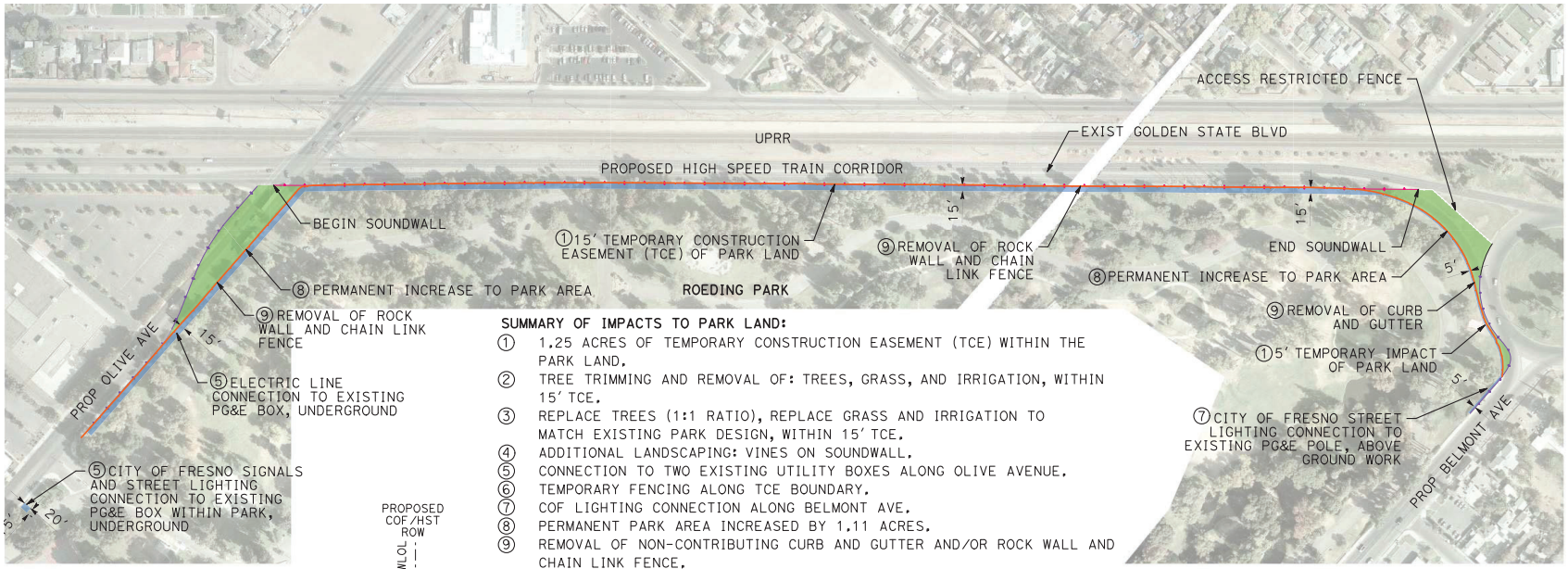
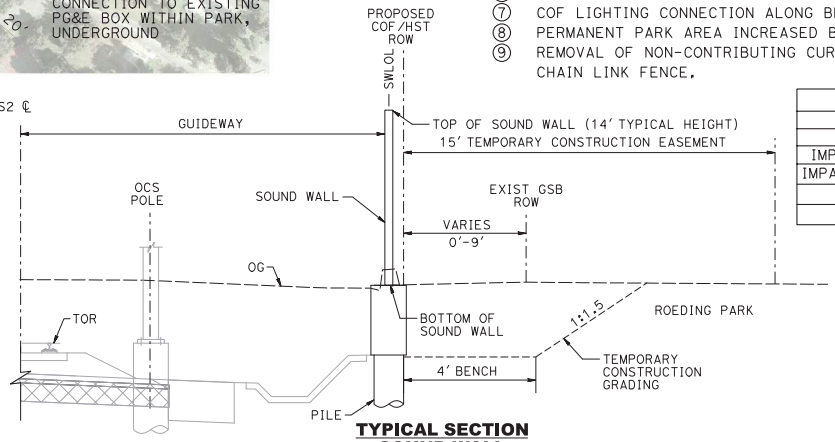


SUMMARY OF IMPACTS TO PARK LAND:

1. 1.25 ACRES OF TEMPORARY CONSTRUCTION EASEMENT (TCE) WITHIN THE PARK LAND.
2. TREE TRIMMING AND REMOVAL OF: TREES, GRASS, AND IRRIGATION, WITHIN 15' TCE.
3. REPLACE TREES (1:1 RATIO), REPLACE GRASS AND IRRIGATION TO MATCH EXISTING PARK DESIGN, WITHIN 15' TCE.
4. ADDITIONAL LANDSCAPING: VINES ON SOUNDWALL.
5. CONNECTION TO TWO EXISTING UTILITY BOXES ALONG OLIVE AVENUE.
6. TEMPORARY FENCING ALONG TCE BOUNDARY.
7. COF LIGHTING CONNECTION ALONG BELMONT AVE.
8. PERMANENT PARK AREA INCREASED BY 1.11 ACRES.
9. REMOVAL OF NON-CONTRIBUTING CURB AND GUTTER AND/OR ROCK WALL AND CHAIN LINK FENCE.



TYPICAL SECTION SOUND WALL
NOT TO SCALE

② TREES WITHIN TCE	
EXISTING TOTAL	65
ANTICIPATED REMOVAL$_1$	20
IMPACTED - UNLIKELY REMOVAL$_2$	16
IMPACTED - POTENTIAL REMOVAL$_2$	21
ANTICIPATED NON-IMPACTED	8
NEW TREES	20

NOTES:

1. TREES REPLACED AT A 1:1 RATIO.
2. 21 TREES WITH TRUNKS LOCATED OUTSIDE THE TCE WILL HAVE CANOPY TRIMMING WITHIN THE TCE, RESULTING IN 58 TOTAL IMPACTED TREES.

LEGEND:

- TEMPORARY IMPACT OF PARK LAND
- ADDITIONAL PARK LAND
- PROPOSED SOUNDWALL FACE
- PROPOSED RETAINING WALL
- EXISTING PARK LIMIT

