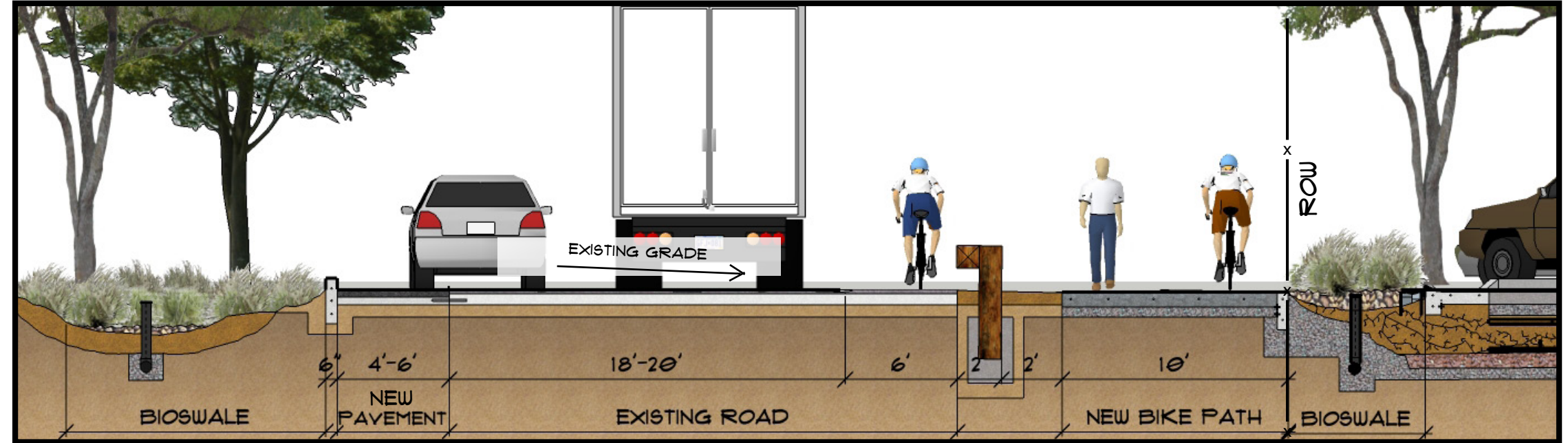


OPTION 1: Minimal Roadway Improvements (no Bio-swale Buffer)

Actions taken:

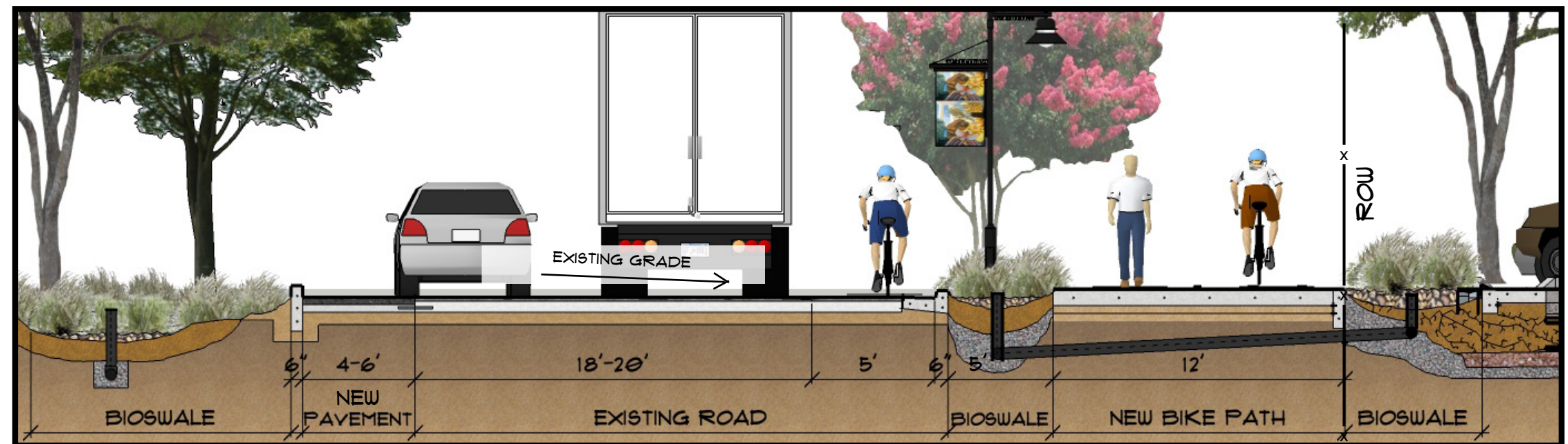
Path and bio-swales are newly constructed. New roadway pavement added near the medians as asphalt. Existing roadway to remain as is with no fixes, treatments or overlays. Path would be reduced to 10' to save on new pavement costs. Pedestrian lights on trail would not be included. New path would be permeable concrete with compacted d.g. buffer surface. Wood rail acts as buffer with 2' clearance for bike path users.



OPTION 2: Moderate Roadway Improvements (Add on Lane with Median Rebuild)

Actions taken:

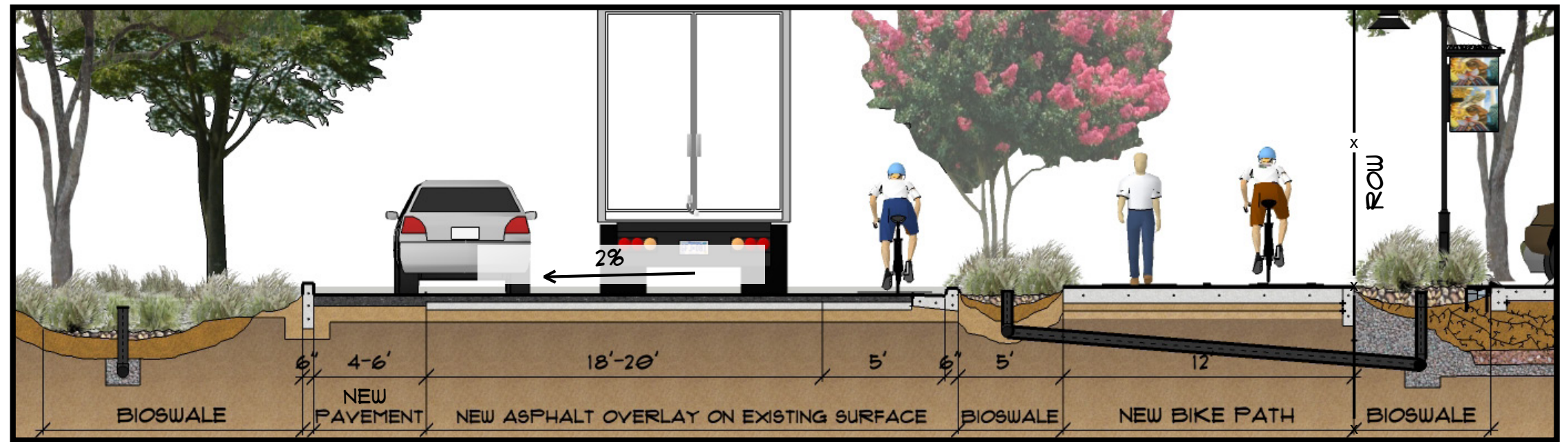
Path and bio-swales are newly constructed. New roadway pavement added near the medians as asphalt. The median would require a curb and small curb line retaining walls in some locations. If drained towards, then gutter and curb line breaks are needed. A seal coat over portions that have been asphalted on top of concrete would be completed. Minor imperfections and roadway damage would be left, major ones filled or grounded to be even.



