

Color Plates

Engineering drawings and photographs courtesy of Caltrans.

Plate 1

The I-710 project extends 15.7 mi (25 k) between the Port of Long Beach and Los Angeles, passing through nine municipalities.

Plate 2

Typical cross sections of the existing I-710 freeway and typical structural sections.

Plate 3a

I-710 southbound, south of interchange at Atlantic and Bandini Boulevards.

Plate 3b

I-710 southbound at Slausson Avenue overcrossing.

Plate 4

Cross section of the standard design proposed by Caltrans, replacing two outside lanes in each direction with high-performance concrete.

Plate 5

Typical cross section and structural section of Green Team's proposed design.

Plate 6a

Construction stages of Green Team's proposal. Stages I and II.

Plate 6b

Construction stages of Green Team's proposal. Stages III and IVa.

Plate 6c

Construction stages of Green Team's proposal. Stages IVb and V.

Plate 6d

Construction stages of Green Team's proposal. Stage VI.

Plate 7

Typical cross section and structural section of Yellow Team's proposed design.

Plate 8a

Construction stages of Brown Team's proposed design. Phases I and II.

Plate 8b

Construction stages of Brown Team's proposed design. Phase III.

Plate 8c

Construction stages of Brown Team's proposed design. Phase IV.

Plate 8d

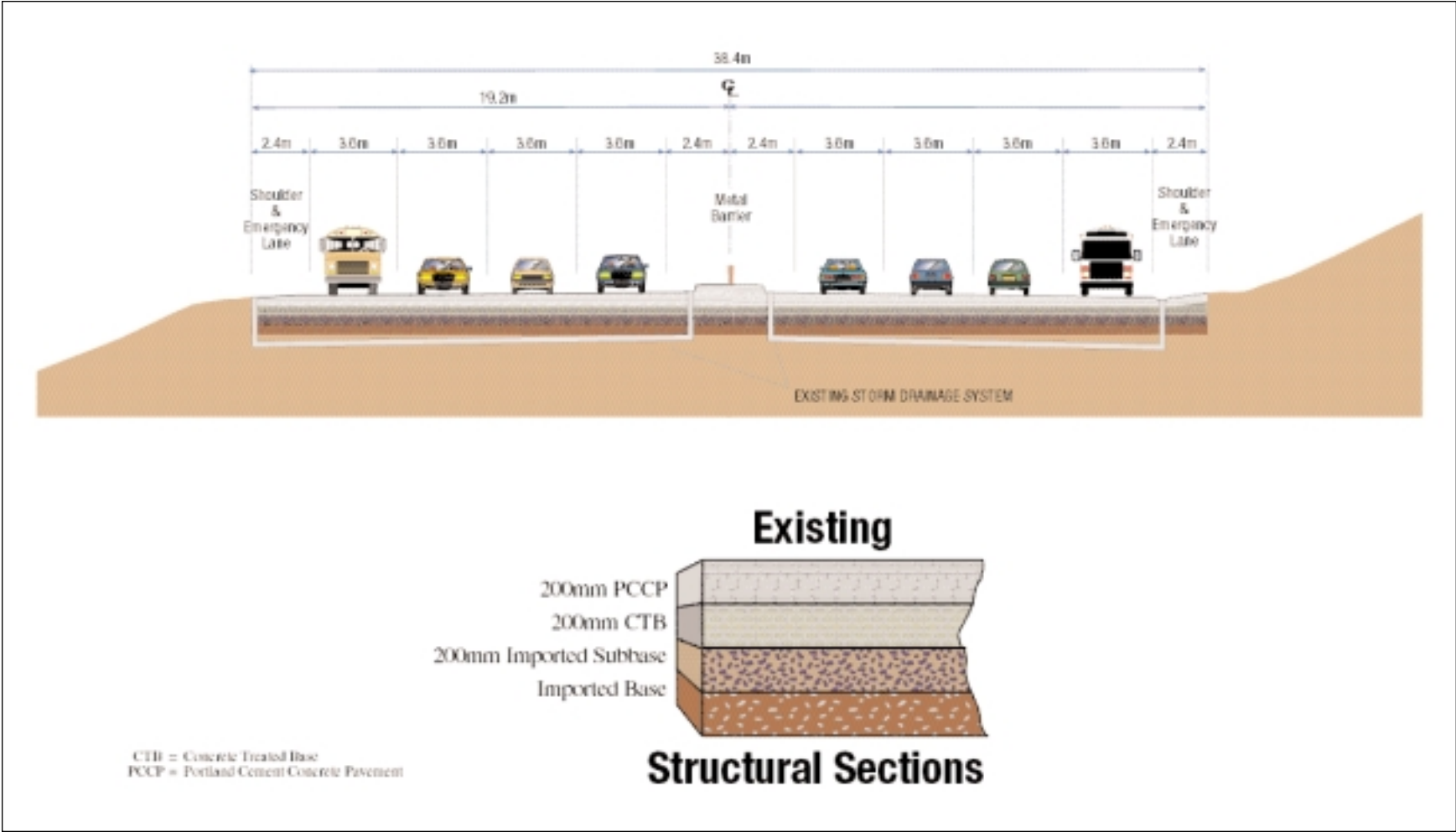
Construction stages of Brown Team's proposed design. Phases V and VI.

Plate 9

Typical cross section and structural sections of Blue Team's proposed design.

Plate 2

Typical cross sections of the existing I-710 freeway and typical structural sections.



■ Plate 3a

I-710 southbound, south of interchange at Atlantic and Bandini Boulevards.



Plate 3b ■

I-710 southbound at Slausson Avenue overcrossing.



Plate 4

Cross section of the standard design proposed by Caltrans, replacing two outside lanes in each direction with high-performance concrete.

