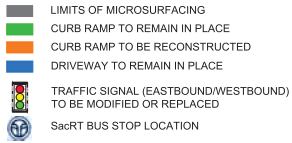


LEGEND:



- LEFT TURNS ONLY ALLOWED ON YIELD (NOT PROTECTED)
- NON-STANDARD SIGNAL HEADS
- OUTDATED SIGNAL TIMING FOR TODAY'S TRAFFIC VOLUMES
- PED PUSH BUTTONS HARD TO REACH
- NO PED LIGHT COUNTDOWN TIMERS

ENHANCE CROSSWALKS:

- INCREASED LIGHTING
- LADDER-STYLE STRIPING (INCREASED VISIBILITY)
- NEW ACCESSIBLE PEDESTRIAN SIGNALS
- NEW COUNTDOWN TIMERS

INCREASE TRAFFIC SIGNAL VISIBILITY:

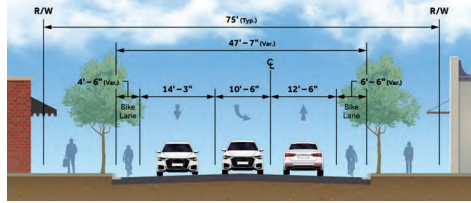
- NEW YELLOW BACKPLATES
- LARGER SIGNAL HEADS
- COULD REDUCE RUNNING OF RED LIGHTS

IMPROVE TRAFFIC FLOW:

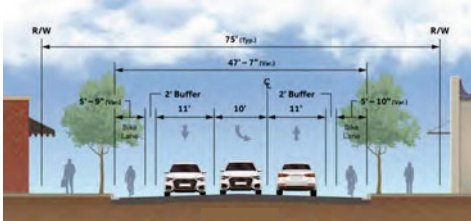
- NEW VIDEO DETECTION DEVICES (REDUCE DELAYS)
- REVISED SIGNAL TIMING

IMPROVE TRAFFIC SAFETY:

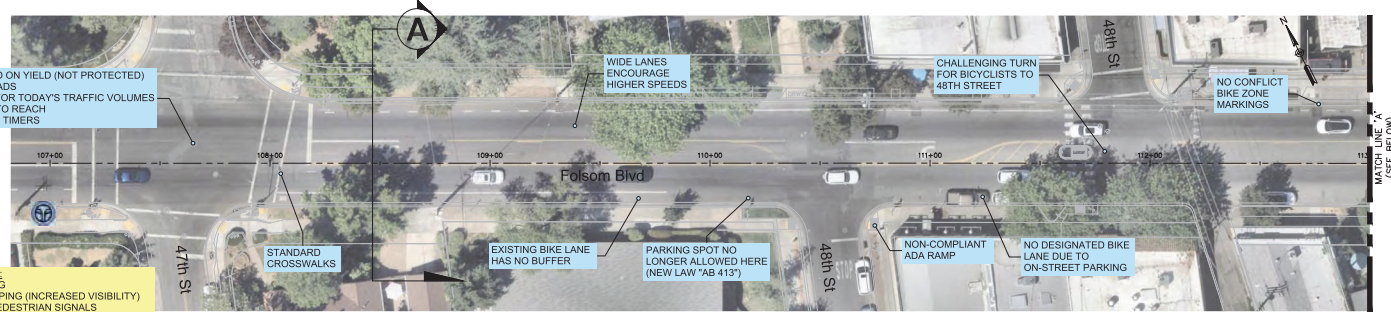
- PROTECTED LEFT-TURN SIGNAL PHASING
- DEDICATED TURN POCKETS



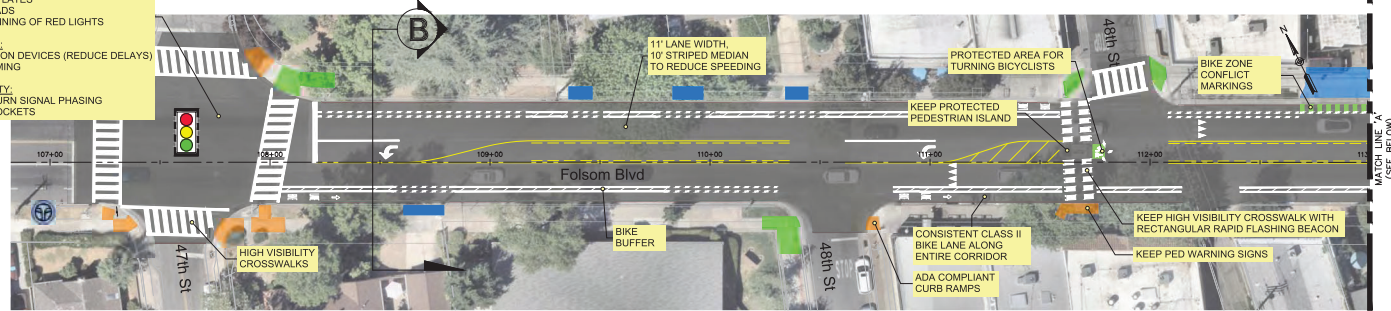
SECTION A-A
(EXISTING CONFIGURATION)



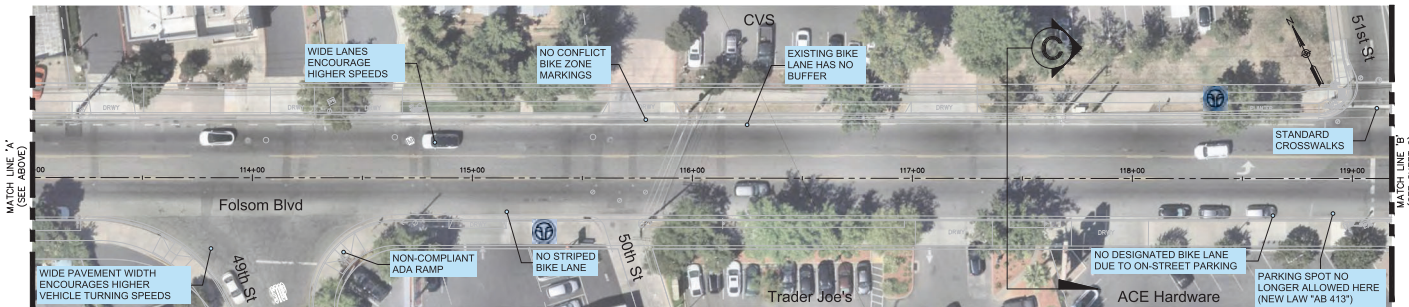
SECTION B-B
(PROPOSED IMPROVEMENTS)



