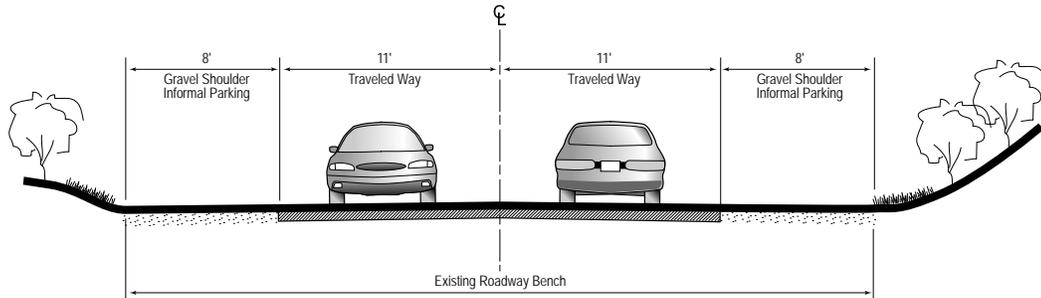




**Typical Sections of Alternatives and Select Plan Locations**

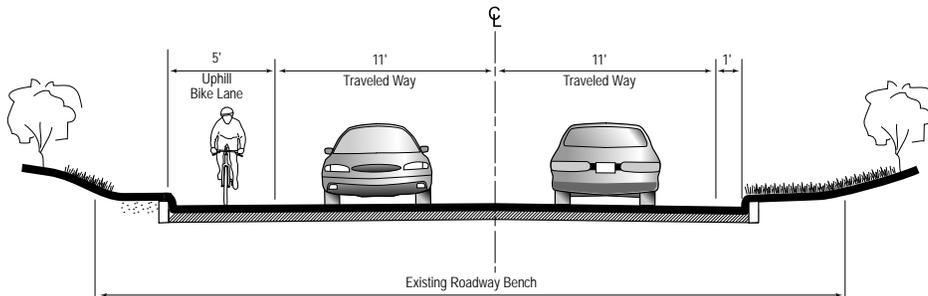
# Typical Sections of Key Roads - Lower Conzelman Road

## Lower Conzelman Road - Conzelman Road to Trailhead Lot



**Alternative 2**

## Lower Conzelman Road - Conzelman Road to Trailhead Lot



**Alternatives 3 & 4**

### Legend

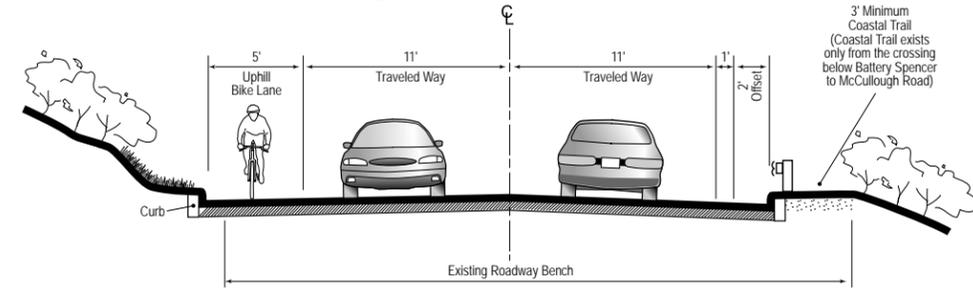
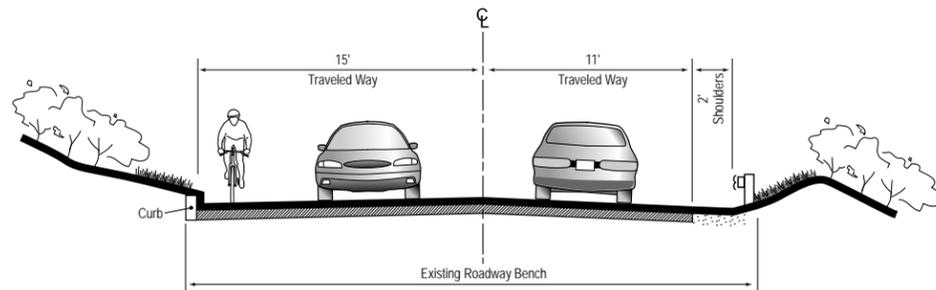
- |   |                        |   |                                      |
|---|------------------------|---|--------------------------------------|
|  | = Guardrail            |  | = Compacted Aggregate or Native Soil |
|  | = Asphalt Concrete     |  | = Concrete Curb                      |
|  | = Grass Shoulder       |  | = Concrete Gutterway/<br>Waterway    |
|  | = Native Coastal Scrub |   |                                      |

January 2009

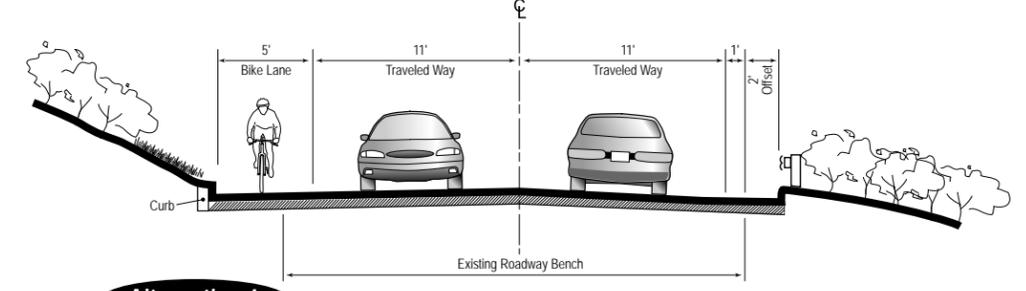
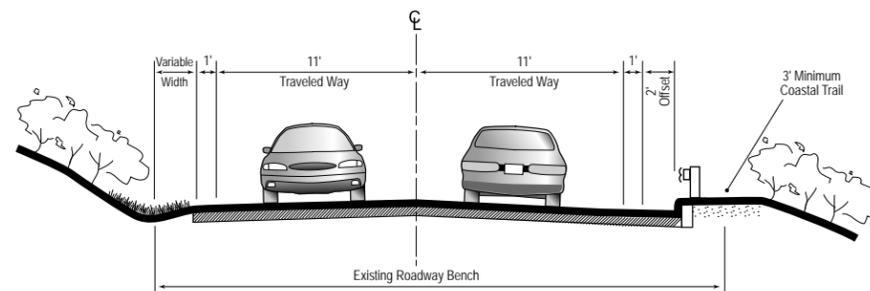
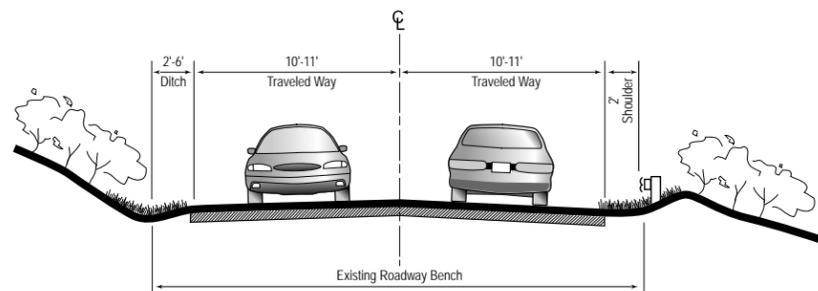
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# Typical Sections of Key Roads - Conzelman Road

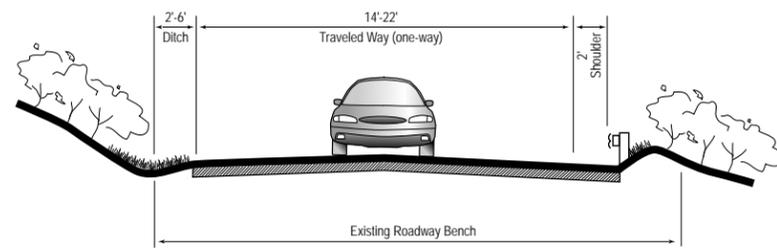
## Conzelman Road - US 101/Alexander Avenue to McCullough Road



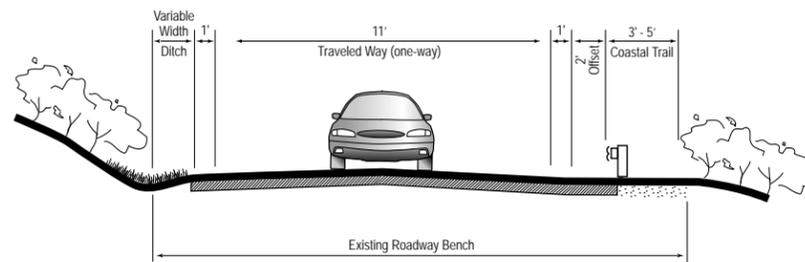
## Conzelman Road - McCullough to Hawk Hill



