- Proposed Potential Borrow And/Or Spoil
- Reusable Tunnel Material Area
- Barge Unloading Facility
- Safe Haven Work Area
- Fuel Station
- Concrete Batch Plant
- Geotech Planning Area

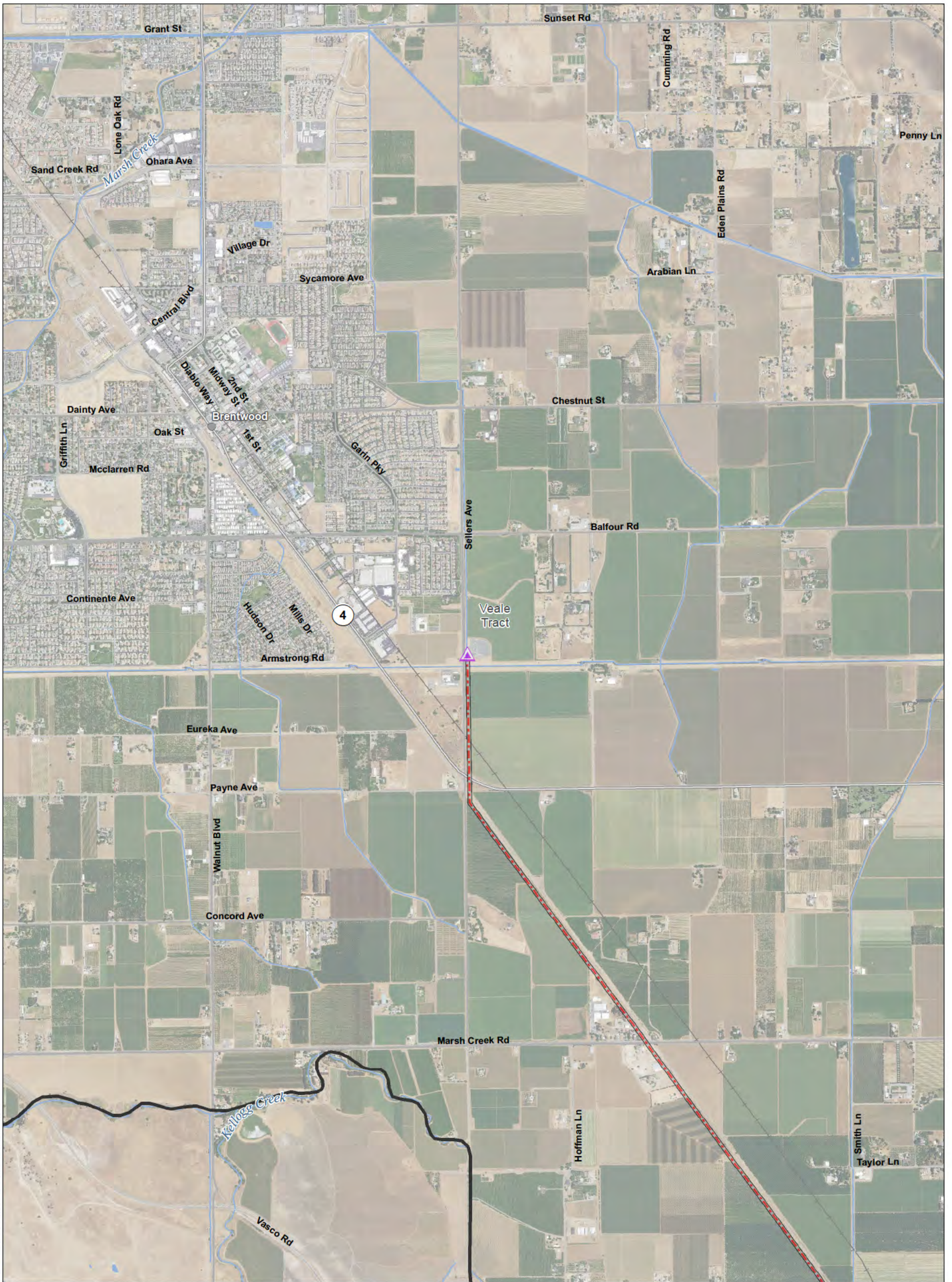
\*Surface impacts are not expected to result from subsurface features.  
 \*\*In-river features are not a permanent impact to navigation.  
 \*\*\*Surface impacts will only occur at sites selected for geotechnical explorations.  
 See Ch. 3, Section 3.6.1.10 for more information



Sources: Plan Area, SAIC 2010; DWR DHCCP Engineering (rev 5a); NA P 2014

**Figure M3-4: Sheet 13 of 15 Modified Pipeline/Tunnel Alignment (Alternative 4, 4A)**





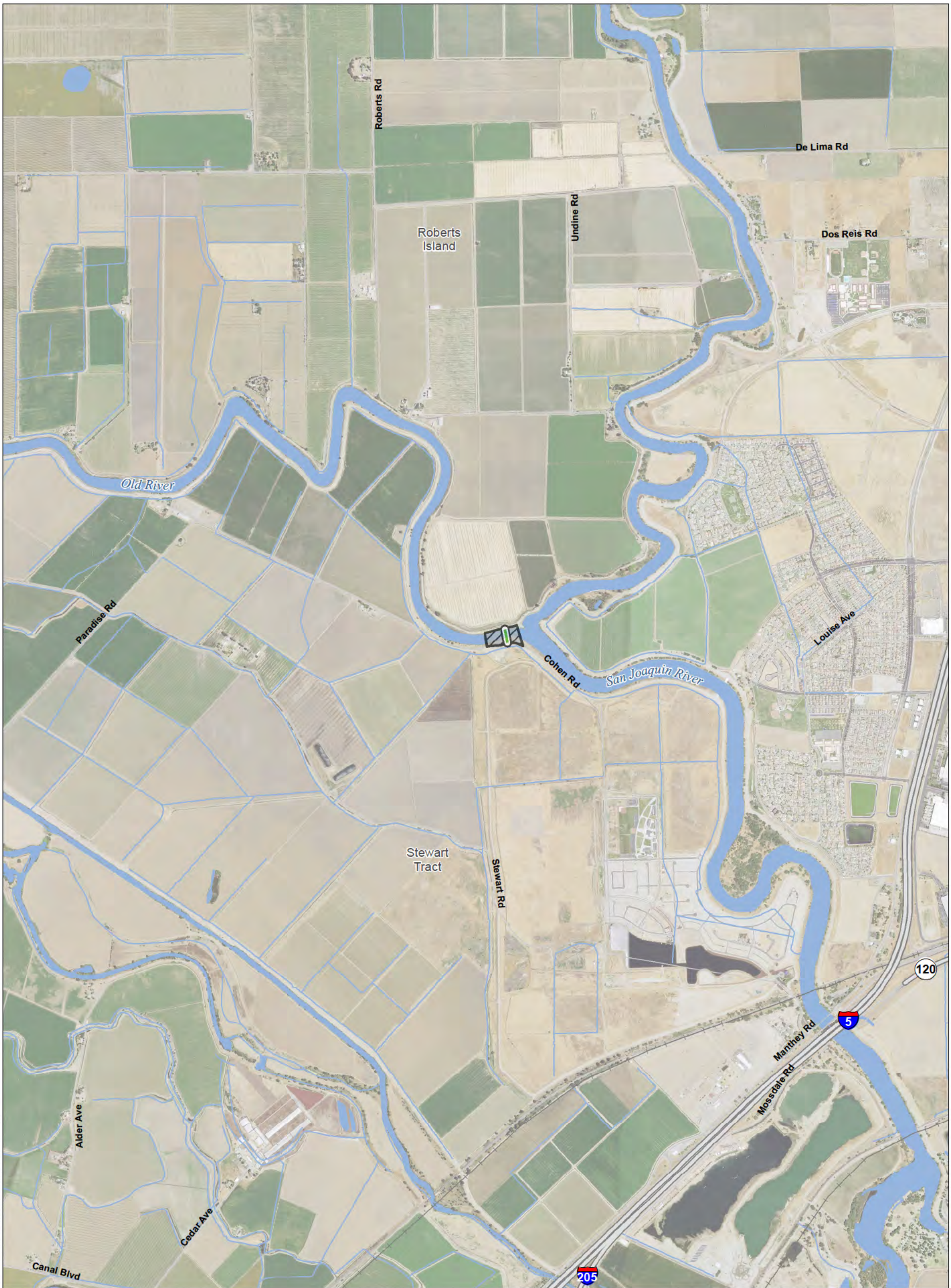
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<ul style="list-style-type: none"> <li> Plan Area</li> <li> Areas of Additional Analysis (Outside of Legal Delta; for Power Only)</li> <li> Interconnection Point</li> <li> Proposed Permanent OH Transmission Line</li> <li> Proposed Temporary OH Transmission Line</li> </ul>	<ul style="list-style-type: none"> <li> Canal</li> <li> Operable Barrier</li> <li> Permanent Access Road</li> <li> Siphon</li> <li> Temporary Access Road</li> <li> Tunnel</li> <li> Tunnel Conveyor</li> </ul>	<ul style="list-style-type: none"> <li> Dredging</li> <li> Forebay</li> <li> Forebay Embankment</li> <li> Forebay Overflow</li> <li> Intake</li> <li> Power Transmission Relocation</li> <li> *Proposed Subsurface Easement</li> <li> **Proposed Permanent Surface Impact</li> </ul>	<ul style="list-style-type: none"> <li> Proposed Temporary Surface Impact</li> <li> Proposed Potential Borrow And/Or Spoil</li> <li> Reusable Tunnel Material Area</li> <li> Barge Unloading Facility</li> <li> Safe Haven Work Area</li> <li> Fuel Station</li> <li> Concrete Batch Plant</li> <li> Geotech Planning Area</li> </ul>	<p>*Surface impacts are not expected to result from subsurface features.</p> <p>**In-river features are not a permanent impact to navigation.</p> <p>***Surface impacts will only occur at sites selected for geotechnical explorations. See Ch. 3, Section 3.6.1.10 for more information</p>
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Sources: Plan Area, SAIC 2010; DWR DHCCP Engineering (rev 5a); NA P 2014

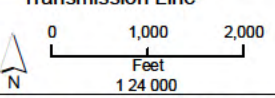
**Figure M3-4: Sheet 14 of 15 Modified Pipeline/Tunnel Alignment (Alternative 4, 4A)**



