CHOLLAS CREEK BRIDGE

OPTION A

5' | 5' | 10' | 11' | 4' | 11' | 10' | 5' | 5' | 2' | 10' | 2'
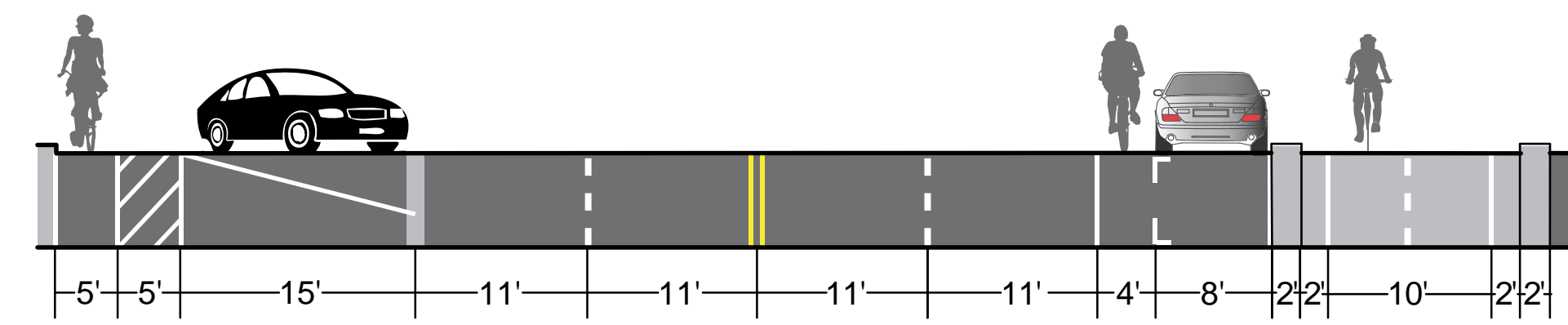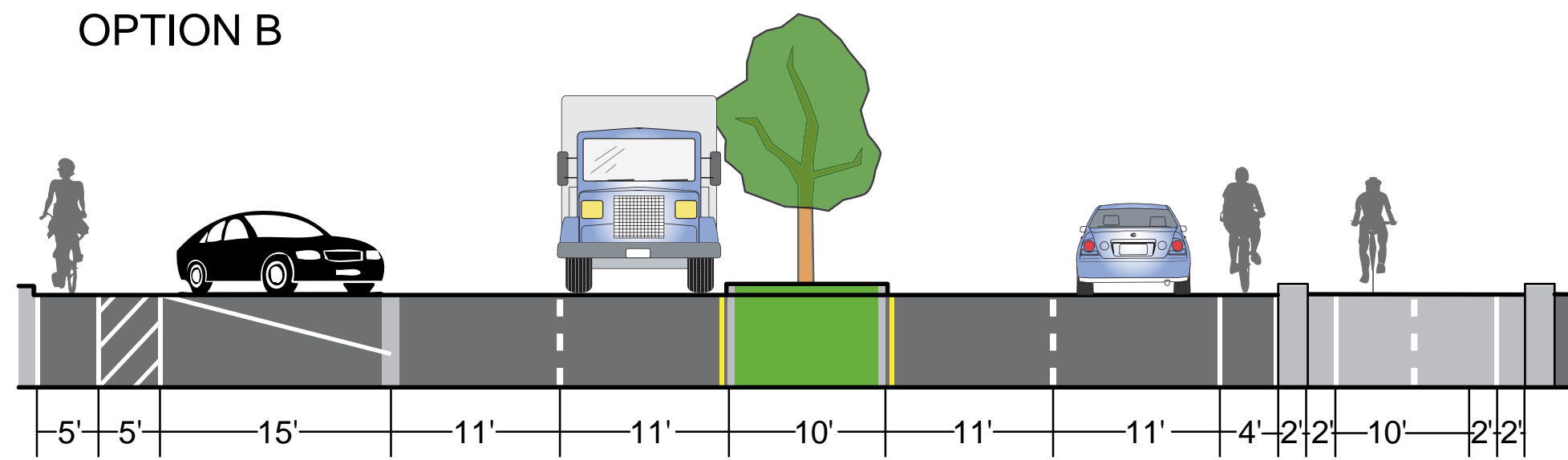
OPTION B

4' | 5' | 11' | 11' | 11' | 2' | 12'

HARBOR DRIVE & 28TH STREET

OPTION A

5' | 5' | 15' | 11' | 11' | 11' | 11' | 4' | 8' | 2' | 2' | 10' | 2' | 2'

OPTION B

5' | 5' | 15' | 11' | 11' | 10' | 11' | 11' | 4' | 2' | 2' | 10' | 2' | 2'

