Appendix: f PART 2 OF 3

MILWAUKEE ARENA

Traffic Report

FINAL October 23, 2015

CHAPTER 1 - INTRODUCTION & EXECUTIVE SUMMARY

HNTB Corporation was contracted by the Milwaukee Bucks to conduct a traffic study in conjunction with the planned construction of a new Arena and the planned development of various residential, office and retail uses. The Arena and other proposed uses are located in an eight block area of downtown Milwaukee generally within the boundaries of Old World 3rd Street, 6th Street, McKinley Avenue and State Street. The traffic report assesses the future traffic needs given the trip generation created by the proposed development. Recommended intersection geometry and signal control improvements are presented based on the results of the traffic study.

PART A - PURPOSE OF REPORT AND STUDY OBJECTIVES

The purpose of this report is to assess the peak hour traffic operations at the study area intersections in the vicinity of the proposed development and to recommend intersection improvements necessary that would be expected to achieve Level of Service (LOS) D or better operations or to at least maintain the existing level of service into the future. LOS D is the traffic industry standard and represents the traffic conditions generally acceptable during peak hour operations. The study reviews PM, Pregame and Postgame traffic operations at intersections around the proposed Arena development.

PART B - EXECUTIVE SUMMARY

The planned Milwaukee Bucks Arena is expected to be located one block north of the existing BMO Harris Bradley Center, and provide a similar seating capacity to the existing facility. Additional developments in the vicinity of the planned Arena, relocation of parking facilities and modifications to the existing transportation network are also proposed. This report documents the development of traffic and pedestrian demands and the subsequent operational analysis on over 20 intersections in the vicinity of the planned Arena.

Traffic demands are projected to increase within the study area due to both the proposed developments and the application of an assumed 0.5% annual growth of background traffic traveling through the study area. 4th Street is proposed to be vacated between Highland Avenue and Juneau Avenue as part of the Arena project, which would redistribute traffic to other streets in the area.

Existing LOS Issues

This analysis identifies traffic signal or geometric improvements to maintain acceptable LOS, or maintain the pre-existing Level of Service (LOS) conditions. Operational analysis of the study area intersections identified two intersections that have existing intersection-level LOS issues.

• The intersection of McKinley Avenue and 6th Street has LOS F conditions in the Postgame condition and is projected to still have LOS F with either alternative circulation pattern for the Block 7 parking structure between McKinley Avenue and Juneau Avenue.

• Interstate Highway (IH) 43 SB ramp terminal intersection with Fond du Lac Avenue also experiences LOS F in the existing condition and is projected to continue to operate at LOS F under the proposed condition.

Projected LOS Issues

Below is a list of intersections that are projected to observe LOS E or worse conditions and require intersection geometry improvements, signal phasing improvements, signal timings improvements or additional services.

Intersection Geometry Improvements Necessary - Phases I, II & III

Intersections that have both heavier traffic volumes and nearby parking structures, which contribute to projected level of service issues include the following intersections. Intersection geometry improvements that are expected to be needed in all three phases (Phase I, II and III) are discussed below.

- McKinley Avenue and 6th Street intersection is projected to be directly affected by the operation of the proposed parking structure in its southeast quadrant, along with how vehicles are expected to access and egress that parking facility. Two operational plans have been identified for 5th Street between McKinley Avenue and Juneau Avenue. Each would impact McKinley Avenue and 6th Street in different ways, depending on the final design and operation of the adjacent parking structure in Block 7.
- Juneau Avenue and 6th Street intersection is projected to be directly affected by operations of the proposed parking structure in its northeast quadrant. The proposed Juneau Avenue cross-section reduces this intersection's lane geometry to have one eastbound through lane and one westbound through lane, along with one westbound right turn lane. The addition of a westbound left turn bay is recommended. Eastbound protected left turn phasing and westbound protected left turn phasing are recommended for Phases II and III. The proposed eastbound valet lane is recommended to begin where feasible to the east of the westbound left turn bay end taper.
- Highland Avenue and 6th Street intersection is projected to be directly affected by the operation of the proposed parking structure in its southeast quadrant. The design of the Block 2 parking structure has not been finalized yet. Currently, the main entrance is assumed to be along 5th Street, which would be expected to force many vehicles to perform the northbound right turn movement along 6th Street onto Highland Avenue during the Pregame time period. Therefore, investigation into a second right turn lane should be conducted. Options include either striping one of the two northbound through lanes as a shared through/right turn lane or utilizing temporary traffic control devices such as traffic cones along with police officer traffic control during the Pregame peak hour to route one of the two northbound through lanes as a second right turn lane. The exact needs for this intersection will become clearer when a more detailed design of the Block 2 parking facility exists.

Signal Phasing, Signal Timing & Lane Re-striping Improvements Necessary – Phases I, II & III
The following intersections require changes to signal phasing and signal timing in all three phases (Phases I, II and III) to achieve acceptable traffic operating conditions in the future with the proposed development in place or to maintain pre-existing LOS traffic operating conditions:

- McKinley Avenue and 4th Street intersection includes recommendations to remove the current northbound left turn protected signal phase and install an eastbound left turn protected signal phase. With the closure of 4th Street between Juneau Avenue and Highland Avenue reduced traffic demands occur along 4th Street, which removes the need for a northbound left turn protected phase and presents an opportunity to reduce the northbound approach to one left turn bay and one shared through/right turn lane. However, future development in the area is anticipated to increase eastbound left turn volumes, which would utilize the recommended protected phase.
- McKinley Avenue and Old World 3rd Street intersection includes a recommendation to install a westbound left turn protected signal phase. An eastbound left turn protected signal phase is already in place at this intersection. Future development in the area, along with the removal of 4th Street between Juneau Avenue and Highland Avenue increase the traffic that is expected to utilize the westbound left turn movement at this Old World 3rd Street intersection.
- Juneau Avenue and Old World 3rd Street includes a recommendation to re-stripe the westbound approach's two through lanes to be one through lane and one right turn only lane. Current plans include the westbound Juneau Avenue cross-section, west of Old World 3rd Street, to include one through lane and one continuous right turn lane. Therefore, re-striping the westbound Juneau Avenue approach at the intersection with Old World 3rd Street from two through lanes to one through lane creates better lane continuity with the downstream cross-section. In addition to the lane re-striping, eastbound protected left turn phasing is recommended in Phase III.
- State Street and 6th Street intersection includes a recommendation to remove the northbound left turn protected signal phase during the Postgame time period, depending on the final design of the Block 2 parking structure. The higher volumes traveling southbound and westbound at this intersection during the Postgame time period are expected to require more green time. It should also be noted that State Street is currently one-way westbound in the project study area. Two-way State Street operation would be expected to provide improved traffic access to better develop Block 2 and Block 3 for mixed-use development as proposed to be retail, office, residential and hotel uses. In addition, the two-way traffic operation would support the spirit of the urban design principles identified in the General Planned Development (GPD) document. Pending the final design of the parking structure ingress and egress on Block 2, a two-way State Street would likely improve the traffic flow at intersections near Block 2, and ultimately improve access to the new arena. A two-way State Street would also likely improve the connectivity of the new arena, ancillary development and other Wisconsin Center facilities to the cultural and entertainment facilities east of the Milwaukee River. Converting State Street to two-way operation should be examined further when the final design of the Block 2 parking structure is completed.

Signal Timings Improvements Only Necessary

The following intersections require changes to signal timing to achieve acceptable traffic operating conditions in the future with the proposed development in place or to maintain pre-existing LOS traffic operating conditions. The specific phases and peak hours where signal timings adjustments are expected to be needed are also identified.

- Juneau Avenue and 4th Street intersection includes an opportunity to reduce the southbound approach to one left turn bay and one right turn lane, because of reduced southbound traffic volumes caused by the proposed closure of 4th Street between Juneau Avenue and Highland Avenue. This intersection includes signal timings adjustments in all phases and peak hours.
- Fond du Lac Avenue & IH 43 SB ramp minor signal timings adjustment in Postgame Phase I Postgame hour.
- Highland Avenue & Southbound IH 43 ramp minor signal timings adjustment in Phases I, II and III of Pregame peak hour.
- Knapp Street & Water Street minor signal timings adjustment in Phases I, II and III in all peak hours.
- Juneau Avenue & Water Street minor signal timings adjustment in PM Phase III only.
- State Street & Water Street minor signal timings adjustment in Phases I, II and III of PM peak hour.
- Kilbourn Avenue & 6th Street minor signal timings adjustment in Phases I, II and III of PM and Pregame peak hours.
- Wells Street & 6th Street minor signal timings adjustment in Phases II and III of PM peak hour.

Additional Services Needed- Phases I, II & III

The following intersections are planned to be unsignalized, but are anticipated to require police officer traffic control before and after events at the proposed Arena during all three phases.

- McKinley Avenue and 5th Street
- Juneau Avenue and 5th Street
- State Street and 5th Street (assuming the parking structure on Block 2 exits onto 5th Street)

No Projected LOS Issues, No Improvements Necessary

The following intersections do not need improvements to achieve overall intersection LOS D or better conditions during the PM, Pregame and Postgame peak hour or to maintain pre-existing LOS traffic operating conditions:

- Fond du Lac Avenue & Northbound IH 43 ramps
- Highland Avenue & Old World 3rd Street
- Highland Avenue & 4th Street
- State Street & 4th Street
- Kilbourn Avenue & 4th Street

Block 7 Parking Structure Traffic Routing Alternatives

Two routing alternatives were analyzed for the proposed parking facility on Block 7 between McKinley Avenue and Juneau Avenue. The main access to the parking facility is currently planned to be located along 5th Street. The two parking facility access alternatives are the following:

- 1. <u>Two-way 5th Street</u> 5th Street between McKinley Avenue and Juneau Avenue would operate with a two-way 5th Street. Parking facility traffic could enter and exit from northbound and southbound directions along 5th Street.
- 2. One-way 5th Street 5th Street between McKinley Avenue and Juneau Avenue would operate as one-way southbound only during Pregame and one-way northbound only during Postgame. This one-way requirement would route Arena traffic away from Juneau Avenue (and the Arena) during both Pregame and Postgame time periods onto McKinley Avenue. The one-way 5th Street operation would only take effect during Pregame and Postgame periods.

Both parking structure access alternatives present traffic operation results that benefit different nearby intersection approaches and turning movements. Generally, the two-way alternative allows traffic more routing options to and from the parking facility. However, the one-way alternative beneficially restricts parking facility traffic from accessing Juneau Avenue in front of the proposed Arena, which would likely include a high number of pedestrians. Furthermore, the one-way alternative may also require police officer traffic control at only one of the two 5th Street intersections at Juneau Avenue and McKinley Avenue, while additionally providing comparatively lower vehicle delays at two intersection approaches of particular interest to the City of Milwaukee – the northbound 6th Street approach at McKinley Avenue and the westbound Juneau Avenue approach at 6th Street. Therefore, the one-way access alternative is the preferred Block 7 parking facility access option during the Pregame and Postgame peak hours, pending final design of the parking facility. However, the two-way access alternative is preferred for the PM peak hour. The one-way access alternative is not preferred in the PM peak hour because it would force all of the commuters from the proposed large office component in Block 6 to exit onto Juneau Avenue, which is proposed to have a reduced cross-section with only one through lane in each direction. The two-way access alternative along 5th Street allows office commuters a second option during the PM peak hour to exit onto McKinley Avenue for better traffic operations and distribution in the study area.

CHAPTER 2 - PROPOSED DEVELOPMENT

This chapter describes the proposed on-site development and the project study area.

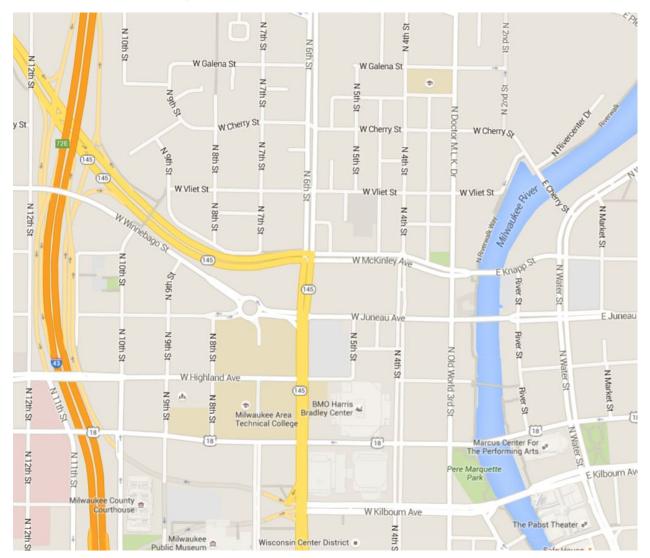
PART A - ON-SITE DEVELOPMENT

The purpose of this section is to describe the proposed development site location, proposed site plan and the development phasing.

1. Development Description and Site Location

Exhibit 2-1 shows the Site Location Map of the proposed development. It is located in the northwestern area of downtown Milwaukee generally between McKinley Avenue to the north, State Street to the south, 6^{th} Street to the west and Old World $3^{rd}/4^{th}$ Street to the east. More specifically, the development site includes the current location of the Bradley Center and the vacant Park East Corridor land located just north of the Bradley Center.

Exhibit 2-1: Site Location Map



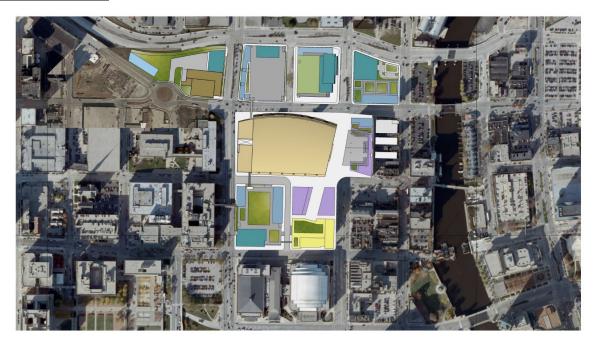
2. Land Use and Intensity

The proposed on-site development includes a new arena to host Milwaukee Bucks basketball games and other entertainment events. Other land uses planned for the development include apartments, a hotel, retail and office space, parking facilities and a practice facility for the Milwaukee Bucks.

3. Proposed Site Plan

Exhibit 2-2 shows the Site Plan, dated October 23, 2015. The proposed development includes eight proposed blocks

Exhibit 2-2: Site Plan





BUCKS ARENA DEVELOPMENT



MASTERPLAN

4. Development Phasing and Timing

The development includes three phases expected to develop in Years 2018, 2022 and 2027, respectively. Exhibit 2-3A shows Phase I, which is comprised of Blocks 1, 4, 7 & 8. Exhibit 2-3B shows Phase II, which is comprised of Blocks 2 & 3. Exhibit 2-3C shows Phase III, which is comprised of Blocks 5 & 6. The specific land uses types and sizes are presented in Table 4-1 in a later chapter.

It should be noted that traffic circulation is expected to be modified as part of the proposed development. The segment of 4th Street between Juneau Avenue and Highland Avenue is proposed to be closed to vehicle traffic beginning in Phase I. This area is planned as a public plaza for use on Milwaukee Bucks gamedays and for other non-gameday events. Furthermore, it should be noted that 5th Street is expected to be open to all traffic in two new segments where 5th Street does not currently exist, between McKinley Avenue and Juneau Avenue and between Highland Avenue and State Street. The segment of 5th Street between Juneau Avenue and Highland Avenue is where the proposed arena is planned to be located.

Exhibit 2-3A: Phase I Proposed Development

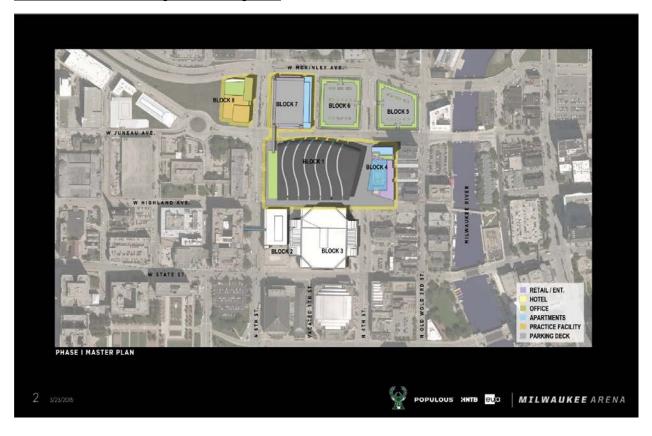


Exhibit 2-3B: Phase II Proposed Development



BLOCK BLOCK

Exhibit 2-3C: Phase III Proposed Development

PART B - STUDY AREA

The purpose of this section is to describe the intersections that may be impacted by the proposed development, which make up the project study area.

1. Study Area Intersections

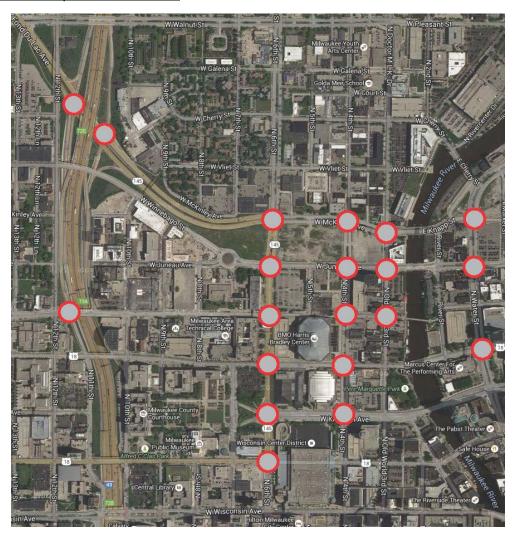
Twenty (20) existing intersections were determined to be within the influence area of the proposed development. All twenty (20) intersections were included in the traffic operations analysis. However, only twelve (12) of the twenty (20) are currently included in the micro-simulation traffic analysis. The list of intersections below identifies which eight (8) intersections were analyzed as part of the traffic operations analysis and not in the micro-simulation traffic analysis.

- Knapp Street & Water Street Operations analysis only
- McKinley Avenue/Knapp Street & Old World 3rd Street
- McKinley Avenue & 4th Street
- McKinley Avenue/Fond du Lac Avenue & 6th Street
- Fond du Lac Avenue & Northbound IH 43 ramps
- Fond du Lac Avenue & Southbound IH 43 ramps

- Juneau Avenue & Water Street Operations analysis only
- Juneau Avenue & Old World 3rd Street Operations analysis only
- Juneau Avenue & 4th Street
- Juneau Avenue & 6th Street
- Highland Avenue & Old World 3rd Street Operations analysis only
- Highland Avenue & 4th Street
- Highland Avenue & 6th Street
- Highland Avenue & Southbound IH 43 ramp Operations analysis only
- State Street & Water Street Operations analysis only
- State Street & 4th Street
- State Street & 6th Street
- Kilbourn Avenue & 4th Street Operations analysis only
- Kilbourn Avenue & 6th Street
- Wells Street & 6th Street Operations analysis only

Exhibit 2-4 below graphically shows the twenty (20) intersections that are considered study area intersections.

Exhibit 2-4: Study Area Intersections



PART C - OFF-SITE LAND USE AND DEVELOPMENT

The surrounding area outside of the proposed development area is downtown Milwaukee. Any new future land uses that will develop due to the construction of the proposed Site Plan area development are incorporated in the proposed development. Development in the vacant area of the former Park East corridor and in the future vacant area of the planned demolition of the Bradley Center are included as part of this proposed eight-block development. Therefore, no significant off-site development is incorporated as part of this traffic study. However, traffic growth due to any future development in the surrounding area outside of the proposed development area is incorporated by applying a 0.5% annual growth to Background traffic. Background traffic is identified as traffic in the study area not related to Arena events or to the proposed developments in the eight-block study area included in the Site Plan.

PART D - SITE ACCESSIBILITY

The current site is largely served by IH 43, which is located about a one quarter-mile west of 6th Street. IH 43 interchanges are located at McKinley Avenue, at Highland Avenue and at Kilbourn Avenue. The McKinley Avenue/IH 43 interchange is a full access interchange serving both northbound and southbound IH 43 traffic. The Highland Avenue/IH 43 interchange serves only IH 43 traffic to and from the north. The Kilbourn Avenue/IH 43 interchange only serves northbound IH 43 traffic. Further to the south, an IH 43 southbound entrance ramp access is located at Wisconsin Avenue & 11th Street. In addition, IH 794 is located approximately one-half mile south of State Street. Several interchanges accessing IH 794 exist at Clybourn Street, James Lovell Street, St. Paul Avenue, 2nd Street and Plankinton Avenue. All interchanges are within one mile of the proposed development site and are expected to remain important for accessibility of vehicle traffic to and from the proposed development.

In addition, there are several city bus stops in the area around the proposed development site. Shuttles to and from local hotels and businesses are also used to transport large groups to events at the Bradley Center and are expected to continue to be used in conjunction with events at the proposed new arena.

Discussion of potential new and modified traffic signals and intersection sign controls are discussed in a subsequent chapter of this report where future traffic operations are analyzed.

CHAPTER 3 - ANALYSIS OF EXISTING CONDITIONS

This chapter discusses the analysis of Existing traffic operations in the project study area.

PART A - PHYSICAL CHARACTERISTICS

Twenty intersections surrounding the BMO Harris Bradley (Milwaukee Bucks) Arena were analyzed, from I-43 to Water St. and from Fond du Lac to Wells St. Of these, the 10 considered most challenging to the future Bucks Arena development underwent a closer evaluation through traffic microsimulation analysis to mitigate potential vehicle and pedestrian traffic concerns. Exhibit 2-4 previously identified the intersections to be analyzed. Exhibits 2-3A, 2-3B, and 2-3C show the planned transportation system, in Phases I, II, and III, respectively. These intersections were identified in a discussion between HNTB and the City of Milwaukee.

PART B - TRAFFIC VOLUMES & LEVEL OF SERVICE

Based on traffic counts on April 23, 2015 during the PM Peak (4:45-5:45pm), the Pregame hour (6-7pm), and the Postgame hour (9:45-10:45pm), pedestrian and vehicle traffic was evaluated to determine the area of influence caused during a playoff game at the BMO Harris Bradley Center. This date was selected for the counts specifically due to the playoff status of the sold-out game against the Chicago Bulls, a worst-case traffic scenario due to the importance of the game and the proximity of the opposing team/fan base.

Exhibits 3-1 to 3-3 in the Appendix show the existing PM, Pregame, and Postgame intersection turning volumes in the study area.

Balanced vehicle counts and pedestrian crosswalk volumes were applied to Synchro models, with HCM 2010 (Highway Capacity Manual) reports then generated for both of these modes of travel. Additionally, Pregame and Postgame 15-minute hourly flow rates were analyzed within Synchro to further understand the atypical traffic peaks that happen before and after a special event such as a Milwaukee Bucks playoff basketball game (See Exhibit 3-4). Breaking these into 4, 15-minute hourly flow rate models vs. a cumulative 1-hour model with a traditionally calculated peak-hour factor (PHF; used to describe traffic distribution over time within analysis hour) applied has multiple advantages in the Pregame/Postgame situations. This assessment gives better detail in analyzing across intersections with imbalances due to parking facilities, as well as recognizes that not all movements may experience their worst traffic simultaneously. For reference, the full hour with PHF was included for PM/Pregame/Postgame. Full-hour delay is calculated based on the worst 15-minutes for each movement. Because the worst 15-minute period for each movement doesn't occur simultaneously, the full hour lines tend to represent higher than 15-minute component bins. Note, Pregame delay remains relatively flat, as PM commuter traffic declines, Arena traffic increases. Postgame delay experiences substantial peaking, as attendants tend to depart en masse as opposed to arrival patterns.

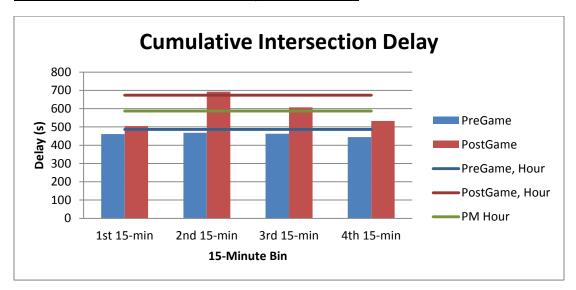


Exhibit 3-4: 15-Minute Intersection Delay Bins, HCM2000

Vehicle Traffic Analysis

HCM 2010 data was exported for each of the 20 intersections for each period, PM/Pregame/Postgame. For vehicle operations, both movement-specific LOS and intersection LOS were taken into account for Exhibit 3-5 below. Select intersections had police manually directing traffic during the heaviest traffic periods for the Pre and Postgame, although ultimately the intersection analysis relies on a worst-case scenario of only the standard signal timing plans. The ring surrounding the intersection dot indicates the cumulative number of movements LOS E or F between PM/Pregame/Postgame. The fill indicates the worst intersection LOS during either the PM, Pregame, or Postgame conditions. Note, volumes for select movements, especially in the Postgame, were metered due to downstream congestion on Fond du Lac at IH 43. These lower metered volumes represent only those vehicles that got through, not the demand, and as such, operations are potentially positive. Intersections most affected are those along the McKinley Ave/Fond Du Lac Ave. Peak hour intersection LOS operations for each time period is shown in Table 3-1 below.

Table 3-1: Existing Intersection Peak Hour Traffic Operations

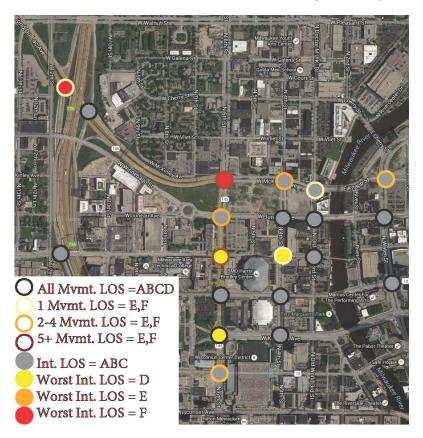
		Scenario		Level of Service per Movement by Approach												
Intersection	Traffic Control		Peak Hour	Int.		astbour	nd	W	estbou	nd	Northbound			Southbound		
	Control			LOS	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
Fond du Lac	m 60		PM	В	-	D	A	В	A	-	-	-	-	С	С	A
Ave & IH 43 SB	Traffic Signal	Existing	Pregame	С	-	С	A	С	A	-	ı	ı	-	С	С	A
ramps	0181111		Postgame	F	-	С	A	F	A	-	-	1	-	С	С	A
Fond du Lac	TT. CC		PM	В	A	A	-	1	В	A	D	D	-	-	-	-
Ave & IH 43 NB	Traffic Signal	Existing	Pregame	A	A	A	-	1	В	A	С	С	-	-	1	-
ramps	5-8		Postgame	В	A	A	-	-	В	A	С	С	-	-	-	-
Highland Ave &	E 60		PM	В	-	В	В	В	В	-	-	1	-	В	С	С
IH 43 SB ramp/	Traffic Signal	Existing	Pregame	В	-	В	В	В	В	-	-	-	-	В	С	С
SB frontage road	5-8		Postgame	В	-	В	В	В	В	-	-	-	-	В	В	С
M - IZ: 1 A 0-	Traffic Signal		PM	D	D	С	D	E	A	A	F	E	E	F	С	С
McKinley Ave & 6 th Street		Existing	Pregame	D	D	С	F	F	С	С	E	D	D	D	С	С
			Postgame	F	С	В	В	С	С	С	F	С	С	D	С	С
N. 17: 1	Traffic Signal	Existing	PM	С	F	В	С	E	D	D	В	A	A	С	С	С
McKinley Ave & 4 th Street			Pregame	В	С	В	С	E	A	A	В	A	A	С	С	С
			Postgame	В	В	В	В	A	A	A	С	A	A	С	С	С
McKinley Ave &	Traffic Signal	Existing	PM	С	E	A	A	С	С	В	С	A	A	С	D	D
Old World 3 rd			Pregame	В	В	A	A	С	В	В	В	A	A	С	D	D
Street			Postgame	В	A	A	A	В	В	В	В	A	A	С	С	С
T A O oth	Traffic Signal	Existing	PM	С	D	С	A	С	С	С	D	С	С	F	В	В
Juneau Ave & 6 th Street			Pregame	В	С	С	A	С	С	С	С	В	В	С	В	В
			Postgame	С	E	С	A	С	С	D	В	В	В	С	В	A
T A O 4th	TT. CC		PM	В	С	В	В	С	В	В	A	A	A	В	В	В
Juneau Ave & 4 th Street	Traffic Signal	Existing	Pregame	В	В	С	С	В	A	A	A	A	A	В	В	В
	0		Postgame	В	С	В	В	A	A	A	A	A	A	В	В	В
Juneau Ave &	T60 -		PM	С	D	С	С	D	С	С	A	A	A	В	В	В
Old World 3 rd	Traffic Signal	Existing	Pregame	С	D	С	D	D	С	С	С	С	С	С	В	В
Street			Postgame	С	D	С	С	D	С	С	D	D	С	С	В	В
Highland Assa 0-	Traffic		PM	D	F	F	С	E	E	A	С	В	В	E	D	С
Highland Ave & 6 th Street	Signal	Existing	Pregame	D	F	F	С	F	F	A	В	A	A	D	С	С
	Ü		Postgame	С	С	С	В	E	E	A	В	A	A	С	С	С

Table 3-1 (continued): Existing Intersection Peak Hour Traffic Operations

		Scenario		Level of Service per Movement by Approach												
Intersection	Traffic Control		Peak Hour	Int. Ea		astbour	nd	Westbound			Northbound			Southbound		
	Control			LOS	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
	m .cc		PM	В	-	-	-	С	-	С	-	A	A	В	В	-
Highland Ave & 4 th Street	Traffic Signal	Existing	Pregame	В	-	1	-	С	-	С	1	A	В	С	В	-
1 511001	0181111		Postgame	D	-	1	-	С	-	F	-	A	В	В	В	-
Highland Ave &	TT. CC		PM	A	С	С	С	С	В	A	A	A	A	A	A	A
Old World 3 rd	Traffic Signal	Existing	Pregame	A	С	С	С	С	В	A	A	A	A	A	A	A
Street	g		Postgame	В	С	С	С	С	В	A	A	A	A	A	A	A
Cu a Cu a o cth	TT. CC		PM	С	D	-	С	В	В	В	С	В	-	-	С	С
State Street & 6 th Street	Traffic Signal	Existing	Pregame	С	D	-	С	С	В	С	В	В	-	-	С	С
ou cot	0181141		Postgame	В	С	-	С	С	В	В	В	В	-	-	С	С
Control of the	Traffic Signal	Existing	PM	В	-	ı	-	В	В	В	В	В	-	ı	A	В
State Street & 4 th Street			Pregame	В	-	ı	-	В	В	В	С	С	-	ı	В	С
ou ou			Postgame	В	-	1	-	В	В	В	В	В	-	1	В	D
77:11	Traffic Signal	Existing	PM	D	С	С	A	D	С	D	D	D	С	D	D	A
Kilbourn Ave & 6 th Street			Pregame	С	D	С	A	С	С	D	В	С	С	С	С	A
			Postgame	С	С	С	A	С	D	D	С	С	С	В	D	A
7Z:11 A O	Traffic Signal	Existing	PM	С	D	С	С	С	В	В	В	В	В	A	A	A
Kilbourn Ave & 4 th Street			Pregame	С	D	С	С	С	В	В	С	В	С	С	В	С
1 01100			Postgame	С	С	С	С	В	В	В	С	В	В	С	С	С
TAX II Go o o	Traffic Signal	Existing	PM	С	E	В	В	С	С	D	С	С	В	E	С	С
Wells Street & 6 th Street			Pregame	С	С	В	В	С	С	С	С	С	С	D	В	В
			Postgame	С	С	В	В	С	С	С	В	В	В	В	В	В
TAT (0) (0)	m .cc		PM	С	F	С	С	С	С	С	С	A	A	С	С	D
Water Street & Knapp Street	Traffic Signal	Existing	Pregame	С	D	С	С	С	С	С	С	A	A	С	С	F
	g		Postgame	В	С	В	В	С	С	С	В	A	A	С	С	С
TAT (0) (0)	m .cc		PM	В	D	D	D	D	С	С	С	A	A	В	С	В
Water Street & Juneau Avenue	Traffic Signal	Existing	Pregame	В	С	В	В	С	С	С	В	A	A	В	С	В
,	6		Postgame	В	С	В	С	D	С	С	В	A	A	В	В	В
XII (C: ()	TF. CC		PM	С	-	-	-	С	С	С	С	С	-	-	D	D
Water Street & State Street	Traffic Signal	Existing	Pregame	В	-	-	-	В	В	В	В	В	-	-	В	В
	0		Postgame	В	-	-	-	В	В	В	В	В	-	-	В	В

Table 3-1 shows that the Fond du Lac Avenue intersection with IH 43 SB ramps and the McKinley Avenue intersection with 6^{th} Street operate at an overall intersection LOS F in the existing Postgame peak hour. All other existing intersections observe overall intersection LOS operations of LOS D or better during the three peak hours. Various intersection traffic turning movements operate at LOS E or F conditions in the existing scenario.

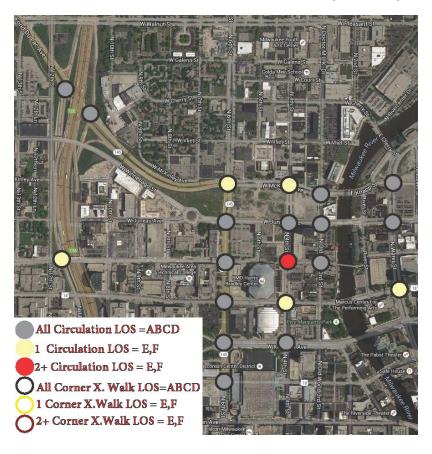
Exhibit 3-5: Intersection LOS, Vehicles, ∑ (PM, Pregame, Postgame)



Pedestrian Traffic Analysis

Similar to vehicle LOS, pedestrian LOS was calculated from HCM 2010 via Synchro, exported, and summarized in Exhibit 3-6 below. The ring surrounding the intersection dot indicates sidewalk corner LOS of E or F, with yellow showing one corner and red indicating two or more. Corner crosswalk LOS is dependent purely on geometry; length, width, and curb radius. A large curb radius cuts further into the corner sidewalk queuing space; this reduces queuing space for pedestrians, increases crosswalk distance, and increases vehicle cornering speeds and therefore the perceived and real risk for pedestrians. Corner crosswalk LOS can be improved by reducing curb radius; a fix that doesn't compromise vehicle capacity. The fill within each intersection dot indicates circulation LOS, with yellow representing 1 crosswalk with LOS E or F, and red indicating 2 or more crosswalks with LOS E or F. Circulation LOS is dependent on both crosswalk width/length, as well as signal timing. While it may be challenging to add walk time for certain pedestrian crosswalks, widening it is another method to improve the circulation LOS. The takeaway for pedestrian LOS calculations is that it is much more dependent upon crosswalk width and sidewalk queue space, compared to vehicle operations that are more reliant on signal timing. Although components of pedestrian LOS still rely on signal timing, many pedestrian LOS issues can be resolved through basic sidewalk and crosswalk design.

Exhibit 3-6: Intersection LOS, Pedestrians, Σ (PM, Pregame, Postgame)



The 20 intersections for initial review considered vehicle and pedestrian traffic in the area surrounding the existing BMO Harris Bradley Center, along with anticipated new traffic patterns from the relocation of the arena one block north of the existing Bradley Center. Based on these criteria, the twelve (12) intersections shown in Table 3-2 were further analyzed using VISSIM microsimulation.

Table 3-2: Intersections Recommended for Further Analysis

#1	Fond Du Lac & I-43 SB Ramp
#2	Fond Du Lac & I-43 NB Ramp
#3	Fond Du Lac/McKinley & 6 th
#4	McKinley & 4 th
#5	McKinley & Old World 3 rd
#6	Juneau & 6 th
#7	Juneau & 4 th
#8	Highland & 6 th
#9	Highland & 4 th
#10	State & 6 th
#11	State & 4 th
#12	Kilbourn & 6 th

Existing Traffic Microsimulation Analysis

A traffic microsimulation analysis was conducted to assess the flow of traffic through the existing network and gauge the impact of event-going pedestrians cause on traffic operations within the study area. The VISSIM microsimulation software program was utilized with twelve of the twenty intersections. The following twelve intersections are included in the VISSIM microsimulation analysis:

- McKinley Avenue/Knapp Street & Old World 3rd Street
- McKinley Avenue & 4th Street
- McKinley Avenue/Fond du Lac Avenue & 6th Street
- Fond du Lac Avenue & Northbound IH 43 ramps
- Fond du Lac Avenue & Southbound IH 43 ramps
- Juneau Avenue & 4th Street
- Juneau Avenue & 6th Street
- Highland Avenue & 4th Street
- Highland Avenue & 6th Street
- State Street & 4th Street
- State Street & 6th Street
- Kilbourn Avenue & 6th Street

Two traffic microsimulation models were created to represent the existing conditions; one representing the PM peak & Pregame and the other representing the Postgame. Existing signal phasing and timings plans were input into the models to represent the control delay in the study area. Both models were calibrated using the GEH statistic. This statistic gauges the difference between the observed volumes compared to the modeled volumes. Calibration results of the existing conditions are provided in the Appendix. Within the PM peak & Pregame microsimulation models, PM peak volumes utilized consistent loading while the Pregame utilized profile loading to reflect traffic volume peaking characteristics observed in the traffic counts. The Postgame microsimulation model also utilized profile loading. For instance, during the Postgame the first 15-minute period would likely include the highest amount of vehicles exiting followed by subsequent 15-minute periods with waning traffic flows.

The existing traffic microsimulation model LOS results are shown in the Appendix. The results show that the microsimulation LOS results are similar to the traffic operations results shown in Table 3-1. The existing microsimulation results show some turning movements at the intersections of McKinley Avenue with 6th Street and with 4th Street operating at LOS E/F, and the westbound approach of Fond du Lac Avenue intersection with IH 43 Northbound Ramp operating at LOS F during the Postgame. Operations of LOS F are experienced due to significant lane changing in preparation of the southbound IH 43 entrance ramp. A significant amount of traffic is destined for southbound IH 43 which results in poor lane balance at the northbound ramp terminal. Most of the other turning movements in the existing microsimulation models are LOS D or better. The similarity between the existing traffic operations intersection LOS conditions (Table 3-1) and the existing microsimulation intersection LOS results suggest

that the existing microsimulation models are well calibrated and the multimodal auto-pedestrian interaction is represented in both software packages.

Conclusions

Table 3-3 below highlights the different time periods of analysis, and when each network, pedestrian and vehicle, had the most issues with LOS. Important to note, LOS is calculated based on successful pedestrian and vehicle movements. As discussed previously the Postgame rapidly becomes oversaturated, metering vehicles and thus counts do not accurately capture demands. Based on a study by the Brooklyn Nets ("Barclays Center TDM Effectiveness in Meeting Mode Split Objectives," June 7, 2013, which is provided in the Appendix), vehicle occupancy was estimated at 2.75 people/vehicle¹, although not measured directly for the Bucks traffic analysis. This value of 2.75 was used to ensure sufficient attendees' were accounted for via parking lot capacity.

Table 3-3: Total Movements System-wide of LOS E, F

TOTAL	Pedestrian Network	Vehicle Network
PM	1	16
Pregame	19	9
Postgame	11	5

PART C - SOURCES OF DATA

Traffic counts were gathered via Miovision video traffic counting on April 23, 2015, and signal timings were provided by the City of Milwaukee.

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¹ Barclays Center TDM Effectiveness in Meeting Mode Split Objectives, June 7 2013. Table 3: Weekday Evening Nets Game Peak Hour Auto Trip Comparison, page 5.

CHAPTER 4 - PROJECTED TRAFFIC

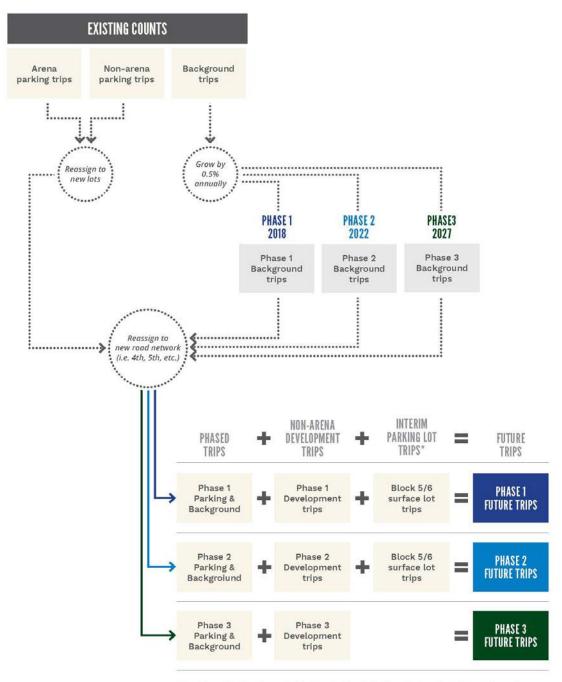
This chapter describes the expected trip generation of the proposed development and the calculation of future year traffic volumes.

The future year traffic volumes for this traffic study are calculated using a multi-step process. In summary, they include the following steps. The process is described in more detail in this chapter and subsequent chapters.

- Collect intersection turning movement counts at twenty intersections within the core study area.
 Analyze the intersection volumes to estimate vehicles entering and exiting parking lot structures.
 These are considered "arena parking trips." Subtract these "arena parking trips" from the Existing peak hour traffic volumes throughout the study area intersections to determine the Existing Year 2015 Background traffic volumes.
 - Also, identify the Existing trips going to and from parking lots during the peak hours in the study area that are <u>not</u> related to a Bradley Center event. These are considered "non-arena parking trips," which represent vehicles in the parking lot structures associated with non- event activities that are leaving the parking structure during the analysis period.
- 2. Apply an assumed annual 0.5% growth rate to the Existing Background traffic volumes to determine the Phase I, Phase II and Phase III future year Background traffic volumes. Phase I is in Year 2018 and includes three years of 0.5% annual Background traffic growth. Phase II is in Year 2022 and includes 7 years of 0.5% annual Background traffic growth. Phase III is in Year 2027 and includes 12 years of 0.5% annual Background traffic growth.
- 3. Re-assign the "arena parking trips" and the "non-arena parking trips" that utilize existing parking lots that are expected to be removed under the proposed development plans to new parking lots that are proposed to be constructed under development plans.
- 4. Adjust the routing and circulation of the Phase I, Phase II & Phase III Background traffic, and the arena and non-arena parking traffic, through the study area intersections of the proposed future network. This includes the proposed closure of 4th Street between Juneau Avenue and Highland Avenue, the proposed opening of Highland Avenue between 5th Street and 6th Street, and the proposed opening of 5th Street between McKinley Avenue & Juneau Avenue and between Highland Avenue & State Street to re-route traffic flow.
- 5. Determine Phase I, Phase II & Phase III non-arena development traffic volumes, respectively, and assign the non-arena development traffic to the proposed future network in the study area.
- 6. Add Phase I non-arena development trips to the Phase I Background traffic to determine Phase I future traffic volumes.
 - Add Phase II non-arena development traffic to the Phase II Background traffic to determine Phase II future traffic volumes.
 - Add Phase III non-arena development trips to the Phase III Background traffic to determine Phase III future traffic volumes.

Below is Figure 4-1, which is a simple flow chart that graphically shows the process used for calculating future year traffic volumes, which is summarized in the previous text.

Figure 4-1: Flow Chart of Process for Calculating Future Year Traffic Volumes



^{*} Interim parking lots that are redeveloped in Phase III. These lots provide parking in the study area to trips that are otherwise pedestrians in the study area.

PART A - BACKGROUND TRAFFIC FORECASTING

This section describes the process of determining the Background traffic.

Identify Arena Parking Trips and Non-arena Parking Trips

The proposed development includes replacing the Bradley Center with a proposed arena of a similar seating capacity, therefore the trips related to the existing arena are not included in the Background traffic volumes. With the proposed arena seating capacity being similar to the existing arena, the number of vehicle trips coming to and from the proposed arena is not expected to increase in the future, therefore only the non-arena trips are expected to increase at the annual Background traffic growth rate. Therefore, the Existing trips related to the Bradley Center, i.e. the "arena parking trips", were identified and then removed from the Existing traffic volumes at the study area intersections to determine the Existing Year 2015 Background traffic volumes, which were then balanced between intersections.

The Existing "arena parking trips" were identified by noting the imbalance of the Existing traffic volume counts between intersections in the study area. The imbalance was assumed to exist because of traffic entering and exiting parking lots located mid-block. During the PM and Pregame peak hours, the mid-block traffic imbalance was assumed to be due to inbound traffic and during the Postgame peak hour the mid-block traffic imbalance was assumed to be due to outbound traffic. The traffic imbalances were compared to the capacity of the parking lot at each location. The comparison showed that the sum of PM and Pregame traffic imbalances between intersections generally equated to the parking lot capacity at each location within about 5% except for the parking facility located along 4th Street between Juneau Avenue and Highland Avenue. Figure 4-2 shows a graphic of this comparison.

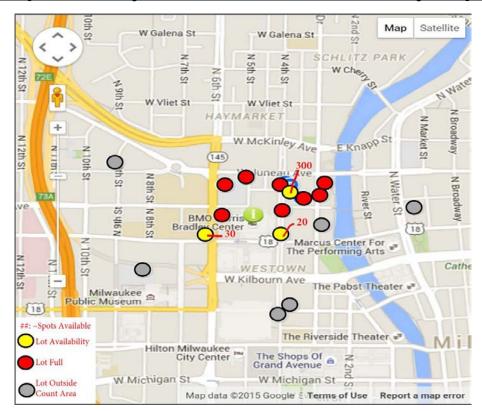


Figure 4-2: Comparison of Existing Traffic Count Mid-block Imbalances to Parking Lot Capacities

Because the parking facility located along 4th Street between Juneau Avenue and Highland Avenue is 300 vehicles short of its capacity based on the traffic imbalance between intersections, it is assumed to be caused by about 300 "non-arena" vehicles exiting the parking facility, probably during the PM peak hour after work. These 300 exiting vehicles reduce the mid-block imbalance by 300, thus canceling out the missing 300 inbound vehicles which would fill up the parking facility's capacity. Therefore, it was assumed that 300 vehicles exited this parking facility during the PM peak hour and 300 entering vehicles were added to the number of vehicles entering the parking facility. These 300 exiting and 300 entering vehicles were already counted as part of the intersection traffic counts, but they are identified so that they can be later re-assigned to proposed parking facilities, because this particular parking facility is expected to be removed under the proposed development plans. The 300 entering vehicles are considered to be among the "arena parking trips" that are removed from the Existing traffic volumes to determine Existing Background traffic volumes. Similarly, the 300 exiting vehicles at this parking facility are considered to be the "non-arena parking trips."

Apply the Annual Background Traffic Growth Rate

After the Existing "arena parking trips" are removed from the Existing traffic volumes, the assumed Background traffic growth of 0.5% per year is applied to determine the Future Background traffic volumes. The Background annual growth rate value of 0.5% was used as a conservative value to represent potential redevelopment in the greater downtown Milwaukee area. Existing Background traffic is grown

0.5% annually from Existing Year 2015 to Year 2018 to calculate Phase I Background traffic, to Year 2022 to calculate Phase II Background traffic and to Year 2027 to calculate Phase III Background traffic. Exhibits 4-1 to 4-7 in the Appendix show the Phase I, Phase II and Phase III Background peak hour intersection traffic volumes.

• Re-assign the Arena Parking Trips and Non-Arena Parking Trips

Because the proposed development plans call for some existing parking lots to be removed and new parking structures to be built and located elsewhere in the study area, the "arena parking trips" and the "non-arena parking trips" that utilize parking facilities slated for removal were re-assigned to new proposed parking facilities.

The proposed parking facilities are located in Block 2 and Block 7 (see Exhibits 2-2 and 2-3A, 2-3B, 2-3C). It should be noted that the number of existing parking spaces planned for removal under the development proposal is similar to the total of 2,704 parking spaces planned for the two new parking structures located in Block 2 (1,488 parking spaces) and Block 7 (1,216 parking spaces). Figure 4-3 below shows the existing parking lots in the project study area and their vehicle capacity. Note that the parking facilities labeled 1, 4, 5, 6 and 8 are slated for removal under the proposed development plans. These five existing parking facilities include a sum total of 2,293 parking spaces.

Figure 4-3 – Existing Parking Lots and Parking Capacities



Number	Lot/Structure	Address	Spaces
1	Bradley Center	1030 N. 6th Street	776
2	Turner Hall Lot	1034 N. 4th St.	54
3	Fourth and State Parking	1020 N. 4th St.	90
4	Amber Lot	1128 N. 6th St.	421
5	Bradley Center Lot	1150 N. 5th Street	72
6	1149 N. 4th St.	1149 N. 4th St.	31
7	6th and State St.	601 W. State St.	150
8	324 W Highland	324 W. Highland Blvd.	993
9	Lloyds Parking LLC	316 W. Highland Ave.	40
10	Vern's Parking 3rd & State	1030 N. Old World 3 rd St.	47
11	1110 N. Old World Third St (South Lot)	1110 N. Old World 3 rd Street	75
12	1124 N Old World Third St (West Lot)	1124 N Old World 3 rd St	34

Block 5 and Block 6 Surface Parking Lots during Phase I & Phase II

It should be noted that Phase I and Phase II include utilizing Blocks 5 and 6 as surface parking lots (see Exhibits 2-3A and 2-3B). For purposes of this traffic study, it is assumed that these Block 5 and Block 6 surface parking lots would be expected to fill to capacity on gamedays during Phase I and Phase II. Based on the existing 421 vehicle capacity of the surface parking lot at 1128 N. 6th Street, which is the southeast quadrant of the intersection of 6th Street and Juneau Avenue (see Figure 4-3), it is conservatively estimated that during Phases I and II, Blocks 5 & 6 would each carry a surface parking lot capacity of approximately 300 vehicles for a total of 600 vehicle parking capacity. The 600-vehicle capacity estimate is provided as a

worst case scenario, which may be slightly higher than what the final design plan shows when it is completed. In order to accommodate these surface parking facilities, 600 vehicles were assigned to and from these two surface parking lots during the Pregame and Postgame hours through the project area intersections. Access locations were assumed to be along Old World 3rd Street, 4th Street and 5th Street, because the assumed parking access locations for the parking facilities on Blocks 2 and 7 were also along the north-south streets. Traffic distribution was assumed to be similar to Pregame and Postgame traffic patterns coming into and out of the study area based on a screenline on the border of the project study area. This auto traffic distribution was calculated to be the following.

- 50% to/from the West
- 20% to/from the East
- 15% to/from the North
- 15% to/from the South

Re-route/Re-circulate the Background Trips and Parking Trips

The proposed roadway network in the project study area includes some roadway segment closures that currently carry traffic as well as some new roadway segments that currently do not exist.

The roadway segment of 4th Street between Juneau Avenue and Highland Avenue is proposed to be closed under the development plans. In its place is a proposed public plaza for use on gamedays and also for special events on non-gamedays. It should be noted that 4th Street between Juneau Avenue and Highland Avenue has a 2012 WisDOT annual daily volume count of 3,900 vehicles per day. The adjacent corridor to the west, 6th Street, has a 2012 daily count of 15,300 vehicles per day between Juneau Avenue and Highland Avenue. The adjacent corridor to the east, Old World 3rd Street, has a 2012 daily count of 5,200 vehicles per day between Juneau Avenue and Highland Avenue. 6th Street had functioned with over 22,000 vehicles per day in the past. Therefore, adequate daily capacity appears to be available on adjacent routes if 4th Street is closed between Juneau Avenue and Highland Avenue. According to the existing peak hour counts collected on the day of the sold-out Bucks playoff game that are used in this traffic study, the segment of 4th Street between Juneau Avenue and Highland Avenue carries 1,006 vehicles in the PM peak hour, 1,194 vehicles in the Pregame peak hour and 791 vehicles in the Postgame peak hour. These vehicles would be expected to divert to adjacent corridors such as Old World 3rd Street and 6th Street. According to the counts collected on the Bucks playoff gameday, Old World 3rd Street carries 1,096, 1,054 & 734 vehicles during the PM, Pregame and Postgame peak hours between Juneau Avenue and Highland Avenue. 6th Street carries 2,415, 1,748 & 1,138 vehicles in the PM, Pregame and Postgame peak hours between Juneau Avenue and Highland Avenue. Hourly volume traffic capacity is typically dependent on intersection operations. Later in the report, future intersection peak hour operations are analyzed in detail with 4th Street closed between Juneau Avenue and Highland Avenue. Future intersection operational analysis showed no lane geometric improvements were necessary at Old World 3rd Street and 6th Street intersection approaches due to the 4th Street closure.

The roadway segments of 5th Street between McKinley Avenue & Juneau Avenue and between Highland Avenue & State Street are expected to be open to traffic under the development plans. These segments of 5th Street do not currently exist because the segment between McKinley Avenue and Juneau Avenue is part of the vacant land in the former Park East Freeway corridor and the segment between Highland Avenue and State Street is part of the current Bradley Center footprint. The missing segment of 5th Street between Juneau Avenue and Highland Avenue is expected to be part of the proposed arena's footprint.

The Phase I, Phase II and Phase III Background traffic volumes, as well as the "arena parking trips" and the "non-arena parking trips", were re-assigned to the proposed future network given the proposed roadway changes. These re-assigned "arena parking trips" and "non-arena parking trips" were added to each of the Phase I, Phase II and Phase III Background traffic volumes, including the surface parking lot trips in Block 5 and Block 6 for the Phase I and Phase II Background traffic (described previously).

PART B - ON SITE AND OFF SITE DEVELOPMENT TRAFFIC FORECASTING

This section describes the on-site development trip generation.

Any future land uses that are expected to develop due to the new Arena are included in the adjacent blocks incorporated in the proposed development. Development in the vacant area of the former Park East corridor and in the future vacant area of the razed Bradley Center are included as part of this proposed eight-block development. Any off-site trip generation included in this traffic study is incorporated by applying a 0.5% annual growth to Background traffic. Background traffic is identified as traffic not related to Arena events or to the proposed developments in the eight-block study area included in the Site Plan.

This section continues the summary points listed at the beginning of Chapter 4, therefore this section details point #5.

Development Trip Generation

The proposed development is comprised of a multi-use sports and entertainment facility (NBA Arena), apartments, retail and office space, parking facilities and a professional basketball practice facility. The proposed development covers eight blocks in the northern part of Westown in downtown Milwaukee and is comprised of three separate phases. The previously shown Exhibits 2-2, 2-3A, 2-3B, and 2-3C display the site plan and the development land uses and phasing. The three development phases are the following:

- Phase I Blocks 1, 4, 7 & 8 in Year 2018.
- Phase II Blocks 2 & 3 in Year 2022.
- Phase III Blocks 5 & 6 in Year 2027.

The development trip generation is based on trip rates in the Institute of Transportation Engineers (ITE) *Trip Generation Manual, 9th Edition.* Table 4-1 on the following pages shows the PM, Pregame and Postgame peak hour trip generation for the proposed development. The peak hour trip generation rates in the ITE *Trip Generation Manual, 9th Edition* are only provided for AM and PM peak hours. Therefore, the Pregame and Postgame peak hours' trips generation were estimated. The process of determining the Pregame and Postgame trip generation is discussed in more detail below. It should also be mentioned that the "Shopping Center" designation in the ITE's *Trip Generation Manual, 9th Edition* was used for Retail land uses, the "General Office Building" designation was used for Office land uses and the "Apartment" designation was used for the Student Housing land use.

Table 4-1: Proposed Development Trip Generation

Block	ITE Code	Development Type	Size	Daily	PM Peak Hour			Pr	egame Hour		Postgame Peak Hour*		
	Code	Type		Trips	In	Out	Total	In	Out	Total	In	Out	Total
1		NBA Arena		No	t calcul	ated. Assı	amed to r	eplace	trips ge	nerated b	y curre	nt Aren	a.
	220	Apartments	102 units	678	40	25	65	25	15	40	5	5	10
2	220	Student Housing	62 units	412	25	15	40	15	10	25	5	5	10
2	820	Retail	34,079 sq. ft.	1,455	60	65	125	45	50	95	10	10	20
	710	Office	102,438 sq. ft.	1,130	25	130	155	15	80	95	5	25	30
3	310	Hotel	300 rooms	2,451	90	90	180	55	55	110	15	15	30
3	820	Retail	89,805 sq. ft.	3,835	160	175	335	120	135	255	30	30	60
4	820	Retail	58,962 sq. ft.	2,518	105	115	220	80	90	170	20	20	40
	220	Apartments	48 units	319	20	10	30	10	5	15	5	0	5
	220	Apartments	215 units	1,430	90	45	135	55	25	80	15	10	25
5	820	Retail	16,519 sq. ft.	705	30	30	60	20	25	45	5	5	10
	710	Office	101,795 sq. ft.	1,123	25	125	150	15	75	90	5	20	25
	220	Apartments	55 units	366	25	10	35	15	5	20	5	0	5
6	710	Office	350,000 sq. ft.	3,861	90	430	520	55	255	310	15	75	90
	820	Retail	12,000 sq. ft.	512	20	25	45	15	20	35	5	5	10
	220	Apartments	70 units	466	30	15	45	20	10	30	5	5	10
7	820	Retail	11,402 sq. ft.	487	20	20	40	15	15	30	5	5	10
	710	Office	36,621 sq. ft.	404	10	45	55	5	25	30	0	10	10
8	710	Office	30,000 sq. ft.	331	10	35	45	5	20	25	0	5	5
8		Practice Facility	45,000 sq. ft.	Not calc	culated.	Assumed	l no trip g peak ho				Pregame	e, & Pos	tgame
		TOTAL		22,483	875	1,405	2,280	585	915	1,500	155	250	405

^{*}The Pregame and Postgame peak hour trip generation is calculated as a function of the PM peak hour trip generation. The process is explained in the next section.

Arena and Practice Facility Development Trips

Because the BMO Harris Bradley Center is proposed to be replaced with a new arena, and the new arena is expected to have a similar seating capacity, the trip generation of the proposed arena in Block 1 was not included in the table. Instead the current arena trips were identified and removed from the Existing traffic volume counts and later added back in after the Background traffic growth rate was applied. This task was covered and explained in more detail previously in Chapter 4, Part A.

The Practice Facility development trips in Block 8 were not included because it is assumed that little to no activity, and therefore little to no traffic, would be generated by the Practice Facility when a Milwaukee Bucks home game is played at the proposed arena.

Pregame and Postgame Development Trip Generation Discussion

ITE's *Trip Generation Manual*, 9th Edition only includes land use trip rates for the AM and PM peak hours. Because the Pregame and Postgame peak hours occur after the PM peak hour, a proportion of the PM peak hour trips was calculated to develop the proposed development's Pregame and Postgame peak hour trip generation. Information about the hourly distribution of retail Shopping Center trips from the ITE's *Trip Generation Manual*, 9th Edition was used to develop the Pregame and Postgame retail trip generation and hourly data information from WisDOT's "WisTransPortal" website was used to develop the Pregame and Postgame non-retail trip generation. The WisTransPortal system serves the data management needs of Wisconsin Traffic Operations and Safety (TOPS) laboratory and provides traffic volume data as well as crash data.

The ITE *Trip Generation Manual, 9th Edition* section detailing the Shopping Center (820) retail land use includes a discussion of the hourly distribution of volumes to and from Shopping Center retail land uses based on survey data collection. The volume distribution is given in hourly intervals between 10am to 10pm. The data shows that the amount of incoming Shopping Center trips occurring during the Pregame peak hour (6-7pm) was equal to about 74% of the PM peak hour Shopping Center incoming trips. The data also shows that the amount of outgoing Shopping Center trips occurring during the Pregame peak hour was equal to about 78% of the outgoing PM peak hour Shopping Center trips. During the Postgame peak period (9-10pm was the closest time interval available), the amount of Shopping Center trips was equal to about 19% of the PM peak hour Shopping Center trips and about 17% of the outgoing PM Shopping Center trips. Therefore, these proportions were applied to the PM Retail incoming and outgoing development trips to calculate the Pregame and Postgame incoming and outgoing Retail development peak hour trips. The ITE Shopping Center hourly distribution table is shown in the Appendix.

Because no such hourly distribution data was available for Apartment, Hotel and Office land uses in the ITE's *Trip Generation Manual*, 9th *Edition*, hourly data was instead gathered from WisDOT's "WisTransPortal" website. The hourly data includes 24 hour traffic volumes collected at various sites in the State of Wisconsin. Hourly data was selected from four roadway segments that were available that most closely surround the Bradley Center. They include the following locations (the hourly datasets for these four locations are shown in the Appendix):

- 4th Street, north of State Street
- 6th Street, between State Street and Juneau Avenue
- Juneau Avenue, between 4th Street and 6th Street
- State Street, west of 6th Street.

The hourly data is divided into hourly intervals. The hourly intervals that are closest in time to the Pregame and Postgame peak hour time periods were 6-7pm and 10-11pm. The proportion of daily traffic that occurred during 6-7pm and 10-11pm at each of the four roadway locations was calculated and compared against the PM peak hour. The average of the four datasets shows that traffic volumes during the Pregame peak hour (6-7pm hourly interval) was about 60% of the PM peak hour traffic volume. The Postgame peak hour (10-11pm) was about 18% of the PM peak hour traffic volume. These proportions were applied to the PM peak hour Apartment, Hotel and Office land use trips to calculate the Pregame and Postgame peak hour development trips for these land uses.

Passby, Internally-Linked, Multi-Linked, Externally-Linked Trips

Although some passby and linked trips could be expected from the proposed development, no passby and linked trips are included in the analysis. Without any passby and linked trips the traffic analysis is considered a more conservative assessment of intersection operations.

PART C - BUILD AND TOTAL TRAFFIC

This section details the Future Build traffic volumes and continues the summary points listed at the beginning of Chapter 4, therefore this section describes point #6.

Future Build Traffic - Phase I, Phase II & Phase III

Trip Distribution

The proposed development trips were distributed to the future proposed network based on existing intersection turning volume proportional splits. Some blocks have limited or no parking, while other land uses, such as Block 2 and Block 7, have large parking facilities. Therefore, development traffic was assigned to the future network with parking locations in mind. If traffic is generated by a block with limited or no parking, it was assumed that the traffic would likely travel to and from a parking facility at the closest adjacent block (usually Block 2 or Block 7). The non-arena development trips from the separate block were added together by their Phase I, Phase II and Phase III phasing periods. Exhibits 4-8 to 4-14 in the Appendix show the peak hour Phase I, Phase II and Phase III non-arena development trips assigned to the study area network.

Trip Assignment

The Phase I, Phase II and Phase III non-arena development trips are added to the Phase I, Phase II and Phase III Background traffic volumes (including the "arena parking trips" and "non-arena parking trips" as well as the surface parking lot trips in Block 5 and Block 6 during Phases I and II) to develop the Future Build Phase I, Future Build Phase II and Future Build Phase III traffic volumes. Exhibits 4-15 to 4-21 in the Appendix show the peak hour Phase I, Phase II, and Phase III Future Build Total traffic volumes.

PART D - PEDESTRIAN DEMAND PROJECTIONS

Pedestrian data was collected for PM, Pregame and Postgame conditions during a Bucks basketball game. Existing analysis is identified in Chapter 3. Future pedestrian demands were forecasted by first accounting for the relocation of Arena and the associated parking structures. The proposed Arena has a seating capacity similar to the existing BMO Harris Bradley Center, therefore, the number of pedestrians destined to the new Arena is assumed to stay constant from the existing pedestrian demands. A conservative approach to vehicle trip generation was taken to assume limited or no pedestrian trips to new developments within the study area, making auto operations of the surrounding intersections a worst case analysis. Figure 4-4 shows expected auto, bike and pedestrian patterns in the project study area.

Figure 4-4 – Auto, Bike & Pedestrian Patterns







BUCKS ARENA DEVELOPMENT

AUTO, BIKE & PEDESTRIAN PATTERNS

CHAPTER 5 - TRAFFIC AND IMPROVEMENT ANALYSIS

This section presents the Future peak hour traffic operations analysis during Phases 1, 2, and 3. Geometric and signal phasing/timing improvements are recommended based on intersection traffic operation needs. Intersection traffic operations improvements are identified through generally seeking to achieve LOS D or better conditions or by at least matching existing intersection traffic operations.

For purposes of this project, the PM and Pregame peak hours are analyzed under Phases 1, 2 and 3 scenarios, while the Postgame peak hour is only analyzed under Phase 1 scenarios.

PART A - CAPACITY/LEVEL OF SERVICE OPERATIONAL ANALYSIS

This section presents the Future peak hour intersection traffic operations and the recommended improvements for Phases I, II and III. Synchro traffic engineering software was used with 2010 HCM (Highway Capacity Manual) methods to assess the future peak hour intersections traffic operations.

RECOMMENDED IMPROVEMENTS

The following are the recommended intersection geometry and signal phasing improvements for the study area intersections.

McKinley Avenue & 6th Street - Phases I, II & III

- The City of Milwaukee plans to install monotubes at McKinley Avenue and 6th Street. As part of this project, the City plans to install a lagging green phase for northbound left turn movements. In addition, the southbound left turn movement includes a leading protected-permitted phase. The eastbound and westbound left turn movements include permitted phasing under a flashing yellow signal. The Appendix includes the City of Milwaukee's proposed signal design graphic for this intersection. Future improved scenarios of this intersection include the proposed signal design phasing.
- Adjust traffic signal timings.

McKinley Avenue & 5th Street - Phases I, II & III

- Stop sign at northbound approach.
- Anticipate police officer traffic control needed during Pregame and Postgame peak hours.

McKinley Avenue & 4th Street – Phases I, II & III

- Remove northbound left protected phasing due to reduced traffic demands resulting from closure of 4^{th} Street south of Juneau Avenue.
- Install eastbound left protected phasing.
- Northbound approach intersection lane geometry reduced to include a left turn bay with a shared through/right turn lane.
- Adjust traffic signal timings.

McKinley Avenue & Old World 3rd Street - Phases I, II & III

- Install westbound protected left turn phasing.
- Adjust traffic signal timings.

Juneau Avenue – between 6th Street & Old World 3rd Street – Phases I, II & III

• Juneau Avenue is proposed to be reduced to a three-lane cross section between 6th Street and west of Old World 3rd Street. The westbound direction includes one through lane and one continuous right turn lane. The eastbound direction includes one through lane (shared with left turning vehicles) along with a valet lane for pick up/drop off vehicles for events at the Arena that ends at 4th Street. East of 4th Street, the eastbound direction has two through lanes. The Appendix includes the proposed cross-section design for Juneau Avenue between 6th Street and Old World 3rd Street.

Juneau Avenue & 6th Street– Phases I, II & III

- Eastbound approach modified to one left turn bay, one through lane and one right turn bay to match the proposed one-lane eastbound Juneau Avenue cross-section described above.
- Westbound approach modified to one left turn bay, one through lane and one right turn lane.
- The eastbound segment, east of the intersection includes a valet lane that begins where feasible to the east of the proposed westbound left turn bay.
- Install protected left turn signal phasing for eastbound and westbound left turn movements in Phases II and III.
- Adjust traffic signal timings.

<u>Juneau Avenue & 5th Street– Phases I, II & III</u>

- Stop sign at southbound approach.
- Anticipate police officer traffic control needed during Pregame and Postgame peak hours.

Juneau Avenue & 4th Street– Phases I, II & III

- Southbound approach intersection lane geometry can be reduced to include a left turn bay with a right turn lane.
- Northbound leg is closed.
- Adjust traffic signal timings.

Juneau Avenue & Old World 3rd Street- Phases I, II & III

- Re-stripe the westbound approach to include one left turn bay, one through lane, and one right turn only lane. This intersection geometry will match better into the proposed westbound traffic cross-section along Juneau Avenue, west of Old World 3rd Street, which is proposed to include one westbound through lane and one continuous westbound right turn lane.
- Install protected left turn signal phasing for eastbound left turn in Phase III.
- Adjust traffic signal timings.

Highland Avenue & 6th Street- Phases I, II & III

- Westbound approach is assumed to include a left turn bay and shared through/right turn lane.
- Depending on the design of the parking structure on Block 2, investigate the Northbound approach geometry of one left turn bay, one through lane, one shared through/right turn lane and one right turn bay. The second right turn lane is needed to facilitate Pregame operations.
 Additionally, investigate the feasibility of a mid-block entrance to parking facility along 6th Street.
 Alternatively, maintain one left turn bay, two through lanes and one right-turn bay with police officer traffic control to facilitate ability for one through lane to include right-turning vehicles along with the dedicated right turn lane.
- Adjust traffic signal timings.

Highland Avenue & 4th Street- Phases I, II & III

- The northern leg is removed.
- The western leg will not allow traffic.
- The current traffic signal could be replaced with more pedestrian-friendly traffic controls, which could include stop sign control, yield control, pedestrian beacons, or other similar traffic controls.
- Only two traffic movements are allowed at this intersection: westbound left and northbound right.

State Street & 6th Street – Phases I, II & III

- Depending on the parking structure design on Block 2, remove northbound left turn protected phasing to facilitate Postgame operations, which require more green time for outgoing traffic.
- State Street is currently one-way westbound in the project study area. Two-way State Street operation would be expected to provide improved traffic access to better develop Block 2 and Block 3 for mixed-use development as proposed to be retail, office, residential and hotel uses. In addition, the two-way traffic operation would support the spirit of the urban design principles identified in the General Planned Development (GPD) document. Pending the final design of the parking structure ingress and egress on Block 2, a two-way State Street would likely improve the traffic flow at intersections near Block 2, and ultimately improve access to the new arena. A two-way State Street would also likely improve the connectivity of the new arena, ancillary development and other Wisconsin Center facilities to the cultural and entertainment facilities east of the Milwaukee River. Converting State Street to two-way operation should be examined further when the final design of the Block 2 parking structure is completed.
- Adjust signal timings.

FUTURE NO BUILD ANALYSIS

An intersection operations analysis was also conducted on study area intersections assuming no modifications associated with the Arena were made, including the relocation of parking structures, the associated land developments or the modifications to the roadway network. Traffic demands assumed existing Arena parking and grew the background trips by the 0.5% annual growth rate. This analysis

indicated that the following intersections would have LOS issues without the modifications identified as part of the planned Arena project.

1) 6th & McKinley: LOS E in Pre-Game

2) 6th & Highland: LOS E in PM

FUTURE OPERATIONAL ANALYSIS

The twenty study area intersections, plus three additional intersections along the 5th Street corridor at McKinley Avenue, Juneau Avenue and State Street, were analyzed under future Phase 1, Phase 2 and Phase 3 conditions with improved intersection geometry, signal phasing and timings. Improvements were recommended in order to achieve LOS D or better conditions or to at least maintain existing LOS conditions. Tables 5-1 to 5-8 below present the future traffic operations analysis at the study area intersections, along with the existing traffic operations for comparative reference.

Four intersection approaches (Northbound 6th Street at McKinley Avenue, Northbound Old World 3rd Street at McKinley Avenue, Eastbound McKinley Avenue at Old World 3rd Street and Westbound Juneau Avenue at 6th Street) are denoted by a thick black border to identify the approaches that are of particular interest to the City of Milwaukee. These four approaches are discussed more in detail below.

It should also be noted that later in the report is a discussion comparing two potential access alternatives for the proposed parking facility on Block 7 along 5th Street between McKinley Avenue and Juneau Avenue. One alternative includes two-way operation along 5th Street, the other alternative includes one-way operation along 5th Street on gamedays before and after games only. A later section (Tables 5-9 to 5-11) compares the traffic operations of both alternatives, however the following LOS tables (Tables 5-1 to 5-8) include only the two-way 5th Street parking facility access alternative.

<u>Table 5-1: Future Intersection Peak Hour Traffic Operations – IH 43 intersections</u>

						L	evel of	f Servi	ce per	Move	nent l	у Арр	roach			
Intersection	Traffic Control	Scenario	Peak Hour	Int.	Ea	astbour	ıd	W	estbou	nd	No	rthbou	ınd	So	uthbou	ınd
	Control		Hour	LOS	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
			PM	В	-	D	A	В	A	-	-	-	-	С	С	A
		Existing	Pregame	С	-	С	A	С	A	-	-	-	-	С	С	A
			Postgame	F	-	С	A	F	A	-	-	-	-	С	С	A
Fond du Lac			PM	В	-	D	A	В	A	-	-	-	-	С	С	A
Ave & IH 43 SB	Traffic	Phase 1	Pregame	С	-	С	A	D	A	-	-	-	-	С	С	A
ramps • Adjust	Signal		Postgame	F	-	С	A	F	A	-	1	1	-	С	С	A
timings		Phase 2	PM	В	-	D	A	В	A	-	-	-	-	С	С	A
		Pilase 2	Pregame	С	-	С	A	D	A	-	1	1	-	С	С	A
		Phase 3	PM	С	-	D	A	В	A	-	-	-	-	С	С	A
		rnase 3	Pregame	С	-	С	A	D	A	-	-	1	-	С	С	A
			PM	В	A	A	-	-	В	A	D	D	-	-	1	-
		Existing	Pregame	A	A	A	-	1	В	A	С	С	-	1	1	-
			Postgame	В	A	A	-	1	В	A	С	С	-	1	1	-
			PM	В	A	A	-	-	В	A	D	D	-	-	ı	-
Fond du Lac Ave & IH 43 NB	Traffic	Phase 1	Pregame	A	A	A	1	-	В	A	С	С	-	-	ı	-
ramps	Signal		Postgame	В	A	A	-	-	В	A	С	С	-	-	-	-
		Phase 2	PM	В	A	A	-	-	В	A	D	D	-	-	ı	-
		Filase 2	Pregame	A	A	A	1	-	В	A	С	С	-	-	1	-
		Phase 3	PM	В	A	A	-	-	В	A	D	D	-	-	-	-
		rnase 3	Pregame	A	A	A	-	-	В	A	D	D	-	-	-	-
			PM	В	-	В	В	В	В	-	-	-	-	В	С	С
		Existing	Pregame	В	-	В	В	В	В	-	-	-	-	В	С	С
			Postgame	В	-	В	В	В	В	-	-	-	-	В	В	С
Highland Ave &			PM	В	-	В	В	В	В	-	1	-	-	С	С	С
IH 43 SB ramp/ SB frontage road	Traffic	Phase 1	Pregame	С	-	В	В	С	В	-	-	-	-	В	D	D
SB frontage road • Adjust timings	Signal		Postgame	С	-	В	В	В	В	-	-	-	-	В	С	С
		Phase 2	PM	В	1	В	В	В	В	-	1	-	-	С	С	С
		1 11030 2	Pregame	D	-	В	В	С	В	-	ı	-	-	В	D	D
		Phase 3	PM	С	-	В	В	В	В	-	1	-	-	С	С	С
		1 11430 3	Pregame	D	-	В	В	С	В	-	-	-	-	В	D	D

<u>Table 5-2: Future Intersection Peak Hour Traffic Operations – McKinley Avenue intersections</u>

	- 22					L	evel o	f Servi	ce per	Move	ment l	у Арр	roach			
Intersection & Improvements	Traffic Control	Scenario	Peak Hour	Int.	E	astbour	nd	W	estbou	nd	No	orthbou	ınd	So	uthbou	nd
& improvements	Control		11041	LOS	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
			PM	D	D	С	D	E	A	A	F	E	E	F	С	С
McKinley Ave & 6 th		Existing	Pregame	D	D	С	F	F	С	С	E	D	D	D	С	С
Street			Postgame	F	С	В	В	С	С	С	F	С	С	D	С	С
• City of Milwaukee:			PM	D	F	С	Е	F	С	D	F	D	D	E	С	С
NBLT lag phase	Traffic	Phase 1	Pregame	D	D	D	F	F	В	В	E	D	D	D	С	С
 Adjust timings 	Signal		Postgame	F	D	В	В	С	С	С	F	С	D	С	С	С
 LOS issues identified without 		Phase 2	PM	D	F	С	F	F	С	С	E	E	Е	D	D	D
Arena		Phase 2	Pregame	D	С	С	F	F	A	Α	E	D	D	D	С	С
development		Phase 3	PM	E	F	D	F	F	С	С	E	Е	Е	E	D	D
		Phase 3	Pregame	D	С	С	F	F	A	A	F	D	D	D	С	С
			PM	С	F	В	С	E	D	D	В	A	A	С	С	С
McKinley Ave & 4 th Street		Existing	Pregame	В	С	В	С	E	A	A	В	A	A	С	С	С
Remove NBLT			Postgame	В	В	В	В	A	A	A	С	A	A	С	С	С
protected phasing			PM	С	D	A	A	С	D	D	В	В	В	С	С	С
 Add EBLT protected phasing 	Traffic	Phase 1	Pregame	В	С	A	A	С	D	D	В	В	В	С	С	С
Reduce NB	Signal		Postgame	С	С	С	С	В	С	С	С	В	В	В	В	В
approach to LT		Phase 2	PM	В	С	A	A	A	В	В	В	В	В	С	С	С
bay and shared TH/RT lane		T Hase 2	Pregame	A	В	A	A	A	A	A	D	С	С	С	С	С
Adjust timings		Phase 3	PM	С	D	A	A	С	D	D	D	С	С	С	С	D
, 0		rnase 3	Pregame	С	D	A	A	С	D	D	D	D	С	С	С	С
			PM	С	E	A	Α	С	С	В	С	A	A	С	D	D
		Existing	Pregame	В	В	A	A	С	В	В	В	A	A	С	D	D
			Postgame	В	A	A	A	В	В	В	В	A	A	С	С	С
McKinley Ave &			PM	D	С	D	С	С	D	С	С	A	A	С	D	D
Old World 3 rd Street Add WBLT protected phasing Adjust timings	Traffic	Phase 1	Pregame	С	С	D	С	D	С	В	С	A	A	С	D	D
	Signal		Postgame	В	В	В	В	В	С	С	С	A	A	С	С	С
		Phase 2	PM	D	С	D	С	С	D	С	D	С	С	С	D	E
		F 1148€ 2	Pregame	D	С	D	С	D	С	В	С	С	С	С	D	D
		Phase 3	PM	D	D	D	В	С	С	В	D	В	В	С	F	F
		1 11050 3	Pregame	D	С	D	С	D	С	С	С	A	A	С	D	D

Northbound 6th Street approach at McKinley Avenue

• City of Milwaukee approach of interest

The northbound 6th Street approach operates at LOS E/F under existing conditions. Under future conditions, the northbound LOS conditions remain similar to existing conditions. The northbound left turn movement currently includes dual left-turn lanes with about 150 feet of storage per lane. Under

Postgame conditions the northbound left-turn movement can be expected to backup significantly. Aside from simply increasing the northbound left turn storage bay length, another option to improve northbound left turn operations and queuing would be to route Arena traffic from the proposed parking facility on Block 7 (southeast quadrant of McKinley Avenue/6th Street intersection) to travel northbound only along 5th Street. (Comparison of this parking facility's two different traffic routing options is discussed subsequently in this chapter.) Routing the exiting Postgame traffic northbound only from the parking facility's 5th Street exit would reduce the number of vehicles that require use of the northbound left turn movement on 6th Street at McKinley Avenue in order to access the IH 43 interchange at McKinley Avenue. Instead, exiting Postgame traffic would be diverted to use the westbound through movement on McKinley Avenue at 6th Street.

Eastbound McKinley Avenue approach at Old World 3rd Street & Northbound Old World 3rd Street approach at McKinley Avenue

City of Milwaukee approaches of interest

The eastbound McKinley Avenue left turn movement operates at LOS E conditions during the existing PM peak hour. During Pregame and Postgame peak hours, the eastbound left turn operates at LOS A/B conditions. The eastbound left turn bay currently has about 100 feet of storage. The northbound left turn operates at LOS C conditions during the existing PM peak hour and at LOS B conditions during the Pregame and Postgame peak hours. The northbound left turn bay currently has about 100 feet of storage. In order to meet the future traffic needs of the westbound left-turn movement at this intersection, it is recommended that protected left-turn phasing be installed for the westbound approach. With the recommended protected westbound left-turn phasing, the signal timing can be adjusted while utilizing the existing eastbound and northbound left-turn protected phasing to achieve expected LOS D or better conditions in the future.

<u>Table 5-3: Future Intersection Peak Hour Traffic Operations – Juneau Avenue intersections</u>

	- 20					L	evel o	f Servi	ce per	Move	nent l	y App	roach			
Intersection & Improvements	Traffic Control	Scenario	Peak Hour	Int.	Ea	astbour	nd	W	estbou	nd	No	rthbou	ınd	So	uthbou	ınd
& improvements	Control		11041	LOS	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
			PM	С	D	С	Α	С	С	С	D	С	С	F	В	В
Juneau Ave & 6 th		Existing	Pregame	В	С	С	A	С	С	С	С	В	В	С	В	В
Street • EB and WB			Postgame	С	E	С	A	С	С	D	В	В	В	С	В	A
approaches			PM	D	D	С	A	D	С	С	D	С	С	F	В	В
include 1 LT bay,	Traffic	Phase 1	Pregame	С	С	С	A	D	С	С	С	В	С	D	В	В
1 TH lane, 1 RT lane	Signal		Postgame	F	С	В	Α	D	С	F	С	С	С	С	В	В
• Add EBLT &		Dl 2	PM	D	D	С	Α	D	D	С	D	D	С	F	В	В
WBLT protected		Phase 2	Pregame	С	С	D	Α	D	D	D	С	С	С	E	В	В
phasingAdjust timings		Phase 3	PM	D	D	С	A	D	D	С	D	В	В	F	В	В
.,		Phase 3	Pregame	С	С	D	A	D	D	D	С	С	С	D	В	В
			PM	В	С	В	В	С	В	В	A	A	A	В	В	В
		Existing	Pregame	В	В	С	С	В	A	A	A	A	A	В	В	В
Juneau Ave & 4 th Street			Postgame	В	С	В	В	A	A	A	A	A	A	В	В	В
			PM	С	D	D	-	-	С	В	-	-	-	С	-	С
• Reduce SB	Traffic	Phase 1	Pregame	С	D	D	-	-	С	В	-	-	-	С	-	D
approach to LT	Signal		Postgame	С	D	D	-	-	В	В	-	-	-	В	-	В
bay and RT laneAdjust timings		Phase 2	PM	С	D	D	-	-	С	В	-	-	-	С	-	С
• Adjust tillings		Phase 2	Pregame	С	С	С	-	-	В	В	-	-	-	С	-	С
		Phase 3	PM	С	D	D	-	-	В	A	-	-	-	E	-	E
		Phase 3	Pregame	D	F	D	-	-	В	В	ı	ı	-	С	-	D
			PM	С	D	С	С	D	С	С	A	A	A	В	В	В
		Existing	Pregame	С	D	С	D	D	С	С	С	С	С	С	В	В
Juneau Ave & Old			Postgame	С	D	С	С	D	С	С	D	D	С	С	В	В
World 3 rd Street			PM	С	E	С	С	D	С	С	D	С	В	С	С	С
 World 3rd Street Change WB approach to 1 LT, 1 TH, 1 RT lane. Adjust timings 	Traffic	Phase 1	Pregame	С	D	С	С	D	С	С	D	D	D	D	С	С
	Signal		Postgame	С	D	С	С	С	С	С	D	С	С	С	В	В
		Phase 2	PM	С	E	С	С	D	D	С	D	D	С	С	С	С
		1 11430 2	Pregame	С	D	С	С	D	С	С	D	D	С	D	С	С
		Phase 3	PM	D	D	С	С	D	D	С	F	A	С	D	D	D
		1 11450 5	Pregame	С	D	С	С	D	С	С	E	A	D	D	С	С

Westbound Juneau Avenue approach at 6th Street

• City of Milwaukee approaches of interest

The westbound Juneau Avenue left turn movement operates at LOS C conditions during the existing PM, Pregame and Postgame peak hours. The westbound left turn bay currently has less than 100 feet of storage. In order to meet, future traffic needs it is recommended that the westbound approach include a

left turn bay, through lane and right turn only lane. This would match into the proposed cross-section of Juneau Avenue that includes one westbound through lane and one continuous right turn lane between Old World 3rd Street and 6th Street. Keeping the westbound left turn lane would require a slight adjustment to the eastbound portion of the proposed Juneau Avenue cross-section between 6th Street and 4th Street, which includes one through lane and one valet lane. The valet lane would end at 4th Street. With the westbound left turn bay, the eastbound valet lane can begin where feasible to the east of the westbound left turn bay end taper. Additionally, similar to the northbound 6th Street left-turn movement at McKinley Avenue discussion previously, the traffic operations of Postgame Arena vehicles utilizing the Juneau Avenue westbound approach would be improved with the use of the one-way northbound only access alternative along 5th Street for the parking facility on Block 7. Requiring exiting vehicles from the Block 7 parking facility to travel northbound along 5th Street routes Postgame traffic away from Juneau Avenue, thus reducing the number of vehicles that would perform the westbound Juneau Avenue left turn and right turn movements. Instead, the number of vehicles traveling southbound through along 6th Street at Juneau Avenue would be expected to increase. Table 5-3 shows conditions under the two-way 5th street access alternative only. A subsequent table (Table 5-10) shows improved Postgame operations under the one-way 5th Street operation compared to the two-way 5th Street condition, which includes the westbound right turn operating at LOS F under the Postgame scenario.

Table 5-4: Future Intersection Peak Hour Traffic Operations – Highland Avenue intersections

	H 62					L	evel of	f Servi	ce per	Mover	nent l	y App	roach			
Intersection & Improvements	Traffic Control	Scenario	Peak Hour	Int.	E	astbour	nd	W	estbou	nd	No	rthbou	ınd	So	uthbou	ınd
a improvements	Control		11041	LOS	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
			PM	D	F	F	С	E	E	A	С	В	В	E	D	С
Highland Ave & 6 th		Existing	Pregame	D	F	F	С	F	F	A	В	A	A	D	С	С
Street*			Postgame	С	С	С	В	E	E	A	В	A	A	С	С	С
 NB approach includes LT bay, 			PM	С	С	С	С	С	С	В	D	С	С	A	D	D
TH lane, TH/RT	Traffic	Phase 1	Pregame	С	D	С	С	D	С	В	С	A	С	С	D	D
lane & RT bay	Signal		Postgame	В	С	С	С	A	С	С	В	A	A	С	С	D
Adjust timingsLOS issues		Phase 2	PM	С	С	С	С	D	С	В	D	В	В	D	D	D
identified without		Phase 2	Pregame	С	D	С	С	F	В	В	С	A	D	D	D	D
Arena		Phase 3	PM	С	D	С	С	D	С	В	D	В	С	D	D	С
development		Phase 3	Pregame	С	С	С	С	F	В	В	С	A	В	D	D	D
			PM	В	-	-	-	С	-	С	-	A	A	В	В	-
	Traffic Signal	Existing	Pregame	В	-	-	-	С	-	С	-	A	В	С	В	-
-	orginar		Postgame	D	-	-	-	С	-	F	-	A	В	В	В	-
			PM		-	-	-	A	-	-	-	-	A	-	-	-
Highland Ave & 4 th		Phase 1	Pregame		-	1	-	В	-	-	-	-	В	-	-	-
Street			Postgame		-	-	-	A	-	-	-	-	A	-	-	-
	Stop Sign	Phase 2	PM		-	-	-	В	-	-	-	-	В	-	-	-
		T Hase 2	Pregame		-	-	-	В	-	-	-	-	В	-	-	-
		Phase 3	PM		-	-	-	В	-	-	-	-	В	-	-	-
		T Hase 3	Pregame		-	-	-	В	-	-	-	-	В	-	-	-
			PM	A	С	С	С	С	В	A	A	A	A	A	A	A
		Existing	Pregame	A	С	С	С	С	В	A	A	A	A	A	A	A
			Postgame	В	С	С	С	С	В	A	A	A	A	A	A	A
			PM	В	С	С	С	С	В	A	В	В	В	A	A	A
Highland Ave & Old World 3 rd Street	Traffic	Phase 1	Pregame	В	С	С	D	С	В	A	В	В	В	A	A	A
	Signal		Postgame	В	С	С	С	С	В	A	В	В	В	A	A	A
		Phase 2	PM	В	С	С	D	С	В	A	В	В	В	A	A	A
		1 11030 2	Pregame	В	С	С	D	С	В	A	С	В	В	В	В	В
		Phase 3	PM	В	С	С	D	С	В	A	В	В	В	A	A	A
		1 11486 3	Pregame	В	С	С	D	С	В	A	В	В	В	A	A	A

^{*} The Block 2 parking structure still needs to be designed. This Highland Avenue & 6th Street analysis assumes one-way westbound State Street and access off of Highland Avenue and 5th Street.

It should be noted that without the second northbound right turn lane at the Highland Avenue intersection with 6^{th} Street, a single northbound right turn during the Pregame time period would be expected to observe LOS F traffic operations during all three phases.

<u>Table 5-5: Future Intersection Peak Hour Traffic Operations – State Street intersections</u>

T	m 66		D 1			L	evel o	f Servi	ce per	Move	ment l	у Арр	roach			
Intersection & Improvements	Traffic Control	Scenario	Peak Hour	Int.	E	astbour	nd	W	estbou	nd	No	orthbou	ınd	So	uthbou	nd
C improvements	Control		11041	LOS	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
			PM	С	D	ı	С	В	В	В	С	В	-	-	С	С
		Existing	Pregame	С	D	-	С	С	В	С	В	В	-	-	С	С
State Street & 6 th			Postgame	В	С	-	С	С	В	В	В	В	-	-	С	С
Street			PM	С	D	-	С	В	В	В	С	С	-	-	D	С
Remove NBLT	Traffic	Phase 1	Pregame	С	D	-	С	В	A	В	С	В	-	-	С	С
protected phasing during	Signal		Postgame	С	A	-	A	С	A	A	D	С	-	-	С	С
Postgame		Phase 2	PM	С	E	-	С	В	A	A	D	С	-	-	D	С
• Adjust timings		Phase 2	Pregame	С	D	-	С	В	A	В	С	В	-	-	С	D
		Phase 3	PM	С	E	-	С	С	В	В	D	С	-	-	D	С
		Phase 3	Pregame	С	D	-	С	В	A	В	С	В	-	-	С	D
			PM	В	-	-	-	В	В	В	В	В	-	-	A	В
		Existing	Pregame	В	-	-	-	В	В	В	С	С	-	-	В	С
			Postgame	В	-	-	-	В	В	В	В	В	-	-	В	D
			PM	В	-	-	-	В	В	В	С	В	-	-	С	В
State Street & 4 th	Traffic	Phase 1	Pregame	В	-	-	-	В	В	В	D	В	-	-	С	С
Street	Signal		Postgame	В	-	-	-	В	В	В	В	В	-	-	С	С
		Dl 2	PM	В	-	-	-	В	В	В	D	В	-	-	С	В
		Phase 2	Pregame	В	-	-	-	В	В	В	D	В	-	-	С	С
		pl a	PM	В	-	-	-	В	В	В	D	В	-	-	С	В
		Phase 3	Pregame	В	-	-	-	В	В	В	D	В	-	-	С	С

^{*} The Block 2 parking structure still needs to be designed. This State Street & 6^{th} Street analysis assumes one-way westbound State Street and access off of Highland Avenue and 5^{th} Street.

<u>Table 5-6:</u> Future Intersection Peak Hour Traffic Operations – 5th Street intersections

						L	evel o	f Servi	ce per	Move	ment l	ov App:	roach			
Intersection	Traffic	Scenario	Peak	Int.	E	astboui			estbou			rthbou		So	uthbou	ınd
	Control		Hour	LOS	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
			PM		-	-	-	-	-	-	-	-	-	-	-	-
		Existing	Pregame		-	-	-	-	-	-	-	-	-	-	-	-
			Postgame		-	-	-	-	-	-	-	-	-	-	-	-
McKinley Avenue			PM		-	A	A	F	A	-	F	-	F	-	-	-
& 5 th Street	C4 C:	Phase 1	Pregame		-	A	A	F	A	-	A	-	A	-	-	-
 Anticipate police officer traffic 	Stop Sign		Postgame		-	A	A	A	A	-	F	-	F	-	-	-
control		Phase 2	PM		-	A	A	F	A	-	F	-	F	-	-	-
		Phase 2	Pregame		-	A	A	F	A	-	A	-	A	-	-	-
		Phase 3	PM		-	A	A	F	A	-	F	-	F	-	1	-
		Filase 3	Pregame		-	A	A	F	A	-	A	-	A	1	1	-
			PM		-	-	-	-	-	-	-	-	-	-	-	-
	ue &	Existing	Pregame		-	-	-	-	-	-	-	-	-	-	-	-
			Postgame		-	-	-	-	-	-	-	-	-	-	-	-
Juneau Avenue &			PM		A	A	-	-	A	A	-	-	-	F	ı	F
5th StreetAnticipate police	Stop Sign	Phase 1	Pregame		В	A	-	-	A	A	-	-	-	A	1	A
officer traffic	Stop Sign		Postgame		A	A	-	-	A	A	-	-	-	F	1	F
control		Phase 2	PM		A	A	-	-	A	A	-	-	-	F	ı	F
		Filase 2	Pregame		В	A	1	-	A	A	-	-	-	A	1	A
		Phase 3	PM		A	A	-	-	A	A	-	-	-	F	ı	F
		Filase 3	Pregame		A	A	-	-	A	A	-	-	-	A	1	A
			PM		-	-	-	-	-	-	-	-	-	ı	ı	-
		Existing	Pregame		-	-	-	-	-	-	-	-	-	-	1	-
			Postgame		-	-	-	-	-	-	-	-	-	-	-	-
State Street & 5 th			PM		A	A	-	-	A	A	-	-	-	A	1	A
Street*		Phase 1	Pregame		A	A	-	-	A	A	-	-	-	A	-	A
			Postgame		A	A	-	-	A	A	-	-	-	С	-	С
control		Phase 2	PM		A	A	-	-	A	A	-	-	-	A	1	A
		1 11asc 2	Pregame		A	A	-	-	A	A	-	-	-	A	1	A
		Phase 3	PM		A	A	-	-	A	A	-	-	-	A	-	A
		1 11430 3	Pregame		A	A	-	-	A	A	-	-	-	A	-	A

^{*}Note: Highway Capacity Manual (HCM) 2010 does not support more than three through lanes on a major street approach at an unsignalized intersection. Therefore, HCM 2000 LOS is used at this intersection.

The traffic operations analysis at the 5^{th} Street intersections in Table 5-6 does not factor in the gaps that occur from adjacent signals at 4^{th} Street and 6^{th} Street. The gaps generated by the signals would be expected to improve LOS conditions. Additionally, police officer traffic control before and after events at the Arena would be expected to improve LOS conditions.

<u>Table 5-7: Future Intersection Peak Hour Traffic Operations – Kilbourn Ave & Wells Street intersections</u>

						L	evel of	f Servi	ce per	Move	ment l	у Арј	proach			
Intersection	Traffic	Scenario	Peak	Int.	Ea	astbour	ıd	W	estbou	nd	No	rthbo	und	So	uthbou	ınd
intersection	Control	500114110	Hour	LOS	LT	ТН	RT	LT	ТН	RT	LT	T H	RT	LT	TH	RT
			PM	D	С	С	A	D	С	D	D	D	С	D	D	A
		Existing	Pregame	С	D	С	A	С	С	D	В	С	С	С	С	A
			Postgame	С	С	С	A	С	D	D	С	С	С	В	D	A
Kilbourn Ave			PM	D	С	С	A	D	С	D	D	D	С	D	D	A
& 6 th Street	Traffic	Phase 1	Pregame	D	D	С	A	D	D	D	С	С	С	D	С	A
• Adjust	Signal		Postgame	С	С	С	A	С	С	D	С	С	С	С	В	A
timings		Phase 2	PM	D	D	D	A	D	D	E	D	D	С	D	D	A
		Pilase 2	Pregame	D	E	С	A	D	D	D	С	D	С	D	С	A
		Phase 3	PM	D	D	D	A	E	D	F	D	D	С	D	D	A
		Phase 3	Pregame	D	D	С	A	С	D	D	С	D	С	D	С	A
			PM	С	D	С	С	С	В	В	В	В	В	A	A	A
		Existing	Pregame	С	D	С	С	С	В	В	С	В	С	С	В	С
			Postgame	С	С	С	С	В	В	В	С	В	В	С	С	С
			PM	С	С	С	С	С	В	В	В	В	В	A	A	A
Kilbourn Ave	Traffic	Phase 1	Pregame	С	D	С	С	С	В	В	С	В	С	С	В	В
& 4 th Street	Signal		Postgame	В	С	С	С	В	В	В	С	В	В	С	В	С
		Phase 2	PM	С	D	С	С	С	В	В	В	В	В	A	A	A
		1 11450 2	Pregame	С	D	С	С	С	В	В	С	В	С	С	В	В
		Phase 3	PM	С	D	С	С	С	В	В	В	В	В	A	A	A
		Thuse 3	Pregame	С	D	С	С	С	В	В	С	В	С	С	В	В
			PM	С	E	В	В	С	С	D	С	С	В	E	С	С
		Existing	Pregame	С	С	В	В	С	С	С	С	С	С	D	В	В
			Postgame	С	С	В	В	С	С	С	В	В	В	В	В	В
Wells Street &			PM	С	E	В	В	С	С	D	С	С	В	E	С	С
6 th Street	Traffic	Phase 1	Pregame	С	С	В	В	С	С	С	С	D	С	D	В	В
 Adjust timings 	Signal		Postgame	С	С	В	В	С	С	D	В	В	В	В	В	С
tiiiiiigs		Phase 2	PM	С	E	В	В	С	D	D	С	С	В	F	С	C
			Pregame	С	С	В	В	С	С	С	В	С	В	D	В	В
		Phase 3	PM	С	E	В	В	D	D	E	С	C	В	F	С	C
			Pregame	С	С	В	В	С	С	С	С	D	С	D	В	В

<u>Table 5-8: Future Intersection Peak Hour Traffic Operations – Water Street intersections</u>

						L	evel of	f Servi	ce per	Move	ment l	у Арј	proach			
Intersection	Traffic	Scenario	Peak	Int.	Ea	astbour	nd	W	estbou	nd	No	rthbo	und	So	uthbou	nd
	Control		Hour	LOS	LT	TH	RT	LT	TH	RT	LT	T H	RT	LT	TH	RT
			PM	С	F	С	С	С	С	С	С	A	A	С	С	D
		Existing	Pregame	С	D	С	С	С	С	С	С	A	A	С	С	F
			Postgame	В	С	В	В	С	С	С	В	A	A	С	С	С
Water Street &			PM	С	F	С	С	С	С	С	D	A	A	С	С	D
Knapp Street	Traffic	Phase 1	Pregame	D	D	С	С	С	С	С	С	A	A	С	С	F
• Adjust	Signal		Postgame	С	D	В	В	D	D	D	В	A	A	С	С	С
timings		Phase 2	PM	D	F	С	С	С	С	С	D	A	A	С	С	D
		Pilase 2	Pregame	D	D	С	С	С	С	С	С	A	A	С	С	F
		Phase 3	PM	D	F	С	С	D	С	С	D	A	A	С	С	E
		riiase 3	Pregame	D	D	С	С	С	D	D	С	A	A	С	С	F
			PM	В	D	D	D	D	С	С	С	A	A	В	С	В
		Existing	Pregame	В	С	В	В	С	С	С	В	A	A	В	С	В
			Postgame	В	С	В	С	D	С	С	В	A	A	В	В	В
Water Street &			PM	С	D	D	D	D	С	С	С	A	A	В	С	В
Juneau Avenue	Traffic	Phase 1	Pregame	В	С	В	В	С	С	С	В	A	A	В	С	В
• Adjust	Signal		Postgame	В	В	В	С	С	С	С	В	A	A	В	В	В
timings		Phase 2	PM	В	D	С	С	D	С	С	С	A	A	В	С	В
		Thuse 2	Pregame	В	С	В	С	С	С	С	В	A	A	В	С	В
		Phase 3	PM	С	D	С	С	D	С	С	D	A	A	С	С	С
		Thuse 3	Pregame	В	С	В	С	С	С	С	В	A	A	В	С	В
			PM	С	-	-	-	С	С	С	С	С	-	-	D	D
		Existing	Pregame	В	-	-	-	В	В	В	В	В	-	-	В	В
			Postgame	В	-	-	-	В	В	В	В	В	-	-	В	В
Water Street &			PM	С	-	-	-	С	С	С	С	С	-	-	D	D
State Street	Traffic	Phase 1	Pregame	В	-	-	-	В	В	В	В	В	-	-	В	В
 Adjust timings 	Signal		Postgame	В	-	-	-	В	В	В	В	В	-	-	В	В
tillings		Phase 2	PM	С	-	-	-	С	С	С	С	С	-	-	D	D
			Pregame	В	-	-	-	В	В	В	В	В	-	-	В	В
		Phase 3	PM	С	-	-	-	С	С	С	С	С	-	-	D	D
			Pregame	В	-	-	-	В	В	В	В	В	-	-	В	В

Block 7 Parking Facility Access Alternative discussion

Two separate parking access alternatives were analyzed for the Block 7 parking facility. This parking facility is located between 5th and 6th Streets and between McKinley and Juneau Avenues. The main access to the parking facility is currently planned to be located along 5th Street. The two parking facility access alternatives are the following:

- 1. <u>Two-way 5th Street</u> 5th Street between McKinley Avenue and Juneau Avenue would operate with a two-way 5th Street. Parking facility traffic could enter and exit from northbound and southbound directions along 5th Street.
- 2. <u>One-way 5th Street</u> 5th Street between McKinley Avenue and Juneau Avenue would operate as one-way southbound only before an event at the Arena and one-way northbound only after an event at the Arena. This one-way requirement would route Arena traffic away from Juneau Avenue (and the Arena) onto McKinley Avenue. The one-way 5th Street operation would only take effect on gamedays during Pregame and Postgame periods.

Tables 5-9 to 5-11 below show the future traffic operations analysis with the two-way 5th Street and one-way 5th Street parking access alternatives at the six nearest surrounding intersections that are most impacted by the two potential alternatives: McKinley Avenue intersections with 4th, 5th & 6th Streets and Juneau Avenue intersections with 4th, 5th & 6th Streets.

<u>Table 5-9: Future Intersection Peak Hour Traffic Operations – Block 7 Parking Ramp Access Comparison at Signalized McKinley Avenue Intersections</u>

	- 22					L	evel o	f Servi	ce per	Move	ment l	у Арр	roach			
Intersection	Traffic Control	Scenario	Peak Hour	Int.	Ea	astbour	ıd	W	estbou	nd	No	rthbou	ınd	So	uthbou	nd
	Control			LOS	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
			PM – 2 way	D	F	С	E	F	С	D	F	D	D	E	С	С
			PRE – 2 way	D	D	D	F	F	В	В	E	D	D	D	С	С
		Phase 1	POST – 2 way	F	D	В	В	С	С	С	F	С	D	С	С	С
		Pilase 1	PM – 1 way	D	E	С	E	F	С	С	F	E	E	E	D	D
			PRE – 1 way	D	D	D	F	F	В	В	E	D	D	E	С	С
			POST – 1 way	F	D	В	В	E	D	D	F	С	D	С	D	D
McKinley Avenue & 6 th	Traffic		PM – 2 way	D	F	С	F	F	С	С	E	E	E	D	D	D
Street	Signal	Phase 2	PRE – 2 way	D	С	С	F	F	A	A	E	D	D	D	С	С
		Pilase 2	PM – 1 way	E	F	D	F	F	С	С	D	D	D	F	E	D
			PRE – 1 way	D	С	С	F	F	A	A	E	E	E	E	С	С
			PM – 2 way	E	F	D	F	F	С	С	E	E	E	E	D	D
		Phase 3	PRE – 2 way	D	С	С	F	F	A	A	F	D	D	D	С	С
		Phase 3	PM – 1 way	E	E	D	F	F	В	В	F	F	F	F	E	D
			PRE – 1 way	E	D	С	F	F	В	В	F	E	E	D	С	С
			PM – 2 way	С	D	A	A	С	D	D	В	В	В	С	С	С
			PRE – 2 way	В	С	A	A	С	D	D	В	В	В	С	С	С
		Phase 1	POST – 2 way	С	С	С	С	В	С	С	С	В	В	В	В	В
		Pilase 1	PM – 1 way	С	С	A	A	С	D	D	С	С	С	С	С	С
			PRE – 1 way	В	С	A	A	A	В	В	D	С	В	С	С	С
			POST – 1 way	С	С	С	С	В	С	С	С	С	В	В	В	В
McKinley Avenue & 4 th	Traffic		PM – 2 way	В	С	A	A	A	В	В	В	В	В	С	С	С
Street	Signal	Phase 2	PRE – 2 way	A	В	A	A	A	A	A	D	С	С	С	С	С
		F 1148€ 2	PM – 1 way	С	С	A	A	С	D	D	D	С	С	С	С	С
			PRE – 1 way	С	С	A	A	С	D	D	D	D	С	С	С	С
			PM – 2 way	С	D	A	A	С	D	D	D	С	С	С	С	D
		Phase 3	PRE – 2 way	С	D	A	A	С	D	D	D	D	С	С	С	С
		1 11430 3	PM – 1 way	С	D	A	A	С	E	Е	D	D	С	D	D	Е
			PRE – 1 way	С	D	A	A	С	D	D	E	D	С	С	С	С

<u>Table 5-10: Future Intersection Peak Hour Traffic Operations – Block 7 Parking Ramp Access</u>
<u>Comparison at Signalized Juneau Avenue Intersections</u>

	- 22					L	evel o	f Servi	ce per	Move	nent l	у Арр	roach			
Intersection	Traffic Control	Scenario	Peak Hour	Int.	Ea	astbour	ıd	W	estbou	nd	No	rthbou	ınd	So	uthbou	nd
	Control			LOS	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
			PM – 2 way	D	D	С	A	D	С	С	D	С	С	F	В	В
			PRE – 2 way	С	С	С	A	D	С	С	С	В	С	D	В	В
		Phase 1	POST – 2 way	F	С	В	A	D	С	F	С	С	С	С	В	В
		Pilase 1	PM – 1 way	D	D	В	A	С	С	С	D	С	В	F	С	В
			PRE – 1 way	С	D	С	A	D	С	D	С	В	С	D	В	В
			POST – 1 way	С	С	В	A	С	В	С	С	С	С	С	В	В
Juneau Avenue & 6 th	Traffic		PM – 2 way	D	D	С	A	D	D	С	D	D	С	F	В	В
Street	Signal	Phase 2	PRE – 2 way	С	С	D	A	D	D	D	С	С	С	E	В	В
		Pilase 2	PM – 1 way	E	D	С	A	С	D	E	D	D	С	F	В	В
			PRE – 1 way	С	D	С	A	D	С	D	С	С	С	E	В	В
			PM – 2 way	D	D	С	A	D	D	С	D	В	В	F	С	В
		Phase 3	PRE – 2 way	С	С	D	A	D	D	D	С	С	С	D	В	В
		riiase 3	PM – 1 way	E	E	С	A	С	D	F	E	D	С	F	С	В
			PRE – 1 way	С	D	С	A	D	D	E	D	С	С	E	В	В
			PM – 2 way	С	D	D	-	-	С	В	-	-	-	С	-	С
			PRE – 2 way	С	D	D	-	-	С	В	-	-	-	С	-	D
		Phase 1	POST – 2 way	С	D	D	-	-	В	В	-	-	-	В	-	В
		T Hase T	PM – 1 way	С	D	D	-	-	С	В	-	-	-	D	-	D
			PRE – 1 way	F	F	F	-	-	С	С	-	-	-	С	-	D
			POST – 1 way	С	D	С	-	-	В	В	-	-	-	В	-	В
Juneau Avenue & 4 th	Traffic		PM – 2 way	С	D	D	-	-	С	В	-	-	-	С	-	С
Street	Signal	Phase 2	PRE – 2 way	С	С	С	-	-	В	В	-	-	-	С	-	С
		1 11030 2	PM – 1 way	С	D	D	1	-	С	В	-	-	-	D	-	E
			PRE – 1 way	F	F	F	-	-	В	В	-	-	-	С	-	С
			PM – 2 way	С	D	D	1	-	В	A	-	-	-	E	-	E
		Phase 3	PRE – 2 way	D	F	D	-	-	В	В	-	-	-	С	-	D
		111450 3	PM – 1 way	E	F	F	-	-	В	В	-	-	-	D	-	D
			PRE – 1 way	С	С	С	-	-	A	A	-	-	-	С	-	E

<u>Table 5-11: Future Intersection Peak Hour Traffic Operations – Block 7 Parking Ramp Access</u>
<u>Comparison at Unsignalized 5th Street Intersections</u>

						L	evel of	f Servi	ce per	Move	nent b	у Арр	roach			
Intersection	Traffic Control	Scenario	Peak Hour	Int.	Ea	astbour	nd	W	estbou	nd	No	rthbou	ınd	So	uthbou	nd
	Control			LOS	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
			PM – 2 way		-	A	A	F	A	-	F	1	F	-	-	-
			PRE – 2 way		-	A	A	F	A	-	A	-	A	-	-	-
		Phase 1	POST – 2 way		-	A	A	A	A	-	F	-	F	-	-	-
		Phase 1	PM – 1 way		-	A	A	F	A	-	-	-	-	-	-	-
			PRE – 1 way		-	A	A	F	A	-	-	-	-	-	-	-
			POST – 1 way		-	A	A	A	A	-	F	-	F	-	-	-
McKinley Avenue & 5 th	Stop Sign		PM – 2 way		-	A	A	F	A	-	F	-	F	-	-	-
Street	Stop Sign	Phase 2	PRE – 2 way		-	A	A	F	A	-	A	-	A	-	-	-
		Phase 2	PM – 1 way		-	A	A	F	A	-	-	-	-	-	-	-
			PRE – 1 way		-	A	A	F	A	-	-	-	-	-	-	-
			PM – 2 way		-	A	A	F	A	-	F	-	F	-	-	-
		Phase 3	PRE – 2 way		-	A	A	F	A	-	A	-	A	-	-	-
		Phase 3	PM – 1 way		-	A	A	F	A	-	-	-	-	-	-	-
			PRE – 1 way		-	A	A	F	A	-	-	-	-	-	-	-
			PM – 2 way		A	A	-	-	A	A	-	-	-	F	-	F
			PRE – 2 way		В	A	-	-	A	A	-	-	-	A	-	A
		Phase 1	POST – 2 way		A	A	-	-	A	A	-	-	-	F	-	F
		Pilase 1	PM – 1 way		-	A	-	-	A	A	-	-	-	F	-	F
			PRE – 1 way		-	A	-	-	A	A	-	-	-	A	-	A
			POST – 1 way		A	A	-	-	A	A	-	-	-	-	-	-
Juneau Avenue & 5 th	Stop Sign		PM – 2 way		A	A	-	-	A	A	-	-	-	F	-	F
Street	Stop Sign	Phase 2	PRE – 2 way		В	A	-	-	A	A	-	-	-	A	-	A
		Phase 2	PM – 1 way		-	A	-	-	A	A	-	-	-	F	-	F
			PRE – 1 way		-	A	1	1	A	A	-	-	-	A	-	A
			PM – 2 way		В	A	-	-	A	A	1	-	-	F	1	F
		Phase 3	PRE – 2 way		A	A	-	-	A	A	-	ı	-	A	-	A
		F1145C 3	PM – 1 way		-	A	-	-	A	A	-	-	-	F	-	F
			PRE – 1 way		-	A	-	-	A	A	-	-	-	F	-	F

The following general observations can be taken from a comparison of the LOS traffic operations in Tables 5-9 to 5-11:

1. Two-way 5th Street alternative benefits:

Better northbound traffic operation along 6th Street at McKinley Avenue before the event.
 One-way 5th Street traffic operations require northbound traffic to avoid routing to 5th

- Street to access parking facilities and must instead choose an adjacent corridor, such as 6^{th} Street.
- Better southbound left turn traffic operations along 6th Street at McKinley Avenue before the event. One-way 5th Street traffic operations require southbound 6th Street traffic to turn left to access Block 7 parking facility. Two-way 5th Street operations allow the additional option to access the parking facility by turning left at Juneau Avenue.
- Better westbound traffic operations along McKinley Avenue at 6th Street during Postgame peak hour. One-way 5th Street traffic operations route all Postgame exiting traffic to McKinley Avenue.
- The intersection of McKinley Avenue and 4th Street operates slightly better before the event. The one-way 5th Street alternative forces some traffic to re-route to adjacent corridors, such as 4th Street.
- The intersection of Juneau Avenue and 4th Street operates better before the event. The one-way 5th Street alternative forces some traffic to re-route to adjacent corridors, such as 4th Street.
- The ability to enter and exit to/from the north or south along 5th Street gives drivers more routing options and better disperses out vehicles rather than requiring all vehicles to enter and exit the same direction.

