

# SAN FRANCISCO PLANNING DEPARTMENT

### Addendum to Environmental Impact Report

December 26, 2012	San Francisco,
2007.0347E	CA 94103-2479
Modified Project 7-3: Great Highway and Point Lobos Avenue	Reception
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	2007.0347E Modified Project 7-3: Great Highway and Point Lobos Avenue Bicycle Lanes San Francisco Bicycle Plan SCL No. 2008032052, certified August 4, 2009 n/a, in public right-of-way n/a, in public right-of-way San Francisco Planning Department San Francisco Municipal Transportation Agency Kristiann Choy, Project Manager - 415.701.2493 - kristiann.choy@sfmta.com

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#### **PROJECT DESCRIPTION**

#### Background

The project sponsor, the San Francisco Municipal Transportation Agency (SFMTA), proposes to implement the Modified Project 7-3: Great Highway and Point Lobos Avenue Bicycle Lanes Project from the 2009 *San Francisco Bicycle Plan*. One "option" for the 7-3 project was studied in the *San Francisco Bicycle Plan Final Environmental Impact Report* (Bicycle Plan FEIR, Case No. 2007.0347E). This option was further refined during the Draft EIR public comment period, and was then referred to as "Modified Project 7-3" in the FEIR. Modified Project 7-3 was part of 60 near-term projects analyzed at a project-level in the FEIR. The San Francisco Planning Commission certified the Bicycle Plan FEIR on June 25, 2009. On June 26, 2009, the SFMTA Board approved 45 of the 60 near-term Bicycle Plan projects, including Modified Project 7-3.

The motion to certify the FEIR was appealed to the Board of Supervisors. On August 4, 2009, the Board of Supervisors reaffirmed the Planning Commission's certification of the FEIR. Subsequently, the Board of Supervisors passed an ordinance adopting the 2009 San Francisco Bicycle Plan, which also amended the *San Francisco General Plan* in connection with the San Francisco Bicycle Plan; adopted environmental findings and findings that the General Plan amendment is consistent with the *General Plan* and eight priority policies of *Planning Code* Section 101.1; as well as authorized other acts in connection thereto. Since adoption of the FEIR and approval of the Bicycle Plan, SFMTA has revised the design of Modified Project 7-3. This addendum addresses the environmental review of the revised proposal by SFMTA.

Great Highway is scheduled to be paved in December 2012 as part of the Department of Public Works (DPW) Great Highway and Point Lobos Avenue Pavement Renovation Work (Contract 1936]). As part of this paving project, DPW would install raised landscaped central medians with 29 feet available on either side of the median for travel lanes and bicycle lanes.

#### **Original Project Description**

Modified Project 7-3 is located along Great Highway and Point Lobos Avenue right-of-way between the intersections of Fulton Street to the south and El Camino Del Mar to the north. Please refer to Figure 1: Project Location - Modified Project 7-3 Extension.

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As previously discussed, Modified Project 7-3 was part of the 60 near-term projects analyzed at a projectlevel in Bicycle Plan FEIR and was one of the 45 projects approved by the SFMTA Board. Please refer to **Appendix A** of this EIR addendum for graphics depicting the original design.<sup>1</sup>

Modified Project 7-3 would provide a Class II<sup>2</sup> bicycle lane on Great Highway and Point Lobos Avenue, in the northbound and eastbound directions, respectively, from Fulton Street to 48<sup>th</sup> Avenue, by removing one travel lane in each direction on Point Lobos Avenue and Great Highway from 48<sup>th</sup> Avenue to Balboa Street.

The Modified Project 7-3 would provide a Class II bicycle lane on Point Lobos Avenue in the westbound direction from El Camino Del Mar to approximately 725 feet westerly at the entrance to Sutro Heights parking lot. The Modified Project 7-3 would provide a Class II bicycle lane on Great Highway in the southbound direction from approximately 575 feet north of Balboa Street at the entrance to the parking lot on the west side of the street and a Class II bicycle lane would be extended from this point to Balboa Street. The Modified Project 7-3 would also provide a Class III bicycle route on Balboa Street in both directions between Great Highway and La Playa Street, and on La Playa Street in both direction between Balboa Street.

As part of Modified Project 7-3, approximately 10 on-street parking spaces would be removed on the north side of Point Lobos Avenue, from the 48<sup>th</sup> Avenue intersection westward, by approximately 200 feet. The removal would provide space for a new southbound right-turn only lane into a new parking lot proposed by the National Park Service (NPS). As part the NPS project, the existing parking lot located on the north side of Point Lobos Avenue would be expanded and relocated eastward by approximately 200 feet to accommodate approximately 135 parking spaces.

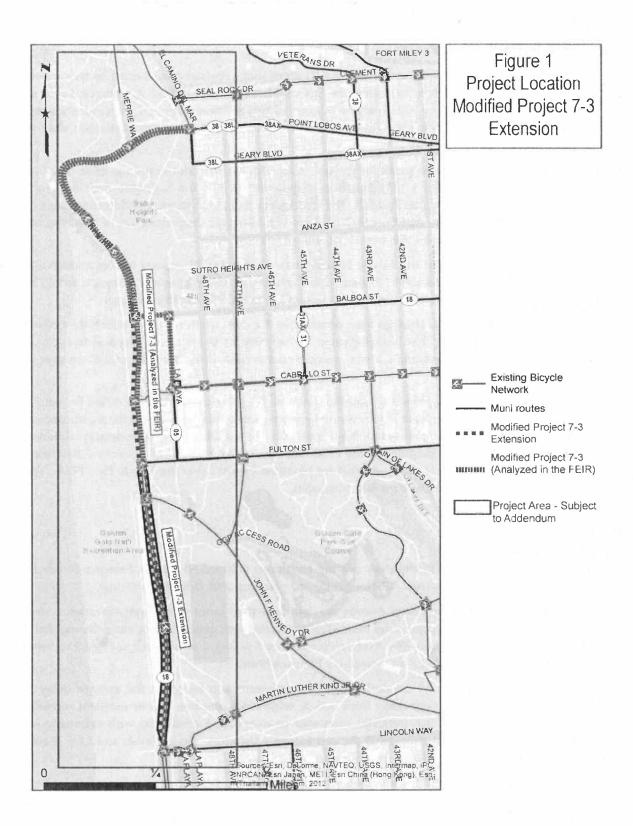
#### **Proposed Revisions to Project**

Subsequent to the certification of the Bicycle Plan FEIR, the SFMTA further revised the proposed project design to extend the bicycle lane southward (hereafter "Modified Project 7-3 Extension"). The Modified Project 7-3 Extension differs from that analyzed in the FEIR. See **Appendix B** of this addendum for graphics depicting the Modified Project 7-3 Extension.

The Modified Project 7-3 Extension would expand the limits of Modified Project 7-3 by extending the Great Highway southbound Class II bicycle lane from Balboa Street to Lincoln Way. The Modified Project 7-3 Extension would add a raised landscaped median on Great Highway between Lincoln Way and Balboa Street. Twenty-nine feet would be generally available on either side of the median for travel lanes and bicycle lanes. Within the 29-foot width, SFMTA proposes, in each direction, two narrower travel lanes, one 10-foot and one 11-foot (existing travel lanes are one 12-foot and one 16-foot in width in each direction), a 2-foot painted buffer area and a 6-foot Class II bicycle lane. In areas where 29 feet are not available, no buffer area is proposed. The revised project would add a northbound Class II bike lane from Lincoln Way to Fulton Street and would connect to the existing bike facility on Great Highway that runs from Lincoln Way to Sloat Boulevard.

<sup>&</sup>lt;sup>1</sup> One option/alternative was analyzed for Project 7-3 in the San Francisco Bicycle Plan EIR. The project design was refined by SFMTA prior to the EIR certification and referred to as Modified Project 7-3 in the Bicycle Plan FEIR.

<sup>&</sup>lt;sup>2</sup> Bikeways are typically classified as Class I, II or III facilities. "Class II bikeways are bicycle lanes striped with the paved areas of roadways, and established for the preferential use of bicycles, while Class III bikeways are signed bicycle routes that allow bicycles to share streets or sidewalks with vehicles or pedestrians." *San Francisco Bicycle Plan FEIR*, Volume 1, p. V.A.1-14. This document is available for review at the San Francisco Planning Department, 1650 Mission Street, Suite 400, San Francisco, CA.



#### ANALYSIS OF POTENTIAL ENVIRONMENTAL EFFECTS

San Francisco Administrative Code Section 31.19(c) (1) states that a revised project must be reevaluated and that "If, on the basis of such reevaluation, the Environmental Review Officer determines, based on the requirements of CEQA, that no additional environmental review is necessary, this determination and the reasons therefore shall be noted in writing in the case record, and no further evaluation shall be required by this Chapter."

CEQA Guidelines Section 15164 provides for the use of an addendum to document the basis of a lead agency's decision not to require a Subsequent or Supplemental EIR for a project that is already adequately covered in an existing certified EIR. The lead agency's decision to use an addendum must be supported by substantial evidence that the conditions that would trigger the preparation of a Subsequent EIR, as provided in CEQA Guidelines Section 15162, are not present.

The Initial Study and the FEIR for the Bicycle Plan evaluated the potential impacts of construction and operation of Project 7-3 and the Modified Project 7-3 and found that all environmental impacts would be less than significant with mitigation incorporated as part of the overall Bicycle Plan program.

Since certification of the FEIR, no changes have occurred in the circumstances under which the revised project would be implemented, that would change the severity of the project's physical impacts as explained herein, and no new information has emerged that would materially change the analyses or conclusions set forth in the FEIR.

Further, as demonstrated below, proposed modifications and design refinements to Modified Project 7-3 would not result in any new significant environmental impacts, substantial increases in the significance of previously identified effects, or necessitate implementation of additional or considerably different mitigation measures than those identified in the FEIR. The effects of the Modified Project 7-3 Extension would be substantially the same as those reported for Modified Project 7-3 in the Bicycle Plan FEIR. The following discussion provides the basis for this conclusion.

#### Transportation

#### **Existing Conditions**

The following description of Great Highway existing conditions is based on the *San Francisco Bicycle Plan Update Transportation Impact Study*<sup>3</sup> (pp. 3.7-12 – 3.7-13) and planning staff field observations:

**Traffic:** Great Highway at Point Lobos Avenue are four-lane (two lanes each way) recreational streets between Cabrillo Street and El Camino del Mar. Traffic volumes are generally moderate during the PM peak period. One study intersection, 48<sup>th</sup> Avenue/Point Lobos Avenue, was analyzed for Level of Service (LOS) in the FEIR analysis of Project 7-3 for weekday PM peak hour.

LOS is a qualitative description of the performance of an intersection based on the average delay per vehicle. Intersection levels of service range from LOS A, which indicates free flow or excellent conditions with short delays, to LOS F, which indicates congested or overloaded conditions with extremely long delays. In San Francisco, LOS A through D are considered satisfactory service levels and LOS E and F conditions are considered unsatisfactory service levels.

<u>48<sup>th</sup> Avenue/Point Lobos Avenue:</u> This intersection is signalized. Eastbound and westbound Point Lobos Avenue have two through lanes. Parking is allowed on both sides of Point Lobos Avenue. 48<sup>th</sup> Avenue ends at Point Lobos Avenue. 48<sup>th</sup> Avenue is a two lane roadway. Parking is allowed on the eastern side of

<sup>&</sup>lt;sup>3</sup> Wilbur Smith Associates, *San Francisco Bicycle Plan Transportation Study Report*, October 2008. This report is available for review in Case File No. 2007.0347E at the Planning Department, 1650 Mission Street, Suite 400, San Francisco, CA.

the street. Parking is not allowed on the western side, between Geary Boulevard and Los Lobos Avenue, in order to accommodate the bus stop that functions as the terminus for 38 and 38L Muni Lines.

Transit: Muni route 18 operates along Point Lobos Avenue between the Great Highway and El Camino Del Mar, with approximately four buses per hour each way during the AM and PM peak periods. There are three westbound Muni bus stops, one of the far-side of 48<sup>th</sup> Avenue/El Camino Del Mar, one located in front of the Golden Gate National Recreation Area (GGNRA) west of Merrie Way and one south of the JFK Drive intersection. There are three eastbound bus stops, one on the nearside of the Sutro Heights Park parking lot entrance, one on the nearside of 48<sup>th</sup> Avenue/El Camino Del Mar and one south of the JFK Drive intersection.

**Parking:** On-street parking is mostly at an angle and is permitted only on the north and west sides of the Great Highway/Point Lobos Avenue. In addition, several public parking lots are located on both sides of Point Lobos and the Great Highway. The NPS is constructing a new parking lot with 135 spaces on Point Lobos Avenue north of the Cliff House. Parking occupancy is generally low to moderate on weekdays along Project 7-3 and high on weekends specially near the Cliff House restaurant on the west side of Point Lobos Avenue. There currently is no designated tour bus parking in the area although the new NPS parking lot will include five bus parking bays. Tour bus visits to the Cliff House have declined over the years; most tour buses travel slowly through the area without stopping, while some tour buses stop for a few minutes to allow their passengers to disembark to take pictures.

**Pedestrian:** Pedestrian volumes are low to moderate on weekdays along Point Lobos Avenue and the Great Highway; pedestrian traffic is high near the Cliff House Restaurant on the west side of Point Lobos Avenue, especially on weekends. Attractions in the area include the Cliff House Restaurant and neighboring retail businesses, Sutro Baths, Ocean Beach and trails connecting to the Golden Gate National Recreation Area (GGNRA). In addition, Project 7-3 terminates one block from the western edge of Golden Gate Park closest to the Dutch Windmill, Beach Chalet and soccer fields.

**Bicycle:** Bicycle volumes in the area are low to moderate on weekdays and higher on weekends and near the Cliff House. There are several bicycle/pedestrian path entrances to the GGNRA directly across from Point Lobos Avenue and the Great Highway. Point Lobos Avenue and the Great Highway are designated as existing Bicycle Route 95 (Class III) in both directions along the length of Project 7-3. Existing Route 95 intersects with existing Bicycle Route 20 (Class II) at Cabrillo Street. Street grades along Project 7-3 are mostly flat from Cabrillo Street to Balboa Street. North of Balboa Street, Point Lobos Avenue reaches gradients of ten percent.

Loading: Freight loading activity taking place in this area is associated with the Cliff House restaurant and adjacent administrative offices and retail stores. There are no on-street yellow freight commercial loading spaces along this segment of the Great Highway. Available on-street parking spaces are generally adequate to accommodate the loading demand with occasional truck double-parking in the wide angle-parking lane just north of the Cliff House or in the passenger loading zone located in front of the Cliff House entrance. As was previously mentioned, tour bus activity in the area has declined over the years so that there is little demand for tour bus parking/loading zones. This activity is accommodated for the short-term stops in the passenger loading zone in front of the Cliff House entrance or in the wide angle-parking lane just north of the Cliff House. The new NPS lot will include parking for five tour buses.

Commercial loading demand on the Modified Project 7-3 Extension's segment generally occurs throughout the day when deliveries are made to the Beach Chalet Brewery and Restaurant. The

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restaurant relies on the off-street parking available in the south-side parking lot for their loading needs. Passenger loading activities occur in the two off-street parking lots that surrounds the restaurant.<sup>4</sup>

#### Impact Analysis

**Traffic:** An intersection Level of Service (LOS) analysis was prepared for the Modified Project 7-3 Extension and is summarized below. See **Appendix C** of this document for detailed LOS calculations.

One study intersection was analyzed in the Bicycle Plan FEIR for Modified Project 7-3 (Intersection 56:<sup>5</sup> 48th Avenue/Point Lobos Avenue). The LOS analysis from the Bicycle Plan FEIR is presented in **Table 1** below.

The Modified Project 7-3 Extension entails narrowing existing travel lanes while maintaining the same number of vehicle travel lanes as under existing conditions. This proposed improvement would occur on a section of Great Highway that was not included in the Modified Project 7-3 analyzed in the FEIR. Three study intersections on the Great Highway were analyzed for the Modified Project 7-3 Extension. LOS analysis for Existing, Existing-plus-Project, 2035 Cumulative, 2035 Cumulative-plus-Project for the Modified Project 7-3 Extension are provided in **Table 2** below. PM peak period traffic counts were performed for the three intersections on October 27 and 28, 2010.<sup>6</sup> Intersection volumes under Year 2035 Baseline Conditions were developed based on traffic growth projected by the San Francisco County Transportation Authority's Chain Activity Modeling Process (SF CHAMP) Model.<sup>7</sup>

The new analysis presented in this Addendum combined with the FEIR analysis demonstrate that the Modified Project 7-3 Extension would not result in significant traffic impacts that were not previously identified in the Bicycle Plan FEIR.

<u>FEIR Intersection 56:8 48th Avenue/Point Lobos Avenue</u>: As previously discussed, the primary difference between Modified Project 7-3 and the Modified Project 7-3 Extension is the location and length of the southern boundary of the bicycle lane.

Intersection 56 was analyzed in the Bicycle Plan FEIR for the PM peak hour only. As shown in **Table 1**, Existing, Existing plus Project, Cumulative and Cumulative plus Project conditions at the intersection operate at LOS B. Since this intersection, with and without the implementation of Modified Project 7-3, operates at an acceptable LOS and the proposed project modifications are located in the southern boundaries of the project area, operational changes are not anticipated at this intersection under the Modified Project 7-3 Extension. Hence this intersection was not analyzed for this Addendum.

<u>Great Highway/Fulton Street:</u> This intersection was not analyzed in the FEIR. As shown in **Table 2**, for Existing, Existing plus Modified Project Modified Project 7-3 Extension, Cumulative and Cumulative plus Modified Project 7-3 Extension conditions, the intersection would operate acceptably at LOS B; therefore implementation of the Modified Project 7-3 Extension would not create a significant impact at this intersection.

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<sup>&</sup>lt;sup>4</sup> Per Monica Pereira's phone conversation with Beach Chalet's manager, Andrea Rodriguez, on 12/06/12.

