North Long Beach
Street Enhancement Master Plan

August 12, 2002

Prepared for:

City of Long Beach
Redevelopment Agency

and

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APPENDICES

I. INTRODUCTION

I. INTRODUCTION

A. The Street Enhancement Master Plan

The North Long Beach Street Enhancement Master Plan (Street Enhancement Master Plan) is intended to serve as a guide for the City of Long Beach Redevelopment Agency and Public Works Department to follow in making improvements within the public rights-of-way in the North Long Beach Redevelopment Project Area. The Street Enhancement Master Plan has been prepared in coordination with and to complement the North Long Beach Strategic Guide for Redevelopment (Strategic Guide).

The Street Enhancement Master Plan addresses 1) infrastructure improvements, such as pavement reconstruction and restructuring, concrete reconstruction, and storm drain improvements, and 2) streetscape improvements, such as street trees, medians, traffic calming and pedestrian amenities.

The master plans for infrastructure and streetscape improvements were developed in different ways: technical considerations drove the master planning process for the basic infrastructure improvements, while input from community members played a greater role in the formulation of the streetscape improvement master plan.

B. The North Long Beach Redevelopment Project Area

The North Long Beach Redevelopment Project Area is one of seven Redevelopment Project Areas in the City of Long Beach. The Street Enhancement Master Plan addresses the portions of the North Long Beach Redevelopment Project Area shown on the map in Figure I-1, that is:

- ❑ The area bounded on the west, north and east by the City of Long Beach municipal boundaries and on the south by the Union Pacific railroad corridor, running northeasterly from the Los Angeles River to the intersection of Cherry Avenue and East 53rd Street.
- ❑ Long Beach Boulevard and Atlantic Avenue in the Bixby Knolls area. Other portions of the City are part of the North Long Beach Redevelopment Project area; however, they are not included in the scope of this Street Enhancement Master Plan.

This Master Plan refers to these areas as North Long Beach.

C. Infrastructure Improvement Master Planning Process

The goal of the master planning process for infrastructure improvements was to establish a "road map" for maintaining the infrastructure in North Long Beach based on physical need and funding availability. The planning process for infrastructure improvements included the following key steps:

1. Develop an inventory of the street system by segment.
2. Survey the condition of existing infrastructure components located in the street and document the need for improvements to those components for each street segment. Infrastructure components addressed include: 1) roadway pavement; 2) alley pavement; 3) concrete curbs, gutters and sidewalks; 4) ADA ramps at crosswalks; and 5) the storm drainage system.
3. Determine the need for improvements to each of these infrastructure components.
4. Prioritize the needed improvements in each component.
5. Identify improvements that should be made using Redevelopment Area financing in the next 3 years.

The master plan for each infrastructure component is described in greater detail in Section III.

D. Streetscape Improvement Master Planning Process

The primary objectives of the master planning process for streetscape improvements were to:

- ❑ Make North Long Beach more attractive and livable.
- ❑ Enhance the identity of North Long Beach as:
  1. A gateway to Long Beach;
  2. A community with a unique streetscape character; and
  3. A collection of neighborhoods where each major street reflects the neighborhoods it serves.
- ❑ Complement the Strategic Guide by providing public improvements that will attract businesses and development to North Long Beach and serve those businesses and new development.

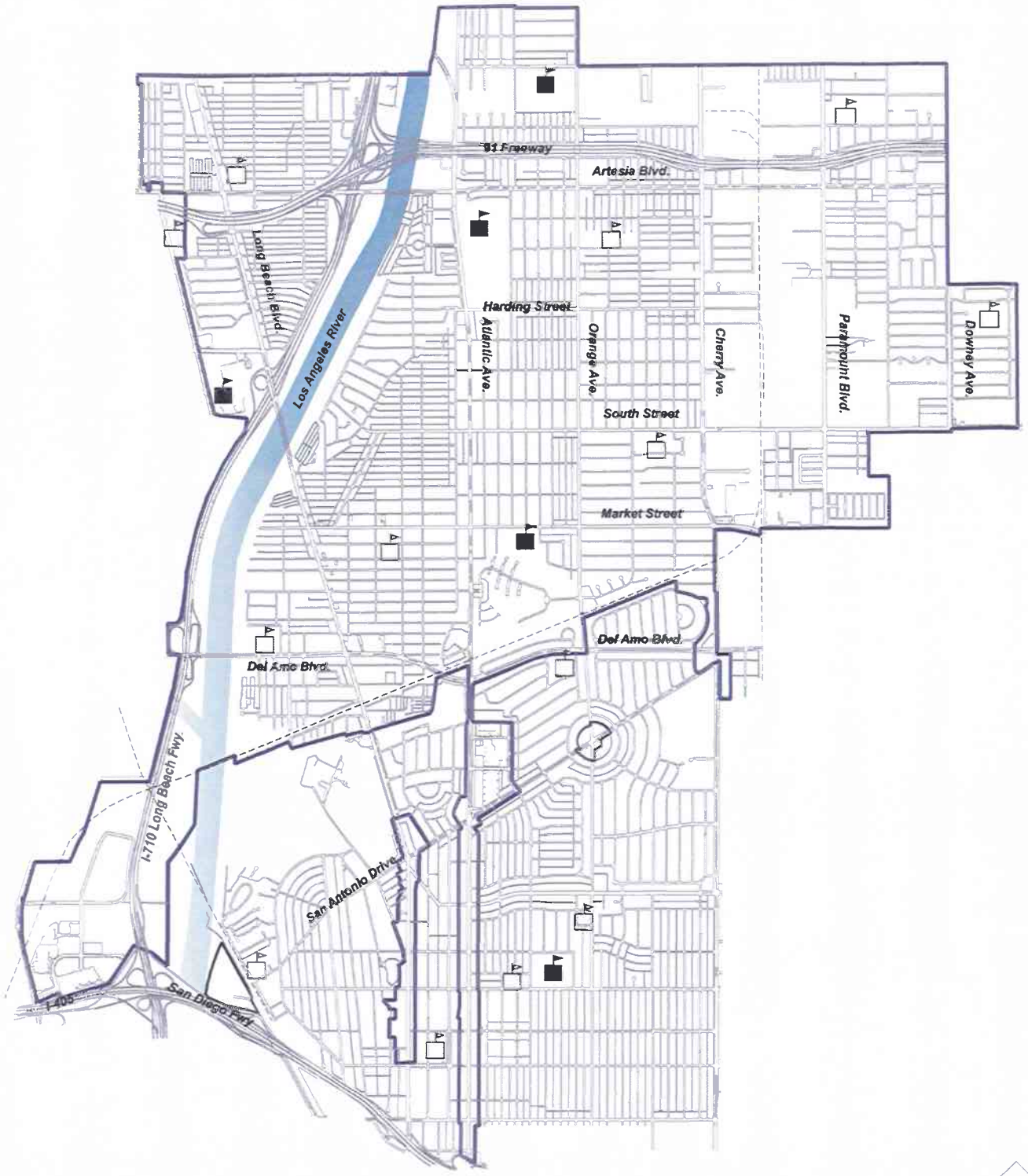
Other important objectives include:

- ❑ Sustainability – improvements must be maintainable with a maintenance program in place prior to construction.
- ❑ Environmental responsibility – minimize run-off and water use.

The Street Enhancement Master Plan addresses streetscape improvements along 10 major streets in North Long Beach:

North-South Streets:	***East-West Streets:***
Long Beach Boulevard	Artesia Boulevard
Atlantic Avenue	South Street
Orange Avenue	Market Street
Cherry Avenue	Del Amo Boulevard.
Paramount Boulevard	
Downey Avenue	

Figure I-1. North Long Beach Street Enhancement Master Plan Area



1" = 3,200'

These streets carry the majority of traffic and are home to most North Long Beach businesses, as well as a large number of residents, schools and other community facilities. They are the public spaces in which the day-to-day social life in North Long Beach occurs and the primary traffic corridors along which the majority of traffic passes. In addition, the north-south streets serve as gateways to the City of Long Beach from the north.

Streetscape improvements are intended to make these streets viable centers of community activity and attractive gateways to and routes through North Long Beach.

Recommended streetscape improvements are described in detail in Sections IV., V., and VI.

Relationship to Strategic Guide for Redevelopment

The Street Enhancement Master Plan was designed in coordination with the North Long Beach Strategic Guide for Redevelopment (Strategic Guide). Joint meetings with the North Long Beach Steering Committee and joint community workshops were conducted throughout the planning process.

The Strategic Guide's land use/economic development strategies focus on the major corridors, as does the Streetscape Master Plan. The Streetscape Master Plan reinforces the Strategic Guide's objectives to:

- Create commercial nodes along corridors, including several pedestrian-oriented "villages."
- Encourage mixed use and housing along corridors to replace vacant and under-utilized strip commercial development.

- Provide community facilities along corridors in conjunction with commercial nodes and new housing.

The Street Enhancement Master Plan gives priority to streetscape improvements in targeted development areas identified in the Strategic Guide. For example, the Street Enhancement Master Plan recommends traffic calming and pedestrian amenities in pedestrian-oriented villages and residential areas. It also recommends improvements to the appearance of the entire North Long Beach area.

Community Design Process

The Long Beach Redevelopment Agency and Department of Public Works recognized from the outset that community involvement in the design of street enhancement improvements, in particular, streetscape improvements, for North Long Beach would be critical to the implementation and effectiveness of those improvements. The community design process for street enhancement improvements was coordinated with the public involvement process for the Strategic Guide and shared its objectives of (1) coordinating an effective outreach program to attract participation, (2) eliciting input and facilitating consensus-building with respect to design recommendations; and (3) encouraging and fostering community commitment to on-going participation in the implementation of the Street Enhancement Master Plan, in conjunction with the Strategic Guide.

The primary vehicle for achieving these goals was the Strategic Guide Steering Committee, made up of representatives from the community and other stakeholder groups in North Long Beach. Members of the Strategic Guide Steering Committee acted as conduits for information to and from their constituencies. A total of 12 meetings were held with the Strategic Guide Steering Committee. The committee was composed of representatives from the following organizations:

- North Long Beach Project Area Committee
- North Long Beach Business Association
- North Long Beach Neighborhood Association
- North Long Beach Community Action Group
- Bixby Knolls Business Improvement Association
- Long Beach Housing Development Company
- Long Beach Planning Commission
- Long Beach Unified School District
- Apartment Association of Southern California Cities
- Long Beach Commercial Real Estate Council
- Gateway Cities Partnership
- Second Samoan Congregational Church
- 8th District City Council Office
- 9th District City Council Office
- Long Beach Redevelopment Agency Board

- ❑ Long Beach Police Department Staff
- ❑ City of Long Beach Planning Staff
- ❑ City of Long Beach Public Works Staff.

In addition to the input received from the North Long Beach Steering Committee, input was obtained through two open-house public workshops held in the North Long Beach Community. The first workshop was held at Ramona Park in August, 2000 and the second at Houghton Park in February, 2001.

At North Long Beach Steering Committee meetings and at the first community workshops, community members identified streetscape improvements they would like to see to make North Long Beach more attractive, more livable and give it a stronger identity. At subsequent Strategic Guide Steering Committee meetings and at the second community workshop, community members identified their priorities for both improvements and streets. Finally, the Steering Committee identified a funding split - between basic street improvements and streetscape - they would like to see: 60:40. This community design input provides the basis for the streetscape master plan.

A summary of specific comments received at the community workshops is included in Appendix R.

Input was also obtained through meetings with key city working groups, including the City of Long Beach Executive Management Team, the City of Long Beach Economic Development and infrastructure Committee, the Long Beach Redevelopment Agency Board, city staff, and public service providers.

Organization of the Street Enhancement Master Plan

The Street Enhancement Master Plan includes the following sections:

I. Introduction (this section);

II. Executive Summary, which describes key recommendations of the Street Enhancement Master Plan.

III. Infrastructure Improvements, which describes proposed improvements to the basic infrastructure of North Long Beach, including pavement reconstruction and restructuring, concrete reconstruction, and storm drain improvements, in order of priority;

IV. Streetscape Improvements, which describes proposed improvements to enhance major streets in North Long Beach, including gateways, street trees, medians, traffic calming and pedestrian amenities, in order of priority;

V. Streetscape Improvements by Street, which describes specific improvements recommended for each major street.

These sections are followed by a series of technical appendices, which provide detailed documentation of the information summarized in the body of the report.

II. EXECUTIVE SUMMARY

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The North Long Beach Street Enhancement Master Plan identifies and prioritizes infrastructure and streetscape improvements that are needed in North Long Beach. Infrastructure improvements include pavement reconstruction and restructuring for local and arterial streets and alleys, concrete reconstruction, ADA ramps and storm drain improvements. Streetscape improvements include traffic calming and pedestrian amenities, gateway landscaping, street trees and landscaped medians, as well as other landscape opportunities. Proposed streetscape improvements are limited to the 10 arterial streets in North Long Beach.

The Street Enhancement Master Plan identifies a total of approximately $123 million of infrastructure improvements and $30 million of streetscape improvements. Because this amount far exceeds the available funds for such improvements, a key element of the Street Enhancement Master Plan was to prioritize the needed improvements. Proposed infrastructure improvement priorities are based on a technical evaluation of all streets and alleys in North Long Beach. Recommended priorities for streetscape improvements are based largely on input received from the North Long Beach Strategic Guide Steering Committee and from community members at two workshops.

The Redevelopment Agency had determined that the bonding capacity for the North Long Beach Redevelopment Area could yield $14 to $18 million for public work needs, which would need to be utilized during the next 3 years. A Three-Year Specific Action Plan was developed to identify improvements that should be undertaken in the next three years, using that funding.

This Executive Summary first summarizes the infrastructure and streetscape improvement needs evaluated by the Street Enhancement Master Plan. It then outlines the proposed Three-Year Specific Action Plan.

A. Infrastructure Improvement Needs

Pavement Restructuring and Reconstruction. Regardless of maintenance, roadway pavement must be replaced at some point in time. It can be replaced in one of two ways: restructuring or reconstruction. Pavement restructuring consists of adding additional thickness of asphalt on top of a properly prepared existing surface of roadway. Generally, it is necessary to dig out selected areas that are severely deteriorated to provide a uniform life span for the pavement overall. If the pavement is allowed to become too severely deteriorated, it must be completely reconstructed, which includes: removal of asphalt and base material, re-grading of the underlying soil, and replacement of the base material and asphalt. Roadway reconstruction costs are on the order of 3 times pavement restructuring. Thus, in the long run, upgrading pavements at the appropriate time can yield major savings.

All streets in North Long Beach were surveyed and were ranked with respect to their need for reconstruction or restructuring.

Alley Pavement. All alleys in North Long Beach were surveyed. The condition of each alley was evaluated. Needed improvements were identified.

Concrete Curbs, Gutters and Sidewalks. All concrete curbs, gutters and sidewalks were surveyed by the City in a previous inventory. The following quantities of concrete reconstruction are required within the North Long Beach Redevelopment Area: 245,620 linear feet of curb and gutter and 616,499 square feet of sidewalk.

In general, curb and gutter reconstruction should be performed at the same time as pavement restructuring, because 1) the pavement and the curb and gutter are physically adjoining; and 2) the longevity of the pavement restructuring depends on good drainage via the gutter. On the other hand, sidewalk reconstruction could be undertaken on an area wide concrete repair project, and perhaps include the curb and gutter, which would be reconstructed prior to restructuring in the area. However, simultaneous construction of all improvements would minimize disruption to homeowners, businesses, pedestrians and motorists.

Americans With Disabilities Act (ADA) Access Ramps. Ramps that transition from sidewalks to streets are required to permit individuals with disabilities to cross those streets in the same locations that individuals without disabilities can cross. The City of Long Beach has been proactive in the installation of ADA ramps, yet ADA ramps are still missing at the vast majority of locations on residential streets in North Long Beach. In addition, in many locations where ramps do exist, they are non-compliant because Federal design standards for ADA ramps have been modified in recent years. Court rulings have held that when a street is restructured, ramps must be brought within current ADA standards.

All locations at which ADA ramps are required in North Long Beach were surveyed. A total of 2,100 ADA ramps are required in North Long Beach, either to replace existing ones or to install them for the first time.

Storm Drainage System Improvements. Boyle Engineering completed an assessment of the storm drainage system in North Long Beach in 1991. That study identified $39 million of improvements to the existing storm drainage system needed to provide North Long Beach with an adequate back-

bone storm drain system on which to build future improvements. In addition, the Department of Public Works has been collecting information based on field observations and complaints during the rainy season. These improvements, which would cost on the order of $6 million, have been given priority over the improvements identified in the Boyle Engineering study.

B. Proposed Streetscape Improvements

Traffic Calming and Pedestrian Amenities. The Street Enhancement Master Plan recommends that traffic calming and pedestrian amenities be provided in designated village centers and neighborhood commercial nodes, as well as along streets adjacent to new multi-family and mixed use developments. Recommended improvements in these areas include corner curb extensions, enhanced paving of crosswalks and pedestrian-activated signals at mid-block crossings to make it easier for pedestrians to cross the street and to make them more visible to motorists. Other recommended improvements include wider sidewalks in locations where the existing sidewalks are less than 10 feet wide, pedestrian-scale street lights, bus shelters, benches and chairs, and trash receptacles.

Street Trees. Street trees should be planted along all 10 arterials where sidewalks are wide enough to accommodate them. With the exception of Atlantic Avenue between 61st Street and Del Amo Boulevard, where the sidewalks are 6.5 feet wide, and Market Street and Del Amo Boulevard, which have 5-foot wide sidewalks, all the arterials have sidewalks that are wide enough to accommodate street trees.

At bus stops and in village centers and neighborhood nodes, where high volumes of pedestrian activity are anticipated, trees should be planted in large tree wells (6-foot square with grates or 4 feet x 8 feet with stabilized decomposed granite or mulch). In all other locations, trees should be planted in continuous parkways adjacent to 4- or 5-foot wide walkways.

Where street trees are in parkways that parallel medians, the irrigation system installed in the medians should be extended to the parkways with 2 bubblers per tree. In-ground irrigation systems should also be installed in any other locations where such installation is feasible. In other locations, trees should be watered once a week by water truck (minimum 20 gallons per tree per week): for 3 years if in parkways and for 5 years if in tree wells.

Landscaped Medians. On existing raised medians on Atlantic Avenue, Artesia Boulevard and Del Amo Boulevard, paved areas should be removed and replaced with landscaping. The existing raised, unlandscaped medians on Cherry Avenue and South Street near the rail crossing should be landscaped. Where feasible, new raised, landscaped medians should be provided along the other arterials. The following street segments are too narrow to accommodate medians: Orange Avenue, South Street west of Cherry Avenue, and Downey Avenue between the Artesia Freeway and Poppy Avenue. A traffic study should be prepared prior to the design of any median.

Gateway Enhancements. Many Steering Committee and community members expressed concern about the appearance of the major corridors at entries to the city and the first impression that such an appearance gives to visitors and residents alike. To address this concern, the Street Enhancement Master Plan recommends that typical street tree and median landscaping be enhanced at the gateways by additional landscaping in the medians and parkways and, for gateways at the north, landscaping of the street edges of Southern California Edison rights-of-way. Gateway landscaping should include several common elements that will be used at all gateways in conjunction with the individual landscape palette for each street. The common elements for each gateway may include 3 to 6 Canary Island Palms or Mexican Date Palms with clusters of Flax or other drought-tolerant subtropical plants in conjunction with a gateway sign and uplighting of trees and sign. Where there are medians at the gateways, these elements should be located in the medians. Where medians are not feasible, the supplemental landscaping should be provided in the parkways.

Other Landscape Improvements. The Street Enhancement Master Plan also identifies the need for permanent pocket parks, temporary landscaping of vacant lots and back-up lot landscaping, and suggests landscape guidelines for front yard setbacks and parking lots along the arterial streets.

Public Art. Public art should be incorporated into streetscape improvements at pedestrian nodes.

C. Three-Year Specific Action Plan

The recommended Three-Year Specific Action Plan, which is estimated to cost $18 million, including direct construction, construction contingency, design and construction inspection, includes the following improvements:

- ❑ Reconstruction of 1.23 miles of streets, including curbs, gutters and access ramps.
- ❑ Restructuring of 15.95 miles of streets, including curbs, gutters and access ramps.
- ❑ Paving of all dirt alleys.
- ❑ Pedestrian improvements in the North Village Center on Atlantic Avenue between 56th and 59th Streets and on Long Beach Boulevard 1 block north and 2 blocks south

of Market Street, including corner curb extensions at all 4 intersections.

- ❑ Gateway improvements on the arterials streets where they enter the City of Long Beach. Recommended gateway improvements include landscaped medians with a gateway sign and uplighting, as well as street trees in landscaped parkways. Street segments proposed to receive gateway improvements include:
  - Atlantic Avenue from Atlantic Place to Artesia Boulevard;
  - Long Beach Boulevard from Greenleaf Boulevard to south of the 91 Freeway;
  - Artesia Boulevard from the western city limit to Long Beach Boulevard and from Downey Avenue to Obispo Avenue;
  - Cherry Avenue from the northern City limit to Artesia Boulevard;
  - South Street from Downey Avenue to Obispo Avenue;
  - Del Amo Boulevard from the Los Angeles River to Long Beach Boulevard and from Cherry Avenue to Orange Avenue;
  - Paramount Boulevard from 70th Street to Artesia Boulevard;
  - Downey Avenue from 70th Street to Artesia Boulevard.
- ❑ Street trees along the entire length of Long Beach Boulevard and along the entire length of South Street in North Long Beach.

Figure II-1 shows infrastructure improvements recommended for completion in the next 3 years. Figure II-2 shows streetscape improvements recommended for completion in the next 3 years. Table II-1 lists the costs of each improvement in the Three-Year Action Plan.

Figure II-I. Three-Year Specific Action Plan for Infrastructure Improvements

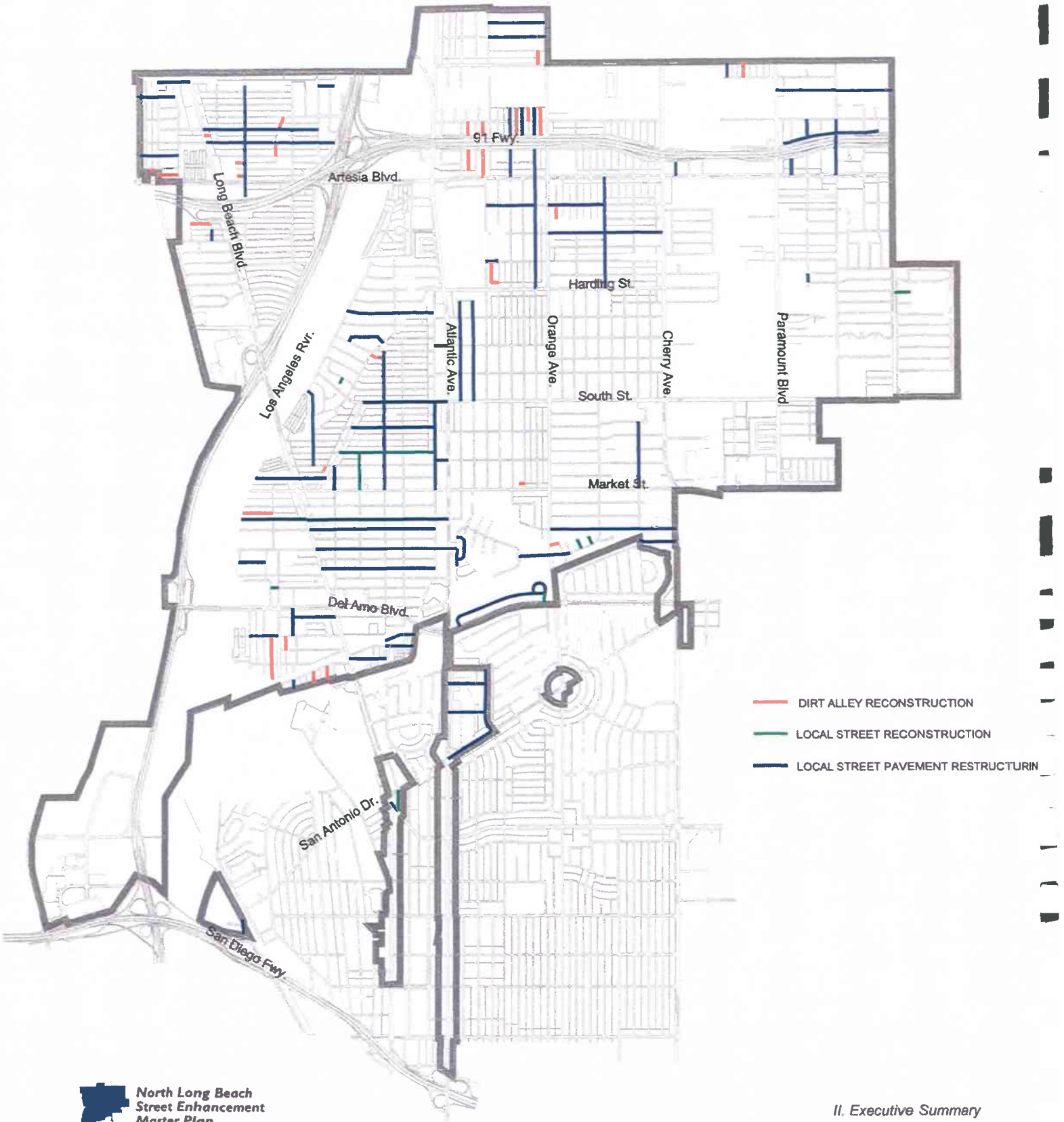
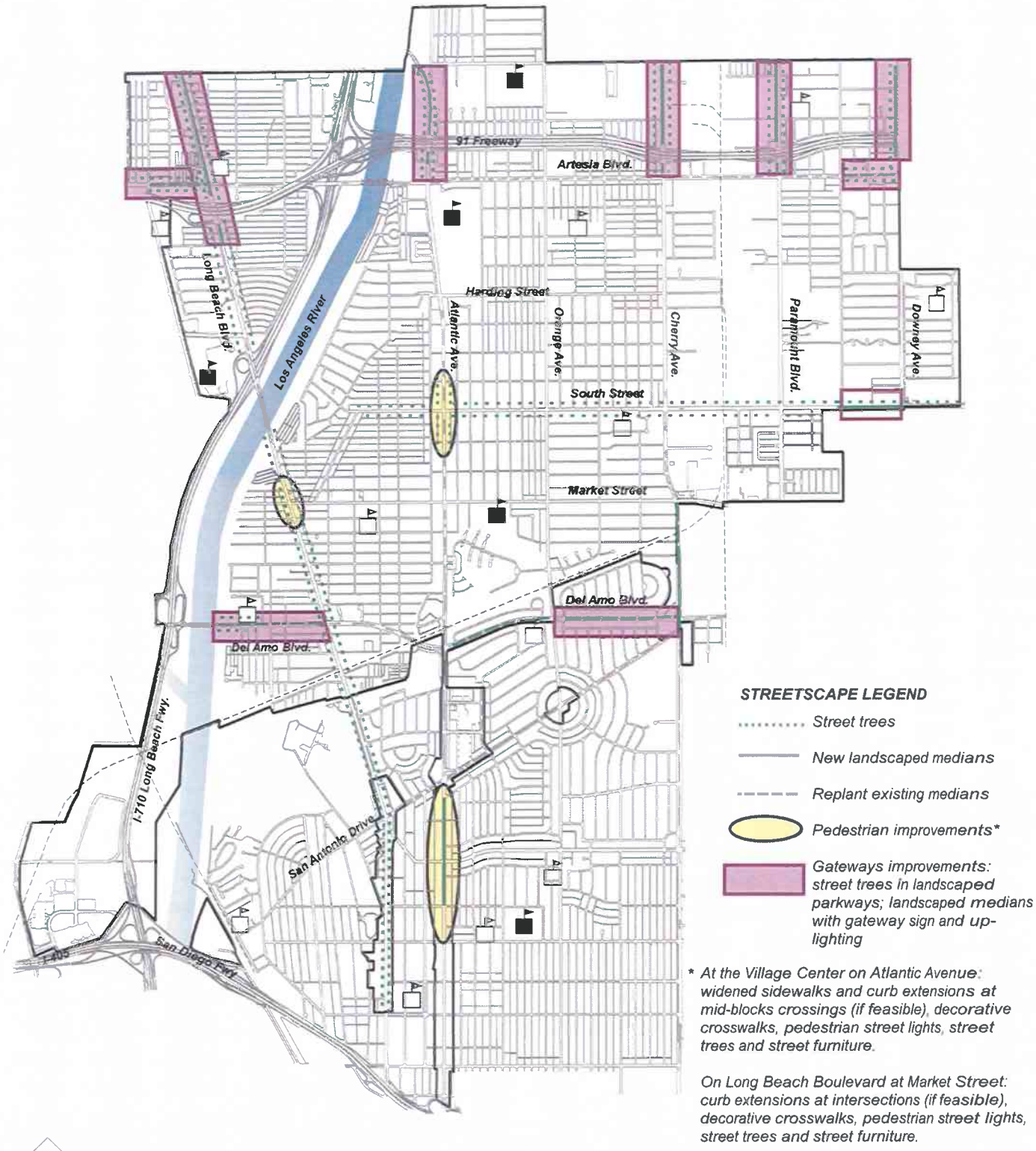


Figure II-2. Three-Year Specific Action Plan for Streetscape Improvements



* *At the Village Center on Atlantic Avenue: widened sidewalks and curb extensions at mid-blocks crossings (if feasible), decorative crosswalks, pedestrian street lights, street trees and street furniture.*

On Long Beach Boulevard at Market Street: curb extensions at intersections (if feasible), decorative crosswalks, pedestrian street lights, street trees and street furniture.

1" = 3,200'

Table II-1. Three-Year Specific Action Plan (2002$)

	Direct Construction	Contin-gency[1]	Traffic Study	Design and Construction Management[2]	Total
Infrastructure Improvements					
Street Reconstruction	$984,843	$147,726		$283,142	$1,415,711
Street Restructuring	$4,385,714	$657,857		$1,260,893	$6,304,464
Pave Dirt Alleys	$1,909,050	$286,358		$658,622	$2,854,030
Subtotal - Infrastructure					**$10,574,205**
Streetscape Improvements					
Atlantic Avenue					
North Village Center Pedestrian Improvements	$960,000	$144,000	$7,500	$276,000	$1,387,500
Gateway Landscaping - Atlantic Pl. to Artesia Blvd.	$288,600	$43,290	$7,500	$82,973	$422,363
Long Beach Boulevard					
Market St. Pedestrian Improvements	$445,000	$66,750	$7,500	$127,938	$647,188
Gateway Landscaping - Greeneaf Blvd. to so. of 91 Fwy.	$459,951	$68,993	$7,500	$132,236	$668,679
Street Trees[3,4] - along remainder of street	$738,745	$110,812		$212,389	$1,061,945
Artesia Boulevard					
Gateway Landscaping - west city limit to Long Beach Blvd.	$143,800	$21,570		$41,342	$206,712
Gateway Landscaping - Downey Av. To Obispo Av.	$129,600	$19,440		$37,260	$186,300
Cherry Avenue					
Gateway Landscaping - north city limit. - Artesia Blvd.	$368,146	$55,222	$7,500	$105,842	$536,710
South Street					
Gateway Landscaping - Downey Av. To Obispo Av.	$243,600	$36,540	$7,500	$70,035	$357,674
Street Trees3,4 - along remainder of street					
Atlantic Av. to Obispo Av.4	$432,493	$64,874		$124,342	$621,708
Dairy Av. to Atlantic - in-ground irrigation	$65,000	$9,750		$18,688	$93,438
Del Amo Boulevard					
Gateway Landscaping - LA River to Long Beach Blvd.	$116,221	$17,433		$33,413	$167,067
Gateway Landscaping - Cherry Av. to Orange Av.	$97,708	$14,656		$28,091	$140,455
Paramount Boulevard					
Gateway Landscaping - 70th St. to Artesia Blvd.	$376,751	$56,513	$7,500	$108,316	$549,079
Downey Avenue					
Gateway Landscaping - 70th St. to Artesia Blvd.	$258,419	$38,763	$7,500	$74,295	$378,977
Subtotal - Streetscape Improvements					**$7,425,795**
Total					**$18,000,000**
Other Funding Sources					
Atlantic Avenue					
Landscaped Medians - San Antonio Rd. - Roosevelt Av.	$236,500	$35,500	$15,000	$68,000	$355,000

1 15% of Direct Construction
2 25% of Direct Construction + Contingency for all improvements, except alleys: 30% for alleys
3 Includes removal of concrete to provide continuous 4-foot-wide parkways, except at bus stops and village centers and neighborhood commercial nodes, where 4' x 8' tree wells should be provided.
4 Cost includes 3 years of weekly watering by watering truck; however, in-ground irrigation should be installed where feasible.

III. INFRASTRUCTURE IMPROVEMENTS

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A. Overview

The infrastructure of public works facilities in North Long Beach has aged greatly over the many years since its various elements were originally constructed. Many infrastructure improvements were constructed in the 1920's, 1930's, and 1940's. To a large extent, little upgrading has occurred since these early times.

One of the principal reasons for establishing the Redevelopment Area was to address the deteriorating infrastructure by providing a supplemental source of funding to reduce the backlog of needed improvements. This Master Plan is intended to specifically identify infrastructure deficiencies, quantify them and their costs, and provide an improvement program prioritized for the most cost effective approach to upgrading the infrastructure elements.

Most of the improvements considered have been assigned to categories within their class of improvement, e.g., street pavement restructuring, alley reconstruction, etc., to facilitate an understanding of the conditions of each element. These categories are defined in Section H. Exhibits are provided using these categories to represent deficiencies in a meaningful visual way. Report listings also are provided for each element, showing the condition category and priority.

Some of the infrastructure elements did not lend themselves to condition categories:

1) Storm drains are needed because of a lack of sufficient capacity in the drain lines, or the lack of a specific storm drain segment in an area with drainage problems, not due to their condition.
2) ADA ramps simply did not exist at many locations, or were substandard in terms of more recent requirements. Ramp improvements are mandated by federal law in conjunction with adjoining pavement restructuring or sidewalk construction.
3) Traffic improvement upgrades are required because of increased traffic volume that has occurred from growth in the surrounding area.

Not all infrastructure improvements were inventoried in this study. For example, sewers were not included, nor were area-wide traffic devices, such as traffic signs and signals. These systems are relatively complete and in good condition, and the availability of funding will be exhausted on the other more deficient systems summarized in the following pages. Only the traffic signals and other traffic devices located where curb extensions or sidewalk widening are proposed are recommended for upgrade.

The outcome of this report is the capability to make sound decisions concerning the expenditure of funds for infrastructure improvements in North Long Beach, such that the most benefit is gained from any funds expended. The essential tools are provided in the Appendix reports, Appendices B through N listing specific improvements in priority order. Direct evaluation of the magnitudes and relative conditions and priorities will lead to cost-effective direction of efforts to improve the North Long Beach infrastructure.

For convenience, complete alphabetic listings, one for streets and one for alleys, is provided in Appendix A. These can serve as cross references to find individual streets or alleys on other reports, based on type of street or alley, priority value, and category. Streets in Pavement Category 0 (pavement in good condition), regardless of sidewalk condition, cannot be cross-referenced, because they are not listed for improvement in any other report.

B. Roadway Pavement

Background. Regardless of maintenance, roadway pavement must be replaced at some point in time. It can be replaced in one of two ways: restructuring or reconstruction. Pavement restructuring consists of applying an additional thickness of asphalt on top of a properly prepared existing surface of roadway. Generally, it is necessary to dig out selected areas that are severely deteriorated to provide a uniform life span for the pavement overall. Timely pavement restructuring is critical to minimizing the life-cycle cost of roadway pavement. As time progresses, the amount of severely damaged pavement increases and the restructuring thickness requirement increases. This continual escalation of costs over time is the reason for prioritizing pavement upgrades based on cost effectiveness. If the pavement is allowed to become too severely deteriorated, it must be completely reconstructed, which includes: removal of asphalt and base material, re-grading of the underlying soil, and replacement of the new base material and asphalt. Roadway reconstruction costs are on the order of 3 times pavement restructuring. Thus, in the long run, upgrading pavements at the appropriate time can yield major savings.

Which Streets Are Included in The Master Plan? The primary purpose of the Master Plan with respect to street pavement is to identify and prioirtize streets that should be reconstructed or restructured using Redevelopment Area funds.

The City of Long Beach has an on-going pavement management system for all streets in the city that qualify for Federal Highway funds and State of California Proposition C funds. Approximately 34 miles of streets in North Long Beach are included in this system and are referred to as "arterial" streets. The system of arterial roadways that qualify for Federal Highway funds is approved by the Federal Highway Administration (FHWA). State Proposition C funds are generally allocated to mass transit routes. The pavement management system

arterial streets include all streets in North Long Beach that are classified as Regional Corridors, Major Arterials, Minor Arterials and Collector streets by the Bureau of Engineering's "Functional Classification of Streets" in the Transportation Element of the General Plan, as well as some streets classified as Local Streets. The condition of the pavement on these arterial streets is evaluated every two years. Because reconstruction and restructuring of these arterial streets can be funded by federal and state funds and because there are no similar funding sources available for streets that are not in the pavement management system (termed "local" streets), it was decided that, in general, only local streets would be considered for Redevelopment Area funding and would, therefore, be included in this Master Plan. There is one significant exception to this general rule: the 10 streets proposed for streetscape improvements (approximately 27 miles of streets) were included in the Master Plan, so that, if the location of a needed restructuring or reconstruction corresponded with the location of proposed streetscape improvements, all improvements could be undertaken at the same time to minimize disruption to businesses, residents and motorists. Restructuring and reconstruction of other arterial streets will continue to be undertaken as part of the citywide arterial improvement program.

Redevelopment funds cannot be used for maintenance or repairs. Therefore, localized areas of repair within a relatively long roadway segment in otherwise good condition are not included in the Master Plan. Each segment is taken in its average condition to be approached as a significantly large construction project. Local repairs would be accomplished by maintenance activities, not within the capital improvement program. This is especially important for concrete streets, for which repair, rather than reconstruction, is typically required, since failures of concrete pavements generally occur in localized areas where repairs of individual slabs will return the pavement to good condition. None of the concrete streets in North Long Beach warranted complete reconstruction. There are a few concrete streets in need of repair, including Long Beach Boulevard between 46th Street and Mountain View Street, which is identified in the citywide pavement management system as a high priority for concrete pavement repair. Funding sources available to streets in the pavement management system can be used to make concrete repairs on arterial streets. Because all of the streets with a significant priority for concrete pavement repair were 1) fundable by other sources and 2) repairs rather than improvements, they were not included in the Master Plan.

Pavement Evaluation Process. The process used to develop the master plan for pavement restructuring and reconstruction was as follows:

1. Develop an inventory of all streets to be included in this Master Plan, as described above, and all alleys in North Long Beach by segments defined by change of condition, width, or other significant parameter. Both asphalt and concrete streets were included. The field survey was performed in conformance with data collection for the City's existing pavement management system. The data was processed in a separate database with formulas to enhance the priorities for traffic and provide more flexibility in cost calculations for the special needs in the district. Various sorting methods and GIS linkage were also more expeditious in the database for North Long Beach.
2. Survey and document pavement conditions of all street segments to provide cost estimates for upgrading the pavement and the present rate of deterioration. (The existing City pavement management system data gathering method was used.)
3. Rank the street segments by the savings to be realized by immediate improvement proportioned against the improvement costs in order to provide an essential return on the prospective investment.
4. The street segments in the pavement survey were linked to the City's GIS to allow for mapping of street groupings to assist in decision-making (see Appendices B through J).
5. Any arterial streets that have been restructured since the Master Plan assessment will be removed from the list of streets in need of restructuring in the next arterial street pavement assessment, which takes place every 2 years.
6. Any local streets that have been restructured will drop off the list and be replaced by the next priority street segment on the list.
7. If a street in need of restructuring has just been slurry sealed, it will remain on the list, since it will still need to be restructured.

Results. There are 185 miles of streets in North Long Beach. Based on the survey, a total of 91.50 miles of local streets could benefit from pavement restructuring at the present time, amounting to an estimated construction cost of $18.13 million (see Figure III-1 for local street locations). A total of 8.14 miles of arterial streets, for which streetscape improvements are proposed, are in need of pavement restructuring, amounting to an estimated construction cost of $4.31 million (see Figure III-2 for arterial street locations). Only 1.23 miles of local streets are so severely deteriorated that they need to be completely reconstructed, amounting to an estimated construction cost of $0.92 million (see Figure III-3 for locations of streets in need of reconstruction highlighted by category).

Figures III-1 through III-3 show the locations of the segments in need of restructuring and reconstruction by category of cost effectiveness based on pavement conditions. Pavement,

Figure III-I. Local Street Pavement Restructuring

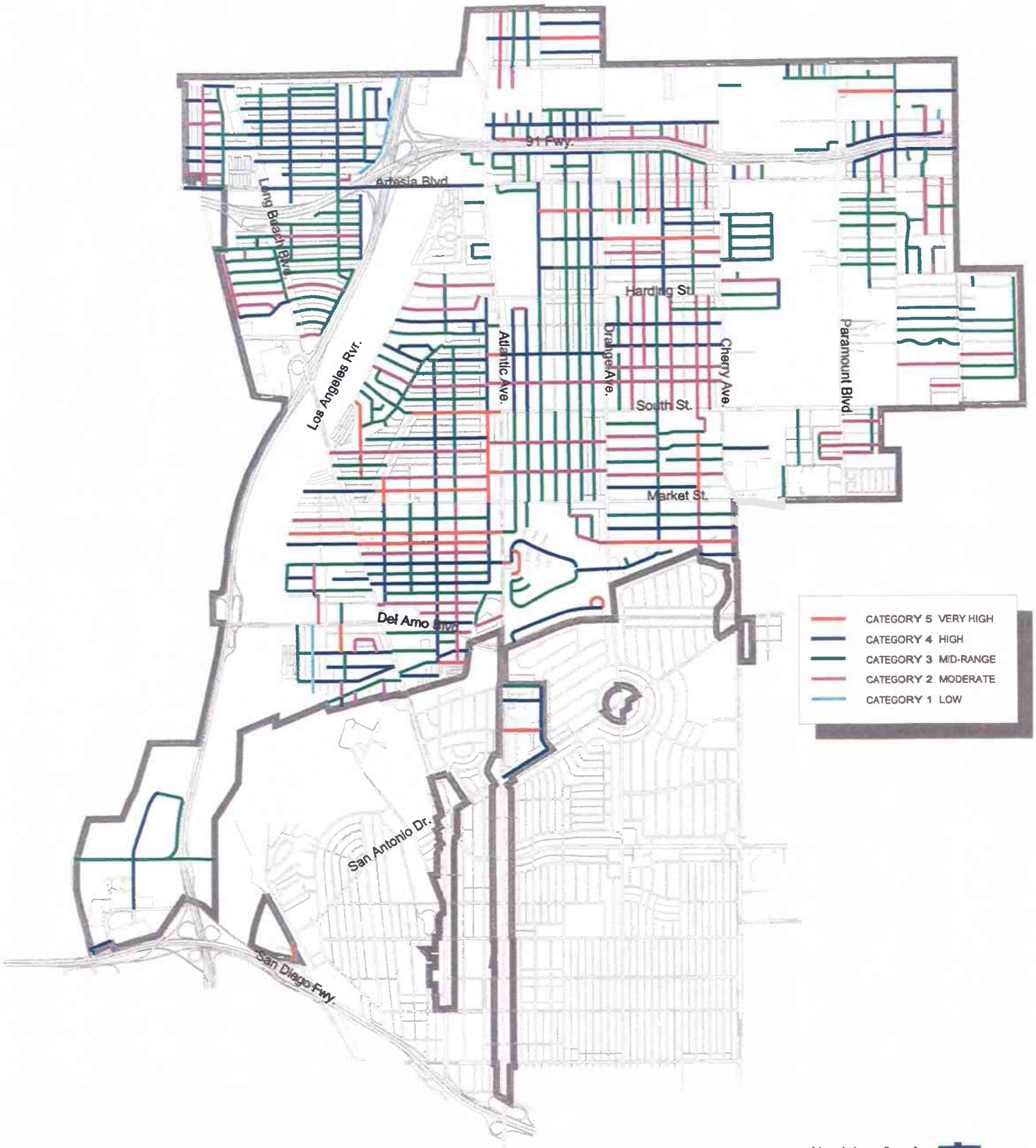


Figure III-2. Arterial Street Pavement Restructuring

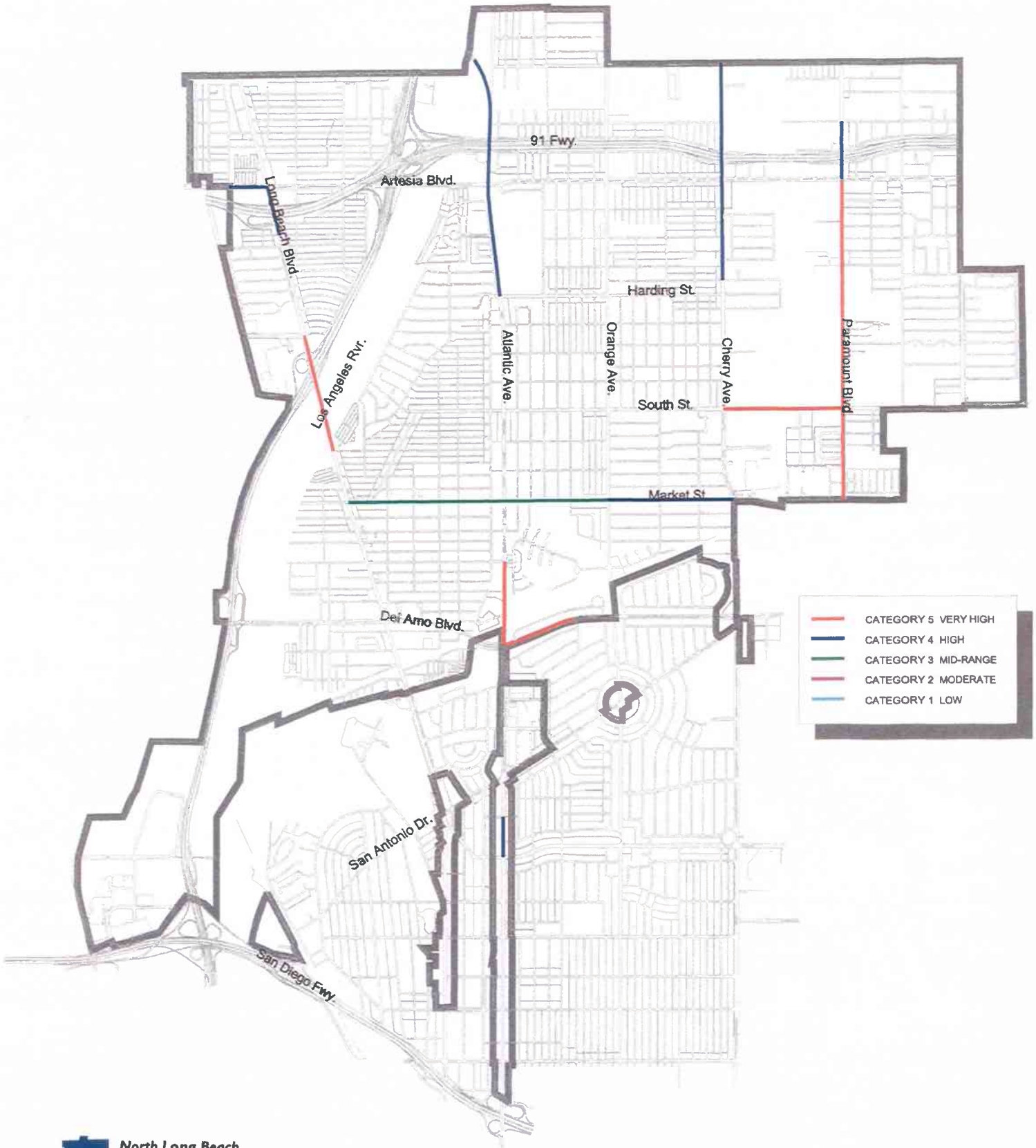
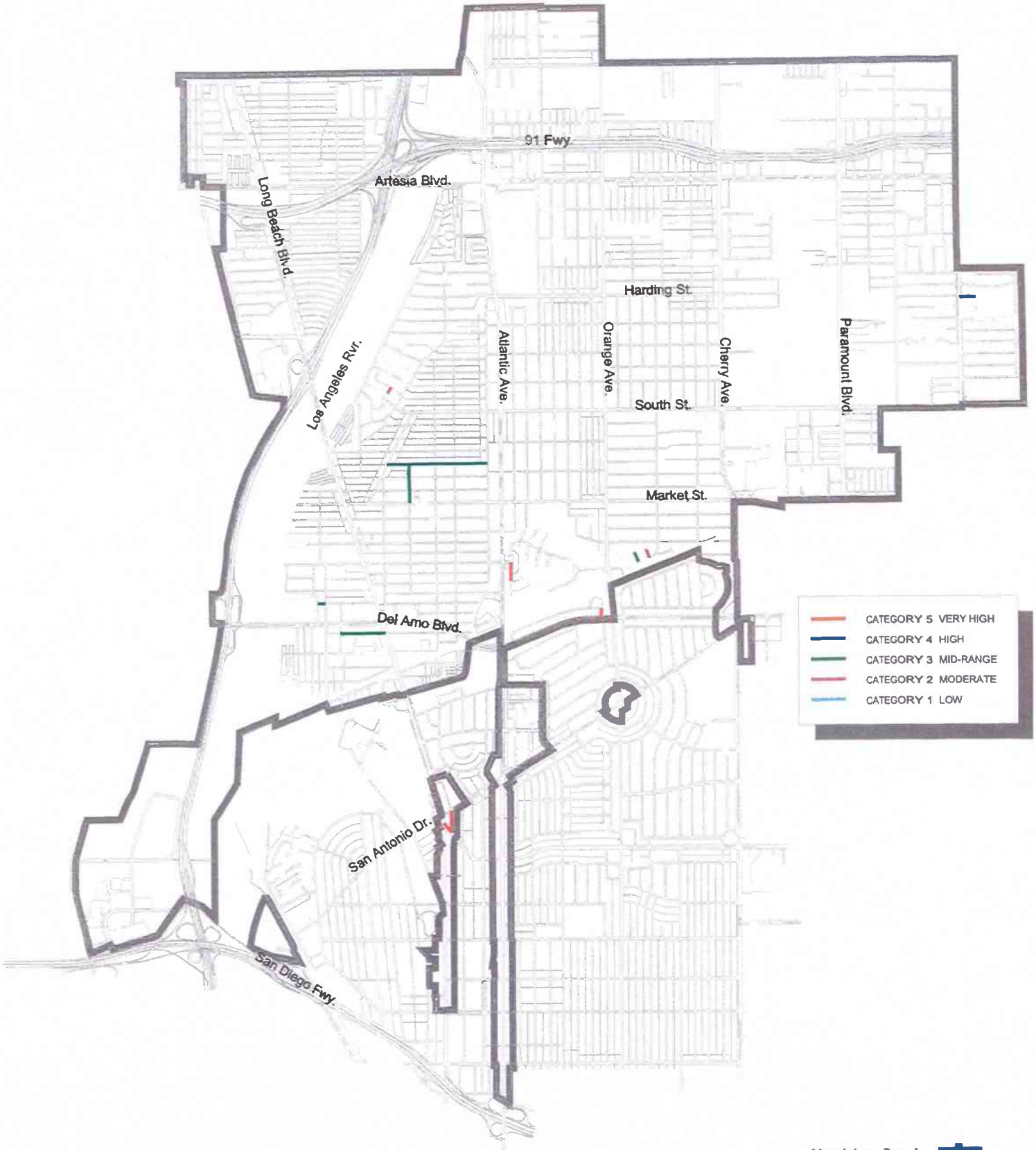


Figure III-3. Local Street Pavement Reconstruction



curb and gutter, and sidewalk condition states were broken down into 5 categories to provide a uniform way of gauging the condition of a particular element within a roadway segment. Category 5 represents the worst condition, while Category 1 represents minimal deterioration. Categories were established for the following elements:

- Asphalt Pavement for Restructuring with and without Curb and Gutter Reconstruction;
- Asphalt Pavement for Reconstruction with and without Curb and Gutter Reconstruction;
- Asphalt Alley Reconstruction to Concrete;
- Concrete Pavement Reconstruction; and
- Sidewalk Reconstruction.

Much of the Federal and State funding that is available is designated for improvement of arterial streets only. Federal funding always applies to the designated system of arterial roadways approved by the Federal Highway Administration (FHWA). Proposition C funds are generally allocated to mass transit routes. Local streets must be improved using principally other sources. Given this limitation on the funding of pavement restructuring on local streets, tax-increment revenue generated by the Redevelopment Area should be directed to local streets, rather than arterial roadways. Arterial roadway restructuring will continue to be undertaken as part of the citywide arterial improvement program.

C. Alley Pavement

There are 34.42 miles of alleys in North Long Beach, which range from unpaved dirt to asphalt to concrete alleys. All of these alleys were surveyed. Of these, there are 2.45 miles of dirt alleys, which are proposed to be constructed in concrete at a cost of $2.20 million (see Figure III-4 for locations). There are 7.11 miles of asphalt alleys in need of reconstruction, at a cost of $5.33 million, assuming such reconstruction is with concrete pavement per City standards (see Figure III-5). The advantage of a properly constructed concrete alley is that its life span is almost indefinite, as concrete strength actually increases with age, and the traffic in alleys is relatively light. Asphalt alleys require a "V" gutter drainage strip in the middle, which puts a joint on either side. That joint is coincident with traffic wheel paths and is susceptible to water damage from the flow line. Though costs are somewhat less for such an asphalt alley, the difference is not significant given the drastically shortened lifespan.

The existing concrete alleys essentially need only individual slab reconstruction, because of the reasons discussed above regarding concrete lifespan. There are inevitably parts of concrete slabs that break down due to special factors, such as utility cuts, which cause localized deterioration. The rates of deterioration are slow for concrete, so priorities are relatively low. There are 24.17 miles of concrete alleys that need partial reconstruction, at an estimated construction cost of $1.02 million (see Figure III-6). In Figure III-6, the category is represented by the color coding of the individual alleys. It is useful to review the naming convention for alleys used in the report listings and the database, since the vast majority have no mapped name assigned to them.

For some dirt alleys it may be most appropriate to simply close them by one of a few possible methods. This will be determined as the City moves into the design phase of the program on an alley-by-alley basis.

Alley Naming Convention

1. Alley naming begins with the major street closest to and parallel to the alley. For example, an alley running parallel to and east of Atlantic Boulevard with no alleys between them, is named Alley East of Atlantic.
2. The major adjacent street always takes precedence in the name.
3. Occasionally, two alleys run parallel between two streets, for example, two alleys between Lime Street and Elm Street, which run north and south with Lime on the west. The two alleys would be Alley East of Lime and Alley West of Elm. This convention ensures, in every case, that locating an alley is as straightforward as locating a street, just by finding the street referenced in the alley's name.
4. Termination limits are typically the same as for street segments: the nearest cross street or cross alley at the end.

D. Concrete Curbs, Gutters and Sidewalks

All concrete curbs, gutters, and sidewalks were surveyed by GIS location by the City in a previous inventory. The quantity of the needed concrete reconstruction was totaled for each street segment and forms part of the information available in this study. The following quantities of concrete reconstruction are needed in North Long Beach:

1. 245,620 linear feet of curb and gutter at a cost of $7.06 million;
2. 616,499 square feet of sidewalk at a cost of $3.54 million.

In general, curb and gutter reconstruction should be performed with pavement restructuring, because they are physically adjoining, and the drainage is carried by the gutter. If the pavement is not well drained, pavement deterioration is accelerated dramatically, greatly reducing the time before the next restructuring will be needed. The issue of public convenience comes into play as well: if curb and gutter and pavement are constructed together, disruption to homeowners, businesses, pedestrians, and motorists is reduced to a fraction of what it would be if each project were done separately.

Figure III-4. Dirt Alley Reconstruction

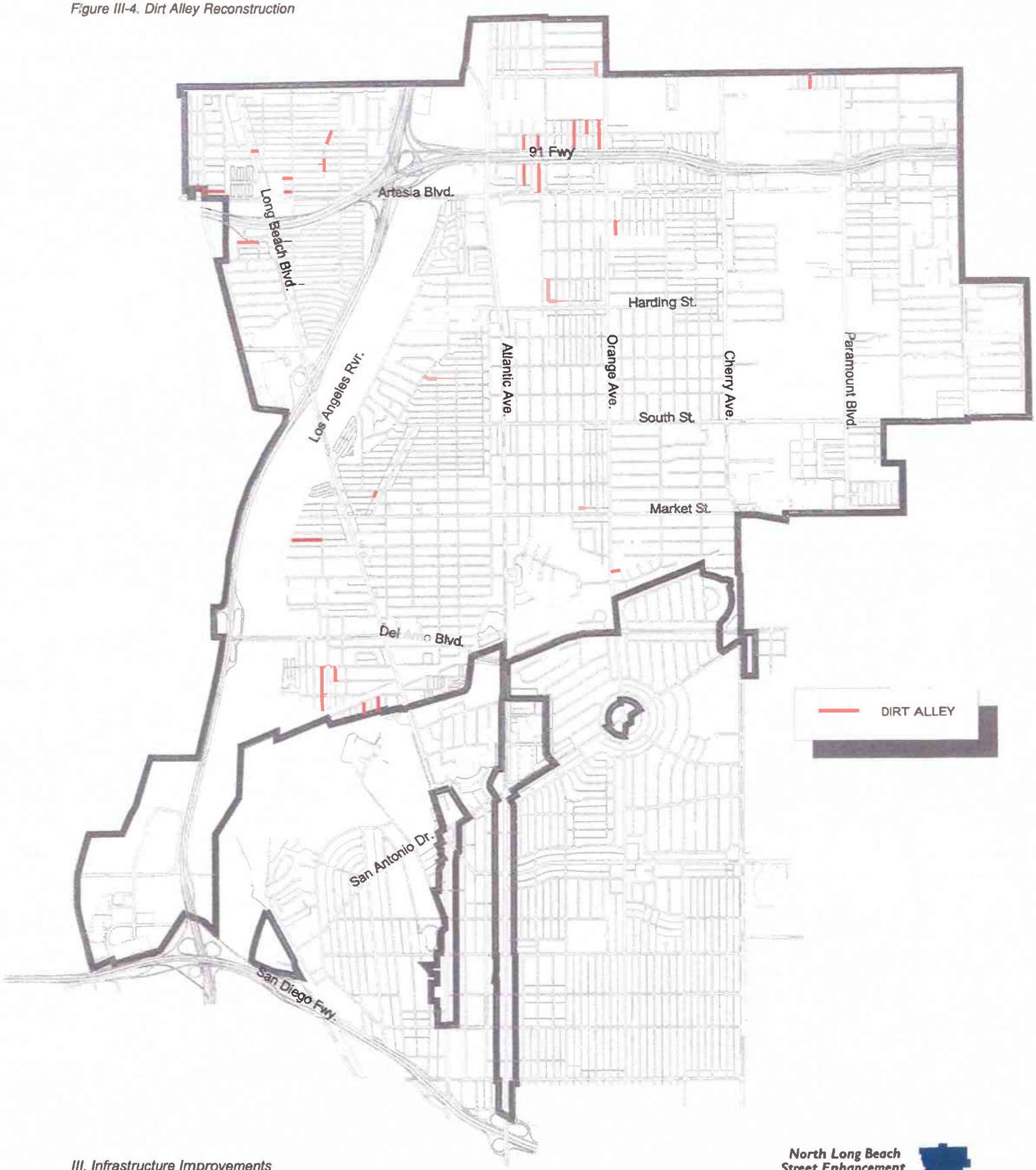


Figure III-5. Asphalt Alley Reconstruction

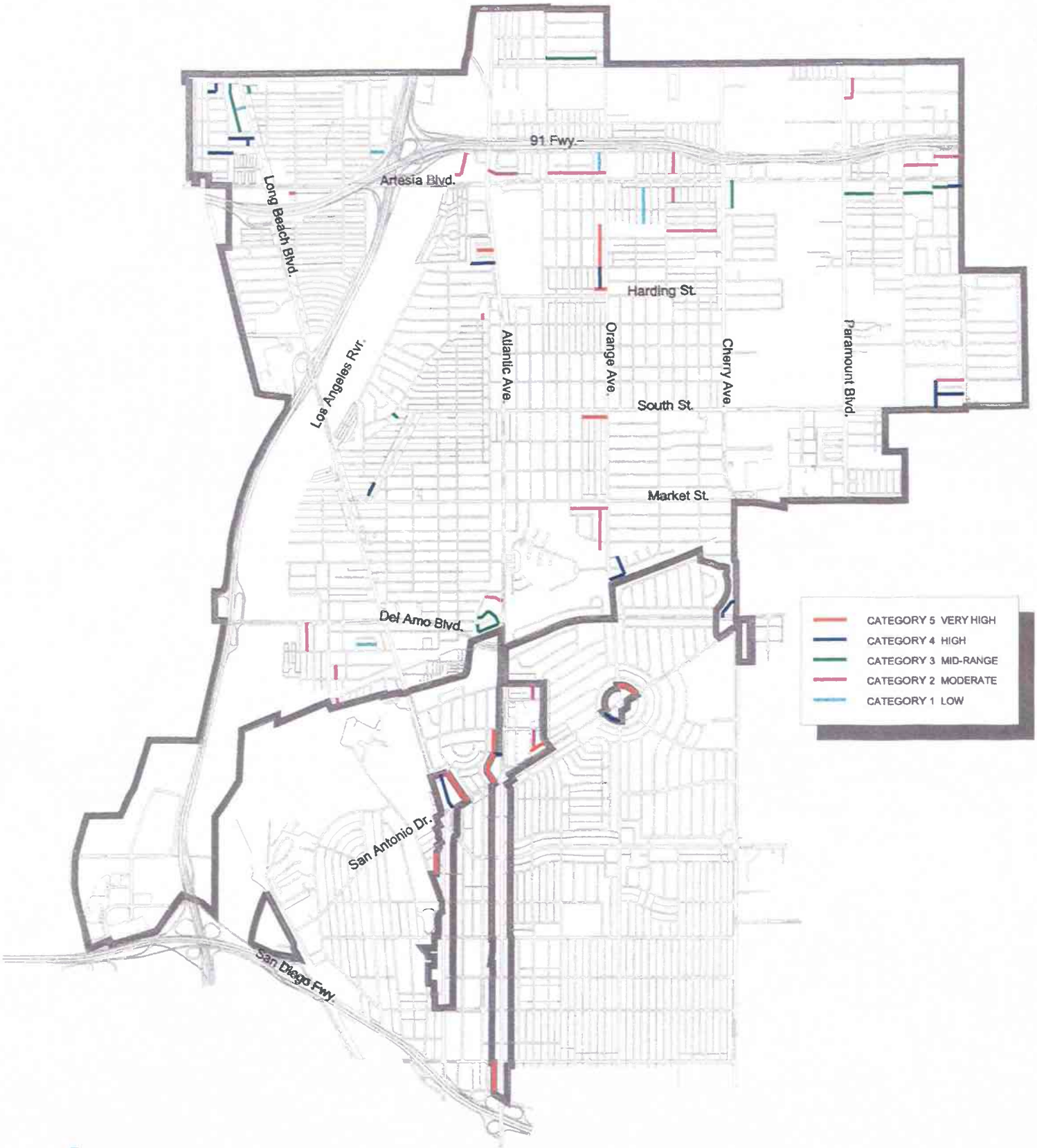
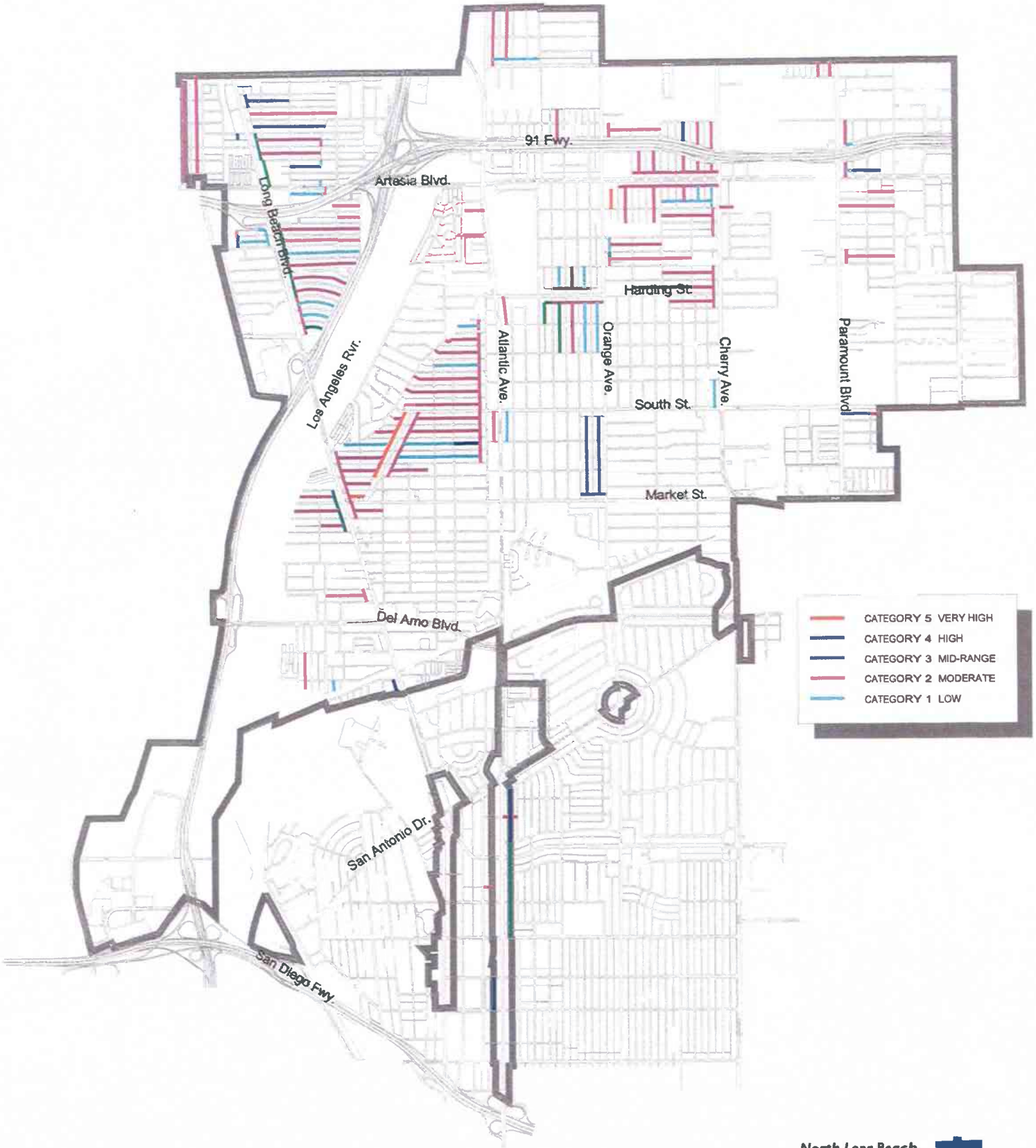


Figure III-6. Concrete Alley Reconstruction



To facilitate the decision to construct pavement with curb and gutter, the pavement priority is used as the central priority, with adjustments provided by the curb and gutter priority to attain an overall priority. These priority adjustments have been made based on weighting factors for curb and gutter damage. For example, a street (alleys do not have curb or sidewalk) with severely deteriorated curb and gutter would be pushed ahead of another street with the same pavement priority. These overall priorities are shown in Figure III-7 for local streets, Figure III-8 for arterial streets, and Figure III-9 for local street reconstruction.

Sidewalk reconstruction could be undertaken on an area-wide concrete repair project. Figures III-10 and III-11 show the locations in North Long Beach where sidewalk reconstruction is recommended by priority for local and arterial streets, respectively. Figure III-12 shows the locations where the need for sidewalk reconstruction is concentrated for local streets that are in need of reconstruction. Only the sidewalks needing repair that are adjacent to pavement in need of restructuring or reconstruction are included. Other sidewalk repairs are included in the City's annually funded concrete curb project.

E. Americans with Disabilities Act (ADA) Access Ramps

Ramps that transition from sidewalks to streets are required to permit individuals with disabilities to cross those streets in the same locations that individuals without disabilities can cross. The City of Long Beach has been proactive in the installation of ADA ramps, yet ADA ramps are still missing at the vast majority of locations on residential streets in North Long Beach. In addition, in many locations where ramps do exist, they are non-compliant because Federal design standards for ADA ramps have been modified in recent years. Court rulings have held that when a street is restructured, ramps must be brought within current ADA standards.

All locations at which ADA ramps are required in North Long Beach were surveyed. A total of 2,100 ADA ramps are required in North Long Beach, either to replace existing ones or to install them for the first time. They should be replaced in the following order of priority:

1. 1,780 ramps where no ramp currently exists, at a cost of $2.67 million.
2. 320 ramps to replace ramps rendered non-compliant by changes in Federal standards, at a cost of $480,000.

Ramps must be constructed with pavement restructuring or reconstruction projects or with ADA ramp projects prior to pavement restructuring or reconstruction.

F. Storm Drainage System

Boyle Engineering completed an assessment of the storm drainage system in North Long Beach in 1991. That study identified $39 million of improvements to the existing storm drainage system. It did not address local flooding problems or locations to which subsurface storm drains should be extended. In addition, it addressed only storm drains 36 inches in diameter or larger. The infrastructure element of this master plan addresses new drains that are needed to provide North Long Beach with an adequate backbone storm drain system on which to build future improvements. Storm drain improvements to correct local deficiencies identified by City staff are included as well. Once the identified storm drains are constructed, a system will then be in place to allow for localized flooding to be mitigated by future local storm drain extensions.

The Department of Public Works has been collecting information based on field observations and complaints during the rainy season. Figure III-13 shows the locations of drainage improvements needed to address the problems identified by field observations and complaints. The improvements shown in Figure III-13 would cost $6 million. These improvements have been given priority over the other improvements identified in the Boyle Engineering study.

The storm drains selected for installation are planned for construction ahead of the street pavement construction. As street segments come up for restructuring based on their priority, storm drain facilities in those segments should be constructed approximately one year before.

G. Traffic Improvements

Concerns expressed by community members during the master planning process include:

1. Traffic speeds in excess of posted limits throughout North Long Beach and, in particular, on arterial streets.
2. Conflicts between vehicles and pedestrians, including speeding vehicles and failure of vehicles to stop for pedestrians at both striped and unstriped crosswalks (any intersection is a legal pedestrian crossing unless it is otherwise signed, regardless of whether or the crosswalk is striped).
3. High volumes of truck traffic on some arterial streets, including Paramount Boulevard and Artesia Boulevard.
4. Poor truck access to and from freeways, including the 710 to Long Beach Boulevard on- and off-ramps.
5. Overnight truck parking.

The proposed streetscape improvements include a limited number of changes to roadway configurations to improve pedestrian access. They include:

Figure III-7. Local Street Pavement Restructuring with Curb and Gutter

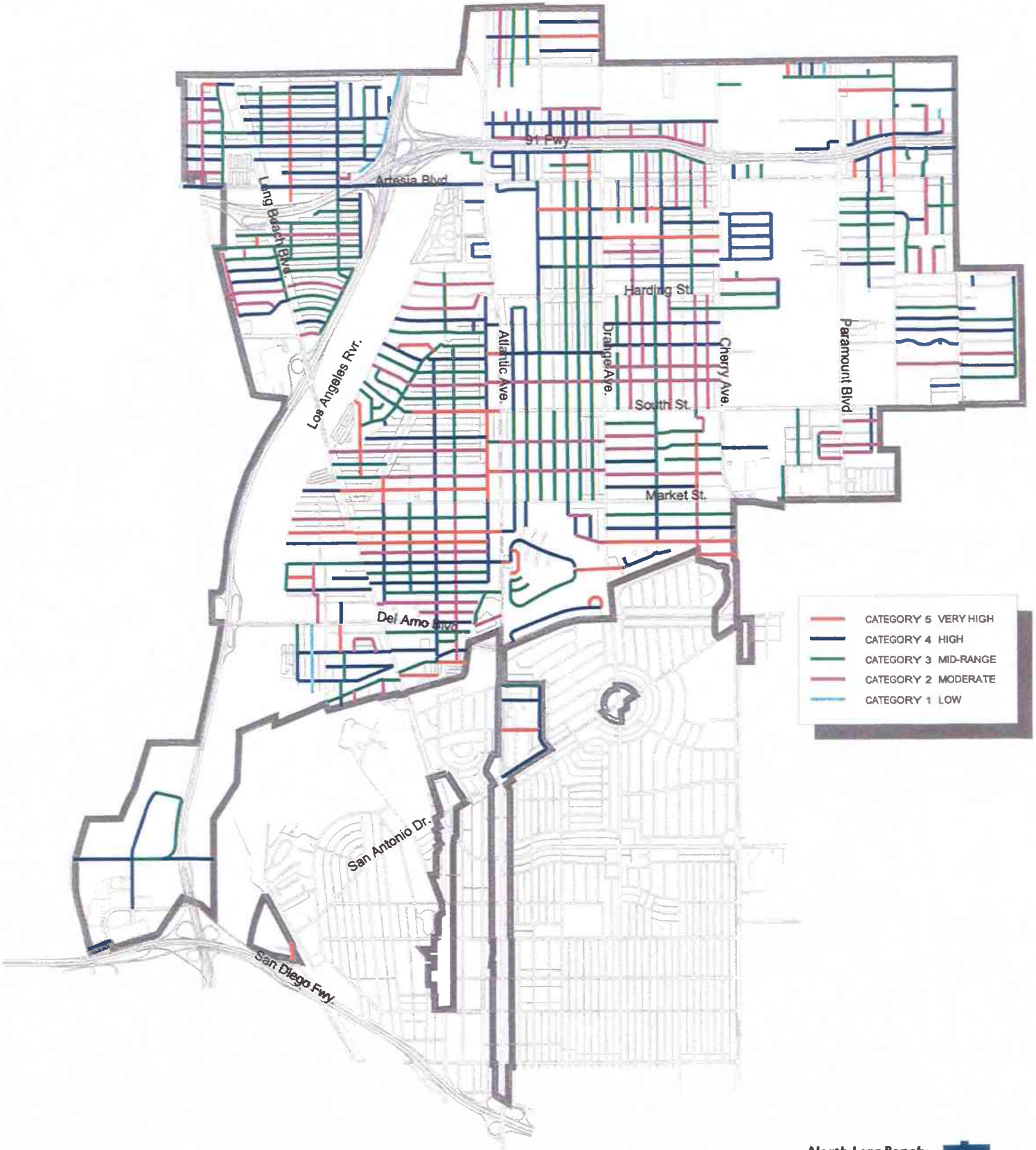


Figure III-8. Arterial Street Pavement Restructuring with Curb an Gutter

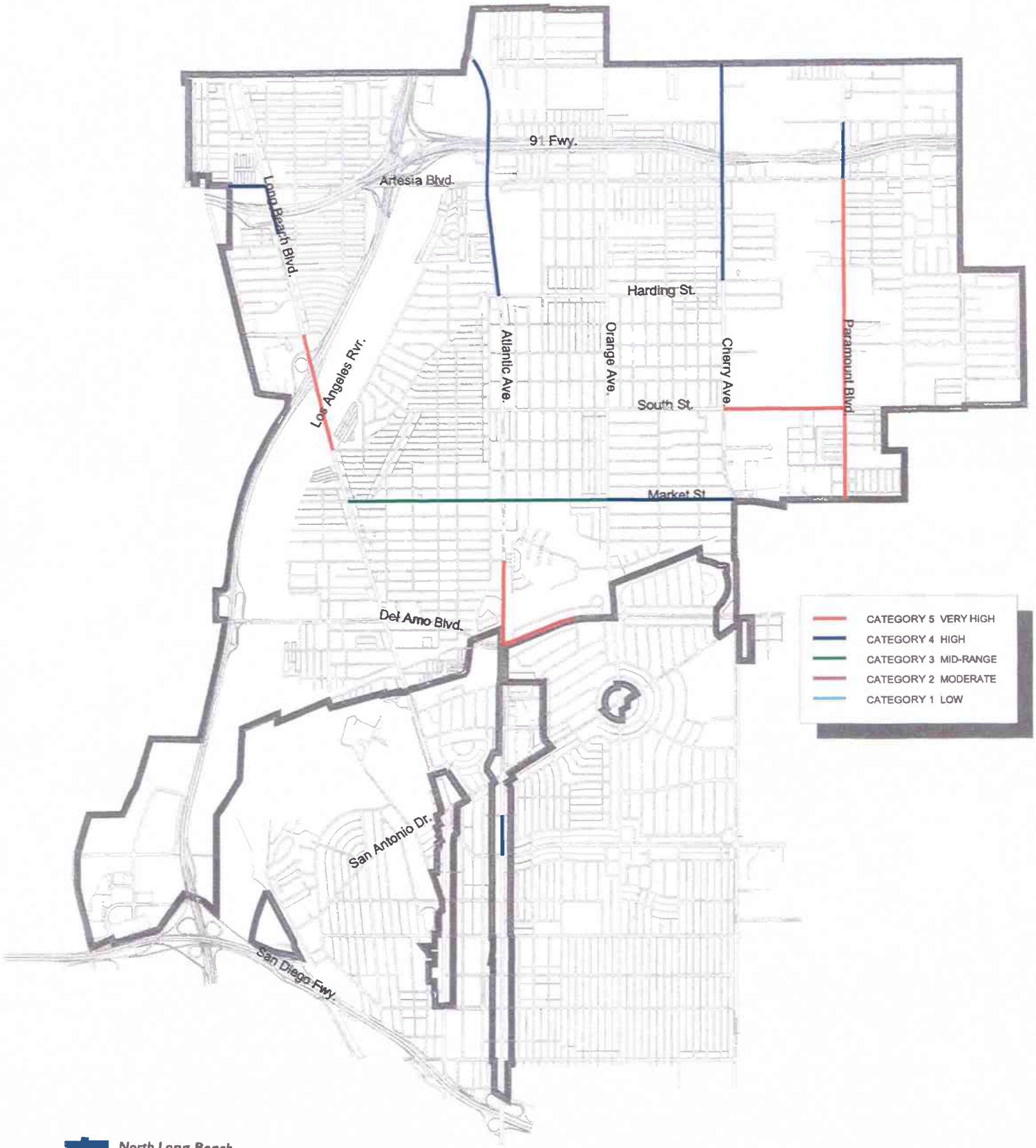


Figure III-9. Local Street Pavement Reconstruction with Curb and Gutter

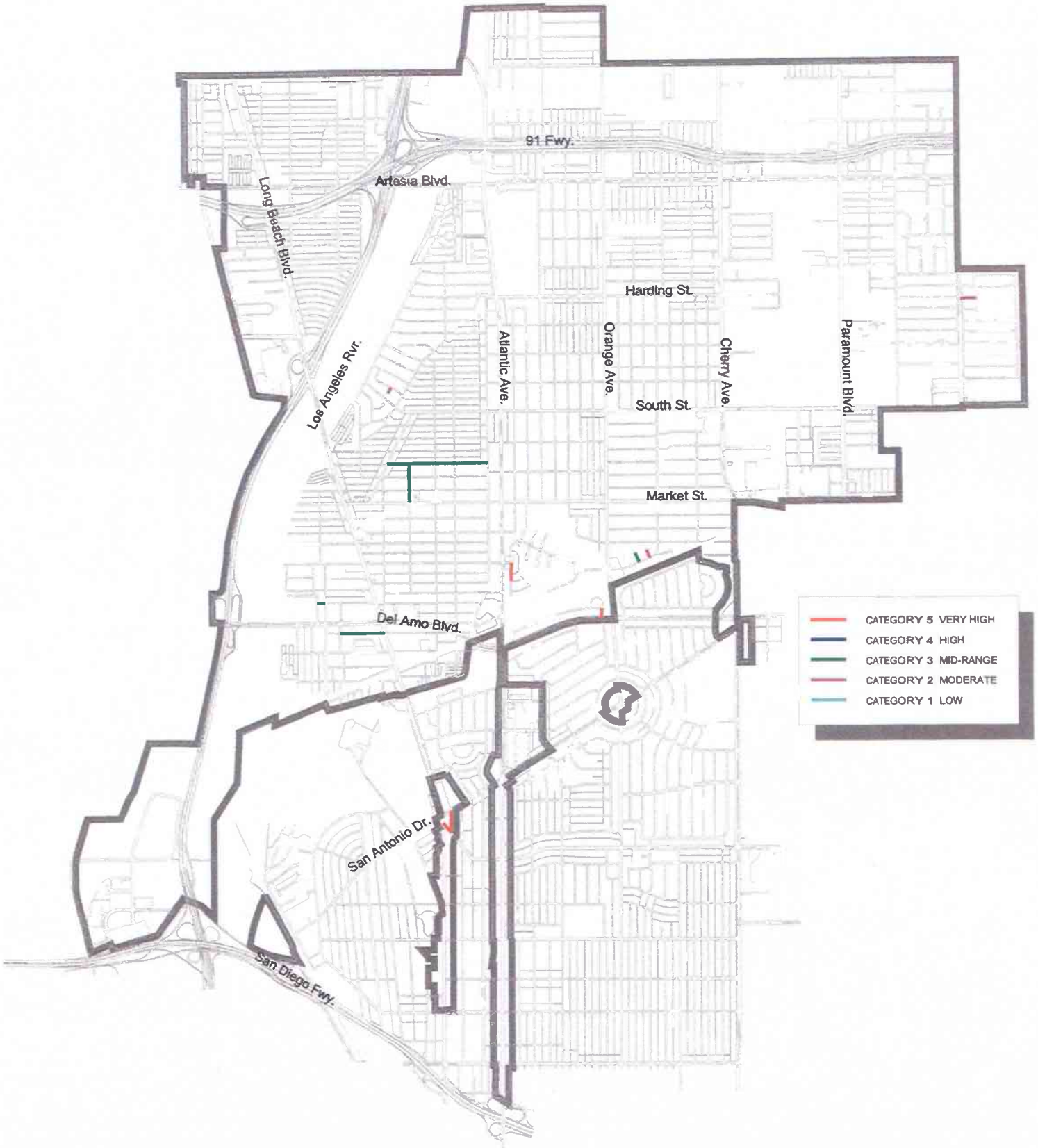


Figure III-10. Sidewalk - Local Street Pavement Restructuring List

Figure III-11. Sidewalk - Arterial Street Pavement Restructuring List

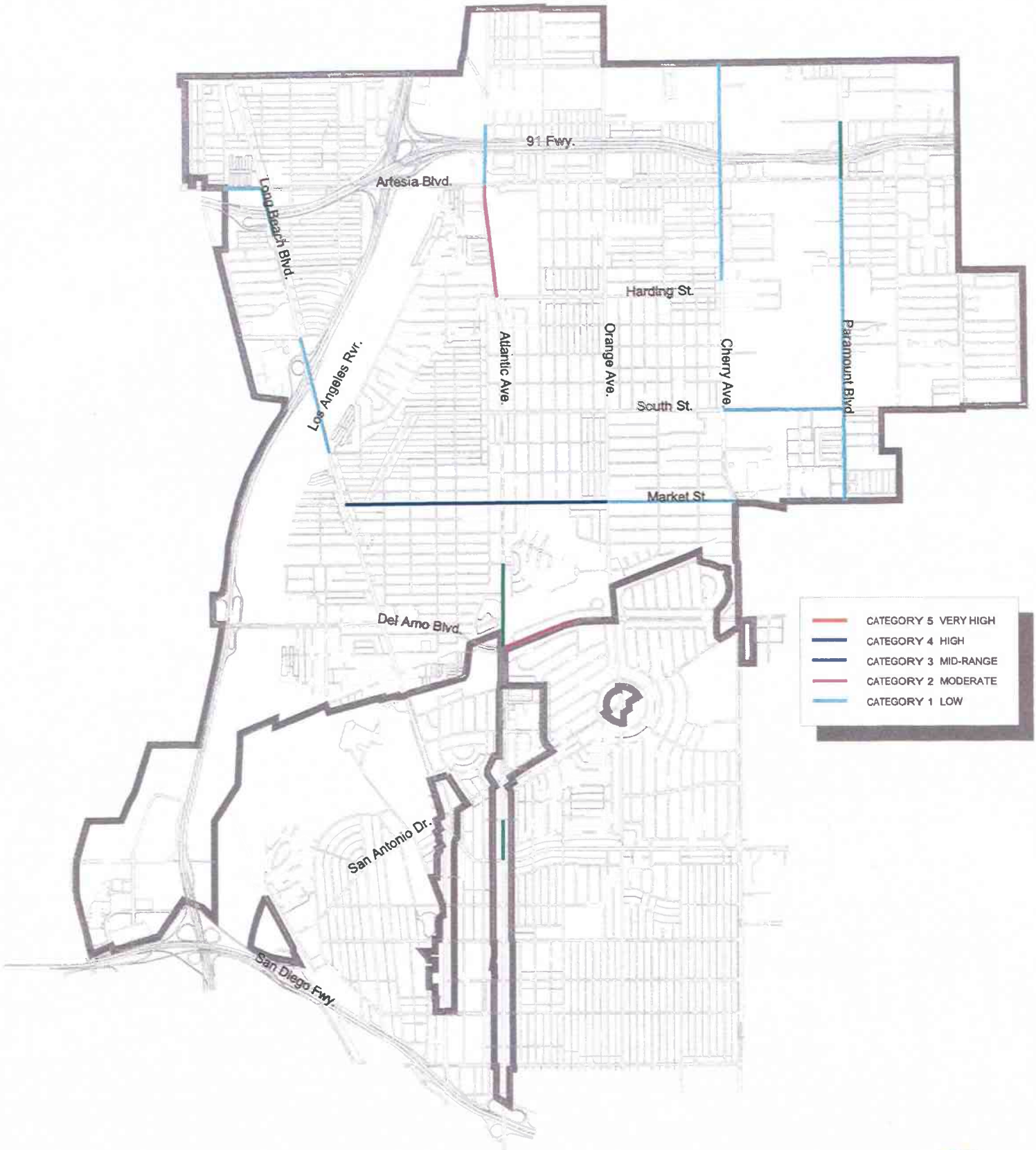


Figure III-12. Sidewalk - Local Street Pavement Reconstruction List

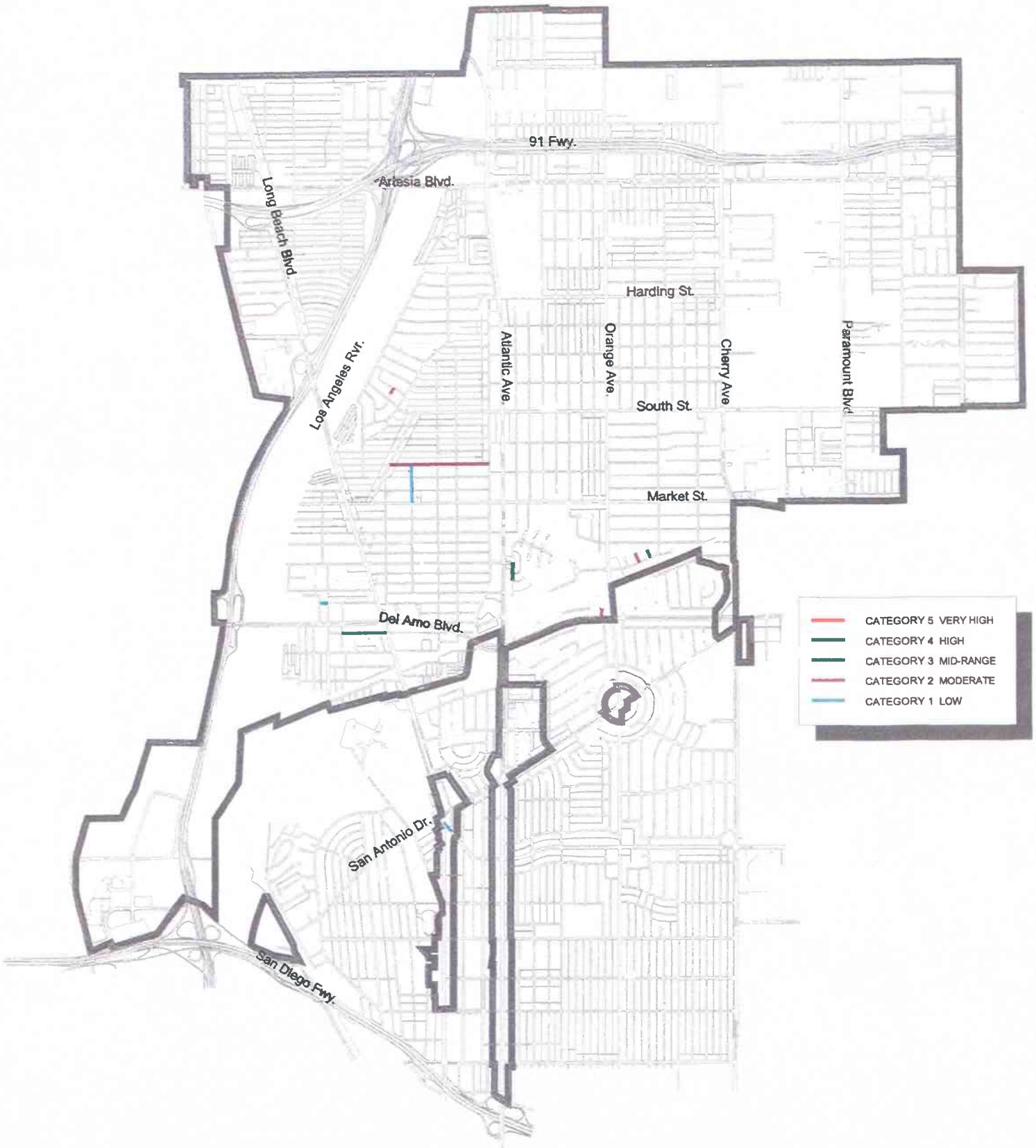
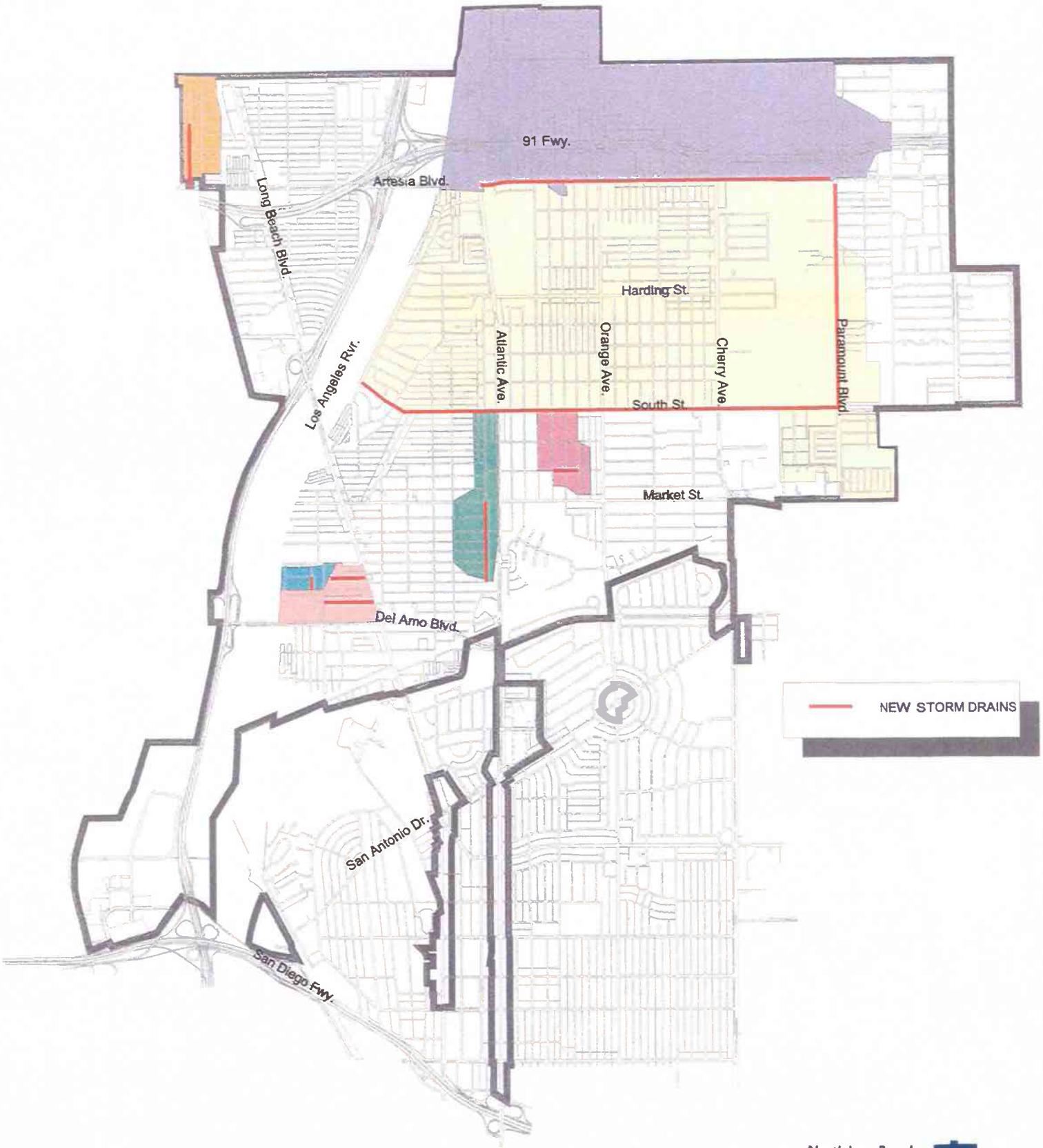


Figure III-13. Drainage Improvements



1. Eliminating the medians in the North Village Center on Atlantic Avenue between 56th Street and 59th Street and widening the adjacent sidewalks.
2. Installing corner curb extensions at 4 intersections in the vicinity of Long Beach Boulevard and Market Street.