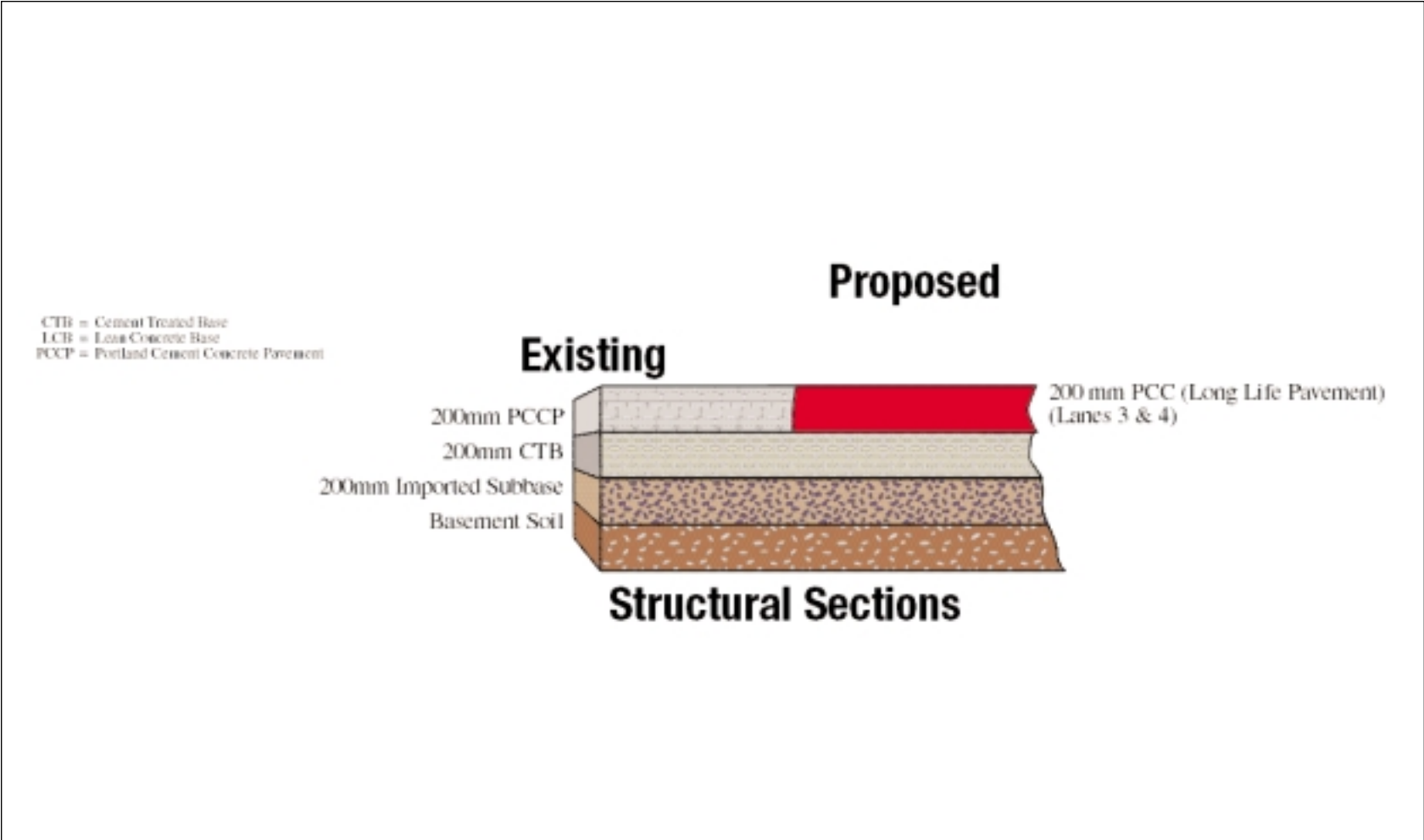


Plate 5

Typical cross section and structural section of Green Team's proposed design.