OPTION 3: Partial Roadway Rebuild (Full Surface Overlay, Add on Lane with Median Rebuild)

Actions taken:

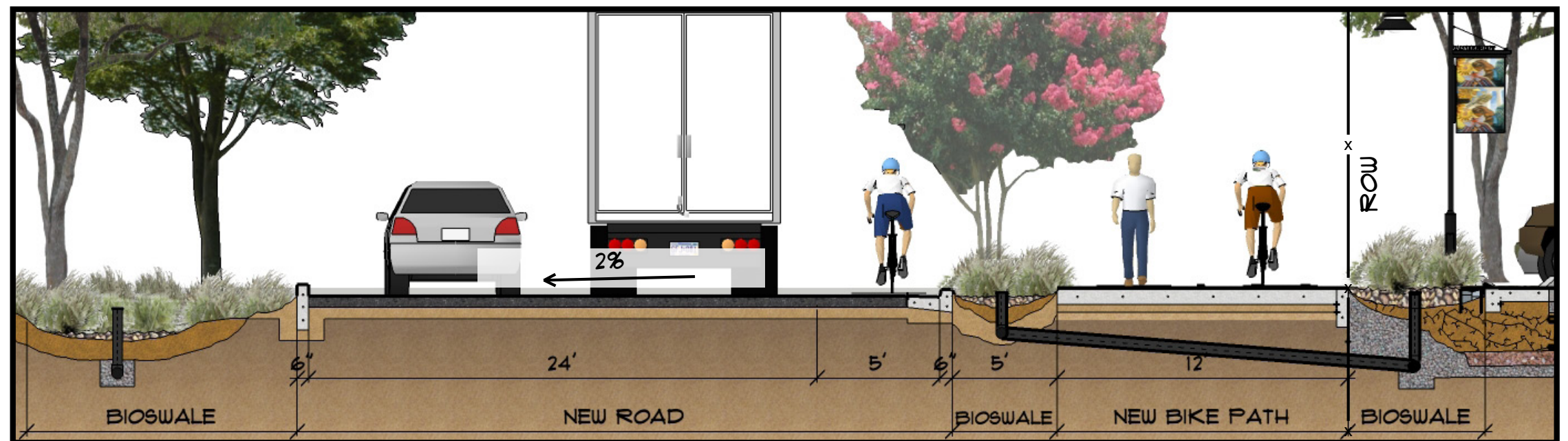
New path and bio-swales would be constructed with additional pavement added onto the concrete roads (use of dowels likely). Major pot-holes and damage to concrete would be repaired. Asphalt course with major lifts on top of concrete would be ground to allow for a new 2-3" asphalt overlay added over the full roadway.



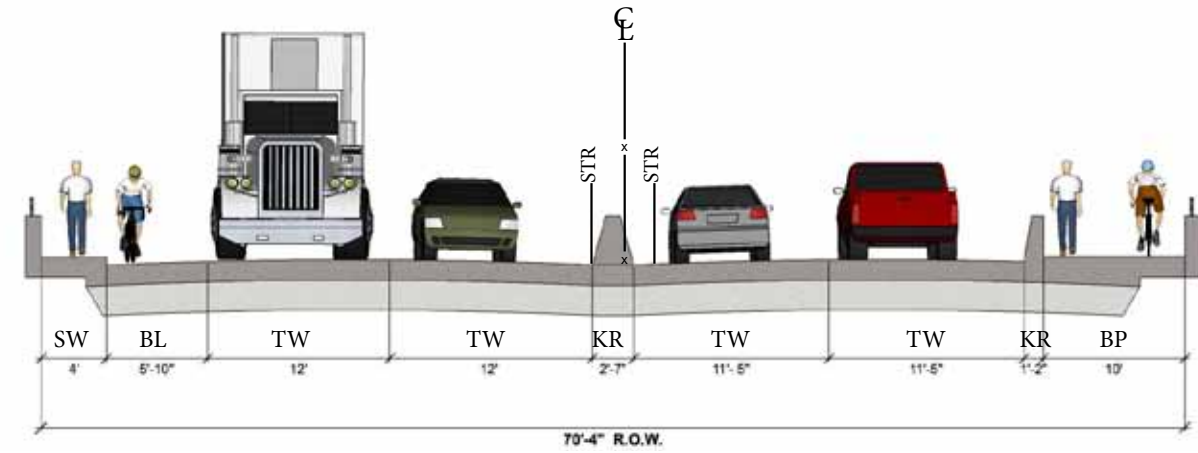
OPTION 4: Full Roadway Rebuild (Full Roadway Rebuild and Drainage Improvements)

Actions taken:

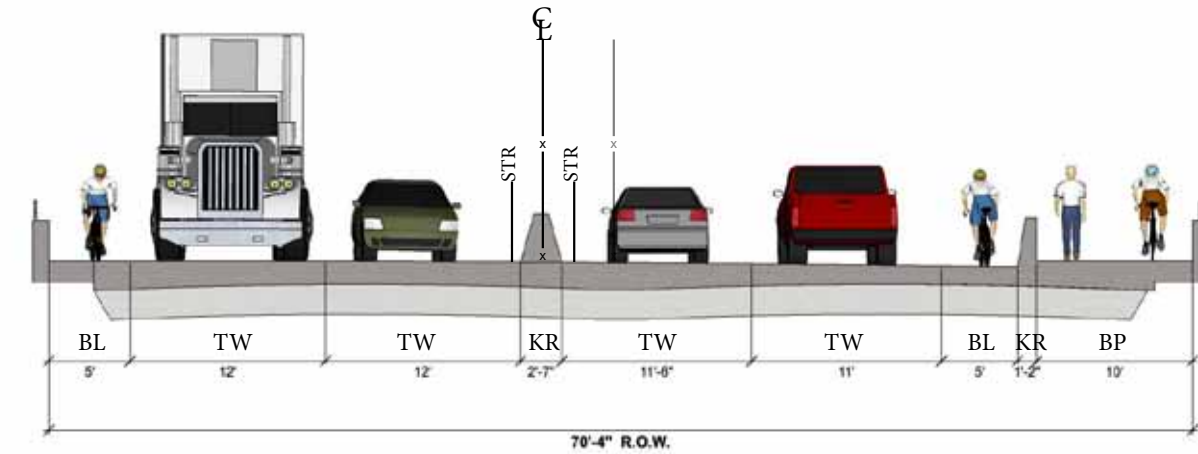
Demolish roadway surfaces, rebuild base and grade to drain towards median. Add major storm water runoff treatment areas, basins and subsurface drainage in median. New pavement would be standard asphalt (6" on 6" base?).