## Conzelman Road - Hawk Hill to Field Road



## Conzelman Road - Hawk Hill to Field Road

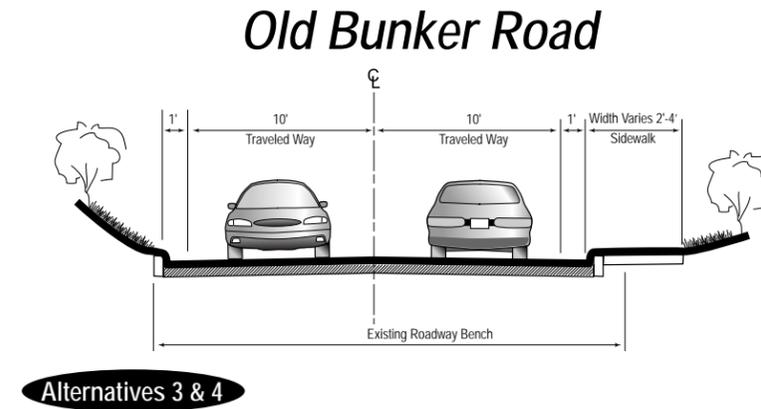
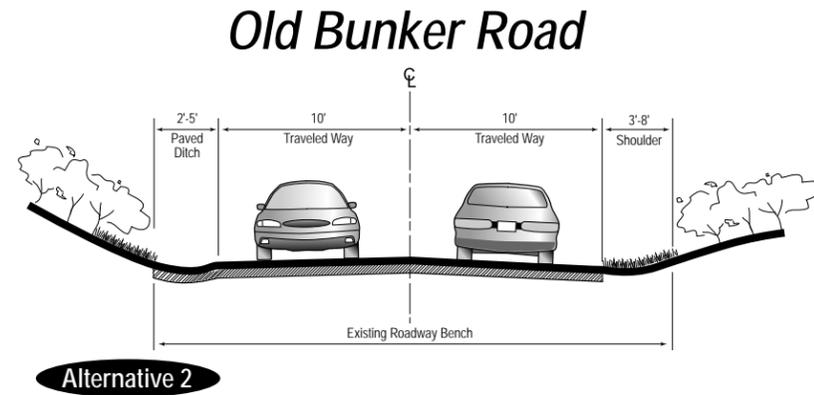


**Legend**

- = Guardrail
- = Asphalt Concrete
- = Grass Shoulder
- = Native Coastal Scrub
- = Compacted Aggregate or Native Soil
- = Concrete Curb
- = Concrete Gutterway/Waterway

January 2009

# Typical Sections of Key Roads - Old Bunker Road



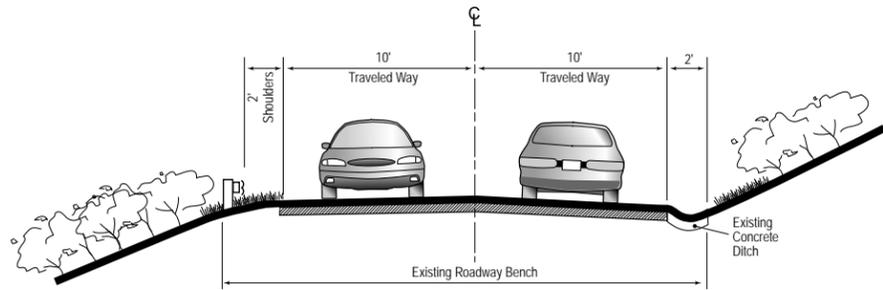
**Legend**

-  = Guardrail
-  = Asphalt Concrete
-  = Grass Shoulder
-  = Native Coastal Scrub
-  = Compacted Aggregate or Native Soil
-  = Concrete Curb
-  = Concrete Gutterway/ Waterway

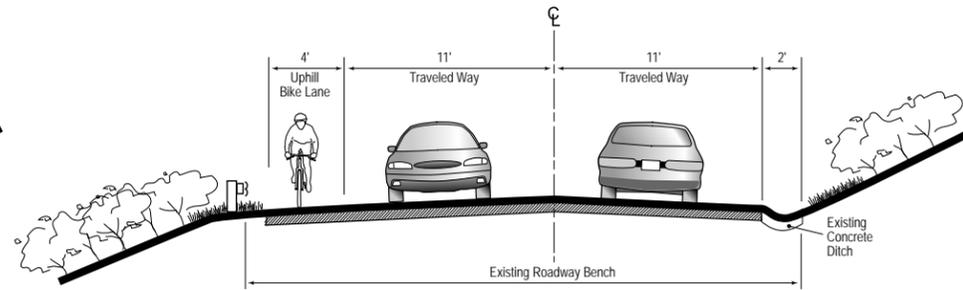
Aug. 2008

# Typical Sections of Key Roads - Bunker Road

## Bunker Road - East of Tunnel

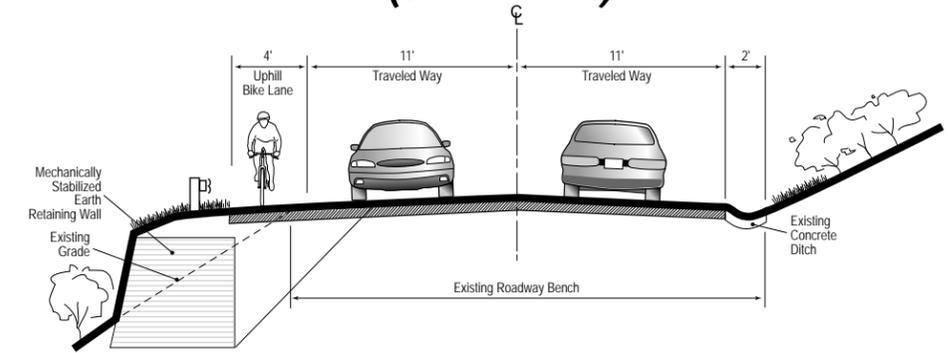


Alternatives 2 & 3



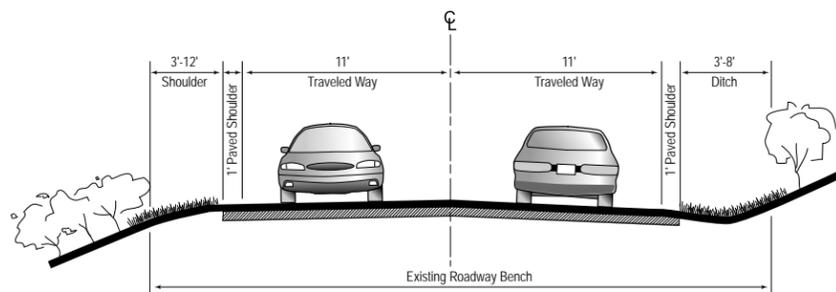
Alternative 4

## Bunker Road - East of Tunnel 0.2 mile south of Danes Drive (900 lin. ft.)

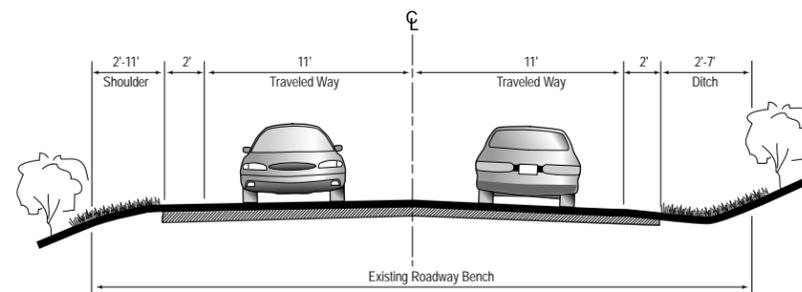


Alternative 4

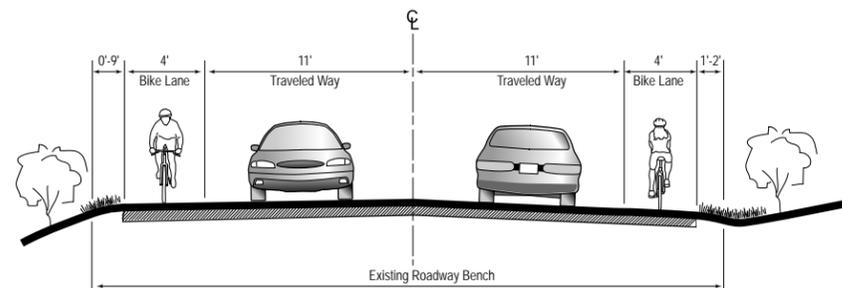
## Bunker Road - West of Tunnel to Mitchell Road



Alternative 2



Alternative 3



Alternative 4

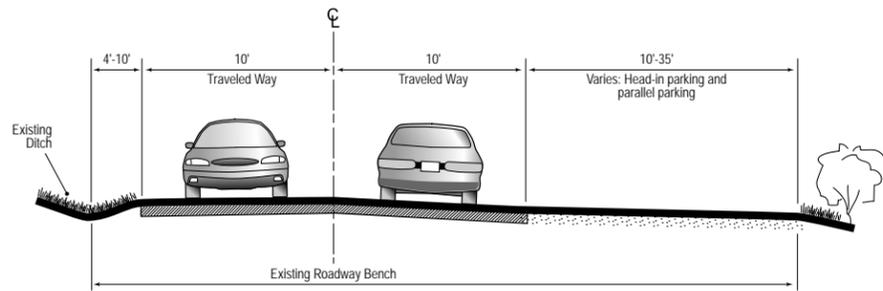
### Legend

- = Guardrail
- = Asphalt Concrete
- = Grass Shoulder
- = Native Coastal Scrub
- = Compacted Aggregate or Native Soil
- = Concrete Curb
- = Concrete Gutterway/ Waterway

