

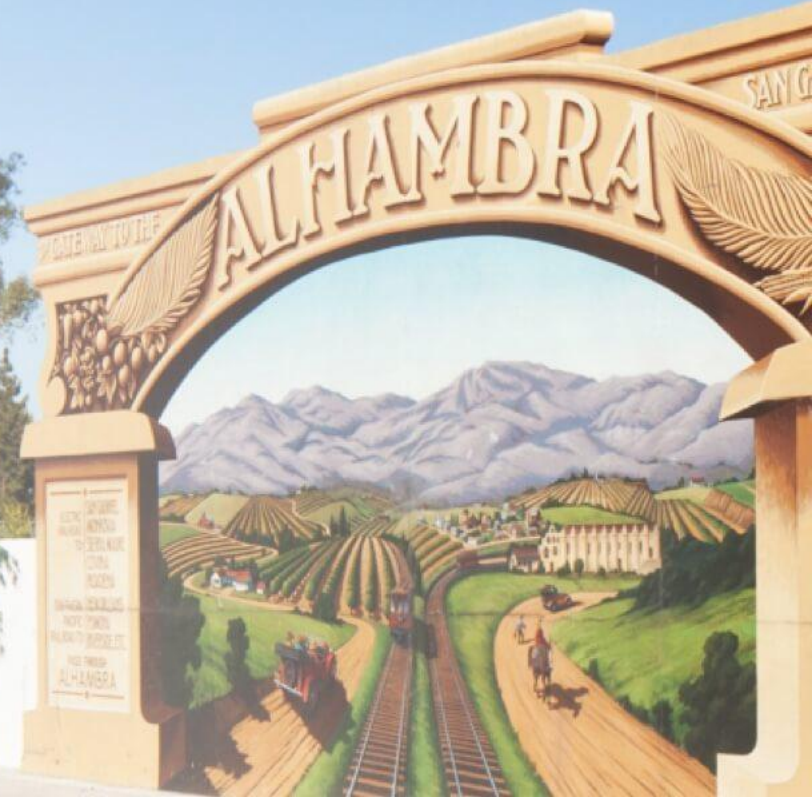
February 9, 2026

Advancing
Alhambra



Project Update : I-710 Arterial Conversion and I-10 Interchange Improvements

Kimley-Horn and Associates, Inc.



February 9, 2026

Tonight's Goals

- Explain how past studies and agency coordination led to today's phased approach
- Recap previous meetings, provide latest project updates
- Review allocated funding and planning-level estimates

Agenda

- Background
- I-10/Fremont Interchange Update, Next Steps
- I-710 Arterial Conversion Update, Next Steps
- Funding

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I-710 Arterial Conversion and I-10 Interchange Improvements

Background

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What is Advancing Alhambra?

When the I-710 extension was abandoned and Metro funding was made available, Alhambra's leadership aggressively put together a **comprehensive plan based on early modeling and studies.**

Early Study Goals

Reduce cut-through traffic on Alhambra streets.

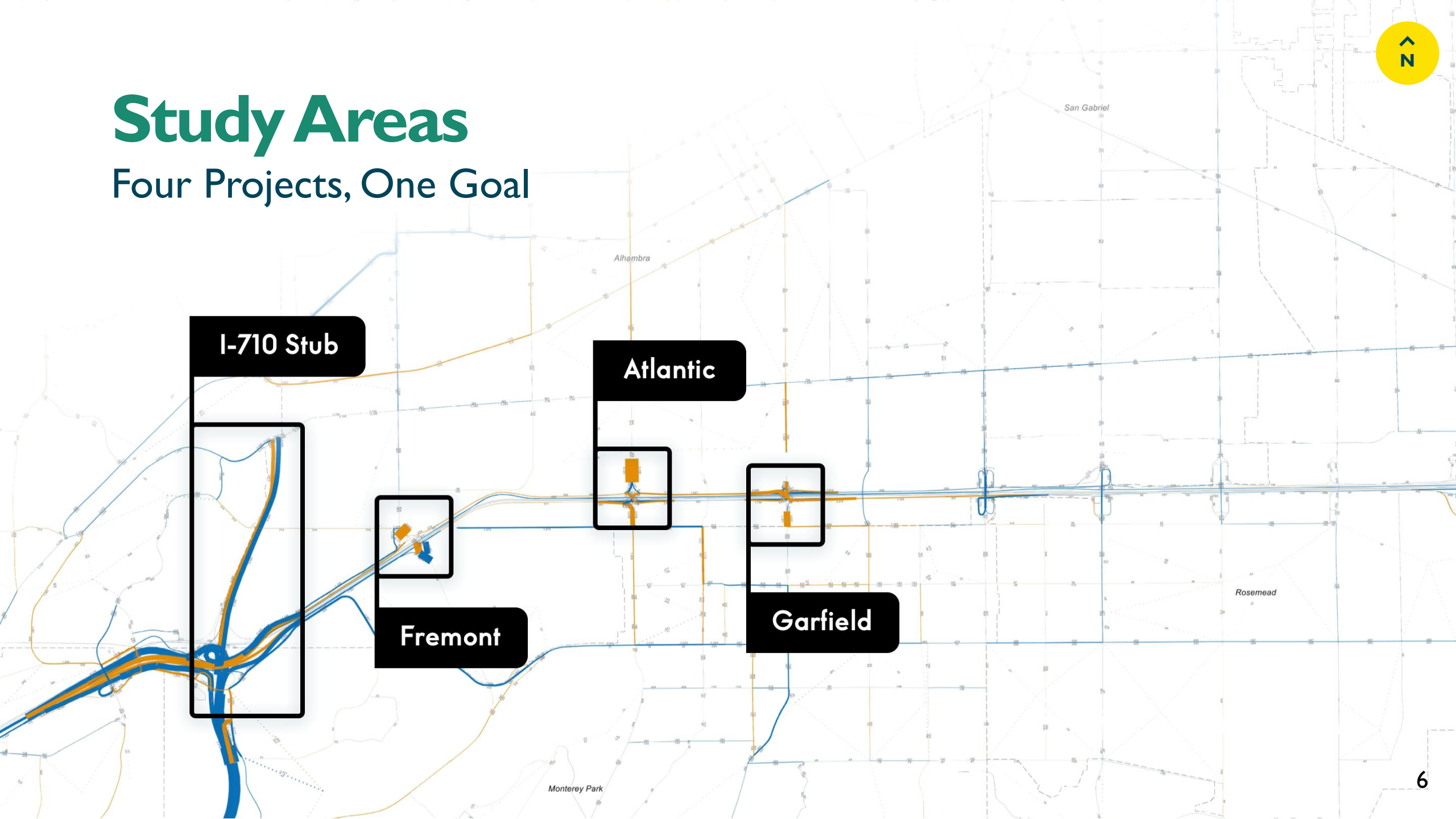
Improve traffic safety through interchanges.

Support future bicycle and pedestrian citywide systems.



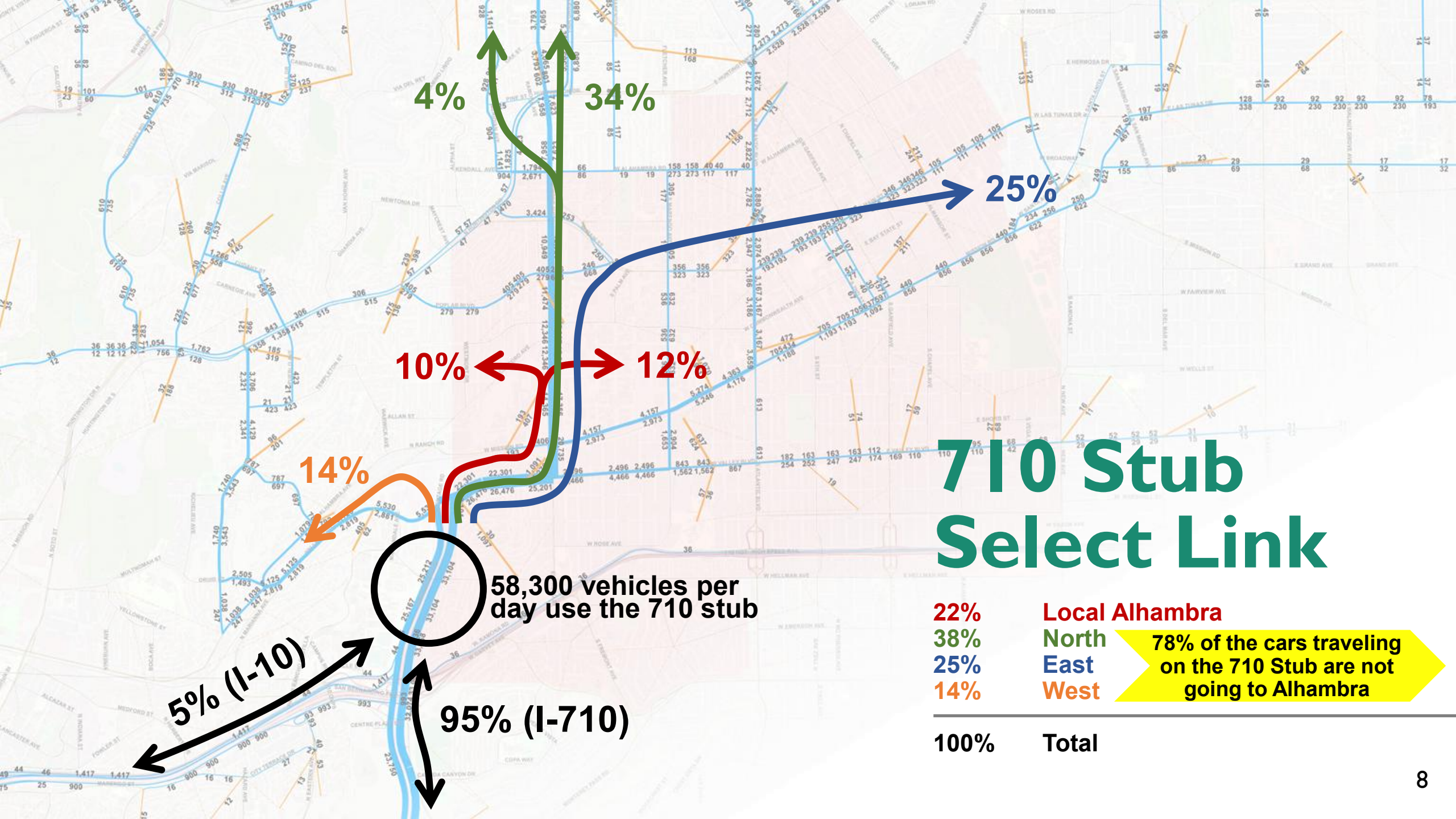
Study Areas

Four Projects, One Goal



Early Studies

- Alhambra I-710 North Terminus Analysis
 - Travel demand forecasting model
 - Southern California Association of Governments 2016 Regional Transportation Plan/Sustainable Communities Strategy
 - Four Study Alternatives at I-10
 - 2040 Baseline (Do Nothing)
 - I-710 Extension to Mission Boulevard
 - End I-710 at I-10 and Close the Stub
 - **I-710 Stub Arterial to Valley Boulevard**
- Select-Link Analysis
 - Traffic-tracing