H. Priorities and Categorization

Priorities. Priority values for pavement were developed based on cost effectiveness of improvement. The rate of deterioration (per year) yields the benefit of pavement restructuring in the next year, i.e., essentially the savings by avoiding the increased costs incurred by delaying the pavement restructuring. Dividing the benefit by the cost normalizes the benefit for comparison of all projects. For example, a benefit at high cost is not as desirable as the same benefit at less expense.

The benefit/cost ratio is the recognized basis of engineering economics to accomplish such a comparison between numerous projects, and is the priority value for this system. The priority was, however, adjusted such that streets in very serious condition with high amounts of base failure would still have a high priority even though their costs would be relatively high. Ride quality and various other issues generally make this adjustment important. Typically, the priority for streets to be reconstructed is relatively low because the cost is very high.

Priorities for curb and gutter constructed with pavement required an adjustment of the base pavement priority by a factor proportional to the percentage of curb and gutter needing reconstruction. Sidewalk priorities were directly tied to the percentage of sidewalk needing reconstruction, because sidewalk was not intended to be constructed in the same project with pavement.

By developing the benefit/cost ratio in terms of dollars, the outcome is essentially a return on investment. The benefit/cost ratio is the priority, and a priority of .07 indicates a return on investment of 7 percent per year, since the benefit is the savings in one year. A street with priority of less than 3 percent may not be a cost-effective candidate, as returns on other investments are likely better. However, returns tend to the conservative side, because they will increase each year as deterioration rates increase with time, though actually a constant value is used. This general increase in rate of deterioration is why streets will move up in priority as time passes.

Categorization. Pavement, curb and gutter, and sidewalk condition states were broken down into categories 1 through 5, to provide a quick, uniform way of gauging the condition of a particular element within a roadway segment. The limiting values for each category were different for various elements, though the basic meaning of the category number is intended to be the same. For example, Category 5 means facility(s) represented in the worst condition, while Category 1 means minimal deterioration. Categories were established for the following elements:

- ❑ Asphalt Pavement for Restructuring with and without Curb and Gutter Reconstruction;
- ❑ Asphalt Pavement for Reconstruction with and without Curb and Gutter Reconstruction;
- ❑ Asphalt Alley Reconstruction to Concrete;
- ❑ Concrete Pavement Reconstruction; and
- ❑ Sidewalk Reconstruction.

Parameters that define the categories for these elements vary in some cases because the nature of the value used to gauge the condition varied. For example, asphalt pavement was gauged based on priority for restructuring or reconstruction, while sidewalk was gauged by percentage of sidewalk needing repair. The unique differences will be described in detail individually for each case, but they are all structured to provide the basic condition states in terms of relative deterioration levels as follows:

Category 5	Very high
Category 4	High
Category 3	Mid-range
Category 2	Moderate
Category 1	Low

A discussion of relevant considerations for each type of Category assignment follows.

Asphalt pavement restructuring categories are based on the priority for restructuring, i.e., the benefit/cost ratio for pavement restructuring on the street segment. This value is heavily weighted towards the condition of the pavement, principally if in fatigue with alligator cracking. The traffic index also has a strong effect on this value, since the benefit focuses on what is to be lost by delaying the pavement restructuring. Therefore, an arterial roadway in a particular category will tend to be in better condition than a local street in the same category. The priority value considers rapidly deteriorating pavement under high traffic loads and represents more closely the condition state in the near future. Parameters for AC restructuring are as follows:

Category 5	>.20	
Category 4	>.10	<.20
Category 3	>.05	<.10
Category 2	>.033	<.05
Category 1	>0	<.033

Asphalt restructuring with curb and gutter were combined with a combined priority of curb and gutter and pavement conditions. Curb and gutter reconstruction should be performed with pavement restructuring, because they are con-

tiguous improvements and the pavement relies on curb and gutter for a dependable lifespan through good drainage. Once again, pavement priority is the basis for the category number, and only minor adjustments were necessary, since the curb and gutter only amplify the base pavement priority. Category parameters are as follows:

Category 5	>.20	
Category 4	>.10	<.20
Category 3	>.055	<.10
Category 2	>.035	<.055
Category 1	>0	<.035

Asphalt pavement reconstruction has different parameters for the various categories, because the priority for such an improvement is lower, and the deterioration level is high in every case of this type. Therefore, the categories were broken down relative to each other based on priority within parameters as follows:

Category 5	>.02	
Category 4	>.012	<.02
Category 3	>.007	<.012
Category 2	>.003	<.007
Category 1	>0	<.003

Asphalt reconstruction with curb and gutter, when combined with curb and gutter, yields a minor shift in priorities. Category parameters are as follows:

Category 5	>.02	
Category 4	>.014	<.02
Category 3	>.0077	<.014
Category 2	>.0033	<.0077
Category 1	>0	<.0033

Asphalt alley reconstruction to concrete once again has low priority levels due to the relative cost of the construction, but the outcome for condition states has the full range from high deterioration to low deterioration, parameterized as follows:

Category 5	>.05	
Category 4	>.02	<.05
Category 3	>.015	<.02
Category 2	>.01	<.015
Category 1	>0	<.01

Concrete pavement reconstruction is generally localized to individual slab failures, and so lends itself to repair by reconstructing selected slabs, rather than full reconstruction. Traffic has a minor effect on parameter values, but the categories are a fairly direct representation of relative condition, or basically the percentage of total area requiring repair:

Category 5	>.2	
Category 4	>.12	<.2
Category 3	>.05	<.12
Category 2	>.03	<.05
Category 1	>0	<.03

Sidewalk reconstruction is categorized by amount of sidewalk needing reconstruction per lineal foot of street as follows:

Category 5	>.25	
Category 4	>.12	<.25
Category 3	>.05	<.12
Category 2	>.03	<.05
Category 1	>0	<.03

I. Infrastructure Improvement Costs

The construction costs for the proposed infrastructure improvements within the North Long Beach Redevelopment Project Area are summarized in Table III-1. The total magnitude of cost for the infrastructure improvements, including engineering design and construction management services, is estimated at $123 million.

J. Coordination with Utility Improvements

All utility providers located in the North Long Beach Redevelopment Project Area were contacted during the master planning process to identify proposed but not yet mobilized improvements to utility locations or new main installations in the broader North Long Beach Area. A map was transmitted covering the Redevelopment Project Area, along with a letter requesting information.

A copy of each utility's master plan for future improvements was requested, and the utilities were given the alternative option of providing a list with estimated dates of construction of improvements planned over the next 5 years, whichever was more convenient for them. A list of utilities serving North Long Beach, which were contacting during the Master Planning process, is provided in Table III-2. Follow-up contacts were made a number of times during the master planning process, and offers were made in each case to assist with copying or pickup of the requested information.

Two utilities responded with written information. Both the City of Long Beach Energy Department and the City of Long Beach Water Department submitted copies of their respective master plans, attached in Appendices O and P, respectively. A number of utilities also responded that there were no improvements planned. Those utilities are listed in Table III-3.

The information gathered was intended to be used to schedule improvements in the Street Enhancement Master Plan, such that street paving would be constructed after any excavations for utilities. It is recommended that the utility coordination process be repeated as soon as a list of paving projects is finalized for any given year.

Table III-1. Infrastructure Improvement Cost Summary

Infrastructure Improvements	*Length*	*Direct Construction*	*Contin-gency*[1]	*Design and Construction Management*[2]	*Total*
Pavement Restructuring					
Arterial Streets Restructuring	8.14 Miles	$3,749,905	$562,486	$1,078,098	$5,390,489
Local Streets Restructuring	91.50 Miles	$15,764,901	$2,364,735	$4,532,409	$22,662,045
Local Streets Reconstruction	1.23 Miles	$801,093	$120,164	$230,314	$1,151,571
Dirt Alley Construction	2.45 Miles	$1,909,050	$286,358	$658,622	$2,854,030
Asphalt Alley Reconstruction	7.11 Miles	$4,635,670	$695,351	$1,599,306	$6,930,327
Concrete Alley Reconstruction	24.17 Miles	$890,447	$133,567	$307,204	$1,331,218
Curb and Gutter Reconstruction	46.52 Miles	$6,140,501	$921,075	$1,765,394	$8,826,970
Sidewalk Reconstruction	616,499 SF	$3,082,495	$462,374	$886,217	$4,431,086
ADA Ramps	2,100	$3,150,000	$472,500	$905,625	$4,528,125
Storm Drain Improvements		$45,000,000	$6,750,000	$12,937,500	$64,687,500
Total Estimated Cost:		$85,124,063	$12,768,609	$24,900,690	$122,793,362

[1] 15% of Direct Construction
[2] 25% of Direct Construction + Contingency for all improvements, except alleys: 30% for alleys.

Table III-2. Utility Companies Serving North Long Beach

THE GAS COMPANY
Distribution
1919 S. State College Blvd.
P. O. Box 3334
Anaheim, CA 92803-3334

THE GAS COMPANY
Transmission
P. O. Box 2300
Chatsworth, CA 91313-2300

AT&T COMMUNICATIONS
Gardena O.S.P.
17200 S. Vermont Ave.
Room B, 4th Floor
Gardena, CA 90247

CITY OF LONG BEACH
Bureau of Public Service
STREET DIVISION
1601 San Francisco Ave.
Long Beach, CA 90813

CITY OF LONG BEACH
Bureau of Public Service
ELECTRICAL DIVISION
1601 San Francisco Ave.
Long Beach, CA 90813

CITY OF LONG BEACH
Bureau of Public Service
REFUSE DIVISION
1601 San Francisco Ave.
Long Beach, CA 90813

CITY OF LONG BEACH
LANDSCAPING DIVISION
Bureau of Public Service
1601 San Francisco Ave.
Long Beach, CA 90813

CITY OF LONG BEACH
WATER DEPARTMENT
1800 E. Wardlow Road
Long Beach, CA 90807

CITY OF LONG BEACH
GAS DEPARTMENT
2400 E. Spring Street
Long Beach, CA 90806

GENERAL TELEPHONE OF CALIFORNIA
7352 Slater Avenue
Huntington Beach, CA 92647

GENERAL TELEPHONE
7352 Slater Avenue
Huntington Beach, CA 92647

SOUTHERN CALIFORNIA EDISON COMPANY
P. O. Box 2896
Long Beach, CA 90101

SOUTHERN CALIFORNIA EDISON COMPANY
2800 E. Willow Street
Long Beach, CA 90806

LONG BEACH PUBLICTRANSPORTATION
1300 Gardenia Avenue
Long Beach, CA 90813

SOUTHERN CALIFORNIA EDISON
2500 E. Victoria Street
Compton, CA 90220

CITY LIGHT AND POWER LONG BEACH, INC.
One World Trade Center, Suite 2400
Long Beach, CA 90831-2400

PUBLIC WORKS/ ENGINEERING
Mapping Section
City Hall, 9th Floor
333 W. Ocean Boulevard
Long Beach, CA 90802

THE GAS COMPANY
ML 8321
1919 S. State College Blvd.
Anaheim, CA 92806-6114

CENTRAL BASIN MUNICIPAL WATER DISTRICT
17140 Avalon Boulevard
Carson, CA 90746-1296

BOEING AIRCRAFT
3855 Lakewood Blvd.
Mail Stop D-124-0010
Long Beach, CA 90846

AT&T OUTSIDE PLANT
Engineer and Right-of-Way
1st Street and Celico Blvd.
P. O. Box 240
Yermo, CA 92398

ARCO PRODUCTS COMPANY
5900 Cherry Avenue
Long Beach, CA 90805

CHEVRON PIPELINE CO.
16301 Trojan Way
La Mirada, CA 90638

CHARTER COMMUNICATIONS
Construction Office
2931 Redondo Avenue
Long Beach, CA 90806

GATX CORP (DOUGLAS OIL)
2000 E. Sepulveda Blvd.
Carson, CA 90810

GENERAL TELEPHONE NETWORK SERVICES
7352 Slater Avenue
Huntington Beach, CA 92647

PIPELINE FOREMAN
Lomita Gasoline Company
P. O. Box 1330
Long Beach, CA 90802

METROPOLITAN WATER DISTRICT
Civil Engineering
700 N. Alameda Street
Los Angeles, CA 90012-2944

MOBIL OIL CORPORATION
3700 W. 90th Street
Torrance, CA 90509-2929

PACIFIC BELL ENGINEERING OFFICE
100 W. Alondra Boulevard
Building A, Room 202
Gardena, CA 90248

PACIFIC BELL
41 S. Chester, Room 202
Pasadena, CA 91106

CENCO REFINING COMPANY
12345 Lakeland Road
Santa Fe Springs, CA
90670-9883

EQUILON PIPELINE COMPANY (Texco & Shell)
20945 Wilmington Avenue
Carson, CA 90810

PACIFIC PIPELINE SYSTEM, INC.
5900 Cherry Avenue
Long Beach, CA 90805

THE GAS COMPANY
Distribution
1919 S. State College Boulevard
P. O. Box 3334
Anaheim, CA 92803-3334

Table III-3. Utility Companies Responding with No Planned Improvements

THE GAS COMPANY
Transmission
P. O. Box 2300
Chatsworth, CA 91313-2300

AT&T COMMUNICATIONS
Gardena O.S.P.
17200 S. Vermont Ave, Room B, 4th Floor
Gardena, CA 90247

CITY OF LONG BEACH
Bureau of Public Service
STREET DIVISION
1601 San Francisco Avenue
Long Beach, CA 90813

CITY OF LONG BEACH
Bureau of Public Service
REFUSE DIVISION
1601 San Francisco Avenue
Long Beach, CA 90813

CITY OF LONG BEACH
LANDSCAPING DIVISION
Bureau of Public Service
1601 San Francisco Avenue
Long Beach, CA 90813

GENERAL TELEPHONE OF CALIFORNIA
7352 Slater Avenue
Huntington Beach, CA 92647

GENERAL TELEPHONE
7352 Slater Avenue
Huntington Beach, CA 92647

SOUTHERN CALIFORNIA EDISON COMPANY
P. O. Box 2896
Long Beach, CA 90101

SOUTHERN CALIFORNIA EDISON COMPANY
2800 E. Willow Street
Long Beach, CA 90806

LONG BEACH PUBLIC TRANSPORTATION
1300 Gardenia Avenue
Long Beach, CA 90813

SOUTHERN CALIFORNIA EDISON
2500 E. Victoria Street
Compton, CA 90220

CITY LIGHT AND POWER LONG BEACH, INC.
One World Trade Center,
Suite 2400
Long Beach, CA 90831-2400

PUBLIC WORKS/ENGINEERING
Mapping Section
City Hall, 9th Floor
333 W. Ocean Boulevard
Long Beach, CA 90802

THE GAS COMPANY
ML 8321
1919 S. State College Blvd.
Anaheim, CA 92806-6114

BOEING AIRCRAFT
3855 Lakewood Blvd.
Mail Stop D-124-0010
Long Beach, CA 90846

AT&T OUTSIDE PLANT
Engineer and Right-of-Way
1st Street and Celico Blvd.
P. O. Box 240
Yermo, CA 92398

ARCO PRODUCTS COMPANY
5900 Cherry Avenue
Long Beach, CA 90805

CHEVRON PIPELINE COMPANY
16301 Trojan Way
La Mirada, CA 90638

CHARTER COMMUNICATIONS
Construction Office
2931 Redondo Avenue
Long Beach, CA 90806

GATX CORP (DOUGLAS OIL)
2000 E. Sepulveda Boulevard
Carson, CA 90810

GENERAL TELEPHONE NETWORK SERVICES
7352 Slater Avenue
Huntington Beach, CA 92647

PIPELINE FOREMAN
Lomita Gasoline Company
P. O. Box 1330
Long Beach, CA 90802

METROPOLITAN WATER DISTRICT
Civil Engineering
700 N. Alameda Street
Los Angeles, CA 90012-2944

MOBIL OIL CORPORATION
3700 W. 90th Street
Torrance, CA 90509-2929

PACIFIC BELL ENGINEERING OFFICE
100 W. Alondra Boulevard
Building A, Room 202
Gardena, CA 90248

PACIFIC BELL
41 S. Chester, Room 202
Pasadena, CA 91106

CENCO REFINING COMPANY
12345 Lakeland Road
Santa Fe Springs, CA 90670-9883

EQUILON PIPELINE COMPANY
(Texco & Shell)
20945 Wilmington Avenue
Carson, CA 90810

PACIFIC PIPELINE SYSTEM, INC.
5900 Cherry Avenue
Long Beach, CA 90805

IV. STREETSCAPE IMPROVEMENTS

IV. STREETSCAPE IMPROVEMENTS

A. Overview

Streetscape improvements are divided into two groups of priorities, based on input from the North Long Beach Strategic Guide Steering Committee and other community members. The first group includes improvements within the public right-of-way, which are considered necessary to improve the appearance of North Long Beach, enhance its identity as a livable and sustainable community, and reinforce the Strategic Guide. The first-priority improvements include traffic calming and pedestrian amenities, street trees, medians, and gateway enhancements. The second group includes improvements adjacent to the public right-of-way, which are also desirable. They include permanent pocket parks, temporary setback landscaping of vacant lots and back-up lot landscaping.

Figure IV-1 shows examples of the types of streetscape improvements proposed for North Long Beach. Figure IV-2 shows existing land uses along the major streets and in the neighborhoods that are served by them. Figure IV-3 shows the locations of proposed streetscape improvements in relation to Strategic Guide recommendations. Table IV-1 lists the improvements that are recommended for each major street. This section provides a summary of the streetscape improvements proposed for North Long Beach, including costs and priorities. Section V. describes the improvements proposed for each street, as well as key background information and Bicycle Master Plan and Strategic Guide recommendations.

Community members identified the undergrounding of utility lines (electric, telephone and cable) as a high priority. However, recognizing the cost of undergrounding and the limited funds potentially available for streetscape improvements, utility undergrounding is not included as a priority element in this Master Plan. However, it is recommended that other funding be sought to underground utilities over time. The top priorities for such undergrounding are residential and commercial areas, followed by industrial areas. To some extent, street trees will help mitigate the visual blight of overhead utilities until they can be undergrounded.

Identity, wayfinding and directional signage were also identified as concerns. The Steering Committee has expressed interest in pursuing a comprehensive signage program for north Long Beach.

Similarly, open space and landscaping along the Los Angeles River, as well as improved access to the bicycle path along the river, while not along major streets and, therefore, not a part of this Master Plan, were of great interest to community members. Opportunities include play fields, pocket parks at access points to the river bicycle path and tree planting along the river. Funding from county, state and federal sources and assistance from tree groups, such as the Long Beach Conservation Corps and the Tree People, and conservancies should be actively sought to provide open space along the river and elsewhere in North Long Beach.

Improving bicycle access throughout North Long Beach was also identified as an important concern. The Street Enhancement Master Plan relies on the recently completed Long Beach Bicycle Master Plan to guide the development and maintenance of bicycle-friendly roads, support facilities and programs. A key policy of the Bicycle Master Plan is that, "each time arterial and collector streets are resurfaced they should be re-striped to add width to the curb lane without compromising safety; consider designating these streets with wide curb lanes as future Class III routes. In addition, designated Class II lanes can be added where there is enough width."

A Class III route "provides for shared use with pedestrian or motor vehicle traffic and is identified only by signing." A Class II lane "provides a striped lane for one-way travel on a street or highway." A Class II lane may be considered where a 5-foot wide bicycle lane can be accommodated adjacent to a 7 or 8-foot wide parking lane or where a 3 or 4-foot wide bicycle lane can be accommodated where there is not curb-side parking. Specific recommendations by the Bicycle Master Plan for major streets in North Long Beach are described in the Background discussion of each street in Section VI.

B. First-Priority Streetscape Improvements

1. Traffic Calming and Pedestrian Amenities

Traffic calming and pedestrian amenities should be provided in designated village centers and neighborhood commercial nodes, as well as along streets adjacent to new multi-family and mixed use developments. Recommended improvements in these areas include corner curb extensions, enhanced paving of crosswalks and pedestrian-activated signals at mid-block crossings to make it easier for pedestrians to cross the street and to make them more visible to motorists. Other recommended improvements include wider sidewalks in locations where the existing sidewalks are less than 10 feet wide, pedestrian-scale street lights, bus shelters, benches and chairs, and trash receptacles, as well as color schemes for furnishings and lighting. Because all roadway light poles, except those at signalized intersections, are concrete, the roadway light poles cannot be painted and are not included in the furnishing color schemes.

Some pedestrian amenities are proposed to be the same for the entire North Long Beach community. Others should vary from street to street. To provide continuity and ease of maintenance, a typical curb extension and crosswalk design should be used throughout North Long Beach. Similarly, the same style of bus shelters, benches and chairs and trash receptacles should be used throughout North Long Beach, with colors varying from street to street. The recommended areawide

Figure IV-1. Streetscape Improvement Examples

Traffic calming and pedestrian amenities:

Pedestrian street lights *illuminate the sidewalk and add visual interest.*

Corner curb extensions and crosswalks *make it easier for pedestrians to cross the street.*

Seating *makes waiting for the bus more comfortable.*

Street furniture *provides essential services.*

Amenities *encourage activity and enliven the street.*

Street trees can change the look of the street, provide shade, screen power lines, and increase property values.

Landscaped medians include trees and groundcover.

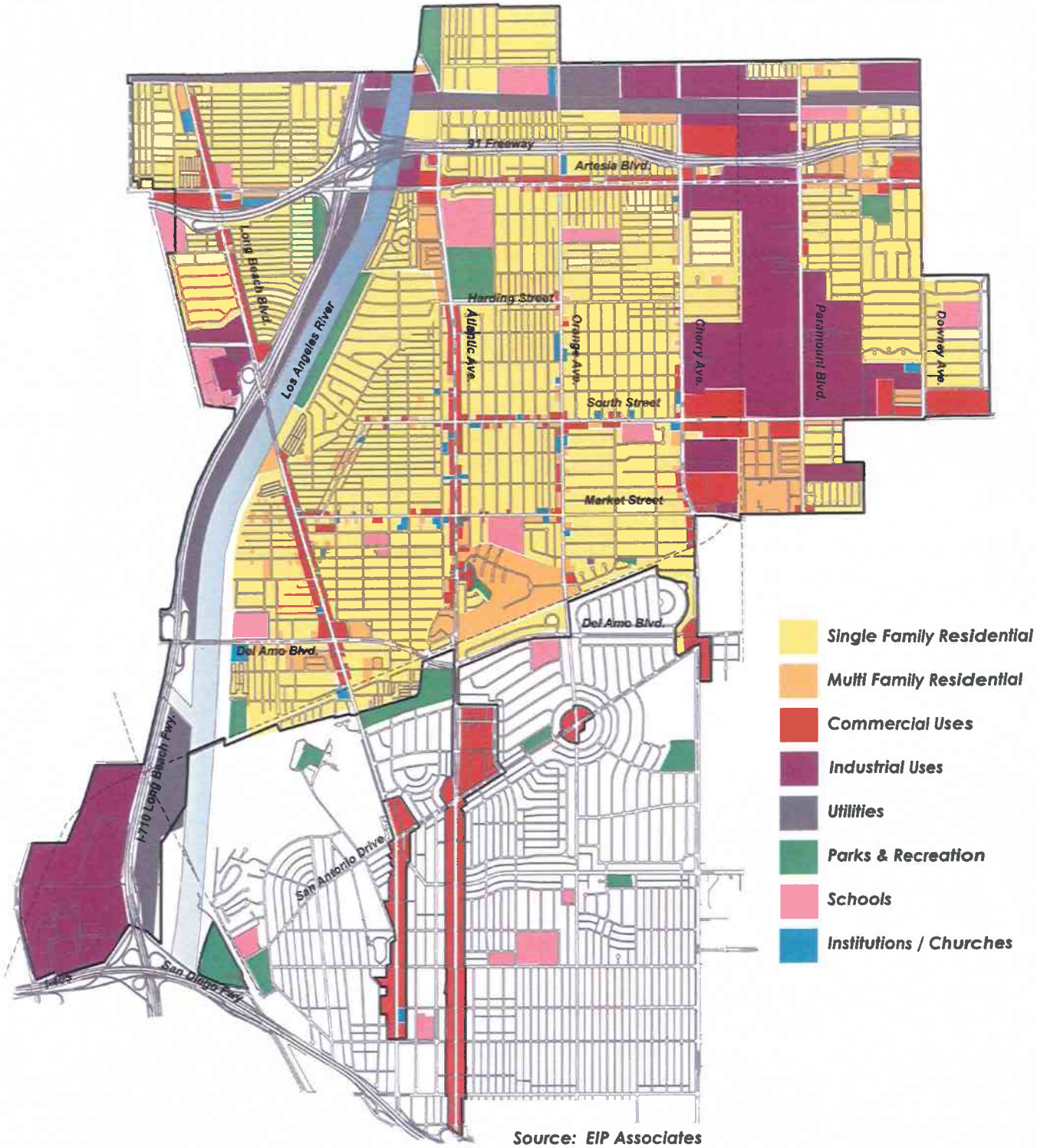
Landscaped setbacks can improve vacant lots and SCE ROW.

Pocket parks can be created from small lots, corners of shopping malls and unused right-of-way.

Gateways from the freeways and on major streets may include landscaping, lighting, signs and public art.

Public art can be integrated into all improvements.

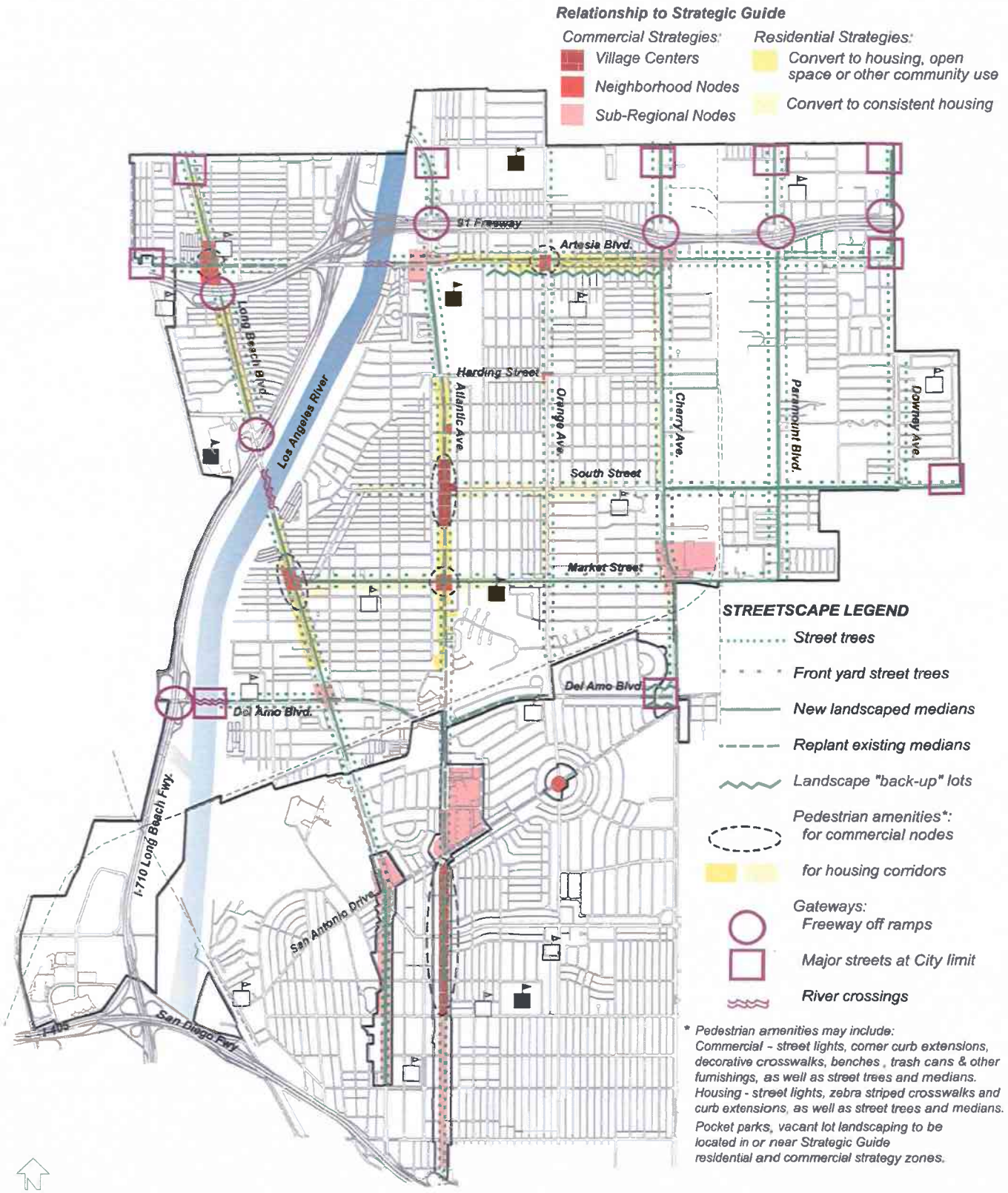
Figure IV-2. Existing Land Uses



Source: EIP Associates

1" = 3,200'

Figure IV-3. Proposed Streetscape Improvements in Relation to North Long Beach Strategic Guide



1" = 3,200'

North Long Beach furnishings include:

- At bus shelters, the 2-post, off-set canopy model of the Kaleidoscope canopy system with either leaning rails or Presidio seating with backs and arms, manufactured by Landscape Forms, is recommended. Because this shelter is supported by only 2 posts, it can be accommodated on narrow (10-foot wide) sidewalks. The shelters may be located within the parkway zone, in the setback along the property line or even in a hardscape area in the front yard setback of an adjacent development site. Shelters may be installed through a public improvement program or required as a condition of approval of larger-scale corner development projects.

Proposed bus shelter.

- The recommended benches and chairs, in the same family as the bus benches, are Landscape Forms' Presidio Collection, either surface-mounted or embedded (not freestanding), which can be combined in a variety of ways: with or without backs, with or without arms, in groups of 2, 3 ,4 or 5 seats (4 feet to 10 feet long).

- Toter trash receptacles, which can be automatically emptied by the City's trash trucks, like those used in Bixby Knolls should be used throughout North Long Beach and, in particular, at bus stops, in commercial areas, and near schools and other community facilities. The trash receptacles should be emptied and cleaned on a regular basis by the City. For pedestrian commercial areas or where the property owner or tenant agrees to maintain it or at bus stops with shelters, the Saturn I trash receptacle with weather guard cap, manufactured by Ironsmith, is recommended.

Proposed trash receptacles

- *Pedestrian-scale street lights* will be provided where higher volumes of pedestrian activity are anticipated or encouraged, including bus stops, village centers and neighborhood nodes, and where new residential development with front yards facing onto the street is proposed by the Strategic Guide. Pedestrian-scale street lights are ornamental lights that supplement the existing roadway lights by providing additional down-lighting of the sidewalk. Unless otherwise specified, pedestrian street lights should be on 12-foot tall ornamental poles and use relatively low wattage lamps (less than 100 MW) in a Type V cut-off reflector or louver system to reduce glare for motorists.

The recommended pedestrian street light and street furnishing color scheme for each street, specific locations of curb extensions and enhanced crosswalks, and other street- or site-specific amenities, which will vary from street to street, are described in Section V for each street. The specifications for the above furnishings are included in Tables IV-2 and IV-3.

Proposed pedestrian street lights.

The pedestrian-oriented commercial areas identified by the Strategic Guide, where traffic calming and pedestrian amenities should be provided, are:

Pedestrian-oriented Village Centers

1. The North Village Center – Atlantic Avenue from 56th to 59th Streets
2. Bixby Knolls Village Center – Atlantic Avenue from San Antonio Drive to Bixby Road

Neighborhood/Convenience Commercial Nodes

3. Long Beach Boulevard and Market Street
4. Long Beach Boulevard and Artesia Boulevard
5. Atlantic Avenue and Market Street
6. Orange Avenue at Artesia Boulevard

Traffic calming and pedestrian improvements should be installed in conjunction with new mixed use and housing sites when they are developed.

2. Street Trees

Street trees should be planted along all 10 major streets where sidewalks are wide enough to accommodate them. With the exception of Atlantic Avenue between 61st Street and Del Amo Boulevard, where the sidewalks are 6.5 feet wide, and Market Street and Del Amo Boulevard, which have 5-foot wide sidewalks, all the arterials have sidewalks that are wide enough to accommodate street trees. Most of these sidewalks are at least 10 feet wide, with 12- to 15-foot-wide sidewalks in some locations.

Along street segments with existing residential, industrial or commercial uses that are setback from the sidewalk with either landscaping or parking in the front yard setbacks, or along street segments designated by the Strategic Guide for conversion to such uses, street trees should be planted in continuous parkways. The inside 4 to 5 feet of the sidewalk should be devoted to a walkway, while the remainder of the sidewalk width along the curb should be a continuous parkway for street trees and future landscaping by the adjacent property owner. Since many segments are being converted from commercial to residential, creation of the parkway strip will require sawcutting of the existing sidewalk.

At bus stops and along street segments designated by the Strategic Guide as village centers or neighborhood nodes, where high volumes of pedestrian activity are anticipated, street trees should be planted in large tree wells: 4-foot x 8-foot wells without grates and covered with 3 inches of mulch or 6-foot square wells with grates.

Where medians are being installed, the median irrigation should be extended to include the parkways. In-ground irrigation systems should also be installed in any other locations where such installation is feasible. Otherwise, the City will need to water the trees with a minimum of 20 gallons per tree per week for the first 3 to 5 years (3 year minimum for trees in parkways and 5 year minimum for trees in tree wells) using a water truck.

Street trees can transform a street.

Initially, parkways and tree well surfaces should be covered with 3" of mulch. The mulch should be replenished and weeded as needed. When new development occurs or a discretionary approval for an existing development is granted, developers should be required to provide irrigation and landscaping of the parkways (turf, ornamental grasses or low-growing groundcover) to supplement the street trees and will be held responsible for maintaining the landscaping. The City will be responsible for tree pruning.

Street trees should be planted an average of 25 feet on center, standard in form (a single trunk), and a minimum of 15-gallon in size. Larger sizes (24 or 36-inch boxes) are preferred because they are more likely to survive the difficult conditions along major streets. Trees should be double staked with lodgepoles or galvanized poles and non-wire ties. The stakes and ties must be removed once the tree is able to stand on its own and to withstand vandalism. The approximate locations of street trees on all arterial streets are shown in Appendix S. Proposed street and median tree species are listed in Table IV-4. All proposed street trees are on the City's approved street tree list.

3. Medians

On existing raised medians on Atlantic Avenue, Artesia Boulevard and Del Amo Boulevard, paved areas should be removed and replaced with landscaping. The existing raised, unlandscaped medians on Cherry Avenue and South Street near the rail crossing should be landscaped. Where feasible, new raised, landscaped medians should be provided along the other arterials. The approximate locations of possible medians are shown in Appendix S. Table IV-4 lists recommended trees for medians to complement the recommended street trees. The following street segments are too narrow to accommodate medians: Orange Avenue, South Street west of Cherry Avenue, and Downey Avenue between the Artesia Freeway and Poppy Avenue. A traffic study should be prepared prior to the design of any median. Medians should be graded to create a central swale along the length of the median to reduce runoff from irrigation and stormwater.

4. Enhanced Gateway Landscaping

Many Steering Committee and community members expressed concern about the appearance of the major corridors at entries to the city and the first impression that such an appearance gives to visitors and residents alike. To address this concern, typical street tree and median landscaping should be enhanced at the gateways by additional landscaping in the medians and parkways and, for gateways at the north, landscaping of the street edges of Southern California Edison rights-of-way. Gateway landscaping should include several common elements that will be used at all gateways in conjunction with the individual landscape palette for each street. The common elements at each gateway may include 3 to 6 Canary Island Palms or Mexican Date Palms with clusters of Flax or other drought-tolerant subtropical plants in conjunction with gateway sign, and up-lighting of trees and signs. Where there are medians at the gateways, these elements should be located in the medians. Where medians are not feasible, the supplemental landscaping should be provided in the parkways.

Attractive gateways provide a positive introduction to the City.

C. Second-Priority Streetscape Improvements

1. Permanent Pocket Parks

There is a shortage of open space of all types in North Long Beach. While large areas are needed to provide play fields, several lots can provide a neighborhood park with play equipment for small children, seating, and small lawn areas. Pocket parks are best located adjacent to and in conjunction with housing or other community facilities, such as a library or a school. They can also be successful adjacent to restaurants or coffee shops. They can even attract new business, for example, the Starbuck's located next to the City-funded pocket park on Paramount Boulevard in the City of Paramount. Pocket parks directly adjacent to a non-profit corporation housing development can be maintained, supervised and programmed by the non-profit corporation. This model has been successfully employed by the Los Angeles Community Redevelopment Agency.

The Strategic Guide recommends that parks be developed to provided open space in existing, dense residential areas.

Pocket parks provide play areas for neighborhood families.

Pocket parks are currently planned at Market Street and Dairy Avenue and at Plymouth Street and Elm Avenue. Others should be considered at the following locations:

1. The proposed North Long Beach branch library
2. The North Long Beach Village Center or adjacent residential development along Atlantic Avenue
3. Elementary or middle schools
4. Day care facilities
5. Non-profit corporation housing developments; and
6. Housing or commercial development projects where the developer agrees to maintain the pocket park.

2. Temporary Vacant Lot Landscaping

The front yard setbacks of parcels that are acquired by the City for future development should be landscaped in a simple way until they are developed to provide benefit to the area..

In addition, other long-vacant parcels should be similarly landscaped if the owners agree to allow the City to install and maintain the landscaping.

The City of Paramount provides a model for how a modest amount of landscaping can transform the front setback of a derelict lot into a community amenity. Temporarily landscaped lots also provide the opportunity for temporary art installations that add interest and attract people to the area.

Priority locations for temporary vacant lot landscaping are:

1. Any parcel acquired by the City for future development;
2. Atlantic Avenue between Harding Street and Market Street;
3. Long Beach Boulevard north of Del Amo Boulevard;
4. Artesia Boulevard between Atlantic Avenue and Cherry Avenue;
5. South Street between Atlantic Avenue and Cherry Avenue; and
6. Market Street between Long Beach Boulevard and Atlantic Avenue.

3. Back-up Lot Landscaping

When rear yards of homes front along arterials in North Long Beach, there is typically a wall on the property line and several feet of unpaved public right-of-way between the wall and the sidewalk. There is no consistent wall design or landscaping in these "back-up" lot conditions.

Typical existing back-up lot condition.

Where feasible and appropriate to the housing design concept, new development should provide side yards rather than rear yards along the major arterial street, as recommended by the Strategic Guide, along sections of Artesia Boulevard. This orientation eliminates the need for a continuous tall blank wall along a major arterial, which is both visually uninteresting and likely to require removal of graffiti on a regular basis. If unavoidable, new development projects may be designed with rear yards facing the major arterial. In either case, the setback between the sidewalk of the major arterial and the yards of the new homes should be designed to include the following:

1. A minimum 10-foot common landscaped setback should be provided between the sidewalk and the yards of individual homes.
2. A wall up to 8 feet in height should be provided adjacent to the rear yard, and a wall or hedge up to 5 feet may be provided adjacent to the side yard parallel to the house at the 10-foot setback line to provide privacy, with no wall within the front yard setback. A low hedge (3 feet tall maximum) may be provided adjacent to the front yard. Along the major arterial, any wall or hedge should be set back from the property line at least 10 feet, with landscaping between it and the sidewalk.
3. Walls should be constructed of a permanent material such as concrete masonry units and planted with Creeping Fig (*Ficus repens*) or other vine that will provide close to 100% coverage of the wall surface within 5 years of planting.
4. The landscaped setback between the wall and sidewalk must be irrigated and should include trees at an average spacing of not more than 25 feet and landscaping of the ground plane consisting primarily of plant materials and secondarily of hardscape materials such as rocks. The landscaping must be irrigated with an automatic system and be designed to provide 100% coverage within 3 years of planting.

Where a back-up lot condition already exists, the following should be provided:

1. A continuous wall up to 8 feet tall of a permanent material such as concrete masonry units.
2. Planting at the base of the wall of Creeping Fig (*Ficus repens*) or other vine that will provide close to 100% coverage of the wall surface within 5 years of planting.
3. Landscaping of the setback between the wall and sidewalk, consisting primarily of plant materials and secondarily of hardscape materials such as rocks. Landscaping must be irrigated with an automatic system and must be designed to provide 100% coverage within 3 years of planting.

D. Complementary Improvements on Adjacent Parcels

The following improvements, while not within the scope of the Street Enhancement Master plan, are suggested in response to concerns raised by community members. These suggestions may be implemented by the City in its site selection and design process for public facilities and by private property owners and developers either voluntarily or as a result of changes to the Zoning Code.

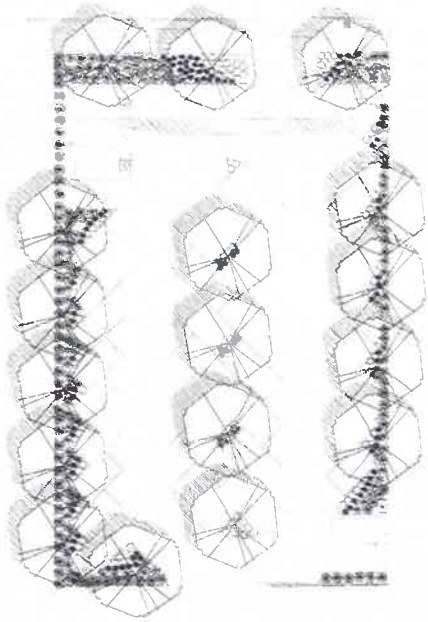
1. Clustering of Community Facilities

There is a shortage of parks and other community facilities in North Long Beach, as noted by community members and discussed in the Strategic Guide. It is recommended that pocket parks and other community facilities, including a library, schools, day care facilities and social services, be clustered with neighborhood-serving commercial centers to provide gathering places for social activity within the community and to create a synergy between commercial uses and community facilities.

Since the majority of properties fronting the 10 arterials will remain or be converted to residential, commercial or open space uses, they would have front yard setbacks between the sidewalk and buildings or parking lots. Those front yard setbacks, except for pedestrian paths, should be landscaped, including canopy trees at an average spacing of not more than 25 feet on center. Trees on private property should be aligned with street trees and be of the same variety and form to provide a parallel double row of trees where possible.

2. Parking Lot Landscaping

Parking lots that front on arterials should include a 10-foot-wide landscaped setback along the arterials and 5-foot-wide setbacks on other streets, with canopy trees at an average spacing of not more than 25 feet on center. Within the parking lot, trees should be planted to provide 50% canopy coverage of the parking lot surface within 10 years. One 24-inch box tree of a species that has a mature height and spread of at least 30 feet at every third parking stall in a continuous planting area or in a tree well at least 36 square feet in size will typically achieve the required coverage.



Illustrative parking lot landscaping.

All the landscaped areas described above must be irrigated and must include landscaping of the ground plane consisting primarily of plant materials and secondarily of hardscape materials such as rocks. The landscaping should be irrigated with an automatic irrigation system and must be designed to provide 100% coverage within 3 years of planting.

E. Street Priorities

The North Long Beach Strategic Guide Steering Committee and community members identified their priorities with respect to the order in which the 10 arterial streets should be improved with streetscape elements.

Regardless of the priorities described below, if an arterial street's pavement and/or sidewalk curb and gutter are scheduled for improvement, then the medians and street trees, as well as any proposed curb extensions, should be installed at the same time to minimize disruption to businesses and residences along the street.

1. First-Priority Streets

First priority should be give to arterials along which the Strategic Guide proposes commercial and residential use strategies and, in particular, to those segments along which the strategies are proposed. There are 27 miles of arterials in North Long Beach. The Strategic Guide focuses its commercial and residential use strategies on about 37% of that total along the following streets: Atlantic Avenue, Long Beach Boulevard, Artesia Boulevard, South Street and Market Street. In addition, it identifies industrial use strategies along Paramount Boulevard.

Atlantic Avenue and Long Beach Boulevard. Atlantic Avenue and Long Beach Boulevard are rated the most important streets. Pedestrian amenities in the Village on Atlantic Avenue at South Street and in the Old Virginia City area on Long Beach Boulevard at Market Street are the highest priorities. Street trees and landscaped medians along the entire length of both streets and enhanced gateway landscaping, lighting and signage north of Artesia Boulevard are also high priorities.

Artesia Boulevard, Cherry Avenue and South Street. Artesia Boulevard and Cherry Avenue are the next priorities. Key improvements on Artesia Boulevard include enhancing the existing medians by removing existing pavement and replacing it with plant materials; planting street trees; enhancing the gateways at the City limits with additional landscaping, lighting and signage; and back-up lot landscaping in conjunction with new housing.

Key improvements on Cherry Avenue include landscaping the existing median; planting street trees; installing new land-

scaped medians; enhancing the gateway north of Artesia Boulevard with additional landscaping, lighting and signage; and back-up lot landscaping in conjunction with new housing.

South Street and Market Street. Key improvements on South Street include street trees; landscaped medians; and pedestrian amenities. Key improvements on Market Street include street trees in conjunction with new development and front yard trees for existing housing where existing sidewalks are too narrow for street trees; and pedestrian amenities between Long Beach Boulevard and Atlantic Avenue.

2. Second Priority Streets

Key improvements on Orange Avenue include additional street trees to provide a consistent tree canopy on both sides of the street. Del Amo Boulevard improvements include refurbishing the existing medians and providing consistent back-up lot landscaping. Paramount Boulevard and Downey Avenue improvements include street trees, medians and enhanced gateway landscaping north of Artesia Boulevard.

F. Cost of All Recommended Streetscape Improvements

The total cost of the streetscape improvement needs is estimated to be in the range of $31 million, including design and construction management costs and the initial watering of street trees for 3 years. Table IV-5 provides a summary of the costs of all streetscape improvements by street and by type of improvement. Table IV-6 shows the costs of first-priority improvements by street.

Landscape improvements (medians, street trees, vacant lot/SCE setbacks and pocket parks) would require additional maintenance costs, totaling an estimated $698,000 per year for all identified improvements, over half of which would be for the maintenance of landscaped medians.

For medians, maintenance costs include irrigation repairs and adjustments, trash pick-up, pruning, plant replacement and mowing of any turf. For street trees, maintenance costs include tree pruning.

G. Maintenance Funding Options

Potential funding sources for maintenance of streetscape improvements, particularly medians, include:

- City General Fund.
- Citywide or area specific street maintenance assessment district, which would require approval by a majority of property owners.
- Business improvement districts.
- Adopt-a-median program modeled after the Caltrans program for freeway maintenance. Businesses, organizations and individuals would fund the maintenance effort and an acknowledgment sign would be posted along the street.

Table VI-1. Proposed Streetscape Improvements by Street

	Long Beach Blvd.	Atlantic Ave.	Orange Ave.	Cherry Ave.	Para-mount Blvd.	Downey Ave.	Artesia Blvd.	South St.	Market St.	Del Amo Blvd.
Length of street (miles)	4.4	4.5	2.6	2.4	1.9	1.5	3.3	2.6	2.3	1.7
Pedestrian improvements[1]	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓
Street trees[2]	✓	✓	✓	✓	✓	✓	✓	✓	✓ [3]	
Landscaped medians										
New	✓			✓	✓			✓		
Refurbished existing		✓		✓			✓			✓
Gateway enhancements	✓	✓		✓	✓		✓	✓	✓	✓
Pocket parks										
Vacant lot setback landscaping	✓	✓	✓	✓	✓	✓		✓	✓	
Back-up lot landscaping				✓			✓			✓
Underground utilities[4]	NA	NA	✓	✓	✓	✓	✓	✓	✓	✓

[1] These include street lights, enhanced crosswalks, widened sidewalks, and furnishings at bus stops and in pedestrian-oriented districts.

[2] Street trees to be planted in parkways, except at bus stops and adjacent to storefronts (0-setback buildings with sidewalk access). Irrigation to be added by property owner in conjunction with next discretionary approval (e.g., building permit, zone change, CUP), with 3-5 years of watering by water truck in the interim.

[3] Trees to be planted in front yards of existing and new development projects.

[4] Add to SCE undergrounding program.

Table IV-2. Pedestrian Street Lights by Street

Street	Manufacturer	Model	Pole	Shielding
Long Beach Boulevard	Selux	Ritorno or	Ritorno	none required
	Selux	Cosmo	straight	Type V cut-off silver louver
Atlantic Avenue	Lumec	L80	R30 or 40	Type V SE refractor
Residential Streets*	Selux	Saturn 1	straight with base cover	Type V cut-off silver louver
Other Streets**	Selux	Quadro 1	straight	Type V cut-off silver louver

* Orange Avenue, Downey Avenue, South Street, Market Street

** Cherry Avenue, Paramount Boulevard, Artesia Boulevard, Del Amo Boulevard

Table IV-3. Pedestrian Street Light and Furnishing Colors by Street

Street	Color	RAL #
Long Beach Boulevard		
Pedestrian street lights	Brushed aluminum or metallic gray	9006
Other furnishings	Dark burgundy	3007
Atlantic Avenue	Dark blue	5011
Orange Avenue	Dark green	6009
Cherry Avenue	Dark burgundy	3007
Paramount Boulevard	Bronze	6014
Downey Avenue	Dark green	6009
Artesia Boulevard	Black	9005
South Street	Dark green	6009
Market Street	Dark green	6009
Del Amo Boulevard	Bronze	6014

Table IV-4. Street Trees for Major Boulevards

	Sidewalks		Medians	
	Botanical Name	**Common Name**	**Botanical Name**	**Common Name**
North-South Streets				
Long Beach Boulevard				
North of River	*Koelreuteria bipinnata*	Chinese Flame	*Jacaranda mimosifolia*	Jacaranda
South of River	*Platanus mexicana or*	*Mexican Sycamore*	*Jacaranda mimosifolia*	Jacaranda
Atlantic Avenue				
North of the Railroad	*Ginkgo biloba*	Ginkgo	*Eucalyptus*/Chorisia speciosa**	Eucalyptus/Floss Silk
South of the Railroad	*Washingtonia filifera* & Pyrus calleryana 'Bradford'**	Mexican Fan Palm/ Bradford Pear	*Podocarpus gracilior**	Fern Pine
Orange Avenue	*Jacaranda mimosifolia**	Jacaranda	NA	
Cherry Avenue	*Koelreuteria bipinnata*	Chinese Flame	*Washingtonia filifera*/ Koelreuteria bipinnata*	Mexican Fan Palm/ Chinese Flame
Paramount Boulevard	*Tristania conferta*	Brisbane Box	*Lagerstroemia indica x fauriei/ Pinus caneriensis*	Japanese Crape Myrtle/ Canary Island Pine
Downey Avenue				
South of Poppy	*Tipuana tipu**	Tipu	NA	
North of Poppy	*Tristania conferta*	Brisbane Box	NA	
East-West Streets				
Artesia Boulevard				
Storefront commercial	*Ginkgo biloba*	Ginkgo	*Eucalyptus*/Platanus* species*	Eucalyptus
Other locations	*Tabebuia ipe (T. avellanedae)*	Ipe	*Eucalyptus*/Platanus* species*	Eucalyptus
South Street	*Platanus acerifolia* 'Columbia'	London Plane	*Platanus acerifolia* 'Columbia'	London Plane
Market Street	*Lagerstromia indica x fauriei* 'Muskogee' (in front yards)	Japanese Crape Myrtle	*Ginkgo biloba*	Ginkgo
Del Amo Boulevard	*Magnolia grandiflora*	Southern Magnolia	Infill with existing species	

* Existing street tree

Table IV-5. Summary of Estimated Streetscape Improvement Costs (in Thousands of 2002 Dollars ($1,000s)

Total capital costs are estimated to be $30,8500,000; total annual maintenance costs are estimated to be $698,000.

	Long Beach Blvd.	***Atlantic Ave.***	***Orange Ave.***	***Cherry Ave.***	***Paramount Blvd.***	***Downey Ave.***	***Artesia Blvd.***	***South St.***	***Market St.***	***Del Amo Blvd.***	***Totals***
Capital Costs[1]											
Gateway Landscaping, Signs, Lighting	669	422	0	537	549	379	393	358	0	308	3,615
Other Medians	2,178	2,001	0	748	1,342	56	434	997	1,145	430	9,331
Other Street Trees	907	580	340	531	389	278	768	669	258	0	4,720
Tree Grates	310	594	0	21	17	0	0	46	0	0	988
Bus Stop Improvements	450	450	250	250	0	150	300	200	0	100	2,150
Other Pedestrian Amenities[2]	1,895	1,893	350	400	100	288	400	640	971	150	7,087
Other Landscaping[3]	280	280	235	311	280	235	235	235	235	360	2,686
Percent for Art	62	57	9	25	27	12	18	29	26	8	273
Total Cost	6,751	6,227	1,184	2,873	2,704	1,398	2,548	3,174	2,635	1,356	**30,850**
Annual Maintenance Costs											
Medians	72	69	0	36	46	10	45	34	36	58	406
Street trees	39	24	14	21	17	13	29	23	20	2	202
Pocket Parks	6	6	6	6	6	6	6	6	6	6	60
Vacant Lot Landscaping	3	3	3	3	3	3	3	3	3	3	30
Total Cost Per Year	120	102	23	66	72	32	83	66	65	69	**698**

1 Includes direct construction, contingency, design and construction inspection.

2 Pedestrian amenities include corner curb extensions, decorative crosswalks, pedestrian street lights and furnishings.

3 Other landscaping includes gateway enhancements, pocket parks (excludes acquisition), vacant lot setbacks and back-up lot landscaping.

Table IV-6. First-Priority Improvements by Street

It is assumed that pedestrian improvements at bus stops will be provided by Long Beach Transit Authority (LBTA).
Street trees should be planted an average of 25 feet apart in parkways, except at bus stops and in village centers and neighborhood nodes, where 4' x 8' tree wells should be used. Weekly irrigation by water truck for 3 years is included in the capital cost
Landscaped medians are new medians with trees, groundcover and irrigation.
Refurbished medians include removing paving, repairing irrigation and planting the entire median except along left-turn lanes.
Costs include direct construction, contingency, design and construction inspection.

Street	Improvement	Capital Cost (2002$): Improvement	Street
Atlantic Ave.	Pedestrian amenities at North Village Center (widened sidewalks,		
4.5 mi.	decorative crosswalks, pedestrian-scale street lights, trees, furnishings)	$1,387,500	
	Gateway medians, street trees, sign & lighting - Atlantic Pl. to Artesia Blvd. (0.44 mi.)	$422,363	
	Pedestrian amenities at 18 bus stops (an average of 2 every 1/2 mile)	$450,000	
	Street trees along the rest of the street (with cast iron grates on 15% of the street)	$1,173,646	
	Refurbished existing medians; install new medians	$2,000,577	$5,434,086
Long Beach Blvd.	Pedestrian improvements at Market St. center		
4.4 mi.	(corner curb extensions, pedestrian lights, trees, furnishings)	$647,188	
	Gateway medians, street trees, sign & lighting - Greenleaf Blvd. to so. of 91 Fwy. (0.74 mi.)	$668,679	
	Pedestrian amenities at 18 bus stops (an average of 2 every 1/2 mile)	$450,000	
	Street trees along the rest of the street (with cast iron grates on 8% of the street)	$1,126,678	
	Other landscaped medians	$2,177,593	$5,070,138
Artesia Blvd.	Gateway medians, street trees, sign & lighting - west (0.25 mi.) & east (0.25 mi.)	$393,012	
3.3 mi.	Street trees along the rest of the street (with cast iron grates on 2% of the street)	$767,541	
	Pedestrian amenities at 12 bus stops (an average of 2 every 1/2 mile)	$300,000	
	Refurbish other existing medians	$434,119	$1,894,672
Cherry Ave.	Gateway medians, street trees, sign & lighting - 70th St. to Artesia Blvd. (0.50 mi.)	$536,710	
2.4 mi.	Street trees along the rest of the street (with cast iron grates on 1% of the street)	$552,451	
	Pedestrian amenities at 10 bus stops	$250,000	
	Landscape existing median and add new landscaped medians	$747,470	$2,086,632
South St.	Gateway medians, street trees, sign & lighting - Downey Av. to Obispo Av. (0.25 mi.)	$357,674	
2.6 mi.	Street trees - Dairy Av. to Atlantic Av.	$93,438	
	Street trees - Atlantic Av. to eastern City limit (with cast iron grates on 2% of the street)	$621,708	
	Pedestrian amenities at 8 bus stops (an average of 2 every 1/2 mile)	$200,000	
	Landscaped medians	$996,995	$2,269,816
Market St.	Trees in front yards of new development and existing housing	$257,861	
2.3 mi.	Landscaped medians	$1,144,915	$1,402,776
Orange Ave.	Pedestrian amenities at 10 bus stops (an average of 2 every 1/2 mile)	$250,000	
2.6 mi.	Street trees where they are missing (with cast iron grates on 1% of the street)	$339,893	$589,893
Del Amo Blvd.	Pedestrian amenities at 4 bus stops where sidewalks are wider than 6'	$100,000	
1.7 mi.	Gateway medians, street trees, sign & lighting - west (0.45 mi.) & east (0.45 mi.)	$307,522	
	Refurbish other existing medians	$430,311	$837,833
Paramount Blvd.	Gateway medians, street trees, sign & lighting - 70th St. to Artesia Blvd. (0.50 mi.)	$549,079	
1.9 mi.	Street trees along the rest of the street (with cast iron grates on 1% of street)	$405,551	
	Other landscaped medians	$1,342,253	$2,296,883
Downey Ave.	Gateway medians, street trees, sign & lighting - 70th St. to Artesia Blvd. (0.50 mi.)	$378,977	
1.5 mi.	Pedestrian amenities at 6 bus stops	$150,000	
	Street trees where they are missing along the rest of the street	$277,635	$806,612
Total			$22,689,341

V. THREE-YEAR SPECIFIC ACTION PLAN

V. THREE-YEAR SPECIFIC ACTION PLAN

The Three-Year Specific Action Plan is based on the following assumptions:

1. $18 million will be available in the next three years for both infrastructure and streetscape improvements.
2. Of that total, approximately 60% would be used for infrastructure improvements and 40% for streetscape improvements, at the request of the community.

Figures V-1 through V-3 show the locations of the top priority infrastructure improvements to be undertaken in the next three years. Tables V-1 through V-3 list the specific street and alley segments to be improved and the estimated cost of each improvement.

Figure V-4 shows the locations of the top priority streetscape improvements recommended to be undertaken in the next three years. Table V-4 list the specific streetscape improvements to be made by street and the estimated cost of each improvement.

The recommended Three-Year Specific Action Plan, which is estimated to cost $18 million, including direct construction, construction contingency, design and construction inspection, includes the following improvements:

- ❑ Reconstruction of 1.23 miles of streets, including curbs gutters and ADA access ramps.
- ❑ Restructuring of 15.95 miles of streets, including curbs, gutters and ADA access ramps.
- ❑ Paving of all dirt alleys.
- ❑ Pedestrian improvements in the North Village Center on Atlantic Avenue between 56th and 59th Streets and on Long Beach Boulevard one block north and two blocks south of Market Street. The following improvements are recommended as part of the Three-Year Specific Action Plan:

  North Village Center
  - Remove medians/widen sidewalks
  - Curb extensions at midblock crosswalks
  - Decorative paving on portions of sidewalks that are widened
  - Decorative crosswalk paving at 56th, South and 59th Streets and at midblock crossings
  - Street trees with either 4' x 8' tree wells with mulch or 6' x 6' tree wells with cast iron grates
  - Pedestrian street lights and conduit for future uplighting of trees
  - Bus shelters, trash receptacles, benches and other furnishings
  - Public art

  Long Beach Boulevard at Market Street
  - Corner curb extensions and decorative crosswalk paving at Louise, Market, Plymouth and 53rd Streets
  - Street trees with either 4' x 8' tree wells with mulch or 6' x 6' tree wells with cast iron grates
  - Pedestrian street lights
  - Bus shelters, trash receptacles, benches and other furnishings
  - Public art
- ❑ Gateway improvements on the arterials streets where they enter the City of Long Beach. Recommended gateway improvements include landscaped medians with a gateway sign and uplighting, as well as street trees in landscaped parkways. Street segments proposed to receive gateway improvements include:
  - Atlantic Avenue from Atlantic Place to the 91 Freeway;
  - Long Beach Boulevard from Greenleaf Boulevard to Artesia Boulevard;
  - Artesia Boulevard from the western city limit to Long Beach Boulevard and from Downey Avenue to Obispo Avenue;
  - Cherry Avenue from the northern City limit to the 91 Freeway;
  - South Street from Downey Avenue to Obispo Avenue;
  - Del Amo Boulevard from the Los Angeles River to Long Beach Boulevard and from Cherry Avenue to Orange Avenue;
  - Paramount Boulevard from 70th Street to 60th Street;
  - Downey Avenue from 70th Street to the 91 Freeway.
- ❑ Street trees along the entire length of Long Beach Boulevard and along the entire length of South Street in North Long Beach.

Maintenance of the recommended gateway medians[1] is estimated to cost $80,000 per year, assuming maintenance by City crews at an average cost of $0.80 per square foot per year. Maintenance of the proposed street trees at the gateways in the North Village Center, and along Long Beach Boulevard and South Street is estimated to cost an average of $84,000 per year if the trees receive training trimming every 2 years for the first 4 years and are pruned every 6 years thereafter.

1 Approximately 9,100 linear feet (1.73 miles) of 14-foot-wide raised medians, in which the landscaped area would be an average of 11-feet wide.

