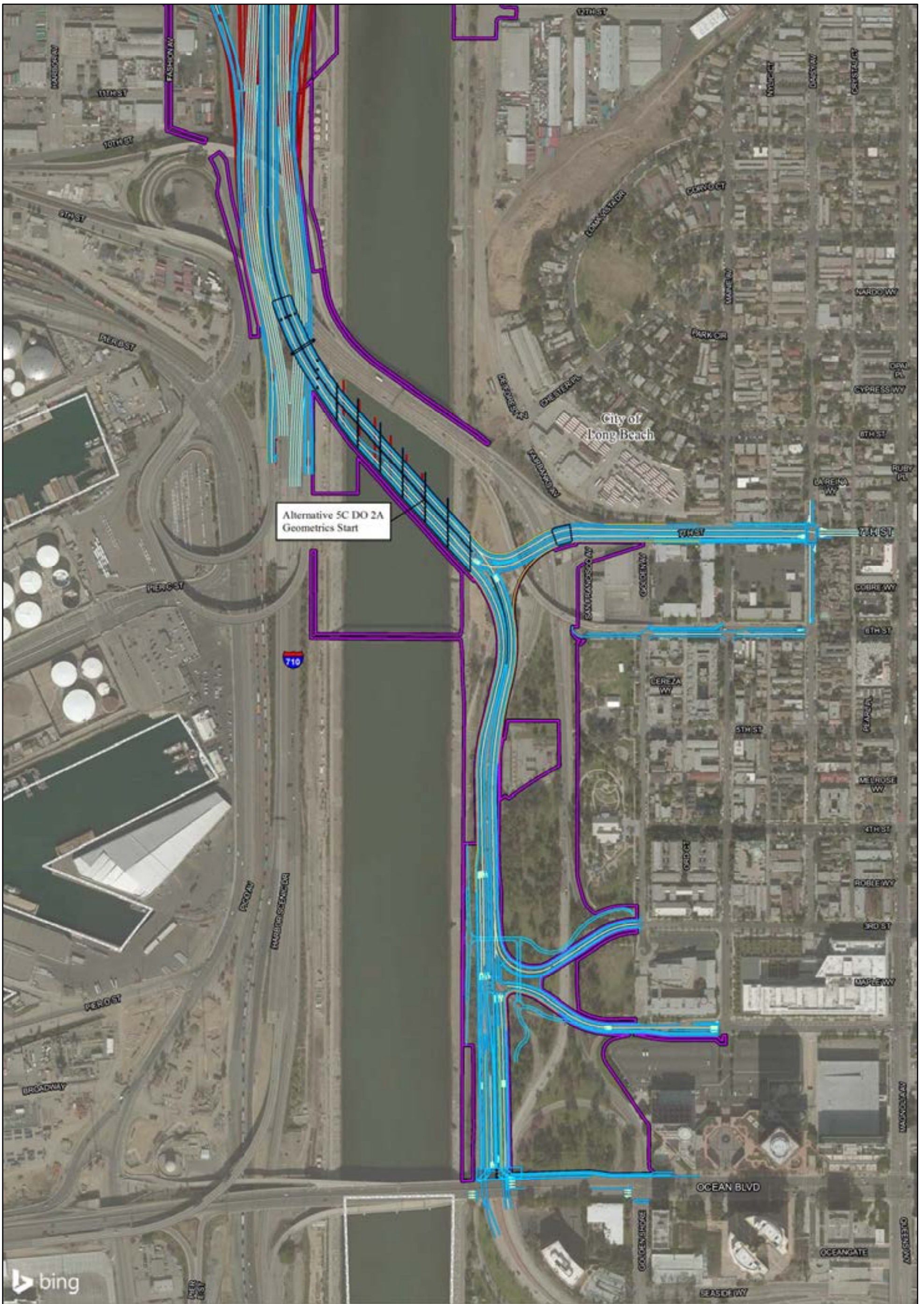


Appendix O CONCEPT PLANS

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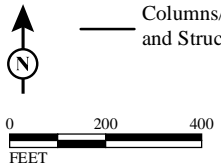
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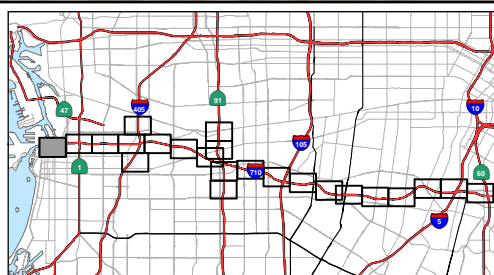
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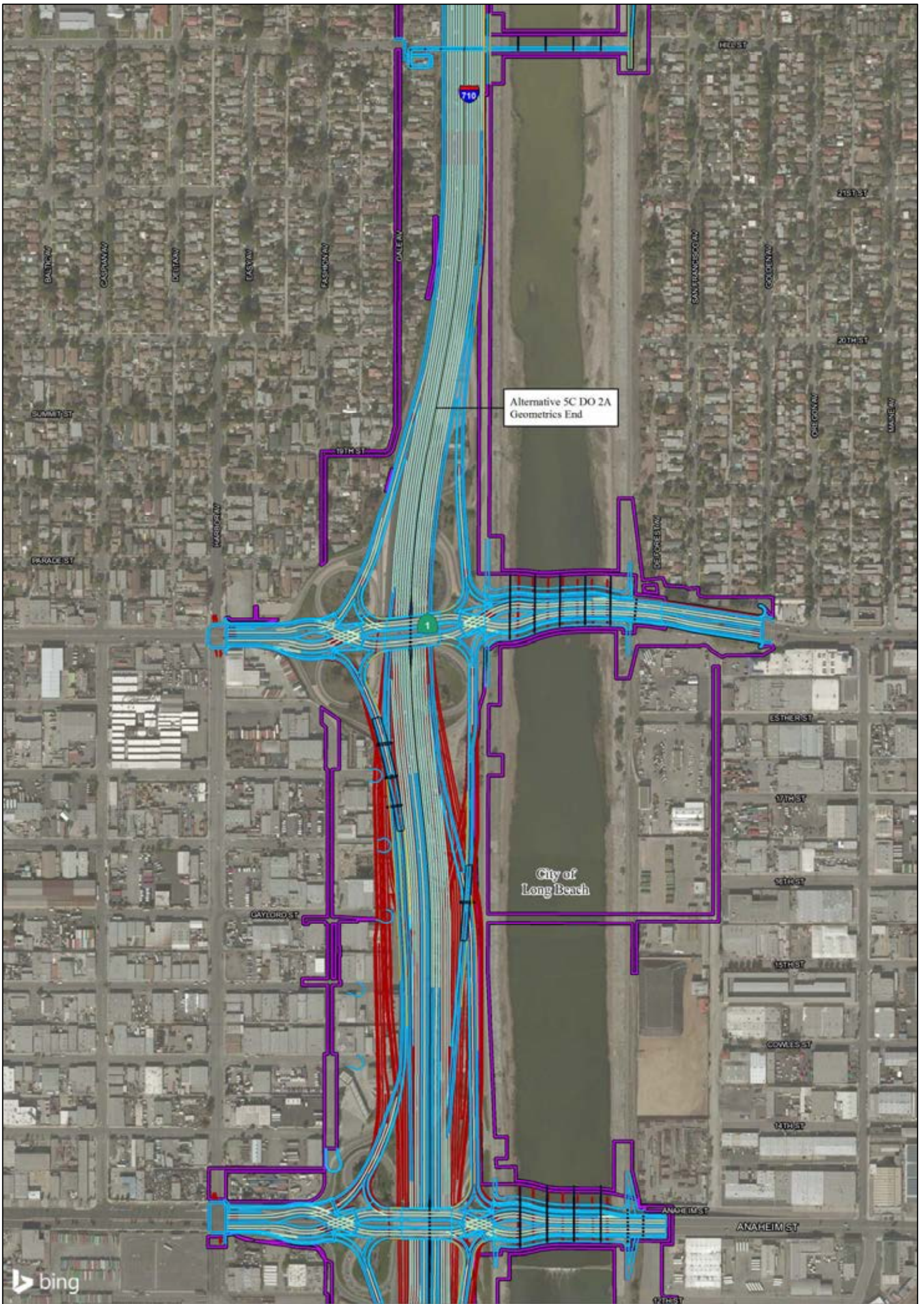
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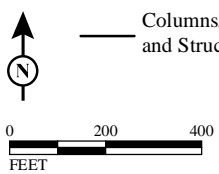
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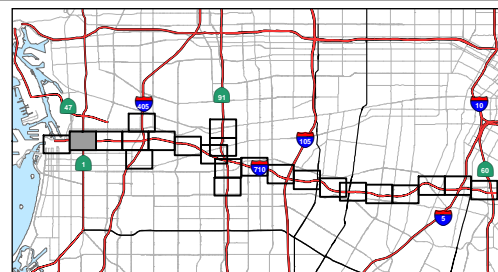


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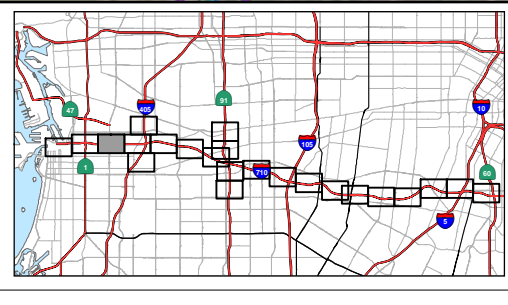
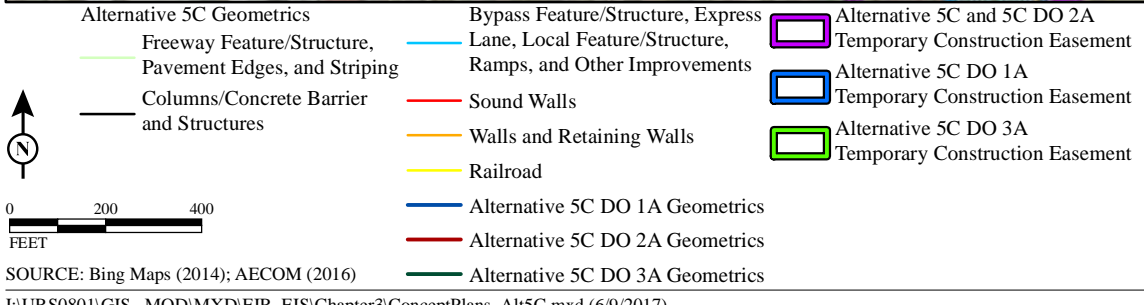
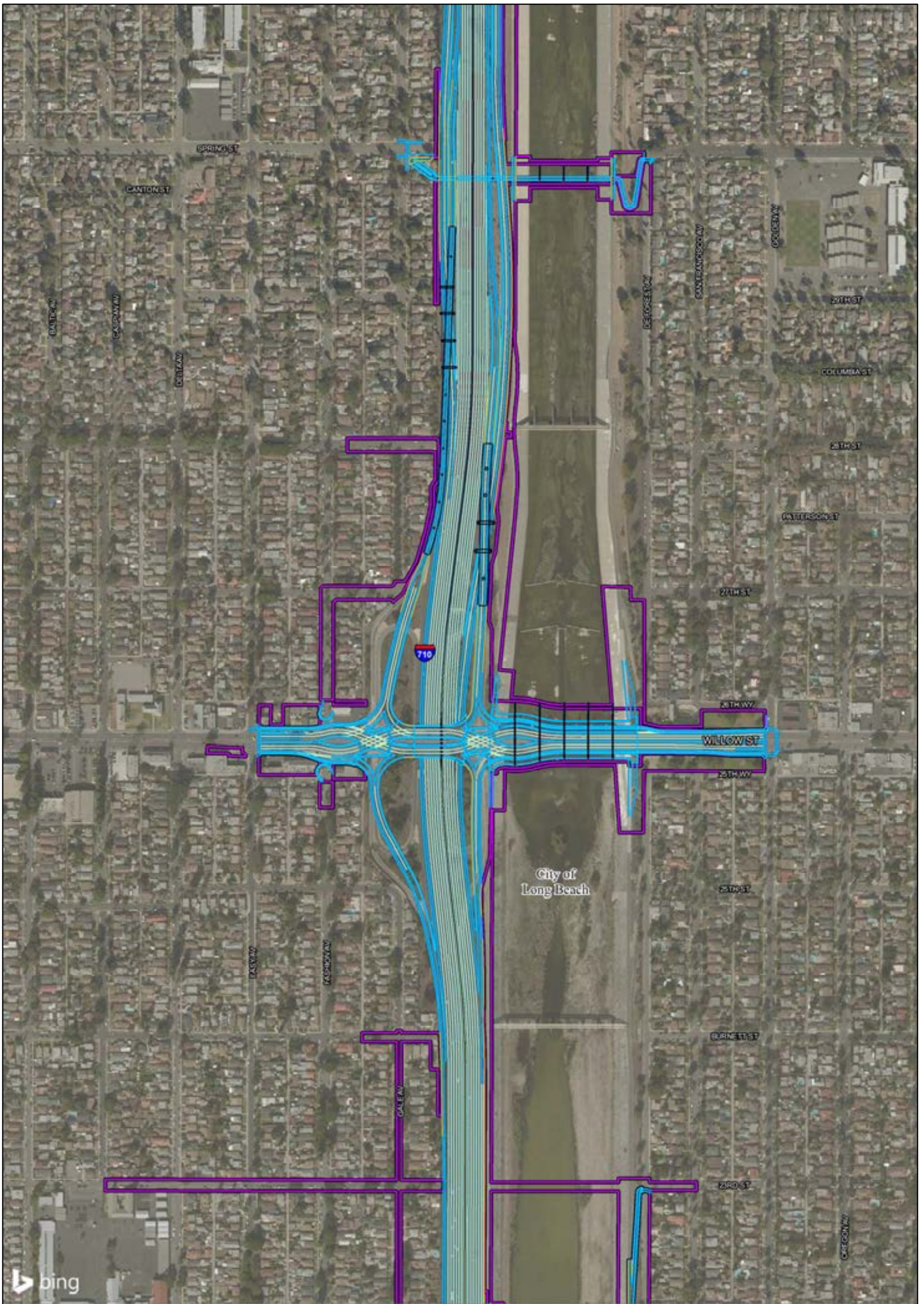


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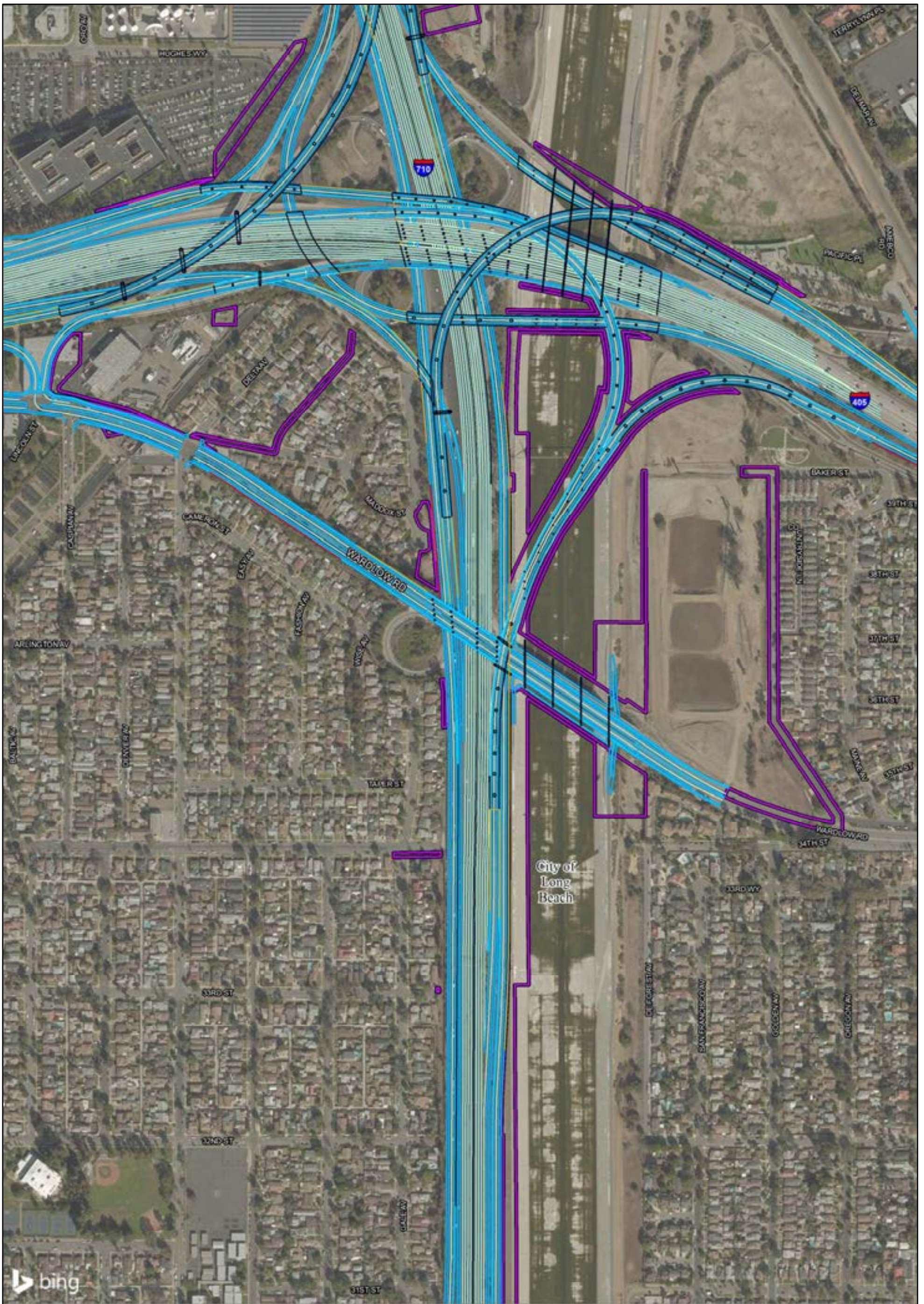


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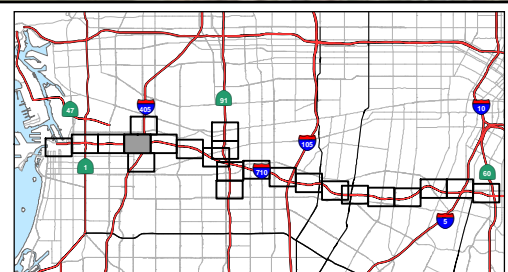


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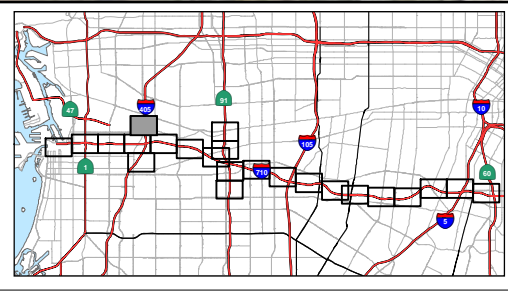
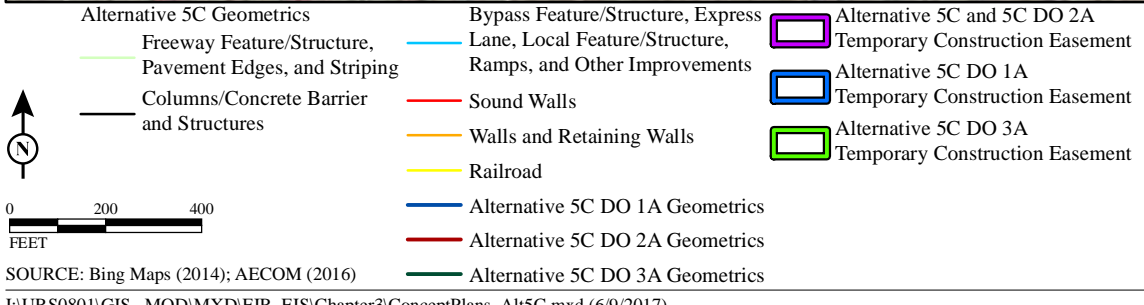


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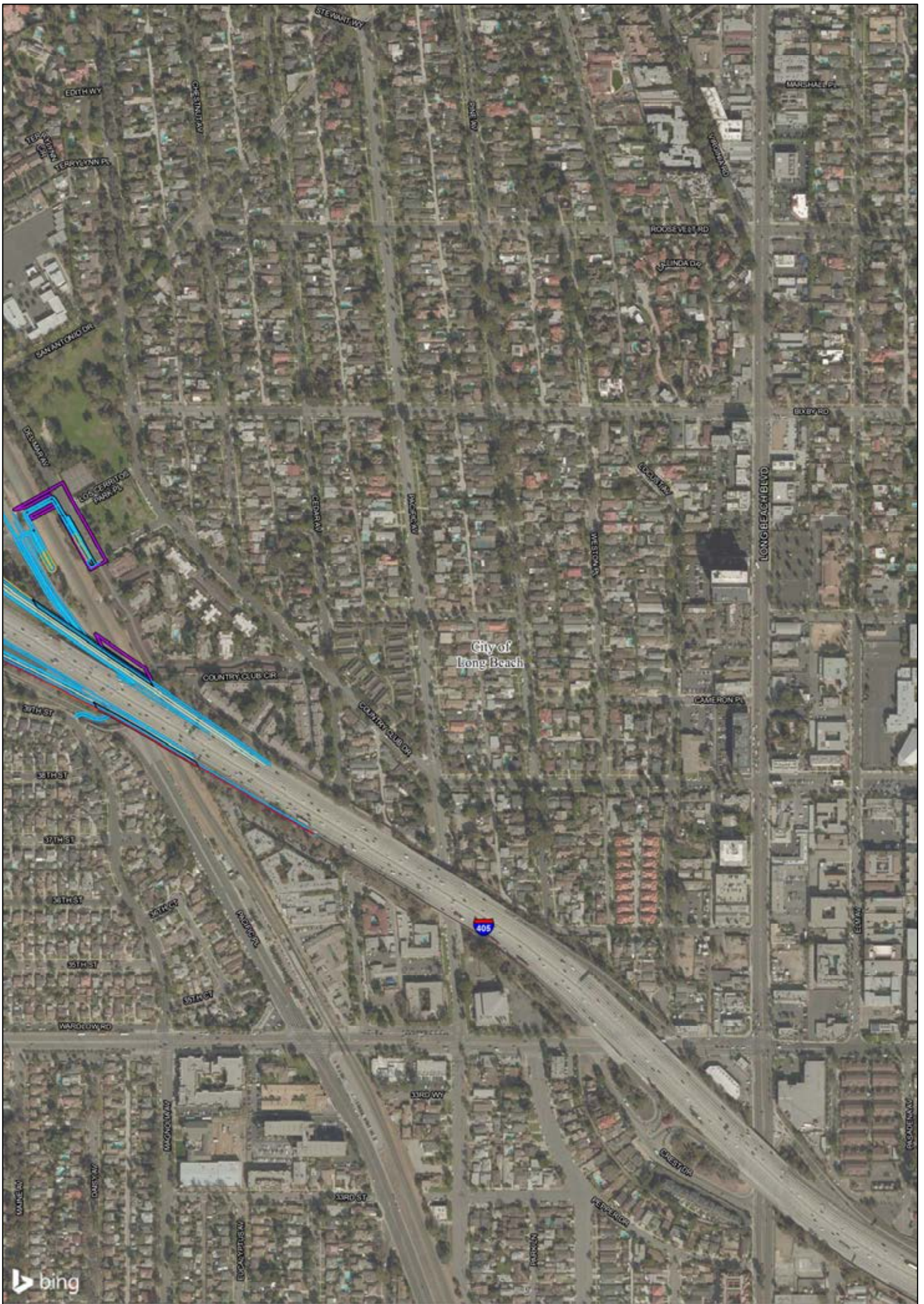
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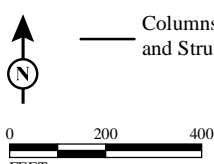


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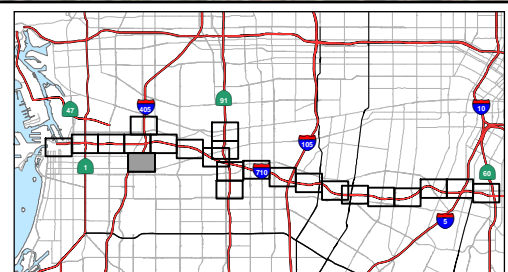
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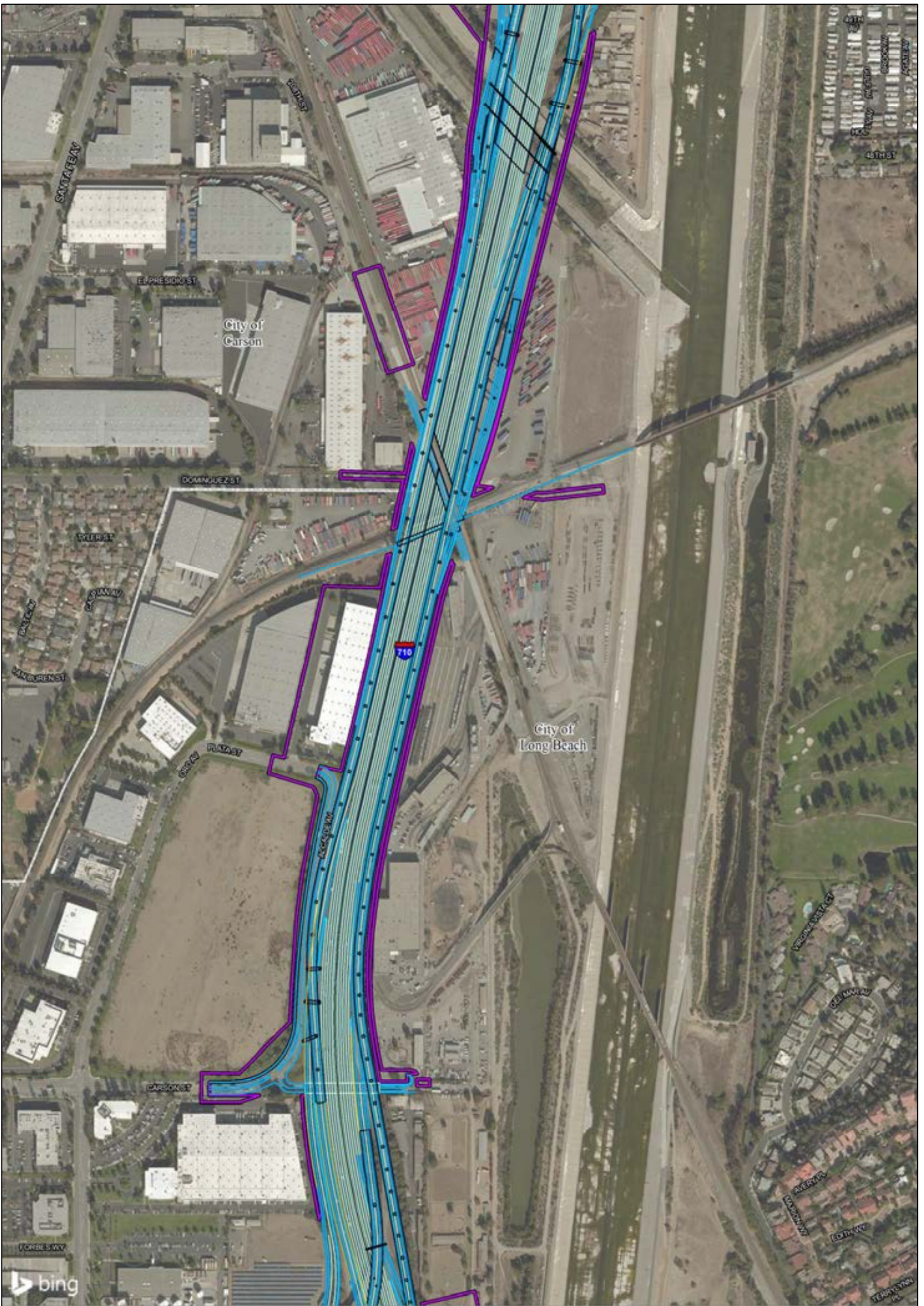
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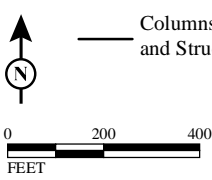
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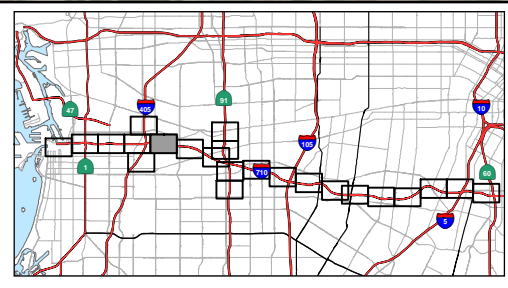


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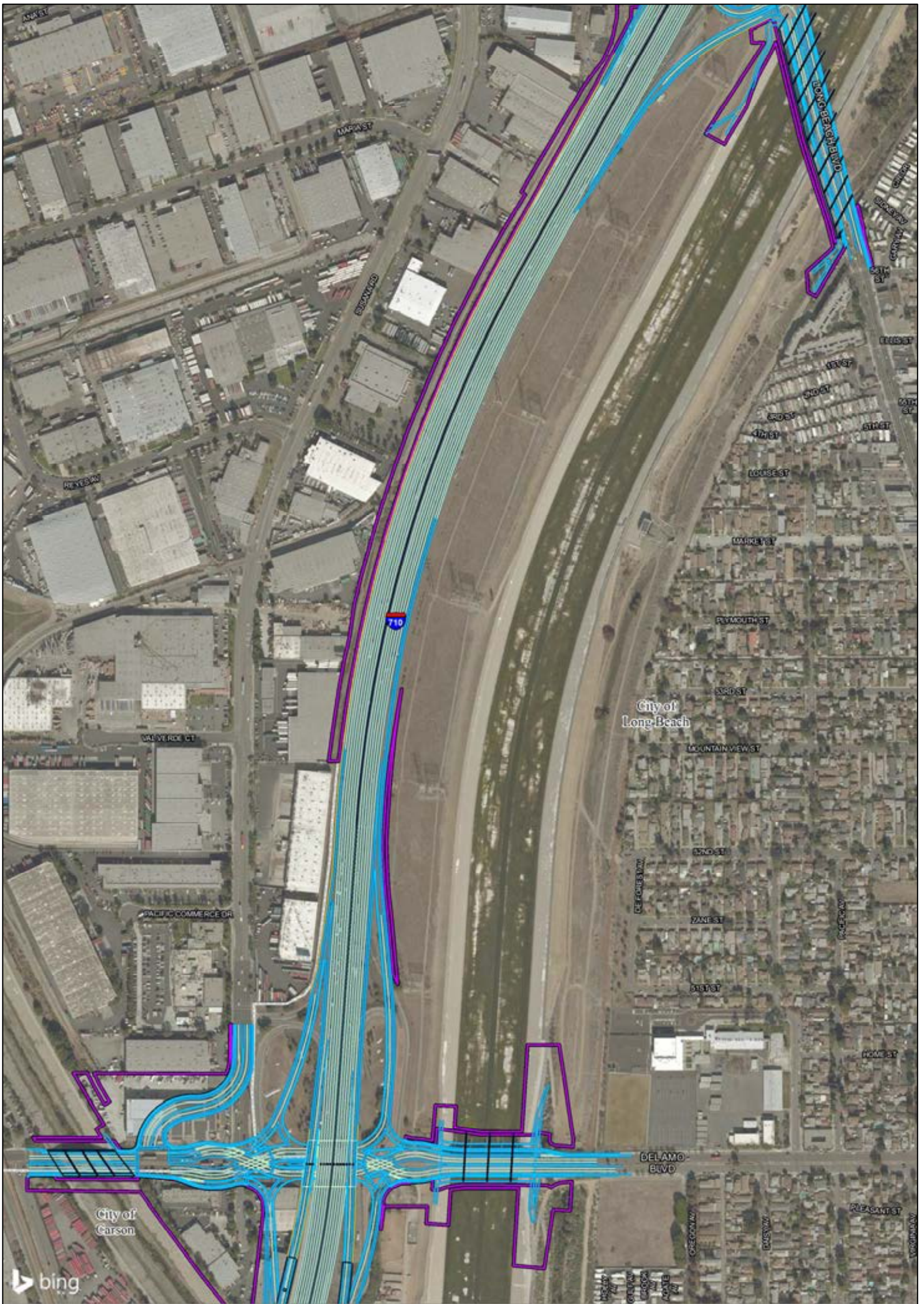


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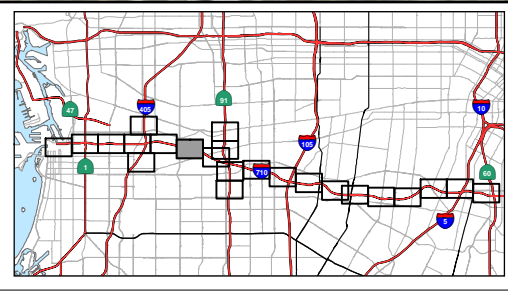
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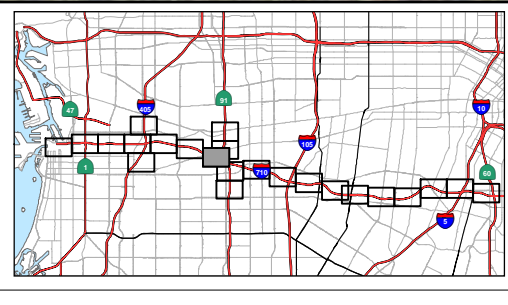
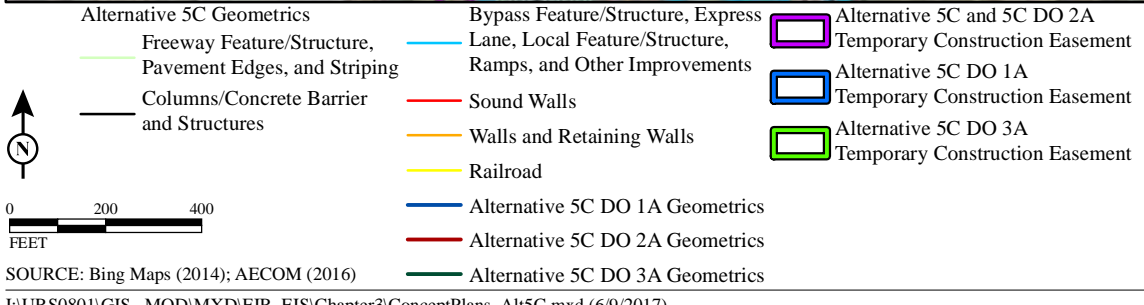
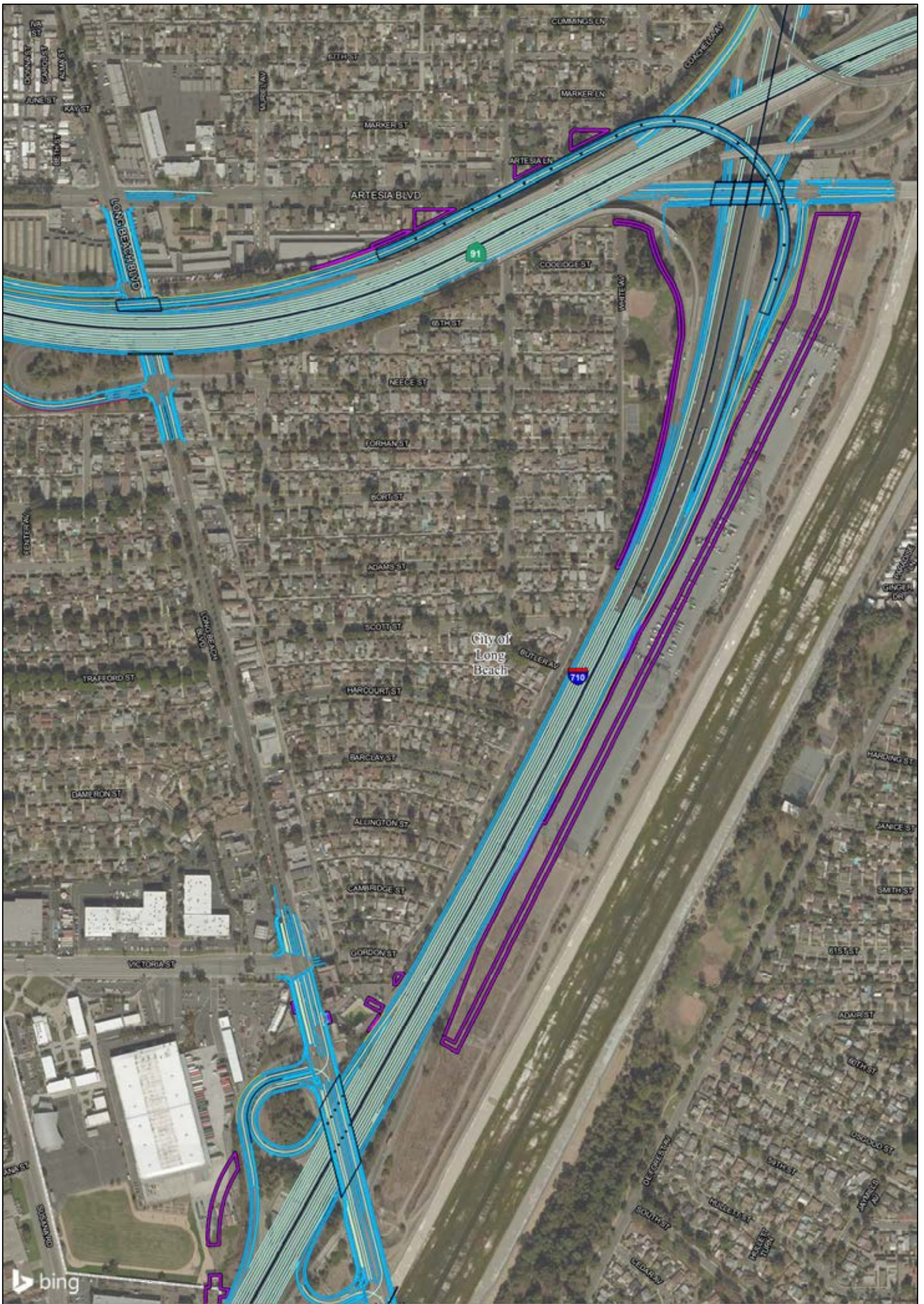


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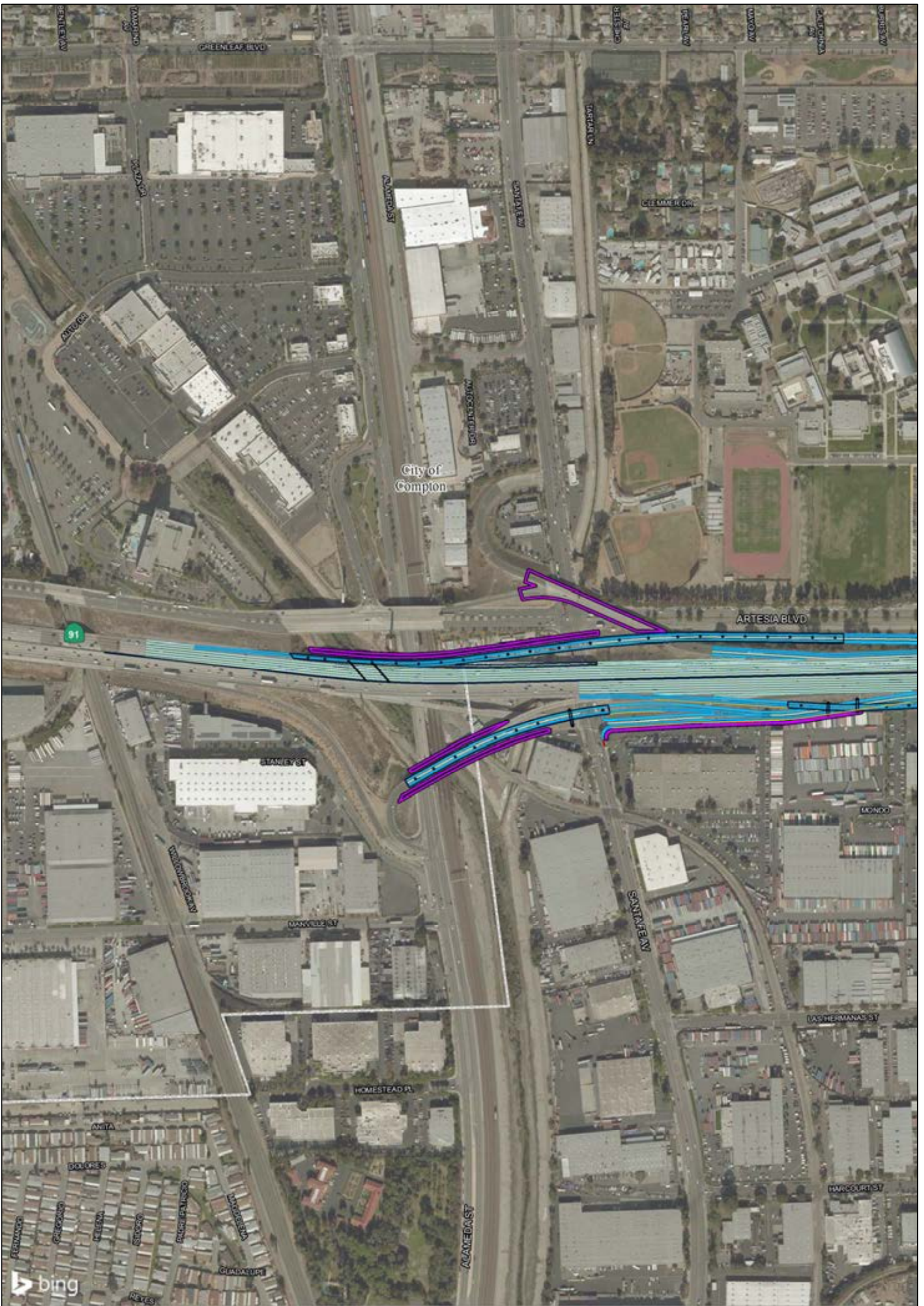
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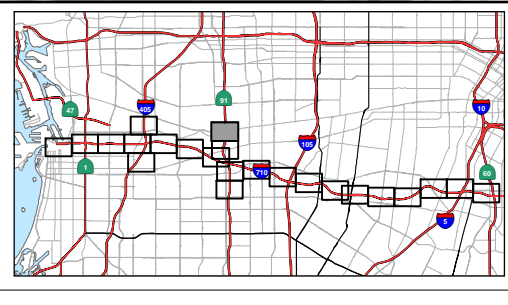


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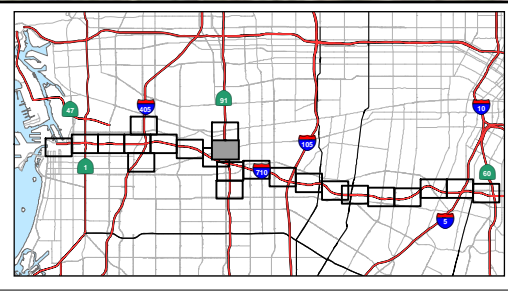
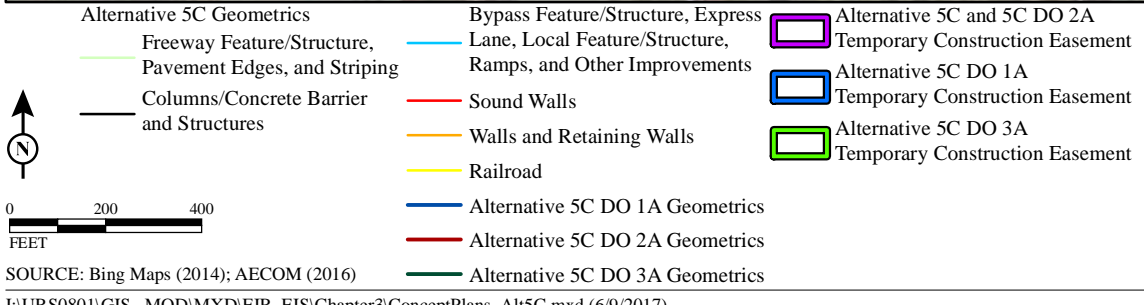
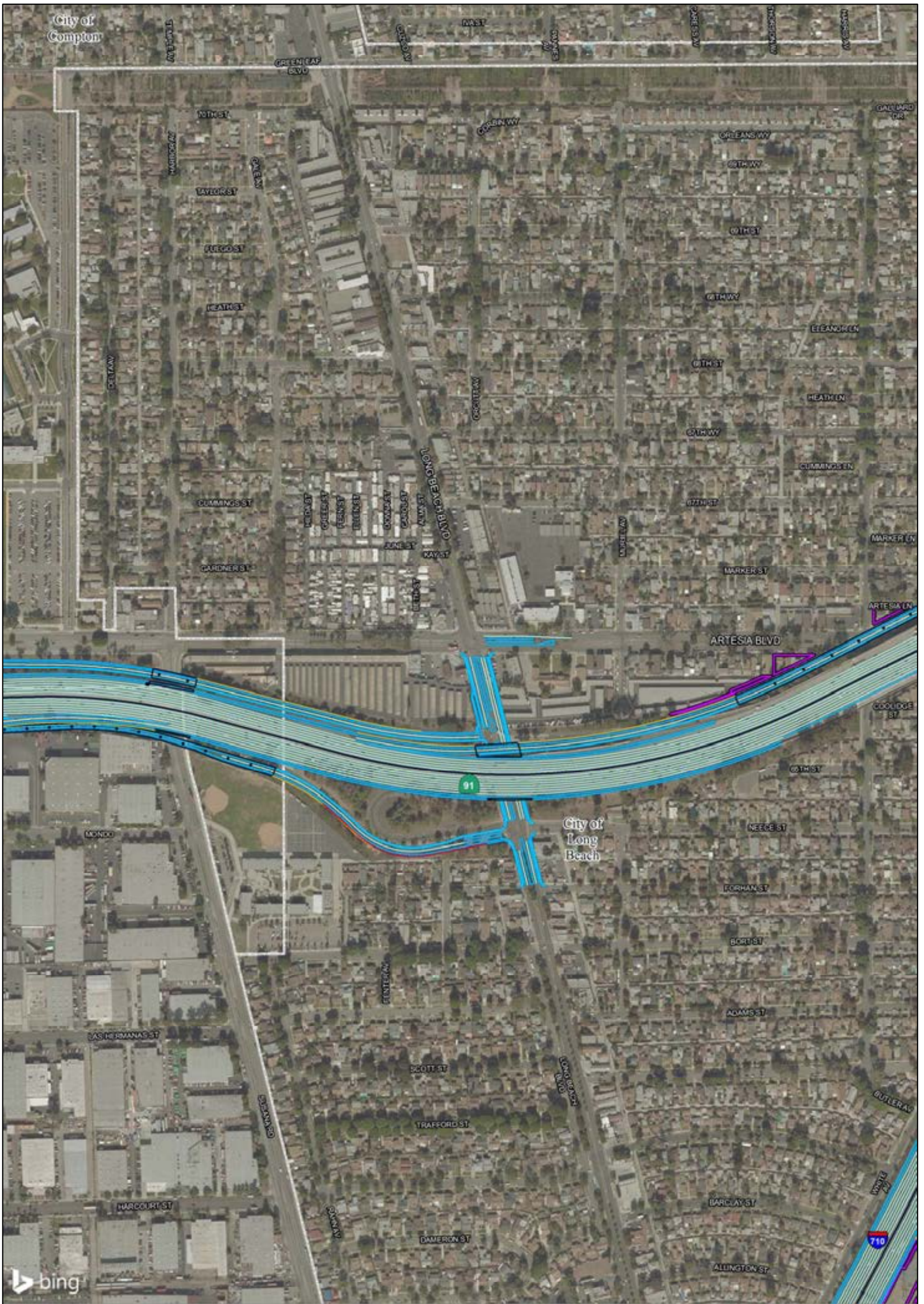