<sup>&</sup>lt;sup>5</sup> Sixty-one study intersections were identified by the Environmental Planning Division of the San Francisco Planning Department and SFMTA as the intersections most likely to be affected by the near-term improvements. All of the intersections were analyzed for the PM peak hour impacts. Some of these intersections were analyzed for the AM peak hour impacts as well. Ibid 2

<sup>&</sup>lt;sup>6</sup> Environmental Science Associates, Beach Chalet Athletic Fields Renovation Project, June 2011. This report is available for review in Case File No. 2010.0016! at the Planning Department, 1650 Mission Street, Suite 400, San Francisco, CA.

<sup>&</sup>lt;sup>7</sup> Traffic counts and cumulative volumes were developed by SFMTA.

<sup>&</sup>lt;sup>8</sup> Ibid 5

<u>Great Highway/JFK Drive:</u> This intersection was not analyzed in the FEIR. As shown in Table 2, for Existing, Existing plus Modified Project 7-3 Extension, Cumulative, and Cumulative plus Modified Project 7-3 Extension conditions, the intersection would operate acceptably at LOS A; therefore the Modified Project 7-3 Extension would not create a significant impact at this intersection.

<u>Great Highway/Lincoln Way:</u> This intersection was not analyzed in the FEIR. As shown in Table 2, for Existing, Existing plus Modified Project 7-3 Extension, Cumulative, and Cumulative plus Modified Project 7-3 Extension conditions, the intersection would operate acceptably at LOS B; therefore the Modified Project 7-3 Extension would not create a significant impact at this intersection.

In conclusion, the Modified Project 7-3 Extension would not result in substantial increase in the significance of the average delay or service degradation at study intersections, nor would the Modified Project 7-3 Extension contribute considerably to cumulative effects that were not already accounted for in the certified Bicycle Plan FEIR. Overall, the Modified Project 7-3 Extension's traffic impacts are similar to the findings reached in the FEIR that there would be "less than significant impact" as presented on Matrix 1.2, Summary of Project Level Impacts, on FEIR pg. V.A.3-631.

TABLE 1

# MODIFIED PROJECT 7-3 WEEKDAY PM PEAK HOUR INTERSECTION OPERATING CONDITIONS: EXISTING, EXISTING-PLUS-PROJECT, CUMULATIVE AND CUMULATIVE PLUS PROJECT

	Existing	g PM	Existing Proj		202 Cumul		202 Cumul Plus Pr	ative
Intersection <sup>a</sup>	Average Delay <sup>b</sup>	LOS	Average Delay	LOS	Average Delay	LOS	Average Delay	LOS
56. 48th Avenue/Point Lobos Avenue	10.7	В	11.5	В	11.4	В	13.0	В

Sources: San Francisco Bicycle Plan Final EIR, August 2009; San Francisco Planning Department Notes:

a. Intersection numbering reflects that presented in Bicycle Plan FEIR.

b. Average Delay in seconds per vehicle.

#### TABLE 2

MODIFIED PROJECT 7-3 EXTENSION WEEKDAY PM PEAK HOUR INTERSECTIONS OPERATING CONDITIONS: EXISTING, EXISTING-PLUS-PROJECT, CUMULATIVE AND CUMULATIVE PLUS PROJECT

	Existin	g PM	Existing Proje	·	203 Cumula		203 Cumul Plus Pr	ative
Intersection	Average Delay <sup>a</sup>	LOS	Average Delay	LOS	Average Delay	LOS	Average Delay	LOS
Great Highway/Fulton Street	13.3	В	13.5	В	16.0	В	16.3	В
Great Highway/JFK Drive	7.7	A	8.0	А	8.9	А	9.3	A
Great Highway/Lincoln Way	12.0	В	12.0	В	13.2	В	13.2	В

Source: SFMTA, December 2012.

a. Average Delay in seconds per vehicle.

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**Transit:** The Modified Project 7-3 Extension would not result in any substantial increase in delay to transit vehicles beyond what was identified in the Bicycle Plan FEIR. The FEIR identified less-than-significant impacts to the 18 46<sup>th</sup> Avenue Muni bus route. This is because the movements that the bus takes through the study intersections would not be reconfigured under the Modified Project 7-3. Similar to Modified Project 7-3, analyzed in the FEIR, the Modified Project 7-3 Extension does not propose changes to the study intersections nor would it change the movements of Muni Route 18. Therefore, the Modified Project 7-3 Extension would have a less-than-significant impact on transit.

**Pedestrians:** The Modified Project 7-3 Extension would not result in an alteration of the existing sidewalk widths on either side of the Great Highway alignment. Similar to the findings in the FEIR, pedestrian impacts would be less-than-significant with implementation of the Modified Project 7-3 Extension.

**Bicycle:** The Modified Project 7-3 Extension would extend the southern limits of the Modified Project 7-3 from Fulton Street to Lincoln Avenue. The Modified Project 7-3 Extension would include buffered Class II bicycle lanes in both northbound and southbound Great Highway between Lincoln Avenue and Fulton Street. The new bike facilities would close Bike Route 95's gap by connecting the existing facility, on Great Highway between Sloat Boulevard and Lincoln Avenue, to Modified Project 7-3. The Modified Project 7-3 Extension would enhance users' experience by providing Class II bike lanes along both northbound Great Highway between Lincoln Avenue and Fulton Street.

Similar to Modified Project 7-3, analyzed in the FEIR, the Modified Project 7-3 Extension is intended to have a beneficial effect of improving roadway conditions and safety for bicyclists and would not adversely affect bicycle operations in the project vicinity. Therefore, bicycle impacts would be less-than-significant.

**Parking:** This parking discussion for the Modified Project 7-3 Extension supplements the parking conditions in the Bicycle Plan FEIR (p. V.A.3-607). As analyzed in the FEIR, Modified Project 7-3 would remove approximately 10 on-street parking spaces on the north side of Point Lobos Avenue between 48<sup>th</sup> Avenue and approximately 200 feet westward. The Modified Project 7-3 Extension does not propose additional on-street parking removal other than what was analyzed in the FEIR.

Consistent with the findings reported in the FEIR and presented here for informational purposes, implementation of the Modified Project 7-3 Extension would not cause a significant change in parking occupancy in the area, particularly with the proposed NPS parking lot coming soon. San Francisco does not consider parking supply as part of the permanent physical environment. Parking conditions are not static, as parking supply and demand varies from day to day, from day to night, from month to month, etc. Hence, the availability of parking spaces (or lack thereof) is not a permanent physical condition, but changes over time as people change their modes and patterns of travel.

Parking deficits are considered to be social effects, rather than impacts on the physical environment as defined by CEQA. Under CEQA, a project's social impacts need not be treated as significant impacts on the environment. Environmental documents should, however, address the secondary physical impacts that could be triggered by a social impact (CEQA Guidelines § 15131(a)). The social inconvenience of parking deficits, such as having to hunt for scarce parking spaces, is not an environmental impact, but there may be secondary physical environmental impacts, such as increased traffic congestion at intersections, air quality impacts, safety impacts, or noise impacts caused by congestion. In the experience of San Francisco transportation planners, however, the absence of a ready supply of parking spaces, combined with available alternatives to auto travel (e.g., transit service, taxis, bicycles or travel by foot) and a relatively dense pattern of urban development, induces many drivers to seek and find alternative parking facilities, shift to other modes of travel, or change their overall travel habits. Any such resulting shifts to transit service in particular, would be in keeping with the City's "Transit First" policy. The

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City's Transit First Policy, established in the City's Charter Section 8A.115 provides that "parking policies for areas well served by public transit shall be designed to encourage travel by public transportation and alternative transportation."

The transportation analysis accounts for potential secondary effects, such as cars circling and looking for a parking space in areas of limited parking supply, by assuming that all drivers would attempt to find parking at or near the project site and then seek parking farther away if convenient parking is unavailable. Moreover, the secondary effects of drivers searching for parking is typically offset by a reduction in vehicle trips due to others who are aware of constrained parking conditions in a given area. Hence, any secondary environmental impacts which may result from a shortfall in parking in the vicinity of the Modified Project 7-3 Extension would be minor, and the traffic assignments used in the transportation analysis, as well as in the associated air quality, noise and pedestrian safety analyses, reasonably addresses potential secondary effects.

**Loading:** The loading demands for Modified Project 7-3, on Great Highway from Point Lobos to Fulton Street are driven by the Cliff House restaurant and tourist trips to the area. These were analyzed in the FEIR and found to have a less-than-significant-impact. The Great Highway segment between Fulton Street and Lincoln Way is characterized by similar land uses (restaurants and public open space). Thus, the loading demands for the Modified Project 7-3 Extension are expected to be similar to the loading demands of Modified Project 7-3 analyzed in the FEIR. Therefore, similar to the conclusion reached in the FEIR, there would be less-than-significant loading impacts associated with implementation of the Modified Project 7-3 Extension.

In summary, the significance of impacts with the Modified Project 7-3 Extension as indicated for traffic, transit, pedestrians, bicyclists, and loading would generally be the same as those described for Modified Project 7-3 reported in the certified FEIR.

#### Aesthetics

The Modified Project 7-3 Extension would result in physical changes within the street right-of-way along the project corridor. In summary, physical changes that may have an effect on the visual setting and aesthetic character of the area include establishment of new bicycle lanes, changes to lane widths, and the construction of a landscaped central median.

The General Plan indicates that Great Highway is a "Street that Defines the City Form" as well as a street that is "Important for the Quality of its Views" (General Plan, Urban Design Element, Policy 1.12).

The Modified Project 7-3 Extension would alter public views currently available from Great Highway, as well as the visual character of the street and its immediate surroundings with the addition of a new landscaped central median, new lane stripping, as well as a new bicycle lane. The addition of these physical elements to the public realm would not adversely affect the streetscape and would contribute to a greater sense of visual organization associated with their specific functions for pedestrians, bicyclists and motorists than currently exists. For example, the landscaped central median would result in traffic calming and enhanced sight lines for both motorists and pedestrians. Bicycle lanes on the east and west sides of Great Highway would provide a visually delineated path of travel for cyclists as well as for motorists. Landscaping proposed within the median would contribute to greenery within the roadbed, which is currently characterized primarily by views of large expanses of asphalt. No unique scenic resources would be adversely affected.

Like Modified Project 7-3, the Modified Project 7-3 Extension would likely include the addition of signs along some of the streets, but such signs would not be excessively large and would not obstruct views or cast perceptible shadows. As described in the Bicycle Plan Initial Study (FEIR Appendix A, p. 54):

"Article 6 of the Planning Code governs signs in the City. Section 603 exempts governmental traffic control signs from the provisions of Article 6. Portions of the Proposed Project would include improvements along designated scenic streets, which are identified in Planning Code Section 608.6. Planning Code Section 608.6 regulates the placement of signs along these designated scenic streets, and states that no general advertising sign and no other sign exceeding 200 square feet in area can be placed along such streets. The Proposed Project would include the addition of street signage. However, any new signs installed as a result of the Proposed Project would be smaller than those regulated under Planning Code Section 608.6. Therefore, there would not be a significant impact with respect to scenic street resources."

The Modified Project 7-3 Extension's physical features would not affect a scenic vista, nor would they create new sources of substantial light or glare, or cast shadows. Therefore, the Modified Project 7-3 Extension, similar to the Bicycle Plan Initial Study findings, would have no significant impacts with respect to scenic vistas, light, or glare. The project would not affect a "Street that Defines the City Form" or a street that is "Important for the Quality of its Views" in an adverse or demonstrable manner. Thus, similar to the conclusions reached in the Initial Study for the Bicycle Plan, there would be no significant adverse impacts related to visual character and less-than-significant impact with respect to scenic resources resulting from the project as modified.

#### Air Quality

The Bicycle Plan FEIR (p. V.B, 22) found that:

"Implementation of the Proposed Project would not result in any new traffic volumes being added to the roadway network; therefore, there would be no change in the intersection volume under project conditions. Hence, intersection volumes stay constant between Existing and Existing plus Project Conditions. Similarly, there is no change in intersection volumes between 2025 Cumulative and 2025 Cumulative plus Project Conditions. However, the reduction of travel lanes at major intersections would increase traffic congestion at some intersections... under Cumulative Plus Project conditions, CO [carbon monoxide] would not exceed the ambient air quality standard and TAC [toxic air contaminants] emissions would be less than existing at all intersections. Therefore implementation and operation of the project would not result in significant adverse air quality impacts. "

"Bicycling has no associated emissions and the Proposed Project can reasonably be expected to reduce emissions citywide by shifting a portion of motor vehicle trips to bicycle trips. The Proposed Project could contribute to a new reduction in emissions and thus would have no impact and would not contribute to a cumulative impact... implementation of the Proposed Project does not result in any new automobile trips being added to the roadway network. Under cumulative conditions, with the Proposed Project included, CO and TAC emissions are predicted to decrease."

As illustrated in **Tables 1 and 2** above, the Modified Project 7-3 Extension average intersection delays would generally be consistent with reported delays for Modified Project 7-3 presented in the FEIR. Given the similarity of delays expected under the Modified Project 7-3 Extension as compared to the Modified

Project 7-3, air quality impacts would be substantially the same. No new or substantially greater air quality impacts would occur.

#### Archeology

The Initial Study for the Bicycle Plan program determined that with the implementation of a mitigation measure, the project would have a less-than-significant impact on Archeology, stating on Page 58 of the Initial Study (Appendix A of the Bicycle Plan FEIR):

"The Planning Department found that the Proposed Project may require excavation in places to widen or narrow the roadway in the process of reconfiguring traffic lanes or parking, or to modify, install or remove medians. Excavation would be to a depth no greater than 24 inches. No project activities were identified that would result in a potential to adversely affect CEQA significant archeological resources. ..."

And Page 59:

"Given the possibility that unanticipated archeological resources may be impacted by the Proposed Project, MEA Standard Archeological Mitigation Measure 1 (Accidental Discovery) will be implemented. With this mitigation measure, the potential of the Proposed Project to affect significant archeological resources would be reduced to a lessthan-significant level."

Mitigation Measure 1, from the Bicycle Plan Initial Study, addresses how to treat cultural resources in the case that any are discovered during construction of the Modified Project 7-3.

Similar to the project analyzed in the Initial Study, Modified Project 7-3 Extension would result in a potential to adversely affect CEQA significant archeological resources. However, implementation of Mitigation Measure 1 would be applicable to the Modified Project 7-3 Extension and would reduce potential impacts to archeological resources and human remains to a less-than-significant level.

#### Water Quality & Runoff

The Initial Study for the Bicycle Plan program determined that the project would have a less-thansignificant impact on Hydrology and Water Quality, stating on page 75 of the Bicycle Plan Initial Study (Appendix A of the Bicycle Plan FEIR):

"The Proposed Project, located within the existing street right-of-way, would not change the amount of impervious surface area substantially, or alter the drainage pattern for the affected streets significantly. There are elements of the Proposed Project that would involve minor excavation and grading; however, the Proposed Project would generally replace paved surfaces with paved surfaces, with the exception of trees along streets and sidewalks. In the case of removed trees, some areas that are currently not paved might be paved over and rendered impervious, adding to stormwater runoff. These effects would be limited to small areas and would not be expected to significantly change runoff patterns."

The Modified Project 7-3 Extension designs would, consistent with the above description, either replace existing pavement with new pavement, or generally decrease the amount of impervious surface along the Great Highway by adding in additional permeable landscaping elements. Additionally, the Modified Project 7-3 Extension design elements are similar to other projects analyzed in the FEIR, such as Project 3-2 and potential elements analyzed under the Long-Term Improvement Projects in the FEIR. During

December 26, 2012

construction, there would be a temporary increase in the potential for erosion and transport of soil particles during any excavation. During construction, the Modified Project 7-3 Extension would be required to comply with all local water quality requirements, including stormwater control measures to reduce potential erosion impacts during construction and runoff would be directed to the City's combined stormwater/wastewater system and would be treated to standards contained in the City's National Pollutant Discharge Elimination System Permit prior to discharge. Therefore, the Modified Project 7-3 Extension would not substantially degrade hydrology and water quality, and impacts on water quality would be less than significant, consistent with the analysis and conclusions made in the Bicycle Plan FEIR Initial Study.

#### **Other Issues**

The Initial Study for the Bicycle Plan program determined that for the following topics, any environmental effects associated with the program and its individual projects would either be insignificant or would be reduced to a less-than-significant level by implementation of the mitigation measures included in as part of the program: land use, population and housing, noise, air quality, recreation, utilities and service systems, public services, biological resources, geology and soils, hydrology and water quality, hazards and hazardous materials, mineral and energy resources, and agricultural resources. The FEIR did not discuss these issues further. The Initial Study, including the significance conclusions reached therein, remains applicable to the Modified Project 7-3 Extension designs and all applicable mitigation and improvement measures from the Initial Study and the FEIR would be applied to the Modified Project 7-3 Extension.

#### CONCLUSION

Based on the foregoing, the Department concludes that the analyses conducted and the conclusions reached in the FEIR certified on June 25, 2009 remain valid, and that no supplemental environmental review is required for the proposed project modifications. The Modified Project would not cause new significant impacts not identified in the FEIR, or result in a substantial increase in the severity of previously identified significant impacts, and no new mitigation measures would be necessary to reduce significant impacts. No changes have occurred with respect to circumstances surrounding the original project that would cause significant environmental impacts to which the Modified Project would contribute considerably, and no new information has been put forward which shows that the Modified Project would cause significant environmental impacts. Therefore, no supplemental environmental review is required beyond this addendum.

I do hereby certify that the above determination has been made pursuant to State and Local requirements.

