APPENDIX A

Photographs of Existing Conditions and Visual Simulations with the Project

KVP 1 Existing View: View to the northeast on Q Street at the intersection with 11th Street in Merced. The elevated SR 99 and supporting berm are visible within this residential neighborhood.

KVP 1 Simulated View: The HST on retained fill is visible above and beyond the embankment of SR 99.

Figure A-1
Key View Point 1

KVP 2 Existing View: View to the southwest from N Street, near Main Street, in downtown Merced. Beyond and near the Tioga Building is the northern alternative location for the Downtown Merced Station.

KVP 2 Simulated View: The elevated HST guideway on retained fill would be visible from the downtown Merced historic district.

Figure A-2
Key View Point 2

KVP 3 Existing View: View to the south and the intersection of R Street and West 16th Street and the at-grade crossing of the UPRR in downtown Merced.

KVP 3 Simulated View: This is a representative location where the HST on retained fill might cross over a street north of the Downtown Merced Station during Phase 2.

Figure A-3
Key View Point 3

KVP 4 Existing View: Martin Luther King, Jr. Avenue and W Main Street intersection, looking south toward SR 99.

KVP 4 Simulated View: Simulation of Downtown Merced HST Station.

Figure A-4
Key View Point 4

KVP 4A Existing View: View to north from SR 99 above MLK Avenue in downtown Merced.

KVP 4A Simulated View: The MLK Avenue overcrossing of the at-grade HST to the Castle Commerce Center HMF site (Phase 2 of the project), and the HST station and parking garage in downtown Merced.

Figure A-4A
Key View Point 4A

KVP 5 Existing View: View from the northbound lane of SR 99 looking northwest toward the UPRR tracks.

KVP 5 Simulated View: The HST guideway approaching the Downtown Merced Station and platforms, shown in the distance.

Figure A-5
Key View Point 5

KVP 6 Existing View: View to the south from the southbound lane of SR 99, between Merced and Chowchilla. This viewpoint is approximately 0.1 mile south of Le Grand Avenue.

KVP 6 Simulated View: The HST guideway would appear beyond the existing UPRR tracks.

Figure A-6
Key View Point 6

KVP 7 Existing View: View to the northeast from a residential neighborhood in the northern part of Chowchilla. The UPRR and SR 99 are visible across the middle of this view.

KVP 7 Simulated View: The elevated HST guideway through Chowchilla would appear above the existing UPRR/SR 99 corridor in middle ground views.

Figure A-7
Key View Point 7

KVP 8 Existing View: View to the northeast from the downtown Chowchilla gateway. The SR 233–SR 99 interchange is visible in the center of the view.

KVP 8 Simulated View: The elevated HST guideway would appear across the center of the view, above the SR 99–SR 233 interchange.

Figure A-8
Key View Point 8

KVP 9 Existing View: View to the west toward the UPRR corridor and SR 99 from within Fairmead, a residential area between Chowchilla and Madera.

KVP 9 Simulated View: The elevated HST guideway, shown here with a tinted, transparent sound barrier, would appear in front of the existing UPRR/SR 99 corridor. If the at-grade Ave 24 Wye were selected as part of the project, it would appear between the elevated UPRR/SR 99 Alternative and the UPRR corridor.

Figure A-9
Key View Point 9

KVP 10 Existing View: View to the northeast from Rotary Park along North Gateway Drive in the city of Madera. The existing UPRR tracks are visible in front of a residential neighborhood.

KVP 10 Simulated View: The elevated HST guideway (supported by piers that start below the roadway grade and thus appear shorter in this view than they would actually be) would be located next to the existing UPRR tracks and Sharon Boulevard. The simulation shows a tinted, transparent sound barrier.

Figure A-10
Key View Point 10

KVP 11 Existing View: View to the northeast from the northern corner of the intersection of South Gateway Drive and West Yosemite Avenue in downtown Madera.

KVP 11 Simulated View: The elevated HST guideway, shown here with a tinted, transparent sound barrier, would appear above and adjacent to the existing UPRR corridor.

Figure A-11
Key View Point 11

KVP 12 Existing View: View to the southwest from 11th Street, northeast of South D Street, in the city of Madera. This part of the city, located south of downtown Madera, is primarily residential.

KVP 12 Simulated View: The elevated HST guideway, shown here with a tinted, transparent sound barrier, would appear above and adjacent to the existing UPRR tracks.

Figure A-12
Key View Point 12

KVP 13 Existing View: View to the north from the northbound lane of SR 99, between Madera and Fresno. The existing UPRR tracks are visible in the foreground.