Figure V-I. Three-Year Specific Action Plan for Local Street Pavement Reconstruction with Curb and Gutter

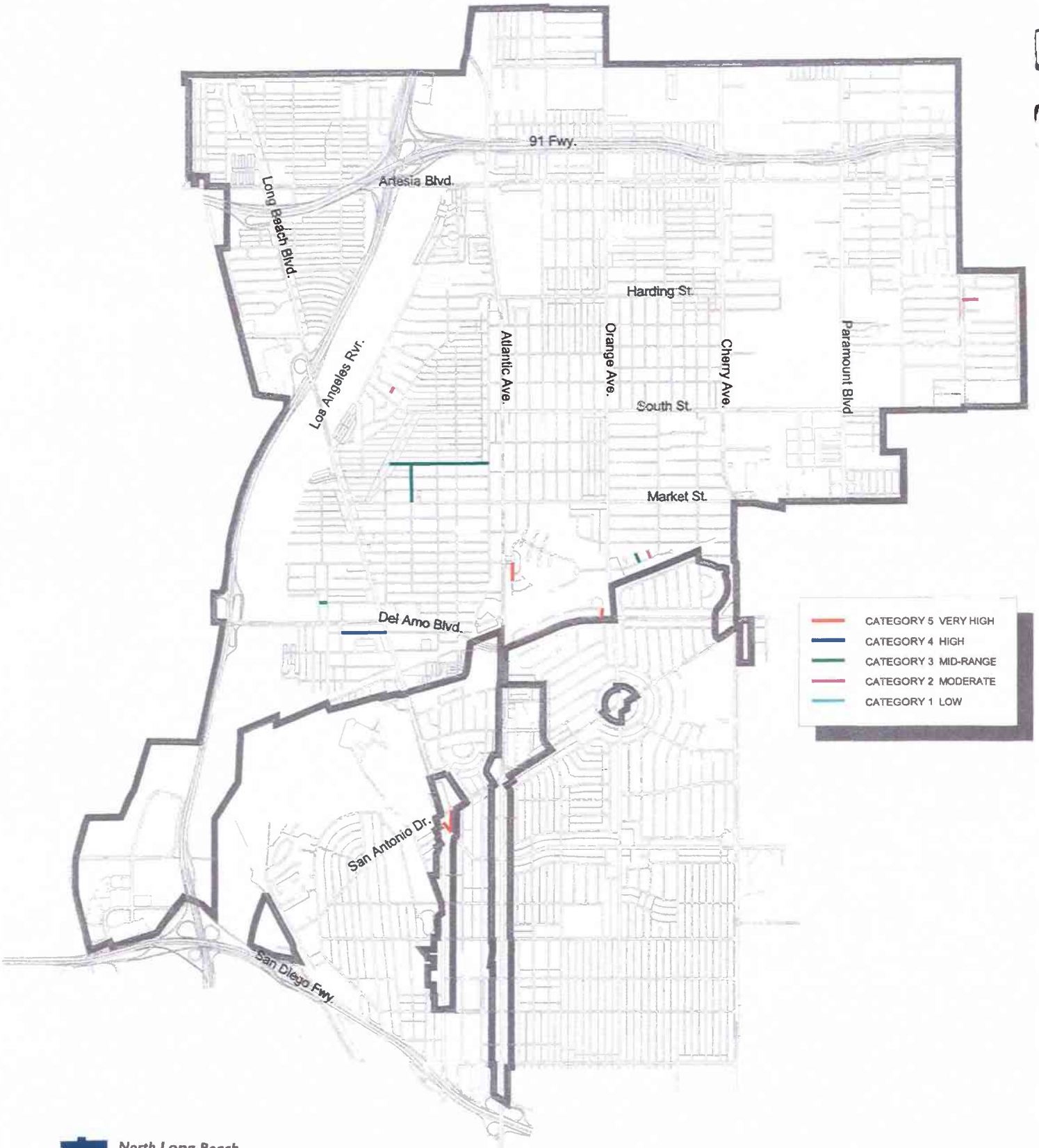


Figure V-2. Three-Year Specific Action Plan for Local Street Pavement Restructuring with Curb and Gutter

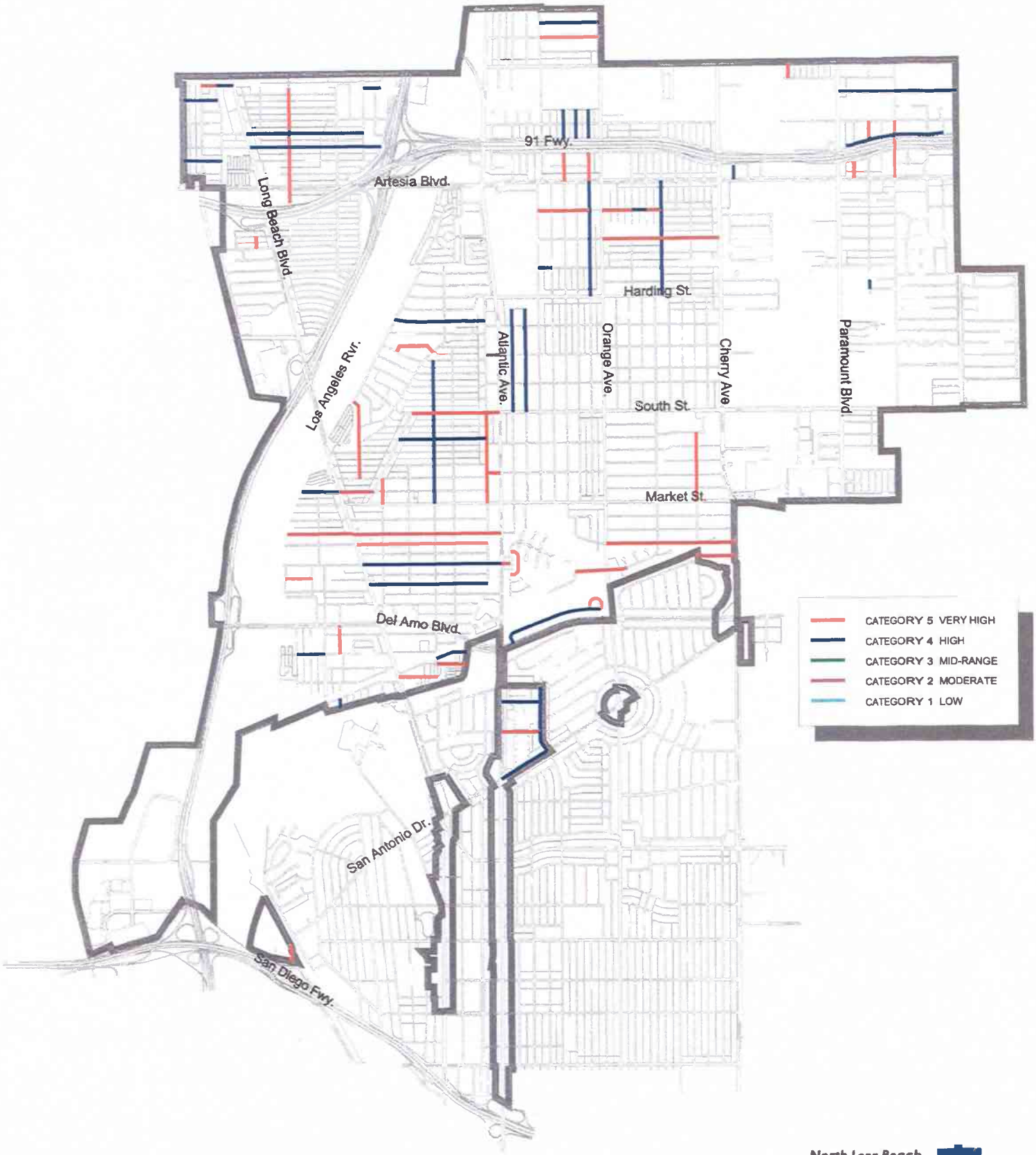


Figure V-3. Three-Year Specific Action Plan for Dirt Alley Reconstruction

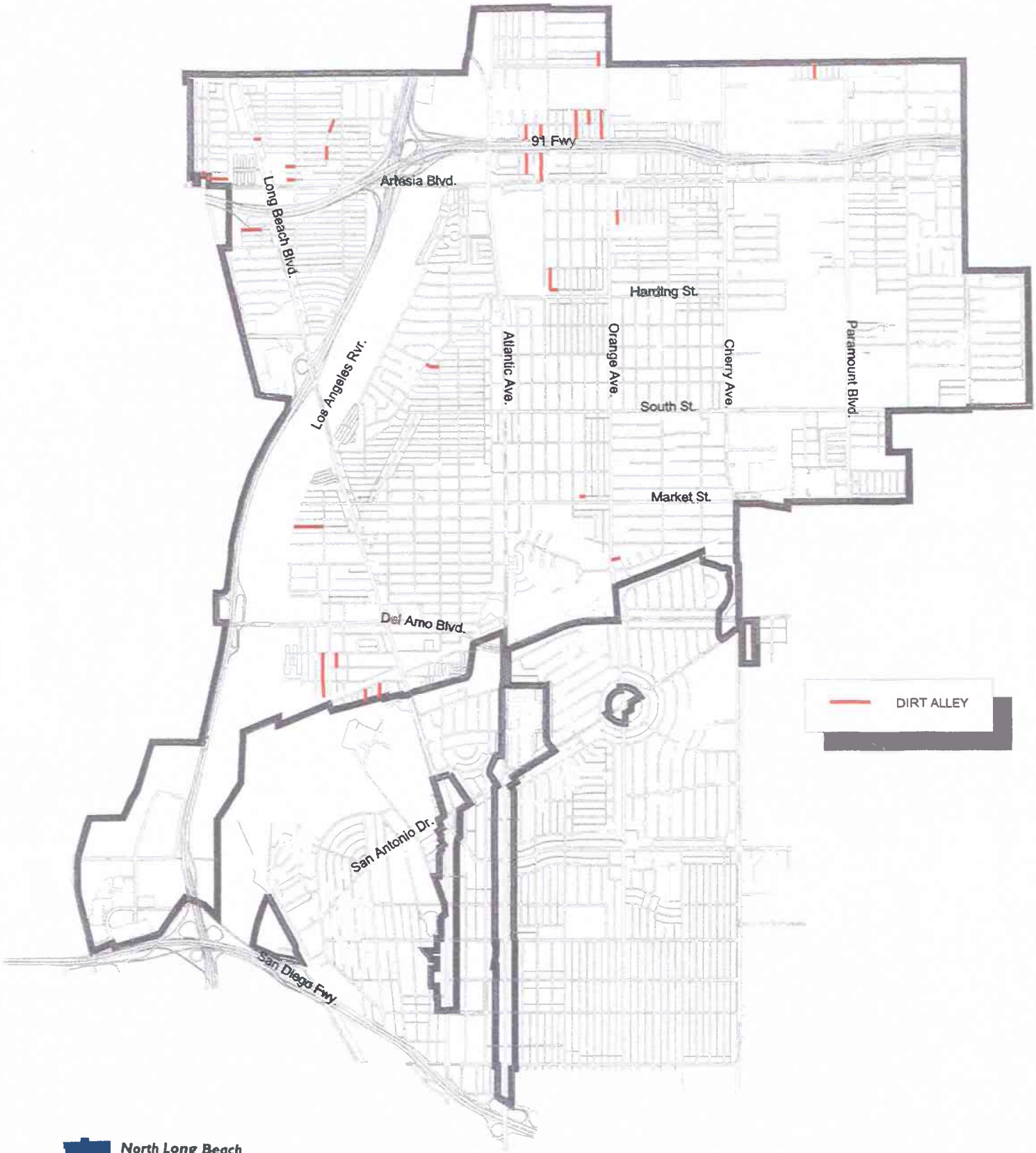


Table V-1. Three - Year Specific Plan for Local Street Pavement Reconstruction with Curb and Gutter

Street	From	To	Surface	Length	Width	Cost Pvmt.	C & G	C & G Cost	Priority	Comb. Cat.	Total Cost	Cat. Sub.	Cum. Cost
				(Ft)	(Ft)		(Ft)						
Business	Carson	San Anton	AC	400	27	51,493	504	$ 14,490	0.0417	5	$ 65,983		$ 65,983
Carson	Long Beach	Business	AC	200	45	$ 42,911	277	$ 7,964	0.0301	5	$ 50,875		$ 116,858
Bentree	Silva	Del Amo	AC	160	32	$ 22,074	222	$ 6,383	0.0272	5	$ 28,456		$ 145,314
Via Veranda	52nd	Via Almendro	AC	650	32	$ 89,675	257	$ 7,389	0.0233	5	$ 97,064	$ 242,378	$ 242,378
Home St.	Pacific	Daisy	AC	250	30	$ 35,759	188	$ 5,405	0.0104	3	$ 41,164		$ 283,542
Pine	Market	Ellis	AC	740	28	$ 102,283	300	$ 8,625	0.0100	3	$ 110,908		$ 394,450
Gundry	52nd	End	AC	250	27	$ 32,183	233	$ 6,699	0.0095	3	$ 38,882		$ 433,331
Pleasant	Virginia	Long Beach	AC	954	30	$ 136,456	326	$ 9,373	0.0082	3	$ 145,829		$ 579,160
Ellis	Dairy	Linden	AC	2210	30	$ 316,110	490	$ 14,088	0.0080	3	$ 330,197	$ 666,980	$ 909,358
Hullett turn	Hullet	End	AC	120	28	$ 14,486	153	$ 4,399	0.0079	2	$ 18,885		$ 928,242
Janice	Downey	(end of street)	AC	350	30	$ 50,063	0	$ -	0.0072	2	$ 50,063		$ 978,305
Falcon	52nd	(End of cul-de-sac)	AC	230	28	$ 27,765	200	$ 5,750	0.0059	2	$ 33,515	$ 102,462	$ 1,011,820
	Total Miles:	1.23		6,514		$ 921,257	3,150	$ 90,563			**$ 1,011,820**		

Table V-2. Three - Year Specific Plan for Local Street Pavement Restructuring with Curb and Gutter

Street	From	To	Surface	Length (Ft)	Width (Ft)	Ovly. Thk. (In)	Cost Pvmt.	C & G (Ft)	C & G Cost	Priority	Comb. Cat.	Total Cost	Cat. Sub.	Cum. Cost
Atlantic Plaza	Atlantic	Via Veran	AC	140	36	3.3	$ 9,644	0	$ -	0.6675	5	$ 9,644		$ 9,644
Jackson St.	Orange	(Railroad)	AC	570	32	2.0	$ 45,518	859	$ 24,696	0.3533	5	$ 70,214		$ 79,858
60th	Atlantic	Linden	AC	230	30	2.1	$ 8,693	310	$ 8,913	0.3487	5	$ 17,606		$ 97,464
55th	Atlantic	Linden	AC	250	29	2.1	$ 9,257	307	$ 8,826	0.3416	5	$ 18,083		$ 115,547
Cedar	Market	Dairy	AC	510	28	2.0	$ 17,865	591	$ 16,991	0.3063	5	$ 34,856		$ 150,403
65th	Falcon	Walnut	AC	330	30	2.0	$ 12,049	0	$ -	0.3048	5	$ 12,049		$ 162,452
69th	Obispo	Paramount	AC	1250	29	2.0	$ 44,713	1,323	$ 38,036	0.2951	5	$ 82,750		$ 245,201
Bentree Circle	Silva	Silva	AC	550	32	2.0	$ 20,898	644	$ 18,515	0.2892	5	$ 39,413		$ 284,614
71st	Myrtle	Orange	AC	1270	30	1.7	$ 37,392	660	$ 18,975	0.2758	5	$ 56,367		$ 340,981
53rd	Long Beach	L.A. River Basin	AC	1500	29	2.0	$ 53,656	732	$ 21,045	0.2732	5	$ 74,701		$ 415,682
Chestnut	55th	De Forest	AC	1790	28	2.0	$ 62,702	655	$ 18,831	0.2728	5	$ 81,533		$ 497,215
Arbor	Long Beach	End	AC	1550	38	2.0	$ 65,792	444	$ 12,765	0.2700	5	$ 78,557		$ 575,772
65th	Brayton	Gundry	AC	330	30	2.0	$ 12,049	0	$ -	0.2651	5	$ 12,049		$ 587,821
South Street	Dairy	Atlantic	AC	2269	60	2.4	$ 281,750	1,000	$ 28,750	0.2583	5	$ 310,500		$ 898,321
Ambeco	Pacific Railroad	End	AC	350	27	2.2	$ 13,404	307	$ 8,826	0.2495	5	$ 22,231		$ 920,552
65th	Orange	Brayton	AC	310	30	2.2	$ 12,614	0	$ -	0.2474	5	$ 12,614		$ 933,166
Linden	Market	South	AC	1960	33	2.0	$ 75,926	295	$ 8,481	0.2419	5	$ 84,407		$ 1,017,573
53rd	Long Beach	Atlantic	AC	3280	39	2.1	$ 146,682	677	$ 19,464	0.2417	5	$ 166,146		$ 1,183,719
70th	Gale	Harbor	AC	300	30	1.7	$ 8,833	660	$ 18,975	0.2367	5	$ 27,808		$ 1,211,526
Virginia	49th	Del Amo	AC	560	36	2.0	$ 22,939	221	$ 6,354	0.2345	5	$ 29,293		$ 1,240,819
Mountainview	Long Beach	Linden	AC	2900	36	2.0	$ 118,793	610	$ 17,538	0.2314	5	$ 136,330		$ 1,377,149
64th	Cherry	Orange	AC	2580	36	2.0	$ 105,685	658	$ 18,918	0.2235	5	$ 124,602		$ 1,501,751
45th Street	Altantic	California	AC	710	58	2.0	$ 42,956	166	$ 4,773	0.2210	5	$ 47,729		$ 1,549,480
Zane	DeForrest	Daisy	AC	600	32	1.7	$ 18,456	624	$ 17,940	0.2205	5	$ 36,396		$ 1,585,876
Adair	60th	Jaymills	AC	850	30	2.0	$ 31,036	946	$ 27,198	0.2204	5	$ 58,233		$ 1,644,109
Newton	70th	Thompson	AC	250	30	2.0	$ 9,128	322	$ 9,258	0.2200	5	$ 18,386		$ 1,662,495
Curtis Avenue	Artesia	67th	AC	300	28	1.7	$ 8,437	394	$ 11,328	0.2173	5	$ 19,765		$ 1,682,260
Obispo	68th	Artesia	AC	1240	37	2.2	$ 55,376	660	$ 18,975	0.2171	5	$ 74,351		$ 1,756,611
65th	Orange	Myrtle	AC	1080	28	2.1	$ 39,158	288	$ 8,280	0.2163	5	$ 47,438		$ 1,804,048
Rose	Market	Phillips	AC	1410	33	1.8	$ 46,227	60	$ 1,725	0.2152	5	$ 47,952		$ 1,852,001
Louise	Long Beach	Dairy	AC	700	30	2.0	$ 25,559	783	$ 22,511	0.2141	5	$ 48,070		$ 1,900,071
Lewis Avenue	Artesia	67th	AC	550	30	1.7	$ 16,193	822	$ 23,633	0.2135	5	$ 39,826		$ 1,939,896
Via Wanda	Orange	Via Carmelitos	AC	660	30	2.0	$ 24,098	723	$ 20,786	0.2133	5	$ 44,885		$ 1,984,781
52nd	Cherry	Rose	AC	840	27	1.7	$ 23,071	865	$ 24,869	0.2125	5	$ 47,940		$ 2,032,721
Cerritos	67th	Artesia	AC	550	30	2.0	$ 20,082	468	$ 13,455	0.2109	5	$ 33,537		$ 2,066,258
Orcutt	Bort	Forhan	AC	370	27	1.7	$ 10,162	269	$ 7,734	0.2099	5	$ 17,896		$ 2,084,154
47th Street	Long Beach	Perpendicular to Loc	AC	860	32	2.0	$ 32,677	883	$ 25,386	0.2088	5	$ 58,063		$ 2,142,216
Via Passi	Via Veran	Via Veran	AC	900	17	2.0	$ 24,183	0	$ -	0.2053	5	$ 24,183		$ 2,166,399
52nd Street	Orange	Brayton	AC	250	38	2.0	$ 10,612	445	$ 12,794	0.2041	5	$ 23,405		$ 2,189,805
Muriel	(Just past Artesia)	Orleans	AC	1990	30	2.1	$ 75,214	298	$ 8,568	0.2029	5	$ 83,781		$ 2,273,586
Orizaba	68th	67th Way	AC	450	29	1.7	$ 12,953	437	$ 12,564	0.2008	5	$ 25,516	$ 2,299,102	$ 2,299,102
52nd Street	Atlantic	Long Beach	AC	3080	36	2.1	$ 130,629	468	$ 13,455	0.1997	4	$ 144,084		$ 2,443,186
Cerritos	Penfold	Inez	AC	590	30	2.0	$ 21,542	394	$ 11,328	0.1983	4	$ 32,870		$ 2,476,056
65th	Gundry	Falcon	AC	310	30	1.7	$ 9,127	0	$ -	0.1972	4	$ 9,127		$ 2,485,183

Table V-2. Three - Year Specific Plan for Local Street Pavement Restructuring with Curb and Gutter

Street	From	To	Surface	Length (Ft)	Width (Ft)	Ovly. Thk. (In)	Cost Pvmt.	C & G (Ft)	C & G Cost	Priority	Comb. Cat.	Total Cost	Cat. Sub.	Cum. Cost
Locust	South	60th	AC	1060	27	2.0	$ 36,344	305	$ 8,769	0.1970	4	$ 45,113		$ 2,530,296
Silva	Del Amo	Bentree Circle	AC	2300	35	2.0	$ 92,509	2,324	$ 66,815	0.1967	4	$ 159,324		$ 2,689,620
Cummings	Gale	Just past Delta	AC	830	27	1.7	$ 22,796	300	$ 8,625	0.1965	4	$ 31,421		$ 2,721,041
Cerritos	Artesia	Harding	AC	2490	27	2.0	$ 85,375	660	$ 18,975	0.1962	4	$ 104,350		$ 2,825,392
69th Way	White	(Just past Beechley)	AC	420	31	2.0	$ 15,647	298	$ 8,568	0.1958	4	$ 24,214		$ 2,849,606
Smith	De Forest	Linden	AC	2000	29	2.0	$ 71,542	641	$ 18,429	0.1958	4	$ 89,970		$ 2,939,576
68th	Long Beach	White	AC	2700	30	2.0	$ 98,584	1,097	$ 31,539	0.1949	4	$ 130,123		$ 3,069,699
67th Way	Long Beach	Coachella	AC	3000	30	2.0	$ 109,538	1,095	$ 31,481	0.1934	4	$ 141,019		$ 3,210,718
70th	Gale	Long Beach	AC	370	32	1.7	$ 11,381	785	$ 22,569	0.1927	4	$ 33,950		$ 3,244,668
Locust	Market	South	AC	1940	27	2.0	$ 66,517	298	$ 8,568	0.1920	4	$ 75,085		$ 3,319,752
San Antonio	Atlantic	California	AC	1170	78	2.4	$ 92,815	460	$ 13,225	0.1911	4	$ 106,040		$ 3,425,793
67th Way	Curtis	Obispo	AC	1000	28	1.7	$ 28,124	334	$ 9,603	0.1909	4	$ 37,727		$ 3,463,519
Sunset	Long Beach	Linden	AC	2640	30	2.0	$ 96,393	735	$ 21,131	0.1903	4	$ 117,524		$ 3,581,044
45th Way	Atlantic	California	AC	710	37	2.0	$ 29,610	860	$ 24,725	0.1903	4	$ 54,335		$ 3,635,379
Lemon	Penfold	Inez	AC	570	30	1.7	$ 16,782	322	$ 9,258	0.1903	4	$ 26,040		$ 3,661,419
Virginia	City Limit	47th	AC	120	36	1.5	$ 3,660	226	$ 6,498	0.1901	4	$ 10,157		$ 3,671,576
Taylor	Gale	(Past Delta end)	AC	780	28	1.7	$ 21,937	401	$ 11,529	0.1898	4	$ 33,466		$ 3,705,042
49th	Drainage Basin	Locust	AC	2100	30	2.0	$ 76,676	469	$ 13,484	0.1883	4	$ 90,160		$ 3,795,202
69th	Obispo	Downey	AC	1220	37	2.0	$ 50,880	1,321	$ 37,979	0.1863	4	$ 88,859		$ 3,884,060
Louise	Long Beach	L.A. River Basin	AC	890	30	1.7	$ 26,204	392	$ 11,270	0.1860	4	$ 37,474		$ 3,921,534
Norton	Linden	Dairy	AC	1910	30	1.7	$ 56,235	787	$ 22,626	0.1850	4	$ 78,861		$ 4,000,395
Olive	Janice	South	AC	2400	30	2.0	$ 87,630	660	$ 18,975	0.1846	4	$ 106,605		$ 4,107,000
67th	Obispo	Johnson	AC	1000	40	1.7	$ 36,032	663	$ 19,061	0.1825	4	$ 55,093		$ 4,162,093
Walnut	Artesia	Harding	AC	2410	33	1.8	$ 79,013	660	$ 18,975	0.1815	4	$ 97,988		$ 4,260,081
California	San Antonio	46th	AC	1340	77	2.0	$ 99,957	325	$ 9,344	0.1796	4	$ 109,301		$ 4,369,381
63rd	Myrtle	California	AC	260	33	1.8	$ 8,524	0	$ -	0.1790	4	$ 8,524		$ 4,377,906
Orizaba	Harding	Poppy	AC	200	16	1.8	$ 4,223	286	$ 8,223	0.1787	4	$ 12,445		$ 4,390,351
49th	Pacific	Oregon	AC	600	36	2.0	$ 24,578	331	$ 9,516	0.1784	4	$ 34,094		$ 4,424,445
Schilling	Artesia	Artesia Freeway	AC	250	35	1.5	$ 7,474	329	$ 9,459	0.1780	4	$ 16,932		$ 4,441,377
Lewis Avenue	Inez	Penfold	AC	570	30	1.7	$ 16,782	0	$ -	0.1775	4	$ 16,782		$ 4,458,159
71st Way	Myrtle	Orange	AC	1270	30	1.7	$ 37,392	0	$ -	0.1775	4	$ 37,392		$ 4,495,551
Lime Avenue	South	Janice	AC	400	30	1.8	$ 13,578	394	$ 11,328	0.1766	4	$ 24,906	$ 2,221,355	$ 4,520,457
	Total Miles:	15.95		84,239			$ 3,398,459	39,026	$ 1,121,998			**$ 4,520,457**		

Table V-3. Three - Year Specific Action Plan for Dirt Alley Reconstruction

Street	From	To	Surface	Length (Ft.)	Width (Ft.)	Pvmt. Cost	Cum. Cost
al 33rd/N	West End	Pacific	Dirt	900	20	$ 154,184	$ 154,184
al 52nd/S	Orange	al Orange/E	Dirt	170	20	$ 29,124	$ 183,308
al 67th Wy/N	Long Beach	al Long Beach/E	Dirt	130	20	$ 22,271	$ 205,579
al 67th/S	Muriel/W 50'	Muriel	Dirt	50	20	$ 8,566	$ 214,144
al Artesia/N	al Olive/W	Olive	Dirt	780	20	$ 133,626	$ 347,770
al Artesia/N	Curtis	Orizaba	Dirt	300	20	$ 51,395	$ 399,165
al Butler/W	67th Way	67th	Dirt	300	20	$ 51,395	$ 450,560
al Butler/W	68th Wy	68th St	Dirt	300	20	$ 51,395	$ 501,954
al Cerritos/W	Inez	68th	Dirt	340	20	$ 58,247	$ 560,202
al Dairy/W	55th	al 55th/S	Dirt	100	20	$ 17,132	$ 577,333
al Delta/E	Gardner	South End	Dirt	50	20	$ 8,566	$ 585,899
al Forham/N	al Busana/E	Orcutt	Dirt	450	20	$ 77,092	$ 662,991
al Gardner/S	Harbor	Gale	Dirt	400	14	$ 47,968	$ 710,959
al Grisham/E	47th/100' S	South End	Dirt	200	20	$ 34,263	$ 745,222
al Grisham/W	47th	South End	Dirt	300	20	$ 51,395	$ 796,617
al Harding/N	al Myrtle/E	California	Dirt	180	20	$ 30,837	$ 827,454
al Lake/W	70th	Thompson	Dirt	300	20	$ 51,395	$ 878,849
al Lemon/W	Inez	Penfold	Dirt	580	20	$ 99,363	$ 978,212
al Long Beach/E	68th Way	al 68th Way/S	Dirt	100	20	$ 17,132	$ 995,343
al Long Beach/E	69th Street	al 69th Street/S	Dirt	100	20	$ 17,132	$ 1,012,475
al Marker/S	Muriel/W 70'	Muriel	Dirt	70	20	$ 11,992	$ 1,024,467
al Market/N	Lemon/W 60'	Lemon	Dirt	60	20	$ 10,279	$ 1,034,746
al Myrtle/W	63rd	al Harding/N	Dirt	470	20	$ 80,518	$ 1,115,264
al Myrtle/W	67th	Artesia	Dirt	625	20	$ 107,072	$ 1,222,336
al Myrtle/W	68th	Penfold	Dirt	340	20	$ 58,247	$ 1,280,583
al Obispo/W	North End	68th	Dirt	330	20	$ 56,534	$ 1,337,117
al Olive/W	67th	Charity	Dirt	450	20	$ 77,092	$ 1,414,209
al Olive/W	68th	Penfold	Dirt	340	20	$ 58,247	$ 1,472,457
al Orange/E	65th Street	South End	Dirt	300	20	$ 51,395	$ 1,523,851
al Orange/W	68th	Penfold	Dirt	340	20	$ 58,247	$ 1,582,099
al Orange/W	70th Wy	70th St	Dirt	290	20	$ 49,681	$ 1,631,780

Table V-3. Three - Year Specific Action Plan for Dirt Alley Reconstruction

Street	From	To	Surface	Length (Ft.)	Width (Ft.)	Pvmt. Cost	Cum. Cost
al Orange/W	Inez	68th	Dirt	340	20	$ 58,247	$ 1,690,027
al Osgood/N	Jaymills	Locust	Dirt	240	20	$ 41,116	$ 1,731,143
al Pacific/E	49th	Arbor	Dirt	280	20	$ 47,968	$ 1,779,111
al Pacific/W	48th	South End	Dirt	450	20	$ 77,092	$ 1,856,203
al Pacific/W	49th	48th	Dirt	620	20	$ 106,216	$ 1,962,419
al Plymouth/S	DeForest (W. End)	Pacific	Dirt	650	20	$ 111,355	$ 2,073,774
al Rose/W	48th	48th/S 50'	Dirt	120	20	$ 20,558	$ 2,094,332
al Ruth/W	47th	South End	Dirt	160	20	$ 27,410	$ 2,121,742
al Scott/S	Scott	White	Dirt	130	20	$ 22,271	$ 2,144,013
al Stanley/W	70th	Thompson	Dirt	300	20	$ 51,395	$ 2,195,408
	Total Miles: 2.45			12,935		**$ 2,195,408**	

Table V-4. Three-Year Specific Action Plan for Streetscape Improvements

	Direct Construction	Contin-gency[1]	Traffic Study	Construction Inspection[2]	Total
Atlantic Avenue					
North Village Center Pedestrian Improvements					
Widened sidewalks, decorative crosswalks, street trees, pedestrian lights & furnishings	$960,000	$144,000	$7,500	$276,000	$1,387,500
Gateway Landscaping - Atlantic Pl. to Artesia Blvd. (0.44 mile)					
Trees in parkways; landscaped medians with sign & lighting	$288,600	$43,290	$7,500	$82,973	$422,363
Long Beach Boulevard					
Market St. Pedestrian Improvements					
Corner curb extensions, decorative crosswalks, street trees, pedestrian lights & furnishings	$445,000	$66,750	$7,500	$127,938	$647,188
Gateway Landscaping - Greeneaf Blvd. to so. of 91 Fwy. (0.74 mi.)					
Trees in parkways; landscaped medians with sign & lighting	$459,951	$68,993	$7,500	$132,236	$668,679
Street Trees[3,4] - along remainder of street	$738,745	$110,812		$212,389	$1,061,945
Artesia Boulevard					
Gateway Landscaping - west city limit to Long Beach Blvd. (0.25 mi.)					
Trees in parkways; re-landscaped existing medians with sign & lighting	$143,800	$21,570		$41,342	$206,712
Gateway Landscaping - Downey Av. to Obispo Av. (0.25 mi.)					
Trees in parkways; re-landscaped existing medians with sign & lighting	$129,600	$19,440		$37,260	$186,300
Cherry Avenue					
Gateway Landscaping - north city limit. - Artesia Blvd. (0.50 mi.)					
Trees in parkways; landscaped medians with sign & lighting	$368,146	$55,222	$7,500	$105,842	$536,710
South Street					
Gateway Landscaping - Downey Av. To Obispo Av. (0.25 mi.)					
Trees in parkways; landscaped medians with sign & lighting	$243,600	$36,540	$7,500	$70,035	$357,674
Street Trees3,4 - along remainder of street					
Atlantic Av. to Obispo Av.[4]	$432,493	$64,874		$124,342	$621,708
Dairy Av. to Atlantic - in-ground irrigation	$65,000	$9,750		$18,688	$93,438
Del Amo Boulevard					
Gateway Landscaping - LA River to Long Beach Blvd. (0.45 mi.)					
Trees in parkways from River to Daisy; re-landscaped existing medians; sign & lighting	$116,221	$17,433		$33,413	$167,067
Gateway Landscaping - Cherry Av. to Orange Av. (0.45 mi.)					
Remove paving & landscape existing medians; sign & lighting	$97,708	$14,656		$28,091	$140,455
Paramount Boulevard					
Gateway Landscaping - 70th St. to Artesia Blvd. (0.50 mi.)					
Trees in parkways; landscaped medians with sign & lighting	$376,751	$56,513	$7,500	$108,316	$549,079
Downey Avenue					
Gateway Landscaping - 70th St. to Artesia Blvd. (0.50 mi.)					
Trees in parkways; landscaped medians with sign & lighting	$258,419	$38,763	$7,500	$74,295	$378,977
Total - Streetscape Improvements					**$7,425,795**

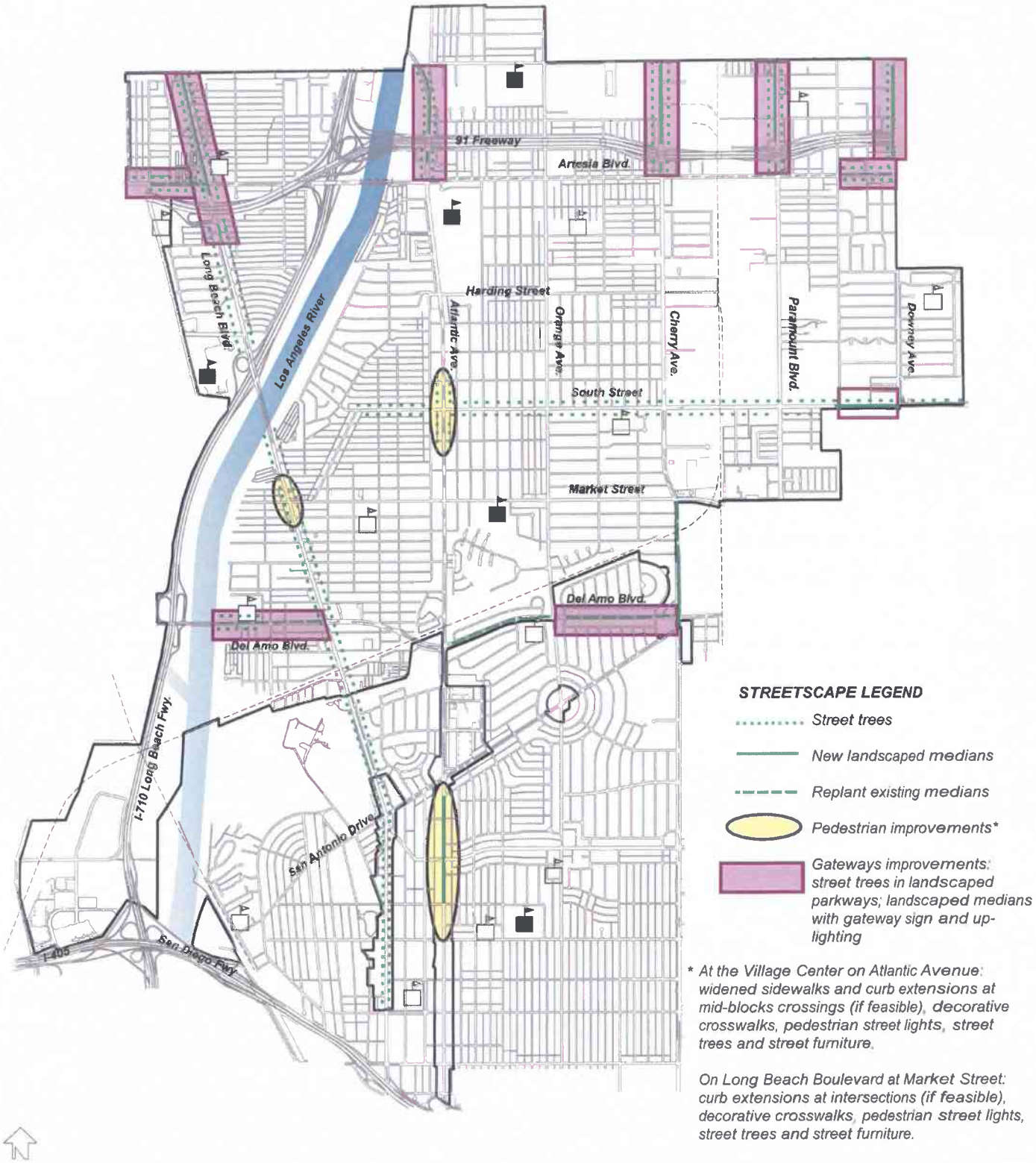
1 15% of Direct Construction

2 25% of Direct Construction + Contingency for all improvements, except alleys: 30% for alleys

3 Includes removal of concrete to provide continuous 4-foot-wide parkways, except at bus stops and in village centers and neighbor hood nodes, where 4' x 8' tree wells would be provided.

4 Cost includes 3 years of weekly watering by water truck; however, in-ground irrigation should be installed where feasible.

Figure V-4. Three-Year Specific Action Plan for Streetscape Improvements



1" = 3,200'

VI. STREETSCAPE IMPROVEMENTS BY STREET

VI. STREETSCAPE IMPROVEMENTS BY STREET

This section describes specific improvements recommended for each arterial street, as well as relevant background. The streets addressed in this section include:

North-South Streets:
Long Beach Boulevard
Atlantic Avenue
Orange Avenue
Cherry Avenue
Paramount Boulevard
Downey Avenue

East-West Streets:
Artesia Boulevard
South Street
Market Street
Del Amo Boulevard.

The streets are listed in the order of priority established by community members.

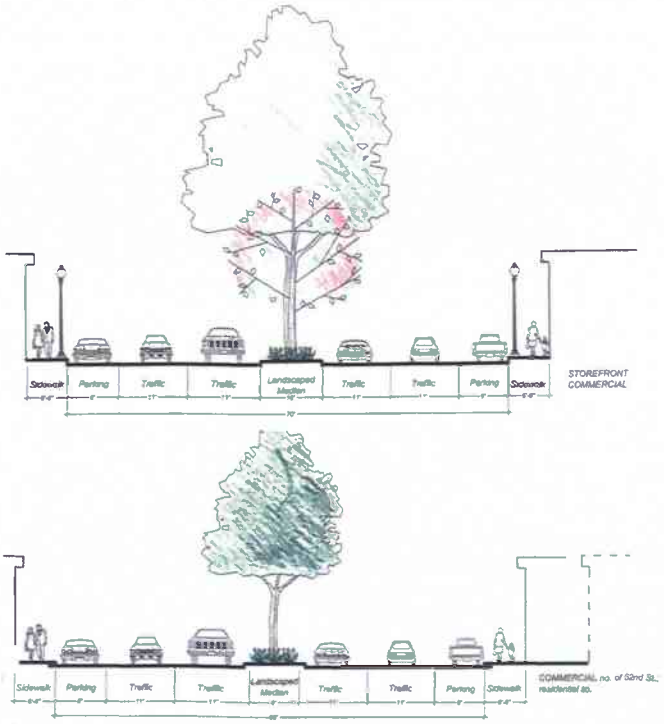
A. Atlantic Avenue

Background

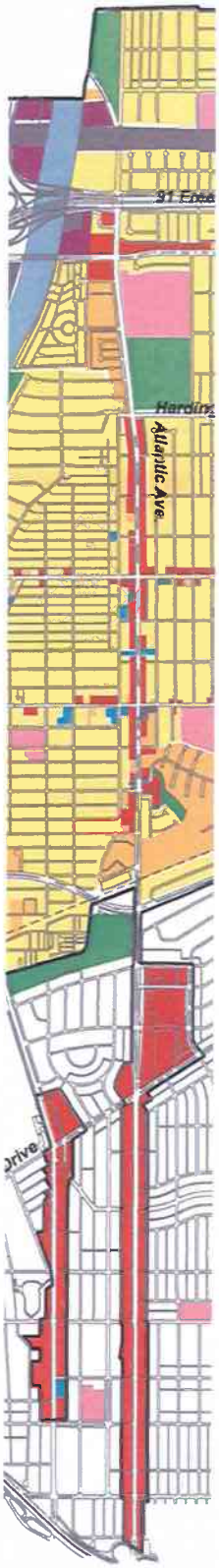
Existing Conditions. Atlantic Avenue is the primary commercial street serving North Long Beach. It continues south, linking North Long Beach to downtown Long Beach, and north to the San Gabriel Valley. The total length of Atlantic Avenue in the North Long Beach area from the Los Angeles River Crossing on the north to the 405 Freeway on the south, is approximately 4.5 miles.

Existing land uses along Atlantic Avenue are predominantly commercial, with some single-family and multi-family housing north of Del Amo Boulevard. The majority of the commercial uses along Atlantic Avenue north of Bixby Knolls are located on relatively shallow parcels (typically 100' deep) in storefront buildings with facades along the sidewalk. South of San Antonio Road in Bixby Knolls the parcels are deeper (typically 150' deep), generally with storefront buildings.

The right-of-way varies from 78 to 90 feet. The cross section varies from a 65-foot pavement width (including median) with 6.5-foot-wide sidewalks where the right-of-way is 78 feet between 61st Street and Del Amo Boulevard to a 70-foot pavement width with 10-foot-wide sidewalks in most other locations. Along most of the street, there are 2 traffic lanes and a parking lane in each direction, with a raised, partially landscaped median or continuous left-turn lane in the center. Along several blocks in Bixby Knolls there is diagonal parking on the east side of the street with no median. The typical sidewalk cross section in retail areas does not include a parkway. Street trees have been planted in Bixby Knolls, but along the majority of the street there are no street trees. Roadway lights on concrete poles are fairly consistently spaced. Utility lines are underground.



Existing cross sections: 5600 block (top) and 5700 block (bottom).



Existing land uses - see Section IV for legend.

Transit service on Atlantic Avenue in North Long Beach is provided by 2 bus lines: Line 61, which runs from the Artesia Blue Line Station to the Downtown Transit Mall, and Line 62, which runs from Alondra Boulevard to the Downtown Transit Mall. There are connections to east-west bus routes at Wardlow Road, Carson Street, Del Amo Boulevard, Market Street and South Street. On weekdays a Line 61 or Line 62 bus stops every 10 minutes between 5: 40 am and 5: 40 pm and bus service continues until approximately 1:00 am with half-hour headways.

Bicycle Master Plan. There are existing Class II bikeways from Artesia Boulevard to Harding Avenue and from 42nd Street to San Antonio Drive. There are no additional bikeways proposed along Atlantic Avenue in North Long Beach.

Strategic Guide Proposals. The Strategic Guide calls for the conversion of most commercial uses along Atlantic Avenue north of Del Amo Boulevard to housing, open space or public facilities. The exceptions are the 2 blocks along Atlantic Avenue between 56th and 59th Streets, designated by the Strategic Guide as the North Village Center, North Long Beach's town center, as well as the neighborhood commercial nodes at Market Street and at Artesia Boulevard. Commercial uses will remain south of Del Amo Boulevard in the Bixby Knolls area: neighborhood-serving, pedestrian-oriented commercial uses along Atlantic Avenue between San Antonio Road and Bixby Road, and subregional commercial uses between Bixby Road and the 405 Freeway.

Proposed Improvements

Village Center Improvements. Improvements to the village centers should be given first priority for streetscape improvements in North Long Beach. Street trees, medians, diagonal parking and furnishings have been installed in the Bixby Knolls Village Center by the merchants associations. In the North Village Center at South Street, which is located along Atlantic Avenue between 56th and 59th Streets (one block north and one block south of South Street), existing sidewalks are too narrow to accommodate street trees or much pedestrian activity. To address this problem, it is recommended that the existing 10-foot median be eliminated and the existing 6.5-foot wide sidewalks be widened to 10 feet. Before approving this change in roadway configuration, the City will need to undertake a traffic study to assess its traffic impacts. In addition to widening the sidewalks, curb extensions should be added at midblock crosswalks in the village centers to make it easier for pedestrians to cross the street.

Specific improvements recommended for installation as part of the Three-Year Specific Action Plan include:

- ❑ Remove medians/widen sidewalks
- ❑ Curb extensions at midblock crosswalks
- ❑ Decorative paving of sidewalks that are widened
- ❑ Decorative crosswalk paving at 56th, South and 59th Streets and at midblock crossings
- ❑ Street trees with either 4-foot x 8-foot tree wells with mulch or 6-foot square tree wells with cast iron grates
- ❑ Pedestrian street lights and conduit for future up-lighting of trees
- ❑ Bus shelters, trash receptacles, benches, other furnishings
- ❑ Public art

Gateway Improvements. Streetscape improvements should be provided to enhance the northern gateway to the city along Atlantic Avenue from Atlantic Place to the 91 Freeway. Landscaped parkways and medians should be provided and should be enhanced with gateway identity elements including Mexican Date Palms or Canary Island Palms, dramatic lighting, and a monument gateway sign. The Southern California Edison right-of-way located just south of 70th Street should receive compatible landscaping along its frontage to a depth of 15 to 20 feet. In addition, the existing triangular median at the junction of Atlantic Avenue and Atlantic Place should be landscaped in the same style as the medians.

Street trees. Street trees should be planted at a consistent spacing along the entire length of Atlantic Avenue. Bradford Pears are being planted in the Bixby Knolls areas to alternate with the existing Mexican Fan Palms. North of Del Amo Boulevard Ginkgos (*Ginkgo biloba*) are recommended.

It is suggested that, where the sidewalks are less than 10 feet wide, in locations other than the Village Center at South Street, the Planning Department consider requiring a front yard setback of 3.5 feet to be treated as sidewalk, which will provide a full 10 feet between building facades and the curb line, as well as the installation of parkways or tree wells and street trees, as a condition of development approval.

At bus stops and in village centers and neighborhood nodes, where high volumes of pedestrian activity are anticipated, trees should be planted in large tree wells (6-foot square with grates or 4 feet x 8 feet with mulch). In all other locations, trees should be planted in continuous parkways adjacent to 4- or 5-foot wide walkways. Where street trees are in parkways and parallel with medians, the irrigation system installed in the medians should be extended to the parkways with 2 bubblers per tree. In-ground irrigation systems should also be installed in any other locations where such installation is feasible. In other locations, trees should be watered once a week by water truck (minimum 20 gallons per tree per week): for 3 years if in parkways and for 5 years if in tree wells.

Medians. For the most part, existing medians should be renovated: interlocking pavers will be removed, new irrigation installed, and the entire median area landscaped. New medians should be installed where they can be accommodated. The plans in Appendix S show the approximate locations of medians. The existing median trees (Eucalyptus and Floss Silk) should remain.

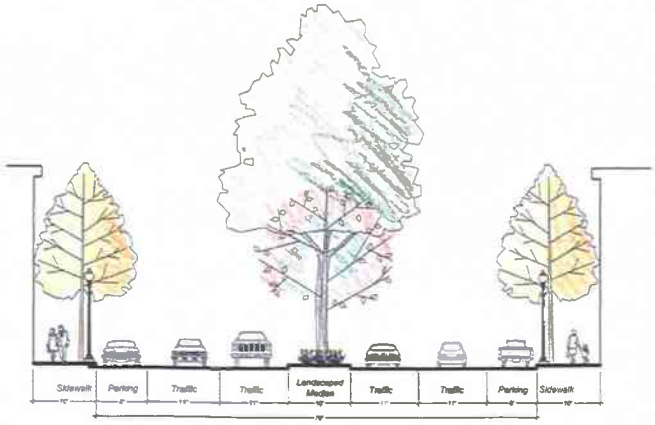
Pedestrian Amenities and Traffic Calming. Corner curb extensions are recommended at midblock pedestrian crossings in the village centers and at the intersection crosswalks in Bixby Knoll, if feasible, in conjunction with either decorative or zebra striped crosswalks. Pedestrian street lights are recommended along the entire length of the boulevard: they should be installed first in the commercial districts and then in the residential areas, either incrementally in conjunction with new development or as a series of public improvement projects. Bus shelters and/or seating should be located at bus stops. The recommended pedestrian light fixture is the historic Lumec L80 fixture and 12-foot R30 or R40 pole in dark blue (RAL 5011). The same color should be used for other street furnishings.

Related Public Improvements. A pocket park should be provided in the vicinity of the North Village Center at South Street. Ideally, it should be sited in conjunction with both community facilities and retail uses to reinforce the community-serving nature and identity of the Village Center.

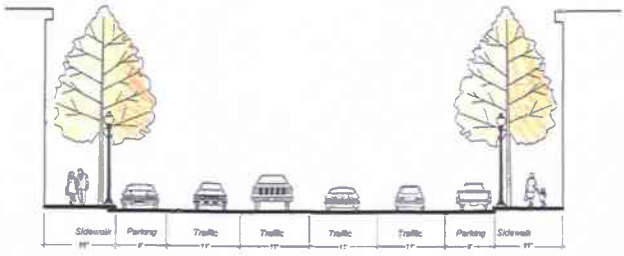
The Strategic Guide recommends that additional public parking be provided at the North Village Center. It is recommended that the parking be provided at the same time as the Three-Year Specific Action Plan streetscape improvements.

Complementary Private Improvements. The Zoning Code requires landscaping of all required building and parking lot setbacks and of parking lot interiors. It is recommended that variances from those landscape requirements be granted only in cases of extreme hardship and that the required trees in those setbacks be aligned with and be of the same variety and form as the street trees to provide a parallel double row of trees where possible.

All landscaped areas should include landscaping of the ground plane consisting primarily of plant materials and secondarily of hardscape materials, such as rocks. All landscaping should be designed to achieve 100% coverage within 3 years of planting and include an automatic irrigation system.



New cross section where 3.5-foot setbacks in conjunction with new development would provide 10-foot wide sidewalks with street trees.



New cross section in the Village Center at South Street where elimination of the median would allow for 10-foot wide sidewalks with street trees and pedestrian-scale street lights.

Proposed improvements - see Section IV for legend.

Plan of Village Center at South Street.

Pedestrian street lights: Lumec L80 (color: dark blue).

Street trees: Ginkgo north of railroad.


Existing street at Southern California Edison right of way (left) and with gateway landscaping added (right).


Existing 6.5-foot wide sidewalks (left) and with 3.5' front setbacks to widen sidewalks to 10 feet (left).



Existing Village Center at South St. (left) and 1) with wide sidewalks instead of a median (above right) or 2) keeping the median and adding pop-out tree wells (lower right).


Existing recently planted trees in Bixby Knolls Village (left) and with mature trees (right).

Estimated Cost (in 2002$), including contingency, design and inspection, of First-Priority Streetscape Improvements:

Village Center at South St. improvements	$1,387,500
Northern gateway landscaping	$422,363
Bus stop improvements	$450,000
Other street trees (with development)	$1,173,646
Other landscaped medians	$2,000,577
Total	***$5,434,086***

B. Long Beach Boulevard

Background

Existing Conditions. Long Beach Boulevard is the westernmost north-south arterial street in North Long Beach. Before the freeways were constructed, it linked Long Beach to the Los Angeles basin, running north and slightly west from Long Beach through Compton, Lynwood and South Gate, and continuing north as Pacific Boulevard through Walnut Park, Huntington Park and Vernon, where it terminates. The total length of the boulevard in the North Long Beach area, from Greenleaf Boulevard on the north to the 405 Freeway on the south, is approximately 4.4 miles.

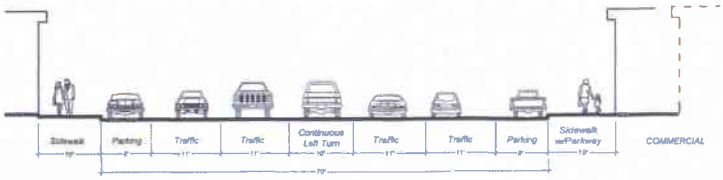
Existing land uses along the boulevard are a mix of single-family and multi-family residential and commercial north of the Los Angeles River crossing and predominantly commercial to the south. The majority of commercial uses on Long Beach Boulevard north of the railroad crossing are located on relatively shallow lots (typically 100' deep) in storefront buildings with facades located along the sidewalk. Virginia City, the original settlement in the North Long Beach area, with its 1- and 2-story storefront buildings, is located at Market Street. To the south, parcels are deeper (typically 150' deep), with storefront and freestanding buildings.

The right-of-way is typically 100 feet. The cross section varies from a 70-foot pavement width with 15-foot-wide sidewalks to an 80-foot pavement width with 10-foot-wide sidewalks. There are 2 traffic lanes and a parking lane in each direction, with either a painted median or continuous left-turn lane along the entire length of the street. The typical sidewalk cross section in residential and office commercial areas consists of a 4- or 6-foot-wide parkway along the curb and a 4- or 6-foot-wide walkway. In retail areas, the typical cross section does not include a parkway.

There are a few street trees north of the 91 Freeway and south of San Antonio Drive, but along the majority of the street there are no street trees. Roadway lighting is very consistently spaced. The concrete light poles, with their curving metal arms and support brackets, provide an attractive, unifying visual element along the street. Except between Bixby Road on the south and Roosevelt Road on the north, utility lines are underground.

Transit service on Long Beach Boulevard in North Long Beach is provided by the Line 5 bus, which runs from the Artesia Blue Line Station to the Downtown Transit Mall. There are connections to east-west bus routes at Wardlow Road, Carson Street, Del Amo Boulevard and South Street. On weekdays the Line 5 bus stops every 15 minutes between the hours of 5:00 am and 7:00 pm with half- hour headways until approximately midnight.

Existing land uses - see Section IV for legend.



Typical existing street cross section.

Bicycle Master Plan. There are no existing bikeways on Long Beach Boulevard in North Long Beach, and none are proposed by the Bicycle Master Plan.

Strategic Guide Proposals. The Strategic Guide calls for the conversion of most of the commercial land uses north of Del Amo Boulevard to housing, open space or public facilities. Commercial uses will remain south of San Antonio Drive and at three nodes to the north: neighborhood nodes at Artesia Boulevard and Market Street and a subregional node at Del Amo Boulevard.

Proposed Improvements

Long Beach Boulevard at Market Street. The following pedestrian improvements are recommended at Long Beach Boulevard and Market Street (from Louise Street to 53rd Street) as part of the Three-Year Specific Action Plan:

- ❑ Corner curb extensions and decorative crosswalk paving at Louise, Market, Plymouth and 53rd Streets
- ❑ Street trees with either 4-foot x 8-foot tree wells with mulch or 6-foot square tree wells with cast iron grates
- ❑ Pedestrian street lights
- ❑ Bus shelters, trash receptacles, benches, other furnishings
- ❑ Public art.

Pedestrian amenities and traffic calming. Corner curb extensions are recommended at the intersection of Long Beach Boulevard with Market Street and two blocks north and one block south, for a total of 4 intersections, in conjunction with either decorative or zebra striped crosswalks. Pedestrian street lights are recommended along the entire length of the boulevard. They should be installed first in the commercial districts and then in the residential areas, either in conjunction with new development or as a series of public improvement projects. Bus shelters and/or seating should be located at bus stops. The recommended pedestrian light fixture is the Selux Ritorno with silver (not white) reflector shade or Cosmo with Type V cut-off silver louver shielding and silver reflector shade on 12-foot poles in metallic gray (RAL 9007). Consistently spaced between the existing road lights, these distinctive lights would enhance the rhythm of the roadway lights and give Long Beach Boulevard a distinctive identity. Other street furniture on Long Beach Boulevard should have a complementary dark burgundy finish (RAL 3007).

Gateway Improvements. Streetscape improvements should be provided on Long Beach Boulevard from Greenleaf Boulevard to Artesia Boulevard to enhance the northern gateway to the city. Landscaped parkways and medians should be provided and should be enhanced with gateway identity elements including Mexican Date Palms or Canary Island Palms, dramatic lighting, and a monument gateway sign. The Southern California Edison right-of-way located just south of Greenleaf Boulevard should receive compatible landscaping along its frontage to a depth of 15 to 20 feet.

Street trees. Street trees should be planted at a consistent spacing along the entire length of Long Beach Boulevard in North Long Beach, excluding river and freeway crossings. It is recommended that Chinese Flame trees (*Koelreuteria bipinnata*) be planted north of the river crossing and Mexican Sycamores (*Platanus mexicana*), which stay green most of the year, south.

At bus stops and in village centers and neighborhood nodes, where high volumes of pedestrian activity are anticipated, trees should be planted in large tree wells (6-foot square with grates or 4 feet x 8 feet with stabilized decomposed granite or mulch). In all other locations, trees should be planted in continuous parkways adjacent to 4- or 5-foot wide walkways. Where street trees are in parkways and parallel with medians, the irrigation system installed in the medians should be extended to the parkways with 2 bubblers per tree. In-ground irrigation systems should also be installed in any other locations where such installation is feasible. In other locations, trees should be watered once a week by water truck (minimum 20 gallons per tree per week): for 3 years if in parkways and for 5 years if in tree wells.

Medians. Medians will be installed wherever they can be accommodated. The plans in Appendix S show the approximate location of medians. The Jacaranda (*Jacaranda mimosifolia*) will be the predominant median trees.

Related Public Improvements. A pocket park should be provided within the vicinity of Market Street, along either Market Street or Long Beach Boulevard. Ideally, it should be sited in conjunction with both community facilities and retail uses to reinforce the community-serving nature of the Virginia City shopping district. If possible, access to the future river frontage park (expansion of De Forest Park) should be provided from Long Beach Boulevard. Undergrounding utilities in the segment where they are above grade should be a priority.

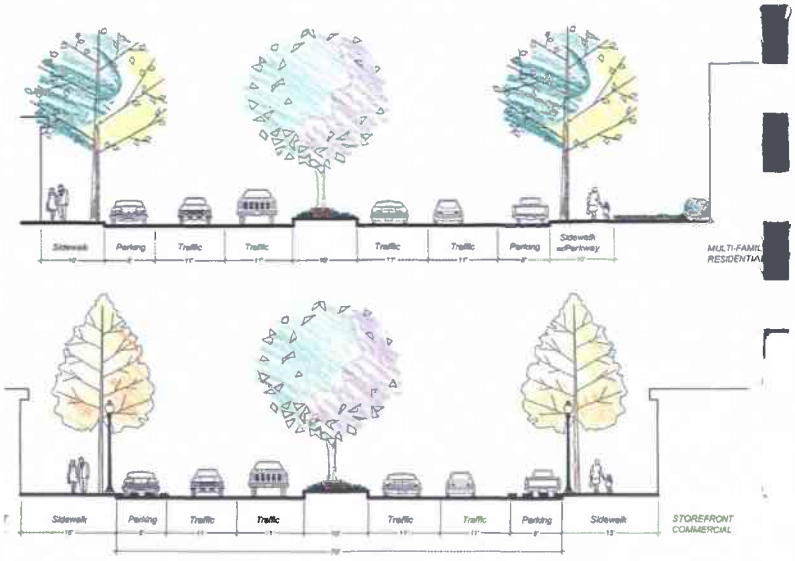
It is recommended that public parking to serve the pedestrian node at Long Beach Boulevard and Market Street be provided at the same time as the Three-Year Specific Action Plan streetscape improvements.

Complementary Private Improvements. The majority of properties fronting on Long Beach Boulevard will be converted to or remain residential or office commercial, with front yard setbacks between the sidewalk and buildings or parking lots. The Zoning Code requires landscaping of all required building and parking lot setbacks and of parking lot interiors. It is recommended that variances from those landscape requirements be granted only in cases of extreme hard-

ship and that the required trees in those setbacks be aligned with and be of the same variety and form as the street trees to provide a parallel double row of trees where possible.

All landscaped areas should include landscaping of the ground plane consisting primarily of plant materials and secondarily of hardscape materials, such as rocks. All landscaping should be designed to achieve 100% coverage within 3 years of planting and include an automatic irrigation system.

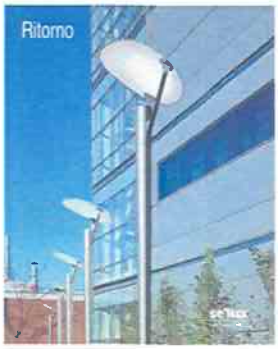
Proposed improvements - see Section IV for legend.



New cross section: residential areas north of the River (above); and commercial areas south of the River (below)

Street trees: Chinese Flame (left) north of the River and London Plane (right) south.

Primary median tree: Jacaranda.



Existing street At Market Street (left) and with street trees added (right).

Pedestrian street lights: Selux Ritorno (color: metallic gray).

Existing street south of San Antonio Road (left) and with median added (right).

Existing corner of Market St. (left) and with parking lot/park and pedestrian improvements (right).

Existing street north of the River (left) and with new housing and streetscape improvements. (right).

Gateway bus stop.

Estimated Cost (in 2002$), including contingency, design and inspection, of First-Priority Streetscape Improvements:

Pedestrian improvements at Market St.	$647,188
Northern gateway landscaping	$688,679
Other street trees	$1,126,679
Bus stop improvements	$450,000
Other landscaped medians	$2,177,593
Total	***$5,070,138***

C. Artesia Boulevard

Background

Existing Conditions. Artesia Boulevard is the northernmost major east-west arterial in North Long Beach. It continues east from Long Beach through Bellflower, Cerritos and Artesia to Buena Park. The total length of the boulevard in the North Long Beach area, from Downey Avenue on the east to the Compton College campus on the west, is approximately 3.3 miles.

Existing land uses along Artesia Boulevard are a mix of commercial, industrial, and multi-family and single-family residential.

The right-of-way is typically 100 feet. The typical cross section includes an 80-foot pavement width with 10-foot wide sidewalk. There are two traffic lanes and a parking lane in each direction with a wide (18') raised median or left-turn lanes. The typical sidewalk cross section in residential and industrial areas consists of a 4- to 6-foot wide parkway along the curb and a 4- to 6-foot wide walkway or a 10-foot walkway with 4' square tree wells. In retail areas, the typical sidewalk cross section consists of a 10-foot walkway with 4' square tree wells.

There are some recently planted Evergreen Pear (*Pyrus kawikami*) street trees in the central segment of Artesia Boulevard. Roadway lighting is attached to utility poles on the south side of the street and on concrete poles on the north side. The utility poles on the south side of the street vary in height from approximately 40 to 60 feet with from 1 to 5 rows of power lines.

Transit service on Artesia Boulevard in North Long Beach is limited to the Line 5 and Line 61 buses, between the Artesia Blue Line Station and Long Beach Boulevard and Atlantic Avenue, respectively.

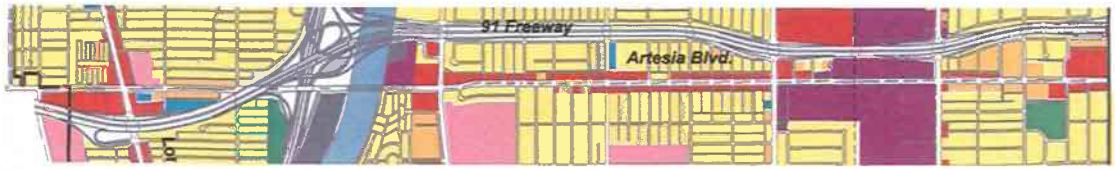
Bicycle Master Plan. There are no existing bikeways on Artesia Boulevard in North Long Beach, and none are proposed by the Bicycle Master Plan.

Strategic Guide Proposals. The Strategic Guide calls for the conversion of most of the commercial land uses between Atlantic Avenue and Cherry Avenue to residential use. Commercial uses will remain at Artesia Boulevard's intersections with the north-south arterials: Long Beach Boulevard, Atlantic Avenue, Orange Avenue, Cherry Avenue, Paramount Boulevard and Downey Avenue

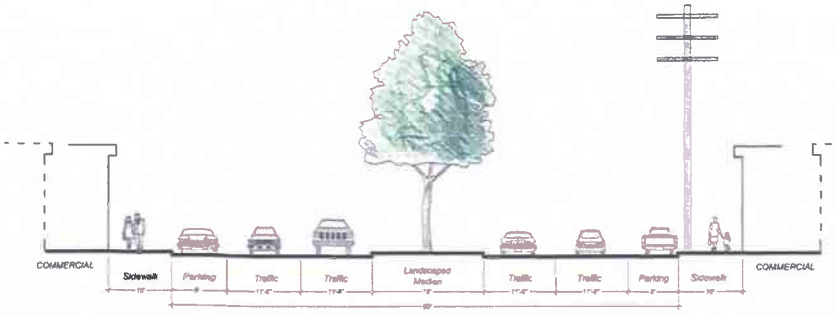
Proposed Improvements

Pedestrian amenities and traffic calming. Corner curb extensions are recommended at the intersection of Artesia Boulevard and Orange Avenue, in conjunction with either decorative or zebra striped crosswalks. Pedestrian street lights are recommended at neighborhood commercial nodes and adjacent to mixed use or multi-family residential development. Bus shelters and/or seating and pedestrian street lights should be located at bus stops. The recommended pedestrian light fixture is the Selux Quadro 1 with Type V silver louver shielding on 12-foot poles in black (RAL 6005). The same color should be used for other street furnishings.

Gateway Improvements. Streetscape improvements should be provided to enhance the western and eastern gateways to the city along Artesia Boulevard from the western City



Existing land uses - see Section IV for legend.



Typical existing typical street cross section.

limit to Long Beach Boulevard and from Downey Avenue to Obispo Avenue. Landscaped parkways and medians should be provided and should be enhanced with gateway identity elements including Mexican Date Palms or Canary Island Palms, dramatic lighting, and a monument gateway sign.

Street trees. Street trees should be planted at a consistent spacing along the entire length of Artesia Boulevard in North Long Beach, excluding river and freeway crossings. Ipe (*Tabebuia ipe*) is recommended to be planted along segments with residential and industrial uses. Ginkgos (*Ginkgo biloba*) is recommended adjacent to commercial uses to identify the commercial areas and to increase visibility to business signs.

At bus stops and neighborhood nodes, where high volumes of pedestrian activity are anticipated, trees should be planted in large tree wells (6-foot square with grates or 4 feet x 8 feet with stabilized decomposed granite or mulch). In all other locations, trees should be planted in continuous parkways adjacent to 4- or 5-foot wide walkways. Where street trees are in parkways and parallel with medians, the irrigation system installed in the medians should be extended to the parkways with 2 bubblers per tree. In-ground irrigation systems should also be installed in any other locations where such installation is feasible. In other locations, trees should be watered once a week by water truck (minimum 20 gallons per tree per week): for 3 years if in parkways and for 5 years if in tree wells.

Medians. Existing medians will be renovated: paving will be removed and the entire surface of the median islands will be landscaped. The existing Eucalyptus trees will remain as the predominant median trees.

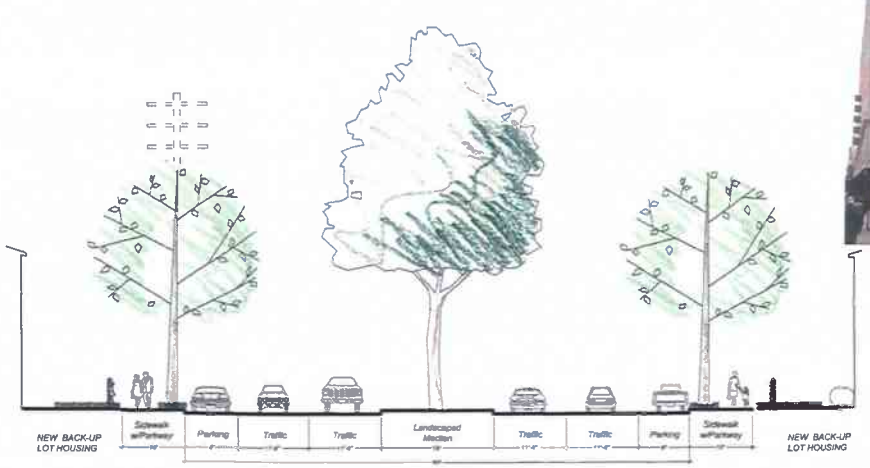
Related Public Improvements. A pocket park should be provided within the vicinity of Orange Avenue, along either Orange Avenue or Artesia Boulevard. Ideally, it should be sited in conjunction with both community facilities and retail uses to reinforce the community-serving nature of the neighborhood-serving commercial node at the corner.

Complementary Private Improvements. The Zoning Code requires landscaping of all required building and parking lot setbacks and of parking lot interiors. It is recommended that variances from those landscape requirements be granted only in cases of extreme hardship and that the required trees in those setbacks be aligned with and be of the same variety and form as the street trees to provide a parallel double row of trees where possible.

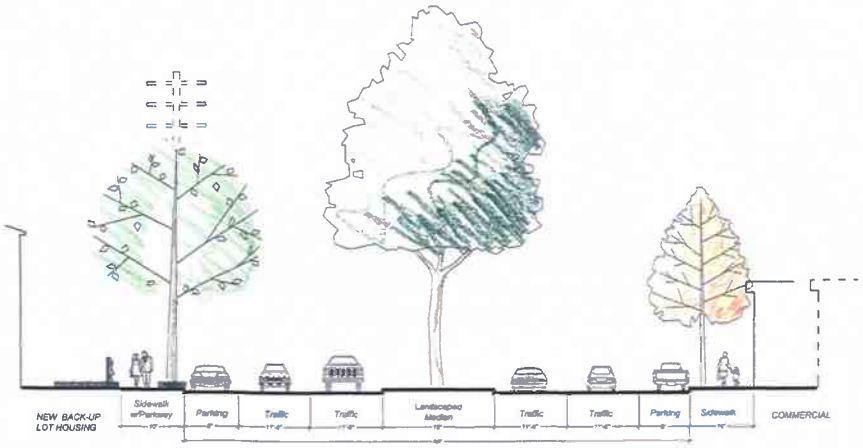
All landscaped areas should include landscaping of the ground plane consisting primarily of plant materials and secondarily of hardscape materials, such as rocks. All landscaping should be designed to achieve 100% coverage within 3 years of planting and include an automatic irrigation system.

Proposed improvements - see Section IV for legend.

Existing street (left) and with street trees added (right).



Street trees: Ginkgo (top) along storefront commercial buildings; Ipe (bottom) elsewhere.



New cross sections: residential and industrial area (top) and residential areas (bottom).

Street light: Selux Quadro 1 (color: black)

Estimated Cost (in 2002$), including contingency, design and inspection, of First-Priority Streetscape Improvements:

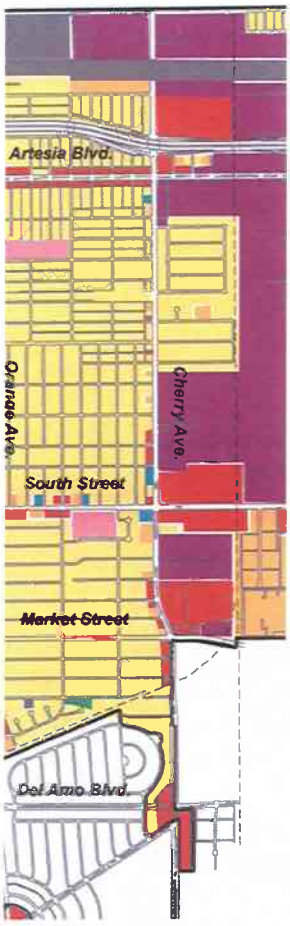
Gateway landscaping (east and west)	$393,012
Bus stop improvements	$300,000
Other street trees	$767,541
Other landscaped medians	$434,119
Total	***$1,894,672***

D. Cherry Avenue

Background

Existing Conditions. Cherry Avenue is a major north-south arterial, which, like Long Beach Boulevard and Atlantic Avenue, links North Long Beach to the rest of Long Beach to the south and the Los Angeles region to the north. It becomes Garfield Avenue in Paramount and continues north, parallel with Atlantic Avenue, to the San Gabriel Valley. The total length of Cherry Avenue in the North Long Beach area, from 70th Street on the north to San Antonio Drive on the south, is approximately 2.4 miles.

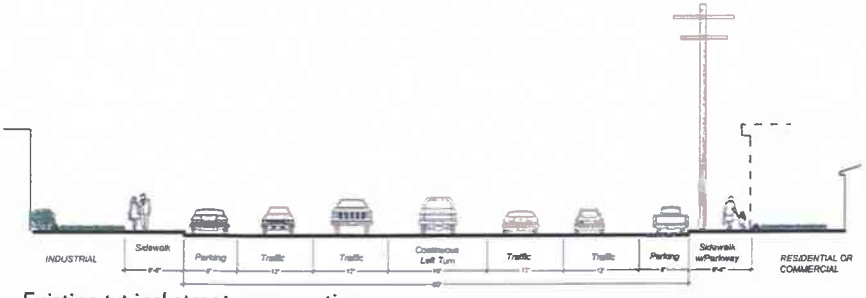
Existing land uses are predominantly residential on the west side and industrial on the east side of the street. There are scattered commercial uses along the west side, primarily in the vicinity of South and Market Streets. There are shopping centers on the east side at South and Market Streets.



Existing land uses - see Section IV for legend.

The right-of-way is typically 100 feet. The typical cross section is an 80-foot pavement width with 10-foot wide sidewalks. There are two traffic lanes and a parking lane in each direction with raised medians south of Market Street and a painted median or continuous left-turn lane to the north. The typical sidewalk cross section consists of a 4- to 6-foot-wide parkway along the curb and a 4- to 6-foot-wide walkway.

There are no street trees along Cherry Street. Roadway lights are concrete. Utility lines are above grade on the west side of the street on 80-foot poles with 6 rows of power lines at heights of between 50 and 80 feet.



Existing typical street cross section.

Transit service on Cherry Avenue in North Long Beach is provided by the Line 21 bus, which runs from Alondra Boulevard to the Downtown Transit Mall. On weekdays the Line 21 bus stops every 30 minutes along Cherry Avenue in North Long Beach between 5: 30 am and 8:00 pm.

Bicycle Master Plan. There are no existing bicycle facilities on Cherry Avenue in North Long Beach. The Bicycle Master Plan recommends that a bikeway (class unspecified) be installed on Cherry Street in North Long Beach in the mid-term future (6 to 15 years).

Strategic Guide Proposals. The Strategic Guide calls for the conversion of most of the commercial land uses on the west side of the street to residential uses, consistent with adjacent neighborhoods, and on the east side to industrial uses with sub-regional commercial nodes at Artesia Boulevard and Market Street.

Proposed Improvements

Pedestrian Amenities. Bus shelters and/or seating and pedestrian street lights should be located at ***bus stops***. The recommended pedestrian light fixture is the Selux Quadro 1 with Type V silver louver shielding on 12-foot poles in dark burgundy (RAL 6009). The same color should be used for other street furnishings.

Gateway Improvements. Streetscape improvements should be provided to enhance the northern gateway to the city along Cherry Avenue from 70th Street to Artesia Boulevard. Landscaped parkways and medians should be provided and should be enhanced with gateway identity elements including Mexican Date Palms or Canary Island Palms, dramatic lighting, and a monument gateway sign. The Southern California Edison right-of-way located just south of 70th Street should receive compatible landscaping along its frontage to a depth of 15 to 20 feet.

Street Trees. Chinese Flame trees (*Koelreuteria bipinnata*) are recommended to be planted as street trees at a consistent spacing along the entire length of Cherry Avenue in North Long Beach.

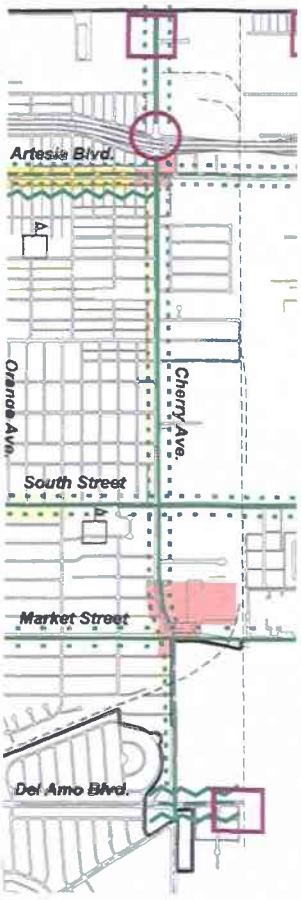
At bus stops and in neighborhood nodes, where high volumes of pedestrian activity are anticipated, trees should be planted in large tree wells (6-foot square with grates or 4 feet x 8 feet with stabilized decomposed granite or mulch). In all other locations, trees should be planted in continuous parkways adjacent to 4- or 5-foot wide walkways. Where street trees are in parkways and parallel with medians, the irrigation system installed in the medians

should be extended to the parkways with 2 bubblers per tree. In-ground irrigation systems should also be installed in any other locations where such installation is feasible. In other locations, trees should be watered once a week by water truck (minimum 20 gallons per tree per week): for 3 years if in parkways and for 5 years if in tree wells.

Medians. The existing medians north of Market Street should be landscaped. New medians should be installed wherever they can be accommodated. The plans in Appendix S show potential locations of medians. Chinese Flame trees should be planted in the medians. They are ideal for this location because their broad canopies can provide shade and scale to Cherry Street. The Chinese Flame trees will share the existing medians with the existing Mexican Fan Palms (*Washingtonia robusta*).

Complementary Private Improvements. The Zoning Code requires landscaping of all required building and parking lot setbacks and of parking lot interiors. It is recommended that variances from those landscape requirements be granted only in cases of extreme hardship and that the required trees in those setbacks be aligned with and be of the same variety and form as the street trees to provide a parallel double row of trees where possible.

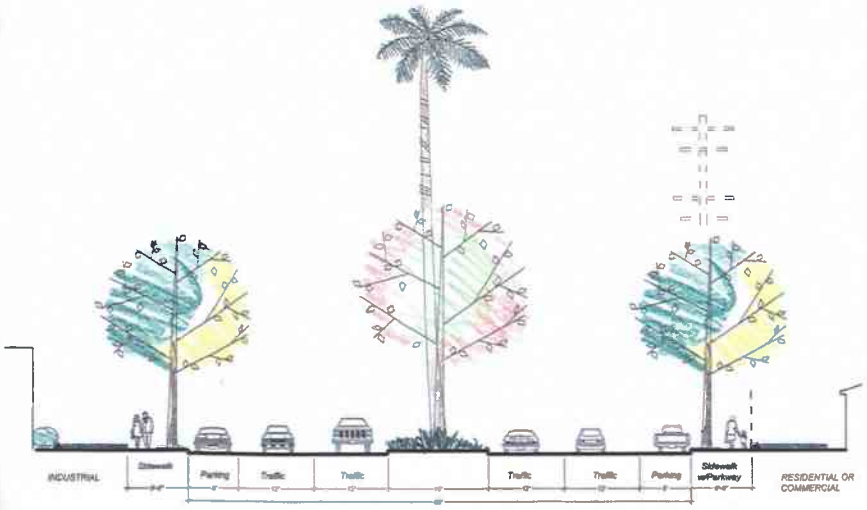
All landscaped areas should include landscaping of the ground plane consisting primarily of plant materials and secondarily of hardscape materials, such as rocks. All landscaping should be designed to achieve 100% coverage within 3 years of planting and include an automatic irrigation system.



Proposed improvements - see Section IV for legend.

Street trees: Chinese Flame Trees in parkways and medians.

Existing Cherry St. (top), with trees and median (sketch in middle and photo-composite bottom).



Proposed cross section with medians and street trees.

Street light: Selux Quadro I (color: dark burgundy).

Cherry St. south of the 91 Fwy. (left) and with medians and street trees added (right).

Existing Cherry St. median (left) and with landscaping added (right).

Estimated Cost (in 2002$), including contingency, design and inspection, of First-Priority Streetscape Improvements:

Gateway landscaping (north)	$536,710
Bus stop improvements	$250,000
Other street trees	$552,451
Other landscaped medians	$747,470
Total	***$2,086,632***

E. South Street

Background

Existing Conditions. South Street begins at Dairy Avenue on the west, widens to a major arterial at Cherry Avenue, and continues east to the Orange County line, where it becomes Orangethorpe Avenue. The total length of South Street in the North Long Beach area, from Dairy Avenue on the west to the eastern city limit (Hayter Avenue), is approximately 2.6 miles.

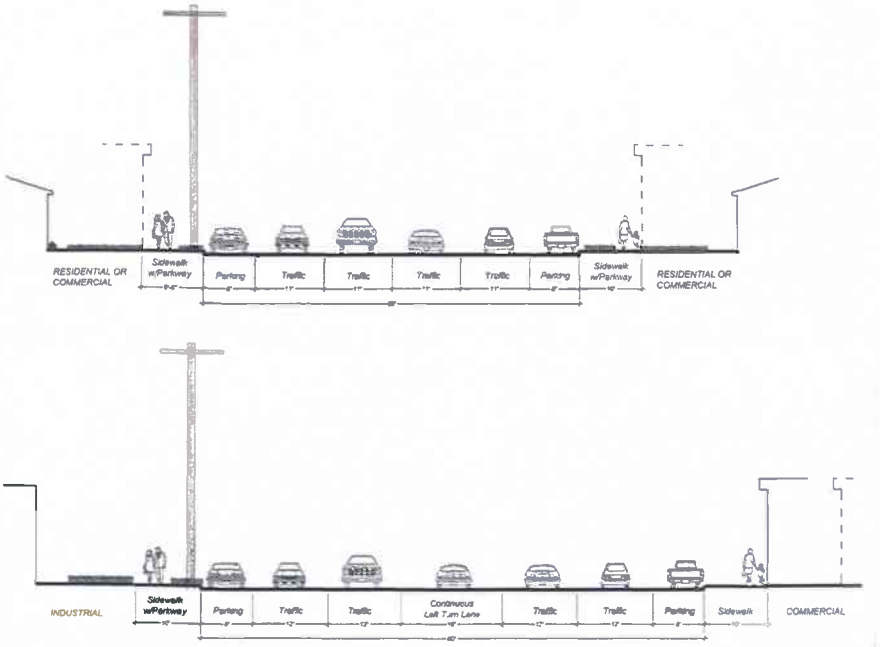
Existing land uses along South Street in North Long Beach are predominantly community shopping centers and industrial uses east of Cherry Avenue. Land uses west of Cherry Avenue are a mix of single-family and multi-family residential housing and small storefront commercial uses on shallow lots.

The right-of-way is typically 80 feet west of Cherry Avenue and 100 feet to the east. The typical cross section west of Cherry Avenue includes a 60-foot pavement width with 10-foot wide sidewalks. There are 2 traffic lanes and a parking lane in each direction (no median). East of Cherry Avenue the cross section includes an 80-foot pavement width with 10-foot sidewalks. There are 2 traffic lanes and a parking lane in each direction, with a continuous left-turn lane. The typical sidewalk cross section adjacent to residential, industrial and large-parcel commercial areas consists of a 4- to 6-foot-wide parkway along the curb and a 4- to 6-foot wide walkway or a 10-foot-wide walkway with 4' square tree wells. In retail areas, the typical sidewalk cross section consists of a 10-foot-wide walkway with 4-foot square tree wells.

There are scattered street trees on South Street. Roadway lighting is attached to utility poles or on concrete poles on the north side of the street and on concrete poles on the south side. The utility poles on the north side of the street are approximately 40 feet high with 1 or 2 rows of power lines.

Transit service on South Street in North Long Beach is provided by the Line 192 bus, which runs from the Del Amo Blue Line Station east on Del Amo Boulevard, turns north on Long Beach Boulevard, east on Market Street, north on Atlantic Avenue, and east on South Street to the Los Cerritos Mall. The Line 192 bus stops every half-hour from approximately 5:30 am until 7:30 pm.

Existing land uses - see Section IV for legend.



Typical existing cross sections: west of Cherry Ave. (top); east of Cherry Ave. (bottom).

Bicycle Master Plan. There are no existing bicycle facilities on South Street in North Long Beach. The Bicycle Master Plan recommends that a bikeway (class unspecified) be installed on South Street in the long-term future (16 to 20 years).

Strategic Guide Proposals. The Strategic Guide calls for the conversion of most of the commercial land uses west of Cherry Avenue to residential use. Commercial uses will remain at Atlantic Avenue at the Village Center. Existing commercial and industrial land use designations will remain east of Cherry Avenue.

Proposed Improvements

Pedestrian amenities and traffic calming. Corner curb extensions are recommended at the intersections of South Street with Atlantic, Lime, Linden, Walnut and Rose Avenues, in conjunction with either decorative or zebra striped crosswalks. Pedestrian street lights are recommended at the North Village Center and between Orange and Cherry Avenues to provide lighting for the school and at the community-serving commercial nodes. Bus shelters and/or seating and pedestrian street lights should be located at bus stops. The recommended pedestrian light fixture is the Selux Saturn 1 with Type V silver louver shielding on 12-foot poles in dark green (RAL 6009). The same color should be used for other street furnishings.

Gateway Improvements. Streetscape improvements should be provided to enhance the eastern gateway to the city along South Street from Downey Avenue to Obispo Avenue. Landscaped parkways and medians should be provided and should be enhanced with gateway identity elements including Mexican Date Palms or Canary Island Palms, dramatic lighting, and a monument gateway sign.

Street trees. London Plane (*Platanus acerifolia* 'Columbia') trees are recommended to be planted as street trees at a consistent spacing along the entire length of South Street in North Long Beach.

At bus stops and in village centers and neighborhood nodes, where high volumes of pedestrian activity are anticipated, trees should be planted in large tree wells (6-foot square with grates or 4 feet x 8 feet with stabilized decomposed granite or mulch). In all other locations, trees should be planted in continuous parkways adjacent to 4- or 5-foot wide walkways. Where street trees are in parkways and parallel with medians, the irrigation system installed in the medians should be extended to the parkways with 2 bubblers per tree. In-ground irrigation systems should also be installed in any other locations where such installation is feasible. In other locations, trees should be watered once a week by water truck (minimum 20 gallons per tree per week): for 3 years if in parkways and for 5 years if in tree wells.

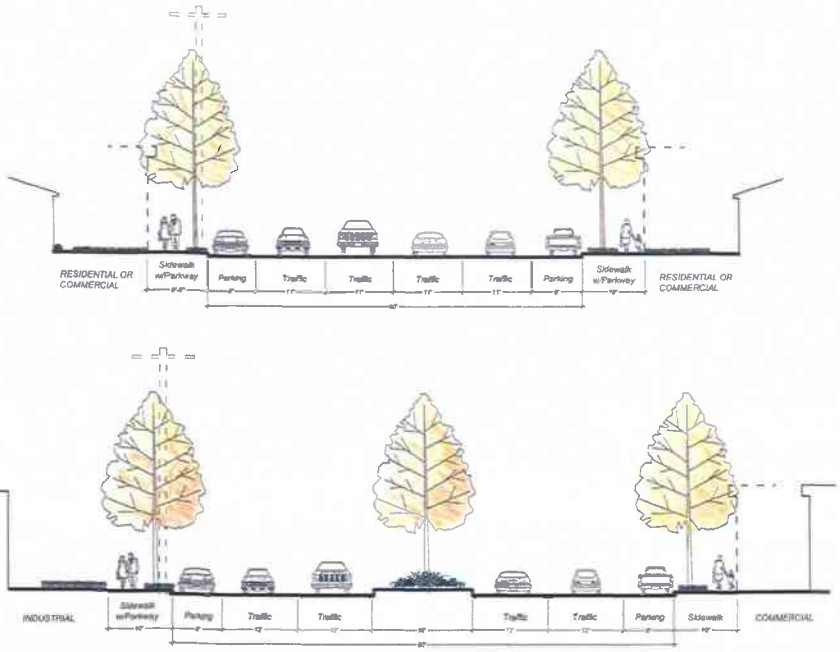
Medians. If acceptable to residents along the street, medians should be added east of Cherry Street wherever they can be accommodated. Potential locations are shown in Appendix S. London Plane trees are recommended as the predominant median trees.

Related Public Improvements. Pocket parks are suggested 1) in the vicinity of Atlantic Avenue to reinforce the community-serving nature of the neighborhood-serving commercial node at that corner and 2) in the vicinity of Walnut Street to enhance the elementary school.

Complementary Private Improvements. The Zoning Code requires landscaping of all required building and parking lot setbacks and of parking lot interiors. It is recommended that variances from those landscape requirements be granted only in cases of extreme hardship and that the required trees in those setbacks be aligned with and be of the same variety and form as the street trees to provide a parallel double row of trees where possible.

All landscaped areas should include landscaping of the ground plane consisting primarily of plant materials and secondarily of hardscape materials, such as rocks. All landscaping should be designed to achieve 100% coverage within 3 years of planting and include an automatic irrigation system.

Proposed improvements - see Section IV for legend.



Proposed cross section: west of Cherry Ave. (top) and east (bottom).

Existing South St. west of Cherry Ave. (top), with street trees in spring and summer (middle) and fall (bottom).

Street trees: London Planes in parkways and medians.

Street light: Selux Saturn I (color: dark green).

Estimated Cost (in 2002$), including contingency, design and inspection, of First-Priority Streetscape Improvements:

Gateway landscaping (east)	$357,674
Street trees	
Dairy Av. to Atlantic Av.	$93,438
Atlantic Av. to eastern city limit	$621,708
Bus stop improvements	$200,000
Other landscaped medians	$996,995
Total	***$2,269,816***

F. Market Street

Background

Existing Conditions. Market Street is a locally serving secondary arterial that extends from Dairy Avenue on the west to Woodruff Avenue in Lakewood on the east (becoming Candlewood Street in Lakewood). The total length of Market Street in the North Long Beach area, from Long Beach Boulevard on the west to just east of Cherry Street, is approximately 1.9 miles.

Existing land uses along Market Street are predominantly single-family residential with scattered multi-family housing and storefront commercial uses on shallow lots.

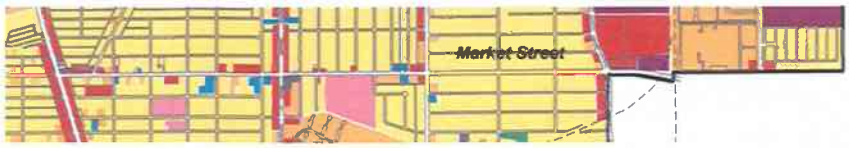
The right-of-way is typically 60 feet wide west of Atlantic Avenue and 74 feet wide to the east. The typical cross section west of Atlantic Avenue includes a 50-foot pavement width with 5-foot wide sidewalks. There is a traffic lane and a parking lane in each direction, with a continuous left-turn lane in the center. The typical sidewalk is a 5-foot-wide walkway with no room for street trees. East of Atlantic Avenue there are 2 traffic lanes and a parking lane in each direction, with a continuous left-turn lane in the center.

There are no street trees on Market Street. Roadway lighting is on metal poles. Utility lines are underground between Long Beach Boulevard and Atlantic Avenue. East of Atlantic Avenue, the utility lines on the south side of the street are above ground on 40- to 50-foot poles with 4 or 5 rows of power lines.

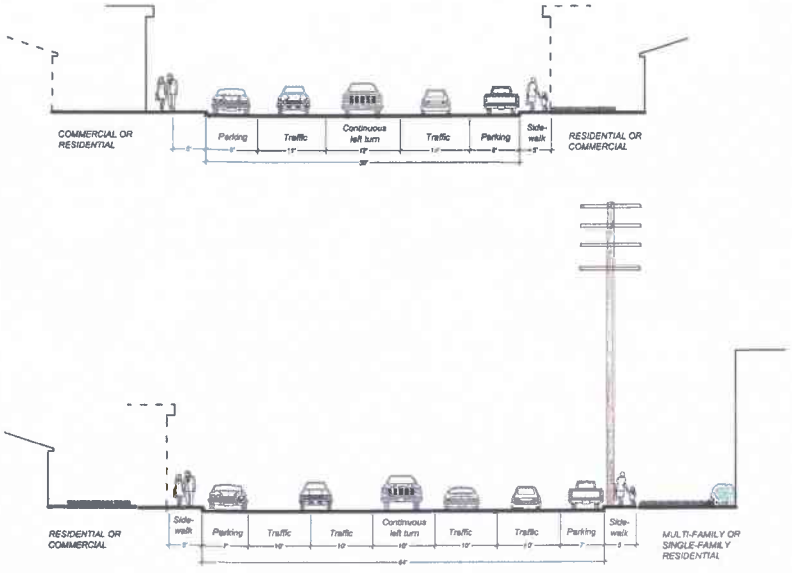
The only transit service on Market Street is the Line 192 bus, which runs between Long Beach Boulevard and Atlantic Avenue as it heads up from Del Amo Boulevard to South Street.

Bicycle Master Plan. There are no existing bicycle facilities on Market Street. The Bicycle Master Plan recommends that a bikeway (class unspecified) be installed on Market Street in the long-term future (16 to 20 years).

Strategic Guide Proposals. The Strategic Guide calls for the conversion of most of the commercial land uses west of Orange Avenue to residential use, consistent with surrounding neighborhoods. Neighborhood commercial nodes will remain at Long Beach Boulevard and Atlantic Avenue, with a sub-regional commercial center at Cherry Avenue.