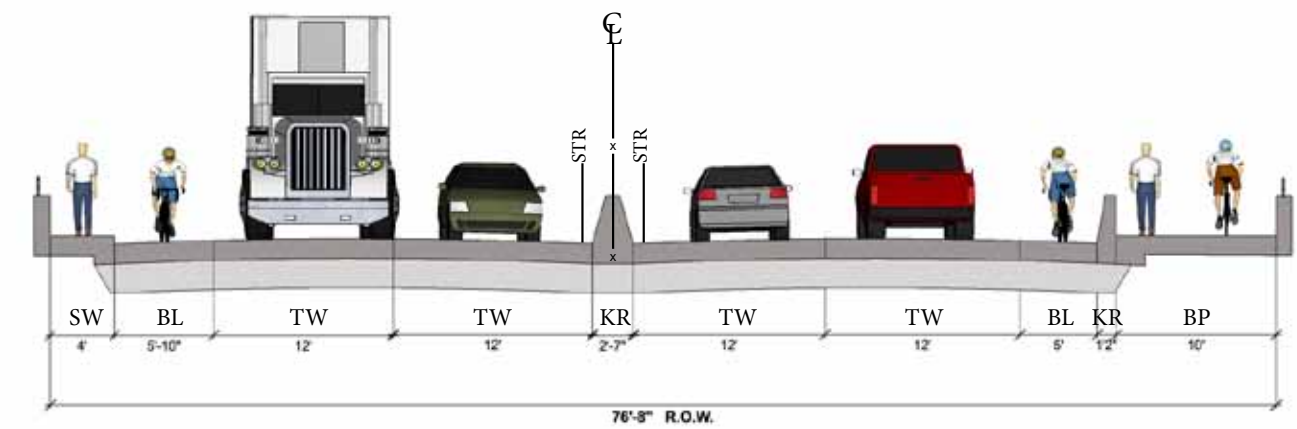
Option 1
Expand existing walkway, drop northbound bike lane.



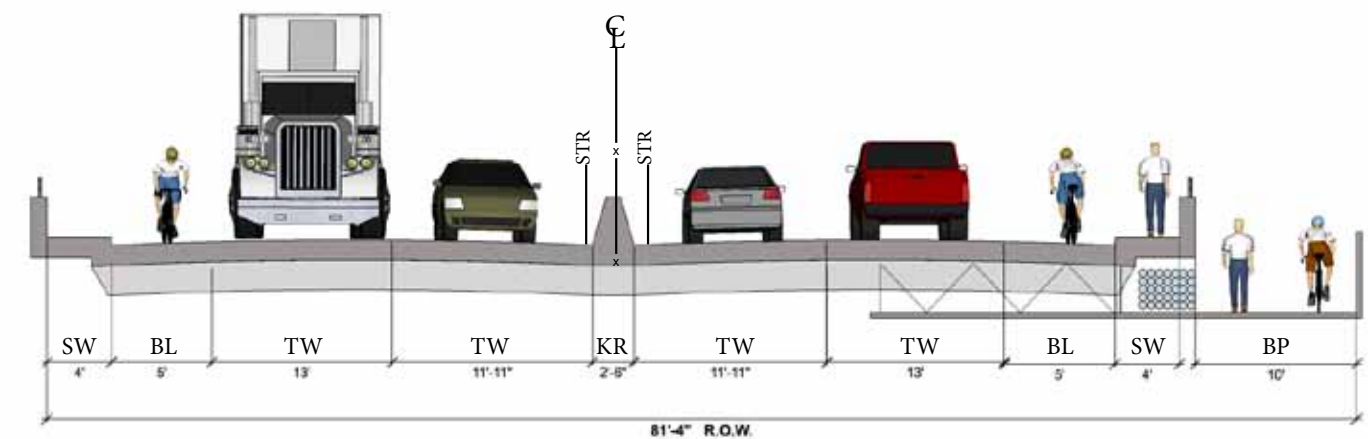
Option 2
Expand existing walkway and move median.



Option 3
Remove northbound walkway, rebuild cantilever as bike path.



Option 4
Add new cantilever attached to substructure.



