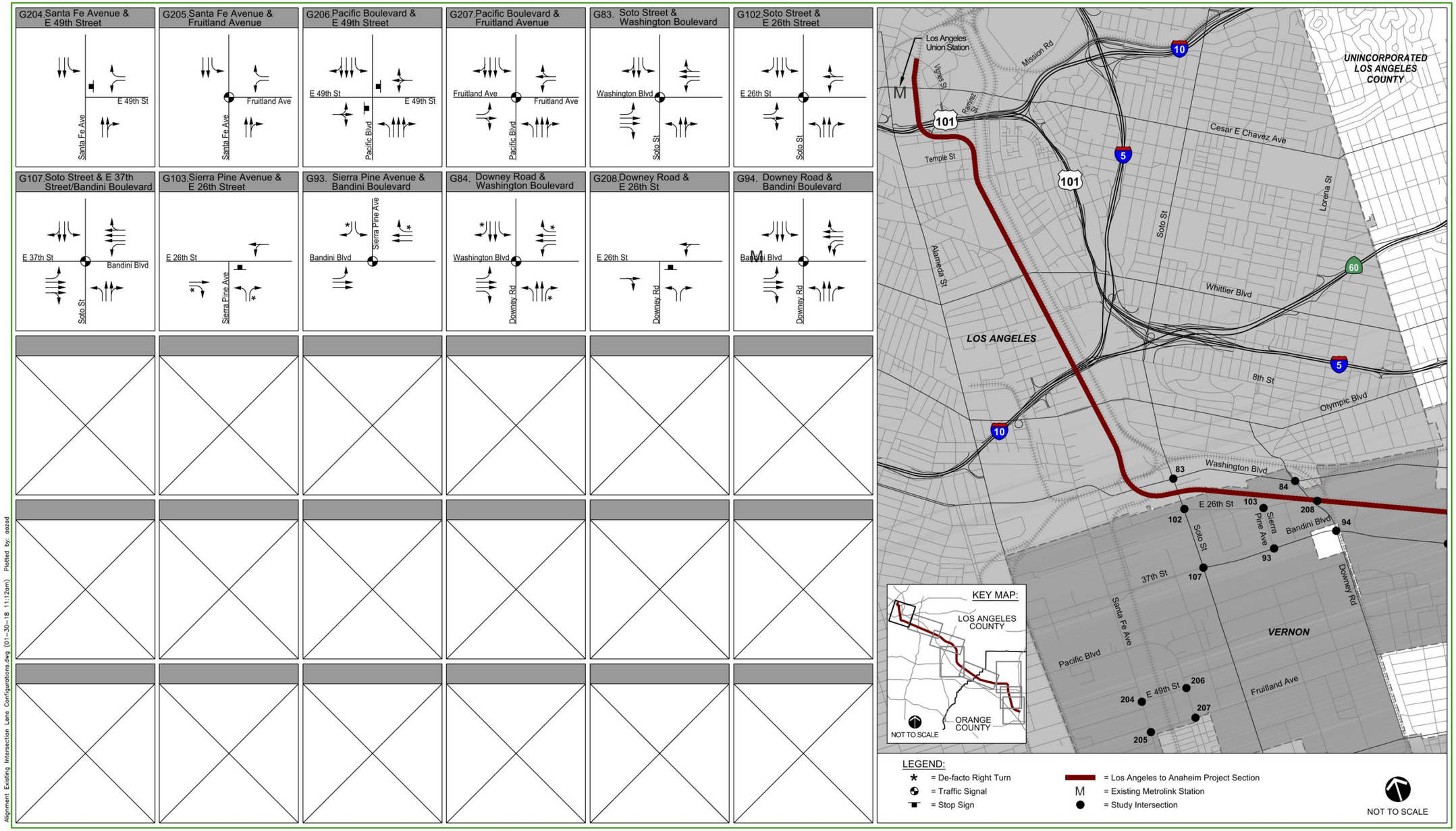
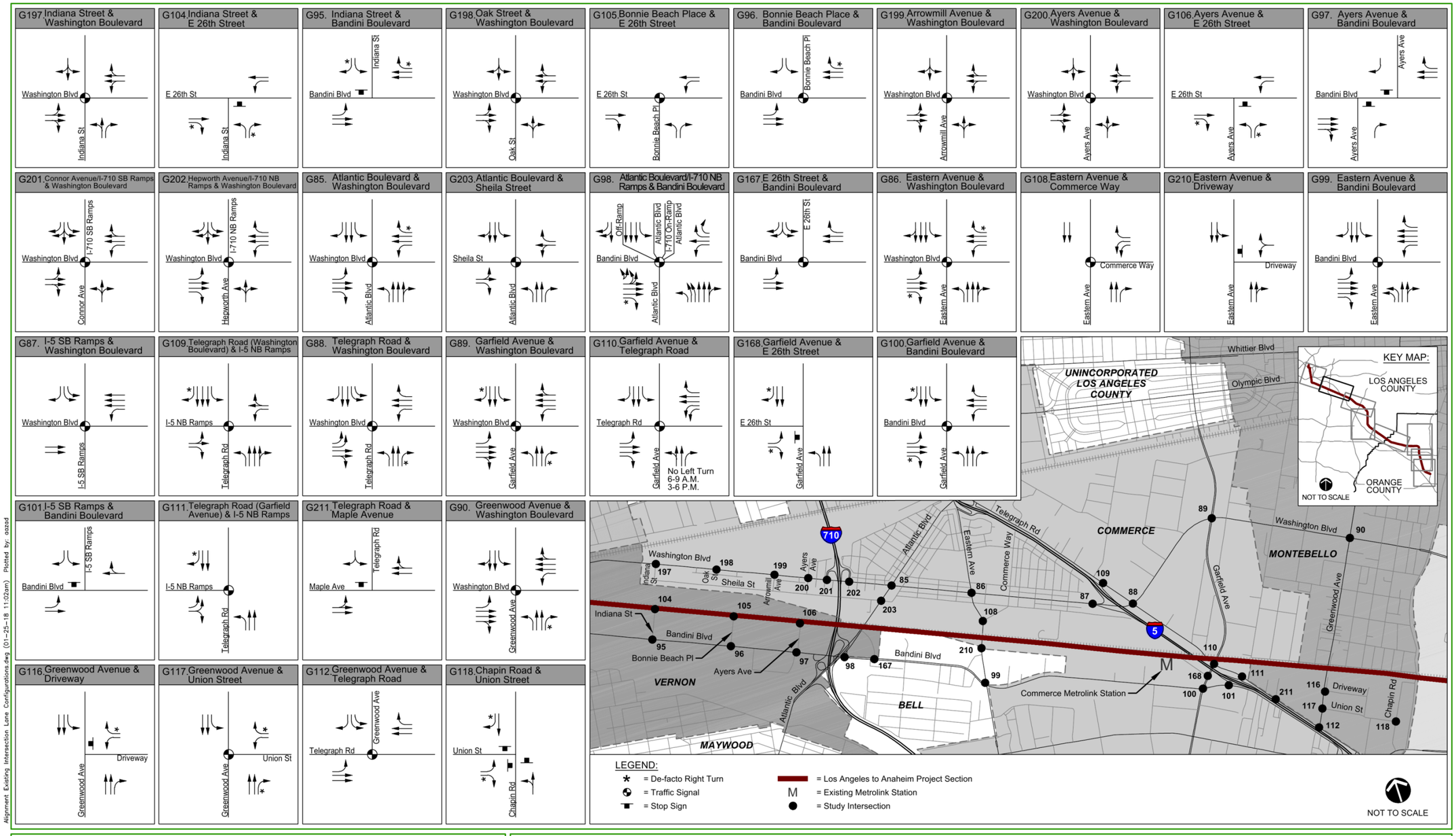
APPENDIX B: INTERSECTION GEOMETRY AND TURNING MOVEMENTS



G intersection number prefix indicates intersections outside of station area

Source: Authority and FRA, 2018

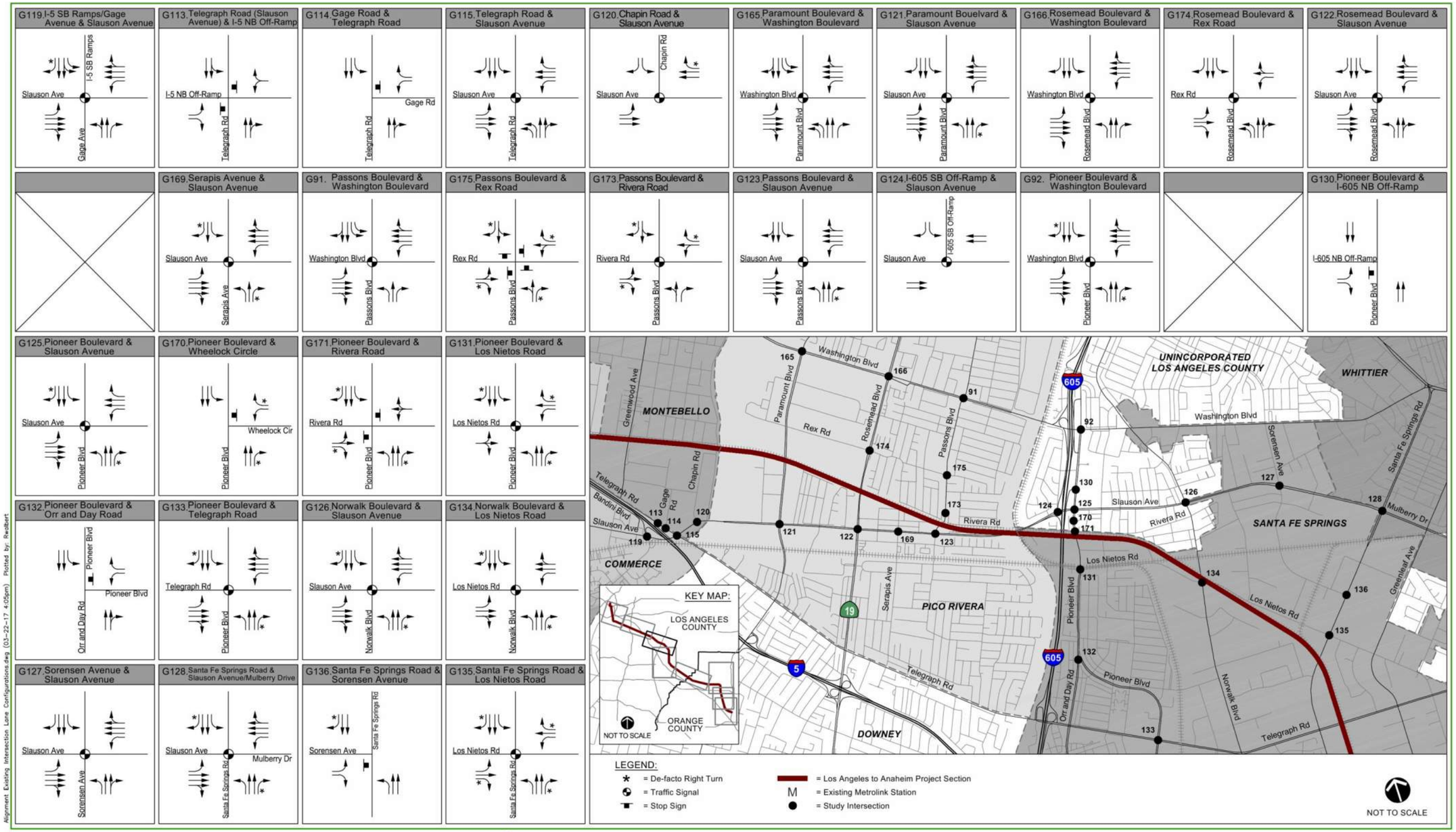
Alignment Existing Intersection Lane Configurations (Sheet 1 of 5)



G intersection number prefix indicates intersections outside of station area

Source: Authority and FRA, 2018

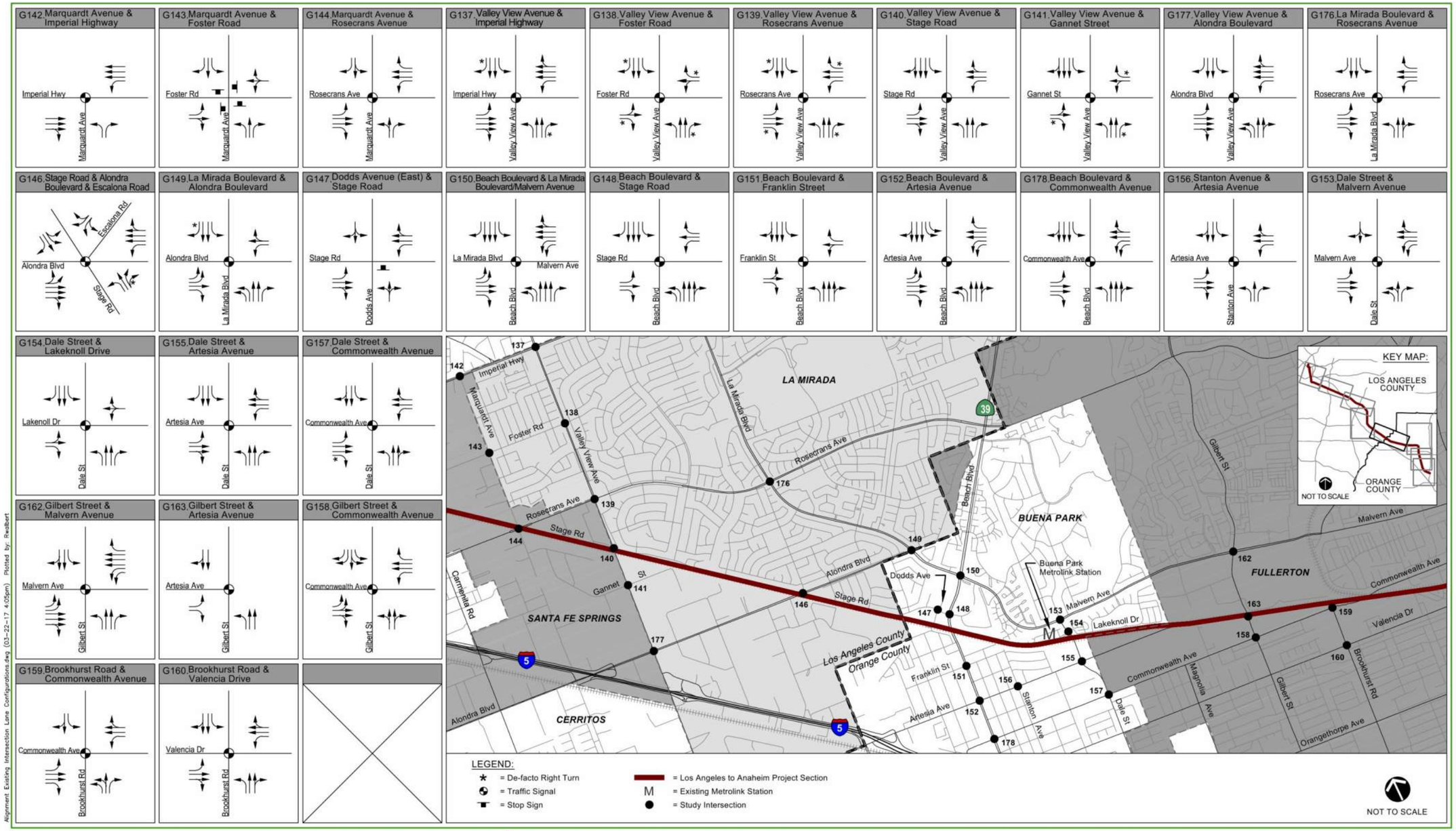
Alignment Existing Intersection Lane Configurations (Sheet 2 of 5)



G intersection number prefix indicates intersections outside of station area

Source: Authority and FRA, 2018

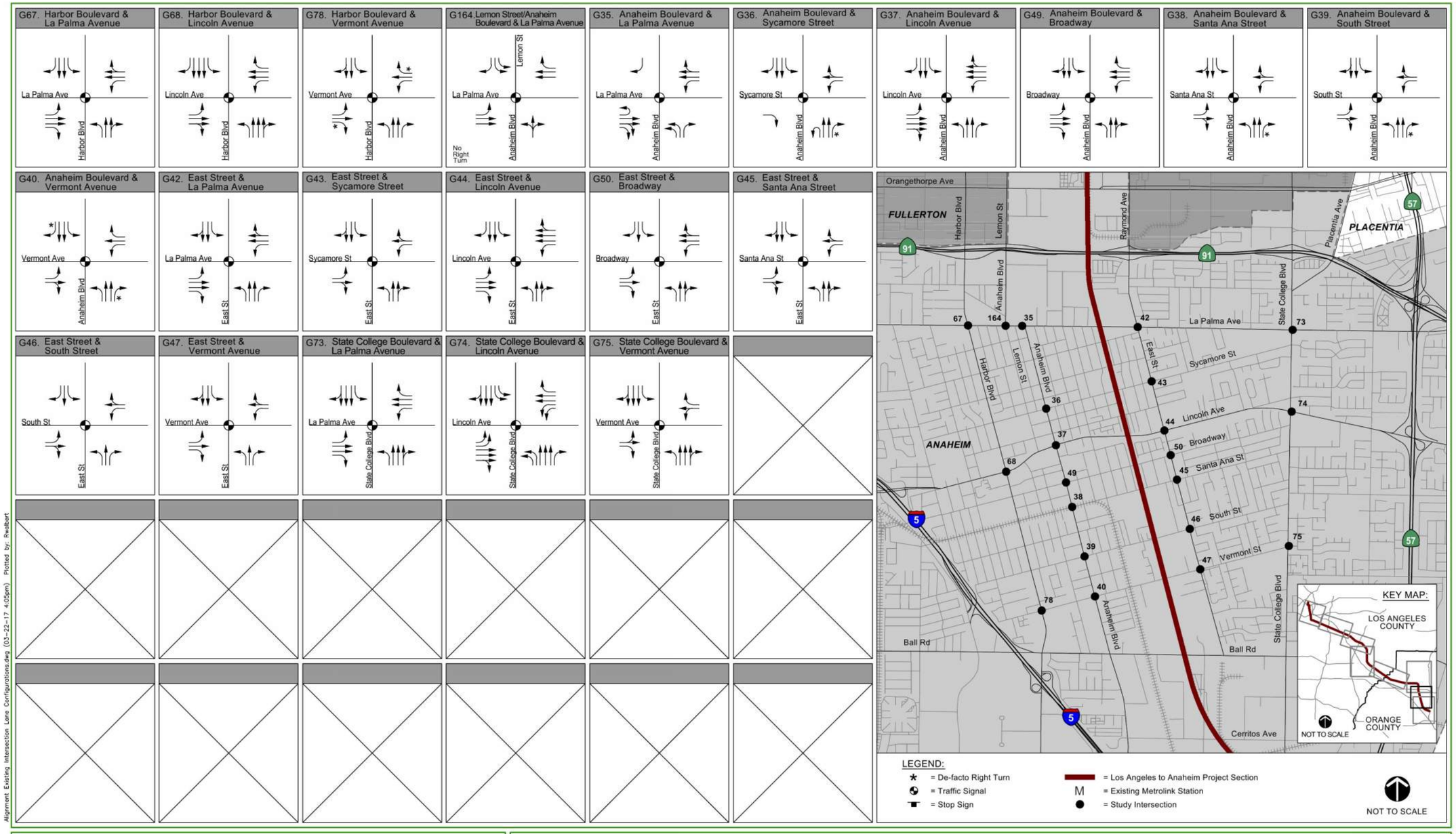
Alignment Existing Intersection Lane Configurations (Sheet 3 of 5)



G intersection number prefix indicates intersections outside of station area

Source: Authority and FRA, 2018

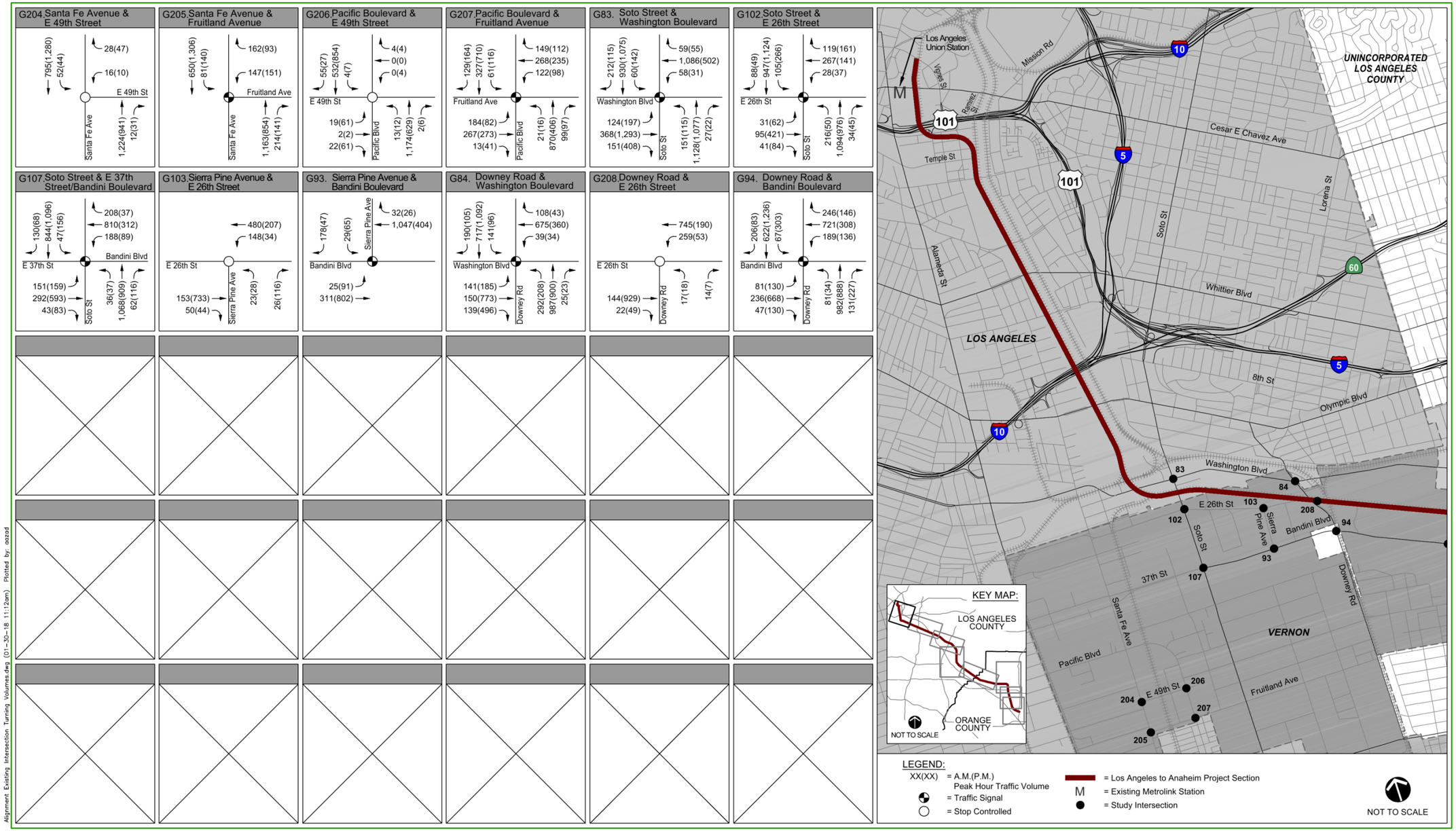
Alignment Existing Intersection Lane Configurations (Sheet 4 of 5)



G intersection number prefix indicates intersections outside of station area

Source: Authority and FRA, 2018

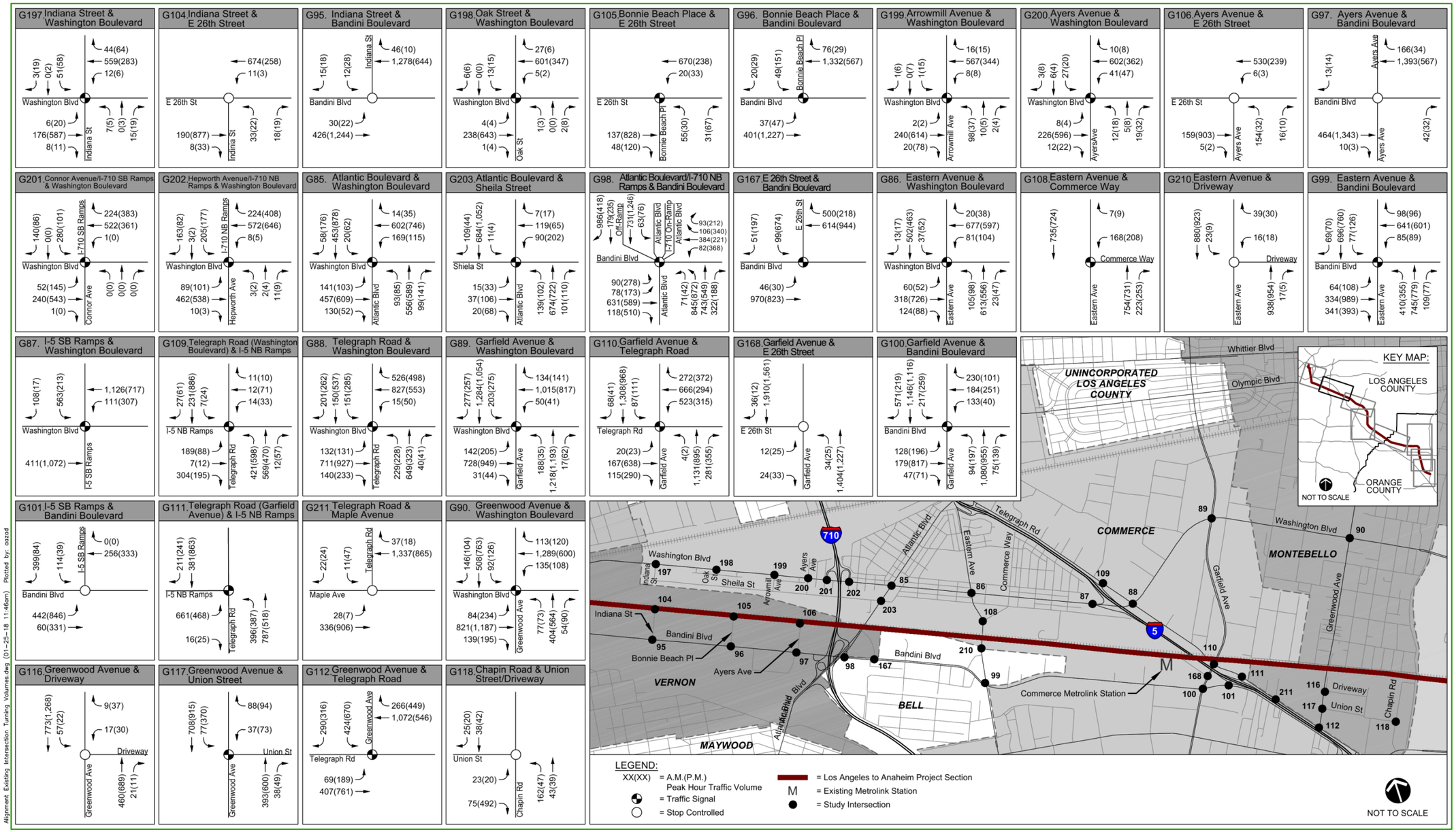
Alignment Existing Intersection Lane Configurations (Sheet 5 of 5)



G intersection number prefix indicates intersections outside of station area

Source: Authority and FRA, 2018

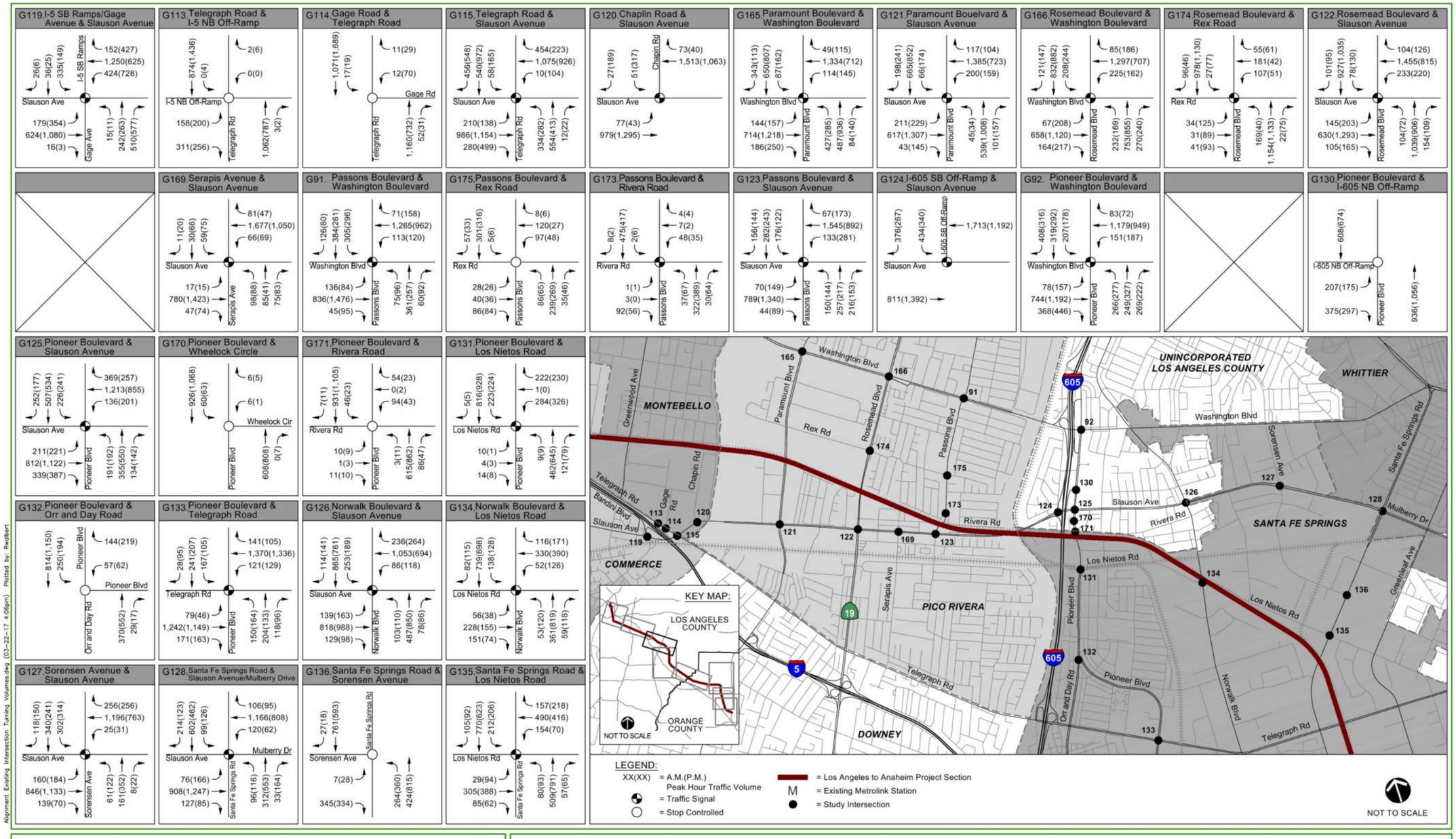
Alignment Existing Intersection Turning Volumes (Sheet 1 of 5)



G intersection number prefix indicates intersections outside of station area

Source: Authority and FRA, 2018

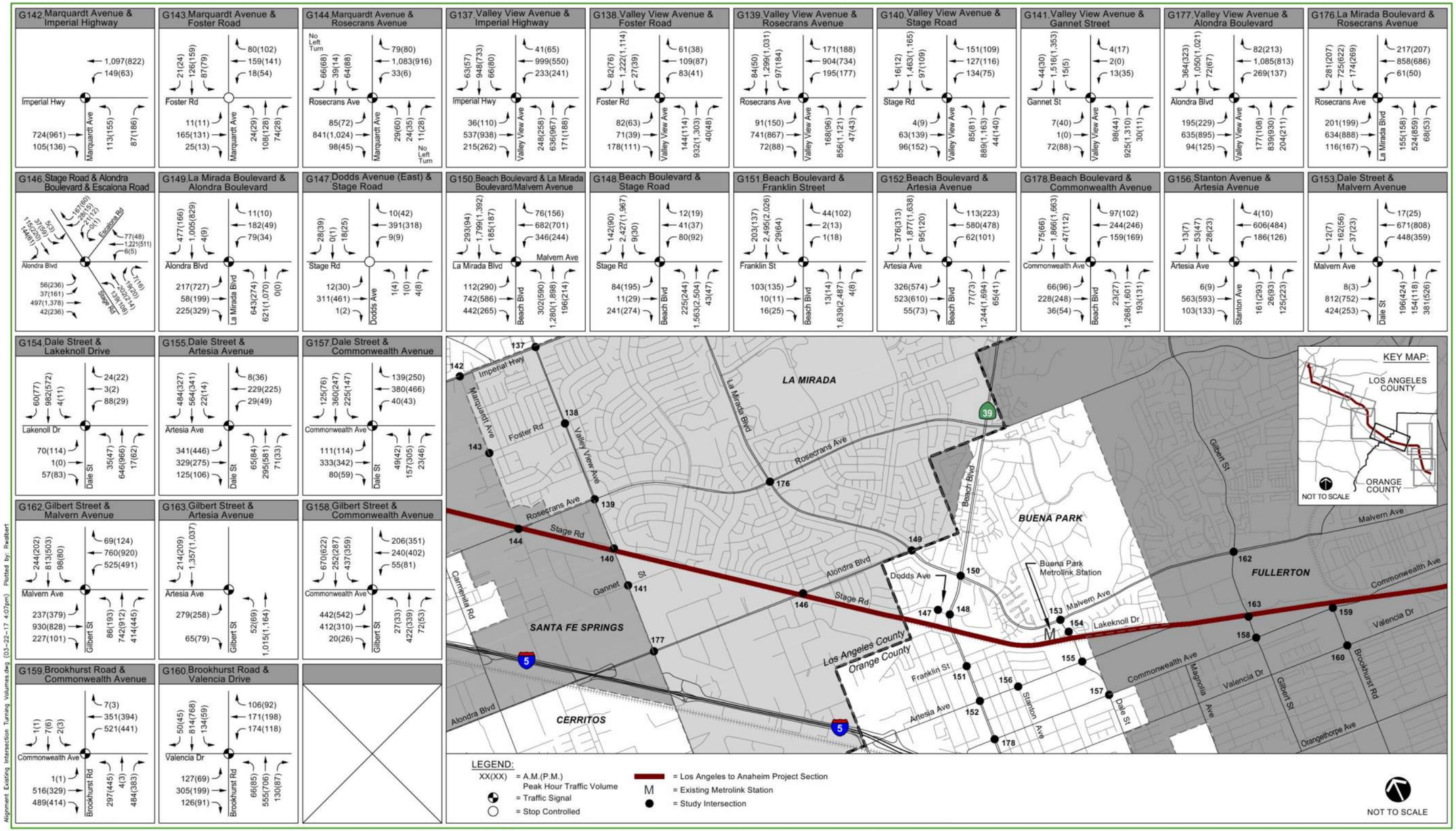
Alignment Existing Intersection Turning Volumes (Sheet 2 of 5)



G intersection number prefix indicates intersections outside of station area

Source: Authority and FRA, 2018

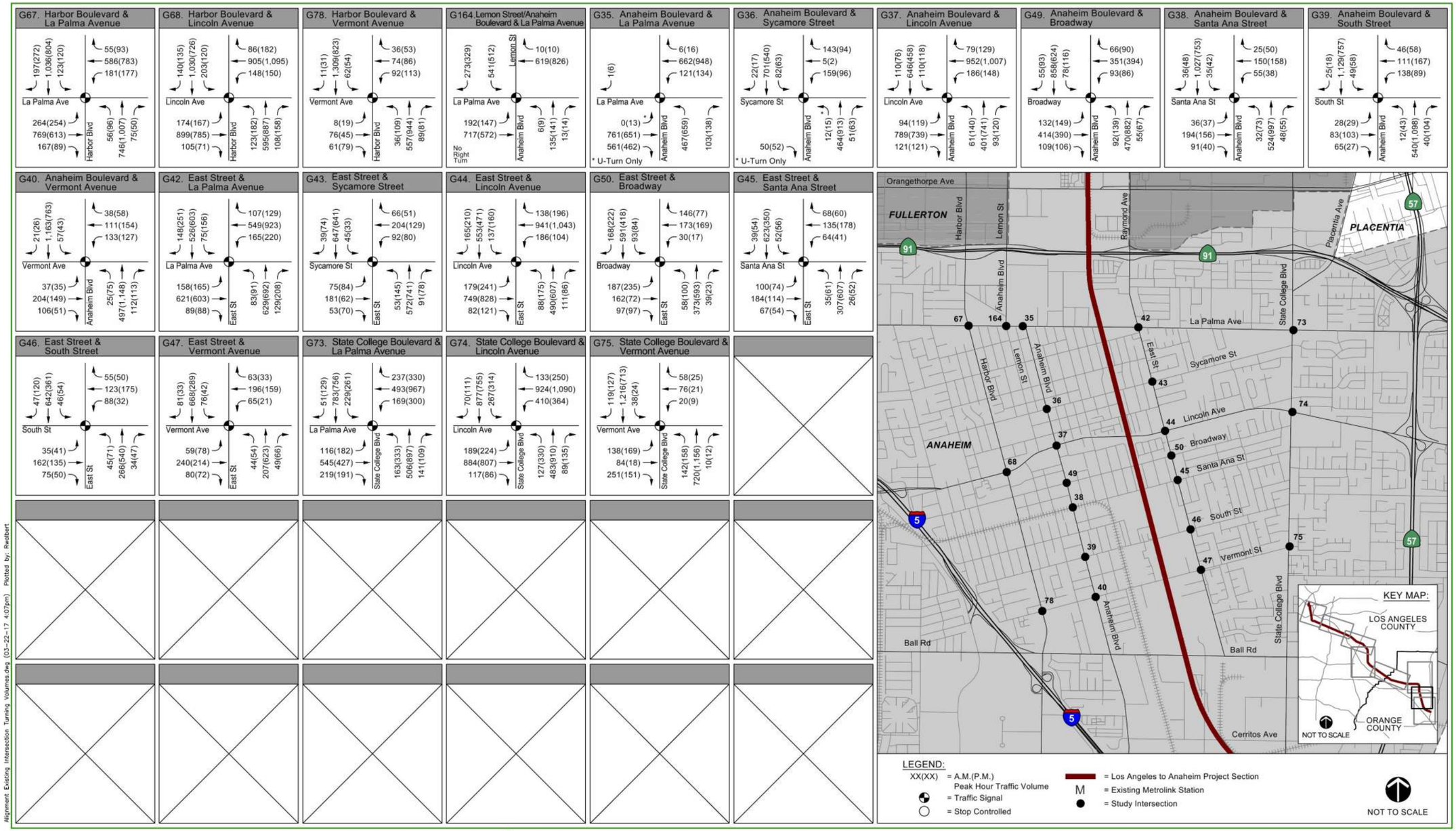
Alignment Existing Intersection Turning Volumes (Sheet 3 of 5)



G intersection number prefix indicates intersections outside of station area

Source: Authority and FRA, 2018

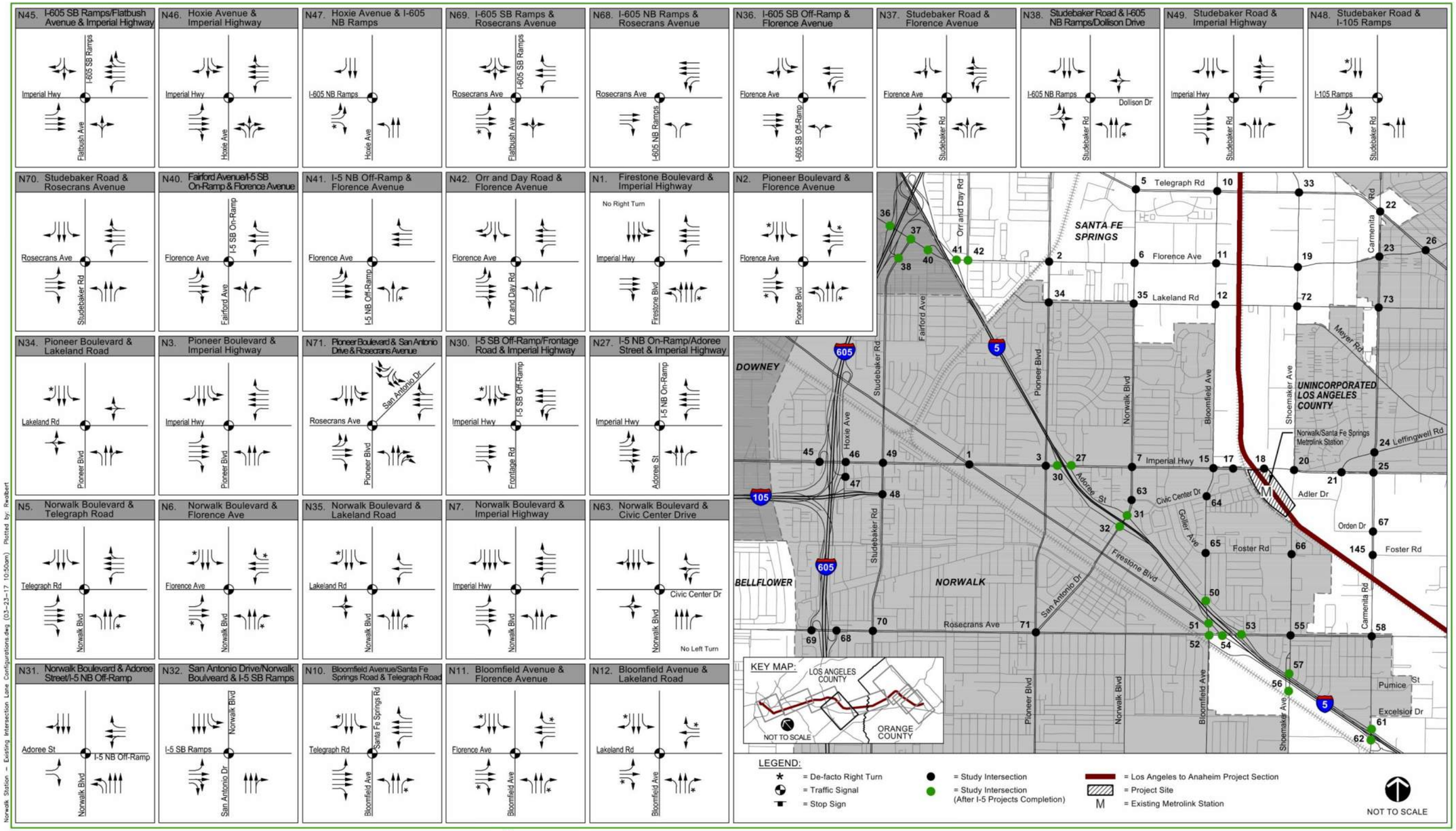
Alignment Existing Intersection Turning Volumes (Sheet 4 of 5)



G intersection number prefix indicates intersections outside of station area

Source: Authority and FRA, 2018

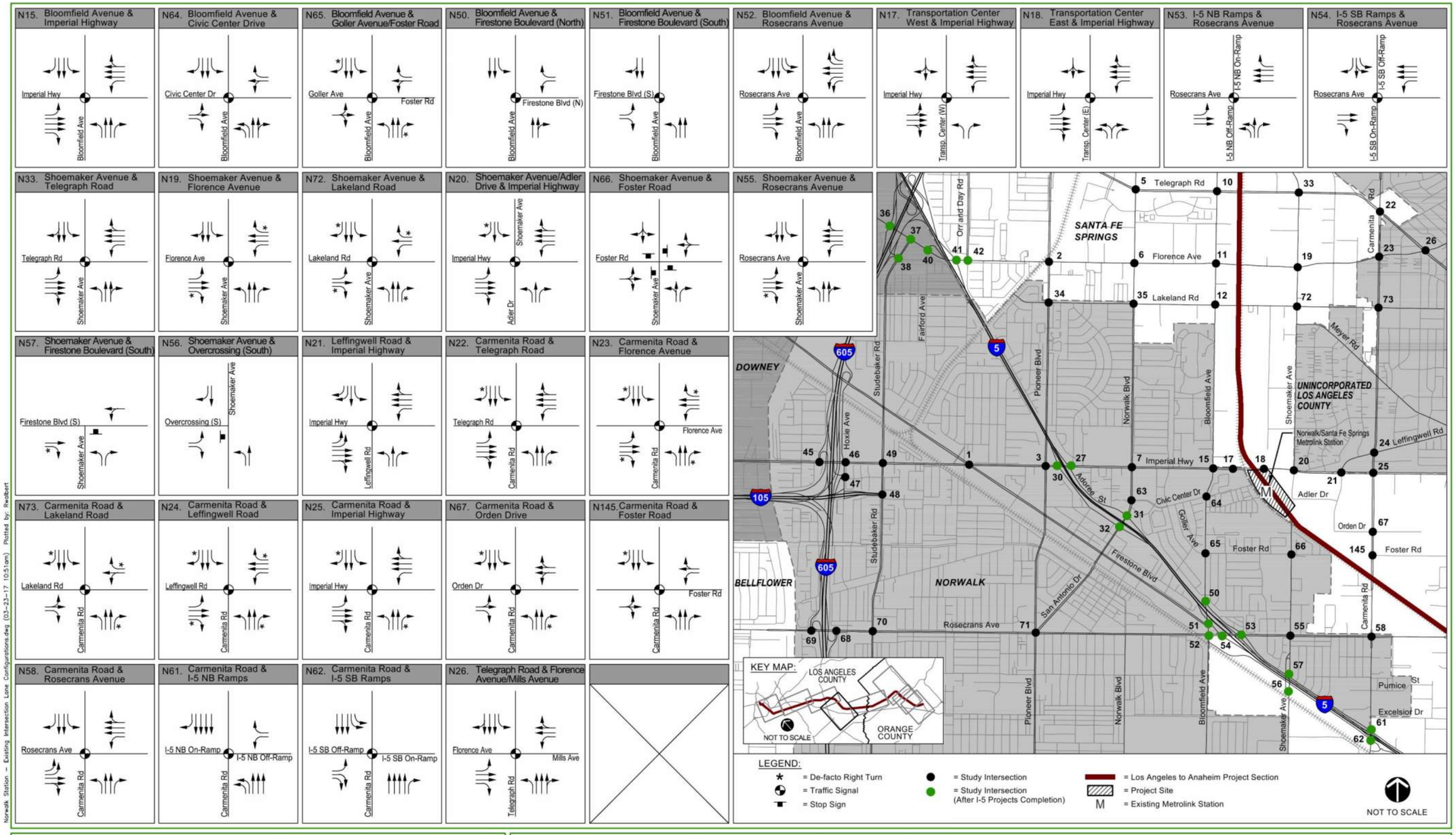
Alignment Existing Intersection Turning Volumes (Sheet 5 of 5)



N intersection number prefix indicates intersections within Norwalk/Santa Fe Springs Station Area

Source: Authority and FRA, 2018

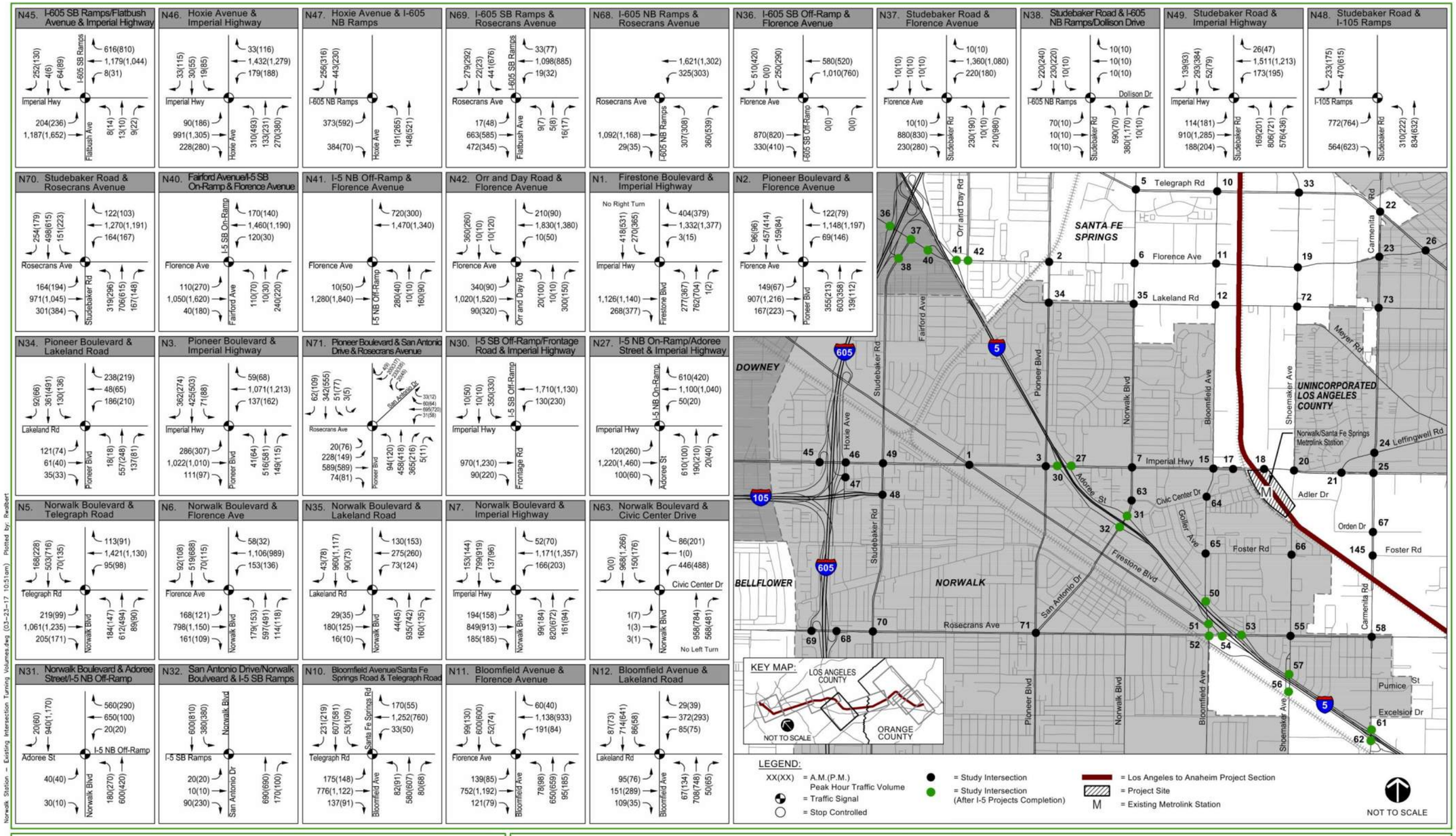
Norwalk/Santa Fe Springs Station - Existing Intersection Lane Configurations (Sheet 1 of 2)



N intersection number prefix indicates intersections within Norwalk/Santa Fe Springs Station Area

Source: Authority and FRA, 2018

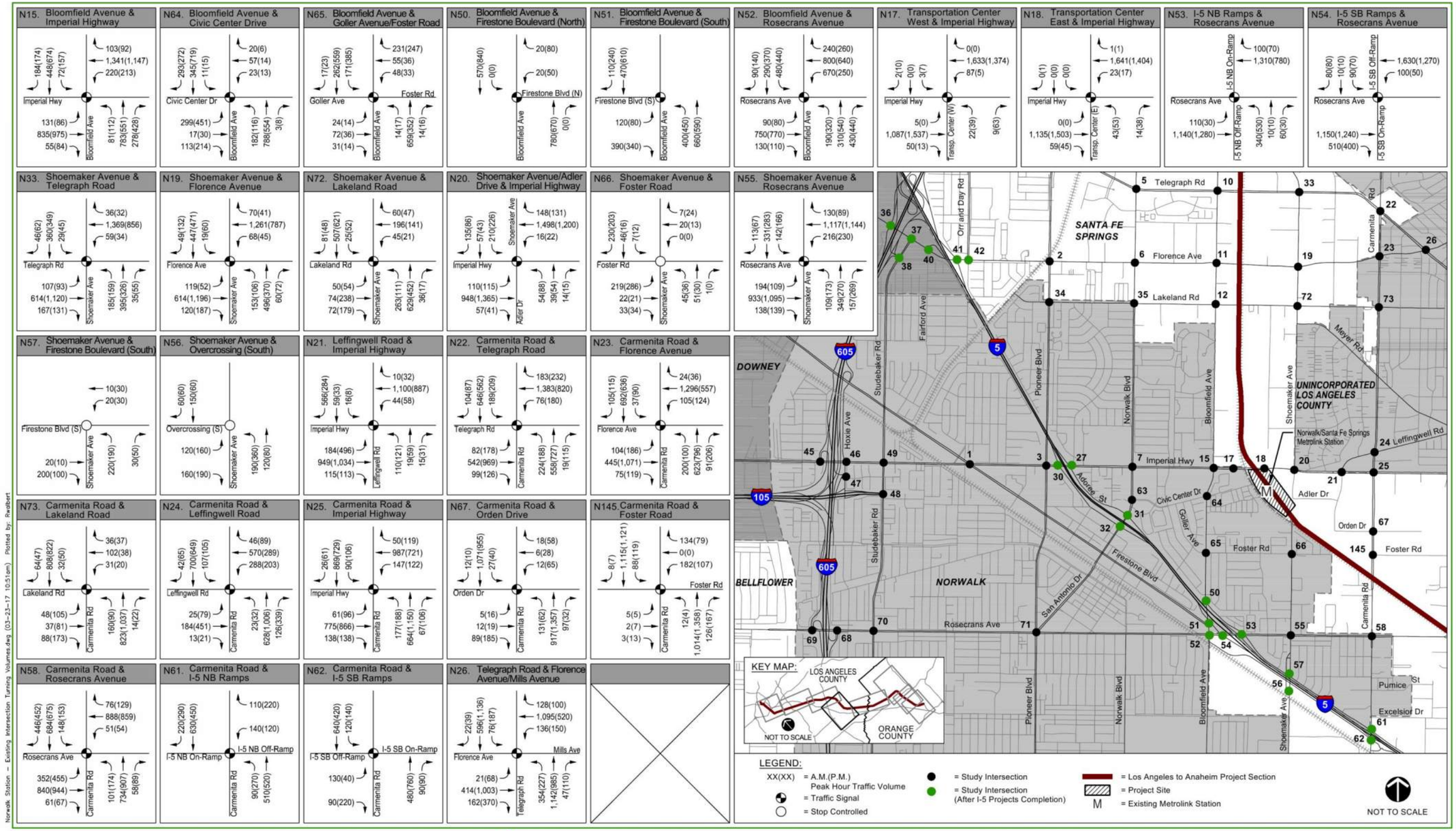
Norwalk/Santa Fe Springs Station - Existing Intersection Lane Configurations (Sheet 2 of 2)



N intersection number prefix indicates intersections within Norwalk/Santa Fe Springs Station Area

Source: Authority and FRA, 2018

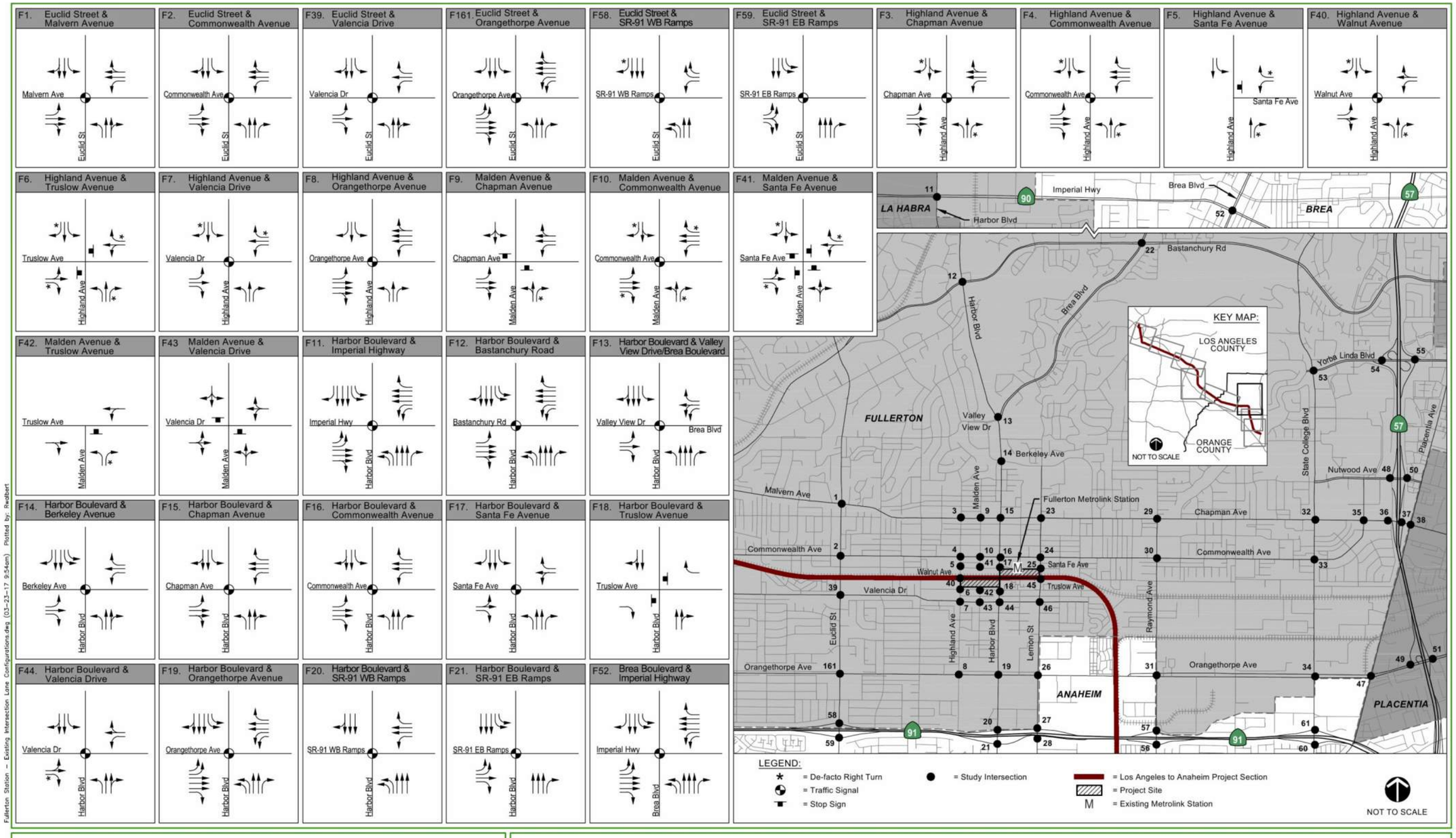
Norwalk/Santa Fe Springs Station - Existing Intersection Turning Volumes (Sheet 1 of 2)



N intersection number prefix indicates intersections within Norwalk/Santa Fe Springs Station Area

Source: Authority and FRA, 2018

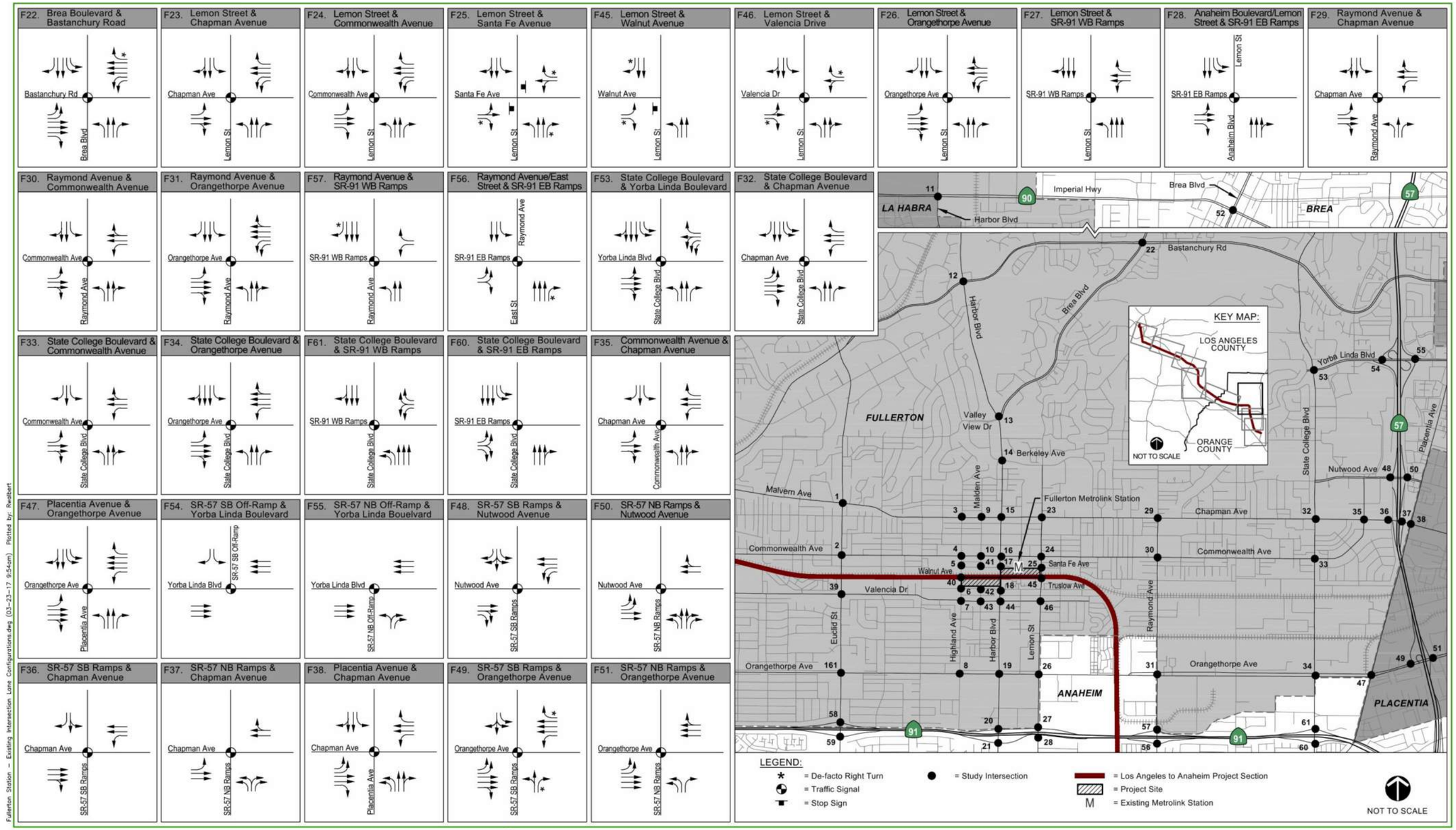
Norwalk/Santa Fe Springs Station - Existing Intersection Turning Volumes (Sheet 2 of 2)



Source: Authority and FRA, 2018

F intersection number prefix indicates intersections within Fullerton Station Area

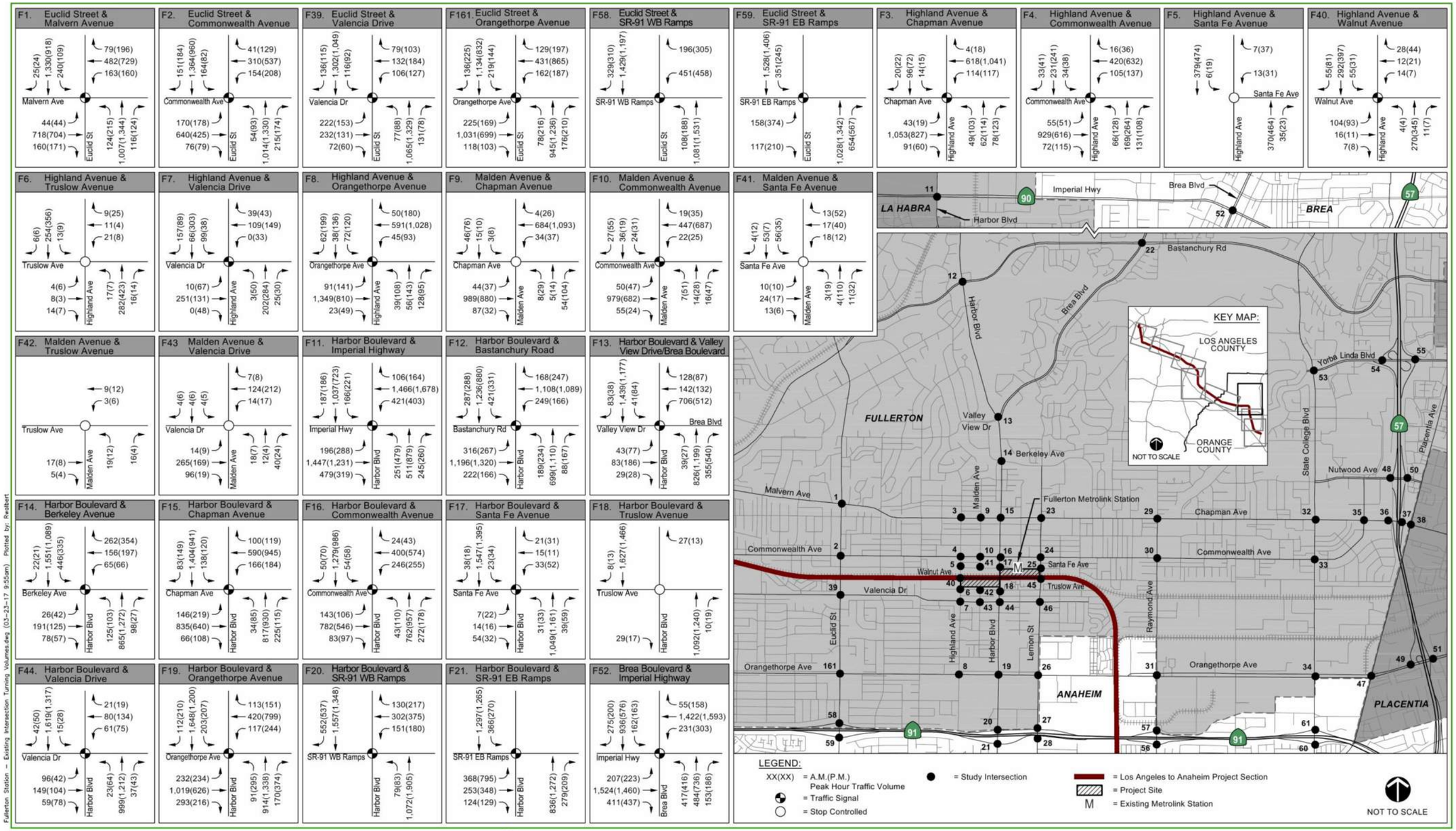
Fullerton Station - Existing Intersection Lane Configurations (Sheet 1 of 2)



Source: Authority and FRA, 2018

F intersection number prefix indicates intersections within Fullerton Station Area

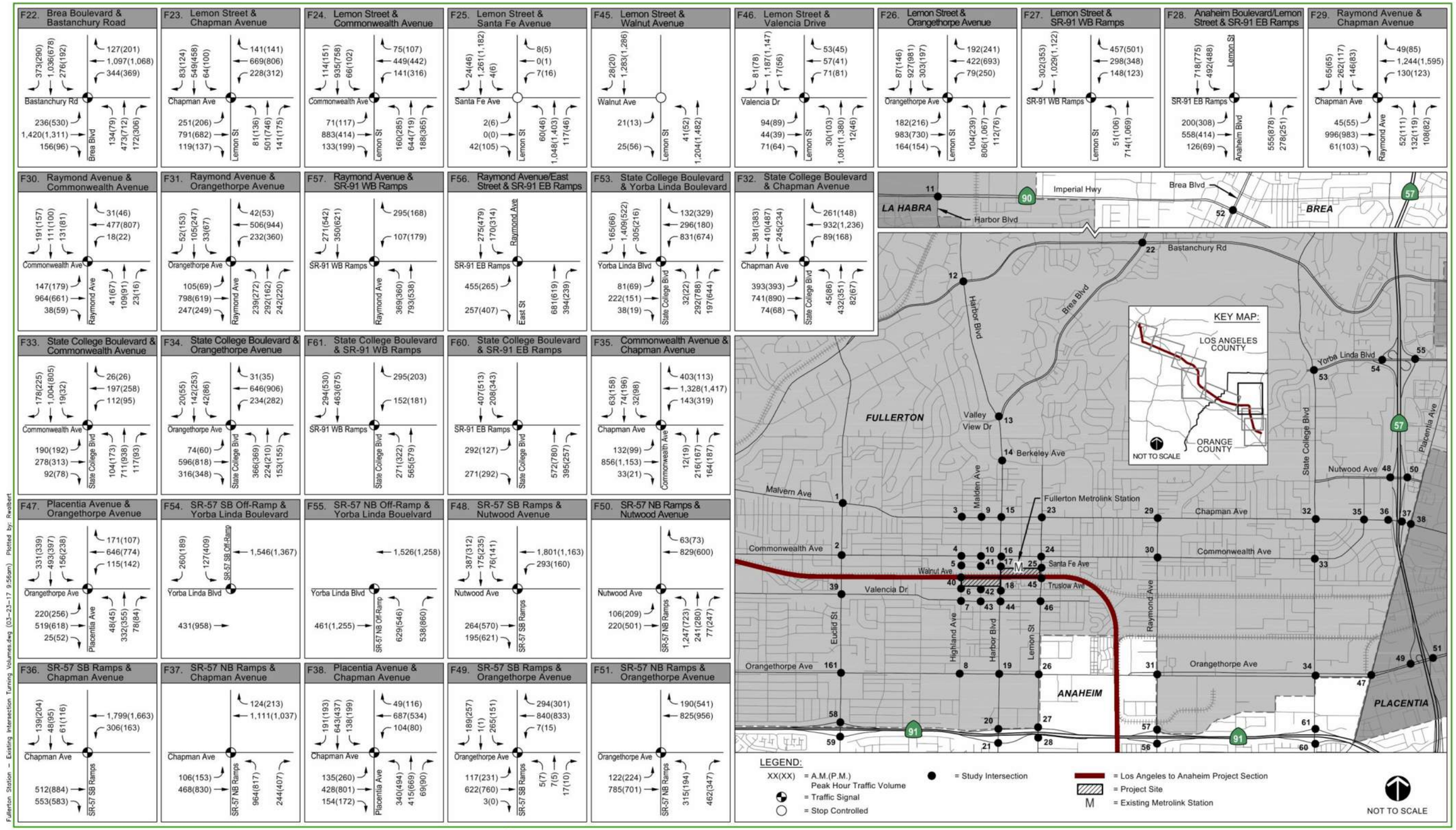
Fullerton Station - Existing Intersection Lane Configurations (Sheet 2 of 2)



Source: Authority and FRA, 2018

F intersection number prefix indicates intersections within Fullerton Station Area

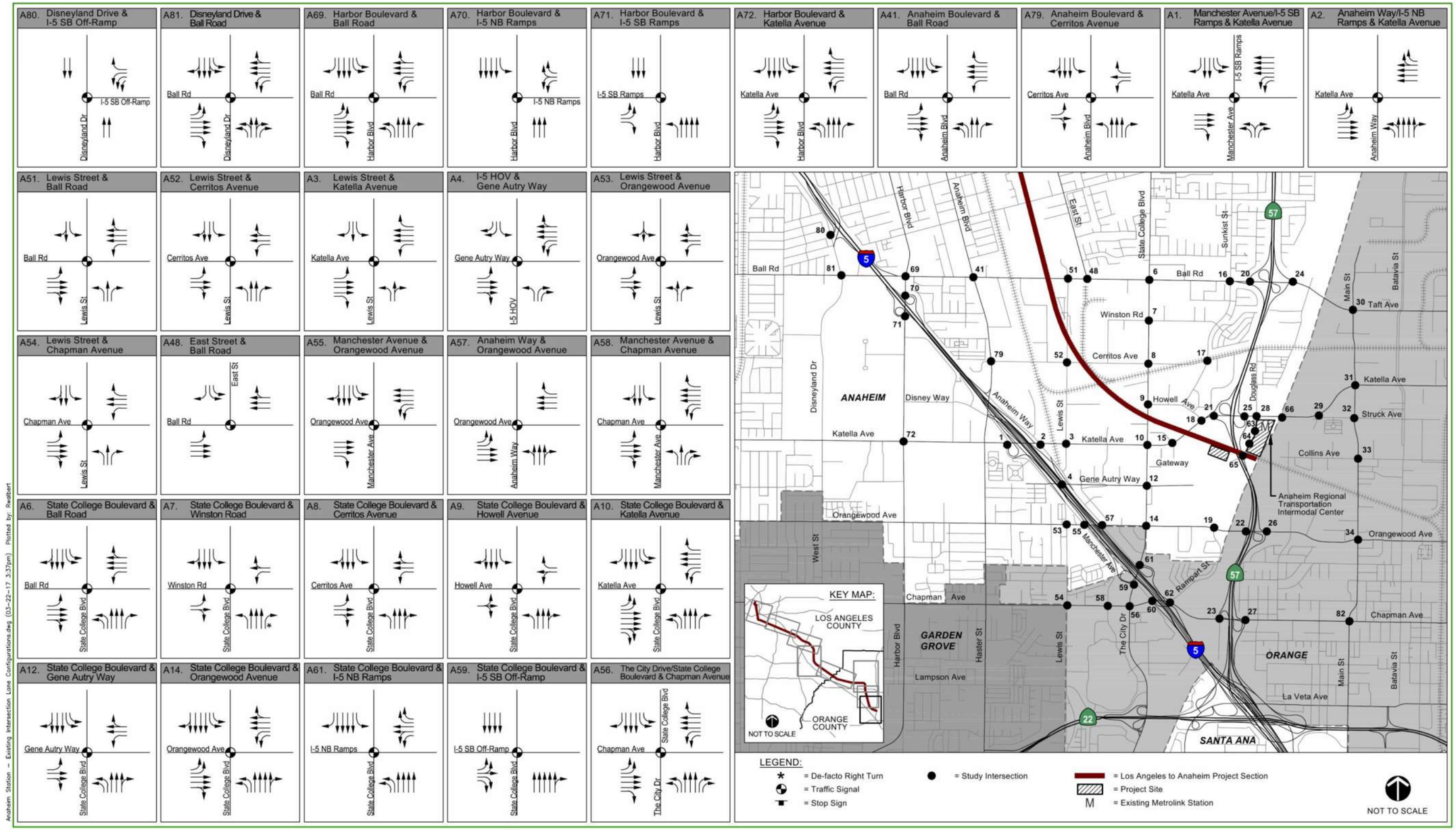
Fullerton Station - Existing Intersection Turning Volumes (Sheet 1 of 2)



Source: Authority and FRA, 2018

F intersection number prefix indicates intersections within Fullerton Station Area

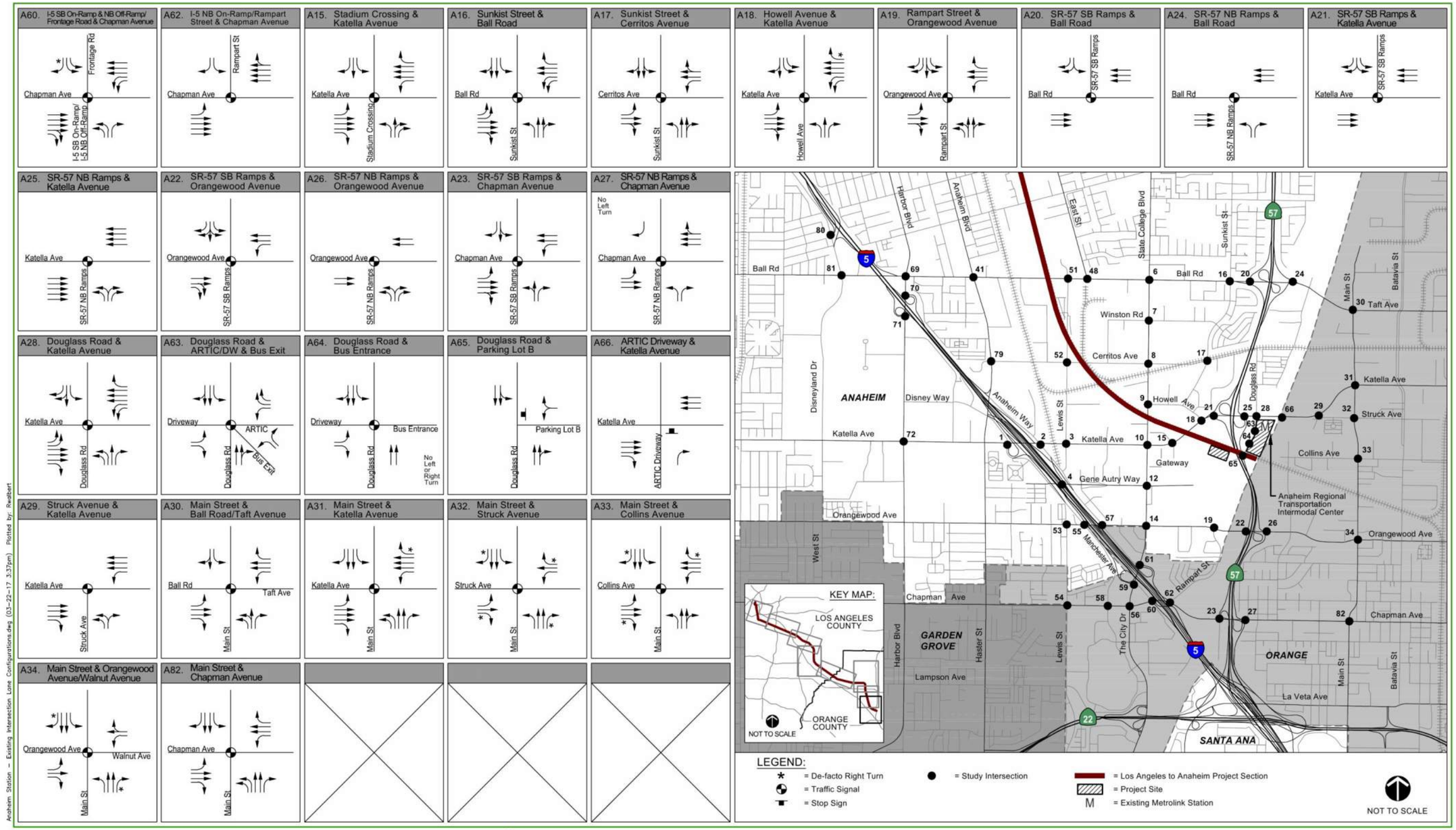
Fullerton Station - Existing Intersection Turning Volumes (Sheet 2 of 2)



Source: Authority and FRA, 2018

A intersection number prefix indicates intersections within Anaheim Regional Transportation Intermodal Center Station Area

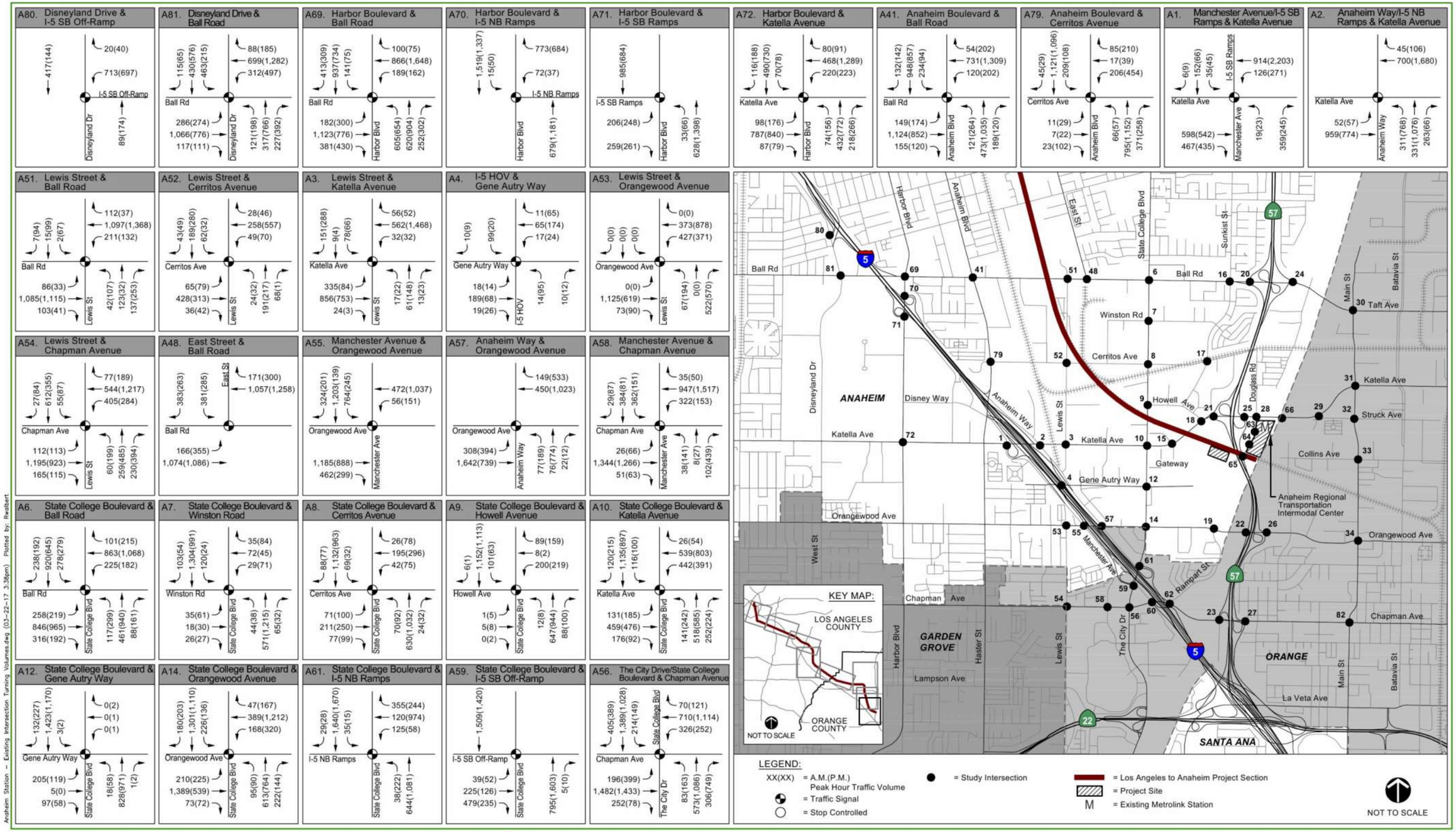
Anaheim Station - Existing Intersection Lane Configurations (Sheet 1 of 2)



Source: Authority and FRA, 2018

A intersection number prefix indicates intersections within Anaheim Regional Transportation Intermodal Center Station Area