HARBOR DRIVE & CESAR CHAVEZ

Accomodating Oversize Vehicles at Cesar Chavez

7' | 11' | 11' | 19' | 11' | 11' | 4' | 3' | 2' | 10' | 2'
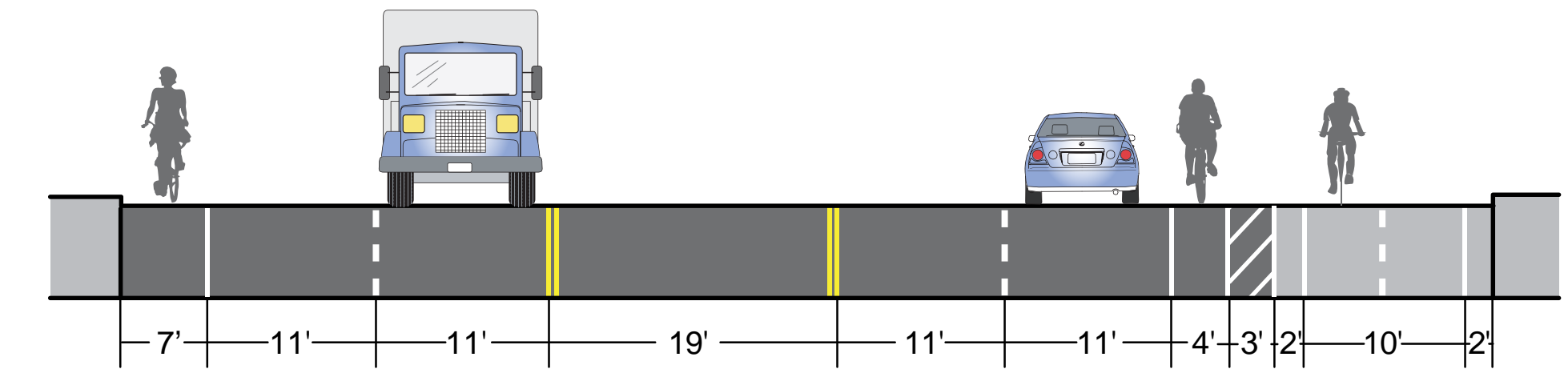
HARBOR DRIVE NEAR THE RAILROAD TRACKS

USE OF A RETAINING WALL

18' | 5' | 12' | 12' | 12' | 12' | 2' | 5' | 3' | 10' | 2'
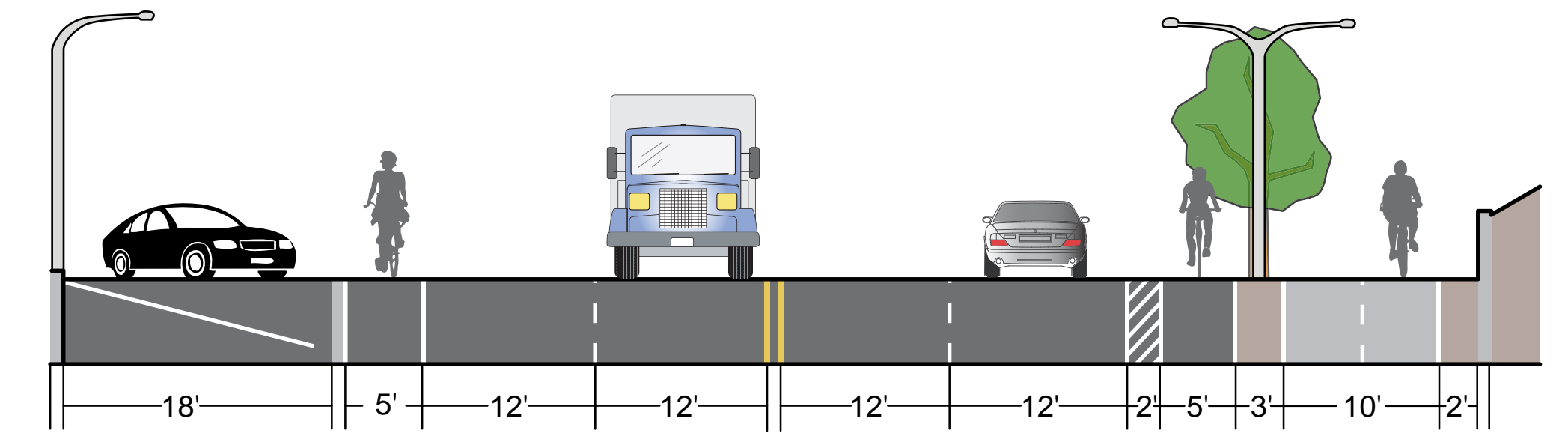
NORTH OF CHOLLAS CREEK BRIDGE