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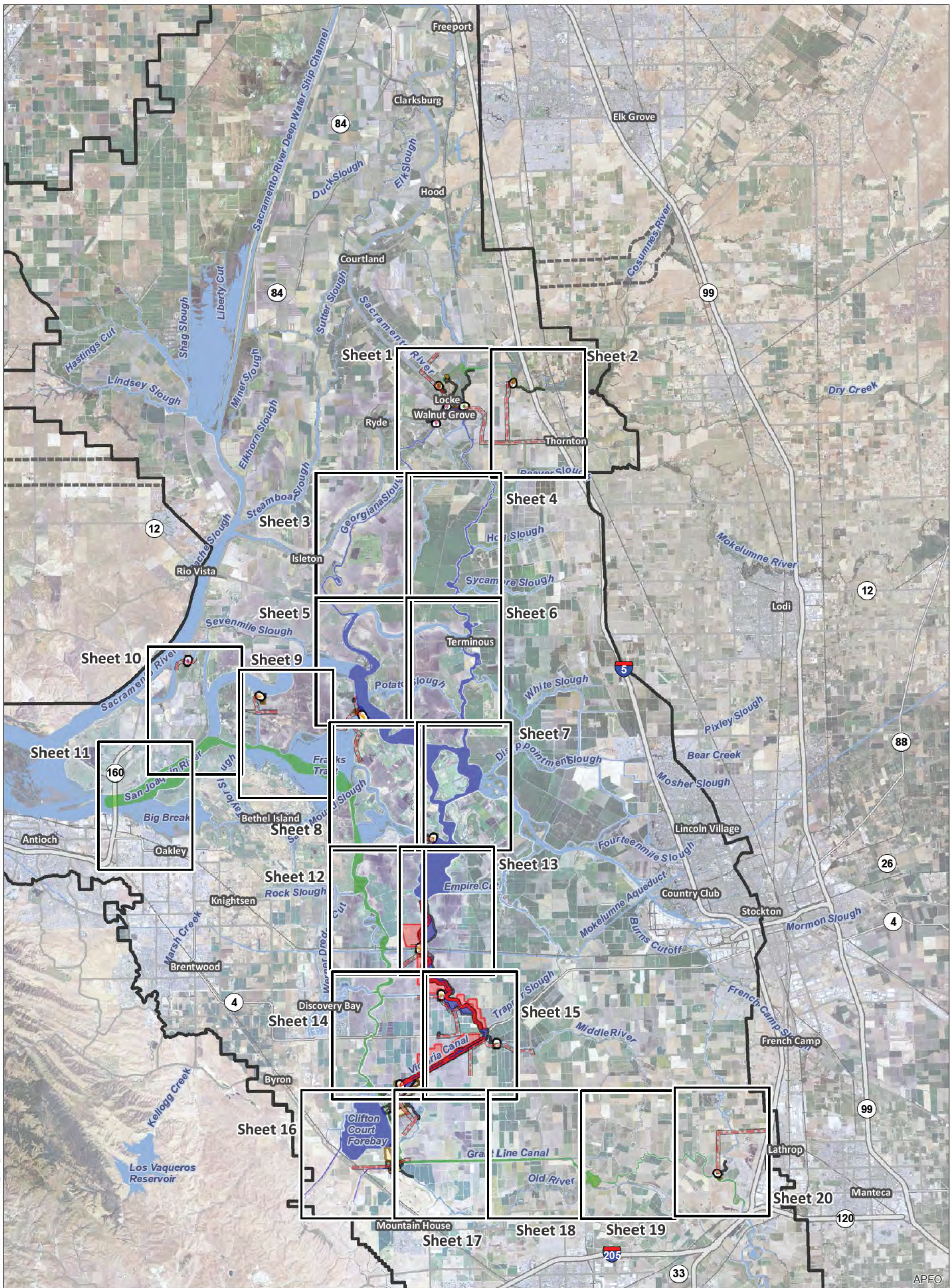
Plan Area	Canal	Dredging	Proposed Temporary Surface Impact
Areas of Additional Analysis (Outside of Legal Delta; for Power Only)	Operable Barrier	Forebay	Proposed Potential Borrow And/Or Spoil
Interconnection Point	Permanent Access Road	Forebay Embankment	Reusable Tunnel Material Area
Proposed Permanent OH Transmission Line	Siphon	Forebay Overflow	Barge Unloading Facility
Proposed Temporary OH Transmission Line	Temporary Access Road	Intake	Safe Haven Work Area
	Tunnel	Power Transmission Relocation	Fuel Station
	Tunnel Conveyor	*Proposed Subsurface Easement	Concrete Batch Plant
		**Proposed Permanent Surface Impact	Geotech Planning Area

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 \*\*In-river features are not a permanent impact to navigation.  
 \*\*\*Surface impacts will only occur at sites selected for geotechnical explorations. See Ch. 3, Section 3.6.1.10 for more information



Sources: Plan Area, SAIC 2010; DWR DHCCP Engineering (rev 5a); NA P 2014

**Figure M3-4: Sheet 15 of 15 Modified Pipeline/Tunnel Alignment (Alternative 4, 4A)**



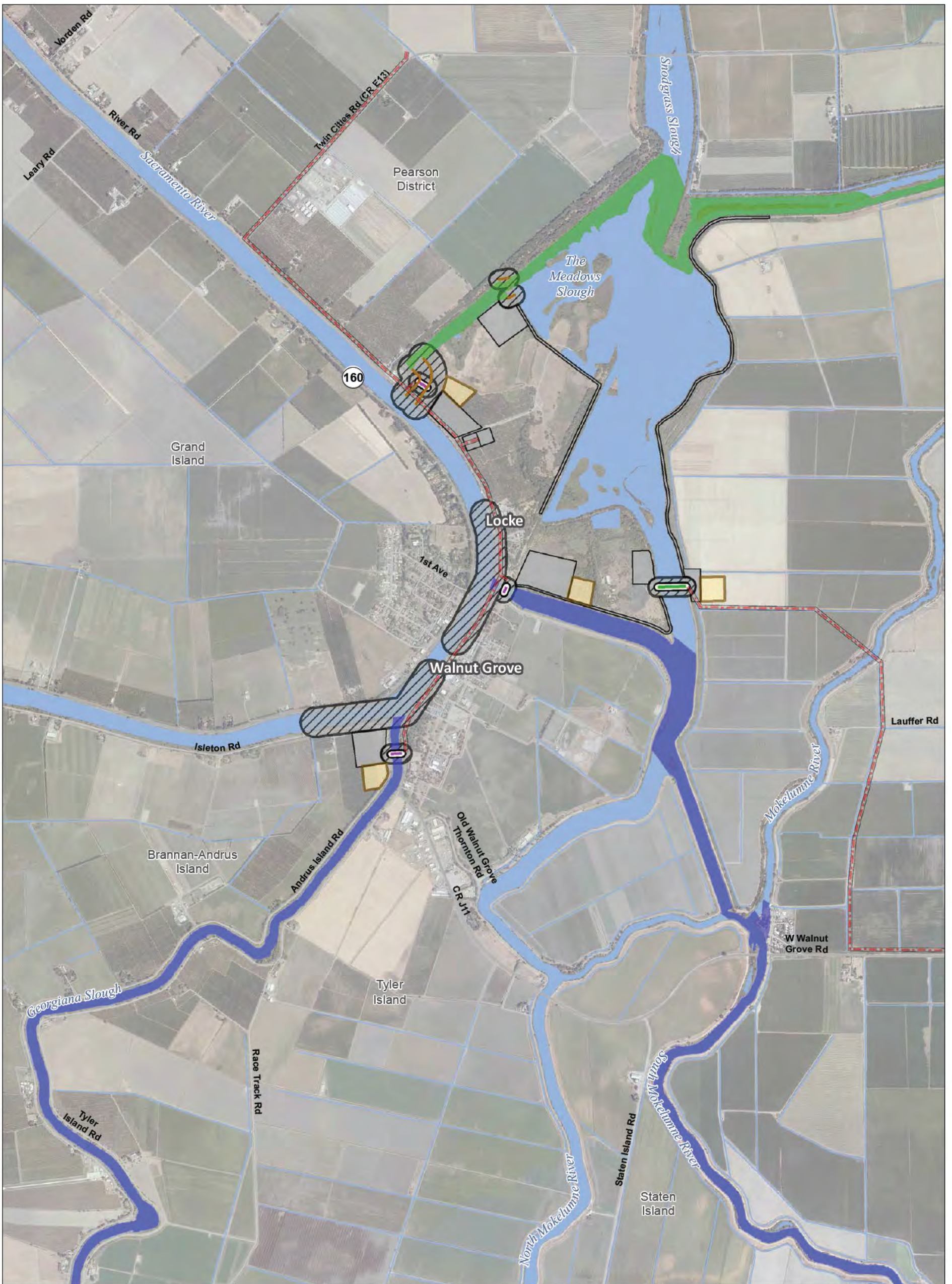
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- Legend**
- |  |                                 |                        |                          |
|--|---------------------------------|------------------------|--------------------------|
| Interstate   | Permanent OH Transmission Lines | Canal Fill             | Borrow and/or Spoil      |
| State Highway/Route  | Channel Connection              | Dredging               | Spoil Area               |
| Railroad   | On-Channel Levee at New Channel | Control Structure      | **Right of Way           |
| Plan Area  | Operable Barrier Type 1         | Pumping Plant          | Temporary Surface Impact |
| Areas of Additional Analysis<br>(Outside of Legal Delta; for Power Only) | Operable Barrier Type 2         | Water Supply Corridor  |                          |
| Water  | Operable Barrier Type 3         | Fish Movement Corridor |                          |

\*Surface impacts are not expected to result from subsurface features.      \*\*In-river features are not a permanent impact to navigation.



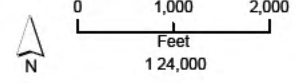
**Figure M3-5: Index Through Delta / Separate Corridors**



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**Legend**

- |   |                                 |                        |                          |
|---|---------------------------------|------------------------|--------------------------|
| Plan Area   | On-Channel Levee at New Channel | Dredging               | Borrow and/or Spoil      |
| Area of Additional Analysis for West Alignment (Outside of Legal Delta; for Power Only) | Operable Barrier Type 1         | Control Structure      | Spoil Area               |
| Proposed Permanent OH Transmission Lines  | Operable Barrier Type 2         | Pumping Plant          | Right of Way             |
| Channel Connection  | Operable Barrier Type 3         | Water Supply Corridor  | Temporary Surface Impact |
|   | Canal Fill                      | Fish Movement Corridor |                          |