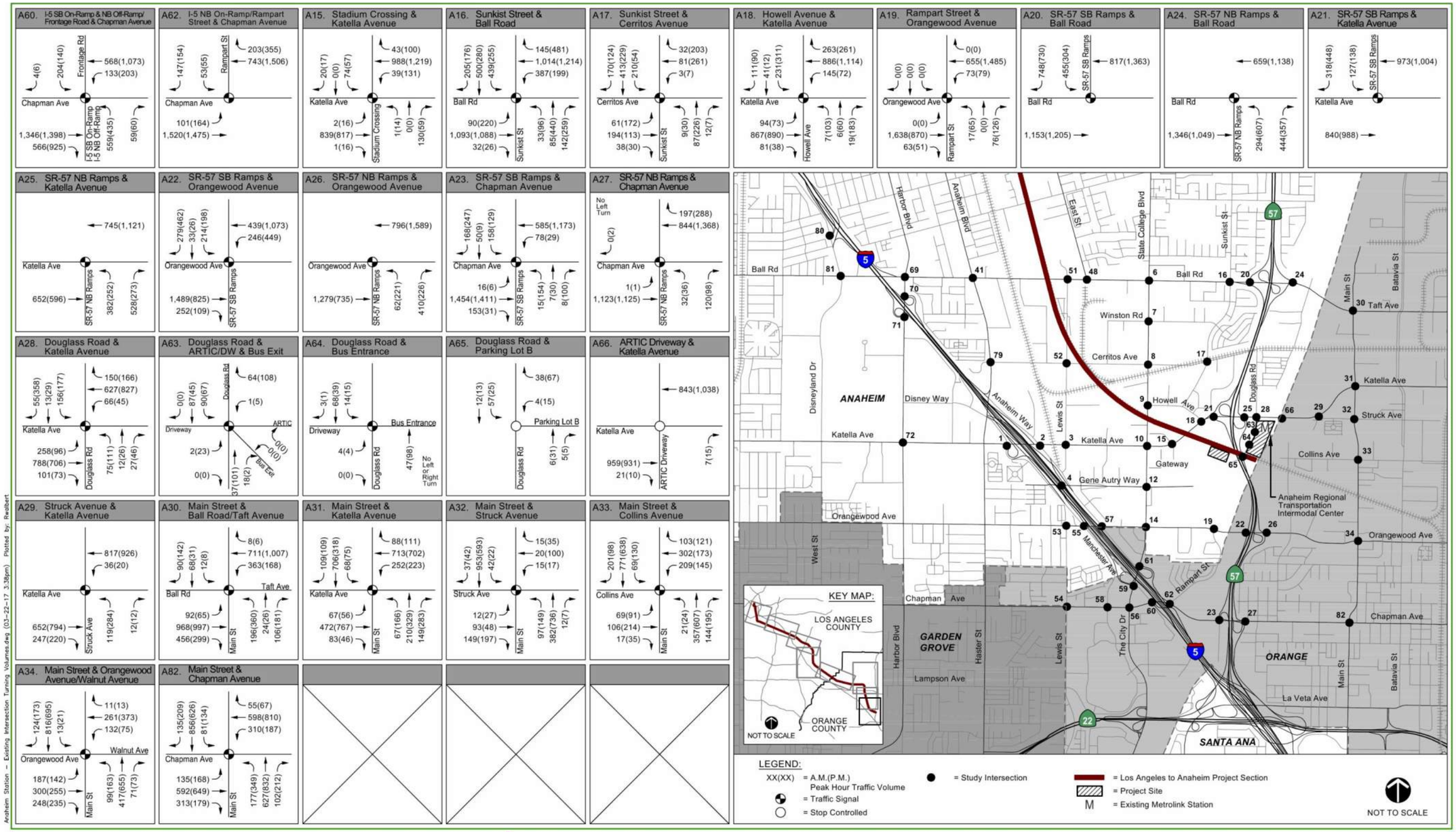
Anaheim Station - Existing Intersection Lane Configurations (Sheet 2 of 2)



Source: Authority and FRA, 2018

A intersection number prefix indicates intersections within Anaheim Regional Transportation Intermodal Center Station Area

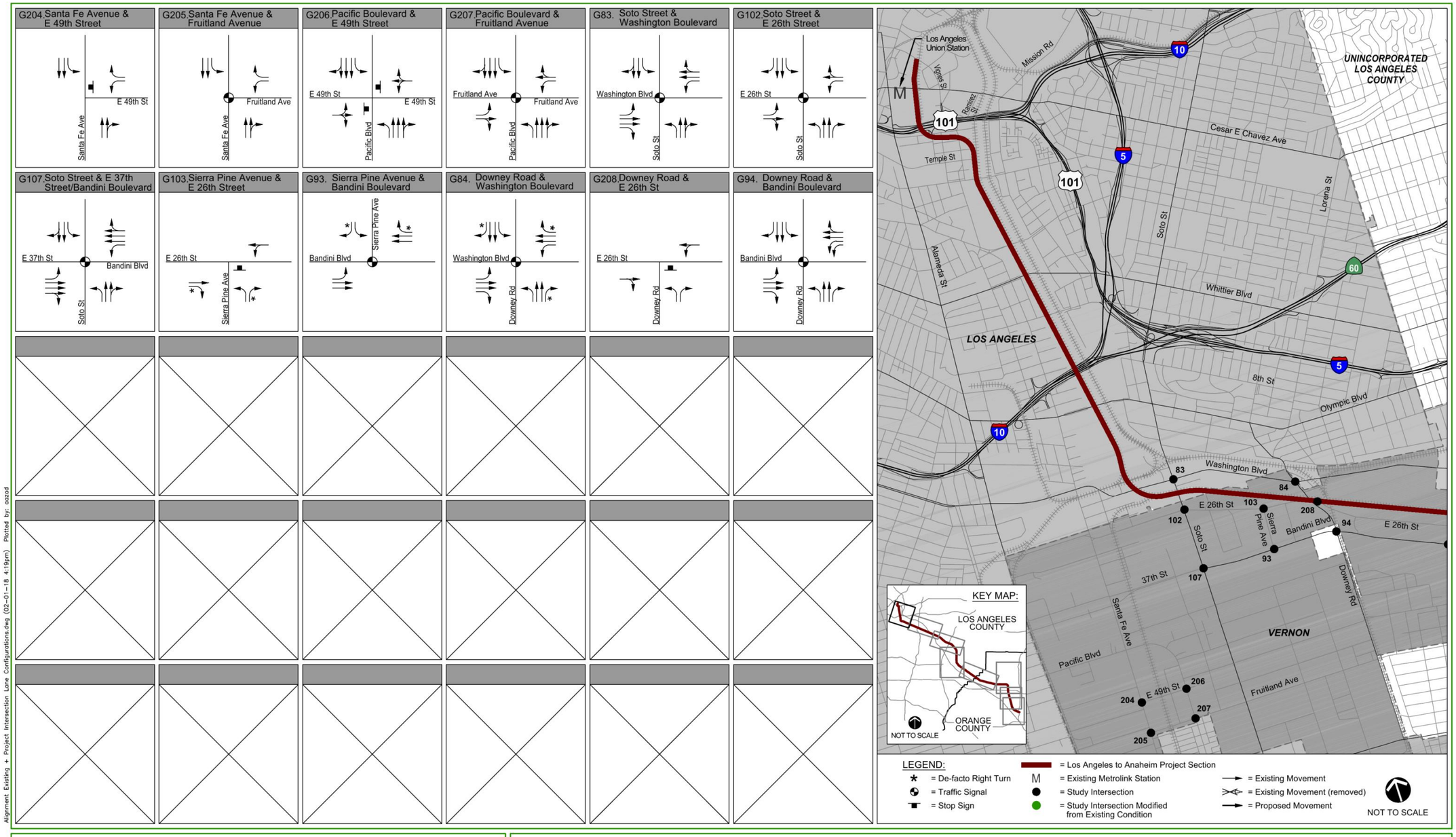
Anaheim Station - Existing Intersection Turning Volumes (Sheet 1 of 2)



Source: Authority and FRA, 2018

A intersection number prefix indicates intersections within Anaheim Regional Transportation Intermodal Center Station Area

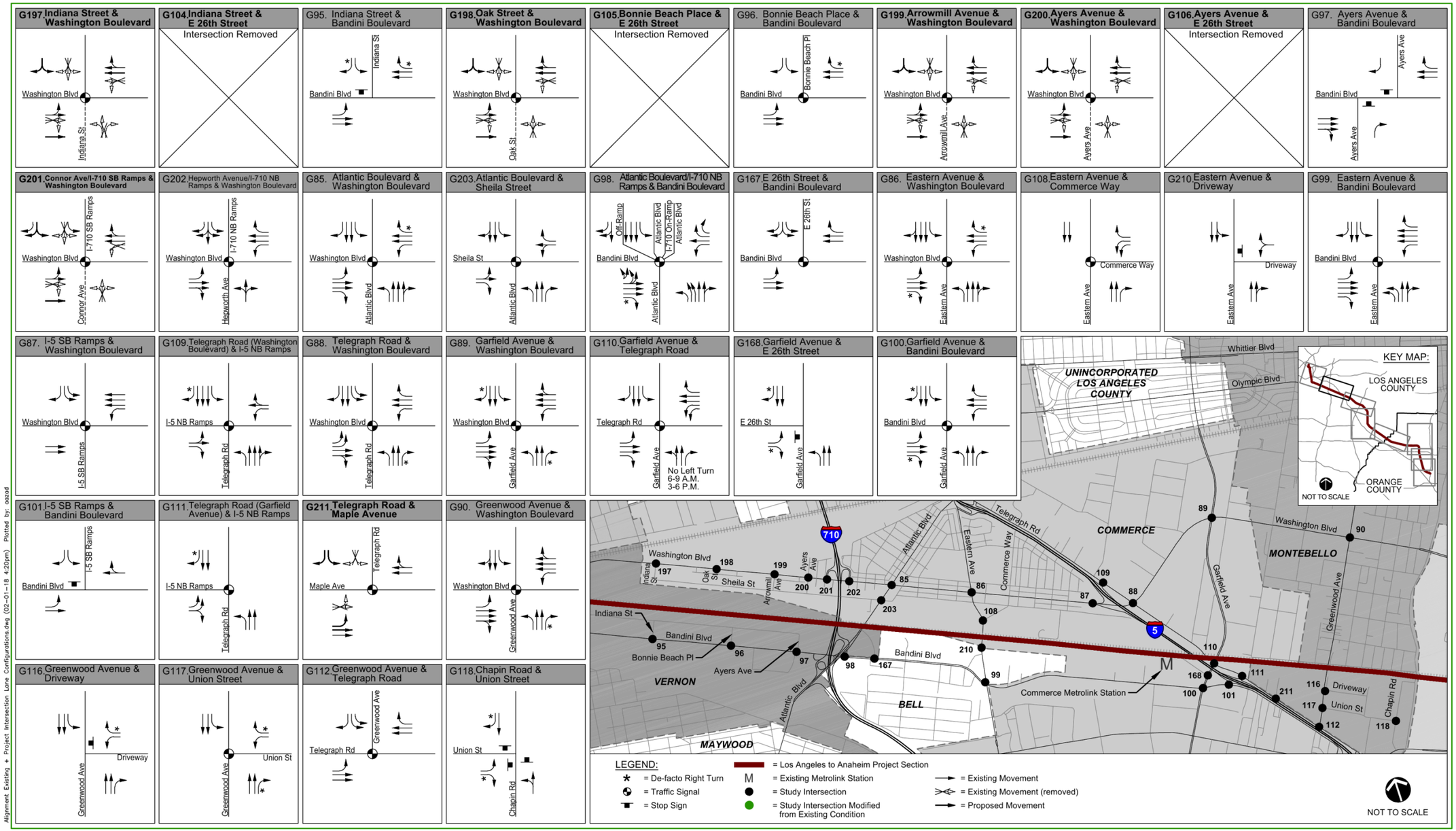
Anaheim Station - Existing Intersection Turning Volumes (Sheet 2 of 2)



G intersection number prefix indicates intersections outside of station area

Source: Authority and FRA, 2018

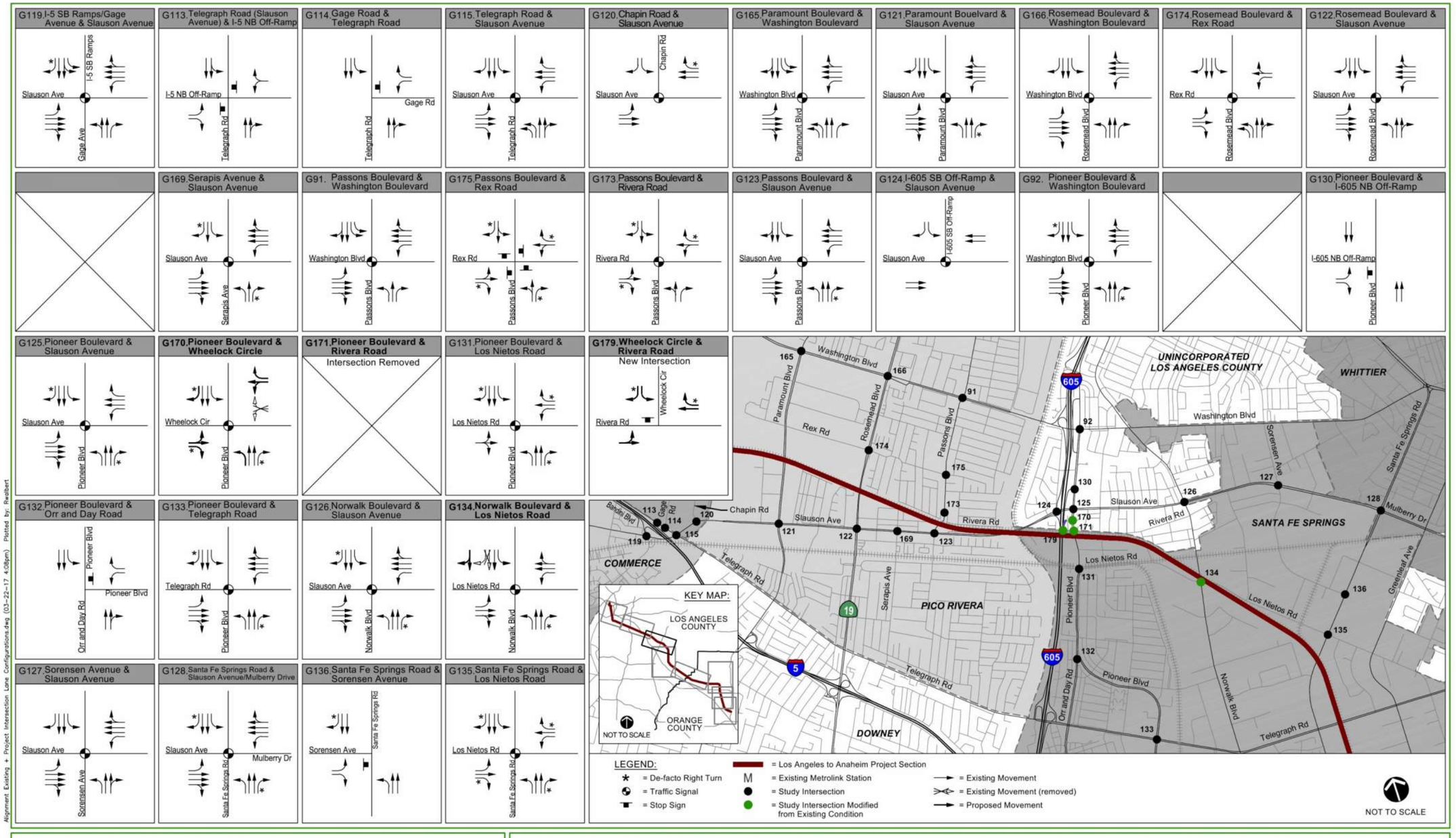
Existing Plus Project - Intersection Lane Configurations - Alignment (Sheet 1 of 5)



G intersection number prefix indicates intersections outside of station area

Source: Authority and FRA, 2018

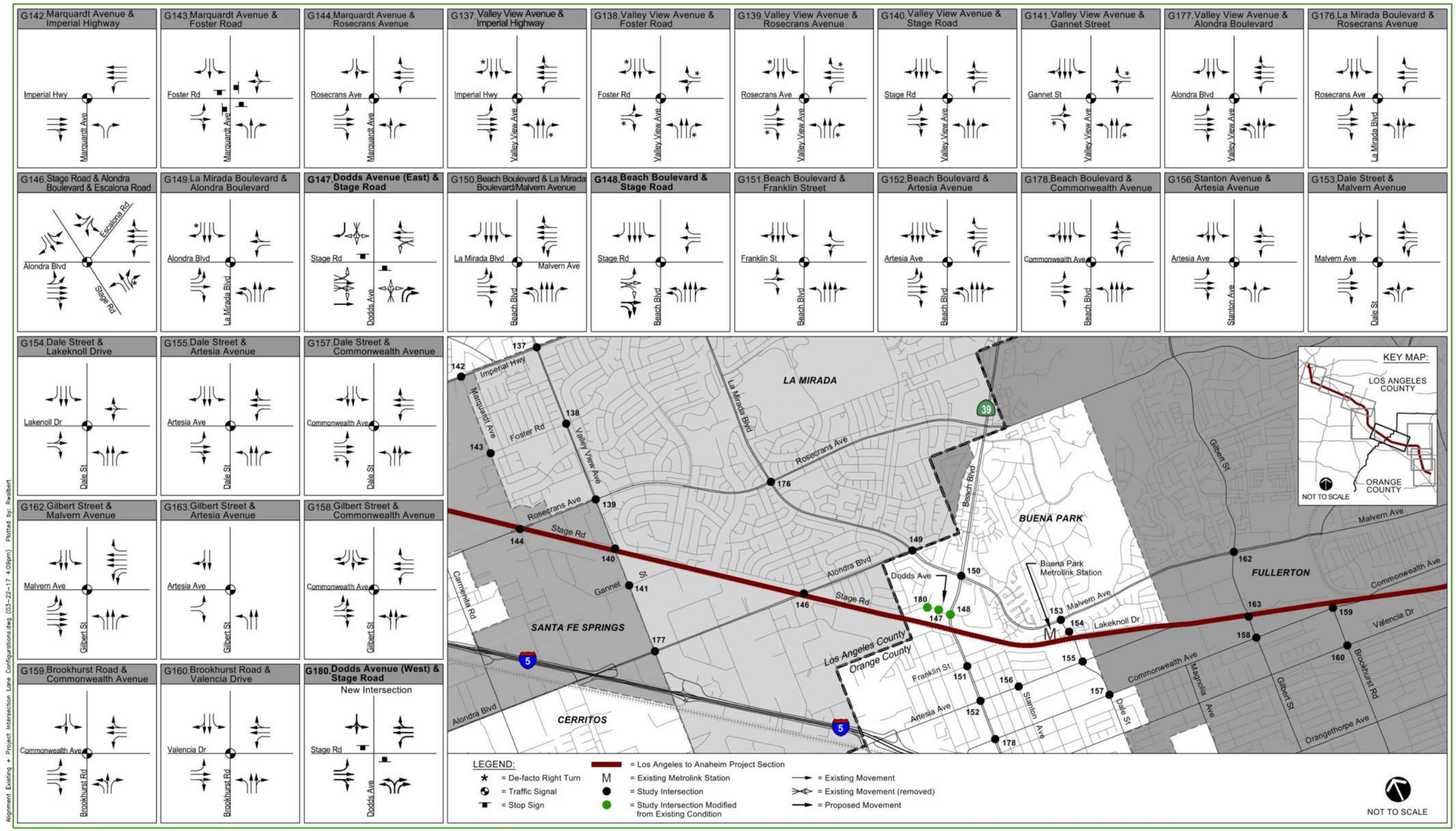
Existing Plus Project - Intersection Lane Configurations - Alignment (Sheet 2 of 5)



G intersection number prefix indicates intersections outside of station area

Source: Authority and FRA, 2018

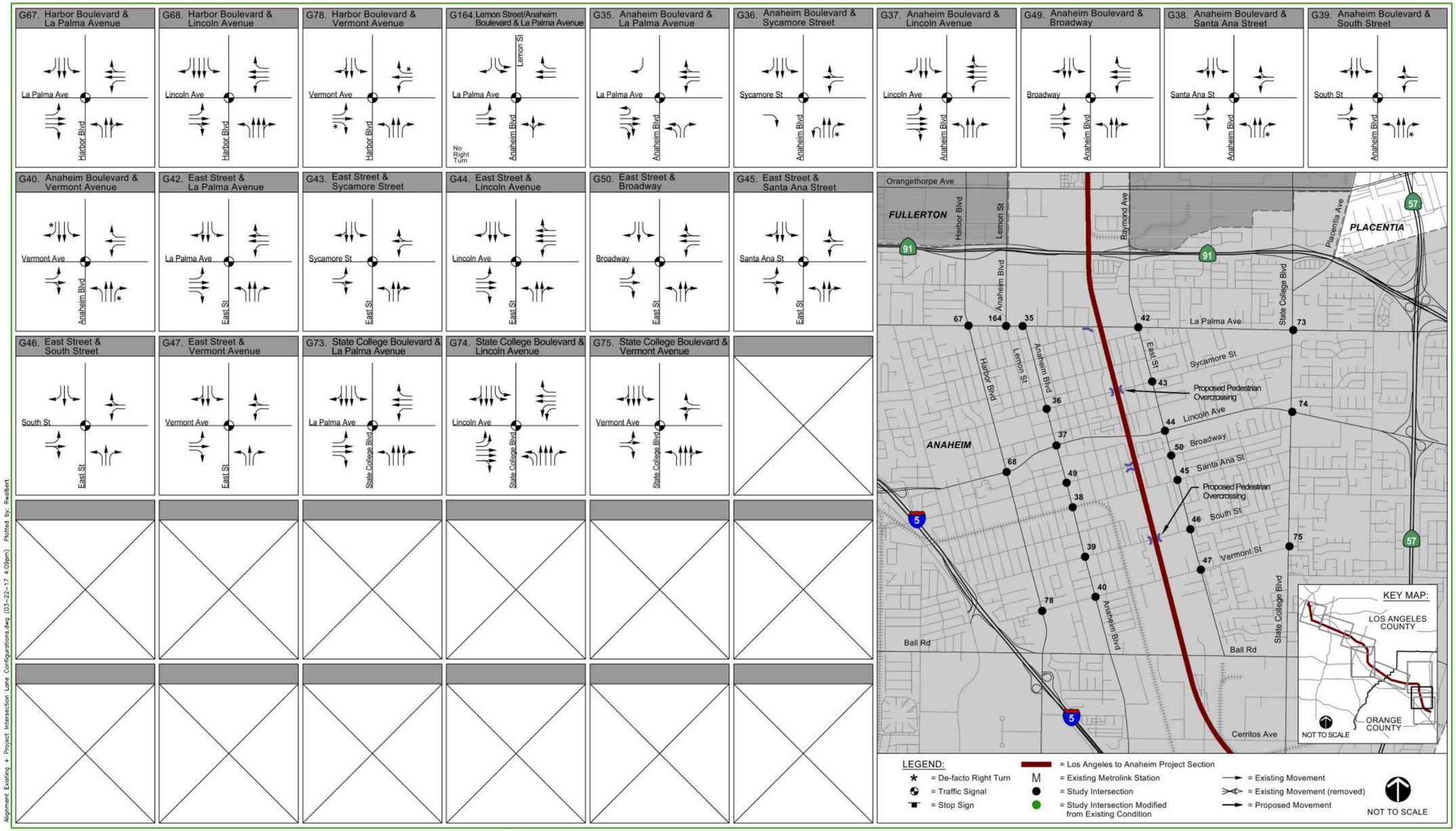
Existing Plus Project - Intersection Lane Configurations - Alignment (Sheet 3 of 5)



G intersection number prefix indicates intersections outside of station area

Source: Authority and FRA, 2018

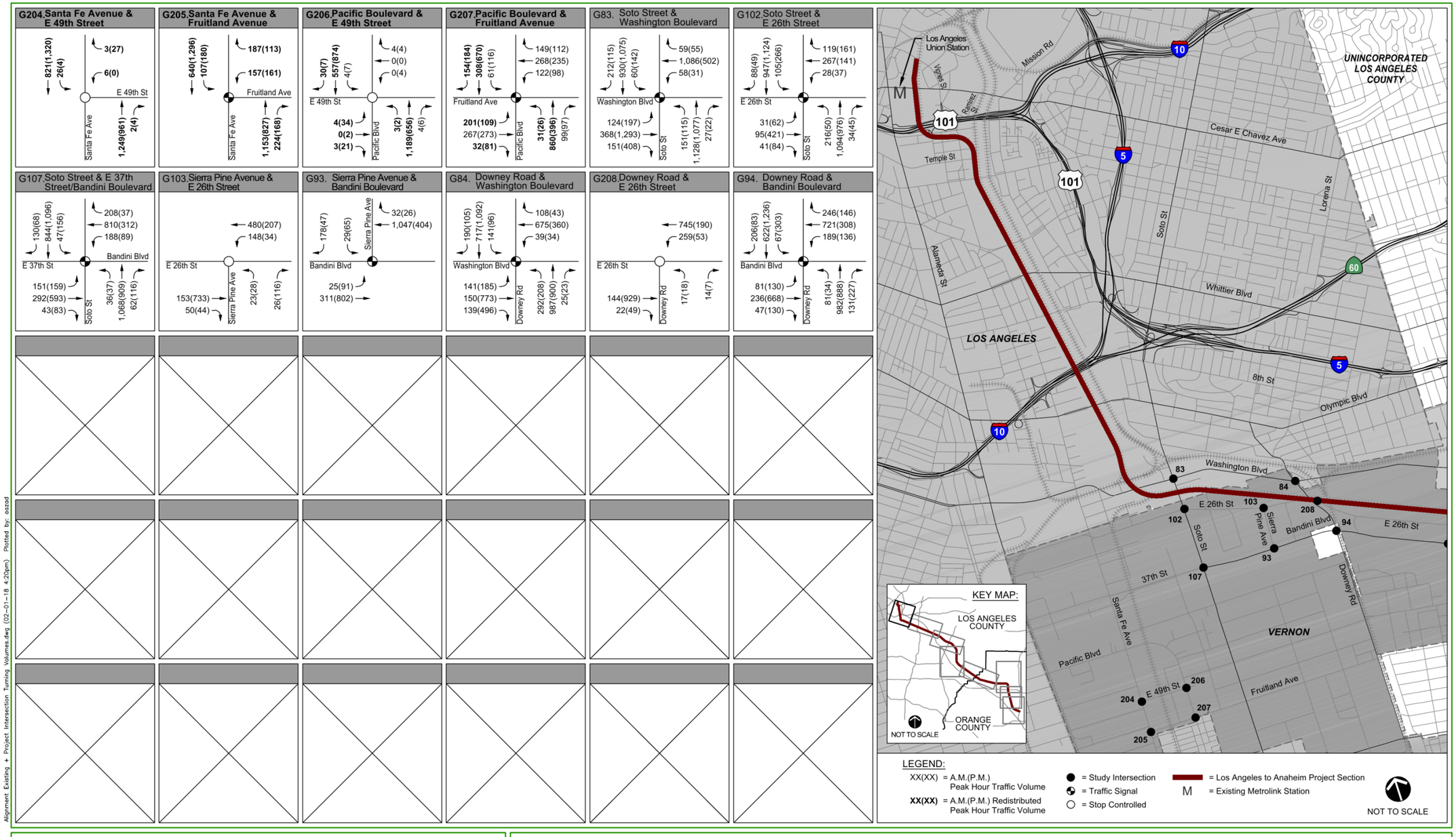
Existing Plus Project - Intersection Lane Configurations - Alignment (Sheet 4 of 5)



G intersection number prefix indicates intersections outside of station area

Source: Authority and FRA, 2018

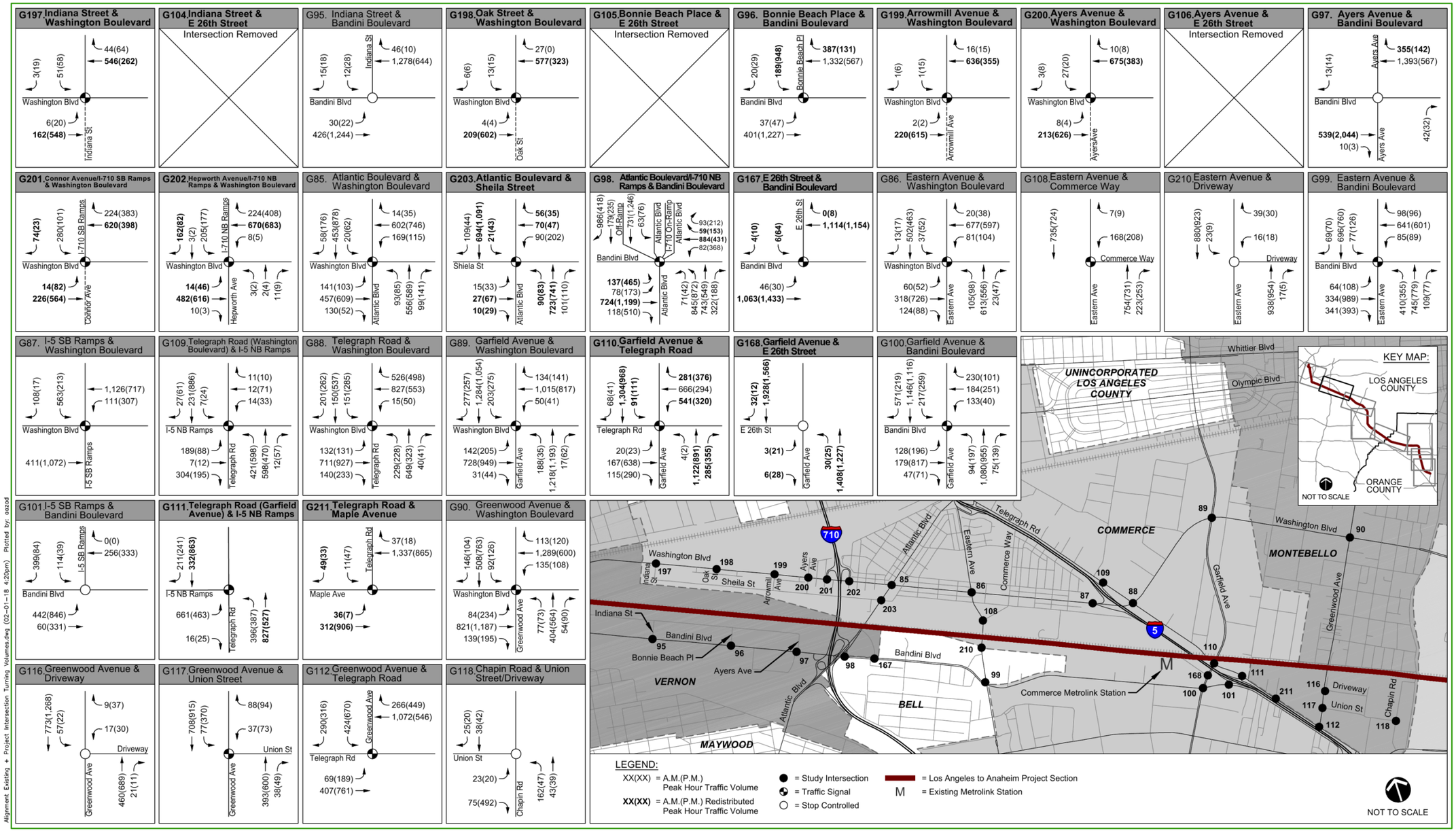
Existing Plus Project - Intersection Lane Configurations - Alignment (Sheet 5 of 5)



G intersection number prefix indicates intersections outside of station area

Source: Authority and FRA, 2018

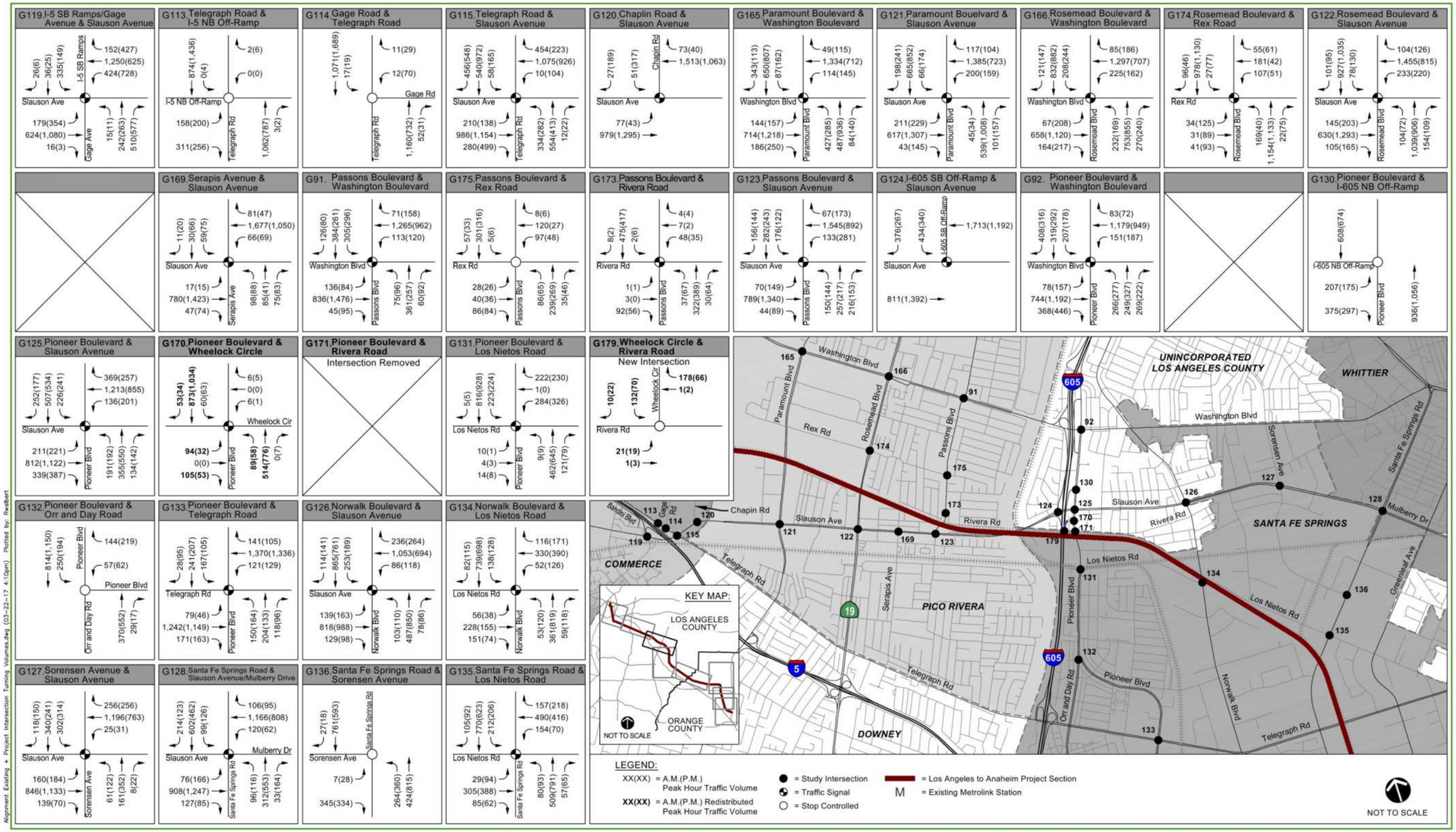
Existing Plus Project - Intersection Turning Volumes - Alignment (Sheet 1 of 5)



G intersection number prefix indicates intersections outside of station area

Source: Authority and FRA, 2018

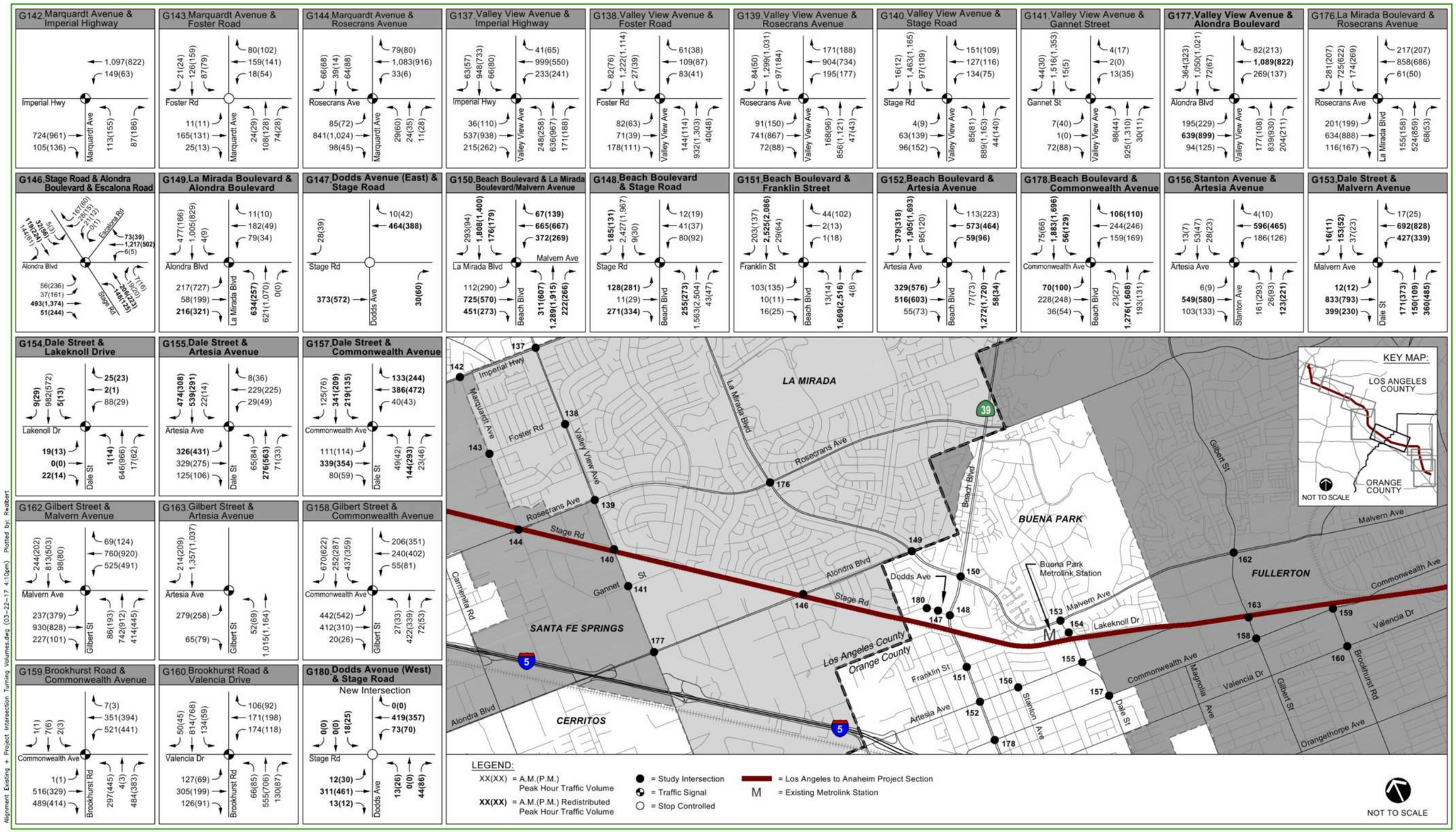
Existing Plus Project - Intersection Turning Volumes - Alignment (Sheet 2 of 5)



G intersection number prefix indicates intersections outside of station area

Source: Authority and FRA, 2018

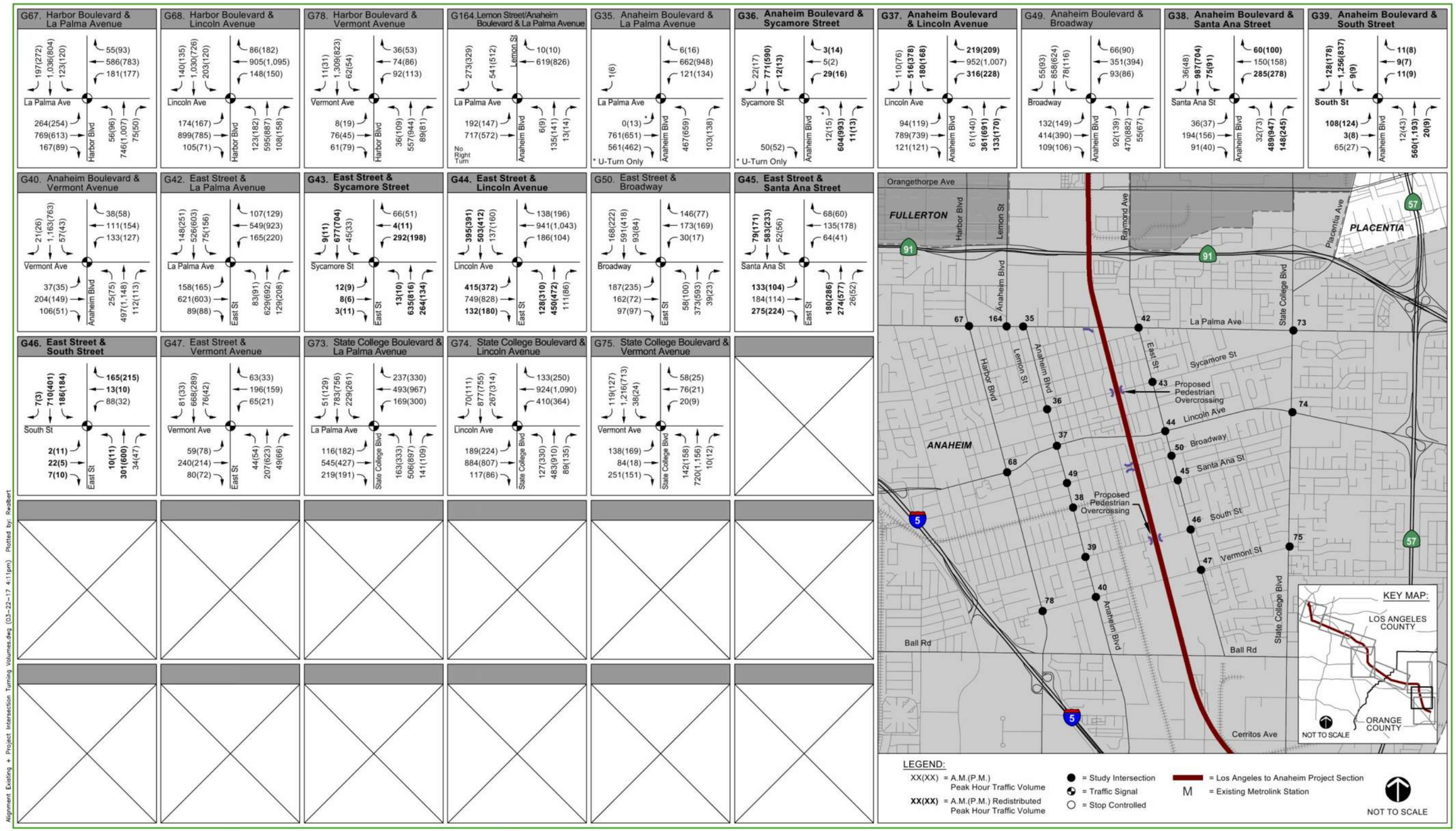
Existing Plus Project - Intersection Turning Volumes - Alignment (Sheet 3 of 5)



G intersection number prefix indicates intersections outside of station area

Source: Authority and FRA, 2018

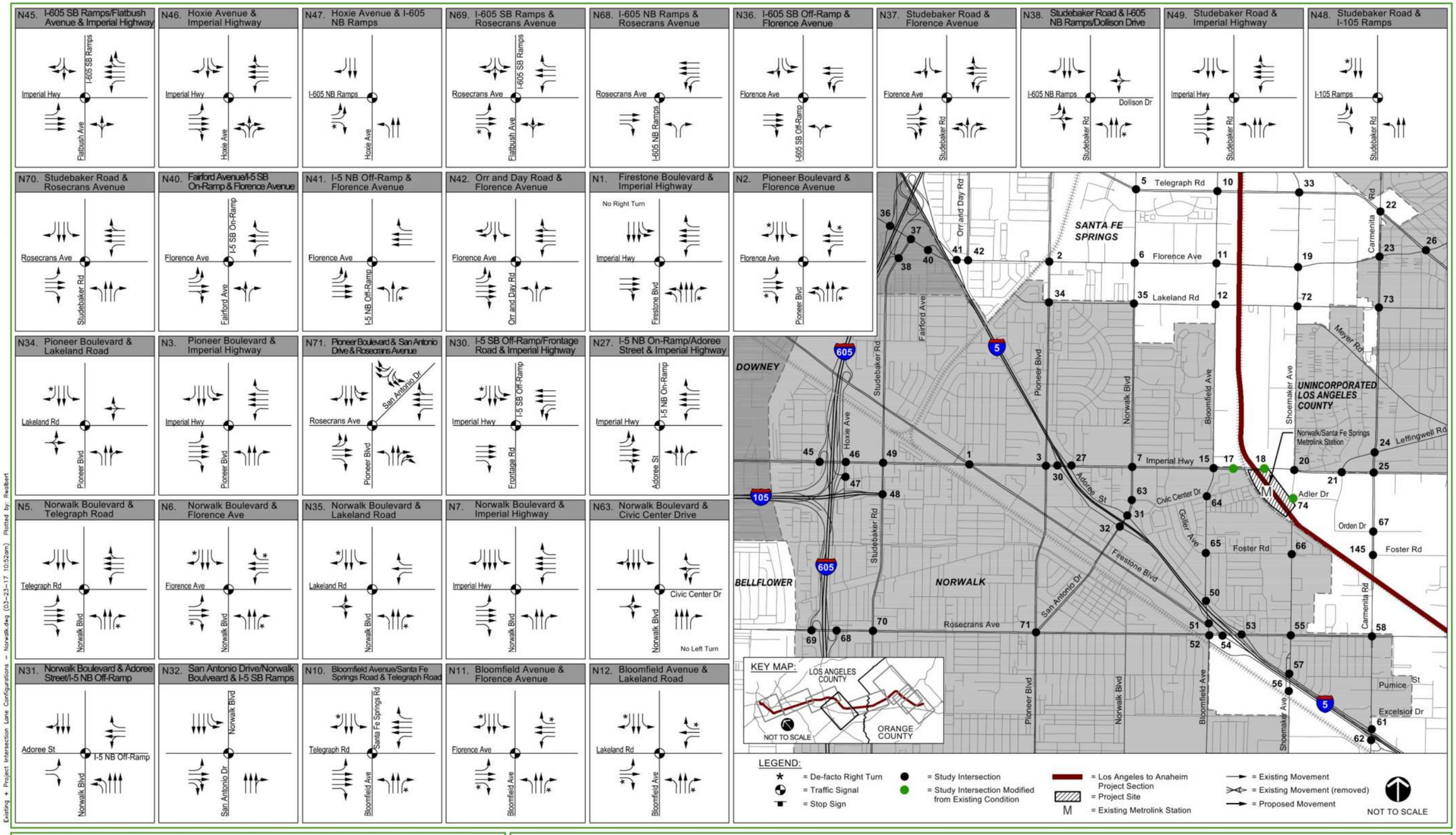
Existing Plus Project - Intersection Turning Volumes - Alignment (Sheet 4 of 5)



G intersection number prefix indicates intersections outside of station area

Source: Authority and FRA, 2018

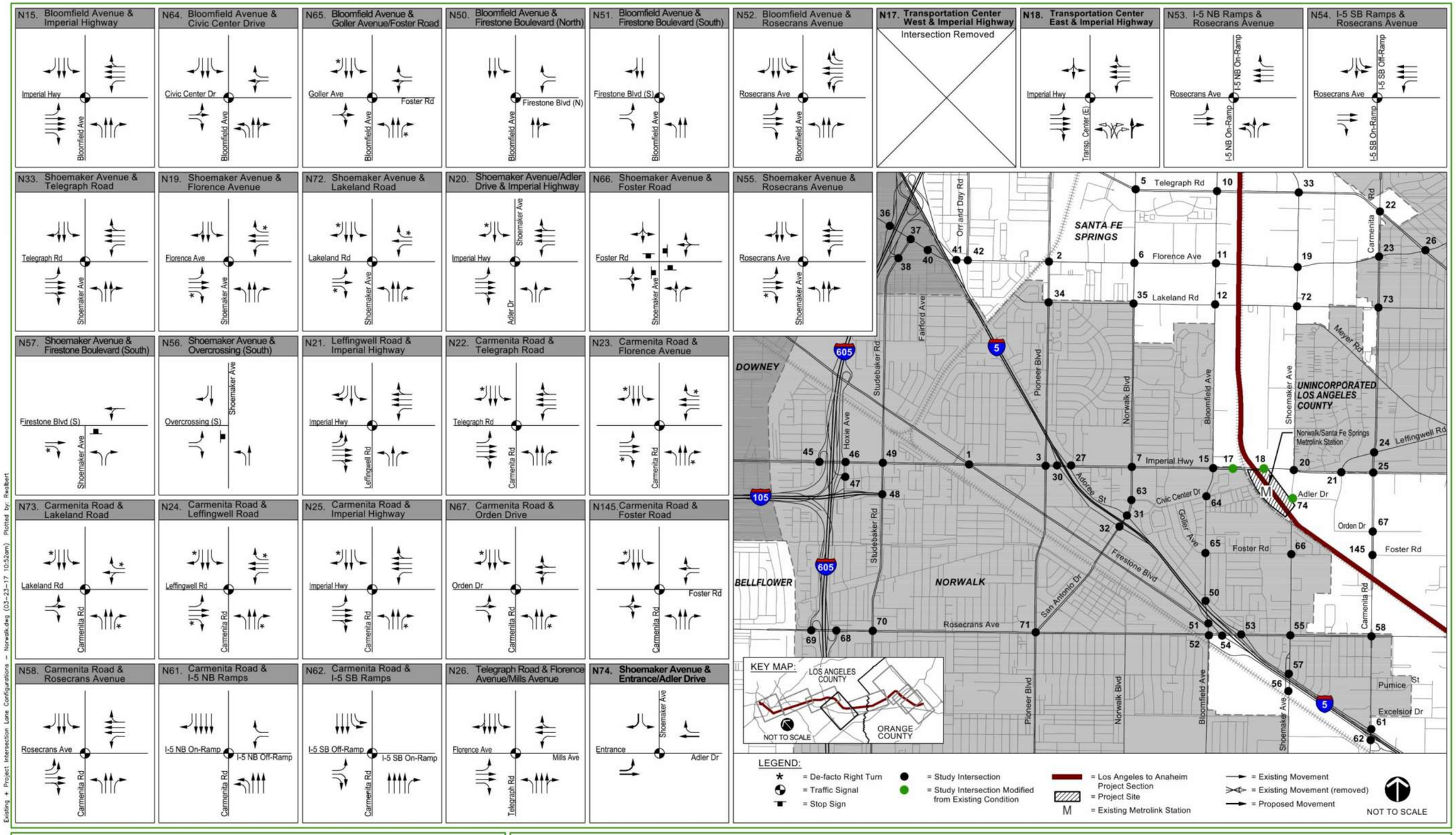
Existing Plus Project - Intersection Turning Volumes - Alignment (Sheet 5 of 5)



N intersection number prefix indicates intersections within Norwalk/Santa Fe Springs Station Area

Source: Authority and FRA, 2018

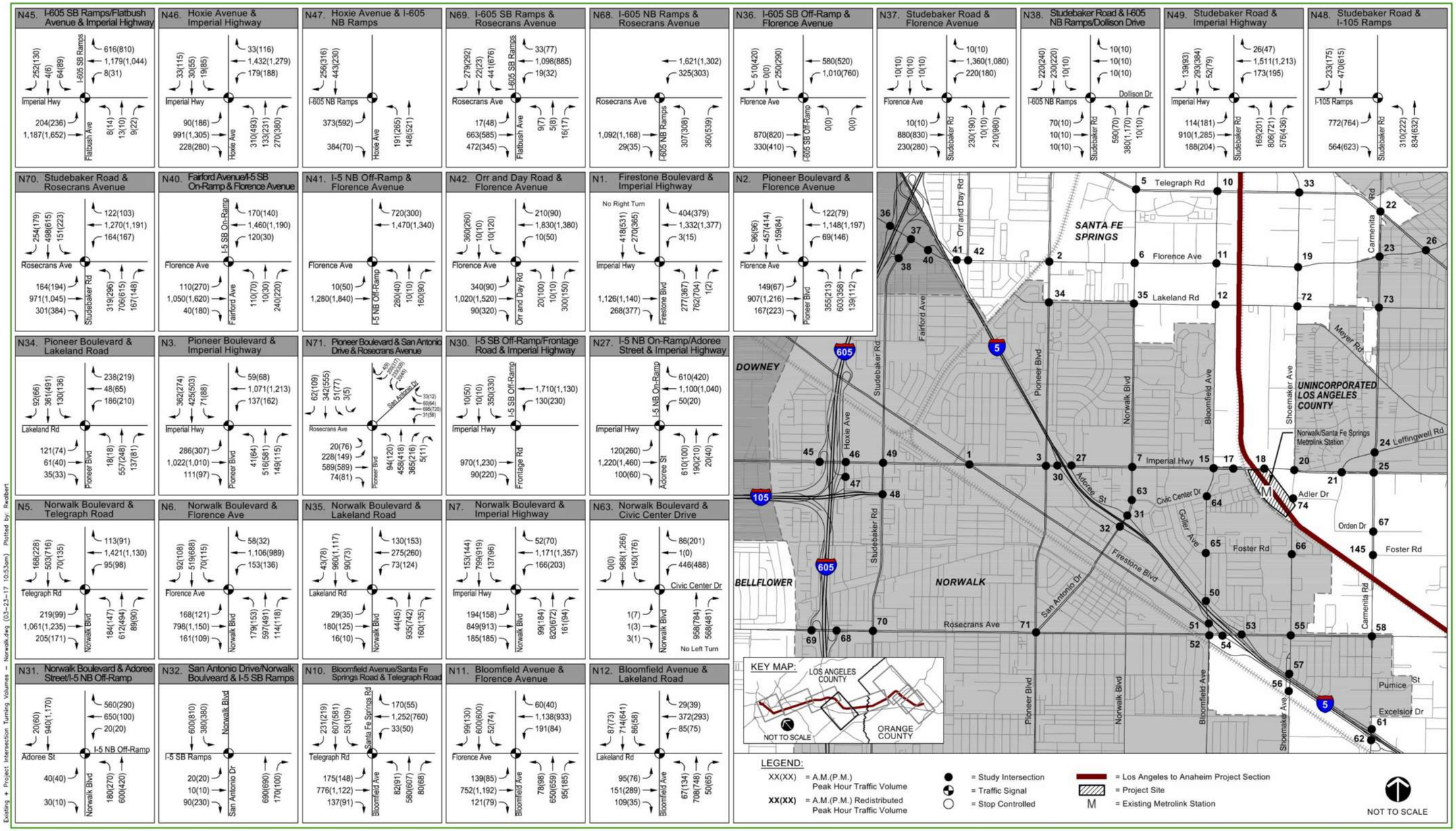
Existing Plus Project Intersection Lane Configurations – Norwalk/Santa Fe Springs Station (Sheet 1 of 2)



N intersection number prefix indicates intersections within Norwalk/Santa Fe Springs Station Area

Source: Authority and FRA, 2018

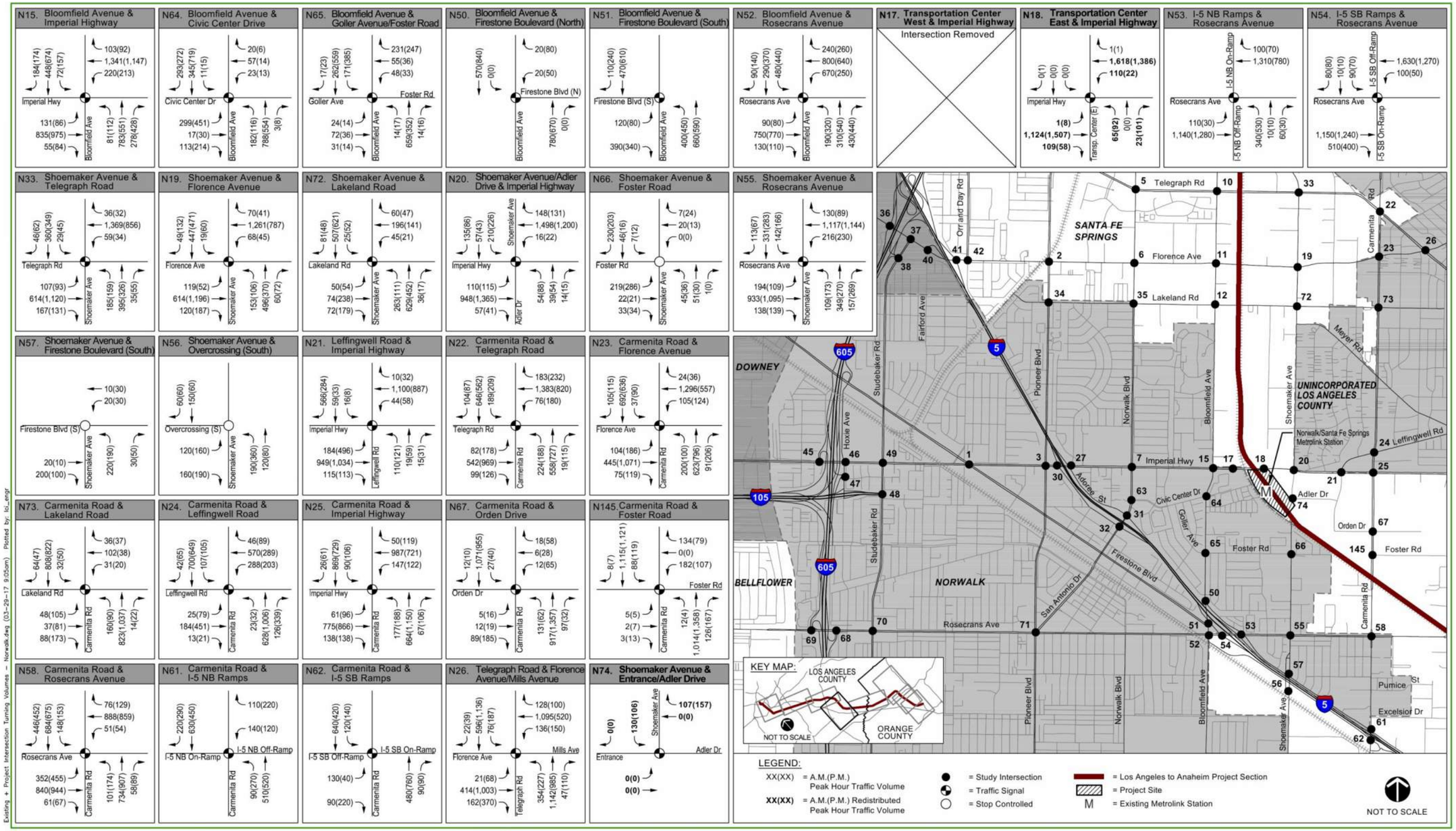
Existing Plus Project Intersection Lane Configurations – Norwalk/Santa Fe Springs Station (Sheet 2 of 2)



N intersection number prefix indicates intersections within Norwalk/Santa Fe Springs Station Area

Source: Authority and FRA, 2018

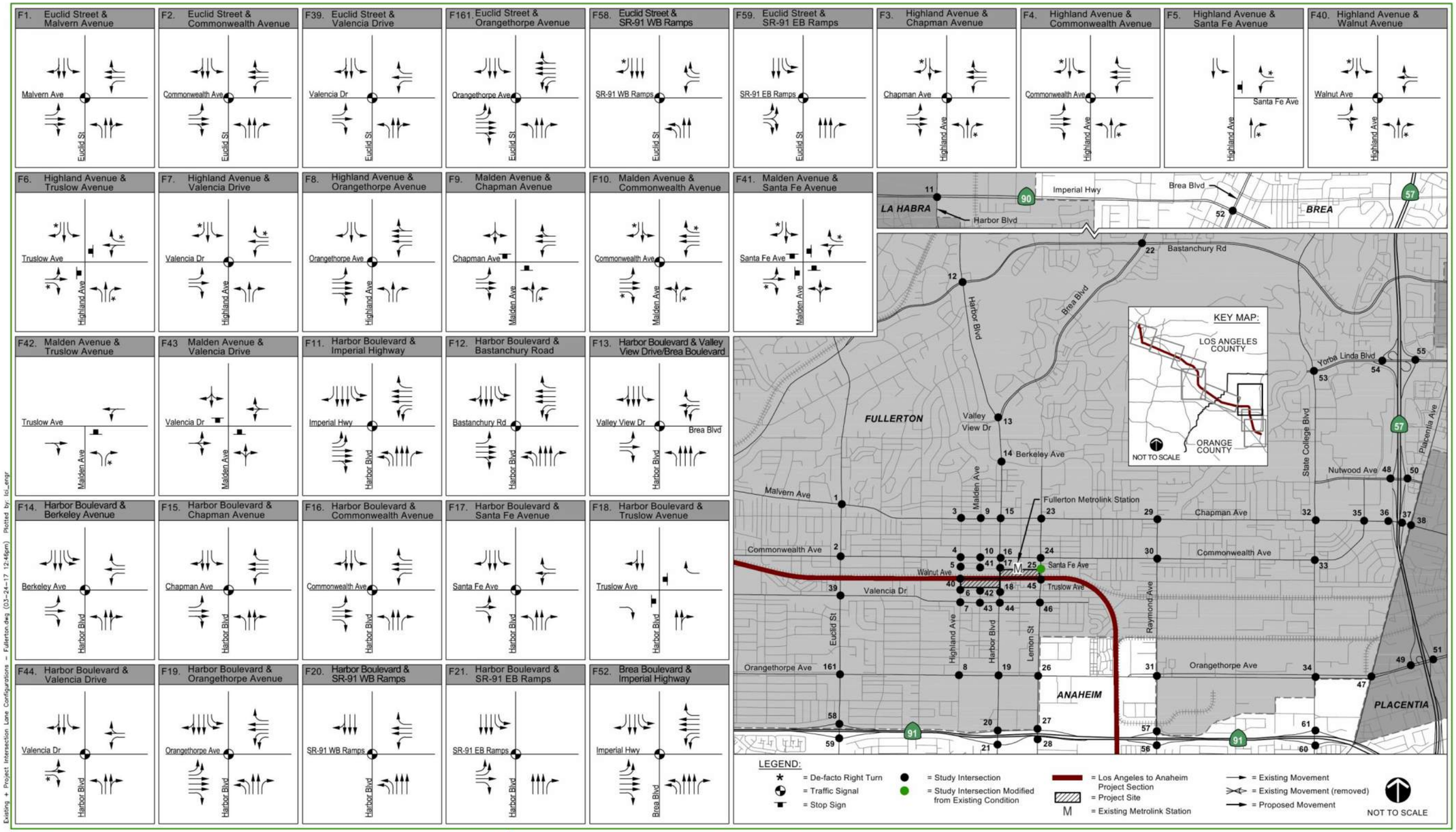
Existing Plus Project Intersection Turning Volumes – Norwalk/Santa Fe Springs Station (Sheet 1 of 2)



N intersection number prefix indicates intersections within Norwalk/Santa Fe Springs Station Area

Source: Authority and FRA, 2018

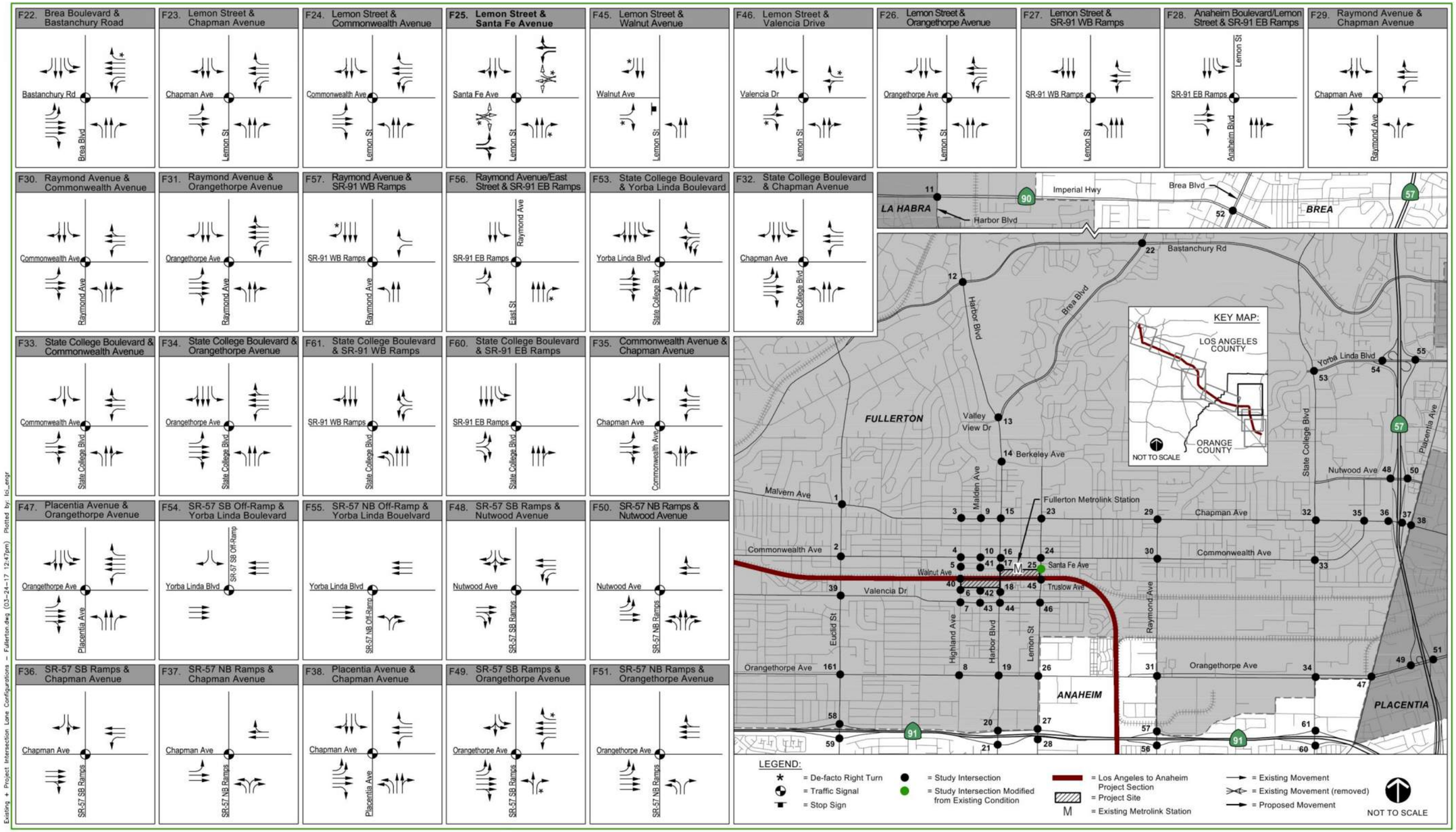
Existing Plus Project Intersection Turning Volumes – Norwalk/Santa Fe Springs Station (Sheet 2 of 2)



F intersection number prefix indicates intersections within Fullerton Station Area

Source: Authority and FRA, 2018

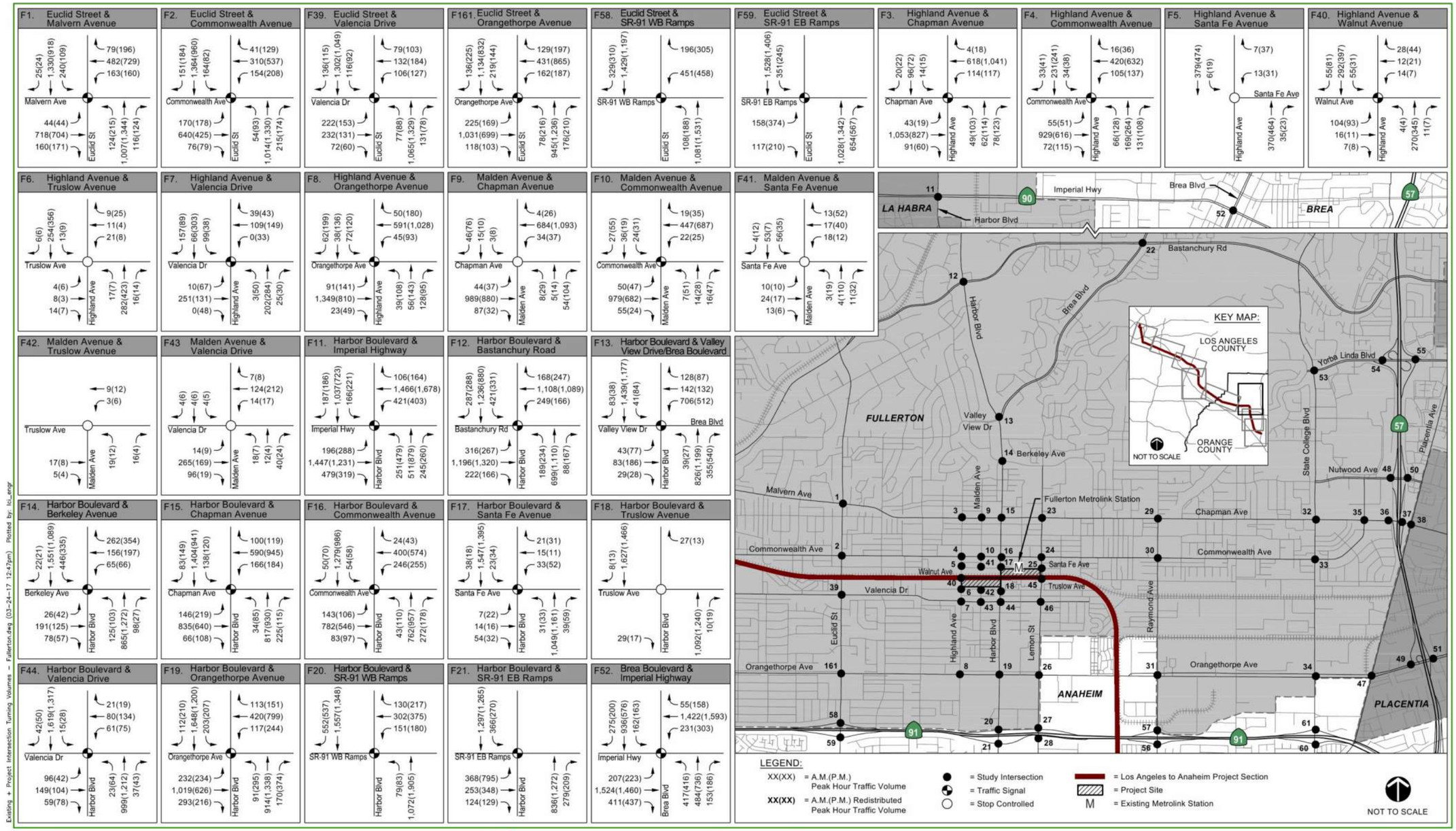
Existing Plus Project Intersection Lane Configurations – Fullerton Station (Sheet 1 of 2)



F intersection number prefix indicates intersections within Fullerton Station Area

Source: Authority and FRA, 2018

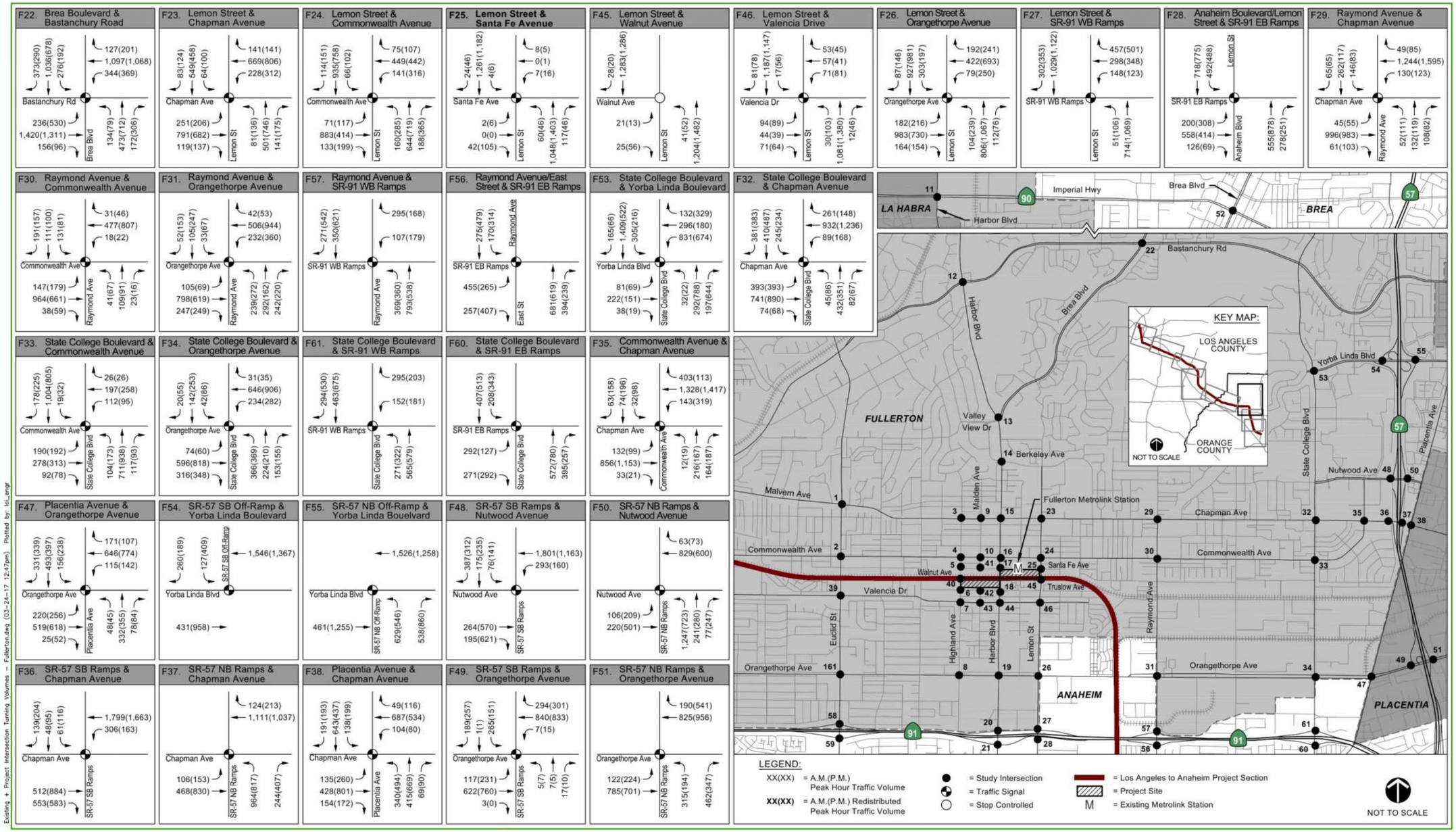
Existing Plus Project Intersection Lane Configurations – Fullerton Station (Sheet 2 of 2)



F intersection number prefix indicates intersections within Fullerton Station Area

Source: Authority and FRA, 2018

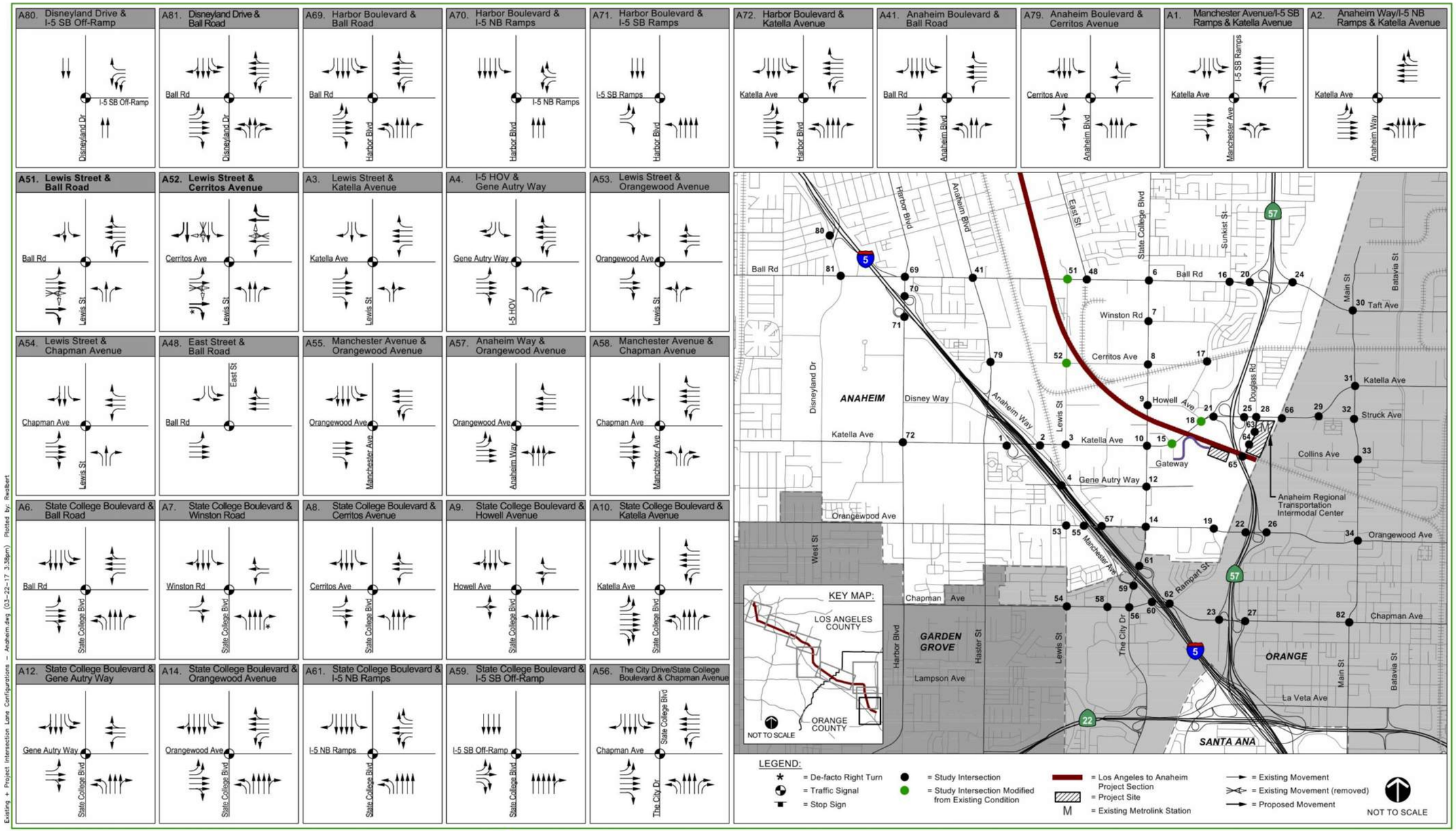
Existing Plus Project Intersection Turning Volumes – Fullerton Station (Sheet 1 of 2)



F intersection number prefix indicates intersections within Fullerton Station Area

Source: Authority and FRA, 2018

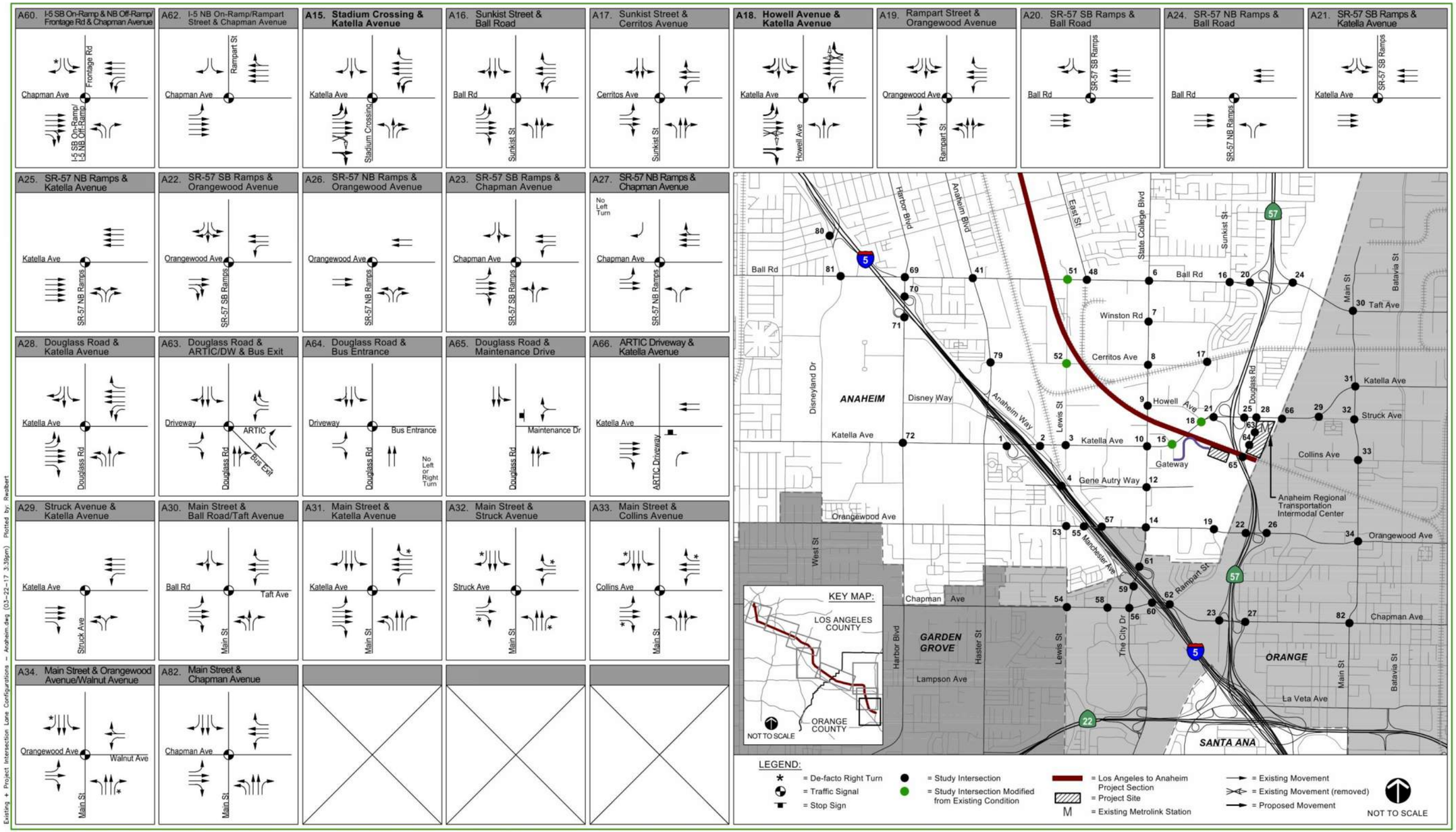
Existing Plus Project Intersection Turning Volumes – Fullerton Station (Sheet 2 of 2)



A intersection number prefix indicates intersections within Anaheim Regional Transportation Intermodal Center Station Area