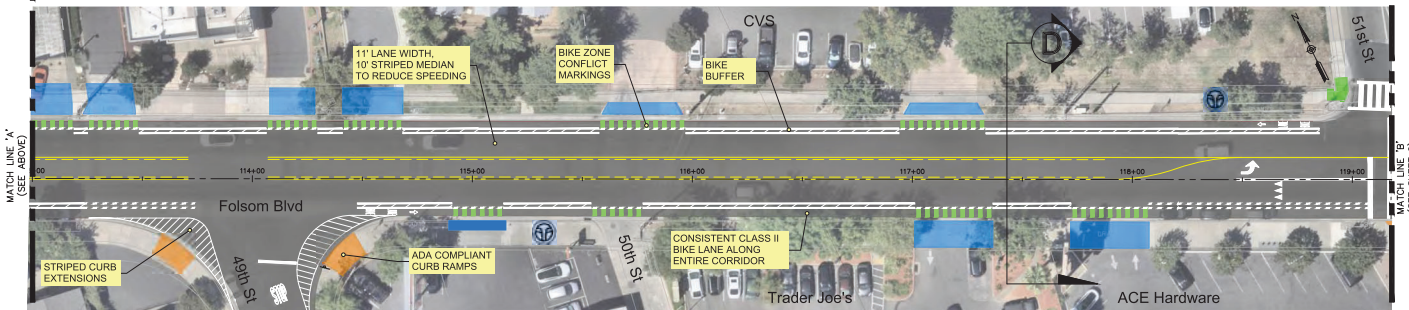
47TH STREET TO 48TH STREET (EXISTING CONFIGURATION)



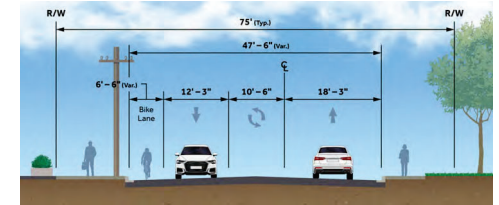
47TH STREET TO 48TH STREET (PROPOSED IMPROVEMENTS)



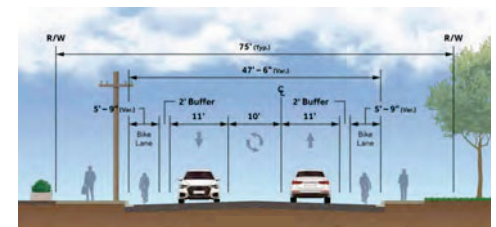
49TH STREET TO 51ST STREET (EXISTING CONFIGURATION)



49TH STREET TO 51ST STREET (PROPOSED IMPROVEMENTS)



SECTION C-C
(EXISTING CONFIGURATION)

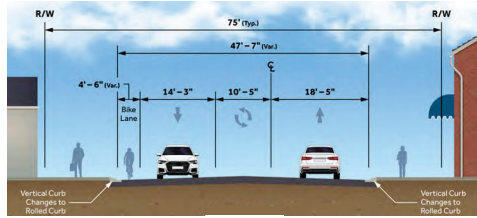


SECTION D-D
(PROPOSED IMPROVEMENTS)

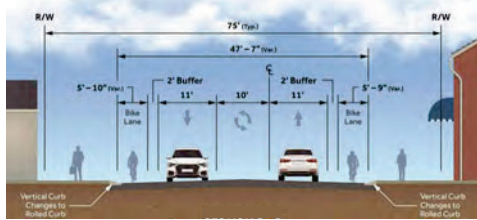


LEGEND:

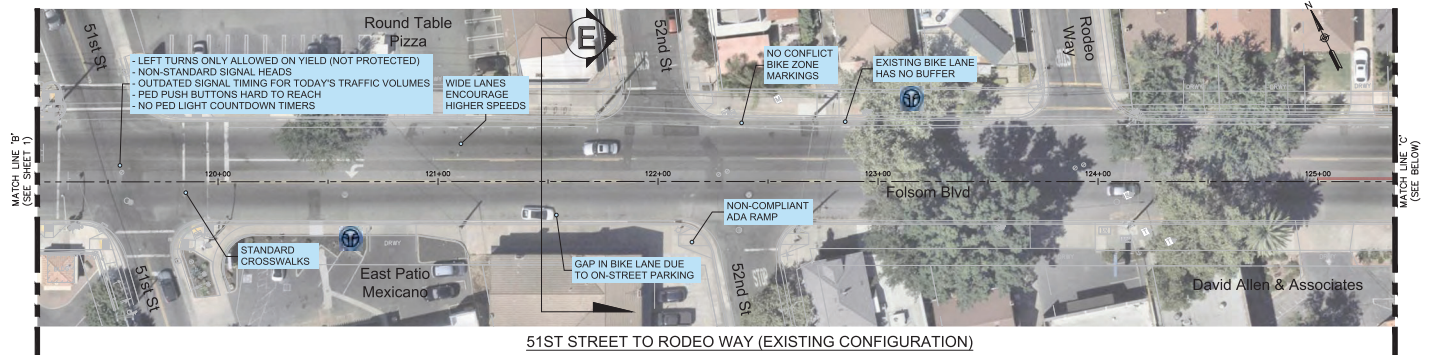
- LIMITS OF MICROSURFACING
- CURB RAMP TO REMAIN IN PLACE
- CURB RAMP TO BE RECONSTRUCTED
- DRIVEWAY TO REMAIN IN PLACE
- TRAFFIC SIGNAL (EASTBOUND/WESTBOUND) TO BE MODIFIED OR REPLACED
- SacRT BUS STOP LOCATION



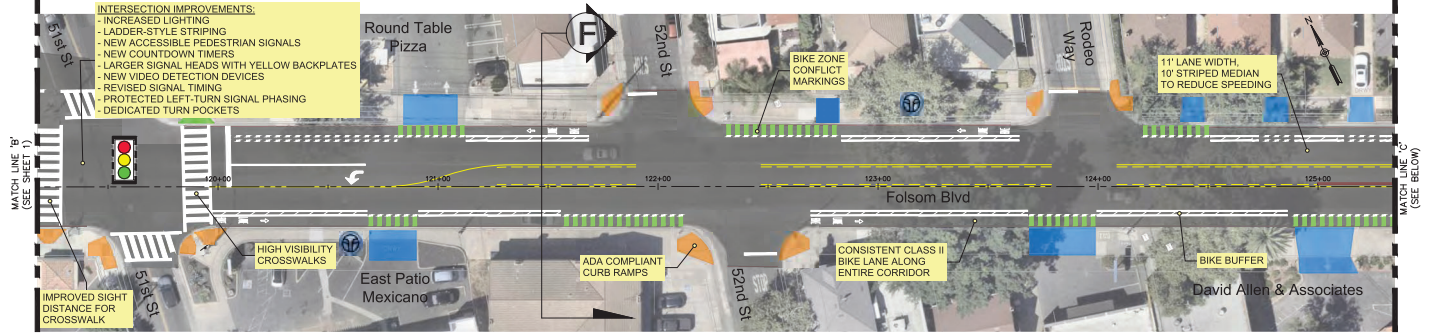
SECTION E-E
(EXISTING CONFIGURATION)