LEGEND	
SW: SIDEWALK	BL: BIKE LANE
SH: SHOLDER	STR: STRIPE OFFSET
TW: TRAVEL WAY	BP: BIKE PATH
KR: K-RAIL	

Existing Conditions

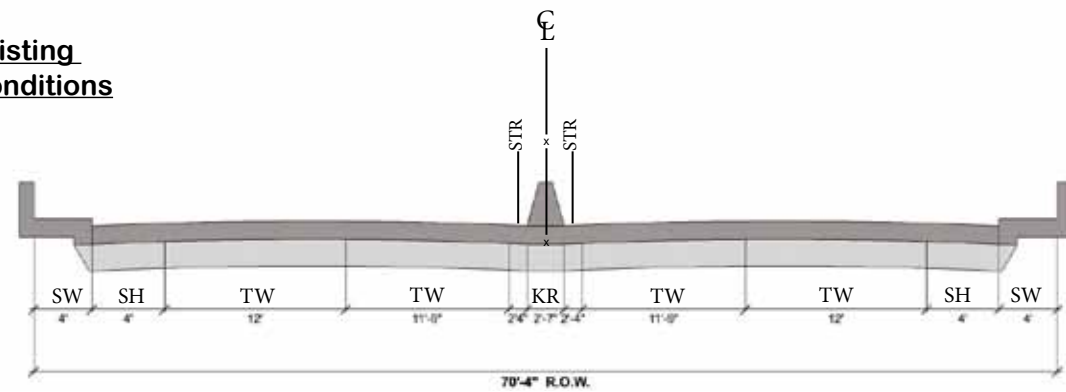


Figure 32: Overview of Project Improvements Looking North from 32nd Street



Figure 33: Overview of Project Improvements Looking South from 28th Street



Figure 34: Overview of Project Improvements Looking North from 28th Street



Figure 35: Overview of Project Improvements Looking South from Sampson Street

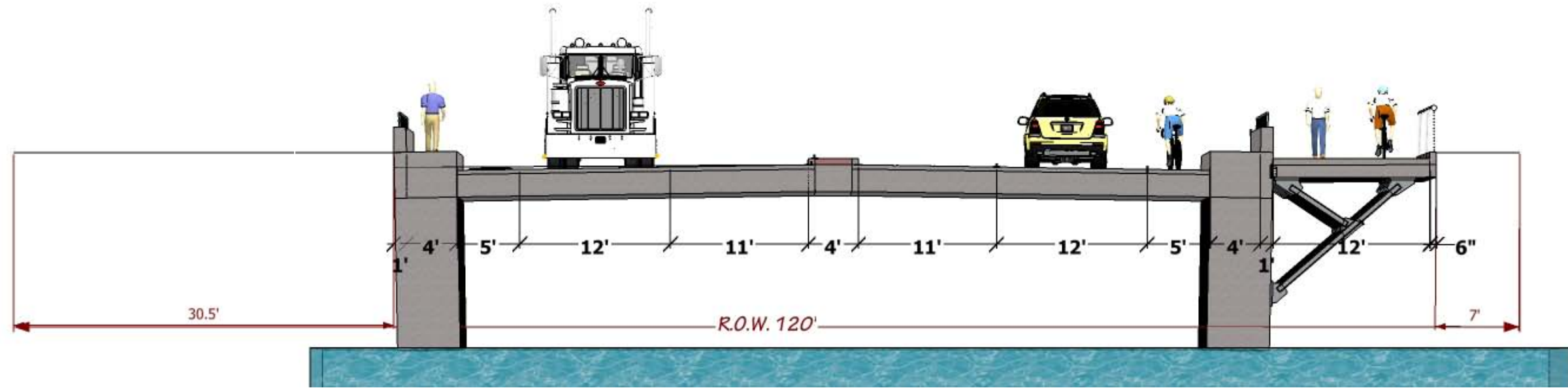


Figure 36: Overview of Project Improvements Looking South from Cesar Chavez Parkway



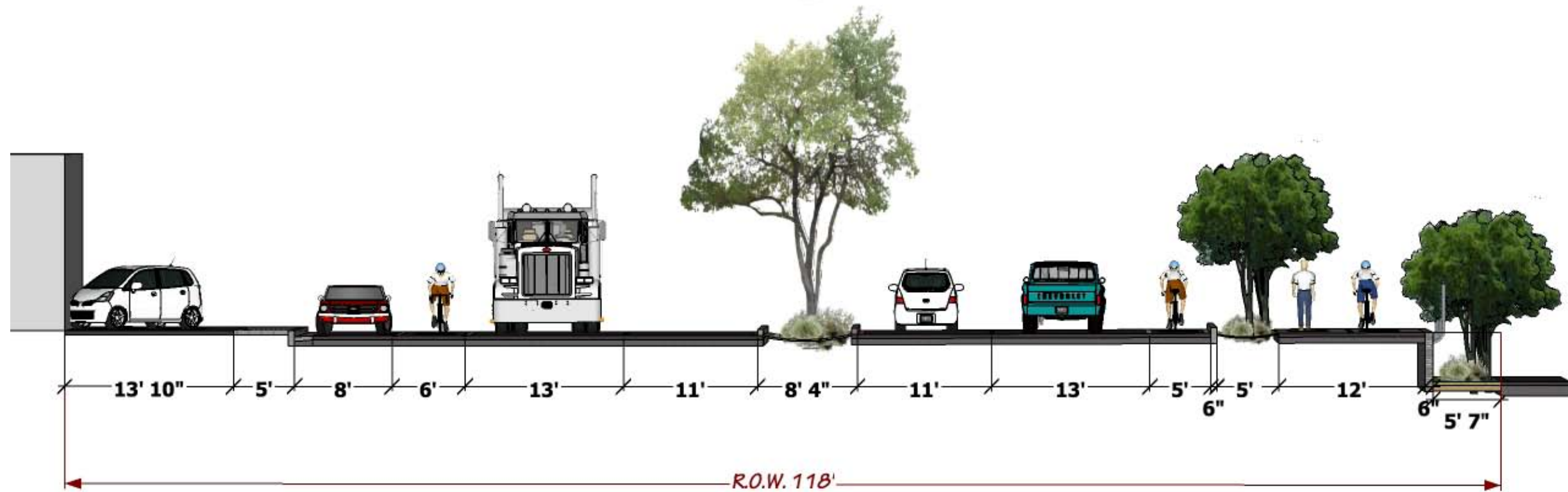
Figure 37: Overview of Project Improvements Looking North from Cesar Chavez Parkway





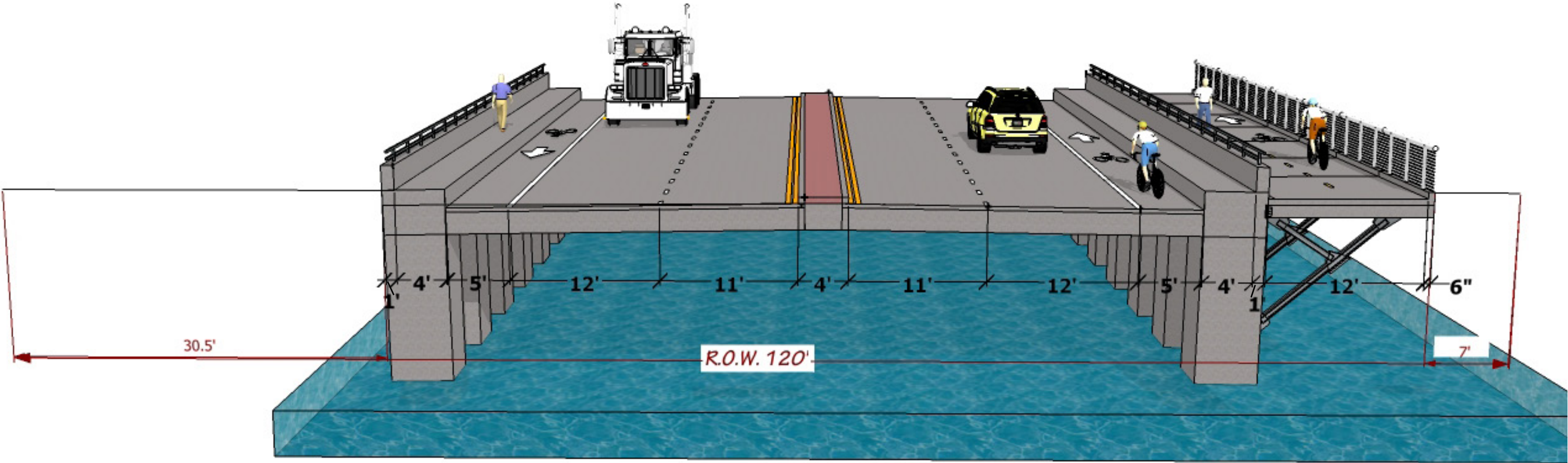
2 CHOLLAS CREEK BRIDGE CROSSING
 SHEET 2 SECTION - FACING NW - STA. 11+35.62

SCALE: 1"=10'.0"