Source: Authority and FRA, 2018

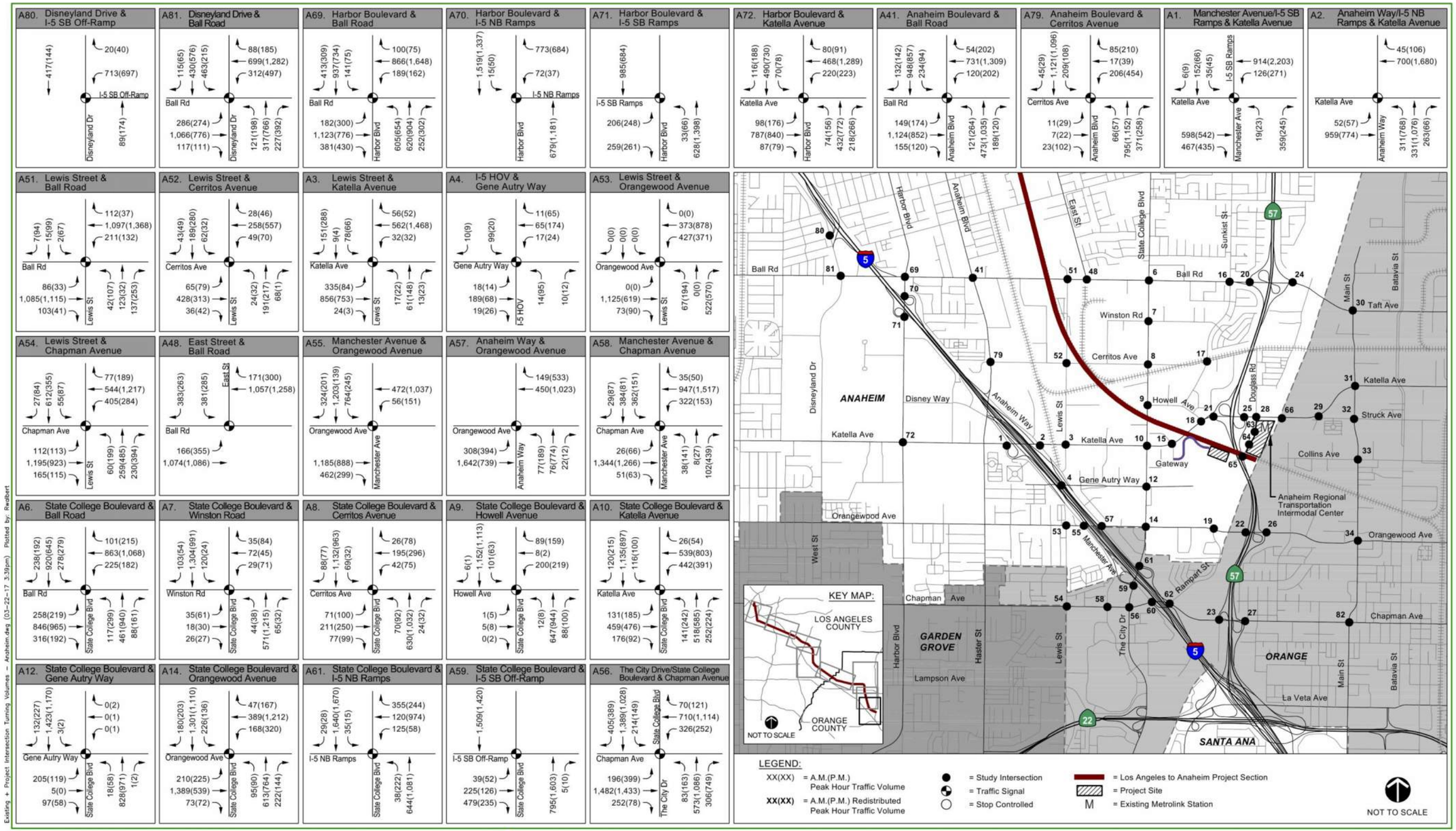
Existing Plus Project Intersection Lane Configurations – Anaheim Regional Transportation Intermodal Center Station (Sheet 1 of 2)



A intersection number prefix indicates intersections within Anaheim Regional Transportation Intermodal Center Station Area

Source: Authority and FRA, 2018

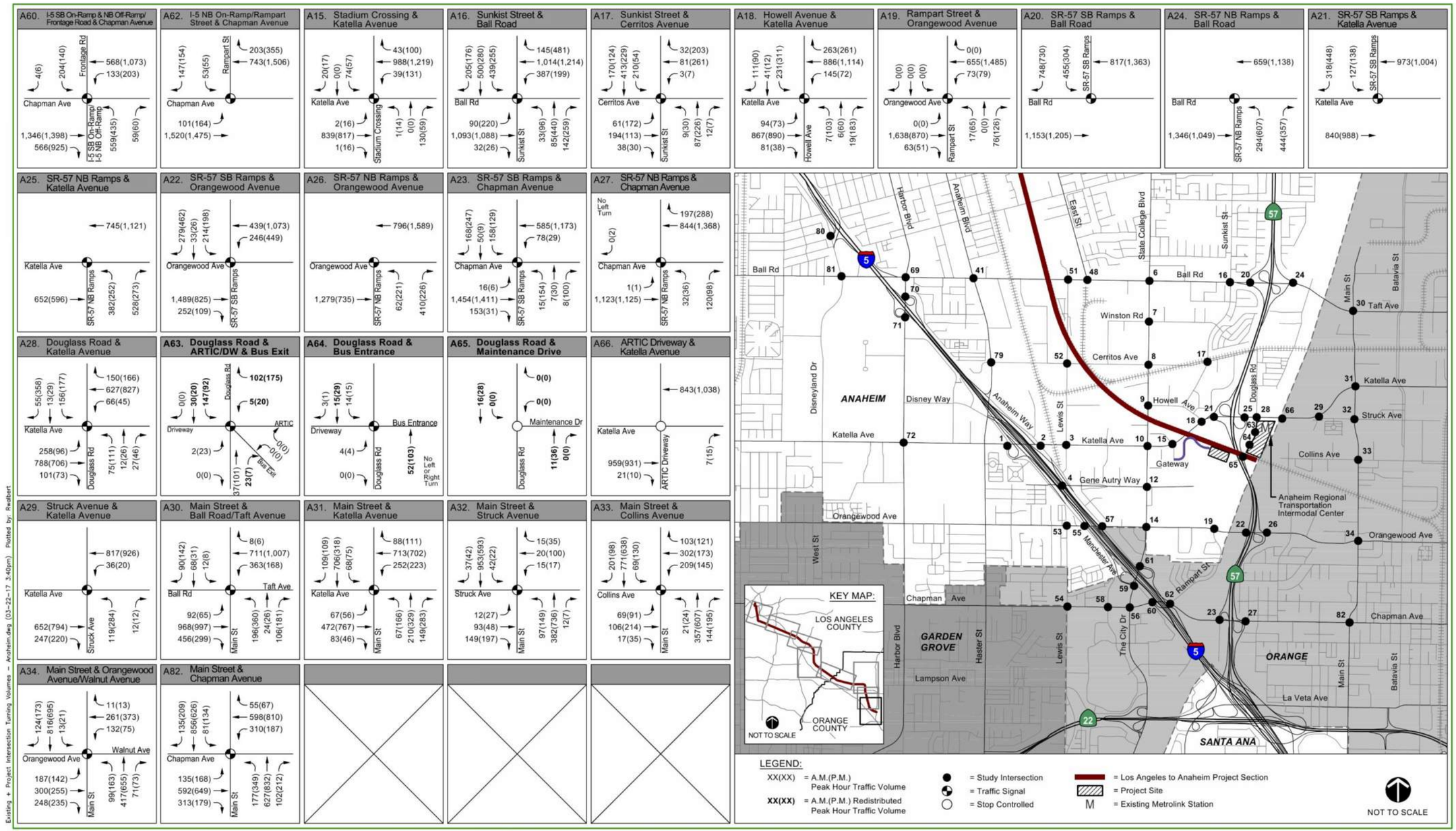
Existing Plus Project Intersection Lane Configurations – Anaheim Regional Transportation Intermodal Center Station (Sheet 2 of 2)



A intersection number prefix indicates intersections within Anaheim Regional Transportation Intermodal Center Station Area

Source: Authority and FRA, 2018

Existing Plus Project Intersection Turning Volumes – Anaheim Regional Transportation Intermodal Center Station (Sheet 1 of 2)

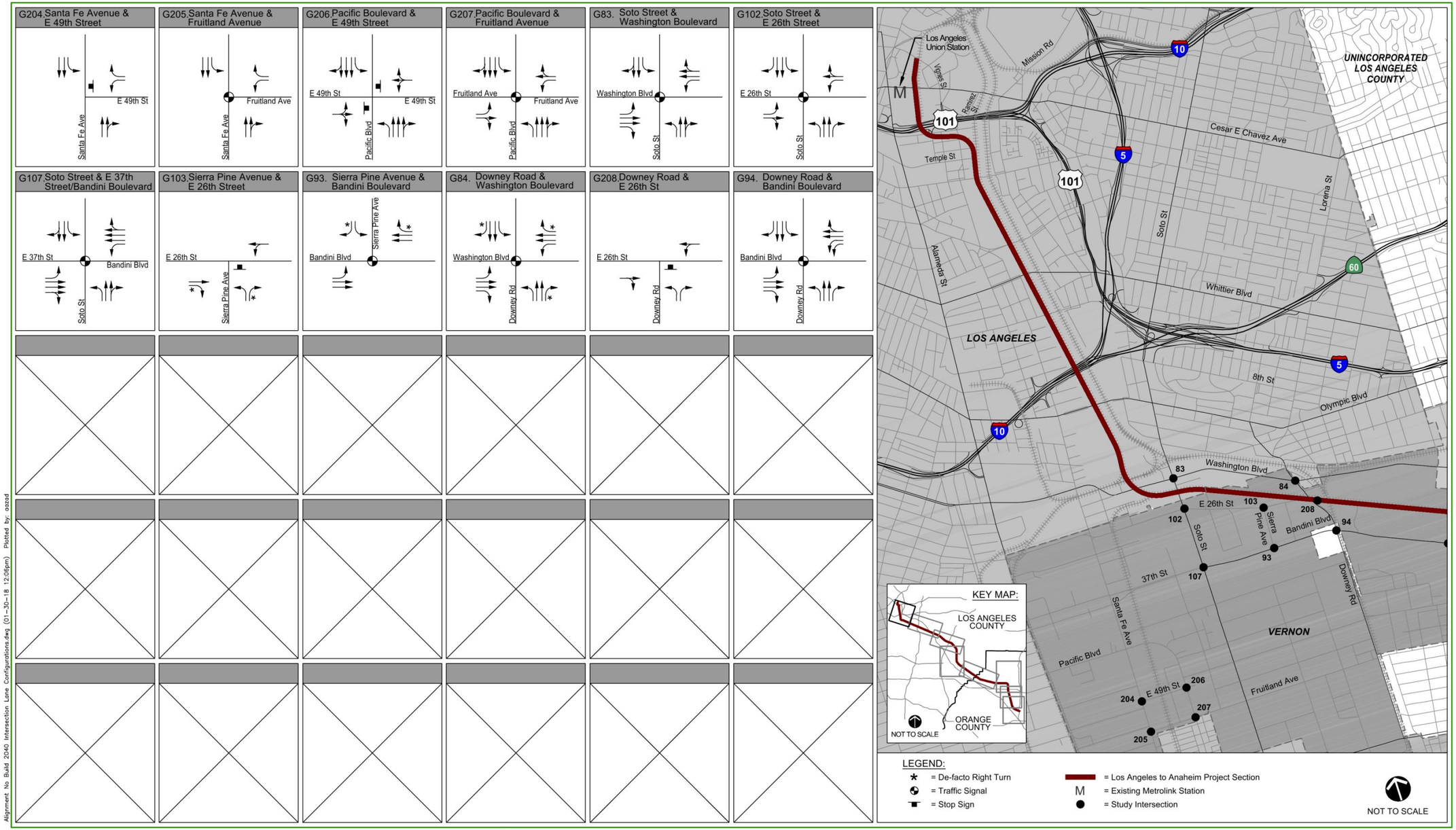


A intersection number prefix indicates intersections within Anaheim Regional Transportation Intermodal Center Station Area

Source: Authority and FRA, 2018

Existing Plus Project Intersection Turning Volumes – Anaheim Regional Transportation Intermodal Center Station (Sheet 2 of 2)

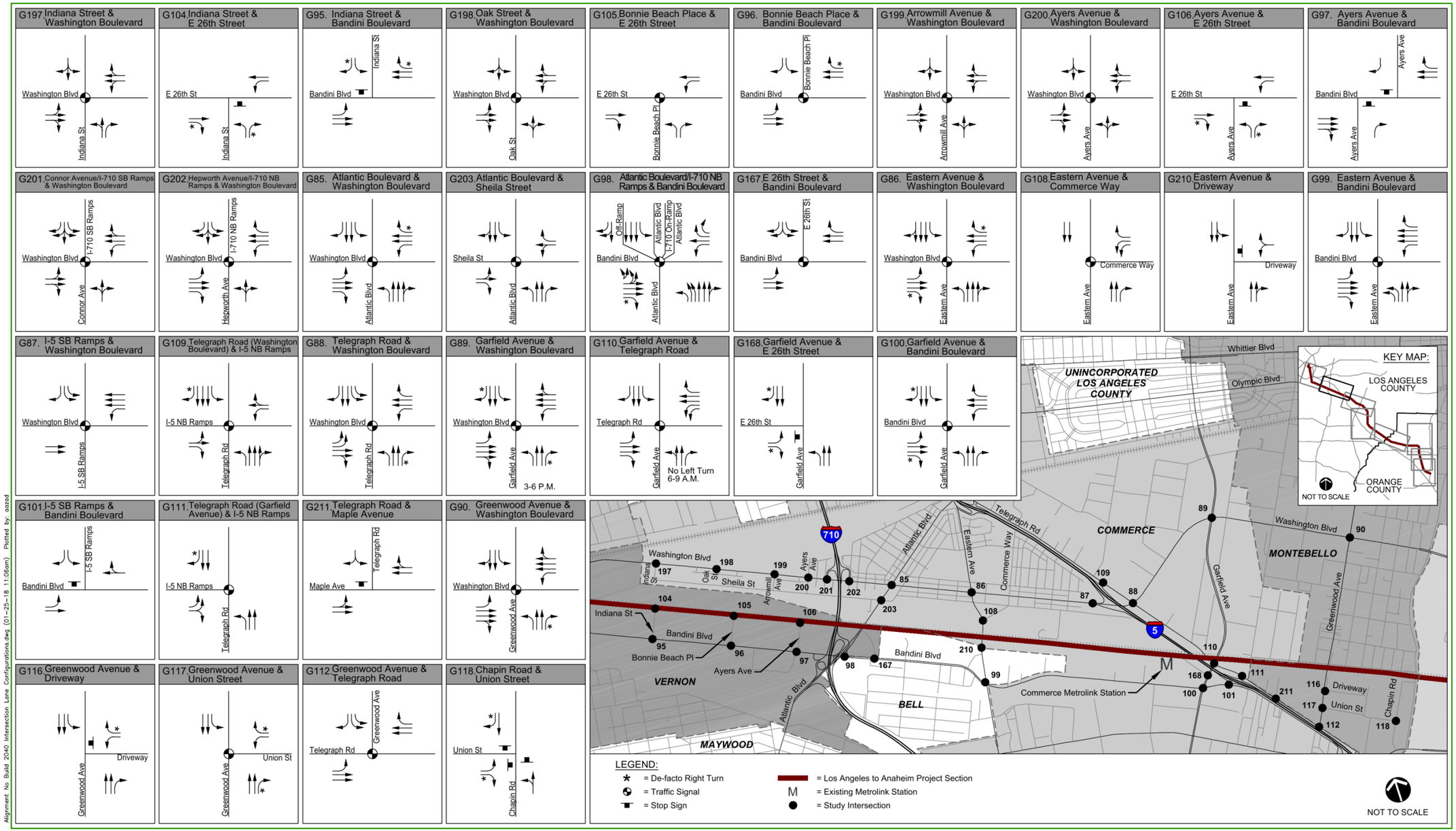
Alignment - 2040 No Project Intersection Lane Configurations



Source: Authority and FRA, 2018

G intersection number prefix indicates intersections outside of station area

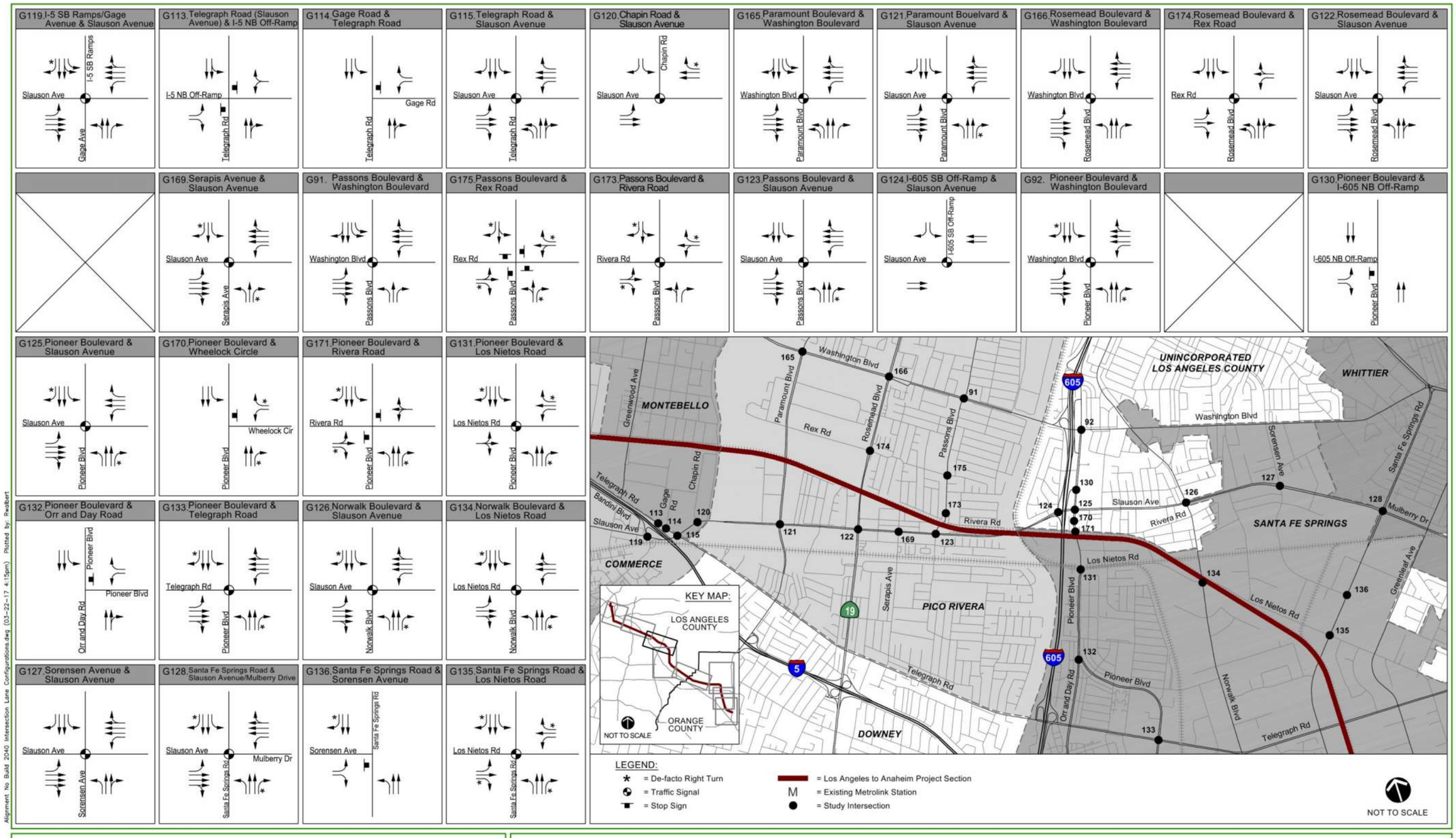
Alignment – 2040 No Project Intersection Lane Configurations (Sheet 1 of 5)



Source: Authority and FRA, 2018

G intersection number prefix indicates intersections outside of station area

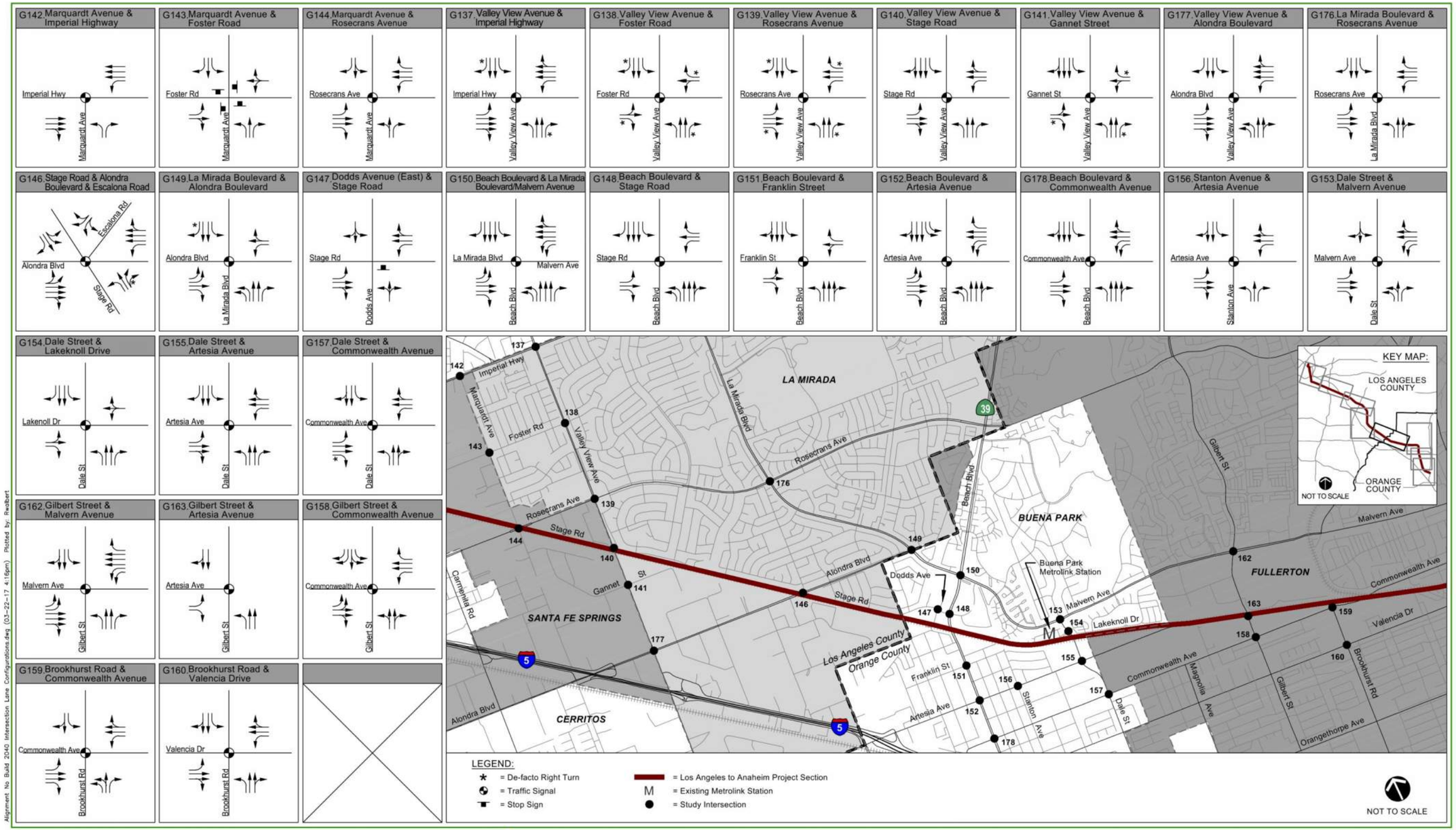
Alignment – 2040 No Project Intersection Lane Configurations (Sheet 2 of 5)



Source: Authority and FRA, 2018

G intersection number prefix indicates intersections outside of station area

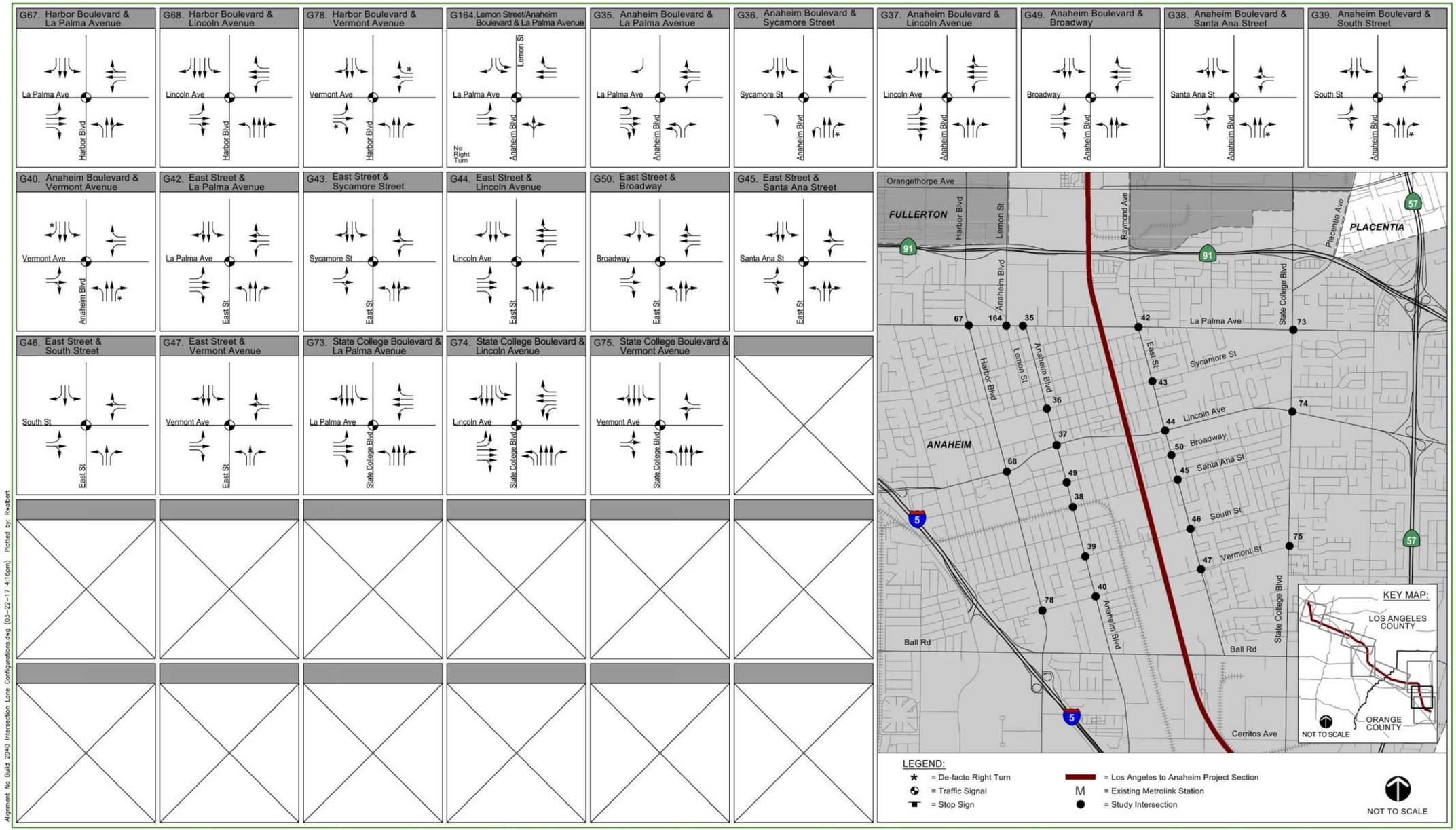
Alignment – 2040 No Project Intersection Lane Configurations (Sheet 3 of 5)



Source: Authority and FRA, 2018

G intersection number prefix indicates intersections outside of station area

Alignment – 2040 No Project Intersection Lane Configurations (Sheet 4 of 5)



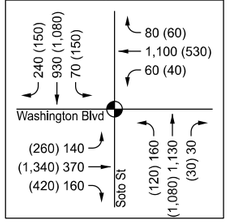
Source: Authority and FRA, 2018

G intersection number prefix indicates intersections outside of station area

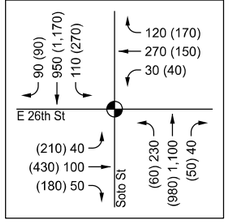
Alignment – 2040 No Project Intersection Lane Configurations (Sheet 5 of 5)

Alignment - 2040 No Project
Intersection Turning Volumes

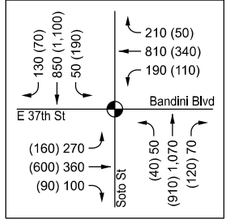
G83. Soto Street & Washington Boulevard



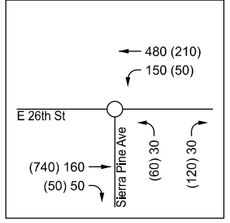
G102. Soto Street & E 26th Street



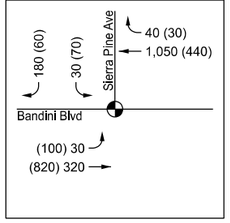
G107. Soto Street & E 37th Street/Bandini Boulevard



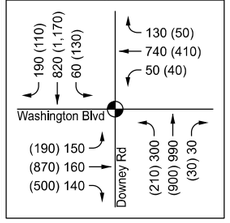
G103. Sierra Pine Avenue & E 26th Street



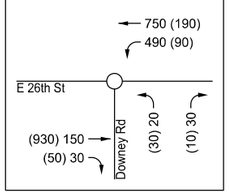
G93. Sierra Pine Avenue & Bandini Boulevard



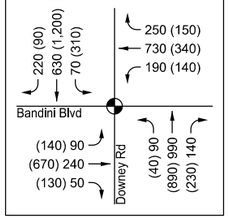
G84. Downey Road & Washington Boulevard

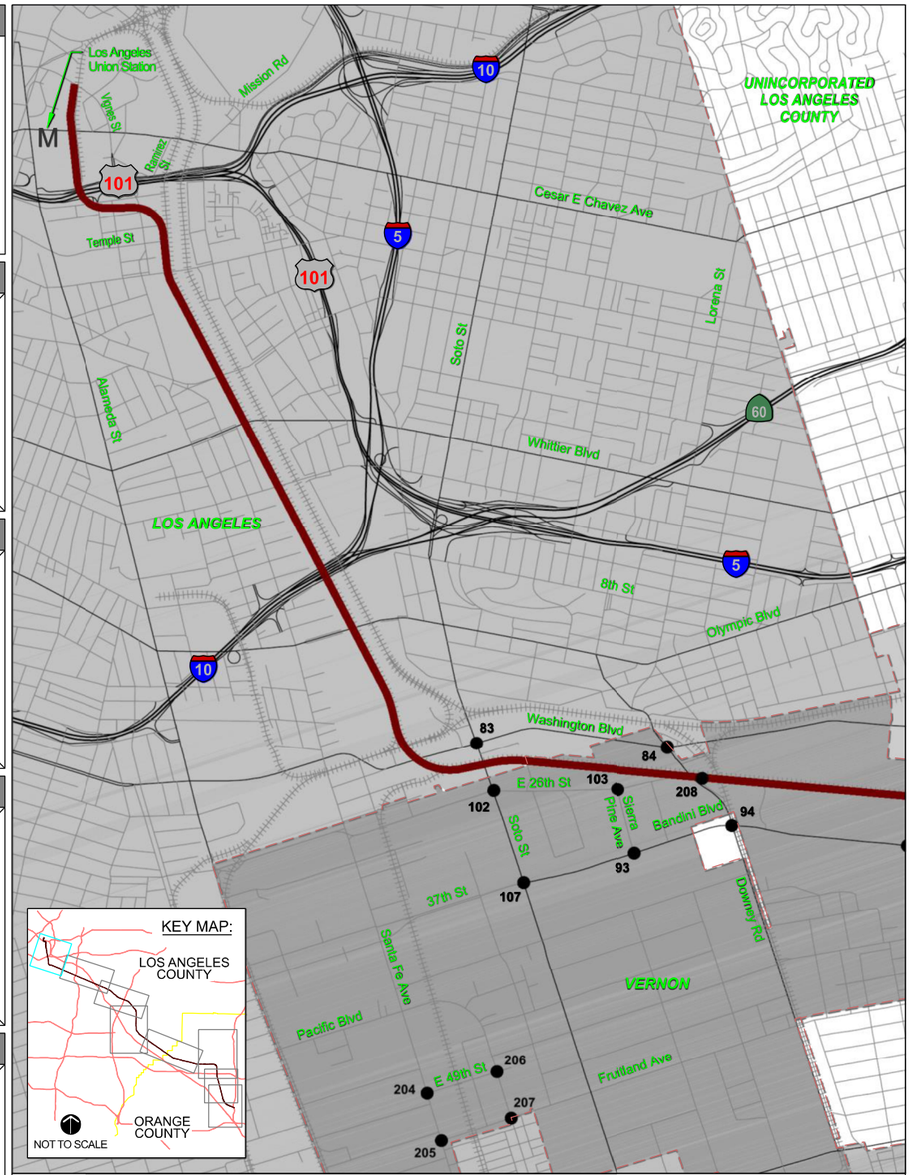


G208. Downey Road & E 26th Street



G94. Downey Road & Bandini Boulevard





LEGEND:

XX(XX) = A.M.(P.M.) Peak Hour Traffic Volume

= Traffic Signal

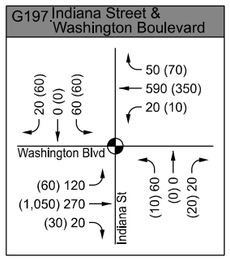
= Stop Controlled

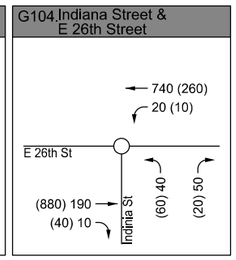
= Los Angeles to Anaheim Project Section

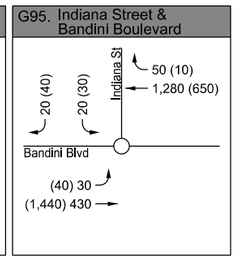
M = Existing Metrolink Station

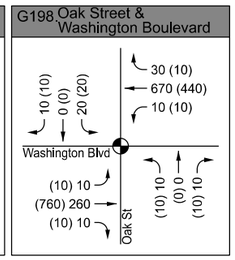
= Study Intersection

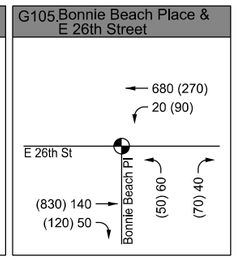
NOT TO SCALE

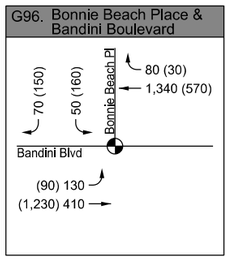


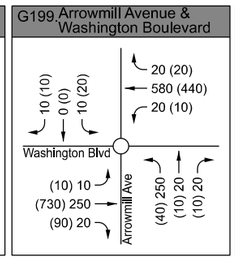


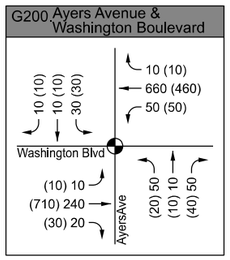


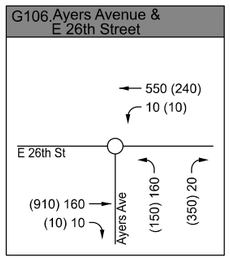


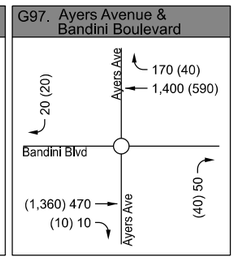


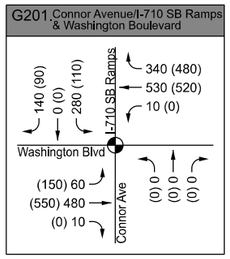


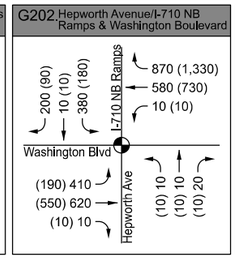


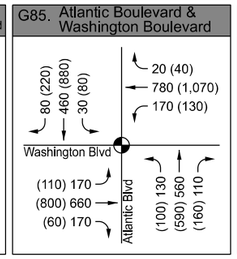


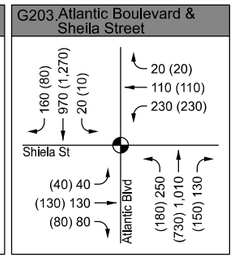


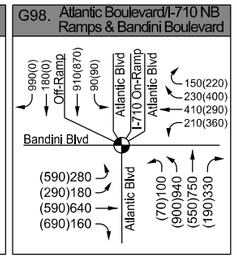


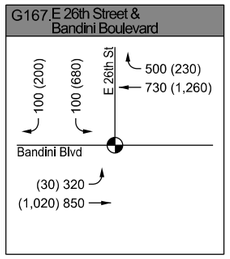


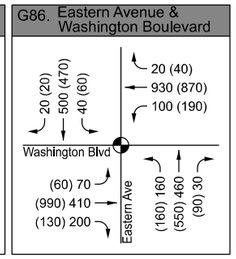


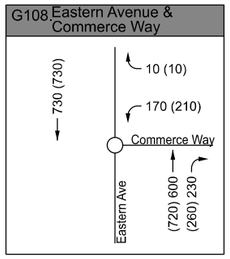


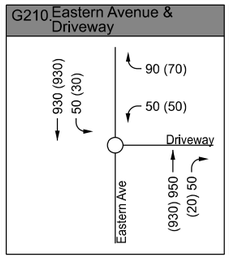


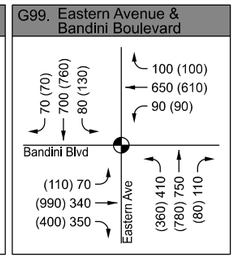


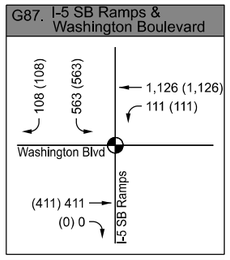


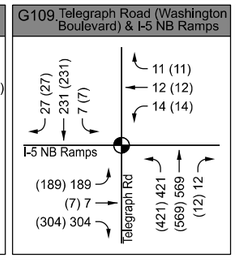


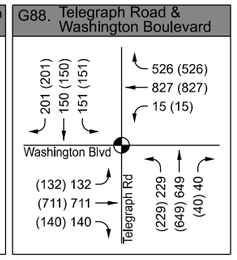


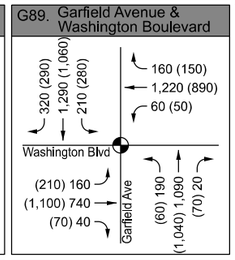


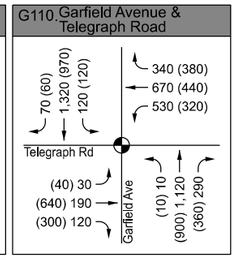


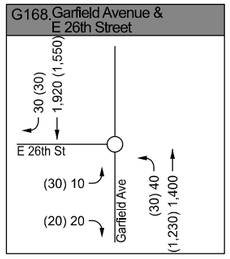


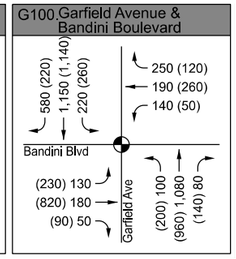


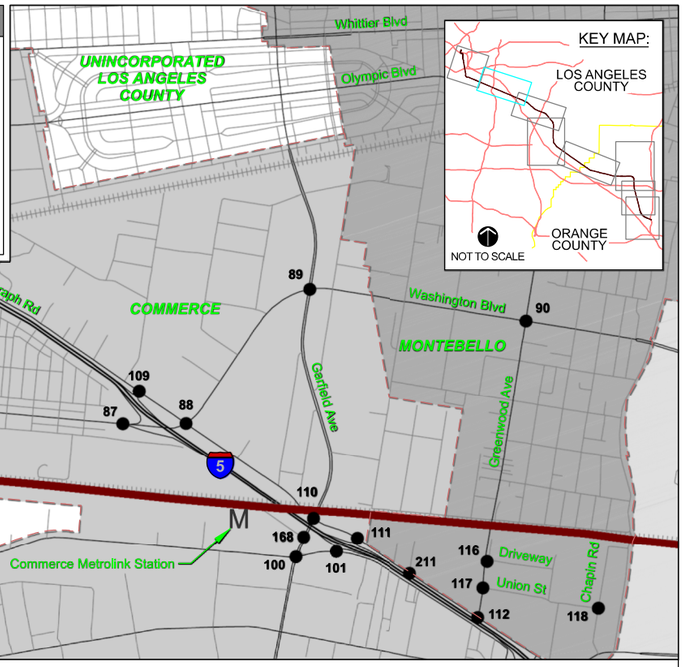


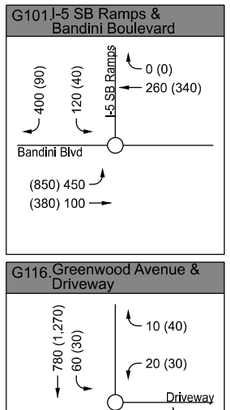


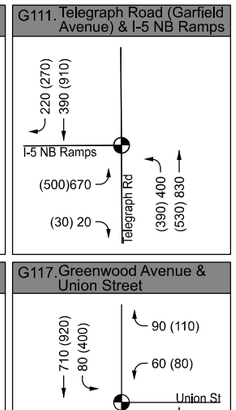


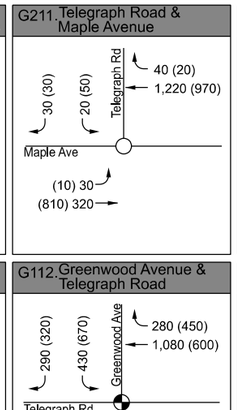


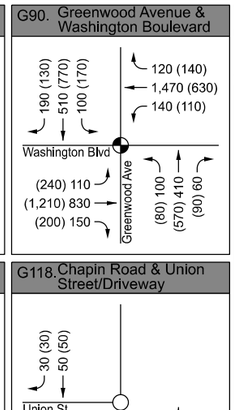












LEGEND:

XX(XX) = A.M.(P.M.) Peak Hour Traffic Volume

= Traffic Signal

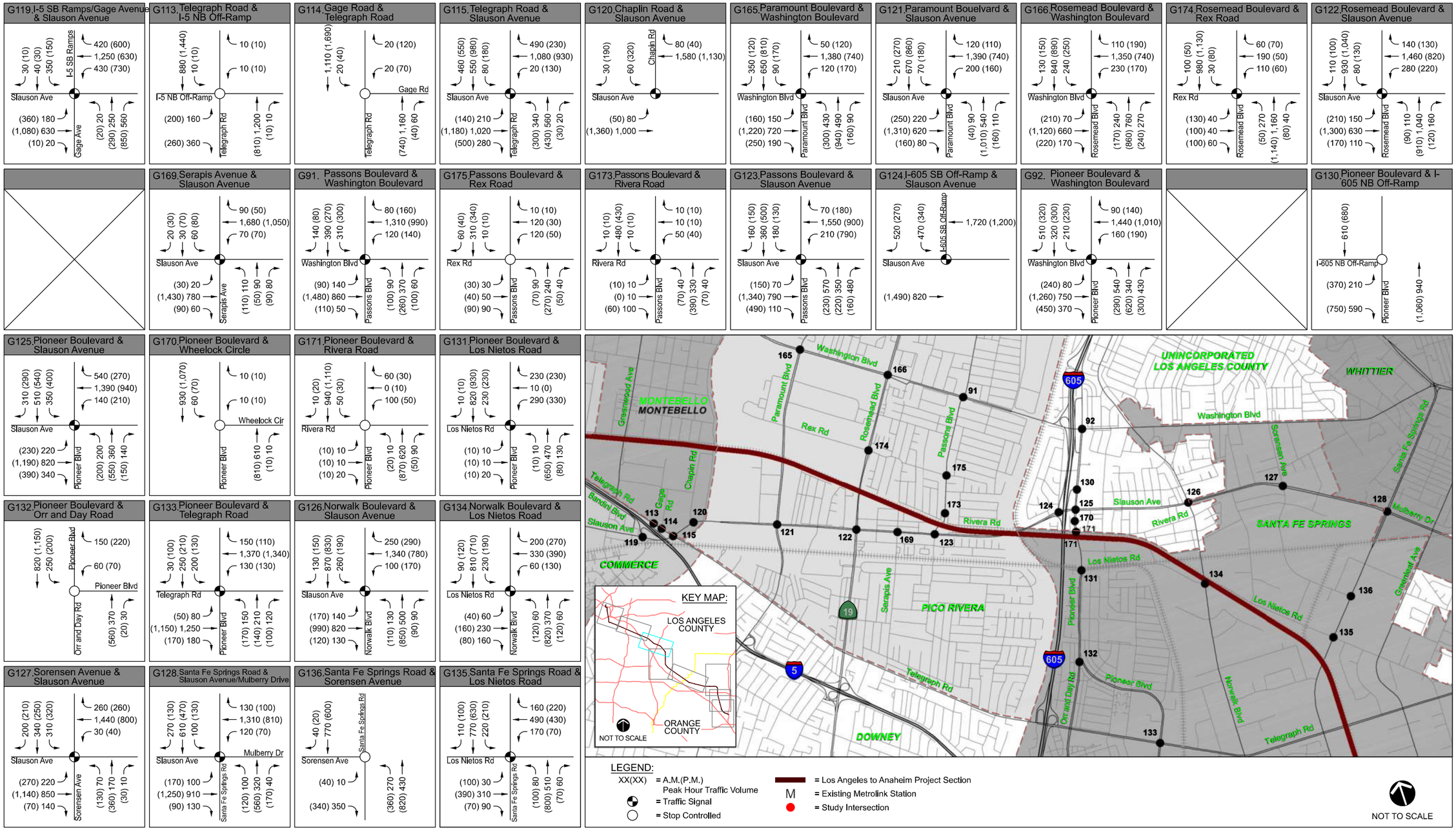
= Stop Controlled

= Los Angeles to Anaheim Project Section

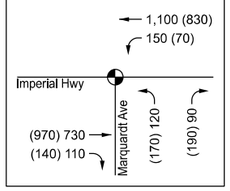
M = Existing Metrolink Station

= Study Intersection

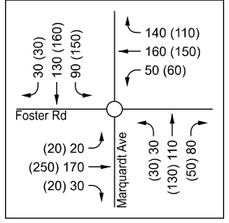
NOT TO SCALE


G119.I-5 SB Ramps/Gage Avenue & Slauson Avenue
30 (10)
40 (30)
350 (150)
I-5 SB Ramps
420 (600)
1,250 (630)
430 (730)
Slauson Ave
(360) 180
(1,080) 630
(10) 20
Gage Ave
(20) 20
(290) 250
(850) 560
G113.Telegraph Road & I-5 NB Off-Ramp
880 (1,440)
10 (10)
10 (10)
10 (10)
I-5 NB Off-Ramp
(200) 160
(260) 360
Telegraph Rd
(810) 1,200
(10) 10
G114.Gage Road & Telegraph Road
1,110 (1,690)
20 (40)
20 (120)
20 (70)
Gage Rd
Telegraph Rd
(740) 1,160
(40) 60
G115.Telegraph Road & Slauson Avenue
460 (550)
550 (980)
80 (180)
490 (230)
1,080 (930)
20 (130)
Slauson Ave
(140) 210
(1,180) 1,020
(500) 280
Telegraph Rd
(300) 340
(430) 560
(30) 20
G120.Chaplin Road & Slauson Avenue
30 (190)
60 (320)
Chaplin Rd
80 (40)
1,580 (1,130)
Slauson Ave
(50) 80
(1,360) 1,000
G165.Paramount Boulevard & Washington Boulevard
350 (120)
650 (810)
90 (170)
50 (120)
1,380 (740)
120 (170)
Washington Blvd
(160) 150
(1,220) 720
(250) 190
Paramount Blvd
(300) 430
(940) 490
(160) 90
G121.Paramount Bouelvard & Slauson Avenue
210 (270)
670 (860)
70 (180)
120 (110)
1,390 (740)
200 (160)
Slauson Ave
(250) 220
(1,310) 620
(160) 80
Paramount Blvd
(40) 90
(1,010) 540
(160) 110
G166.Rosemead Boulevard & Washington Boulevard
130 (150)
840 (890)
240 (250)
110 (190)
1,350 (740)
230 (170)
Washington Blvd
(210) 70
(1,120) 660
(220) 170
Rosemead Blvd
(170) 240
(860) 760
(240) 270
G174.Rosemead Boulevard & Rex Road
100 (50)
980 (1,130)
30 (80)
60 (70)
190 (50)
110 (60)
Rex Rd
(130) 40
(100) 40
(100) 60
Rosemead Blvd
(50) 270
(1,140) 1,160
(80) 40
G122.Rosemead Boulevard & Slauson Avenue
110 (100)
930 (1,040)
80 (130)
140 (130)
1,460 (820)
280 (220)
Slauson Ave
(210) 150
(1,300) 630
(170) 110
Rosemead Blvd
(90) 110
(910) 1,040
(120) 160
G169.Serapis Avenue & Slauson Avenue
20 (30)
30 (70)
60 (80)
90 (50)
1,680 (1,050)
70 (70)
Slauson Ave
(30) 20
(1,430) 780
(90) 60
Serapis Ave
(110) 110
(50) 90
(90) 80
G91. Passons Boulevard & Washington Boulevard
140 (80)
390 (270)
310 (300)
80 (160)
1,310 (990)
120 (140)
Washington Blvd
(90) 140
(1,480) 860
(110) 50
Passons Blvd
(100) 90
(260) 370
(100) 60
G175.Passons Boulevard & Rex Road
60 (40)
310 (340)
10 (10)
10 (10)
120 (30)
120 (50)
Rex Rd
(30) 30
(40) 50
(90) 90
Passons Blvd
(70) 90
(270) 240
(50) 40
G173.Passons Boulevard & Rivera Road
10 (10)
480 (430)
10 (10)
10 (10)
10 (10)
50 (40)
Rivera Rd
(10) 10
(0) 10
(60) 100
Passons Blvd
(70) 40
(390) 330
(70) 40
G123.Passons Boulevard & Slauson Avenue
160 (150)
360 (500)
180 (130)
70 (180)
1,550 (900)
210 (790)
Slauson Ave
(150) 70
(1,340) 790
(490) 110
Passons Blvd
(230) 570
(220) 350
(160) 480
G124.I-605 SB Off-Ramp & Slauson Avenue
520 (270)
470 (340)
I-605 SB Off-Ramp
1,720 (1,200)
Slauson Ave
(1,490) 820
G92. Pioneer Boulevard & Washington Boulevard
510 (320)
320 (300)
210 (230)
90 (140)
1,440 (1,010)
160 (190)
Washington Blvd
(240) 80
(1,260) 750
(450) 370
Pioneer Blvd
(290) 540
(620) 340
(300) 430
G130.Pioneer Boulevard & I-605 NB Off-Ramp
610 (680)
I-605 NB Off-Ramp
(370) 210
(750) 590
Pioneer Blvd
(1,060) 940
G125.Pioneer Boulevard & Slauson Avenue
310 (290)
510 (540)
350 (400)
540 (270)
1,390 (940)
140 (210)
Slauson Ave
(230) 220
(1,190) 820
(390) 340
Pioneer Blvd
(200) 200
(550) 360
(150) 140
G170.Pioneer Boulevard & Wheelock Circle
930 (1,070)
60 (70)
10 (10)
10 (10)
Wheelock Cir
Pioneer Blvd
(810) 610
(10) 10
G171.Pioneer Boulevard & Rivera Road
10 (20)
940 (1,110)
50 (30)
60 (30)
0 (10)
100 (50)
Rivera Rd
(10) 10
(10) 10
(10) 20
Pioneer Blvd
(20) 10
(870) 620
(50) 90
G131.Pioneer Boulevard & Los Nietos Road
10 (10)
820 (930)
230 (230)
230 (230)
10 (0)
290 (330)
Los Nietos Rd
(10) 10
(10) 10
(10) 20
Pioneer Blvd
(10) 10
(650) 470
(80) 130
G132.Pioneer Boulevard & Orr and Day Road
820 (1,150)
250 (200)
Pioneer Blvd
150 (220)
60 (70)
Pioneer Blvd
Orr and Day Rd
(560) 370
(20) 30
G133.Pioneer Boulevard & Telegraph Road
30 (100)
250 (210)
200 (130)
150 (110)
1,370 (1,340)
130 (130)
Telegraph Rd
(50) 80
(1,150) 1,250
(170) 180
Pioneer Blvd
(170) 150
(140) 210
(100) 120
G126.Norwalk Boulevard & Slauson Avenue
130 (150)
870 (830)
260 (190)
250 (290)
1,340 (780)
100 (170)
Slauson Ave
(170) 140
(990) 820
(120) 130
Norwalk Blvd
(110) 130
(850) 500
(90) 90
G134.Norwalk Boulevard & Los Nietos Road
90 (120)
810 (710)
230 (190)
200 (270)
330 (390)
60 (130)
Los Nietos Rd
(40) 60
(160) 230
(80) 160
Norwalk Blvd
(120) 60
(820) 370
(120) 60
G127.Sorensen Avenue & Slauson Avenue
200 (210)
340 (250)
310 (320)
260 (260)
1,440 (800)
30 (40)
Slauson Ave
(270) 220
(1,140) 850
(70) 140
Sorensen Ave
(130) 70
(360) 170
(30) 10
G128.Santa Fe Springs Road & Slauson Avenue/Mulberry Drive
270 (130)
610 (470)
100 (130)
130 (100)
1,310 (810)
120 (70)
Slauson Ave
(170) 100
(1,250) 910
(90) 130
Mulberry Dr
Santa Fe Springs Rd
(120) 100
(560) 320
(170) 40
G136.Santa Fe Springs Road & Sorensen Avenue
40 (20)
770 (600)
Santa Fe Springs Rd
Sorensen Ave
(40) 10
(340) 350
(360) 270
(820) 430
G135.Santa Fe Springs Road & Los Nietos Road
110 (100)
770 (630)
220 (210)
160 (220)
490 (430)
170 (70)
Los Nietos Rd
(100) 30
(390) 310
(70) 90
Santa Fe Springs Rd
(100) 80
(800) 510
(70) 60
MONTEBELLO
MONTEBELLO
Grasswood Ave
Paramount Blvd
Rosemead Blvd
Passons Blvd
Rex Rd
Chaplin Rd
Telegraph Rd
Gage Rd
Bandini Blvd
Slauson Ave
COMMERCE
Washington Blvd
Rivera Rd
Serapis Ave
PICO RIVERA
Los Nietos Rd
Pioneer Blvd
Orr and Day Rd
Norwalk Blvd
DOWNEY
UNINCORPORATED
LOS ANGELES COUNTY
WHITTIER
Washington Blvd
Sorensen Ave
Santa Fe Springs
Slauson Ave
Rivera Rd
SANTA FE SPRINGS
Mulberry Dr
Greenleaf Ave
Los Nietos Rd
Pioneer Blvd
Norwalk Blvd
Telegraph Rd
165
166
91
92
605
174
175
173
130
125
124
126
127
128
170
171
113
114
120
119
115
121
122
169
123
131
134
136
135
132
133
19
5
KEY MAP:
LOS ANGELES COUNTY
ORANGE COUNTY
NOT TO SCALE
LEGEND:
XX(XX) = A.M.(P.M.) Peak Hour Traffic Volume
= Traffic Signal
= Stop Controlled
= Los Angeles to Anaheim Project Section
M = Existing Metrolink Station
= Study Intersection
NOT TO SCALE

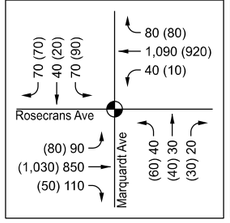
G142 Marquardt Avenue & Imperial Highway



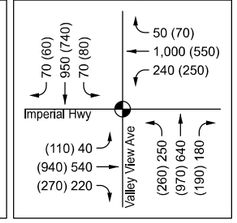
G143 Marquardt Avenue & Foster Road



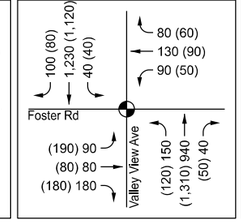
G144 Marquardt Avenue & Rosecrans Avenue



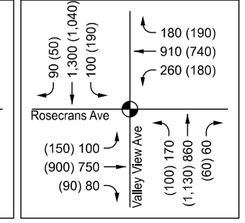
G137 Valley View Avenue & Imperial Highway



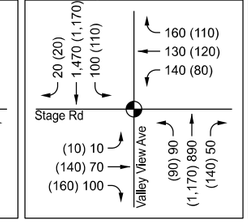
G138 Valley View Avenue & Foster Road



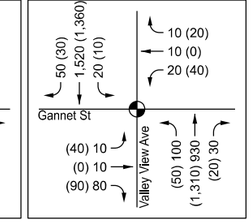
G139 Valley View Avenue & Rosecrans Avenue



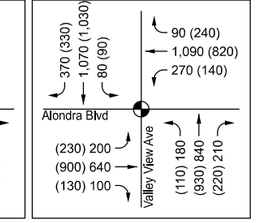
G140 Valley View Avenue & Stage Road



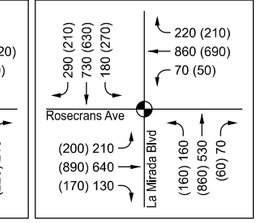
G141 Valley View Avenue & Gannet Street



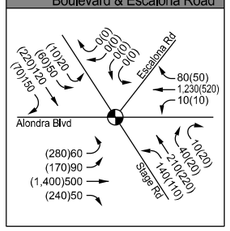
G177 Valley View Avenue & Alondra Boulevard



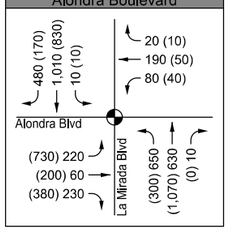
G176 La Mirada Boulevard & Rosecrans Avenue



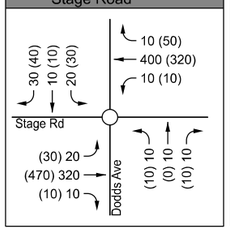
G146 Stage Road & Alondra Boulevard & Escalona Road



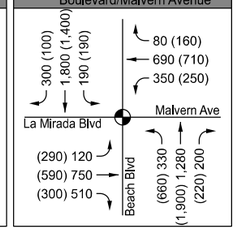
G149 La Mirada Boulevard & Alondra Boulevard



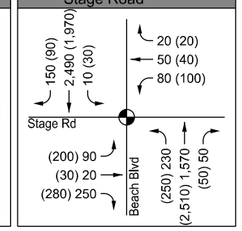
G147 Dodds Avenue (East) & Stage Road



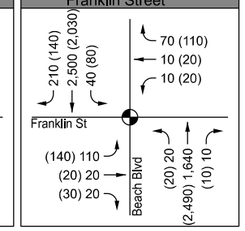
G150 Beach Boulevard & La Mirada Boulevard/Malvern Avenue



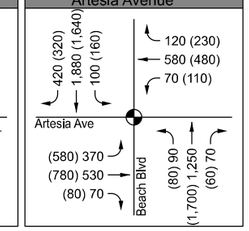
G148 Beach Boulevard & Stage Road



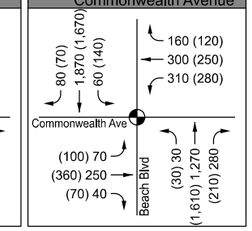
G151 Beach Boulevard & Franklin Street



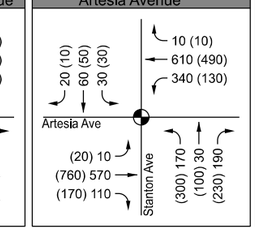
G152 Beach Boulevard & Artesia Avenue



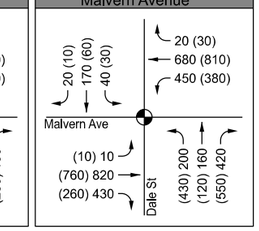
G178 Beach Boulevard & Commonwealth Avenue



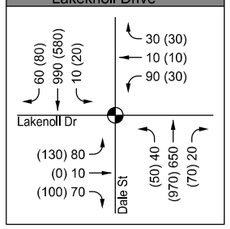
G156 Stanton Avenue & Artesia Avenue



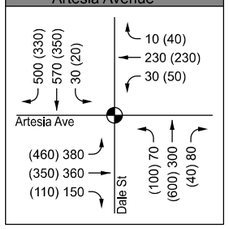
G153 Dale Street & Malvern Avenue



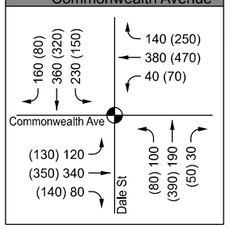
G154 Dale Street & Lakeknoll Drive



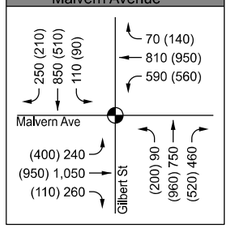
G155 Dale Street & Artesia Avenue



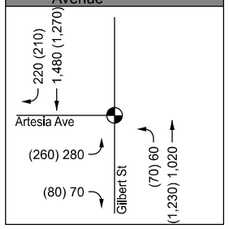
G157 Dale Street & Commonwealth Avenue



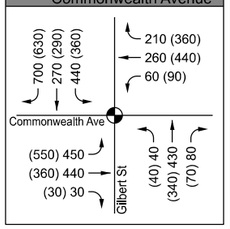
G162 Gilbert Street & Malvern Avenue



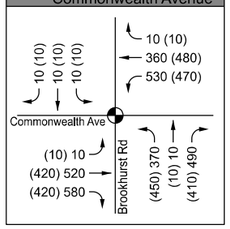
G163 Gilbert Street & Artesia Avenue



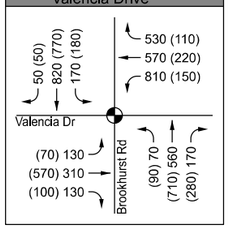
G158 Gilbert Street & Commonwealth Avenue

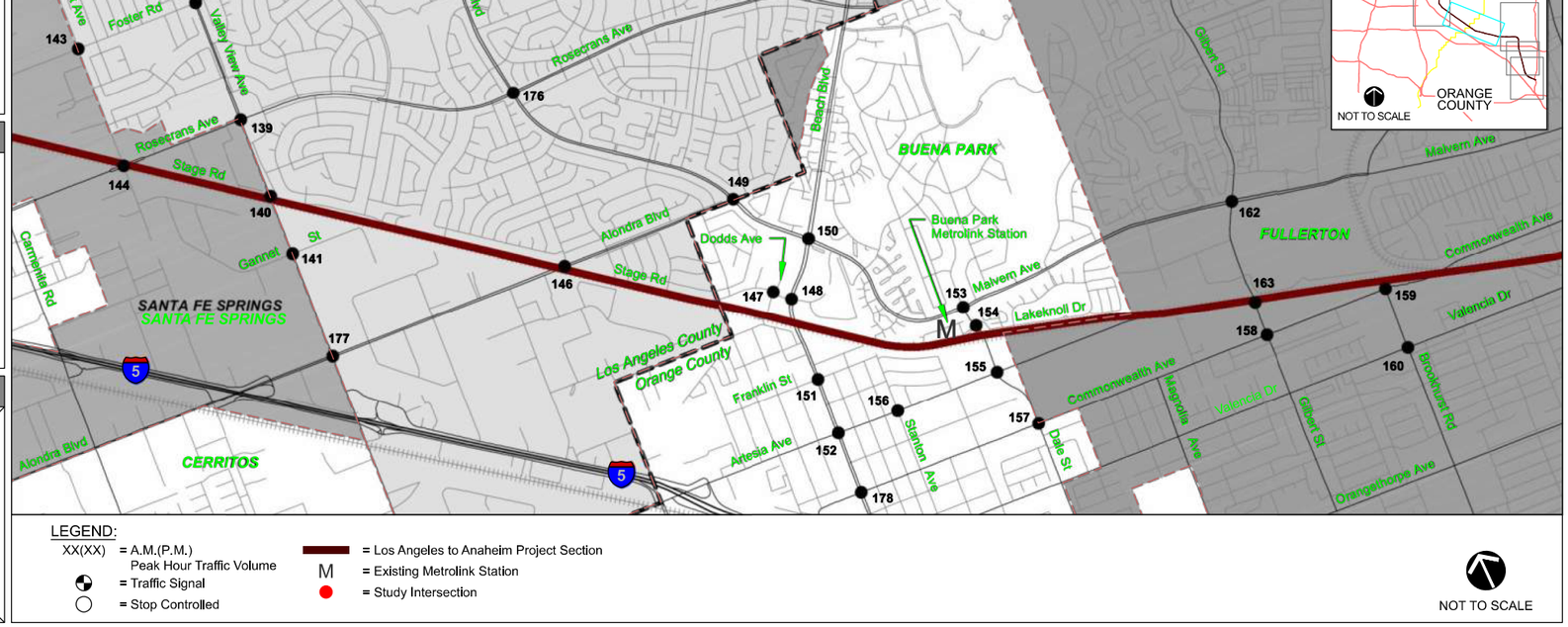


G159 Brookhurst Road & Commonwealth Avenue



G160 Brookhurst Road & Valencia Drive





LEGEND:

XX(XX) = A.M.(P.M.) Peak Hour Traffic Volume

= Traffic Signal

= Stop Controlled

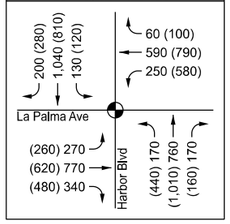
= Los Angeles to Anaheim Project Section

M = Existing Metrolink Station

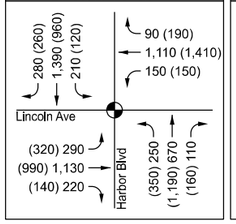
= Study Intersection

NOT TO SCALE

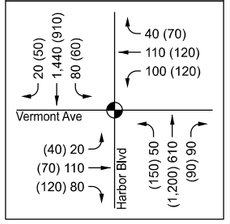
G67. Harbor Boulevard & La Palma Avenue



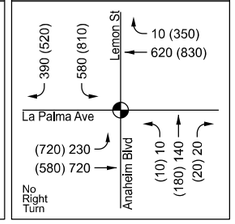
G68. Harbor Boulevard & Lincoln Avenue



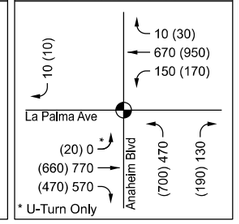
G78. Harbor Boulevard & Vermont Avenue



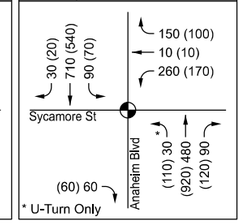
G164. Lemon Street/Anaheim Boulevard & La Palma Avenue



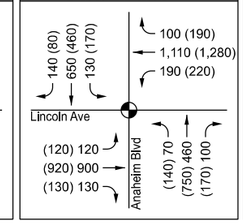
G35. Anaheim Boulevard & La Palma Avenue



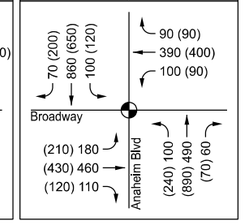
G36. Anaheim Boulevard & Sycamore Street



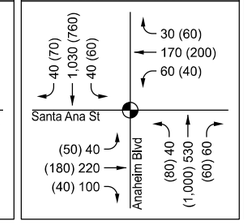
G37. Anaheim Boulevard & Lincoln Avenue



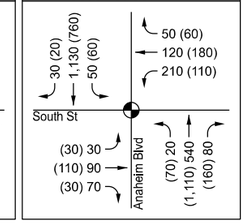
G49. Anaheim Boulevard & Broadway



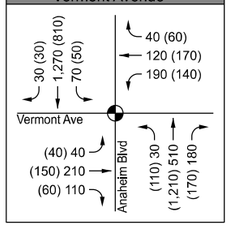
G38. Anaheim Boulevard & Santa Ana Street



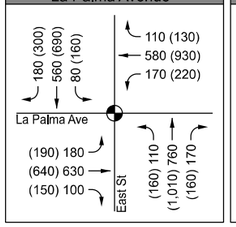
G39. Anaheim Boulevard & South Street



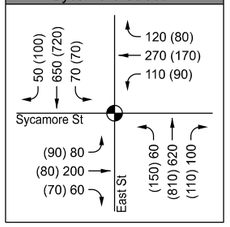
G40. Anaheim Boulevard & Vermont Avenue



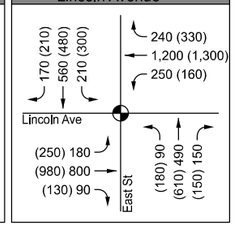
G42. East Street & La Palma Avenue



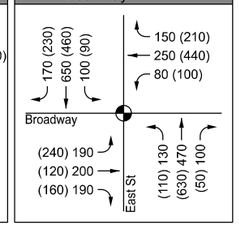
G43. East Street & Sycamore Street



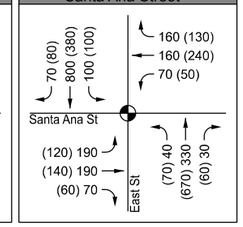
G44. East Street & Lincoln Avenue



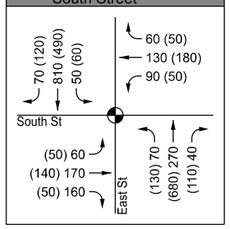
G50. East Street & Broadway



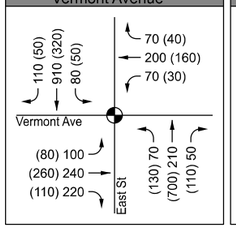
G45. East Street & Santa Ana Street



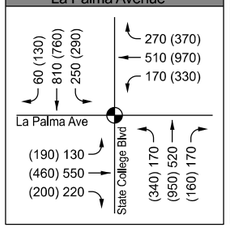
G46. East Street & South Street



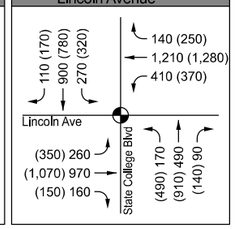
G47. East Street & Vermont Avenue



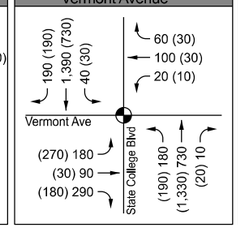
G73. State College Boulevard & La Palma Avenue

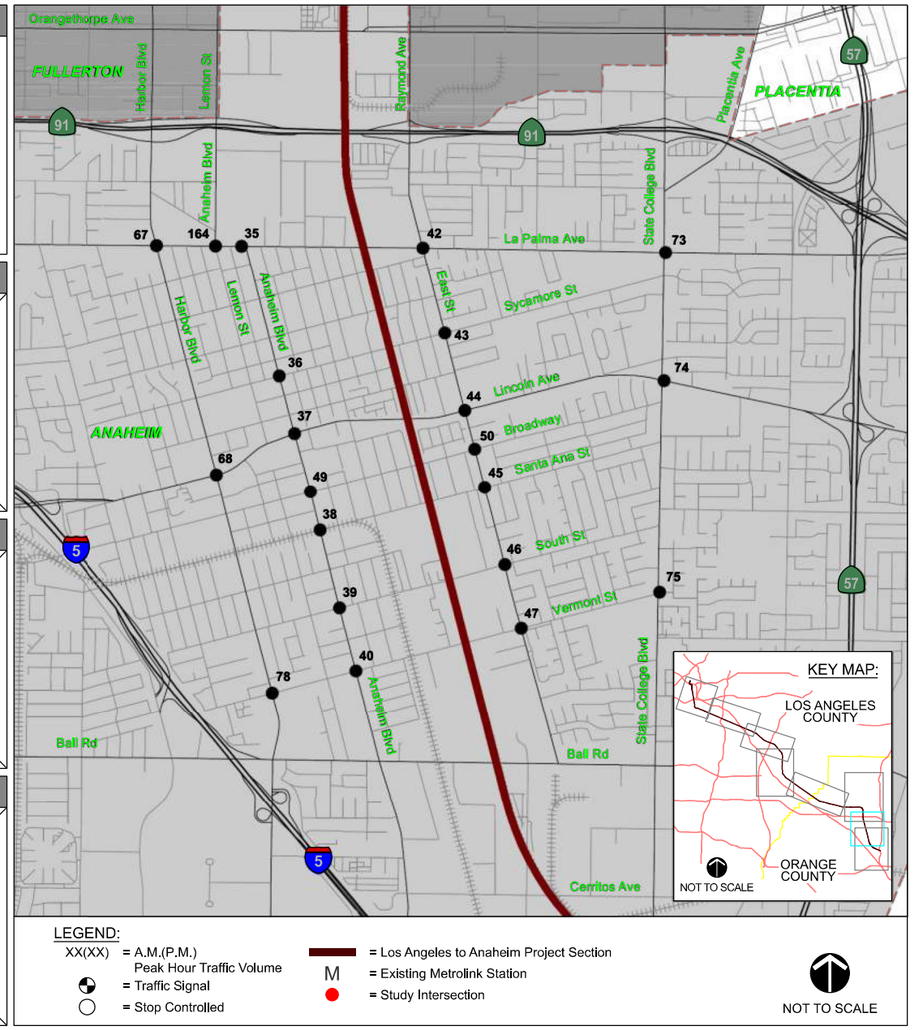


G74. State College Boulevard & Lincoln Avenue



G75. State College Boulevard & Vermont Avenue





LEGEND:

XX(XX) = A.M.(P.M.) Peak Hour Traffic Volume

= Traffic Signal

= Stop Controlled

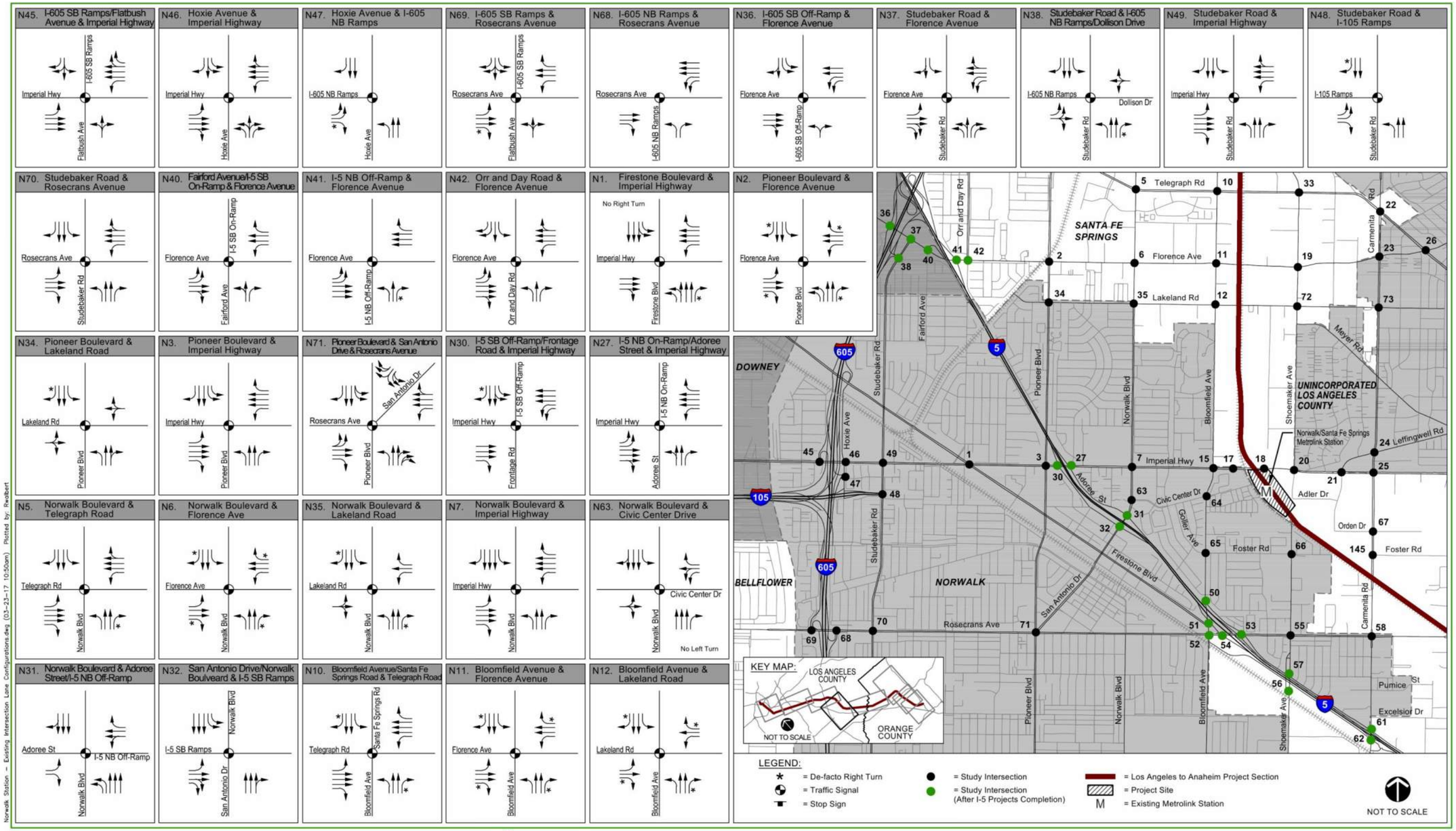
= Los Angeles to Anaheim Project Section

M = Existing Metrolink Station

= Study Intersection

NOT TO SCALE

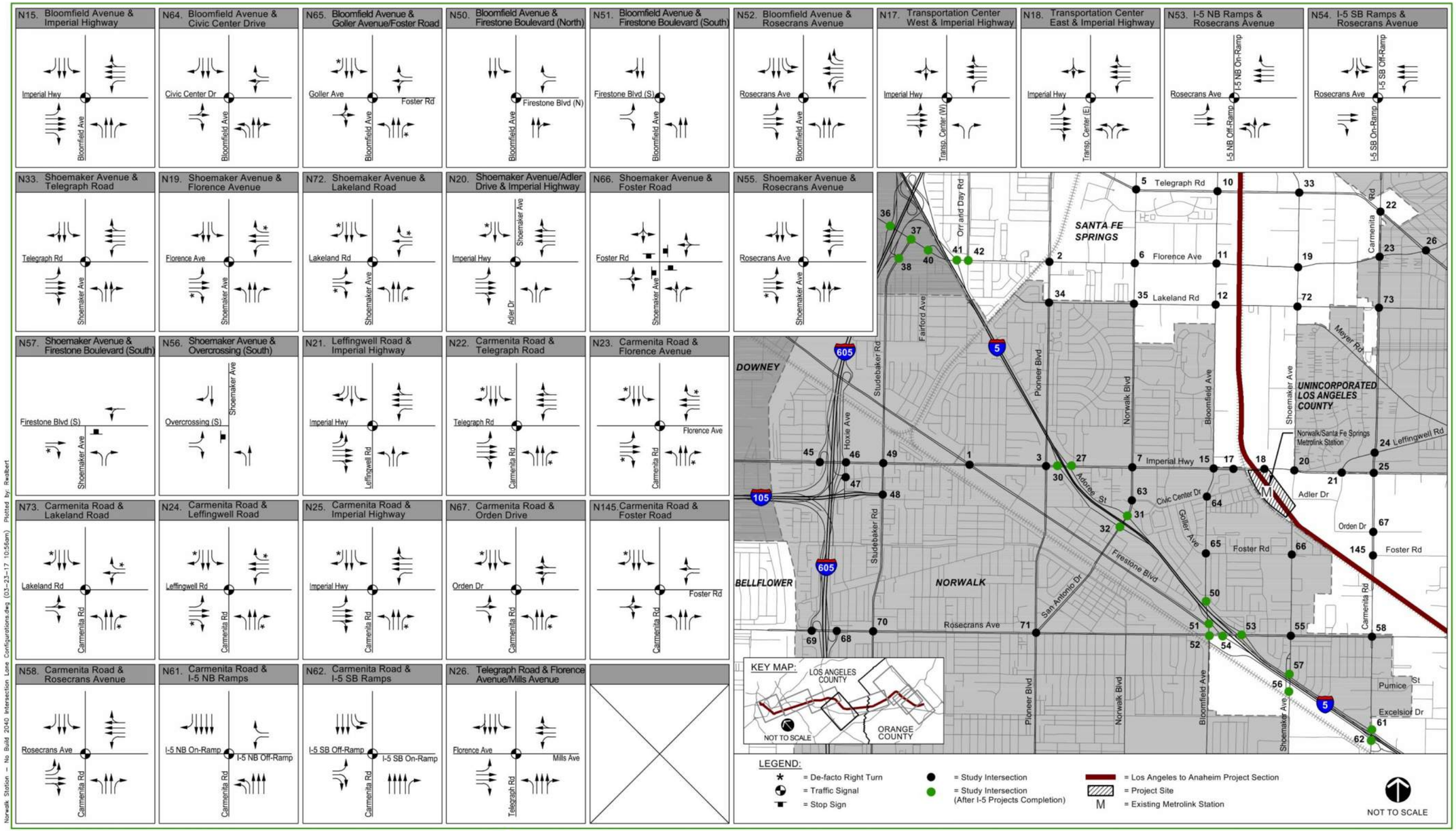
Norwalk/Santa Fe Springs Station - 2040 No Project Intersection Lane Configurations



N intersection number prefix indicates intersections within Norwalk/Santa Fe Springs Station Area

Source: Authority and FRA, 2018

Norwalk/Santa Fe Springs Station - Existing Intersection Lane Configurations (Sheet 1 of 2)

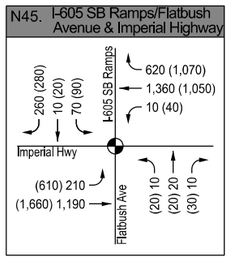


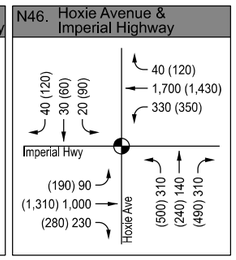
Source: Authority and FRA, 2018

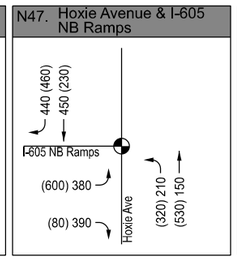
N intersection number prefix indicates intersections within Norwalk/Santa Fe Springs Station Area

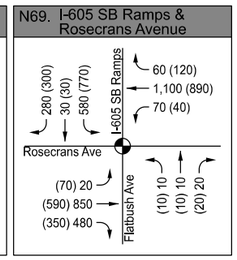
Norwalk/Santa Fe Springs Station – 2040 No Project Intersection Lane Configurations (Sheet 2 of 2)

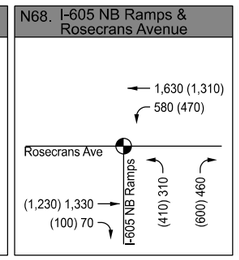
Fullerton Station - 2040 No Project Intersection Turning Volumes

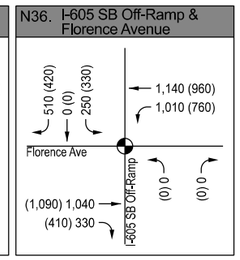

N45. I-605 SB Ramps/Flatbush Avenue & Imperial Highway
260 (280)
10 (20)
70 (90)
I-605 SB Ramps
620 (1,070)
1,360 (1,050)
10 (40)
Imperial Hwy
(610) 210
(1,660) 1,190
Flatbush Ave
(20) 10
(20) 20
(30) 10