KVP 13 Simulated View: The at-grade HST guideway would appear parallel to the existing UPRR tracks.

Figure A-13
Key View Point 13

KVP 14 Existing View: View to the northeast from the northbound lane of the SR 99 bridge over the San Joaquin River. Camp Pashayan is visible beyond the UPRR bridge.

KVP 14 Simulated View: The HST bridge would appear beyond the existing UPRR bridge in the view from SR 99.

Figure A-14
Key View Point 14

KVP 15 Existing View: View to the west from the gazebo within Camp Pashayan. Both SR 99 and the existing UPRR bridges across the San Joaquin River are visible.

KVP 15 Simulated View: The HST bridge would appear in front of the existing bridges that are visible from Camp Pashayan.

Figure A-15
Key View Point 15

KVP 16A Existing View: View to the east from within Roeding Park in the city of Fresno. Golden State Boulevard and the existing UPRR tracks are visible beyond the eastern edge of the park.

KVP 16A Simulated View: The at-grade and farther south-descending HST would appear outside the eastern boundary of Roeding Park.
(Possible noise mitigation not shown)

Figure A-16
Key View Point 16A

KVP 16A Simulated View: The at-grade and farther south-descending HST guideway with a sound barrier (shown without surface treatment) for noise mitigation would appear outside the eastern boundary of Roeding Park. Community input would influence the selection of aesthetic treatments (not depicted) to mitigate the visual impacts of the sound barrier, which could be solid, translucent, transparent, or a combination, and graffiti-resistant by various means.

Figure A-16
Key View Point 16A

KVP 16B Existing View: View of W Olive Avenue to the north from within Roeding Park in the City of Fresno. A commercial building and large parking lot with trees on the north side of the street are visible.

Figure A-16B
Key View Point 16B

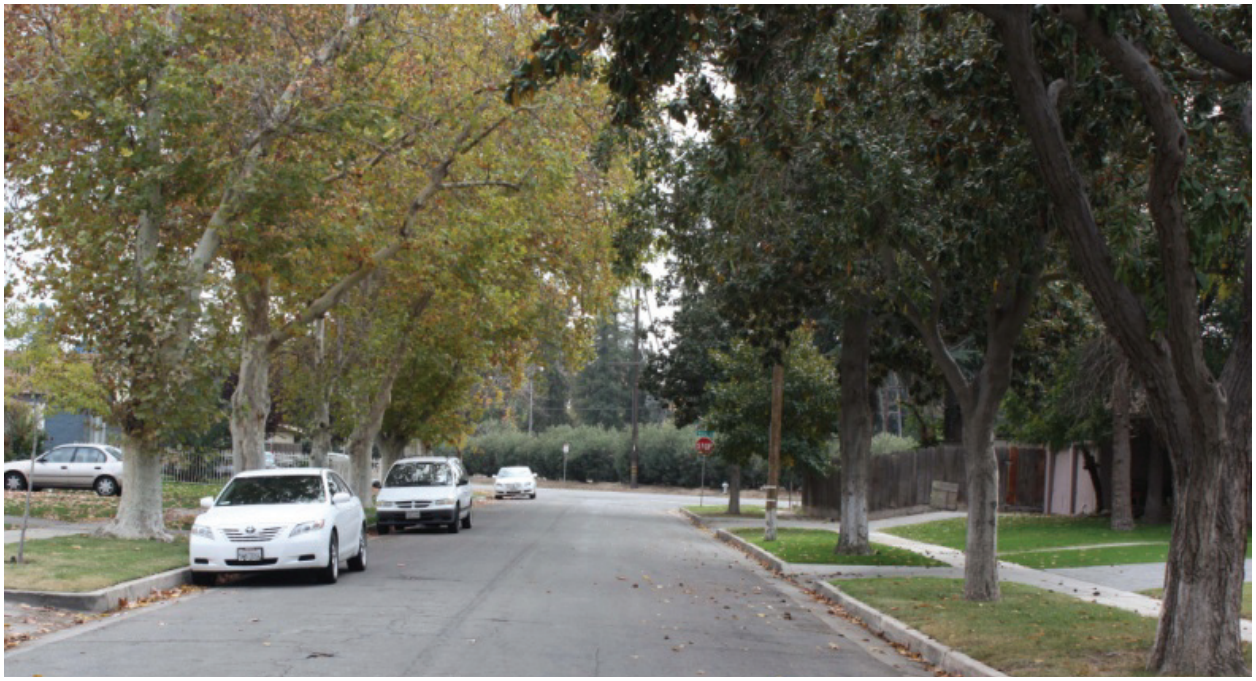
KVP 16B Simulated View: The retaining wall of the proposed Olive Avenue overcrossing is shown, which obscures the commercial building and parking lot. Existing trees in the park partially obscure the retaining wall of the overcrossing, which could be mitigated with additional landscaping and surface treatments. Community input would influence the selection of aesthetic treatments (not depicted) so as to be sensitive to the context of the park.