DATE Secrenles 27,2012

Bill Wycko, Environmental Review Officer for John Rahaim, Director of Planning

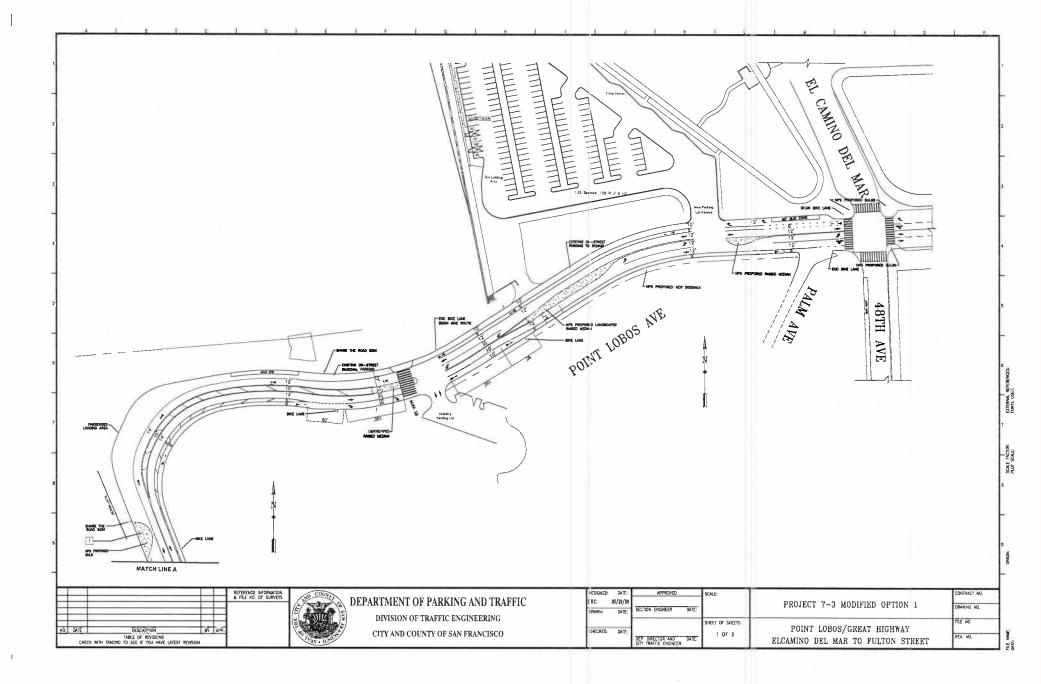
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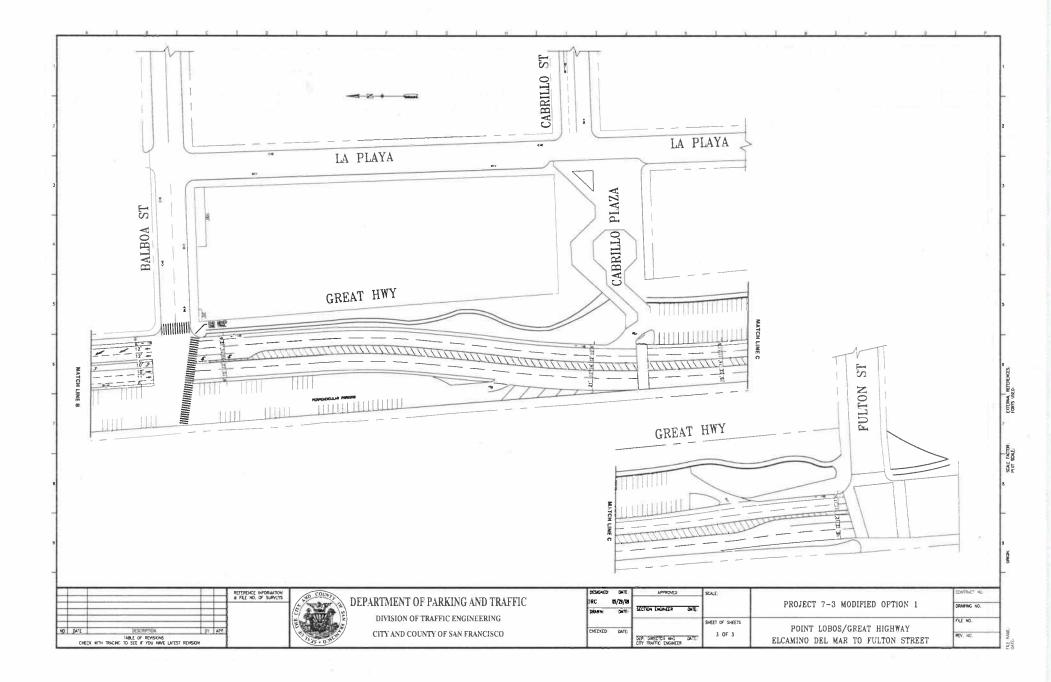
Kristiann Choy, San Francisco Municipal Transportation Agency, MTA Livable Streets Bulletin Board / Master Decision File/Distribution List

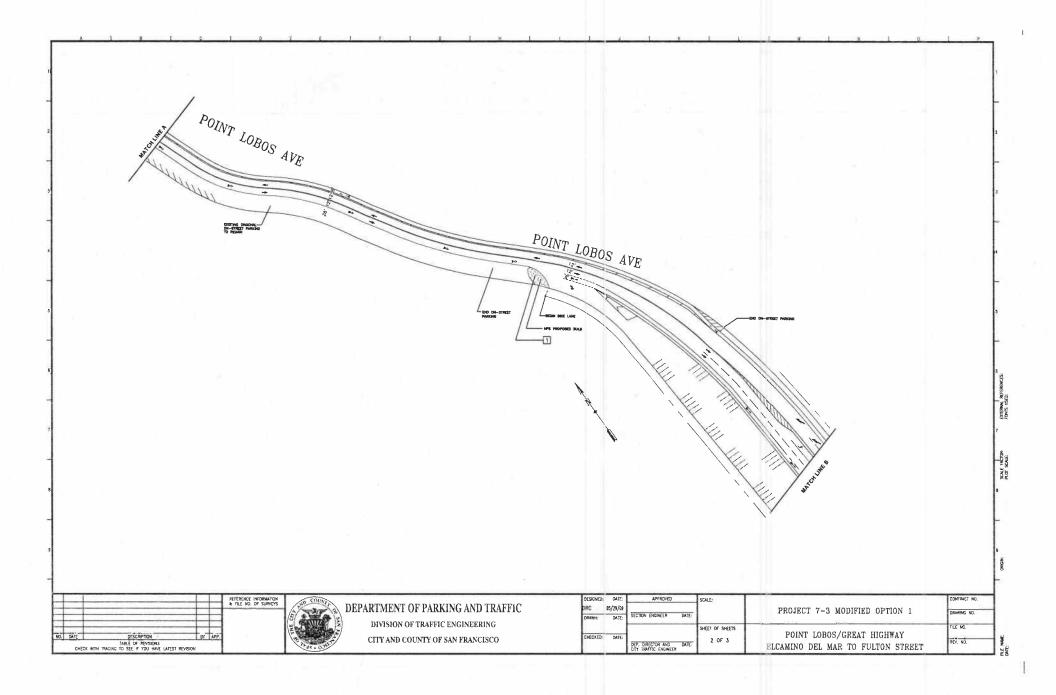
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## APPENDIX A

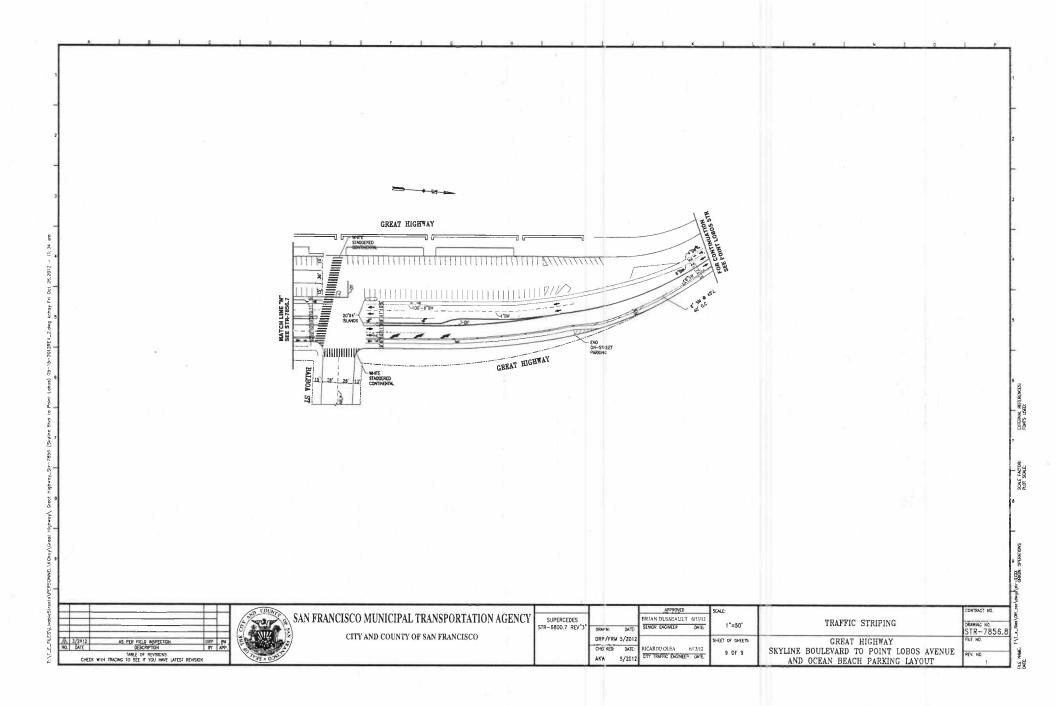
## PROJECT ANALYZED IN THE FEIR "Modified Project 7-3"

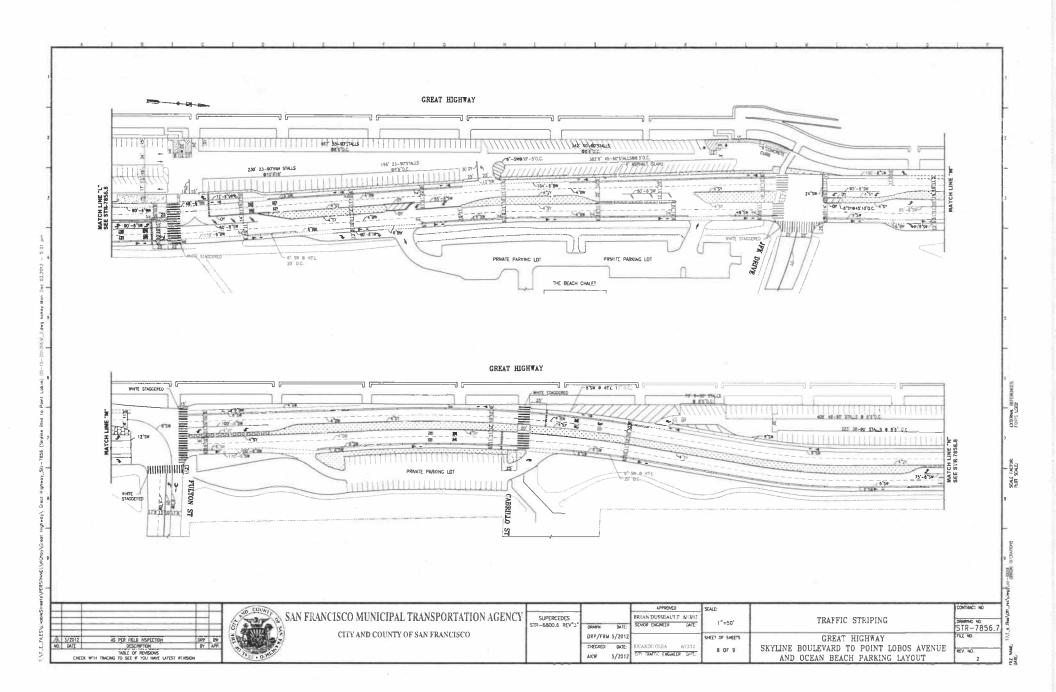


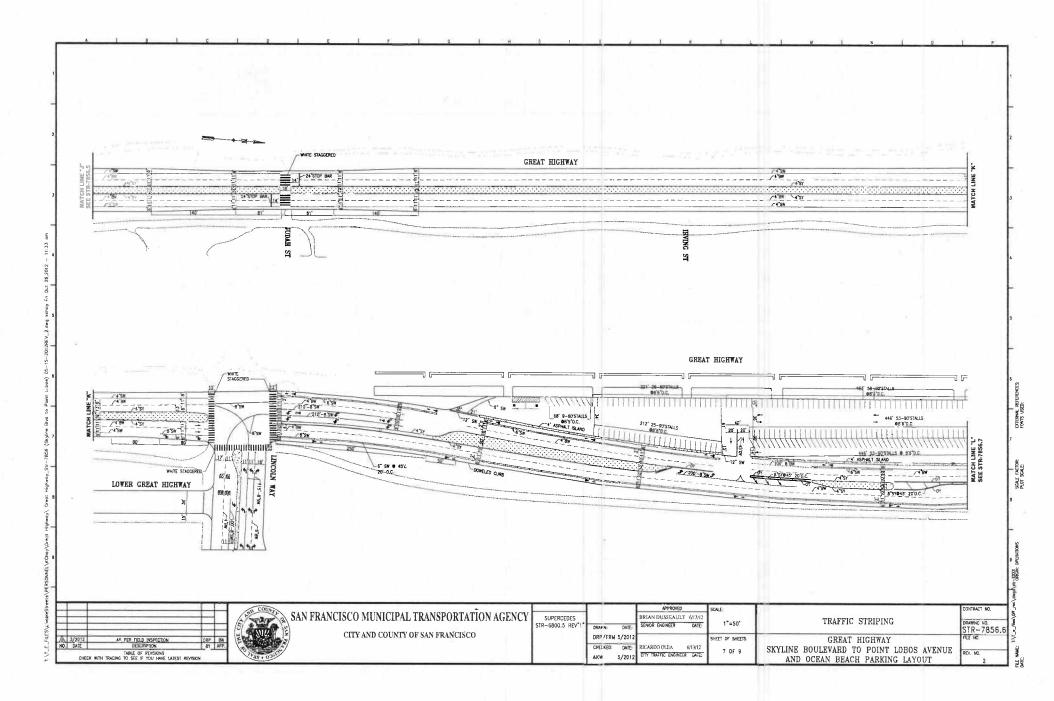




# APPENDIX B Modified Project 7-3 Extension







# APPENDIX C

## SYNCHRO OUTPUT INTERSECTION LEVEL OF SERVICE CALCULATIONS

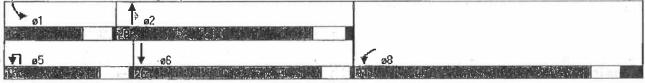
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ane Group	WBL	WBR	NBU	-NBT	NBR	SBL	SBT	
Lane Configurations	ኻኯ		Ą	<b>††</b>	f	ሻ	<b>†</b> †	
Volume (vph)	447	24	*1	438	347	16	620	hana dara pada kana kana
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	- where the state of the second
Lane Width (ft)	1300		10	1300	12	1300	1300	الحامية التي يراجع أحجرت ويتر
Lane Ulil. Factor	0.97	0.95	1.00	0.95	1.00	1.00	0.95	enne men i al contributor la como la
Frt	0.992	0.95	1.00	0.95	0.850	1.00	0.95	
**************************************		0.8000 1000	0.050		0.000	0.050		e menon i de e donne i marce provensione d
Fit Protected	0.955	- ASS	0.950	0500	4600	0.950	077F	** 
Satd. Flow (prot)	3195	0	1652	3539	1583	1770	3775	the standard of the standard of the standard of the
Flt Permitted	0.955		0.950		e a constante a	0.950		
Satd, Flow (perm)	3195	0	1652	3539		1770	3775	(1) A second s second second s second second secon second second sec
Right Turn on Red		Yes			Yes			
Satd. Flow (RTOR)	×8	ang and an		이 말 같은 것	377		er (11) (11) (11) (11) (11) (11) (11) (11	benefation on the second
Link Speed (mph)	30			30			30	
Link Distance (ft)	630	. je 12	ina da ava	260	1.1	N 24	108	n gan an ann 1875 anns a' Fridaich Francis, ann ann 2011 Sheiltean Anns an 1976 anns an 1976 anns anns anns an 1977
Travel Time (s)	14.3			5.9			2.5	In the second design of the second second
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	na ann a startair an an an an an an an ann ann an an an a
Adj. Flow (vph)	486	26	3	476	377	17	674	
Shared Lane Traffic (%)	1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1	1 4 4	i panta agin an	· · · · · · · · · · · · · · · · · · ·	in constant measures. The second second second	an and a second		(a) An and the second s second second se
Lane Group Flow (vph)	512	0	3	476	377	17	674	strip consider a particular and a second product second
Enter Blocked Intersection	No	No	No	No	No	No	No	Search for a promotion and a sports
Lane Alignment	Left	Right	RNA	Left	Right	Left	Left	man fa fistimi de la mita siste de sei
Median Width(ft)	20	Tight	in an	12	i agin		12	provinces pathemagnetic firmination and provide
Link Offset(ft)	20	ALL STREET	अस्त्राहर होउ	12		or factor and	0	and the second
	16	a consecution		16		anna ig	16	والمربوب المتواصية ووالمرجاح والمحتصا كالم
Crosswalk Width(ff)		1. 1.617 1.115	.2.11.111.1.1111	10			10	
Two way Left Turn Lane	4 00	- a inc	1.00	1.00	1.00	1.00	0.00	
Headway Factor	1.09	0.85	1.09	1.00		1.00	0.92	(a) applied a first state of the state of
Turning Speed (mph)	15	9	9		9	15		
Number of Detectors	(0			2	<b>1</b>	an standard and a st The standard and a st	2	an general densities of the state of the strength of the state of the
Detector Template	Left	and the second second	Left	Thru	Right	Left	Thru	
Leading Detector (ft)	20	1	20	100	20	20	100	an ang ang taon ang ang ang ang ang ang ang ang ang an
Trailing Detector (ft)	0		0	0	0	0	0	
Detector 1 Position(ft)	0	1997)	0	0	0	.0	0	(i) It of supervise the standard sector in the state of the supervised sector is a supervised sector of the supervised sector
Detector 1 Size(ft)	20		20	6	20	20	6	
Detector 1 Type	CI+Ex	t saide a side ander son	Cl+Ex	CI+Ex	CI+Ex	CI+Ex	CI+Ex	and equipment has a define a dramaging and even as
Detector 1 Channel		te anni anni anni a	11010-000-000-000			07mii 1753/deriwi e i		trast of smooth substantial and the statement of the substantial state
Detector 1 Extend (s)	0.0	W TOP 4	0.0	0.0	0.0	0.0	0.0	ng guanga, ang jang guang pang sa pulang sa
Detector 1 Queue (s)	0.0	and manipulate	0.0	0.0	0.0	0.0	0.0	
Detector 1 Delay (s)		dest area		0.0	0,0	0.0	0.0	
Detector 2 Position(ft)	V.V.	enter Ba	0.0	94	0.0	0.0	94	
Detector 2 Size(ft)	aansene min. Ne maanverde	41						
Detector 2 Type	as montarify		1.742 1.000	and the second sec		A Section of the	Cl+Ex	
				Cł+Ex	a hina a			and a state of a state of the state of the
	an direct last	HE FOR T	يې بې بې د	antinua (j). A A	مرتب <u>مشار</u> بة وم	Weiter Statio		anang ata parta na mang tang tang tang tang tang ta
Detector 2 Extend (s)		N STATES	ta <b>g</b> arana	0.0	and the second	Star Barther	0.0	ali sendi filmana konference se
Turn Type	NA	unit mit		NA	Perm	Prot	NA-	
Protected Phases	8		5	2	01.000.000 Acres	1	6	
Permitted Phases		Spinit of a		20,21, 4	2		12 J. T.	a na sana na sana na sana na sana sana
Detector Phase	8		5	2	2	1	6	
Switch Phase	00.0	in the second second		pfille print Statistics		ante indici Ny anitr' di		
Minimum Initial (s)	20.0		4.0	13.0	13.0	4.0	6.0	