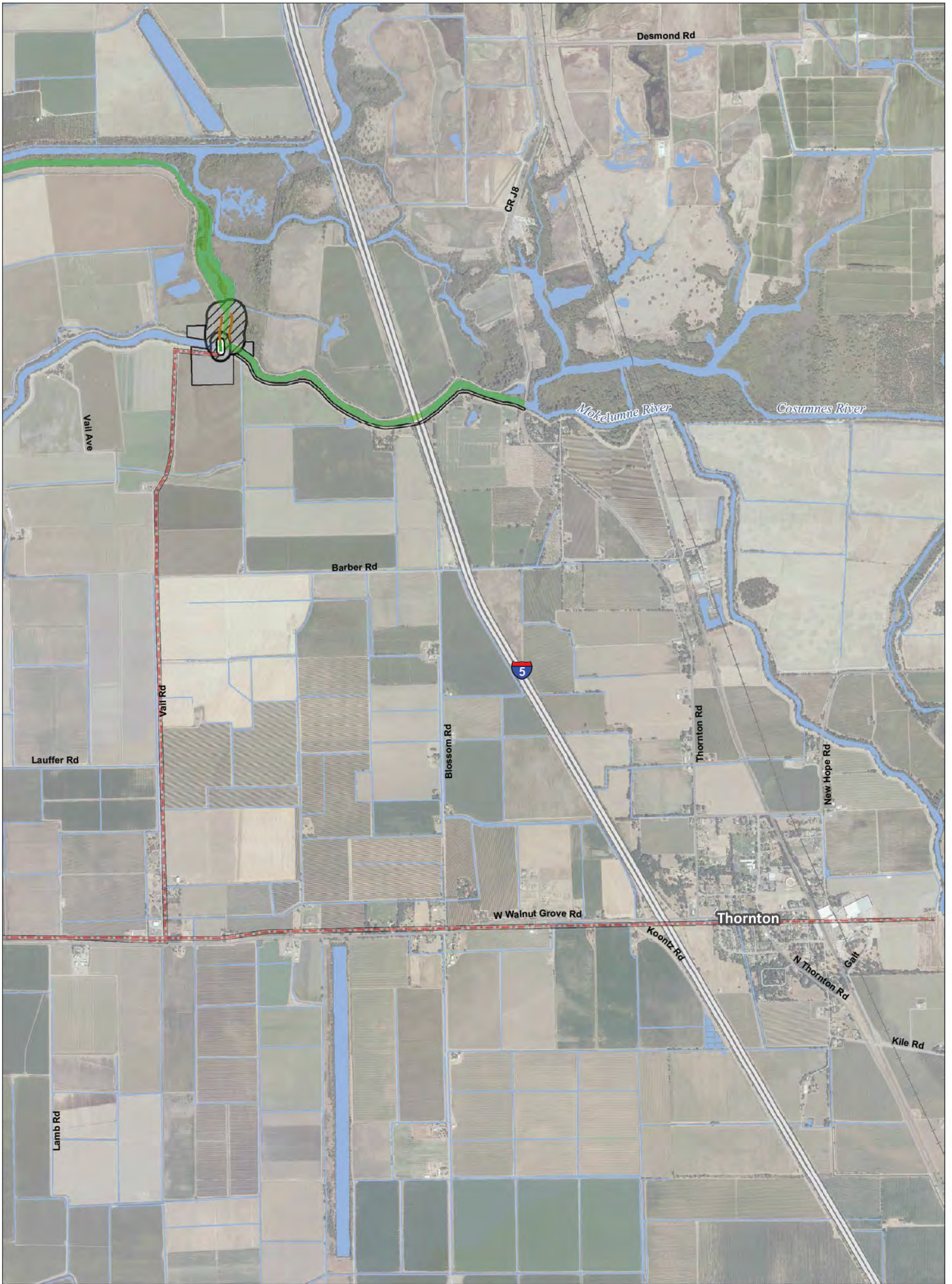


\*Surface impacts are not expected to result from subsurface features.  
 \*\*In-river features are not a permanent impact to navigation.



Sources: Plan Area, SAIC 2010; DWR DHCCP Engineering SCO (rev3b); NAIP 2010

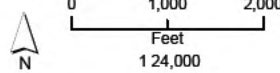
**Figure M3-5: Sheet 1 of 20 Through Delta / Separate Corridors**



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**Legend**

- |   |                                 |                        |                          |
|---|---------------------------------|------------------------|--------------------------|
| Plan Area   | On-Channel Levee at New Channel | Dredging               | Borrow and/or Spoil      |
| Area of Additional Analysis for West Alignment (Outside of Legal Delta, for Power Only) | Operable Barrier Type 1         | Control Structure      | Spoil Area               |
| Proposed Permanent OH Transmission Lines  | Operable Barrier Type 2         | Pumping Plant          | Right of Way             |
| Channel Connection  | Operable Barrier Type 3         | Water Supply Corridor  | Temporary Surface Impact |
|   | Canal Fill                      | Fish Movement Corridor |                          |

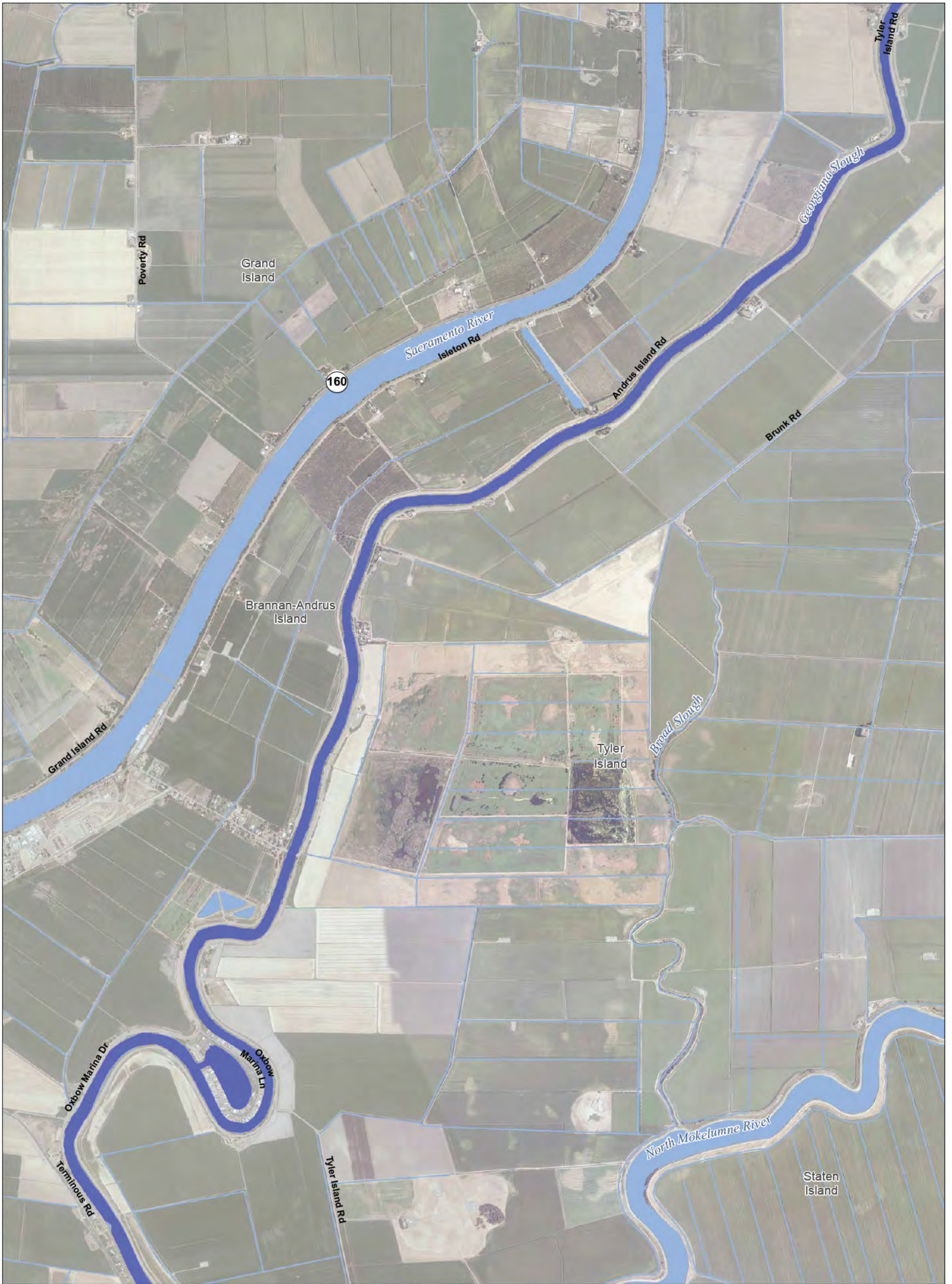


\*Surface impacts are not expected to result from subsurface features.  
 \*\*In-river features are not a permanent impact to navigation.



Sources: Plan Area, SAIC 2010; DWR DHCCP Engineering SCO (rev3b); NAIP 2010

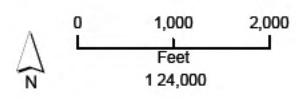
**Figure M3-5: Sheet 2 of 20  
 Through Delta / Separate Corridors**



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**Legend**

- |   |                                 |                        |                          |
|---|---------------------------------|------------------------|--------------------------|
| Plan Area   | On-Channel Levee at New Channel | Dredging               | Borrow and/or Spoil      |
| Area of Additional Analysis for West Alignment (Outside of Legal Delta; for Power Only) | Operable Barrier Type 1         | Control Structure      | Spoil Area               |
| Proposed Permanent OH Transmission Lines  | Operable Barrier Type 2         | Pumping Plant          | Right of Way             |
| Channel Connection  | Operable Barrier Type 3         | Water Supply Corridor  | Temporary Surface Impact |
|   | Canal Fill                      | Fish Movement Corridor |                          |



\*Surface impacts are not expected to result from subsurface features.  
 \*\*In-river features are not a permanent impact to navigation.



Sources: Plan Area, SAIC 2010; DWR DHCCP Engineering SCO (rev3b); NAIP 2010

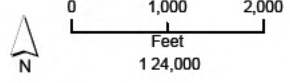
**Figure M3-5: Sheet 3 of 20 Through Delta / Separate Corridors**



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**Legend**

- |   |                                 |                        |                          |
|---|---------------------------------|------------------------|--------------------------|
| Plan Area   | On-Channel Levee at New Channel | Dredging               | Borrow and/or Spoil      |
| Area of Additional Analysis for West Alignment (Outside of Legal Delta; for Power Only) | Operable Barrier Type 1         | Control Structure      | Spoil Area               |
| Proposed Permanent OH Transmission Lines  | Operable Barrier Type 2         | Pumping Plant          | Right of Way             |
| Channel Connection  | Operable Barrier Type 3         | Water Supply Corridor  | Temporary Surface Impact |
|   | Canal Fill                      | Fish Movement Corridor |                          |



\*Surface impacts are not expected to result from subsurface features.  
 \*\*In-river features are not a permanent impact to navigation.