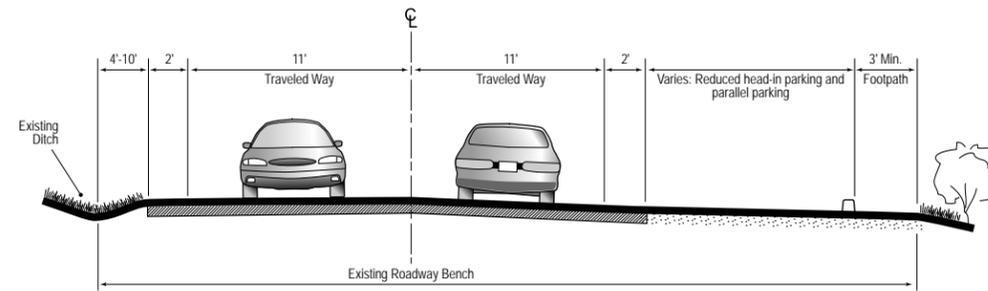
June 2007

# Typical Sections of Key Roads - Mitchell & McCullough Roads

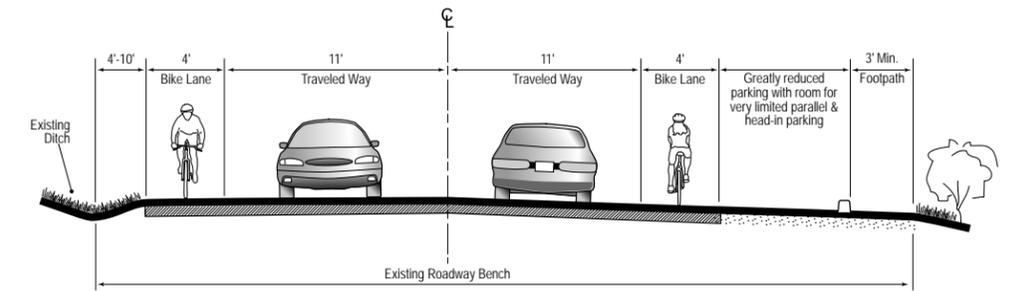
## Mitchell Road



Alternative 2

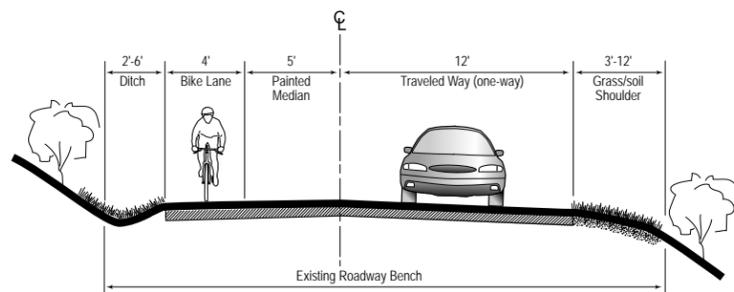


Alternative 3

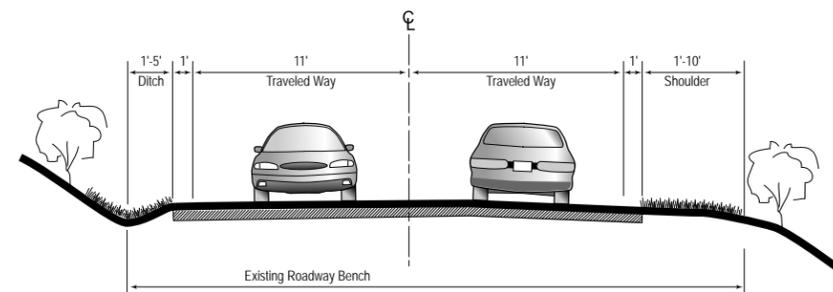


Alternative 4

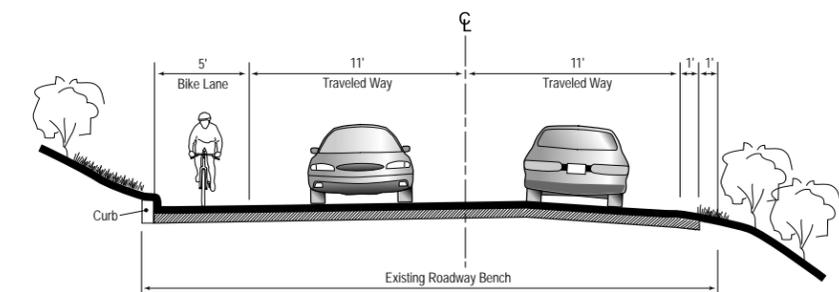
## McCullough Road



Alternative 2

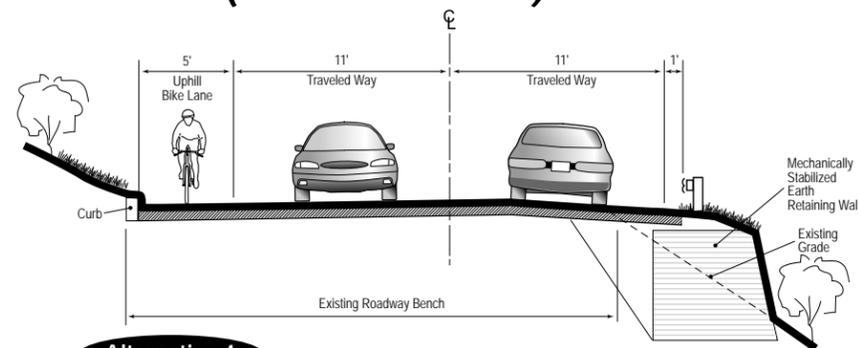


Alternative 3



Alternative 4

## McCullough Road 0.25 mile south of Bunker Road (100 lin. ft. wall)



Alternative 4

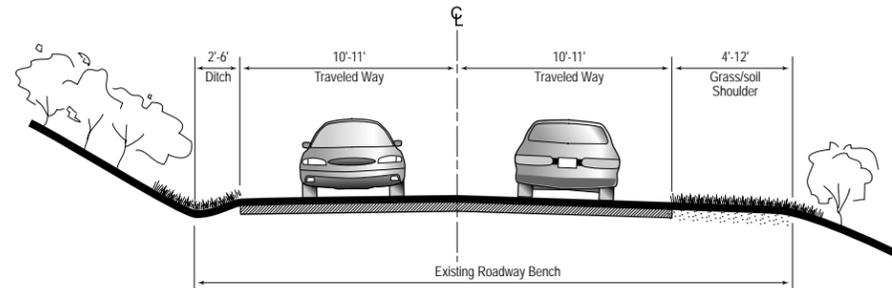
**Legend**

-  = Guardrail
-  = Asphalt Concrete
-  = Grass Shoulder
-  = Native Coastal Scrub
-  = Compacted Aggregate or Native Soil
-  = Concrete Curb
-  = Concrete Gutterway/Waterway

June 2007

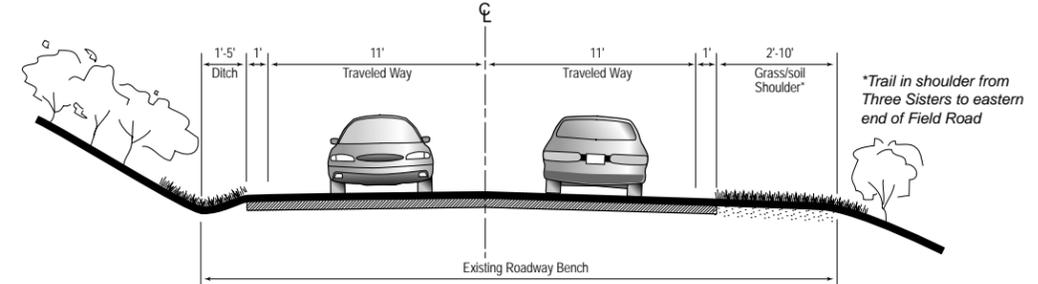
# Typical Sections of Key Roads - Mendell & Field Roads

*Mendell & Field Roads*



Alternative 2

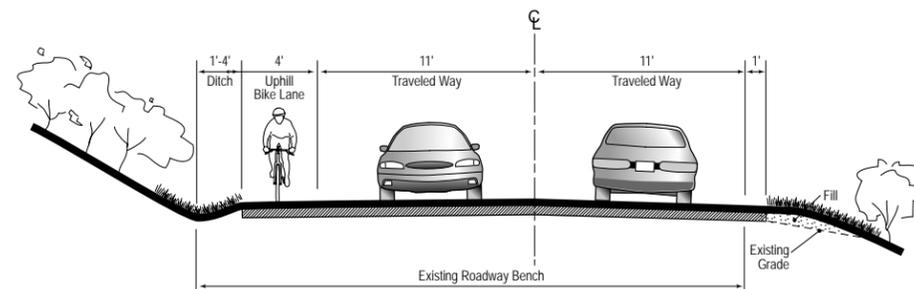
*Field Road*



Alternative 3

**Note: Under Alternative 3, Mendell Road is closed to motor vehicles and converted to a stabilized soil foot and bike path.**

*Mendell & Field Roads*



Alternative 4

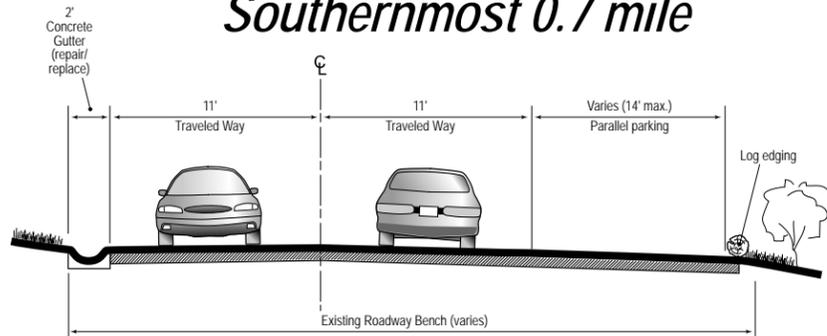
## Legend

-  = Guardrail
-  = Asphalt Concrete
-  = Grass Shoulder
-  = Native Coastal Scrub
-  = Compacted Aggregate or Native Soil
-  = Concrete Curb
-  = Concrete Gutterway/Waterway