6 EAST OF S. 28TH STREET ON HARBOR DRIVE
 SHEET 3 SECTION - FACING NW - STA. 24+37.79

SCALE: 1"=10'.0"



2
SHEET 2

CHOLLAS CREEK BRIDGE CROSSING
SECTION PERSPECTIVE

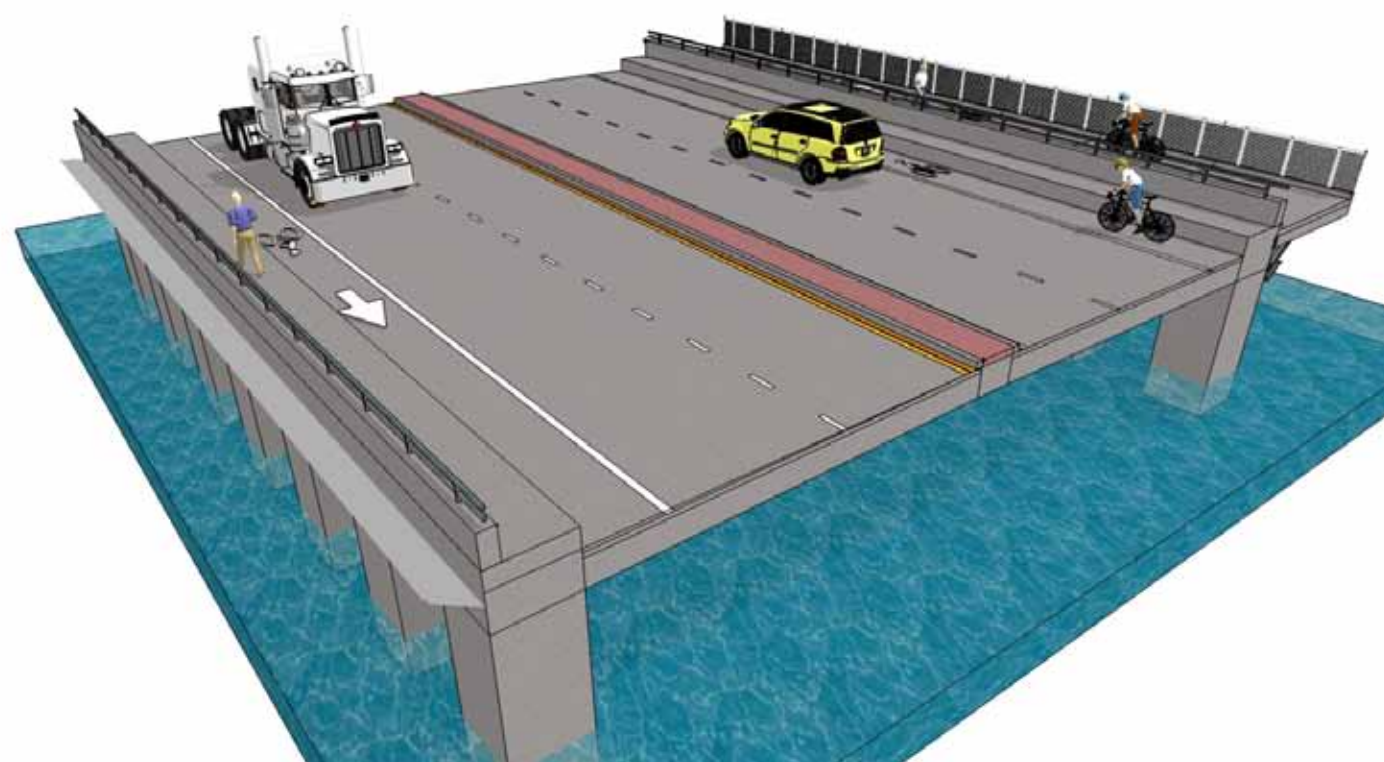
SCALE: NTS
PERSPECTIVE IMAGE



SECTION 2: NORTHBOUND BIRD'S EYE PERSPECTIVE



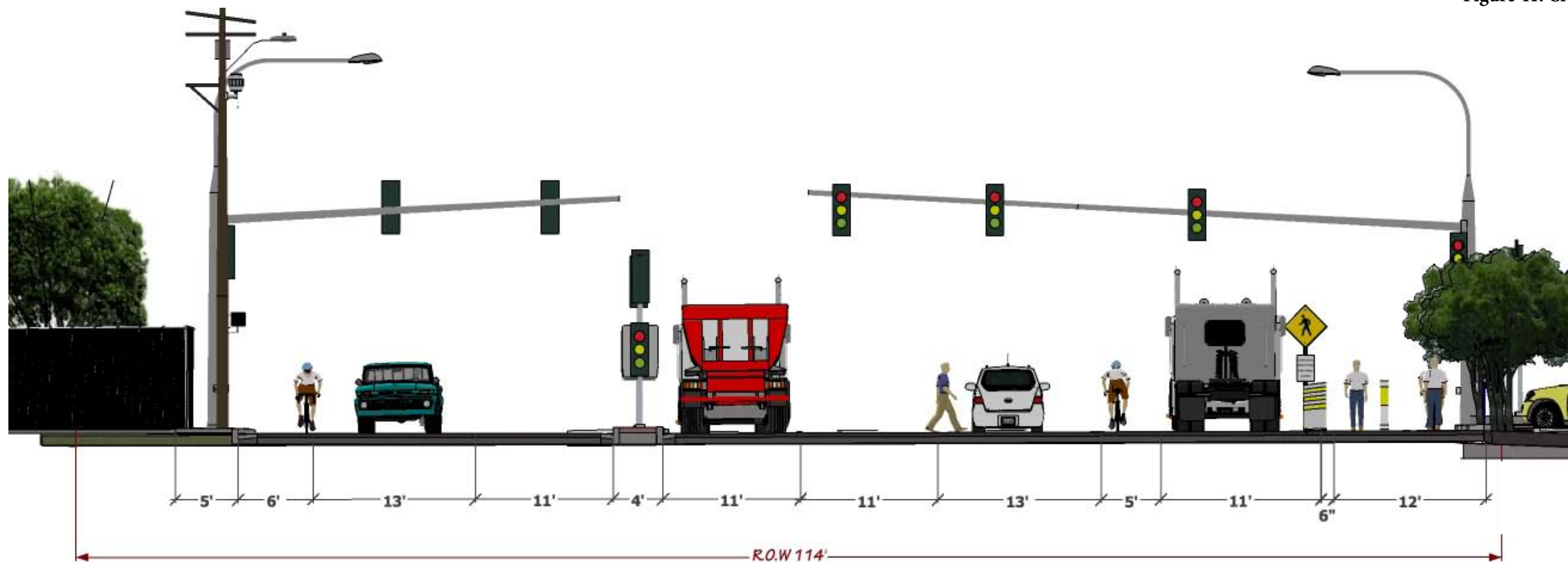
SECTION 2: VIEW FROM CYCLE TRACK SOUTHBOUND