Sources: Plan Area, SAIC 2010; DWR DHCCP Engineering SCO (rev3b); NAIP 2010

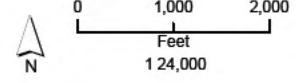
**Figure M3-5: Sheet 4 of 20 Through Delta / Separate Corridors**



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**Legend**

- |   |                                 |                        |                          |
|---|---------------------------------|------------------------|--------------------------|
| Plan Area   | On-Channel Levee at New Channel | Dredging               | Borrow and/or Spoil      |
| Area of Additional Analysis for West Alignment (Outside of Legal Delta; for Power Only) | Operable Barrier Type 1         | Control Structure      | Spoil Area               |
| Proposed Permanent OH Transmission Lines  | Operable Barrier Type 2         | Pumping Plant          | Right of Way             |
| Channel Connection  | Operable Barrier Type 3         | Water Supply Corridor  | Temporary Surface Impact |
|   | Canal Fill                      | Fish Movement Corridor |                          |



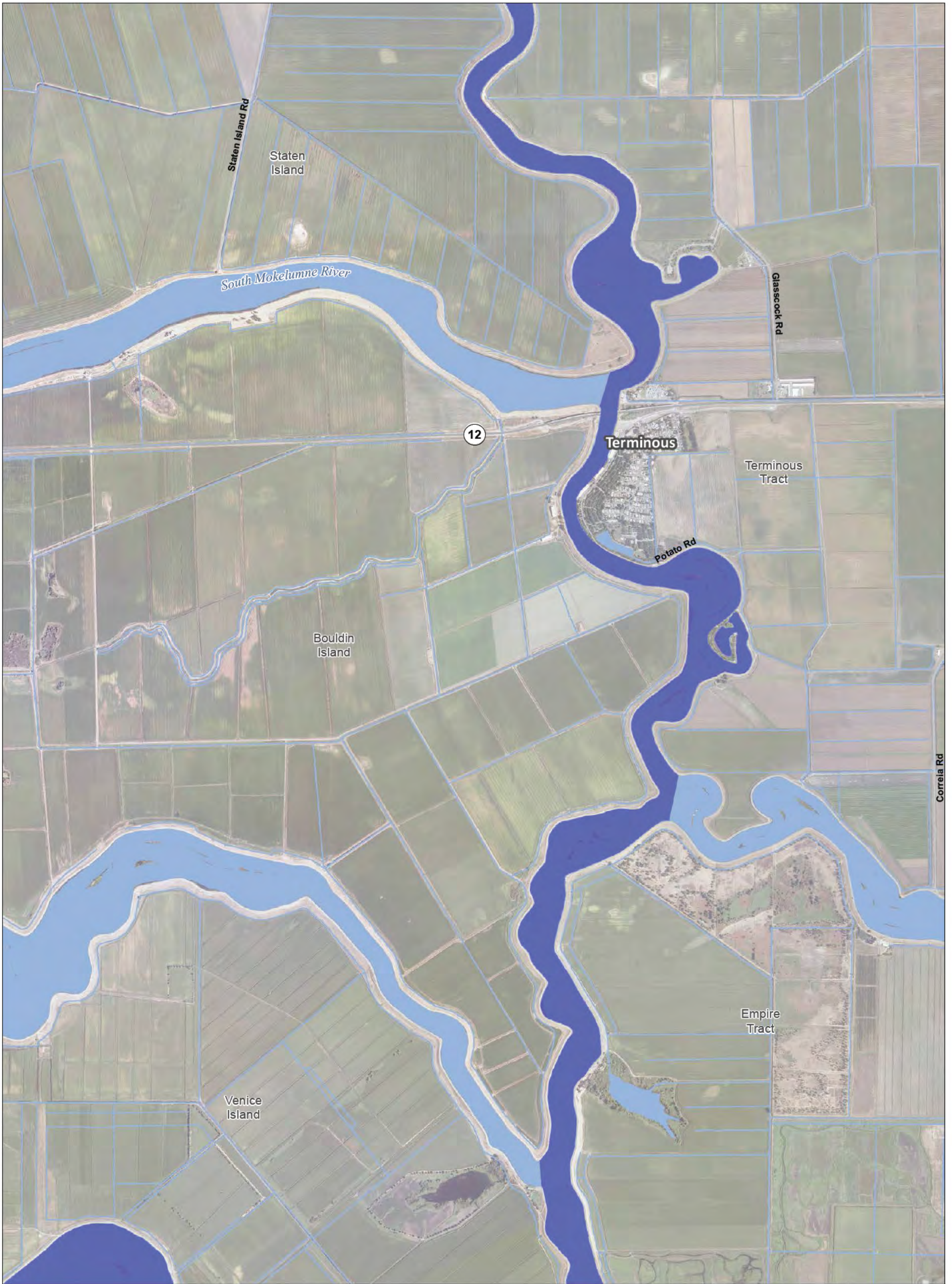
\*Surface impacts are not expected to result from subsurface features.  
 \*\*In-river features are not a permanent impact to navigation.



Sources: Plan Area, SAIC 2010; DWR DHCCP Engineering SCO (rev3b); NAIP 2010

**Figure M3-5: Sheet 5 of 20 Through Delta / Separate Corridors**

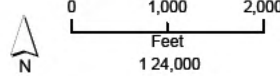




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**Legend**

- |   |                                 |                        |                          |
|---|---------------------------------|------------------------|--------------------------|
| Plan Area   | On-Channel Levee at New Channel | Dredging               | Borrow and/or Spoil      |
| Area of Additional Analysis for West Alignment (Outside of Legal Delta; for Power Only) | Operable Barrier Type 1         | Control Structure      | Spoil Area               |
| Proposed Permanent OH Transmission Lines  | Operable Barrier Type 2         | Pumping Plant          | Right of Way             |
| Channel Connection  | Operable Barrier Type 3         | Water Supply Corridor  | Temporary Surface Impact |
|   | Canal Fill                      | Fish Movement Corridor |                          |

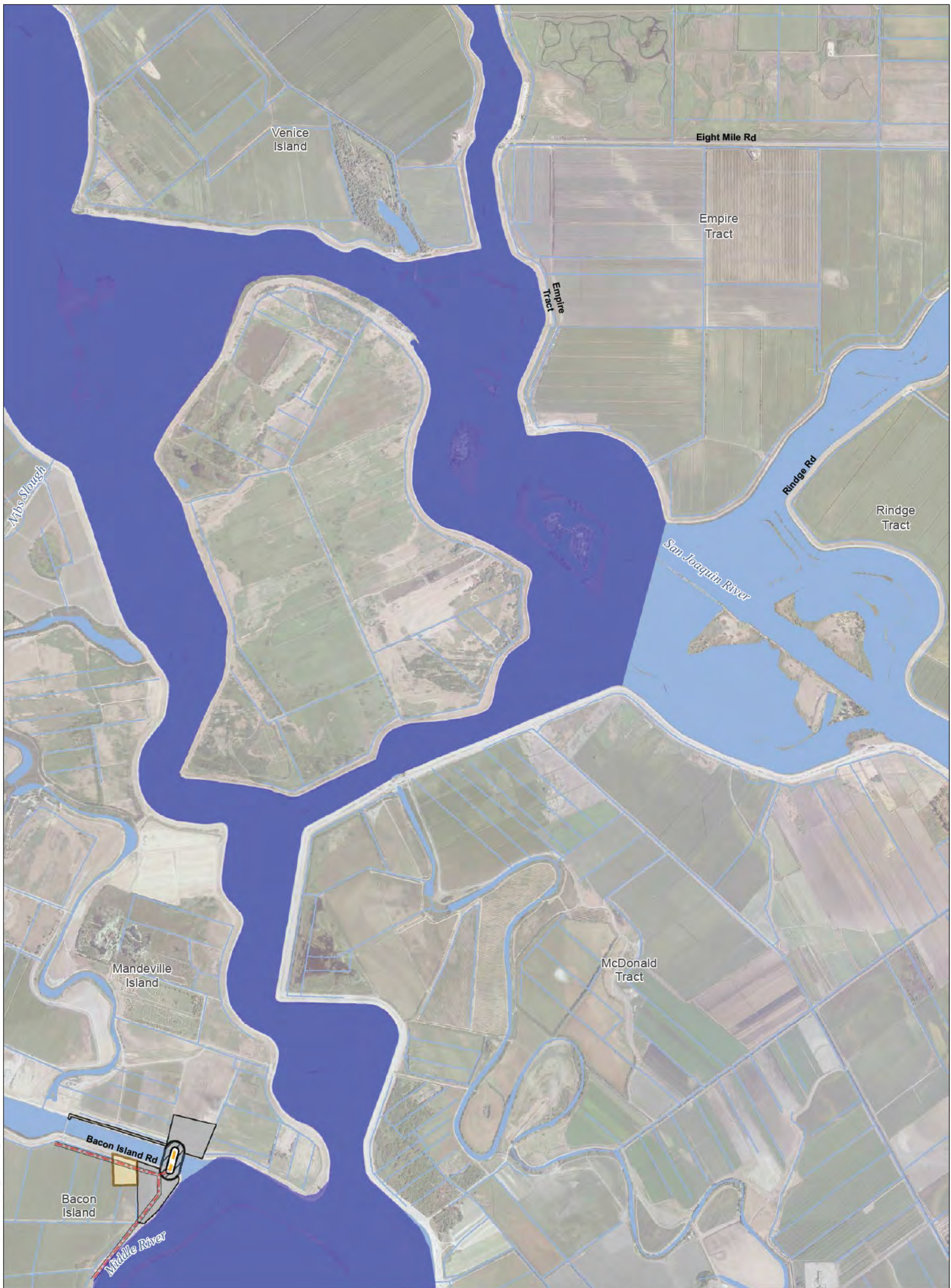


\*Surface impacts are not expected to result from subsurface features.  
 \*\*In-river features are not a permanent impact to navigation.



Sources: Plan Area, SAIC 2010; DWR DHCCP Engineering SCO (rev3b); NAIP 2010

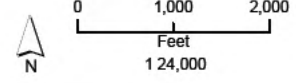
**Figure M3-5: Sheet 6 of 20 Through Delta / Separate Corridors**



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**Legend**

- |   |                                 |                        |                          |
|---|---------------------------------|------------------------|--------------------------|
| Plan Area   | On-Channel Levee at New Channel | Dredging               | Borrow and/or Spoil      |
| Area of Additional Analysis for West Alignment (Outside of Legal Delta; for Power Only) | Operable Barrier Type 1         | Control Structure      | Spoil Area               |
| Proposed Permanent OH Transmission Lines  | Operable Barrier Type 2         | Pumping Plant          | Right of Way             |
| Channel Connection  | Operable Barrier Type 3         | Water Supply Corridor  | Temporary Surface Impact |
|   | Canal Fill                      | Fish Movement Corridor |                          |



\*Surface impacts are not expected to result from subsurface features.  
 \*\*In-river features are not a permanent impact to navigation.



Sources: Plan Area, SAIC 2010; DWR DHCCP Engineering SCO (rev3b); NAIP 2010

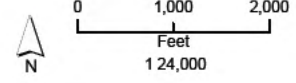
**Figure M3-5: Sheet 7 of 20 Through Delta / Separate Corridors**



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**Legend**

- |   |                                 |                        |                          |
|---|---------------------------------|------------------------|--------------------------|
| Plan Area   | On-Channel Levee at New Channel | Dredging               | Borrow and/or Spoil      |
| Area of Additional Analysis for West Alignment (Outside of Legal Delta; for Power Only) | Operable Barrier Type 1         | Control Structure      | Spoil Area               |
| Proposed Permanent OH Transmission Lines  | Operable Barrier Type 2         | Pumping Plant          | Right of Way             |
| Channel Connection  | Operable Barrier Type 3         | Water Supply Corridor  | Temporary Surface Impact |
|   | Canal Fill                      | Fish Movement Corridor |                          |



\*Surface impacts are not expected to result from subsurface features.  
 \*\*In-river features are not a permanent impact to navigation.