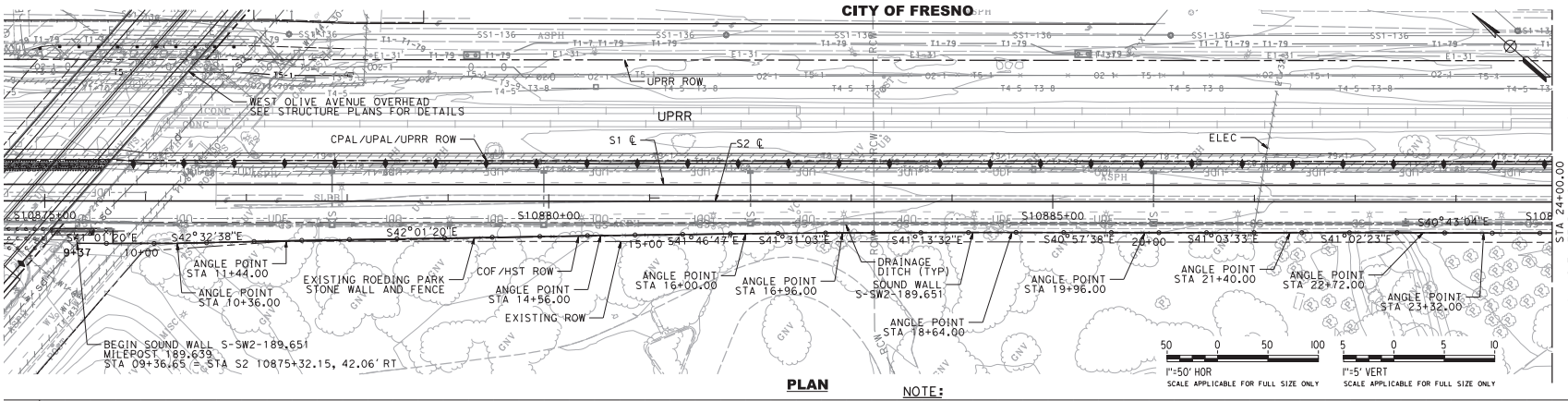
250 0 250 500
1"=250' HOR

ROEDING PARK EXHIBIT
11/7/2018

SOURCE: Roeding Park

California High Speed Train Project . 120462.00

Figure 4
Roeding Park Sound Wall and Overcrossing Project Areas



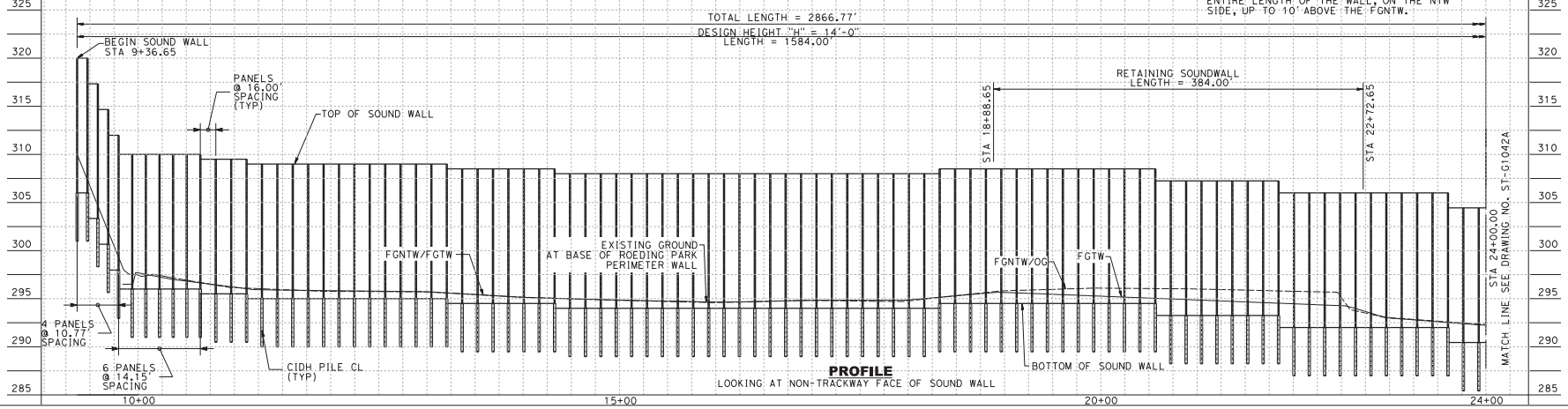
PLAN

STATION RANGE	BOT SW ELEV	TOP SW ELEV
9+36.65 - 9+48.00	306	320
9+48.00 - 9+58.77	303.34	317.34
9+58.77 - 9+69.54	300.66	314.66
9+69.54 - 9+80.32	297.98	311.98
9+80.32 - 10+65.23	296	310
10+65.23 - 11+13.23	295.5	309.5

STATION RANGE	BOT SW ELEV	TOP SW ELEV
11+13.23 - 13+21.23	295	309
13+21.23 - 14+33.23	294.5	308.5
14+33.23 - 18+32.07	294	308
18+32.07 - 20+57.23	294.5	308.5
20+57.23 - 21+85.23	293.25	307.25
21+85.23 - 23+61.23	292	306

NOTE:

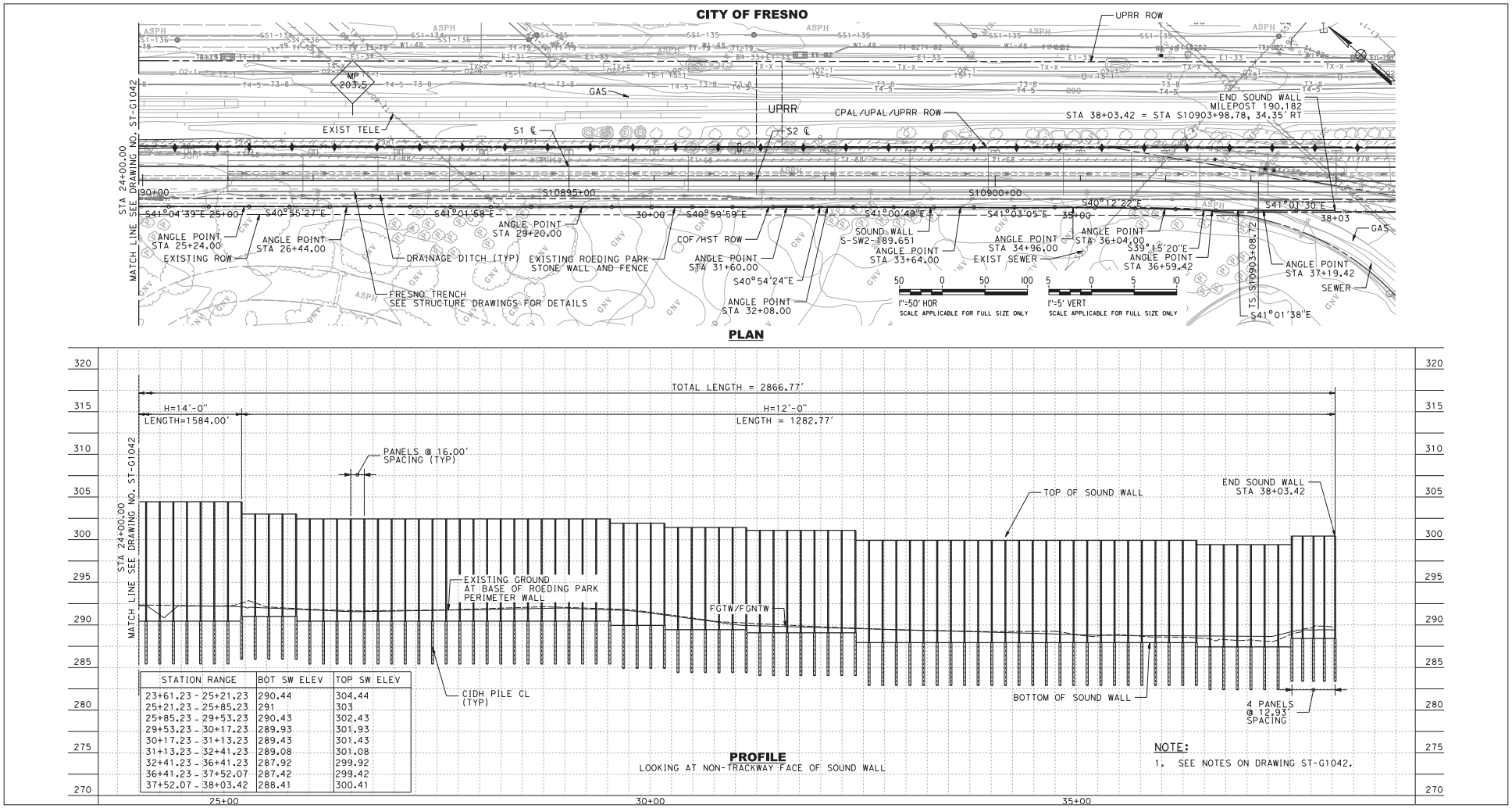
1. WALL CONTROL LINE IS AT THE CENTER OF THE MASONRY BLOCKS.
2. TW = TRACKWAY SIDE
   NTW = NON-TRACKWAY SIDE
3. SEE THE GEOTECHNICAL ENGINEERING DESIGN REPORT(GEDR) FOR ADDITIONAL INFORMATION.
4. FOUNDATION PREPARATION SHOULD BE OBSERVED BY THE CONTRACTOR'S GEOTECHNICAL ENGINEER OR DESIGNEE TO CONFIRM ADEQUACY OF BEARING SURFACE.
5. VERIFY ACTUAL LOCATIONS OF ALL UTILITIES IN THE FIELD. ALL UTILITY LOCATIONS AND ELEVATION ARE APPROXIMATE.
6. PROVIDE ANTI-GRAFFITI COATING FOR THE ENTIRE LENGTH OF THE WALL, ON THE NTW SIDE, UP TO 10' ABOVE THE FGNTW.



PROFILE
LOOKING AT NON-TRACKWAY FACE OF SOUND WALL

SOURCE: Tutor Perini; Zachry; Parson, 2016

Figure 4c
Design Drawing



STATION RANGE	BOT SW ELEV	TOP SW ELEV
23+61.23 - 25+21.23	290.44	304.44
25+21.23 - 25+85.23	291	303
25+85.23 - 29+53.23	290.43	302.43
29+53.23 - 30+17.23	289.93	301.93
30+17.23 - 31+13.23	289.43	301.43
31+13.23 - 32+41.23	289.08	301.08
32+41.23 - 36+41.23	287.92	299.92
36+41.23 - 37+52.07	287.42	299.42
37+52.07 - 38+03.42	288.41	300.41

SOURCE: Tutor Perini; Zachry; Parson, 2016

Figure 4d
Design Drawing

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SPEED
LIMIT
15

TPZP, 2018

Figure 8. Belmont Overcrossing Aerial Simulation