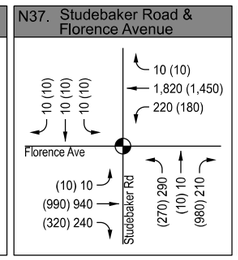

N46. Hoxie Avenue & Imperial Highway
40 (120)
30 (60)
20 (90)
40 (120)
1,700 (1,430)
330 (350)
Imperial Hwy
(190) 90
(1,310) 1,000
(280) 230
Hoxie Ave
(500) 310
(240) 140
(490) 310

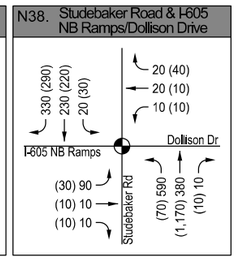

N47. Hoxie Avenue & I-605 NB Ramps
440 (460)
450 (230)
I-605 NB Ramps
(600) 380
(80) 390
Hoxie Ave
(320) 210
(530) 150

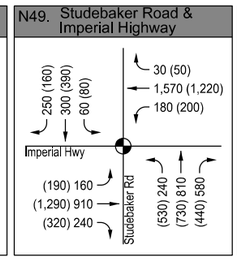

N69. I-605 SB Ramps & Rosecrans Avenue
280 (300)
30 (30)
580 (770)
I-605 SB Ramps
60 (120)
1,100 (890)
70 (40)
Rosecrans Ave
(70) 20
(590) 850
(350) 480
Flatbush Ave
(10) 10
(10) 10
(20) 20

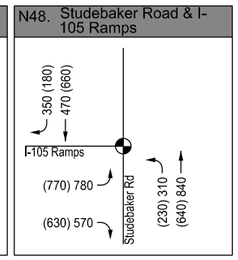

N68. I-605 NB Ramps & Rosecrans Avenue
1,630 (1,310)
580 (470)
Rosecrans Ave
(1,230) 1,330
(100) 70
I-605 NB Ramps
(410) 310
(600) 460

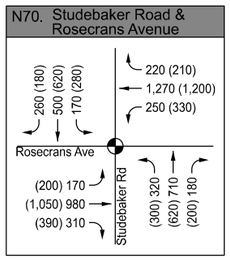

N36. I-605 SB Off-Ramp & Florence Avenue
510 (420)
0 (0)
250 (330)
1,140 (960)
1,010 (760)
Florence Ave
(1,090) 1,040
(410) 330
I-605 SB Off-Ramp
(0) 0
(0) 0

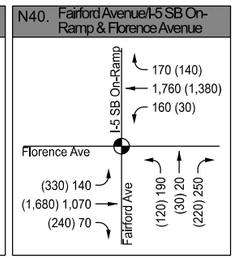

N37. Studebaker Road & Florence Avenue
10 (10)
10 (10)
10 (10)
10 (10)
1,820 (1,450)
220 (180)
Florence Ave
(10) 10
(990) 940
(320) 240
Studebaker Rd
(270) 290
(10) 10
(980) 210

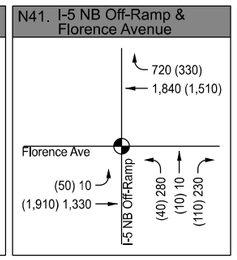

N38. Studebaker Road & I-605 NB Ramps/Dollison Drive
330 (290)
230 (220)
20 (30)
20 (40)
20 (10)
10 (10)
Dollison Dr
I-605 NB Ramps
(30) 90
(10) 10
(10) 10
Studebaker Rd
(70) 590
(1,170) 380
(10) 10

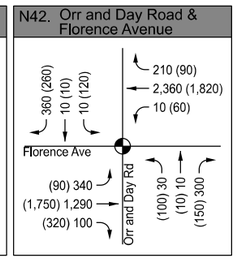

N49. Studebaker Road & Imperial Highway
250 (160)
300 (390)
60 (80)
30 (50)
1,570 (1,220)
180 (200)
Imperial Hwy
(190) 160
(1,290) 910
(320) 240
Studebaker Rd
(530) 240
(730) 810
(440) 580

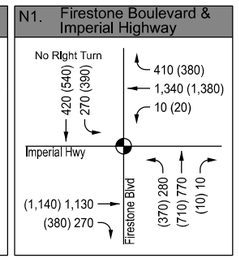

N48. Studebaker Road & I-105 Ramps
350 (180)
470 (660)
I-105 Ramps
(770) 780
(630) 570
Studebaker Rd
(230) 310
(640) 840

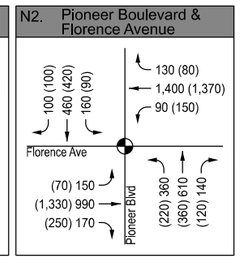

N70. Studebaker Road & Rosecrans Avenue
260 (180)
500 (620)
170 (280)
220 (210)
1,270 (1,200)
250 (330)
Rosecrans Ave
(200) 170
(1,050) 980
(390) 310
Studebaker Rd
(300) 320
(620) 710
(200) 180

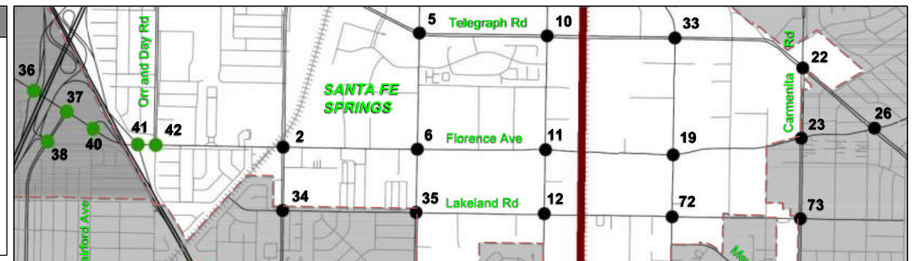

N40. Fairford Avenue/I-5 SB On-Ramp & Florence Avenue
I-5 SB On-Ramp
170 (140)
1,760 (1,380)
160 (30)
Florence Ave
(330) 140
(1,680) 1,070
(240) 70
Fairford Ave
(120) 190
(30) 20
(220) 250

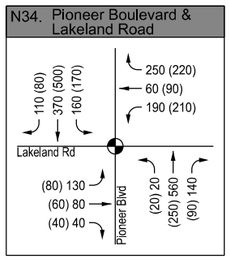

N41. I-5 NB Off-Ramp & Florence Avenue
720 (330)
1,840 (1,510)
Florence Ave
(50) 10
(1,910) 1,330
I-5 NB Off-Ramp
(40) 280
(10) 10
(110) 230

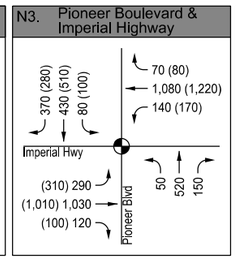

N42. Orr and Day Road & Florence Avenue
360 (260)
10 (10)
10 (120)
210 (90)
2,360 (1,820)
10 (60)
Florence Ave
(90) 340
(1,750) 1,290
(320) 100
Orr and Day Rd
(100) 30
(10) 10
(150) 300

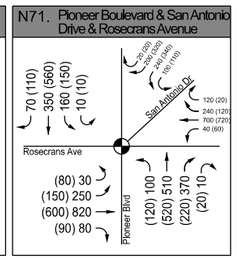

N1. Firestone Boulevard & Imperial Highway
No Right Turn
420 (540)
270 (390)
410 (380)
1,340 (1,380)
10 (20)
Imperial Hwy
(1,140) 1,130
(380) 270
Firestone Blvd
(370) 280
(710) 770
(10) 10

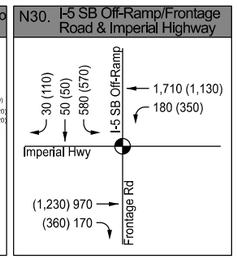

N2. Pioneer Boulevard & Florence Avenue
100 (100)
460 (420)
160 (90)
130 (80)
1,400 (1,370)
90 (150)
Florence Ave
(70) 150
(1,330) 990
(250) 170
Pioneer Blvd
(220) 360
(360) 610
(120) 140

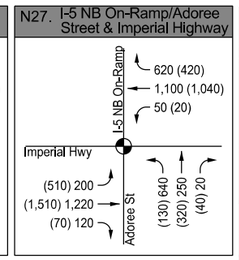

SANTA FE SPRINGS
DOWNEY
NORWALK
BELLFLOWER
UNINCORPORATED LOS ANGELES COUNTY
Telegraph Rd
Florence Ave
Lakeland Rd
Imperial Hwy
Rosecrans Ave
Orr and Day Rd
Fairford Ave
Studebaker Rd
Hoxie Ave
Pioneer Blvd
Norwalk Blvd
Bloomfield Ave
Shoemaker Ave
Carmenita Rd
Meyer Rd
Leffingwell Rd
Adler Dr
Orden Dr
Foster Rd
Civic Center Dr
Gridley Ave
Firestone Blvd
San Antonio Dr
Adoree St
Pumice St
Excelsior Dr
Norwalk/Santa Fe Springs Metrolink Station
605
105
5

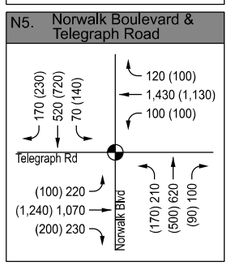

N34. Pioneer Boulevard & Lakeland Road
110 (80)
370 (500)
160 (170)
250 (220)
60 (90)
190 (210)
Lakeland Rd
(80) 130
(60) 80
(40) 40
Pioneer Blvd
(20) 20
(250) 560
(90) 140

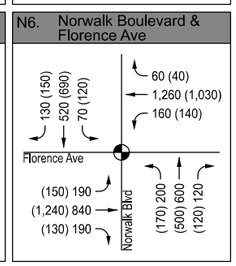

N3. Pioneer Boulevard & Imperial Highway
370 (280)
430 (510)
80 (100)
70 (80)
1,080 (1,220)
140 (170)
Imperial Hwy
(310) 290
(1,010) 1,030
(100) 120
Pioneer Blvd
50
520
150

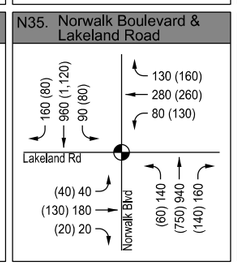

N71. Pioneer Boulevard & San Antonio Drive & Rosecrans Avenue
70 (110)
350 (560)
160 (150)
10 (10)
San Antonio Dr
Rosecrans Ave
(80) 30
(150) 250
(600) 820
(90) 80
Pioneer Blvd
(120) 100
(520) 510
(220) 370
(20) 10

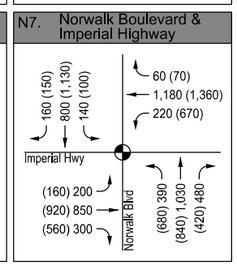

N30. I-5 SB Off-Ramp/Frontage Road & Imperial Highway
30 (110)
50 (50)
580 (570)
I-5 SB Off-Ramp
1,710 (1,130)
180 (350)
Imperial Hwy
(1,230) 970
(360) 170
Frontage Rd

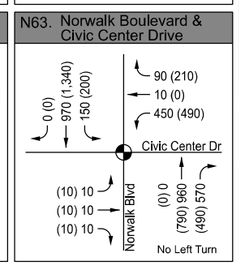

N27. I-5 NB On-Ramp/Adoree Street & Imperial Highway
I-5 NB On-Ramp
620 (420)
1,100 (1,040)
50 (20)
Imperial Hwy
(510) 200
(1,510) 1,220
(70) 120
Adoree St
(130) 640
(320) 250
(40) 20

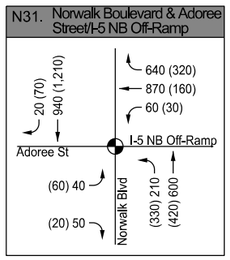

N5. Norwalk Boulevard & Telegraph Road
170 (230)
520 (720)
70 (140)
120 (100)
1,430 (1,130)
100 (100)
Telegraph Rd
(100) 220
(1,240) 1,070
(200) 230
Norwalk Blvd
(170) 210
(500) 620
(90) 100

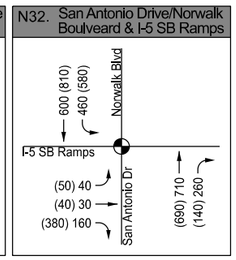

N6. Norwalk Boulevard & Florence Ave
130 (150)
520 (690)
70 (120)
60 (40)
1,260 (1,030)
160 (140)
Florence Ave
(150) 190
(1,240) 840
(130) 190
Norwalk Blvd
(170) 200
(500) 600
(120) 120

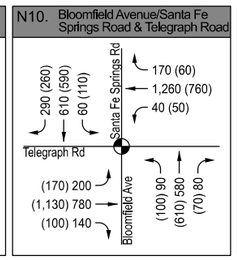

N35. Norwalk Boulevard & Lakeland Road
160 (80)
960 (1,120)
90 (80)
130 (160)
280 (260)
80 (130)
Lakeland Rd
(40) 40
(130) 180
(20) 20
Norwalk Blvd
(60) 140
(750) 940
(140) 160

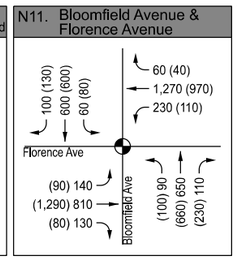

N7. Norwalk Boulevard & Imperial Highway
160 (150)
800 (1,130)
140 (100)
60 (70)
1,180 (1,360)
220 (670)
Imperial Hwy
(160) 200
(920) 850
(560) 300
Norwalk Blvd
(680) 390
(840) 1,030
(420) 480

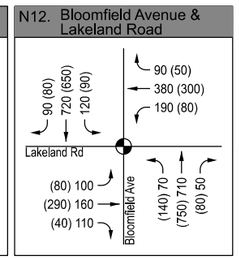

N63. Norwalk Boulevard & Civic Center Drive
0 (0)
970 (1,340)
150 (200)
90 (210)
10 (0)
450 (490)
Civic Center Dr
(10) 10
(10) 10
(10) 10
Norwalk Blvd
(0) 0
(790) 960
(490) 570
No Left Turn

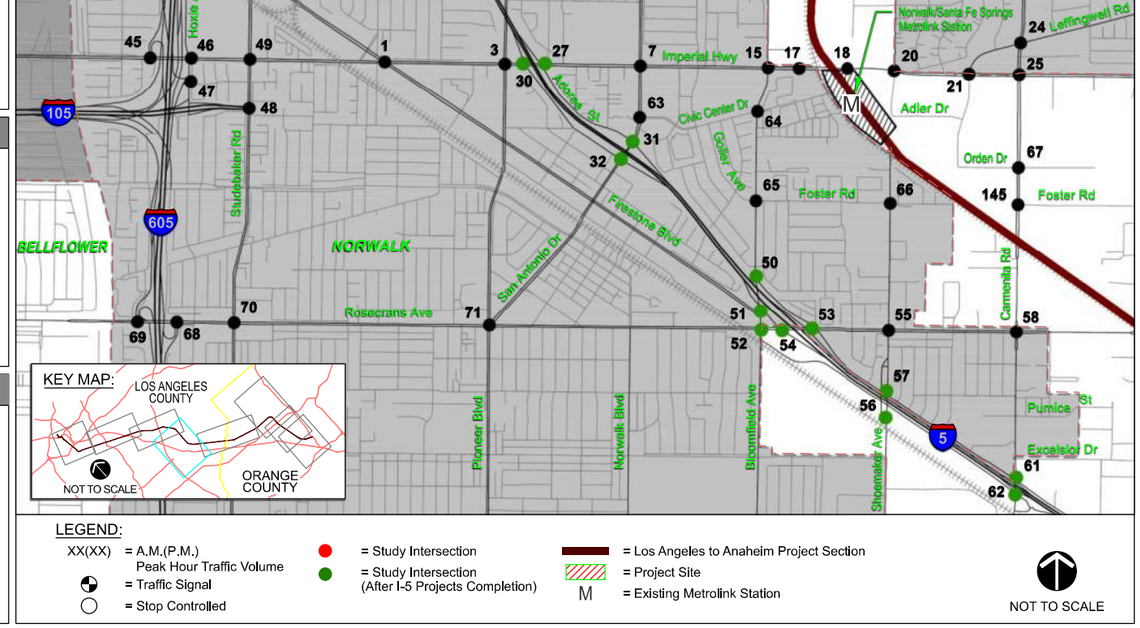

N31. Norwalk Boulevard & Adoree Street/I-5 NB Off-Ramp
20 (70)
940 (1,210)
640 (320)
870 (160)
60 (30)
I-5 NB Off-Ramp
Adoree St
(60) 40
(20) 50
Norwalk Blvd
(330) 210
(420) 600


N32. San Antonio Drive/Norwalk Boulveard & I-5 SB Ramps
600 (810)
460 (580)
Norwalk Blvd
I-5 SB Ramps
(50) 40
(40) 30
(380) 160
San Antonio Dr
(690) 710
(140) 260

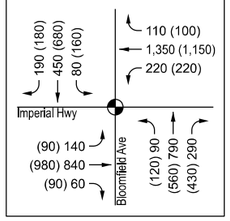

N10. Bloomfield Avenue/Santa Fe Springs Road & Telegraph Road
290 (260)
610 (590)
60 (110)
170 (60)
1,260 (760)
40 (50)
Santa Fe Springs Rd
Telegraph Rd
(170) 200
(1,130) 780
(100) 140
Bloomfield Ave
(100) 90
(610) 580
(70) 80


N11. Bloomfield Avenue & Florence Avenue
100 (130)
600 (600)
60 (80)
60 (40)
1,270 (970)
230 (110)
Florence Ave
(90) 140
(1,290) 810
(80) 130
Bloomfield Ave
(100) 90
(660) 650
(230) 110

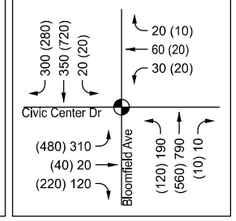

N12. Bloomfield Avenue & Lakeland Road
90 (80)
720 (650)
120 (90)
90 (50)
380 (300)
190 (80)
Lakeland Rd
(80) 100
(290) 160
(40) 110
Bloomfield Ave
(140) 70
(750) 710
(80) 50


KEY MAP:
LOS ANGELES COUNTY
ORANGE COUNTY
NOT TO SCALE
LEGEND:
XX(XX) = A.M.(P.M.) Peak Hour Traffic Volume
= Traffic Signal
= Stop Controlled
= Study Intersection
= Study Intersection (After I-5 Projects Completion)
= Los Angeles to Anaheim Project Section
= Project Site
M = Existing Metrolink Station
NOT TO SCALE

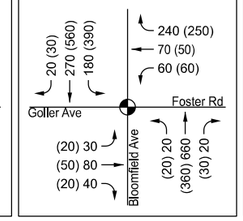
N15. Bloomfield Avenue & Imperial Highway



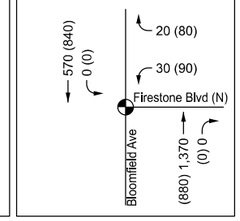
N64. Bloomfield Avenue & Civic Center Drive



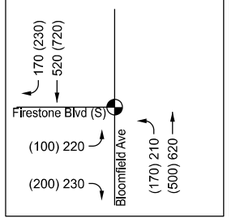
N65. Bloomfield Avenue & Goller Avenue/Foster Road



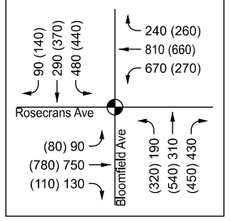
N50. Bloomfield Avenue & Firestone Boulevard (North)



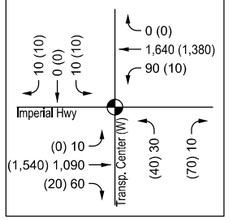
N51. Bloomfield Avenue & Firestone Boulevard (South)



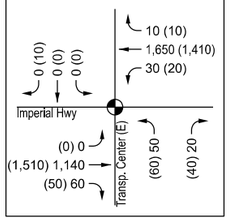
N52. Bloomfield Avenue & Rosecrans Avenue



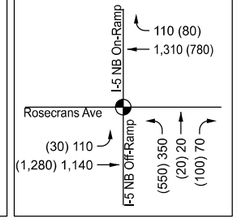
N17. Transportation Center West & Imperial Highway



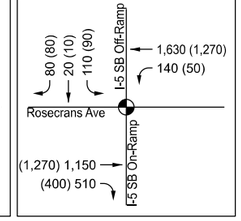
N18. Transportation Center East & Imperial Highway



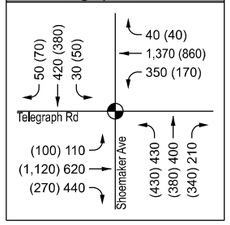
N53. I-5 NB Ramps & Rosecrans Avenue



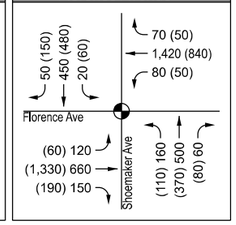
N54. I-5 SB Ramps & Rosecrans Avenue



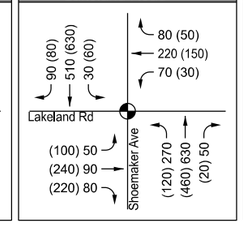
N33. Shoemaker Avenue & Telegraph Road



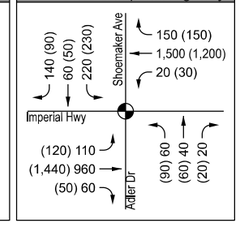
N19. Shoemaker Avenue & Florence Avenue



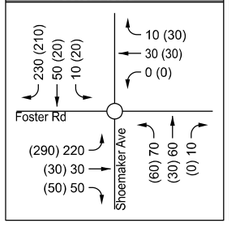
N72. Shoemaker Avenue & Lakeland Road



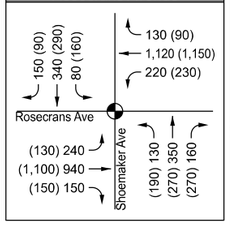
N20. Shoemaker Avenue/Adler Drive & Imperial Highway



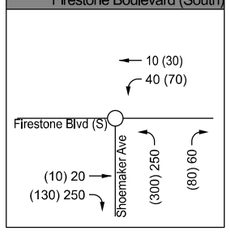
N66. Shoemaker Avenue & Foster Road



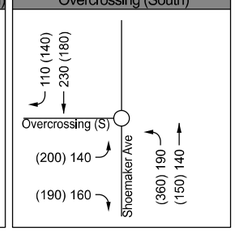
N55. Shoemaker Avenue & Rosecrans Avenue



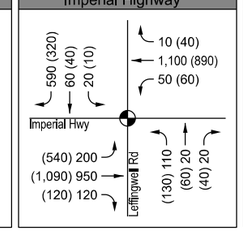
N57. Shoemaker Avenue & Firestone Boulevard (South)



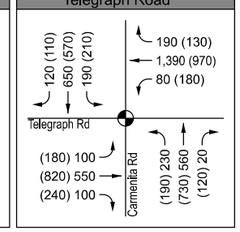
N56. Shoemaker Avenue & Overcrossing (South)



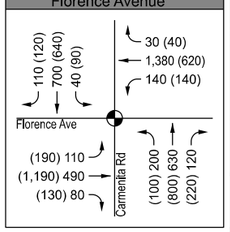
N21. Leffingwell Road & Imperial Highway



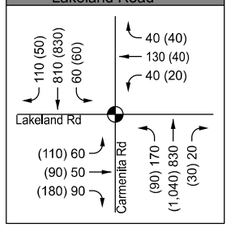
N22. Carmenita Road & Telegraph Road



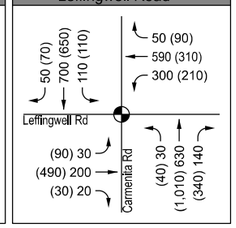
N23. Carmenita Road & Florence Avenue



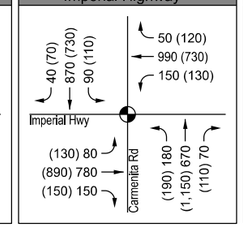
N73. Carmenita Road & Lakeland Road



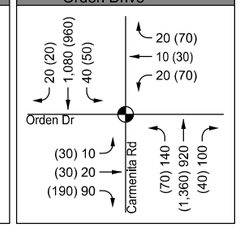
N24. Carmenita Road & Leffingwell Road



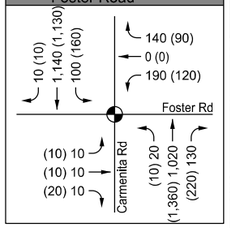
N25. Carmenita Road & Imperial Highway



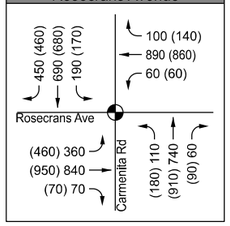
N67. Carmenita Road & Orden Drive



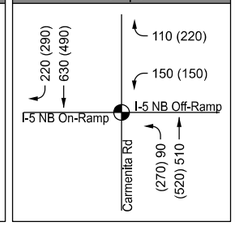
N145. Carmenita Road & Foster Road



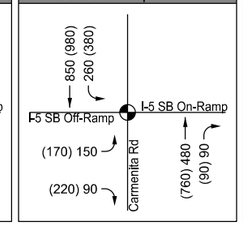
N58. Carmenita Road & Rosecrans Avenue



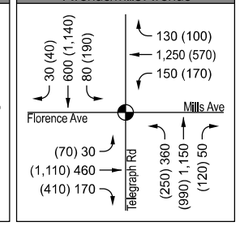
N61. Carmenita Road & I-5 NB Ramps

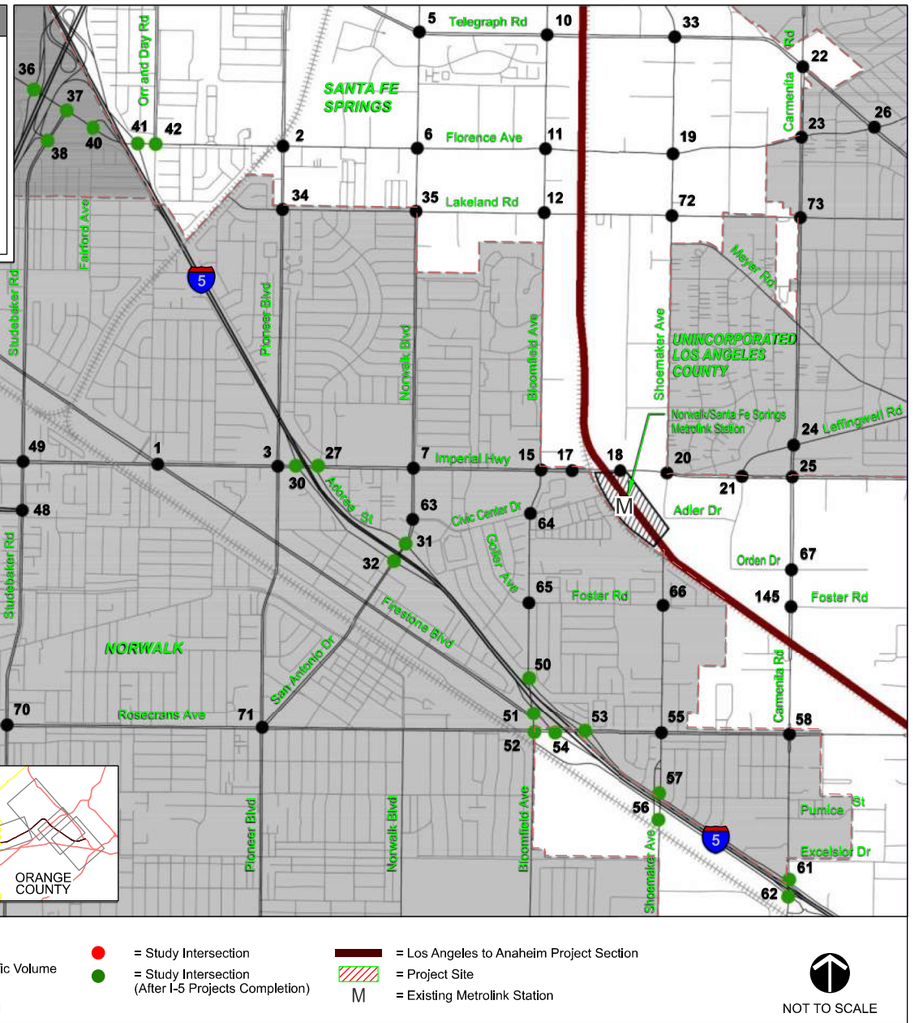


N62. Carmenita Road & I-5 SB Ramps

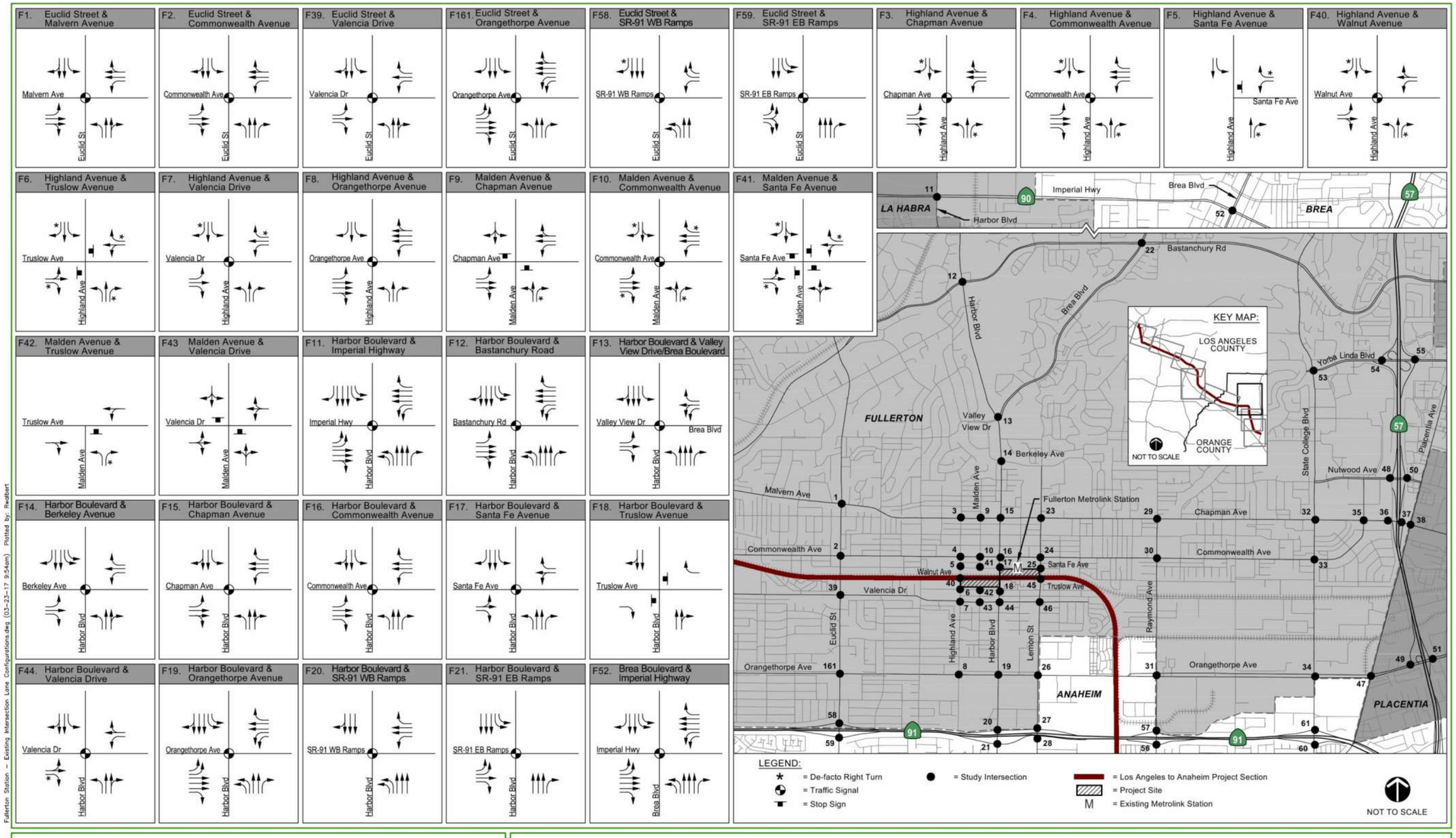


N26. Telegraph Road & Florence Avenue/Mills Avenue





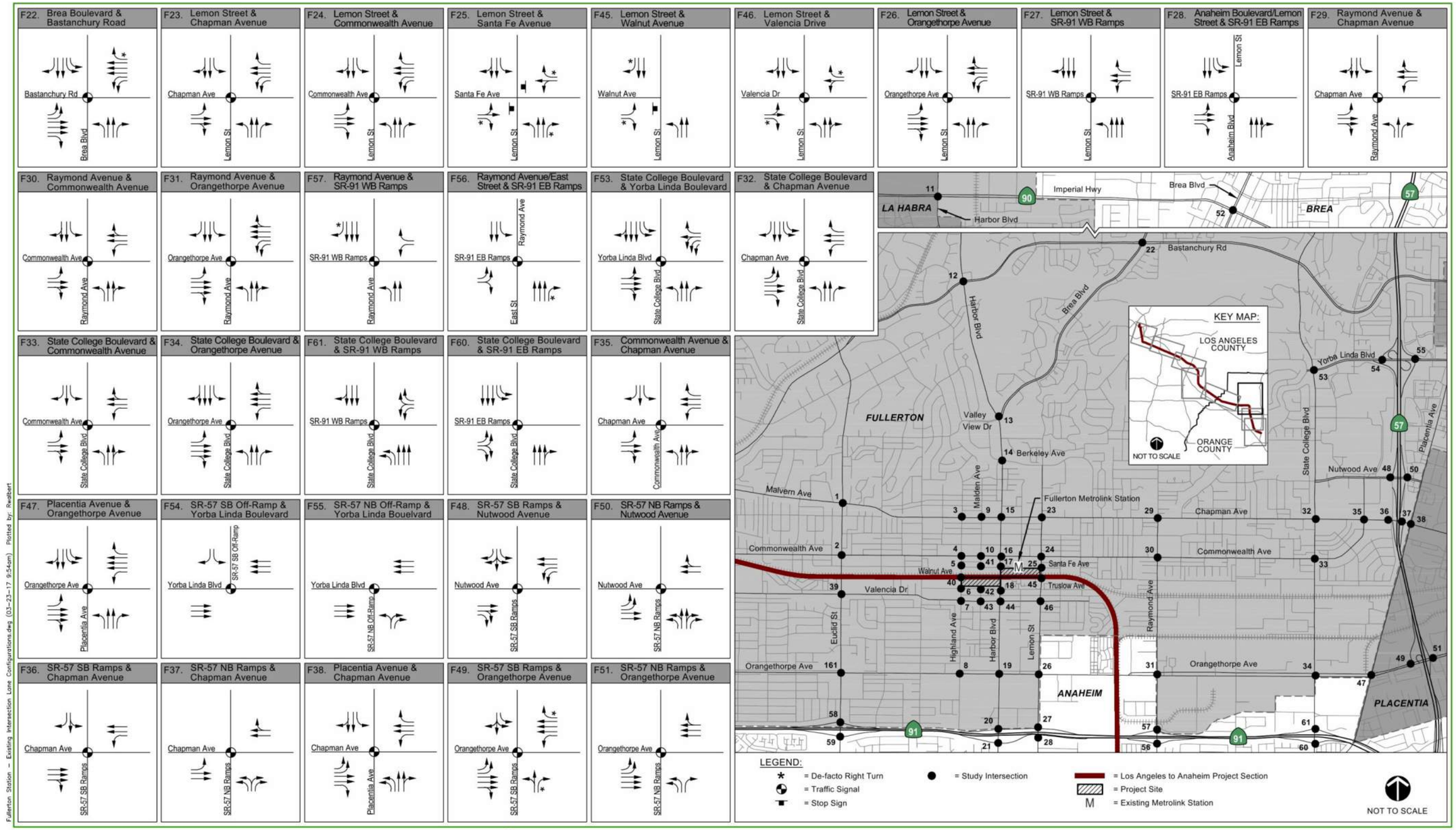
Fullerton Station - 2040 No Project Intersection Lane Configurations



Source: Authority and FRA, 2018

F intersection number prefix indicates intersections within Fullerton Station Area

Fullerton Station - Existing Intersection Lane Configurations (Sheet 1 of 2)

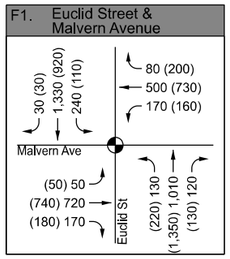


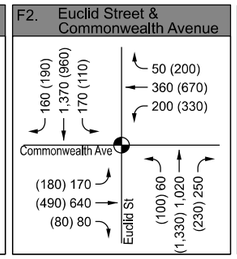
Source: Authority and FRA, 2018

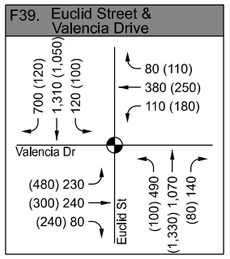
F intersection number prefix indicates intersections within Fullerton Station Area

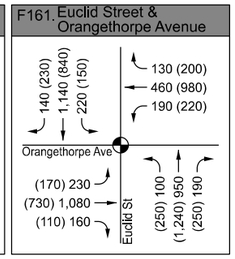
Fullerton Station - Existing Intersection Lane Configurations (Sheet 2 of 2)

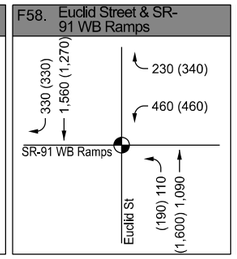
Fullerton Station - 2040 No Project Intersection Turning Volumes

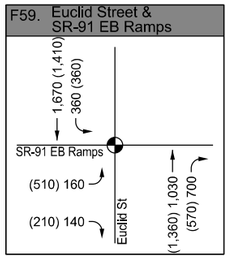

F1. Euclid Street & Malvern Avenue
30 (30)
1,330 (920)
240 (110)
80 (200)
500 (730)
170 (160)
Malvern Ave
(50) 50
(740) 720
(180) 170
Euclid St
(220) 130
(1,350) 1,010
(130) 120

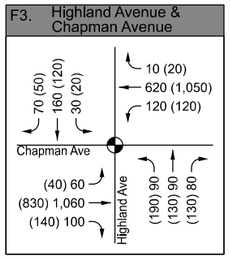

F2. Euclid Street & Commonwealth Avenue
160 (190)
1,370 (960)
170 (110)
50 (200)
360 (670)
200 (330)
Commonwealth Ave
(180) 170
(490) 640
(80) 80
Euclid St
(100) 60
(1,330) 1,020
(230) 250

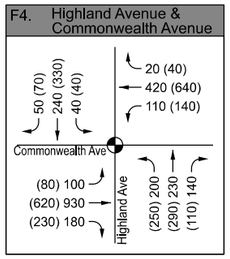

F39. Euclid Street & Valencia Drive
700 (120)
1,310 (1,050)
120 (100)
80 (110)
380 (250)
110 (180)
Valencia Dr
(480) 230
(300) 240
(240) 80
Euclid St
(100) 490
(1,330) 1,070
(80) 140

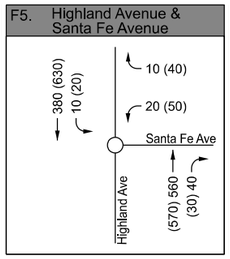

F161. Euclid Street & Orangethorpe Avenue
140 (230)
1,140 (840)
220 (150)
130 (200)
460 (980)
190 (220)
Orangethorpe Ave
(170) 230
(730) 1,080
(110) 160
Euclid St
(250) 100
(1,240) 950
(250) 190

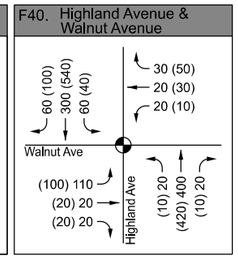

F58. Euclid Street & SR-91 WB Ramps
330 (330)
1,360 (1,270)
230 (340)
460 (460)
SR-91 WB Ramps
Euclid St
(190) 110
(1,600) 1,090

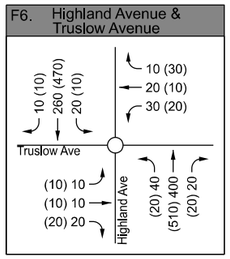

F59. Euclid Street & SR-91 EB Ramps
1,670 (1,410)
360 (360)
SR-91 EB Ramps
(510) 160
(210) 140
Euclid St
(1,360) 1,030
(570) 700

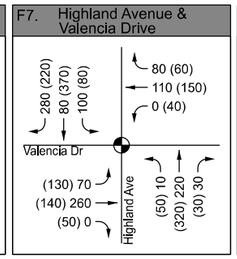

F3. Highland Avenue & Chapman Avenue
70 (50)
160 (120)
30 (20)
10 (20)
620 (1,050)
120 (120)
Chapman Ave
(40) 60
(830) 1,060
(140) 100
Highland Ave
(190) 90
(130) 90
(130) 80

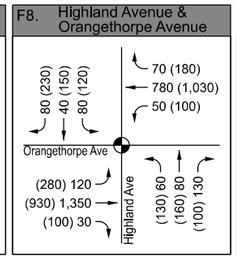

F4. Highland Avenue & Commonwealth Avenue
50 (70)
240 (330)
40 (40)
20 (40)
420 (640)
110 (140)
Commonwealth Ave
(80) 100
(620) 930
(230) 180
Highland Ave
(250) 200
(290) 230
(110) 140

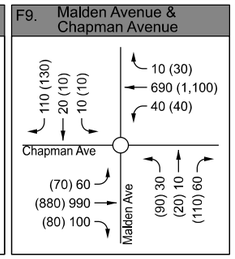

F5. Highland Avenue & Santa Fe Avenue
380 (630)
10 (20)
10 (40)
20 (50)
Santa Fe Ave
Highland Ave
(570) 560
(30) 40

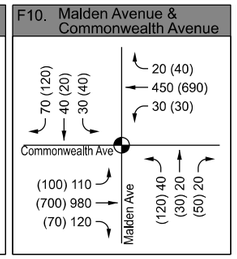

F40. Highland Avenue & Walnut Avenue
60 (100)
300 (540)
60 (40)
30 (50)
20 (30)
20 (10)
Walnut Ave
(100) 110
(20) 20
(20) 20
Highland Ave
(10) 20
(420) 400
(10) 20

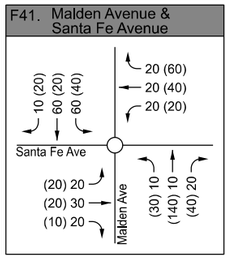

F6. Highland Avenue & Truslow Avenue
10 (10)
260 (470)
20 (10)
10 (30)
20 (10)
30 (20)
Truslow Ave
(10) 10
(10) 10
(20) 20
Highland Ave
(20) 40
(510) 400
(20) 20

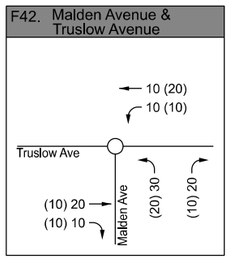

F7. Highland Avenue & Valencia Drive
280 (220)
80 (370)
100 (80)
80 (60)
110 (150)
0 (40)
Valencia Dr
(130) 70
(140) 260
(50) 0
Highland Ave
(50) 10
(320) 220
(30) 30

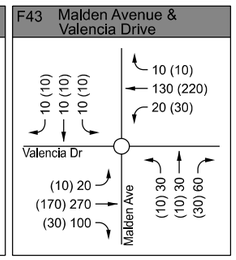

F8. Highland Avenue & Orangethorpe Avenue
80 (230)
40 (150)
80 (120)
70 (180)
780 (1,030)
50 (100)
Orangethorpe Ave
(280) 120
(930) 1,350
(100) 30
Highland Ave
(130) 60
(160) 80
(100) 130

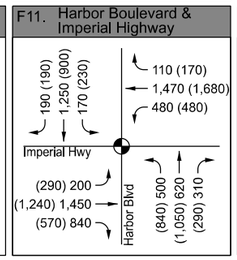

F9. Malden Avenue & Chapman Avenue
110 (130)
20 (10)
10 (10)
10 (30)
690 (1,100)
40 (40)
Chapman Ave
(70) 60
(880) 990
(80) 100
Malden Ave
(90) 30
(20) 10
(110) 60

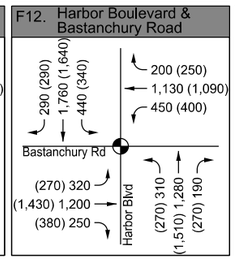

F10. Malden Avenue & Commonwealth Avenue
70 (120)
40 (20)
30 (40)
20 (40)
450 (690)
30 (30)
Commonwealth Ave
(100) 110
(700) 980
(70) 120
Malden Ave
(120) 40
(30) 20
(50) 20

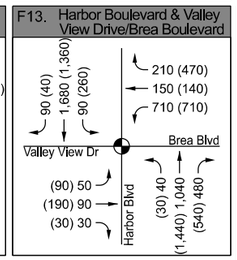

F41. Malden Avenue & Santa Fe Avenue
10 (20)
60 (20)
60 (40)
20 (60)
20 (40)
20 (20)
Santa Fe Ave
(20) 20
(20) 30
(10) 20
Malden Ave
(30) 10
(140) 10
(40) 20

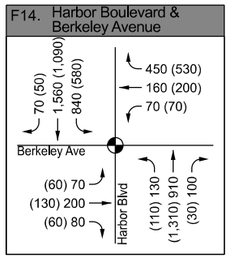

F42. Malden Avenue & Truslow Avenue
10 (20)
10 (10)
Truslow Ave
(10) 20
(10) 10
Malden Ave
(20) 30
(10) 20

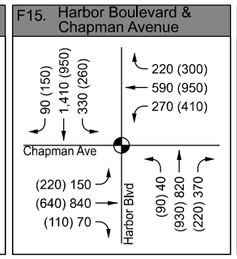

F43 Malden Avenue & Valencia Drive
10 (10)
10 (10)
10 (10)
10 (10)
130 (220)
20 (30)
Valencia Dr
(10) 20
(170) 270
(30) 100
Malden Ave
(10) 30
(10) 30
(30) 60

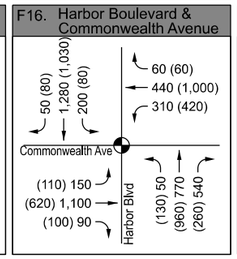

F11. Harbor Boulevard & Imperial Highway
190 (190)
1,250 (900)
170 (230)
110 (170)
1,470 (1,680)
480 (480)
Imperial Hwy
(290) 200
(1,240) 1,450
(570) 840
Harbor Blvd
(840) 500
(1,050) 620
(290) 310

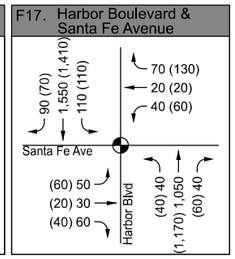

F12. Harbor Boulevard & Bastanchury Road
290 (290)
1,760 (1,640)
440 (340)
200 (250)
1,130 (1,090)
450 (400)
Bastanchury Rd
(270) 320
(1,430) 1,200
(380) 250
Harbor Blvd
(270) 310
(1,510) 1,280
(270) 190

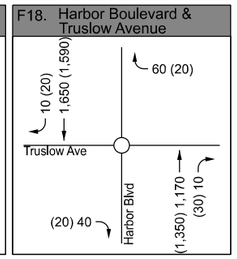

F13. Harbor Boulevard & Valley View Drive/Brea Boulevard
90 (40)
1,680 (1,360)
90 (260)
210 (470)
150 (140)
710 (710)
Valley View Dr
Brea Blvd
(90) 50
(190) 90
(30) 30
Harbor Blvd
(30) 40
(1,440) 1,040
(540) 480

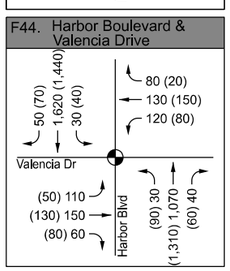

F14. Harbor Boulevard & Berkeley Avenue
70 (50)
1,560 (1,090)
840 (580)
450 (530)
160 (200)
70 (70)
Berkeley Ave
(60) 70
(130) 200
(60) 80
Harbor Blvd
(110) 130
(1,310) 910
(30) 100

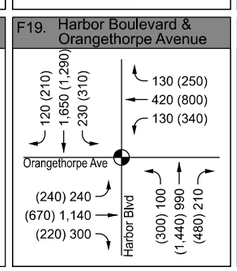

F15. Harbor Boulevard & Chapman Avenue
90 (150)
1,410 (950)
330 (260)
220 (300)
590 (950)
270 (410)
Chapman Ave
(220) 150
(640) 840
(110) 70
Harbor Blvd
(90) 40
(930) 820
(220) 370

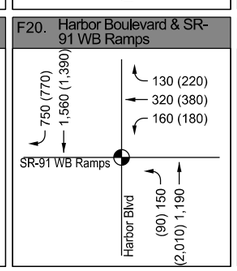

F16. Harbor Boulevard & Commonwealth Avenue
50 (80)
1,280 (1,030)
200 (80)
60 (60)
440 (1,000)
310 (420)
Commonwealth Ave
(110) 150
(620) 1,100
(100) 90
Harbor Blvd
(130) 50
(960) 770
(260) 540

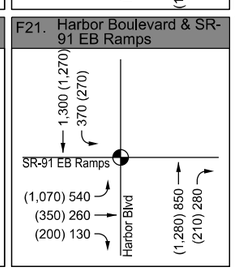

F17. Harbor Boulevard & Santa Fe Avenue
90 (70)
1,550 (1,410)
110 (110)
70 (130)
20 (20)
40 (60)
Santa Fe Ave
(60) 50
(20) 30
(40) 60
Harbor Blvd
(40) 40
(1,170) 1,050
(60) 40

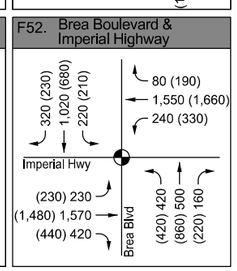

F18. Harbor Boulevard & Truslow Avenue
10 (20)
1,650 (1,590)
60 (20)
Truslow Ave
(20) 40
Harbor Blvd
(1,350) 1,170
(30) 10


F44. Harbor Boulevard & Valencia Drive
50 (70)
1,620 (1,440)
30 (40)
80 (20)
130 (150)
120 (80)
Valencia Dr
(50) 110
(130) 150
(80) 60
Harbor Blvd
(90) 30
(1,310) 1,070
(60) 40

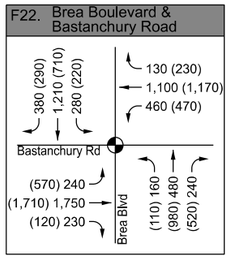

F19. Harbor Boulevard & Orangethorpe Avenue
120 (210)
1,650 (1,290)
230 (310)
130 (250)
420 (800)
130 (340)
Orangethorpe Ave
(240) 240
(670) 1,140
(220) 300
Harbor Blvd
(300) 100
(1,440) 990
(480) 210

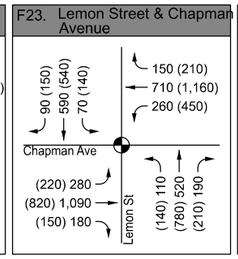

F20. Harbor Boulevard & SR-91 WB Ramps
750 (770)
1,560 (1,390)
130 (220)
320 (380)
160 (180)
SR-91 WB Ramps
Harbor Blvd
(90) 150
(2,010) 1,190

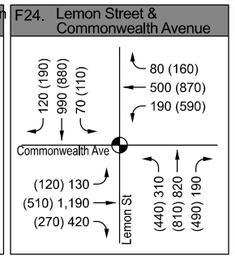

F21. Harbor Boulevard & SR-91 EB Ramps
1,300 (1,270)
370 (270)
SR-91 EB Ramps
(1,070) 540
(350) 260
(200) 130
Harbor Blvd
(1,280) 850
(210) 280

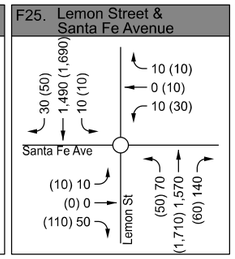

F52. Brea Boulevard & Imperial Highway
320 (230)
1,020 (680)
220 (210)
80 (190)
1,550 (1,660)
240 (330)
Imperial Hwy
(230) 230
(1,480) 1,570
(440) 420
Brea Blvd
(420) 420
(860) 500
(220) 160

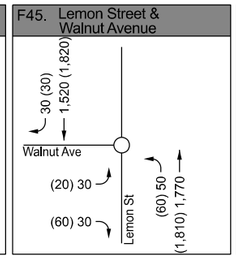
LA HABRA
Imperial Hwy
Brea Blvd
BREA
Harbor Blvd
Bastanchury Rd
Brea Blvd
FULLERTON
Valley View Dr
Berkeley Ave
Malvern Ave
Fullerton Metrolink Station
Chapman Ave
Commonwealth Ave
Walnut Ave
Santa Fe Ave
Truslow Ave
Valencia Dr
Euclid St
Highland Ave
Harbor Blvd
Lemon St
Raymond Ave
Orangethorpe Ave
ANAHEIM
PLACENTIA
Yorba Linda Blvd
State College Blvd
Placentia Ave
Nutwood Ave
KEY MAP:
LOS ANGELES COUNTY
ORANGE COUNTY
NOT TO SCALE
LEGEND:
= De-facto Right Turn
= Traffic Signal
= Stop Controlled
= Study Intersection
= Los Angeles to Anaheim Project Section
= Project Site
M = Existing Metrolink Station
NOT TO SCALE

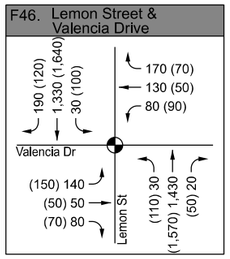

F22. Brea Boulevard & Bastanchury Road
380 (290)
1,210 (710)
280 (220)
130 (230)
1,100 (1,170)
460 (470)
Bastanchury Rd
Brea Blvd
(570) 240
(1,710) 1,750
(120) 230
(110) 160
(980) 480
(520) 240

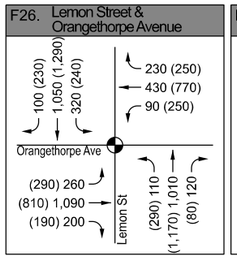

F23. Lemon Street & Chapman Avenue
90 (150)
590 (540)
70 (140)
150 (210)
710 (1,160)
260 (450)
Chapman Ave
Lemon St
(220) 280
(820) 1,090
(150) 180
(140) 110
(780) 520
(210) 190

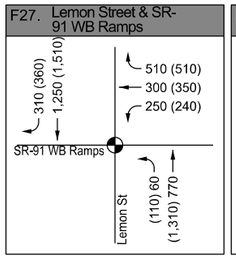

F24. Lemon Street & Commonwealth Avenue
120 (190)
990 (880)
70 (110)
80 (160)
500 (870)
190 (590)
Commonwealth Ave
Lemon St
(120) 130
(510) 1,190
(270) 420
(440) 310
(810) 820
(490) 190

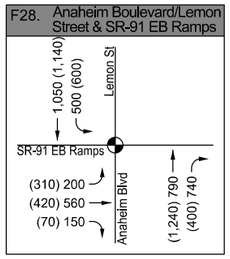

F25. Lemon Street & Santa Fe Avenue
30 (50)
1,490 (1,690)
10 (10)
10 (10)
0 (10)
10 (30)
Santa Fe Ave
Lemon St
(10) 10
(0) 0
(110) 50
(50) 70
(1,710) 1,570
(60) 140

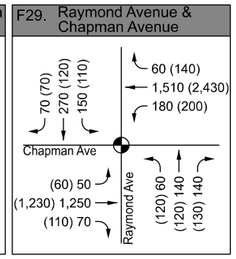

F45. Lemon Street & Walnut Avenue
30 (30)
1,520 (1,820)
60 (50)
(1,810) 1,770
Walnut Ave
Lemon St
(20) 30
(60) 30

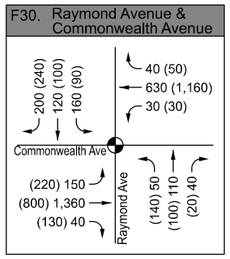

F46. Lemon Street & Valencia Drive
190 (120)
1,330 (1,640)
30 (100)
170 (70)
130 (50)
80 (90)
Valencia Dr
Lemon St
(150) 140
(50) 50
(70) 80
(110) 30
(1,570) 1,430
(50) 20

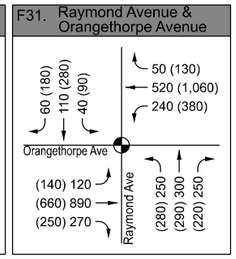

F26. Lemon Street & Orangethorpe Avenue
100 (230)
1,050 (1,290)
320 (240)
230 (250)
430 (770)
90 (250)
Orangethorpe Ave
Lemon St
(290) 260
(810) 1,090
(190) 200
(290) 110
(1,170) 1,010
(80) 120

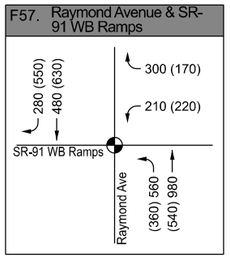

F27. Lemon Street & SR-91 WB Ramps
310 (360)
1,250 (1,510)
510 (510)
300 (350)
250 (240)
SR-91 WB Ramps
Lemon St
(110) 60
(1,310) 770

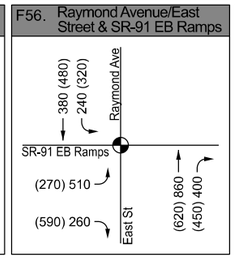

F28. Anaheim Boulevard/Lemon Street & SR-91 EB Ramps
1,050 (1,140)
500 (600)
Lemon St
SR-91 EB Ramps
Anaheim Blvd
(310) 200
(420) 560
(70) 150
(1,240) 790
(400) 740

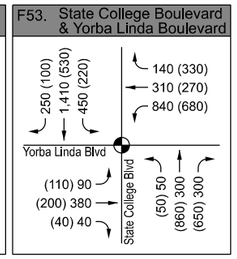

F29. Raymond Avenue & Chapman Avenue
70 (70)
270 (120)
150 (110)
60 (140)
1,510 (2,430)
180 (200)
Chapman Ave
Raymond Ave
(60) 50
(1,230) 1,250
(110) 70
(120) 60
(120) 140
(130) 140

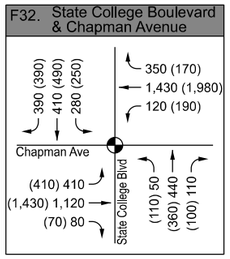

F30. Raymond Avenue & Commonwealth Avenue
200 (240)
120 (100)
160 (90)
40 (50)
630 (1,160)
30 (30)
Commonwealth Ave
Raymond Ave
(220) 150
(800) 1,360
(130) 40
(140) 50
(100) 110
(20) 40

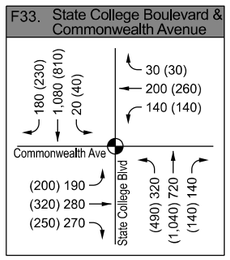

F31. Raymond Avenue & Orangethorpe Avenue
60 (180)
110 (280)
40 (90)
50 (130)
520 (1,060)
240 (380)
Orangethorpe Ave
Raymond Ave
(140) 120
(660) 890
(250) 270
(280) 250
(290) 300
(220) 250

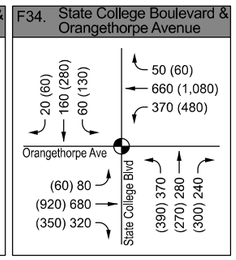

F57. Raymond Avenue & SR-91 WB Ramps
280 (550)
480 (630)
300 (170)
210 (220)
SR-91 WB Ramps
Raymond Ave
(360) 560
(540) 980

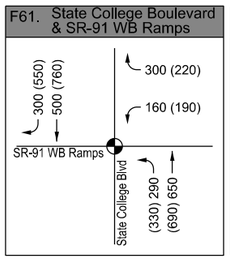

F56. Raymond Avenue/East Street & SR-91 EB Ramps
380 (480)
240 (320)
Raymond Ave
SR-91 EB Ramps
East St
(270) 510
(590) 260
(620) 860
(450) 400

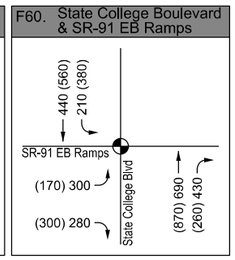

F53. State College Boulevard & Yorba Linda Boulevard
250 (100)
1,410 (530)
450 (220)
140 (330)
310 (270)
840 (680)
Yorba Linda Blvd
State College Blvd
(110) 90
(200) 380
(40) 40
(50) 50
(860) 300
(650) 300

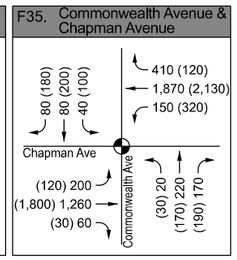

F32. State College Boulevard & Chapman Avenue
390 (390)
410 (490)
280 (250)
350 (170)
1,430 (1,980)
120 (190)
Chapman Ave
State College Blvd
(410) 410
(1,430) 1,120
(70) 80
(110) 50
(360) 440
(100) 110

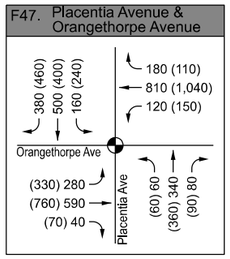

F33. State College Boulevard & Commonwealth Avenue
180 (230)
1,080 (810)
20 (40)
30 (30)
200 (260)
140 (140)
Commonwealth Ave
State College Blvd
(200) 190
(320) 280
(250) 270
(490) 320
(1,040) 720
(140) 140

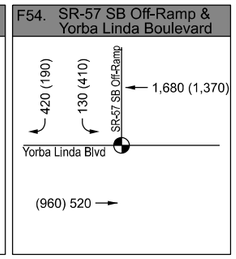

F34. State College Boulevard & Orangethorpe Avenue
20 (60)
160 (280)
60 (130)
50 (60)
660 (1,080)
370 (480)
Orangethorpe Ave
State College Blvd
(60) 80
(920) 680
(350) 320
(390) 370
(270) 280
(300) 240

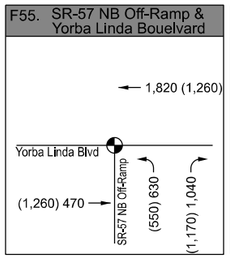

F61. State College Boulevard & SR-91 WB Ramps
300 (550)
500 (760)
300 (220)
160 (190)
SR-91 WB Ramps
State College Blvd
(330) 290
(690) 650

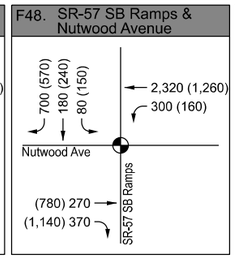

F60. State College Boulevard & SR-91 EB Ramps
440 (560)
210 (380)
SR-91 EB Ramps
State College Blvd
(170) 300
(300) 280
(870) 690
(260) 430

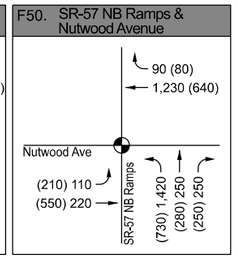

F35. Commonwealth Avenue & Chapman Avenue
80 (180)
80 (200)
40 (100)
410 (120)
1,870 (2,130)
150 (320)
Chapman Ave
Commonwealth Ave
(120) 200
(1,800) 1,260
(30) 60
(30) 20
(170) 220
(190) 170

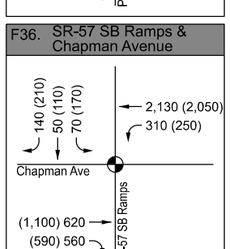

F47. Placentia Avenue & Orangethorpe Avenue
380 (460)
500 (400)
160 (240)
180 (110)
810 (1,040)
120 (150)
Orangethorpe Ave
Placentia Ave
(330) 280
(760) 590
(70) 40
(60) 60
(360) 340
(90) 80

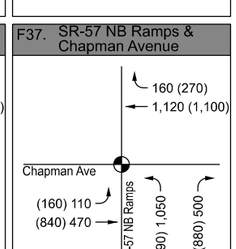

F54. SR-57 SB Off-Ramp & Yorba Linda Boulevard
420 (190)
130 (410)
SR-57 SB Off-Ramp
1,680 (1,370)
Yorba Linda Blvd
(960) 520

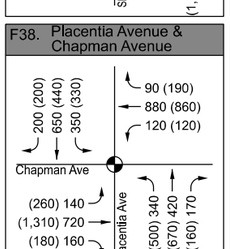

F55. SR-57 NB Off-Ramp & Yorba Linda Bouelvard
1,820 (1,260)
Yorba Linda Blvd
SR-57 NB Off-Ramp
(1,260) 470
(550) 630
(1,170) 1,040

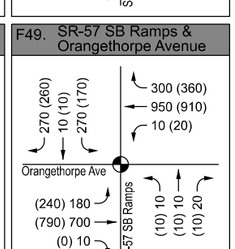

F48. SR-57 SB Ramps & Nutwood Avenue
700 (570)
180 (240)
80 (150)
2,320 (1,260)
300 (160)
Nutwood Ave
SR-57 SB Ramps
(780) 270
(1,140) 370

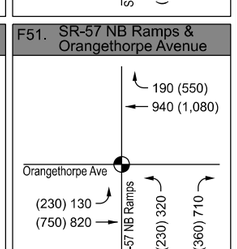

F50. SR-57 NB Ramps & Nutwood Avenue
90 (80)
1,230 (640)
Nutwood Ave
SR-57 NB Ramps
(210) 110
(550) 220
(730) 1,420
(280) 250
(250) 250

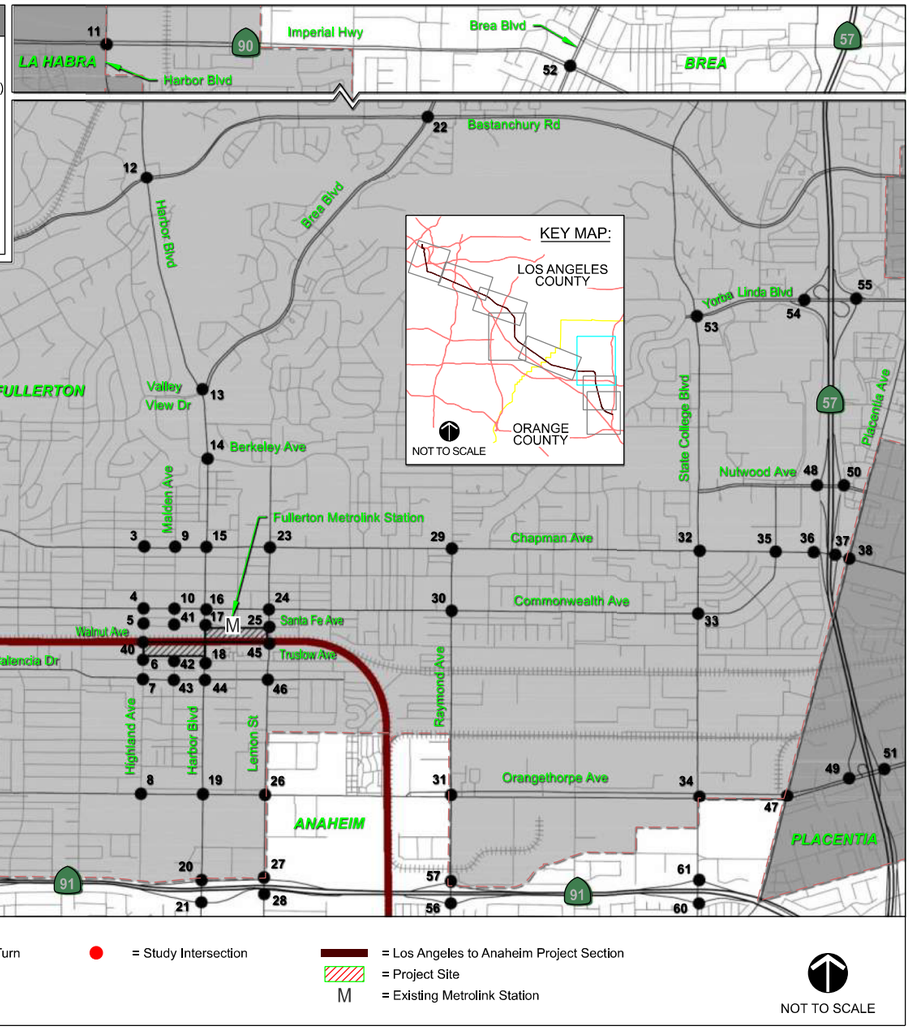

F36. SR-57 SB Ramps & Chapman Avenue
140 (210)
50 (110)
70 (170)
2,130 (2,050)
310 (250)
Chapman Ave
SR-57 SB Ramps
(1,100) 620
(590) 560


F37. SR-57 NB Ramps & Chapman Avenue
160 (270)
1,120 (1,100)
Chapman Ave
SR-57 NB Ramps
(160) 110
(840) 470
(990) 1,050
(880) 500

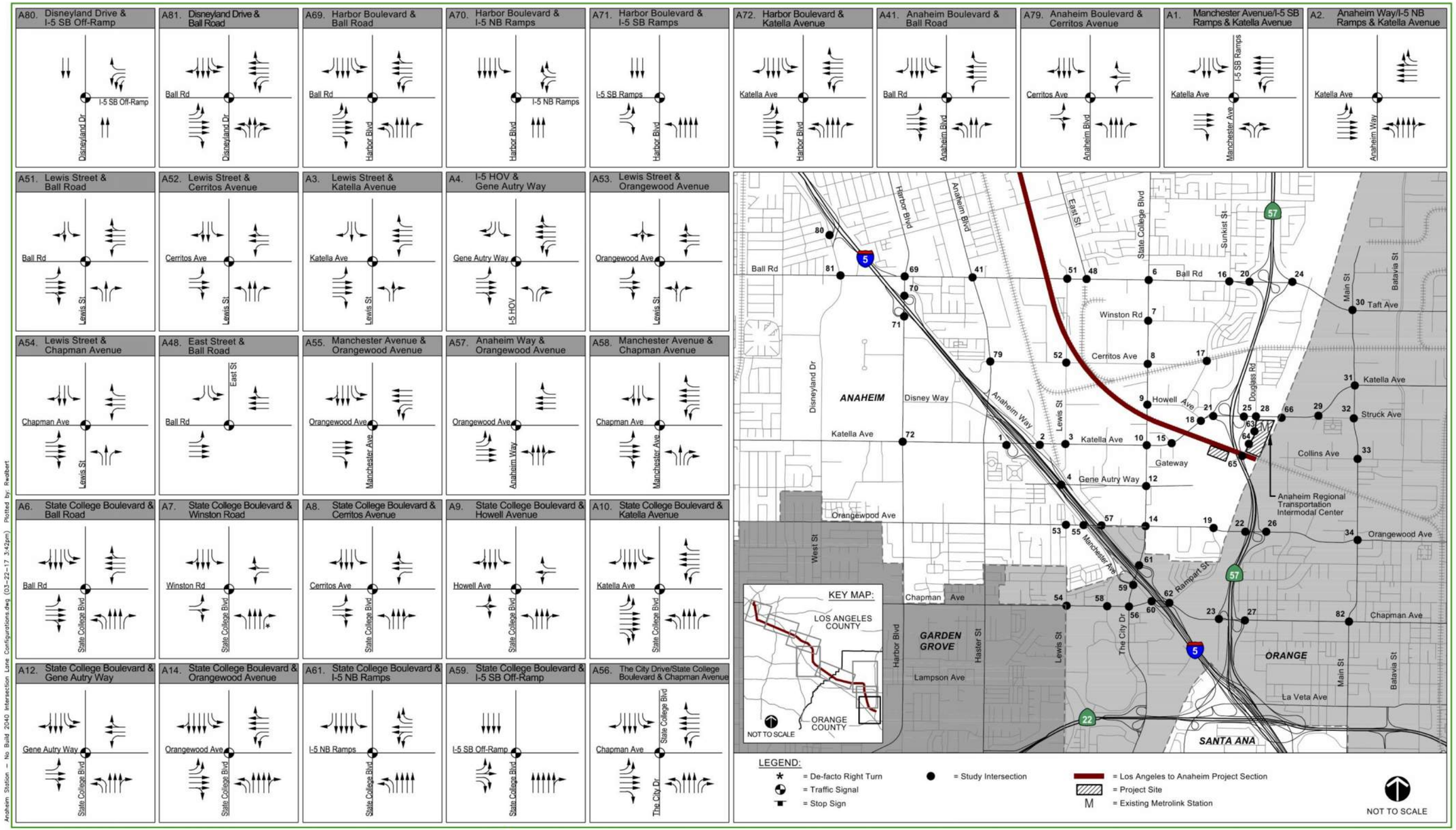

F38. Placentia Avenue & Chapman Avenue
200 (200)
650 (440)
350 (330)
90 (190)
880 (860)
120 (120)
Chapman Ave
Placentia Ave
(260) 140
(1,310) 720
(180) 160
(500) 340
(670) 420
(160) 170


F49. SR-57 SB Ramps & Orangethorpe Avenue
270 (260)
10 (10)
270 (170)
300 (360)
950 (910)
10 (20)
Orangethorpe Ave
SR-57 SB Ramps
(240) 180
(790) 700
(0) 10
(10) 10
(10) 10
(10) 20


F51. SR-57 NB Ramps & Orangethorpe Avenue
190 (550)
940 (1,080)
Orangethorpe Ave
SR-57 NB Ramps
(230) 130
(750) 820
(230) 320
(360) 710


LA HABRA
Imperial Hwy
Brea Blvd
Harbor Blvd
BREA
Bastanchury Rd
Brea Blvd
Harbor Blvd
FULLERTON
Valley View Dr
Berkeley Ave
Yorba Linda Blvd
State College Blvd
Nutwood Ave
Placentia Ave
Malvern Ave
Malden Ave
Fullerton Metrolink Station
Chapman Ave
Commonwealth Ave
Walnut Ave
Santa Fe Ave
Truslow Ave
Valencia Dr
Euclid St
Highland Ave
Harbor Blvd
Lemon St
Raymond Ave
Orangethorpe Ave
ANAHEIM
PLACENTIA
KEY MAP:
LOS ANGELES COUNTY
ORANGE COUNTY
NOT TO SCALE
LEGEND:
= De-facto Right Turn
= Traffic Signal
= Stop Controlled
= Study Intersection
= Los Angeles to Anaheim Project Section
= Project Site
M = Existing Metrolink Station
NOT TO SCALE

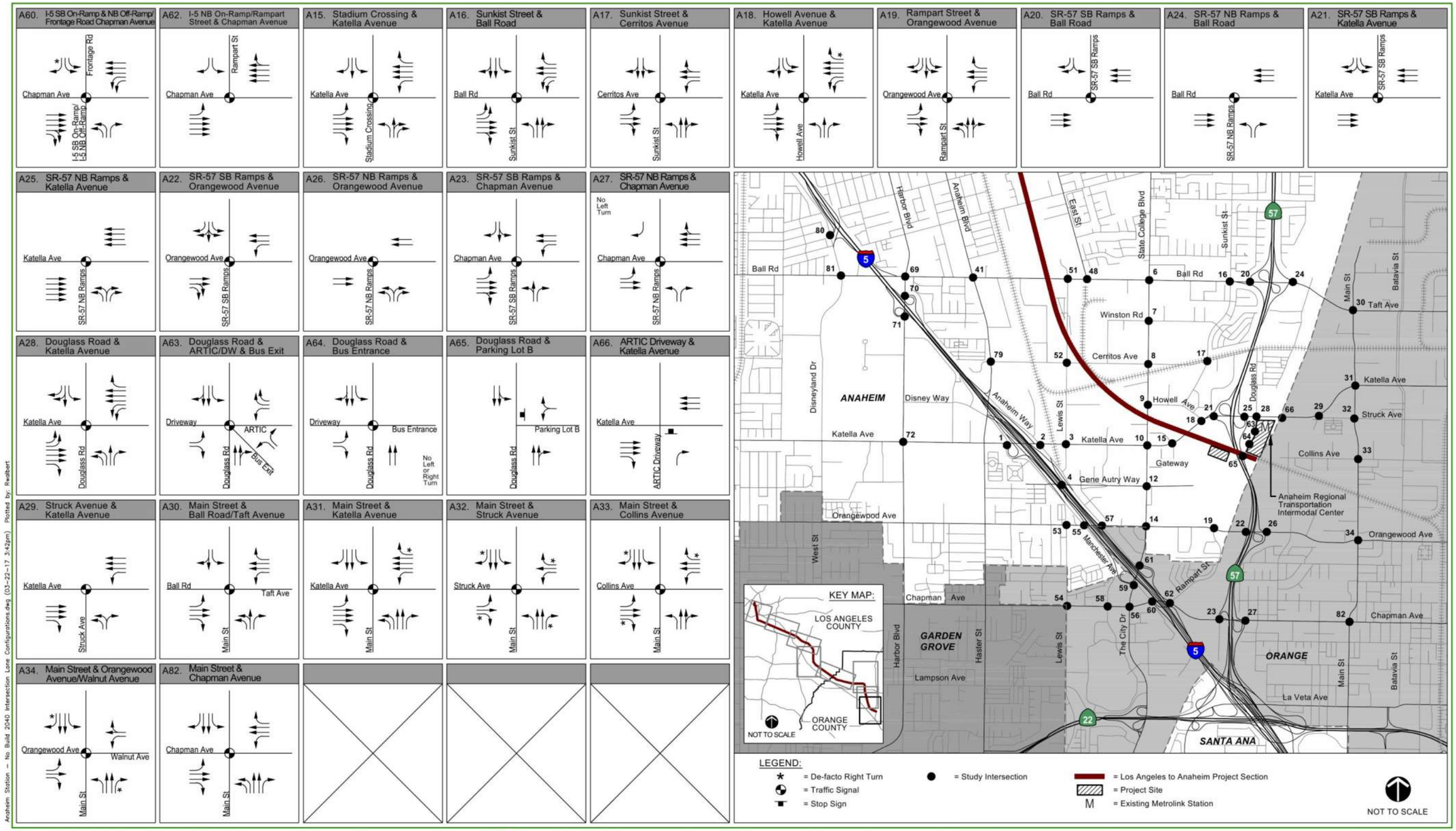
Anaheim Station - 2040 No Project Intersection Lane Configurations



Source: Authority and FRA, 2018

A intersection number prefix indicates intersections within Anaheim Regional Transportation Intermodal Center Station Area

Anaheim Station – 2040 No Project Intersection Lane Configurations (Sheet 1 of 2)

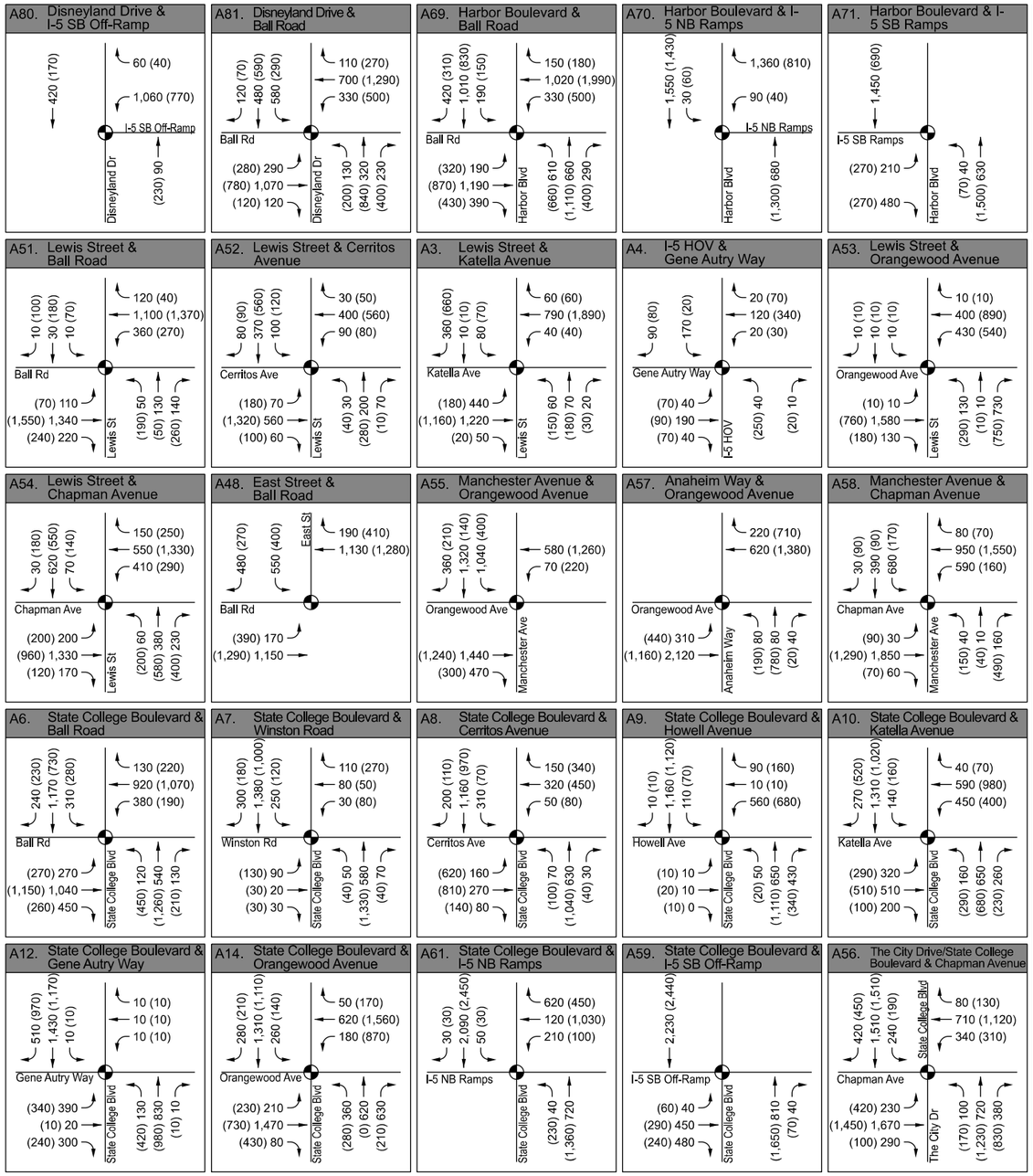


Source: Authority and FRA, 2018

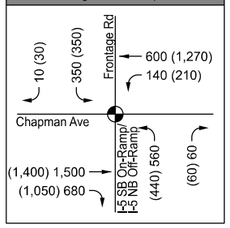
A intersection number prefix indicates intersections within Anaheim Regional Transportation Intermodal Center Station Area

Anaheim Station – 2040 No Project Intersection Lane Configurations (Sheet 2 of 2)

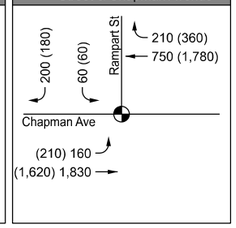
Anaheim Station - 2040 No Project Intersection Turning Volumes