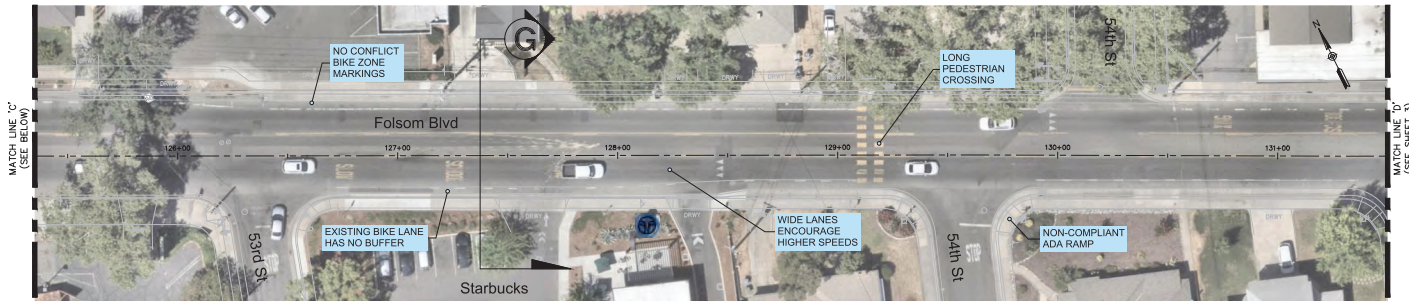
SECTION F-F
(PROPOSED IMPROVEMENTS)



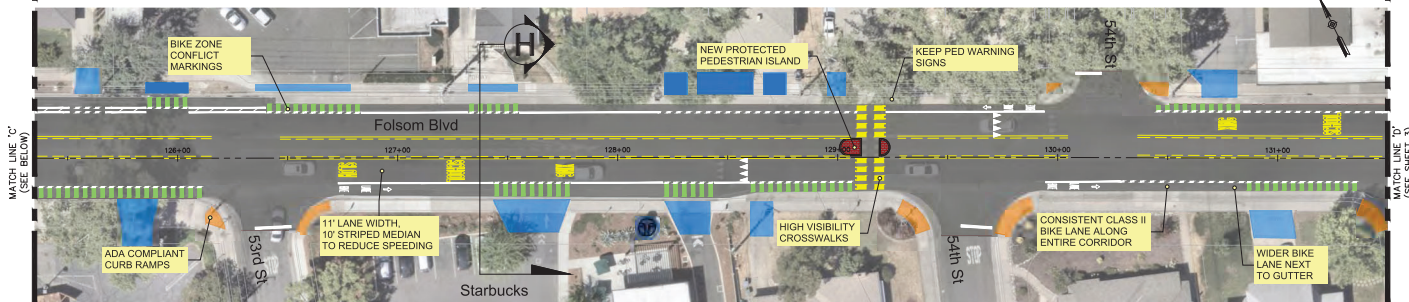
51ST STREET TO RODEO WAY (EXISTING CONFIGURATION)



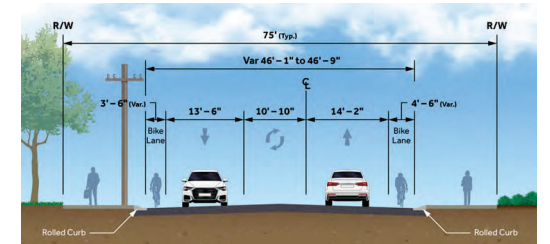
51ST STREET TO RODEO WAY (PROPOSED IMPROVEMENTS)



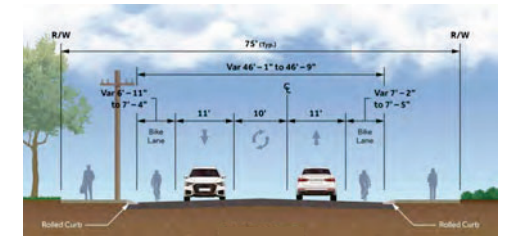
53RD STREET TO 54TH STREET (EXISTING CONFIGURATION)



53RD STREET TO 54TH STREET (PROPOSED IMPROVEMENTS)



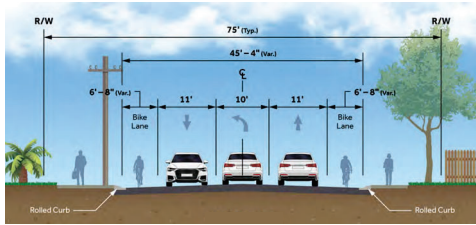
SECTION G-G
(EXISTING CONFIGURATION)



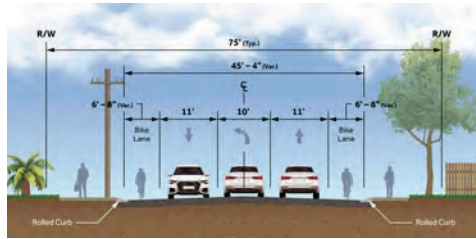
SECTION H-H
(PROPOSED IMPROVEMENTS)

LEGEND:

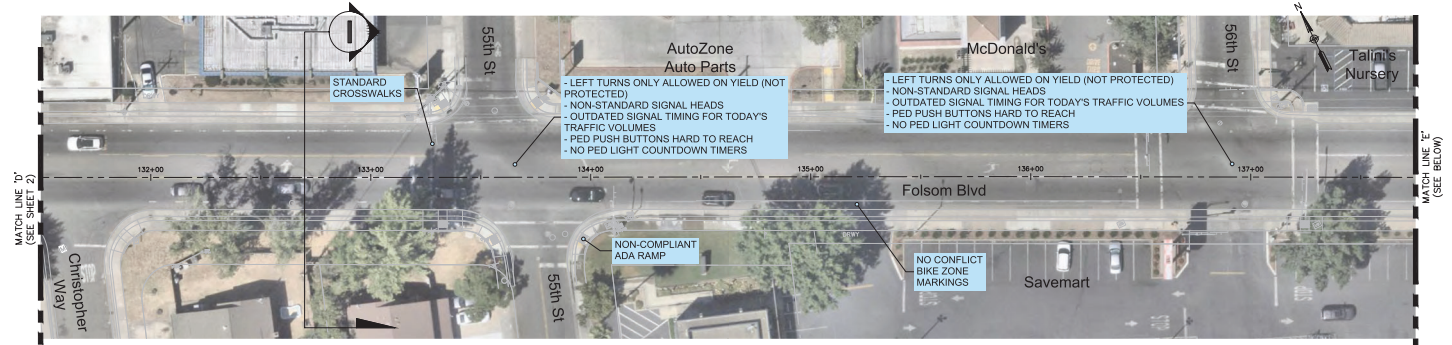
- LIMITS OF MICROSURFACING
- CURB RAMP TO REMAIN IN PLACE
- CURB RAMP TO BE RECONSTRUCTED
- DRIVEWAY TO REMAIN IN PLACE
- TRAFFIC SIGNAL (EASTBOUND/WESTBOUND)
TO BE MODIFIED OR REPLACED
- SacRT BUS STOP LOCATION