Sources: Plan Area, SAIC 2010; DWR DHCCP Engineering SCO (rev3b); NAIP 2010

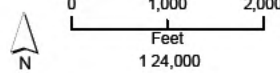
**Figure M3-5: Sheet 8 of 20 Through Delta / Separate Corridors**



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**Legend**

- |   |                                 |                        |                          |
|---|---------------------------------|------------------------|--------------------------|
| Plan Area   | On-Channel Levee at New Channel | Dredging               | Borrow and/or Spoil      |
| Area of Additional Analysis for West Alignment (Outside of Legal Delta; for Power Only) | Operable Barrier Type 1         | Control Structure      | Spoil Area               |
| Proposed Permanent OH Transmission Lines  | Operable Barrier Type 2         | Pumping Plant          | Right of Way             |
| Channel Connection  | Operable Barrier Type 3         | Water Supply Corridor  | Temporary Surface Impact |
|   | Canal Fill                      | Fish Movement Corridor |                          |



\*Surface impacts are not expected to result from subsurface features.  
 \*\*In-river features are not a permanent impact to navigation.



Sources: Plan Area, SAIC 2010; DWR DHCCP Engineering SCO (rev3b); NAIP 2010

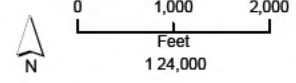
**Figure M3-5: Sheet 9 of 20 Through Delta / Separate Corridors**



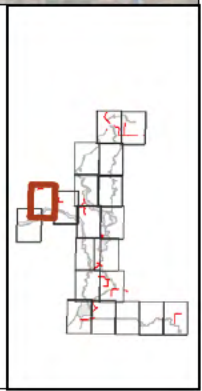
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**Legend**

- |   |                                 |                        |                          |
|---|---------------------------------|------------------------|--------------------------|
| Plan Area   | On-Channel Levee at New Channel | Dredging               | Borrow and/or Spoil      |
| Area of Additional Analysis for West Alignment (Outside of Legal Delta; for Power Only) | Operable Barrier Type 1         | Control Structure      | Spoil Area               |
| Proposed Permanent OH Transmission Lines  | Operable Barrier Type 2         | Pumping Plant          | Right of Way             |
| Channel Connection  | Operable Barrier Type 3         | Water Supply Corridor  | Temporary Surface Impact |
|   | Canal Fill                      | Fish Movement Corridor |                          |

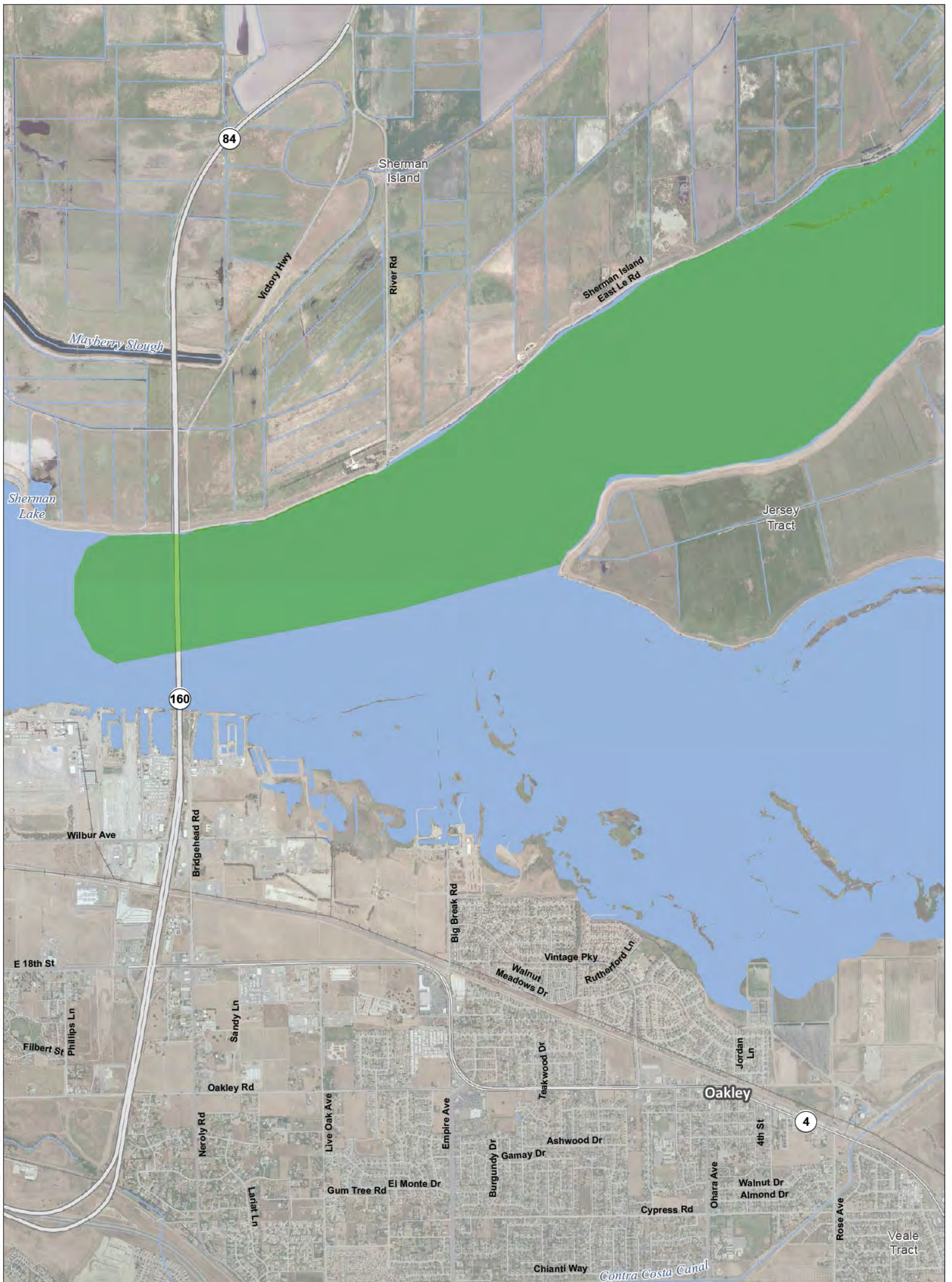


\*Surface impacts are not expected to result from subsurface features.  
 \*\*In-river features are not a permanent impact to navigation.



Sources: Plan Area, SAIC 2010; DWR DHCCP Engineering SCO (rev3b); NAIP 2010

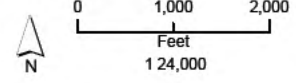
**Figure M3-5: Sheet 10 of 20 Through Delta / Separate Corridors**



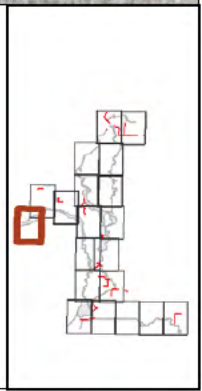
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**Legend**

- |   |                                 |                        |                          |
|---|---------------------------------|------------------------|--------------------------|
| Plan Area   | On-Channel Levee at New Channel | Dredging               | Borrow and/or Spoil      |
| Area of Additional Analysis for West Alignment (Outside of Legal Delta; for Power Only) | Operable Barrier Type 1         | Control Structure      | Spoil Area               |
| Proposed Permanent OH Transmission Lines  | Operable Barrier Type 2         | Pumping Plant          | Right of Way             |
| Channel Connection  | Operable Barrier Type 3         | Water Supply Corridor  | Temporary Surface Impact |
|   | Canal Fill                      | Fish Movement Corridor |                          |

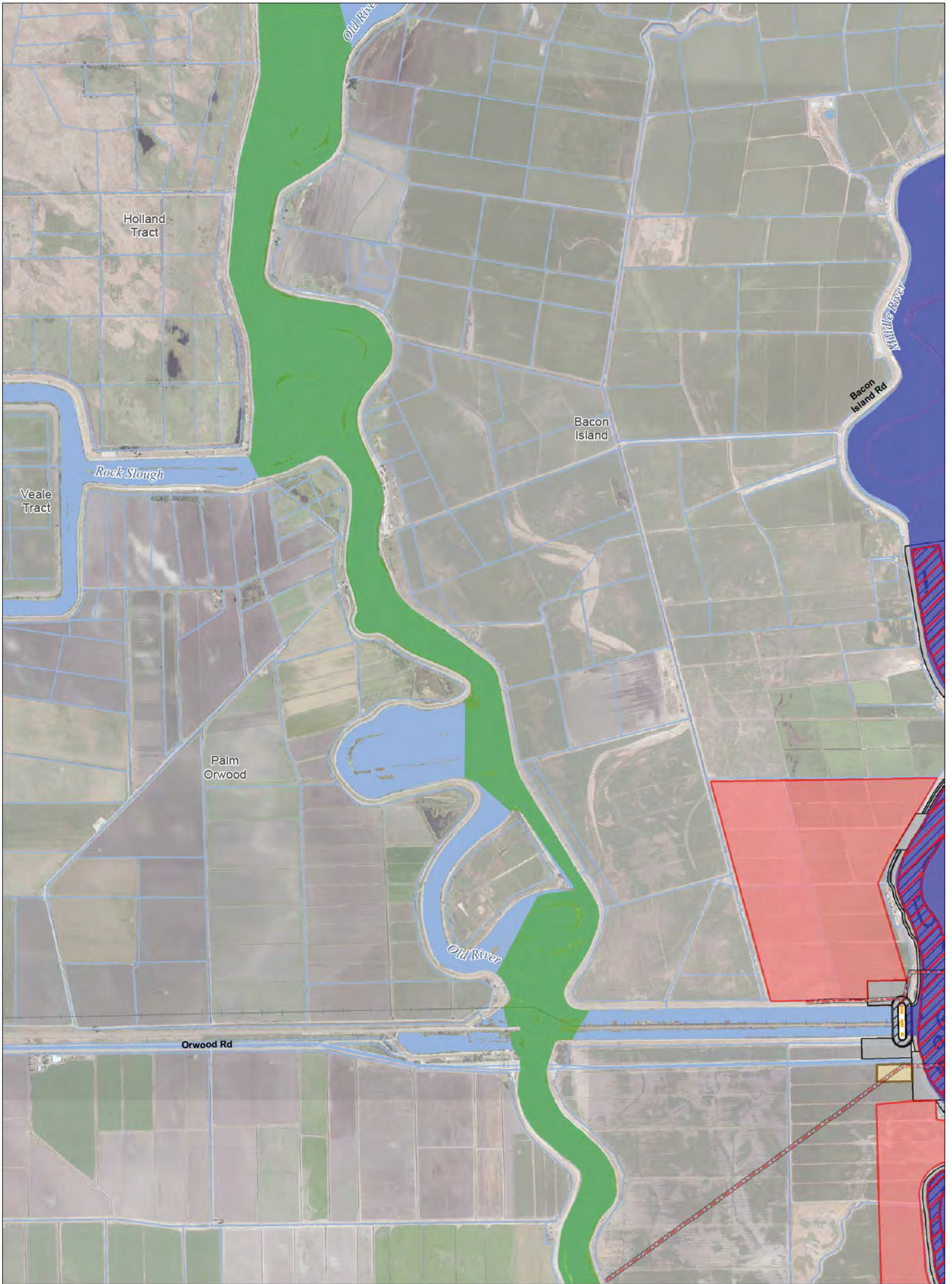


\*Surface impacts are not expected to result from subsurface features.  
 \*\*In-river features are not a permanent impact to navigation.