Existing land uses - see Section IV for legend.



Typical existing street cross sections: west of Orange Ave. (top) and east (bottom).

Proposed Improvements

Pedestrian amenities and traffic calming. Corner curb extensions are recommended at the intersections of Market Street with Atlantic, Lime and Linden Avenues and with Olive and Lewis Avenues at Lindbergh Middle School, in conjunction with either decorative or zebra striped crosswalks. Pedestrian street lights are recommended at neighborhood commercial nodes and adjacent to mixed use or multi-family residential development. Bus shelters and/or seating and pedestrian street lights should be located at bus stops. The recommended pedestrian light fixture is the Selux Saturn I with Type V silver louver shielding on 12-foot poles in dark green (RAL 6009). The same color should be used for other street furnishings.

Street trees. There is no room for street trees on Market Street. However, a tree planting program to place a tree in each front yard along Market Street should be undertaken. The recommended front yard tree is the Crape Myrtle (*Lagerstromia indica x fauriei* 'Muskogee').

Medians. If acceptable to residents along the street, medians could be added east of Orange Avenue. Potential locations are shown in Appendix S. Ginkgos (*Ginkgo biloba* male only) is recommended as the predominant median trees.

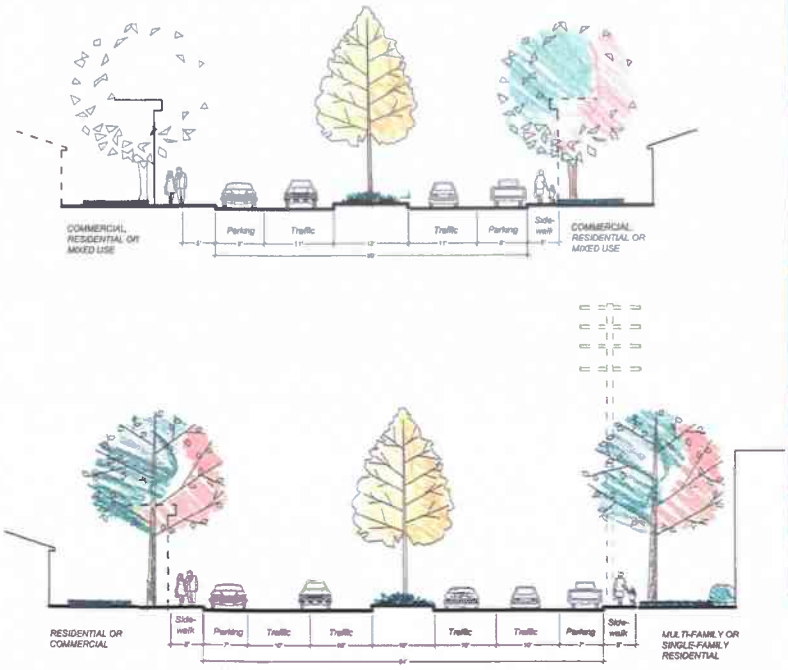
Related Public Improvements. A pocket park should be provided in the vicinity of Long Beach Boulevard to reinforce the community-serving nature of the neighborhood-serving commercial node at the corner and in the area between Atlantic Avenue and Orange Avenue to enhance the middle school.

Complementary Private Improvements. The Zoning Code requires landscaping of all required building and parking lot setbacks and of parking lot interiors. It is recommended that variances from those landscape requirements be granted only in cases of extreme hardship and that the required trees in those setbacks be aligned with and be of the same variety and form as the street trees to provide a parallel double row of trees where possible.

All landscaped areas should include landscaping of the ground plane consisting primarily of plant materials and secondarily of hardscape materials, such as rocks. All landscaping should be designed to achieve 100% coverage within 3 years of planting and include an automatic irrigation system.

Proposed improvements - see Section IV for legend.

Existing street east of Orange Ave (left) and with improvements (right) .



Proposed cross sections with medians and street trees: west of Orange Ave. (top) and east (bottom).

Vacant lot at Market and Dairy (top) and with pocket park (bottom).

Street trees: Crape Myrtles (left) in parkways and Ginkgos (right) in medians.

Pocket parks can serve a variety of functions for neighborhood residents and can incorporate public art..

Street light: Selux Saturn I (color: dark green).

Estimated Cost (in 2002$), including contingency, design and inspection, of First-Priority Streetscape Improvements:

Street trees in front yards	$257,861
Landscaped medians	$1.144,915
Total	***$1,402,776***

G. Orange Avenue

Background

Existing Conditions. Orange Avenue is a minor arterial with one traffic lane in each direction. It carries a relatively high volume of traffic because it provides a continuous route through North Long Beach and Signal Hill to Alamitos Avenue, which, in turn, connects to Downtown Long Beach. The total length of Orange Avenue in the North Long Beach area, from 70th Street on the north to Del Amo Boulevard on the south, is approximately 2.6 miles.

Existing land use along Orange Avenue is predominantly single-family housing with scattered multi-family housing and commercial uses, primarily between Harding Avenue and Market Street. There are several churches and other institutional uses along Orange Avenue.

The right-of-way is typically 80 feet. The cross section typically consists of a 62-foot pavement width with 8-foot-wide sidewalks. There is a traffic lane, bicycle lane and parking lane in each direction, with either a painted median or a continuous left-turn lane along the entire length of the street. The typical sidewalk cross section consists of a 4-foot-wide walkway and a 4-foot-wide parkway along the curb.

Mature Jacarandas are planted in parkways along approximately half of the street, sometimes on both sides, but more often on only one side. Roadway light poles are concrete. Utility lines are on poles on the east side of the street. The poles carry 5 rows of power lines, two at about 40 to 45 feet and three at about 55 to 60 feet. Where Jacarandas are located on the east side of the street under the power lines, they do not interfere with the power lines.

Transit service on Orange Avenue in North Long Beach is provided by the Line 7 bus, which runs from Rosecrans Avenue to the Downtown Transit Mall. There are connections to east-west bus routes at Del Amo Boulevard and South Street. On weekdays the Line 7 bus stops every 20 minutes from about 5:30 am until approximately 8:00 pm.

Bicycle Master Plan. There is an existing Class II bicycle facility (5-foot-wide bicycle lanes) on Orange Avenue. It provides the primary north-south bicycle route through North Long Beach.

Strategic Guide Proposals. The Strategic Guide calls for the conversion of the scattered commercial land uses to residential uses, except for the two small neighborhood commercial nodes at Artesia Boulevard and at Harding Street.

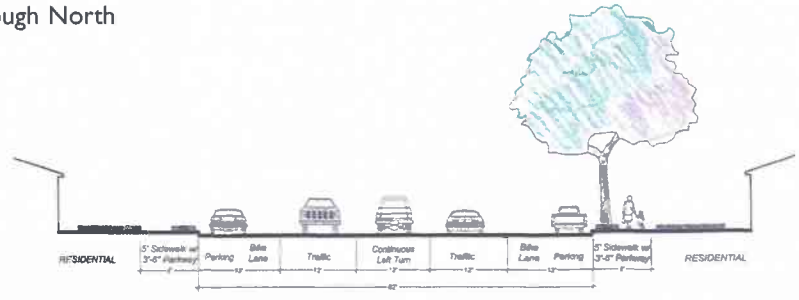
Existing land uses - see Section IV for legend.

Proposed Improvements

Street trees. Jacarandas (*Jacaranda mimosifolia*) should be planted to provide a consistent tree canopy along Orange Avenue.

At bus stops and in neighborhood nodes, where high volumes of pedestrian activity are anticipated, trees should be planted in large tree wells (6-foot square with grates or 4 feet x 8 feet with stabilized decomposed granite or mulch). In all other locations, trees should be planted in continuous parkways adjacent to 4- or 5-foot wide walkways. Where street trees are in parkways and parallel with medians, the irrigation system installed in the medians should be extended to the parkways with 2 bubblers per tree. In-ground irrigation systems should also be installed in any other locations where such installation is feasible. In other locations, trees should be watered once a week by water truck (minimum 20 gallons per tree per week): for 3 years if in parkways and for 5 years if in tree wells.

Pedestrian amenities and traffic calming. Corner curb extensions are recommended at the intersections of Orange Avenue with Harding, South and Market Streets. Pedestrian street lights will be provided at the two neighborhood commercial nodes. Bus shelters and/or seating and pedestrian street lights should be located at bus stops. The recommended pedestrian light fixture is the Selux Saturn I with



Existing typical street cross section.

Type V silver louver shielding on 12-foot poles in dark green (RAL 6009). The same color should be used for other street furnishings.

Complementary Private Improvements. Front yard setbacks are currently landscaped in a traditional manner for single family homes with lawns, shrubs and picket fences. This character should be maintained.

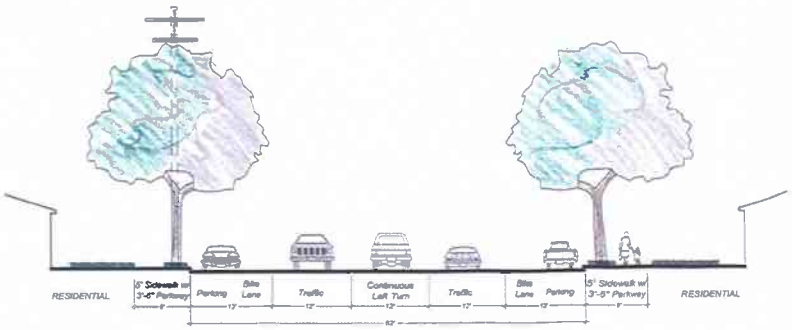
Parking lots should be set back behind buildings along Orange Avenue. However, where an existing institutional or commercial use has a parking lot that fronts on Orange Avenue, the Zoning Code requires landscaping of the parking lot setbacks and interiors. It is recommended that variances from those landscape requirements be granted only in cases of extreme hardship and that the required trees in those setbacks be aligned with and be of the same variety and form as the street trees to provide a parallel double row of trees where possible.

Proposed improvements - see Section IV for legend.

Parking lot landscaping should be watered by an automatic irrigation system. Within parking lots, it is recommended that trees be planted to provide 50% canopy coverage of the parking lot surface at noon in the summer within 10 years. Planting between parking aisles of one 24-inch box tree of a species that has a mature height and spread of at least 30 feet at every third parking stall in a continuous planting area or in a tree well with at least 36 square feet of surface area, as illustrated in Section IV, will typically achieve the recommended coverage.

Existing street tree: Jacaranda..

Street light: Selux Saturn I (color: dark green).



Proposed cross section.

Looking south on Orange Street today (top) and with in-fill street trees (bottom).

Estimated Cost (in 2002$), including contingency, design and inspection, of First-Priority Streetscape Improvements:

Bus stop improvements	$250,000
Street trees - infill where they are missing	$339,893
Total	***$539,893***

H. Del Amo Boulevard

Background

Existing Conditions. Del Amo Boulevard is the southernmost major east-west arterial in North Long Beach. As a major arterial, Del Amo Boulevard extends from Avalon Boulevard in Carson to the Orange County line, where it continues east as La Palma Avenue. The total length of the boulevard in the North Long Beach area, from the Long Beach Freeway on the west to the City boundary with Lakewood at Cherry Avenue on the east, is approximately 2.2 miles.

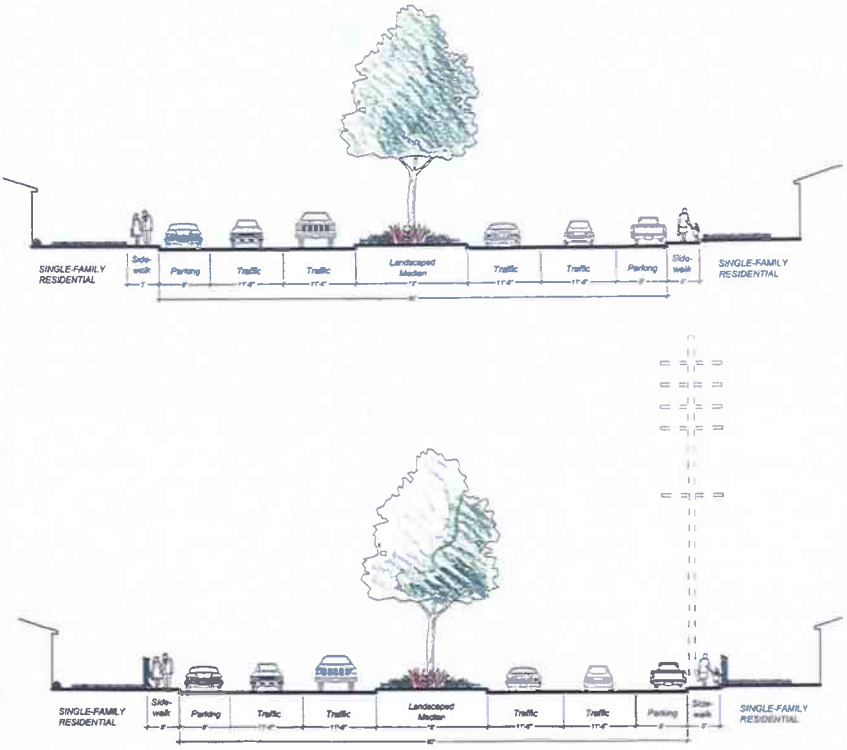
The predominant existing land use along Del Amo Boulevard in North Long Beach is single-family housing. East of Atlantic Avenue, rear yards face the boulevard, typically with block walls paralleling the sidewalks, set a few feet back from the rear property line.

The right-of-way is typically 90 feet. The typical ***cross section*** includes an 80-foot pavement width with 5-foot-wide sidewalk. There are two traffic lanes and a parking lane in each direction with a raised median or left-turn lanes. The sidewalk has no room for street trees.

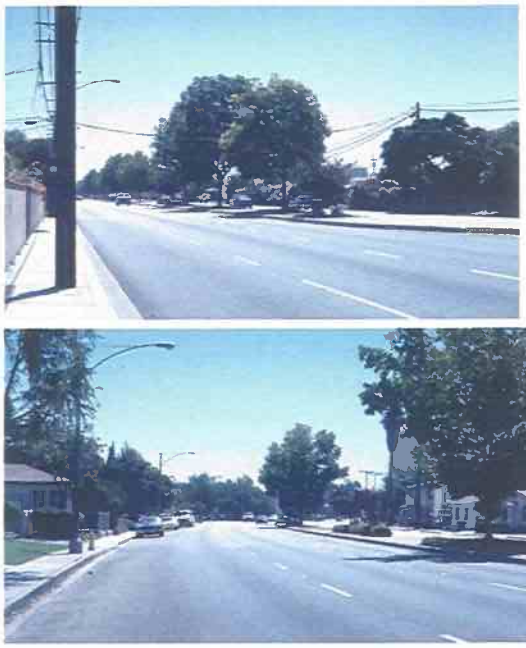
Transit service on Del Amo Boulevard in North Long Beach is provided by the Line 191 bus which runs from the Del Amo Blue Line Station to Bloomfield Boulevard in Lakewood and Cerritos. The Line 192 bus also provides service along Del Amo Boulevard from the Blue Line Station on the west to Long Beach Boulevard on the east.

Bicycle Master Plan. There are no existing bicycle facilities on Del Amo Boulevard in North Long Beach. The Bicycle Master Plan recommends a Class II facility (5-foot-wide bicycle lanes) from the eastern City limit to Altantic Avenue and a Class III facility (a signed bicycle route without striping) from Atlantic Avenue to the western City limit in the next 5 years. The proposed configuration shows the existing raised median as 11 feet wide; however, it is actually 18 feet wide.

Strategic Guide Proposals. The Strategic Guide calls for no changes in land use and supports the development of the commercial parcels at the intersection of Long Beach Boulevard as a sub-regional node.



Typical existing cross sections: back-up lots (top); front yards on Del Amo (bottom).



Typical existing street conditions: back-up lots (top); front yards on Del Amo (bottom).

Existing land uses - see Section IV for legend.

Proposed Improvements

Pedestrian amenities. The recommended pedestrian light fixture is the Selux Quadro I with Type V silver louver shielding on 12-foot poles in dark bronze (RAL 6014). The same color should be used for other street furnishings.

Gateway Improvements. Streetscape improvements should be provided to enhance the western and eastern gateways to the city along Del Amo Boulevard from the Los Angeles River to Long Beach Boulevard and from Cherry Avenue to Orange Avenue. Existing medians should be refurbished and should be enhanced with gateway identity elements including Mexican Date Palms or Canary Island Palms, dramatic lighting, and a monument gateway sign. Street trees should be added from the LA River to Daisy Avenue.

Street trees. The sidewalks along Del Amo Boulevard are generally too narrow to accommodate street trees.

Medians. Existing medians should be renovated by removing the pavement and landscaping the entire surface of the median islands. The existing trees are recommended to remain as the predominant median trees.

Related Public Improvements. River access should be provided from Del Amo Boulevard if feasible.

Complementary Private Improvements. Where front yards face the boulevard, the existing traditional single-family yard landscaping should remain. Where rear yards face the boulevard, consistent walls and planting should be provided as described in Section IV.

The Zoning Code requires landscaping of all required building and parking lot setbacks and of parking lot interiors. It is recommended that variances from those landscape requirements be granted only in cases of extreme hardship and that the required trees in those setbacks be aligned with and be of the same variety and form as the street trees to provide a parallel double row of trees where possible.

All landscaped areas should include landscaping of the ground plane consisting primarily of plant materials and secondarily of hardscape materials, such as rocks. All landscaping should be designed to achieve 100% coverage within 3 years of planting and include an automatic irrigation system.

Proposed improvements - see Section IV for legend.

Street light: Selux Quadro I (color: bronze).

Existing west gateway (River and 710 Fwy. crossing) (left) and with gateway landscape enhancements (right).

Estimated Cost (in 2002$), including contingency, design and inspection, of First-Priority Streetscape Improvements:

Gateway landscaping (east and west)	$307,522
Bus stop improvements	$100,000
Refurbish other medians	$430,311
Total	***$837,833***

I. Paramount Boulevard

Background

Existing Conditions. Paramount Boulevard is a major north-south arterial, extending from Carson Avenue and the Long Beach Airport on the south through the cities of Lakewood, Long Beach, Paramount and Downey, north to Beverly Boulevard in the city of Pico Rivera in the San Gabriel Valley. The total length of Paramount Boulevard in the North Long Beach area, from 70th Street on the north to the Long Beach City boundary on the south, is approximately 1.9 miles.

Existing land uses on the west side of the street are predominantly industrial north of South Street and multi-family residential between South Street and Candlewood Street. Land uses on the east side are industrial between 63rd Street and South Street and predominately single-family residential to north to 63rd Street, with scattered commercial uses and multi-family housing.

Existing land uses - see Section IV for legend.

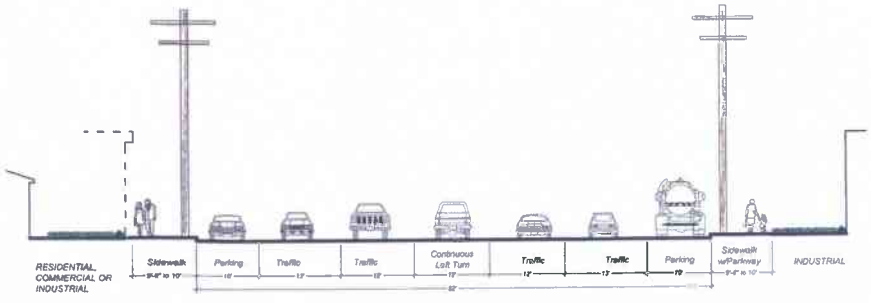
The right-of-way is typically 102 feet. The typical cross section is an 82-foot pavement width with 10-foot-wide sidewalks. There are 2 traffic lanes and a parking lane in each direction with either a painted median or continuous left-turn lane along the entire length of the street. The typical sidewalk cross section consists of a 5- to 6-foot-wide parkway along the curb and a 4- to 5-foot-wide walkway.

There are no street trees along Paramount Boulevard. Roadway lights on concrete poles are consistently spaced. There are above-grade utility lines on both sides of the street: on the west side of the street there are typically 3 rows of power lines between 30 and 40 feet tall, with additional lines to 60 feet tall in some locations; on the east side there are typically 1 to 3 rows of power lines between 30 and 40 feet tall.

There is no transit service on the segment of Paramount Boulevard that runs through North Long Beach. However, the Line 22 bus jogs west from Downey Avenue to Paramount Boulevard at Candlewood (Market Street) and then south on Paramount Boulevard to Carson Street, turning west to Cherry Street, where it alternates with the Line 21 and Line 23 buses to the Downtown Transit Mall.

Bicycle Master Plan. There are no existing bikeways on Paramount Boulevard in North Long Beach, and none are proposed by the Bicycle Master Plan.

Strategic Guide Proposals. The Strategic Guide recommends no changes in land use along Paramount Boulevard. However, it does recommend the conversion of existing industrial uses along Paramount Boulevard to cleaner, more modern industrial uses.



Typical existing street cross section.

Proposed Improvements

Gateway Improvements. Streetscape improvements should be provided to enhance the northern and southern gateways to the city along Paramount Boulevard from 70th Street to Artesia Boulevard on the north and from Market Street to 56th Street on the south. Landscaped parkways and medians should be provided and should be enhanced with gateway identity elements including Mexican Date Palms or Canary Island Palms, dramatic lighting, and a monument gateway sign, dramatic lighting, and a monument gateway sign. The Southern California Edison right-of-way located just south of 70th Street will receive compatible landscaping along its frontage to a depth of 15 to 20 feet.

Street trees. Brisbane Box trees (*Tristania conferta*) is recommend to be planted as street trees at a consistent spacing along the entire length of Paramount Boulevard in North Long Beach.

At bus stops and in neighborhood nodes, where high volumes of pedestrian activity are anticipated, trees should be planted in large tree wells (6-foot square with grates or 4 feet x 8 feet with stabilized decomposed granite or mulch). In all other locations, trees should be planted in continuous parkways adjacent to 4- or 5-foot wide walkways. Where street trees are in parkways and parallel with medians, the irrigation system installed in the medians should be extended to the parkways with 2 bubblers per tree. In-ground irrigation systems should also be installed in any other locations where such installation is feasible. In other locations, trees should be watered once a week by water truck (minimum 20 gallons per tree per week): for 3 years if in parkways and for 5 years if in tree wells.

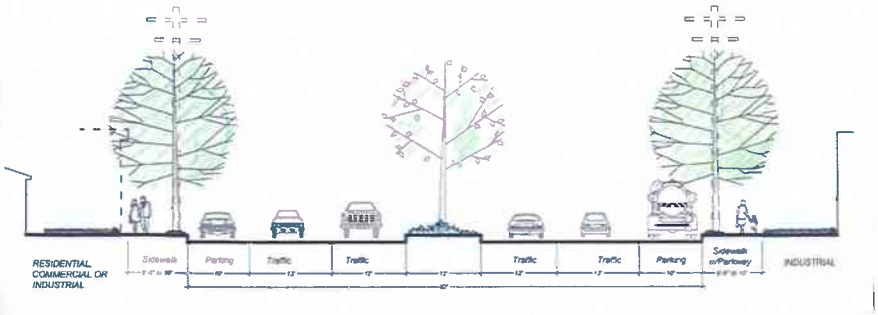
Medians. The existing median north of Market Street should be landscaped, and new medians should be installed wherever they can be accommodated. The plans in Appendix S show the approximate location of medians. Alternating groups of Canary Island Pines (*Pinus canariensis*) and Crape Myrtle trees (*Lagerstromia indica* x *fauriei* 'Muskogee') are recommended as the median street tree.

Complementary Private Improvements. Since the majority of properties fronting on Paramount Boulevard will be residential (west side) or industrial (east side), they will have front yard setbacks between the sidewalk and buildings or parking lots. The Zoning Code requires landscaping of all required building and parking lot setbacks and of parking lot interiors. It is recommended that variances from those landscape requirements be granted only in cases of extreme hardship and that the required trees in those setbacks be aligned with and be of the same variety and form as the street trees to provide a parallel double row of trees where possible.

All landscaped areas should include landscaping of the ground plane consisting primarily of plant materials and secondarily of hardscape materials, such as rocks. All landscaping should be designed to achieve 100% coverage within 3 years of planting and include an automatic irrigation system.

Proposed improvements - see Section IV for legend.

Existing Paramount Blvd. (top) and with street trees in parkways and medians (bottom).



Proposed typical cross section with street trees in parkways and medians.

Existing Paramount Boulevard north of the 91 Freeway (top) and with gateway improvements: landscaped median, street trees in parkways and a landscaped setback on the SCE ROW (bottom).

Street trees: Brisbane Box (top) in parkways and Pines with Crape Myrtle accents (bottom) in medians.

Estimated Cost (in 2002$), including contingency, design and inspection, of First-Priority Streetscape Improvements:

Gateway landscaping (north and south)	$549,079
Other street trees	$405,551
Other landscaped medians	$1,342,253
Total	***$2,296,883***

J. Downey Avenue

Background

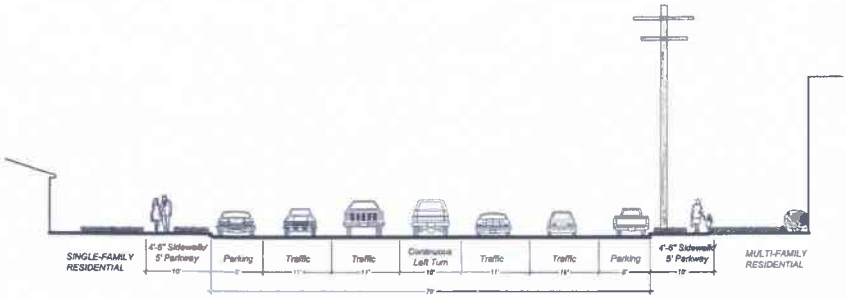
Existing Conditions. Downey Avenue extends through North Long Beach as a north-south arterial from Del Amo Boulevard on the south to the City boundary with Paramount on the north. It continues north to the City of Pico Rivera. The total length of Downey Avenue in the North Long Beach area, from 70th Street on the north to South Street on the south, is approximately 1.5 miles.

Existing land uses - see Section IV for legend.

Existing land uses along Downey Avenue are predominantly single-family residential.

The right-of-way is typically 90 feet north of the Artesia Freeway and 80 to 84 feet south of the freeway. The typical cross section north of the Artesia Freeway is a 70-foot pavement width with 10-foot-wide sidewalks. There are 2 traffic lanes and a parking lane in each direction, with a continuous left-turn lane or painted median. South of the freeway there are two conditions:

1. Between Poppy and Andy Streets there are frontage roads on both sides of the street. In this segment, the pavement is 60 feet wide with 12-foot-wide landscaped medians on either side. There are 2 traffic lanes and no parking lane in each direction and a continuous left-turn lane.
2. Elsewhere south of the freeway the pavement is 60 feet wide with 10-foot wide sidewalks. There are two traffic lanes and a parking lane in each direction (no median or continuous left-turn lane). The typical sidewalk cross section consists of a 6-foot wide parkway along the curb and a 4-foot wide walkway.



Typical existing cross section south of the 91 Fwy north of Poppy St. and south of Andy St..

Existing Tipu trees between Poppy and Andy Streets.

Tipu (Tipuana tipu) trees are planted as street trees on the frontage road medians between Poppy and Andy Streets. They provide a beautiful continuous broad canopy along the medians, but are not recommended for other segments of the street since they require a large root area and tend to uplift pavement. Except between Poppy and Andy Streets, roadway lighting is attached to the utilities poles which are located on both sides of the tree with lines at about 35 feet. Between Poppy and Andy Streets the utility lines are underground and the roadway lights are located on the sidewalks between the frontage road and the houses.

Transit service along Downey Avenue in North Long Beach is provided by the 22 bus which run from Alondra Boulevard on the north to Candlewood (Market) Street, where it turns west toward Paramount Boulevard.

Bicycle Master Plan. There are no existing bikeways on Downey Avenue in North Long Beach, and none are proposed by the Bicycle Master Plan.

Strategic Guide Proposals. The Strategic Guide recommends no changes in land use along Downey Avenue.

Proposed Improvements

Pedestrian amenities. Bus shelters and/or seating and ped-estrian street lights should be located at ***bus stops.*** The recommended pedestrian light fixture is the Selux Saturn 1 with Type V silver louver shielding on 12-foot poles in dark green (RAL 6009). This color should be used for other street furnishings.

Gateway Improvements. Streetscape improvements should be provided to enhance the northern gateway to the city along Downey Avenue from 70th Street to Artesia Boulevard. Landscaped parkways and medians should be provided and should be enhanced with gateway

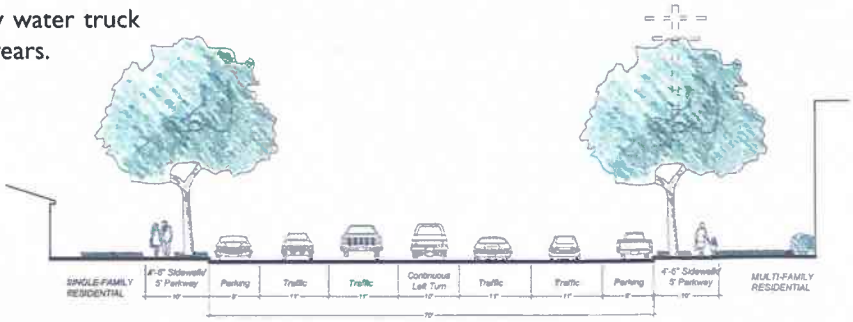
Proposed improvements - see Section IV for legend.

identity elements including Mexican Date Palms or Canary Island Palms, dramatic lighting, and a monument gateway sign. The Southern California Edison right-of-way located just south of 70th Street will receive compatible landscaping along its frontage to a depth of 15 to 20 feet.

Street trees. Brisbane Box trees (*Tristania conferta*) are recommended to be planted as street trees at a consistent spacing along the entire length of Downey Avenue in North Long Beach. Street trees should be planted in continuous parkways adjacent to 4- or 5-foot wide walkways. Where street trees are in parkways and parallel with medians, the irrigation system installed in the medians should be extended to the parkways with 2 bubblers per tree. In-ground irrigation systems should also be installed in any other locations where such installation is feasible. In other locations, trees should be watered once a week by water truck (minimum 20 gallons per tree per week) for 3 years.

Existing Southern California Edison right-of-way (above) and with setback and parkway landscaping (below).

Medians. Medians may be provided north of the Artesia Freeway where the width of the street can accommodate them. The plans in Appendix S show the approximate location of medians.



Proposed cross section north of Poppy St and south of Andy St.

Complementary Private Improvements. Front yard setbacks are currently landscaped in a traditional manner for single family homes with lawns, shrubs and picket fences. This character should be maintained.

The Zoning Code requires landscaping of all required building and parking lot setbacks and of parking lot interiors. It is recommended that variances from those landscape requirements be granted only in cases of extreme hardship and that the required trees in those setbacks be aligned with and be of the same variety and form as the street trees to provide a parallel double row of trees where possible.

All landscaped areas should include landscaping of the ground plane consisting primarily of plant materials and secondarily of hardscape materials, such as rocks. All landscaping should be designed to achieve 100% coverage within 3 years of planting and include an automatic irrigation system.

Estimated Cost (in 2002$), including contingency, design and inspection, of First-Priority Streetscape Improvements:

Gateway landscaping (north)	$378,977
Bus stop improvements	$150,000
Other street trees	$277,635
Total	***$806,612***

APPENDIX A

Alphabetical Listing for Streets and Alleys

Alphabetical Listing for Alleys

Alley	From	To	Type	Pvmt. Priority	Pvmt.Category	Street Type	Pvmt. Upgrade
al 33rd/N	West End	Pacific	Dirt	0.000	0	Alley	Reconstruct
al 44th St/S	Long Beach Blvd	Freeland	AC	0.012	2	Alley	Reconstruct
al 49th St/N	Grisham Ave	Ruth	AC	0.009	1	Alley	Reconstruct
al 51st St/S	Linden	Atlantic	AC	0.012	2	Alley	Reconstruct
al 52nd/N	Orange	al Orange/E	AC	0.026	4	Alley	Reconstruct
al 52nd/S	Orange	al Orange/E	Dirt	0.000	0	Alley	Reconstruct
al 55th Way/N	Paramount	Langport	PC	0.237	5	Alley	Reconstruct
al 55th Way/S	al Langport/W	Paramount	PC	0.420	5	Alley	Reconstruct
al 55th/N	al Long Beach/W	al Dairy/W	PC	0.045	2	Alley	Reconstruct
al 55th/S	al Long Beach/E	al Dairy/W	PC	0.031	2	Alley	Reconstruct
al 56th/N	al Paramount/W	Langport	PC	0.190	4	Alley	Reconstruct
al 56th/S	al Dairy/E	al Linden/W	PC	0.006	1	Alley	Reconstruct
al 57th/N	al 57th/N	al Dairy/W	PC	0.045	2	Alley	Reconstruct
al 57th/N	Jaymills	al 57th/N	AC	0.016	3	Alley	Reconstruct
al 63rd/N	al Orchid/E	Atlantic	AC	0.033	4	Alley	Reconstruct
al 63rd/N	Orange	Rose	PC	0.031	2	Alley	Reconstruct
al 63rd/S	Walnut	al Cherry/W	PC	0.031	2	Alley	Reconstruct
al 64th/N	al Orchid/E	Atlantic	AC	0.031	4	Alley	Reconstruct
al 64th/S	Orange	Walnut	PC	0.031	2	Alley	Reconstruct
al 65th St/N	Walnut	Cherry	PC	0.026	1	Alley	Reconstruct
al 65th/N	Butler/W 50'	Butler	PC	0.051	3	Alley	Reconstruct
al 65th/N	Cherry	End	PC	0.031	2	Alley	Reconstruct
al 67th Way/N	al Long Beach/E	al Butler/W	PC	0.045	2	Alley	Reconstruct
al 67th Wy/N	Long Beach	al Long Beach/E	Dirt	0.000	0	Alley	Reconstruct
al 67th Wy/S	Gale	Gale/E 70'	AC	0.023	4	Alley	Reconstruct
al 67th/N	al Long Beach/E	al Butler/W	PC	0.045	2	Alley	Reconstruct
al 67th/S	Artesia	67th Way	AC	0.012	2	Alley	Reconstruct
al 67th/S	Muriel	al Butler/W	PC	0.051	3	Alley	Reconstruct
al 67th/S	Muriel/W 50'	Muriel	Dirt	0.000	0	Alley	Reconstruct
al 67th/S	White	Coachella	AC	0.008	1	Alley	Reconstruct
al 68th/N	al Long Beach/E	al Butler/W	PC	0.051	3	Alley	Reconstruct
al 68th/S	Gale	Long Beach	AC	0.023	4	Alley	Reconstruct
al 69th Way/S	al Long Beach/E	Muriel	PC	0.051	3	Alley	Reconstruct
al 69th Way/S	Muriel	Butler	AC	0.014	2	Alley	Reconstruct
al 69th/S	al Long Beach/E	Butler	PC	0.045	2	Alley	Reconstruct
al 69th/S	Paramount	al Paramount/E	AC	0.059	5	Alley	Reconstruct
al 70th/N	al Easton/W	Myrtle	PC	0.026	1	Alley	Reconstruct
al 70th/N	Myrtle	al Orange/W	AC	0.016	3	Alley	Reconstruct
al 70th/S	al Long Beach/W	Long Beach	AC	0.009	1	Alley	Reconstruct
al 710 Fwy/N	Adams	al Adams/S	PC	0.000	0	Alley	Reconstruct
al 91 Fwy/N	al Paramount/E	Curtis	PC	0.006	1	Alley	Reconstruct
al 91Fwy/N	Gardenia	Cherry	AC	0.018	3	Alley	Reconstruct
al Adair/N	btwn Elm	al Linden/W	PC	0.045	2	Alley	Reconstruct
al Adair/S	Jaymills	al Linden/W	PC	0.031	2	Alley	Reconstruct
al Adams/N	Linden	Atlantic	AC	0.060	5	Alley	Reconstruct
al Adams/S	Long Beach	White	PC	0.045	2	Alley	Reconstruct
al Allington/N	al Long Beach/E	White	PC	0.016	1	Alley	Reconstruct
al Allington/S	al Long Beach/E	White	PC	0.026	1	Alley	Reconstruct
al Andy/N	Downey	End	AC	0.012	2	Alley	Reconstruct
al Artesa/S	Johnson	Downey	AC	0.030	4	Alley	Reconstruct
al Artesia/N	al Butler/W	Butler	PC	0.131	4	Alley	Reconstruct
al Artesia/N	al Olive/W	Olive	Dirt	0.000	0	Alley	Reconstruct
al Artesia/N	al Paramount/E	Curtis	PC	0.006	1	Alley	Reconstruct
al Artesia/N	Curtis	Hammond	PC	0.051	3	Alley	Reconstruct
al Artesia/N	Curtis	Orizaba	Dirt	0.000	0	Alley	Reconstruct
al Artesia/N	Grundy	Cherry	PC	0.031	2	Alley	Reconstruct
al Artesia/N	Indiana	Downey	AC	0.012	2	Alley	Reconstruct
al Artesia/N	Myrtle	Orange	AC	0.012	2	Alley	Reconstruct
al Artesia/N	Obispo	Indiana	AC	0.012	2	Alley	Reconstruct
al Artesia/S	al Brayton/W	Cherry	PC	0.045	2	Alley	Reconstruct
al Artesia/S	Coolidge	White	PC	0.006	1	Alley	Reconstruct

Alphabetical Listing for Alleys

Alley	From	To	Type	Pvmt. Priority	Pvmt.Category	Street Type	Pvmt. Upgrade
al Artesia/S	Indiana	Johnson	AC	0.016	3	Alley	Reconstruct
al Artesia/S	Muriel	al Butler/W	PC	0.006	1	Alley	Reconstruct
al Artesia/S	Orange	Brayton	AC	0.011	2	Alley	Reconstruct
al Artesia/S	West End	Muriel	AC	0.012	2	Alley	Reconstruct
al Atlantic Place/E	72nd	70th	PC	0.031	2	Alley	Reconstruct
al Atlantic/E	Cartagena	Bixby	PC	0.076	3	Alley	Reconstruct
al Atlantic/E	Claiborne	Cartagena	PC	0.156	4	Alley	Reconstruct
al Atlantic/E	Harding	61st	PC	0.031	2	Alley	Reconstruct
al Atlantic/E	South	56th	PC	0.025	1	Alley	Reconstruct
al Atlantic/W	37th	36th	PC	0.131	4	Alley	Reconstruct
al Atlantic/W	45th	San Antonio	AC	0.054	5	Alley	Reconstruct
al Atlantic/W	Burlinghall	Bixby	PC	0.131	4	Alley	Reconstruct
al Atlantic/W	San Antonio	Burlinghall	PC	0.051	3	Alley	Reconstruct
al Atlantic/W	Wardlow	33rd	AC	0.054	5	Alley	Reconstruct
al Banner/S	Orange	San Antonio	AC	0.054	5	Alley	Reconstruct
al Barry/S	Atlantic	Lime	AC	0.012	2	Alley	Reconstruct
al Bort/N	al Orcutt/W	al Long Beach/W	PC	0.025	1	Alley	Reconstruct
al Bort/S	al Long Beach/E	White	PC	0.025	1	Alley	Reconstruct
al Butler/W	67th	al 67th St/S	PC	0.006	1	Alley	Reconstruct
al Butler/W	67th Way	67th	Dirt	0.000	0	Alley	Reconstruct
al Butler/W	68th Wy	68th St	Dirt	0.000	0	Alley	Reconstruct
al Butler/W	al Artesia/N	Artesia	PC	0.006	1	Alley	Reconstruct
al Butler/W	Artesia	al Artesia/S	PC	0.031	2	Alley	Reconstruct
al Butler/W	Heath	67th Wy	PC	0.031	2	Alley	Reconstruct
al California Pl/E	San Anton	45th E	AC	0.012	2	Alley	Reconstruct
al California/E	al Harding/S	60th	PC	0.051	3	Alley	Reconstruct
al California/W	63rd	Harding	PC	0.025	1	Alley	Reconstruct
al Cambridge/S	al Long Beach/E	White	PC	0.051	3	Alley	Reconstruct
al Cartagena/N	Atlantic	Lime	PC	0.031	2	Alley	Reconstruct
al Cerritos/N	San Antonio	Orange	AC	0.049	4	Alley	Reconstruct
al Cerritos/S	Orange	San Antonio	AC	0.051	5	Alley	Reconstruct
al Cerritos/W	63rd	60th	PC	0.025	1	Alley	Reconstruct
al Cerritos/W	Inez	68th	Dirt	0.000	0	Alley	Reconstruct
al Cherry/E	Artesia	al 65th/North	AC	0.019	3	Alley	Reconstruct
al Cherry/W	59th St	South	PC	0.025	1	Alley	Reconstruct
al Cherry/W	63rd St	Harding	PC	0.031	2	Alley	Reconstruct
al Cherry/W	65th	64th	PC	0.031	2	Alley	Reconstruct
al Cherry/W	68th	91 FWY	PC	0.031	2	Alley	Reconstruct
al Cherry/W	Del Amo	Cherry	AC	0.034	4	Alley	Reconstruct
al Cherry/W	Harding	Curry	PC	0.031	2	Alley	Reconstruct
al Cherry/W	Poinsetta	End	AC	0.014	2	Alley	Reconstruct
al Coolidge/N	Obispo	Indiana	AC	0.016	3	Alley	Reconstruct
al Coolidge/N	Orizaba	Obispo/100' W	PC	0.045	2	Alley	Reconstruct
al Coolidge/N	Paramount	Indiana	PC	0.051	3	Alley	Reconstruct
al Coolidge/N	paramount	Orizaba	AC	0.016	3	Alley	Reconstruct
al Coolidge/S	Atlantic	End	PC	0.031	2	Alley	Reconstruct
al Coolidge/S	Butler	End	PC	0.045	2	Alley	Reconstruct
al Coolidge/S	Paramount	Obispo	PC	0.045	2	Alley	Reconstruct
al Cummings/N	Harbor	Gale	AC	0.030	4	Alley	Reconstruct
al Dairy/W	55th	al 55th/S	Dirt	0.000	0	Alley	Reconstruct
al Dairy/W	55th St	South	PC	0.045	2	Alley	Reconstruct
al Dairy/W	al Louise/N	Louise	AC	0.021	4	Alley	Reconstruct
al Dairy/W	al Louise/S	Market	AC	0.014	2	Alley	Reconstruct
al Dairy/W	Louise	al Louise/S	AC	0.030	4	Alley	Reconstruct
al Dairy/W	South	55th	PC	0.420	5	Alley	Reconstruct
al Delta/E	Gardner	South End	Dirt	0.000	0	Alley	Reconstruct
al Delta/E	North End	Gardner	PC	0.045	2	Alley	Reconstruct
al Delta/E	Taylor	67th	PC	0.045	2	Alley	Reconstruct
al Delta/W	Taylor/N 100'	Gardner/S 40'	PC	0.031	2	Alley	Reconstruct
al Downey/W	al Andy/N	South	AC	0.036	4	Alley	Reconstruct
al Eatondale/E	72nd	70th	PC	0.031	2	Alley	Reconstruct

Alphabetical Listing for Alleys

Alley	From	To	Type	Pvmt. Priority	Pvmt.Category	Street Type	Pvmt. Upgrade
al Eleanor/N	al Orange/E	Walnut	PC	0.045	2	Alley	Reconstruct
al Eleanor/S	Butler	White	PC	0.145	4	Alley	Reconstruct
al Ellis/N	al Long Beach/E	al Dairy/W	PC	0.045	2	Alley	Reconstruct
al Elm/W	al 44th/S	San Antonio	AC	0.054	5	Alley	Reconstruct
al Eureka/W	70th	Thompson	PC	0.045	2	Alley	Reconstruct
al Falcon/E	67th St	al Artesia/N	PC	0.045	2	Alley	Reconstruct
al Falcon/E	al Artesia/S	Grant/64th St	PC	0.045	2	Alley	Reconstruct
al Falcon/W	al Artesia/S	Grant/64th St	AC	0.009	1	Alley	Reconstruct
al Forham/N	al Busana/E	Orcutt	Dirt	0.000	0	Alley	Reconstruct
al Forham/N	al Long Beach/W	Orcutt	PC	0.026	1	Alley	Reconstruct
al Forhan/S	Long Beach	White	PC	0.045	2	Alley	Reconstruct
al Gardenia/E	67th St	al Artesia/N	PC	0.031	2	Alley	Reconstruct
al Gardenia/E	al Artesia/S	65th	PC	0.026	1	Alley	Reconstruct
al Gardenia/W	68th	Eleanor	PC	0.045	2	Alley	Reconstruct
al Gardner/S	Harbor	Gale	AC	0.008	1	Alley	Reconstruct
al Gardner/S	Harbor	Gale	Dirt	0.000	0	Alley	Reconstruct
al Gaviota/E	67th St	al Artesia/N	PC	0.045	2	Alley	Reconstruct
al Gaviota/E	68th	Eleanor	PC	0.125	4	Alley	Reconstruct
al Gaviota/W	65th St	al Artesia/S	PC	0.045	2	Alley	Reconstruct
al Gaviota/W	al 65th/N	al Artesia/S	AC	0.011	2	Alley	Reconstruct
al Gordon/S	Gordon	Gordon	PC	0.006	1	Alley	Reconstruct
al Grisham/E	47th	47th/100' S	AC	0.014	2	Alley	Reconstruct
al Grisham/E	47th/100' S	South End	Dirt	0.000	0	Alley	Reconstruct
al Grisham/E	Pleasant	49th St	AC	0.013	2	Alley	Reconstruct
al Grisham/W	47th	South End	Dirt	0.000	0	Alley	Reconstruct
al Grundy/E	67th St	al Artesia/N	PC	0.045	2	Alley	Reconstruct
al Grundy/W	al Artesia/S	Grant/64th St	PC	0.045	2	Alley	Reconstruct
al Harcourt/S	al Long Beach/E	White	PC	0.045	2	Alley	Reconstruct
al Harding/N	al Myrtle/E	California	Dirt	0.000	0	Alley	Reconstruct
al Harding/N	California	Cerritos	PC	0.051	3	Alley	Reconstruct
al Harding/N	Cerritos	Orange	AC	0.052	5	Alley	Reconstruct
al Harding/N	Gundry	al Cherry/W	PC	0.031	2	Alley	Reconstruct
al Harding/S	al Myrtle/E	California	PC	0.051	3	Alley	Reconstruct
al Harding/S	California	Orange	PC	0.031	2	Alley	Reconstruct
al Harding/S	John	al Cherry/W	PC	0.031	2	Alley	Reconstruct
al Heath/S	Butler	White	PC	0.045	2	Alley	Reconstruct
al Home/N	al Long Beach/W	Pacific	PC	0.045	2	Alley	Reconstruct
al Hullett/N	Jaymills	Linden	PC	0.045	2	Alley	Reconstruct
al Lake/W	70th	Thompson	Dirt	0.000	0	Alley	Reconstruct
al Langport/W	al 56th Way/N	al 55th Way/S	PC	0.420	5	Alley	Reconstruct
al Lemon/E	68th	Penfold	PC	0.000	0	Alley	Reconstruct
al Lemon/E	al South/S	al Market/N	PC	0.051	3	Alley	Reconstruct
al Lemon/W	63rd St	60th St	PC	0.045	2	Alley	Reconstruct
al Lemon/W	Inez	Penfold	Dirt	0.000	0	Alley	Reconstruct
al Lewis/W	68th	Penfold	PC	0.045	2	Alley	Reconstruct
al Lewis/W	Inez	68th	PC	0.045	2	Alley	Reconstruct
al Linden/E	South	56th	PC	0.045	2	Alley	Reconstruct
al Linden/W	Ellis	61th St.	PC	0.045	2	Alley	Reconstruct
al Linden/W	Smith	61 St/N 20'	PC	0.031	2	Alley	Reconstruct
al Linden/W	Smith	End	AC	0.013	2	Alley	Reconstruct
al Long Bch Blvd/E	Plymouth	56th St	PC	0.045	2	Alley	Reconstruct
al Long Bch Blvd/W	70th St	68th St	AC	0.019	3	Alley	Reconstruct
al Long Beach/E	68th Way	al 68th Way/S	Dirt	0.000	0	Alley	Reconstruct
al Long Beach/E	69th Street	al 69th Street/S	Dirt	0.000	0	Alley	Reconstruct
al Long Beach/E	69th Way	69th Street	PC	0.031	2	Alley	Reconstruct
al Long Beach/E	al 68th Way/N	68th Way	PC	0.031	2	Alley	Reconstruct
al Long Beach/E	al 68th Way/S	67th Street	PC	0.051	3	Alley	Reconstruct
al Long Beach/E	al 69th Way/N	69th Way	AC	0.016	3	Alley	Reconstruct
al Long Beach/E	Allington	Barclay	PC	0.031	2	Alley	Reconstruct
al Long Beach/E	Bort	Barclay	PC	0.051	3	Alley	Reconstruct
al Long Beach/E	Cabridge	Allington	PC	0.031	2	Alley	Reconstruct

Alphabetical Listing for Alleys

Alley	From	To	Type	Pvmt. Priority	Pvmt.Category	Street Type	Pvmt. Upgrade
al Long Beach/E	Gordon	Cambridge	PC	0.031	2	Alley	Reconstruct
al Long Beach/E	Neece	Bort	PC	0.051	3	Alley	Reconstruct
al Long Beach/E	San Anton	44th E	AC	0.026	4	Alley	Reconstruct
al Long Beach/W	47th	47th/S 150'	PC	0.131	4	Alley	Reconstruct
al Long Beach/W	51st	Home	PC	0.031	2	Alley	Reconstruct
al Long Beach/W	68th	al 68th/S	PC	0.178	4	Alley	Reconstruct
al Long Beach/W	al 67th/N	67th	AC	0.039	4	Alley	Reconstruct
al Long Beach/W	al Forhan/N	Bort	PC	0.026	1	Alley	Reconstruct
al Long Beach/W	Louise	53rd	PC	0.051	3	Alley	Reconstruct
al Long Beach/W	Randolph	Marshall	AC	0.089	5	Alley	Reconstruct
al Marker/N	Murriel	67th	PC	0.051	3	Alley	Reconstruct
al Marker/S	Muriel	al Muriel/E	PC	0.051	3	Alley	Reconstruct
al Marker/S	Muriel/W 70'	Muriel	Dirt	0.000	0	Alley	Reconstruct
al Markert/N	Lemon	Orange	PC	0.051	3	Alley	Reconstruct
al Market/N	al Long Beach/E	al Dairy/W	PC	0.216	5	Alley	Reconstruct
al Market/N	LA River	al Long Beach/W	PC	0.045	2	Alley	Reconstruct
al Market/N	Lemon/W 60'	Lemon	Dirt	0.000	0	Alley	Reconstruct
al Mc Kenzie/N	Walnut	al Cherry/W	PC	0.045	2	Alley	Reconstruct
al Mc Kenzie/S	Walnut	al Cherry/W	AC	0.011	2	Alley	Reconstruct
al Muriel/E	Neece/N 50'	Neece	PC	0.006	1	Alley	Reconstruct
al Myrtle/E	al Harding/S	61 St/N 20'	PC	0.051	3	Alley	Reconstruct
al Myrtle/W	63rd	al Harding/N	Dirt	0.000	0	Alley	Reconstruct
al Myrtle/W	67th	Artesia	Dirt	0.000	0	Alley	Reconstruct
al Myrtle/W	68th	Penfold	Dirt	0.000	0	Alley	Reconstruct
al Myrtle/W	Harding	Janice	AC	0.018	3	Alley	Reconstruct
al Neece/N	Butler	White	PC	0.045	2	Alley	Reconstruct
al Neece/N	Murriel	Butler	AC	0.014	2	Alley	Reconstruct
al Neece/S	Long Beach	White	PC	0.045	2	Alley	Reconstruct
al Norton, N	al Dairy/E	al Linden/W	PC	0.045	2	Alley	Reconstruct
al Norton/N	Lester	Dairy	PC	0.045	2	Alley	Reconstruct
al Norton/S	al Dairy/E	Elm	PC	0.006	1	Alley	Reconstruct
al Norton/S	Chestnut/W 75'	al Dairy/W	PC	0.006	1	Alley	Reconstruct
al Norton/S	Elm	al Linden/W	PC	0.131	4	Alley	Reconstruct
al Obispo/W	North End	68th	Dirt	0.000	0	Alley	Reconstruct
al Olive/W	67th	Charity	Dirt	0.000	0	Alley	Reconstruct
al Olive/W	68th	Penfold	Dirt	0.000	0	Alley	Reconstruct
al Orange/E	52nd	al 52nd/N	AC	0.045	4	Alley	Reconstruct
al Orange/E	64th	Poinsettia	PC	0.006	1	Alley	Reconstruct
al Orange/E	65th Street	South End	Dirt	0.000	0	Alley	Reconstruct
al Orange/E	68th St	Penfold	PC	0.045	2	Alley	Reconstruct
al Orange/E	al 52nd/N	52nd	AC	0.046	4	Alley	Reconstruct
al Orange/E	al Artesia/S	65th Street	PC	0.420	5	Alley	Reconstruct
al Orange/E	Poinsettia	63rd	PC	0.051	3	Alley	Reconstruct
al Orange/W	63rd	Harding	AC	0.030	4	Alley	Reconstruct
al Orange/W	64th/N 200'	63rd	AC	0.054	5	Alley	Reconstruct
al Orange/W	67th	al Artesia/N	AC	0.008	1	Alley	Reconstruct
al Orange/W	68th	Penfold	Dirt	0.000	0	Alley	Reconstruct
al Orange/W	70th Wy	70th St	Dirt	0.000	0	Alley	Reconstruct
al Orange/W	al Harding/S	60th	PC	0.026	1	Alley	Reconstruct
al Orange/W	al Plymouth/N	End	AC	0.012	2	Alley	Reconstruct
al Orange/W	al South/S	al Market/N	PC	0.051	3	Alley	Reconstruct
al Orange/W	Inez	68th	Dirt	0.000	0	Alley	Reconstruct
al Orchid/W	al Oloha/S	al 63rd/N	AC	0.021	4	Alley	Reconstruct
al Orcott/W	al Forhan/N	Forhan	PC	0.233	5	Alley	Reconstruct
al Orcutt/W	Forham	Bort	PC	0.051	3	Alley	Reconstruct
al Oregon/E	49th	End	PC	0.045	2	Alley	Reconstruct
al Oregon/E	Del Amo	49th St	AC	0.012	2	Alley	Reconstruct
al Osgood/N	Jaymills	Locust	Dirt	0.000	0	Alley	Reconstruct
al Osgood/N	Locust	al Linden/W	PC	0.026	1	Alley	Reconstruct
al Osgood/S	Jaymills	Linden	PC	0.045	2	Alley	Reconstruct
al Pacific/E	48th	South End (Railroad)	PC	0.006	1	Alley	Reconstruct

Alphabetical Listing for Alleys

Alley	From	To	Type	Pvmt. Priority	Pvmt.Category	Street Type	Pvmt. Upgrade
al Pacific/E	49th	Arbor	Dirt	0.000	0	Alley	Reconstruct
al Pacific/E	Arbor	48th	AC	0.013	2	Alley	Reconstruct
al Pacific/W	48th	South End	Dirt	0.000	0	Alley	Reconstruct
al Pacific/W	49th	48th	Dirt	0.000	0	Alley	Reconstruct
al Paramount/E	68th	67th	PC	0.031	2	Alley	Reconstruct
al Paramount/E	69th	al 69th/S	AC	0.054	5	Alley	Reconstruct
al Paramount/E	North End	Artesia	PC	0.031	2	Alley	Reconstruct
al Paramount/E	Sawyer	63rd	PC	0.031	2	Alley	Reconstruct
al Paramount/E	Thompson	69th	AC	0.012	2	Alley	Reconstruct
al Paramount/W	70th	Thompson	PC	0.045	2	Alley	Reconstruct
al Pleasant/N	Linden	Pleasant/S	AC	0.016	3	Alley	Reconstruct
al Pleasant/S	Linden	al Atlantic/W	AC	0.016	3	Alley	Reconstruct
al Plymouth/N	al Long Beach/E	Cedar	PC	0.045	2	Alley	Reconstruct
al Plymouth/N	Pacific	al Long Beach/W	PC	0.051	3	Alley	Reconstruct
al Plymouth/N	Pacific	DeForrest	PC	0.045	2	Alley	Reconstruct
al Plymouth/S	DeForest (W. End)	Pacific	Dirt	0.000	0	Alley	Reconstruct
al Plymouth/S	Lewis	Orange	AC	0.012	2	Alley	Reconstruct
al Plymouth/S	Pacifc	al Long Beach/W	PC	0.045	2	Alley	Reconstruct
al Ridgewood/W	46th St	45th St	AC	0.013	2	Alley	Reconstruct
al Roosevelt/N	Linden	al Linden/E	PC	0.031	2	Alley	Reconstruct
al Rose/E	67th St	al Artesia/N	PC	0.045	2	Alley	Reconstruct
al Rose/W	48th	48th/S 50'	Dirt	0.000	0	Alley	Reconstruct
al Rose/W	al Artesia/S	al 65th/N	PC	0.045	2	Alley	Reconstruct
al Ruth/E	al Artesia/S	al 65th/N	PC	0.026	1	Alley	Reconstruct
al Ruth/W	47th	South End	Dirt	0.000	0	Alley	Reconstruct
al San Antonio/N	al Atlantic/W	Atlantic	AC	0.038	4	Alley	Reconstruct
al San Antonio/N	California	al California/E	AC	0.051	5	Alley	Reconstruct
al Sawyer/S	al Paramount/E	Obispo	PC	0.045	2	Alley	Reconstruct
al Scott/S	Long Beach	White	PC	0.045	2	Alley	Reconstruct
al Scott/S	Scott	White	Dirt	0.000	0	Alley	Reconstruct
al Smith/S	Anderson/W 300'	al Linden/W	PC	0.006	1	Alley	Reconstruct
al South Street/S	Orizaba	East End	PC	0.031	2	Alley	Reconstruct
al South Street/S	Paramount	Orizaba	AC	0.008	1	Alley	Reconstruct
al South/N	al Jaymill/S	Linden	PC	0.045	2	Alley	Reconstruct
al South/N	al Obispo/E	Downey	AC	0.029	4	Alley	Reconstruct
al South/S	al Dairy/E	al Linden/W	PC	0.045	2	Alley	Reconstruct
al South/S	Langport/W	Paramount	PC	0.420	5	Alley	Reconstruct
al South/S	Lemon	Orange	AC	0.061	5	Alley	Reconstruct
al South/S	Paramount	End	PC	0.051	3	Alley	Reconstruct
al Stanley/W	70th	Thompson	Dirt	0.000	0	Alley	Reconstruct
al Taylor/N	Harbor	70th	AC	0.027	4	Alley	Reconstruct
al Walnut/E	67th St	al Artesia/N	PC	0.045	2	Alley	Reconstruct
al Walnut/E	68th	Eleanor	PC	0.000	0	Alley	Reconstruct
al Walnut/W	Market	53rd	PC	0.270	5	Alley	Reconstruct
al Walnut/W	Plymouth	Plymouth/S 55'	AC	0.041	4	Alley	Reconstruct
via Passilo	Veranda	Atlantic Plaza	AC	0.009	1	Alley	Reconstruct

Alphabetical Listing for Streets

Street	From	To	Type	Pvmt. Priority	Pvmt. Category	Sdwk. Cat.	Comb. Priority	Comb. Cat.	Street Type	Pvmt Upgrade
45th Street	Altantic	California	AC	0.2112	5	3	0.2210	5	Local	Street Restructuring
45th Way	Atlantic	California	AC	0.1532	4	3	0.1903	4	Local	Street Restructuring
46th	California	Atlantic	AC	0.0662	3	3	0.0814	3	Local	Street Restructuring
47th Street	Long Beach	Perpendicular to Locust	AC	0.1732	4	1	0.2088	5	Local	Street Restructuring
47th Street	Pacific	Long Beach	AC	0.0855	3	1	0.0907	3	Local	Street Restructuring
48th	Oregon	Pacific	AC	0.1478	4	1	0.1626	4	Local	Street Restructuring
48th	Pacific	Long Beach	AC	0.1478	4	3	0.1640	4	Local	Street Restructuring
49th	Drainage Basin	Locust	AC	0.1803	4	1	0.1883	4	Local	Street Restructuring
49th	Locust	Long Beach	AC	0.0895	3	3	0.1088	4	Local	Street Restructuring
49th	Long Beach	Pacific	AC	0.1636	4	3	0.1711	4	Local	Street Restructuring
49th	Pacific	Oregon	AC	0.1607	4	2	0.1784	4	Local	Street Restructuring
51st	Atlantic	Cedar	AC	0.0874	3	1	0.0898	3	Local	Street Restructuring
51st	Long Beach	De Forest	AC	0.0916	3	1	0.1010	4	Local	Street Restructuring
52nd	Cherry	Rose	AC	0.1762	4	2	0.2125	5	Local	Street Restructuring
52nd	De Forest	Long Beach	AC	0.0859	3	1	0.0952	3	Local	Street Restructuring
52nd Street	Atlantic	Long Beach	AC	0.1938	4	1	0.1997	4	Local	Street Restructuring
52nd Street	Brayton	Walnut	AC	0.1318	4	1	0.1383	4	Local	Street Restructuring
52nd Street	Orange	Brayton	AC	0.1505	4	5	0.2041	5	Local	Street Restructuring
52nd Street	Walnut	End	AC	0.0895	3	3	0.1072	4	Local	Street Restructuring
53rd	Cherry	Orange	AC	0.1023	4	3	0.1106	4	Local	Street Restructuring
53rd	Lime	Atlantic	AC	0.0955	3	3	0.1193	4	Local	Street Restructuring
53rd	Long Beach	Atlantic	AC	0.2321	5	1	0.2417	5	Local	Street Restructuring
53rd	Long Beach	L.A. River Basin	AC	0.2489	5	1	0.2732	5	Local	Street Restructuring
55th	55th (just past Orizaba)	Paramount	AC	0.0440	2	1	0.0539	2	Local	Street Restructuring
55th	Atlantic	Linden	AC	0.2743	5	1	0.3416	5	Local	Street Restructuring
55th	Cherry	Orange	AC	0.0488	2	3	0.0510	2	Local	Street Restructuring
55th	Dairy	Linden	AC	0.0424	2	2	0.0445	2	Local	Street Restructuring
55th	Dairy	Long Beach	AC	0.0618	3	1	0.0749	3	Local	Street Restructuring
55th	Orange	Atlantic	AC	0.0478	2	2	0.0489	2	Local	Street Restructuring
55th	Paramount	Langport	AC	0.0455	2	1	0.0514	2	Local	Street Restructuring
56th	Atlantic	Linden	AC	0.0478	2	1	0.0594	3	Local	Street Restructuring
56th	Atlantic	Orange	AC	0.0478	2	3	0.0490	2	Local	Street Restructuring
56th	Dairy	Long Beach	AC	0.0424	2	3	0.0467	2	Local	Street Restructuring
56th	Langport	Paramount	AC	0.0408	2	1	0.0531	2	Local	Street Restructuring
56th	Linden	Atlantic	AC	0.0478	2	0	0.0478	2	Local	Street Restructuring
56th	Linden	Dairy	AC	0.0477	2	1	0.0520	2	Local	Street Restructuring
56th	Orange	Walnut	AC	0.0452	2	3	0.0546	2	Local	Street Restructuring
56th	Paramount	(just past Orizaba)	AC	0.0452	2	1	0.0526	2	Local	Street Restructuring
56th	Paramount	Langport	AC	0.0330	2	1	0.0437	2	Local	Street Restructuring
56th	Walnut	Cherry	AC	0.0582	3	1	0.0655	3	Local	Street Restructuring
57th	Orange	Walnut	AC	0.0607	3	3	0.0733	3	Local	Street Restructuring
57th	Paramount	(just past Orizaba)	AC	0.0442	2	1	0.0515	2	Local	Street Restructuring
57th	Rose	Rose	AC	0.0378	2	1	0.0445	2	Local	Street Restructuring
59th	Atlantic	California	AC	0.0478	2	3	0.0502	2	Local	Street Restructuring
59th	California	Orange	AC	0.0478	2	2	0.0502	2	Local	Street Restructuring
59th	De Forest	Linden	AC	0.0424	2	1	0.0442	2	Local	Street Restructuring
59th	Linden	Atlantic	AC	0.0424	2	3	0.0529	2	Local	Street Restructuring
59th	Obsipo	Downey	AC	0.0371	2	0	0.0371	2	Local	Street Restructuring
59th	Orange	Cherry	AC	0.0478	2	2	0.0489	2	Local	Street Restructuring
60th	Atlantic	California	AC	0.1385	4	0	0.1385	4	Local	Street Restructuring
60th	Atlantic	Linden	AC	0.2746	5	4	0.3487	5	Local	Street Restructuring
60th	California	Orange	AC	0.1451	4	1	0.1527	4	Local	Street Restructuring
60th	DeForrest	Jaymills	AC	0.1353	4	1	0.1535	4	Local	Street Restructuring
60th	Linden	Jaymills	AC	0.1166	4	0	0.1198	4	Local	Street Restructuring

Alphabetical Listing for Streets

Street	From	To	Type	Pvmt. Priority	Pvmt. Category	Sdwk. Cat.	Comb. Priority	Comb. Cat.	Street Type	Pvmt Upgrade
60th	Orange	Cherry	AC	0.1451	4	1	0.1486	4	Local	Street Restructuring
61st	Atlantic	Linden	AC	0.0855	3	3	0.1081	4	Local	Street Restructuring
61st	Cherry	Orange	AC	0.1254	4	1	0.1275	4	Local	Street Restructuring
61st	Linden	De Forest	AC	0.0874	3	1	0.0926	3	Local	Street Restructuring
61st	Obispo	Downey	AC	0.0855	3	1	0.1040	4	Local	Street Restructuring
63rd	California	Orange	AC	0.0874	3	3	0.0971	3	Local	Street Restructuring
63rd	Cherry	Raymond	AC	0.1049	4	1	0.1223	4	Local	Street Restructuring
63rd	Myrtle	California	AC	0.1790	4	0	0.1790	4	Local	Street Restructuring
63rd	Orange	Cherry	AC	0.1113	4	1	0.1170	4	Local	Street Restructuring
63rd	Paramount	Obispo	AC	0.0981	3	1	0.1082	4	Local	Street Restructuring
64th	California	Myrtle	AC	0.0874	3	5	0.1656	4	Local	Street Restructuring
64th	Cherry	Orange	AC	0.2126	5	2	0.2235	5	Local	Street Restructuring
64th	Linden	Atlantic	AC	0.0725	3	5	0.0921	3	Local	Street Restructuring
64th	Orange	California	AC	0.1280	4	2	0.1465	4	Local	Street Restructuring
64th	St. Louis	Raymond	AC	0.0874	3	1	0.1061	4	Local	Street Restructuring
65th	Brayton	Gundry	AC	0.2651	5	0	0.2651	5	Local	Street Restructuring
65th	California	Orange	AC	0.0955	3	0	0.0955	3	Local	Street Restructuring
65th	Coronado	Obispo	AC	0.0784	3	0	0.1016	4	Local	Street Restructuring
65th	Falcon	Walnut	AC	0.3048	5	0	0.3048	5	Local	Street Restructuring
65th	Gaviota	Rose	AC	0.1347	4	0	0.1347	4	Local	Street Restructuring
65th	Gundry	Falcon	AC	0.1972	4	0	0.1972	4	Local	Street Restructuring
65th	Indiana	Coronado	AC	0.0801	3	5	0.1084	4	Local	Street Restructuring
65th	Indiana	Downey	AC	0.0551	3	1	0.0620	3	Local	Street Restructuring
65th	Myrtle	California	AC	0.0955	3	1	0.1163	4	Local	Street Restructuring
65th	Orange	Brayton	AC	0.2474	5	0	0.2474	5	Local	Street Restructuring
65th	Orange	Myrtle	AC	0.2054	5	1	0.2163	5	Local	Street Restructuring
65th	Paramount	Obispo	AC	0.0855	3	1	0.0948	3	Local	Street Restructuring
65th	Raymond	Cherry	AC	0.0801	3	1	0.0833	3	Local	Street Restructuring
65th	Walnut	Gaviota	AC	0.1347	4	0	0.1347	4	Local	Street Restructuring
65th	White	End - past Butler	AC	0.0855	3	1	0.0936	3	Local	Street Restructuring
66th Way	Just past Lewis	Cerritos	AC	0.0855	3	1	0.0911	3	Local	Street Restructuring
67th	Atlantic	L.A. River Basin	AC	0.0754	3	3	0.0938	3	Local	Street Restructuring
67th	Coachella	Long Beach	AC	0.1113	4	1	0.1182	4	Local	Street Restructuring
67th	Curtis	Downey	AC	0.1160	4	1	0.1194	4	Local	Street Restructuring
67th	Long Beach	End - past Delta	AC	0.1681	4	1	0.1711	4	Local	Street Restructuring
67th	Millmark	Orange	AC	0.1540	4	1	0.1614	4	Local	Street Restructuring
67th	Obispo	Johnson	AC	0.1612	4	1	0.1825	4	Local	Street Restructuring
67th	Orange	Gardenia	AC	0.0754	3	1	0.0776	3	Local	Street Restructuring
67th	Paramount	End - towards Pacific Railroad	AC	0.0992	3	1	0.1176	4	Local	Street Restructuring
67th Way	Curtis	Obispo	AC	0.1789	4	1	0.1909	4	Local	Street Restructuring
67th Way	Long Beach	Coachella	AC	0.1803	4	1	0.1934	4	Local	Street Restructuring
68th	Atlantic	Myrtle	AC	0.1130	4	1	0.1211	4	Local	Street Restructuring
68th	End	Indiana	AC	0.0576	3	1	0.0634	3	Local	Street Restructuring
68th	Harbor	Long Beach	AC	0.0784	3	1	0.0876	3	Local	Street Restructuring
68th	Long Beach	Coachella	AC	0.1113	4	1	0.1132	4	Local	Street Restructuring
68th	Long Beach	White	AC	0.1803	4	1	0.1949	4	Local	Street Restructuring
68th	Myrtle	Orange	AC	0.1130	4	0	0.1130	4	Local	Street Restructuring
68th	Obispo	End	AC	0.0916	3	0	0.1158	4	Local	Street Restructuring
68th	Orange	Cherry	AC	0.1108	4	1	0.1165	4	Local	Street Restructuring
69th	Cherry	End	AC	0.0686	3	1	0.0818	3	Local	Street Restructuring
69th	Long Beach	Butler	AC	0.1113	4	1	0.1224	4	Local	Street Restructuring
69th	Obispo	Downey	AC	0.1532	4	1	0.1863	4	Local	Street Restructuring
69th	Obispo	Paramount	AC	0.2435	5	1	0.2951	5	Local	Street Restructuring
69th Way	Butler	Long Beah	AC	0.0895	3	1	0.0982	3	Local	Street Restructuring

Alphabetical Listing for Streets

Street	From	To	Type	Pvmt. Priority	Pvmt. Category	Sdwk. Cat.	Comb. Priority	Comb. Cat.	Street Type	Pvmt Upgrade
69th Way	White	(Just past Beechley)	AC	0.1715	4	3	0.1958	4	Local	Street Restructuring
70th	Gale	Harbor	AC	0.1644	4	4	0.2367	5	Local	Street Restructuring
70th	Gale	Long Beach	AC	0.1353	4	3	0.1927	4	Local	Street Restructuring
70th Way	Orange	Myrtle	AC	0.1168	4	1	0.1417	4	Local	Street Restructuring
71st	Atlantic	Myrtle	AC	0.1449	4	1	0.1523	4	Local	Street Restructuring
71st	Myrtle	Orange	AC	0.2498	5	1	0.2758	5	Local	Street Restructuring
71st Way	Myrtle	Orange	AC	0.1775	4	0	0.1775	4	Local	Street Restructuring
Ackerfiled Avenue	South	End	AC	0.0674	3	1	0.0814	3	Local	Street Restructuring
Adair	60th	Jaymills	AC	0.1803	4	1	0.2204	5	Local	Street Restructuring
Adair	Jaymills	Linden	AC	0.0916	3	1	0.0966	3	Local	Street Restructuring
Adams Street	Atlantic	Linden	AC	0.0781	3	2	0.0941	3	Local	Street Restructuring
Adams Street	Long Beach	White	AC	0.0855	3	1	0.0957	3	Local	Street Restructuring
Adams Street	Rahn	Long Beach	AC	0.0881	3	1	0.0992	3	Local	Street Restructuring
Allington Street	Downey	Lake	AC	0.0784	3	1	0.0913	3	Local	Street Restructuring
Allington Street	Long Beach	White	AC	0.0754	3	0	0.0754	3	Local	Street Restructuring
Ambeco	Pacific Railroad	End	AC	0.2123	5	1	0.2495	5	Local	Street Restructuring
Anderson	Smith	61st	AC	0.1136	4	3	0.1405	4	Local	Street Restructuring
Andy Street	Downey	Lake	AC	0.0895	3	0	0.0895	3	Local	Street Restructuring
Andy Street	End	Downey	AC	0.0467	2	0	0.0569	3	Local	Street Restructuring
Arbella Street	Downey	Lake	AC	0.0895	3	1	0.0938	3	Local	Street Restructuring
Arbor	Long Beach	End	AC	0.2554	5	1	0.2700	5	Local	Street Restructuring
Arbor	Long Beach	Locust	AC	0.0855	3	1	0.0992	3	Local	Street Restructuring
Arbor	Long Beach	Pacific	AC	0.1136	4	3	0.1199	4	Local	Street Restructuring
Artesia Boulevard	Gale	Delta	AC	0.1509	4	1	0.1671	4	Arterial	Street Restructuring
Artesia Frontage	Delta	Long Beach	AC	0.1596	4	1	0.1694	4	Local	Street Restructuring
Artesia Frontage	Long Beach	Atlantic	AC	0.1555	4	1	0.1759	4	Local	Street Restructuring
Artesia Lane	Marker	Butler	AC	0.0397	2	0	0.0397	2	Local	Street Restructuring
Atlantic Avenue	68th	LA River Br S	AC	0.1312	4	0	0.1312	4	Arterial	Street Restructuring
Atlantic Avenue	Artesia	68th	AC	0.1270	4	1	0.1359	4	Arterial	Street Restructuring
Atlantic Avenue	Carson	San Antonio	AC	0.1326	4	3	0.1375	4	Arterial	Street Restructuring
Atlantic Avenue	Del Amo	52nd	AC	0.2574	5	3	0.2757	5	Arterial	Street Restructuring
Atlantic Avenue	Harding	Artesia	AC	0.1315	4	2	0.1345	4	Arterial	Street Restructuring
Atlantic Plaza	Atlantic	Via Veran	AC	0.6675	5	0	0.6675	5	Local	Street Restructuring
Barclay Street	Long Beach	Rahn	AC	0.1023	4	1	0.1097	4	Local	Street Restructuring
Barclay Street	Long Beach	White	AC	0.0754	3	2	0.0914	3	Local	Street Restructuring
Barry Drive	Millmark	Lime	AC	0.0855	3	3	0.1144	4	Local	Street Restructuring
Beechley	Coachella	69th Way	AC	0.1113	4	1	0.1247	4	Local	Street Restructuring
Bellhurst	Galliard	68th Way	AC	0.0855	3	0	0.1029	4	Local	Street Restructuring
Bentree	Silva	Del Amo	AC	0.0213	5	2	0.0272	5	Local	Street Reconstruction
Bentree Circle	Silva	Silva	AC	0.2343	5	0	0.2892	5	Local	Street Restructuring
Bort	Susana	Long Beach	AC	0.0739	3	1	0.0817	3	Local	Street Restructuring
Bort	White	Long Beach	AC	0.0855	3	1	0.0900	3	Local	Street Restructuring
Brayton Avenue	Grant School	Artesia	AC	0.0916	3	1	0.0973	3	Local	Street Restructuring
Brayton Avenue	South	Harding	AC	0.0855	3	1	0.0889	3	Local	Street Restructuring
Business	Carson	San Anton	AC	0.0333	5	0	0.0417	5	Local	Street Reconstruction
Butler	Artesia	Galliard	AC	0.1509	4	1	0.1555	4	Local	Street Restructuring
Butler	Artesia	White	AC	0.0842	3	1	0.0865	3	Local	Street Restructuring
Cade	Paramount	Obispo	AC	0.0855	3	5	0.0885	3	Local	Street Restructuring
California	Market	South	AC	0.0895	3	3	0.0959	3	Local	Street Restructuring
California	Penfold	Inez	AC	0.0855	3	3	0.1121	4	Local	Street Restructuring
California	San Antonio	46th	AC	0.1713	4	1	0.1796	4	Local	Street Restructuring
California (N/B)	45th	San Antonio	AC	0.1554	4	0	0.1554	4	Local	Street Restructuring
California (S/B)	45th	San Antonio	AC	0.1525	4	0	0.1525	4	Local	Street Restructuring
Cambridge Street	White	Long Beach	AC	0.0855	3	3	0.1032	4	Local	Street Restructuring

Alphabetical Listing for Streets

Street	From	To	Type	Pvmt. Priority	Pvmt. Category	Sdwk. Cat.	Comb. Priority	Comb. Cat.	Street Type	Pvmt Upgrade
Carson	Long Beach	Business	AC	0.0236	5	1	0.0301	5	Local	Street Reconstruction
Carson	Via Alcalde	End	AC	0.0895	3	3	0.1074	4	Local	Street Restructuring
Carson	Via Oro	Santa Fe	AC	0.0935	3	1	0.1137	4	Local	Street Restructuring
Carson	Via Oro	Via Alcalde	AC	0.0581	3	1	0.0673	3	Local	Street Restructuring
Cedar	Market	Dairy	AC	0.2487	5	2	0.3063	5	Local	Street Restructuring
Cedar	Market	Home	AC	0.1186	4	1	0.1239	4	Local	Street Restructuring
Cedar Avenue	Jaymills	De Forest	AC	0.0855	3	1	0.0974	3	Local	Street Restructuring
Cedar Turn	Cedar	End	AC	0.0576	3	4	0.0820	3	Local	Street Restructuring
Cerritos	67th	Artesia	AC	0.1803	4	3	0.2109	5	Local	Street Restructuring
Cerritos	Artesia	Harding	AC	0.1863	4	1	0.1962	4	Local	Street Restructuring
Cerritos	Harding	South	AC	0.0855	3	1	0.0900	3	Local	Street Restructuring
Cerritos	Penfold	Inez	AC	0.1749	4	1	0.1983	4	Local	Street Restructuring
Cerritos	Plymouth	Jackson	AC	0.0855	3	0	0.1068	4	Local	Street Restructuring
Cerritos	South	Market	AC	0.0874	3	3	0.0939	3	Local	Street Restructuring
Cherry Avenue	45th	Del Amo	AC	0.2560	5	0	0.2560	5	Arterial	Street Restructuring
Cherry Avenue	Artesia	North City Limit	AC	0.1347	4	1	0.1478	4	Arterial	Street Restructuring
Cherry Avenue	Harding	Artesia	AC	0.1742	4	1	0.1784	4	Arterial	Street Restructuring
Cherry Industrial Circle	Cherry	End	AC	0.1134	4	1	0.1382	4	Local	Street Restructuring
Chestnut	55th	De Forest	AC	0.2542	5	4	0.2728	5	Local	Street Restructuring
Coachella	End (N)	End (S)	AC	0.1542	4	0	0.1542	4	Local	Street Restructuring
Coachella	L.A. Co. Line	Marker	AC	0.0241	1	1	0.0258	1	Local	Street Restructuring
Coolridge Street	Artesia	Myrtle	AC	0.0855	3	1	0.1032	4	Local	Street Restructuring
Coolridge Street	End	Atlantic	AC	0.0781	3	4	0.0961	3	Local	Street Restructuring
Coolridge Street	Paramount	Obispo	AC	0.0754	3	0	0.0754	3	Local	Street Restructuring
Coolridge Street	White	Butler	AC	0.0855	3	2	0.1026	4	Local	Street Restructuring
Coronado	64th	Poppy	AC	0.0801	3	1	0.0921	3	Local	Street Restructuring
Coronado	65th	64th	AC	0.0801	3	4	0.0955	3	Local	Street Restructuring
Coronado	67th	End	AC	0.0551	3	2	0.0656	3	Local	Street Restructuring
Cummings	Gale	Just past Delta	AC	0.1832	4	2	0.1965	4	Local	Street Restructuring
Curry Street	Cherry	Terminal	AC	0.0754	3	0	0.0754	3	Local	Street Restructuring
Curry Street	Downey	End	AC	0.1126	4	1	0.1393	4	Local	Street Restructuring
Curry Street	John	Cherry	AC	0.0855	3	1	0.0899	3	Local	Street Restructuring
Curry Street	Obispo	Downey	AC	0.0855	3	3	0.0896	3	Local	Street Restructuring
Curtis Avenue	68th	67th Way	AC	0.0874	3	2	0.1067	4	Local	Street Restructuring
Curtis Avenue	Artesia	67th	AC	0.1721	4	3	0.2173	5	Local	Street Restructuring
Daisy	51st	52nd	AC	0.0452	2	0	0.0452	2	Local	Street Restructuring
Daisy	Del Amo	(just past 48th)	AC	0.0054	1	0	0.0059	1	Local	Street Restructuring
Daisy	Del Amo	51st	AC	0.0385	2	1	0.0413	2	Local	Street Restructuring
Damerow	Rahn	Barclay	AC	0.0452	2	1	0.0545	2	Local	Street Restructuring
De Forest	51st	52nd	AC	0.0570	3	1	0.0615	3	Local	Street Restructuring
Del Amo Blvd	Atlantic	Orange	AC	0.3210	5	2	0	5	Arterial	Street Restructuring
Eastondale	(SCE Easement)	68th	AC	0.0378	2	0	0.0417	2	Local	Street Restructuring
Eastondale	70th	(SCE Easement)	AC	0.0378	2	1	0.0458	2	Local	Street Restructuring
Eastondale	72nd	70th	AC	0.0378	2	0	0.0460	2	Local	Street Restructuring
Eleanore	Gardenia	Walnut	AC	0.0433	2	0	0.0433	2	Local	Street Restructuring
Eleanore	Walnut Ave.	Orange	AC	0.0442	2	1	0.0489	2	Local	Street Restructuring
Ellis	Dairy	Linden	AC	0.0077	3	2	0.0080	3	Local	Street Reconstruction
Ellis	Long Beach	Dairy	AC	0.0618	3	3	0.0682	3	Local	Street Restructuring
Elm	61st	63rd	AC	0.0752	3	1	0.0784	3	Local	Street Restructuring
Elm	Adair	South	AC	0.0735	3	3	0.0769	3	Local	Street Restructuring
Elm	Arbor	(Railroad) 49th	AC	0.0442	2	3	0.0549	2	Local	Street Restructuring
Elm	Market	Del Amo	AC	0.0488	2	4	0.0496	2	Local	Street Restructuring
Elm	Peace	Del Amo	AC	0.0487	2	3	0.0624	3	Local	Street Restructuring
Elm	South	Market	AC	0.0679	3	2	0.0701	3	Local	Street Restructuring