2. One-way 5th Street alternative benefits:

- The intersection of McKinley Avenue & 6th Street includes several movements at LOS E/F in both alternatives, however the northbound left turn LOS F has a lower delay under the one-way alternative (10 minutes) than the two-way alternative (18 minutes) during the Postgame peak hour.
- The intersection of Juneau Avenue & 6th Street operates better, especially the westbound approach during Postgame.
- The intersection of Juneau Avenue & 5th Street operates better Pregame and Postgame.
- No traffic entering or exiting the parking facility from Juneau Avenue before or after the
- May not require police officers directing traffic at the unsignalized intersection of Juneau
 Avenue & 5th Street before and after the event, because the one-way 5th Street operation
 would route all traffic to and from the intersection McKinley Avenue and 5th Street
 during the Pregame and Postgame peak hours.

PART B - FUTURE TRAFFIC MICROSIMULATION ANALYSIS

A traffic microsimulation analysis was conducted to assess the flow of future forecasted traffic through the network within the study area. Future traffic microsimulation models were created for the PM, Pregame and Postgame Phase I scenarios. The PM and Pregame peak hour models were combined into one PM-

Pregame model due to the proximity of their time periods. Model results were extracted f or the PM and Pregame peak hours separately. The PM-Pregame and the Postgame models include future forecasted peak hour traffic volumes with improved intersection geometry, signal phasings and timings. The same twelve intersections from the existing microsimulation models were included in the future traffic simulation along with three additional 5th Street intersections at McKinley Avenue, Juneau Avenue and State Street. Similar to the existing microsimulation models, the future PM, Pregame and Postgame volumes utilized 15-minute profile loading to vary traffic volumes within the peak hour to better reflect traffic volume peaking characteristics. Both models were calibrated using the GEH statistic. This statistic gauges the difference between the observed volumes compared to the modeled volumes. Calibration results of the future Phase I conditions are provided in the Appendix.

The Phase 1 PM, Pregame and Postgame traffic microsimulation model LOS results are also shown in the Appendix. The results show that the microsimulation LOS results are similar to the traffic operations shown in Tables 5-1 through 5-8. The Phase 1 PM peak hour microsimulation results show some turning movements at the intersections of McKinley Avenue with 6th Street operating at LOS E/F, Juneau Avenue with 6th Street at LOS E, State Street with 6th Street at LOS E/F, and Kilbourn Avenue with 6th Street at LOS E₁. During the Pregame, the results show some turning movements at the intersections of McKinley Avenue with 6th Street operating at LOS F, McKinley Avenue with 4th Street at LOS E, Juneau Avenue with 4th Street at LOS F, and State Street with 6th Street at LOS F. Most of the other turning movements in the Phase 1 PM, Pregame and Postgame models are at LOS D or better. During the Postgame, the results show some turning movements at the intersections of McKinley Avenue with 6th Street operating at LOS E. The westbound approach of Fond du Lac Avenue intersection with the IH 43 Northbound Ramp operates at LOS F during the Postgame. Similar to the existing condition, traffic congestion is due to significant lane changing in preparation of the southbound IH 43 entrance ramp. A significant amount of traffic is destined for southbound IH 43 which results in poor lane balance at the northbound ramp terminal. The similarity between the Phase 1 traffic operations intersection LOS conditions (Tables 5-1 through 5-8) and the Phase 1 PM, Pregame and Postgame microsimulation intersection LOS results suggest that the Phase I microsimulation models are well calibrated and the multimodal auto-pedestrian interaction is represented in both software packages.

PART C - PEDESTRIAN, BICYCLE, AND MULTI-USE TRAIL ACCOMODATIONS

Pedestrian Level of Service (LOS) was analyzed for selected alternatives. Few LOS issues were identified in the existing conditions analysis and those issues identified were typically not auto volume dependent.

PART D - TRAFFIC CONTROL NEEDS

Police officer provided traffic control is currently in use with events at the BMO Harris Bradley Center. It is recommended that officer control be provided at the McKinley and 5th Street intersection to aid in the orderly flow of traffic, depending on the final design of the Block 7 parking structure. Police officer control may not be required in directing traffic at the unsignalized intersection of Juneau Avenue & 5th Street before and after the event if the one-way 5th Street operation is in effect, because the one-way 5th

Street operation would route all traffic to and from the intersection McKinley and 5th Street during the Pregame and Postgame peak hours, away from the intersection of Juneau Avenue and 5th Street.

The intersection of 6th and Highland may also require officer control depending on the design of the parking structure and surrounding streets. These traffic operational details will require further information regarding the design and operation of the parking ramps proposed near both of these locations.

CHAPTER 6 - CONCLUSIONS AND RECOMMENDATIONS

The planned Milwaukee Bucks Arena is expected to be located one block north of the existing BMO Harris Bradley Center, and provide a similar seating capacity to the existing facility. Additional developments in the vicinity of the planned Arena, relocation of parking facilities and modifications to the existing transportation network are also proposed. This report documents the development of traffic and pedestrian demands and the subsequent operational analysis on over 20 intersections in the vicinity of the planned Arena.

Traffic demands are projected to increase within the study area due to both the proposed developments and the application of an assumed 0.5% annual growth of background traffic traveling through the study area. 4th Street is proposed to be vacated between Highland Avenue and Juneau Avenue as part of the Arena project, which would redistribute traffic to other streets in the area.

Existing LOS Issues

This analysis identifies traffic signal or geometric improvements to maintain acceptable LOS, or maintain the pre-existing Level of Service (LOS) conditions. Operational analysis of the study area intersections identified two intersections that have existing intersection-level LOS issues.

- The intersection of McKinley Avenue and 6th Street has LOS F conditions in the Postgame condition and is projected to still have LOS F with either alternative circulation pattern for the Block 7 parking structure between McKinley Avenue and Juneau Avenue.
- Interstate Highway (IH) 43 SB ramp terminal intersection with Fond du Lac Avenue also
 experiences LOS F in the existing condition and is projected to continue to operate at LOS F
 under the proposed condition.

Projected LOS Issues

Below is a list of intersections that are projected to observe LOS E or worse conditions and require intersection geometry improvements, signal phasing improvements, signal timings improvements or additional services.

Intersection Geometry Improvements Necessary – Phases I, II & III

Intersections that have both heavier traffic volumes and nearby parking structures, which contribute to projected level of service issues include the following intersections. Intersection geometry improvements that are expected to be needed in all three phases (Phase I, II and III) are discussed below.

• McKinley Avenue and 6th Street intersection is projected to be directly affected by the operation of the proposed parking structure in its southeast quadrant, along with how vehicles are expected to access and egress that parking facility. Two operational plans have been identified for 5th Street between McKinley Avenue and Juneau Avenue. Each would impact McKinley Avenue and 6th Street in different ways, depending on the final design and operation of the adjacent parking structure in Block 7.

• Juneau Avenue and 6th Street intersection is projected to be directly affected by operations of the proposed parking structure in its northeast quadrant. The proposed Juneau Avenue cross-section reduces this intersection's lane geometry to have one eastbound through lane and one westbound through lane, along with one westbound right turn lane. The addition of a westbound left turn bay is recommended. Eastbound protected left turn phasing and westbound protected left turn phasing are recommended for Phases II and III. The proposed eastbound valet lane is recommended to begin where feasible to the east of the westbound left turn bay end taper.

• Highland Avenue and 6th Street intersection is projected to be directly affected by the operation of the proposed parking structure in its southeast quadrant. The design of the Block 2 parking structure has not been finalized yet. Currently, the main entrance is assumed to be along 5th Street, which would be expected to force many vehicles to perform the northbound right turn movement along 6th Street onto Highland Avenue during the Pregame time period. Therefore, investigation into a second right turn lane should be conducted. Options include either striping one of the two northbound through lanes as a shared through/right turn lane or utilizing temporary traffic control devices such as traffic cones along with police officer traffic control during the Pregame peak hour to route one of the two northbound through lanes as a second right turn lane. The exact needs for this intersection will become clearer when a more detailed design of the Block 2 parking facility exists.

Signal Phasing, Signal Timing & Lane Re-striping Improvements Necessary – Phases I, II & III
The following intersections require changes to signal phasing and signal timing in all three phases (Phases I, II and III) to achieve acceptable traffic operating conditions in the future with the proposed development in place or to maintain pre-existing LOS traffic operating conditions:

- McKinley Avenue and 4th Street intersection includes recommendations to remove the current northbound left turn protected signal phase and install an eastbound left turn protected signal phase. With the closure of 4th Street between Juneau Avenue and Highland Avenue reduced traffic demands occur along 4th Street, which removes the need for a northbound left turn protected phase and presents an opportunity to reduce the northbound approach to one left turn bay and one shared through/right turn lane. However, future development in the area is anticipated to increase eastbound left turn volumes, which would utilize the recommended protected phase.
- McKinley Avenue and Old World 3rd Street intersection includes a recommendation to install a westbound left turn protected signal phase. An eastbound left turn protected signal phase is already in place at this intersection. Future development in the area, along with the removal of 4th Street between Juneau Avenue and Highland Avenue increase the traffic that is expected to utilize the westbound left turn movement at this Old World 3rd Street intersection.
- Juneau Avenue and Old World 3rd Street includes a recommendation to re-stripe the westbound approach's two through lanes to be one through lane and one right turn only lane. Current plans include the westbound Juneau Avenue cross-section, west of Old World 3rd Street, to include one through lane and one continuous right turn lane. Therefore, re-striping the westbound Juneau

Avenue approach at the intersection with Old World 3rd Street from two through lanes to one through lane creates better lane continuity with the downstream cross-section. In addition to the lane re-striping, eastbound protected left turn phasing is recommended in Phase III.

• State Street and 6th Street intersection includes a recommendation to remove the northbound left turn protected signal phase during the Postgame time period, depending on the final design of the Block 2 parking structure. The higher volumes traveling southbound and westbound at this intersection during the Postgame time period are expected to require more green time. It should also be noted that State Street is currently one-way westbound in the project study area. Two-way State Street operation would be expected to provide improved traffic access to better develop Block 2 and Block 3 for mixed-use development as proposed to be retail, office, residential and hotel uses. In addition, the two-way traffic operation would support the spirit of the urban design principles identified in the General Planned Development (GPD) document. Pending the final design of the parking structure ingress and egress on Block 2, a two-way State Street would likely improve the traffic flow at intersections near Block 2, and ultimately improve access to the new arena. A two-way State Street would also likely improve the connectivity of the new arena, ancillary development and other Wisconsin Center facilities to the cultural and entertainment facilities east of the Milwaukee River. Converting State Street to two-way operation should be examined further when the final design of the Block 2 parking structure is completed.

Signal Timings Improvements Only Necessary

The following intersections require changes to signal timing to achieve acceptable traffic operating conditions in the future with the proposed development in place or to maintain pre-existing LOS traffic operating conditions. The specific phases and peak hours where signal timings adjustments are expected to be needed are also identified.

- Juneau Avenue and 4th Street intersection includes an opportunity to reduce the southbound approach to one left turn bay and one right turn lane, because of reduced southbound traffic volumes caused by the proposed closure of 4th Street between Juneau Avenue and Highland Avenue. This intersection includes signal timings adjustments in all phases and peak hours.
- Fond du Lac Avenue & IH 43 SB ramp minor signal timings adjustment in Postgame Phase I Postgame hour.
- Highland Avenue & Southbound IH 43 ramp minor signal timings adjustment in Phases I, II and III of Pregame peak hour.
- Knapp Street & Water Street minor signal timings adjustment in Phases I, II and III in all peak hours.
- Juneau Avenue & Water Street minor signal timings adjustment in PM Phase III only.
- State Street & Water Street minor signal timings adjustment in Phases I, II and III of PM peak hour.
- Kilbourn Avenue & 6th Street minor signal timings adjustment in Phases I, II and III of PM and Pregame peak hours.

• Wells Street & 6th Street – minor signal timings adjustment in Phases II and III of PM peak hour.

Additional Services Needed- Phases I, II & III

The following intersections are planned to be unsignalized, but are anticipated to require police officer traffic control before and after events at the proposed Arena during all three phases.

- McKinley Avenue and 5th Street
- Juneau Avenue and 5th Street
- State Street and 5th Street (assuming the parking structure on Block 2 exits onto 5th Street)

No Projected LOS Issues, No Improvements Necessary

The following intersections do not need improvements to achieve overall intersection LOS D or better conditions during the PM, Pregame and Postgame peak hour or to maintain pre-existing LOS traffic operating conditions:

- Fond du Lac Avenue & Northbound IH 43 ramps
- Highland Avenue & Old World 3rd Street
- Highland Avenue & 4th Street
- State Street & 4th Street
- Kilbourn Avenue & 4th Street

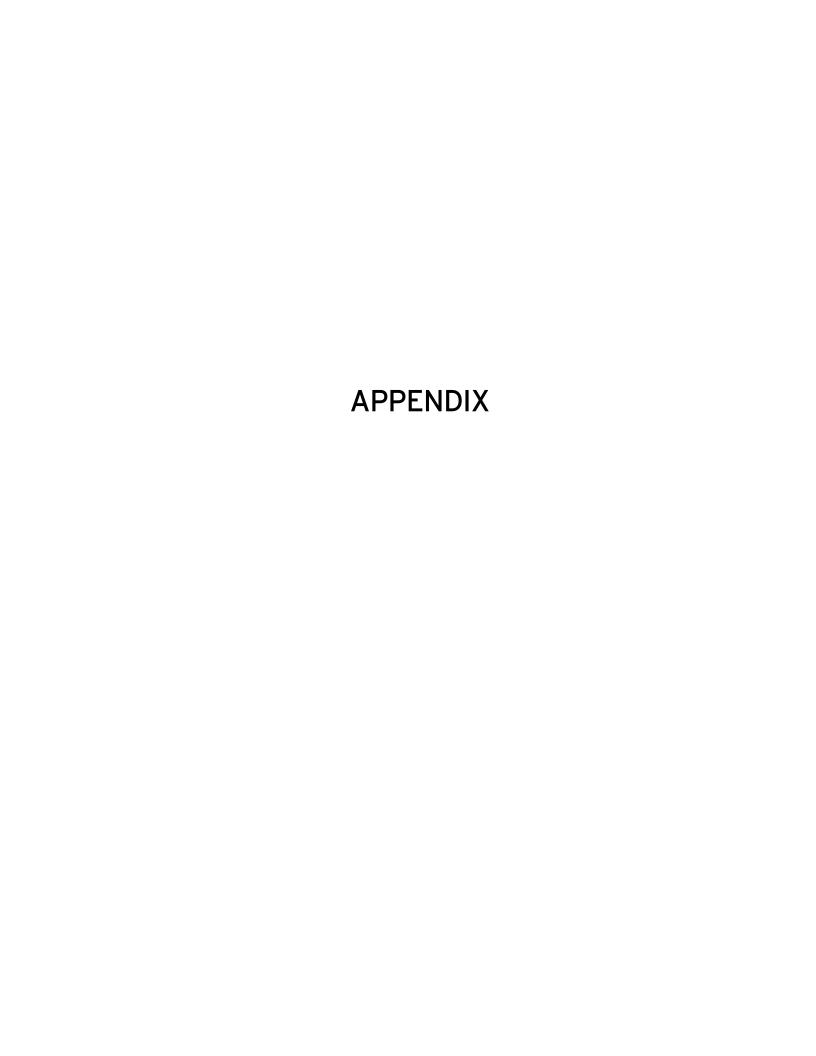
Block 7 Parking Structure Traffic Routing Alternatives

Two routing alternatives were analyzed for the proposed parking facility on Block 7 between McKinley Avenue and Juneau Avenue. The main access to the parking facility is currently planned to be located along 5th Street. The two parking facility access alternatives are the following:

- 3. <u>Two-way 5th Street</u> 5th Street between McKinley Avenue and Juneau Avenue would operate with a two-way 5th Street. Parking facility traffic could enter and exit from northbound and southbound directions along 5th Street.
- 4. One-way 5th Street 5th Street between McKinley Avenue and Juneau Avenue would operate as one-way southbound only during Pregame and one-way northbound only during Postgame. This one-way requirement would route Arena traffic away from Juneau Avenue (and the Arena) during both Pregame and Postgame time periods onto McKinley Avenue. The one-way 5th Street operation would only take effect during Pregame and Postgame periods.

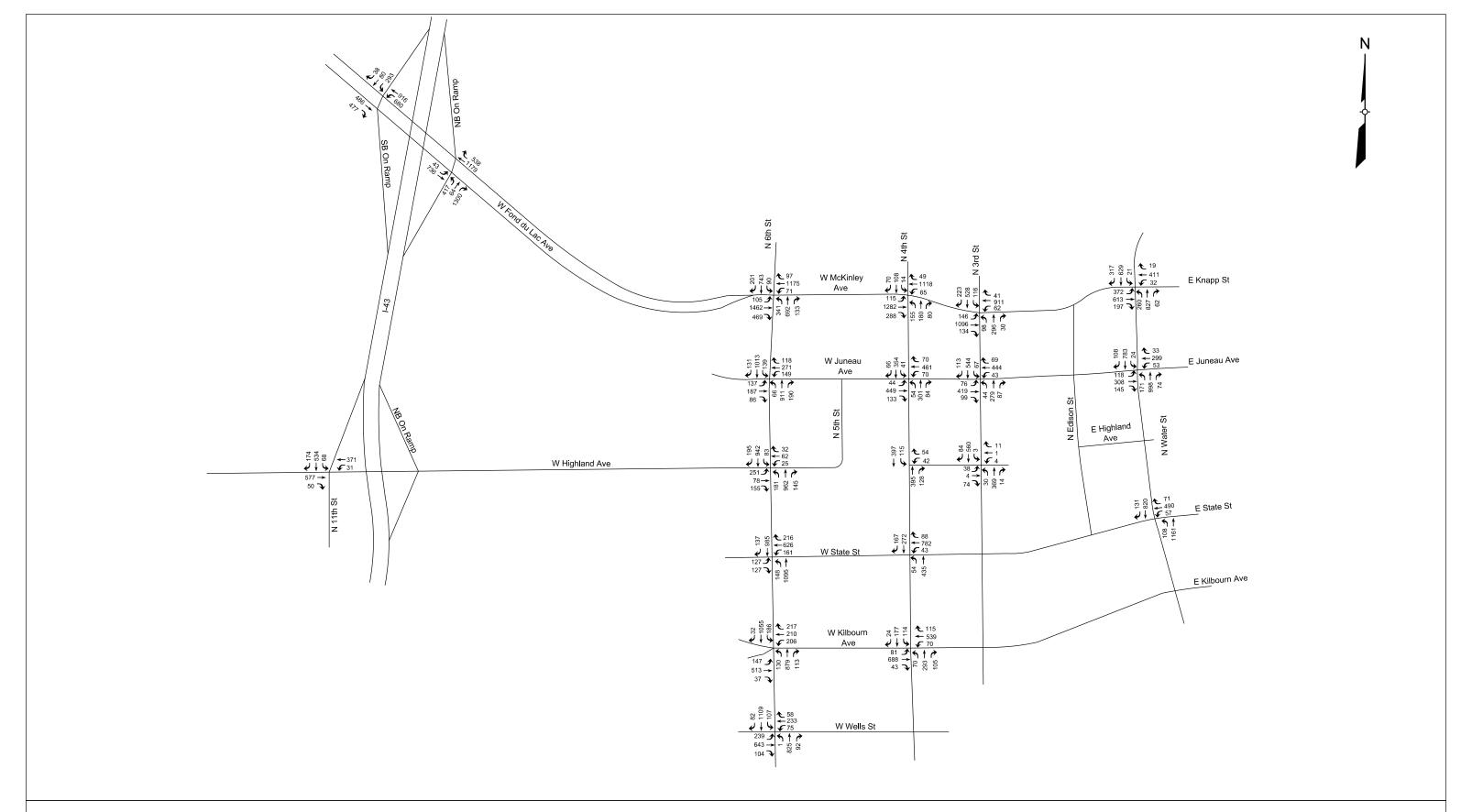
Both parking structure access alternatives present traffic operation results that benefit different nearby intersection approaches and turning movements. Generally, the two-way alternative allows traffic more routing options to and from the parking facility. However, the one-way alternative beneficially restricts parking facility traffic from accessing Juneau Avenue in front of the proposed Arena, which would likely include a high number of pedestrians. Furthermore, the one-way alternative may also require police officer traffic control at only one of the two 5th Street intersections at Juneau Avenue and McKinley Avenue, while additionally providing comparatively lower vehicle delays at two intersection approaches of

particular interest to the City of Milwaukee – the northbound 6th Street approach at McKinley Avenue and the westbound Juneau Avenue approach at 6th Street. Therefore, the one-way access alternative is the preferred Block 7 parking facility access option during the Pregame and Postgame peak hours, pending final design of the parking facility. However, the two-way access alternative is preferred for the PM peak hour. The one-way access alternative is not preferred in the PM peak hour because it would force all of the commuters from the proposed large office component in Block 6 to exit onto Juneau Avenue, which is proposed to have a reduced cross-section with only one through lane in each direction. The two-way access alternative along 5th Street allows office commuters a second option during the PM peak hour to exit onto McKinley Avenue for better traffic operations and distribution in the study area.



INTERSECTION TURNING VOLUME EXHIBITS

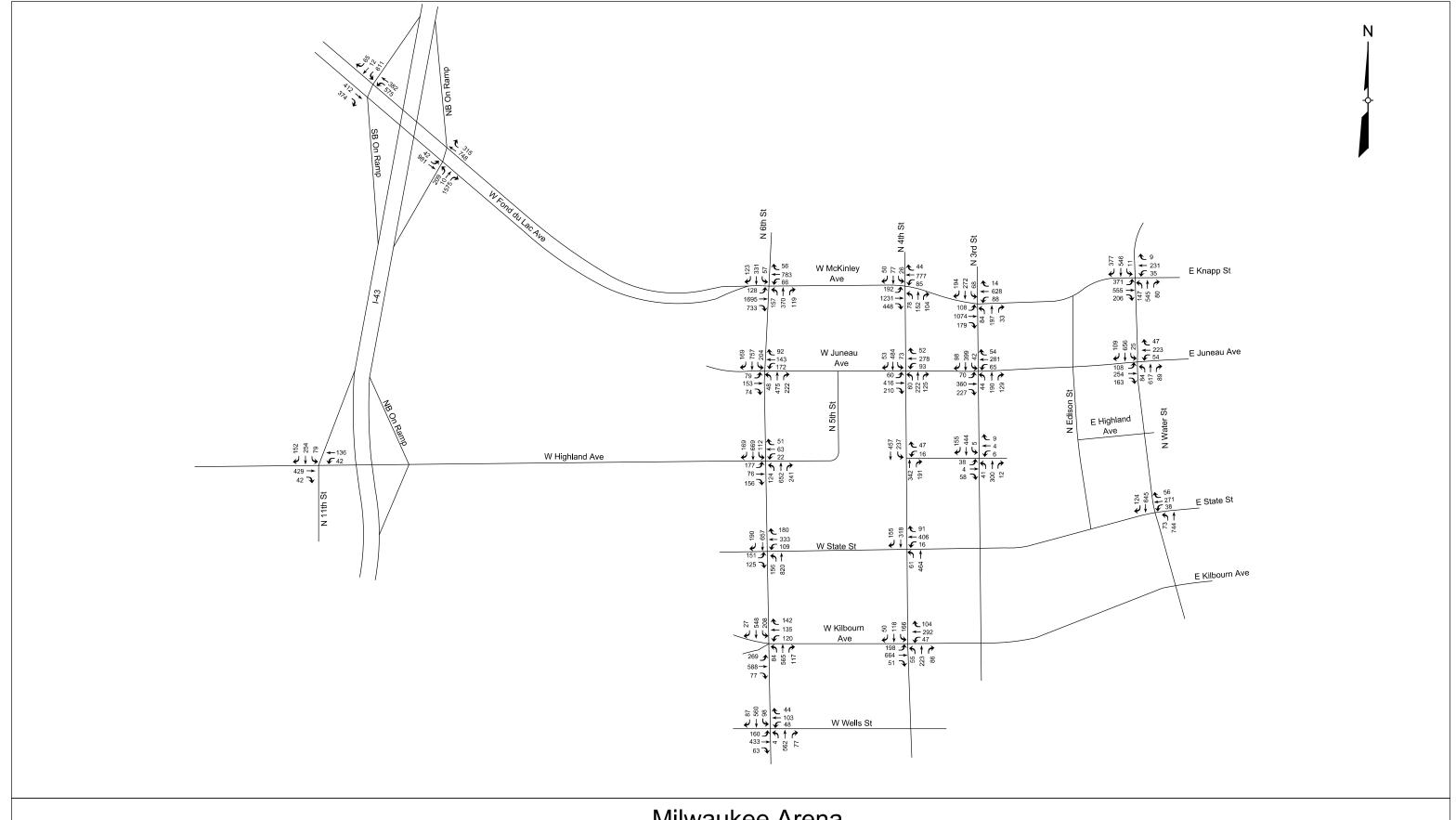
- EXISTING EXHIBITS 3-1 to 3-3
- FUTURE BACKGROUND EXHIBITS 4-1 to 4-7
- FUTURE DEVELOPMENT EXHIBITS 4-8 to 4-14
- FUTURE TOTAL EXHIBITS 4-15 to 4-21



Milwaukee Arena

I-43 to N Water St McKinley Ave to Wells St

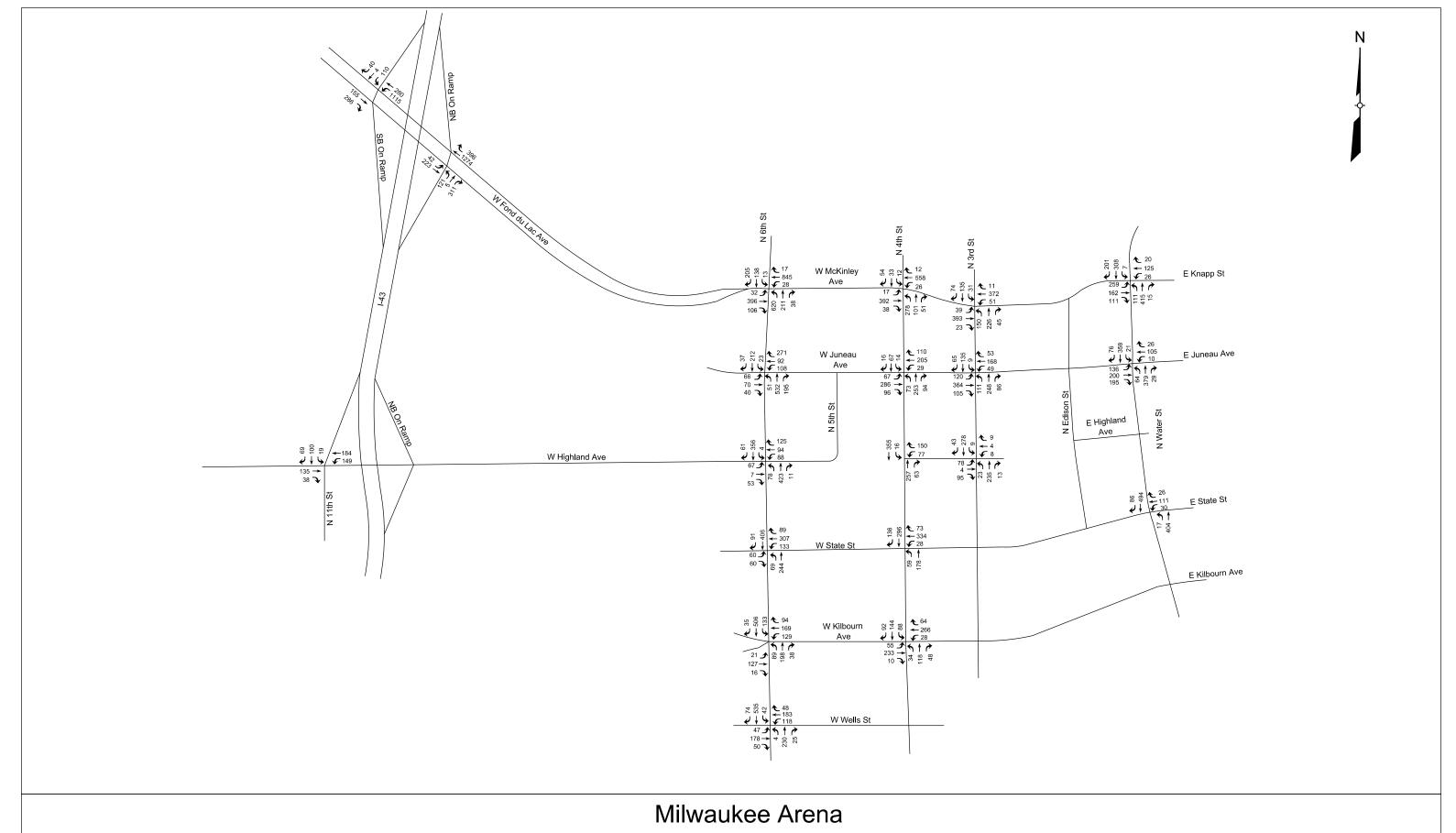
Milwaukee County



Milwaukee Arena

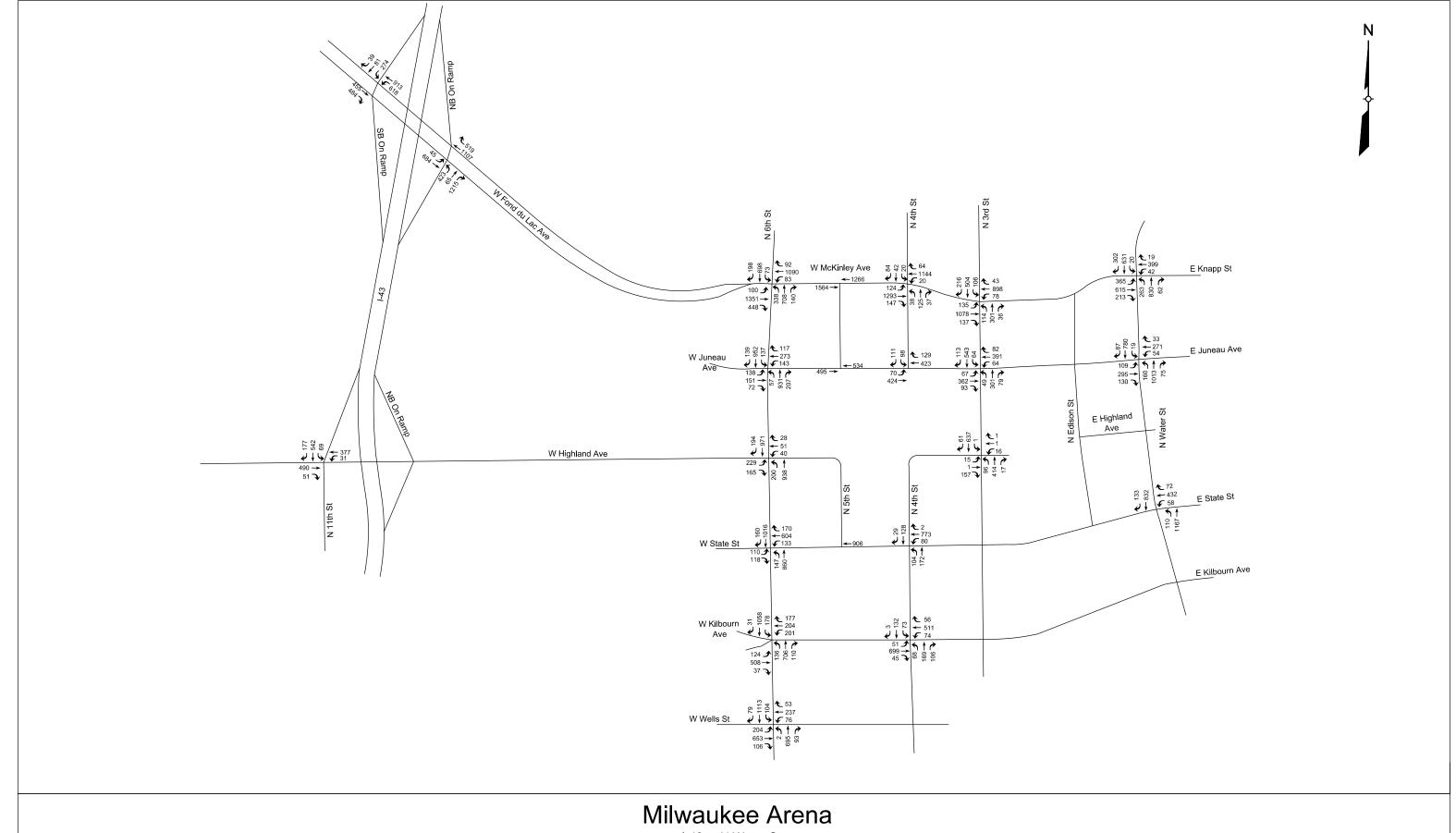
I-43 to N Water St McKinley Ave to Wells St Milwaukee County

Pregame Existing Turning Movement Volumes



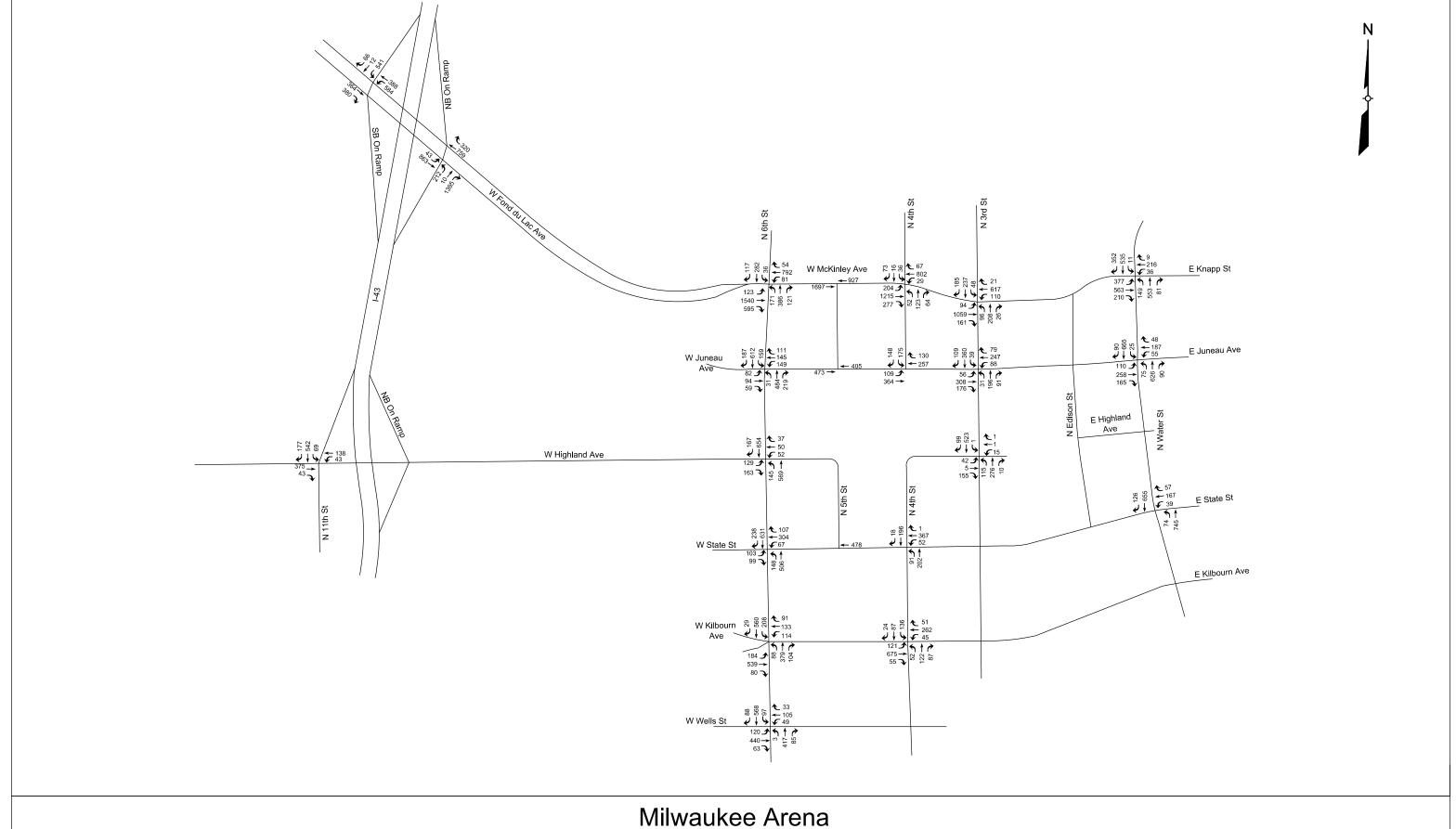
Milwaukee County

Postgame Existing Turning Movement Volumes



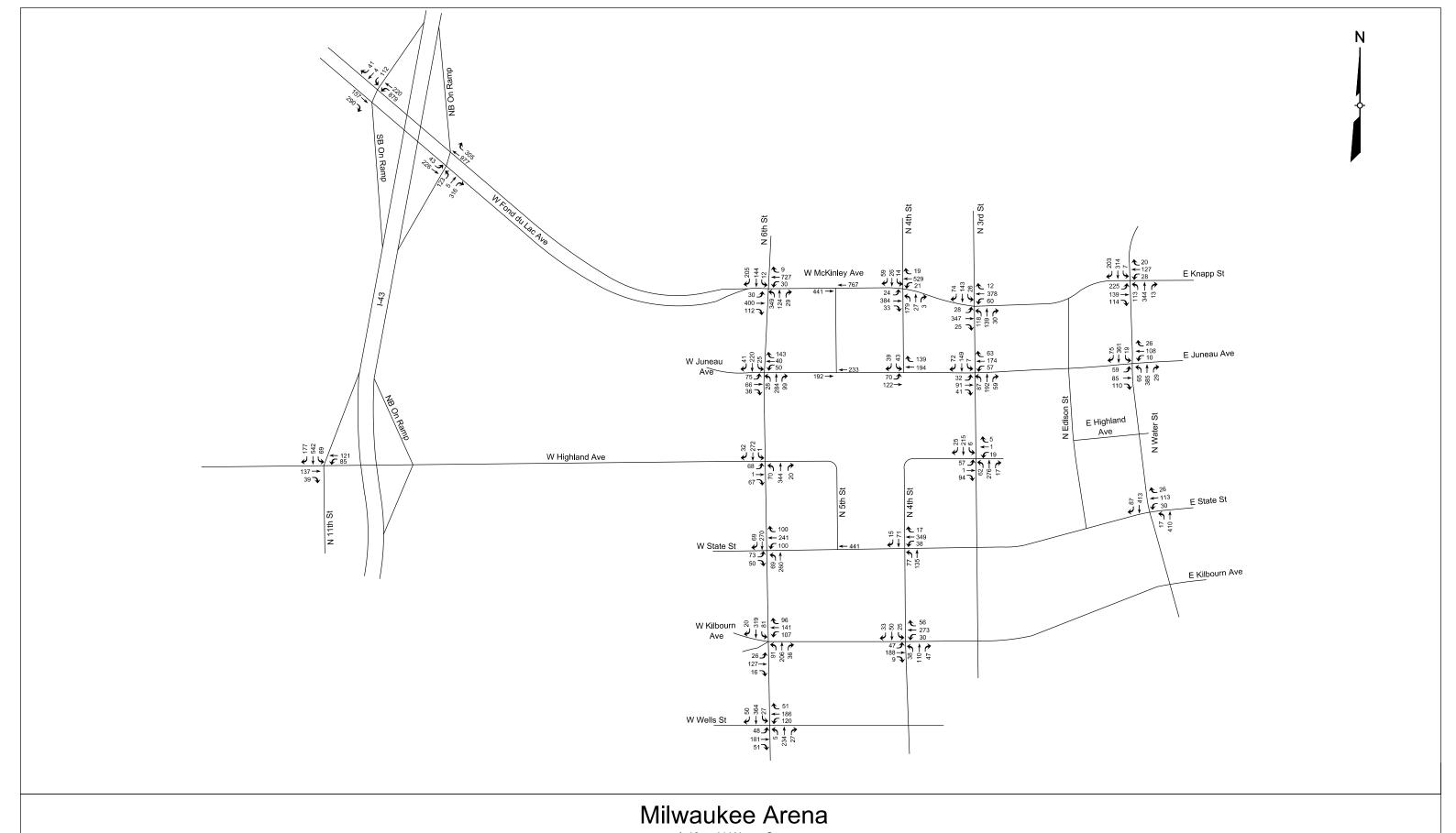
Milwaukee County

Phase I PM Background Turning Movement Volumes



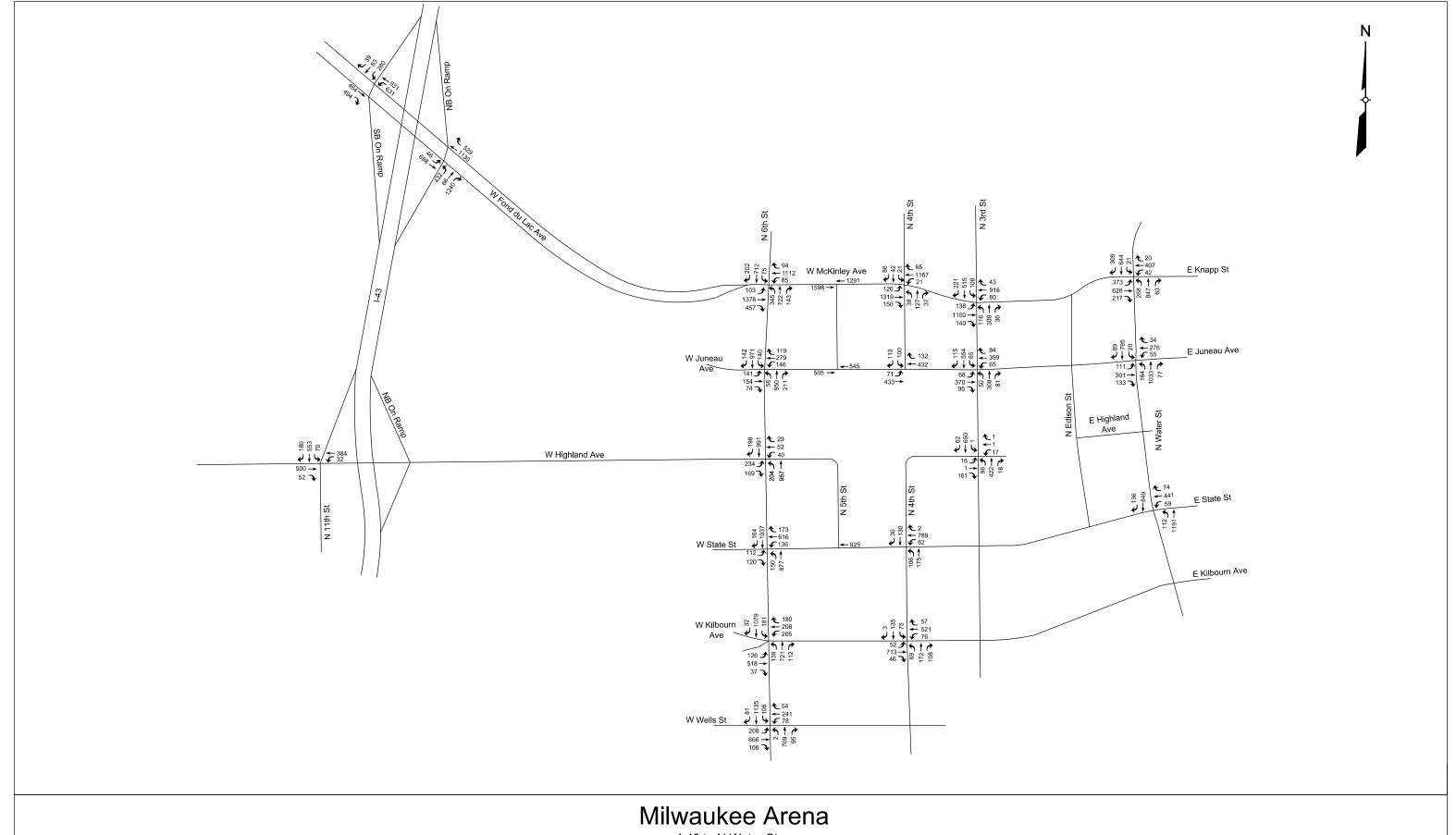
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Phase I Pregame Background Turning Movement Volumes



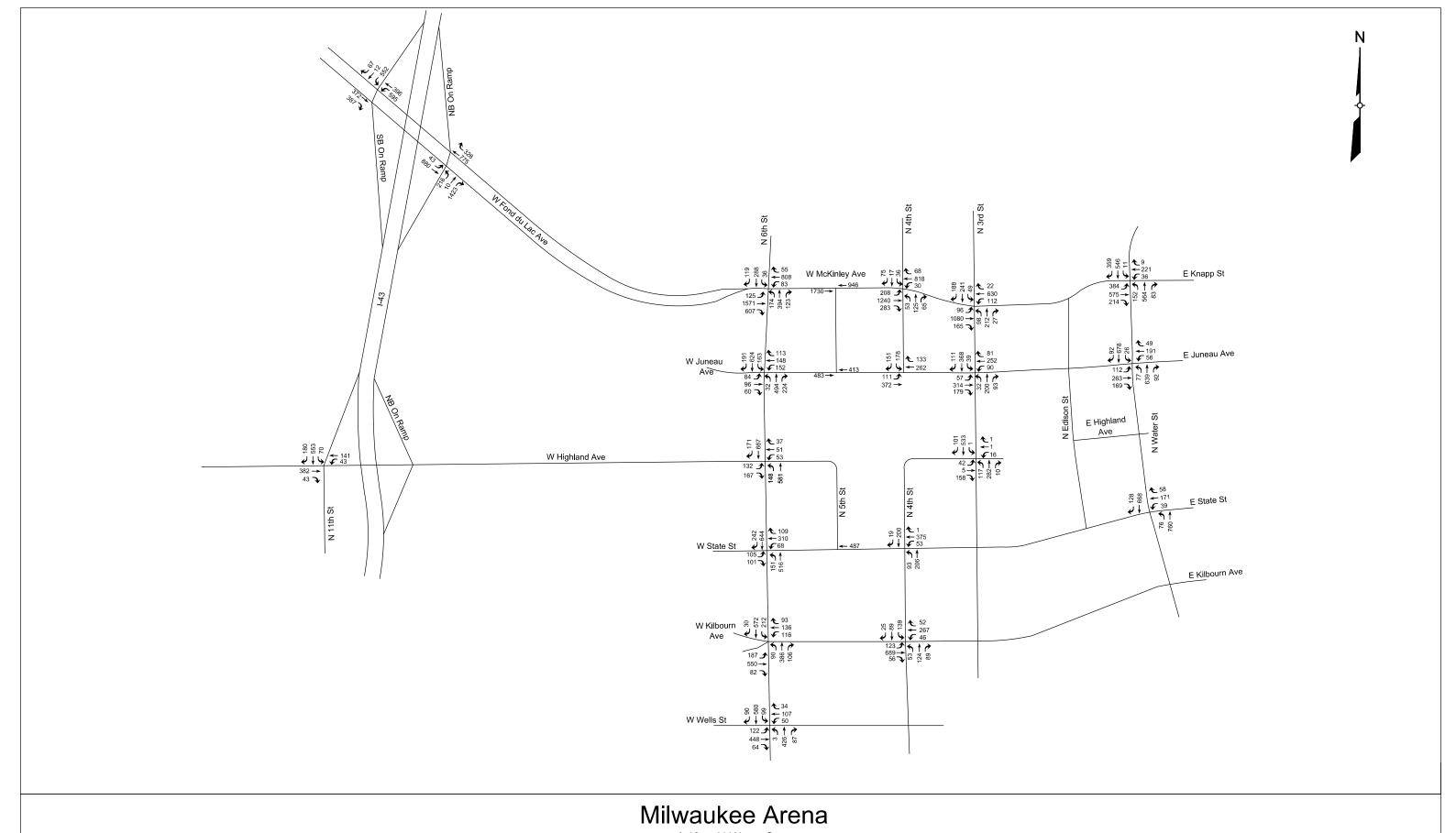
Milwaukee County

Phase I Postgame Background Turning Movement Volumes



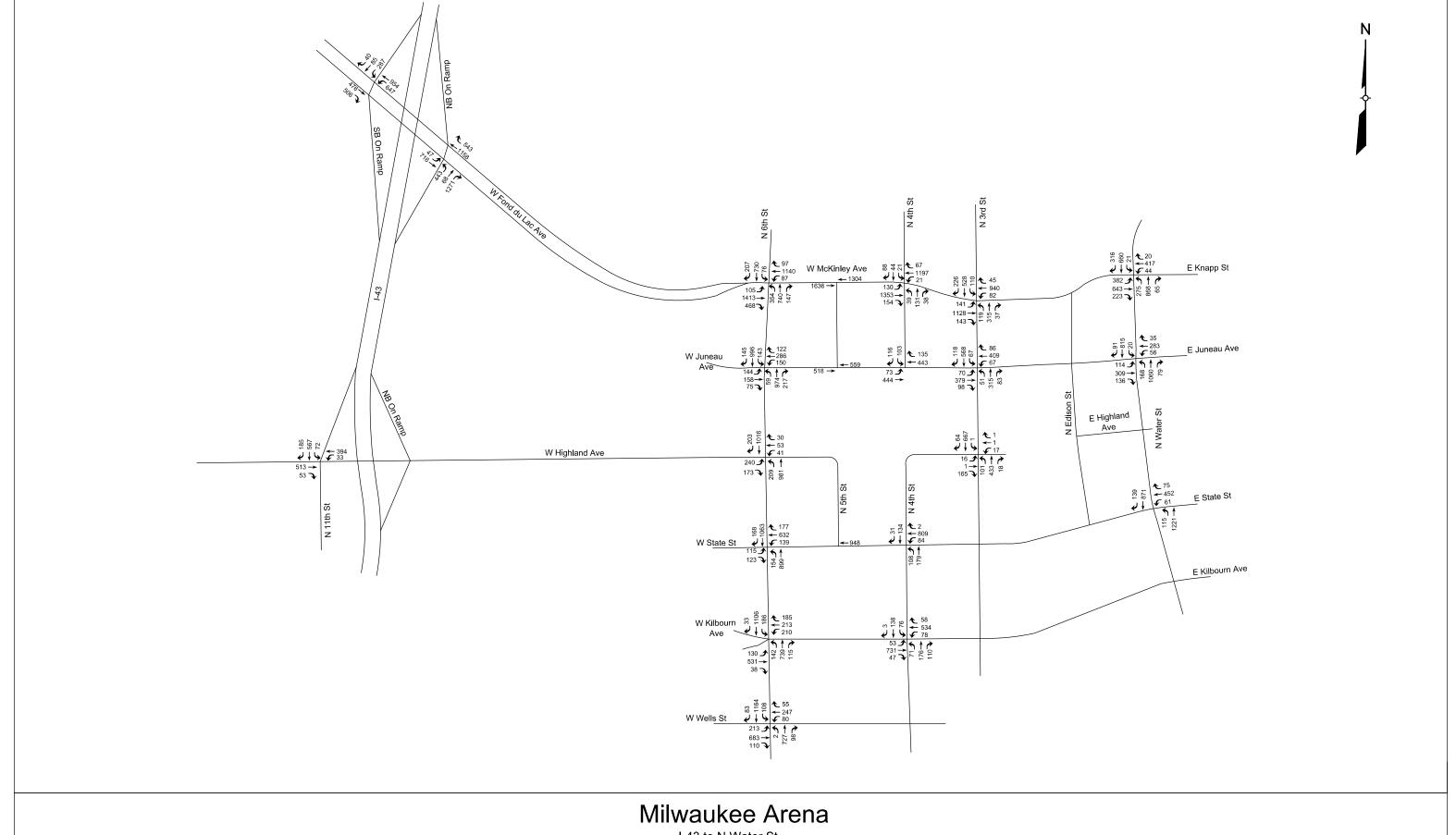
Milwaukee County

Phase II PM Background Turning Movement Volumes



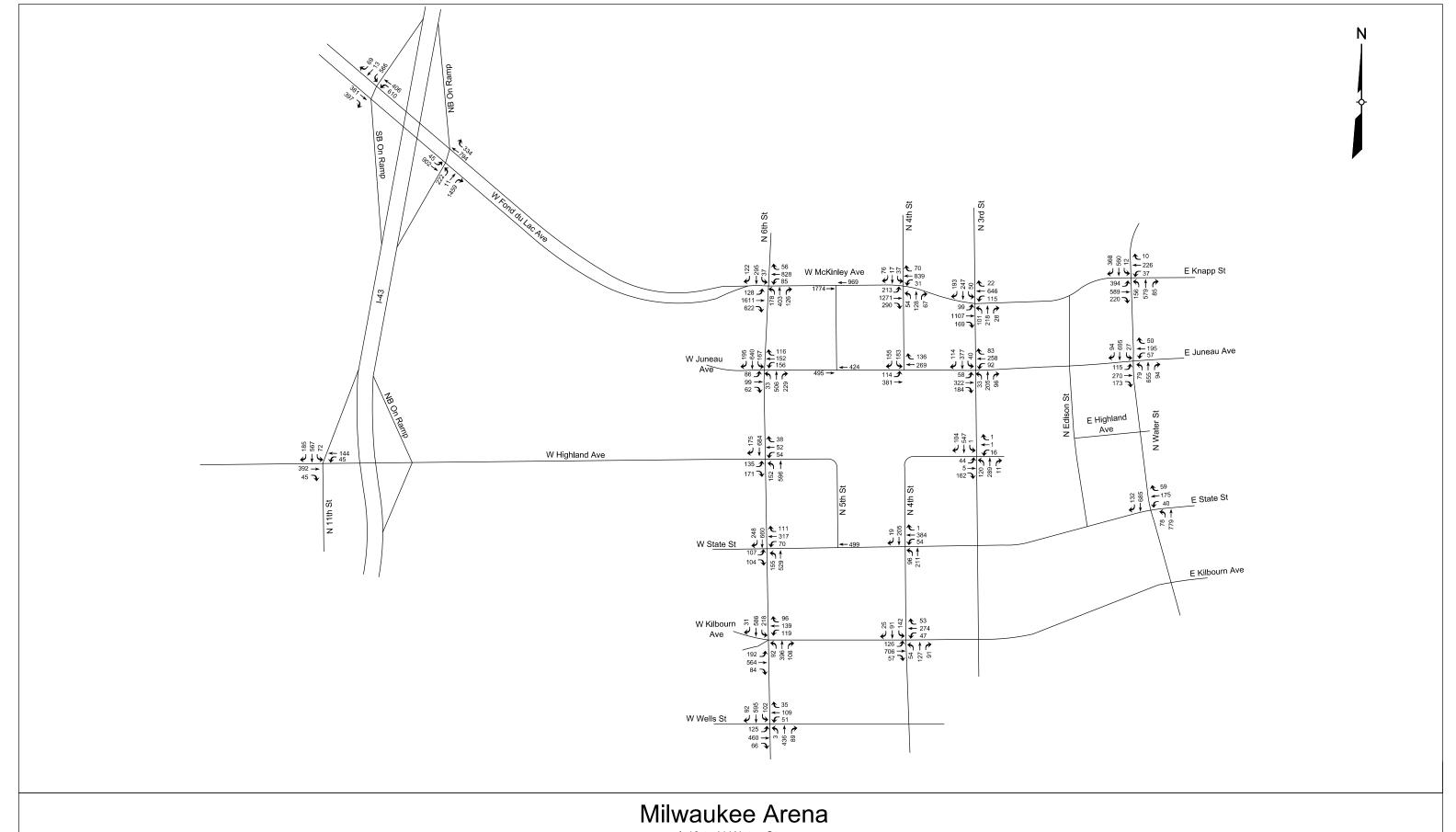
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Phase II Pregame Background Turning Movement Volumes



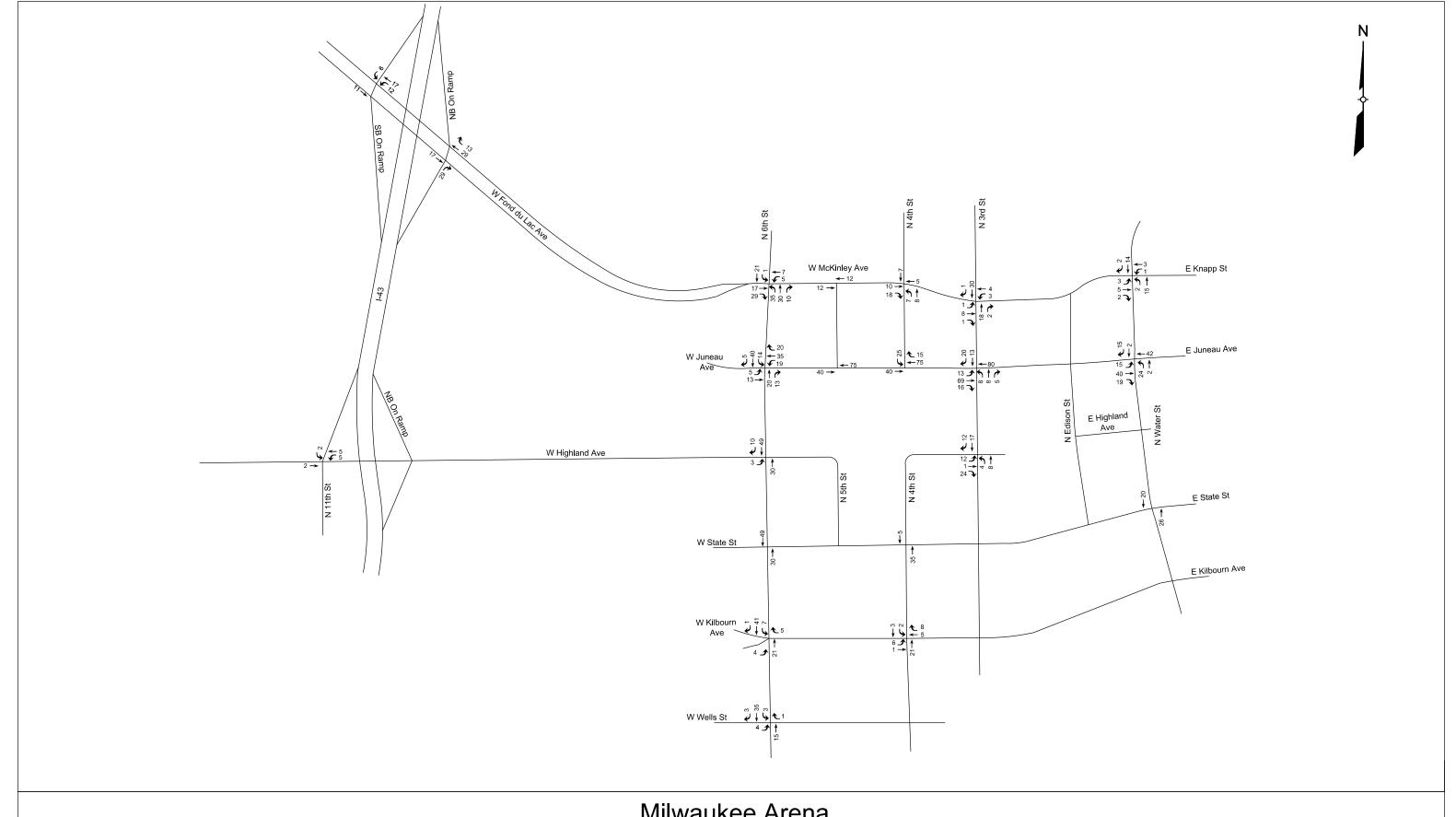
Milwaukee County

Phase III PM Background Turning Movement Volumes



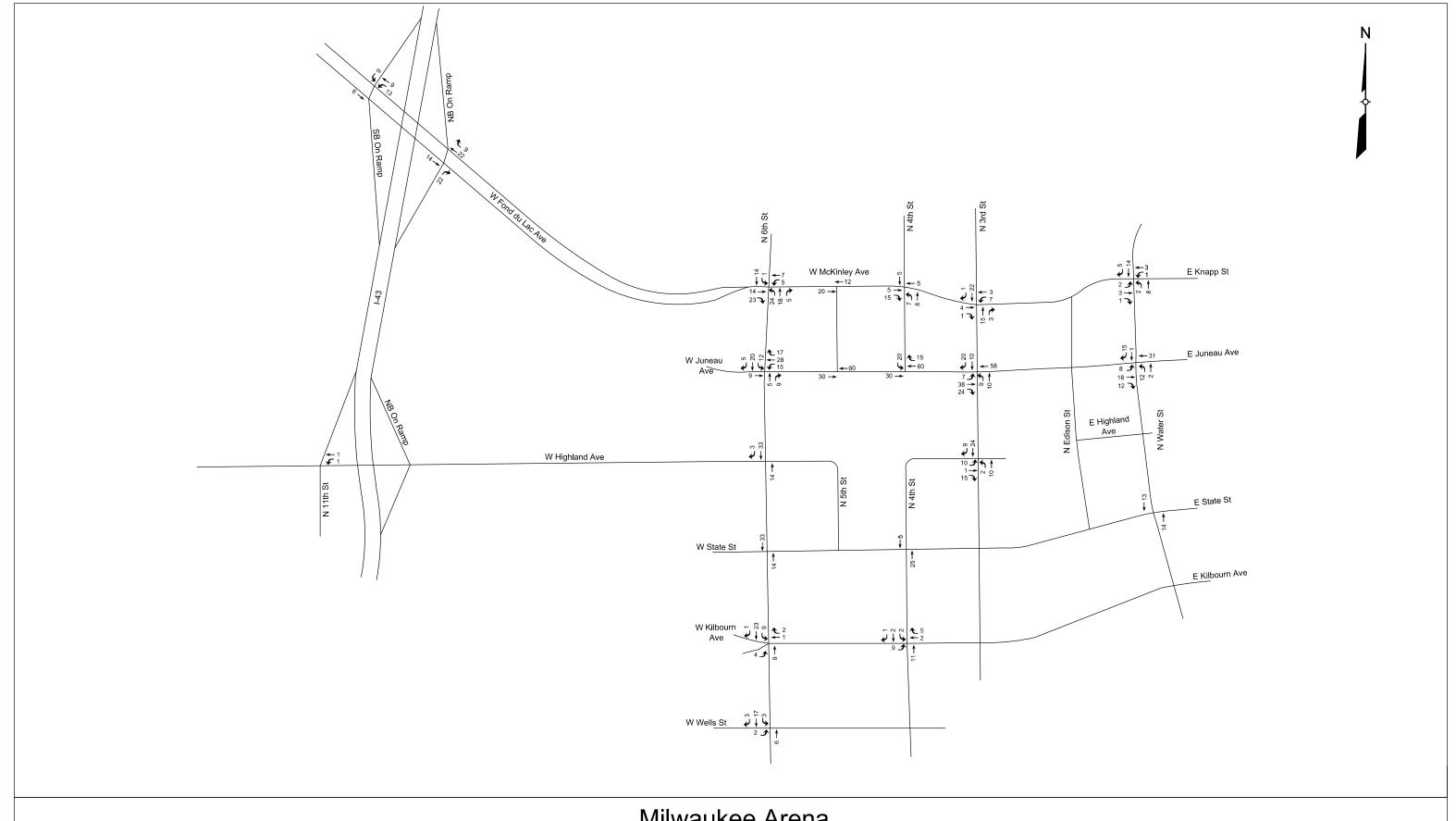
Milwaukee County

Phase III Pregame Background Turning Movement Volumes



I-43 to N Water St McKinley Ave to Wells St

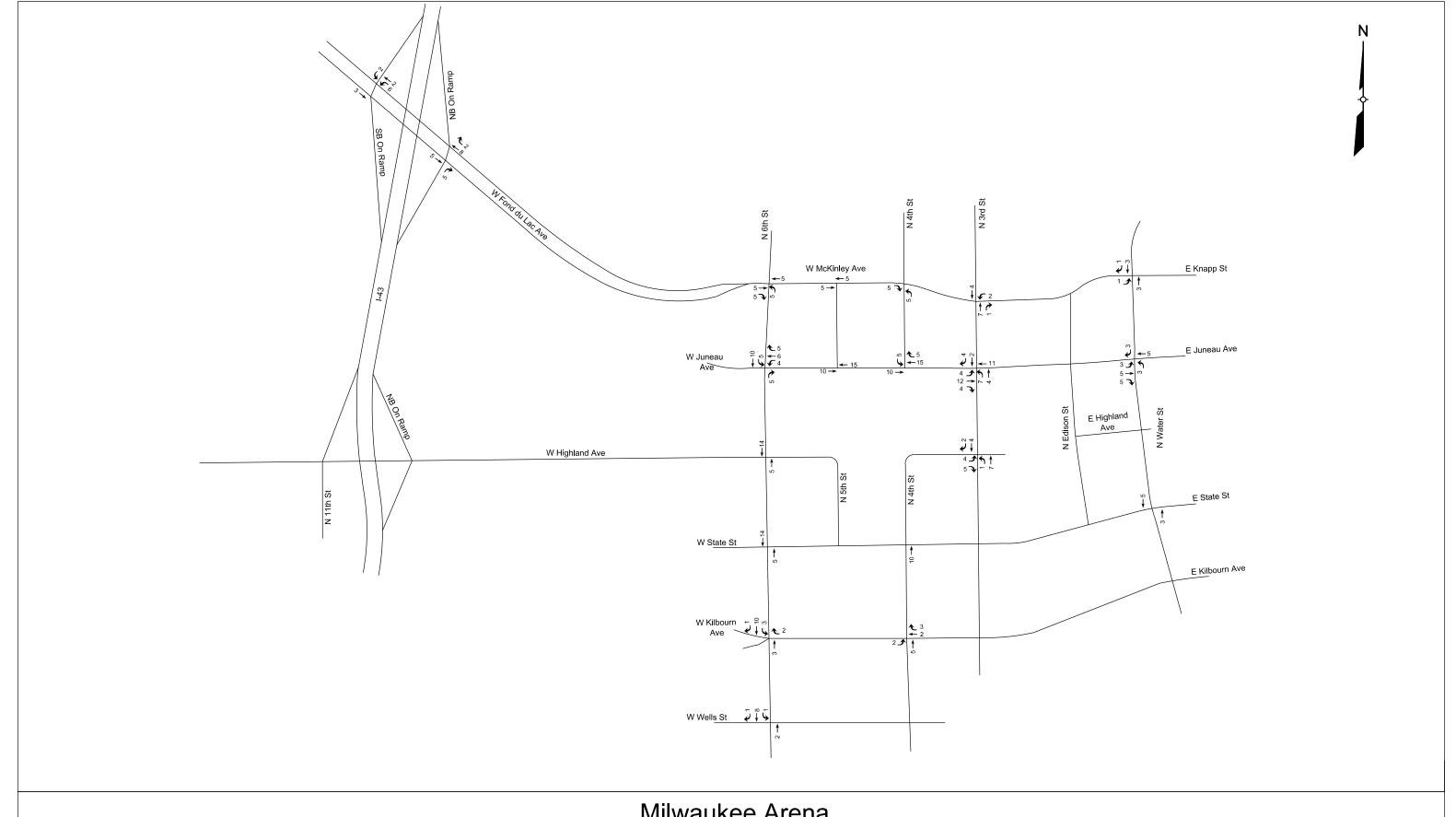
Milwaukee County



I-43 to N Water St McKinley Ave to Wells St

Milwaukee County

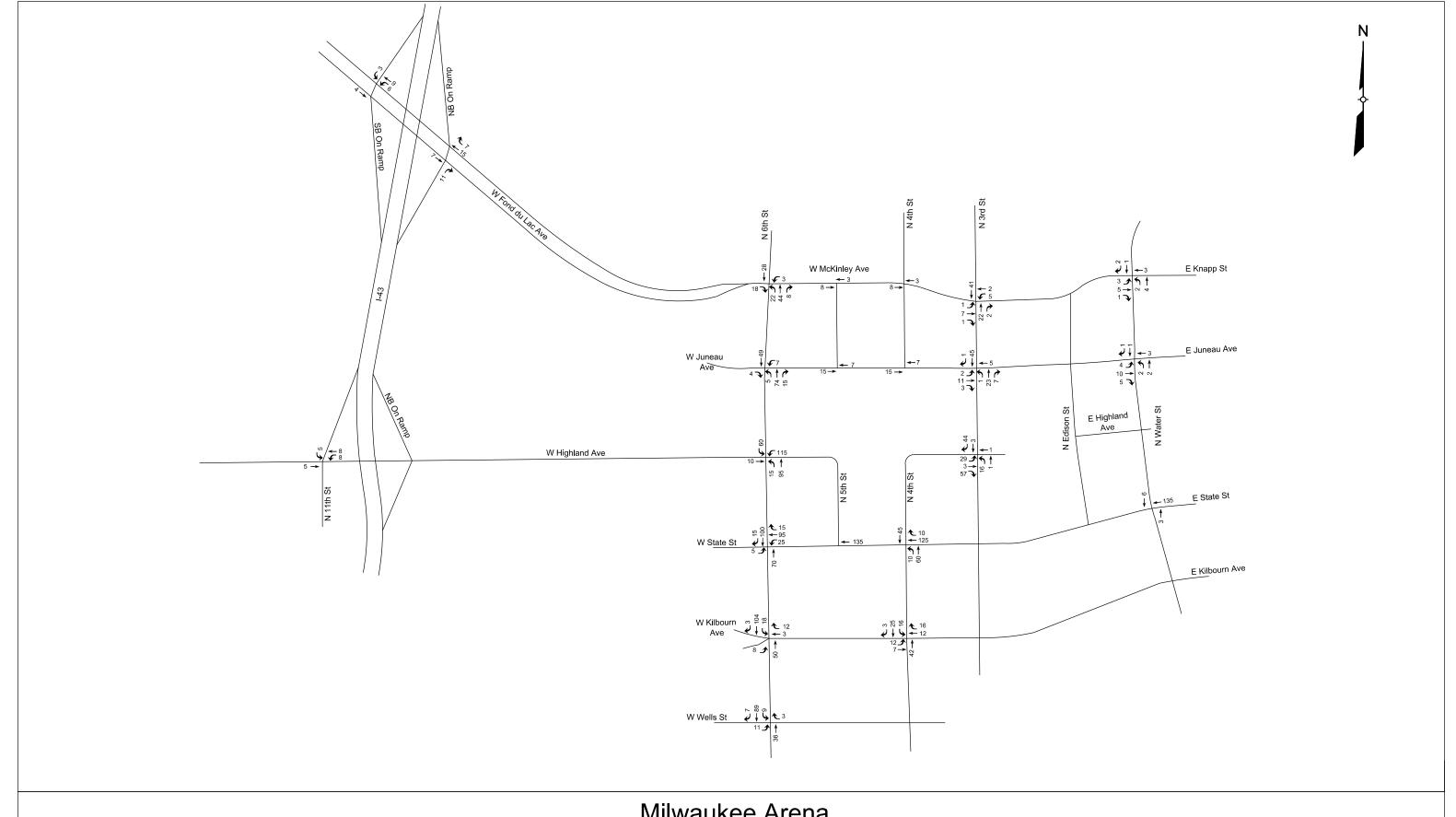
Phase I Pregame Forecasted Development (Non-Arena) Trip Generation Volumes



I-43 to N Water St McKinley Ave to Wells St

Milwaukee County

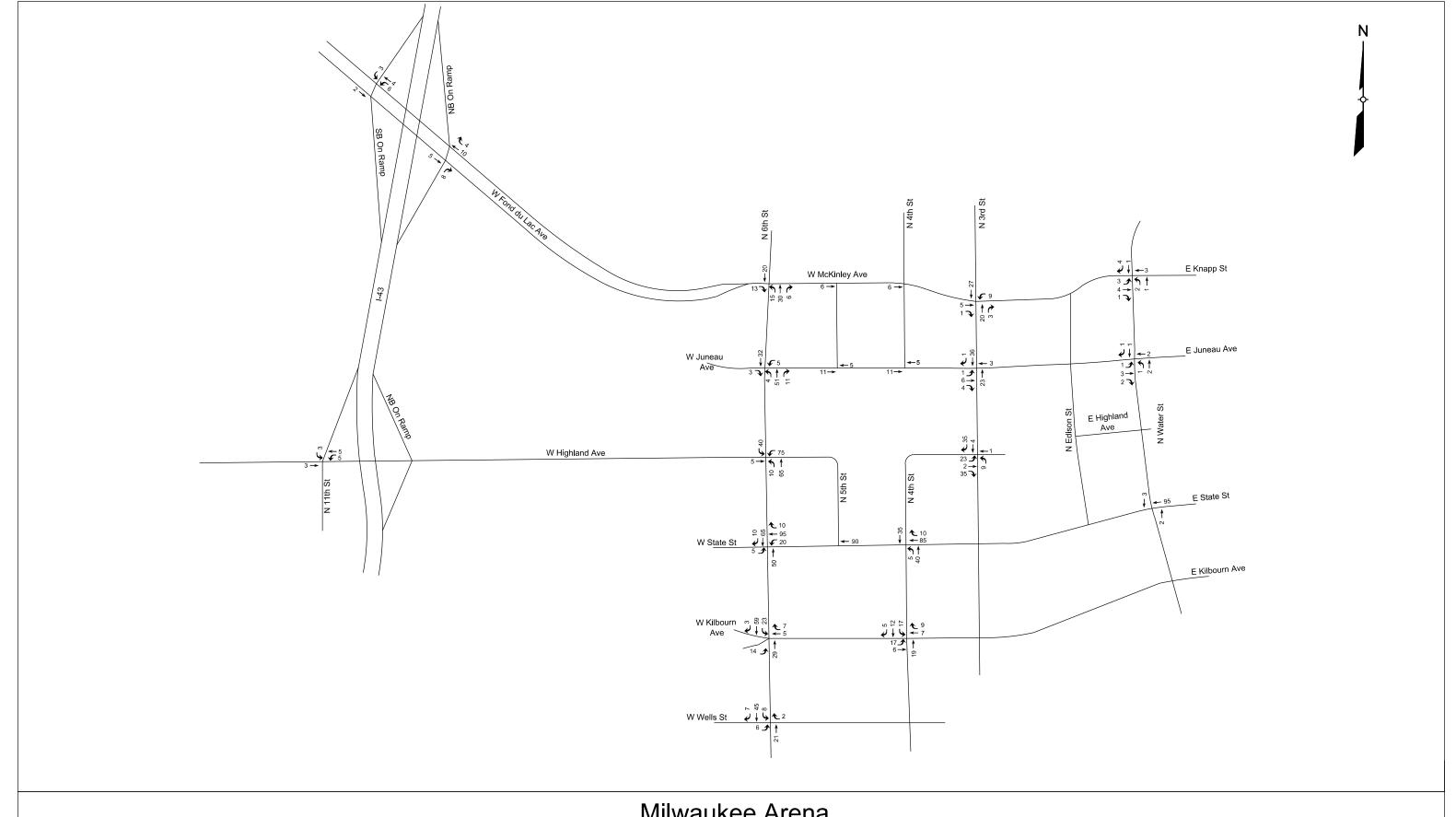
Phase I Postgame Forecasted Development (Non-Arena) Trip Generation Volumes



I-43 to N Water St McKinley Ave to Wells St

Milwaukee County

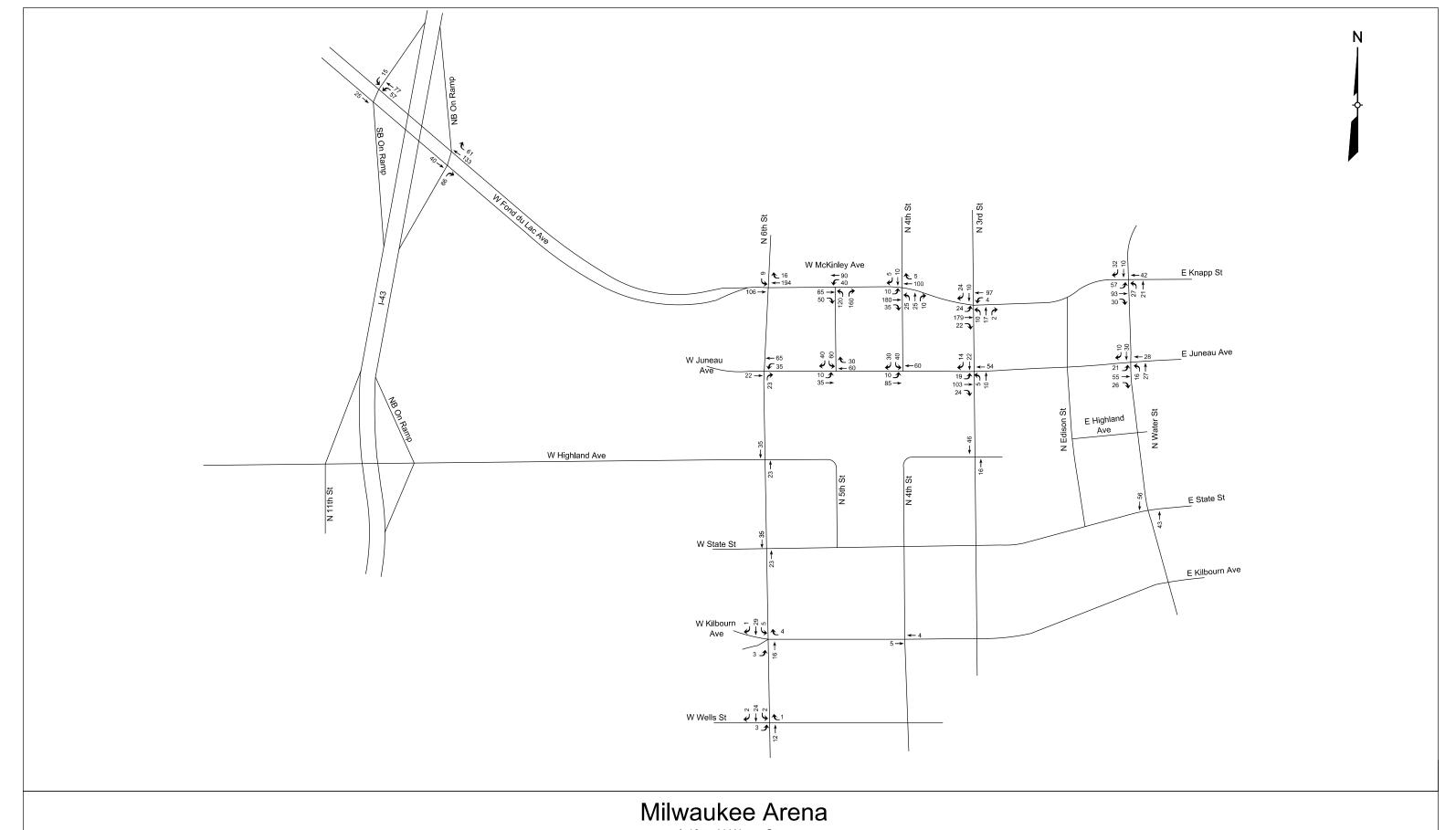
Phase II PM Forecasted Development (Non-Arena) Trip Generation Volumes



I-43 to N Water St McKinley Ave to Wells St

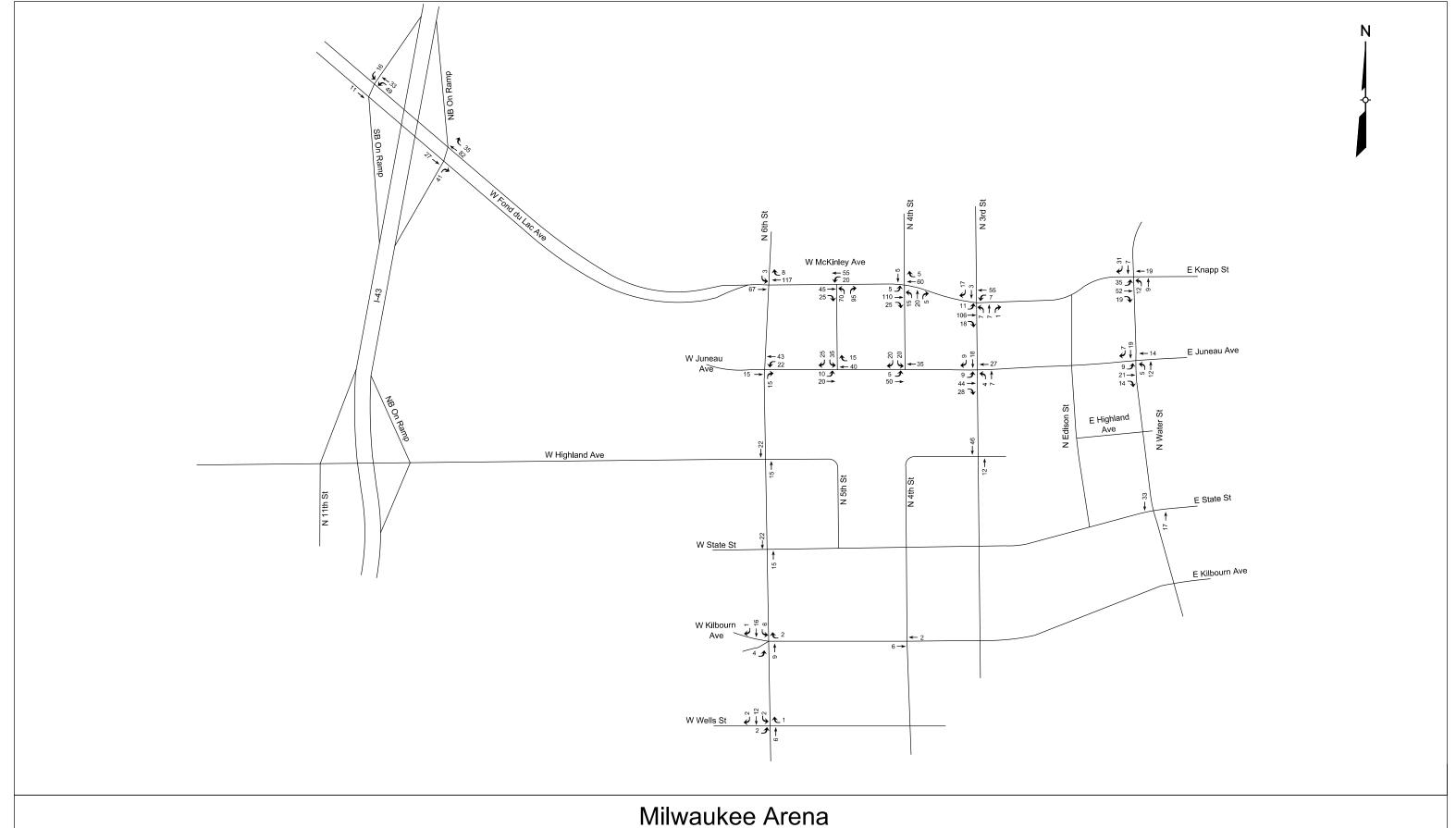
Milwaukee County

Phase II Pregame Forecasted Development (Non-Arena) Trip Generation Volumes



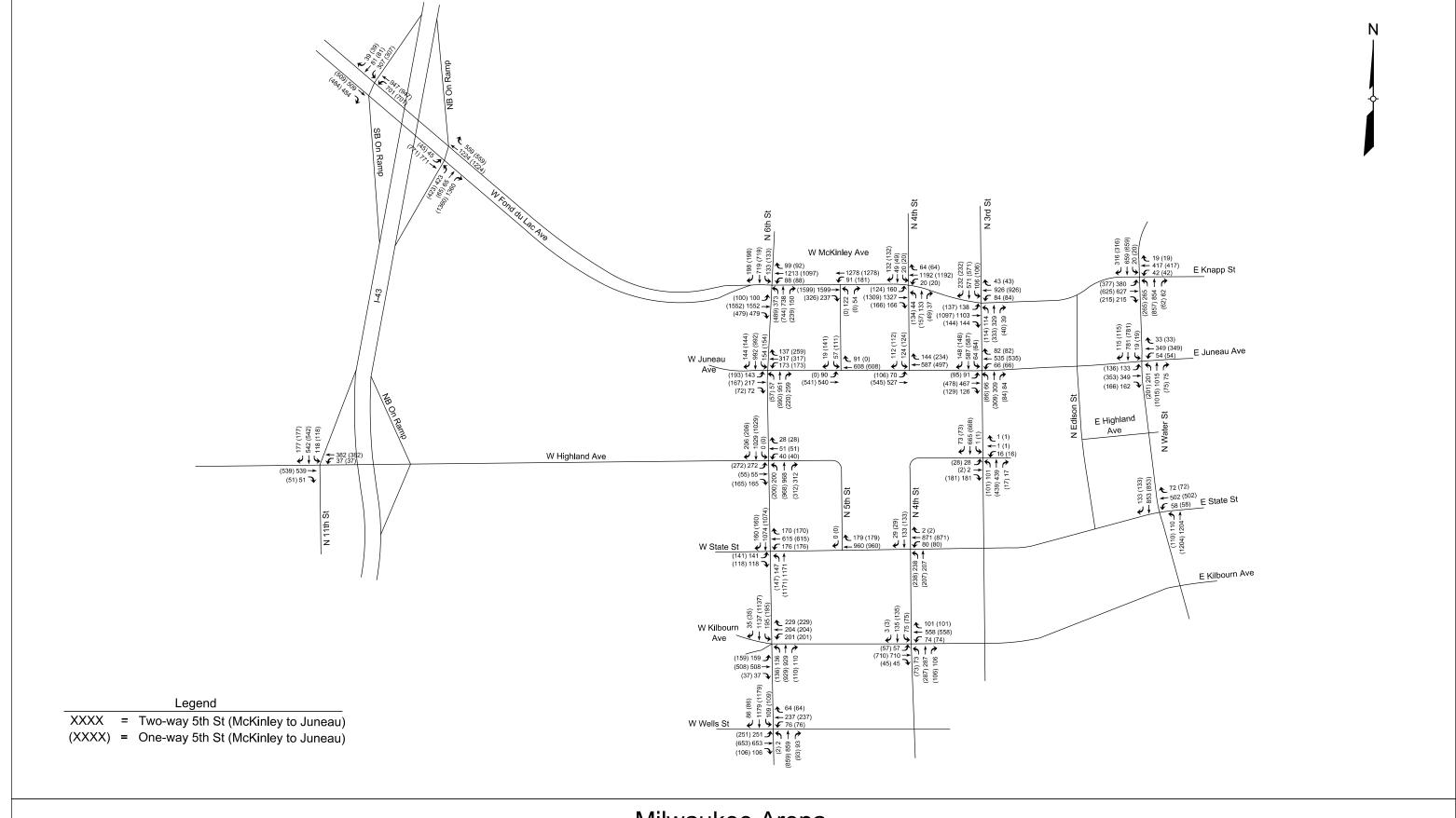
Milwaukee County

Phase III PM Forecasted Development (Non-Arena) Trip Generation Volumes



Milwaukee County

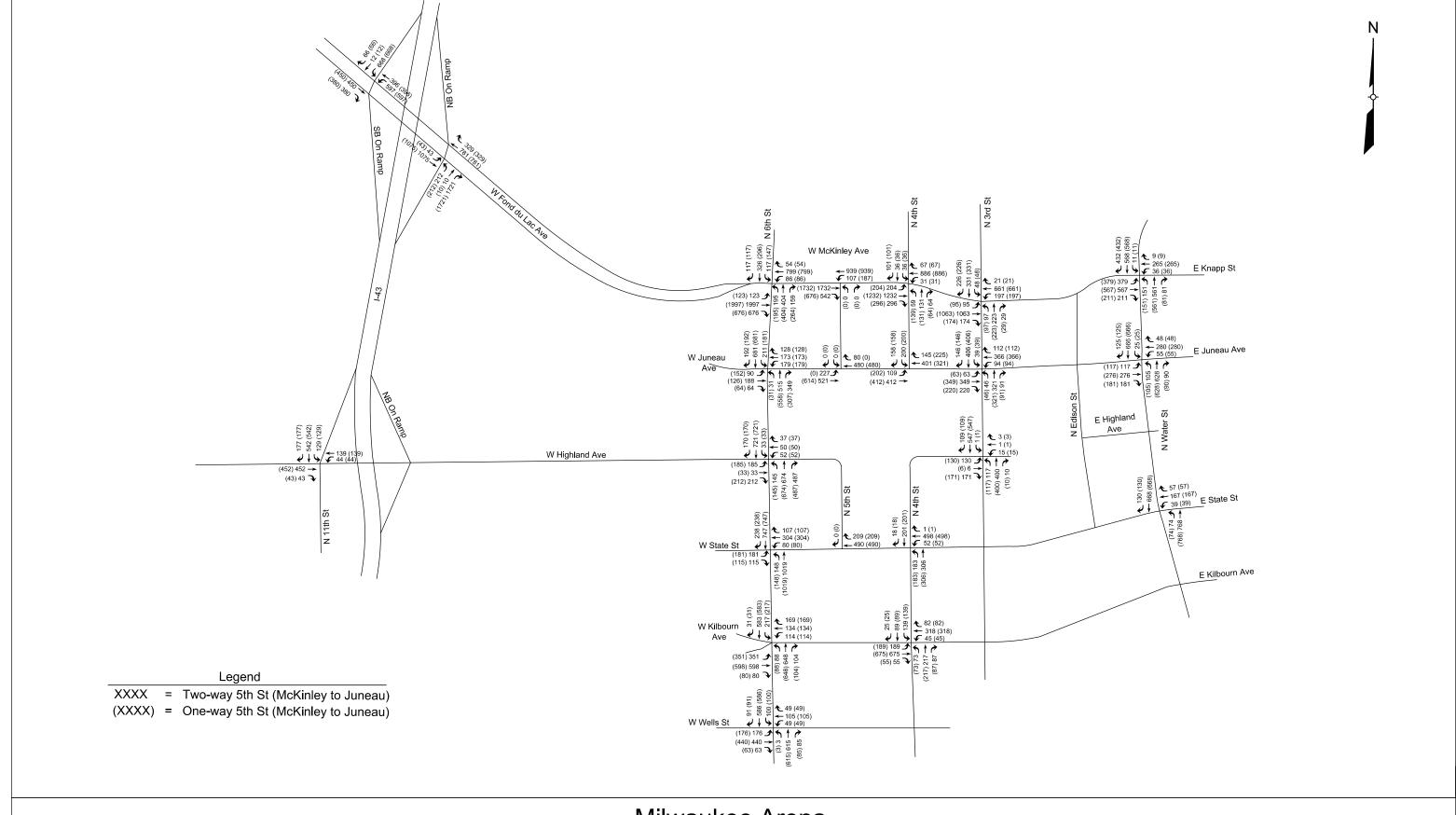
Phase III Pregame Forecasted Development (Non-Arena) Trip Generation Volumes



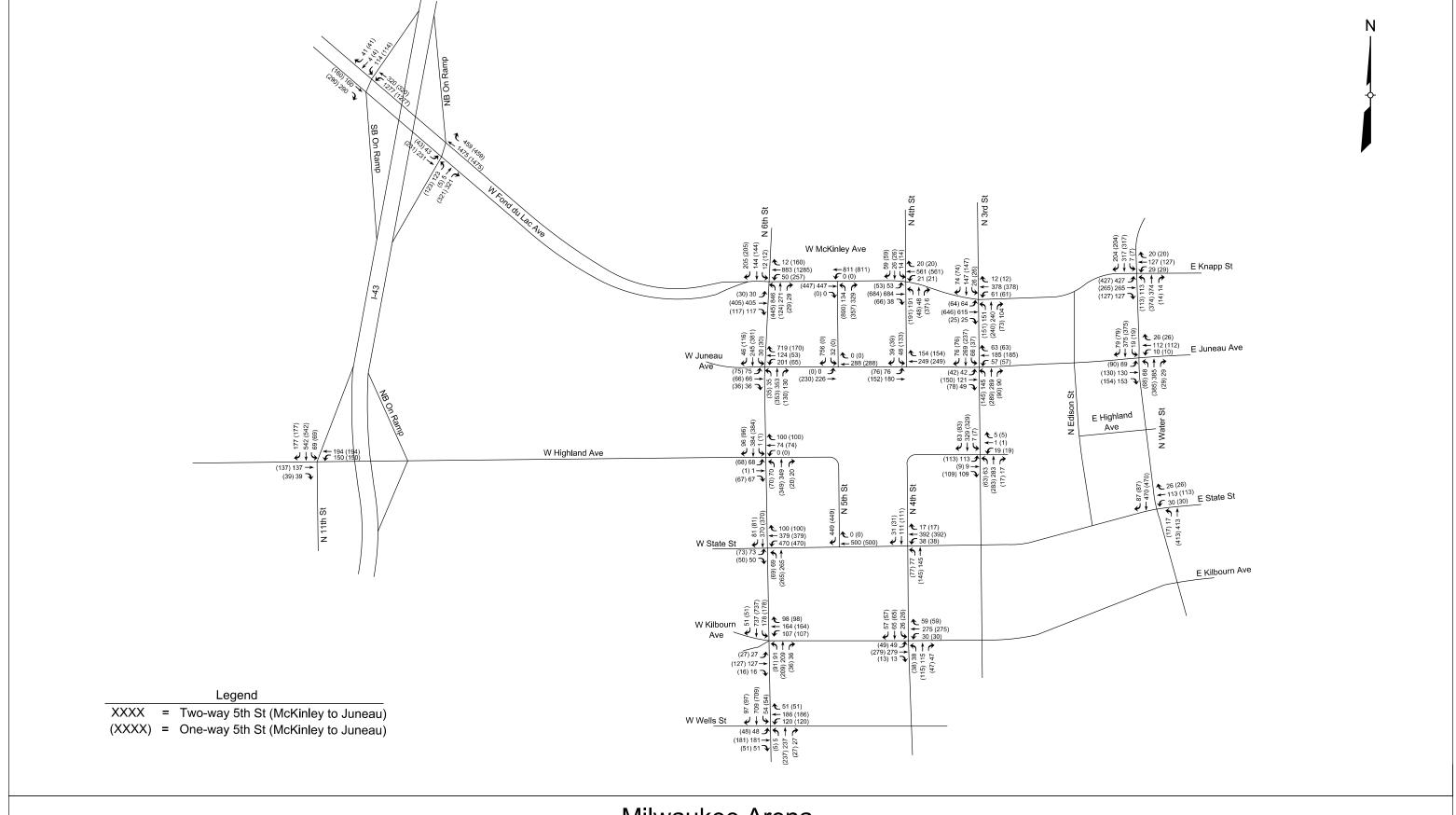
I-43 to N Water St McKinley Ave to Wells St

Milwaukee County

Phase I PM Forecasted Total Turning Movement Volumes

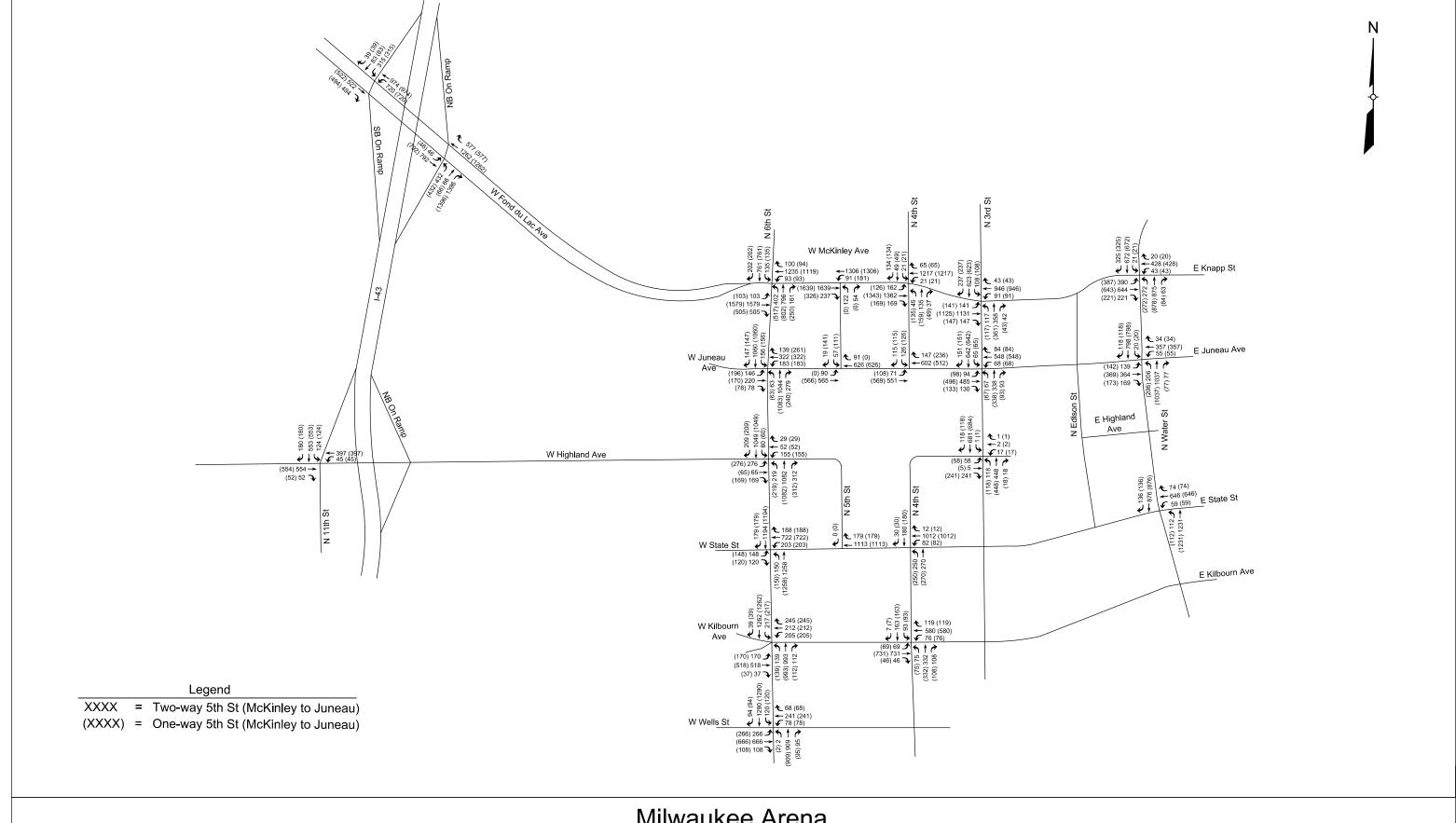


I-43 to N Water St McKinley Ave to Wells St Milwaukee County



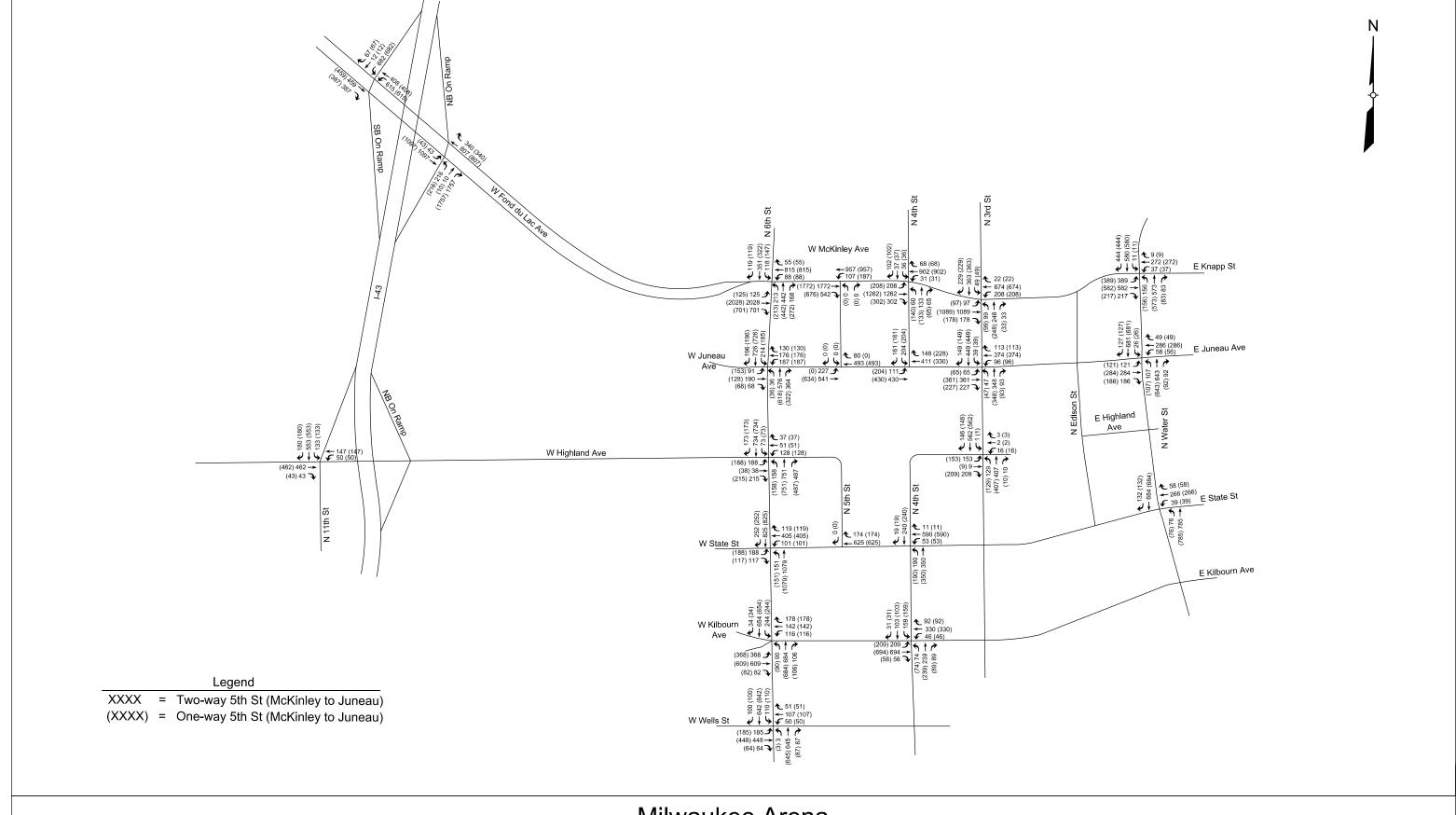
I-43 to N Water St McKinley Ave to Wells St

Milwaukee County



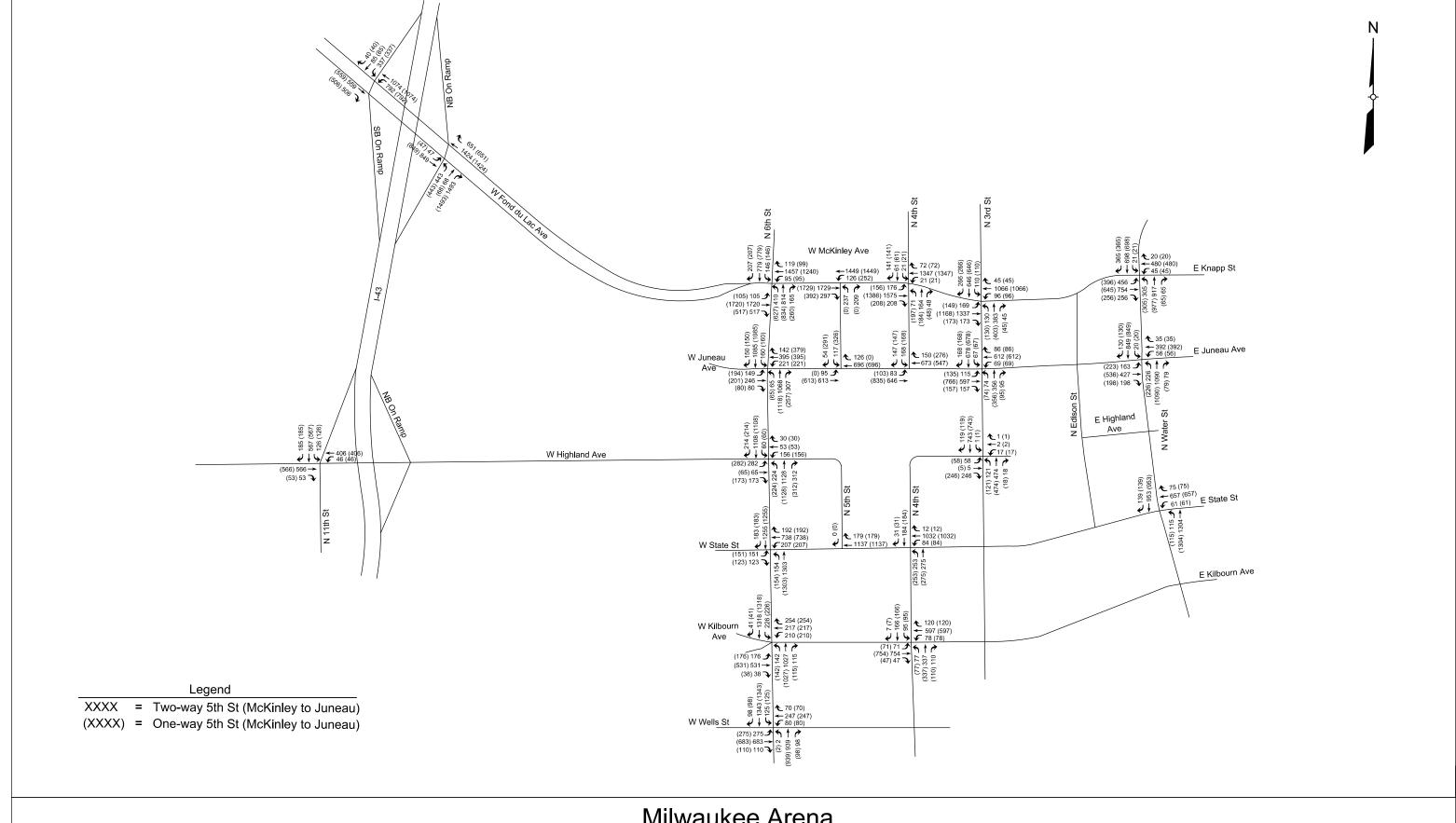
I-43 to N Water St McKinley Ave to Wells St Milwaukee County

Phase II PM Forecasted Total Turning Movement Volumes



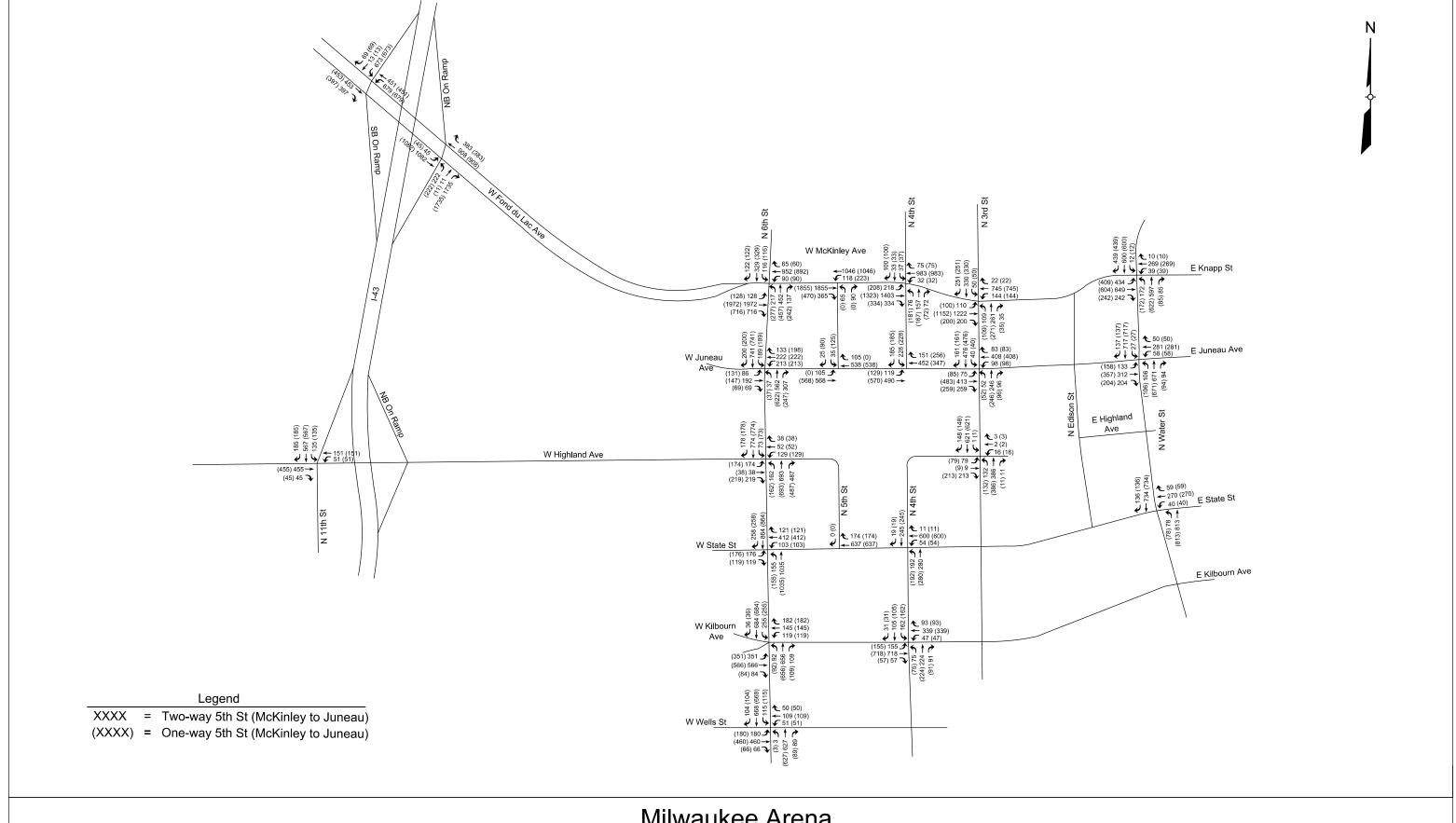
I-43 to N Water St McKinley Ave to Wells St Milwaukee County

Phase II Pregame Forecasted Total Turning Movement Volumes



I-43 to N Water St McKinley Ave to Wells St Milwaukee County

Phase III PM Forecasted Total Turning Movement Volumes



I-43 to N Water St McKinley Ave to Wells St

Milwaukee County

BARCLAYS CENTER MODE SPLIT TRAFFIC STUDY REPORT



Memorandum

To: Jane Marshall, Forest City Ratner Companies

From: Daniel Schack, AICP, PTP

June 7, 2013 Date:

Re: Barclays Center TDM Effectiveness in Meeting Mode Split Objectives

Project No: 12-01-3540

INTRODUCTION

At the request of Forest City Ratner Companies (FCRC), Sam Schwartz Engineering (SSE) has performed an evaluation of the effectiveness of the Barclays Center transportation demand management (TDM) plan at meeting specific objectives described in the Atlantic Yards Arena and Redevelopment Project Final Environmental Impact Statement (FEIS). The overall goals of the TDM plan are to minimize the number of vehicles that travel to the arena and to minimize the impact on the surrounding area from the patrons who insist on driving, regardless of the available alternatives.