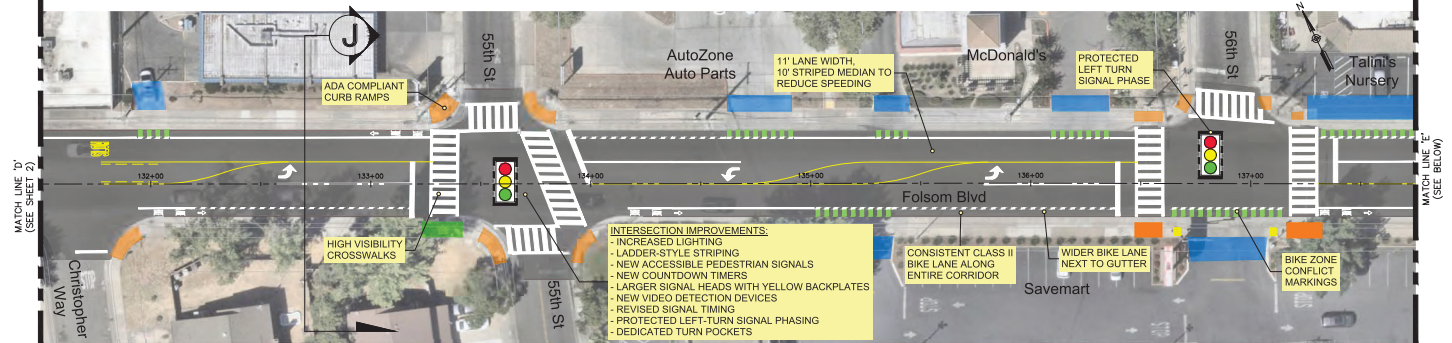
SECTION I-I
(EXISTING CONFIGURATION)



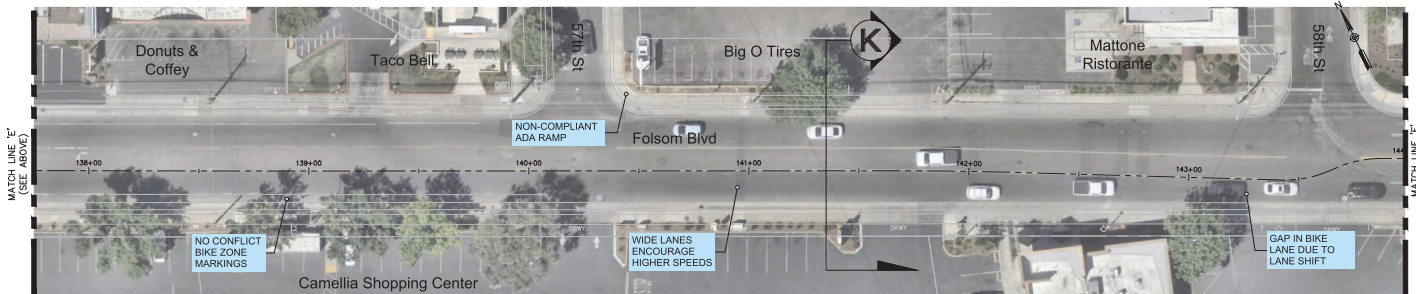
SECTION J-J
(PROPOSED IMPROVEMENTS)



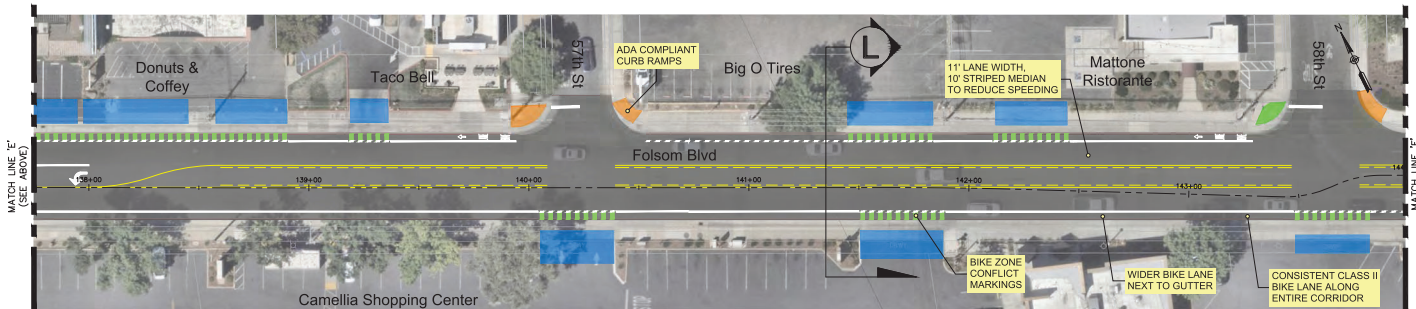
CHRISTOPHER WAY TO 56TH STREET (EXISTING CONFIGURATION)



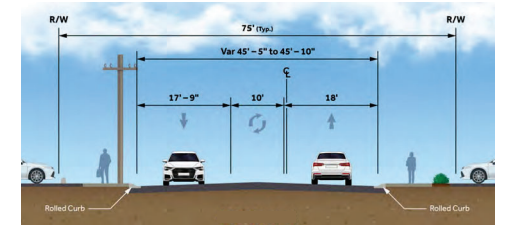
CHRISTOPHER WAY TO 56TH STREET (PROPOSED IMPROVEMENTS)



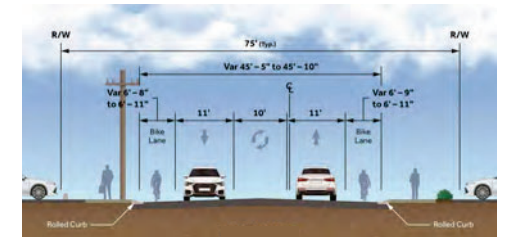
56TH STREET TO 58TH STREET (EXISTING CONFIGURATION)



56TH STREET TO 58TH STREET (PROPOSED IMPROVEMENTS)