SECTION 2: SOUTHBOUND BIRD'S EYE PERSPECTIVE



SECTION 2: POSSIBLE OVERHANG DETAIL

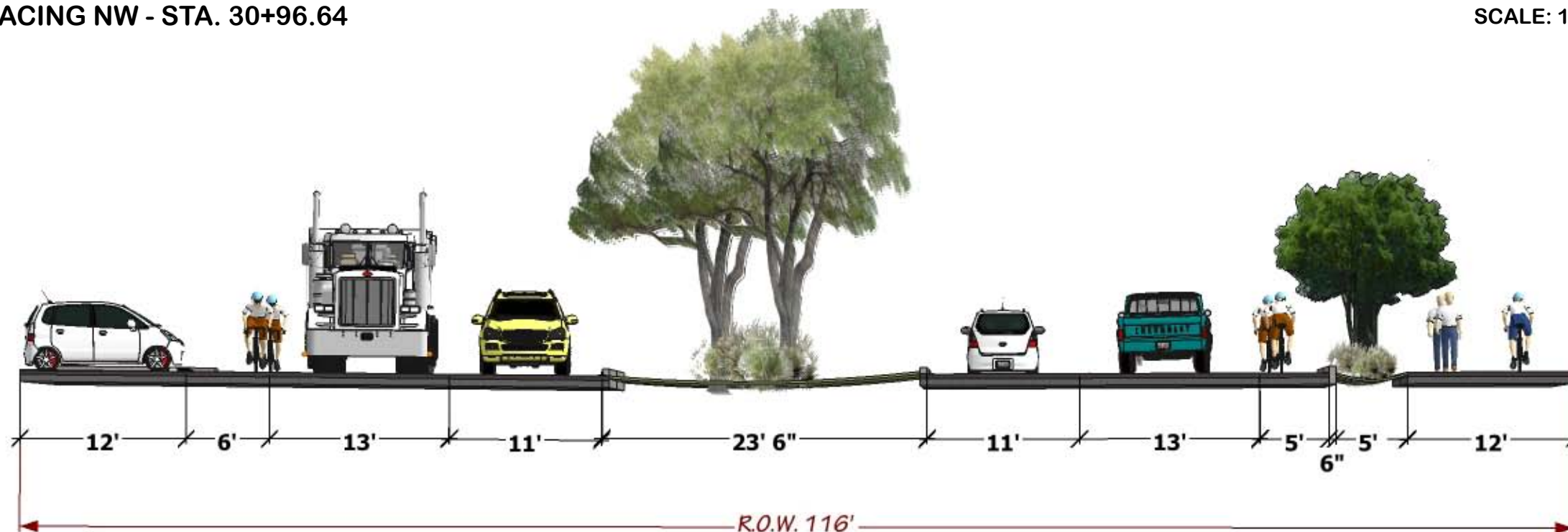


7
SHEET 3

INTERSECTION OF S. 28TH STREET AND S. HARBOR DRIVE

SECTION - FACING NW - STA. 30+96.64

SCALE: 1"=10'.0"

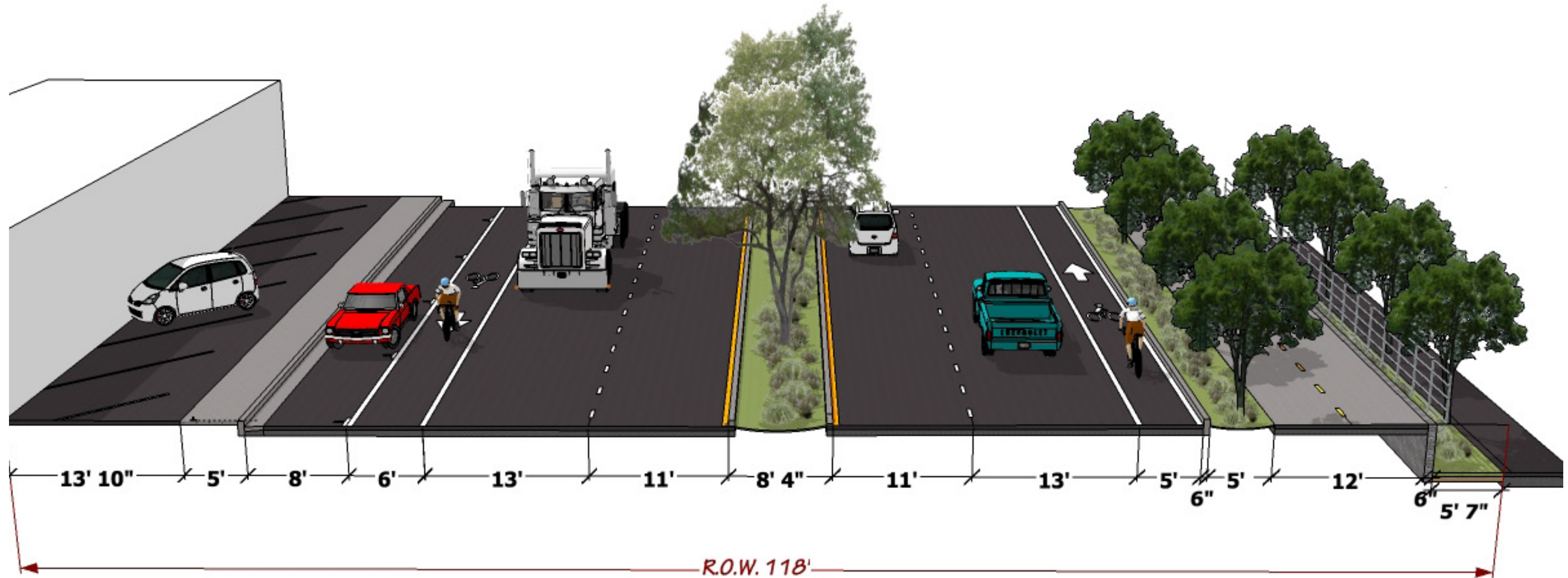


8
SHEET 3

WEST OF S. 28TH STREET ON HARBOR DRIVE

SECTION - FACING NW - STA. 35+86.72

SCALE: 1"=10'.0"