March 2009

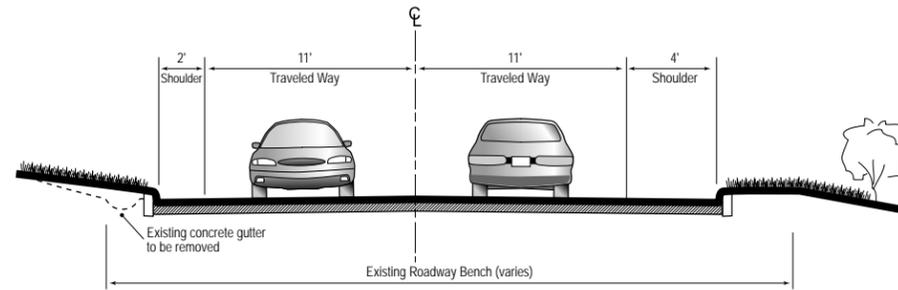
# Typical Sections of Key Roads - East Road

**East Road  
Southernmost 0.7 mile**



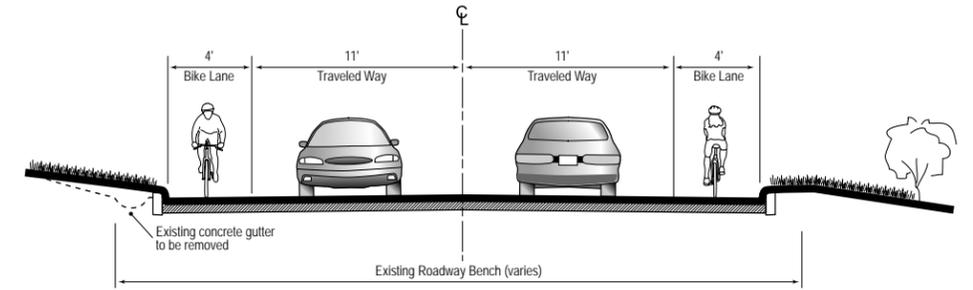
Alternative 2

**East Road - Southern Section  
(from Fort Baker to first turnout north of Fort Baker)**



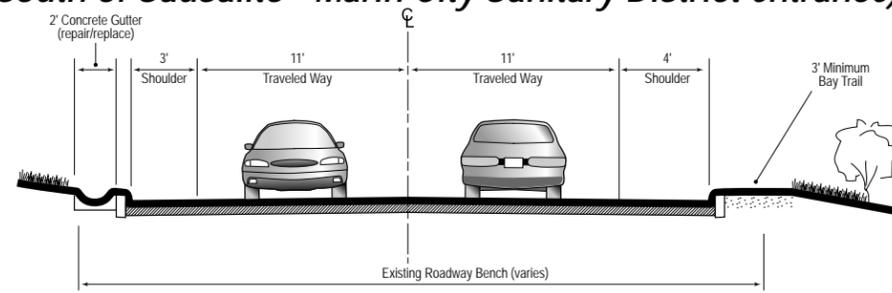
Alternative 3

**East Road  
Southernmost 0.1 mile**



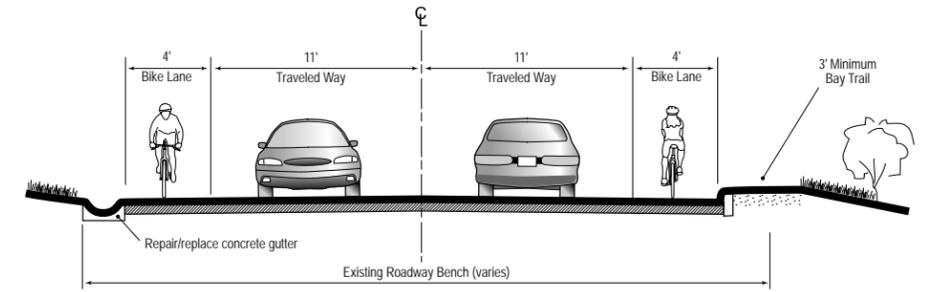
Alternative 4

**East Road - Middle Section  
(from first turnout north of Fort Baker to curve south of Sausalito - Marin City Sanitary District entrance)**



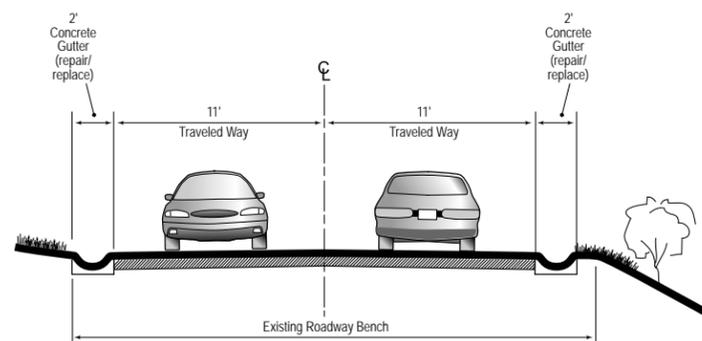
Alternative 3

**East Road  
Northernmost 0.9 mile**



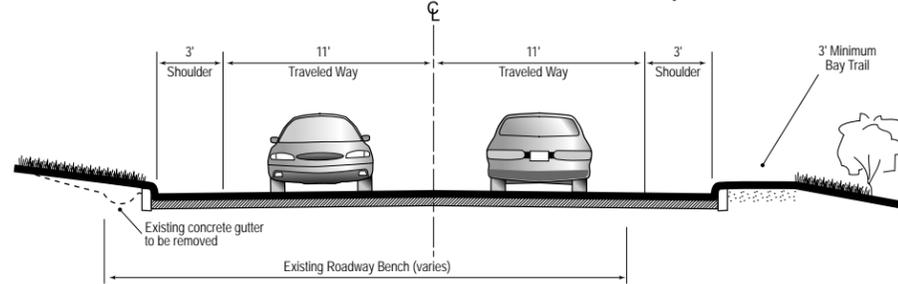
Alternative 4

**East Road  
Northernmost 0.1 mile**



Alternative 2

**East Road - Northern Section  
(from curve south of Sausalito - Marin City Sanitary District entrance to Alexander Ave. intersection)**

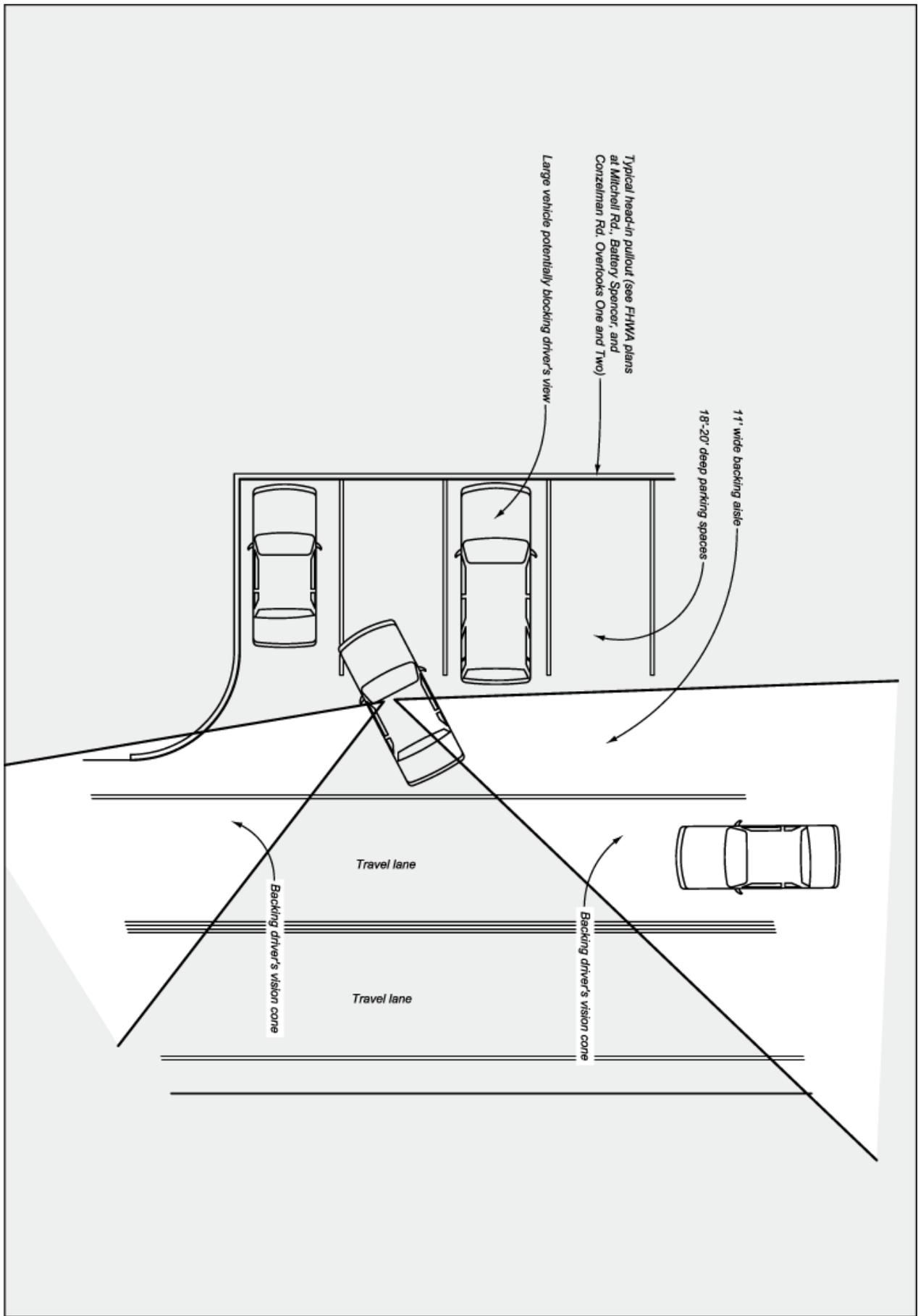


Alternative 3

## Legend

-  = Guardrail
-  = Asphalt Concrete
-  = Grass Shoulder
-  = Native Coastal Scrub
-  = Compacted Aggregate or Native Soil
-  = Concrete Curb
-  = Concrete Gutterway/Waterway