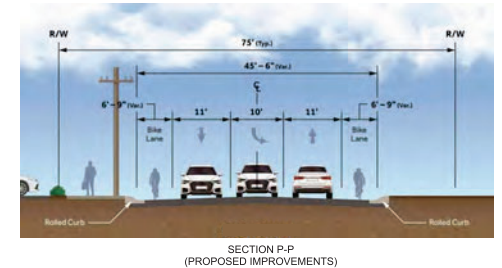
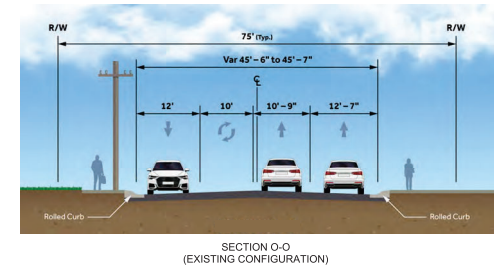
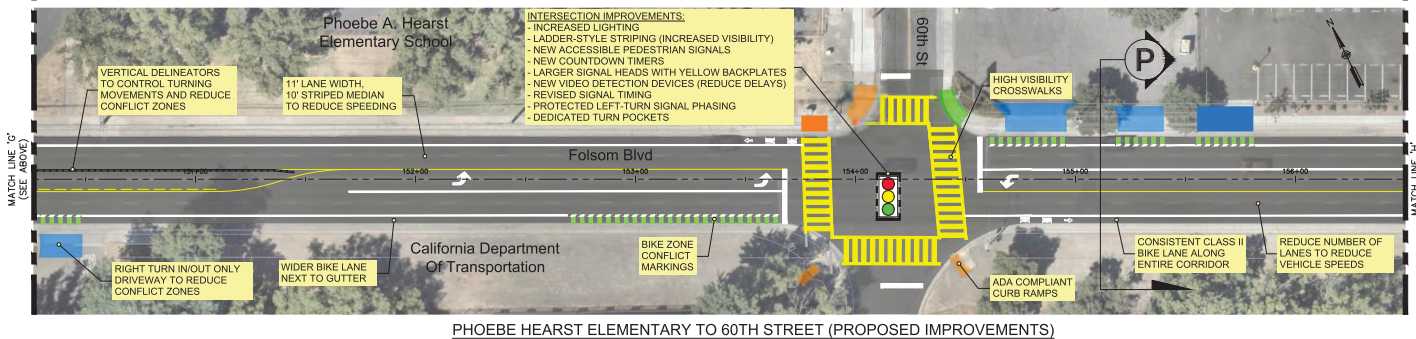
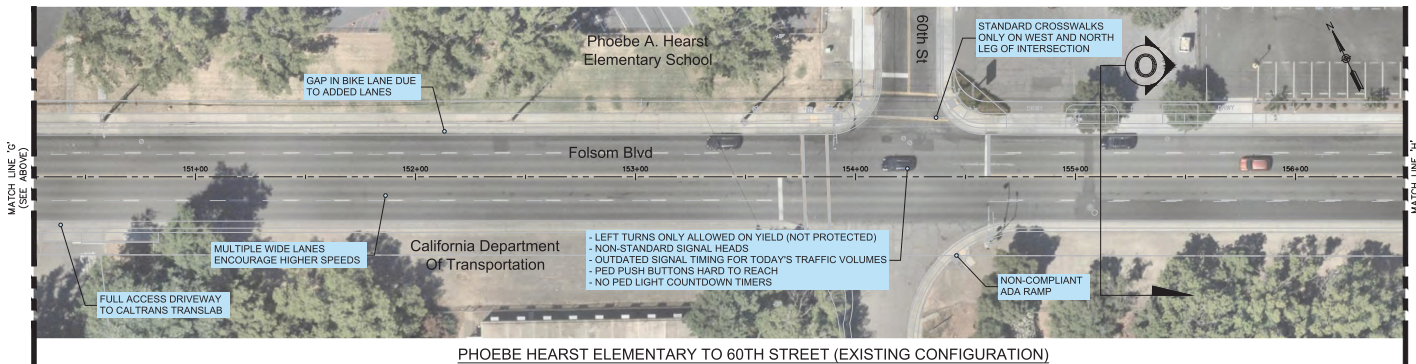
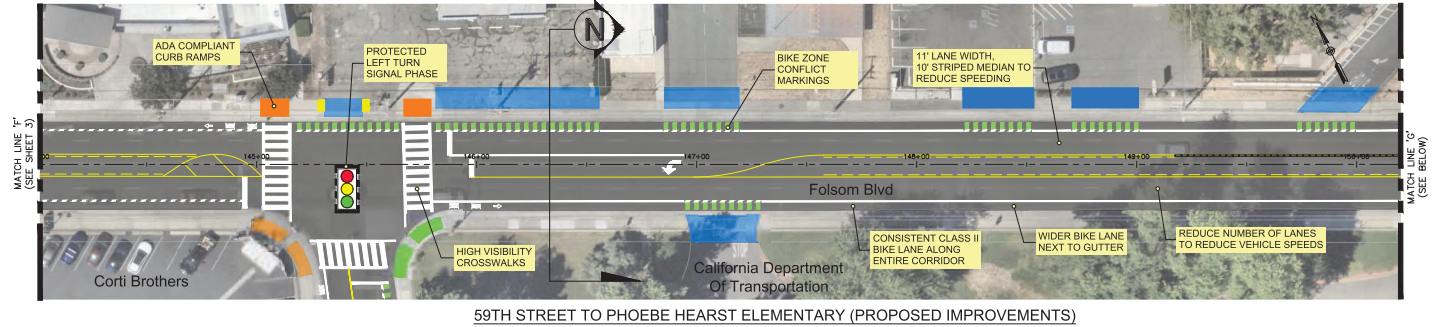
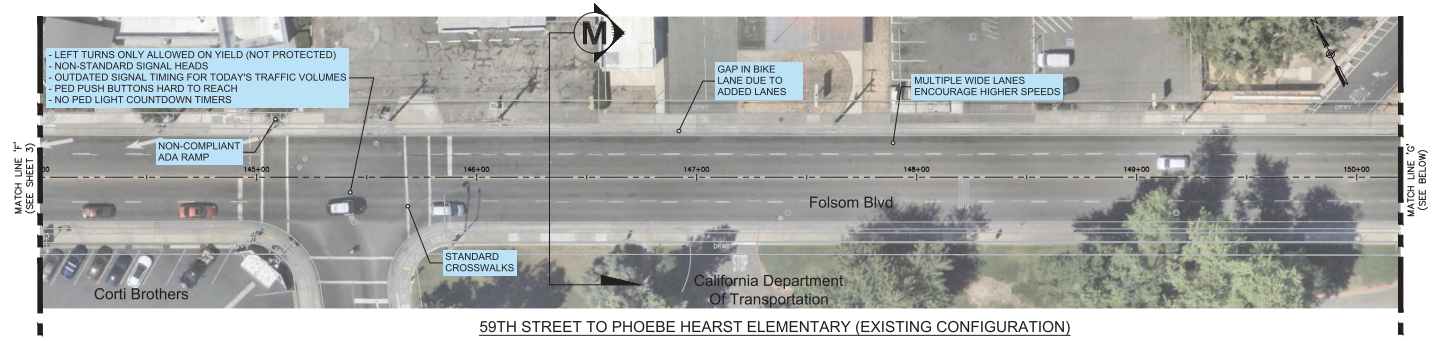
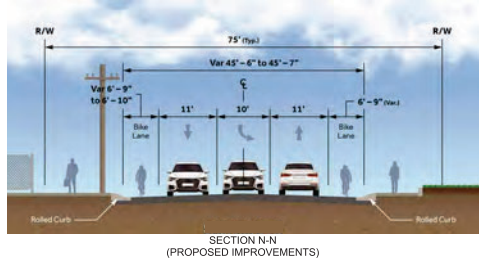
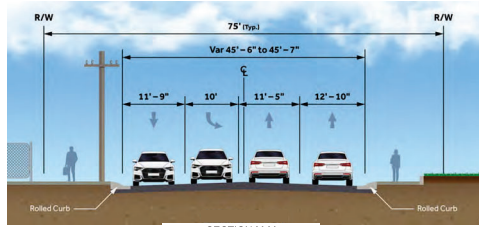
SECTION K-K
(EXISTING CONFIGURATION)