Figure A-16B
Key View Point 16B

Northeast Corner of Roeding Park (East of KVP-16B) Existing View: Looking toward the intersection of W Olive Avenue and N Golden State Boulevard and N Weber Avenue from inside Roeding Park.

Northeast Corner of Roeding Park (East of KVP-16B) Simulated View: Simulation shows vegetative mitigation of the W. Olive Avenue overcrossing and the potential sound barrier (shown as the solid tan-colored area without surface treatments). Community input would influence the selection of aesthetic treatments (not depicted) to mitigate the visual impacts of the sound barrier. Treatments could be solid, translucent, transparent, or a combination, and graffiti-resistant by various means.

Northeast Corner of Roeding Park (East of KVP-16B) Simulated View: The proposed west abutment and single-span overcrossing of the HST are shown without visual or noise mitigation. Existing trees in the park partially obscure the overcrossing and HST.



KVP 17 Existing View: View to the south from North Vagedes Avenue within a residential neighborhood in Fresno. North Weber Avenue is visible at the end of North Vagedes Avenue. The existing UPRR tracks are located beyond the hedgerow along North Weber Avenue.

KVP 17 Simulated View: The HST guideway would be in a cut below-grade, essentially not visible (except the top of the catenary) as it passed by this residential area neighborhood, west of North Weber Avenue.

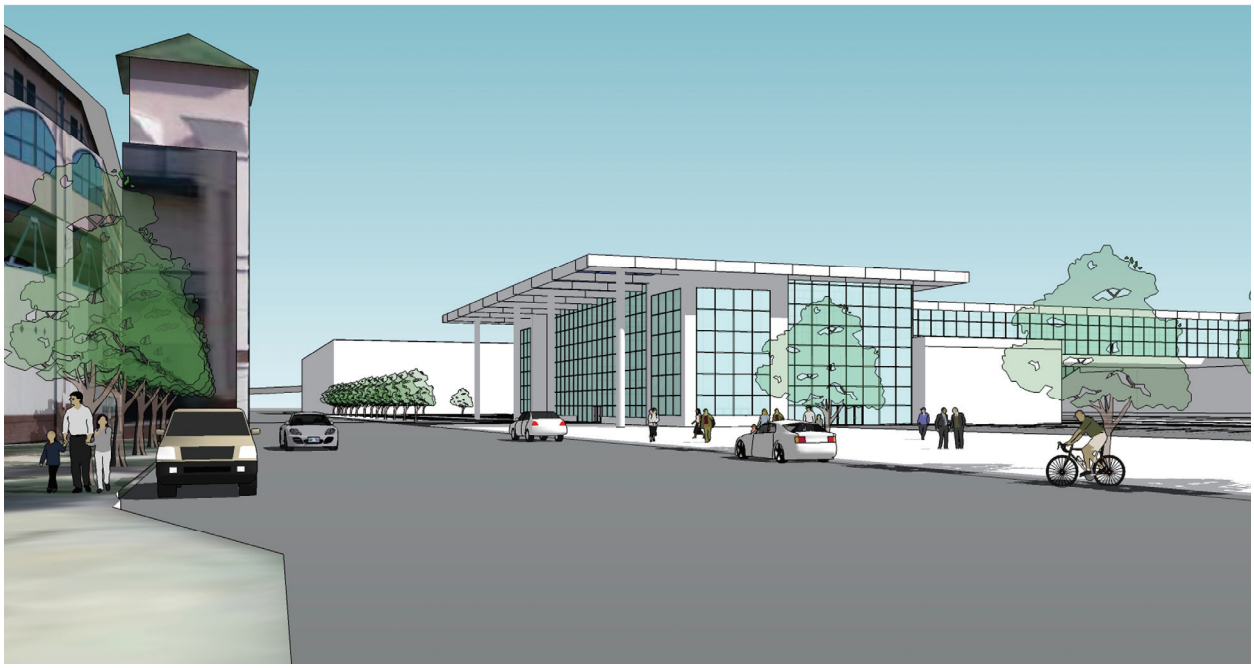
Figure A-17
Key View Point 17

KVP 18 Existing View: View to the west from the main plaza at the western entrance to Chukchansi Park in Fresno, near the intersection of Tulare and H Streets. The historical Southern Pacific Depot is visible toward the area proposed for the Mariposa Street station alternative in Downtown Fresno.