March 2009



SCALE OF FEET

## PLAN OF TYPICAL HEAD-IN PARKING WITH BACKING AISLE SPACE

Feb. 2006

Marin Headlands/Fort Baker Roadway Improvements and Transportation Management Plan EIS



JULY 2003

CONZELMAN/MCCULLOUGH ROAD INTERSECTION

ALTERNATIVE 2



AUGUST 2008

CONZELMAN AND MCCULLOUGH ROAD PARKING AREA  
 ALTERNATIVE 3



AUGUST 2008

CONZELMAN/McCULLOUGH ROAD ROUNDABOUT

ALTERNATIVE 4

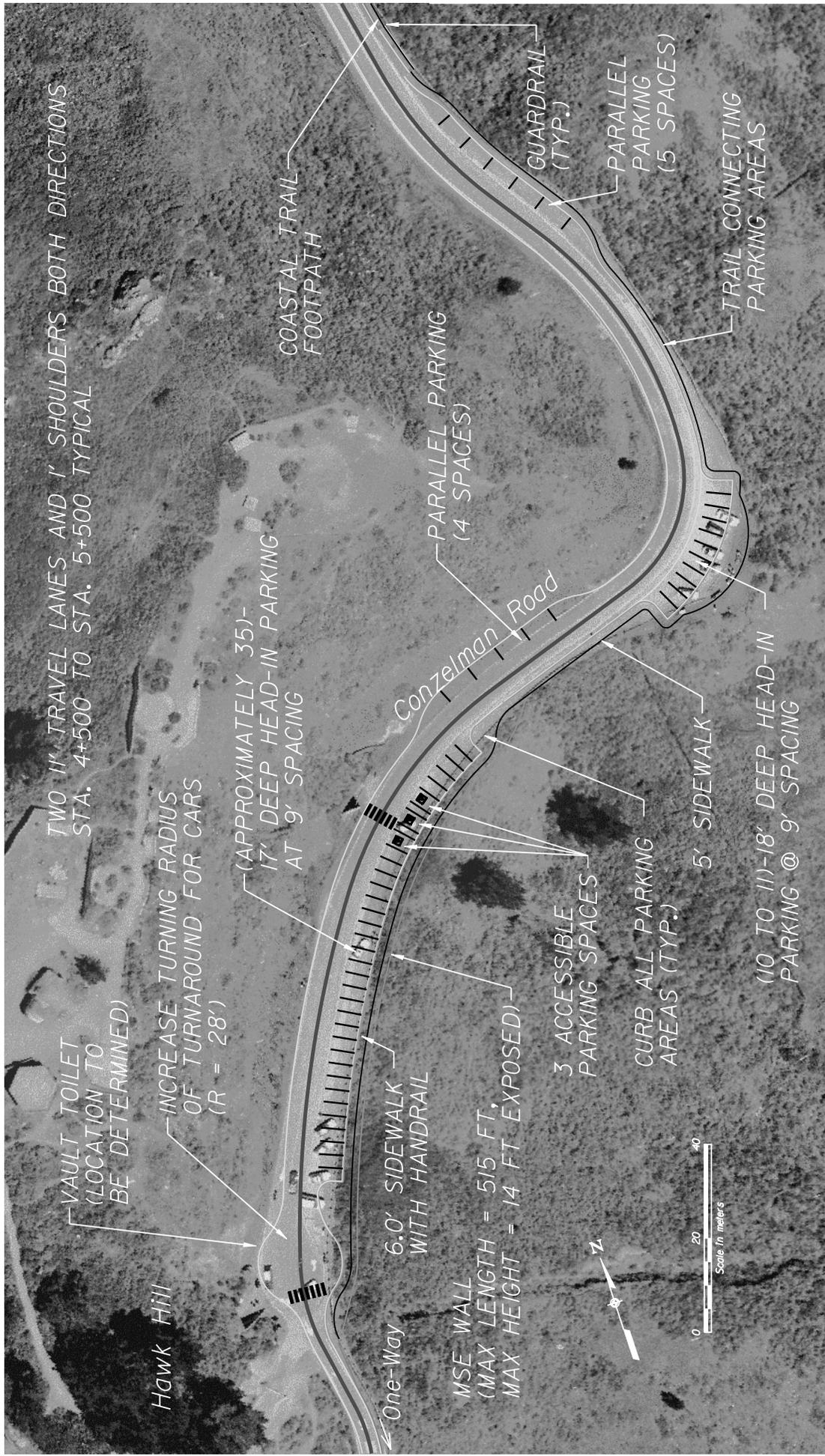


SCALE OF FEET

## ALT 2: HAWK HILL PARKING

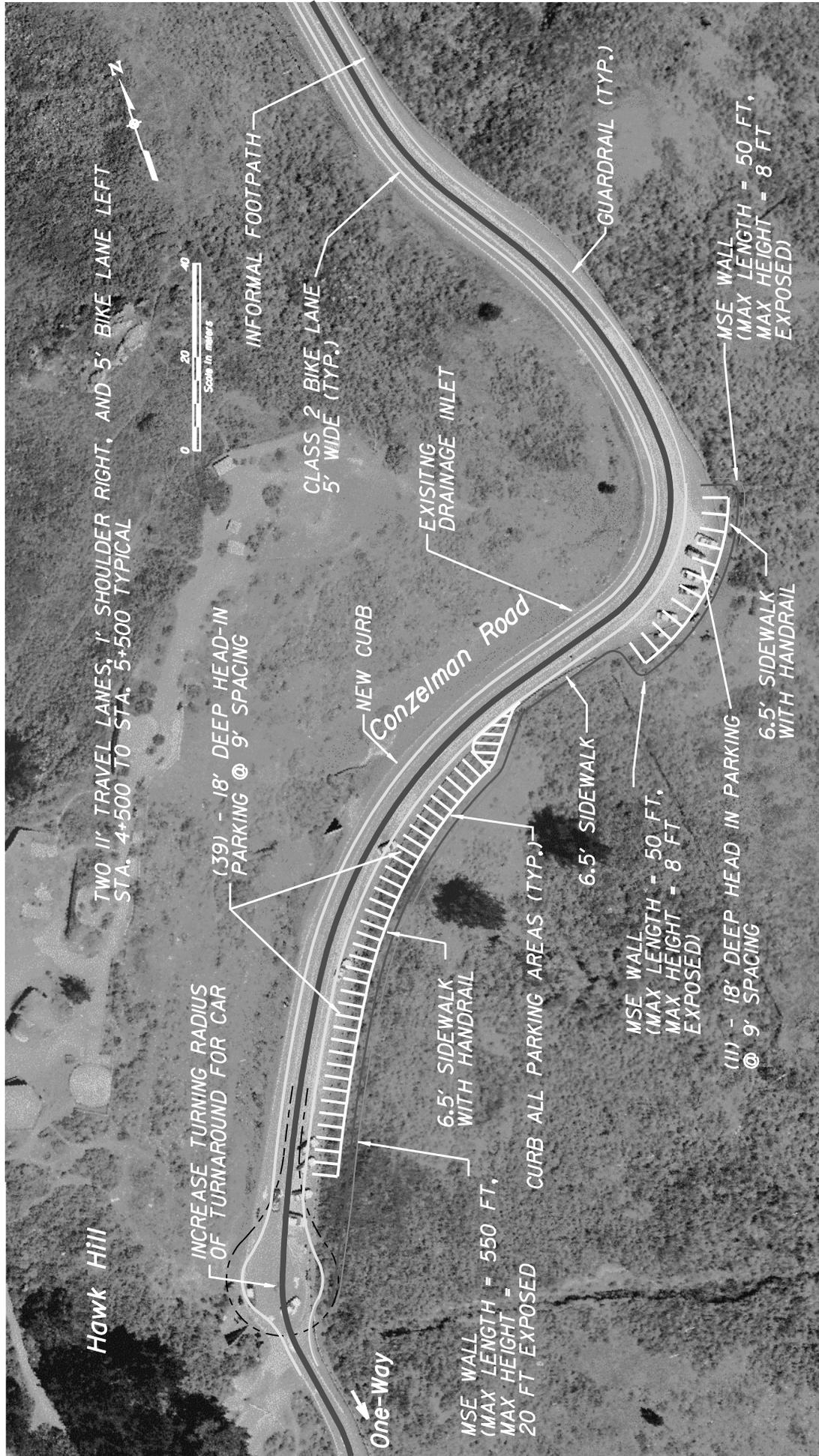
Feb. 2006

Marin Headlands/Fort Baker Roadway Improvements and  
Transportation Management Plan EIS



