The environmental review, consultation, and other actions required by applicable Federal environmental laws for this project are being or have been carried out by the State of California pursuant to 23 U.S.C. 327 and a Memorandum of Understanding dated July 23, 2019, and executed by the Federal Railroad Administration and the State of California.
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APPENDIX 3.2-B: TRAFFIC MITIGATION LOCATIONS

The following maps depict the locations of the intersection and roadway widening improvements that are available for consideration to address traffic delay impacts under NEPA. Refer to Mitigation Measure TRAN-MM#3 in Section 3.2 Transportation for additional details of these improvements. The figures in this appendix depict the locations of the intersection and roadway widening improvements for purposes of analyzing the potential environmental effects of these improvements.
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**Figure 1**

Impacts of LOS-Related Transportation Mitigation Measures

- **Avenue Q between 10th Street E and 20th Street E**
  - Widen roadway from 2 lanes to 4 lanes

- **20th Street E at Avenue Q**
  - Widen intersection and add an eastbound through lane

- **50th Street E/47th Street E at Palmdale Boulevard**
  - Reconfigure southbound approach to include an additional lane on each approach (shared through/right and left lane)
  - Reconfigure westbound approach to include an additional lane on each approach (shared through/left and right lane)

- **10th Street E between Avenue R and Avenue S**
  - Widen roadway from 2 lanes to 4 lanes

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**HSR Alignments Under Consideration**
- Green: Surface
- Blue: Other HSR Alignments
- Gray: Proposed Stations
Figure 2
Impacts of LOS-Related Transportation Mitigation Measures
Avenue Q between 10th Street E and 20th Street E

- Widen roadway from 2 lanes to 4 lanes
Figure 3
Impacts of LOS-Related Transportation Mitigation Measures
20th Street E at Avenue Q

Potential Areas of Improvement

- Widen intersection and add an eastbound through lane
Potential Areas of Improvement

- Reconfigure southbound approach to include an additional lane on each approach (shared through/right and left lane)
- Reconfigure westbound approach to include an additional lane on each approach (shared through/left and right lane)
Figure 5
Impacts of LOS-Related Transportation Mitigation Measures
10th Street E between Avenue R and Avenue S

Preliminary Draft is Subject to Change - HSR Alignment is Not Determined
SOURCE: Google Maps (2018); CHSRA (1/2020)

Potential Areas of Improvement
• Widen roadway from 2 lanes to 4 lanes
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