A80. Disneyland Drive & I-5 SB Off-Ramp
420 (170)
60 (40)
1,060 (770)
I-5 SB Off-Ramp
Disneyland Dr
(230) 90
A81. Disneyland Drive & Ball Road
120 (70)
480 (590)
580 (290)
110 (270)
700 (1,290)
330 (500)
Ball Rd
Disneyland Dr
(280) 290
(780) 1,070
(120) 120
(200) 130
(840) 320
(400) 230
A69. Harbor Boulevard & Ball Road
420 (310)
1,010 (830)
190 (150)
150 (180)
1,020 (1,990)
330 (500)
Ball Rd
Harbor Blvd
(320) 190
(870) 1,190
(430) 390
(660) 610
(1,110) 660
(400) 290
A70. Harbor Boulevard & I-5 NB Ramps
1,550 (1,430)
30 (60)
1,360 (810)
90 (40)
I-5 NB Ramps
Harbor Blvd
(1,300) 680
A71. Harbor Boulevard & I-5 SB Ramps
1,450 (690)
I-5 SB Ramps
Harbor Blvd
(270) 210
(270) 480
(70) 40
(1,500) 630
A72. Harbor Boulevard & Katella Avenue
120 (190)
500 (730)
90 (110)
100 (130)
580 (1,750)
300 (310)
Katella Ave
Harbor Blvd
(180) 100
(1,050) 930
(80) 90
(160) 80
(780) 440
(370) 270
A41. Anaheim Boulevard & Ball Road
190 (220)
1,060 (870)
240 (100)
60 (210)
860 (1,650)
120 (210)
Ball Rd
Anaheim Blvd
(240) 180
(1,020) 1,160
(140) 210
(340) 190
(1,100) 530
(120) 190
A79. Anaheim Boulevard & Cerritos Avenue
50 (30)
1,280 (1,100)
210 (360)
100 (240)
20 (50)
350 (560)
Cerritos Ave
Anaheim Blvd
(30) 20
(60) 10
(110) 30
(60) 80
(1,160) 940
(870) 540
A1. Manchester Avenue/I-5 SB Ramps & Katella Avenue
10 (10)
200 (70)
60 (80)
I-5 SB Ramps
1,250 (2,710)
300 (580)
Katella Ave
Manchester Ave
(860) 780
(440) 470
(30) 20
(310) 540
A2. Anaheim Way/I-5 NB Ramps & Katella Avenue
90 (160)
1,110 (2,400)
Katella Ave
Anaheim Way
(60) 70
(1,270) 1,440
(830) 320
(1,170) 360
(180) 350
A51. Lewis Street & Ball Road
10 (100)
30 (180)
10 (70)
120 (40)
1,100 (1,370)
360 (270)
Ball Rd
Lewis St
(70) 110
(1,550) 1,340
(240) 220
(190) 50
(50) 130
(260) 140
A52. Lewis Street & Cerritos Avenue
80 (90)
370 (560)
100 (120)
30 (50)
400 (560)
90 (80)
Cerritos Ave
Lewis St
(180) 70
(1,320) 560
(100) 60
(40) 30
(280) 200
(10) 70
A3. Lewis Street & Katella Avenue
360 (660)
10 (10)
80 (70)
60 (60)
790 (1,890)
40 (40)
Katella Ave
Lewis St
(180) 440
(1,160) 1,220
(20) 50
(150) 60
(180) 70
(30) 20
A4. I-5 HOV & Gene Autry Way
90 (80)
170 (20)
20 (70)
120 (340)
20 (30)
Gene Autry Way
I-5 HOV
(70) 40
(90) 190
(70) 40
(250) 40
(20) 10
A53. Lewis Street & Orangewood Avenue
10 (10)
10 (10)
10 (10)
10 (10)
400 (890)
430 (540)
Orangewood Ave
Lewis St
(10) 10
(760) 1,580
(180) 130
(290) 130
(10) 10
(750) 730
A54. Lewis Street & Chapman Avenue
30 (180)
620 (550)
70 (140)
150 (250)
550 (1,330)
410 (290)
Chapman Ave
Lewis St
(200) 200
(960) 1,330
(120) 170
(200) 60
(580) 380
(400) 230
A48. East Street & Ball Road
480 (270)
550 (400)
East St
190 (410)
1,130 (1,280)
Ball Rd
(390) 170
(1,290) 1,150
A55. Manchester Avenue & Orangewood Avenue
360 (210)
1,320 (140)
1,040 (400)
580 (1,260)
70 (220)
Orangewood Ave
Manchester Ave
(1,240) 1,440
(300) 470
A57. Anaheim Way & Orangewood Avenue
220 (710)
620 (1,380)
Orangewood Ave
Anaheim Way
(440) 310
(1,160) 2,120
(190) 80
(780) 80
(20) 40
A58. Manchester Avenue & Chapman Avenue
30 (90)
390 (90)
680 (170)
80 (70)
950 (1,550)
590 (160)
Chapman Ave
Manchester Ave
(90) 30
(1,290) 1,850
(70) 60
(150) 40
(40) 10
(490) 160
A6. State College Boulevard & Ball Road
240 (230)
1,170 (730)
310 (280)
130 (220)
920 (1,070)
380 (190)
Ball Rd
State College Blvd
(270) 270
(1,150) 1,040
(260) 450
(450) 120
(1,260) 540
(210) 130
A7. State College Boulevard & Winston Road
300 (180)
1,380 (1,000)
250 (120)
110 (270)
80 (50)
30 (80)
Winston Rd
State College Blvd
(130) 90
(30) 20
(30) 30
(40) 50
(1,330) 580
(40) 70
A8. State College Boulevard & Cerritos Avenue
200 (110)
1,160 (970)
310 (70)
150 (340)
320 (450)
50 (80)
Cerritos Ave
State College Blvd
(620) 160
(810) 270
(140) 80
(100) 70
(1,040) 630
(40) 30
A9. State College Boulevard & Howell Avenue
10 (10)
1,160 (1,120)
110 (70)
90 (160)
10 (10)
560 (680)
Howell Ave
State College Blvd
(10) 10
(20) 10
(10) 0
(20) 50
(1,110) 650
(340) 430
A10. State College Boulevard & Katella Avenue
270 (520)
1,310 (1,020)
140 (160)
40 (70)
590 (980)
450 (400)
Katella Ave
State College Blvd
(290) 320
(510) 510
(100) 200
(290) 160
(680) 650
(230) 260
A12. State College Boulevard & Gene Autry Way
510 (970)
1,430 (1,170)
10 (10)
10 (10)
10 (10)
10 (10)
Gene Autry Way
State College Blvd
(340) 390
(10) 20
(240) 300
(420) 130
(980) 830
(10) 10
A14. State College Boulevard & Orangewood Avenue
280 (210)
1,310 (1,110)
260 (140)
50 (170)
620 (1,560)
180 (870)
Orangewood Ave
State College Blvd
(230) 210
(730) 1,470
(430) 80
(280) 360
(0) 620
(210) 630
A61. State College Boulevard & I-5 NB Ramps
30 (30)
2,090 (2,450)
50 (30)
620 (450)
120 (1,030)
210 (100)
I-5 NB Ramps
State College Blvd
(230) 40
(1,360) 720
A59. State College Boulevard & I-5 SB Off-Ramp
2,230 (2,440)
I-5 SB Off-Ramp
State College Blvd
(60) 40
(290) 450
(240) 480
(1,650) 810
(70) 40
A56. The City Drive/State College Boulevard & Chapman Avenue
420 (450)
1,510 (1,510)
240 (190)
State College Blvd
80 (130)
710 (1,120)
340 (310)
Chapman Ave
The City Dr
(420) 230
(1,450) 1,670
(100) 290
(170) 100
(1,230) 720
(830) 380
Harbor Blvd
Anaheim Blvd
East St
State College Blvd
Sunkist St
Ball Rd
Disneyland Dr
ANAHEIM
Disney Way
Anaheim Way
Lewis St
Katella Ave
Winston Rd
Cerritos Ave
Howell Ave
Gateway
Gene Autry Way
Douglass Rd
Main St
Batavia St
Taft Ave
Anaheim Regional Transportation Intermodal Center
Collins Ave
Struck Ave
Orangewood Ave
Chapman Ave
Manchester Ave
Rampart St
The City Dr
West St
Harbor Blvd
Hester St
Lewis St
Lampson Ave
GARDEN GROVE
ORANGE
La Veta Ave
SANTA ANA
KEY MAP:
LOS ANGELES COUNTY
ORANGE COUNTY
NOT TO SCALE
LEGEND:
* = De-facto Right Turn
= Traffic Signal
= Stop Controlled
= Study Intersection
= Los Angeles to Anaheim Project Section
= Project Site
M = Existing Metrolink Station
NOT TO SCALE

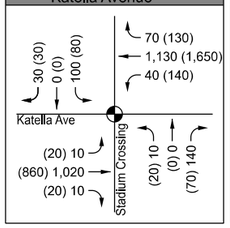
A60. I-5 SB On-Ramp & NB Off-Ramp/ Frontage Road & Chapman Avenue



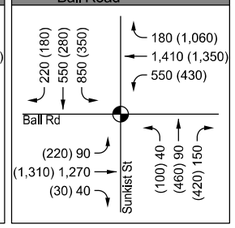
A62. I-5 NB On-Ramp/Rampart Street & Chapman Avenue



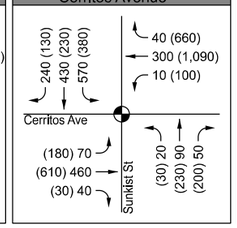
A15. Stadium Crossing & Katella Avenue



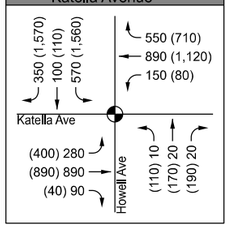
A16. Sunkist Street & Ball Road



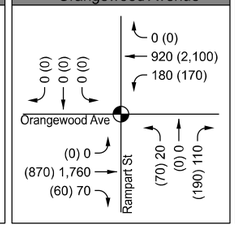
A17. Sunkist Street & Cerritos Avenue



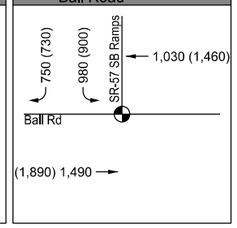
A18. Howell Avenue & Katella Avenue



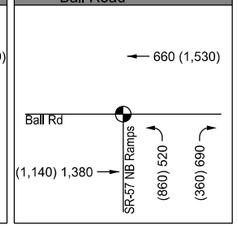
A19. Rampart Street & Orangewood Avenue



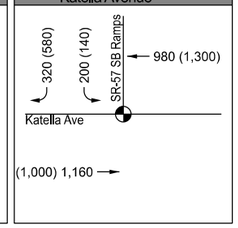
A20. SR-57 SB Ramps & Ball Road



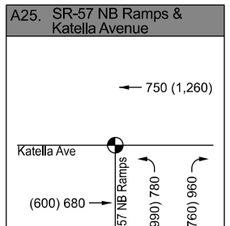
A24. SR-57 NB Ramps & Ball Road



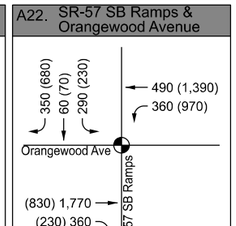
A21. SR-57 SB Ramps & Katella Avenue



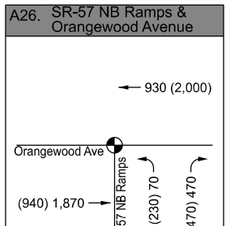
A25. SR-57 NB Ramps & Katella Avenue



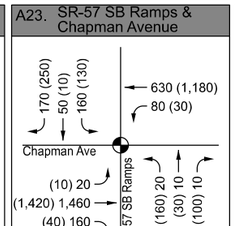
A22. SR-57 SB Ramps & Orangewood Avenue



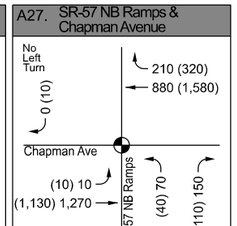
A26. SR-57 NB Ramps & Orangewood Avenue



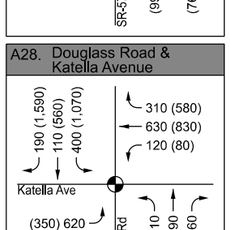
A23. SR-57 SB Ramps & Chapman Avenue



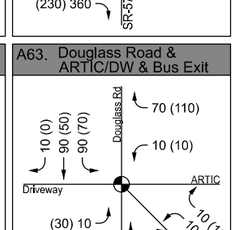
A27. SR-57 NB Ramps & Chapman Avenue



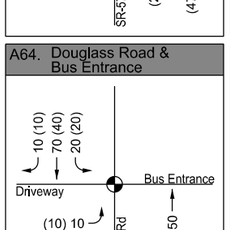
A28. Douglass Road & Katella Avenue



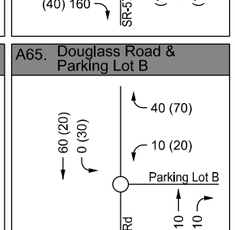
A63. Douglass Road & ARTIC/DW & Bus Exit



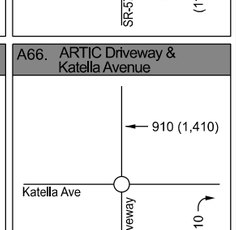
A64. Douglass Road & Bus Entrance



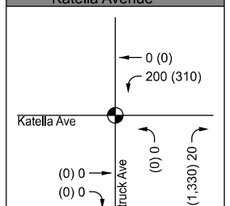
A65. Douglass Road & Parking Lot B



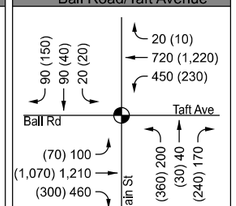
A66. ARTIC Driveway & Katella Avenue



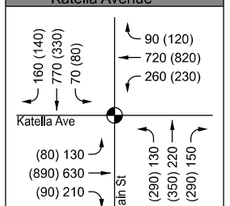
A29. Struck Avenue & Katella Avenue



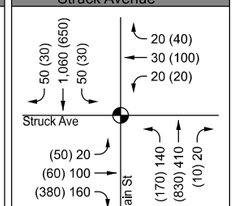
A30. Main Street & Ball Road/Taft Avenue



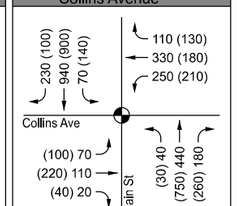
A31. Main Street & Katella Avenue



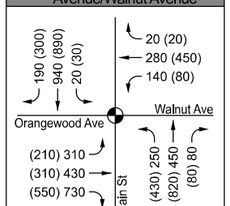
A32. Main Street & Struck Avenue



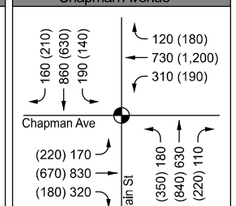
A33. Main Street & Collins Avenue

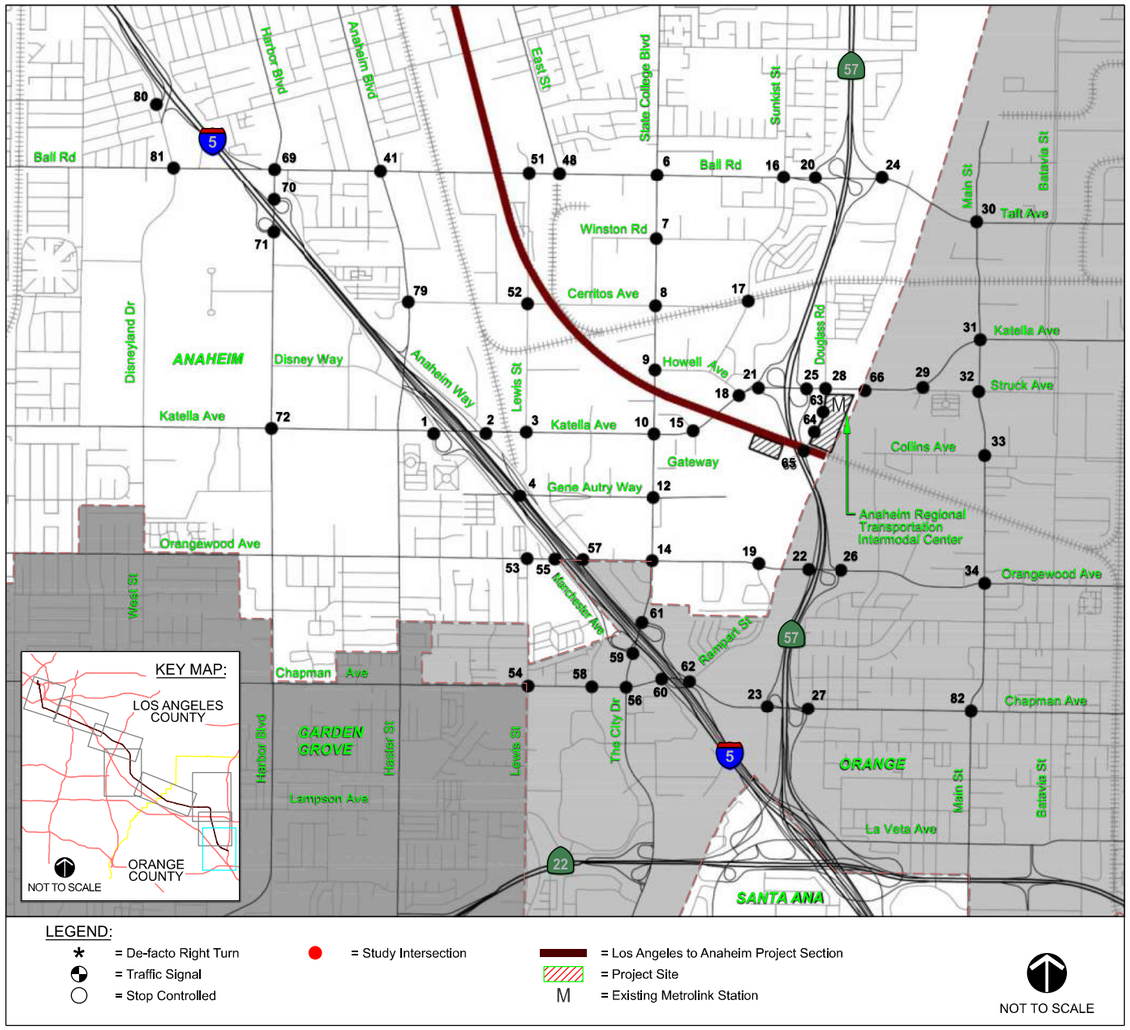


A34. Main Street & Orangewood Avenue/Walnut Avenue

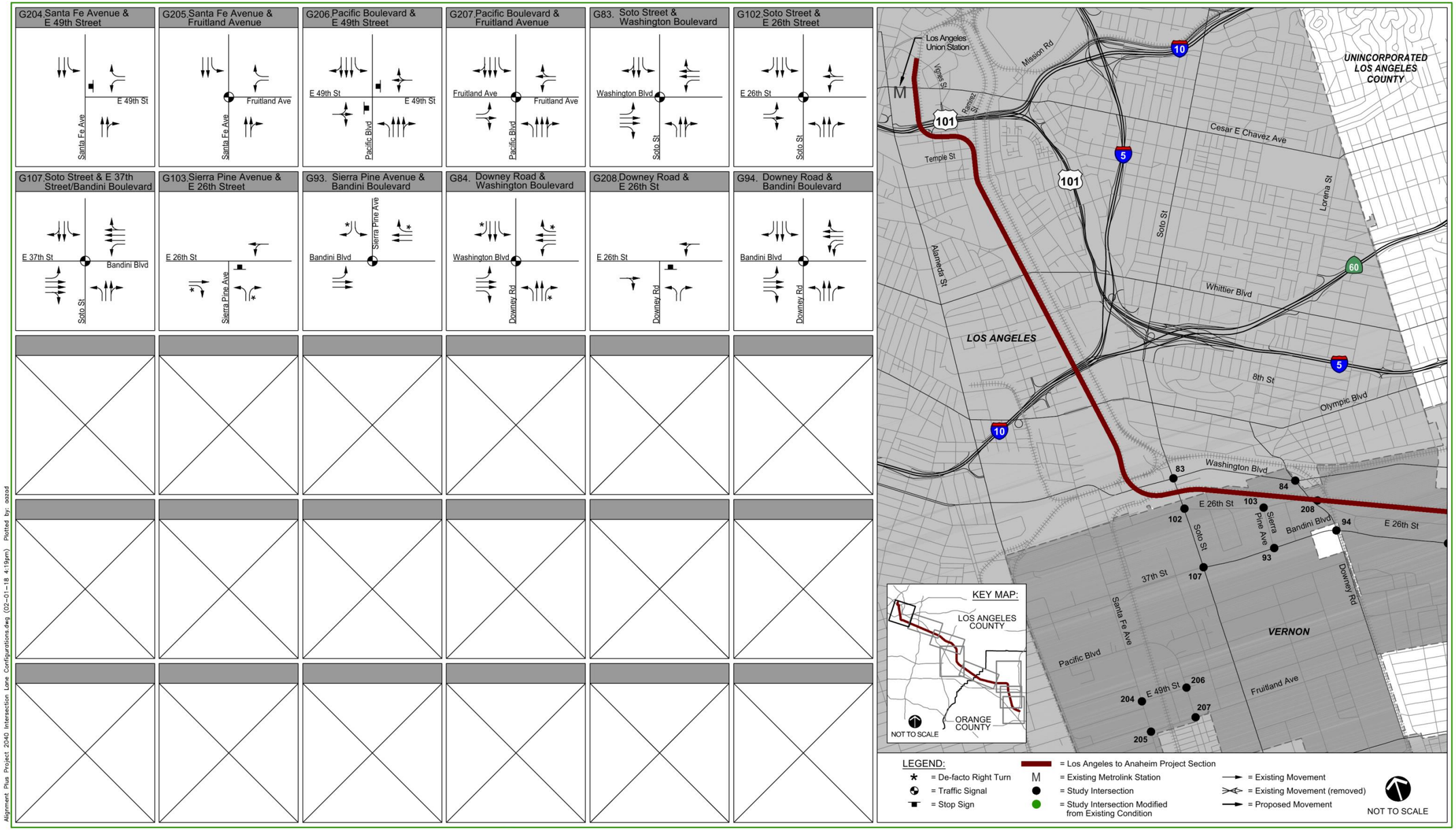


A82. Main Street & Chapman Avenue





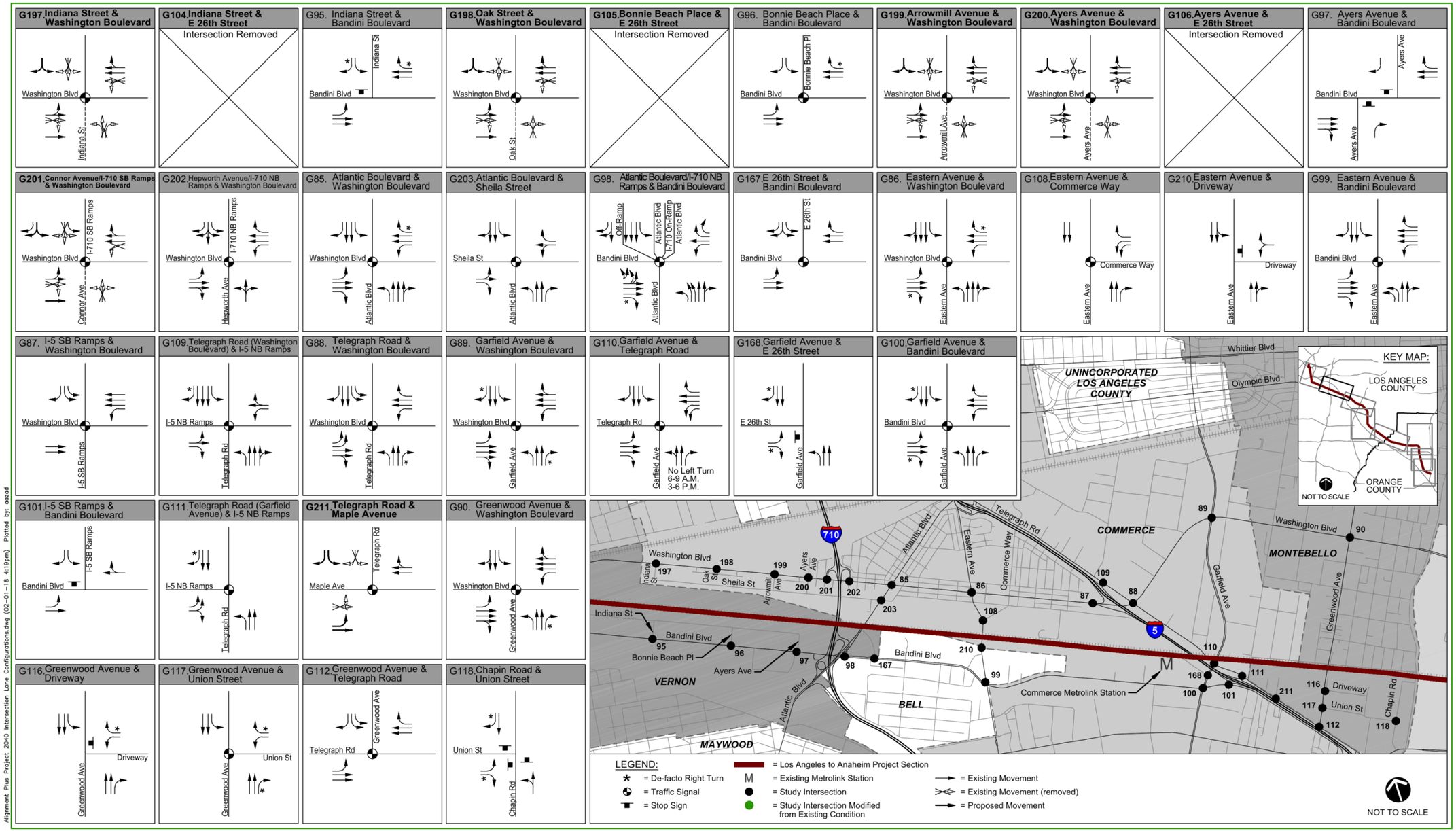
Alignment - 2040 Plus Project
Intersection Lane Configurations



Source: Authority and FRA, 2018

G intersection number prefix indicates intersections outside of station area

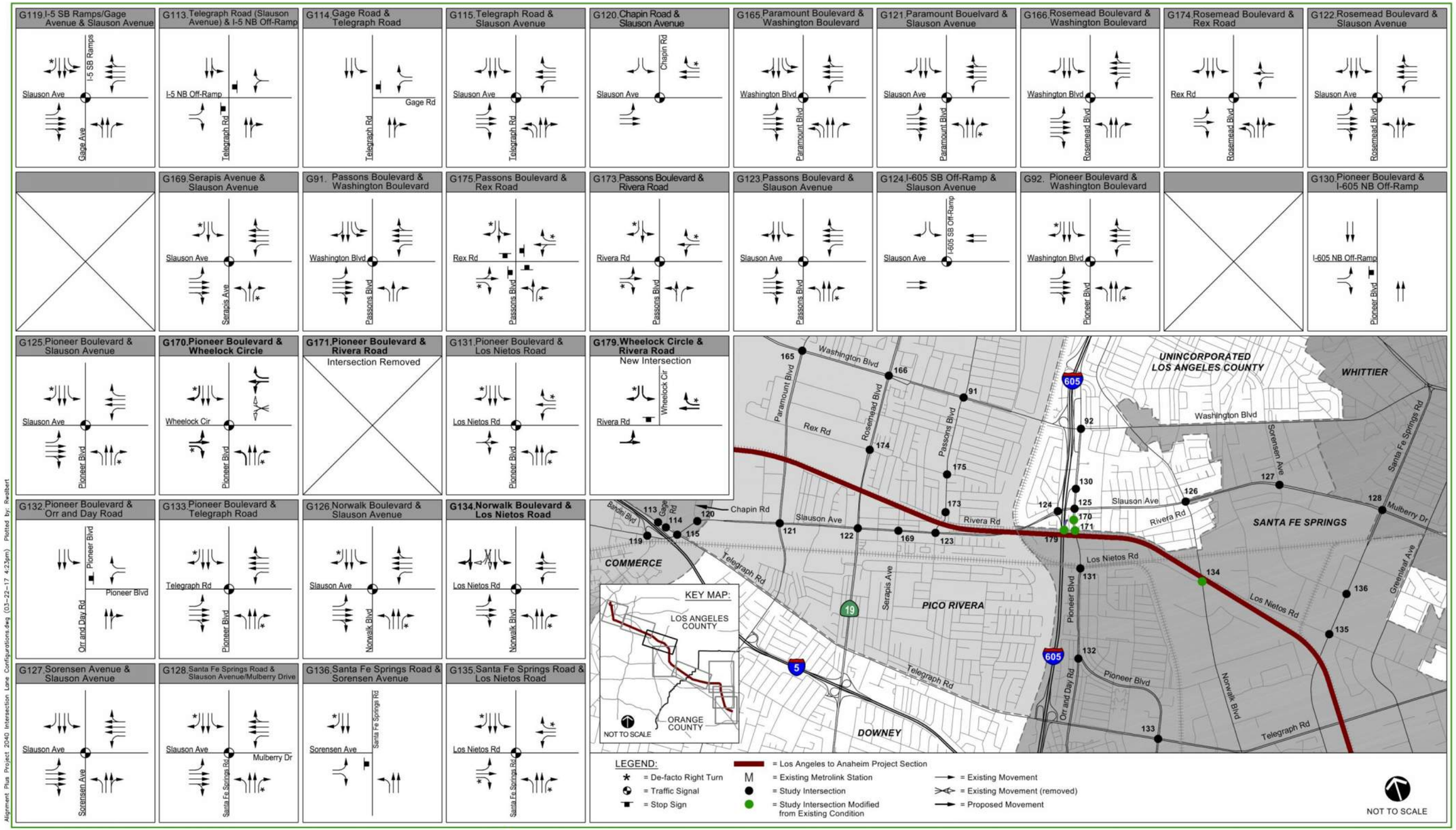
Alignment – 2040 Plus Project Intersection Lane Configurations (Sheet 1 of 5)



Source: Authority and FRA, 2018

G intersection number prefix indicates intersections outside of station area

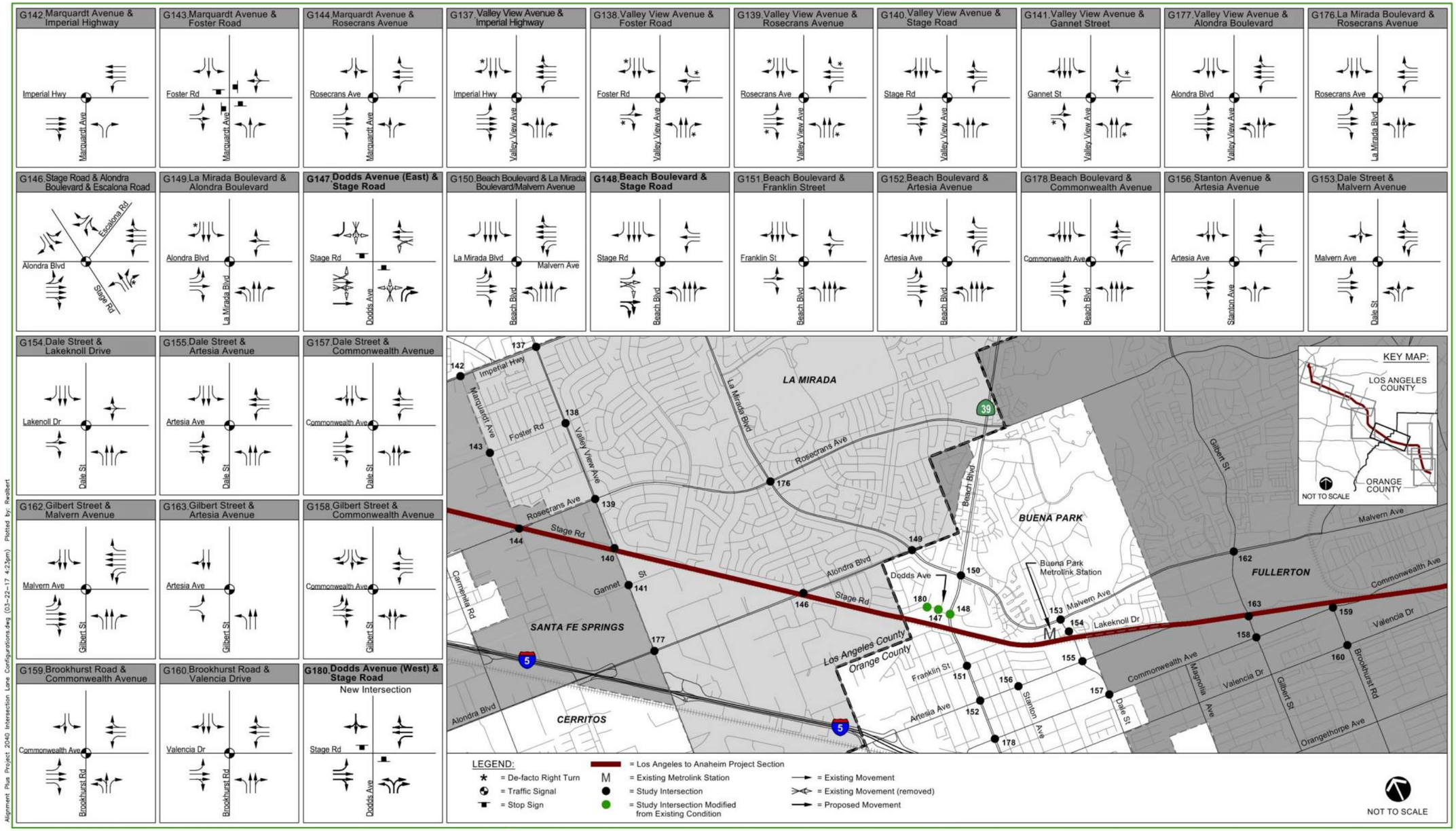
Alignment – 2040 Plus Project Intersection Lane Configurations (Sheet 2 of 5)



Source: Authority and FRA, 2018

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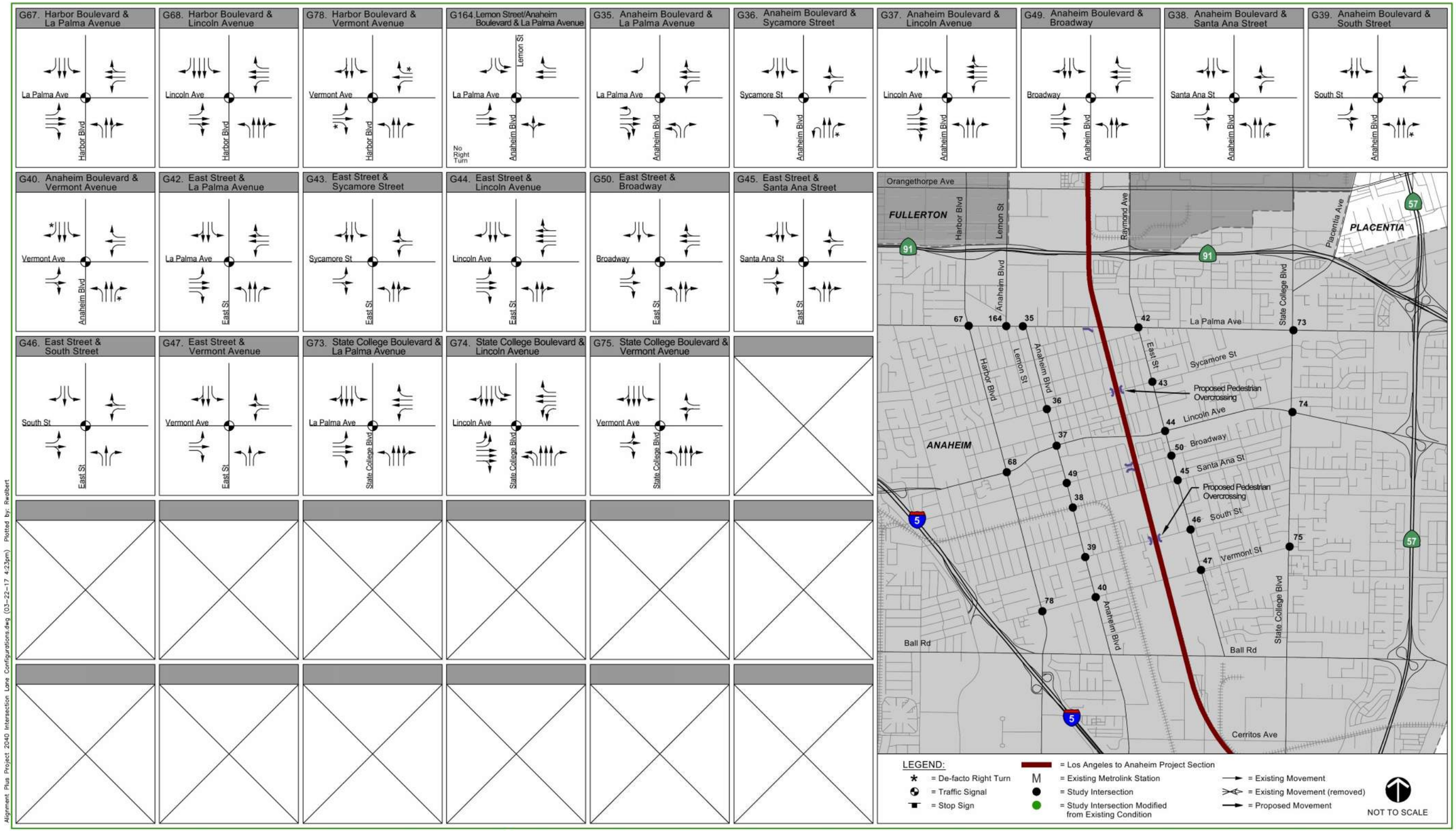
Alignment – 2040 Plus Project Intersection Lane Configurations (Sheet 3 of 5)



Source: Authority and FRA, 2018

G intersection number prefix indicates intersections outside of station area

Alignment – 2040 Plus Project Intersection Lane Configurations (Sheet 4 of 5)



Source: Authority and FRA, 2018

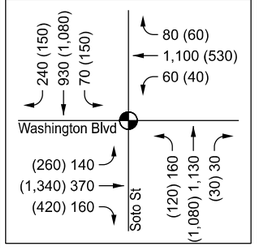
G intersection number prefix indicates intersections outside of station area

Alignment – 2040 Plus Project Intersection Lane Configurations (Sheet 5 of 5)

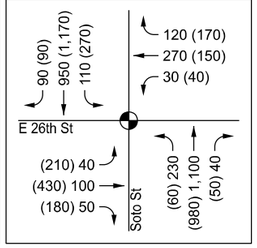
Shared Passenger Track Alternatives A/B with Norwalk/Santa Fe Springs HSR Station Option

Alignment Intersection Turning Volumes

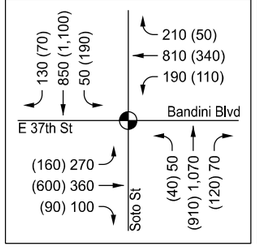
G83. Soto Street & Washington Boulevard



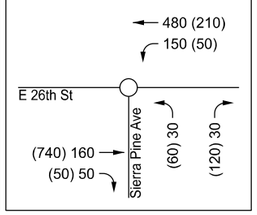
G102. Soto Street & E 26th Street



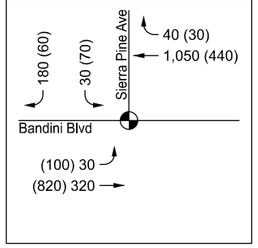
G107. Soto Street & E 37th Street/Bandini Boulevard



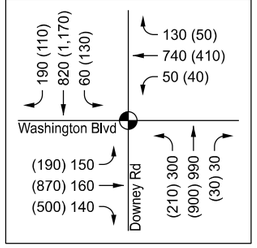
G103. Sierra Pine Avenue & E 26th Street



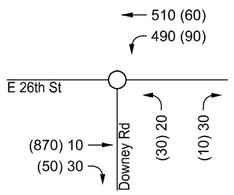
G93. Sierra Pine Avenue & Bandini Boulevard



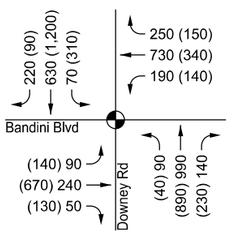
G84. Downey Road & Washington Boulevard

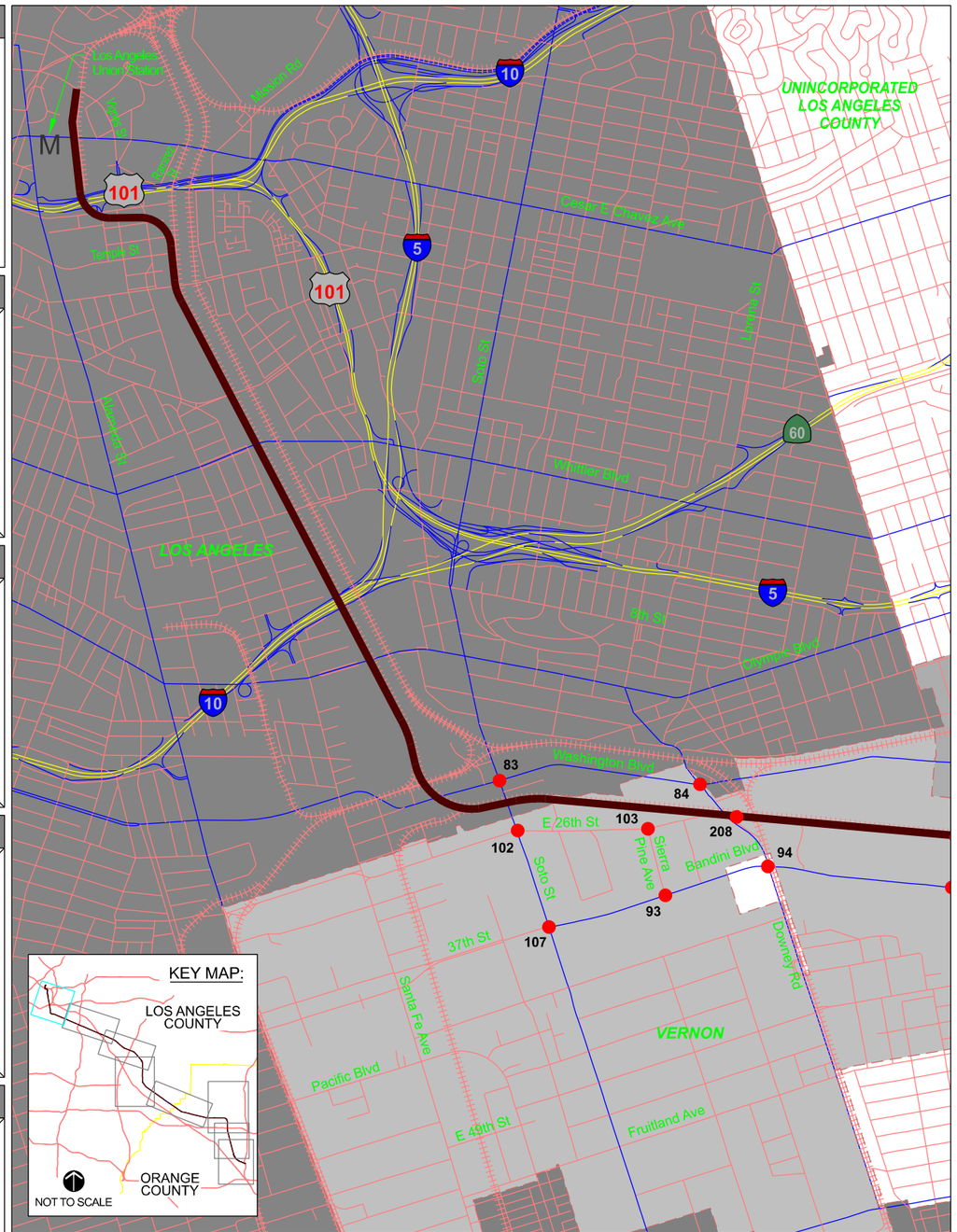


G208. Downey Road & E 26th Street



G94. Downey Road & Bandini Boulevard

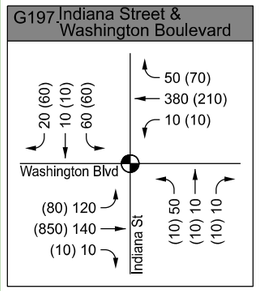


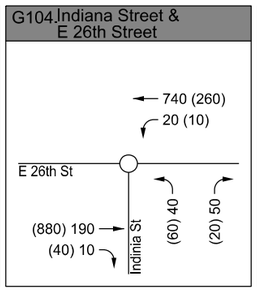


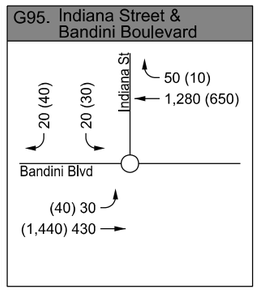
Alignment

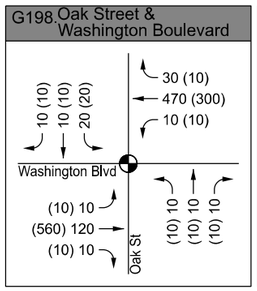
Shared Passenger Track Alternatives A/B with Norwalk/Santa Fe Springs HSR Station Option

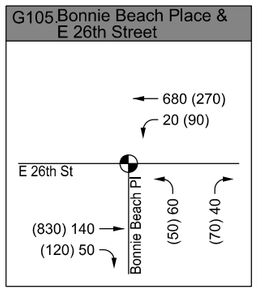
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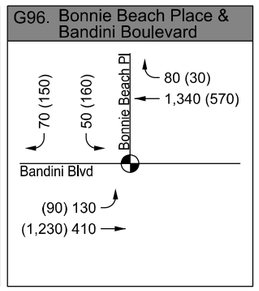


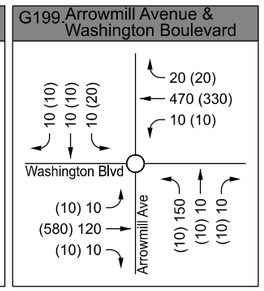


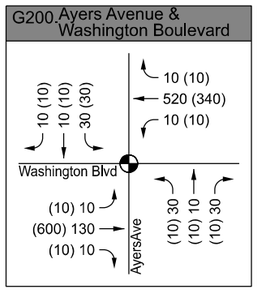


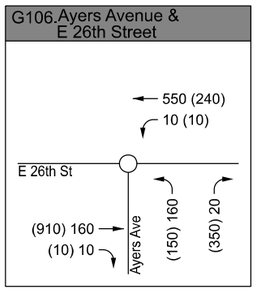


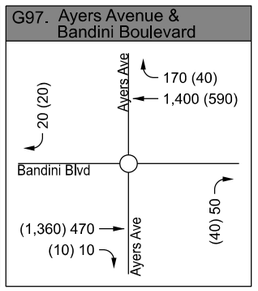


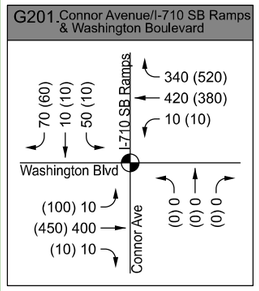


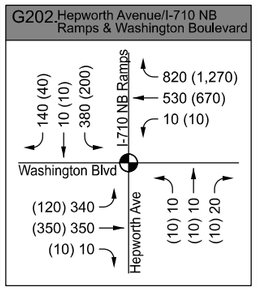


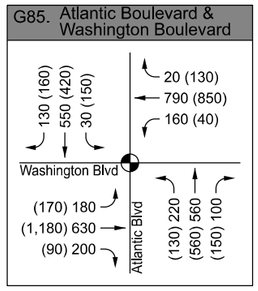


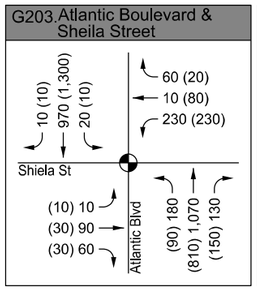


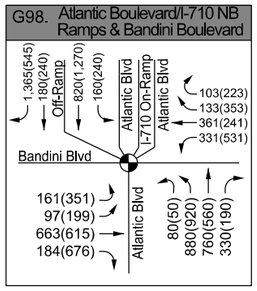


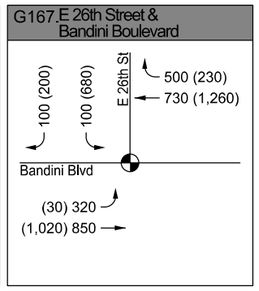


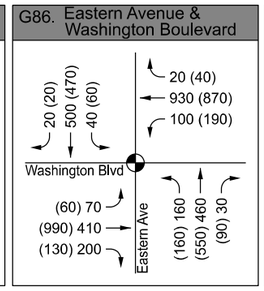


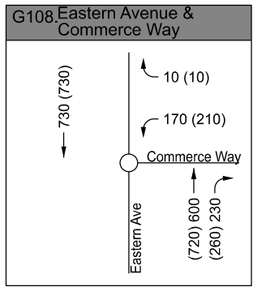


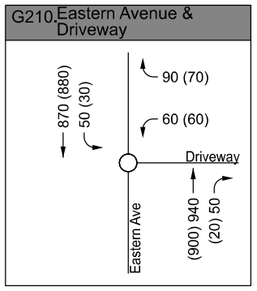


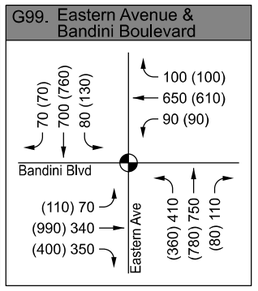


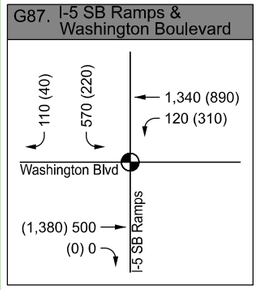


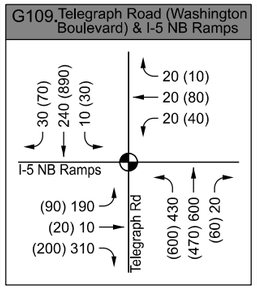


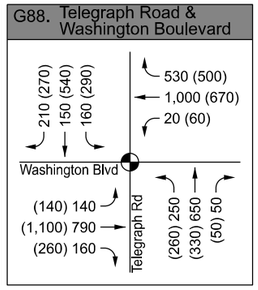


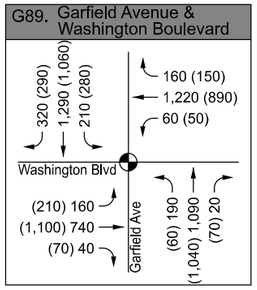


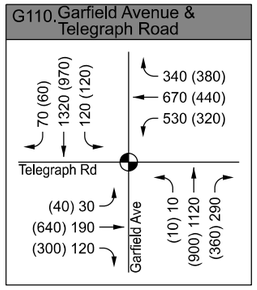


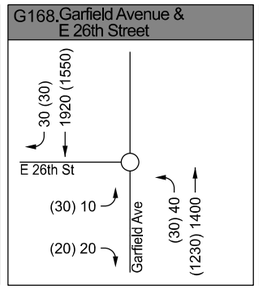


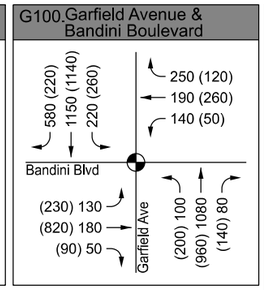


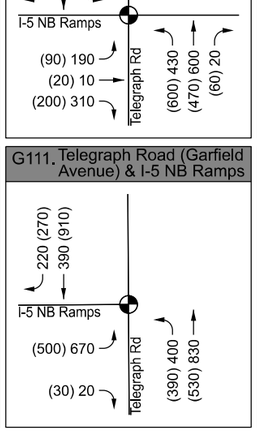


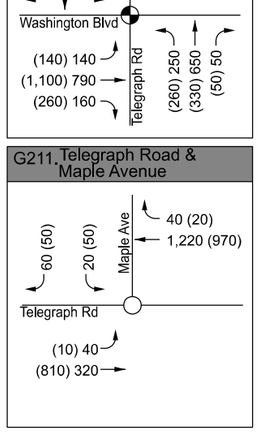


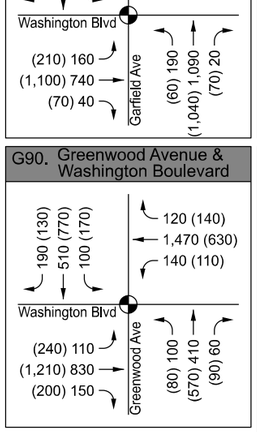


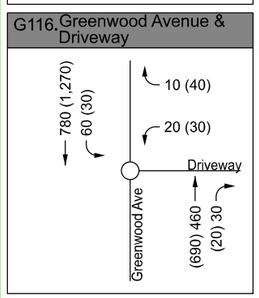


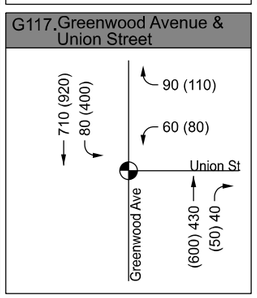


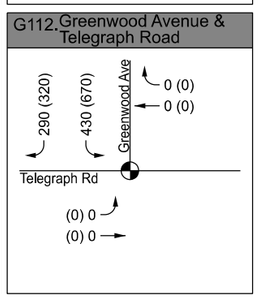


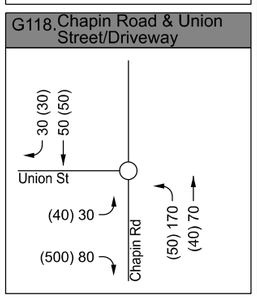


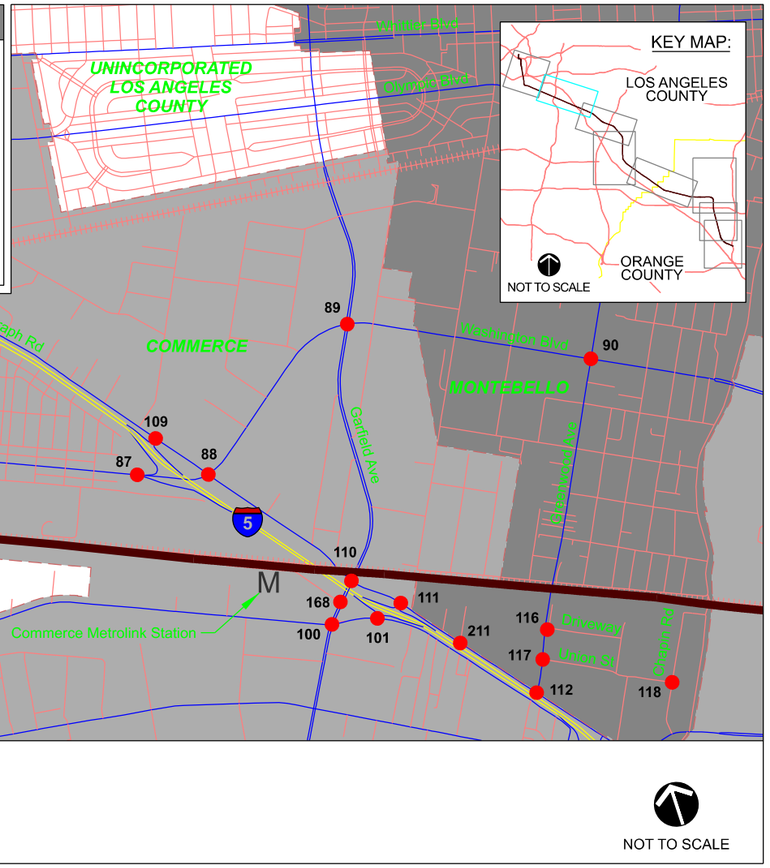








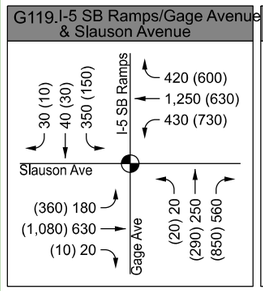


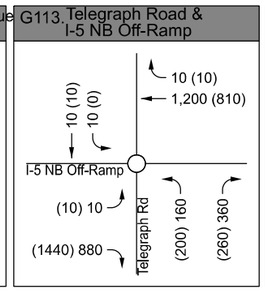


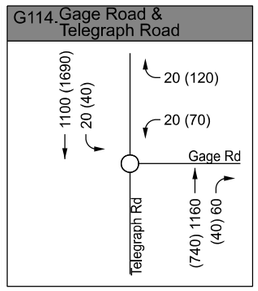
Alignment

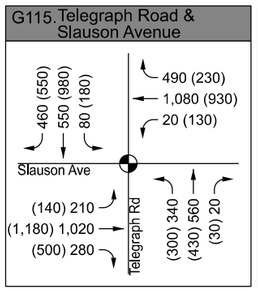
Shared Passenger Track Alternatives A/B with Norwalk/Santa Fe Springs HSR Station Option

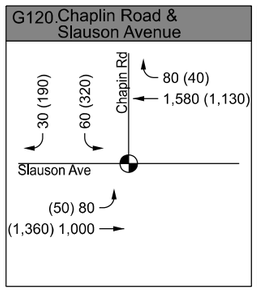
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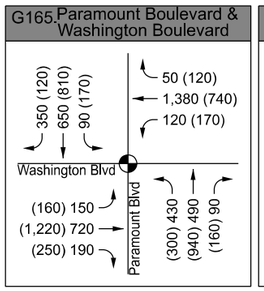


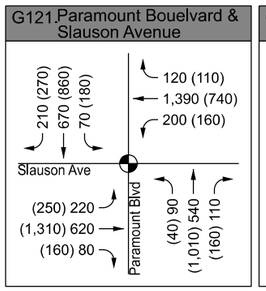


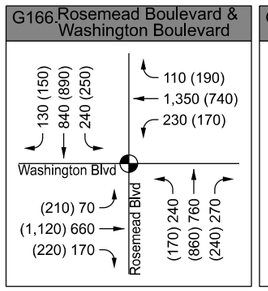


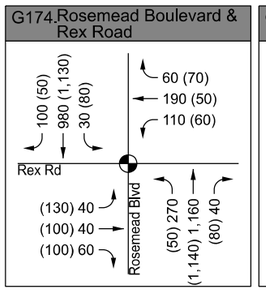


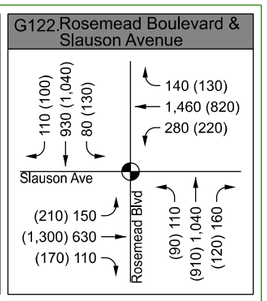


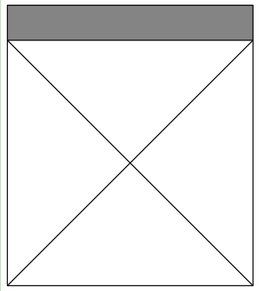


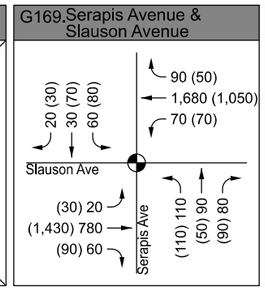


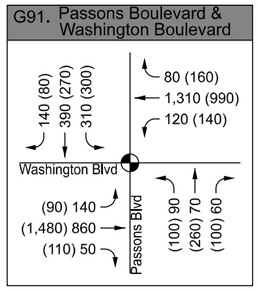


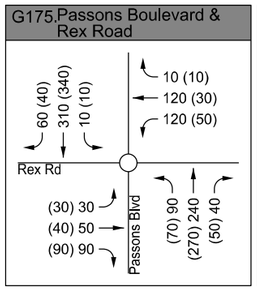


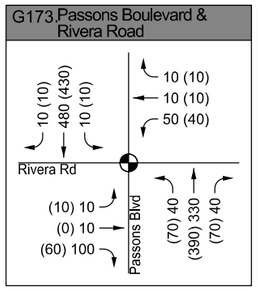


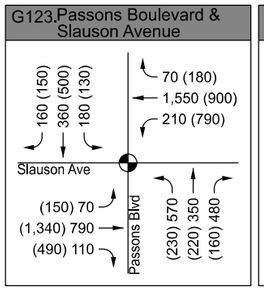


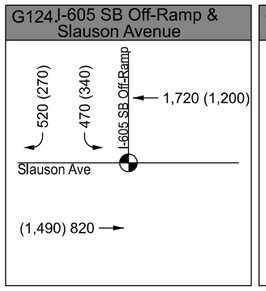


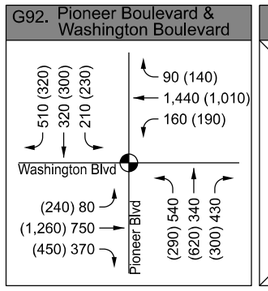


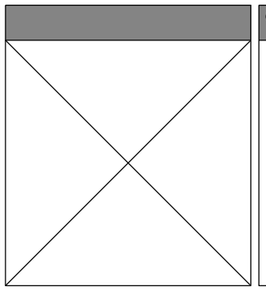


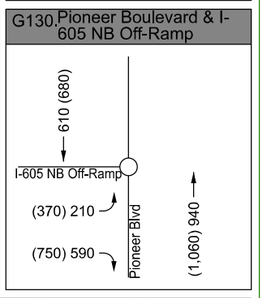


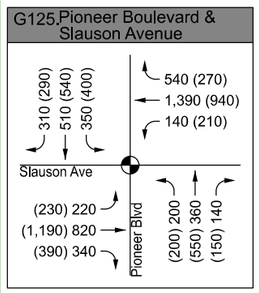


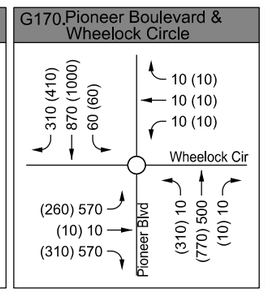


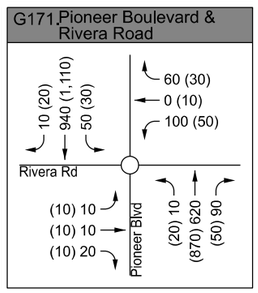


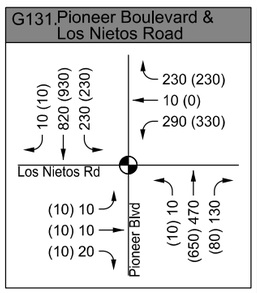


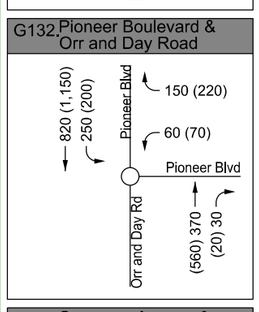


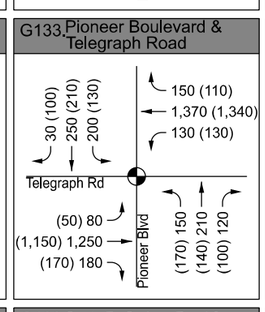


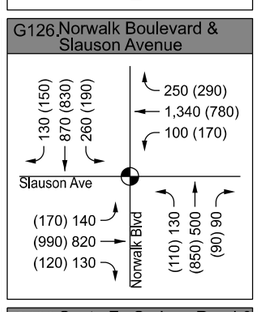


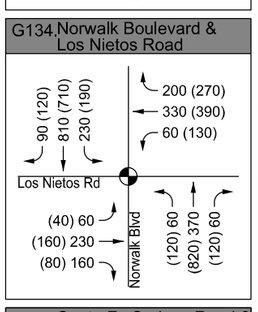


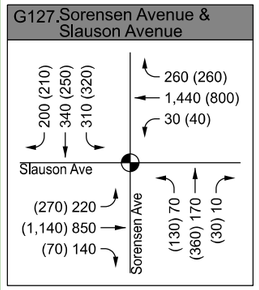


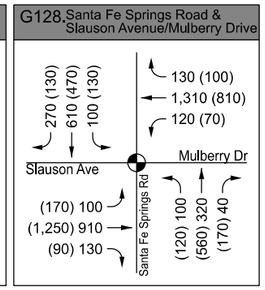


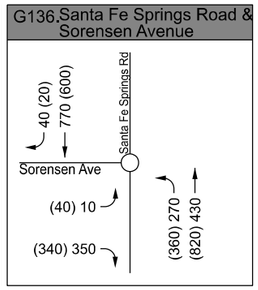


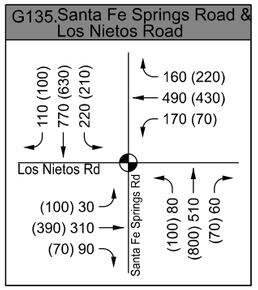


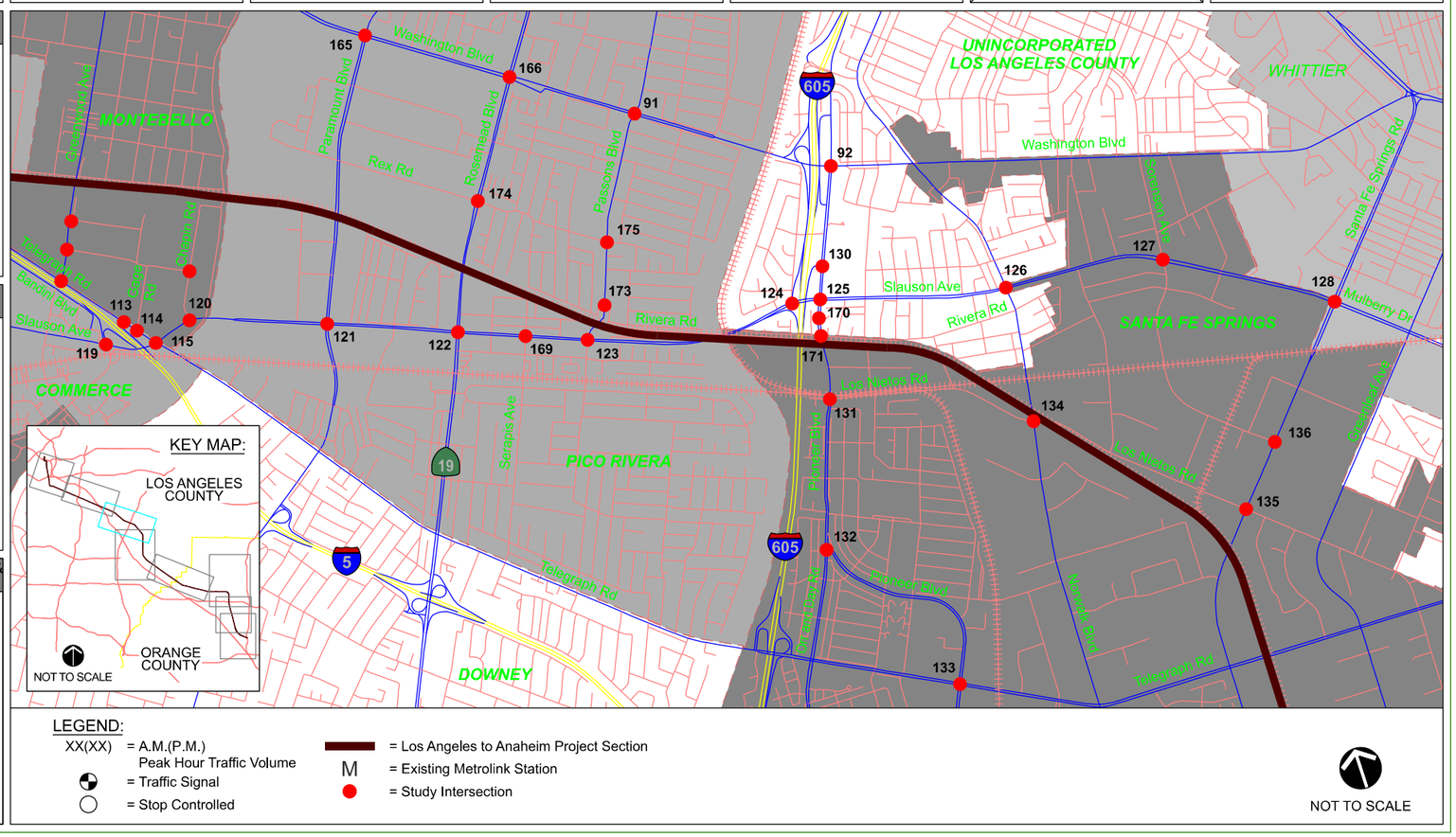








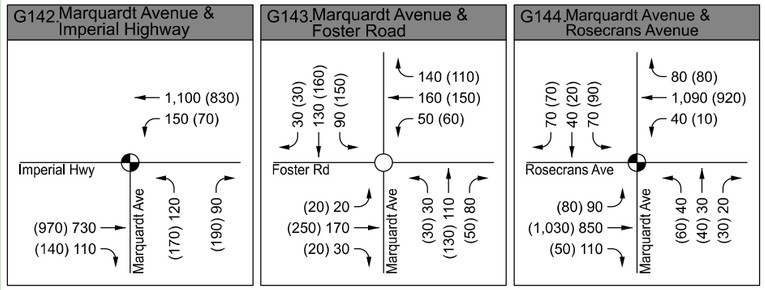




Alignment

Shared Passenger Track Alternatives A/B with Norwalk/Santa Fe Springs HSR Station Option

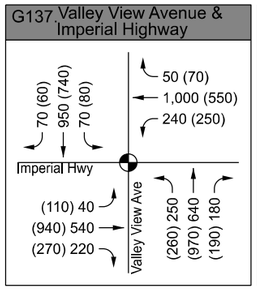
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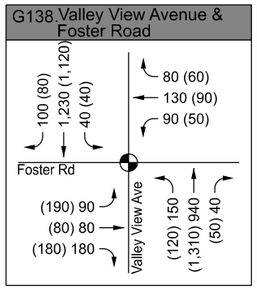
G142 Marquardt Avenue & Imperial Highway

G143 Marquardt Avenue & Foster Road

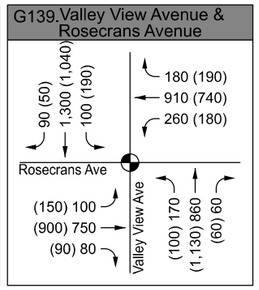
G144 Marquardt Avenue & Rosecrans Avenue



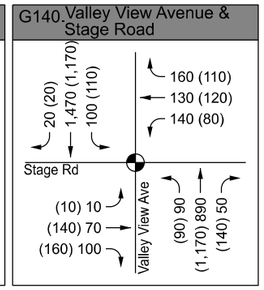
G137 Valley View Avenue & Imperial Highway



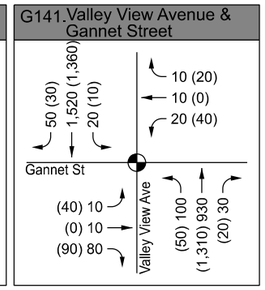
G138 Valley View Avenue & Foster Road



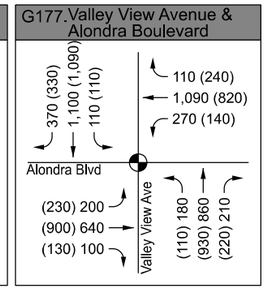
G139 Valley View Avenue & Rosecrans Avenue



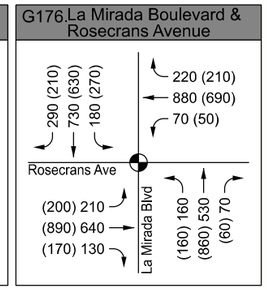
G140 Valley View Avenue & Stage Road



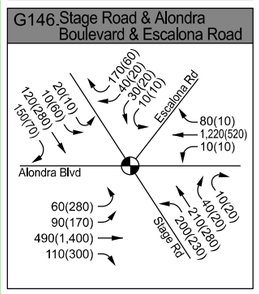
G141 Valley View Avenue & Gannet Street



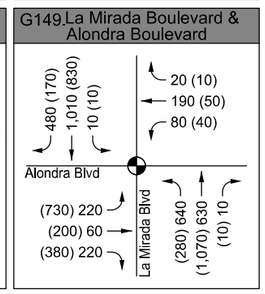
G177 Valley View Avenue & Alondra Boulevard



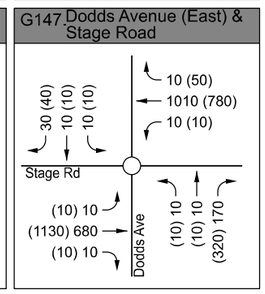
G176 La Mirada Boulevard & Rosecrans Avenue



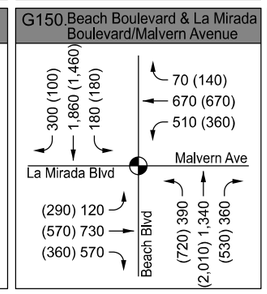
G146 Stage Road & Alondra Boulevard & Escalona Road



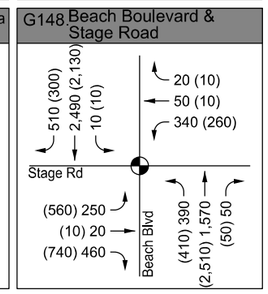
G149 La Mirada Boulevard & Alondra Boulevard



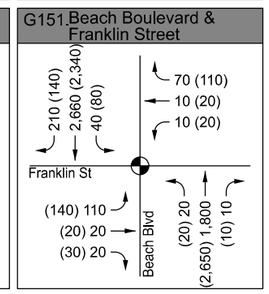
G147 Dodds Avenue (East) & Stage Road



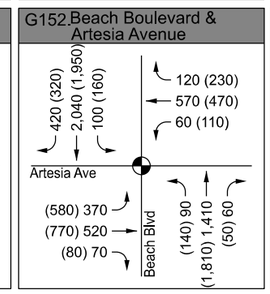
G150 Beach Boulevard & La Mirada Boulevard/Malvern Avenue



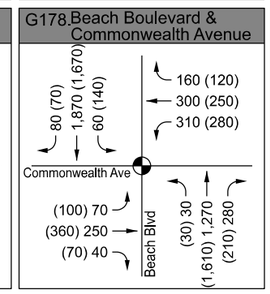
G148 Beach Boulevard & Stage Road



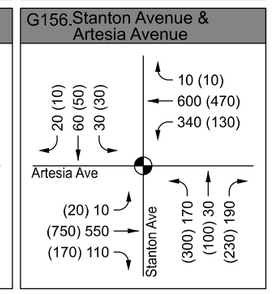
G151 Beach Boulevard & Franklin Street



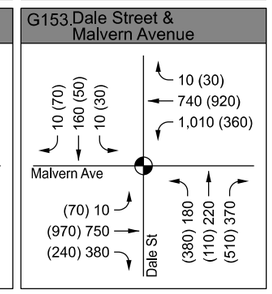
G152 Beach Boulevard & Artesia Avenue



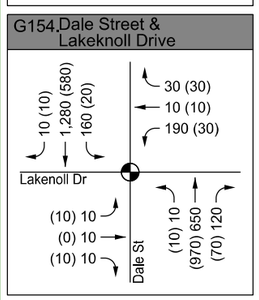
G178 Beach Boulevard & Commonwealth Avenue



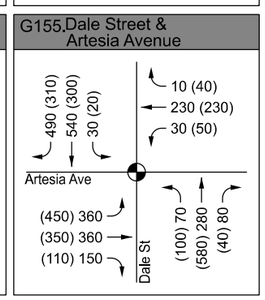
G156 Stanton Avenue & Artesia Avenue



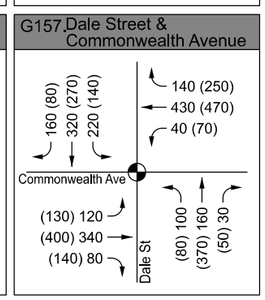
G153 Dale Street & Malvern Avenue



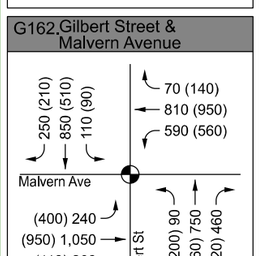
G154 Dale Street & Lakeknoll Drive



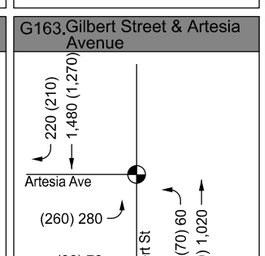
G155 Dale Street & Artesia Avenue



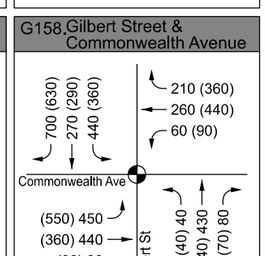
G157 Dale Street & Commonwealth Avenue



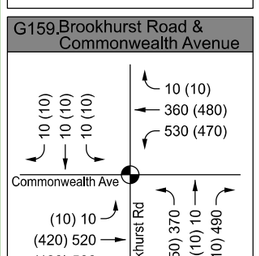
G162 Gilbert Street & Malvern Avenue



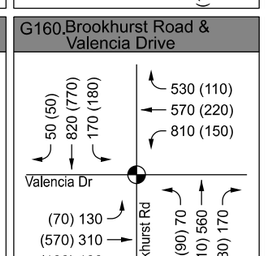
G163 Gilbert Street & Artesia Avenue



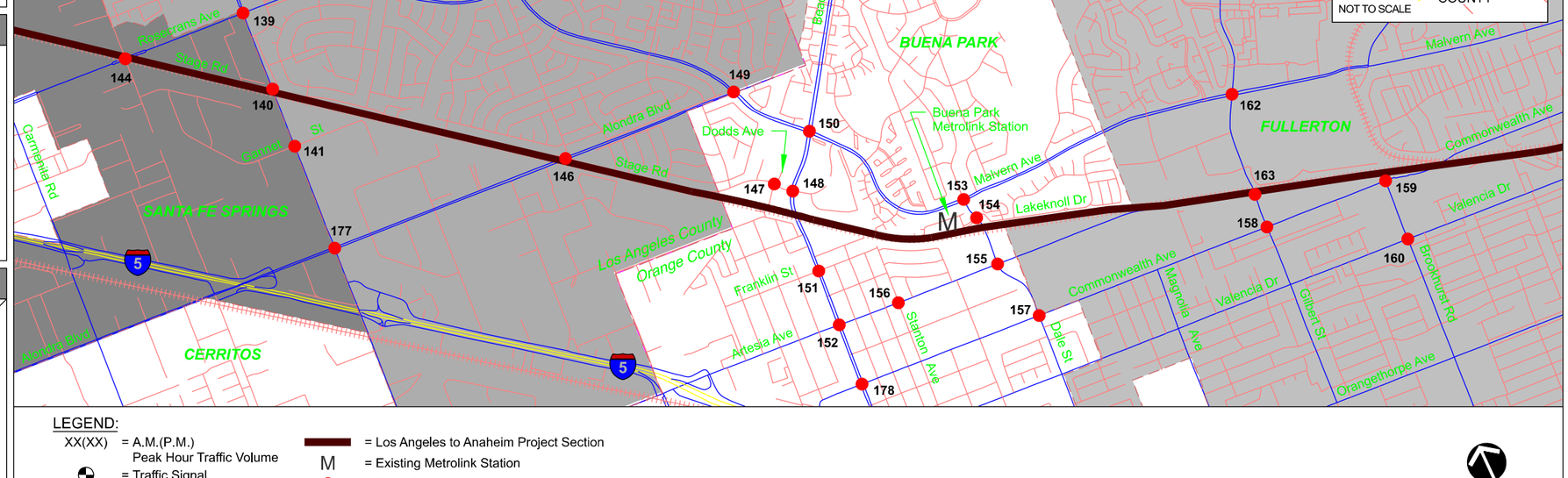
G158 Gilbert Street & Commonwealth Avenue



G159 Brookhurst Road & Commonwealth Avenue



G160 Brookhurst Road & Valencia Drive



LEGEND:

XX(XX) = A.M.(P.M.) Peak Hour Traffic Volume

= Traffic Signal

= Stop Controlled

= Los Angeles to Anaheim Project Section

M = Existing Metrolink Station

= Study Intersection

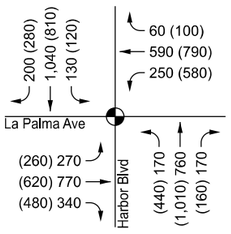
NOT TO SCALE

Alignment

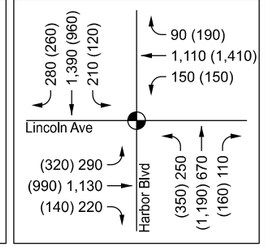
Shared Passenger Track Alternatives A/B with Norwalk/Santa Fe Springs HSR Station Option

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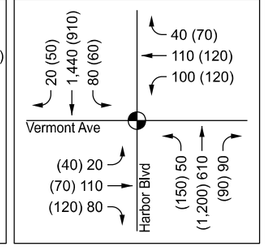
G67. Harbor Boulevard & La Palma Avenue



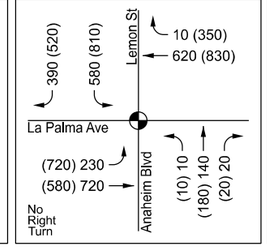
G68. Harbor Boulevard & Lincoln Avenue



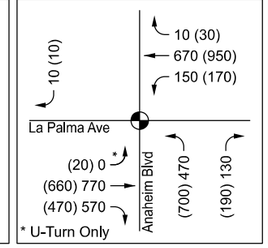
G78. Harbor Boulevard & Vermont Avenue



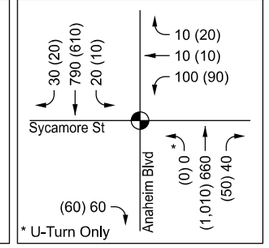
G164 Lemon Street/Anaheim Boulevard & La Palma Avenue



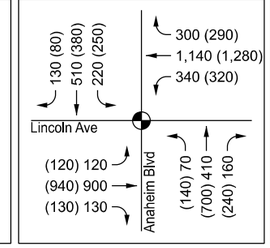
G35. Anaheim Boulevard & La Palma Avenue



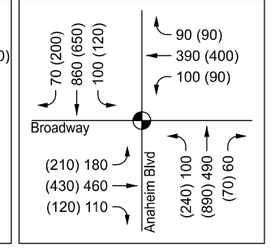
G36. Anaheim Boulevard & Sycamore Street



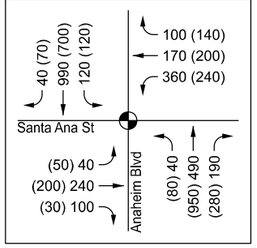
G37. Anaheim Boulevard & Lincoln Avenue



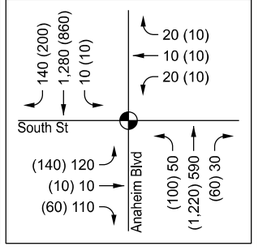
G49. Anaheim Boulevard & Broadway



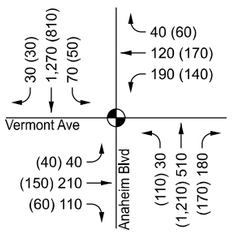
G38. Anaheim Boulevard & Santa Ana Street