Sources: Plan Area, SAIC 2010; DWR DHCCP Engineering SCO (rev3b); NAIP 2010

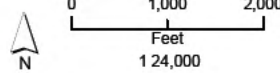
**Figure M3-5: Sheet 11 of 20 Through Delta / Separate Corridors**



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**Legend**

- |   |                                 |                        |                          |
|---|---------------------------------|------------------------|--------------------------|
| Plan Area   | On-Channel Levee at New Channel | Dredging               | Borrow and/or Spoil      |
| Area of Additional Analysis for West Alignment (Outside of Legal Delta; for Power Only) | Operable Barrier Type 1         | Control Structure      | Spoil Area               |
| Proposed Permanent OH Transmission Lines  | Operable Barrier Type 2         | Pumping Plant          | Right of Way             |
| Channel Connection  | Operable Barrier Type 3         | Water Supply Corridor  | Temporary Surface Impact |
|   | Canal Fill                      | Fish Movement Corridor |                          |

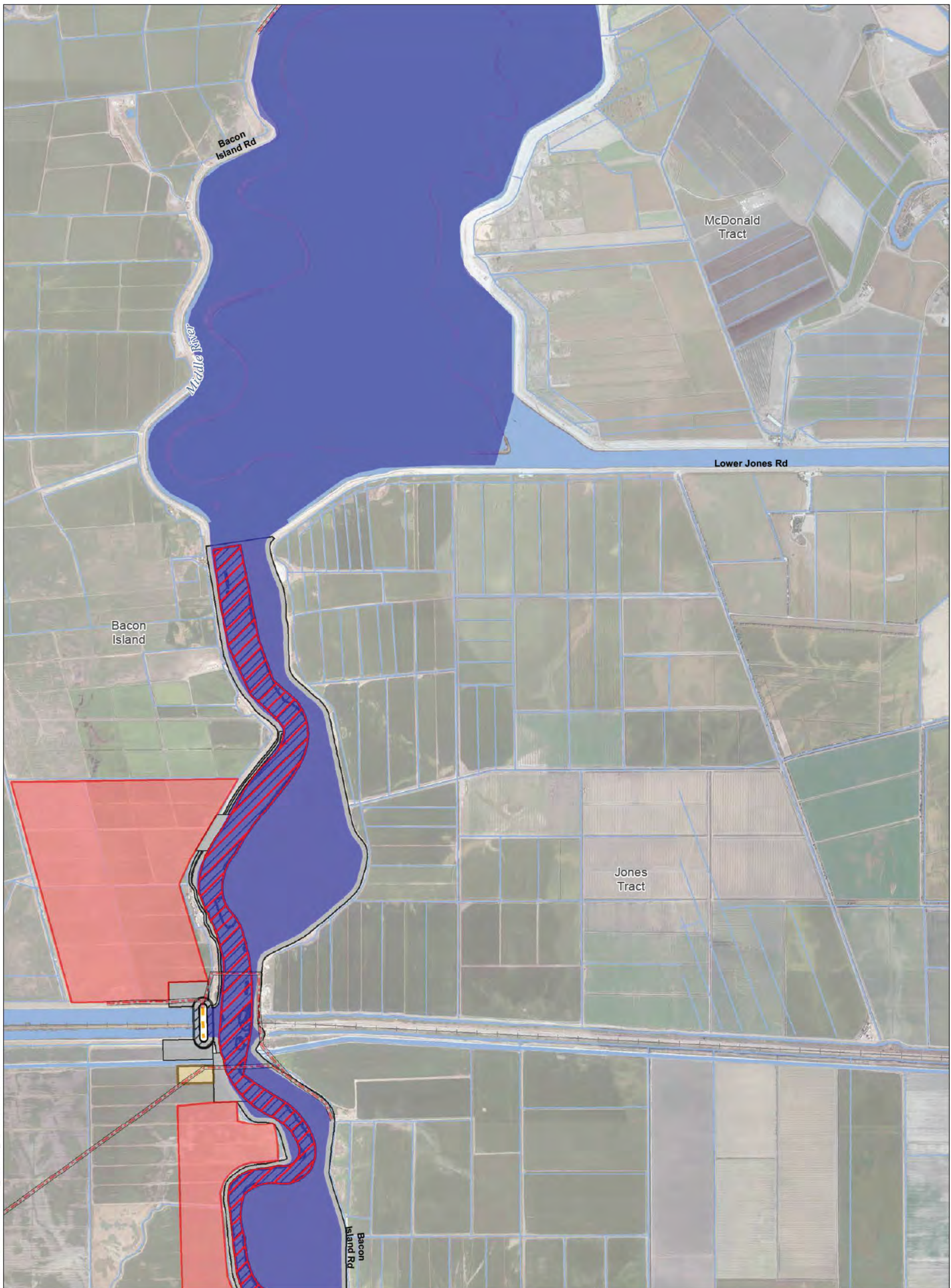


\*Surface impacts are not expected to result from subsurface features.  
 \*\*In-river features are not a permanent impact to navigation.



Sources: Plan Area, SAIC 2010; DWR DHCCP Engineering SCO (rev3b); NAIP 2010

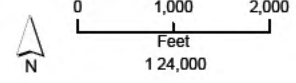
**Figure M3-5: Sheet 12 of 20 Through Delta / Separate Corridors**



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**Legend**

- |   |                                 |                        |                          |
|---|---------------------------------|------------------------|--------------------------|
| Plan Area   | On-Channel Levee at New Channel | Dredging               | Borrow and/or Spoil      |
| Area of Additional Analysis for West Alignment (Outside of Legal Delta; for Power Only) | Operable Barrier Type 1         | Control Structure      | Spoil Area               |
| Proposed Permanent OH Transmission Lines  | Operable Barrier Type 2         | Pumping Plant          | Right of Way             |
| Channel Connection  | Operable Barrier Type 3         | Water Supply Corridor  | Temporary Surface Impact |
|   | Canal Fill                      | Fish Movement Corridor |                          |



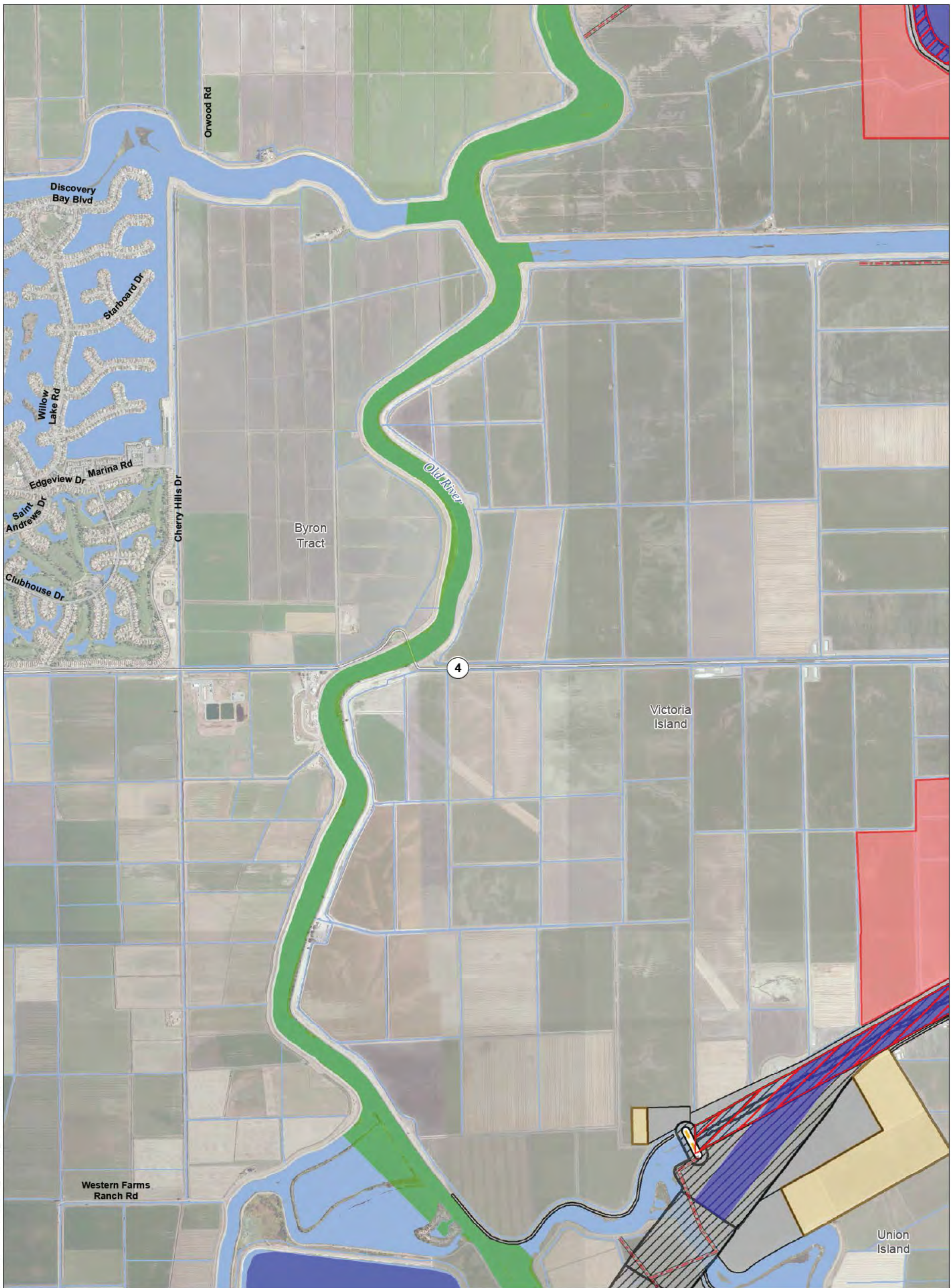
\*Surface impacts are not expected to result from subsurface features.  
 \*\*In-river features are not a permanent impact to navigation.