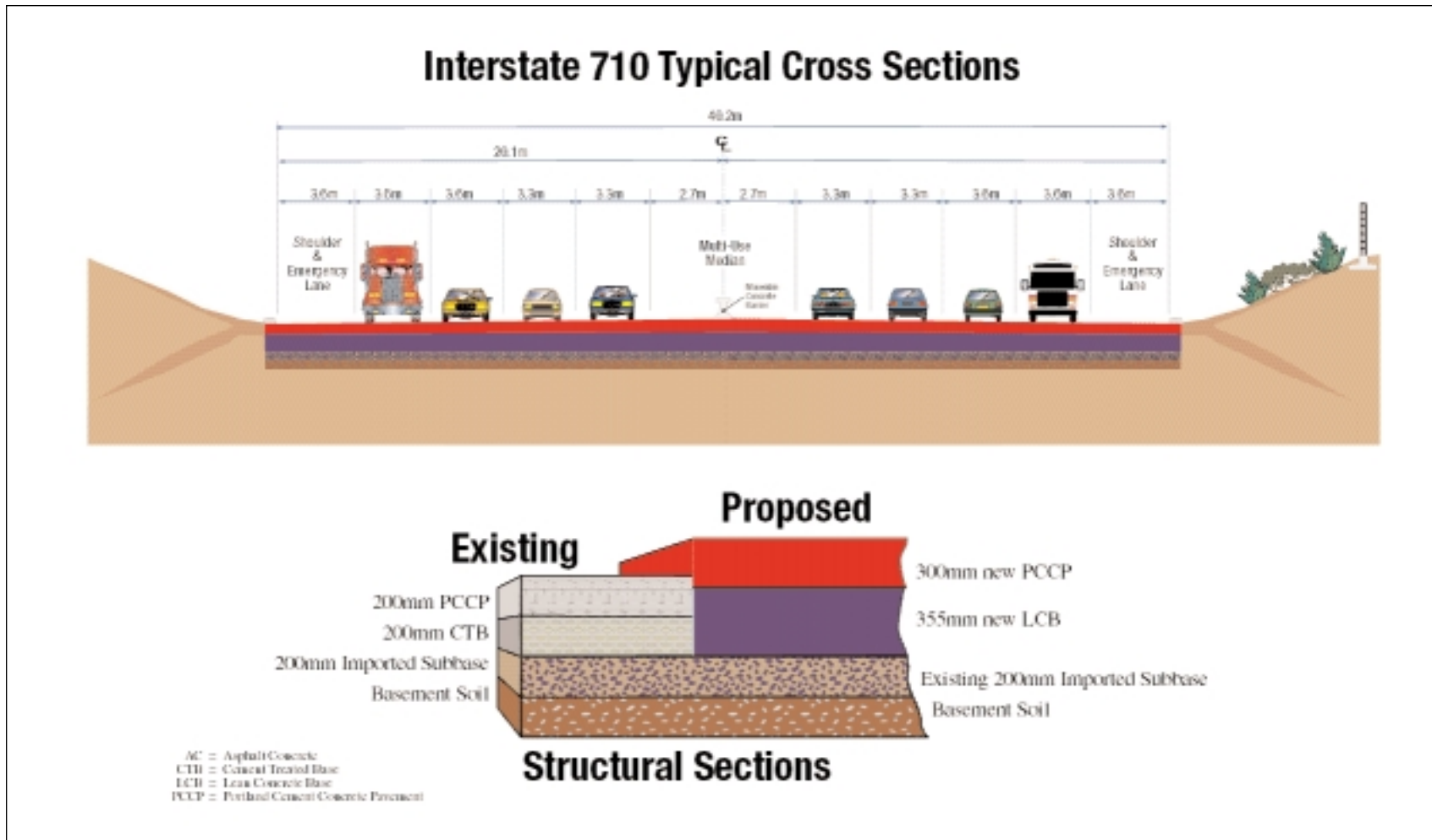


Plate 6a

Construction stages of Green Team's proposal.
Stages I and II.

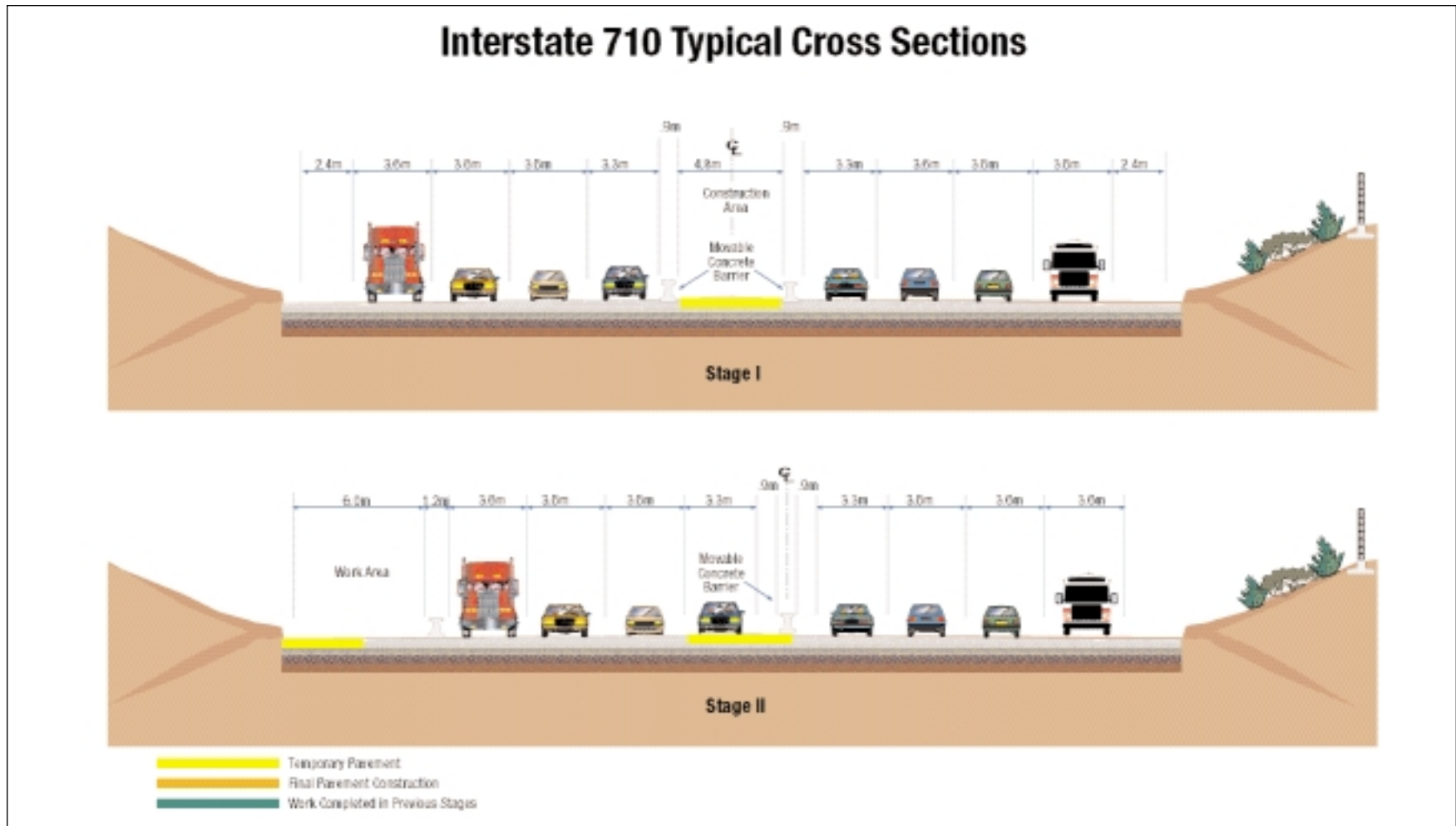


Plate 6b

Construction stages of Green Team's proposal.
Stages III and IVa.