12/3/2012

Timing Plan: PM Peak Existing

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ane Group	WBL,	WBR NBU	NBT	NBR	SBL	SB1	
Minimum Split (s)	33.3	8.0	25.0	25.0	8.0	20.0	and the second of the second of the second of the second s
Total Split (s)	34.0	15.0	28.0	28.0	13.0	26.0	
Total Split (%)	45.3%	20.0%	37.3%	37.3%	17.3%	34.7%	and a to support the light
Maximum Green (s)	27.7	11.0	23.0	23.0	9.0	22.0	
Yellow Time (s)	3.5	3.5	4.0	4.0	3.5	3.5	
All-Red Time (s)	2.8	0.5	1.0	1.0	0.5	0.5	
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	and the state of t
Total Lost Time (s)	6.3	4.0	5.0	5.0	4.0	4.0	
Lead/Lag		Lead	Lag	Lag	Lead	Lag	n en sie oferen is stern tem gelt
Lead-Lag Optimize?		Yes	Yes	Yes	Yes	Yes	
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0	3.0	
Recall Mode	None	None	C-Max	C-Max	None	C-Max	-9-1
Walk Time (s)	7.0	e el municipal de la	7.0	7.0	114192	20 - 100 y 1000	contractions as a summary later a constraint in the party statement in
Flash Dont Walk (s)	20.0		13.0	13.0			
Pedestrian Calls (#/hr)	0		0	0	Sec. Sec.		h som standik mesen – ken sessenanter
Act Effct Green (s)	20.5	5.7	40.9	40.9	6.3	42.1	
Actuated g/C Ratio	0.27	0.08	0.55	0.55	0.08	0.56	
//c Ratio	0.58	0.02	0.25	0.36	0.11	0.32	
Control Delay	26.1	32.3	10.5	2.7	33.0	10.2	THE BULL PROPERTY AND TRAFFIC P
Queue Delay	0.0	0.0	0.5	0.7	0.0	0.0	
Total Delay	26.1	32.3	11.0	3.4	33.0	10.2	영화는 영향 프로그램 이 프로그램 관계 및 영화
OS	C	C	В	A	C	В	
Approach Delay	26.1		7.7	ŝ- n b-	227 147	10.7	deserved in the second second second in the
Approach LOS	C		A			8	t in a la contrata de la capitale della contra della
ntoseelion-Summary		- P			(14.a))		
Area Type:	Other						
Cycle Length: 75					1991 J. 1		and the second sec
Actuated Cycle Length: 75							The second
Offsel: 0 (0%), Referenced	to phase 2:NE	BT and 6:SBT, S	Start of Gr	een			the second second shift at the second
Vatural Cycle: 70							
Control Type: Actuated-Co	ordinated			- 1-0-0		Contraction in	a construction of the second s
Maximum v/c Ratio: 0.58	the second s		re erent da ar met d		an sheringinin		and a second
ntersection Signal Delay: 1	3.3		the st	ntersectio	n LOS: B		and a standard of the second sec
ntersection Capacity Utiliza				CU Level	and the second se		
Analysis Period (min) 15	A.Z. Bass of the		87.12 T			the life	
						1.17.144.00.4110.00	

#### Splits and Phases: 3: Great Highway & Fulton St



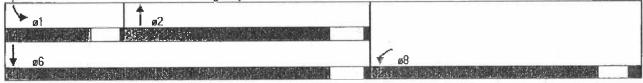
	*	•	1	1	1	Ŧ	×
ane Group	WBL	WBR	NBT	NBR	SAL	SBL	
Lane Configurations	Y		<b>†</b> Þ		ħ	<b>†</b> †	
Volume (vph)	27	34	709	37	12	976	en en dilla barrelen den ere e
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	la real a la
Lane Width (ft)	12	.12		12	10	12	and a second
Lane Util. Factor	1.00	1.00	0.95	0.95	1.00	0.95	8 C 
Frt	0.924		0.993	1.4.5.4.5	energian pr	an antista antis o antista antista da	an a surray of the second s
Fit Protected	0.979				0.950	1444-1 (m. 1444)	and been a being and a station. If some entrement t
Sald. Flow (prot)	1685	0	3514	0	1652	3539	
FIt Permitted	0.979				0.950		(and its of the stand of the
Satd, Flow (perm)	1685	0	3514	0	1652	3539	al company company and a second second states of
Right Turn on Red	an an a bhair ar b	Yes	an all a faile in the	Yes	204 C T 377		AND AN AN ADDRESS AND AN AN ADDRESS AND ADDRES
Sald, Flow (RTOR)	37	and a n	7	dia m	Sec. 18	or granee	and a construction of the second s
Link Speed (mph)	30	al Chill (Children)	30	El El Actor de Ballita	-137 I. I. I. I. I.	30	
Link Distance (ft)	340	ಟಿ ್ಷ ಒಂಗಟ	930	ESER 1	1978 ( <u>1</u> .) -	260	
Travel Time (s)	7,7	y 16643.00.00	21.1	enel organis	1. 18 P. 1	5.9	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92		the second s
Adj. Flow (vph)	29	37	771	40	13	1061	
Shared Lane Traffic (%)				Call Sectors		1001	and the second s
Lane Group Flow (vph)	66	0	811	0	13	1061	and a second
Enter Blocked Intersection	No	No	No	No	No	No	and the Report of the same of the Section of the same dependence of
Lane Alignment	Left	Right	Left	Right	Left	Left	B. Kantha and angle Phys. Rev. B (1970) 11 (1976); A. D. Karamana and A.
Median Width(ft)	12	rogin	20	Tagin	Lon to	20	and press of the second second second second second second
Link Offset(ft)	0	0.01000-1	20	the standard set.		0	the desired of a state of these states at the set of each
Crosswalk Width(ft)	- 16	ត កម្មដំណើ	16	a na h	ante de	16	
Two way Left Turn Lane	an magazi	6 (1997) - 1997 1997	10			10	
Headway Factor	1.00	1.00	1.00	1.00	1.09	1.00	
Turning Speed (mph)	1.00	9	1.00	9	15	1.00	
Number of Detectors			2		Ĭ	2	and and the extension of the property of the second s
Detector Template	Left		Thru	a Cala Cala Ara	Left	Thru	The second se
Leading Detector (ft)	20	and the state of the	100	1 (b. 485 - 48 - 19	20	100	
Trailing Detector (ft)	0		0	a	0	0	and the state mass to consider and consider and the second second
Detector 1 Position(ft)	0		0.0	an gang ang ang	Ő	ň	المحمد ومدعوم فلاحاج الإعلاج المطالب معدما فحادث والاعتقاد عقد
Detector 1 Size(ft)	20	- 11 HE - 17 -	6	00.4088 <u></u> 1	20	6	apart i a contracti pre nomena que car y alco a comme a car acom
Detector 1 Type	CI+Ex		CITEA	the other states	CI+Ex	Cl+Ex	and the second
Detector 1 Channel	UILA		ULLA.		OFTER	UITLA-	and the second
Detector 1 Extend (s)	0.0		0.0	1.123.121.12	0.0	0.0	
Detector 1 Queue (s)	0.0	iter om	0.0	2 2000 2003	0.0	0.0	h io Bando any idealo anan'io al alianan' orrecher area' una a collo "haran
Detector 1 Delay (s)	0.0			Sea Seal	0.0	0.0	1 a scaladouch Printen has 200 BB (1) (1) (1) (1) (2) (2) (2) (2) (2) (2) (2) (2) (2) (2) (2) (2) (2) (2)
Detector 2 Position(ft)	0.0	- Section of the	94		0.0	94	and the standing discontinuation of the standard standard and the standard standard standard standard standard and the standard stand
Detector 2 Pusition(it)	Sambilita		34	11.102-1-1-107	er ter te (te ti	34 6	$\sim$ which of the statement of the state
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Detector 2 Extend (s)		- Samon S	0.0	1	Deat	0.0	and a second
Turn Type	NA	- 10 P. 1 P. 1	NA	Series and	PIOL	NA	and the consideration of the second strategy
Protected Phases	ð	an ana ar	2			6	
Permitted Phases			the set of the set of the				
Detector Phase	8 	- State Server	2	a antera	1 1	6	
Switch Phase		ويساد الأحداد	40.0			00.0	hden en en ser de service (M
Minimum Initial (s)	18.0		13.0		4.0	20.0	

12/3/2012

Timing Plan: PM Peak Existing

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Late:Group	WBL	WBR NBT	NBR	SBI	: SBT	
Minimum Split (s)	24.2	31.8		8.0	24.8	그 가가 물건을 다 가게 했는데 것
Total Split (s)	32.0	29.0		14.0	43.0	
Total Split (%)	42.7%	38.7%	1.00000	18.7%	57.3%	요즘 사람이 가지 않는 것이 같이 많이 많이 많이 했다.
Maximum Green (s)	26.8	24.2	Ê.	10.0	38.2	
Yellow Time (s)	3.5	4.0	(a) (a) (a)	3.5	4.0	그는 것이 나라는 것이 아이들이 같이 많이 가지?
All-Red Time (s)	1.7	0.8		0.5	0.8	
Lost Time Adjust (s)	0.0	0.0	e series	0.0	0.0	New parter that was well. The set of
Total Lost Time (s)	5.2	4.8		4.0	4.8	
Lead/Lag		Lag		Lead		
Lead-Lag Optimize?		Yes		Yes		
Vehicle Extension (s)	3.0	3.0	a and a second sec	3.0	3.0	- Strate and the state of the state of the
Recall Mode	None	Max		None	Max	
Walk Time (s)	8.0	9.0				같아? 같은 곳 것 것 않는 것 같다. 것 같은 것
Flash Dont Walk (s)	11.0	18.0				
Pedestrian Calls (#/ht)	0					법 다 나봐 다 편다. 한다. 방법법이지는 155
Act Effct Green (s)	18.1	44.8		6.1	46.9	
Actuated g/C Ratio	0.29	0.71		0.10	0.75	문화 (2014년 1997) 1997 - 1997 - 1997, 1997, 1997, 1997, 1997, 1997, 1997, 1997, 1997, 1997, 1997, 1997, 1997, 19
v/c Ratio	0.13	0.32		0.08	0.40	
Control Delay	11.2	8,1		28.2	6.7	so not can be a sufficient to much property on a property for
Queue Delay	0.0	0.0		0.0	0.3	
Total Delay	11.2	8.1		28.2	7.0	
LOS	В	A		С	А	
Approach Delay	11.2	8.1			7.2	the second second state of the second s
Approach LOS	В	Ą	il ana con		А	
Intersection Summary			16° 8.,6		$d_{i}^{i}(\mathcal{P}_{i}^{i})$	
Area Type:	Other					
Cycle Length: 75	and the first stand	CONTRACTOR OF THE				
Actuated Cycle Length: 62	2.9					
Natural Cycle: 65		المراجعة المراجعة المراجع المراجعة (1994). المراجع المراجع المراجع المراجع (1994).				part of an initial state in an initial state of the state
Control Type: Actuated-Ur	ncoordinated					
Maximum v/c Ratio: 0.40						
Intersection Signal Delay:	7.7	THE PARTY OF A	In	tersectio	n LOS: A	
Intersection Capacity Utiliz		here with sectors	IC	U Level	of Servic	eA
Analysis Period (min) 15						

Splits and Phases: 5: JFK Drive & Great Highway



12/3/2012

### Timing Plan: PM Peak Existing

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Lane Group	WB)	WBR	NEL	NBR	S8L	SBI-	
Lane Configurations	ሻሻ	7	<b>十</b> 个	7	ካካ	<u>†</u> †	
Volume (vph)	117	194	609	162	311	820	name a la companya na companya ana ana ana ana ana ana ana ana ana
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	and second as and	
Lane Width (ft)	272 2 11	16	× 11	10	- 10		a page as a party in a set of the set of
Storage Length (ft)	0	0	44.00.044	0	225	- ACCARA - 4125 37	VERSITE CONTRACTOR OF A SUBJECT STATE OF CALL
Storage Lanes	- 2	- 1		1	2	a o loagal g	
Taper Length (ft)	25		a Breis	ent of e	25	11 1 1 P. 1096 1	
Lane Util. Factor	0.97	1.00		1.00	0.97	0:95	(B) The standard state of the second state
Frt	0.01	0.850		0.850		0.00	
Fit Protected	0,950	0.000	\$3.333 S		0.950		CAREST TRUNCASES AND
Satd. Flow (prot)	3319	1794	3421	1478	3204	3539	onennova er i stendettende tallfordette i 1. for 10.0000 """
Fit Permitted	0.950				0.950	0000	President de la Verside dans d'Altanta
Satd. Flow (perm)	3319	1794	3421	1478	3204	3539	a state which is the transfer to the
Right Turn on Red	0010	Yes	0721	Yes	0204	0000	The Tolling of the second second second
Satd. Flow (RTOR)	2.5	211	2	176	1991.00 C (2)	andra mari 6	1.5. By C. BRED, S. & M. BERN, M. 199, Support at New preparation.
Link Speed (mph)	30		30			30	an the second states that are the
Link Distance (ft)	754		478		1000	930	er men her er sen en her en en er hererenen i de ser er e
Travel Time (s)	17.1		10.9	na ist.		21.1	(*) another first dense with the first of
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	
Adj. Flow (vph)	127	211	662	176	338	0.92 891	car years assess where existing a set is an existence of a real
Shared Lane Traffic (%)	121	2.11.	002	110	- 330	031	and the second se
Lane Group Flow (vph)	127	211	662	176	- 338	891	
Enter Blocked Intersection		No	No	No	No	No	
Lane Alignment	Left						white the water is the second se
Median Width(ft)	22	Right	Left	Right	Left	Left	en a rabeleañ a even ar presentañ a 22 gund
	22	971	20	Inc." An Inclusion and	an an an Ta	20	A way with which has all a manufactures
Link Offset(ft)	na amir abain		ALC: NO.		e en la contra en	Central Probability of	the state of the second state of the state of the
Crosswalk Width(ft)	16	Andreastar	16	energi neer		16	e and e service and the state of the state o
Two way Left Turn Lane	4.04	0.05	1.04	4.00	1.00	4.00	is induction of only $\mu_{i}$ , and
Headway Factor	1.04	0.85	1.04	1.09	1.09	1.00	e e come é accesser a l'égaine en la calemata da sa
Turning Speed (mph)	15	9		9	15	· · · · ·	2.7 Vilia Transmission and the state of the transmission of the state of the state of the state of the state of the state of the sta
Number of Detectors	1	1	2	1	1	2	8 Y
Detector Template	Left	Right	Thru	Right	Left	Thru	<ul> <li>- consistent is approximate consistent provide addition of many consistent of the order of a consistent is a series of consistent of one consistent of the order of the order of the order of the order of the order of the order of the order of the order of the order of the order of the order of the order of the order of the order of the order of the order of the order</li></ul>
Leading Detector (ft)	20	20	100	20	20	100	
Trailing Detector (ft)		0	0	0		0	
Detector 1 Position(ft)	0	0	0	0	0	0	A service and a service of the servic
Detector 1 Size(ft)		20	6		20		na la balandada a na mana la lanca anna an an an an
Detector 1 Type	CI+Ex	CI+Ex	CI+Ex	CI+Ex		Cl+Ex	
Delector 1 Channel			• [•••]• •••••••••	1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1	had been deep	uni aranga a	PhiloPhile Alf Alfa BaselPar Philosophic is a solid strain of the matrix states strain matrix in additional and a strain data and a solid strain a
Detector 1 Extend (s)	0.0	0.0	0.0	0.0	0.0	0.0	
Detector 1 Queue (s)			0.0				a in the second seco
Detector 1 Delay (s)	0.0	0.0	0.0	0.0	0.0	0.0	
Detector 2 Position(ft)	i a e sense qu	en affin -	94			94	n ar shadh e shi a panan sa ka a dan ar sa an ar sana ka ar sa ar sa I wannan sa sa Fujihin ang sa
Detector 2 Size(ft)			6	1999 C. S. S.		6	
Detector 2 Type	il de la constata da	2.11.11.11 	CI+Ex		and a second s	CI+Ex	alian ya mana kuta mila na Kata na milanyi ya kuta milanyi ya mata kuta na milanyi na milanyi na milanyi na mi Mana Mata Mana Angalan na milan na milan na milanyi na milanyi na milanyi na milanyi na milanyi na milanyi na mi
Detector 2 Channel							
Detector 2 Extend (s)	45-16-17	ie di de di Li di de di	0.0		issi fa pir Nationalisi	0.0	
Turn Type	NA	Perm	NA	Perm	Prot	NA	
Protected Phases	8		2		1	6	art 2 <mark>. 1918</mark> - ene an offent of the
Permitted Phases		8		2	1000	a stated decarded	