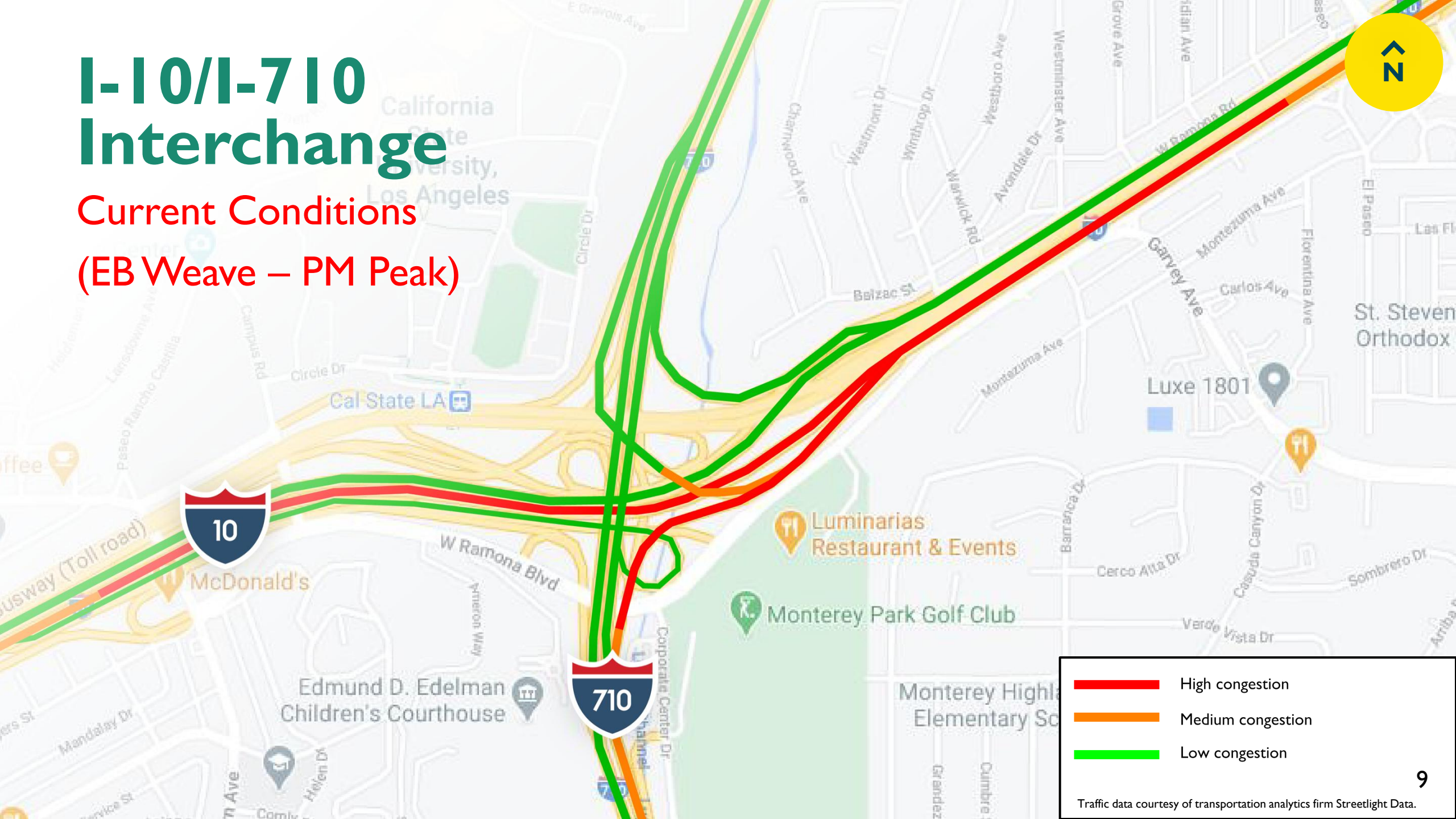
710 Stub Select Link

58,300 vehicles per day use the 710 stub

22%	Local Alhambra	78% of the cars traveling on the 710 Stub are not going to Alhambra
38%	North	
25%	East	
14%	West	
100%	Total	

I-10/I-710 Interchange

Current Conditions
(EB Weave – PM Peak)



	High congestion
	Medium congestion
	Low congestion

Traffic data courtesy of transportation analytics firm Streetlight Data.

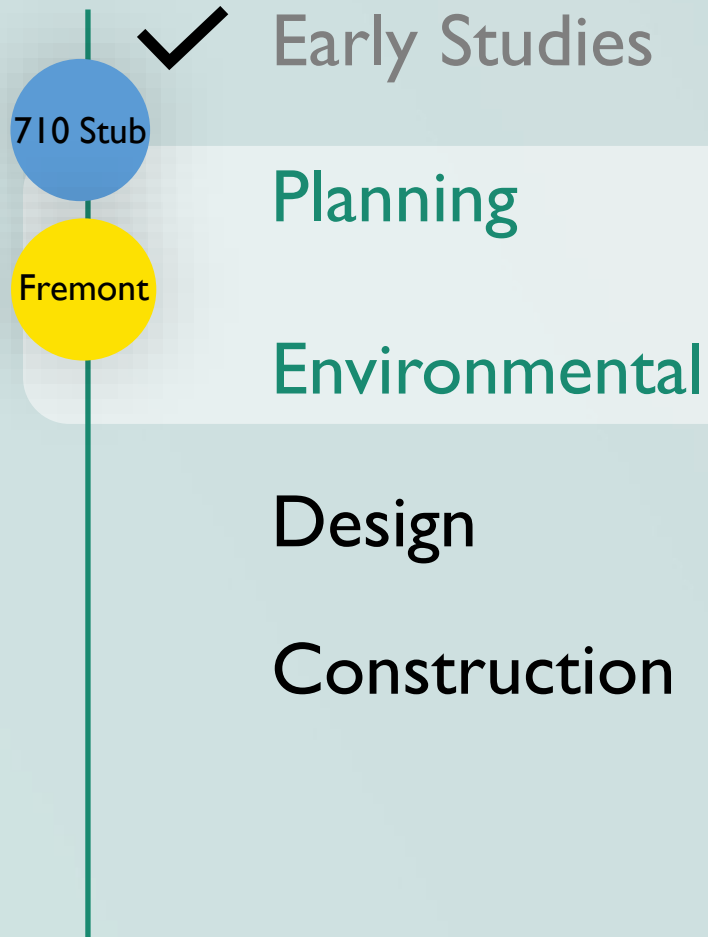
Early Studies Conclusions

- Converting the I-710 Stub into an arterial roadway provides the best congestion relief citywide.
- Much of I-710 stub traffic is regional, not Alhambra-bound.
- Relieving the I-10/I-710 weave bottleneck and improving I-10/Fremont provides the opportunity to reduce traffic cutting through Alhambra on I-710 Stub.

Priority Actions

- Step 1 ● Study and Improve I-10/Fremont Ave Interchange
- Step 2 ● Study and Improve the I-10 and I-710 Weave Bottleneck
- Step 3 ● Convert 710 Stub into an Arterial Street
- Step 4 ● Atlantic and Garfield Interchange Upgrades

Where are we today with the I-710/I-10 improvements?



I-710 Arterial Conversion and I-10 Interchange Improvements

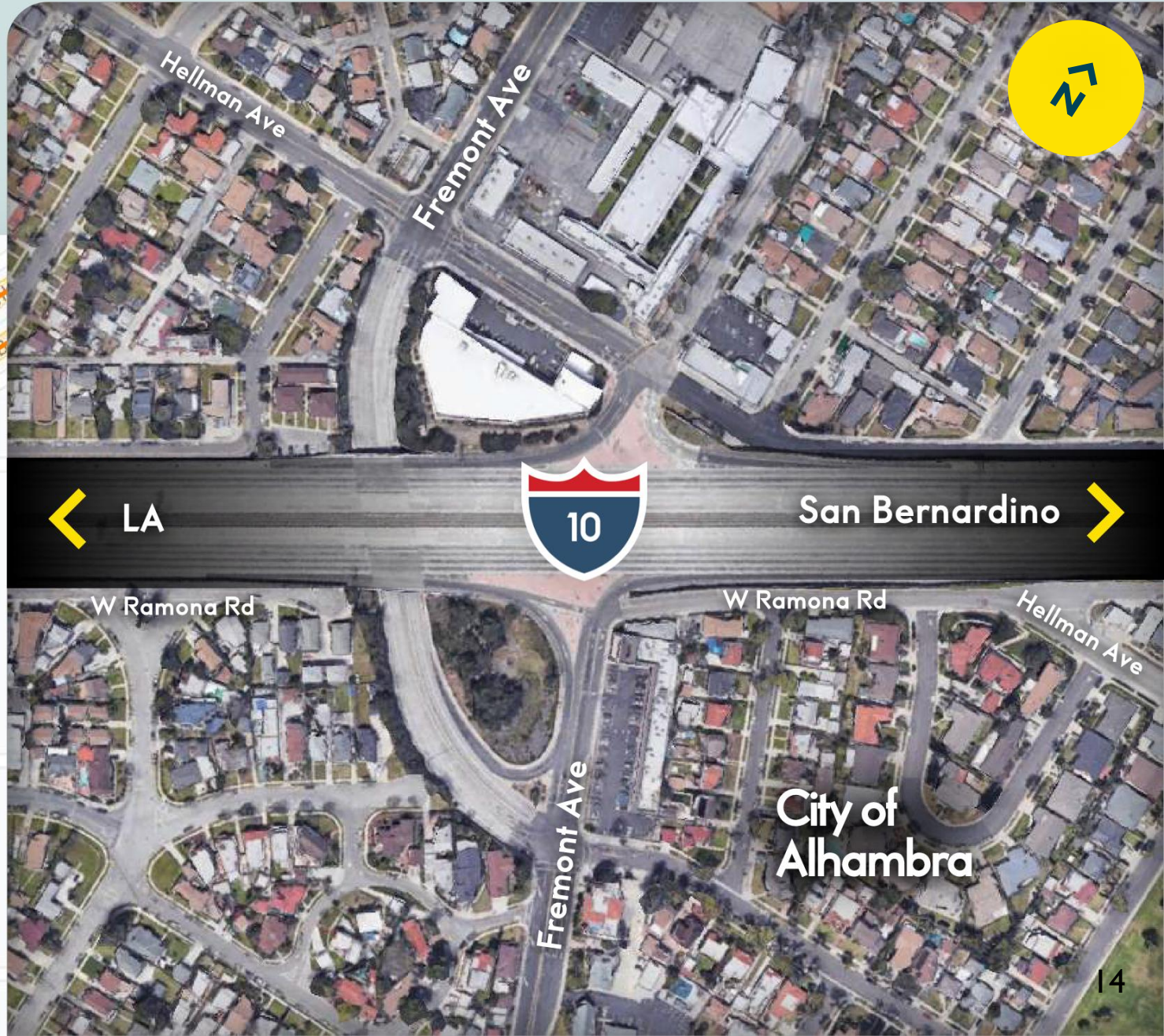
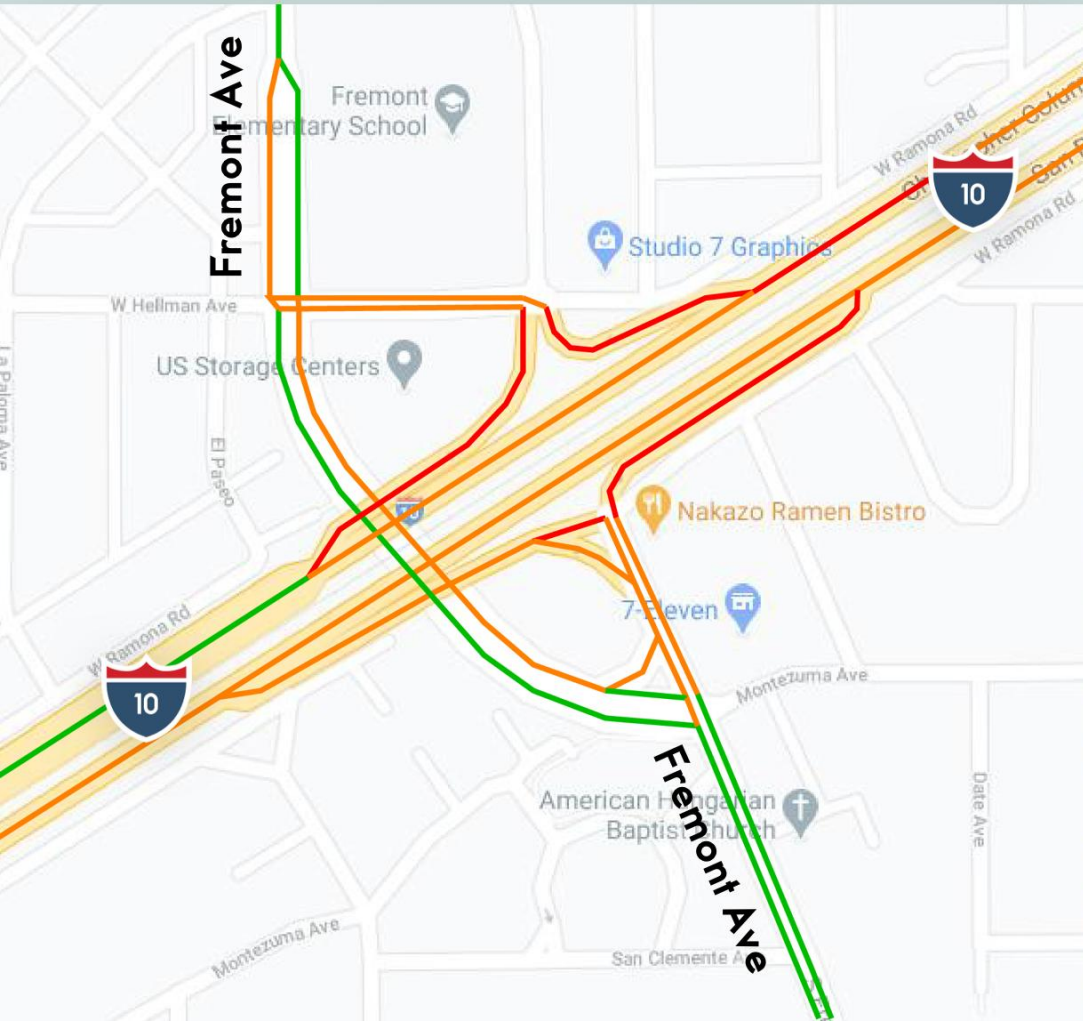
I-10/Fremont Interchange Update