SECTION L-L
(PROPOSED IMPROVEMENTS)

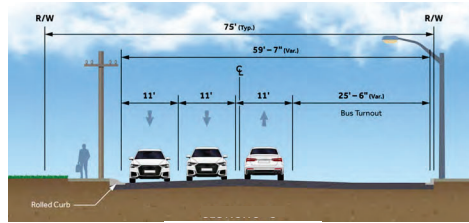
LEGEND:

- LIMITS OF MICROSURFACING
- CURB RAMP TO REMAIN IN PLACE
- CURB RAMP TO BE RECONSTRUCTED
- DRIVEWAY TO REMAIN IN PLACE
- TRAFFIC SIGNAL (EASTBOUND/WESTBOUND) TO BE MODIFIED OR REPLACED
- SacRT BUS STOP LOCATION

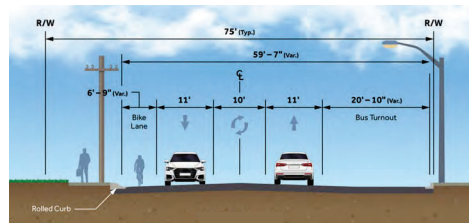


LEGEND:

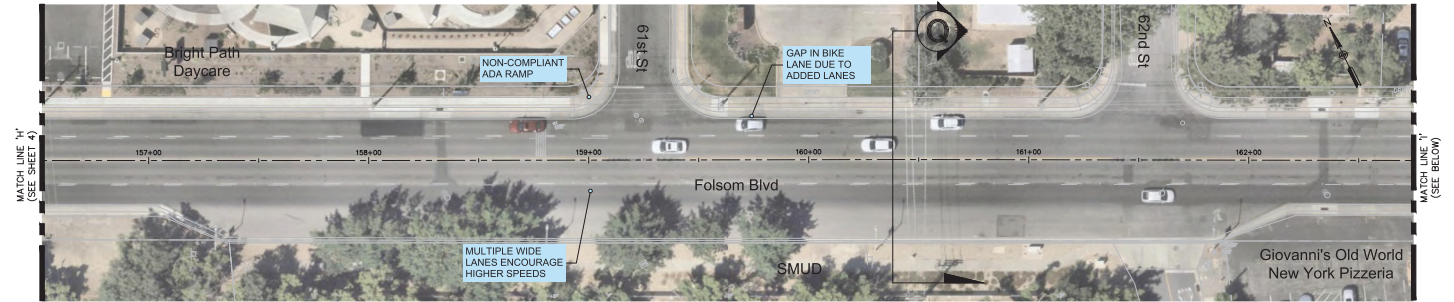
- LIMITS OF MICROSURFACING
- CURB RAMP TO REMAIN IN PLACE
- CURB RAMP TO BE RECONSTRUCTED
- DRIVEWAY TO REMAIN IN PLACE
- TRAFFIC SIGNAL (EASTBOUND/WESTBOUND)
TO BE MODIFIED OR REPLACED
- SacRT BUS STOP LOCATION



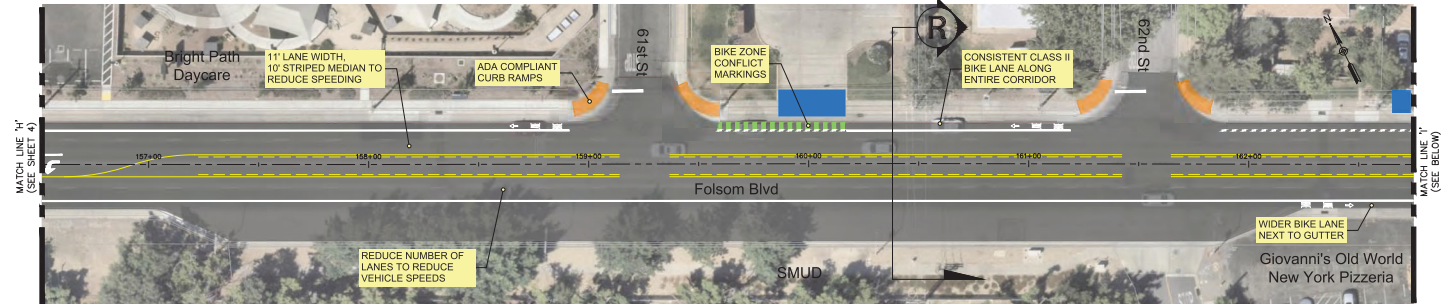
SECTION Q-Q
(EXISTING CONFIGURATION)



SECTION R-R
(PROPOSED IMPROVEMENTS)



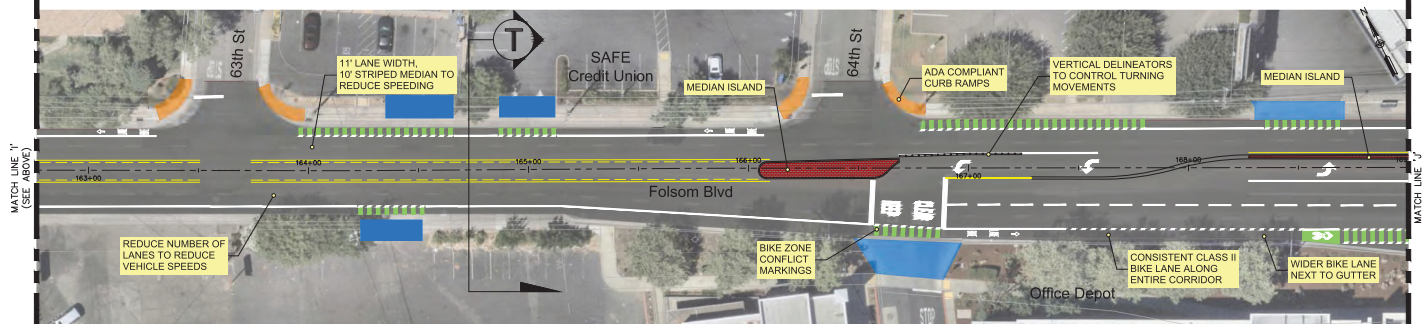
60TH STREET TO 62ND STREET (EXISTING CONFIGURATION)