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Timing Plan: PM Peak

Existing

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Lane:Group	WBI	WBR	NBT	NBR	SBL	SBT	
Detector Phase	8	8	2	2	1	6	
Switch Phase							
Minimum Initial (s)	7.0	7.0	5.0	5.0	5.0	5.0	요즘 동안 말 아파 다 아이 않을 수요.
Minimum Split (s)	27.0	27.0	33.0	33.0	10.0	21.0	
Total Split (s)	33.0	33.0	33.0	33.0	24.0	57.0	
Fotal Split (%)	36.7%	36.7%	36.7%	36.7%	26.7%	63.3%	
Maximum Green (s)	28.0	28.0	28.0	28.0	19.0	52.0	
fellow Time (s)	3.0	3.0	4.0	4.0	3.0	4.0	
All-Red Time (s)	2.0	2.0	1.0	1.0	. 2.0	1.0	The second se
ost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	
Total Lost Time (s)	5.0	5.0	5.0	5.0	5.0	5.0	n an
_ead/Lag	0.0	0.0	Lag	Lag	Lead		
.ead-Lag Optimize?			Yes	Yes	Yes		상태의 지지 않는 것이 같은 것 것 같아?
/ehicle Extension (s)	3.0	3.0	3.0	3.0	3.0	3.0	
Recall Mode	None	None	Max	Max	None	Max	
Walk Time (s)	4.0	4.0	5.0	5.0	Nono	max	
Flash Dont Walk (s)	18.0	18.0	23.0	23.0			
Pedestrian Calls (#/hr)	10.0	10.0	25.0	20.0			
Act Effet Green (s)	8.3	8.3	34.7	34.7	12.3	52.0	
Actuated g/C Ratio	0.12	0.12	0.49	0.49	0,17	0.74	and the second se
lc Ratio	0.12	0.12	0.49	0.43	0.60	0.34	
Control Delay	30.7	10.0	12.8	2.9	31.3	3.7	
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	
Total Delay	30.7	10.0	12.8	2.9	31.3	3.7	
.OS	50.7 C	B	12.0 B	2.5 A	C	J.7 A	
Approach Delay	17.8	D	10.7	A	0	11.3	a the spanning of strandom and the state of the state of
oproach LOS			В			11.0	
	D		D	5 11 - 7	7777	D	(1,2,2) which represents the second secon
Itersection Summary		Sur And					
	Other	175 - 11990 <sup>20</sup>		1 2 1 2			The little of the second state of the little second state is
Cycle Length: 90							A Company of the second s
cluated Cycle Length: 70.3							the second s
latural Cycle: 70	of the second second						and a second
Control Type: Actuated-Unco	pordinated						승규는 그는 것은 것은 것을 위해 가지 않는 것을 것을 것을 수 있다.
faximum v/c Ratio: 0.60							THE REPORT OF A DESCRIPTION OF A DESCRIP
Itersection Signal Delay: 12						n LOS: B	
tersection Capacity Utilizat	ion 44.0%					of Service	e A
malysis Period (min) 15			1.1.1.1.1.1.1.1	in the second second	er en en ge se		
plits and Phases: 7: Grea	at Highway	& Lincol	n Way				
6		<b>₽</b> @2					
g]		and the second se	and the base		-4-4-4	102.00	
			1822 123	and the second second	and the second	15-11	

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Timing Plan: PM Peak Existing + Project

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ane Group	WBL	WBR	NBU.	NBT	NBR	SBL	SB	· · · · · · · · · · · · · · · · · · ·
Lane Configurations	ካካ		Ą	<u>†</u> †	1	ሻ	<u>†</u> †	
Volume (vph)	447	24	3	438	347	16	620	the second s
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	An
Lane Width (ft)	.10	16	.10	. 11	. 12	S - 11	11	and the second
Lane Util. Factor	0.97	0.95	1.00	0.95	1.00	1.00	0.95	
Fritzensen an en	0.992	* 14.		275 18.3	0,850	-		and the second
Fit Protected	0.955		0.950			0.950		and the second sec
Satd. Flow (prot)	3195	0	1652	3421	1583	.1711	3421	fight and a state of the same set to same set.
Fit Permitted	0.955		0.950			0.950		
Satd. Flow (perm)	3195	0	1652	3421	1583	1711	3421	The second s
Right Turn on Red	0100	Yes	1002	V 121	Yes			A second s
Satd. Flow (RTOR)	8	100			377	Carlos and		the second se
Link Speed (mph)	30	1.11		30	011	4 A	30	the second
ink Distance (fl)	630		in the second	260	h . max		108	the second second second second second second
Fravel Time (s)	14.3		ers annous	5.9	16 * (13*1) e.10	15-jaco (a3-%)	2.5	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	the second se
	486	26	3	476	377	0.92	674	The second
Adj. Flow (vph)	400	20	17 You 110-	470	311	11	0/4	a to see a state of the state state of the s
Shared Lane Traffic (%)	640		C. H.T.	470	077	47	074	the second second second second second
ane Group Flow (vph)	512	0	3	476	377	17	674	
Enter Blocked Intersection	No	No	No	No	No	No	No	
ane Alignment	Left	Right	RNA	Left	Right	Left	Left	Part Instance of second spinster
Aedian Width(ft)	20	i internetie		11			11	in the first providence of the set of the second set of the second set of the set
ink Offset(ft)	0			0	a have		0	and a second
Crosswalk Width(ft)		1 1111	i ingino	16	anifi some of	de teo 's e	16	$\lim_{t\to\infty}   h_t  \leq \lim_{t\to\infty}  h_t  < \lim_{t\to\infty}  h_$
wo way Left Turn Lane	89 - S	Cinin.						Concept II there are been seen and the second second
leadway Factor	1.09	0.85	1.09	1.04	1.00	1.04	1.04	and a state of the second s
urning Speed (mph)	15	9	9		9	15		t i i i i i i i i i i i i i i i i i i i
lumber of Detectors	11.111111111111	$\max_{\substack{i=1,\dots,n\\i=1}} (\frac{1}{i},11;11)$		2	No. Inc. in .	A see II.	2	1. M. W. Witter, "A particular sector of the state of the sector of t
Detector Template	Left	and the second second	Left	Thru	Right	Left	Thru	A real real real real real real real real
eading Detector (ft)	20	n di Lina Li Analasia	20	100	20	20	100	to compare the state of the second state of th
railing Detector (ft)	0		0	0	0	0	0	
Detector 1 Position(ft)	0	94) (N. 19 - 19 1942 - 200 - 972	0	0	0	0	0	a second seco
Detector 1 Size(ft)	20		20	6	20	20	6	
Detector 1 Type	CI+Ex	·····	CI+Ex	CI+Ex	CI+Ex	CI+Ex	CI+Ex	
Detector 1 Channel								
Detector 1 Extend (s)	0.0	1141 - 1214	0.0	0.0	0.0	0.0	0.0	a management and a consider a set of the set
Delector 1 Queue (s)	0.0		0.0	0.0	0.0	0.0	0.0	2
Detector 1 Delay (s)	0.0	alis adul Taganta	0.0	0.0	0.0	0.0	0.0	and an end of the second se
etector 2 Position(ft)				94			94	
Detector 2 Size(ft)		nationality nationality	115 Tradit da. 191	6	i pont pont	attan at the	.6	the second s
etector 2 Type				CI+Ex	Construction and the second	1. International (* 1727) 991-14	CI+Ex	
etector 2 Channel	ingeneting		(++++ (++++++)		1.121.3	NA D		
etector 2 Extend (s)				0.0		and the second second	0.0	
итл Туре	NA	124	Prot	NA	Perm	Prot		n se an ann an
rotected Phases	8	and the second	5	2		1	6	and a start of the second of the second s
ermitted Phases					2	and a	de la	TWENT STORE AND A STORE
elector Phase	8		5	2	2	9997-0881-0496 1	6	n an
the sector of Theorem The Interface and the sector of the table of the sector of the s	ng Billing	(asstad)		al Arran	<b>د</b>			
witch Phase	energietan (e		22.82.000	A. HIGH AND S.	and a state of the		National areas 25	E Margarith Constraint Starte and a starte of the second started and the second

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Timing Plan: PM Peak Existing + Project

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ane Group		WBR	NBU	_N8[	NBR	SBI	SBT	
Vinimum Split (s)	33.3		8.0	25.0	25.0	8.0	20.0	
Total Split (s)	34.0		15. <b>0</b>	28.0	28.0	13.0	26.0	
Total Split (%)	45.3%		20.0%	37.3%	37.3%	17.3%	34.7%	
Maximum Green (s)	27.7		11.0	23.0	23.0	9.0	22.0	
Yellow Time (s)	3.5		3.5	4.0	4.0	3.5	3.5	
All-Red Time (s)	2.8		0.5	1.0	1.0	0.5	0.5	
ost Time Adjust (s)	0.0		0.0	0.0	0.0	0.0	0.0	
fotal Lost Time (s)	6.3		4.0	5.0	5.0	4.0	4.0	
_ead/Lag			Lead	Lag	Lag	Lead	Lag	an Sha thai 1970 Near Alban an
ead-Lag Optimize?			Yes	Yes	Yes	Yes	Yes	
/ehicle Extension (s)	3.0	25172	3.0	3.0	3.0	3.0	3.0	
Recall Mode	None		None	C-Max	C-Max	None	C-Max	
Walk Time (s)	7.0			7.0	7.0		i in i i i i	
Flash Dont Walk (s)	20.0			13.0	13.0			
Pedestrian Calls (#/hr)	0			0	0		Caller Street	
Act Effct Green (s)	20.5		5.7	40.8	40.8	6.3	42.1	
Actuated g/C Ratio	0.27		0.08	0.54	0.54	0.08	0.56	
/c Ratio	0.58		0.02	0.26	0.36	0.12	0.35	
Control Delay	26.1		32.3	10.6	2.7	33.1	10.5	
Queue Delay	0.0		0.0	0.5	0.7	0.0	0.0	
otal Delay	26.1		32.3	11.1	3.4	33.1	10.5	on a second conduct of a data prove \$10,000 p
OS	С		С	8	Α	С	В	
Approach Delay	26.1			7.8			11.1	
pproach LOS	С			А		ų.	В	
norsection Summary	end	(and a state			$M \in \mathbb{N}^{3}$	9		
vea Type:	Other							
Cycle Length; 75								We set the set of the
ctuated Cycle Length: 75								
Offset 0 (0%), Referenced		BT and 6:	SBT. S	tart of Gr	еел			The state of the second
latural Cycle: 70								
ontrol Type: Actuated-Co	ordinated							the second
faximum v/c Ratio: 0.58		enten sili teli	811102-002	al face of the	10 11 1 10			
ntersection Signal Delay:	13.5		and the second	in dia	lersection	LOS: B		terret manufactor prover per para de una constructiva a securita a No Marca administrativa per la constructiva de la constructiva de la constru-
			No.				and the second	
ntersection Capacity Utiliz	ation 42.4%			16	U Level o	of Service	A	

Splits and Phases: 3: Great Highway & Fulton St



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#### Timing Plan: PM Peak Existing + Project -

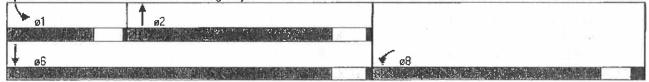
	4	×.	1	1	1	Ļ	
Lane Group	WBL	EW9R	NBI	NBR	SBL	SBI	
Lane Configurations	Y		<b>↑</b> ₽		3	<b>†</b> †	
Volume (vph)	27	- 34	709.	37	12	976	
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	a a sur see a sur service a sur s
Lane Width (ft)	12	12	11	11	11	10	and the second of the P
Lane Util. Factor	1.00	1.00	0.95	0.95	1.00	0.95	
Frt	0.924		0.993	0.00			Wardelle and the set of Roman
FII Protected	0.979	to generate	0.000	tar 12.5	0.950		a the second secon
Sald. Flow (prot)	1685	0	3397	0	1711	3303	itera e camero an antera a ca
Fit Permitted	0.979	Ŷ	0001	· · · · · · ·	0.950	0000	
Satd. Flow (perm)	1685	0	3397	- n -		3303	and a second
Right Turn on Red	1000	Yes	0001	Yes	# 14 13		and a state state of a state of the state of
	27	ies		les .	10 P. 199	1917 - A 1970	enverse in recently a state of the
Satd. Flow (RTOR)	37	N. 253 854	20	ente ara g	i per et i tradi. N	20	and a first of the state of the
Link Speed (mph)	30		30	eno pre		30	energeneers energians and analys
Link Distance (ft)	340	3136G	930	in this		260	and had the state in the first strength is
Travel Time (s)	7.7	0.00	21.1	0.00		5.9	ويرد ومرجد والأرد والراجع ومرجعه ويرو ومروح
Peak Hour Faclor	0.92	0.92	0.92	0.92	0.92	0.92	The second s
Adj. Flow (vph)	29	37	771	40	13	1061	
Shared Lane Traffic (%)		10 - 1 - 1 - 1 - 1 - 1 - 1 - 1 - 1 - 1 -	· · · · · · · · · · · · · · · · · · ·	e ng geging	22,1		[10] B. Barrari, J. et al. Phys. Rev. Lett. 11, 111 (1997). Advances of the second state of the second
Lane Group Flow (vph)	66	0	811	0	13	1051	
Enter Blocked Intersection	No	No.	No	No	No.	No.	[12] M. B. Z. M. B. M. B. M.
Lane Alignment	Left	Right	Left	Right	Left	Left	
Median Width(ft)	12	the minimum and	20		nge innennet	20	and an indication of the same of the second s
Link Offset(ft)	0		0			0	
Crosswalk Width(ft)	16	the desire	16	reference freezen	an Free o	16	and a second sec
Two way Left Turn Lane							
Headway Factor	1.00	1.00	1.04	1.04	1.04	1.09	no one notal e messa one en é au é
Turning Speed (mph)	15	9		9	15		
Number of Detectors	1	21 - <u>3</u> 1	2	na arfaile	1	2	Add from a more than a provide the strange of the
Detector Template	Left		Thru		Left	Thru	
Leading Detector (ft)	20	1993 B -	100		20	100	en en la construction de la constru
Trailing Detector (ft)	0		0		0	0	
Detector 1 Position(ft)	0	o escarece a	0		0	0	A design of the second se
Detector 1 Size(ft)	20		6		20	6	
Detector 1 Type	CI+Ex	10 AURITU	CI+Ex	e entre strene (s)		Cl+Ex	[11] B. D. B. A. S. W. P. WEILLARD, R. B. BERR, M. M. S. SHAR, AND S.
Detector 1 Channel		fore of the faile		44 m. 4 1 1 m. 4 1			an an an an an a star and a star and a star for the star and the star and the star and the star and the star a
solooloi i ononinioi	0.0	and and acc	0.0	freque catur	0.0	0.0	
Detector 1 Queue (s)	0.0	and the state of the	0.0	entration (1) alter	0.0	0.0	ne a grande and an
	0.0			e professione			<sup>1</sup> S. Constant, M. Ray, West Y. C. P. Malanti, Annual American Methods, and Applications, 2010, 1975. doi:10.1016/j.
Detector 2 Position(ft)			94	144	0.0	94	and a construction of the part of the second second
Detector 2 Size(ft)		fu- ter		talan datas			<u>terre a la construcción de la cons</u>
Detector 2 Type	**********	ernelizee) in	CI+Ex			CI+Ex	a series and a literative series of the seri
Valuation O Channel	ali <u>n</u> amasan	11. Jan 44	and the state of	inegila (			1987 Ball and a 1988 Million Bill State of States and S
Delector 2 Extend (s)	R Himsell days			a di amma la di			an and a star of a star of the start of the
	NA	2. 407.077.025.9	0.0	sof ann 1. na ann a'	Drot	0.0 NA	ىرى ئورىغىرىنىڭ ئۆرمۇتو ئىمۇمىتلەرچە مىستەۋلۇتلار مەتتە
Furn Type	NA	1979-1999 - 1999 1979 - 1999 - 1999 1979 - 1999 - 1999 - 1999 - 1999 - 1999 - 1999 - 1999 - 1999 - 1999 - 1999 - 1999 - 1999 - 19	AVI	n 1011 a.i	FIOL	and the second second second	de la factoria de la companya de la
Protected Phases	8		7		T	6	د. دور از از این آن میشود و <del>این میرد و از ایر از</del>
Permitted Phases		in Senti	su si ka l	inat 184			-managering and the second states of the second
Detector Phase	8		2		1	6	est a bulling and a second second
Switch Phase		n jaho populati					. A la de service de la contra de la constante
Ainimum Initial (s)	18.0		13.0		4.0	20.0	

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Timing Plan: PM Peak Existing + Project

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Lane Group	WBL-	WBR NDI	NBR SBI	SBT	6 <sup>12</sup>
Minimum Split (s)	24.2	31.8	8.0	24.8	
Total Split (s)	32.0	29.0	14.0	43.0	
Total Split (%)	42.7%	38.7%	18.7%	57.3%	at some set for dealers
Maximum Green (s)	26.8	24.2	10.0	38.2	
Yellow Time (s)	3.5	4.0	3.5	4.0	
All-Red Time (s)	1.7	0.8	0.5	0.8	
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	
Total Lost Time (s)	5.2	4.8	4.0	4.8	
Lead/Lag		Lag	Lead		and the second
Lead-Lag Optimize?		Yes	Yes		
Vehicle Extension (s)	3.0	3.0	3.0	3.0	
Recall Mode	None	Max	None	Max	
Walk Time (s)	8.0	9.0	u natar ta		AND DESCRIPTION OF A DE
Flash Dont Walk (s)	11.0	18.0			
Pedestrian Calls (#/hr)	0	0			
Act Effct Green (s)	18.1	44.8	- 6.1	46.9	a second second second second
Actuated g/C Ratio	0.29	0.71	0.10	0.75	
v/c Ratio	0.13	0.33	0.08	0.43	
Control Delay	11.2	8.3	28.2	7.0	where the first state of the second
Queue Delay	0.0	0.0	0.0	0.3	
Total Delay	11.2	8.3	28.2	7.3	
LOS	В	А	С	Α	
Approach Delay	11.2	8.3		7.6	and the second s
Approach LOS	В	A		A	
ntersection Sammary	•1 •1	S. Assimer.			
Area Type:	Other				
Cycle Length: 75	off the plant is a start	The second secon		Tale in Suma	[10] Wildow Barrison, K. S. and S. Shirowan, S. S. Shirowa
Actuated Cycle Length: 62	.9				
Natural Cycle: 65					the share of the second s
Control Type: Actuated-Un	coordinated				
Maximum v/c Ratio: 0.43					the second
Intersection Signal Delay:	8.0	an artis and like all some let	Intersection	LOS: A	CALL C. R. MARCHARTS, MICH. C. DECKMAN, 1996, BOX 001
Intersection Capacity Utiliz Analysis Period (min) 15		a cubb	ICU Level		