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I-10 / Fremont Ave Interchange

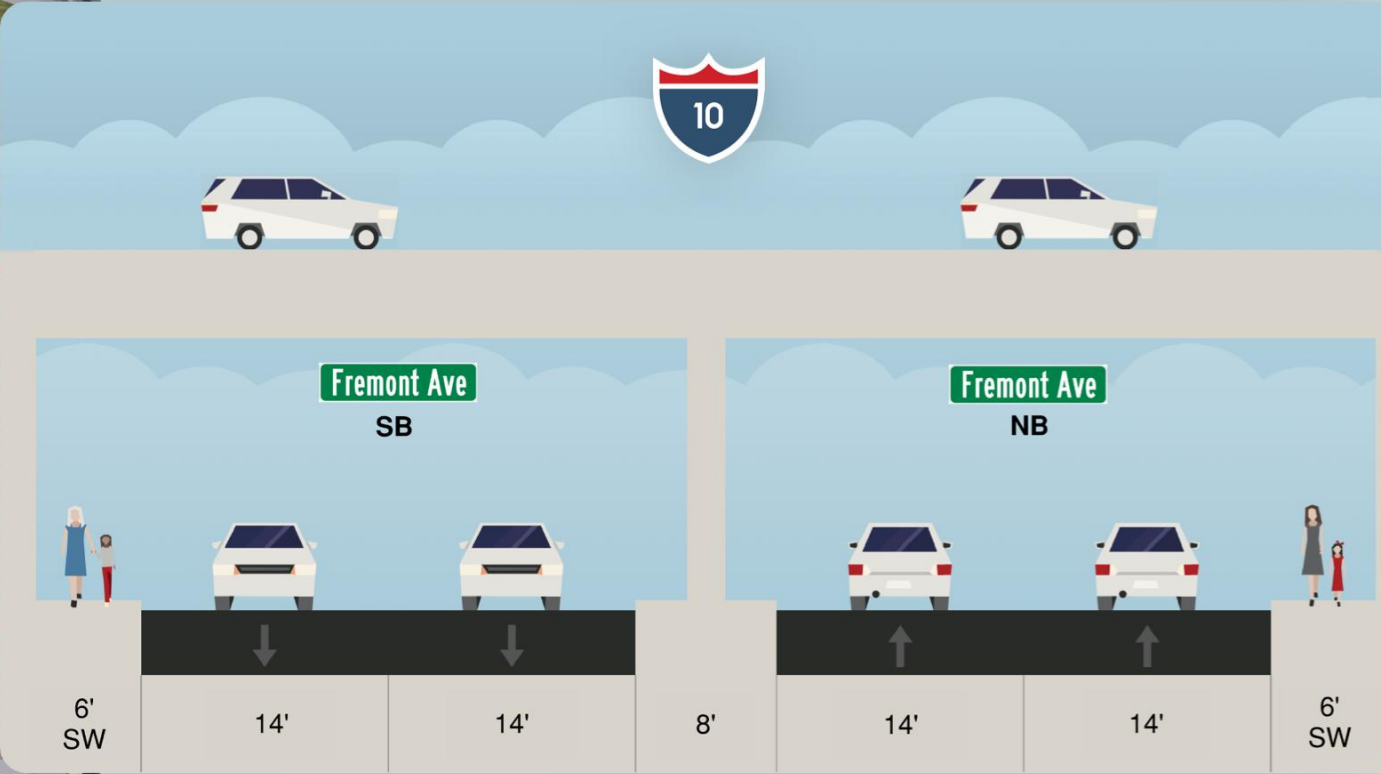
Existing Conditions



Fremont Interchange Investigations



Existing Undercrossing







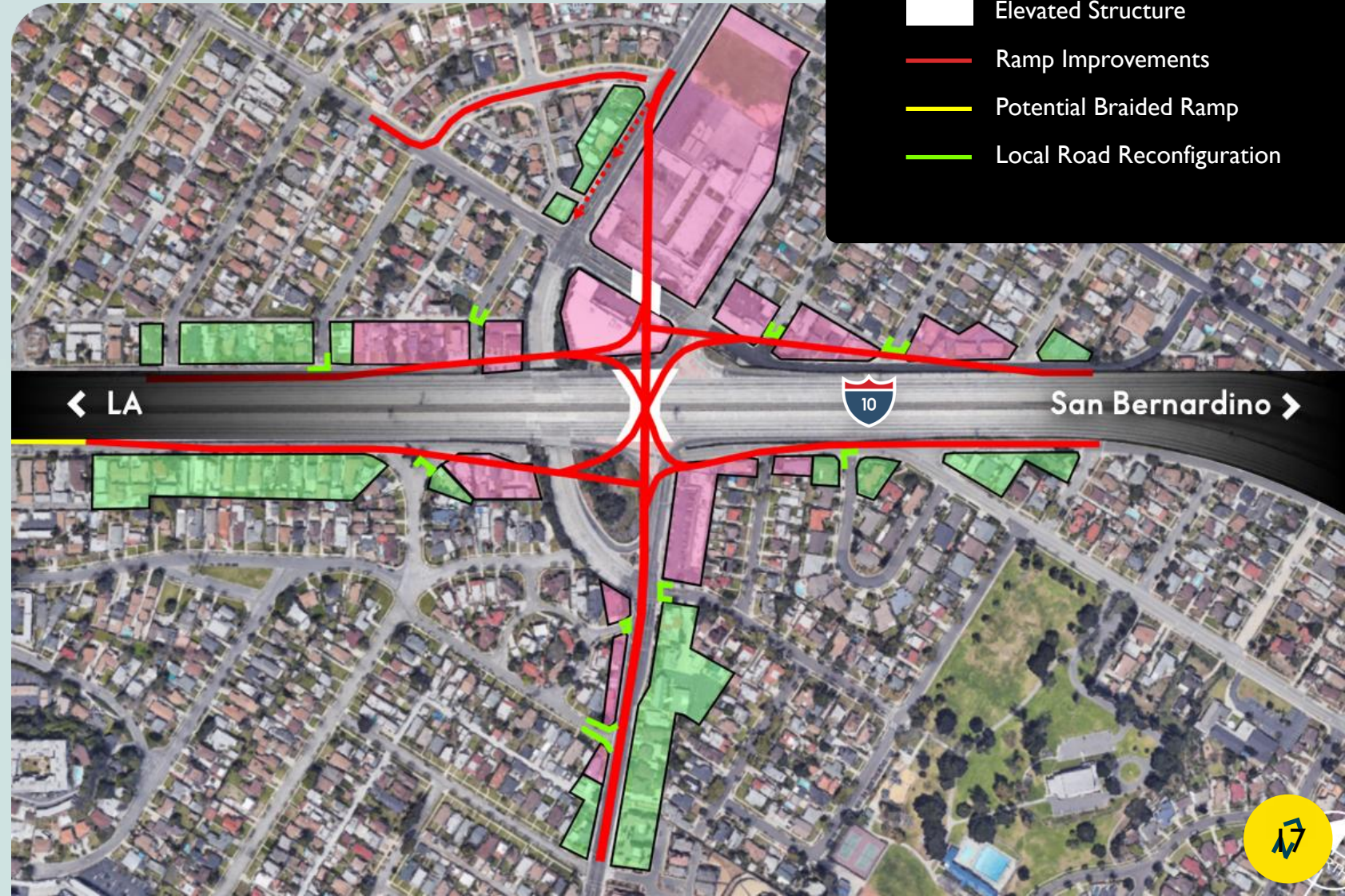
Initial Alternatives Considered

- Overcrossing Options
 - Single Point Urban Interchange – Full Standard & Non-Standard
 - Diverging Diamond
 - Partial Cloverleaf
- Improve Existing Underpass
 - Diverging Diamond
 - Ramp Improvement Options

Concept A





Single Point Urban Interchange (SPUI) Overcrossing

Total Parcels Impacted	MIN  MAX
Traffic Performance (AM & PM)	
Construction Cost	MIN  MAX
Cost-Benefit	