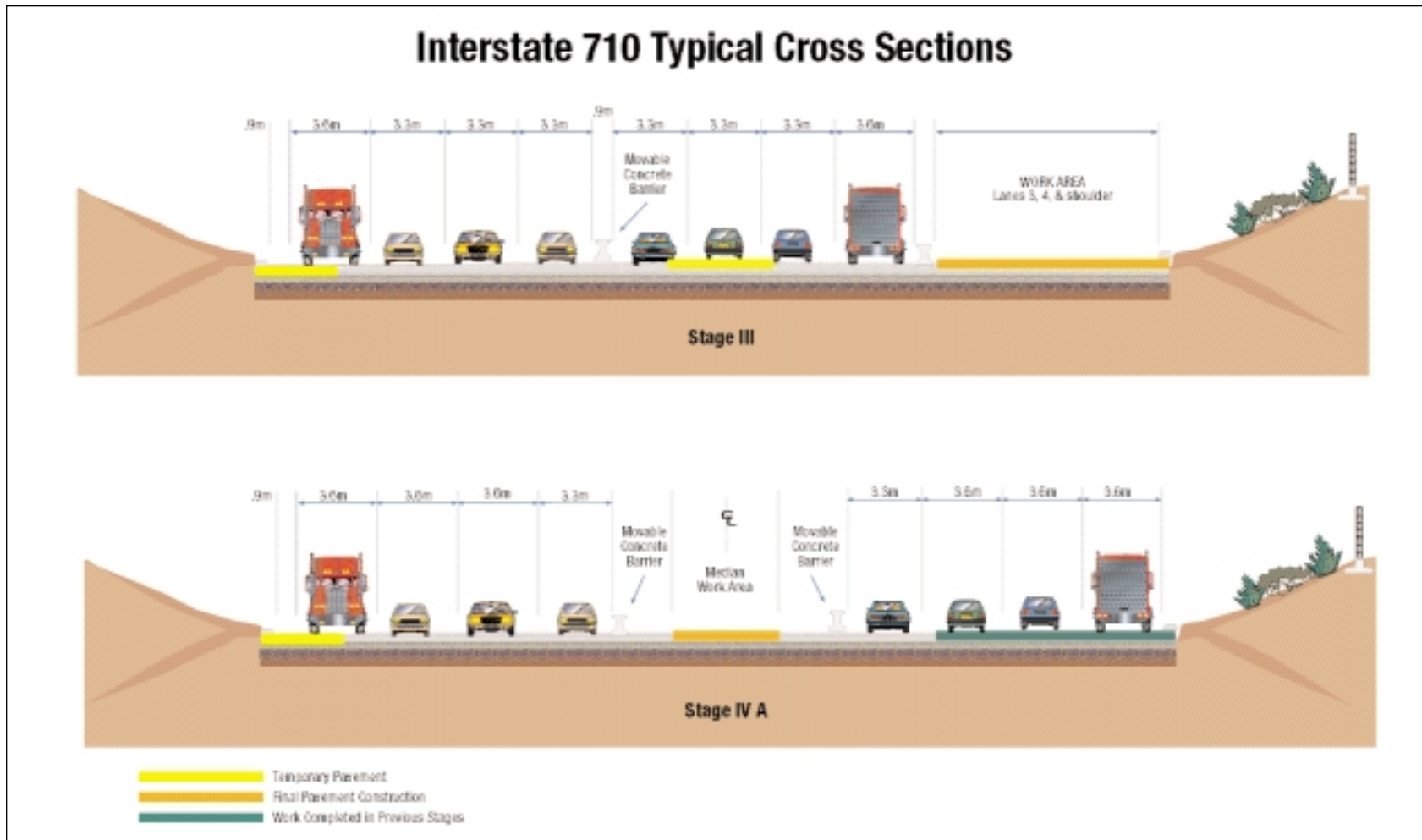


Plate 6c

Construction stages of Green Team's proposal.
Stages IVb and V.