KVP 18 Simulated View: Mariposa Street station from approximately the same position as the existing view.

Figure A-18
Key View Point 18

KVP 19 Existing View: View to the south from the ticket office at Chukchansi Park, near the intersection of H and Kern Streets in Fresno, toward the area proposed for the Kern Street Station Alternative. The western edge of the ballpark is visible along the left side of the view, and parking and warehouse uses typical of the area are visible across H Street, in the general location of a Downtown Fresno Station location option.



KVP 19 Simulated View: Kern Street station from approximately the same position as the existing view.

Figure A-19
Key View Point 19

KVP 20 Existing View: View to the east from the eastbound lane of Avenue 21, between Road 15½ and Road 16.

KVP 20 Simulated View: The Ave 21 Wye design option would be at-grade in this area but would require construction of overpasses, such as this one for Road 16.

Figure A-20
Key View Point 20

KVP 21 Existing View: View to the southeast from Chowchilla Boulevard near Avenue 23½. The SR 99 overpass of the UPRR tracks is visible in the distance.

KVP 21 Simulated View: The UPRR/SR 99 Alternative and the Ave 21 Wye are visible in this view.

Figure A-21
Key View Point 21

KVP 22 Existing View: View to the east from the eastbound lane of SR 152, west of Road 18. The SR 152–SR 99 interchange is beyond the cluster of trees along the horizon.

KVP 22 Simulated View: The Ave 24 Wye would be elevated in this area.

Figure A-22
Key View Point 22

KVP 23 Existing View: View to the northeast toward the BNSF Alternative from the northbound lane of SR 99, south of Merced.

KVP 23 Simulated View: This view shows the Mission Ave design option.

Figure A-23
Key View Point 23

KVP 24 Existing View: View to the east from East Mariposa Way, west of South Burchell Avenue. The southern alternative of the Mariposa design option would pass through the intersection of East Mariposa Way and South Burchell Avenue.

KVP 24 Simulated View: The at-grade wye guideway would require an elevated T-intersection, similar to the one shown.

Figure A-24
Key View Point 24

KVP 25 Existing View: View to the northeast from within a residential neighborhood in Le Grand. The Black Rock Milling Company industrial site is visible beyond the residences near the end of the street.

KVP 25 Simulated View: The Black Rock Milling Company would be mostly visible with the HST project.

Figure A-25
Key View Point 25

KVP 26 Existing View: View to the east from Buchanan Hollow Road, west of Santa Fe Avenue. The Sierra Nevada Mountains are visible along the horizon.

KVP 26 Simulated View: The at-grade guideway would require raised road crossings and elevated intersections, as shown here, which would partially block views of the Sierra Nevada Mountains.

Figure A-26
Key View Point 26

KVP 27 Existing View: View to the northeast from Avenue 18¾, southwest of Old Mill Way, within a residential neighborhood in Madera Acres. The existing BNSF tracks are visible beyond Old Mill Way.

KVP 27 Simulated View: One of the three elevated wye options with sound barrier and the at-grade BNSF or Hybrid Alternative guideway with sound barrier would appear in front of the existing BNSF tracks.

Figure A-27
Key View Point 27

KVP 28 Existing View: View to the east from the Avenue 7 overpass of SR 99. The variety of agricultural crops visible from this location is typical of the surrounding landscape.

KVP 28 Simulated View: The at-grade BNSF Alternative would be crossed over by Avenue 7 at this viewpoint, and would join the elevated UPRR/SR 99 Alternative approximately 1 mile south of this location.

Figure A-28
Key View Point 28

KVP 29 Existing View: View to the north along Road 19½. Avenue 24 is approximately 0.2 mile in front of the viewpoint.