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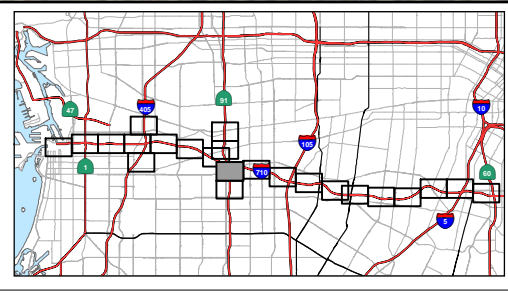
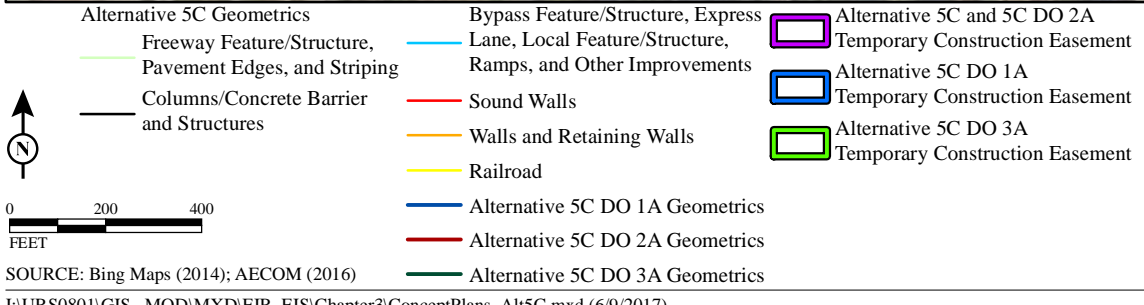
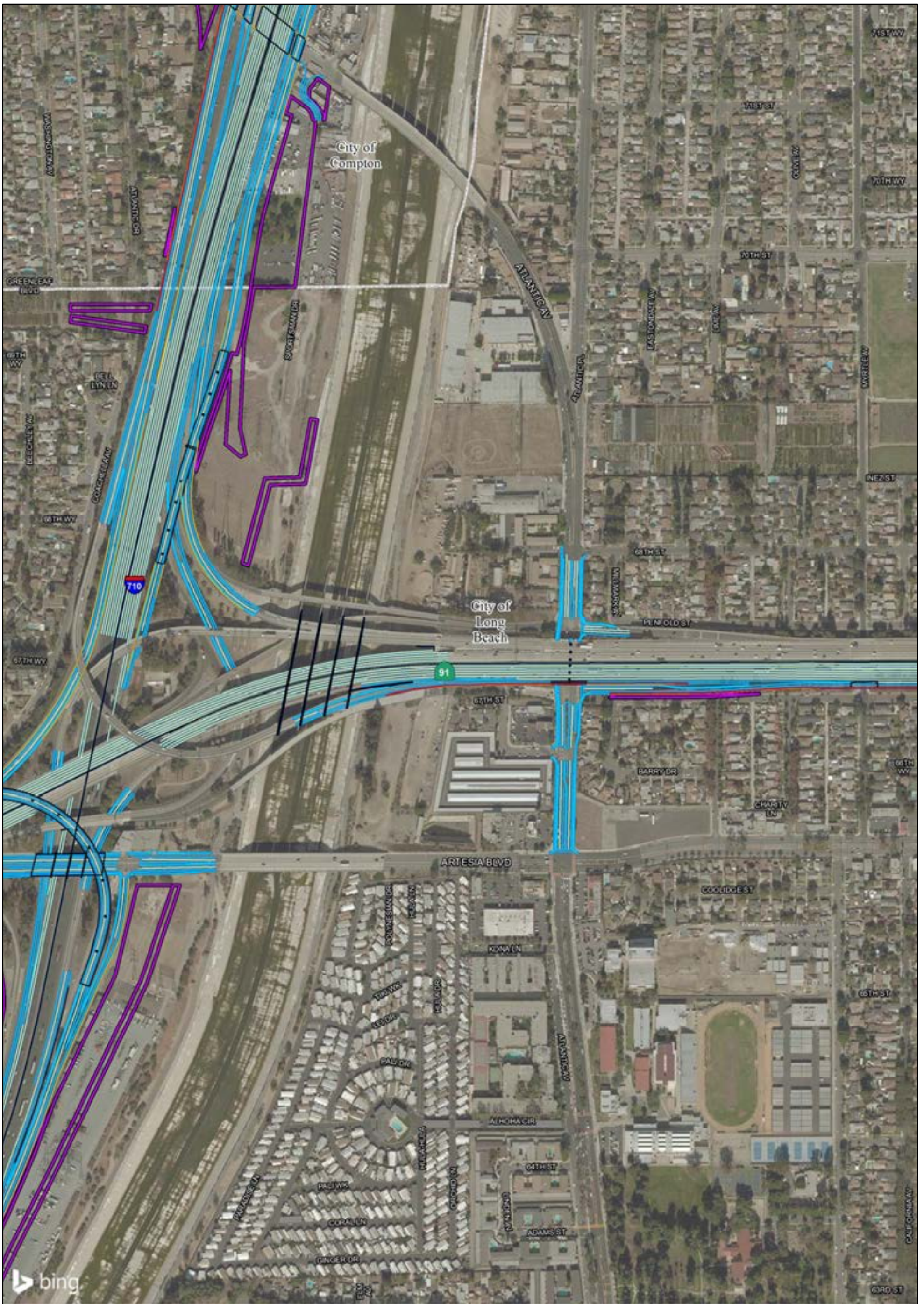


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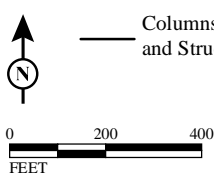


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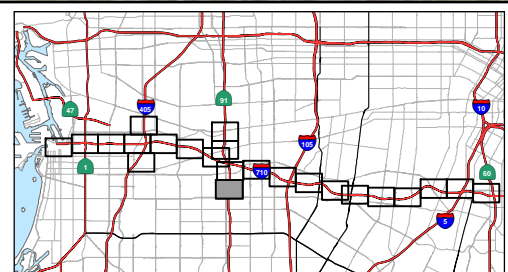
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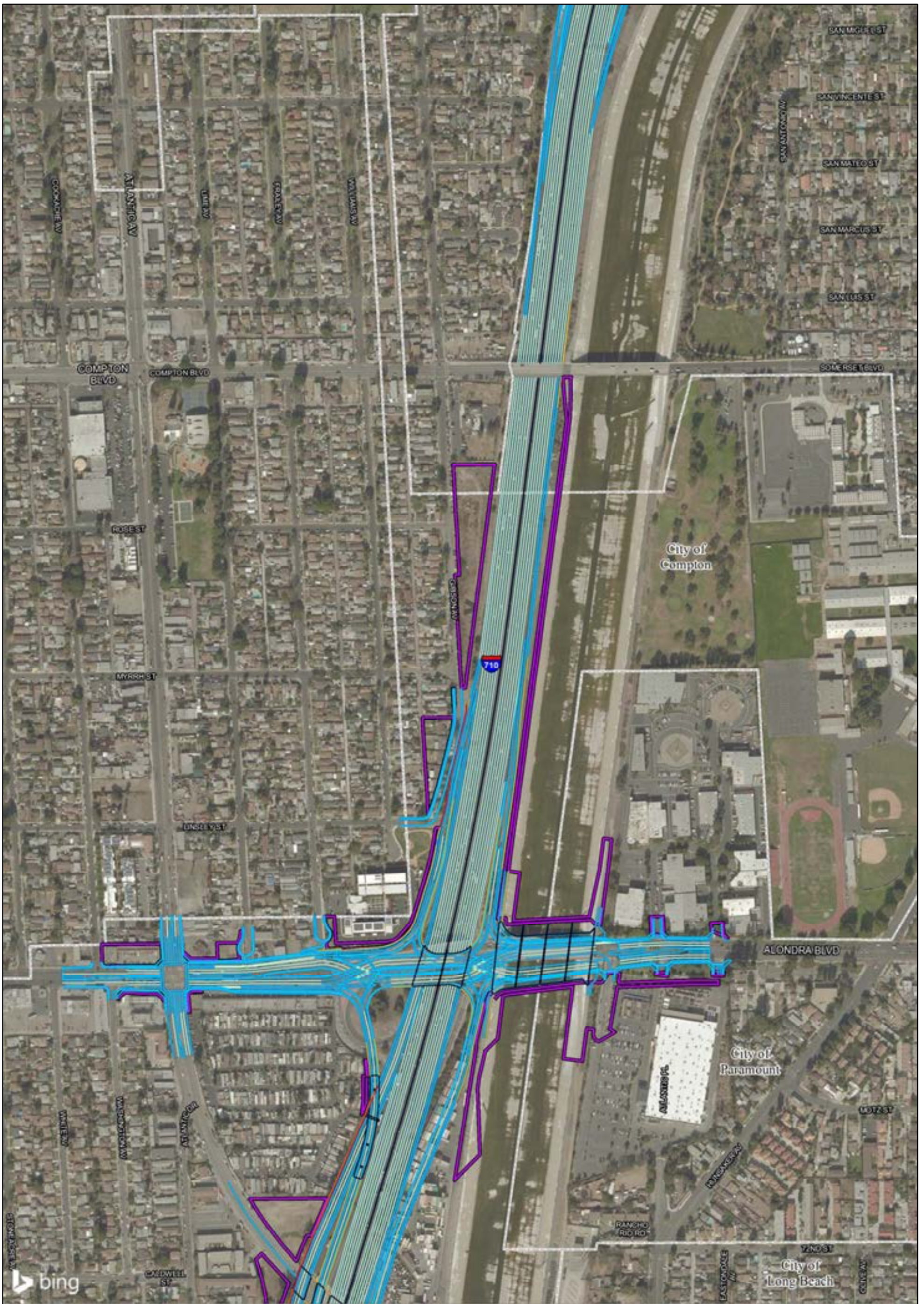
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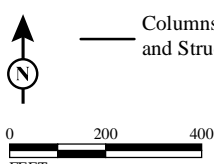
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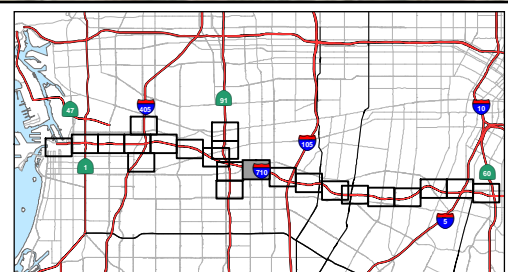
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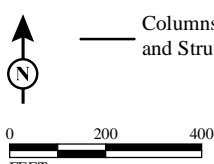
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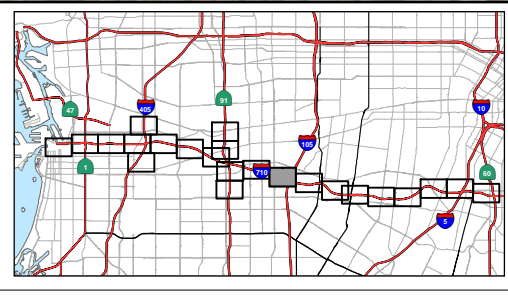


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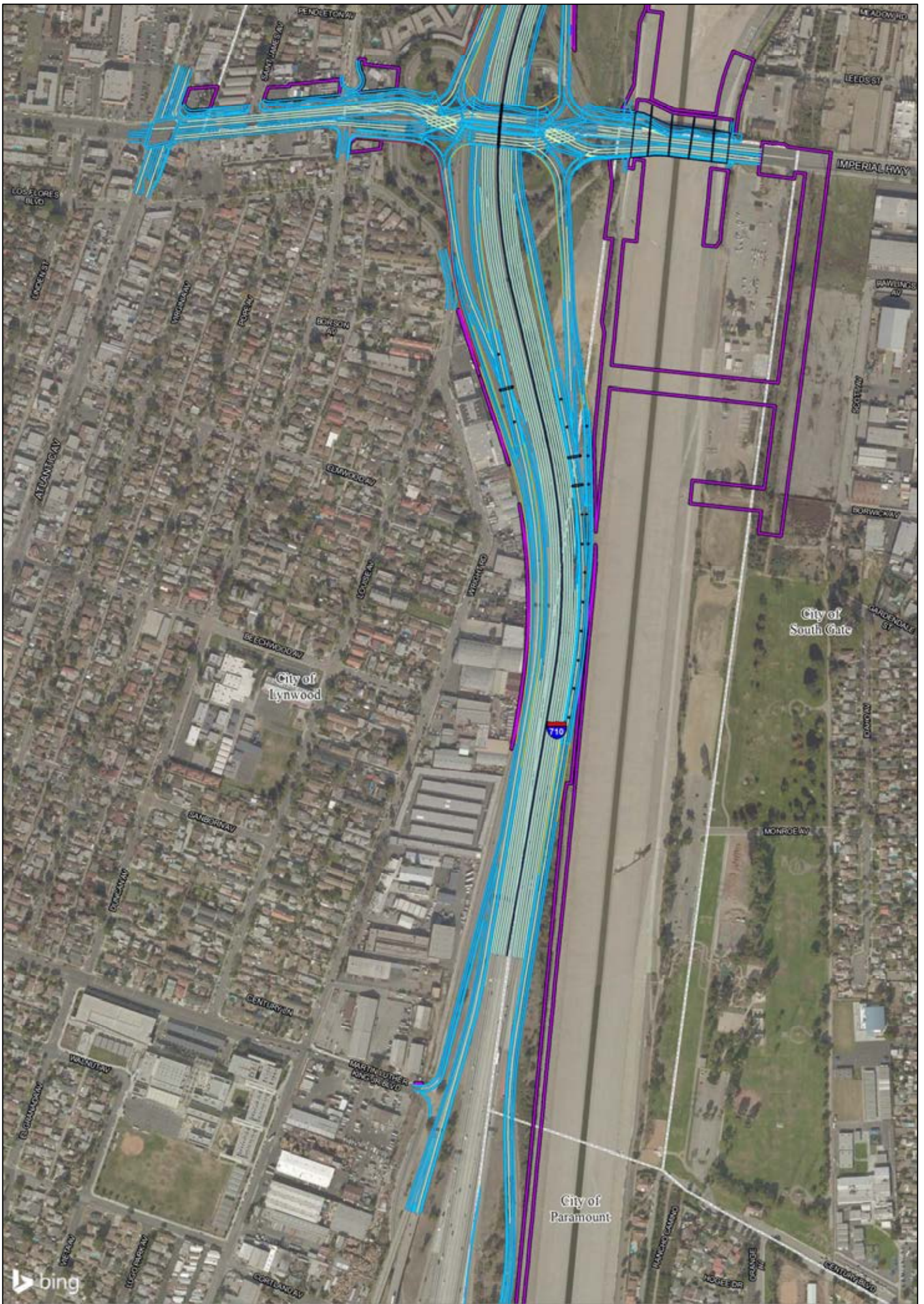


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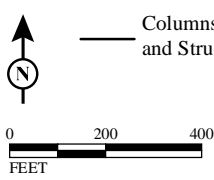
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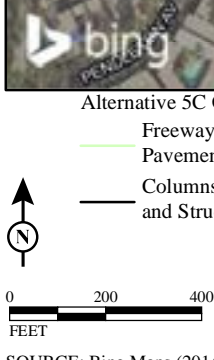
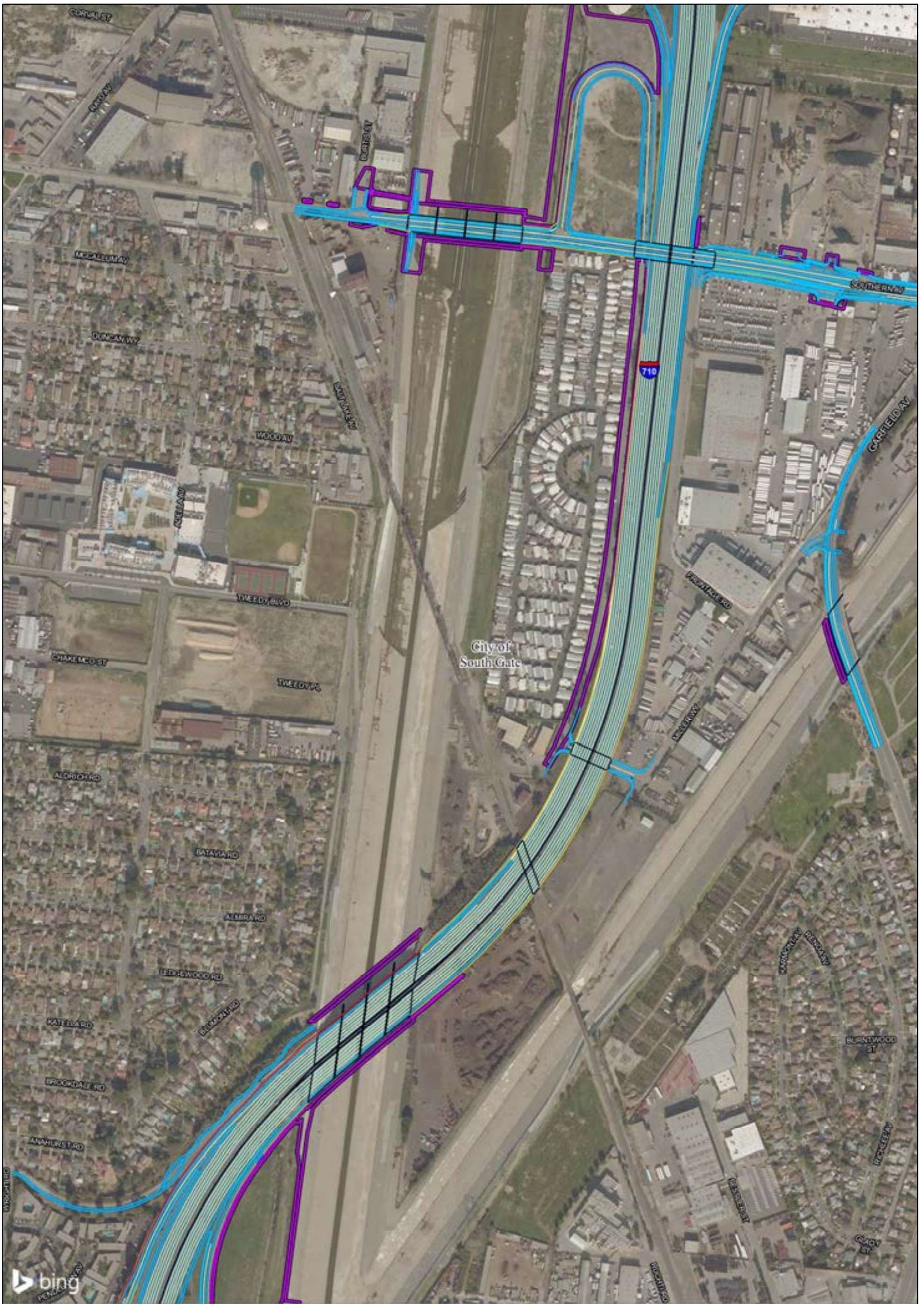


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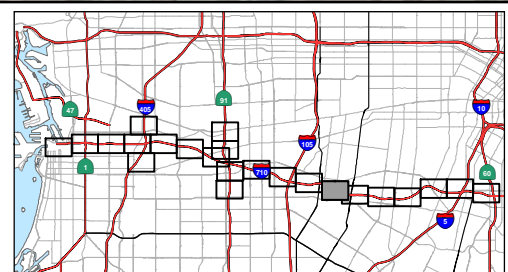


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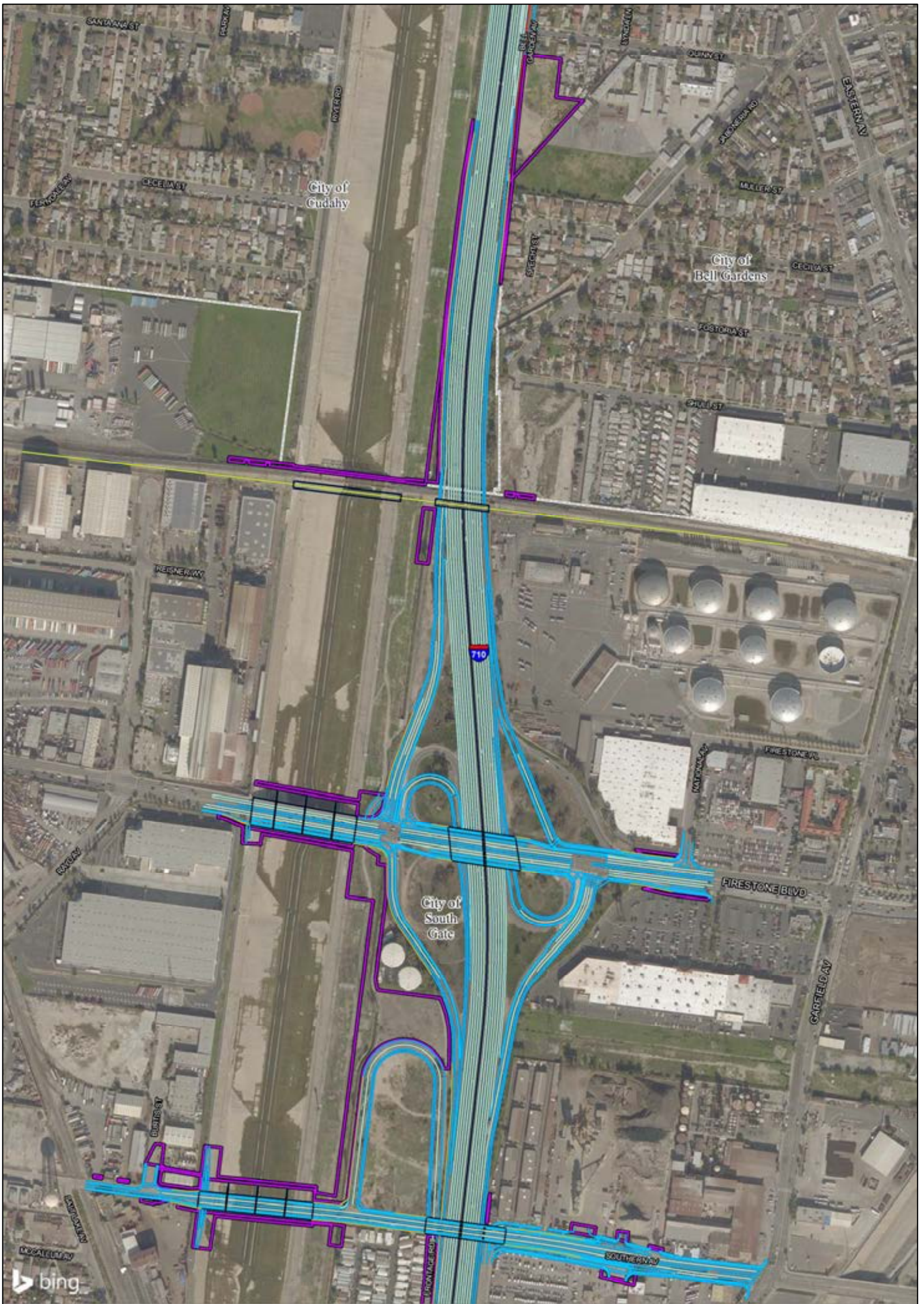


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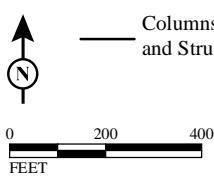
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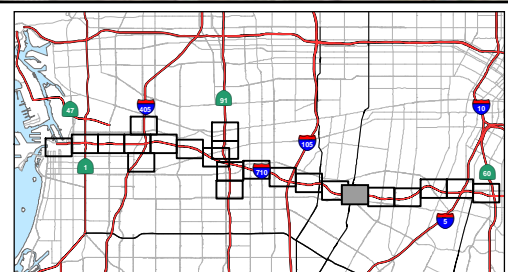
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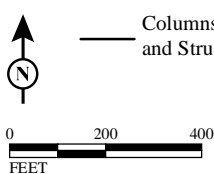
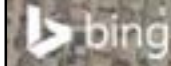
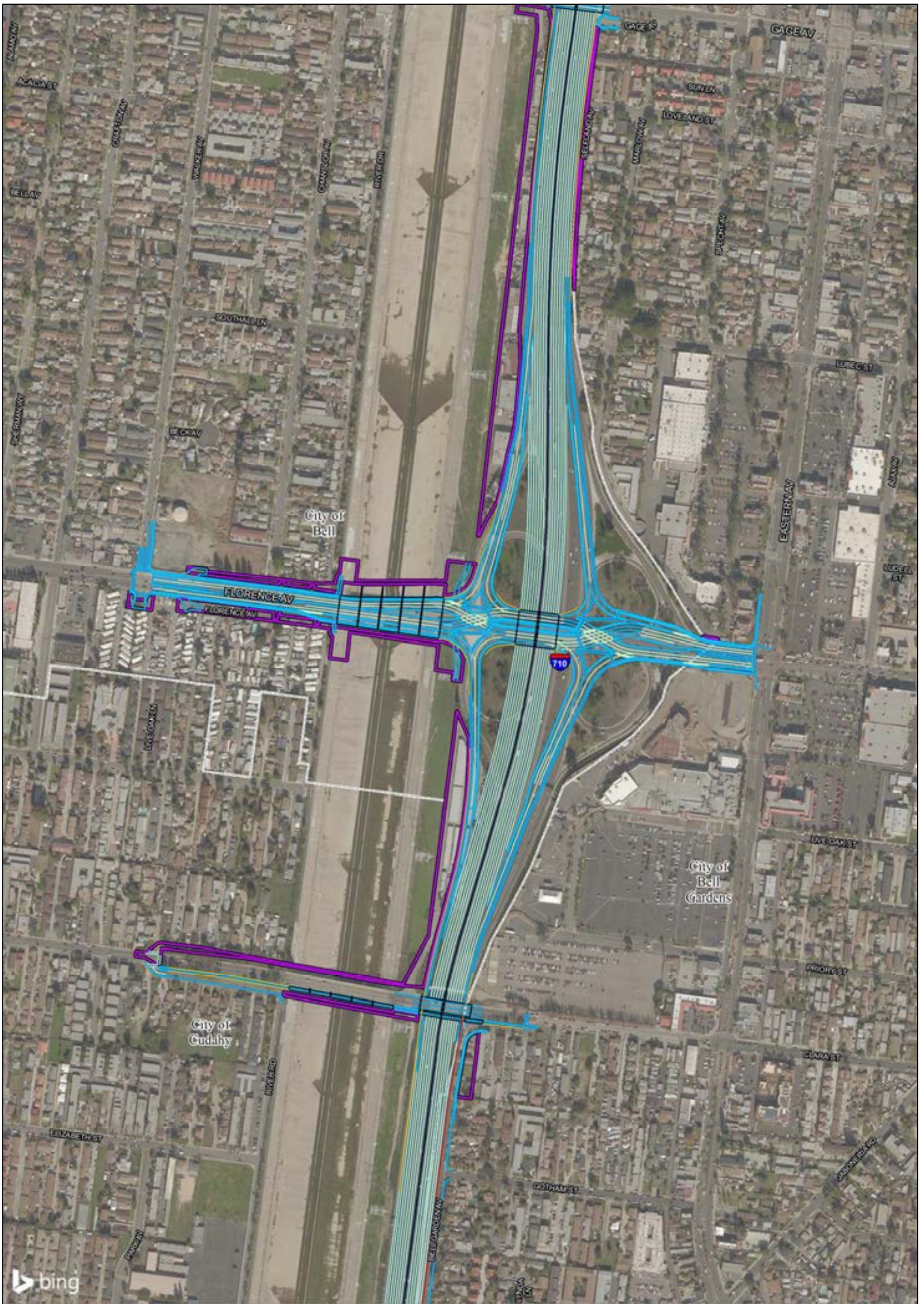
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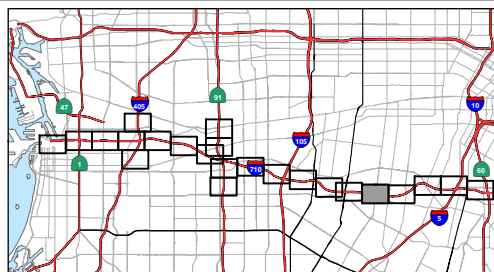
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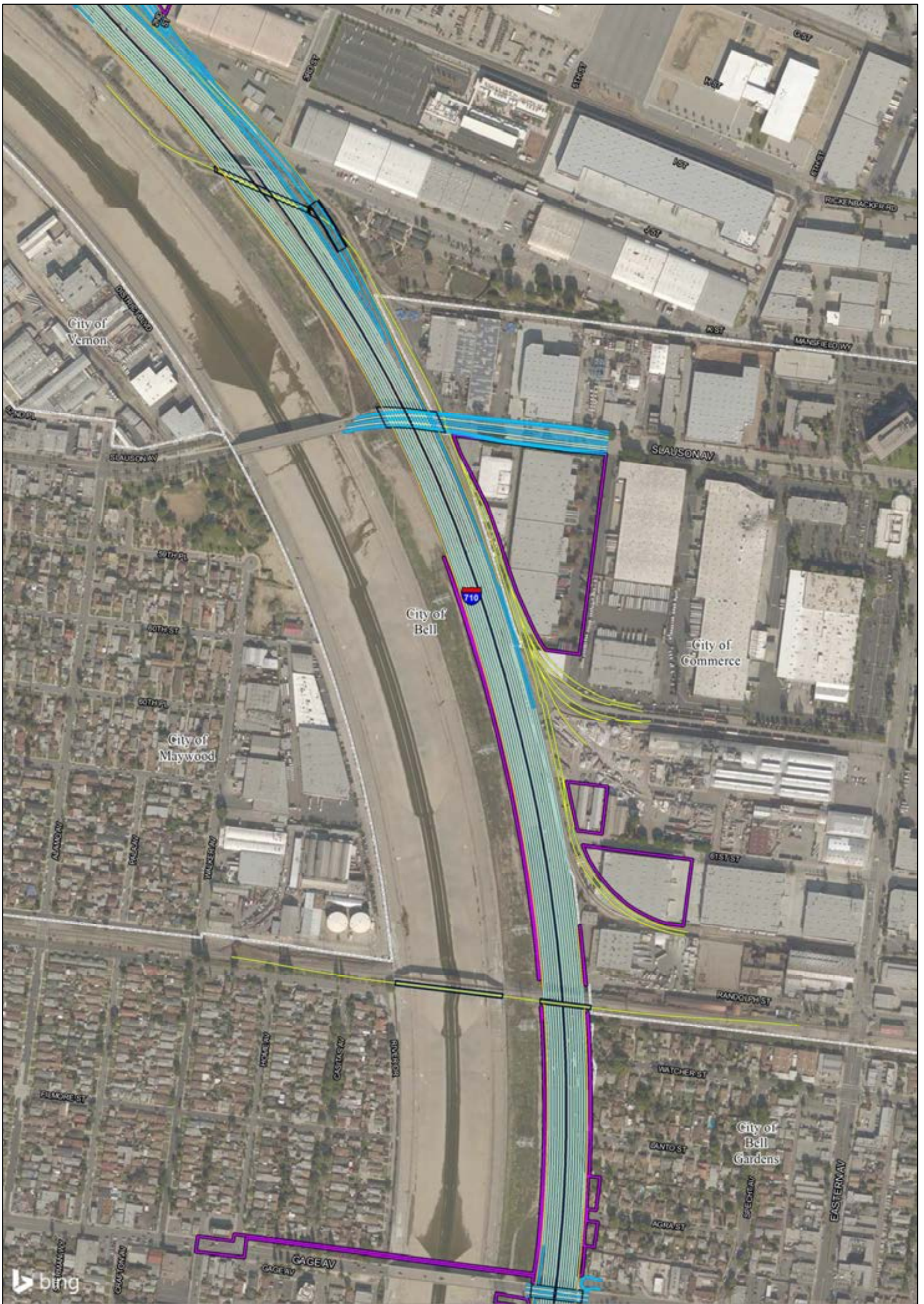
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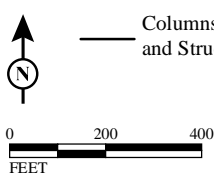
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| Alternative 5C Geometrics | Bypass Feature/Structure, Express Lane, Local Feature/Structure, Ramps, and Other Improvements | Alternative 5C and 5C DO 2A Temporary Construction Easement |
| Freeway Feature/Structure, Pavement Edges, and Striping | Sound Walls | Alternative 5C DO 1A Temporary Construction Easement |
| Columns/Concrete Barrier and Structures | Walls and Retaining Walls | Alternative 5C DO 3A Temporary Construction Easement |
| | Railroad | |
| | Alternative 5C DO 1A Geometrics | |
| | Alternative 5C DO 2A Geometrics | |
| | Alternative 5C DO 3A Geometrics | |



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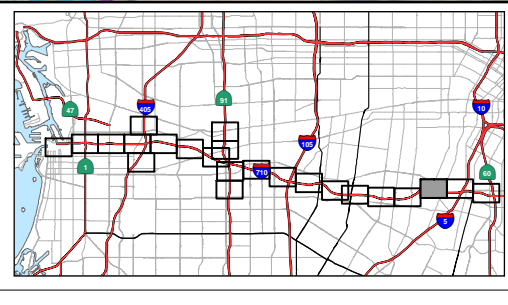
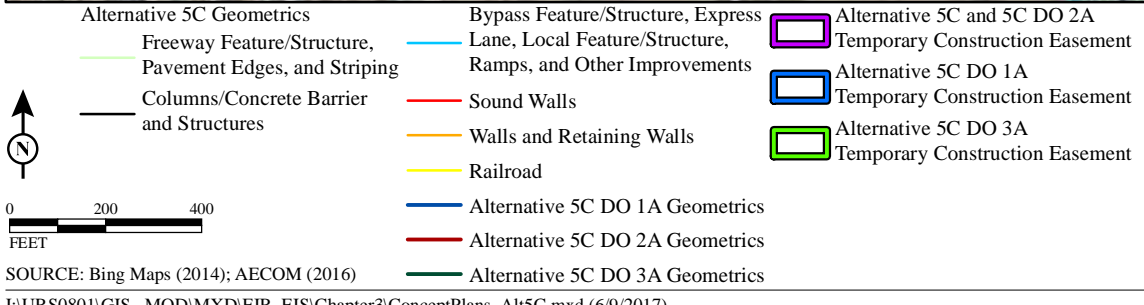
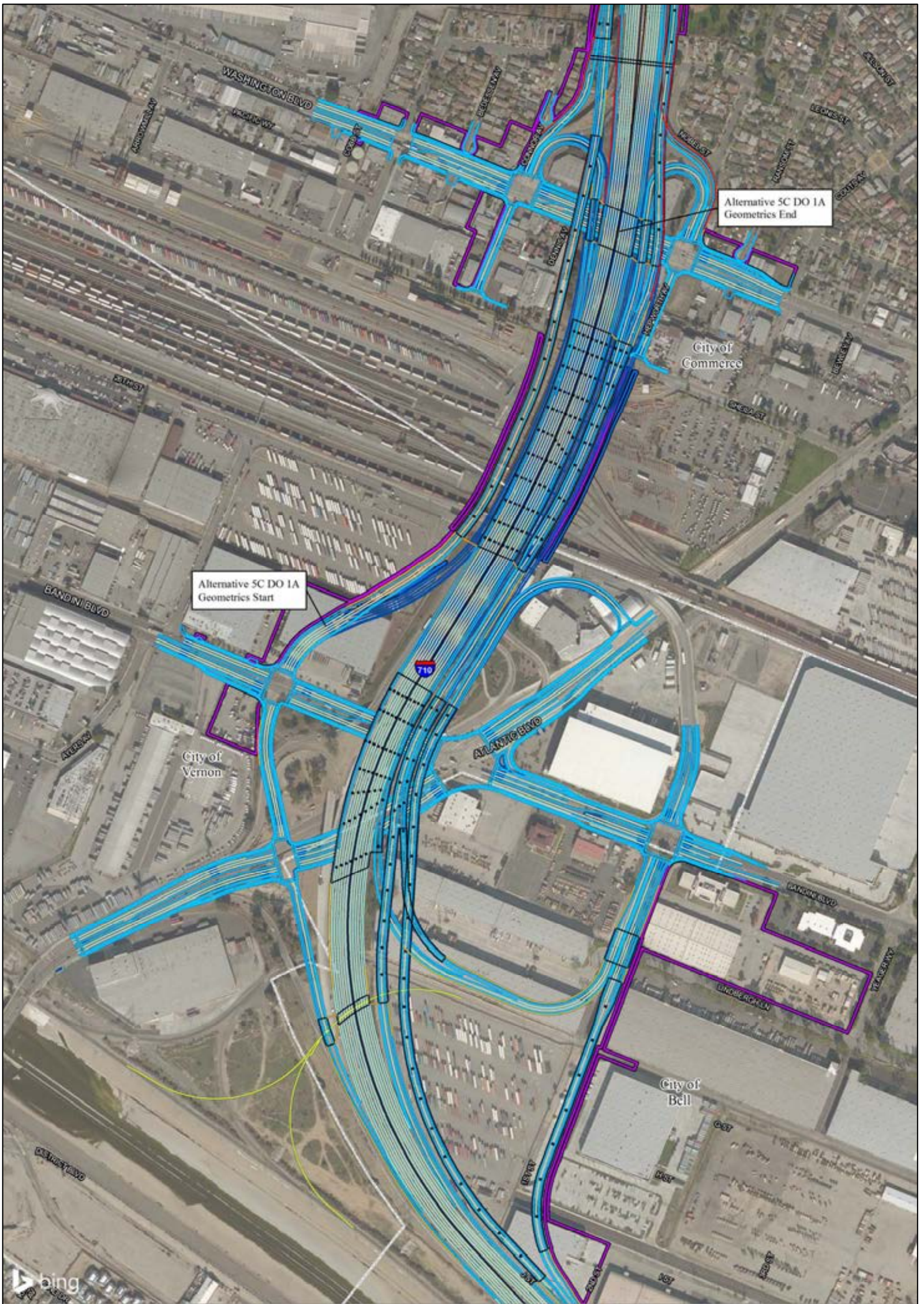
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| Alternative 5C Geometrics | Bypass Feature/Structure, Express Lane, Local Feature/Structure, Ramps, and Other Improvements | Alternative 5C and 5C DO 2A Temporary Construction Easement |
| Freeway Feature/Structure, Pavement Edges, and Striping | Sound Walls | Alternative 5C DO 1A Temporary Construction Easement |
| Columns/Concrete Barrier and Structures | Walls and Retaining Walls | Alternative 5C DO 3A Temporary Construction Easement |
| | Railroad | |
| | Alternative 5C DO 1A Geometrics | |
| | Alternative 5C DO 2A Geometrics | |
| | Alternative 5C DO 3A Geometrics | |



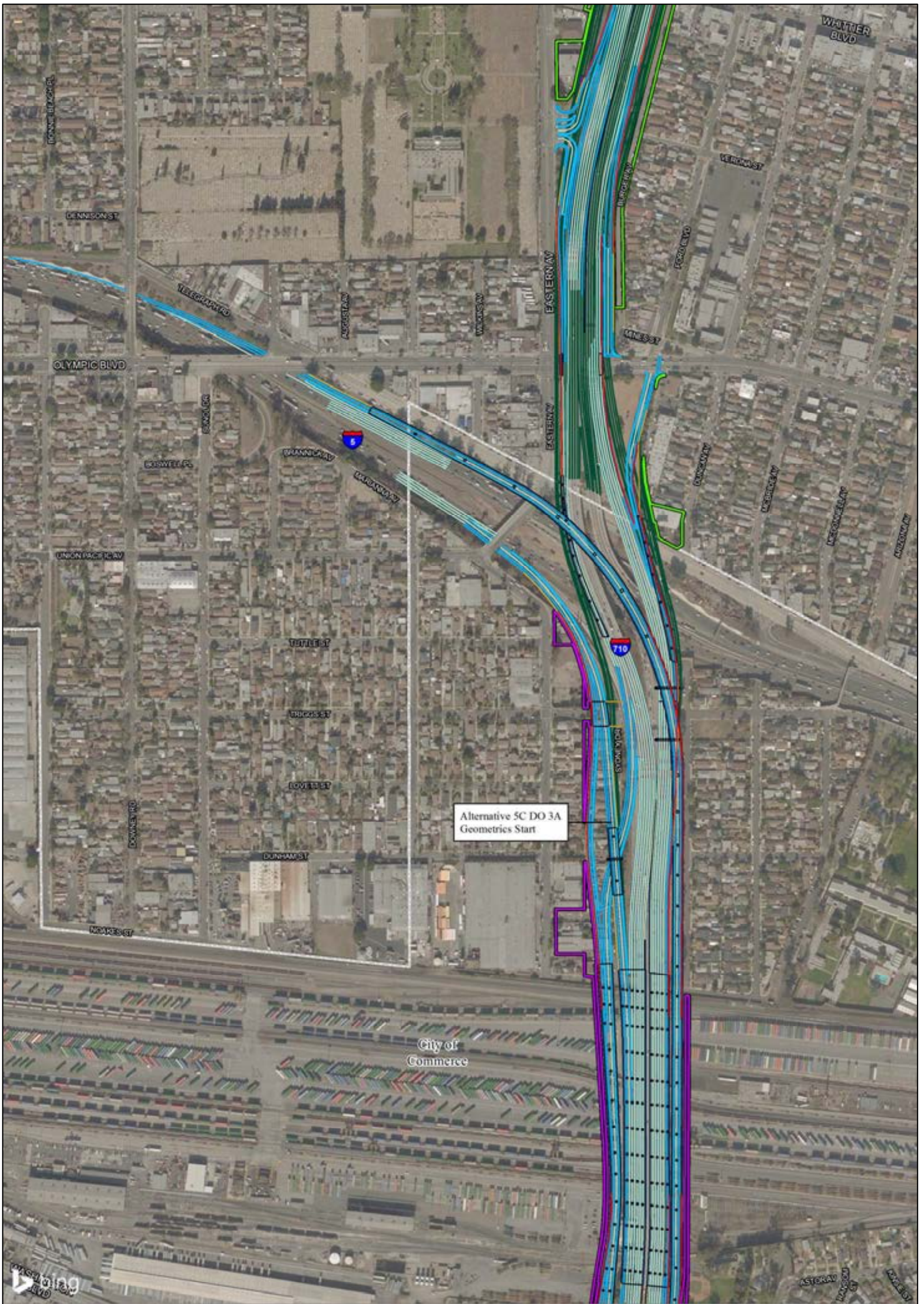
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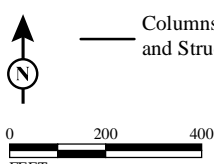
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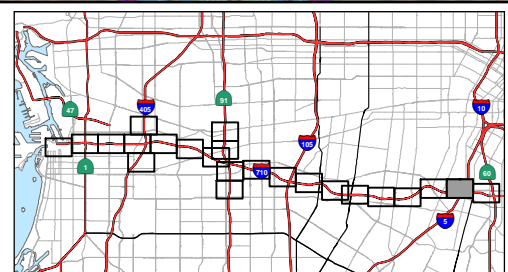
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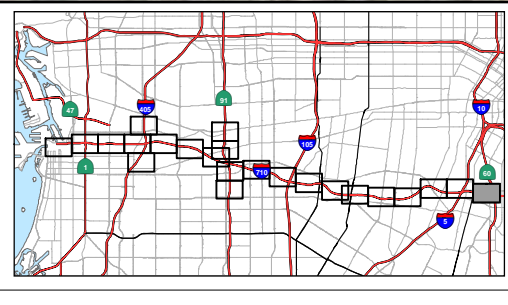
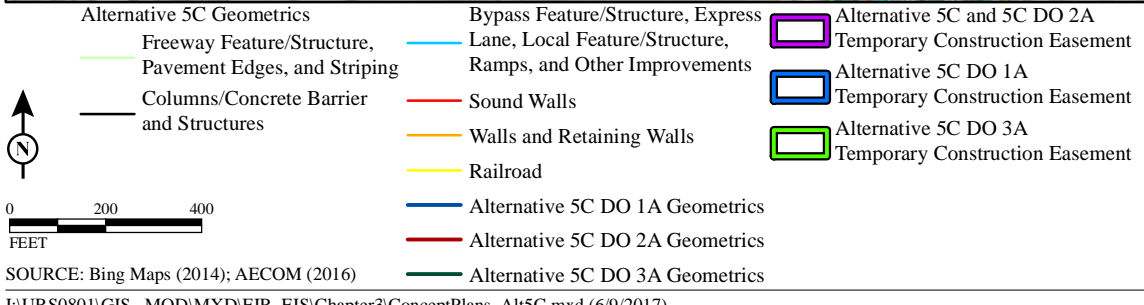
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| Alternative 5C Geometries | Bypass Feature/Structure, Express Lane, Local Feature/Structure, Ramps, and Other Improvements | Alternative 5C and 5C DO 2A Temporary Construction Easement |
| Freeway Feature/Structure, Pavement Edges, and Striping | Sound Walls | Alternative 5C DO 1A Temporary Construction Easement |
| Columns/Concrete Barrier and Structures | Walls and Retaining Walls | Alternative 5C DO 3A Temporary Construction Easement |
| | Railroad | |
| | Alternative 5C DO 1A Geometries | |
| | Alternative 5C DO 2A Geometries | |
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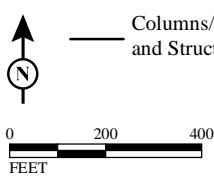
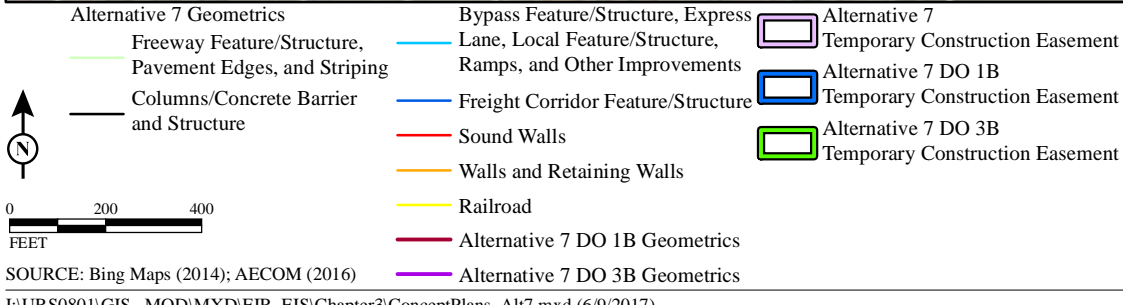
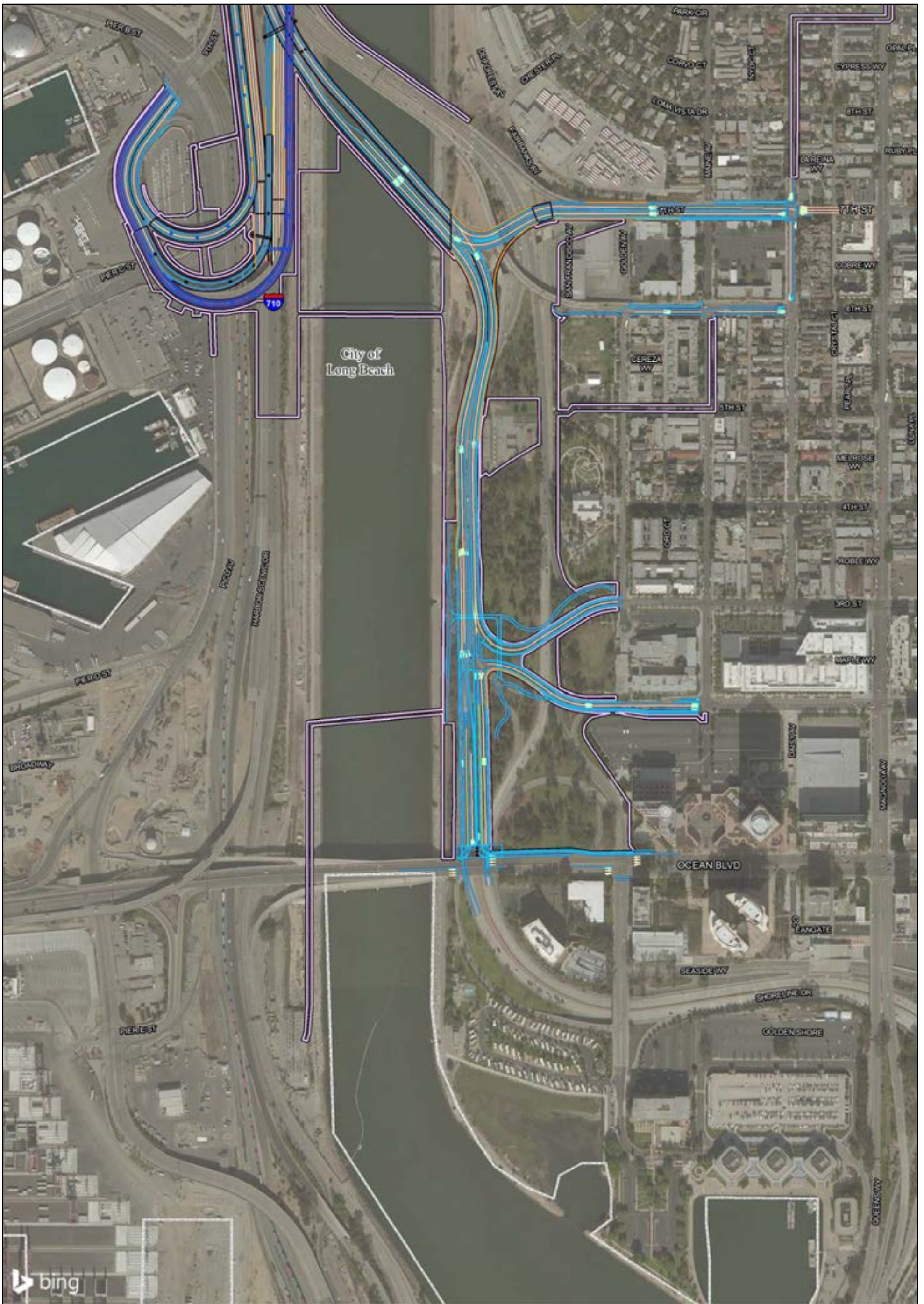
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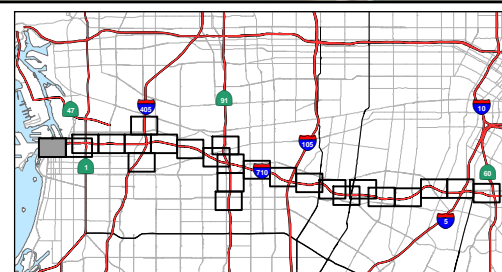