Sources: Plan Area, SAIC 2010; DWR DHCCP Engineering SCO (rev3b); NAIP 2010

**Figure M3-5: Sheet 13 of 20 Through Delta / Separate Corridors**

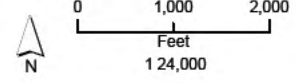




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**Legend**

- |   |                                 |                        |                          |
|---|---------------------------------|------------------------|--------------------------|
| Plan Area   | On-Channel Levee at New Channel | Dredging               | Borrow and/or Spoil      |
| Area of Additional Analysis for West Alignment (Outside of Legal Delta; for Power Only) | Operable Barrier Type 1         | Control Structure      | Spoil Area               |
| Proposed Permanent OH Transmission Lines  | Operable Barrier Type 2         | Pumping Plant          | Right of Way             |
| Channel Connection  | Operable Barrier Type 3         | Water Supply Corridor  | Temporary Surface Impact |
|   | Canal Fill                      | Fish Movement Corridor |                          |

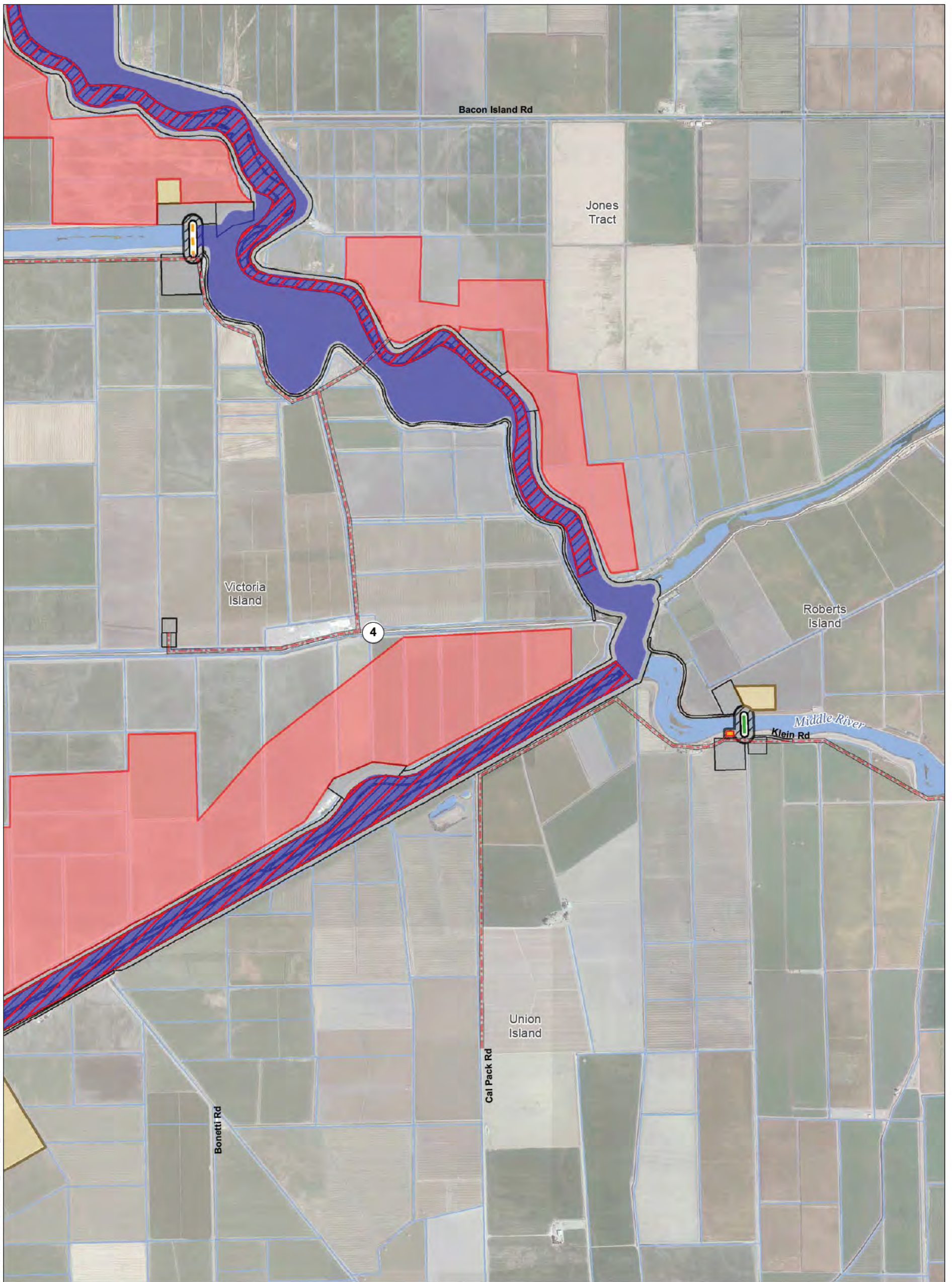


\*Surface impacts are not expected to result from subsurface features.  
 \*\*In-river features are not a permanent impact to navigation.



Sources: Plan Area, SAIC 2010; DWR DHCCP Engineering SCO (rev3b); NAIP 2010

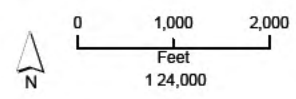
**Figure M3-5: Sheet 14 of 20 Through Delta / Separate Corridors**



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**Legend**

- |  |                                 |                        |                          |
|--|---------------------------------|------------------------|--------------------------|
| Plan Area  | On-Channel Levee at New Channel | Dredging               | Borrow and/or Spoil      |
| Area of Additional Analysis for West Alignment<br>(Outside of Legal Delta; for Power Only) | Operable Barrier Type 1         | Control Structure      | Spoil Area               |
| Proposed Permanent OH Transmission Lines   | Operable Barrier Type 2         | Pumping Plant          | Right of Way             |
| Channel Connection   | Operable Barrier Type 3         | Water Supply Corridor  | Temporary Surface Impact |
|  | Canal Fill                      | Fish Movement Corridor |                          |

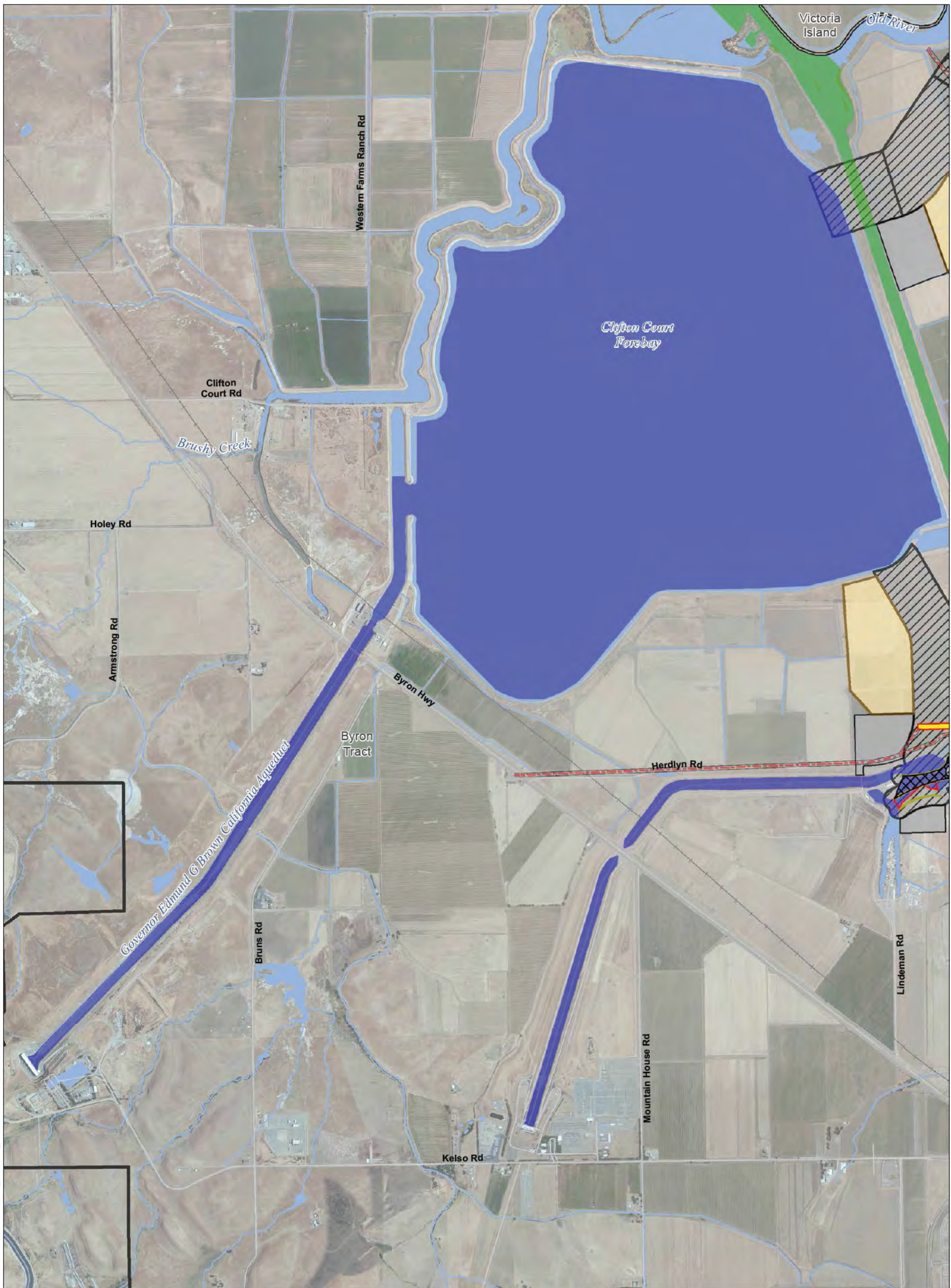


\*Surface impacts are not expected to result from subsurface features.  
 \*\*In-river features are not a permanent impact to navigation.



Sources: Plan Area, SAIC 2010; DWR DHCCP Engineering SCO (rev3b); NAIP 2010

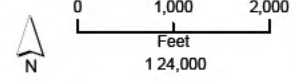
**Figure M3-5: Sheet 15 of 20  
Through Delta / Separate Corridors**



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**Legend**

- |   |                                 |                        |                          |
|---|---------------------------------|------------------------|--------------------------|
| Plan Area   | On-Channel Levee at New Channel | Dredging               | Borrow and/or Spoil      |
| Area of Additional Analysis for West Alignment (Outside of Legal Delta; for Power Only) | Operable Barrier Type 1         | Control Structure      | Spoil Area               |
| Proposed Permanent OH Transmission Lines  | Operable Barrier Type 2         | Pumping Plant          | Right of Way             |
| Channel Connection  | Operable Barrier Type 3         | Water Supply Corridor  | Temporary Surface Impact |
|   | Canal Fill                      | Fish Movement Corridor |                          |