Alphabetical Listing for Streets

Street	From	To	Type	Pvmt. Priority	Pvmt. Category	Sdwk. Cat.	Comb. Priority	Comb. Cat.	Street Type	Pvmt Upgrade
Eureka Ave	Thompson	20th St	AC	0.0268	1	2	0.0341	1	Local	Street Restructuring
Falcon	52nd	(End of cul-de-sac)	AC	0.0050	2	3	0.0059	2	Local	Street Reconstruction
Falcon	Artesia	(Grant School)	AC	0.0442	2	1	0.0474	2	Local	Street Restructuring
Falcon	Artesia	67th	AC	0.0378	2	0	0.0469	2	Local	Street Restructuring
Falcon	Hungerford	Harding	AC	0.0424	2	1	0.0452	2	Local	Street Restructuring
Fenter	Adams	Bort	AC	0.0408	2	1	0.0516	2	Local	Street Restructuring
Forhan	Long Beach	End just past Orcutt	AC	0.0594	3	2	0.0720	3	Local	Street Restructuring
Forhan	Long Beach	White	AC	0.0424	2	2	0.0446	2	Local	Street Restructuring
Gale	Artesia	70th	AC	0.0560	3	1	0.0568	3	Local	Street Restructuring
Gardener St.	Gale	(End past Delta)	AC	0.0394	2	1	0.0503	2	Local	Street Restructuring
Gardenia	67th	Artesia	AC	0.0424	2	0	0.0539	2	Local	Street Restructuring
Gardenia	68th	Eleanor	AC	0.0424	2	1	0.0504	2	Local	Street Restructuring
Gardenia	Artesia	65th	AC	0.0424	2	1	0.0504	2	Local	Street Restructuring
Gardenia	Harding	South	AC	0.0424	2	2	0.0441	2	Local	Street Restructuring
Gaviota	65th	Artesia	AC	0.0424	2	2	0.0521	2	Local	Street Restructuring
Gaviota	68th	Eleanor	AC	0.0378	2	1	0.0470	2	Local	Street Restructuring
Gaviota	Artesia	67th	AC	0.0424	2	4	0.0527	2	Local	Street Restructuring
Gordon St.	Long Beach	White	AC	0.0452	2	2	0.0545	2	Local	Street Restructuring
Grayton Avenue	52nd	End	AC	0.0916	3	2	0.1108	4	Local	Street Restructuring
Grisham	49th	Peace	AC	0.0365	2	2	0.0412	2	Local	Street Restructuring
Gundry	52nd	End	AC	0.0080	3	2	0.0095	3	Local	Street Reconstruction
Gundry	67th	Artesia	AC	0.0511	3	0	0.0631	3	Local	Street Restructuring
Gundry	68th	Eleanor	AC	0.0424	2	1	0.0536	2	Local	Street Restructuring
Gundry	Artesia	(Grant School)	AC	0.0532	3	2	0.0606	3	Local	Street Restructuring
Gundry	Harding	64th	AC	0.0478	2	1	0.0503	2	Local	Street Restructuring
Gundry	Harding	South	AC	0.0424	2	1	0.0441	2	Local	Street Restructuring
Hammond Ave.	67th	Artesia	AC	0.0433	2	1	0.0534	2	Local	Street Restructuring
Hammond Ave.	68th	67th Way	AC	0.0433	2	0	0.0537	2	Local	Street Restructuring
Hammond Ave.	Artesia	End	AC	0.0345	2	1	0.0438	2	Local	Street Restructuring
Harbor	70th	Artesia	AC	0.0347	2	1	0.0355	2	Local	Street Restructuring
Harcourt Ave.	Susana	Long Beach	AC	0.0408	2	1	0.0481	2	Local	Street Restructuring
Harcourt Ave.	White	Long Beach	AC	0.0378	2	1	0.0458	2	Local	Street Restructuring
Harding	Terminal	Cherry	AC	0.0747	3	1	0.0904	3	Local	Street Restructuring
Heath	Gale	(just past Delta)	AC	0.0487	2	0	0.0542	2	Local	Street Restructuring
Home St.	Linden	Long Beach	AC	0.0424	2	1	0.0432	2	Local	Street Restructuring
Home St.	Pacific	Daisy	AC	0.0090	3	1	0.0104	3	Local	Street Reconstruction
Huges Way	Warnock	End	AC	0.0985	3	1	0.1015	4	Local	Street Restructuring
Hullett	Linden	59th	AC	0.0571	3	2	0.0601	3	Local	Street Restructuring
Hullett turn	Hullet	End	AC	0.0063	2	2	0.0079	2	Local	Street Reconstruction
Hungerford	Downey	Coke	AC	0.0442	2	0	0.0442	2	Local	Street Restructuring
Hungerford	Orange	Cherry	AC	0.0424	2	2	0.0434	2	Local	Street Restructuring
Indiana	Artesia	64th	AC	0.0442	2	1	0.0490	2	Local	Street Restructuring
Indiana	Artesia	67th	AC	0.0511	3	2	0.0628	3	Local	Street Restructuring
Indiana	Sawyer	Poppy	AC	0.0433	2	1	0.0517	2	Local	Street Restructuring
Indiana Ave.	68th	67th Way	AC	0.0400	2	3	0.0503	2	Local	Street Restructuring
Indiana Ave.	68th Way	68th	AC	0.0400	2	3	0.0497	2	Local	Street Restructuring
Inez St.	Myrtly	Orange	AC	0.0532	3	1	0.0548	2	Local	Street Restructuring
Jackson St.	(Railroad)	Cherry	AC	0.0549	3	1	0.0574	3	Local	Street Restructuring
Jackson St.	Orange	(Railroad)	AC	0.2715	5	2	0.3533	5	Local	Street Restructuring
Jackson St.	Orange	Lemon	AC	0.0408	2	1	0.0449	2	Local	Street Restructuring
Janice	Deforest	(Harding) Jaymills	AC	0.0433	2	1	0.0526	2	Local	Street Restructuring
Janice	Downey	(end of street)	AC	0.0072	3	0	0.0072	2	Local	Street Reconstruction
Janice	Lime	Olive	AC	0.0424	2	5	0.0667	3	Local	Street Restructuring
Jaymills	Chestnut	Elm	AC	0.0606	3	1	0.0613	3	Local	Street Restructuring

Alphabetical Listing for Streets

Street	From	To	Type	Pvmt. Priority	Pvmt. Category	Sdwk. Cat.	Comb. Priority	Comb. Cat.	Street Type	Pvmt Upgrade
John	South	Harding	AC	0.0433	2	3	0.0449	2	Local	Street Restructuring
Johnson	64th	Artesia	AC	0.0478	2	3	0.0928	3	Local	Street Restructuring
Johnson Ave.	(SCE at end street)	68th	AC	0.0268	1	3	0.0327	1	Local	Street Restructuring
Johnson Ave.	67th Way	68th	AC	0.0392	2	0	0.0474	2	Local	Street Restructuring
Knight Ave.	Poppy	Sawyer	AC	0.0433	2	3	0.0512	2	Local	Street Restructuring
La and S	End (N)	Candlewood	AC	0.0992	3	0	0.0992	3	Local	Street Restructuring
La Jara	Downey	Obispo	AC	0.0874	3	1	0.1063	4	Local	Street Restructuring
La Jara	Lake	Downey	AC	0.0895	3	1	0.1000	4	Local	Street Restructuring
Lake	Andy	Andy	AC	0.0784	3	1	0.0845	3	Local	Street Restructuring
Lake	Hedda	Harding	AC	0.0784	3	1	0.0818	3	Local	Street Restructuring
Lake	Poppy	Harding	AC	0.0784	3	3	0.1080	4	Local	Street Restructuring
Lake	Thompson	70th	AC	0.0855	3	0	0.1088	4	Local	Street Restructuring
Langport Avenue	55th Way	56th Way	AC	0.0662	3	1	0.0951	3	Local	Street Restructuring
Lemon	Harding	Artesia	AC	0.0725	3	1	0.0763	3	Local	Street Restructuring
Lemon	Jackson	Plymouth	AC	0.0836	3	1	0.1022	4	Local	Street Restructuring
Lemon	Market	South	AC	0.0895	3	3	0.0958	3	Local	Street Restructuring
Lemon	Penfold	Inez	AC	0.1709	4	1	0.1903	4	Local	Street Restructuring
Lemon	South	Harding	AC	0.0855	3	1	0.0900	3	Local	Street Restructuring
Lester	Jaymills	57th	AC	0.0855	3	1	0.1097	4	Local	Street Restructuring
Lewis Avenue	Artesia	67th	AC	0.1644	4	1	0.2135	5	Local	Street Restructuring
Lewis Avenue	Artesia	Harding	AC	0.0895	3	1	0.0942	3	Local	Street Restructuring
Lewis Avenue	Harding	South	AC	0.0874	3	1	0.0921	3	Local	Street Restructuring
Lewis Avenue	Inez	Penfold	AC	0.1775	4	0	0.1775	4	Local	Street Restructuring
Lewis Avenue	Market	Plymouth	AC	0.0855	3	2	0.1046	4	Local	Street Restructuring
Lewis Avenue	South	Market	AC	0.0895	3	3	0.0960	3	Local	Street Restructuring
Lime Avenue	53rd	Market	AC	0.0895	3	2	0.1091	4	Local	Street Restructuring
Lime Avenue	70th	72nd	AC	0.0754	3	1	0.0786	3	Local	Street Restructuring
Lime Avenue	70th	End @ SCE Easement	AC	0.0485	2	1	0.0551	3	Local	Street Restructuring
Lime Avenue	Artesia	67th	AC	0.0874	3	2	0.1011	4	Local	Street Restructuring
Lime Avenue	Market	South	AC	0.0895	3	3	0.0960	3	Local	Street Restructuring
Lime Avenue	Penfold	68th	AC	0.0874	3	3	0.1507	4	Local	Street Restructuring
Lime Avenue	SCE Easement	68th	AC	0.1059	4	0	0.1059	4	Local	Street Restructuring
Lime Avenue	South	Janice	AC	0.1475	4	3	0.1766	4	Local	Street Restructuring
Linden	Adams	64th	AC	0.0725	3	1	0.0778	3	Local	Street Restructuring
Linden	Harding	South	AC	0.1699	4	2	0.1737	4	Local	Street Restructuring
Linden	Market	South	AC	0.2349	5	1	0.2419	5	Local	Street Restructuring
Linden	Pleasant	51st	AC	0.0784	3	1	0.0914	3	Local	Street Restructuring
Linden	Sunset	Market	AC	0.1599	4	1	0.1663	4	Local	Street Restructuring
Locust	49th	Arbor	AC	0.1271	4	1	0.1389	4	Local	Street Restructuring
Locust	Del Amo	49th	AC	0.1269	4	2	0.1339	4	Local	Street Restructuring
Locust	Del Amo	Market	AC	0.1057	4	1	0.1078	4	Local	Street Restructuring
Locust	Market	South	AC	0.1863	4	1	0.1920	4	Local	Street Restructuring
Locust	South	60th	AC	0.1863	4	4	0.1970	4	Local	Street Restructuring
Long Beach Bl (Service Road)	Bort	Barclay	AC	0.0819	3	1	0.0851	3	Local	Street Restructuring
Long Beach Blvd	Ellis	LA River Br S	AC	0.2369	5	0	0.2369	5	Arterial	Street Restructuring
Long Beach Blvd	Forhan	Artesia	AC	0.1223	4	3	0.1341	4	Arterial	Street Restructuring
Long Beach Blvd	LA River Br N	LB Fwy Br S	AC	0.2749	5	0	0.2749	5	Arterial	Street Restructuring
Long Beach Blvd	LB Fwy Br N	Gordon	AC	0.3051	5	1	0.3662	5	Arterial	Street Restructuring
Louise	Dairy	Linden	AC	0.2333	5	1	0.2369	5	Local	Street Restructuring
Louise	Long Beach	Dairy	AC	0.1749	4	3	0.2141	5	Local	Street Restructuring
Louise	Long Beach	L.A. River Basin	AC	0.1709	4	3	0.1860	4	Local	Street Restructuring
Marker	Butler	Muriel	AC	0.0916	3	1	0.1107	4	Local	Street Restructuring
Marker	End (W)	Muriel	AC	0.1038	4	0	0.1038	4	Local	Street Restructuring
Marker Street	Coachella	Butler	AC	0.0303	1	0	0.0303	1	Local	Street Restructuring

Alphabetical Listing for Streets

Street	From	To	Type	Pvmt. Priority	Pvmt. Category	Sdwk. Cat.	Comb. Priority	Comb. Cat.	Street Type	Pvmt Upgrade
Market	End city boundary (S)	Market	AC	0.0392	2	1	0.0419	2	Local	Street Restructuring
Market Street	Atlantic	Orange	AC	0.0955	3	4	0.0980	3	Arterial	Street Restructuring
Market Street	Orange	Cherry	AC	0.1338	4	1	0.1415	4	Arterial	Street Restructuring
McKenzie	Cherry	Walnut	AC	0.1449	4	1	0.1601	4	Local	Street Restructuring
McKenzie	Raymond	St. Louis	AC	0.0874	3	0	0.1059	4	Local	Street Restructuring
Michelson	Orange	Walnut	AC	0.0916	3	3	0.1108	4	Local	Street Restructuring
Millmark	67th	Barry	AC	0.0874	3	0	0.1027	4	Local	Street Restructuring
Millmark	Penfold	SCE Easement	AC	0.1059	4	1	0.1173	4	Local	Street Restructuring
Minnesota	Artesia	Artesia Freeway	AC	0.0485	2	2	0.0614	3	Local	Street Restructuring
Morningside	Long Beach	Linden	AC	0.0920	3	1	0.0961	3	Local	Street Restructuring
Mountainview	Long Beach	L.A. River Basin	AC	0.1449	4	1	0.1603	4	Local	Street Restructuring
Mountainview	Long Beach	Linden	AC	0.2221	5	1	0.2314	5	Local	Street Restructuring
Muriel	(Just past Artesia)	Orleans	AC	0.1970	4	1	0.2029	5	Local	Street Restructuring
Muriel	Adams	Neece	AC	0.0842	3	1	0.0903	3	Local	Street Restructuring
Muriel	Orlean	End	AC	0.1062	4	0	0.1062	4	Local	Street Restructuring
Myrtle	61st	Harding	AC	0.0769	3	0	0.0769	3	Local	Street Restructuring
Myrtle	Harding	Artesia	AC	0.1011	4	1	0.1063	4	Local	Street Restructuring
Myrtle	Market	South	AC	0.0855	3	3	0.0917	3	Local	Street Restructuring
Myrtle	South	61st	AC	0.0855	3	1	0.0915	3	Local	Street Restructuring
Neece	Long Beach	Muriel	AC	0.0686	3	3	0.0846	3	Local	Street Restructuring
Neece	Muriel	White	AC	0.0855	3	1	0.0908	3	Local	Street Restructuring
Newton	70th	Thompson	AC	0.1749	4	1	0.2200	5	Local	Street Restructuring
Norton	Dairy	57th	AC	0.0920	3	1	0.1118	4	Local	Street Restructuring
Norton	Linden	Dairy	AC	0.1709	4	1	0.1850	4	Local	Street Restructuring
Obispo	68th	Artesia	AC	0.1962	4	3	0.2171	5	Local	Street Restructuring
Obispo	70th	68th	AC	0.0905	3	1	0.1000	3	Local	Street Restructuring
Olive	67th	Artesia	AC	0.0855	3	1	0.1045	4	Local	Street Restructuring
Olive	72nd	70th	AC	0.0754	3	1	0.0895	3	Local	Street Restructuring
Olive	Janice	South	AC	0.1749	4	1	0.1846	4	Local	Street Restructuring
Olive	Market	End - towards 53rd	AC	0.0855	3	3	0.1036	4	Local	Street Restructuring
Olive	Penfold	68th	AC	0.0855	3	1	0.1491	4	Local	Street Restructuring
Olive	SCE Easement	68th	AC	0.1059	4	0	0.1059	4	Local	Street Restructuring
Olive	South	Market	AC	0.0855	3	3	0.0917	3	Local	Street Restructuring
Orcutt	67th Way	L.A. County Line	AC	0.0874	3	1	0.0899	3	Local	Street Restructuring
Orcutt	Bort	Forhan	AC	0.1832	4	3	0.2099	5	Local	Street Restructuring
Oregon	49th	48th	AC	0.0939	3	2	0.1124	4	Local	Street Restructuring
Oregon	Del Amo	59th	AC	0.0769	3	1	0.0953	3	Local	Street Restructuring
Orizaba	55th Way	South	AC	0.0999	3	1	0.1053	4	Local	Street Restructuring
Orizaba	64th	Artesia	AC	0.0977	3	1	0.1026	4	Local	Street Restructuring
Orizaba	67th	Artesia	AC	0.0999	3	3	0.1238	4	Local	Street Restructuring
Orizaba	68th	67th Way	AC	0.1681	4	3	0.2008	5	Local	Street Restructuring
Orizaba	Harding	Poppy	AC	0.1389	4	3	0.1787	4	Local	Street Restructuring
Orizaba	Poppy	64th	AC	0.0955	3	0	0.0955	3	Local	Street Restructuring
Orizaba	Thompson	End	AC	0.0563	3	2	0.0689	3	Local	Street Restructuring
Orleans	Muriel	End	AC	0.0874	3	1	0.1056	4	Local	Street Restructuring
Osgood	De Forest	Linden	AC	0.0855	3	0	0.0883	3	Local	Street Restructuring
Paramount Blvd	63rd	Artesia	AC	0.2030	5	1	0.2099	5	Arterial	Street Restructuring
Paramount Blvd	68th	Artesia	AC	0.1655	4	3	0.1816	4	Arterial	Street Restructuring
Paramount Blvd	Candlewood	South	AC	0.2795	5	1	0.3047	5	Arterial	Street Restructuring
Paramount Blvd	South	63rd	AC	0.2190	5	1	0.2429	5	Arterial	Street Restructuring
Peace	Grisham	Ruth	AC	0.0378	2	2	0.0434	2	Local	Street Restructuring
Peace	Locust	Elm	AC	0.0582	3	3	0.0707	3	Local	Street Restructuring
Penfold	Myrtle	Millmark	AC	0.0442	2	0	0.0467	2	Local	Street Restructuring
Penfold	Orange	Myrtle	AC	0.0442	2	1	0.0454	2	Local	Street Restructuring

Alphabetical Listing for Streets

Street	From	To	Type	Pvmt. Priority	Pvmt. Category	Sdwk. Cat.	Comb. Priority	Comb. Cat.	Street Type	Pvmt Upgrade
Phillips	Cherry	Walnut	AC	0.0424	2	3	0.0513	2	Local	Street Restructuring
Phillips	Walnut	Rose	AC	0.0582	3	0	0.0678	3	Local	Street Restructuring
Pine	51st	Market	AC	0.0679	3	2	0.0732	3	Local	Street Restructuring
Pine	Market	Ellis	AC	0.0092	3	1	0.0100	3	Local	Street Reconstruction
Plah St.	Long Beach	Linden	AC	0.0477	2	1	0.0497	2	Local	Street Restructuring
Pleasant	Atlantic	Linden	AC	0.0371	2	1	0.0453	2	Local	Street Restructuring
Pleasant	Del Amo	Linden	AC	0.0477	2	4	0.0633	3	Local	Street Restructuring
Pleasant	Virginia	Long Beach	AC	0.0077	3	3	0.0082	3	Local	Street Reconstruction
Pleasant St	Long Beach	Del Amo	AC	0.0618	3	3	0.0728	3	Local	Street Restructuring
Plenty St.	Approx. Locust	Linden	AC	0.0477	2	1	0.0508	2	Local	Street Restructuring
Plymouth	Lewis	Cerritos	AC	0.0416	2	1	0.0471	2	Local	Street Restructuring
Plymouth	Long Beach	(L. A. River)	AC	0.0378	2	2	0.0417	2	Local	Street Restructuring
Plymouth	Long Beach Blvd.	Linden	AC	0.0596	3	1	0.0618	3	Local	Street Restructuring
Plymouth	Orange	Cherry	AC	0.0582	3	3	0.0618	3	Local	Street Restructuring
Poinsetta	Orange	Walnut	AC	0.0424	2	3	0.0466	2	Local	Street Restructuring
Poinsetta	Raymond	St. Louis	AC	0.0571	3	1	0.0693	3	Local	Street Restructuring
Poinsetta	Rose	Cherry	AC	0.0424	2	4	0.0509	2	Local	Street Restructuring
Poppy	De Forest	Atlantic	AC	0.0424	2	3	0.0480	2	Local	Street Restructuring
Poppy St.	Terminal	Cherry	AC	0.0385	2	2	0.0442	2	Local	Street Restructuring
Rahn	Barclay	(just past Adams)	AC	0.0416	2	3	0.0453	2	Local	Street Restructuring
Raymond Ave.	63rd	65th	AC	0.1540	4	1	0.1611	4	Local	Street Restructuring
Rio	boundry line	48th	AC	0.0385	2	1	0.0521	2	Local	Street Restructuring
Roger	Cherry	(end of street just past Rose)	AC	0.0571	3	1	0.0635	3	Local	Street Restructuring
Rose	57th	South	AC	0.0424	2	4	0.0704	3	Local	Street Restructuring
Rose	Artesia	67th	AC	0.0433	2	3	0.0541	2	Local	Street Restructuring
Rose	Harding	Artesia	AC	0.0666	3	2	0.0683	3	Local	Street Restructuring
Rose	Market	Phillips	AC	0.2134	5	1	0.2152	5	Local	Street Restructuring
Rose	Phillips	57th	AC	0.0433	2	1	0.0499	2	Local	Street Restructuring
Rose	South	Harding	AC	0.0433	2	2	0.0451	2	Local	Street Restructuring
Ruth	City Limit	47th	AC	0.0378	2	0	0.0457	2	Local	Street Restructuring
Ruth	Peace	49th	AC	0.0359	2	3	0.0404	2	Local	Street Restructuring
San Antonio	Atlantic	California	AC	0.1772	4	2	0.1911	4	Local	Street Restructuring
Sarnia	Artesia	Artesia Freeway	AC	0.0704	3	0	0.0704	3	Local	Street Restructuring
Sawyer	Johnson	Indiana	AC	0.0874	3	1	0.0976	3	Local	Street Restructuring
Sawyer	Knight	Coronado	AC	0.0874	3	1	0.0960	3	Local	Street Restructuring
Sawyer	Paramount	Obispo	AC	0.0855	3	1	0.0943	3	Local	Street Restructuring
Schilling	Artesia	Artesia Freeway	AC	0.1409	4	1	0.1780	4	Local	Street Restructuring
Scott	Long Beach	White	AC	0.0740	3	3	0.0857	3	Local	Street Restructuring
Scott	Rahn	Long Beach	AC	0.0916	3	1	0.1105	4	Local	Street Restructuring
Silva	Del Amo	Bentree Circle	AC	0.1636	4	2	0.1967	4	Local	Street Restructuring
Silva	Locust	Linden	AC	0.1040	4	1	0.1132	4	Local	Street Restructuring
Smith	De Forest	Linden	AC	0.1840	4	2	0.1958	4	Local	Street Restructuring
South Street	Cherry	Paramount	AC	0.2099	5	1	0.2519	5	Arterial	Street Restructuring
South Street	Dairy	Atlantic	AC	0.2475	5	3	0.2583	5	Local	Street Restructuring
South Street	De Forest	Jaymills	AC	0.0614	3	2	0.0748	3	Local	Street Restructuring
South Street	Jaymills	Dairy	AC	0.0782	3	2	0.0944	3	Local	Street Restructuring
St Francis (Cul-de-sac)	St Francis	End (S)	AC	0.1225	4	0	0.1225	4	Local	Street Restructuring
St. Francis Place	Obispo	Downey	AC	0.0836	3	0	0.0884	3	Local	Street Restructuring
St. Louis	63rd	65th	AC	0.0801	3	1	0.0849	3	Local	Street Restructuring
St. Louis	Poppy	End	AC	0.0563	3	1	0.0665	3	Local	Street Restructuring
Stawley	Thompson	70th	AC	0.0855	3	3	0.1088	4	Local	Street Restructuring
Sunset	Long Beach	Linden	AC	0.1803	4	2	0.1903	4	Local	Street Restructuring
Taylor	Gale	(Past Delta end)	AC	0.1721	4	1	0.1898	4	Local	Street Restructuring
Terminal	Curry	Poppy	AC	0.1121	4	3	0.1251	4	Local	Street Restructuring

Alphabetical Listing for Streets

Street	From	To	Type	Pvmt. Priority	Pvmt. Category	Sdwk. Cat.	Comb. Priority	Comb. Cat.	Street Type	Pvmt Upgrade
Thompson	Pacific Railroad	Paramount	AC	0.0711	3	1	0.0744	3	Local	Street Restructuring
Thompson	Paramount	Obispo	AC	0.0855	3	2	0.0946	3	Local	Street Restructuring
Trafford	Long Beach	Rahn	AC	0.0939	3	1	0.1132	4	Local	Street Restructuring
Verdura	Harding	Poppy	AC	0.0855	3	3	0.1123	4	Local	Street Restructuring
Via Alcalde	Via Plata	Carson	AC	0.0581	3	0	0.0721	3	Local	Street Restructuring
Via Almendro	Via Veranada	End	AC	0.0830	3	0	0.0830	3	Local	Street Restructuring
Via Barola	Via Veranda	End	AC	0.0830	3	0	0.0830	3	Local	Street Restructuring
Via Carmelitos	Via Wanda	End	AC	0.0551	3	4	0.0791	3	Local	Street Restructuring
Via Oro	Hughes	Via Plata	AC	0.1261	4	1	0.1327	4	Local	Street Restructuring
Via Passi	Via Veran	Via Veran	AC	0.2053	5	0	0.2053	5	Local	Street Restructuring
Via Plata	Via Oro	Via Alcalde	AC	0.0581	3	0	0.0678	3	Local	Street Restructuring
Via Veranda	52nd	Via Almendro	AC	0.0216	5	3	0.0233	5	Local	Street Reconstruction
Via Veranda	Via Camelitos	Via Almendora	AC	0.0818	3	1	0.0895	3	Local	Street Restructuring
Via Wanda	Orange	Via Carmelitos	AC	0.1749	4	1	0.2133	5	Local	Street Restructuring
Via Wanda	Via Carmelitos	End - near Atlantic Plaza	AC	0.1715	4	1	0.1761	4	Local	Street Restructuring
Virginia	48th	49th	AC	0.0855	3	3	0.0947	3	Local	Street Restructuring
Virginia	49th	Del Amo	AC	0.2174	5	3	0.2345	5	Local	Street Restructuring
Virginia	City Limit	47th	AC	0.1381	4	0	0.1901	4	Local	Street Restructuring
Virginia	Del Amo	Home	AC	0.0855	3	0	0.1071	4	Local	Street Restructuring
Virginia	Union Pacific Railroad	48th	AC	0.0485	2	2	0.0583	3	Local	Street Restructuring
Walnut	67th	Artesia	AC	0.0784	3	2	0.0972	3	Local	Street Restructuring
Walnut	Artesia	Harding	AC	0.1721	4	2	0.1815	4	Local	Street Restructuring
Walnut	Eleanor	68th	AC	0.0754	3	1	0.0955	3	Local	Street Restructuring
Walnut	Harding	South	AC	0.0784	3	1	0.0816	3	Local	Street Restructuring
Walnut	Jackson	Market	AC	0.1618	4	1	0.1743	4	Local	Street Restructuring
Walnut	South	Market	AC	0.0801	3	1	0.0806	3	Local	Street Restructuring
Warnock	Hughes	Santa Fe	AC	0.1369	4	3	0.1639	4	Local	Street Restructuring
Washington	Orange	Rose	AC	0.1160	4	3	0.1295	4	Local	Street Restructuring
White	67th Way	67th	AC	0.0836	3	1	0.1269	4	Local	Street Restructuring
White	68th	67th Way	AC	0.0754	3	2	0.0836	3	Local	Street Restructuring
White	69th Way	68th	AC	0.0836	3	1	0.0876	3	Local	Street Restructuring
White	Adams	North terminus	AC	0.1036	4	2	0.1073	4	Local	Street Restructuring
White	Scott	Gordon	AC	0.0836	3	1	0.0863	3	Local	Street Restructuring
Zane	DeForrest	Daisy	AC	0.1825	4	1	0.2205	5	Local	Street Restructuring
Zane	Long Beach	End	AC	0.1370	4	2	0.1647	4	Local	Street Restructuring
48th	Oregon	End	AC	0.0000	0	3	0.0000	0	Local	None
57th	Daisy	Linden	AC	0.0000	0	1	0.0000	0	Local	None
61st	California	Atlantic	AC	0.0000	0	2	0.0000	0	Local	None
61st	Orange	California	AC	0.0000	0	2	0.0000	0	Local	None
63rd	Atlantic	De Forest	AC	0.0000	0	1	0.0000	0	Local	None
65th	Rose	Cherry	AC	0.0000	0	3	0.0000	0	Local	None
Charity	Lime	Olive	AC	0.0000	0	4	0.0000	0	Local	None
Cummings	White	Just past Butler	AC	0.0000	0	3	0.0000	0	Local	None
Eleanore	White	(just past Butler)	AC	0.0000	0	3	0.0000	0	Local	None
Elm	63rd	End	AC	0.0000	0	5	0.0000	0	Local	None
Falcon	South	59th	AC	0.0000	0	3	0.0000	0	Local	None
Forbes	Via Oro	End	AC	0.0000	0	3	0.0000	0	Local	None
Fuego	Harbor	Gale	AC	0.0000	0	3	0.0000	0	Local	None
Galliard	Butler	Bellhurst	AC	0.0000	0	4	0.0000	0	Local	None
Gaviota	Harding	South	AC	0.0000	0	1	0.0000	0	Local	None
Greenleaf	Harbor	Long Beach	AC	0.0000	0	3	0.0000	0	Local	None
Greenleaf	Long Beach	Atlantic	AC	0.0000	0	1	0.0000	0	Local	None
Grisham	(Boundry line)	47th	AC	0.0000	0	4	0.0000	0	Local	None
Harding	Obispo	Downey	AC	0.0000	0	1	0.0000	0	Local	None

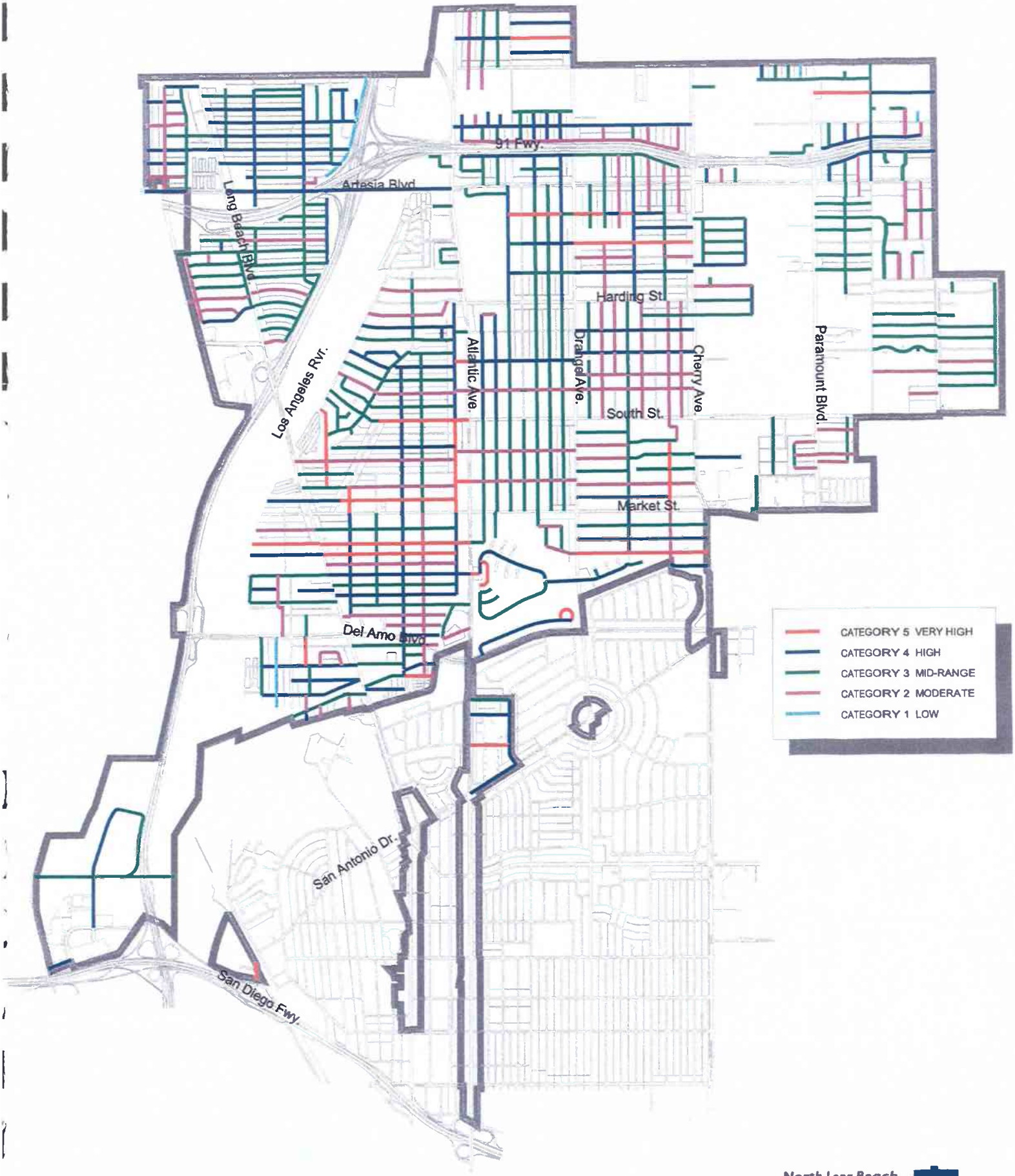
Alphabetical Listing for Streets

Street	From	To	Type	Pvmt. Priority	Pvmt. Category	Sdwk. Cat.	Comb. Priority	Comb. Cat.	Street Type	Pvmt Upgrade
Heath Lane	White	(just past Bulter)	AC	0.0000	0	2	0.0000	0	Local	None
Home St.	Long Beach	Pacific	AC	0.0000	0	2	0.0000	0	Local	None
Hullett	Paramount	End (E)	AC	0.0000	0	2	0.0000	0	Local	None
Janice	Downey	(Obispo)	AC	0.0000	0	1	0.0000	0	Local	None
Jaymills	61st E	Adair	AC	0.0000	0	4	0.0000	0	Local	None
Johnson	Poppy	64th	AC	0.0000	0	2	0.0000	0	Local	None
Marker	Butler	Coachella	AC	0.0000	0	3	0.0000	0	Local	None
Marker	Butler	Coachella	AC	0.0000	0	3	0.0000	0	Local	None
Market	Long Beach	L.A. River Basin	AC	0.0000	0	2	0.0000	0	Local	None
Muriel	Orlean	End	AC	0.0000	0	4	0.0000	0	Local	None
Orcutt	End (N)	Forhan	AC	0.0000	0	5	0.0000	0	Local	None
Oregon	48th	End (S)	AC	0.0000	0	5	0.0000	0	Local	None
Orizaba	Harding	End	AC	0.0000	0	5	0.0000	0	Local	None
Pacific	(boundry line)	47th	AC	0.0000	0	4	0.0000	0	Local	None
Pleasant	Pacific	Virgina	AC	0.0000	0	3	0.0000	0	Local	None
Poinsetta	Walnut	Rose	AC	0.0000	0	3	0.0000	0	Local	None
Poppy	Cherry	Orange	AC	0.0000	0	1	0.0000	0	Local	None
Poppy St.	Orizaba	Obispo	AC	0.0000	0	3	0.0000	0	Local	None
Poppy St.	Verdura	Coke	AC	0.0000	0	2	0.0000	0	Local	None
Rose Ave.	Eleanor	68th	AC	0.0000	0	3	0.0000	0	Local	None
St Francis (Cul-de-sac)	End (N)	St Francis	AC	0.0000	0	5	0.0000	0	Local	None
St Francis (Cul-de-sac)	St Francis	End (S)	AC	0.0000	0	5	0.0000	0	Local	None
Walnut	Eleanor	67th	AC	0.0000	0	4	0.0000	0	Local	None
Walnut	Jackson	52nd	AC	0.0000	0	4	0.0000	0	Local	None
Washington	Rose	Cherry	AC	0.0000	0	3	0.0000	0	Local	None
White	69th E	End	AC	0.0000	0	5	0.0000	0	Local	None

APPENDIX B

Local Street Pavement Restructuring

Figure III-I. Local Street Pavement Restructuring



North Long Beach Street Enhancement Master Plan

Local Street Pavement Restructuring

Street	From	To	Surface	Length (Ft)	Width (Ft)	Ovly. Thk. (In)	Priority	Category	Cost Pvmt.	Cat. Sub.	Cum. Cost
Atlantic Plaza	Atlantic	Via Veran	AC	140	36	3.3	0.6675	5	$ 9,644		$9,644
65th	Falcon	Walnut	AC	330	30	2.0	0.3048	5	$ 12,049		$21,693
60th	Atlantic	Linden	AC	230	30	2.1	0.2746	5	$ 8,693		$30,386
55th	Atlantic	Linden	AC	250	29	2.1	0.2743	5	$ 9,257		$39,643
Jackson St.	Orange	(Railroad)	AC	570	32	2.0	0.2715	5	$ 45,518		$85,161
65th	Brayton	Gundry	AC	330	30	2.0	0.2651	5	$ 12,049		$97,210
Arbor	Long Beach	End	AC	1550	38	2.0	0.2554	5	$ 65,792		$163,002
Chestnut	55th	De Forest	AC	1790	28	2.0	0.2542	5	$ 62,702		$225,704
71st	Myrtle	Orange	AC	1270	30	1.7	0.2498	5	$ 37,392		$263,095
53rd	Long Beach	L.A. River Basin	AC	1500	29	2.0	0.2489	5	$ 53,656		$316,752
Cedar	Market	Dairy	AC	510	28	2.0	0.2487	5	$ 17,865		$334,616
South Street	Dairy	Atlantic	AC	2269	60	2.4	0.2475	5	$ 156,933		$491,549
65th	Orange	Brayton	AC	310	30	2.2	0.2474	5	$ 12,614		$504,163
69th	Obispo	Paramount	AC	1250	29	2.0	0.2435	5	$ 44,713		$548,877
Linden	Market	South	AC	1960	33	2.0	0.2349	5	$ 75,926		$624,803
Bentree Circle	Silva	Silva	AC	550	32	2.0	0.2343	5	$ 20,898		$645,700
Louise	Dairy	Linden	AC	2520	30	2.0	0.2333	5	$ 92,012		$737,712
53rd	Long Beach	Atlantic	AC	3280	39	2.1	0.2321	5	$ 146,682		$884,394
Mountainview	Long Beach	Linden	AC	2900	36	2.0	0.2221	5	$ 118,793		$1,003,186
Virginia	49th	Del Amo	AC	560	36	2.0	0.2174	5	$ 22,939		$1,026,126
Rose	Market	Phillips	AC	1410	33	1.8	0.2134	5	$ 46,227		$1,072,353
64th	Cherry	Orange	AC	2580	36	2.0	0.2126	5	$ 105,685		$1,178,037
Ambeco	Pacific Railroad	End	AC	350	27	2.2	0.2123	5	$ 13,404		$1,191,442
45th Street	Altantic	California	AC	710	58	2.0	0.2112	5	$ 42,956		$1,234,398
65th	Orange	Myrtle	AC	1080	28	2.1	0.2054	5	$ 39,158		$1,273,556
Via Passi	Via Veran	Via Veran	AC	900	17	2.0	0.2053	5	$ 24,183	$ 1,297,739	$1,297,739
65th	Gundry	Falcon	AC	310	30	1.7	0.1972	4	$ 9,127		$1,306,866
Muriel	(Just past Artesia)	Orleans	AC	1990	30	2.1	0.1970	4	$ 75,214		$1,382,079
Obispo	68th	Artesia	AC	1240	37	2.2	0.1962	4	$ 55,376		$1,437,455
52nd Street	Atlantic	Long Beach	AC	3080	36	2.1	0.1938	4	$ 130,629		$1,568,084
Locust	South	60th	AC	1060	27	2.0	0.1863	4	$ 36,344		$1,604,429
Cerritos	Artesia	Harding	AC	2490	27	2.0	0.1863	4	$ 85,375		$1,689,804
Locust	Market	South	AC	1940	27	2.0	0.1863	4	$ 66,517		$1,756,321
Smith	De Forest	Linden	AC	2000	29	2.0	0.1840	4	$ 71,542		$1,827,863
Orcutt	Bort	Forhan	AC	370	27	1.7	0.1832	4	$ 10,162		$1,838,025

North Long Beach Street Enhancement Master Plan

Local Street Pavement Restructuring

Street	From	To	Surface	Length (Ft)	Width (Ft)	Ovly. Thk. (In)	Priority	Category	Cost Pvmt.	Cat. Sub.	Cum. Cost
Cummings	Gale	Just past Delta	AC	830	27	1.7	0.1832	4	$ 22,796		$1,860,821
Zane	DeForrest	Daisy	AC	600	32	1.7	0.1825	4	$ 18,456		$1,879,277
Adair	60th	Jaymills	AC	850	30	2.0	0.1803	4	$ 31,036		$1,910,313
Cerritos	67th	Artesia	AC	550	30	2.0	0.1803	4	$ 20,082		$1,930,395
68th	Long Beach	White	AC	2700	30	2.0	0.1803	4	$ 98,584		$2,028,979
67th Way	Long Beach	Coachella	AC	3000	30	2.0	0.1803	4	$ 109,538		$2,138,516
Sunset	Long Beach	Linden	AC	2640	30	2.0	0.1803	4	$ 96,393		$2,234,909
49th	Drainage Basin	Locust	AC	2100	30	2.0	0.1803	4	$ 76,676		$2,311,585
63rd	Myrtle	California	AC	260	33	1.8	0.1790	4	$ 8,524		$2,320,110
67th Way	Curtis	Obispo	AC	1000	28	1.7	0.1789	4	$ 28,124		$2,348,234
71st Way	Myrtle	Orange	AC	1270	30	1.7	0.1775	4	$ 37,392		$2,385,626
Lewis Avenue	Inez	Penfold	AC	570	30	1.7	0.1775	4	$ 16,782		$2,402,408
San Antonio	Atlantic	California	AC	1170	78	2.4	0.1772	4	$ 92,815		$2,495,223
52nd	Cherry	Rose	AC	840	27	1.7	0.1762	4	$ 23,071		$2,518,294
Newton	70th	Thompson	AC	250	30	2.0	0.1749	4	$ 9,128		$2,527,422
Louise	Long Beach	Dairy	AC	700	30	2.0	0.1749	4	$ 25,559		$2,552,981
Via Wanda	Orange	Via Carmelitos	AC	660	30	2.0	0.1749	4	$ 24,098		$2,577,079
Cerritos	Penfold	Inez	AC	590	30	2.0	0.1749	4	$ 21,542		$2,598,622
Olive	Janice	South	AC	2400	30	2.0	0.1749	4	$ 87,630		$2,686,252
47th Street	Long Beach	Perpendicular to Loc	AC	860	32	2.0	0.1732	4	$ 32,677		$2,718,928
Walnut	Artesia	Harding	AC	2410	33	1.8	0.1721	4	$ 79,013		$2,797,941
Curtis Avenue	Artesia	67th	AC	300	28	1.7	0.1721	4	$ 8,437		$2,806,378
Taylor	Gale	(Past Delta end)	AC	780	28	1.7	0.1721	4	$ 21,937		$2,828,315
69th Way	White	(Just past Beechley)	AC	420	31	2.0	0.1715	4	$ 15,647		$2,843,962
Via Wanda	Via Carmelitos	End - near Atlantic P	AC	1850	31	2.0	0.1715	4	$ 68,920		$2,912,882
California	San Antonio	46th	AC	1340	77	2.0	0.1713	4	$ 99,957		$3,012,839
Lemon	Penfold	Inez	AC	570	30	1.7	0.1709	4	$ 16,782		$3,029,621
Louise	Long Beach	L.A. River Basin	AC	890	30	1.7	0.1709	4	$ 26,204		$3,055,825
Norton	Linden	Dairy	AC	1910	30	1.7	0.1709	4	$ 56,235		$3,112,060
Linden	Harding	South	AC	2640	33	2.0	0.1699	4	$ 102,268		$3,214,328
Orizaba	68th	67th Way	AC	450	29	1.7	0.1681	4	$ 12,953		$3,227,280
67th	Long Beach	End - past Delta	AC	1500	29	1.7	0.1681	4	$ 43,175		$3,270,455
70th	Gale	Harbor	AC	300	30	1.7	0.1644	4	$ 8,833		$3,279,288
Lewis Avenue	Artesia	67th	AC	550	30	1.7	0.1644	4	$ 16,193		$3,295,481
Silva	Del Amo	Bentree Circle	AC	2300	35	2.0	0.1636	4	$ 92,509		$3,387,990
49th	Long Beach	Pacific	AC	1435	35	2.0	0.1636	4	$ 57,717		$3,445,707

North Long Beach Street Enhancement Master Plan

Local Street Pavement Restructuring

Street	From	To	Surface	Length (Ft)	Width (Ft)	Ovly. Thk. (In)	Priority	Category	Cost Pvmt.	Cat. Sub.	Cum. Cost
Walnut	Jackson	Market	AC	860	34	2.0	0.1618	4	$ 33,952		$3,479,660
67th	Obispo	Johnson	AC	1000	40	1.7	0.1612	4	$ 36,032		$3,515,692
49th	Pacific	Oregon	AC	600	36	2.0	0.1607	4	$ 24,578		$3,540,269
Linden	Sunset	Market	AC	1790	33	2.0	0.1599	4	$ 69,341		$3,609,610
Artesia Frontage	Delta	Long Beach	AC	1550	88	2.4	0.1596	4	$ 147,933		$3,757,543
Artesia Frontage	Long Beach	Atlantic	AC	5000	88	2.4	0.1555	4	$ 477,204		$4,234,747
California (N/B)	45th	San Antonio	AC	1500	32	2.3	0.1554	4	$ 61,810		$4,296,557
Coachella	End (N)	End (S)	AC	400	32	1.7	0.1542	4	$ 12,304		$4,308,861
67th	Millmark	Orange	AC	2360	33	1.7	0.1540	4	$ 74,149		$4,383,011
Raymond Ave.	63rd	65th	AC	1120	33	1.7	0.1540	4	$ 35,189		$4,418,200
45th Way	Atlantic	California	AC	710	37	2.0	0.1532	4	$ 29,610		$4,447,810
69th	Obispo	Downey	AC	1220	37	2.0	0.1532	4	$ 50,880		$4,498,690
California (S/B)	45th	San Antonio	AC	1500	32	2.3	0.1525	4	$ 61,810		$4,560,500
Butler	Artesia	Galliard	AC	1900	34	1.7	0.1509	4	$ 60,948		$4,621,449
52nd Street	Orange	Brayton	AC	250	38	2.0	0.1505	4	$ 10,612		$4,632,060
48th	Pacific	Long Beach	AC	1610	35	1.7	0.1478	4	$ 52,707		$4,684,767
48th	Oregon	Pacific	AC	660	35	1.7	0.1478	4	$ 21,606		$4,706,374
Lime Avenue	South	Janice	AC	400	30	1.8	0.1475	4	$ 13,578		$4,719,952
60th	California	Orange	AC	1080	30	2.2	0.1451	4	$ 42,206		$4,762,158
60th	Orange	Cherry	AC	2580	30	2.2	0.1451	4	$ 100,825		$4,862,982
Mountainview	Long Beach	L.A. River Basin	AC	1600	36	1.7	0.1449	4	$ 53,434		$4,916,416
McKenzie	Cherry	Walnut	AC	1260	36	1.7	0.1449	4	$ 42,079		$4,958,495
71st	Atlantic	Myrtle	AC	1230	36	1.7	0.1449	4	$ 41,077		$4,999,572
Schilling	Artesia	Artesia Freeway	AC	250	35	1.5	0.1409	4	$ 7,474		$5,007,045
Orizaba	Harding	Poppy	AC	200	16	1.8	0.1389	4	$ 4,223		$5,011,268
60th	Atlantic	California	AC	1180	30	2.2	0.1385	4	$ 46,114		$5,057,382
Virginia	City Limit	47th	AC	120	36	1.5	0.1381	4	$ 3,660		$5,061,041
Zane	Long Beach	End	AC	810	32	1.8	0.1370	4	$ 28,608		$5,089,650
Warnock	Hughes	Santa Fe	AC	550	69	1.7	0.1369	4	$ 30,328		$5,119,977
70th	Gale	Long Beach	AC	370	32	1.7	0.1353	4	$ 11,381		$5,131,359
60th	DeForrest	Jaymills	AC	910	32	1.7	0.1353	4	$ 27,992		$5,159,350
65th	Walnut	Gaviota	AC	330	36	2.0	0.1347	4	$ 13,518		$5,172,868
65th	Gaviota	Rose	AC	330	36	2.0	0.1347	4	$ 13,518		$5,186,386
52nd Street	Brayton	Walnut	AC	1100	30	2.0	0.1318	4	$ 36,622		$5,223,008
64th	Orange	California	AC	1080	29	2.1	0.1280	4	$ 39,989		$5,262,996
Locust	49th	Arbor	AC	250	28	2.0	0.1271	4	$ 8,757		$5,271,754

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Local Street Pavement Restructuring

Street	From	To	Surface	Length (Ft)	Width (Ft)	Ovly. Thk. (In)	Priority	Category	Cost Pvmt.	Cat. Sub.	Cum. Cost
Locust	Del Amo	49th	AC	550	26	2.0	0.1269	4	$ 18,450		$5,290,204
Via Oro	Hughes	Via Plata	AC	2700	61	1.7	0.1261	4	$ 134,648		$5,424,852
61st	Cherry	Orange	AC	3580	30	2.1	0.1254	4	$ 135,309		$5,560,161
St Francis (Cul-de-sac)	St Francis	End (S)	AC	100	32	1.8	0.1225	4	$ 3,532		$5,563,693
Cedar	Market	Home	AC	2050	27	2.0	0.1186	4	$ 70,289		$5,633,982
70th Way	Orange	Myrtle	AC	1260	31	2.0	0.1168	4	$ 42,883		$5,676,865
60th	Linden	Jaymills	AC	1350	30	2.0	0.1166	4	$ 49,292		$5,726,157
Washington	Orange	Rose	AC	1980	28	2.0	0.1160	4	$ 69,357		$5,795,515
67th	Curtis	Downey	AC	2360	28	2.0	0.1160	4	$ 82,668		$5,878,183
Anderson	Smith	61st	AC	250	29	2.0	0.1136	4	$ 8,943		$5,887,126
Arbor	Long Beach	Pacific	AC	1500	29	2.0	0.1136	4	$ 53,656		$5,940,782
Cherry Industrial Circle	Cherry	End	AC	1000	47	1.5	0.1134	4	$ 37,139		$5,977,921
68th	Atlantic	Myrtle	AC	1280	35	2.0	0.1130	4	$ 47,362		$6,025,283
68th	Myrtle	Orange	AC	1250	35	2.0	0.1130	4	$ 46,252		$6,071,534
Curry Street	Downey	End	AC	310	29	1.5	0.1126	4	$ 8,144		$6,079,679
Terminal	Curry	Poppy	AC	570	22	1.7	0.1121	4	$ 13,777		$6,093,456
Beechley	Coachella	69th Way	AC	1180	30	2.0	0.1113	4	$ 43,085		$6,136,541
69th	Long Beach	Butler	AC	2200	30	2.0	0.1113	4	$ 80,328		$6,216,868
67th	Coachella	Long Beach	AC	2680	30	2.0	0.1113	4	$ 97,854		$6,314,722
63rd	Orange	Cherry	AC	2580	30	2.0	0.1113	4	$ 94,202		$6,408,924
68th	Long Beach	Coachella	AC	3230	30	2.0	0.1113	4	$ 117,935		$6,526,859
68th	Orange	Cherry	AC	2580	36	2.0	0.1108	4	$ 97,377		$6,624,236
Muriel	Orlean	End	AC	250	32	1.7	0.1062	4	$ 4,786		$6,629,022
Millmark	Penfold	SCE Easement	AC	620	30	1.5	0.1059	4	$ 16,663		$6,645,685
Olive	SCE Easement	68th	AC	260	30	1.5	0.1059	4	$ 6,988		$6,652,672
Lime Avenue	SCE Easement	68th	AC	260	30	1.5	0.1059	4	$ 6,988		$6,659,660
Locust	Del Amo	Market	AC	2330	27	1.7	0.1057	4	$ 63,994		$6,723,655
63rd	Cherry	Raymond	AC	1100	33	2.0	0.1049	4	$ 42,612		$6,766,266
Silva	Locust	Linden	AC	780	36	2.0	0.1040	4	$ 31,951		$6,798,217
Marker	End (W)	Muriel	AC	180	30	1.5	0.1038	4	$ 4,838		$6,803,055
White	Adams	North terminus	AC	1500	25	1.7	0.1036	4	$ 39,221		$6,842,276
53rd	Cherry	Orange	AC	2850	27	1.8	0.1023	4	$ 81,698		$6,923,974
Barclay Street	Long Beach	Rahn	AC	1150	27	1.8	0.1023	4	$ 32,966		$6,956,940
Myrtle	Harding	Artesia	AC	2580	35	2.0	0.1011	4	$ 103,771	$ 5,762,973	$7,060,711
Orizaba	67th	Artesia	AC	410	28	1.8	0.0999	3	$ 12,035		$7,072,746

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Local Street Pavement Restructuring

Street	From	To	Surface	Length (Ft)	Width (Ft)	Ovly. Thk. (In)	Priority	Category	Cost Pvmt.	Cat. Sub.	Cum. Cost
Orizaba	55th Way	South	AC	1010	28	1.8	0.0999	3	$ 29,646		$7,102,392
67th	Paramount	End - towards Pacific	AC	1200	33	1.5	0.0992	3	$ 34,424		$7,136,816
La and S	End (N)	Candlewood	AC	75	36	2.0	0.0992	3	$ 3,314		$7,140,130
Huges Way	Warnock	End	AC	2100	50	2.2	0.0985	3	$ 134,134		$7,274,264
63rd	Paramount	Obispo	AC	1240	36	1.9	0.0981	3	$ 45,005		$7,319,268
Orizaba	64th	Artesia	AC	1300	29	1.8	0.0977	3	$ 39,051		$7,358,319
53rd	Lime	Atlantic	AC	240	30	1.8	0.0955	3	$ 7,374		$7,365,693
65th	Myrtle	California	AC	260	30	1.8	0.0955	3	$ 7,989		$7,373,682
Orizaba	Poppy	64th	AC	950	30	1.8	0.0955	3	$ 29,189		$7,402,871
65th	California	Orange	AC	1080	30	1.8	0.0955	3	$ 33,184		$7,436,055
Trafford	Long Beach	Rahn	AC	1140	26	1.7	0.0939	3	$ 30,559		$7,466,614
Oregon	49th	48th	AC	600	26	1.7	0.0939	3	$ 16,084		$7,482,698
Carson	Via Oro	Santa Fe	AC	1250	67	1.7	0.0935	3	$ 67,279		$7,549,978
Norton	Dairy	57th	AC	730	30	1.7	0.0920	3	$ 21,493		$7,571,471
Morningside	Long Beach	Linden	AC	2700	30	1.7	0.0920	3	$ 79,494		$7,650,965
68th	Obispo	End	AC	100	27	1.7	0.0916	3	$ 2,747		$7,653,711
Michelson	Orange	Walnut	AC	1100	27	1.7	0.0916	3	$ 30,212		$7,683,923
Grayton Avenue	52nd	End	AC	200	27	1.7	0.0916	3	$ 5,493		$7,689,416
Marker	Butler	Muriel	AC	1050	27	1.7	0.0916	3	$ 28,839		$7,718,255
Scott	Rahn	Long Beach	AC	1140	27	1.7	0.0916	3	$ 31,311		$7,749,566
51st	Long Beach	De Forest	AC	2050	27	1.7	0.0916	3	$ 56,304		$7,805,870
Brayton Avenue	Grant School	Artesia	AC	840	27	1.7	0.0916	3	$ 23,071		$7,828,941
Adair	Jaymills	Linden	AC	1050	27	1.7	0.0916	3	$ 28,839		$7,857,780
Obispo	70th	68th	AC	1300	37	1.9	0.0905	3	$ 48,111		$7,905,890
Lime Avenue	53rd	Market	AC	630	28	1.7	0.0895	3	$ 17,718		$7,923,609
49th	Locust	Long Beach	AC	960	28	1.7	0.0895	3	$ 26,999		$7,950,608
Carson	Via Alcalde	End	AC	700	28	1.7	0.0895	3	$ 19,687		$7,970,295
52nd Street	Walnut	End	AC	350	28	1.7	0.0895	3	$ 9,844		$7,980,139
La Jara	Lake	Downey	AC	1140	28	1.7	0.0895	3	$ 32,062		$8,012,200
69th Way	Butler	Long Beah	AC	2250	28	1.7	0.0895	3	$ 63,280		$8,075,480
Lime Avenue	Market	South	AC	1960	28	1.7	0.0895	3	$ 55,124		$8,130,604
Lewis Avenue	South	Market	AC	1960	28	1.7	0.0895	3	$ 55,124		$8,185,728
California	Market	South	AC	1990	28	1.7	0.0895	3	$ 55,968		$8,241,696
Lemon	Market	South	AC	1960	28	1.7	0.0895	3	$ 55,124		$8,296,819
Lewis Avenue	Artesia	Harding	AC	2490	28	1.7	0.0895	3	$ 70,030		$8,366,849
Arbella Street	Downey	Lake	AC	1150	28	1.7	0.0895	3	$ 32,343		$8,399,192

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Street	From	To	Surface	Length (Ft)	Width (Ft)	Ovly. Thk. (In)	Priority	Category	Cost Pvmt.	Cat. Sub.	Cum. Cost
Andy Street	Downey	Lake	AC	1200	28	1.7	0.0895	3	$ 33,749		$8,432,941
Adams Street	Rahn	Long Beach	AC	1130	32	1.7	0.0881	3	$ 34,759		$8,467,700
64th	California	Myrtle	AC	260	29	1.7	0.0874	3	$ 7,484		$8,475,184
Lime Avenue	Penfold	68th	AC	250	29	1.7	0.0874	3	$ 7,196		$8,482,380
Curtis Avenue	68th	67th Way	AC	500	29	1.7	0.0874	3	$ 14,392		$8,496,772
La Jara	Downey	Obispo	AC	1220	29	1.7	0.0874	3	$ 35,116		$8,531,887
64th	St. Louis	Raymond	AC	850	29	1.7	0.0874	3	$ 24,466		$8,556,353
McKenzie	Raymond	St. Louis	AC	860	29	1.7	0.0874	3	$ 24,754		$8,581,107
Orleans	Muriel	End	AC	1050	29	1.7	0.0874	3	$ 30,223		$8,611,329
Millmark	67th	Barry	AC	370	29	2	0.0874	3	$ 10,650		$8,621,979
Lime Avenue	Artesia	67th	AC	560	29	1.7	0.0874	3	$ 16,119		$8,638,098
Sawyer	Johnson	Indiana	AC	310	29	1.7	0.0874	3	$ 8,923		$8,647,021
63rd	California	Orange	AC	1100	29	1.7	0.0874	3	$ 31,662		$8,678,682
Sawyer	Knight	Coronado	AC	300	29	1.7	0.0874	3	$ 8,635		$8,687,317
Cerritos	South	Market	AC	1940	29	1.7	0.0874	3	$ 55,840		$8,743,157
61st	Linden	De Forest	AC	2140	29	1.7	0.0874	3	$ 61,596		$8,804,754
Lewis Avenue	Harding	South	AC	2490	29	1.7	0.0874	3	$ 71,671		$8,876,424
Orcutt	67th Way	L.A. County Line	AC	1210	29	1.7	0.0874	3	$ 34,828		$8,911,252
51st	Atlantic	Cedar	AC	2610	29	1.7	0.0874	3	$ 75,125		$8,986,376
52nd	De Forest	Long Beach	AC	1810	35	1.8	0.0859	3	$ 61,827		$9,048,203
Olive	Penfold	68th	AC	250	30	1.7	0.0855	3	$ 7,361		$9,055,564
Barry Drive	Millmark	Lime	AC	400	30	1.7	0.0855	3	$ 11,777		$9,067,341
Verdura	Harding	Poppy	AC	210	30	1.7	0.0855	3	$ 6,183		$9,073,524
California	Penfold	Inez	AC	600	30	1.7	0.0855	3	$ 17,665		$9,091,189
Lester	Jaymills	57th	AC	100	30	1.7	0.0855	3	$ 2,944		$9,094,133
Stawley	Thompson	70th	AC	250	30	1.7	0.0855	3	$ 7,361		$9,101,494
Lake	Thompson	70th	AC	250	30	1.7	0.0855	3	$ 7,361		$9,108,854
61st	Atlantic	Linden	AC	230	30	1.7	0.0855	3	$ 6,772		$9,115,626
Virginia	Del Amo	Home	AC	380	30	1.7	0.0855	3	$ 11,188		$9,126,814
Cerritos	Plymouth	Jackson	AC	450	30	1.7	0.0855	3	$ 13,249		$9,140,063
Lewis Avenue	Market	Plymouth	AC	300	30	1.7	0.0855	3	$ 8,833		$9,148,896
Olive	67th	Artesia	AC	590	30	1.7	0.0855	3	$ 17,371		$9,166,267
61st	Obispo	Downey	AC	1220	30	1.7	0.0855	3	$ 35,920		$9,202,186
Olive	Market	End - towards 53rd	AC	560	30	1.7	0.0855	3	$ 16,488		$9,218,674
Coolridge Street	Artesia	Myrtle	AC	1030	30	1.7	0.0855	3	$ 30,326		$9,249,000
Cambridge Street	White	Long Beach	AC	675	30	1.7	0.0855	3	$ 19,874		$9,268,873

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Bellhurst	Galliard	68th Way	AC	800	30	1.7	0.0855	3	$ 23,554		$9,292,427
Coolridge Street	White	Butler	AC	500	30	1.7	0.0855	3	$ 14,721		$9,307,148
Arbor	Long Beach	Locust	AC	820	30	1.7	0.0855	3	$ 24,143		$9,331,291
Cedar Avenue	Jaymills	De Forest	AC	800	30	1.7	0.0855	3	$ 23,554		$9,354,845
Adams Street	Long Beach	White	AC	1820	30	1.7	0.0855	3	$ 53,585		$9,408,430
65th	Paramount	Obispo	AC	1240	30	1.7	0.0855	3	$ 36,508		$9,444,938
Virginia	48th	49th	AC	610	30	1.7	0.0855	3	$ 17,960		$9,462,898
Thompson	Paramount	Obispo	AC	1240	30	1.7	0.0855	3	$ 36,508		$9,499,406
Sawyer	Paramount	Obispo	AC	1240	30	1.7	0.0855	3	$ 36,508		$9,535,915
65th	White	End - past Butler	AC	1050	30	1.7	0.0855	3	$ 30,914		$9,566,829
Olive	South	Market	AC	1960	30	1.7	0.0855	3	$ 57,707		$9,624,536
Myrtle	Market	South	AC	1960	30	1.7	0.0855	3	$ 57,707		$9,682,243
Myrtle	South	61st	AC	1860	30	1.7	0.0855	3	$ 54,763		$9,737,006
66th Way	Just past Lewis	Cerritos	AC	960	30	1.7	0.0855	3	$ 28,265		$9,765,270
Neece	Muriel	White	AC	1610	30	1.7	0.0855	3	$ 47,402		$9,812,673
47th Street	Pacific	Long Beach	AC	1750	30	1.7	0.0855	3	$ 51,524		$9,864,197
Bort	White	Long Beach	AC	1870	30	1.7	0.0855	3	$ 55,057		$9,919,254
Cerritos	Harding	South	AC	2490	30	1.7	0.0855	3	$ 73,311		$9,992,565
Lemon	South	Harding	AC	2490	30	1.7	0.0855	3	$ 73,311		$10,065,876
Curry Street	John	Cherry	AC	1110	30	1.7	0.0855	3	$ 32,681		$10,098,557
Curry Street	Obispo	Downey	AC	1230	30	1.7	0.0855	3	$ 36,214		$10,134,771
Brayton Avenue	South	Harding	AC	2470	30	1.7	0.0855	3	$ 72,722		$10,207,494
Cade	Paramount	Obispo	AC	1260	30	1.7	0.0855	3	$ 37,097		$10,244,591
Osgood	De Forest	Linden	AC	2500	30	1.7	0.0855	3	$ 73,606		$10,318,197
Muriel	Adams	Neece	AC	700	36	1.8	0.0842	3	$ 24,392		$10,342,588
Butler	Artesia	White	AC	1940	36	1.8	0.0842	3	$ 67,599		$10,410,188
White	67th Way	67th	AC	230	31	1.7	0.0836	3	$ 6,923		$10,417,111
Lemon	Jackson	Plymouth	AC	410	31	1.7	0.0836	3	$ 12,342		$10,429,452
St. Francis Place	Obispo	Downey	AC	1300	31	1.7	0.0836	3	$ 39,132		$10,468,584
White	69th Way	68th	AC	630	31	1.7	0.0836	3	$ 18,964		$10,487,548
White	Scott	Gordon	AC	1850	31	1.7	0.0836	3	$ 55,687		$10,543,235
Via Almendro	Via Veranada	End	AC	220	15	1.5	0.0830	3	$ 3,920		$10,547,155
Via Barola	Via Veranda	End	AC	450	15	1.5	0.0830	3	$ 8,019		$10,555,174
Long Beach Bl (Service	Bort	Barclay	AC	1330	98	2.6	0.0819	3	$ 154,470		$10,709,644
Via Veranda	Via Camelitos	Via Almendora	AC	650	32	1.7	0.0818	3	$ 19,994		$10,729,638
65th	Indiana	Coronado	AC	280	33	1.7	0.0801	3	$ 8,797		$10,738,435

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Coronado	65th	64th	AC	600	33	1.7	0.0801	3	$ 18,851		$10,757,287
Coronado	64th	Poppy	AC	800	33	1.7	0.0801	3	$ 25,135		$10,782,422
St. Louis	63rd	65th	AC	860	33	1.7	0.0801	3	$ 27,020		$10,809,443
65th	Raymond	Cherry	AC	1140	33	1.7	0.0801	3	$ 35,818		$10,845,260
Walnut	South	Market	AC	2010	33	1.7	0.0801	3	$ 63,152		$10,908,413
Lake	Poppy	Harding	AC	350	34	1.7	0.0784	3	$ 11,227		$10,919,640
65th	Coronado	Obispo	AC	260	34	1.7	0.0784	3	$ 8,340		$10,927,981
Walnut	67th	Artesia	AC	550	34	1.7	0.0784	3	$ 17,643		$10,945,623
Linden	Pleasant	51st	AC	800	34	1.7	0.0784	3	$ 25,662		$10,971,286
Allington Street	Downey	Lake	AC	1110	34	1.7	0.0784	3	$ 35,607		$11,006,893
68th	Harbor	Long Beach	AC	950	34	1.7	0.0784	3	$ 30,474		$11,037,367
Lake	Andy	Andy	AC	720	34	1.7	0.0784	3	$ 23,096		$11,060,463
Lake	Hedda	Harding	AC	1160	34	1.7	0.0784	3	$ 37,211		$11,097,674
Walnut	Harding	South	AC	2460	34	1.7	0.0784	3	$ 78,912		$11,176,586
South Street	Jaymills	Dairy	AC	400	171	2.4	0.0782	3	$ 69,166		$11,245,752
Coolridge Street	End	Atlantic	AC	370	38	1.7	0.0781	3	$ 12,844		$11,258,596
Adams Street	Atlantic	Linden	AC	400	38	1.7	0.0781	3	$ 13,886		$11,272,482
Oregon	Del Amo	59th	AC	550	35	1.7	0.0769	3	$ 18,005		$11,290,487
Myrtle	61st	Harding	AC	600	35	1.7	0.0769	3	$ 19,642		$11,310,129
White	68th	67th Way	AC	2120	18	1.5	0.0754	3	$ 41,617		$11,351,746
Walnut	Eleanor	68th	AC	250	36	1.7	0.0754	3	$ 8,349		$11,360,095
67th	Atlantic	L.A. River Basin	AC	600	36	1.7	0.0754	3	$ 20,038		$11,380,132
Barclay Street	Long Beach	White	AC	1050	36	1.7	0.0754	3	$ 35,066		$11,415,198
Olive	72nd	70th	AC	1250	36	1.7	0.0754	3	$ 41,745		$11,456,943
Lime Avenue	70th	72nd	AC	1250	36	1.7	0.0754	3	$ 41,745		$11,498,688
67th	Orange	Gardenia	AC	2400	36	1.7	0.0754	3	$ 80,150		$11,578,839
Coolridge Street	Paramount	Obispo	AC	1250	36	1.7	0.0754	3	$ 41,745		$11,620,584
Curry Street	Cherry	Terminal	AC	1240	36	1.7	0.0754	3	$ 41,411		$11,661,995
Allington Street	Long Beach	White	AC	850	36	1.7	0.0754	3	$ 28,387		$11,690,381
Elm	61st	63rd	AC	1280	29	2.3	0.0752	3	$ 52,670		$11,743,051
Harding	Terminal	Cherry	AC	1210	36	2.6	0.0747	3	$ 60,085		$11,803,136
Scott	Long Beach	White	AC	1620	43	1.8	0.0740	3	$ 64,234		$11,867,370
Bort	Susana	Long Beach	AC	1330	37	1.7	0.0739	3	$ 45,293		$11,912,663
Elm	Adair	South	AC	1330	29	2.2	0.0735	3	$ 53,057		$11,965,720
64th	Linden	Atlantic	AC	280	38	1.7	0.0725	3	$ 9,720		$11,975,440
Linden	Adams	64th	AC	400	38	1.7	0.0725	3	$ 13,886		$11,989,326

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Lemon	Harding	Artesia	AC	2490	38	1.7	0.0725	3	$ 86,438		$12,075,763
Thompson	Pacific Railroad	Paramount	AC	1200	39	1.7	0.0711	3	$ 42,447		$12,118,211
Sarnia	Artesia	Artesia Freeway	AC	260	30	1.8	0.0704	3	$ 8,826		$12,127,037
Neece	Long Beach	Muriel	AC	400	41	1.7	0.0686	3	$ 14,676		$12,141,713
69th	Cherry	End	AC	530	41	1.7	0.0686	3	$ 19,446		$12,161,159
Pine	51st	Market	AC	1790	29	2.2	0.0679	3	$ 71,407		$12,232,566
Elm	South	Market	AC	1830	29	2.2	0.0679	3	$ 73,003		$12,305,569
Ackerfiled Avenue	South	End	AC	1270	42	1.7	0.0674	3	$ 47,434		$12,353,003
Rose	Harding	Artesia	AC	2560	30	2.2	0.0666	3	$ 104,165		$12,457,168
Langport Avenue	55th Way	56th Way	AC	610	43	1.7	0.0662	3	$ 23,185		$12,480,353
46th	California	Atlantic	AC	750	43	1.7	0.0662	3	$ 28,506		$12,508,860
55th	Dairy	Long Beach	AC	960	30	2.2	0.0618	3	$ 39,062		$12,547,921
Pleasant St	Long Beach	Del Amo	AC	1310	30	2.2	0.0618	3	$ 53,303		$12,601,224
Ellis	Long Beach	Dairy	AC	1180	30	2.2	0.0618	3	$ 48,013		$12,649,238
South Street	De Forest	Jaymills	AC	850	108	2.4	0.0614	3	$ 97,269		$12,746,507
57th	Orange	Walnut	AC	1100	27	2.2	0.0607	3	$ 42,128		$12,788,635
Jaymills	Chestnut	Elm	AC	2490	29	2.2	0.0606	3	$ 95,323		$12,883,958
Plymouth	Long Beach Blvd.	Linden	AC	3070	36	2.2	0.0596	3	$ 139,596		$13,023,554
Forhan	Long Beach	End just past Orcutt	AC	800	28	2.2	0.0594	3	$ 31,276		$13,054,830
Peace	Locust	Elm	AC	410	29	2.2	0.0582	3	$ 16,356		$13,071,186
Phillips	Walnut	Rose	AC	1100	29	2.2	0.0582	3	$ 43,882		$13,115,068
56th	Walnut	Cherry	AC	1460	29	2.2	0.0582	3	$ 58,243		$13,173,311
Plymouth	Orange	Cherry	AC	2830	29	2.2	0.0582	3	$ 112,895		$13,286,206
Via Alcalde	Via Plata	Carson	AC	1350	51	1.7	0.0581	3	$ 58,428		$13,344,634
Via Plata	Via Oro	Via Alcalde	AC	600	51	1.7	0.0581	3	$ 25,968		$13,370,602
Carson	Via Oro	Via Alcalde	AC	850	51	1.7	0.0581	3	$ 36,788		$13,407,391
Cedar Turn	Cedar	End	AC	320	28	1.5	0.0576	3	$ 8,214		$13,415,604
68th	End	Indiana	AC	650	28	1.5	0.0576	3	$ 16,684		$13,432,289
Poinsetta	Raymond	St. Louis	AC	850	30	2.2	0.0571	3	$ 34,586		$13,466,875
Roger	Cherry	(end of street just pa	AC	1300	30	2.2	0.0571	3	$ 52,896		$13,519,771
Hullett	Linden	59th	AC	2900	30	2.2	0.0571	3	$ 117,999		$13,637,770
De Forest	51st	52nd	AC	680	25	2.1	0.0570	3	$ 23,085		$13,660,855
Orizaba	Thompson	End	AC	150	29	1.5	0.0563	3	$ 3,941		$13,664,796
St. Louis	Poppy	End	AC	210	29	1.5	0.0563	3	$ 5,517		$13,670,313
Gale	Artesia	70th	AC	2090	28	2.1	0.0560	3	$ 75,778		$13,746,090
Via Carmelitos	Via Wanda	End	AC	850	30	1.5	0.0551	3	$ 22,844		$13,768,935

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Coronado	67th	End	AC	290	30	1.5	0.0551	3	$ 7,794		$13,776,728
65th	Indiana	Downey	AC	560	30	1.5	0.0551	3	$ 15,050		$13,791,779
Jackson St.	(Railroad)	Cherry	AC	510	32	2.2	0.0549	3	$ 21,564		$13,813,343
Gundry	Artesia	(Grant School)	AC	950	20	2.0	0.0532	3	$ 27,640		$13,840,983
Inez St.	Myrtly	Orange	AC	1250	20	2.0	0.0532	3	$ 36,369		$13,877,352
Gundry	67th	Artesia	AC	560	36	2.2	0.0511	3	$ 25,464		$13,902,816
Indiana	Artesia	67th	AC	590	36	2.2	0.0511	3	$ 26,828	$ 6,868,933	$13,929,644
55th	Cherry	Orange	AC	2580	29	2.1	0.0488	2	$ 95,528		$14,025,172
Elm	Market	Del Amo	AC	2570	29	2.1	0.0488	2	$ 95,158		$14,120,331
Elm	Peace	Del Amo	AC	150	29	2.0	0.0487	2	$ 5,366		$14,125,696
Heath	Gale	(just past Delta)	AC	850	29	2.0	0.0487	2	$ 30,405		$14,156,101
Minnesota	Artesia	Artesia Freeway	AC	250	36	1.5	0.0485	2	$ 7,625		$14,163,726
Virginia	Union Pacific Railroad	48th	AC	180	36	1.5	0.0485	2	$ 5,490		$14,169,215
Lime Avenue	70th	End @ SCE Easeme	AC	500	36	1.5	0.0485	2	$ 15,249		$14,184,464
Johnson	64th	Artesia	AC	140	30	2.1	0.0478	2	$ 5,291		$14,189,756
56th	Atlantic	Linden	AC	250	30	2.1	0.0478	2	$ 9,449		$14,199,205
Gundry	Harding	64th	AC	1250	30	2.1	0.0478	2	$ 47,245		$14,246,450
59th	California	Orange	AC	1120	30	2.1	0.0478	2	$ 42,331		$14,288,781
59th	Atlantic	California	AC	1180	30	2.1	0.0478	2	$ 44,599		$14,333,380
56th	Atlantic	Orange	AC	2310	30	2.1	0.0478	2	$ 87,309		$14,420,689
55th	Orange	Atlantic	AC	2310	30	2.1	0.0478	2	$ 87,309		$14,507,997
59th	Orange	Cherry	AC	2580	30	2.1	0.0478	2	$ 97,513		$14,605,511
56th	Linden	Atlantic	AC	250	30	2.1	0.0478	2	$ 9,449		$14,614,960
Pleasant	Del Amo	Linden	AC	200	30	2.0	0.0477	2	$ 7,303		$14,622,262
56th	Linden	Dairy	AC	2090	30	2.0	0.0477	2	$ 76,311		$14,698,573
Plenty St.	Approx. Locust	Linden	AC	1220	30	2.0	0.0477	2	$ 44,545		$14,743,119
Plah St.	Long Beach	Linden	AC	2830	30	2.0	0.0477	2	$ 103,330		$14,846,449
Andy Street	End	Downey	AC	600	38	1.5	0.0467	2	$ 19,023		$14,865,472
55th	Paramount	Langport	AC	425	43	2.2	0.0455	2	$ 21,696		$14,887,168
56th	Orange	Walnut	AC	1100	27	2.0	0.0452	2	$ 37,716		$14,924,884
Damerow	Rahn	Barclay	AC	900	27	2.0	0.0452	2	$ 30,859		$14,955,743
Gordon St.	Long Beach	White	AC	450	27	2.0	0.0452	2	$ 15,429		$14,971,172
56th	Paramount	(just past Orizaba)	AC	800	27	2.0	0.0452	2	$ 27,430		$14,998,602
Daisy	51st	52nd	AC	560	27	2.0	0.0452	2	$ 19,201		$15,017,803
Elm	Arbor	(Railroad) 49th	AC	220	28	2.0	0.0442	2	$ 7,706		$15,025,509

North Long Beach Street Enhancement Master Plan

Local Street Pavement Restructuring

Street	From	To	Surface	Length (Ft)	Width (Ft)	Ovly. Thk. (In)	Priority	Category	Cost Pvmt.	Cat. Sub.	Cum. Cost
57th	Paramount	(just past Orizaba)	AC	800	28	2.0	0.0442	2	$ 28,023		$15,053,532
Indiana	Artesia	64th	AC	1220	28	2.0	0.0442	2	$ 42,735		$15,096,268
Eleanore	Walnut Ave.	Orange	AC	1250	28	2.0	0.0442	2	$ 43,786		$15,140,054
Falcon	Artesia	(Grant School)	AC	920	28	2.0	0.0442	2	$ 32,227		$15,172,281
Penfold	Myrtle	Millmark	AC	1130	28	2.0	0.0442	2	$ 39,583		$15,211,863
Penfold	Orange	Myrtle	AC	1280	28	2.0	0.0442	2	$ 44,837		$15,256,701
Hungerford	Downey	Coke	AC	1140	28	2.0	0.0442	2	$ 39,933		$15,296,634
55th	55th (just past Orizaba)	Paramount	AC	630	46	2.0	0.0440	2	$ 30,480		$15,327,113
Rose	Artesia	67th	AC	380	29	2.0	0.0433	2	$ 13,593		$15,340,706
Hammond Ave.	68th	67th Way	AC	310	29	2.0	0.0433	2	$ 11,089		$15,351,795
Hammond Ave.	67th	Artesia	AC	520	29	2.0	0.0433	2	$ 18,601		$15,370,396
Janice	Deforest	(Harding) Jaymills	AC	910	29	2.0	0.0433	2	$ 32,551		$15,402,947
Indiana	Sawyer	Poppy	AC	610	29	2.0	0.0433	2	$ 21,820		$15,424,768
Knight Ave.	Poppy	Sawyer	AC	550	29	2.0	0.0433	2	$ 19,674		$15,444,441
Rose	Phillips	57th	AC	400	29	2.0	0.0433	2	$ 14,308		$15,458,750
Rose	South	Harding	AC	2430	29	2.0	0.0433	2	$ 86,923		$15,545,673
John	South	Harding	AC	2580	29	2.0	0.0433	2	$ 92,289		$15,637,961
Eleanore	Gardenia	Walnut	AC	1050	29	2.0	0.0433	2	$ 37,559		$15,675,520
Rose	57th	South	AC	180	30	2.0	0.0424	2	$ 6,572		$15,682,093
Janice	Lime	Olive	AC	250	30	2.0	0.0424	2	$ 9,128		$15,691,221
Gardenia	67th	Artesia	AC	250	30	2.0	0.0424	2	$ 9,128		$15,700,349
Gundry	68th	Eleanor	AC	250	30	2.0	0.0424	2	$ 9,128		$15,709,477
59th	Linden	Atlantic	AC	250	30	2.0	0.0424	2	$ 9,128		$15,718,605
Gaviota	Artesia	67th	AC	500	30	2.0	0.0424	2	$ 18,256		$15,736,861
Gaviota	65th	Artesia	AC	580	30	2.0	0.0424	2	$ 21,177		$15,758,039
Phillips	Cherry	Walnut	AC	1100	30	2.0	0.0424	2	$ 40,164		$15,798,202
Poinsetta	Rose	Cherry	AC	660	30	2.0	0.0424	2	$ 24,098		$15,822,301
Gardenia	68th	Eleanor	AC	550	30	2.0	0.0424	2	$ 20,082		$15,842,383
Gardenia	Artesia	65th	AC	600	30	2.0	0.0424	2	$ 21,908		$15,864,290
Poppy	De Forest	Atlantic	AC	1700	30	2.0	0.0424	2	$ 62,071		$15,926,361
56th	Dairy	Long Beach	AC	1400	30	2.0	0.0424	2	$ 51,118		$15,977,479
Poinsetta	Orange	Walnut	AC	1320	30	2.0	0.0424	2	$ 48,197		$16,025,675
Falcon	Hungerford	Harding	AC	1510	30	2.0	0.0424	2	$ 55,134		$16,080,809
Forhan	Long Beach	White	AC	1950	30	2.0	0.0424	2	$ 71,199		$16,152,009
55th	Dairy	Linden	AC	2390	30	2.0	0.0424	2	$ 87,265		$16,239,273
59th	De Forest	Linden	AC	2700	30	2.0	0.0424	2	$ 98,584		$16,337,857