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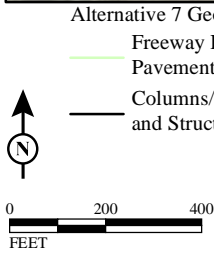
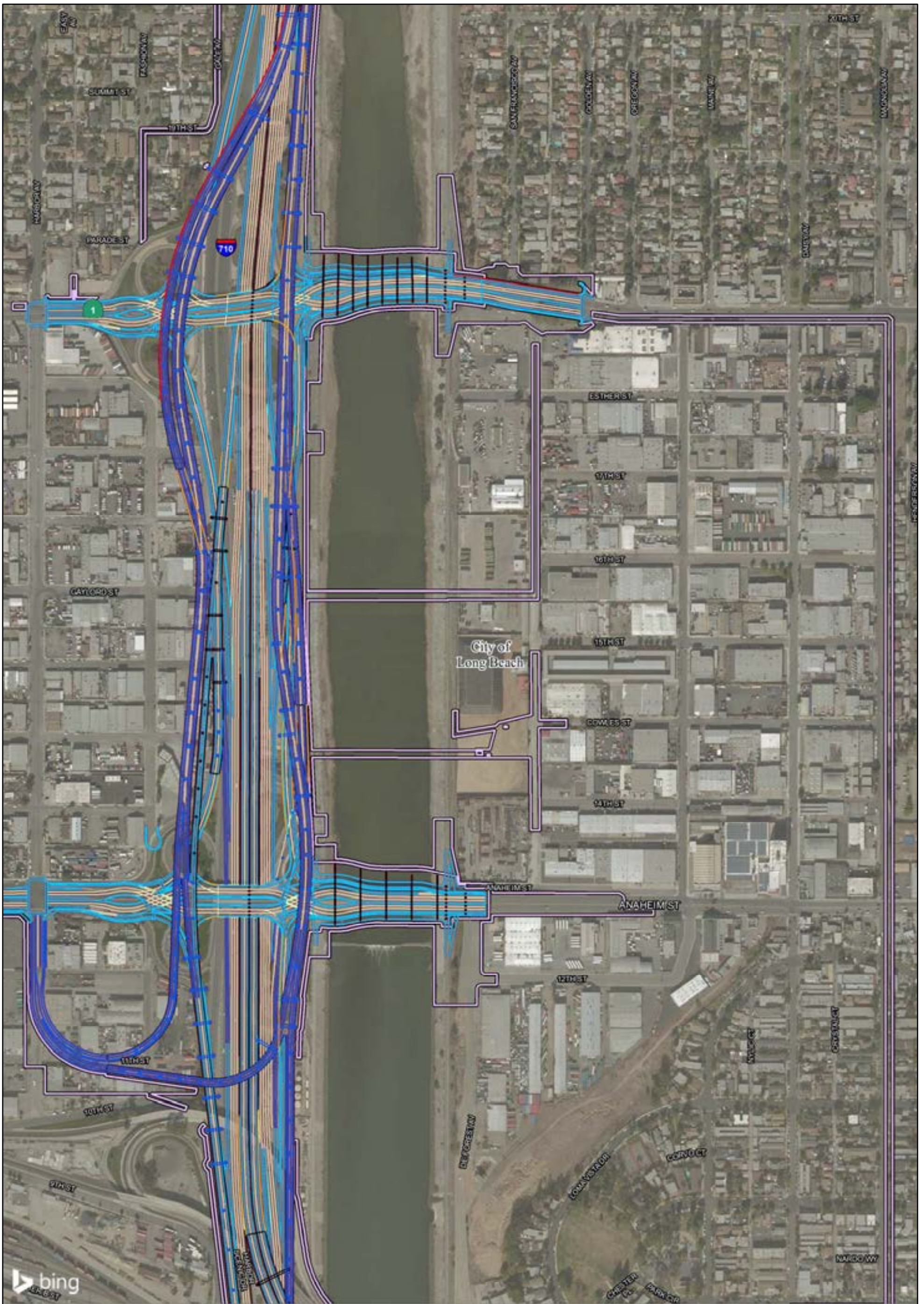


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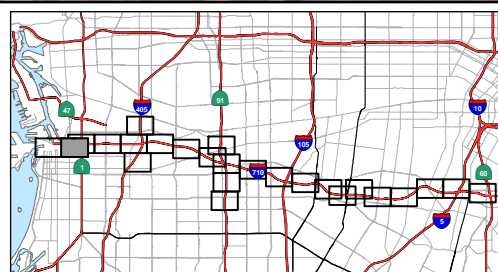
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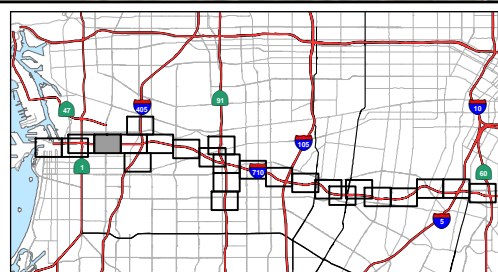
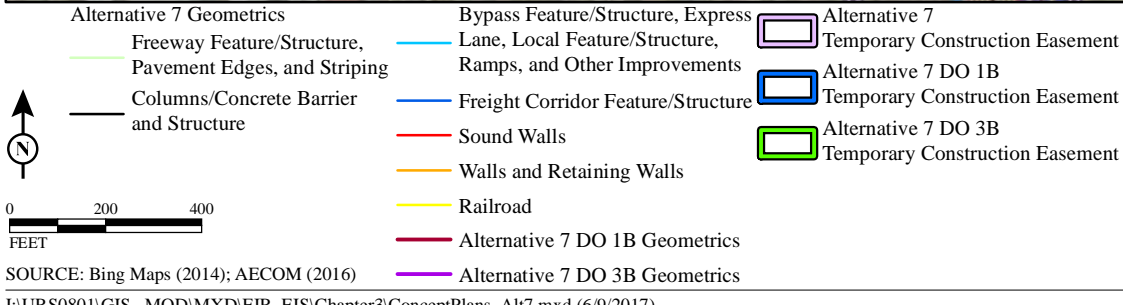
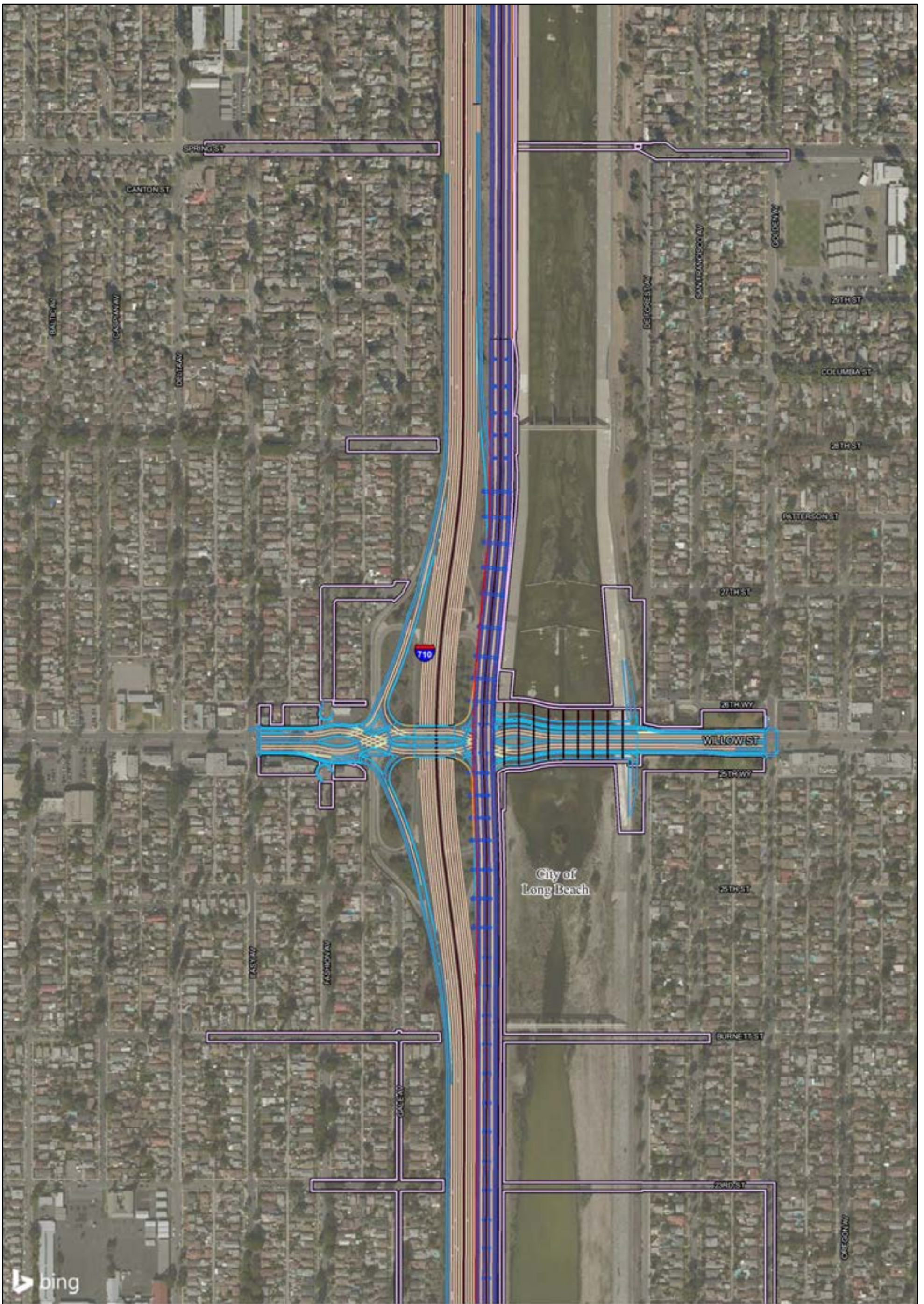
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| Alternative 7 Geometrics | Bypass Feature/Structure, Express Lane, Local Feature/Structure, Ramps, and Other Improvements | Alternative 7 Temporary Construction Easement |
| Freeway Feature/Structure, Pavement Edges, and Striping | Freight Corridor Feature/Structure | Alternative 7 DO 1B Temporary Construction Easement |
| Columns/Concrete Barrier and Structure | Sound Walls | Alternative 7 DO 3B Temporary Construction Easement |
| | Walls and Retaining Walls | |
| | Railroad | |
| | Alternative 7 DO 1B Geometrics | |
| | Alternative 7 DO 3B Geometrics | |

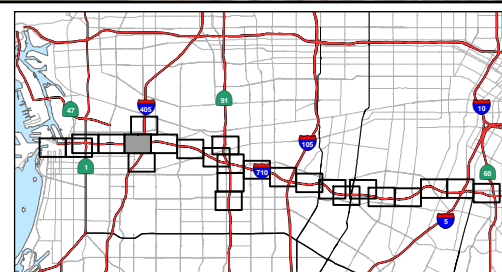
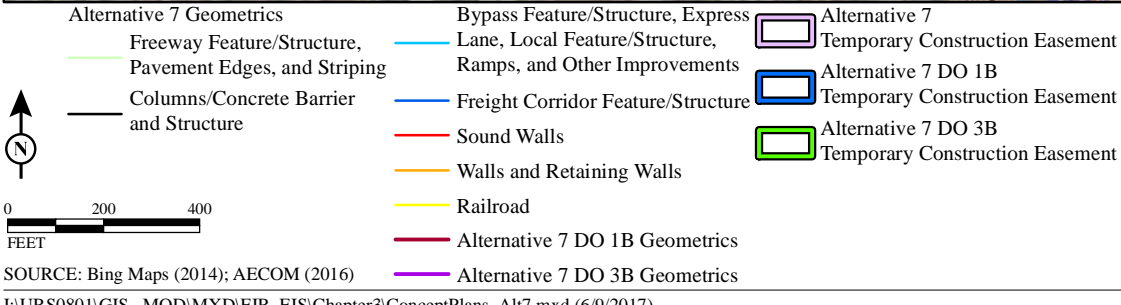
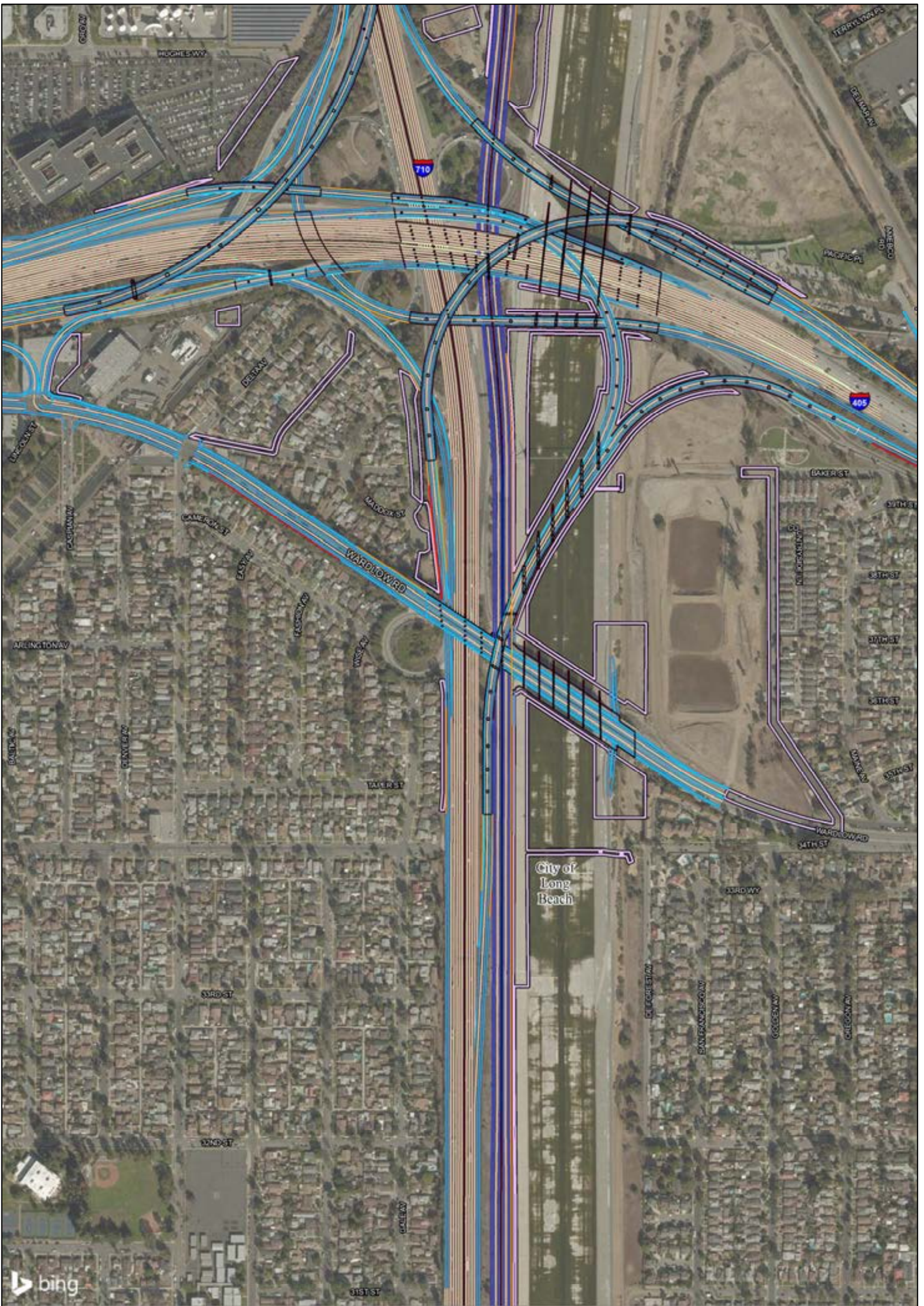


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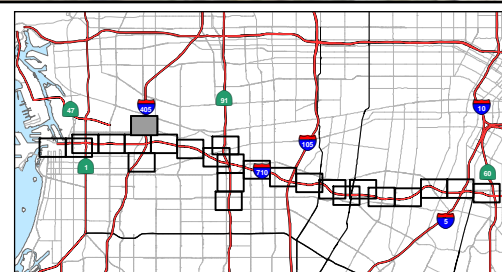
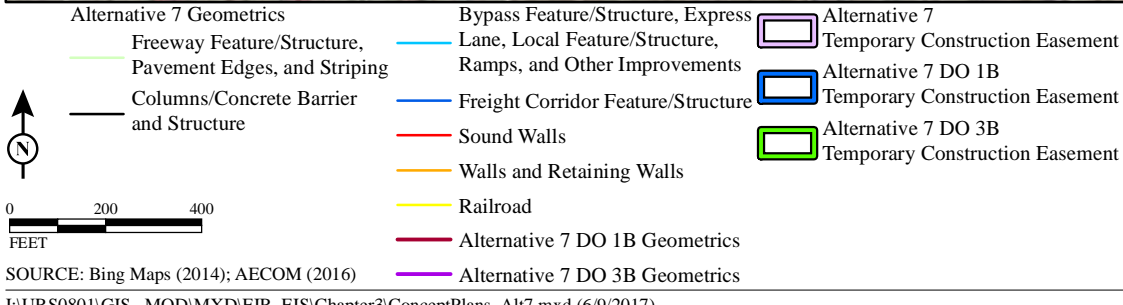
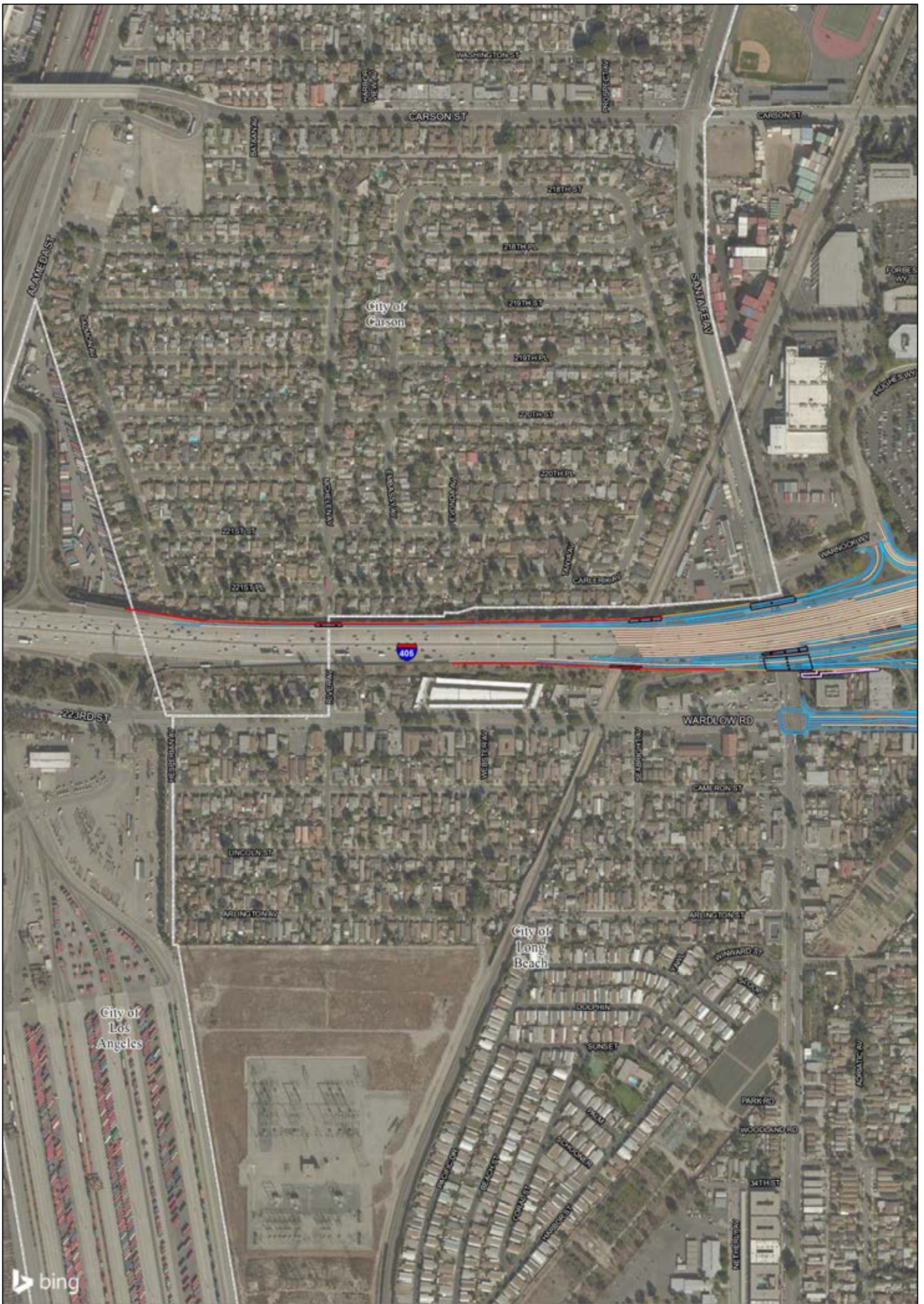
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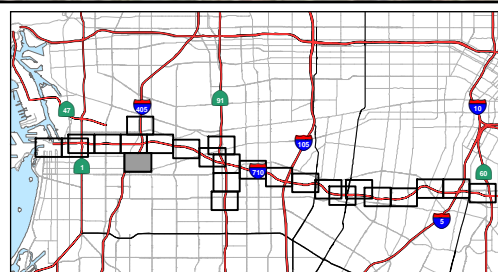
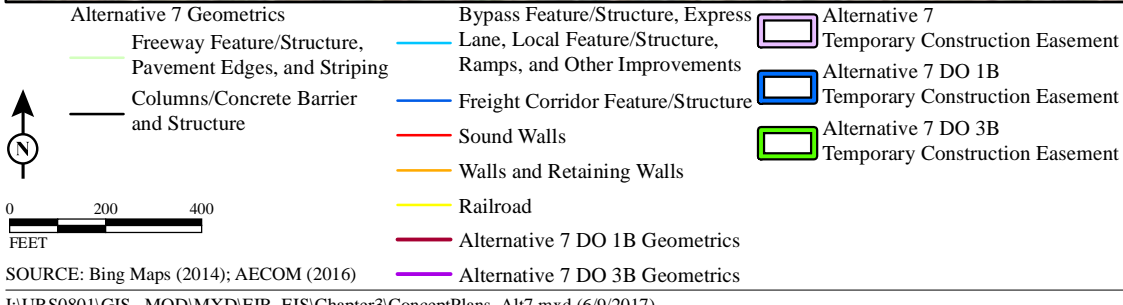
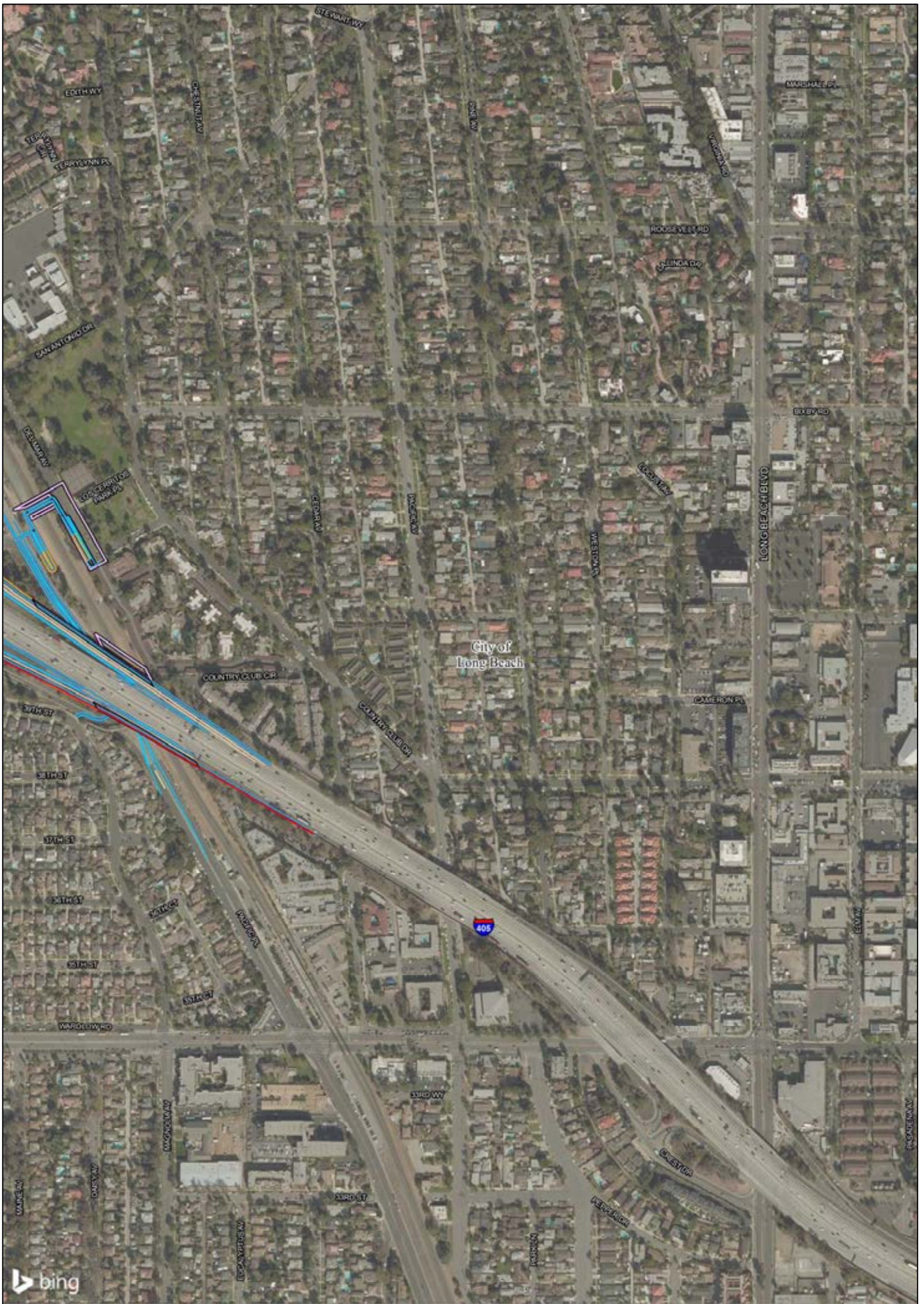
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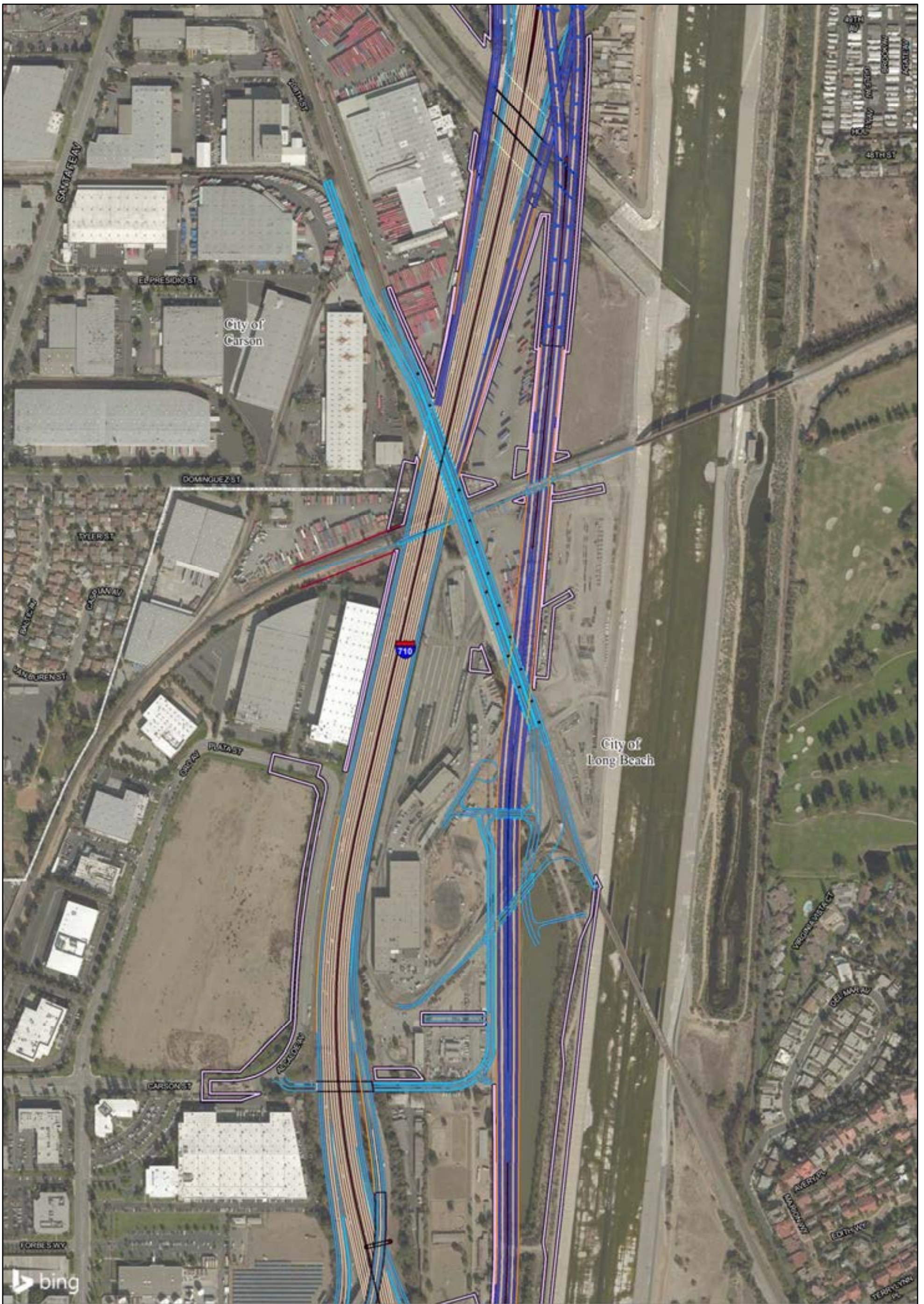
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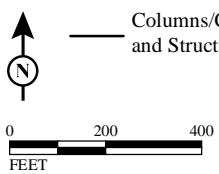
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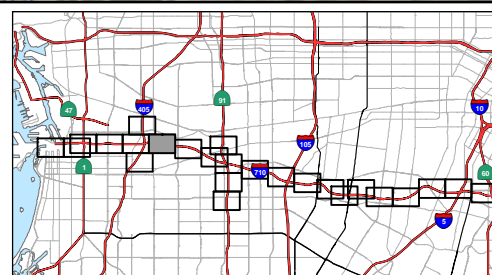


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| Alternative 7 Geometrics | Bypass Feature/Structure, Express Lane, Local Feature/Structure, Ramps, and Other Improvements | Alternative 7 Temporary Construction Easement |
| Freeway Feature/Structure, Pavement Edges, and Striping | Freight Corridor Feature/Structure | Alternative 7 DO 1B Temporary Construction Easement |
| Columns/Concrete Barrier and Structure | Sound Walls | Alternative 7 DO 3B Temporary Construction Easement |
| | Walls and Retaining Walls | |
| | Railroad | |
| | Alternative 7 DO 1B Geometrics | |
| | Alternative 7 DO 3B Geometrics | |



SOURCE: Bing Maps (2014); AECOM (2016)

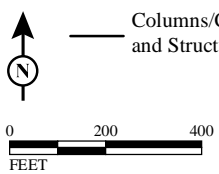
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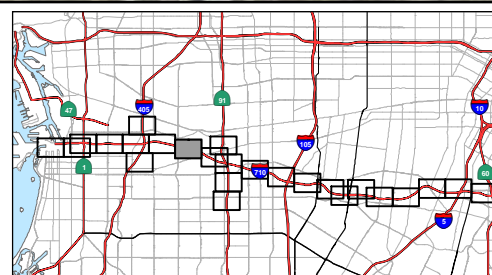
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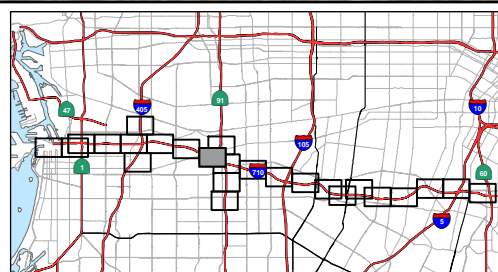
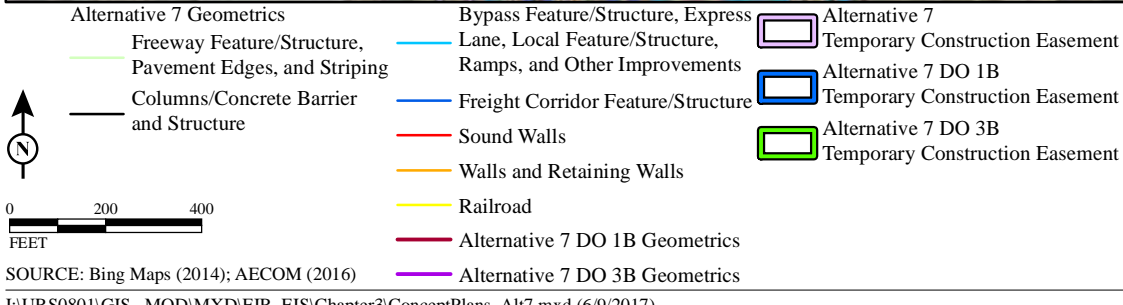
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| Freeway Feature/Structure, Pavement Edges, and Striping | Freight Corridor Feature/Structure | Alternative 7 DO 1B Temporary Construction Easement |
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| | Railroad | |
| | Alternative 7 DO 1B Geometrics | |
| | Alternative 7 DO 3B Geometrics | |



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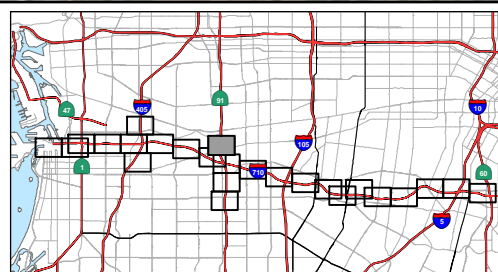
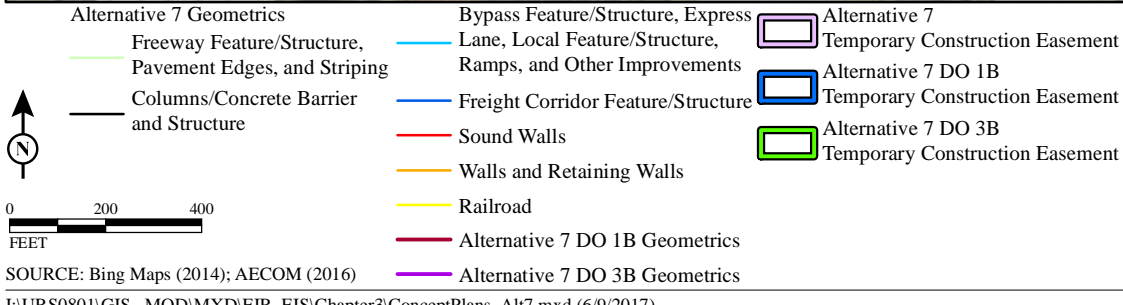
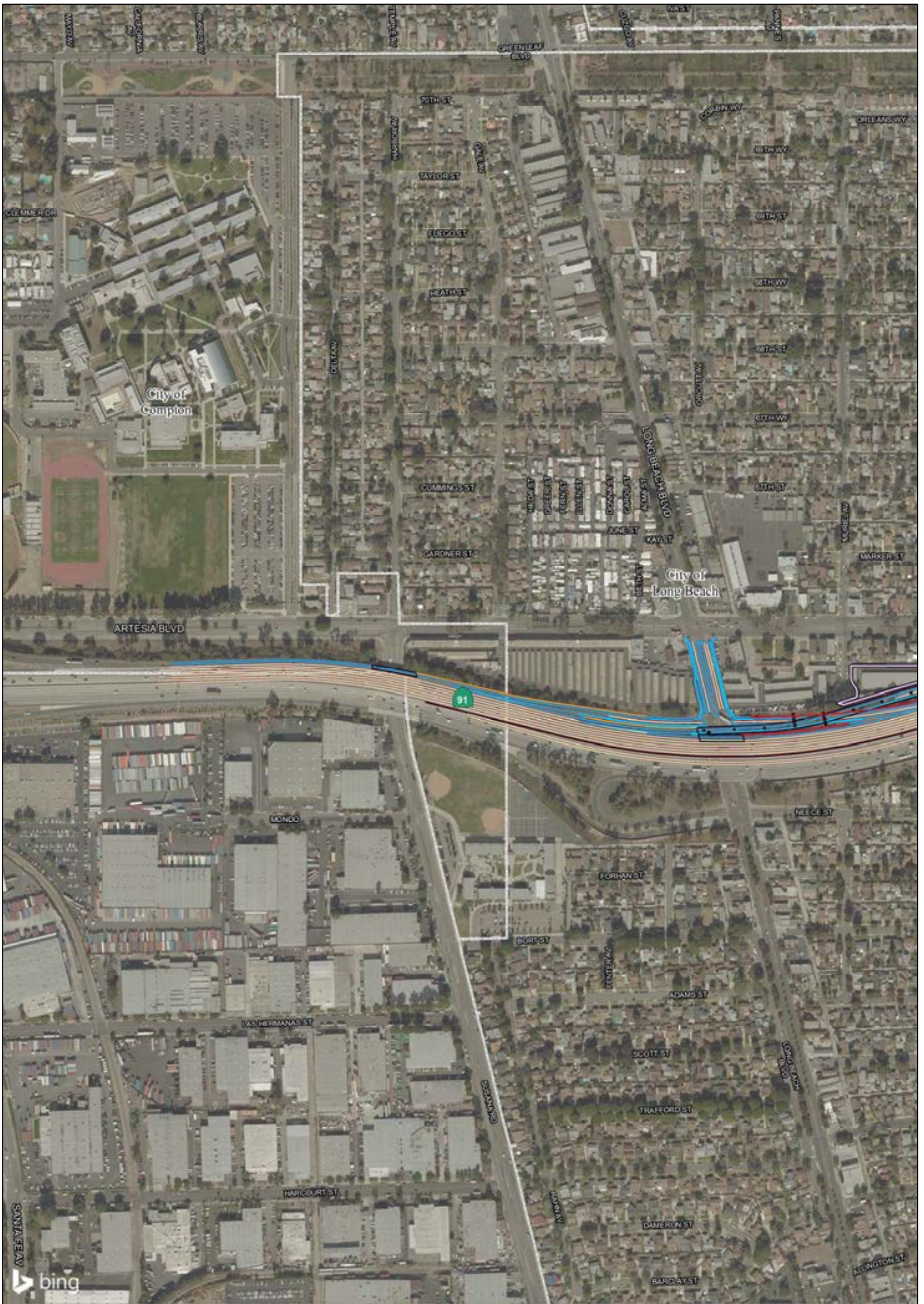


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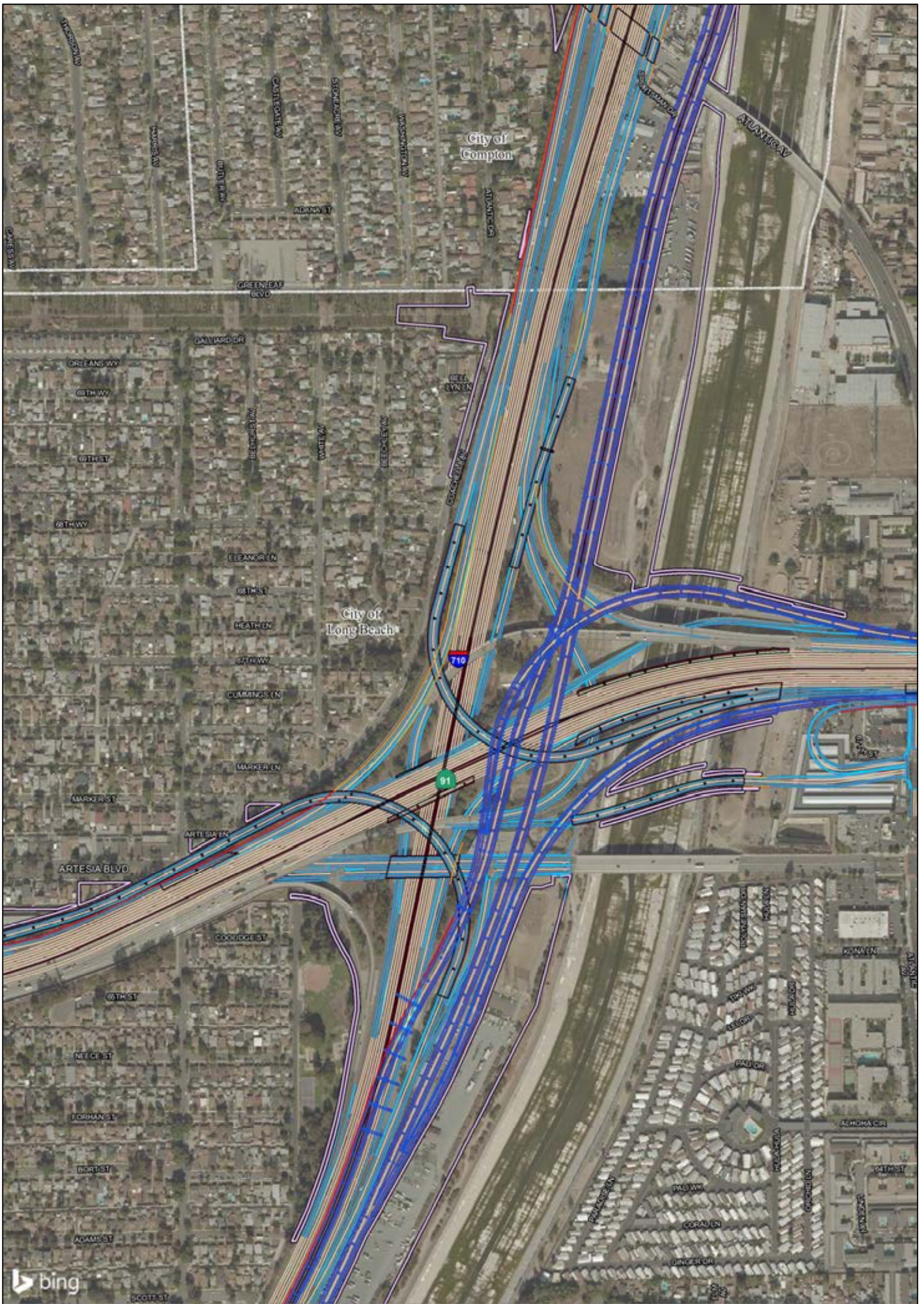