#### Splits and Phases: 5: JFK Drive & Great Highway



12/3/2012

#### Timing Plan: PM Peak Existing + Project

a	-		+	-		1	· · · · · · · · · · · · · · · · · · ·
No.	Y	- Minto	I	/		T Const	
Pane Group	WBD	a second s	NBI	NBR	SBL	SBI	
Lane Configurations	ካካ	1	<b>††</b>	7	ሻሻ	<u>†</u> †	AND AN IN A DAMAGE DIRECTLY OF AN A 14 YO M A 14 YO M AND
Volume (vph)	117	194	609	162	311	820	AND A REAL PROPERTY AND A REAL
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	
Lane Width (ft)	. 11	16	- 11	10	10	- 11	
Storage Length (ft)	0	0		0	225	1210 1221	A RECENT OF PRIME SET OF THE RECENT
Slorage Lanes	2	la sist		-1		100	
Taper Length (ft)	25	anda Renarda	042	8 5	25		The second se
Lane Util. Factor	0.97	1.00	0.95	1.00	0.97	0.95	and the second sec
Frt	and the second	0.850		0.850			A REAL PROPERTY AND A REAL PROPERTY AND A REAL PROPERTY AND A
Fit Protected	- 0,950	112 000		ecat es	0.950		and the second
Satd. Flow (prot)	3319	1794	3421	1478	3204	3421	
Fit Permitted	0.950	1 100	ar danna da		0.950		
Satd. Flow (perm)	3319	1794	3421	1478	3204	3421	
Right Turn on Red		Yes	n (andres) (414 1. 1. 1. 1. 1.	Yes	Kan bi	1.4.4	na principal program a finanza de la seguina de la seconda de la seconda de la seconda de la seconda de la seco
Satd. Flow (RTOR)		211		176			
Link Speed (mph)	30	. ani	30	a in thinney	an an an an an	-30	
Link Distance (ft)	754		478			930	
Travel Time (s)	17.1		10.9	en lineren	in a set of the	21.1	and a second
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	
Adj. Flow (vph)	127	211	662	176	338	891	and the second s
Shared Lane Traffic (%)		27 TC		a mang gao	George - 20		
Lane Group Flow (vph)	127	211	662	176	338	891	an any sing of the second provide the second se
Enter Blocked Intersection	No	No	No	No	No	No	de more sur la company company and comp
Lane Alignment	Left	Right	Left	Right	Left	Left	and the second
Median Width(ft)	22	ingite	20	ugn	EOI	20	the set of the second sec
Link Offset(ft)	0	1 10000	0			0	[10] S.
Crosswalk Width(ft)	16		16			16	The state of the s
Two way Left Turn Lane	a de de de la		IV.	1 4 P		10 Linessens	og spesser et et somme som et an en et et et en der et
Headway Factor	1.04	0.85	1.04	1.09	1.09	1.04	All and a second first concentration of optimate spectra (12) on the line
Turning Speed (mph)	1.04	9	1.04	1.03	1.05	1.04	way and the second s
Number of Detectors	13		2	H Konta	10	2	angen gehen en e
Detector Template	10 A 10	-		1 		at the second	a na marana na sa na
Leading Detector (ft)	Left 20	Right 20	Thru 100	Right 20	Left 20	Thru 100	
		20		and the states and		100	and the second
Trailing Detector (ft)	0	0	0	0	0	······································	<sup>12</sup> <sup>12</sup> <sup>12</sup> <sup>12</sup> <sup>12</sup> <sup>12</sup> <sup>12</sup> <sup>12</sup>
Detector 1 Position(ft)	0	0	0	0	0	0	and a straight and a second of a straight for the second second second second second second second second second
Detector 1 Size(ft)		20	6	20			(1) A start of the second sec second second sec
Detector 1 Type	CI+Ex	CI+Ex	CI+Ex	CI+Ex	CI+EX	CI+Ex	and the set of the set
Detector 1 Channel	in the second	d. 115 5 9. 11		in martile			
Detector 1 Extend (s)	0.0	0.0	0.0	0.0	0.0	0.0	with a first second
Detector 1 Queue (s)				0.0		0.0	and the second secon
Detector 1 Delay (s)	0.0	0.0	0.0	0.0	0.0	0.0	
a menu and a sub-sub-sub-sub-sub-sub-sub-sub-sub-sub-				and state		94	anga ang ang ang ang ang ang ang ang ang
Detector 2 Size(ft)			6			6	2
Detector 2 Type	in a constant	in manual in page in a	CI+Ex		daratadir in anamigiriti	CI+Ex	The second se
Detector 2 Channel							
Detector 2 Extend (s)	nasin'ny teor	an a	0.0			0.0	and the second
Turn Type	NA	Perm	NA	Perm	Prot	NA	The second s
Protected Phases	8		2				a da alah <del>dapat</del> an seria dari da dari dari da s
Permitted Phases	a store construction	8	an a	2		ang ang 3	e an the second second second second and the second second second second second second second second second se
	-			-		1	

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Timing Plan: PM Peak Existing + Project

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ane Group	WBL	WBR	NB1	NBR	SBL	\$81.4	
Detector Phase	8	8	2	2	1	6	
Switch Phase							
MinImum Initial (s)	7.0	7.0	5.0	5.0	5.0	5.0	
Vinimum Split (s)	27.0	27.0	33.0	33.0	10.0	21.0	
Total Split (s)	33.0	33.0	33.0	33.0	24.0	57.0	
Total Split (%)	36.7%	36.7%	36.7%	36.7%	26.7%	63.3%	
Aaximum Green (s)	28.0	28.0	28.0	28.0	19.0	52.0	
ellow Time (s)	3.0	3.0	4.0	4.0	3.0	4.0	
VI-Red Time (s)	2.0	2.0	1.0	1.0	2.0	1.0	[11] M. Chine, "A constrained structure of the state of the structure o
ost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	
otal Lost Time (s)	5.0	5.0	5.0	5.0	5.0	5.0	والهيهات بالمصافعة والتناصية متصفت المحاطرون
ead/Lag		0.0	Lag	Lag	Lead	0.0	A per particular restriction case of the presentation processing and
ead-Lag Optimize?			Yes	Yes	Yes		
ehicle Extension (s)	3.0	3.0	3.0	3.0	3.0	3.0	
Recall Mode	None	None	Max	Max	None	Max	
Valk Time (s)	4.0	4.0	5.0	5.0	NONG	IVICIA	
lash Dont Walk (s)	18.0	18.0	23.0	23.0			
Pedestrian Calls (#/hr)	0	0.01	20.0	23.0	2,12,12		
ct Effct Green (s)	8.3	8.3	34.7	34.7	12.3	52.0	
	0.12	0.12	0.49	0.49	0.17		
ctuated g/C Ratio	0.12					0.74	
/c Ratio		0.53	0.39	0.22	0.60	0.35	and the second
Control Delay	30.7	10.0	12.8	2.9	31.3	3.8	
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	
otal Delay	30.7	10.0	12.8	2.9	31.3	3.8	
OS	C	В	B	A	С	A	and the second of the second
pproach Delay	17.8		10.7			11.4	
pproach LOS	B		В			В	ter mannes Ale saidentalen is i i semen et filsteret
letsection Summary	ger frig.	199 ( <u>3</u> 6					
	other						
cycle Length: 90							2 0000 - 1 - 1 - 1 - 1 - 1 - 1 - 1 - 22
ctualed Cycle Length: 70.3							[1] A. A. M.
atural Cycle: 70							
ontrol Type: Actuated Unco	ordinated						
laximum v/c Ratio: 0.60							
tersection Signal Delay: 12.			Color to meri		tersection		and service states a state of the service of the service states are the
tersection Capacity Utilization	on 44.0%			IC	U Level o	of Service	
nalysis Period (min) 15							(a) approximate and approximate of the state of the st
plits and Phases: 7: Grea	t Highway	& Lincol	n Way				
		1 02					
		<sup>≱</sup> ø2			111 - 1891 - M	10000	
		Sector Sector		HERSIN(11)		HUSSE	<u>.</u>
øS							<i>₽</i> 8
	Coll Post And	1	A STATE		5		

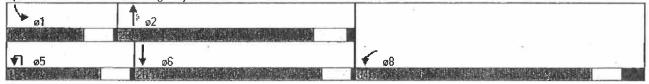
Timing Plan: PM Peak 2035 Conditions

	4	*	<b>₹</b> 1	+	- 1	1	- <b>t</b>	
Lane:Group	Weis	WBR	NBU	NBT	NBR	eb)	COT	
Lane Configurations	ኘነሳ	t nga	and the second se		CONTRACTOR OF	0000		
	447	- 24	4 3	<b>††</b>	7	10	<b>*†</b>	ana ang a mang a ang orang a la ba
Volume (vph)	[2] I	1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1	will and seens	438	347		620	ener in the state of the state of the
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	y par la los antes de junto de la segui
Lane Width (ft)	10	16	10	12	. 12	12	14	
Lane Util. Factor	0.97	0.95	1.00	0.95	1.00	1.00	0.95	· · · · · · · · · · · · · · · · · · ·
Frt	0.992		0.050	u 1999 d	0.850			and the second
Flt Protected	0.955		0.950	×		0.950		
Satd. Flow (prot)	3195	0	1652	3539	1583	1770	3775	an and a second of a second the second
FIt Permitted	0.955		0.950			0.950	en cares o real	
Satd. Flow (perm)	3195	0:	1652	3539	1583	1770	3775	a na gupara na sanana inan'i al'a sa sa da Na 11 martina ang sa sa sa sa sa sa sa
Right Turn on Red		Yes			Yes			
Satd. Flow (RTOR)	8	item some	a manin 🖏	1 - H -	502			n y cymrungae ann mhan a dddarha ha bah An Angel a gyfernau a ar dddar a'r aran ar ar
Link Speed (mph)	30			30			30	
Link Distance (ft)	630	Sam tire an	in a state of the	260		10 (10 C (10 - 14 A)	108	a bia bia na ana ang mang manaka ang
Travel Time (s)	14.3			5.9			2.5	How Man 1
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	
Growth Factor	133%	133%	133%	133%	133%	133%	133%	1414 H2 H2
Adj. Flow (vph)	646	35	4	633	502	23	896	
Shared Lane Traffic (%)	010		11-122 012-1 <b>7</b> 1	000	002	20	000	The state of the s
Lane Group Flow (vph)	681	0	4	633	502	23	896	the second s
Enter Blocked Intersection	No						State and the state of	in the second second second $\omega_{1}=1$ , the $\omega_{1}=2\pi\omega_{1}$ ,
I SAMA TAKE I MANAGAMINI I I I I I I I I I I I I I I I I I I		No	No	No	No	No	No	
Lane Alignment	Left	Right	RNA	Left	Right	Left	Left	in the state with the state of
Median Width(ft)	20	9	Series and the	12			12	and the second
Link Offset(ft)	0		Arren gal d	0			0	and the second s
Crosswalk Width(ft)	16			16			16	
Two way Left Turn Lane					And the first of	107 - 100 - 10 - 10		the state a second second second second
Headway Factor	1.09	0.85	1.09	1.00	1.00	1.00	0.92	
Turning Speed (mph)	15	9	9	and to write	- 9	- 15		
Number of Detectors	1		1	2	1	1	2	
Detector Template	Left		Left	Thru	Right	Left	Thru	The second
Leading Detector (ft)	20		20	100	20	20	100	
Trailing Detector (ft)	0	n da anna Ta altaite		0	0	0	0	<sup>1</sup> State of the second secon second second sec
Detector 1 Position(ft)	0		0	0	0	0	0	and the second second second second second
Detector 1 Size(ft)	20	27 - J. V.J.	20	6	20	20	6	to a low server of 2.11 Million states and a server of the
Detector 1 Type	CI+Ex		CI+Ex	Cl+Ex	CI+Ex	CI+Ex	CI+Ex	for the second sec
Detector 1 Channel		117253		1.5.5.0 MEX.0		OULX	PERCENT AND ADDRESS	in this of the second
Detector 1 Extend (s)	0.0		0.0		00	0.0	and the second second	i a hilli a Teannitch faib adal a R-Dhanan
Detector 1 Queue (s)	and the second second		0.0	0.0	0.0	0.0	0.0	a diff do har over a series or researchered o
	0.0		*********		0.0	0.0		le all'é de las seus se senses receverences e recever le président de la receverences entres entres de la compo
Detector 1 Detay (s)	0.0		0.0	0.0	0.0	0,0	0.0	TT IN IT IN ALL THE PARTY AND A REPORT OF A DAMAGE AND A REAL PARTY.
Detector 2 Position(ft)		a ne para		94				<sup>1</sup> The characterization is a state of the state of th
Detector 2 Size(ft)	ali ganta -	a harres		6		4.2.3	6	and the second
Jereoron z hype	44 139.2		il nd an ag	Cl+Ex	11041-00	- 11 , V4	CI+Ex	<ul> <li>Alter and a strange processing of the second strategy o</li></ul>
Detector 2 Channel								
Delector 2 Extend (s)	are discount of the	au ann		0.0	114 (11 (2) ) 	anii Mittaa	0.0	navièn qu'a surrige site qu'a s'him a s'him a s'
Furn Type	NA		Prot	NA	Perm	Prot	NA	
Protected Phases	8	a an an annair an ants antairt	5	2		germail es	6	
Permitted Phases					2			
Detector Phase	8		5	2	2	26.61	6	a de la companya de La companya de la com
Switch Phase	adiia 149 - 1246	e una tributada	- The Article	and a state of a state		non-dell'er	n de Managela	an prime in which developed and the state of

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Timing Plan: PM Peak 2035 Conditions

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Lane-Group	WBL	WBR	NBU	NBT;	NBR.	SBL	SBT	
Minimum Initial (s)	20.0		4.0	13.0	13.0	4.0	6.0	- A REAL AND AND A DATE OF
Minimum Split (s)	33.3		8.0	25.0	25.0	8.0	20.0	
Total Split (s)	34.0		15.0	28.0	28.0	13.0	26.0	
Total Split (%)	45.3%		20.0%	37.3%	37.3%	17.3%	34.7%	
Maximum Green (s)	27.7		11.0	23.0	23.0	9.0	22.0	
Yellow Time (s)	3.5		3.5	4.0	4.0	3.5	3.5	
All-Red Time (s)	2.8		0.5	1.0	1.0	0.5	0.5	((۳. (د (۲۰۰ م ما میدهند) معر <u>ا</u>
_ost Time Adjust (s)	0.0		0.0	0.0	0.0	0.0	0.0	- The state of the
Total Lost Time (s)	6.3		4.0	5:0	5.0	4.0	4.0	en representadores de la companya en
ead/Lag			Lead	Lag	Lag	Lead	Lag	and the data card on a shirt of a state
ead-Lag Optimize?			Yes	Yes	Yes	Yes	Yes	en ma serve rende de fanos o o
/ehicle Extension (s)	3.0		3.0	3.0	3.0	3.0	3.0	
Recall Mode	None		None	C-Max	C-Max	None	C-Max	
Valk Time (s)	7.0		110110	7.0	7.0		e mar	
lash Dont Walk (s)	20.0			13.0	13.0		1.1.11.1.1	an allowing granted in the state of the second
edestrian Calls (#/hr)	0			0	0			
ct Effct Green (s)	22.3		5.8	36.7	36.7	6.6	40.3	The second s
ctuated g/C Ratio	0.30		0.08	0.49	0.49	0.09	0.54	
/c Ratio	0.71		0.03	0.37	0.49	0.15	0.44	meter and a second second second second
Control Delay	27.5		32.2	14.7	3.8	33.3	12.8	
Queue Delay	0.0		0.0	1.5	1.1	0.0	0.0	
otal Delay	27.5		32.2	16.1	4.8	33.3	12.8	
.OS	27.5 C		02.2 C	B	A.	00.0 C	12.0 B	Condition and the Article of the Soldiers and the
opproach Delay	27.5		U	11.2	A	U	13.3	
pproach LOS	21.5			11.2	C. H. K. P. S.		10.0	engle of a local strain and a solution of
		arren ar ter pr		D.	-		D	
tersection Summary	0	( participation of the second s	1. 1.					
vea Type:	Olher							
Cycle Length: 75								
ctuated Cycle Length: 75		1077				a tananna		
Offset: 0 (0%), Referenced	to phase 2:N	IB1 and	6:SB1, S	tart of Gr	een			
latural Cycle: 70	ing the left in concern							$\begin{array}{cccccccccccccccccccccccccccccccccccc$
ontrol Type: Actuated-Co	ordinated							
laximum v/c Ratio: 0.71	(in the second second			신간 영화	t and	the start is		a well have a surrow by the participation of a
tersection Signal Delay: 1			4. 1. (1. m. )		tersection			
tersection Capacity Utilization	ation 49.3%	(24) (11) (14) (14)		IC	CU Level o	of Service	A	the second statement of the second
nalysis Period (min) 15								
plits and Phases: 3: Gro	eat Highway	& Fulton	St					