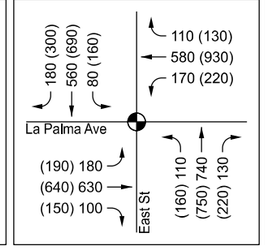
G39. Anaheim Boulevard & South Street



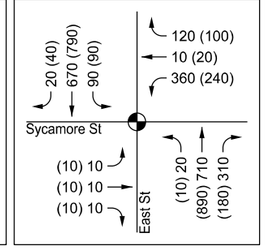
G40. Anaheim Boulevard & Vermont Avenue



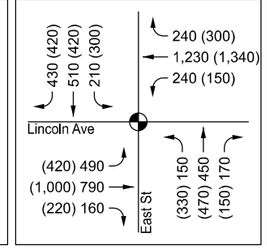
G42. East Street & La Palma Avenue



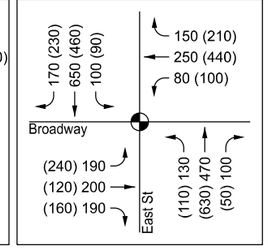
G43. East Street & Sycamore Street



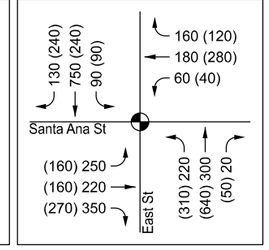
G44. East Street & Lincoln Avenue



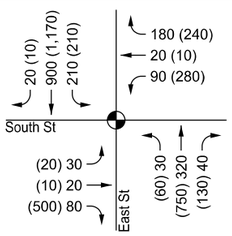
G50. East Street & Broadway



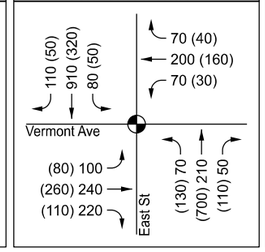
G45. East Street & Santa Ana Street



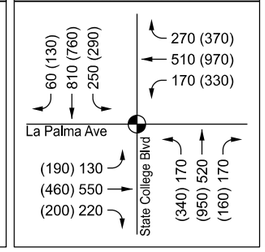
G46. East Street & South Street



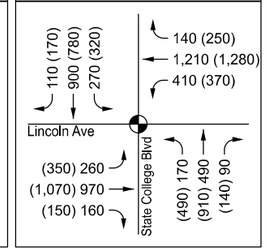
G47. East Street & Vermont Avenue



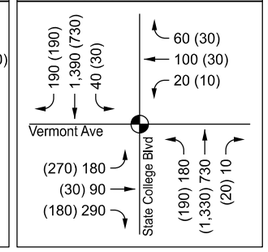
G73. State College Boulevard & La Palma Avenue

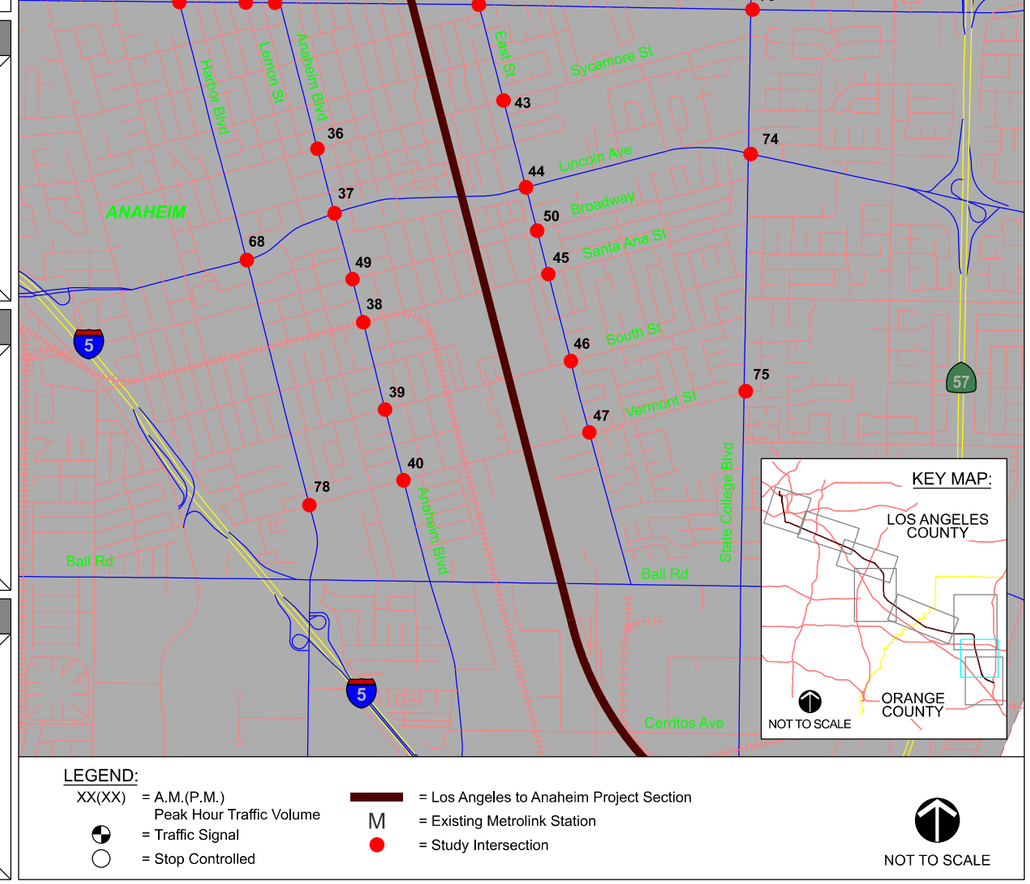


G74. State College Boulevard & Lincoln Avenue



G75. State College Boulevard & Vermont Avenue





LEGEND:

XX(XX) = A.M.(P.M.) Peak Hour Traffic Volume

= Traffic Signal

= Stop Controlled

= Los Angeles to Anaheim Project Section

M = Existing Metrolink Station

= Study Intersection

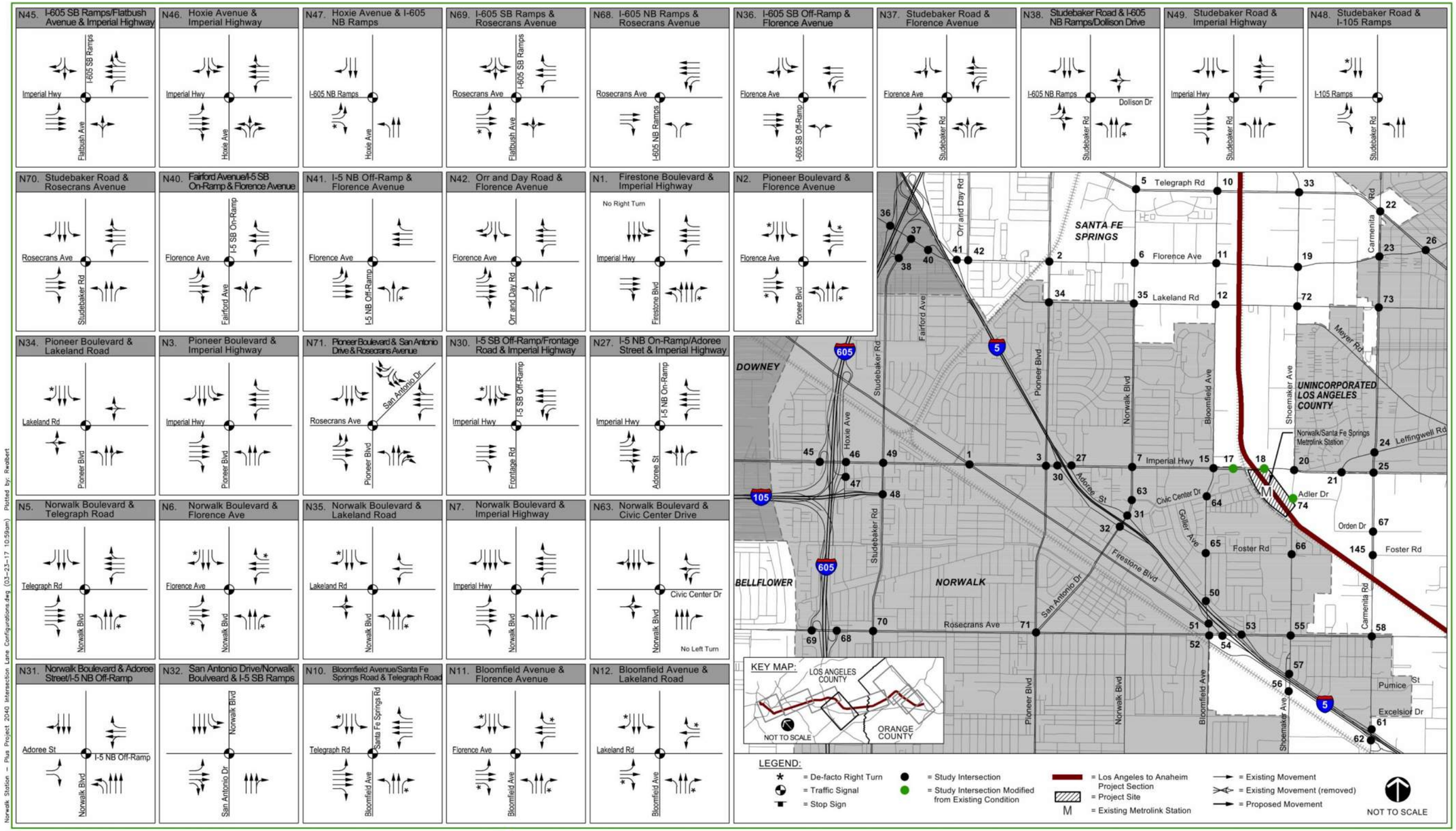
NOT TO SCALE

Alignment

Shared Passenger Track Alternatives A/B with Norwalk/Santa Fe Springs HSR Station Option

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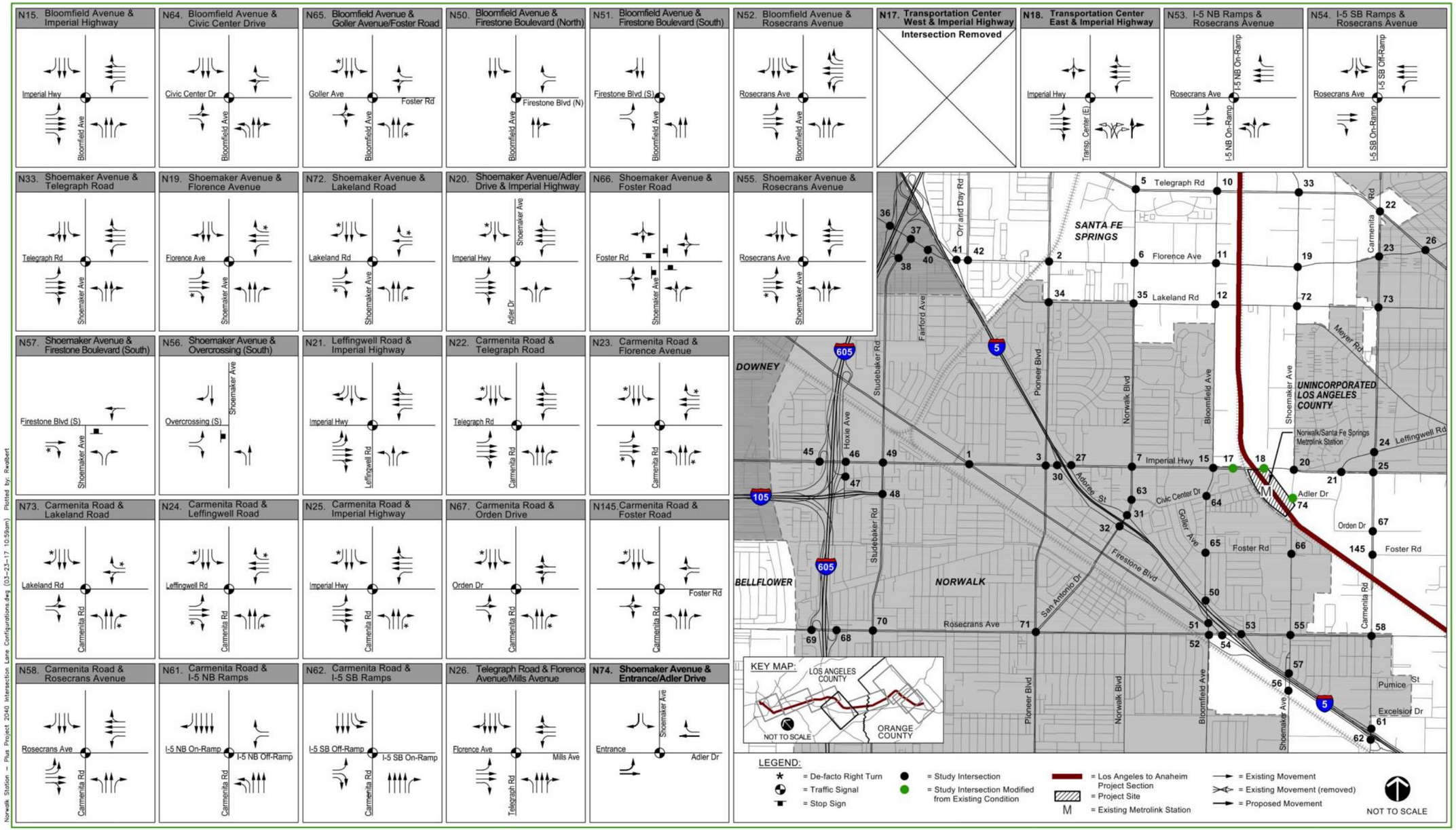
Norwalk 2040 Intersection Lane Configurations



Source: Authority and FRA, 2018

N intersection number prefix indicates intersections within Norwalk/Santa Fe Springs Station Area

Norwalk/Santa Fe Springs Station – 2040 Plus Project Intersection Lane Configurations (Sheet 1 of 2)

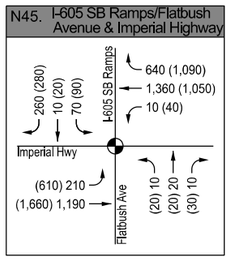


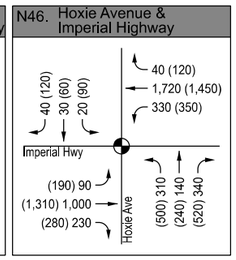
Source: Authority and FRA, 2018

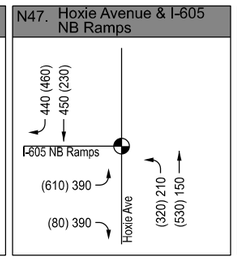
N intersection number prefix indicates intersections within Norwalk/Santa Fe Springs Station Area

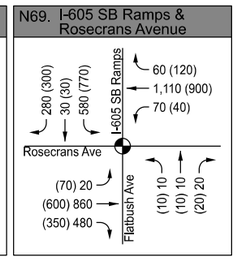
Norwalk/Santa Fe Springs Station – 2040 Plus Project Intersection Lane Configurations (Sheet 2 of 2)

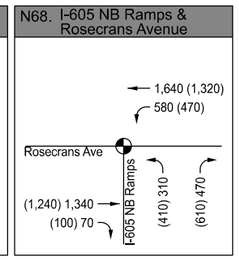
Norwalk - 2040 Intersection Turning Volumes

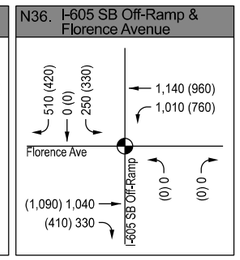


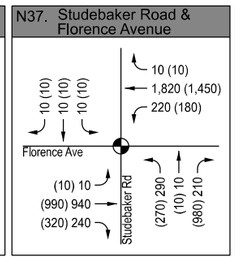


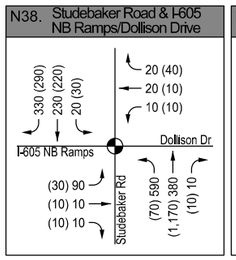


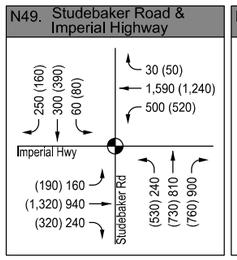


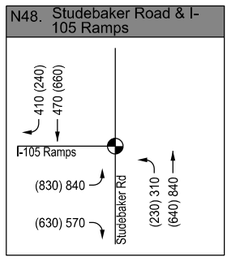


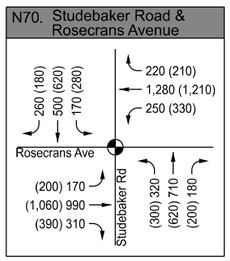


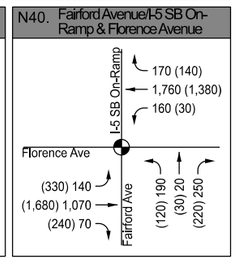


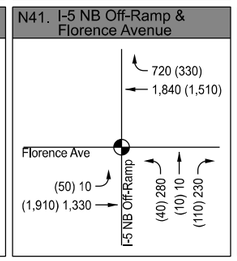


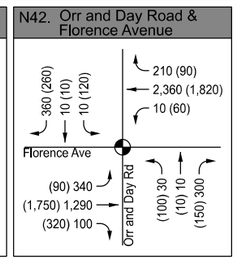


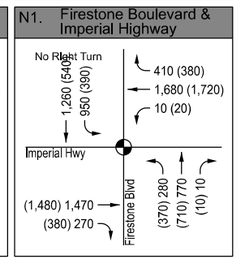


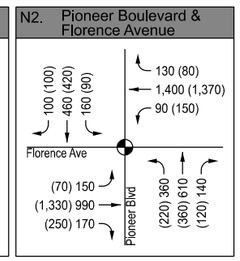


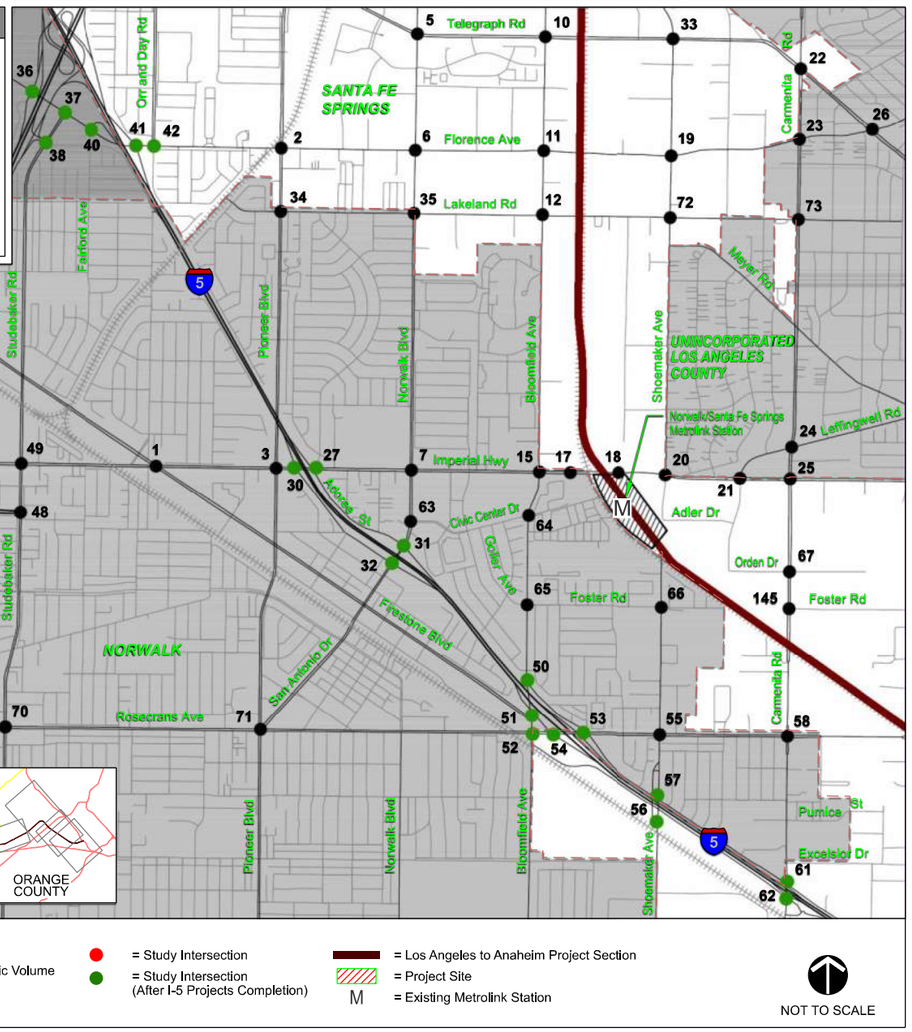


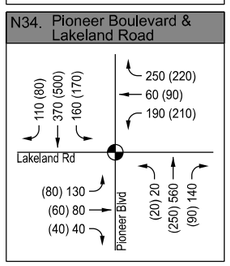


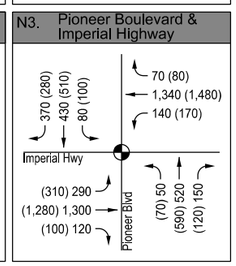


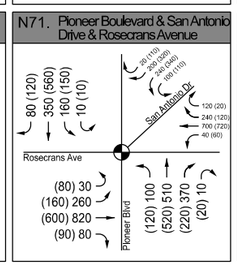


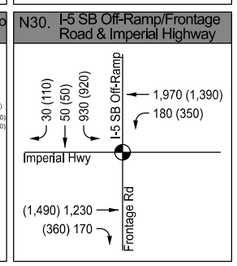


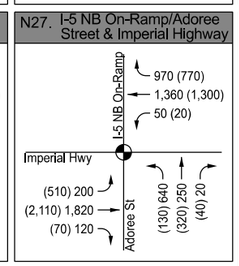


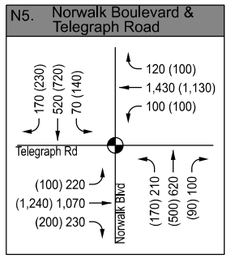


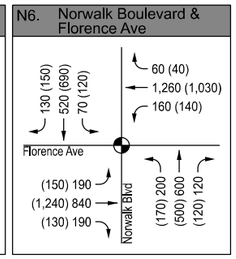


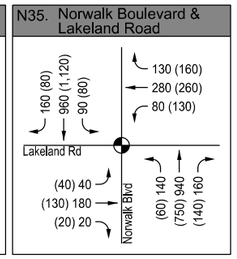


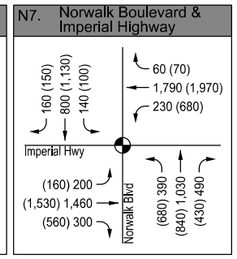


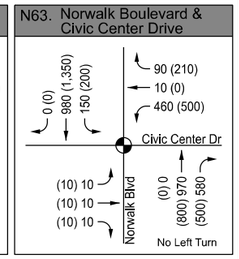


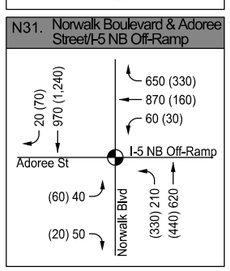


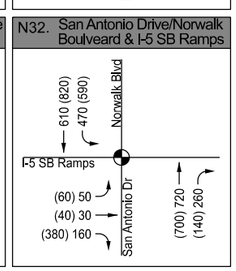


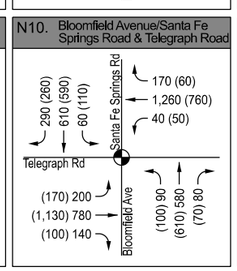


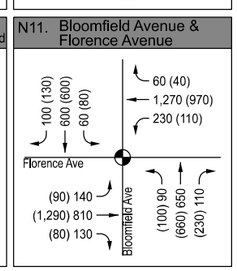


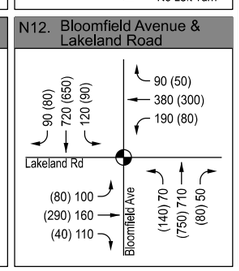




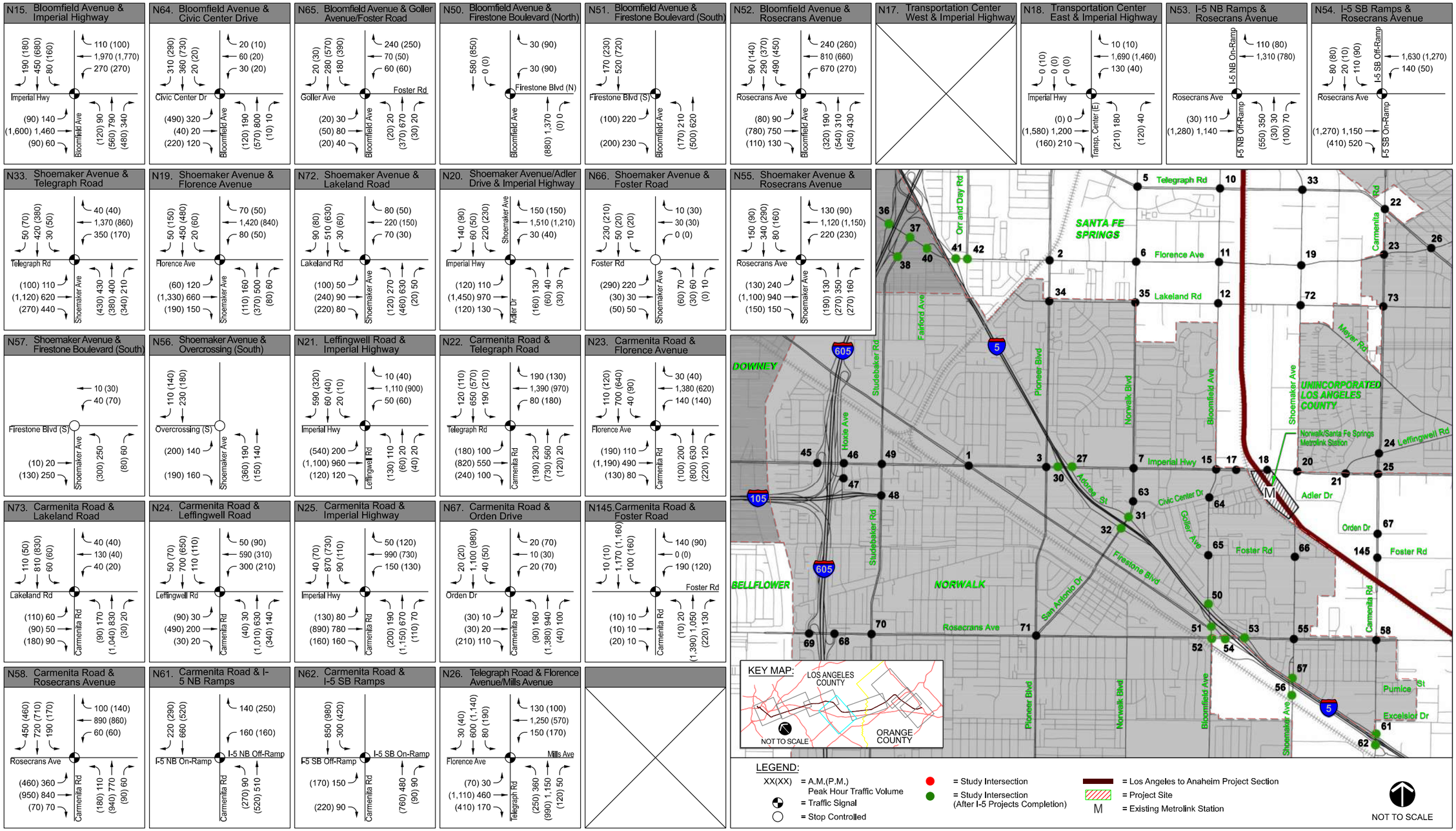






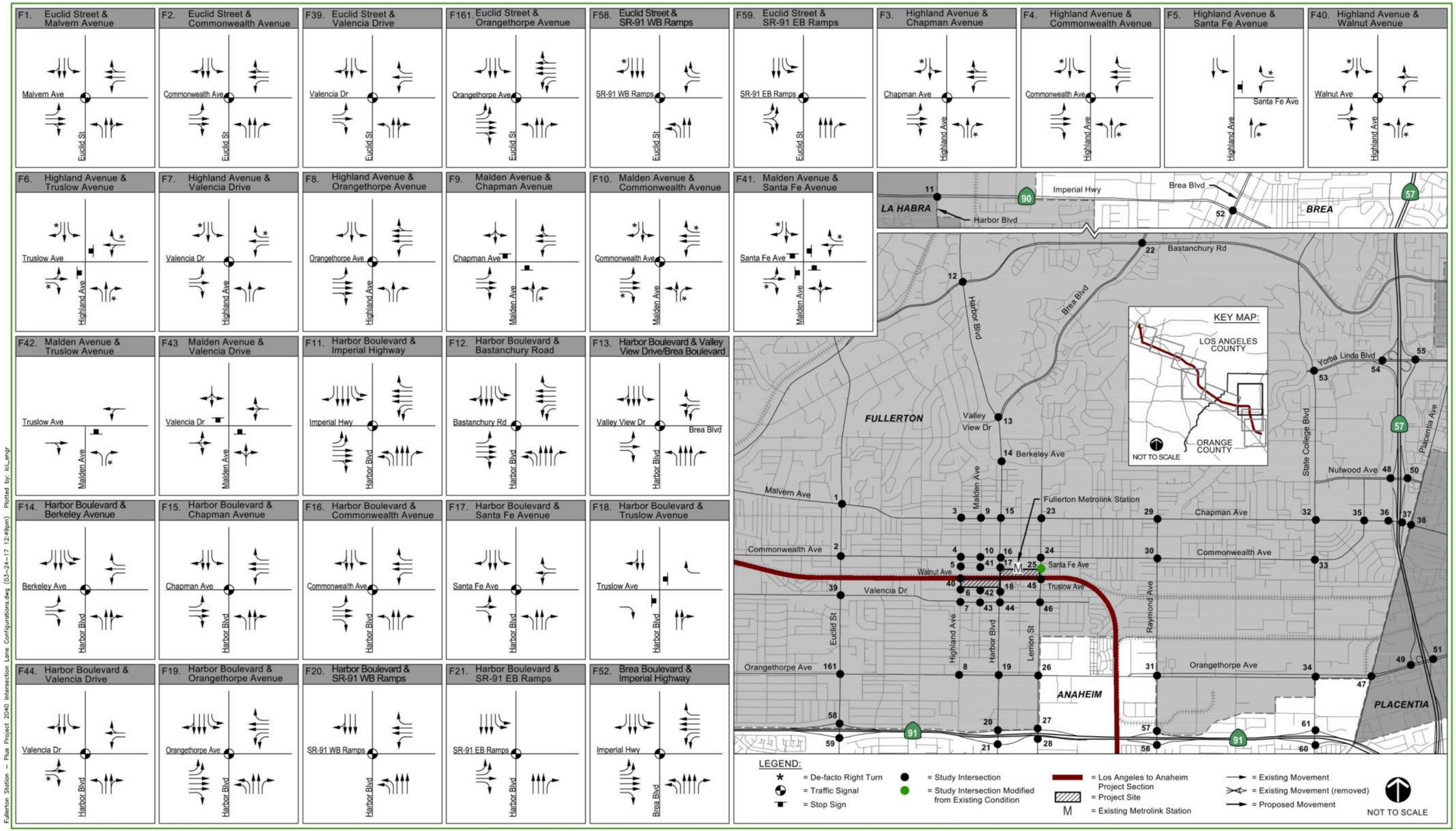


Shared Passenger Track Alternatives A/B with Norwalk/Santa Fe Springs HSR Station Option



Shared Passenger Track Alternatives A/B with Norwalk/Santa Fe Springs HSR Station Option

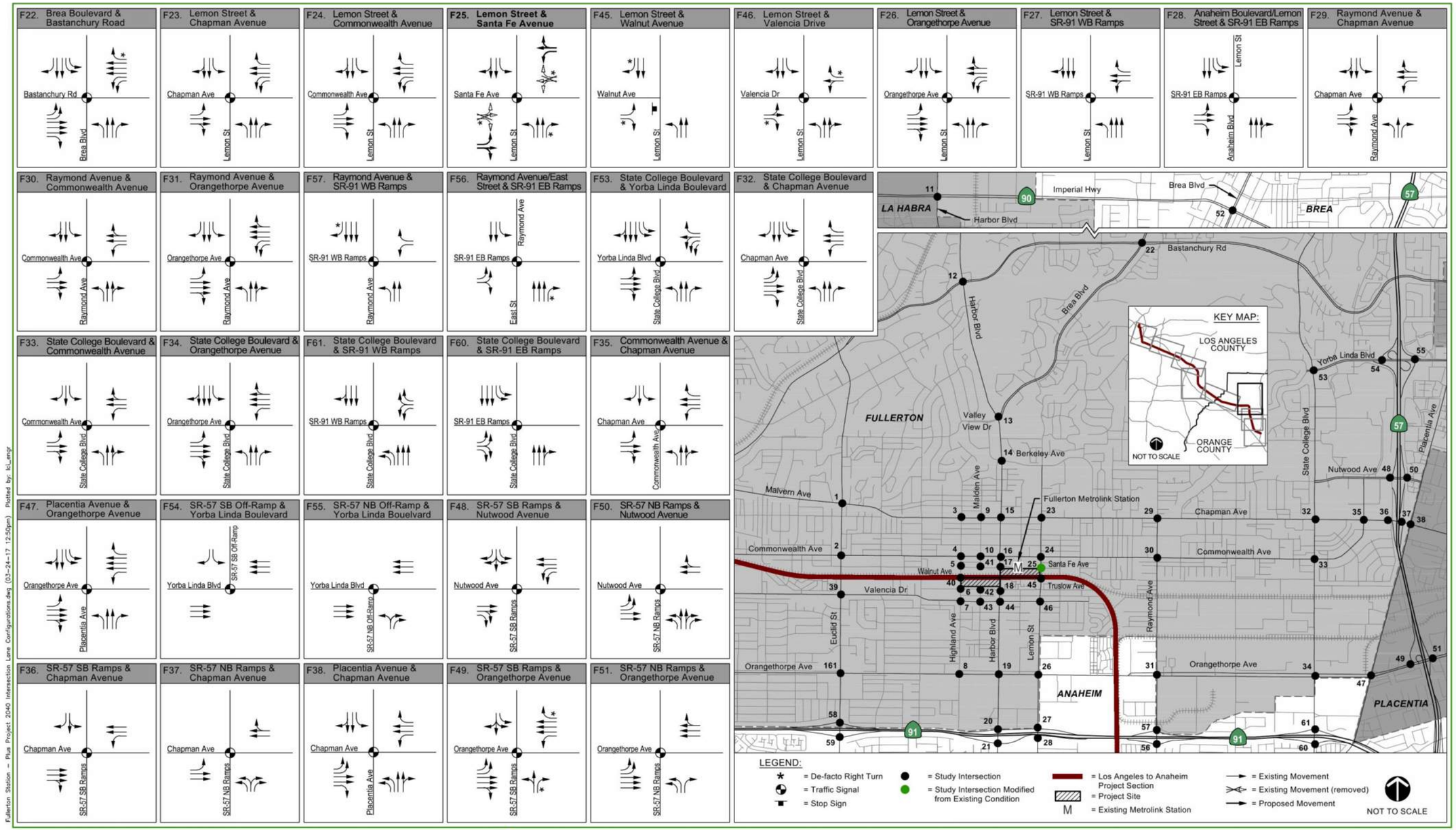
Fullerton - 2040 Intersection Lane Configurations



Source: Authority and FRA, 2018

F intersection number prefix indicates intersections within Fullerton Station Area

Fullerton Station – 2040 Plus Project Intersection Lane Configurations (Sheet 1 of 2)

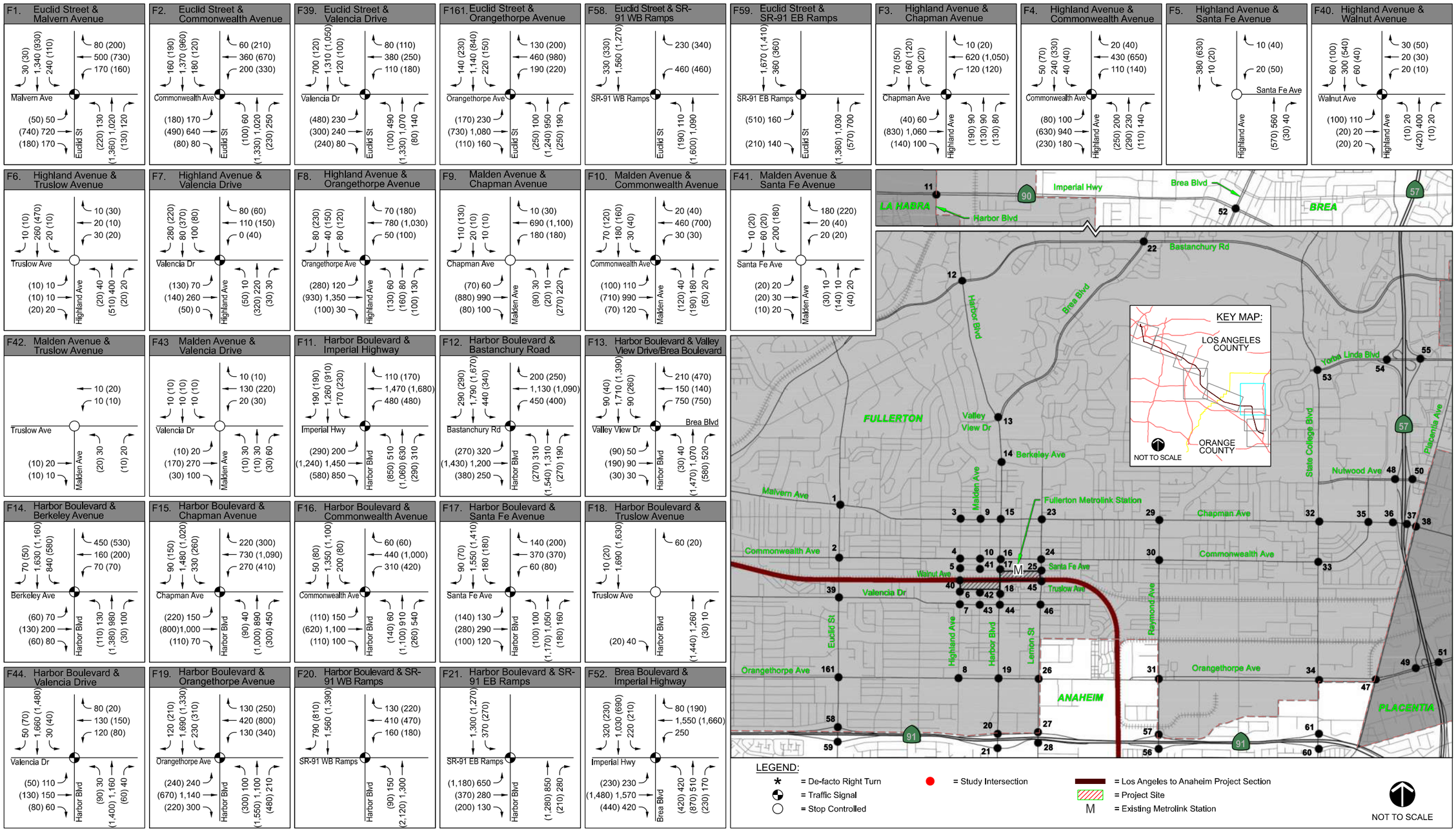


Source: Authority and FRA, 2018

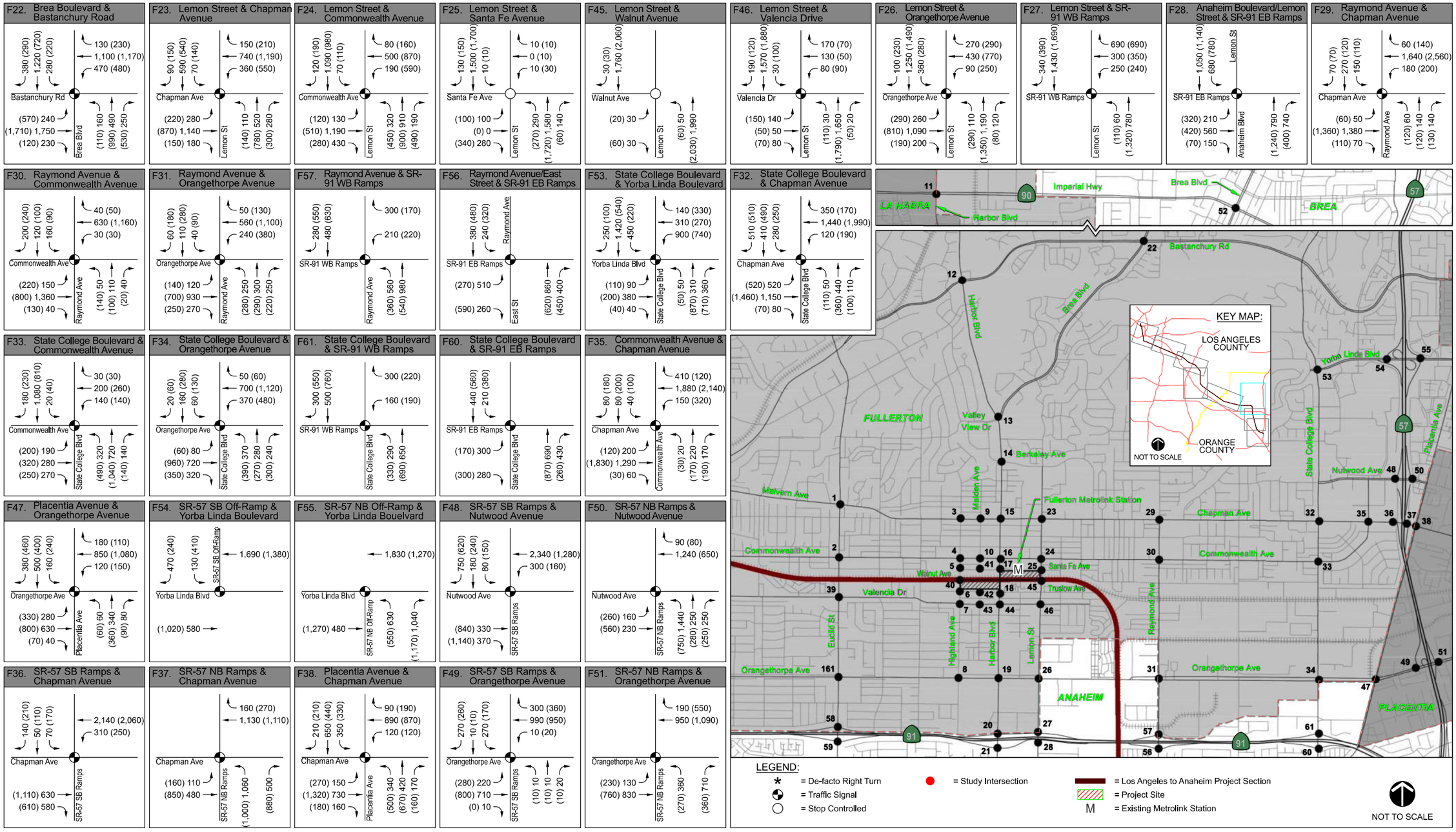
F intersection number prefix indicates intersections within Fullerton Station Area

Fullerton Station – 2040 Plus Project Intersection Lane Configurations (Sheet 2 of 2)

Fullerton - 2040 Intersection Turning Volumes

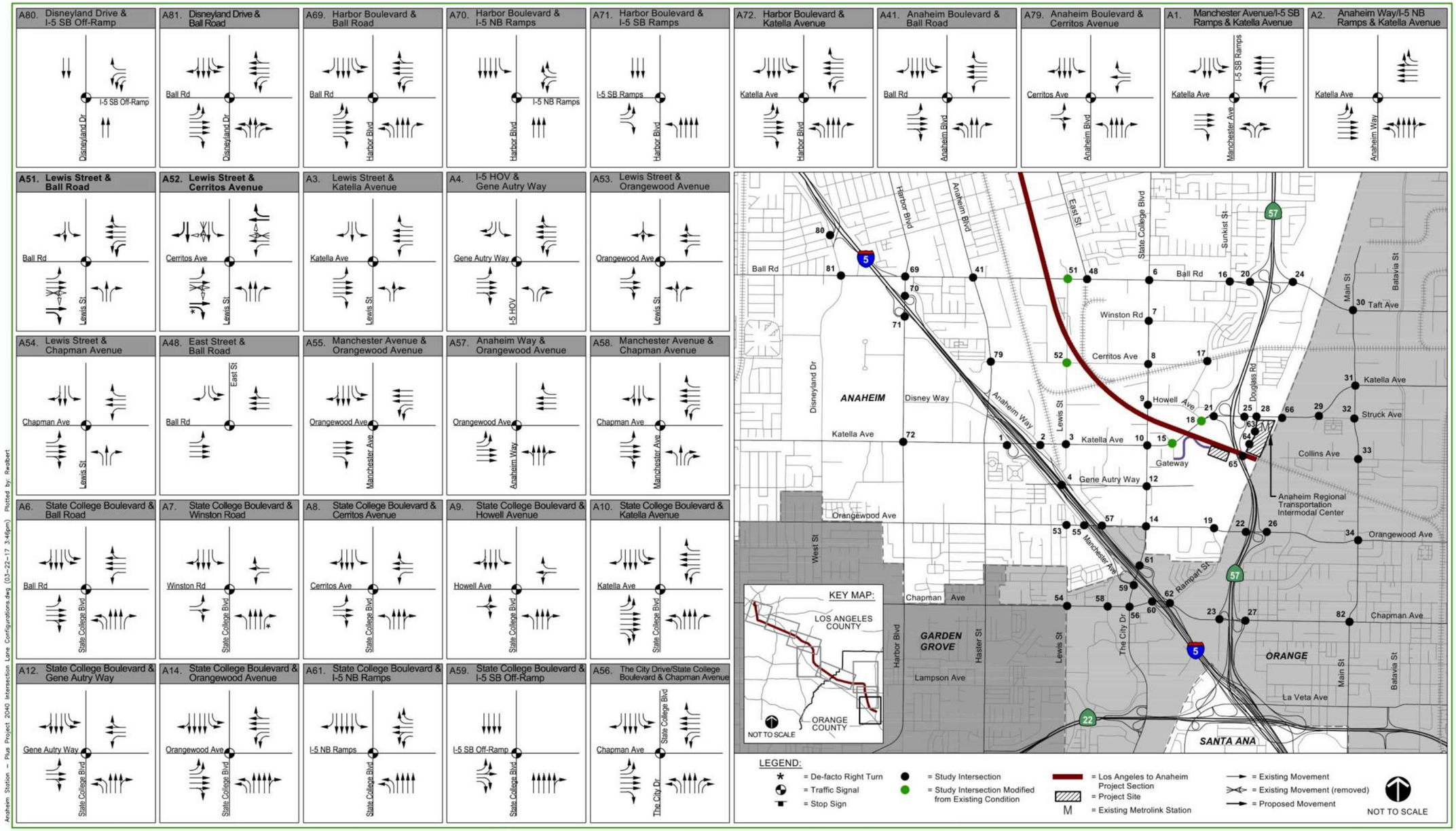


Shared Passenger Track Alternatives A/B with Norwalk/Santa Fe Springs HSR Station Option



Shared Passenger Track Alternatives A/B with Norwalk/Santa Fe Springs HSR Station Option

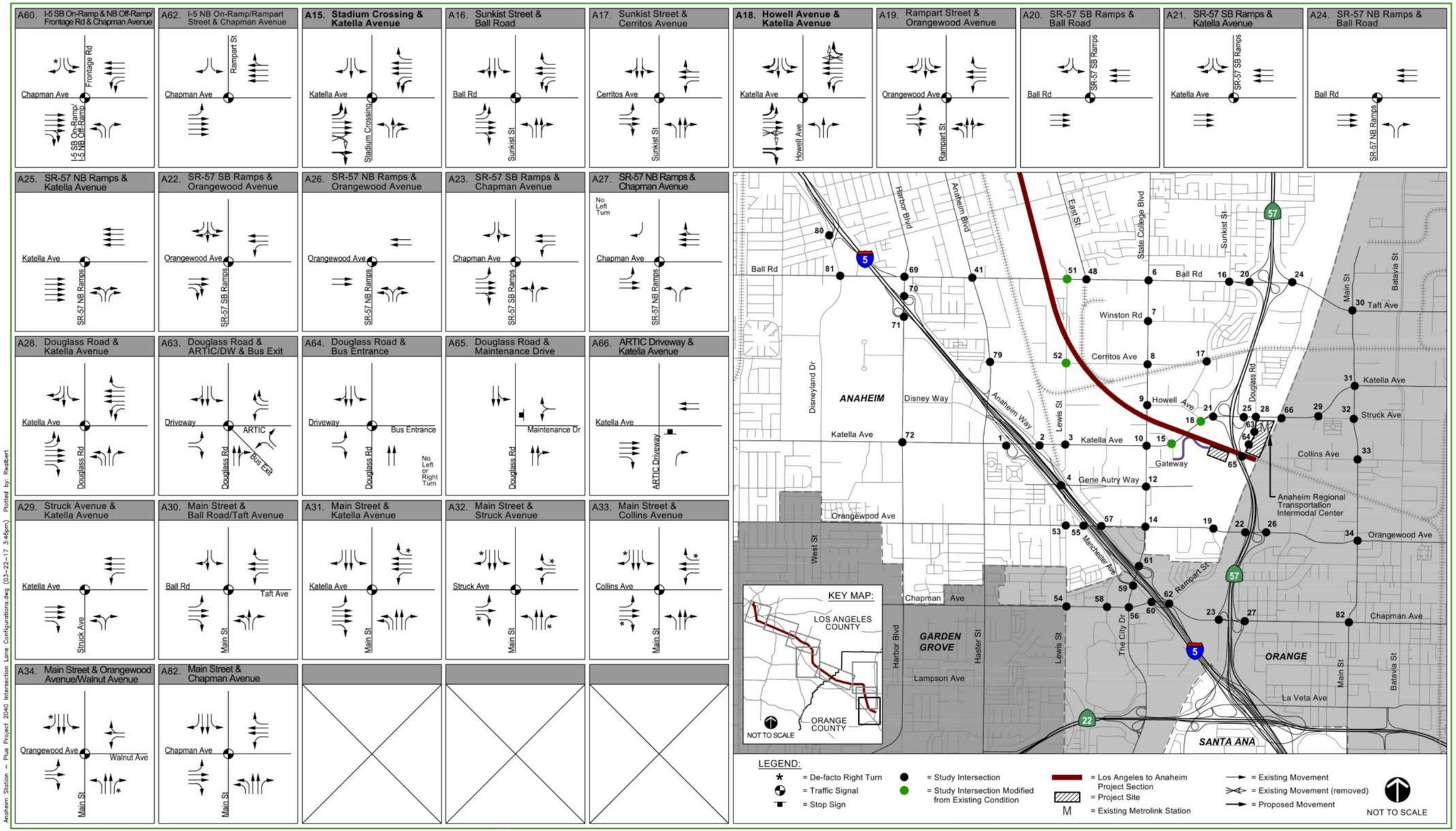
Anaheim Station - 2040 Intersection Lane Configurations



Source: Authority and FRA, 2018

A intersection number prefix indicates intersections within Anaheim Regional Transportation Intermodal Center Station Area

Anaheim Station – 2040 Plus Project Intersection Lane Configurations (Sheet 1 of 2)

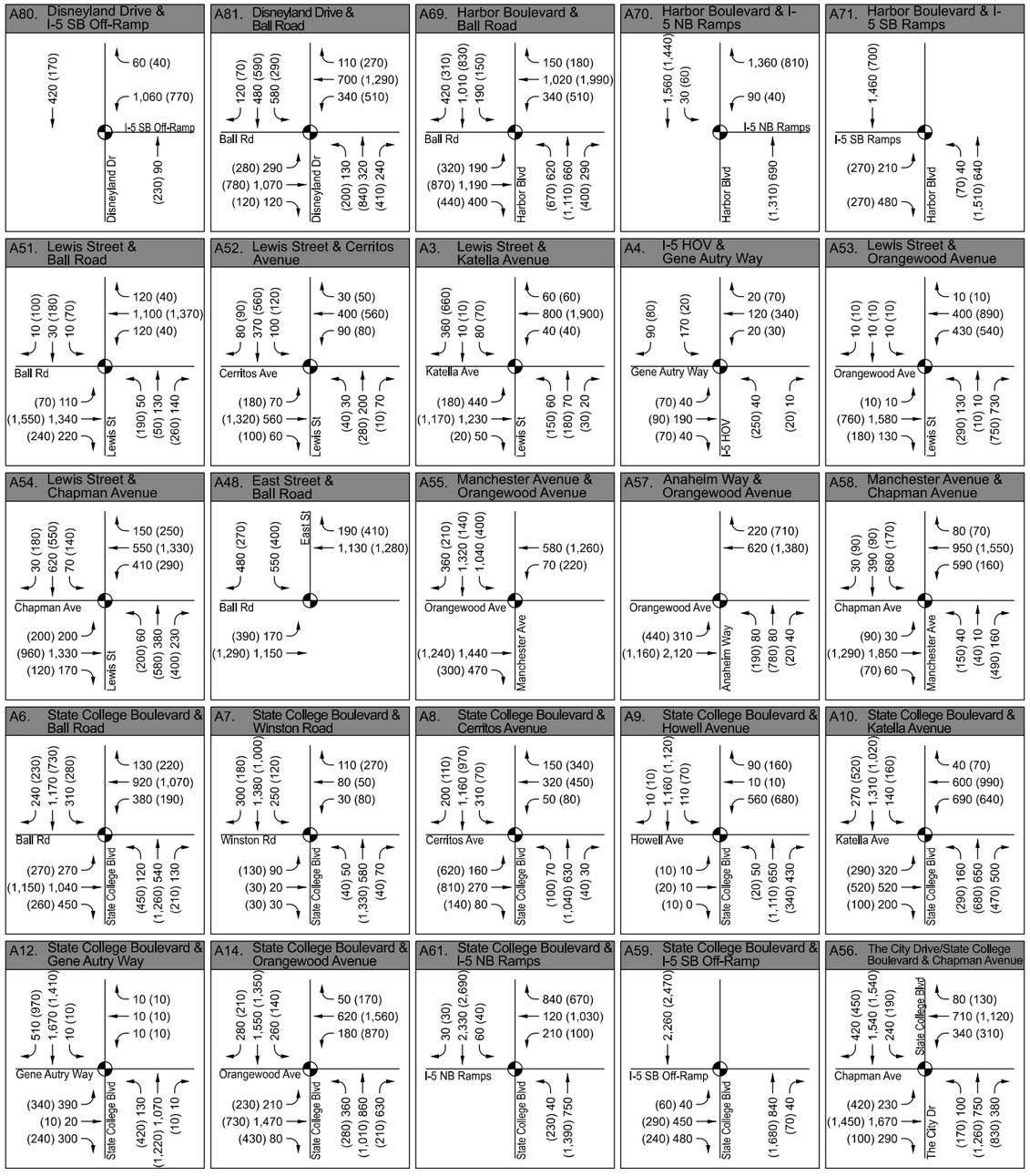


Source: Authority and FRA, 2018

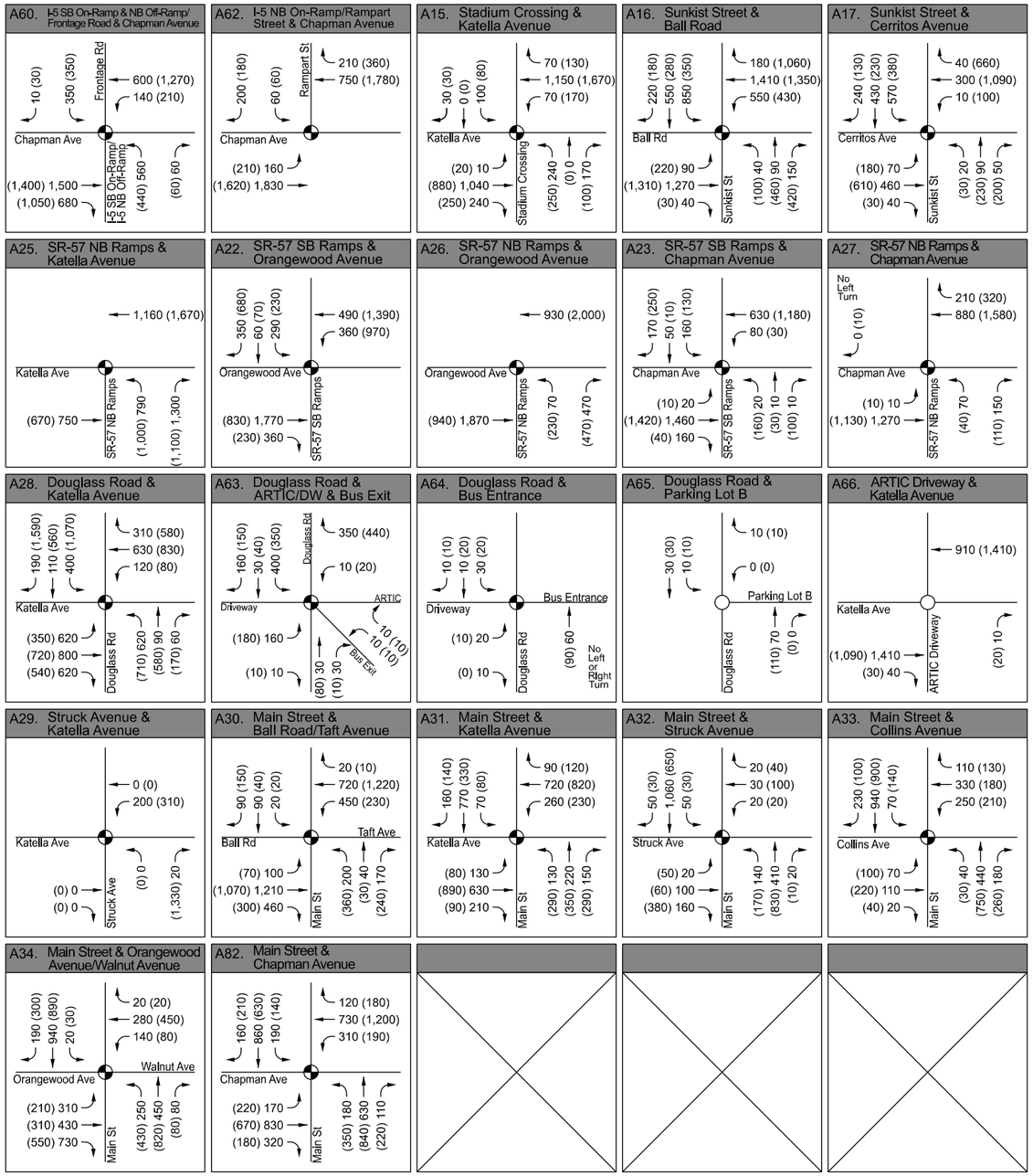
A intersection number prefix indicates intersections within Anaheim Regional Transportation Intermodal Center Station Area

Anaheim Station – 2040 Plus Project Intersection Lane Configurations (Sheet 2 of 2)

Anaheim Station - 2040 Intersection Turning Volumes



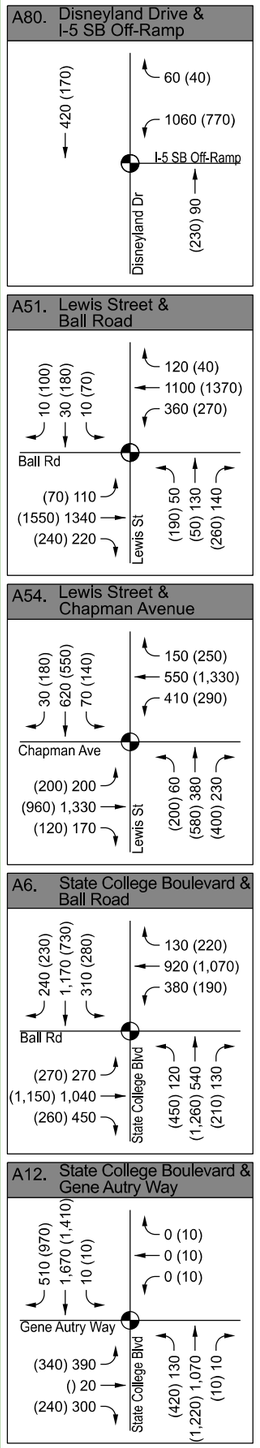
Shared Passenger Track Alternatives A/B with Norwalk/Santa Fe Springs HSR Station Option



Shared Passenger Track Alternatives A/B with Norwalk/Santa Fe Springs HSR Station Option

SHARED PASSENGER TRACK ALTERNATIVES A/B WITH FULLERTON HSR STATION OPTION

ANAHEIM

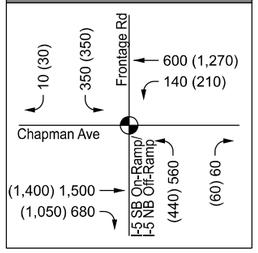


Inclusion of Fullerton HSR Station Option

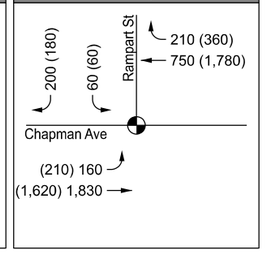
Intersection TMV: CAHSR - Los Angeles to Anaheim section

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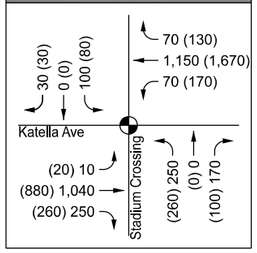
A60. I-5 SB On-Ramp & NB Off-Ramp/ Frontage Road & Chapman Avenue



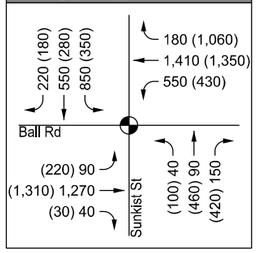
A62. I-5 NB On-Ramp/Rampart Street & Chapman Avenue



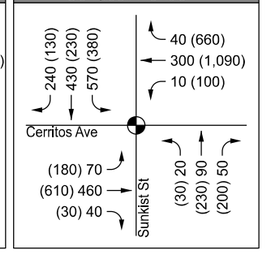
A15. Stadium Crossing & Katella Avenue



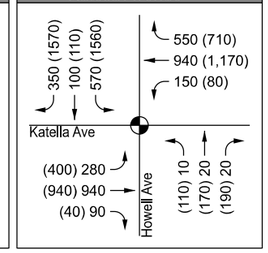
A16. Sunkist Street & Ball Road



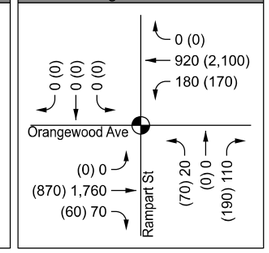
A17. Sunkist Street & Cerritos Avenue



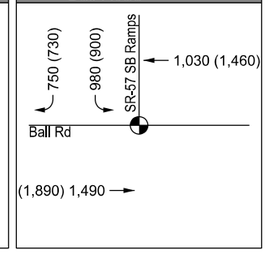
A18. Howell Avenue & Katella Avenue



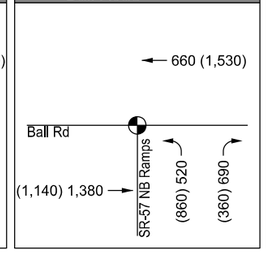
A19. Rampart Street & Orangewood Avenue



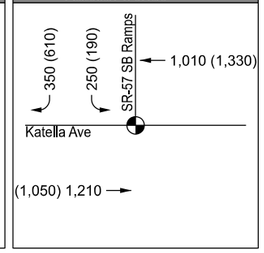
A20. SR-57 SB Ramps & Ball Road



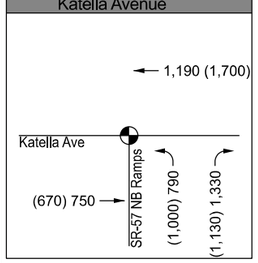
A24. SR-57 NB Ramps & Ball Road



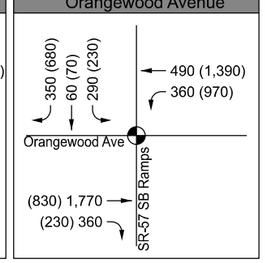
A21. SR-57 SB Ramps & Katella Avenue



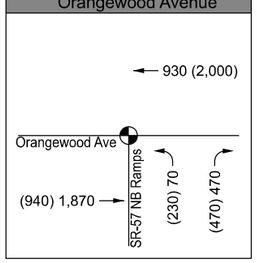
A25. SR-57 NB Ramps & Katella Avenue



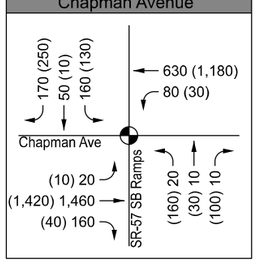
A22. SR-57 SB Ramps & Orangewood Avenue



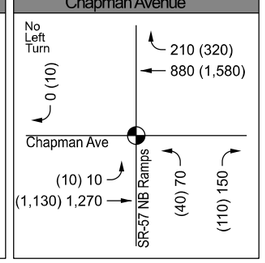
A26. SR-57 NB Ramps & Orangewood Avenue



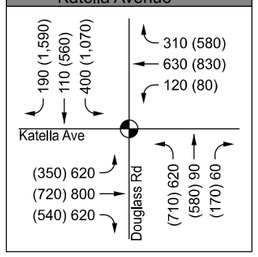
A23. SR-57 SB Ramps & Chapman Avenue



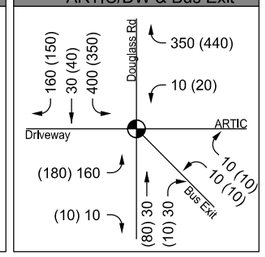
A27. SR-57 NB Ramps & Chapman Avenue



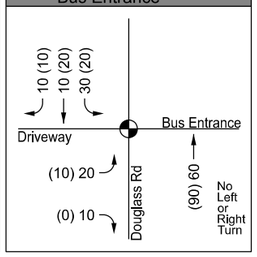
A28. Douglass Road & Katella Avenue



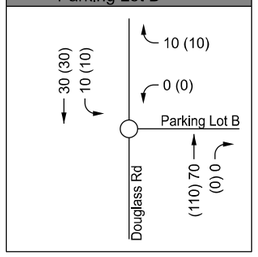
A63. Douglass Road & ARTIC/DW & Bus Exit



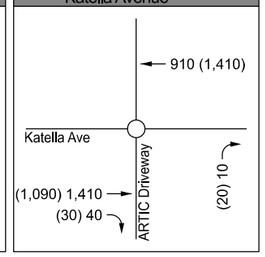
A64. Douglass Road & Bus Entrance



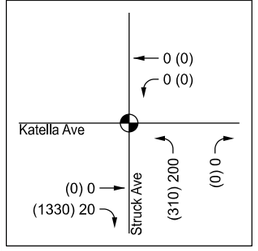
A65. Douglass Road & Parking Lot B



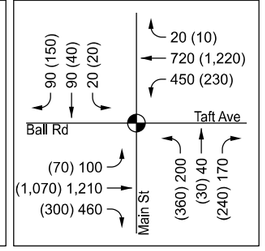
A66. ARTIC Driveway & Katella Avenue



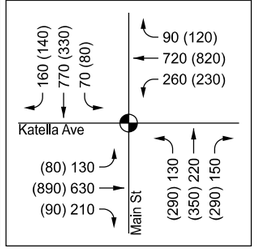
A29. Struck Avenue & Katella Avenue



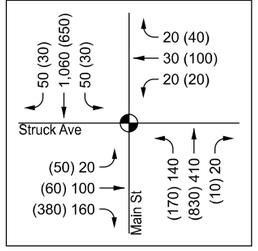
A30. Main Street & Ball Road/Taft Avenue



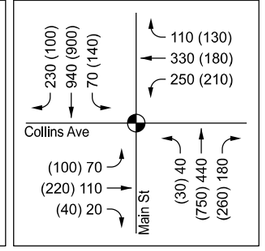
A31. Main Street & Katella Avenue



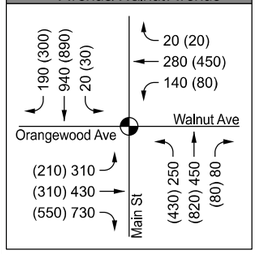
A32. Main Street & Struck Avenue



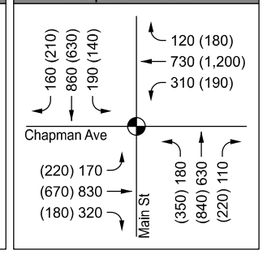
A33. Main Street & Collins Avenue

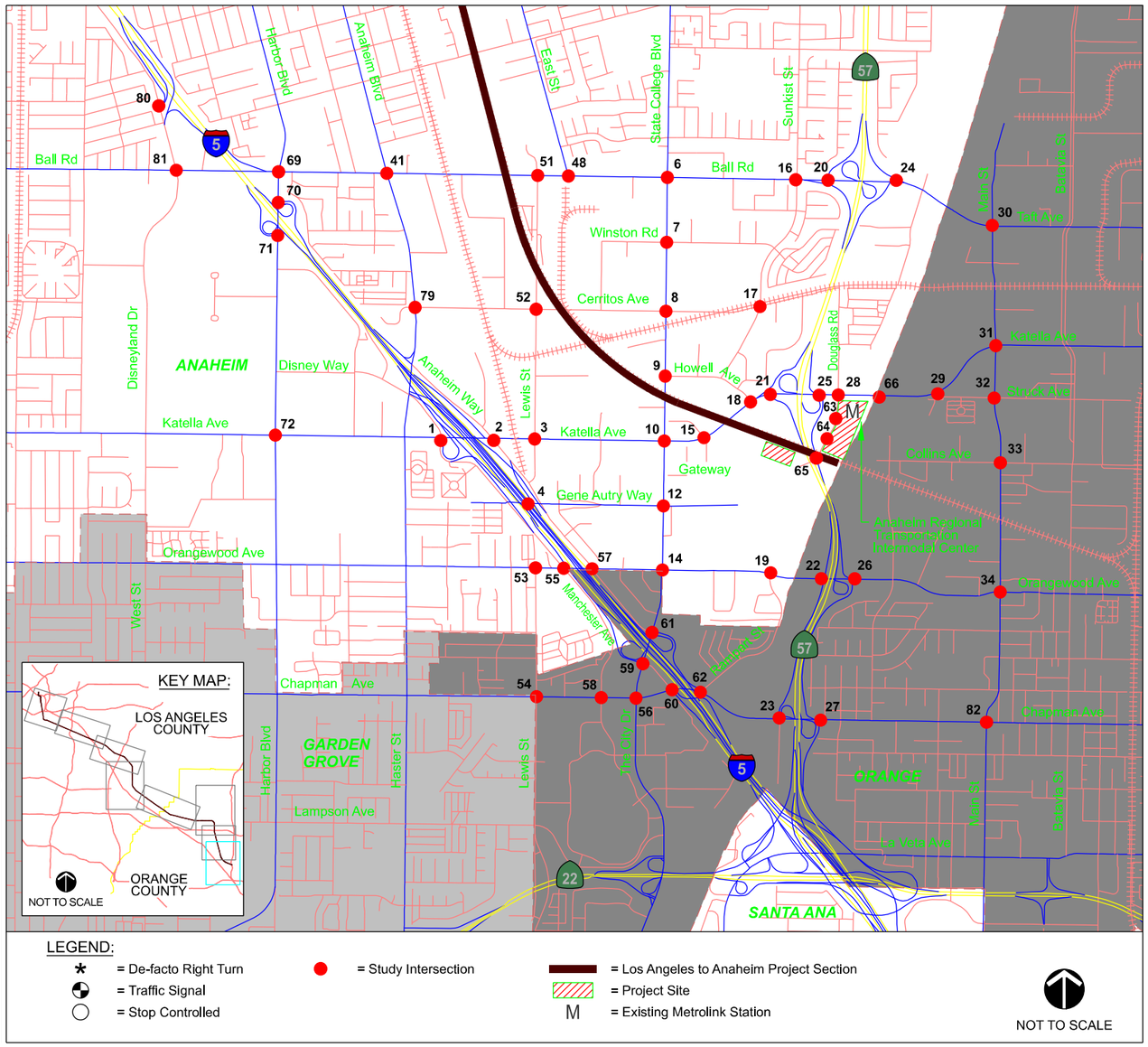


A34. Main Street & Orangewood Avenue/Walnut Avenue



A82. Main Street & Chapman Avenue



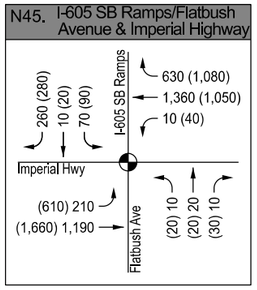


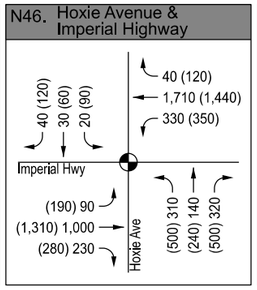
Inclusion of Fullerton HSR Station Option

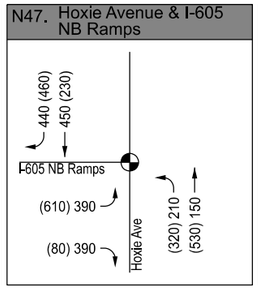
Intersection TMV: CAHSR - Los Angeles to Anaheim section

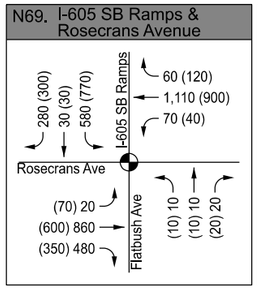
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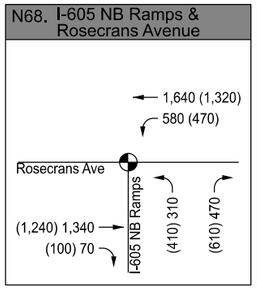
NORWALK

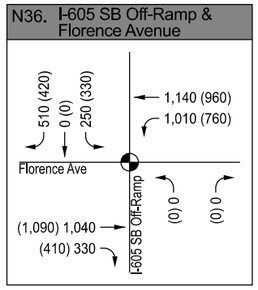


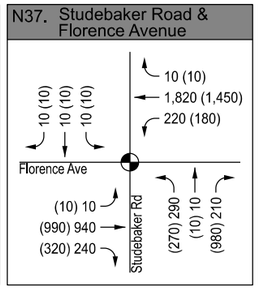


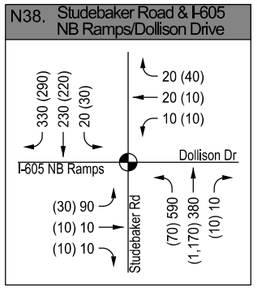


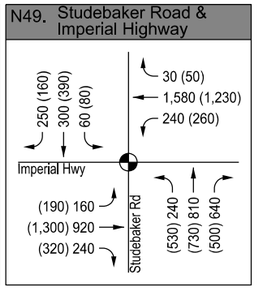


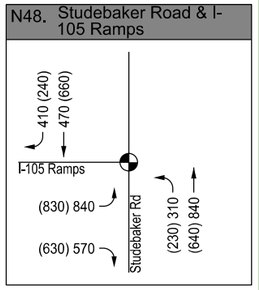


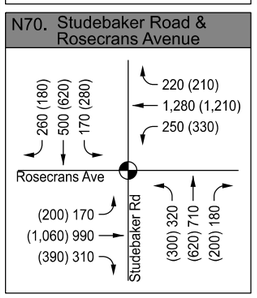


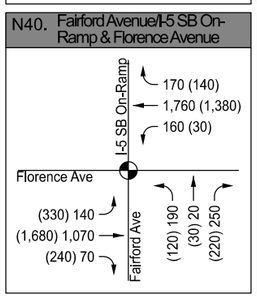


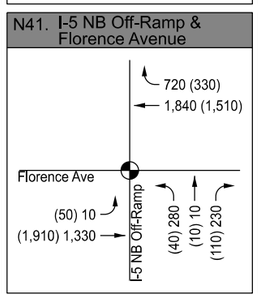


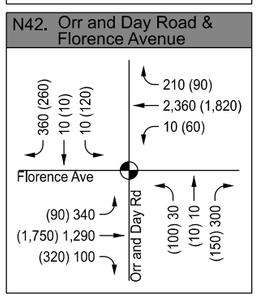


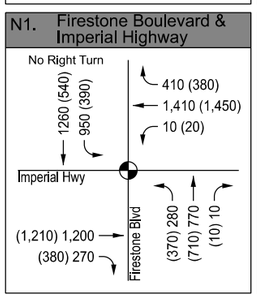


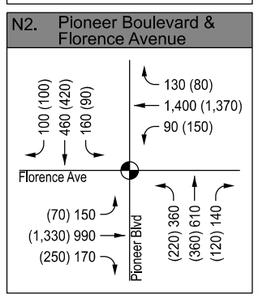


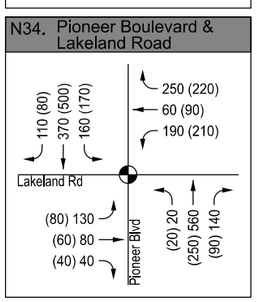


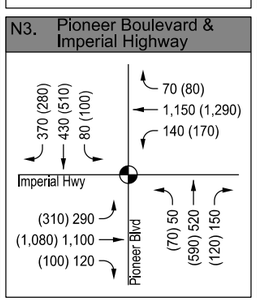


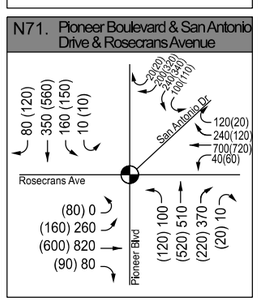


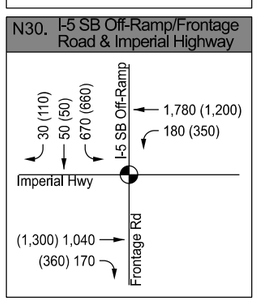


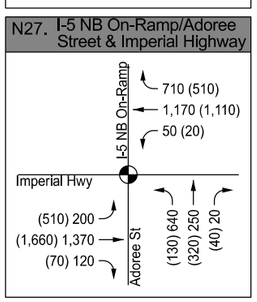


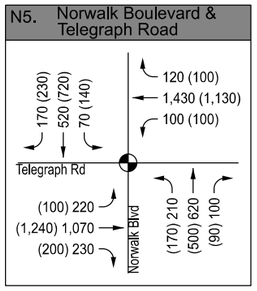


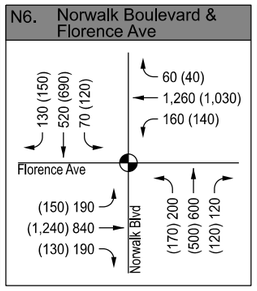


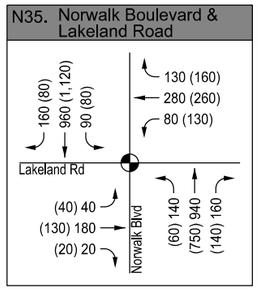


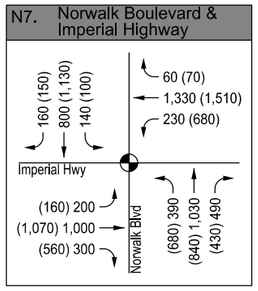


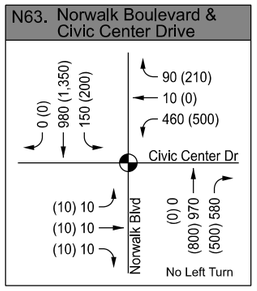


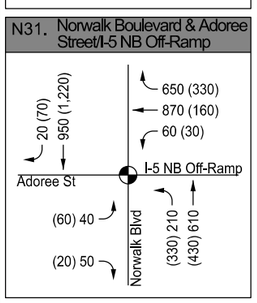


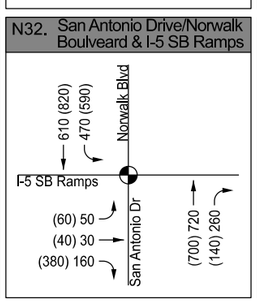


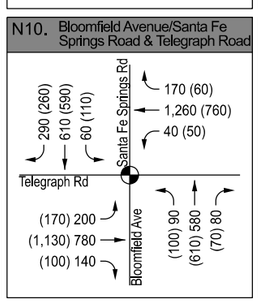


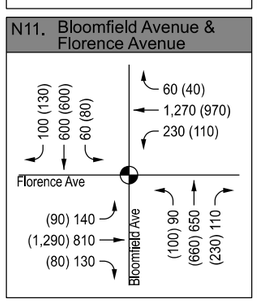


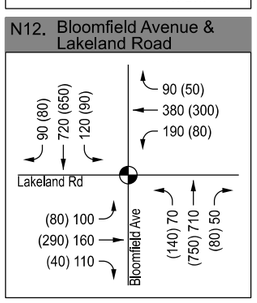








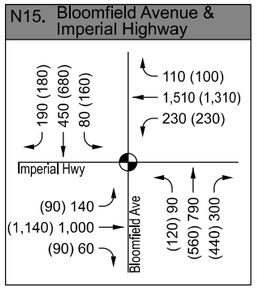


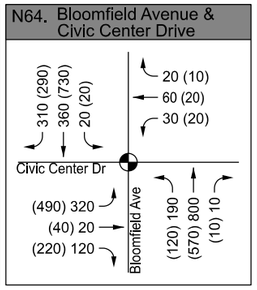


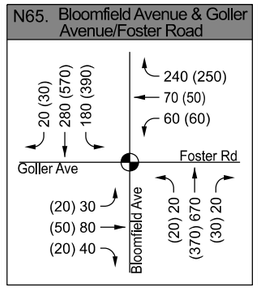
Inclusion of Fullerton HSR Station Option

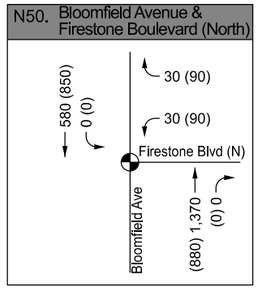
Intersection TMV: CAHSR - Los Angeles to Anaheim section

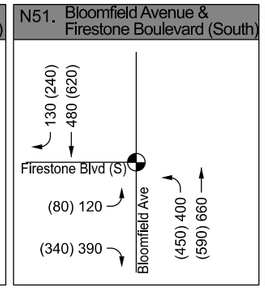
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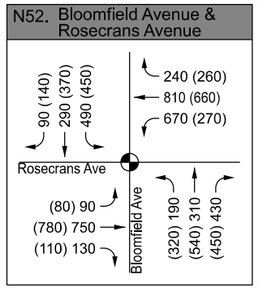