These TDM plan goals are based on specific objectives to reduce the number of peak hour personal vehicle trips associated with arena operations. One specific objective of the TDM strategy was to reduce auto mode (i.e., personal vehicle) share projected in the FEIS Build 2010 Condition for Nets game attendees by 20% to achieve an average auto share of 28.3% or less for weekday evening games and 32.0% or less for Saturday afternoon games. A second objective of the TDM plan was to reduce the volume of pre-game peak hour auto trips within ½ mile of the arena by 30% from the amounts projected in the FEIS.² For a weekday evening Nets game, this would correspond to a reduction from 1,979 to 1,395 pre-game peak hour auto trips and from 2,314 to 1,638 post-game peak hour auto trips. For a Saturday afternoon Nets game, this would correspond to a reduction from 1,944 to 1,367 pre-game peak hour auto trips and from 2,203 to 1,550 post-game peak hour auto trips.

To achieve the objectives specified above, a TDM plan (described in the "Proposed Transportation Demand Management Plan for Barclays Center," prepared by SSE on August 15, 2012) has been in place for arena events since the venue opened on September 28, 2012. The TDM program includes a focus on marketing the robust transit service at the arena and strongly communicating the message that there is limited parking in the area. In addition, a host of other measures were implemented to minimize the number of vehicles traveling to the arena. In order to evaluate the program's effectiveness, travel data for arena events was collected for comparison with FEIS project goals. The methodology and findings for the data collection and evaluation process are described in the following section.

¹ Indicates the average between the arrival and departure auto shares.

² Atlantic Yards FEIS, Page 19-35.

EVALUATION OF TDM EFFECTIVENESS

To assess fan travel patterns and establish typical mode splits for arena events, a series of travel surveys of arena patrons was conducted in early 2013 at a variety of arena events. These surveys collected data on patron origin, destination, travel mode, vehicle occupancy, parking location, and pre- and post-event activities. The results have been compared to the Atlantic Yards FEIS goals for auto mode share to assess the adequacy of the TDM program.

Methodology

The surveys were designed by SSE and Clarion Research, a professional market research firm, and implemented by Clarion Research. Surveys were conducted at thirteen arena events, from January to March 2013, that were selected to examine a variety of typical arena events. Eight of the surveyed events were Nets games (five weekday evening games and three weekend evening games). It should be noted that the FEIS auto share goals were specifically tied to weekday evening and Saturday afternoon Nets games; however, no Saturday afternoon Nets games were scheduled in 2013 so three weekend evening games were surveyed. The specific Nets games surveyed are listed below:

- I. Five weekday evening Nets games
 - a. Tuesday, January 15: Nets vs. Raptors
 - b. Wednesday, January 30: Nets vs. Heat
 - c. Tuesday, February 5: Nets vs. Lakers
 - d. Wednesday, February 13: Nets vs. Nuggets
 - e. Tuesday, February 19: Nets vs. Bucks
- II. Three weekend evening Nets games
 - a. Saturday, January 5: Nets vs. Kings
 - b. Sunday, January 13: Nets vs. Pacers
 - c. Sunday, February 24: Nets vs. Grizzlies

At surveyed events, patrons inside the arena were asked (via oral interviews using surveys programmed onto tablets) about their travel patterns to and from the venue; this included questions about travel mode, trip origin/destination, vehicle occupancy rates, parking locations, and other metrics. A staff of 11 to 17 interviewers and supervisors covered each event and conducted surveys from 30 to 60 minutes before event began to approximately two hours after each event began. Interviewers were dispersed across arena levels to obtain a representative sample of each arena seating area.

At least 600 attendees, age 16 and over, were interviewed at each event to provide a robust, statistically significant sample that reflects as accurate a picture as possible of the travel patterns of the entire audience. This sample size provides a margin of error that is +/-4% per event. Survey results were then weighted to account for the actual distribution of attendees by broad seating sections based on ticket scan data and to account for children attending events, who were not eligible for the survey.

Survey findings for Nets games are included in the following section; findings for other events surveyed are included in **Appendix A**.

Findings - Nets Games

For weekday evening Nets games, the majority of patrons travel via transit with an average (between arrival and departure) transit share of 57.7%; the average auto share is 25.7%; the average walk share is 7.8%; the average taxi share is 5.4%; and the remaining patrons travel via other modes. For weekend evening Nets games, the average transit share is 49.8%; the average auto share is 31.9%; the average walk share is 9.6%; the average taxi share is 5.7%; and the remaining patrons travel via other modes. Specific arrival and departure travel modes for average weekday and weekend Nets games are shown in **Table 1**.

Table 1: Nets Weekday and Weekend Average Travel Modes

-	Nets Week	Nets Weekday Average		end Average
TRAVEL MODE	Arrival	Departure	Arrival	Departure
Transit	59.6%	55.9%	49.8%	49.7%
Subway	52.5%	47.5%	39.3%	40.0%
LIRF	6.0%	7.2%	8.8%	8.6%
City Bus	1.1%	1.2%	1.7%	1.2%
Charter Bus/School Bus	2.5%	2.3%	2.2%	2.2%
Barclays Center Shuttle	0.1%	0.0%	0.1%	0.0%
Auto	25.1%	26.3%	31.9%	31.9%
Taxi (Yellow Cab + Car Service)	5.1%	5.8%	6.4%	5.0%
Rented Limo/Luxury Vehicle	0.6%	0.7%	0.2%	0.3%
Walk	6.9%	8.8%	8.9%	10.3%
Bicycle	0.1%	0.1%	0.2%	0.3%
Other	0.1%	0.1%	0.2%	0.3%

Note: Totals may not equal 100% due to rounding.

VEHICLE OCCUPANCY	Arrival	Departure	Arrival	Departure
Auto	2.75	2.74	3.22	3.22
Taxi (Yellow Cab + Car Service)	2.41	2.50	2.82	2.66
Rented Limo/Luxury Vehicle	4.72	4.89	3.68	4.81

The surveys also questioned patrons about their geographic origins and destinations, and their pre- and post-game activities. For weekday Nets games, the largest share of fans originated in Manhattan (36.4%) before the games and remained in Brooklyn (36.9%) after the games. For weekend Nets games, the largest share of fans originated in Brooklyn (34.5%) before the games and remained in Brooklyn (34.5%) after the games. Additionally, for weekday Nets games, 5.4% of fans visited a nearby location (e.g., restaurant, bar, etc.) before the games and 11.9% visited one after the games. For weekend Nets games, 8.8% of fans visited a nearby business before the game and 14.6% visited a nearby location after the games. Details on preand post-game locations and activities are shown in **Table 2**.

Table 2: Nets Weekday and Weekend Average Origin/Destination and Pre-/Post-Game Locations

	Nets Weekday Average		Nets Week	end Average
TRIP ORIGIN & DESTINATION	Origin	Destination	Origin	Destination
Brooklyn	31.6%	36.9%	34.5%	34.5%
Manhattan	36.4%	24.3%	21.7%	20.5%
Queens	6.2%	7.4%	7.5%	7.1%
Bronx	2.7%	2.4%	3.0%	3.4%
Staten Island	1.6%	1.9%	3.1%	3.3%
Nassau	5.5%	6.8%	7.8%	8.0%
Suffolk	2.8%	3.2%	4.8%	4.5%
Rockland	0.4%	0.6%	0.7%	0.7%
Westchester	1.9%	2.5%	2.9%	3.1%
Connecticut	1.8%	1.8%	2.0%	2.1%
New Jersey	8.3%	9.8%	9.6%	9.6%
Other	1.0%	2.5%	2.6%	3.2%

Note: Totals may not equal 100% due to rounding.

PRE- & POST-GAME LOCATION	Pre-Game	Post-Game	Pre-Game	Post-Game
Home/Dorm	47.5%	77.0%	76.9%	75.5%
Work/School	39.9%	2.7%	4.0%	1.0%
Somewhere Else (beyond 1/2 mile)	7.2%	8.4%	10.3%	8.9%
Nearby Location (within 1/2 mile)	5.4%	11.9%	8.8%	14.6%
Nearby Restaurant	2.2%	2.7%	3.9%	4.4%
Nearby Bar	2.2%	8.5%	2.7%	8.8%
Nearby Shopping	0.6%	0.4%	0.8%	0.4%
Other Nearby Location	0.4%	0.4%	1.5%	1.0%

Comparison with FEIS Goals

The specific goal of the TDM program described in the FEIS was to reduce the auto mode share projected for the FEIS Build 2010 Condition by 20% to achieve an average (between arrival and departure) auto share of 28.3% for weekday evening Nets games and 32.0% for Saturday afternoon Nets games. The remote parking facilities were expected to further reduce the volume of vehicles within $\frac{1}{2}$ mile of the arena by diverting an additional 250 autos, resulting in the equivalent of a 30% reduction in peak hour autos within $\frac{1}{2}$ mile of the arena.

For weekday evening Nets games, the actual average auto share is 25.7%, compared to the FEIS goal of 28.3%. The specific goals of the FEIS for auto volume would correspond to 1,395 pre-game peak hour auto trips and 1,638 post-game peak hour auto trips within ½ mile of the arena. The patron travel surveys found that there are actually 782 pre-game peak hour auto trips (approximately 44% fewer auto trips than the FEIS goal) and 1,264 post-game peak hour trips (approximately 23% fewer auto trips than the FEIS goal) within ½ mile of the arena. An auto trip volume comparison is shown in **Table 3**.

Table 3: Weekday Evening Nets Game Peak Hour Auto Trip Comparison

	FEIS Build 2010 Condition ^A		FEIS Mitigated 2010 Condition ^B		2013 Patron Survey ^C	
	In	Out	In	Out	In	Out
Average Attendance	18,000		18,	18,000		444
Auto Share	34.8%	35.9%	27.8%	28.7%	25.1%	26.3%
Auto Occupancy	2.35	2.35	2.35	2.35	2.75	2.74
Total Auto Trips	2,666	2,750	2,132	2,200	1,409	1,483
Peak Hour Percentage	75.0%	85.0%	75.0%	85.0%	55.7%	85.5%
Peak Hour Auto Trips	1,979	2,314	1,583	1,851	785	1,268
Autos Diverted to Remote Parking			188	213	3	4
Peak Hour Auto Trips within 1/2 Mile of Arena	1,979	2,314	1,395	1,638	782	1,264

A. Atlantic Yards FEIS, Tables 12-10 and 12-14.

For weekend evening Nets games, the actual average auto share is 31.9%, compared to the FEIS goal of 32.0%. The specific goals of the FEIS for auto volume would correspond to 1,367 pre-game peak hour auto trips and 1,550 post-game peak hour auto trips within ½ mile of the arena. The patron travel surveys found that there are actually 789 pre-game peak hour auto trips (approximately 42% fewer auto trips than the FEIS goal) and 1,222 post-game peak hour trips (approximately 21% fewer auto trips than the FEIS goal) within ½ of the arena. An auto trip volume comparison is shown in **Table 4**.

B. Calculated by SSE per assumptions in Atlantic Yards FEIS, Table 12-10 and Page 19-35.

C. The maximum capacity for Nets games is ~17,700; actual attendance is lower, with a typical "no show" rate of 10% even for sold out games. Attendance shown represents the average of the five weekday games surveyed. Values shown are rounded.

Table 4: Weekend Nets Game Peak Hour Auto Trip Comparison

	FEIS Build 2010 FEIS Mitigated 2010						2012 Dotre	on Survey ^c
	In	Out	In	Out	In	Out		
Average Attendance	18,000			18,000		836		
Auto Share	40.0%	40.0%	32.0%	32.0%	31.9%	31.9%		
Auto Occupancy	2.75	2.75	2.75	2.75	3.22	3.22		
Total Auto Trips	2,618	2,618	2,095	2,095	1,470	1,470		
Peak Hour Arrivals/Departures	75.0%	85.0%	75.0%	85.0%	54.3%	83.9%		
Peak Hour Auto Trips	1,944	2,203	1,555	1,763	798	1,232		
Autos Diverted to Remote Parking			188	213	9	10		
Peak Hour Auto Trips within 1/2 Mile	1,944	2,203	1,367	1,550	789	1,222		

A. Atlantic Yards FEIS, Tables 12-10 and 12-14.

Conclusions

The overall goal of the TDM program described in the FEIS was to reduce peak hour auto traffic within ½ mile of the arena projected in the FEIS 2010 Build Condition by approximately 30%, by reducing the overall auto mode share and diverting 250 total autos to remote parking. The volume of peak hour autos generated by the arena were found to meet these goals, with approximately 40% fewer autos in the pre-game peak hour and approximately 20% fewer in the post-game peak hour than projected in the FEIS 2010 Mitigated Condition.

Although surveys found that remote parking facilities are minimally used, the combination of lower than projected auto mode share, lower overall attendance than assumed in the FEIS (which conservatively assumed an attendance of 18,000), higher vehicle occupancy, and lower peak hour percentages results in surpassing the auto trip reduction goals described in the FEIS.

B. Calculated by SSE per assumptions in Atlantic Yards FEIS, Table 12-10 and Page 19-35.

C. The maximum capacity for Nets games is ~17,700; actual attendance is lower, with a typical "no show" rate of 10% even for sold out games. Attendance shown represents the average of the five weekday games surveyed. Values shown are rounded.

APPENDIX A - OTHER EVENTS

A variety of other, non-Nets events were also surveyed at the arena, including two weekday evening concerts, two weekend evening concerts, and three weekend family shows. The specific events surveyed are listed below:

- I. Two weekday evening concerts
 - a. Wednesday, February 6: Mumford & Sons concert
 - b. Monday, March 4: Swedish House Mafia concert
- II. Two weekend evening concerts
 - a. Saturday, February 16: Mark Anthony concert
 - b. Saturday, March 2: Swedish House Mafia concert
- III. One weekend family event day (three performances)
 - a. Saturday, January 26: Disney on Ice (11 AM, 3 PM, 7 PM shows)

The travel patterns were found to vary depending on the type of event, with the majority of patrons traveling via transit for the Mumford & Sons and Swedish House Mafia concerts, while a majority of patrons traveled via auto for the Marc Anthony concert and Disney on Ice shows. Event attendance, which is another factor in auto trip volumes, also varied. Specific travel modes, patron origin and destination, pre- and post-event locations, vehicle occupancy, and peak hour auto trip calculations for weekday concerts, weekend concerts, and the weekend Disney on Ice shows are shown in **Tables A1** through **Table A5**.

Table A1: Patron Travel Survey Results for Weekday Concerts

	Mumford & Sons Concert		Swedish House Mafia	
Date	Wednesda	y, 2/6/2013	Monday, 3/4/2013	
Scheduled Start	8:0) PM	8:0	0 PM
TRAVEL MODE	Arrival	Departure	Arrival	Departure
Transit	69.2%	63.8%	56.9%	55.7%
Subway	60.2%	53.7%	48.8%	47.7%
LIRR	9.0%	10.0%	8.1%	8.1%
City Bus	0.0%	0.1%	0.0%	0.0%
Charter Bus/School Bus	0.0%	0.0%	0.7%	0.5%
Barclays Center Shuttle	0.0%	0.0%	0.1%	0.1%
Auto	18.0%	19.0%	28.2%	28.2%
Yellow Cab + Car Service	7.0%	10.4%	10.7%	11.7%
Rented Limo/Luxury Vehicle	1.0%	0.7%	1.1%	1.7%
Walk	4.7%	5.9%	2.2%	2.0%
Bicycle	0.1%	0.2%	0.1%	0.1%
Other	0.0%	0.0%	0.0%	0.0%

Note: Totals may not equal 100% due to rounding.

VEHICLE OCCUPANCY	Arrival	Departure	Arrival	Departure
Auto	2.49	2.59	3.34	3.40
Yellow Cab + Car Service	2.67	2.85	3.50	3.28
Rented Limo/Luxury Vehicle	8.05	9.21	9.93	7.97

TRIP ORIGIN & DESTINATION	Origin	Destination	Origin	Destination
Brooklyn	14.0%	15.7%	15.1%	15.6%
Manhattan	44.7%	34.3%	33.9%	30.5%
Queens	5.5%	7.1%	8.6%	10.1%
Bronx	2.0%	1.7%	1.9%	1.8%
Staten Island	1.0%	1.4%	3.4%	3.5%
Nassau	6.7%	8.0%	7.1%	8.1%
Suffolk	4.6%	5.4%	4.0%	3.5%
Rockland	1.0%	1.0%	0.3%	0.3%
Westchester	4.1%	4.5%	2.9%	2.8%
Connecticut	4.6%	5.3%	3.4%	2.8%
New Jersey	9.3%	11.6%	16.2%	17.2%
Other	2.5%	4.0%	3.2%	3.8%

Note: Totals may not equal 100% due to rounding.

PRE- & POST-EVENT LOCATION	Pre-Event	Post-Event	Pre-Event	Post-Event
Home/Dorm	40.4%	80.1%	55.3%	68.7%
Work/School	28.1%	0.8%	25.0%	1.5%
Somewhere Else (beyond 1/2 mile)	12.0%	9.2%	13.5%	17.3%
Nearby Location (within 1/2 mile)	19.5%	9.9%	6.2%	12.4%
Nearby Restaurant	11.4%	1.6%	3.2%	1.8%
Nearby Bar	7.0%	8.2%	2.6%	9.6%
Nearby Shopping	0.1%	0.0%	0.4%	0.3%
Other Nearby Location	1.0%	0.1%	0.0%	0.7%

Table A2: Patron Travel Survey Results for Weekend Concerts

	Marc Anthony		Swedish House Mafia	
Date	Saturday, 2	/16/2013	Saturday, 3/2/2013	
Scheduled Start	8:00	PM	8:00	O PM
TRAVEL MODE	Arrival	Departure	Arrival	Departure
Transit	35.1%	33.4%	55.2%	52.8%
Subway	26.6%	25.9%	43.7%	43.4%
LIRR	8.1%	6.1%	11.2%	9.3%
City Bus	0.4%	1.4%	0.4%	0.1%
Charter Bus/School Bus	0.0%	0.0%	0.6%	0.2%
Barclays Center Shuttle	0.1%	0.0%	0.0%	0.0%
Auto	50.6%	50.9%	23.9%	24.2%
Yellow Cab + Car Service	10.9%	12.0%	16.2%	17.9%
Rented Limo/Luxury Vehicle	1.4%	1.3%	2.1%	2.4%
Walk	2.0%	2.2%	2.0%	2.5%
Bicycle	0.0%	0.2%	0.0%	0.0%
Other	0.0%	0.0%	0.0%	0.0%

Note: Totals may not equal 100% due to rounding.

VEHICLE OCCUPANCY	Arrival	Departure	Arrival	Departure
Auto	2.93	2.93	3.40	3.34
Yellow Cab + Car Service	3.99	3.77	3.59	4.01
Rented Limo/Luxury Vehicle	3.87	3.62	10.30	9.39

TRIP ORIGIN & DESTINATION	Origin	Destination	Origin	Destination	
Brooklyn	22.0%	21.3%	15.8%	15.5%	
Manhattan	15.7%	18.3%	34.5%	42.1%	
Queens	15.2%	16.1%	6.1%	4.2%	
Bronx	12.0%	12.2%	2.0%	1.1%	
Staten Island	3.8%	3.4%	3.0%	2.3%	
Nassau	4.7%	4.1%	10.3%	7.4%	
Suffolk	3.8%	3.1%	5.1%	5.0%	
Rockland	0.5%	0.4%	0.6%	0.7%	
Westchester	3.4%	2.9%	2.9%	2.5%	
Connecticut	1.7%	1.8%	1.2%	1.7%	
New Jersey	15.5%	13.6%	15.4%	13.5%	
Other	1.6%	2.9%	3.0%	4.0%	

Note: Totals may not equal 100% due to rounding.

PRE- & POST-EVENT LOCATION	Pre-Event	Post-Event	Pre-Event	Post-Event		
Home/Dorm	75.4%	54.7%	70.9%	45.5%		
Work/School	5.8%	0.2%	3.2%	0.3%		
Somewhere Else (beyond 1/2 mile)	10.6%	19.9%	18.0%	32.5%		
Nearby Location (within 1/2 mile)	8.2%	25.2%	7.9%	21.6%		
Nearby Restaurant	7.0%	7.4%	3.4%	2.2%		
Nearby Bar	0.3%	17.0%	2.8%	18.0%		
Nearby Shopping	0.5%	0.0%	0.4%	0.3%		
Other Nearby Location	0.4%	0.8%	1.2%	1.1%		

Table A3: Patron Travel Survey Results for Weekend Disney on Ice Shows

	Disney on Ice							
Date	Saturday, 1/26/2013							
Scheduled Start	11:00 AM; 3:00	PM; 7:00 PM						
TRAVEL MODE	Arrival	Departure						
Transit	37.9%	40.2%						
Subway	30.9%	31.7%						
LIRR	4.2%	4.7%						
City Bus	2.8%	3.9%						
Charter Bus/School Bus	0.2%	0.2%						
Barclays Center Shuttle	0.0%	0.0%						
Auto	51.2%	50.7%						
Yellow Cab + Car Service	6.6%	5.6%						
Rented Limo/Luxury Vehicle	0.7%	0.7%						
Walk	2.9%	2.4%						
Bicycle	0.0%	0.0%						
Other	0.4%	0.2%						

Note: Totals may not equal 100% due to rounding.

VEHICLE OCCUPANCY	Arrival	Departure
Auto	4.15	4.20
Yellow Cab + Car Service	3.59	3.59
Rented Limo/Luxury Vehicle	14.35	14.35

TRIP ORIGIN & DESTINATION	Origin	Destination
Brooklyn	46.6%	46.4%
Manhattan	10.6%	9.8%
Queens	15.1%	15.7%
Bronx	6.1%	6.2%
Staten Island	3.3%	3.4%
Nassau	4.3%	4.3%
Suffolk	2.0%	2.0%
Rockland	0.3%	0.3%
Westchester	3.1%	2.8%
Connecticut	0.8%	0.6%
New Jersey	7.4%	7.3%
Other	0.4%	1.0%

Note: Totals may not equal 100% due to rounding.

PRE- & POST-EVENT LOCATION	Pre-Event	Post-Event
Home/Dorm	88.0%	65.4%
Work/School	3.5%	1.6%
Somewhere Else (beyond 1/2 mile)	5.3%	5.9%
Nearby Location (within 1/2 mile)	3.2%	27.2%
Nearby Restaurant	2.0%	19.1%
Nearby Bar	0.0%	0.2%
Nearby Shopping	0.6%	7.2%
Other Nearby Location	0.6%	0.6%

Table A4: Peak Hour Auto Trips for Other Weekday Events

		d & Sons cert	Swedish House Mafia				
Date	Wednesda	y, 2/6/2013	Monday, 3/4/2013				
Scheduled Start	8:00	PM	8:00	PM			
	In	Out	In	Out			
Attendance	15,	761	14,929				
Auto Share	18.0%	19.0%	28.2%	28.2%			
Auto Occupancy	2.49	2.59	3.34	3.40			
Total Auto Trips	1,138	1,156	1,259	1,237			
Peak Hour Arrivals/Departures	49.1%	87.5%	59.6%	86.0%			
Peak Hour Auto Trips	559	1,012	750	1,064			
Autos Diverted to Remote Parking	0	0	4	5			
Peak Hour Auto Trips within 1/2 Mile	559	1,012	746	1,059			

Note: Values shown are rounded.

Table A5: Peak Hour Auto Trips for Other Weekend Events

	Marc A	nthony		h House afia	Disney on Ice			
Date	Saturday,	2/16/2013	Saturday	, 3/2/2013	Saturday, 1/26/201			
Scheduled Start	8:00	PM	8:00) PM		, 3:00 PM, PM		
	In	Out	ln	Out	In	Out		
Attendance	14,	064	15,	354	5,399 (average)			
Auto Share	50.6%	50.9%	23.9%	24.2%	51.2%	50.7%		
Auto Occupancy	2.93	2.93	3.40	3.34	4.15	4.20		
Total Auto Trips	2,430	2,442	1,081	1,112	666	651		
Peak Hour Arrivals/Departures	51.3%	79.8%	71.9%	85.2%	66.4%	78.8%		
Peak Hour Auto Trips	1,247	1,948	777	947	442	513		
Autos Diverted to Remote Parking	17	18	12	14	0	0		
Peak Hour Auto Trips within 1/2 Mile	1,229	1,930	765	932	442	513		

Note: Values shown are rounded.



Land Use: 820 Shopping Center

Description

A shopping center is an integrated group of commercial establishments that is planned, developed, owned and managed as a unit. A shopping center's composition is related to its market area in terms of size, location and type of store. A shopping center also provides on-site parking facilities sufficient to serve its own parking demands. Specialty retail center (Land Use 814) and factory outlet center (Land Use 823) are related uses.

Additional Data

Shopping centers, including neighborhood centers, community centers, regional centers and super regional centers, were surveyed for this land use. Some of these centers contained non-merchandising facilities, such as office buildings, movie theaters, restaurants, post offices, banks, health clubs and recreational facilities (for example, ice skating rinks or indoor miniature golf courses). The centers ranged in size from 1,700 to 2.2 million square feet gross leasable area (GLA). The centers studied were located in suburban areas throughout the United States and therefore represent typical U.S. suburban conditions.

Many shopping centers, in addition to the integrated unit of shops in one building or enclosed around a mall, include outparcels (peripheral buildings or pads located on the perimeter of the center adjacent to the streets and major access points). These buildings are typically drive-in banks, retail stores, restaurants, or small offices. Although the data herein do not indicate which of the centers studied included peripheral buildings, it can be assumed that some of the data show their effect.

The vehicle trips generated at a shopping center are based upon the total GLA of the center. In cases of smaller centers without an enclosed mall or peripheral buildings, the GLA could be the same as the gross floor area of the building.

Separate equations have been developed for shopping centers during the Christmas shopping season. Plots were included for the weekday peak hour of adjacent street traffic and the Saturday peak hour of the generator.

Information on approximate hourly, monthly and daily variation in shopping center traffic is shown in Tables 1–4. It should be noted, however, that the information contained in these tables is based on a limited sample size. Therefore, caution should be exercised when applying the data. Also, some information provided in the tables may conflict with the results obtained by applying the average rate or regression equations. When this occurs, it is suggested that the results from the average rate or regression equations be used, as they are based on a larger number of studies.

Table 1 Hourly Variation in Shopping Center Traffic Less Than 100,000 Square Feet Gross Leasable Area

Time	Average	Weekdaya	Average Saturday ^b					
Time	Percent of 24- Hour Entering Traffic	Percent of 24- Hour Exiting Traffic	Percent of 24- Hour Entering Traffic	Percent of 24- Hour Exiting Traffic				
10 a.m11 a.m.	7.6	6.5	6.8	5.8				
11 a.m.–12 p.m.	7.6	8.4	8.8	8.9				
12 p.m.–1 p.m.	7.6	8.2	9.4	8.8				
1 p.m.–2 p.m.	6.9	7.5	10.0	10.1				
2 p.m.–3 p.m.	9.0	7.8	9.7	8.4				
3 p.m.–4 p.m.	9.6	9.5	10.3	9.6				
4 p.m.–5 p.m.	9.7	10.4	10.7	10.7				
5 p.m.–6 p.m.	10.3	11.0	9.4	8.7				
6 p.m.–7 p.m.	7.4	8.3	7.3	8.3				
7 p.m.–8 p.m.	5.4	5.3	5.0	5.7				
	4.2	4.3	3.2	3.9				
8 p.m.–9 p.m. 9 p.m.–10 p.m.	1.9	1.8	2.0	3.3				

^a Source numbers - 95, 124; based on four studies

Table 2
Hourly Variation in Shopping Center Traffic
ore Than 300,000 Square Feet Gross Leasable Area

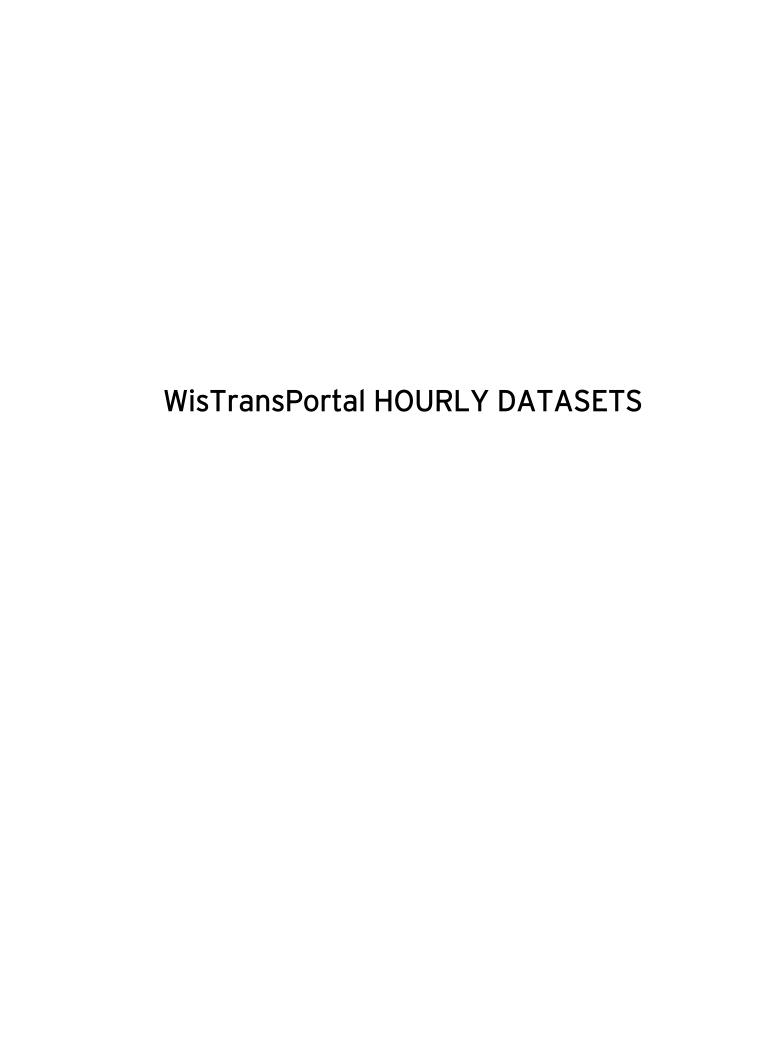
Time		an 300,000 Sqı Weekday ^a	Average	Saturday ^b	Average Sunday ^c		
Time	Percent of 24-Hour Entering Traffic	Percent of 24-Hour Exiting Traffic	Percent of 24-Hour Entering Traffic	Percent of 24-Hour Exiting Traffic	Percent of 24-Hour Entering Traffic	Percent of 24-Hour Exiting Traffic	
10 a.m11 a.m.	7.5	3.7	8.3	4.3	3.5	1.7	
11 a.m.–12 p.m.	8.6	5.9	10.9	6.9	9.4	3.5	
12 p.m.–1 p.m.	9.5	7.9	11.9	8.9	15.3	6.3	
1 p.m.–2 p.m.	8.7	8.2	12.5	10.4	17.3	11.0	
2 p.m.–3 p.m.	7.9	8.8	12.4	12.0	16.4	14.4	
3 p.m.–4 p.m.	7.7	8.9	11.2	12.9	13.8	16.2	
4 p.m.–5 p.m.	8.2	9.1	9.2	13.4	9.8	16.8	
5 p.m.–6 p.m.	8.3	9.5	5.2	12.7	5.5	15.7	
6 p.m.–7 p.m.	7.8	7.7	2.9	8.0	2.2	6.1	
7 p.m.–8 p.m.	8.4	7.0	1.9	2.1	1.3	1.9	
8 p.m.–9 p.m.	4.7	7.7	1.4	1.2	0.8	1.1	
9 p.m.–10 p.m.	1.8	9.1	2.9	0.8	0.6	0.9	

^a Source numbers - 48, 73, 88, 124; based on seven studies

^b Source numbers - 95, 124; based on four studies

^b Source numbers - 73, 88; based on three studies

^c Source number - 88; based on two studies



Wisconsin Department of Transportation

Hourly Traffic Volume Report

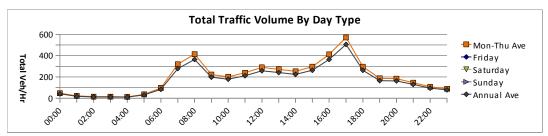
2012-Jul-17 to 2012-Jul-19

Coverage Count

49 Hour Count - Averages and Graphs Do Not Include All Days

Location	N 4TH ST NORTH OF W STATE ST MILWAUKEE	Segment ID	
Site #	404788	Seasonal Factor Group	2
Region	SE	Daily Factor Group	2
County	MILWAUKEE	Axle Factor Group (6
Funct. Class	U Minor Arterial	Growth Factor Group	

Harr	Sun Mon			Tues 2012-07-17			Wed 2012-07-18		Thur 2012-07-19				Sat								
Hour	Pos Dir	Neg Dir	Total	Pos Dir	Neg Dir	Total	Pos Dir	Neg Dir	Total	Pos Dir	Neg Dir	Total	Pos Dir	Neg Dir	Total	Pos Dir	Neg Dir	Total	Pos Dir	Neg Dir	Tota
00:00 -00:59			-			-			-	26	5	31	33	32	65			-			
01:00 -01:59			-			-			-	14	4	18	19	8	27			-			
02:00 -02:59			-			-			-	4	7	11	5	14	19			-			
03:00 -03:59			-			-			-	7	7	14	8	8	16			-			
04:00 -04:59			-			-			-	9	6	15	9	2	11			-			
05:00 -05:59			-			-			-	23	12	35	19	19	38			-			
06:00 -06:59			-			-			-	43	52	95	51	48	99			-			
07:00 -07:59			-			-			-	135	195	330	108	200	308			-			
08:00 -08:59			-			-	165	233	398	173	258	431	155	259	414			-			
09:00 -09:59			-			-	120	114	234	107	105	212			-			-			
10:00 -10:59			-			-	103	93	196	107	101	208			-			-			
11:00 -11:59			-			-	110	88	198	144	136	280			-			-			
12:00 -12:59			-			-	149	122	271	161	150	311			-			-			
13:00 -13:59			-			-	147	121	268	167	109	276			-			_			
14:00 -14:59			-			-	128	102	230	139	137	276			-			-			
15:00 -15:59			-			-	140	135	275	159	160	319			-			_			
16:00 -16:59			-			-	235	173	408	247	168	415			-			-			
17:00 -17:59			-			_	310	190	500	419	223	642			-			_			
18:00 -18:59			-			-	156	94	250	232	112	344			-			_			
19:00 -19:59			-			-	88	47	135	156	84	240			-			-			
20:00 -20:59			-			-	83	32	115	170	83	253			-			_			-
21:00 -21:59			-			-	87	33	120	110	64	174			-			-			-
22:00 -22:59			-			-	58	25	83	76	58	134			-			-			
23:00 -23:59			-			-	45	24	69	70	40	110			-			-			-
Daily Total	-	_	-	-	_	-	-	_	,	2,898	2,276	5,174	-	_	_	_	_	_	-	_	
AM Peak	-	_	-		-	_	-	-	_	173	258	431		-	-	-	-	_	-	-	
Hour		_	-		_	-	_	-	-	08:00	08:00	08:00		-	-	_	-	-	-	_	
MD Peak	-	-	-	-	-	-	149	122	271	167	150	311	-	-	-	-	-	-	-	-	
Hour	-	-	-	-	-	-	12:00	12:00	12:00	13:00	12:00	12:00	-	-	-	-	-	-	-		
PM Peak	-	-	-	-	-	-	310	190	500	419	223	642	-	-	-	-	-	-	-	-	
Hour	-	-	-	-	-	-	17:00	17:00	17:00	17:00	17:00	17:00	-	-	-	-	-	-	-	-	
Daily Peak	-	-	-		-		-			419 17:00	258 08:00	642		-	-	-	-	-		-	
Hour % of Total	_	_	-	-	-	-	-			14.5%	11.3%	17:00 12.4%		_	-	-	-	-	-	-	-
Daily Ave										14.5% 121	95	12.4% 216									
Daily Ave					_		_	_		121	33	210									
Seasonal Fctr							0.965	0.965		0.965	0.965		0.965	0.965							
Daily Fctr							0.929	0.929		0.923	0.923		0.900								
Axle Factor							0.496			0.496	0.496		0.496								
Pulse Fctr							2.000	2.000		2.000	2.000		2.000								
Overall Fctr	0.000	0.000		0.000	0.000		0.889	0.889		0.884	0.884		0.862	0.862		0.000	0.000		0.000	0.000	



	Mon-Thurs Average Mon-Fri Average 7 Day Average													
Hour	Mon-	Thurs Av	erage	Mor	n-Fri Ave	rage	7 D	ay Avera	age	Estima	ted Annu	al Ave		
Houi	Pos Dir	Neg Dir	Total	Pos Dir	Neg Dir	Total	Pos Dir	Neg Dir	Total	Pos Dir	Neg Dir	Tota		
00:00 -00:59	30	19	48	-	-	-	-	-	-	26	16	42		
01:00 -01:59	17	6	23	-	-	-	-	-	-	14	5	20		
02:00 -02:59	5	11	15	-	-	-	-	-	-	4	9	13		
03:00 -03:59	8	8	15	-	-	-	-	-	-	7	7	13		
04:00 -04:59	9	4	13	-	-	-	-	-	-	8	4	11		
05:00 -05:59	21	16	37	-	-	-	-	-	-	18	13	32		
06:00 -06:59	47	50	97	-	-	-	-	-	-	41	44	85		
07:00 -07:59	122	198	319	-	-	-	-	-	-	106	172	278		
08:00 -08:59	164	250	414	-	-	-	-	-	-	144	219	364		
09:00 -09:59	114	110	223	-	-	-	-	-	-	101	97	198		
10:00 -10:59	105	97	202	-	-	-	-	-	-	93	86	179		
11:00 -11:59	127	112	239	-	-	-	-	-	-	113	99	212		
12:00 -12:59	155	136	291	-	-	-	-	-	-	137	121	258		
13:00 -13:59	157	115	272	-	-	-	-	-	-	139	102	241		
14:00 -14:59	134	120	253	-	-	-	-	-	-	118	106	224		
15:00 -15:59	150	148	297	-	-	-	-	-	-	132	131	263		
16:00 -16:59	241	171	412	-	-	-	-	-	-	214	151	365		
17:00 -17:59	365	207	571	-	-	-	-	-	-	323	183	506		
18:00 -18:59	194	103	297	-	-	-	-	-	-	172	91	263		
19:00 -19:59	122	66	188	-	-	-	-	-	-	108	58	166		
20:00 -20:59	127	58	184	-	-	-	-	-	-	112	51	163		
21:00 -21:59	99	49	147	-	-	-	-	-	-	87	43	130		
22:00 -22:59	67	42	109	-	-	-	-	-	-	59	37	96		
23:00 -23:59	58	32	90	-	-	-	-	-	-	51	28	79		
Daily Total	2,632	2,121	4,753	-	_	_	-	-	_	2,328	1,873	4,201		
AM Peak	164	250	414	-	_	-	-	-	-	144	219	364		
Hour	08:00	08:00	08:00	-	_	-	-	-	-	08:00	08:00	08:00		
MD Peak	157	136	291	-	-	-	-	-	-	139	121	258		
Hour	13:00	12:00	12:00	-		-	-	_	-	13:00	12:00	12:00		
PM Peak	365	207	571		-	-	-	-		323	183	506		
Hour	17:00	17:00	17:00	-	-	-	-	_	-	17:00	17:00	17:00		
Daily Peak	365	250	571	-	-	-	-	-	-	323	219	506		
Hour	17:00	08:00	17:00	-	-	-	-	-	-	17:00	08:00	17:00		
% of Total	13.8%	11.8%	12.0%	-	-	-	-	-	-	13.9%	11.7%	12.0%		
Daily Ave	110	88	198	-	-	-	-	-	-	97	78	175		

Wisconsin Department of Transportation

Hourly Traffic Volume Report

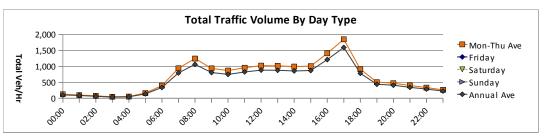
2012-Jul-17 to 2012-Jul-19

Coverage Count

49 Hour Count - Averages and Graphs Do Not Include All Days

Location USH 18/STH 145 N 6TH ST BTWN W STATE & W HIGHLAND MILWAUKEE	Segment ID 8892
Site # 404786	Seasonal Factor Group 2
Region SE	Daily Factor Group 2
County MILWAUKEE	Axle Factor Group 5
Funct. Class U Principal Arterial - Other	Growth Factor Group 1

110	Sun		Mon		Tues	2012-07-	·17	Wed 2	2012-07	-18	Thur 2	2012-07	-19	Fri			Sat		
Hour	Pos Dir Neg Dir	Total	Pos Dir Neg Dir	Total	Pos Dir	Neg Dir	Total	Pos Dir	Neg Dir	Total	Pos Dir	Neg Dir	Total	Pos Dir	Neg Dir	Total	Pos Dir	Neg Dir	Tota
00:00 -00:59		-		_			-	60	40	100	101	51	152			-			
01:00 -01:59		-		-			-	64	32	96	78	32	110			-			
02:00 -02:59		-		-			-	35	37	72	50	31	81			-			
03:00 -03:59		-		-			-	28	20	48	24	21	45			-			
04:00 -04:59		-		-			-	22	39	61	22	25	47			-			
05:00 -05:59		-		-			-	66	92	158	74	100	174			-			
06:00 -06:59		-		-			-	177	217	394	201	201	402			-			
07:00 -07:59		-		-			-	345	579	924	355	596	951			-			
08:00 -08:59		-		-	457	826	1,283	480	776	1,256	479	709	1,188			-			
09:00 -09:59		-		-	427	544	971	410	490	900			-			-			
10:00 -10:59		-		-	383	473	856	408	474	882			-			-			
11:00 -11:59		-		-	415	517	932	467	516	983			-			-			
12:00 -12:59		-		-	450	543	993	517	533	1,050			-			-			
13:00 -13:59		-		-	474	536	1,010	506	515	1,021			-			-			
14:00 -14:59		-		-	433	506	939	490	556	1,046			-			-			
15:00 -15:59		-		_	473	516	989	510	513	1,023			_			-			
16:00 -16:59		-		-	711	642	1,353	770	689	1,459			-			-			
17:00 -17:59		-		-	883	750	1,633	1,282	773	2,055			-			-			
18:00 -18:59		-		-	420	383	803	493	520	1,013			_			-			
19:00 -19:59		-		-	251	229	480	295	241	536			-			-			
20:00 -20:59		-		-	208	226	434	276	237	513			_			-			
21:00 -21:59		-		-	202	203	405	228	168	396			-			-			
22:00 -22:59		-		-	208	126	334	193	140	333			-			-			-
23:00 -23:59		-		-	162	114	276	162	93	255			-			-			-
Daily Total	-	_		_	-	-	-	8,284	8,290	16,574	-	-	_	-	-	-	-	-	
AM Peak		-		-	-	-	-	480	776	1,256	-	-	-	-	-	-	-	-	
Hour		-		-	_	-	-	08:00	08:00	08:00	-	_	-	_		-	-	-	
MD Peak		-		-	474	543	1,010	517	556	1,050	-	-	-	-	-	-	-	-	
Hour		-		-	13:00	12:00	13:00	12:00	14:00	12:00	-	-	-		-	-	-	-	
PM Peak		-		-	883	750	1,633	1,282	773	2,055	-	-	-	-	-	-	-	-	
Hour		-		-	17:00	17:00	17:00	17:00	17:00	17:00	-	-	-	-	-	-		-	-
Daily Peak		-		-	-	-		1,282	776	2,055	-			-	-	-	-	-	•
Hour				-	-	-		17:00 15.5%	08:00 9.4%	17:00	-	-		-	-	-	-	-	-
% of Total Daily Ave	-		-					345	345	12.4% 691	1								
Daily Ave	-	-	-	_	-	-	-	343	343	091	-	-	-		_	-	-	-	
Seasonal Fctr	J.				0.965	0.965		0.965	0.965		0.965	0.965							
Daily Fctr					0.929	0.929		0.923	0.923		0.900	0.900							
Axle Factor					0.482	0.482		0.482	0.482		0.482	0.482							
Pulse Fctr					2.000	2.000		2.000	2.000		2.000	2.000							
Overall Fctr	0.000 0.000		0.000 0.000		0.864	0.864		0.859	0.859		0.837	0.837		0.000	0.000		0.000	0.000	



	Mon-Thurs Average Mon-Fri Average 7 Day Average													
Hour	Mon-	Thurs Av	erage				7 0	ay Avera	age	Estima	ted Annu	ial Ave		
Hour	Pos Dir	Neg Dir	Total	Pos Dir	Neg Dir	Total	Pos Dir	Neg Dir	Total	Pos Dir	Neg Dir	Tota		
00:00 -00:59	81	46	126	-	-	-	-	-	-	68	39	107		
01:00 -01:59	71	32	103	-	-	-	-	-	-	60	27	87		
02:00 -02:59	43	34	77	-	-	-	-	-	-	36	29	65		
03:00 -03:59	26	21	47	-	-	-	-	-	-	22	17	39		
04:00 -04:59	22	32	54	-	-	-	-	-	-	19	27	46		
05:00 -05:59	70	96	166	-	-	-	-	-	-	59	81	141		
06:00 -06:59	189	209	398	-	-	-	-	-	-	160	177	337		
07:00 -07:59	350	588	938	-	-	-	-	-	-	297	498	795		
08:00 -08:59	472	770	1,242	-	-	-	-	-	-	403	658	1,061		
09:00 -09:59	419	517	936	-	-	-	-	-	-	361	445	806		
10:00 -10:59	396	474	869	-	-	-	-	-	-	341	408	749		
11:00 -11:59	441	517	958	-	-	-	-	-	-	380	445	825		
12:00 -12:59	484	538	1,022	-	-	-	-	-	-	416	463	880		
13:00 -13:59	490	526	1,016	-	-	-	-	-	-	422	453	875		
14:00 -14:59	462	531	993	-	-	-	-	-	-	397	457	855		
15:00 -15:59	492	515	1,006	-	-	-	-	-	-	423	443	867		
16:00 -16:59	741	666	1,406	-	-	-	-	-	-	638	573	1,211		
17:00 -17:59	1,083	762	1,844	-	-	-	-	-	-	932	656	1,588		
18:00 -18:59	457	452	908	-	-	-	-	-	_	393	389	782		
19:00 -19:59	273	235	508	-	-	-	-	-	-	235	202	438		
20:00 -20:59	242	232	474	-	-	-	-	-	-	208	199	408		
21:00 -21:59	215	186	401	-	-	-	-	-	-	185	160	345		
22:00 -22:59	201	133	334	-	-	-	-	-	-	173	115	287		
23:00 -23:59	162	104	266	-	-	-	-	-	-	140	89	229		
Daily Total	7,877	8,210	16,086	-	_	-	-	-	_	6,768	7,052			
AM Peak	472	770	1,242	-	_	-	-	-	-	403	658	1,061		
Hour	08:00	08:00	08:00	-	_	-	-	-	-	08:00	08:00	08:00		
MD Peak	490	538	1,022	-	_	-	-	-	_	422	463	880		
Hour	13:00	12:00	12:00	-	_	-	-	-	-	13:00	12:00	12:00		
PM Peak	1,083		1,844	-	-	-	-	-	-	932	656	1,588		
Hour	17:00		17:00	-	-	-		-	-	17:00	17:00	17:00		
Daily Peak	1,083		1,844	-	-	-	-	-		932	658	1,588		
Hour	17:00		17:00	-	-	-	-	-		17:00	08:00	17:00		
% of Total	13.7%		11.5%	-		-	-	_	-	13.8%	9.3%	11.5%		
Daily Ave	328	342	670	-	-	_	-	-	-	282	294	576		

Wisconsin Department of Transportation

Hourly Traffic Volume Report

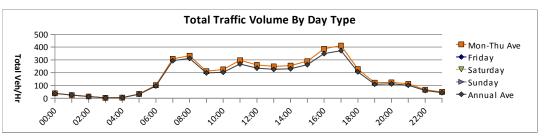
2012-Oct-30 to 2012-Nov-01

Coverage Count

50 Hour Count - Averages and Graphs Do Not Include All Days

Location	JUNEAU ST BTWN 4TH & 5TH STS MILWAUKEE	Segment ID
Site #	405372	Seasonal Factor Group 2
Region	SE	Daily Factor Group 2
County	MILWAUKEE	Axle Factor Group 6
Funct. Class	U Minor Arterial	Growth Factor Group

11	Sun Mon				Tues 2012-10-30			Wed	2012-10-	·31	Thur	2012-11	-01	Fri			Sat				
Hour	Pos Dir Ne	eg Dir	Total	Pos Dir	Neg Dir	Total	Pos Dir	Neg Dir	Total	Pos Dir	Neg Dir	Total	Pos Dir	Neg Dir	Total	Pos Dir	Neg Dir	Total	Pos Dir I	Neg Dir	Total
00:00 -00:59			-			-			-	9	12	21	31	26	57			-			
01:00 -01:59			-			-			-	10	0	10	17	25	42			-			
02:00 -02:59			-			-			-	3	5	8	8	13	21			-			
03:00 -03:59			-			-			-	1	1	2	2	3	5			-			
04:00 -04:59			-			-			-	2	0	2	6	4	10			-			
05:00 -05:59			-			-			-	25	7	32	32	3	35			-			
06:00 -06:59			-			-			-	75	39	114	67	24	91			-			
07:00 -07:59			-			-			-	184	103	287	203	128	331			-			
08:00 -08:59			-			-	215	133	348	184	131	315	208	127	335			-			
09:00 -09:59			-			-	143	76	219	137	68	205	141	71	212			-			
10:00 -10:59			-			-	151	71	222	158	71	229			-			-			
11:00 -11:59			-			-	216	74	290	210	94	304			-			-			
12:00 -12:59			-			-	187	70	257	166	98	264			-			-			
13:00 -13:59			-			-	165	81	246	180	74	254			-			-			
14:00 -14:59			-			-	166	83	249	180	82	262			-			-			
15:00 -15:59			-			-	206	95	301	199	81	280			-			-			
16:00 -16:59			-			-	225	166	391	238	144	382			-			-			
17:00 -17:59			-			-	241	164	405	250	169	419			-			-			
18:00 -18:59			-			-	136	58	194	175	88	263			-			-			
19:00 -19:59			-			-	90	29	119	90	35	125			-			-			
20:00 -20:59			-			-	58	33	91	114	45	159			-			-			
21:00 -21:59			-			-	42	24	66	110	51	161			-			-			
22:00 -22:59			-			-	27	15	42	60	32	92			-			-			
23:00 -23:59			-			_	16	7	23	50	26	76			-			-			
Daily Total	-	-	-	-	-	_	-	-	-	2,810	1,456	4,266	-	-	-	-	_		-	-	
						1															
AM Peak	-			-	-	-	-	-		184	131	315		128 07:00		-	-	-	-	-	
Hour MD Peak	-		-	-	-		216	83	290	07:00 210	08:00 98	08:00 304	08:00	07:00	08:00	-	-		-	-	
Hour	-			-			11:00	14:00	11:00	11:00	12:00	11:00	-	-		-	-				
PM Peak				-			241	166	405	250	169	419							1		
Hour							17:00	16:00	17:00	17:00		17:00	_								
Daily Peak				_	_	_	17.00	10.00	17.00	250	169	419	_		_	_	_	_		_	
Hour	_			-	_	_	_	_		17:00	17:00	17:00	_	_	_	_	_	_	_	_	
% of Total	-	_	_	-	_	_	-	_	_	8.9%		9.8%	-	_	_	_	_	-	_	_	
Daily Ave	-		-	-	_	_	-	_	_	117	61	178	-	_	_	-	-	-	_	_	
Seasonal Fctr							0.965	0.965		0.965	0.965		1.024	1.024							
Daily Fctr							0.955	0.955		0.935	0.935		0.983	0.983							
Axle Factor							0.496	0.496		0.496			0.496								
Pulse Fctr							2.000	2.000		2.000	2.000		2.000	2.000							
Overall Fctr	0.000	0.000		0.000	0.000		0.914	0.914		0.895	0.895		0.999	0.999		0.000	0.000		0.000	0.000	



						_	7 Day Average Estimated Annual Ave								
Hour		Thurs Av			n-Fri Ave	, <u> </u>		Day Avera							
		Neg Dir		Pos Dir	Neg Dir	Total	Pos Dir	Neg Dir	Total		Neg Dir	Total			
00:00 -00:59	20			-	_	-	-	-	-	20		38			
01:00 -01:59	14			-	_	-	-	-	-	13	12	25			
02:00 -02:59	6	-		-	_	-	-	-	-	5		14			
03:00 -03:59	2	2	4	-	_	-	-	-	-	1	2	3			
04:00 -04:59	4	2	6	-	_	-	-	-	-	4	2	6			
05:00 -05:59	29	5	34	-	-	-	-	-	-	27	5	32			
06:00 -06:59	71	32	103	-	-	_	-	-	-	67	29	96			
07:00 -07:59	194	116	309	-	-	_	-	-	-	184	110	294			
08:00 -08:59	202	130	333	_	-		-	-	-	190	122	312			
09:00 -09:59	140	72	212	_	-		-	-	-	131	67	198			
10:00 -10:59	155	71	226	_	-	_	-	-	-	140	64	204			
11:00 -11:59	213	84	297	_	-	_	-	-	-	193	76	269			
12:00 -12:59	177	84	261	_	-	_	-	-	-	160	76	236			
13:00 -13:59	173	78	250	_	_		-	_	-	156	70	226			
14:00 -14:59	173		256	_	-	_	-	-	-	156		231			
15:00 -15:59	203		291	_	-		-	-	-	183	80	263			
16:00 -16:59	232		387	_	-		-	-	-	209		350			
17:00 -17:59	246		412	_	_		-	_	-	222	151	373			
18:00 -18:59	156		229	_	-		-	_	-	140	66	206			
19:00 -19:59	90		122	_	-		-	_	-	81	29	110			
20:00 -20:59	86		125	-	_		-	-	-	78	35	113			
21:00 -21:59	76			-	_		-	-	-	68	34	102			
22:00 -22:59	44		67	_	_		_	-	-	39	21	60			
23:00 -23:59	33		50	_			_	_	-	30		45			
Daily Total	2,733						<u> </u>	_	_	2,498		3,806			
												-,-			
AM Peak	202	130	333	_	-		-	_	-	190	122	312			
Hour	08:00	08:00	08:00	_				_	_	08:00	08:00	08:00			
MD Peak	213	84	297	-	-		_	-	-	193	76	269			
Hour	11:00	11:00	11:00	_				-	-	11:00	11:00	11:00			
PM Peak	246	167	412	_	-	-	-	_		222	151	373			
Hour	17:00	17:00	17:00	-	-	-	-	-	-	17:00	17:00	17:00			
Daily Peak	246	167	412	-	-	_	-	-	-	222	151	373			
Hour	17:00	17:00	17:00	-	-		-	-	-	17:00	17:00	17:00			
% of Total	9.0%		9.9%	-	-	-	-	-	-	8.9%		9.89			
Daily Ave	114	60	173		_		-	_	_	104	54	159			

Wisconsin Department of Transportation

Hourly Traffic Volume Report

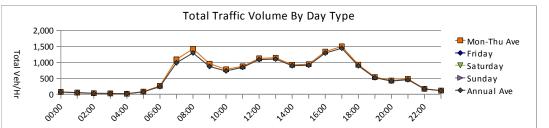
2013-Jan-29 to 2013-Jan-31

Coverage Count

49 Hour Count - Averages and Graphs Do Not Include All Days

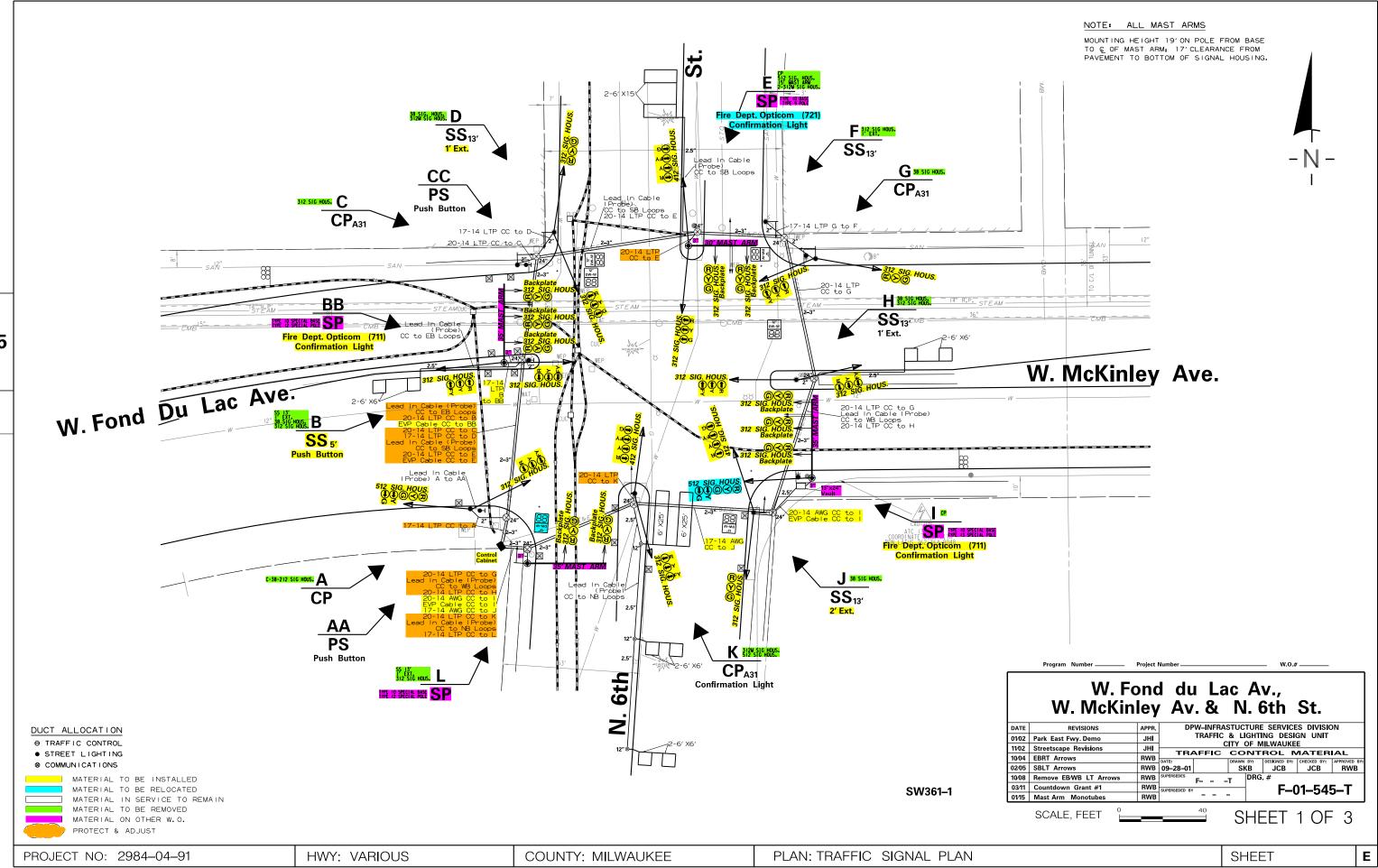
Location STATE ST WEST OF N 6TH ST MILWAUKEE	Segment ID
Site # 404783	Seasonal Factor Group 2
Region SE	Daily Factor Group 2
County MILWAUKEE	Axle Factor Group 5
Funct. Class U Principal Arterial - Other	Growth Factor Group

Have	Sun			Mon			Tues	2013-01-	-29	Wed	2013-01	-30	Thur 2	2013-01	-31	Fri			Sat		
Hour	Pos Dir	Neg Dir	Total	Pos Dir	Neg Dir	Total	Pos Dir	Neg Dir	Total	Pos Dir	Neg Dir	Total	Pos Dir N	leg Dir	Total	Pos Dir	Neg Dir	Total	Pos Dir	Neg Dir	Total
00:00-00:59			-			-			-	21	50	71	22	59	81			-			
01:00-01:59			-			-			-	10	39	49	13	48	61			-			-
02:00-02:59			-			-			-	6	24	30	9	31	40			-			-
03:00-03:59			-			-			-	8	14	22	6	26	32			-			-
04:00-04:59			-			-			-	4	18	22	3	14	17			-			-
05:00-05:59			-			-			-	10	74	84	10	79	89			-			-
06:00-06:59			-			-			-	40	222	262	44	220	264			-			-
07:00-07:59			-			-			-	157	922	1,079	175	924	1,099			-			
08:00-08:59			-			-			-	260	1,310	1,570	199	1,073	1,272			-			
09:00-09:59			-			-			-	193	810	1,003	176	732	908			-			
10:00-10:59			-			-	188	654	842	180	564	744	163	595	758			-			
11:00-11:59			-			-	218	688	906	202	639	841			-			-			
12:00-12:59			-			-	240	987	1,227	198	820	1,018			-			-			
13:00-13:59			-			-	211	990	1,201	191	894	1,085			-			-			
14:00-14:59			-			-	202	785	987	166	696	862			-			-			
15:00-15:59			-			-	194	820	1,014	190	678	868			-			-			
16:00-16:59			-			-	282	1,156	1,438	248	987	1,235			-			-			
17:00-17:59			-			-	231	1,282	1,513	274	1,205	1,479			-			-			
18:00-18:59			-			-	136	571	707	214	934	1,148			-			-			
19:00-19:59			-			-	104	348	452	122	504	626			-			-			
20:00-20:59			-			-	92	366	458	102	300	402			-			-			
21:00-21:59			-			-	45	187	232	126	599	725			-			-			
22:00-22:59			-			-	35	113	148	40	158	198			-			-			
23:00-23:59			-			-	31	97	128	14	92	106			-			-			
Daily Total	_		-	-	-	-	-	-	_	2,976	12,553	15,529	-	_	-	-	-	-	-	-	
AM Peak	-	-	-	-	-	-	-	-	-	260	1,310	1,570	199	1,073		-	-	-	-	-	
Hour	-	-	-	-	-	-	-	-	-	08:00	08:00	08:00	08:00	08:00	08:00	-	-	-	-		
MD Peak	-	-	-	-	-	-	240	990	1,227	202	894	1,085	-	-	-	-	-	-	-	-	
Hour DNA Dook	-	-	-	_		-	12:00	13:00 1,282	12:00 1,513	11:00	13:00	13:00	-	-	-		-	-		-	
PM Peak		-	-	-	-		282			274	1,205	1,479	-	-		-	-	-	-		
Hour Daily Book	_	_	-	_			16:00	17:00	17:00	17:00 274	17:00 1,310	17:00 1,570	-	-	-	-		-	_	-	
Daily Peak Hour		_	-	-	_		-	-		17:00	08:00	08:00	-	-	-	-	-	-	-	-	
% of Total										9.2%	10.4%	10.1%	-				_				
Daily Ave		_		_	_			_		124	523	647				_		_	_	_	
, , , , , ,										127	323	0.17									
Seasonal Fctr							1.104	1.104		1.104	1.104		1.104	1.104							
Daily Fctr							0.997	0.997		0.942	0.942		0.881	0.881							
Axle Factor							0.450	0.450		0.450	0.450		0.450	0.450							
Pulse Fctr							2.000	2.000		2.000	2.000		2.000	2.000							
Overall Fctr	0.000	0.000		0.000	0.000		0.991	0.991		0.936	0.936		0.875	0.875		0.000	0.000		0.000	0.000	



Hour	Mon-T	Thurs Av	erage	Mon	n-Fri Ave	rage	7 D	ay Avera	ge	Estima	ted Annı	ual Ave
Hour	Pos Dir	Neg Dir	Total	Pos Dir	Neg Dir	Total	Pos Dir	Neg Dir	Total	Pos Dir	Neg Dir	Total
00:00-00:59	22	55	76	-	_	_	-	-	-	19	49	69
01:00-01:59	12	44	55	-	_	_	-	-	-	10	39	50
02:00-02:59	8	28	35	-	_	_	-	-	-	7	25	32
03:00-03:59	7	20	27	-	-	-	-	-	-	6	18	24
04:00-04:59	4	16	20	-	-	-	-	-	-	3	15	18
05:00-05:59	10	77	87	-	_	-	-	-	-	9	69	78
06:00-06:59	42	221	263	-	_	-	-	-	-	38	200	238
07:00-07:59	166	923	1,089	-	-	-	-	-	-	150	836	986
08:00-08:59	230	1,192	1,421	-	-	-	-	-	-	209	1,083	1,291
09:00-09:59	185	771	956				_	_		167	699	867
10:00-10:59	177	604	781	-	-	-	-	-	-	166	566	731
11:00-11:59	210	664	874	-	_	-	-	-	-	203	640	842
12:00-12:59	219	904	1,123	-	-	-	-	-	-	212	873	1,084
13:00-13:59	201	942	1,143	-	_	-	-	-	-	194	909	1,103
14:00-14:59	184	741	925	_	_		_	_	_	178	715	892
15:00-15:59	192	749	941	-	_	_	-	-	-	185	723	908
16:00-16:59	265	1,072	1,337	-	_	_	-	-	-	256	1,034	1,290
17:00-17:59	253	1,244	1,496	-	-	-	-	-	-	243	1,199	1,442
18:00-18:59	175	753	928	-	-	-	-	-	-	168	720	887
19:00-19:59	113	426	539	-	-	-	-	-	-	109	408	517
20:00-20:59	97	333	430	-	-	-	-	-	-	93	322	415
21:00-21:59	86	393	479	-	-	-	-	-	-	81	373	454
22:00-22:59	38	136	173	-	-	-	-	-	-	36	130	166
23:00-23:59	23	95	117		_		_	_	_	22	91	113
Daily Total	2,914	12,397	15,311	_	_		-	-	_	2,763	11,735	14,498
AM Peak	230	1,192	1,421	-	-	-	-	-	-	209	1,083	
Hour	08:00	08:00		-	-	-	-	-	-	08:00	08:00	
MD Peak	219	942	1,143	-	-	-	-	-	-	212	909	1,103
Hour	12:00	13:00	13:00	-	-	-	-	-	-	12:00	13:00	
PM Peak	265	1,244	1,496	-	-	-	-	-	-	256	1,199	1,442
Hour	16:00	17:00	17:00	-	-	-	-	_	-	16:00	17:00	
Daily Peak	265	1,244	1,496	-	-	-	-	-	-	256	1,199	1,442
Hour	16:00	17:00	17:00	-	-		-	-	-	16:00	17:00	
% of Total	9.1%	10.0%	9.8%		-				-	9.3%	10.2%	
Daily Ave	121	517	638	-	-	-	-	-	-	115	489	604

McKINLEY AVENUE/6TH STREET SIGNAL DESIGN



FILE NAME: W:\bte\signals\PAVING AND DESIGN\State Projects-LFA\Preliminary Engineering\2984-04-91 Mast Arms at 3 intersections\2984-04-71\2984-04-71 Traffic Plan Set.dgm

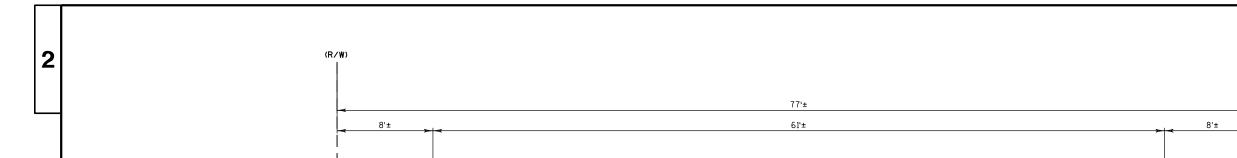
PLOT DATE: 19-FEB-2015 13:44

PLOT BY : jbondo

ME: PLOT SC

PLOT SCALE : 40.000000:1.000000

JUNEAU AVENUE PROPOSED CROSS-SECTION



12' VALET 11'
PARKING/RIGHT TURN __VARIES TYPICAL SECTION W. JUNEAU AVE. 5TH ST. - 4TH ST. (FACING EAST) 77' 61'± 11'
PARKING/RIGHT TURN WB LEFT TURN BIKE __VARIES

TYPICAL SECTION
W. JUNEAU AVE.
6TH ST. - 5TH ST.
(FACING EAST)

HNTB

TYPICAL SECTIONS DRAFT SHEET

(R/W)

LEVEL OF SERVICE RESULTS (2010 HIGHWAY CAPACITY MANUAL METHOD)

- EXISTING
- FUTURE PHASE 1, PHASE 2 & PHASE 3

Intersection	Scenario	Traffic Control	Peak Hour		Level of Service per M Westbound LT TH RT	Northbound LT TH RT		Intersection	Scenario	Traffic Control	Hour LT TH RT		Southbound LT TH RT	Intersection	Scenario	Traffic Peak Control Hour		Eastbound LT TH RT	Westbound LT TH	per Movement by Approac Northbound RT LT TH	South	hbound TH R
	Existing	Signalized	Post Game	Volume 4 86 477 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1	0.89 0.84 0.81 33.6 0.4 -105 -534 0.61 C A -1115 280 -0 0.79 0.81 0.66 357.8 0.3 -105 0.36 F A	0	2 cl 1 2 2 2 3 80 38 4 2 2 2 2 2 3 80 3 8 4 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2	-	Existing	Signalized	Delay 6.6 0.2 1.08 A A - Volume 42 981 0.09 Pre PHF 0.94 0.83 0.81 0.01 0.10 ff 1.08 A A - Volume 42 223 0.00 Pres Peds 7 0.96 0.66 0.00 PHF 0.70 9.96 0.66 0.00 PHF 1.51 3 AAALUS 1.08 A A A VOLDHI 1.08 A A A VOLDHI 1.08 A A A A A A A A A A A A A A A A A A A	- 4 1 1 <-1 - 1179 538 417 64	O O O O O O O O O O O O O O O O O O O		Existing	Signalized Pre Game	Volume Peds PHF Delay LOS Volume Peds PHF Delay Vol. Diff LOS Volume Peds PHF Delay Vol Diff LOS	105 1462 469 1089 0.89 0.89 0.89 0.89 0.89 0.89 0.89 0.89 0.89 0.81 0.85 0.95 0.89 0.85 0.95 0.89 0.85 0.95 0.89 0.81 0.	71 1175 0.77 0.86 76.1 6.6 E A 66 783 0.75 0.92 130 29.2 5 -392 F C 28 845 0.72 0.7 29 31.8	0.83	62.4 91.5 E F 119 57 186 - 0.79 0.75 41 48.6 - 14 -33 D D 38 13 236 - 0.77 0.54 34.5 39.8	2> 743 2 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1
43 Ramps	Phase I	Signalized	PM Preferred Pre Game Pre Game Preferred Post Game Preferred	Lines - 2	0.88 0.9 0.81 18 0.9 18		2 -1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1	43 Ramps	Phase I		LUS	1	O ALUE! #VALUE! #VALUE! O ALUE! #VALUE! #VALUE! O ALUE! #VALUE! #VALUE!	ley & 6th	Phase I	PM Preferre Pre Game Preferre Preferre Preferre Preferre Preferre	LOS Volume Peds PHF Delay Vol. Diff LOS Volume Peds PHF Delay Vol. Diff LOS Volume Peds PHF Delay Vol. Diff LOS Volume Peds	E C B C C C C C C C C C C C C C C C C C	0.77 0.86 88 1097	0.83 0.79 0.88 D	D E 133 28	C 719 1
Fond Du Lac & SB I-	Phase II	Signalized	PM Preferred Pre Game Pre Game Preferred Post Game Post Game	Volume	0.88 0.9 0.81 18.5 0.9 18.5 0.9 18.5 0.9 18.5 0.9 18.5 0.9 0.88 0.9 18.5 0.9 0.89 0.84 0.81 37 0.4 -105 -566 D A 0.89 0.84 0.81 37 0.4 -105 -566 D A 0.89 0.84 0.81		2 -d 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1	ı Lac & NB I-	Phase II	Signalized	Vol. Diff -3 305 LOS A A Volume Pre Peds Game PHF 0,94 0.83 0.81 LOS A A Volume Peds 0 LOS A A Volume Post PHF Game Delay Vol. Diff LOS Volume Post PHF LOS Volume Vol. Diff LOS Volume Delay Vol. Diff LOS Delay Vol. Diff Game Delay Vol. Diff Came Delay Vol. Diff Came Delay Vol. Diff	- 4	0 ALUE! #VALUE! #VALUE! 0 ALUE! #VALUE! #VALUE! 0 NA #NA #NA #NA NA #NA #NA	Fond Du Lac/McKinl	Phase II	PM Preferred Pre Game Preferred Preferred Game Pref	Delay LOS Volume Peds PHF Delay Vol. Diff LOS	103 1579 505	93 1235	0.83 0.79 0.88 C E E E 94 517 802 6 6	66.6 52.3 52.3 52.5 D 135 52.8	25
	Phase III	Signalized	PM Preferred Pre Game Pre Game Preferred Post Game Preferred	Delay 0 0 0 0 0 0 0 0 0	20 1.1 C A 5 0.88 0.9 0.81 20 1.1 0 0 0 C A 679 451 0 0.89 0.84 4 0.11 - 623 D A 679 451 0 0.89 0.84 0.81 47 0.4 0.89 0.84 0.81 47 0.4 0.89 0.84 0.81 47 0.4 0.89 0.84 0.81 47 0.8	0	2 - c1		Phase III	Signalized	LOS	NA NA NA NA NA NA NA NA	NA BNA BNA NA BNA BNA NA BNA BNA NA BNA BNA		Phase III	PM Preferred Preferred Preferred Game Preferred Preferred Game Preferred Pre	Vol. Diff LOS Volume Peds PHF Delay Vol. Diff LOS Volume Peds PHF Delay LOS Volume Peds PHF Delay LOS Volume Peds PHF Delay Vol. Diff LOS Volume Peds PHF Delay Vol. Diff LOS Volume	105 1720 517 172 172 172 172 172 172 172 172 172 172 172 172 172 172 172 172 172 172 173 174	317.7 20.4 F C 95 1240 0.77 0.86 317.7 12.9 0 -217 F B 90 952 0.75 0.92 271.8 4.7 -5 -505 F A 90 892 0.75 0.92 285.2 14 F B NA	71,3 76 C E E 99 627 834 0.83 0.79 0.88 0.83 0.79 0.88 0.79 0.85 0.79 0.86 0.87 217 20 0.86 0.87 0.86 0.87 0.86 0.87 0.86 0.87 0.86 0.87 0.86 0.87 0.86 0.87 0.86 0.87 0.86 0.87 0.86 0.87 0.86 0.87 0.86 0.87 0.86 0.87 0.86 0.87 0.86 0.87 0.86 0.87 0.86 0.87 0.86 0.87 0.87 0.88 0.88 0.87	76.9 59.8 E E 260 146 28 -0.8 0.62 63.4 122.7 95 0 F F 137 116 84 -0.79 0.75 42.2	0.77 28.2 -450 C

Intersection	Scenario	Traffic Control	Peak Hour		LT	Eastbound TH	RT	Lev W LT	el of Servi estbound TH	ce per M	LT	by Appro Northbou TH	ach nd RT	Soi LT	ithbound	l RT
	- 0	þ		Lanes Volume Peds	137	2> 187	86 37	149	2> 271	0 118 4	66	911	1 190 31	139	1013	131 39
	Existing	Signalized	PM	PHF Delay LOS	0.92 44.9 D	0.85 22.8 C	0.83 0 A	0.84 32.1 C	0.8 27.4 C	0.7 27.9 C	0.83 42.2 D	0.79 29.6 C	0.87 22.1 C	0.72 140.1 F	0.97 14.4 B	0.8 11 B
	sti	ali	Pre Game	Volume Peds PHF	0.74	0.85 22.5	74 96 0.83	0.87	0.88 24	92 4 0.77 24.6	0.7	0.79	222 58 0.84	0.89 32.8	757 0.88 13.1	169 67 0.9 11.
	Xis	, in	Game	Delay Vol. Diff LOS Volume	30.9 -58 C	-34 C 70	0 -12 A 40	33.5 23 C 108	-128 C 92	-26 C 271	27.6 -18 C 51	16.9 -435 B 532	17.6 32 B 195	65 C 23	-256 B 212	38 B 37
	H	318	Post Game	Peds PHF Delay	0.74	0.73 21.7	176 0.56 0	0.61	0.64	17 0.8 42.3	0.53 17.7	0.65	91 0.67 18.3	0.52 20.7	0.82	0.7
		O 1		Vol Diff. LOS Lanes	-71 E	-117 C	-46 A	-41 C	-179 C	153 D	-15 B	-379 B	5 B	-116 C	-801 B	-9. A
			PM	Volume Peds PHF	0.92	217 - 0.85	72 49 0.83	173 - 0.84	317 - 0.8	137 6 0.7	57 - 0.83	951 - 0.79	259 105 0.87	0.72	992 - 0.97	14 38 0.8
				LOS Volume Peds	54.2 D 193	23.7 C 167	0 A 72 49	38.1 D 173	28.3 C 317	23.7 C 259 6	43.7 D 57	32.6 C 990	27.1 C 220 105	293.4 F 154	16.5 B 992	13. B 14
		$\overline{}$	PM Preferred	PHF Delay Vol. Diff	0.92 54.1 50	0.85 16.6 -50	0.83 0 0	0.84 24.1 0	0.8 20.5 0	0.7 22.6 122	0.83 35.9 0	0.79 25 39	0.87 17.6 -39	0.72 354.9 0	0.97 20.2 0	0.5 15.
	Ι	Signalized		LOS Volume Peds	90 -	B 188	A 64 217	C 179	C 173	C 128 10	31	C 515	B 349 164	F 211	681	19 68
	Phase 1	11.	Pre Game	PHF Delay Vol. Diff	0.74 34.8 -53	0.85 25.9 -29	0.83 0 -8	0.87 47.2 6	0.88 25 -144	0.77 27.2 -9	0.7 23.9 -26	0.79 17.3 -436	0.84 23.3 90	0.89 49.7 57	0.88 12.6 -311	0.9 11. 48
	la	na	Pre	LOS Volume Peds	C 152	126 -	A 64 217	179 -	173 -	128 10	C 31	558 -	307 164	181 -	681 -	19 68
	Pl	1g	Game Preferred	PHF Delay LOS	0.74 51.9 D 75	0.85 24 C	0.83 0 A	0.87 48.4 D 201	0.88 33 C	0.77 35.4 D	0.7 23.9 C	0.79 17.5 B 353	0.84 21.2 C	0.89 40.2 D 30	0.88 12.6 B 245	0.9 11. B
		S	Post Game	Volume Peds PHF Delay	0.74 33.5	0.73 19	283 0.56	0.61	0.64	16 0.8 457.9	0.53	0.65	719 0.67 34.9	0.52 22.2	0.82	25 0.7 13
				Vol. Diff LOS Volume	-77 C	-60 B	-28 A 36	22 D 65	-49 C 53	591 F 170	4 C	-205 C	-177 C	-151 C	-436 B	-14 B
			Post Game Preferred	Peds PHF Delay	0.74 23.2	0.73 19	283 0.56 0	0.61 23	0.64 18.9	16 0.8 24.6	0.53 30.2	0.65 24.8	719 0.67 34.9	0.52 22.2	0.82 13.9	0.7 18
			riciencu	Vol. Diff LOS Lanes	-77 C	-60 B	-28 A	-114 C 1	-120 B	42 C	4 C	-205 C	-177 C	-151 C I	-300 B	-7 B
J			PM	Volume Peds PHF	0.92	0.85	78 49 0.83	183 - 0.84	322 - 0.8	139 6 0.7	0.83	0.79	279 105 0.87	156 - 0.72	1060 - 0.97	14 38 03
it				Delay LOS	40.1 D	33.9 C	0 A	36.5 D	51 D	34.4 C	49.8 D	35.7 D	28.7 C	430.3 F	18 B	13. B
Juneau & 6th			PM	Volume Peds PHF	0.92	170 - 0.85	78 49 0.83	183 - 0.84	322 - 0.8	261 6 0.7	0.83	1083 - 0.79	240 105 0.87	0.72	0.97	14 38 0.3
8		7	Preferred	Delay Vol. Diff LOS	51.3 50 D	30 -50 C	0 0 A	28.4 0 C	46.1 0 D	66.4 122 E	53.2 0 D	39.2 39 D	28.4 -39 C	524.1 0 F	19.8 0 B	15. 0 B
au	П	Signalized	Pre	Volume Peds PHF	91 - 0.74	190 - 0.85	68 217 0.83	187	176 - 0.88	130 10 0.77	36 - 0.7	576 - 0.79	364 164 0.84	0.89	726 - 0.88	19 68 0.9
1 6	se		Game	Delay Vol. Diff	31.2 -55	40.6 -30	0 -10	51.4 4	37.7 -146	54.5 -9	31.7 -27	23.8 -468	30.8 85	75.9 58	12.6 -334	11. 49
uI	Phase II	na	Pre	LOS Volume Peds	C 153	128 -	A 68 217	187 -	176 -	130 10	C 36	C 618	322 164	185	726 -	19 68
J	Pł	18	Game Preferred	PHF Delay LOS	0.74 53.3 D	0.85 24 C	0.83 0 A	0.87 50 D	0.88 33.1 C	0.77 35.6 D	0.7 32.2 C	0.79 24.7 C	0.84 29 C	0.89 61.5 E	0.88 12.9 B	0.9 11. B
		S	n .	Volume Peds PHF	-	-	283	#X.A	-	16	-	#N A	719	-	-	21
			Post Game	Delay Vol. Diff			-									
				LOS Volume Peds	-	10.0	283	-	-	16	#N.A	-	719	-	-	28
			Post Game Preferred	PHF Delay			5 A					90 A 30 A				
				Vol. Diff LOS Lanes	1	1	1	1	1	1	1	2	1	1	2	1
			PM	Volume Peds PHF	0.92	0.85	80 49 0.83	0.84	395	142 6 0.7	0.83	0.79	307 105 0.87	0.72	0.97	15 38 0.8
				Delay LOS Volume	47.7 D	31.2 C 201	0 A 80	39.8 D 221	54 D 395	29.8 C 379	36.5 D 65	19.6 B 1118	14.8 B 257	419 F 160	21.1 C 1085	15. B
			PM Preferred	Peds PHF	0.92	0.85 27.5	49 0.83 0	0.84	0.8	6 0.7 155.7	0.83	0.79 45.6	105 0.87 31.1	0.72	0.97	38 0.5
		þ	Liciened	Delay Vol. Diff LOS	45 E	-45 C	0 A	0 C	0 D	237 F	0 E	50 D	-50 C	0 F	0 C	16. 0 B
	П	Signalized	Pre	Volume Peds PHF	0.74	0.85	69 217 0.83	0.87	0.88	133 10 0.77	0.7	0.79	307 164 0.84	0.89	0.88	20 68 0.9
	è	ıli	Game	Delay Vol. Diff LOS	31.3 -63 C	39.7 -54 D	0 -11 A	53.9 -8 D	45.3 -173 D	54.8 -9 D	33.8 -28 C	24.5 -506 C	29 0 C	54.1 29 D	13.6 -344 B	12. 50 B
	las	Ţn:	Pre	Volume Peds	131	147	69 217	213	222	198 10	37	622	247 164	189	741	20 68
	Phase II	318	Game Preferred	PHF Delay LOS	0.74 36.7 D	0.85 31.6 C	0.83 0 A	0.87 41.6 D	0.88 42.1 D	0.77 76.4 E	0.7 35.7 D	0.79 26.5 C	0.84 27.7 C	0.89 69.6 E	0.88 15 B	0.9 13. B
			Post	Volume Peds PHF	-	5 N N	283	-	-	16	-	-	719	-	-	28
			Game	Delay Vol. Diff LOS												
			Post	Volume Peds	-	- 1	283	-	-	16	-		719	-	-	28
			Game Preferred	PHF Delay Vol. Diff												
				LOS										l		

### Clane Part	und
### Part Game Part	RT 0
### Part	174
## Class B B B B B B B B B	0.82
## Class B B B B B B B B B	C 152
### Part Came Piper Ca	0.55
### Part	27 -22
### Part	C
### Part	0.75
### Professor Park	20 -10
## Company	C 0
### Participant	177
### Preferred Description 1.00 1.	0.82
### Professional Part	C 177
## Procurement	3
### Preferred Came Preferred Pierred Came Preferred Pierred Preferred	28.1
### Post Game Post Game Pittle Osla	C 177
### Preferred Came Preferred Pierred Came Preferred Pierred Preferred	3
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### Post Game Post Game Pittle Osla	D 177
### Post Game Post Game Pittle Osla	3 0.55
### Post Game Post Game Pittle Osla	50 D
### Post Game Post Game Perferred Delay Color Color	177
### Post Game Peds Peds Peds Peds Peds Peds Peds Ped	0.75
Post Game Peds	0 C
Volume	177
Volume Peds	0.75
Volume Peds	32.1 0
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Volume	0
Volume	C 180
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Los	
Lucies 2	
PM PHF OSI 0.88 0.77 0.75 0.72 0.81 0.81 0.81 0.81 0.71 0.90 0.81 0.81 0.81 0.71 0.90 0.81 0.81 0.81 0.81 0.71 0.90 0.81 0.81 0.81 0.81 0.71 0.90 0.81 0.81 0.81 0.81 0.81 0.81 0.81 0.8	0 185
Delay 15 15 19,7 13,5 - 20,8 28,1	3
C C C C C C C C C C	0.82
Peds - 18 - 14 - 0	C 185
PM Preferred Delay 15 15 19.7 13.5 20.8 28.1	3
Vol. Diff 19825 0 0 0 0 0 18848 18825 18835 18835 0 0	0.82
Volume	0 C
Pre Game Pitf O.81 0.79 0.71 0.7 0.8 0.81 0.	185
Pelay Vol. Diff	0.55
Volume 455 45 51 151	52.3
Volume - 455 45 51 151 135 567	D
Peds 14 27 0	185
PHF Preferred Pelay 16.5 16.5 21.7 13.4 10.81 0.81 0.81 0.81 0.81 0.81 0.81 0.8	0.55
Delay LOS B B C B - 18.7 49.4	52.: D
Volume EN/A #N/A <	0
Post Game PHF SNA	
Delay	
LOS #N/A #N/A #N/A #N/A #N/A #N/A #N/A #N/A	
Peds	0
Preferred Delay SNA	
Vol. Diff LOS NVA	

Intersection	Scenario	Traffic	Peak			Eastbound		We	stbound		1	by Approx	ıd		thbound	
		Control	Hour	Lanes	0 0	TH <1	RT 1	LT 0	TH <1>	RT	LT 1	TH 2	RT 1	LT 1	TH 2	RT 1
	bn	Signalized	PM	Volume Peds PHF	0.85	78 0.89	155 81 0.89	0.67	0.78	32 54 0.78	0.96	962 - 0.86	145 47 0.74	83 - 0.77	942 0.94	195 67 0.9
	u	Z		LOS Volume	205.1 F 177	113.1 F 76	21.1 C 156	69.5 E 22	34.75 C 63	0 A 51	34.6 C 124	18.9 B 652	14.2 B 241	57.4 E 112	39.8 D 669	31.9 C
	Existing		Pre	Peds PHF	0.78	0.73	282 0.73	0.5	0.52	156 0.67	0.84	0.85	139 0.82	0.88	0.89	244 0.87
		ne	Game	Delay Vol. Diff LOS	211.1 -74 F	117.6 -2 F	24.1 1 C	149.3 -3 F	74.65 1 E	0 19 A	19.4 -57 B	1.1 -310 A	2.8 96 A	39.7 29 D	34.2 -273 C	34.2 -26 C
		50		Volume Peds	67	7	53 429	88	94	125 279	78	423	11 389	4	356	61 126
	I	S	Post Game	PHF Delay Vol Diff.	0.64 25.3 -184	0.25 22.3 -71	0.82 19.3 -102	0.74 72.2 63	0.8 36.1 32	0.82 0 93	0.61 15.1 -103	0.72 0.8 -539	0.25 0.6 -134	1 25.1 -79	0.74 30.2 -586	0.59 29.2 -134
				LOS Lanes	C 0	C <2>	B 0	E 1	D l>	A 0	B I	A 2>	A 1	C	C 2	C
			PM	Volume Peds PHF	272 - 0.85	55 - 0.89	72 0.89	40 - 0.67	0.78	28 90 0.78	200 - 0.96	968 - 0.86	312 203 0.74	- - 0.77	1029 - 0.94	206 104 0.9
				Delay LOS	29.7 C	25.75 C	21.8 C	25.9 C	21.8 C	17.7 B	53.4 D	20 C	26.3 C	-	47.6 D	38.3 D
			PM	Volume Peds PHF	0.85	0.89	165 72 0.89	40 - 0.67	0.78	28 90 0.78	200 - 0.96	968 - 0.86	312 203 0.74	0.77	1029 - 0.94	206 104 0.9
		Q	Preferred	Delay Vol. Diff LOS	29.7 0 C	25.75 0 C	21.8 0 C	25.9 0 C	21.8 0 C	17.7 0 B	49.9 0 D	20 0 C	26.3 0 C	10.00	36.9 0 D	28.6 0 C
	Ι	Signalized		Volume Peds	185	33	212 82	52	50	37 299	145	674	487 1261	33	721	170 211
	Phase]	Ţ.	Pre Game	PHF Delay Vol. Diff	0.78 35.1 -87	0.73 32.95 -22	0.73 30.8 47	0.5 39.8 12	0.52 29.7 -1	0.67 19.6 9	0.84 23.8 -55	0.85 2 -294	0.82 31.7 175	0.88 30.9	36.1 -308	0.87 45.7 -36
	as	la	_	LOS Volume	D 185	C 33	C 212	D 52	C 50	B 37	C 145	A 674	C 487	C 33	721	170
	ų,	$\frac{1}{2}$	Pre Game Preferred	Peds PHF Delay	0.78 35.1	0.73 32.95	82 0.73 30.8	0.5 39.8	0.52 29.7	299 0.67 19.6	0.84 23.8	0.85	1261 0.82 31.7	0.88	0.89 36.1	211 0.87 45.7
	Ι	12		LOS Volume	D 68	C 1	67 531	- D	C 74	B 100 388	C 70	A 349	20 1777	C	D 384	96 166
			Post Game	Peds PHF Delay	0.64 30.8	0.25 25.6	0.82 20.4	0.74	0.8	0.82 23.6	0.61 15.1	0.72 0.7	0.25 1.1	1 24.7	0.74 30.7	0.59 37.3
				Vol. Diff LOS Volume	-117 C 68	-32 C	-145 C	-	24 C 74	63 C	-75 B	-325 A 349	-467 A	-32 C	-337 C 384	-74 D 96
			Post Game	Peds PHF	0.64	0.25	531 0.82	0.74	0.8	388 0.82	0.61	0.72	1777 0.25	1	0.74	166 0.59
			Preferred	Delay Vol. Diff LOS	30.8 -117 C	25.6 -32 C	20.4 -145 C	#VALUE	23.6 24 C	23.6 63 C	15.1 -75 B	0.7 -325 A	1.1 -467 A	24.7 -32 C	30.7 -337 C	37.3 -74 D
_				Lanes Volume	0 276	<2> 65	0	1	1>	0	1 219	2>	1 312	1 60	2	1 209
Highland & 6th			PM	Peds PHF	0.85	0.89	72 0.89	0.67	0.78	90 0.78	0.96	0.86	203 0.74	0.77	0.94	104 0.9
9				Delay LOS	34.3 C	29.55 C	24.8 C	46.6 D	33 C	19.4 B	45.2 D	12.9 B	16.1 B	51.6 D	46.3 D	37.2 D
×			PM	Volume Peds PHF	276 - 0.85	65 - 0.89	169 72 0.89	155 - 0.67	52 - 0.78	29 90 0.78	219 - 0.96	0.86	312 203 0.74	60 - 0.77	1049 - 0.94	209 104 0.9
_			Preferred	Delay Vol. Diff	34.3	29.55	24.8	46.6 0	33	19.4	45.2 0	12.9	16.1	51.6	46.3	37.2 0
pt		b		LOS	C 188	C 38	C 215	D 128	C 51	B 37	D 158	B 751	B 487	D 73	D 734	D 173
ar	Phase II	Σe	Pre	Peds PHF	0.78	0.73	82 0.73	0.5	0.52	299 0.67	0.84	0.85	1261 0.82	0.88	0.89	211 0.87
\mathbb{Z}	se		Game	Delay Vol. Diff	37.5 -88	35 -27	32.5 46	133.1 -27	76.55 -1	20 8	25.6 -61	1.8 -331	41 175	40.6 13	36 -315	44.9 -36
6	as	na	. n	LOS Volume Peds	D 188	C 38	215 82	F 128	51 -	37 299	C 158	751	487 1261	73	734	173 211
Ŧ	\mathbf{y}	50	Pre Game Preferred	PHF Delay	0.78 37.5	0.73 35	0.73 32.5	0.5 133.1	0.52 76.55	0.67	0.84 25.6	0.85	0.82	0.88 40.6	0.89	0.87
1	I	Signalized		LOS	D	С	С	F	E	В	С	A	D	D	D	D
			Post	Peds PHF	-N.A	***	531	en a	#N.A	388	#N.A		1777	#N. A	-	166
			Game	Delay Vol. Diff												
				LOS Volume Peds		-	531	-	-	388	-	-	1777		-	166
			Post Game Preferred	PHF Delay							***			#N. A.		
			Licited	Vol. Diff LOS												
				Volume Pode	282	<2> 65	173	1 156	1> 53	30	224	2> 1128	312	60	1108	214
			PM	Peds PHF	0.85 36.1	0.89 30.8	72 0.89 25.5	0.67 49.9	0.78 34.85	90 0.78 19.8	0.96 49	0.86 19.5	203 0.74 21.7	0.77 50.2	0.94 38.1	104 0.9 27
				LOS Volume	D 282	50.8 C 65	25.5 C	D 156	53 C 53	19.8 B	D 224	19.5 B 1128	C 312	50.2 D	D 1108	C 214
			PM	Peds PHF	0.85	0.89	72 0.89	0.67	0.78	90 0.78	0.96	0.86	203 0.74	0.77	0.94	104
			Preferred	Delay Vol. Diff	36.1 0	30.8 0	25.5 0	49.9 0	34.85 0	19.8 0	49 0	19.5 0	21.7 0	50.2 0	38.1 0	27 0
		ed ed		LOS Volume	D 174	C 38	219	D 129	C 52	38	D 162	B 693	C 487	D 73	D 774	C 178
		Z	Pre Game	Peds PHF	0.78 32.7	0.73 31.3	82 0.73 29.9	0.5 103.3	0.52 61.1	299 0.67	0.84	0.85 2.7	1261 0.82 13	0.88 40.4	0.89 38.3	211 0.87 52.4
	Phase III	Signalized		Delay Vol. Diff LOS	-108 C	-27 C	29.9 46 C	-27 F	-1 E	18.9 8 B	-62 C	-435 A	175 B	13 D	-334 D	-36 D
	as	n	Pre	Volume Peds	174	38	219 82	129	52	38 299	162	693	487 1261	73	774	178 211
	Уh	50	Game Preferred	PHF Delay	0.78 32.7	0.73 31.3	0.73 29.9	0.5 103.3	0.52 61.1	0.67 18.9	0.84 30.4	0.85 2.7	0.82	0.88 40.4	0.89 38.3	0.87 52.4
	I	S		Volume Pode	С	С	C	F	E	B 200	С	A	B	D #N A	D	D
			Post Game	Peds PHF			531		-	388	# N. A.		1777	* \ \	-	166
				Delay Vol. Diff LOS												
			D.	Volume Peds	-	#N/A	531	-	#N A	388	#N A		1777	-	-	166
			Post Game Preferred	PHF Delay												
				Vol. Diff LOS												

Intersection	Scenario	Traffic Control	Peak Hour		LT	Eastbound TH	RT		el of Servio estbound TH	e per M	lovemen LT	t by Appr Northbou TH		Sou LT	thbound TH	RT
		q		Lanes Volume Peds	127	-	0 127 85	161	626	1 216 268	148	1095	50	-	985	137 113
	Existing	Signalized	PM	PHF Delay LOS	0.95 47.7 D	0.81	0.77 22.9 C	0.87 18.4 B	0.77 11.2 B	0.89 13 B	0.86 25 C	0.86 19.8 B	0.81	0.81	0.93 33.5 C	0.8 22.
	tir][_	Volume Peds	151		125 404	109	333	180 708	156	820	415		657	49:
	isl	la	Pre Game	PHF Delay Vol. Diff	0.85 36.7 24	0.81	0.78 24.8 -2	0.84 28.9 -52	0.94 16.5 -293	0.88 23.3 -36	0.86 19.8 8	0.86 16.1 -275	0.81	0.81	0.84 25.8 -328	0.9 28. 53
	X	150		LOS Volume Peds	D 60	-	60 434	C 133	307	89 816	69	244	755	-	C 406	91 42:
	Щ	Si	Post Game	PHF Delay Vol Diff.	0.75 30.5 -67	0.66	0.65 21.4 -67	0.71 28.5 -28	0.56 18 -319	0.79 18.5 -127	0.58 14.7 -79	0.7 12.5 -851	0.66	0.66	0.76 22.6 -579	0.7 22.
				LOS Lanes	C	-	C 0	C 1	B 2	B	B 1	B 2	-	-	C 2	C 1
			PM	Volume Peds PHF	141 - 0.95	0.81	118 79 0.77	176 - 0.87	615 - 0.77	170 228 0.89	147 - 0.86	0.86	66 0.81	0.81	0.93	119
				LOS Volume	49 D	-	22.2 C	17.8 B 176	11 B 615	10.8 B	26.9 C	21.3 C 1171	-		40 D 1074	23. C
			PM Preferred	Peds PHF Delay	0.95 49	0.81	79 0.77 22.2	0.87 17.8	0.77 11	228 0.89 10.8	0.86 26.9	0.86 21.3	66 0.81	0.81	0.93 40	0.8
		b		Vol. Diff LOS	0 D	-	0 C	0 B	0 B	0 B	0 C	0 C	-	-	0 D	0 C
	Phase I	Signalized	Pre	Volume Peds PHF	181 - 0.85	0.81	115 432 0.78	80 - 0.84	304 - 0.94	107 619 0.88	148 - 0.86	1019 - 0.86	545 0.81	0.81	747 - 0.84	23 49 0.9
	SI	E.	Game	Delay Vol. Diff LOS	35.4 40 D		23.8 -3 C	14.8 -96 B	8.4 -311 A	10.2 -63 B	21.5 1 C	18.3 -152 B	FVALUE	PVALLE.	27.7 -327 C	33. 78 C
	μs	n	Pre Game	Volume Peds PHF	0.85	0.81	115 432 0.78	80 - 0.84	304 - 0.94	107 619 0.88	148 - 0.86	1019 - 0.86	545 0.81	0.81	747 - 0.84	23 49 0.9
	Ь	150	Preferred	Delay LOS	35.4 D	-	23.8 C	14.8 B	8.4 A	10.2 B	21.5 C	18.3 B	-	-	27.7 C	33. C
		S	Post	Volume Peds PHF	0.75	0.66	50 441 0.65	0.71	0.56	100 707 0.79	0.58	0.7	526 0.66	0.66	0.76	42 0.7
			Game	Delay Vol. Diff LOS	9.5 -108 A		7.9 -65 A	34.3 390 C	0.4 75 A	0.5 -7 A	51.5 -79 D	28 -754 C	#VALUE	#VALUE	29.5 -377 C	-15 C
			Post	Volume Peds PHF	73 - 0.75	0.66	50 441 0.65	470 - 0.71	379 - 0.56	100 707 0.79	69 - 0.58	0.7	526 0.66	0.66	370 - 0.76	42 0.7
			Game Preferred	Delay Vol. Diff	9.5 -108		7.9 -65	34.3 390	0.4 75	0.5 -7	51.5 -79 D	28 -754	- FVALUE	-V.A.L.E	29.5 -377	-15
				LOS Lanes Volume	A 1 148	-	A 0 120	1 203	A 2 722	A 1 188	1 150	2 1258	-	-	C 2 1194	1 17
			PM	Peds PHF	0.95	0.81	79 0.77	0.87	0.77	228 0.89	0.86	0.86	66 0.81	0.81	0.93	0.8
ij				LOS Volume	57.9 E 148	-	20.5 C 120	16.3 B 203	10 A 722	9.1 A 188	44.5 D 150	26.7 C 1258	-	-	51.7 D 1194	23 C
9			PM	Peds PHF	0.95	0.81	79 0.77	0.87	0.77	228 0.89	0.86	0.86	66 0.81	0.81	0.93	0.8
X			Preferred	Delay Vol. Diff	57.9	-	20.5 0 C	16.3 0	0	9.1	44.5 0	26.7 0 C	- FVALLE	ev vi i i	51.7	23 0 C
State & 6th		Signalized		LOS Volume Peds	188	-	117 432	101	A 405	A 119 619	151 -	1079	545	-	825	25
¥ 1	Phase II	iZ	Pre Game	PHF Delay	0.85 42	0.81	0.78 24	0.84 16.5	0.94 8.8	0.88 10.6	0.86 23.9	0.86 19.2	0.81	0.81	0.84 29.9	35.
4	TS(a		Vol. Diff LOS Volume	40 D 188	-	-3 C 117	-102 B 101	-317 A 405	-69 B	1 C 151	-179 B 1079	-	-	-369 C 825	73 D 25
S	hε	Z	Pre Game	Peds PHF	0.85	0.81	432 0.78	0.84	0.94	619 0.88	0.86	0.86	545 0.81	0.81	0.84	49
	Ь	318	Preferred	Delay LOS	42 D	-	24 C	16.5 B	8.8 A	10.6 B	23.9 C	19.2 B	-	-	29.9 C	35. D
			Post	Volume Peds PHF		EN A	441		-	707	***	en a	526		-	42
			Game	Delay Vol. Diff												
				LOS Volume		EN A			: : N . A		#N.A	#N/A			10.0	
			Post Game	Peds PHF Delay		en A	441		#N.A	707	#NA	#N.A #N.A	526	#10.5	eN A	42
			Preferred	Vol. Diff LOS												
				Volume Peds	151	-	0 123 79	207	738	1 192 228	154	1303	- 66	-	1255	18 11
			PM	Peds PHF Delay	0.95 76.8	0.81	0.77 21.9	0.87 20.3	0.77 12.3	0.89 10.9	0.86 47.2	0.86 25.8	0.81	0.81	0.93 51.8	0.8
				LOS Volume	E 151	-	C 123	C 207	B 738	B 192	D 154	C 1303			D 1255	18
			PM Preferred	Peds PHF Delay	0.95 76.8	0.81	79 0.77 21.9	0.87 20.3	0.77 12.3	228 0.89 10.9	0.86 47.2	0.86 25.8	66 0.81	0.81	0.93 51.8	0.8
		q		Vol. Diff LOS	0 E	evalue:	0 C	0 C	0 B	0 B	0 D	0 C		#VALUE	0 D	0
		Ğ	_	Volume Peds	176		119 432	103	412	121 619	155	1035	545	-	864	25 49
		liz	Pre Game	PHF Delay Vol. Diff	0.85 39.6 25	0.81	0.78 24.1 -4	0.84 16.9 -104	0.94 8.9 -326	0.88 10.7 -71	0.86 25.2 1	0.86 18.5 -268	0.81	0.81	0.84 31.4 -391	0.9 36.
	1S(la		LOS Volume	D 176		C 119	B 103	A 412	B 121	C 155	B 1035	-	-	C 864	25
	Phase II	Signalized	Pre Game Preferred	Peds PHF	0.85	0.81	432 0.78	0.84	0.94	619 0.88	0.86 25.2	0.86	545 0.81	0.81	0.84	49 0.9
	Ь	Si		LOS Volume	39.6 D	-	24.1 C	16.9 B	8.9 A	10.7 B	25.2 C	18.5 B	-		31.4 C	36. D
			Post	Peds PHF	-		441	-	-	707	-	-	526	-	-	42
			Game	Delay Vol. Diff LOS												
				Volume Peds		# N. A.	441			707		-	526			42
			Post Game Preferred	PHF Delay												
				Vol. Diff LOS												

Intersection	Scenario	Traffic Control	Peak Hour		LT	Eastbound TH	RT	Leve W LT	el of Servic estbound TH	e per M	LT	by Appro Northbou TH	ach nd RT	Soi LT	ithbound TH	RT
		~		Lanes Volume	1 147	2> 513	37	1 206	2 210	217	1 130	2 879	1113	1 186	2> 1055	32
	ad	ĕ	PM	Peds PHF Delay	0.84 26.4	0.85 33.6	10 0.73 0	0.93 41.1	0.77 34.4	15 0.83 45.2	0.71 42.7	0.86 41.8	36 0.9 28.9	0.86 50.4	0.91 43.6	38 0.7 0
	in	iZ		LOS Volume	C 269	C 588	A 77	D 120	C 135	D 142	D 84	D 565	C 117	D 208	D 548	A 27
	Existing	Signalized	Pre Game	Peds PHF Delay	0.83 38.5	0.95 34	14 0.89 0	0.63 34.8	0.79 32.9	17 0.69 40.5	0.67 19.8	0.89	0.88 29.5	0.88 28.7	0.87 33.1	78 0.6 0
	χİ	II.		Vol. Diff LOS	122 D	75 C	40 A	-86 C	-75 C	-75 D	-46 B	-314 C	4 C	22 C	-507 C	-5 A
	Ξ	18	Post	Volume Peds PHF	0.56	0.81	16 13 0.8	0.61	0.55	94 73 0.53	0.62	198 - 0.7	38 158 0.79	0.64	0.65	35 16 0.7
		S	Game	Delay Vol Diff.	21.3 -126	26.5 -386	0 -21	27.2 -77	35 -41	39.9 -123	22.8 -41	28.4 -681	26.6 -75	19.6 -53	35.4 -549	0
				LOS Lanes Volume	C 1 159	C 2> 508	A 0 37	C 1 201	2 204	D 1 229	C 1 136	C 2 929	C 1 110	B 1 195	2> 1137	0 35
			PM	Peds PHF	0.84	0.85	10 0.73	0.93	0.77	15 0.83	0.71	0.86	36 0.9	0.86	0.91	38 0.7
				LOS Volume	27.9 C 159	34.2 C 508	0 A 37	40.6 D 201	34.6 C 204	48.1 D 229	53.2 D 136	45.4 D 929	29 C 110	52.8 D 195	51.2 D 1137	0 A 35
			PM Preferred	Peds PHF	0.84 27.9	0.85 34.2	10 0.73 0	0.93 40.6	0.77 34.6	15 0.83 48.1	0.71 53.2	0.86 45.4	36 0.9 29	0.86 52.8	0.91 51.2	38 0.7 0
		b	riciciicu	Delay Vol. Diff LOS	0 C	0 C	0 A	0 D	0 C	0 D	0 D	0 D	0 C	0 D	0 D	0 A
	Ιí	Signalized	Pre	Volume Peds PHF	351 - 0.83	598 - 0.95	80 14 0.89	0.63	0.79	169 17 0.69	- 0.67	648 - 0.89	104 112 0.88	217 - 0.88	583 - 0.87	78 0.6
	Phase 1	Ξ.	Game	Delay Vol. Diff	54.8 192	34.3 90	0 43	36.1 -87	35.2 -70	51.8 -60	20.6 -48	34.5 -281	29 -6 C	35.7 22	33.7 -554	0 -4
	ıa	13	Pre	LOS Volume Peds	351 -	C 598	80 14	114	134	169 17	88	C 648	104 112	217	C 583	A 31 78
	\mathbf{L}	50	Game Preferred	PHF Delay	0.83 54.8	0.95 34.3	0.89	0.63 36.1	0.79 35.2	0.69 51.8	0.67 20.6	0.89 34.5	0.88 29	0.88 35.7	0.87 33.7	0.6
		<u>7</u>		LOS Volume Peds	27	C 127	16 13	107	164	98 73	91 -	209	C 36 158	178	737 -	51 16
			Post Game	PHF Delay	0.56 21.5	0.81 26.5	0.8	0.61 25.6	0.55 34.9	0.53 40.5	0.62 26.5	0.7 28.6	0.79 26.6	0.64 22.8	0.65 18.9	0.7
				Vol. Diff LOS Volume	-324 C	-471 C 127	-64 A	-7 C 107	30 C 164	-71 D 98	3 C 91	-439 C 209	-68 C 36	-39 C 178	154 B 737	20 A
			Post Game	Peds PHF Delay	0.56	0.81 26.5	13 0.8 0	0.61 25.6	0.55	73 0.53 40.5	0.62 26.5	0.7 28.6	158 0.79 26.6	0.64 22.8	0.65 18.9	0.7
			Preferred	Vol. Diff LOS	-324 C	-471 C	-64 A	-7 C	30 C	-71 D	3 C	-439 C	-68 C	-39 C	154 B	20 A
				Lanes Volume	1 170	2> 518	37	205	212	245	1 139	993	1112	217	2> 1262	39
th			PM	Peds PHF	0.84	0.85	10 0.73	0.93	0.77	15 0.83	0.71	0.86	36 0.9	0.86	0.91	0.7
9				LOS Volume	35.7 D 170	49 D 518	0 A 37	50.5 D 205	37.4 D 212	69.4 E 245	51 D 139	44.9 D 993	27.9 C 112	49.1 D 217	46.9 D 1262	0 A
Kilbourn & 6th			PM	Peds PHF	0.84	0.85	10 0.73	0.93	0.77	15 0.83	0.71	0.86	36 0.9	0.86	0.91	38
_			Preferred	Delay Vol. Diff	35.7	49	0	50.5	37.4	69.4	51	44.9	27.9	49.1	46.9	0
CI	I	Signalized		LOS Volume	D 368	D 609	A 82	D	D 142	E 178	D 90	D 684	C 106	D 244	D 654	A 34
	Phase II	Z	Pre	Peds PHF	0.83	0.95	14 0.89	0.63	0.79	17 0.69	0.67	0.89	112 0.88	0.88	0.87	78 0.6
0	se		Game	Delay Vol. Diff	66.4 198	34.6 91 C	0 45	37.1 -89 D	35.4 -70 D	54.5 -67 D	21.4 -49 C	35.2 -309 D	29 -6 C	50.1 27 D	-608	-5
]b	a	na	Pre	LOS Volume Peds	368	609	82 14	116	142	178 17	90	684	106 112	244	C 654	34 78
	ц	50	Game Preferred	PHF Delay	0.83 66.4	0.95 34.6	0.89	0.63 37.1	0.79	0.69	0.67 21.4	0.89 35.2	0.88	0.88 50.1	0.87	0.6
Ţ	1	\sim		LOS	E	С	A	D	D	D	C	D	C	D	С	A
			Post	Peds PHF	- 	-	13	-	-	73	-	- - 1N A	158	- #\ A	sN.A	16
			Game	Delay Vol. Diff												
				LOS Volume							33.3				#N.A	
			Post Game	Peds PHF			13		4N.A	73	#N.A		158	#N.A	#N.A	16
			Preferred	Delay Vol. Diff LOS												
				Lanes Volume	1 176	2> 531	0 38	1 210	2 217	1 254	1 142	2 1027	1	1 226	2> 1318	41
			PM	Peds PHF	0.84	0.85	10 0.73	0.93	0.77	15 0.83	0.71	0.86	36 0.9	0.86	0.91	38 0.7
				Delay LOS	39.1 D	51.4 D	0 A	76.9 E	38.8 D	95.7 F	50.3 D	47.3 D	28 C	44.3 D	49.8 D	O A
			PM	Volume Peds PHF	176 - 0.84	0.85	38 10 0.73	0.93	0.77	254 15 0.83	0.71	0.86	115 36 0.9	0.86	0.91	41 38 0.7
			PM Preferred	Delay Vol. Diff	39.1 0	0.85 51.4 0	0.73	76.9 0	38.8 0	95.7 0	50.3	0.86 47.3 0	0.9 28 0	0.86 44.3 0	49.8 0	0.7
	Ι	X		LOS Volume	D 351	D 566	A 84	E 119	D 145	F 182	D 92	D 656	C 109	D 255	D 684	A 36
	Phase II	3 Z	Pre	Peds PHF	0.83	0.95	14 0.89	0.63	0.79	17 0.69	0.67	0.89	112 0.88	0.88	0.87	78 0.6
	G	Ii	Game	Delay Vol. Diff	48.2 175	33.4 35	0 46	32.5 -91	35.1 -72	53.9 -72	24.2 -50	37.2 -371	31.2 -6	48.5 29	32.1 -634	-5
	3 S	la		LOS Volume	D 351	C 566	A 84	C 119	D 145	D 182	92	D 656	C 109	D 255	C 684	36
	hε	150	Pre Game Preferred	Peds PHF	0.83	0.95	0.89	0.63	0.79	17 0.69	0.67	0.89	0.88	0.88	0.87	0.6
	Ь	Signalized	z.cired	LOS Volume	48.2 D	33.4 C	0 A	32.5 C	35.1 D	53.9 D	24.2 C	37.2 D	31.2 C	48.5 D	32.1 C	O A
			Post	Peds PHF	-	-	13	-	- - N.A	73	-	-	158	-	FN 3	16
			Game	Delay Vol. Diff												
				LOS Volume											EN A	
			Post Game	Peds PHF	-	-	13	-	aN A	73	÷N/A	- 1	158	-	#N/A	16
			Preferred	Delay Vol. Diff												
				LOS				ı								

Intersection	Scenario	Traffic Control	Peak Hour			Eastbound		W	estbound	e per M		by Appro	ach nd	Soi	ıthbound	
		Control	Hour	Lanes	LT	TH 2	RT !	LT 1	TH l>	RT 0	LT 0	TH 2	RT 1	LT 1	TH 3>	RT 0
	F 0	Q		Volume Peds	239	643	104 38	75	233	58 26	1	825	92 32	107	1109	82 37
	Existing	Signalized	PM	PHF Delay	0.81 55.5	0.91 19.6	0.72 17.3	0.74 31.7	0.83 33.45	0.52 35.2	21.6	0.91 22.5	0.82 15.4	0.67 55.3	0.94 20.1	0.66 21.6
	II.	17		LOS Volume	160	B 433	63	C 48	C 103	D	C 4	C 562	77	98	C 560	C 87
	st	7	Pre	Peds PHF	0.86	0.92	67 0.82	0.8	0.81	0.75	1	0.86	0.68	0.83	0.82	106 0.82
	1.5	D ₂	Game	Delay Vol. Diff	20.2 -79	17.5 -210	16 -41	24.1 -27	24.85 -130	25.6 -14	30.3 3 C	-263	24.5 -15	37.9 -9	17.2 -549	18 5
	×	-50		Volume	C 47	B 178	50	C 118	C 183	48 70	4	C 230	25 109	D 42	B 535	74 144
	Щ	: =	Post Game	Peds PHF Delay	0.47 21.6	0.69 16.3	46 0.6 16.2	0.56 32.5	0.62 33.4	0.55 34.3	0.5 15.6	0.77 15.8	0.69 14.3	0.75 18.2	0.71 17.5	0.6 18.5
		\mathcal{S}_{2}	Game	Vol Diff. LOS	-192 C	-465 B	-54 B	43 C	-50 C	-10 C	3 B	-595 B	-67 B	-65 B	-574 B	-8 B
				Lanes	251	2 653	106	1 76	1>	64	0	2 859	1 93	1 109	3> 1179	0 86
			PM	Peds PHF	0.81	0.91	38 0.72	0.74	0.83	26 0.52	- 1	0.91	32 0.82	0.67	0.94	37 0.66
				Delay LOS	72.3 E	19.7 B	17.3 B	32.4 C	34.6 C	36.8 D	22.2 C	23.3 C	15.4 B	62.8 E	20.8 C	22.4 C
				Volume Peds	251	653	106 38	76	237	64 26	2	859	93 32	109	1179	86 37
			PM Preferred	PHF Delay	0.81 72.3	0.91 19.7	0.72 17.3	0.74 32.4	0.83 34.6	0.52 36.8	1 22.2	0.91 23.3	0.82 15.4	0.67 62.8	0.94 20.8	0.66 22.4
		Ŋ		Vol. Diff LOS	0 E	0 B	0 B	0 C	0 C	0 D	0 C	0 C	0 B	0 E	0 C	0 C
	Ι	Z		Volume Peds	176	440	63 67	49	105	49 34	3	615	85 82	100	586	91 106
	e e		Pre Game	PHF Delay	0.86 21.9	0.92 18.3	0.82 16.6	0.8 24.9	0.81 25.8	0.75 26.7	33	0.86 35.4	0.68 25.8	0.83 38.9	0.82 17.1	0.82 17.9
	3.5	ਿਲ		Vol. Diff LOS	-75 C	-213 B	-43 B	-27 C	-132 C	-15 C	C C	-244 D	-8 C	-9 D	-593 B	5 B
	Phase 1	Signalized	Pre Game	Volume Peds PHF	176 - 0.86	440 - 0.92	63 67 0.82	49 - 0.8	0.81	49 34 0.75	3 - 1	0.86	85 82 0.68	0.83	586 - 0.82	91 106 0.82
	Ы	po	Preferred	Delay LOS	0.86 21.9 C	0.92 18.3 B	0.82 16.6 B	0.8 24.9 C	0.81 25.8 C	0.75 26.7 C	33 C	0.86 35.4 D	0.68 25.8 C	0.83 38.9 D	0.82 17.1 B	0.82 17.9 B
	, ,	<u>7</u>		Volume Peds	48	181	51 46	120	186	51 70	5	237	27 109	54	709	97 144
			Post Game	PHF Delay	0.47 22	0.69 16.4	0.6	0.56 32.8	0.62 34	0.55	0.5 15.7	0.77 15.9	0.69	0.75 18.9	0.71 19.3	0.6
				Vol. Diff LOS	-128 C	-259 B	-12 B	71 C	81 C	2 D	2 B	-378 B	-58 B	-46 B	123 B	6 C
			Post	Volume Peds	48	181	51 46	120	186	51 70	5	237	27 109	54	709	97 144
			Game Preferred	PHF Delay	0.47 22	0.69 16.4	0.6 16.2	0.56 32.8	0.62 34	0.55 35.2	0.5 15.7	0.77 15.9	0.69 14.4	0.75 18.9	0.71 19.3	0.6 20.8
			ricicirca	Vol. Diff LOS	-128 C	-259 B	-12 B	71 C	81 C	2 D	2 B	-378 B	-58 B	-46 B	123 B	6 C
t				Lanes Volume	1 266	666	108	1 78	1> 241	68	2	909	95	1 120	3> 1290	94
Wells & 6th			PM	Peds PHF	0.81	0.91	38 0.72	0.74	0.83	26 0.52	1	0.91	32 0.82	0.67	0.94	37 0.66
6 53				Delay LOS	73.2 E	19.9 B	17.4 B	34.1 C	42.65 D	51.2 D	23.1 C	24.4 C	15.4 B	90.2 F	22 C	24.1 C
8			PM	Volume Peds	266	- 666	108 38	78	241	68 26	2	909	95 32	120	1290	94 37
S		$\overline{}$	PM Preferred	PHF Delay Vol. Diff	0.81 73.2 0	0.91 19.9 0	0.72 17.4 0	0.74 34.1 0	0.83 42.65 0	0.52 51.2 0	23.1 0	0.91 24.4 0	0.82 15.4 0	0.67 90.2 0	0.94 22 0	0.66 24.1 0
	Ι	\overline{a}		LOS Volume	E 185	B 448	64	C 50	D 107	D 51	C 3	C 645	B 87	F 110	C 642	C 100
e	Ι	N	Pre	Peds PHF	0.86	0.92	67 0.82	0.8	0.81	34 0.75	- 1	0.86	82 0.68	0.83	0.82	106
	Ó	1	Game	Delay Vol. Diff	21.6	17.6 -218	16	24.3 -28	25.15 -134	26 -17	19.6 1	20.2	15.9	36.2 -10	17.8 -648	18.8
	3 S	g		LOS Volume	C 185	B 448	B 64	C 50	C 107	C 51	B 3	C 645	B 87	D 110	B 642	B 100
	Phase 1	Signalized	Pre Game	Peds PHF	0.86	0.92	67 0.82	0.8	0.81	34 0.75	1	0.86	82 0.68	0.83	0.82	106 0.82
	\Box	15	Preferred	Delay LOS	21.6 C	17.6 B	16 B	24.3 C	25.15 C	26 C	19.6 B	20.2 C	15.9 B	36.2 D	17.8 B	18.8 B
		S	p	Volume Peds	-	-	46	-	- 1	70	-		109	-	-	144
			Post Game	PHF Delay												
				Vol. Diff LOS Volume												
			Post	Peds PHF	-	-	46	-	-	70	-	- 1	109	-	-	144
			Game Preferred	Delay Vol. Diff												
				LOS	1	2	1	I	I>	0	0	2	1	1	3>	0
				Volume Peds	275	683	110 38	80	247	70 26	2	939	98 32	125	1343	98 37
			PM	PHF Delay	0.81 61.4	0.91 19	0.72 16.5	0.74 36.5	0.83 51.05	0.52 65.6	1 25	0.91 26.7	0.82 16.2	0.67 135	0.94 23.9	0.66 26.6
				LOS Volume	E 275	B 683	B 110	D 80	D 247	E 70	C 2	939	98	F 125	C 1343	98
			PM	Peds PHF	0.81	0.91	38 0.72	0.74	0.83	26 0.52	- 1	0.91	32 0.82	0.67	0.94	37 0.66
		q	Preferred	Delay Vol. Diff	61.4	19 0	16.5 0	36.5 0	51.05 0	65.6	25 0	26.7 0	16.2 0	135	23.9	26.6
		Đ		Volume	E 180	460	66 67	D 51	D 109	50 24	C 3	C 627	89 89	F 115	C 668	104 106
		17	Pre Game	Peds PHF	0.86	0.92	0.82	0.8	0.81	34 0.75	1	0.86	0.68 26	0.83	0.82	106 0.82
	é		Game	Delay Vol. Diff LOS	22.3 -95 C	18.4 -223 B	16.7 -44 B	25.2 -29 C	26.05 -138 C	26.9 -20 C	33.4 1 C	36 -312 D	26 -9 C	40.6 -10 D	17.7 -675 B	18.7 6 B
	1 S	15	Pre	Volume Peds	180	460 -	66 67	51	109	50	3	627	89 82	115	668	104 106
	h	5	Game Preferred	PHF Delay	0.86 22.3	0.92 18.4	0.82 16.7	0.8 25.2	0.81 26.05	0.75 26.9	1 33.4	0.86 36	0.68 26	0.83 40.6	0.82 17.7	0.82
	Phase III	Signalized		LOS	C	В	В	C	C	C	C	D	C	D	В	В
		S	Post	Peds PHF	-	-	46	-		70	-		109	- 1\(\(\Lambda\)		144
			Game	Delay Vol. Diff												
				LOS Volume		8.3			#K A #N A			#N A		# N A	#N A	
			Post Game	Peds PHF	-		46	-	7.3	70	-	10.0	109	13.3		144
			Preferred	Vol. Diff												
				LOS	<u> </u>			I.			l			I.		