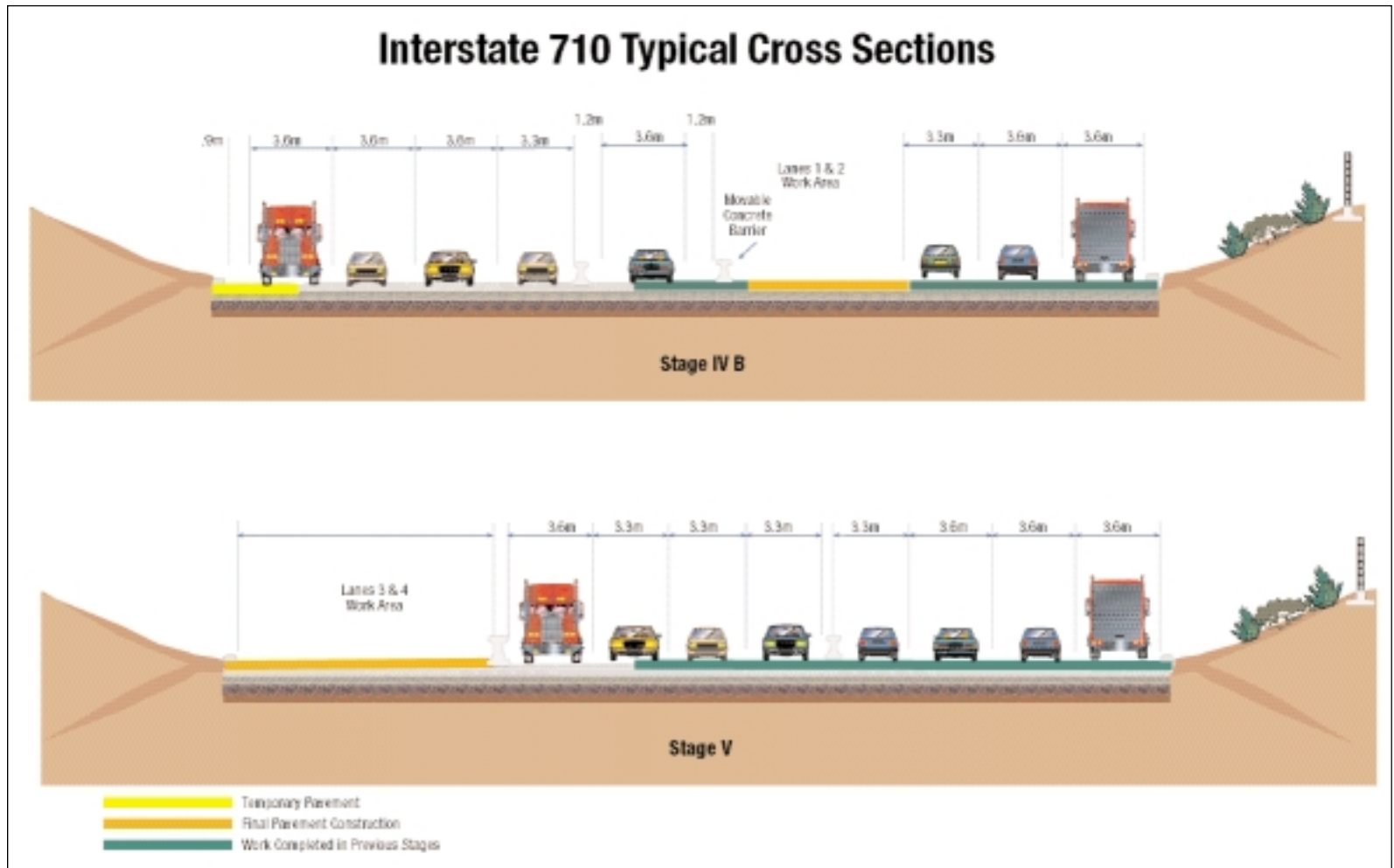


Plate 6d

*Construction stages of Green Team's proposal.
Stage VI.*

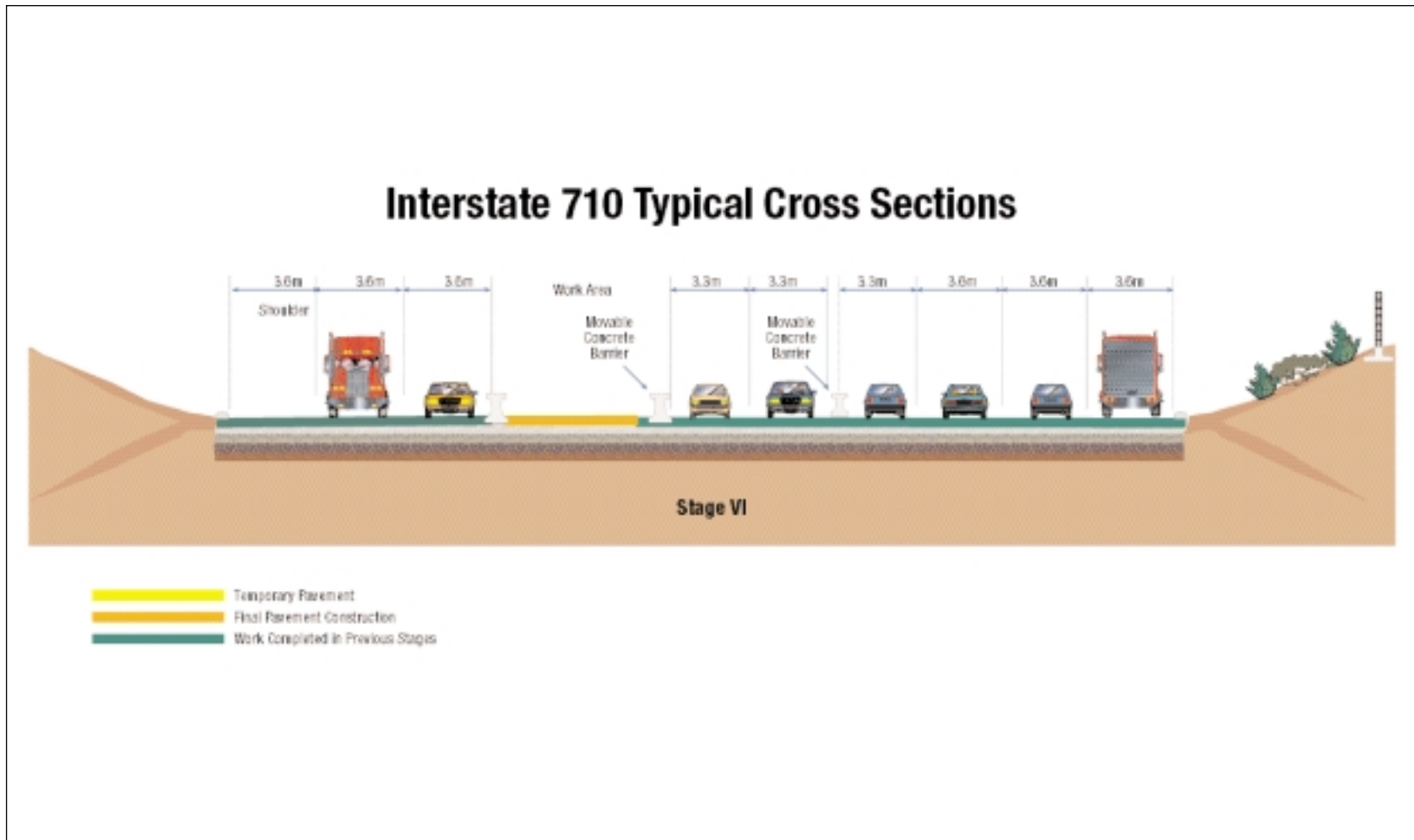


Plate 7

Typical cross section and structural section of Yellow Team's proposed design.