OPTION A

5' | 4' | 9' | 11' | 11' | 4' | 11' | 11' | 11' | 4' | 3' | 14' | 9'

OPTION B

5' | 11' | 11' | 4' | 11' | 11' | 11' | 4' | 3' | 14' | 21'
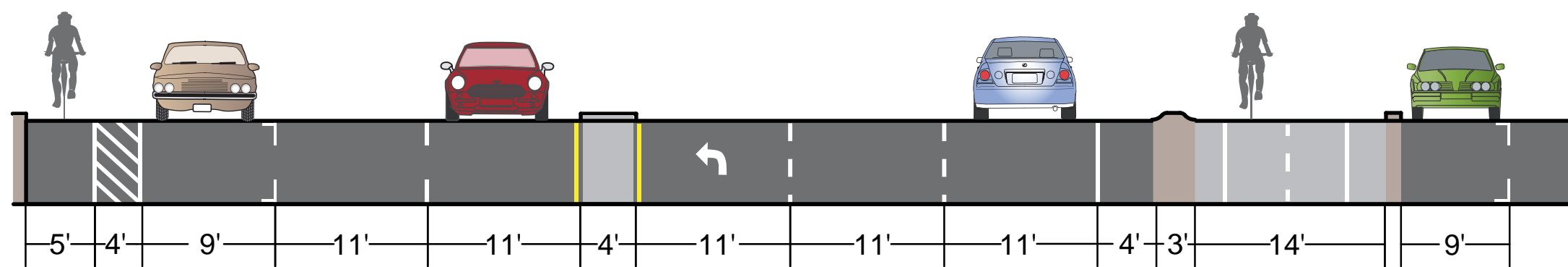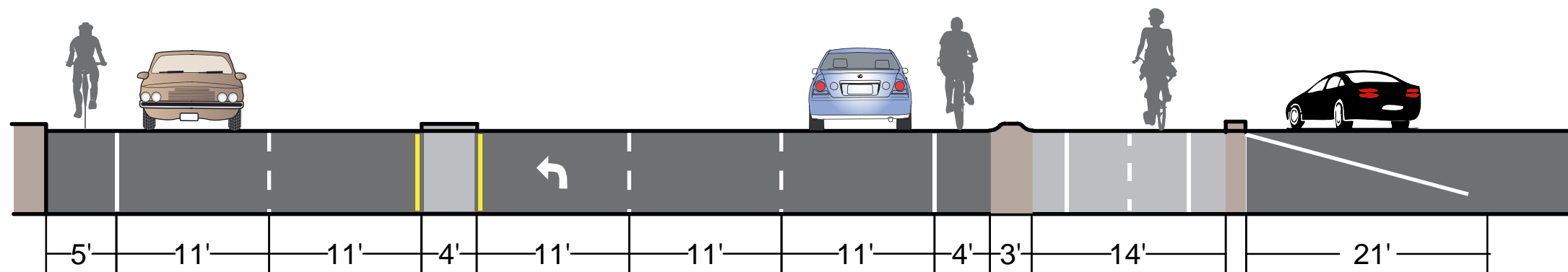
NORTH OF 32ND STREET CROSSING

8' | 11' | 11' | 4' | 8' | 3' | 10'
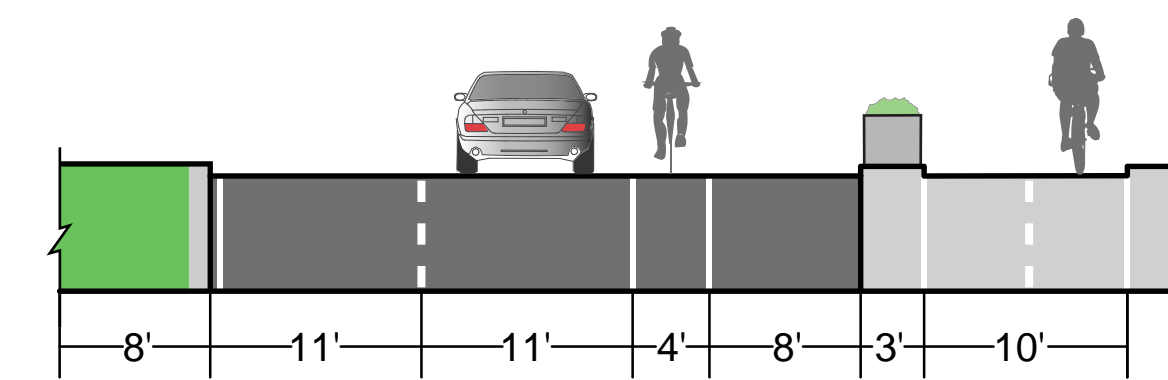
HARBOR DRIVE TYPICAL SECTIONS