Intersection	Scenario	Traffic Control	Peak Hour		LT	Eastbound TH	RT		Vestbound TH	rvice per M RT	fovement by N LT	Approach Northbound TH	RT	LT :	Southbound TH	RT	Intersection	Scenario	Traffic Control	Peak Hour		Eastboo			bound	Nort LT	Approach hbound TH RT	South LT T	bound H RT
	Existing	Signalized	Pre Game Post Game	Lanes Volume Peds PHF Delay LOS Volume Peds PHF Delay Vol. Diff LOS Volume Peds PHF Delay Vol. Diff LOS Log Volume LOS Log	1 115 - 0.83 215.3 F 192 - 0.9 34.3 77 C 17 - 0.56 16.3 -98 B	3> 1282 - 0.89 14.1 B 1231 - 0.93 15.4 -51 B 392 - 0.9 13.4 -890 B	0 288 12 0.74 21.3 C 448 41 0.92 25.7 160 C 38 73 0.73 13.8 -250 B	1 65 - 0.71 64.9 E 83 - 0.82 69.7 18 E 26 - 0.43 6.8 - 39 A 1	2> 1118 	0 49 29 0.74 36.9 D 44 144 0.78 9.4 -5 A 12 74 0.6 7.7 -37 A	1 155 - 0.83 16.7 B 78 - 0.76 15.3 - 77 B 278 - 0.72 26.4 123 C 1	1 180	1 80 54 0.79 6.8 A 104 140 0.85 7.3 24 A 51 217 0.66 8.8 -29 A 0	0 14 	24.65 C 78 - 0.58 25.5 -30 C	1 70 81 0.85 24.3 C 51 361 0.74 25 -19 C 54 448 0.43 28.4 -16 C 1		Existing	Signalized	PM Pre Game Post Game	Delay LOS Volume Peds PHF Delay Vol. Diff LOS Volume Peds	1 2 146 10994 1099	23 0.77 3.7 A 4 178 44 4 0.85 4.2 44 A 23 109 5 0.75 2.9	0.83 0. 29.7 22 C 0 86 6. - 0.94 0. 30.4 18 24 -2 C 1 51 3	8.2 14.5 181 -27 B B 72 11 73 83 0.38 6.3 14.3	0.87 (20.7 C 76	25 0 296 30 5 1 5 1 0.87 0.63 5 5 5.1 A A A 186 29 121 0.90 0.91 0.71 110 -1 A A A 222 4 162 0.75 0.75 5 5.1 -70 15 A A A		68 95 0.86 0.86 0.90 71 196 197 198 199 44 57 -27 0 D 0 D 173 173 177 0.62 174 28.9
4th	Phase I	Signalized	PM PM PM Preferred Pre Game Pre Game Post Game Post Pore Post Post Post Post Preferred	Volume Peds PiHF Delay LOS Volume Peds PHIF LOS Volume Peds Vol. Diff LOS Volume Peds PHIF Delay Vol. Diff LOS LOS Volume PLIF Delay Vol. Diff LOS LOS Volume PLIF Delay Vol. Diff LOS	160 0.83 51.6 D 124 - 0.83 33 -36 C 204 - 0.9 34.5 44 C 204 - 0.9 21.1 C 53 - 0.56 -151 C 0.56 - 151 C	1327	166 9 0.74 2.7 A 166 9 0.74 166 9 0.74 2.6 0 0.74 2.7 2.6 0 0.92 4.1 1.3 1.3 1.3 2.6 1.1 2.6 1.1 2.6 1.1 2.6 1.1 2.6 1.1 2.6 1.1 2.6 1.1 2.6 1.1 2.6 1.1 2.6 1.1 2.6 1.1 2.6 1.1 2.6 1.1 2.6 1.0 2.6 1.0 2.6 1.0 2.6 1.0 2.6 1.0 2.6 1.0 2.6 1.0 2.6 1.0 2.6 1.0 1.0 2.6 1.0 1.0 1.0 1.0 1.0 1.0 1.0 1.0	20 0.71 26 20 0.71 25.9 0 0 0.71 25.9 0 0 C 31 1 0.82 30 11 1 0.82 7.8 A 21 0.43 16.4 10 B 21 1.0 B	0.85 53.3 D 1192 0.88 53.3 0 1192 0.88 53.3 0 0.9 42.8 6-306 0.9 42.8 6-306 0.9 14.6 8 6-6 1.0 0.73 24 -3.25 0.73 24 -3.25 0.73	64 39 0.74 53.9 b b 64 9 0.74 53.9 0 0.74 64 9 0.75 242 242 8 15.1 8 9 12.7 12.7 12.7 12.7 12.7 12.7 12.7 12.7	0.83 16.9 B 13.4 - 0.83 31.2 90 C 59 1.8.2 15 B 139 - 0.76 36.3 D 191 191 0.72 22.9 52 C 191 52 C C	0.79 16.45 B 157 0.79 26.15 24 C 131 16.4 -2 B 131 -2 C 131 -2 B 131 -4 -8 131 -4 -8 131 -5 -6 -8 -8 -8 -8 -8 -8 -8 -8 -8 -8 -8 -8 -8	37 42 0.79 16 8 9 49 21.1 12 C 64 40 0.88 14.6 27 8 64 40 0.88 18.6 18.6 161 0.68 13.8 -58 8 37 161 0.66 165 165 165 165 165 165 165 165 165 1	20 0.71 23.8 C 20 0.71 24.2 0 0 C 36 0.7 24.7 16 C 36 0.7 25.5 0.7 25.5 14 14 0.7 25.5 14 14 0.7 15 16 16 16 16 16 16 16 16 16 16	49	132 89 80 80 132 26.9 0 132 26.9 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	3rd/Old World	Phase I	Signalized	Pre Game	Volume Peds PHF Delay LOS Volume Peds PHF Delay Vol. Diff LOS Volume Peds PHF Delay Vol. Diff LOS Volume Peds PHF Delay Vol. Diff LOS Volume Peds	138 110 0.885 0.99 3.3.5 46.9 0.885 0.99 3.3.5 46.9 0.885 0.99 3.3.5 46.9 0.885 0.9	23 0.77 23.3 7 144 23 0.77 44 23 0.77 44 10.85 24.6 30 25 10.9	0.83 0. 27.3 36 C 1 84 9 0.83 0. 27.2 36 C 1 197 6 197 6 197 6 197 6 0.94 0. 43.9 22 D 0 0.43.9 22 0.94 0. 0.	0 0 C 61 21 123 83 0.31 85.1 19.8 89 665 -22 C B 661 21 123 85.1 19.8 89 6.3 1.2 123 85.1 19.8 89 6.3 1.3 19.8 89 6.3 1.3 19.8 89 6.3 1.3 19.8 89 6.3 1.3 19.8 89 6.3 1.3 19.8 89 6.3 19.3 19.8 19.8 19.8 19.8 19.8 19.8 19.8 19.8	0.87 (27.3 c) 114	2529 39 39 39 31 31 32 31 31 31 31 31 31 31 31 31 31 31 31 31	106 5 108	D D D S S S S S S S S S S S S S S S S S
McKinley & 4	Phase II	Signalized	PM Preferred Pre Game Preferred Post Game Post Game	Lanes Volume Peds LOS PHF Delay LOS PHF Delay Vol. Diff LOS Volume Peds Peds PHF Delay Vol. Diff LOS Volume Peds Volume Peds PHF Delay Vol. Diff LOS Volume Peds Volume Peds Vol. Diff LOS LOS Volume Peds Vol. Diff LOS	1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1	3> 1362 1.0.89 1.3 A 1343 0.89 1.3 1.9 A 1.262 0.93 1.5 100 A 1.262 0.93 1.5 A 3N/A 8N/A 8N/A 8N/A 8N/A 8N/A 8N/A 8N/A 8	0 169 9 0.74 2.5 A 169 9 9 0.74 2.5 0 A 302 11 0.92 3.7 A 302 11 102 1	1 21	22	0 65 39 0.74 19.5 B 65 39 0 D 68 242 242 0.78 8.6 3 3 4 0 0.74 53 0 0 0.74 53 0 0.74 15 15 15 15 15 15 15 15 15 15 15 15 15	1 45 0.83 19.2 B 135 0.83 36.2 90 D 60 60 60 60 15 D 0.76 36.2 15 D 0.76 49.4 D #N/A #N/A #N/A #N/A #N/A	155 135 136 137 18.6 B 1159 159 24 C 133 10.81 31.3 2 C 133 35.45 D NA	0 0 37 42 0.79 18 B 49 42 0.79 12 C 65 40 0.85 26.4 40 0.85 21.5 C 65 40 0.85 11 61 8NA	0 21 21 27 27 28 2 2 21 25 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2	26.95 C 49 	1 134 89 0.85 28.7 C 134 89 0.85 28.7 C 1134 89 0.85 28.7 0 C C 1102 470 0.74 470 0.74 470 0.74 29 C C 1102 470 0.74 29 C C C C C C C C C C C C C C C C C C	IcKinley/Knapp & 3rd	Phase II	Signalized	Pre Game Pre Game Pre Game Post Game Post Game	Lanes Peds PHF Delay LOS Delay LOS Delay LOS LOS Delay Delay LOS Delay Delay LOS Delay LOS Delay Delay Delay Delay Delay LOS Del	1 2 141 1131 1141 1132 1141 1132 1141 1132 1141 1132 1141 1122 1141 1122 1141 1122 1141 1122 1141 1122 1141 1122 1141 1122 1141 1122 1141 114	23 0.77 23 C 5 147 23 0.77 23 0.77 23 0 0.77 24 44 44 40.85 26.8 31 C	91 9. 0.83 0. 28.4 36 C 1 208 6 117 -2 D 6 0.94 0. 47.6 22 0.94 0. 47.6 22 47.6 22	- 34 - 34 - 30 - 67 - 67 - 70 - 10 - 10	0.87 (35.3 c) 117 0.87 (32.6 0 C) 99 0.79 (32.8 c) 18 -C 99 0.79 (37.8 c)	25 0 25 0 358 42 351 358 42 351 359,6 29,7 361 43 3 1 3 1 3 1 3 1 3 1 3 1 3 1 4 3 3 1 6,7 1 7,1 7,1 7,1 7,1 7,1 7,1 7,1 7,1 7,1 3 1 3 1 4 A A A A A A A A A A A A A A A A A A A	1	68 68 68 68 68 68 68 68 68 68 68 68 68 6
	Phase III	Signalized	PM Preferred Pre Game Pre Game Post Game Post Game	Lanes Volume Peds PHIF Delay Vol. Diff LOS LOS PHIF Delay Vol. Diff LOS LOS PLOS LOS PLOS PLOS PLOS PLOS PL	1 176 0.83 4467 D 0.83 4467 D 1556 0.83 53.8 53.8 53.8 647 0.9	35 1575 1.4 1.386 0.89 1.4 1.386 0.89 1.9 1.9 1.9 1.9 1.9 1.9 1.9 1.9 1.9 1.	0 208 9 9 0.74 2.8 A 208 9 9 0.74 2.6 0 A 334 11 0.92 2.6 A 8 8 A 8 A 8 8 A 8 8 A 8 8 A 8 8 A 8 8 A 8 8 A 8 8 A 8 8 A 8 8 A 8 8 A 8 A 8 8 A 8 8 A 8 8 A 8 8 A 8 8 A 8 8 A 8 8 A 8 8 A 8 8 A 8 8 A 8 A 8 8 A 8 8 A 8 8 A 8 8 A 8 8 A 8 8 A 8 8 A 8 8 A 8 8 A 8 8 A 8 A 8 8 A 8 A 8 8 A 8 A 8 8 A 8 A 8 8 A 8	1 21 21 21 21 21 21 21 21 21 21 21 21 21	25 1347 2	0 72 39 0.74 58.6 0 0.74 58.6 0 0.78 42 3 3 D 0.78 42 242 0.78 242	1 71 71 71 71 71 71 71 71 71 71 71 71 71	Dec Dec	0 48 42 42 0.79 30.4 48 42 42 0.79 28.4 40 0.85 52.7 72 40 0.85 52.7 72 10 6.85 6.85 6.85 6.85 6.85 6.85 6.85 6.85	0 21	33.75 C 61 	1 141 89 0.85 59.3 0 E 100 0.74 470 0.74 470 0.74 470 C C C C C C C C C C C C C C C C C C C	N	Phase III	Signalized	Pre Game Preferred Post Game Post Game	Delay LOS Volume Peds PHF Delay Vol. Diff LOS Volume Peds PHF Delay Vol. Diff LOS Volume Peds Vol. Diff LOS Volume Peds	1 2 3 333	23 0.77 19.3 B B 3 173 23 0.77 20.9 0 C C 2 200 44 0.85 24.7 5 27 C C 2 200 44 44 0.85 25.8	0.83 0. 96 10 0.83 0. 28 33 0 0 C 1 144 7. 0.94 0. 46.2 27 48 -3 0 0 144 7.	21 -23 C C 45 22 123 89 0.31	0.87 (44.8 p) 130	22 0 383 45 51 387 0.63 11.7 11.8 B B B 8	0.71 0. 25.5 48 -60 -3 C I	68 68 68 68 68 68 68 68 68 68 68 68 68 6

Intersection	Scenario	Traffic Control	Peak Hour		LT	Eastbound TH	RT	LT	Level of Serv Vestbound TH	vice per M		rthbound	RT	S LT	Southbound TH	RT	Intersection	Scenario	Traffic Control	Peak Hour		Southbound T TH RT
	Existing	Signalized	Pre Game Post Game	Volume Peds PHIF Delay LOS Volume Peds PHIF Delay Vol. Diff LOS Volume Peds Vol Diff LOS Volume LOS	1 44	2> 449 	0 133 73 0.86 19.7 B 210 240 0.93 21.4 77 C 96 685 0.77 19.1	1 70	2 461 	1 70 38 0.72 11.8 B 52 115 0.85 3.8 A 110 55 0.72 5 440 A 1	5.9 A 60 	0.84 3.8 A 222 - 0.9 3.7 -79 A 253 - 0.74 3.8	84 76 0.8 (1 1 2 1 2 1 2 1 2 1 2 1 2 1 2 1 2 1 2	1 41	0.88 16.7 B 484 	1 66 118 0.84 15.7 B 53 604 15.9 -13 B 16 904 0.53 15.2 -50 B		Existing	Signalized	PM Pre Game Post Game	$ \begin{array}{c ccccccccccccccccccccccccccccccccccc$	2 > 0 1 1 1 1 1 1 1 1 1
	Phase I	Signalized	PM PM Preferred Pre Game Pre Game Preferred Post Game Post Preferred	Volume Peds Peds Pilf Delay LOS Volume Pilf Delay Vol. Diff LOS Volume Peds Pilf Delay Vol. Diff LOS Volume Peds Pilf Delay Vol. Diff LOS Volume Peds Pilf Delay Vol. Diff Delay Vol. Diff LOS Volume Peds Peds Pilf Delay Vol. Diff LOS	70 0.75 41.4 D 106 0.75 48.2 36 D 109 0.7 36.8 39 D 202 0.7 178.7 F 76 0.48 52.2 126 0 0.48 50.6 0.48 50.6 0.48	527	161 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1	BVALUE!	587 0.85 28.1 C 497 497 0.85 21.8 90 C 401 1.86 C 321 23 C 249 0.62 18.7 72 18.7 72 18.7 72 18.7 72 18.7 72 18.7 72 72 72 73 74 75 76 77 78 78	144 39 0.72 18.3 B 8 234 39 0.72 18.1 90 B 145 43 43 19.7 1 B 1225 43 1225 43 127 128 147 147 154 147 169 169 172 169 172 169 172 173 174 174 174 174 174 174 174 174	AVALUE: #A	VALUE! #V	70 1 3 3 1 1 1 2 2 2 7 1 1 1 4 ALUE!	124	#VALUE O	112 112 112 112 112 112 0.84 31.7 C 112 112 0.084 42.5 0 D D 118 158 614 46 D 158 158 158 158 158 158 158 158 158 158	World	Phase I	Signalized	PM Preferred Pre Game Pre Game Pre Game Preferred Post Game Preferred	\text{Volume b} \ \begin{array}{cccccccccccccccccccccccccccccccccccc	44 S87 148
Juneau & 4th	Phase II	Signalized	PM Preferred Pre Game Pre Game Pre Game Preferred Post Game Preferred	Lanese Volume Pede PHF Delay LOS LOS LOS LOS LOS LOS Volume Pede Pede LOS Volume Pede PHF LOS Volume Pede PHF LOS Volume Pede PHF LOS Volume Pede Pede Vol. Diff LOS Volume Pede Pede Vol. Diff LOS Volume Pede Pede Vol. Diff LOS Volume Pede Vol. Diff LOS LOS Volume Pede Vol. Diff LOS	0		161 1	FVALUE I FVALUE I FVALUE I FVALUE I FVALUE I FVALUE I FVA	1 1 602	1 147 39 0.72 17.4 B 236 39 0.72 17.4 B 16.6 89 B 148 43 18.7 18.7 18.7 18.7 18.7 18.7 18.7 18.7	I I I I I I I I I I I I I I I I I I I	ALUE! EV	70 1 (1 1226 15.58 15.58 16.50 17.50	ENA. ENA. ENA. ENA. ENA. ENA.	0 1115 1112 0.84 3 4.8 C 1115 112 0.84 115 0.84 116 614 0.85 116 614 0.85 116 614 0.85 117 0.85 118 0.85 118 0.85 118 0.85 118 0.85 118 0.85 118 0.85 118 0.85 118 0.85 118 0.85	Juneau & 3rd/Old Wo	Phase II	Signalized	PM Preferred Pre Game Preferred Post Game Post Game	Peds - - 41 - - 42 - - 61 30 3 0.78 0.83 0.78 0.78 0.78 0.78 0.78 0.78 0.78 0.78 0.78 0.78 0.79 0.78 </td <td> 2 > 0 0 0 0 0 0 0 0 0 0</td>	2 > 0 0 0 0 0 0 0 0 0 0
	Phase III	Signalized	PM Preferred Pre Game Pre Game Preferred Post Game Post Game	Lanes Volume Peds PHIF Delay LOS LOS LOS LOS LOS LOS Volume Puff LOS	0 83 0.75 35.8 b 103 0.75 140.2 20 F 119 0.7 52.9 36 F 129 0.7 8NA 8NA 8NA 8NA 8NA	cl 646 0.9 0.9 3.5.8 D 83.5 1 10.9 140.2 180 180 180 180 180 180 180 180 180 180	161 1 161 1 161 1 1 651 1 1 651 1 1 651 1 1 651 1 1 651 1 1 651 1 1 651 1 1 651 1 1 651 1 1 651 1 1 651 1 1 651 1 1 651 1 1 651 1 1 651 1 1 651 1 1 651 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1	EVALUE EVALUE EVA EVA EVA EVA EVA EVA EVA EV	1 673 0.85 15.8 15.8 15.8 15.8 15.8 15.8 15.8 1	1 150 39 0.72 9 A 276 39 1226 B 123 1226 B 13.2 1 B 8 256 A 3 NA	I I I I I I I I I I I I I I I I I I I	I VALUE! EV I VALU	70 1 ()	1 168	PVALUE: INVALUE: INVA INVA INVA INVA INVA INVA INVA INV	0 147 112 0.84 1 12 0.84 1 12 0.84 1 12 0.84 1 12 0.84 1 12 0.85 1 12 0 0 D D D D D D D D D D D D D D D D D		Phase III	Signalized	PM Preferred Pre Game Pre Game Pre Game Preferred	Lancs 1 2> 0 1 1 1 0 ≥ 0 2 0 Volume 15 597 157 69 612 86 74 356 95 95 Peds 2 2 2 2 41 2 2 2 61 86 74 356 95 95 Delay 34 28 2 283 42 2 33 0.78 0.65 0.83 0.78 0.65 0.83 0.78 0.65 0.83 0.78 0.65 0.83 0.78 0.65 0.83 0.78 0.65 0.83 0.78 0.65 0.83 0.78 0.65 0.83 0.78 0.8	2 > 0 0 168

Intersection	Scenario	Traffic Control	Peak Hour		Eastbound LT TH RT	Westbound LT TH RT	Northbound LT TH RT	Southbound LT TH RT	Intersection	Scenario	Traffic Control	Peak Hour	Level of Service per Movement by Approach Eastbound Westbound Northbound Southbound LT TH RT LT TH RT LT TH RT LT TH RT
	Existing	Signalized	Pre Game Post Game	Volume Peds PHIF Delay LOS Volume Peds PHIF Delay Vol. Diff LOS Volume Peds Vol Diff LOS Uniff LOS	0.81 0.81 0.81 0.81	0 1 280 280 0.63 0.81 0.79 24.5 25.6 C C C 16 47 1520 0.8 0.81 0.69 23.2 28.9 2.6 C C C C C C C C C C C C C C C C C C C	- 35 0 - 305 128 - 191 0.81 0.82 0.86 - 9 9.5 - A A - 342 191 - 244 - 0.81 0.93 0.77 - 87 10.6 - 87 10.6 - 1257 63 - 63 - 63 - 64 - 89 10 - 89 10 - 89 10 - 88 10 -	0 <2 115 397 0 0 07 093 0.81 14.9 10.9 B B B - 0 237 457 0 0.88 0.94 0.81 245 12.9 0.81 16 335 0.6 14.9 15.3 0.6 14.9 15.3 0.6 18.8 0.94 2.93,11133 B B B B C 2.9		Existing	Signalized	Pre Game ,	$ \begin{array}{c ccccccccccccccccccccccccccccccccccc$
	Phase I	Signalized	PM PM Preferred Pre Game Pre Game Post Game Post Post Pore Preferred	Volume Peds Peds PHIF Delay LOS Volume Peds PHIF LOS Volume Peds PHIF Delay Vol. Diff LOS Volume Peds PHIF Delay Vol. Diff LOS Volume Peds PHIF Delay Vol. Diff LOS Volume Peds PHIF Delay Vol. Diff LOS Volume Peds PHIF LOS Volume PHIF PHIF Volume PHIF Volu	150	SNA	1950	250.5 250.5 0	Vorld	Phase I	Signalized	PM Preferred Pre Game Pre Game Preferred Post Game Prost Game Preferred	Volume 28 2 181
Highland & 4th	Phase II	Signalized	PM PM Preferred Pre Game Pre Game Post Game Post Game	Lanes Volume Peds PHIF Delay LOS Volume Pods PHIF LOS Volume Pods PHIF LOS Volume Peds PHIF LOS Volume Peds PHIF LOS Volume PHIF LOS Volume Peds PHIF Delay LOS Volume Peds PHIF Delay LOS Volume Peds Volume PHIF LOS LOS	100 100	STA	100	10	Highland & 3rd/Old World	Phase II	Signalized	PM Preferred Pre Game Preferred Post Game Preferred	Lames O
	Phase III	Signalized	PM Preferred Pre Game Pre Game Preferred Post Game	LOS Lames Volume Peds PHIF Delay LOS Volume Peds PHIF LOS Volume Peds PHIF Delay Vol. Diff LOS Volume Peds	SNA	SNA SNA	100	Sec. A		Phase III	Signalized	PM Preferred Pre Game Preferred Post Game Prost Game Preferred	Lore O

		Traffic	Peak						Level of Se Westbound	ervice per	Movement 1	by Approach	h			
Intersection	Scenario	Control	Hour	Lanes	LT	Eastbound TH	RT	LT 0	Westbound TH <4>	RT 0	LT 1	Northboun TH	d RT	LT	TH 2	RT
	50	Ď	PM	Volume Peds	-	-	87	43	782	88 204	54	435	159		272	167 223
	3u	Ze	TWI	PHF Delay LOS	0.81	0.81	0.81	0.87 13.4 B	0.83 13.2 B	0.59 13.9 B	0.78 11.8 B	0.86 10.5 B	0.81	0.81	0.83 9.7 A	0.87 12.4 B
	ti	II.	Pre	Volume Peds PHF	0.81	0.81	598 0.81	0.72	0.92	91 1103 0.88	0.81	0.94	295 0.81	0.81	0.96	155 1601 0.88
	11S	na	Game	Delay Vol. Diff	EVALUE	#V 10 11	EVALUE	10.7 -27 B	10.6 -376 B	11.6 3 B	23.8 7 C	20.5 29 C		-	11.6 46 B	32.3 -12 C
	Existing	Signalized		LOS Volume Peds	-		454	28	334	73 864	59	178	536	-	296	136 1404
	Н	S_{i}	Post Game	PHF Delay Vol Diff.	0.66	0.66	0.66	0.6 11.3 -15	0.51 11.2 -448	0.65 12.1 -15	0.71 17.9 5	0.58 11.5 -257	0.66	0.66	0.67 12.3 24	0.66 37.4 -31
				LOS Lanes	-			B 0 80	B <4>	0 2	B 1 238	B 2 207	-	-	B 2 133	1 29
			PM	Volume Peds PHF	0.81	0.81	89 0.81	0.87	871 - 0.83	176 0.59	0.78	0.86	159 0.81	0.81	0.83	189 0.87
				LOS Volume	-	-	-	13.3 B 80	13.1 B 871	13.5 B	30.1 C 238	13.1 B 207		-	20.1 C 133	19.8 B
			PM Preferred	Peds PHF Delay	0.81	0.81	89 0.81	0.87 13.3	0.83 13.1	176 0.59 13.5	0.78 30.1	0.86 13.1	159 0.81	0.81	0.83 20.1	189 0.87 19.8
		b	ricientea	Vol. Diff LOS	#VALUE	#VALUE	PVALUE.	0 B	0 B	0 B	0 C	0 B		-	0 C	0 B
	Phase I	Signalized	Pre	Volume Peds PHF	0.81	0.81	583 0.81	52 - 0.72	498 - 0.92	594 0.88	183 - 0.81	306 - 0.94	244 0.81	- - 0.81	201 - 0.96	18 1734 0.88
	SE	II.	Game	Delay Vol. Diff	TVALUE		-	10.7 -28	10.6 -373	10.8 -1	37 -55	11.6 99	-	-	21.9 68	21.7 -11
	Ja	ne	Pre	LOS Volume Peds	-		583	52 -	498 -	B 1 594	183	306 -	244	-	201	18 1734
	Pl	فط	Game Preferred	PHF Delay LOS	0.81	0.81	0.81	0.72 10.7 B	0.92 10.6 B	0.88 10.8 B	0.81 37 D	0.94 11.6 B	0.81	0.81	0.96 21.9 C	0.88 21.7 C
		\sim	Post	Volume Peds PHF	0.66	0.66	369	38 0.6	392 0.51	17 596 0.65	0.71	0.58	372	0.66	0.67	31 802
			Game	Delay Vol. Diff	0.66	-	0.66	11.3 -14	11.2 -106	11.6 16	15.7 -106	11.3 -161	0.66	0.86	21.6 -90	0.66 22.4 13
			ъ.	LOS Volume Peds	-		369	38 -	B 392	17 596	77	B 145	372	-	C 111	31 802
			Post Game Preferred	PHF Delay Vol. Diff	0.66	0.66	0.66	0.6 11.3 -14	0.51 11.2 -106	0.65 11.6 16	0.71 15.7 -106	0.58 11.3 -161	0.66	0.66	0.67 21.6 -90	0.66 22.4 13
				LOS Lanes	-			B 0	8 <4>	B 0	B 1	B 2	-	-	C 2	C 1
				Volume Peds	-	-	89	82	1012	176	250	270	159	-	180	30 189
ų			PM	PHF Delay LOS	0.81	0.81	0.81	0.87 14 B	0.83 13.7 B	0.59 14.3 B	0.78 38.9 D	0.86 13.4 B	0.81	0.81	0.83 20.5 C	0.87 19.8 B
Ξ				Volume Peds	-	-	89	82	1012	12	250	270	159	- 1	180	30 189
4			PM Preferred	PHF Delay	0.81	0.81	0.81	0.87 14	0.83 13.7	0.59 14.3	0.78 38.9	0.86 13.4	0.81	0.81	0.83 20.5	0.87 19.8
State & 4th		ğ		Vol. Diff LOS Volume	-	-	-	0 B 53	0 B 590	0 B	0 D 190	0 B 350	-	-	0 C 240	0 B
e	Phase II	Signalized	Pre	Peds PHF	0.81	0.81	583 0.81	0.72	0.92	594	0.81	0.94	244 0.81	0.81	0.96	1734 0.88
at	é	li.	Game	Delay Vol. Diff	#VALUE		-	11 -29	10.9 -422	11.1 -1	43.1 -60	11.8 80	-	-	22.3 60	21.8 -11
St	a	าล		LOS Volume Peds	-	-	583	B 53	B 590	11 594	190	B 350	244	-	C 240	19 1734
• 1	$^{\lambda}$	50	Pre Game Preferred	PHF Delay	0.81	0.81	0.81	0.72	0.92 10.9	0.88	0.81 43.1	0.94 11.8	0.81	0.81	0.96 22.3	0.88
	I	S		LOS Volume	#N.A	-	-	В	В	В	D	В	-	-	С	С
			Post Game	Peds PHF	eN A	#N.A	369	60.5	- N.A	596	10.0	:NA	372		= N. A.	802
			Game	Delay Vol. Diff LOS												
			Post	Volume Peds	#NA	13. 8	369	#NA	en a	596	#N A	en a	372		** *	802
			Game Preferred	PHF Delay Vol. Diff												
				LOS Lanes				0	<4>	0	1	2			2	1
				Volume Peds	-	-	89	84	1032	12 176	253	275	159	-	184	31 189
			PM	PHF Delay LOS	0.81	0.81	0.81	0.87 14.1 B	0.83 13.8 B	0.59 14.4 B	0.78 40.5 D	0.86 13.4 B	0.81	0.81	0.83 20.6 C	0.87 19.8 B
				Volume Peds	-	-	89	84	1032	12	253	275	159	-	184	31 189
			PM Preferred	PHF Delay	0.81	0.81	0.81	0.87 14.1	0.83 13.8	0.59 14.4	0.78 40.5	0.86 13.4	0.81	0.81	0.83 20.6	0.87 19.8
		b		Vol. Diff LOS Volume	#VALUE	-	-	0 B 54	0 B 600	0 B	0 D 192	0 B 280	-	-	0 C 245	0 B
		Ze	Pre	Peds PHF	0.81	0.81	583 0.81	0.72	0.92	594	0.81	0.94	244 0.81	0.81	0.96	1734 0.88
	Phase III	Signalized	Game	Delay Vol. Diff	-V A I . I .	-		11 -30	10.9 -432	11.2 -1	44.4 -61	11.5 5	-	-	22.3 61	21.8 -12
	as	าล		LOS Volume	-	-	592	B 54	600	11 504	D 192	B 280	-	-	C 245	C 19
	h	50	Pre Game Preferred	Peds PHF Delay	0.81	0.81	583 0.81	0.72 11	0.92 10.9	594 0.88 11.2	0.81 44.4	0.94 11.5	0.81	0.81	0.96 22.3	1734 0.88 21.8
	Ь	Si		LOS Volume	-	-		В	В	В	D	В	- 5N A	-	C	С
			Post	Peds PHF	-	-	369			596	-		372	-		802
			Game	Delay Vol. Diff LOS												
				Volume Peds	-	#N.A	369	-	-	596	-	-	372			802
			Post Game Preferred	PHF Delay										11.0		
				Vol. Diff LOS												

		Traffic	Peak						Level of Se	rvice per	Movement l	oy Approach				
Intersection	Scenario	Control	Hour	Lanas	LT	Eastbound TH	RT 0	LT	Westbound TH	RT 0	LT	Northbound TH 3>	RT 0	LT	Southbound TH 2>	RT 0
		q		Volume Peds	81	688	43 47	70	3> 539	115	70	293	105 186	114	177	24 104
]g	Se	PM	PHF Delay	0.84 37.2 D	0.87 28.2 C	0.81 28.9 C	0.83 29.5 C	0.9 17.5 B	0.77 18.3 B	0.73 18.1	0.84 16.9 B	0.88 17.7 B	0.79 9 A	0.87 4.6	0.67 4.6
	ii	11.		LOS Volume Peds	198	665	50 450	47	292	104 283	55 -	223	86 453	166	A 118	50 660
	S	[a]	Pre Game	PHF Delay Vol. Diff	0.83 43.8 117	0.93 26 -23	0.58 27.6 7	0.9 24.5 -23	0.72 14 -247	0.91 15 -11	0.66 24.4 -15	0.84 19.2 -70	0.8 21.1 -19	0.92 33.8 52	0.88 19.2 -59	0.64 20.2 26
	Existing	Signalized		LOS Volume	D 55	C 233	C 10	C 28	B 266	B 64	C 34	B 118	C 48	C 88	B 144	92
	田	318	Post Game	Peds PHF Delay	0.72 28.6	0.74 22.1	286 0.47 22.5	0.58 16.8	0.65 13.9	343 0.8 14.4	0.66 33.7	0.58 18.6	607 0.75 19.6	0.7	0.64 25.9	505 0.41 33.2
		O 1		Vol Diff. LOS	-26 C	-455 C	-33 C	-42 B	-273 B	-51 B	-36 C	-175 B	-57 B	-26 C	-33 C	68 C
				Volume Peds	57	3> 710	45 47	74	3> 558	101	73	3> 287	106 186	75	2> 135	3 104
			PM	PHF Delay	0.84 34.7	0.87 28.4	0.81 29.2	0.83 30.8	0.9 17.5	0.77 18.3	0.73 17.7	0.84 16.9	0.88 17.6	0.79 7.3	0.87 4.4	0.67 4.4
				LOS Volume Peds	57	710 -	45 47	74 -	558	101 81	73	B 287	B 106 186	75	A 135	3 104
			PM Preferred	PHF Delay	0.84 34.7	0.87 28.4	0.81 29.2	0.83 30.8	0.9 17.5	0.77 18.3	0.73 17.7	0.84 16.9	0.88 17.6	0.79 7.3	0.87 4.4	0.67 4.4
	I	ĕ		Vol. Diff LOS Volume	0 C 189	0 C 675	0 C 55	0 C 45	0 B 318	0 B 82	0 B 73	0 B 217	0 B 87	0 A 139	0 A 89	0 A 25
	Phase I	iZ	Pre Game	Peds PHF Delay	0.83 42.5	0.93 26.3	450 0.58 28	0.9 24.8	0.72 14.1	283 0.91 14.8	0.66 23.9	0.84 19.2	453 0.8 21.1	0.92 30.8	0.88 18.5	660 0.64 19
	3S	al		Vol. Diff LOS	132 D	-35 C	10 C	-29 C	-240 B	-19 B	0 C	-70 B	-19 C	64 C	-46 B	22 B
	þί	L L	Pre Game	Volume Peds PHF	189 - 0.83	675 - 0.93	55 450 0.58	0.9	318 - 0.72	82 283 0.91	73 - 0.66	217 - 0.84	87 453 0.8	0.92	89 - 0.88	25 660 0.64
	Ь	Signalized	Preferred	Delay LOS	42.5 D 49	26.3 C	28 C	24.8 C	14.1 B	14.8 B	23.9 C	19.2 B	21.1 C	30.8 C	18.5 B	19 B
		S	Post	Volume Peds PHF	0.72	279 - 0.74	13 286 0.47	0.58	0.65	59 343 0.8	0.66	0.58	47 607 0.75	26 - 0.7	0.64	57 505 0.41
			Game	Delay Vol. Diff LOS	28.2 -140 C	22.6 -396 C	23.2 -42 C	17.8 -15 B	13.9 -43 B	14.4 -23 B	25.9 -35 C	18.6 -102 B	19.6 -40 B	21.5 -113 C	19 -24 B	22.6 32 C
			Post	Volume Peds	49	279	13 286	30	275	59 343	38	115	47 607	26	65	57 505
			Game Preferred	PHF Delay Vol. Diff	0.72 28.2 -140	0.74 22.6 -396	0.47 23.2 -42	0.58 17.8 -15	0.65 13.9 -43	0.8 14.4 -23	0.66 25.9 -35	0.58 18.6 -102	0.75 19.6 -40	0.7 21.5 -113	0.64 19 -24	0.41 22.6 32
				LOS Lanes	C I	C 3>	0 0	1 1	3>	0 0	C 1	3>	B 0	C 1	B 2>	0 0
h			PM	Volume Peds PHF	0.84	731 - 0.87	46 47 0.81	76 - 0.83	580	81 0.77	75 - 0.73	332 - 0.84	108 186 0.88	93	0.87	7 104 0.67
41				Delay LOS	37 D	28.7 C	29.5 C	31.8 C	17.8 B	18.6 B	18 B	17.1 B	17.9 B	8.6 A	4.5 A	4.5 A
4				Volume Peds	69	731	46 47	76	580	119 81	75	332	108 186	93	163	7 104
8			PM Preferred	PHF Delay	0.84 37	0.87 28.7	0.81 29.5	0.83 31.8	0.9 17.8	0.77 18.6	0.73 18	0.84 17.1	0.88 17.9	0.79 8.6	0.87 4.5	0.67 4.5
Kilbourn & 4th		b		Vol. Diff LOS Volume	0 D 209	0 C 694	0 C 56	0 C 46	0 B 330	0 B 92	0 B 74	0 B 239	0 B 89	0 A 159	0 A 103	0 A 31
	Phase II	Ze	Pre	Peds PHF	0.83	0.93	450 0.58	0.9	0.72	283 0.91	0.66	0.84	453 0.8	0.92	0.88	660 0.64
0	e)		Game	Delay Vol. Diff	46.9 140	26.5 -37	28.2 10	25.3 -30	14.2 -250	15 -27	24.6 -1	19.4 -93	21.2 -19	33.7 66	18.7 -60	19.3 24
	as	ıa		LOS Volume	D 209	C 694	C 56	C 46	B 330	92	C 74	B 239	C 89	C 159	B 103	B 31
	γ	53	Pre Game Preferred	Peds PHF	0.83	0.93 26.5	450 0.58 28.2	0.9	0.72 14.2	283 0.91 15	0.66	0.84 19.4	453 0.8 21.2	0.92	0.88 18.7	660 0.64 19.3
Y	4	Signalized		LOS Volume	D	C C	C	C	В	В	C C	В	C C	C	В	В
			Post	Peds PHF	#N.A	#N.A	286	#N.A	#NA	343	#N A	- 1	607			505
			Game	Delay Vol. Diff												
				LOS Volume Peds	43.3		286			242			607			505
			Post Game Preferred	PHF Delay	23. A		286			343		#N.A	607		*	303
			Preterred	Vol. Diff LOS												
				Lanes Volume	71	3> 754	0 47	78	3> 597	120	77	3> 337	0 110	1 95	2> 166	7
			PM	Peds PHF Delay	0.84 37.7	0.87 28.9	47 0.81 29.7	0.83 32.9	0.9 17.9	81 0.77 18.8	0.73 18.1	0.84 17.2	186 0.88 18	0.79 8.7	0.87 4.5	104 0.67 4.5
				LOS Volume	71	C 754	C 47	C 78	B 597	10.0 B	B 77	B 337	B 110	A 95	A 166	4.3 A
			PM	Peds PHF	0.84	0.87	47 0.81	0.83	0.9	81 0.77	0.73	0.84	186 0.88	0.79	0.87	104 0.67
		_	Preferred	Delay Vol. Diff	37.7 0	28.9 0	29.7 0	32.9 0	17.9 0	18.8 0	18.1 0	17.2 0	18 0	8.7 0	4.5 0	4.5 0
	II	G		LOS Volume Peds	155	718	57 450	C 47	B 339	93 283	75	B 224	91 453	A 162	A 105	31 660
		ΪZ	Pre Game	PHF Delay	0.83 39.5	0.93 26.7	0.58 28.4	0.9 25.8	0.72 14.2	0.91	0.66 24.7	0.84 19.2	0.8	0.92 33.9	0.88 18.7	0.64
	se	al		Vol. Diff LOS	84 D	-36 C	10 C	-31 C	-258 B	-27 B	-2 C	-113 B	-19 C	67 C	-61 B	24 B
	Phase III	Signalized	Pre	Volume Peds	155	718	57 450	47	339	93 283	75	224	91 453	162	105	31 660
	Ph	150	Game Preferred	PHF Delay LOS	0.83 39.5 D	0.93 26.7 C	0.58 28.4 C	0.9 25.8 C	0.72 14.2 B	0.91 15.1 B	0.66 24.7 C	0.84 19.2 B	0.8 21.3 C	0.92 33.9 C	0.88 18.7 B	0.64 19.3 B
		S		Volume Peds	#N.A		286	-	-	343	#V.A		607	-		505
			Post Game	PHF Delay											an A	
				Vol. Diff LOS												
			Post	Volume Peds PHF	-	-	286	-	-	343	-	-	607	-	-	505
			Game Preferred	Delay Vol. Diff												
				LOS												

Intersectio	Ci-	Traffic	Peak			Fthd		Level of	Service	per Mo	vement b	y Approx	ach	C	ıthbound	
n	Scenario	Control	Hour		LT	Eastbound TH	RT	LT	Vestboun TH	RT	LT	Northbou TH	RT	LT	TH	RT
		$\overline{}$		Lanes Volume	1 372	613	197	32	2> 411	19	260	2 827	62	21	629	317
	50	Signalized	PM	Peds PHF	0.93	0.9	31 0.78	0.8	0.74	25 0.79	0.94	0.91	42 0.82	0.81	0.91	117 0.91
	15	Ä		Delay	124.1	21.1	21.3	27.9	31.1	31	33.9	3.7	2.5	24	30.5	44.7
	Ţ			LOS Volume	F 371	C 555	206	C 35	C 231	9	C 147	A 545	A 80	C 11	C 546	D 377
	Existing		Pre	Peds PHF	0.94	0.93	48 0.81	0.8	0.78	53 0.5	0.79	0.86	43 0.73	0.81	0.94	109 0.86
	\mathbf{S}	$\overline{\omega}$	Game	Delay Vol. Diff	47.7 -1	20.3	21.4 9	26.3	26.3	26.3	20.4	3 -282	2.7	22.8 -10	28.4	81.5
	Ż	\Box		LOS	D	-58 C	C	3 C	-180 C	-10 C	-113 C	A	18 A	C	-83 C	60 F
	(2)	50		Volume Peds	259	162	111 39	26	125	20 28	111	415	15 55	7	308	201 90
	Н	-	Post Game	PHF	0.8	0.72 17.5	0.74	0.39 25.5	0.51 25.9	0.56	0.55 18.2	0.75 2.8	0.57 2.3	0.66 22.6	0.78 25.8	0.88
			Game	Delay Vol Diff.	32.3 -113	-451	18.9 -86	-6	-286	26 1	-149	-412	-47	-14	-321	30.4 -116
				LOS Lanes	C	B 2	B I	C	C 2>	0 0	B 1	A 2	A I	C 1	C 2	C
				Volume Peds	380	627	215 31	42	417	19 25	265	854	62 42	20	659	316
			PM	PHF	0.93	0.9	0.78	0.8	0.74	0.79	0.94	0.91	0.82	0.81	0.91	117 0.91
				Delay LOS	137.8 F	21.2 C	21.9 C	29.6 C	31.3 C	31.2 C	37.3 D	3.9 A	2.5 A	24 C	31.3 C	44.4 D
				Volume Peds	377	625	215 31	42	417	19 25	265	857	62 42	20	659	316 117
			PM	PHF	0.93	0.9	0.78	0.8	0.74	0.79	0.94	0.91	0.82	0.81	0.91	0.91
		\Box	Preferred	Delay Vol. Diff	133.4 -3	21.2 -2	21.9 0	29.5 0	31.3 0	31.2 0	37.3 0	3.9	2.5 0	24 0	31.3 0	44.4 0
		(I)		LOS Volume	F 379	C 567	C 211	C 36	C 265	C 9	D 151	A 561	A 81	C 11	C 568	D
		Ň		Peds	-	-	48	-	-	53	-	-	43	-	-	109
	6	.=	Pre Game	PHF Delay	0.94 53.5	0.93 20.4	0.81 21.5	0.8 26.7	0.78 27.9	0.5 27.9	0.79 21.4	0.86	0.73 2.7	0.81 22.8	0.94 28.8	0.86 132.1
	Š	7		Vol. Diff LOS	-1 D	-60 C	-4 C	-6 C	-152 C	-10 C	-114 C	-293 A	19 A	-9 C	-91 C	116 F
	2	22		Volume	379	567	211	36	265	9	151	561	81	11	568	432
	Phase I	Ξ	Pre Game	Peds PHF	0.94	0.93	48 0.81	0.8	0.78	53 0.5	0.79	0.86	43 0.73	0.81	0.94	109 0.86
	Д	တ်ာ	Preferred	Delay LOS	53.5 D	20.4 C	21.5 C	26.7 C	27.9 C	27.9 C	21.4 C	3 A	2.7 A	22.8 C	28.8 C	132.1 F
		Signalized		Volume	427	265	127	29	127	20	113	374	14	7	317	204
			Post	Peds PHF	0.8	0.72	39 0.74	0.39	0.51	28 0.56	0.55	0.75	55 0.57	0.66	0.78	90 0.88
			Game	Delay Vol. Diff	54.9 48	18.5 -302	19.3 -84	41.2 -7	43.6 -138	44.4 11	18.4 -38	2.7 -187	2.3 -67	22.5 -4	25.9 -251	30.6 -228
				LOS Volume	D 427	B 265	B 127	D 29	D 127	D 20	B 113	A 374	A 14	C	C 317	C 204
			Post	Peds	-	-	39	-	-	28	-	-	55	-	-	90
உ			Game	PHF Delay	0.8 54.9	0.72 18.5	0.74 19.3	0.39 41.2	0.51 43.6	0.56 44.4	0.55 18.4	0.75 2.7	0.57 2.3	0.66 22.5	0.78 25.9	0.88 30.6
7			Preferred	Vol. Diff	48 D	-302 B	-84 B	-7 D	-138	11	-38	-187	-67	-4 C	-251	-228 C
Knapp & Water				LOS Lanes	1	2	1	1	D 2>	D	B 1	A 2	A I	1	C 2	1
æ				Volume Peds	390	644	221 31	43	428	20 25	272	875	63 42	21	672	325 117
-			PM	PHF	0.93	0.9	0.78	0.8	0.74	0.79	0.94	0.91	0.82	0.81	0.91	0.91
				Delay LOS	156.3 F	21.4 C	22.1 C	30.4 C	31.7 C	31.5 C	41.2 D	4 A	2.5 A	24.1 C	31.6 C	46.6 D
				Volume Peds	387	643	221 31	43	428	20 25	272	878	64 42	21	672	325 117
~			PM	PHF	0.93	0.9	0.78	0.8	0.74	0.79	0.94	0.91	0.82	0.81	0.91	0.91
8		$\overline{}$	Preferred	Delay Vol. Diff	152.9 -3	21.4 -1	22.1 0	30.4 0	31.7 0	31.5 0	41.2 0	4	2.5	24.1 0	31.6 0	46.6 0
		\sim		LOS	F	C	C	C	C	C	D	A	A	C	С	D
9		Ä		Volume Peds	389	582	217 48	37	272	9 53	156	573	83 43	- 11	580	444 109
d	4)	. [2]	Pre Game	PHF Delay	0.94 52.3	0.93 20.5	0.81 21.8	0.8 28.7	0.78 30.2	0.5 30.2	0.79 22.1	0.86	0.73 2.7	0.81 22.9	0.94 29	0.86 144.9
(Z)	še	—	Gume	Vol. Diff	-1	-62	-4	-6	-156	-11	-116	-302	20	-10	-92	119
<u> </u>	3.5	\overline{a}		LOS Volume	D 389	C 582	C 217	C 37	C 272	C 9	C 156	A 573	A 83	C 11	C 580	F 444
72	Phase II	\Box	Pre Game	Peds PHF	0.94	0.93	48 0.81	0.8	0.78	53 0.5	0.79	0.86	43 0.73	0.81	0.94	109 0.86
\mathbf{Y}	7	50	Preferred	Delay	52.3	20.5	21.8	28.7	30.2	30.2	22.1	3	2.7	22.9	29	144.9
	I	Signalized		LOS Volume	D	C	C	С	C	С	С	A	A	C	C	F
			Post	Peds	-	-	39	-	-	28	-	- 1	55	-	-	90
			Game	PHF Delay												
				Vol. Diff LOS												
				Volume	#3. A	aN A	39	#N A		28	-5.5	-N.A	55	#N.A	IN A	00
			Post	Peds PHF	aN.A		39	- i	en a	28	-		55	F2 A	en a	90
			Game Preferred	Delay Vol. Diff												
				LOS												
				Lanes Volume	456	754	256	45	2> 480	20	305	917	65	21	698	365
			PM	Peds PHF	0.93	0.9	31 0.78	0.8	0.74	25 0.79	0.94	0.91	42 0.82	0.81	0.91	117 0.91
			1 111	Delay	299.8	23.3	24.2	35.9	34.5	34.3	52.6	3.8	2.2	24.6	33.2	65.7
				LOS	F 396	C 645	C 256	D 45	C 480	C 20	D 305	977	A 65	C 21	C 698	E 365
			PM	Peds	- 0.02	-	31	-	-	25	-	-	42	-	-	117
			PM Preferred	PHF Delay	0.93 254.8	0.9 23.7	0.78 26.4	0.8 34.3	0.74 38.5	0.79 38.3	0.94 49.3	0.91 12.9	0.82 8.9	0.81 24	0.91 29.6	0.91 47.6
		þ		Vol. Diff LOS	-60 F	-109 C	0 C	0 C	0 D	0 D	0 D	60 B	0 A	0 C	0 C	0 D
		(D)		Volume	434	649	242	39	269	10	172	597	85	12	600	439
	Ι	N	Pre	Peds PHF	0.94	0.93	48 0.81	0.8	0.78	53 0.5	0.79	0.86	43 0.73	0.81	0.94	109 0.86
	4)	\equiv	Game	Delay	53.5	21.2	22.7	34.7	36.8	36.9	24.5	3.1	2.7	22.9	29.4	139.4
	36	7		Vol. Diff LOS	-22 D	-105 C	-14 C	-6 C	-211 D	-10 D	-133 C	-320 A	20 A	-9 C	-98 C	74 F
	3,	7	Pre	Volume Peds	409	604	242 48	39	269	10 53	172	622	85 43	12	600	439 109
	Phase III	20	Game	PHF	0.94	0.93	0.81	0.8	0.78	0.5	0.79	0.86	0.73	0.81	0.94	0.86
	7	183	Preferred	Delay LOS	47.2 D	20.8 C	22.7 C	33.3 C	35.2 D	35.3 D	24.5 C	3.2 A	2.7 A	23 C	29.4 C	139.4 F
	Ι	Signalized		Volume Peds	#N.A	- N.A.	39	#N.A		28	TN A	#N.A	55	#NA	#NA	90
		- 1	Post	PHF	*N.A	***			15. A	20			33		* 1	70
			Game	Delay Vol. Diff												
				LOS												
			Post	Volume Peds	-	- [39	-	-	28	-	- [55	-	-	90
			Game	PHF Delay												
			Preferred	Vol. Diff LOS												
				LOS										I.		

Intersectio	Scenario	Traffic	Peak			Eastbound		Level of	Service Vestboun	per Mo	vement l	by Appro	ach	l Sc	outhbound	
n	Scenario	Control	Hour	Lanes	LT 1	TH	RT	LT 1	TH 2>	RT	LT 1	TH 2	RT	LT	TH 2	RT
	L 0	b		Volume Peds	118	2> 308	145 139	53	299	33 97	171	998	74 161	24	783	108 159
	ĝι	Ze	PM	PHF Delay LOS	0.76 46.5 D	0.87 35.3 D	0.81 36.4 D	0.88 35.4 D	0.84 24.1 C	0.6 24.4 C	0.82 22.9 C	0.87 1.5 A	0.66 0.4 A	0.75 18.5 B	0.91 23.3 C	0.7 19. B
	İİ	<u>[</u>		Volume Peds	108	254	163 184	54	223	47 172	84	617	89 174	25	656	109
	S	[Z]	Pre Game	PHF Delay	0.8 23.4	0.93 17.5	0.78 19	0.79 30.6	0.83 23.4	0.67 23.8	0.91	0.86	0.91	0.63 18	0.96 21.2	0.83
	Existing	Signalized		Vol. Diff LOS Volume	-10 C 136	-54 B 200	18 B 195	1 C 10	-76 C 105	14 C 26	-87 B 64	-381 A 379	15 A 29	1 B 21	-127 C 358	1 B 76
	$\widetilde{\mathbf{H}}$	153	Post	Peds PHF	0.72	0.61	228 0.64	0.25	0.71	197 0.69	0.76	0.72	209 0.52	0.58	0.75	284 0.7
	, ,	S	Game	Delay Vol Diff. LOS	22.8 18 C	19.1 -108 B	26.5 50 C	35.9 -43 D	21.6 -194 C	-7 C	12.3 -107 B	0.4 -619 A	0.2 -45 A	17.5 -3 B	19.3 -425 B	-32 B
				Lanes	1 133	2> 349	0	1 54	2>	0 33	1 201	2 1015	75	1 19	2 781	115
			PM	Peds PHF	0.76	0.87	139 0.81	0.88	0.84	97 0.6	0.82	0.87	161 0.66	0.75	0.91	0.77
				LOS Volume	52.8 D 136	36.9 D 353	38 D 166	38.1 D 54	24.9 C 349	25.1 C	29.4 C 201	1.6 A 1015	0.4 A 75	18 B 19	23.3 C 781	19.4 B
			PM	Peds PHF	0.76	0.87	139 0.81	0.88	0.84	97 0.6	0.82	0.87	161 0.66	0.75	0.91	0.77
		Q	Preferred	Delay Vol. Diff LOS	53.5 3 D	37.2 4 D	38.3 4 D	38.6 0 D	24.9 0 C	25.1 0 C	29.4 0 C	1.6 0 A	0.4 0 A	18 0 B	23.3 0 C	19.4 0 B
	Ι	Se		Volume Peds	117	276	181 184	55	280	48	105	628	90 174	25	666	125
	se	[]	Pre Game	PHF Delay	0.8 26.9	0.93 18.3	0.78 19.9	0.79 32.1	0.83 24.3	0.67 24.7	0.91 14.4	0.86	0.91	0.63 18	0.96 21.3	0.83
	as	[2]		Vol. Diff LOS Volume	-16 C 117	-73 B 276	19 B 181	1 C 55	-69 C 280	15 C 48	-96 B 105	-387 A 628	15 A 90	6 B 25	-115 C 666	10 B
	Phase I	T T	Pre Game	Peds PHF	0.8	0.93	184 0.78	0.79	0.83	172 0.67	0.91	0.86	174 0.91	0.63	0.96	208 0.83
	Ь	Signalized	Preferred	LOS Volume	26.9 C 89	18.3 B 130	19.9 B 153	32.1 C	24.3 C	24.7 C	14.4 B 68	0.6 A 385	0.4 A	18 B 19	21.3 C 375	19.5 B
		S	Post	Peds PHF	0.72	0.61	228 0.64	0.25	0.71	197 0.69	0.76	0.72	209 0.52	0.58	0.75	284 0.7
			Game	Delay Vol. Diff LOS	19.3 -28 B	16.2 -146 B	20.9 -28 C	30.4 -45 C	21.7 -168 C	22 -22 C	12.5 -37 B	0.4 -243	0.2 -61	17.4 -6 B	19.5 -291 B	18.8 -46 B
			ъ.	Volume Peds	90	130	154 228	10	112	26 197	68	A 385	A 29 209	19	375	79 284
			Post Game Preferred	PHF Delay Vol. Diff	0.72 19.4 -27	0.61 16.2	0.64 21	0.25 30.5	0.71 21.7	0.69	0.76 12.5	0.72	0.52	0.58 17.4	0.75 19.5 -291	0.7 18.8
				LOS Lanes	-27 B	-146 B 2>	-27 C	-45 C	-168 C 2>	-22 C	-37 B	-243 A	-61 A	-6 B	-291 B	-46 B
Juneau & Water				Volume Peds	139	364	169 139	55	357	34 97	206	1037	77 161	20	798	118
t			PM	PHF Delay	0.76 50.2	0.87 32.9	0.81 34	0.88 38	0.84 25.1	0.6 25.3	0.82 32.4	0.87 1.7	0.66	0.75 18.2	0.91 23.6	0.77
/a				LOS Volume	D 142	C 369	C 173	D 55	C 357	C 34	C 206	A 1037	A 77	B 20	C 798	B 118
			PM	Peds PHF	0.76	0.87	139 0.81	0.88	0.84	97 0.6	0.82	0.87	161 0.66	0.75	0.91	0.77
2			Preferred	Delay Vol. Diff	51 3	33.2 5	34.4 4	38.5 0	25.1 0	25.3 0	32.4 0	1.7 0	0.4 0	18.2 0	23.6 0	19.5
8	I	Signalized		LOS Volume	D 121	C 284	C 186	D 56	C 286	C 49	C 107	A 643	92	B 26	C 681	127
n	Phase II	Ž	Pre	Peds PHF	0.8	0.93	184 0.78	0.79	0.83	172 0.67	0.91	0.86	174 0.91	0.63	0.96	0.83
ä	se		Game	Delay Vol. Diff	27.7 -18	18.5 -80	20.3 17	32.6	24.4 -71	24.8 15	14.6 -99	0.6 -394	0.4 15	18.1	21.4 -117	19.5
16	a	13	_	LOS Volume Peds	C 121	B 284	C 186 184	C 56	C 286	49 172	B 107	A 643	92 174	B 26	681	127 208
II	٦	<u>5</u> a	Pre Game Preferred	PHF Delay	0.8 27.7	0.93 18.5	0.78	0.79	0.83 24.4	0.67	0.91 14.6	0.86	0.91	0.63 18.1	0.96 21.4	0.83
J	I	\mathbf{Z}		LOS	С	В	C	С	С	С	В	A	A	В	С	В
			Post	Peds PHF	-	-	228	-	- IN A	197	-	-	209	-	-	284
			Game	Delay Vol. Diff												
				LOS Volume												:\ :\
			Post Game	Peds PHF	- #N A	-	228	-	- #N.A	197	-	- :\)	209		-	284
			Preferred	Delay Vol. Diff										10.0		
				LOS Lanes	1	2>	0	1	2>	0	1	2	1	1	2	1
				Volume Peds	163	427	198	56	392	35 97	226	1090	79 161	20	849	130
			PM	PHF	0.76 54 D	0.87 32.7	0.81 33.7	0.88	0.84 23.4	0.6 23.5	0.82 50.7	0.87 2.7	0.66	0.75 20.8	0.91 28.6	22.9
				LOS Volume Peds	223	C 536	198 139	D 56	C 392	35 97	D 226	A 1090	79 161	C 20	C 849	130 159
			PM Preferred	PHF Delay	0.76 63.1	0.87 30.9	0.81	0.88 37.8	0.84 20	0.6	0.82 45.8	0.87 6.8	0.66	0.75 26.4	0.91 47.3	0.77
		$\overline{\Box}$		Vol. Diff LOS	60 E	109 C	0 C	0 D	0 B	0 C	0 D	0 A	0 A	0 C	0 D	0 C
	Π	ě		Volume Peds	133	312	204 184	58	281	50 172	106	671	94 174	27	717	137
	Ιí	17	Pre Game	PHF Delay	0.8 29.6	0.93 19.6	0.78 21.6	0.79 34.8	0.83 24.3	0.67 24.8	0.91 14.9	0.86 0.7	0.91 0.4	0.63 18.3	0.96 21.8	0.83
	Se	al		Vol. Diff LOS	-30 C	-115 B	6 C	2 C	-111 C	15 C	-120 B	-419 A	15 A	7 B	-132 C	7 B
	la	I,	Pre	Volume Peds	158	357	204 184	58	281	50 172	106	671	94 174	27	717	137 208
	Phase III	Signalized	Game Preferred	PHF	0.8 34.9	0.93 20.6	0.78 22.6	0.79 36.5	0.83 24.3	0.67 24.8	0.91 14.9	0.86	0.91	0.63 18.3	0.96 21.8	0.83 19.9
	I	S		Volume Pode	C	C	C 229	D	С	C 107	В	A	A 200	В	C	B 284
			Post Game	Peds PHF Delay	110.0	#N A	228	-		197		18.4	209	#N A		284
				Vol. Diff LOS												
			D.	Volume Peds	# N. A.	#N A	228		*N X	197		"N A	209	#N/A	:\ \	284
			Post Game Preferred	PHF		#N A								3 N A		
				Vol. Diff LOS												

Intersectio	Scenario	Traffic	Peak			Eastbound		Level of	f Service Westbour	per Mo	vement	by Appr Northbe	oach ound	Sou	thbound	
n		Control	Hour	Lanes	LT -	TH -	RT -	LT 0	TH <4>	RT 0	LT 1	TH 2	RT -	LT -	TH 2>	RT
	חמ	þ	PM	Volume Peds PHF			70	0.71	490 - 0.76	71 146 0.89	0.85	0.9	190 0.81	0.81	0.92	13 159 0.9
	u	Z		Delay LOS	-	-	-	21.2 C	20.3 C	21.1 C	23.4 C	21.8 C	-	-	44.4 D	45. D
	Existing	Signalized	Pre	Volume Peds PHF			63	38 - 0.84	271 - 0.87	56 191 0.78	73 - 0.85	744 - 0.88	89 0.81	0.81	0.92	98 0.9
	is	la	Game	Delay Vol. Diff	EVALU	#VALUE	EVALUE	19.3	18.9 -219	19.5 -15	16.4	16.8	0.81	0.81	14.9 -175	15.
	×	<u> </u>		LOS Volume	-	-	-	B 30	B 111	B 26	B 17	B 404	-	-	B 494	B 8€
	Ш	12	Post Game	Peds PHF Delay	-	-	72	0.44 18.7	0.61 18.4	163 0.54 18.8	0.57 14.6	0.8 14.4	36 0.66	0.66	0.72 13.8	65 0.8 13.
			Guine	Vol Diff. LOS	FVALU			-27 B	-379 B	-45 B	-91 B	-757 B	#VALUE	EVALUE -	-326 B	-4: B
				Lanes Volume	-	-	_ =	58	<4> 502	72	110	2 1204	-	-	2> 853	13:
			PM	Peds PHF Delay	-	-	70	0.71 21.4	0.76 20.4	146 0.89 21.2	0.85 25.1	0.9 22.7	190 0.81	0.81	0.92 38.4	0.9 39
				LOS	-	-	-	C 58	C 502	C 72	C 110	C 1204	-	-	D 853	D 13:
			PM	Peds PHF			70	0.71	0.76	146 0.89	0.85	0.9	190 0.81	0.81	0.92	0.9
		Ď	Preferred	Delay Vol. Diff LOS	FVALU	EVALUE	#VALUE	21.4 0 C	20.4 0 C	21.2 0 C	25.1 0 C	22.7 0 C	#VALUE	EVALUE	38.4 0 D	39 0 D
	Ι	Ze		Volume Peds	-	-	38	39	167	57 115	74	768	54	-	668	130
	Phase I	<u>[</u>	Pre Game	PHF Delay				0.84 18.7	0.87 18.4	18.9	16.6	0.88	0.81	0.81	0.92 15.4	15.
	as	g		Vol. Diff LOS Volume	-			-19 B 39	-335 B	-15 B 57	-36 B 74	-436 B 768	-	-	-185 B 668	-3 B
	h	T,	Pre Game	Peds PHF			38	0.84	0.87	0.78	0.85	0.88	54 0.81	0.81	0.92	58 0.9
	П	Signalized	Preferred	LOS Volume	-	-	-	18.7 B 30	18.4 B 113	18.9 B 26	16.6 B 17	17 B 413	-	-	15.4 B 470	15. B 87
		S	Post	Peds PHF	-	-	50	0.44	0.61	114 0.54	0.57	0.8	25 0.66	0.66	0.72	45
			Game	Delay Vol. Diff	IVALUI	PVALUE	#VALUE!	18.7 -9	18.4 -54	18.8 -31	14.5 -57	14.5 -355	TVALUE	FVALUE!	13.2 -198	13. -43
				LOS Volume Peds	-		50	30	113	26 114	17	413	25	-	470	87 45
			Post Game	PHF Delay			-	0.44 18.7	0.61 18.4	0.54	0.57 14.5	0.8 14.5	0.66	0.66	0.72 13.2	0.8
			Preferred	Vol. Diff LOS	#VALU	PVALUE	FVALUE	-9 B	-54 B	-31 B	-57 B	-355 B	#VALUE	#VALUE	-198 B	-43 B
				Lanes Volume	-	-	-	0 59	<4>	74	1112	1231	-	-	2> 876	134
State & Water			PM	Peds PHF			70	0.71	0.76	0.89	0.85	0.9	190 0.81	0.81	0.92	0.9
te				Delay LOS	-	-	-	22.6 C	21.3 C	22.2 C	25.6 C	23.3 C	-	-	47 D	47.
a				Volume Peds			70	59	646	74 146	112	1231	190	-	876	130 159
			PM Preferred	PHF Delay	-	-	-	0.71 22.6	0.76 21.3	0.89 22.2	0.85 25.6	0.9 23.3	0.81	0.81	0.92 47	0.9 47.
		p		Vol. Diff LOS	#VALUI	-	#V ALLE:	0 C	0 C	0 C	0 C	0 C	-	#VALUE	0 D	0 D
8	II	Signalized		Volume Peds			38	39	266	58 115	76	785	54	-	684	13: 58
ده	Phase II	17	Pre Game	PHF Delay	-	-	-	0.84 19.3	0.87 18.9	0.78 19.4	0.85 16.9	0.88 17.2	0.81	0.81	0.92 15.9	0.9
t	S	al		Vol. Diff LOS	#VALUI	-	-	-20 B	-380 B	-16 B	-36 B	-446 B		-	-192 B	-4 B
E	13	n	Pre	Volume Peds			38	39	266	58 115	76	785	54	-	684	13: 58
S	Ы	<u>.</u>	Game Preferred	PHF Delay				0.84 19.3	0.87 18.9	0.78 19.4	0.85 16.9	0.88 17.2	0.81	0.81	0.92 15.9	0.9
		S		LOS Volume	#NA	FN A	- EN A	В	В	В	В	В	EN A	FNA	В	В
			Post	Peds PHF	#NA	EN A	50	- 	e\	114	- 	#N A	25	EN A	#N/A	45
			Game	Delay Vol. Diff												
				LOS Volume		eN A			# N N			- 10 A		EX A		
			Post Game	Peds PHF	#N A	EN A	50	- 	* .	114		- =N.A	25	EN A	-	45
			Preferred	Delay Vol. Diff												
				LOS	-	-	-	0	<4>	0	1	2	-	-	2>	0
			PM	Volume Peds PHF			70	0.71	0.76	75 146	0.85	0.9	190	0.81	953 0.92	139
			PM	Delay				26.1	24.3	0.89 25.7	23.5	20.5	0.81	0.81	42.8	43.
				LOS Volume	-		-	C 61	657	75	C 115	C 1304	-	-	953	139
			PM Preferred	Peds PHF	-	-	70	0.71	0.76	0.89 25.7	0.85	0.9	190 0.81	0.81	0.92	0.9 49.
			ricicired	Delay Vol. Diff	#VALUI	! #YALUE!	#VALUE!	26.1	24.3	0	23.8	20.5	#VALUE	es Altite	48.2 0	0
		6		Volume Peds	-	-	38	C 40	C 270	59 115	C 78	C 813	54	-	734	134 58
		Ŋ	Pre Game	PHF	-	-	-	0.84	0.87	0.78	0.85	0.88	0.81	0.81	0.92	0.9
	Phase III	Signalized		Delay Vol. Diff LOS	#VALUE	#VALUE	FVALUE	19.3 -21 B	18.9 -387 B	19.4 -16 B	17.6 -37 B	17.5 -491 B	#VALUE	ev Alitie	17.6 -219 B	17. -3 B
	as	nê	Pre	Volume Peds			38	40 -	270	59 115	78 -	813	54		734	134 58
	h	ãd	Game Preferred	PHF Delay			-	0.84 19.3	0.87 18.9	0.78	0.85 17.6	0.88 17.5	0.81	0.81	0.92 17.6	0.9
	Ь	2		LOS Volume	-	-	-	19.5 B	В	19.4 B	B	В	-	-	В	В
		J	Post	Peds PHF	-	-	50	-		114	-		25	-	-	45
			Game	Delay Vol. Diff												
				LOS Volume												
			Post	Peds PHF	-	- 58. A	50	-	-	114	-	-	25	-	-	45
			Game Preferred	Delay Vol. Diff												
				LOS												

EXISTING TRAFFIC MICROSIMULATION LOS AND CALIBRATION RESULTS

la tana a ati a n	DM	Daala Harri						Move	ement					
Intersection	PM	Peak Hour	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
		Volume	396	59	1330				49	718			1121	541
1 40 ND		Target	417	64	1300				43	736			1179	538
I-43 NB ramps at	signal	GEH	1.04	0.64	0.83				0.88	0.67			1.71	0.13
Fond du Lac	Ü	Delay	43.79	39.81	4.43				11.6	8.47			9.81	2.38
		LOS	D	D	Α				В	Α			Α	Α
		Volume				279	70	30		490	465	477	1030	
1.40 CD #aman a at		Target				293	80	38		486	477	680	916	
I-43 SB ramps at	signal	GEH				0.83	1.15	1.37		0.18	0.55	8.44	3.65	
Fond du Lac	•	Delay				25.68	22.9	4.59		33.65	10.28	12.95	3.99	
		LOS				С	С	Α		С	В	В	Α	
		Volume	335	662	117	89	725	202	105	1420	486	58	1151	82
		Target	341	692	133	90	743	201	105	1462	469	71	1175	97
McKinley & 6th	signal	GEH	0.33	1.15	1.43	0.11	0.66	0.07	0.00	1.11	0.78	1.62	0.70	1.59
·	•	Delay	37.14	24.84	24.3	28.86	31.99	13.53	181.77	30.39	12.67	239.19	13.87	9.53
		LOS	D	С	С	С	С	В	F	С	В	F	В	Α
		Volume	171	169	78	15	108	74	81	1221	285	64	1050	51
		Target	155	180	80	14	108	70	115	1282	288	65	1118	49
McKinley & 4th	signal	GEH	1.25	0.83	0.23	0.26	0.00	0.47	3.43	1.72	0.18	0.12	2.07	0.28
		Delay	19.93	19.2	22.34	32.01	25.71	13.72	76.28	59.38	35	102.98	22.72	22.92
		LOS	В	В	С	С	С	В	Е	Е	D	F	С	С
		Volume	83	285	31	124	504	238	127	1033	131	50	848	46
McKinley &		Target	98	296	30	116	528	223	146	1096	134	62	911	41
Old World 3rd	signal	GEH	1.58	0.65	0.18	0.73	1.06	0.99	1.63	1.93	0.26	1.60	2.12	0.76
Old World Sid		Delay	49.7	19.31	12.75	39.67	28.96	27.67	50.12	19.65	15.69	38.53	26.96	5.73
		LOS	D	В	В	D	С	С	D	В	В	D	С	Α
		Volume	57	881	174	133	1011	119	125	178	80	124	267	126
		Target	66	911	190	139	1013	131	137	187	86	149	271	118
Juneau & 6th	signal	GEH	1.15	1.00	1.19	0.51	0.06	1.07	1.05	0.67	0.66	2.14	0.24	0.72
		Delay	31.73	14.35	5.26	29.72	22.02	3.13	37.3	25.09	7.89	28.55	25.49	21.62
		LOS	С	В	Α	С	C	Α	D	С	Α	С	С	С
		Volume	59	290	78	43	341	64	45	421	126	68	439	85
		Target	54	301	84	41	354	66	44	449	133	70	461	70
Juneau & 4th	signal	GEH	0.67	0.64	0.67	0.31	0.70	0.25	0.15	1.34	0.62	0.24	1.04	1.70
		Delay	14.86	13.17	6.18	28.71	20.92	9.92	32	16.08	12.9	22.36	13.04	18.23
		LOS	В	В	Α	С	С	А	С	В	В	С	В	В
		Volume	167	921	159	92	912	177	244	75	161	30	58	29
		Target	181	962	145	83	942	195	251	78	155	25	62	32
Highland & 6th	signal	GEH	1.06	1.34	1.14	0.96	0.99	1.32	0.44	0.34	0.48	0.95	0.52	0.54
		Delay	39.17	13.79	7.62	67.06	20.18	10.21	29.84	27.44	11.43	24.94	21.89	13.55
		LOS	D	В	Α	E	С	В	С	С	В	С	С	В

Intersection	DM	Peak Hour						Move	ement					
intersection	PIVI	reak nour	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
		Volume		386	136	113	371					43		46
		Target		395	128	115	397					42		54
Highland & 4th	signal	GEH		0.46	0.70	0.19	1.33					0.15		1.13
		Delay		8.06	5.13	16.02	8.61					22.57		6.55
		LOS		Α	Α	В	Α					С		Α
		Volume	136	1054			960	133	114		110	137	609	206
		Target	148	1095			985	137	127		127	161	626	216
State & 6th	signal	GEH	1.01	1.25			0.80	0.34	1.18		1.56	1.97	0.68	0.69
		Delay	23.78	13.67			18.07	8.97	54.82		16.04	32.74	28.6	56.8
		LOS	С	В			В	Α	D		В	С	С	Е
		Volume	50	442			275	138				37	789	85
		Target	54	435			272	167				43	782	88
State & 4th	signal	GEH	0.55	0.33			0.18	2.35				0.95	0.25	0.32
		Delay	31.83	22.13			18.05	25.05				8.62	10.88	12.59
		LOS	С	С			В	С				Α	В	В
		Volume	130	830	114	174	991	24	143	498	46	183	204	221
		Target	130	879	119	186	1055	32	147	513	37	206	210	217
Kilbourn & 6th	signal	GEH	0.00	1.68	0.46	0.89	2.00	1.51	0.33	0.67	1.40	1.65	0.42	0.27
		Delay	23.53	27.29	12.41	28.53	17.85	5.8	24.61	27.51	5.65	33.6	24.99	13.3
		LOS	С	С	В	С	В	Α	С	С	Α	С	С	В

Intersection	Bro (Game Hour						Move	ement					
intersection	Pie	Same nour	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
		Volume	227	11	1648				37	1001			749	347
I-43 NB ramps at		Target	209	10	1575				42	981			748	316
Fond du Lac	signal	GEH	1.22	0.31	1.82				0.80	0.64			0.04	1.70
Fond du Lac	-	Delay	45.93	56.12	16.87				7.16	7.66			11.89	6.58
		LOS	D	Е	В				Α	Α			В	Α
		Volume				604	15	71		432	376	468	517	
L 40 OD		Target				611	12	65		412	374	575	382	
I-43 SB ramps at	signal	GEH				0.28	0.82	0.73		0.97	0.10	4.69	6.37	
Fond du Lac	•	Delay				29.19	34.86	4.64		34.76	9.87	7.98	3.24	
		LOS				С	С	Α		С	Α	Α	Α	
		Volume	174	403	121	51	357	130	143	1701	731	57	783	62
		Target	158	370	119	57	331	123	128	1695	733	66	783	55
McKinley & 6th	signal	GEH	1.24	1.68	0.18	0.82	1.40	0.62	1.29	0.15	0.07	1.15	0.00	0.92
,	3	Delay	33.24	25.41	45.13	35.05	26.29	11.07	90.86	67.09	71.08	232.74	9.76	8.52
		LOS	C	С	D	D	С	В	F	Е	Е	F	A	A
		Volume	70	144	81	21	71	60	186	1237	446	66	788	34
		Target	78	152	107	25	78	51	192	1231	448	83	775	44
McKinley & 4th	signal	GEH	0.93	0.66	2.68	0.83	0.81	1.21	0.44	0.17	0.09	1.97	0.47	1.60
,	3	Delay	14.89	23.93	21.37	40.48	37.67	17.17	109.37	68.6	52.41	164.19	22.98	23.61
		LOS	В	C	С	D	D	В	F	E	D	F	C	С
		Volume	58	191	22	71	262	210	117	1055	176	84	615	17
		Target	76	186	29	68	271	196	108	1074	178	86	630	14
McKinley &	signal	GEH	2.20	0.36	1.39	0.36	0.55	0.98	0.85	0.58	0.15	0.22	0.60	0.76
Old World 3rd		Delav	25.26	14.83	13.17	30.74	28.22	29.8	33.42	19.38	11.3	44.39	21.81	4.41
		LOS	C	В	В	С	С	C	С	В	В	D	С	Α
		Volume	47	494	223	206	762	179	95	153	86	155	132	97
		Target	48	476	222	204	757	169	79	153	74	172	143	92
Juneau & 6th	signal	GEH	0.15	0.82	0.07	0.14	0.18	0.76	1.72	0.00	1.34	1.33	0.94	0.51
		Delav	26.72	12.98	6.2	21.37	16.59	5.12	33.84	22.5	9.27	47.95	25.76	15.15
		LOS	C	В	A	C	В	A	C	C	Α	D	C	В
		Volume	60	191	131	62	466	53	57	419	189	98	264	47
		Target	60	222	125	72	484	53	60	416	210	93	278	52
Juneau & 4th	signal	GEH	0.00	2.16	0.53	1.22	0.83	0.00	0.39	0.15	1.49	0.51	0.85	0.71
22	0.9	Delay	33.96	25.59	16.01	41.26	25.02	14.09	28.58	16.94	17.38	28.78	14.83	20.37
		LOS	C	C	В	D	C	В	C	В	В	C	В	C
		Volume	120	636	226	110	658	151	194	63	172	20	61	50
		Target	124	652	241	112	669	169	177	76	156	22	63	51
Highland & 6th	signal	GEH	0.36	0.63	0.98	0.19	0.43	1.42	1.25	1.56	1.25	0.44	0.25	0.14
g	o.g.iui	Delay	21.17	12.68	9.47	32.55	19.38	11.21	40.48	45.94	11.86	27.26	26.79	19.32
		LOS	C C	12.00 B	A A	C C	B	B	D	D	B	C C	C C	19.52 B

Interception	Des	Cama Haun						Move	ement					
Intersection	Fie	Game Hour	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
		Volume		322	186	223	473					10		37
		Target		342	191	237	457					16		47
Highland & 4th	signal	GEH		1.10	0.36	0.92	0.74					1.66		1.54
		Delay		19.31	38.03	67.62	17.22					30.17		11.85
		LOS		В	D	Е	В					С		В
		Volume	177	824			669	188	142		124	101	359	160
		Target	156	820			657	190	151		125	109	333	180
State & 6th	signal	GEH	1.63	0.14			0.47	0.15	0.74		0.09	0.78	1.40	1.53
		Delay	21.78	15.94			19.06	13.25	54.69		14.7	37.12	24.56	12.41
		LOS	С	В			В	В	D		В	D	С	В
		Volume	62	431			311	156				18	397	94
		Target	51	464			318	155				16	406	91
State & 4th	signal	GEH	1.46	1.56			0.39	0.08				0.49	0.45	0.31
		Delay	35.42	20.93			26.5	131.27				14.46	11.48	18.12
		LOS	D	С			С	F				В	В	В
		Volume	86	617	113	212	567	35	262	606	67	125	142	113
		Target	84	565	117	208	548	27	269	588	77	120	135	142
Kilbourn & 6th	signal	GEH	0.22	2.14	0.37	0.28	0.80	1.44	0.43	0.74	1.18	0.45	0.59	2.57
		Delay	19.34	22.85	9.36	25.76	18.52	10.98	25.2	28.34	7.85	26.79	26.65	7.26
		LOS	В	С	Α	С	В	В	С	С	Α	С	С	Α

Intersection	Post	Game Hour						Move	ement					
intersection	Post	Game nour	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
		Volume	135	10	307				42	192			922	384
I-43 NB ramps at		Target	121	5	311				42	223			1274	396
Fond du Lac	signal	GEH	1.24	1.83	0.23				0.00	2.15			10.62	0.61
Fond du Lac	-	Delay	37.07	40.99	0.23				15.14	5.21			205.46	29.69
		LOS	D	D	Α				В	Α			F	С
		Volume				63	1	15		175	275	750	296	
L 40 OD		Target				110	4	40		155	286	1115	280	
I-43 SB ramps at	signal	GEH				5.05	1.90	4.77		1.56	0.66	11.95	0.94	
Fond du Lac	Ü	Delay				26.59	10.02	4.51		28	7.44	37.79	3.98	
		LOS				С	В	Α		С	Α	D	Α	
		Volume	639	211	49	20	132	206	34	353	116	19	694	11
		Target	620	211	38	13	138	205	32	396	106	28	845	17
McKinley & 6th	signal	GEH	0.76	0.00	1.67	1.72	0.52	0.07	0.35	2.22	0.95	1.86	5.44	1.60
, ,	3	Delay	52.5	16.14	18.88	13.66	28.46	22.45	68.66	37.27	8.31	51.67	63.5	35.23
		LOS	D	В	В	В	C	C	F	D	A	D	E	D
		Volume	216	81	42	11	37	50	14	365	43	33	518	9
		Target	278	101	51	12	33	54	17	92	38	26	558	12
McKinley & 4th	signal	GEH	3.94	2.10	1.32	0.29	0.68	0.55	0.76	18.06	0.79	1.29	1.72	0.93
		Delay	55.13	9.63	8.96	22.16	24.51	22.67	41.75	19.27	13.72	31.07	46.77	39.28
		LOS	E	A	A	C	C	C	D	B	В	C	D	D
		Volume	127	224	52	44	139	73	32	360	27	42	376	11
		Target	150	226	45	31	135	74	39	393	23	51	372	11
McKinley &	signal	GEH	1.95	0.13	1.01	2.12	0.34	0.12	1.17	1.70	0.80	1.32	0.21	0.00
Old World 3rd		Delav	23.85	17.23	10.06	29.5	25.21	13	26.05	14.45	4.15	23.23	17.24	6.12
		LOS	C	В	В	C	C	В	C	В	A	C	B	A
		Volume	50	569	208	22	215	27	57	72	42	95	81	299
		Target	51	532	195	23	212	37	66	70	40	108	92	271
Juneau & 6th	signal	GEH	0.14	1.58	0.92	0.21	0.21	1.77	1.15	0.24	0.31	1.29	1.18	1.66
		Delav	19.76	28.48	6.55	29.41	11.52	2.95	61.38	26.74	5.73	27.79	29.73	36.92
		LOS	В	C	A	C	В	A	E	C	A	C	C	D
		Volume	77	213	81	16	86	12	64	299	82	19	219	80
		Target	73	253	94	14	67	16	67	286	96	29	205	110
Juneau & 4th	signal	GEH	0.46	2.62	1.39	0.52	2.17	1.07	0.37	0.76	1.48	2.04	0.96	3.08
20000 0 1011	5.9.10.	Delay	12.11	18.95	6.66	30.57	20.01	8.54	32.37	16.62	10.95	24.01	14.83	27.29
		LOS	В	В	A	C	C C	A	C	B	В	C C	В	C
		Volume	83	442	11	6	352	61	65	10	62	86	96	137
		Target	78	423	11	4	356	61	67	7	53	88	94	125
Highland & 6th	signal	GEH	0.56	0.91	0.00	0.89	0.21	0.00	0.25	1.03	1.19	0.21	0.21	1.05
r ngriidrid & otti	Signal	Delay	14.14	13.4	3.49	19.04	14.56	8.2	25.96	27.7	6.82	24.84	27.01	17.2
		LOS	14.14 B	13.4 B	3.49 A	19.04 B	14.50 B	A A	C 25.96	C C	0.62 A	C C	C C	17.2 B

Intersection	Doot	Game Hour						Move	ment					
intersection	Post	Game nour	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
		Volume		195	52	11	334					83		153
		Target		257	63	16	355					77		150
Highland & 4th	signal	GEH		4.12	1.45	1.36	1.13					0.67		0.24
		Delay		5.57	2.85	8.95	14.32					32.69		9.73
		LOS		Α	Α	Α	В					С		Α
		Volume	65	259			415	94	57		65	116	316	91
		Target	69	244			406	91	60		60	133	307	89
State & 6th	signal	GEH	0.49	0.95			0.44	0.31	0.39		0.63	1.52	0.51	0.21
		Delay	14.96	15.71			18.17	7.14	40.68		5.94	28.54	26.21	12.7
		LOS	В	В			В	Α	D		Α	С	С	В
		Volume	51	167			289	129				25	335	76
		Target	59	178			296	136				28	334	73
State & 4th	signal	GEH	1.08	0.84			0.41	0.61				0.58	0.05	0.35
		Delay	40.56	22.36			34.32	189.76				7.77	11.75	13.8
		LOS	D	С			С	F				Α	В	В
		Volume	104	205	46	141	499	31	14	137	17	104	175	105
		Target	89	198	38	133	506	35	16	127	21	129	169	94
Kilbourn & 6th	signal	GEH	1.53	0.49	1.23	0.68	0.31	0.70	0.52	0.87	0.92	2.32	0.46	1.10
		Delay	14.07	21.75	5.11	17.9	17.86	3.81	16.02	23.84	4.1	18.4	23.98	8.51
		LOS	В	С	Α	В	В	Α	В	С	Α	В	С	Α

FUTURE PHASE I PM, PREGAME & POSTGAME TRAFFIC MICROSIMULATION LOS AND CALIBRATION RESULTS

Intersection	PM Peak Hour							Move	ement					
mersection			NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
		Volume	410	57	1396				49	743			1134	547
1 40 ND		Target	423	65	1360				45	771			1224	559
I-43 NB ramps at	signal	GEH	0.64	1.02	0.97				0.58	1.02			2.62	0.51
Fond du Lac		Delay	40.88	44.10	4.14				11.74	9.07			13.35	1.70
		LOS	D	D	А				В	А			В	Α
		Volume	_	_		286	71	30	_	507	469	655	882	
		Target				307	81	39		509	484	701	947	
I-43 SB ramps at	signal	GEH				1.22	1.15	1.53		0.09	0.69	1.77	2.15	
Fond du Lac	o.ga.	Delay				27.16	27.09	5.01		28.97	11.62	25.76	5.02	
		LOS				C	C	A		C	B	C	A	
		Volume	461	700	200	119	693	200	104	1508	480	65	1076	76
		Target	489	744	239	133	719	198	100	1552	479	88	1070	92
McKinley & 6th	signal	GEH	1.28	1.64	2.63	1.25	0.98	0.14	0.40	1.12	0.05	2.63	0.64	1.75
wichiney & out	Signal			37.47		102.05		16.12		37.18	34.32		28.82	21.35
		Delay LOS	59.69 E		43.05 D	102.05	54.34		51.45		34.32 C	120.32		
	 		E	D	U		D	В	D	D 4500			C	С
		Volume								1526	294	172	1219	
14 14: 1 O 5:1	stop controlled	Target								1599	326	181	1278	
McKinley & 5th		GEH								1.85	1.82	0.68	1.67	
		Delay								1.44	0.51	19.83	2.24	
		LOS								Α	Α	С	Α	
		Volume	118	160	52	20	38	151	89	1258	166	18	1127	66
		Target	134	157	49	20	49	132	124	1309	166	20	1192	64
McKinley & 4th	signal	GEH	1.43	0.24	0.42	0.00	1.67	1.60	3.39	1.42	0.00	0.46	1.91	0.25
		Delay	27.83	25.56	31.71	47.75	6.77	8.13	16.74	23.36	10.42	36.59	18.38	10.52
		LOS	С	С	С	D	Α	Α	В	С	В	D	В	В
	signal	Volume	99	315	44	110	550	247	119	1058	144	74	866	45
Makinlay 9		Target	114	333	40	106	571	232	137	1097	144	84	926	43
McKinley &		GEH	1.45	1.00	0.62	0.38	0.89	0.97	1.59	1.19	0.00	1.13	2.00	0.30
Old World 3rd		Delay	45.64	19.48	16.29	38.52	35.96	31.97	22.24	18.78	12.82	35.73	33.65	7.38
		LOS	D	В	В	D	D	С	С	В	В	D	С	Α
		Volume	49	919	219	143	974	132	172	166	67	157	296	281
		Target	57	990	220	154	992	144	193	167	72	173	317	259
Juneau & 6th	signal	GEH	1.10	2.30	0.07	0.90	0.57	1.02	1.55	0.08	0.60	1.25	1.20	1.34
		Delay	32.70	54.39	30.69	45.29	17.05	10.76	65.17	30.84	9.34	42.83	34.45	66.81
		LOS	C	D	C	D	В	В	E	C	A	D	C	E
		Volume				121		140	_	527			603	
		Target				111		141		541			608	0
Juneau & 5th	stop	GEH				0.93		0.08		0.61			0.20	0
Julieau & Juli	controlled	Delay				29.53		32.42		1.48			6.96	
		LOS				29.53 D		32.42 D		1.40 A			0.90 A	
	 	Volume				111		107	111	535			496	222
		-				124		112	106	545			496	234
lungari 9 4th	oigna!	Target												
Juneau & 4th	signal	GEH				1.20		0.48	0.48	0.43			0.04	0.79
	[Delay				39.31		10.96	10.83	7.02			4.56	3.23
	[LOS				D		В	В	Α			Α	Α

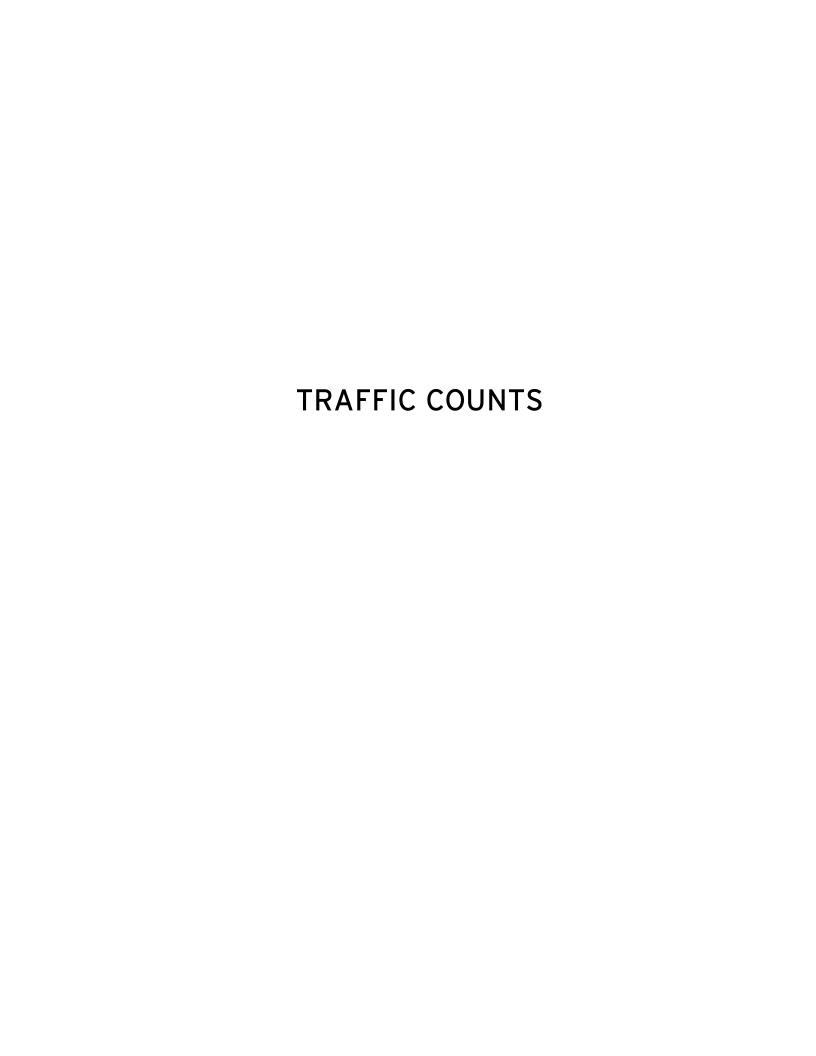
Intersection	PM Peak Hour							Move	ement					
intersection	PIVI Pea	K HOUI	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
		Volume	187	906	299		998	189	262	52	172	45	49	21
		Target	200	968	312		1029	206	272	55	165	40	51	28
Highland & 6th	signal	GEH	0.93	2.03	0.74		0.97	1.21	0.61	0.41	0.54	0.77	0.28	1.41
		Delay	46.38	34.65	14.24		24.01	12.37	49.53	21.11	17.18	9.63	6.24	31.74
		LOS	D	С	В		С	В	D	С	В	Α	Α	С
		Volume			199							152		
		Target			209							162		
Highland & 4th	signal	GEH			0.70							0.80		
	-	Delay			8.62							8.748146		
		LOS			Α							А		
	signal	Volume	134	1125			1051	159	86		72	185	752	195
		Target	147	1171			1074	160	141		118	176	615	170
State & 6th		GEH	1.10	1.36			0.71	0.08	5.16		4.72	0.67	5.24	1.85
		Delay	27.39	32.25			15.79	7.89	301.45		124.99	31.44	30.07	69.26
		LOS	C	С			В	Α	F		F	С	С	Ш
		Volume	253	199			126	26				74	883	1
		Target	238	207			133	29				80	871	2
State & 4th	signal	GEH	0.96	0.56			0.62	0.57				0.68	0.41	0.82
		Delay	28.22	23.19			18.72	21.20				14.89	9.86	2.03
		LOS	С	С			В	С				В	Α	Α
		Volume	134	884	111	184	1082	27	152	491	46	178	195	234
		Target	136	929	110	195	1137	35	159	508	37	201	204	229
Kilbourn & 6th	signal	GEH	0.17	1.49	0.10	0.80	1.65	1.44	0.56	0.76	1.40	1.67	0.64	0.33
		Delay	47.84	64.68	40.11	35.64	15.82	2.66	45.34	29.80	6.16	30.00	26.98	62.23
		LOS	D	Е	D	D	В	Α	D	С	Α	С	С	Е