Concept B

Skewed Road SPUI Overcrossing

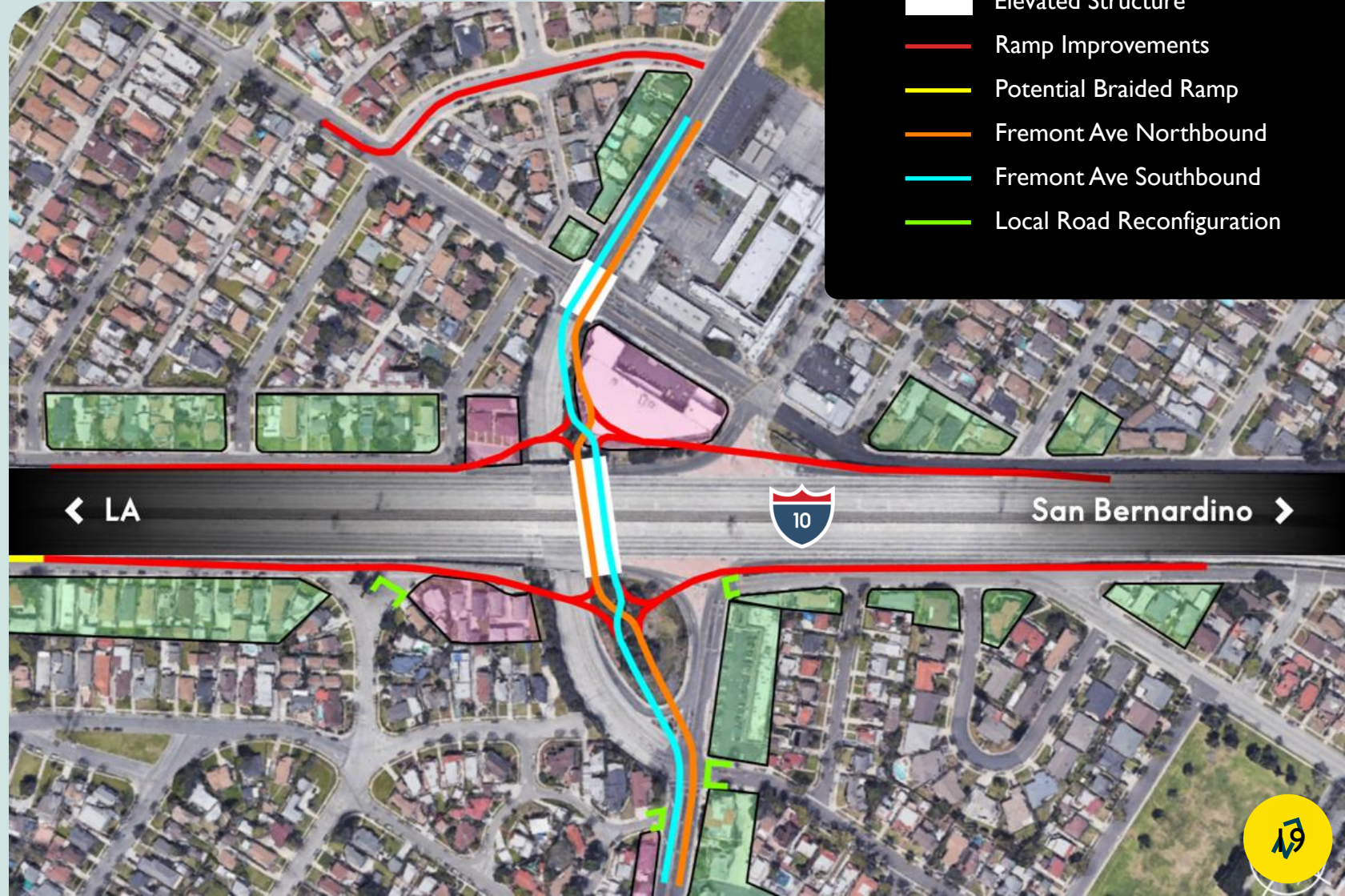
Total Parcels Impacted	MIN  MAX
Traffic Performance (AM & PM)	
Construction Cost	MIN  MAX
Cost-Benefit	



Concept C

Diverging Diamond Interchange (DDI) Overcrossing





Total Parcels Impacted	
Traffic Performance (AM & PM)	
Construction Cost	
Cost-Benefit	



- Property Acquisition
- Frontage Road Impacts
- Elevated Structure
- Ramp Improvements
- Potential Braided Ramp
- Fremont Ave Northbound
- Fremont Ave Southbound
- Local Road Reconfiguration

Concept D

Partial Cloverleaf
(PARCLO)
Overcrossing

Total Parcels Impacted	MIN  MAX
Traffic Performance (AM & PM)	
Construction Cost	MIN  MAX
Cost-Benefit	



-  Property Acquisition
-  Frontage Road Impacts
-  Elevated Structure
-  Ramp Improvements
-  Potential Braided Ramp
-  Local Road Reconfiguration

Concept E

Modified Ramps A –
Existing Undercrossing

Total Parcels Impacted	<div style="display: flex; justify-content: space-between;"> MIN MAX </div>
Traffic Performance (AM & PM)	●
Construction Cost	<div style="display: flex; justify-content: space-between;"> MIN MAX </div>
Cost-Benefit	●

- Property Acquisition
- Frontage Road Impacts
- Elevated Structure
- Ramp Improvements
- Potential Braided Ramp
- Local Road Reconfiguration



Concept F






















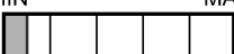



Modified Ramps B –
Existing Undercrossing

Total Parcels Impacted	<div style="display: flex; justify-content: space-between;"> MIN MAX </div>
Traffic Performance (AM & PM)	●
Construction Cost	<div style="display: flex; justify-content: space-between;"> MIN MAX </div>
Cost-Benefit	●

- Property Acquisition
- Frontage Road Impacts
- Elevated Structure
- Ramp Improvements
- Potential Braided Ramp
- Local Road Reconfiguration



Fremont Concept Summary

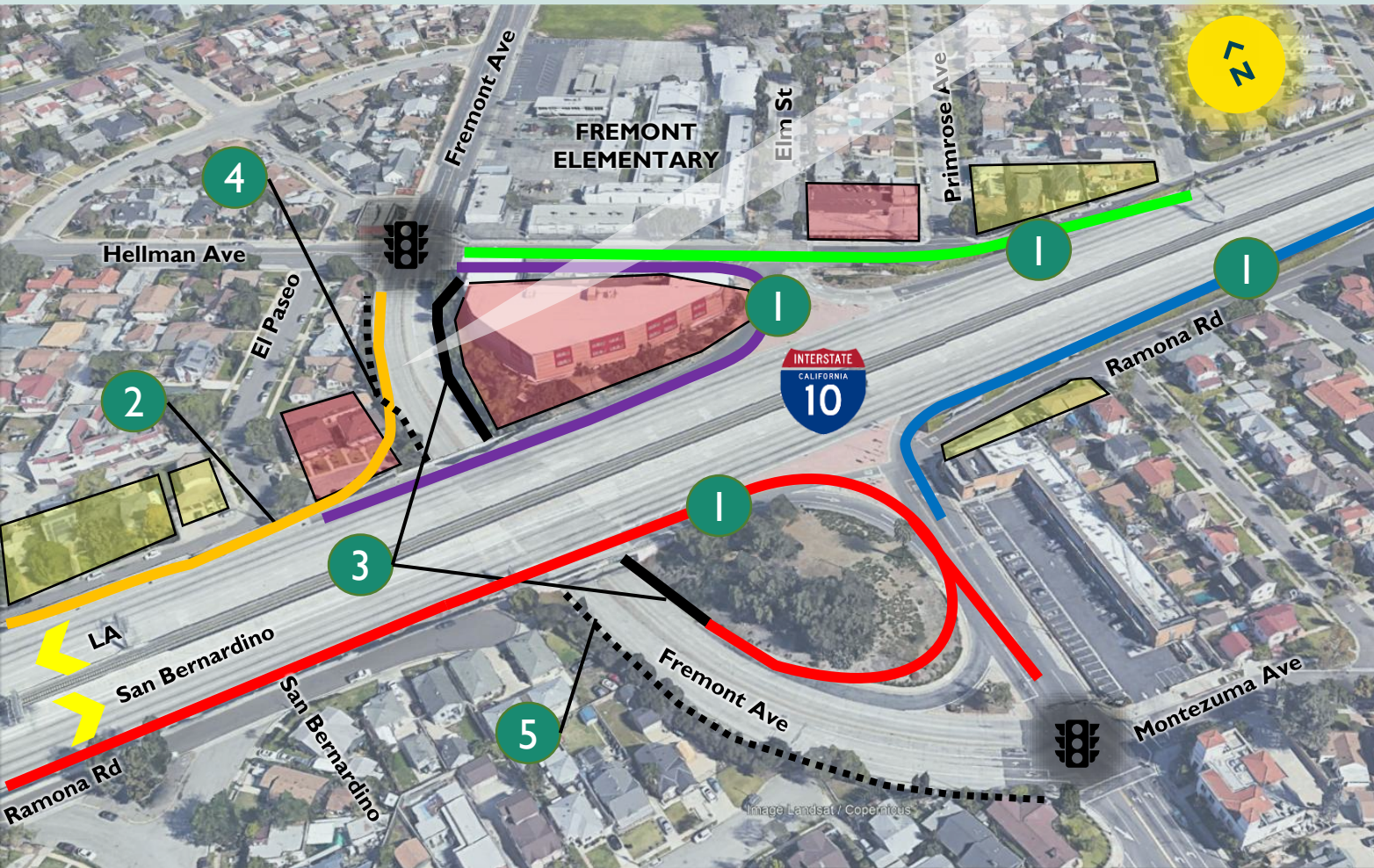
Concept	Total Parcels Impacted	Traffic Performance (AM & PM)	Construction Cost	Cost-Benefit
No Build	N/A		N/A	N/A
A - Single Point Urban Interchange (SPUI) Overcrossing	MIN  MAX		MIN  MAX	
B - Non-Standard SPUI Overcrossing	MIN  MAX		MIN  MAX	
C - Diverging Diamond Interchange (DDI) Overcrossing	MIN  MAX		MIN  MAX	
D - Partial Cloverleaf Interchange (ParClo) Overcrossing	MIN  MAX		MIN  MAX	
E - Modified Ramps "A" Existing Undercrossing	MIN  MAX		MIN  MAX	
F - Modified Ramps "B" Existing Undercrossing	MIN  MAX		MIN  MAX	

I-10/Fremont Ave Interchange

Planning Phase Alternative 1

Unique improvement to Alternative 1
(not proposed in Alternative 2)

- 1 Improved ramp geometry
- 2 New slip-on ramp for WB I-10
- 3 Additional lane for NB Fremont Ave through the undercrossing
- 4 Pedestrian crossing treatment
- 5 Shared-use pathway

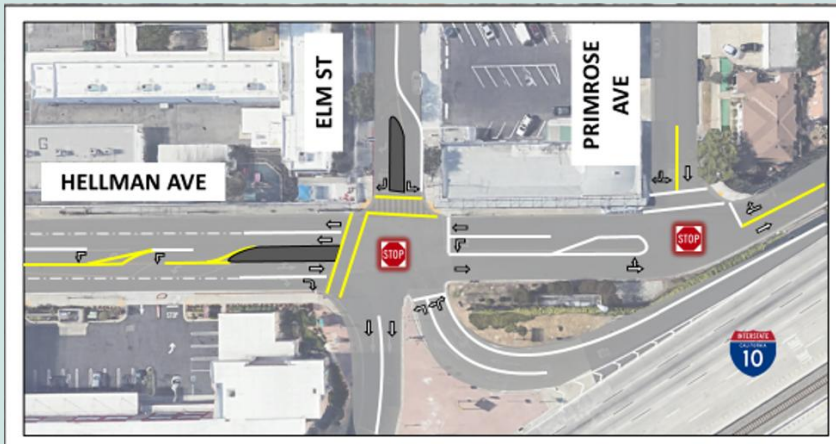






	EB I-10 off-ramp
	EB I-10 on-ramp
	WB I-10 off-ramp
	WB I-10 on-ramp
	New WB I-10 slip on ramp
	New 3 rd NB lane on Fremont Ave
	Shared-use Pathway (Peds and Bikes)
	Property Impacts
	Access Impacts