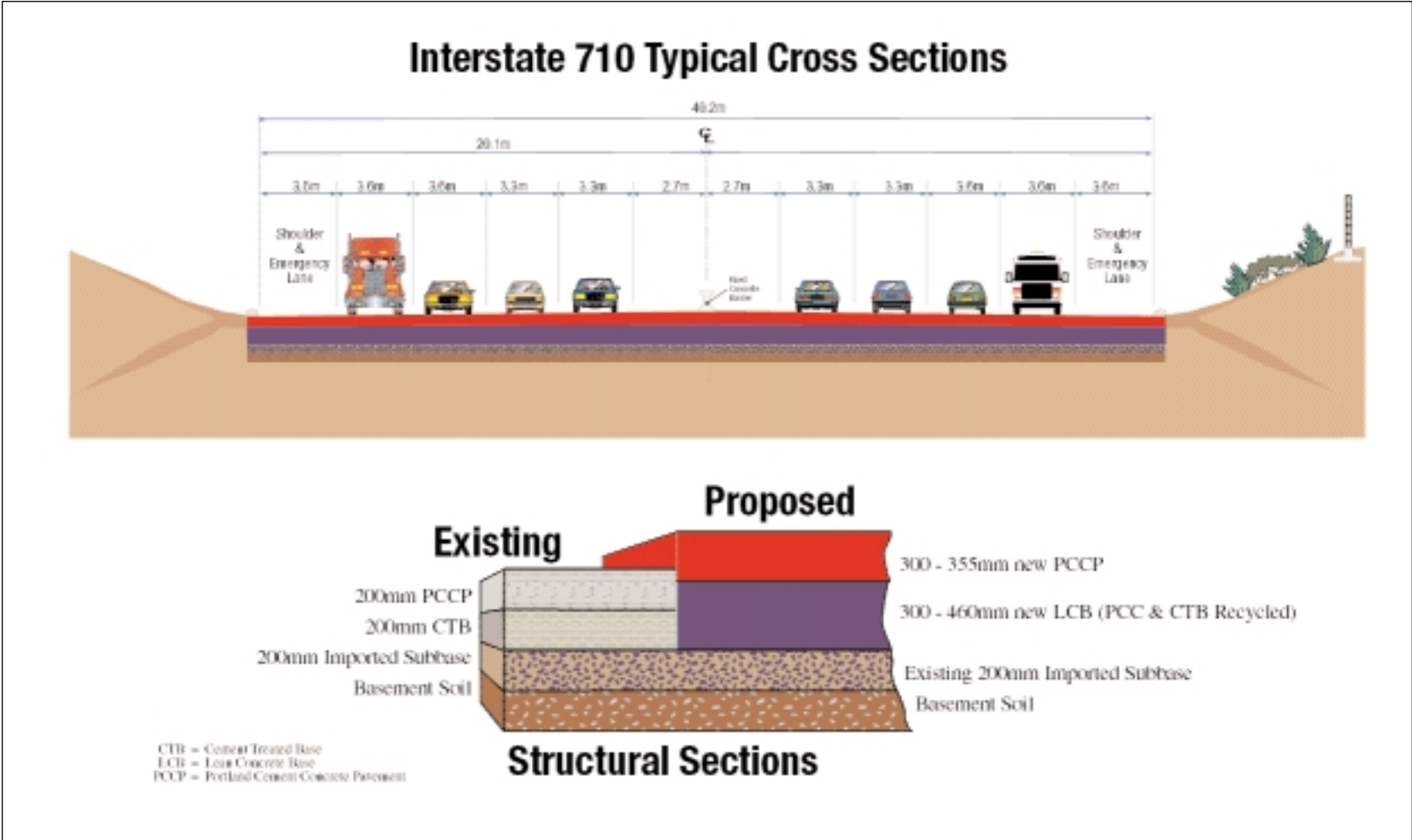


Plate 8a

Construction stages of Brown Team's proposed design.
Phases I and II.