Intersection	Pre Game Hour							Move	ement					
intersection	Fie Gaill	e noui	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
		Volume	203	14	1583				39	1088			751	349
1 40 ND		Target	212	10	1721				43	1075			781	329
I-43 NB ramps at	signal	GEH	0.62	1.15	3.40				0.62	0.40			1.08	1.09
Fond du Lac		Delay	54.36	50.62	28.77				15.27	16.13			11.79	1.05
		LOS	D	D	С				В	В			В	Α
		Volume		_		667	17	74		462	398	471	490	
		Target				668	12	66		450	380	597	396	
I-43 SB ramps at	signal	GEH				0.04	1.31	0.96		0.56	0.91	5.45	4.47	
Fond du Lac	J	Delay				29.42	14.07	4.69		33.90	9.49	17.27	4.26	
		LOS				C	В	A		C	A	В	A.20	
		Volume	229	446	263	166	323	122	116	1797	683	61	708	55
		Target	195	404	264	147	296	117	123	1997	676	86	799	54
McKinley & 6th	cianal	GEH	2.34	2.04	0.06	1.52	1.53	0.46	0.64	4.59	0.27	2.92	3.32	0.14
MONTHEY & OUT	signal		39.63	29.29		260.09						441.67	24.91	
		Delay LOS			41.96 D	260.09 F	90.66	31.80	120.31	94.32	40.49	441.67 F		20.11
			D	С	U		F	С			D		C	С
	stop	Volume								1595	633	156	848	
		Target								1732	676	187	939	
McKinley & 5th	controlled	GEH								3.36	1.68	2.37	3.04	
		Delay								3.24	1.16	34.90	7.27	
		LOS								Α	Α	D	Α	
		Volume	106	125	58	29	32	101	192	1125	279	25	803	55
		Target	139	131	64	36	36	101	204	1232	296	31	886	67
McKinley & 4th	signal	GEH	2.98	0.53	0.77	1.23	0.69	0.00	0.85	3.12	1.00	1.13	2.86	1.54
		Delay	47.79	27.95	42.80	56.13	27.74	61.48	30.92	22.36	43.13	57.50	33.05	23.24
		LOS	D	С	D	Е	С	Е	С	С	D	E	С	С
	signal	Volume	73	219	25	55	337	226	90	970	151	173	592	22
Makinlay 9		Target	97	223	29	48	331	226	95	1063	174	197	661	21
McKinley &		GEH	2.60	0.27	0.77	0.98	0.33	0.00	0.52	2.92	1.80	1.76	2.76	0.22
Old World 3rd		Delay	29.21	19.23	18.00	35.14	31.70	32.75	20.18	17.39	8.31	41.57	27.83	4.65
		LOS	С	В	В	D	С	С	С	В	Α	D	С	Α
		Volume	45	609	327	171	684	195	164	132	80	167	145	136
		Target	31	558	307	181	681	192	152	126	64	179	173	128
Juneau & 6th	signal	GEH	2.27	2.11	1.12	0.75	0.11	0.22	0.95	0.53	1.89	0.91	2.22	0.70
]	Delay	20.98	11.30	10.79	23.68	11.91	11.13	34.59	25.14	4.64	34.66	29.65	5.85
		LOS	C	В	В	C	В	В	C	C	A	C	C	A
	1	Volume				J				619	,,		444	
		Target								614			480	
Juneau & 5th	stop	GEH								0.20			1.67	
Julieau & Olli	controlled	Delay								1.20			0.40	
		LOS								1.20 A			0.40 A	
	-					104		100	202					105
		Volume				184		126	202	406			318	195
l 0 . 4/1	-:	Target				200		158	202	412			321	225
Juneau & 4th	signal	GEH				1.15		2.69	0.00	0.30			0.17	2.07
		Delay				105.30		39.39	18.66	6.66			5.69	5.04
	l l	LOS				F		D	В	Α			Α	Α

Intersection	Pre Game Hour		Movement													
intersection	Pie Gali	ie noui	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR		
		Volume	146	755	506	38	745	154	197	24	230	42	52	40		
		Target	145	674	487	33	721	170	185	33	212	52	50	37		
Highland & 6th	signal	GEH	0.08	3.03	0.85	0.84	0.89	1.26	0.87	1.69	1.21	1.46	0.28	0.48		
		Delay	27.33	20.30	15.54	23.59	20.01	9.48	25.14	10.55	14.06	4.60	6.35	1.40		
		LOS	С	С	В	С	С	Α	С	В	В	Α	Α	Α		
		Volume			296							221				
		Target			305							219				
Highland & 4th	signal	GEH			0.52							0.13				
		Delay			9.36							9.84				
		LOS			Α							Α				
	signal	Volume	172	1041			772	234	208		147	115	418	151		
		Target	148	1019			747	238	181		115	80	304	107		
State & 6th		GEH	1.90	0.69			0.91	0.26	1.94		2.80	3.54	6.00	3.87		
		Delay	23.84	17.86			17.17	10.64	165.45		94.18	32.47	24.66	18.49		
		LOS	С	В			В	В	F		F	С	С	В		
		Volume	163	291			201	19				50	488	3		
		Target	183	306			201	18				52	498	1		
State & 4th	signal	GEH	1.52	0.87			0.00	0.23				0.28	0.45	1.41		
		Delay	34.20	25.95			18.43	47.76				17.85	9.37	9.52		
		LOS	С	С			В	D				В	Α	Α		
		Volume	90	708	90	231	654	42	352	615	70	116	148	134		
		Target	88	648	104	217	583	31	351	598	80	114	134	169		
Kilbourn & 6th	signal	GEH	0.21	2.30	1.42	0.94	2.85	1.82	0.05	0.69	1.15	0.19	1.18	2.84		
		Delay	23.73	26.92	11.19	27.77	18.95	3.47	33.24	29.82	6.75	29.86	20.28	11.08		
		LOS	С	С	В	С	В	А	С	С	Α	С	С	В		

Intersection	Post Game Hour							Move	ement					
intersection	Post Gair	ie nour	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
		Volume	125	7	287				51	236			1463	455
I 42 ND rompo et		Target	123	5	321				43	231			1475	459
I-43 NB ramps at	signal	GEH	0.18	0.82	1.95				1.17	0.33			0.31	0.19
Fond du Lac		Delay	34.43	28.65	0.32				10.12	10.58			154.2	11.8
		LOS	С	С	Α				В	В			F	В
		Volume				110	4	25		180	280	1200	377	
		Target				114	4	41		160	290	1277	320	
I-43 SB ramps at	signal	GEH				0.38	0.00	2.79		1.53	0.59	2.19	3.05	
Fond du Lac	3 3	Delay				31.65	18.66	4.93		34.05	9.82	29.29	6.16	
		LOS				C	В	A		C	A	C	A	
		Volume	415	107	25	17	141	233	31	374	123	217	1374	147
		Target	445	124	29	12	144	205	30	405	117	257	1285	160
McKinley & 6th	eignal	GEH	1.45		0.77	1.31	0.25	1.89	0.18	1.57	0.55	2.60	2.44	1.05
MICINITIES & OUT	signal		42	1.58 23.57	23.73		30.74			32.11			32.58	27.58
		Delay				28.85		13.42	68		4.48	38.84		
		LOS	D	С	C	С	С	В	E	C	Α	D	C	С
	stop controlled	Volume	946		250					416			811	
McKinley & 5th		Target	890		357					447			811	
		GEH	1.85		6.14					1.49			0.00	
		Delay	22.64		22.37					10.08			18.64	
		LOS	С		С					В			С	
		Volume	189	29	31	13	21	76	45	574	53	12	546	21
		Target	191	48	37	14	26	59	53	684	66	21	561	20
McKinley & 4th	signal	GEH	0.15	3.06	1.03	0.27	1.03	2.07	1.14	4.39	1.69	2.22	0.64	0.22
		Delay	26.96	6.26	11.33	20.87	2.45	11	16.68	16.61	9.99	35.56	33.95	14.69
		LOS	С	Α	В	С	Α	В	В	В	Α	D	С	В
	signal	Volume	134	240	80	27	134	82	53	551	17	56	362	19
Maleinland		Target	151	240	73	26	147	74	64	646	25	61	378	12
McKinley &		GEH	1.42	0.00	0.80	0.19	1.10	0.91	1.44	3.88	1.75	0.65	0.83	1.78
Old World 3rd		Delay	30.05	21.89	17.81	28.7	26.03	15.26	19.37	23.08	4.97	34.46	25.76	4.28
		LOS	С	С	В	С	С	В	В	С	А	С	С	Α
		Volume	34	310	98	22	382	92	72	79	38	53	47	159
		Target	35	353	130	30	381	116	75	66	36	65	53	170
Juneau & 6th	signal	GEH	0.17	2.36	3.00	1.57	0.05	2.35	0.35	1.53	0.33	1.56	0.85	0.86
	o.ga.	Delay	23.71	16.19	10.1	30.16	12.33	12.82	26.8	22.08	3.61	28.43	19.08	11.06
		LOS	C	B	В	C C	B	B	C C	C	A	C C	В	В
		Volume								199	/1		259	
		Target								230			288	
lungau & 5th	stop	GEH								2.12			1.75	
Juneau & 5th	controlled													
		Delay LOS								0.43			0.47	
						4.47		00	75	A 400			A 227	4.40
		Volume				147		22	75	123			237	146
0.43	l	Target				133		39	76	152			249	154
Juneau & 4th	signal	GEH				1.18		3.08	0.12	2.47			0.77	0.65
		Delay				23.09		10.65	24.88	16.87			14.41	4.21
	[<u> </u>	LOS				С		В	С	В			В	Α

Intersection	Post Game Hour		Movement Movement													
intersection	Post Gar	ne nour	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR		
		Volume	69	302	34	0	387	86	56	1	90		67	82		
	signal	Target	70	349	20	1	384	96	68	1	67		74	100		
Highland & 6th		GEH	0.12	2.61	2.69	1.41	0.15	1.05	1.52	0.00	2.60		0.83	1.89		
		Delay	14.63	13.25	5.12	0	15.89	9.29	16.09	44.76	5.6		13.84	2.24		
		LOS	В	В	Α	Α	В	Α	В	D	Α		В	Α		
		Volume			216							144				
Highland & 4th		Target			230							143				
	signal	GEH			0.94							0.08				
		Delay			13.85							10.16				
		LOS			В							В				
	signal	Volume	67	264			381	96	60		58	426	357	81		
		Target	69	265			370	81	73		50	470	379	100		
State & 6th		GEH	0.24	0.06			0.57	1.59	1.59		1.09	2.08	1.15	2.00		
		Delay	2.43	22.81			24.36	6.15	35.26		5.39	35.06	46.76	25.02		
		LOS	Α	С			С	Α	D		Α	D	D	С		
		Volume	71	114			108	37				32	366	21		
		Target	77	145			111	31				38	392	17		
State & 4th	signal	GEH	0.70	2.72			0.29	1.03				1.01	1.34	0.92		
		Delay	38.04	35.14			21.2	38.6				10.64	8.37	18.37		
		LOS	D	D			С	D				В	Α	В		
·		Volume	97	206	46	161	757	36	18	122	14	95	171	105		
		Target	91	209	36	178	737	51	27	127	16	107	164	98		
Kilbourn & 6th	signal	GEH	0.62	0.21	1.56	1.31	0.73	2.27	1.90	0.45	0.52	1.19	0.54	0.69		
		Delay	21.04	18.71	4.73	15.48	16.64	2.85	12.73	25.31	3.41	21.02	22.35	6.39		
		LOS	С	В	Α	В	В	Α	В	С	Α	С	С	Α		



Study Name Fond du Lac & NB I-43 TMC Start Date 04/23/2015 Start Time 4:30 PM Site Code

Project Downtown Milwaukee during Bucks playoff game

Type Road Classification Lights

	S	Southbound South	d Approach bound			Westbound Westb			I	Northbound Northl	d Approach bound		Eastbound Approach Eastbound				
Start Time	Right	Thru	Left	U-Turn	Right	Thru	Left	U-Turn	Right	Thru	Left	U-Turn	Right	Thru	Left	U-Turn	
4:30 PM	0	0	0	0	115	243	0	0	241	10	90	0	0	128	10	0	
4:45 PM	0	0	0	0	127	255	0	0	308	18	95	0	0	164	10	0	
5:00 PM	0	0	0	0	142	328	0	0	300	16	104	0	0	161	11	0	
5:15 PM	0	0	0	0	159	326	0	0	333	17	101	0	0	200	7	0	
5:30 PM	0	0	0	0	112	266	0	0	366	12	100	0	0	222	14	0	
5:45 PM	0	0	0	0	97	184	0	0	418	0	62	0	0	244	7	0	
6:00 PM	0	0	0	0	102	197	0	0	431	3	56	0	0	298	9	0	
6:15 PM	0	0	0	0	80	203	0	0	411	0	46	0	0	277	7	0	
6:30 PM	1	0	0	0	66	195	0	0	411	2	49	0	0	243	9	0	
6:45 PM	0	0	0	0	62	145	0	0	338	4	43	0	0	172	9	0	
9:30 PM	0	0	0	0	66	149	0	0	87	0	34	0	0	66	9	0	
9:45 PM	0	0	0	0	67	148	0	0	78	2	29	0	0	58	8	0	
10:00 PM	0	0	0	0	123	383	0	0	76	0	33	0	0	55	13	0	
10:15 PM	0	0	0	0	115	394	0	0	97	0	31	0	0	57	15	1	
10:30 PM	0	0	0	0	72	329	0	0	59	1	22	0	0	53	6	0	
10:45 PM	0	0	0	0	58	192	0	0	47	0	25	0	0	38	6	0	

Type Road Classification Buses

	(Southbound Southl	d Approach			Westbound Westb				Northbound Northl				Eastbound Eastb		
Start Time	Right	Thru	Left	U-Turn	Right	Thru	Left	U-Turn	Right	Thru	Left	U-Turn	Right	Thru	Left	U-Turn
4:30 PM	0	0	0	0	2	2	0	0	5	0	1	0	0	2	2	0
4:45 PM	0	0	0	0	0	2	0	0	0	0	1	0	0	3	0	0
5:00 PM	0	0	0	0	1	0	0	0	0	0	1	0	0	1	0	0
5:15 PM	0	0	0	0	2	0	0	0	1	0	4	0	0	0	0	0
5:30 PM	0	0	0	0	1	0	0	0	1	1	0	0	0	1	0	0
5:45 PM	0	0	0	0	1	1	0	0	2	0	3	0	0	2	0	0
6:00 PM	0	0	0	0	1	0	0	0	1	0	2	0	0	0	0	0
6:15 PM	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0
6:30 PM	0	0	0	0	1	1	0	0	0	0	2	0	0	2	0	0
6:45 PM	0	0	0	0	0	0	0	0	1	0	1	0	0	1	0	0
9:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:45 PM	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0
10:00 PM	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0
10:15 PM	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0
10:30 PM	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0
10:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Type Road Classification Trucks

	3	Southbound Southb	d Approach cound			Westbound Westb			1	Northbound Northb				Eastbound Eastb		
Start Time	Right	Thru	Left	U-Turn	Right	Thru	Left	U-Turn	Right	Thru	Left	U-Turn	Right	Thru	Left	U-Turn
4:30 PM	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0
4:45 PM	0	0	0	0	1	1	0	0	2	0	1	0	0	2	0	0
5:00 PM	0	0	0	0	0	2	0	0	1	0	1	0	0	0	0	0
5:15 PM	0	0	0	0	0	2	0	0	2	0	4	0	0	0	0	0
5:30 PM	0	0	0	0	0	0	0	0	2	0	2	0	0	0	0	0
5:45 PM	0	0	0	0	0	1	0	0	1	0	2	0	0	1	0	0
6:00 PM	0	0	0	0	0	2	0	0	1	0	2	0	0	2	1	0
6:15 PM	0	0	0	0	0	1	0	0	0	0	0	0	0	2	0	0
6:30 PM	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0
6:45 PM	0	0	0	0	0	2	0	0	0	0	1	0	0	0	0	0
9:30 PM	0	0	0	0	0	1	0	0	0	0	1	0	0	0	1	0
9:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0
10:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:15 PM	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0
10:30 PM	0	0	0	0	0	1	0	0	1	0	1	0	0	0	0	0
10:45 PM	0	0	0	0	0	1	0	0	2	0	1	0	0	0	0	0

Type Road Classification Bicycles on Road

	:	Southbound Southl				Westbound Westb				Northbound Northl				Eastbound Eastb		
Start Time	Right	Thru	Left	U-Turn	Right	Thru	Left	U-Turn	Right	Thru	Left	U-Turn	Right	Thru	Left	U-Turn
4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Type Crosswalk Classification Bicycles on Crosswalk

		nbound Approach Southbound	Wes	tbound Approach Westbound	Norti	nbound Approach Northbound		nd Approach stbound
Start Time	Peds CW	Peds CCWeds Combin	Peds CW	Peds CCWeds Combin	Peds CW	Peds CCWids Combi	n Peds CW Ped	ds CCWeds Combined
4:30 PM	0	0	0	0	0	0	0	0
4:45 PM	0	0	0	0	0	0	0	0
5:00 PM	0	0	0	0	0	0	0	0
5:15 PM	0	0	0	0	0	0	0	0
5:30 PM	0	0	0	0	0	0	0	0
5:45 PM	0	0	0	0	0	0	0	0
6:00 PM	0	0	0	0	0	0	0	0
6:15 PM	0	0	0	0	0	0	0	0
6:30 PM	0	0	0	0	0	0	0	0
6:45 PM	0	0	0	0	0	0	0	0
9:30 PM	0	0	0	0	0	0	0	0
9:45 PM	0	0	0	0	0	0	0	0
10:00 PM	0	0	0	0	0	0	0	0
10:15 PM	0	0	0	0	0	0	0	0
10:30 PM	0	0	0	0	0	0	0	0
10:45 PM	0	0	0	0	0	0	0	0

Type Crosswalk Classification Pedestrians

		nbound Approach Southbound	Wes	tbound Approach Westbound	Nortl	nbound Approach Northbound		nd Approach stbound
Start Time	Peds CW	Peds CCWeds Combin	Peds CW	Peds CCWeds Combin	Peds CW	Peds CCWeds Combi	n Peds CW Ped	ds CCWeds Combined
4:30 PM	0	0	0	0	0	0	0	0
4:45 PM	0	0	0	0	1	1	0	0
5:00 PM	0	0	0	0	0	0	0	0
5:15 PM	0	1	0	0	0	0	0	0
5:30 PM	0	0	0	0	0	0	0	0
5:45 PM	0	0	0	0	0	0	0	0
6:00 PM	0	0	0	0	0	0	0	0
6:15 PM	0	0	0	0	0	0	0	0
6:30 PM	0	0	0	0	0	0	0	0
6:45 PM	0	0	0	0	0	0	0	0
9:30 PM	0	0	0	0	0	0	0	0
9:45 PM	0	0	0	0	0	0	0	0
10:00 PM	0	0	0	0	0	0	0	0
10:15 PM	0	0	0	0	0	0	0	0
10:30 PM	0	0	0	0	0	0	0	0
10:45 PM	0	0	0	0	0	0	0	0

Type Road Classification Totals

	93	Southbound Southl	d Approach bound			Westbound Westb			1	Northbound Northl	d Approach cound			Eastbound Eastb		
Start Time	Right	Thru	Left	U-Turn	Right	Thru	Left	U-Turn	Right	Thru	Left	U-Turn	Right	Thru	Left	U-Turn
4:30 PM	0	0	0	0	117	245	0	0	247	10	92	0	0	130	12	0
4:45 PM	0	0	0	0	128	258	0	0	310	18	97	0	0	169	10	0
5:00 PM	0	0	0	0	143	330	0	0	301	16	106	0	0	162	11	0
5:15 PM	0	0	0	0	161	328	0	0	336	17	109	0	0	200	7	0
5:30 PM	0	0	0	0	113	266	0	0	369	13	102	0	0	223	14	0
5:45 PM	0	0	0	0	98	186	0	0	421	0	67	0	0	247	7	0
6:00 PM	0	0	0	0	103	199	0	0	433	3	60	0	0	300	10	0
6:15 PM	0	0	0	0	81	204	0	0	411	0	46	0	0	279	7	0
6:30 PM	1	0	0	0	68	196	0	0	411	2	51	0	0	245	9	0
6:45 PM	0	0	0	0	62	147	0	0	339	4	45	0	0	173	9	0
9:30 PM	0	0	0	0	66	150	0	0	87	0	35	0	0	66	10	0
9:45 PM	0	0	0	0	67	148	0	0	78	2	30	0	0	61	8	0
10:00 PM	0	0	0	0	123	384	0	0	77	0	33	0	0	55	13	0
10:15 PM	0	0	0	0	115	396	0	0	98	0	32	0	0	57	15	1
10:30 PM	0	0	0	0	72	330	0	0	60	1	24	0	0	53	6	0
10:45 PM	0	0	0	0	58	193	0	0	49	0	26	0	0	38	6	0

Type Road Classification Lights

	\$	Southbound Southl	d Approach bound			Westbound Westb			I		d Approach bound			Eastbound Eastbo		
Start Time	Right	Thru	Left	U-Turn	Right	Thru	Left	U-Turn	Right	Thru	Left	U-Turn	Right	Thru	Left	U-Turn
4:30 PM	12	21	34	0	0	186	141	1	0	0	0	0	150	90	0	0
4:45 PM	8	25	59	0	0	220	139	0	0	0	0	0	117	109	0	0
5:00 PM	9	17	47	0	0	245	184	0	0	0	0	0	132	118	0	0
5:15 PM	13	23	71	0	0	251	193	1	0	0	0	0	108	126	0	0
5:30 PM	8	13	113	0	0	185	162	1	0	0	0	0	111	127	0	0
5:45 PM	11	7	105	0	0	125	138	2	0	0	0	0	82	141	0	1
6:00 PM	16	5	162	0	0	114	133	2	0	0	0	0	94	144	0	0
6:15 PM	14	3	168	0	0	97	150	0	0	0	0	0	100	116	0	0
6:30 PM	15	0	183	0	0	89	163	0	0	0	0	0	87	76	0	0
6:45 PM	18	3	101	0	0	81	135	0	0	0	0	0	86	81	0	0
9:30 PM	9	0	31	0	0	81	107	0	0	0	0	0	47	45	0	0
9:45 PM	14	0	32	0	0	55	119	0	0	0	0	0	47	32	0	0
10:00 PM	10	0	29	0	0	73	352	0	0	0	0	0	68	44	0	0
10:15 PM	13	1	27	0	0	86	351	0	0	0	0	0	107	41	0	0
10:30 PM	3	0	19	0	0	65	292	1	0	0	0	0	62	38	0	0
10:45 PM	10	0	18	0	0	48	163	0	0	0	0	0	32	26	0	0

Study Name Fond du Lac & SB I-43 TMC
Start Date 04/23/2015
Start Time 4:30 PM
Site Code
Project Downtown Milwaukee during Bucks player

Type Road Classification Buses

	S	Southbound South	d Approach bound			Westbound Westb			I	Northbound Northl	d Approach bound			Eastbound Eastb		
Start Time	Right	Thru	Left	U-Turn	Right	Thru	Left	U-Turn	Right	Thru	Left	U-Turn	Right	Thru	Left	U-Turn
4:30 PM	0	0	1	0	0	1	0	0	0	0	0	0	1	2	0	0
4:45 PM	0	0	0	0	0	2	2	0	0	0	0	0	0	4	0	0
5:00 PM	0	1	1	0	0	1	0	0	0	0	0	0	1	0	0	0
5:15 PM	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0
5:30 PM	0	0	2	0	0	1	0	0	0	0	0	0	1	0	0	0
5:45 PM	0	0	2	0	0	3	0	0	0	0	0	0	1	0	0	0
6:00 PM	0	0	0	0	0	2	0	0	0	0	0	0	1	1	0	0
6:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:30 PM	0	0	2	0	0	3	0	0	0	0	0	0	0	0	0	0
6:45 PM	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0
9:30 PM	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0
9:45 PM	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0
10:00 PM	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0
10:15 PM	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0
10:30 PM	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0
10:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Type Road Classification Trucks

	S	Southbound South	d Approach bound			Westbound Westb			I	Northbound Northb				Eastbound Eastb		
Start Time	Right	Thru	Left	U-Turn	Right	Thru	Left	U-Turn	Right	Thru	Left	U-Turn	Right	Thru	Left	U-Turn
4:30 PM	0	1	0	0	0	1	1	0	0	0	0	0	4	0	0	0
4:45 PM	0	0	0	0	0	2	0	0	0	0	0	0	4	1	0	0
5:00 PM	0	1	0	0	0	2	2	0	0	0	0	0	1	0	0	0
5:15 PM	0	0	0	0	0	7	1	0	0	0	0	0	2	0	0	0
5:30 PM	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0
5:45 PM	0	0	0	0	0	4	1	0	0	0	0	0	3	1	0	0
6:00 PM	0	0	2	0	0	2	2	0	0	0	0	0	1	1	0	0
6:15 PM	1	0	2	0	0	0	1	0	0	0	0	0	1	0	0	0
6:30 PM	1	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0
6:45 PM	0	0	0	0	0	1	2	0	0	0	0	0	3	0	0	0
9:30 PM	0	0	0	0	0	1	1	0	0	0	0	0	0	1	0	0
9:45 PM	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0
10:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0
10:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:30 PM	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0
10:45 PM	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0

Type Road Classification Bicycles on Road

	S	Southbound Southl	d Approach bound			Westbound Westb			I	Northbound Northb				Eastbound Eastb		
Start Time	Right	Thru	Left	U-Turn	Right	Thru	Left	U-Turn	Right	Thru	Left	U-Turn	Right	Thru	Left	U-Turn
4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:45 PM	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0
10:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Type Crosswalk Classification Bicycles on Crosswalk

		nbound Approach Southbound	Wes	tbound Approach Westbound	North	nbound Approach Northbound		ound Approach Eastbound
Start Time	Peds CW	Peds CCWeds Combi	n Peds CW	Peds CCWeds Combi	n Peds CW	Peds CCW ds Combi	n Peds CW F	eds CCWeds Combined
4:30 PM	0	0	0	0	0	0	0	0
4:45 PM	0	0	0	0	0	0	0	0
5:00 PM	0	0	0	0	0	0	0	0
5:15 PM	0	0	0	0	0	0	0	0
5:30 PM	0	0	0	0	0	0	0	0
5:45 PM	0	0	0	0	0	0	0	0
6:00 PM	0	0	0	0	0	0	0	0
6:15 PM	0	0	0	0	0	0	0	0
6:30 PM	0	0	0	0	0	0	0	0
6:45 PM	0	0	0	0	0	0	0	0
9:30 PM	0	0	0	0	0	0	0	0
9:45 PM	0	0	0	0	0	0	0	0
10:00 PM	0	0	0	0	0	0	0	0
10:15 PM	0	0	0	0	0	0	0	0
10:30 PM	0	0	0	0	0	0	0	0
10:45 PM	0	0	0	0	0	0	0	0

Type Crosswalk Classification Pedestrians

		nbound Approach Southbound	Wes	tbound Approach Westbound	Nort	hbound Approach Northbound		nd Approach stbound
Start Time	Peds CW	Peds CCWeds Combi	n Peds CW	Peds CCWeds Combi	n Peds CW	Peds CCW:ds Combi	n Peds CW Ped	ds CCW:ds Combine
4:30 PM	1	0	1	0	0	0	0	0
4:45 PM	0	0	0	0	0	0	0	0
5:00 PM	0	1	0	1	1	0	1	0
5:15 PM	0	1	0	0	0	0	0	0
5:30 PM	0	3	0	0	0	0	0	0
5:45 PM	0	0	0	0	0	0	0	0
6:00 PM	0	0	0	0	0	0	0	0
6:15 PM	0	0	0	0	0	0	0	0
6:30 PM	0	0	0	0	0	0	0	0
6:45 PM	0	0	0	0	0	0	0	0
9:30 PM	0	1	0	0	0	0	0	0
9:45 PM	0	0	0	0	0	0	0	0
10:00 PM	0	0	1	1	0	0	0	0
10:15 PM	0	0	0	0	0	0	0	0
10:30 PM	0	0	0	0	0	0	0	0
10:45 PM	1	0	0	0	0	0	0	0

Type Road Classification Totals

	\$	Southbound Southl	d Approach bound			Westbound Westb			I		d Approach bound			Eastbound Eastb		
Start Time	Right	Thru	Left	U-Turn	Right	Thru	Left	U-Turn	Right	Thru	Left	U-Turn	Right	Thru	Left	U-Turn
4:30 PM	12	22	35	0	0	188	142	1	0	0	0	0	155	92	0	0
4:45 PM	8	25	59	0	0	224	141	0	0	0	0	0	121	114	0	0
5:00 PM	9	19	48	0	0	248	186	0	0	0	0	0	134	118	0	0
5:15 PM	13	23	71	0	0	260	194	1	0	0	0	0	110	126	0	0
5:30 PM	8	13	115	0	0	188	162	1	0	0	0	0	112	127	0	0
5:45 PM	11	7	107	0	0	132	139	2	0	0	0	0	86	142	0	1
6:00 PM	16	5	164	0	0	118	135	2	0	0	0	0	96	146	0	0
6:15 PM	15	3	170	0	0	97	151	0	0	0	0	0	101	116	0	0
6:30 PM	16	0	185	0	0	92	163	0	0	0	0	0	88	76	0	0
6:45 PM	18	3	102	0	0	83	137	0	0	0	0	0	89	81	0	0
9:30 PM	9	0	31	0	0	82	109	0	0	0	0	0	47	46	0	0
9:45 PM	14	0	35	0	0	55	119	0	0	0	0	0	47	32	0	0
10:00 PM	10	0	29	0	0	73	353	0	0	0	0	0	70	44	0	0
10:15 PM	13	1	27	0	0	86	353	0	0	0	0	0	107	41	0	0
10:30 PM	3	0	19	0	0	67	293	1	0	0	0	0	62	38	0	0
10:45 PM	10	0	18	0	0	49	163	0	0	0	0	0	32	26	0	0

Type Road Classification Lights

		Southbound Southl					d Approach bound		I	Northbound Northb		1		n, Eastb	/a ound	
Start Time	Right	Thru	Left	U-Turn	Right	Thru	Left	U-Turn	Right	Thru	Left	U-Turn	Right	Thru	Left	U-Turn
4:30 PM		90	10	2	13		9	0	17	79		1				
4:45 PM		93	13	1	13		7	0	24	81		0				
5:00 PM		101	19	0	15		11	0	30	120		0				
5:15 PM		107	40	0	17		17	0	36	89		0				
5:30 PM		96	43	0	9		8	0	37	102		1				
5:45 PM		108	58	0	17		10	0	33	83		0				
6:00 PM		119	56	0	11		9	0	44	92		0				
6:15 PM		104	68	0	9		6	0	33	83		1				
6:30 PM		118	56	0	17		10	0	62	83		0				
6:45 PM		123	58	0	10		7	0	52	84		0				
9:30 PM		73	2	0	17		7	1	19	54		1				
9:45 PM		50	0	2	14		12	0	13	44		0				
10:00 PM		128	3	0	30		2	0	23	123		0				
10:15 PM		103	8	3	63		24	0	15	62		2				
10:30 PM		52	4	3	41		24	0	12	28		1				
10:45 PM		35	2	3	43		16	0	4	34		0				

Type Road Classification Buses

		Southbound Southl					d Approach bound			Northbound Northl	d Approach cound				/a cound	
Start Time	Right	Thru	Left	U-Turn	Right	Thru	Left	U-Turn	Right	Thru	Left	U-Turn	Right	Thru	Left	U-Turn
4:30 PM		0	1	0	0		0	0	0	0		0				
4:45 PM		0	0	0	0		0	0	0	0		0				
5:00 PM		0	0	0	0		0	0	0	1		0				
5:15 PM		1	0	0	0		0	0	0	0		0				
5:30 PM		1	0	0	0		0	0	0	0		0				
5:45 PM		2	0	0	0		0	0	0	0		0				
6:00 PM		4	0	0	0		0	0	0	0		0				
6:15 PM		1	0	0	0		0	0	0	0		0				
6:30 PM		3	0	0	0		0	0	0	0		0				
6:45 PM		3	0	0	0		0	0	0	0		0				
9:30 PM		8	0	0	0		0	0	0	0		0				
9:45 PM		0	0	0	0		0	0	0	0		0				
10:00 PM		4	0	0	1		0	0	0	0		0				
10:15 PM		3	0	0	0		1	0	0	0		0				
10:30 PM		1	0	0	1		0	0	0	0		0				
10:45 PM		1	0	0	0		0	0	0	0		0				

Type Road Classification Trucks

		Southbound South				Westbound Westb				Northbound Northl	d Approach bound				/a cound	
Start Time	Right	Thru	Left	U-Turn	Right	Thru	Left	U-Turn	Right	Thru	Left	U-Turn	Right	Thru	Left	U-Turn
4:30 PM		0	1	0	0		0	0	0	0		0				
4:45 PM		0	0	0	0		0	0	1	0		0				
5:00 PM		0	0	0	0		0	0	0	2		0				
5:15 PM		0	0	0	0		1	0	0	0		0				
5:30 PM		0	0	0	0		0	0	0	0		0				
5:45 PM		0	0	0	0		0	0	0	0		0				
6:00 PM		1	0	0	0		0	0	0	0		0				
6:15 PM		1	0	0	0		1	0	0	0		0				
6:30 PM		0	0	0	0		0	0	0	0		0				
6:45 PM		0	0	0	0		0	0	0	0		0				
9:30 PM		0	0	0	0		0	0	0	0		0				
9:45 PM		0	0	0	0		0	0	0	0		0				
10:00 PM		0	0	0	0		0	0	0	0		0				
10:15 PM		0	0	0	0		0	0	0	0		0				
10:30 PM		0	0	0	0		0	0	0	0		0				
10:45 PM		0	0	0	0		0	0	0	0		0				

Type Road Classification Bicycles on Road

		Southbound Southl					d Approach bound		ı	Northbound Northl	d Approach bound				/a cound	
Start Time	Right	Thru	Left	U-Turn	Right	Thru	Left	U-Turn	Right	Thru	Left	U-Turn	Right	Thru	Left	U-Turn
4:30 PM		0	1	0	0		0	0	0	0		0				
4:45 PM		0	0	0	0		0	0	1	1		0				
5:00 PM		0	0	0	0		1	0	0	2		0				
5:15 PM		1	0	0	0		0	0	0	3		0				
5:30 PM		0	0	0	0		0	0	0	1		0				
5:45 PM		0	0	0	0		0	0	0	0		0				
6:00 PM		0	0	0	0		0	0	1	0		0				
6:15 PM		0	0	0	0		0	0	0	0		0				
6:30 PM		0	0	0	0		0	0	0	0		0				
6:45 PM		0	0	0	0		0	0	0	0		0				
9:30 PM		0	0	0	0		0	0	0	0		0				
9:45 PM		0	0	0	0		0	0	0	0		0				
10:00 PM		0	0	0	0		0	0	0	0		0				
10:15 PM		0	0	0	0		0	0	0	0		0				
10:30 PM		0	0	0	0		0	0	0	0		0				
10:45 PM		0	0	0	0		0	0	0	0		0				

Project Downtown Milwaukee during Bucks playoff game

Type Crosswalk Classification Bicycles on Crosswalk

		nbound App Southbound		Wes	tbound App Westbound		North	nbound App Northbound			n/a Eastbound	
Start Time	Peds CW	Peds CCW	ds Combin	Peds CW	Peds CCW	ds Combin	Peds CW	Peds CCW	ds Combin	Peds NB	Peds SB	ds Combined
4:30 PM	1	0		0	0		0	0				
4:45 PM	0	0		0	0		2	1				
5:00 PM	0	0		0	0		0	0				
5:15 PM	0	0		1	0		0	0				
5:30 PM	0	0		0	0		0	0				
5:45 PM	0	0		0	0		0	0				
6:00 PM	0	0		0	0		0	0				
6:15 PM	0	0		0	0		0	0				
6:30 PM	0	0		0	0		0	0				
6:45 PM	0	0		0	0		0	0				
9:30 PM	0	0		0	0		0	0				
9:45 PM	0	0		0	0		0	0				
10:00 PM	0	0		0	0		0	0				
10:15 PM	0	0		0	0		0	0				
10:30 PM	0	0		0	0		0	0				
10:45 PM	1	0		0	0		0	0				

Type Crosswalk Classification Pedestrians

		bound Approach Southbound	Wes	tbound App Westbound			nbound App Northbound			n/a Eastbound	d
Start Time	Peds CW	Peds CCWeds Combir	Peds CW	Peds CCW	ds Combin	Peds CW	Peds CCW	ds Combin	Peds NB	Peds SB	ds Combined
4:30 PM	5	25	7	6		9	4				
4:45 PM	19	28	31	18		38	22				
5:00 PM	19	26	34	18		15	19				
5:15 PM	27	30	32	10		40	28				
5:30 PM	31	100	36	12		82	32				
5:45 PM	25	131	77	20		96	38				
6:00 PM	19	166	96	19		128	29				
6:15 PM	16	230	49	20		203	21				
6:30 PM	13	514	11	6		283	8				
6:45 PM	13	549	31	12		409	8				
9:30 PM	12	0	3	9		2	29				
9:45 PM	514	7	5	247		8	889				
10:00 PM	794	0	37	430		5	747				
10:15 PM	59	4	28	14		10	24				
10:30 PM	27	1	18	21		0	9				
10:45 PM	18	9	11	17		5	3				

Type Road Classification Totals

		Southbound Southb					d Approach bound		1	Northbound Northl	d Approach bound			n, Eastb	/a oound	
Start Time	Right	Thru	Left	U-Turn	Right	Thru	Left	U-Turn	Right	Thru	Left	U-Turn	Right	Thru	Left	U-Turn
4:30 PM		90	13	2	13		9	0	17	79		1				
4:45 PM		93	13	1	13		7	0	26	82		0				
5:00 PM		101	19	0	15		12	0	30	125		0				
5:15 PM		109	40	0	17		18	0	36	92		0				
5:30 PM		97	43	0	9		8	0	37	103		1				
5:45 PM		110	58	0	17		10	0	33	83		0				
6:00 PM		124	56	0	11		9	0	45	92		0				
6:15 PM		106	68	0	9		7	0	33	83		1				
6:30 PM		121	56	0	17		10	0	62	83		0				
6:45 PM		126	58	0	10		7	0	52	84		0				
9:30 PM		81	2	0	17		7	1	19	54		1				
9:45 PM		50	0	2	14		12	0	13	44		0				
10:00 PM		132	3	0	31		2	0	23	123		0				
10:15 PM		106	8	3	63		25	0	15	62		2				
10:30 PM		53	4	3	42		24	0	12	28		1				
10:45 PM		36	2	3	43		16	0	4	34		0				

Type Road Classification Lights

	S	Southbound Southl	d Approach bound			Westbound Westb	• •		I	Northbound Northb	Approach oound			Eastbound Eastb		
Start Time	Right	Thru	Left	U-Turn	Right	Thru	Left	U-Turn	Right	Thru	Left	U-Turn	Right	Thru	Left	U-Turn
4:30 PM	36	226	23	0	13	14	9	0	23	199	36	1	35	19	45	0
4:45 PM	54	208	15	1	10	12	9	0	19	205	47	3	36	18	50	0
5:00 PM	45	226	20	2	9	20	5	0	30	256	47	3	36	18	67	0
5:15 PM	44	240	21	0	8	16	6	0	48	271	46	1	43	22	74	0
5:30 PM	52	227	27	0	4	14	4	0	45	196	41	1	38	20	59	0
5:45 PM	50	218	21	0	2	10	6	0	54	175	34	2	46	21	42	0
6:00 PM	26	185	23	3	4	4	2	0	55	166	37	6	54	12	42	0
6:15 PM	46	169	30	0	10	8	0	0	49	189	32	3	41	13	56	0
6:30 PM	47	144	27	2	18	20	9	0	73	142	27	1	36	23	40	0
6:45 PM	45	157	32	0	19	30	11	0	62	145	28	2	27	19	36	0
9:30 PM	9	53	1	1	14	12	7	0	0	91	2	1	13	1	18	0
9:45 PM	10	66	0	0	30	14	15	0	0	96	9	2	8	0	12	0
10:00 PM	19	117	0	0	30	28	27	0	0	142	31	10	12	0	26	0
10:15 PM	26	92	0	1	38	27	28	0	0	114	31	2	14	0	22	0
10:30 PM	6	72	0	0	27	20	13	0	7	59	5	2	15	4	7	0
10:45 PM	6	40	1	0	25	7	7	0	5	50	5	2	5	2	10	0

Type Road Classification Buses

	\$		d Approach bound			Westbound Westb					d Approach bound			Eastbound Eastb		
Start Time	Right	Thru	Left	U-Turn	Right	Thru	Left	U-Turn	Right	Thru	Left	U-Turn	Right	Thru	Left	U-Turn
4:30 PM	0	11	0	0	0	0	0	0	0	7	0	0	0	0	1	0
4:45 PM	0	11	0	0	0	0	1	0	1	7	0	0	0	0	0	0
5:00 PM	0	7	0	0	0	0	0	0	0	7	0	0	0	0	0	0
5:15 PM	0	6	0	0	1	0	0	0	1	5	0	0	0	0	0	0
5:30 PM	0	3	0	0	0	0	0	0	1	7	0	0	0	0	1	0
5:45 PM	0	8	0	0	0	0	0	0	0	4	0	0	0	0	2	0
6:00 PM	0	3	0	0	0	0	0	0	0	1	0	0	0	1	0	0
6:15 PM	1	4	0	0	0	0	0	0	0	5	0	0	0	3	0	0
6:30 PM	3	1	0	0	0	0	0	0	0	2	0	0	0	3	1	0
6:45 PM	1	1	0	0	0	1	0	0	1	2	0	0	0	2	0	0
9:30 PM	0	2	0	0	0	0	0	0	0	8	0	0	0	0	0	0
9:45 PM	0	1	0	0	0	1	1	0	0	2	0	0	0	0	0	0
10:00 PM	0	2	0	0	0	3	0	0	0	6	0	0	0	0	0	0
10:15 PM	0	1	1	0	0	1	0	0	0	1	2	0	0	0	0	0
10:30 PM	0	1	0	0	0	0	0	0	1	1	0	0	0	0	0	0
10:45 PM	0	2	0	0	0	0	0	0	0	2	0	0	0	0	0	0

Type Road Classification Trucks

	\$	Southbound South	d Approach bound			Westbound Westb				Northbound Northl	d Approach bound			Eastbound Eastb		
Start Time	Right	Thru	Left	U-Turn	Right	Thru	Left	U-Turn	Right	Thru	Left	U-Turn	Right	Thru	Left	U-Turn
4:30 PM	0	2	0	0	0	0	0	0	0	2	0	0	0	0	2	0
4:45 PM	0	6	0	0	0	0	0	0	0	3	0	0	0	0	0	0
5:00 PM	0	5	0	0	0	0	0	0	0	1	0	0	0	0	0	0
5:15 PM	0	1	0	0	0	0	0	0	0	2	0	0	0	0	0	0
5:30 PM	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0
5:45 PM	0	1	0	0	0	0	0	0	0	1	0	0	0	0	1	0
6:00 PM	0	3	0	0	0	0	0	0	1	0	0	0	0	0	0	0
6:15 PM	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:30 PM	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1	0
6:45 PM	0	3	0	0	0	0	0	0	0	0	0	0	0	0	1	0
9:30 PM	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0
9:45 PM	0	1	0	0	0	0	0	0	0	1	0	0	0	0	0	0
10:00 PM	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:15 PM	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0
10:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Project Downtown Milwaukee during Bucks playoff game

Type Road Classification Bicycles on Road

	3	Southbound Southb	d Approach cound			Westbound Westb			1	Northbound Northb				Eastbound Eastb		
Start Time	Right	Thru	Left	U-Turn	Right	Thru	Left	U-Turn	Right	Thru	Left	U-Turn	Right	Thru	Left	U-Turn
4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0
4:45 PM	0	1	0	0	0	0	0	0	0	1	0	0	0	0	0	0
5:00 PM	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0
5:15 PM	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0
5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:00 PM	0	1	0	0	0	0	0	0	0	0	1	0	0	0	0	0
6:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:45 PM	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0
9:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:00 PM	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0
10:15 PM	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:45 PM	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0

Project Downtown Milwaukee during Bucks playoff game

Type Crosswalk Classification Bicycles on Crosswalk

		nbound Approach Southbound	Wes	tbound Approach Westbound	Nort	hbound Approach Northbound		nd Approach
Start Time	Peds CW	Peds CCWeds Combin	Peds CW	Peds CCWeds Combi	n Peds CW	Peds CCW ds Combi	n Peds CW Ped	ds CCW:ds Combine
4:30 PM	0	0	0	0	0	1	1	0
4:45 PM	0	1	0	1	0	0	0	1
5:00 PM	0	0	0	0	0	0	0	0
5:15 PM	0	1	0	0	0	0	0	0
5:30 PM	0	0	0	0	0	0	1	0
5:45 PM	0	0	0	0	0	0	0	0
6:00 PM	0	0	0	0	0	0	0	0
6:15 PM	0	0	0	0	0	0	0	0
6:30 PM	0	0	0	0	0	1	0	0
6:45 PM	0	0	0	0	0	0	0	0
9:30 PM	0	0	1	0	0	0	0	0
9:45 PM	0	0	0	0	0	0	0	0
10:00 PM	0	0	0	0	0	0	0	0
10:15 PM	0	0	0	0	0	0	0	0
10:30 PM	0	0	0	0	0	0	0	0
10:45 PM	0	0	0	0	0	0	0	0

Type Crosswalk Classification Pedestrians

		nbound Approach Southbound		tbound App Westbound			nbound App Northbound			oound Appi Eastbound	
Start Time	Peds CW	Peds CCWeds Comb	in Peds CW	Peds CCW	ds Combin	Peds CW	Peds CCW	ds Combin	Peds CW	Peds CCW	ds Combined
4:30 PM	9	0	5	7		3	17		8	11	
4:45 PM	18	1	11	2		13	11		8	13	
5:00 PM	10	1	4	7		8	4		6	4	
5:15 PM	8	5	6	5		14	12		6	7	
5:30 PM	8	3	7	5		6	13		11	12	
5:45 PM	11	2	11	1		5	17		2	9	
6:00 PM	22	4	14	1		1	35		6	27	
6:15 PM	35	0	40	1		6	67		3	29	
6:30 PM	43	4	24	0		1	81		3	92	
6:45 PM	47	1	52	7		5	86		3	81	
9:30 PM	3	7	2	9		12	2		4	1	
9:45 PM	1	106	12	135		134	3		34	2	
10:00 PM	10	143	44	175		237	15		60	19	
10:15 PM	1	18	4	19		29	11		11	0	
10:30 PM	0	5	1	2		5	0		2	2	
10:45 PM	0	0	0	0		2	3		1	1	

Type Road Classification Totals

	(Southbound Southb			,	Westbound Westb			1	Northbound Northb				Eastbound Eastbo		
Start Time	Right	Thru	Left	U-Turn	Right	Thru	Left	U-Turn	Right	Thru	Left	U-Turn	Right	Thru	Left	U-Turn
4:30 PM	36	239	23	0	13	14	9	0	23	208	36	1	35	20	48	0
4:45 PM	54	226	15	1	10	12	10	0	20	216	47	3	36	18	50	0
5:00 PM	45	238	20	2	9	21	5	0	30	264	47	3	36	18	67	0
5:15 PM	44	247	21	0	9	16	6	0	49	278	46	2	43	22	74	0
5:30 PM	52	230	27	0	4	14	4	0	46	205	41	1	38	20	60	0
5:45 PM	50	227	21	0	2	10	6	0	54	180	34	2	46	21	45	0
6:00 PM	26	192	23	3	4	4	2	0	56	167	38	6	54	13	42	0
6:15 PM	47	176	30	0	10	8	0	0	49	194	32	3	41	16	56	0
6:30 PM	50	146	27	2	18	20	9	0	73	144	27	1	36	26	42	0
6:45 PM	46	161	32	0	19	31	11	0	63	148	28	2	27	21	37	0
9:30 PM	9	55	1	1	14	12	8	0	0	99	2	1	13	1	18	0
9:45 PM	10	68	0	0	30	15	16	0	0	99	9	2	8	0	12	0
10:00 PM	19	121	0	0	31	31	27	0	0	148	31	10	12	0	26	0
10:15 PM	26	94	1	1	38	28	28	0	0	116	33	2	14	0	22	0
10:30 PM	6	73	0	0	27	20	13	0	8	60	5	2	15	4	7	0
10:45 PM	6	42	1	0	25	7	7	0	5	54	5	2	5	2	10	0

Type Road Classification Lights

	S	Southbound Southl	d Approach bound			Westbound Westb			I	Northbound Northl	d Approach bound			Eastbound Eastb		
Start Time	Right	Thru	Left	U-Turn	Right	Thru	Left	U-Turn	Right	Thru	Left	U-Turn	Right	Thru	Left	U-Turn
4:30 PM	14	91	0	0	5	2	3	0	9	63	5	0	8	1	6	0
4:45 PM	20	133	2	0	5	0	0	0	4	67	7	0	13	0	9	0
5:00 PM	13	146	0	0	1	0	2	0	2	95	9	0	17	3	7	0
5:15 PM	29	130	1	0	2	0	2	0	5	104	5	0	23	0	12	0
5:30 PM	21	142	0	1	3	0	0	0	3	93	9	0	19	1	10	0
5:45 PM	28	134	3	0	6	0	1	0	5	69	16	0	18	1	10	0
6:00 PM	35	123	0	0	3	0	1	0	3	80	8	0	16	0	11	0
6:15 PM	29	124	0	0	3	0	0	0	2	73	10	0	17	0	10	0
6:30 PM	34	100	0	0	2	0	3	0	5	69	15	0	14	0	9	0
6:45 PM	56	93	2	1	1	0	0	0	2	72	8	0	11	0	7	0
9:30 PM	15	48	1	0	3	0	0	0	4	31	4	0	17	1	6	0
9:45 PM	9	43	1	0	3	1	1	0	2	31	8	0	11	0	5	0
10:00 PM	10	108	1	0	1	0	4	0	5	78	2	0	37	0	34	0
10:15 PM	15	76	4	0	2	0	0	0	2	66	7	0	25	0	23	0
10:30 PM	9	47	3	1	3	1	2	0	4	56	5	0	22	0	15	0
10:45 PM	16	45	2	1	4	1	0	0	2	43	11	0	4	1	6	0

Type Road Classification Buses

	5		d Approach bound			Westbound Westb					d Approach bound			Eastbound Eastb		
Start Time	Right	Thru	Left	U-Turn	Right	Thru	Left	U-Turn	Right	Thru	Left	U-Turn	Right	Thru	Left	U-Turn
4:30 PM	0	1	0	0	0	0	0	0	0	1	0	0	0	0	0	0
4:45 PM	0	1	0	0	0	0	0	0	0	1	0	0	0	0	0	0
5:00 PM	0	2	0	0	0	0	0	0	0	1	0	0	0	0	0	0
5:15 PM	0	2	0	0	0	0	0	0	0	1	0	0	0	0	0	0
5:30 PM	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0
5:45 PM	0	2	0	0	0	0	0	0	0	1	0	0	0	0	0	0
6:00 PM	0	1	0	0	0	0	0	0	0	2	0	0	0	0	0	0
6:15 PM	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0
6:30 PM	0	1	0	0	0	0	0	0	0	1	0	0	0	0	0	0
6:45 PM	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1	0
9:30 PM	0	1	0	0	0	0	0	0	0	3	0	0	0	0	0	0
9:45 PM	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0
10:00 PM	0	1	0	0	0	0	0	0	0	0	1	0	0	0	0	0
10:15 PM	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1	0
10:30 PM	0	2	0	1	0	0	0	0	0	1	0	0	0	0	0	0
10:45 PM	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Type Road Classification Trucks

	S		d Approach bound	1		Westbound Westb			I	Northbound Northl	d Approach bound			Eastbound Eastb		
Start Time	Right	Thru	Left	U-Turn	Right	Thru	Left	U-Turn	Right	Thru	Left	U-Turn	Right	Thru	Left	U-Turn
4:30 PM	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:45 PM	0	1	0	0	0	0	0	0	0	1	0	0	0	0	0	0
5:00 PM	0	0	0	0	0	0	0	0	0	1	0	0	2	0	0	0
5:15 PM	1	2	0	0	0	0	0	0	0	2	0	0	0	0	0	0
5:30 PM	0	1	0	0	0	0	0	0	0	2	0	0	0	0	0	0
5:45 PM	0	1	0	0	0	0	0	0	0	1	0	0	0	0	0	0
6:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:15 PM	1	1	0	0	0	0	0	0	0	1	0	0	0	0	0	0
6:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:45 PM	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0
9:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:00 PM	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0

Type Road Classification Bicycles on Road

	\$	Southbound South	d Approach bound			Westbound Westb				Northbound Northl	d Approach bound			Eastbound Eastb		
Start Time	Right	Thru	Left	U-Turn	Right	Thru	Left	U-Turn	Right	Thru	Left	U-Turn	Right	Thru	Left	U-Turn
4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:45 PM	0	1	0	0	0	0	0	0	0	1	0	0	0	0	2	0
5:00 PM	1	1	0	0	0	0	0	0	0	1	0	0	0	0	0	0
5:15 PM	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:00 PM	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:30 PM	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0
9:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0
10:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:30 PM	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0
10:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Type Crosswalk Classification Bicycles on Crosswalk

		abound Approach Southbound		tbound Approach Westbound	North	nbound Approach Northbound		ound Approach Eastbound
Start Time	Peds CW	Peds CCWeds Combi	n Peds CW	Peds CCWeds Combin	Peds CW	Peds CCW ds Combi	n Peds CW F	Peds CCW ds Combined
4:30 PM	0	0	0	0	0	0	0	0
4:45 PM	0	0	0	0	0	0	0	0
5:00 PM	0	0	1	1	0	0	0	0
5:15 PM	0	0	1	0	0	0	0	0
5:30 PM	0	0	0	0	0	0	0	0
5:45 PM	0	0	0	0	0	0	0	0
6:00 PM	0	0	0	0	0	0	0	0
6:15 PM	0	0	0	0	0	0	0	0
6:30 PM	0	0	0	0	0	0	0	0
6:45 PM	0	0	0	0	0	0	0	1
9:30 PM	0	0	0	0	0	0	0	0
9:45 PM	0	0	0	0	0	0	0	0
10:00 PM	0	0	0	0	0	0	0	0
10:15 PM	0	0	0	0	0	0	0	0
10:30 PM	0	0	0	0	0	0	1	0
10:45 PM	0	0	0	0	0	0	0	0

Study Name Highland and Old World 3rd TMC Start Date 04/23/2015

Start Time 4:30 PM

Site Code

Type Crosswalk Classification Pedestrians

		nbound Approach Southbound		bound App Westbound			nbound App Northbound			oound Appr Eastbound	
Start Time	Peds CW	Peds CCWeds Co	ombin Peds CW	Peds CCW	ds Combin	Peds CW	Peds CCW	ds Combin	Peds CW	Peds CCW	ds Combined
4:30 PM	0	11	6	11		9	5		7	13	
4:45 PM	3	14	7	12		15	9		27	7	
5:00 PM	5	19	5	12		9	10		14	17	
5:15 PM	9	11	27	12		26	10		22	27	
5:30 PM	16	21	25	12		37	8		26	56	
5:45 PM	13	16	30	21		38	4		30	40	
6:00 PM	3	35	29	21		47	2		28	62	
6:15 PM	1	37	35	25		78	5		21	30	
6:30 PM	5	60	58	17		165	0		16	20	
6:45 PM	5	70	81	11		214	0		14	36	
9:30 PM	0	3	3	2		3	3		22	7	
9:45 PM	117	2	12	27		0	212		68	18	
10:00 PM	147	18	9	57		7	280		249	89	
10:15 PM	17	10	8	17		2	24		55	20	
10:30 PM	13	4	3	10		4	18		28	11	
10:45 PM	5	7	6	8		4	12		44	19	

Type Road Classification Totals

	5	Southbound Southl	d Approach bound			Westbound Westb					d Approach bound			Eastbound Eastb		
Start Time	Right	Thru	Left	U-Turn	Right	Thru	Left	U-Turn	Right	Thru	Left	U-Turn	Right	Thru	Left	U-Turn
4:30 PM	14	93	0	0	5	2	3	0	9	64	5	0	8	1	6	0
4:45 PM	20	136	2	0	5	0	0	0	4	70	7	0	13	0	11	0
5:00 PM	14	149	0	0	1	0	2	0	2	98	9	0	19	3	7	0
5:15 PM	30	135	1	0	2	0	2	0	5	107	5	0	23	0	12	0
5:30 PM	21	143	0	1	3	0	0	0	3	96	9	0	19	1	10	0
5:45 PM	28	137	3	0	6	0	1	0	5	71	16	0	18	1	10	0
6:00 PM	35	125	0	0	3	0	1	0	3	82	8	0	16	0	11	0
6:15 PM	30	125	0	0	3	0	0	0	2	75	10	0	17	0	10	0
6:30 PM	34	101	0	0	2	0	3	0	5	70	15	0	14	0	9	0
6:45 PM	56	94	2	1	1	0	0	0	2	73	8	0	11	0	8	0
9:30 PM	15	49	1	0	3	0	0	0	4	35	4	0	17	1	6	0
9:45 PM	9	43	1	0	3	1	1	0	2	33	8	0	11	0	5	0
10:00 PM	10	110	1	0	1	0	4	0	5	78	3	0	37	0	35	0
10:15 PM	15	76	4	0	2	0	0	0	2	67	7	0	25	0	24	0
10:30 PM	9	49	3	2	3	1	2	0	4	58	5	0	22	0	15	0
10:45 PM	16	46	2	1	4	1	0	0	2	43	11	0	4	1	7	0

Type Road Classification Lights

	S	Southbound Southb		,	Westbound Westb			1	Northbound Northb				Eastbound Eastb			
Start Time	Right	Thru	Left	U-Turn	Right	Thru	Left	U-Turn	Right	Thru	Left	U-Turn	Right	Thru	Left	U-Turn
4:38 PM	48	124	9	0	0	93	9	0	0	0	0	0	15	180	0	0
4:53 PM	42	126	12	0	0	94	3	0	0	0	0	0	11	143	0	0
5:08 PM	38	139	15	0	0	128	10	0	0	0	0	0	16	163	0	0
5:23 PM	52	134	24	0	0	91	9	0	0	0	0	0	10	134	0	0
5:38 PM	38	122	17	0	0	57	8	0	0	0	0	0	12	134	0	0
5:53 PM	55	94	23	0	0	41	6	0	0	0	0	0	6	150	0	0
6:08 PM	69	109	27	0	0	42	8	0	0	0	0	0	8	134	0	0
6:23 PM	31	66	19	0	0	29	7	0	0	0	0	0	5	101	0	0
6:38 PM	32	38	19	0	0	35	15	0	0	0	0	0	13	111	0	0
6:53 PM	19	37	14	0	0	29	12	0	0	0	0	0	14	77	0	0
7:08 PM	27	41	9	0	0	30	17	0	0	0	0	0	9	58	0	0
7:23 PM	31	28	9	0	0	25	8	0	0	0	0	0	7	56	0	0
7:38 PM	28	24	5	0	0	23	9	0	0	0	0	0	2	58	0	0
7:53 PM	17	36	5	0	0	29	11	0	0	0	0	0	3	55	0	0
8:08 PM	17	35	12	0	0	32	18	0	0	0	0	0	9	50	0	0
8:23 PM	14	24	1	0	0	25	12	0	0	0	0	0	3	50	0	0
8:38 PM	20	33	2	0	0	26	12	0	0	0	0	0	5	35	0	0
8:53 PM	22	19	4	0	0	28	8	0	0	0	0	0	5	37	0	0
9:08 PM	26	18	8	0	0	23	18	0	0	0	0	0	6	43	0	0
9:23 PM	23	26	7	0	0	16	20	0	0	0	0	0	7	38	0	0
9:38 PM	16	23	14	0	0	15	8	0	0	0	0	0	5	37	0	0
9:53 PM	15	17	8	0	0	39	56	0	0	0	0	0	3	32	0	0
10:08 PM	23	23	5	0	0	79	48	0	0	0	0	0	11	36	0	0
10:23 PM	15	26	5	0	0	40	23	0	0	0	0	0	11	30	0	0
10:38 PM	16	31	1	0	0	26	21	0	0	0	0	0	13	37	0	0
10:53 PM	20	16	0	0	0	16	19	0	0	0	0	0	2	29	0	0
11:08 PM	19	10	2	0	0	13	15	0	0	0	0	0	2	22	0	0
11:23 PM	16	18	2	0	0	15	1	0	0	0	0	0	3	22	0	0
11:38 PM	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Type Road Classification Buses

	5	Southbound Southb			1	Westbound Westb			I	Northbound Northb				Eastbound Eastb		
Start Time	Right	Thru	Left	U-Turn	Right	Thru	Left	U-Turn	Right	Thru	Left	U-Turn	Right	Thru	Left	U-Turn
4:38 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:53 PM	0	4	0	0	0	1	0	0	0	0	0	0	0	0	0	0
5:08 PM	1	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:23 PM	1	1	0	0	0	0	1	0	0	0	0	0	0	0	0	0
5:38 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0
5:53 PM	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:08 PM	1	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0
6:23 PM	0	1	0	0	0	1	0	0	0	0	0	0	1	3	0	0
6:38 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:53 PM	0	1	0	0	0	0	0	0	0	0	0	0	1	0	0	0
7:08 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:23 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0
7:38 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:53 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:08 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:23 PM	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:38 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0
8:53 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:08 PM	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0
9:23 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:38 PM	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:53 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:08 PM	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0
10:23 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:38 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:53 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:08 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:23 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:38 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Study Name Highland and SB I-43 TMC
Start Date 04/23/2015
Start Time 4:38 PM
Site Code

Type Road Classification Trucks

	5	Southbound Approach Southbound Right Thru Left LI-Tur				Westbound Westb			ı	Northbound Northb				Eastbound Eastb		
Start Time	Right	Thru	Left	U-Turn	Right	Thru	Left	U-Turn	Right	Thru	Left	U-Turn	Right	Thru	Left	U-Turn
4:38 PM	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:53 PM	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:08 PM	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:23 PM	0	2	0	0	0	0	0	0	0	0	0	0	0	1	0	0
5:38 PM	0	1	0	0	0	0	0	0	0	0	0	0	1	1	0	0
5:53 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:08 PM	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:23 PM	0	1	0	0	0	0	0	0	0	0	0	0	0	1	0	0
6:38 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0
6:53 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:08 PM	0	1	0	0	0	0	0	0	0	0	0	0	0	1	0	0
7:23 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:38 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:53 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:08 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:23 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:38 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:53 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:08 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:23 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:38 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:53 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:08 PM	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:23 PM	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:38 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:53 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:08 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:23 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:38 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Study Name Highland and SB I-43 TMC Start Date 04/23/2015 Start Time 4:38 PM Site Code

Project Downtown Milwaukee during Bucks playoff game

Type Road Classification Bicycles on Road

	S	Southbound Approach Southbound Right Thru Left U-Tur				Westbound Westb			I	Northbound Northb				Eastbound Eastb		
Start Time	Right	Thru	Left	U-Turn	Right	Thru	Left	U-Turn	Right	Thru	Left	U-Turn	Right	Thru	Left	U-Turn
4:38 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:53 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:08 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:23 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:38 PM	0	0	0	0	0	1	0	0	0	0	0	0	0	1	0	0
5:53 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:08 PM	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0
6:23 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0
6:38 PM	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0
6:53 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:08 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:23 PM	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0
7:38 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:53 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:08 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:23 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:38 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:53 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:08 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:23 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:38 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:53 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:08 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:23 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:38 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:53 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:08 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:23 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:38 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Study Name Highland and SB I-43 TMC Start Date 04/23/2015 Start Time 4:38 PM

Site Code

Project Downtown Milwaukee during Bucks playoff game

Type Crosswalk Classification Bicycles on Crosswalk

	Southbo	und Approach uthbound	Westbou	und Approach		bound Approach Northbound		ound Approach astbound
Start Time		ds CCWeds Combin				Peds CCW ds Combi		
4:38 PM	Treus CW Fe	0	0	0	Peus CW	0	iii reus cw jr	0
4:53 PM	0	0	0	0	0	0	0	0
5:08 PM	0	0	0	0	0	0	0	0
5:23 PM	0	0	0	0	1	0	0	0
5:38 PM	0	0	0	0	0	0	0	0
5:53 PM	0	0	0	0	0	0	0	0
6:08 PM	0	0	0	0	0	0	0	0
6:23 PM	0	0	0	0	0	0	0	0
6:38 PM	0	0	0	0	0	0	0	0
6:53 PM	0	0	0	0	0	0	0	0
7:08 PM	0	0	0	0	0	0	0	0
7:23 PM	0	0	0	0	0	0	0	0
7:38 PM	0	1	1	0	1	0	0	0
7:53 PM	0	1	0	0	0	0	0	0
8:08 PM	0	0	0	0	0	0	0	0
8:23 PM	0	0	0	0	0	0	0	0
8:38 PM	0	0	0	0	0	0	0	0
8:53 PM	0	0	0	0	0	0	0	0
9:08 PM	0	0	0	0	0	0	0	0
9:23 PM	0	0	0	0	0	0	0	0
9:38 PM	0	0	0	0	0	0	0	0
9:53 PM	0	0	0	0	0	0	0	0
10:08 PM	0	0	0	0	0	0	0	0
10:23 PM	0	0	0	0	0	0	0	0
10:38 PM	0	0	0	0	0	0	0	0
10:53 PM	0	0	0	0	0	0	0	0
11:08 PM	0	0	0	0	0	0	0	0
11:23 PM	0	0	0	0	0	0	0	0
11:38 PM	0	0	0	0	0	0	0	0

Study Name Highland and SB I-43 TMC Start Date 04/23/2015 Start Time 4:38 PM

Site Code

Project Downtown Milwaukee during Bucks playoff game

Type Crosswalk Classification Pedestrians

		nbound Approach Southbound		bound Approach Westbound		bound Approach Northbound		nd Approach
Start Time				Peds CCW ds Combir				
4:38 PM	2	0	0		0	0	1	0
4:53 PM	2	1	0	0	1	3	0	0
5:08 PM	5	0	0	0	2	2	0	2
5:23 PM	2	1	0	0	2	1	0	1
5:38 PM	1	2	0	0	7	0	0	0
5:53 PM	3	1	0	1	1	0	0	0
6:08 PM	7	2	0	0	0	2	2	0
6:23 PM	4	3	0	0	2	2	0	1
6:38 PM	3	2	0	0	4	2	0	0
6:53 PM	5	1	0	0	2	0	0	0
7:08 PM	0	2	0	0	1	0	1	0
7:23 PM	0	1	0	1	1	0	0	0
7:38 PM	4	2	0	0	1	0	0	0
7:53 PM	1	1	0	1	1	0	0	0
8:08 PM	3	1	0	0	2	0	0	0
8:23 PM	2	0	0	0	0	0	0	0
8:38 PM	2	4	0	1	0	0	0	0
8:53 PM	2	0	0	0	1	0	0	0
9:08 PM	0	6	0	0	0	0	0	3
9:23 PM	0	0	0	0	1	0	0	0
9:38 PM	0	1	0	0	0	1	0	0
9:53 PM	0	0	0	0	3	1	0	0
10:08 PM	1	13	0	0	0	0	0	0
10:23 PM	0	0	0	0	0	0	0	0
10:38 PM	1	0	0	0	0	1	0	0
10:53 PM	0	1	0	0	0	0	0	0
11:08 PM	0	0	0	0	0	0	0	0
11:23 PM	0	0	0	0	0	0	0	0
11:38 PM	0	0	0	0	0	0	0	0

Study Name Highland and SB I-43 TMC Start Date 04/23/2015 Start Time 4:38 PM Site Code

Type Road Classification Totals

	5	Southbound Approach Southbound Right Thru Left LI-Tur				Westbound Westb			1	Northbound Northb				Eastbound Eastbo		
Start Time	Right	Thru	Left	U-Turn	Right	Thru	Left	U-Turn	Right	Thru	Left	U-Turn	Right	Thru	Left	U-Turn
4:38 PM	49	125	9	0	0	93	9	0	0	0	0	0	15	180	0	0
4:53 PM	44	131	12	0	0	95	3	0	0	0	0	0	11	143	0	0
5:08 PM	39	143	15	0	0	128	10	0	0	0	0	0	16	163	0	0
5:23 PM	53	137	24	0	0	91	10	0	0	0	0	0	10	135	0	0
5:38 PM	38	123	17	0	0	58	8	0	0	0	0	0	13	137	0	0
5:53 PM	55	95	23	0	0	41	6	0	0	0	0	0	6	150	0	0
6:08 PM	70	110	27	0	0	43	8	0	0	0	0	0	8	135	0	0
6:23 PM	31	68	19	0	0	30	7	0	0	0	0	0	6	106	0	0
6:38 PM	32	38	19	0	0	36	15	0	0	0	0	0	13	112	0	0
6:53 PM	19	38	14	0	0	29	12	0	0	0	0	0	15	77	0	0
7:08 PM	27	42	9	0	0	30	17	0	0	0	0	0	9	59	0	0
7:23 PM	31	28	9	0	0	25	8	0	0	0	0	0	8	57	0	0
7:38 PM	28	24	5	0	0	23	9	0	0	0	0	0	2	58	0	0
7:53 PM	17	36	5	0	0	29	11	0	0	0	0	0	3	55	0	0
8:08 PM	17	35	12	0	0	32	18	0	0	0	0	0	9	50	0	0
8:23 PM	15	24	1	0	0	25	12	0	0	0	0	0	3	50	0	0
8:38 PM	20	33	2	0	0	26	12	0	0	0	0	0	5	36	0	0
8:53 PM	22	19	4	0	0	28	8	0	0	0	0	0	5	37	0	0
9:08 PM	26	18	9	0	0	23	18	0	0	0	0	0	6	43	0	0
9:23 PM	23	26	7	0	0	16	20	0	0	0	0	0	7	38	0	0
9:38 PM	17	23	14	0	0	15	8	0	0	0	0	0	5	37	0	0
9:53 PM	15	17	8	0	0	39	56	0	0	0	0	0	3	32	0	0
10:08 PM	23	24	5	0	0	79	49	0	0	0	0	0	11	36	0	0
10:23 PM	15	28	5	0	0	40	23	0	0	0	0	0	11	30	0	0
10:38 PM	16	31	1	0	0	26	21	0	0	0	0	0	13	37	0	0
10:53 PM	20	16	0	0	0	16	19	0	0	0	0	0	2	29	0	0
11:08 PM	19	10	2	0	0	13	15	0	0	0	0	0	2	22	0	0
11:23 PM	16	18	2	0	0	15	1	0	0	0	0	0	3	22	0	0
11:38 PM	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Project Downtown Milwaukee during Bucks playoff game

Type Road Classification Lights

	3	Southbound Southb	d Approach cound			Westbound Westb			1	Northbound Northb	Approach oound			Eastbound Eastbo		
Start Time	Right	Thru	Left	U-Turn	Right	Thru	Left	U-Turn	Right	Thru	Left	U-Turn	Right	Thru	Left	U-Turn
4:30 PM	25	65	10	0	12	86	13	0	16	65	15	0	33	103	8	0
4:45 PM	19	65	4	0	8	99	14	0	18	64	13	2	31	96	15	0
5:00 PM	13	91	8	0	24	130	13	0	20	90	17	1	28	116	11	0
5:15 PM	20	97	12	0	17	134	18	0	26	70	11	0	38	123	9	0
5:30 PM	15	100	18	0	20	93	22	0	19	78	13	0	33	109	10	0
5:45 PM	21	118	19	1	11	80	10	0	25	57	14	0	42	106	5	0
6:00 PM	10	120	13	0	14	75	27	0	25	61	15	0	45	95	11	0
6:15 PM	15	122	19	0	15	64	19	0	31	53	14	0	51	106	10	0
6:30 PM	17	105	23	0	13	56	20	0	31	56	17	0	54	95	20	0
6:45 PM	16	141	25	0	9	78	26	0	38	50	14	0	51	113	15	0
9:30 PM	3	16	5	0	6	20	16	0	22	36	10	1	34	30	3	0
9:45 PM	6	28	0	0	11	36	7	0	15	44	11	1	27	49	6	0
10:00 PM	8	15	8	0	38	93	17	0	32	71	27	2	28	99	15	0
10:15 PM	2	16	3	0	45	57	16	0	30	82	25	1	30	96	31	0
10:30 PM	1	11	4	1	35	45	15	0	17	46	10	0	7	42	7	0
10:45 PM	2	9	1	0	13	41	10	0	12	54	9	1	4	54	5	0

Type Road Classification Buses

	\$		d Approach bound			Westbound Westb					d Approach bound			Eastbound Eastb		
Start Time	Right	Thru	Left	U-Turn	Right	Thru	Left	U-Turn	Right	Thru	Left	U-Turn	Right	Thru	Left	U-Turn
4:30 PM	0	1	0	0	0	0	0	0	0	0	0	0	1	1	0	0
4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0
5:00 PM	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0
5:15 PM	0	1	0	0	0	0	0	0	0	0	0	0	1	1	0	0
5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	1	2	0	0
5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	2	1	0	0
6:00 PM	0	1	0	0	0	0	0	0	0	0	0	0	3	1	0	0
6:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0
6:30 PM	0	1	0	0	0	1	0	0	0	0	0	0	1	2	1	0
6:45 PM	0	0	0	0	0	1	0	0	0	0	0	0	3	0	0	0
9:30 PM	0	0	0	0	0	0	3	0	0	0	0	0	5	0	0	0
9:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0
10:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0
10:15 PM	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0
10:30 PM	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0
10:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Project Downtown Milwaukee during Bucks playoff game

Type Road Classification Trucks

	3	Southbound Southb	d Approach cound			Westbound Westb			1	Northbound Northb				Eastbound Eastb		
Start Time	Right	Thru	Left	U-Turn	Right	Thru	Left	U-Turn	Right	Thru	Left	U-Turn	Right	Thru	Left	U-Turn
4:30 PM	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0
4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:00 PM	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0
5:15 PM	0	0	0	0	0	2	0	0	0	0	0	0	0	1	0	0
5:30 PM	0	1	0	0	0	0	0	0	0	0	0	0	1	0	1	0
5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0
6:00 PM	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:15 PM	0	1	0	0	0	2	0	0	0	0	0	0	0	3	0	0
6:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:45 PM	0	0	0	0	0	1	1	0	0	0	0	0	1	1	0	0
9:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Project Downtown Milwaukee during Bucks playoff game

Type Road Classification Bicycles on Road

	S		d Approach bound	1		Westbound Westb			I	Northbound Northl	d Approach cound			Eastbound Eastb		
Start Time	Right	Thru	Left	U-Turn	Right	Thru	Left	U-Turn	Right	Thru	Left	U-Turn	Right	Thru	Left	U-Turn
4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:45 PM	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0
5:00 PM	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0
5:15 PM	0	0	0	0	0	0	0	0	2	1	0	0	0	0	0	0
5:30 PM	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0
5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:30 PM	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0
6:45 PM	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:30 PM	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0
10:45 PM	0	0	0	0	0	0	0	0	0	1	0	0	0	2	0	0

Project Downtown Milwaukee during Bucks playoff game

Type Crosswalk Classification Bicycles on Crosswalk

		hbound Approach Southbound	Wes	tbound Approach Westbound	n Norti	nbound Approa Northbound	ch		d Approach tbound
Start Time	Peds CW	Peds CCWeds Combi	n Peds CW	Peds CCWeds C	ombin Peds CW	Peds CCW:ds	Combin	Peds CW Peds	s CCWeds Combin
4:30 PM	1	0	0	0	0	0		0	1
4:45 PM	0	0	0	0	0	0		1	0
5:00 PM	0	0	0	1	0	0		0	1
5:15 PM	0	0	2	0	0	0		0	0
5:30 PM	0	0	0	1	0	0		0	0
5:45 PM	0	0	0	0	0	0		1	0
6:00 PM	0	0	0	0	0	1		0	0
6:15 PM	0	0	0	0	0	0		0	0
6:30 PM	0	1	0	0	0	0		1	1
6:45 PM	0	1	0	0	0	0		0	0
9:30 PM	0	0	0	0	0	0		0	0
9:45 PM	0	0	0	0	0	0		0	0
10:00 PM	0	0	0	0	0	0		0	0
10:15 PM	0	0	0	0	0	0		0	0
10:30 PM	0	0	0	0	0	0		1	0
10:45 PM	0	0	0	0	0	0		0	0

Type Crosswalk Classification Pedestrians

		abound Approach Southbound	Wes	tbound Appr Westbound			nbound Appr Northbound	oach	East	bound App Eastbound	
Start Time	Peds CW	Peds CCWeds Combi	n Peds CW	Peds CCW	eds Combin	Peds CW	Peds CCW	ds Combin	Peds CW	Peds CCV	ds Combined
4:30 PM	5	2	7	1		1	2		10	8	
4:45 PM	10	3	9	5		6	10		14	13	
5:00 PM	5	2	17	3		2	11		5	21	
5:15 PM	2	7	19	1		9	8		2	33	
5:30 PM	2	7	20	2		19	8		4	26	
5:45 PM	3	10	36	2		25	4		5	76	
6:00 PM	2	6	43	2		40	7		4	83	
6:15 PM	0	33	42	1		70	5		1	184	
6:30 PM	1	36	109	0		60	6		5	157	
6:45 PM	0	37	74	1		42	10		3	167	
9:30 PM	0	0	2	1		2	4		8	1	
9:45 PM	21	0	3	120		6	177		275	1	
10:00 PM	34	0	1	150		17	459		604	1	
10:15 PM	0	0	2	3		3	23		23	0	
10:30 PM	2	1	1	11		7	15		13	6	
10:45 PM	0	0	2	4		1	6		8	0	

Type Road Classification Totals

	\$	Southbound South	d Approach bound			Westbound Westb				Northbound Northl	d Approach bound			Eastbound Eastb		
Start Time	Right	Thru	Left	U-Turn	Right	Thru	Left	U-Turn	Right	Thru	Left	U-Turn	Right	Thru	Left	U-Turn
4:30 PM	25	66	10	0	12	88	13	0	16	65	15	0	34	104	8	0
4:45 PM	19	65	4	0	8	99	14	0	18	65	13	2	31	97	15	0
5:00 PM	13	91	8	0	24	130	13	0	21	92	17	1	28	116	11	0
5:15 PM	20	98	12	0	17	136	18	0	28	71	11	0	39	125	9	0
5:30 PM	15	101	18	0	20	93	22	0	19	79	13	0	35	111	11	0
5:45 PM	21	118	19	1	11	80	10	0	25	57	14	0	44	108	5	0
6:00 PM	10	122	13	0	14	75	27	0	25	61	15	0	48	96	11	0
6:15 PM	15	123	19	0	15	66	19	0	31	53	14	0	52	109	10	0
6:30 PM	17	106	23	0	13	59	20	0	31	56	17	0	55	97	21	0
6:45 PM	16	142	25	0	9	80	27	0	38	50	14	0	55	114	15	0
9:30 PM	3	16	5	0	6	20	19	0	22	36	10	1	39	30	3	0
9:45 PM	6	28	0	0	11	36	7	0	15	44	11	1	28	49	6	0
10:00 PM	8	15	8	0	38	93	17	0	32	71	27	2	30	99	15	0
10:15 PM	2	16	3	0	45	57	16	0	30	83	25	1	31	96	31	0
10:30 PM	1	11	4	1	35	45	15	0	17	48	10	0	7	42	7	0
10:45 PM	2	9	1	0	13	41	10	0	12	55	9	1	4	56	5	0

Project Downtown Milwaukee during Bucks playoff game

Type Road Classification Lights

	S	Southbound Southb	d Approach cound			Westbound Westb	• •		1	Northbound Northb				Eastbound Eastbo		
Start Time	Right	Thru	Left	U-Turn	Right	Thru	Left	U-Turn	Right	Thru	Left	U-Turn	Right	Thru	Left	U-Turn
4:30 PM	20	254	21	0	19	47	33	0	30	186	9	0	12	47	22	0
4:45 PM	33	234	24	0	25	52	31	0	43	194	19	1	16	50	34	0
5:00 PM	17	244	27	2	38	71	38	0	43	226	17	1	21	44	32	0
5:15 PM	34	244	34	0	29	83	44	0	46	276	18	0	25	55	33	0
5:30 PM	38	252	45	0	14	60	35	0	53	171	9	0	21	37	26	0
5:45 PM	37	245	38	0	26	36	33	0	45	151	5	0	15	55	23	0
6:00 PM	41	210	55	1	19	40	34	0	55	123	10	0	19	43	19	0
6:15 PM	43	193	50	2	27	40	38	0	65	144	16	0	21	37	12	0
6:30 PM	38	172	42	0	23	28	47	0	42	109	3	0	22	35	14	0
6:45 PM	41	165	49	0	14	32	45	0	56	81	16	0	11	31	23	0
9:30 PM	5	43	11	0	13	16	9	0	51	65	4	0	6	12	9	0
9:45 PM	10	40	6	0	51	10	13	0	54	105	7	0	9	7	12	0
10:00 PM	12	63	5	0	79	36	44	0	50	195	23	0	7	17	14	0
10:15 PM	9	53	11	0	77	26	34	0	71	140	10	0	17	24	7	0
10:30 PM	6	50	1	0	46	20	17	0	16	69	9	0	5	22	17	0
10:45 PM	2	20	5	0	32	19	13	0	22	57	6	0	10	17	21	0

Type Road Classification Buses

	(Southbound Southb				Westbound Westb				Northbound Northl				Eastbound Eastb		
Start Time	Right	Thru	Left	U-Turn	Right	Thru	Left	U-Turn	Right	Thru	Left	U-Turn	Right	Thru	Left	U-Turn
4:30 PM	1	9	0	0	0	0	0	0	1	6	0	0	1	0	1	0
4:45 PM	1	10	0	0	0	0	0	0	0	6	1	0	1	1	0	0
5:00 PM	0	7	0	0	1	1	0	0	0	8	0	0	0	0	0	0
5:15 PM	0	6	0	0	0	1	0	0	1	5	1	0	1	0	0	0
5:30 PM	1	2	2	0	0	0	0	0	2	6	0	0	0	0	0	0
5:45 PM	0	7	0	0	0	1	0	0	1	2	0	0	1	1	1	0
6:00 PM	0	4	0	0	0	0	0	0	1	1	1	0	0	1	0	0
6:15 PM	0	2	0	0	0	1	2	0	1	3	1	0	1	3	0	0
6:30 PM	0	1	0	0	0	1	3	0	1	4	0	0	0	2	0	0
6:45 PM	0	1	2	0	0	1	1	0	0	2	1	0	0	1	0	0
9:30 PM	0	1	0	0	0	0	0	0	6	1	1	0	1	0	0	0
9:45 PM	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	0
10:00 PM	0	1	0	0	0	0	0	0	2	2	1	0	1	0	0	0
10:15 PM	0	1	0	0	0	0	0	0	0	1	1	0	0	0	0	0
10:30 PM	0	1	0	0	0	0	0	0	0	0	0	0	1	0	0	0
10:45 PM	0	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0

Type Road Classification Trucks

	S		d Approach bound	1		Westbound Westb			I	Northbound Northl	d Approach bound			Eastbound Eastb		
Start Time	Right	Thru	Left	U-Turn	Right	Thru	Left	U-Turn	Right	Thru	Left	U-Turn	Right	Thru	Left	U-Turn
4:30 PM	0	2	1	0	1	1	1	0	0	3	1	0	0	0	0	0
4:45 PM	0	6	0	0	0	0	0	0	0	2	0	0	1	0	1	0
5:00 PM	0	0	0	0	0	1	1	0	0	1	0	0	0	0	0	0
5:15 PM	0	1	0	0	0	2	0	0	2	3	0	0	0	0	0	0
5:30 PM	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0
5:45 PM	0	1	0	0	1	0	0	0	3	1	0	0	0	0	0	0
6:00 PM	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:15 PM	0	2	0	0	0	0	1	0	0	0	0	0	0	0	2	0
6:30 PM	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:45 PM	0	2	0	0	0	0	1	0	1	0	0	0	0	0	0	0
9:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:45 PM	0	2	0	0	0	0	0	0	0	1	0	0	0	0	0	0
10:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:15 PM	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0
10:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Project Downtown Milwaukee during Bucks playoff game

Type Road Classification Bicycles on Road

	3	Southbound Southb	d Approach bound			Westbound Westb			1	Northbound Northb				Eastbound Eastb		
Start Time	Right	Thru	Left	U-Turn	Right	Thru	Left	U-Turn	Right	Thru	Left	U-Turn	Right	Thru	Left	U-Turn
4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0
4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:30 PM	1	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0
6:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Project Downtown Milwaukee during Bucks playoff game

Type Crosswalk Classification Bicycles on Crosswalk

		nbound Approach Southbound	Wes	tbound Approach Westbound	Nort	hbound Approach Northbound		nd Approach
Start Time	Peds CW	Peds CCWeds Combin	Peds CW	Peds CCW ds Combi	n Peds CW	Peds CCW:ds Combi	n Peds CW Ped	ds CCW:ds Combine
4:30 PM	1	0	0	0	0	1	1	0
4:45 PM	0	0	0	0	0	0	0	0
5:00 PM	0	0	0	0	0	0	0	0
5:15 PM	0	0	0	0	0	0	0	0
5:30 PM	0	0	0	0	0	0	0	0
5:45 PM	0	0	0	0	0	0	0	0
6:00 PM	0	0	0	0	0	0	0	0
6:15 PM	0	0	0	0	0	0	0	0
6:30 PM	0	0	0	0	0	0	0	0
6:45 PM	0	0	0	0	0	0	0	0
9:30 PM	0	0	0	0	0	0	0	0
9:45 PM	0	0	0	0	0	0	0	0
10:00 PM	0	0	0	0	0	0	0	0
10:15 PM	0	0	0	0	0	0	0	0
10:30 PM	0	0	0	0	0	0	0	0
10:45 PM	0	0	0	0	0	0	0	0

Type Crosswalk Classification Pedestrians

		nbound Approach Southbound	Wes	tbound Approach Westbound	Norti	nbound Approach Northbound	East	bound Approach Eastbound
Start Time	Peds CW	Peds CCWeds Comb	in Peds CW	Peds CCWeds Com	bin Peds CW	Peds CCWeds Comb	in Peds CW	Peds CCW:ds Combine
4:30 PM	0	1	7	0	2	0	4	5
4:45 PM	0	0	9	3	3	0	6	5
5:00 PM	1	0	10	1	1	2	2	3
5:15 PM	0	3	2	3	6	6	2	10
5:30 PM	0	0	1	2	4	15	3	8
5:45 PM	0	0	0	1	1	23	6	4
6:00 PM	3	0	13	0	1	15	2	7
6:15 PM	0	0	26	0	1	38	0	8
6:30 PM	0	0	0	0	0	21	4	20
6:45 PM	1	0	17	2	0	20	2	24
9:30 PM	0	6	1	10	1	2	3	0
9:45 PM	2	10	0	63	26	0	20	0
10:00 PM	0	5	0	16	135	6	35	0
10:15 PM	0	0	0	12	9	0	4	1
10:30 PM	0	0	0	3	0	6	1	0
10:45 PM	0	1	0	4	2	2	2	1

Type Road Classification Totals

	\$	Southbound Southl	d Approach bound			Westbound Westb			I	Northbound Northb	d Approach bound			Eastbound Eastb		
Start Time	Right	Thru	Left	U-Turn	Right	Thru	Left	U-Turn	Right	Thru	Left	U-Turn	Right	Thru	Left	U-Turn
4:30 PM	21	265	22	0	20	48	34	0	31	195	10	0	13	48	23	0
4:45 PM	34	250	24	0	25	52	31	0	43	202	20	1	18	51	35	0
5:00 PM	17	251	27	2	39	73	39	0	43	235	17	1	21	44	32	0
5:15 PM	34	251	34	0	29	86	44	0	49	284	19	0	26	55	33	0
5:30 PM	39	254	47	0	14	60	35	0	55	178	10	0	21	37	26	0
5:45 PM	37	253	38	0	27	37	33	0	49	154	5	0	16	56	24	0
6:00 PM	41	215	55	1	19	40	34	0	56	124	11	0	19	44	19	0
6:15 PM	43	197	50	2	27	41	41	0	66	147	17	0	22	40	14	0
6:30 PM	39	174	42	0	23	29	50	0	43	113	3	0	22	38	14	0
6:45 PM	41	168	51	0	14	33	47	0	57	83	17	0	11	32	23	0
9:30 PM	5	44	11	0	13	16	9	0	57	66	5	0	7	12	9	0
9:45 PM	10	42	6	0	51	10	13	0	56	106	7	0	9	7	12	0
10:00 PM	12	64	5	0	79	36	44	0	52	197	24	0	8	17	14	0
10:15 PM	9	54	11	0	77	26	34	0	71	142	11	0	17	24	7	0
10:30 PM	6	51	1	0	46	20	17	0	16	69	9	0	6	22	17	0
10:45 PM	2	20	5	0	32	19	13	0	22	57	7	0	11	17	21	0

Project Downtown Milwaukee during Bucks playoff game

Type Road Classification Lights

	S	Southbound Southl	d Approach bound			Westbound Westb			I	Northbound Northl	d Approach bound			Eastbound Eastbo		
Start Time	Right	Thru	Left	U-Turn	Right	Thru	Left	U-Turn	Right	Thru	Left	U-Turn	Right	Thru	Left	U-Turn
4:30 PM	19	82	9	0	7	86	11	0	9	58	11	0	15	104	9	0
4:45 PM	22	132	11	0	16	95	14	1	15	56	9	0	12	98	13	0
5:00 PM	27	134	15	0	16	134	8	0	19	81	8	0	25	105	18	0
5:15 PM	35	125	21	0	22	128	13	0	28	66	18	0	37	114	21	2
5:30 PM	32	146	21	0	15	89	7	0	25	67	12	0	25	99	23	1
5:45 PM	17	121	8	0	11	74	17	0	21	43	13	0	29	90	27	2
6:00 PM	24	126	15	0	7	73	20	0	29	51	18	0	36	94	15	0
6:15 PM	26	108	13	0	15	66	12	0	32	39	7	0	45	77	27	0
6:30 PM	26	90	10	0	18	61	12	0	29	46	7	0	56	91	16	2
6:45 PM	25	75	7	0	15	77	21	0	38	50	9	0	89	93	12	1
9:30 PM	14	35	4	0	7	32	6	0	11	27	6	0	24	32	8	1
9:45 PM	5	32	4	0	5	26	6	1	12	36	11	0	17	36	14	0
10:00 PM	17	48	1	0	22	53	15	0	26	95	41	0	27	133	28	1
10:15 PM	10	35	4	0	20	36	13	1	25	61	20	0	36	131	47	0
10:30 PM	11	21	3	0	3	27	15	0	22	49	13	0	24	64	28	2
10:45 PM	10	37	2	0	2	28	10	0	19	27	13	0	17	45	24	0

Type Road Classification Buses

	S	Southbound South	d Approach bound			Westbound Westb			I	Northbound Northl	d Approach cound			Eastbound Eastb		
Start Time	Right	Thru	Left	U-Turn	Right	Thru	Left	U-Turn	Right	Thru	Left	U-Turn	Right	Thru	Left	U-Turn
4:30 PM	0	2	0	0	0	0	0	0	0	1	0	0	0	0	1	0
4:45 PM	0	1	0	0	0	0	0	0	0	1	0	0	0	0	0	0
5:00 PM	0	2	0	0	0	0	0	0	0	1	0	0	0	0	1	0
5:15 PM	0	3	0	0	0	0	0	0	0	1	0	0	0	0	0	0
5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0
5:45 PM	0	2	0	0	0	0	0	0	0	1	0	0	0	1	1	0
6:00 PM	0	2	0	0	0	0	0	0	0	2	0	0	0	1	0	0
6:15 PM	0	0	0	0	0	1	0	0	0	1	1	0	0	0	0	0
6:30 PM	0	1	0	0	0	0	0	0	0	1	0	0	0	1	1	0
6:45 PM	0	1	0	0	0	1	0	0	1	1	0	0	0	0	0	0
9:30 PM	0	1	0	0	0	0	0	0	0	1	2	0	0	0	0	0
9:45 PM	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0
10:00 PM	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:15 PM	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	0
10:30 PM	0	2	0	0	0	0	0	0	0	1	0	0	0	0	0	0
10:45 PM	0	1	0	0	0	0	0	0	1	0	0	0	0	0	0	0

Type Road Classification Trucks

	5		d Approach bound			Westbound Westb				Northbound Northl	d Approach bound			Eastbound Eastb		
Start Time	Right	Thru	Left	U-Turn	Right	Thru	Left	U-Turn	Right	Thru	Left	U-Turn	Right	Thru	Left	U-Turn
4:30 PM	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0
4:45 PM	0	1	0	0	0	0	0	0	0	1	0	0	0	0	0	0
5:00 PM	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0
5:15 PM	1	1	0	0	0	1	1	0	0	2	0	0	0	1	0	0
5:30 PM	0	0	0	0	0	0	0	0	0	2	0	0	0	1	0	0
5:45 PM	0	1	0	0	0	0	0	0	0	1	0	0	0	1	0	0
6:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:15 PM	0	0	0	0	0	1	0	0	0	0	0	0	1	2	0	0
6:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:45 PM	0	0	0	0	0	1	0	0	0	0	1	0	0	1	0	0
9:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0
10:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Project Downtown Milwaukee during Bucks playoff game

Type Road Classification Bicycles on Road

	8	Southbound Southb				Westbound Westb			1	Northbound Northb				Eastbound Eastbo		
Start Time	Right	Thru	Left	U-Turn	Right	Thru	Left	U-Turn	Right	Thru	Left	U-Turn	Right	Thru	Left	U-Turn
4:30 PM	0	1	0	0	0	1	0	0	0	0	0	0	0	1	0	0
4:45 PM	1	0	0	0	0	1	0	0	1	2	0	0	0	0	0	0
5:00 PM	1	2	0	0	0	0	0	0	0	1	0	0	0	0	0	0
5:15 PM	0	1	0	0	0	0	0	0	0	0	0	0	0	1	1	0
5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:45 PM	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:30 PM	0	0	0	0	0	2	0	0	1	1	0	0	0	0	0	0
6:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:30 PM	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0
10:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0

Project Downtown Milwaukee during Bucks playoff game

Type Crosswalk Classification Bicycles on Crosswalk

		nbound Approach Southbound	Wes	tbound Approach Westbound		nbound Approach Northbound		ound Approach Eastbound
Start Time	Peds CW	Peds CCW ds Combi	n Peds CW	Peds CCWeds Combi	Peds CW	Peds CCW ds Combi	n Peds CW F	eds CCW ds Combined
4:30 PM	0	0	0	0	0	0	0	0
4:45 PM	0	0	0	0	0	0	0	0
5:00 PM	1	0	1	0	0	0	0	0
5:15 PM	1	0	1	0	0	0	0	1
5:30 PM	0	0	0	0	0	0	0	0
5:45 PM	0	0	0	0	0	0	0	0
6:00 PM	0	0	0	0	0	0	0	0
6:15 PM	0	0	0	0	0	0	0	0
6:30 PM	0	0	0	0	0	0	0	0
6:45 PM	0	0	0	0	0	0	0	0
9:30 PM	0	0	0	0	0	0	0	0
9:45 PM	0	0	0	0	0	0	0	0
10:00 PM	0	0	0	0	0	0	0	0
10:15 PM	0	0	0	0	0	1	0	0
10:30 PM	0	0	0	0	0	0	0	0
10:45 PM	0	0	0	0	0	0	0	0

Site Code

Type Crosswalk Classification Pedestrians

		nbound Approach Southbound		tbound App Westbound			nbound Appi Northbound			oound Appr Eastbound	
Start Time	Peds CW	Peds CCWeds Combi	n Peds CW	Peds CCW	ds Combin	Peds CW	Peds CCW	ds Combin	Peds CW	Peds CCW	ds Combined
4:30 PM	2	4	9	1		1	4		0	3	
4:45 PM	0	2	9	4		10	4		2	6	
5:00 PM	2	1	8	3		5	2		4	14	
5:15 PM	2	16	8	2		4	0		1	12	
5:30 PM	3	16	23	4		13	3		4	28	
5:45 PM	9	22	34	2		16	4		5	24	
6:00 PM	0	51	23	8		23	5		2	57	
6:15 PM	5	27	65	9		48	5		1	25	
6:30 PM	3	60	53	2		38	6		4	10	
6:45 PM	1	57	53	1		85	8		2	21	
9:30 PM	0	5	4	3		4	11		4	5	
9:45 PM	39	5	5	11		7	61		75	7	
10:00 PM	122	11	10	127		18	316		142	15	
10:15 PM	1	2	2	15		14	59		32	1	
10:30 PM	6	4	0	10		2	16		9	6	
10:45 PM	2	8	0	9		2	12		16	9	

Type Road Classification Totals

	\$	Southbound Southl	d Approach bound			Westbound Westb					d Approach bound			Eastbound Eastb		
Start Time	Right	Thru	Left	U-Turn	Right	Thru	Left	U-Turn	Right	Thru	Left	U-Turn	Right	Thru	Left	U-Turn
4:30 PM	19	85	9	0	7	88	11	0	9	59	11	0	15	105	10	0
4:45 PM	23	134	11	0	16	96	14	1	16	60	9	0	12	98	13	0
5:00 PM	28	138	15	0	16	134	8	0	19	84	8	0	25	105	19	0
5:15 PM	36	130	21	0	22	129	14	0	28	69	18	0	37	116	22	2
5:30 PM	32	146	21	0	15	89	7	0	25	69	12	0	25	101	23	1
5:45 PM	17	126	8	0	11	74	17	0	21	45	13	0	29	92	28	2
6:00 PM	24	128	15	0	7	73	20	0	29	53	18	0	36	95	15	0
6:15 PM	26	108	13	0	15	68	12	0	32	40	8	0	46	79	27	0
6:30 PM	26	91	10	0	18	63	12	0	30	48	7	0	56	92	17	2
6:45 PM	25	76	7	0	15	79	21	0	39	51	10	0	89	94	12	1
9:30 PM	14	36	4	0	7	32	6	0	11	28	8	0	24	32	8	1
9:45 PM	5	32	4	0	5	26	6	1	12	38	11	0	17	36	14	0
10:00 PM	17	49	1	0	22	53	15	0	26	95	41	0	28	133	28	1
10:15 PM	10	35	4	0	20	36	13	1	26	62	20	0	36	131	47	0
10:30 PM	11	23	3	0	3	27	15	0	22	51	13	0	24	64	28	2
10:45 PM	10	38	2	0	2	28	10	0	20	27	13	0	17	47	24	0

Type Road Classification Lights

	S	Southbound Southl	d Approach bound			Westbound Westb			I	Northbound Northl	d Approach bound			Eastbound Eastb		
Start Time	Right	Thru	Left	U-Turn	Right	Thru	Left	U-Turn	Right	Thru	Left	U-Turn	Right	Thru	Left	U-Turn
4:30 PM	19	82	10	0	7	86	0	1	0	0	11	0	1	89	9	0
4:45 PM	22	132	7	0	16	95	0	0	0	0	9	0	0	93	13	0
5:00 PM	27	134	11	0	16	134	0	0	0	0	8	0	0	102	18	0
5:15 PM	35	125	17	0	22	128	0	0	0	0	18	0	0	108	21	2
5:30 PM	32	146	8	0	15	89	0	1	0	0	12	0	0	96	23	1
5:45 PM	17	121	10	0	11	74	0	0	0	0	13	0	0	110	27	2
6:00 PM	24	126	9	0	7	73	0	0	0	0	18	0	0	122	15	0
6:15 PM	26	108	6	0	15	66	0	1	0	0	7	0	0	105	27	0
6:30 PM	26	90	10	0	18	61	0	0	0	0	7	0	0	119	16	2
6:45 PM	25	75	7	0	15	77	0	0	0	0	9	0	0	124	12	1
9:30 PM	14	35	8	1	7	32	0	0	0	0	6	0	0	71	8	1
9:45 PM	5	32	13	0	5	26	0	1	0	0	11	0	0	52	14	0
10:00 PM	17	48	2	0	22	53	0	0	0	0	41	0	0	132	28	1
10:15 PM	10	35	24	0	20	36	0	2	0	0	20	0	0	105	47	0
10:30 PM	11	21	24	0	3	27	0	1	4	0	13	0	0	52	28	2
10:45 PM	10	37	16	0	2	28	0	0	0	0	13	0	0	35	24	0

Type Road Classification Buses

	\$		d Approach bound			Westbound Westb				Northbound Northl	d Approach bound			Eastbound Eastb		
Start Time	Right	Thru	Left	U-Turn	Right	Thru	Left	U-Turn	Right	Thru	Left	U-Turn	Right	Thru	Left	U-Turn
4:30 PM	0	2	0	0	0	0	0	0	0	0	0	0	0	0	1	0
4:45 PM	0	1	0	0	0	0	0	0	0	1	0	0	0	0	0	0
5:00 PM	0	2	1	0	0	0	0	0	0	0	0	0	0	0	1	0
5:15 PM	0	3	0	0	0	0	0	0	0	0	0	0	0	1	0	0
5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0
5:45 PM	0	2	0	0	0	0	0	0	0	0	0	0	0	2	1	0
6:00 PM	0	2	0	0	0	0	0	0	0	0	0	0	0	4	0	0
6:15 PM	0	0	0	0	0	1	0	0	0	0	1	0	0	1	0	0
6:30 PM	0	1	0	0	0	0	0	0	0	0	0	0	0	3	1	0
6:45 PM	0	1	0	0	0	1	0	0	0	0	0	0	0	3	0	0
9:30 PM	0	1	0	0	0	0	0	0	0	0	2	0	0	8	0	0
9:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:00 PM	0	1	0	0	0	0	0	0	0	0	0	0	0	4	0	0
10:15 PM	0	0	1	0	0	0	0	0	0	0	0	0	0	3	0	0
10:30 PM	0	2	0	0	0	0	0	0	0	0	0	0	0	1	0	0
10:45 PM	0	1	0	0	0	0	0	0	0	0	0	0	0	1	0	0

Type Road Classification Trucks

	S	Southbound South	d Approach bound			Westbound Westb			I	Northbound Northb	d Approach bound			Eastbound Eastb		
Start Time	Right	Thru	Left	U-Turn	Right	Thru	Left	U-Turn	Right	Thru	Left	U-Turn	Right	Thru	Left	U-Turn
4:30 PM	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0
4:45 PM	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:15 PM	1	1	1	0	0	1	0	0	0	0	0	0	0	0	0	0
5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:45 PM	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0
6:15 PM	0	0	1	0	0	1	0	0	0	0	0	0	0	1	0	0
6:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:45 PM	0	0	0	0	0	1	0	0	0	0	1	0	0	0	0	0
9:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Project Downtown Milwaukee during Bucks playoff game

Type Road Classification Bicycles on Road

	\$	Southbound South	d Approach bound			Westbound Westb			I	Northbound Northl	d Approach cound			Eastbound Eastb		
Start Time	Right	Thru	Left	U-Turn	Right	Thru	Left	U-Turn	Right	Thru	Left	U-Turn	Right	Thru	Left	U-Turn
4:30 PM	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0
4:45 PM	1	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0
5:00 PM	1	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:15 PM	0	1	0	0	0	0	0	0	0	0	0	0	0	1	1	0
5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:45 PM	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:30 PM	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0
6:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Project Downtown Milwaukee during Bucks playoff game

Type Crosswalk Classification Bicycles on Crosswalk

		nbound Approach Southbound	Wes	tbound Approach Westbound	North	nbound Approach Northbound		ound Approach Eastbound
Start Time	Peds CW	Peds CCWeds Combi	n Peds CW	Peds CCWeds Combi	n Peds CW	Peds CCW ds Combi	n Peds CW F	eds CCWeds Combined
4:30 PM	0	0	0	0	0	0	0	0
4:45 PM	0	0	2	0	0	0	0	0
5:00 PM	1	0	0	0	0	0	0	0
5:15 PM	1	0	0	0	0	0	0	1
5:30 PM	0	0	0	0	0	0	0	0
5:45 PM	0	0	0	0	0	0	0	0
6:00 PM	0	0	0	0	0	0	0	0
6:15 PM	0	0	0	0	0	0	0	0
6:30 PM	0	0	0	0	0	0	0	0
6:45 PM	0	0	0	0	0	0	0	0
9:30 PM	0	0	0	0	0	0	0	0
9:45 PM	0	0	0	0	0	0	0	0
10:00 PM	0	0	0	0	0	0	0	0
10:15 PM	0	0	0	0	0	0	0	0
10:30 PM	0	0	0	0	0	0	0	0
10:45 PM	0	0	0	0	0	0	0	0

Site Code

Type Crosswalk Classification Pedestrians

		bound Approach Southbound	Wes	tbound App Westbound			nbound Appr Northbound		Eastl	oound Appi Eastbound	
Start Time	Peds CW	Peds CCW ds Combi	Peds CW	Peds CCW	ds Combin	Peds CW	Peds CCW	ds Combin	Peds CW	Peds CCW	ds Combined
4:30 PM	2	4	9	4		14	8		0	3	
4:45 PM	0	2	37	22		34	4		2	6	
5:00 PM	2	1	15	21		20	10		4	14	
5:15 PM	2	16	40	24		17	14		1	12	
5:30 PM	3	16	77	31		28	24		4	28	
5:45 PM	9	22	93	37		29	28		5	24	
6:00 PM	0	51	120	28		41	18		2	57	
6:15 PM	5	27	203	20		38	15		1	25	
6:30 PM	3	60	294	6		40	38		4	10	
6:45 PM	1	57	385	8		19	103		2	21	
9:30 PM	0	5	2	27		8	5		4	5	
9:45 PM	39	5	9	705		240	45		75	7	
10:00 PM	122	11	4	723		372	31		142	15	
10:15 PM	1	2	10	25		32	13		32	1	
10:30 PM	6	4	0	8		0	0		9	6	
10:45 PM	2	8	5	3		0	2		16	9	

Type Road Classification Totals

	9	Southbound Southb				Westbound Westb					d Approach			Eastbound Eastb		
Start Time	Right	Thru	Left	U-Turn	Right	Thru	Left	U-Turn	Right	Thru	Left	U-Turn	Right	Thru	Left	U-Turn
4:30 PM	19	85	10	0	7	88	0	1	0	0	11	0	1	89	10	0
4:45 PM	23	134	7	0	16	96	0	0	0	1	9	0	0	93	13	0
5:00 PM	28	138	12	0	16	134	0	0	0	0	8	0	0	102	19	0
5:15 PM	36	130	18	0	22	129	0	0	0	0	18	0	0	110	22	2
5:30 PM	32	146	8	0	15	89	0	1	0	0	12	0	0	97	23	1
5:45 PM	17	126	10	0	11	74	0	0	0	0	13	0	0	112	28	2
6:00 PM	24	128	9	0	7	73	0	0	0	0	18	0	0	127	15	0
6:15 PM	26	108	7	0	15	68	0	1	0	0	8	0	0	107	27	0
6:30 PM	26	91	10	0	18	63	0	0	0	0	7	0	0	122	17	2
6:45 PM	25	76	7	0	15	79	0	0	0	0	10	0	0	127	12	1
9:30 PM	14	36	8	1	7	32	0	0	0	0	8	0	0	79	8	1
9:45 PM	5	32	13	0	5	26	0	1	0	0	11	0	0	52	14	0
10:00 PM	17	49	2	0	22	53	0	0	0	0	41	0	0	136	28	1
10:15 PM	10	35	25	0	20	36	0	2	0	0	20	0	0	108	47	0
10:30 PM	11	23	24	0	3	27	0	1	4	0	13	0	0	53	28	2
10:45 PM	10	38	16	0	2	28	0	0	0	0	13	0	0	36	24	0

Type Road Classification Lights

	5	Southbound Southl	d Approach bound			Westbound Westb				Northbound Northl	d Approach bound			Eastbound Eastb		
Start Time	Right	Thru	Left	U-Turn	Right	Thru	Left	U-Turn	Right	Thru	Left	U-Turn	Right	Thru	Left	U-Turn
4:30 PM	14	192	7	1	8	59	13	0	6	195	25	3	17	63	26	2
4:45 PM	24	212	3	0	5	69	13	0	11	237	24	0	34	61	25	1
5:00 PM	19	176	8	0	6	89	15	0	20	284	51	3	30	81	34	0
5:15 PM	28	197	5	1	10	88	11	0	15	249	52	2	45	75	40	0
5:30 PM	34	185	8	0	15	52	14	1	28	222	44	3	36	88	22	1
5:45 PM	29	186	12	1	14	44	16	0	14	200	37	4	30	66	24	0
6:00 PM	28	168	10	0	9	66	9	0	22	157	19	0	42	68	26	1
6:15 PM	23	164	6	0	14	49	14	0	24	177	23	1	28	59	34	0
6:30 PM	25	156	5	0	7	54	14	0	17	133	19	4	38	65	24	3
6:45 PM	33	159	4	0	18	51	17	0	24	144	23	0	51	60	25	3
9:30 PM	16	47	1	0	6	21	3	0	11	78	17	0	37	22	10	1
9:45 PM	13	68	3	0	2	16	0	0	3	86	11	1	28	23	15	2
10:00 PM	15	101	6	0	9	37	0	1	9	129	15	1	76	82	47	1
10:15 PM	27	118	9	0	9	32	0	1	14	99	21	0	62	58	37	1
10:30 PM	21	66	3	0	5	20	7	0	3	59	17	2	29	37	36	2
10:45 PM	13	58	1	0	8	19	3	0	4	54	14	4	30	27	18	1

Type Road Classification Buses

	\$		d Approach bound			Westbound Westb					d Approach bound			Eastbound Eastb		
Start Time	Right	Thru	Left	U-Turn	Right	Thru	Left	U-Turn	Right	Thru	Left	U-Turn	Right	Thru	Left	U-Turn
4:30 PM	0	3	1	0	0	0	0	0	0	2	0	0	0	0	0	0
4:45 PM	0	4	0	0	0	0	0	0	0	2	0	0	0	0	0	0
5:00 PM	0	3	0	0	0	0	0	0	0	1	0	0	0	1	0	0
5:15 PM	0	2	0	0	0	0	0	0	0	2	0	0	0	0	0	0
5:30 PM	0	2	0	0	0	0	0	0	0	1	0	0	0	0	0	0
5:45 PM	0	3	0	0	0	0	0	0	0	2	0	0	0	2	0	0
6:00 PM	0	3	0	0	0	0	0	0	0	5	0	0	0	1	0	0
6:15 PM	0	1	0	0	0	0	0	0	0	3	0	0	1	0	0	0
6:30 PM	0	2	0	0	0	1	0	0	0	1	0	0	2	1	0	0
6:45 PM	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1	0
9:30 PM	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:45 PM	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0
10:00 PM	0	1	0	0	0	0	0	0	0	1	0	0	0	0	0	0
10:15 PM	0	2	0	0	0	0	0	0	0	0	0	0	0	0	1	0
10:30 PM	0	1	0	0	0	0	0	0	0	2	0	0	0	0	0	0
10:45 PM	0	1	0	0	0	0	0	0	0	1	0	0	0	0	0	0