6
SHEET 3

EAST OF S. 28TH STREET ON HARBOR DRIVE
SECTION PERSPECTIVE

SCALE: NTS
PERSPECTIVE IMAGE



SECTION 6: CYCLE TRACK AND CLASS 2 BIKE LANES



SECTION 6: VIEW FROM CYCLE TRACK SOUTHBOUND



SECTION 6: VIEW FROM CLASS 2 SOUTHBOUND



SECTION 6: VIEW FROM CLASS 2 NORTHBOUND



SECTION 7: BIRD'S EYE OF PARKING LOT ENTRANCE/EXIT NORTHBOUND



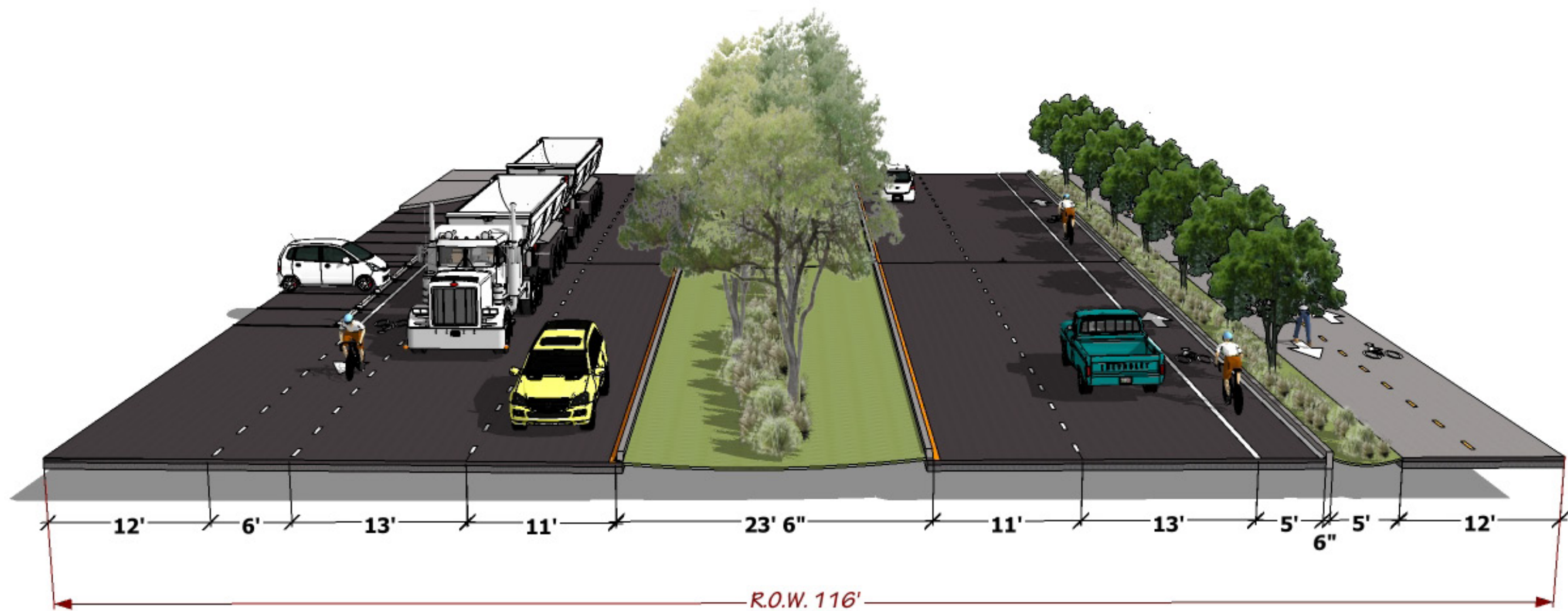
SECTION 7: VIEW FROM CYCLE TRACK NORTHBOUND



SECTION 7: BIRD'S EYE OF CROSS WALK



SECTION 7: VIEW FROM RIGHT-TURN LANE NORTHBOUND



8 WEST OF S. 28TH STREET ON HARBOR DRIVE
SECTION PERSPECTIVE

SHEET 3

SCALE: NTS
PERSPECTIVE IMAGE



SECTION 8: VIEW FROM CYCLE TRACK NORTHBOUND



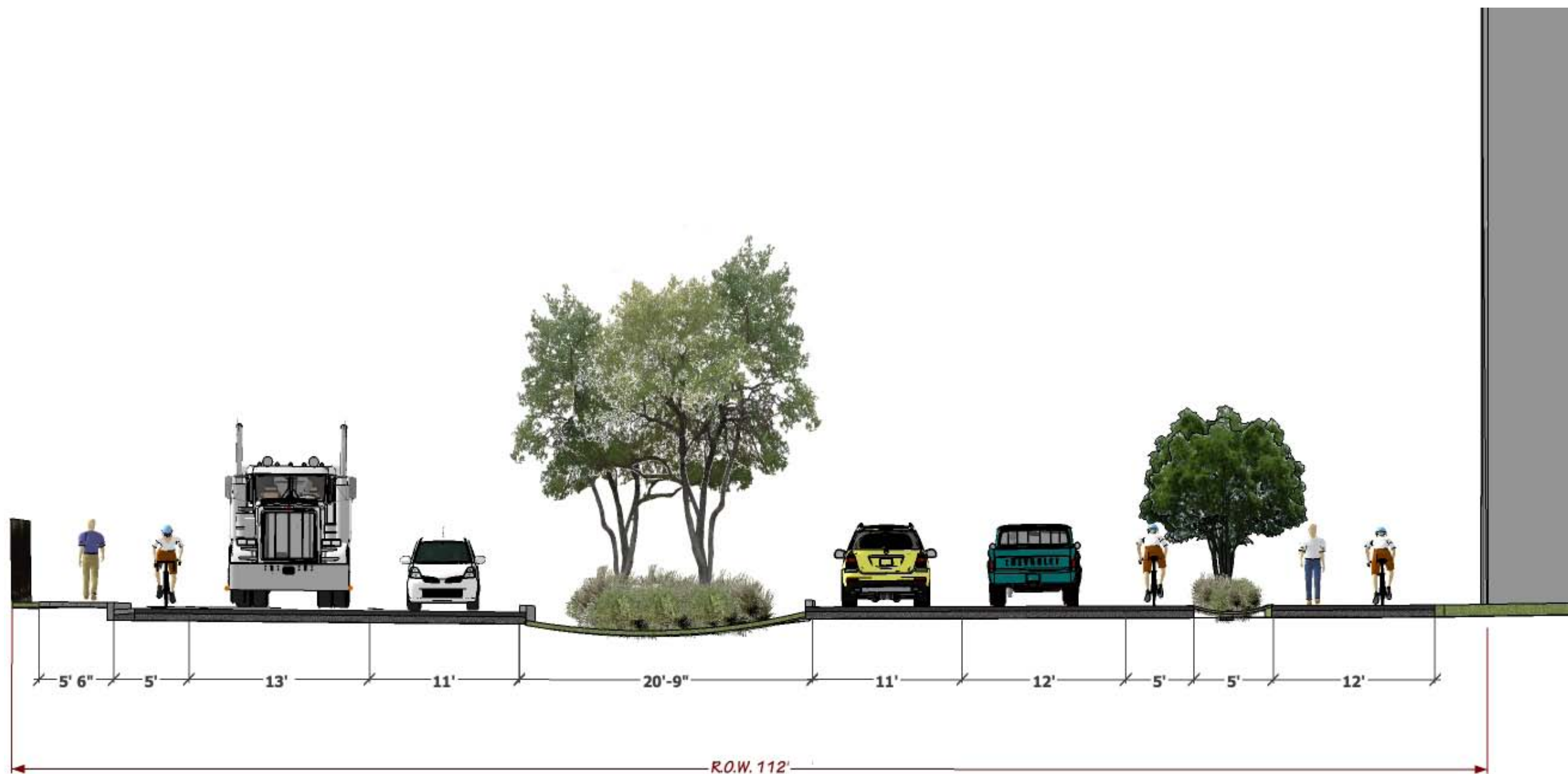
SECTION 8: VIEW FROM BIKE LANE NORTHBOUND