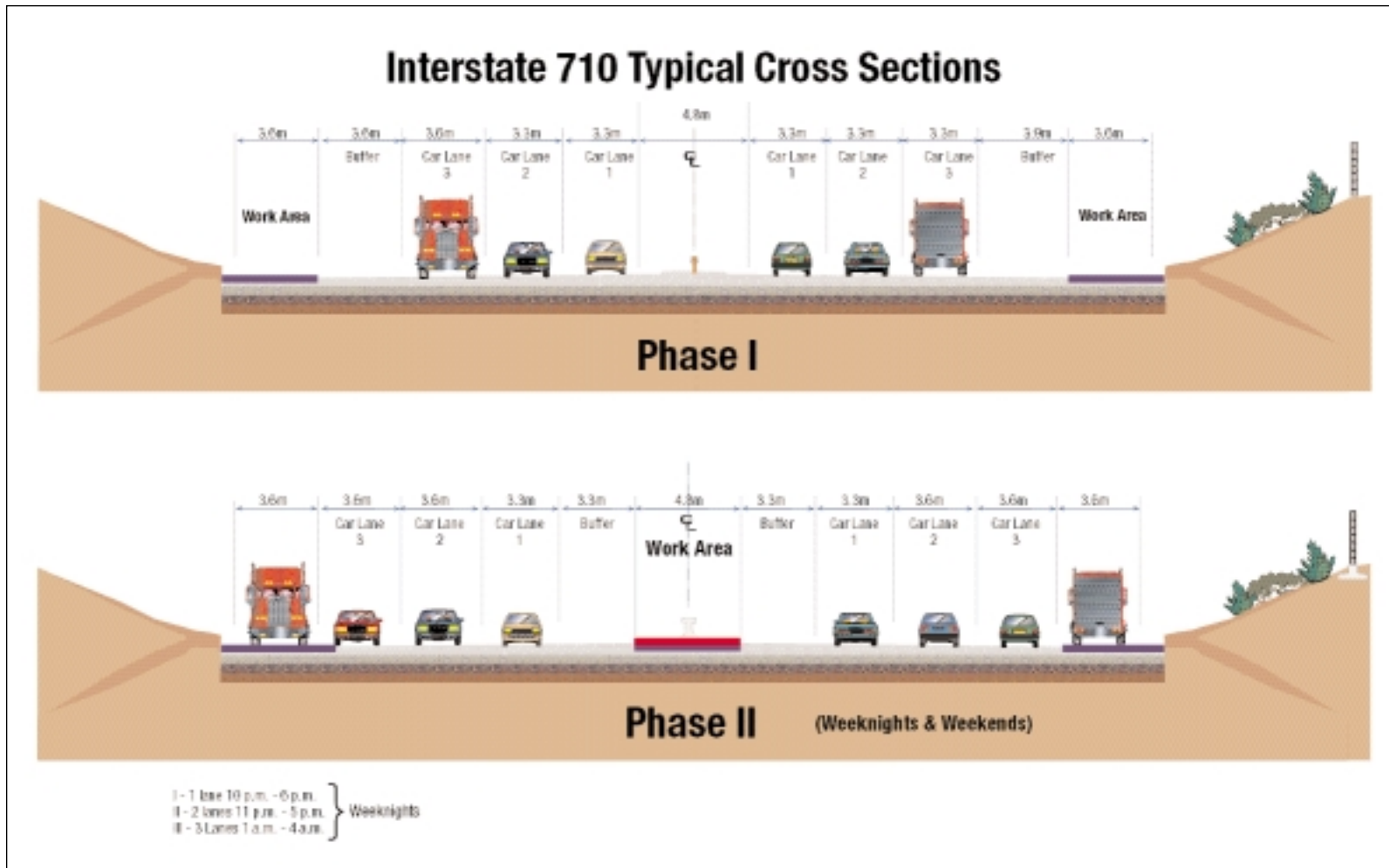


Plate 8b

*Construction stages of Brown Team's proposed design.
Phase III.*

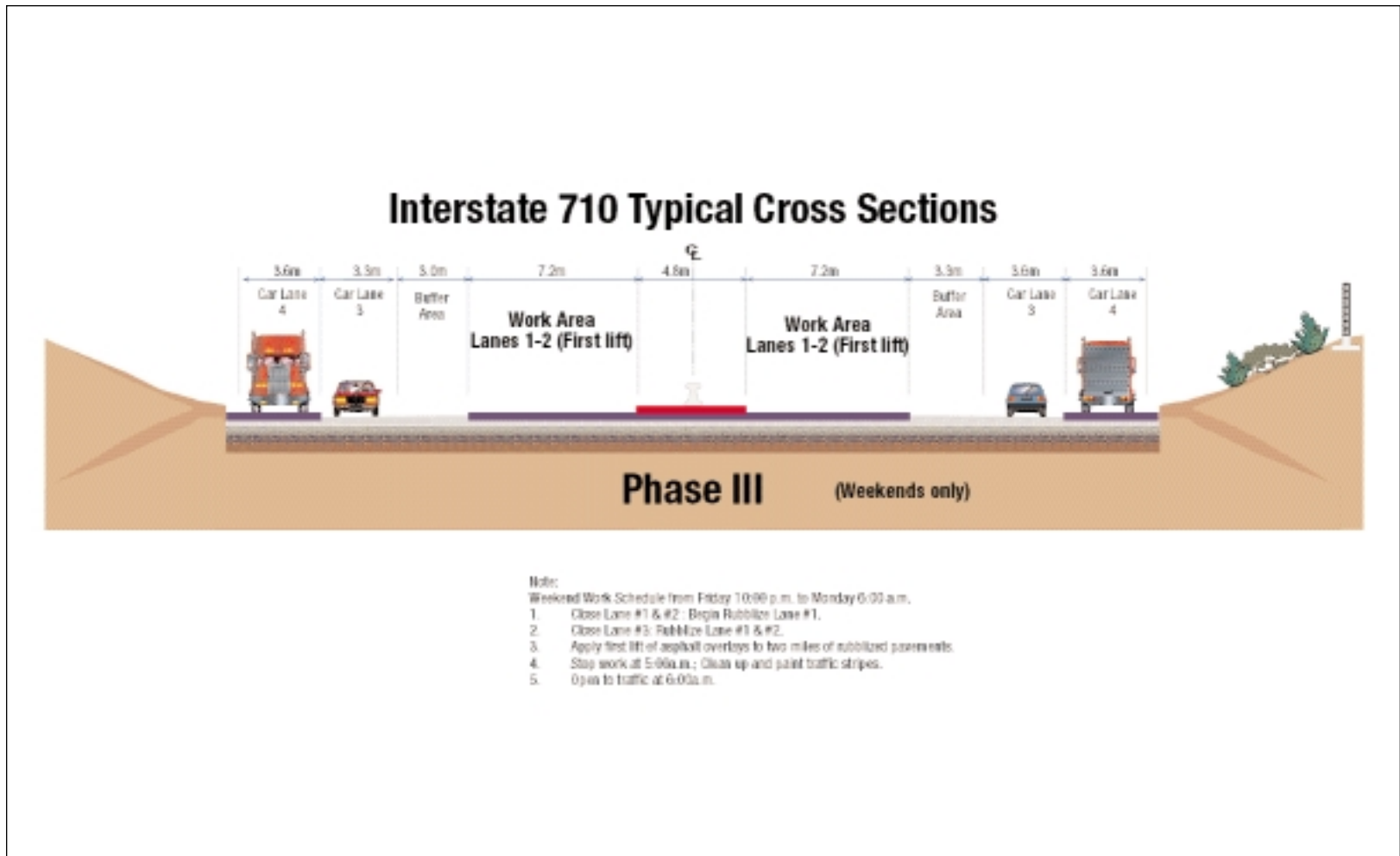
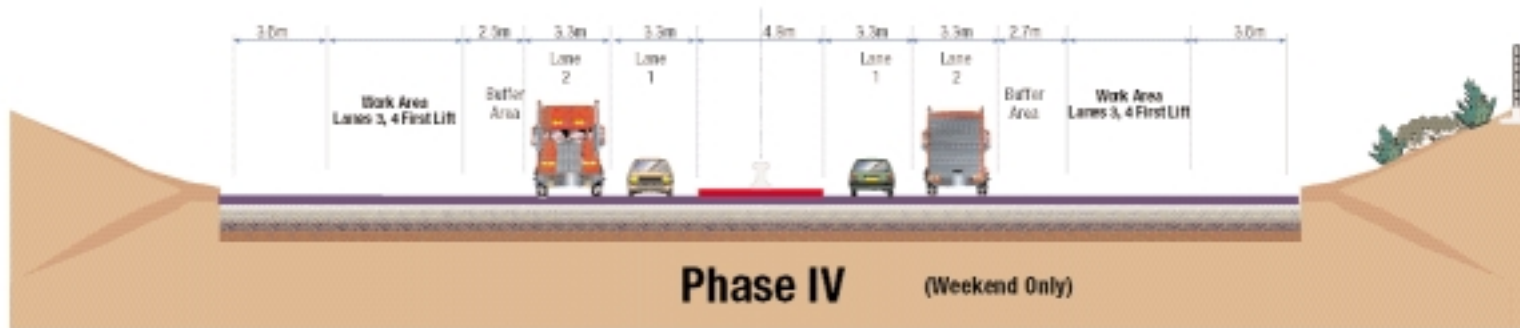