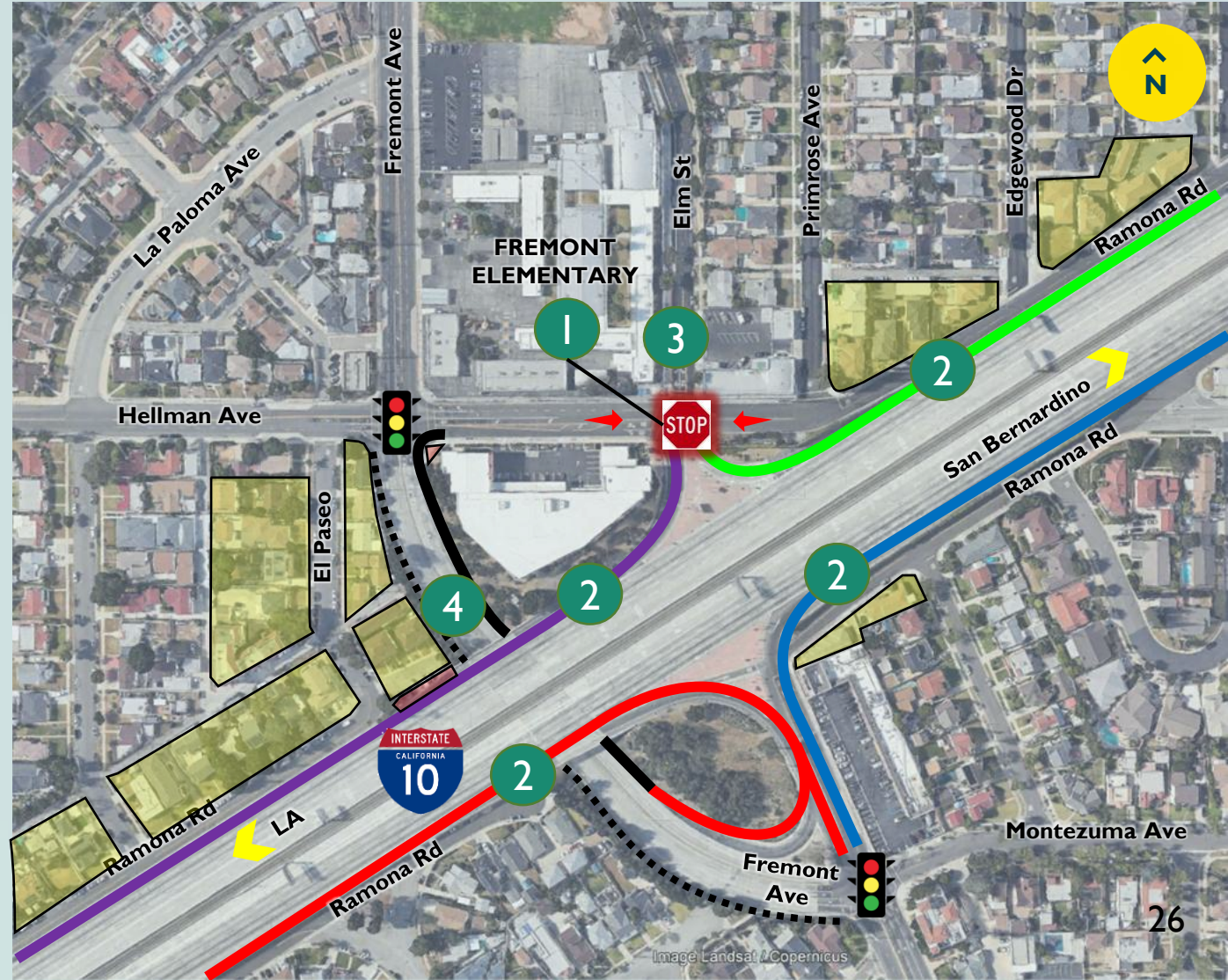
I-10/Fremont Ave Interchange

Lower Impact Option (To Be Studied in Environmental Phase)

- 1 Maintain the existing Hellman intersection at the westbound ramps
- 2 Improve ramp geometry to the extent feasible
- 3 Restrict NB access at Elm St/Hellman Ave/WB Ramps intersection
- 4 Fremont Undercrossing Improvements

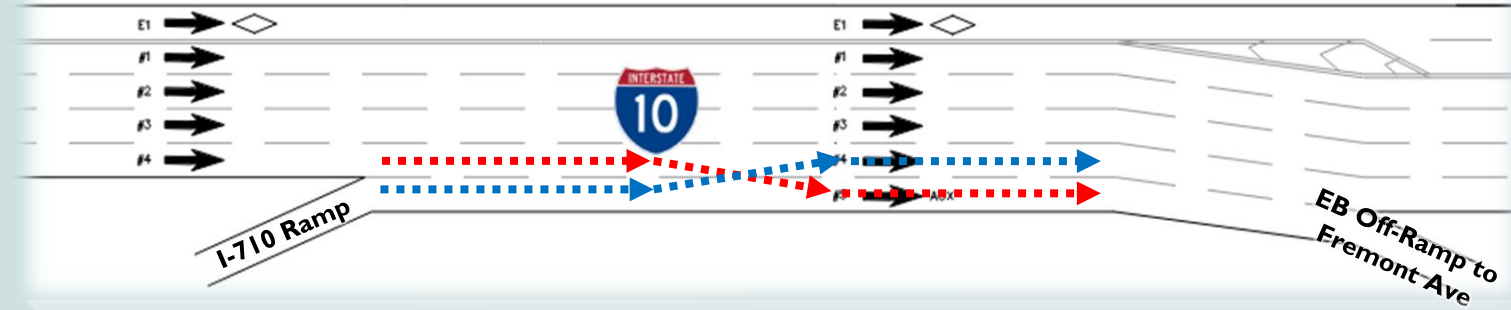


	WB I-10 off-ramp
	WB I-10 on-ramp
	Property Impacts
	Access Impacts

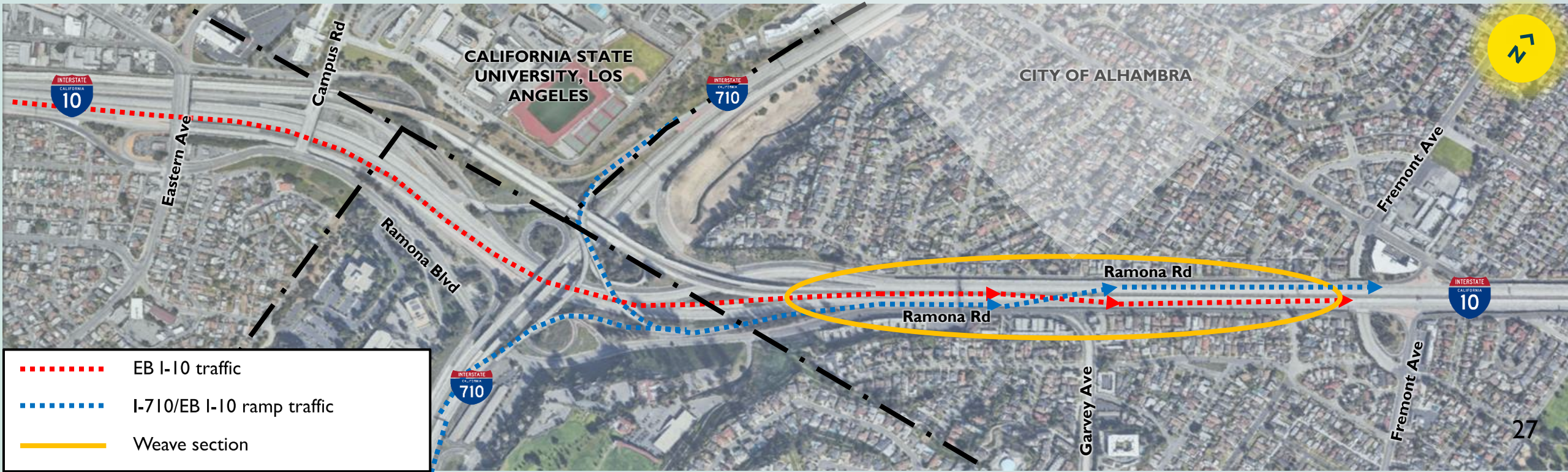


I-10/I-710 Interchange

Current Conditions
(EB Weave – PM Peak)



The weave generates congestion on EB I-10 creating a bottleneck that encourages EB I-10 and NB I-710 traffic to go north on I-710 to Valley Blvd – cutting through Alhambra

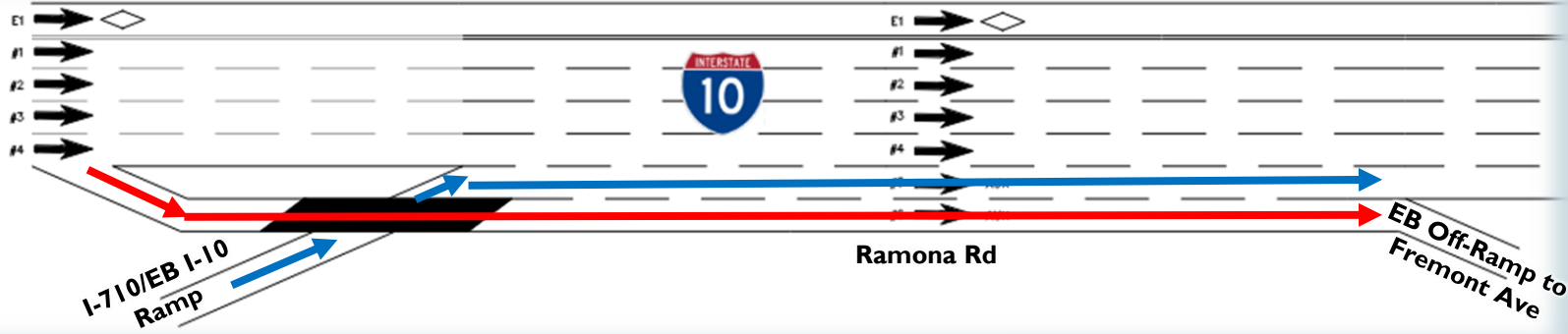


Braided Ramp Example

San Diego - I-8 and SR-163 Interchange



EB I-10 Off-Ramp Extension



- EB I-10 off-ramp to Fremont Ave Improvements
- I-710/EB I-10 Ramp Improvements
- Elevated structure



- 1 The EB off-ramp will be elevated over the I-710 ramp via a structure
- 2 The I-710 ramp will be modified to go underneath the EB I-10 off ramp
- 3 An additional lane will be added to EB I-10 to carry the extended EB off-ramp to the exit at Fremont Ave

Environmental Phase (Ongoing Public Input)

Stage	Main Activities	What the Public Sees	How Public Input Matters
Stage 1: Early Input & Problem Definition	<ul style="list-style-type: none">• Public outreach and listening• Refine purpose and need	<ul style="list-style-type: none">• Existing conditions• Early studies & observations	<ul style="list-style-type: none">• Helps define goals and priorities• Adds locations, multi-modal movements, and concerns to study
Stage 2: Studies & Alternatives Development	<ul style="list-style-type: none">• Engineering & environmental studies• Develop, refine, or drop alternatives• Detailed traffic modeling and operational analysis of alternatives	<ul style="list-style-type: none">• Concepts and diagrams• Traffic analysis results• Tradeoffs between options	<ul style="list-style-type: none">• Shapes and refines alternatives• Flags unacceptable impacts
Stage 3: Public Review & Decision-Making	<ul style="list-style-type: none">• Release Draft Environmental Document	<ul style="list-style-type: none">• Full comparison of alternatives• Documented impacts• Written responses to comments	<ul style="list-style-type: none">• Challenges assumptions• Requests clarifications or changes• Informs City Council direction before advancing

I-10 and Fremont Improvements

Current Status – End of Planning Phase

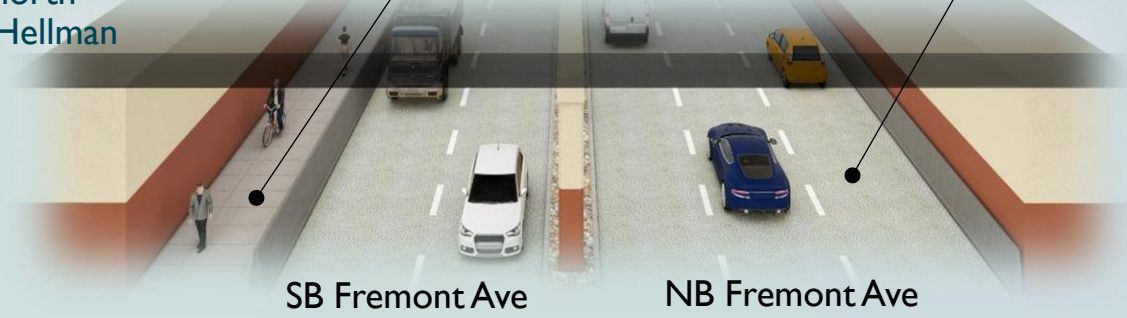
- September 11, 2024 – Resubmitted planning documents to Caltrans
- November 27, 2024 – Received notice of additional comments
- December 17, 2024 – Held meeting with Caltrans
 - District Director will not sign the planning documents without the following items addressed:
 - Incorporate public feedback related to traffic safety measures and introduce more complete streets elements
 - Eliminate right-of-way impacts
- January to March 2025 – Meetings with Caltrans to revise I-10/Fremont Alternative 2 and update planning document.