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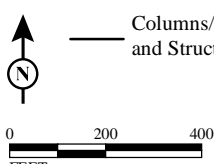
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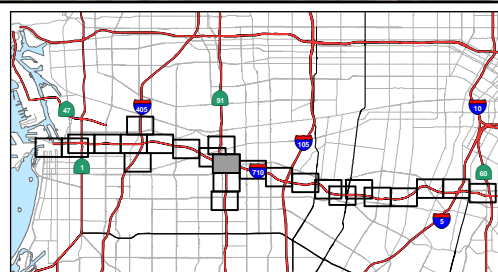
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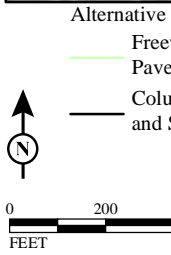
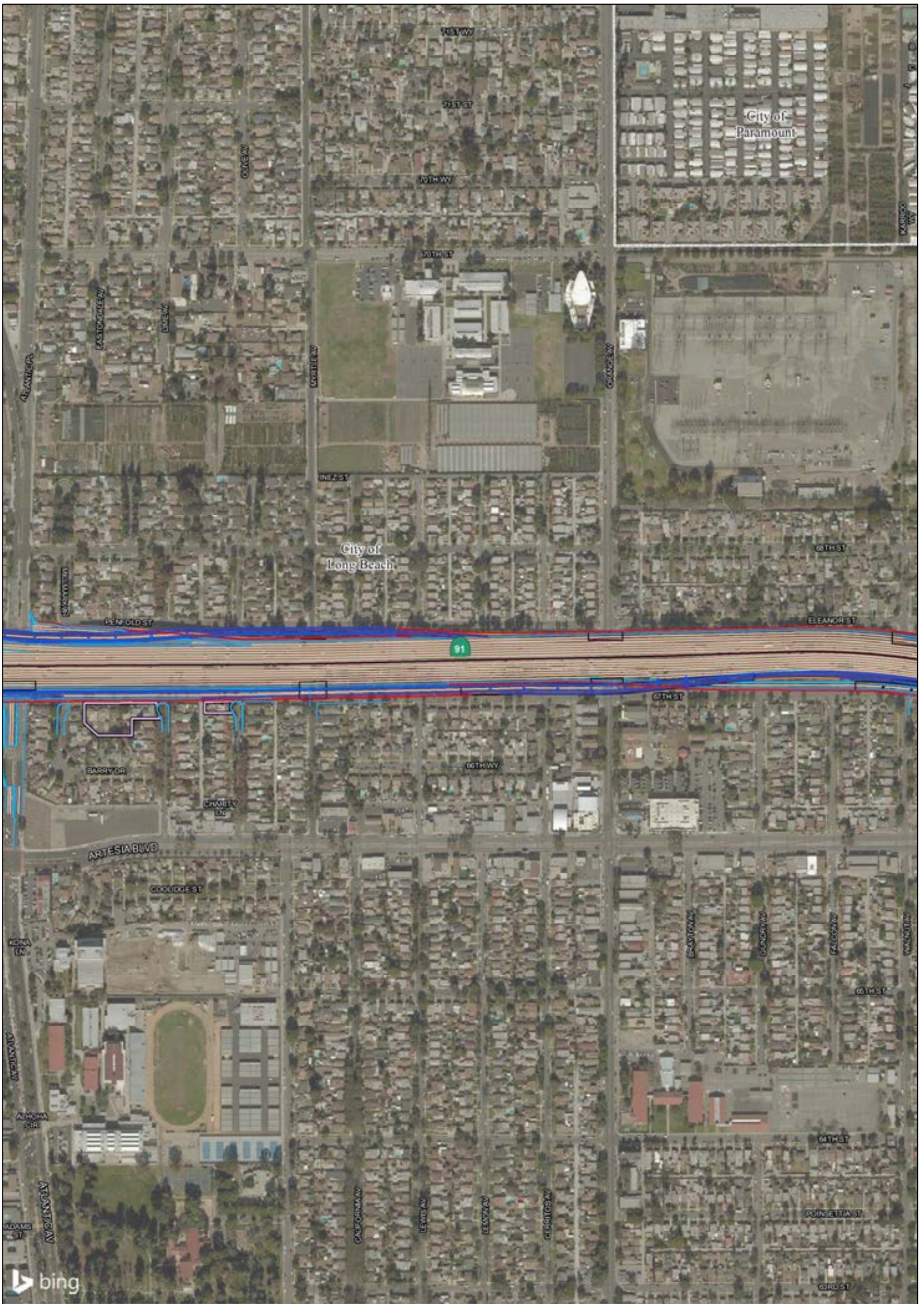
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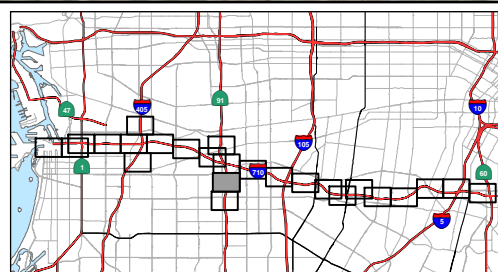
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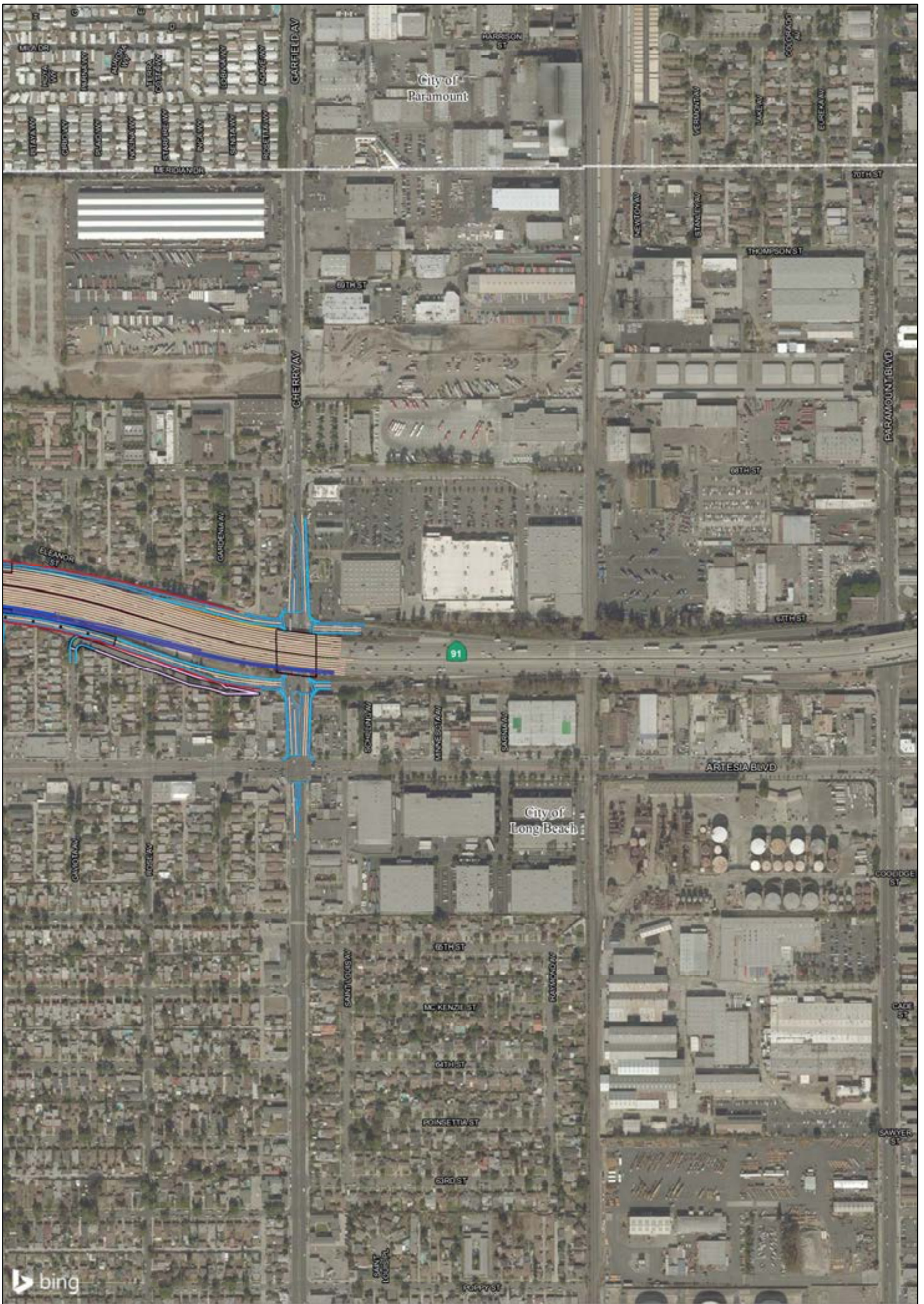
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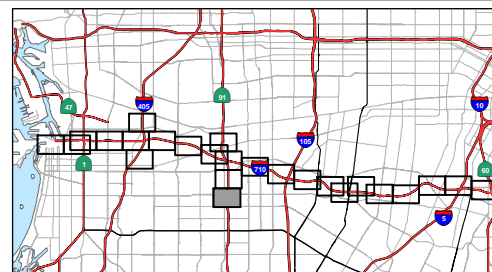
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| Freeway Feature/Structure, Pavement Edges, and Striping | Freight Corridor Feature/Structure | Alternative 7 DO 1B Temporary Construction Easement |
| Columns/Concrete Barrier and Structure | Sound Walls | Alternative 7 DO 3B Temporary Construction Easement |
| | Walls and Retaining Walls | |
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| | Alternative 7 DO 1B Geometrics | |
| | Alternative 7 DO 3B Geometrics | |



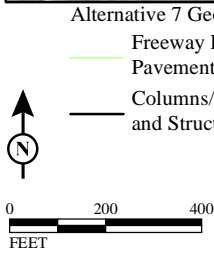
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| Alternative 7 Geometrics | Bypass Feature/Structure, Express | Alternative 7 |
| Freeway Feature/Structure, Pavement Edges, and Striping | Lane, Local Feature/Structure, Ramps, and Other Improvements | Temporary Construction Easement |
| Columns/Concrete Barrier and Structure | Freight Corridor Feature/Structure | Alternative 7 DO 1B |
| | Sound Walls | Temporary Construction Easement |
| | Walls and Retaining Walls | Alternative 7 DO 3B |
| | Railroad | Temporary Construction Easement |
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| | Alternative 7 DO 3B Geometrics | |



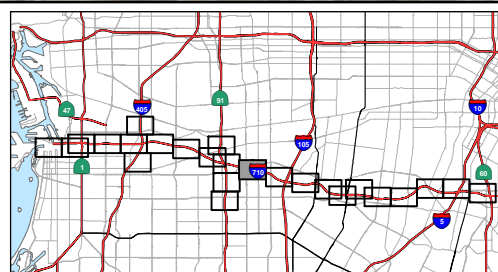
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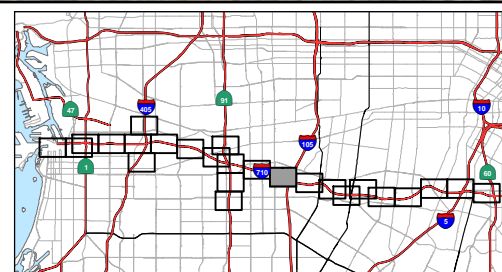
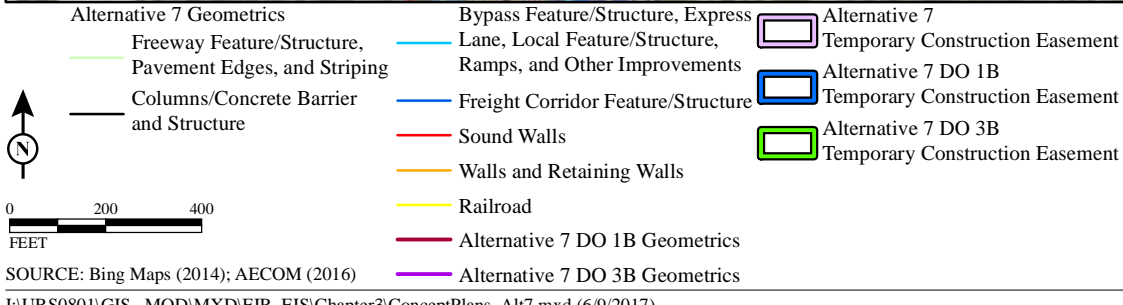
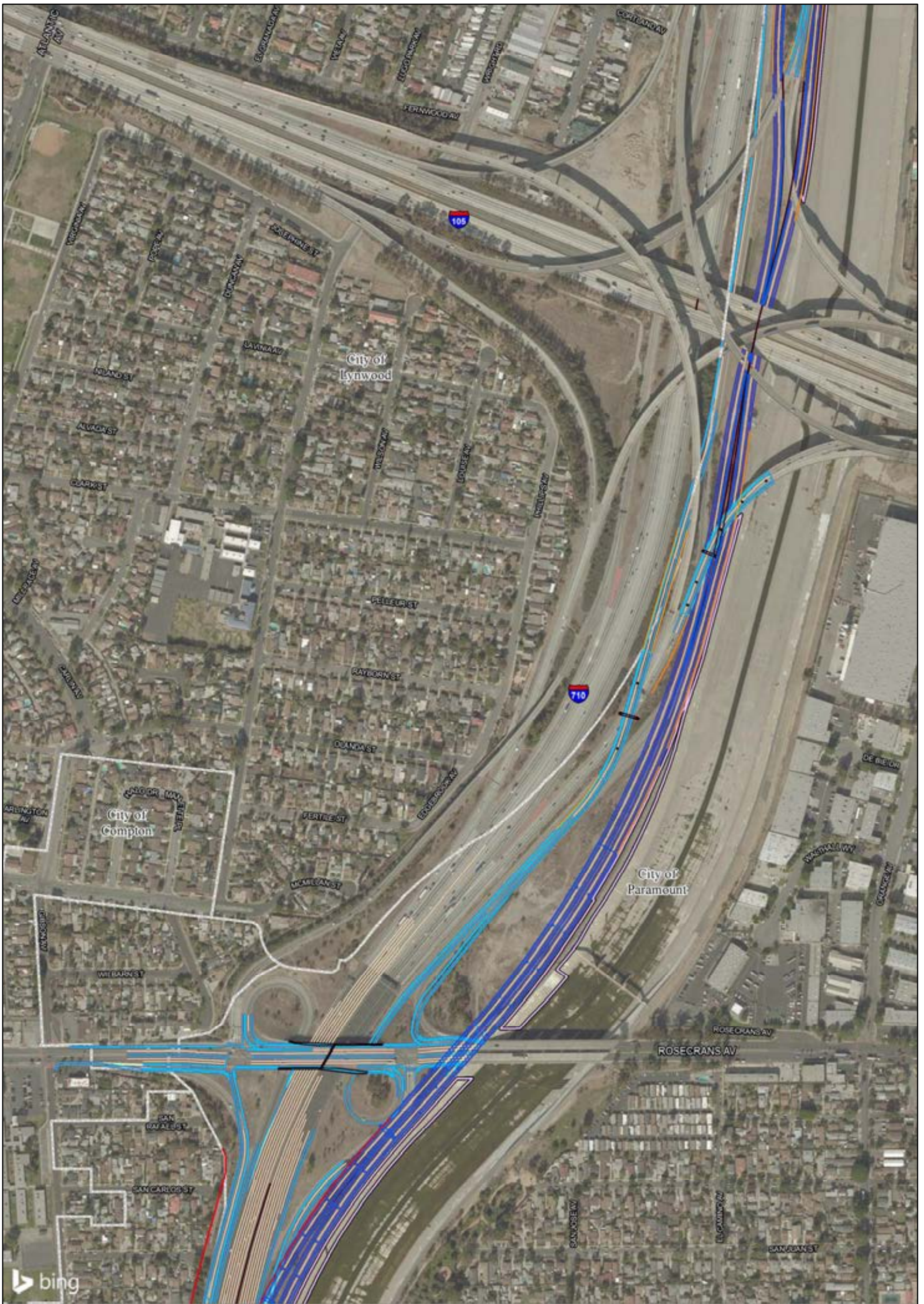
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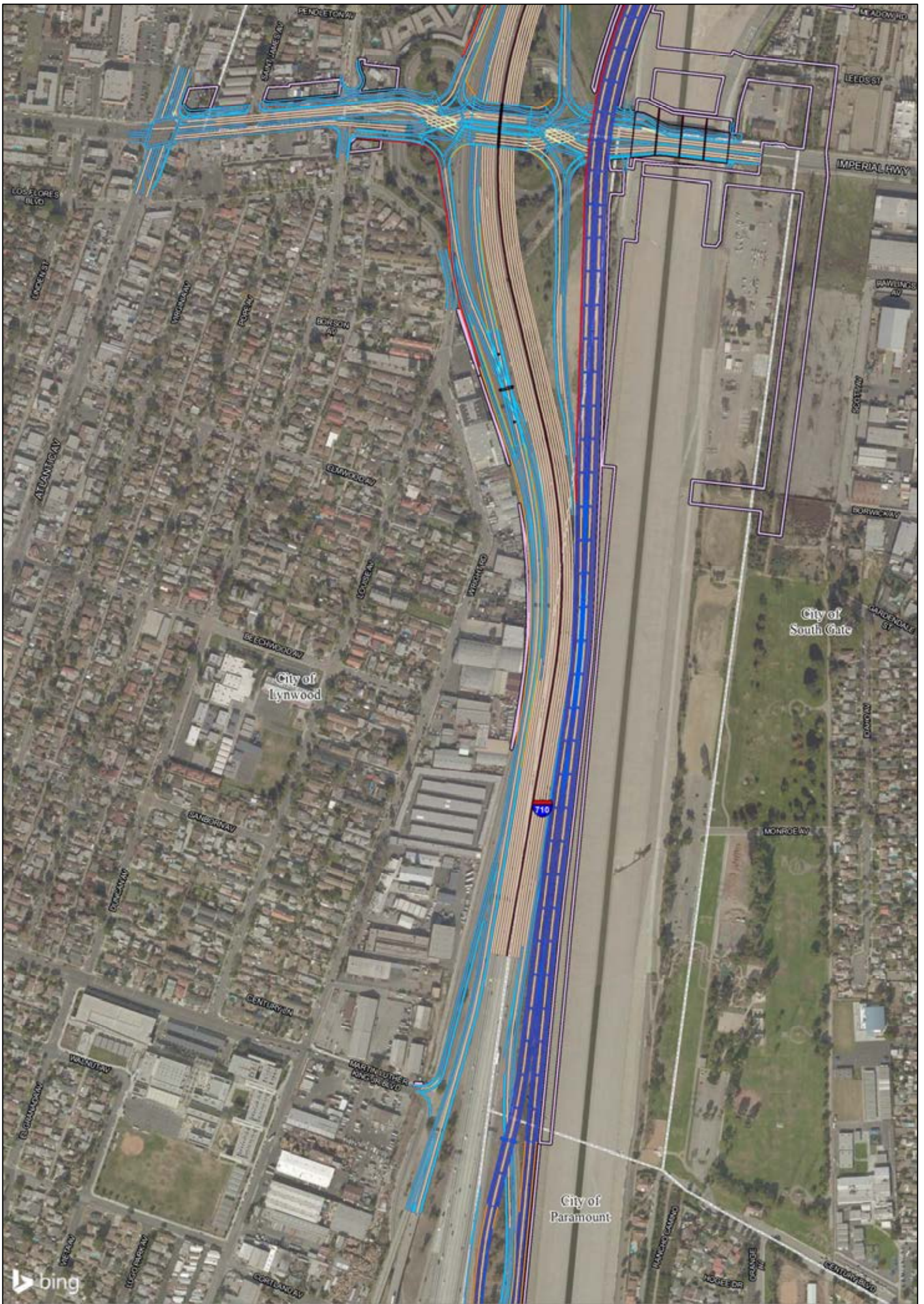
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| Alternative 7 Geometrics | Bypass Feature/Structure, Express Lane, Local Feature/Structure, Ramps, and Other Improvements | Alternative 7 Temporary Construction Easement |
| Freeway Feature/Structure, Pavement Edges, and Striping | Freight Corridor Feature/Structure | Alternative 7 DO 1B Temporary Construction Easement |
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| | Railroad | |
| | Alternative 7 DO 1B Geometrics | |
| | Alternative 7 DO 3B Geometrics | |



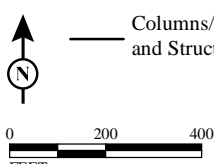
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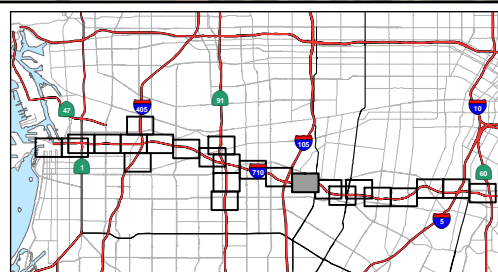


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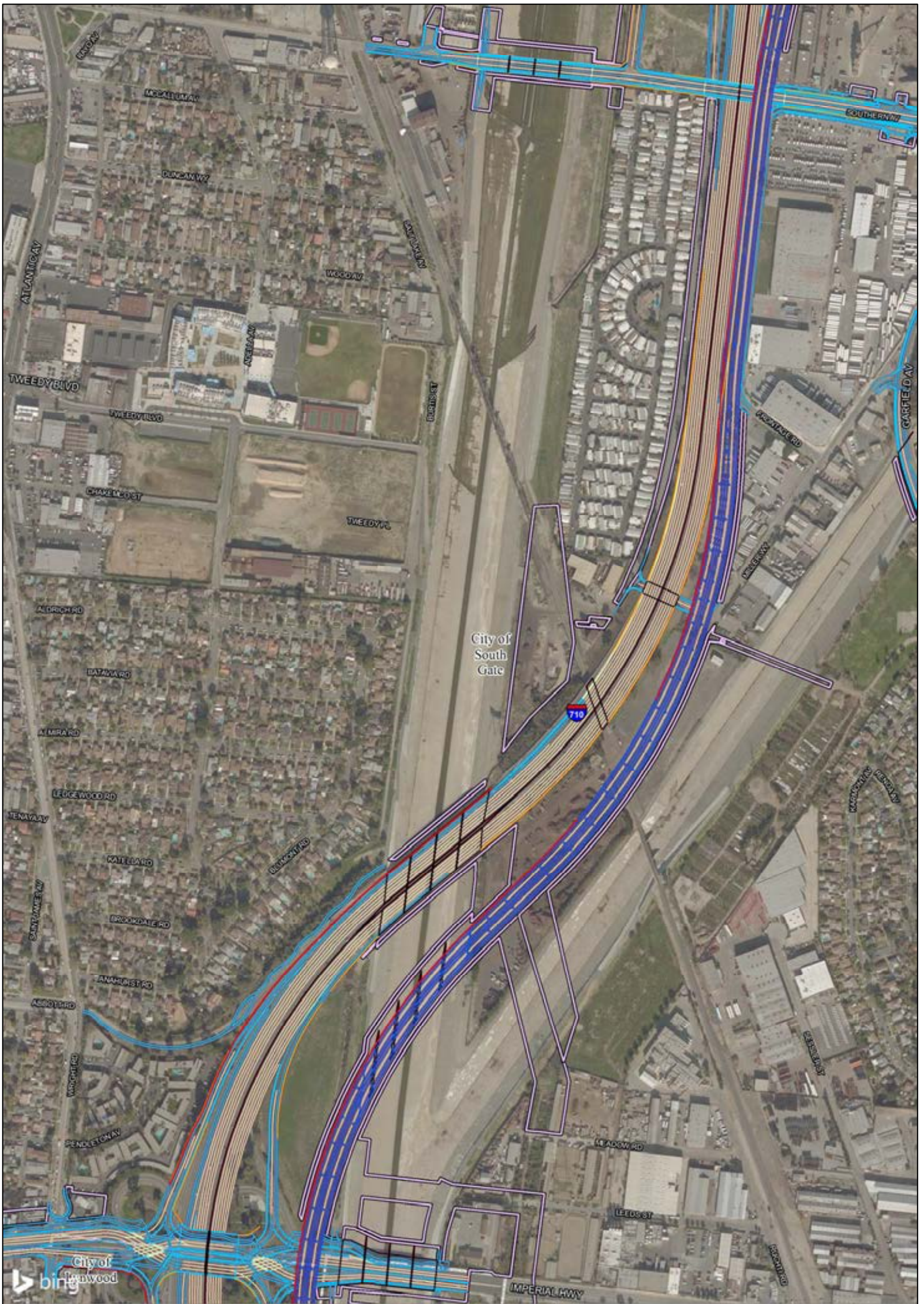


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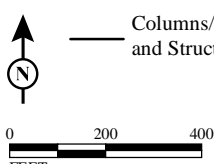
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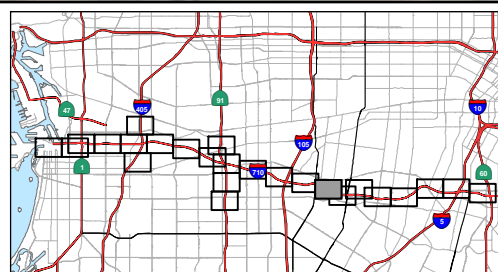
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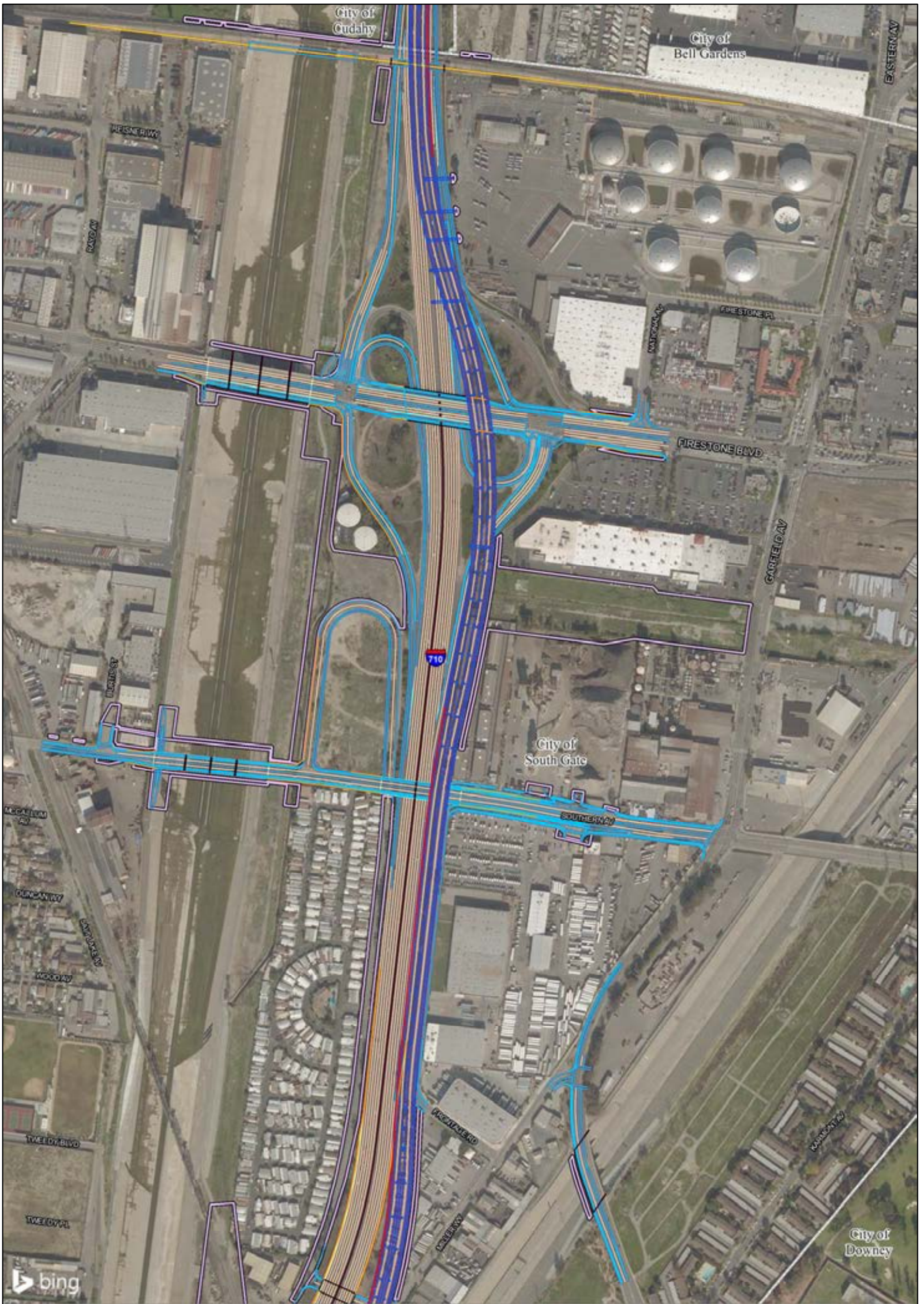
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| | Walls and Retaining Walls | |
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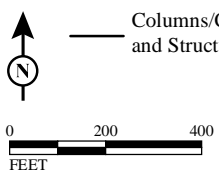
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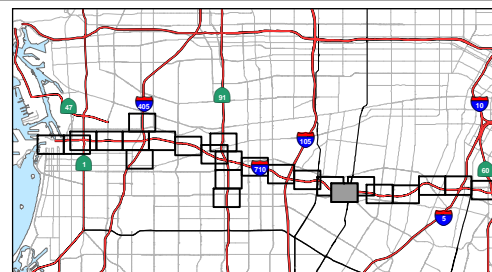
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| Alternative 7 Geometrics | Bypass Feature/Structure, Express Lane, Local Feature/Structure, Ramps, and Other Improvements | Alternative 7 Temporary Construction Easement |
| Freeway Feature/Structure, Pavement Edges, and Striping | Freight Corridor Feature/Structure | Alternative 7 DO 1B Temporary Construction Easement |
| Columns/Concrete Barrier and Structure | Sound Walls | Alternative 7 DO 3B Temporary Construction Easement |
| | Walls and Retaining Walls | |
| | Railroad | |
| | Alternative 7 DO 1B Geometrics | |
| | Alternative 7 DO 3B Geometrics | |



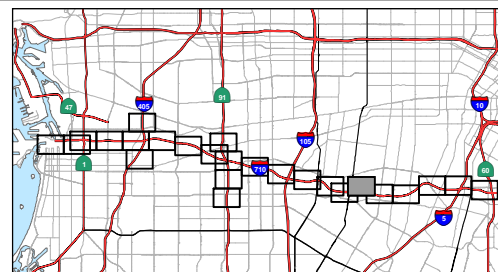
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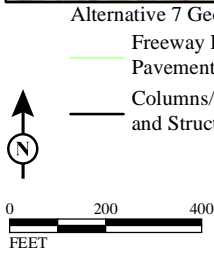
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| Alternative 7 Geometrics | Bypass Feature/Structure, Express Lane, Local Feature/Structure, Ramps, and Other Improvements | Alternative 7 Temporary Construction Easement |
| Freeway Feature/Structure, Pavement Edges, and Striping | Freight Corridor Feature/Structure | Alternative 7 DO 1B Temporary Construction Easement |
| Columns/Concrete Barrier and Structure | Sound Walls | Alternative 7 DO 3B Temporary Construction Easement |
| | Walls and Retaining Walls | |
| | Railroad | |
| | Alternative 7 DO 1B Geometrics | |
| | Alternative 7 DO 3B Geometrics | |



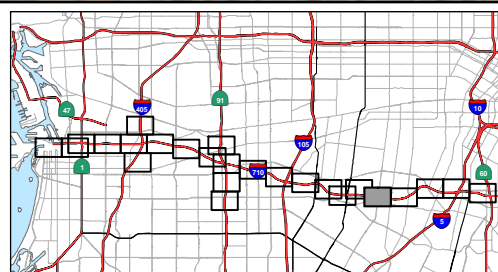
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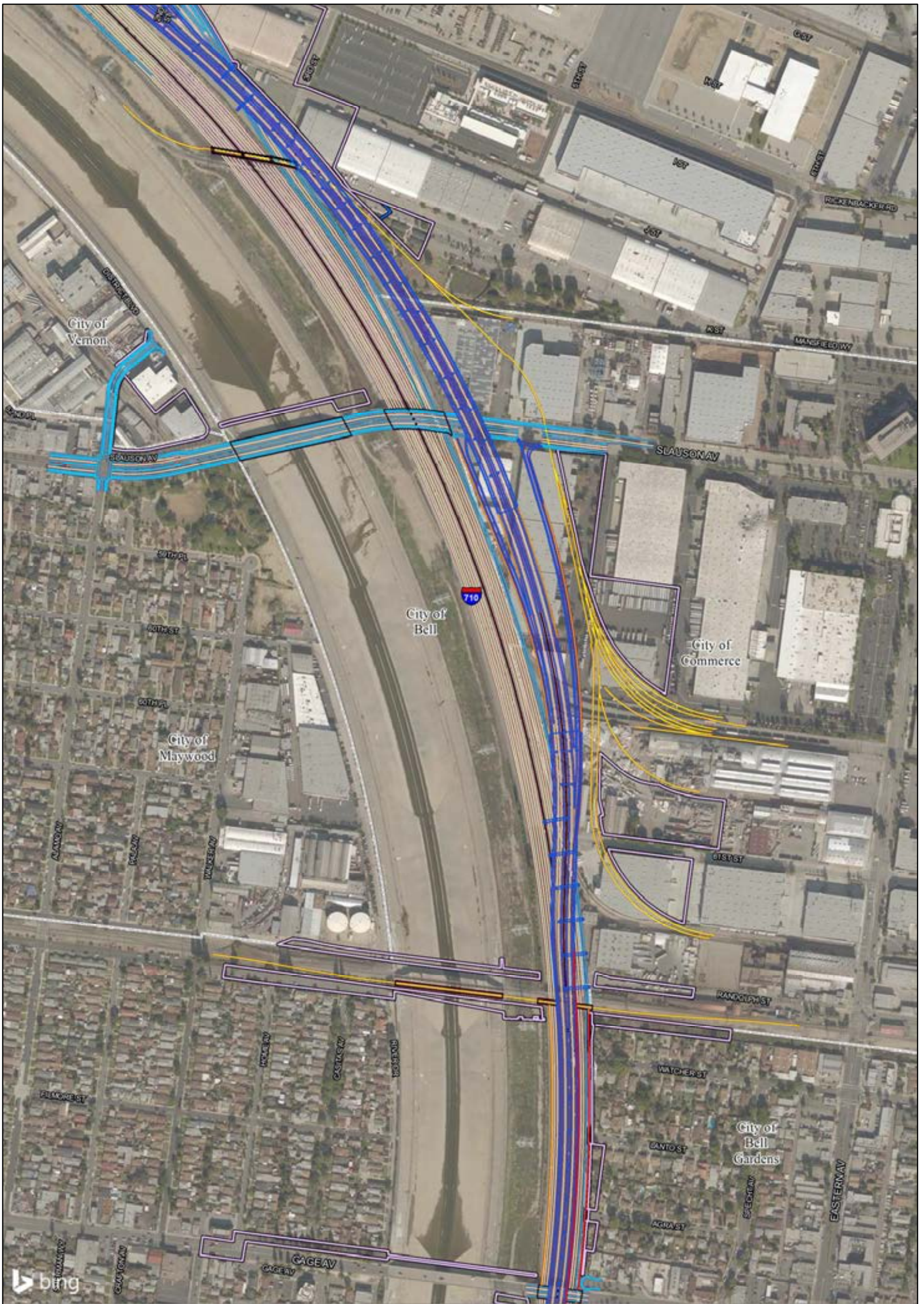
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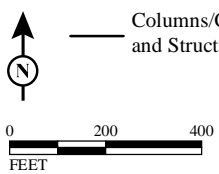
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| Freeway Feature/Structure, Pavement Edges, and Striping | Freight Corridor Feature/Structure | Alternative 7 DO 1B Temporary Construction Easement |
| Columns/Concrete Barrier and Structure | Sound Walls | Alternative 7 DO 3B Temporary Construction Easement |
| | Walls and Retaining Walls | |
| | Railroad | |
| | Alternative 7 DO 1B Geometrics | |
| | Alternative 7 DO 3B Geometrics | |



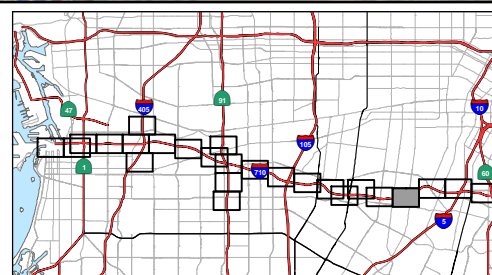
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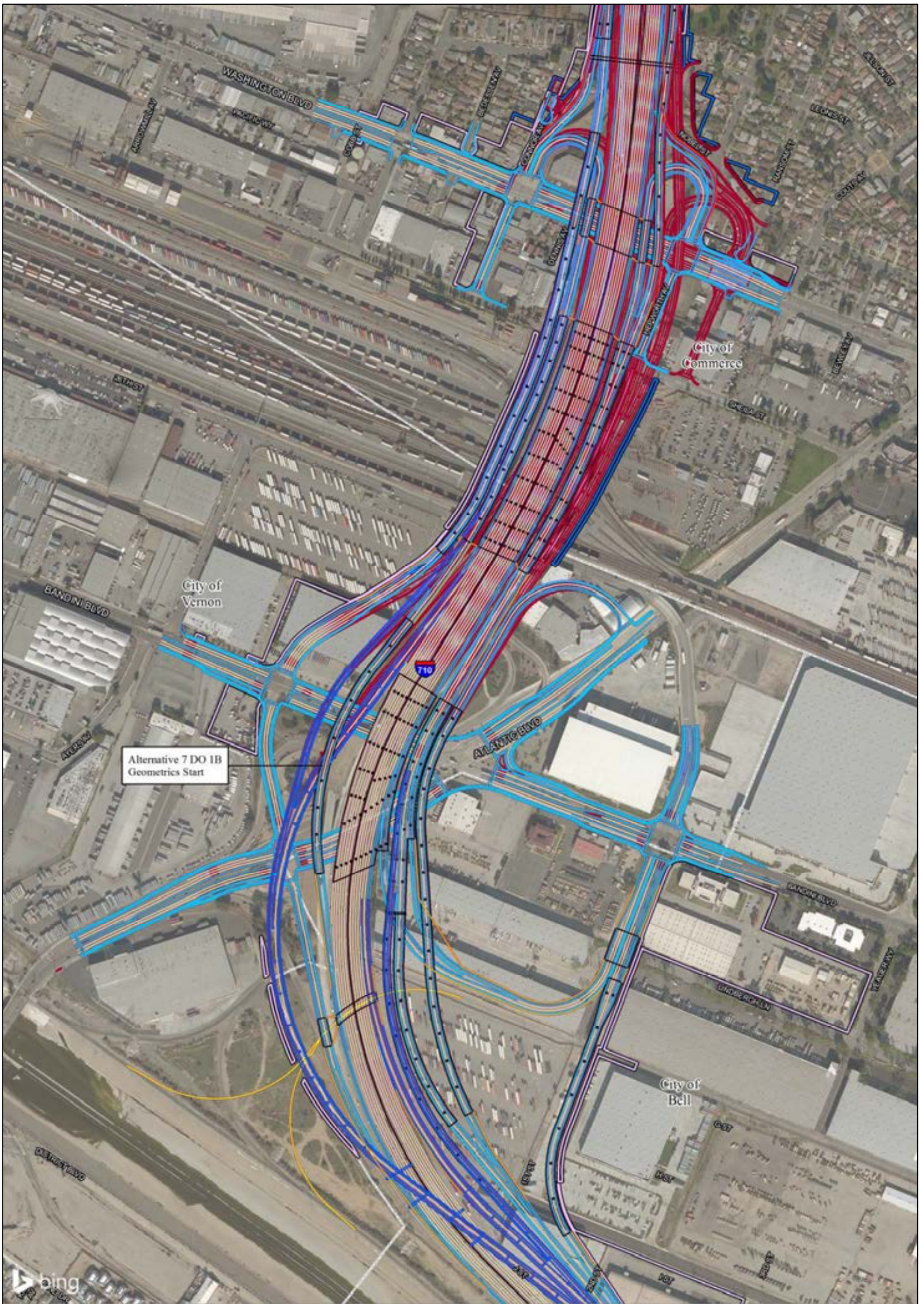
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| Alternative 7 Geometrics | Bypass Feature/Structure, Express Lane, Local Feature/Structure, Ramps, and Other Improvements | Alternative 7 Temporary Construction Easement |
| Freeway Feature/Structure, Pavement Edges, and Striping | Freight Corridor Feature/Structure | Alternative 7 DO 1B Temporary Construction Easement |
| Columns/Concrete Barrier and Structure | Sound Walls | Alternative 7 DO 3B Temporary Construction Easement |
| | Walls and Retaining Walls | |
| | Railroad | |
| | Alternative 7 DO 1B Geometrics | |
| | Alternative 7 DO 3B Geometrics | |



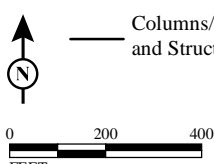
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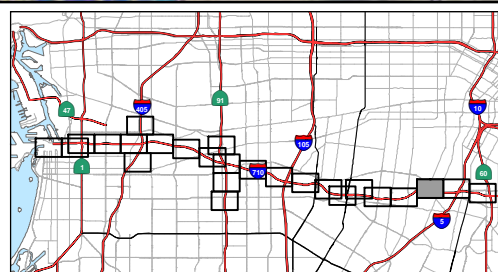


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|---|--|---|
| Alternative 7 Geometrics | Bypass Feature/Structure, Express Lane, Local Feature/Structure, Ramps, and Other Improvements | Alternative 7 Temporary Construction Easement |
| Freeway Feature/Structure, Pavement Edges, and Striping | Freight Corridor Feature/Structure | Alternative 7 DO 1B Temporary Construction Easement |
| Columns/Concrete Barrier and Structure | Sound Walls | Alternative 7 DO 3B Temporary Construction Easement |
| | Walls and Retaining Walls | |
| | Railroad | |
| | Alternative 7 DO 1B Geometrics | |
| | Alternative 7 DO 3B Geometrics | |

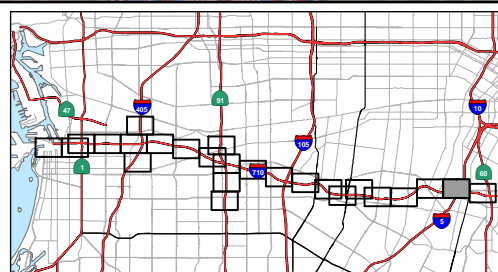
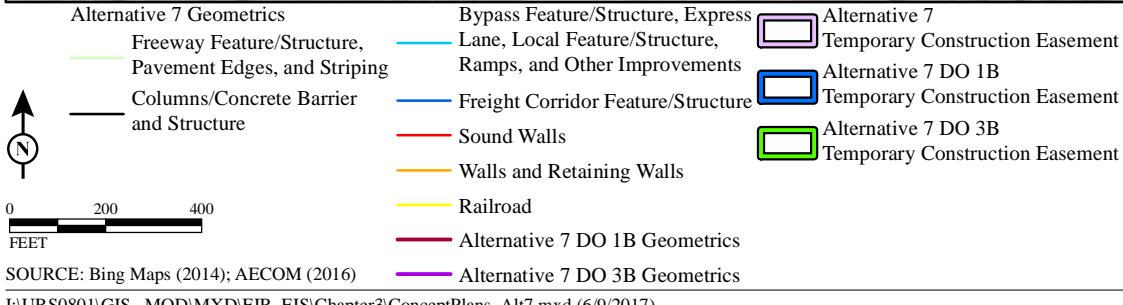
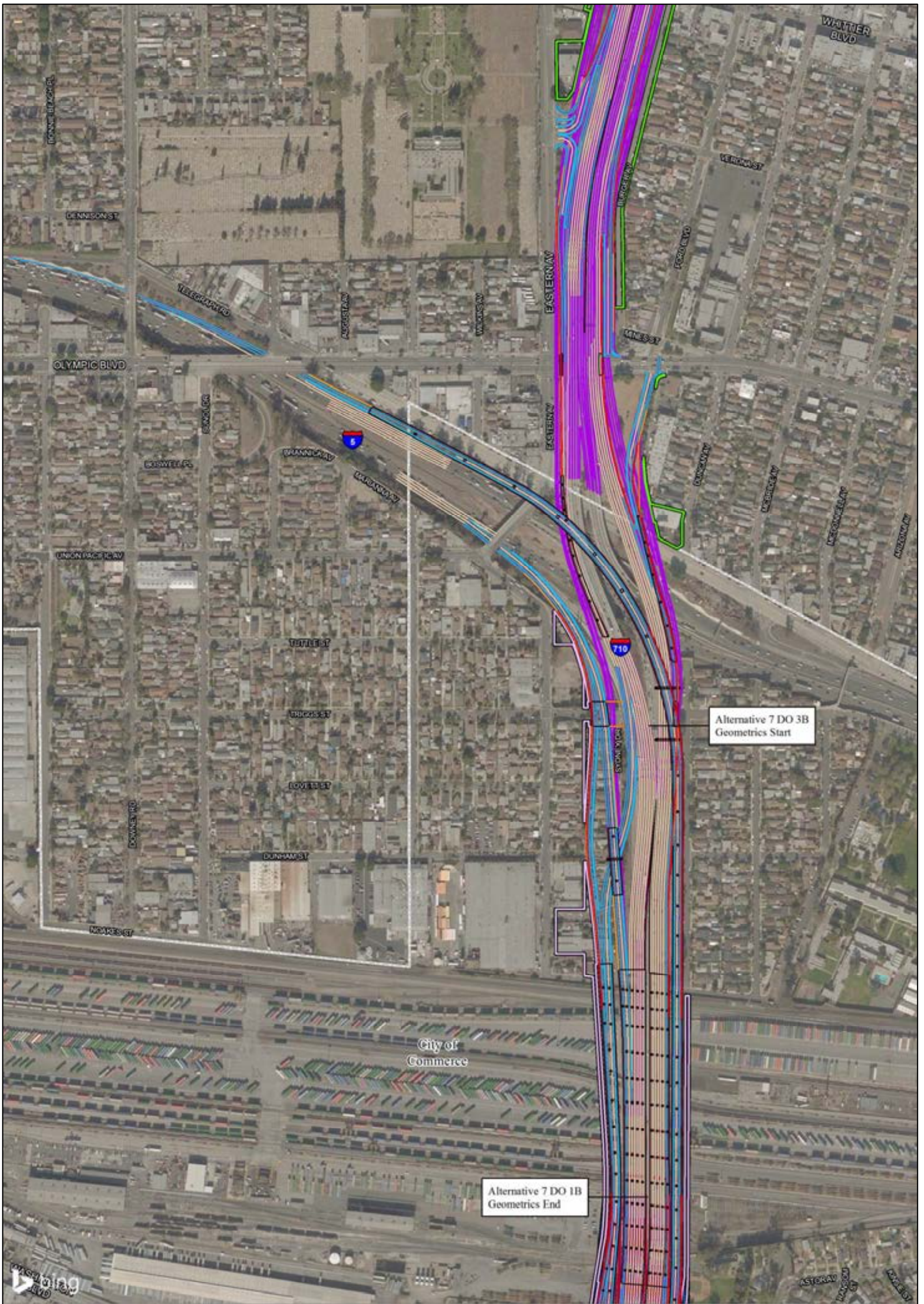