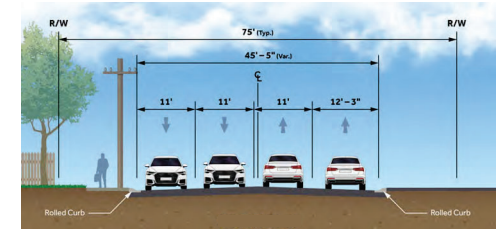
60TH STREET TO 62ND STREET (PROPOSED IMPROVEMENTS)



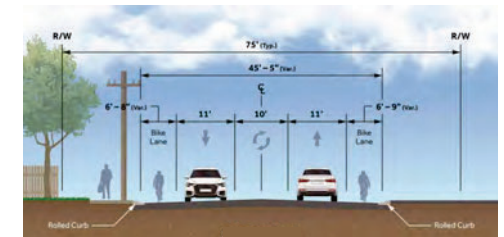
63RD STREET TO 65TH STREET (EXISTING CONFIGURATION)



63RD STREET TO 65TH STREET (PROPOSED IMPROVEMENTS)

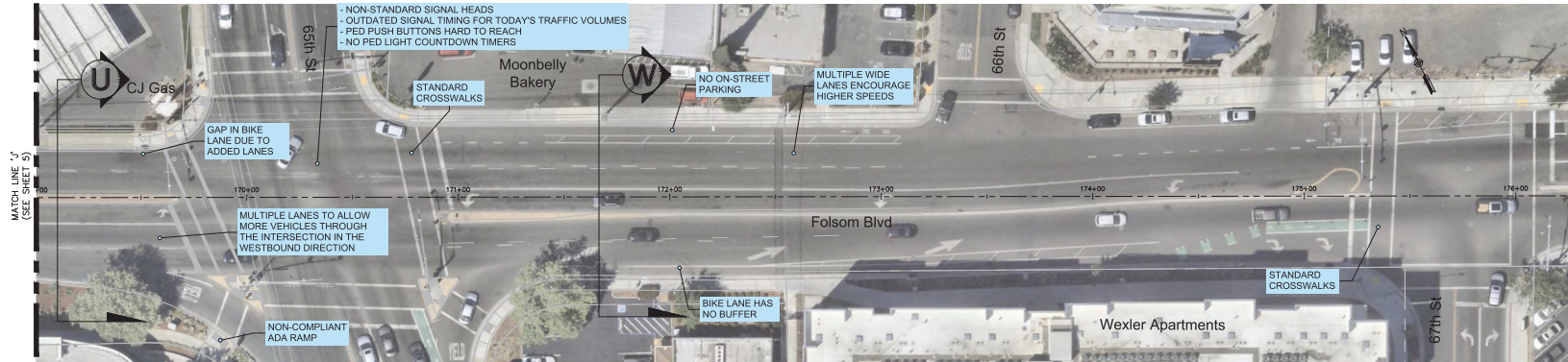


SECTION S-S
(EXISTING CONFIGURATION)

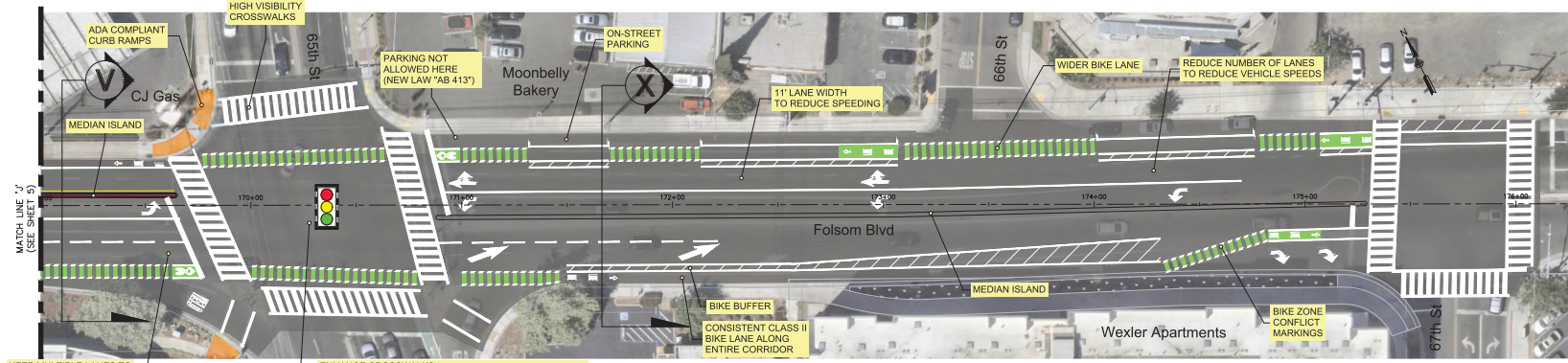


SECTION T-T
(PROPOSED IMPROVEMENTS)

- LEGEND:**
- LIMITS OF MICROSURFACING
 - CURB RAMP TO REMAIN IN PLACE
 - CURB RAMP TO BE RECONSTRUCTED
 - DRIVEWAY TO REMAIN IN PLACE
 - TRAFFIC SIGNAL (EASTBOUND/WESTBOUND)
TO BE MODIFIED OR REPLACED
 - SacRT BUS STOP LOCATION

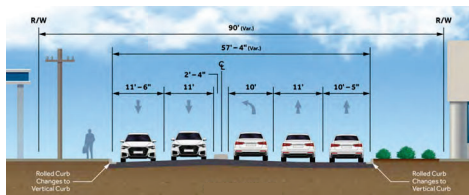


65TH STREET TO 67TH STREET (EXISTING CONFIGURATION)

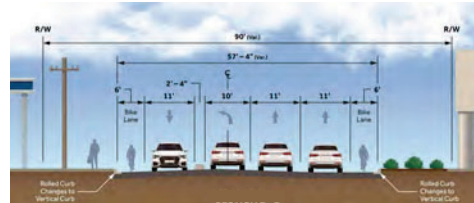


65TH STREET TO 67TH STREET (PROPOSED IMPROVEMENTS)