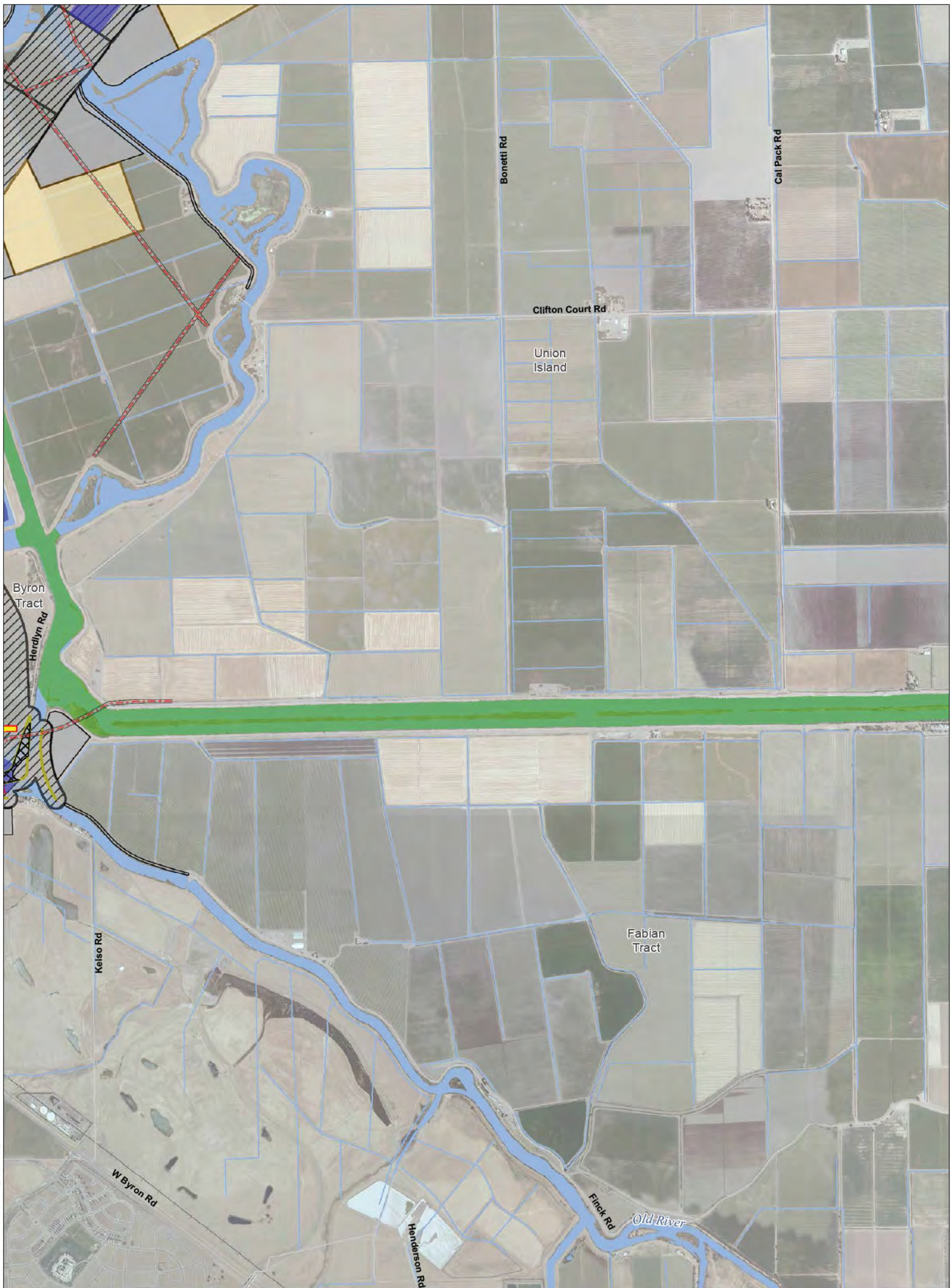


\*Surface impacts are not expected to result from subsurface features.  
 \*\*In-river features are not a permanent impact to navigation.



Sources: Plan Area, SAIC 2010; DWR DHCCP Engineering SCO (rev3b); NAIP 2010

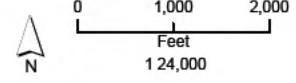
**Figure M3-5: Sheet 16 of 20 Through Delta / Separate Corridors**



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**Legend**

- |   |                                 |                        |                          |
|---|---------------------------------|------------------------|--------------------------|
| Plan Area   | On-Channel Levee at New Channel | Dredging               | Borrow and/or Spoil      |
| Area of Additional Analysis for West Alignment (Outside of Legal Delta; for Power Only) | Operable Barrier Type 1         | Control Structure      | Spoil Area               |
| Proposed Permanent OH Transmission Lines  | Operable Barrier Type 2         | Pumping Plant          | Right of Way             |
| Channel Connection  | Operable Barrier Type 3         | Water Supply Corridor  | Temporary Surface Impact |
|   | Canal Fill                      | Fish Movement Corridor |                          |



\*Surface impacts are not expected to result from subsurface features.  
 \*\*In-river features are not a permanent impact to navigation.



Sources: Plan Area, SAIC 2010; DWR DHCCP Engineering SCO (rev3b); NAIP 2010

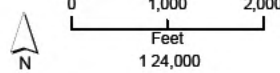
**Figure M3-5: Sheet 17 of 20 Through Delta / Separate Corridors**



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**Legend**

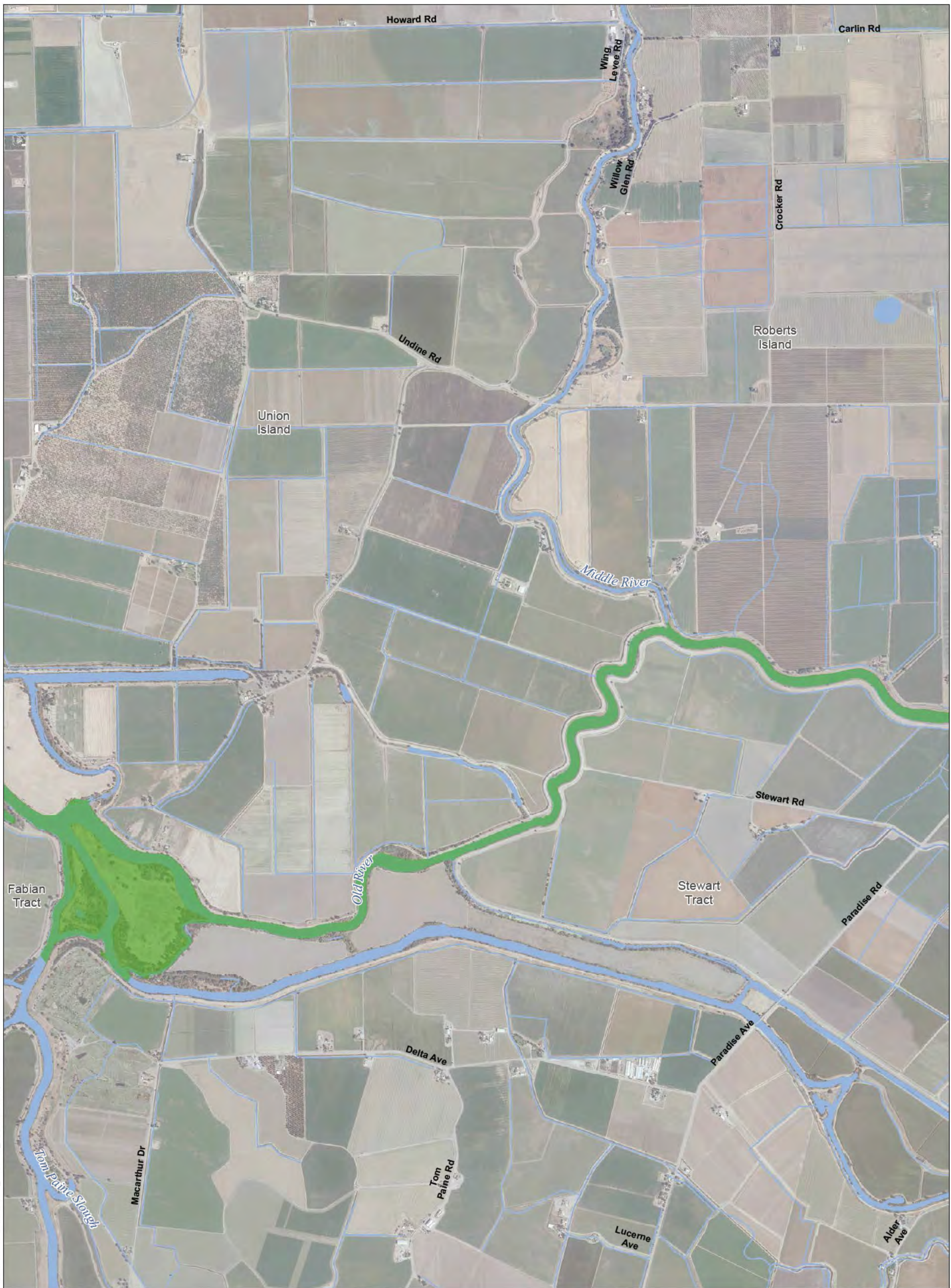
- |   |                                 |                        |                          |
|---|---------------------------------|------------------------|--------------------------|
| Plan Area   | On-Channel Levee at New Channel | Dredging               | Borrow and/or Spoil      |
| Area of Additional Analysis for West Alignment (Outside of Legal Delta; for Power Only) | Operable Barrier Type 1         | Control Structure      | Spoil Area               |
| Proposed Permanent OH Transmission Lines  | Operable Barrier Type 2         | Pumping Plant          | Right of Way             |
| Channel Connection  | Operable Barrier Type 3         | Water Supply Corridor  | Temporary Surface Impact |
|   | Canal Fill                      | Fish Movement Corridor |                          |



\*Surface impacts are not expected to result from subsurface features.  
 \*\*In-river features are not a permanent impact to navigation.



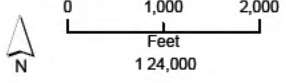
**Figure M3-5: Sheet 18 of 20 Through Delta / Separate Corridors**



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**Legend**

- |   |                                 |                        |                          |
|---|---------------------------------|------------------------|--------------------------|
| Plan Area   | On-Channel Levee at New Channel | Dredging               | Borrow and/or Spoil      |
| Area of Additional Analysis for West Alignment (Outside of Legal Delta; for Power Only) | Operable Barrier Type 1         | Control Structure      | Spoil Area               |
| Proposed Permanent OH Transmission Lines  | Operable Barrier Type 2         | Pumping Plant          | Right of Way             |
| Channel Connection  | Operable Barrier Type 3         | Water Supply Corridor  | Temporary Surface Impact |
|   | Canal Fill                      | Fish Movement Corridor |                          |



\*Surface impacts are not expected to result from subsurface features.  
 \*\*In-river features are not a permanent impact to navigation.



Sources: Plan Area, SAIC 2010; DWR DHCCP Engineering SCO (rev3b); NAIP 2010

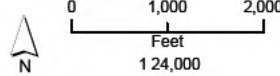
**Figure M3-5: Sheet 19 of 20 Through Delta / Separate Corridors**



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**Legend**

- |   |                                 |                        |                          |
|---|---------------------------------|------------------------|--------------------------|
| Plan Area   | On-Channel Levee at New Channel | Dredging               | Borrow and/or Spoil      |
| Area of Additional Analysis for West Alignment (Outside of Legal Delta; for Power Only) | Operable Barrier Type 1         | Control Structure      | Spoil Area               |
| Proposed Permanent OH Transmission Lines  | Operable Barrier Type 2         | Pumping Plant          | Right of Way             |
| Channel Connection  | Operable Barrier Type 3         | Water Supply Corridor  | Temporary Surface Impact |
|   | Canal Fill                      | Fish Movement Corridor |                          |



\*Surface impacts are not expected to result from subsurface features.  
 \*\*In-river features are not a permanent impact to navigation.



Sources: Plan Area, SAIC 2010; DWR DHCCP Engineering SCO (rev3b); NAIP 2010

**Figure M3-5: Sheet 20 of 20 Through Delta / Separate Corridors**