TYPICAL UNCONSTRAINED

11' | 11' | 4' | 8' | 3' | 2' | 10' | 2'
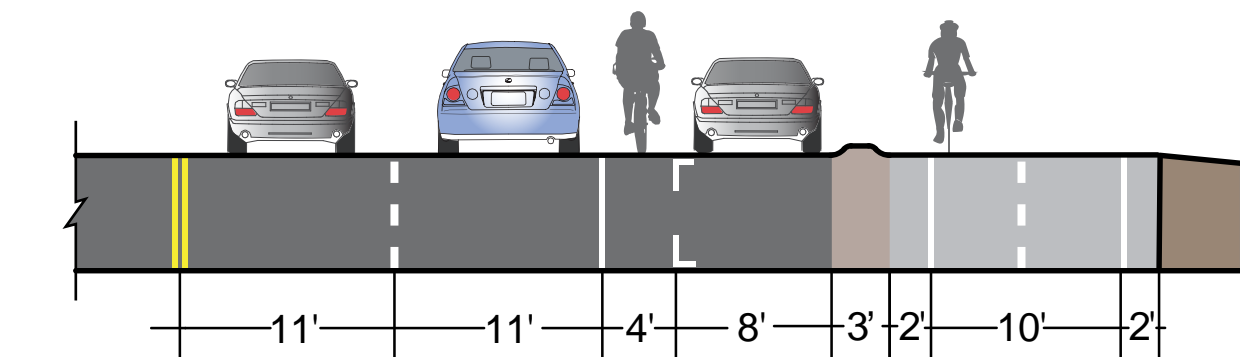
TYPICAL CONSTRAINED

11' | 11' | 4' | 3' | 2' | 10' | 2'
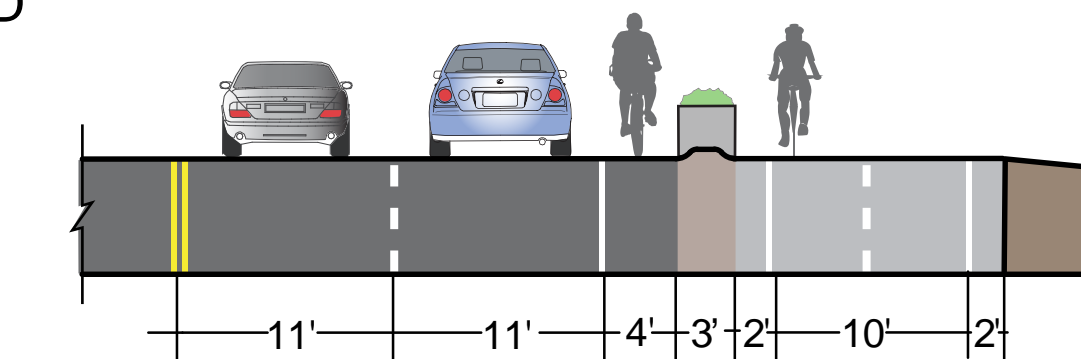
TYPCIAL CONSTRAINED (WITH OBSTACLE)

11' | 11' | 4' | 3' | 10'
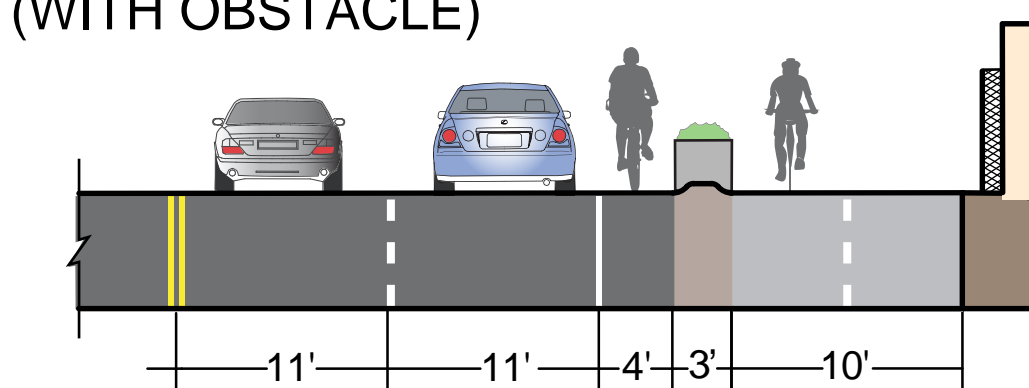
BAYSHORE BIKEWAY
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