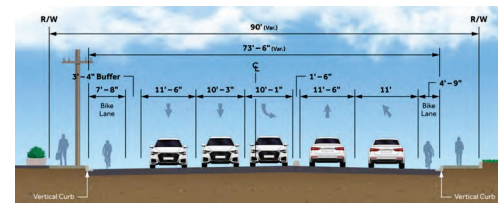
- ENHANCE CROSSWALKS:**
- INCREASED LIGHTING
 - LADDER-STYLE STRIPING (INCREASED VISIBILITY)
 - NEW ACCESSIBLE PEDESTRIAN SIGNALS
 - NEW COUNTDOWN TIMERS
- INCREASE TRAFFIC SIGNAL VISIBILITY:**
- NEW YELLOW BACKPLATES
 - LARGER SIGNAL HEADS
 - AIM TO REDUCE RUNNING OF RED LIGHTS
- IMPROVE TRAFFIC FLOW:**
- NEW VIDEO DETECTION DEVICES (REDUCE DELAYS)
 - REVISED SIGNAL TIMING
- TRAFFIC SAFETY:**
- KEEP PROTECTED LEFT-TURN SIGNAL PHASING
 - KEEP DEDICATED TURN POCKETS



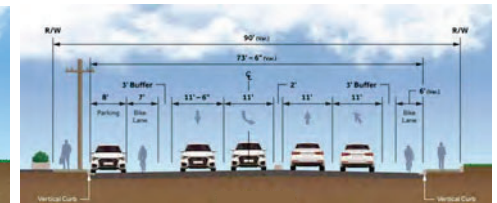
SECTION U-U
(EXISTING CONFIGURATION)



SECTION V-V
(PROPOSED IMPROVEMENTS)



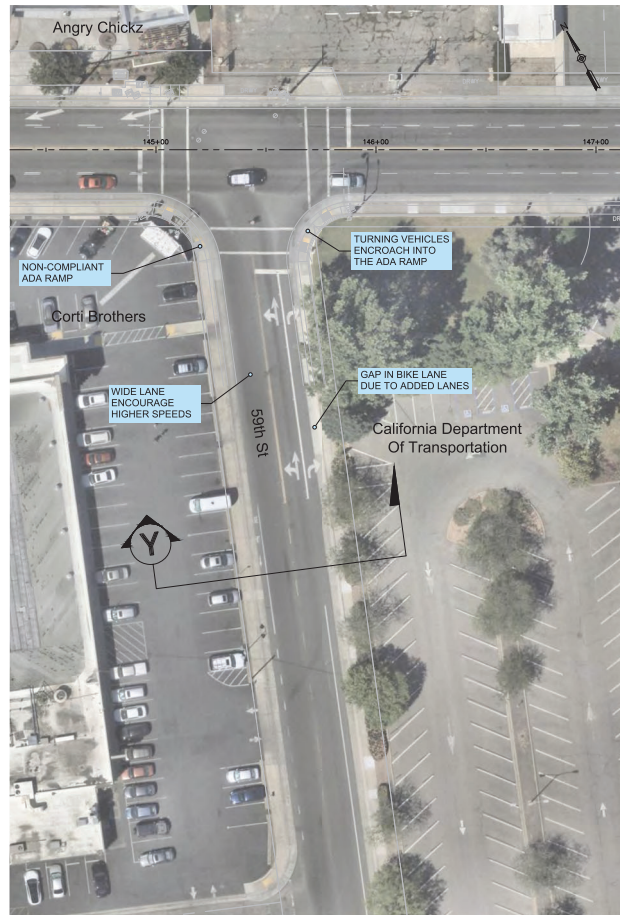
SECTION W-W
(EXISTING CONFIGURATION)



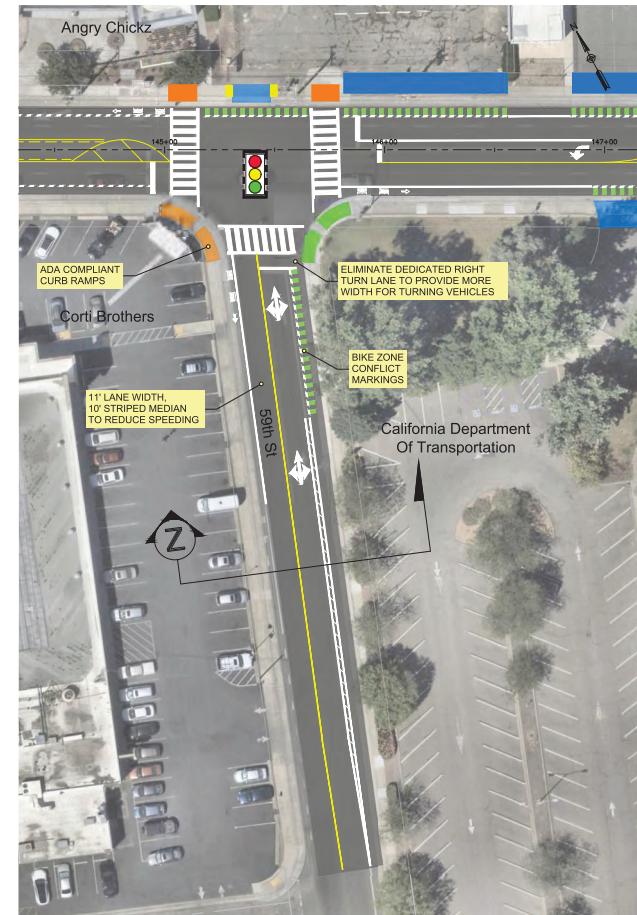
SECTION X-X
(PROPOSED IMPROVEMENTS)

LEGEND:

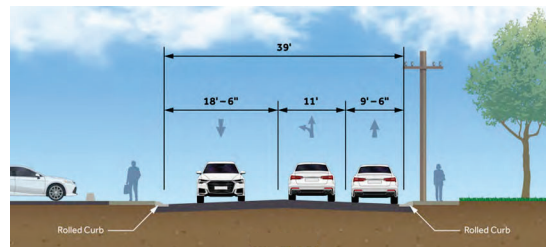
- LIMITS OF MICROSURFACING
- CURB RAMP TO REMAIN IN PLACE
- CURB RAMP TO BE RECONSTRUCTED
- DRIVEWAY TO REMAIN IN PLACE
- TRAFFIC SIGNAL (EASTBOUND/WESTBOUND) TO BE MODIFIED OR REPLACED
- SacRT BUS STOP LOCATION



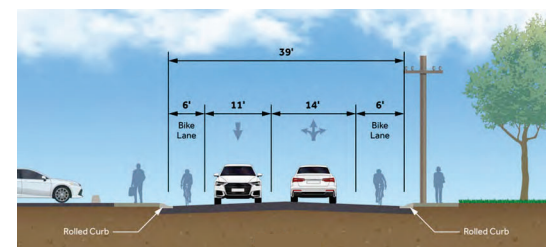
59TH STREET (EXISTING CONFIGURATION)



59TH STREET (PROPOSED IMPROVEMENTS)



SECTION Y-Y
(EXISTING CONFIGURATION)



SECTION Z-Z
(PROPOSED IMPROVEMENTS)

MAY 2025