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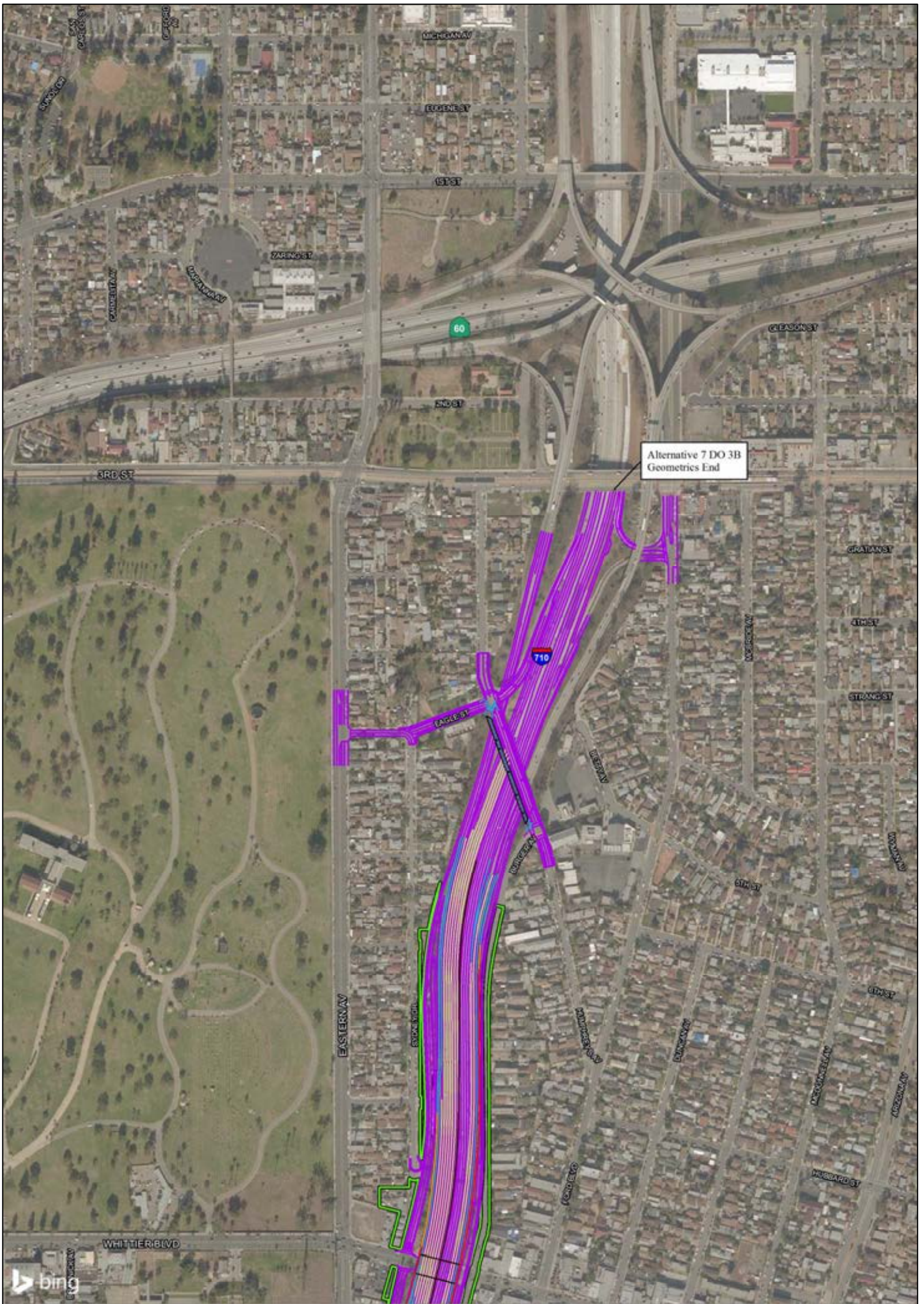
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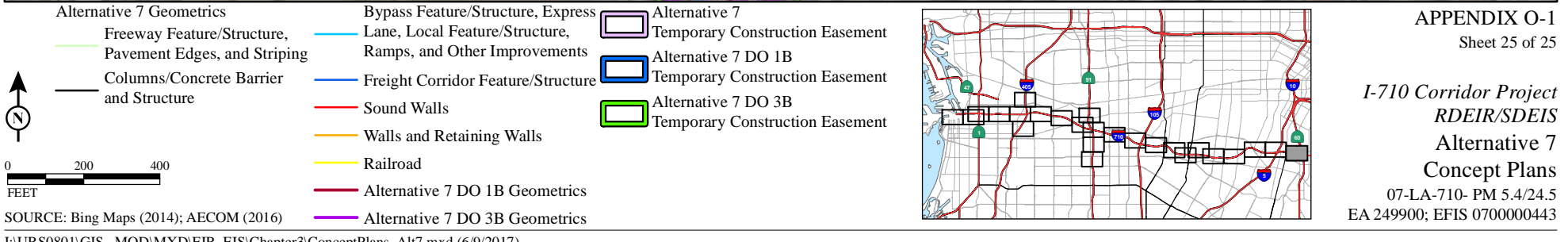
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Alternative 7 DO 3B Geometries End

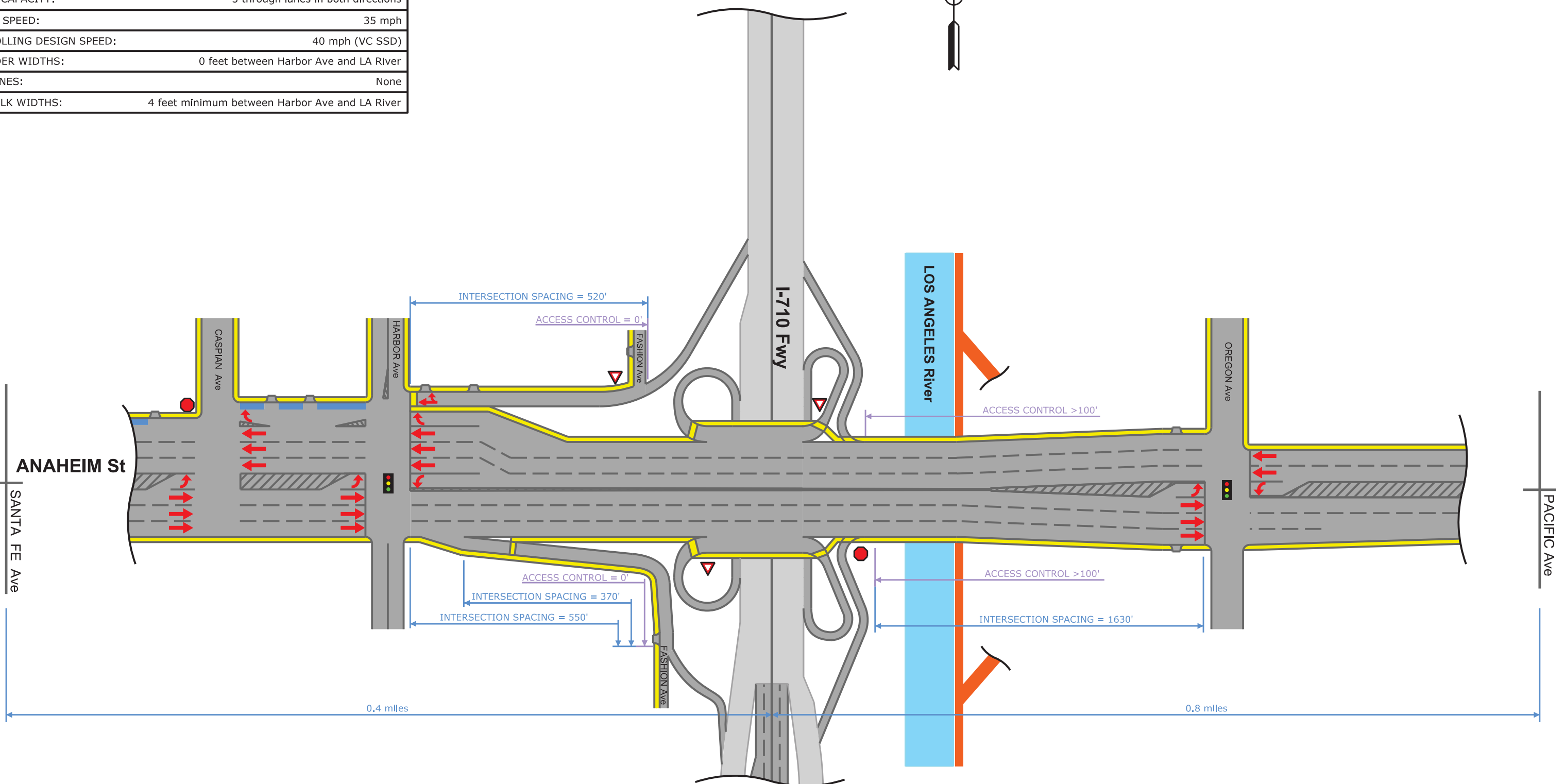


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INTERCHANGE CONFIGURATION TYPE:	Four Quadrant Cloverleaf [L-10]
GRADE SEPARATION TYPE:	Overcrossing
RAMP INTERSECTION CONTROL:	One Stop-Controlled Exit Two Yield-Controlled Exits
STREET CAPACITY:	3 through lanes in both directions
POSTED SPEED:	35 mph
CONTROLLING DESIGN SPEED:	40 mph (VC SSD)
SHOULDER WIDTHS:	0 feet between Harbor Ave and LA River
BIKE LANES:	None
SIDEWALK WIDTHS:	4 feet minimum between Harbor Ave and LA River

LONG BEACH MOBILITY ELEMENT (JULY 2013):
 Context-Sensitive Street Classification: Major Avenue
 Bicycle Master Plan: Proposed Bikeway (Class to be Determined)
 Designated Truck Route (within Project Limits)



LEGEND			
	VEHICLE TRAVELED WAY		SIGNALIZED INTERSECTION
	STREET PARKING		STOP CONTROL
	BICYCLE LANE		YIELD CONTROL
	SIDEWALK		DRIVEWAY

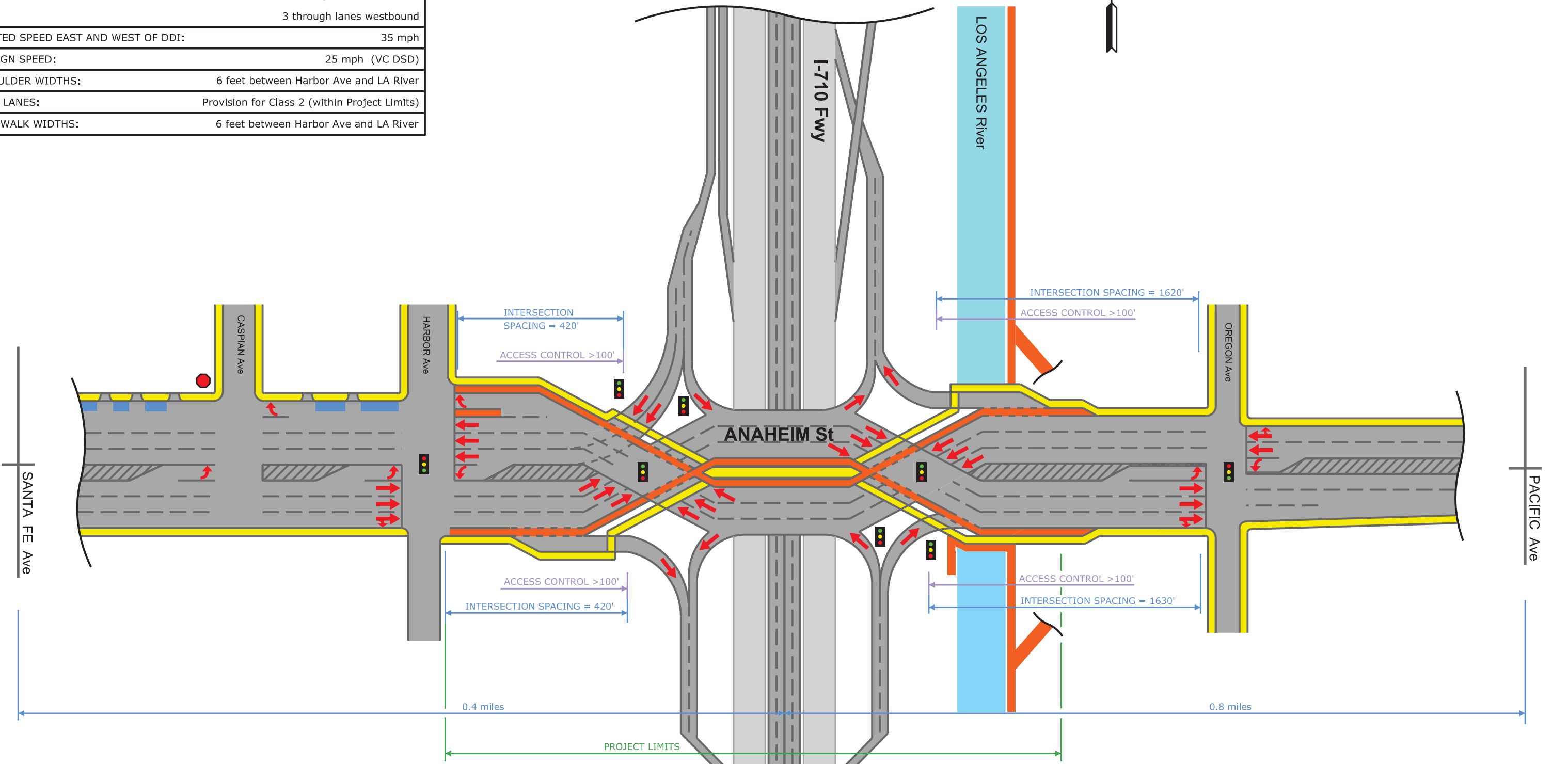
PRELIMINARY PROJECT DRAFT - SUBJECT TO CHANGE

Appendix O-2
I-710 CORRIDOR PROJECT
SCHEMATIC
 ANAHEIM STREET
 ALTERNATIVE 1

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INTERCHANGE CONFIGURATION TYPE:	Diverging Diamond [L-xx]
GRADE SEPARATION TYPE:	Overcrossing
RAMP INTERSECTION CONTROL:	Two 2-Phase Signals
STREET CAPACITY:	3 through lanes eastbound 3 through lanes westbound
POSTED SPEED EAST AND WEST OF DDI:	35 mph
DESIGN SPEED:	25 mph (VC DSD)
SHOULDER WIDTHS:	6 feet between Harbor Ave and LA River
BIKE LANES:	Provision for Class 2 (within Project Limits)
SIDEWALK WIDTHS:	6 feet between Harbor Ave and LA River

LONG BEACH MOBILITY ELEMENT (JULY 2013):
 Context-Sensitive Street Classification: Major Avenue
 Bicycle Master Plan: Proposed Bikeway (Class to be Determined)
 Designated Truck Route (within Project Limits)



LEGEND	
	VEHICLE TRAVELED WAY
	STREET PARKING
	BICYCLE LANE
	SIDEWALK
	SIGNALIZED INTERSECTION
	STOP CONTROL
	YIELD CONTROL
	DRIVEWAY

PRELIMINARY PROJECT DRAFT - SUBJECT TO CHANGE

Appendix O-2

I-710 CORRIDOR PROJECT

SCHEMATIC

ANAHEIM STREET

ALTERNATIVE 5C AND 7

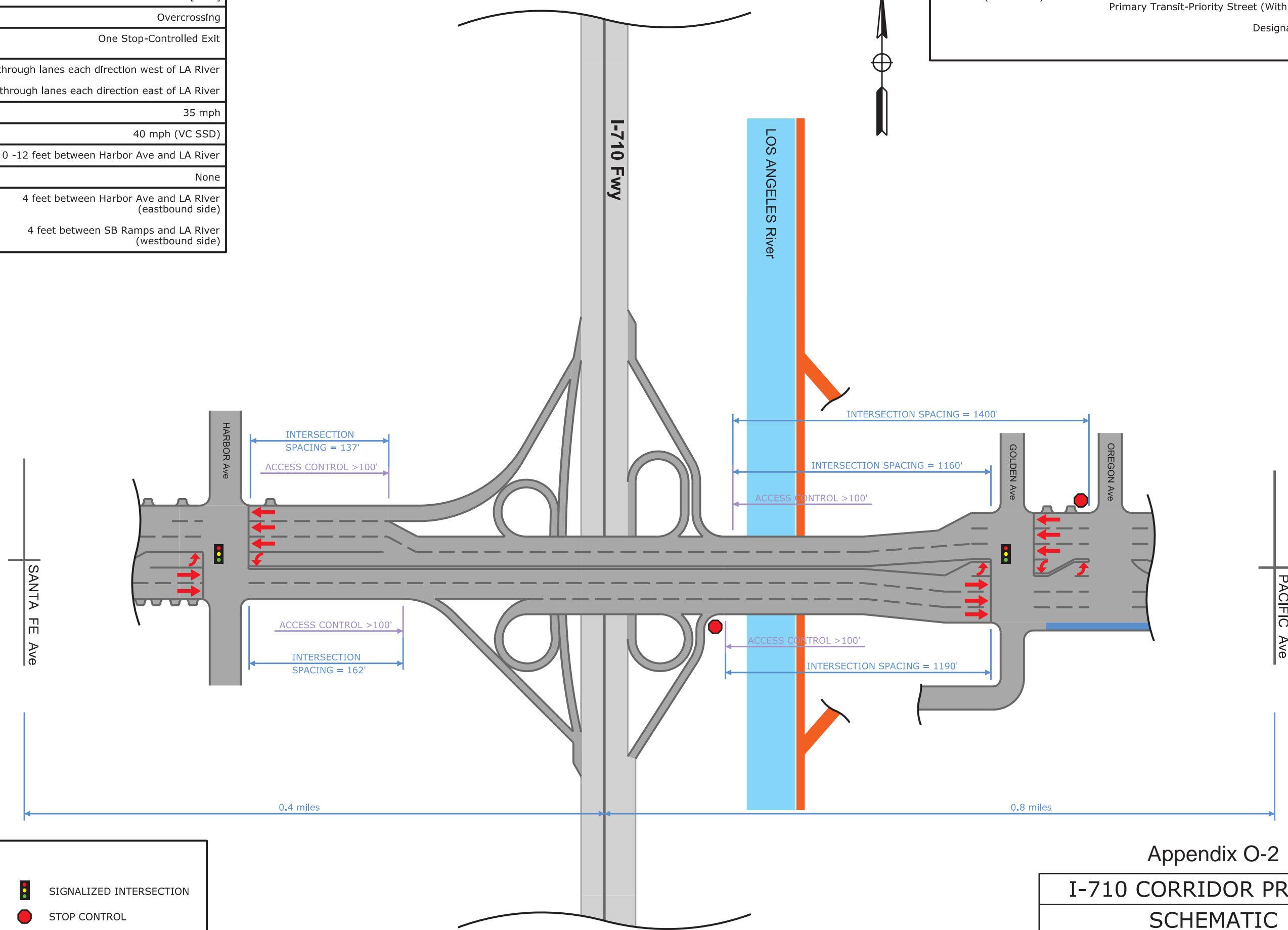
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INTERCHANGE CONFIGURATION TYPE:	Four Quadrant Cloverleaf [L-10]
GRADE SEPARATION TYPE:	Overcrossing
RAMP INTERSECTION CONTROL:	One Stop-Controlled Exit
STREET CAPACITY:	2 through lanes each direction west of LA River 3 through lanes each direction east of LA River
POSTED SPEED:	35 mph
CONTROLLING DESIGN SPEED:	40 mph (VC SSD)
SHOULDER WIDTHS:	0 -12 feet between Harbor Ave and LA River
BIKE LANES:	None
SIDEWALK WIDTHS:	4 feet between Harbor Ave and LA River (eastbound side) 4 feet between SB Ramps and LA River (westbound side)

LONG BEACH MOBILITY ELEMENT (JULY 2013):
 Context-Sensitive Street Classification: Regional Corridor
 Primary Transit-Priority Street (Within Project Limits)
 Designated Truck Route



PACIFIC COAST Hwy



LEGEND	
	VEHICLE TRAVELED WAY
	STREET PARKING
	BICYCLE LANE
	SIDEWALK
	SIGNALIZED INTERSECTION
	STOP CONTROL
	YIELD CONTROL
	DRIVEWAY

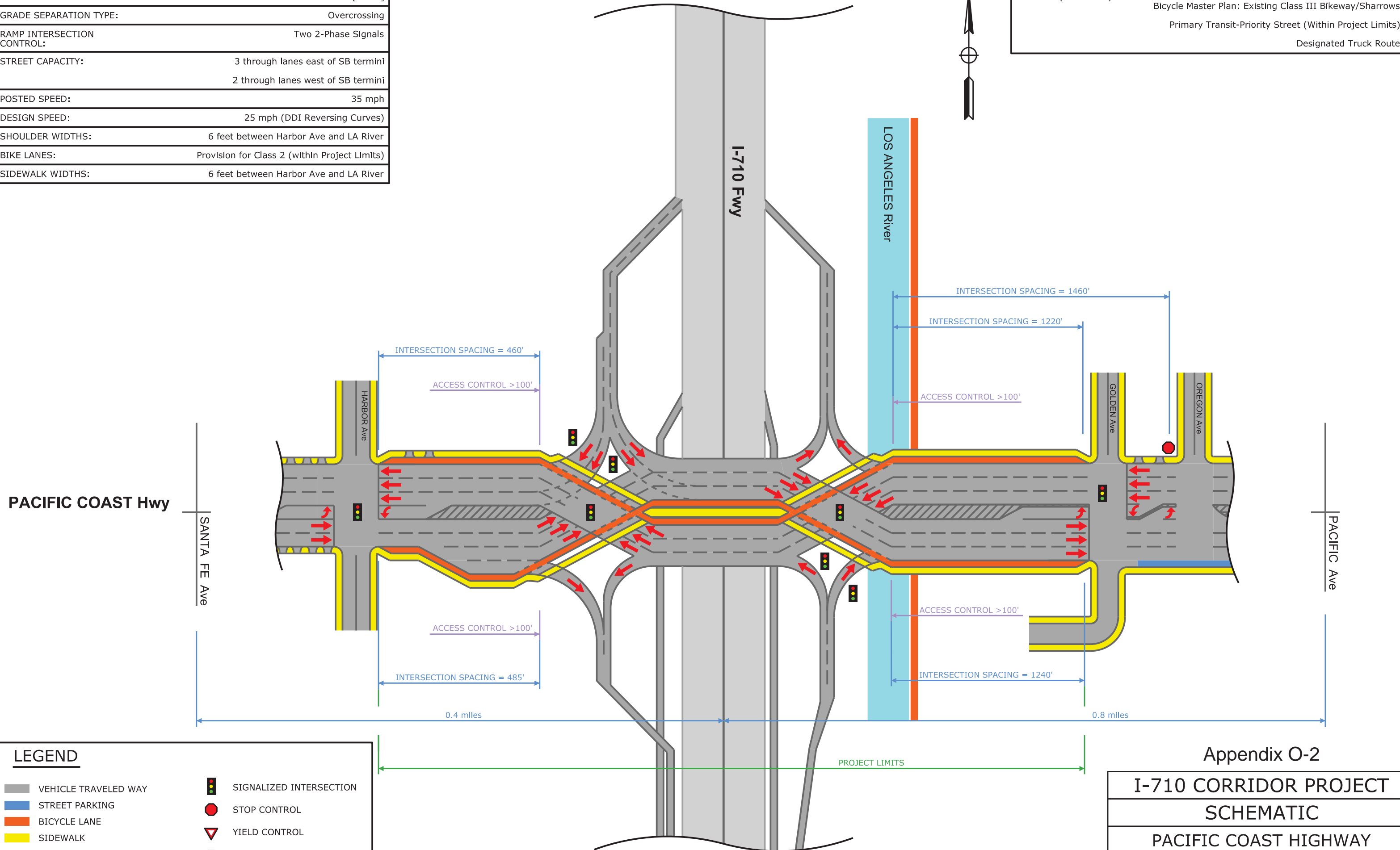
PRELIMINARY PROJECT DRAFT - SUBJECT TO CHANGE

Appendix O-2
I-710 CORRIDOR PROJECT
SCHEMATIC
 PACIFIC COAST HIGHWAY
 ALTERNATIVE 1

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INTERCHANGE CONFIGURATION TYPE:	Diverging Diamond [Other]
GRADE SEPARATION TYPE:	Overcrossing
RAMP INTERSECTION CONTROL:	Two 2-Phase Signals
STREET CAPACITY:	3 through lanes east of SB termini 2 through lanes west of SB termini
POSTED SPEED:	35 mph
DESIGN SPEED:	25 mph (DDI Reversing Curves)
SHOULDER WIDTHS:	6 feet between Harbor Ave and LA River
BIKE LANES:	Provision for Class 2 (within Project Limits)
SIDEWALK WIDTHS:	6 feet between Harbor Ave and LA River

LONG BEACH MOBILITY ELEMENT (JULY 2013):	Context-Sensitive Street Classification: Regional Corridor Bicycle Master Plan: Existing Class III Bikeway/Sharrows Primary Transit-Priority Street (Within Project Limits) Designated Truck Route
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LEGEND	
	VEHICLE TRAVELED WAY
	STREET PARKING
	BICYCLE LANE
	SIDEWALK
	SIGNALIZED INTERSECTION
	STOP CONTROL
	YIELD CONTROL
	DRIVEWAY

PRELIMINARY PROJECT DRAFT - SUBJECT TO CHANGE

Appendix O-2

I-710 CORRIDOR PROJECT

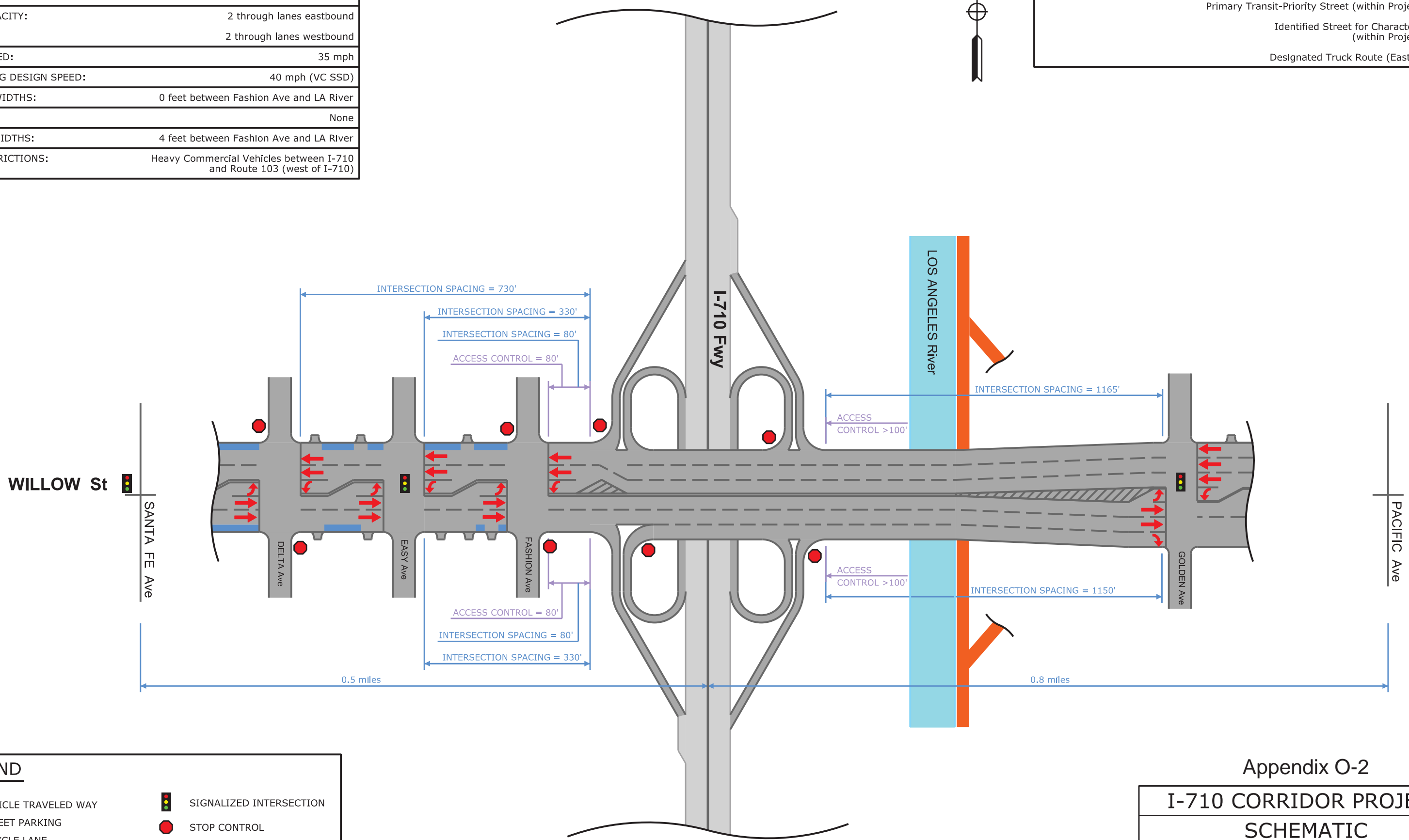
SCHEMATIC

PACIFIC COAST HIGHWAY
ALTERNATIVE 5C AND 7

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INTERCHANGE CONFIGURATION TYPE:	Four Quadrant Cloverleaf [L-10]
GRADE SEPARATION TYPE:	Overcrossing
RAMP INTERSECTION CONTROL:	Four Stop-Controlled Exits
STREET CAPACITY:	2 through lanes eastbound 2 through lanes westbound
POSTED SPEED:	35 mph
CONTROLLING DESIGN SPEED:	40 mph (VC SSD)
SHOULDER WIDTHS:	0 feet between Fashion Ave and LA River
BIKE LANES:	None
SIDEWALK WIDTHS:	4 feet between Fashion Ave and LA River
TRUCK RESTRICTIONS:	Heavy Commercial Vehicles between I-710 and Route 103 (west of I-710)

LONG BEACH MOBILITY ELEMENT (JULY 2013):	Context-Sensitive Street Classification: Boulevard
	Pedestrian-Priority Route
	Bicycle Master Plan: No Bikeways Identified (within Project Limits)
	Primary Transit-Priority Street (within Project Limits)
	Identified Street for Character Change (within Project Limits)
	Designated Truck Route (East of I-710)



LEGEND	
	VEHICLE TRAVELED WAY
	STREET PARKING
	BIKE LANE
	SIDEWALK
	SIGNALIZED INTERSECTION
	STOP CONTROL
	YIELD CONTROL
	DRIVEWAY

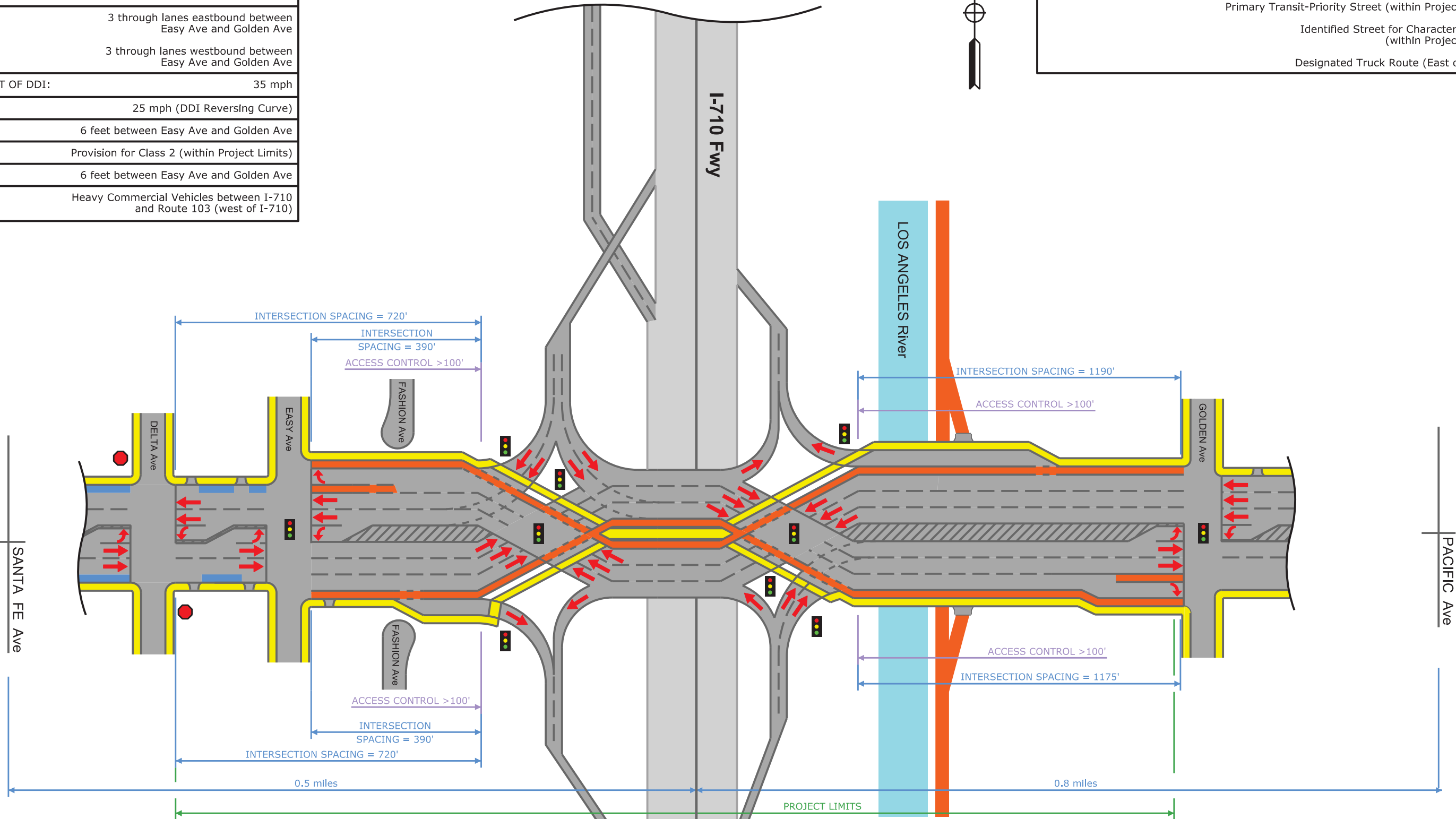
PRELIMINARY PROJECT DRAFT - SUBJECT TO CHANGE

Appendix O-2
I-710 CORRIDOR PROJECT
SCHEMATIC
WILLOW STREET ALTERNATIVE 1

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INTERCHANGE CONFIGURATION TYPE:	Diverging Diamond [Other]
GRADE SEPARATION TYPE:	Overcrossing
RAMP INTERSECTION CONTROL:	Two 2-Phase Signals
STREET CAPACITY:	3 through lanes eastbound between Easy Ave and Golden Ave 3 through lanes westbound between Easy Ave and Golden Ave
POSTED SPEED EAST AND WEST OF DDI:	35 mph
DESIGN SPEED:	25 mph (DDI Reversing Curve)
SHOULDER WIDTHS:	6 feet between Easy Ave and Golden Ave
BIKE LANES:	Provision for Class 2 (within Project Limits)
SIDEWALK WIDTHS:	6 feet between Easy Ave and Golden Ave
TRUCK RESTRICTIONS:	Heavy Commercial Vehicles between I-710 and Route 103 (west of I-710)

LONG BEACH MOBILITY ELEMENT (JULY 2013):	Context-Sensitive Street Classification: Boulevard
	Pedestrian-Priority Route
	Bicycle Master Plan: No Bikeways Identified (within Project Limits)
	Primary Transit-Priority Street (within Project Limits)
	Identified Street for Character Change (within Project Limits)
	Designated Truck Route (East of I-710)



LEGEND	
	VEHICLE TRAVELED WAY
	STREET PARKING
	BICYCLE LANE
	SIDEWALK
	SIGNALIZED INTERSECTION
	STOP CONTROL
	YIELD CONTROL
	DRIVEWAY

PRELIMINARY PROJECT DRAFT - SUBJECT TO CHANGE

Appendix O-2

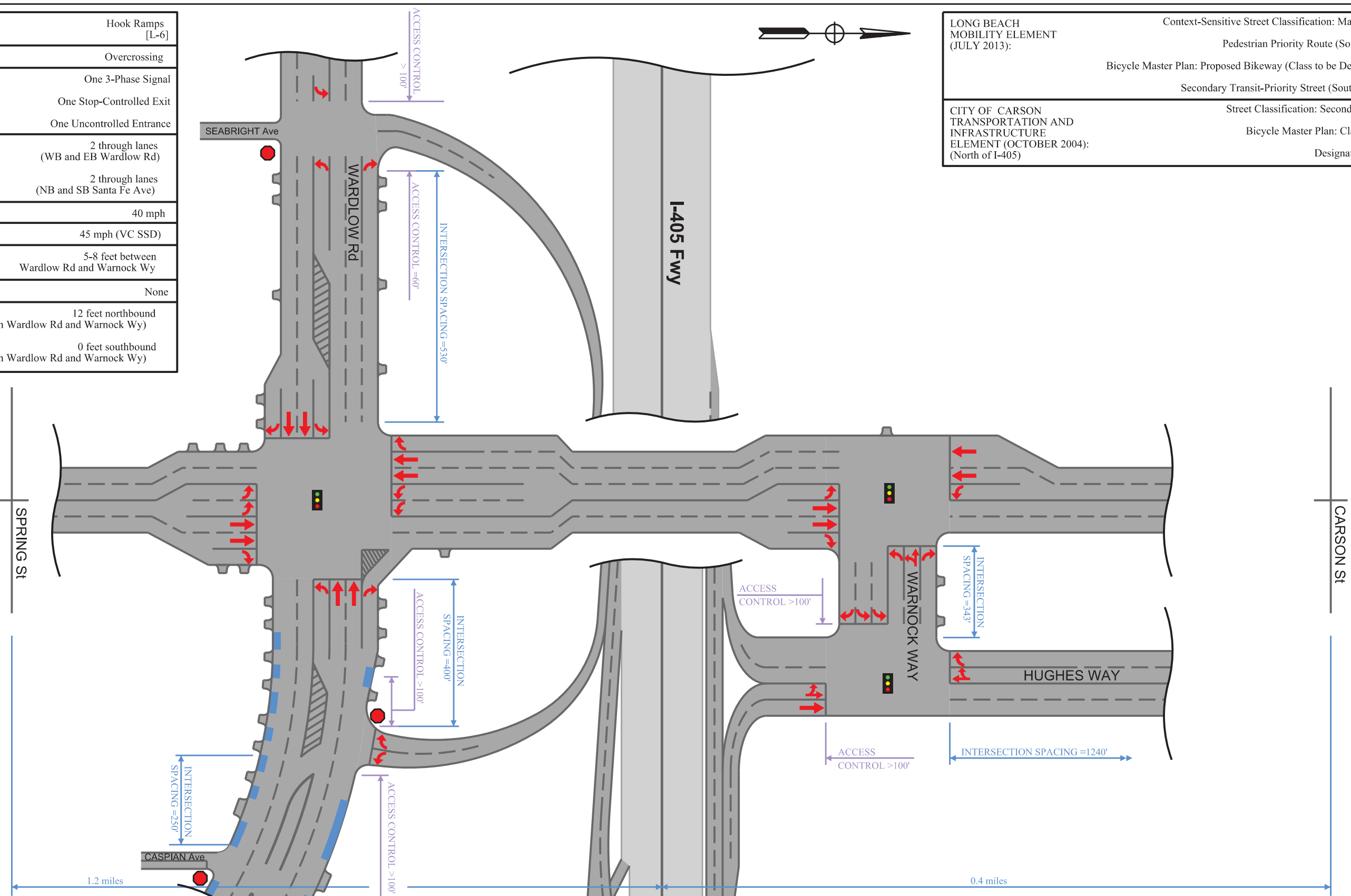
I-710 CORRIDOR PROJECT
SCHEMATIC
WILLOW STREET ALTERNATIVE 5C AND 7

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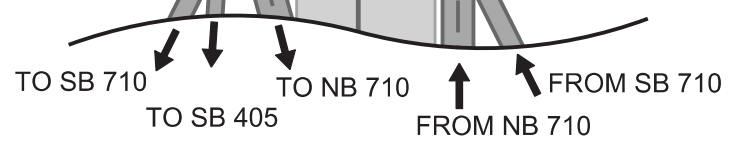
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GRADE SEPARATION TYPE:	Overcrossing
RAMP INTERSECTION CONTROL:	One 3-Phase Signal Control One Stop-Controlled Exit One Uncontrolled Entrance
STREET CAPACITY:	2 through lanes (WB and EB Wardlow Rd) 2 through lanes (NB and SB Santa Fe Ave)
POSTED SPEED:	40 mph
CONTROLLING DESIGN SPEED:	45 mph (VC SSD)
SHOULDER WIDTHS:	5-8 feet between Wardlow Rd and Warnock Wy
BIKE LANES:	None
SIDEWALK WIDTHS:	12 feet northbound (between Wardlow Rd and Warnock Wy) 0 feet southbound (between Wardlow Rd and Warnock Wy)

LONG BEACH MOBILITY ELEMENT (JULY 2013):	Context-Sensitive Street Classification: Major Avenue Pedestrian Priority Route (South of I-405) Bicycle Master Plan: Proposed Bikeway (Class to be Determined) Secondary Transit-Priority Street (South of I-405)
CITY OF CARSON TRANSPORTATION AND INFRASTRUCTURE ELEMENT (OCTOBER 2004): (North of I-405)	Street Classification: Secondary Highway Bicycle Master Plan: Class II Bikeway Designated Truck Route

SANTA FE Ave



LEGEND	
	VEHICLE TRAVELED WAY
	STREET PARKING
	BICYCLE LANE
	SIDEWALK
	SIGNALIZED INTERSECTION
	STOP CONTROL
	YIELD CONTROL
	DRIVEWAY



PRELIMINARY PROJECT DRAFT - SUBJECT TO CHANGE

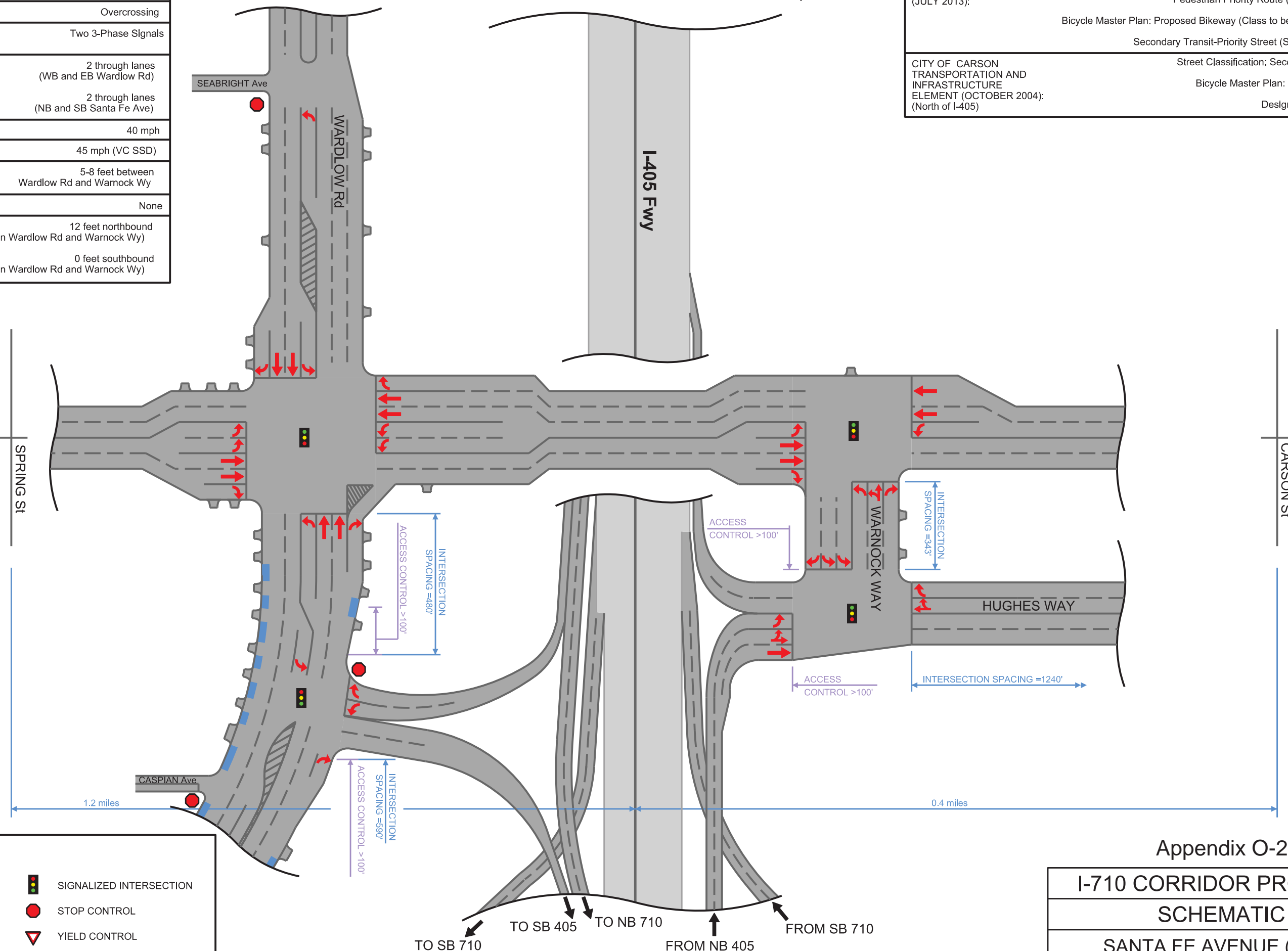
Appendix O-2

I-710 CORRIDOR PROJECT
SCHEMATIC
SANTA FE AVENUE (I-405) ALTERNATIVE 1

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INTERCHANGE CONFIGURATION TYPE:	Hook Ramps [L-6]
GRADE SEPARATION TYPE:	Overcrossing
RAMP INTERSECTION CONTROL:	Two 3-Phase Signals
STREET CAPACITY:	2 through lanes (WB and EB Wardlow Rd) 2 through lanes (NB and SB Santa Fe Ave)
POSTED SPEED:	40 mph
CONTROLLING DESIGN SPEED:	45 mph (VC SSD)
SHOULDER WIDTHS:	5-8 feet between Wardlow Rd and Warnock Wy
BIKE LANES:	None
SIDEWALK WIDTHS:	12 feet northbound (between Wardlow Rd and Warnock Wy) 0 feet southbound (between Wardlow Rd and Warnock Wy)

LONG BEACH MOBILITY ELEMENT (JULY 2013):	Context-Sensitive Street Classification: Major Avenue Pedestrian Priority Route (South of I-405) Bicycle Master Plan: Proposed Bikeway (Class to be Determined) Secondary Transit-Priority Street (South of I-405)
CITY OF CARSON TRANSPORTATION AND INFRASTRUCTURE ELEMENT (OCTOBER 2004): (North of I-405)	Street Classification: Secondary Highway Bicycle Master Plan: Class II Bikeway Designated Truck Route



LEGEND	
	VEHICLE TRAVELED WAY
	STREET PARKING
	BICYCLE LANE
	SIDEWALK
	SIGNALIZED INTERSECTION
	STOP CONTROL
	YIELD CONTROL
	DRIVEWAY