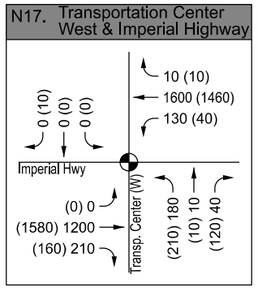


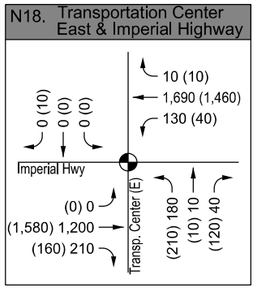


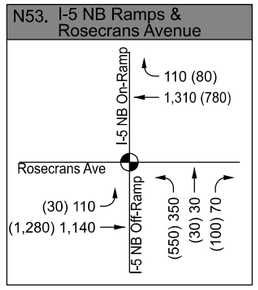


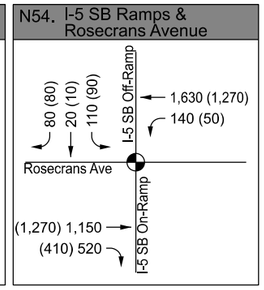


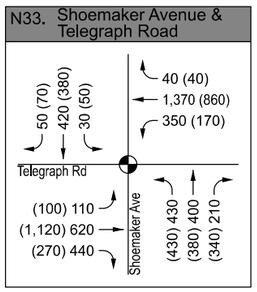


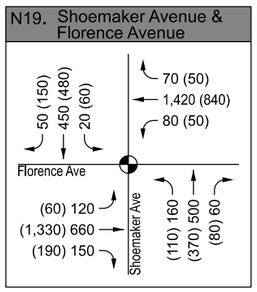


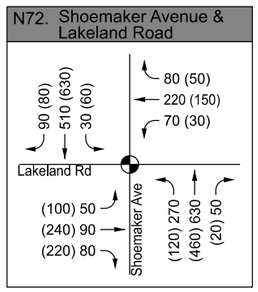


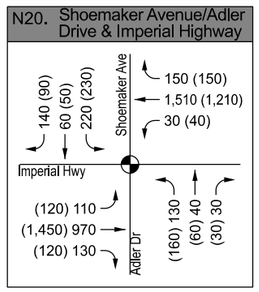


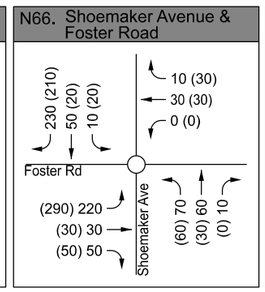


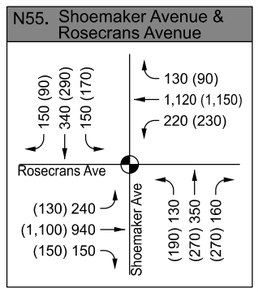


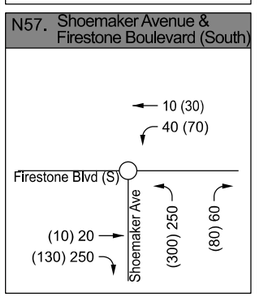


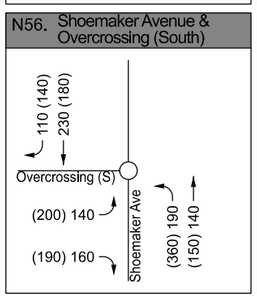


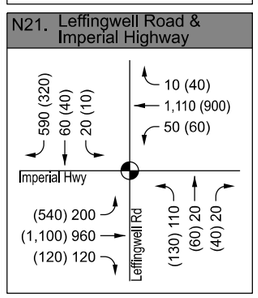


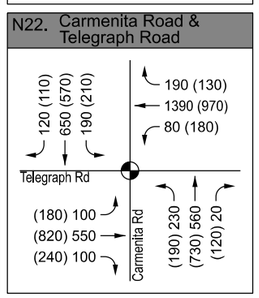


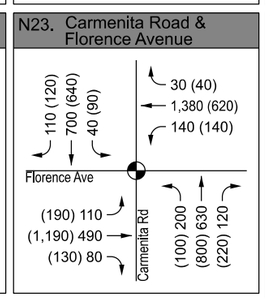


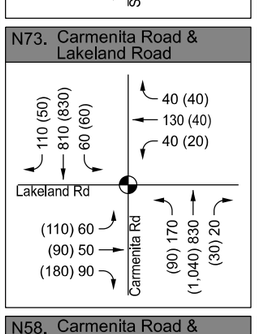


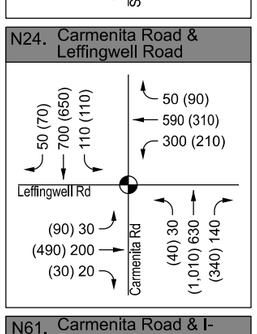


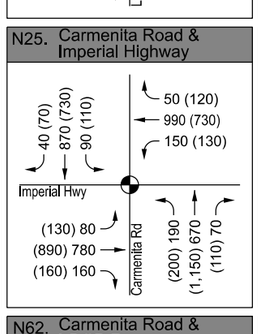


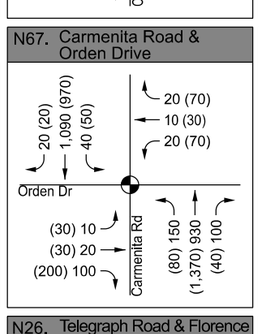


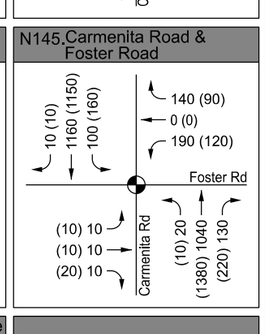


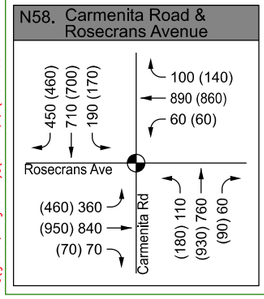


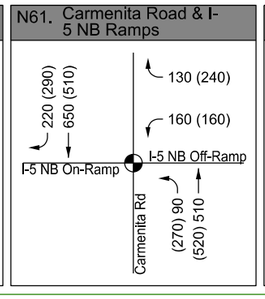


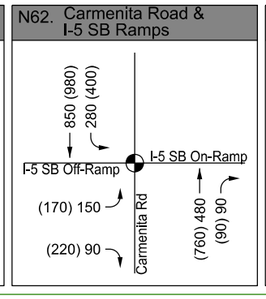


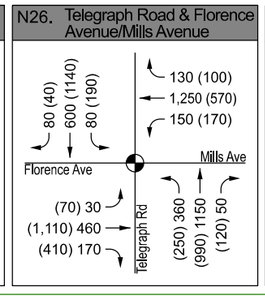


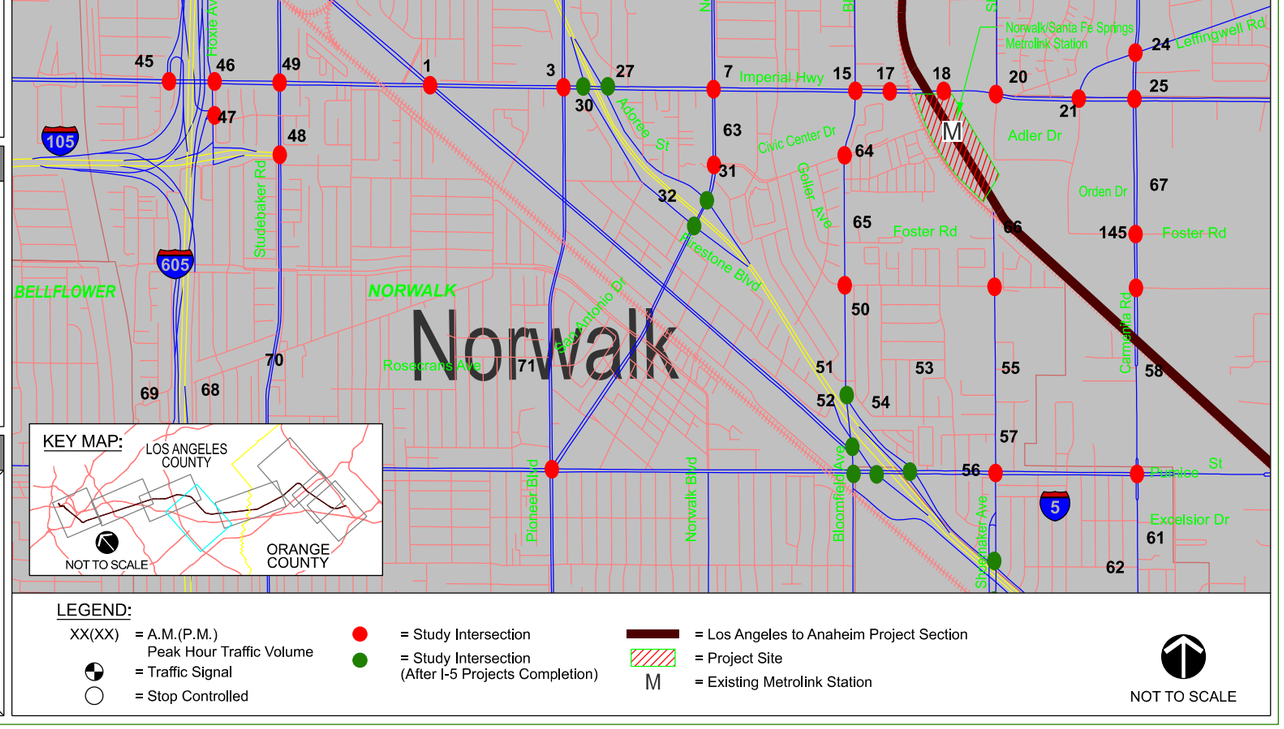










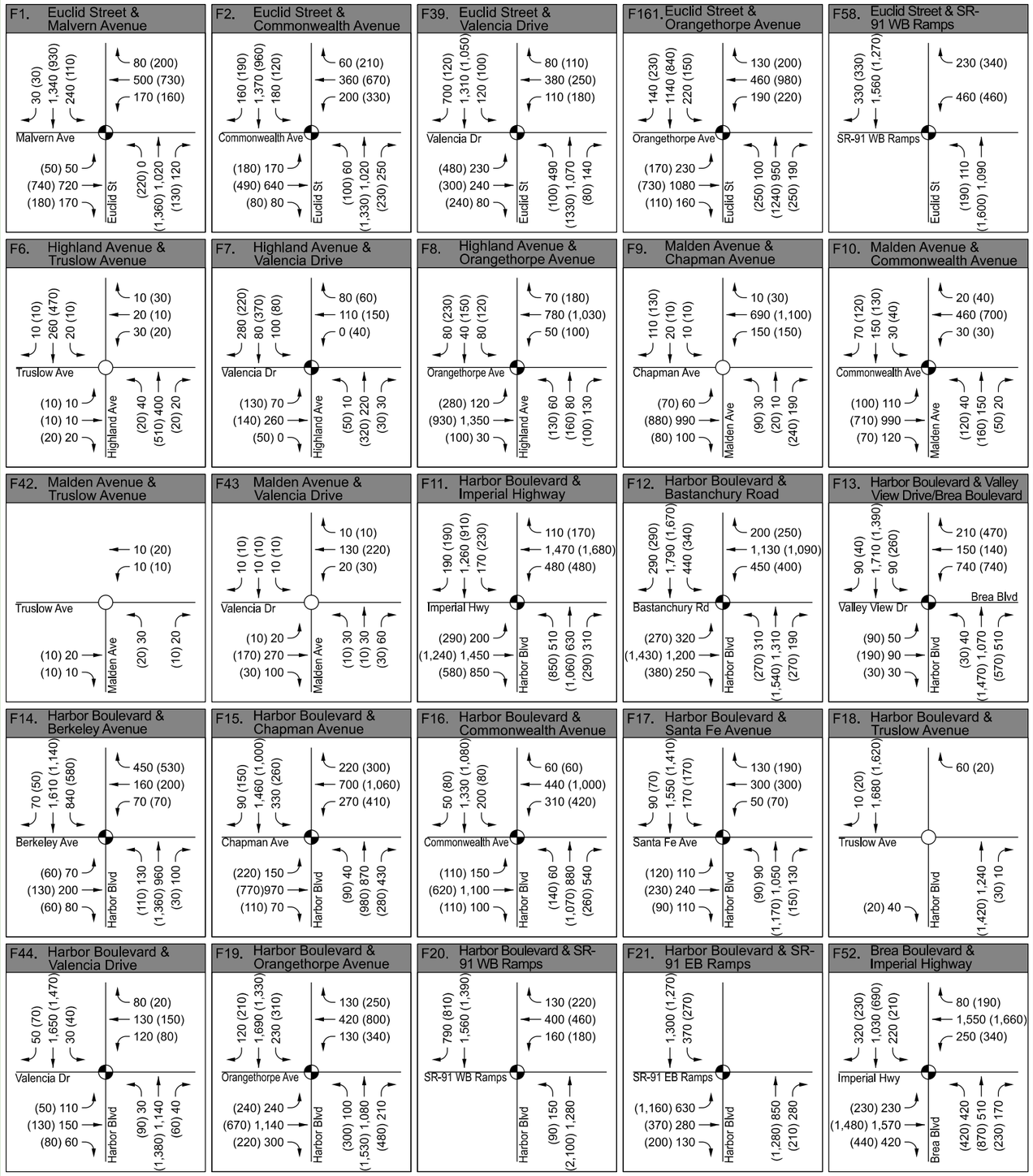


Inclusion of Fullerton HSR Station Option

Intersection TMV: CAHSR - Los Angeles to Anaheim section

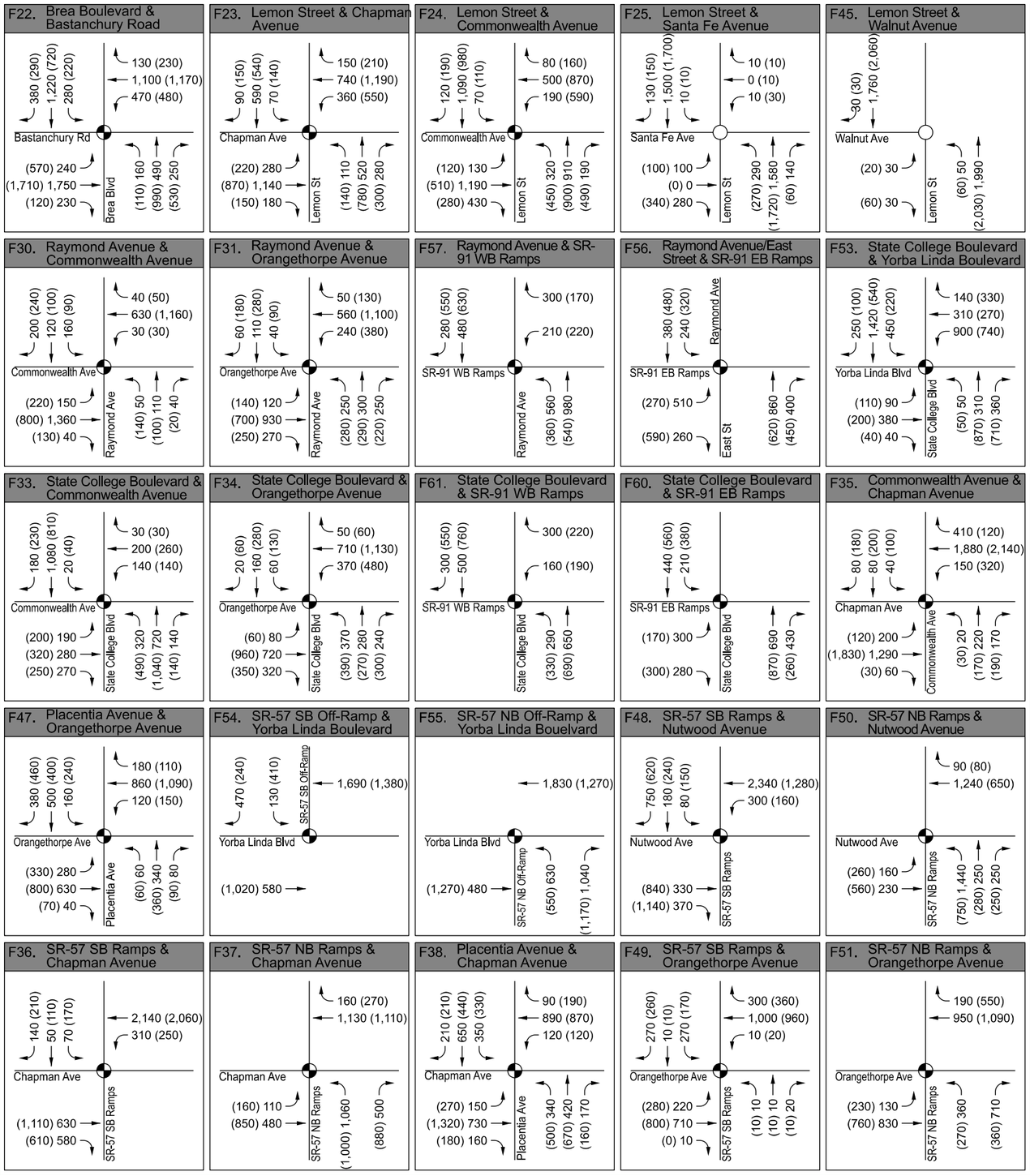
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FULLERTON



Inclusion of Fullerton HSR Station Option

Intersection TMV: CAHSR - Los Angeles to Anaheim section



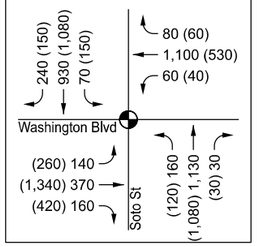
Inclusion of Fullerton HSR Station Option

Intersection TMV: CAHSR - Los Angeles to Anaheim section

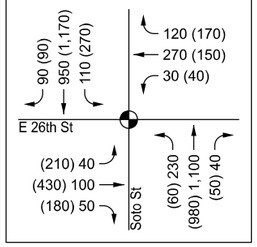
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GRADE SEPARATION

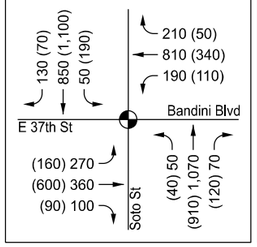
G83. Soto Street & Washington Boulevard



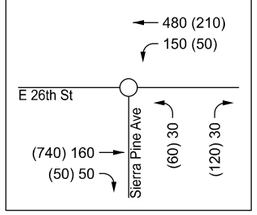
G102. Soto Street & E 26th Street



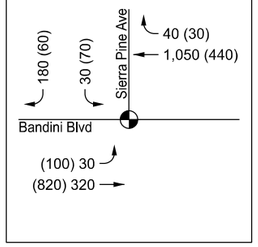
G107. Soto Street & E 37th Street/Bandini Boulevard



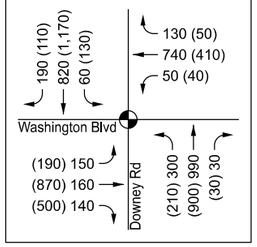
G103. Sierra Pine Avenue & E 26th Street



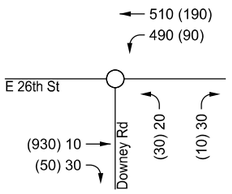
G93. Sierra Pine Avenue & Bandini Boulevard



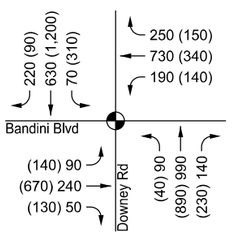
G84. Downey Road & Washington Boulevard

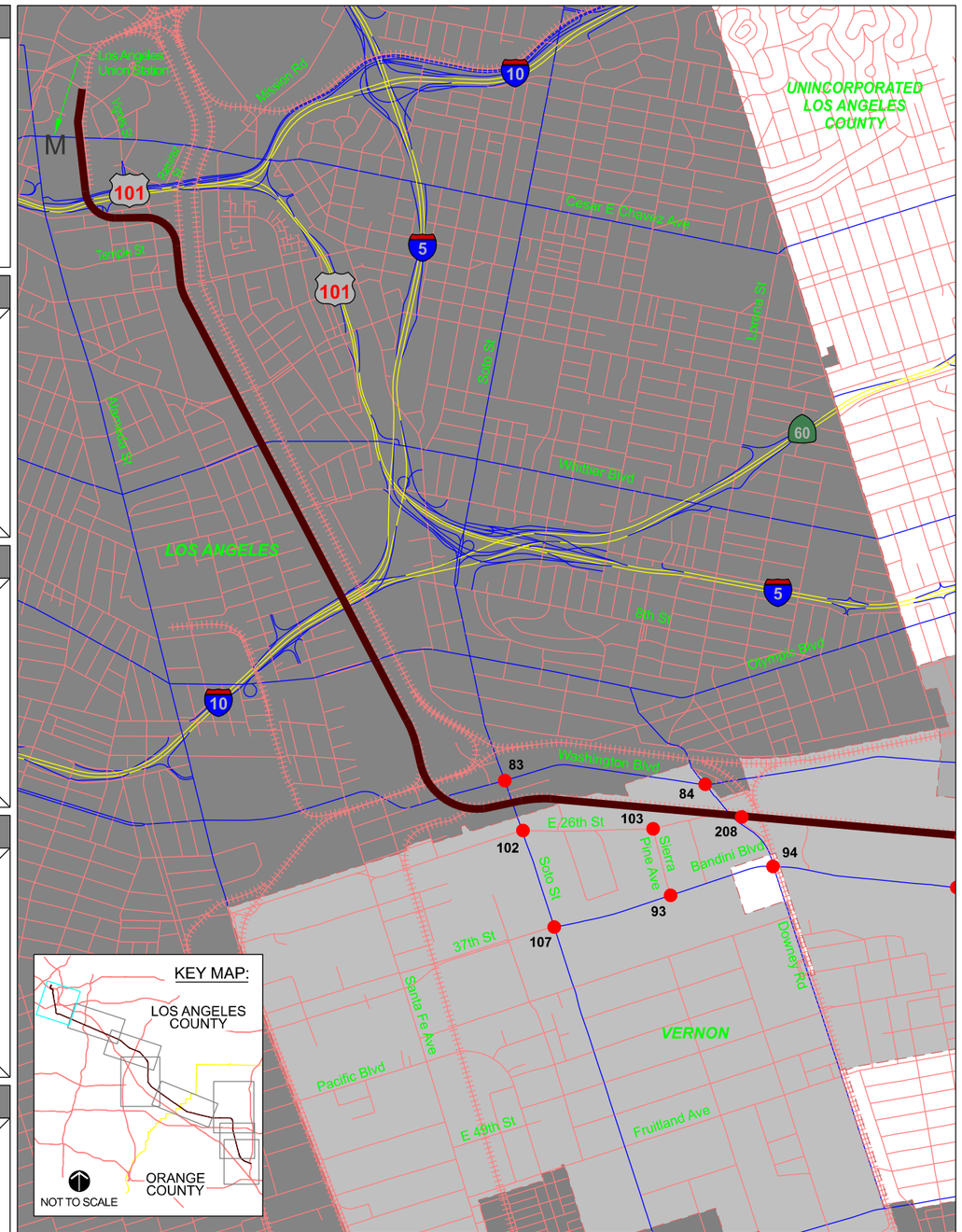


G208. Downey Road & E 26th Street



G94. Downey Road & Bandini Boulevard

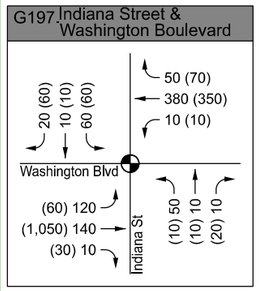


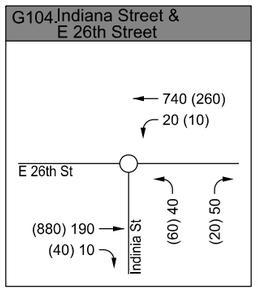


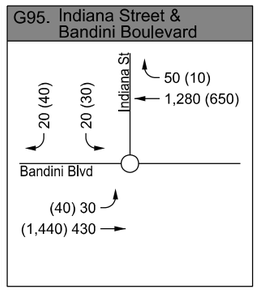
Inclusion of Fullerton HSR Station Option

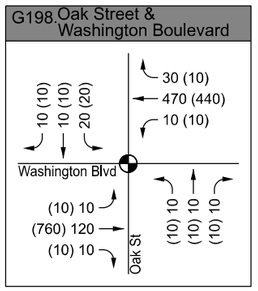
Intersection TMV: CAHSR - Los Angeles to Anaheim section

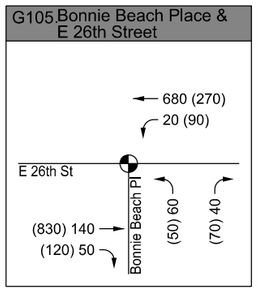
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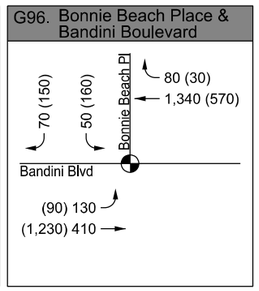


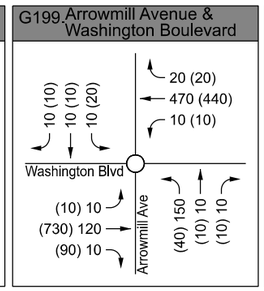


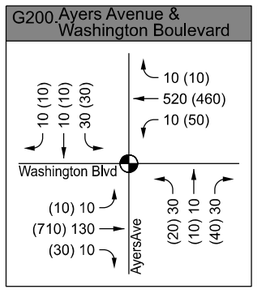


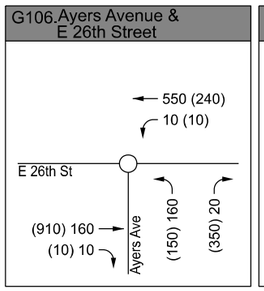


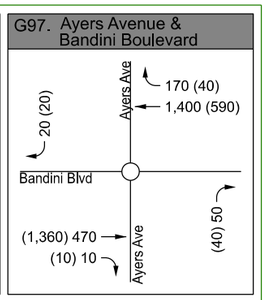


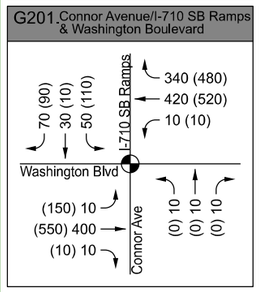


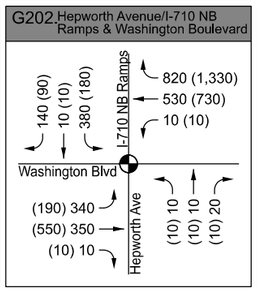


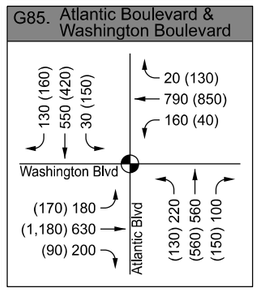


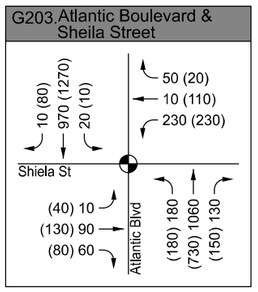


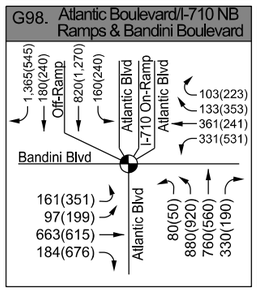


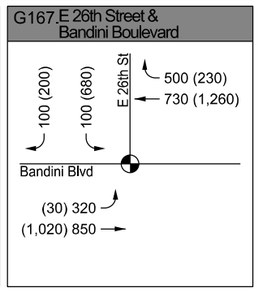


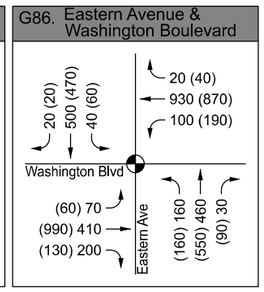


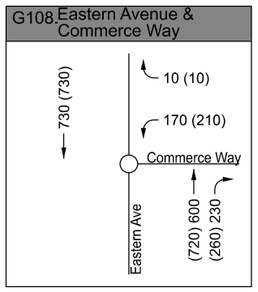


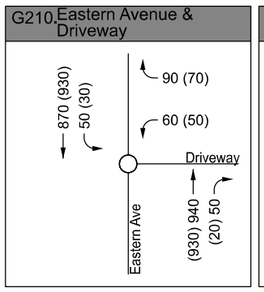


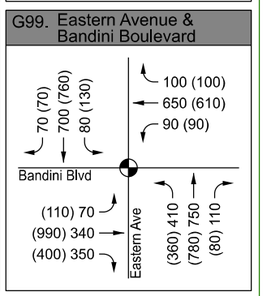


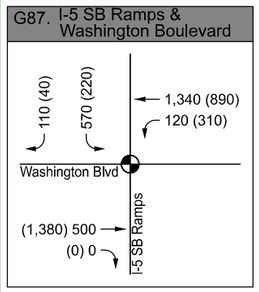


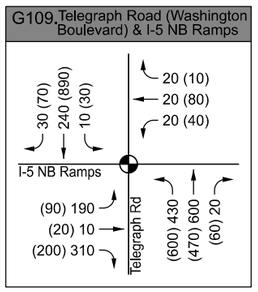


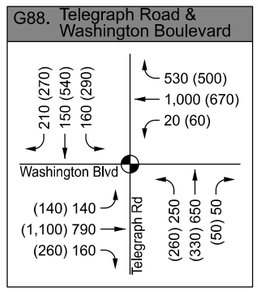


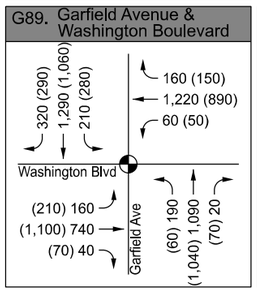


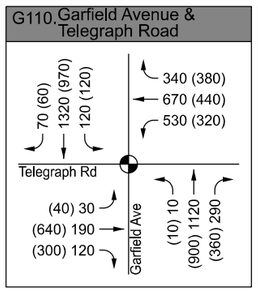


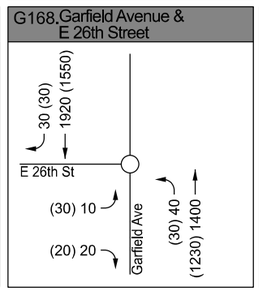


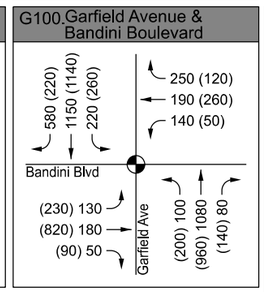


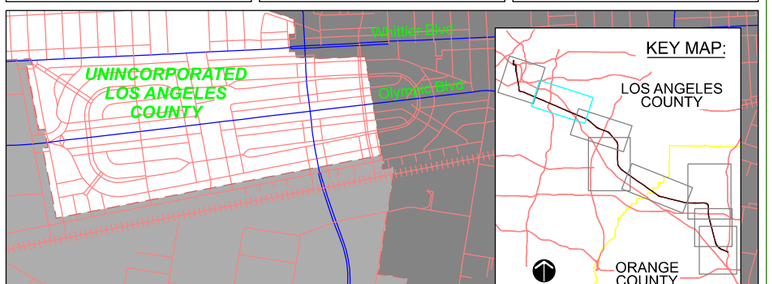


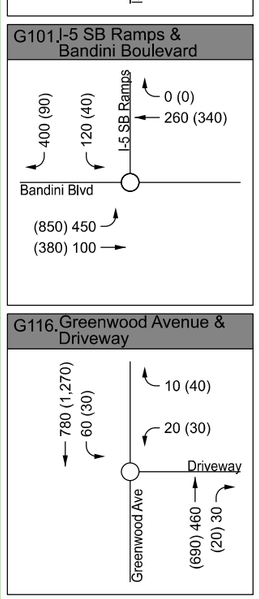


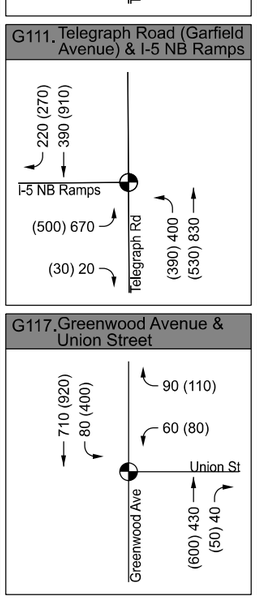


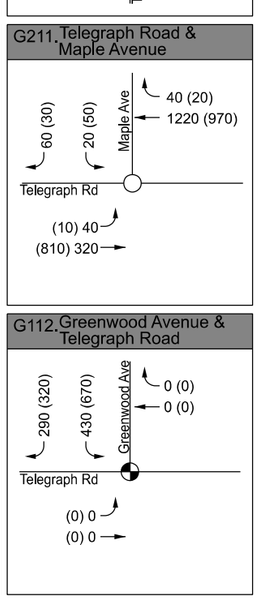


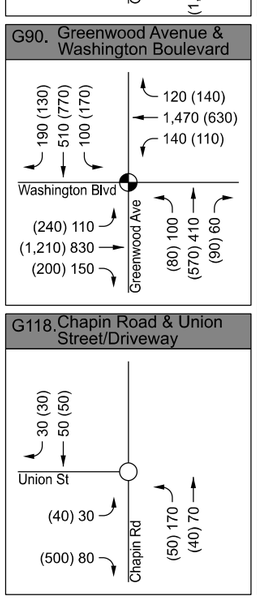


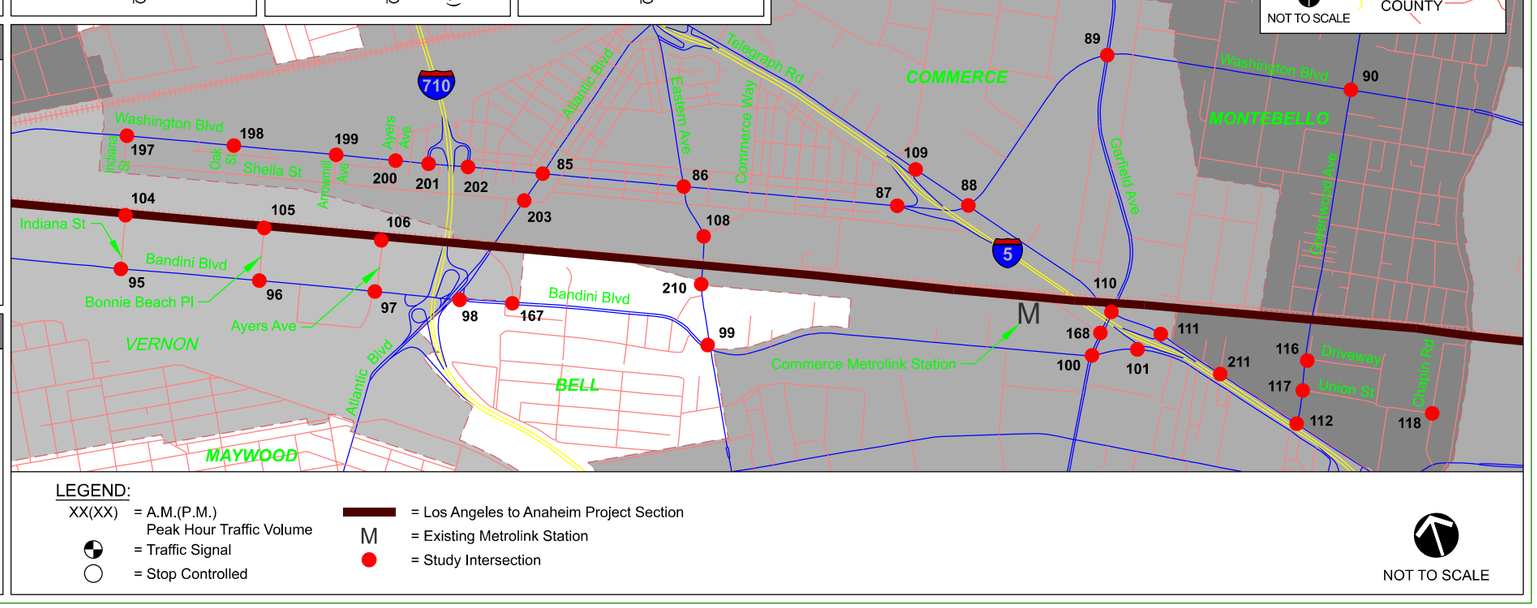








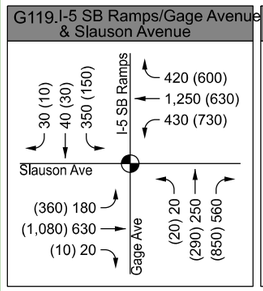


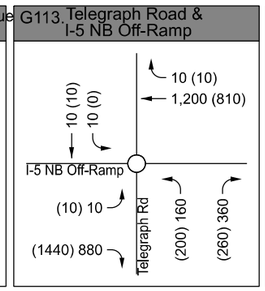


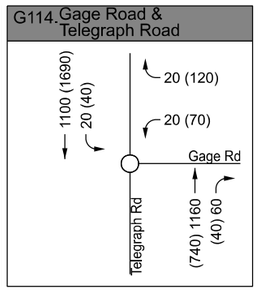
Inclusion of Fullerton HSR Station Option

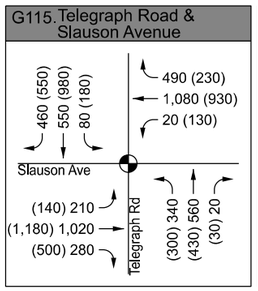
Intersection TMV: CAHSR - Los Angeles to Anaheim section

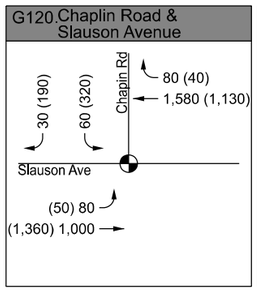
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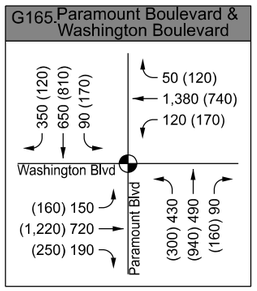


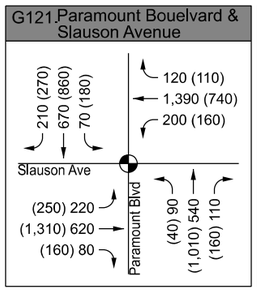


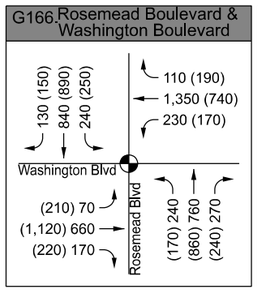


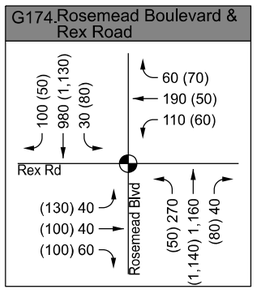


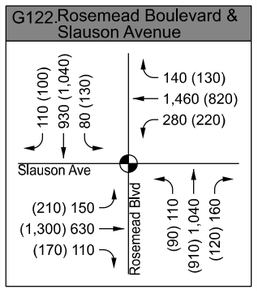


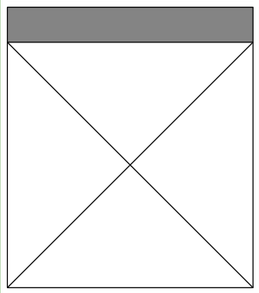


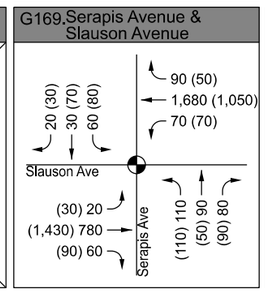


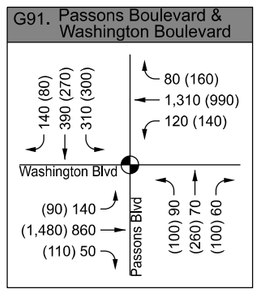


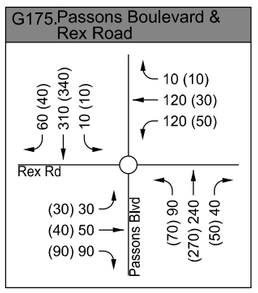


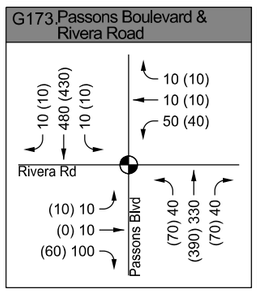


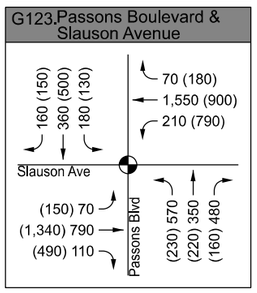


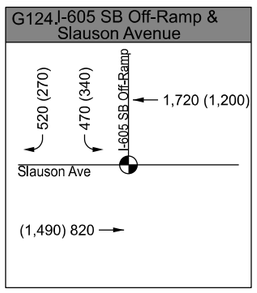


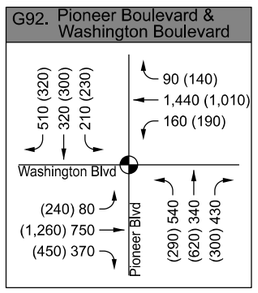


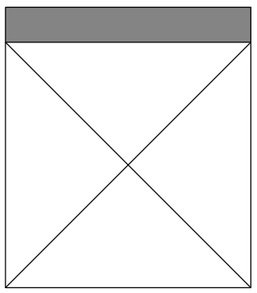


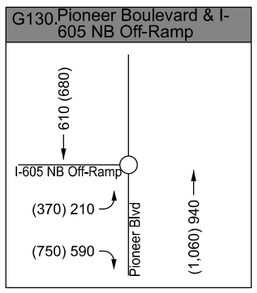


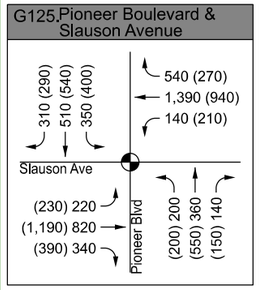


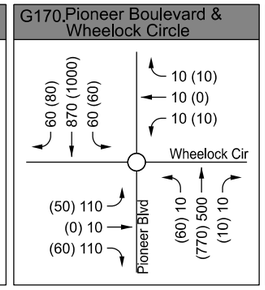


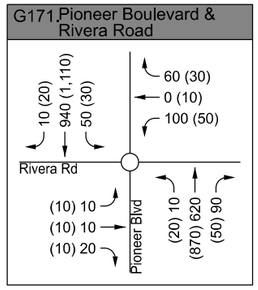


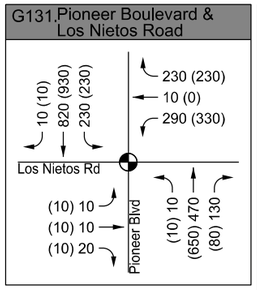


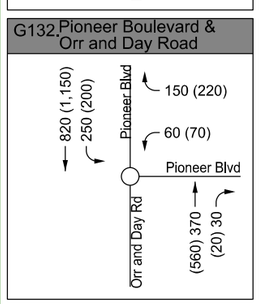


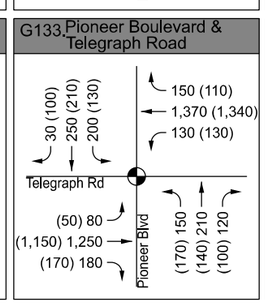


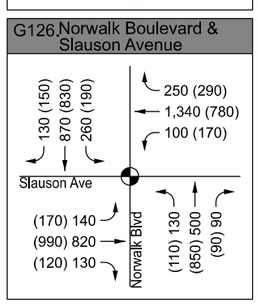


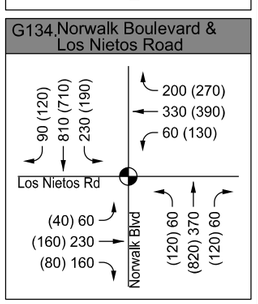


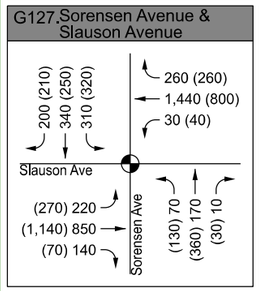


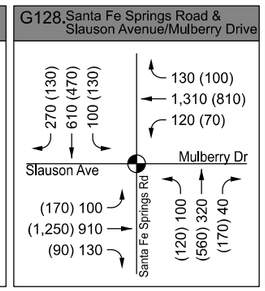


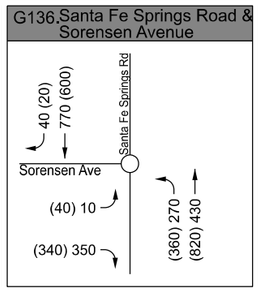


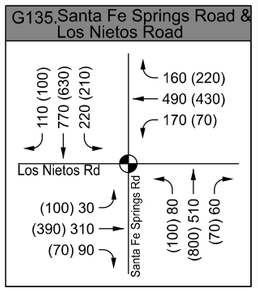


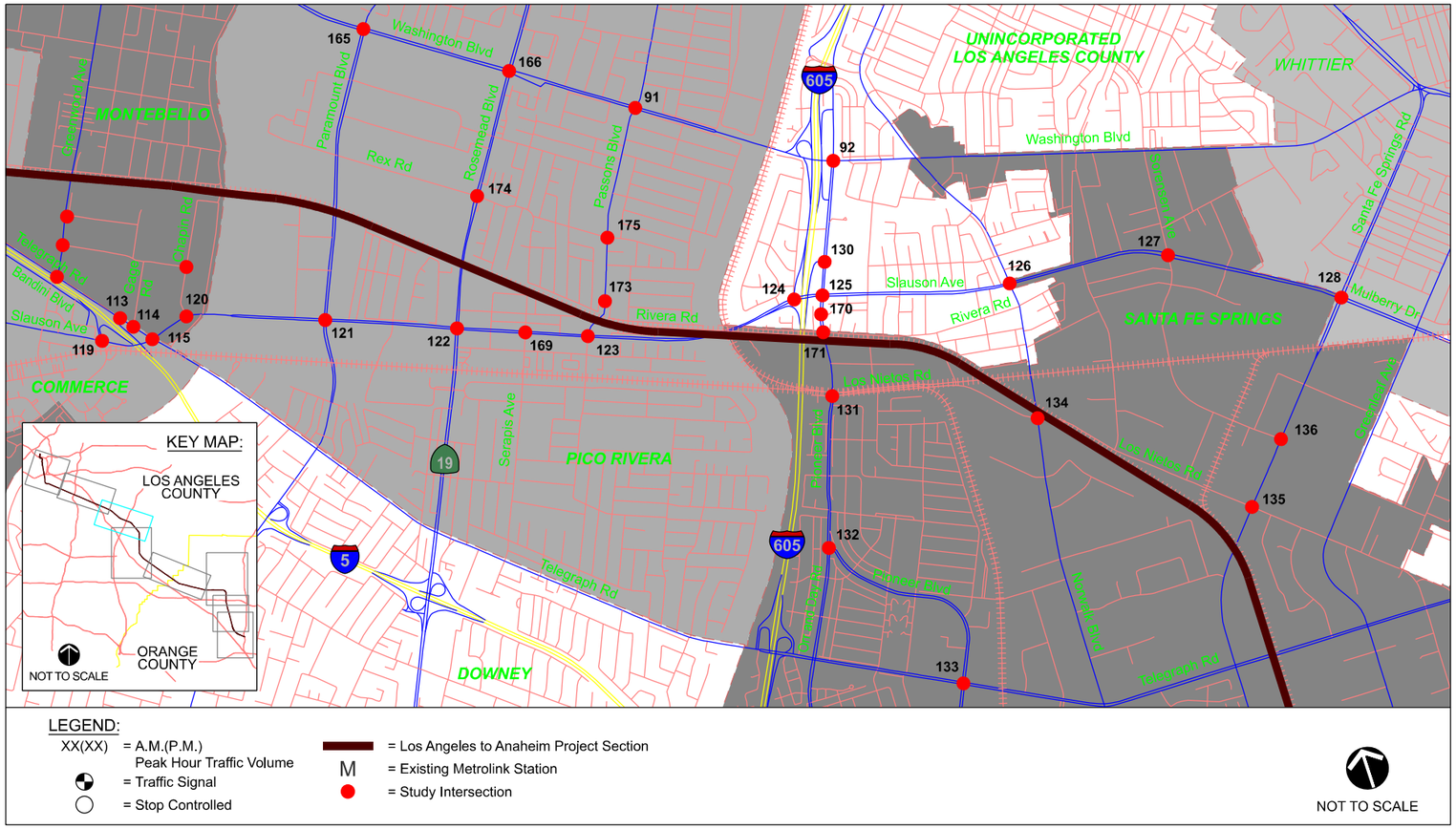








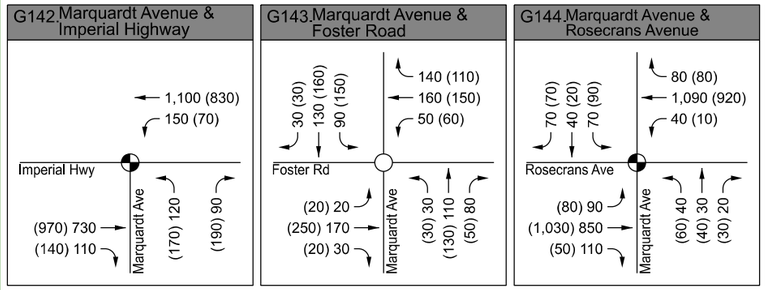


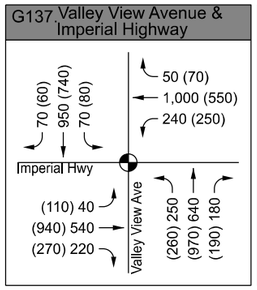


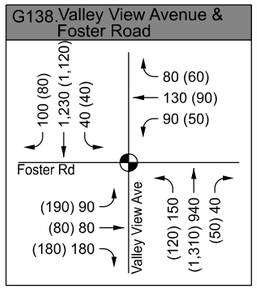
Inclusion of Fullerton HSR Station Option

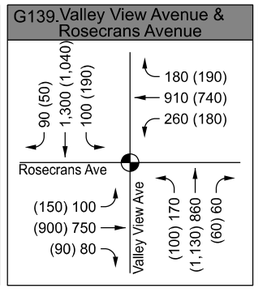
Intersection TMV: CAHSR - Los Angeles to Anaheim section

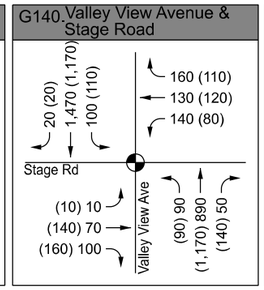
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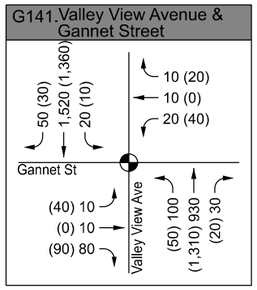


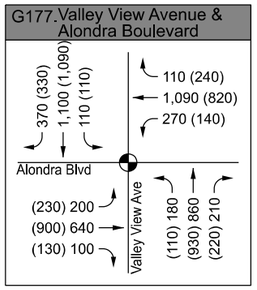


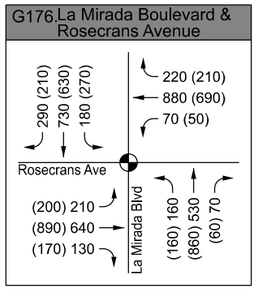


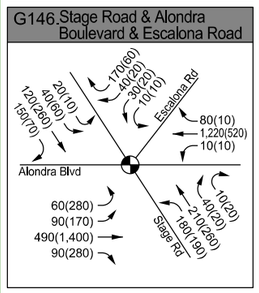


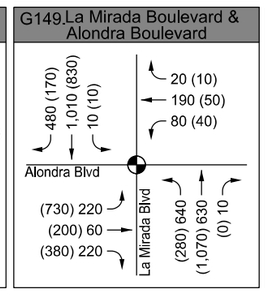


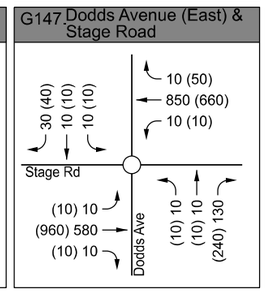


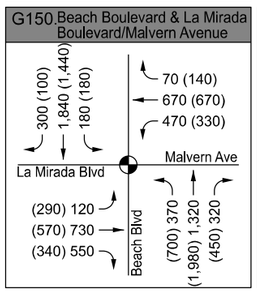


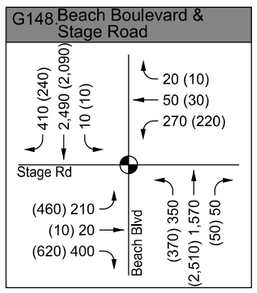


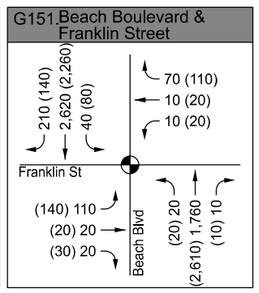


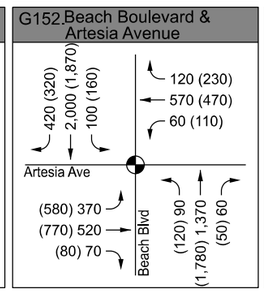


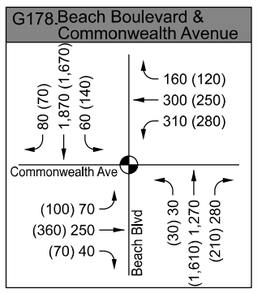


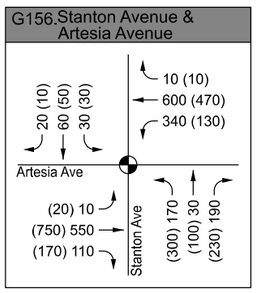


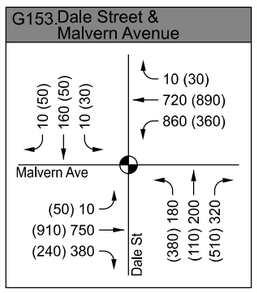


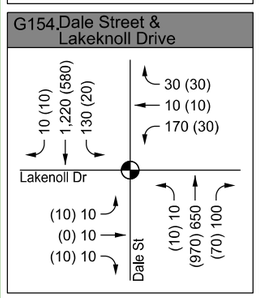


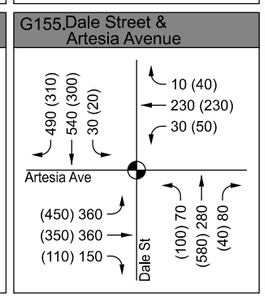


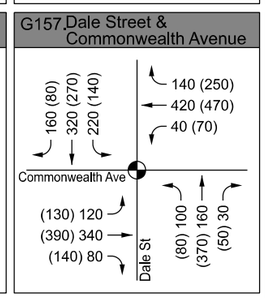


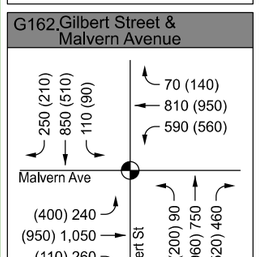


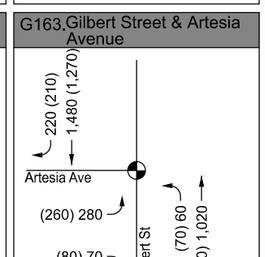


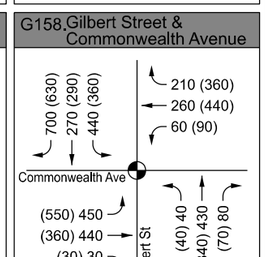


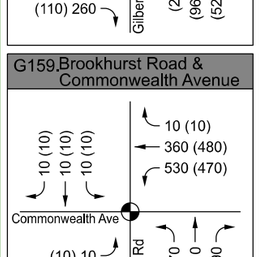


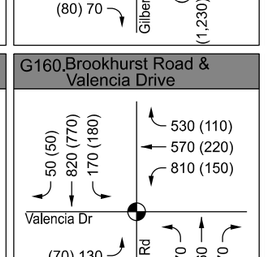


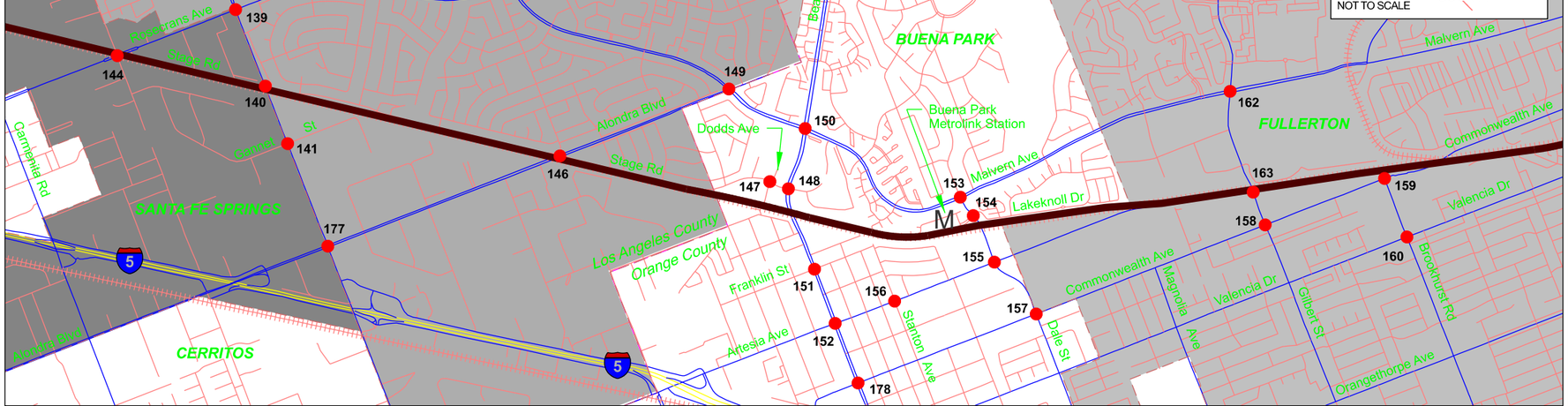












LEGEND:

XX(XX) = A.M.(P.M.) Peak Hour Traffic Volume

= Traffic Signal

= Stop Controlled

= Los Angeles to Anaheim Project Section

M = Existing Metrolink Station

= Study Intersection

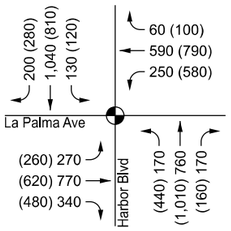
NOT TO SCALE

Inclusion of Fullerton HSR Station Option

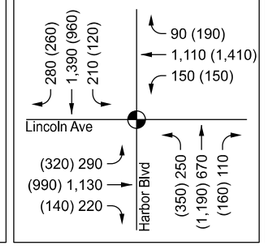
Intersection TMV: CAHSR - Los Angeles to Anaheim section

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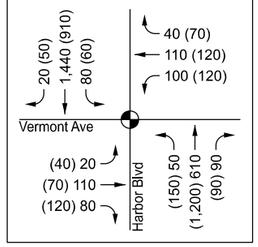
G67. Harbor Boulevard & La Palma Avenue



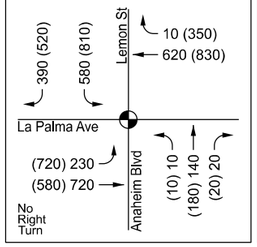
G68. Harbor Boulevard & Lincoln Avenue



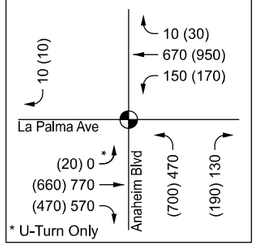
G78. Harbor Boulevard & Vermont Avenue



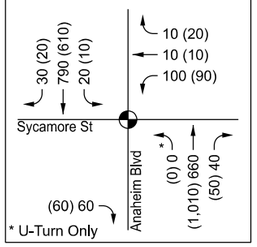
G164 Lemon Street/Anaheim Boulevard & La Palma Avenue



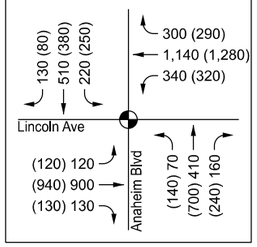
G35. Anaheim Boulevard & La Palma Avenue



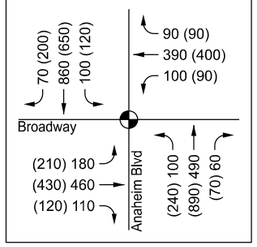
G36. Anaheim Boulevard & Sycamore Street



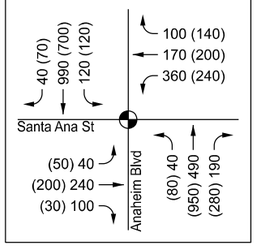
G37. Anaheim Boulevard & Lincoln Avenue



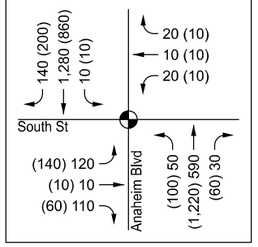
G49. Anaheim Boulevard & Broadway



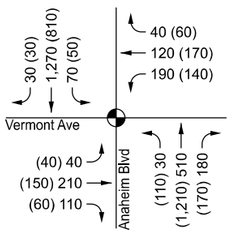
G38. Anaheim Boulevard & Santa Ana Street



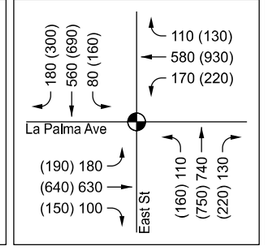
G39. Anaheim Boulevard & South Street



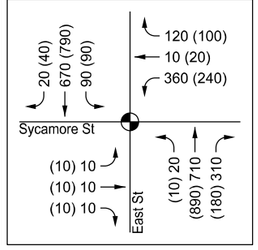
G40. Anaheim Boulevard & Vermont Avenue



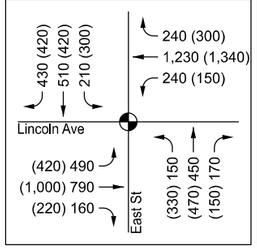
G42. East Street & La Palma Avenue



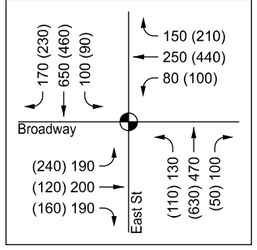
G43. East Street & Sycamore Street



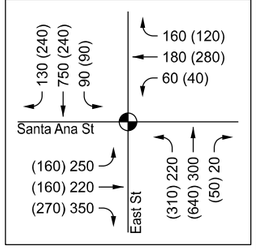
G44. East Street & Lincoln Avenue



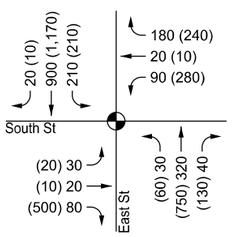
G50. East Street & Broadway



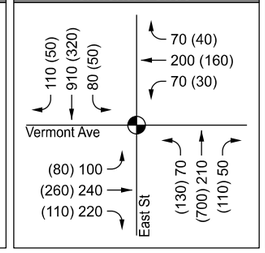
G45. East Street & Santa Ana Street



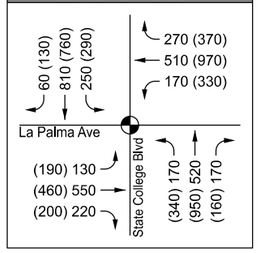
G46. East Street & South Street



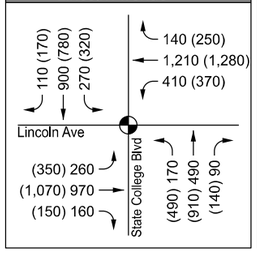
G47. East Street & Vermont Avenue



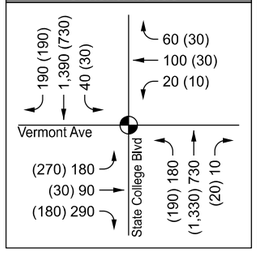
G73. State College Boulevard & La Palma Avenue

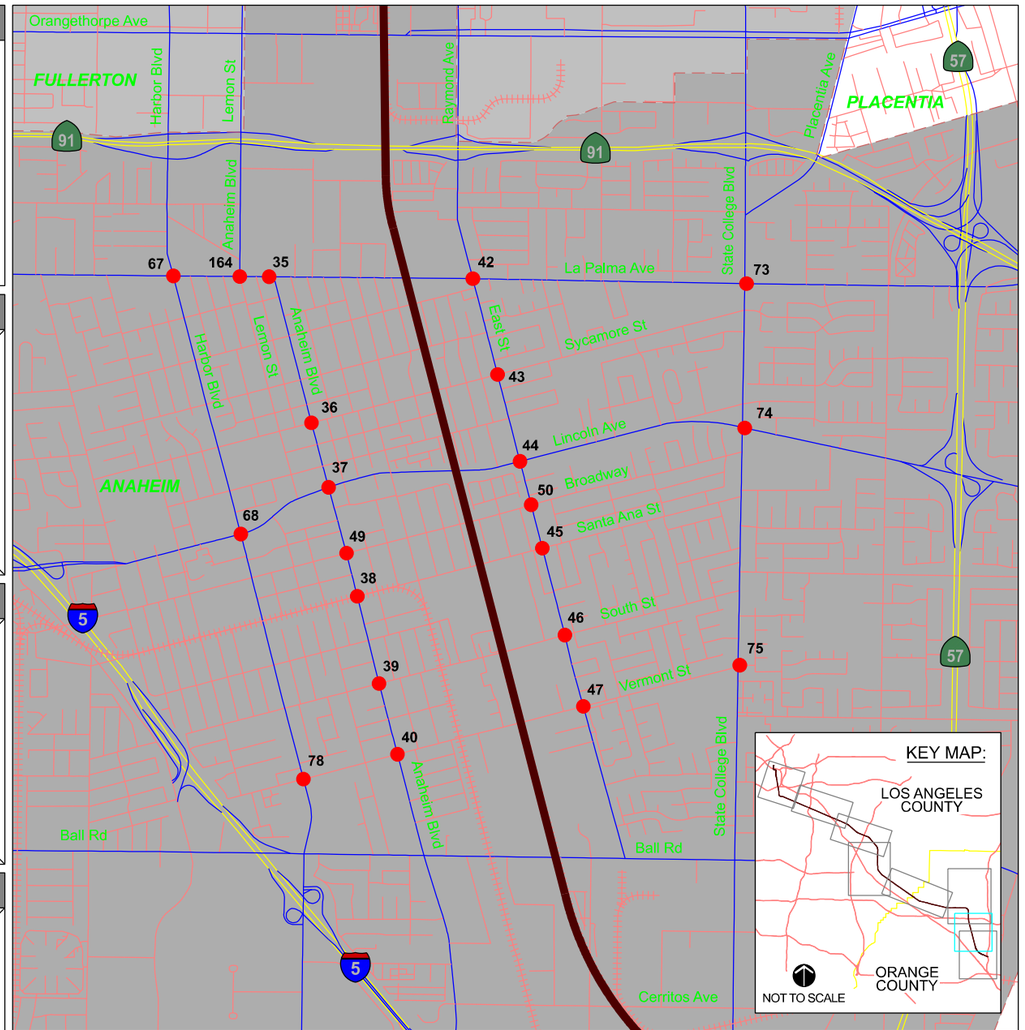


G74. State College Boulevard & Lincoln Avenue



G75. State College Boulevard & Vermont Avenue





LEGEND:

XX(XX) = A.M.(P.M.) Peak Hour Traffic Volume

= Traffic Signal

= Stop Controlled

= Los Angeles to Anaheim Project Section

M = Existing Metrolink Station

= Study Intersection

NOT TO SCALE

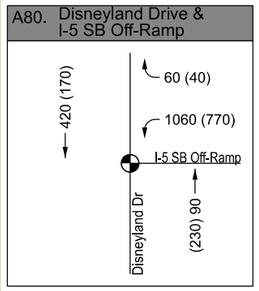
Inclusion of Fullerton HSR Station Option

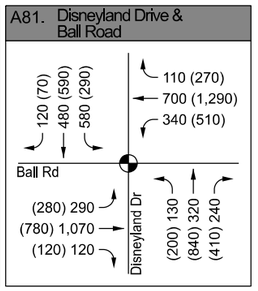
Intersection TMV: CAHSR - Los Angeles to Anaheim section

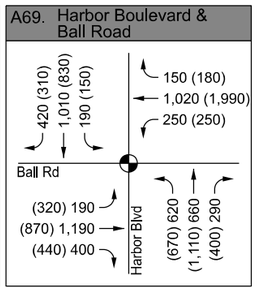
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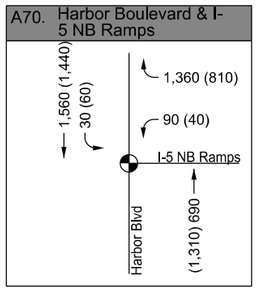
SHARED PASSENGER TRACK ALTERNATIVES A/B

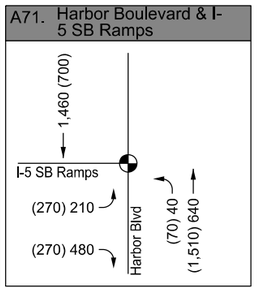
ANAHEIM

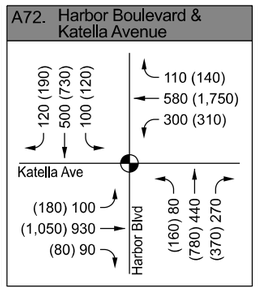


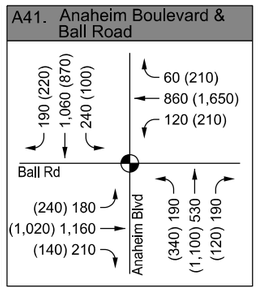


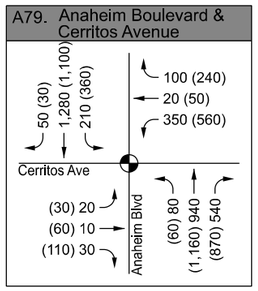


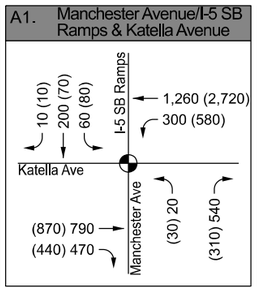


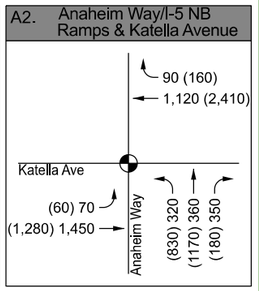


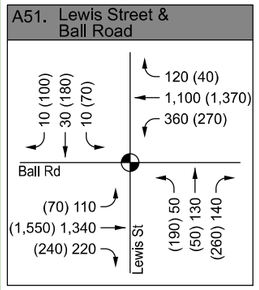


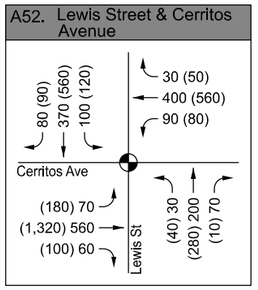


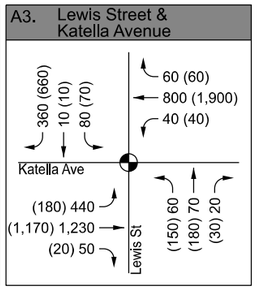


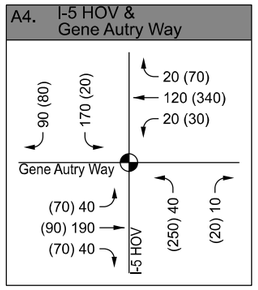


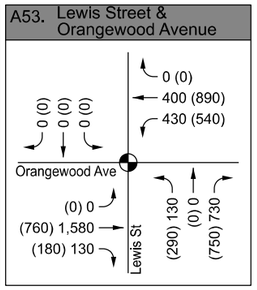


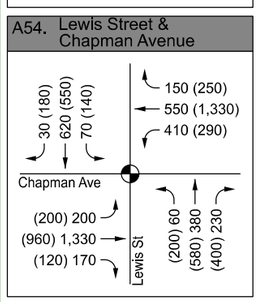


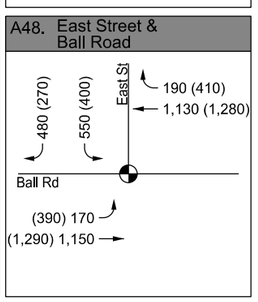


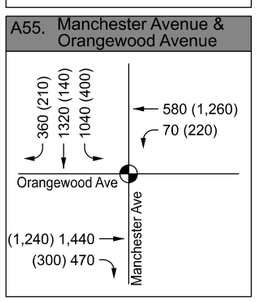


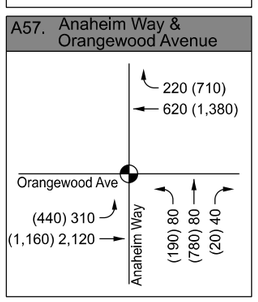


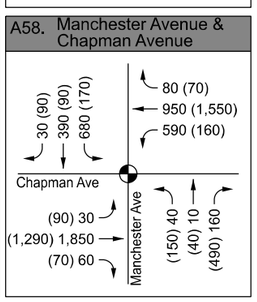


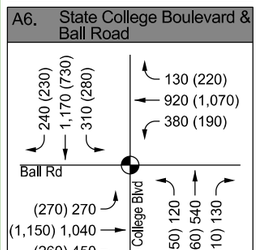


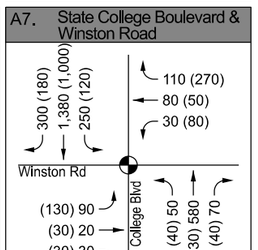


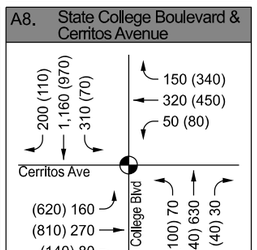


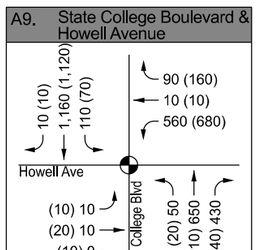


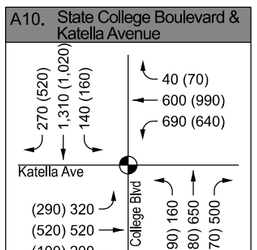


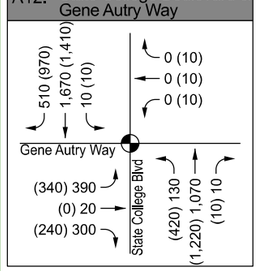


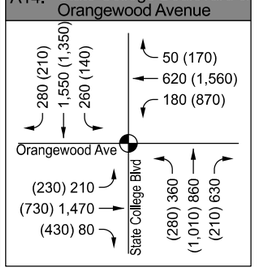


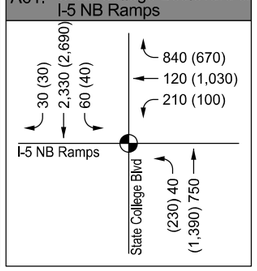


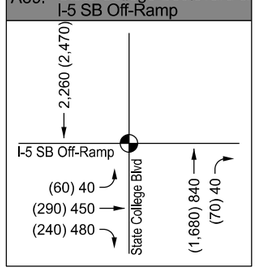


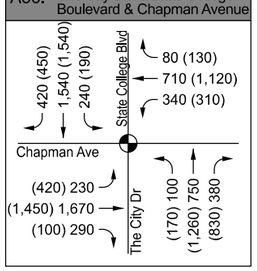


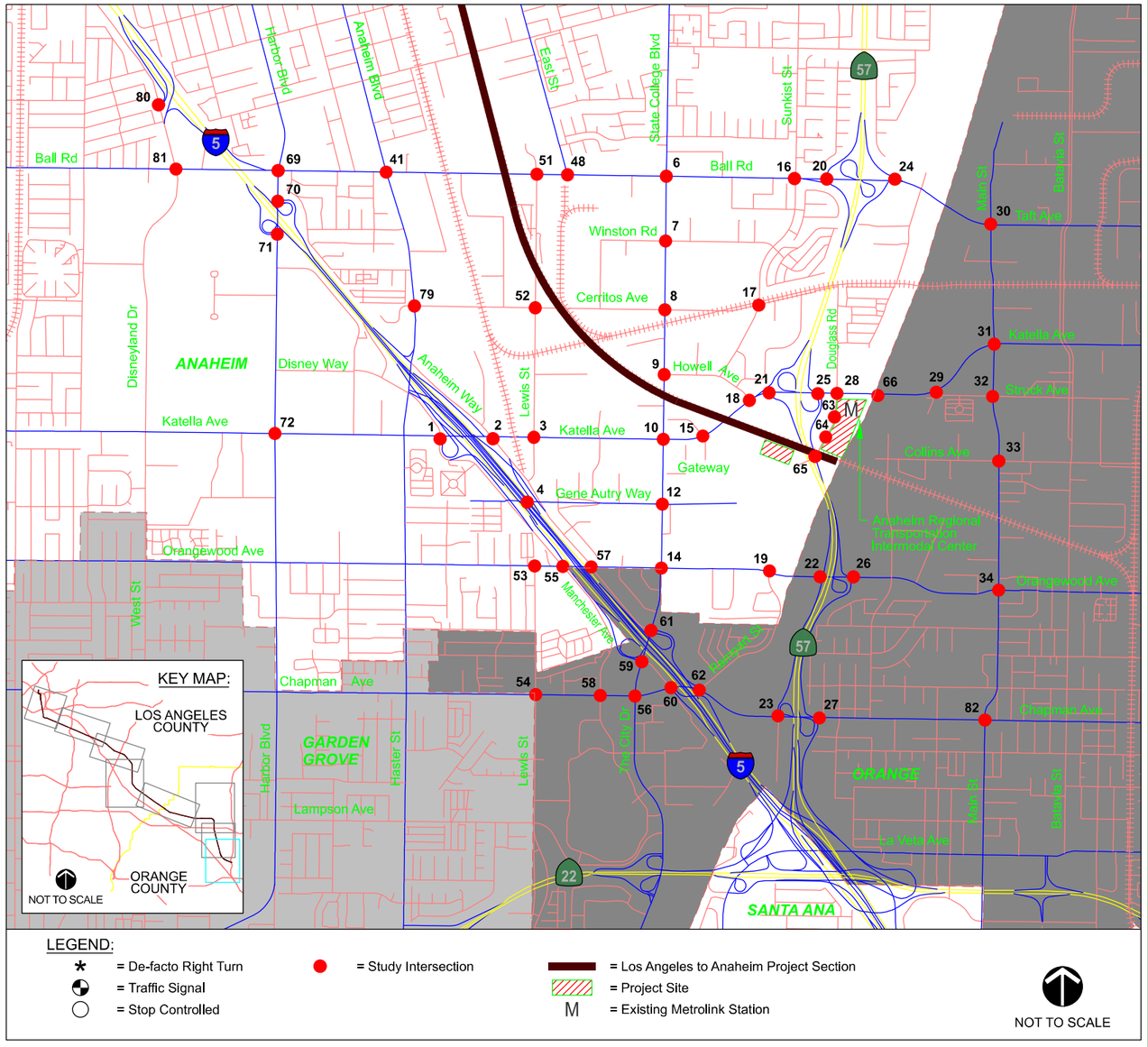










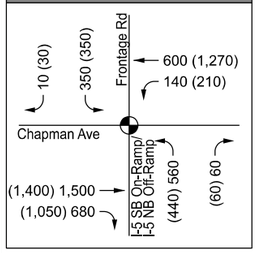


Pass-Through Scenario

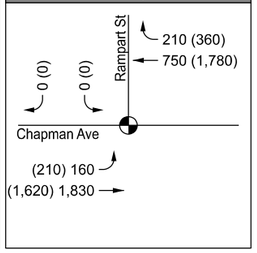
Intersection TMV: CAHSR - Los Angeles to Anaheim section

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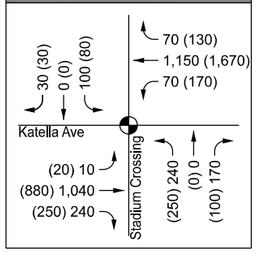
A60. I-5 SB On-Ramp & NB Off-Ramp/ Frontage Road & Chapman Avenue



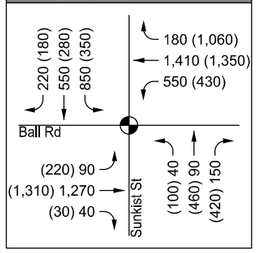
A62. I-5 NB On-Ramp/Rampart Street & Chapman Avenue



