

### FREEWAY TUNNEL ALTERNATIVE (F-7X) FACT SHEET

#### DESCRIPTION

The Freeway Tunnel (F-7X) alignment starts at the existing southern stub of Interstate Route 710 in Alhambra, north of Interstate 10, and connects via two bored tunnels to the existing northern stub of Interstate Route 710, south of the Interstate 210/State Route 134 interchange in Pasadena. It is intended to improve mobility, reduce local arterial and regional freeway congestion, and decrease travel time.

F-7X has the least potential property acquisitions (up to 5) of all of the build alternatives. Local input and coordination prior to implementation will be crucial to optimize performance and minimize impacts to surrounding communities.

When measured against the 2035 No Build (or the baseline condition), F-7X is projected to:

- Reduce arterial and freeway congestion by over 20%
  - Carry up to 51,000 vehicles (northbound + southbound) in the 4 hour PM peak period
  - Handle up to 180,000 vehicles daily
  - Remove over 75,000 daily trips from the local street system
- Reduce regional cut-through traffic from 25% (or 1 in 4 vehicles) to 10% (or 1 in 10 vehicles)
- Eliminate congestion at 22% of intersections studied

#### INITIAL DESIGN ELEMENTS & FEATURES

The initial concept calls for two-level twin bored tunnels with 4 lanes in each direction; short segments of cut-and-cover tunnels at the south and north termini to provide access to the bored tunnels; a portal at the southern terminus located

south of Valley Boulevard; a portal at the northern terminus located north of Del Mar Boulevard; and no operational restrictions, with the exception of vehicles carrying flammable or hazardous materials. Also, no intermediate interchanges or vertical ventilation dispersion systems (shafts) are planned for the tunnel.

The F-7X alignment is approximately 6.3 miles long, with bored tunnel (4.2 miles), cut-and-cover tunnel (0.7 miles), and at-grade (1.4 miles) segments. The bored tunnel would have an outside diameter of about 59.5 feet and would be located approximately 100 to 150 feet below surface.

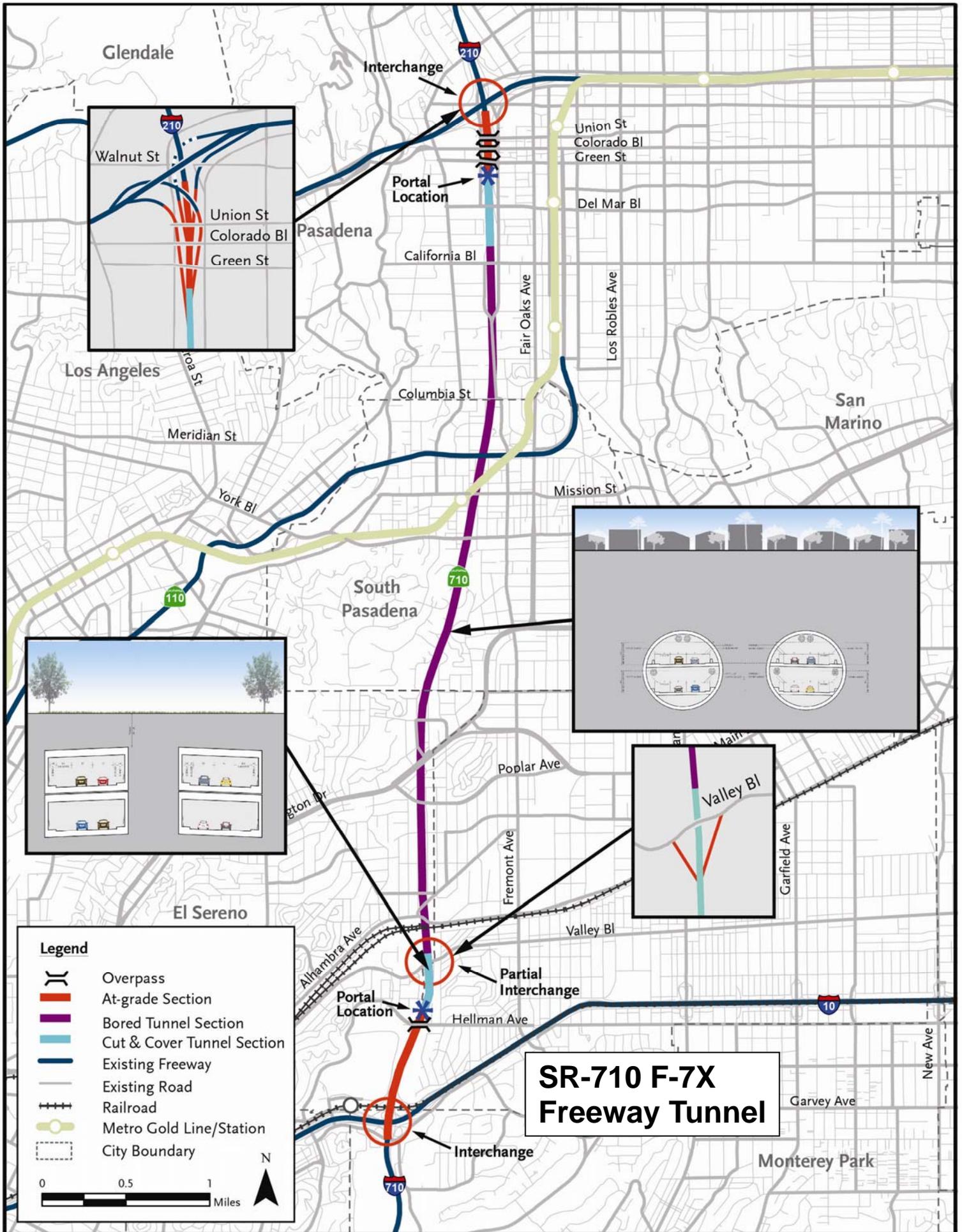
Tunnel fire, life safety components will be coordinated with state and local fire departments, and others as appropriate. Other supporting tunnel systems include:

- Cross passages for pedestrians and vehicles
- Air scrubbers, fans and longitudinal ventilation systems
- Fire suppression systems
- Communications and surveillance systems
- 24 hour monitoring

Operational restrictions such as trucks, hours of operations, and congestion pricing (or tolls) will be evaluated in the next phase of the study. In addition, further refinements to the initial design and alignment of F-7X will be analyzed to avoid and/or minimize potential impacts.

#### MAJOR TASKS COMPLETED:

- INITIAL ENVIRONMENTAL ASSESSMENTS ✓
- CONCEPTUAL ENGINEERING ✓
- ALTERNATIVES ANALYSES ✓



**SR-710 F-7X  
Freeway Tunnel**

**Legend**

- Overpass
- At-grade Section
- Bored Tunnel Section
- Cut & Cover Tunnel Section
- Existing Freeway
- Existing Road
- Railroad
- Metro Gold Line/Station
- City Boundary

0 0.5 1 Miles

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