PRELIMINARY PROJECT DRAFT - SUBJECT TO CHANGE

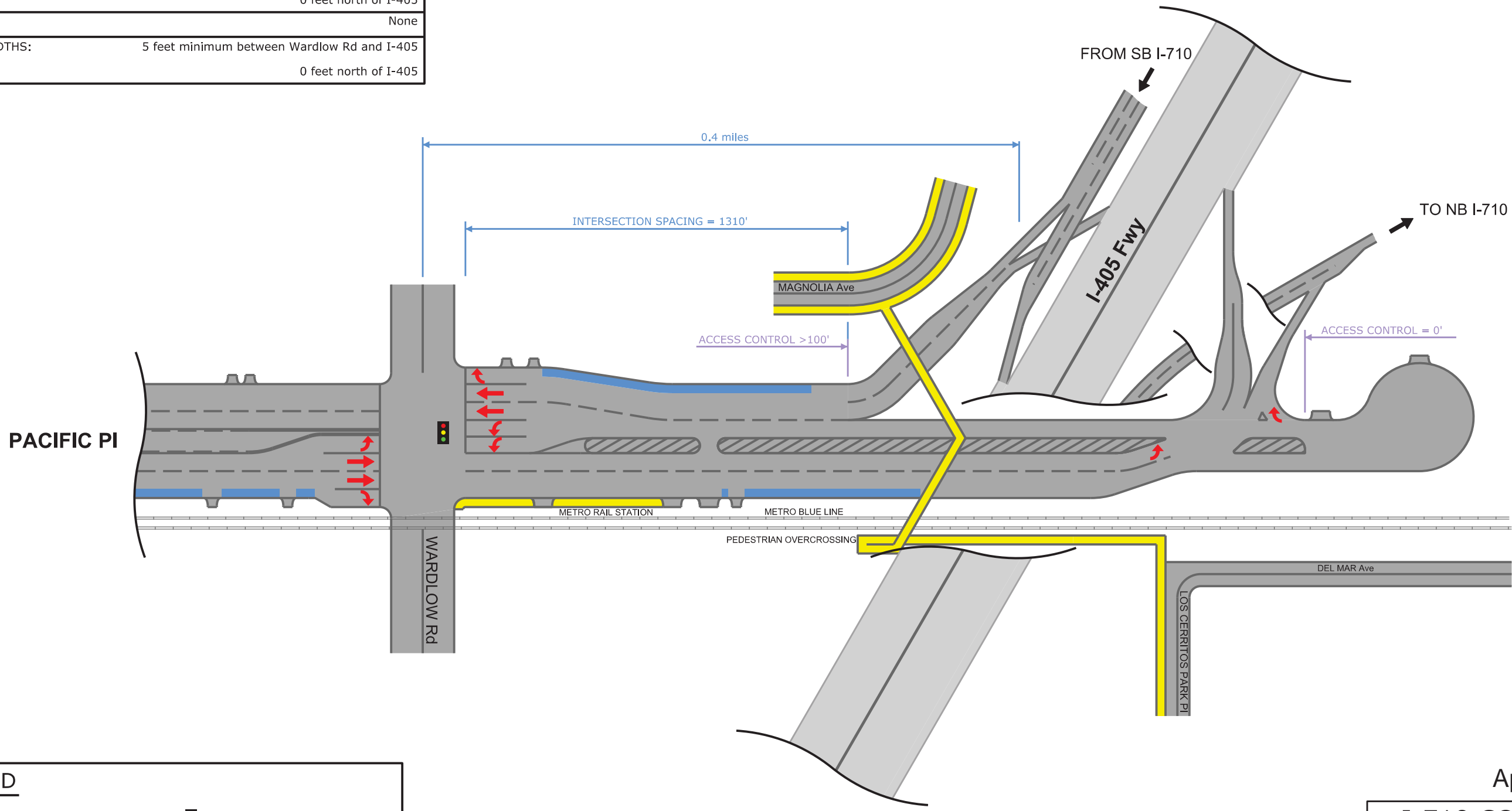
Appendix O-2

I-710 CORRIDOR PROJECT
SCHEMATIC
SANTA FE AVENUE (I-405) ALTERNATIVE 5C AND 7

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INTERCHANGE CONFIGURATION TYPE:	Partial Compact Diamond [L-1]
GRADE SEPARATION TYPE:	Undercrossing
RAMP INTERSECTION CONTROL:	None
STREET CAPACITY:	2 through lanes each direction (south of I-405) 1 through lane each direction (north of I-405)
POSTED SPEED:	40 mph
CONTROLLING DESIGN SPEED:	n/a
SHOULDER WIDTHS:	12 feet between Wardlow Rd and I-405 0 feet north of I-405
BIKE LANES:	None
SIDEWALK WIDTHS:	5 feet minimum between Wardlow Rd and I-405 0 feet north of I-405

LONG BEACH MOBILITY ELEMENT (JULY 2013):
 Context-Sensitive Street Classification: Minor Avenue
 Pedestrian-Priority Route (Between I-405 and Wardlow Rd)
 Bicycle Master Plan: Existing Class III Bikeway / Sharrows
 Metro Blue Line Transit Route



LEGEND	
	VEHICLE TRAVELED WAY
	STREET PARKING
	BICYCLE LANE
	SIDEWALK
	SIGNALIZED INTERSECTION
	STOP CONTROL
	YIELD CONTROL
	DRIVEWAY

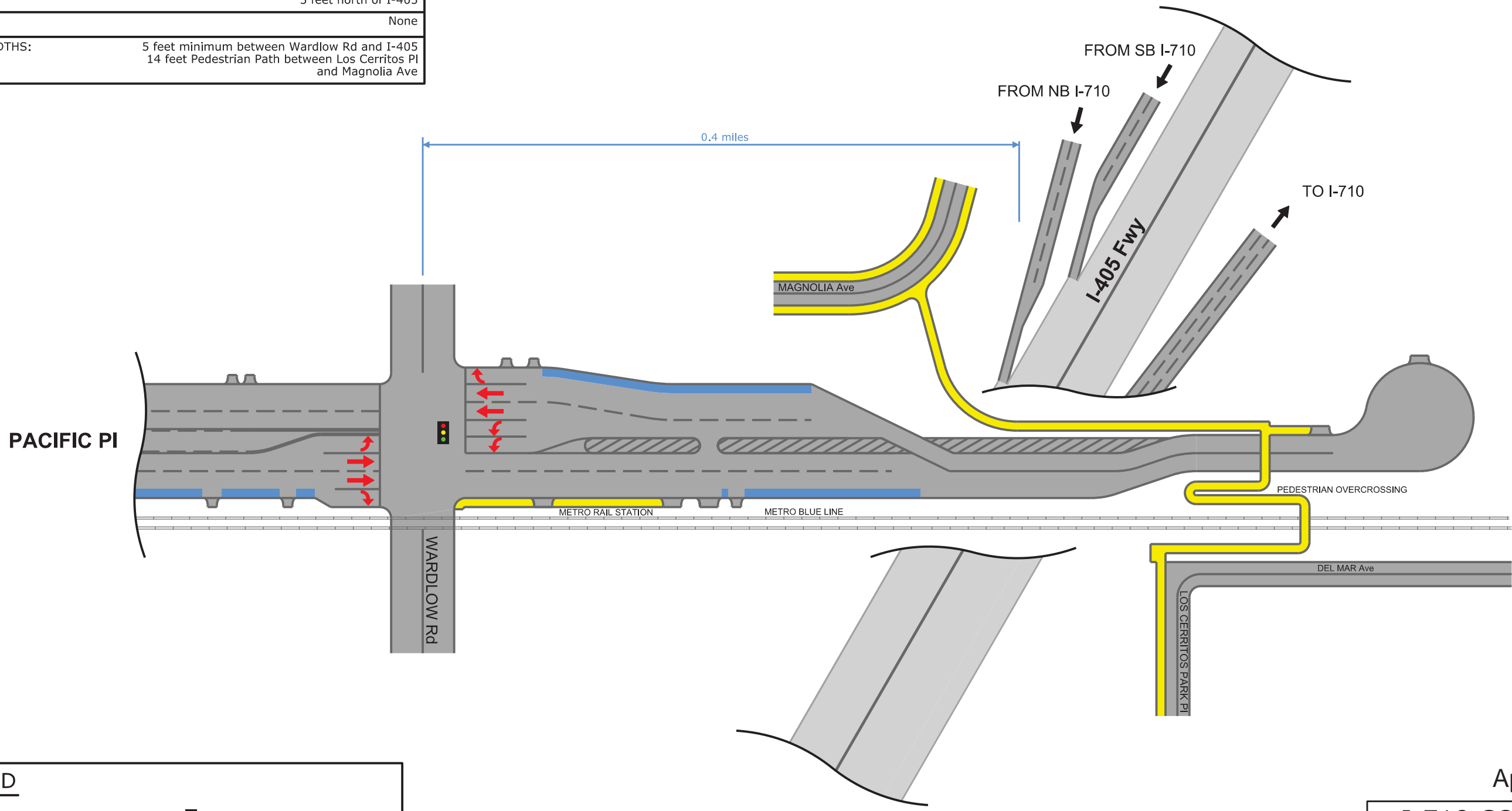
PRELIMINARY PROJECT DRAFT - SUBJECT TO CHANGE

Appendix O-2
I-710 CORRIDOR PROJECT
SCHEMATIC
 PACIFIC PLACE (I-405)
 ALTERNATIVE 1

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INTERCHANGE CONFIGURATION TYPE:	None
GRADE SEPARATION TYPE:	Undercrossing
RAMP INTERSECTION CONTROL:	None
STREET CAPACITY:	2 through lanes each direction (south of I-405) 1 through lane each direction (north of I-405)
POSTED SPEED:	40 mph
CONTROLLING DESIGN SPEED:	n/a
SHOULDER WIDTHS:	12 feet between Wardlow Rd and I-405 5 feet north of I-405
BIKE LANES:	None
SIDEWALK WIDTHS:	5 feet minimum between Wardlow Rd and I-405 14 feet Pedestrian Path between Los Cerritos Pl and Magnolia Ave

LONG BEACH MOBILITY ELEMENT (JULY 2013):
 Context-Sensitive Street Classification: Minor Avenue
 Pedestrian-Priority Route (Between I-405 and Wardlow Rd)
 Bicycle Master Plan: Existing Class III Bikeway / Sharrows
 Metro Blue Line Transit Route



LEGEND	
	VEHICLE TRAVELED WAY
	STREET PARKING
	BICYCLE LANE
	SIDEWALK
	SIGNALIZED INTERSECTION
	STOP CONTROL
	YIELD CONTROL
	DRIVEWAY

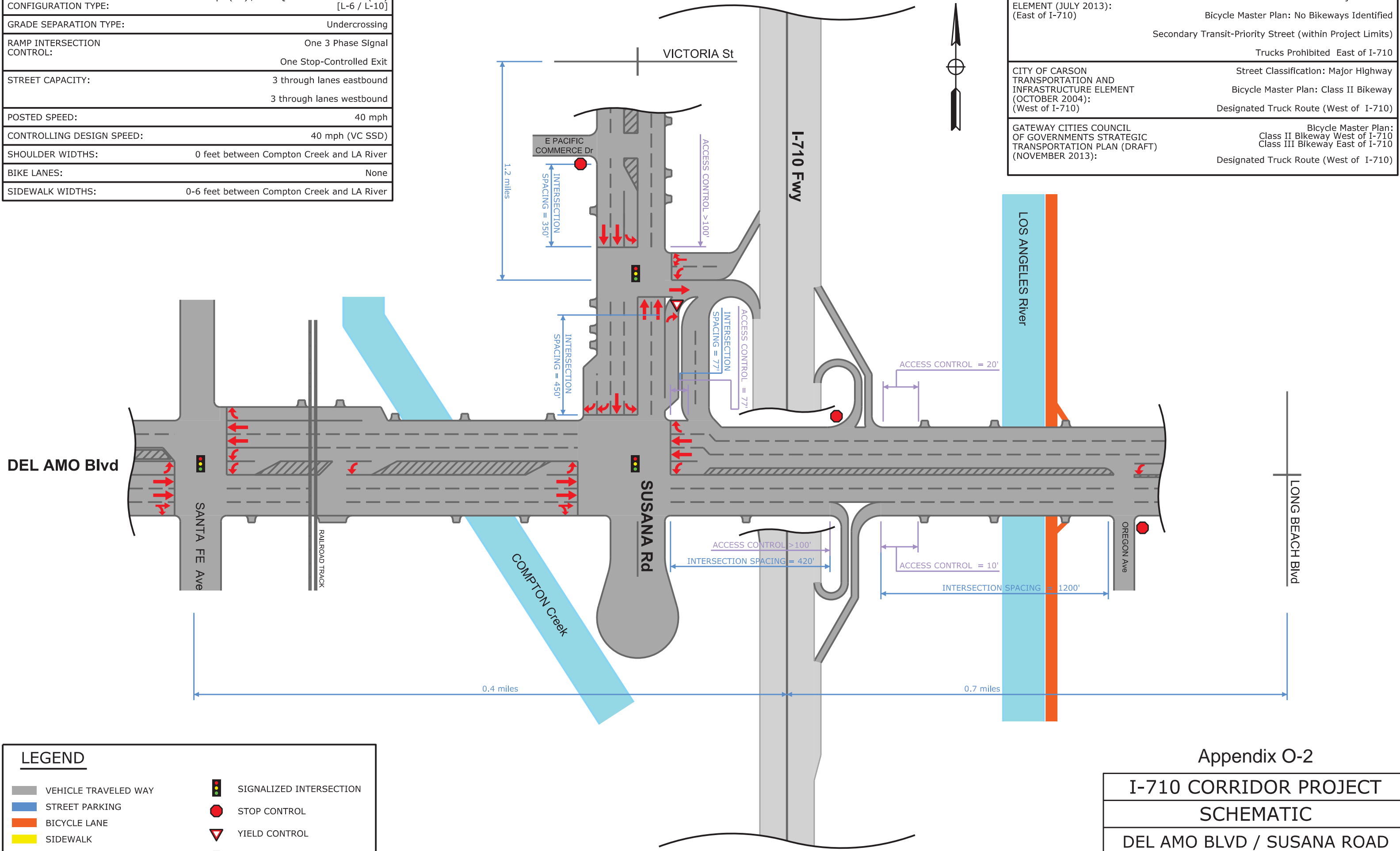
PRELIMINARY PROJECT DRAFT - SUBJECT TO CHANGE

Appendix O-2
I-710 CORRIDOR PROJECT
SCHEMATIC
 PACIFIC PLACE (I-405)
 ALTERNATIVE 5C AND 7

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INTERCHANGE CONFIGURATION TYPE:	Hook Ramps (SB) / Two Quadrant Cloverleaf (NB) [L-6 / L-10]
GRADE SEPARATION TYPE:	Undercrossing
RAMP INTERSECTION CONTROL:	One 3 Phase Signal One Stop-Controlled Exit
STREET CAPACITY:	3 through lanes eastbound 3 through lanes westbound
POSTED SPEED:	40 mph
CONTROLLING DESIGN SPEED:	40 mph (VC SSD)
SHOULDER WIDTHS:	0 feet between Compton Creek and LA River
BIKE LANES:	None
SIDEWALK WIDTHS:	0-6 feet between Compton Creek and LA River

LONG BEACH MOBILITY ELEMENT (JULY 2013): (East of I-710)	Context-Sensitive Street Classification: Major Avenue Bicycle Master Plan: No Bikeways Identified Secondary Transit-Priority Street (within Project Limits) Trucks Prohibited East of I-710
CITY OF CARSON TRANSPORTATION AND INFRASTRUCTURE ELEMENT (OCTOBER 2004): (West of I-710)	Street Classification: Major Highway Bicycle Master Plan: Class II Bikeway Designated Truck Route (West of I-710)
GATEWAY CITIES COUNCIL OF GOVERNMENTS STRATEGIC TRANSPORTATION PLAN (DRAFT) (NOVEMBER 2013):	Bicycle Master Plan: Class II Bikeway West of I-710 Class III Bikeway East of I-710 Designated Truck Route (West of I-710)



LEGEND	
	VEHICLE TRAVELED WAY
	STREET PARKING
	BICYCLE LANE
	SIDEWALK
	SIGNALIZED INTERSECTION
	STOP CONTROL
	YIELD CONTROL
	DRIVEWAY

PRELIMINARY PROJECT DRAFT - SUBJECT TO CHANGE

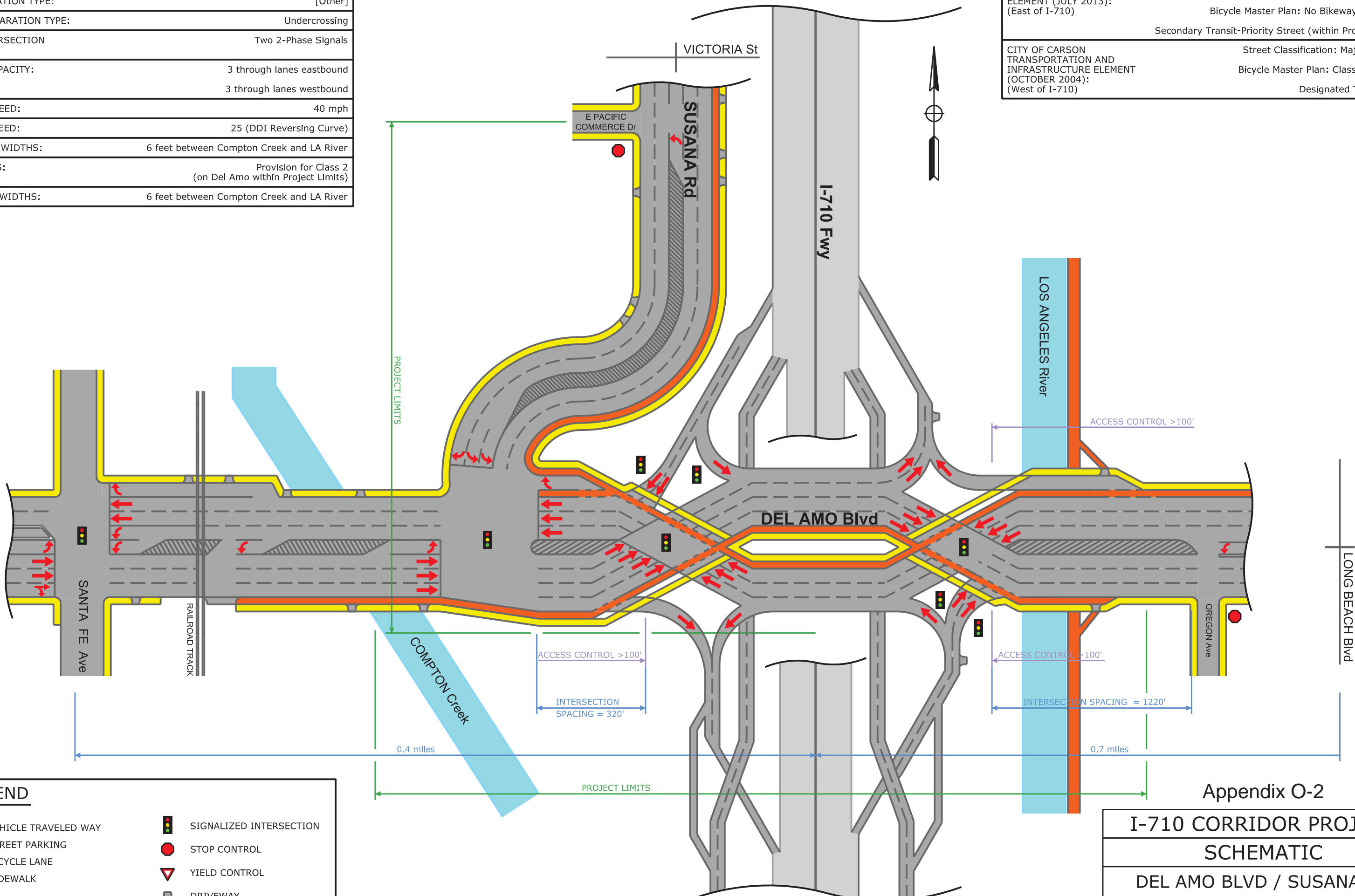
Appendix O-2

I-710 CORRIDOR PROJECT
SCHEMATIC
DEL AMO BLVD / SUSANA ROAD ALTERNATIVE 1

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INTERCHANGE CONFIGURATION TYPE:	Diverging Diamond [Other]
GRADE SEPARATION TYPE:	Undercrossing
RAMP INTERSECTION CONTROL:	Two 2-Phase Signals
STREET CAPACITY:	3 through lanes eastbound 3 through lanes westbound
POSTED SPEED:	40 mph
DESIGN SPEED:	25 (DDI Reversing Curve)
SHOULDER WIDTHS:	6 feet between Compton Creek and LA River
BIKE LANES:	Provision for Class 2 (on Del Amo within Project Limits)
SIDEWALK WIDTHS:	6 feet between Compton Creek and LA River

LONG BEACH MOBILITY ELEMENT (JULY 2013): (East of I-710)	Context-Sensitive Street Classification: Major Avenue Bicycle Master Plan: No Bikeways Identified Secondary Transit-Priority Street (within Project Limits)
CITY OF CARSON TRANSPORTATION AND INFRASTRUCTURE ELEMENT (OCTOBER 2004): (West of I-710)	Street Classification: Major Highway Bicycle Master Plan: Class II Bikeway Designated Truck Route



LEGEND	
	VEHICLE TRAVELED WAY
	STREET PARKING
	BICYCLE LANE
	SIDEWALK
	SIGNALIZED INTERSECTION
	STOP CONTROL
	YIELD CONTROL
	DRIVEWAY

PRELIMINARY PROJECT DRAFT - SUBJECT TO CHANGE

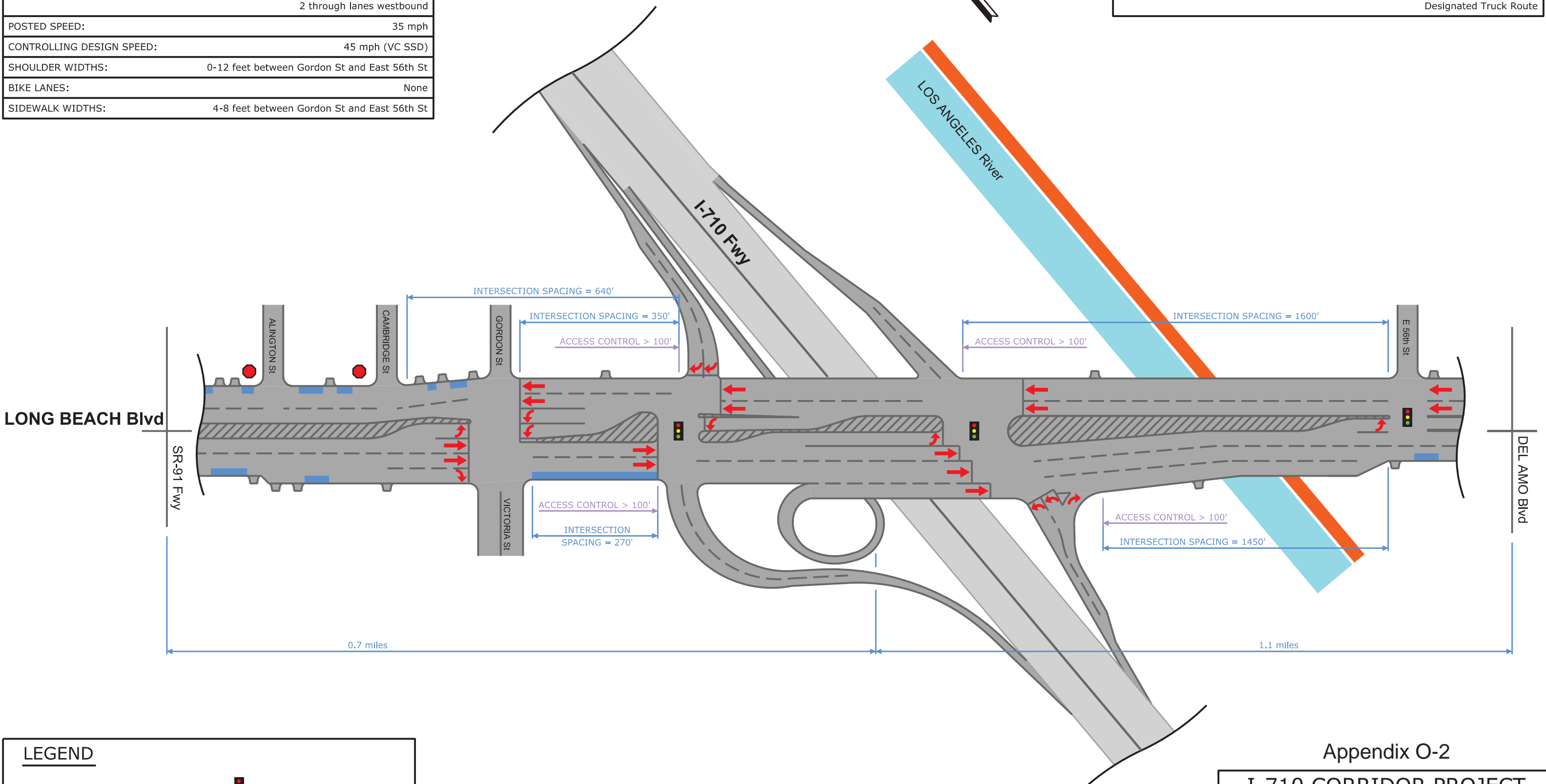
Appendix O-2

I-710 CORRIDOR PROJECT
SCHEMATIC
DEL AMO BLVD / SUSANA RD
ALTERNATIVE 5C AND 7

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INTERCHANGE CONFIGURATION TYPE:	Compact Diamond (NB) / Modified Partial Cloverleaf [L-1/L-9]
GRADE SEPARATION TYPE:	Overcrossing
RAMP INTERSECTION CONTROL:	Two 3-Phase Signals
STREET CAPACITY:	2 through lanes eastbound 2 through lanes westbound
POSTED SPEED:	35 mph
CONTROLLING DESIGN SPEED:	45 mph (VC SSD)
SHOULDER WIDTHS:	0-12 feet between Gordon St and East 56th St
BIKE LANES:	None
SIDEWALK WIDTHS:	4-8 feet between Gordon St and East 56th St

LONG BEACH MOBILITY ELEMENT (JULY 2013):	Context-Sensitive Street Classification: Boulevard Pedestrian-Priority Route Bicycle Master Plan Proposed: Class II Bikeway / Bike Bridge / Access Improvement Primary Transit-Priority Street Designated Truck Route
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LEGEND	
	VEHICLE TRAVELED WAY
	STREET PARKING
	BICYCLE LANE
	SIDEWALK
	SIGNALIZED INTERSECTION
	STOP CONTROL
	YIELD CONTROL
	DRIVEWAY

PRELIMINARY PROJECT DRAFT - SUBJECT TO CHANGE

Appendix O-2

I-710 CORRIDOR PROJECT

SCHEMATIC

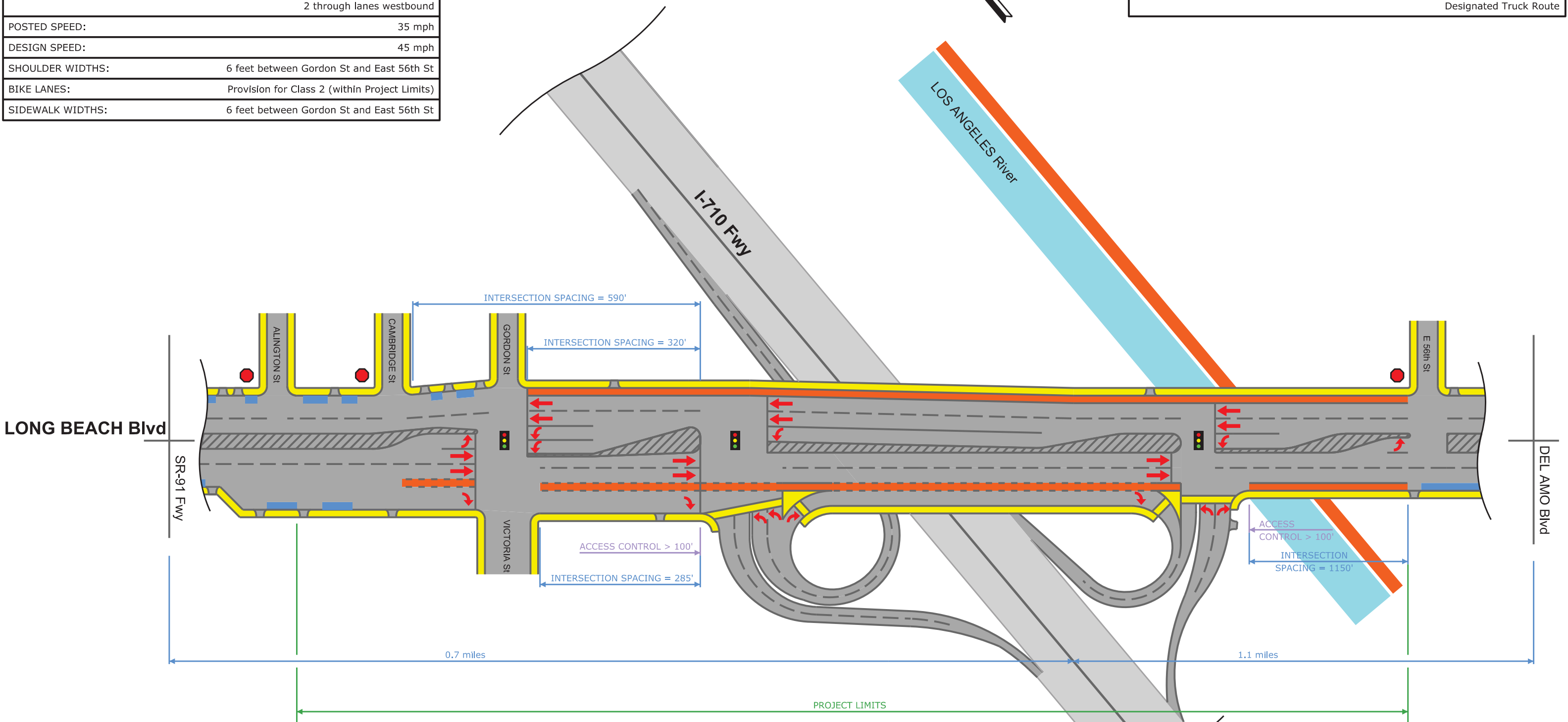
LONG BEACH BOULEVARD

ALTERNATIVE 1

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INTERCHANGE CONFIGURATION TYPE:	Two Quadrant Cloverleaf [L-7 (NB) / L-8 (SB)]
GRADE SEPARATION TYPE:	Overcrossing
RAMP INTERSECTION CONTROL:	Two 3-Phase Signals
STREET CAPACITY:	2 through lanes eastbound 2 through lanes westbound
POSTED SPEED:	35 mph
DESIGN SPEED:	45 mph
SHOULDER WIDTHS:	6 feet between Gordon St and East 56th St
BIKE LANES:	Provision for Class 2 (within Project Limits)
SIDEWALK WIDTHS:	6 feet between Gordon St and East 56th St

LONG BEACH MOBILITY ELEMENT (JULY 2013):	Context-Sensitive Street Classification: Boulevard
	Pedestrian-Priority Route
	Bicycle Master Plan Proposed: Class II Bikeway / Bike Bridge / Access Improvement
	Primary Transit-Priority Street
	Designated Truck Route



LEGEND	
	VEHICLE TRAVELED WAY
	STREET PARKING
	BICYCLE LANE
	SIDEWALK
	SIGNALIZED INTERSECTION
	STOP CONTROL
	YIELD CONTROL
	DRIVEWAY

PRELIMINARY PROJECT DRAFT - SUBJECT TO CHANGE

Appendix O-2

I-710 CORRIDOR PROJECT

SCHEMATIC

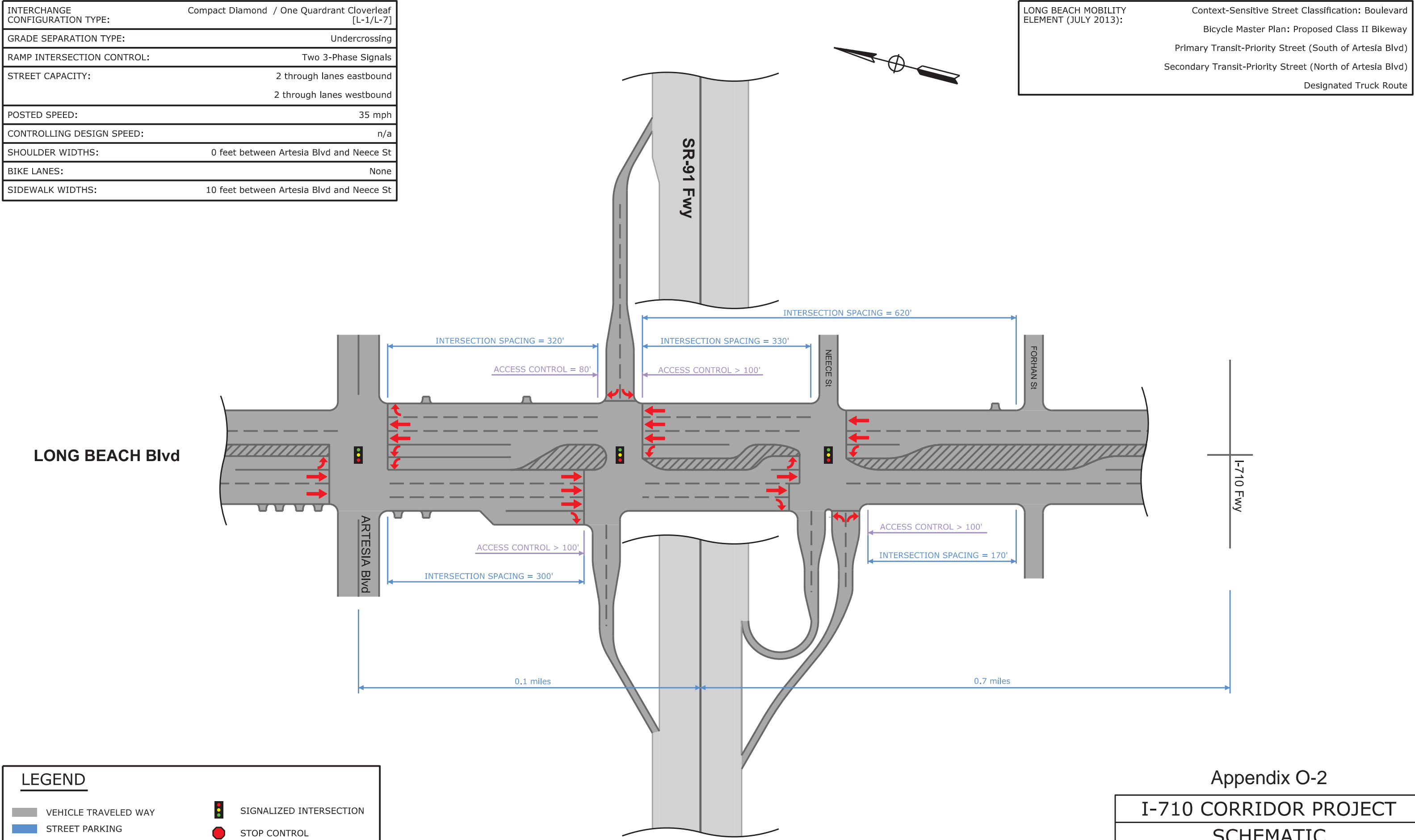
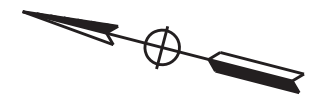
LONG BEACH BOULEVARD

ALTERNATIVE 5C AND 7

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INTERCHANGE CONFIGURATION TYPE:	Compact Diamond / One Quadrant Cloverleaf [L-1/L-7]
GRADE SEPARATION TYPE:	Undercrossing
RAMP INTERSECTION CONTROL:	Two 3-Phase Signals
STREET CAPACITY:	2 through lanes eastbound 2 through lanes westbound
POSTED SPEED:	35 mph
CONTROLLING DESIGN SPEED:	n/a
SHOULDER WIDTHS:	0 feet between Artesia Blvd and Neece St
BIKE LANES:	None
SIDEWALK WIDTHS:	10 feet between Artesia Blvd and Neece St

LONG BEACH MOBILITY ELEMENT (JULY 2013):	Context-Sensitive Street Classification: Boulevard
	Bicycle Master Plan: Proposed Class II Bikeway
	Primary Transit-Priority Street (South of Artesia Blvd)
	Secondary Transit-Priority Street (North of Artesia Blvd)
	Designated Truck Route



LEGEND	
	VEHICLE TRAVELED WAY
	STREET PARKING
	BICYCLE LANE
	SIDEWALK
	SIGNALIZED INTERSECTION
	STOP CONTROL
	YIELD CONTROL
	DRIVEWAY

PRELIMINARY PROJECT DRAFT - SUBJECT TO CHANGE

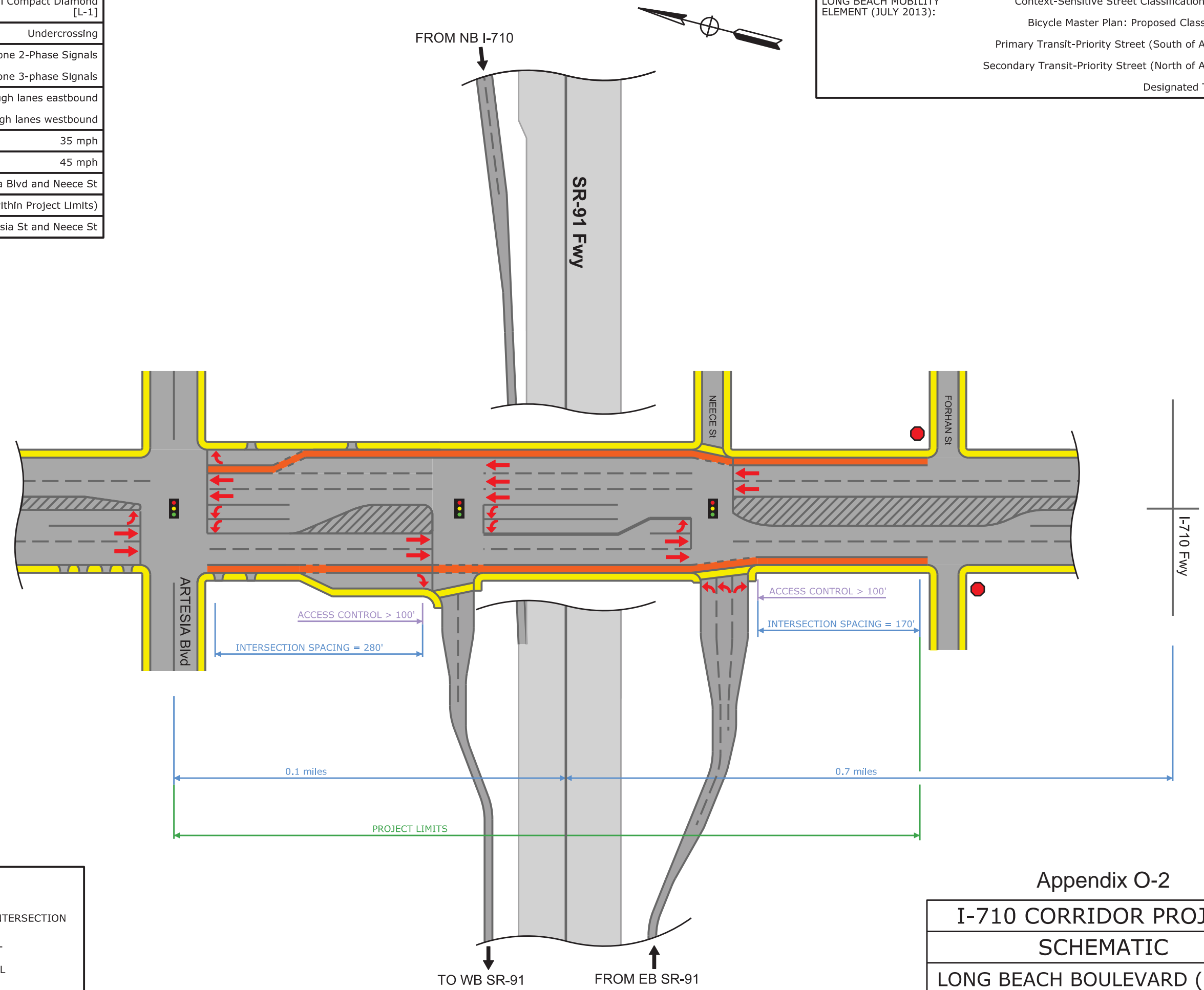
Appendix O-2
I-710 CORRIDOR PROJECT
SCHEMATIC
LONG BEACH BOULEVARD (SR-91)
ALTERNATIVE 1

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INTERCHANGE CONFIGURATION TYPE:	Partial Compact Diamond [L-1]
GRADE SEPARATION TYPE:	Undercrossing
RAMP INTERSECTION CONTROL:	one 2-Phase Signals one 3-phase Signals
STREET CAPACITY:	2 through lanes eastbound 2 through lanes westbound
POSTED SPEED:	35 mph
DESIGN SPEED:	45 mph
SHOULDER WIDTHS:	6 feet between Artesia Blvd and Neece St
BIKE LANES:	Provision for Class 2 (within Project Limits)
SIDEWALK WIDTHS:	6 feet between Artesia St and Neece St

LONG BEACH MOBILITY ELEMENT (JULY 2013):

Context-Sensitive Street Classification: Boulevard
 Bicycle Master Plan: Proposed Class II Bikeway
 Primary Transit-Priority Street (South of Artesia Blvd)
 Secondary Transit-Priority Street (North of Artesia Blvd)
 Designated Truck Route



LEGEND	
	VEHICLE TRAVELED WAY
	STREET PARKING
	BICYCLE LANE
	SIDEWALK
	SIGNALIZED INTERSECTION
	STOP CONTROL
	YIELD CONTROL
	DRIVEWAY

Appendix O-2

I-710 CORRIDOR PROJECT

SCHEMATIC

LONG BEACH BOULEVARD (SR-91)

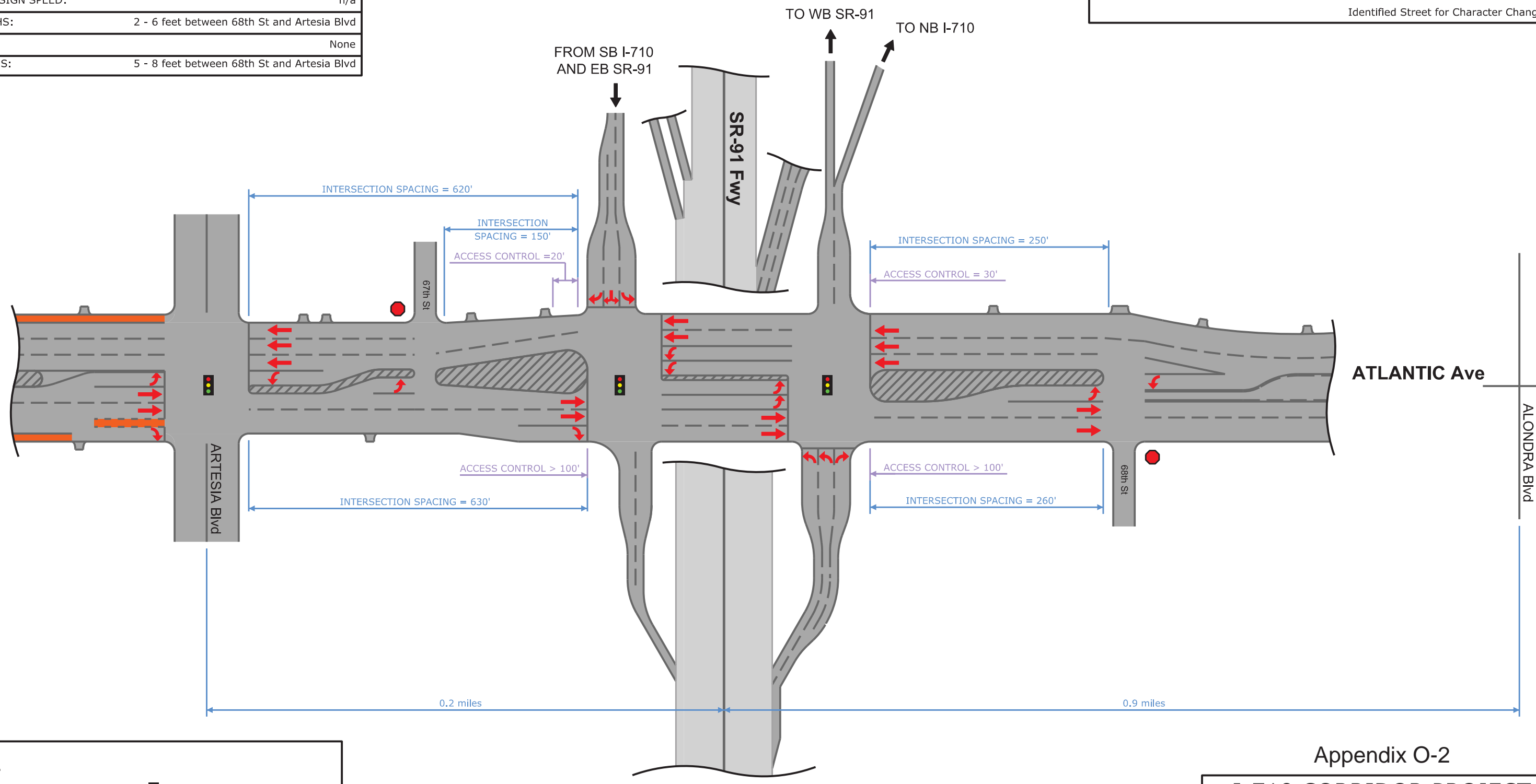
ALTERNATIVE 5C AND 7

PRELIMINARY PROJECT DRAFT - SUBJECT TO CHANGE

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INTERCHANGE CONFIGURATION TYPE:	Compact Diamond [L-1]
GRADE SEPARATION TYPE:	Undercrossing
RAMP INTERSECTION CONTROL:	Two 3-Phase Signals
STREET CAPACITY:	2 through lanes southbound 2 through lanes northbound
POSTED SPEED:	35 mph
CONTROLLING DESIGN SPEED:	n/a
SHOULDER WIDTHS:	2 - 6 feet between 68th St and Artesia Blvd
BIKE LANES:	None
SIDEWALK WIDTHS:	5 - 8 feet between 68th St and Artesia Blvd

LONG BEACH MOBILITY ELEMENT (JULY 2013):	Context-Sensitive Street Classification: Major Avenue
	Pedestrian-Priority Route (South of Artesia Blvd)
	Bicycle Master Plan: Existing Class II Bike Lane (South of Artesia Blvd)
	Primary Transit-Priority Street (South of Artesia Blvd)
	Secondary Transit-Priority Street (North of Artesia Blvd)
	Identified Street for Character Change



LEGEND	
	VEHICLE TRAVELED WAY
	STREET PARKING
	BICYCLE LANE
	SIDEWALK
	SIGNALIZED INTERSECTION
	STOP CONTROL
	YIELD CONTROL
	DRIVEWAY

PRELIMINARY PROJECT DRAFT - SUBJECT TO CHANGE

Appendix O-2

I-710 CORRIDOR PROJECT

SCHEMATIC

ATLANTIC AVENUE (SR-91)