Type Road Classification Trucks

	\$		d Approach bound			Westbound Westb				Northbound Northl	d Approach bound			Eastbound Eastb		
Start Time	Right	Thru	Left	U-Turn	Right	Thru	Left	U-Turn	Right	Thru	Left	U-Turn	Right	Thru	Left	U-Turn
4:30 PM	0	1	0	0	0	1	0	0	1	1	0	0	0	1	0	0
4:45 PM	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:00 PM	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0
5:15 PM	3	1	0	0	0	1	0	0	0	2	0	0	0	1	0	0
5:30 PM	0	0	0	0	0	0	0	0	0	1	0	0	0	1	0	0
5:45 PM	0	1	0	0	0	0	0	0	0	2	0	0	0	0	0	0
6:00 PM	0	1	0	0	0	1	0	0	1	0	0	0	0	0	0	0
6:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:30 PM	0	1	0	0	0	1	0	0	1	0	0	0	1	0	0	0
6:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:00 PM	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0
10:15 PM	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:45 PM	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0

Project Downtown Milwaukee during Bucks playoff game

Type Road Classification Bicycles on Road

	;	Southbound Southb	d Approach cound			Westbound Westb			1	Northbound Northl	d Approach cound			Eastbound Eastbo		
Start Time	Right	Thru	Left	U-Turn	Right	Thru	Left	U-Turn	Right	Thru	Left	U-Turn	Right	Thru	Left	U-Turn
4:30 PM	0	3	0	0	0	1	0	0	0	0	0	0	0	0	0	0
4:45 PM	1	1	0	0	0	0	0	0	0	6	0	0	0	0	1	0
5:00 PM	0	7	0	0	0	1	0	0	0	1	0	0	0	0	0	0
5:15 PM	0	8	0	0	0	0	0	0	0	3	0	0	0	0	1	0
5:30 PM	0	1	0	0	0	0	0	0	0	5	0	0	0	0	0	0
5:45 PM	0	1	0	0	0	0	0	0	0	2	0	0	0	0	0	0
6:00 PM	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:15 PM	0	1	0	0	0	0	0	0	0	2	0	0	0	0	0	0
6:30 PM	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:45 PM	0	0	0	0	0	0	0	0	0	4	0	0	0	0	0	0
9:30 PM	1	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0
9:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0
10:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:45 PM	0	0	0	0	0	0	1	0	0	1	0	0	0	1	0	0

Type Crosswalk Classification Bicycles on Crosswalk

		nbound Approach Southbound		bound Approach Westbound	Nortl	nbound Approach Northbound		und Approach astbound
Start Time	Peds CW	Peds CCWeds Combi	n Peds CW	Peds CCWeds Combi	n Peds CW	Peds CCW:ds Combi	n Peds CW Pe	eds CCWeds Combine
4:30 PM	0	0	0	0	0	0	1	0
4:45 PM	0	0	0	0	0	0	1	0
5:00 PM	0	0	0	1	0	1	1	0
5:15 PM	0	0	0	0	0	0	1	1
5:30 PM	0	1	0	0	0	0	0	0
5:45 PM	0	0	0	0	0	0	1	1
6:00 PM	0	0	0	0	0	0	1	0
6:15 PM	0	0	0	0	0	0	0	0
6:30 PM	0	0	0	0	0	0	0	0
6:45 PM	0	1	0	0	0	0	0	0
9:30 PM	0	0	0	0	0	0	0	0
9:45 PM	0	0	0	0	0	0	0	0
10:00 PM	1	0	0	0	0	0	0	0
10:15 PM	0	0	0	0	0	0	0	0
10:30 PM	0	0	0	0	0	0	0	0
10:45 PM	0	0	0	1	0	0	0	0

Study Name Juneau and Water St TMC Start Date 04/23/2015 Start Time 4:30 PM

Site Code

Type Crosswalk Classification Pedestrians

		bound Approach Southbound	Wes	tbound App Westbound			nbound Appr Northbound	oach	Eastl	oound Appr Eastbound	
Start Time	Peds CW	Peds CCW ds Combir	Peds CW	Peds CCW	ds Combin	Peds CW	Peds CCW	ds Combin	Peds CW	Peds CCW	ds Combined
4:30 PM	3	6	9	8		16	3		8	20	
4:45 PM	3	13	3	19		11	6		20	12	
5:00 PM	11	15	18	30		29	12		16	16	
5:15 PM	5	23	29	31		34	14		15	26	
5:30 PM	1	26	19	12		20	13		14	40	
5:45 PM	8	39	27	9		33	5		7	26	
6:00 PM	8	45	29	18		28	5		21	31	
6:15 PM	9	28	24	2		40	13		23	32	
6:30 PM	18	22	42	10		42	10		28	26	
6:45 PM	8	34	48	1		36	10		14	33	
9:30 PM	1	4	4	2		10	7		19	10	
9:45 PM	25	8	10	23		13	24		33	9	
10:00 PM	133	8	7	144		0	146		160	14	
10:15 PM	19	4	9	16		23	22		46	22	
10:30 PM	16	10	4	15		11	14		33	26	
10:45 PM	20	7	6	15		4	18		28	27	

Type Road Classification Totals

	5	Southbound Southl	d Approach bound			Westbound Westb				Northbound Northl	d Approach bound			Eastbound Eastb		
Start Time	Right	Thru	Left	U-Turn	Right	Thru	Left	U-Turn	Right	Thru	Left	U-Turn	Right	Thru	Left	U-Turn
4:30 PM	14	199	8	1	8	61	13	0	7	198	25	3	17	64	26	2
4:45 PM	25	218	3	0	5	69	13	0	11	245	24	0	34	61	26	1
5:00 PM	19	186	8	0	6	90	15	0	20	287	51	3	30	82	34	0
5:15 PM	31	208	5	1	10	89	11	0	15	256	52	2	45	76	41	0
5:30 PM	34	188	8	0	15	52	14	1	28	229	44	3	36	89	22	1
5:45 PM	29	191	12	1	14	44	16	0	14	206	37	4	30	68	24	0
6:00 PM	30	172	10	0	9	67	9	0	23	162	19	0	42	69	26	1
6:15 PM	23	166	6	0	14	49	14	0	24	182	23	1	29	59	34	0
6:30 PM	26	160	5	0	7	56	14	0	18	134	19	4	41	66	24	3
6:45 PM	33	160	4	0	18	51	17	0	24	148	23	0	51	60	26	3
9:30 PM	17	49	1	0	6	21	3	0	11	79	17	0	37	22	10	1
9:45 PM	13	68	3	0	2	16	0	0	3	88	11	1	28	23	15	2
10:00 PM	15	102	6	0	9	37	0	1	9	131	15	1	76	82	48	1
10:15 PM	27	121	9	0	9	32	0	1	14	99	21	0	62	58	38	1
10:30 PM	21	67	3	0	5	20	7	0	3	61	17	2	29	37	36	2
10:45 PM	13	60	2	0	8	19	4	0	4	56	14	4	30	28	18	1

Type Road Classification Lights

	\$		d Approach bound			Westbound Westb			I	Northbound Northl	d Approach bound			Eastbound Eastb		
Start Time	Right	Thru	Left	U-Turn	Right	Thru	Left	U-Turn	Right	Thru	Left	U-Turn	Right	Thru	Left	U-Turn
4:30 PM	8	52	12	0	21	106	9	0	25	62	11	0	4	140	16	1
4:45 PM	1	46	21	0	24	121	21	0	28	65	11	0	8	155	14	0
5:00 PM	8	47	35	1	35	151	19	1	21	85	25	0	13	169	18	0
5:15 PM	9	50	25	0	22	135	18	0	30	75	22	0	11	158	20	0
5:30 PM	6	30	29	0	27	134	12	1	26	60	15	0	10	194	22	1
5:45 PM	4	54	27	0	15	111	19	1	27	63	26	0	16	191	32	0
6:00 PM	13	26	39	0	24	98	12	4	27	60	17	0	9	178	38	0
6:15 PM	3	30	38	0	24	64	11	3	25	67	12	0	10	169	58	0
6:30 PM	8	25	36	0	29	70	13	2	20	45	10	0	21	150	60	0
6:45 PM	9	25	42	0	29	50	11	0	14	53	6	1	9	165	43	0
9:30 PM	6	20	14	2	7	28	4	0	6	31	7	0	1	54	19	0
9:45 PM	3	19	17	1	16	25	4	0	5	15	4	0	2	47	16	1
10:00 PM	53	42	33	0	12	101	12	0	16	36	9	0	8	79	17	0
10:15 PM	21	57	23	0	15	93	9	0	15	45	11	0	4	63	8	0
10:30 PM	10	27	19	0	8	42	3	2	12	9	5	1	1	44	8	0
10:45 PM	1	24	8	0	5	29	0	0	12	9	6	0	1	40	6	0

Type Road Classification Buses

	5	Southbound South	d Approach bound			Westbound Westb				Northbound Northl	d Approach bound			Eastbound Eastb		
Start Time	Right	Thru	Left	U-Turn	Right	Thru	Left	U-Turn	Right	Thru	Left	U-Turn	Right	Thru	Left	U-Turn
4:30 PM	0	0	0	0	0	2	0	0	1	0	0	0	0	2	0	0
4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	3	0	0
5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	4	0	0
5:15 PM	1	0	0	0	0	1	0	0	0	0	0	0	0	1	0	0
5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0
5:45 PM	0	1	0	0	0	1	0	0	1	0	0	0	0	3	0	0
6:00 PM	0	0	1	0	0	0	0	0	0	0	0	0	0	1	0	0
6:15 PM	0	0	0	0	0	1	0	0	0	0	0	0	0	0	1	0
6:30 PM	0	1	0	0	0	0	0	0	0	0	0	0	0	3	0	0
6:45 PM	0	0	0	0	0	1	0	0	0	0	0	0	0	1	1	0
9:30 PM	1	0	1	0	1	1	0	0	0	0	0	0	0	0	0	0
9:45 PM	0	0	0	0	0	1	0	0	0	0	0	0	0	1	0	0
10:00 PM	1	1	0	0	0	0	0	0	0	0	0	0	0	3	0	0
10:15 PM	0	0	0	0	0	2	0	0	0	0	0	0	0	1	0	0
10:30 PM	0	0	1	0	0	0	0	0	0	0	0	0	0	1	0	0
10:45 PM	0	0	1	0	0	1	0	0	0	0	0	0	0	1	0	0

Type Road Classification Trucks

	S	Southbound South	d Approach bound			Westbound Westb			I	Northbound Northl	d Approach bound			Eastbound Eastb		
Start Time	Right	Thru	Left	U-Turn	Right	Thru	Left	U-Turn	Right	Thru	Left	U-Turn	Right	Thru	Left	U-Turn
4:30 PM	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0
4:45 PM	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0
5:00 PM	0	0	0	0	1	0	0	0	0	1	0	0	0	0	0	0
5:15 PM	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:30 PM	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0
5:45 PM	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0
6:00 PM	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0
6:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:45 PM	0	1	0	0	0	0	0	0	0	0	0	0	1	0	0	0
9:30 PM	1	0	1	0	0	0	0	0	0	0	0	0	0	1	0	0
9:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:00 PM	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:15 PM	1	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Project Downtown Milwaukee during Bucks playoff game

Type Road Classification Bicycles on Road

	•	Southbound Southl	d Approach bound			Westbound Westb				Northbound Northl	d Approach cound			Eastbound Eastbo		
Start Time	Right	Thru	Left	U-Turn	Right	Thru	Left	U-Turn	Right	Thru	Left	U-Turn	Right	Thru	Left	U-Turn
4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:45 PM	0	0	0	0	0	1	0	0	1	3	0	0	0	0	0	0
5:00 PM	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:15 PM	0	1	0	0	0	0	0	0	0	4	0	0	0	0	0	0
5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0
6:00 PM	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0
6:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:45 PM	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Project Downtown Milwaukee during Bucks playoff game

Type Crosswalk Classification Bicycles on Crosswalk

		nbound Approa Southbound		bound Appi Westbound			bound App Northbound			oound App Eastbound	
Start Time	Peds CW	Peds CCWeds	Combin Peds CW	Peds CCW	ds Combin	Peds CW	Peds CCW	ds Combin	Peds CW	Peds CCW	ds Combined
4:30 PM	0	0	0	0		0	0		0	0	ı
4:45 PM	0	0	0	0		0	0		0	0	1
5:00 PM	0	0	0	2		0	1		0	1	
5:15 PM	0	0	0	0		0	0		0	0	ı
5:30 PM	0	0	0	0		2	0		1	0	ı
5:45 PM	0	0	0	0		0	0		0	0	ı
6:00 PM	0	0	0	0		0	0		0	0	ı
6:15 PM	0	0	0	0		0	0		0	0	l
6:30 PM	0	0	0	0		0	0		0	0	ı
6:45 PM	0	0	0	0		0	0		0	0	l
9:30 PM	0	0	0	0		0	0		0	0	ı
9:45 PM	0	0	0	0		0	0		0	0	ı
10:00 PM	0	0	0	0		0	0		0	0	ı
10:15 PM	0	0	0	0		0	0		0	0	ı
10:30 PM	0	0	0	1		0	0		0	0	ı
10:45 PM	0	0	0	0		0	0		0	0	1

Type Crosswalk Classification Pedestrians

		bound Approach Southbound	Wes	tbound App Westbound			nbound Appi Northbound		East	bound Appi Eastbound	
Start Time	Peds CW	Peds CCWeds Combi	n Peds CW	Peds CCW	ds Combin	Peds CW	Peds CCW	ds Combin	Peds CW	Peds CCW	ds Combined
4:30 PM	12	3	11	9		2	6		16	2	
4:45 PM	18	4	5	30		5	3		17	4	
5:00 PM	20	4	9	25		5	4		30	5	
5:15 PM	15	2	10	29		9	9		11	5	
5:30 PM	10	8	7	71		11	1		27	5	
5:45 PM	22	40	15	58		40	9		57	2	
6:00 PM	17	23	5	127		54	10		76	5	
6:15 PM	13	33	15	92		125	2		144	4	
6:30 PM	7	82	6	96		121	4		199	7	
6:45 PM	8	100	5	107		132	2		223	2	
9:30 PM	7	0	8	3		0	3		0	12	
9:45 PM	102	0	139	3		0	102		0	152	
10:00 PM	218	3	294	1		5	168		4	325	
10:15 PM	20	0	165	5		3	8		0	24	
10:30 PM	3	1	14	1		2	4		7	14	
10:45 PM	0	0	11	4		0	2		0	11	

Type Road Classification Totals

	S	Southbound Southl	d Approach bound			Westbound Westb				Northbound Northl	d Approach bound			Eastbound Eastb		
Start Time	Right	Thru	Left	U-Turn	Right	Thru	Left	U-Turn	Right	Thru	Left	U-Turn	Right	Thru	Left	U-Turn
4:30 PM	8	52	12	0	21	109	9	0	26	62	11	0	4	142	16	1
4:45 PM	1	46	21	0	24	122	21	0	29	69	11	0	8	158	14	0
5:00 PM	8	48	35	1	36	151	19	1	21	86	25	0	13	173	18	0
5:15 PM	10	52	25	0	22	136	18	0	30	79	22	0	11	159	20	0
5:30 PM	6	30	30	0	27	135	12	1	26	60	15	0	10	196	22	1
5:45 PM	4	55	27	0	15	112	20	1	28	63	26	0	16	196	32	0
6:00 PM	13	26	40	0	24	99	13	4	27	60	18	0	9	179	38	0
6:15 PM	3	30	38	0	24	65	11	3	25	67	12	0	10	169	59	0
6:30 PM	8	26	36	0	29	70	13	2	20	45	10	0	21	153	60	0
6:45 PM	9	26	42	0	29	51	11	0	14	53	6	1	10	166	44	0
9:30 PM	8	20	16	2	8	29	4	0	6	31	7	0	1	55	19	0
9:45 PM	3	19	17	1	16	26	4	0	5	15	4	0	2	48	16	1
10:00 PM	56	44	33	0	12	101	12	0	16	36	9	0	8	82	17	0
10:15 PM	22	59	23	0	15	95	9	0	15	45	11	0	4	64	8	0
10:30 PM	10	27	20	0	8	42	3	2	12	9	5	1	1	45	8	0
10:45 PM	1	25	9	0	5	30	0	0	12	9	6	0	1	41	6	0

Project Downtown Milwaukee during Bucks playoff game

Type Road Classification Lights

		Southbound					d Approach				d Approach			Eastbound		
		South	bound			West	oound			North	oound			Eastb	ound	
Start Time	Right	Thru	Left	U-Turn	Right	Thru	Left	U-Turn	Right	Thru	Left	U-Turn	Right	Thru	Left	U-Turn
4:00 PM	9	236	46	1	30	58	25	0	17	150	32	0	13	74	1	0
4:15 PM	6	241	36	1	30	48	31	1	14	175	41	0	10	85	0	0
4:30 PM	6	254	28	2	44	46	37	0	25	182	33	0	9	106	0	2
4:45 PM	11	262	41	0	40	39	54	0	26	190	28	0	12	107	0	0
5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Type Road Classification Buses

			d Approach bound	1		Westbound Westb					d Approach bound			Eastbound Eastb		
Start Time	Right	Thru	Left	U-Turn	Right	Thru	Left	U-Turn	Right	Thru	Left	U-Turn	Right	Thru	Left	U-Turn
4:00 PM	0	8	1	0	2	0	1	0	0	1	1	0	0	1	0	0
4:15 PM	0	11	0	0	1	0	2	0	0	2	0	0	0	0	0	0
4:30 PM	0	7	1	0	2	0	0	0	0	4	0	0	0	0	0	0
4:45 PM	0	10	4	0	0	0	0	0	0	4	0	0	0	0	0	0
5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Type Road Classification Trucks

	(d Approach bound			Westbound Westb					d Approach bound			Eastbound Eastb		
Start Time	Right	Thru	Left	U-Turn	Right	Thru	Left	U-Turn	Right	Thru	Left	U-Turn	Right	Thru	Left	U-Turn
4:00 PM	0	5	0	0	0	0	2	0	0	1	0	0	0	1	0	0
4:15 PM	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:30 PM	0	4	0	0	0	0	1	0	0	1	0	0	0	0	0	0
4:45 PM	0	7	0	0	0	0	0	0	0	2	0	0	0	0	0	0
5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Project Downtown Milwaukee during Bucks playoff game

Type Road Classification Bicycles on Road

			d Approach bound			Westbound Westb					d Approach cound			Eastbound Eastb		
Start Time	Right	Thru	Left	U-Turn	Right	Thru	Left	U-Turn	Right	Thru	Left	U-Turn	Right	Thru	Left	U-Turn
4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:45 PM	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0
5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Project Downtown Milwaukee during Bucks playoff game

Type Crosswalk Classification Bicycles on Crosswalk

		bound Appro	ach		tbound App Westbound			nbound App Northbound		East	bound Appi Eastbound	
Start Time	Peds CW	Peds CCWed	ls Combin	Peds CW	Peds CCW	ds Combin	Peds CW	Peds CCW	ds Combin	Peds CW	Peds CCW	ds Combined
4:00 PM	0	0		0	0		0	0		0	0	
4:15 PM	0	0		0	0		0	0		0	0	
4:30 PM	0	0		0	0		0	0		0	0	
4:45 PM	0	0		0	1		0	0		0	0	
5:00 PM	0	0		0	0		0	0		0	0	

Project Downtown Milwaukee during Bucks playoff game

Type Crosswalk Classification Pedestrians

		nbound App Southbound		Wes	tbound App Westbound			nbound Appr Northbound			und Approastbound	oach
Start Tim	e Peds CW	Peds CCW	ds Combin	Peds CW	Peds CCW	ds Combin	Peds CW	Peds CCW	ds Combin	Peds CW Pe	eds CCW	ds Combined
4:00 PM	1	0		0	3		1	1		5	7	
4:15 PM	0	2		1	11		1	0		6	2	
4:30 PM	6	0		3	8		0	6		9	5	
4:45 PM	3	0		2	7		0	2		11	2	
5:00 PM	0	0		0	0		0	0		0	0	

Project Downtown Milwaukee during Bucks playoff game

Type Road Classification Totals

	:	Southbound Southl	d Approach				d Approach			Northbound Northl	d Approach			Eastbound Eastb		
		South	bouria			wesii	Journa			NOITH	oouna			Easin	ouna	
Start Time	Right	Thru	Left	U-Turn	Right	Thru	Left	U-Turn	Right	Thru	Left	U-Turn	Right	Thru	Left	U-Turn
4:00 PM	9	249	47	1	32	58	28	0	17	152	33	0	13	76	1	0
4:15 PM	6	254	36	1	31	48	33	1	14	177	41	0	10	85	0	0
4:30 PM	6	265	29	2	46	46	38	0	25	187	33	0	9	106	0	2
4:45 PM	11	279	45	0	41	39	54	0	26	196	28	0	12	107	0	0
5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Project Downtown Milwaukee during Bucks playoff game

Type Road Classification Lights

	5	Southbound Southl	d Approach bound			Westbound Westb				Northbound Northl	d Approach bound			Eastbound Eastb		
Start Time	Right	Thru	Left	U-Turn	Right	Thru	Left	U-Turn	Right	Thru	Left	U-Turn	Right	Thru	Left	U-Turn
4:30 PM	6	253	30	2	42	45	38	0	27	184	33	0	9	108	20	1
4:45 PM	11	260	41	0	41	42	56	1	26	193	28	0	11	112	30	0
5:00 PM	10	238	47	3	65	68	52	0	29	233	46	0	13	128	43	0
5:15 PM	5	280	38	2	56	54	52	0	31	246	26	0	9	121	35	1
5:30 PM	6	242	52	3	53	46	48	1	26	174	30	0	5	151	37	0
5:45 PM	7	228	60	1	43	54	46	0	26	145	20	0	10	154	49	0
6:00 PM	6	150	58	5	49	43	46	0	34	158	32	0	19	140	64	0
6:15 PM	6	149	50	5	31	35	27	1	32	146	18	0	21	155	70	0
6:30 PM	10	115	42	0	27	30	27	0	21	148	16	0	15	154	80	0
6:45 PM	5	109	55	1	28	27	16	2	33	111	20	2	20	137	50	1
9:30 PM	8	61	31	0	18	15	10	1	6	35	26	0	3	36	9	0
9:45 PM	9	64	28	4	14	19	12	0	6	33	18	0	5	29	7	0
10:00 PM	12	193	50	0	42	76	37	0	11	68	36	2	3	39	3	0
10:15 PM	11	136	33	2	25	53	53	1	12	53	23	0	5	29	9	0
10:30 PM	2	106	16	0	8	20	28	0	9	36	12	1	3	30	1	0
10:45 PM	4	52	12	0	11	12	12	0	3	27	16	0	6	34	5	0

Type Road Classification Buses

	\$		d Approach bound			Westbound Westb				Northbound Northl	d Approach bound			Eastbound Eastb		
Start Time	Right	Thru	Left	U-Turn	Right	Thru	Left	U-Turn	Right	Thru	Left	U-Turn	Right	Thru	Left	U-Turn
4:30 PM	0	7	1	0	2	0	0	0	0	5	0	0	0	0	0	0
4:45 PM	0	7	4	0	0	0	0	0	0	5	0	0	0	0	2	0
5:00 PM	0	4	2	0	0	0	0	0	0	9	1	0	0	1	0	0
5:15 PM	0	6	1	0	1	0	1	0	0	4	0	0	0	0	0	0
5:30 PM	0	2	1	0	0	0	0	0	1	8	0	0	0	0	0	0
5:45 PM	0	3	3	0	1	0	0	0	0	3	0	0	0	0	0	0
6:00 PM	0	4	0	0	0	0	0	0	0	2	0	0	0	0	0	0
6:15 PM	0	1	0	0	1	0	0	0	1	2	1	0	0	0	0	0
6:30 PM	0	4	2	0	0	0	0	0	1	2	0	0	0	0	0	0
6:45 PM	0	4	1	0	1	0	0	0	1	1	0	0	0	0	0	0
9:30 PM	0	2	1	0	2	0	1	0	0	3	0	0	0	0	0	0
9:45 PM	0	3	1	0	0	0	0	0	0	1	0	0	0	0	0	0
10:00 PM	0	3	3	0	1	1	0	0	0	4	0	0	0	0	0	0
10:15 PM	0	1	1	0	1	0	1	0	0	1	0	0	0	0	0	0
10:30 PM	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0
10:45 PM	0	1	1	0	1	0	0	0	0	1	1	0	0	0	0	0

Type Road Classification Trucks

	\$	Southbound South	d Approach bound			Westbound Westb				Northbound Northl	d Approach bound			Eastbound Eastb		
Start Time	Right	Thru	Left	U-Turn	Right	Thru	Left	U-Turn	Right	Thru	Left	U-Turn	Right	Thru	Left	U-Turn
4:30 PM	0	5	0	0	0	0	1	0	0	2	0	0	0	0	0	0
4:45 PM	0	9	0	0	0	0	0	0	0	2	0	0	0	0	0	0
5:00 PM	0	6	0	0	0	0	0	0	0	1	0	0	1	0	0	0
5:15 PM	0	4	0	0	0	0	0	0	0	1	0	0	0	0	0	0
5:30 PM	0	0	0	0	1	0	0	0	0	1	0	0	0	0	0	0
5:45 PM	0	3	0	0	0	0	0	0	0	1	0	0	0	0	0	0
6:00 PM	0	2	0	0	0	0	1	0	0	1	0	0	0	1	0	0
6:15 PM	0	5	0	0	0	0	0	0	0	1	0	0	0	0	0	0
6:30 PM	0	1	0	0	0	0	0	0	0	0	1	0	0	0	0	0
6:45 PM	0	3	0	0	0	0	0	0	0	0	0	0	0	1	0	0
9:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:45 PM	0	1	0	0	0	0	0	0	0	1	1	0	0	0	0	0
10:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:30 PM	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Project Downtown Milwaukee during Bucks playoff game

Type Road Classification Bicycles on Road

	\$		d Approach bound			Westbound Westb				Northbound Northl	d Approach bound			Eastbound Eastb		
Start Time	Right	Thru	Left	U-Turn	Right	Thru	Left	U-Turn	Right	Thru	Left	U-Turn	Right	Thru	Left	U-Turn
4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:45 PM	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0
5:00 PM	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:15 PM	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0
5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:45 PM	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0
6:00 PM	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0
6:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:45 PM	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Project Downtown Milwaukee during Bucks playoff game

Type Crosswalk Classification Bicycles on Crosswalk

		nbound Approach Southbound	Wes	tbound Approach Westbound	Nort	hbound Approach Northbound		nd Approach
Start Time	Peds CW	Peds CCWeds Combi	n Peds CW	Peds CCW ds Combi	n Peds CW	Peds CCW:ds Combi	n Peds CW Ped	ds CCWeds Combined
4:30 PM	0	0	0	0	0	0	0	0
4:45 PM	0	0	0	1	0	0	0	0
5:00 PM	0	0	0	0	0	1	0	0
5:15 PM	2	0	0	1	0	0	0	0
5:30 PM	0	0	0	0	2	0	2	0
5:45 PM	0	0	0	0	0	0	0	0
6:00 PM	0	0	0	0	0	0	0	0
6:15 PM	0	0	0	0	0	0	0	0
6:30 PM	0	0	0	0	0	0	0	0
6:45 PM	0	0	0	0	0	0	0	0
9:30 PM	0	0	1	0	0	0	0	0
9:45 PM	0	0	0	0	0	0	0	0
10:00 PM	0	0	0	0	0	0	0	0
10:15 PM	0	0	0	0	0	0	0	0
10:30 PM	0	0	0	0	0	0	0	0
10:45 PM	0	0	0	0	0	0	0	0

Type Crosswalk Classification Pedestrians

		nbound Approach Southbound	Wes	stbound Approach Westbound	Nort	hbound Approac Northbound	h		und Approach stbound
Start Time	Peds CW	Peds CCWeds Comb	in Peds CW	Peds CCWeds Comb	in Peds CW	Peds CCWeds (Combin Pe	ds CW Pe	ds CCW ds Combine
4:30 PM	6	0	4	8	C	6		9	6
4:45 PM	3	0	3	8	C	3		11	2
5:00 PM	2	0	0	7	C	4		11	3
5:15 PM	7	0	1	6	1	2		4	1
5:30 PM	3	0	0	11	C	0		6	0
5:45 PM	6	0	4	11	C) 1		8	1
6:00 PM	8	0	1	16	C	3		15	2
6:15 PM	5	0	0	29	C	3		15	1
6:30 PM	1	3	0	32	C	5		14	4
6:45 PM	0	0	2	2 32	C	3		23	4
9:30 PM	0	0	5	5 1	1	0		1	1
9:45 PM	0	13	38	3 0	1	0		0	32
10:00 PM	4	42	104	4	2	2 10		2	106
10:15 PM	3	11	10	2	C	0		0	24
10:30 PM	0	1	8	0	C	0		0	7
10:45 PM	0	0	0	0	C	0		1	2

Type Road Classification Totals

	\$	Southbound Southl	d Approach bound			Westbound Westb				Northbound Northl	d Approach bound			Eastbound Eastb		
Start Time	Right	Thru	Left	U-Turn	Right	Thru	Left	U-Turn	Right	Thru	Left	U-Turn	Right	Thru	Left	U-Turn
4:30 PM	6	265	31	2	44	45	39	0	27	191	33	0	9	108	20	1
4:45 PM	11	276	45	0	42	42	56	1	26	200	28	0	11	112	32	0
5:00 PM	10	249	49	3	65	68	52	0	29	243	47	0	14	129	43	0
5:15 PM	5	290	39	2	57	54	53	0	31	252	26	0	9	121	35	1
5:30 PM	6	244	53	3	54	46	48	1	27	183	30	0	5	151	37	0
5:45 PM	7	234	64	1	44	54	46	0	26	149	20	0	10	154	49	0
6:00 PM	6	156	58	5	50	43	47	0	34	161	32	0	19	141	64	0
6:15 PM	6	155	50	5	32	35	27	1	33	149	19	0	21	155	70	0
6:30 PM	10	120	44	0	27	30	27	0	22	150	17	0	15	154	80	0
6:45 PM	5	116	56	1	29	27	16	2	34	112	20	2	20	138	50	1
9:30 PM	8	63	32	0	20	15	11	1	6	38	26	0	3	36	9	0
9:45 PM	9	69	29	4	14	19	12	0	6	35	19	0	5	29	7	0
10:00 PM	12	196	53	0	43	77	37	0	11	72	36	2	3	39	3	0
10:15 PM	11	137	34	2	26	53	54	1	12	54	23	0	5	29	9	0
10:30 PM	3	107	17	0	8	20	28	0	9	36	12	1	3	30	1	0
10:45 PM	4	53	13	0	12	12	12	0	3	28	17	0	6	34	5	0

Type Road Classification Lights

	\$	Southbound Southb	d Approach bound			Westbound Westb			I	Northbound Northb	d Approach bound			Eastbound Eastb		
Start Time	Right	Thru	Left	U-Turn	Right	Thru	Left	U-Turn	Right	Thru	Left	U-Turn	Right	Thru	Left	U-Turn
4:30 PM	62	146	3	0	1	100	6	0	9	158	56	0	42	115	89	0
4:45 PM	67	169	4	0	6	91	8	0	8	190	66	1	46	134	97	0
5:00 PM	87	145	5	2	4	139	6	0	16	225	68	0	40	148	78	0
5:15 PM	81	147	8	0	5	93	8	0	17	218	62	0	47	159	95	0
5:30 PM	81	153	3	1	4	87	10	0	18	182	59	0	63	169	100	0
5:45 PM	65	157	3	0	3	54	6	0	27	173	44	2	68	153	100	0
6:00 PM	80	126	4	0	2	74	11	0	16	139	46	2	63	148	97	0
6:15 PM	93	142	4	0	2	55	4	0	19	157	44	1	47	133	87	0
6:30 PM	109	126	1	0	4	58	11	0	17	116	25	2	49	142	88	0
6:45 PM	92	143	1	0	0	44	9	0	27	125	30	1	46	130	98	0
9:30 PM	52	54	3	0	1	31	3	0	7	72	18	2	15	38	39	0
9:45 PM	53	64	1	0	2	17	0	0	1	82	19	0	16	30	51	0
10:00 PM	57	78	3	0	9	61	16	0	4	135	50	1	35	56	81	0
10:15 PM	44	97	3	0	7	32	4	0	7	111	26	4	37	50	73	0
10:30 PM	47	65	0	1	2	15	5	0	4	79	14	7	22	26	53	0
10:45 PM	40	48	0	0	1	14	2	0	7	57	17	3	23	15	37	0

Type Road Classification Buses

	(Southbound Southl	d Approach			Westbound Westb				Northbound Northl	d Approach			Eastbound Eastb		
Start Time	Right	Thru	Left	U-Turn	Right	Thru	Left	U-Turn	Right	Thru	Left	U-Turn	Right	Thru	Left	U-Turn
4:30 PM	0	3	0	0	0	1	0	0	0	2	0	0	1	0	1	0
4:45 PM	0	4	0	0	0	0	0	0	0	2	0	0	0	2	0	0
5:00 PM	0	3	1	0	0	0	0	0	0	1	0	0	0	0	0	0
5:15 PM	0	2	0	0	0	0	0	0	0	2	0	0	0	0	0	0
5:30 PM	0	2	0	0	0	0	0	0	0	1	0	0	0	0	0	0
5:45 PM	1	3	0	0	0	0	0	0	0	2	0	0	0	0	1	0
6:00 PM	0	3	0	0	0	0	0	0	0	3	1	0	0	1	0	0
6:15 PM	0	1	1	0	0	0	0	0	0	2	0	0	0	0	1	0
6:30 PM	0	2	0	0	0	0	0	0	0	1	1	0	0	0	0	0
6:45 PM	0	1	0	0	0	0	0	0	0	1	0	0	0	0	0	0
9:30 PM	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:45 PM	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0
10:00 PM	0	1	0	0	0	0	0	0	0	1	0	0	0	0	0	0
10:15 PM	0	2	0	0	0	0	0	0	0	1	0	0	0	0	0	0
10:30 PM	0	1	0	0	0	0	0	0	0	2	0	0	0	0	0	0
10:45 PM	0	1	0	0	0	0	0	0	0	1	0	0	0	0	1	0

Type Road Classification Trucks

	\$	Southbound South	d Approach bound			Westbound Westb				Northbound Northl	d Approach bound			Eastbound Eastb		
Start Time	Right	Thru	Left	U-Turn	Right	Thru	Left	U-Turn	Right	Thru	Left	U-Turn	Right	Thru	Left	U-Turn
4:30 PM	2	1	0	0	0	0	0	0	0	2	0	0	1	0	1	0
4:45 PM	0	2	0	0	0	0	0	0	0	0	0	0	0	1	0	0
5:00 PM	1	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0
5:15 PM	0	2	0	0	0	1	0	0	0	0	1	0	0	0	1	0
5:30 PM	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1	0
5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0
6:00 PM	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:15 PM	1	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0
6:30 PM	0	1	0	0	0	0	0	0	0	0	0	0	0	1	0	0
6:45 PM	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0
10:00 PM	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0
10:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0
10:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:45 PM	1	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0

Project Downtown Milwaukee during Bucks playoff game

Type Road Classification Bicycles on Road

		Southbound South	d Approach bound			Westbound Westb				Northbound Northl	d Approach cound			Eastbound Eastb		
Start Time	Right	Thru	Left	U-Turn	Right	Thru	Left	U-Turn	Right	Thru	Left	U-Turn	Right	Thru	Left	U-Turn
4:30 PM	0	2	0	0	0	0	0	0	0	0	0	0	1	0	0	0
4:45 PM	1	3	0	0	0	0	0	0	0	7	0	0	0	1	0	0
5:00 PM	0	6	0	0	0	0	0	0	0	2	0	0	0	0	0	0
5:15 PM	1	8	0	0	0	0	0	0	0	5	0	0	0	0	0	0
5:30 PM	0	1	0	0	0	0	0	0	0	5	0	0	0	0	0	0
5:45 PM	0	1	0	0	0	0	0	0	0	1	0	0	0	1	0	0
6:00 PM	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0
6:15 PM	0	1	0	0	0	0	1	0	0	2	0	0	0	0	0	0
6:30 PM	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:45 PM	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0
9:30 PM	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:45 PM	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0
10:00 PM	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0
10:15 PM	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0
10:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Project Downtown Milwaukee during Bucks playoff game

Type Crosswalk Classification Bicycles on Crosswalk

		bound Approach Southbound	Wes	tbound App Westbound			nbound Appr Northbound			oound Appr Eastbound	oach
Start Time	Peds CW	Peds CCW ds Combin	Peds CW	Peds CCW	ds Combin	Peds CW	Peds CCW	ds Combin	Peds CW	Peds CCW	ds Combined
4:30 PM	0	0	0	0		0	0		0	0	
4:45 PM	0	0	0	0		0	0		1	1	
5:00 PM	0	0	0	0		0	0		1	0	
5:15 PM	0	0	0	0		0	0		0	1	
5:30 PM	0	0	0	0		0	0		0	0	
5:45 PM	1	0	0	0		0	0		0	0	
6:00 PM	0	0	0	0		0	0		0	1	
6:15 PM	0	0	0	0		0	0		0	0	
6:30 PM	0	0	0	0		0	0		0	0	
6:45 PM	0	0	0	0		0	0		0	0	
9:30 PM	0	0	0	0		0	0		0	0	
9:45 PM	0	0	0	0		0	0		0	0	
10:00 PM	0	0	0	0		0	0		0	0	
10:15 PM	0	0	0	0		0	0		0	0	
10:30 PM	0	0	0	0		0	0		0	0	
10:45 PM	0	0	0	0		0	0		0	0	

Type Crosswalk Classification Pedestrians

		nbound Approach Southbound		tbound App Westbound			nbound App Northbound			oound App	
Start Time	Peds CW	Peds CCWeds Combi	n Peds CW	Peds CCW	ds Combin	Peds CW	Peds CCW	ds Combin	Peds CW	Peds CCW	ds Combined
4:30 PM	0	3	0	1		2	4		6	11	
4:45 PM	1	4	0	8		3	2		11	6	
5:00 PM	0	5	5	5		3	4		16	25	
5:15 PM	1	5	12	2		6	1		11	21	
5:30 PM	1	8	8	2		4	8		3	24	
5:45 PM	2	3	16	0		5	1		4	11	
6:00 PM	0	16	6	2		7	4		6	26	
6:15 PM	4	14	5	2		13	2		12	21	
6:30 PM	3	5	13	2		3	5		8	13	
6:45 PM	1	10	13	0		12	2		9	14	
9:30 PM	4	0	0	0		0	1		4	0	
9:45 PM	2	0	3	3		0	10		11	3	
10:00 PM	21	1	4	36		4	22		55	7	
10:15 PM	3	1	1	8		0	3		12	2	
10:30 PM	3	0	0	1		0	0		11	3	
10:45 PM	0	0	1	0		3	0		9	1	

Type Road Classification Totals

	5	Southbound South	d Approach			Westbound Westb	• •		1	Northbound Northb				Eastbound Eastbo		
Start Time	Right	Thru	Left	U-Turn	Right	Thru	Left	U-Turn	Right	Thru	Left	U-Turn	Right	Thru	Left	U-Turn
4:30 PM	64	152	3	0	1	101	6	0	9	162	56	0	45	115	91	0
4:45 PM	68	178	4	0	6	91	8	0	8	199	66	1	46	138	97	0
5:00 PM	88	154	6	2	4	139	6	0	16	229	68	0	41	148	78	0
5:15 PM	82	159	8	0	5	94	8	0	17	225	63	0	47	159	96	0
5:30 PM	81	156	3	1	4	87	10	0	18	189	59	0	63	169	101	0
5:45 PM	66	161	3	0	3	54	6	0	27	176	44	2	68	154	102	0
6:00 PM	81	130	4	0	2	74	12	0	16	142	47	2	63	149	97	0
6:15 PM	94	144	5	0	2	55	5	0	19	161	44	1	48	133	88	0
6:30 PM	109	130	1	0	4	58	11	0	17	117	26	2	49	143	88	0
6:45 PM	93	144	1	0	0	44	9	0	27	128	30	1	46	130	98	0
9:30 PM	52	57	3	0	1	31	3	0	7	72	18	2	15	38	39	0
9:45 PM	53	64	1	0	2	17	0	0	1	85	19	0	16	30	52	0
10:00 PM	57	79	3	0	9	61	16	0	4	137	51	1	35	56	81	0
10:15 PM	44	99	3	0	7	32	4	0	7	113	26	4	38	50	73	0
10:30 PM	47	66	0	1	2	15	5	0	4	81	14	7	22	26	53	0
10:45 PM	41	49	0	0	1	14	2	0	7	58	17	3	25	15	38	0

Project Downtown Milwaukee during Bucks playoff game

Type Road Classification Lights

	5	Southbound Southl	d Approach cound			Westbound Westb			1	Northbound Northl	d Approach cound			Eastbound Eastb		
Start Time	Right	Thru	Left	U-Turn	Right	Thru	Left	U-Turn	Right	Thru	Left	U-Turn	Right	Thru	Left	U-Turn
4:30 PM	17	36	0	0	6	241	19	0	10	33	37	0	46	248	25	0
4:45 PM	14	26	4	0	6	249	17	1	13	36	32	0	46	310	30	0
5:00 PM	17	32	6	0	12	328	12	0	24	56	42	0	67	300	23	0
5:15 PM	17	26	4	0	15	286	23	0	19	48	32	0	76	307	34	0
5:30 PM	20	23	3	0	17	254	13	0	26	37	46	0	97	361	26	0
5:45 PM	11	24	9	0	11	200	9	0	17	22	29	0	123	336	34	2
6:00 PM	12	9	4	0	10	216	17	0	29	35	28	0	119	336	47	1
6:15 PM	20	30	5	0	15	209	17	0	27	35	17	0	125	313	60	0
6:30 PM	8	20	5	0	11	206	25	2	20	47	22	1	99	309	59	1
6:45 PM	19	11	0	0	11	150	23	3	23	36	18	0	118	290	50	0
9:30 PM	5	8	1	0	1	110	3	0	5	15	24	0	13	101	4	0
9:45 PM	4	8	2	0	0	106	11	0	8	13	29	0	14	104	2	0
10:00 PM	31	8	2	0	5	167	5	0	15	34	77	0	11	111	3	0
10:15 PM	13	8	4	0	5	200	1	0	21	43	100	0	11	112	5	1
10:30 PM	5	6	1	0	2	110	2	0	11	11	82	0	5	77	8	1
10:45 PM	3	2	1	0	1	95	4	0	5	15	52	0	7	70	2	0

Type Road Classification Buses

	5	Southbound South	d Approach bound			Westbound Westb				Northbound Northl	d Approach bound			Eastbound Eastb		
Start Time	Right	Thru	Left	U-Turn	Right	Thru	Left	U-Turn	Right	Thru	Left	U-Turn	Right	Thru	Left	U-Turn
4:30 PM	0	0	0	0	0	3	0	0	0	0	0	0	1	2	0	0
4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0
5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	1	1	0	0
5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:45 PM	0	0	0	0	0	1	0	0	0	0	0	0	0	1	1	0
6:00 PM	0	0	1	0	0	0	0	0	0	0	0	0	1	0	0	0
6:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0
6:30 PM	0	0	0	0	0	1	0	0	0	0	0	0	1	0	0	0
6:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:15 PM	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0
10:30 PM	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0
10:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Type Road Classification Trucks

	S		d Approach bound	1		Westbound Westb			I	Northbound Northl	d Approach bound			Eastbound Eastb		
Start Time	Right	Thru	Left	U-Turn	Right	Thru	Left	U-Turn	Right	Thru	Left	U-Turn	Right	Thru	Left	U-Turn
4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0
4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0
5:00 PM	1	0	0	0	0	1	0	0	0	0	0	0	0	0	1	0
5:15 PM	0	0	0	0	1	1	0	0	0	0	0	0	0	2	0	0
5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0
5:45 PM	0	0	0	0	0	2	0	0	0	0	0	0	0	2	0	0
6:00 PM	0	1	0	0	0	3	0	0	0	0	0	0	0	0	0	0
6:15 PM	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0
6:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0
6:45 PM	1	0	0	0	0	1	0	0	0	0	0	0	1	0	0	0
9:30 PM	1	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0
9:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0
10:00 PM	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:15 PM	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0
10:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0
10:45 PM	1	0	1	0	0	0	0	0	0	0	0	0	0	1	0	0

Project Downtown Milwaukee during Bucks playoff game

Type Road Classification Bicycles on Road

	(Southbound Southl	d Approach cound			Westbound Westb				Northbound Northl	d Approach cound			Eastbound Eastbo		
Start Time	Right	Thru	Left	U-Turn	Right	Thru	Left	U-Turn	Right	Thru	Left	U-Turn	Right	Thru	Left	U-Turn
4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:45 PM	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0
5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:15 PM	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0
5:30 PM	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0
5:45 PM	0	0	1	0	0	0	0	0	0	1	0	0	0	0	0	0
6:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:30 PM	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0
10:45 PM	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0

Project Downtown Milwaukee during Bucks playoff game

Type Crosswalk Classification Bicycles on Crosswalk

		nbound Approach Southbound		tbound App Westbound			nbound App Northbound			ound Appr Eastbound	
Start Time	Peds CW	Peds CCW ds Combir	Peds CW	Peds CCW	ds Combin	Peds CW	Peds CCW	ds Combin	Peds CW	Peds CCW	ds Combined
4:30 PM	0	0	0	0		0	0		0	0	
4:45 PM	0	0	0	0		0	0		1	0	
5:00 PM	0	0	0	1		0	0		0	1	
5:15 PM	1	1	0	0		0	0		0	0	
5:30 PM	0	0	0	0		0	0		0	0	
5:45 PM	0	0	0	0		0	1		0	0	
6:00 PM	0	0	0	0		0	0		0	0	
6:15 PM	0	0	0	0		0	0		0	0	
6:30 PM	0	0	0	0		0	0		0	0	
6:45 PM	0	0	0	0		0	1		0	0	
9:30 PM	0	0	1	0		0	0		0	0	
9:45 PM	0	0	0	0		0	0		3	0	
10:00 PM	0	0	0	0		0	0		1	0	
10:15 PM	0	0	0	0		0	0		0	0	
10:30 PM	0	0	0	0		0	0		0	0	
10:45 PM	0	0	0	0		0	0		0	0	

Type Crosswalk Classification Pedestrians

		nbound Approach Southbound		tbound App Westbound			nbound App Northbound			ound Appr Eastbound	
Start Time	Peds CW	Peds CCWeds Combi	n Peds CW	Peds CCW	ds Combin	Peds CW	Peds CCW	ds Combin	Peds CW	Peds CCW	eds Combined
4:30 PM	4	1	4	1		0	0		4	7	
4:45 PM	5	1	5	1		0	0		7	13	
5:00 PM	8	0	18	0		2	0		1	13	
5:15 PM	4	7	15	0		2	1		1	26	
5:30 PM	1	3	13	2		3	4		2	18	
5:45 PM	4	10	27	1		1	0		1	51	
6:00 PM	2	19	19	1		6	2		1	65	
6:15 PM	2	54	59	3		19	3		0	114	
6:30 PM	2	39	35	0		9	0		4	78	
6:45 PM	0	26	23	0		2	0		2	97	
9:30 PM	0	1	1	1		0	0		7	1	
9:45 PM	17	0	3	50		0	15		99	0	
10:00 PM	52	5	0	160		0	57		324	1	
10:15 PM	0	0	1	3		0	1		20	4	
10:30 PM	1	0	1	6		0	0		15	0	
10:45 PM	0	1	0	3		0	0		8	0	

Type Road Classification Totals

	5	Southbound Southl	d Approach bound			Westbound Westb			l	Northbound Northl	d Approach bound			Eastbound Eastb		
Start Time	Right	Thru	Left	U-Turn	Right	Thru	Left	U-Turn	Right	Thru	Left	U-Turn	Right	Thru	Left	U-Turn
4:30 PM	17	36	0	0	6	244	19	0	10	33	37	0	47	252	25	0
4:45 PM	14	26	4	0	6	249	17	1	14	36	32	0	46	314	30	0
5:00 PM	18	32	6	0	12	329	12	0	24	56	42	0	67	300	24	0
5:15 PM	17	26	4	0	16	287	24	0	19	49	32	0	77	310	34	0
5:30 PM	20	23	3	0	17	254	13	0	27	37	46	0	97	362	26	0
5:45 PM	11	24	10	0	11	203	9	0	17	23	29	0	123	339	35	2
6:00 PM	12	10	5	0	10	219	17	0	29	35	28	0	120	336	47	1
6:15 PM	20	31	5	0	15	210	17	0	27	35	17	0	125	314	60	0
6:30 PM	8	20	5	0	11	207	25	2	20	47	22	1	100	310	59	1
6:45 PM	20	11	0	0	11	151	23	3	23	36	18	0	119	290	50	0
9:30 PM	6	8	1	0	1	111	3	0	5	15	24	0	13	101	4	0
9:45 PM	4	8	2	0	0	106	11	0	8	13	29	0	14	105	2	0
10:00 PM	31	9	2	0	5	167	5	0	15	34	77	0	11	111	3	0
10:15 PM	13	8	5	0	5	200	1	0	21	43	101	0	11	112	5	1
10:30 PM	5	6	1	0	2	110	2	0	11	13	82	0	5	77	9	1
10:45 PM	4	2	2	0	1	95	4	0	5	16	52	0	7	71	2	0

Type Road Classification Lights

	3	Southbound Southb	d Approach cound			Westbound Westb			1	Northbound Northb				Eastbound Eastbo		
Start Time	Right	Thru	Left	U-Turn	Right	Thru	Left	U-Turn	Right	Thru	Left	U-Turn	Right	Thru	Left	U-Turn
4:30 PM	41	191	19	0	13	252	28	0	38	147	66	0	83	258	25	0
4:45 PM	40	184	17	0	21	258	17	0	37	158	82	0	96	331	18	1
5:00 PM	53	190	23	0	28	312	16	0	32	185	108	0	90	343	22	0
5:15 PM	57	165	13	0	18	339	19	0	45	194	89	0	126	361	24	0
5:30 PM	42	180	36	0	29	259	25	0	30	143	60	0	142	404	25	0
5:45 PM	24	163	24	0	24	201	22	0	26	106	63	0	160	434	21	0
6:00 PM	42	98	18	0	9	211	18	0	20	91	49	0	205	447	18	0
6:15 PM	34	107	19	0	17	214	18	0	40	109	39	0	185	426	30	0
6:30 PM	28	66	15	0	18	199	12	0	36	89	44	0	173	426	34	0
6:45 PM	23	58	5	0	11	160	24	0	31	89	37	1	165	395	34	0
9:30 PM	30	31	4	0	4	134	9	0	10	30	49	0	26	116	14	0
9:45 PM	14	21	3	0	4	111	9	0	11	45	129	0	33	94	9	1
10:00 PM	120	60	6	0	3	229	4	0	17	56	235	0	19	94	7	0
10:15 PM	63	30	3	0	6	308	6	0	17	83	193	0	32	121	6	0
10:30 PM	26	25	1	0	5	219	7	0	7	44	100	0	21	84	7	0
10:45 PM	12	12	2	0	1	150	6	0	5	31	77	0	10	70	4	1

Type Road Classification Buses

	5	Southbound South	d Approach bound			Westbound Westb				Northbound Northl	d Approach bound			Eastbound Eastb		
Start Time	Right	Thru	Left	U-Turn	Right	Thru	Left	U-Turn	Right	Thru	Left	U-Turn	Right	Thru	Left	U-Turn
4:30 PM	0	9	0	0	0	2	0	0	0	3	1	0	3	3	0	0
4:45 PM	2	8	0	0	0	0	0	0	0	8	0	0	2	2	0	0
5:00 PM	0	5	0	0	0	0	0	0	0	5	1	0	1	0	0	0
5:15 PM	1	6	1	0	0	0	0	0	0	3	1	0	0	0	0	0
5:30 PM	0	3	0	0	0	0	0	0	0	4	1	0	2	0	0	0
5:45 PM	0	5	0	0	0	1	0	0	1	1	1	0	2	0	0	0
6:00 PM	1	1	0	0	0	0	0	0	0	1	0	0	2	1	1	0
6:15 PM	0	2	0	0	0	0	0	0	1	1	1	0	0	0	0	0
6:30 PM	0	1	0	0	0	1	0	0	0	2	1	0	0	1	0	0
6:45 PM	0	1	0	0	0	0	0	0	0	1	0	0	2	0	0	0
9:30 PM	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0
9:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:00 PM	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1	0
10:15 PM	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0
10:30 PM	0	1	0	0	0	0	0	0	0	1	0	0	0	0	0	0
10:45 PM	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0

Type Road Classification Trucks

	S	Southbound Southl	d Approach bound			Westbound Westb			I	Northbound Northb	d Approach bound			Eastbound Eastb		
Start Time	Right	Thru	Left	U-Turn	Right	Thru	Left	U-Turn	Right	Thru	Left	U-Turn	Right	Thru	Left	U-Turn
4:30 PM	1	2	0	0	0	0	0	0	0	2	0	0	1	1	1	0
4:45 PM	0	6	0	0	1	1	0	0	0	0	2	0	1	1	0	0
5:00 PM	0	3	0	0	0	0	0	0	0	1	1	0	0	0	0	0
5:15 PM	0	1	0	0	0	0	0	0	0	1	1	0	0	2	0	0
5:30 PM	0	0	0	0	0	0	0	0	0	1	0	0	0	1	0	0
5:45 PM	0	1	0	0	0	1	1	0	1	1	1	0	0	1	1	0
6:00 PM	0	2	0	0	0	3	0	0	0	0	0	0	1	0	0	0
6:15 PM	0	0	0	0	0	1	0	0	0	0	0	0	5	0	0	0
6:30 PM	0	0	0	0	0	0	0	0	1	0	1	0	1	0	0	0
6:45 PM	0	2	0	0	0	2	0	0	0	0	0	0	0	0	1	0
9:30 PM	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0
9:45 PM	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0
10:00 PM	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:15 PM	0	1	0	0	0	0	0	0	0	0	1	0	0	0	0	0
10:30 PM	0	1	0	0	0	0	0	0	0	0	0	0	0	1	0	0
10:45 PM	0	0	0	0	0	1	0	0	0	0	0	0	0	1	1	0

Type Road Classification Bicycles on Road

	\$	Southbound Southl	d Approach bound			Westbound Westb				Northbound Northl	d Approach bound			Eastbound Eastb		
Start Time	Right	Thru	Left	U-Turn	Right	Thru	Left	U-Turn	Right	Thru	Left	U-Turn	Right	Thru	Left	U-Turn
4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:00 PM	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0
10:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Site Code

Project Downtown Milwaukee during Bucks playoff game

Type Crosswalk Classification Bicycles on Crosswalk

		nbound Approach Southbound	Wes	tbound Approach Westbound		nbound Approach Northbound		ound Approach Eastbound
Start Time	Peds CW	Peds CCW ds Combi	n Peds CW	Peds CCWeds Combi	Peds CW	Peds CCW ds Combi	n Peds CW F	Peds CCWeds Combined
4:30 PM	0	0	0	0	0	0	0	0
4:45 PM	0	0	0	0	0	0	0	0
5:00 PM	0	0	0	0	0	0	0	0
5:15 PM	0	0	0	0	0	0	0	0
5:30 PM	0	0	0	0	0	0	0	0
5:45 PM	0	0	0	0	0	0	0	0
6:00 PM	0	0	0	0	0	0	0	0
6:15 PM	0	0	0	0	0	0	0	0
6:30 PM	0	0	0	1	0	0	0	0
6:45 PM	0	0	1	0	0	0	0	1
9:30 PM	0	0	1	0	0	0	0	0
9:45 PM	0	0	0	0	0	0	0	0
10:00 PM	0	0	0	0	0	0	0	0
10:15 PM	0	0	0	0	0	0	0	0
10:30 PM	0	0	0	0	0	0	0	0
10:45 PM	0	0	0	0	0	0	0	0

Study Name McKinnley/Fond du Lac & 6th TMC

Start Date 04/23/2015 Start Time 4:30 PM

Site Code

Type Crosswalk Classification Pedestrians

		nbound Approa Southbound		bound Appr Westbound			nbound App Northbound			ound App	
Start Time	Peds CW	Peds CCWeds	Combin Peds CW	Peds CCW	ds Combin	Peds CW	Peds CCW	ds Combin	Peds CW P	eds CCW	ds Combined
4:30 PM	0	0	4	1		0	0		7	7	
4:45 PM	3	0	15	0		0	0		2	7	
5:00 PM	0	0	7	0		0	0		2	4	
5:15 PM	0	0	9	2		0	0		1	11	
5:30 PM	2	0	8	1		0	0		4	6	
5:45 PM	7	1	14	1		0	0		5	5	
6:00 PM	10	1	28	1		0	2		4	10	
6:15 PM	12	0	37	2		1	0		0	15	
6:30 PM	4	0	48	0		0	0		3	22	
6:45 PM	21	0	69	1		0	1		1	22	
9:30 PM	0	7	0	8		0	0		0	0	
9:45 PM	0	10	0	58		0	0		0	0	
10:00 PM	1	23	0	163		0	0		0	0	
10:15 PM	0	1	1	14		0	0		0	0	
10:30 PM	0	3	0	6		0	0		1	0	
10:45 PM	0	0	0	8		0	0		0	1	

Type Road Classification Totals

	S	Southbound Southl	d Approach bound			Westbound Westb	• •		I	Northbound Northb	Approach oound			Eastbound Eastbo		
Start Time	Right	Thru	Left	U-Turn	Right	Thru	Left	U-Turn	Right	Thru	Left	U-Turn	Right	Thru	Left	U-Turn
4:30 PM	42	202	19	0	13	254	28	0	38	152	67	0	87	262	26	0
4:45 PM	42	198	17	0	22	259	17	0	37	166	84	0	99	334	18	1
5:00 PM	53	198	23	0	28	312	16	0	32	191	110	0	91	343	22	0
5:15 PM	58	172	14	0	18	339	19	0	45	198	91	0	126	363	24	0
5:30 PM	42	183	36	0	29	259	25	0	30	148	61	0	144	405	25	0
5:45 PM	24	169	24	0	24	203	23	0	28	108	65	0	162	435	22	0
6:00 PM	43	101	18	0	9	214	18	0	20	92	49	0	208	448	19	0
6:15 PM	34	109	19	0	17	215	18	0	41	110	40	0	190	426	30	0
6:30 PM	28	67	15	0	18	200	12	0	37	91	46	0	174	427	34	0
6:45 PM	23	61	5	0	11	162	24	0	31	90	37	1	167	395	35	0
9:30 PM	30	32	4	0	4	135	9	0	10	31	49	0	26	116	14	0
9:45 PM	14	21	3	0	4	111	9	0	12	45	129	0	33	94	9	1
10:00 PM	120	61	6	0	3	229	4	0	17	58	235	0	19	94	8	0
10:15 PM	63	31	3	0	6	308	6	0	17	83	195	0	32	121	6	0
10:30 PM	26	27	1	0	5	219	7	0	7	45	100	0	21	85	7	0
10:45 PM	12	12	2	0	1	151	6	0	5	32	77	0	10	71	5	1

Type Road Classification Lights

	S	Southbound Southb	d Approach bound			Westbound Westb			ı	Northbound Northb	Approach oound			Eastbound Eastbo		
Start Time	Right	Thru	Left	U-Turn	Right	Thru	Left	U-Turn	Right	Thru	Left	U-Turn	Right	Thru	Left	U-Turn
4:30 PM	53	91	28	0	14	196	4	0	7	53	17	0	12	224	27	0
4:45 PM	40	129	26	0	12	213	11	0	6	60	16	0	25	252	28	2
5:00 PM	60	123	33	0	17	272	14	0	7	83	26	0	30	262	42	2
5:15 PM	64	129	36	1	12	222	17	0	5	72	27	0	42	271	30	0
5:30 PM	57	137	21	0	0	200	18	0	12	73	28	0	32	304	42	2
5:45 PM	50	92	28	0	0	151	7	1	8	46	21	0	42	293	30	3
6:00 PM	47	98	24	0	0	175	20	0	4	49	18	0	50	287	32	0
6:15 PM	60	63	16	0	0	165	21	0	7	53	19	0	54	265	34	1
6:30 PM	44	62	12	0	9	150	22	0	11	42	26	0	41	267	25	2
6:45 PM	39	44	16	0	2	130	20	0	9	49	19	0	38	260	25	0
9:30 PM	7	31	2	0	0	88	11	0	8	17	17	0	13	80	11	0
9:45 PM	9	30	6	0	0	87	9	0	7	33	18	0	5	95	7	1
10:00 PM	25	41	13	0	3	95	20	0	16	69	56	0	2	103	6	0
10:15 PM	17	33	10	0	0	110	12	0	16	76	47	0	6	114	8	0
10:30 PM	11	22	2	0	6	72	6	0	9	49	24	0	5	77	14	0
10:45 PM	8	25	4	0	1	73	14	0	7	26	19	0	4	63	9	0

Type Road Classification Buses

	5		d Approach bound			Westbound Westb				Northbound Northl	d Approach bound			Eastbound Eastb		
Start Time	Right	Thru	Left	U-Turn	Right	Thru	Left	U-Turn	Right	Thru	Left	U-Turn	Right	Thru	Left	U-Turn
4:30 PM	0	1	0	0	0	1	0	0	0	1	1	0	0	2	0	0
4:45 PM	0	1	0	0	0	0	0	0	0	2	0	0	0	2	0	0
5:00 PM	0	2	0	0	0	1	0	0	0	2	0	0	0	0	0	0
5:15 PM	0	3	0	0	0	0	0	0	0	1	0	0	0	0	0	0
5:30 PM	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0
5:45 PM	0	2	0	0	0	1	0	0	0	2	0	0	0	1	0	0
6:00 PM	0	1	0	0	0	0	1	0	1	1	0	0	0	0	0	0
6:15 PM	0	0	0	0	0	0	0	0	0	1	0	0	0	1	0	0
6:30 PM	0	1	0	0	0	1	0	0	0	2	0	0	0	0	0	0
6:45 PM	0	1	0	0	0	0	0	0	0	1	0	0	0	0	0	0
9:30 PM	0	1	0	0	0	0	0	0	0	2	1	0	0	0	0	0
9:45 PM	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0
10:00 PM	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:15 PM	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0
10:30 PM	0	2	0	0	0	0	0	0	0	1	0	0	0	0	0	0
10:45 PM	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Type Road Classification Trucks

	\$		d Approach bound			Westbound Westb				Northbound Northl	d Approach bound			Eastbound Eastb		
Start Time	Right	Thru	Left	U-Turn	Right	Thru	Left	U-Turn	Right	Thru	Left	U-Turn	Right	Thru	Left	U-Turn
4:30 PM	0	1	1	0	0	1	0	0	0	0	0	0	0	2	0	0
4:45 PM	0	1	0	0	0	0	0	0	0	1	0	0	0	0	0	0
5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:15 PM	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0
5:30 PM	0	1	0	0	0	0	0	0	0	1	0	0	0	1	0	0
5:45 PM	0	1	0	0	0	2	0	0	0	0	0	0	0	2	0	0
6:00 PM	0	0	0	0	0	1	0	0	0	0	2	0	0	0	0	0
6:15 PM	0	0	0	0	0	1	0	0	0	0	0	0	0	1	0	0
6:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0
6:45 PM	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0
9:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0
10:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0
10:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0

Project Downtown Milwaukee during Bucks playoff game

Type Road Classification Bicycles on Road

		Southbound South	d Approach bound			Westbound Westb				Northbound Northl	d Approach cound			Eastbound Eastb		
Start Time	Right	Thru	Left	U-Turn	Right	Thru	Left	U-Turn	Right	Thru	Left	U-Turn	Right	Thru	Left	U-Turn
4:30 PM	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:45 PM	0	0	0	0	0	0	0	0	0	1	0	0	0	1	0	0
5:00 PM	0	2	0	0	0	0	0	0	0	1	0	0	0	0	0	0
5:15 PM	0	1	0	0	0	1	0	0	0	1	0	0	0	0	0	0
5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:45 PM	0	2	0	0	0	0	0	0	0	0	0	0	0	1	0	0
6:00 PM	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0
6:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:30 PM	0	0	0	0	0	0	0	0	0	1	0	0	0	1	0	0
6:45 PM	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:30 PM	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0
9:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:00 PM	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0
10:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Study Name McKinnley/Knapp & Old World 3rd TMC

Start Date 04/23/2015 Start Time 4:30 PM

Site Code

Project Downtown Milwaukee during Bucks playoff game

Type Crosswalk Classification Bicycles on Crosswalk

		nbound Appr Southbound		Wes	tbound App Westbound			nbound App Northbound			oound App Eastbound	
Start Time	Peds CW	Peds CCW	ds Combin	Peds CW	Peds CCW	ds Combin	Peds CW	Peds CCW	ds Combin	Peds CW	Peds CCV	ds Combined
4:30 PM	0	0		0	2		0	0		0	C)
4:45 PM	0	0		0	0		0	0		0	C)
5:00 PM	0	0		1	1		0	0		0	0)
5:15 PM	0	1		1	1		0	0		0	1	
5:30 PM	0	1		0	0		0	1		0	0)
5:45 PM	0	0		0	0		0	1		0	0)
6:00 PM	0	0		0	0		0	0		0	0)
6:15 PM	0	0		0	0		0	0		0	0)
6:30 PM	0	0		1	0		1	0		0	C)
6:45 PM	0	1		0	0		0	1		0	0)
9:30 PM	0	0		0	0		0	0		0	C)
9:45 PM	0	0		0	0		0	0		0	C)
10:00 PM	0	0		0	0		0	0		0	C)
10:15 PM	0	0		0	0		0	0		0	C)
10:30 PM	0	0		0	1		0	0		0	C)
10:45 PM	0	0		0	0		0	0		0	C)

Study Name McKinnley/Knapp & Old World 3rd TMC

Start Date 04/23/2015 Start Time 4:30 PM

Site Code

Type Crosswalk Classification Pedestrians

		nbound Approach Southbound		tbound App Westbound			nbound App Northbound			oound Appr Eastbound	
Start Time	Peds CW	Peds CCWeds Combi	n Peds CW	Peds CCW	ds Combin	Peds CW	Peds CCW	ds Combin	Peds CW	Peds CCW	ds Combined
4:30 PM	8	1	6	1		2	1		1	2	
4:45 PM	12	2	6	5		1	6		11	5	
5:00 PM	1	5	10	5		2	2		4	14	
5:15 PM	0	2	8	0		2	1		1	4	
5:30 PM	3	9	15	2		4	5		3	26	
5:45 PM	3	16	23	1		0	0		1	33	
6:00 PM	3	13	20	4		5	0		3	44	
6:15 PM	1	21	35	3		17	0		1	33	
6:30 PM	2	44	21	3		4	2		4	61	
6:45 PM	2	37	34	1		16	0		2	49	
9:30 PM	0	0	0	3		0	0		2	0	
9:45 PM	18	0	2	11		0	14		50	1	
10:00 PM	47	1	0	130		3	91		99	0	
10:15 PM	6	1	1	18		0	1		23	0	
10:30 PM	0	0	0	2		0	0		7	0	
10:45 PM	3	0	3	4		2	0		8	0	

Type Road Classification Totals

	93	Southbound Southl	d Approach bound			Westbound Westb			1	Northbound Northl	d Approach cound			Eastbound Eastb		
Start Time	Right	Thru	Left	U-Turn	Right	Thru	Left	U-Turn	Right	Thru	Left	U-Turn	Right	Thru	Left	U-Turn
4:30 PM	53	94	29	0	14	198	4	0	7	54	18	0	12	228	27	0
4:45 PM	40	131	26	0	12	213	11	0	6	64	16	0	25	255	28	2
5:00 PM	60	127	33	0	17	273	14	0	7	86	26	0	30	262	42	2
5:15 PM	64	133	36	1	12	225	17	0	5	74	27	0	42	271	30	0
5:30 PM	57	138	21	0	0	200	18	0	12	75	28	0	32	305	42	2
5:45 PM	50	97	28	0	0	154	7	1	8	48	21	0	42	297	30	3
6:00 PM	47	99	24	0	0	176	21	0	5	51	20	0	50	287	32	0
6:15 PM	60	63	16	0	0	166	21	0	7	54	19	0	54	267	34	1
6:30 PM	44	63	12	0	9	151	22	0	11	45	26	0	41	269	25	2
6:45 PM	39	46	16	0	2	131	20	0	9	50	19	0	38	260	25	0
9:30 PM	7	32	2	0	0	88	11	0	8	20	18	0	13	80	11	0
9:45 PM	9	30	6	0	0	87	9	0	7	35	18	0	5	96	7	1
10:00 PM	25	42	13	0	3	95	20	0	16	71	56	0	2	103	6	0
10:15 PM	17	33	10	0	0	110	12	0	16	77	47	0	6	115	8	0
10:30 PM	11	24	2	0	6	72	6	0	9	50	24	0	5	77	14	0
10:45 PM	8	26	4	0	1	73	14	0	7	26	19	0	4	65	9	0

Project Downtown Milwaukee during Bucks playoff game

Type Road Classification Lights

	S	Southbound Southl	d Approach bound			Westbound Westb			ı	Northbound Northb	d Approach bound			Eastbound Eastb		
Start Time	Right	Thru	Left	U-Turn	Right	Thru	Left	U-Turn	Right	Thru	Left	U-Turn	Right	Thru	Left	U-Turn
4:30 PM	33	65	0	0	10	169	4	0	0	88	13	0	0	0	0	0
4:45 PM	38	59	0	0	10	192	11	0	0	100	10	0	0	0	0	0
5:00 PM	38	81	0	0	21	232	13	0	0	128	14	0	0	0	0	0
5:15 PM	46	73	0	0	19	196	13	0	0	101	17	0	0	0	0	0
5:30 PM	38	57	0	0	37	149	8	0	0	110	12	0	0	0	0	0
5:45 PM	36	76	0	0	22	127	9	0	0	94	16	0	0	0	0	0
6:00 PM	43	79	0	0	25	112	6	0	0	118	14	0	0	0	0	0
6:15 PM	33	71	0	0	20	114	3	0	0	123	22	0	0	0	0	0
6:30 PM	39	80	0	0	26	98	6	0	0	117	20	0	0	0	0	0
6:45 PM	36	77	0	0	20	94	8	0	0	104	25	0	0	0	0	0
9:30 PM	36	40	0	0	22	39	3	0	0	53	10	0	0	0	0	0
9:45 PM	23	38	0	0	14	29	2	0	0	37	12	1	0	0	0	0
10:00 PM	14	112	0	0	28	146	10	0	0	82	6	0	0	0	0	0
10:15 PM	43	99	0	1	18	86	10	0	0	45	14	0	0	0	0	0
10:30 PM	33	50	0	0	13	36	2	0	0	25	8	0	0	0	0	0
10:45 PM	16	33	0	0	10	36	3	0	0	22	1	0	0	0	0	0

Type Road Classification Buses

	S	Southbound Southl	d Approach bound			Westbound Westb			I	Northbound Northl	d Approach bound			Eastbound Eastb		
Start Time	Right	Thru	Left	U-Turn	Right	Thru	Left	U-Turn	Right	Thru	Left	U-Turn	Right	Thru	Left	U-Turn
4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:45 PM	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0
5:00 PM	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0
5:15 PM	0	1	0	0	0	3	0	0	0	0	0	0	0	0	0	0
5:30 PM	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0
5:45 PM	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:00 PM	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:15 PM	1	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0
6:30 PM	0	0	0	0	0	4	0	0	0	0	1	0	0	0	0	0
6:45 PM	1	1	0	0	0	4	0	0	0	0	0	0	0	0	0	0
9:30 PM	4	3	0	0	0	0	0	0	0	0	1	0	0	0	0	0
9:45 PM	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:00 PM	1	2	0	0	0	2	0	0	0	0	0	0	0	0	0	0
10:15 PM	3	1	0	0	0	2	0	0	0	0	1	0	0	0	0	0
10:30 PM	1	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0
10:45 PM	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Type Road Classification Trucks

	3	Southbound Southb	d Approach cound			Westbound Westb			1	Northbound Northb				Eastbound Eastb		
Start Time	Right	Thru	Left	U-Turn	Right	Thru	Left	U-Turn	Right	Thru	Left	U-Turn	Right	Thru	Left	U-Turn
4:30 PM	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0
4:45 PM	0	0	0	0	1	1	0	0	0	0	1	0	0	0	0	0
5:00 PM	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	0
5:15 PM	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:00 PM	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:15 PM	1	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0
6:30 PM	1	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0
6:45 PM	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:00 PM	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:15 PM	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0
10:30 PM	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0
10:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Project Downtown Milwaukee during Bucks playoff game

Type Road Classification Bicycles on Road

	S		d Approach bound	1		Westbound Westb			I	Northbound Northl	d Approach cound			Eastbound Eastb		
Start Time	Right	Thru	Left	U-Turn	Right	Thru	Left	U-Turn	Right	Thru	Left	U-Turn	Right	Thru	Left	U-Turn
4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:45 PM	0	0	0	0	0	1	0	0	0	4	0	0	0	0	0	0
5:00 PM	1	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0
5:15 PM	0	1	0	0	0	2	0	0	0	1	0	0	0	0	0	0
5:30 PM	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0
5:45 PM	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0
6:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:45 PM	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0
9:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:30 PM	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0
10:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Project Downtown Milwaukee during Bucks playoff game

Type Crosswalk Classification Bicycles on Crosswalk

		bound Approach Southbound	Wes	tbound App Westbound			nbound App Northbound			oound Appro Eastbound	oach
Start Time	Peds CW	Peds CCW ds Combir	Peds CW	Peds CCW	ds Combin	Peds CW	Peds CCW	ds Combin	Peds CW	Peds CCW	ds Combined
4:30 PM	0	0	0	0		0	0		0	0	
4:45 PM	0	0	0	3		0	0		0	0	
5:00 PM	0	0	0	1		0	0		0	0	
5:15 PM	0	0	0	0		0	0		0	0	
5:30 PM	0	0	0	0		0	0		1	0	
5:45 PM	0	0	0	0		0	0		0	0	
6:00 PM	0	0	0	0		0	0		0	0	
6:15 PM	1	0	1	0		0	1		0	0	
6:30 PM	0	0	0	2		0	0		0	0	
6:45 PM	0	0	0	0		0	0		1	0	
9:30 PM	0	0	0	0		0	0		0	0	
9:45 PM	0	0	0	0		0	0		0	0	
10:00 PM	0	0	0	0		0	0		0	0	
10:15 PM	0	0	0	0		0	0		0	1	
10:30 PM	0	0	0	0		0	0		0	0	
10:45 PM	0	0	0	0		0	0		0	0	

Site Code

Type Crosswalk Classification Pedestrians

		nbound Approach Southbound	Wes	tbound App Westbound			nbound App Northbound		East	bound Appro	oach
Start Time	Peds CW	Peds CCWeds Combi	Peds CW	Peds CCW	ds Combin	Peds CW	Peds CCW	ds Combin	Peds CW	Peds CCW	ds Combined
4:30 PM	29	9	6	7		6	2		12	8	
4:45 PM	24	14	3	23		3	9		26	13	
5:00 PM	16	18	18	15		14	9		41	20	
5:15 PM	24	38	11	22		18	13		39	17	
5:30 PM	29	41	17	50		18	3		54	13	
5:45 PM	69	56	31	41		57	7		144	12	
6:00 PM	31	120	18	54		120	8		258	15	
6:15 PM	31	181	12	52		140	10		354	15	
6:30 PM	33	258	5	52		153	0		426	12	
6:45 PM	14	435	11	91		166	1		513	8	
9:30 PM	14	1	7	2		0	3		0	25	
9:45 PM	348	4	162	7		6	192		4	820	
10:00 PM	426	8	332	2		15	221		18	514	
10:15 PM	63	15	31	2		5	15		0	48	
10:30 PM	11	15	15	2		0	4		3	17	
10:45 PM	6	16	9	9		5	2		0	11	

Type Road Classification Totals

	S	Southbound Southl	d Approach bound			Westbound Westb			ı	Northbound Northb	d Approach bound			Eastbound Eastb		
Start Time	Right	Thru	Left	U-Turn	Right	Thru	Left	U-Turn	Right	Thru	Left	U-Turn	Right	Thru	Left	U-Turn
4:30 PM	33	65	0	0	10	169	4	0	0	88	14	0	0	0	0	0
4:45 PM	38	59	0	0	11	195	11	0	0	104	11	0	0	0	0	0
5:00 PM	39	81	0	0	21	233	13	0	0	131	14	0	0	0	0	0
5:15 PM	46	76	0	0	19	201	13	0	0	102	17	0	0	0	0	0
5:30 PM	38	58	0	0	37	150	8	0	0	111	12	0	0	0	0	0
5:45 PM	36	78	0	0	22	128	9	0	0	94	16	0	0	0	0	0
6:00 PM	46	80	0	0	25	112	6	0	0	118	14	0	0	0	0	0
6:15 PM	35	71	0	0	20	116	3	0	0	123	22	0	0	0	0	0
6:30 PM	40	81	0	0	26	103	6	0	0	117	21	0	0	0	0	0
6:45 PM	38	78	0	0	20	98	8	0	0	106	25	0	0	0	0	0
9:30 PM	40	43	0	0	22	39	3	0	0	53	11	0	0	0	0	0
9:45 PM	24	38	0	0	14	29	2	0	0	37	12	1	0	0	0	0
10:00 PM	15	115	0	0	28	148	10	0	0	82	6	0	0	0	0	0
10:15 PM	46	101	0	1	18	89	10	0	0	45	15	0	0	0	0	0
10:30 PM	34	51	0	0	13	37	2	0	0	26	9	0	0	0	0	0
10:45 PM	16	34	0	0	10	36	3	0	0	22	1	0	0	0	0	0

Project Downtown Milwaukee during Bucks playoff game

Type Road Classification Lights

	5	Southbound Southl	d Approach bound			Westbound Westb			l	Northbound Northb	d Approach bound			Eastbound Eastb		
Start Time	Right	Thru	Left	U-Turn	Right	Thru	Left	U-Turn	Right	Thru	Left	U-Turn	Right	Thru	Left	U-Turn
4:30 PM	24	239	0	2	46	137	29	0	0	226	21	0	28	0	36	0
4:45 PM	26	237	0	0	60	150	32	0	1	226	33	0	36	0	33	0
5:00 PM	38	222	0	1	54	201	44	0	0	307	37	0	22	0	29	0
5:15 PM	42	254	0	0	56	153	46	0	0	306	35	1	28	2	31	0
5:30 PM	33	232	0	0	43	118	38	0	0	222	43	0	41	0	32	0
5:45 PM	40	229	0	0	44	96	32	0	0	196	40	1	33	0	44	0
6:00 PM	51	194	0	1	43	83	29	0	0	239	37	0	23	0	37	0
6:15 PM	40	163	0	0	51	86	24	0	0	217	46	7	40	0	35	0
6:30 PM	53	138	0	0	45	70	30	0	0	197	47	0	24	0	34	0
6:45 PM	46	155	0	0	40	85	18	0	0	168	32	5	37	0	44	0
9:30 PM	10	69	0	0	42	30	15	0	0	50	11	0	9	4	4	0
9:45 PM	16	70	0	1	27	31	20	0	0	51	7	0	8	0	12	0
10:00 PM	32	132	0	0	20	133	39	0	0	87	32	0	23	0	14	0
10:15 PM	23	120	0	0	25	88	44	0	0	69	25	0	17	0	20	0
10:30 PM	25	79	0	0	13	47	22	0	0	36	10	0	12	0	14	0
10:45 PM	10	44	1	0	9	35	14	0	0	33	10	0	12	0	9	0

Type Road Classification Trucks

	S	Southbound Southl	d Approach bound			Westbound Westb			I	Northbound Northb	d Approach bound			Eastbound Eastb		
Start Time	Right	Thru	Left	U-Turn	Right	Thru	Left	U-Turn	Right	Thru	Left	U-Turn	Right	Thru	Left	U-Turn
4:30 PM	0	2	0	0	0	1	0	0	0	2	0	0	0	0	1	0
4:45 PM	0	6	0	0	0	1	0	0	0	2	0	0	0	0	0	0
5:00 PM	0	5	0	0	0	1	0	0	0	1	0	0	0	0	0	0
5:15 PM	0	1	0	0	0	0	0	0	0	3	0	0	0	0	1	0
5:30 PM	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0
5:45 PM	0	1	0	0	0	0	1	0	0	1	0	0	0	0	0	0
6:00 PM	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:15 PM	0	2	0	0	0	1	0	0	0	1	0	0	0	0	0	0
6:30 PM	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0
6:45 PM	0	0	0	0	0	1	0	0	0	0	0	0	0	0	1	0
9:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:45 PM	0	1	0	0	0	0	2	0	0	1	0	0	0	0	0	0
10:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:15 PM	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0
10:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Project Downtown Milwaukee during Bucks playoff game

Type Road Classification Bicycles on Road

		Southbound South	d Approach bound			Westbound Westb			I	Northbound Northl	d Approach cound			Eastbound Eastb		
Start Time	Right	Thru	Left	U-Turn	Right	Thru	Left	U-Turn	Right	Thru	Left	U-Turn	Right	Thru	Left	U-Turn
4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:45 PM	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	0
5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:00 PM	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0
6:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:45 PM	0	1	0	0	0	1	0	0	0	1	0	0	0	0	0	0
9:30 PM	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0
9:45 PM	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:15 PM	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0

Project Downtown Milwaukee during Bucks playoff game

Type Crosswalk Classification Bicycles on Crosswalk

		nbound Appr Southbound		Wes	tbound App Westbound			nbound App Northbound			oound App Eastbound	
Start Time	Peds CW	Peds CCW	ds Combin	Peds CW	Peds CCW	ds Combin	Peds CW	Peds CCW	ds Combin	Peds CW	Peds CCV	Veds Combined
4:30 PM	0	0		0	0		0	1		0	C)
4:45 PM	1	0		0	0		0	0		0	C)
5:00 PM	0	2		0	0		0	0		0	1	
5:15 PM	0	1		0	1		0	1		0	0)
5:30 PM	0	0		0	0		0	0		0	0)
5:45 PM	0	0		0	0		0	1		0	0)
6:00 PM	0	0		0	0		0	0		0	0)
6:15 PM	0	0		0	0		0	3		0	0)
6:30 PM	0	0		0	0		0	0		1	C)
6:45 PM	0	0		0	0		0	0		0	C)
9:30 PM	0	0		0	0		0	0		0	C)
9:45 PM	0	0		0	0		0	0		0	C)
10:00 PM	0	0		0	0		0	0		0	C)
10:15 PM	0	0		0	0		0	0		0	C)
10:30 PM	0	0		0	0		0	0		0	C)
10:45 PM	0	0		0	0		0	0		0	C)

Site Code

Type Crosswalk Classification Pedestrians

		bound Approach Southbound	Wes	tbound App Westbound			nbound App Northbound		East	oound Appi Eastbound	
Start Time	Peds CW	Peds CCWeds Combi	n Peds CW	Peds CCW	ds Combin	Peds CW	Peds CCW	ds Combin	Peds CW	Peds CCW	ds Combined
4:30 PM	19	7	2	11		4	9		14	3	
4:45 PM	34	17	3	15		4	12		24	2	
5:00 PM	17	15	0	7		6	11		19	5	
5:15 PM	39	16	3	12		3	23		20	1	
5:30 PM	119	11	1	9		10	16		38	4	
5:45 PM	65	26	6	31		3	37		37	5	
6:00 PM	133	4	1	76		3	63		51	3	
6:15 PM	140	8	5	115		1	124		123	2	
6:30 PM	208	2	3	104		5	106		186	5	
6:45 PM	210	3	1	110		1	101		120	5	
9:30 PM	2	16	12	1		4	0		1	1	
9:45 PM	3	258	283	3		101	0		2	154	
10:00 PM	22	467	409	33		302	12		23	216	
10:15 PM	14	52	22	5		16	3		4	26	
10:30 PM	7	16	9	0		2	0		0	6	
10:45 PM	0	14	0	0		4	0		1	4	

Type Road Classification Totals

	5	Southbound Southl	d Approach bound			Westbound Westb			l	Northbound Northl	d Approach bound			Eastbound Eastb		
Start Time	Right	Thru	Left	U-Turn	Right	Thru	Left	U-Turn	Right	Thru	Left	U-Turn	Right	Thru	Left	U-Turn
4:30 PM	24	249	0	2	46	140	29	0	0	234	22	0	28	0	38	0
4:45 PM	26	256	0	0	61	152	32	0	1	236	33	0	36	0	34	0
5:00 PM	38	235	0	1	54	202	44	0	0	316	37	0	22	0	29	0
5:15 PM	42	261	0	0	58	154	47	0	0	314	35	1	28	2	32	0
5:30 PM	33	235	0	0	43	119	38	0	0	231	43	0	41	0	32	0
5:45 PM	40	237	0	0	44	96	33	0	0	200	40	1	33	0	44	0
6:00 PM	51	199	0	1	43	86	29	0	0	243	37	0	23	0	37	0
6:15 PM	41	167	0	0	51	88	25	0	0	221	46	7	40	0	35	0
6:30 PM	53	139	0	0	45	72	33	0	0	199	47	0	25	0	34	0
6:45 PM	46	157	0	0	41	88	22	0	0	171	32	5	37	0	45	0
9:30 PM	10	72	0	0	46	31	15	0	0	54	11	0	9	4	4	0
9:45 PM	16	74	0	1	27	33	22	0	0	53	7	0	8	0	12	0
10:00 PM	32	136	0	0	21	135	43	0	0	91	32	0	23	0	14	0
10:15 PM	23	122	0	0	27	91	45	0	0	69	25	0	17	0	20	0
10:30 PM	25	80	0	0	14	48	23	0	0	37	10	0	12	0	14	0
10:45 PM	10	46	1	0	9	35	14	0	0	35	10	0	12	0	11	0

Type Road Classification Lights

	S	Southbound Southb	d Approach bound			Westbound Westb			I	Northbound Northb	Approach oound			Eastbound Eastb		
Start Time	Right	Thru	Left	U-Turn	Right	Thru	Left	U-Turn	Right	Thru	Left	U-Turn	Right	Thru	Left	U-Turn
4:30 PM	27	183	0	0	8	107	18	0	0	201	23	1	0	0	0	0
4:45 PM	32	219	0	0	15	106	15	0	0	260	31	2	0	0	0	0
5:00 PM	35	189	0	0	19	160	20	0	0	321	27	0	0	0	0	0
5:15 PM	34	206	0	1	20	127	15	0	0	292	26	1	1	0	0	0
5:30 PM	30	191	0	0	17	94	7	0	0	278	21	3	0	0	0	0
5:45 PM	26	188	0	0	14	80	17	0	0	233	25	1	0	0	0	0
6:00 PM	30	157	0	1	18	76	6	0	0	187	17	0	0	0	0	0
6:15 PM	30	158	0	0	14	65	10	0	0	207	21	0	0	0	0	0
6:30 PM	33	147	0	0	10	66	11	0	0	170	19	1	0	1	0	0
6:45 PM	31	173	0	0	14	57	10	0	0	168	14	0	0	0	0	0
9:30 PM	17	52	0	0	6	19	3	0	0	113	6	1	0	0	0	0
9:45 PM	18	84	0	0	5	18	4	0	0	87	4	0	0	0	0	0
10:00 PM	27	170	0	0	12	43	17	0	0	124	3	1	0	0	0	0
10:15 PM	25	159	0	0	5	30	4	0	0	122	7	1	0	0	0	0
10:30 PM	16	77	0	1	4	14	5	0	0	65	2	0	0	0	0	0
10:45 PM	12	66	0	0	4	8	1	0	0	68	5	1	1	0	0	0

Type Road Classification Buses

	S	Southbound Southl	d Approach bound			Westbound Westb			I	Northbound Northl	d Approach bound			Eastbound Eastb		
Start Time	Right	Thru	Left	U-Turn	Right	Thru	Left	U-Turn	Right	Thru	Left	U-Turn	Right	Thru	Left	U-Turn
4:30 PM	0	4	0	0	0	0	0	0	0	2	0	0	0	0	0	0
4:45 PM	0	4	0	0	0	0	0	0	0	2	1	0	0	0	0	0
5:00 PM	0	3	0	0	0	0	0	0	0	1	0	0	0	0	0	0
5:15 PM	0	2	0	0	0	1	0	0	0	2	1	0	0	0	0	0
5:30 PM	0	4	0	0	0	0	0	0	0	1	0	0	0	0	0	0
5:45 PM	0	4	0	0	0	0	0	0	0	2	0	0	0	0	0	0
6:00 PM	0	3	0	0	0	0	0	0	0	4	0	0	0	0	0	0
6:15 PM	0	4	0	0	0	0	0	0	0	4	1	0	0	0	0	0
6:30 PM	0	1	0	0	0	3	0	0	0	1	0	0	0	0	0	0
6:45 PM	0	1	0	0	0	4	0	0	0	1	1	0	0	0	0	0
9:30 PM	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:45 PM	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	0
10:00 PM	0	1	0	0	0	2	0	0	0	1	0	0	0	0	0	0
10:15 PM	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0
10:30 PM	0	1	0	0	0	1	0	0	0	2	1	0	0	0	0	0
10:45 PM	0	2	0	0	0	0	0	0	0	1	0	0	0	0	0	0

Type Road Classification Trucks

	S	Southbound South	d Approach bound			Westbound Westb			I	Northbound Northl	d Approach bound			Eastbound Eastb		
Start Time	Right	Thru	Left	U-Turn	Right	Thru	Left	U-Turn	Right	Thru	Left	U-Turn	Right	Thru	Left	U-Turn
4:30 PM	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0
4:45 PM	0	2	0	0	0	1	0	0	0	0	0	0	0	0	0	0
5:00 PM	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	0
5:15 PM	0	0	0	0	0	0	0	0	0	2	1	0	0	0	0	0
5:30 PM	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0
5:45 PM	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0
6:00 PM	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0
6:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:30 PM	0	1	0	0	0	0	0	0	0	1	0	0	0	0	0	0
6:45 PM	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0
9:30 PM	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0
9:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:00 PM	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0
10:15 PM	0	1	0	0	0	1	0	0	0	1	0	0	0	0	0	0
10:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Project Downtown Milwaukee during Bucks playoff game

Type Road Classification Bicycles on Road

		Southbound Southl	d Approach cound			Westbound Westb			1	Northbound Northl	d Approach cound			Eastbound Eastbo		
Start Time	Right	Thru	Left	U-Turn	Right	Thru	Left	U-Turn	Right	Thru	Left	U-Turn	Right	Thru	Left	U-Turn
4:30 PM	0	3	0	0	0	1	0	0	0	1	0	0	1	0	0	0
4:45 PM	0	1	0	0	0	0	0	0	0	6	0	0	0	0	0	0
5:00 PM	2	2	0	0	0	0	0	0	0	1	0	0	0	0	0	0
5:15 PM	0	7	0	0	0	0	0	0	0	4	0	0	0	0	0	0
5:30 PM	0	2	0	0	0	0	0	0	0	5	0	0	0	0	0	0
5:45 PM	0	2	0	0	0	1	0	0	0	4	0	0	0	0	0	0
6:00 PM	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:15 PM	0	2	0	0	0	0	0	0	0	2	0	0	0	0	0	0
6:30 PM	0	1	0	0	0	0	1	0	0	0	0	0	0	0	0	0
6:45 PM	0	0	0	0	0	0	1	0	0	4	0	0	0	0	0	0
9:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:45 PM	0	1	0	0	0	0	0	0	0	1	0	0	0	0	0	0

Site Code

Project Downtown Milwaukee during Bucks playoff game

Type Crosswalk Classification Bicycles on Crosswalk

		nbound Appro Southbound		tbound App Westbound			nbound App Northbound			oound App Eastbound	
Start Time	Peds CW	Peds CCWed	s Combin Peds CW	Peds CCW	ds Combin	Peds CW	Peds CCW	ds Combin	Peds CW	Peds CCW	ds Combined
4:30 PM	0	0	0	0		0	1		2	0	
4:45 PM	0	0	0	1		0	0		0	0	
5:00 PM	0	0	0	0		0	0		1	0	
5:15 PM	0	0	0	1		0	0		0	0	
5:30 PM	0	0	0	0		0	0		0	0	
5:45 PM	0	0	0	0		0	2		0	0	
6:00 PM	0	0	0	0		0	0		1	0	
6:15 PM	0	0	0	0		0	0		0	1	
6:30 PM	0	0	0	0		0	0		0	0	
6:45 PM	0	0	0	0		0	0		0	0	
9:30 PM	0	0	0	0		0	0		0	0	
9:45 PM	0	0	0	0		0	0		0	0	
10:00 PM	0	0	0	0		0	0		0	0	
10:15 PM	0	0	0	0		0	0		0	0	
10:30 PM	0	0	0	0		0	0		0	0	
10:45 PM	0	0	0	0		0	0		0	0	

Site Code

Type Crosswalk Classification Pedestrians

		nbound Approach Southbound		tbound App Westbound			nbound Appr Northbound			oound Appr Eastbound	
Start Time	Peds CW	Peds CCWeds Combi	Peds CW	Peds CCW	ds Combin	Peds CW	Peds CCW	ds Combin	Peds CW	Peds CCW	ds Combined
4:30 PM	6	14	7	22		7	7		30	4	
4:45 PM	11	54	4	71		13	8		60	5	
5:00 PM	15	27	6	54		6	10		45	1	
5:15 PM	5	11	5	24		15	3		29	2	
5:30 PM	2	21	1	25		10	5		14	3	
5:45 PM	9	29	3	26		5	4		25	0	
6:00 PM	4	33	6	26		13	3		14	5	
6:15 PM	9	30	3	14		14	2		33	7	
6:30 PM	4	58	8	18		20	1		13	7	
6:45 PM	1	52	4	10		8	2		9	10	
9:30 PM	2	0	0	0		0	0		15	0	
9:45 PM	16	2	6	2		0	14		2	5	
10:00 PM	136	0	14	6		0	55		24	24	
10:15 PM	7	2	3	5		0	3		6	4	
10:30 PM	1	3	4	5		1	3		2	9	
10:45 PM	2	1	1	1		8	0		17	9	

Study Name State and Water St TMC
Start Date 04/23/2015
Start Time 4:30 PM
Site Code

Type Road Classification Totals

	8	Southbound Southb	d Approach cound			Westbound Westb			İ	Northbound Northb				Eastbound Eastb		
Start Time	Right	Thru	Left	U-Turn	Right	Thru	Left	U-Turn	Right	Thru	Left	U-Turn	Right	Thru	Left	U-Turn
4:30 PM	27	190	0	0	8	108	18	0	0	206	23	1	1	0	0	0
4:45 PM	32	226	0	0	15	107	15	0	0	268	32	2	0	0	0	0
5:00 PM	37	194	0	0	19	161	20	0	0	324	27	0	0	0	0	0
5:15 PM	34	215	0	1	20	128	15	0	0	300	28	1	1	0	0	0
5:30 PM	30	197	0	0	17	94	7	0	0	285	21	3	0	0	0	0
5:45 PM	26	194	0	0	14	81	17	0	0	241	25	1	0	0	0	0
6:00 PM	30	161	0	1	18	76	6	0	0	192	17	0	0	0	0	0
6:15 PM	30	164	0	0	14	65	10	0	0	213	22	0	0	0	0	0
6:30 PM	33	150	0	0	10	69	12	0	0	172	19	1	0	1	0	0
6:45 PM	31	174	0	0	14	61	12	0	0	173	15	0	0	0	0	0
9:30 PM	17	54	0	0	6	19	3	0	0	114	6	1	0	0	0	0
9:45 PM	18	84	0	0	5	19	4	0	0	88	4	0	0	0	0	0
10:00 PM	27	171	0	0	12	45	17	0	0	126	3	1	0	0	0	0
10:15 PM	25	161	0	0	5	32	4	0	0	123	7	1	0	0	0	0
10:30 PM	16	78	0	1	4	15	5	0	0	67	3	0	0	0	0	0
10:45 PM	12	69	0	0	4	8	1	0	0	70	5	1	1	0	0	0

Type Road Classification Lights

	5	Southbound Southb	d Approach bound			Westbound Westb				Northbound Northb				Eastbound Eastbo		
Start Time	Right	Thru	Left	U-Turn	Right	Thru	Left	U-Turn	Right	Thru	Left	U-Turn	Right	Thru	Left	U-Turn
4:30 PM	14	273	13	0	9	46	20	0	19	196	0	0	35	132	40	0
4:45 PM	15	284	25	0	7	50	17	0	17	187	0	0	21	143	50	0
5:00 PM	14	247	21	0	28	61	22	0	28	215	0	0	35	169	73	0
5:15 PM	30	282	39	0	14	70	25	0	27	218	0	0	28	175	70	0
5:30 PM	20	256	20	0	9	52	10	0	20	177	0	0	17	148	43	0
5:45 PM	20	223	43	0	7	43	11	0	20	130	0	0	16	144	50	0
6:00 PM	26	166	30	0	13	29	15	0	28	158	0	0	14	109	45	0
6:15 PM	27	153	24	1	5	21	10	0	24	140	0	0	18	117	36	0
6:30 PM	19	114	22	1	14	21	8	0	13	135	0	0	11	114	34	0
6:45 PM	17	113	24	1	10	32	15	0	11	111	0	0	16	90	40	0
9:30 PM	6	65	4	0	8	27	19	0	8	49	0	0	4	20	6	0
9:45 PM	8	65	5	1	5	24	9	0	4	43	0	0	8	34	6	0
10:00 PM	30	184	13	0	22	74	53	0	9	73	0	0	14	64	23	0
10:15 PM	22	156	13	0	15	66	39	0	7	65	1	0	21	39	8	0
10:30 PM	12	118	8	0	6	19	17	0	5	44	1	0	7	39	6	0
10:45 PM	9	59	2	0	4	21	10	0	7	36	2	0	6	31	8	0

Type Road Classification Buses

	(Southbound Southl	d Approach			Westbound Westb				Northbound Northl				Eastbound Eastb		
Start Time	Right	Thru	Left	U-Turn	Right	Thru	Left	U-Turn	Right	Thru	Left	U-Turn	Right	Thru	Left	U-Turn
4:30 PM	0	7	0	0	0	0	0	0	0	5	0	0	0	2	0	0
4:45 PM	0	10	0	0	0	0	0	0	0	4	0	0	0	0	1	0
5:00 PM	0	5	0	0	0	0	0	0	0	8	0	0	0	2	0	0
5:15 PM	0	7	0	0	0	0	0	0	0	4	1	0	1	2	0	0
5:30 PM	0	3	0	0	0	0	0	0	0	7	0	0	0	4	2	0
5:45 PM	1	2	0	0	0	0	1	0	1	4	0	0	1	0	0	0
6:00 PM	0	5	0	0	0	0	0	0	1	2	0	0	0	1	0	0
6:15 PM	0	2	0	0	0	0	0	0	0	5	0	0	0	1	0	0
6:30 PM	0	4	1	0	0	0	0	0	0	3	0	0	0	1	0	0
6:45 PM	0	3	1	0	0	0	0	0	0	2	0	0	0	0	0	0
9:30 PM	0	3	0	0	0	0	0	0	0	1	0	0	0	0	2	0
9:45 PM	0	3	1	0	0	0	0	0	0	0	0	0	0	0	1	0
10:00 PM	0	3	1	0	0	0	0	0	0	2	0	0	0	1	2	0
10:15 PM	1	1	0	0	0	0	0	0	0	1	0	0	0	0	0	0
10:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0
10:45 PM	0	1	0	0	0	0	0	0	0	2	0	0	0	0	0	0

Type Road Classification Trucks

	\$		d Approach bound			Westbound Westb				Northbound Northl	d Approach bound			Eastbound Eastb		
Start Time	Right	Thru	Left	U-Turn	Right	Thru	Left	U-Turn	Right	Thru	Left	U-Turn	Right	Thru	Left	U-Turn
4:30 PM	0	5	0	0	0	0	0	0	0	1	0	0	0	0	1	0
4:45 PM	0	5	0	0	0	0	0	0	0	2	0	0	0	0	0	0
5:00 PM	1	6	0	0	0	0	0	0	0	1	0	0	0	0	0	0
5:15 PM	0	1	0	0	0	0	1	0	0	2	0	0	1	0	0	0
5:30 PM	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0
5:45 PM	0	3	0	0	0	0	0	0	0	0	0	0	0	1	0	0
6:00 PM	1	3	0	0	0	0	0	0	0	1	0	0	0	0	0	0
6:15 PM	0	4	0	0	0	0	0	0	0	0	0	0	3	0	0	0
6:30 PM	0	1	0	0	0	0	0	0	0	1	0	0	1	0	0	0
6:45 PM	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:45 PM	0	1	0	0	0	0	0	0	0	1	0	0	0	0	1	0
10:00 PM	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:30 PM	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Project Downtown Milwaukee during Bucks playoff game

Type Road Classification Bicycles on Road

	S		d Approach bound	1		Westbound Westb			I	Northbound Northl	d Approach bound			Eastbound Eastb		
Start Time	Right	Thru	Left	U-Turn	Right	Thru	Left	U-Turn	Right	Thru	Left	U-Turn	Right	Thru	Left	U-Turn
4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:45 PM	0	0	0	0	0	1	0	0	0	0	0	0	0	3	1	0
5:00 PM	0	1	0	0	0	1	2	0	0	0	0	0	0	6	0	0
5:15 PM	0	0	0	0	0	0	0	0	0	1	0	0	0	2	0	0
5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0
5:45 PM	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	0
6:00 PM	0	0	0	0	0	2	0	0	0	0	0	0	0	1	0	0
6:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0
6:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0
6:45 PM	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0
9:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:45 PM	0	1	0	0	0	0	0	0	0	0	0	0	0	1	0	0
10:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0
10:15 PM	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Project Downtown Milwaukee during Bucks playoff game

Type Crosswalk Classification Bicycles on Crosswalk

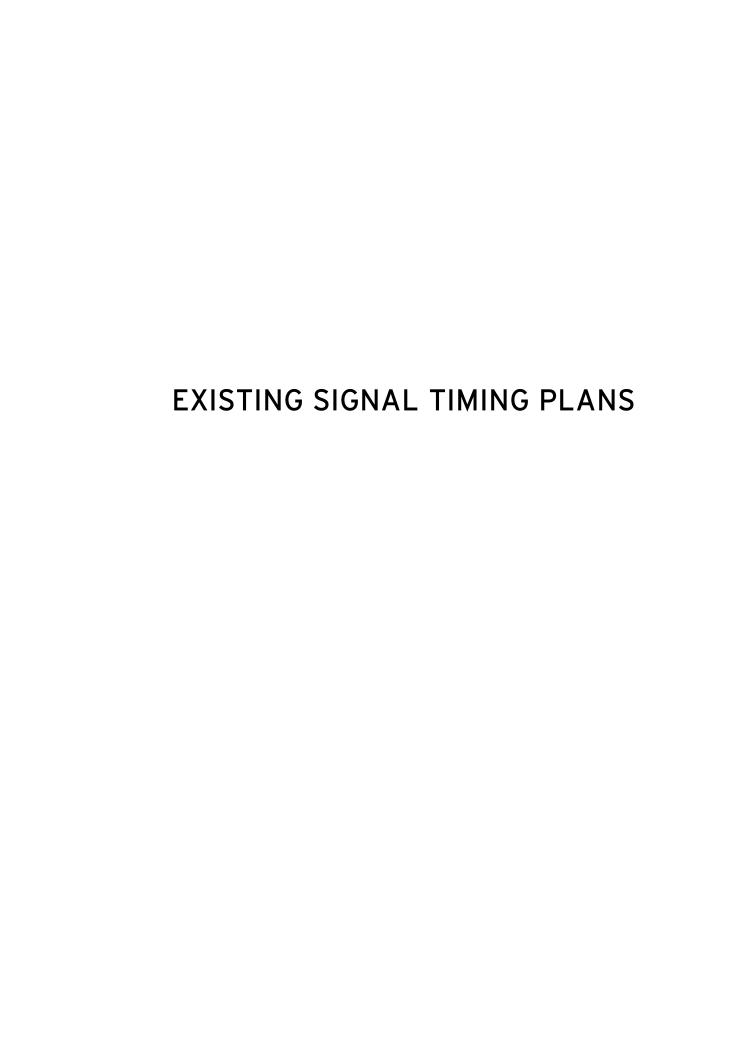
		nbound Approach Southbound	Wes	tbound Approach Westbound	Norti	hbound Approach Northbound		nd Approach
Start Time	Peds CW	Peds CCWeds Combi	n Peds CW	Peds CCWeds Combi	n Peds CW	Peds CCW:ds Combi	n Peds CW Ped	ds CCWeds Combined
4:30 PM	0	0	0	0	0	0	0	0
4:45 PM	0	1	0	1	0	0	0	0
5:00 PM	0	0	0	0	0	0	0	0
5:15 PM	0	1	0	0	1	0	0	0
5:30 PM	0	0	0	0	0	0	0	0
5:45 PM	0	0	0	0	0	1	0	0
6:00 PM	0	0	0	0	0	0	0	0
6:15 PM	0	0	1	0	0	1	0	0
6:30 PM	0	0	0	0	0	1	0	0
6:45 PM	0	0	0	0	0	0	0	0
9:30 PM	0	0	0	0	0	0	0	0
9:45 PM	0	0	0	0	0	0	0	0
10:00 PM	0	0	0	0	0	0	0	0
10:15 PM	0	0	0	0	0	0	0	0
10:30 PM	0	0	0	0	0	0	0	0
10:45 PM	0	0	0	0	0	0	0	0

Type Crosswalk Classification Pedestrians

		nbound Approach Southbound	Wes	tbound Appi Westbound		North	nbound Appi Northbound			oound Appr Eastbound	
Start Time	Peds CW	Peds CCWeds Combi	n Peds CW	Peds CCW	ds Combin	Peds CW	Peds CCW	ds Combin	Peds CW	Peds CCW	ds Combined
4:30 PM	6	4	5	5		5	3		3	5	
4:45 PM	6	2	4	3		1	4		5	3	
5:00 PM	2	2	1	7		1	11		9	3	
5:15 PM	4	2	3	7		4	5		3	3	
5:30 PM	6	2	1	6		7	5		7	4	
5:45 PM	5	0	7	8		2	11		10	2	
6:00 PM	9	2	3	9		1	12		10	1	
6:15 PM	8	4	0	26		3	22		21	3	
6:30 PM	4	2	2	19		0	13		25	2	
6:45 PM	4	1	3	20		3	13		40	4	
9:30 PM	0	1	4	0		9	1		1	2	
9:45 PM	0	12	22	0		10	0		0	16	
10:00 PM	0	53	68	3		23	5		1	103	
10:15 PM	2	3	16	0		8	0		0	24	
10:30 PM	0	2	9	0		1	2		1	8	
10:45 PM	0	2	1	0		0	1		1	2	

Type Road Classification Totals

	5	Southbound South	d Approach bound			Westbound Westb				Northbound Northb				Eastbound Eastbo		
Start Time	Right	Thru	Left	U-Turn	Right	Thru	Left	U-Turn	Right	Thru	Left	U-Turn	Right	Thru	Left	U-Turn
4:30 PM	14	285	13	0	9	46	20	0	19	202	0	0	35	134	41	0
4:45 PM	15	299	25	0	7	51	17	0	17	193	0	0	21	146	52	0
5:00 PM	15	259	21	0	28	62	24	0	28	224	0	0	35	177	73	0
5:15 PM	30	290	39	0	14	70	26	0	27	225	1	0	30	179	70	0
5:30 PM	20	259	20	0	9	52	10	0	20	185	0	0	18	153	45	0
5:45 PM	21	228	43	0	7	44	12	0	21	135	0	0	17	145	50	0
6:00 PM	27	174	30	0	13	31	15	0	29	161	0	0	14	111	45	0
6:15 PM	27	159	24	1	5	21	10	0	24	145	0	0	21	119	36	0
6:30 PM	19	119	23	1	14	21	8	0	13	139	0	0	12	116	34	0
6:45 PM	17	119	25	1	10	32	15	0	11	114	0	0	16	90	40	0
9:30 PM	6	68	4	0	8	27	19	0	8	50	0	0	4	20	8	0
9:45 PM	8	70	6	1	5	24	9	0	4	44	0	0	8	35	8	0
10:00 PM	30	188	14	0	22	74	53	0	9	75	0	0	14	66	25	0
10:15 PM	23	158	13	0	15	66	39	0	7	66	1	0	21	39	8	0
10:30 PM	12	119	8	0	6	19	17	0	5	44	1	0	7	40	6	0
10:45 PM	9	60	2	0	4	21	10	0	7	38	2	0	6	31	8	0



ELECTRICA	AL:									FUNCTION	į	ΚΕ'	VAL			CYC	LE 1		(CYC	LE 2			CYC	LE 3			CYC	LE 4	
3 #4/1 #		P FE	D FR	OM V	VEP	co s	ERV	ICE		D+4+KEY			\vdash		OFF	SET	1	36	OFFS	ET	1		OFF:	SET	1	33	OFF	SET	1	
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TION A	_									TYPE OF CAB.		_	1		OFF				OFFS				OFF					SET		
120V M		-			,					B+1+KEY					OFF	SET	4		OFFS				OFF:				_	SET		
FLASHING	PRO	GRAN	Л :							ACT. 1 LOCK	()			MAX				MAX.				MAX				MAX	ζ.		
NONE -	EME	RGE	NCY	ALL	RED)				ACT. 2 LOCK	-	1			DWE	LL		42	DWE	LL			DWE	LL		39	DWI	ELL		
										ACT. 1 DELAY	2	2		إـ	CYC	LE L	ENC	3TH	CYC	LE	LENG	3TH	CYC	LE L	ENC	3TH	CY	CLE L	ENC	HT6
		1	2	3	4	5	6	7	8	ACT. 2 DELAY		3		Ϋ́		SE	С			SI	ΕC			SE	ЕС			SE	С	
l ⊢	8	Х			Х			Х		PRE-EMPT 1 LOCK	į	5		INTERVAL	90	0	0	0	0	0	0	0	90	0	0	0	0	0	0	0
FLASH OUTPUT ASSIGN.	9		Х						Х	PRE-EMPT 2 LOCK	6	6		Ξ	SP1	SP2	SP3	SP4	SP1	SP2	SP3	SP4	SP1	SP2	SP3	SP4	SP1	SP2	SP3	SP4
H. I.	Α						Х			PRE-EMPT 3 LOCK	7	7		1	1.5								1.5							
	В									PRE-EMPT 1 DELAY	8	3		2	7								0							
	С									PRE-EMPT 2 DELAY	9	9		3	3								0							
AUXILIARY	EQU	IPME	NT:			•				PRE-EMPT 3 DELAY	A	4		4	3								0							
										B+3+KEY	•			5	7								7							
										LONG POWER DOWN	()	4	6	18								18							
										SHORT POWER DOWN	1	1	4	7	4								4							
PROGRAM:										SPECIAL ACT. FUNCTIONS				8	2.5								2.5							
CYCLE	3: 06	00-0	900 H	HRS.	EX.	S/S/H	I			ACT. SIGNAL PLAN	2	2		9	0								7							
										ACT. CYCLE	3	3		10	0								3							
ACTUA	TION	#1: N	NBLT	ARF	ROW	S (CY	/CLE	1		ACT. SPLIT	4	4		11	0								3							
ONLY)									ACT. OFFSET	Ę	5		12	0								3							
ACTUA	TION	#2: E	BLT	ARR	OW	S (CY	CLE	3		RESET INTERVAL	6	6		13	27								24							
ONLY)									# OF CYCLES	7	7		14	0								0							
										NO T.B.C. FALL BACK	8	3		15	13								13							
										CRD. FROM ACT. MSTR.	Ś	9		16	4								4							
										C+C+KEY				17																
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			9/3	U/US	<i>,</i> w	USC	JU			MASTER: LOVELL AND	MICHIGA	N		22																
SIGNAL #:	20/	15								PRO. CL.: LOVELL AND	MICHIGA	N		23																
		t J								FL. CL.:	NON	ΙE		24																
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SIGNAL PLAN #1