North Long Beach Street Enhancement Master Plan

Local Street Pavement Restructuring

Street	From	To	Surface	Length (Ft)	Width (Ft)	Ovly. Thk. (In)	Priority	Category	Cost Pvmt.	Cat. Sub.	Cum. Cost
Gardenia	Harding	South	AC	2430	30	2.0	0.0424	2	$ 88,725		$16,426,583
Gundry	Harding	South	AC	2460	30	2.0	0.0424	2	$ 89,821		$16,516,403
Hungerford	Orange	Cherry	AC	2590	30	2.0	0.0424	2	$ 94,567		$16,610,971
Home St.	Linden	Long Beach	AC	2100	30	2.0	0.0424	2	$ 76,676		$16,687,647
Plymouth	Lewis	Cerritos	AC	500	31	2.0	0.0416	2	$ 18,627		$16,706,274
Rahn	Barclay	(just past Adams)	AC	1600	31	2.0	0.0416	2	$ 59,607		$16,765,881
56th	Langport	Paramount	AC	425	32	2.0	0.0408	2	$ 16,148		$16,782,029
Fenter	Adams	Bort	AC	200	32	2.0	0.0408	2	$ 7,599		$16,789,628
Harcourt Ave.	Susana	Long Beach	AC	1300	32	2.0	0.0408	2	$ 49,395		$16,839,023
Jackson St.	Orange	Lemon	AC	710	32	2.0	0.0408	2	$ 26,977		$16,866,000
Indiana Ave.	68th	67th Way	AC	270	33	2.0	0.0400	2	$ 10,459		$16,876,460
Indiana Ave.	68th Way	68th	AC	270	33	2.0	0.0400	2	$ 10,459		$16,886,919
Artesia Lane	Marker	Butler	AC	320	72	1.7	0.0397	2	$ 20,303		$16,907,222
Gardener St.	Gale	(End past Delta)	AC	850	27	1.9	0.0394	2	$ 29,492		$16,936,714
Johnson Ave.	67th Way	68th	AC	300	34	2.0	0.0392	2	$ 11,844		$16,948,558
Market	End city boundary (S)	Market	AC	980	34	2.0	0.0392	2	$ 38,690		$16,987,248
Rio	boundry line	48th	AC	210	35	2.0	0.0385	2	$ 8,446		$16,995,694
Poppy St.	Terminal	Cherry	AC	1250	35	2.0	0.0385	2	$ 50,277		$17,045,971
Daisy	Del Amo	51st	AC	750	35	2.0	0.0385	2	$ 30,166		$17,076,137
57th	Rose	Rose	AC	200	29	1.9	0.0378	2	$ 7,225		$17,083,362
Eastondale	(SCE Easement)	68th	AC	260	29	1.9	0.0378	2	$ 9,392		$17,092,754
Gaviota	68th	Eleanor	AC	330	36	2.0	0.0378	2	$ 13,518		$17,106,272
Falcon	Artesia	67th	AC	550	36	2.0	0.0378	2	$ 22,530		$17,128,802
Eastondale	72nd	70th	AC	610	36	2.0	0.0378	2	$ 24,987		$17,153,789
Harcourt Ave.	White	Long Beach	AC	1250	36	2.0	0.0378	2	$ 51,204		$17,204,993
Eastondale	70th	(SCE Easement)	AC	460	36	2.0	0.0378	2	$ 18,843		$17,223,836
Ruth	City Limit	47th	AC	260	36	2.0	0.0378	2	$ 10,650		$17,234,486
Peace	Grisham	Ruth	AC	440	36	2.0	0.0378	2	$ 18,024		$17,252,510
Plymouth	Long Beach	(L. A. River)	AC	1310	36	2.0	0.0378	2	$ 53,662		$17,306,172
Pleasant	Atlantic	Linden	AC	600	37	2.0	0.0371	2	$ 25,023		$17,331,194
59th	Obsipo	Downey	AC	1250	37	2.0	0.0371	2	$ 52,131		$17,383,325
Grisham	49th	Peace	AC	300	38	2.0	0.0365	2	$ 12,734		$17,396,059
Ruth	Peace	49th	AC	300	39	2.0	0.0359	2	$ 12,956		$17,409,016
Harbor	70th	Artesia	AC	2150	41	2.0	0.0347	2	$ 96,044		$17,505,060
Hammond Ave.	Artesia	End	AC	250	19	1.8	0.0345	2	$ 6,598		$17,511,658
56th	Paramount	Langport	AC	410	44	2.0	0.0330	2	$ 19,228	$ 3,601,242	$17,530,886

North Long Beach Street Enhancement Master Plan

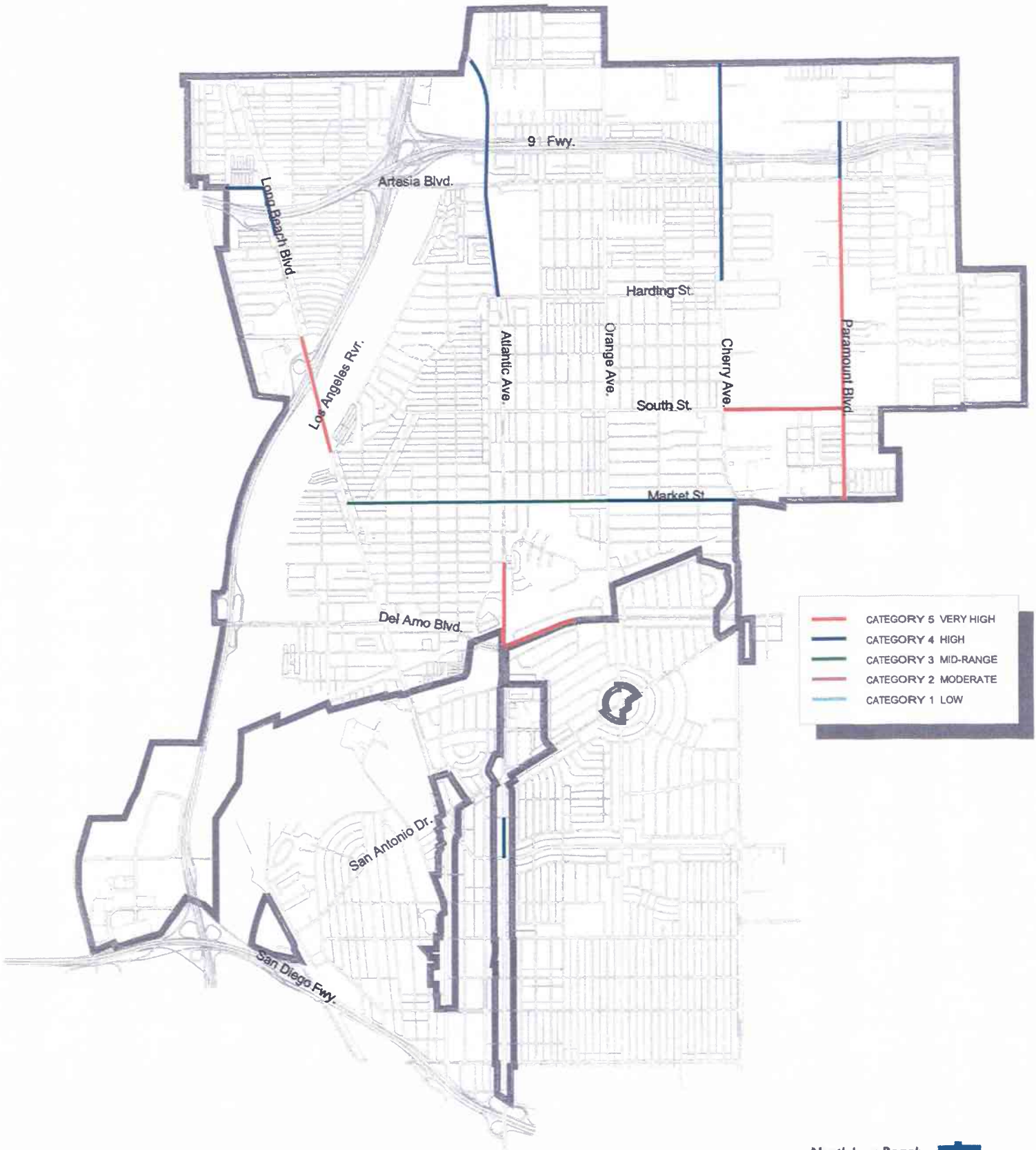
Local Street Pavement Restructuring

Street	From	To	Surface	Length (Ft)	Width (Ft)	Ovly. Thk. (In)	Priority	Category	Cost Pvmt.	Cat. Sub.	Cum. Cost
Marker Street	Coachella	Butler	AC	450	98	1.7	0.0303	1	$ 37,351		$17,568,237
Eureka Ave	Thompson	20th St	AC	250	30	1.8	0.0268	1	$ 8,486		$17,576,723
Johnson Ave.	(SCE at end street)	68th	AC	210	30	1.8	0.0268	1	$ 7,129		$17,583,852
Coachella	L.A. Co. Line	Marker	AC	2500	290	1.7	0.0241	1	$ 501,923		$18,085,775
Daisy	Del Amo	(just past 48th)	AC	1540	30	1.6	0.0054	1	$ 43,861	$ 598,750	$18,129,636
	Total Miles:	91.50		483,134					**$ 18,129,636**		

APPENDIX C

Arterial Street Pavement Restructuring

Figure III-2. Arterial Street Pavement Restructuring



North Long Beach Street Enhancement Master Plan

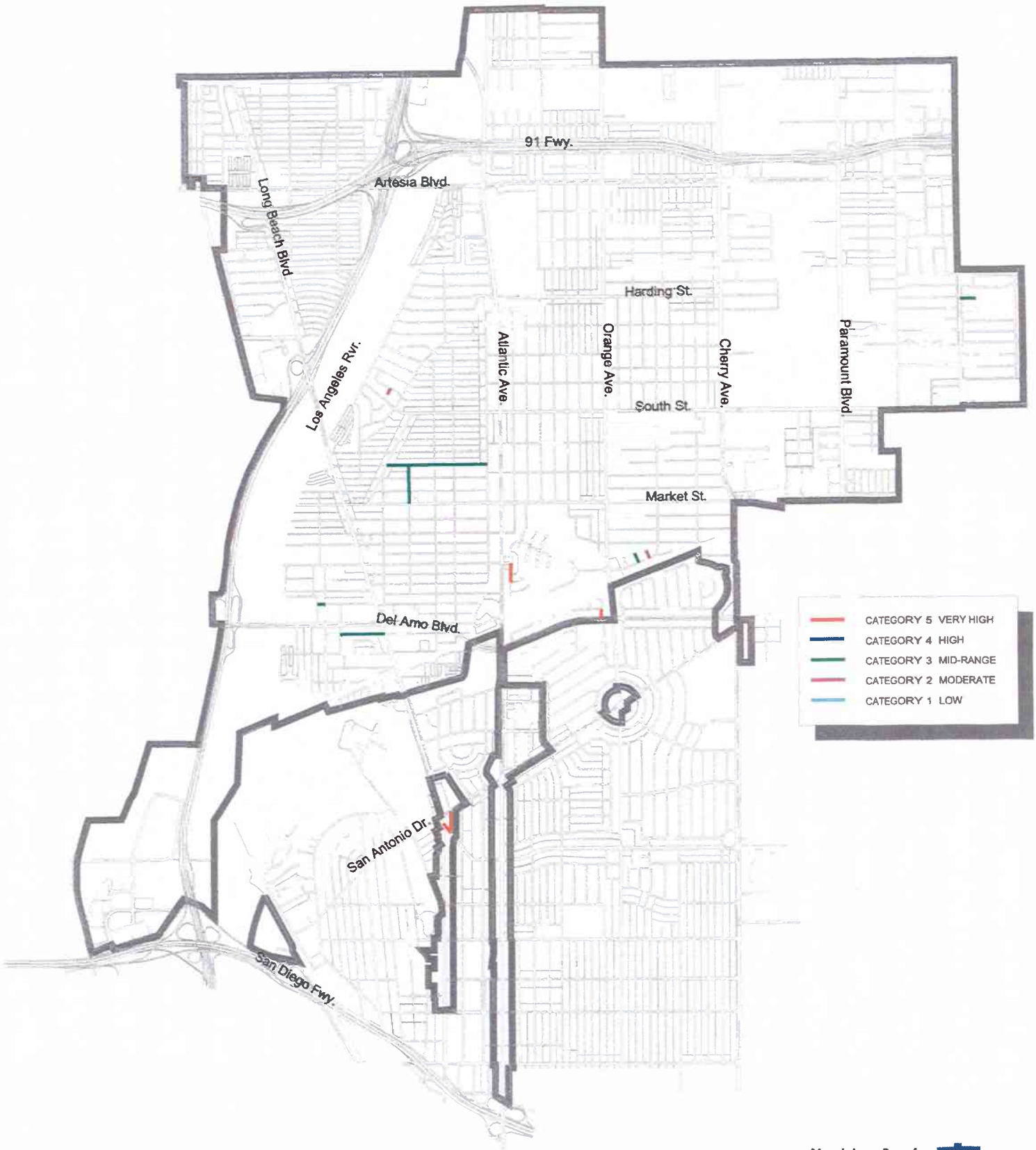
Arterial Street Pavement Restructuring

Street	From	To	Surface	Length (Ft)	Width (Ft)	Ovly. Thk. (In)	Priority	Category	Pvmt. Cost	Cat. Sub.	Cum. Cost
Del Amo Blvd	Atlantic	Orange	AC	2579	90	2.9	0.3210	5	$ 324,455		$ 324,455
Long Beach Blvd	LB Fwy Br N	Gordon	AC	2750	81	2.9	0.3051	5	$ 319,290		$ 643,744
Paramount Blvd	Candlewood	South	AC	2109	75	3.1	0.2795	5	$ 241,950		$ 885,695
Long Beach Blvd	LA River Br N	LB Fwy Br S	AC	200	80	2.5	0.2749	5	$ 18,111		$ 903,805
Atlantic Avenue	Del Amo	52nd	AC	1969	66	2.5	0.2574	5	$ 151,763		$ 1,055,568
Cherry Avenue	45th	Del Amo	AC	3079	110	2.5	0.2560	5	$ 368,119		$ 1,423,687
Long Beach Blvd	Ellis	LA River Br S	AC	500	70	2.9	0.2369	5	$ 49,821		$ 1,473,508
Paramount Blvd	South	63rd	AC	3329	80	2.9	0.2190	5	$ 367,633		$ 1,841,141
South Street	Cherry	Paramount	AC	2639	80	3.1	0.2099	5	$ 317,654		$ 2,158,795
Paramount Blvd	63rd	Artesia	AC	1670	82	3.2	0.2030	5	$ 209,256	$ 2,368,051	$ 2,368,051
Cherry Avenue	Harding	Artesia	AC	2689	80	2.5	0.1742	4	$ 243,590		$ 2,611,641
Paramount Blvd	68th	Artesia	AC	1339	80	2.5	0.1655	4	$ 121,283		$ 2,732,924
Artesia Boulevard	Gale	Delta	AC	1620	88	2.9	0.1509	4	$ 192,880		$ 2,925,804
Cherry Avenue	Artesia	North City Limit	AC	2709	80	2.5	0.1347	4	$ 245,401		$ 3,171,205
Market Street	Orange	Cherry	AC	2894	64	2.3	0.1338	4	$ 204,573		$ 3,375,779
Atlantic Avenue	Carson	San Antonio	AC	1890	76	2.5	0.1326	4	$ 163,848		$ 3,539,627
Atlantic Avenue	Harding	Artesia	AC	2619	80	2.5	0.1315	4	$ 237,252		$ 3,776,878
Atlantic Avenue	68th	LA River Br S	AC	1547	77	2.5	0.1312	4	$ 135,606		$ 3,912,484
Atlantic Avenue	Artesia	68th	AC	1410	80	2.5	0.1270	4	$ 127,681		$ 4,040,166
Long Beach Blvd	Forhan	Artesia	AC	1125	90	2.8	0.1223	4	$ 132,998	1,805,113	$ 4,173,164
Market Street	Atlantic	Orange	AC	2329	50	2.4	0.0955	3	$ 139,227	$ 139,227	$ 4,312,391
	Total Miles:	8.14		42,996					**$ 4,312,391**		

APPENDIX D

Local Street Pavement Reconstruction

Figure III-3. Local Street Pavement Reconstruction



North Long Beach Street Enhancement Master Plan

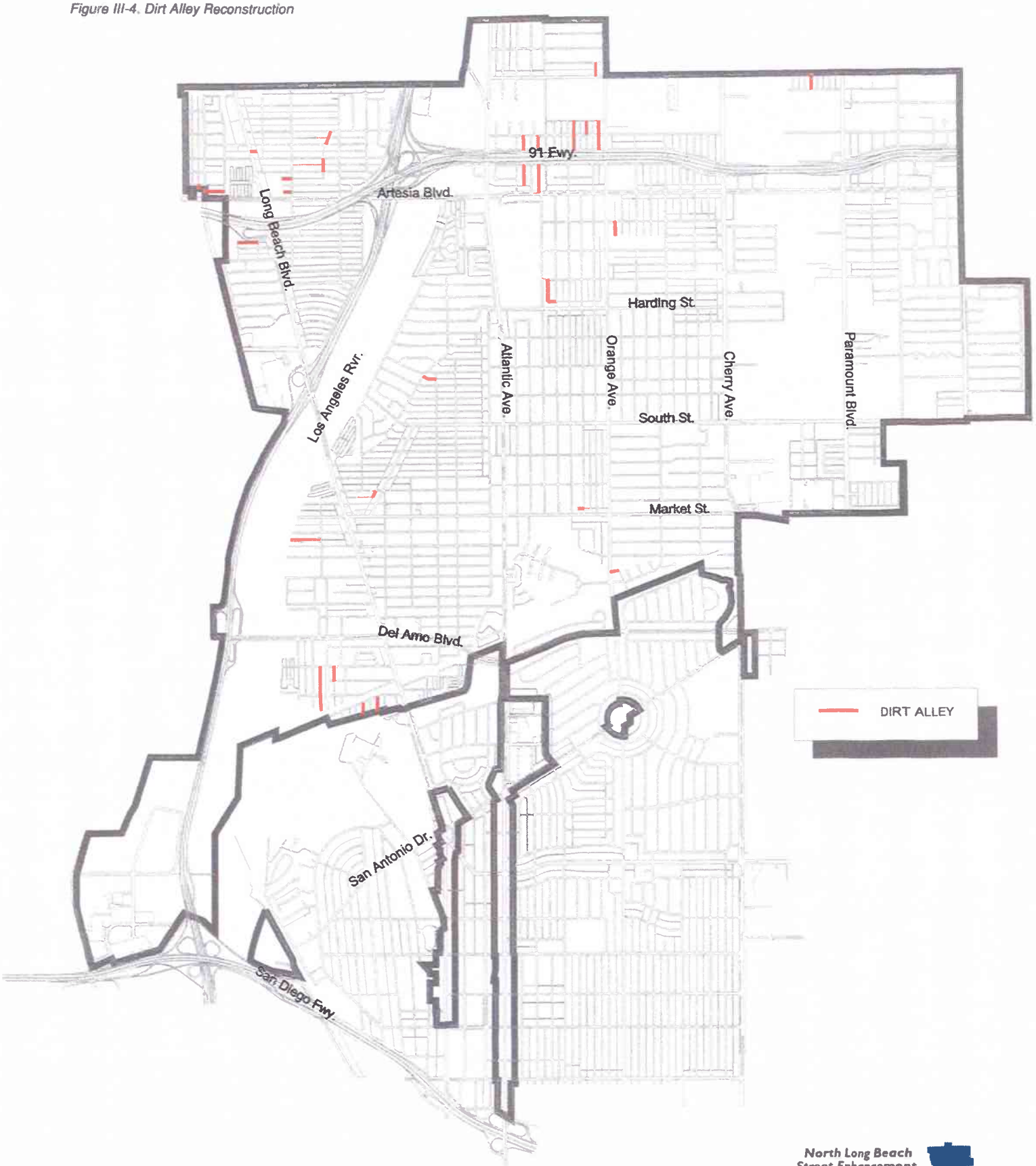
Local Street Pavement Reconstruction

Street	From	To	Surface	Length (Ft)	Width (Ft)	Priority	Category		Cost	Cat. Sub.		Cum. Cost
Business	Carson	San Anton	AC	400	27	0.0333	5	$	51,493		$	51,493
Carson	Long Beach	Business	AC	200	45	0.0236	5	$	42,911		$	94,404
Via Veranda	52nd	Via Almendro	AC	650	32	0.0216	5	$	89,675		$	184,079
Bentree	Silva	Del Amo	AC	160	32	0.0213	5	$	22,074	$ 206,153	$	206,153
Pine	Market	Ellis	AC	740	28	0.0092	3	$	102,283		$	308,435
Home St.	Pacific	Daisy	AC	250	30	0.0090	3	$	35,759		$	344,195
Gundry	52nd	End	AC	250	27	0.0080	3	$	32,183		$	376,378
Ellis	Dairy	Linden	AC	2210	30	0.0077	3	$	316,110		$	692,487
Pleasant	Virginia	Long Beach	AC	954	30	0.0077	3	$	136,456		$	828,944
Janice	Downey	(end of street)	AC	350	30	0.0072	3	$	50,063	$ 672,854	$	879,007
Hullett turn	Hullet	End	AC	120	28	0.0063	2	$	14,486		$	893,492
Falcon	52nd	(End of cul-de-sac)	AC	230	28	0.0050	2	$	27,765	$ 42,251	$	921,257
	Total Miles: 1.23			6,514				**$**	**921,257**			

APPENDIX E

Dirty Alley Reconstruction

Figure III-4. Dirt Alley Reconstruction



North Long Beach Street Enhancement Master Plan

Dirt Alley Reconstruction

Street	From	To	Surface	Length (Ft.)	Width (Ft.)	Pvmt. Cost	Cum. Cost
al 33rd/N	West End	Pacific	Dirt	900	20	$ 154,184	$ 154,184
al 52nd/S	Orange	al Orange/E	Dirt	170	20	$ 29,124	$ 183,308
al 67th Wy/N	Long Beach	al Long Beach/E	Dirt	130	20	$ 22,271	$ 205,579
al 67th/S	Muriel/W 50'	Muriel	Dirt	50	20	$ 8,566	$ 214,144
al Artesia/N	al Olive/W	Olive	Dirt	780	20	$ 133,626	$ 347,770
al Artesia/N	Curtis	Orizaba	Dirt	300	20	$ 51,395	$ 399,165
al Butler/W	67th Way	67th	Dirt	300	20	$ 51,395	$ 450,560
al Butler/W	68th Wy	68th St	Dirt	300	20	$ 51,395	$ 501,954
al Cerritos/W	Inez	68th	Dirt	340	20	$ 58,247	$ 560,202
al Dairy/W	55th	al 55th/S	Dirt	100	20	$ 17,132	$ 577,333
al Delta/E	Gardner	South End	Dirt	50	20	$ 8,566	$ 585,899
al Forham/N	al Busana/E	Orcutt	Dirt	450	20	$ 77,092	$ 662,991
al Gardner/S	Harbor	Gale	Dirt	400	14	$ 47,968	$ 710,959
al Grisham/E	47th/100' S	South End	Dirt	200	20	$ 34,263	$ 745,222
al Grisham/W	47th	South End	Dirt	300	20	$ 51,395	$ 796,617
al Harding/N	al Myrtle/E	California	Dirt	180	20	$ 30,837	$ 827,454
al Lake/W	70th	Thompson	Dirt	300	20	$ 51,395	$ 878,849
al Lemon/W	Inez	Penfold	Dirt	580	20	$ 99,363	$ 978,212
al Long Beach/E	68th Way	al 68th Way/S	Dirt	100	20	$ 17,132	$ 995,343
al Long Beach/E	69th Street	al 69th Street/S	Dirt	100	20	$ 17,132	$ 1,012,475
al Marker/S	Muriel/W 70'	Muriel	Dirt	70	20	$ 11,992	$ 1,024,467
al Market/N	Lemon/W 60'	Lemon	Dirt	60	20	$ 10,279	$ 1,034,746
al Myrtle/W	63rd	al Harding/N	Dirt	470	20	$ 80,518	$ 1,115,264
al Myrtle/W	67th	Artesia	Dirt	625	20	$ 107,072	$ 1,222,336
al Myrtle/W	68th	Penfold	Dirt	340	20	$ 58,247	$ 1,280,583
al Obispo/W	North End	68th	Dirt	330	20	$ 56,534	$ 1,337,117
al Olive/W	67th	Charity	Dirt	450	20	$ 77,092	$ 1,414,209
al Olive/W	68th	Penfold	Dirt	340	20	$ 58,247	$ 1,472,457
al Orange/E	65th Street	South End	Dirt	300	20	$ 51,395	$ 1,523,851
al Orange/W	68th	Penfold	Dirt	340	20	$ 58,247	$ 1,582,099

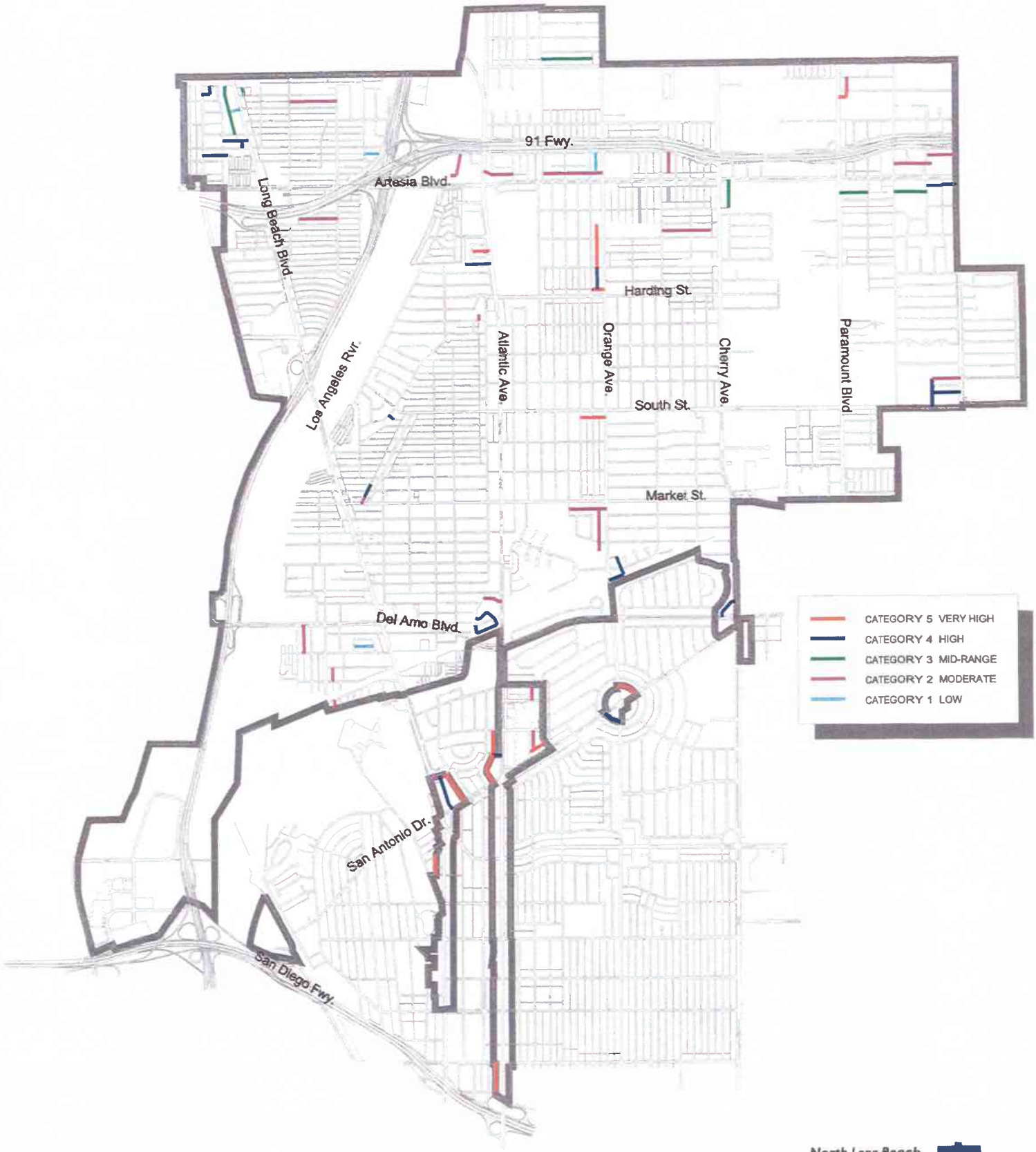
Dirt Alley Reconstruction

Street	From	To	Surface	Length (Ft.)	Width (Ft.)	Pvmt. Cost	Cum. Cost
al Orange/W	70th Wy	70th St	Dirt	290	20	$ 49,681	$ 1,631,780
al Orange/W	Inez	68th	Dirt	340	20	$ 58,247	$ 1,690,027
al Osgood/N	Jaymills	Locust	Dirt	240	20	$ 41,116	$ 1,731,143
al Pacific/E	49th	Arbor	Dirt	280	20	$ 47,968	$ 1,779,111
al Pacific/W	48th	South End	Dirt	450	20	$ 77,092	$ 1,856,203
al Pacific/W	49th	48th	Dirt	620	20	$ 106,216	$ 1,962,419
al Plymouth/S	DeForest (W. End)	Pacific	Dirt	650	20	$ 111,355	$ 2,073,774
al Rose/W	48th	48th/S 50'	Dirt	120	20	$ 20,558	$ 2,094,332
al Ruth/W	47th	South End	Dirt	160	20	$ 27,410	$ 2,121,742
al Scott/S	Scott	White	Dirt	130	20	$ 22,271	$ 2,144,013
al Stanley/W	70th	Thompson	Dirt	300	20	$ 51,395	$ 2,195,408
	Total Miles: 2.45			12,935		**$ 2,195,408**	

APPENDIX F

Asphalt Alley Reconstruction

Figure III-5. Asphalt Alley Reconstruction



North Long Beach Street Enhancement Master Plan

Asphalt Alley Reconstruction

Street	From	To	Surface	Length (Ft)	Width (Ft)	Priority	Category	Pvmt. Cost	Cat. Sub.	Cum. Cost
al Long Beach/W	Randolph	Marshall	AC	350	15	0.0890	5	$ 39,244		$ 39,244
al South/S	Lemon	Orange	AC	450	15	0.0610	5	$ 50,456		$ 89,700
al Adams/N	Linden	Atlantic	AC	280	20	0.0599	5	$ 41,860		$ 131,560
al 69th/S	Paramount	al Paramount/E	AC	160	20	0.0591	5	$ 23,920		$ 155,480
al Paramount/E	69th	al 69th/S	AC	110	20	0.0544	5	$ 16,445		$ 171,925
al Atlantic/W	45th	San Antonio	AC	1200	20	0.0541	5	$ 179,400		$ 351,325
al Banner/S	Orange	San Antonio	AC	380	20	0.0541	5	$ 56,810		$ 408,135
al Elm/W	al 44th/S	San Antonio	AC	700	20	0.0541	5	$ 104,650		$ 512,785
al Orange/W	64th/N 200'	63rd	AC	820	20	0.0541	5	$ 122,590		$ 635,375
al Atlantic/W	Wardlow	33rd	AC	600	17	0.0539	5	$ 76,245		$ 711,620
al Harding/N	Cerritos	Orange	AC	220	20	0.0517	5	$ 32,890		$ 744,510
al Cerritos/S	Orange	San Antonio	AC	500	20	0.0511	5	$ 74,750		$ 819,260
al San Antonio/N	California	al California/E	AC	600	20	0.0511	5	$ 89,700	$ 908,960	$ 908,960
al Cerritos/N	San Antonio	Orange	AC	300	21	0.0492	4	$ 47,093		$ 956,053
al Orange/E	al 52nd/N	52nd	AC	270	20	0.0458	4	$ 40,365		$ 996,418
al Orange/E	52nd	al 52nd/N	AC	120	20	0.0452	4	$ 17,940		$ 1,014,358
al Walnut/W	Plymouth	Plymouth/S 55'	AC	55	11	0.0409	4	$ 4,522		$ 1,018,880
al Long Beach/W	al 67th/N	67th	AC	140	15	0.0388	4	$ 15,698		$ 1,034,577
al San Antonio/N	al Atlantic/W	Atlantic	AC	120	20	0.0382	4	$ 17,940		$ 1,052,517
al Downey/W	al Andy/N	South	AC	580	21	0.0364	4	$ 91,046		$ 1,143,563
al Cherry/W	Del Amo	Cherry	AC	400	20	0.0337	4	$ 59,800		$ 1,203,363
al 63rd/N	al Orchid/E	Atlantic	AC	500	20	0.0328	4	$ 74,750		$ 1,278,113
al 64th/N	al Orchid/E	Atlantic	AC	450	21	0.0312	4	$ 70,639		$ 1,348,752
al Orange/W	63rd	Harding	AC	475	15	0.0304	4	$ 53,259		$ 1,402,011
al Cummings/N	Harbor	Gale	AC	430	15	0.0300	4	$ 48,214		$ 1,450,225
al Dairy/W	Louise	al Louise/S	AC	100	15	0.0297	4	$ 11,213		$ 1,461,437
al Artesa/S	Johnson	Downey	AC	270	15	0.0297	4	$ 30,274		$ 1,491,711
al South/N	al Obispo/E	Downey	AC	560	26	0.0293	4	$ 108,836		$ 1,600,547
al Taylor/N	Harbor	70th	AC	300	15	0.0267	4	$ 33,638		$ 1,634,185
al Long Beach/E	San Anton	44th E	AC	700	17	0.0265	4	$ 88,953		$ 1,723,137
al 52nd/N	Orange	al Orange/E	AC	330	26	0.0257	4	$ 64,136		$ 1,787,273

North Long Beach Street Enhancement Master Plan

Asphalt Alley Reconstruction

Street	From	To	Surface	Length (Ft)	Width (Ft)	Priority	Category	Pvmt. Cost	Cat. Sub.	Cum. Cost
al 67th Wy/S	Gale	Gale/E 70'	AC	70	15	0.0228	4	$ 7,849		$ 1,795,121
al 68th/S	Gale	Long Beach	AC	540	20	0.0225	4	$ 80,730		$ 1,875,851
al Dairy/W	al Louise/N	Louise	AC	100	10	0.0215	4	$ 7,475		$ 1,883,326
al Orchid/W	al Oloha/S	al 63rd/N	AC	590	21	0.0209	4	$ 92,615	$ 1,066,982	$ 1,975,942
al Cherry/E	Artesia	al 65th/North	AC	580	20	0.0190	3	$ 86,710		$ 2,062,652
al Long Bch Blvd/W	70th St	68th St	AC	1130	20	0.0190	3	$ 168,935		$ 2,231,587
al 91Fwy/N	Gardenia	Cherry	AC	130	15	0.0182	3	$ 14,576		$ 2,246,163
al Myrtle/W	Harding	Janice	AC	200	12	0.0179	3	$ 17,940		$ 2,264,103
al Long Beach/E	al 69th Way/N	69th Way	AC	150	20	0.0159	3	$ 22,425		$ 2,286,528
al 57th/N	Jaymills	al 57th/N	AC	190	20	0.0159	3	$ 28,405		$ 2,314,933
al Coolidge/N	Obispo	Indiana	AC	570	20	0.0159	3	$ 85,215		$ 2,400,148
al 70th/N	Myrtle	al Orange/W	AC	1080	20	0.0159	3	$ 161,460		$ 2,561,608
al Coolidge/N	paramount	Orizaba	AC	580	20	0.0159	3	$ 86,710		$ 2,648,318
al Artesia/S	Indiana	Johnson	AC	270	20	0.0159	3	$ 40,365		$ 2,688,683
al Pleasant/N	Linden	Pleasant/S	AC	560	20	0.0159	3	$ 83,720		$ 2,772,403
al Pleasant/S	Linden	al Atlantic/W	AC	650	20	0.0159	3	$ 97,175	$ 893,636	$ 2,869,578
al Dairy/W	al Louise/S	Market	AC	120	15	0.0143	2	$ 13,455		$ 2,883,033
al Grisham/E	47th	47th/100' S	AC	100	15	0.0143	2	$ 11,213		$ 2,894,245
al 69th Way/S	Muriel	Butler	AC	1030	15	0.0143	2	$ 115,489		$ 3,009,734
al Neece/N	Murriel	Butler	AC	850	15	0.0143	2	$ 95,306		$ 3,105,040
al Cherry/W	Poinsetta	End	AC	100	15	0.0139	2	$ 11,213		$ 3,116,253
al Grisham/E	Pleasant	49th St	AC	400	24	0.0132	2	$ 71,760		$ 3,188,013
al Linden/W	Smith	End	AC	120	15	0.0127	2	$ 13,455		$ 3,201,468
al Ridgewood/W	46th St	45th St	AC	280	15	0.0127	2	$ 31,395		$ 3,232,863
al Pacific/E	Arbor	48th	AC	270	15	0.0127	2	$ 30,274		$ 3,263,137
al 44th St/S	Long Beach Blvd	Freeland	AC	450	26	0.0122	2	$ 87,458		$ 3,350,594
al Andy/N	Downey	End	AC	600	26	0.0122	2	$ 116,610		$ 3,467,204
al Artesia/S	West End	Muriel	AC	130	20	0.0118	2	$ 19,435		$ 3,486,639
al 51st St/S	Linden	Atlantic	AC	380	20	0.0118	2	$ 56,810		$ 3,543,449
al 67th/S	Artesia	67th Way	AC	650	20	0.0118	2	$ 97,175		$ 3,640,624

North Long Beach Street Enhancement Master Plan

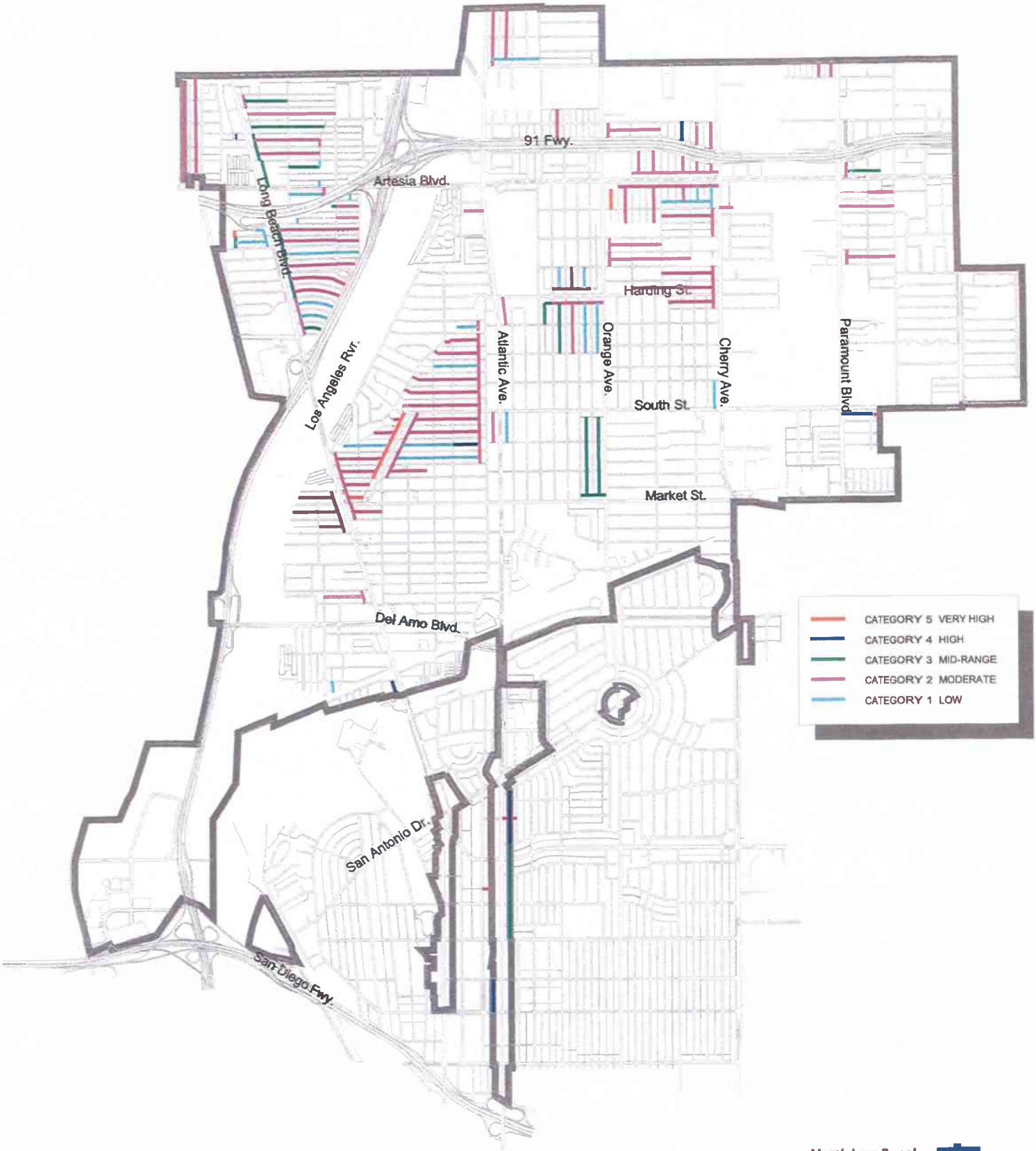
Asphalt Alley Reconstruction

Street	From	To	Surface	Length (Ft)	Width (Ft)	Priority	Category	Pvmt. Cost	Cat. Sub.	Cum. Cost
al Artesia/N	Obispo	Indiana	AC	635	20	0.0118	2	$ 94,933		$ 3,735,557
al Artesia/N	Myrtle	Orange	AC	1530	20	0.0118	2	$ 228,735		$ 3,964,292
al Artesia/N	Indiana	Downey	AC	585	20	0.0118	2	$ 87,458		$ 4,051,749
al Barry/S	Atlantic	Lime	AC	620	20	0.0118	2	$ 92,690		$ 4,144,439
al California Pl/E	San Anton	45th E	AC	400	20	0.0118	2	$ 59,800		$ 4,204,239
al Orange/W	al Plymouth/N	End	AC	1020	20	0.0118	2	$ 152,490		$ 4,356,729
al Oregon/E	Del Amo	49th St	AC	550	20	0.0118	2	$ 82,225		$ 4,438,954
al Paramount/E	Thompson	69th	AC	300	20	0.0118	2	$ 44,850		$ 4,483,804
al Plymouth/S	Lewis	Orange	AC	790	20	0.0118	2	$ 118,105		$ 4,601,909
al Mc Kenzie/S	Walnut	al Cherry/W	AC	1050	14	0.0114	2	$ 109,883		$ 4,711,792
al Artesia/S	Orange	Brayton	AC	650	15	0.0106	2	$ 72,881		$ 4,784,673
al Gaviota/W	al 65th/N	al Artesia/S	AC	360	15	0.0106	2	$ 40,365	$ 1,955,460	$ 4,825,038
al 70th/S	al Long Beach/W	Long Beach	AC	230	33	0.0093	1	$ 56,735		$ 4,881,773
al 49th St/N	Grisham Ave	Ruth	AC	400	15	0.0090	1	$ 44,850		$ 4,926,623
al Falcon/W	al Artesia/S	Grant/64th St	AC	820	15	0.0090	1	$ 91,943		$ 5,018,566
via Passilo	Veranda	Atlantic Plaza	AC	600	15	0.0089	1	$ 67,275		$ 5,085,841
al 67th/S	White	Coachella	AC	260	20	0.0082	1	$ 38,870		$ 5,124,711
al Orange/W	67th	al Artesia/N	AC	420	20	0.0082	1	$ 62,790		$ 5,187,501
al Gardner/S	Harbor	Gale	AC	400	20	0.0082	1	$ 59,800		$ 5,247,301
al South Street/S	Paramount	Orizaba	AC	560	20	0.0082	1	$ 83,720	$ 505,983	$ 5,331,021
	Total Miles: 7.11			37,520				$ 5,331,021		

APPENDIX G

Concrete Alley Reconstruction

Figure III-6. Concrete Alley Reconstruction



North Long Beach Street Enhancement Master Plan

Concrete Alley Reconstruction

Street	From	To	Surface	Length (Ft)	Width (Ft)	Priority	Category	Pvm't. Cost	Cat. Sub.	Cum. Cost
al Orange/E	al Artesia/S	65th Street	PC	490	10	0.4200	5	$ 17,750		$ 17,750
al Dairy/W	South	55th	PC	1380	15	0.4200	5	$ 74,986		$ 92,736
al 55th Way/S	al Langport/W	Paramount	PC	600	15	0.4200	5	$ 32,603		$ 125,339
al Langport/W	al 56th Way/N	al 55th Way/S	PC	900	15	0.4200	5	$ 48,904		$ 174,242
al South/S	Langport/W	Paramount	PC	600	15	0.4200	5	$ 32,603		$ 206,845
al Walnut/W	Market	53rd	PC	530	15	0.2700	5	$ 18,514		$ 225,358
al 55th Way/N	Paramount	Langport	PC	400	17	0.2370	5	$ 13,900		$ 239,258
al Orcott/W	al Forhan/N	Forhan	PC	140	16	0.2332	5	$ 193		$ 239,452
al Market/N	al Long Beach/E	al Dairy/W	PC	300	15	0.2160	5	$ 8,384	$ 247,835	$ 247,835
al 56th/N	al Paramount/W	Langport	PC	400	17	0.1900	4	$ 11,144		$ 258,979
al Long Beach/W	68th	al 68th/S	PC	120	21	0.1777	4	$ 217		$ 259,196
al Atlantic/E	Claiborne	Cartagena	PC	1200	20	0.1560	4	$ 32,292		$ 291,488
al Eleanor/S	Butler	White	PC	570	16	0.1450	4	$ 11,406		$ 302,894
al Artesia/N	al Butler/W	Butler	PC	370	19	0.1310	4	$ 7,943		$ 310,837
al Atlantic/W	37th	36th	PC	680	20	0.1310	4	$ 15,366		$ 326,203
al Atlantic/W	Burlinghall	Bixby	PC	2640	20	0.1310	4	$ 59,657		$ 385,860
al Long Beach/W	47th	47th/S 150'	PC	150	20	0.1310	4	$ 3,390		$ 389,250
al Norton/S	Elm	al Linden/W	PC	550	15	0.1310	4	$ 9,321		$ 398,571
al Gaviota/E	68th	Eleanor	PC	400	15	0.1250	4	$ 6,469	$ 157,205	$ 405,040
al Atlantic/E	Cartagena	Bixby	PC	1970	20	0.0760	3	$ 25,827		$ 430,867
al 69th Way/S	al Long Beach/E	Muriel	PC	920	15	0.0510	3	$ 6,070		$ 436,937
al 68th/N	al Long Beach/E	al Butler/W	PC	1900	16	0.0510	3	$ 13,372		$ 450,309
al Coolidge/N	Paramount	Indiana	PC	1810	14	0.0510	3	$ 11,146		$ 461,456
al Long Beach/E	al 68th Way/S	67th Street	PC	650	15	0.0510	3	$ 4,289		$ 465,745
al Marker/N	Murriel	67th	PC	825	15	0.0510	3	$ 5,443		$ 471,188
al South/S	Paramount	End	PC	770	14	0.0510	3	$ 4,742		$ 475,930
al 65th/N	Butler/W 50'	Butler	PC	50	16	0.0510	3	$ 352		$ 476,282
al 67th/S	Muriel/W 50'	al Butler/W	PC	700	15	0.0510	3	$ 4,619		$ 480,900
al Artesia/N	Curtis	Hammond	PC	560	20	0.0510	3	$ 4,927		$ 485,827

North Long Beach Street Enhancement Master Plan

Concrete Alley Reconstruction

Street	From	To	Surface	Length (Ft)	Width (Ft)	Priority	Category	Pvm't. Cost	Cat. Sub.	Cum. Cost
al Atlantic/W	San Antonio	Burlinghall	PC	730	20	0.0510	3	$ 6,422		$ 492,249
al California/E	al Harding/S	60th	PC	1080	15	0.0510	3	$ 7,126		$ 499,375
al Cambridge/S	al Long Beach/E	White	PC	380	15	0.0510	3	$ 2,507		$ 501,882
al Harding/N	California	Cerritos	PC	730	20	0.0510	3	$ 6,422		$ 508,305
al Harding/S	al Myrtle/E	California	PC	180	20	0.0510	3	$ 1,584		$ 509,888
al Lemon/E	al South/S	al Market/N	PC	1700	16	0.0510	3	$ 11,965		$ 521,853
al Long Beach/E	Bort	Barclay	PC	1060	20	0.0510	3	$ 9,325		$ 531,178
al Long Beach/E	Neece	Bort	PC	440	20	0.0510	3	$ 3,871		$ 535,049
al Long Beach/W	Louise	53rd	PC	870	15	0.0510	3	$ 5,740		$ 540,789
al Marker/S	Muriel	al Muriel/E	PC	680	15	0.0510	3	$ 4,487		$ 545,276
al Markert/N	Lemon	Orange	PC	470	15	0.0510	3	$ 3,101		$ 548,377
al Myrtle/E	al Harding/S	61 St/N 20'	PC	470	15	0.0510	3	$ 3,101		$ 551,478
al Orange/E	Poinsettia	63rd	PC	300	15	0.0510	3	$ 1,979		$ 553,458
al Orange/W	al South/S	al Market/N	PC	1700	15	0.0510	3	$ 11,217		$ 564,675
al Orcutt/W	Forham	Bort	PC	240	19	0.0510	3	$ 2,006		$ 566,680
al Plymouth/N	Pacific	al Long Beach/W	PC	400	15	0.0510	3	$ 2,639	$ 164,280	$ 569,320
al Plymouth/S	Pacifc	al Long Beach/W	PC	480	15	0.0450	2	$ 2,795		$ 572,114
al Coolidge/N	Orizaba	Obispo/100' W	PC	490	10	0.0450	2	$ 1,902		$ 574,016
al Lemon/W	63rd St	60th St	PC	1500	15	0.0450	2	$ 8,733		$ 582,749
al 67th Way/N	al Long Beach/E	al Butler/W	PC	1395	15	0.0450	2	$ 8,122		$ 590,870
al Heath/S	Butler	White	PC	850	15	0.0450	2	$ 4,949		$ 595,819
al 67th/N	al Long Beach/E	al Butler/W	PC	1369	15	0.0450	2	$ 7,970		$ 603,789
al 69th/S	al Long Beach/E	Butler	PC	1980	15	0.0450	2	$ 11,527		$ 615,316
al Adair/N	btwn Elm	al Linden/W	PC	800	15	0.0450	2	$ 4,658		$ 619,974
al Adams/S	Long Beach	White	PC	1520	15	0.0450	2	$ 8,849		$ 628,823
al Artesia/S	al Brayton/W	Cherry	PC	2240	15	0.0450	2	$ 13,041		$ 641,864
al Coolidge/S	Paramount	Obispo	PC	1220	15	0.0450	2	$ 7,103		$ 648,967
al Coolidge/S	Butler	End	PC	450	15	0.0450	2	$ 2,620		$ 651,587
al Dairy/W	55th St	South	PC	1480	15	0.0450	2	$ 8,616		$ 660,203
al Delta/E	Taylor	67th	PC	970	15	0.0450	2	$ 5,647		$ 665,850

North Long Beach Street Enhancement Master Plan

Concrete Alley Reconstruction

Street	From	To	Surface	Length (Ft)	Width (Ft)	Priority	Category	Pvm't. Cost	Cat. Sub.	Cum. Cost
al Delta/E	North End	Gardner	PC	1820	15	0.0450	2	$ 10,596		$ 676,446
al Ellis/N	al Long Beach/E	al Dairy/W	PC	960	15	0.0450	2	$ 5,589		$ 682,035
al Eureka/W	70th	Thompson	PC	300	15	0.0450	2	$ 1,747		$ 683,782
al Falcon/E	al Artesia/S	Grant/64th St	PC	820	10	0.0450	2	$ 3,183		$ 686,964
al Falcon/E	67th St	al Artesia/N	PC	450	15	0.0450	2	$ 2,620		$ 689,584
al Forhan/S	Long Beach	White	PC	1580	15	0.0450	2	$ 9,199		$ 698,783
al Gaviota/E	67th St	al Artesia/N	PC	340	15	0.0450	2	$ 1,979		$ 700,762
al Gaviota/W	65th St	al Artesia/S	PC	360	15	0.0450	2	$ 2,096		$ 702,858
al Grundy/E	67th St	al Artesia/N	PC	450	15	0.0450	2	$ 2,620		$ 705,478
al Grundy/W	al Artesia/S	Grant/64th St	PC	820	10	0.0450	2	$ 3,183		$ 708,660
al Harcourt/S	al Long Beach/E	White	PC	1025	15	0.0450	2	$ 5,967		$ 714,628
al Home/N	al Long Beach/W	Pacific	PC	880	15	0.0450	2	$ 5,123		$ 719,751
al Hullett/N	Jaymills	Linden	PC	1580	15	0.0450	2	$ 9,199		$ 728,950
al Lewis/W	Inez	68th	PC	340	15	0.0450	2	$ 1,979		$ 730,929
al Lewis/W	68th	Penfold	PC	340	15	0.0450	2	$ 1,979		$ 732,909
al Linden/E	South	56th	PC	640	15	0.0450	2	$ 3,726		$ 736,635
al Linden/W	Ellis	61th St.	PC	2680	15	0.0450	2	$ 15,603		$ 752,237
al Long Bch Blvd/E	Plymouth	56th St	PC	1480	10	0.0450	2	$ 5,744		$ 757,981
al 55th/N	al Long Beach/W	al Dairy/W	PC	1430	15	0.0450	2	$ 8,325		$ 766,307
al Market/N	LA River	al Long Beach/W	PC	730	15	0.0450	2	$ 4,250		$ 770,557
al Mc Kenzie/N	Walnut	al Cherry/W	PC	1050	15	0.0450	2	$ 6,113		$ 776,670
al Neece/N	Butler	White	PC	450	15	0.0450	2	$ 2,620		$ 779,290
al Neece/S	Long Beach	White	PC	1600	15	0.0450	2	$ 9,315		$ 788,605
al Norton, N	al Dairy/E	al Linden/W	PC	1490	15	0.0450	2	$ 8,675		$ 797,279
al Norton/N	Lester	Dairy	PC	400	15	0.0450	2	$ 2,329		$ 799,608
al Orange/E	68th St	Penfold	PC	280	15	0.0450	2	$ 1,630		$ 801,238
al Oregon/E	49th	End	PC	800	15	0.0450	2	$ 4,658		$ 805,896
al Osgood/S	Jaymills	Linden	PC	1380	15	0.0450	2	$ 8,034		$ 813,930
al Paramount/W	70th	Thompson	PC	300	15	0.0450	2	$ 1,747		$ 815,676
al Plymouth/N	Pacific	DeForrest	PC	550	15	0.0450	2	$ 3,202		$ 818,878
al Plymouth/N	al Long Beach/E	Cedar	PC	580	15	0.0450	2	$ 3,377		$ 822,255

North Long Beach Street Enhancement Master Plan

Concrete Alley Reconstruction

Street	From	To	Surface	Length (Ft)	Width (Ft)	Priority	Category	Pvm't. Cost	Cat. Sub.	Cum. Cost
al Rose/E	67th St	al Artesia/N	PC	200	15	0.0450	2	$ 1,164		$ 823,419
al Rose/W	al Artesia/S	al 65th/N	PC	350	10	0.0450	2	$ 1,358		$ 824,778
al Sawyer/S	al Paramount/E	Obispo	PC	1050	15	0.0450	2	$ 6,113		$ 830,891
al Scott/S	Long Beach	White	PC	1230	15	0.0450	2	$ 7,161		$ 838,052
al South/N	al Jaymill/S	Linden	PC	1680	15	0.0450	2	$ 9,781		$ 847,832
al 57th/N	al 57th/N	al Dairy/W	PC	160	15	0.0450	2	$ 932		$ 848,764
al South/S	al Dairy/E	al Linden/W	PC	1340	15	0.0450	2	$ 7,801		$ 856,565
al Walnut/E	67th St	al Artesia/N	PC	440	15	0.0450	2	$ 2,562		$ 859,127
al Eleanor/N	al Orange/E	Walnut	PC	1100	15	0.0450	2	$ 6,404		$ 865,531
al Gardenia/W	68th	Eleanor	PC	450	15	0.0450	2	$ 2,620		$ 868,151
al Long Beach/E	69th Way	69th Street	PC	300	20	0.0310	2	$ 1,604		$ 869,755
al Long Beach/E	al 68th Way/N	68th Way	PC	100	20	0.0310	2	$ 535		$ 870,290
al Butler/W	Artesia	al Artesia/S	PC	60	20	0.0310	2	$ 321		$ 870,611
al South Street/S	Orizaba	East End	PC	180	20	0.0310	2	$ 963		$ 871,573
al 63rd/N	Orange	Rose	PC	1700	20	0.0310	2	$ 9,091		$ 880,664
al 63rd/S	Walnut	al Cherry/W	PC	1060	20	0.0310	2	$ 5,668		$ 886,332
al 64th/S	Orange	Walnut	PC	1095	20	0.0310	2	$ 5,856		$ 892,188
al 65th/N	Cherry	End	PC	200	20	0.0310	2	$ 1,070		$ 893,257
al Adair/S	Jaymills	al Linden/W	PC	950	15	0.0310	2	$ 3,810		$ 897,067
al Artesia/N	Grundy	Cherry	PC	1780	20	0.0310	2	$ 9,519		$ 906,586
al Atlantic Place/E	72nd	70th	PC	1230	20	0.0310	2	$ 6,577		$ 913,163
al Atlantic/E	Harding	61st	PC	600	20	0.0310	2	$ 3,209		$ 916,372
al Cherry/W	68th	91 FWY	PC	600	20	0.0310	2	$ 3,209		$ 919,580
al Cherry/W	65th	64th	PC	550	20	0.0310	2	$ 2,941		$ 922,521
al Cherry/W	63rd St	Harding	PC	550	20	0.0310	2	$ 2,941		$ 925,463
al Coolidge/S	Atlantic	End	PC	400	25	0.0310	2	$ 2,674		$ 928,136
al Eatondale/E	72nd	70th	PC	1100	20	0.0310	2	$ 5,882		$ 934,019
al Gardenia/E	67th St	al Artesia/N	PC	120	20	0.0310	2	$ 642		$ 934,660
al Cherry/W	Harding	Curry	PC	250	20	0.0310	2	$ 1,337		$ 935,997
al Harding/N	Gundry	al Cherry/W	PC	1650	20	0.0310	2	$ 8,823		$ 944,821
al Harding/S	John	al Cherry/W	PC	1010	20	0.0310	2	$ 5,401		$ 950,222

North Long Beach Street Enhancement Master Plan

Concrete Alley Reconstruction

Street	From	To	Surface	Length (Ft)	Width (Ft)	Priority	Category	Pvm't. Cost	Cat. Sub.	Cum. Cost
al Harding/S	California	Orange	PC	960	20	0.0310	2	$ 5,134		$ 955,355
al Long Beach/E	Gordon	Cambridge	PC	230	20	0.0310	2	$ 1,230		$ 956,585
al Long Beach/E	Cabridge	Allington	PC	240	20	0.0310	2	$ 1,283		$ 957,868
al Long Beach/E	Allington	Barclay	PC	260	20	0.0310	2	$ 1,390		$ 959,259
al Paramount/E	Sawyer	63rd	PC	250	20	0.0310	2	$ 1,337		$ 960,596
al Paramount/E	North End	Artesia	PC	370	20	0.0310	2	$ 1,979		$ 962,574
al Paramount/E	68th	67th	PC	540	20	0.0310	2	$ 2,888		$ 965,462
al 55th/S	al Long Beach/E	al Dairy/W	PC	540	15	0.0310	2	$ 2,166		$ 967,628
al Butler/W	Heath	67th Wy	PC	140	19	0.0310	2	$ 711		$ 968,339
al Cartagena/N	Atlantic	Lime	PC	280	20	0.0310	2	$ 1,497		$ 969,836
al Delta/W	Taylor/N 100'	Gardner/S 40'	PC	1760	14	0.0310	2	$ 6,588		$ 976,424
al Linden/W	Smith	61 St/N 20'	PC	250	15	0.0310	2	$ 1,003		$ 977,427
al Long Beach/W	51st	Home	PC	270	15	0.0310	2	$ 1,083		$ 978,510
al Roosevelt/N	Linden	al Linden/E	PC	150	20	0.0310	2	$ 802	$ 409,992	$ 979,312
al Osgood/N	Locust	al Linden/W	PC	930	15	0.0260	1	$ 3,128		$ 982,440
al 65th St/N	Walnut	Cherry	PC	1020	15	0.0260	1	$ 3,431		$ 985,871
al 70th/N	al Easton/W	Myrtle	PC	900	20	0.0260	1	$ 4,037		$ 989,908
al Allington/S	al Long Beach/E	White	PC	620	15	0.0260	1	$ 2,086		$ 991,993
al Forham/N	al Long Beach/W	Orcutt	PC	180	15	0.0260	1	$ 605		$ 992,599
al Gardenia/E	al Artesia/S	65th	PC	500	15	0.0260	1	$ 1,682		$ 994,281
al Long Beach/W	al Forhan/N	Bort	PC	310	15	0.0260	1	$ 1,043		$ 995,323
al Orange/W	al Harding/S	60th	PC	1080	15	0.0260	1	$ 3,633		$ 998,956
al Ruth/E	al Artesia/S	al 65th/N	PC	340	15	0.0260	1	$ 1,144		$ 1,000,100
al Atlantic/E	South	56th	PC	660	15	0.0250	1	$ 2,135		$ 1,002,235
al Bort/N	al Orcutt/W	al Long Beach/W	PC	500	15	0.0250	1	$ 1,617		$ 1,003,852
al Bort/S	al Long Beach/E	White	PC	1470	15	0.0250	1	$ 4,755		$ 1,008,606
al California/W	63rd	Harding	PC	480	15	0.0250	1	$ 1,553		$ 1,010,159
al Cerritos/W	63rd	60th	PC	1500	15	0.0250	1	$ 4,852		$ 1,015,010
al Cherry/W	59th St	South	PC	560	15	0.0250	1	$ 1,811		$ 1,016,822
al Allington/N	al Long Beach/E	White	PC	800	15	0.0160	1	$ 1,656		$ 1,018,478

North Long Beach Street Enhancement Master Plan

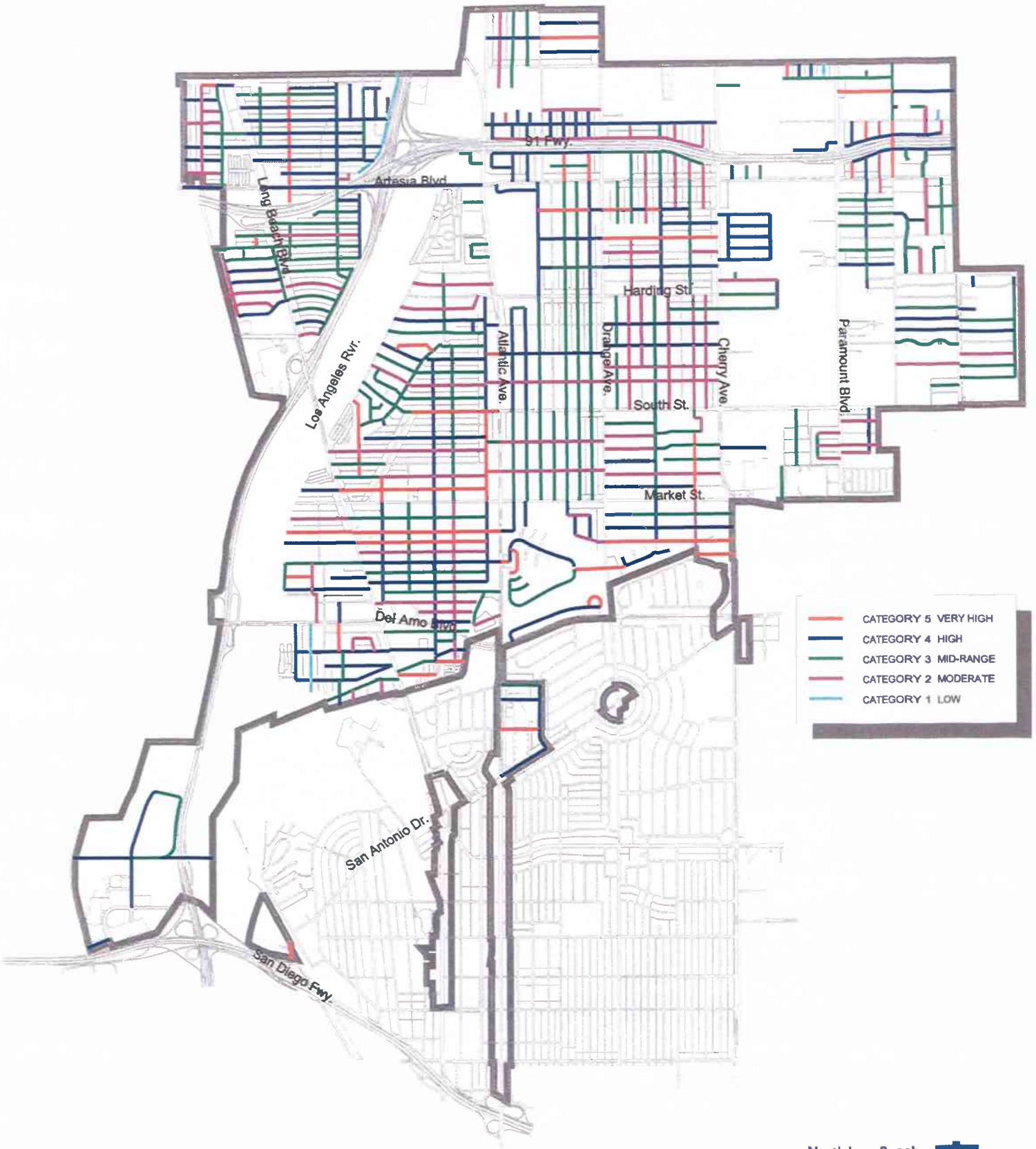
Concrete Alley Reconstruction

Street	From	To	Surface	Length (Ft)	Width (Ft)	Priority	Category	Pvm't. Cost	Cat. Sub.	Cum. Cost
al Pacific/E	48th	South End (Railroad	PC	220	20	0.0060	1	$ 228		$ 1,018,705
al Artesia/S	Muriel	al Butler/W	PC	810	20	0.0060	1	$ 838		$ 1,019,544
al Artesia/S	Coolidge	White	PC	300	15	0.0060	1	$ 233		$ 1,019,777
al Gordon/S	Gordon	Gordon	PC	550	16	0.0060	1	$ 455		$ 1,020,232
al 56th/S	al Dairy/E	al Linden/W	PC	1770	15	0.0060	1	$ 1,374		$ 1,021,606
al 91 Fwy/N	al Paramount/E	Curtis	PC	150	15	0.0060	1	$ 116		$ 1,021,722
al Artesia/N	al Paramount/E	Curtis	PC	160	20	0.0060	1	$ 166		$ 1,021,888
al Butler/W	al Artesia/N	Artesia	PC	120	15	0.0060	1	$ 93		$ 1,021,981
al Butler/W	67th	al 67th St/S	PC	130	20	0.0060	1	$ 135		$ 1,022,116
al Muriel/E	Neece/N 50'	Neece	PC	50	20	0.0060	1	$ 52		$ 1,022,167
al Norton/S	Chestnut/W 75'	al Dairy/W	PC	700	15	0.0060	1	$ 543		$ 1,022,711
al Norton/S	al Dairy/E	Elm	PC	1070	14	0.0060	1	$ 775		$ 1,023,486
al Orange/E	64th	Poinsettia	PC	280	15	0.0060	1	$ 217		$ 1,023,703
al Smith/S	Anderson/W 300'	al Linden/W	PC	400	15	0.0060	1	$ 311	$ 44,702	$ 1,024,014
	Total Miles: 24.17			127,639				**$ 1,024,014**		

APPENDIX H

Local Street Pavement Restructuring with Curb and Gutter

Figure III-7. Local Street Pavement Restructuring with Curb and Gutter



North Long Beach Street Enhancement Master Plan

Local Street Pavement Restructuring with Curb and Gutter

Street	From	To	Surface	Length (Ft)	Width (Ft)	Ovly. Thk. (In)	Cost Pvmt.	C & G (Ft)	C & G Cost	Priority	Comb. Cat.	Total Cost	Cat. Sub.	Cum. Cost
Atlantic Plaza	Atlantic	Via Veran	AC	140	36	3.3	$ 9,644	0	$ -	0.6675	5	$ 9,644		$ 9,644
Jackson St.	Orange	(Railroad)	AC	570	32	2.0	$ 45,518	859	$ 24,696	0.3533	5	$ 70,214		$ 79,858
60th	Atlantic	Linden	AC	230	30	2.1	$ 8,693	310	$ 8,913	0.3487	5	$ 17,606		$ 97,464
55th	Atlantic	Linden	AC	250	29	2.1	$ 9,257	307	$ 8,826	0.3416	5	$ 18,083		$ 115,547
Cedar	Market	Dairy	AC	510	28	2.0	$ 17,865	591	$ 16,991	0.3063	5	$ 34,856		$ 150,403
65th	Falcon	Walnut	AC	330	30	2.0	$ 12,049	0	$ -	0.3048	5	$ 12,049		$ 162,452
69th	Obispo	Paramount	AC	1250	29	2.0	$ 44,713	1,323	$ 38,036	0.2951	5	$ 82,750		$ 245,201
Bentree Circle	Silva	Silva	AC	550	32	2.0	$ 20,898	644	$ 18,515	0.2892	5	$ 39,413		$ 284,614
71st	Myrtle	Orange	AC	1270	30	1.7	$ 37,392	660	$ 18,975	0.2758	5	$ 56,367		$ 340,981
53rd	Long Beach	L.A. River Basin	AC	1500	29	2.0	$ 53,656	732	$ 21,045	0.2732	5	$ 74,701		$ 415,682
Chestnut	55th	De Forest	AC	1790	28	2.0	$ 62,702	655	$ 18,831	0.2728	5	$ 81,533		$ 497,215
Arbor	Long Beach	End	AC	1550	38	2.0	$ 65,792	444	$ 12,765	0.2700	5	$ 78,557		$ 575,772
65th	Brayton	Gundry	AC	330	30	2.0	$ 12,049	0	$ -	0.2651	5	$ 12,049		$ 587,821
South Street	Dairy	Atlantic	AC	2269	60	2.4	$ 156,933	495	$ 14,231	0.2583	5	$ 171,164		$ 758,986
Ambeco	Pacific Railroad	End	AC	350	27	2.2	$ 13,404	307	$ 8,826	0.2495	5	$ 22,231		$ 781,216
65th	Orange	Brayton	AC	310	30	2.2	$ 12,614	0	$ -	0.2474	5	$ 12,614		$ 793,830
Linden	Market	South	AC	1960	33	2.0	$ 75,926	295	$ 8,481	0.2419	5	$ 84,407		$ 878,237
53rd	Long Beach	Atlantic	AC	3280	39	2.1	$ 146,682	677	$ 19,464	0.2417	5	$ 166,146		$ 1,044,383
Louise	Dairy	Linden	AC	2520	30	2.0	$ 92,012	194	$ 5,578	0.2369	5	$ 97,589		$ 1,141,972
70th	Gale	Harbor	AC	300	30	1.7	$ 8,833	660	$ 18,975	0.2367	5	$ 27,808		$ 1,169,779
Virginia	49th	Del Amo	AC	560	36	2.0	$ 22,939	221	$ 6,354	0.2345	5	$ 29,293		$ 1,199,072
Mountainview	Long Beach	Linden	AC	2900	36	2.0	$ 118,793	610	$ 17,538	0.2314	5	$ 136,330		$ 1,335,403
64th	Cherry	Orange	AC	2580	36	2.0	$ 105,685	658	$ 18,918	0.2235	5	$ 124,602		$ 1,460,005
45th Street	Altantic	California	AC	710	58	2.0	$ 42,956	166	$ 4,773	0.2210	5	$ 47,729		$ 1,507,733
Zane	DeForrest	Daisy	AC	600	32	1.7	$ 18,456	624	$ 17,940	0.2205	5	$ 36,396		$ 1,544,129
Adair	60th	Jaymills	AC	850	30	2.0	$ 31,036	946	$ 27,198	0.2204	5	$ 58,233		$ 1,602,363
Newton	70th	Thompson	AC	250	30	2.0	$ 9,128	322	$ 9,258	0.2200	5	$ 18,386		$ 1,620,748
Curtis Avenue	Artesia	67th	AC	300	28	1.7	$ 8,437	394	$ 11,328	0.2173	5	$ 19,765		$ 1,640,513
Obispo	68th	Artesia	AC	1240	37	2.2	$ 55,376	660	$ 18,975	0.2171	5	$ 74,351		$ 1,714,864
65th	Orange	Myrtle	AC	1080	28	2.1	$ 39,158	288	$ 8,280	0.2163	5	$ 47,438		$ 1,762,302
Rose	Market	Phillips	AC	1410	33	1.8	$ 46,227	60	$ 1,725	0.2152	5	$ 47,952		$ 1,810,254
Louise	Long Beach	Dairy	AC	700	30	2.0	$ 25,559	783	$ 22,511	0.2141	5	$ 48,070		$ 1,858,324
Lewis Avenue	Artesia	67th	AC	550	30	1.7	$ 16,193	822	$ 23,633	0.2135	5	$ 39,826		$ 1,898,150
Via Wanda	Orange	Via Carmelitos	AC	660	30	2.0	$ 24,098	723	$ 20,786	0.2133	5	$ 44,885		$ 1,943,034
52nd	Cherry	Rose	AC	840	27	1.7	$ 23,071	865	$ 24,869	0.2125	5	$ 47,940		$ 1,990,974
Cerritos	67th	Artesia	AC	550	30	2.0	$ 20,082	468	$ 13,455	0.2109	5	$ 33,537		$ 2,024,511
Orcutt	Bort	Forhan	AC	370	27	1.7	$ 10,162	269	$ 7,734	0.2099	5	$ 17,896		$ 2,042,407
47th Street	Long Beach	Perpendicular to Loc	AC	860	32	2.0	$ 32,677	883	$ 25,386	0.2088	5	$ 58,063		$ 2,100,470
Via Passi	Via Veran	Via Veran	AC	900	17	2.0	$ 24,183	0	$ -	0.2053	5	$ 24,183		$ 2,124,652
52nd Street	Orange	Brayton	AC	250	38	2.0	$ 10,612	445	$ 12,794	0.2041	5	$ 23,405		$ 2,148,058
Muriel	(Just past Artesia)	Orleans	AC	1990	30	2.1	$ 75,214	298	$ 8,568	0.2029	5	$ 83,781		$ 2,231,839
Orizaba	68th	67th Way	AC	450	29	1.7	$ 12,953	437	$ 12,564	0.2008	5	$ 25,516	$ 2,257,355	$ 2,257,355
52nd Street	Atlantic	Long Beach	AC	3080	36	2.1	$ 130,629	468	$ 13,455	0.1997	4	$ 144,084		$ 2,401,439
Cerritos	Penfold	Inez	AC	590	30	2.0	$ 21,542	394	$ 11,328	0.1983	4	$ 32,870		$ 2,434,309
65th	Gundry	Falcon	AC	310	30	1.7	$ 9,127	0	$ -	0.1972	4	$ 9,127		$ 2,443,436
Locust	South	60th	AC	1060	27	2.0	$ 36,344	305	$ 8,769	0.1970	4	$ 45,113		$ 2,488,550
Silva	Del Amo	Bentree Circle	AC	2300	35	2.0	$ 92,509	2,324	$ 66,815	0.1967	4	$ 159,324		$ 2,647,873

North Long Beach Street Enhancement Master Plan

Local Street Pavement Restructuring with Curb and Gutter

Street	From	To	Surface	Length (Ft)	Width (Ft)	Ovly. Thk. (In)	Cost Pvmt.	C & G (Ft)	C & G Cost	Priority	Comb. Cat.	Total Cost	Cat. Sub.	Cum. Cost
Cummings	Gale	Just past Delta	AC	830	27	1.7	$ 22,796	300	$ 8,625	0.1965	4	$ 31,421		$ 2,679,295
Cerritos	Artesia	Harding	AC	2490	27	2.0	$ 85,375	660	$ 18,975	0.1962	4	$ 104,350		$ 2,783,645
69th Way	White	(Just past Beechley)	AC	420	31	2.0	$ 15,647	298	$ 8,568	0.1958	4	$ 24,214		$ 2,807,859
Smith	De Forest	Linden	AC	2000	29	2.0	$ 71,542	641	$ 18,429	0.1958	4	$ 89,970		$ 2,897,830
68th	Long Beach	White	AC	2700	30	2.0	$ 98,584	1,097	$ 31,539	0.1949	4	$ 130,123		$ 3,027,952
67th Way	Long Beach	Coachella	AC	3000	30	2.0	$ 109,538	1,095	$ 31,481	0.1934	4	$ 141,019		$ 3,168,971
70th	Gale	Long Beach	AC	370	32	1.7	$ 11,381	785	$ 22,569	0.1927	4	$ 33,950		$ 3,202,921
Locust	Market	South	AC	1940	27	2.0	$ 66,517	298	$ 8,568	0.1920	4	$ 75,085		$ 3,278,006
San Antonio	Atlantic	California	AC	1170	78	2.4	$ 92,815	460	$ 13,225	0.1911	4	$ 106,040		$ 3,384,046
67th Way	Curtis	Obispo	AC	1000	28	1.7	$ 28,124	334	$ 9,603	0.1909	4	$ 37,727		$ 3,421,773
Sunset	Long Beach	Linden	AC	2640	30	2.0	$ 96,393	735	$ 21,131	0.1903	4	$ 117,524		$ 3,539,297
45th Way	Atlantic	California	AC	710	37	2.0	$ 29,610	860	$ 24,725	0.1903	4	$ 54,335		$ 3,593,632
Lemon	Penfold	Inez	AC	570	30	1.7	$ 16,782	322	$ 9,258	0.1903	4	$ 26,040		$ 3,619,672
Virginia	City Limit	47th	AC	120	36	1.5	$ 3,660	226	$ 6,498	0.1901	4	$ 10,157		$ 3,629,829
Taylor	Gale	(Past Delta end)	AC	780	28	1.7	$ 21,937	401	$ 11,529	0.1898	4	$ 33,466		$ 3,663,295
49th	Drainage Basin	Locust	AC	2100	30	2.0	$ 76,676	469	$ 13,484	0.1883	4	$ 90,160		$ 3,753,455
69th	Obispo	Downey	AC	1220	37	2.0	$ 50,880	1,321	$ 37,979	0.1863	4	$ 88,859		$ 3,842,314
Louise	Long Beach	L.A. River Basin	AC	890	30	1.7	$ 26,204	392	$ 11,270	0.1860	4	$ 37,474		$ 3,879,787
Norton	Linden	Dairy	AC	1910	30	1.7	$ 56,235	787	$ 22,626	0.1850	4	$ 78,861		$ 3,958,648
Olive	Janice	South	AC	2400	30	2.0	$ 87,630	660	$ 18,975	0.1846	4	$ 106,605		$ 4,065,253
67th	Obispo	Johnson	AC	1000	40	1.7	$ 36,032	663	$ 19,061	0.1825	4	$ 55,093		$ 4,120,346
Walnut	Artesia	Harding	AC	2410	33	1.8	$ 79,013	660	$ 18,975	0.1815	4	$ 97,988		$ 4,218,334
California	San Antonio	46th	AC	1340	77	2.0	$ 99,957	325	$ 9,344	0.1796	4	$ 109,301		$ 4,327,635
63rd	Myrtle	California	AC	260	33	1.8	$ 8,524	0	$ -	0.1790	4	$ 8,524		$ 4,336,159
Orizaba	Harding	Poppy	AC	200	16	1.8	$ 4,223	286	$ 8,223	0.1787	4	$ 12,445		$ 4,348,604
49th	Pacific	Oregon	AC	600	36	2.0	$ 24,578	331	$ 9,516	0.1784	4	$ 34,094		$ 4,382,698
Schilling	Artesia	Artesia Freeway	AC	250	35	1.5	$ 7,474	329	$ 9,459	0.1780	4	$ 16,932		$ 4,399,631
Lewis Avenue	Inez	Penfold	AC	570	30	1.7	$ 16,782	0	$ -	0.1775	4	$ 16,782		$ 4,416,413
71st Way	Myrtle	Orange	AC	1270	30	1.7	$ 37,392	0	$ -	0.1775	4	$ 37,392		$ 4,453,804
Lime Avenue	South	Janice	AC	400	30	1.8	$ 13,578	394	$ 11,328	0.1766	4	$ 24,906		$ 4,478,710
Via Wanda	Via Carmelitos	End - near Atlantic P	AC	1850	31	2.0	$ 68,920	250	$ 7,188	0.1761	4	$ 76,108		$ 4,554,818
Artesia Frontage	Long Beach	Atlantic	AC	5000	88	2.4	$ 477,204	3,274	$ 94,128	0.1759	4	$ 571,332		$ 5,126,150
Walnut	Jackson	Market	AC	860	34	2.0	$ 33,952	331	$ 9,516	0.1743	4	$ 43,469		$ 5,169,618
Linden	Harding	South	AC	2640	33	2.0	$ 102,268	298	$ 8,568	0.1737	4	$ 110,835		$ 5,280,453
49th	Long Beach	Pacific	AC	1435	35	2.0	$ 57,717	329	$ 9,459	0.1711	4	$ 67,176		$ 5,347,630
67th	Long Beach	End - past Delta	AC	1500	29	1.7	$ 43,175	132	$ 3,795	0.1711	4	$ 46,970		$ 5,394,600
Artesia Frontage	Delta	Long Beach	AC	1550	88	2.4	$ 147,933	473	$ 13,599	0.1694	4	$ 161,532		$ 5,556,132
Linden	Sunset	Market	AC	1790	33	2.0	$ 69,341	358	$ 10,293	0.1663	4	$ 79,633		$ 5,635,765
64th	California	Myrtle	AC	260	29	1.7	$ 7,484	1,162	$ 33,408	0.1656	4	$ 40,891		$ 5,676,656
Zane	Long Beach	End	AC	810	32	1.8	$ 28,608	819	$ 23,546	0.1647	4	$ 52,154		$ 5,728,810
48th	Pacific	Long Beach	AC	1610	35	1.7	$ 52,707	879	$ 25,271	0.1640	4	$ 77,978		$ 5,806,788
Warnock	Hughes	Santa Fe	AC	550	69	1.7	$ 30,328	542	$ 15,583	0.1639	4	$ 45,910		$ 5,852,698
48th	Oregon	Pacific	AC	660	35	1.7	$ 21,606	329	$ 9,459	0.1626	4	$ 31,065		$ 5,883,764
67th	Millmark	Orange	AC	2360	33	1.7	$ 74,149	562	$ 16,158	0.1614	4	$ 90,307		$ 5,974,070
Raymond Ave.	63rd	65th	AC	1120	33	1.7	$ 35,189	257	$ 7,389	0.1611	4	$ 42,578		$ 6,016,649
Mountainview	Long Beach	L.A. River Basin	AC	1600	36	1.7	$ 53,434	848	$ 24,380	0.1603	4	$ 77,814		$ 6,094,462
McKenzie	Cherry	Walnut	AC	1260	36	1.7	$ 42,079	660	$ 18,975	0.1601	4	$ 61,054		$ 6,155,516
Butler	Artesia	Galliard	AC	1900	34	1.7	$ 60,948	293	$ 8,424	0.1555	4	$ 69,372		$ 6,224,888