ALTERNATIVE 1

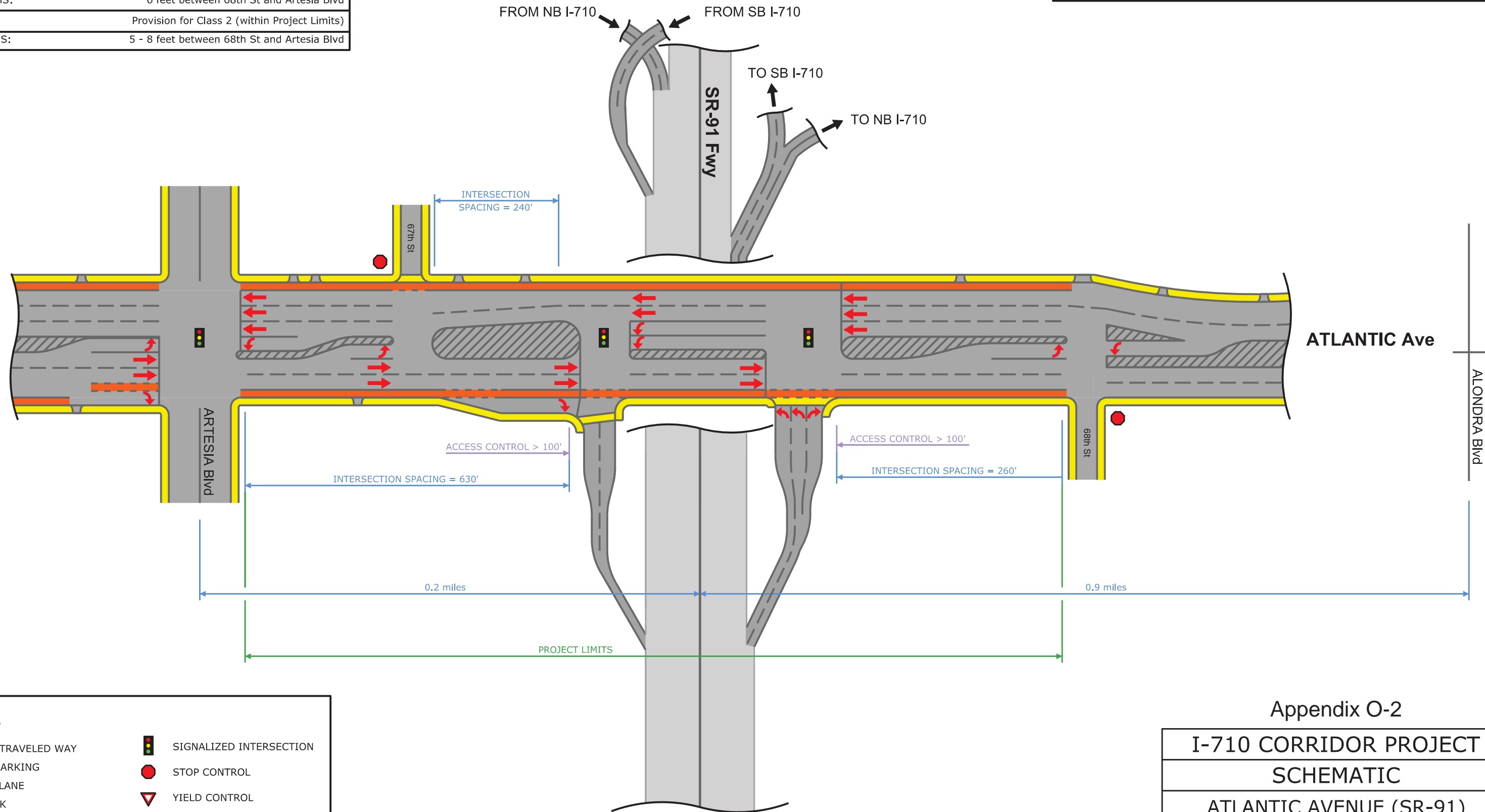
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DATE PLOTTED => 12/8/2017

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INTERCHANGE CONFIGURATION TYPE:	Partial Compact Diamond [L-1]
GRADE SEPARATION TYPE:	Undercrossing
RAMP INTERSECTION CONTROL:	Two 2-Phase Signals
STREET CAPACITY:	2 through lanes southbound 2 through lanes northbound
POSTED SPEED:	35 mph
DESIGN SPEED:	45 mph
SHOULDER WIDTHS:	6 feet between 68th St and Artesia Blvd
BIKE LANES:	Provision for Class 2 (within Project Limits)
SIDEWALK WIDTHS:	5 - 8 feet between 68th St and Artesia Blvd

LONG BEACH MOBILITY ELEMENT (JULY 2013):	Context-Sensitive Street Classification: Major Avenue
	Pedestrian-Priority Route (South of Artesia Blvd)
	Bicycle Master Plan: Existing Class II Bike Lane (South of Artesia Blvd)
	Primary Transit-Priority Street (South of Artesia Blvd)
	Secondary Transit-Priority Street (North of Artesia Blvd)
	Identified Street for Character Change



LEGEND	
	VEHICLE TRAVELED WAY
	STREET PARKING
	BICYCLE LANE
	SIDEWALK
	SIGNALIZED INTERSECTION
	STOP CONTROL
	YIELD CONTROL
	DRIVEWAY

PRELIMINARY PROJECT DRAFT - SUBJECT TO CHANGE

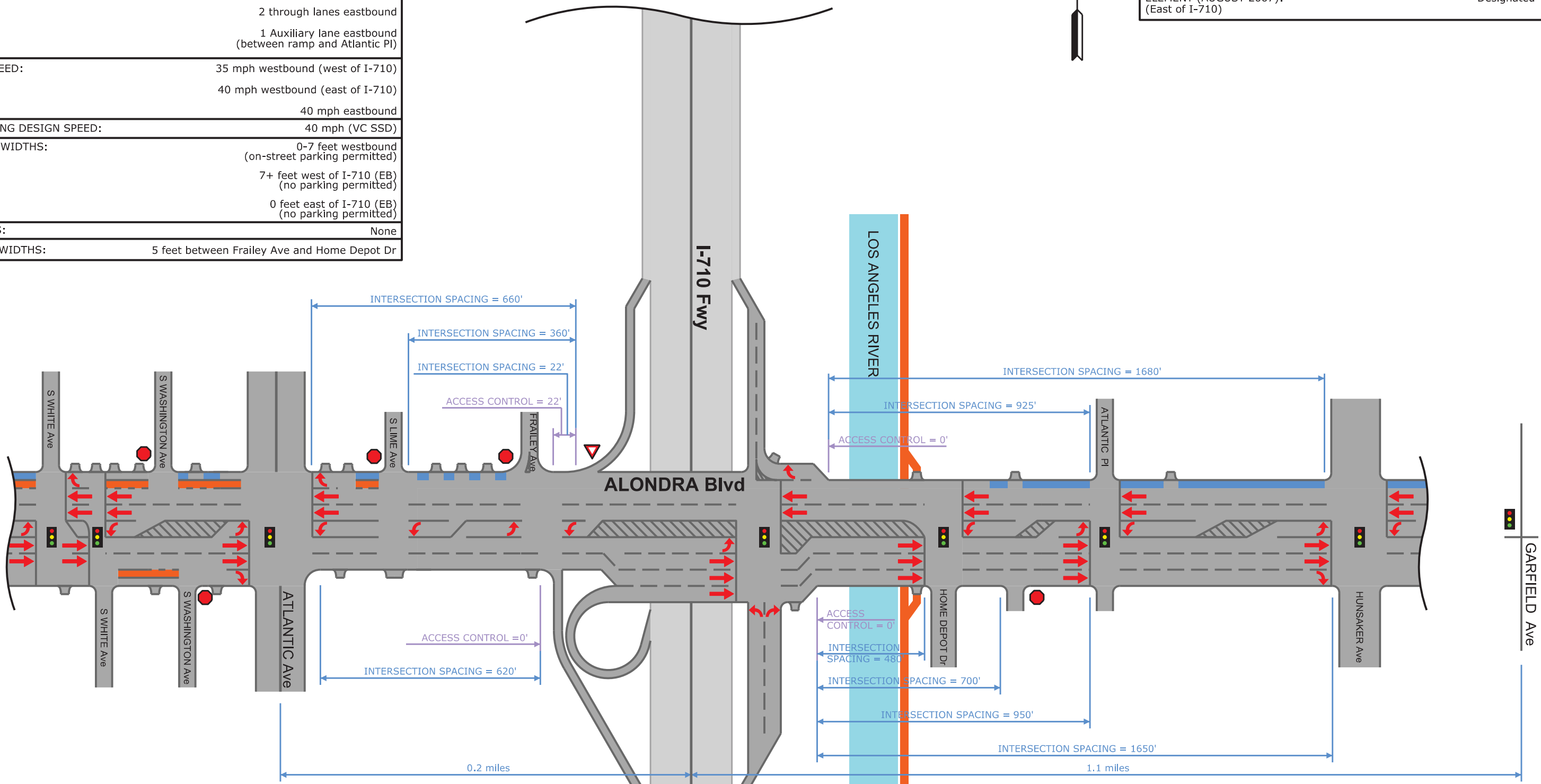
Appendix O-2

I-710 CORRIDOR PROJECT
SCHEMATIC
ATLANTIC AVENUE (SR-91) ALTERNATIVE 5C AND 7

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INTERCHANGE CONFIGURATION TYPE:	Compact Diamond (NB) / Partial Cloverleaf (SB) [L-1 / L-9]
GRADE SEPARATION TYPE:	Overcrossing
RAMP INTERSECTION CONTROL:	One Yield Controlled Exit One 3-Phase Signal
STREET CAPACITY:	2 through lanes westbound 2 through lanes eastbound 1 Auxiliary lane eastbound (between ramp and Atlantic PI)
POSTED SPEED:	35 mph westbound (west of I-710) 40 mph westbound (east of I-710) 40 mph eastbound
CONTROLLING DESIGN SPEED:	40 mph (VC SSD)
SHOULDER WIDTHS:	0-7 feet westbound (on-street parking permitted) 7+ feet west of I-710 (EB) (no parking permitted) 0 feet east of I-710 (EB) (no parking permitted)
BIKE LANES:	None
SIDEWALK WIDTHS:	5 feet between Frailey Ave and Home Depot Dr

CITY OF COMPTON CIRCULATION ELEMENT (JANUARY 2011): (West of I-710)	Roadway Classification: Major Highway Bicycle Master Plan: No bikeways Identified (within Project Limits) Designated Truck Route
CITY OF PARAMOUNT TRANSPORTATION ELEMENT (AUGUST 2007): (East of I-710)	Roadway Classification: Major Arterial Designated Truck Route



LEGEND	
	VEHICLE TRAVELED WAY
	STREET PARKING
	BICYCLE LANE
	SIDEWALK
	SIGNALIZED INTERSECTION
	STOP CONTROL
	YIELD CONTROL
	DRIVEWAY

PRELIMINARY PROJECT DRAFT - SUBJECT TO CHANGE

Appendix O-2

I-710 CORRIDOR PROJECT

SCHEMATIC

ALONDRA BOULEVARD

ALTERNATIVE 1

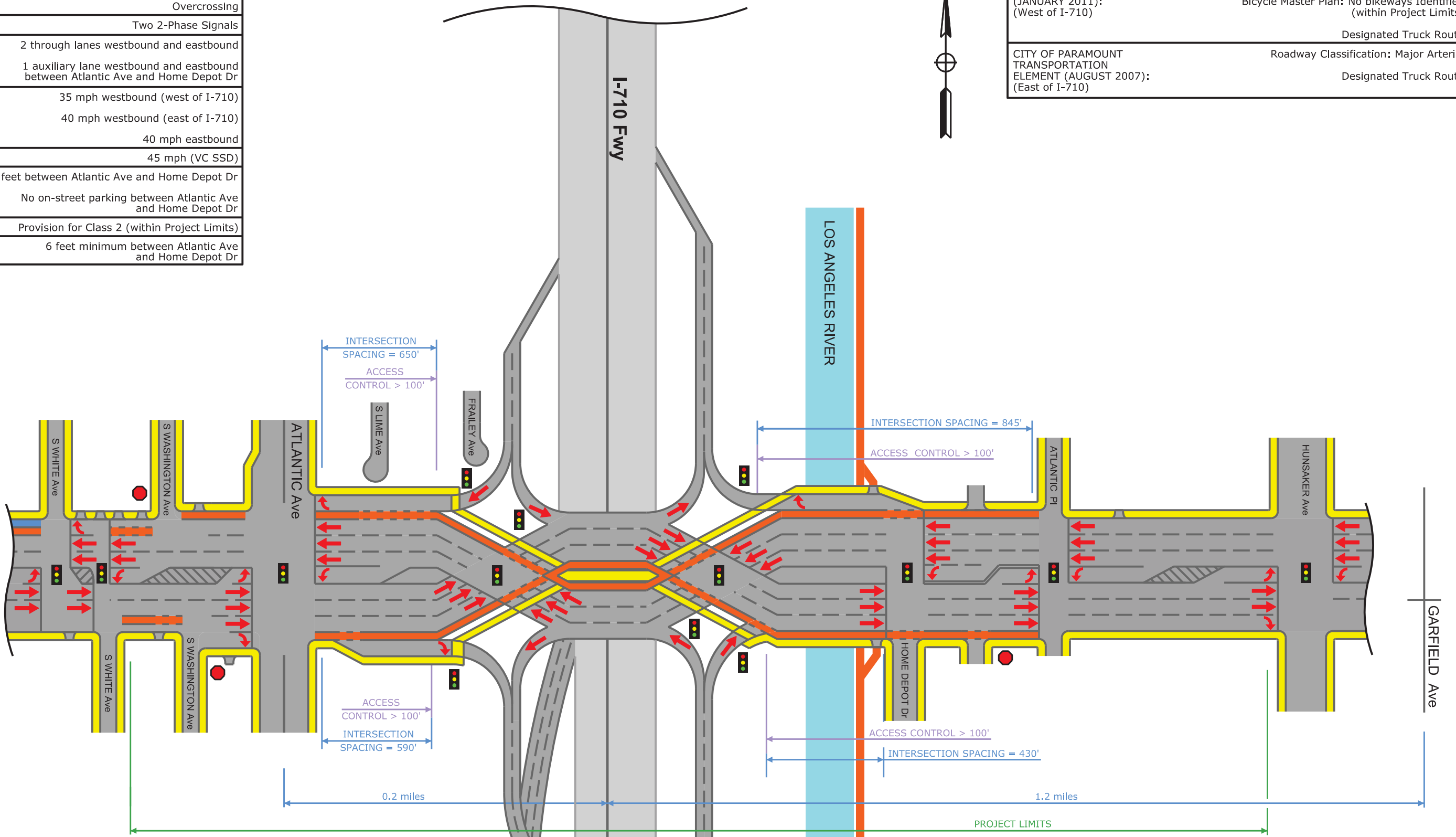
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INTERCHANGE CONFIGURATION TYPE:	Diverging Diamond [L-xx]
GRADE SEPARATION TYPE:	Overcrossing
RAMP INTERSECTION CONTROL:	Two 2-Phase Signals
STREET CAPACITY:	2 through lanes westbound and eastbound 1 auxiliary lane westbound and eastbound between Atlantic Ave and Home Depot Dr
POSTED SPEED:	35 mph westbound (west of I-710) 40 mph westbound (east of I-710) 40 mph eastbound
DESIGN SPEED:	45 mph (VC SSD)
SHOULDER WIDTHS:	6 feet between Atlantic Ave and Home Depot Dr No on-street parking between Atlantic Ave and Home Depot Dr
BIKE LANES:	Provision for Class 2 (within Project Limits)
SIDEWALK WIDTHS:	6 feet minimum between Atlantic Ave and Home Depot Dr

CITY OF COMPTON CIRCULATION ELEMENT (JANUARY 2011): (West of I-710)	Roadway Classification: Major Highway Bicycle Master Plan: No bikeways Identified (within Project Limits) Designated Truck Route
CITY OF PARAMOUNT TRANSPORTATION ELEMENT (AUGUST 2007): (East of I-710)	Roadway Classification: Major Arterial Designated Truck Route



ALONDRA Blvd



LEGEND	
	VEHICLE TRAVELED WAY
	STREET PARKING
	BICYCLE LANE
	SIDEWALK
	SIGNALIZED INTERSECTION
	STOP CONTROL
	YIELD CONTROL
	DRIVEWAY

PRELIMINARY PROJECT DRAFT - SUBJECT TO CHANGE

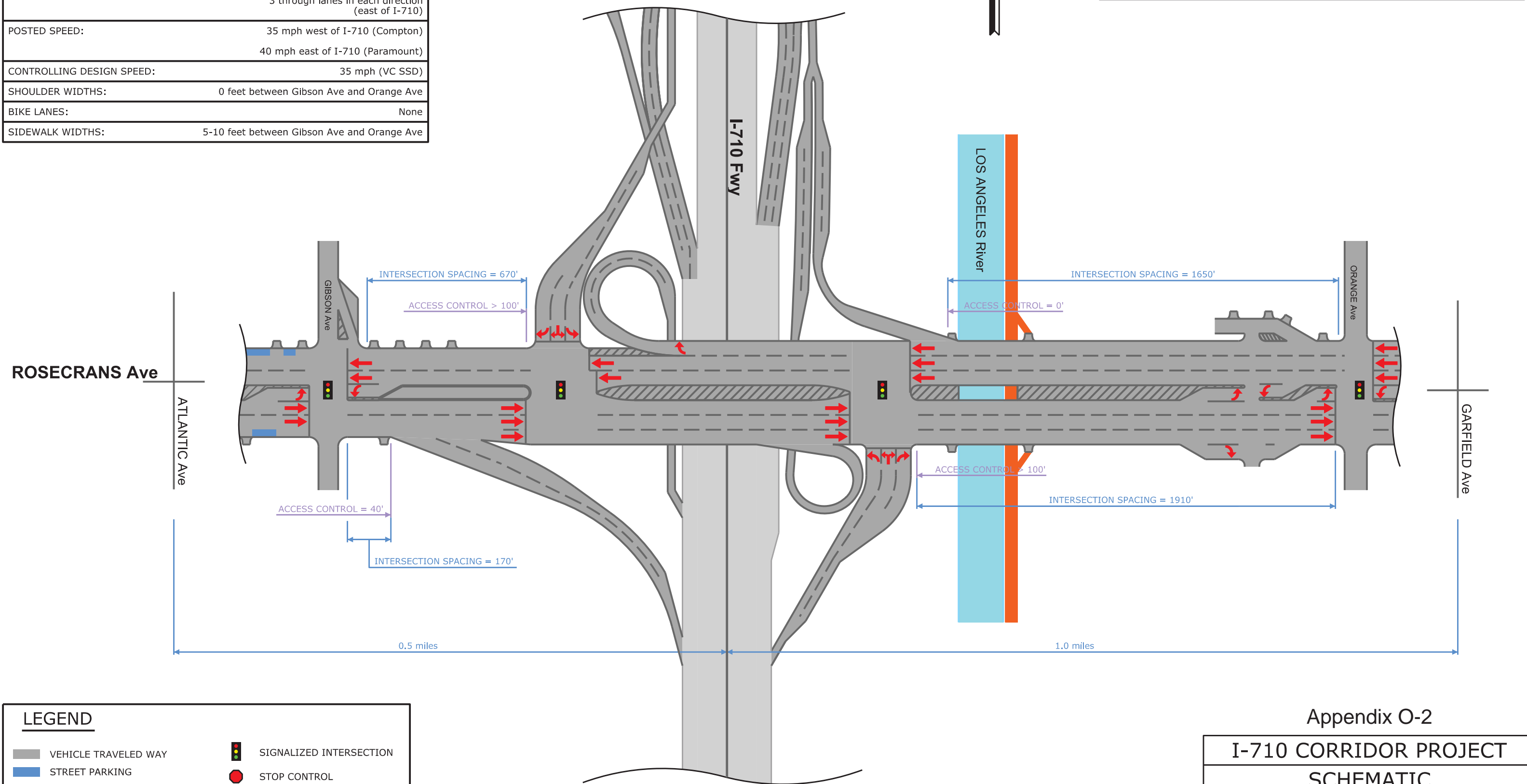
Appendix O-2

I-710 CORRIDOR PROJECT
SCHEMATIC
ALONDRA BOULEVARD ALTERNATIVE 5C AND 7

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INTERCHANGE CONFIGURATION TYPE:	Partial Cloverleaf [L-9]
GRADE SEPARATION TYPE:	Overcrossing
RAMP INTERSECTION CONTROL:	Two 2-Phase Signals
STREET CAPACITY:	2 through lanes in each direction (west of I-710)
	3 through lanes in each direction (east of I-710)
POSTED SPEED:	35 mph west of I-710 (Compton)
	40 mph east of I-710 (Paramount)
CONTROLLING DESIGN SPEED:	35 mph (VC SSD)
SHOULDER WIDTHS:	0 feet between Gibson Ave and Orange Ave
BIKE LANES:	None
SIDEWALK WIDTHS:	5-10 feet between Gibson Ave and Orange Ave

CITY OF COMPTON CIRCULATION ELEMENT (JANUARY 2011): (West of I-710)	Roadway Classification: Major Highway Bicycle Master Plan: No Bikeways Identified (within Project Limits) Designated Truck Route
CITY OF PARAMOUNT TRANSPORTATION ELEMENT (AUGUST 2007): (East of I-710)	Roadway Classification: Major Arterial Designated Truck Route



LEGEND	
	VEHICLE TRAVELED WAY
	STREET PARKING
	BICYCLE LANE
	SIDEWALK
	SIGNALIZED INTERSECTION
	STOP CONTROL
	YIELD CONTROL
	DRIVEWAY

PRELIMINARY PROJECT DRAFT - SUBJECT TO CHANGE

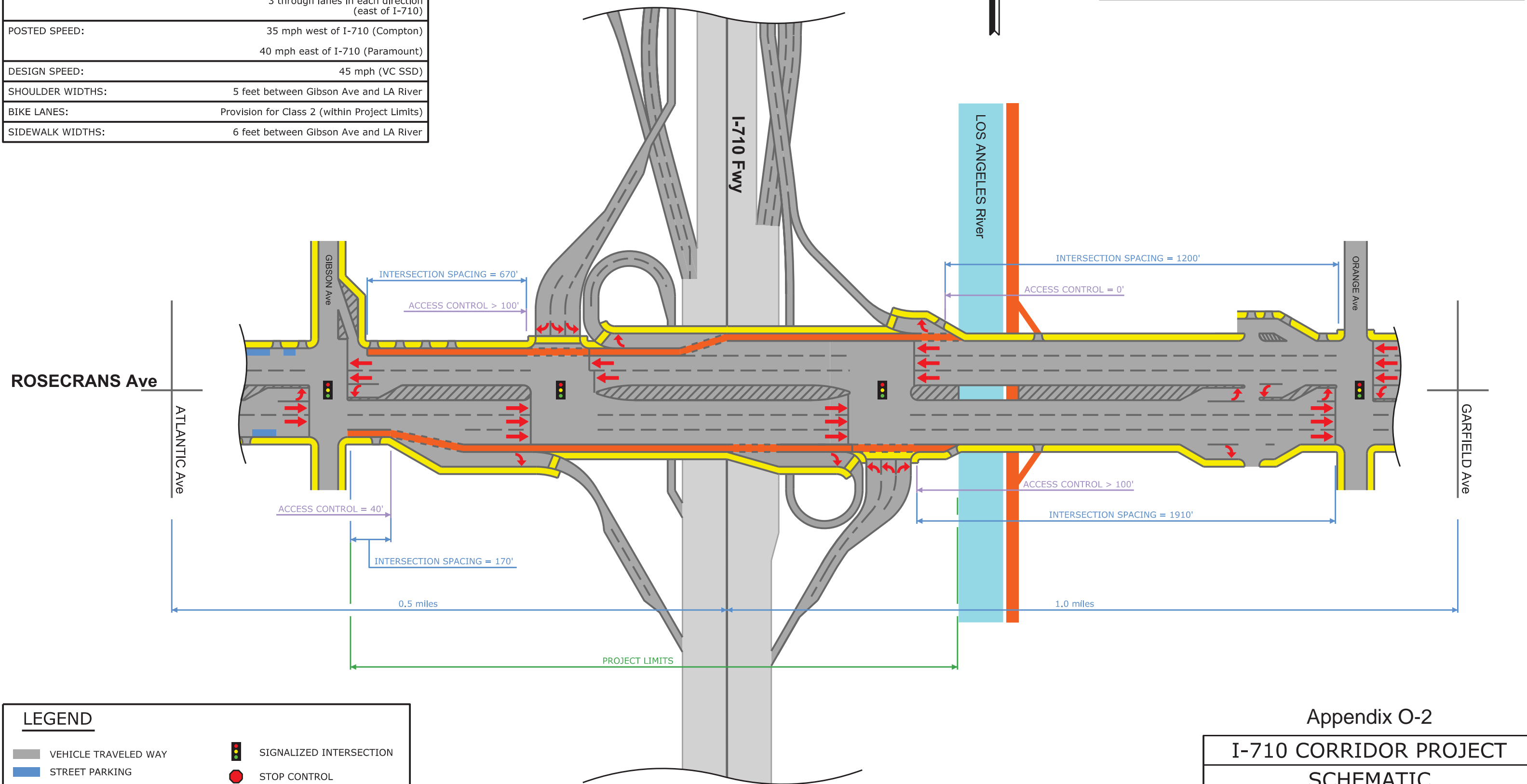
Appendix O-2

I-710 CORRIDOR PROJECT
SCHEMATIC
ROSECRANS AVENUE ALTERNATIVE 1

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INTERCHANGE CONFIGURATION TYPE:	Partial Cloverleaf [L-9]
GRADE SEPARATION TYPE:	Overcrossing
RAMP INTERSECTION CONTROL:	Two 2-Phase Signals
STREET CAPACITY:	2 through lanes in each direction (west of I-710) 3 through lanes in each direction (east of I-710)
POSTED SPEED:	35 mph west of I-710 (Compton) 40 mph east of I-710 (Paramount)
DESIGN SPEED:	45 mph (VC SSD)
SHOULDER WIDTHS:	5 feet between Gibson Ave and LA River
BIKE LANES:	Provision for Class 2 (within Project Limits)
SIDEWALK WIDTHS:	6 feet between Gibson Ave and LA River

CITY OF COMPTON CIRCULATION ELEMENT (JANUARY 2011): (West of I-710)	Roadway Classification: Major Highway Bicycle Master Plan: No Bikeways Identified (within Project Limits) Designated Truck Route
CITY OF PARAMOUNT TRANSPORTATION ELEMENT (AUGUST 2007): (East of I-710)	Roadway Classification: Major Arterial Designated Truck Route



LEGEND	
	VEHICLE TRAVELED WAY
	STREET PARKING
	BICYCLE LANE
	SIDEWALK
	SIGNALIZED INTERSECTION
	STOP CONTROL
	YIELD CONTROL
	DRIVEWAY

PRELIMINARY PROJECT DRAFT - SUBJECT TO CHANGE

Appendix O-2

I-710 CORRIDOR PROJECT

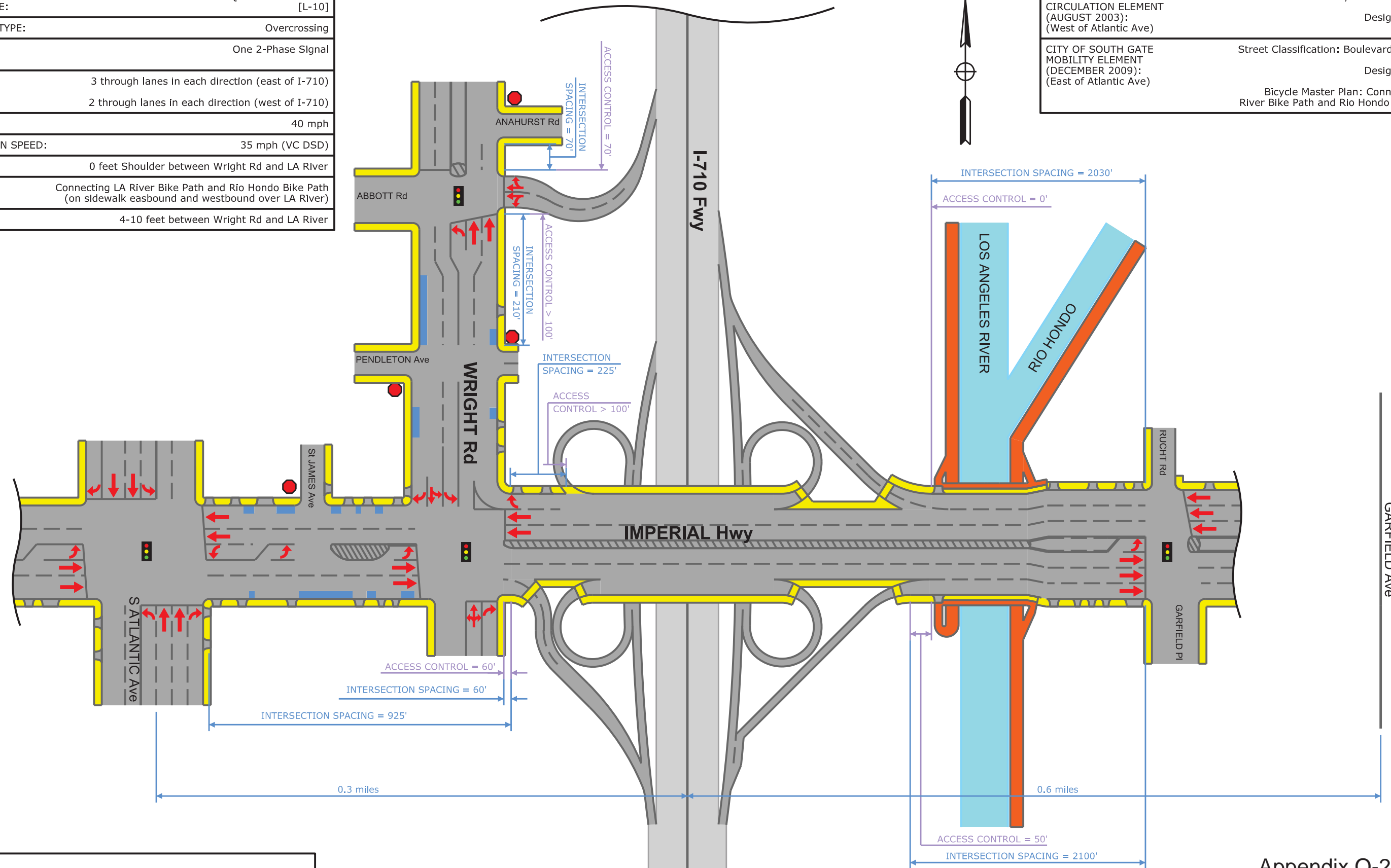
SCHEMATIC

ROSECRANS AVENUE
ALTERNATIVE 5C AND 7

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INTERCHANGE CONFIGURATION TYPE:	Four Quadrant Cloverleaf [L-10]
GRADE SEPARATION TYPE:	Overcrossing
RAMP INTERSECTION CONTROL:	One 2-Phase Signal
STREET CAPACITY:	3 through lanes in each direction (east of I-710) 2 through lanes in each direction (west of I-710)
POSTED SPEED:	40 mph
CONTROLLING DESIGN SPEED:	35 mph (VC DSD)
SHOULDER WIDTHS:	0 feet Shoulder between Wright Rd and LA River
BIKE LANES:	Connecting LA River Bike Path and Rio Hondo Bike Path (on sidewalk easbound and westbound over LA River)
SIDEWALK WIDTHS:	4-10 feet between Wright Rd and LA River

CITY OF LYNWOOD CIRCULATION ELEMENT (AUGUST 2003): (West of Atlantic Ave)	Roadway Classification: Key Arterial Designated Truck Route
CITY OF SOUTH GATE MOBILITY ELEMENT (DECEMBER 2009): (East of Atlantic Ave)	Street Classification: Boulevard (Primary Arterial) Designated Truck Route Bicycle Master Plan: Connection between LA River Bike Path and Rio Hondo Channel Bike Path



LEGEND	
	VEHICLE TRAVELED WAY
	STREET PARKING
	BICYCLE LANE
	SIDEWALK
	SIGNALIZED INTERSECTION
	STOP CONTROL
	YIELD CONTROL
	DRIVEWAY

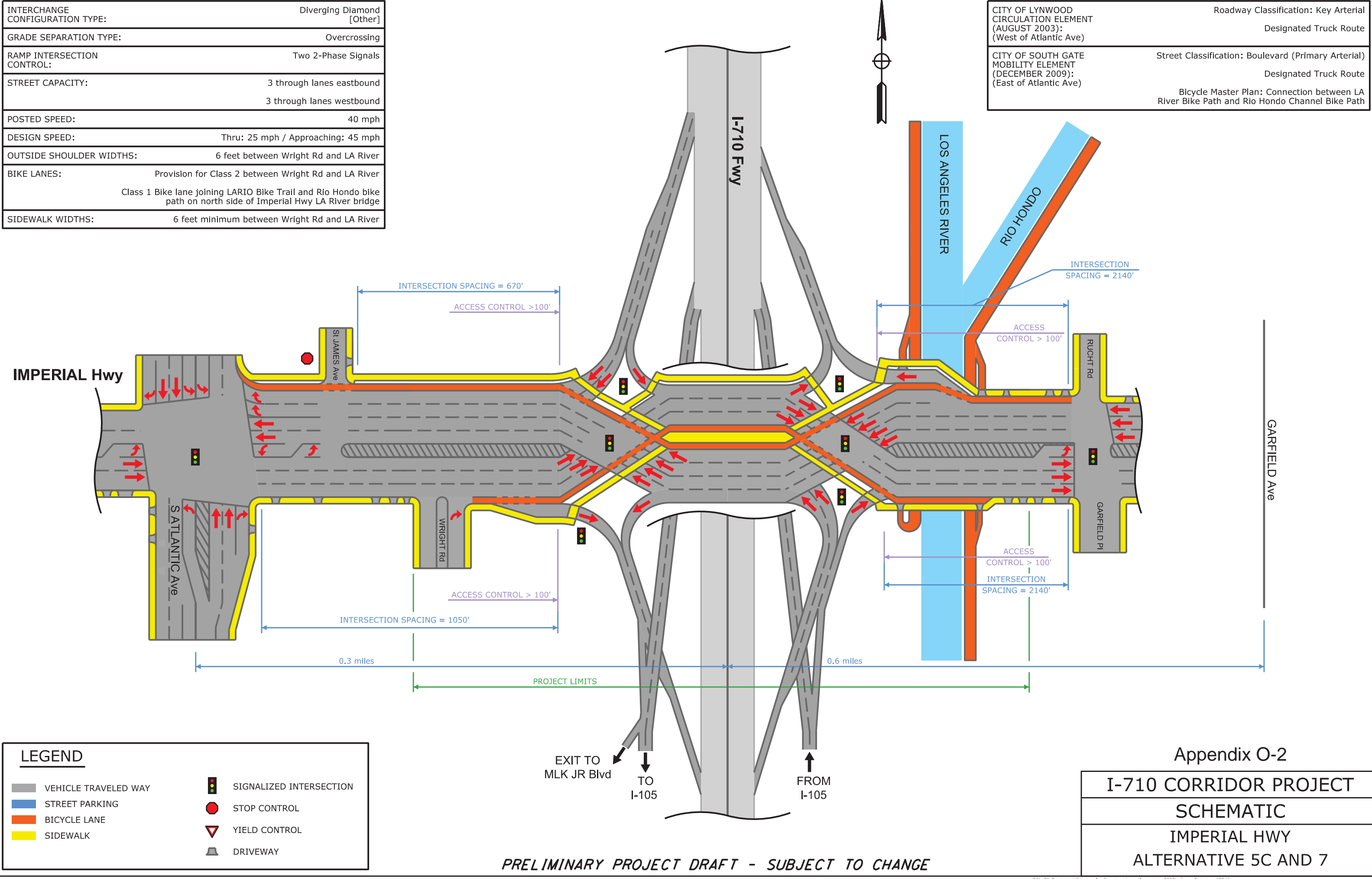
PRELIMINARY PROJECT DRAFT - SUBJECT TO CHANGE

Appendix O-2
I-710 CORRIDOR PROJECT
SCHEMATIC
IMPERIAL HWY / WRIGHT ROAD
ALTERNATIVE 1

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INTERCHANGE CONFIGURATION TYPE:	Diverging Diamond [Other]
GRADE SEPARATION TYPE:	Overcrossing
RAMP INTERSECTION CONTROL:	Two 2-Phase Signals
STREET CAPACITY:	3 through lanes eastbound 3 through lanes westbound
POSTED SPEED:	40 mph
DESIGN SPEED:	Thru: 25 mph / Approaching: 45 mph
OUTSIDE SHOULDER WIDTHS:	6 feet between Wright Rd and LA River
BIKE LANES:	Provision for Class 2 between Wright Rd and LA River Class 1 Bike lane joining LARIO Bike Trail and Rio Hondo bike path on north side of Imperial Hwy LA River bridge
SIDEWALK WIDTHS:	6 feet minimum between Wright Rd and LA River

CITY OF LYNWOOD CIRCULATION ELEMENT (AUGUST 2003): (West of Atlantic Ave)	Roadway Classification: Key Arterial Designated Truck Route
CITY OF SOUTH GATE MOBILITY ELEMENT (DECEMBER 2009): (East of Atlantic Ave)	Street Classification: Boulevard (Primary Arterial) Designated Truck Route Bicycle Master Plan: Connection between LA River Bike Path and Rio Hondo Channel Bike Path



LEGEND	
	VEHICLE TRAVELED WAY
	STREET PARKING
	BICYCLE LANE
	SIDEWALK
	SIGNALIZED INTERSECTION
	STOP CONTROL
	YIELD CONTROL
	DRIVEWAY

PRELIMINARY PROJECT DRAFT - SUBJECT TO CHANGE

Appendix O-2

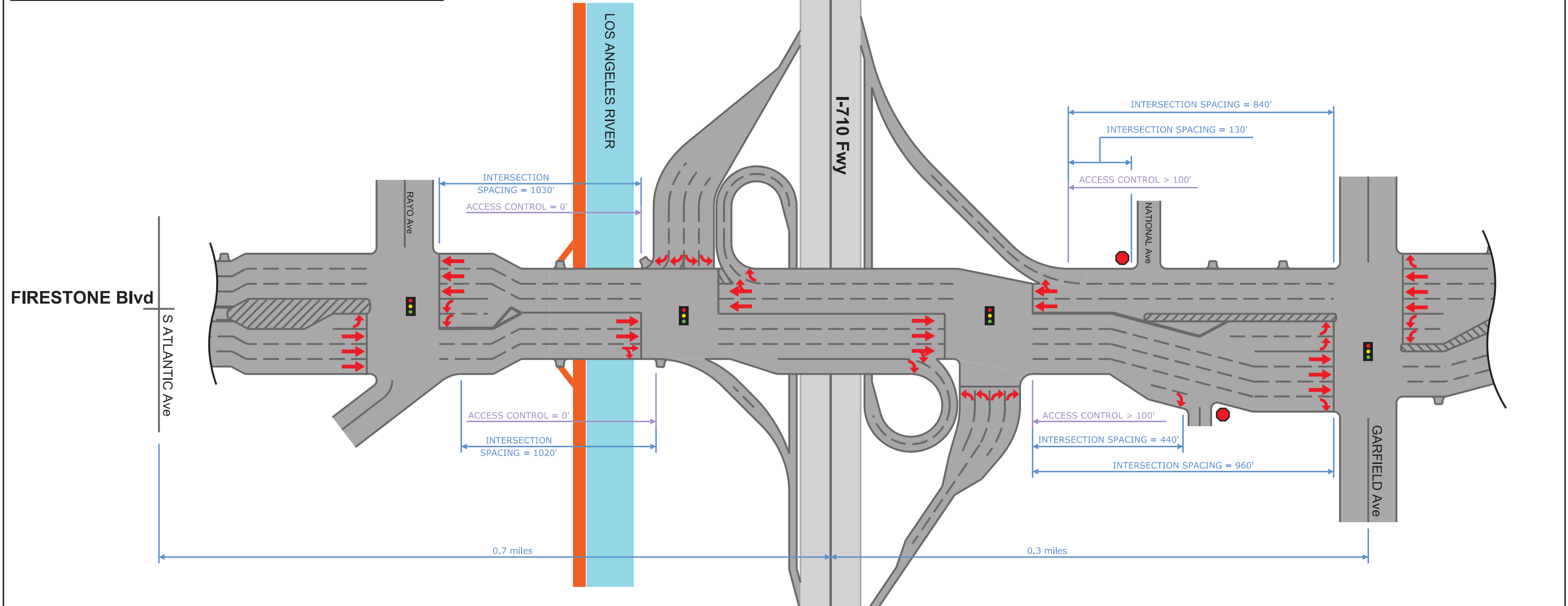
I-710 CORRIDOR PROJECT
SCHEMATIC
IMPERIAL HWY
ALTERNATIVE 5C AND 7

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INTERCHANGE CONFIGURATION TYPE:	Partial Cloverleaf [L-9]
GRADE SEPARATION TYPE:	Overcrossing
RAMP INTERSECTION CONTROL:	Two 2-Phase Signals
STREET CAPACITY:	3 through lanes eastbound 3 through lanes westbound
POSTED SPEED:	35 mph
CONTROLLING DESIGN SPEED:	35 mph (VC SSD)
SHOULDER WIDTHS:	0 feet between LA River and Garfield Ave
BIKE LANES:	None
SIDEWALK WIDTHS:	4-10 feet between LA River and Garfield Ave

CITY OF SOUTH GATE MOBILITY ELEMENT (DECEMBER 2009):

Street Classification: Boulevard (Primary Arterial)
 Selected as an "Enhanced Corridor" Section
 Bicycle Master Plan: No Bikeways Identified (within Project Limits)
 Designated Truck Route



LEGEND	
	VEHICLE TRAVELED WAY
	STREET PARKING
	BICYCLE LANE
	SIDEWALK
	SIGNALIZED INTERSECTION
	STOP CONTROL
	YIELD CONTROL
	DRIVEWAY

PRELIMINARY PROJECT DRAFT - SUBJECT TO CHANGE

Appendix O-2

I-710 CORRIDOR PROJECT

SCHEMATIC

FIRESTONE BOULEVARD

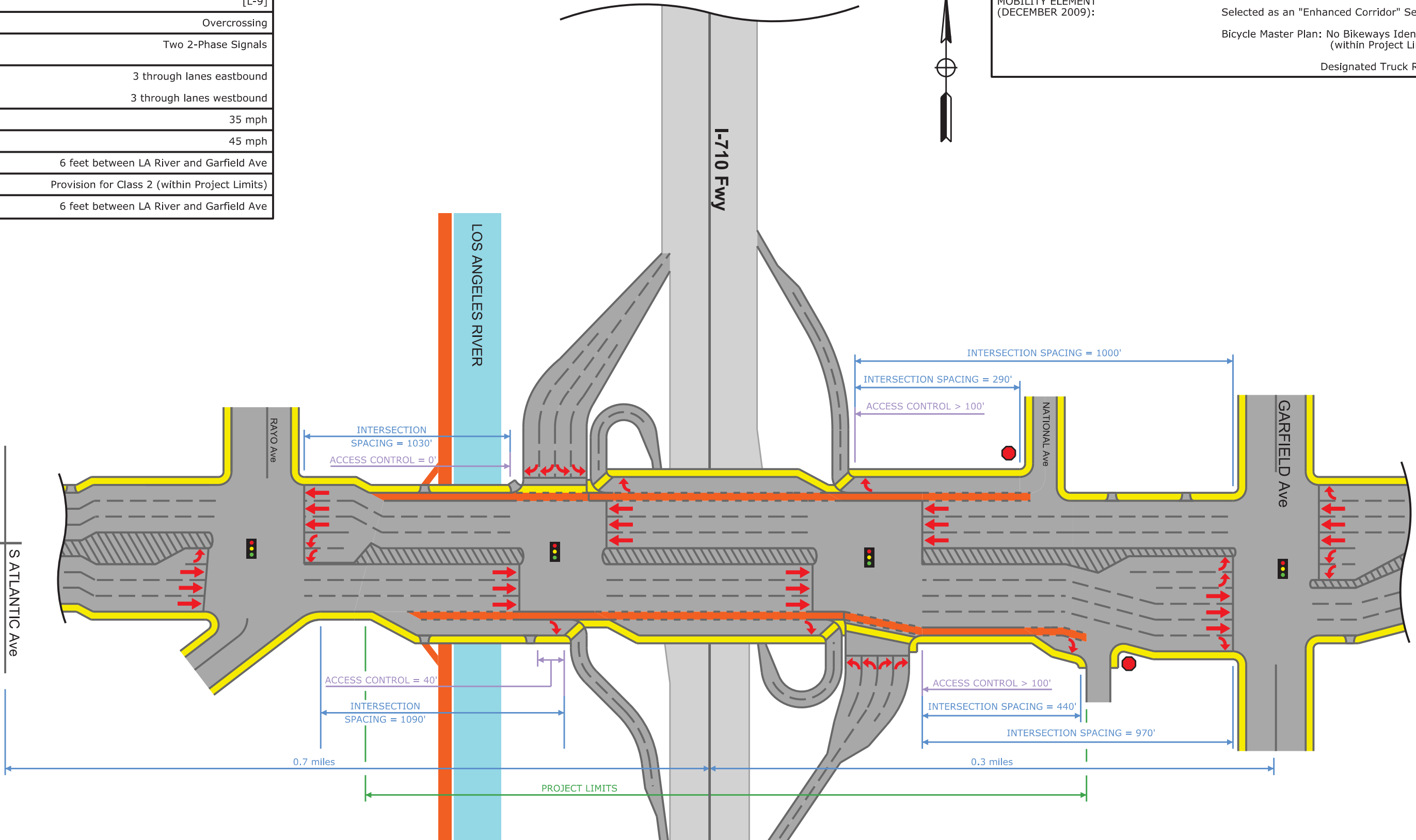
ALTERNATIVE 1

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INTERCHANGE CONFIGURATION TYPE:	Partial Cloverleaf [L-9]
GRADE SEPARATION TYPE:	Overcrossing
RAMP INTERSECTION CONTROL:	Two 2-Phase Signals
STREET CAPACITY:	3 through lanes eastbound 3 through lanes westbound
POSTED SPEED:	35 mph
DESIGN SPEED:	45 mph
SHOULDER WIDTHS:	6 feet between LA River and Garfield Ave
BIKE LANES:	Provision for Class 2 (within Project Limits)
SIDEWALK WIDTHS:	6 feet between LA River and Garfield Ave

CITY OF SOUTH GATE MOBILITY ELEMENT (DECEMBER 2009):

Street Classification: Boulevard (Primary Arterial)
 Selected as an "Enhanced Corridor" Section
 Bicycle Master Plan: No Bikeways Identified (within Project Limits)
 Designated Truck Route



LEGEND	
	VEHICLE TRAVELED WAY
	STREET PARKING
	BICYCLE LANE
	SIDEWALK
	SIGNALIZED INTERSECTION
	STOP CONTROL
	YIELD CONTROL
	DRIVEWAY