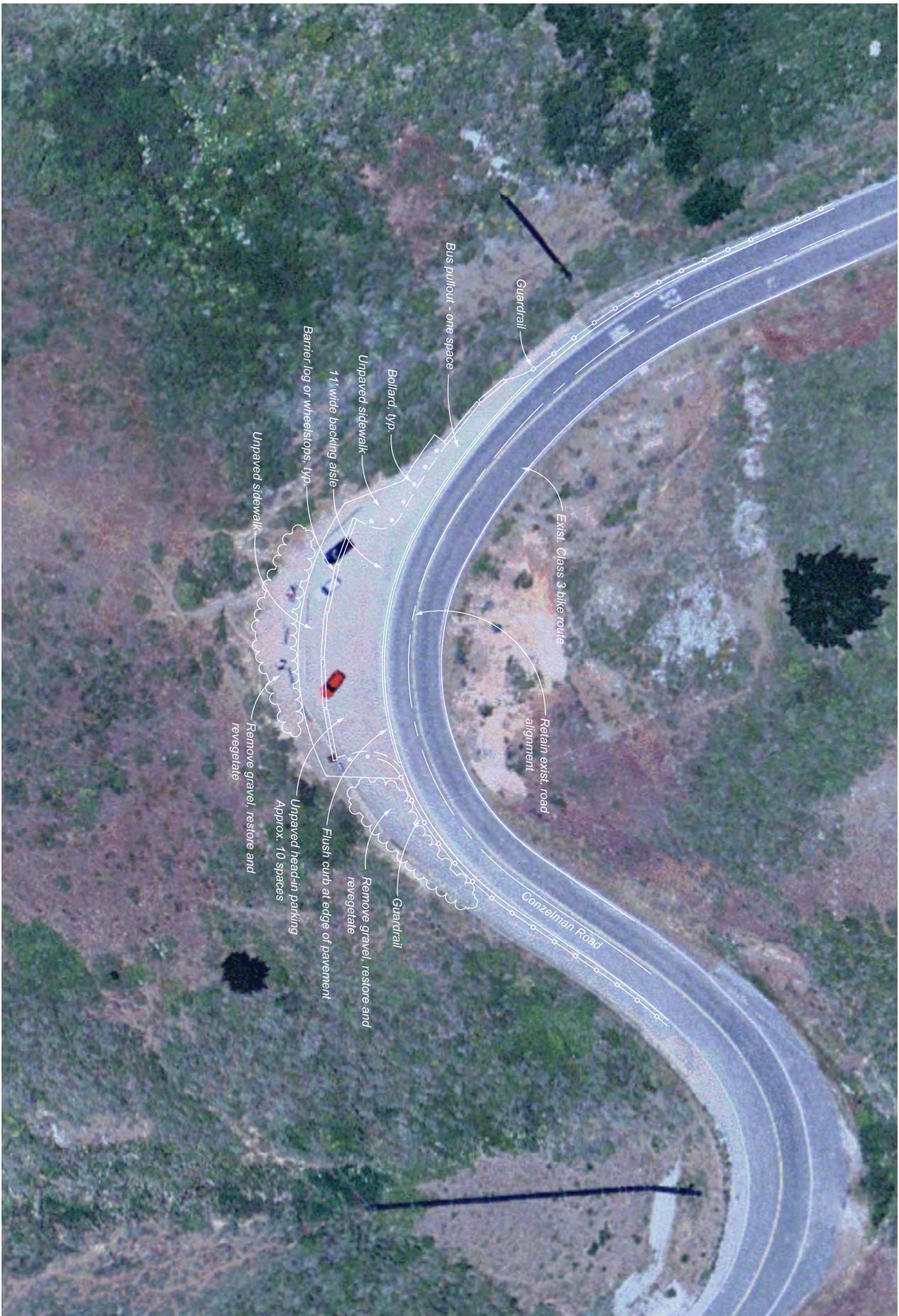
DECEMBER 2008

CONZELMAN ROAD "WEST" - HAWK HILL  
ALTERNATIVE 3



JANUARY 2009

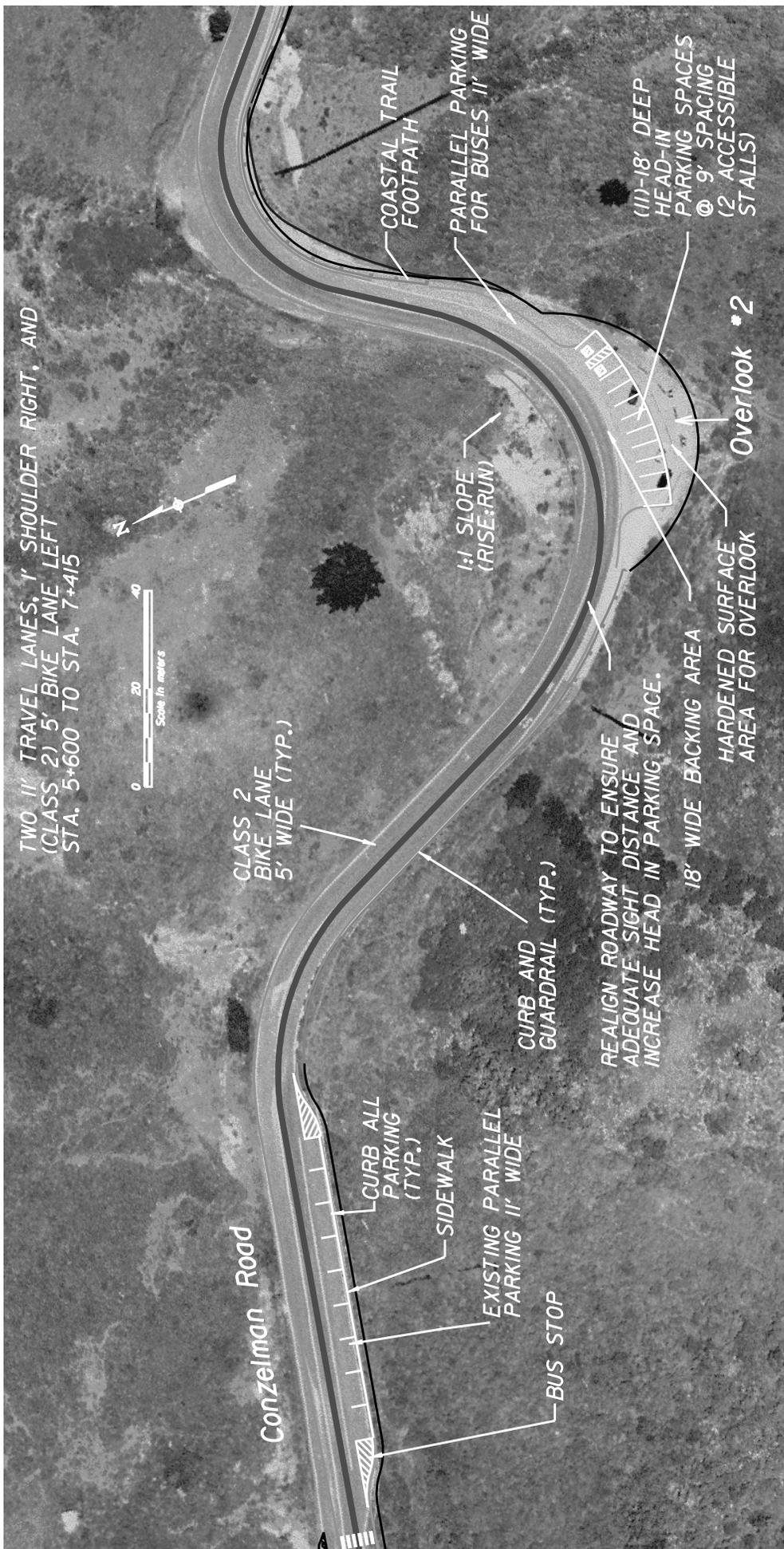
**CONZELMAN ROAD "WEST" - HAWK HILL**  
**ALTERNATIVE 4**



SCALE OF FEET

**ALT 2: PARKING AT  
CONZELMAN RD. OVERLOOK TWO** Feb. 2006

Marin Headlands/Fort Baker Roadway Improvements and  
Transportation Management Plan EIS



JULY 2003

**CONZELMAN ROAD "WEST" - OVERLOOK 2**  
 ALTERNATIVE 3



JULY 2003

CONZELMAN ROAD "WEST" - OVERLOOK #2  
ALTERNATIVE 4



SCALE OF FEET

**ALT 2: PARKING AT  
CONZELMAN RD. OVERLOOK ONE** Feb. 2006

Marin Headlands/Fort Baker Roadway Improvements and  
Transportation Management Plan EIS