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	¥		1	1	1	ļ
Lane Group	WBL	WBR	NBT	NBR	- SBL	SB1
Lane Configurations	×4		<b>ተ</b> ጉ		ሻ	<b>†</b> †
Volume (vph)	27		709	37	12	976
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	1300	12	12	12	10	12
Lane Ulil. Factor	1.00	1.00	0.95	0.95	1.00	0.95
Frt	0.925	1.00	0.993	0.30	1.00	0.55
	A	the parameter	0.995	on el entre	0.950	1 <sup>9</sup> 1000
Fit Protected	0.978	0	DF44			0010
Satd. Flow (prot)	1685	0-	3514	0	1652	.3539
Flt Permitted	0.978				0.950	
Satd. Flow (perm)	1685	0	3514	0	1652	3539
Right Turn on Red		Yes		Yes	-	
Sald. Flow (RTOR)	.47		7	1. A D C D		i ann ann ann ann ann ann ann ann ann an
Link Speed (mph)	30		30			30
Link Distance (ft)	340		930	11 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1		260
Travel Time (s)	7.7		21.1	tric-ne and	-	5.9
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Growth Factor	128%	128%	128%	128%	128%	128%
	38	47	986 -	120% 51	120%	1358
Adj. Flow (vph)	38	41	900 -	.01	.U.	1338
Shared Lane Traffic (%)			4007	i and		1000
Lane Group Flow (vph)	85	0	1037	0	17	1358
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Right	Left	Left
Median Width(ft)	12		24	10-20-25-25		24
Link Offset(ft)	0	a fa sera da	0	an all	Constitute a Discourse a	0
Crosswalk Width(ft)	16		16			16
Two way Left Turn Lane		(#)ED (1253		See Suit		
Headway Factor	1.00	1.00	1.00	1.00	1.09	1.00
	1.00	- 9	1.00	9		1.00
Turning Speed (mph)		9		9	10	
Number of Detectors	1		2		T A care of	2
Detector Template	Left	and a strength	Thru		Left	Thru
Leading Detector (ft)	20		100		20	100
Trailing Detector (ft)	0		0		0	0
Detector 1 Position(ft)	0		0		0	0
Detector 1 Size(ft)	20	:	6	Will want	20	6
Detector 1 Type	CLIE	90 II. (C	CI+Ex	navito tri di di	CLUTH	CI+Ex
Detector 1 Channel	Ballin		UI+EX		the distance	
Detector 1 Extend (s)	0.0	< 39.4	0.0		0.0	0.0
Detector 1 Externo (5)	0.0	1. (44.64)	0.0	1. 1. 19. <del>.</del>	0.0	0.0
Detector 1 Queue (s)	0.0	the country	0.0	i Maria aini Herita aini	0.0	0,0
Detector 1 Delay (s)	0.0		0.0		0.0	0.0
Detector 2 Position(ft)	The state of the second	Mrs. a main		and the second second	ille di scard i A scard	94
Detector 2 Size(ft)			6			6
Detector 2 Type	444 (1997) 10 (1997) 444 (1997) 11 (1997) 444 (1997) 12 (1997)		CI+Ex			Cl+Ex
Detector 2 Channel						
Detector 2 Extend (s)	-8 factoria in	eren fi î a	0.0	initiana di seconda di Seconda di seconda di se		0.0
Furn Type	NA	and a state of the second s	NA		Prot	NA
Protected Phases	8		110	-134 Auto	1	6
	0		4	e terletti.		<b>U</b> -
Permitted Phases		_100 d	na na kos	h-fisiki-120		aller darm
Detector Phase Switch Phase	8	DIMESSION	2		1	6

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Timing Plan: PM Peak 2035 Conditions

	4	* 1	r.	5	° ‡ 1	
Lane Group	WEL	WBR NE	T NBR	SBL.	SBT	
Minimum Initial (s)	18.0	13	0	4.0	20.0	
Minimum Split (s)	24.2	31	8	8.0	24.8	
Total Split (s)	32.0	29	0	14.0	43.0	والرواز ويعتقد والمستعلق والمتعاوي والمتعادي والمستعار
Total Split (%)	42.7%	38.7	%	18.7%	57.3%	
Maximum Green (s)	26.8	24	2	10.0	38.2	<ul> <li>mean and the second seco</li></ul>
Yellow Time (s)	3.5	4	0	3.5	4.0	
All-Red Time (s)	1.7	0	8	0.5	0.8	a Refer Carata An ann an Arland
Lost Time Adjust (s)	0.0	0.	0	0.0	0.0	
Total Lost Time (s)	5.2	4.	8	4.0	4.8	the second
Lead/Lag		La	g ·	Lead		
Lead-Lag Optimize?		Ye		Yes		A statistic second s Second second s Second second se
Vehicle Extension (s)	3.0	3.	0	3.0	3.0	
Recall Mode	None	Ma	x	None	Max	[11] A. J. Anney, here we derive the state of the stat
Walk Time (s)	8.0	9.	0			
Flash Dont Walk (s)	11.0	18.	0			and the second
Pedestrian Calls (#/hr)	0		0			a a company of any second the first
Act Effct Green (s)	18.2	43.	9	6.3	46.0	المراجبي والدام ليسر فيستا ساعت المقصرة بالعرفانين ا
Actuated g/C Ratio	0.30	0.7	1	0.10	0.75	
v/c Ratio	0.16	0.4	16.822.23	0.10	0.51	the mean the first the strength of the stre
Control Delay	11.2	9.	1	28.4	7.8	
Queue Delay	0.0	0.	0	0.0	0.5	
Total Delay	11.2	9.	1	28.4	8.3	
OS	В		4	С	Α	
Approach Delay	11.2	9.	1		8.6	
Approach LOS	В	백화년가	٩		A	
niersection ** mmary			in the second			
Area Type:	Other		n ann ann ann An ta ann ann ann	Tonis -	1211-212	
Cycle Length: 75	0					
Actuated Cycle Length: 61	.0	and a street of				
Natural Cycle: 65	anordinate d	(*************************************			1,	1. Solution of the second s Second second s Second second se
Control Type: Actuated-Un	coordinated				1	the state of the s
Maximum v/c Ratio: 0.51	0.0		n li luna	lana att	100.4	
ntersection Signal Delay.				tersection		in a second s
ntersection Capacity Utiliz	auon 57.9%		10	U Level	of Service	5 B
Analysis Period (min) 15						

Splits and Phases: 5: JFK Drive & Great Highway



12/3/2012

# Timing Plan: PM Peak 2035 Conditions

	4	Ł	Ť	1	4	¥
Fané Group	WBL	WBR	NBT	NBR,	SBI	SBT
Lane Configurations	ኘሻ	7	<u>†</u> †	7	ካካ	<u>^</u>
Volume (vph)	117	194	609	162	311	820
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	1300 11	1500	11	10	10	1300
		0		0	225	12
Storage Length (ft)	0	100 C 10 C 100 C 1		0 1		
Storage Lanes	2	- 1	17. E. R. A. S.	· · · · · · · · · · · · · · · · · · ·	2	and the second
Taper Length (ft)	25				25	
Lane Util. Factor	0.97	1.00	0.95	1.00	0.97	0.95
Frt		0.850		0.850		
Fit Prolected	0.950	다 아파	575. T	n a l'anna anna Iomraidh anna	0,950	
Satd. Flow (prot)	3319	1794	3421	1478	3204	3539
Flt Permilled	0.950	910 NA 11.4 25 SAN 11 11	an marine w	nd of Car	0.950	V 7 73
Satd. Flow (perm)	3319	1794	3421	1478	3204	3539
Right Turn on Red		Yes		Yes		
Satd. Flow (RTOR)	and the state	266		222		
Link Speed (mph)	30	200	30	LLL.	1454004545454	30
				100 (SUD) - 100	Same mine	
Link Distance (ft)	754		478			930
Travel Time (s)	17.1		10.9			21.1
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Growth Factor	126%	126%	126%	126%	126%	126%
Adj. Flow (vph)	160	266	834	222	426	1123
Shared Lane Traffic (%)	an ana sa sa sa sa	- 11 - 12 - 14 - 14 - 14 - 14 - 14 - 14 - 14				i se di sita se Fabricaji s
Lane Group Flow (vph)	160	266	834	222	426	1123
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Right	Left	Left
Median Width(ft)	22	raynt	20	- signa		20
		• • · · · · • • • • • • • • •	1000000			20
Link Offsel(ft)	0		0			
Crosswalk Width(ft)	16		16			16
Two way Left Turn Lane						elena nen e
Headway Factor	1.04	0.85	1.04	1.09	1.09	1.00
Turning Speed (mph)	15	9		9	15	
Number of Detectors		1	2	1		2
Detector Template	Left	Right	Thru	Right	Left	Thru
Leading Detector (ft)	20	20	100	20	20	100
Trailing Detector (ft)	0	0	0	0	0	0
Detector 1 Position(ft)	Ŏ	•	ŏ	ŏ	0	0
Detector 1 Size(ft)	20	20	6	20	20	6
Detector 1 Type	CI+Ex	CI+Ex	UI+EX	Cl+Ex	UTEX	UITEX
Detector 1 Channel	1	1. 1. 1. 1. 1. 1. 1. 1. 1. 1. 1. 1. 1. 1	Section Sec.	in and a		
	0.0			0.0	0.0	0.0
Detector 1 Queue (s)	0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Delay (s)	0.0	0.0	0.0	0.0	0.0	0.0
Detector 2 Position(ft)			94			94
Detector 2 Size(ft)		t I MUL LARIA TELEVIL		Altan Carata	telena o litera duato de la Sec	6
Detector 2 Type	1947 N 1947	2000 1000	CI+Ex	and settings	and the second second	CI+Ex
Detector 2 Channel	the other st	194 <sup>1-</sup> 1977 - 1977	<b>UIILA</b>			
Card 199 and Constrained Structure and the state of the state of a state of the state of the state of the state	- Hanne in sta	lens interes.	afis. He was he had		CAR STAT	Λ Λ
Detector 2 Extend (s)			0.0			0.0
Tum Type		Perm	NA	Perm	an a sur constantion of the	NÁ
Protected Phases	8		2		1	6

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Timing Plan: PM Peak 2035 Conditions

	4	×	1	1	1	÷.	
Latte Group	WBL		NBT	NBR	SBL	SBT	
Permilled Phases	11.11	8	1212	2	1111		
Detector Phase	8	8	2	2	1	6	
Switch Phase				品销售	ter di		all some off the first states of the
Minimum Initial (s)	7.0	7.0	5.0	5.0	5.0	5.0	
Minimum Split (s)	27.0	27.0	33.0	33.0	10.0	21.0	· - 위에는 바람이 있는 것이 아니 아이지 않는 것이 아이지 않는 것
Total Split (s)	33.0	33.0	33.0	33.0	24.0	57.0	
Total Split (%)	36.7%	36.7%	36.7%	36.7%	26.7%	63.3%	server in the server and
Maximum Green (s)	28.0	28.0	28.0	28.0	19.0	52.0	again in the same to be a set of the set of
Yellow Time (s)	3.0	3.0	4.0	4.0	3.0	4.0	
All-Red Time (s)	2.0	2.0	1.0	1.0	2.0	1.0	
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	and a second
Total Lost Time (s)	5.0	5.0	5.0	5.0	5.0	5.0	
ead/Lag	0.0	0.0	Lag	Lag	Lead	0.0	
Lead-Lag Optimize?			Yes	Yes	Yes		where the second s
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0	3.0	
Recall Mode	None	None	Max	Max		Max	
	4.0	4.0	5.0		None	Max	Contractor (Contractor and Contractor C
Walk Time (s)				5.0			
Flash Dont Walk (s)	18.0	18.0	23.0	23.0			
Pedestrian Calls (#/hr)	0	0	0	0		50.0	
Act Effct Green (s)	8.9	8.9	32.8	32.8	14.2	52.0	
Actuated g/C Ratio	0.13	0.13	0.46	0.46	0.20	0.73	
I/c Ratio	0.38	0.58	0.53	0.28	0.66	0.43	
Control Delay	31.2	and the states of	16.0	3.3	31.3	4.5	
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	
Tolal Delay	31.2	9.8	16.0	3.3	31.3	4.5	ender ander and
LOS	С	A	В	Α	С	А	
Approach Delay	17.8		13.3			11.8	
Approach LOS	В		В			В	
tersection.Summary	$e^{i \pi i \frac{1}{2} 1$	Leso.				5 7	o de letter de la Carle de Seconde
vea Type:	Other						
Cycle Length: 90		2.578			2.5.2		
Actuated Cycle Length: 70.	9					i	
Vatural Cycle: 75						s notice -	which is a second
Control Type: Actuated-Unc	coordinated			9			
laximum v/c Ratio: 0.66							
ntersection Signal Delay: 1					tersection		
ntersection Capacity Utiliza	ation 50.7%		Si - i- inter	IC	U Level o	of Service	A
nalysis Period (min) 15							* 3
plits and Phases: 7: Gre	eat Highway	& Lincol	n Way				
6	ľ						
► @1		₽ ø2	(market and the second s			March 199	
	16.	de legativ	2886 Q	1			月 .
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7 10Q							

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12/3/2012

Timing Plan: PM Peak 2035 + Project

Eane Group Lane Configurations Volume (vph) Ideal Flow (vphpl) Lane Width (ft) Lane Util. Factor Frt Flt Protected Sald. Flow (prot)	WBL YY 447 1900 10 0.97 0.992 0.955 3195	WBR 24 1900 16 0.95	9 9 3 1900 10 1.00	NBT. <b>1</b> 438 1900 11	NPR 7 347 1900	SBL	SBT ††	
Lane Configurations Volume (vph) Ideal Flow (vphpl) Lane Width (ft) Lane Util. Factor Frt Flt Protected Satd. Flow (prot)	447 1900 10 0.97 0.992 0.955	1900 16	3 1900 10	438 1900	347		<u>†</u> †	
Volume (vph) Ideal Flow (vphpl) Lane Width (ft) Lane Util. Factor Frt Flt Protected Satd. Flow (prot)	447 1900 10 0.97 0.992 0.955	1900 16	3 1900 10	438 1900	347			
Ideal Flow (vphpl) Lane Width (ft) Lane Util. Factor Frt Flt Protected Satd. Flow (prot)	1900 10 0.97 0.992 0.955	1900 16	1900 10	1900		16	620	and the second
Lane Width (ft) Lane Util. Factor Frt Flt Protected Satd. Flow (prot)	10 0.97 0.992 0.955	16	10			1900	1900	and the second sec
Lane Util. Factor Frt Flt Protected Satd. Flow (prot)	0.97 0.992 0.955	*			12	11	11	<ul> <li>A State of the second se</li></ul>
Frt Fit Protected Satd. Flow (prot)	0.992 0.955	0.55	1.00	0.95	1.00	1.00	0.95	to a series of the series of t
Fit Protected Satd. Flow (prot)	0.955	1111 Liller	10 C 10 C 10 C	0.00	0.850	1.00	0.00	Provide a second se
Sald. Flow (prot)			0.950	o en el	0.000	0.950		A A A A A A A A A A A A A A A A A A A
	3195	0		2404	4500	1711	24:04	
	0.005	0,	1652	3421	1583		3421	Real and the second
FIt Permitted	0.955	integration of the	0.950	0101	4500	0.950	0101	and a summer of the second second
Satd. Flow (perm)	3195	0	1652	3421		1711	3421	A first and a second se
Right Turn on Red	i di seconda di second	Yes		a.	Yes		-	a set in a second set of the second
Satd. Flow (RTOR)	8.0	577 B.G.	1 100 C 100 C		502	ncesor xee milita internation	100 m 10 m	date of the standard states of the states of
Link Speed (mph)	30	0.002224	N 19402 1941	30			30	Contract of the Argunty (see 2.5) and a summer
Link Distance (ft)	630	19 8 8 4 4 4 4 4 4 4 4 4 4 4 4 4 4 4 4 4	11	260	al est mai	21.0.16.2	108	to be that seems good and the book of the
Travel Time (s)	14.3			5.9			2.5	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	the second s
Growth Factor	133%	133%	133%	133%	133%	133%	133%	
Adj. Flow (vph)	646	35	4	633	502	23	896	
Shared Lane Traffic (%)					(181 - 191 - 190)			
ane Group Flow (vph)	.681	.0	4	633	502	23	896	and the matrix of the second s
Enter Blocked Intersection	No	No	No	No	No	No	No	
ane Alignment	Left		RNA	Left	Right	Left	Left	"A Reference of the second
Aedian Width(ft)	20	ragine		11	, agin		11	entrepresentation and an
ink Offset(ft)	Õ	-		0			្រាល់	the second state of the se
Crosswalk Width(ft)	16	11.0		16			16	and the second
wo way Left Turn Lane					nit – nam		IC .	<ul> <li>A second s</li></ul>
	1.00	0.05	1.00	1.04	1.00	1.04	1.04	<ul> <li>Source from the matter one cannot be by a</li> </ul>
leadway Factor	1.09	0.85	1.09	and the second second	and the second second	1.04	1.04	water water and the second of the second
urning Speed (mph)	15	. n	9		9	15		transfer to \$1. If office in proceedings in the
lumber of Detectors	1		1	2	1	1	2	a contract of the second second second
Delector Template	Left	1 . H .	Left	Thru	Right	Left	Thru	and the product of the second second
eading Detector (ft)	20	name p	20	100	20	20	100	
Frailing Detector (ft)	0	rent raro.	0	0		0	0	consideration in a second of the property of the second second second second second second second second second
Detector 1 Position(ft)	0		0	0	0	0	0	and a second
Delector 1 Size(ft)	20		20	6	20	20	6	
Detector 1 Type	CI+Ex		CI+Ex	CI+Ex	CI+Ex	CI+Ex	CI+Ex	
Detector 1 Channel	n steer ni	h di di Harini Tati di Sanca		an 411 - 411 - 1		ni en ana an Uri en ang	the design of the second	n a prise na barra a da a da ana ana 1999 - Angla Santa a sanana ang ang ang
Jatector 1 Extend (s)	0.0		0.0	0.0	0.0	0.0	0.0	
Detector 1 Queue (s)	0,0		0.0	0.0	0.0	0.0	0.0	
Detector 1 Delay (s)	0.0		0.0	0.0	0.0	0.0	0.0	
Detector 2 Position(ft)	The second second			94	1.1.1	1. 1. 1. 1. 1.	94	
etector 2 Size(ft)				6			6	
etector 2 Type	ritalil Heraani Aratik dhiradan		1.11.11.11.1.	CI+EY	115.5	en de la competencia de la com		
Detector 2 Channel	a in the data	100 (100 (100))		U. LA		A. 1		
elector 2 Extend (s)	1.12.2340	the first				W	0.0	ene provinsi di tatan basa angli dan sa Provinsi di Angli dan sa
					_	Drot	0.0	a an' Sa, a' dheile queerpres reference de 1935. Il
urn Type	NA		Prot	NA	Perm	Prot	NA	part of the second s
Protected Phases	ð		0	Z		the first of the	D	
Permitted Phases	THE REAL		158 m 1915 p. 44	sia era uzen	Z		and the second	many managers in the second states and
etector Phase witch Phase	8		5	2	2	1	6	