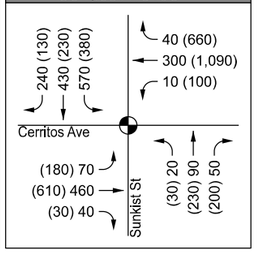
A15. Stadium Crossing & Katella Avenue



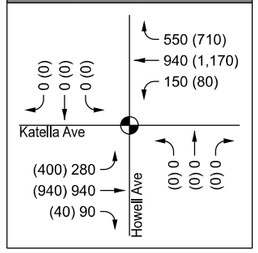
A16. Sunkist Street & Ball Road



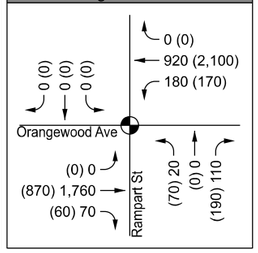
A17. Sunkist Street & Cerritos Avenue



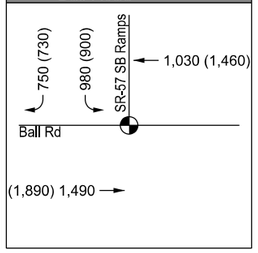
A18. Howell Avenue & Katella Avenue



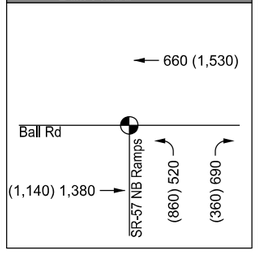
A19. Rampart Street & Orangewood Avenue



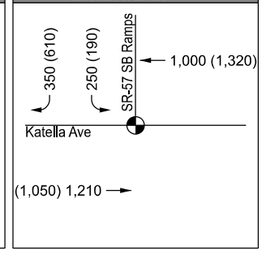
A20. SR-57 SB Ramps & Ball Road



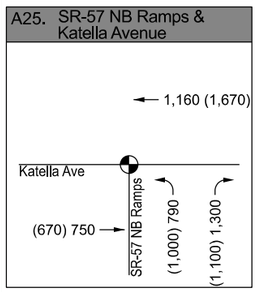
A24. SR-57 NB Ramps & Ball Road



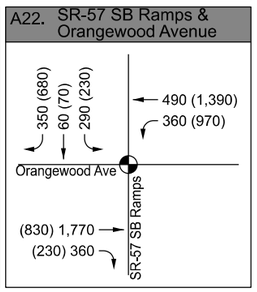
A21. SR-57 SB Ramps & Katella Avenue



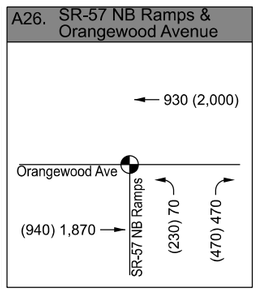
A25. SR-57 NB Ramps & Katella Avenue



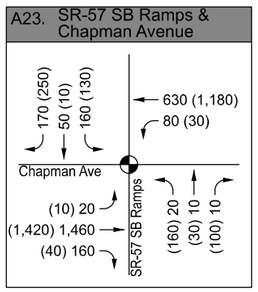
A22. SR-57 SB Ramps & Orangewood Avenue



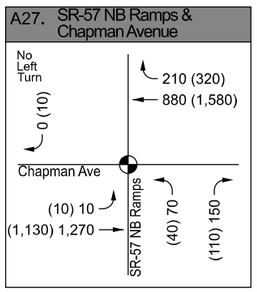
A26. SR-57 NB Ramps & Orangewood Avenue



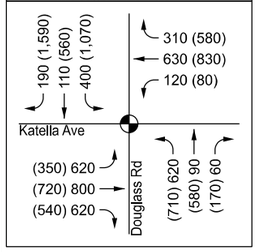
A23. SR-57 SB Ramps & Chapman Avenue



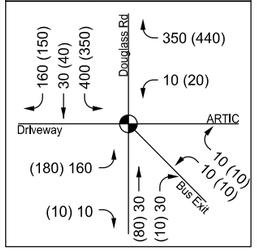
A27. SR-57 NB Ramps & Chapman Avenue



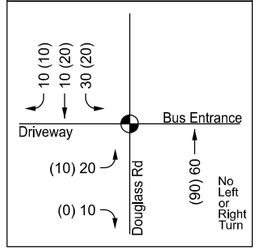
A28. Douglass Road & Katella Avenue



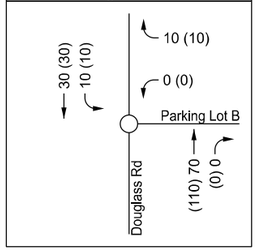
A63. Douglass Road & ARTIC/DW & Bus Exit



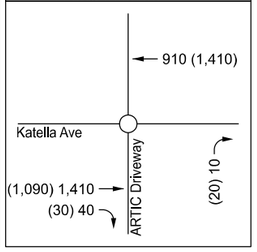
A64. Douglass Road & Bus Entrance



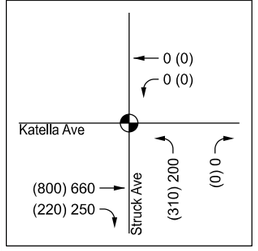
A65. Douglass Road & Parking Lot B



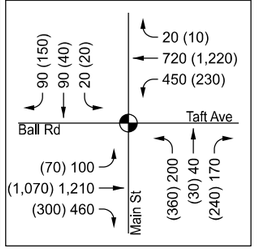
A66. ARTIC Driveway & Katella Avenue



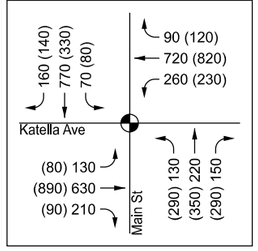
A29. Struck Avenue & Katella Avenue



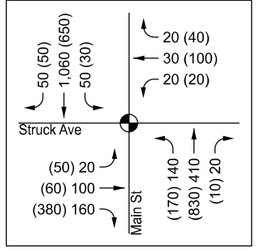
A30. Main Street & Ball Road/Taft Avenue



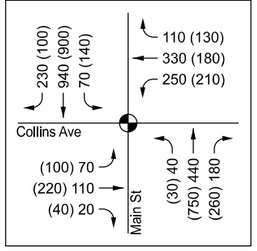
A31. Main Street & Katella Avenue



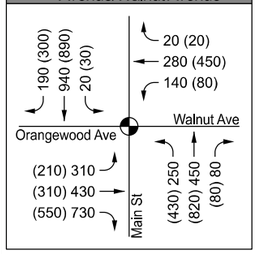
A32. Main Street & Struck Avenue



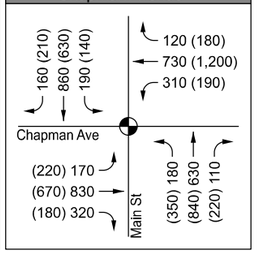
A33. Main Street & Collins Avenue

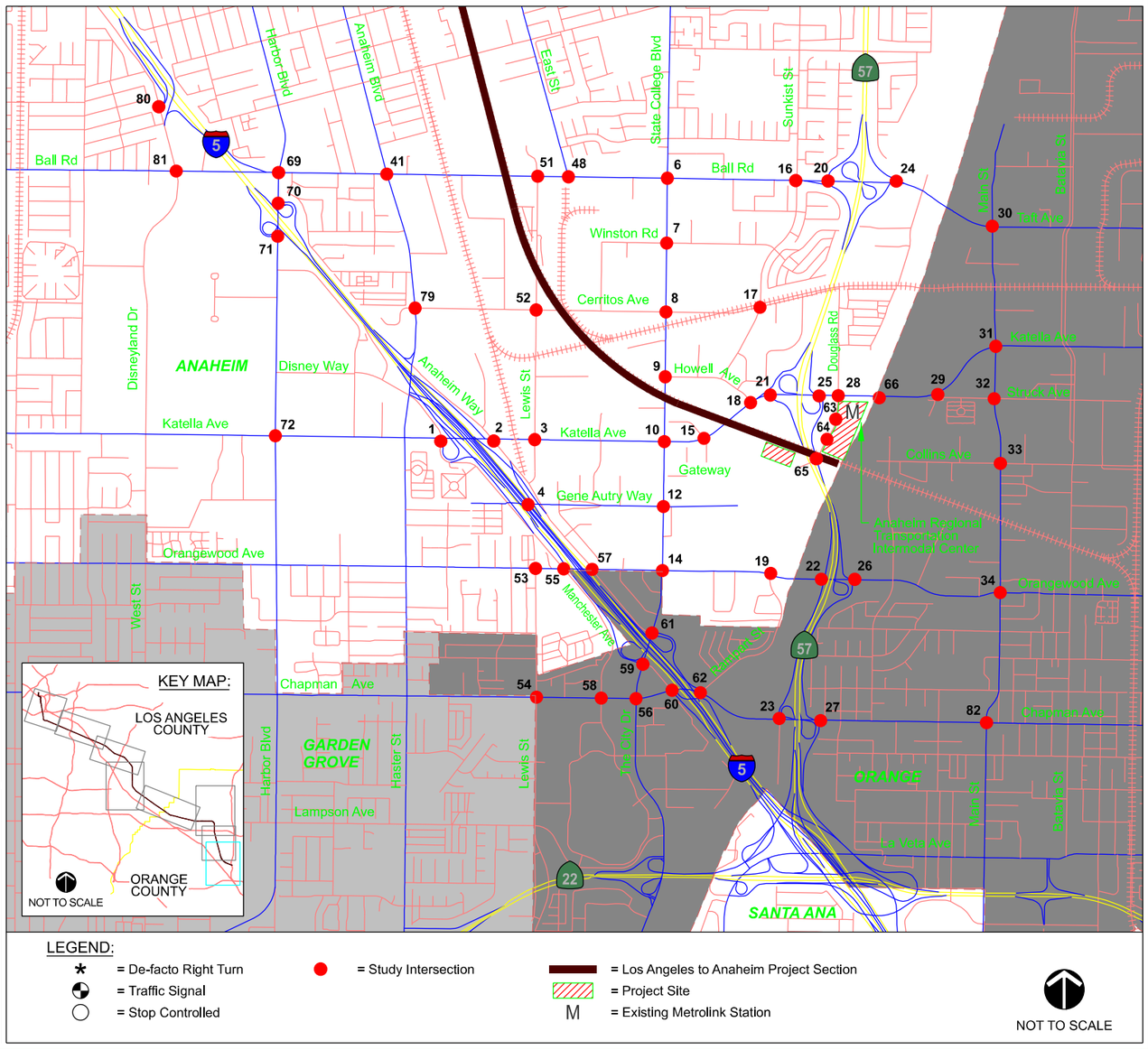


A34. Main Street & Orangewood Avenue/Walnut Avenue



A82. Main Street & Chapman Avenue



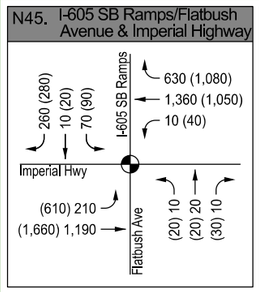


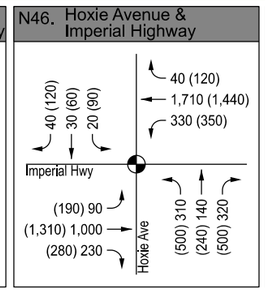
Pass-Through Scenario

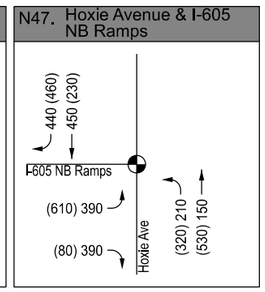
Intersection TMV: CAHSR - Los Angeles to Anaheim section

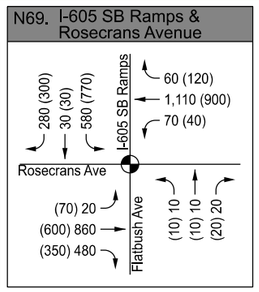
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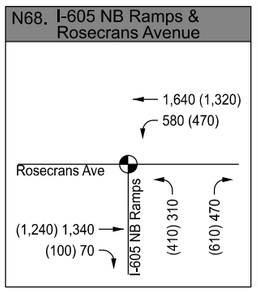
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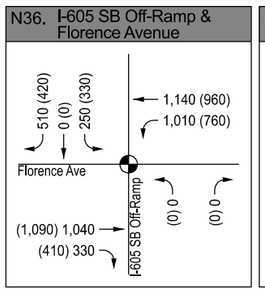


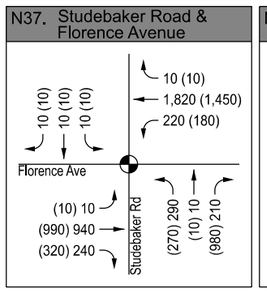


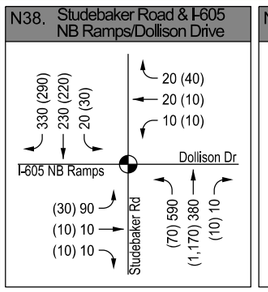


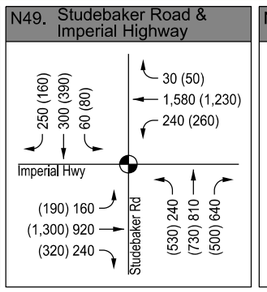


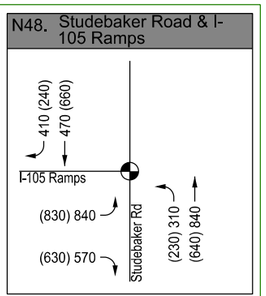


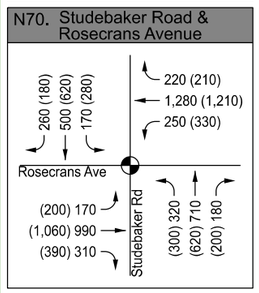


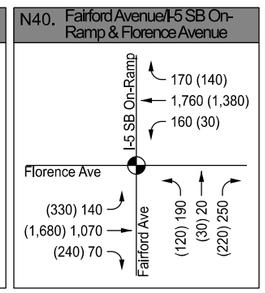


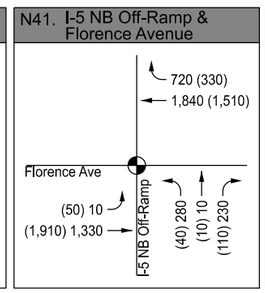


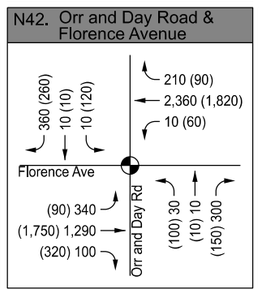


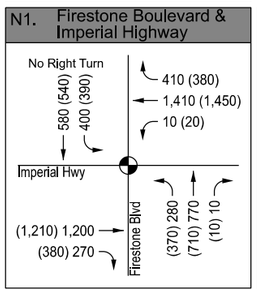


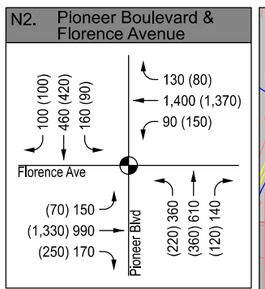


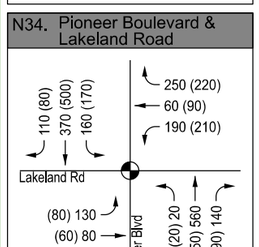


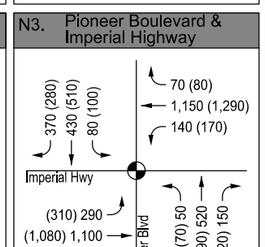


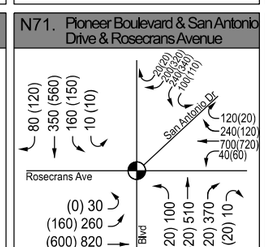


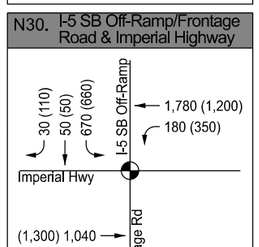


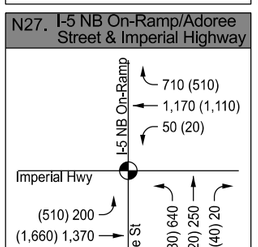


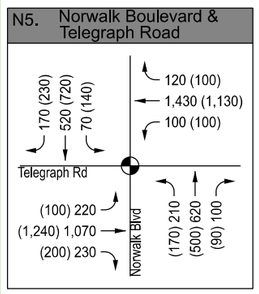


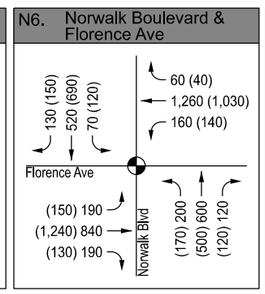


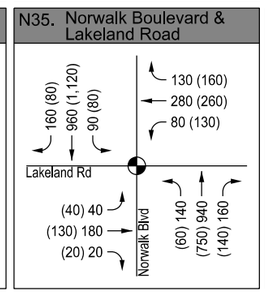


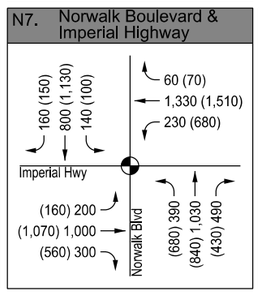


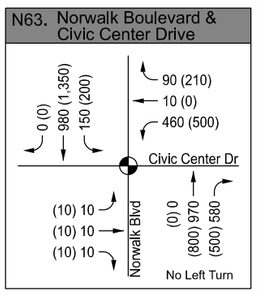


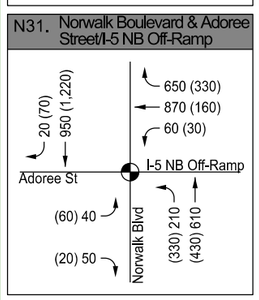


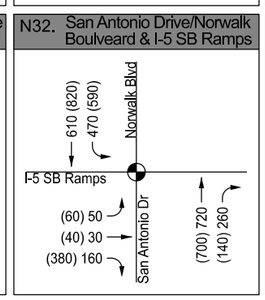


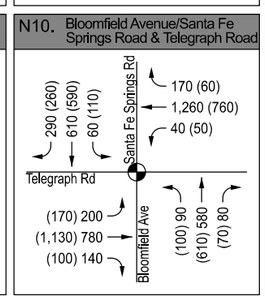


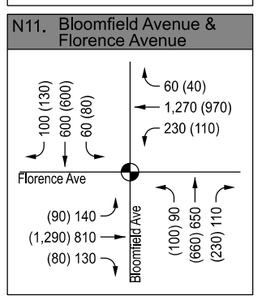


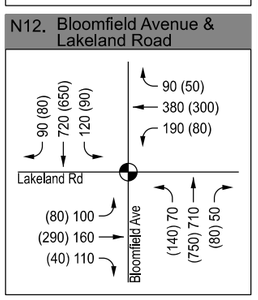








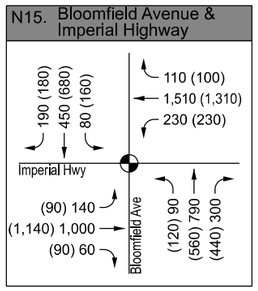


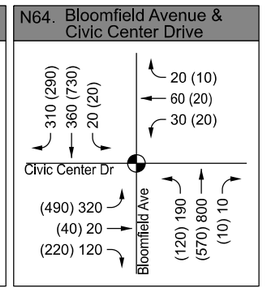


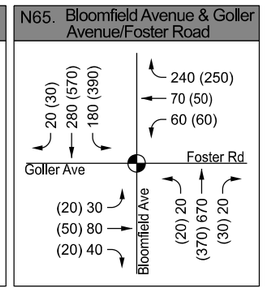
Pass-Through Scenario

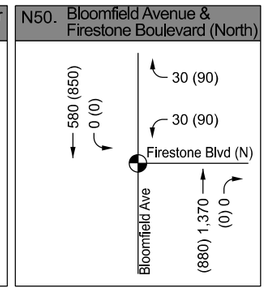
Intersection TMV: CAHSR - Los Angeles to Anaheim section

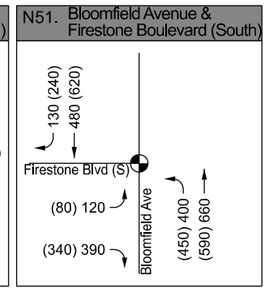
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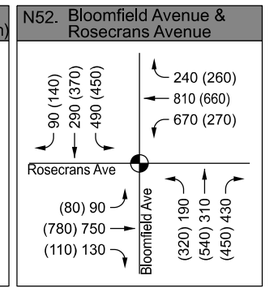


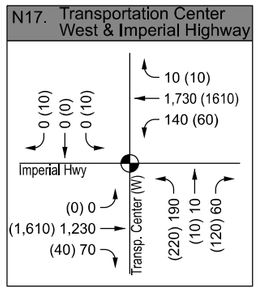


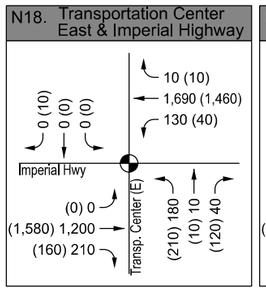


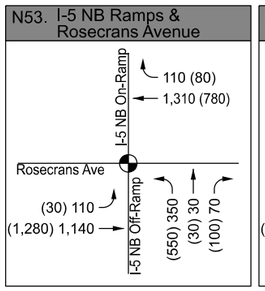


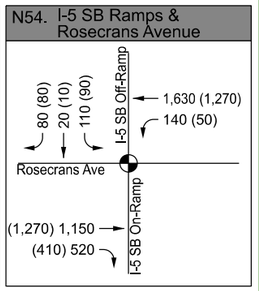


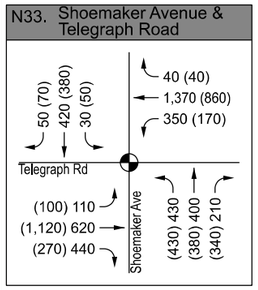


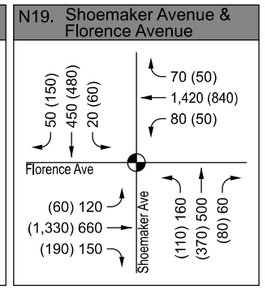


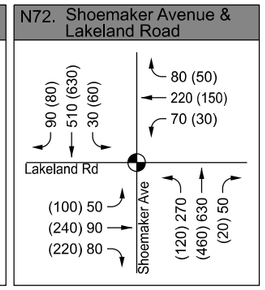


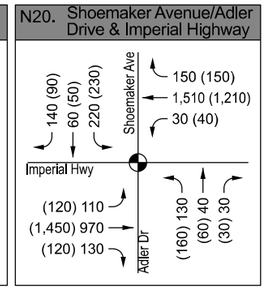


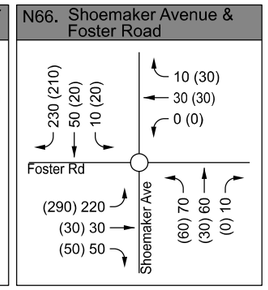


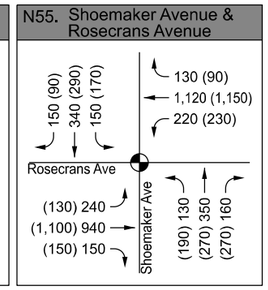


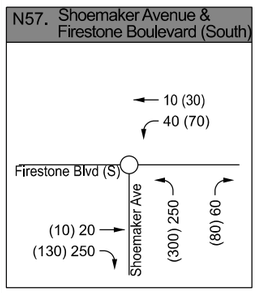


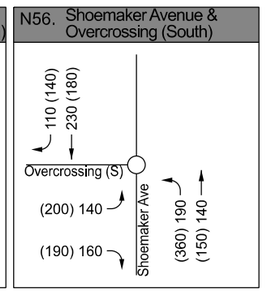


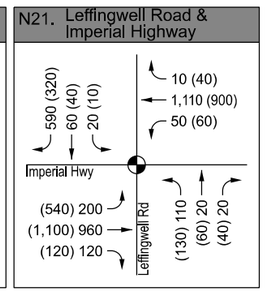


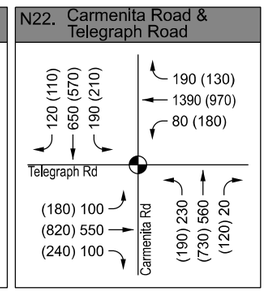


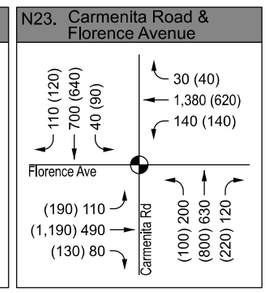


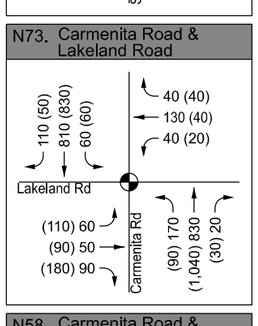


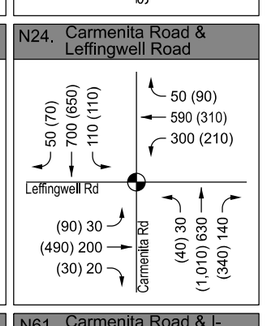


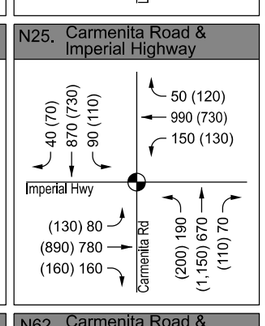


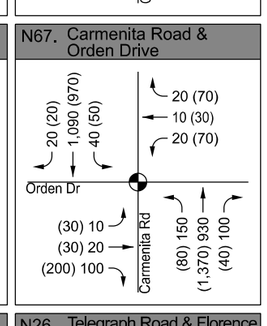


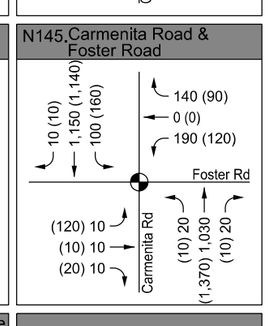


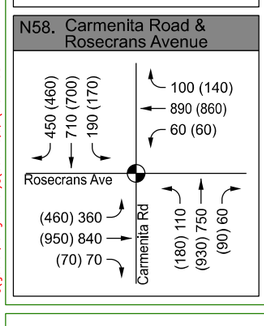


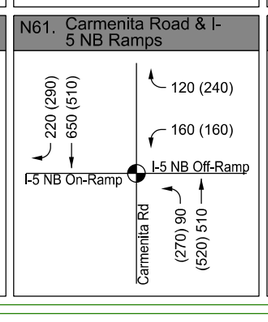


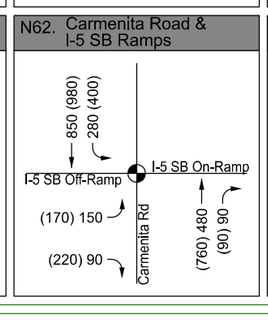


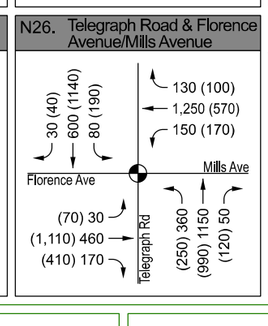


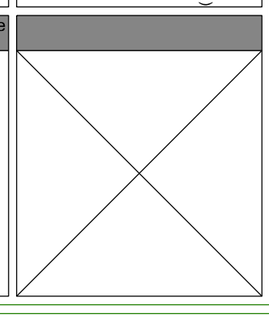










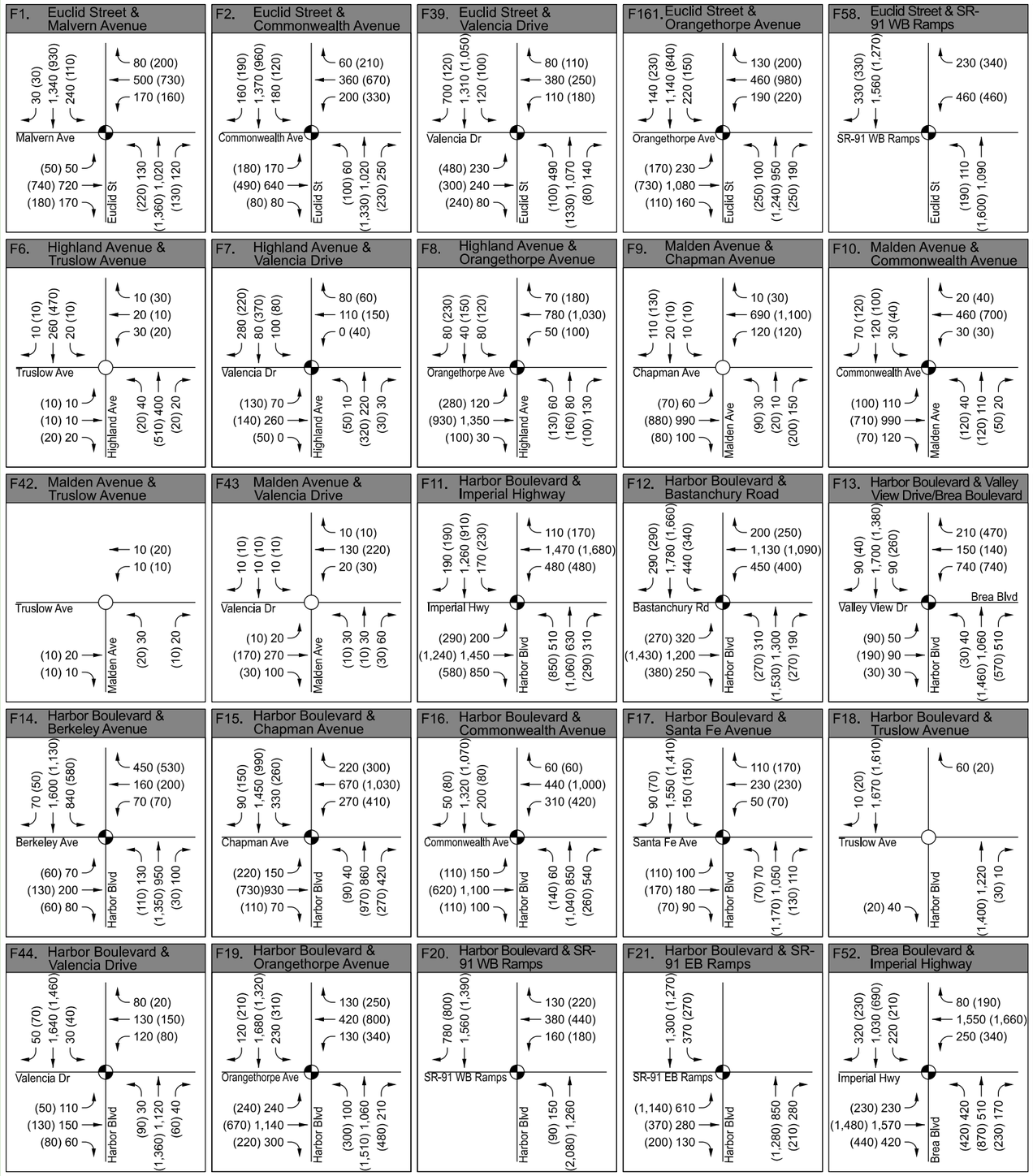


Pass-Through Scenario

Intersection TMV: CAHSR - Los Angeles to Anaheim section

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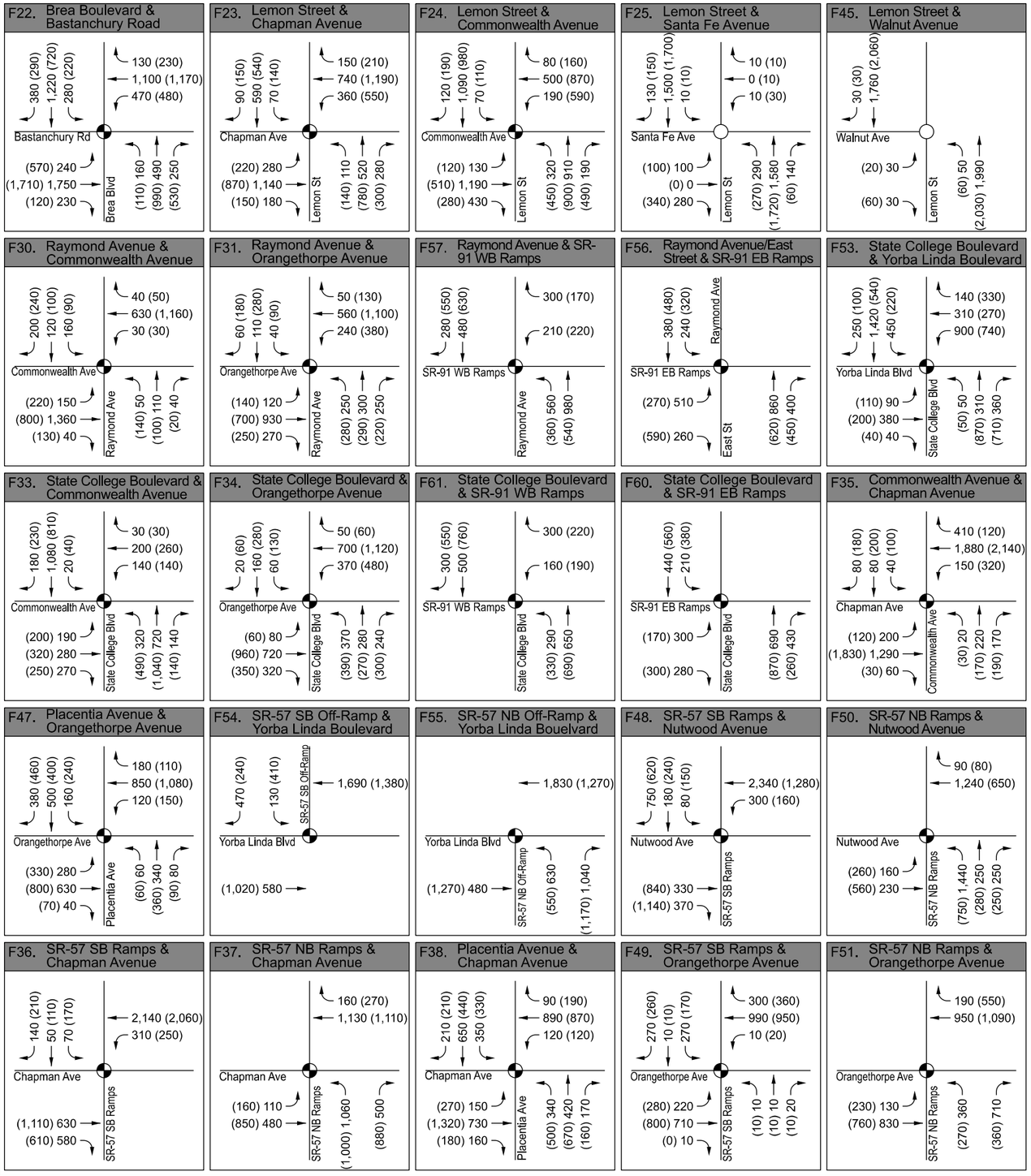
FULLERTON



Pass-Through Scenario

Intersection TMV: CAHSR - Los Angeles to Anaheim section

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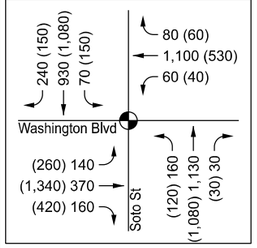
Pass-Through Scenario

Intersection TMV: CAHSR - Los Angeles to Anaheim section

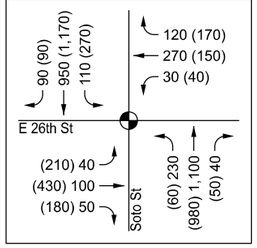
${getvar,"dwgname"}${edtime,0, (MO" - "DD" - "YY" H:MMam/pm)} ${getenv, "USERNAME"} Plotted by: ${getvar, "loginname"}

GRADE SEPARATION

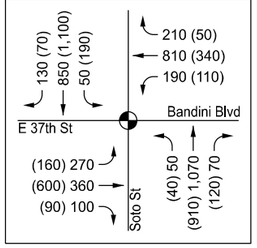
G83. Soto Street & Washington Boulevard



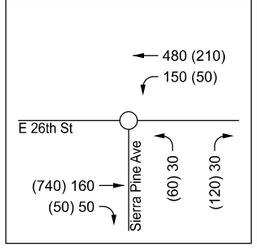
G102. Soto Street & E 26th Street



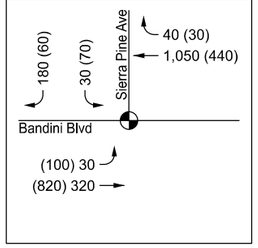
G107. Soto Street & E 37th Street/Bandini Boulevard



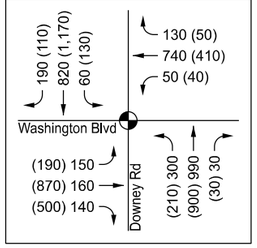
G103. Sierra Pine Avenue & E 26th Street



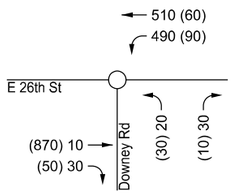
G93. Sierra Pine Avenue & Bandini Boulevard



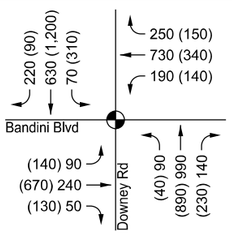
G84. Downey Road & Washington Boulevard

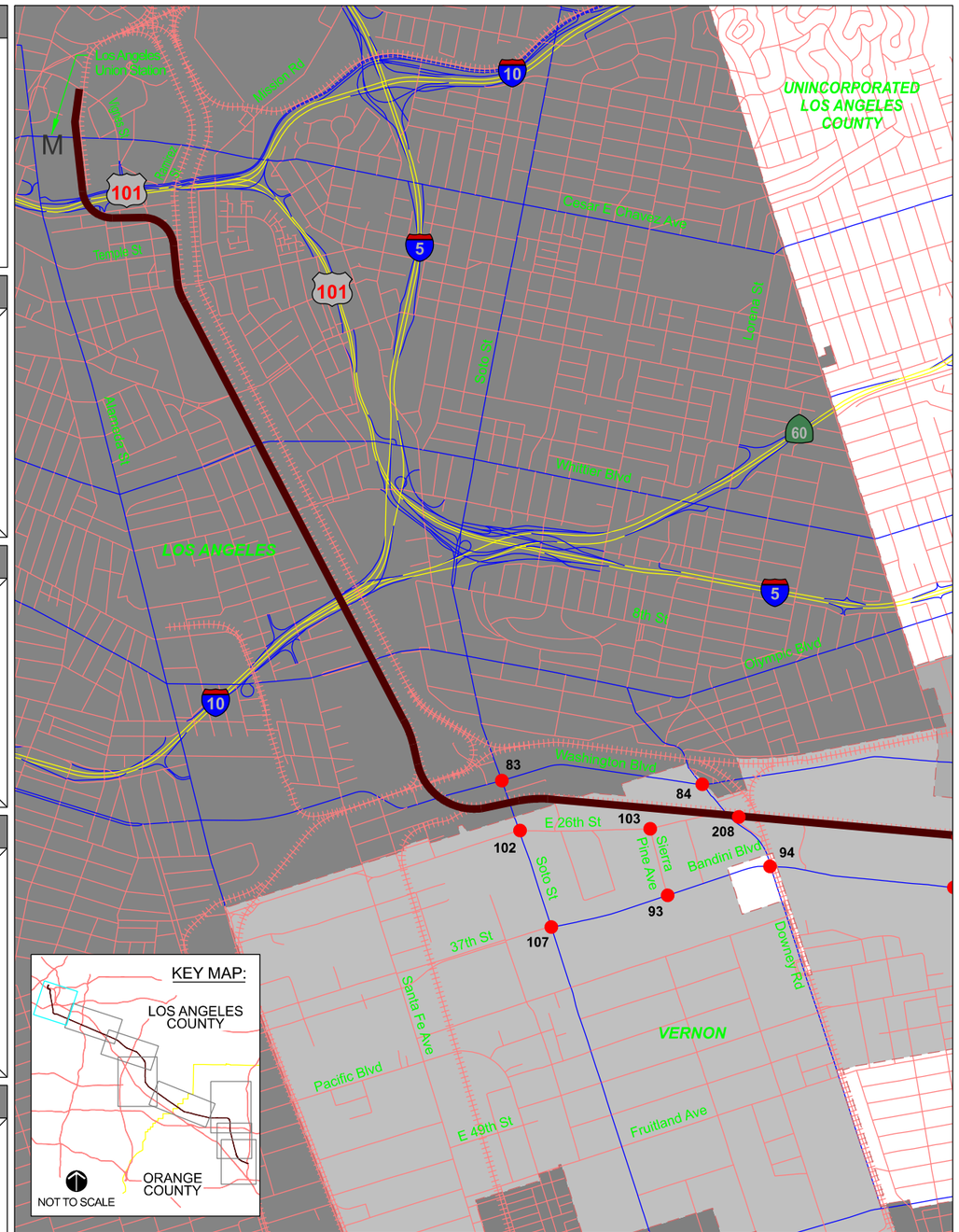


G208. Downey Road & E 26th Street



G94. Downey Road & Bandini Boulevard

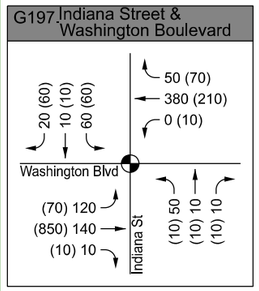


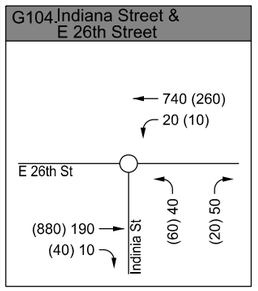


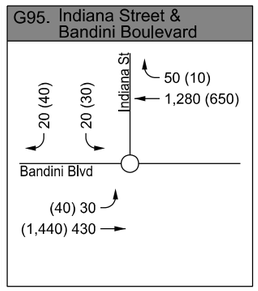
Pass-Through Scenario

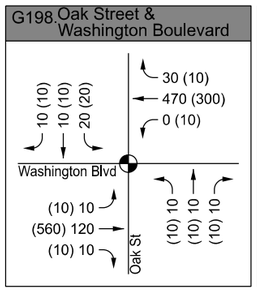
Intersection TMV: CAHSR - Los Angeles to Anaheim section

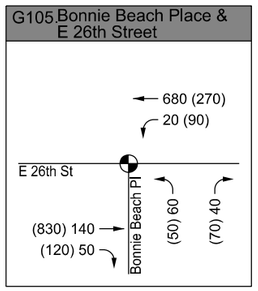
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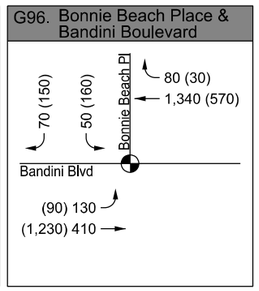


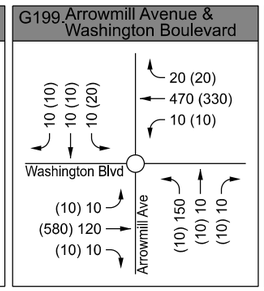


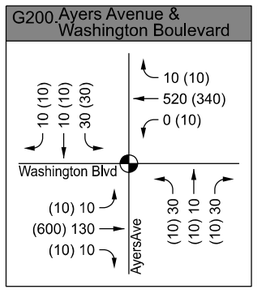


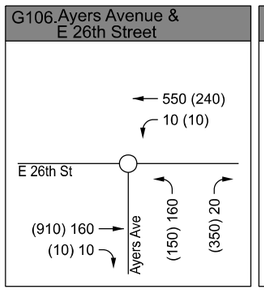


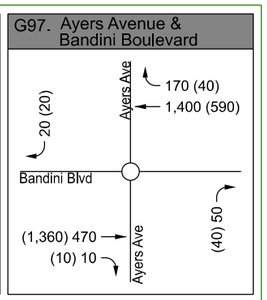


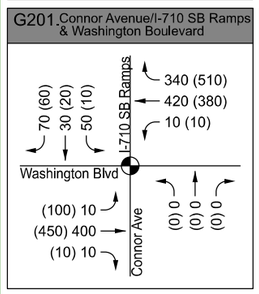


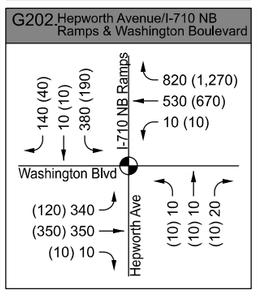


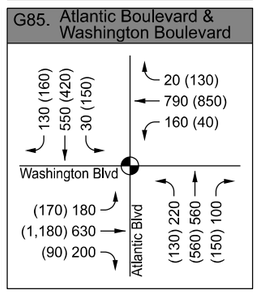


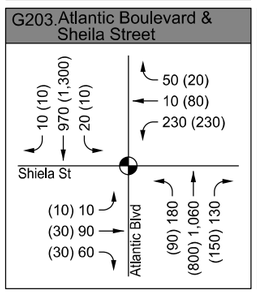


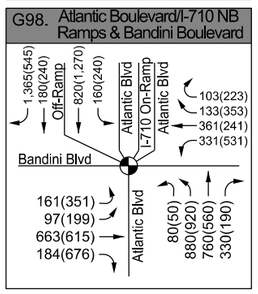


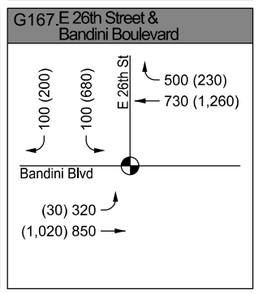


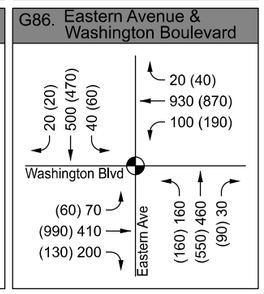


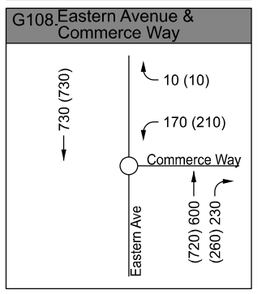


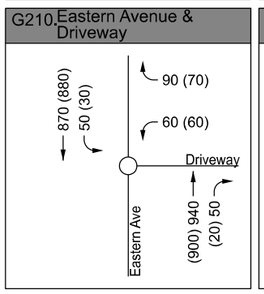


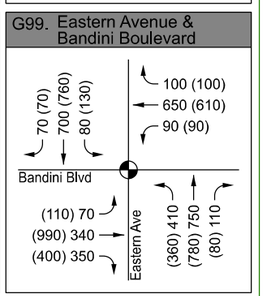


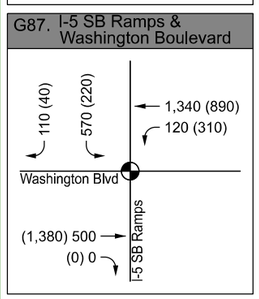


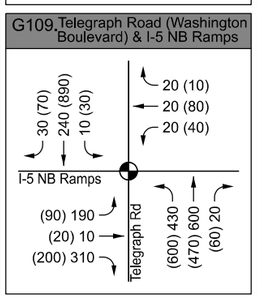


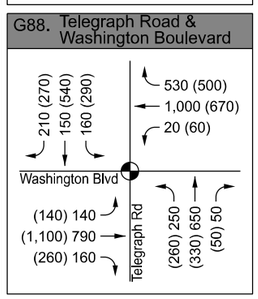


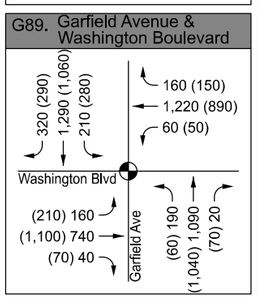


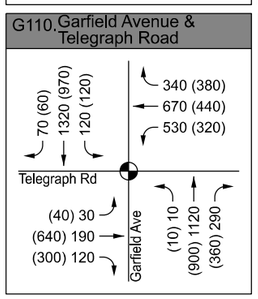


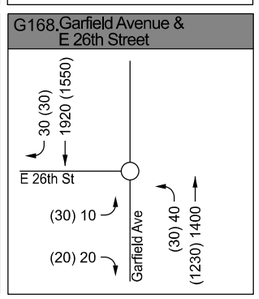


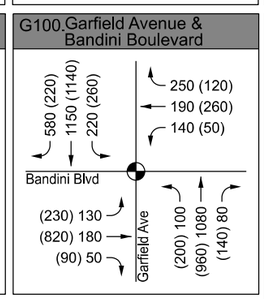


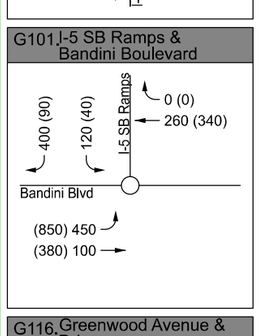


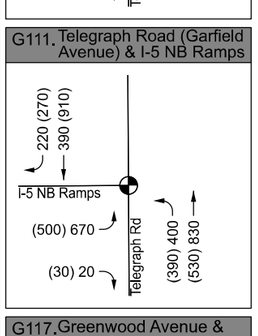


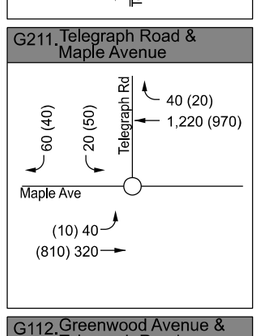


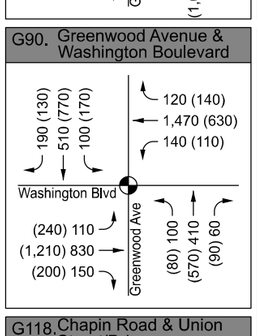


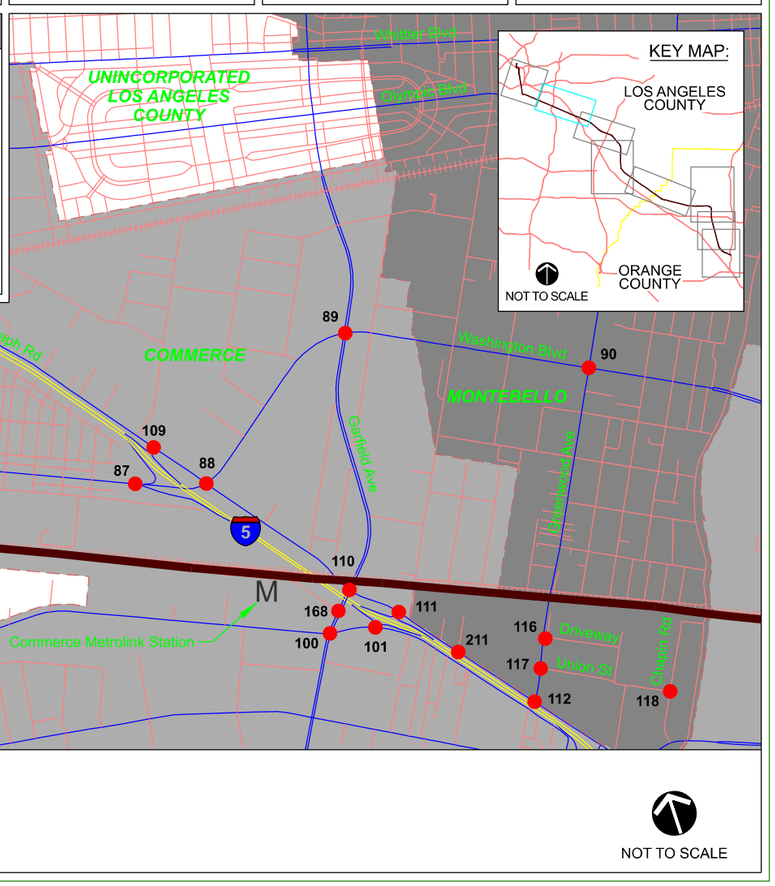








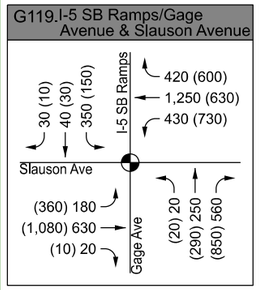


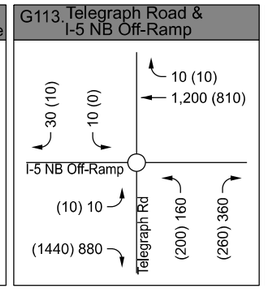


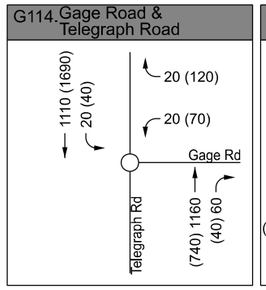
Pass-Through Scenario

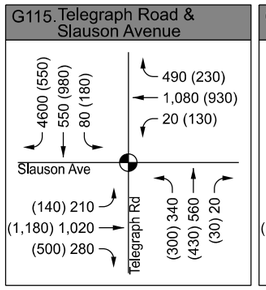
Intersection TMV: CAHSR - Los Angeles to Anaheim section

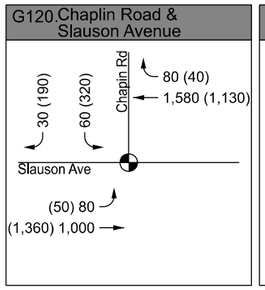
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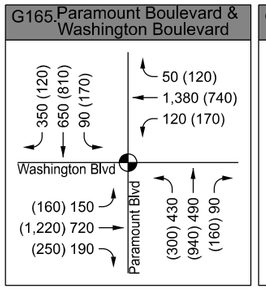


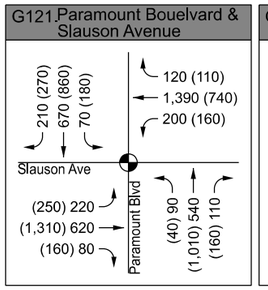


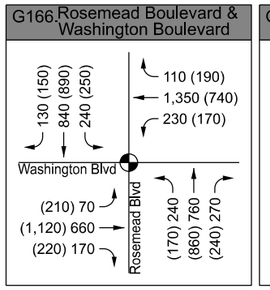


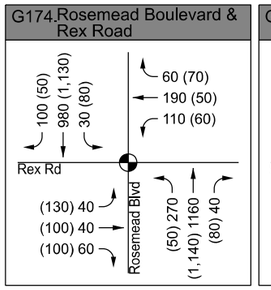


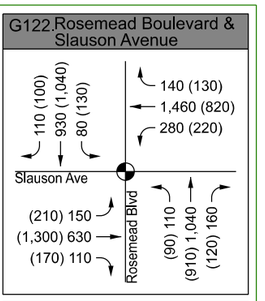


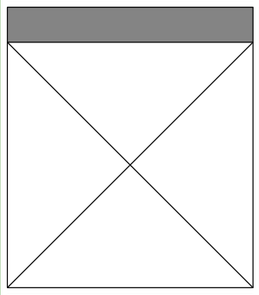


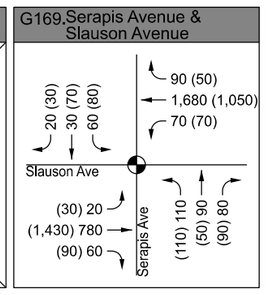


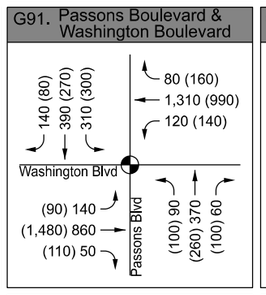


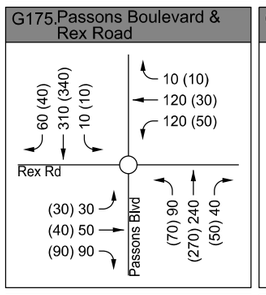


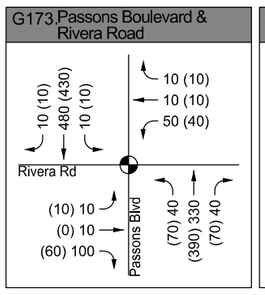


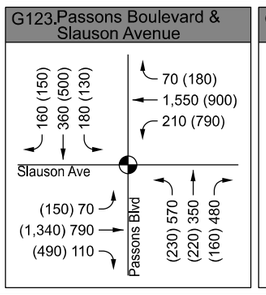


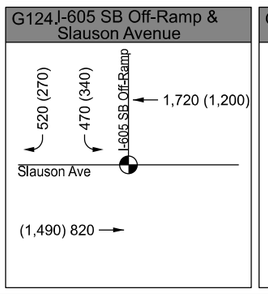


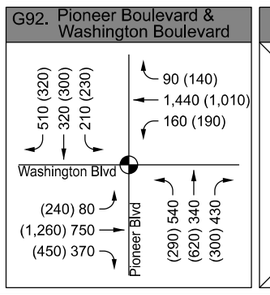


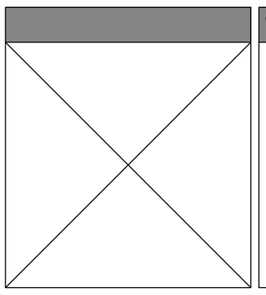


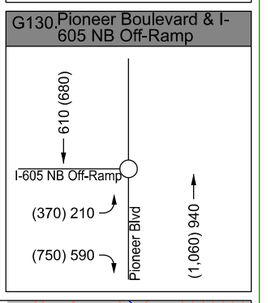


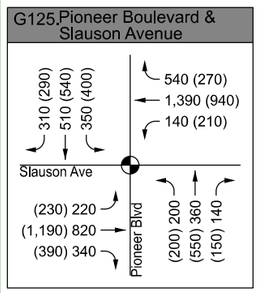


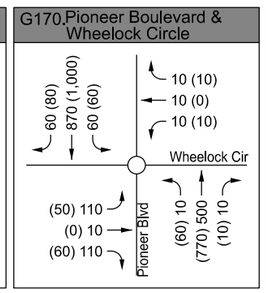


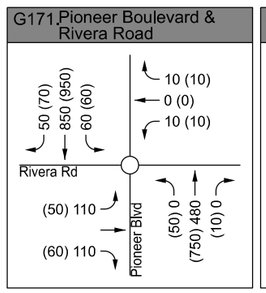


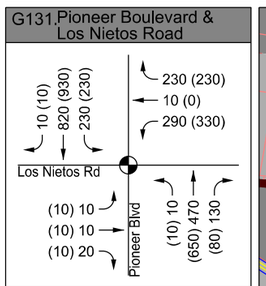


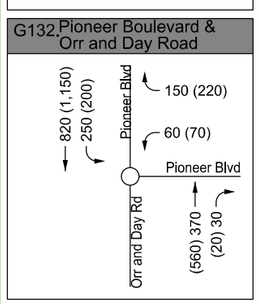


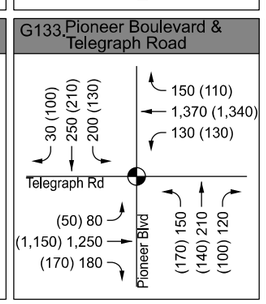


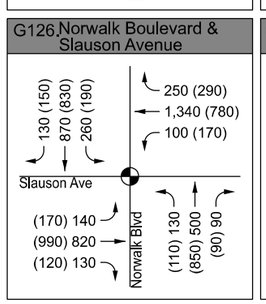


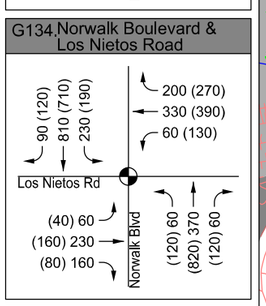


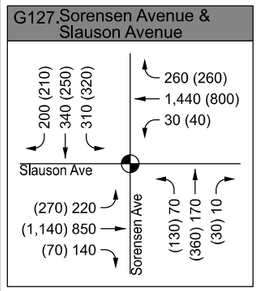


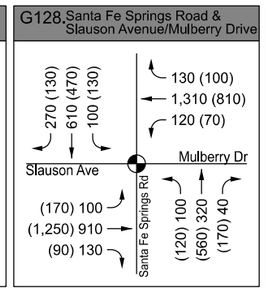


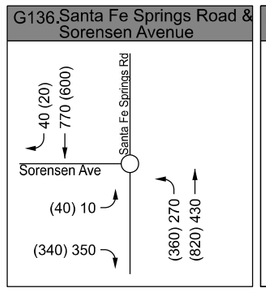


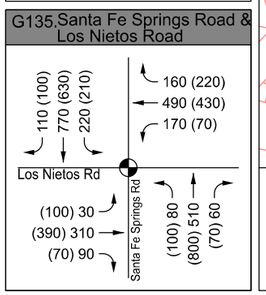


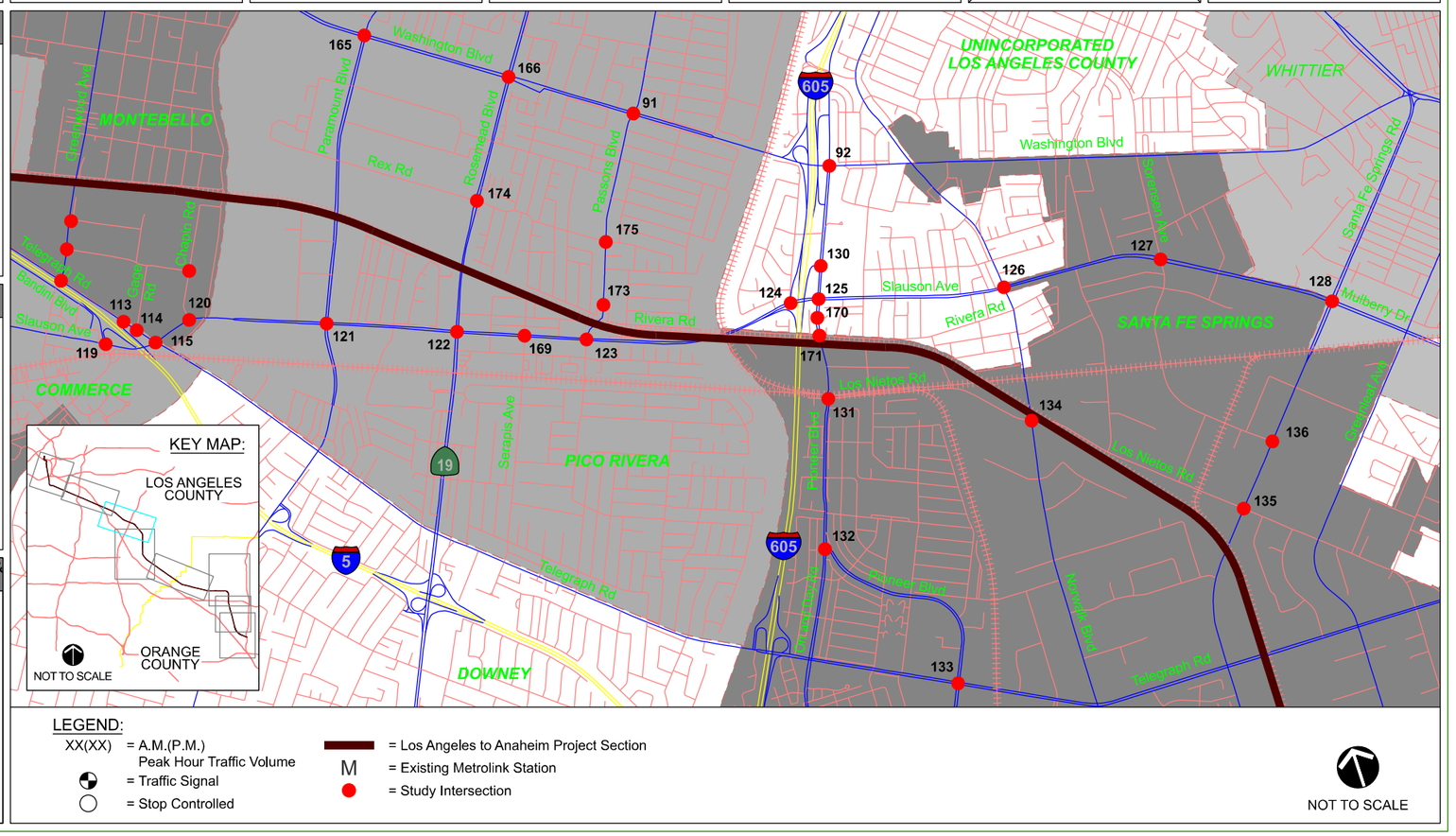








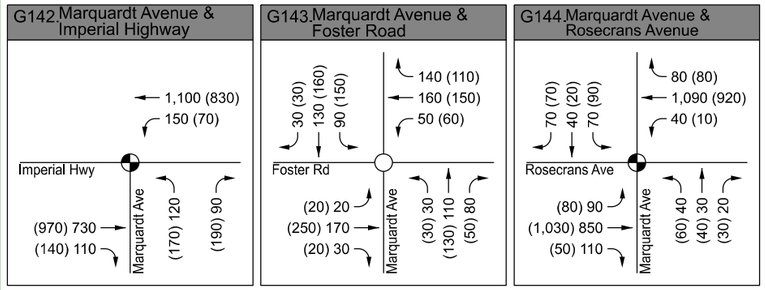


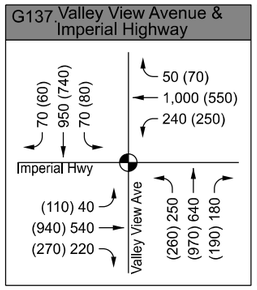


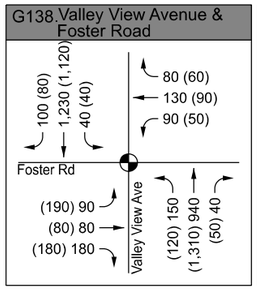
Pass-Through Scenario

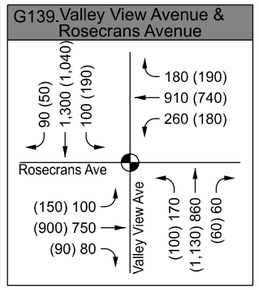
Intersection TMV: CAHSR - Los Angeles to Anaheim section

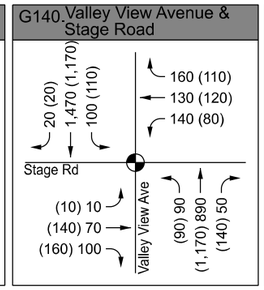
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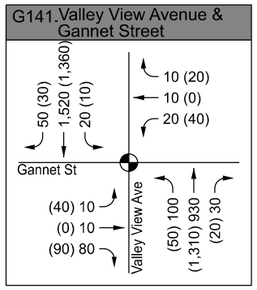


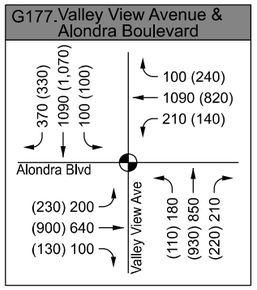


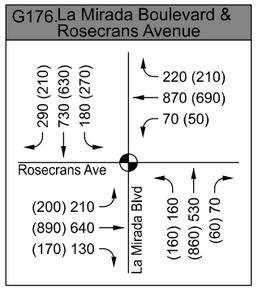


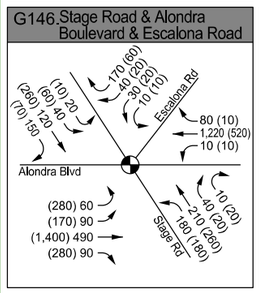


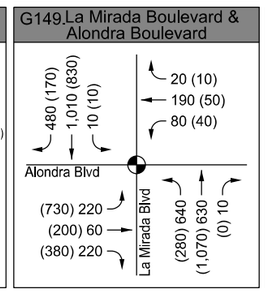


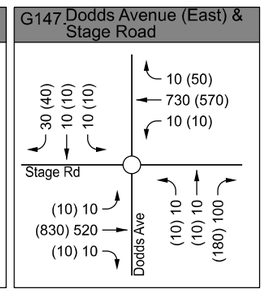


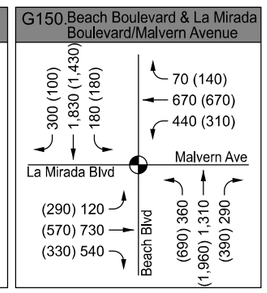


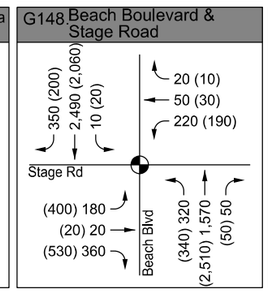


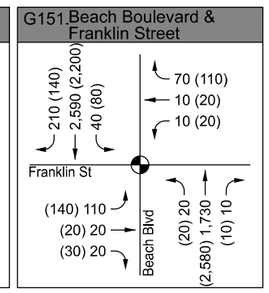


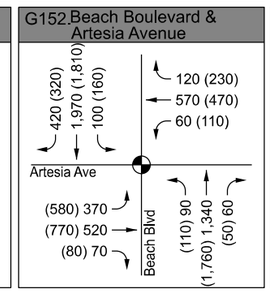


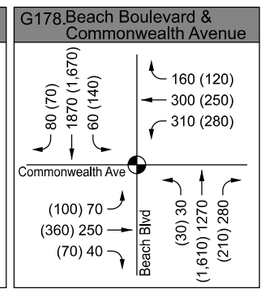


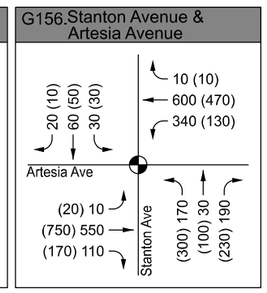


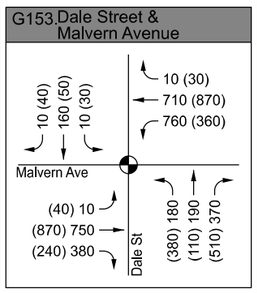


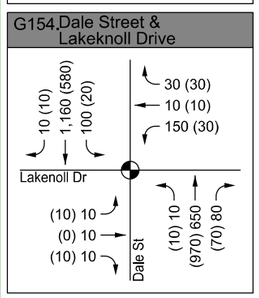


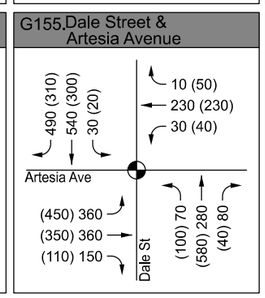


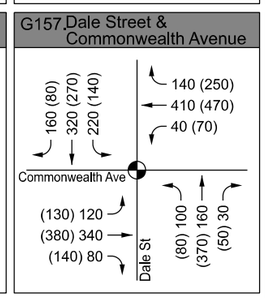


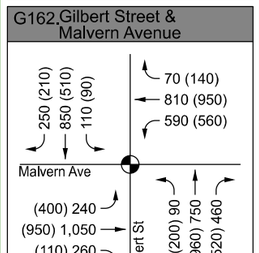


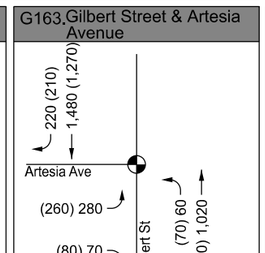


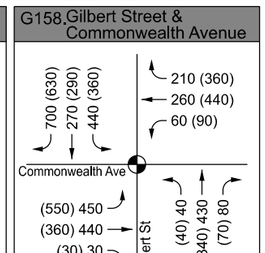


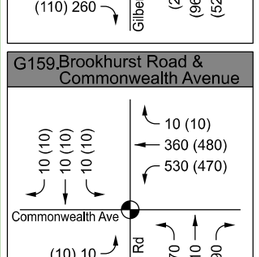


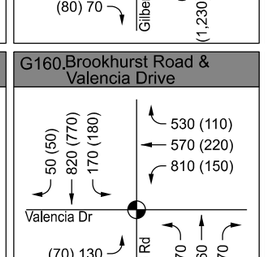


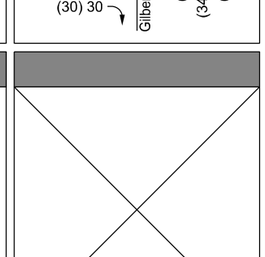


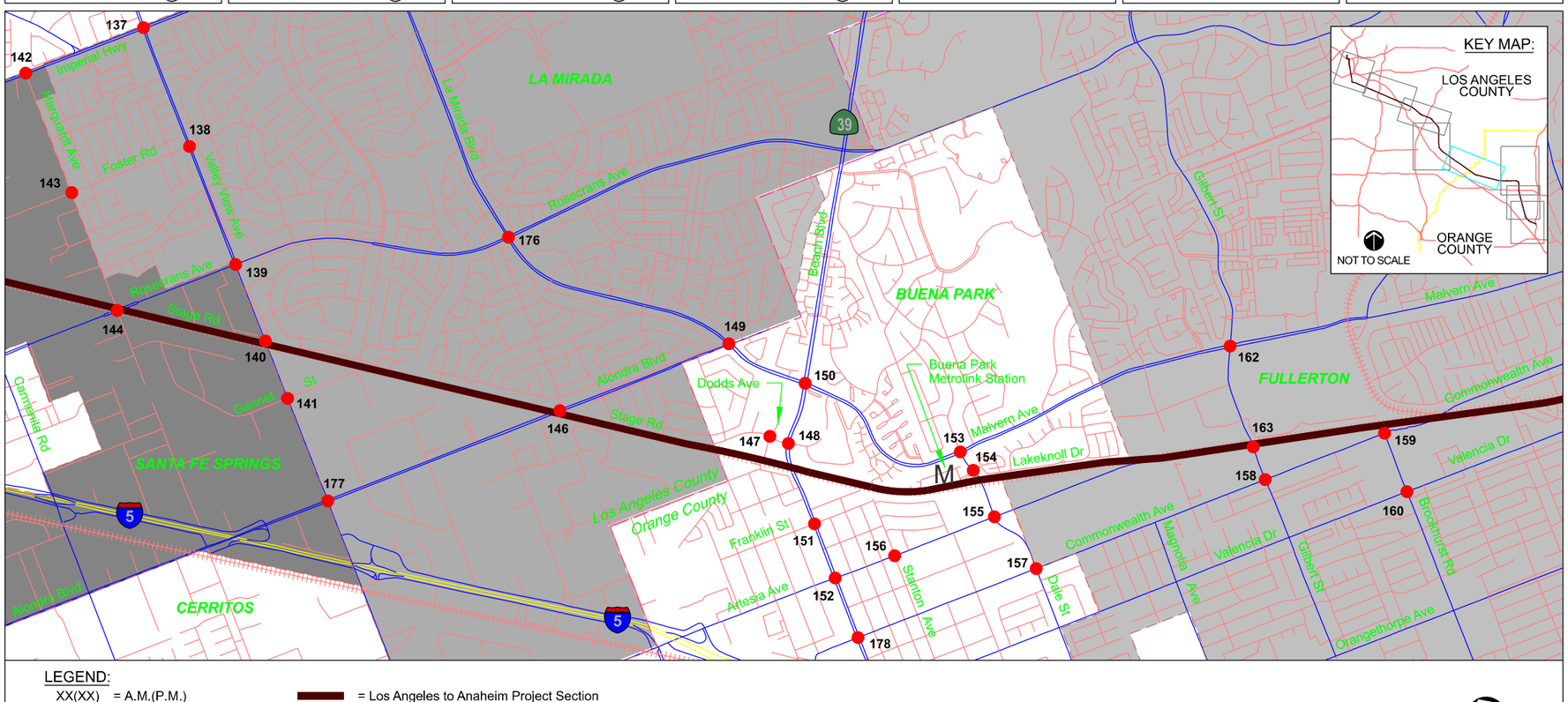












LEGEND:

XX(XX) = A.M.(P.M.) Peak Hour Traffic Volume

= Traffic Signal

= Stop Controlled

= Los Angeles to Anaheim Project Section

M = Existing Metrolink Station

= Study Intersection

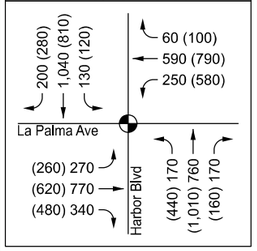
NOT TO SCALE

Pass-Through Scenario

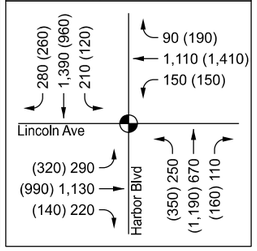
Intersection TMV: CAHSR - Los Angeles to Anaheim Section

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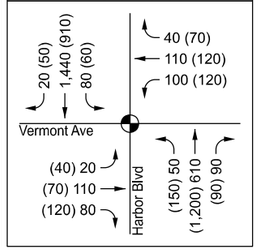
G67. Harbor Boulevard & La Palma Avenue



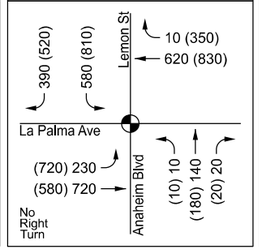
G68. Harbor Boulevard & Lincoln Avenue



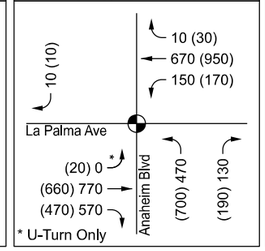
G78. Harbor Boulevard & Vermont Avenue



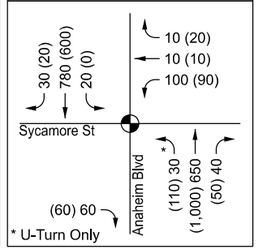
G164 Lemon Street/Anaheim Boulevard & La Palma Avenue



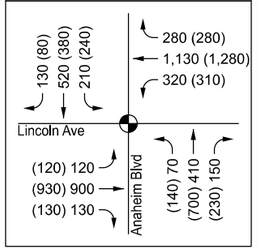
G35. Anaheim Boulevard & La Palma Avenue



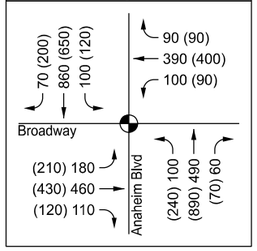
G36. Anaheim Boulevard & Sycamore Street



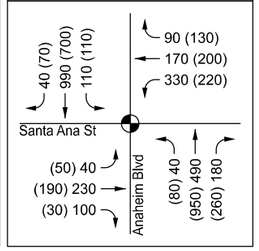
G37. Anaheim Boulevard & Lincoln Avenue



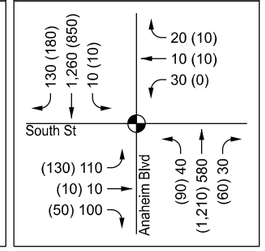
G49. Anaheim Boulevard & Broadway



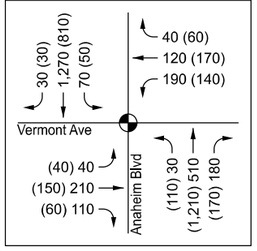
G38. Anaheim Boulevard & Santa Ana Street



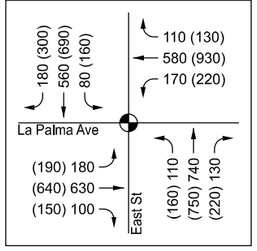
G39. Anaheim Boulevard & South Street



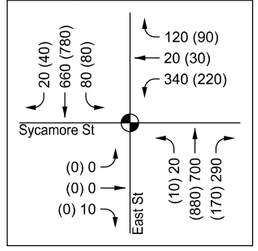
G40. Anaheim Boulevard & Vermont Avenue



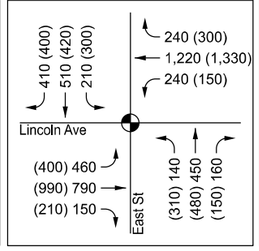
G42. East Street & La Palma Avenue



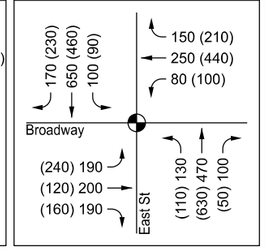
G43. East Street & Sycamore Street



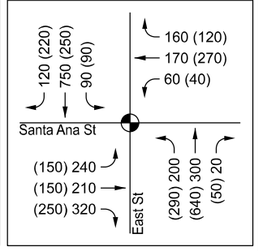
G44. East Street & Lincoln Avenue



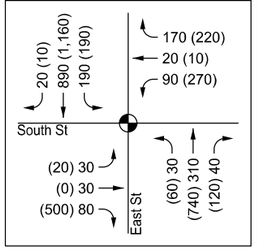
G50. East Street & Broadway



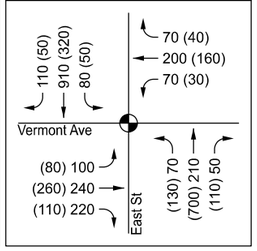
G45. East Street & Santa Ana Street



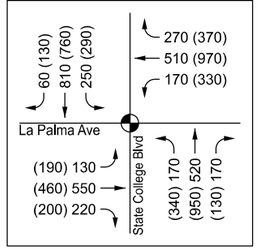
G46. East Street & South Street



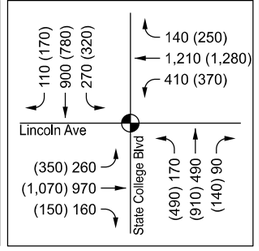
G47. East Street & Vermont Avenue



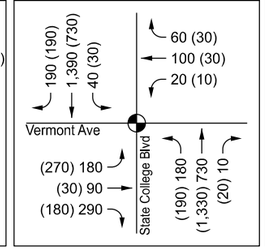
G73. State College Boulevard & La Palma Avenue

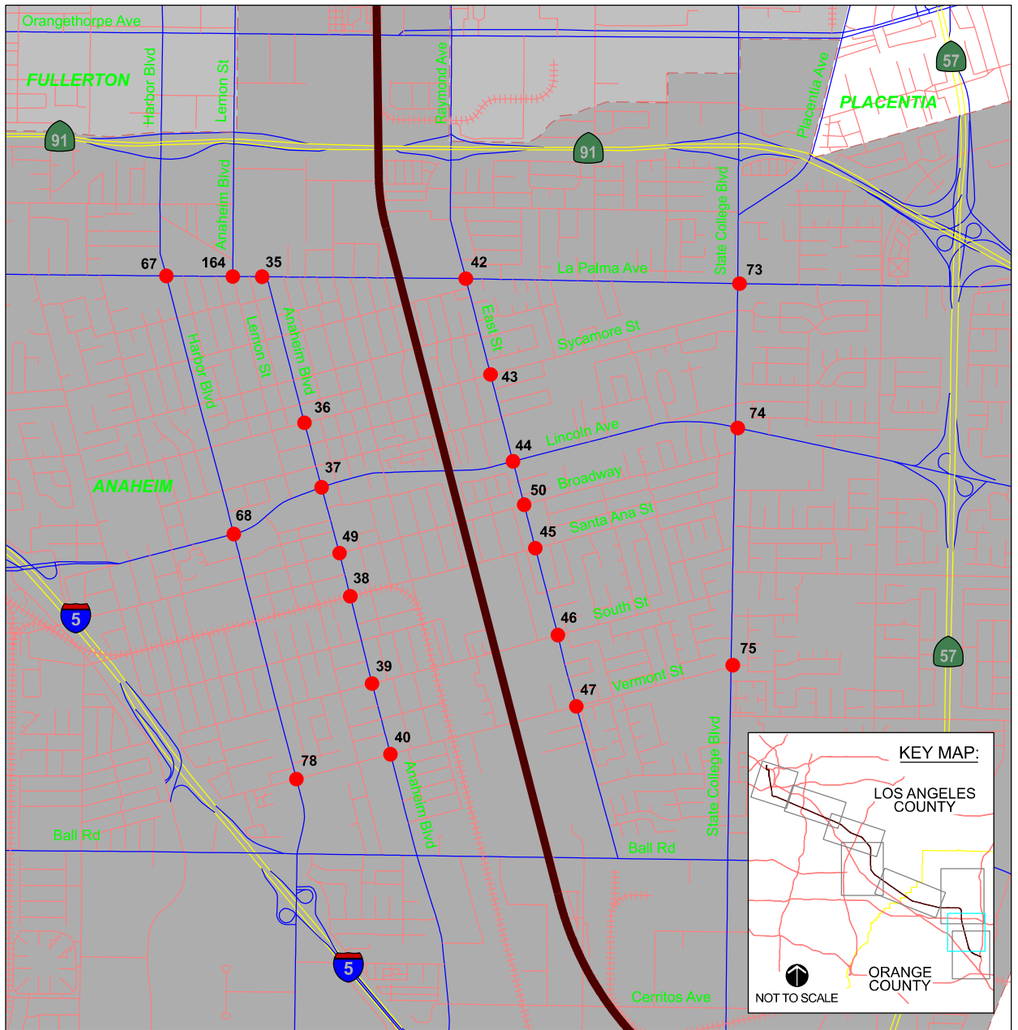


G74. State College Boulevard & Lincoln Avenue



G75. State College Boulevard & Vermont Avenue





Pass-Through Scenario

Intersection TMV: CAHSR - Los Angeles to Anaheim Section

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