INTERVAL	NBLT			SB DR. MLK	=	=	EBLT	н	=	WB McKINLEY	=	=	SPARE	=		NB OLD WORLD 3RD	=	=	SPARE	=	=	EB McKINLEY		=	71474 7 14	W. A-WALN		=	N. X-WALK	=		E. X-WALK		=	S. X-WALK	=	=					# 18010	KESEL NO. 1	ACTUAL #2	RESET NO 2	TRANSITION	AUTO TIMING	MIN. TIMING	RESPONSE	PREEMPTION XFER	PLAN XFER	INTERVAL
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8				A9C				A9D	A9E	A9F	24				ADC				ADD	ADE	ADF
9				AAO				AA1	AA2	AA3	25				AEO				AE1	AE2	AE3
10				AA4				AA5	AA6	AA7	26		-		AE4				AE5	AE6	AE7
11				AA8		1	1	AA9	AAA	AAB	27	ı	-		AE8		1	1	AE9	AEA	AEB
				110				1							\				4==	A = =	A = =
12				AAC		1	1	AAD	AAE	AAF	28	ı	ı		AEC				AED	AEE	AEF
				100				101	4.00	4.00					150				1 4	450	450
13				ABO		1	1	AB1	AB2	AB3	29	-	1		AFO				AF1	AF2	AF3
				A D 4				ADC	ADC	4 D.7					A F 4				\	A F.C	A F-7
14				AB4		1	1	AB5	AB6	AB7	30	1	- 1		AF4			1	AF5	AF6	AF7
				AB8		<u> </u>]	AB9	ABA	V D D					AF8				AF9	AFA	A E D
15				ABS		T	1	ABA	ABA	ABB	31	ı	1		ΑГŎ		1	1	AF9	AFA	AFB
				ABC				ABD	ABE	ABF					AFC				AFD	AFE	AFF
16				ADC			1	ADD	ADE	ADF	32	I	ı		AFC			1	AFD	AFE	AFF

TIME OF DAY / DAY OF WEEK FUNCTION CODES

FUNCTION	ON	OFF	FUNCTION	ON	OFF
SIGNAL PLAN	1 - 4		OUTPUT A	21	22
FLASH	11	12	OUTPUT B	23	24
FREE	16	17	OUTPUT C	25	26
	FUNC	CTION		ON	OFF
COORDINATION PL	AN = CYC	LE / SPLI	Г / OFFSET (EX. 111)	111 - 444	

LOCATION:	N. DR. MLK DR	•,	CHECKED BY: KAL	SUPERSEDES:	B-09-553-T
	McKINLEY AV LD WORLD 3R	•		SUPERSEDED B	Y:
DESIGNED BY: JCB	DRAWN BY: JCB	DATE: 9/23/09	APPROVED BY:	DRG. NO.:	B-09-842-T

								Ι.		Ι.	l .				Ι.				l	l		l	4.0
					PI	HAS	<u> </u>	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
					DIRI	ECTI	ON	NBLT	SB DR. MLK DR.	EBLT	WB McKINLEY	SPARE	NB OLD WORLD 3RD	SPARE	EB MCKINLEY	W. X-WALK	N. X-WALK	E. X-WALK	X-WALK				
LOCAT	ION							<u>8</u>	SB	8	×	SP	ar 3R	SP	8	š	ż		ν,				
	N.	DR.	MLK	(DR.	,			2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	
	W. N	lcKI	NLE	Y AV.	, &			3	4	5	6	7	8	9	10	11	12	13	14	15	16	j	
İ	N. OLI) W	ORLE	3RE	ST.			4	5	6	7	8	9	10	11	12	13	14	15	16	j		
SHADE	D COI	MBII	NATIO	ONS				5	6	7	8	9	10	11	12	13	14	15	16				
ARE NO	OT PE	RMI	TTED)				6	7	8	9	10	11	12	13	14	15	16					
DIODES	S FOR	CO	NFLI	CTIN	G			7	8	9	10	11	12	13	14	15	16						
INDICA	TIONS	3						8	9	10	11	12	13	14	15	16							
								9	10	11	12	13	14	15	16								
CABINE		-				_	— 1	10	11	12	13	14	15	16	J								
1	2	3	4	5	6		<u>'</u>	11	12	13	14	15	16										
					1	<u> </u>	_	12	13	14	15	16]										
8	9 1	0	11	12	13	1	4	13	14	15	16												
	1_	<u>-</u> !	1				—	14	15	16													
NBLT :	SB E	3LT	WB	-	NB	-		15	16]													
		_			_		_	16															
T		Г	1			_ T																	
EB W	/XW N	XW	EXW	SXW	1		λ"																
		_			CY:	_	3"									_,	_	_,					
					D-1	"(;"						MON					6/11/	08 @	1300			
													DRG.	. NO:	B-09-	-842-T							

B.T.E. E.S. - D.P.W. - CITY OF MILWAUKEE - GJG

SERVICE:

3 #2/1 #8 LTP SERVICE FED FROM M.H. @ INTERSECTION, WEPCO. FED FROM ALLEY @ FDL/12 W.P. 120V METER (RED Ø)

FLASH PROGRAM:

NONE - EMERGENCY ALL RED

170 CONTROLLER W4IKS PROGRAM

INTERSECTION PROGRAMMING DATA

DUAG				/DL IA	OF . 1					II DUAGE EI	INIC	TI	2110	/0	. 1/				_
PHAS		IIMING	DATA	(PHA	SE + K	EY)				PHASE FU	JNC	Ш	JNS	(0	+ K	EY)			
FUNCTION	ΚΕΥ	1	2	3	4	5	6	7	8	FUNCTION	KEY	1	2	3	4	5	6	7	8
MAX I	0			42	67		27		67	VEHICLE RECALL	0				Х				X
MAX II / HFDW	1									PED. RECALL	1				Х				_
WALK	2				7					RED LOCK	2						Х		
FDW	3				7					YELLOW LOCK	3								
MAX INITIAL	4									PERMIT	4			Χ	Х		Х		Χ
MIN GREEN	5			7	7		12		7	PED PHASES	5				Х				
TIME BEFORE REDUCTION	6									LEAD PHASES	6	Х		Χ		Х		Х	
TIME TO REDUCE	7									DUAL ENTRY	7				Х				Χ
OBSERVE GAP	8									SEQ TIMING	8								
PASSAGE	9						4			START UP GREEN	9				Х				Χ
MINIMUM GAP	Α									OVERLAP A	Α							T	
ADDED / ACTUATION	В									OVERLAP B	В							T	
YELLOW	С			3.5	4.5		4		4.5	OVERLAP C	С								
RED CLEARANCE	D			1	1		3		1	OVERLAP D	D								
RED REVERT	Е									EXCLUSIVE	Е								
WALK II	F									SIM GAP	F								
PHASE			PHAS	E 5		SP	ARE			OVERLAP							•		
ASSIGNMENT DESCRI	PTIC	N								В									
PHASE 1: SPARE			PHAS	E 6		NB I-4:	3 RAM	P	4-	OVERLAP									
									ACX.	С									
PHASE 2: SPARE			PHAS	E 7		SP.	ARE			OVERLAP									
										D									
PHASE 3: SEB LT			PHAS	E 8	SI	B FON	ID DU L	AC		OVERLAP									
										E									
PHASE 4: NWB FOND DU	LAC		OVER	LAP						OVERLAP									
N. X-WALF	(Α						F									
TIME IN:	1 4 2	.40	PROG	SRAM:						SYSTEM DATA									
11-7-13 @	213	5:10	CF	D. PL	. 4: 14:	30-180	0 HRS	EX. S	S/S/H	MASTER:	FD	LA	ND	RO	os	EVE	LT		
SOFTWARE: W4IKS	. 60		CF	D. PL	. 7: 06:	30-090	0 HRS.	EX. S	S/S/H										
WAIKS	o.ou	,								PRO. CL.:	FD	LA	ND	RO	os	EVE	LT		
SIGNAL NO: 401	4		ΕV	A: ON	NW/S	E FIRE	E CALL	EV	4										
401	4		Р	HASE	IS NW	B/SEE	GREE	EN (VA	۱R.	FL. CL.:	NO	NE							
] L	ENGT	H BUT	15 SE	C. MIN	.) MA	Х.										
			D	ELAY	TO EV	'A IS 1	9 SEC.			PROGRAM INST:									
LOCATION:			0	PTICC	M DE	TECTI	ON DIS	TANC	Ε										
W. FOND DU LA	· ·	\\ /	N	IUST E	BE AT	LEAST	Г 1300	FEET.											
W. FOND DU LA	<i>ل</i> ک	١٧.																	
0			NC	TE: S	EB LT	PUT C	ON MA	K REC	ALL	AUXILLARY EQUIPI	MEN	NT:							
&			0	N 9/18	3/06 @	1310.				PE CONF. LIGH	TS \	W/ !	5A F	US	ES				
NB I-43 RAMF	96																		
IND I-43 KAWIF	-3																		J

CHECKED BY:		APPROVED BY:	SUPERSEDED BY:	SUPERSEDES:	B-06-693-T
JCB		RWB			D-00-093-1
DESIGNED BY:	DRAWN BY:	DATE:	DRAWING NO:	B-13-659-T	
SCR	SCR	10/25/13	DRAWING NO.	D-13-039-1	

170 CONTROLLER - 4IKS PROGRAM COORDINATION DATA

FUNCTION	ואכ				COC	ORDI	NATIO	ON F	LAN		
TONCTIO	JIN		1	2	3	4	5	6	7	8	9
CYCLE LENGTH	ł	0	90			90			90		
FORCE OFF	PH 1	1									
FORCE OFF	PH 2	2									
FORCE OFF	PH 3	3	49			54			49		
FORCE OFF	PH 4	4	0			0			0		
FORCE OFF	PH 5	5									
FORCE OFF	PH 6	6	34			39			34		
FORCE OFF	PH 7	7									
FORCE OFF	PH 8	8	0			0			0		
OFFSET (SECO	NDS)	9	26			6			10		
PERMISSIVE LE	Α	0			0			0			
MAXIMUM DWE	LL	В	30			30			30		

					DLL	ASE					_				DLL	ASE			
FUNCTION	KEY	1	2	3	4	5	6	7	8	FUNCTION	KEY	1	2	3	4	43E 5	6	7	8
COORD PLAN 1	_				7		U		0	COORD PLAN 6	_			<u> </u>	7				0
LEAD PHASES	С	Х		Х		Х		х		LEAD PHASES	С								
COORD PHASES	D	-			Х				Х	COORD PHASES	D								
PERM 2 PHASES	Е									PERM 2 PHASES	Е								
MIN RECALL	F			Х	Х				Х	MIN RECALL	F								
COORD PLAN 2										COORD PLAN 7									
LEAD PHASES	С									LEAD PHASES	С	Х		Х		Х		Х	
COORD PHASES	D									COORD PHASES	D				Х				Х
PERM 2 PHASES	Е									PERM 2 PHASES	Е								
MIN RECALL	F									MIN RECALL	F			Χ	Х				Х
COORD PLAN 3										COORD PLAN 8									
LEAD PHASES	С									LEAD PHASES	С								
COORD PHASES	D									COORD PHASES	D								
PERM 2 PHASES	Е									PERM 2 PHASES	Е								
MIN RECALL	F									MIN RECALL	F								
COORD PLAN 4										COORD PLAN 9									
LEAD PHASES	C	X		X		X		Х		LEAD PHASES	С								
COORD PHASES	D				Χ				X	COORD PHASES	D								
PERM 2 PHASES	Е									PERM 2 PHASES	Е								
MIN RECALL	F			X	X				X	MIN RECALL	F								
COORD PLAN 5										LOCATION:			W. F	ONE	DU C	LAC	AV.		
LEAD PHASES	С														&				
COORD PHASES	D												N	IB I-4	43 R	AMP	S		
PERM 2 PHASES	Е									DATE:	SUPE	ERSE	DES:	B-06	6-693	3-T			
MIN RECALL	F									10/25/13	SUPE	RSE	DED:						
DESIGNED BY: SCR	DRAV	VN BY				CHE	JCE			APPROVED:	DR	AWI	NG:	B-1	3-65	59-T			

170 CONTROLLER - W4IKS PROGRAM MISCELLANEOUS FUNCTIONS

				DLIA	OF :		10.5			T				\neg		1			
FUNCTION	KEY	1	2	PHA 3	SE N	_	_	₹ 7	8	1	FUN	NCTION	X T	!	VAL		FUNCTION	ΚΕΥ	VAL
	_) + K		Ė	Ť	Ť	Ė	Ť			B + O + KE	ΞΥ				9 + KEY		
SAMPLE DET	С		П							MODI	E (0-4	4)	4		2	SHO	RT POWER DOWN	0	4
ADV. WARN PH	Е									+	•	(0=OFF)	5		0	LONG	G POWER DOWN	1	4
MRI PHASES	F		Π				Х					C + F + KE	ΞY			EV A	DEL TYPE	2	1
	В	+ A	+ K	EY						PAGE	E ID		0			EV B	DEL TYPE	3	
FLASH YELLOW	С									OL A	RED		4			EV C	DEL TYPE	4	
FLASH CIRCUIT	D		Π							OL B	RED		5			EV D	DEL TYPE	5	
TOD/DOW MAX	Е		Γ							OL C	RED		6	ヿ゙		RR D	EL TYPE	6	
OL B SWICH P	F									OL D	RED		7	↿		PED	INHIBIT	7	
	В	+ B	+ K	ΕY) + KEY 1 + K	(EY 2			۷_	GREEN	8	
OL FL YELLOW	С	匚	匚	匚					匚	FLOA	TING	PED	28	╝		OL.	YELLOW	9	
OL FL CIRC	D	匚	匚	\Box					匚	ID NU	JMBE	R	21		14	В.	GREEN	Α	
TOD/DOW PED	E	匚	匚	\Box					匚	COOL	RD P	ED RECALL	38		0	OL	YELLOW	В	
OL B SWITCH P	F	匚	匚	匚					匚	REST	IN V	VALK	31		1	O.	GREEN	С	
	B+C+KEY D MAX C						ADV \	WAR	NEOG	4			OL.	YELLOW	D				
COORD MAX	D MAX C						ADV \	WAR	NSOG	4	╛		٥-	GREEN	Е				
TOD RED REST	RED REST D						RR R	ED C	LEAR	5E	╛		оL	YELLOW	F				
OL A SWITCH P							匚	RR R	ED C	OLOR	5F				E + F + KEY				
OL D SWITCH P	SWITCH P F						匚	EV M	IN AF	T C	78			RR M	IAX II	0			
	С	+ F	+ K	EY						EV IN	IDICA	ATORS	71	<u> </u>	5	PED	PERM PLAN 1	1	
OVERLAP E	9	Ĺ	Ĺ	匚					匚			B + A + KE	ΞY			PED	PERM PLAN 2	2	
OVERLAP F	8	匚	Ĺ	匚					匚	PERN	12 P	1	9	$oldsymbol{\mathbb{J}}$		PED	PERM PLAN 3	3	
RED REST	Α	L	L	匚					L	PERM	12 P	2	Α	$oxed{\int}$		PED	PERM PLAN 4	4	
MAX RECALL	В	L	L	Х					L	PERM	12 P	3	В	Ĺ		PED	PERM PLAN 5	5	
FLASH GREEN	С	L	L	匚					L			B + C + KE	ΞY			PED	PERM PLAN 6	6	
FLASH WALK	D	匚	匚	匚	تــا				匚	PERM	12 P	7	9	$oldsymbol{ol{ol}}}}}}}}}}}}}}$		PED	PERM PLAN 7	7	
ADV WALK	Е	匚	匚	匚	تــا				匚	PERM	12 P	8	А	$oldsymbol{oldsymbol{oldsymbol{oldsymbol{\Box}}}$		PED	PERM PLAN 8	8	
RESTR PHASE	F			تـــا	تـــا					PERM	И 2 P	9	В	Ţ		PED	PERM PLAN 9	9	
	_	C +	KE	Y								B + B + KE	ΞY				A + 3 + KEY		
START UP YEL	9	$oxedsymbol{oxed}$	_	$oxedsymbol{oxedsymbol{oxedsymbol{eta}}}$	Ш				$oxedsymbol{oxed}$	PERM			9				PLING DETECTION	9	
EV A	Α	$oxedsymbol{oxed}$	_	$oxedsymbol{oxedsymbol{oxedsymbol{eta}}}$	X				Х	PERM	12 P	5	Α	\Box		LEFT	TURN TYPE	Α	
EV B	В	$oxedsymbol{oxed}$	_	$oxedsymbol{oxedsymbol{oxedsymbol{eta}}}$	Ш				$oxedsymbol{oxed}$	PERM	12 P	_	В	┙			C + KEY		
EV C	С	$ldsymbol{ldsymbol{ldsymbol{eta}}}$	<u> </u>	$ldsymbol{oxed}$	\Box				$ldsymbol{ldsymbol{ldsymbol{eta}}}$			E + KEY				_	GERS ON IN FLASH		2
EV D	D	$oxedsymbol{oxed}$	_	$oxedsymbol{oxedsymbol{oxedsymbol{eta}}}$	Ш				$oxedsymbol{oxed}$	_	DEL		0	-			GNED BY:	SCR	
HANDICAP PED	Е				نب						MIN		1	$oldsymbol{\perp}$	0		WN BY:	SCR	
		E +	KEY	Y							DEL		2				CKED BY:	JCB	
RR CLEAR PH						$oxedsymbol{oxed}$	EV	MIN		3	ot		_	10/25/	13				
RR PERMIT					Щ		DEL		4	-		SUPI	ERSEDES:						
RR OL PERMIT	D	Щ	<u></u>	<u></u>	Ш				Щ	EV	MIN		5	-+		1	B-06-693-T		
LOCATION:										>	DEL		6	-+		SUPI	ERSEDED BY:		
W. F	ОИ	Dι	ווכ	LΔ	C	Δ٧/	_				MIN		7	-					
	_							OL RI	_	EVERT	8			DRA	WING NO:				
	&							X X	MIN		9	-		1	B 46 5== -	_			
N	B I-	43	R	۹М	P.S					<u> </u>	DEL	_AY	Α	١.			B-13-659-	ſ	
	NB I-43 RAMPS																		

									TROL												
				DAY				HR	MN	FN					DAY				HR	MN	FN
	1	2	3	4	5	6	7					1	2	3	4	5	6	7			
1		'		80	•			81	82	83	17				CO				C1	C2	C3
		Χ	Χ	Х	Х	Х		06	30	7											
2				84				85	86	87	18				C4				C5	C6	C7
		Χ	Х	X	X	X		09	00	1											
3				88				89	8A	8B	19				C8				C9	CA	СВ
		Χ	Х	Х	X	X		14	30	4											
4				8C			1	8D	8E	8F	20		1		CC			1	CD	CE	CF
		X	Х	X	X	X		18	00	1									D.	D.O.	D 0
5		1		90	T	1	T	91	92	93	21	1	1		DO	r	T	T	D1	D2	D3
				94				0.5	00	07					D.4				Dr	DC	D7
6	-			94	1	T	1	95	96	97	22				D4	1	1	1	D5	D6	D7
				98				99	9A	OD					D8				D9	DA	DB
7				96	T	I	T .	99	9A	9B	23				סט	ı	T	T	D9	DA	DB
_				9C				9D	9E	9F	0.4				DC				DD	DE	DF
8				I	T .		T .	30	JL.	31	24					ı	T	I	100	DL	ы
0				AO				A1	A2	A3	25				EO				E1	E2	E3
9				T	I		I	7	- "-	710	25						T .	1	+		
10				A4				A5	A6	A7	26				E4				E5	E6	E7
10							I				20						I				
11				A8	<u> </u>		<u> </u>	A9	AAE	AB	27				E8	<u> </u>	1		E9	EA	EB
' '											۲,										
12				AC				AD	ΑE	AF	28				EC				ED	EE	EF
'-																					
13				ВО				B1	B2	В3	29				FO				F1	F2	F3
14				В4				B5	B6	B7	30				F4				F5	F6	F7
15				B8				B9	BA	BB	31				F8				F9	FA	FB
16				ВС				BD	BE	BF	32				FC				FD	FE	FF
				<u> </u>	<u> </u>		<u> </u>		<u> </u>	<u> </u>					<u> </u>	<u> </u>	<u> </u>				

TIME OF DAY / DAY OF WEEK FUNCTION CODES

FUNCTION	ON	OFF	FUNCTION	ON	OFF
COORDINATION PLAN	1-18		OUTPUT B	72	82
RED REST	25	24	OUTPUT C	73	83
MAX RECALL	27	26	OUTPUT D	74	84
PED RECALL	29	28	TIME TRANSFER (PAGE 1)	101	
FLASH	33	32	TIME TRANSFER (PAGE 2)	102	
WALK II	55	54	TIME TRANSFER (PAGE 0)	100	
OUTPUT A	71	81	MAX II	129	128

LOCATION: W.	FOND DU LAC	AV.	CHECKED BY: JCB	SUPERSEDES: B-06-693-T
	& NB I-43 RAMPS	3		SUPERSEDED BY:
DESIGNED BY: SCR	DRAWN BY: SCR	DATE: 10/25/13	APPROVED BY:	DRG. NO.: B-13-659-T

	PHASE	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
LOCATION	DIRECTION	NB I-43 RAMP	SPARE	SEB FDL	NWB FDL	SPARE	SEB LT			PE CONF. LIGHT				SPARE	N. X-WALK		
	DU LAC AV.	2	3	ه 4	5	8	თ 7	8	9	10	11	12	13	14	15	16	
	&	3	4	5	6	7	8	9	10	11	12	13	14	15	16	_10	
	RAMPS	4	5	6	7	8	9	10	11	12	13	14	15	16	10		
SHADED COMBINATI		5	6	7	8	9	10	11	12	13	14	15	16				
ARE NOT PERMITTE		6	7	8	9	10	11	12	13	14	15	16					
DIODES FOR CONFL		7	8	9	10	11	12	13	14	15	16						
INDICATIONS		8	9	10	11	12	13	14	15	16							
		9	10	11	12	13	14	15	16								
		10	11	12	13	14	15	16		•							
1 2 3 4	5 6 7	11	12	13	14	15	16		_								
		12	13	14	15	16											
8 9 10 11	12 13 14	13	14	15	16												
NB SEB	NWB NXW SEBLT	14	15	16													
R R	R D/W R	15	16														
Y • Y	Y	16]														
G \ G	G W G																
PE (EI	B/WB) CONF. LIGHTS																
									IN SE B-13 -			9/15/0	06 @	1400			

PAGE 5 OF 5

ELECTRICA	1:									FUNCTION		ΚΕΥ	VAL			CYC	LE 1			CYC	LE 2			CYC	LE 3			CYC	LE 4	
3 #2/1 #		P. SE	ERV.	FED	FRO	M W	EPC	o v	۷P		+4+KEY				OFF	SET	1	5	OFF:	SET	1	75	OFF	SET	1	80	OFF	SET	1	
#05-048	15 A	T AL	LEY	ENTE	RANC	CE N/	S OF	=		# OF INTER		6	21		OFF	SET	2		OFF					SET				SET		
WALNU	T. W	. OF	12Ti	1 .						TYPE OF CAB.		7	2		OFF	SET	3		OFF	SET	3		OFF	SET	3		OFF	SET	3	
120/240	,			/ETE	R (B	LACI	KØ)			B+	+1+KEY				OFF	SET	4		OFF:	SET	4		OFF	SET	4		OFF	SET	4	
FLASHING F	PRO									ACT. 1 LOCK		0			MAX				MAX				MAX	ί.			MAX			
NONE -	ЕМЕ	RGE	ENCY	ALL	RED)				ACT. 2 LOCK		1			DWE	ELL		52	DWE	LL		44	DWI	ELL		51	DWE	LL		
										ACT. 1 DELAY		2		بِ	CYC	CLE L	ENC	3TH	CYC	LE I	LENG	STH	CY	CLE L	ENC	3TH	CYC	LE L	ENC	3TH
		1	2	3	4	5	6	1	7 8	ACT. 2 DELAY		3		ERVAL		SE				SE	ΞC			SE	С			SE	С	
l	8				Х					PRE-EMPT 1 LOCK		5		Ë	90	90	0	0	90	90	0	0	90	90	0	0		0	0	0
FLASH OUTPUT ASSIGN.	9	Х			Х					PRE-EMPT 2 LOCK		6		N	SP1	SP2	SP3	SP4	SP1	SP2	SP3	SP4	SP1	SP2	SP3	SP4	SP1	SP2	SP3	SP4
Y-1 E/5 ISS	Α				Х					PRE-EMPT 3 LOCK		7		1	22		.,		14	-,			21				15			
	В									PRE-EMPT 1 DELAY	1	8		2	4.5				4.5				4.5				4.5			
1	С									PRE-EMPT 2 DELAY	1	9		3	2				2				2				2			
AUXILIARY	EQU	IPMI	NT:							PRE-EMPT 3 DELAY	1	Α		4	7				7				7				7			
PE CON	IF. LI	GHT	S W	5A F	USE					B+	+3+KEY			5	3				4				3				0			
										LONG POWER DOW	۷N	0	4	6	3				4				3				0			
										SHORT POWER DO	NWN	1	4	7	3				3				3				0			
PROGRAM:										SPECIAL ACT. FUNC	CTIONS			8	3				3				2				0			
ACTUAT	ΓΙΟΝ	#1:	NWB	LEF	T TU	RN E	XTE	NS	ION	ACT. SIGNAL PLAN		2		9	2				3				0				0			
CYCLE	2: 14	30-1	800 I	HRS.	EX.	S/S/H	1			ACT. CYCLE		3		10	0				3				0				3.5			
CYCLE	3: 06	30-0	900 I	HRS.	EX.	S/S/F	1			ACT. SPLIT		4		11	0				2				0				1			
SIG. PL.	. 4, C	YCL	E 4:	ON N	IW/S	E FIF	RE C	ALL	PE	ACT. OFFSET		5		12	2				2				2				2			
PHASE	E IS I	NW/S	SE GI	REEN	I (VA	R. LE	ENG1	ТΗ	BUT	RESET INTERVAL		6		13	2.5				2.5				2.5				2.5			
15 SEC	C. MI	N.) I	MAX.	DEL	AY T	O PE	IS 1	4 8	SEC.	# OF CYCLES		7		14	1				1				1				1			
OPTIC	ом і	DETE	ECTIO	ON D	ISTA	NCE	MUS	ST E	3E	NO T.B.C. FALL BAC	CK	8		15	1				1				1				1			
AT LEA	AST	1100	FEE	T.						CRD. FROM ACT. M	STR.	9		16	10				10				10				10			
										C+	-C+KEY			17	12				12				16				0			
										DWELL METHOD A		Α	0	18	4				4				4				4			
										COORD. MODE		Ε	1	19	4				4				4				4			
										COORD. MASTER		F		20	4				4				4				2			
TIME IN SEF	RVIC	E:	44	7-1	2 @	12	.24			SYSTEM DATA:				21	0				0				0				7			
			11.	. 7 - 1	ა ლ	12	. S I			MASTER: FDI	L AND ROOSEVI	ELT		22																
SIGNAL #:	40 1	2								PRO. CL.: FDI	L AND ROOSEVI	ELT		23																
										FL CL.:	NC	NE		24																
LOCATION	l:													DES	IGNE	D B	Y:		DRA	WN	BY:		SUP	ERS	EDE	S:				
					V	V =		שו	וום	LAC AV.					SCR					SCR				B-06						
					٧	۷. I	UIV	עו	_	LAU AV.				CHE	CKE		:		APP	-		3Y:	SUP	ERS	EDE	D BY	:			7
									&						JCB					RWI	В									
	SB I-43 RAMPS									DAT	E: 10/2	8/13	_		DF	≀G.	N) .:	B-	12-6	5 54	-T			_					

	PHASE	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
	DIRECTION	SPARE	SB I-43 RAMP	SEB FDL	NWB FDL	SPARE	רד			CONF. LIGHT					N. X-WALK		-
LOCATION		SPA	SB	SEE	N N	SPA	NWB			PE (SPARE	ż		
W. FOND	DU LAC AV.	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	
8	&	3	4	5	6	7	8	9	10	11	12	13	14	15	16		
SB I-43	RAMPS	4	5	6	7	8	9	10	11	12	13	14	15	16			
		5	6	7	8	9	10	11	12	13	14	15	16]			
SHADED COMBINATION	ONS	6	7	8	9	10	11	12	13	14	15	16					
ARE NOT PERMITTED)	7	8	9	10	11	12	13	14	15	16						
DIODES FOR CONFLI	ICTING	8	9	10	11	12	13	14	15	16							
INDICATIONS		9	10	11	12	13	14	15	16								
		10	11	12	13	14	15	16									
		11	12	13	14	15	16										
		12	13	14	15	16											
	NWB	13	14	15	16												
	NWB NXW LT	14	15	16													
1R 2R 13R 3R	4R 14R 5R 6R	15	16	ļ													
1Y 2Y 9 3Y 1G 2G 13G 3G	4Y 9¥ 5Y 6Y 4G 14G 5G 6G	16]														
16 26 136 36	46 146 86 66																
AUX. C	DUTPUT A PE CO	ONF. LIC	GHTS														
									IN SE B-12 -			1/20/	06 @	0930			

B.T.E. E.S. - D.P.W. - CITY OF MILWAUKEE - GJG

SIGNAL PLAN #1

INTERVAL	SPARE	н	=	SB I-43 RAMP	=	=	=	=	SEB FDL	=		=	NWB FDL	=		N. X-WALK	= 0	SPARE	=		NWB LT																H H			AUX. A		ACTUAT #1	RESET NO. 1	ACTUAT #2	RESET NO 2	TRANSITION	AUTO TIMING	MIN. TIMING	RESPONSE	PREEMPTION XFER	PLAN XFER	INTERVAL
	-	-	-	R	Υ	G	-	-	R	: \	Y	G	R	Υ	G	DW	W	-	-	- [← R	~	◆ G														fl	d		тс	:		LE.		_		⋖	_		RE		
	1	2	3	4	5	6	7	8	9	1	0 1	11	12	13	14	15	16 1	7	18	19	20	21	22	23	2	4 2	5 2	6 2	7 2	8 2	9 3	0 3	31 3	32	33 ;	34	35 3	6 3	7 38	39	40						1 1			α.		
1				1								1			1		1				1																								1					1	0	1
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4				4					4						4	F							4																										1	10	0	4
5				5					5	;					5	5							5																			21	0							10	0	5
6				6					6						6	6							6																			21	0							10	0	6
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9				9					9						9	9							9																			21	0							10	0	9
10				10					10						10	-							10																			21								10	0	10
11				11					11						11								11																			21	0							10	0	11
12				12					12	2				12		12							12																								1	2	1	13	0	12
13				13					13					13		13						13																									1	2.5	1	14	0	13
14				14					14	4			14			14						14																									1	1	1	15	0	14
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16						16			16				16			16					16																												1	19	0	16
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18					18				18				18			18					18																										1	4	1	20	0	18
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22																																						I														22
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24																																																				24
LO	CAT	101	N :														TRY				ELL				_1	ΙР	LAN	I OF	PER	ATE	ES						DATE							RSE				B-(06-6	59-	Γ	
١ ١	N. F	ON	ID [DU L	_AC	A۷			LIT					FLA	SH	EXI	T		19	ΙΝΙΤ	AL	ZA.	TIC	N	2	0	Α	<u>LL</u> 1	ΓΙΜΙ	ES I	EX.	FIF	RE P	PΕ			1	0/28	/13		SUPERSEDED BY											
	5	SB I		& RA	MPS	3		DE		GNI CR	ED	BY	:				С		WI SCF	√ Β`	Y			CH		CKE CB	DΒ	Υ				P	PPI	RO	VED	B'	<u> </u>					D	RG	. NC) .:	B-1	2-6	54-	Т			

SIGNAL PLAN #4

INTERVAL	SPARE			SB I-43 RAMP	=	=			SEB FDL	=	=	NWB FDL	=		N. X-WALK	=	SPARE			NWB LT																PE CONF. LT.			AUX. A		ACTUAT #1	RESET NO. 1	ACTUAT #2	RESET NO 2	TRANSITION	AUTO TIMING	MIN. TIMING	RESPONSE	PREEMPTION XFER	PLAN XFER	INTERVAL
=	_		_	R	Υ	G	_	-	R	Υ	G	R	Y	G	D۷	w w	_	_		← R	Y	G														fld			тс		Ă	2	Ā	R	片	AU	≥	R	REEI	귭	=
	1	2	3	4	5	6	7	8	9	10	11	12	13	3 14	1:	5 16	17	18	19	20	21	22	23	24	1 25	5 26	3 27	7 28	3 29	30	3	1 32	2 3	3 3	4 3	5 36	37	38	39	40									α.		1
1				1							1			1	1					1																1						1		1						0	1
2				2						2			2		2					2																2														0	2
3				3					3			3			3	3				3																3														0	3
4				4					4					4								4														4														0	4
5				5					5					5	5	5						5														5														0	5
6				6					6					6								6														6														0	6
7				7					7					7	7	•						7														7														0	7
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9				9					9					9								9														9														0	9
10				10					10						10						10															10														0	10
11				11					11					11	11					11																11														0	11
12				12					12				12		12	2					12															12														0	12
13				13					13				13	3	1:						13															13														0	13
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15				15					15			15			1					15																15														0	15
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LO	CAT	101	N :					CY				2				NTR'	Y		DW	'ELI	L				Ρl	AN	OP	ER	ATE	S					D,	ATE					SU						B-0	06-6	59-	Γ	
1	N. F	ON	ID D)U L	.AC	AV.		SP	LIT	XF	ER		FL	ASI	ΗE	XIT			INI	ΓAL	IZA	TIO	N			10	N S	EB/I	NWI	B FI		CA				10	/28/1	SUPERSEDED BY													
	_	· n		<u>.</u>	MDC			DE	SIG	NE		Y:					DR			Y			CH			D B	Y				Al	PPR	ROV	/ED	BY										B-1		54-	Т			
	٤	DR I	I-43	RA	WIPS	•			SC	ĸ								SC	ĸ					JC	, B																										

PRE-EMPTION PLAN # 1 (SEB/NWB) OPTICOM [FIRE CALL]

	STEP	CODE	PM#
00	1	32	21
01	2	34	1
02	3	32	2
03	4	32	3
04 05	5	35 36	1
05	6	36	2
06	7 8	37	16
07	8	32	20
80	9	33	1
09	10	32	10
0A	11 12	32	11
0B 0C 0D 0E 0F 10	12	33 32 32	13 14
0C	13	32	13
0D	14	32	14
0E	14 15 16 17	32	15
0F	16	35	1
10	17	36	2
11	18	37	16
12	19	32	18
13	20	32	19
14	21	35	1
15	22	36	2
12 13 14 15 16 17	21 22 23	37	20
17	24		
18	25		
19 1A 1B	26 27		
1A	27		
1B	28 29		
1C	29		
1D 1E 1F	30		
1E	31		
1F	32		

		CODE	PM#
20	33		
21	34		
22	35		
22 23	36		
24	37		
25	38		
26	39		
27	40		
28	41		
29	42		
2A	43		
2B	44		
2C 2D	45		
2D	46		
2E	47		
2F	48		
30	49		
31	50		
32	51		
33	52		
34	53		
35	54		
36	55		
37	56		
38	57		
39	58		
3A	59		
3B	60		
3C 3D	61		
3D	62		
3E	63		
3F	64		

		CODE	PM#
40	65		
41	66		
42	67		
43	68		
44	69		
45	70		
46	71		
47	72		
48	73		
49	74		
4A	75		
4B	76		
4C	77		
4D	78		
4E	79		
4F	80		
50	81		
51	82		
52	83		
53	84		
54	85		
55	86		
56	87		
57	88		
58	89		
59	90		
5A	91		
5B	92		
5C	93		
5D	94		
5E	95		
5F	96		

LOCATION:

W. FOND DU LAC AV.

&

SB I-43 RAMPS

170 CONTROLLER W9FT PROGRAM PRE-EMPTION SEQUENCE

PAGE 4 OF 6

PRE-EMPTION CODES

COMMAND	CODE	PARAMETER
DISPLAY	32	INTERVAL
JUMP	33	STEP#
HOLD	34	INTERVAL#
TEST	35	PRE-EMPT #
BRANCH IF ON	36	STEP#
RETURN	37	INTERVAL#
CLEAR	38	INTERVAL#

DESIGNED	DRAWN	CHECKED	APPROVED	DATE	SUPERSEDES	B-06-659-T	DRG. NO. B-12-654-T
SCR	SCR	JCB		10/28/13	SUPERSEDED BY		DRG. NO. B-12-034-1

TIME OF DAY / DAY OF WEEK SETTINGS 170 CONTROLLER - W9FT PROGRAM NORMAL OPERATION DAY HR MN FN DAY HR MN FN 7 2 3 2 3 4 5 6 4 5 6 7 A82 A83 ARO A81 ACO AC1 AC2 AC3 1 17 X Χ Χ Χ X 06 30 311 AC4 AC5 AC6 AC7 A84 A85 A86 A87 2 18 Χ Χ Х Х Χ 09 00 111 A88 A89 A8A A8B AC8 AC9 ACA ACB 3 19 X Χ Χ Χ Χ 14 30 211 A8E A8F A8C A8D ACC ACD ACE ACF 4 20 Χ Χ Χ Χ Χ 18 00 111 ADO AD1 AD2 AD3 A90 A91 A92 A93 5 21 A94 A95 AD4 AD5 AD6 AD7 A96 A97 6 22 AD9 ADA ADB A98 A99 A9A A9B AD8 7 23 A9C A9D A9E A9F ADC ADD ADE ADF 8 24 AA1 AA2 AA3 AAO AEO AE1 AE2 AE3 9 25 AA4 AE5 AE6 AE7 AA5 AA6 AA7 AE4 10 26 AA8 AA9 AAA AAB AE8 AE9 AEA AEB 11 27 AAC AAD AAE AAF AEC AED AEE AEF 12 28 ABO AB1 AB2 AB3 AFO AF1 AF2 AF3 13 29 AB4 AF4 AF5 AF6 AF7 AB5 AB6 AB7 14 30 AB8 AF8 AF9 AFA AFB AB9 ABA ABB 31 15 ABC ABD ABE ABF AFD AFE AFF 16 32

TIME OF DAY / DAY OF WEEK FUNCTION CODES

FUNCTION	ON	OFF	FUNCTION	ON	OFF
SIGNAL PLAN	1 - 4		OUTPUT A	21	22
FLASH	11	12	OUTPUT B	23	24
FREE	16	17	OUTPUT C	25	26
	FUNC	CTION		ON	OFF
COORDINATION PL	AN = CYC	LE / SPLI	Г / OFFSET (EX. 111)	111 - 444	

LOCATION: W.	FOND DU LAC	AV.	CHECKED BY: JCB	SUPERSEDES:	B-06-659-T
	& SB I-43 RAMPS	;		SUPERSEDED B	Y:
DESIGNED BY: SCR	DRAWN BY: SCR	DATE: 10/28/13	APPROVED BY:	DRG. NO.:	B-12-654-T

SERVICE:

#4/1#8 LTP FED FROM WEPCO WP #58-1504 @ 4TH ST ALLEY 120V METER

FLASH PROGRAM:

NONE - EMERGENCY ALL RED

170 CONTROLLER W4IKS PROGRAM

INTERSECTION PROGRAMMING DATA

D				/5114						II	11.16	.=	2110						
PHAS		IMING	DATA	(PHA	SE + K	EY)				PHASE FL	JNC	CTIC	SNC	6 (0	+ K	EY)			
FUNCTION	ΚΕΥ	1	2	3	4	5	6	7	8	FUNCTION	KEY	1	2	3	4	5	6	7	8
MAXI	0	21	53		58	7	53	•	58	VEHICLE RECALL	0	Ė	X	Ť	X	Ť	X	-	X
MAX II / HFDW	1					-			-	PED. RECALL	1		Ĥ		X		Х		<u> </u>
WALK	2		6		5		6			RED LOCK	2	Х			<u> </u>				
FDW	3		21		18		21			YELLOW LOCK	3								_
MAX INITIAL	4									PERMIT	4	Х	Х		Х	Х	Х		Χ
MIN GREEN	5	7	21		18	7	21		18	PED PHASES	5		Х		Х		Χ		_
TIME BEFORE REDUCTION	6									LEAD PHASES	6	Х		Х		Х		Х	_
TIME TO REDUCE	7									DUAL ENTRY	7		Х		Х		Χ		Х
OBSERVE GAP	8									SEQ TIMING	8								_
PASSAGE	9	1.5				3				START UP GREEN	9				Х				Х
MINIMUM GAP	Α									OVERLAP A	Α								_
ADDED / ACTUATION	В									OVERLAP B	В							T	_
YELLOW	С	4	4		4	4	4		4	OVERLAP C	С								_
RED CLEARANCE	D	1	2.5		2		2.5		2	OVERLAP D	D								_
RED REVERT	Е									EXCLUSIVE	Е								_
WALK II	F									SIM GAP	F								_
PHASE			PHAS	E 5		SE	BLT		4-	OVERLAP									_
ASSIGNMENT DESCRI	PTIC	N							ACX.	В									
PHASE 1: NBLT		4-	PHAS	E 6		NB	6TH			OVERLAP									
		ACY.				E. X-	WALK			С									
PHASE 2: SB 6TH			PHAS	E 7		SP	ARE			OVERLAP									
WXW (ACT	.)									D									
PHASE 3: SPARE			PHAS	E 8	EE	FONI	D DU L	AC		OVERLAP			E	BR	Т				
										E									
PHASE 4: WB McKINLI	ΕY		OVER	LAP						OVERLAP									
N. X-WALK	(Α						F									
TIME IN: 5/7/09 @	42	00	PROG	RAM:						SYSTEM DATA									
5///09 @	13	UU	CR	D. PL	7: 060	090-090	0 HRS.	EX. S	S/S/H	MASTER:	LO	٧E	LL A	ANE	M	ICH	IGA	N	
SOFTWARE: W4IKS	. 60		CR	D. PL	. 4: 150	00-180	0 HRS.	EX. S	/S/H										
VV4INS	.00	,								PRO. CL.:	LO	۷E	LL A	ANE	M	ICH	IGA	N	
SIGNAL NO: 203	1		ΕV	A: ON	N/S F	IRE CA	ALL. E	VA											
203	ı		Р	HASE	IS NB/	SB GF	REEN (VAR.		FL. CL.:	NO	NE							
			L	ENGT	H BUT	15 SE	C. MIN	.) MA	Χ.										
			D	ELAY	TO EV	A IS 2	7.5 SE	C. OP	TI-	PROGRAM INST:									
LOCATION:			С	OM DI	ETECT	ION D	ISTAN	CE MU	JST										
W. FOND DU LAC	, ,	V	В	E AT L	EAST	1800 l	FEET.												
W. FUND DU LAU	A	٧.,																	
W. McKINLEY A	V	ጼ							AUXILLARY EQUIPMENT:										
	٠.,	•								OPTICOM FLOC	D L	.IGI	HTS	W/	5A	FU	SE		
N. 6TH ST.																			

CHECKED BY: JCB		APPROVED BY:	SUPERSEDED BY:	SUPERSEDES:	B-08-755-T
DESIGNED BY:	DRAWN BY:	DATE:	DRAWING NO:	B-09-555-T	
JCB	JCB	3/18/09	DRAWING NO.	D-03-333-1	

170 CONTROLLER - 4IKS PROGRAM COORDINATION DATA

FUNCTION)NI				COC	ORDI	NATIO	ON F	LAN		
TONCTI	JIN		1	2	3	4	5	6	7	8	9
CYCLE LENGTH	1	0	90			90			90		
FORCE OFF	PH 1	1	45			45			32		
FORCE OFF	PH 2	2	67			67			64		
FORCE OFF	PH 3	3									
FORCE OFF	PH 4	4	0			0			0		
FORCE OFF	PH 5	5	32			32			32		
FORCE OFF	PH 6	6	67			67			64		
FORCE OFF	PH 7	7									
FORCE OFF	PH 8	8	0			0			0		
OFFSET (SECC	NDS)	9	7			12			81		
PERMISSIVE LE	NGTH	Α	20			20			20		
MAXIMUM DWE	LL	В	30			30			30		

FUNCTION	KEY				PH	ASE				FUNCTION	KEY				PH	ASE			
1 011011011	궃	1	2	3	4	5	6	7	8	1 011011011	K	1	2	3	4	5	6	7	8
COORD PLAN 1										COORD PLAN 6									
LEAD PHASES	O	X		X		X		X		LEAD PHASES	O								
COORD PHASES	D				X				X	COORD PHASES	ם								
PERM 2 PHASES	Е									PERM 2 PHASES	Е								
MIN RECALL	F		Х		Χ		X		X	MIN RECALL	F								
COORD PLAN 2										COORD PLAN 7									
LEAD PHASES	O									LEAD PHASES	O	X		X		X		X	
COORD PHASES	D									COORD PHASES	D				X				X
PERM 2 PHASES	Е									PERM 2 PHASES	Е								
MIN RECALL	F									MIN RECALL	F		X		X		X		X
COORD PLAN 3										COORD PLAN 8									
LEAD PHASES	С									LEAD PHASES	O								
COORD PHASES	D									COORD PHASES	D								
PERM 2 PHASES	Е									PERM 2 PHASES	Е								
MIN RECALL	F									MIN RECALL	F								
COORD PLAN 4										COORD PLAN 9									
LEAD PHASES	С	X		X		X		Х		LEAD PHASES	O								
COORD PHASES	D				X				X	COORD PHASES	ם								
PERM 2 PHASES	Е									PERM 2 PHASES									
MIN RECALL	F		Х		Χ		Х		Х	MIN RECALL	F								
COORD PLAN 5										LOCATION:		1	W. F	OND	DU	LAC	AV.	,	
LEAD PHASES	С												W. I	ИсКI	NLE	Y A \	/., &		
COORD PHASES	D													Ν. 6	6ТН	ST.			
PERM 2 PHASES	Е									DATE:	SUP	RSE	DES:	B-08	3-75	5-T			
MIN RECALL	F									3/18/09	SUP	RSE	DED:						
DESIGNED BY:	DRAV	VN BY	' :			CHEC	CKED	BY:		APPROVED:									
JCB		JCB	3				JCE	3			DRAWING: B-09-555-T								

170 CONTROLLER - W4IKS PROGRAM MISCELLANEOUS FUNCTIONS

				РНА	SF I	NUN	BFF	₹				1	>			ELINIOT: CO.	>	
FUNCTION	ΚĒΥ	1	2	3	4	_	6	7	8		FUNCTION		ΚΕΥ	VAL		FUNCTION	KEY	VAL
		+ 0	+ K	EY							B + O + I	KEY				9 + KEY		
SAMPLE DET	С							Ш		MODI	(0-4)		4	2	SHO	RT POWER DOWN	0	4
ADV. WARN PH	Е							Ш		MAST	ER (0=OFF)		5	0	LONG	G POWER DOWN	1	4
MRI PHASES	F	Х				X					C+F+I	KEY			EV A	DEL TYPE	2	1
		+ A	+ K	EY						PAGE	ID		0		EV B	DEL TYPE	3	
FLASH YELLOW	С									OL A	RED		4		EV C	DEL TYPE	4	
FLASH CIRCUIT	D									OL B	RED		5		EV D	DEL TYPE	5	
TOD/DOW MAX	Ε									OL C	RED		6		RR D	EL TYPE	6	
OL B SWICH P	F									OL D	RED		7		PED	INHIBIT	7	
	_	+ B	+ K	EY	•						D + KEY 1 +	+ KE	Y 2		_ ≺	GREEN	8	
OL FL YELLOW	С									FLOA	TING PED		2E		OL	YELLOW	9	
OL FL CIRC	D									ID NU	MBER		2F	31	В	GREEN	Α	
TOD/DOW PED	Е									COOL	RD PED RECAL	L	3E	0	ОГ	YELLOW	В	
OL B SWITCH P	F									REST	IN WALK		3F	1	ر - د	GREEN	С	
	В	+ C	+ K	EY						ADV	WARN E O G		4E		7	YELLOW	D	
COORD MAX	С									ADV	WARN S O G		4F		٦.	GREEN	Е	
TOD RED REST	D									RR R	ED CLEAR		5E		Ы	YELLOW	F	
OL A SWITCH P	Е									RR R	ED COLOR		5F			E + F + KEY		
OL D SWITCH P	F									EV M	N AFT C		7E		RR M	IAX II	0	
	С	+ F	+ K	ΕY	-					EV IN	DICATORS		7F	5	PED	PERM PLAN 1	1	51
OVERLAP E	8	X			X				Χ		B + A + I	KEY			PED	PERM PLAN 2	2	
OVERLAP F	9									PERN	1 2 P1		9		PED	PERM PLAN 3	3	
RED REST	Α									PERN	1 2 P2		Α		PED	PERM PLAN 4	4	51
MAX RECALL	В		X				X			PERN	1 2 P3		В		PED	PERM PLAN 5	5	
FLASH GREEN	С										B + C + I	KEY			PED	PERM PLAN 6	6	
FLASH WALK	D									PERN	12 P7		9		PED	PERM PLAN 7	7	38
ADV WALK	Е									PERN	12 P8		Α		PED	PERM PLAN 8	8	
RESTR PHASE	F									PERN	12 P9		В		PED	PERM PLAN 9	9	
		C +	ΚE	′							B + B + I	KEY				A + 3 + KEY		
START UP YEL	9									PERN	12 P4		9		SAMI	PLING DETECTION	9	
EV A	Α		X				Χ			PERN	12 P5		Α		LEFT	TURN TYPE	Α	
EV B	В									PERN	12 P6		В			C + KEY		
EV C	С										E + KE	EY			TRIG	GERS ON IN FLASH	8	2
EV D	D										DELAY		0	0	DESI	GNED BY:	JCB	-
HANDICAP PED	Е									ΕV	MIN		1	15	DRA	NN BY:	JCB	
		E +	KEY	′						/ B	DELAY		2		CHE	CKED BY:	JCB	
RR CLEAR PH	В									EV	MIN		3		DATE	3/18/09	9	
RR PERMIT	С									C	DELAY		4		SUPE	RSEDES:		
RR OL PERMIT	D									EV	MIN		5			B-08-755-T		
LOCATION:										′ D	DELAY		6		SUPE	RSEDED BY:		
W. FC	MI) Г	111	ΙΔ	C	Δ۱/				ΕV	MIN		7					
										OL RI	ED REVERT		8		DRA	WING NO:		
W. N	lcK	IN	LE	Y A	١V.	, &				RR	MIN		9]			
	N	6T	Ή	СТ						α.	DELAY		Α			B-09-555-	Γ	
	14.	υı	11,	J I .	•													

									TROL												
				DAY				HR	MN	FN					DAY				HR	MN	FN
	1	2	3	4	5	6	7					1	2	3	4	5	6	7			
1		'		80	•			81	82	83	17		•		CO				C1	C2	C3
		Χ	X	Х	Х	Х		06	00	7											
2				84				85	86	87	18				C4				C5	C6	C7
		Χ	Χ	X	Х	X		09	00	1											
3				88				89	8A	8B	19		-		C8				C9	CA	СВ
		X	Х	Х	X	X		15	00	4											
4				8C			1	8D	8E	8F	20				CC	1	1	1	CD	CE	CF
		X	Х	X	X	X		18	00	1									D.	D.O.	D 0
5	1	1		90	T	1	T	91	92	93	21	Т	Т		DO	I	T	T	D1	D2	D3
				94				0.5	00	07					D.4				Dr	DC	D7
6				94		T .	1	95	96	97	22		ī		D4	1	1	1	D5	D6	D7
_				98				99	9A	9B					D8				D9	DA	DB
7				90	1	I	I	99	ЭA	ЭБ	23		1		Do	1	1	I	Da	DA	DB
0				9C				9D	9E	9F	0.4				DC				DD	DE	DF
8				<u> </u>			1	55	02	01	24						1			DL	Β,
9				AO	<u> </u>		J.	A1	A2	A3	25				EO		J		E1	E2	E3
9				1.0						7.0	23				Ť				 		
10				A4	<u> </u>		Į.	A5	A6	A7	26				E4				E5	E6	E7
10											20										
11				A8	<u> </u>			A9	AAE	AB	27				E8				E9	ΕA	EB
'											_'										
12				AC				AD	AE	AF	28				EC				ED	EE	EF
13				ВО				B1	B2	В3	29				FO				F1	F2	F3
14				В4				B5	B6	B7	30	•	•		F4				F5	F6	F7
15				B8				B9	BA	BB	31				F8				F9	FA	FB
16				ВС				BD	BE	BF	32				FC				FD	FE	FF

TIME OF DAY / DAY OF WEEK FUNCTION CODES

FUNCTION	ON	OFF	FUNCTION	ON	OFF
COORDINATION PLAN	1-18		OUTPUT B	72	82
RED REST	25	24	OUTPUT C	73	83
MAX RECALL	27	26	OUTPUT D	74	84
PED RECALL	29	28	TIME TRANSFER (PAGE 1)	101	
FLASH	33	32	TIME TRANSFER (PAGE 2)	102	
WALK II	55	54	TIME TRANSFER (PAGE 0)	100	
OUTPUT A	71	81	MAX II	129	128

LOCATION: W. I	FOND DU LAC	AV.,	CHECKED BY: JCB	S	SUPERSEDES:	B-08-755-T
W.	McKINLEY AV N. 6TH ST.	., &		3	SUPERSEDED E	3Y:
DESIGNED BY: JCB	DRAWN BY: JCB	DATE: 3/18/09	APPROVED BY:	DRG	6. NO.: B-	09-555-T

BUAGE															4.5	40
PHASE	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
DIRECTION		SB 6TH	SPARE	WB McKINLEY	Į.	NB 6TH	SPARE	EB MCKINLEY	W. X-WALK	N. X-WALK	E. X-WALK	SPARE		κΤ		
LOCATION	NBLT	SB	SP/	WB	SBLT	NB	SPA	EB	W.)	ż	E.X	SPA		EBRT		
W. FOND DU LAC AV.,	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	
W. McKINLEY AV., &	3	4	5	6	7	8	9	10	11	12	13	14	15	16		
N. 6TH ST.	4	5	6	7	8	9	10	11	12	13	14	15	16			
SHADED COMBINATIONS	5	6	7	8	9	10	11	12	13	14	15	16				
ARE NOT PERMITTED	6	7	8	9	10	11	12	13	14	15	16					
DIODES FOR CONFLICTING	7	8	9	10	11	12	13	14	15	16						
INDICATIONS	8	9	10	11	12	13	14	15	16							
	9	10	11	12	13	14	15	16								
CABINET SWITCH LOCATIONS	10	11	12	13	14	15	16									
1 2 3 4 5 6 7	11	12	13	14	15	16										
	12	13	14	15	16											
8 9 10 11 12 13 14	13	14	15	16												
[NDIT OF L NO LODIT NO L	14	15	16													
NBLT SB - WB SBLT NB -	15	16	J													
	16															
EB WXW NXW EXW SXW CY3 EBRT (OL-E)																
D-1						MON	ITOR	IN SE	RVICI	E:	11/14	I/08 @	1020)		
EVA FLOOD LIGHT						DRG.	NO:	B-09-	·555-T	-						

PAGE 5 OF 5

ELECTRICA	۸L:									FUNCTION		ΚEΥ	VAL			CYC	LE 1		C	YCI	LE 2			CYC	LE 3	1		CYC	LE 4	
2 #4 LT	P SE	RV. I	FED I	RO	мν	NEPCC	МН	ı			D+4+KEY				OFF	SET	1	39	OFFS	ET ·	1	35	OFF	SET	1		OFF	SET	1	
120V M	ETE	R								# OF INTER		6	8		OFF	SET	2		OFFS	ET :	2		OFF	SET	2		OFF	SET	2	
										TYPE OF CA	.B.	7	2		OFF	SET	3		OFFS	ET:	3		OFF	SET	3		OFF	SET	3	
											B+1+KEY				OFF	SET	4		OFFS	ET 4	4		OFF	SET	4		OFF	SET	4	
FLASHING	PRC	GRAI	M :							ACT. 1 LOCK	(0			MAX	ζ.			MAX.				MAX	ί.			MAX	ζ.		
2400-09	00 F	IRS.;	N/S-	YELL	LOI	W, WB	RED)		ACT. 2 LOCK	(1			DWI	ELL		57	DWEI	L		57	DWE	ELL			DWI	ELL		
		·				•				ACT. 1 DELA	·Υ	2		ب	CY	CLE I	ENG	HT	CYC	ΕL	ENC	ЭТН	CYC	CLE I	LENG	3TH	CY	CLE I	ENC	HTE
		1	2	3	4	4 5	6		7 8	ACT. 2 DELA	·Υ	3		Λ		SE	С			SE	С				ΞC			SE	С	
	8		Х			х		T		PRE-EMPT 1	LOCK	5		INTERVAL	90	0	0	0	90	0	0	0	0	0	0	0	0	0	0	0
FLASH OUTPUT ASSIGN.	9					x 🗆		T		PRE-EMPT 2	LOCK	6		ΙΞ	SP1	SP2	SP3	SP4	SP1	SP2	SP3	SP4	SP1	SP2	SP3	SP4	SP.	SP2	SP3	SP4
LA JTF	Α							T		PRE-EMPT 3	LOCK	7		1	42	0,	,,	0,	42	<u>"</u>	0,	0,	0,	0,	- 0,	0,	0,	0,	- 0,	- 0,
A O SA	В							T		PRE-EMPT 1	DELAY	8		2	11				11											
	С							T		PRE-EMPT 2	? DELAY	9		3	4				4											
AUXILLARY	EQ	JIPM	ENT:		-		1			PRE-EMPT 3	BELAY	Α		4	1.5				1.5											
1 1/4" V	ENT	PIPE	.								B+3+KEY			5	10				10											
POLICE	НА	NDC	ORD (OPEI	RA [°]	TION				LONG POWE	R DOWN	0	4	6	16				16											
										SHORT POW		1	4	7	4				4											
PROGRAM:											T. FUNCTIONS			8	1.5				1.5											
CYCLE		500-1	800 H	IRS.	EX	(. S/S/H	1			ACT. SIGNAL	_ PLAN	2	l l	9																
										ACT. CYCLE		3		10																
										ACT. SPLIT		4		11						i										
										ACT. OFFSE	Т	5		12																
										RESET INTE		6		13						i										
										# OF CYCLE		7		14						i										
										NO T.B.C. FA		8		15						i										
										CRD. FROM		9		16																
										511211110III	C+C+KEY	<u> </u>	ı	17																
										DWELL MET		Α	0	18																
										COORD, MO			1	19					\vdash	┪										
										COORD. MA		F		20					\vdash											
TIME IN SE	RVIC	Œ:			_					SYSTEM DA	-			21																
			2-7	-12	(a	2 12:5	53			MASTER:	LOVELL AND MI	CHIGAN		22																
SIGNAL #:										PRO. CL.:	LOVELL AND MI	-		23																
	20	29								FL. CL.:		LOCAL		24																
LOCATION	V :														SIGNE	D B	Y:		DRAV	VN F	3Y:		SUP	FRS	EDE	S:				
									\	JCB					СВ					9-568										
	W. HIGHLAND A				ND AV.				CHF	CKE		' :		APPR	_	ED P	3Y:	SUP				' :								
	&								JCB		-			WE				0			-									
	-						DAT					-				_			_											
							Ν	ا. ا	4TH	ST.				, (1	1/21	/11			DR	G.	NC) .:	B-′	11-	537	-T				
															.,															

SIGNAL PLAN #1

INTERVAL	NB 4TH		=	SB 4TH	=		E/W X-WALKS		SPARE	=	=	WB HIGHLAND		=		N/S X-WALKS	L 0	SPARE	=			=	=															SPARE			SPARE		ACTUAT #1	RESET NO. 1	ACTUAT #2	RESET NO 2	TRANSITION	AUTO TIMING	MIN. TIMING	RESPONSE	PREEMPTION XFER	PLAN XFER	INTERVAL
	R	Υ	G	R	Υ	G	DW	w	_	_	-	R	ı Y	, (G D	w	w	-	_	_	_	١.	_															_			-		`	Ľ		ш.	_	⋖	_		REI		i
	1	2	3	4	5	6	7	8		10	11	12						17	18	19	20	21	22	23	3 2	24 2	25	26	27	28	29	30	31	32	33	34	35	36	37	38	39	40			, !		ı				₾		i I
1			1			1		1				1				1	T																											1	П	1						5	1
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4	4			4			4					4	ŀ			4																																1	1.5			5	4
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7	7			7			7						7	7		7																																1	4			5	7
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LO	CAT	IOI	N :														RY				/EL				ľ	1_F	PLA	N C	PE	RA	TES	3					DA	TE								DES			B-0	9-5	68-T		
	W.	. HI	GHI	LAN	ID A	٧.		SP	LĪT	XFI	ER	1	Fl	LAS	SH E	ΞXI					TAL	ΙZΑ	TIC			1			<u>. TI</u>	ME	S EX	(. F						1/2	1/11				SUI	PEF	₹SE	DEI	D B\	′					
		N	} I. 4T	& 'H S	т.			DE	SIG JC		DE	3Y:						DRA	JCE		Υ			Cl		CK CB	ED	BY					ΑP	PRO	OVE	DΒ	3Y						D	RG.	NC).:	B-1	1-5	37-1	Г			

						Т							SET [*]		S						
				DAY				HR	MN	FN					DAY				HR	MN	FN
	1	2	3	4	5	6	7					1	2	3	4	5	6	7			
1				A80			1	A81	A82	A83	17		1		ACO			1	AC1	AC2	AC3
•	Χ	Χ	Х	Х	Χ	Х	Х	00	00	11											
2	<u> </u>			A84				A85	A86	A87	18	,		<u> </u>	AC4				AC5	AC6	AC7
	Χ	Χ	X	X	Х	Х	Х	09	00	12											
3				A88				A89	A8A	A8B	19				AC8				AC9	ACA	ACB
	Χ	X	X	X	X	X	X	09	00	111											
4				A8C				A8D	A8E		20				ACC				ACD	ACE	ACF
		X	X	Х	Χ	Х		15	00	211											
5				A90			1	A91	A92		21				ADO			1	AD1	AD2	AD3
		X	X	X	X	X		18	00	111									105	450	457
6				A94		1	1	A95	A96	A97	22				AD4		_	1	AD5	AD6	AD7
				A98				A99	A9A	AOD					AD8				A D0	ADA	ADD
7				A96		1		A99	A9A	A9B	23				AD6		I		AD9	ADA	ADB
				A9C				A9D	A9E	A9F	0.4				ADC				ADD	ADE	ADE
8				ASC				ASD	ASL	Aar	24				ADC				ADD	ADL	ADI
9				AAO				AA1	AA2	AA3	25				AEO				AE1	AE2	AE3
9				7.0.0				,,,,,	7012	7.0.10	25				7.20					,,	7120
10				AA4				AA5	AA6	AA7	26				AE4				AE5	AE6	AE7
10											20										
11				AA8				AA9	AAA	AAB	27				AE8				AE9	AEA	AEB
' '																					
12			1	AAC				AAD	AAE	AAF	28				AEC				AED	AEE	AEF
13				ABO		•		AB1	AB2	AB3	29				AFO		•		AF1	AF2	AF3
14				AB4				AB5	AB6	AB7	30				AF4				AF5	AF6	AF7
15				AB8				AB9	ABA	ABB	31				AF8				AF9	AFA	AFB
16		, I		ABC	1			ABD	ABE	ABF	32				AFC	1			AFD	AFE	AFF

TIME OF DAY / DAY OF WEEK FUNCTION CODES

FUNCTION	ON	OFF	FUNCTION	ON	OFF
SIGNAL PLAN	1 - 4		OUTPUT A	21	22
FLASH	11	12	OUTPUT B	23	24
FREE	16	17	OUTPUT C	25	26
	FUNC	CTION		ON	OFF
COORDINATION PLA	AN = CYC	LE / SPLI	T / OFFSET (EX. 111)	111 - 444	

LOCATION: W	. HIGHLAND A	V.	CHECKED BY: JCB	SUPERSEDES:	B-09-568-T
	& N. 4TH ST.			SUPERSEDED B	Y:
DESIGNED BY: JCB	DRAWN BY: JCB	DATE: 1/21/11	APPROVED BY:	DRG. NO.:	B-11-537-T

PHASE	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
DIRECTION				ND	-	-							_		-	
	4TH	4TH	SPARE	WB HIGHLAND	SPARE	SPARE			SPARE				X-WALK	S X-WALKS		
LOCATION:	N R	SB	SP	×	SP	SP			SP				ш	S/N		
W. HIGHLAND AV.	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	
&	3	4	5	6	7	8	9	10	11	12	13	14	15	16]	
N. 4TH ST.	4	5	6	7	8	9	10	11	12	13	14	15	16]		
SHADED COMBINATIONS	5	6	7	8	9	10	11	12	13	14	15	16]			
ARE NOT PERMITTED	6	7	8	9	10	11	12	13	14	15	16					
DIODES FOR CONFLICTING	7	8	9	10	11	12	13	14	15	16						
INDICATIONS	8	9	10	11	12	13	14	15	16							
CARINET CWITCH LOCATIONS	9	10	11	12	13	14	15	16								
CABINET SWITCH LOCATIONS	10	11	12	13	14	15	16									
1 2 13 3 4 14 5 6	11	12	13	14	15	16										
CONFLICT MONITOR CONNECTIONS	12	13 14	14 15	15 16	16											
E/W N/S	14	15	16	16												
NB SB XWS EB WB XWS			10													
1R 2R 13R 3R 4R 14R 5R 6R 1Y 2Y 9G 3Y 4Y 9Y 5Y 6Y	15 16	16														
1Y 2Y 9G 3Y 4Y 9Y 5Y 6Y 1G 2G 13G 3G 4G 14G 5G 6G	10	j														
10 20 130 30 40 140 30 80																
						MON	ITOR	IN SF	RVICI	=:	9/30/	05 @	0830			
									-537-T		3,007		5000			

B.T.E. E.S. - D.P.W. - CITY OF MILWAUKEE - GJG

SERVICE:

2 #4 LTP SERV. FED FROM WEPCO MH AT JUNEAU AND 6TH. 3 #4/1 #8 LTP SERV. FEEDS CONT. CAB. AT HIGHLAND AND 8TH. 120V METER

FLASH PROGRAM:

2400-0600 HRS.; N/S-YELLOW,

170 CONTROLLER W4IKS PROGRAM

INTERSECTION PROGRAMMING DATA

E/W-RED																						
PHASE	_	IMING	DATA	(PHA	SE + K	ŒΥ)				PHASE FUNCTIONS (0 + KEY)												
	KEY										KEY											
FUNCTION		1	2	3	4	5	6	7	8	FUNCTION	_	1	_	3		5	6	7 8				
MAXI	0	7	62		34		62		34	VEHICLE RECALL	0		Х		X		Х)				
MAX II / HFDW	1									PED. RECALL	1		Х		X		Х)				
WALK	2		7		16		7		16	RED LOCK	2											
FDW	3		11		18		11		18	YELLOW LOCK	3											
MAX INITIAL	4									PERMIT	4	Х	Х		X		Х)				
MIN GREEN	5	7	11		18		11		18	PED PHASES	5		Х		X		Х)				
TIME BEFORE REDUCTION	6									LEAD PHASES	6	Х		Х		Х		Х				
TIME TO REDUCE	7									DUAL ENTRY	7		Х		X		Х	>				
OBSERVE GAP	8				,					SEQ TIMING	8											
PASSAGE	9	3								START UP GREEN	9		Х				Х					
MINIMUM GAP	Α									OVERLAP A	Α											
ADDED / ACTUATION	В									OVERLAP B	В											
YELLOW	С	3.5	4		4		4		4	OVERLAP C	С											
RED CLEARANCE	D		1.5		2		1.5		2	OVERLAP D	D											
RED REVERT	Е									EXCLUSIVE	Е											
WALK II	F									SIM GAP	F											
PHASE			PHAS	E 5		SP	ARE			OVERLAP												
ASSIGNMENT DESCRIF	PTIC	N	PHASE 6 NB 6TH OVERLAP																			
PHASE 1: NBLT		ACY.	PHAS	E 6		NB	6TH			OVERLAP												
		<u>ښ</u>				E. X-	WALK			C												
PHASE 2: SB 6TH			PHASE 7 SPARE OVERLAP																			
W. X-WALK			D																			
PHASE 3: SPARE			PHASE 8 EB HIGHLAND OVERLAP																			
			S. X-WALK E																			
PHASE 4: WB HIGHLAN	۱D		OVERLAP OVERLAP																			
N. X-WALK				Α						F												
TIME IN:			PROG	RAM:						SYSTEM DATA												
			CR	D. PL	. 4: 150	00-180	0 HRS.	EX. S	/S/H	MASTER:	LO	۷E	LL A	١ND	M	CHI	GΑ	N				
SOFTWARE: W4IKS	60		CR	D. PL	7: 060	090-090	0 HRS.	EX. S	/S/H													
WAIKS	.00	1	NC	TE: N	BLT A	RROW	/S INHI	BITED)	PRO. CL.:	LO	۷E	LL A	١ND	M	CHI	GΑ	N				
SIGNAL NO: 2028	,		0	600-09	00 HR	S. EX.	S/S/H	AND 2	358-													
2028	•		0	002 HF	RS. DA	ILY (V	IA CON	/MANI	D	FL. CL.: NONE												
			В	OX PF	ROG. A	ND AL	JX. C)															
			ΕV	A: ON	N/S F	IRE CA	ALL. É	VA		PROGRAM INST:												
LOCATION:			Р	HASE	IS NB/	SB GF	REEN (15 SE	C.	PROGRAM COM	1MA	ND	ВО	хт	ΟI	NHI	віт					
W HIGH AND	,	M	IIN.) N	IAX. D	ELAY	IS 24 S	EC.		PHASE 1 (NBLT) Dl	JRII	NG	CRI). F	L. 7	' AN	ID					
W. HIGHLAND	•	D	ET. DI	ST. > 1	1600 F	EET.			2358-0002 HRS.	(VI	ΑА	UX.	C)									
•		ΕV	B: ON	EB FI	RE CA	LL. E	٧B		AUXILLARY EQUIPI	•												
&			Р	HASE	IS EB/	WB G	REEN	(15 SE	C.	PE CONF. LIGH	PE CONF. LIGHTS W/ 5A FUSES. POLICE											
NI ATU AT							IS 18 S	•		HANDCORD OP	HANDCORD OPERATION											
N. 6TH ST.				,	ST. > 1								-									
									L													

CHECKED BY: JCB		APPROVED BY:	SUPERSEDED BY:	SUPERSEDES:	B-08-618-T
DESIGNED BY:	DRAWN BY:	DATE:	DRAWING NO:	B-09-569-T	
JCB	JCB	3/18/09	DIVAMING NO.	D-03-303-1	

170 CONTROLLER - 4IKS PROGRAM COORDINATION DATA

FUNCTION				COC	ORDI	NATIO	ON F	LAN		
TONCTION		1	2	3	4	5	6	7	8	9
CYCLE LENGTH	0	90			90			90		
FORCE OFF PH	1 1	65			65			•		
FORCE OFF PH	2 2	0			0			0		
FORCE OFF PH	3 3									
FORCE OFF PH	4 4	52			52			52		
FORCE OFF PH	5 5									
FORCE OFF PH	6 6	0			0			0		
FORCE OFF PH	7 7									
FORCE OFF PH	8 8	52			52			52		
OFFSET (SECONDS) 9	70			74			65		
PERMISSIVE LENGT	Н А	0			0			0		
MAXIMUM DWELL	В	30			30			30		

					DII	A O E				1	T≻ I PHASE										
FUNCTION	KEY	4			_	ASE		l -		FUNCTION	KEY										
00000 01 411 4	×	1	2	3	4	5	6	/	8	000000000000000000000000000000000000000	×	1	2	3	4	5	6	/	8		
COORD PLAN 1			Ι	- V			Ι	l v	ı	COORD PLAN 6				Ι	Ι		Ι				
LEAD PHASES	С	Х		Х		Х		Х		LEAD PHASES	С										
COORD PHASES	D		Х				Х			COORD PHASES	D										
PERM 2 PHASES										PERM 2 PHASES											
MIN RECALL	F		Х		Χ		Х		X	MIN RECALL	F										
COORD PLAN 2										COORD PLAN 7											
LEAD PHASES	С									LEAD PHASES	С	Χ		X		Х		X			
COORD PHASES	D									COORD PHASES	D		X				X				
PERM 2 PHASES	Ш									PERM 2 PHASES	Ш										
MIN RECALL	F									MIN RECALL	F		X		X		X		X		
COORD PLAN 3										COORD PLAN 8											
LEAD PHASES	С									LEAD PHASES	С										
COORD PHASES	D									COORD PHASES	D										
PERM 2 PHASES	Е									PERM 2 PHASES	Е										
MIN RECALL	F									MIN RECALL	F										
COORD PLAN 4										COORD PLAN 9											
LEAD PHASES	С	Х		Х		Х		Х		LEAD PHASES	С										
COORD PHASES	D		Х				Х			COORD PHASES	D										
PERM 2 PHASES	Е									PERM 2 PHASES	Е										
MIN RECALL	F		Х		Χ		Х		Х	MIN RECALL	F										
COORD PLAN 5										LOCATION:			W.	HIG	HLA	ND A	٩V.				
LEAD PHASES	С														&						
COORD PHASES	D													N. (6ТН	ST.					
PERM 2 PHASES	Е									DATE:	SUPI	ERSE	DES:	B-08	8-618	8-T					
MIN RECALL	F									3/18/09											
DESIGNED BY: JCB	DRAV	VN BY				CHEC	JCE			APPROVED:	DR	PRAWING: B-09-569-T									

170 CONTROLLER - W4IKS PROGRAM MISCELLANEOUS FUNCTIONS

	NI > PHASE NUMBER										>	_ 1			l ≻						
FUNCTION	ΚEΥ	1	2	3	4	_	6	7	8		FUNCTIO	N	KEY	VAL		FUNCTION	ΚΕΥ	VAL			
	В	+ 0	+ K	ΕY							B + C	+ KEY				9 + KEY					
SAMPLE DET	С									MODI	E (0-4)		4	1	SHO	RT POWER DOWN	0	4			
ADV. WARN PH	Ε									MASTER (0=OFF)			5	0	LONG	G POWER DOWN	1	4			
MRI PHASES	F	X								C + F + KEY					EV A	DEL TYPE	2	1			
	В	+ A	+ K	ΕY						PAGE	ID		0		EV B	DEL TYPE	3	1			
FLASH YELLOW	С		X				X			OL A	RED		4		EV C	DEL TYPE	4				
FLASH CIRCUIT	D									OL B	RED		5		EV D	DEL TYPE	5				
TOD/DOW MAX	Е									OL C	RED		6		RR D	EL TYPE	6				
OL B SWICH P	F									OL D	RED		7		PED	INHIBIT	7				
	В	+ B	+ K	ΕY							D + KEY	1 + KE	Y 2		∢	GREEN	8				
OL FL YELLOW	С									FLOA	TING PED		2E		OL.	YELLOW	9				
OL FL CIRC	D									ID NU	IMBER		2F	28	В	GREEN	Α				
TOD/DOW PED	Е									COOL	RD PED REC	CALL	3E	0	OL	YELLOW	В				
OL B SWITCH P	F	<u> </u>			<u> </u>	<u> </u>				REST	IN WALK		3F	1	ပ	GREEN	С				
	В	+ C	+ K	ΕY						ADV	NARN E O (3	4E		OL.	YELLOW	D				
COORD MAX	С									ADV	WARN S O C	3	4F			GREEN	Е				
TOD RED REST	D									RR R	ED CLEAR		5E		O_	YELLOW	F				
OL A SWITCH P	Е									RR R	ED COLOR		5F			E + F + KEY					
OL D SWITCH P	F									EV M	IN AFT C		7E		RR M	1AX II	0				
	С	+ F	+ K	ΕY	-					EV IN	DICATORS		7F	4	PED	PERM PLAN 1	1				
OVERLAP E	8										B + A	+ KEY			PED	PERM PLAN 2	2				
OVERLAP F	9									PERM 2 P1			9		PED	PERM PLAN 3	3				
RED REST	Α									PERN	12 P2		Α		PED	PERM PLAN 4	4				
MAX RECALL	В									PERN	12 P3		В		PED	PERM PLAN 5	5				
FLASH GREEN	С										B + 0	+ KEY			PED	PERM PLAN 6	6				
FLASH WALK	D									PERN	12 P7		9		PED	PERM PLAN 7	7				
ADV WALK	Е									PERN	12 P8		Α		PED	PERM PLAN 8	8				
RESTR PHASE	F									PERN	12 P9		В		PED PERM PLAN 9 9						
		C +	KEY	′							B + E	+ KEY			A + 3 + KEY						
START UP YEL	9									PERN	12 P4		9		SAM	PLING DETECTION	9				
EV A	Α		Х				Χ			PERN	1 2 P5		Α		LEFT	TURN TYPE	Α				
EV B	В				Х				Χ	PERN	12 P6		В			C + KEY					
EV C	С										E+	- KEY			TRIG	GERS ON IN FLASH	8	2			
EV D	D										DELAY		0	0	DESI	GNED BY:	JCB	-			
HANDICAP PED	Е									ΕV	MIN		1	15	DRA	WN BY:	JCB				
		E +	KEY	,						' B	DELAY		2	0	CHE	CKED BY:	JCB				
RR CLEAR PH	В									ΕV	MIN		3	15	DATE	3/18/0	9				
RR PERMIT	С									C	DELAY		4		SUPI	ERSEDES:					
RR OL PERMIT	D									ΕV	MIN		5		1	B-08-618-T					
LOCATION:					۷ D	DELAY		6		SUPI	ERSEDED BY:										
W. HIGHLAND AV.					ΕV	MIN		7		Ī											
vv.	VV. HIGHLAND AV.						OL RED REVERT 8 DRAWING NO						WING NO:	O:							
&					∝ MIN 9																
N STU ST					DELAY A					1	B-09-569-	Т									
N. 6TH ST.																					

											- W4I NATIO										
				DAY				HR	MN	FN					DAY				HR	MN	FN
	1	2	3	4	5	6	7					1	2	3	4	5	6	7			
1				80				81	82	83	17				CO		•		C1	C2	C3
	Χ	Χ	Χ	X	X	Х	Х	00	00	33											
2				84				85	86	87	18				C4				C5	C6	C7
	Χ	Χ	X	Х	Х	Х	Х	00	02	83											
3				88				89	8A	8B	19				C8				C9	CA	CB
	Χ	X	X	X	X	X	X	06	00	32											
4				8C				8D	8E	8F	20				CC				CD	CE	CF
	Χ						Χ	06	00	1											
5				90				91	92	93	21				DO				D1	D2	D3
		X	X	X	X	X		06	00	7											
6		,	1	94	,			95	96	97	22				D4				D5	D6	D7
		X	X	X	X	X		06	00	73											
7				98				99	9A	9B	23				D8				D9	DA	DB
		X	X	X	X	X		09	00	83											
8				9C				9D	9E	9F	24				DC				DD	DE	DF
		X	X	X	X	X		09	00	1											
9				AO				A1	A2	A3	25				EO				E1	E2	E3
		Χ	Χ	X	X	X		15	00	4											
10				A4				A5	A6	A7	26				E4				E5	E6	E7
		Χ	Χ	X	X	X		18	00	1											
11				A8				A9	AAE	AB	27				E8				E9	EA	EB
	Χ	X	X	X	X	X	X	23	58	73											
12				AC				AD	AE	AF	28				EC				ED	EE	EF
13				ВО				B1	B2	В3	29				FO				F1	F2	F3
14				B4				B5	В6	B7	30				F4				F5	F6	F7
15				B8				В9	BA	BB	31				F8				F9	FA	FB
16				ВС				BD	BE	BF	32				FC				FD	FE	FF

FUNCTION	ON	OFF	FUNCTION	ON	OFF
COORDINATION PLAN	1-18		OUTPUT B	72	82
RED REST	25	24	OUTPUT C	73	83
MAX RECALL	27	26	OUTPUT D	74	84
PED RECALL	29	28	TIME TRANSFER (PAGE 1)	101	
FLASH	33	32	TIME TRANSFER (PAGE 2)	102	
WALK II	55	54	TIME TRANSFER (PAGE 0)	100	
OUTPUT A	71	81	MAX II	129	128

LOCATION: W	/. HIGHLAND A	۱V.	CHECKED BY: JCB	SUPERSEDES: B-08-618-T
	& N. 6TH ST.			SUPERSEDED BY:
DESIGNED BY: JCB	DRAWN BY: JCB	DATE: 3/18/09	APPROVED BY:	DRG. NO.: B-09-569-T

		1	ı	ı	ı			1	ı			1	ı	ı	1	ı	
	PHASE	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
	DIRECTION	NBLT	SВ 6ТН	SPARE	WB HIGHLAND	SPARE	NB 6TH	SPARE	EB HIGHLAND	W. X-WALK	N. X-WALK	E. X-WALK	X-WALK				
LOCATION		<u>R</u>	SB	S	WE	SP	NB	SP	EB	×.	ż	П	S.				
W. HIGHLA	ND AV.	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	
&		3	4	5	6	7	8	9	10	11	12	13	14	15	16	j	
N. 6TH :	ST.	4	5	6	7	8	9	10	11	12	13	14	15	16]		
SHADED COMBINATION	ONS	5	6	7	8	9	10	11	12	13	14	15	16				
ARE NOT PERMITTED)	6	7	8	9	10	11	12	13	14	15	16					
DIODES FOR CONFLI	CTING	7	8	9	10	11	12	13	14	15	16						
INDICATIONS		8	9	10	11	12	13	14	15	16							
		9	10	11	12	13	14	15	16								
CABINET SWITCH LO	CATIONS	10	11	12	13	14	15	16									
1 2 3 4	5 6 7	11	12	13	14	15	16										
		12	13	14	15	16											
8 9 10 11	12 13 14	13	14	15	16												
		14	15	16													
NBLT SB - WB	- NB -	15	16														
		16															
/EVA (NB/SB)	CONF. LIGHTS																
EB WXW NXW EXW	SXW CY3 "A	– AUX. (DUTPU	ТА													
	CY2 "B"																
	D-1 "C"						MON	ITOR	IN SE	RVIC	≣:						
\EVB (E	EB/WB) CONF. LIGHTS						DRG.	NO:	B-09-	·569-T	•						

I.S.D - D.P.W. - CITY OF MILWAUKEE - GJG

SERVICE:

2 #4 SERVICE FED FROM WEPCO MH IN INTERSECTION OF 12TH.

170 CONTROLLER W4IKS PROGRAM

FLASH PROGRAM:

NONE - EMERGENCY ALL RED

INTERSECTION PROGRAMMING DATA

DUAC		TIN AIN IC		/DLIA	CE . 1/					DUACE EL	INIC	TIC	NIC	. /0	. 1/				_
PHASI		ΓΙΜΙΝΟ	DATA	(PHA	5E + N	LEY)				PHASE FL	JINC	,110	201	(U	+ N	⊏Y)			
FUNCTION	ΚEΥ	1	2	3	4	5	6	7	8	FUNCTION	KΕ	1	2	3	4	5	6	7	8
MAX I	0			4	66		33	7	66	VEHICLE RECALL	0			Х	Х		Х	Х	Х
MAX II / HFDW	1									PED. RECALL	1		Х		Х		Х		Х
WALK	2		28		7		19		7	RED LOCK	2								
FDW	3		11		11		14		11	YELLOW LOCK	3								
MAX INITIAL	4									PERMIT	4		Х	Χ	Х		Х	Х	Х
MIN GREEN	5			4	11		14	7	11	PED PHASES	5		Х		Х		Х		Х
TIME BEFORE REDUCTION	6									LEAD PHASES	6	Х		Χ		Χ		Х	
TIME TO REDUCE	7									DUAL ENTRY	7		Х		Х		Х		Χ
OBSERVE GAP	8									SEQ TIMING	8								
PASSAGE	9									START UP GREEN	9				Х				Х
MINIMUM GAP	Α									OVERLAP A	Α		Х	Χ					
ADDED / ACTUATION	В									OVERLAP B	В							Х	Χ
YELLOW	С			4	4		4	3.5	4	OVERLAP C	С								
RED CLEARANCE	D			2	1.5		2		1.5	OVERLAP D	D								
RED REVERT	Е									EXCLUSIVE	Ε								
WALK II	F									SIM GAP	F								
PHASE			PHAS	E 5		SP	ARE			OVERLAP		٧	٧B	@ 1	2TI	Н		-	
ASSIGNMENT DESCRI	PTIC	N								В									
PHASE 1: SPARE			PHAS	E 6		NB/SI	3 12TH			OVERLAP									
					E/\	w xw	S @ 12	TH		С									
PHASE 2: EXW @ 11T	Ή		PHAS	E 7	1	NBLT	@ 12T	Н		OVERLAP									
(OL-A)										D									
PHASE 3: DUMMY			PHAS	E 8		EB @	12TH			OVERLAP									
(OL-B)					N/	S XWS	3 @ 12	TH		E									
PHASE 4: EB/WB @ 11	TH		OVER	LAP		SB	11TH			OVERLAP									
N/S XWS @ 1 ⁻	1TH			Α	(SB	I-43 C	FF-RA	MP)		F									
TIME IN: 5/22/09 @) US	2/0	PROG	RAM:						SYSTEM DATA									
3/22/09	<i>y</i> 00) 4 0	CR	D. PL	. 4: 150	00-180	0 HRS	EX. S	/S/H	MASTER:	LO	۷E	LL A	AND) MI	СН	GΑ	N	
SOFTWARE: W4IKS	: 60	`	CR	D. PL	. 7: 060	00-090	0 HRS	EX. S	/S/H										
VV-111CO	,.00	,								PRO. CL.:	LO	۷E	LL A	ANE) MI	СН	GΑ	N	
SIGNAL NO:	IGNAL NO: 2025					IRE C	ALL. E	VA											
2023		Р	HASE	IS EB/	WB G	REEN	(VAR.		FL. CL.:	NO	NE								
		L	ENGT	H BUT	15 SE	C. MIN	.) MA	X.											
			D	ELAY	TO EV	'A IS 1	9.5 SE	C.		PROGRAM INST:									
LOCATION:			0	PTICC	M DE	TECTI	ON DIS	TANC	E										
W. HIGHLAND	Δ۱/		M	IUST E	BE AT I	LEAST	1300	FEET.											
W. HIGHLAND	~ v	•,																	
N 11TH ST	N. 11TH ST., &									AUXILLARY EQUIP	MEN	NT:			_		_		
N. 1111131.,	N. 111Π 31., α									PE CONF. LIGH	TS \	W/ 5	5A F	US	ES				
N. 12TH ST.										JUMPER CABLE	TC	11	TH	ST	DU	MM	Y C	ΑB	

CHECKED BY: JCB		APPROVED BY:	SUPERSEDED BY:	SUPERSEDES:	B-08-744-T
DESIGNED BY:	DRAWN BY:	DATE:	DRAWING NO:	B-09-572-T	
JCB	JCB	3/11/09	DRAWING NO.	D-03-312-1	

170 CONTROLLER - 4IKS PROGRAM COORDINATION DATA

FUNCTION					COC	ORDI	NATIO	ON F	LAN		
FUNCTION			1	2	3	4	5	6	7	8	9
CYCLE LENGTH		0	90			90			90		
FORCE OFF PH	1 1	1									
FORCE OFF PH	12	2	57			57			57		
FORCE OFF PH	13	3	61			61			61		
FORCE OFF PH	14	4	0			0			0		
FORCE OFF PH	l 5	5									
FORCE OFF PH	1 6	6	51			51			51		
FORCE OFF PH	17	7	64			64			64		
FORCE OFF PH	18	8	0			0			0		
OFFSET (SECONDS	3)	9	56			56			53		
PERMISSIVE LENG	TH	Α	12			12			12		
MAXIMUM DWELL		В	30			30			30		

										1-									
FUNCTION	KEY				PH	ASE				FUNCTION	ΚĒΥ				PH	ASE			
1 011011011	궃	1	2	3	4	5	6	7	8	1 011011011	궃	1	2	3	4	5	6	7	8
COORD PLAN 1										COORD PLAN 6									
LEAD PHASES	O	X		X		X		X		LEAD PHASES	С								
COORD PHASES	D				X				X	COORD PHASES	D								
PERM 2 PHASES	Е									PERM 2 PHASES	Е								
MIN RECALL	F			Х	X		Х	Х	X	MIN RECALL	F								
COORD PLAN 2										COORD PLAN 7									
LEAD PHASES	O									LEAD PHASES	С	X		X		X		X	
COORD PHASES	D									COORD PHASES					X				X
PERM 2 PHASES	Е									PERM 2 PHASES	Е								
MIN RECALL	F									MIN RECALL	F			X	X		Х	X	X
COORD PLAN 3										COORD PLAN 8									
LEAD PHASES	С									LEAD PHASES	С								
COORD PHASES	D									COORD PHASES	D								
PERM 2 PHASES	Е									PERM 2 PHASES	Е								
MIN RECALL	F									MIN RECALL	F								
COORD PLAN 4										COORD PLAN 9									
LEAD PHASES	С	Х		Х		Х		Х		LEAD PHASES	С								
COORD PHASES	D				Х				Х	COORD PHASES	D								
PERM 2 PHASES	Е									PERM 2 PHASES	Ε								
MIN RECALL	F			Х	Х		Х	Х	Х	MIN RECALL	F								
COORD PLAN 5										LOCATION:			W.	HIG	HLA	ND A	۱۷.,		
LEAD PHASES	С												1	N. 11	TH S	ST., 8	&		
COORD PHASES	D													N. 1	2TH	ST.			
PERM 2 PHASES	Е									DATE:	SUPI	ERSE	DES:	B-08	8-74	4-T			
MIN RECALL	F									3/11/09	9 SUPERSEDED:								
DESIGNED BY:	DRAV	VN BY	/ :			CHE	CKED	BY:		APPROVED:).								
JCB		JCE					JCE				DR	AWI	NG:	B-0	9-57	'2-T			

170 CONTROLLER - W4IKS PROGRAM MISCELLANEOUS FUNCTIONS

				РНА	SEI	NUM	1BFF	₹				1	>			ELINIOT: C:	>	L
FUNCTION	KEY	1	2	3	4	_	_	_	8		FUNCTIO	N	KEY	VAL		FUNCTION	ΚΕΥ	VAL
	_	+ 0	+ K	EY								+ KEY				9 + KEY		
SAMPLE DET	С									MODI	E (0-4)		4	2	SHO	RT POWER DOWN	0	4
ADV. WARN PH	Е									MAST	ER (0=OFF))	5	0	LON	G POWER DOWN	1	4
MRI PHASES	F										C + F	+ KEY			EV A	DEL TYPE	2	1
	_	+ A	+ K	EY					_	PAGE	ID		0		EV B	DEL TYPE	3	
FLASH YELLOW	С									OL A	RED		4	2	EV C	DEL TYPE	4	
FLASH CIRCUIT	D									OL B	RED		5	1.5	EV D	DEL TYPE	5	
TOD/DOW MAX	Е									OL C	RED		6		RR D	DEL TYPE	6	
OL B SWICH P	F									OL D	RED		7		PED	INHIBIT	7	
	В	+ B	+ K	ΕY							D + KEY	1 + KE	Y 2		_ <	GREEN	8	0
OL FL YELLOW	С									FLOA	TING PED		2E		7	YELLOW	9	4
OL FL CIRC	D									ID NU	IMBER		2F	25	ω,	GREEN	Α	0
TOD/DOW PED	Е									COOL	RD PED REC	CALL	3E	0	OL.	YELLOW	В	4
OL B SWITCH P	F									REST	IN WALK		3F	1	٥.	GREEN	С	
	В	+ C	+ K	ΕY						ADV '	WARN E O (3	4E		OL.	YELLOW	D	
COORD MAX	С									ADV '	WARN S O (3	4F		Δ.	GREEN	Е	
TOD RED REST	D									RR R	ED CLEAR		5E		占	YELLOW	F	
OL A SWITCH P	Е									RR R	ED COLOR		5F			E + F + KEY		
OL D SWITCH P	F									EV M	IN AFT C		7E		RR N	MAX II	0	
	С	+ F	+ K	ΕY	•	•	•		-	EV IN	DICATORS		7F	5	PED	PERM PLAN 1	1	
OVERLAP E	9										B + A	+ KEY			PED	PERM PLAN 2	2	
OVERLAP F	8									PERN	1 2 P1		9		PED	PERM PLAN 3	3	
RED REST	Α									PERN	1 2 P2		Α		PED	PERM PLAN 4	4	
MAX RECALL	В									PERN	1 2 P3		В		PED	PERM PLAN 5	5	
FLASH GREEN	С		Х								B + C	+ KEY		•	PED	PERM PLAN 6	6	
FLASH WALK	D									PERN	1 2 P7		9		PED	PERM PLAN 7	7	
ADV WALK	Е									PERN	1 2 P8		Α		PED	PERM PLAN 8	8	
RESTR PHASE	F									PERN	12 P9		В		PED	PERM PLAN 9	9	
		C +	KE	′							B + E	3 + KEY				A + 3 + KEY	•	
START UP YEL	9									PERN	1 2 P4		9		SAM	PLING DETECTION	9	
EV A	Α				Х				Х	PERN	1 2 P5		Α		+	TURN TYPE	Α	
EV B	В									PERN	1 2 P6		В			C + KEY		
EV C	С										E+	- KEY			TRIG	GERS ON IN FLASH	8	2
EV D	D									A	DELAY		0	0	DESI	IGNED BY:	JCB	
HANDICAP PED	Е									E	MIN		_		DRA	WN BY:	JCB	
-			KE							В	DELAY		2		+	CKED BY:	JCB	
RR CLEAR PH	В			Π	Π	Π	Π	Π	П	ΕV	MIN		3		DATE	E: 3/11/0	9	
RR PERMIT	С									C	DELAY		4		SUPI	ERSEDES:		
RR OL PERMIT	D									ΕV	MIN		5		1	B-08-744-T		
LOCATION:	OCATION:						D	DELAY		6		SUPI	ERSEDED BY:					
	W. HIGHLAND AV.,							\geq	MIN		7		1					
W.	HIG	iHL	_AI	ND	А١	/ .,					D REVERT		8		DRA	WING NO:		
N	. 11	1 T I	H S	T.	&						MIN		9		1			
				•						RR	DELAY		A		†	B-09-572-	Т	
	Ν.	12	ΙH	ST	•								· ·		1		-	

									TROL												
				DAY				HR	MN	FN					DAY				HR	MN	FN
	1	2	3	4	5	6	7					1	2	3	4	5	6	7			
1		'		80	•			81	82	83	17	•	•		CO				C1	C2	C3
		Χ	Χ	Х	Х	Х		06	00	7											
2				84				85	86	87	18				C4				C5	C6	C7
		Χ	Χ	X	Х	X		09	00	1											
3				88				89	8A	8B	19				C8				C9	CA	СВ
		X	Х	Х	X	X		15	00	4											
4				8C			1	8D	8E	8F	20				CC	r	1	1	CD	CE	CF
		Χ	Х	X	X	X		18	00	1									D.	D.O.	D 0
5		1		90	T	1	T	91	92	93	21	Т	ı		DO	r	T	T	D1	D2	D3
				94				95	96	07					D4				D5	D6	D7
6				94		T .	1	95	96	97	22				D4	1	1	1	טט	D6	וט
_				98				99	9A	9B					D8				D9	DA	DB
7				90			1	99	ЭА	90	23	Ī			D0		1	I	Da	DA	DB
0				9C				9D	9E	9F	0.4				DC				DD	DE	DF
8				<u> </u>			1	55	02	01	24						1			DL	Β,
9				AO	<u> </u>			A1	A2	A3	25				EO	<u> </u>			E1	E2	E3
9				1.0						7.0	23				Ť				 		
10				A4	<u> </u>		Į.	A5	A6	A7	26				E4	<u> </u>			E5	E6	E7
10											20										
11				A8	<u> </u>			A9	AAE	AB	27				E8	<u> </u>			E9	ΕA	EB
' '											_'										
12				AC				AD	AE	AF	28				EC				ED	EE	EF
'-																					
13		'		ВО	-			B1	B2	В3	29				FO	-			F1	F2	F3
14				В4				B5	B6	B7	30				F4				F5	F6	F7
15				B8				B9	BA	BB	31				F8				F9	FA	FB
16				ВС				BD	BE	BF	32				FC				FD	FE	FF

FUNCTION	ON	OFF	FUNCTION	ON	OFF
COORDINATION PLAN	1-18		OUTPUT B	72	82
RED REST	25	24	OUTPUT C	73	83
MAX RECALL	27	26	OUTPUT D	74	84
PED RECALL	29	28	TIME TRANSFER (PAGE 1)	101	
FLASH	33	32	TIME TRANSFER (PAGE 2)	102	
WALK II	55	54	TIME TRANSFER (PAGE 0)	100	
OUTPUT A	71	81	MAX II	129	128

LOCATION: W	. HIGHLAND A	V.,	CHECKED BY: JCB	S	SUPERSEDES:	B-08-744-T
	N. 11TH ST., 8 N. 12TH ST.			9	SUPERSEDED B	Y:
DESIGNED BY: JCB	DRAWN BY: JCB	DATE: 3/11/09	APPROVED BY:	DRG	i. NO.: B-0)9-572-T

		ı	1									ı	ı				
	PHASE	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
	DIRECTION	SPARE	OL-A (SB 11TH)	OL-B (WB @ 12TH)	EB/WB HIGHLAND @ 11TH	SPARE	NB/SB 12TH	WBLT @ 12TH	EB HIGHLAND @ 12TH	E. X-WALK @ 11TH	N/S X-WALKS @ 11TH	E/W X-WALKS @ 12TH	N/S X-WALKS @ 12TH				
LOCATION		S	Ъ	Ъ	EB @	SP	NB	WE	EB 12	Ë	<u>×</u> ±	12	12 N				
W. HIGHLA	ND AV.,	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	
N. 11TH S	ST., &	3	4	5	6	7	8	9	10	11	12	13	14	15	16		
N. 12TH	ST.	4	5	6	7	8	9	10	11	12	13	14	15	16			
SHADED COMBINATI	ONS	5	6	7	8	9	10	11	12	13	14	15	16				
ARE NOT PERMITTE)	6	7	8	9	10	11	12	13	14	15	16					
DIODES FOR CONFL	CTING	7	8	9	10	11	12	13	14	15	16						
INDICATIONS		8	9	10	11	12	13	14	15	16							
		9	10	11	12	13	14	15	16								
CABINET SWITCH LC	CATIONS	10	11	12	13	14	15	16]								
1 2 3 4	5 6 7	11	12	13	14	15	16										
		12	13	14	15	16											
8 9 10 11	12 13 14	13	14	15	16												
LWD & LEW O		14	15	16]												
- 11TH WB @ E/W @ 11TH	- 12TH WBLT	15	16]													
		16															
EB @ EXW @ N/S E/W	N/S CY3 "A"																
12TH 11TH XW'S @ XW'S @ @ 11TH @ 12TH	XW 3 @																
7 @ 11111 @ 1216	D-1 "C"						MON	ITOR	IN SE	RVIC	E:	8/11/0	06 @	1120			
EB/WB OPTI	COM FLOOD LIGHTS						DRG.	NO:	B-09-	572-1	Γ						

I.S.D - D.P.W. - CITY OF MILWAUKEE - GJG

ELECTRICA	L:										FUNCTION		ΚË	VAL			CYC	LE 1		C,	′CLI	Ē 2		С	YCL	E 3			CYCL	_E 4	
2 #8 LS	SER	V. FE	D F	ROM	WEF	РСО	мн					D+4+KEY				OFF	SET	1	16	OFFSE	T 1		28 O	FFS	ET 1	1	20	OFF	SET 1	1	
@ INTER	RSE	СТІО	N								# OF INTER		6	9		OFF	SET	2		OFFSE	T 2		0	FFS	ET 2	2		OFF	SET 2	2	
120V ME	ETER	₹									TYPE OF CAR	3.	7	2		OFF	SET	3		OFFSE	T 3		0	FFS	ET 3	3		OFF	SET 3	3	
												B+1+KEY				OFF	SET	4		OFFSE	T 4		0	FFS	ET 4	1		OFF	SET 4	4	
FLASHING F	PRO	GRAN	VI :								ACT. 1 LOCK		0			MAX	΄.			MAX.			M	AX.				MAX			
NONE -	EME	RGE	NCY	' ALL	RED)					ACT. 2 LOCK		1			DWE	ELL		58	DWEL	_		58 D'	WEL	_L		58	DWE	ELL		
											ACT. 1 DELA	Y	2		Ļ	CYC	CLE I	ENC	ЭТН	CYCL	E LE	NG	гн с	YCI	LE LI	ENG	НТ	CYC	CLE L	ENG	TH
		1	2	3	4	5	6		7	8	ACT. 2 DELA	Y	3		√		SE	С			SEC	;			SE	С			SE	C	
_ ⊢	8		Х			Х					PRE-EMPT 1	LOCK	5		INTERVAL	90	0	0	0	90 ()	0	0 9	0	0	0	0	0	0	0	0
FLASH OUTPUT ASSIGN.	9	Χ			Х						PRE-EMPT 2	LOCK	6		Z	SP1	SP2	SP3	SP4	SP1		SP3	SP4	L 0	SP2	SP3	SP4	SP1	SP2	SP3	SP4
LA UT SSI	Α										PRE-EMPT 3	LOCK	7		1	43				43			4	3							
L 0 4	В										PRE-EMPT 1	DELAY	8		2	9.5				9.5			9	.5							
	С										PRE-EMPT 2	DELAY	9		3	4				4			4	4							
AUXILLARY	EQL	JIPMI	ENT				•	•			PRE-EMPT 3	DELAY	Α		4	1.5				1.5			1	.5							
POLICE	HAN	NDCC	RD									B+3+KEY			5	9				9			,	9							
											LONG POWE	R DOWN	0	4	6	6.5				6.5			6	.5							
											SHORT POW	ER DOWN	1	4	7	11				11			1	1							
PROGRAM:											SPECIAL ACT	T. FUNCTIONS			8	3.5				3.5			3	.5							
CYCLE	2: 15	00-1	800	HRS.	EX.	S/S/H	Н				ACT. SIGNAL	PLAN	2		9	2				2			- 2	2							
CYCLE	3: 06	00-0	900	HRS.	EX.	S/S/H	Н				ACT. CYCLE		3		10																
											ACT. SPLIT		4		11																
NOTE: N	NS X	(-WA	LKS	OPE	RAT	E WI	TH 9	SE	EC.		ACT. OFFSET	Γ	5		12																
WALK	LEA	D AT	ALL	. TIM	ES E	X. Fl	LASH	٦.			RESET INTER	RVAL	6		13																
											# OF CYCLES	6	7		14																
											NO T.B.C. FA	LL BACK	8		15																
											CRD. FROM A	ACT. MSTR.	9		16																
												C+C+KEY			17																
											DWELL METH	HOD A	Α	0	18																
											COORD. MOD	DE	Е	1	19																
											COORD. MAS	STER	F		20																
TIME IN SEF	RVIC	E:	2-7	'-12	@ ·	12.0	20				SYSTEM DAT	<u>A:</u>			21																
			Z -1	-12	w	13.0	UU				MASTER:	LOVELL AND M	ICHIGAN		22																
SIGNAL #:	203	20									PRO. CL.:	LOVELL AND M	ICHIGAN		23																
	203	<u> </u>									FL. CL.:		LOCAL		24																
LOCATION	l:														DES	SIGNE	D B	Y:		DRAW	N B	Y:	SI	UPE	RSE	DES	S:				
						ν./	μι	IC.	н	ΔΝ	ID AV.					JCB				J					3-09-						
						V V .		U		.AI	ID AV.				CHE	CKE	D BY	′:		APPRO	VE	D B	′: SI	UPE	RSE	DEI) BY	:			
									8	·						JCB				R\	ΝB										
					Ν	ΩI	D١	W	OR	lГ	3RD ST.				DAT					DRO	. I	NΩ	. P	3-1°	1-5	38.	-T				
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SIGNAL PLAN #1

INTERVAL	NB 0LD WORLD 3RD		=	SB OLD WORLD 3RD			E/W A-WALRS	EB HIGHLAND	=	=	WB HIGHLAND	=		N/S X-WALKS	=	SPARE	=		=		=													HARDS			SPARE		ACTUAT #1	RESET NO. 1	ACTUAT #2	RESET NO 2	TRANSITION	AUTO TIMING	MIN. TIMING	RESPONSE	PREEMPTION XFER	PLAN XFER	INTERVAL
=	R	Υ	G	R			w w	R	Y		R	Y	G	DV	v w	-	-	-	-	-	-																-		Ā	R	Ā	R	Ĕ	AU	Σ	∝	REE		=
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2			2				F	2			2			2																																		5	2
3		3			3		3	3			3			3																														1	4				3
4	4			4			4	4			4			4																														1	1.5				4
5	5			5			5	5			5				5																																	5	5
6	6			6			6			6	i		6		6																																		6
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	CAT	יחו	<u> </u>				C	/CI	ΕV	EEC) 1	FI	ΛSL	1 5	NTR	V	0	D۱۸	/EL		<u> </u>	<u> </u>	1	DI	AN	ΛP	ED^	TEC	<u> </u>					DATE	- 		1		SU	DEC	SE	DEG	<u> </u>		R_0	9-85	50-T		픡
120				A NII	D AV	,				ER			ASI			<u> </u>			TAL		TIO	NI.	1	_					X. F		eп				: /21/ 1	1							o D BY		۵-0	3-00	JU-1		\dashv
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1				A80				A81	A82	A83	17				ACO				AC1	AC2	AC3
		Х	Χ	Х	Х	Х		06	00	311											
2	•	1		A84		•	•	A85	A86	A87	18				AC4		1		AC5	AC6	AC7
		Х	Χ	Х	Х	Х		09	00	111	. •										
3				A88				A89	A8A	A8B	19		1		AC8		1		AC9	ACA	ACB
		Χ	Х	Х	Х	Х		15	00	211											
4	•	'		A8C				A8D	A8E	A8F	20		•		ACC		•		ACD	ACE	ACF
		X	X	X	Χ	X		18	00	111											
5	•	'		A90				A91	A92	A93	21		•		ADO		•		AD1	AD2	AD3
6	•	'		A94				A95	A96	A97	22		•		AD4		•		AD5	AD6	AD7
7	•	1		A98		•	•	A99	A9A	A9B	23				AD8		1		AD9	ADA	ADB
8	•	'		A9C				A9D	A9E	A9F	24		•		ADC		•		ADD	ADE	ADF
9				AAO				AA1	AA2	AA3	25	•	•		AEO			•	AE1	AE2	AE3
10		U Company		AA4		•	•	AA5	AA6	AA7	26				AE4				AE5	AE6	AE7
11	•	'		AA8				AA9	AAA	AAB	27		•		AE8		•		AE9	AEA	AEB
12				AAC				AAD	AAE	AAF	28				AEC				AED	AEE	AEF
13				ABO				AB1	AB2	AB3	29				AFO				AF1	AF2	AF3
14				AB4				AB5	AB6	AB7	30				AF4				AF5	AF6	AF7
15				AB8				AB9	ABA	ABB	31		•		AF8				AF9	AFA	AFB
16				ABC				ABD	ABE	ABF	32				AFC				AFD	AFE	AFF

FUNCTION	ON	OFF	FUNCTION	ON	OFF
SIGNAL PLAN	1 - 4		OUTPUT A	21	22
FLASH	11	12	OUTPUT B	23	24
FREE	16	17	OUTPUT C	25	26
		CTION		ON	OFF
COORDINATION PL	AN = CYC	LE / SPLI	Г / OFFSET (EX. 111)	111 - 444	

LOCATION: W	. HIGHLAND A	V.	CHECKED BY: JCB	SUPERSEDES:	B-09-850-T
N. OI	& LD WORLD 3RI	D ST.		SUPERSEDED B	Y:
DESIGNED BY: JCB	DRAWN BY: JCB	DATE: 1/21/11	APPROVED BY:	DRG. NO.:	B-11-538-T

	PHASE	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
	DIRECTION	OLD WORLD 3RD	OLD WORLD 3RD	HIGHLAND	WB HIGHLAND	SPARE	SPARE			SPARE				E/W X-WALKS	X-WALKS		
LOCATION:		B	SB	EB	WB	SP/	SP/			SP/				E/W	N/S		
W. HIGHLAND	O AV.	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	
&		3	4	5	6	7	8	9	10	11	12	13	14	15	16		
N. OLD WORLD	3RD ST.	4	5	6	7	8	9	10	11	12	13	14	15	16			
SHADED COMBINATIONS		5	6	7	8	9	10	11	12	13	14	15	16				
ARE NOT PERMITTED		6	7	8	9	10	11	12	13	14	15	16					
DIODES FOR CONFLICTIN	IG	7	8	9	10	11	12	13	14	15	16						
INDICATIONS		8	9	10	11	12	13	14	15	16							
		9	10	11	12	13	14	15	16								
CABINET SWITCH LOCAT	IONS	10	11	12	13	14	15	16									
1 2 13 3 4	14 5 6	11	12	13	14	15	16		•								
	.	12	13	14	15	16											
CONFLICT MONITOR CON	INECTIONS	13	14	15	16												
NB SB EW EB WB	N/S XWS	14	15	16		- '											
1R 2R 13R 3R 4R	14R 5R 6R	15	16		_'												
1Y 2Y 9G 3Y 4Y	9Y 5Y 6Y	16		•													
1G 2G 13G 3G 4G	14G 5G 6G		•														
	<u> </u>																