Original Alternative 2

View 1
Looking north
towards Hellman
Ave

**New Protected Bike
and Ped Pathway**

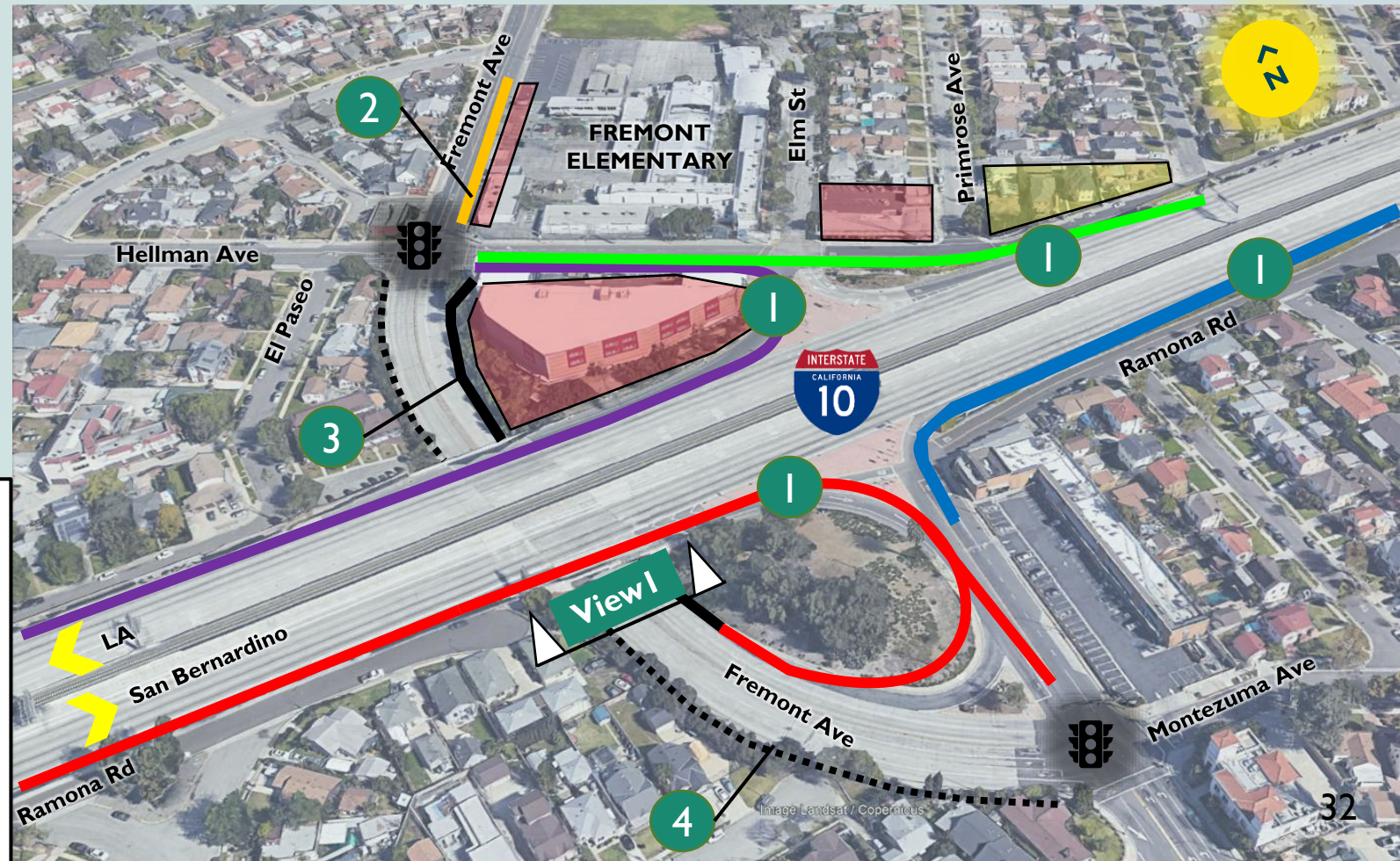
**New 3rd
Northbound Lane**



SB Fremont Ave

NB Fremont Ave

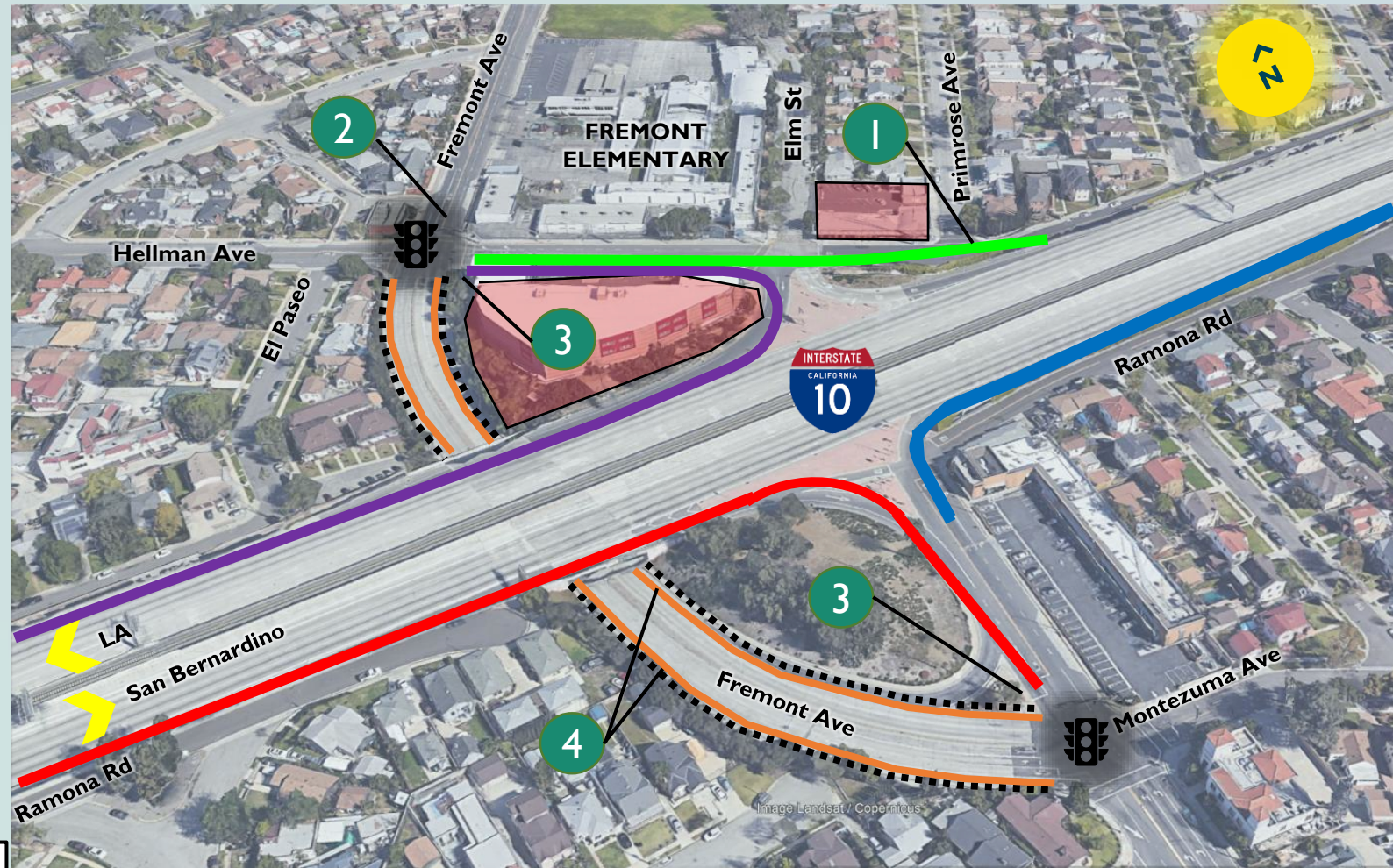
- 1 Improved ramp geometry
- 2 Widen Fremont Ave at Hellman Intersection to provide two SB left turn lanes
- 3 Additional lane for NB Fremont Ave through the undercrossing
- 4 Shared-use pathway



	EB I-10 off-ramp		WB I-10 off-ramp
	EB I-10 on-ramp		WB I-10 on-ramp
	Widen Fremont Ave at Hellman Intersection		
	New 3 rd NB lane on Fremont Ave		
	Shared-use Pathway (Peds and Bikes)		
	Property Impacts		
	Access Impacts		

Updated Alternative 2

- 1 Shorten WB Off-Ramp Length to Avoid Residential Parcel Impacts
- 2 Eliminate Fremont Widening to Avoid Elementary School Impacts
- 3 "T" Up Ramp with Intersection to Calm Traffic
- 4 Remove 3rd NB Lane on Fremont
- Include Bicycle Lane and Pedestrian Path on Both Sides of Fremont
- High Visibility Pedestrian Crossings and Leading Pedestrian Intervals



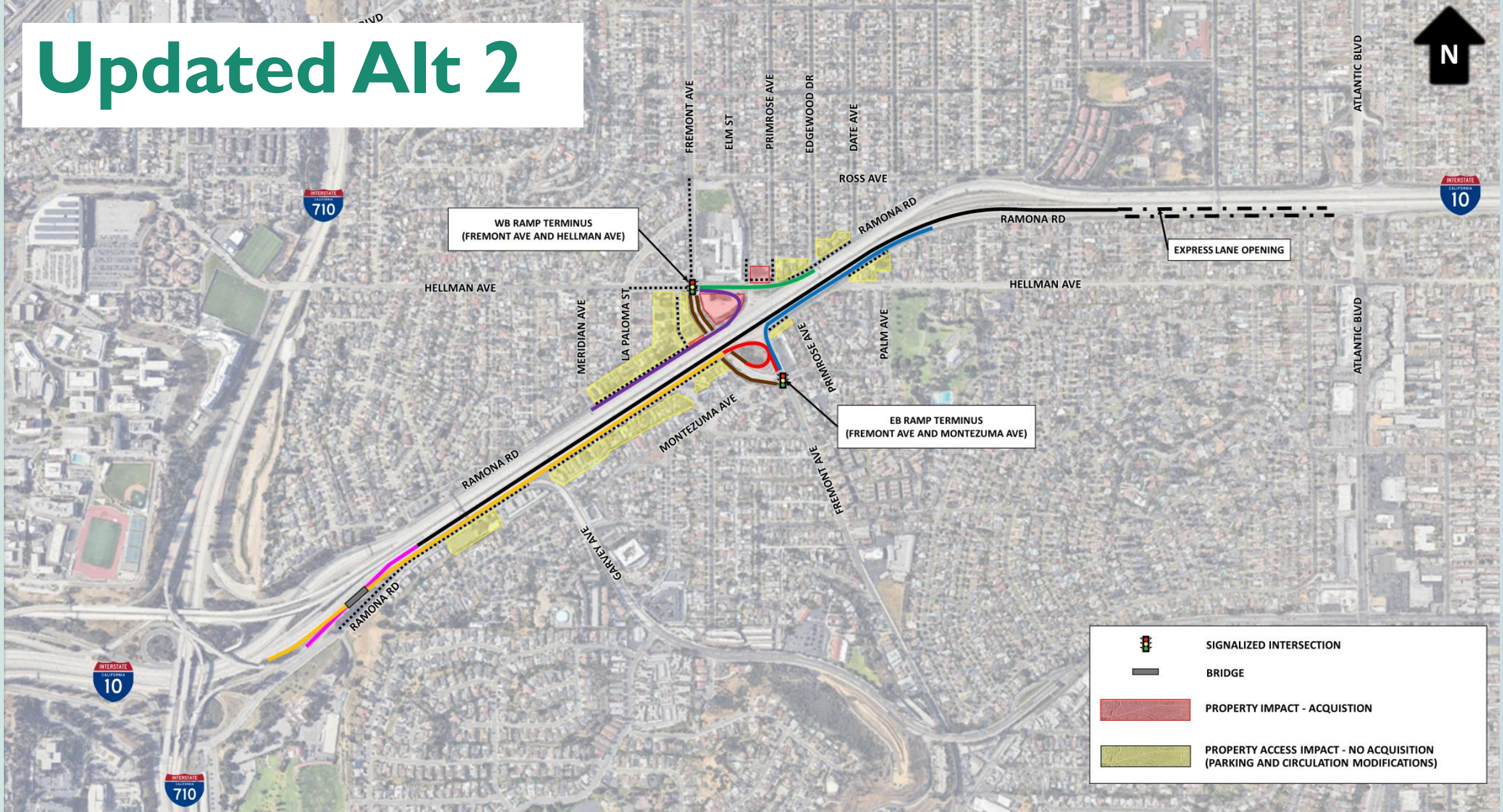
	EB I-10 off-ramp		WB I-10 off-ramp
	EB I-10 on-ramp		WB I-10 on-ramp
	Bicycle Lane		Sidewalk
	Property Impacts		