North Long Beach Street Enhancement Master Plan

Local Street Pavement Restructuring with Curb and Gutter

Street	From	To	Surface	Length (Ft)	Width (Ft)	Ovly. Thk. (In)	Cost Pvmt.	C & G (Ft)	C & G Cost	Priority	Comb. Cat.	Total Cost	Cat. Sub.	Cum. Cost
California (N/B)	45th	San Antonio	AC	1500	32	2.3	$ 61,810	0	$ -	0.1554	4	$ 61,810		$ 6,286,698
Coachella	End (N)	End (S)	AC	400	32	1.7	$ 12,304	0	$ -	0.1542	4	$ 12,304		$ 6,299,003
60th	DeForrest	Jaymills	AC	910	32	1.7	$ 27,992	613	$ 17,624	0.1535	4	$ 45,616		$ 6,344,618
60th	California	Orange	AC	1080	30	2.2	$ 42,206	284	$ 8,165	0.1527	4	$ 50,371		$ 6,394,989
California (S/B)	45th	San Antonio	AC	1500	32	2.3	$ 61,810	0	$ -	0.1525	4	$ 61,810		$ 6,456,799
71st	Atlantic	Myrtle	AC	1230	36	1.7	$ 41,077	312	$ 8,970	0.1523	4	$ 50,047		$ 6,506,846
Lime Avenue	Penfold	68th	AC	250	29	1.7	$ 7,196	905	$ 26,019	0.1507	4	$ 33,215		$ 6,540,061
Olive	Penfold	68th	AC	250	30	1.7	$ 7,361	931	$ 26,766	0.1491	4	$ 34,127		$ 6,574,187
60th	Orange	Cherry	AC	2580	30	2.2	$ 100,825	307	$ 8,826	0.1486	4	$ 109,651		$ 6,683,838
64th	Orange	California	AC	1080	29	2.1	$ 39,989	783	$ 22,511	0.1465	4	$ 62,500		$ 6,746,338
70th Way	Orange	Myrtle	AC	1260	31	2.0	$ 42,883	1,342	$ 38,583	0.1417	4	$ 81,466		$ 6,827,804
Anderson	Smith	61st	AC	250	29	2.0	$ 8,943	295	$ 8,481	0.1405	4	$ 17,424		$ 6,845,228
Curry Street	Downey	End	AC	310	29	1.5	$ 8,144	367	$ 10,551	0.1393	4	$ 18,695		$ 6,863,923
Locust	49th	Arbor	AC	250	28	2.0	$ 8,757	116	$ 3,335	0.1389	4	$ 12,092		$ 6,876,015
60th	Atlantic	California	AC	1180	30	2.2	$ 46,114	0	$ -	0.1385	4	$ 46,114		$ 6,922,129
52nd Street	Brayton	Walnut	AC	1100	30	2.0	$ 36,622	270	$ 7,763	0.1383	4	$ 44,384		$ 6,966,513
Cherry Industrial Circle	Cherry	End	AC	1000	47	1.5	$ 37,139	1,093	$ 31,424	0.1382	4	$ 68,563		$ 7,035,076
65th	Walnut	Gaviota	AC	330	36	2.0	$ 13,518	0	$ -	0.1347	4	$ 13,518		$ 7,048,594
65th	Gaviota	Rose	AC	330	36	2.0	$ 13,518	0	$ -	0.1347	4	$ 13,518		$ 7,062,112
Locust	Del Amo	49th	AC	550	26	2.0	$ 18,450	151	$ 4,341	0.1339	4	$ 22,791		$ 7,084,903
Via Oro	Hughes	Via Plata	AC	2700	61	1.7	$ 134,648	706	$ 20,298	0.1327	4	$ 154,946		$ 7,239,849
Washington	Orange	Rose	AC	1980	28	2.0	$ 69,357	1,147	$ 32,976	0.1295	4	$ 102,334		$ 7,342,183
61st	Cherry	Orange	AC	3580	30	2.1	$ 135,309	300	$ 8,625	0.1275	4	$ 143,934		$ 7,486,117
White	67th Way	67th	AC	230	31	1.7	$ 6,923	595	$ 17,106	0.1269	4	$ 24,030		$ 7,510,147
Terminal	Curry	Poppy	AC	570	22	1.7	$ 13,777	331	$ 9,516	0.1251	4	$ 23,294		$ 7,533,440
Beechley	Coachella	69th Way	AC	1180	30	2.0	$ 43,085	706	$ 20,298	0.1247	4	$ 63,382		$ 7,596,822
Cedar	Market	Home	AC	2050	27	2.0	$ 70,289	466	$ 13,398	0.1239	4	$ 83,686		$ 7,680,509
Orizaba	67th	Artesia	AC	410	28	1.8	$ 12,035	490	$ 14,088	0.1238	4	$ 26,122		$ 7,706,631
St Francis (Cul-de-sac)	St Francis	End (S)	AC	100	32	1.8	$ 3,532	0	$ -	0.1225	4	$ 3,532		$ 7,710,163
69th	Long Beach	Butler	AC	2200	30	2.0	$ 80,328	1,095	$ 31,481	0.1224	4	$ 111,809		$ 7,821,971
63rd	Cherry	Raymond	AC	1100	33	2.0	$ 42,612	910	$ 26,163	0.1223	4	$ 68,774		$ 7,890,745
68th	Atlantic	Myrtle	AC	1280	35	2.0	$ 47,362	456	$ 13,110	0.1211	4	$ 60,472		$ 7,951,217
Arbor	Long Beach	Pacific	AC	1500	29	2.0	$ 53,656	411	$ 11,816	0.1199	4	$ 65,472		$ 8,016,689
60th	Linden	Jaymills	AC	1350	30	2.0	$ 49,292	184	$ 5,290	0.1198	4	$ 54,582		$ 8,071,271
67th	Curtis	Downey	AC	2360	28	2.0	$ 82,668	338	$ 9,718	0.1194	4	$ 92,386		$ 8,163,657
53rd	Lime	Atlantic	AC	240	30	1.8	$ 7,374	300	$ 8,625	0.1193	4	$ 15,999		$ 8,179,656
67th	Coachella	Long Beach	AC	2680	30	2.0	$ 97,854	822	$ 23,633	0.1182	4	$ 121,486		$ 8,301,142
67th	Paramount	End - towards Pacifi	AC	1200	33	1.5	$ 34,424	1,113	$ 31,999	0.1176	4	$ 66,423		$ 8,367,565
Millmark	Penfold	SCE Easement	AC	620	30	1.5	$ 16,663	334	$ 9,603	0.1173	4	$ 26,265		$ 8,393,831
63rd	Orange	Cherry	AC	2580	30	2.0	$ 94,202	660	$ 18,975	0.1170	4	$ 113,177		$ 8,507,008
68th	Orange	Cherry	AC	2580	36	2.0	$ 97,377	660	$ 18,975	0.1165	4	$ 116,352		$ 8,623,360
65th	Myrtle	California	AC	260	30	1.8	$ 7,989	283	$ 8,136	0.1163	4	$ 16,125		$ 8,639,485
68th	Obispo	End	AC	100	27	1.7	$ 2,747	132	$ 3,795	0.1158	4	$ 6,542		$ 8,646,026
Barry Drive	Millmark	Lime	AC	400	30	1.7	$ 11,777	676	$ 19,435	0.1144	4	$ 31,212		$ 8,677,238
Carson	Via Oro	Santa Fe	AC	1250	67	1.7	$ 67,279	1,351	$ 38,841	0.1137	4	$ 106,121		$ 8,783,359
68th	Long Beach	Coachella	AC	3230	30	2.0	$ 117,935	276	$ 7,935	0.1132	4	$ 125,870		$ 8,909,229
Trafford	Long Beach	Rahn	AC	1140	26	1.7	$ 30,559	1,175	$ 33,781	0.1132	4	$ 64,341		$ 8,973,570
Silva	Locust	Linden	AC	780	36	2.0	$ 31,951	346	$ 9,948	0.1132	4	$ 41,899		$ 9,015,468

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Street	From	To	Surface	Length (Ft)	Width (Ft)	Ovly. Thk. (In)	Cost Pvmt.	C & G (Ft)	C & G Cost	Priority	Comb. Cat.	Total Cost	Cat. Sub.	Cum. Cost
68th	Myrtle	Orange	AC	1250	35	2.0	$ 46,252	0	$ -	0.1130	4	$ 46,252		$ 9,061,720
Oregon	49th	48th	AC	600	26	1.7	$ 16,084	593	$ 17,049	0.1124	4	$ 33,133		$ 9,094,853
Verdura	Harding	Poppy	AC	210	30	1.7	$ 6,183	329	$ 9,459	0.1123	4	$ 15,642		$ 9,110,494
California	Penfold	Inez	AC	600	30	1.7	$ 17,665	934	$ 26,853	0.1121	4	$ 44,518		$ 9,155,012
Norton	Dairy	57th	AC	730	30	1.7	$ 21,493	785	$ 22,569	0.1118	4	$ 44,062		$ 9,199,074
Michelson	Orange	Walnut	AC	1100	27	1.7	$ 30,212	1,150	$ 33,063	0.1108	4	$ 63,274		$ 9,262,348
Grayton Avenue	52nd	End	AC	200	27	1.7	$ 5,493	209	$ 6,009	0.1108	4	$ 11,502		$ 9,273,850
Marker	Butler	Muriel	AC	1050	27	1.7	$ 28,839	1,095	$ 31,481	0.1107	4	$ 60,320		$ 9,334,170
53rd	Cherry	Orange	AC	2850	27	1.8	$ 81,698	1,145	$ 32,919	0.1106	4	$ 114,617		$ 9,448,787
Scott	Rahn	Long Beach	AC	1140	27	1.7	$ 31,311	1,176	$ 33,810	0.1105	4	$ 65,121		$ 9,513,908
Lester	Jaymills	57th	AC	100	30	1.7	$ 2,944	142	$ 4,083	0.1097	4	$ 7,027		$ 9,520,934
Barclay Street	Long Beach	Rahn	AC	1150	27	1.8	$ 32,966	411	$ 11,816	0.1097	4	$ 44,782		$ 9,565,717
Lime Avenue	53rd	Market	AC	630	28	2	$ 17,718	691	$ 19,866	0.1091	4	$ 37,585		$ 9,603,301
49th	Locust	Long Beach	AC	960	28	1.7	$ 26,999	1,037	$ 29,814	0.1088	4	$ 56,813		$ 9,660,114
Stawley	Thompson	70th	AC	250	30	1.7	$ 7,361	341	$ 9,804	0.1088	4	$ 17,164		$ 9,677,279
Lake	Thompson	70th	AC	250	30	1.7	$ 7,361	341	$ 9,804	0.1088	4	$ 17,164		$ 9,694,443
65th	Indiana	Coronado	AC	280	33	1.7	$ 8,797	495	$ 14,231	0.1084	4	$ 23,029		$ 9,717,472
63rd	Paramount	Obispo	AC	1240	36	1.9	$ 45,005	641	$ 18,429	0.1082	4	$ 63,433		$ 9,780,905
61st	Atlantic	Linden	AC	230	30	1.7	$ 6,772	305	$ 8,769	0.1081	4	$ 15,540		$ 9,796,445
Lake	Poppy	Harding	AC	350	34	1.7	$ 11,227	660	$ 18,975	0.1080	4	$ 30,202		$ 9,826,648
Locust	Del Amo	Market	AC	2330	27	1.7	$ 63,994	233	$ 6,699	0.1078	4	$ 70,693		$ 9,897,341
Carson	Via Alcalde	End	AC	700	28	1.7	$ 19,687	703	$ 20,211	0.1074	4	$ 39,898		$ 9,937,239
White	Adams	North terminus	AC	1500	25	1.7	$ 39,221	264	$ 7,590	0.1073	4	$ 46,811		$ 9,984,051
52nd Street	Walnut	End	AC	350	28	1.7	$ 9,844	346	$ 9,948	0.1072	4	$ 19,791		$ 10,003,842
Virginia	Del Amo	Home	AC	380	30	1.7	$ 11,188	480	$ 13,800	0.1071	4	$ 24,988		$ 10,028,830
Cerritos	Plymouth	Jackson	AC	450	30	1.7	$ 13,249	562	$ 16,158	0.1068	4	$ 29,407		$ 10,058,236
Curtis Avenue	68th	67th Way	AC	500	29	1.7	$ 14,392	552	$ 15,870	0.1067	4	$ 30,262		$ 10,088,498
La Jara	Downey	Obispo	AC	1220	29	1.7	$ 35,116	1,320	$ 37,950	0.1063	4	$ 73,066		$ 10,161,564
Myrtle	Harding	Artesia	AC	2580	35	2.0	$ 103,771	663	$ 19,061	0.1063	4	$ 122,832		$ 10,284,396
Muriel	Orlean	End	AC	250	32	1.7	$ 4,786	0	$ -	0.1062	4	$ 4,786		$ 10,289,182
64th	St. Louis	Raymond	AC	850	29	1.7	$ 24,466	910	$ 26,163	0.1061	4	$ 50,628		$ 10,339,810
McKenzie	Raymond	St. Louis	AC	860	29	1.7	$ 24,754	910	$ 26,163	0.1059	4	$ 50,916		$ 10,390,726
Lime Avenue	SCE Easement	68th	AC	260	30	1.5	$ 6,988	0	$ -	0.1059	4	$ 6,988		$ 10,397,714
Olive	SCE Easement	68th	AC	260	30	1.5	$ 6,988	0	$ -	0.1059	4	$ 6,988		$ 10,404,701
Orleans	Muriel	End	AC	1050	29	1.7	$ 30,223	1,093	$ 31,424	0.1056	4	$ 61,646		$ 10,466,348
Orizaba	55th Way	South	AC	1010	28	1.8	$ 29,646	271	$ 7,791	0.1053	4	$ 37,437		$ 10,503,785
Lewis Avenue	Market	Plymouth	AC	300	30	1.7	$ 8,833	336	$ 9,660	0.1046	4	$ 18,493		$ 10,522,278
Olive	67th	Artesia	AC	590	30	1.7	$ 17,371	658	$ 18,918	0.1045	4	$ 36,288		$ 10,558,566
61st	Obispo	Downey	AC	1220	30	1.7	$ 35,920	1,320	$ 37,950	0.1040	4	$ 73,870		$ 10,632,436
Marker	End (W)	Muriel	AC	180	30	1.5	$ 4,838	0	$ -	0.1038	4	$ 4,838		$ 10,637,273
Olive	Market	End - towards 53rd	AC	560	30	1.7	$ 16,488	593	$ 17,049	0.1036	4	$ 33,536		$ 10,670,810
Coolridge Street	Artesia	Myrtle	AC	1030	30	1.7	$ 30,326	1,070	$ 30,763	0.1032	4	$ 61,088		$ 10,731,898
Cambridge Street	White	Long Beach	AC	675	30	1.7	$ 19,874	699	$ 20,096	0.1032	4	$ 39,970		$ 10,771,868
Bellhurst	Galliard	68th Way	AC	800	30	1.7	$ 23,554	818	$ 23,518	0.1029	4	$ 47,071		$ 10,818,939
Millmark	67th	Barry	AC	370	29	1.7	$ 10,650	324	$ 9,315	0.1027	4	$ 19,965		$ 10,838,904
Coolridge Street	White	Butler	AC	500	30	1.7	$ 14,721	502	$ 14,433	0.1026	4	$ 29,154		$ 10,868,057
Orizaba	64th	Artesia	AC	1300	29	1.8	$ 39,051	331	$ 9,516	0.1026	4	$ 48,567		$ 10,916,625
Lemon	Jackson	Plymouth	AC	410	31	1.7	$ 12,342	456	$ 13,110	0.1022	4	$ 25,452		$ 10,942,076

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65th	Coronado	Obispo	AC	260	34	1.7	$ 8,340	383	$ 11,011	0.1016	4	$ 19,352		$ 10,961,428
Huges Way	Warnock	End	AC	2100	50	2.2	$ 134,134	325	$ 9,344	0.1015	4	$ 143,478		$ 11,104,905
Lime Avenue	Artesia	67th	AC	560	29	1.7	$ 16,119	439	$ 12,621	0.1011	4	$ 28,740		$ 11,133,645
51st	Long Beach	De Forest	AC	2050	27	1.7	$ 56,304	1,054	$ 30,303	0.1010	4	$ 86,607		$ 11,220,252
La Jara	Lake	Downey	AC	1140	28	1.7	$ 32,062	672	$ 19,320	0.1000	4	$ 51,382	$ 9,014,278	$ 11,271,634
Obispo	70th	68th	AC	1300	37	1.9	$ 48,111	677	$ 19,464	0.1000	3	$ 67,574		$ 11,339,208
Arbor	Long Beach	Locust	AC	820	30	1.7	$ 24,143	660	$ 18,975	0.0992	3	$ 43,118		$ 11,382,326
La and S	End (N)	Candlewood	AC	75	36	2.0	$ 3,314	0	$ -	0.0992	3	$ 3,314		$ 11,385,640
Adams Street	Rahn	Long Beach	AC	1130	32	1.7	$ 34,759	710	$ 20,413	0.0992	3	$ 55,172		$ 11,440,811
69th Way	Butler	Long Beah	AC	2250	28	1.7	$ 63,280	1,097	$ 31,539	0.0982	3	$ 94,819		$ 11,535,630
Sawyer	Johnson	Indiana	AC	310	29	1.7	$ 8,923	181	$ 5,204	0.0976	3	$ 14,127		$ 11,549,756
Cedar Avenue	Jaymills	De Forest	AC	800	30	1.7	$ 23,554	557	$ 16,014	0.0974	3	$ 39,568		$ 11,589,324
Brayton Avenue	Grant School	Artesia	AC	840	27	1.7	$ 23,071	260	$ 7,475	0.0973	3	$ 30,546		$ 11,619,870
Walnut	67th	Artesia	AC	550	34	1.7	$ 17,643	658	$ 18,918	0.0972	3	$ 36,560		$ 11,656,430
63rd	California	Orange	AC	1100	29	1.7	$ 31,662	610	$ 17,538	0.0971	3	$ 49,199		$ 11,705,630
Adair	Jaymills	Linden	AC	1050	27	1.7	$ 28,839	286	$ 8,223	0.0966	3	$ 37,061		$ 11,742,691
Morningside	Long Beach	Linden	AC	2700	30	1.7	$ 79,494	593	$ 17,049	0.0961	3	$ 96,543		$ 11,839,234
Coolridge Street	End	Atlantic	AC	370	38	1.7	$ 12,844	427	$ 12,276	0.0961	3	$ 25,120		$ 11,864,354
Lime Avenue	Market	South	AC	1960	28	1.7	$ 55,124	718	$ 20,643	0.0960	3	$ 75,766		$ 11,940,120
Sawyer	Knight	Coronado	AC	300	29	1.7	$ 8,635	147	$ 4,226	0.0960	3	$ 12,861		$ 11,952,982
Lewis Avenue	South	Market	AC	1960	28	1.7	$ 55,124	713	$ 20,499	0.0960	3	$ 75,623		$ 12,028,604
California	Market	South	AC	1990	28	1.7	$ 55,968	713	$ 20,499	0.0959	3	$ 76,466		$ 12,105,071
Lemon	Market	South	AC	1960	28	1.7	$ 55,124	698	$ 20,068	0.0958	3	$ 75,191		$ 12,180,262
Adams Street	Long Beach	White	AC	1820	30	1.7	$ 53,585	1,093	$ 31,424	0.0957	3	$ 85,009		$ 12,265,271
Walnut	Eleanor	68th	AC	250	36	1.7	$ 8,349	334	$ 9,603	0.0955	3	$ 17,952		$ 12,283,222
Orizaba	Poppy	64th	AC	950	30	1.8	$ 29,189	0	$ -	0.0955	3	$ 29,189		$ 12,312,412
65th	California	Orange	AC	1080	30	1.8	$ 33,184	0	$ -	0.0955	3	$ 33,184		$ 12,345,595
Coronado	65th	64th	AC	600	33	1.7	$ 18,851	576	$ 16,560	0.0955	3	$ 35,411		$ 12,381,007
Oregon	Del Amo	59th	AC	550	35	1.7	$ 18,005	660	$ 18,975	0.0953	3	$ 36,980		$ 12,417,987
52nd	De Forest	Long Beach	AC	1810	35	1.8	$ 61,827	987	$ 28,376	0.0952	3	$ 90,203		$ 12,508,190
Langport Avenue	55th Way	56th Way	AC	610	43	1.7	$ 23,185	1,329	$ 38,209	0.0951	3	$ 61,394		$ 12,569,584
65th	Paramount	Obispo	AC	1240	30	1.7	$ 36,508	679	$ 19,521	0.0948	3	$ 56,030		$ 12,625,614
Virginia	48th	49th	AC	610	30	1.7	$ 17,960	331	$ 9,516	0.0947	3	$ 27,476		$ 12,653,090
Thompson	Paramount	Obispo	AC	1240	30	1.7	$ 36,508	660	$ 18,975	0.0946	3	$ 55,483		$ 12,708,573
South Street	Jaymills	Dairy	AC	400	171	2.4	$ 69,166	416	$ 11,960	0.0944	3	$ 81,126		$ 12,789,699
Sawyer	Paramount	Obispo	AC	1240	30	1.7	$ 36,508	641	$ 18,429	0.0943	3	$ 54,937		$ 12,844,637
Lewis Avenue	Artesia	Harding	AC	2490	28	1.7	$ 70,030	660	$ 18,975	0.0942	3	$ 89,005		$ 12,933,641
Adams Street	Atlantic	Linden	AC	400	38	1.7	$ 13,886	411	$ 11,816	0.0941	3	$ 25,702		$ 12,959,343
Cerritos	South	Market	AC	1940	29	1.7	$ 55,840	713	$ 20,499	0.0939	3	$ 76,338		$ 13,035,682
67th	Atlantic	L.A. River Basin	AC	600	36	1.7	$ 20,038	735	$ 21,131	0.0938	3	$ 41,169		$ 13,076,851
Arbella Street	Downey	Lake	AC	1150	28	1.7	$ 32,343	276	$ 7,935	0.0938	3	$ 40,278		$ 13,117,129
65th	White	End - past Butler	AC	1050	30	1.7	$ 30,914	502	$ 14,433	0.0936	3	$ 45,347		$ 13,162,476
Johnson	64th	Artesia	AC	140	30	2.1	$ 5,291	660	$ 18,975	0.0928	3	$ 24,266		$ 13,186,742
61st	Linden	De Forest	AC	2140	29	1.7	$ 61,596	639	$ 18,371	0.0926	3	$ 79,968		$ 13,266,710
64th	Linden	Atlantic	AC	280	38	1.7	$ 9,720	379	$ 10,896	0.0921	3	$ 20,616		$ 13,287,326
Lewis Avenue	Harding	South	AC	2490	29	1.7	$ 71,671	662	$ 19,033	0.0921	3	$ 90,703		$ 13,378,029
Coronado	64th	Poppy	AC	800	33	1.7	$ 25,135	598	$ 17,193	0.0921	3	$ 42,328		$ 13,420,357

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Olive	South	Market	AC	1960	30	1.7	$ 57,707	715	$ 20,556	0.0917	3	$ 78,263		$ 13,498,620
Myrtle	Market	South	AC	1960	30	1.7	$ 57,707	715	$ 20,556	0.0917	3	$ 78,263		$ 13,576,883
Myrtle	South	61st	AC	1860	30	1.7	$ 54,763	660	$ 18,975	0.0915	3	$ 73,738		$ 13,650,621
Barclay Street	Long Beach	White	AC	1050	36	1.7	$ 35,066	1,119	$ 32,171	0.0914	3	$ 67,237		$ 13,717,858
Linden	Pleasant	51st	AC	800	34	1.7	$ 25,662	659	$ 18,946	0.0914	3	$ 44,609		$ 13,762,466
Allington Street	Downey	Lake	AC	1110	34	1.7	$ 35,607	911	$ 26,191	0.0913	3	$ 61,798		$ 13,824,264
66th Way	Just past Lewis	Cerritos	AC	960	30	1.7	$ 28,265	315	$ 9,056	0.0911	3	$ 37,321		$ 13,861,585
Neece	Muriel	White	AC	1610	30	1.7	$ 47,402	504	$ 14,490	0.0908	3	$ 61,892		$ 13,923,477
47th Street	Pacific	Long Beach	AC	1750	30	1.7	$ 51,524	538	$ 15,468	0.0907	3	$ 66,992		$ 13,990,469
Harding	Terminal	Cherry	AC	1210	36	2.6	$ 60,085	1,270	$ 36,513	0.0904	3	$ 96,597		$ 14,087,066
Muriel	Adams	Neece	AC	700	36	1.8	$ 24,392	254	$ 7,303	0.0903	3	$ 31,694		$ 14,118,760
Bort	White	Long Beach	AC	1870	30	1.7	$ 55,057	500	$ 14,375	0.0900	3	$ 69,432		$ 14,188,192
Cerritos	Harding	South	AC	2490	30	1.7	$ 73,311	662	$ 19,033	0.0900	3	$ 92,344		$ 14,280,536
Lemon	South	Harding	AC	2490	30	1.7	$ 73,311	660	$ 18,975	0.0900	3	$ 92,286		$ 14,372,822
Orcutt	67th Way	L.A. County Line	AC	1210	29	1.7	$ 34,828	173	$ 4,974	0.0899	3	$ 39,802		$ 14,412,624
Curry Street	John	Cherry	AC	1110	30	1.7	$ 32,681	288	$ 8,280	0.0899	3	$ 40,961		$ 14,453,585
51st	Atlantic	Cedar	AC	2610	29	1.7	$ 75,125	358	$ 10,293	0.0898	3	$ 85,417		$ 14,539,002
Curry Street	Obispo	Downey	AC	1230	30	1.7	$ 36,214	300	$ 8,625	0.0896	3	$ 44,839		$ 14,583,841
Olive	72nd	70th	AC	1250	36	1.7	$ 41,745	1,174	$ 33,753	0.0895	3	$ 75,498		$ 14,659,339
Via Veranda	Via Camelitos	Via Almendora	AC	650	32	1.7	$ 19,994	305	$ 8,769	0.0895	3	$ 28,763		$ 14,688,101
Andy Street	Downey	Lake	AC	1200	28	1.7	$ 33,749	0	$ -	0.0895	3	$ 33,749		$ 14,721,851
Brayton Avenue	South	Harding	AC	2470	30	1.7	$ 72,722	497	$ 14,289	0.0889	3	$ 87,011		$ 14,808,862
Cade	Paramount	Obispo	AC	1260	30	1.7	$ 37,097	224	$ 6,440	0.0885	3	$ 43,537		$ 14,852,399
St. Francis Place	Obispo	Downey	AC	1300	31	1.7	$ 39,132	374	$ 10,753	0.0884	3	$ 49,884		$ 14,902,283
Osgood	De Forest	Linden	AC	2500	30	1.7	$ 73,606	410	$ 11,788	0.0883	3	$ 85,393		$ 14,987,677
68th	Harbor	Long Beach	AC	950	34	1.7	$ 30,474	557	$ 16,014	0.0876	3	$ 46,488		$ 15,034,165
White	69th Way	68th	AC	630	31	1.7	$ 18,964	149	$ 4,284	0.0876	3	$ 23,248		$ 15,057,412
Butler	Artesia	White	AC	1940	36	1.8	$ 67,599	264	$ 7,590	0.0865	3	$ 75,189		$ 15,132,601
White	Scott	Gordon	AC	1850	31	1.7	$ 55,687	294	$ 8,453	0.0863	3	$ 64,140		$ 15,196,741
Scott	Long Beach	White	AC	1620	43	1.8	$ 64,234	1,287	$ 37,001	0.0857	3	$ 101,236		$ 15,297,977
Long Beach Bl (Service	Bort	Barclay	AC	1330	98	2.6	$ 154,470	260	$ 7,475	0.0851	3	$ 161,945		$ 15,459,922
St. Louis	63rd	65th	AC	860	33	1.7	$ 27,020	257	$ 7,389	0.0849	3	$ 34,409		$ 15,494,331
Neece	Long Beach	Muriel	AC	400	41	1.7	$ 14,676	468	$ 13,455	0.0846	3	$ 28,131		$ 15,522,462
Lake	Andy	Andy	AC	720	34	1.7	$ 23,096	276	$ 7,935	0.0845	3	$ 31,031		$ 15,553,493
White	68th	67th Way	AC	2120	18	1.5	$ 41,617	1,150	$ 33,063	0.0836	3	$ 74,679		$ 15,628,173
65th	Raymond	Cherry	AC	1140	33	1.7	$ 35,818	226	$ 6,498	0.0833	3	$ 42,315		$ 15,670,488
Via Barola	Via Veranda	End	AC	450	15	1.5	$ 8,019	0	$ -	0.0830	3	$ 8,019		$ 15,678,507
Via Almendro	Via Veranada	End	AC	220	15	1.5	$ 3,920	0	$ -	0.0830	3	$ 3,920		$ 15,682,427
Cedar Turn	Cedar	End	AC	320	28	1.5	$ 8,214	677	$ 19,464	0.0820	3	$ 27,678		$ 15,710,104
Lake	Hedda	Harding	AC	1160	34	1.7	$ 37,211	247	$ 7,101	0.0818	3	$ 44,312		$ 15,754,416
69th	Cherry	End	AC	530	41	1.7	$ 19,446	509	$ 14,634	0.0818	3	$ 34,080		$ 15,788,496
Bort	Susana	Long Beach	AC	1330	37	1.7	$ 45,293	705	$ 20,269	0.0817	3	$ 65,562		$ 15,854,058
Walnut	Harding	South	AC	2460	34	1.7	$ 78,912	495	$ 14,231	0.0816	3	$ 93,143		$ 15,947,201
46th	California	Atlantic	AC	750	43	1.7	$ 28,506	860	$ 24,725	0.0814	3	$ 53,231		$ 16,000,433
Ackerfiled Avenue	South	End	AC	1270	42	1.7	$ 47,434	1,318	$ 37,893	0.0814	3	$ 85,327		$ 16,085,759
Walnut	South	Market	AC	2010	33	1.7	$ 63,152	58	$ 1,668	0.0806	3	$ 64,820		$ 16,150,579
Via Carmelitos	Via Wanda	End	AC	850	30	1.5	$ 22,844	1,853	$ 53,274	0.0791	3	$ 76,118		$ 16,226,697
Lime Avenue	70th	72nd	AC	1250	36	1.7	$ 41,745	267	$ 7,676	0.0786	3	$ 49,421		$ 16,276,118

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Elm	61st	63rd	AC	1280	29	2.3	$ 52,670	276	$ 7,935	0.0784	3	$ 60,605		$ 16,336,723
Linden	Adams	64th	AC	400	38	1.7	$ 13,886	147	$ 4,226	0.0778	3	$ 18,112		$ 16,354,835
67th	Orange	Gardenia	AC	2400	36	1.7	$ 80,150	357	$ 10,264	0.0776	3	$ 90,414		$ 16,445,249
Myrtle	61st	Harding	AC	600	35	1.7	$ 19,642	0	$ -	0.0769	3	$ 19,642		$ 16,464,891
Elm	Adair	South	AC	1330	29	2.2	$ 53,057	300	$ 8,625	0.0769	3	$ 61,682		$ 16,526,573
Lemon	Harding	Artesia	AC	2490	38	1.7	$ 86,438	660	$ 18,975	0.0763	3	$ 105,413		$ 16,631,986
Curry Street	Cherry	Terminal	AC	1240	36	1.7	$ 41,411	0	$ -	0.0754	3	$ 41,411		$ 16,673,397
Coolridge Street	Paramount	Obispo	AC	1250	36	1.7	$ 41,745	0	$ -	0.0754	3	$ 41,745		$ 16,715,142
Allington Street	Long Beach	White	AC	850	36	1.7	$ 28,387	0	$ -	0.0754	3	$ 28,387		$ 16,743,528
55th	Dairy	Long Beach	AC	960	30	2.2	$ 39,062	1,015	$ 29,181	0.0749	3	$ 68,243		$ 16,811,771
South Street	De Forest	Jaymills	AC	850	108	2.4	$ 97,269	928	$ 26,680	0.0748	3	$ 123,949		$ 16,935,720
Thompson	Pacific Railroad	Paramount	AC	1200	39	1.7	$ 42,447	272	$ 7,820	0.0744	3	$ 50,267		$ 16,985,988
57th	Orange	Walnut	AC	1100	27	2.2	$ 42,128	1,150	$ 33,063	0.0733	3	$ 75,191		$ 17,061,178
Pine	51st	Market	AC	1790	29	2.2	$ 71,407	703	$ 20,211	0.0732	3	$ 91,619		$ 17,152,797
Pleasant St	Long Beach	Del Amo	AC	1310	30	2.2	$ 53,303	1,162	$ 33,408	0.0728	3	$ 86,710		$ 17,239,507
Via Alcalde	Via Plata	Carson	AC	1350	51	1.7	$ 58,428	1,621	$ 46,604	0.0721	3	$ 105,032		$ 17,344,540
Forhan	Long Beach	End just past Orcutt	AC	800	28	2.2	$ 31,276	850	$ 24,438	0.0720	3	$ 55,714		$ 17,400,253
Peace	Locust	Elm	AC	410	29	2.2	$ 16,356	439	$ 12,621	0.0707	3	$ 28,977		$ 17,429,231
Sarnia	Artesia	Artesia Freeway	AC	260	30	1.8	$ 8,826	0	$ -	0.0704	3	$ 8,826		$ 17,438,056
Rose	57th	South	AC	180	30	2.0	$ 6,572	593	$ 17,049	0.0704	3	$ 23,621		$ 17,461,677
Elm	South	Market	AC	1830	29	2.2	$ 73,003	295	$ 8,481	0.0701	3	$ 81,484		$ 17,543,162
Poinsetta	Raymond	St. Louis	AC	850	30	2.2	$ 34,586	912	$ 26,220	0.0693	3	$ 60,806		$ 17,603,968
Orizaba	Thompson	End	AC	150	29	1.5	$ 3,941	168	$ 4,830	0.0689	3	$ 8,771		$ 17,612,738
Rose	Harding	Artesia	AC	2560	30	2.2	$ 104,165	329	$ 9,459	0.0683	3	$ 113,623		$ 17,726,362
Ellis	Long Beach	Dairy	AC	1180	30	2.2	$ 48,013	610	$ 17,538	0.0682	3	$ 65,551		$ 17,791,913
Phillips	Walnut	Rose	AC	1100	29	2.2	$ 43,882	905	$ 26,019	0.0678	3	$ 69,900		$ 17,861,813
Via Plata	Via Oro	Via Alcalde	AC	600	51	1.7	$ 25,968	498	$ 14,318	0.0678	3	$ 40,286		$ 17,902,099
Carson	Via Oro	Via Alcalde	AC	850	51	1.7	$ 36,788	672	$ 19,320	0.0673	3	$ 56,108		$ 17,958,207
Janice	Lime	Olive	AC	250	30	2.0	$ 9,128	715	$ 20,556	0.0667	3	$ 29,684		$ 17,987,891
St. Louis	Poppy	End	AC	210	29	1.5	$ 5,517	190	$ 5,463	0.0665	3	$ 10,980		$ 17,998,871
Coronado	67th	End	AC	290	30	1.5	$ 7,794	277	$ 7,964	0.0656	3	$ 15,758		$ 18,014,628
56th	Walnut	Cherry	AC	1460	29	2.2	$ 58,243	917	$ 26,364	0.0655	3	$ 84,607		$ 18,099,235
Roger	Cherry	(end of street just pa	AC	1300	30	2.2	$ 52,896	730	$ 20,988	0.0635	3	$ 73,884		$ 18,173,118
68th	End	Indiana	AC	650	28	1.5	$ 16,684	324	$ 9,315	0.0634	3	$ 25,999		$ 18,199,118
Pleasant	Del Amo	Linden	AC	200	30	2.0	$ 7,303	327	$ 9,401	0.0633	3	$ 16,704		$ 18,215,821
Gundry	67th	Artesia	AC	560	36	2.2	$ 25,464	660	$ 18,975	0.0631	3	$ 44,439		$ 18,260,260
Indiana	Artesia	67th	AC	590	36	2.2	$ 26,828	676	$ 19,435	0.0628	3	$ 46,263		$ 18,306,523
Elm	Peace	Del Amo	AC	150	29	2.0	$ 5,366	211	$ 6,066	0.0624	3	$ 11,432		$ 18,317,955
65th	Indiana	Downey	AC	560	30	1.5	$ 15,050	351	$ 10,091	0.0620	3	$ 25,142		$ 18,343,096
Plymouth	Long Beach Blvd.	Linden	AC	3070	36	2.2	$ 139,596	588	$ 16,905	0.0618	3	$ 156,501		$ 18,499,597
Plymouth	Orange	Cherry	AC	2830	29	2.2	$ 112,895	862	$ 24,783	0.0618	3	$ 137,678		$ 18,637,275
De Forest	51st	52nd	AC	680	25	2.1	$ 23,085	271	$ 7,791	0.0615	3	$ 30,877		$ 18,668,152
Minnesota	Artesia	Artesia Freeway	AC	250	36	1.5	$ 7,625	331	$ 9,516	0.0614	3	$ 17,141		$ 18,685,293
Jaymills	Chestnut	Elm	AC	2490	29	2.2	$ 95,323	141	$ 4,054	0.0613	3	$ 99,377		$ 18,784,670
Gundry	Artesia	(Grant School)	AC	950	20	2.0	$ 27,640	660	$ 18,975	0.0606	3	$ 46,615		$ 18,831,285
Hullett	Linden	59th	AC	2900	30	2.2	$ 117,999	756	$ 21,735	0.0601	3	$ 139,734		$ 18,971,019
56th	Atlantic	Linden	AC	250	30	2.1	$ 9,449	305	$ 8,769	0.0594	3	$ 18,218		$ 18,989,236
Virginia	Union Pacific Railroad	48th	AC	180	36	1.5	$ 5,490	181	$ 5,204	0.0583	3	$ 10,693		$ 18,999,930

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Jackson St.	(Railroad)	Cherry	AC	510	32	2.2	$ 21,564	116	$ 3,335	0.0574	3	$ 24,899		$ 19,024,829
Andy Street	End	Downey	AC	600	38	1.5	$ 19,023	660	$ 18,975	0.0569	3	$ 37,998		$ 19,062,828
Gale	Artesia	70th	AC	2090	28	2.1	$ 75,778	147	$ 4,226	0.0568	3	$ 80,004		$ 19,142,831
Lime Avenue	70th	End @ SCE Easeme	AC	500	36	1.5	$ 15,249	338	$ 9,718	0.0551	3	$ 24,967	$ 7,896,164	$ 19,167,798
Elm	Arbor	(Railroad) 49th	AC	220	28	2.0	$ 7,706	267	$ 7,676	0.0549	2	$ 15,383		$ 19,183,181
Inez St.	Myrtly	Orange	AC	1250	20	2.0	$ 36,369	185	$ 5,319	0.0548	2	$ 41,688		$ 19,224,868
56th	Orange	Walnut	AC	1100	27	2.0	$ 37,716	1,150	$ 33,063	0.0546	2	$ 70,778		$ 19,295,647
Damerow	Rahn	Barclay	AC	900	27	2.0	$ 30,859	931	$ 26,766	0.0545	2	$ 57,625		$ 19,353,271
Gordon St.	Long Beach	White	AC	450	27	2.0	$ 15,429	465	$ 13,369	0.0545	2	$ 28,798		$ 19,382,069
Heath	Gale	(just past Delta)	AC	850	29	2.0	$ 30,405	479	$ 13,771	0.0542	2	$ 44,176		$ 19,426,246
Rose	Artesia	67th	AC	380	29	2.0	$ 13,593	473	$ 13,599	0.0541	2	$ 27,192		$ 19,453,437
55th	55th (just past Orizaba)	Paramount	AC	630	46	2.0	$ 30,480	710	$ 20,413	0.0539	2	$ 50,892		$ 19,504,330
Gardenia	67th	Artesia	AC	250	30	2.0	$ 9,128	338	$ 9,718	0.0539	2	$ 18,846		$ 19,523,175
Hammond Ave.	68th	67th Way	AC	310	29	2.0	$ 11,089	374	$ 10,753	0.0537	2	$ 21,841		$ 19,545,017
Gundry	68th	Eleanor	AC	250	30	2.0	$ 9,128	331	$ 9,516	0.0536	2	$ 18,644		$ 19,563,661
Hammond Ave.	67th	Artesia	AC	520	29	2.0	$ 18,601	607	$ 17,451	0.0534	2	$ 36,052		$ 19,599,713
56th	Langport	Paramount	AC	425	32	2.0	$ 16,148	641	$ 18,429	0.0531	2	$ 34,577		$ 19,634,290
59th	Linden	Atlantic	AC	250	30	2.0	$ 9,128	308	$ 8,855	0.0529	2	$ 17,983		$ 19,652,273
Gaviota	Artesia	67th	AC	500	30	2.0	$ 18,256	605	$ 17,394	0.0527	2	$ 35,650		$ 19,687,923
Janice	Deforest	(Harding) Jaymills	AC	910	29	2.0	$ 32,551	981	$ 28,204	0.0526	2	$ 60,755		$ 19,748,678
56th	Paramount	(just past Orizaba)	AC	800	27	2.0	$ 27,430	660	$ 18,975	0.0526	2	$ 46,405		$ 19,795,083
Rio	boundry line	48th	AC	210	35	2.0	$ 8,446	370	$ 10,638	0.0521	2	$ 19,084		$ 19,814,167
Gaviota	65th	Artesia	AC	580	30	2.0	$ 21,177	660	$ 18,975	0.0521	2	$ 40,152		$ 19,854,319
56th	Linden	Dairy	AC	2090	30	2.0	$ 76,311	934	$ 26,853	0.0520	2	$ 103,164		$ 19,957,483
Indiana	Sawyer	Poppy	AC	610	29	2.0	$ 21,820	595	$ 17,106	0.0517	2	$ 38,926		$ 19,996,409
Fenter	Adams	Bort	AC	200	32	2.0	$ 7,599	267	$ 7,676	0.0516	2	$ 15,275		$ 20,011,685
57th	Paramount	(just past Orizaba)	AC	800	28	2.0	$ 28,023	660	$ 18,975	0.0515	2	$ 46,998		$ 20,058,683
55th	Paramount	Langport	AC	425	43	2.2	$ 21,696	276	$ 7,935	0.0514	2	$ 29,631		$ 20,088,314
Phillips	Cherry	Walnut	AC	1100	30	2.0	$ 40,164	1,150	$ 33,063	0.0513	2	$ 73,226		$ 20,161,540
Knight Ave.	Poppy	Sawyer	AC	550	29	2.0	$ 19,674	502	$ 14,433	0.0512	2	$ 34,106		$ 20,195,647
55th	Cherry	Orange	AC	2580	29	2.1	$ 95,528	591	$ 16,991	0.0510	2	$ 112,520		$ 20,308,167
Poinsetta	Rose	Cherry	AC	660	30	2.0	$ 24,098	658	$ 18,918	0.0509	2	$ 43,016		$ 20,351,182
Plenty St.	Approx. Locust	Linden	AC	1220	30	2.0	$ 44,545	392	$ 11,270	0.0508	2	$ 55,815		$ 20,406,998
Gardenia	68th	Eleanor	AC	550	30	2.0	$ 20,082	519	$ 14,921	0.0504	2	$ 35,003		$ 20,442,001
Gardenia	Artesia	65th	AC	600	30	2.0	$ 21,908	562	$ 16,158	0.0504	2	$ 38,065		$ 20,480,066
Gundry	Harding	64th	AC	1250	30	2.1	$ 47,245	331	$ 9,516	0.0503	2	$ 56,761		$ 20,536,827
Indiana Ave.	68th	67th Way	AC	270	33	2.0	$ 10,459	348	$ 10,005	0.0503	2	$ 20,464		$ 20,557,291
Gardener St.	Gale	(End past Delta)	AC	850	27	1.9	$ 29,492	1,175	$ 33,781	0.0503	2	$ 63,273		$ 20,620,564
59th	California	Orange	AC	1120	30	2.1	$ 42,331	288	$ 8,280	0.0502	2	$ 50,611		$ 20,671,176
59th	Atlantic	California	AC	1180	30	2.1	$ 44,599	300	$ 8,625	0.0502	2	$ 53,224		$ 20,724,400
Rose	Phillips	57th	AC	400	29	2.0	$ 14,308	305	$ 8,769	0.0499	2	$ 23,077		$ 20,747,477
Indiana Ave.	68th Way	68th	AC	270	33	2.0	$ 10,459	329	$ 9,459	0.0497	2	$ 19,918		$ 20,767,395
Plah St.	Long Beach	Linden	AC	2830	30	2.0	$ 103,330	590	$ 16,963	0.0497	2	$ 120,293		$ 20,887,688
Elm	Market	Del Amo	AC	2570	29	2.1	$ 95,158	224	$ 6,440	0.0496	2	$ 101,598		$ 20,989,286
56th	Atlantic	Orange	AC	2310	30	2.1	$ 87,309	303	$ 8,711	0.0490	2	$ 96,020		$ 21,085,306
Indiana	Artesia	64th	AC	1220	28	2.0	$ 42,735	660	$ 18,975	0.0490	2	$ 61,710		$ 21,147,016
55th	Orange	Atlantic	AC	2310	30	2.1	$ 87,309	286	$ 8,223	0.0489	2	$ 95,531		$ 21,242,547

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Eleanore	Walnut Ave.	Orange	AC	1250	28	2.0	$ 43,786	660	$ 18,975	0.0489	2	$ 62,761		$ 21,305,308
59th	Orange	Cherry	AC	2580	30	2.1	$ 97,513	300	$ 8,625	0.0489	2	$ 106,138		$ 21,411,447
Harcourt Ave.	Susana	Long Beach	AC	1300	32	2.0	$ 49,395	1,174	$ 33,753	0.0481	2	$ 83,147		$ 21,494,594
Poppy	De Forest	Atlantic	AC	1700	30	2.0	$ 62,071	1,117	$ 32,114	0.0480	2	$ 94,185		$ 21,588,779
56th	Linden	Atlantic	AC	250	30	2.1	$ 9,449	0	$ -	0.0478	2	$ 9,449		$ 21,598,228
Johnson Ave.	67th Way	68th	AC	300	34	2.0	$ 11,844	312	$ 8,970	0.0474	2	$ 20,814		$ 21,619,042
Falcon	Artesia	(Grant School)	AC	920	28	2.0	$ 32,227	329	$ 9,459	0.0474	2	$ 41,685		$ 21,660,727
Plymouth	Lewis	Cerritos	AC	500	31	2.0	$ 18,627	334	$ 9,603	0.0471	2	$ 28,230		$ 21,688,957
Gaviota	68th	Eleanor	AC	330	36	2.0	$ 13,518	403	$ 11,586	0.0470	2	$ 25,104		$ 21,714,061
Falcon	Artesia	67th	AC	550	36	2.0	$ 22,530	662	$ 19,033	0.0469	2	$ 41,562		$ 21,755,623
Penfold	Myrtle	Millmark	AC	1130	28	2.0	$ 39,583	324	$ 9,315	0.0467	2	$ 48,898		$ 21,804,521
56th	Dairy	Long Beach	AC	1400	30	2.0	$ 51,118	712	$ 20,470	0.0467	2	$ 71,588		$ 21,876,109
Poinsetta	Orange	Walnut	AC	1320	30	2.0	$ 48,197	658	$ 18,918	0.0466	2	$ 67,114		$ 21,943,223
Eastondale	72nd	70th	AC	610	36	2.0	$ 24,987	660	$ 18,975	0.0460	2	$ 43,962		$ 21,987,185
Harcourt Ave.	White	Long Beach	AC	1250	36	2.0	$ 51,204	1,329	$ 38,209	0.0458	2	$ 89,413		$ 22,076,597
Eastondale	70th	(SCE Easement)	AC	460	36	2.0	$ 18,843	488	$ 14,030	0.0458	2	$ 32,873		$ 22,109,470
Ruth	City Limit	47th	AC	260	36	2.0	$ 10,650	271	$ 7,791	0.0457	2	$ 18,442		$ 22,127,912
Penfold	Orange	Myrtle	AC	1280	28	2.0	$ 44,837	173	$ 4,974	0.0454	2	$ 49,811		$ 22,177,723
Pleasant	Atlantic	Linden	AC	600	37	2.0	$ 25,023	662	$ 19,033	0.0453	2	$ 44,055		$ 22,221,778
Rahn	Barclay	(just past Adams)	AC	1600	31	2.0	$ 59,607	715	$ 20,556	0.0453	2	$ 80,163		$ 22,301,941
Falcon	Hungerford	Harding	AC	1510	30	2.0	$ 55,134	495	$ 14,231	0.0452	2	$ 69,365		$ 22,371,306
Daisy	51st	52nd	AC	560	27	2.0	$ 19,201	0	$ -	0.0452	2	$ 19,201		$ 22,390,507
Rose	South	Harding	AC	2430	29	2.0	$ 86,923	495	$ 14,231	0.0451	2	$ 101,154		$ 22,491,661
John	South	Harding	AC	2580	29	2.0	$ 92,289	494	$ 14,203	0.0449	2	$ 106,491		$ 22,598,153
Jackson St.	Orange	Lemon	AC	710	32	2.0	$ 26,977	361	$ 10,379	0.0449	2	$ 37,356		$ 22,635,508
Forhan	Long Beach	White	AC	1950	30	2.0	$ 71,199	502	$ 14,433	0.0446	2	$ 85,632		$ 22,721,140
55th	Dairy	Linden	AC	2390	30	2.0	$ 87,265	588	$ 16,905	0.0445	2	$ 104,170		$ 22,825,310
57th	Rose	Rose	AC	200	29	1.9	$ 7,225	176	$ 5,060	0.0445	2	$ 12,285		$ 22,837,595
59th	De Forest	Linden	AC	2700	30	2.0	$ 98,584	576	$ 16,560	0.0442	2	$ 115,144		$ 22,952,739
Hungerford	Downey	Coke	AC	1140	28	2.0	$ 39,933	0	$ -	0.0442	2	$ 39,933		$ 22,992,672
Poppy St.	Terminal	Cherry	AC	1250	35	2.0	$ 50,277	924	$ 26,565	0.0442	2	$ 76,842		$ 23,069,514
Gardenia	Harding	South	AC	2430	30	2.0	$ 88,725	494	$ 14,203	0.0441	2	$ 102,928		$ 23,172,441
Gundry	Harding	South	AC	2460	30	2.0	$ 89,821	494	$ 14,203	0.0441	2	$ 104,023		$ 23,276,465
Hammond Ave.	Artesia	End	AC	250	19	1.8	$ 6,598	338	$ 9,718	0.0438	2	$ 16,316		$ 23,292,781
56th	Paramount	Langport	AC	410	44	2.0	$ 19,228	660	$ 18,975	0.0437	2	$ 38,203		$ 23,330,983
Hungerford	Orange	Cherry	AC	2590	30	2.0	$ 94,567	300	$ 8,625	0.0434	2	$ 103,192		$ 23,434,176
Peace	Grisham	Ruth	AC	440	36	2.0	$ 18,024	324	$ 9,315	0.0434	2	$ 27,339		$ 23,461,514
Eleanore	Gardenia	Walnut	AC	1050	29	2.0	$ 37,559	0	$ -	0.0433	2	$ 37,559		$ 23,499,074
Home St.	Linden	Long Beach	AC	2100	30	2.0	$ 76,676	185	$ 5,319	0.0432	2	$ 81,995		$ 23,581,069
Market	End city boundary (S)	Market	AC	980	34	2.0	$ 38,690	331	$ 9,516	0.0419	2	$ 48,206		$ 23,629,275
Plymouth	Long Beach	(L. A. River)	AC	1310	36	2.0	$ 53,662	677	$ 19,464	0.0417	2	$ 73,125		$ 23,702,400
Eastondale	(SCE Easement)	68th	AC	260	29	1.9	$ 9,392	132	$ 3,795	0.0417	2	$ 13,187		$ 23,715,588
Daisy	Del Amo	51st	AC	750	35	2.0	$ 30,166	276	$ 7,935	0.0413	2	$ 38,101		$ 23,753,689
Grisham	49th	Peace	AC	300	38	2.0	$ 12,734	192	$ 5,520	0.0412	2	$ 18,254		$ 23,771,943
Ruth	Peace	49th	AC	300	39	2.0	$ 12,956	188	$ 5,405	0.0404	2	$ 18,361		$ 23,790,304
Artesia Lane	Marker	Butler	AC	320	72	1.7	$ 20,303	0	$ -	0.0397	2	$ 20,303		$ 23,810,607
59th	Obsipo	Downey	AC	1250	37	2.0	$ 52,131	0	$ -	0.0371	2	$ 52,131		$ 23,862,738
Harbor	70th	Artesia	AC	2150	41	2.0	$ 96,044	255	$ 7,331	0.0355	2	$ 103,376	$ 4,798,316	$ 23,966,114

North Long Beach Street Enhancement Master Plan

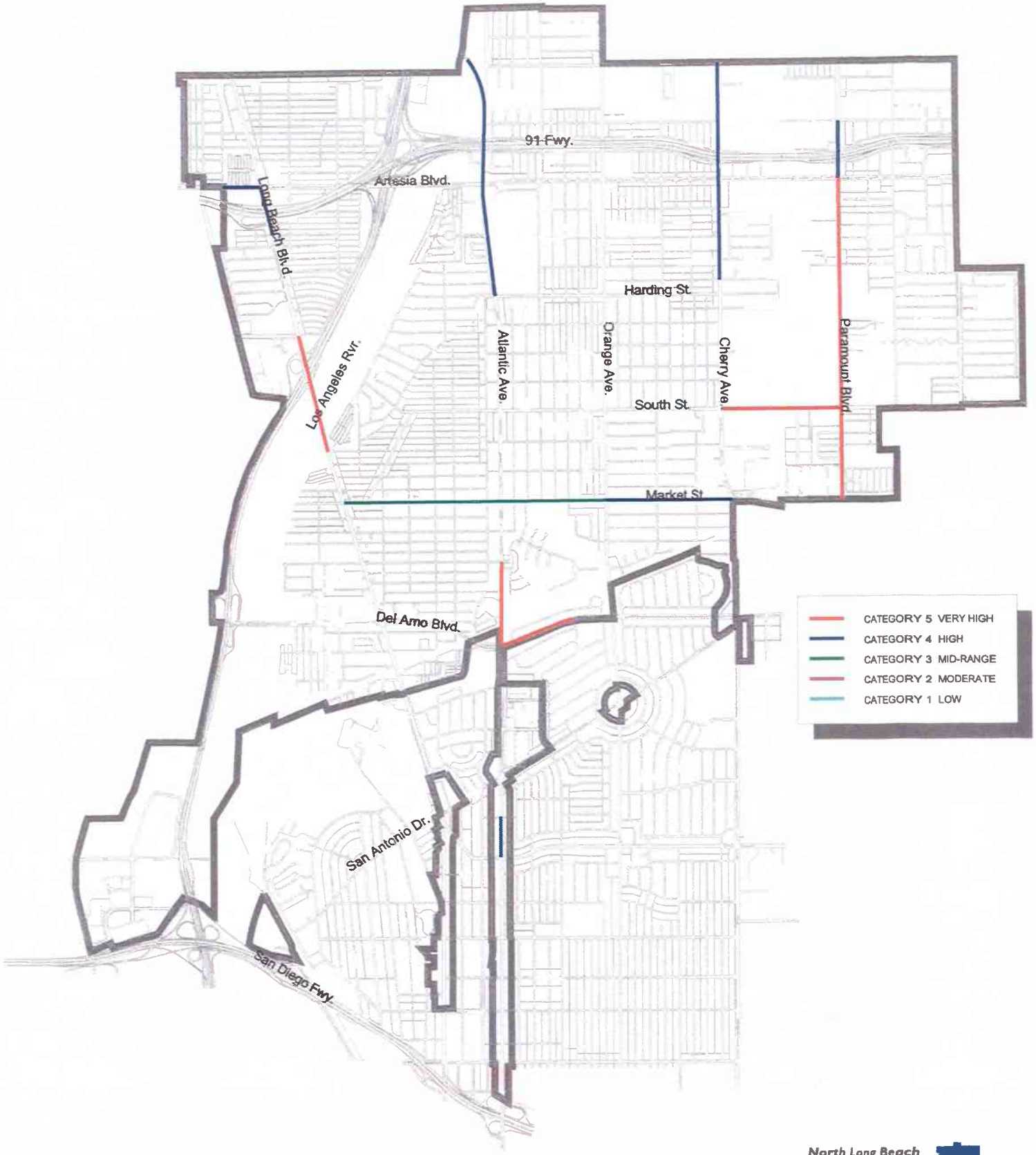
Local Street Pavement Restructuring with Curb and Gutter

Street	From	To	Surface	Length (Ft)	Width (Ft)	Ovly. Thk. (In)	Cost Pvmt.	C & G (Ft)	C & G Cost	Priority	Comb. Cat.	Total Cost	Cat. Sub.	Cum. Cost
Eureka Ave	Thompson	20th St	AC	250	30	1.8	$ 8,486	341	$ 9,804	0.0341	1	$ 18,290		$ 23,984,404
Johnson Ave.	(SCE at end street)	68th	AC	210	30	1.8	$ 7,129	228	$ 6,555	0.0327	1	$ 13,684		$ 23,998,087
Marker Street	Coachella	Butler	AC	450	98	1.7	$ 37,351	0	$ -	0.0303	1	$ 37,351		$ 24,035,438
Coachella	L.A. Co. Line	Marker	AC	2500	290	1.7	$ 501,923	859	$ 24,696	0.0258	1	$ 526,620		$ 24,562,058
Daisy	Del Amo	(just past 48th)	AC	1540	30	1.6	$ 43,861	658	$ 18,918	0.0059	1	$ 62,778	$ 658,722	$ 24,624,836
	Total Miles:	91.50		483,134			$18,129,636	225,920	$ 6,495,200			**$ 24,624,836**		

APPENDIX I

Arterial Street Pavement Restructuring with Curb and Gutter

Figure III-8. Arterial Street Pavement Restructuring with Curb an Gutter



North Long Beach Street Enhancement Master Plan

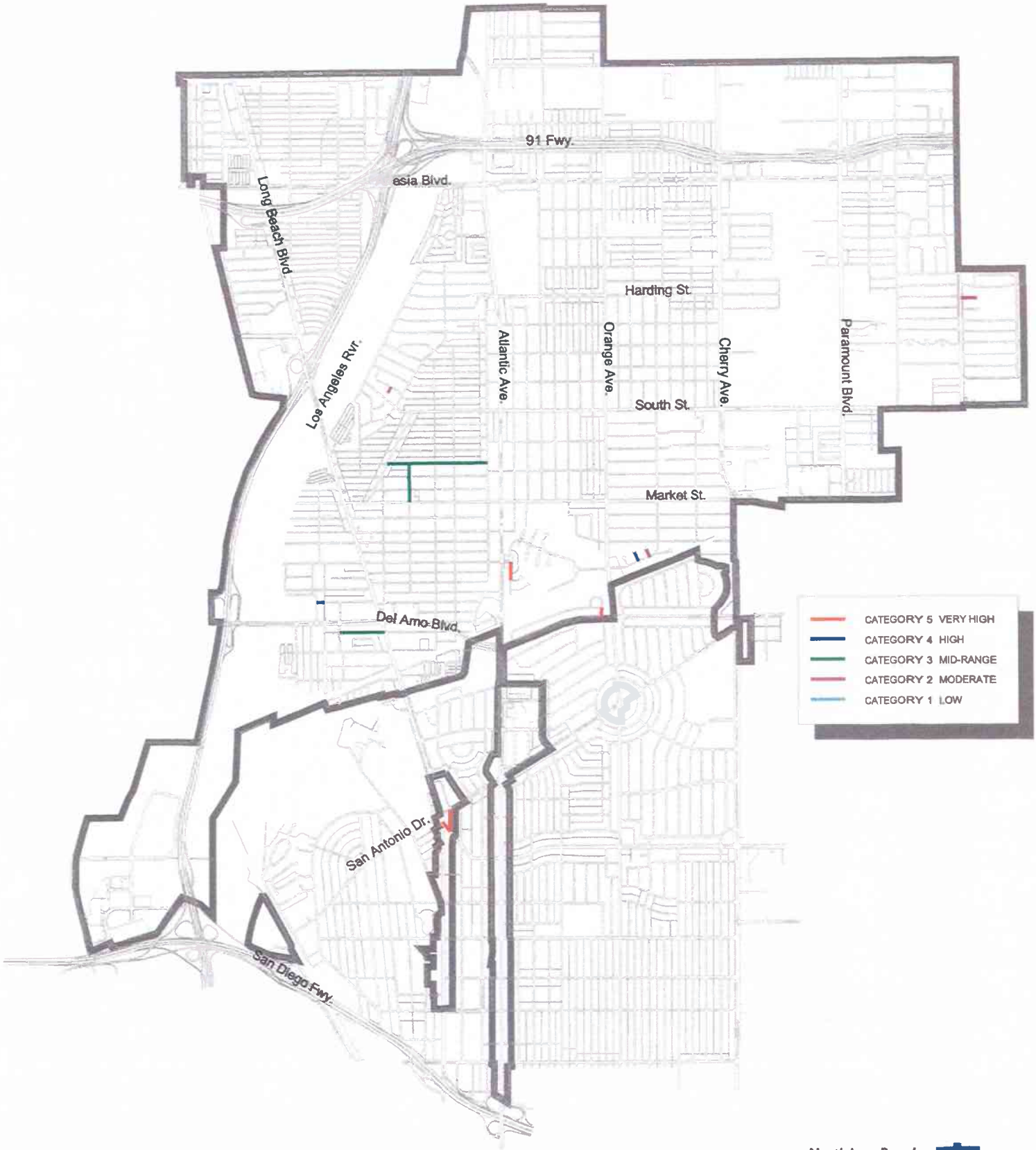
Arterial Street Pavement Restructuring with Curb and Gutter

Street	From	To	Surface	Length (Ft)	Width (Ft)	Ovly. Thk. (In)	Pvmt. Cost	C & G (Ft)	C & G Cost	Priority	Comb. Cat.	Total Cost	Cat. Sub.	Cum. Cost
Long Beach Blvd	LB Fwy Br N	Gordon	AC	2750	81	2.9	$ 319,290	2,753	$ 79,149	0.3662	5	$ 398,439		$ 398,439
Del Amo Blvd	Atlantic	Orange	AC	2579	90	2.9	$ 324,455	1,423	$ 40,911	0.3564	5	$ 365,366		$ 763,804
Paramount Blvd	Candlewood	South	AC	2109	75	3.1	$ 241,950	953	$ 27,399	0.3047	5	$ 269,349		$ 1,033,153
Atlantic Avenue	Del Amo	52nd	AC	1969	66	2.5	$ 151,763	701	$ 20,154	0.2757	5	$ 171,917		$ 1,205,070
Long Beach Blvd	LA River Br N	LB Fwy Br S	AC	200	80	2.5	$ 18,111	0	$ -	0.2749	5	$ 18,111		$ 1,223,181
Cherry Avenue	45th	Del Amo	AC	3079	110	2.5	$ 368,119	0	$ -	0.2560	5	$ 368,119		$ 1,591,300
South Street	Cherry	Paramount	AC	2639	80	3.1	$ 317,654	2,643	$ 75,986	0.2519	5	$ 393,640		$ 1,984,940
Paramount Blvd	South	63rd	AC	3329	80	2.9	$ 367,633	1,815	$ 52,181	0.2429	5	$ 419,814		$ 2,404,754
Long Beach Blvd	Ellis	LA River Br S	AC	500	70	2.9	$ 49,821	0	$ -	0.2369	5	$ 49,821		$ 2,454,575
Paramount Blvd	63rd	Artesia	AC	1670	82	3.2	$ 209,256	281	$ 8,079	0.2099	5	$ 217,334	$ 2,671,909	$ 2,671,909
Paramount Blvd	68th	Artesia	AC	1339	80	2.5	$ 121,283	650	$ 18,688	0.1816	4	$ 139,970		$ 2,811,880
Cherry Avenue	Harding	Artesia	AC	2689	80	2.5	$ 243,590	331	$ 9,516	0.1784	4	$ 253,107		$ 3,064,986
Artesia Boulevard	Gale	Delta	AC	1620	88	2.9	$ 192,880	869	$ 24,984	0.1671	4	$ 217,864		$ 3,282,850
Cherry Avenue	Artesia	North City Limit	AC	2709	80	2.5	$ 245,401	1,320	$ 37,950	0.1478	4	$ 283,351		$ 3,566,202
Market Street	Orange	Cherry	AC	2894	64	2.3	$ 204,573	835	$ 24,006	0.1415	4	$ 228,580		$ 3,794,781
Atlantic Avenue	Carson	San Antonio	AC	1890	76	2.5	$ 163,848	346	$ 9,948	0.1375	4	$ 173,795		$ 3,968,577
Atlantic Avenue	Artesia	68th	AC	1410	80	2.5	$ 127,681	494	$ 14,203	0.1359	4	$ 141,884		$ 4,110,460
Atlantic Avenue	Harding	Artesia	AC	2619	80	2.5	$ 237,252	295	$ 8,481	0.1345	4	$ 245,733		$ 4,356,193
Long Beach Blvd	Forhan	Artesia	AC	1125	90	2.8	$ 132,998	541	$ 15,554	0.1341	4	$ 148,552		$ 4,504,745
Atlantic Avenue	68th	LA River Br S	AC	1547	77	2.5	$ 135,606	0	$ -	0.1312	4	$ 135,606	$ 1,968,442	$ 4,640,351
Market Street	Atlantic	Orange	AC	2329	50	2.4	$ 139,227	300	$ 8,625	0.0980	3	$ 147,852	$ 147,852	$ 4,788,204
	Total Miles:	8.14		42,996			$ 4,312,391	16,550	$ 475,813			**$ 4,788,204**		

APPENDIX J

Local Street Pavement Reconstruction with Curb and Gutter

Figure III-9. Local Street Pavement Reconstruction with Curb and Gutter



North Long Beach Street Enhancement Master Plan

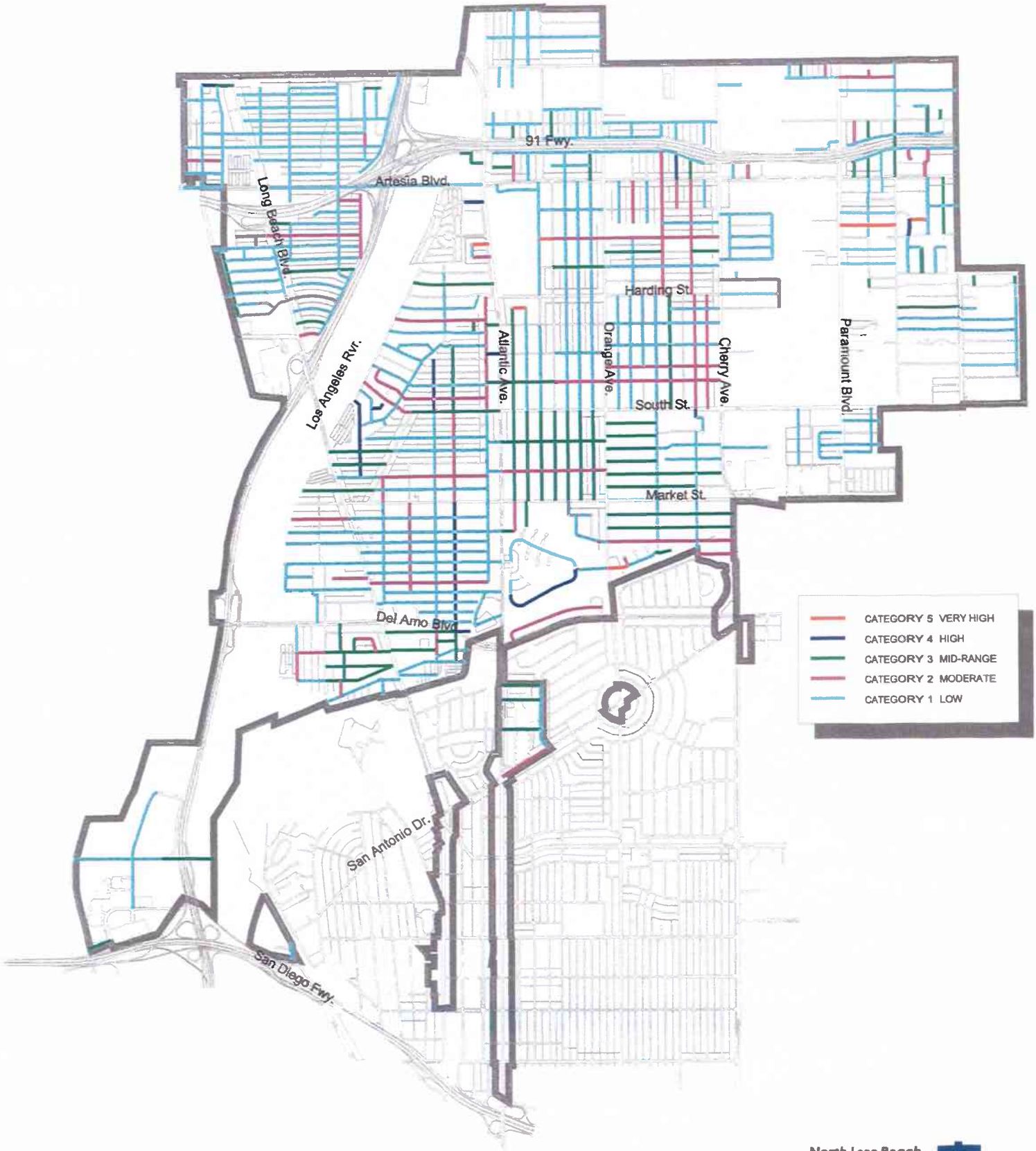
Local Street Pavement Reconstruction with Curb and Gutter

Street	From	To	Surface	Length	Width	Cost Pvmt.	C & G	C & G Cost	Priority	Comb. Cat.	Total Cost	Cat. Sub.	Cum. Cost
				(Ft)	(Ft)		(Ft)						
Business	Carson	San Anton	AC	400	27	51,493	504	$ 14,490	0.0417	5	$ 65,983		$ 65,983
Carson	Long Beach	Business	AC	200	45	$ 42,911	277	$ 7,964	0.0301	5	$ 50,875		$ 116,858
Bentree	Silva	Del Amo	AC	160	32	$ 22,074	222	$ 6,383	0.0272	5	$ 28,456		$ 145,314
Via Veranda	52nd	Via Almendro	AC	650	32	$ 89,675	257	$ 7,389	0.0233	5	$ 97,064	$ 242,378	$ 242,378
Home St.	Pacific	Daisy	AC	250	30	$ 35,759	188	$ 5,405	0.0104	3	$ 41,164		$ 283,542
Pine	Market	Ellis	AC	740	28	$ 102,283	300	$ 8,625	0.0100	3	$ 110,908		$ 394,450
Gundry	52nd	End	AC	250	27	$ 32,183	233	$ 6,699	0.0095	3	$ 38,882		$ 433,331
Pleasant	Virginia	Long Beach	AC	954	30	$ 136,456	326	$ 9,373	0.0082	3	$ 145,829		$ 579,160
Ellis	Dairy	Linden	AC	2210	30	$ 316,110	490	$ 14,088	0.0080	3	$ 330,197	$ 666,980	$ 909,358
Hullett turn	Hullet	End	AC	120	28	$ 14,486	153	$ 4,399	0.0079	2	$ 18,885		$ 928,242
Janice	Downey	(end of street)	AC	350	30	$ 50,063	0	$ -	0.0072	2	$ 50,063		$ 978,305
Falcon	52nd	(End of cul-de-sac)	AC	230	28	$ 27,765	200	$ 5,750	0.0059	2	$ 33,515	$ 102,462	$ 1,011,820
	Total Miles:	1.23		6,514		$ 921,257	3,150	$ 90,563			**$ 1,011,820**		

APPENDIX K

Sidewalk - Local Street Pavement Restructuring List

Figure III-10. Sidewalk - Local Street Pavement Restructuring List



North Long Beach Street Enhancement Master Plan

Sidewalk - Local Street Pavement Restructuring List

Street	From	To	Surface	Length (Ft)	Category	Sidewalk (SF)	Priority	Sdwk. Cost	Cat. Sub.	Cum. Cost
Janice	Lime	Olive	AC	250	5	7,786	62.29%	$ 44,771		$ 44,771
64th	California	Myrtle	AC	260	5	7,195	55.34%	$ 41,370		$ 86,140
52nd Street	Orange	Brayton	AC	250	5	4,812	38.50%	$ 27,669		$ 113,809
65th	Indiana	Coronado	AC	280	5	5,184	37.03%	$ 29,807		$ 143,616
64th	Linden	Atlantic	AC	280	5	4,880	34.86%	$ 28,060		$ 171,676
Cade	Paramount	Obispo	AC	1260	5	16,130	25.60%	$ 92,746	$ 264,423	$ 264,423
70th	Gale	Harbor	AC	300	4	3,212	21.41%	$ 18,469		$ 282,892
Coronado	65th	64th	AC	600	4	5,874	19.58%	$ 33,778		$ 316,670
Cedar Turn	Cedar	End	AC	320	4	2,835	17.72%	$ 16,304		$ 332,973
Pleasant	Del Amo	Linden	AC	200	4	1,744	17.44%	$ 10,028		$ 343,001
Coolridge Street	End	Atlantic	AC	370	4	2,486	13.44%	$ 14,295		$ 357,296
Via Carmelitos	Via Wanda	End	AC	850	4	5,508	12.96%	$ 31,674		$ 388,969
Chestnut	55th	De Forest	AC	1790	4	11,364	12.70%	$ 65,344		$ 454,313
Elm	Market	Del Amo	AC	2570	4	16,130	12.55%	$ 92,746		$ 547,059
Gaviota	Artesia	67th	AC	500	4	3,084	12.34%	$ 17,733		$ 564,792
Poinsetta	Rose	Cherry	AC	660	4	4,030	12.21%	$ 23,175	$ 323,545	$ 587,967
Stawley	Thompson	70th	AC	250	3	1,496	11.97%	$ 8,602		$ 596,569
Carson	Via Alcalde	End	AC	700	3	4,008	11.45%	$ 23,043		$ 619,613
46th	California	Atlantic	AC	750	3	4,244	11.32%	$ 24,403		$ 644,016
45th Way	Atlantic	California	AC	710	3	4,000	11.27%	$ 23,000		$ 667,016
Pleasant St	Long Beach	Del Amo	AC	1310	3	7,195	10.98%	$ 41,370		$ 708,385
Lime Avenue	Market	South	AC	1960	3	10,130	10.34%	$ 58,246		$ 766,632
Lime Avenue	Penfold	68th	AC	250	3	1,196	9.57%	$ 6,876		$ 773,508
Ruth	Peace	49th	AC	300	3	1,388	9.25%	$ 7,980		$ 781,488
Elm	Arbor	(Railroad) 49th	AC	220	3	1,012	9.20%	$ 5,819		$ 787,307
Washington	Orange	Rose	AC	1980	3	8,433	8.52%	$ 48,489		$ 835,796
59th	Linden	Atlantic	AC	250	3	1,064	8.51%	$ 6,118		$ 841,914
California	Penfold	Inez	AC	600	3	2,531	8.44%	$ 14,552		$ 856,467
Cerritos	67th	Artesia	AC	550	3	2,316	8.42%	$ 13,316		$ 869,782
Olive	South	Market	AC	1960	3	7,831	7.99%	$ 45,030		$ 914,813
Lime Avenue	South	Janice	AC	400	3	1,594	7.97%	$ 9,166		$ 923,978
Myrtle	Market	South	AC	1960	3	7,786	7.95%	$ 44,771		$ 968,749
Johnson Ave.	(SCE at end street)	68th	AC	210	3	828	7.89%	$ 4,761		$ 973,510
49th	Long Beach	Pacific	AC	1435	3	5,646	7.87%	$ 32,465		$ 1,005,975
Lake	Poppy	Harding	AC	350	3	1,360	7.77%	$ 7,820		$ 1,013,795
Verdura	Harding	Poppy	AC	210	3	813	7.74%	$ 4,672		$ 1,018,467
Elm	Adair	South	AC	1330	3	5,135	7.72%	$ 29,526		$ 1,047,993
Orizaba	68th	67th Way	AC	450	3	1,719	7.64%	$ 9,884		$ 1,057,878
Michelson	Orange	Walnut	AC	1100	3	4,048	7.36%	$ 23,276		$ 1,081,154
California	Market	South	AC	1990	3	7,194	7.23%	$ 41,366		$ 1,122,519
Louise	Long Beach	Dairy	AC	700	3	2,484	7.10%	$ 14,283		$ 1,136,802
Lewis Avenue	South	Market	AC	1960	3	6,902	7.04%	$ 39,686		$ 1,176,488
Anderson	Smith	61st	AC	250	3	880	7.04%	$ 5,060		$ 1,181,548
Rose	Artesia	67th	AC	380	3	1,298	6.83%	$ 7,464		$ 1,189,011
67th	Atlantic	L.A. River Basin	AC	600	3	2,028	6.76%	$ 11,661		$ 1,200,672

North Long Beach Street Enhancement Master Plan

Sidewalk - Local Street Pavement Restructuring List

Street	From	To	Surface	Length (Ft)	Category	Sidewalk (SF)	Priority	Sdwk. Cost	Cat. Sub.	Cum. Cost
Neece	Long Beach	Muriel	AC	400	3	1,340	6.70%	$ 7,705		$ 1,208,377
49th	Locust	Long Beach	AC	960	3	3,212	6.69%	$ 18,469		$ 1,226,846
Warnock	Hughes	Santa Fe	AC	550	3	1,840	6.69%	$ 10,580		$ 1,237,426
Phillips	Cherry	Walnut	AC	1100	3	3,652	6.64%	$ 20,999		$ 1,258,425
52nd Street	Walnut	End	AC	350	3	1,116	6.38%	$ 6,417		$ 1,264,842
Olive	Market	End - towards 53rd	AC	560	3	1,760	6.29%	$ 10,120		$ 1,274,962
Indiana Ave.	68th Way	68th	AC	270	3	844	6.25%	$ 4,853		$ 1,279,815
Ellis	Long Beach	Dairy	AC	1180	3	3,647	6.18%	$ 20,969		$ 1,300,784
48th	Pacific	Long Beach	AC	1610	3	4,969	6.17%	$ 28,574		$ 1,329,358
Curry Street	Obispo	Downey	AC	1230	3	3,771	6.13%	$ 21,684		$ 1,351,042
Poinsetta	Orange	Walnut	AC	1320	3	4,030	6.11%	$ 23,175		$ 1,374,217
Obispo	68th	Artesia	AC	1240	3	3,761	6.07%	$ 21,627		$ 1,395,844
Indiana Ave.	68th	67th Way	AC	270	3	816	6.04%	$ 4,692		$ 1,400,536
Terminal	Curry	Poppy	AC	570	3	1,702	5.97%	$ 9,787		$ 1,410,323
59th	Atlantic	California	AC	1180	3	3,507	5.94%	$ 20,165		$ 1,430,489
56th	Dairy	Long Beach	AC	1400	3	4,140	5.91%	$ 23,804		$ 1,454,292
Poppy	De Forest	Atlantic	AC	1700	3	4,958	5.83%	$ 28,506		$ 1,482,799
Barry Drive	Millmark	Lime	AC	400	3	1,160	5.80%	$ 6,670		$ 1,489,469
Orizaba	Harding	Poppy	AC	200	3	575	5.75%	$ 3,309		$ 1,492,777
Louise	Long Beach	L.A. River Basin	AC	890	3	2,552	5.74%	$ 14,675		$ 1,507,452
70th	Gale	Long Beach	AC	370	3	1,056	5.71%	$ 6,072		$ 1,513,524
Lemon	Market	South	AC	1960	3	5,555	5.67%	$ 31,941		$ 1,545,466
Knight Ave.	Poppy	Sawyer	AC	550	3	1,558	5.66%	$ 8,957		$ 1,554,423
Virginia	48th	49th	AC	610	3	1,702	5.58%	$ 9,787		$ 1,564,210
Johnson	64th	Artesia	AC	140	3	388	5.54%	$ 2,232		$ 1,566,442
Virginia	49th	Del Amo	AC	560	3	1,536	5.49%	$ 8,832		$ 1,575,274
Cambridge Street	White	Long Beach	AC	675	3	1,844	5.46%	$ 10,603		$ 1,585,877
South Street	Dairy	Atlantic	AC	2269	3	6,134	5.41%	$ 35,269		$ 1,621,146
55th	Cherry	Orange	AC	2580	3	6,967	5.40%	$ 40,060		$ 1,661,206
Orizaba	67th	Artesia	AC	410	3	1,102	5.38%	$ 6,337		$ 1,667,543
53rd	Cherry	Orange	AC	2850	3	7,643	5.36%	$ 43,949		$ 1,711,491
Cerritos	South	Market	AC	1940	3	5,157	5.32%	$ 29,655		$ 1,741,146
56th	Atlantic	Orange	AC	2310	3	6,065	5.25%	$ 34,874		$ 1,776,021
Orcutt	Bort	Forhan	AC	370	3	968	5.23%	$ 5,566		$ 1,781,587
61st	Atlantic	Linden	AC	230	3	600	5.22%	$ 3,450		$ 1,785,037
John	South	Harding	AC	2580	3	6,686	5.18%	$ 38,446		$ 1,823,483
Peace	Locust	Elm	AC	410	3	1,056	5.15%	$ 6,072		$ 1,829,555
69th Way	White	(Just past Beechley)	AC	420	3	1,077	5.13%	$ 6,194		$ 1,835,748
Curtis Avenue	Artesia	67th	AC	300	3	756	5.04%	$ 4,347	$ 1,252,128	$ 1,840,095
Walnut	67th	Artesia	AC	550	2	1,364	4.96%	$ 7,843		$ 1,847,938
Hungerford	Orange	Cherry	AC	2590	2	6,373	4.92%	$ 36,646		$ 1,884,584
Coronado	67th	End	AC	290	2	712	4.91%	$ 4,094		$ 1,888,678
Oregon	49th	48th	AC	600	2	1,463	4.88%	$ 8,409		$ 1,897,088
Orizaba	Thompson	End	AC	150	2	352	4.69%	$ 2,024		$ 1,899,112
Gaviota	65th	Artesia	AC	580	2	1,360	4.69%	$ 7,820		$ 1,906,932
64th	Orange	California	AC	1080	2	2,484	4.60%	$ 14,283		$ 1,921,215