Total parking:  
 9 Auto spaces  
 1 Bus space

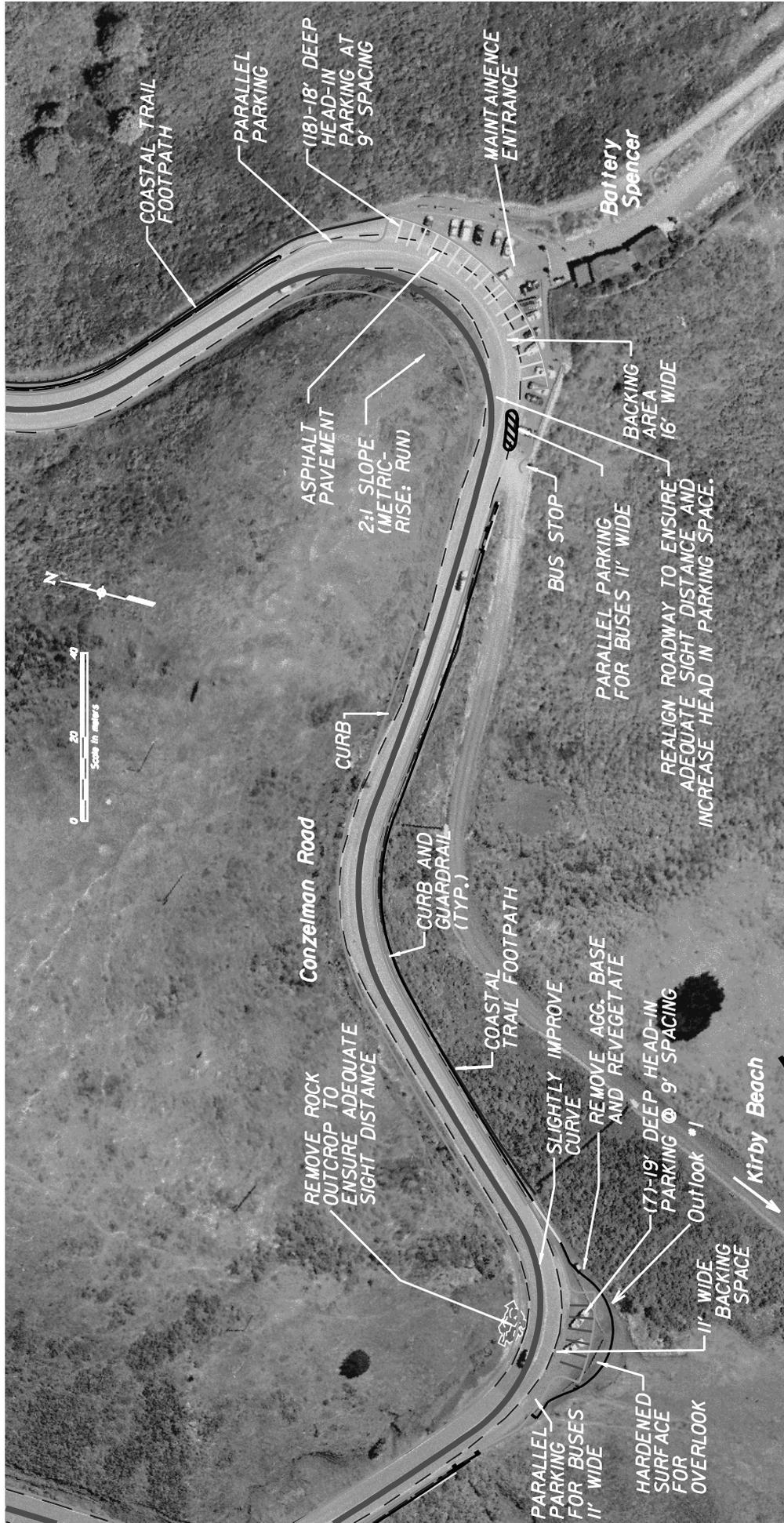


SCALE OF FEET

## ALT 2: BATTERY SPENCER

Feb. 2006

Marin Headlands/Fort Baker Roadway Improvements and  
 Transportation Management Plan EIS



NOVEMBER 2008

**CONZELMAN ROAD "WEST"**  
*ALTERNATIVE 1*





JULY 2003

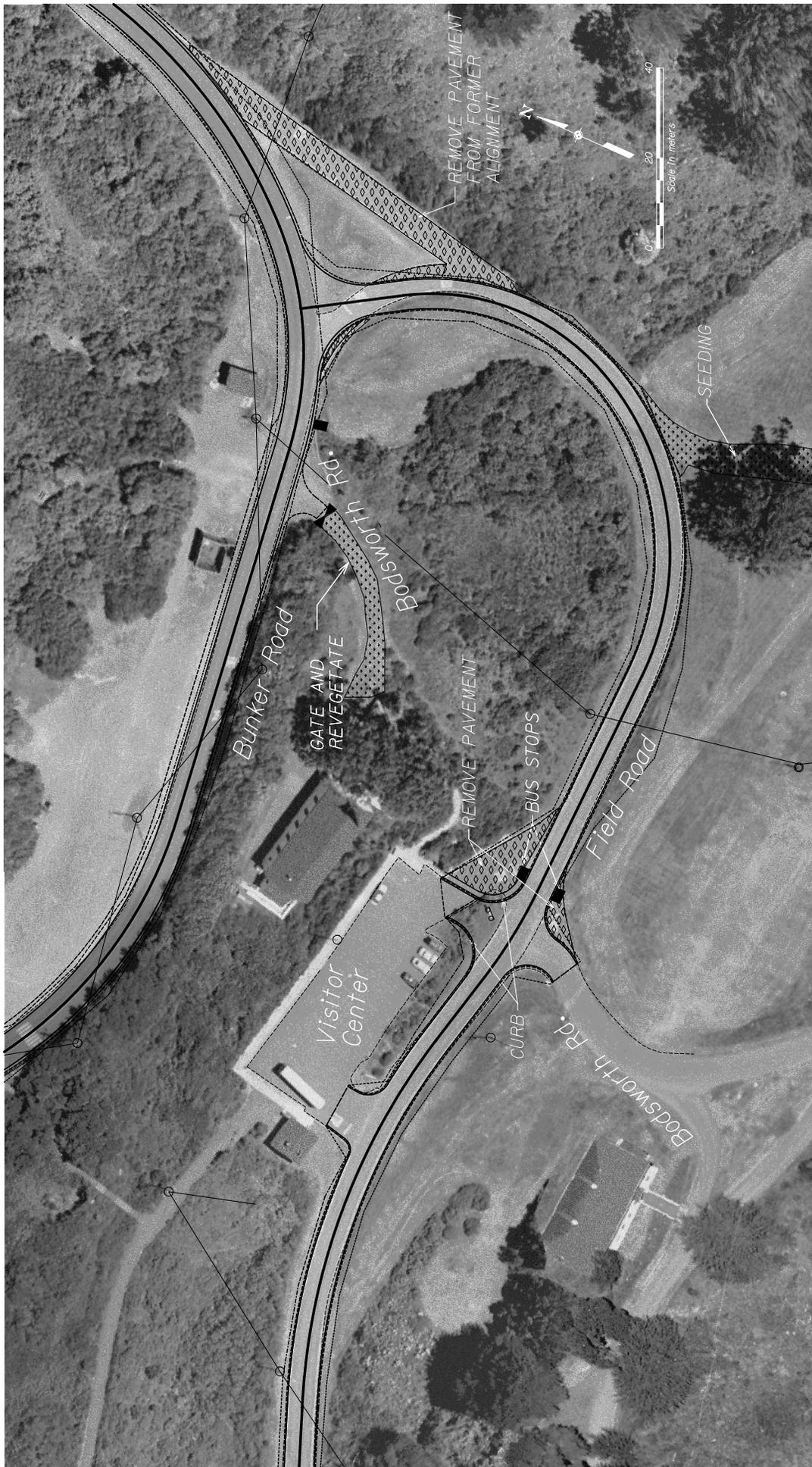
MCCULLOUGH ROAD  
ALTERNATIVE 2



JULY 2003

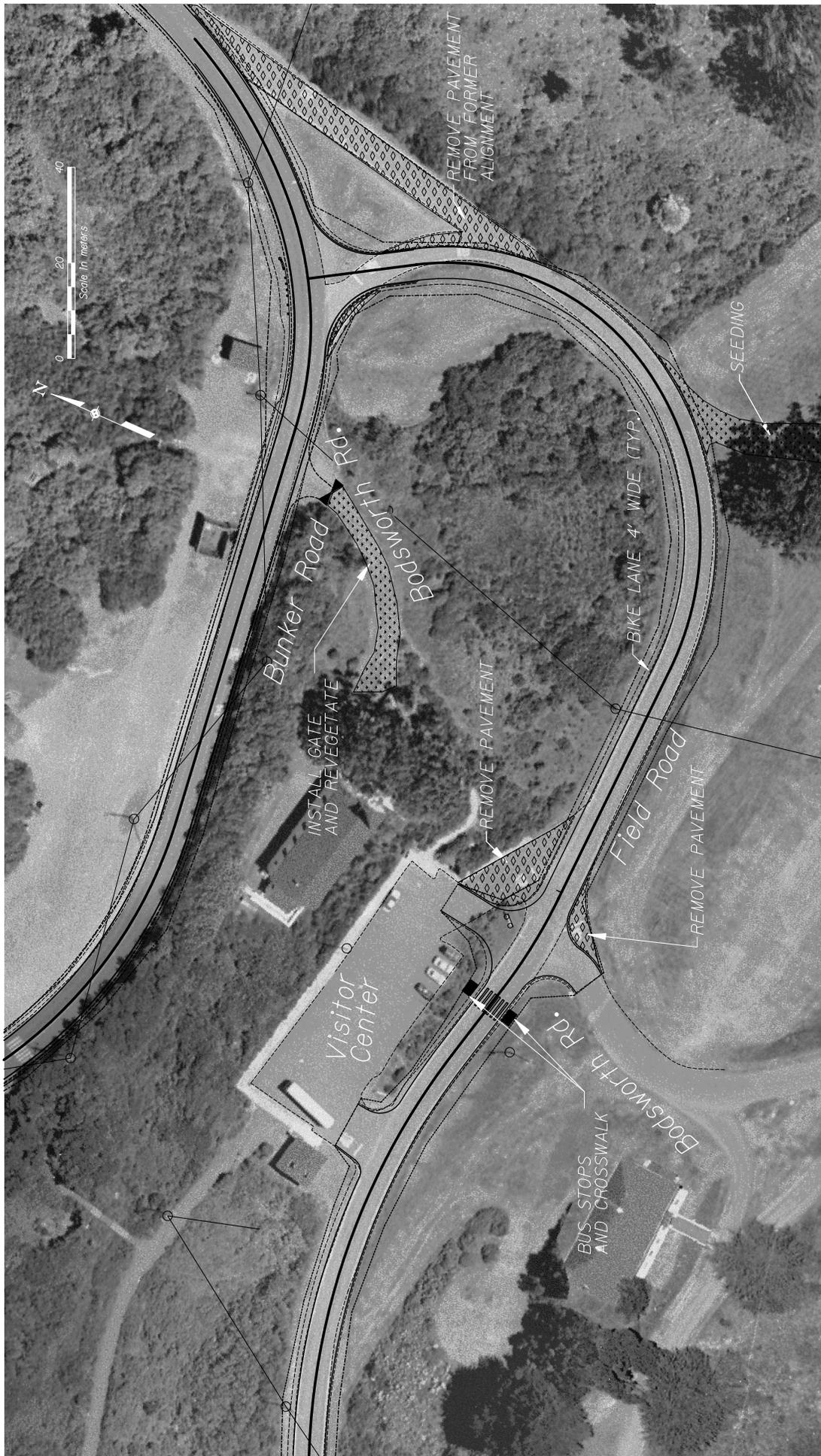
MCCULLOUGH ROAD  
ALTERNATIVE 3 & 4





JULY 2003

**FIELD ROAD**  
ALTERNATIVE 3





Old Bunker Rd.