I-10 and Fremont Improvements

Current Status – End of Planning Phase

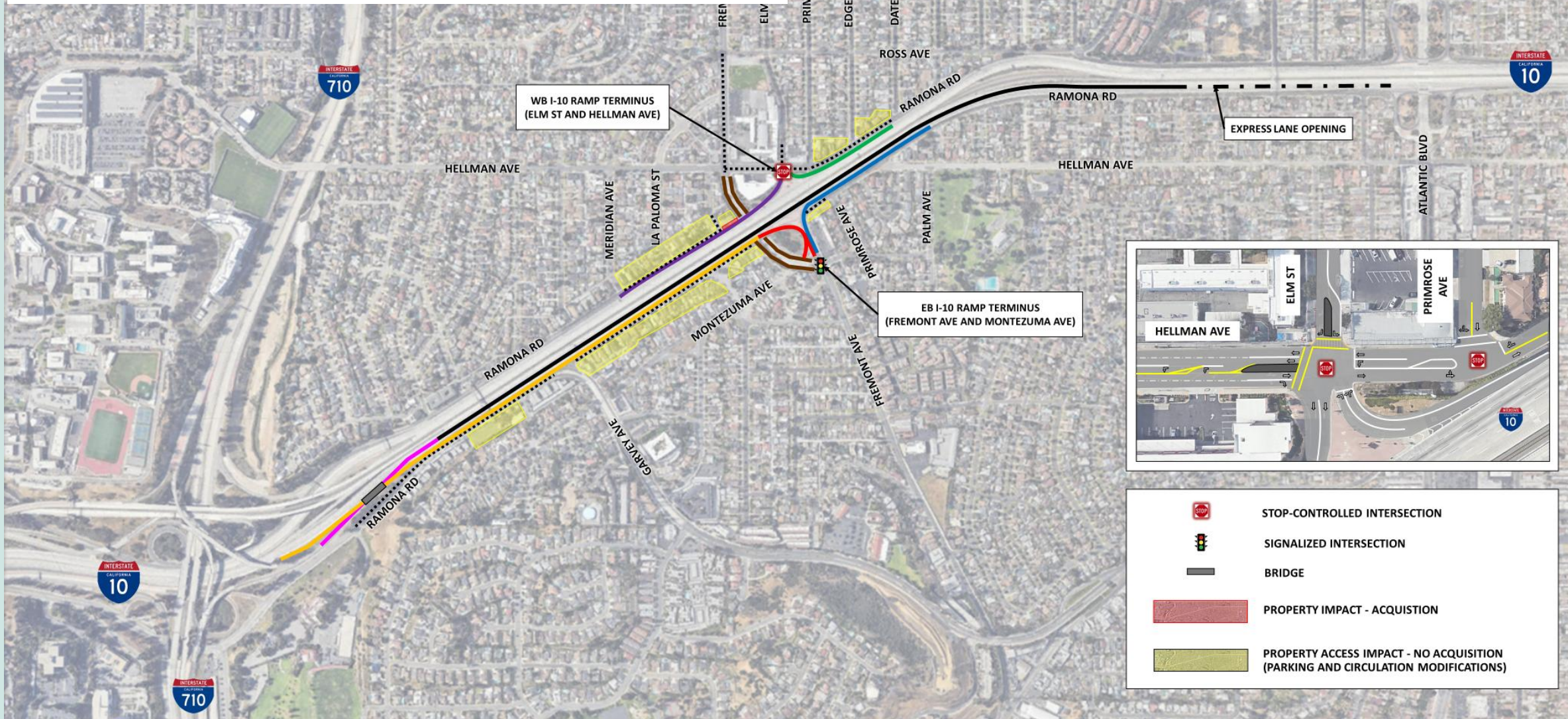
- April 10, 2025 – Revised planning documents submitted to Caltrans.
- April 2025 to September 2025 – Project review on pause due to Caltrans budgeting challenges
- December 23, 2025 – Receive Level 1 approvals (Department Head)
- February 2026 – Receive Level 2 approvals (Deputy District Directors)
- February 2026 – Receive Level 3 approvals (District Director) and begin environmental process

Updated Alt 2



- | | | | | |
|---|--|---|---|--|
|  BRAIDED RAMP IMPROVEMENTS (NEW AUXILIARY LANE AND BRIDGE) |  EB I-10 IMPROVEMENTS (MAINLINE RESTRIPING, EXPRESS LANE MODIFICATIONS, AND AUXILIARY LANE EXTENSION) |  EB I-10 OFF-RAMP TO FREMONT AVE IMPROVEMENTS |  WB I-10 ON-RAMP FROM FREMONT AVE IMPROVEMENTS |  LOCAL ROADWAY MODIFICATION |
|  NB I-710 TO EB I-10 CONNECTOR RAMP IMPROVEMENTS |  FREMONT AVE UNDERCROSSING IMPROVEMENTS (NEW SHARED-USE PATHWAY AND 3 RD NB LANE) |  EB I-10 ON-RAMP FROM FREMONT AVE IMPROVEMENTS |  WB I-10 OFF-RAMP TO FREMONT AVE IMPROVEMENTS |  EXPRESS LANE OPENING |

Medium Impact Alt



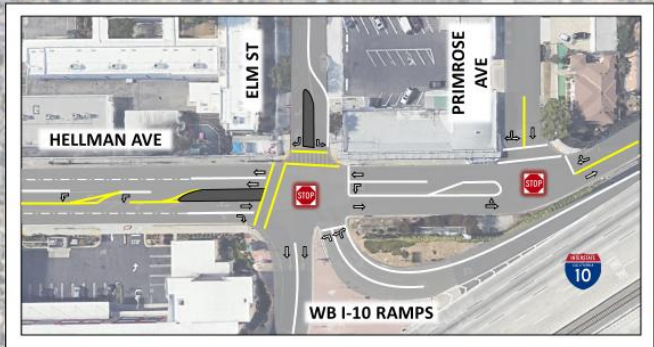
— BRAIDED RAMP IMPROVEMENTS (NEW AUXILIARY LANE AND BRIDGE)
— NB I-710 TO EB I-10 CONNECTOR RAMP IMPROVEMENTS

— EB I-10 IMPROVEMENTS (MAINLINE RESTRIPIING, EXPRESS LANE MODIFICATIONS, AND AUXILIARY LANE EXTENSION)
— FREMONT AVE UNDERCROSSING IMPROVEMENTS (NEW SHARED-USE PATHWAY AND 3RD NB LANE)

— EB I-10 OFF-RAMP TO FREMONT AVE IMPROVEMENTS
— EB I-10 ON-RAMP FROM FREMONT AVE IMPROVEMENTS

— WB I-10 ON-RAMP FROM FREMONT AVE IMPROVEMENTS
— WB I-10 OFF-RAMP TO FREMONT AVE IMPROVEMENTS
- - - LOCAL ROADWAY MODIFICATIONS
- · - · EXPRESS LANE OPENING

Low Impact Alt

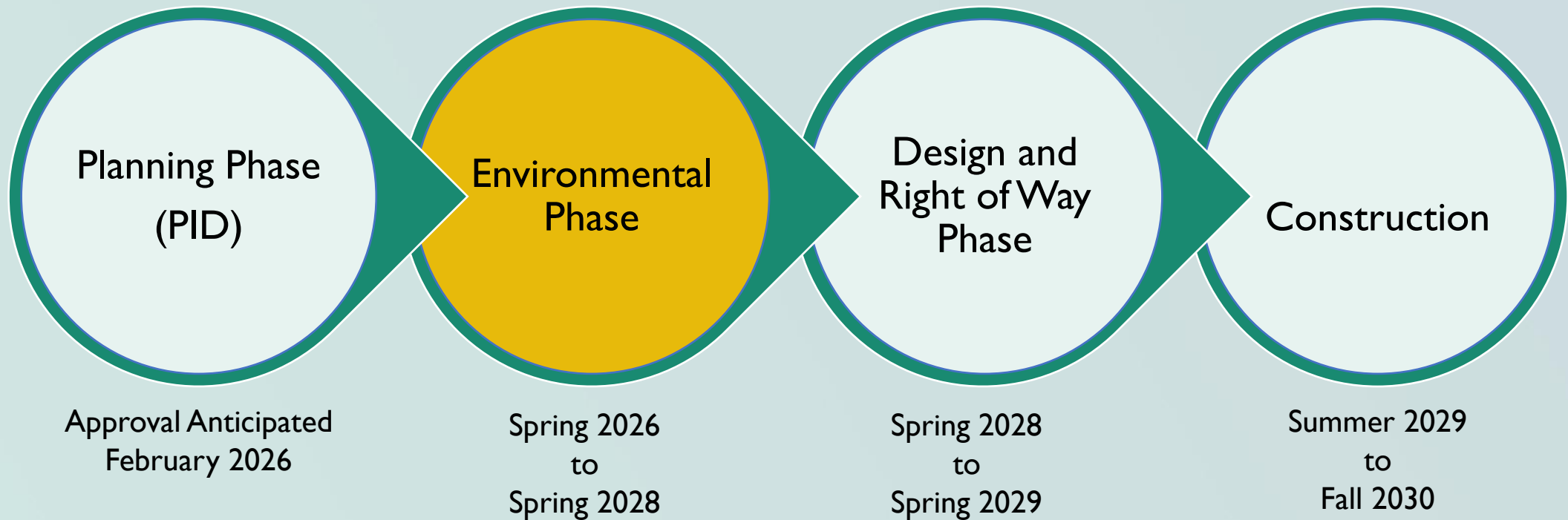


	STOP-CONTROLLED INTERSECTION
	SIGNALIZED INTERSECTION
	PROPERTY IMPACT - ACQUISITION
	PROPERTY ACCESS IMPACT - NO ACQUISITION (PARKING AND CIRCULATION MODIFICATIONS)

- | | | | | | | | | | |
|--|---|--|--|--|---|--|--|--|----------------------|
| | EB I-10 IMPROVEMENTS (MAINLINE RESTRIPIING, EXPRESS LANE MODIFICATIONS, AND AUXILIARY LANE EXTENSION) | | FREMONT AVE UNDERCROSSING IMPROVEMENTS (NEW BICYCLE LANES) | | EB I-10 ON-RAMP FROM FREMONT AVE IMPROVEMENTS | | WB I-10 OFF-RAMP TO FREMONT AVE IMPROVEMENTS | | EXPRESS LANE OPENING |
| | EB I-10 OFF-RAMP TO FREMONT AVE IMPROVEMENTS | | WB I-10 ON-RAMP FROM FREMONT AVE IMPROVEMENTS | | LOCAL ROADWAY MODIFICATIONS | | | | |