Plate 8c

*Construction stages of Brown Team's proposed design.
Phase IV.*

Interstate 710 Typical Cross Sections



Phase IV (Weekend Only)

Note:

Weekend Work Schedule from Friday 10:00 p.m. to Monday 6:00 a.m.

1. Close Lane #3 & #4 - Begin Rubblize Lane #4.
2. Close Lane #2: Rubblize Lane #3 & #4.
3. Apply first lift of asphalt overlays to two miles of rubblized pavements.
4. Stop work at 5:00a.m.; Clean up and paint traffic stripes.
5. Open to traffic at 6:00a.m.

Plate 8d

Construction stages of Brown Team's proposed design.
Phases V and VI.

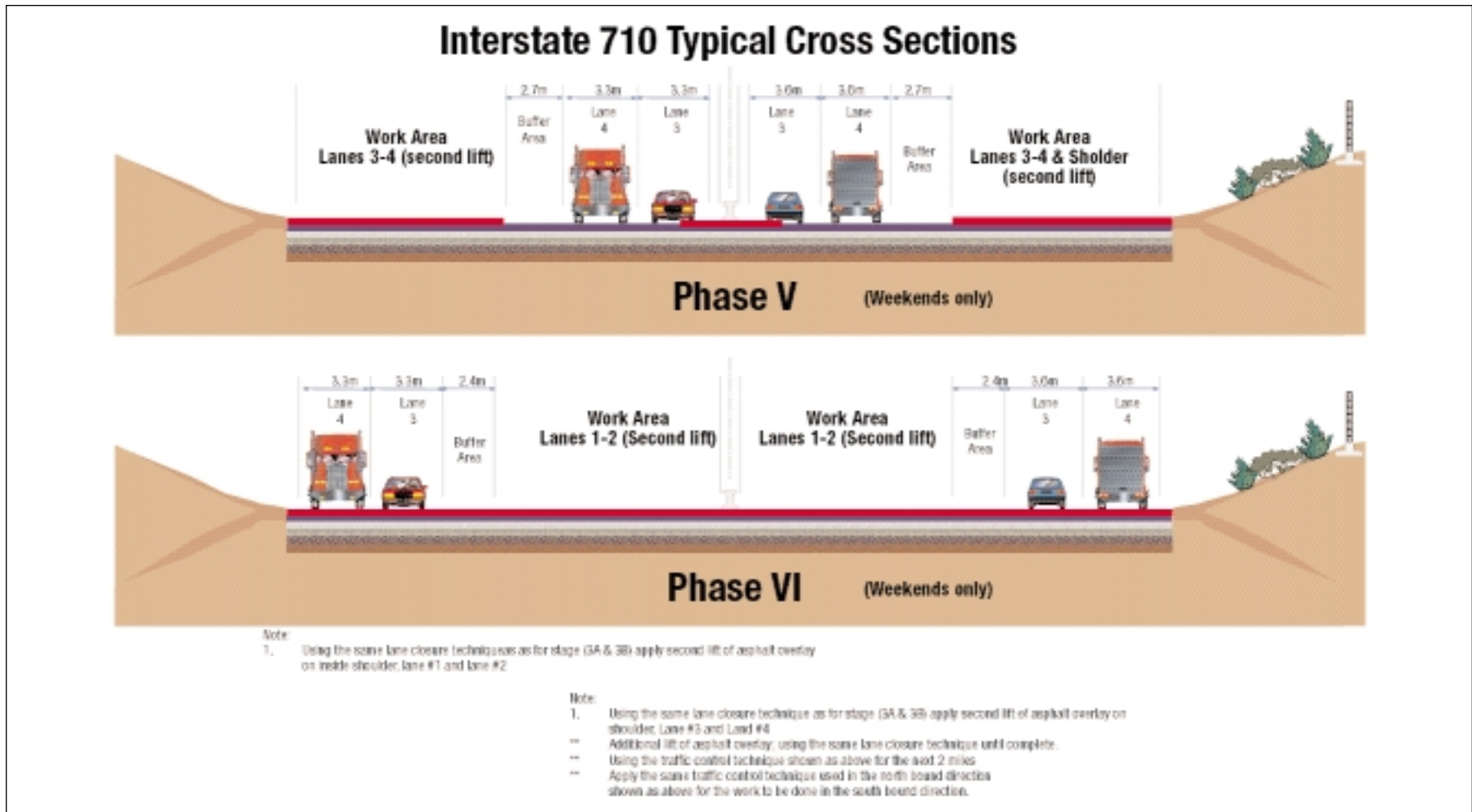


Plate 9

Typical cross section and structural sections of Blue Team's proposed design.