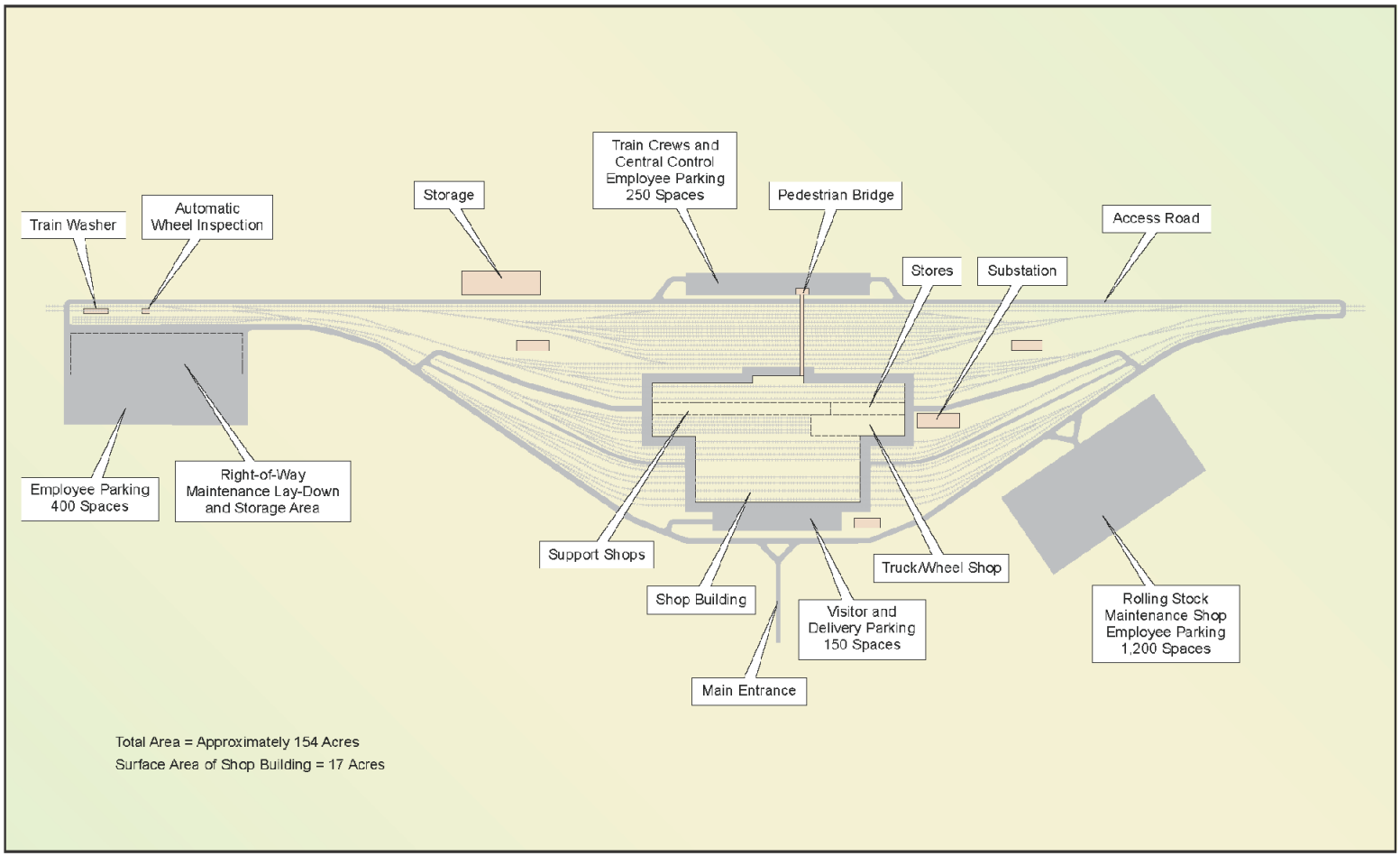
KVP 29 Simulated View: The elevated Ave 24 Wye would be on retained fill as it crosses Road 19½, which would be closed. The Ave 24 Wye would still be at-grade approximately 360 feet to the east (right).

Figure A-29
Key View Point 29

KVP 30 Existing View: View to the east from Avenue 19, near Pickfair Way along the northern edge of Madera Acres. Dry Creek Canal is visible on the north side of the road.

KVP 30 Simulated View: The BNSF Alternative would be at-grade and would be behind the elevated guideway of the Ave 24 Wye (shown with a tinted, transparent sound barrier) crossing above Avenue 19.

Figure A-30
Key View Point 30



Typical HMF Layout

Figure A-31
KVP 31: Looking toward the Castle Commerce Center HMF site.

Figure A-32
KVP 32: This viewpoint in the southeast Atwater area became irrelevant and is only included to maintain the continuity of the numbered KVPs.

Figure A-33
KVP 33: Looking toward the Harris-DeJager HMF site.

Figure A-34
KVP 34: Looking toward the Fagundes HMF site.

Figure A-35
KVP 35: Looking toward the Gordon-Shaw HMF site.

Figure A-36
KVP 36: Looking toward the Kojima Development HMF site.