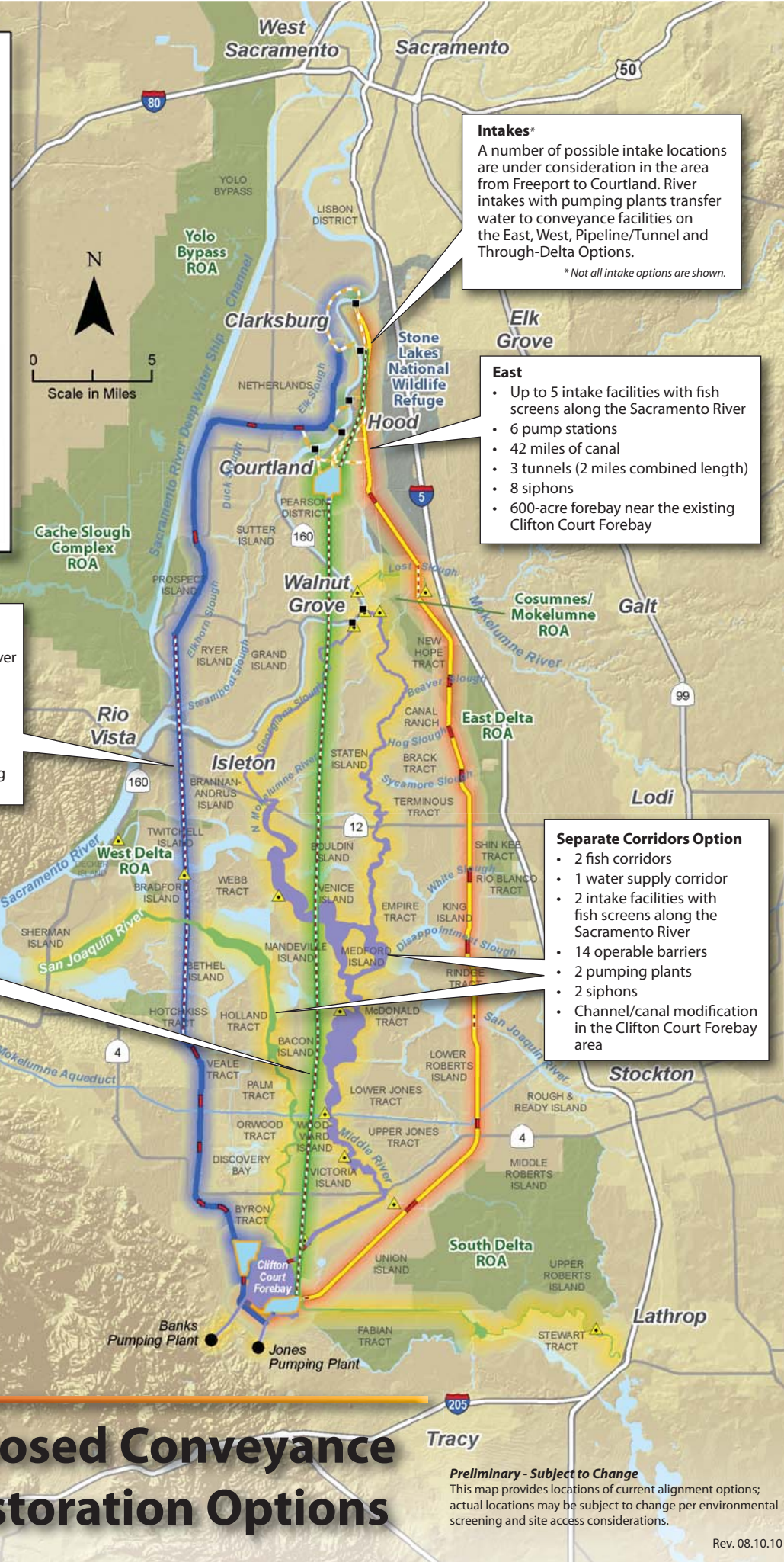


## Legend

- East Option
  - Pipeline/Tunnel Option
  - Separate Corridors Option (SCO)
  - West Option
  - ROA Restoration Opportunity Area
- Proposed Facilities**
- Intake
  - Operable Barrier (SCO)
  - Pipeline
  - Siphon
  - Tunnel
  - Canal
  - Fish Movement Corridor (SCO)
  - Water Supply Corridor (SCO)
  - Forebay



**Intakes\***  
A number of possible intake locations are under consideration in the area from Freeport to Courtland. River intakes with pumping plants transfer water to conveyance facilities on the East, West, Pipeline/Tunnel and Through-Delta Options.  
*\* Not all intake options are shown.*

**East**

- Up to 5 intake facilities with fish screens along the Sacramento River
- 6 pump stations
- 42 miles of canal
- 3 tunnels (2 miles combined length)
- 8 siphons
- 600-acre forebay near the existing Clifton Court Forebay

**West**

- Up to 5 intake facilities with fish screens along the Sacramento River
- 6 pump stations
- 9 siphons
- 36 miles of canals
- 17-mile tunnel (2 bores, each 33 feet inside diameter)
- 630-acre forebay near the existing Clifton Court Forebay

**Pipeline/Tunnel**

- Up to 5 intake facilities with fish screens along the Sacramento River
- 6 pump stations
- 5-mile single bore tunnel (29 feet inside diameter)
- 35-mile dual bore tunnel (33 feet inside diameter)
- 750-acre forebay near Courtland
- 600-acre forebay near the existing Clifton Court Forebay

**Separate Corridors Option**

- 2 fish corridors
- 1 water supply corridor
- 2 intake facilities with fish screens along the Sacramento River
- 14 operable barriers
- 2 pumping plants
- 2 siphons
- Channel/canal modification in the Clifton Court Forebay area

**Restoration opportunities may include:**

- Floodplain
- Intertidal marsh
- Channel margin
- Riparian
- Shallow sub-tidal

**Delta Habitat Conservation & Conveyance Program**  
Advancing the Bay Delta Conservation Plan



# Overview: Proposed Conveyance and Habitat Restoration Options

**Preliminary - Subject to Change**  
This map provides locations of current alignment options; actual locations may be subject to change per environmental screening and site access considerations.