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Street	From	To	Surface	Length (Ft)	Category	Sidewalk (SF)	Priority	Sdwk. Cost	Cat. Sub.	Cum. Cost
Sunset	Long Beach	Linden	AC	2640	2	6,059	4.59%	$ 34,838		$ 1,956,053
Minnesota	Artesia	Artesia Freeway	AC	250	2	572	4.58%	$ 3,289		$ 1,959,342
South Street	De Forest	Jaymills	AC	850	2	1,908	4.49%	$ 10,971		$ 1,970,313
Pine	51st	Market	AC	1790	2	4,008	4.48%	$ 23,043		$ 1,993,356
Gordon St.	Long Beach	White	AC	450	2	960	4.27%	$ 5,520		$ 1,998,876
Poppy St.	Terminal	Cherry	AC	1250	2	2,632	4.21%	$ 15,135		$ 2,014,011
55th	Orange	Atlantic	AC	2310	2	4,846	4.20%	$ 27,865		$ 2,041,876
Forhan	Long Beach	End just past Orcutt	AC	800	2	1,672	4.18%	$ 9,614		$ 2,051,490
South Street	Jaymills	Dairy	AC	400	2	824	4.12%	$ 4,738		$ 2,056,228
55th	Dairy	Linden	AC	2390	2	4,861	4.07%	$ 27,949		$ 2,084,177
Lewis Avenue	Market	Plymouth	AC	300	2	604	4.03%	$ 3,473		$ 2,087,650
Gundry	Artesia	(Grant School)	AC	950	2	1,895	3.99%	$ 10,897		$ 2,098,547
49th	Pacific	Oregon	AC	600	2	1,192	3.97%	$ 6,854		$ 2,105,401
Lime Avenue	Artesia	67th	AC	560	2	1,056	3.77%	$ 6,072		$ 2,111,473
Grisham	49th	Peace	AC	300	2	564	3.76%	$ 3,243		$ 2,114,716
White	Adams	North terminus	AC	1500	2	2,807	3.74%	$ 16,141		$ 2,130,857
Linden	Harding	South	AC	2640	2	4,830	3.66%	$ 27,773		$ 2,158,629
Zane	Long Beach	End	AC	810	2	1,476	3.64%	$ 8,487		$ 2,167,116
59th	California	Orange	AC	1120	2	2,030	3.63%	$ 11,674		$ 2,178,791
Barclay Street	Long Beach	White	AC	1050	2	1,888	3.60%	$ 10,856		$ 2,189,647
Cummings	Gale	Just past Delta	AC	830	2	1,488	3.59%	$ 8,558		$ 2,198,204
Cedar	Market	Dairy	AC	510	2	913	3.58%	$ 5,250		$ 2,203,454
Adams Street	Atlantic	Linden	AC	400	2	712	3.56%	$ 4,094		$ 2,207,548
White	68th	67th Way	AC	2120	2	3,652	3.45%	$ 20,999		$ 2,228,547
Curtis Avenue	68th	67th Way	AC	500	2	860	3.44%	$ 4,942		$ 2,233,489
Hullett	Linden	59th	AC	2900	2	4,970	3.43%	$ 28,578		$ 2,262,066
Eureka Ave	Thompson	20th St	AC	250	2	424	3.39%	$ 2,438		$ 2,264,504
Forhan	Long Beach	White	AC	1950	2	3,268	3.35%	$ 18,792		$ 2,283,297
64th	Cherry	Orange	AC	2580	2	4,280	3.32%	$ 24,612		$ 2,307,909
Rose	Harding	Artesia	AC	2560	2	4,212	3.29%	$ 24,218		$ 2,332,126
Lime Avenue	53rd	Market	AC	630	2	1,024	3.25%	$ 5,888		$ 2,338,014
Grayton Avenue	52nd	End	AC	200	2	324	3.24%	$ 1,863		$ 2,339,877
Elm	South	Market	AC	1830	2	2,926	3.20%	$ 16,824		$ 2,356,701
59th	Orange	Cherry	AC	2580	2	4,109	3.19%	$ 23,626		$ 2,380,327
52nd	Cherry	Rose	AC	840	2	1,332	3.17%	$ 7,659		$ 2,387,986
Coolridge Street	White	Butler	AC	500	2	792	3.17%	$ 4,554		$ 2,392,540
San Antonio	Atlantic	California	AC	1170	2	1,850	3.16%	$ 10,639		$ 2,403,179
Locust	Del Amo	49th	AC	550	2	853	3.10%	$ 4,904		$ 2,408,082
Walnut	Artesia	Harding	AC	2410	2	3,702	3.07%	$ 21,287	$ 589,273	$ 2,429,369
65th	White	End - past Butler	AC	1050	1	1,558	2.97%	$ 8,957		$ 2,438,326
Norton	Dairy	57th	AC	730	1	1,056	2.89%	$ 6,072		$ 2,444,398
Roger	Cherry	(end of street just past Rose)	AC	1300	1	1,864	2.87%	$ 10,718		$ 2,455,116
Sawyer	Knight	Coronado	AC	300	1	426	2.84%	$ 2,451		$ 2,457,567
Bort	White	Long Beach	AC	1870	1	2,616	2.80%	$ 15,044		$ 2,472,611
California	San Antonio	46th	AC	1340	1	1,827	2.73%	$ 10,507		$ 2,483,118
Cerritos	Penfold	Inez	AC	590	1	756	2.56%	$ 4,347		$ 2,487,465

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Street	From	To	Surface	Length (Ft)	Category	Sidewalk (SF)	Priority	Sdwk. Cost	Cat. Sub.	Cum. Cost
Curry Street	John	Cherry	AC	1110	1	1,422	2.56%	$ 8,178		$ 2,495,643
Artesia Frontage	Long Beach	Atlantic	AC	5000	1	6,136	2.45%	$ 35,281		$ 2,530,924
Thompson	Pacific Railroad	Paramount	AC	1200	1	1,470	2.45%	$ 8,450		$ 2,539,374
59th	De Forest	Linden	AC	2700	1	3,298	2.44%	$ 18,964		$ 2,558,338
56th	Walnut	Cherry	AC	1460	1	1,770	2.42%	$ 10,175		$ 2,568,513
Schilling	Artesia	Artesia Freeway	AC	250	1	303	2.42%	$ 1,739		$ 2,570,252
68th	Orange	Cherry	AC	2580	1	3,079	2.39%	$ 17,703		$ 2,587,955
68th	Harbor	Long Beach	AC	950	1	1,128	2.37%	$ 6,484		$ 2,594,439
Silva	Locust	Linden	AC	780	1	924	2.37%	$ 5,313		$ 2,599,752
Obispo	70th	68th	AC	1300	1	1,493	2.30%	$ 8,586		$ 2,608,338
Gardenia	Artesia	65th	AC	600	1	684	2.28%	$ 3,933		$ 2,612,271
52nd Street	Brayton	Walnut	AC	1100	1	1,214	2.21%	$ 6,982		$ 2,619,253
53rd	Long Beach	Atlantic	AC	3280	1	3,620	2.21%	$ 20,813		$ 2,640,066
52nd	De Forest	Long Beach	AC	1810	1	1,956	2.16%	$ 11,247		$ 2,651,313
Locust	49th	Arbor	AC	250	1	264	2.11%	$ 1,518		$ 2,652,831
Hammond Ave.	Artesia	End	AC	250	1	264	2.11%	$ 1,518		$ 2,654,349
McKenzie	Cherry	Walnut	AC	1260	1	1,320	2.10%	$ 7,590		$ 2,661,939
61st	Linden	De Forest	AC	2140	1	2,196	2.05%	$ 12,627		$ 2,674,566
Neece	Muriel	White	AC	1610	1	1,646	2.05%	$ 9,467		$ 2,684,034
Muriel	(Just past Artesia)	Orleans	AC	1990	1	2,015	2.03%	$ 11,588		$ 2,695,622
Carson	Via Oro	Santa Fe	AC	1250	1	1,264	2.02%	$ 7,268		$ 2,702,890
Langport Avenue	55th Way	56th Way	AC	610	1	616	2.02%	$ 3,542		$ 2,706,432
Allington Street	Downey	Lake	AC	1110	1	1,069	1.93%	$ 6,147		$ 2,712,579
69th	Obispo	Downey	AC	1220	1	1,104	1.81%	$ 6,348		$ 2,718,927
60th	DeForrest	Jaymills	AC	910	1	815	1.79%	$ 4,684		$ 2,723,611
Huges Way	Warnock	End	AC	2100	1	1,827	1.74%	$ 10,507		$ 2,734,118
Olive	Janice	South	AC	2400	1	2,068	1.72%	$ 11,891		$ 2,746,009
Muriel	Adams	Neece	AC	700	1	600	1.72%	$ 3,452		$ 2,749,461
Rio	boundry line	48th	AC	210	1	176	1.68%	$ 1,012		$ 2,750,473
Locust	Del Amo	Market	AC	2330	1	1,925	1.65%	$ 11,071		$ 2,761,543
Via Wanda	Via Carmelitos	End - near Atlantic Plaza	AC	1850	1	1,497	1.62%	$ 8,609		$ 2,770,153
Louise	Dairy	Linden	AC	2520	1	2,005	1.59%	$ 11,527		$ 2,781,680
Linden	Adams	64th	AC	400	1	318	1.59%	$ 1,828		$ 2,783,508
St. Louis	63rd	65th	AC	860	1	675	1.57%	$ 3,882		$ 2,787,389
52nd Street	Atlantic	Long Beach	AC	3080	1	2,316	1.50%	$ 13,316		$ 2,800,705
Harbor	70th	Artesia	AC	2150	1	1,617	1.50%	$ 9,295		$ 2,810,000
63rd	Cherry	Raymond	AC	1100	1	792	1.44%	$ 4,554		$ 2,814,554
Lemon	Jackson	Plymouth	AC	410	1	288	1.40%	$ 1,656		$ 2,816,210
Newton	70th	Thompson	AC	250	1	172	1.37%	$ 987		$ 2,817,197
St. Louis	Poppy	End	AC	210	1	144	1.37%	$ 828		$ 2,818,025
56th	Atlantic	Linden	AC	250	1	168	1.34%	$ 966		$ 2,818,991
Norton	Linden	Dairy	AC	1910	1	1,280	1.34%	$ 7,359		$ 2,826,349
Hammond Ave.	67th	Artesia	AC	520	1	348	1.34%	$ 2,001		$ 2,828,350
48th	Oregon	Pacific	AC	660	1	439	1.33%	$ 2,527		$ 2,830,877
60th	Orange	Cherry	AC	2580	1	1,713	1.33%	$ 9,853		$ 2,840,730
Falcon	Hungerford	Harding	AC	1510	1	995	1.32%	$ 5,718		$ 2,846,448
51st	Long Beach	De Forest	AC	2050	1	1,349	1.32%	$ 7,756		$ 2,854,204

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Street	From	To	Surface	Length (Ft)	Category	Sidewalk (SF)	Priority	Sdwk. Cost	Cat. Sub.	Cum. Cost
Mountainview	Long Beach	L.A. River Basin	AC	1600	1	1,040	1.30%	$ 5,981		$ 2,860,186
Via Wanda	Orange	Via Carmelitos	AC	660	1	424	1.28%	$ 2,438		$ 2,862,624
Cedar	Market	Home	AC	2050	1	1,317	1.28%	$ 7,571		$ 2,870,194
55th	Atlantic	Linden	AC	250	1	160	1.28%	$ 920		$ 2,871,114
Bort	Susana	Long Beach	AC	1330	1	838	1.26%	$ 4,819		$ 2,875,933
Barclay Street	Long Beach	Rahn	AC	1150	1	712	1.24%	$ 4,094		$ 2,880,027
Linden	Sunset	Market	AC	1790	1	1,104	1.23%	$ 6,346		$ 2,886,373
Plymouth	Lewis	Cerritos	AC	500	1	288	1.15%	$ 1,658		$ 2,888,031
Walnut	South	Market	AC	2010	1	1,148	1.14%	$ 6,599		$ 2,894,630
Arbella Street	Downey	Lake	AC	1150	1	652	1.13%	$ 3,749		$ 2,898,379
Coachella	L.A. Co. Line	Marker	AC	2500	1	1,414	1.13%	$ 8,132		$ 2,906,511
Lewis Avenue	Artesia	67th	AC	550	1	308	1.12%	$ 1,771		$ 2,908,282
Rose	Market	Phillips	AC	1410	1	789	1.12%	$ 4,536		$ 2,912,818
Gundry	Harding	South	AC	2460	1	1,363	1.11%	$ 7,838		$ 2,920,655
Adair	Jaymills	Linden	AC	1050	1	575	1.10%	$ 3,309		$ 2,923,964
Butler	Artesia	Galliard	AC	1900	1	1,017	1.07%	$ 5,846		$ 2,929,810
Lime Avenue	70th	End @ SCE Easement	AC	500	1	264	1.06%	$ 1,518		$ 2,931,328
67th	Paramount	End - towards Pacific Railroad	AC	1200	1	624	1.04%	$ 3,588		$ 2,934,916
Jackson St.	(Railroad)	Cherry	AC	510	1	264	1.04%	$ 1,518		$ 2,936,434
Jackson St.	Orange	Lemon	AC	710	1	367	1.03%	$ 2,112		$ 2,938,546
Brayton Avenue	South	Harding	AC	2470	1	1,259	1.02%	$ 7,238		$ 2,945,784
Elm	61st	63rd	AC	1280	1	652	1.02%	$ 3,749		$ 2,949,533
64th	St. Louis	Raymond	AC	850	1	432	1.02%	$ 2,484		$ 2,952,017
56th	Langport	Paramount	AC	425	1	216	1.02%	$ 1,242		$ 2,953,259
Harding	Terminal	Cherry	AC	1210	1	592	0.98%	$ 3,404		$ 2,956,663
Gardenia	68th	Eleanor	AC	550	1	264	0.96%	$ 1,518		$ 2,958,181
White	Scott	Gordon	AC	1850	1	887	0.96%	$ 5,099		$ 2,963,279
47th Street	Pacific	Long Beach	AC	1750	1	836	0.96%	$ 4,807		$ 2,968,086
White	67th Way	67th	AC	230	1	108	0.94%	$ 621		$ 2,968,707
Curry Street	Downey	End	AC	310	1	144	0.93%	$ 828		$ 2,969,535
49th	Drainage Basin	Locust	AC	2100	1	966	0.92%	$ 5,556		$ 2,975,091
Ambeco	Pacific Railroad	End	AC	350	1	160	0.91%	$ 920		$ 2,976,011
Rose	Phillips	57th	AC	400	1	180	0.90%	$ 1,035		$ 2,977,046
Linden	Market	South	AC	1960	1	874	0.89%	$ 5,024		$ 2,982,070
56th	Paramount	Langport	AC	410	1	176	0.86%	$ 1,012		$ 2,983,082
69th	Obispo	Paramount	AC	1250	1	520	0.83%	$ 2,990		$ 2,986,072
61st	Cherry	Orange	AC	3580	1	1,488	0.83%	$ 8,558		$ 2,994,629
67th	Long Beach	End - past Delta	AC	1500	1	605	0.81%	$ 3,481		$ 2,998,110
67th Way	Curtis	Obispo	AC	1000	1	394	0.79%	$ 2,263		$ 3,000,373
65th	Indiana	Downey	AC	560	1	220	0.79%	$ 1,265		$ 3,001,638
Adair	60th	Jaymills	AC	850	1	324	0.76%	$ 1,863		$ 3,003,501
Fenter	Adams	Bort	AC	200	1	72	0.72%	$ 414		$ 3,003,915
47th Street	Long Beach	Perpendicular to Locust	AC	860	1	308	0.72%	$ 1,771		$ 3,005,686
Walnut	Eleanor	68th	AC	250	1	88	0.70%	$ 506		$ 3,006,192
68th	Long Beach	White	AC	2700	1	870	0.64%	$ 5,002		$ 3,011,194
Plymouth	Long Beach Blvd.	Linden	AC	3070	1	971	0.63%	$ 5,583		$ 3,016,777
Carson	Via Oro	Via Alcalde	AC	850	1	260	0.61%	$ 1,495		$ 3,018,272

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Lemon	Penfold	Inez	AC	570	1	172	0.60%	$ 987		$ 3,019,259
Jaymills	Chestnut	Elm	AC	2490	1	741	0.60%	$ 4,261		$ 3,023,520
65th	Orange	Myrtle	AC	1080	1	314	0.58%	$ 1,803		$ 3,025,323
Eleanore	Walnut Ave.	Orange	AC	1250	1	349	0.56%	$ 2,006		$ 3,027,329
Via Veranda	Via Camelitos	Via Almendora	AC	650	1	180	0.55%	$ 1,035		$ 3,028,364
55th	Dairy	Long Beach	AC	960	1	264	0.55%	$ 1,518		$ 3,029,882
57th	Paramount	(just past Orizaba)	AC	800	1	220	0.55%	$ 1,265		$ 3,031,147
Cedar Avenue	Jaymills	De Forest	AC	800	1	216	0.54%	$ 1,242		$ 3,032,389
Gaviota	68th	Eleanor	AC	330	1	88	0.53%	$ 506		$ 3,032,895
Plenty St.	Approx. Locust	Linden	AC	1220	1	324	0.53%	$ 1,861		$ 3,034,757
55th	Paramount	Langport	AC	425	1	105	0.49%	$ 601		$ 3,035,358
60th	California	Orange	AC	1080	1	261	0.48%	$ 1,500		$ 3,036,858
Myrtle	South	61st	AC	1860	1	440	0.47%	$ 2,530		$ 3,039,388
Lewis Avenue	Harding	South	AC	2490	1	574	0.46%	$ 3,300		$ 3,042,688
Mountainview	Long Beach	Linden	AC	2900	1	662	0.46%	$ 3,809		$ 3,046,496
La Jara	Lake	Downey	AC	1140	1	260	0.46%	$ 1,495		$ 3,047,991
68th	Atlantic	Myrtle	AC	1280	1	288	0.45%	$ 1,656		$ 3,049,647
Butler	Artesia	White	AC	1940	1	435	0.45%	$ 2,502		$ 3,052,149
Daisy	Del Amo	51st	AC	750	1	164	0.44%	$ 941		$ 3,053,090
71st	Atlantic	Myrtle	AC	1230	1	265	0.43%	$ 1,526		$ 3,054,615
De Forest	51st	52nd	AC	680	1	144	0.42%	$ 828		$ 3,055,443
Gale	Artesia	70th	AC	2090	1	426	0.41%	$ 2,451		$ 3,057,895
Indiana	Sawyer	Poppy	AC	610	1	108	0.35%	$ 621		$ 3,058,516
Cerritos	Harding	South	AC	2490	1	440	0.35%	$ 2,532		$ 3,061,047
Sawyer	Paramount	Obispo	AC	1240	1	900	0.35%	$ 1,242		$ 3,062,289
Myrtle	Harding	Artesia	AC	2580	1	433	0.34%	$ 2,490		$ 3,064,779
White	69th Way	68th	AC	630	1	103	0.33%	$ 593		$ 3,065,372
Home St.	Linden	Long Beach	AC	2100	1	337	0.32%	$ 1,938		$ 3,067,310
67th Way	Long Beach	Coachella	AC	3000	1	458	0.31%	$ 2,634		$ 3,069,944
Orizaba	55th Way	South	AC	1010	1	144	0.29%	$ 828		$ 3,070,772
Poinsetta	Raymond	St. Louis	AC	850	1	108	0.25%	$ 621		$ 3,071,393
Scott	Rahn	Long Beach	AC	1140	1	144	0.25%	$ 828		$ 3,072,221
Zane	DeForrest	Daisy	AC	600	1	72	0.24%	$ 414		$ 3,072,635
67th	Coachella	Long Beach	AC	2680	1	308	0.23%	$ 1,771		$ 3,074,406
Ackerfiled Avenue	South	End	AC	1270	1	144	0.23%	$ 828		$ 3,075,234
56th	Paramount	(just past Orizaba)	AC	800	1	88	0.22%	$ 506		$ 3,075,740
Linden	Pleasant	51st	AC	800	1	72	0.18%	$ 414		$ 3,076,154
55th	55th (just past Orizaba)	Paramount	AC	630	1	55	0.18%	$ 319		$ 3,076,473
Long Beach Bl (Service Roa	Bort	Barclay	AC	1330	1	111	0.17%	$ 638		$ 3,077,111
Orcutt	67th Way	L.A. County Line	AC	1210	1	88	0.15%	$ 506		$ 3,077,617
65th	Paramount	Obispo	AC	1240	1	88	0.14%	$ 506		$ 3,078,123
Lemon	South	Harding	AC	2490	1	176	0.14%	$ 1,014		$ 3,079,137
Lemon	Harding	Artesia	AC	2490	1	176	0.14%	$ 1,012		$ 3,080,149
Penfold	Orange	Myrtle	AC	1280	1	88	0.14%	$ 506		$ 3,080,655
Orizaba	64th	Artesia	AC	1300	1	88	0.14%	$ 506		$ 3,081,161
Lime Avenue	70th	72nd	AC	1250	1	72	0.12%	$ 414		$ 3,081,575
Olive	72nd	70th	AC	1250	1	72	0.12%	$ 414		$ 3,081,989

North Long Beach Street Enhancement Master Plan

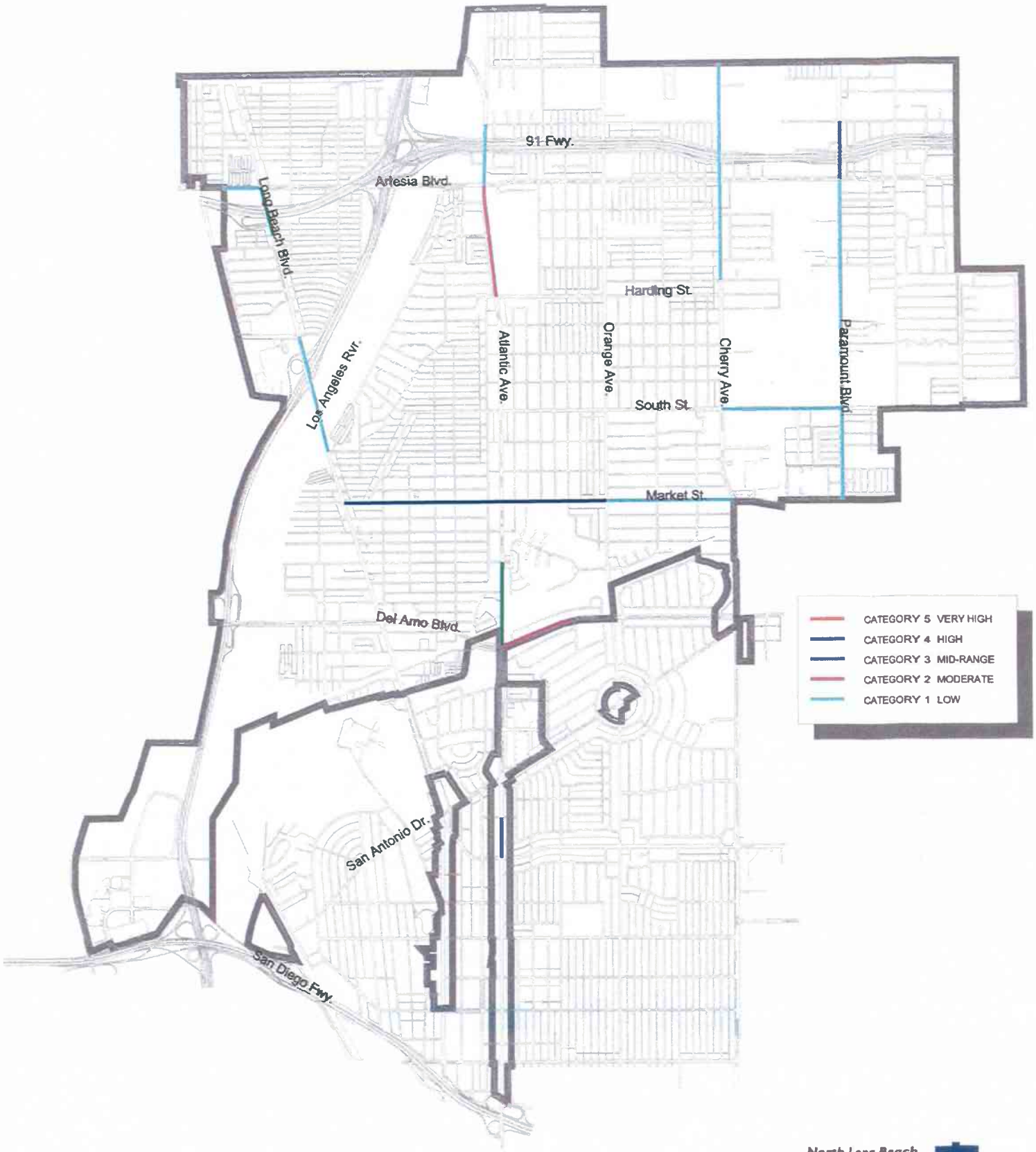
Sidewalk - Local Street Pavement Restructuring List

Street	From	To	Surface	Length (Ft)	Category	Sidewalk (SF)	Priority	Sdwk. Cost	Cat. Sub.	Cum. Cost
70th Way	Orange	Myrtle	AC	1260	1	72	0.11%	$ 414		$ 3,082,403
Harcourt Ave.	Susana	Long Beach	AC	1300	1	72	0.11%	$ 414		$ 3,082,817
67th	Millmark	Orange	AC	2360	1	108	0.09%	$ 621		$ 3,083,438
Coronado	64th	Poppy	AC	800	1	36	0.09%	$ 207		$ 3,083,645
66th Way	Just past Lewis	Cerritos	AC	960	1	36	0.08%	$ 207		$ 3,083,852
Cerritos	Artesia	Harding	AC	2490	1	88	0.07%	$ 506		$ 3,084,358
Coolridge Street	Artesia	Myrtle	AC	1030	1	36	0.07%	$ 207		$ 3,084,565
Orleans	Muriel	End	AC	1050	1	36	0.07%	$ 207		$ 3,084,772
Trafford	Long Beach	Rahn	AC	1140	1	36	0.06%	$ 207		$ 3,084,979
Beechley	Coachella	69th Way	AC	1180	1	36	0.06%	$ 207		$ 3,085,186
Indiana	Artesia	64th	AC	1220	1	36	0.06%	$ 207		$ 3,085,393
61st	Obispo	Downey	AC	1220	1	36	0.06%	$ 207		$ 3,085,600
Artesia Frontage	Delta	Long Beach	AC	1550	1	36	0.05%	$ 207	$ 656,438	$ 3,085,807
				342,769		537,346		**$ 3,085,807**		

APPENDIX L

Sidewalk - Arterial Street Pavement Restructuring List

Figure III-11. Sidewalk - Arterial Street Pavement Restructuring List



North Long Beach Street Enhancement Master Plan

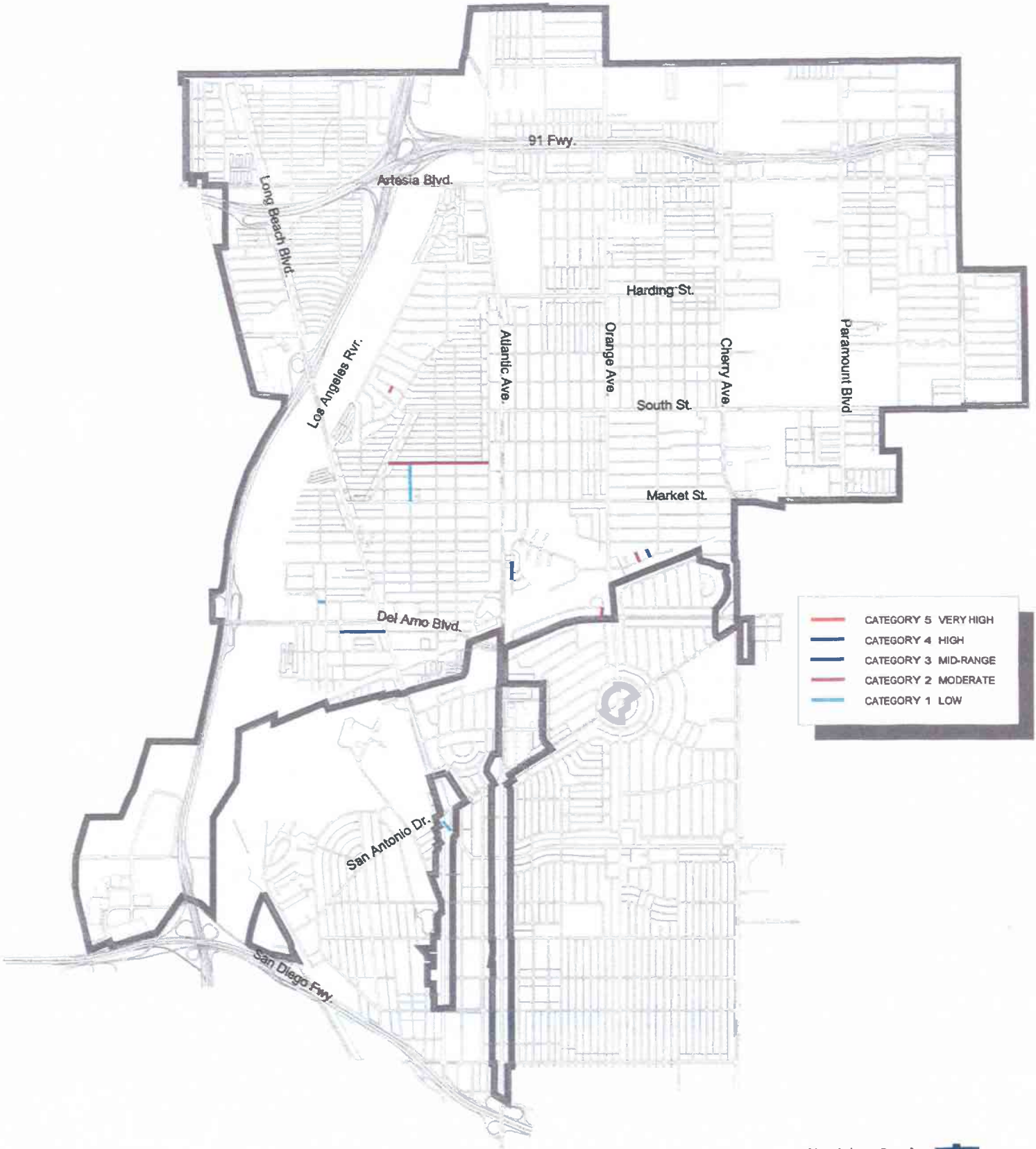
Sidewalk - Arterial Street Pavement Restructuring List

Street	From	To	Surface	Length (Ft)	Category	Sidewalk (SF)	Priority	Sdwk. Cost	Cat. Sub.	Cum. Cost
Market Street	Atlantic	Orange	AC	2329	4	17,180	14.75%	$ 98,785	$98,785	$ 98,785
Paramount Blvd	68th	Artesia	AC	1339	3	6,800	10.16%	$ 39,100		$ 137,885
Long Beach Blvd	Forhan	Artesia	AC	1125	3	4,554	8.10%	$ 26,183		$ 164,068
Atlantic Avenue	Carson	San Antonio	AC	1890	3	5,901	6.25%	$ 33,929		$ 197,997
Atlantic Avenue	Del Amo	52nd	AC	1969	3	5,424	5.51%	$ 31,189	$ 130,401	$ 229,186
Atlantic Avenue	Harding	Artesia	AC	2619	2	4,407	3.37%	$ 25,341		$ 254,527
Del Amo Blvd	Atlantic	Orange	AC	2579	2	4,076	3.16%	$ 23,434	$ 48,775	$ 277,961
Paramount Blvd	63rd	Artesia	AC	1670	1	2,166	2.59%	$ 12,455		$ 290,416
Artesia Boulevard	Gale	Delta	AC	1620	1	1,920	2.37%	$ 11,040		$ 301,456
Cherry Avenue	Harding	Artesia	AC	2689	1	2,792	2.08%	$ 16,052		$ 317,509
Market Street	Orange	Cherry	AC	2894	1	2,854	1.97%	$ 16,411		$ 333,919
Long Beach Blvd	LB Fwy Br N	Gordon	AC	2750	1	2,303	1.67%	$ 13,242		$ 347,161
Cherry Avenue	Artesia	North City Limit	AC	2709	1	1,644	1.21%	$ 9,454		$ 356,615
Paramount Blvd	Candlewood	South	AC	2109	1	867	0.82%	$ 4,988		$ 361,603
Atlantic Avenue	Artesia	68th	AC	1410	1	512	0.73%	$ 2,944		$ 364,547
Paramount Blvd	South	63rd	AC	3329	1	1,120	0.67%	$ 6,440		$ 370,987
South Street	Cherry	Paramount	AC	2639	1	684	0.52%	$ 3,933	$ 96,959	$ 374,920
				37,671		65,203		**$ 374,920**		

APPENDIX M

Sidewalk - Local Street Pavement Reconstruction List

Figure III-12. Sidewalk - Local Street Pavement Reconstruction List



North Long Beach Street Enhancement Master Plan

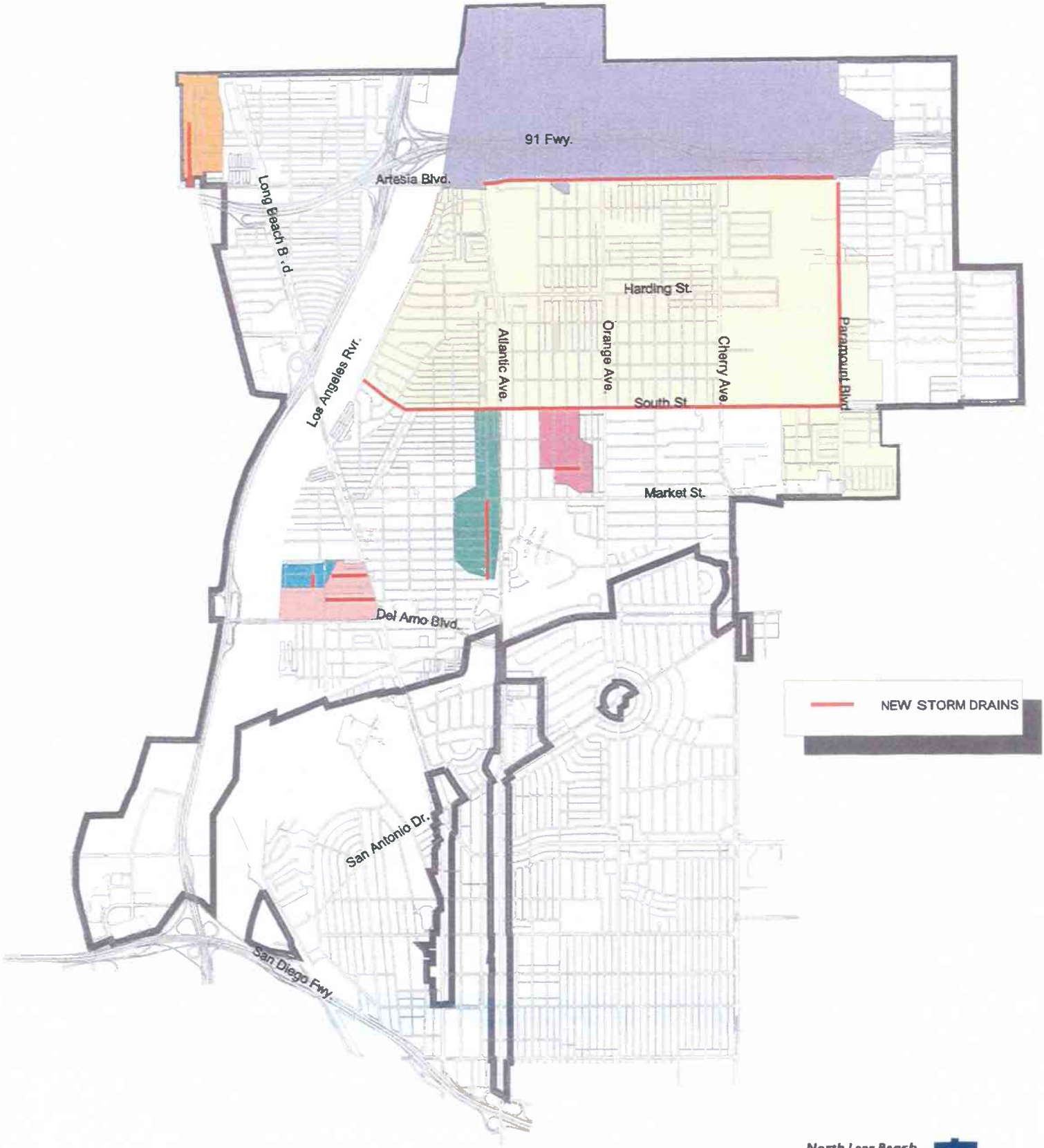
Sidewalk - Local Street Pavement Reconstruction List

Street	From	To	Surface	Length (Ft)	Category	Sidewalk (SF)	Priority	Sdwk. Cost	Cat. Sub.	Cum. Cost
Pleasant	Virginia	Long Beach	AC	954	3	5,059	10.6%	$ 29,088		$ 29,088
Falcon	52nd	(End of cul-de-sac)	AC	230	3	864	7.5%	$ 4,968		$ 34,056
Via Veranda	52nd	Via Almendro	AC	650	3	1,812	5.6%	$ 10,420	$ 44,477	$ 44,477
Gundry	52nd	End	AC	250	2	468	3.7%	$ 2,691		$ 47,168
Ellis	Dairy	Linden	AC	2210	2	4,047	3.7%	$ 23,269		$ 70,437
Bentree	Silva	Del Amo	AC	160	2	252	3.2%	$ 1,449		$ 71,886
Hullett turn	Hullet	End	AC	120	2	180	3.0%	$ 1,035	$ 28,444	$ 72,921
Home St.	Pacific	Daisy	AC	250	1	308	2.5%	$ 1,771		$ 74,692
Pine	Market	Ellis	AC	740	1	880	2.4%	$ 5,060		$ 79,752
Carson	Long Beach	Business	AC	200	1	80	0.8%	$ 460	$ 7,291	$ 80,212
				5,764		13,950		**$ 80,212**		

APPENDIX N

Drainage Improvements

Figure III-13. Drainage Improvements



North Long Beach Street Enhancement Master Plan

Drainage Improvements

STREET	FROM	TO	ESTIMATED COST
Artesia Boulevard Storm Drain	Paramount Boulevard	Atlantic Avenue	$ 3,220,000
Paramount Blvd/South St - Storm Drain	Artesia Boulevard	La River	$ 1,800,000
Linden Avenue Storm Drain	Market Street	Sunset Street	$ 365,000
Daisy Avenue Storm Drain	Zane Street	51th. Street	$ 50,000
Home Street Storm Drain	Pacific Avenue	Long Beach Boulevard	$ 175,000
Zane Street Storm Drain	Long Beach Boulevard	West End	$ 110,000
Delta Avenue Storm Drain	Heath Street	Artesia Boulevard	$ 230,000
TOTAL CONSTRUCTION COST			$ 5,950,000

APPENDIX O

Capital Improvement Program
City of Long Beach Gas and Electrical Department

PROPOSED GAS MAIN PIPELINE REPLACEMENT 2000-2001
BY PRIVATE CONTRACTOR
FISCAL YEAR 2000-2001

	STREET	LOCATION	SIZE	LENGTH
1.	Artesia Blvd.	Paramount Ave. to Downey Ave.	4"STL	2,600'
2.	Artesia Blvd.	Gale Ave. to a point east (New)	2" STL	400'
3.	A/N Artesia Blvd.	Harbor Ave. to Gale Ave.	2" P.E.	500'
4.	Gardner St.	Harbor Ave. to Gale Ave.	2" P.E.	500'
5.	Cummings St.	Harbor Ave. to Gale Ave.	2" P.E.	500'
6.	Fuego St.	Harbor Ave. to Gale Ave.	2" P.E.	475'
7.	Heath St.	Harbor Ave. to Gale Ave.	2" P.E.	500'
8.	68th St.	Harbor Ave. to Long Beach Blvd	2" P.E.	950'
9.	Taylor St.	Delta Ave. to Gale Ave.	2" P.E.	700'
10.	70th St.	Harbor Ave. to Long Beach Blvd.	4" P.E.	700'
11.	Gale Ave.	Artesia Blvd. to 70th St.	4" P.E.	2,300'
12.	A/E Gale Ave.	68th St. to 70th St.	4" P.E.	1,050'
13.	Orizaba Ave.	63rd St. to 65th St.	3" STL	1,250'
14.	A/E Lewis Ave.	Wardlow Rd. to Bixby Rd.	4" P.E.	2,800'
15.	A/E Cerritos	Wardlow Rd. to Bixby Rd.	4" P.E.	2,800'
16.	A/E Lemon	Wardlow Rd. to 37th St.	4" P.E.	1,600'
17.	Pine Ave.	Pacific Coast Hwy. to Hill St.	2" P.E.	2,600'
18.	Locust Ave.	Pacific Coast Hwy. to 20th St.	2" P.E.	1,300'
19.	Abbeyfield St.	Litchfield Ave. To Bellflower Blvd.	3" STL	1,800'
20.	Stearnlee Ave.	Abbeyfield St. to Stearns St.	2" P.E.	800'
21.	Montair Ave.	Abbeyfield St. to Stearns St.	2" P.E.	750'
22.	A/E Montair Ave.	Abbeyfield St. to Stearns St.	2" P.E.	750'
23.	Fairbrook St.	Abbeyfield St. to Stearns St.	3" STL	250'
24.	Litchfield St.	Abbeyfield St. to Stearns St.	3" STL	250'
				28,125'
				(5.33 Miles)

PROPOSED GAS MAIN PIPELINE REPLACEMENT 2000-2001
BY PRIVATE CONTRACTOR
FISCAL YEAR 1999-2000

	STREET	LOCATION	SIZE	LENGTH
1.	Delta Ave.	Gardner St. to 70th St.	3" STL	2,300'
2.	Harbor Ave.	Artesia Blvd. To 70th St.	3" STL	2,400'
3.	67th Way	Delta Ave. to Long Beach Blvd.	4" STL	1,650'
4.	Silva St.	Brayton Ave. to Gardenia Ave.	4"STL	2,100'
5.	Silva St.	Del Amo Blvd. To Bentree Cir	3" STL	2,200'
6.	Bentree Cir.	Silva St. to Del Amo Blvd.	2" P.E.	650'
			3" STL	200'
7.	Ocean Blvd.	St. Joseph Ave. to 54th Pl.	4" STL	3,050'
8.	Broadway	Ximeno Ave. to Nieto Ave.	3" STL	2,700'
9.	Walnut Ave.	Tehachapi Dr. to Keever Pl.	3" STL	1,600'
10.	Falcon Ave.	Tehachapi Dr. to Keever Pl.	3" STL	1,700'
				20,550'
				(3.89 Miles)

PROPOSED GAS MAIN PIPELINE REPLACEMENT 1999-2001
BY GAS AND ELECTRIC DEPARTMENT FORCES
FISCAL YEAR 1999-2000 AND 2000-2001

STREET	LOCATION	SIZE	LENGTH
1. Galeano St.	Lakewood Blvd. to Los Coyotes Diagonal	2" P.E.	1,090'
2. La Cara St.	De Ora Way to Los Coyotes Diagonal	2" P.E.	1,050'
3. Lavante St.	De Ora Way to Los Coyotes Diagonal	2" P.E.	980'
4. Cervato St.	De Ora Way to Los Coyotes Diagonal	2" P.E.	865'
5. Ferro St.	Cervato St. to Los Coyotes Diagonal	2" P.E.	1,140'
6. Zandia St.	Steans St. to De Ora Way	2" P.E.	290'
7. De Ora Way	Lakewood Blvd. To Stearns St.	4" P.E.	1,240'
8. Matney Ave.	Hardwick St. to Silva St.	2" P.E.	600'
9. Gundry Ave.	Hardwick St. to Silva St.	2" P.E.	700'
10. Walnut Ave.	Hardwick St. to Silva St.	2" P.E.	915'
11. Gaviota Ave.	Hardwick St. to Silva St.	2" P.E.	1,020'
12. Rose Ave.	Raton Circle to Silva St.	2" P.E.	715'
13. Sixteenth St.	Pacific Ave. to Locust Ave.	3" STL	780'
14. Alley East of Lewis Ave.	Penfold St. to Inez St.	2" P.E.	635'
15. De Ora Way	Euclid Ave. to Termino	2" P.E.	250'
16. Grenora Way	Euclid Ave. to De Ora Way	2" P.E.	250'
17. Alleys East of L.B. Blvd.	20th St. to 21st St.	6" STL	805'
18. Seaside Way	Chestnut to Point West	6" STL	850'
			14,175'
			(2.68 Miles)

APPENDIX P

Capital Program
City of Long Beach Water Department

FY 1999-2000 CIP PROJECTS

1999-2000 In-House Construction

DESCRIPTION	LF	FROM	TO	DIA
69th Way (SAE)	3,000	L.B. Blvd.	Butler	8
15th St. (school)	1,158	Alamo	Atlantic	8
Golden (school)	7,850	Willow	Spring	8
Monogram (school)	3,900	*	*	8
LOMA AVE. (12)	2,800	7TH ST.	ANAHEIM ST.	8
Adriatic	2,100	32nd	Arlington	
Project Q27	11,100	*	*	*
CASPIAN AVE.	1,900	34th	Wardlow	8
Dairy & 55th (fire)	2,200	South to Louise	LB to Dairy	12
17TH ST.	1,550	STANLEY	ORIZABA	6
Spring (school)	5,500	*	*	8, 12
32ND ST.	2,500	SANTA FE AVE.	GALE AVE.	8
5TH ST.	1,400	TEMPLE	OBISPO	6
67TH ST.	2,600	L.B. BLVD.	WHITE AVE.	6
67TH WAY	2,150	MURIEL AVE.	WHITE AVE.	6
8TH ST.	1,300	ORANGE	WALNUT	8
ADRIATIC AVE.	1,400	WILLOW	28TH ST.	6
CASPIAN AVE.	1,350	20TH ST.	HILL	6
CORALITE ST.	750	LOS COYOTES DIA	GONDAR AVE.	6
COTA AVE.	750	25TH ST.	WILLOW AVE.	6
DELTA	4,500	SPRING ST.	WARDLOW RD.	6
EASY AVE.	2,600	20TH ST.	BURNETT	6
FALCON AVE.	1,450	ARTESIA BLVD.	E 67TH ST.	6
GAVIOTA	700	OCEAN BLVD.	2ND ST.	8
GAVIOTA AVE.	1,150	WARDLOW RD.	36TH	6
GAVIOTA AVE.	650	ARTESIA BLVD.	67TH ST.	6
GLADYS	700	17TH ST.	PCH	6
GLADYS AVE.	750	E. ANAHEIM ST.	E. 14TH ST.	6
GONDAR AVE.	1,150	LOS COYOTES DIA	WARLOW	6
HAVANA AVE.	600	6TH ST.	7TH ST.	6
HELLMAN ST.	1,300	ORANGE AVE.	WALNUT AVE.	6
LA MARIMBA ST.	1,050	VUELTA GRANDE	STUDEBAKER RD.	6
MAINE AVE.	1,550	WARDLOW RD.	W 39TH ST.	8
MCNAB AVE.	650	LOS COYOTES DIA	CORALITE ST.	6
MOLINO AVE.	1,100	E. 17TH ST.	PCH	6
MOLINO AVE.	750	BROADWAY	3RD ST.	6
MYRTLE AVE.	1,400	PCH	20TH ST.	6
ORANGE AVE.	1,400	4TH ST.	7TH ST.	8
SEABRIGHT AVE.	1,400	BURNETT	WILLOW	6

FY 2000-01 candidate projects

	Slurry Area	LF	STREET	FROM	TO	DIA	YEAR	ATLAS P
Ab	6S, 7V	2,100	Adriatic	32nd	Arlington	6		
Dave	1	11,100	Project Q27			6		Q27
Dave-A		*	Killdee	Monogram	Studebaker	8		T21-22
Dave-A	5J	3,900	Monogram	Rosebay	Wardlow	8		T21-22
Dave-A		*	Rosebay	Monogram	Studebaker	8		T21-22
Jerry	7V	1,900	Caspian Ave.	W 34th St.	Wardlow Rd.	8	1938	
Jon-A	*	*	29th	Golden Ave.	Daisy Ave.	6		G19-20, F19-22
Jon-A	*	*	Columbia	Golden Ave.	Maine Ave.	6		G19-20, F19-23
Jon-A	5S	7,850	Golden Ave.	Spring	Willow	8		G19-20, F19-20
Jon-A	*	*	Maine Ave,	Spring	Willow	8		G19-20, F19-21
Jon-A	*	*	Patterson	Golden Ave.	Maine Ave.	6		G19-20, F19-24
Ray-a	B, 2M	5,50	Spring	Clark	Bellflower	12		Q21
Ray-a		*	Montair	Spring	Pagaentry	8		Q21
Ray-a		*	Pagaentry	Rutgers	Bellflower	8		Q21
Ray-a		*	Rutgers	Spring	Pagaentry	8		Q21
	6W	1,100	15th	Alamo	Atlantic	8	1939	H13-14
	B	1,315	167' W of Chestnut	W. Hill St.	W. Burnett St.	6	1924	
	2Y	1,310	175' W of Cedar	W. Hill St.	W. Burnett St.	6	1924	
	8P	1,500	68th St.	N. Paramount	Obispo	8	1924	
	7Q	1,031	Adair St.	Jaymills Ave.	Linden Ave.	6	1923	
	2C	1,628	Appleton St.	Alamitos Ave.	Orange Ave.	8	1922	
	B	2,524	Carson St.	N. Bellflower	Woodruff Ave.	12	1934	
	B	2,199	Conant St.	Clark Ave.	N. Bellflower	8	1946	
	2J	936	De Ora Way	Grenora/Le Cara	Euclid/Del Ora	6	1942	
	2R	2,550	Delta Ave.	Greenleaf	Artesia	6		
	7	664	Earl Ave.	E. 21st St.	E. Hill St.	6	1930	
	8C	1,100	Gladys	3rd	4th	6		M9
	2R	2,600	Harbor Ave.	W. Artesia Blvd.	Greenleaf	8	1930	
	7	620	Hile St.	17th St.	15th St.	6	1939	
	6	590	Hoffman Ave.	8th St.	10th St.	10	1933	
	7Q	2,500	Linden Ave.	South	Harding	12	1929	
	7	1,280	Locust Ave. (alley e/o)	Hill St.	E. Burnett St.	8	1931	
	B	2,600	Magnolia Ave.	W. Spring St.	Wardlow Rd.	6	1929	
	1V	1,030	New York St.	California Ave.	Alamitos Ave.	8	1924	
	B	1,963	Orange Ave.	10th St./Anaheim	3rd to 4th	8	1921	
	80	1,080	Parkcrest St.	Osler Ave.	N. Bellflower	6	1944	
	2	600	Patero Wy	Stearns	Lakewood Blvd.	6	1942	
	6	550	PCH	Manila Ave.	7th	12	1931	
	7Q	2,200	Smith	Linden	De Forest Ave.	6	1931	H36
	B	1,200	Spring St.	San Francisco	Daisy	12	1938	
	8	2,400	Studebaker Rd.	E. Willow St.	Spring St.	8	1946	
	1D, 8D	2,650	Termino Ave.	E. 7th St.	E. Anaheim St.	8	1922	
	10	930	White Ave.	67th St.	68th Wy	8	1939	G39-40

Potential FY 2001-02 Projects

Slurry Area	LF	STREET	FROM	TO	DIA	ATLAS P
1V	1,309	15th St.	Atlantic Ave.	California Ave.	6	
4BB	1,400	10th St.	Alley E/L.B. Blvd.	Atlantic Ave.	6	
2Y, 4Y	2.500	Burnett	Magnolia Ave.	L. B. Blvd.	8	Roved Y99-00 project
3	1,332	Cedar Ave.	W. 20th St.	W. Hill St.	6	
2, 4	2,600	Cedar Ave.	28th St.	32nd St.		Approved FY 99-00 project
3D	1,300	Dawson Ave.	E. 4th St.	E. 7th St.	8	
4BB	1,800	Dayman St.	Alley E./L.B. Blvd.	Atlantic Ave.	6	
4X	1,150	Eucalyptus	Spring St.	32nd St.		Approved Fy99-00 project
2	4,100	Karen Ave.	E. Wardlow Rd.	Parkcrest St.	6	
3	1,300	Loma Ave.	Ocean Ave.	E. Broadway	8	
3H	2,297	Loma Ave.	E. Anaheim St.	E. PCH	8	
3, 7	1,900	Ransom St.	Obispo Ave.	Grand Ave.	6	
4BB	1,700	Rhea St.	Alley E./L. Blvd.	Atlantic Ave.	6	
8X	8,700	33rd Way	San Francisco	Maine Ave.	6	F21-22; G21-22
8X	*	San Francisco	33rd Way	Spring St.	6	F21-22; G21-22
8X	*	Oregon	35th Way	31st	6	F21-22; G21-22
8X	*	Golden	34th Way	31st	6	F21-22; G21-22
8X	*	32nd St.	San Francisco	Maine Ave.	8	F21-22; G21-22
1K	1,100	Alley e/o Montair	Centralia	Harvey Way	6	Q28
1L	2,600	Autry Ave.	Del Amo	Arbor Rd.	6	Q30
1L	*	Montair	Autry	Arbor Rd.	6	Q30
1KL	2,200	Charlemagne	Arbor	Harvey Way	6,8	Q28-29
1L	1,150	Fidler	Del Amo	Sandwood	6	Q30
4	1,337	Freemen St.	Anaheim St.	10th St.	6	
7W, 8Y	2,300	Gale Ave.	Hill St.	25th		F17-18
7W, 8Y	*	25th	Gale	Fashion		F17-18
1L	1,300	Hersholt Ave.	Del Amo	Arbor Rd.	6	Q30
4, B	2,200	Hill St.	Lime	Orange Dr.	12	J16
1K	1,100	Montair	Centralia	Harvey Way	6	Q28
B	2,400	Orange Dr.	Hill	PCH	8	J15-16
1L	1,100	Pearce Ave.	Del Amo	Sandwood	6	Q30
8O	12,050	Project Q25-26			6	Q25-26
1G, 4D	2,275	Roswell Ave.	E. Broadway	E. 4th St.	6	
1K	1,100	Rutgers	Centralia	Harvey Way	6	Q28
4	900	San Anseline	Monlaco Rd.	Conant St.	6	
1K	1,100	Sandbridge	Centralia	Harvey Way	6	Q28
3, 7	700	Tribune Ct.	1st	3rd	8	H9
1K	1,100	Tulane	Centralia	Harvey Way	6	Q28
4	3,600	Weston Pl.	Roosevelt Rd.	36th	6	H24-25; G24
4	*	36th	L.B. Blvd.	Pacific Ave.	8	H24-25; G24

FY 2002-2003 In-House Water Main Replacement Jobs

LF	STREET	FROM	TO	DIA	YEAR	ATLAS P
4,100	Karen Ave.	E. Wardlow Rd.	Parkcrest St.	6	1953	Art approved
1,200	Carita St.	Bellflower Blvd.	San Anseline	6	1946	
1,250	Country Club Dr.	San Antonio Dr.	Chestnut Ave.	8	1930	G24, G25
1,200	Keynote St.	Bellflower Blvd.	San Anseline	6	1946	
1,200	Monlaco Rd.	Bellflower Blvd.	San Anseline	6	1946	
1,200	Peabody St.	Bellflower Blvd.	San Anseline	6	1946	
2,000	Pine Ave.	Bixby Rd.	San Antonio Dr.	6		H25, H26
2,700	Spaulding St.	Junipero Ave.	Obispo Ave.	6	1931	
1,309	15th St.	Atlantic Ave.	California Ave.	6	1922	Art approved
2,600	Cedar Ave.	28th St.	32nd St.			Approved FY99-00 project
3,150	Burnett	Magnolia Ave.	Long Beach Blvd.			Approved FY99-00 project
1,300	Loma St.	Ocean Blvd.	E. Broadway	8		
1,400	19th St.	Alley E./L.B. Blvd	Atlantic Ave.	6	1929	
1,700	Rhea St.	Alley E./L.B. Blvd.	Atlantic Ave.	6	1929	
1,150	Eucalyptus	Spring St.	32nd St.			Approved FY99-00 project
3,100	Daisy Ave.	W. 27th St.	Hill	12	1929	
2,737	Atlantic Ave/Place	E. Artesia Blvd.	E. 70th St.	12	1929	
2,600	Maine Ave.	Willow	Spring	6	1930	
2,500	Burnett	Magnolia	L.B. Blvd.	8	1930	
1,717	Alley N. of E. Ocean Blvd.	Alamitos Ave.	Orange Ave.	8		
2,950	2nd St.	Newport	Ximeno	12		
1,337	Freemen St.	Anaheim St.	10th St.	6	1931	
968	Hill St.	Hill St.	Orange Dr.	12	1931	
900	San Anseline	Monlaco R.	Conant St.	6	1946	
1,721	Ocean Blvd. & Midway St.	36th Place	S. Termino Ave.	8		
750	Lemon Ave.	E. Pacific Coast Hwy.	Rhea St.	6	Ff	
900	Ransom St.	Termino Ave.	Ximeno	6	1957	ff
6,000	San Anseline	Wardlow Rd.	Monlaco Rd.	6		R23, R24
*	Huntdale	San Anseline	Woodruff	6		R23, R24
*	Parapet St.	San Anseline	Woodruff	6		R23, R24
*	Oxholm St.	San Anseline	Woodruff	6		R23, R24
*	Gossamer St.	San Anseline	Woodruff	6		R23, R24
1,350	Nebraska Ave.	4th	7th	12		
2,850	Lewis Ave.	Wardlow Rd.	Bixby Rd.	6	1924	
7,000	San Francisco	32nd	33rd	6		G21-G22, F22
*	Golden	32nd	33rd	6		G21-G22, F23
*	Oregon	31st	33rd	6		G21-G22, F24
*	Maine Ave.	31st	Wardlow	6		G21-G22, F25
*	33rd	San Francisco	Maine	8		G21-G22, F26
3,200	Atlantic Ave.	Hill St.	27th	8		
1,300	Indiana	Artesia	64th	6		M38
1,300	Johnson Ave.	Artesia	64th	6		M38
2,800	70th	Harbor	Gale	6		F39, F40
*	Taylor	Harbor	Gale	6		F39, F40
*	Fuego	Harbor	Gale	6		F39, F40
*	Heath	Harbor	Gale	6		F39, F40
*	Gale	70th St.	68th St.	6		F39, F40

APPENDIX Q

Data Dictionary

APPENDIX Q

DATA DICTIONARY

nRec
Unique number identifier for the record.

Street
Name of the street or alley. Streets have a Place, Court, etc. only if there is a second street with the same name, the primary street being without such designation. Alleys are begun with "al" immediately followed by the reference street to which they are parallel and adjacent. This allows for direct sorting alphabetically. The alley name ends with a slash and a letter designating to which direction they are offset from the parallel street in the name. Again, alphabetical sorting occurs in groups of alleys with the same name but different limits on different sides of the reference street.

From
The limit on the north or west end of the street or alley segment.

To
The limit on the south or east end of the street or alley segment.

TI
Not used (TI in City's original PMS)

Surface
The type of pavement surface of the segment:
AC - asphalt concrete
PC - Portland cement concrete
Dirt - No existing hard pavement
Length
The length of the segment; higher traffic indexes measured through intersections, lower ones terminated at curb lines in all cases.

Width
Width of the pavement, not including gutters, except that alleys include gutters.

Lanes
The number of travel lanes on the segment.

Rd Qual
Rated value of ride quality conforming to the City's pavement management system.

Drng
Drainage quality conforming to City's pavement management system.
C/G
Curb and gutter existence status conforming to City's pavement management system.

Alg:Low
Value assigned to alligator cracking in "Low" category as prescribed by City PMS.

Alg:Med
Value assigned to alligator cracking in "Medium" category as prescribed by City PMS.

Alg:High
Value assigned to alligator cracking in "High" category as prescribed by City PMS.

Patch
Value assigned to patching as prescribed by City PMS.

Misc
Value assigned to miscellaneous cracking as prescribed by City PMS.

Rav:Low
Value assigned to light raveling as prescribed by City PMS.

Rav:High
Value assigned to heavy raveling as prescribed by City PMS.

Utl:Low
Value assigned to low severity utility cuts as prescribed by City PMS.

Utl:High
Value assigned to high severity utility cuts as prescribed by City PMS.

TI
Traffic Index (10 year) for the segment.

Crks
The estimated length of wheel path that is alligator cracked in 100 feet of roadway, based on extrapolation from crack data from PMS values.

Formula: 1.5 x Alg:Low + 1.2 x (Alg:Med + 2 x Alg:High/3) + .2 x Misc (cracks)

Ovly Thk
Estimated required thickness for AC overlay for a 15 year life increase based on alligator cracking and traffic.

Formula: (.85x (log EAL)/1.9 + .1088) x (1+ log(10 + R&R)

EAL produced from TI by normal conversion formula. Base overlay thickness is a function of EAL, then boosted by level of severe deterioration represented by R&R.

R&R
The estimated length of wheel path that requires removal and reconstruction prior to overlay in 100 feet of roadway, based on extrapolation from crack data from PMS values.

Formula: 1.2 x Alg:High/3

Priority
Benefit/cost ratio adjusted for ride quality and other factors. Benefit calculated based on crack data from PMS and traffic to determine rate of deterioration of pavement. Adjustments are based on weighted adjustment factors.

Formula: .274 x (.015 x (log EAL)2 - .08) x (Crk - R&R)/Cost/SF

Category
Category assigned for pavement condition (See Category Parameters).

Cost/SF
Estimated cost per square foot to provide a complete overlay project with all normally associated costs, such as manhole adjustments, striping, and repairs.

The cost per square foot is generated by the tonnage per square foot based on overlay thickness times the cost per ton of asphalt rubber hot mix in place. To this is added the cost to cold mill 6-foot header cuts on each side of the street divided by the width. The cost to perform R&R proportioned on a square foot basis is also added, plus an apportioned square foot cost for striping, manholes, and water valves.

Cost Pvmt
The total cost of construction for the entire segment based on Cost per square foot .

Formula: Length x width x Cost/SF

Blank Col.
Unused column for future access.

Sdwk Cat

The category for sidewalk condition (see Section H., Category Parameters).

Sdwk
Area of damaged sidewalk on segment

C&G
Length of damaged curb and gutter on segment

Shft Swk
Priority shift to be applied to pavement based on square feet of sidewalk reconstruction needed per lineal foot of street. (This factor is not used due to sidewalk in separate project.)

Formula: Sdwk/Length*.02

Shft CG
Priority shift to be applied to pavement based on length of reconstruction needed per lineal foot of street.

Formula: CG/Length*.2

Tot Shft
Total priority shift to be applied to pavement for both curb and gutter and sidewalk reconstruction combined. (This factor is not used due to sidewalk in separate project.)

CG$
Total cost to reconstruct damaged curb and gutter.

Comb prior
Combined priority for pavement adjusted for curb and gutter reconstruction based on Shft CG.

Formula: Priority x (1+Shft CG)

CombCat

Category based on combined priority of pavement and curb and gutter reconstruction (see Section H., Category Parameters).

Tot Cost
Total cost of pavement plus curb and gutter reconstruction.

Sdwk$
Cost to reconstruct damaged sidewalk.

St Type
Type of street or alley: B Local (local street); A Arterial (arterial street); and C Alley (alley).

Strategy
Type of pavement improvement for needed upgrade: restructuring, reconstruction, pc reconstr (slab reconstruction), or none.

CumCost
Running total of costs for a sequential list of costs, either Tot Cost, Sdwk$, or Cost Pvmt as shown in report listings.

APPENDIX R

Workshop Summary

APPENDIX R
COMMENTS FROM COMMUNITY WORKSHOPS
August, 2000 and February, 2001

AREAWIDE COMMENTS

Overall

- ❑ "North Long Beach" is a collection of neighborhoods or communities, each of which has or could have a neighborhood shopping center/district along one of the corridors.

Traffic Concerns

Bixby Knolls

- ❑ Restore left-turn lanes or U-turn lanes to Bixby Knolls Shopping Center on Atlantic Av. Corridor.
- ❑ Need Smart Traffic Signal lights Atlantic and San Antonio Road.

Long Beach Boulevard

- ❑ Need right turn only from Long Beach Boulevard to 710 North.
- ❑ Too much truck traffic on Long Beach Blvd. (4 comments)
- ❑ Left turn at Long Beach Boulevard and Market street; need left-turn pocket at Market Street west at Long Beach Boulevard - westbound from Long Beach Boulevard to Market Street
- ❑ Pedestrian conflicts on Long Beach Boulevard south of Market.
- ❑ New Ralph's will add substantially to traffic on Long Beach Boulevard at San Antonio Road.
- ❑ Streets like Pacific are too narrow; need to be one-way or no parking.
- ❑ Too many trucks exit 710 to Del Amo.

Atlantic Avenue

- ❑ Jordan HS students obstruct traffic; could create parking across Atlantic with pedestrian overpass. [Note: City is proposing to install a barrier along the median to prevent mid-block crossings here.]

North of Artesia Freeway

- ❑ Work with traffic needs - 91 Fwy. early morning and evening traffic
- ❑ Ned better signs for traffic
- ❑ Need speed humps between Myrtle and 72nd Street (2) because people drive too fast
- ❑ Lights on bigger stop signs between Atlantic Place and 72nd Street. Drivers don't stop at stop signs.

Del Amo

- ❑ Synchronize traffic lights on Del Amo.

Market Street

- ❑ Traffic problems in area around Lindbergh JHS onto Lewis, Plymouth, Lemon and Jackson.

Paramount Blvd.

- ❑ Too much truck traffic going too fast between Artesia and Market - a safety problem.
- ❑ All traffic speeds on Paramount Boulevard between Artesia and Market (no signals).
- ❑ If not signal at Harding or stop signs, then better enforcements.
- ❑ Illegal overnight truck parking is a detriment to the area.

South Street

- ❑ Overnight truck parking is a problem.

Downey Avenue

- ❑ Traffic speeds between Artesia and South. Slow traffic down with 4-way stops or signals.
- ❑ Need a stop sign or signal or otherwise slow down traffic between Artesia and South.
- ❑ At times unable to enter Downey from La Jara because of traffic.

Pedestrian Concerns and Walking Districts

- ❑ Enforce existing crosswalk law (i.e., any intersection is a legal crosswalk) on Atlantic Avenue (and all streets).
- ❑ Need signalized crosswalks every 100-200 yards on Long Beach Boulevard south of Market.

Bicycle Concerns

- ❑ Bike path on Orange Av. should be wider.
- ❑ No access to River bike path from west of flood control.
- ❑ Need more access to River bike path from city streets.
- ❑ All major streets need bike lanes
- ❑ Need police enforcement - too many people drive in bike lanes. (3)
- ❑ Extend bicycle path from Downey/South to Cherry/South
- ❑ Bike lane on Atlantic at Bixby Center is not well marked and is used by cars.

Gateways

The following were each identified by one community member as one of the four most important gateways:

- ❑ Del Amo - east end.
- ❑ 91 exit and Artesia Boulevard at Downey. Long Beach needs to separate itself from Bellflower and Paramount at this location.
- ❑ Market - east end. Landscape Cherry median
- ❑ South - east end.
- ❑ 91 exits at Paramount and Cherry
- ❑ City entrances on all streets!

In addition to liking landscaping, lighting, signs and public art, community members suggested the following features:

- ❑ Fountains
- ❑ Special paving including brick, tile and special concrete treatments
- ❑ Widened sidewalks with shade and art for strolling pedestrians.

The suggested the following features at specific gateways:

- ❑ 710 exit at Long Beach Boulevard. 1) Need to improve the appearance of retail district on Long Beach Boulevard between Del Amo and 56th St - this is a major entry off the 710 into the City. 2) Visitors to downtown routinely exit or use Long Beach Boulevard as City entrance
- ❑ Del Amo - west end. Monument sign landscaping and lighting.
- ❑ Atlantic Avenue - north end. Landscape and otherwise make attractive.

Non-site specific comments:

- ❑ LB is the dirtiest city
- ❑ Need welcome to Long Beach signs - gateway areas landscaped and cleaned.

Streetscape Improvements - General Comments

- ❑ Petition for alley improvements - between Pacific Ave and the LA River, south of Plymouth St and north of 53rd St. - 23 signatures
- ❑ Re-grade Jackson between Lemon and Orange
- ❑ Need speed humps at Cade St to reduce traffic speeding.
- ❑ The better our streets look the more pride will be taken and this may improve the entire area
- ❑ Add street trees and widen sidewalks on commercial corridors.
- ❑ Upgrade all city entrances and signage and landscaping on all streets.
- ❑ Add trees to Long Beach Boulevard
- ❑ Improve street trees - remove dead trees.
- ❑ Landscaping should be simple and low maintenance
- ❑ Need median trees on Long Beach Boulevard like Atlantic.
- ❑ Add street trees on Long Beach Boulevard and shopping street
- ❑ Median trees need to have lower, broader canopies to provide shade.
- ❑ Median trees need to be tall enough to provide sight lines to signals.

- ❑ Need to clean trash from medians regularly.
- ❑ Landscape vacant lots
- ❑ Install trash receptacles that can be picked up the by automated trash trucks along the commercial corridors and one to two bocks on each side street.
- ❑ Remove the stupid trash receptacles by the bus stops - always tipped over with trash all over.

Specific request to City:
- ❑ Street light at 6778 Curtis is out
- ❑ 6310 Coronado- dead street tree; remove and give owner choice of what it will be replaced with.

SPECIFIC IMPROVEMENTS FOR EACH ARTERIAL STREET

Long Beach Boulevard North of the Railroad Line

The following improvements were supported:
- ❑ Street trees
- ❑ Landscaped parkways
- ❑ Landscaped medians
- ❑ Underground utilities (where they are now above ground)
- ❑ Pocket parks
- ❑ Vacant lot landscaping
- ❑ River crossing enhancements
- ❑ Public art

Other suggestions and comments include:
- ❑ The north entrance to the City looks bad.
- ❑ Concern re: trucks and vacant stores between 91 and 710 freeways.
- ❑ The area from the LA River to a few blocks south of Market - this is the old Virginia City area; it should be preserved.
- ❑ Paint buildings different colors.
- ❑ Fewer fluorescent window signs.
- ❑ Highlight architectural elements.
- ❑ Some kind of continuity of use and appearance needed; add green space and landscaping.

In pedestrian-oriented shopping districts:
- ❑ Pedestrian lights attached to cobra light poles.
- ❑ Widen sidewalks.
- ❑ Street art.
- ❑ Fiber optic hub (high speed internet access) for businesses and residents
- ❑ Too much crime - more lights and police needed.

Long Beach Boulevard South of San Antonio Road

The following improvements were supported or suggested:
- ❑ Landscaped medians with trees
- ❑ Pocket parks
- ❑ Street resurfacing

The following land-use comments were offered:
- ❑ Keep this area commercial; no residential development. (3)
- ❑ Excellent opportunity for high-quality townhomes with ample parking and landscaping.
- ❑ Too many abandoned/run-down office buildings. (2)

Atlantic Avenue

The following improvements were supported or suggested:
- ❑ Street trees
- ❑ Landscaped parkways
- ❑ Landscaped medias

- ❑ Underground utilities north of the 91 Freeway
- ❑ Pocket parks
- ❑ Vacant lot landscaping
- ❑ SCE ROW landscaping
- ❑ River crossing enhancements
- ❑ Public art
- ❑ In the pedestrian-oriented district between South and Market Streets add more appealing light poles.

Other comments include:
- ❑ Eucalyptus in medians don't provide shade; add a tree with a more spreading canopy between the Eucs.
- ❑ Remove stamped concrete in medians; replace with planting.
- ❑ Need continuity of use and appearance.
- ❑ South of Market, need to improve the appearance of the multifamily housing, improve landscaping and keep street clean.
- ❑ Streets need to be kept cleaner along the entire street.

The following land-use comment was offered:
- ❑ Remove poorly maintained businesses; replace with pocket parks.

Orange Avenue

The following improvements were supported or suggested:
- ❑ Street trees
- ❑ Landscaped parkways
- ❑ Landscaped medians
- ❑ Underground utilities
- ❑ Infill gaps in Jacaranda street trees to provide a continuous planting.
- ❑ Provide consistent wall material (block walls) and landscaping south of Market Street (and on Del Amo) where residential uses back up to the street. (3)
- ❑ Pocket parks
- ❑ Vacant lot landscaping
- ❑ SCE ROW landscaping
- ❑ Public art - specifically on overcrossings.

Cherry Avenue

The following improvements were supported or suggested:
- ❑ Street trees
- ❑ Landscaped parkways
- ❑ Landscaped medians with trees
- ❑ Underground utilities
- ❑ Consistent wall materials (block walls) and landscaping where residential uses back up to the street.

Paramount Boulevard

The following improvements were supported or suggested:
- ❑ Street trees
- ❑ Landscaped parkways
- ❑ Landscaped medians with trees
- ❑ Underground utilities

Other comments:
- ❑ Make industries stop smell pollution

Downey Avenue

The following improvements were supported or suggested:
- ❑ Street trees
- ❑ Landscaped parkways

- ❑ Landscaped medians with trees. Plant lawn or green groundcover on existing frontage road median
- ❑ Underground utilities
- ❑ Landscape SCE ROW

Other comments:
- ❑ Downey needs traffic calming.
- ❑ Downey needs a traffic signal between Artesia and South.
- ❑ Frontage road on the west side of Downey needs red curbs at corners like the east side to provide room for turns.
- ❑ Repair sidewalks and frontage road asphalt where tree roots have uplifted them. Root prune; don't remove the trees.
- ❑ Conditions on Andy Street are very bad.

Artesia Boulevard

The following improvements were supported or suggested:
- ❑ Landscaped parkways
- ❑ Landscaped medians with trees
- ❑ Underground utilities

Other comments:
- ❑ Lower the speed limit.

Market Street

The following improvements were supported or suggested:
- ❑ Street trees
- ❑ Landscaped parkways
- ❑ Medians with trees
- ❑ Underground utilities
- ❑ In the pedestrian-oriented shopping area (Long Beach to Atlantic), pedestrian lights, curb extension and decorative crosswalks.
- ❑ Pocket park at Dairy

Other comments:
- ❑ Market Street is screaming for median trees and landscaping.
- ❑ Repave.

South Street

The following improvements were supported or suggested:
- ❑ Street trees ("Trees, trees, trees")
- ❑ Landscaped parkways
- ❑ Medians with trees
- ❑ Underground utilities

Other comments:
- ❑ Repave
- ❑ Street markers
- ❑ Gateway at eastern city limit

Del Amo Boulevard

The following improvements were supported or suggested:
- ❑ Landscaped parkways
- ❑ Remove stamped concrete on medians and replace with planting.
- ❑ Underground utilities
- ❑ Consistent wall materials (block walls) and landscaping where residential uses back up to the street from Atlantic to Cherry.
- ❑ Need gateway landscaping east on Del Amo from the 710.

APPENDIX S

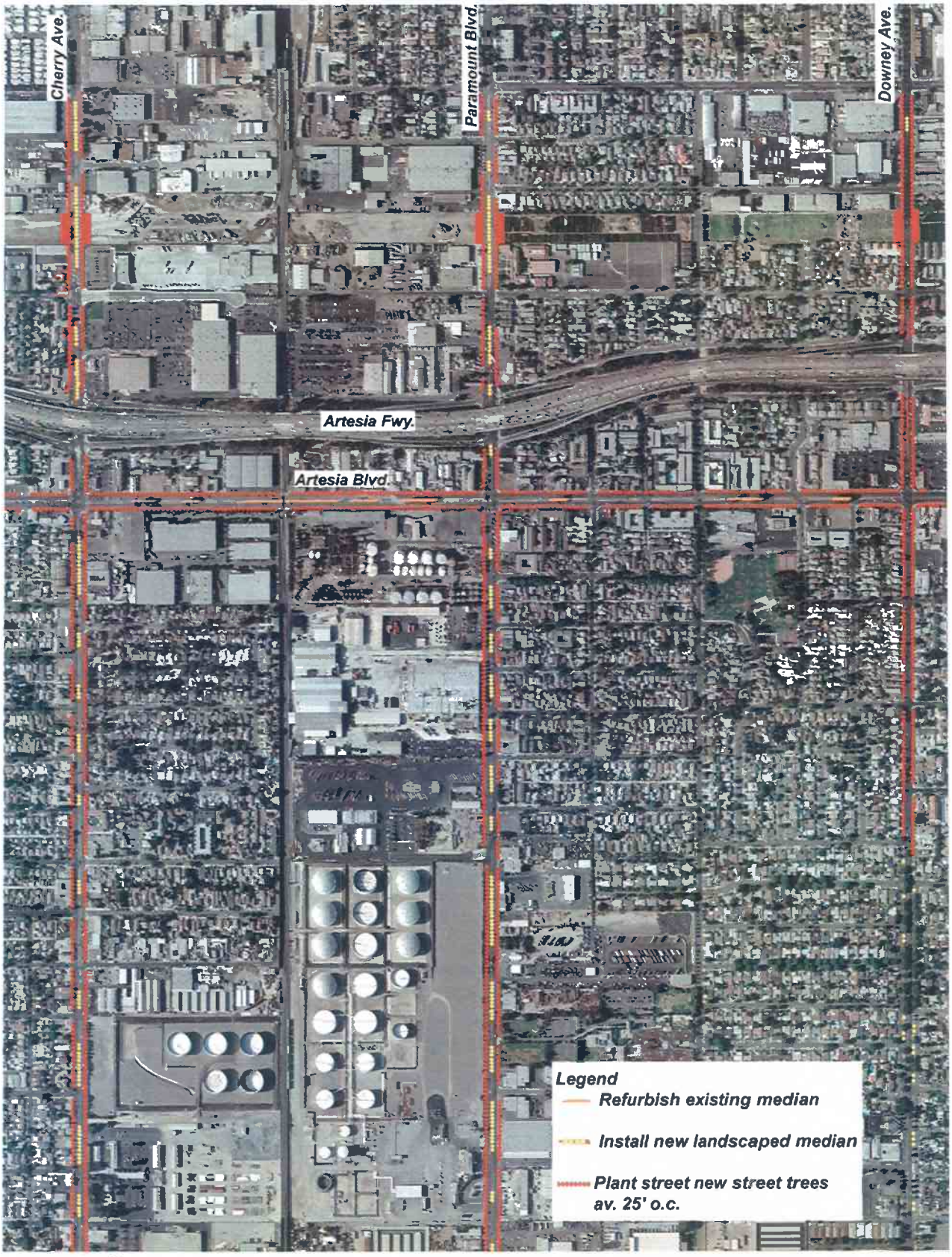
Conceptual Plan - Street Trees and Medians


Long Beach Blvd.
South St.
Artesia Blvd.
Legend
Refurbish existing median
Install new landscaped median
Plant street new street trees
av. 25' o.c.

1" = 900'


Orange Ave.
Atlantic Ave.
Artesia (91) Fwy.
Artesia Blvd.
Legend
Refurbish existing median
Install new landscaped median
Plant street new street trees av. 25' o.c.

1" = 900'


Cherry Ave.
Paramount Blvd.
Downey Ave.
Artesia Fwy.
Artesia Blvd.
Legend
Refurbish existing median
Install new landscaped median
Plant street new street trees
av. 25' o.c.

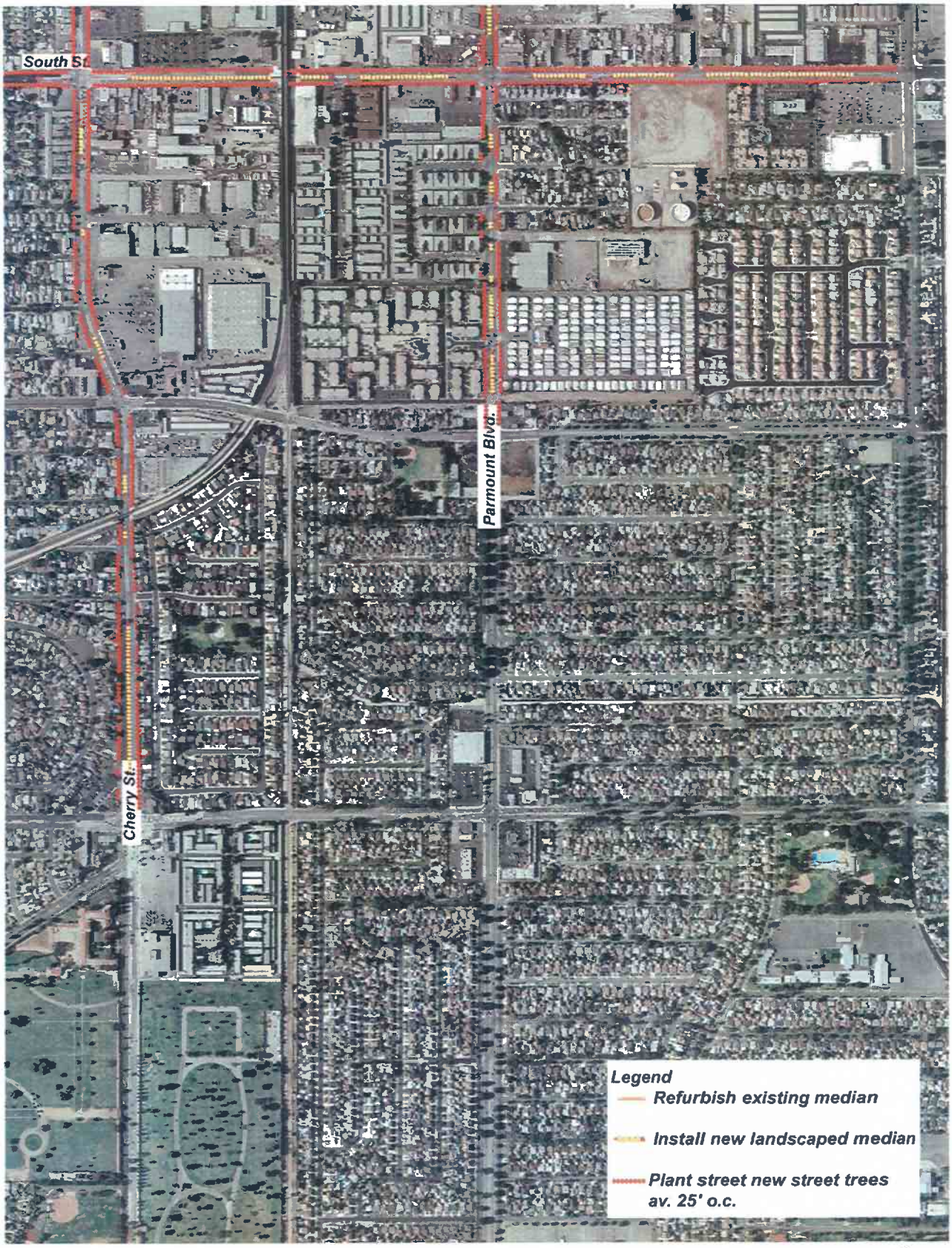
1" = 900'


Long Beach Blvd.
Market St.
Del Amo Blvd.
Legend
Refurbish existing median
Install new landscaped median
Plant street new street trees
av. 25' o.c.

1" = 900'


South St.
Market St.
Orange Ave.
Del Amo Blvd.
Atlantic Ave.
Legend
Refurbish existing median
Install new landscaped median
Plant street new street trees av. 25' o.c.

1" = 900'


South St.
Parmount Blvd.
Cherry St.
Legend
Refurbish existing median
Install new landscaped median
Plant street new street trees
av. 25' o.c.

1" = 900'


Carson St.
Bixby Rd.
37th St.
36th St.
Wardlow Rd.
Long Beach Blvd.
Atlantic Ave.
405 Fwy
Legend
Refurbish existing median
Install new landscaped median
Plant street new street trees av. 25' o.c.

1" = 900'