Appendix O-2

I-710 CORRIDOR PROJECT

SCHEMATIC

FIRESTONE BOULEVARD

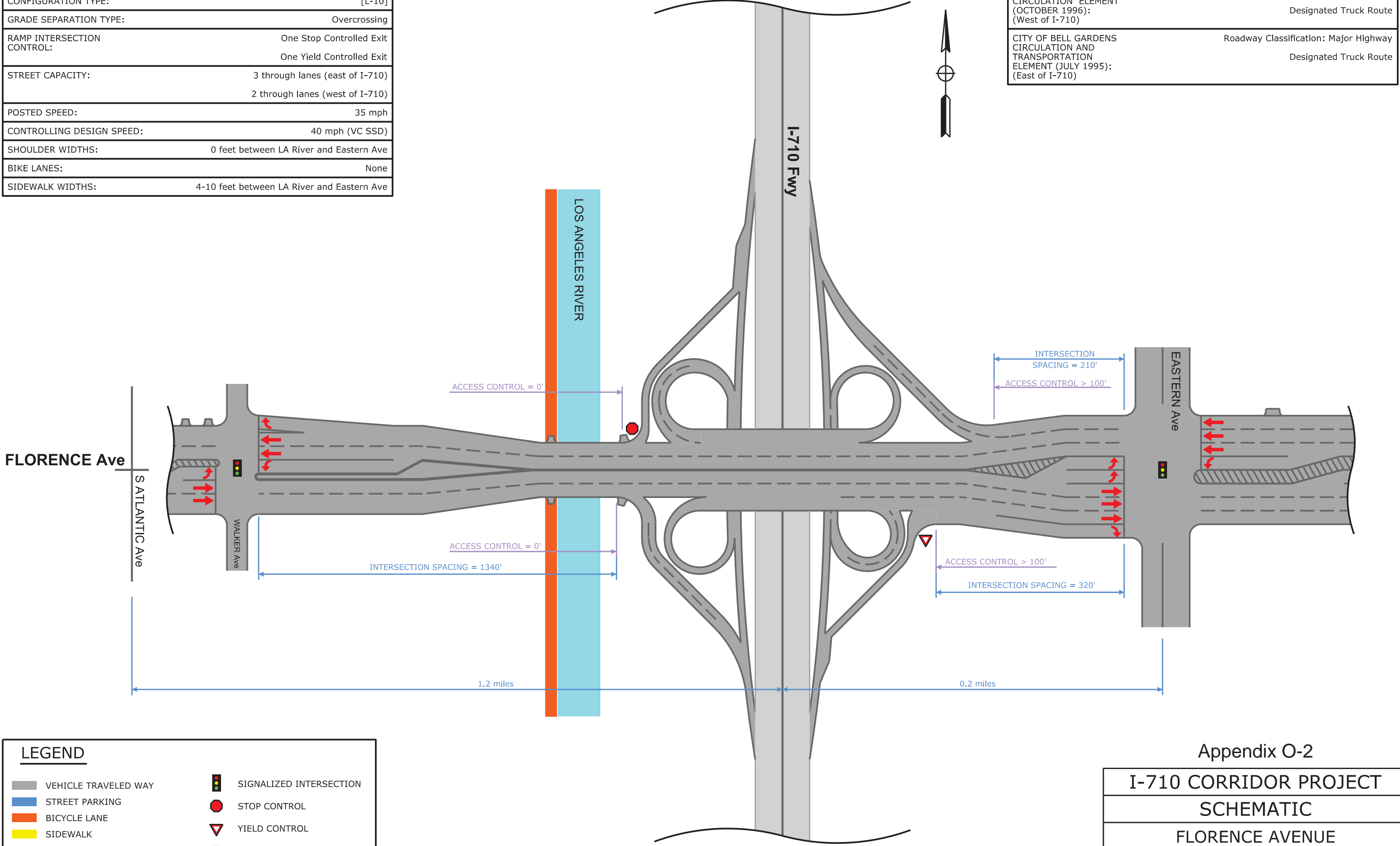
ALTERNATIVE 5C AND 7

PRELIMINARY PROJECT DRAFT - SUBJECT TO CHANGE

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INTERCHANGE CONFIGURATION TYPE:	Four Quadrant Cloverleaf [L-10]
GRADE SEPARATION TYPE:	Overcrossing
RAMP INTERSECTION CONTROL:	One Stop Controlled Exit One Yield Controlled Exit
STREET CAPACITY:	3 through lanes (east of I-710) 2 through lanes (west of I-710)
POSTED SPEED:	35 mph
CONTROLLING DESIGN SPEED:	40 mph (VC SSD)
SHOULDER WIDTHS:	0 feet between LA River and Eastern Ave
BIKE LANES:	None
SIDEWALK WIDTHS:	4-10 feet between LA River and Eastern Ave

CITY OF BELL 2010 CIRCULATION ELEMENT (OCTOBER 1996): (West of I-710)	Roadway Classification: Arterial Designated Truck Route
CITY OF BELL GARDENS CIRCULATION AND TRANSPORTATION ELEMENT (JULY 1995): (East of I-710)	Roadway Classification: Major Highway Designated Truck Route



LEGEND	
	VEHICLE TRAVELED WAY
	STREET PARKING
	BICYCLE LANE
	SIDEWALK
	SIGNALIZED INTERSECTION
	STOP CONTROL
	YIELD CONTROL
	DRIVEWAY

PRELIMINARY PROJECT DRAFT - SUBJECT TO CHANGE

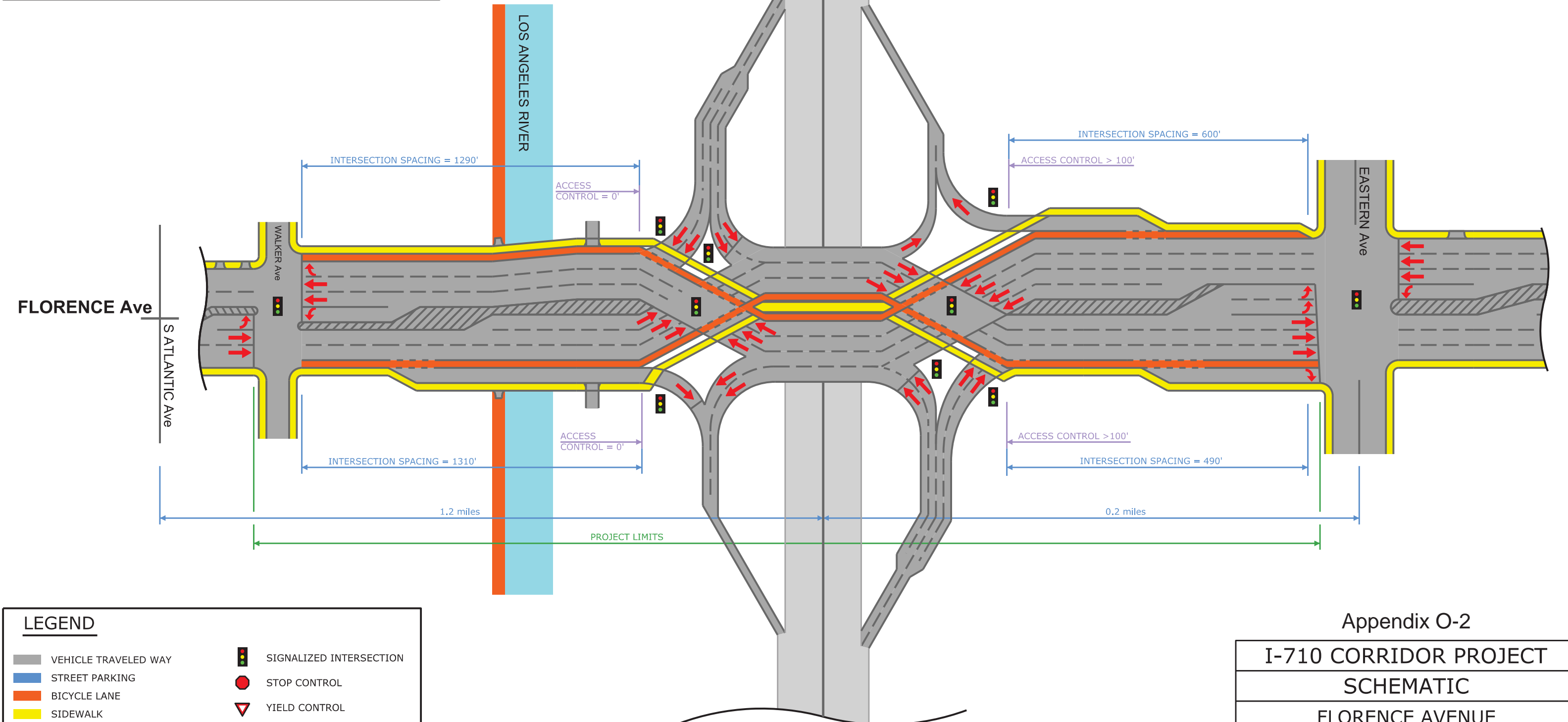
Appendix O-2

I-710 CORRIDOR PROJECT
SCHEMATIC
FLORENCE AVENUE ALTERNATIVE 1

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INTERCHANGE CONFIGURATION TYPE:	Diverging Diamond [Other]
GRADE SEPARATION TYPE:	Overcrossing
RAMP INTERSECTION CONTROL:	Two 2-Phase Signals
STREET CAPACITY:	3 through lanes eastbound 3 through lanes westbound
POSTED SPEED:	35 mph
DESIGN SPEED:	25 mph (DDI Reversing Curve)
SHOULDER WIDTHS:	5 feet between LA River and Eastern Ave
BIKE LANES:	Provision for Class 2 (within Project Limits)
SIDEWALK WIDTHS:	6 feet between LA River and Eastern Ave

CITY OF BELL 2010 CIRCULATION ELEMENT (OCTOBER 1996): (West of I-710)	Roadway Classification: Arterial Designated Truck Route
CITY OF BELL GARDENS CIRCULATION AND TRANSPORTATION ELEMENT (JULY 1995): (East of I-710)	Roadway Classification: Major Highway Designated Truck Route



LEGEND	
	VEHICLE TRAVELED WAY
	STREET PARKING
	BICYCLE LANE
	SIDEWALK
	FREIGHT CORRIDOR
	SIGNALIZED INTERSECTION
	STOP CONTROL
	YIELD CONTROL
	DRIVEWAY

PRELIMINARY PROJECT DRAFT - SUBJECT TO CHANGE

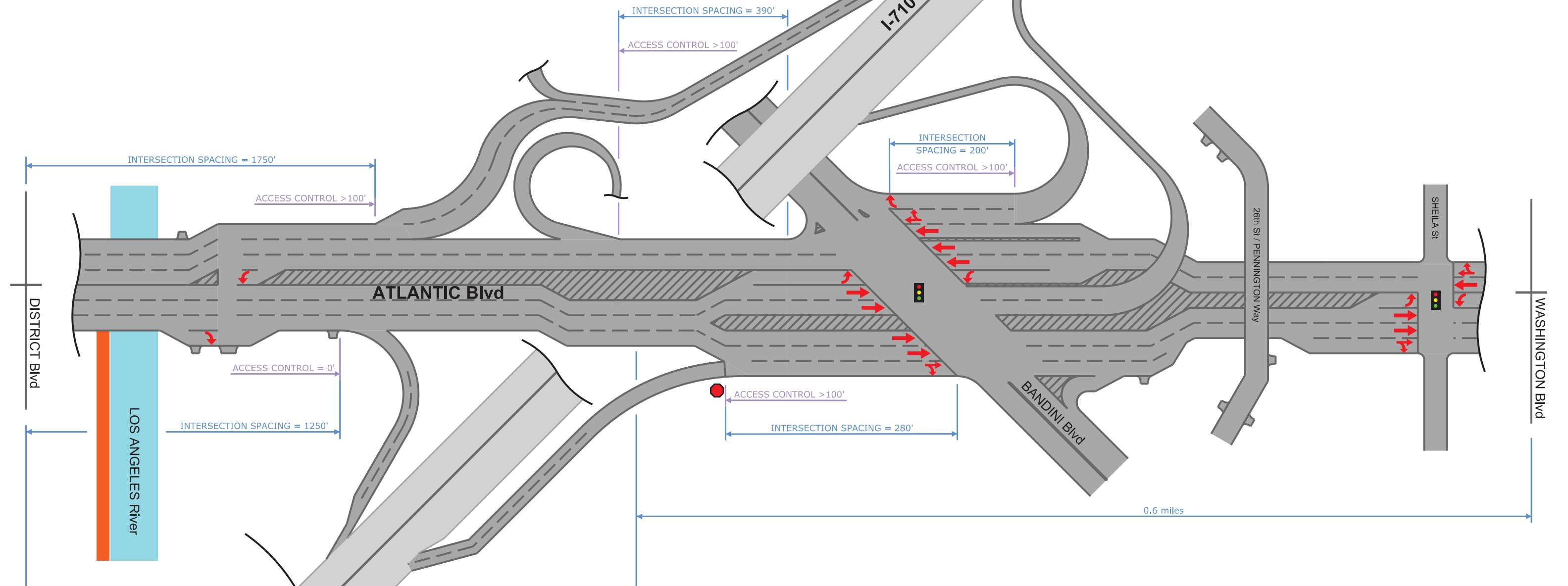
Appendix O-2

I-710 CORRIDOR PROJECT
SCHEMATIC
FLORENCE AVENUE ALTERNATIVE 5C AND 7

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INTERCHANGE CONFIGURATION TYPE:	Partial Cloverleaf [L-7]
GRADE SEPARATION TYPE:	Undercrossing
RAMP INTERSECTION CONTROL:	4-Phase Signal (NB I-710 entrance) Stop Controlled (NB I-710 exit)
STREET CAPACITY:	2 through lanes (east of I-710) 3 through lanes (west of I-710)
POSTED SPEED:	35 mph
CONTROLLING DESIGN SPEED:	35 mph (HC SSD)
SHOULDER WIDTHS:	0-4 feet between LA River and 26th St
BIKE LANES:	None
SIDEWALK WIDTHS:	6-10 feet between LA River and 26th St

CITY OF BELL 2010 CIRCULATION ELEMENT (OCTOBER 1996): (Between I-710 and Bandini Blvd)	Roadway Classification: Arterial Designated Truck Route Bandini / Atlantic - Identified as critical intersection
VERNON CIRCULATION AND INFRASTRUCTURE ELEMENT (FEBRUARY 2009):	Street Classification: Arterial



LEGEND	
	VEHICLE TRAVELED WAY
	STREET PARKING
	BICYCLE LANE
	SIDEWALK
	SIGNALIZED INTERSECTION
	STOP CONTROL
	YIELD CONTROL
	DRIVEWAY

Appendix O-2
I-710 CORRIDOR PROJECT
SCHEMATIC
ATLANTIC BOULEVARD
ALTERNATIVE 1

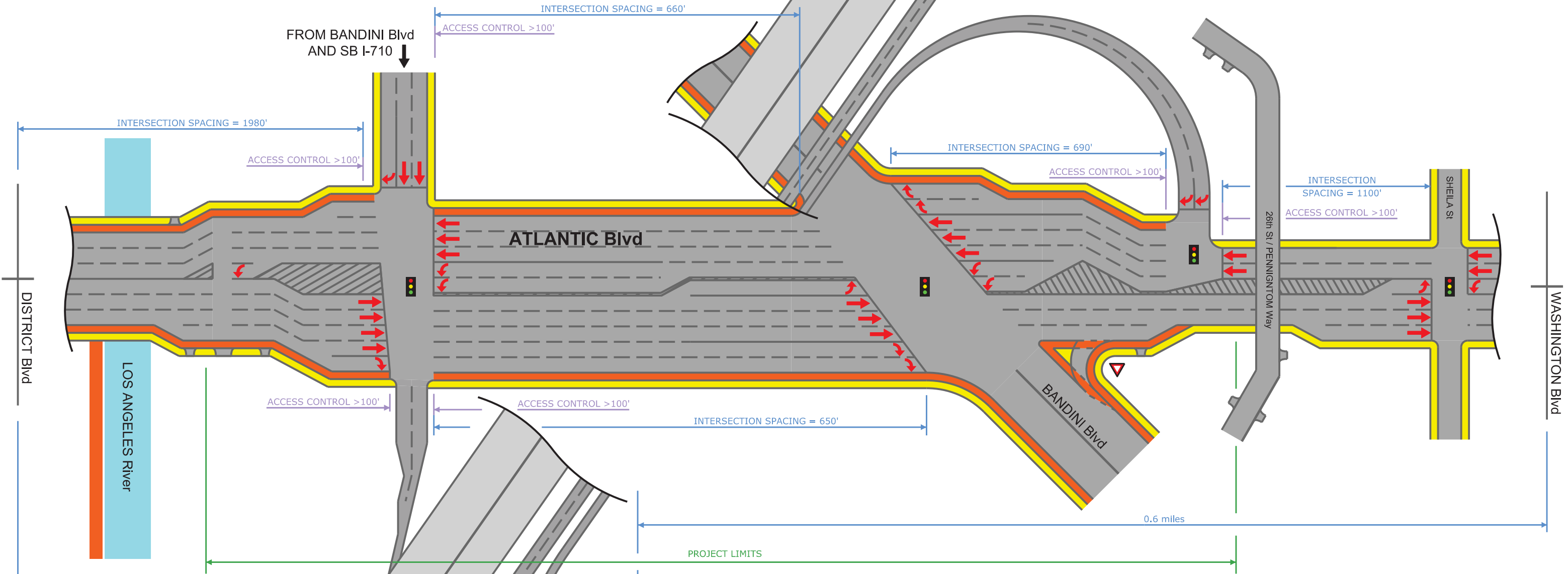
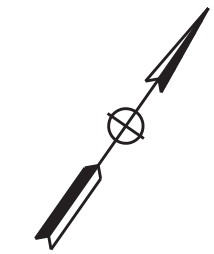
PRELIMINARY PROJECT DRAFT - SUBJECT TO CHANGE

DATE PLOTTED => 12/8/2017

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INTERCHANGE CONFIGURATION TYPE:	Spread Diamond (SB) Modified Partial Cloverleaf (with Bandini) (NB) [L-2/ L-9]
GRADE SEPARATION TYPE:	Undercrossing
RAMP INTERSECTION CONTROL:	3-Phase Signal (I-710 SB entrance) 2-Phase Signal (I-710 NB exit)
STREET CAPACITY:	3 through lanes east of NB ramp termini 3 through lanes west of NB ramp termini
POSTED SPEED:	35 mph
DESIGN SPEED:	45 mph
SHOULDER WIDTHS:	6 feet between LA River and 26th Street
BIKE LANES:	Provision for Class 2 (within Project Limits)
SIDEWALK WIDTHS:	6 feet between LA River and 26th Street

CITY OF BELL 2010 CIRCULATION ELEMENT (OCTOBER 1996): (Between I-710 and Bandini Blvd)	Roadway Classification: Arterial Designated Truck Route Bandini / Atlantic - Identified as critical intersection
VERNON CIRCULATION AND INFRASTRUCTURE ELEMENT (FEBRUARY 2009):	Street Classification: Arterial



LEGEND			
	VEHICLE TRAVELED WAY		SIGNALIZED INTERSECTION
	STREET PARKING		STOP CONTROL
	BICYCLE LANE		YIELD CONTROL
	SIDEWALK		DRIVEWAY
	FREIGHT CORRIDOR		

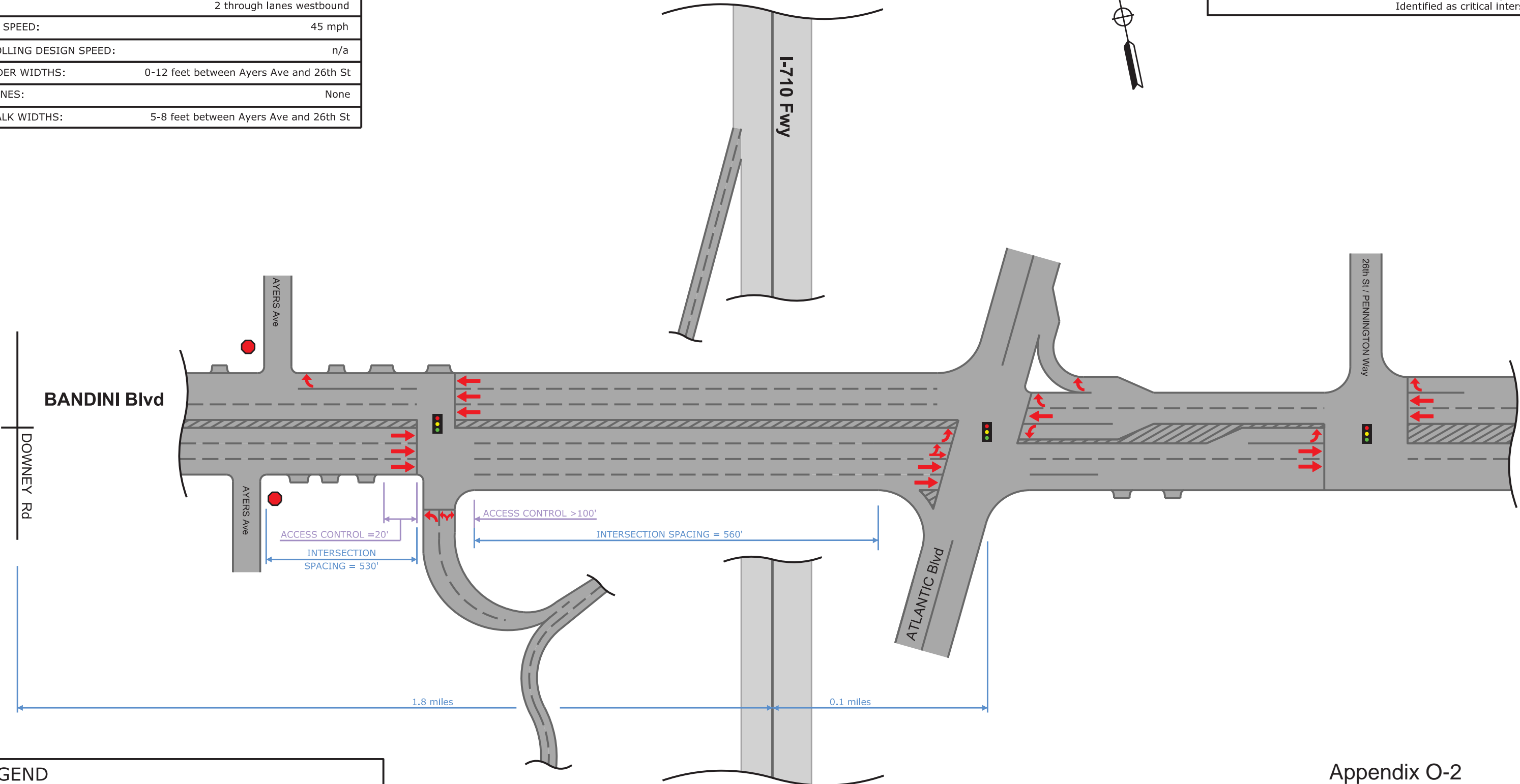
Appendix O-2
I-710 CORRIDOR PROJECT
SCHEMATIC
ATLANTIC BOULEVARD
ALTERNATIVE 5C AND 7

PRELIMINARY PROJECT DRAFT - SUBJECT TO CHANGE

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INTERCHANGE CONFIGURATION TYPE:	Partial Cloverleaf (with Atlantic) [L-7]
GRADE SEPARATION TYPE:	Undercrossing
RAMP INTERSECTION CONTROL:	One 2-Phase Signal
STREET CAPACITY:	3 through lanes eastbound 2 through lanes westbound
POSTED SPEED:	45 mph
CONTROLLING DESIGN SPEED:	n/a
SHOULDER WIDTHS:	0-12 feet between Ayers Ave and 26th St
BIKE LANES:	None
SIDEWALK WIDTHS:	5-8 feet between Ayers Ave and 26th St

VERNON CIRCULATION AND INFRASTRUCTURE ELEMENT (FEBRUARY 2009): (West of Atlantic Blvd)	Street Classification: Arterial
CITY OF BELL 2010 CIRCULATION ELEMENT (OCTOBER 1996): (East of Atlantic Blvd)	Roadway Classification: Arterial Designated Truck Route
	Bandini / Atlantic - Identified as critical intersection



LEGEND	
	VEHICLE TRAVELED WAY
	STREET PARKING
	BICYCLE LANE
	SIDEWALK
	SIGNALIZED INTERSECTION
	STOP CONTROL
	YIELD CONTROL
	DRIVEWAY

PRELIMINARY PROJECT DRAFT - SUBJECT TO CHANGE

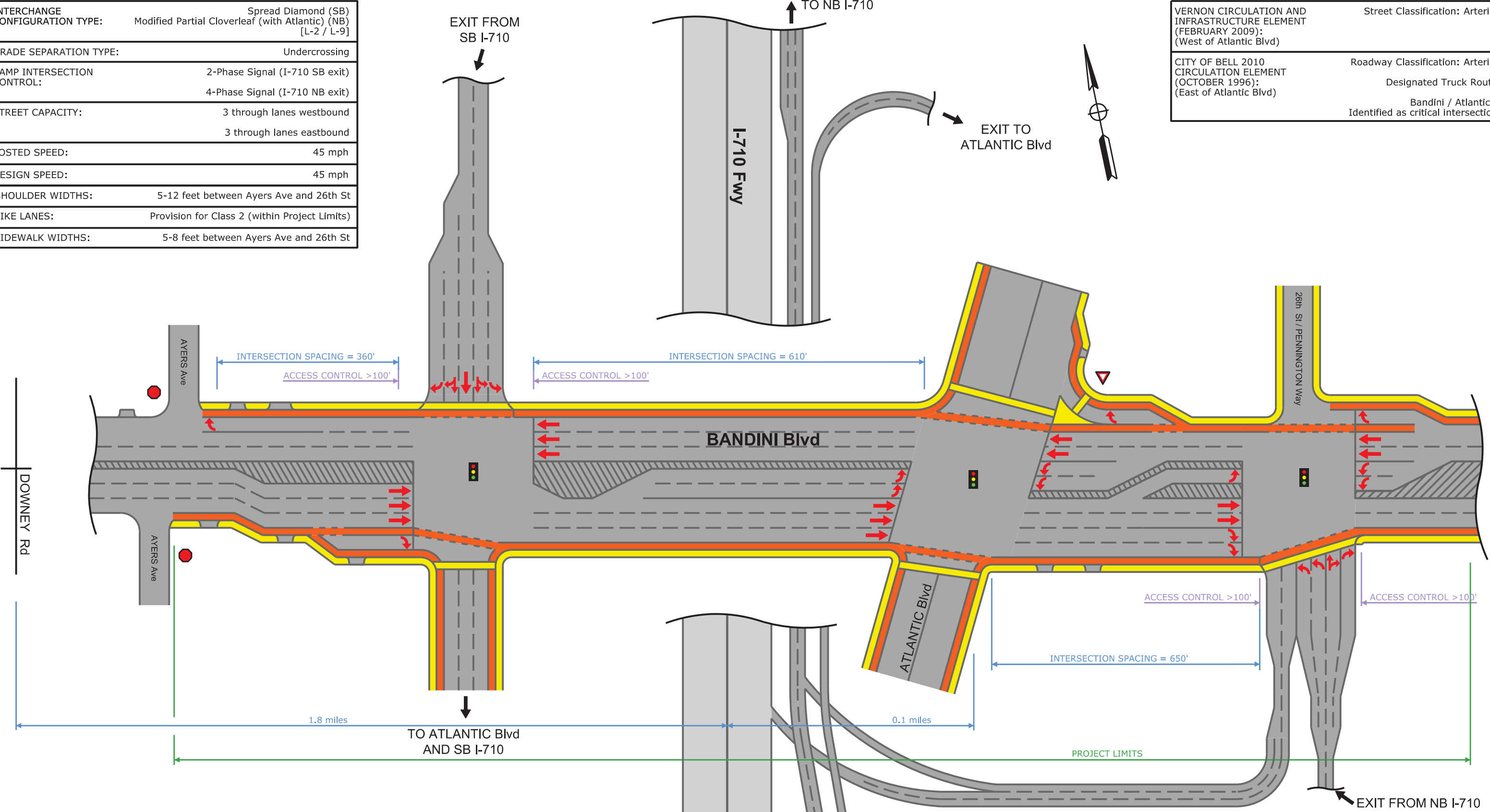
Appendix O-2

I-710 CORRIDOR PROJECT
SCHEMATIC
BANDINI BOULEVARD ALTERNATIVE 1

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INTERCHANGE CONFIGURATION TYPE:	Spread Diamond (SB) Modified Partial Cloverleaf (with Atlantic) (NB) [L-2 / L-9]
GRADE SEPARATION TYPE:	Undercrossing
RAMP INTERSECTION CONTROL:	2-Phase Signal (I-710 SB exit) 4-Phase Signal (I-710 NB exit)
STREET CAPACITY:	3 through lanes westbound 3 through lanes eastbound
POSTED SPEED:	45 mph
DESIGN SPEED:	45 mph
SHOULDER WIDTHS:	5-12 feet between Ayers Ave and 26th St
BIKE LANES:	Provision for Class 2 (within Project Limits)
SIDEWALK WIDTHS:	5-8 feet between Ayers Ave and 26th St

VERNON CIRCULATION AND INFRASTRUCTURE ELEMENT (FEBRUARY 2009): (West of Atlantic Blvd)	Street Classification: Arterial
CITY OF BELL 2010 CIRCULATION ELEMENT (OCTOBER 1996): (East of Atlantic Blvd)	Roadway Classification: Arterial Designated Truck Route
	Bandini / Atlantic - Identified as critical intersection



LEGEND	
	VEHICLE TRAVELED WAY
	STREET PARKING
	BICYCLE LANE
	SIDEWALK
	FREIGHT CORRIDOR
	SIGNALIZED INTERSECTION
	STOP CONTROL
	YIELD CONTROL
	DRIVEWAY

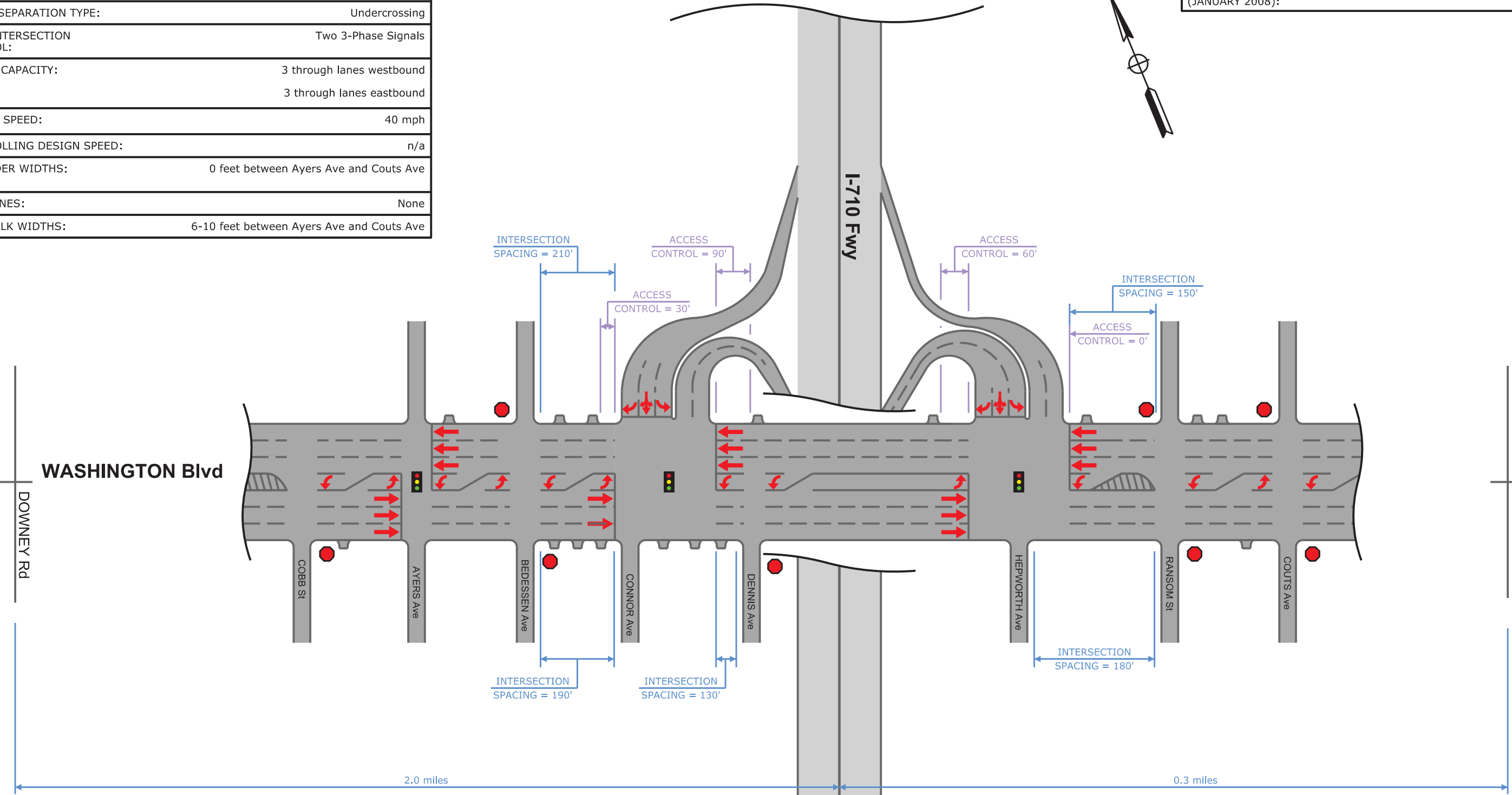
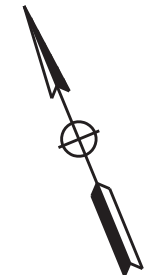
PRELIMINARY PROJECT DRAFT - SUBJECT TO CHANGE

Appendix O-2

I-710 CORRIDOR PROJECT
SCHEMATIC
BANDINI BOULEVARD ALTERNATIVE 5C AND 7

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INTERCHANGE CONFIGURATION TYPE:	Two Quadrant Cloverleaf [L-8]
GRADE SEPARATION TYPE:	Undercrossing
RAMP INTERSECTION CONTROL:	Two 3-Phase Signals
STREET CAPACITY:	3 through lanes westbound 3 through lanes eastbound
POSTED SPEED:	40 mph
CONTROLLING DESIGN SPEED:	n/a
SHOULDER WIDTHS:	0 feet between Ayers Ave and Coutts Ave
BIKE LANES:	None
SIDEWALK WIDTHS:	6-10 feet between Ayers Ave and Coutts Ave



LEGEND	
	VEHICLE TRAVELED WAY
	STREET PARKING
	BICYCLE LANE
	SIDEWALK
	SIGNALIZED INTERSECTION
	STOP CONTROL
	YIELD CONTROL
	DRIVEWAY

PRELIMINARY PROJECT DRAFT - SUBJECT TO CHANGE

Appendix O-2

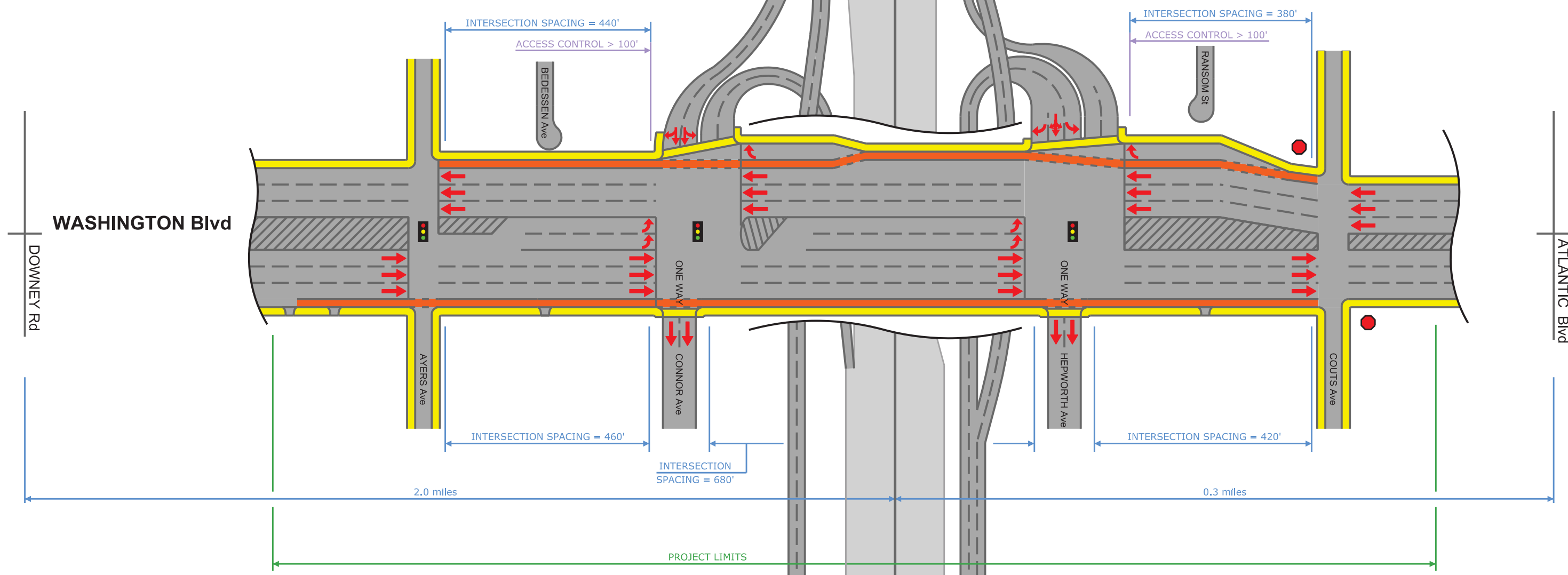
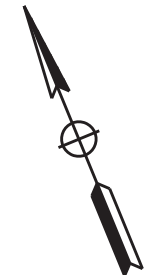
I-710 CORRIDOR PROJECT

SCHEMATIC

WASHINGTON BOULEVARD ALTERNATIVE 1

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INTERCHANGE CONFIGURATION TYPE:	Two Quadrant Cloverleaf [L-8]
GRADE SEPARATION TYPE:	Undercrossing
RAMP INTERSECTION CONTROL:	Two 3-Phase Signals
STREET CAPACITY:	3 through lanes westbound 3 through lanes eastbound
POSTED SPEED:	40 mph
DESIGN SPEED:	45 mph
SHOULDER WIDTHS:	5 feet between Ayers Ave and Coutts Ave
BIKE LANES:	Provision for Class 2 (within Project Limits)
SIDEWALK WIDTHS:	6 feet between Ayers Ave and Coutts Ave



LEGEND	
	VEHICLE TRAVELED WAY
	STREET PARKING
	BICYCLE LANE
	SIDEWALK
	SIGNALIZED INTERSECTION
	STOP CONTROL
	YIELD CONTROL
	DRIVEWAY

PRELIMINARY PROJECT DRAFT - SUBJECT TO CHANGE

Appendix O-2

I-710 CORRIDOR PROJECT

SCHEMATIC

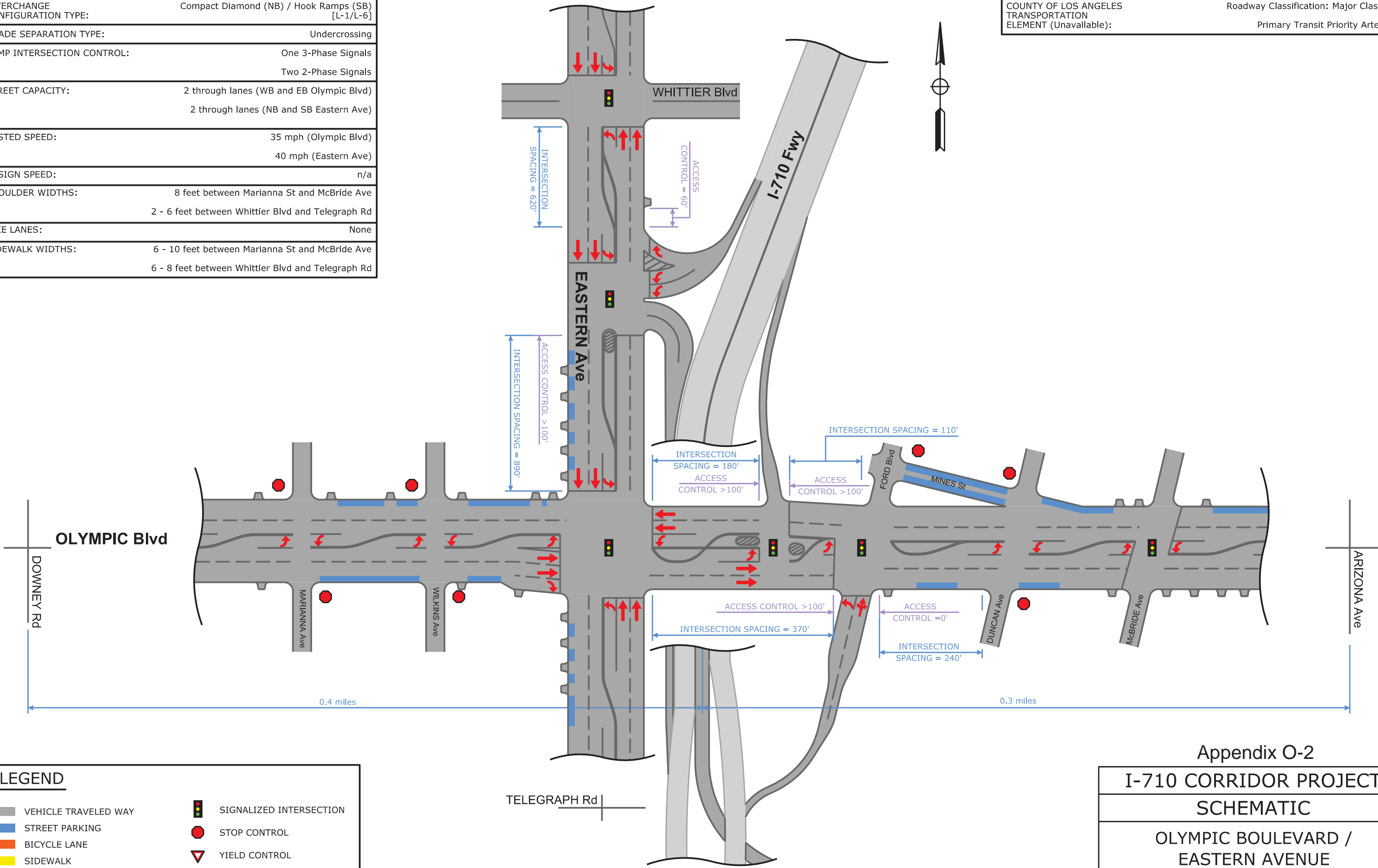
WASHINGTON BOULEVARD

ALTERNATIVE 5C AND 7

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INTERCHANGE CONFIGURATION TYPE:	Compact Diamond (NB) / Hook Ramps (SB) [L-1/L-6]
GRADE SEPARATION TYPE:	Undercrossing
RAMP INTERSECTION CONTROL:	One 3-Phase Signals Two 2-Phase Signals
STREET CAPACITY:	2 through lanes (WB and EB Olympic Blvd) 2 through lanes (NB and SB Eastern Ave)
POSTED SPEED:	35 mph (Olympic Blvd) 40 mph (Eastern Ave)
DESIGN SPEED:	n/a
SHOULDER WIDTHS:	8 feet between Marianna St and McBride Ave 2 - 6 feet between Whittier Blvd and Telegraph Rd
BIKE LANES:	None
SIDEWALK WIDTHS:	6 - 10 feet between Marianna St and McBride Ave 6 - 8 feet between Whittier Blvd and Telegraph Rd

COUNTY OF LOS ANGELES TRANSPORTATION ELEMENT (Unavailable):
 Roadway Classification: Major Class II
 Primary Transit Priority Arterial



LEGEND	
	VEHICLE TRAVELED WAY
	STREET PARKING
	BICYCLE LANE
	SIDEWALK
	SIGNALIZED INTERSECTION
	STOP CONTROL
	YIELD CONTROL
	DRIVEWAY

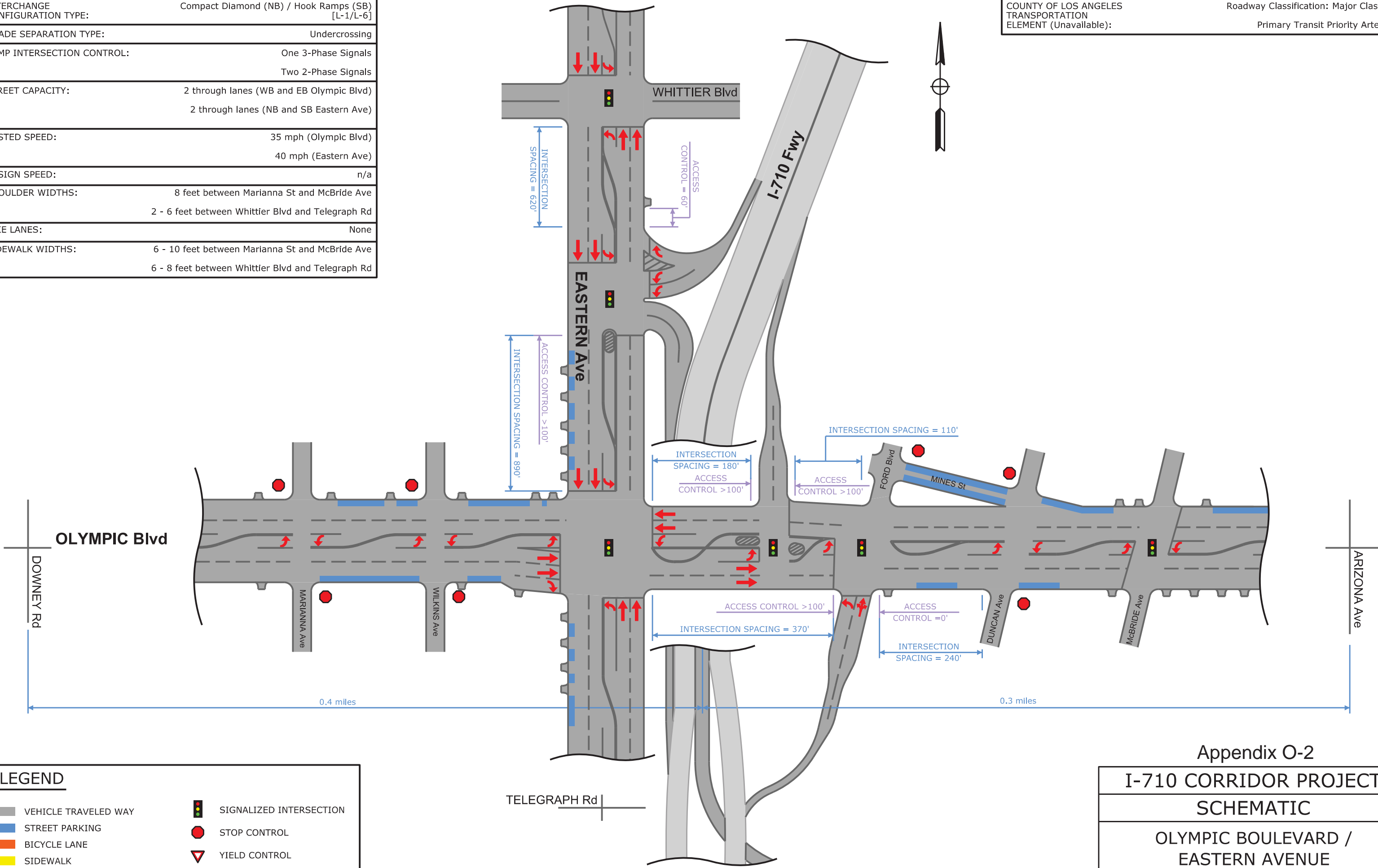
Appendix O-2
I-710 CORRIDOR PROJECT
SCHEMATIC
 OLYMPIC BOULEVARD /
 EASTERN AVENUE
 ALTERNATIVE 1

PRELIMINARY PROJECT DRAFT - SUBJECT TO CHANGE

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INTERCHANGE CONFIGURATION TYPE:	Compact Diamond (NB) / Hook Ramps (SB) [L-1/L-6]
GRADE SEPARATION TYPE:	Undercrossing
RAMP INTERSECTION CONTROL:	One 3-Phase Signals Two 2-Phase Signals
STREET CAPACITY:	2 through lanes (WB and EB Olympic Blvd) 2 through lanes (NB and SB Eastern Ave)
POSTED SPEED:	35 mph (Olympic Blvd) 40 mph (Eastern Ave)
DESIGN SPEED:	n/a
SHOULDER WIDTHS:	8 feet between Marianna St and McBride Ave 2 - 6 feet between Whittier Blvd and Telegraph Rd
BIKE LANES:	None
SIDEWALK WIDTHS:	6 - 10 feet between Marianna St and McBride Ave 6 - 8 feet between Whittier Blvd and Telegraph Rd

COUNTY OF LOS ANGELES TRANSPORTATION ELEMENT (Unavailable):
 Roadway Classification: Major Class II
 Primary Transit Priority Arterial



LEGEND	
	VEHICLE TRAVELED WAY
	STREET PARKING
	BICYCLE LANE
	SIDEWALK
	SIGNALIZED INTERSECTION
	STOP CONTROL
	YIELD CONTROL
	DRIVEWAY

Appendix O-2
I-710 CORRIDOR PROJECT
SCHEMATIC
 OLYMPIC BOULEVARD /
 EASTERN AVENUE
 ALTERNATIVE 5C AND 7

PRELIMINARY PROJECT DRAFT - SUBJECT TO CHANGE

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