SECTION 8: BIRD'S EYE PERSPECTIVE



SECTION 8: VIEW FROM AUTOMOBILE NORTHBOUND

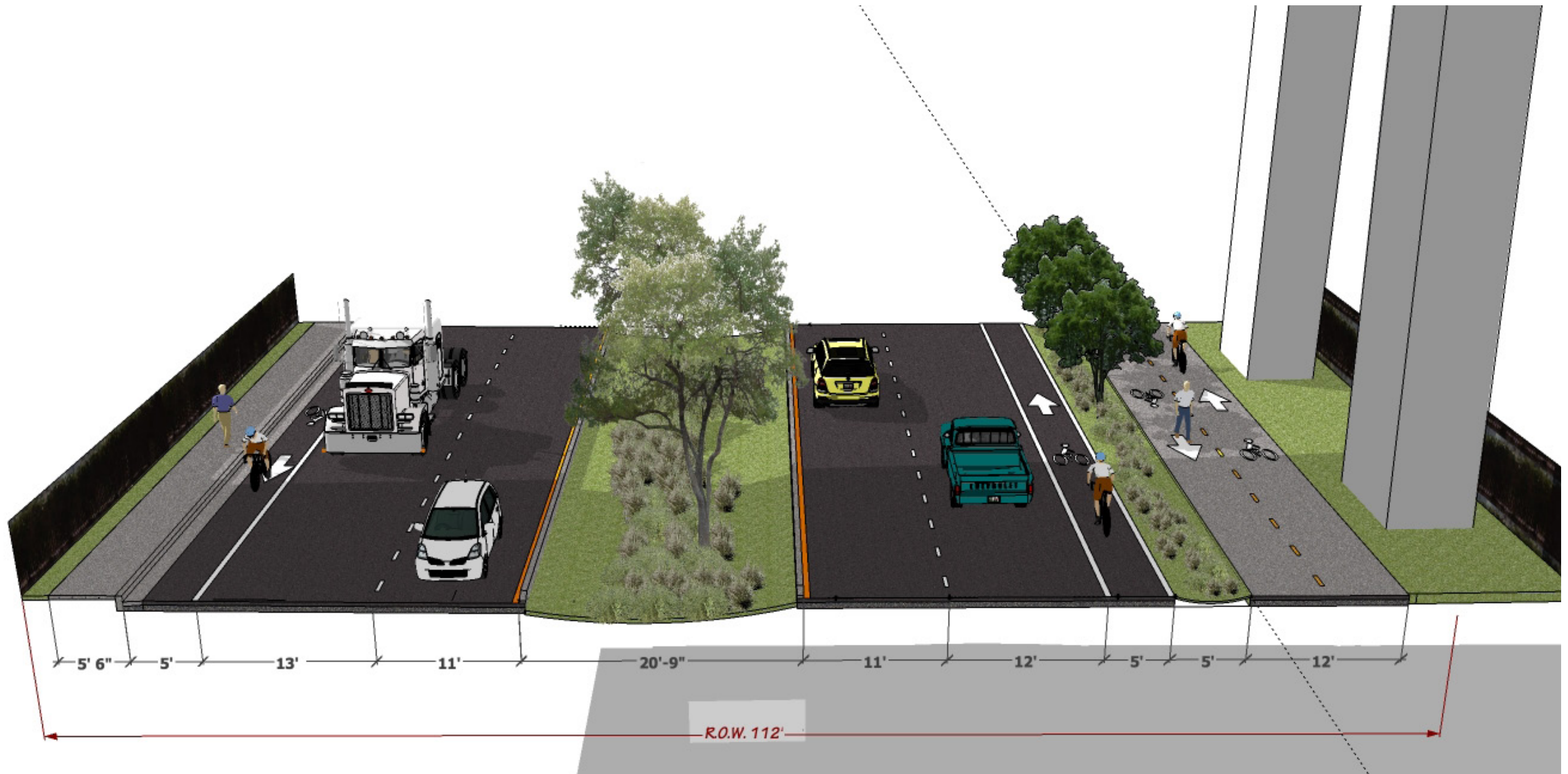


11
SHEET 7

CORONADO BRIDGE UNDERPASS

SECTION - FACING NW - STA. 76+19.82

SCALE: 1"=10'.0"



11
SHEET 7

UNDER CORONADO BRIDGE
SECTION PERSPECTIVE

SCALE: NTS
PERSPECTIVE IMAGE



SECTION 11: BIRD'S EYE VIEW WITH CORONADO BRIDGE



SECTION 11: VIEW FROM CYCLE TRACK NORTHBOUND



SECTION 11: BIRD'S EYE VIEW WITH CORONADO BRIDGE SOUTHBOUND



SECTION 11: VIEW FROM CYCLE TRACK SOUTHBOUND