12/3/2012

Timing Plan: PM Peak 2035 + Project

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Lane Group	WBL	WBR	NBU	NBT		SBL	SBT	
Vinimum Initial (s)	20.0		4.0	13.0	13.0	4.0	6.0	
viinimum Split (s)	33.3		8.0	25.0	25.0	8.0	20.0	
fotal Split (s)	34.0		15.0	28.0	28.0	13.0	26.0	a stating the same construction of the
otal Split (%)	45.3%		20.0%	37.3%	37.3%	17.3%	34.7%	
laximum Green (s)	27.7		11.0	23.0	23.0	9.0	22.0	
ellow Time (s)	3.5		3.5	4.0	4.0	3.5	3.5	
JI-Red Time (s)	2.8	1.1	0.5	1.0	1.0	0.5	0.5	u Mulain na Landan u Per A
ost Time Adjust (s)	0.0		0.0	0.0	0.0	0.0	0.0	
otal Lost Time (s)	6.3		4.0	5.0	5.0	4.0	4.0	· · · · · · · · · · · · · · · · · · ·
ead/Lag			Lead	Lag	Lag	Lead	Lag	
ead-Lag Optimize?			Yes	Yes	Yes	Yes	Yes	
ehicle Extension (s)	3.0		3.0	3.0	3.0	3.0	3.0	
lecall Mode	None	1. S.S.	None	C-Max	C-Max	None	C-Max	A REAL PROPERTY AND A REAL
Valk Time (s)	7.0			7.0	7.0			
lash Dont Walk (s)	20.0			13.0	13.0			
edestrian Calls (#/hr)	0			0	0			
ct Effct Green (s)	22.3		5.8	36.7	36.7	6.6	40.3	
ctualed g/C Ratio	0.30		0.08	0.49	0.49	0.09	0.54	
cadica gro ratio	0.71		0.03	0.38	0.49	0.15	0.49	Transfer to extend of the however, 124 134
ontrol Delay	27.5		32.2	14.9	3.8	33.4	13.5	sector and the sector
lueue Delay	0.0		0.0	1.5	1.0	0.0	0.0	en menter a gart, itaking ang han da b
otal Delay	27.5		32.2	16.4	4.8	33.4	13.5	and a second second second second second second second
OS	C		C	B	A	C	B	
pproach Delay	27.5		0	11.3	~	-	14.0	a series a series a restance of the
pproach LOS	27.0 C			B			B	reaction respects from the transmission of
			an tradination	REVENSION	escaper se	Selection and a	1.0005	
tersection Summary	Other	1	Ching in This	ALC: NO.	CALCE STORES	An Out C		
rea Type:	Other	pairs an						
ycle Length: 75								
ctuated Cycle Length: 75		Int			alle alle an			and the fight in processing only a marked fight -
offset: 0 (0%), Referenced	to phase 2.1	IB1 and	16:SB1, S	lart of G	een			
atural Cycle: 70								[25] S. K. B. S. S. S. S. S. S. S. Sandar, Phys. Rev. Lett. 1 (1996).
ontrol Type: Actuated Co	ordinated							
aximum v/c Ratio: 0.71	pre danse protection			in per	1.4.942.9			and the second s
itersection Signal Delay: 1					ntersectio			and the second
Itersection Capacity Utilization	ation 49.3%		811178	y altra	CU Level	of Service	θA	statistical designation of the second state
nalysis Period (min) 15								
plits and Phases: 3: Gr	eat Highway	& Fulto	n St					
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♥ ø1	¢ g2							

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<b>▼</b> 1 ø5	l∳ ø6	l ✔ _ ø8	
		MASS AND	1912

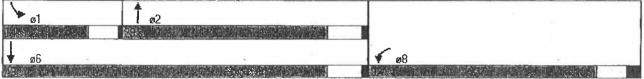
12/3/2012

E GA	4	×.	†	1	- \ <u>+</u>	ŧ
Lane Group	Wel	WBR	NBL	NBR	SBL	SBT
Lane Configurations	¥		<b>†</b> ‡	a ny salah di	ሻ	<b>†</b> †
Volume (vph)	27	34	709	37	12	976
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	1300	12	1500	1300	1300	10
Lane Util. Factor	1.00	1.00	0.95	0.95	1.00	0.95
Frt	0.925	1.00	0.993	0.00	1.00	0.35
Contraction of the second second second second second	and a second sec	94400-969 96	0.995	11.5 × 1	0.050	a test de traingé
Fit Protected	0.978		2007		0.950	- 2202
Satd. Flow (prot)	1685	0	3397	0	1711	3303
Fit Permitted	0.978				0.950	
Satd. Flow (perm)	1685	0	3397		- 1711	3303
Right Turn on Red		Yes	10000-000-00-00	Yes		
Satd, Flow (RTOR)	47		7	1974 miles	1000 1 3.34	, maint is
Link Speed (mph)	30		30			30
Link Distance (ft)	340	a la la come	930			260
Travel Time (s)	7.7		21.1			5.9
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Growth Factor	128%	128%	128%	128%	128%	128%
the state of the s				51		
Adj. Flow (vph)	38	47	986	51	17	1358
Shared Lane Traffic (%)		-		S. 161	Sec. em	
Lane Group Flow (vph)	85	0	1037		. 17	1358
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Right	Left	Left
Median Width(ft)	12		20	1949 P. 11		20
Link Offset(ft)	0		0	n ĝenig	200000	0
Crosswalk Width(ft)	16		16			16
Two way Left Turn Lane			1 Corn inn	ng min ja	, in the second	
	1.00	1.00	1.04	1.04	1.04	1.00
Headway Factor	1.00	1.00	1.04	1.04	1.04	1.09
Turning Speed (mph)	15					
Number of Detectors	1	ine se com	2	1 (m. 27 )	1	2
Detector Template	Left		Thru		Left	Thru
Leading Detector (ft)	20		100		20	100
Trailing Detector (ft)	0		0	- 10 mm - 100	0	0
Detector 1 Position(ft)	0		0		0	0
Detector 1 Size(ft)	20		6		20	π
Detector 1 Type	CI+Ex		CI+Ex	14 11 201 53	CI+Ex	CI+Ex
Dubling ( Object 1	- Les partiers avec	in april and a			Service Section of	distance and
	0.0	on tell-don-are		a di stati anci anc		
Detector 1 Extend (s)	0.0	e lesens	0.0	- eren ming	0.0	0.0
Detector 1 Queue (s)	0.0	(*);*::::(***) (*);*::::(***)	0.0			0.0
Detector 1 Delay (s)	0.0		0.0		0.0	0.0
Detector 2 Position(ft)	anna ann ann	alian tatan di	94	n de dians re dia filmer	allin a chioth anns a sao an	94
Detector 2 Size(ft)			6			6
Detector 2 Type	ni ssieralie Graft die en	가지하다	CI+Ex			CI+Ex
Detector 2 Channel			a ana ang ing ing ing ing ing ing ing ing ing i			
Detector 2 Extend (s)		i - at these	0.0		indext and the	0.0
Turn Type	NA		NA		Prot	NA
Desta (c) Dessa	8		INA		FIUL	AVI
Protected Phases	0	dia - ania	under Ame	10015440	in a second	0
Permitted Phases						
Detector Phase	8		2		1-	6
Switch Phase						

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	1	*	Ť	r	4	Ļ	
Lano Group	WBL	WBR	NBT	NBR	SBL	SBT	
Minimum Initial (s)	18.0	12.5.	13.0	1000	4.0	20.0	
Minimum Split (s)	24.2		31.8		8.0	24.8	
Total Split (s)	32.0		29.0		14.0	43.0	rest
Total Split (%)	42.7%		38.7%		18.7%	57.3%	
Maximum Green (s)	26.8		24.2		10.0	38.2	er <del>de</del> ser erret trans i de forme.
Yellow Time (s)	3.5		4.0		3.5	4.0	
All-Red Time (s)	1.7		0.8		0.5	0.8	
Lost Time Adjust (s)	0.0		0.0		0.0	0.0	
Total Lost Time (s)	5.2		4.8		4.0	4.8	
Lead/Lag			Lag	1.5	Lead		
Lead-Lag Optimize?	47 Horse		Yes		Yes		
Vehicle Extension (s)	3.0		3.0		3.0	3.0	
Recall Mode	None		Max	1.211.260	None	Max	잘 넣고 비져 있는 것을 걸었다. 말에 가지 못 했다.
Walk Time (s)	8.0		9.0				
Flash Dont Walk (s)	11.0		18.0				
Pedestrian Calls (#/hr)	0		0				
Act Effct Green (s)	18.2		43.9		6.2	46.0	References and the Address of the State
Actuated g/C Ratio	0.30		0.71		0.10	0.75	
v/c Ratio	0.16		0.43		0.10	0.55	
Control Delay	11.2		9.3		28.3	8.4	
Queue Delay	0.0		0.0		0.0	0.6	
Total Delay	11.2		9.3		28.3	9.0	
LOS	В		Α		С	Α	
Approach Delay	11.2		9.3			9.2	the state of the state of the state
Approach LOS	В		Α			Α	
Intersection Summary	de l'Inclus		17. A. A. A.	12011		100.00	
AAAAA AAAAAAAAAAAAAAAAAAAAAAAAAAAAAAAA	Other		1				
Cycle Length: 75		and the second strends					
Actuated Cycle Length: 61.6	6						[1] L. B. And M. M. Marker, "A structure of the struct
Vatural Cycle: 65							
Control Type: Actualed-Unc	coordinated					10110	a bill be a series of a polyage of the set of the set of the
Maximum v/c Ratio: 0.55	1. 1. 1. 1. 1. 1. 1. 1. 1. 1. 1. 1. 1. 1						a store in consect of the state of the first of the state of the state of the
ntersection Signal Delay: 9	.3			Int	ersectior	LOS: A	in the company data of the property of the second
Intersection Capacity Utilization 57.9%						of Service	
sector a support of a succession of a succession of the succession							
Analysis Period (min) 15	and the second second				· · · · · · · · · · · · · · · · · · ·		[10] J. Managara. H. Shin constraint at the sound standard state of sound states.

#### Splits and Phases: 5: JFK Drive & Great Highway



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Lage Group	WBL	WBR	NBT	NBR	SBL	ŞB (	
Lane Configurations	ካካ	7	<b>^</b>	7	ካካ	<b>†</b> †	
Volume (vph)	117	194	609	162	311	820	
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	
Lane Width (ft)	11	16	11	10.	10	11	a map a set with a set of the set of the
Storage Length (ft)	0	0	1	0	225		
Storage Lanes	-2	1.04	enocida	1	2	andra an Carita Carita da Carita	The second secon
Taper Length (ft)	25	- 11-11 P	·		25		The second s
Lane Util, Factor	0.97	1.00	0.95	1.00	0.97	0.95	and the second
Frt	0.01	0.850	0.00	0.850	0.01	0.00	
Fill Protected	0.950	0.000	na ana an	0.000	0.950		And the second
Sald. Flow (prot)	3319	1794	3421	1478	3204	3421	a state of the sta
Fit Permitted	0.950	11.54	0421	1470	0.950	3421	the second second second second second second
Satd. Flow (perm)	3319	1794	3421	1478	3204	3421	$\lim_{n \to \infty}  u_n - u_n  = \lim_{n \to \infty}  u_n - u_n  = \lim_{n$
Right Turn on Red	2212		3421		3204	3421	the second strength and the second strength and
	e en la A <sup>canto</sup>	Yes		Yes	wite - 194		<ul> <li>The second s</li></ul>
Sald. Flow (RTOR)		266	00	222	10.01	an 6 00	· C. C. and a second se
Link Speed (mph)	30		30	in the s	1 a 👾	- 30	a sum other of the manual strength in the second point of the
Link Distance (ft)	754	auras .	478			930	the second se
Travel Time (s)	17.1		10.9	i man		21.1	and the second
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	
Growth Factor	126%	126%	126%	126%	126%	126%	
Adj. Flow (vph)	160	266	834	222	426	1123	
Shared Lane Traffic (%)	pro a second di di pro a secola di di	······································	Teller and the second		production find	an an an an a'	
Lane Group Flow (vph)	160	266	834	222	426	1123	
Enter Blocked Intersection	Nö	No	No	No	No	No	the second
Lane Alignment	Left	Right	Left	Right	Left	Left	
Median Width(ft)	22		20		1. 1- 7.5	20	Land a second se
Link Offsel(ft)	0		0			0	
Crosswalk Width(ft)	16		16			16	and a provide and so that the second states that the provide the
Two way Left Turn Lane							
Headway Factor	1.04	0.85	1.04	1.09	1.09	1.04	and a second sec
Turning Speed (mph)	15	9	1.14.46160	9	15		
Number of Detectors	1		2		1	2	and the second
Detector Template	Left	Right	Thru	Right	Left	Thru	
Leading Detector (ft)	20	20	100	20	20	100	(a) and a first a second se
Trailing Detector (ft)	0	0	0	0	0	0	and a second
Detector 1 Position(ft)			0				, which is a similar for the second
Detector 1 Size(ft)	20	20	6	20	20	6	The data for the second s
	CI+Ex					-	and the second s
Detector 1 Channel	. VI. LA	OI LA	OI . LA	01.1-0	VILLA	OI-LA	A second second second second second second second second
and the second sec	0.0	0.0	0.0	0.0	0.0	0.0	a 1941 de la companya
Detector 1 Queue (s)	0.0	0.0	0.0	0.0	0.0	0.0	and and the second s
Detector 1 Delay (s)	0.0	0.0	0.0				A second s
Detector 2 Position(ft)	0.0	0.0	94	0.0	. 0.0	94	
	in-12 - 11 - 12 - 17 -	e anatore a		20.3.4			A starter in all the second
Dottor L OLOUN	1 N 12	1	OLLE-	and de	a ji neriti		$ \begin{array}{l} (1,1,1,1,1) \\ (1,1,1,1,1,1) \\ (1,1,1,1,1,1,1,1,1,1,1,1,1,1,1,1,1,1,1,$
Detector 2 Type			Cl+Ex	ningen e	at a point .	CI+Ex	
Detector 2 Channel						~ ~	
Detector 2 Extend (s)	sette de l'attilité		0.0	la presidente de		0.0	
Turn Type	NA	Perm		Perm	te bitt branning	NA	
Protected Phases	8		2		1	6	

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	4	Ł	1	p.	-	¥	
ene Group	WBE	WBR	NBT	NBR	SBL	SBT	
Permitted Phases		8	14	2	1.1	former and the	
Detector Phase	8	8	2	2	<u></u> 1	6	
Switch Phase							전영 전성 수요 않은 것이 있는 것 같아.
Minimum Initial (s)	7.0	7.0	5.0	5.0	5.0	5.0	
Minimum Split (s)	27.0	27.0	33.0	33.0	10.0	21.0	
Total Split (s)	33.0	33.0	33.0	33.0	24.0	57.0	
Total Split (%)	36.7%	36.7%	36.7%	36.7%	26.7%	63.3%	옷 의 정말 같은 것은 것은 것을 많이 했다.
Maximum Green (s)	28.0	28.0	28.0	28.0	19.0	52.0	and the action of the production of
Yellow Time (s)	3.0	3.0	4.0	4.0	3.0	4.0	化晶质晶晶体 电空气振动 网络马拉
All-Red Time (s)	2.0	2.0	1.0	1.0	2.0	1.0	
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	Source and the birth have the fil
Total Lost Time (s)	5.0	5.0	5.0	5.0	5.0	5.0	
Lead/Lag			Lag	Lag	Lead		and the second sec
Lead Lag Optimize?			Yes	Yes	Yes		
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0	3.0	
Recall Mode	None	None	Max	Max	None	Max	
Walk Time (s)	4.0	4.0	5.0	5.0			ULELLE NUMERICAN DATE DA
Flash Dont Walk (s)	18.0	18.0	23.0	23.0			
Pedestrian Calls (#/hr)	0	0	0	0			
Act Effct Green (s)	8.9	8.9	32.8	32.8	14.2	52.0	
Actuated g/C Ratio	0.13	0.13	0.46	0.46	0.20	0.73	
v/c Ratio	0.38	0.58	0.53	0.28	0.66	0.45	
Control Delay	31.2	9.8	16.0	3.3	31.3	4.6	
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	181112 N.F.S. — F.W. F. G. 2. 7. 1.7
Total Delay	31.2	9.8	16.0	3.3	31.3	4.6	PARTY CONTRACTOR STRUCTURE
LOS	C	A	B	A	C	A	
Approach Delay	17.8	6 1.289	13.3			11.9	
Approach LOS	8		8			B	
ntersection Stremary	dia tanà						
Area Type:	Other			2.5352-			
Cycle Length: 90				1999 - 1999 - 1997 - 19	4	True C.	the same in the heat of the second se
Actuated Cycle Length: 70	).9						
Natural Cycle: 75							
Control Type: Actuated-Un	coordinated						
Maximum v/c Ratio: 0.66						the set of the second states in the second second state of the second se	
intersection Signal Delay:	13.2	:4		în	tersection	LOS: B	
Intersection Capacity Utiliz Analysis Period (min) 15			ining.			of Service	A
Splits and Phases: 7: G	reat Highway	& Lincol	n Wav				
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