REMOVE PAVEMENT AND REVEGETATE

REALIGNED INTERSECTION FOR SAFETY IMPROVEMENTS MAKE 3-WAY STOP

Mitchell Rd.

Bunker Rd.

Road

JULY 2003

OLD BUNKER ROAD  
ALTERNATIVE 2, 3, & 4



TWO 11' TRAVEL LANES, 4' PAVED SHOULDER ON RIGHT (UPHILL SIDE) AND 2' PAVED SHOULDER ON LEFT SIDE STA. 1+000 TO STA. 1+300 TYPICAL



1+300

1+250

1+200

1+150

1+100

1+050

1+000

EAST ROAD

CONCRETE CURB ON BOTH SIDES (TYP)

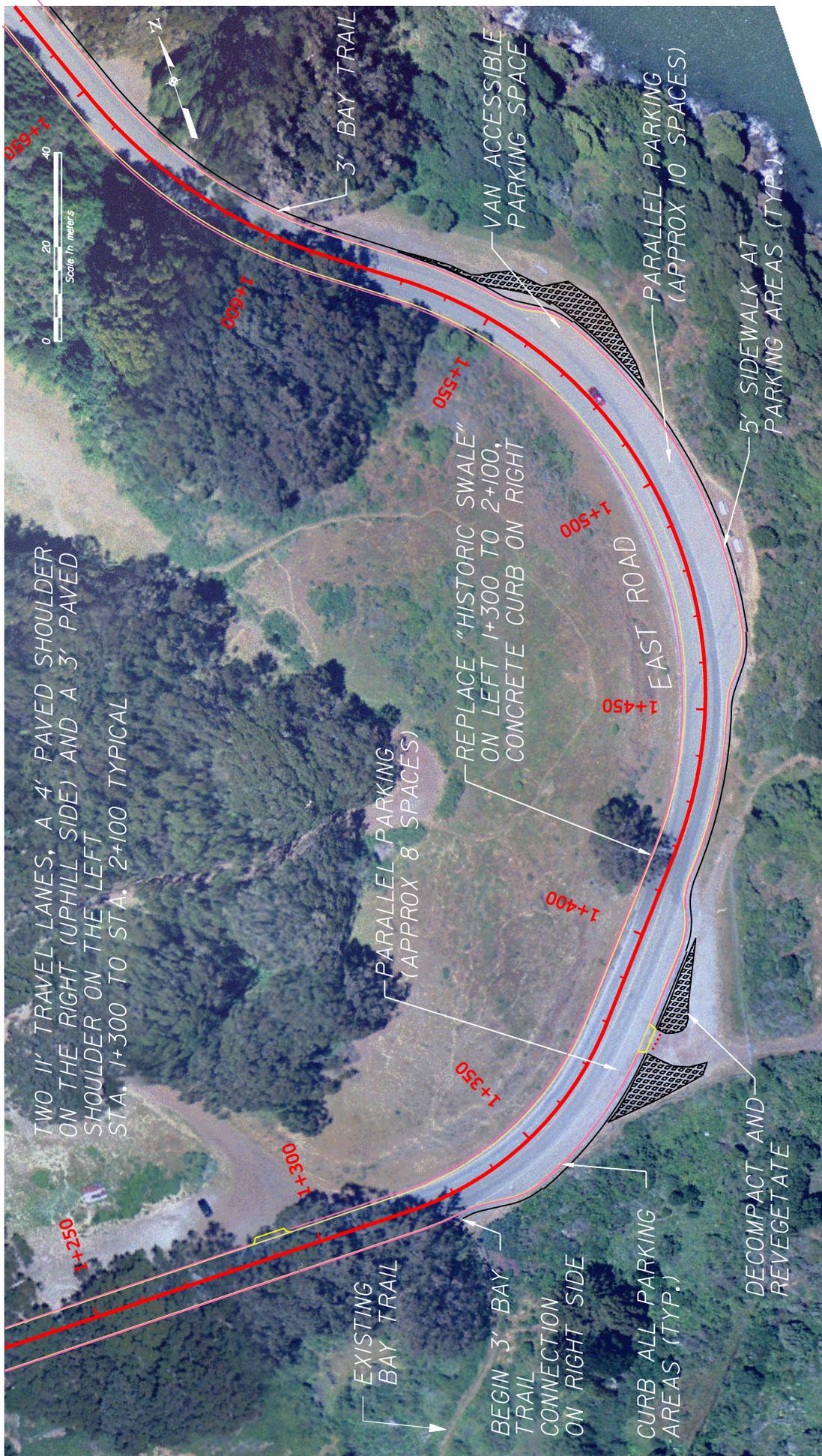
MAY 2008

EAST ROAD, MURRAY CIRCLE TO 1+300  
ALTERNATIVE 3



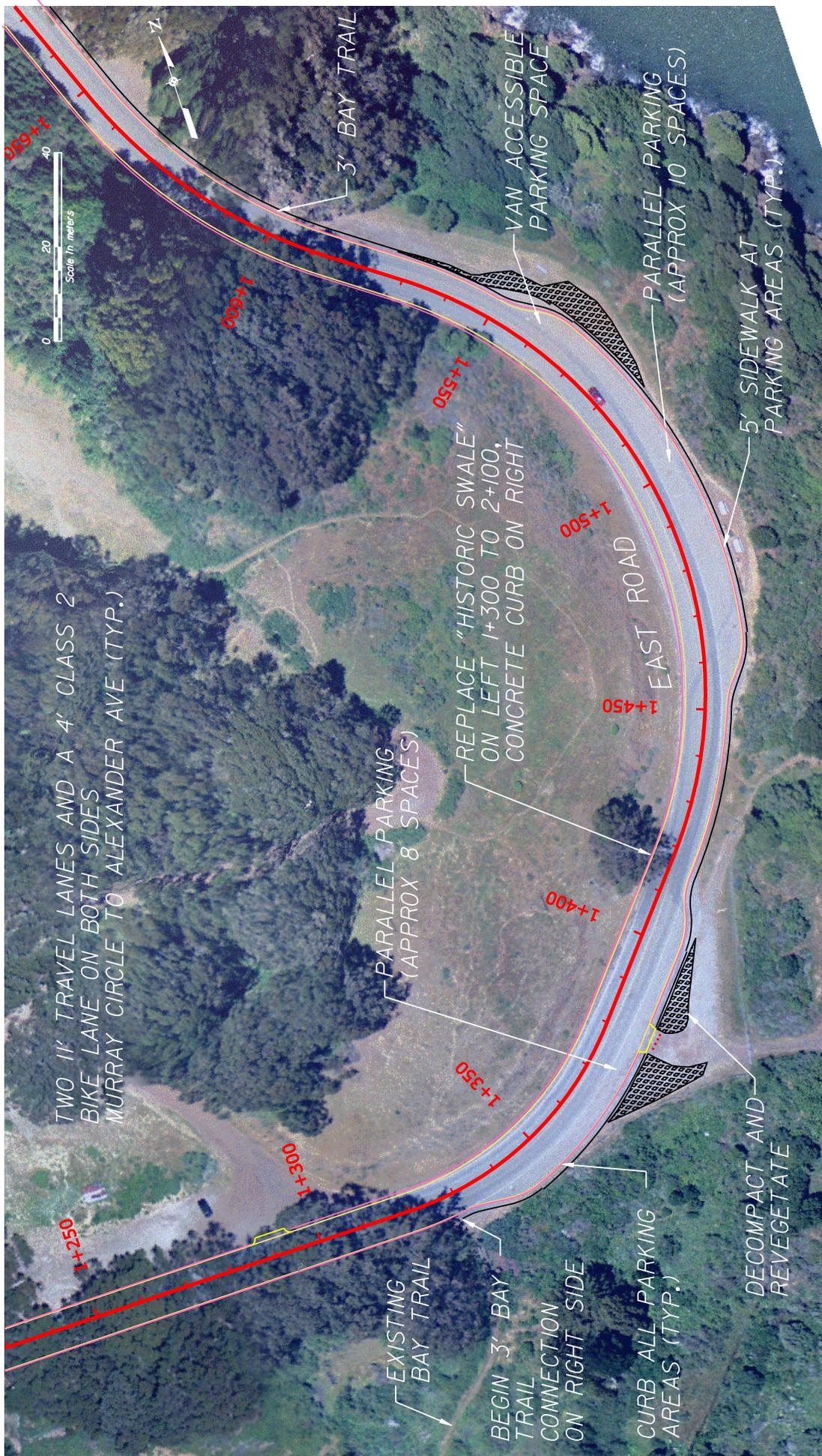
MAY 2008

EAST ROAD, MURRAY CIRCLE TO 1+300  
ALTERNATIVE 4



MAY 2008

EAST ROAD, 1+300 TO 1+650  
ALTERNATIVE 3



MAY 2008

EAST ROAD, 1+300 TO 1+650  
ALTERNATIVE 4