I-10 and Fremont Improvements

Timeline



I-710 Arterial Conversion and I-10 Interchange Improvements

I-710 Arterial Conversion Update

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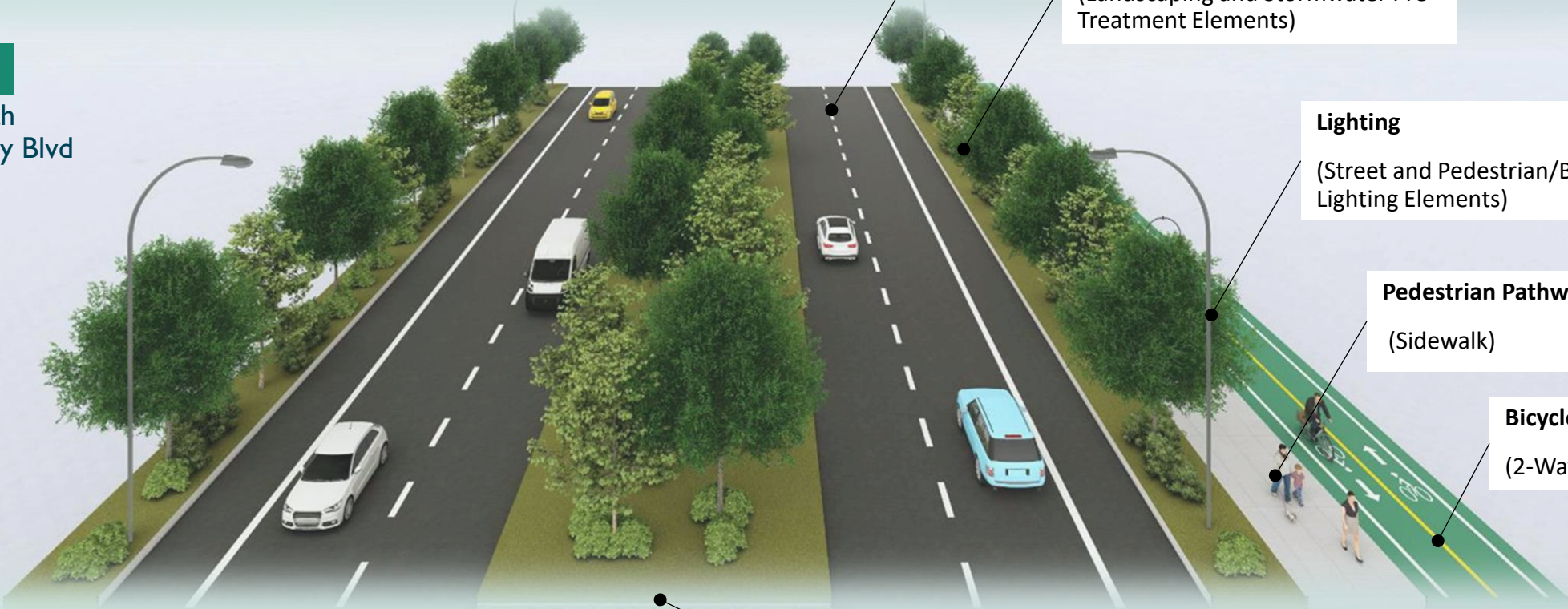


City of
Alhambra

I-710 Arterial Street Concept

4-Lane Divided Arterial with a Separated Bicycle Path

View
Looking north
towards Valley Blvd



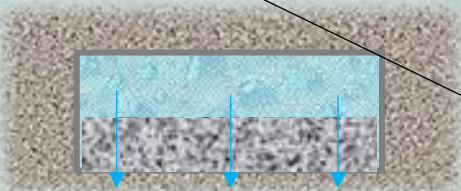
Street Improvements
(New Pavement and Curb and Gutter)

Parkway
(Landscaping and Stormwater Pre-Treatment Elements)

Lighting
(Street and Pedestrian/Bicycle Lighting Elements)

Pedestrian Pathway
(Sidewalk)

Bicycle Path
(2-Way Cycle Track)

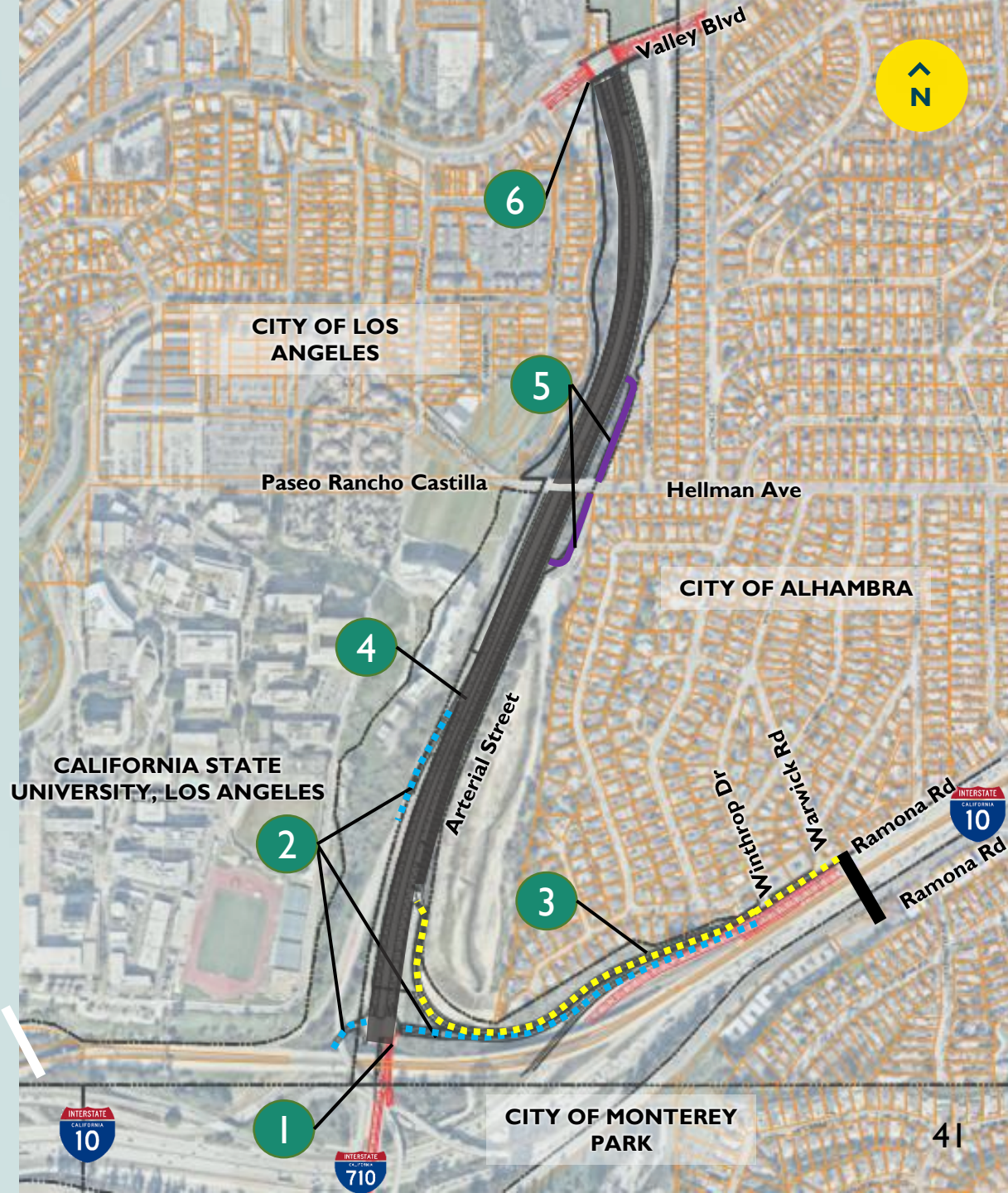


Raised Median
(Landscaping and Stormwater Capture & Reuse Elements)

710 Arterial Street Concept

Proposed Road/Bike/Ped Elements

- 1 New intersection (conversion point)
- 2 Realign the three connector ramps to join the new roadway and intersection
- 3 Ramona Rd extension - road/bike/ped connection
- 4 New 4-lane divided arterial street with a raised landscaped median and separated pedestrian and bicycle facilities
- 5 New bicycle connections from the arterial street to Hellman Ave
- 6 Intersection improvements at Valley Blvd to consolidate the two intersections into one



I-710 Phasing

Implementation

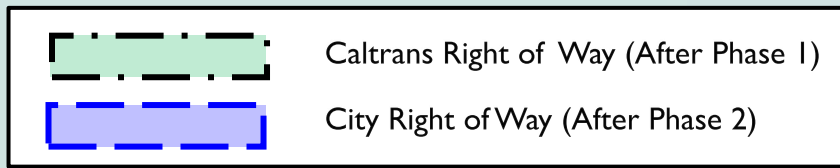
Two-Phased Approach

Phase I (Caltrans Project)

Construct the new intersection and realign the three freeway connector ramps.

Phase 2 (City Project)

Convert the I-710 and construct new roadway improvements and connections.



I-710 Arterial Conversion

Current Status – Planning Phase

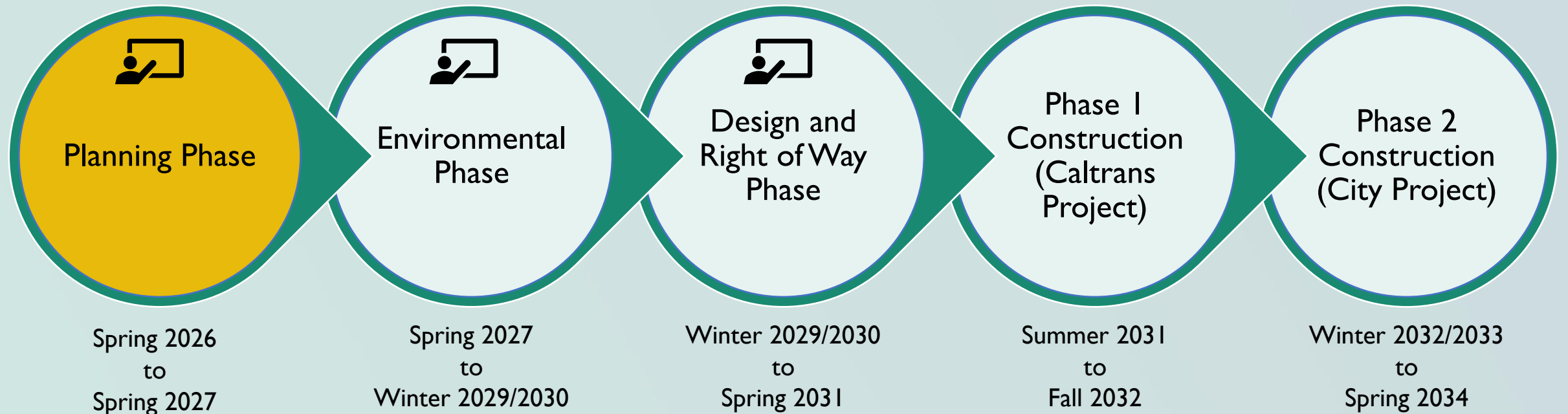
- 2025 – Draft planning documents developed
- February 2026 – Initial Kickoff Meeting with Caltrans
- March 2026 – Submit PID Documents for Review
- February 2027 – District Director PID Approval
- March 2027 – Begin Environmental Process



Pending I-10/Fremont
Interchange Planning
Document Approval

I-710 Arterial Conversion

Timeline



I-710 Arterial Conversion and I-10 Interchange Improvements

Funding

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City of
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Measure R 710 Mobility Improvement Projects - Current Funding Allocations

Project Name	Funding Allocated
I-10/SR-710 Interchange Reconfiguration	\$62,400,000
I-10/Fremont Avenue On and Off Ramp Reconfiguration	\$100,000,000
I-10/Atlantic Boulevard On and Off Ramp Reconfiguration	\$20,000,000
I-10/Garfield On and Off Ramp Reconfiguration	\$20,000,000
Additional Traffic Synchronization/Bike and Ped Improvements	\$38,500,000
Total	\$240,900,000

I-710 Arterial Conversion and I-10 Interchange Improvements

Questions and Comments

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