B.T.E. E.S. - D.P.W. - CITY OF MILWAUKEE -

DRG. NO: B-11-538-T

SERVICE:

2 #4 LTP SERV. FROM WEPCO MH IN INTERSECTION

170 CONTROLLER W4IKS PROGRAM

FLASH PROGRAM:

NONE - EMERGENCY ALL RED

INTERSECTION PROGRAMMING DATA

PHASE	= - T	IMING	DATA	(PHA	SF + K	FY)				PHASE FI	INC	:TIC	NS	(0 -	⊦ KI	=Y)		
111/05		11011111	, D/(1/)	(1 1 1 / 1	<u> </u>	,				111/10211	_		7110	(0 .		- ' /		
FUNCTION	KEY	1	2	3	4	5	6	7	8	FUNCTION	KEY	1	2	3	4	5	6	7 8
MAX I	0		39		65		39		65	VEHICLE RECALL	0		Χ		Х		Х	Х
MAX II / HFDW	1									PED. RECALL	1		Х		Х		Х	Х
WALK	2		24		7		24		7	RED LOCK	2							
FDW	3		15		19		15		19	YELLOW LOCK	3							
MAX INITIAL	4									PERMIT	4		X		X		X	Х
MIN GREEN	5		15		19		15		19	PED PHASES	5		X		Х		Х	Х
TIME BEFORE REDUCTION	6									LEAD PHASES	6	X		X		X		Х
TIME TO REDUCE	7									DUAL ENTRY	7		X		X		X	Х
OBSERVE GAP	8									SEQ TIMING	8							
PASSAGE	9									START UP GREEN	9				Х			Х
MINIMUM GAP	Α									OVERLAP A	Α				[
ADDED / ACTUATION	В									OVERLAP B	В					_		
YELLOW	С		4		4		4			OVERLAP C	С							
RED CLEARANCE	D		2		2		2		2	OVERLAP D	D							
RED REVERT	Е									EXCLUSIVE	Е							
WALK II	F									SIM GAP	F							
PHASE			PHAS	E 5		SP	ARE			OVERLAP								
ASSIGNMENT DESCRIF	PTIC	N								В								
PHASE 1: SPARE			PHAS	E 6			4TH			OVERLAP								
2000			5				WALK			C								
PHASE 2: SB 4TH	,		PHAS	E /		SP	ARE			OVERLAP								
W. X-WALK			DLIAG			·	INIT ALI			D								
PHASE 3: SPARE			PHAS	Εŏ			JNEAU			OVERLAP E								
PHASE 4: WB JUNEAU			OVER	LAD		3. A-	WALK			OVERLAP								
N. X-WALK			OVER	A						F								
TIME IN:			DDOC	RAM:						SYSTEM DATA								
5/8/09 @	08	50				n 10n	0 HRS.	EV C	IC ILI	MASTER:		VE		ND	Ми	СПІ	CAR	J
SOFTWARE:			_				0 HRS.			WIASTER.	LO	٧LI	LL <i>F</i>	MIND	IVII	CIII	GAI	•
W4IKS	.60	1		D. I L	7.000	JU-U3U	o mas.	LA. J	3/11	PRO. CL.:	10	VEI		MD	М	СНІ	CVI	d
SIGNAL NO:										I KO. GL	LO	V L.		1110	IVII	Cili	OA!	•
2002	2									FL. CL.:	NO	NF						
										1 2. 02								
										PROGRAM INST:								
LOCATION:										11.13010 W 11.01.								
W. JUNEAU A	٧.																	
										AUXILLARY EQUIPI	MEN	NT:						
&										POLICE HAND (
N. 4TH ST.																		
I NAIH CI			•															

CHECKED BY: JCB		APPROVED BY:	SUPERSEDED BY:	SUPERSEDES:	B-06-664-T
DESIGNED BY:	DRAWN BY:	DATE:	DRAWING NO:	B-09-563-T	
JCB	JCB	3/18/09	DRAWING NO.	D-03-303-1	

170 CONTROLLER - 4IKS PROGRAM COORDINATION DATA

FUNCTION	J				COC	ORDI	NATIO	ON F	LAN		
FUNCTION	N .		1	2	3	4	5	6	7	8	9
CYCLE LENGTH		0	90			90			90		
FORCE OFF	PH 1	1									
FORCE OFF	PH 2	2	65			65			65		
FORCE OFF	PH 3	3									
FORCE OFF	PH 4	4	0			0			0		
FORCE OFF	PH 5	5									
FORCE OFF	PH 6	6	65			65			65		
FORCE OFF	PH 7	7									
FORCE OFF	PH 8	8	0			0			0		
OFFSET (SECON	DS)	9	15			11			5		
PERMISSIVE LEN	GTH	Α	0			0			0		
MAXIMUM DWELI	L	В	15			15			15		

										1									
FUNCTION	ΚΕΥ				PH	ASE				FUNCTION	ΚΕΥ				PH	<u>ASE</u>			
1 011011011	고	1	2	3	4	5	6	7	8	1 011011011	고	1	2	3	4	5	6	7	8
COORD PLAN 1										COORD PLAN 6									
LEAD PHASES	O	X		X		X		X		LEAD PHASES	O								
COORD PHASES	D				X				X	COORD PHASES	D								
PERM 2 PHASES	Е									PERM 2 PHASES	Е								
MIN RECALL	F		X		Χ		X		X	MIN RECALL	F								
COORD PLAN 2										COORD PLAN 7									
LEAD PHASES	O									LEAD PHASES	O	X		X		X		X	
COORD PHASES	D									COORD PHASES	D				X				Χ
PERM 2 PHASES	Е									PERM 2 PHASES	Е								
MIN RECALL	F									MIN RECALL	F		X		X		X		X
COORD PLAN 3										COORD PLAN 8									
LEAD PHASES	C									LEAD PHASES	C								
COORD PHASES	D									COORD PHASES	D								
PERM 2 PHASES	Е									PERM 2 PHASES	Е								
MIN RECALL	F									MIN RECALL	F								
COORD PLAN 4										COORD PLAN 9									
LEAD PHASES	С	Х		Х		Х		Х		LEAD PHASES	С								
COORD PHASES	D				Х				Х	COORD PHASES	D								
PERM 2 PHASES	Е									PERM 2 PHASES	Е								
MIN RECALL	F		Х		Х		Х		Х	MIN RECALL	F								
COORD PLAN 5										LOCATION:			V	/. JU	NEA	'A U	٧.		
LEAD PHASES	С														&				
COORD PHASES	D													N. 4	4TH	ST.			
PERM 2 PHASES	Е									DATE:	SUP	RSE	DES:		Е	3-06-	664-	Т	
MIN RECALL	F									3/18/09	SUPI	RSE	DED:						
DESIGNED BY:	DRAV	VN BY	′ :			CHEC	CKED	BY:		APPROVED:									
JCB		JCB					JCB				DR	AWI	NG:		В	-09-	563-	·T	

170 CONTROLLER - W4IKS PROGRAM MISCELLANEOUS FUNCTIONS

	1	1		ДЦΛ	SE I	NII IN A	DEE	<u> </u>									_	1
FUNCTION	ΚΕΥ	1	2	_	_				8	I	FUNCTION		ΚΕΥ	VAL		FUNCTION	Α̈́	VAL
	\(\frac{1}{2} \) 2 3 4 5 \\ \text{B+O+KEY} \\ \text{EDET} \text{C} \\ \text{ARN PH} \text{E} \\ \text{ASES} \text{F} \\ \text{B+A+KEY} \\ \text{YELLOW} \text{C} \\ \text{CIRCUIT} \text{D} \\ \text{OW MAX} \text{E} \\ \text{VICH P} \text{F} \\ \text{ELLOW} \text{C} \\ \text{CIRC} \text{D} \\ \text{VICH P} \text{F} \\ \text{VICH P} \text{F} \\ \text{MAX} \text{C} \\ \text{CIRCY} \text{D} \\ \text{VICH P} \text{F} \\ \text{MAX} \text{C} \\ \text{CIRCY} \text{CIRCY} \\ \text{CIRCY} \text{CIRCY} \\ \text{CIRCY} \text{CIRCY} \text{CIRCY} \\ \text{CIRCY} \text{CIRCY} \text{CIRCY} \\ \text{CIRCY} \text{CIRCY} \text{CIRCY} \\ \text{CIRCY} \text{CIRCY} \text{CIRCY} \\ \text{CIRCY} \text{CIRCY} \q										B + O + KI	ΈY				9 + KEY		
SAMPLE DET	С									MODE	(0-4)		4	2	SHO	RT POWER DOWN	0	4
ADV. WARN PH	Е									MAST	ER (0=OFF)		5	0	LONG	G POWER DOWN	1	4
MRI PHASES	F										C + F + K	EY			EV A	DEL TYPE	2	
	В	+ A	+ K	EY						PAGE	ID		0		EV B	DEL TYPE	3	
FLASH YELLOW	С									OL A	RED		4		EV C	DEL TYPE	4	
FLASH CIRCUIT	D									OL B	RED		5		EV D	DEL TYPE	5	
TOD/DOW MAX	Е									OL C	RED		6		RR D	EL TYPE	6	
OL B SWICH P	F									OL D	RED		7		PED	INHIBIT	7	
	B+B+KEY L YELLOW C										D + KEY 1 + k	KEY	2			GREEN	8	
OL FL YELLOW	FL YELLOW C								FLOA	TING PED		2E		OL	YELLOW	9		
OL FL CIRC									ID NU	MBER		2F	02	В	GREEN	Α		
TOD/DOW PED									COOF	RD PED RECALL		3E	0	ОГ	YELLOW	В		
OL B SWITCH P										REST	IN WALK		3F	1	O ₁	GREEN	С	
									ADV V	VARN E O G		4E		7	YELLOW	D		
COORD MAX									ADV V	VARN S O G		4F		٥.	GREEN	Е		
TOD RED REST	D									RR RI	ED CLEAR		5E		7	YELLOW	F	
OL A SWITCH P	B SWITCH P F B + C + KEY ORD MAX C D RED REST D A SWITCH P E									RR RI	ED COLOR		5F			E + F + KEY		
OL D SWITCH P	F									EV MI	N AFT C		7E		RR M	1AX II	0	
	С	+ F	+ KI	ΕY						EV IN	DICATORS		7F		PED	PERM PLAN 1	1	
OVERLAP E	9										B + A + K	EY			PED	PERM PLAN 2	2	
OVERLAP F	8									PERM	l 2 P1		9		PED	PERM PLAN 3	3	
RED REST	Α									PERM	l 2 P2		Α		PED	PERM PLAN 4	4	
MAX RECALL	В									PERM	l 2 P3		В		PED	PERM PLAN 5	5	
FLASH GREEN	С										B + C + K	EY			PED	PERM PLAN 6	6	
FLASH WALK	D									PERM	l 2 P7		9		PED	PERM PLAN 7	7	
ADV WALK	Е									PERM	l 2 P8		Α		PED	PERM PLAN 8	8	
RESTR PHASE	F		$oxed{oxed}$			Ш		Ш		PERM	l 2 P9		В		PED	PERM PLAN 9	9	
	_	C +	KEY	_	1						B + B + K	EY				A + 3 + KEY		
START UP YEL	9		igspace							PERM			9		H-	PLING DETECTION	9	
EV A	Α		igspace							PERM			Α		LEFT	TURN TYPE	Α	
EV B	В		igspace							PERM			В			C + KEY		
EV C	С		igspace								E + KEY	Y				GERS ON IN FLASH	<u> </u>	2
EV D	D		<u> </u>							_	DELAY		0			GNED BY:	JCB	
HANDICAP PED	Ε	-	$oxed{oxed}$			Ш		Ш			MIN		1		DRA	WN BY:	JCB	
		E +	KEY							/ B	DELAY		2		CHE	CKED BY:	JCB	
RR CLEAR PH	В									ΕV	MIN		3		DATE)	
RR PERMIT	С							Ш) >	DELAY		4		+	ERSEDES:		
RR OL PERMIT	D									ΕV	MIN		5		 	-06-664-T		
LOCATION:										>	DELAY		6		SUPI	ERSEDED BY:		
l w	.II	IN	EΑ	u a	ΔV					ΕV	MIN		7					
				<i>-</i>		•				_	D REVERT		8		DRA	WING NO:		
		•	&							RR	MIN		9		1		_	
	N	4 T	ТН \$	ST	_					Ľ	DELAY		Α			B-09-563-1	Γ	
	- 4.	- 1	`	_ •	-													

									TROL												
				DAY				HR	MN	FN					DAY				HR	MN	FN
	1	2	3	4	5	6	7					1	2	3	4	5	6	7			
1		'		80	•			81	82	83	17	•	•		CO				C1	C2	C3
		Χ	Χ	Х	Х	Х		06	00	7											
2				84				85	86	87	18				C4				C5	C6	C7
		Χ	Χ	X	Х	X		09	00	1											
3				88				89	8A	8B	19				C8				C9	CA	СВ
		X	Х	Х	X	X		15	00	4											
4				8C			1	8D	8E	8F	20				CC	r	1	1	CD	CE	CF
		Χ	Х	X	X	X		18	00	1									D.	D.O.	D 0
5		1		90	T	1	T	91	92	93	21	Т	ı		DO	r	T	T	D1	D2	D3
				94				95	96	07					D4				D5	D6	D7
6				94		T .	1	95	96	97	22				D4	1	1	1	טט	D6	וט
_				98				99	9A	9B					D8				D9	DA	DB
7				90			1	99	ЭА	90	23	Ī			D0		1	I	Da	DA	DB
0				9C				9D	9E	9F	0.4				DC				DD	DE	DF
8				<u> </u>			1	55	02	01	24						1			DL	Β,
9				AO	<u> </u>			A1	A2	A3	25				EO	<u> </u>			E1	E2	E3
9				1.0						7.0	23				Ť				 		
10				A4	<u> </u>		Į.	A5	A6	A7	26				E4	<u> </u>			E5	E6	E7
10											20										
11				A8	<u> </u>			A9	AAE	AB	27				E8	<u> </u>			E9	ΕA	EB
' '											_'										
12				AC				AD	AE	AF	28				EC				ED	EE	EF
'-																					
13		'		ВО	-			B1	B2	В3	29				FO	-			F1	F2	F3
14				В4				B5	B6	B7	30				F4				F5	F6	F7
15				B8				B9	BA	BB	31				F8				F9	FA	FB
16				ВС				BD	BE	BF	32				FC				FD	FE	FF

FUNCTION	ON	OFF	FUNCTION	ON	OFF
COORDINATION PLAN	1-18		OUTPUT B	72	82
RED REST	25	24	OUTPUT C	73	83
MAX RECALL	27	26	OUTPUT D	74	84
PED RECALL	29	28	TIME TRANSFER (PAGE 1)	101	100
FLASH	33	32	TIME TRANSFER (PAGE 2)	102	100
WALK II	55	54	TIME TRANSFER (PAGE 0)	100	
OUTPUT A	71	81	MAX II	129	128

LOCATION:	W. JUNEAU AV	<i>'</i> .	CHECKED BY: JCB		SUPERSEDES:	B-06-664-T
	& N. 4TH ST.				SUPERSEDED BY:	
DESIGNED BY: JCB	DRAWN BY: JCB	DATE: 3/18/09	APPROVED BY:	DRO	G. NO.:	B-09-563-T

	PHAS		1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
	FIIAC	<u> </u>	+ '		3	-	3	0	,	0	9	10	11	12	13	14	13	10
	DIRECT	ΓΙΟΝ	SPARE	SB 4TH	SPARE	WB JUNEAU	SPARE	NB 4TH	SPARE	EB JUNEAU	W. X-WALK	N. X-WALK	E. X-WALK	S. X-WALK				
LOCATION:							Î								4.4	4.5	4.0	
W. JUNEA	AU AV.		2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	
& N. 4TH	OT.		3	4	5	6	7	8	9	10	11	12	13	14	15	16]	
N. 41H SHADED COMBINAT			5	5 6	6 7	7 8	8 9	9	10 11	11 12	12 13	13 14	14 15	15 16	16	j		
ARE NOT PERMITTE			6	7	8	9	10	11	12	13	14	15	16	16	l			
DIODES FOR CONFL			7	8	9	10	11	12	13	14	15	16	10	<u> </u>				
INDICATIONS			8	9	10	11	12	13	14	15	16	10						
			9	10	11	12	13	14	15	16								
CABINET SWITCH LO	CATIONS		10	11	12	13	14	15	16		ı							
1 2 3 4	5 6	7	11	12	13	14	15	16										
			12	13	14	15	16		1									
8 9 10 11	12 13	14	13	14	15	16		•										
			14	15	16													
SB WB	NB		15	16														
			16															
		 i																
EB WXW NXW EXW		"A"																
		"B"																
	D-1	"C"									RVIC		3/1/0	6 @ 1	015			
								DRG.	NO:	B-09-	·563-T							

I.S.D - D.P.W. - CITY OF MILWAUKEE - GJG

ELECTRI	CAL:										FUNCTION		KEY	VAL			CYC	LE 1		(CYC	LE 2			CYC	LE 3			CYCI	E 4	
3 #6/	1 #8	LTP	FRO	OM V	VEP	CO N	1H @					D+4+KEY				OFF	SET	1	42	OFF	SET	1		OFF	SET	1	23	OFF	SET	1	
INTE	RSE	CTIC	N.								# OF INTER		6	10	1	OFF	SET:	2		OFF	SET	2		OFF	SET	2		OFF	SET 2	2	
120V	, 1 P	HAS	ЕМ	ETE	R.						TYPE OF CA	.В.	7	1		OFF	SET:	3		OFF	SET	3		OFF	SET	3		OFF	SET :	3	
												B+1+KEY	l l			OFF	SET 4	4		OFF	SET	4		OFF	SET	4		OFF	SET 4	4	
FLASHIN	G PF	ROG	RAN	1:							ACT. 1 LOCK	(0			MAX				MAX				MAX				MAX			
NON	E - E	MEF	RGE	NCY	ALL	RED)				ACT. 2 LOCK	(1			DWE	LL		60	DWE	LL			DWE	ELL		60	DWE	ELL		
											ACT. 1 DELA	·Υ	2		ب	CYC	LE L	ENG	HT	CYC	LE I	LENC	STH	CYC	CLEI	ENC	HTE	CYC	CLE L	ENG	HT
			1	2	3	4	5	6	7	7 8	ACT. 2 DELA	·Υ	3		\ }		SE	С			SE	ΞC			SE	EC			SE	С	
l ⊢ .	. I	8				Х					PRE-EMPT 1	LOCK	5		INTERVAL	90	0	0	0	0	0	0	0	90	0	0	0		0	0	0
FLASH	ASSIGN.	9		Х						Х	PRE-EMPT 2	LOCK	6		IΞ	SP1	SP2	SP3	SP4	SP1	SP2	SP3	SP4	SP1	SP2	SP3	SP4	SP1	SP2	SP3	SP4
15 E	20	A						Х			PRE-EMPT 3	LOCK	7		1	4								4				0			
L 0 :	₹	В									PRE-EMPT 1	DELAY	8		2	30								30				15			
		С									PRE-EMPT 2	2 DELAY	9		3	15								15				15			
AUXILLA	RY E	QUI	PME	NT:							PRE-EMPT 3	BDELAY	Α		4	4								4				4			
PE C	ONF	. LIC	тн	W/ 5	A FL	JSE						B+3+KEY	•		5	2								2				2			
											LONG POWE	ER DOWN	0	4	6	4	1							4				4			
											SHORT POV	/ER DOWN	1	4	7	3.5								3.5				10			
PROGRA	M:										SPECIAL AC	T. FUNCTIONS			8	21	1							21				21			
CYC	_E 3:	060	0-09	00 F	IRS.	EX.	S/S/H	ł			ACT. SIGNA	L PLAN	2		9	4	1							4				4			
											ACT. CYCLE		3		10	2.5	1							2.5				2.5			
SIG.	PL. 4	۱, C۱	/CLI	E 4: (и ис	I/S F	IRE C	CALL	L. P	PΕ	ACT. SPLIT		4		11																
PH/	SE I	S N	B/SE	GR	EEN	(VA	R. LE	NGT	TH E	BUT	ACT. OFFSE	Τ	5		12		1														
							O PE				RESET INTE	RVAL	6		13																
SEC	. OI	PTIC	OM	DET	ECT	ION	DIST	ANC	EM	IUST	# OF CYCLE	S	7		14		1														
BE	AT L	EAS	T 18	00 F	EET						NO T.B.C. FA	ALL BACK	8		15																
											CRD. FROM	ACT. MSTR.	9		16																
												C+C+KEY			17		1														
											DWELL MET	HOD A	Α	0	18																
											COORD. MO	DE	E	1	19																
											COORD. MA	STER	F		20		1														
TIME IN S	SER\	/ICE	:								SYSTEM DA	TA:			21																
											MASTER:	LOVELL AND MI	CHIGAN		22																
SIGNAL #	‡: <u>a</u>	ΛΛ ′	,								PRO. CL.:	LOVELL AND MI	CHIGAN		23		1														
	2003						FL. CL.:		NONE		24																				
LOCATI	CATION:											DES	SIGNE	D B\	<u></u>		DRA'				SUP	_		_							
	W. JUNEAU AV.						U AV.				CHE	JCB CKE	D BV			APPI	JCB		37.	SUP		-564	-								
	&										JONE	וטט			/AF (* 1	\UV	בטנ	''.	JUP	LNO	LDE	וטט	•								
	N. 6TH ST.										DAT	E: 1/7/1	1			DF	RG.	NC	D.:	B- 1	11-5	515	-T								

SIGNAL PLAN #1

INTERVAL	SPARE	=		SB 6TH	=		SPARE	=		WB JUNEAU	=	=	SPARE		=	NB 6TH	=	=	SPARE	=	=	EB JUNEAU	=		W X-WAI K	W. A-WALK	W V WAT K	W. A-WALK	N. X-WALK	= :		E. X-WALK	=		S. X-WALK		:				ACTUAT #1	RESET NO. 1	ACTUAT #2	RESET NO 2	TRANSITION	AUTO TIMING	MIN. TIMING	RESPONSE	PREEMPTION XFER	PLAN XFER	INTERVAL
	-	-	-	R	Υ	G	-	-	1	R	Υ	G	-	-	-	R	Υ	G	-	-	-	R		G	i D'	W fl	d \	N C	ow		W		-	W	DW		N					R	Ä	R	TR	AU	M	RI	REEI	집	=
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	W. JUNEAU AV.								D B		Į F L.	۸٥۱	1 12/	ALI.	DE	RAW			.ı∠A	110				D E		1 110	دعا					VEI	D B		,,,,	•													-		
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SIGNAL PLAN #4

INTERVAL	SPARE			SB 6TH	ı		SPARE	=		WB JUNEAU	=	=	SPARE		=	NB 6TH			SPARE	=		EB JUNEAU			7 14 m A m	W. A-WALK	PE CONF. LIGHT	W. X-WALK	N. X-WALK		=	E. X-WALK			S. X-WALK	=	=				H 4		RESET NO. 1	ACTUAT #2	RESET NO 2	TRANSITION	AUTO TIMING	MIN. TIMING	RESPONSE	PREEMPTION XFER	PLAN XFER	INTERVAL
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120		W. JUNEAU AV. SPLIT XFER FLASH EXI				. 1	+		ITAL		TIC	IAC	-							CAL						∟ 1/7/	11) B,)-ر	,,-,	V -1 -1	•	\dashv											
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PRE-EMPTION PLAN # 1 (NB/SB) OPTICOM [FIRE CALL]

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07	8	36	4	
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0A	11	32	9	
0B	12	32	10	
0C	13	35	1	
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5F	96		

LOCATION:

W. JUNEAU AV.

&

N. 6TH ST.

170 CONTROLLER W9FT PROGRAM PRE-EMPTION SEQUENCE

PAGE 4 OF 6

PRE-EMPTION CODES

COMMAND	CODE	PARAMETER
DISPLAY	32	INTERVAL
JUMP	33	STEP#
HOLD	34	INTERVEAL#
TEST	35	PRE-EMPT #
BRANCH IF ON	36	STEP#
RETURN		INTERVAL #
CLEAR	38	INTERVAL#

DESIGNED	DRAWN	CHECKED	APPROVED	DATE	SUPERSEDES	B-09-564-T	7
JCB	JCB	0		1/7/11	SUPERSEDED BY		ט

DRG. NO. B-11-515-T

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7			A98				A99	A9A	A9B	23				AD8		1		AD9	ADA	ADB
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FUNCTION	ON	OFF	FUNCTION	ON	OFF
SIGNAL PLAN	1 - 4		OUTPUT A	21	22
FLASH	11	12	OUTPUT B	23	24
FREE	16	17	OUTPUT C	25	26
		CTION		ON	OFF
COORDINATION PL	AN = CYC	LE / SPLI	Г / OFFSET (EX. 111)	111 - 444	

LOCATION:	W. JUNEAU AV	·-	CHECKED BY: 0	SUPERSEDES:	B-09-564-T
	& N. 6TH ST.			SUPERSEDED BY	Y:
DESIGNED BY: JCB	DRAWN BY: JCB	DATE: 1/7/11	APPROVED BY:	DRG. NO.:	B-11-515-T

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		 W. Jl	JNEA	U AV.				2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	
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													DRG.	. NO:	B-11	·515-T	•						

B.T.E. E.S. - D.P.W. - CITY OF MILWAUKEE -

ELECTRICAL:	FUNCTION	ΚΕΥ	VAL			CYC	LE 1		(CYC	LE 2			CYC	LE 3	1		CYC	LE 4	
2 #4 LTP SERVICE FED FROM WEPCO MH @	D+4+KEY				OFF	SET	1	87	OFF	SET	1	81	OFF	SET	1	75	OFF	SET	1	
NE QUADRANT	# OF INTER	6	8		OFF	SET	2		OFF:	SET	2		OFF	SET	2		OFF	SET	2	
	TYPE OF CAB.	7	2		OFF	SET	3		OFF:	SET	3		OFF	SET	3		OFF	SET	3	
	B+1+KEY		•		OFF	SET	4		OFF:	SET	4		OFF	SET	4		OFF	SET	4	
FLASHING PROGRAM :	ACT. 1 LOCK	0			MAX	ί.			MAX				MAX	ί.			MAX	ζ.		
NONE - EMERGENCY ALL RED	ACT. 2 LOCK	1			DWE	ELL		40	DWE	LL		40	DWI	ELL		40	DWI	ELL		
	ACT. 1 DELAY	2		بِ	CYC	CLE I	LENG	HTE	CYC	LE I	LENC	STH	CY	CLE I	LENG	STH	CY	CLE I	LEN	ЗТН
1 2 3 4 5 6 7 8	ACT. 2 DELAY	3		\ \ \		SE	ΞC			SE	EC			SE	ΞC			SE	EC	
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FLASH ASSIGN. TO TO TO TO TO TO TO TO TO TO TO TO TO	PRE-EMPT 2 LOCK	6		Z	SP1	SP2	SP3	SP4	SP1	SP2	SP3	SP4	SP1	SP2	SP3	SP4	SP1	SP2	SP3	SP4
	PRE-EMPT 3 LOCK	7		1	25				25				25							
" 0 ₹ B	PRE-EMPT 1 DELAY	8		2	11.5				11.5				11.5							
C	PRE-EMPT 2 DELAY	9		3	4				4				4							
AUXILIARY EQUIPMENT:	PRE-EMPT 3 DELAY	Α		4	2				2				2							
POLICE HAND-CORD CONTROL W/ #242 CARD	B+3+KEY			5	22				22				22							
	LONG POWER DOWN	0	4	6	19				19				19							
	SHORT POWER DOWN	1	4	7	4				4				4							
PROGRAM:	SPECIAL ACT. FUNCTIONS			8	2.5				2.5				2.5							
CYCLE 2: 1500-1800 HRS. EX. S/S/H	ACT. SIGNAL PLAN	2		9																
CYCLE 3: 0600-0900 HRS. EX. S/S/H	ACT. CYCLE	3		10																
	ACT. SPLIT	4		11																
	ACT. OFFSET	5		12																
	RESET INTERVAL	6		13																
	# OF CYCLES	7		14																
	NO T.B.C. FALL BACK	8		15																
	CRD. FROM ACT. MSTR.	9		16																
	C+C+KEY			17																
	DWELL METHOD A	Α	0	18																
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	COORD. MASTER	F		20																
TIME IN SERVICE: 2-7-12 @ 13:07	SYSTEM DATA:			21																
	MASTER: LOVELL AND MICHI	GAN		22																
SIGNAL #: 2001	PRO. CL.: LOVELL AND MICHI	GAN		23																
2001	FL. CL.: No	ONE		24																
LOCATION:				DES	IGNE	D B	Y:		DRA'	WN	BY:		SUP	ERS	EDE	S:				
W. JUNEA	II A V				JCB					JCB				B-09	9-562	:-T				
W. JUNEA	υ Λ Ψ.			CHE	CKE	D BY	/:		APPI			3Y:	SUP	ERS	EDE	D BY	:			
&					JCB					RWE	3									
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II. OLD WORL					1/21	/11			וט	· U.	14/	J	- ت		J-TJ	- 1				

SIGNAL PLAN #1

INTERVAL	NB OLD WORLD 3RD			SB OLD WORLD 3RD	=	•	E/W X-WALKS		EB JUNEAU	=	=	WB JUNEAU			N/S X-WALKS	-	SPARE		=	=	=															SPARE		SPARE		ACTUAT #1	RESET NO. 1	ACTUAT #2	RESET NO 2	TRANSITION	AUTO TIMING	MIN. TIMING	RESPONSE	PREEMPTION XFER	PLAN XFER	INTERVAL
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1-0				FΔI	ιΔV	V. CYCLE XFER 8 FLASH EN SPLIT XFER 8 FLASH EX										-			TAL		TIC	N	1	_			IME		J						∟ I/21	/11							D B,	Y	<u></u>	, J-J(- 1		-	
	•	W. JUNEAU AV. SPLIT XFER 8 FLASH EDESIGNED BY:											DR					. 10		_		D B		HIVIL			ΔΓ	PR)\/F	D B		, <u> </u>	,													-				
N	OL	D V			3RE	ST			ICB		וטי							JC		1					CB	טט							JVL	. <i>U</i>						D	RG	. NC).:	B-1	1-5	43-1	Γ			

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X X X X X O6 O0 311	1			!	A80				A81	A82	A83	17				ACO				AC1	AC2	AC3
X X X X X X A88 A89 A8A A8B A8B			Χ	Х	Х	Χ	Х		06	00	311											
X X X X X A88	2				A84			1	A85	A86	A87	18	,			AC4		•		AC5	AC6	AC7
X X X X X X A8D A8E A8F A8F A8F A8F A8D A8E A8F			Χ	X	Х	Х	Х		09	00	111											
4 A8C A8D A8E A8F 20 ACC ACD ACE A 5 A90 A91 A92 A93 21 ADO AD1 AD2 A 6 A94 A95 A96 A97 22 AD4 AD5 AD6 A 7 A98 A99 A9A A9B 23 AD8 AD9 ADA A 8 A9C A9D A9E A9F 24 ADC ADD ADE A 9 AAO AA1 AA2 AA3 25 AEO AE1 AE2 A 10 AA4 AA5 AA6 AA7 26 AE4 AE5 AE6 A 11 AA8 AA9 AAA AAB 27 AE8 AE9 AEA A 12 AAC AAD AAE AAF 28 AEC AED AEE A 13 ABO AB1 AB2 AB3 29 AFO AF1 AF2 A 14 AB4 AB5 AB6 AB7 30 AF4 AF5 AF6 A 15 AB8 AB9 ABA ABB ABB ABA ABB ABB ABA ABB AF8 AF9 AFA A	3				A88				A89	A8A	A8B	19				AC8				AC9	ACA	ACB
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6			Χ	X		Х	Х		18	00	111											
7 A98 A99 A9A A9B 23 AD8 AD9 ADA A 8 A9C A9D A9E A9F 24 ADC ADD ADE A 9 AAO AA1 AA2 AA3 25 AEO AE1 AE2 A 10 AA4 AA5 AA6 AA7 AAB 26 AE4 AE5 AE6 A 11 AA8 AA9 AAA AAB 27 AE8 AE9 AEA A 12 AAC AAD AAE AAF AAF AAF AAF AAF AAF AAF AAF AAF	5				A90		-		A91	A92	A93	21				ADO			-	AD1	AD2	AD3
7 A98 A99 A9A A9B 23 AD8 AD9 ADA A 8 A9C A9D A9E A9F 24 ADC ADD ADE A 9 AAO AA1 AA2 AA3 25 AEO AE1 AE2 A 10 AA4 AA5 AA6 AA7 AAB 26 AE4 AE5 AE6 A 11 AA8 AA9 AAA AAB 27 AE8 AE9 AEA A 12 AAC AAD AAE AAF AAF AAF AAF AAF AAF AAF AAF AAF																						
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8 A9C A9D A9E A9F 24 ADC ADD ADE A 9 AAO AA1 AA2 AA3 25 AEO AE1 AE2 A 10 AA4 AA5 AA6 AA7 26 AE4 AE5 AE6 A 11 AA8 AA9 AAA AAB 27 AE8 AE9 AEA A 12 AAC AAD AAE AAF 28 AEC AED AEE A 13 ABO AB1 AB2 AB3 29 AFO AF1 AF2 A 14 AB4 AB5 AB6 AB7 30 AF4 AF5 AF6 A 15 AB8 AB9 ABA ABB 31 AF8 AF9 AFA A																						
9	7				A98				A99	A9A	A9B	23				AD8				AD9	ADA	ADB
9																						
10	8				A9C				A9D	A9E	A9F	24				ADC				ADD	ADE	ADF
10																						
11	9	1	1		AAO				AA1	AA2	AA3	25				AEO		1		AE1	AE2	AE3
11					L				<u> </u>							L,_,				ļ		
12	10				AA4	т			AA5	AA6	AA7	26		-		AE4		1		AE5	AE6	AE7
12									4.40		4.4.5					150				450		455
13 ABO AB1 AB2 AB3 29 AFO AF1 AF2 A 14 AB4 AB5 AB6 AB7 30 AF4 AF5 AF6 A 15 AB8 AB9 ABA ABB 31 AF8 AF9 AFA A	11	1			AA8	ı	1	1	AA9	AAA	AAB	27				AE8		T	1	AE9	AEA	AEB
13 ABO AB1 AB2 AB3 29 AFO AF1 AF2 A 14 AB4 AB5 AB6 AB7 30 AF4 AF5 AF6 A 15 AB8 AB9 ABA ABB 31 AF8 AF9 AFA A					^^^				A A D	^ ^ -	^ ^ =					A F.O.				AED	^	^
14 AB4 AB5 AB6 AB7 30 AF4 AF5 AF6 A 15 AB8 AB9 ABA ABB 31 AF8 AF9 AFA A	12				TAAC			1	AAD	AAE	AAF	28				AEC		T		AED	AEE	AEF
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15 AB8 AB9 ABA ABB 31 AF8 AF9 AFA A	13				T ABO	1	1	1	ADI	ADZ	ADS	29				AFU		I	1	AFI	AFZ	AFS
15 AB8 AB9 ABA ABB 31 AF8 AF9 AFA A					ΔR/				ΔR5	AB6	ΔR7					ΔE1				ΔE5	ΔE6	AF7
	14				7D4				700	700	701	30				ΛI 1				\\\\\\\\\\\\\\\\\\\\\\\\\\\\\\\\\\\\\\	71.0	Λι /
	45				ΔRΩ				ΔRO	ΔΒΔ	ΔRR	0.4				ΔF8				ΔFO	ΔΕΛ	AFB
16 ABC ABD ABE ABF 32 AFC AFD AFE A	15				T				703	ADA	700	31				Λι 0				AI 3	AI A	VI D
10 AFD AFE A	40				ARC				ARD	ΔRF	ΔRF	00				ΔFC				ΔFD	ΔFF	AFF
	16				T		1		700	ADE	ADI	32				710		I	1	AI D	AI L	AL I

FUNCTION	ON	OFF	FUNCTION	ON	OFF
SIGNAL PLAN	1 - 4		OUTPUT A	21	22
FLASH	11	12	OUTPUT B	23	24
FREE	16	17	OUTPUT C	25	26
		CTION		ON	OFF
COORDINATION PL	AN = CYC	LE / SPLI	Г / OFFSET (EX. 111)	111 - 444	

LOCATION:	W. JUNEAU AV		CHECKED BY: JCB	SUPERSEDES:	B-09-562-T
N. OI	& LD WORLD 3RI	D ST.		SUPERSEDED BY	Y:
DESIGNED BY: JCB	DRAWN BY: JCB	DATE: 1/21/11	APPROVED BY:	DRG. NO.:	B-11-543-T

	PHASI	E	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
	DIRECTI	ON	OLD WORLD 3RD	OLD WORLD 3RD	JUNEAU	WB JUNEAU	SPARE	SPARE			SPARE				E/W X-WALKS	N/S X-WALKS		
LOCATION			NB	SB	EB	WB	SP/	SP/			SP/				EM	N/S		
W. JUNE	AU AV.		2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	
&	•		3	4	5	6	7	8	9	10	11	12	13	14	15	16		
N. OLD WOR	LD 3RD ST.		4	5	6	7	8	9	10	11	12	13	14	15	16			
SHADED COMBINATIO	DNS		5	6	7	8	9	10	11	12	13	14	15	16				
															SHADED COMBINATIONS 5 6 7 8 9 10 11 12 13 14 15 16 ARE NOT PERMITTED 6 7 8 9 10 11 12 13 14 15 16 DIODES FOR CONFLICTING 7 8 9 10 11 12 13 14 15 16			
			9	10	11	12	13	14	15	16								
CABINET SWITCH LO	CATIONS		10	11	12	13	14	15	16									
1 2 13 3	4 14 5	6	11	12	13	14	15	16										
			12	13	14	15	16											
CONFLICT MONITOR			13	14	15	16												
NB SB _{XWS} EB	WB _{XWS}		14	15	16													
1R 2R 13R 3R	4R 14R 5R	6R	15	16														
1Y 2Y 9G 3Y	4Y 9Y 5Y	6Y	16															
1G 2G 13G 3G	4G 14G 5G	6G																

B.T.E. E.S. - D.P.W. - CITY OF MILWAUKEE - GJG

DRG. NO: B-11-543-T

ELECTRICAL	<u>:</u>									FUNCTION		ΚEΥ	VAL			CYC	LE 1			CYC	LE 2		(CYC	LE 3			CYC	LE 4	
2 #4/1 #8	LTP S	SER	V. F	ED F	ROM	WEF	PCO	МН			D+4+KEY				OFF	SET	1	16	OFF	SET	1	16	OFF	SET	1	6	OFF	SET	1	
@ NW Q	UAD C)F I	NTE	RSE	CTION					# OF INTER		6	14		OFF	SET	2		OFF	SET	2		OFF	SET	2		OFF	SET	2	
120V ME	TER									TYPE OF CAB.		7	1		OFF	SET	3		OFF	SET	3		OFF	SET	3		OFF	SET	3	
											B+1+KEY				OFF	SET	4		OFF	SET	4		OFF	SET	4		OFF	SET	4	
FLASHING P	ROGF	RAN	:							ACT. 1 LOCK		0			MAX				MAX				MAX				MAX	΄.		
NONE - I	EMER	GEN	NCY	ALL	RED					ACT. 2 LOCK		1			DWE	LL		24	DWE	LL		28	DWE	LL		28	DWI	ELL		
										ACT. 1 DELAY		2		ᆛ	CYC	LE L	LENG	HT	CYC	LE L	ENG	HTE	CYC	LE L	ENG	HT	CY	CLE L	ENG	HT
		1	2	3	4	5	6	7	8	ACT. 2 DELAY		3		%		SE	EC			SE	С			SE	С			SE	С	
│ _{──} ⊢ ╭┤	8 2	(Х					PRE-EMPT 1 LO	CK	5		INTERVAL	90	0	0	0	90	0	0	0	90	0	0	0	0	0	0	0
FLASH OUTPUT ASSIGN.	9		X						Х	PRE-EMPT 2 LO	CK	6		Ż	SP1	SP2	SP3	SP4	SP1	SP2	SP3	SP4	SP1	SP2	SP3	SP4	SP1	SP2	SP3	SP4
TLA UT SS	Α						Х			PRE-EMPT 3 LO	CK	7		1	2.5				2.5				2.5							
	В									PRE-EMPT 1 DE	LAY	8		2	14				10				10							
	С									PRE-EMPT 2 DE	LAY	9		3	20				20				20							
AUXILLARY	EQUIP	ME	NT:							PRE-EMPT 3 DE	LAY	Α		4	4				4				4							
											B+3+KEY			5	2.5				2.5				2.5							
										LONG POWER [OOWN	0	4	6	7				7				7							
										SHORT POWER	DOWN	1	4	7	0				0				0							
PROGRAM:										SPECIAL ACT. F	UNCTIONS			8	0				0				0							
ACTUAT	ION #1	l: N	BLT	ARF	ROWS					ACT. SIGNAL PL	_AN	2		9	4				4				4							
CYCLE 2	2: 1500	-18	00 H	RS.	EX. S/	S/H				ACT. CYCLE		3		10	9				13				13							
CYCLE 3	3: 0600	-09	00 H	RS.	EX. S/	S/H				ACT. SPLIT		4		11	0				0				0							
										ACT. OFFSET		5		12	5				5				5							
										RESET INTERVA	AL	6		13	18				18				18							
										# OF CYCLES		7		14	4				4				4							
										NO T.B.C. FALL	BACK	8		15																
										CRD. FROM AC	Γ. MSTR.	9		16																
											C+C+KEY			17																
										DWELL METHO	DΑ	Α	0	18																
										COORD. MODE		Е	1	19																
										COORD. MASTE	:R	F		20																
TIME IN SER	VICE:		4 4 10	100		120				SYSTEM DATA:				21																
			11/3	3 /US	@ 1	130	5			MASTER:	MASON AND W	ATER		22																
SIGNAL #:	1057									PRO. CL.:	MASON AND W	ATER		23																
	1057									FL. CL.:		NONE		24																
LOCATION	:													DES	IGNE	D B	Y:		DRA'	WN	ВҮ:		SUP	ERS	EDE	S:				
						_		IAI	- ^ !	I A\/					JCB					JCB				B-09	-818	-T				
						E.	. Jl	υN	⊏Al	J AV.				CHE	CKE	D BY	′ :		APPI	ROV	ED E	3Y:	SUP	ERSI	EDEI	D BY	<u>': </u>			
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						N.	I \A	۱/ ۸ ·	TER	CT				DAT	E:				ה		NIC	<u> </u>	D 4	<u> </u>	000	_				
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SIGNAL PLAN #1

INTERVAL	ы NBLT	<u>=</u> ◀ Y	<u>"</u> G	N SB WATER	<u>=</u>	<u>.</u> G	SPARE	, "		NB JUNEAU	- Y	<u> </u>	SPARE	=	=	NB WATER		· .		SPARE	=	=	ມ EB JUNEAU	<u>.</u>	<u>.</u>	W. X-WALK	A AUX. OUTPUT A				z W	Z IVW	<u>.</u>	= W	S. X-WALK		= W	,				ACTUAT #1	RESET NO. 1	ACTUAT #2	RESET NO 2	TRANSITION	AUTO TIMING	MIN. TIMING	RESPONSE	PREEMPTION XFER	PLAN XFER	INTERVAL
	1	2		4	5	6	7	8	9		11		13	3 14	1 !					19 2	20	21	22	23			26				9 30						5 36		38	39	40									Ф		1
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3	3			3								3				3									3				F			3			F	'															5	3
4	4			4							4					4	ı							4		4			4			4	1		4												1	4			5	4
5	5			5						5						5	5						5			5			5			5	5		5												1	2.5			5	5
6			6	6						6								6	;				6			6			6					6	6							11									5	6
7			7	7						7								7	7				7			7			7					7	7	'						11									5	7
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LO	CAT	ATION: CYCLE XFER 1 FLASH E											RY	_			ELL				10	PL	.AN	OP	ER/	AΤΕ	S					D	ATE							RSE				B-0)9-8 ⁻	18-1						
	E	E. JUNEAU AV. SPLIT XFER 1 FLASH E									ΗE	XIT		5	<u> </u>	NIT.	ALI	ZΑ			10				ГІМЕ	S							<u>1</u> 1	/9/0	9			SU	PEI	RSE	DE) B	Y									
		N. \		& ΓER	ST.				SIG JC	NE B	DΒ	Y:					DI	RA\ ال	NN CB		1			СН	IEC K /) B	Y				A	PPR	OV	ED	BY						D	RG	. NC).:	B-0	9-8	68-1	Γ			

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1				A80				A81	A82	A83	17				ACO				AC1	AC2	AC3
		Х	Χ	Х	Х	Х		06	00	311											
2	•	1		A84		•	•	A85	A86	A87	18				AC4		1		AC5	AC6	AC7
		Х	Χ	Х	Х	Х		09	00	111	. •										
3				A88				A89	A8A	A8B	19		1		AC8		1		AC9	ACA	ACB
		Χ	Х	Х	Х	Х		15	00	211											
4	•	'		A8C				A8D	A8E	A8F	20		•		ACC		•		ACD	ACE	ACF
		X	X	X	Χ	X		18	00	111											
5	•	'		A90				A91	A92	A93	21		•		ADO		•		AD1	AD2	AD3
6	•	'		A94				A95	A96	A97	22		•		AD4		•		AD5	AD6	AD7
7	•	1		A98		•	•	A99	A9A	A9B	23				AD8		1		AD9	ADA	ADB
8	•	'		A9C				A9D	A9E	A9F	24		•		ADC		•		ADD	ADE	ADF
9				AAO				AA1	AA2	AA3	25	•	•		AEO			•	AE1	AE2	AE3
10		U Company		AA4		•	•	AA5	AA6	AA7	26				AE4				AE5	AE6	AE7
11	•	'		AA8				AA9	AAA	AAB	27		•		AE8		•		AE9	AEA	AEB
12				AAC				AAD	AAE	AAF	28				AEC				AED	AEE	AEF
13				ABO				AB1	AB2	AB3	29				AFO				AF1	AF2	AF3
14				AB4				AB5	AB6	AB7	30				AF4				AF5	AF6	AF7
15				AB8				AB9	ABA	ABB	31		•		AF8				AF9	AFA	AFB
16				ABC				ABD	ABE	ABF	32				AFC				AFD	AFE	AFF

FUNCTION	ON	OFF	FUNCTION	ON	OFF
SIGNAL PLAN	1 - 4		OUTPUT A	21	22
FLASH	11	12	OUTPUT B	23	24
FREE	16	17	OUTPUT C	25	26
		CTION		ON	OFF
COORDINATION PL	AN = CYC	LE / SPLI	Г / OFFSET (EX. 111)	111 - 444	

LOCATION:	E. JUNEAU AV		CHECKED BY: KAL	SUPERSEDES:	B-09-818-T
	& N. WATER ST.			SUPERSEDED BY	Y:
DESIGNED BY: JCB	DRAWN BY: JCB	DATE: 11/9/09	APPROVED BY:	DRG. NO.:	B-09-868-T

												ı	1	1	ı		
	PHASE	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
	DIRECTION	NBLT	SB WATER	SPARE	WB JUNEAU	SPARE	NB WATER	SPARE	EB JUNEAU	W. X-WALK	N. X-WALK	E. X-WALK	X-WALK				
LOCATION:		8	SB	S		SP	NB	SP	B	×.	ż	Ш	S.				
E. JUNE	AU AV.	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	
8		3	4	5	6	7	8	9	10	11	12	13	14	15	16		
N. WAT		4	5	6	7	8	9	10	11	12	13	14	15	16			
SHADED COMBINA	TIONS	5	6	7	8	9	10	11	12	13	14	15	16				
ARE NOT PERMITT	ED	6	7	8	9	10	11	12	13	14	15	16					
DIODES FOR CONF	LICTING	7	8	9	10	11	12	13	14	15	16						
INDICATIONS		8	9	10	11	12	13	14	15	16							
		9	10	11	12	13	14	15	16								
CABINET SWITCH I		10	11	12	13	14	15	16	j								
1 2 3 4	5 6 7	11	12	13	14	15	16										
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8 9 10 1	1 12 13 14	13	14	15	16												
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NBLT SB - W	B - NB -	15	16	J													
		16	J														
EB WXW NXW EX																	
	CY2 "B"																
	D-1 "C"								IN SE			3/31/0	05 @	0920			
							DRG.	NO:	B-09-	-868-T	•						

B.T.E. E.S. - D.P.W. - CITY OF MILWAUKEE - GJG

## 1 2 3 4 5 6 7 8 ACT. 2 DELAY 2 4 5 8 5 8 5 8 8 8 8 8 8 8 8 8 8 8 8 8 8	ELECTRICA	۸L:									FUNCTION		ΚË	VAL			CYC	LE 1			CYC	LE 2			CYC	LE 3	,		CYC	LE 4	
120V, 1 PHASE SERV. (RED PHASE), NO METER TYPE OF CAB. TYPE	2 #4 LT	P S	ERVIC	CE FE	ED F	RC	OM WB	SUE	3S1	TATION	1	D+4+KEY				OFF	SET	1	86	OFF:	SET	1	84	OFF	SET	1	88	OFF	SET	1	
B+1+KEY	FEEDE	R.											6	8		OFF	SET	2		OFF:	SET	2		OFF	SET	2		OFF	SET	2	
FLASHING PROGRAM: 2400-0600 HRS;, N/S-RED, E/W-YELLOW ACT. 1 DCLAY ACT. 1 DCLAY ACT. 1 DCLAY ACT. 1 DCLAY ACT. 1 DCLAY ACT. 1 DCLAY ACT. 1 DCLAY ACT. 1 DCLAY ACT. 1 DCLAY ACT. 1 DCLAY ACT. 1 DCLAY ACT. 1 DCLAY ACT. 1 DCLAY ACT. 1 DCLAY B X X X X X PRE-EMPT 1 LOCK B YELLOW TO A PRE-EMPT 1 DCLAY B YELLOW TO A PRE-EMPT 1 DCLAY B YELLOW TO A PRE-EMPT 1 DCLAY B YELLOW TO A PRE-EMPT 1 DCLAY B YELLOW TO A PRE-EMPT 1 DCLAY B YELLOW TO A PRE-EMPT 1 DCLAY B YELLOW TO A PRE-EMPT 2 DCLAY AUXILLARY EQUIPMENT: 20A C.B. FEEDS AUX. POLE RECEPTS 1 1/4" VENT PIPE, POLICE HANDCORD ACT. 1 DCLAY AUXILLARY EQUIPMENT: 20A C.B. FEEDS AUX. POLE RECEPTS 1 1/4" VENT PIPE, POLICE HANDCORD ACT. 1 DCLAY ACT. 2 DCLAY A	120V, 1	PH.	ASE S	SERV	. (R	ED	PHASE	Ε), Ν	10	METER	TYPE OF CA	۸B.	7	2		OFF	SET	3		OFF:	SET	3		OFF	SET	3		OFF	SET	3	
2400-0600 HRS.; N/S-RED, E/W-YELLOW ACT. 2 LOCK	<u> </u>											B+1+KEY				OFF	SET	4		OFF:	SET	4		OFF	SET	4		OFF	SET	4	
ACT. 1 DELAY ACT. 1 DELAY ACT. 1 DELAY ACT. 1 DELAY 3	FLASHING	PRO	GRA	M :							ACT. 1 LOCK	<	0			MAX	ί.			MAX				MAX				MΑλ	ζ.		
SEC SEC	2400-06	600 l	HRS.;	N/S-	RED), E	/W-YE	LLO	W		ACT. 2 LOCI	<	1			DWI	ELL		39	DWE	LL		35	DWE	ELL		39	DWI	ELL		1
PRE-EMPT 3 LOCK	i										ACT. 1 DELA	λY	2		٦ إ	CY	CLE L	LENG	HT	CYC	LE I	ENC	HTE	CYC	CLE I	LENG	HTE	CY	CLE I	ENC	÷ΤΗ
PRE-EMPT 3 LOCK			1	2	3		4 5	6	6	7 8	ACT. 2 DELA	۱Y	3		\ <u>{</u>		SE	С			SE	С			SE	EC			SE	С	
S	- ⊢ -	8	Х				Х				PRE-EMPT '	LOCK	5		臣	90	0	0	0	90	0	0	0	90	0	0	0	0	0	0	0
PRE-EMPT 2 DELAY 9 3 4 4 4 4 4 4 4 4 4	후 모 후	9		Х			Х						6		≥	SP1	SP2	SP3	SP4	SP1	SP2	SP3	SP4	SP1	SP2	SP3	SP4	SP1	SP2	SP3	SP4
PRE-EMPT 2 DELAY 9 3 4 4 4 4 4 4 4 4 4	AJ- TU SS	Α									PRE-EMPT 3	3 LOCK	7		1	24				20				24							
AUXILLARY EQUIPMENT: 20A C.B. FEEDS AUX. POLE RECEPTS 11/4" VENT PIPE, POLICE HANDCORD PROGRAM: CYCLE 2: 1500-1800 HRS. EX. S/S/H CYCLE 3: 0600-0900 HRS. EX. S/S/H CYCLE 3: 0600-0900 HRS. EX. S/S/H CYCLE 3: 0600-0900 HRS. EX. S/S/H ACT. SPLIT ACT. OFFSET RESET INTERVAL # 0F CYCLES NO T.B.C. FALL BACK CRD. FROM ACT. MSTR. DWELL METHOD A A 0 18 COORD. MODE COORD. MODE COORD. MASTER TIME IN SERVICE: 5/7/09 @ 1230 PRO. CL.: LOVELL AND MICHIGAN FL. CL:: LOVEL AND MICHIGAN FL. CL:: DESIGNED BY: DESIGNED BY: DESIGNED BY: DESIGNED BY: DESIGNED BY: SUPERSEDES: JOB DESIGNED BY: DAWN BY: SUPERSEDES: B-3+KEY 2.5 2.5 2.5 2.5 2.5 2.5 2.5 2.	_ 0 ∢	В									PRE-EMPT '	I DELAY	8		2	19				19				19							
Deciding Deciding		С									PRE-EMPT 2	2 DELAY	9		3	4				4				4							
11/4" VENT PIPE, POLICE HANDCORD	AUXILLARY	' EQ	UIPM	ENT:							PRE-EMPT 3	B DELAY	Α		4	2.5				2.5				2.5							
SHORT POWER DOWN	20A C.E	3. FI	EEDS	AUX	. PC	LE	RECE	PTS	;			B+3+KEY			5	12				16				12							
PROGRAM: CYCLE 2: 1500-1800 HRS. EX. S/S/H CYCLE 3: 0600-0900 HRS. EX. S/S/H CYCLE 3: 0600-0900 HRS. EX. S/S/H ACT. SIGNAL PLAN	1 1/4" V	EN'	T PIPI	E, PC	LIC	Εŀ	HANDC	ORE)		LONG POW	ER DOWN	0	4	6	22				22				22							
CYCLE 2: 1500-1800 HRS. EX. S/S/H CYCLE 3: 0600-0900 HRS. EX. S/S/H CYCLE 3: 0600-0900 HRS. EX. S/S/H ACT. SIGNAL PLAN 2 9	i										SHORT POV	VER DOWN	1	4	7	4				4				4							
CYCLE 3: 0600-0900 HRS. EX. S/S/H ACT. CYCLE 3 10	PROGRAM:										SPECIAL AC	T. FUNCTIONS			8	2.5				2.5				2.5							
ACT. SPLIT	CYCLE	2: 1	500-1	800	HRS	. E	X. S/S/	Н			ACT. SIGNA	L PLAN	2		9																
ACT. OFFSET 5 12	CYCLE	3: 0	600-0	900	HRS	. E	X. S/S/	Н			ACT. CYCLE		3		10																
RESET INTERVAL 6 13	i										ACT. SPLIT		4		11																
# OF CYCLES 7 14	l										ACT. OFFSE	T	5		12																
NO T.B.C. FALL BACK 8	i										RESET INTE	RVAL	6		13																
CRD. FROM ACT. MSTR. 9 16	i										# OF CYCLE	S	7		14																
C+C+KEY	i										NO T.B.C. F	ALL BACK	8		15																
DWELL METHOD A A 0 18	l										CRD. FROM	ACT. MSTR.	9		16																
COORD. MODE E 1 19	l											C+C+KEY			17																
COORD. MODE E 1 19	l										DWELL MET		Α	0																	
COORD. MASTER F 20											COORD. MC	DE																			\Box
TIME IN SERVICE: 5/7/09 @ 1230 SYSTEM DATA: MASTER: LOVELL AND MICHIGAN 22											COORD. MA	STER	_																		\Box
SIGNAL #: 2035 PRO. CL.: LOVELL AND MICHIGAN 22	TIME IN SE	RVI	CE:	<i>- (-</i>			- 400	_			SYSTEM DA	TA:																			
PRO. CL.: LOVELL AND MICHIGAN 23	i			5//	709	(<u>w</u> 123	U			MASTER:	LOVELL AND MIC	HIGAN																		
LOCATION: DESIGNED BY: DRAWN BY: SUPERSEDES: JCB JCB B-08-628-T	SIGNAL #:	^^	٥.								PRO. CL.:	LOVELL AND MIC	HIGAN																		
W KII POLIDNI AV	l	20	35										LOCAL																		
W KII BAIIDN AV	LOCATION	۷:									-				DES	SIGNE	D B	Y:		DRA	WN	BY:		SUP	ERS	EDE	S:				一
W. KILBOURN AV. CHECKED BV. LADDBOVED BV. CHIPTDETPED BV.	i						14/			DOI	IDAL AV					JCB					JCB				B-08	3-628	-Т				
I IONECKEU DT. IAPPROVED DT. IOUPERSEDED BY:		W. KILBOURN AV.						CHE	CKE	D BY	′ :		APP	ROV	ED E	3Y:	SUP	ERS	EDE	D BY	′ :										
& JCB		&							JCB																						
DATE: DDC NO DO COE T										4 T II	CT				DAT	E:						NI-	<u> </u>		<u> </u>	205	_				
N. 4TH ST. DATE: 3/18/09 DRG. NO.: B-09-605-T								ľ	٧.	4 I H	5 1.						/09			Dh	⟨Ġ.	N	J.:	R-(J9-(5 U5	- 1				

SIGNAL PLAN #1

INTERVAL	NB 4TH			SB 4TH	E :	=	E/W X-WALKS	:	EB KILBOURN	=		WB KILBOURN	=	=	N/S X-WALKS		SPARE	=		=		=														SPARE			SPARE		ACTUAT #1	RESET NO 1	ACTUAT #2	RESET NO 2	TRANSITION	AUTO TIMING	MIN. TIMING	RESPONSE	PREEMPTION XFER	PLAN XFER	INTERVAL
=	R	Υ	G	R			ow v	Ν	R	Υ	G	R	Υ	G	DW	w	-	-	-	-	-	-														-			-		A	R	Ā	R	TF	ΑN	Σ	8	REE	₫	=
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2				A84				A85	A86	A87	18	1			AC4				AC5	AC6	AC7
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3				A88				A89	A8A	A8B	19				AC8				AC9	ACA	ACB
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40				AA4				AA5	AA6	AA7					AE4				ΔE5	AE6	AE7
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12				AAC				AAD	AAE	AAF	28				AEC				AED	AEE	AEF
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14			1	AB4				AB5	AB6	AB7	30				AF4				AF5	AF6	AF7
'-											30										
15			1	AB8				AB9	ABA	ABB	31		<u> </u>		AF8				AF9	AFA	AFB
'0																					
16				ABC				ABD	ABE	ABF	32				AFC				AFD	AFE	AFF
'											52										

FUNCTION	ON	OFF	FUNCTION	ON	OFF								
SIGNAL PLAN	1 - 4		OUTPUT A	21	22								
FLASH	11	12	OUTPUT B	23	24								
FREE	16	17	OUTPUT C	25	26								
	FUNC	CTION		ON	OFF								
COORDINATION PL	COORDINATION PLAN = CYCLE / SPLIT / OFFSET (EX. 111) 111 - 444												

LOCATION: W	. KILBOURN A		CHECKED BY: JCB	SUPERSEDES:	B-08-628-T
	& N. 4TH ST.			SUPERSEDED BY	Y:
DESIGNED BY: JCB	DRAWN BY: JCB	DATE: 3/18/09	APPROVED BY:	DRG. NO.:	B-09-605-T

PHASE	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
DIRECTION	3 4TH	3 4ТН	3 KILBOURN	WB KILBOURN	SPARE	SPARE			SPARE				E/W X-WALKS	N/S X-WALKS		
LOCATION:	N R	SB	EB	_												
W. KILBOURN AV.	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	
&	3	4	5	6	7	8	9	10	11	12	13	14	15	16		
N. 4TH ST.	4	5	6	7	8	9	10	11	12	13	14	15	16]		
SHADED COMBINATIONS	5	6	7	8	9	10	11	12	13	14	15	16	j			
ARE NOT PERMITTED	6	7	8	9	10	11	12	13	14	15	16					
DIODES FOR CONFLICTING	7	8	9	10	11	12	13	14	15	16						
INDICATIONS	8	9	10	11	12	13	14	15	16							
	9	10	11	12	13	14	15	16								
CABINET SWITCH LOCATIONS	10	11	12	13	14	15	16									
1 2 13 3 4 14 5 6	11	12	13	14	15	16										
	12	13	14	15	16											
CONFLICT MONITOR CONNECTIONS	13	14	15	16												
NB SB _{XWS} EB WB _{XWS}	14	15	16													
1R 2R 13R 3R 4R 14R 5R 6R	15	16														
1Y 2Y 9G 3Y 4Y 9Y 5Y 6Y	16															
1G 2G 13G 3G 4G 14G 5G 6G																
						MON	ITOR	IN SE	RVIC	E:	10/22	2/04 @	1350)		
									-605-T							

B.T.E. E.S. - D.P.W. - CITY OF MILWAUKEE - GJG

SERVICE:

3 #2 LTP SERV. FED FROM WEPCO MH @ CENTER OF INTERSECTION.

120V METER FLASH PROGRAM:

NONE - EMERGENCY ALL RED

170 CONTROLLER W4IKS PROGRAM

INTERSECTION PROGRAMMING DATA

PHASE		TIMING	DATA	(PHA	SE + K	EY)				PHASE FL	_	CTIC	ONS	0)	+ K	EY)			
FUNCTION	ΚEΥ	1	2	3	4	5	6	7	8	FUNCTION	KEY	1	2	3	4	5	6	7	8
MAXI	0	7	62	7	38	7	62	7	38	VEHICLE RECALL	0	Ė	X	Ŭ	Х		X	Ť	X
MAX II / HFDW	1	-	<u> </u>	-				-		PED. RECALL	1		X				X		<u> </u>
WALK	2		7		7		9		7	RED LOCK	2		Ť				Ĥ	_	
FDW	3		7		16		19		16	YELLOW LOCK	3							_	
MAX INITIAL	4									PERMIT	4	Х	Х	Х	Х	Х	Х	Х	Х
MIN GREEN	5	7	16	7	16	7	20	7	16	PED PHASES	5		Х		Х		X		Х
TIME BEFORE REDUCTION	6									LEAD PHASES	6	Х		Х		Х		х	
TIME TO REDUCE	7									DUAL ENTRY	7		Х		Х		Х		Х
OBSERVE GAP	8									SEQ TIMING	8								
PASSAGE	9	3		3	3	3	Ī	3	3	START UP GREEN	9		Х				Х		_
MINIMUM GAP	Α									OVERLAP A	Α								
ADDED / ACTUATION	В									OVERLAP B	В								_
YELLOW	С	3.5	4	3.5	4	3.5	4	3.5	4	OVERLAP C	С								
RED CLEARANCE	D		2.5		2.5		2.5		2.5	OVERLAP D	D								
RED REVERT	Е									EXCLUSIVE	Е								
WALK II	F									SIM GAP	F								
PHASE	ı	1	PHAS	E 5		SE	BLT		4.	OVERLAP									
ASSIGNMENT DESCRIP	PTIC	N							ACY.	В									
PHASE 1: NBLT		4-	PHAS	E 6		NB	6TH			OVERLAP									_
		ACY.				E. X-\	WALK			С									
PHASE 2: SB 6TH			PHAS	E 7		WE	3LT		4.	OVERLAP									
W. X-WALK'S	(2)								ACX.	D									
PHASE 3: EBLT			PHAS	E 8	E	B KIL	BOUR	N	<u> </u>	OVERLAP									
		ACY.			S.	X-WA	LK (AC	T.)	47.	Е									
PHASE 4: WB KILBOUF		<u>&</u>	OVER	LAP			•			OVERLAP									
N. X-WALK (A	ACT.)	47.		Α						F									
TIME IN:	. 45		PROG	RAM:						SYSTEM DATA									_
11-1-13 @	15	:10	CR	D. PL	4: 150	00-180	0 HRS.	EX. S	/S/H	MASTER:	LO	۷E	LL /	AND	M	СН	IGA	N	
SOFTWARE: WALKS			CR	D. PL	7: 060	090-090	0 HRS.	EX. S	/S/H										
W4IKS	.ou)								PRO. CL.:	LO	۷E	LL /	AND	M	СН	IGA	Ν	
SIGNAL NO:	,		ΕV	A: ON	N/S F	IRE CA	ALL. E	VA PH	ASE										
2038	5		IS	NB/S	B GRE	EN (V	AR. LE	NGTH	BUT	FL. CL.:	NO	NE							
			1:	5 SEC	MIN.)	MAX.	DELA	Y TO E	EVA										
			IS	22 SI	EC. OI	PTICO	M DET	ECTIO	N	PROGRAM INST:									
LOCATION:			D	ISTAN	CE MU	JST BE	E AT LI	EAST											
W KII DOLIDA	A 1 /	,	1:	200 FE	ET.														
W. KILBOURN	A۷	•																	
&										AUXILLARY EQUIP									
										PE CONF. LIGHT		/ 5/	A FU	JSE					
N. 6TH ST.										1 1/4" VENT PIP				- n -	ъ.	.	·		
										RADAR DETECT	ION	I FC)R E	:B/E	:BL	Γ, ۷	vB/\	ΝBI	LT

CHECKED BY:		APPROVED BY: RWB	SUPERSEDED BY:	SUPERSEDES:	B-13-599-T
DESIGNED BY: SCR	DRAWN BY: SCR	DATE: 10/18/13	DRAWING NO:	B-13-658-T	

170 CONTROLLER - 4IKS PROGRAM COORDINATION DATA

FUNCTION			COORDINATION PLAN									
TONCTION		1	2	3	4	5	6	7	8	9		
CYCLE LENGTH	0	90			90			90				
FORCE OFF PH 1	1	67			67			67				
FORCE OFF PH 2	2	0			0			0				
FORCE OFF PH 3	3	21			21			21				
FORCE OFF PH 4	4	52			52			52				
FORCE OFF PH 5	5	67			67			67				
FORCE OFF PH 6	6	7			7			7				
FORCE OFF PH 7	7	21			21			21				
FORCE OFF PH 8	8	52			52			52				
OFFSET (SECONDS)	9	56			56			56				
PERMISSIVE LENGTH	Α	8			8			8				
MAXIMUM DWELL	В	30			30			30				

										1									
FUNCTION	KEY	PHASE								FUNCTION	KEY	PHASE							
	조	1	2	3	4	5	6	7	8		조	1	2	3	4	5	6	7	8
COORD PLAN 1							COORD PLAN 6												
LEAD PHASES	С	Χ		Χ		Χ		X		LEAD PHASES	С								
COORD PHASES	D		X							COORD PHASES	D								
PERM 2 PHASES	Ε									PERM 2 PHASES	Е								
MIN RECALL	F		X		X		X		X	MIN RECALL	F								
COORD PLAN 2				COORD PLAN 7															
LEAD PHASES	O									LEAD PHASES	O	X		X		X		X	
COORD PHASES	D									COORD PHASES	D		X						
PERM 2 PHASES	Е									PERM 2 PHASES	Ш								
MIN RECALL	F									MIN RECALL	F		X		X		X		X
COORD PLAN 3						COORD PLAN 8													
LEAD PHASES	С									LEAD PHASES	O								
COORD PHASES	D									COORD PHASES	D								
PERM 2 PHASES	Е									PERM 2 PHASES	Е								
MIN RECALL	F									MIN RECALL	F								
COORD PLAN 4								COORD PLAN 9											
LEAD PHASES	С	Х		Х		Х		Х		LEAD PHASES	С								
COORD PHASES	D		Х							COORD PHASES	D								
PERM 2 PHASES	Е									PERM 2 PHASES	Е								
MIN RECALL	F		Х		Х		Х		Х	MIN RECALL	F								
COORD PLAN 5										LOCATION: W. KILBOURN AV.									
LEAD PHASES	С									&									
COORD PHASES	D									N. 6TH ST.									
PERM 2 PHASES	Е									DATE: SUP		PERSEDES: B-13-599-T							
MIN RECALL	F									10/18/13	SUPI	ERSEDED:							
DESIGNED BY:	DRAV	VN BY	' :	-	-	CHECKED BY:				APPROVED:									
SCR			SCR 0				DR	DRAWING: B-13-658-T											

170 CONTROLLER - W4IKS PROGRAM MISCELLANEOUS FUNCTIONS

	Τ.			рнΛ	SE	VII IN A	REG	>					>	_ 1				_ 1
FUNCTION	The second color				r -	_	6	7	8		FUNCTIO	N	KEY	VAL		FUNCTION	ΚΕΥ	VAL
	TION								B + 0	+ KEY				9 + KEY	_			
SAMPLE DET	## 1 2 3 4 ## 1 2									MODI	E (0-4)		4	2	SHO	RT POWER DOWN	0	4
ADV. WARN PH	## 1 2 3 6 ## 1 2									MAST	ER (0=OFF)		5	0	LONG	G POWER DOWN	1	4
MRI PHASES						X		Х			C + F	+ KEY			EV A	DEL TYPE	2	1
					•					PAGE	ID		0		EV B	DEL TYPE	3	
FLASH YELLOW	## 1 2 3 4 ## 1 2 1 3 4 ## 1 2 1 3 4 ## 1 2 1 3 4 ## 1 2 1 3 4 ## 1 2 1 3 4 ## 1 2 1 3 4 ## 1 2 1 3 4 ## 1 2 1 3 4 ## 1 2 1 3 4 ## 1 2 1 3 4 ## 1 2 1 3 4 ## 1 2 1 3 4 ## 1 2 1 3 4 ## 1 2 1 3 4 ## 1 2 1 3 4 ## 1 2 1 3 4 ## 1 2 1 3 4 ## 1 2 1 3 4 ## 1 2 1 3 4 ## 1								OL A	RED		4		EV C	DEL TYPE	4		
FLASH CIRCUIT	_									OL B	RED		5		EV D	DEL TYPE	5	
TOD/DOW MAX	Е									OL C	RED		6		RR D	EL TYPE	6	
OL B SWICH P	F									OL D	RED		7		PED	INHIBIT	7	
		+ B	+ K	EY	•						D + KEY	1 + KE	Y 2		_ ≺	GREEN	8	
OL FL YELLOW	С									FLOA	TING PED		2E		O.	YELLOW	9	
OL FL CIRC	_									ID NU	IMBER		2F	38	В	GREEN	Α	
TOD/DOW PED	B SWITCH P F									COOF	RD PED REC	ALL	3E	0	ОГ	YELLOW	В	
OL B SWITCH P	B SWITCH P F B+C+									REST	IN WALK		3F	1	ر - د	GREEN	С	
	B								ADV \	WARN E O G	}	4E		7	YELLOW	D		
COORD MAX								ADV \	WARN S O G	}	4F			GREEN	Е			
TOD RED REST								RR R	ED CLEAR		5E		Ы	YELLOW	F			
OL A SWITCH P	B + A + KEY							RR R	ED COLOR		5F			E + F + KEY	•			
OL D SWITCH P	AMPLE DET C				EV M	IN AFT C		7E		RR M	1AX II	0						
	B + O + KEY				EV IN	DICATORS		7F	5	PED	PERM PLAN 1	1	25					
OVERLAP E	9										B + A	+ KEY			PED	PERM PLAN 2	2	
OVERLAP F	8									PERN	12 P1		9		PED	PERM PLAN 3	3	
RED REST						PERN	12 P2		Α		PED	PERM PLAN 4	4	25				
MAX RECALL	MPLE DET				PERN	12 P3		В		PED	PERM PLAN 5	5						
FLASH GREEN	B SWICH P						B + C	+ KEY			PED	PERM PLAN 6	6					
FLASH WALK	D SWITCH P						PERN	12 P7		9		PED	PERM PLAN 7	7	25			
ADV WALK	Е									PERN	12 P8		Α		PED	PERM PLAN 8	8	
RESTR PHASE	F									PERN	12 P9		В		PED	PERM PLAN 9	9	
		C +	ΚE	′							B + B	+ KEY				A + 3 + KEY		
START UP YEL	9									PERN	12 P4		9		SAMI	PLING DETECTION	9	
EV A	Α		Х				Χ			PERN	1 2 P5		Α		LEFT	TURN TYPE	Α	
EV B	В									PERN	12 P6		В			C + KEY		
EV C	С										E+	KEY			TRIG	GERS ON IN FLASH	8	2
EV D	D										DELAY		0	0	DESI	GNED BY:	SCR	
HANDICAP PED	Е									ΕV	MIN		1	15	DRA	WN BY:	SCR	
	-			•	-			-		В	DELAY		2		CHE	CKED BY:	0	
RR CLEAR PH									EV	MIN		3		DATE	: 10/18/	13		
RR PERMIT	R PERMIT C									C	DELAY		4		SUP	ERSEDES:		
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N CTU OT								R	DELAY		Α		1	B-13-658-	Т			
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2				84				85	86	87	18				C4				C5	C6	C7
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3				88				89	8A	8B	19				C8				C9	CA	СВ
		X	Х	Х	X	X		15	00	4											
4				8C			1	8D	8E	8F	20				CC	r	1	1	CD	CE	CF
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13		'		ВО	-			B1	B2	В3	29				FO	-			F1	F2	F3
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16				ВС				BD	BE	BF	32				FC				FD	FE	FF

FUNCTION	ON	OFF	FUNCTION	ON	OFF
COORDINATION PLAN	1-18		OUTPUT B	72	82
RED REST	25	24	OUTPUT C	73	83
MAX RECALL	27	26	OUTPUT D	74	84
PED RECALL	29	28	TIME TRANSFER (PAGE 1)	101	
FLASH	33	32	TIME TRANSFER (PAGE 2)	102	
WALK II	55	54	TIME TRANSFER (PAGE 0)	100	
OUTPUT A	71	81	MAX II	129	128

LOCATION: W	. KILBOURN A	.V.	CHECKED BY: 0	SUPERSEDES: B-13-599-T
	& N. 6TH ST.			SUPERSEDED BY:
DESIGNED BY: SCR	DRAWN BY: SCR	DATE: 10/18/13	APPROVED BY:	DRG. NO.: B-13-658-T

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	PHASE	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
	DIRECTION	NBLT	SВ 6ТН	EBLT	WB KILBOURN	SBLT	NB 6TH	WBLT	EB KILBOURN	W. X-WALKS (2)	X-WALK	E. X-WALK	S. X-WALK				
LOCATION:	(DA) A)/				-						ż				4.5	4.0	
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EB WXW'S NXW EXW	SXW - "A"																
	"B"																
	"C"						MON	ITOR	IN SE	RVIC	≣:	11/16	6/04 @	1255	•		
							DRG.	NO:	B-13-	<u>-65</u> 8-⊤							

I.S.D - D.P.W. - CITY OF MILWAUKEE - GJG

ELEC1	RICA	۸L:									FUNCTION		ΚΕΥ	VAL			CYC	LE 1		(CYC	LE 2			CYC	LE 3	,		CYC	LE 4	
3 #	‡2/1 #	8 LT	P SE	RVIC	E FE	D FF	ROM	WEP	CC	IN		D+4+KEY				OFF	SET	1	13	OFFS	ET	1		OFF:	SET	1	89	OFF	SET	1	
М	I SYS	STEN	1. 12	OV M	ETE	R (RE	ED PI	H.)			# OF INTER		6	14		OFF	SET	2		OFFS	SET	2		OFF:	SET	2		OFF	SET	2	
						-		-			TYPE OF CAB.		7	1		OFF	SET	3		OFFS	ET	3		OFF:	SET	3		OFF	SET	3	
												B+1+KEY				OFF	SET	4		OFFS	ET	4		OFF:	SET	4		OFF	SET	4	
FLASH	IING	PRO	GRAI	M :							ACT. 1 LOCK		0			MAX	ί.			MAX.				MAX				MAX	<u>.</u>		
NO	NE -	EME	RGE	NCY	ALL	RED)				ACT. 2 LOCK		1			DWI	ELL		23	DWE	LL			DWE	LL		23	DWI	ELL		
											ACT. 1 DELAY		2		Ļ	CY	CLE I	ENG	HT	CYC	LE I	ENC	STH	CYC	LE L	LENG	STH	CY	CLE L	ENC	TH
			1	2	3	4	5	6	1 7	7 8	ACT. 2 DELAY		3		<i></i> ₹		SE	С			SE	С			SE	ΞC			SE	С	
l_ ⊢	÷	8	Х			Х)	(PRE-EMPT 1 LO	CK	5		INTERVAL	90	0	0	0	0	0	0	0	90	0	0	0	0	0	0	0
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5 5	SS	Α						Х			PRE-EMPT 3 LO	CK	7		1	2.5								2.5							
" 0	Ä	В									PRE-EMPT 1 DE	LAY	8		2	7								7							
		С									PRE-EMPT 2 DE	LAY	9		3	3								3							
AUXIL	ARY	EQU	IPME	NT:							PRE-EMPT 3 DE	LAY	Α		4	7								7							
												B+3+KEY			5	19								19							
											LONG POWER		0	4	6	4								4							
											SHORT POWER	DOWN	1	4	7	2.5								2.5							
PROG	RAM:										SPECIAL ACT. F	UNCTIONS			8	7								7							
AC	TUA	TION	#1:	EBLT	ARF	ROW	S				ACT. SIGNAL PL	-AN	2		9	3								3							
AC	TUA	TION	#2:	NBL1	AR	ROW	S				ACT. CYCLE		3		10	4								4							
											ACT. SPLIT		4		11	8								8							
C	'CLE	3: 06	600-0	900 H	IRS.	EX.	S/S/H	1			ACT. OFFSET		5		12	0								0							
											RESET INTERVA	AL.	6		13	19								19							
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											NO T.B.C. FALL	BACK	8		15																
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TIME I	N SE	RVIC	E:	10/	11/	10 @	a 1,	105			SYSTEM DATA:				21																
				10/	1 17	10 (<u> </u>	+03			MASTER:	MASON AND W	ATER		22																
SIGNA	L #:	107	71								PRO. CL.:	MASON AND W			23																
			•								FL. CL.:		NONE		24																
LOCA	TIOI	V :													DES	SIGNE		Y:		DRA		BY:		SUP	_		_				
	E. KNAPP ST.												JCB					JCB					9-552								
								'	711		5 1.				CHE	CKE		' :		APPF	ROV	ED E	BY:	SUP	ERS	EDE	D BY	' :			
										&						JCB															
							ı	N. V	NA	TEF	R ST.				DAT	E: 5/21	/10			DR	G.	NC	D .:	B-1	0-5	583	-Т				
																3/21	/10														

SIGNAL PLAN #1

INTERVAL	NBLT		=	SB WATER	=	=	EBLT	=		WB KNAPP	=	=	SPARE	=	=	NB WATER	=	=	SPARE	=	=	EB KNAPP	=	=	W. X-WALK	=	=	N. X-WALK	=	=	E. X-WALK	=	=	S. X-WALK	=						ACTUAT #1	RESET NO. 1	ACTUAT #2	RESET NO 2	TRANSITION	AUTO TIMING	MIN. TIMING	RESPONSE	PREEMPTION XFER	PLAN XFER	INTERVAL
=	R	← Y	↓ G	R	Υ		R	√ Y	↓ G	R	Υ	G	-	_	-	R	Υ	G		-	-	R			D۷	v -	W				DW		W	DW	_	W					Ā	R	A	R	ĬŸ.	ΑN	M	2	PREE	₫	-
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4	4			4			4					4				4								4						4						4														5	4
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		Х	Χ	Χ	Χ	Х		06	00	311											
2				A84				A85	A86	A87	18				AC4				AC5	AC6	AC7
		Х	Х	Х	Х	Х		09	00	111	. •										
3				A88			•	A89	A8A	A8B	19				AC8		1		AC9	ACA	ACB
4				A8C				A8D	A8E	A8F	20				ACC				ACD	ACE	ACF
5				A90				A91	A92	A93	21				ADO				AD1	AD2	AD3
6		1	ī	A94			,	A95	A96	A97	22				AD4	1			AD5	AD6	AD7
7		1	ī	A98			,	A99	A9A	A9B	23				AD8	1			AD9	ADA	ADB
8				A9C				A9D	A9E	A9F	24				ADC				ADD	ADE	ADF
9				AAO				AA1	AA2	AA3	25				AEO				AE1	AE2	AE3
10				AA4				AA5	AA6	AA7	26		-		AE4				AE5	AE6	AE7
11				AA8		1	1	AA9	AAA	AAB	27	-	-		AE8		1	1	AE9	AEA	AEB
				110				1							\				4==	A = =	A = =
12				AAC		1	1	AAD	AAE	AAF	28	ı	ı		AEC				AED	AEE	AEF
				100				101	4.00	4.00					150				1	450	450
13				ABO		1	1	AB1	AB2	AB3	29	-	T		AFO				AF1	AF2	AF3
				A D 4				ADC	ADC	4 D.7					A F 4				\	A F.C	A F-7
14				AB4		1	1	AB5	AB6	AB7	30	1	1		AF4		1	1	AF5	AF6	AF7
				AB8		<u> </u>]	AB9	ABA	V D D					AF8				AF9	AFA	A E D
15				ABS		T	1	ABA	ABA	ABB	31	ı	1		ΑГŎ		1	1	AF9	AFA	AFB
				ABC				ABD	ABE	ABF					AFC				AFD	AFE	AFF
16				ADC			1	ADD	ADE	ADF	32	I	ı		AFC			1	AFD	AFE	AFF

FUNCTION	ON	OFF	FUNCTION	ON	OFF					
SIGNAL PLAN	1 - 4		OUTPUT A	21	22					
FLASH	11	12	OUTPUT B	23	24					
FREE	16	17	OUTPUT C	25	26					
	FUNCTION									
COORDINATION PL	COORDINATION PLAN = CYCLE / SPLIT / OFFSET (EX. 111)									

LOCATION:	E. KNAPP ST.		CHECKED BY: JCB	SUPERSEDES:	B-09-552-T
	& N. WATER ST.			SUPERSEDED BY	Y:
DESIGNED BY: JCB	DRAWN BY: JCB	DATE: 5/21/10	APPROVED BY:	DRG. NO.:	B-10-583-T

	PHASE	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
-	111/02	•			•	0	0		J	J	.0		12	10		10	10
	DIRECTION		TER		APP		TER		γPP	ALK	ALK	ALK	ЛLК				
LOCATION		NBLT	SB WATER	EBLT	WB KNAPP	SPARE	NB WATER	SPARE	EB KNAPP	W. X-WALK	N. X-WALK	E. X-WALK	S. X-WALK				
E. KNAPP	ST.	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	
&		3	4	5	6	7	8	9	10	11	12	13	14	15	16		
N. WATER	ST.	4	5	6	7	8	9	10	11	12	13	14	15	16			
SHADED COMBINATIO	ONS	5	6	7	8	9	10	11	12	13	14	15	16				
ARE NOT PERMITTED		6	7	8	9	10	11	12	13	14	15	16					
DIODES FOR CONFLIC	CTING	7	8	9	10	11	12	13	14	15	16						
INDICATIONS		8	9	10	11	12	13	14	15	16							
		9	10	11	12	13	14	15	16								
CABINET SWITCH LOC	CATIONS	10	11	12	13	14	15	16									
1 2 3 4	5 6 7	11	12	13	14	15	16										
		12	13	14	15	16											
8 9 10 11	12 13 14	13	14	15	16												
		14	15	16													
NBLT SB EBLT WB	- NB -	15	16]													
		16															
EB WXW NXW EXW	SXW CY3 "A"																
	CY2 "B"																
	D-1 "C"						MON	ITOR	IN SE	RVICI	≣:	9/28/0	04 @ (0937			
<u> </u>	<u> </u>								B-10-								

B.T.E. E.S. - D.P.W. - CITY OF MILWAUKEE - GJG

SERVICE:

3 #4/1 #8 LTP. FED FROM WEPCO WP #58-1504 AT ALLEY BETWEEN DR. MLK AND 4TH (RED 0) 120V METER

FLASH PROGRAM:

2400-0600 HRS.; N/S-RED, E/W-YELLOW

170 CONTROLLER W4IKS PROGRAM

INTERSECTION PROGRAMMING DATA

DUAC	_ 1	TIMINIC	DATA	/DLIA	CF . 1/	τV\				II DUACE EI	INIC	TIC	NIC	· /O	. 1/	ΓV\			_
PHASI		IIVIING	DATA	(PHA	SE + K	LEY)				PHASE FL	_	, 110	סמוכ	(0	+ N	⊏Y)			
FUNCTION	ΚEΥ	1	2	3	4	5	6	7	8	FUNCTION	KEY	1	2	3	4	5	6	7	8
MAX I	0	10	27		68		27		68	VEHICLE RECALL	0		Х		Х		Х		Χ
MAX II / HFDW	1									PED. RECALL	1				Х		Х		Χ
WALK	2		7		7		7		7	RED LOCK	2								
FDW	3		20		17		20		17	YELLOW LOCK	3								
MAX INITIAL	4									PERMIT	4	Х	Х		Χ		Х		Χ
MIN GREEN	5	10	13		24		20		24	PED PHASES	5		Х		Χ		Х		Χ
TIME BEFORE REDUCTION	6									LEAD PHASES	6	Х		Χ		Χ		Х	
TIME TO REDUCE	7									DUAL ENTRY	7		Х		Χ		Х		Χ
OBSERVE GAP	8									SEQ TIMING	8								
PASSAGE	9									START UP GREEN	9				Χ				Χ
MINIMUM GAP	Α									OVERLAP A	Α								
ADDED / ACTUATION	В									OVERLAP B	В								
YELLOW	С	3.5	4		4		4		4	OVERLAP C	С								
RED CLEARANCE	D		2.5		2		2.5		2	OVERLAP D	D								
RED REVERT	Е									EXCLUSIVE	Е								
WALK II	F									SIM GAP	F								
PHASE	•		PHAS	E 5	•	SP	ARE			OVERLAP							•		
ASSIGNMENT DESCRI	PTIC	N								В									
PHASE 1: NBLT		ACY.	PHAS	E 6		NB	4TH			OVERLAP									
		, c'y				E. X-	WALK			С									
PHASE 2: SB 4TH			PHAS	E 7		SP	ARE			OVERLAP									
WXW (ACT	.)									D									
PHASE 3: SPARE			PHAS	E 8	E	ЕВ Мс	KINLE'	Y		OVERLAP									
						S. X-	WALK			E									
PHASE 4: WB McKINLI	ΕY		OVER	LAP						OVERLAP									
N. X-WALK	(Α						F									
TIME IN: 5/7/09 @	12	55	PROG	RAM:						SYSTEM DATA									
5/1/09 @	12	3 3	CR	D. PL	. 4: 150	00-180	0 HRS.	EX. S	S/S/H	MASTER:	LO	۷E	LL A	AND) MI	СН	IGA	N	
SOFTWARE: W4IKS	: 60		CR	D. PL	. 7: 060	090-090	0 HRS.	EX. S	S/S/H										
WHIRS	.00		1)	NBLT A	ARROV	VS IN	HIBITE	D - VIA	4	PRO. CL.:	LO	۷E	LL A	AND	MI	СН	IGA	N	
SIGNAL NO: 2039	a		Α	UX. O	UTPUT	A)													
203:	7									FL. CL.:	NO	NE							
			1																
										PROGRAM INST:									
LOCATION:										PROGRAM COM	1MA	ND	ВО	X T	O I	NHI	BIT		
W. McKINLEY	Δ۱/									PHASE 1 (NBLT) Dl	JRII	NG	CRI	D. P	L. 7	7 (V	IA	
VV. IVICINIALL I	~ 4	•								AUX. A ON) AND			. X-	WA	LK	AC	Т		
&	&									AUXILLARY EQUIPI	MEN	NT:							
N. 4TH ST.																			
14. 4111 31.																			

CHECKED BY: JCB		APPROVED BY:	SUPERSEDED BY:	SUPERSEDES:	B-08-632-T
DESIGNED BY:	DRAWN BY:	DATE:	DRAWING NO:	B-09-554-T	
JCB	JCB	3/18/09	DIVAMING NO.	D-03-334 - 1	

170 CONTROLLER - 4IKS PROGRAM COORDINATION DATA

FUNCTION	ı				COC	ORDI	NATIO	ON F	LAN		
TONCTION	'		1	2	3	4	5	6	7	8	9
CYCLE LENGTH		0	90			90			90		
FORCE OFF F	PH 1	1	34			34			•		
FORCE OFF F	PH 2	2	51			51			51		
FORCE OFF F	PH 3	3									
FORCE OFF F	PH 4	4	0			0			0		
FORCE OFF F	PH 5	5									
FORCE OFF F	PH 6	6	51			51			51		
FORCE OFF F	PH 7	7									
FORCE OFF F	PH 8	8	0			0			0		
OFFSET (SECONI	OS)	9	32			18			8		
PERMISSIVE LEN	GTH	Α	0			0			0		
MAXIMUM DWELL	-	В	15			15			15		

										1									
FUNCTION	KEY					ASE				FUNCTION	ΚĒΥ		_			ASE			
	궃	1	2	3	4	5	6	7	8		조	1	2	3	4	5	6	7	8
COORD PLAN 1										COORD PLAN 6									
LEAD PHASES	С	Χ		Х		Х		Х		LEAD PHASES	С								
COORD PHASES	D				Χ				X	COORD PHASES									
PERM 2 PHASES	Е									PERM 2 PHASES	Е								
MIN RECALL	F		Χ		X		X		X	MIN RECALL	F								
COORD PLAN 2										COORD PLAN 7									
LEAD PHASES	C									LEAD PHASES	С	X		Х		Χ		X	
COORD PHASES	D									COORD PHASES					X				Χ
PERM 2 PHASES	Е									PERM 2 PHASES	Е								
MIN RECALL	F									MIN RECALL	F		Χ		X		Χ		Χ
COORD PLAN 3										COORD PLAN 8									
LEAD PHASES	С									LEAD PHASES	С								
COORD PHASES	D									COORD PHASES	D								
PERM 2 PHASES	Е									PERM 2 PHASES	Е								
MIN RECALL	F									MIN RECALL	F								
COORD PLAN 4										COORD PLAN 9									
LEAD PHASES	С	X		X		Χ		X		LEAD PHASES	С								
COORD PHASES	D				X				X	COORD PHASES	D								
PERM 2 PHASES	Е									PERM 2 PHASES	Е								
MIN RECALL	F		Х		Х		Х		Х	MIN RECALL	F								
COORD PLAN 5										LOCATION:			W.	Mc	KINL	EY A	۱V.		
LEAD PHASES	С														&				
COORD PHASES	D													N. 4	4TH	ST.			
PERM 2 PHASES	Е									DATE:	SUPI	ERSE	DES:	B-08	8-63 2	2-T			
MIN RECALL	F									3/18/09	SUPI	RSE	DED:						
DESIGNED BY: JCB	DRAV	VN BY JCB				CHE	JCE			APPROVED:	DR	AWI	NG:	B-0	9-55	4-T			

170 CONTROLLER - W4IKS PROGRAM MISCELLANEOUS FUNCTIONS

			РΗΔ	SF	NUIN/	IBFF	₹				>		l		>	
KEY	1			т —	_		т —	8	FUNC	TION	KE	ΑV		FUNCTION	KE	VAL
В	+ 0	+ K	EY					•	E	3 + O + KEY				9 + KEY		
С									MODE (0-4)		4	2	SHO	RT POWER DOWN	0	4
Е									MASTER (0=0	OFF)	5	0	LONG	POWER DOWN	1	4
F	X								(C + F + KEY			EV A	DEL TYPE	2	
В	+ A	+ K	ΕY						PAGE ID		0		EV B	DEL TYPE	3	
С				Х				Х	OL A RED		4		EV C	DEL TYPE	4	
D									OL B RED		5		EV D	DEL TYPE	5	
Ε									OL C RED		6		RR D	EL TYPE	6	
F									OL D RED		7		PED	INHIBIT	7	
В	+ B	+ K	ΕY						D +	KEY 1 + KE	Y 2		Α-	GREEN	8	
С									FLOATING PI	ΞD	2E		0	YELLOW	9	
D									ID NUMBER		2F	39	- B	GREEN	Α	
Е									COORD PED	RECALL	3E	0	0	YELLOW	В	
F									REST IN WAL	K	3F	1	- C	GREEN	С	
В	+ C	+ K	EY						ADV WARN E	OG	4E		ō	YELLOW	D	
С									ADV WARN S	OG	4F		о-	GREEN	Е	
D									RR RED CLE	AR	5E		ō	YELLOW	F	
Е									RR RED COL	OR	5F			E + F + KEY		
F									EV MIN AFT (0	7E		RR M	IAX II	0	
С	+ F	+ K	EY						EV INDICATO	RS	7F		PED	PERM PLAN 1	1	
9									E	3 + A + KEY			PED	PERM PLAN 2	2	
8									PERM 2 P1		9		PED	PERM PLAN 3	3	
Α									PERM 2 P2		Α		PED	PERM PLAN 4	4	
В									PERM 2 P3		В		PED	PERM PLAN 5	5	
С									E	3 + C + KEY			PED	PERM PLAN 6	6	
D									PERM 2 P7		9		PED	PERM PLAN 7	7	
Ε									PERM 2 P8		Α		PED	PERM PLAN 8	8	
F									PERM 2 P9		В		PED	PERM PLAN 9	9	
	C +	KE	Ý						E	3 + B + KEY				A + 3 + KEY		-
9									PERM 2 P4		9		SAMI	PLING DETECTION	9	
Α									PERM 2 P5		Α		LEFT	TURN TYPE	Α	
В									PERM 2 P6		В			C + KEY		
С										E + KEY			TRIG	GERS ON IN FLASH	8	2
D									▼ DELAY		0		DESI	GNED BY:	JCB	
Е									MIN ⊞		1		DRA	WN BY:	JCB	
	E +	KE	Y								2		CHE	CKED BY:	JCB	
В									MIN ⊞		3		DATE	3/18/09	9	
С											4		SUPE	RSEDES:		
D									≧ MIN		5		7	B-08-632-T		
											6		SUPE	RSEDED BY:		
N/-	VII	NII.	EV	٧,	,				≧ MIN		7		7			
IVIC	ΝII	I N L	C Y	A١	٧.				OL RED REV	ERT	8		DRA	WING NO:		
	ě	&							∝ MIN		9		1			
NI.	4 7	· LJ ·	СŦ						DELAY		Α		Ī	B-09-554-	Γ	
IN.	41	П	3 I	•									1			
	C E F B C D E F F C D E F F C D E T C D E T C D E T C D T T C D T C D T C D T C D T C D T T C T T T T T T T	B + O C E	H	H				B + O + KEY					B + O + KEY	B+O+KEY	B+O+KEY	B + O + KEY

											- W4I NATIO										
				DAY				HR	MN	FN					DAY				HR	MN	FN
	1	2	3	4	5	6	7					1	2	3	4	5	6	7			
1	U Company			80				81	82	83	17				CO		•		C1	C2	C3
	X	X	X	Х	X	Х	Χ	00	00	33											
2				84				85	86	87	18				C4				C5	C6	C7
	X	X	X	X	X	X	Χ	06	00	32											
3		1	ī	88		_		89	8A	8B	19				C8		_	_	C9	CA	СВ
	Χ						X	06	00	1											
4				8C				8D	8E	8F	20		-		CC				CD	CE	CF
		Χ	X	X	X	X		06	00	7											
5				90				91	92	93	21				DO	1	1	1	D1	D2	D3
		Χ	X	X	X	X		06	00	71									D.	D 0	D-7
6				94	1			95	96	97	22	-			D4	1	1	1	D5	D6	D7
		Х	X	X	X	X		09	00	81					D0				D0	D.	DD
7		\ <u>'</u>	· ·	98	- V			99	9A	9B	23				D8	1	1	1	D9	DA	DB
		Χ	X	X 9C	X	X		09	00 9E	1 9F					DC				DD	DE	DF
8		Х	v	X	Х	Х		15	90	9F 4	24	T	T		DC		T	I	טט	DE	DF
		^	Х	AO	^			A1	A2	4	0.5				EO				E1	E2	E3
9		Х	Х	X	Х	Х		18	00	1	25	Ī	Ī			1	1	I	<u> </u>	LZ	LJ
40		^	^	A4		_ ^		A5	A6	A7	20				E4				E5	E6	E7
10				, \ -				7.0	710	711	26						1				
11				A8				A9	AAE	AB	27				E8				E9	EA	EB
' '				T				† · · · ·			21								1		
12				AC	<u> </u>	<u> </u>		AD	AE	AF	28				EC	<u> </u>	-	1	ED	EE	EF
'^											20										
13		1		ВО				B1	B2	В3	29				FO		-	·	F1	F2	F3
'											20										
14				B4				B5	В6	В7	30		-		F4				F5	F6	F7
' '																					
15				B8				B9	BA	BB	31				F8				F9	FA	FB
`											•										
16				ВС				BD	BE	BF	32				FC				FD	FE	FF

FUNCTION	ON	OFF	FUNCTION	ON	OFF
COORDINATION PLAN	1-18		OUTPUT B	72	82
RED REST	25	24	OUTPUT C	73	83
MAX RECALL	27	26	OUTPUT D	74	84
PED RECALL	29	28	TIME TRANSFER (PAGE 1)	101	
FLASH	33	32	TIME TRANSFER (PAGE 2)	102	
WALK II	55	54	TIME TRANSFER (PAGE 0)	100	
OUTPUT A	71	81	MAX II	129	128

LOCATION: W	/. McKINLEY A	V.	CHECKED BY: JCB		SUPERSEDES: B-08-632-T
	& N. 4TH ST.				SUPERSEDED BY:
DESIGNED BY: JCB	DRAWN BY: JCB	DATE: 3/18/09	APPROVED BY:	DRG	G. NO.: B-09-554-T

PHASE	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
DIRECTION	4тн	4ТН	McKINLEY	WB MCKINLEY	רד	W. X-WALK			SPARE				X-WALK	X-WALKS		
LOCATION	8 B	SB	EB	WE	NBLT	×.			SP				E.)	N/S		
W. McKINLEY AV.	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	
&	3	4	5	6	7	8	9	10	11	12	13	14	15	16		
N. 4TH ST.	4	5	6	7	8	9	10	11	12	13	14	15	16			
SHADED COMBINATIONS	5	6	7	8	9	10	11	12	13	14	15	16				
ARE NOT PERMITTED	6	7	8	9	10	11	12	13	14	15	16					
DIODES FOR CONFLICTING	7	8	9	10	11	12	13	14	15	16						
INDICATIONS	8	9	10	11	12	13	14	15	16							
	9	10	11	12	13	14	15	16								
CABINET SWITCH LOCATIONS	10	11	12	13	14	15	16									
1 2 13 3 4 14 5 6	11	12	13	14	15	16										
	12	13	14	15	16											
CONFLICT MONITOR CONNECTIONS	13	14	15	16												
NB SB EXW EB WB NS NBLT WXW	14	15	16													
1R 2R 13R 3R 4R 14R 5R 6R	15	16														
1Y 2Y 9G 3Y 4Y 9Y 5Y 6Y	16															
1G 2G 13G 3G 4G 14G 5G 6G																

MONITOR IN SERVICE: 3/1/06 @ 1005

DRG. NO: B-09-554-T

PAGE 5 OF 5

ELECTRICA	L:									FUNCTION	1		ΚΕΥ	VAL			CYC	LE 1		C	YC	LE 2	2		CYC	LE 3			CYC	LE 4	,
3 #4 LTF	P SE	RV F	ED F	ROM	(CIT	ΓY) "\	WB"					D+4+KEY				OFF	SET	1	65	OFFS	ΕT	1	63	OFF:	SET	1	65	OFF	SET	1	
SUBSTA					•	•				# OF INTER	R		6	8		OFF	SET	2		OFFS	ΕT	2		OFF:					SET		
120V (R	ED ())								TYPE OF C	CAE	3.	7	2		OFF	SET	3		OFFS				OFF:	SET	3			SET		
NO MÈT		•										B+1+KEY				OFF	SET	4		OFFS				OFF					SET		
FLASHING F	PRO	GRAN	<i>/</i> 1 :							ACT. 1 LOC	CK		0			MAX	ί.			MAX.				MAX				MAX	ί.		
NONE -	EME	RGE	NCY	ALL	RED)				ACT. 2 LOC			1			DWI	ELL		46	DWE	L		44	DWE	LL		36	DWI	ΞLL		
										ACT. 1 DEL	LA	/	2		ب	CY	CLE I	LENG	GTH	CYC	LE I	LENG	GTH	CYC	LE L	ENC	3TH	CY	CLE L	ENG	3TH
		1	2	3	4	5	6		7	8 ACT. 2 DEL	LA	<i>'</i>	3		٧٧		SE	EC			SE	EC			SE	С			SE	С	
	8	Х			Х					PRE-EMPT	Г1	LOCK	5		INTERVAL	90	0	0	0	90	0	0	0	90	0	0	0	0	0	0	0
S J	9				Х			1		PRE-EMPT	۲2	LOCK	6		Z	SP1	SP2	SP3	SP4	SP1	SP2	SP3	SP4	SP1	SP2	SP3	SP4	SP1	SP2	SP3	SP4
FLASH OUTPUT ASSIGN.	Α									PRE-EMPT	Г3	LOCK	7		1	31				29				21							
L O A	В									PRE-EMPT	٦1	DELAY	8		2	18				18				18							
ľ	С									PRE-EMPT	۲2	DELAY	9		3	4				4				4							
AUXILLARY	EQl	JIPMI	NT:							PRE-EMPT	Г3	DELAY	Α		4	2				2				2							
POLICE	HAN	IDCC	RD	OPEF	RATI	ON						B+3+KEY			5	18				20				28							
										LONG POW	۷E	R DOWN	0	4	6	11.5				11.5				11.5							
										SHORT PO)W	ER DOWN	1	4	7	4				4				4							
PROGRAM:										SPECIAL A	CT	. FUNCTIONS	•	•	8	1.5				1.5				1.5							
CYCLE	2: 15	00-1	300 H	IRS.	EX.	S/S/F	1			ACT. SIGN	IAL	PLAN	2		9																
CYCLE	3: 06	00-0	900 H	IRS.	EX.	S/S/H	ł			ACT. CYCL	E		3		10																
										ACT. SPLIT	Т		4		11																
										ACT. OFFS	SET	•	5		12																
										RESET INT	ГЕР	RVAL	6		13																
										# OF CYCL	ES		7		14																
										NO T.B.C. F	FA	L BACK	8		15																
										CRD. FROM	M A	CT. MSTR.	9		16																
												C+C+KEY			17																
										DWELL ME	ΞTΗ	IOD A	Α	0	18																
										COORD. M	100	E	E	1	19																
										COORD. M.	1AS	TER	F		20																
TIME IN SER	RVIC	E:								SYSTEM D	ÞΑΤ	<u>A:</u>			21																
										MASTER:		LOVELL AND MIC	HIGAN		22																
SIGNAL #:	203	96								PRO. CL.:		LOVELL AND MIC	HIGAN		23																
		0								FL. CL.:		l	OCAL.		24																
LOCATION	1:												-		DES	SIGNE	D B	Y:		DRAV	VN	BY:		SUP	ERS	EDE:	S:				
						,	۱۸/	97	ГΛ٦	E ST.						JCB					СВ				B-09	-583	-T				
						,	v v .	<u>ی</u> ا		L JI.					CHE	CKE	D BY	′:		APPF	OV	ED E	3Y:	SUP	ERS	EDE	D BY	′ :			
									&																						
1							N	Δ	ιΤΗ	ST.					DAT					DR	G	N	.	B-1	1-5	525	-Т				
							14	. ¬	r I I	51.						1/7/1	1			יום	<u>J</u> .	14/	J	ו - כו	1-,	LJ	- 1				

SIGNAL PLAN #1

INTERVAL	NB 4TH			SB 4TH			E/W X-WALKS	SPARE			WB STATE			N/S X-WALKS		SPARE																		ı	STANE		SPARE		ACTUAT #1	RESET NO. 1	ACTUAT #2	RESET NO 2	TRANSITION	AUTO TIMING	MIN. TIMING	RESPONSE	PREEMPTION XFER	PLAN XFER	INTERVAL
Z	R	Y	G	R		G [w w	, -			R	ł Y	_	D۱	w w	_	-	-	-	-	-														-		_		AC-	RES	AC-	RES	TRA	AUT	M	RES	REEM	PLA	Ξ
	1	2	3	4	5	-	7 8	9	1	0 11	1 12	2 13	3 14	1 1	5 16	17	18	19	20	21	22	23	24	25	26	27	28	29	30	31	32	33	34	35 3	6 3	7 38	39	40											
1	1			1		_	1	1					1		1																									1		1						_	1
2	2			2			2	1					2																																				2
3	3			3			3	_				3	1	3																														1	4				3
4	4			4			4				4			4																														1	2				4
5			5			5	5	L			5			5																																			5
6			6			-	F				6			6																																			6
7		7			7		7				7			7																														1	4				7
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4 A8C A8D A8E A8F 20 ACC ACD ACE A 5 A90 A91 A92 A93 21 ADO AD1 AD2 A 6 A94 A95 A96 A97 22 AD4 AD5 AD6 A 7 A98 A99 A9A A9B 23 AD8 AD9 ADA A 8 A9C A9D A9E A9F 24 ADC ADD ADE A 9 AAO AA1 AA2 AA3 25 AEO AE1 AE2 A 10 AA4 AA5 AA6 AA7 26 AE4 AE5 AE6 A 11 AA8 AA9 AAA AAB 27 AE8 AE9 AEA A 12 AAC AAD AAE AAF 28 AEC AED AEE A 13 ABO AB1 AB2 AB3 29 AFO AF1 AF2 A 14 AB4 AB5 AB6 AB7 30 AF4 AF5 AF6 A 15 AB8 AB9 ABA ABB ABB ABA ABB ABB ABA ABB AF8 AF9 AFA A	3				A88				A89	A8A	A8B	19				AC8				AC9	ACA	ACB
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15 AB8 AB9 ABA ABB 31 AF8 AF9 AFA A					ΔR/				ΔR5	AB6	ΔR7					ΔE1				ΔE5	ΔE6	AF7
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	45				ΔRΩ				ΔRO	ΔΒΔ	ΔRR	0.4				ΔF8				ΔFQ	ΔΕΛ	AFB
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10 AFD AFE A	40				ARC				ARD	ΔRF	ΔRF	00				ΔFC				ΔFD	ΔFF	AFF
	16				T		1		700	ADE	ADI	32				710		I	1	AI D	AI L	AL I

FUNCTION	ON	OFF	FUNCTION	ON	OFF
SIGNAL PLAN	1 - 4		OUTPUT A	21	22
FLASH	11	12	OUTPUT B	23	24
FREE	16	17	OUTPUT C	25	26
		CTION		ON	OFF
COORDINATION PL	AN = CYC	LE / SPLI	Г / OFFSET (EX. 111)	111 - 444	

LOCATION:	W. STATE ST.		CHECKED BY:	SUPERSEDES:	B-09-583-T
	& N. 4TH ST.			SUPERSEDED BY	Y:
DESIGNED BY: JCB	DRAWN BY: JCB	DATE: 1/7/11	APPROVED BY:	DRG. NO.:	B-11-525-T

	PHASE	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
	DIRECTION	4ТН	4ТН	ıRE	STATE	SPARE	RE			ıRE				E/W X-WALKS	X-WALKS		
LOCATION:		NB.	SB ,	SPARE	WB	SP⊿	SPARE			SPARE				E/W	S/N		
W. STATE	EST.	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	
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N. 4TH S	ST.	4	5	6	7	8	9	10	11	12	13	14	15	16			
SHADED COMBINATION	IS	5	6	7	8	9	10	11	12	13	14	15	16				
ARE NOT PERMITTED		6	7	8	9	10	11	12	13	14	15	16					
DIODES FOR CONFLICT	ING	7	8	9	10	11	12	13	14	15	16						
INDICATIONS		8	9	10	11	12	13	14	15	16							
		9	10	11	12	13	14	15	16								
CABINET SWITCH LOCA	ATIONS	10	11	12	13	14	15	16									
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CONFLICT MONITOR CO		13	14	15	16												
NB SB _{XWS} W	VB _{XWS}	14	15	16													
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1Y 2Y 9G 3Y 4	Y 9Y 5Y 6Y	16															
1G 2G 13G 3G 4	G 14G 5G 6G																
							MON	ITOR	IN SE	RVICE	<u>:</u> :	9/30/0	05 @	0840			
										525-T							

B.T.E. E.S. - D.P.W. - CITY OF MILWAUKEE - GJG

ELECTRICA	۸L:									FUNCTION		ΚΕΥ	VAL			CYC	LE 1			CYC	LE 2	:		CYC	LE 3			CYC	LE 4	,
3 #4 LT	P SE	RV F	ED I	RON	I CIT	Y "W	/B"				D+4+KEY			1	OFF	SET	1	89	OFF:	SET	1	81	OFF	SET	1	82	OFF	SET	1	
SUBST	ATIO	N @	KILE	OUR	Ν&	6ТН				# OF INTER		6	16	1	OFF	SET	2		OFF:					SET		_		SET		
NO ME	TER									TYPE OF CA	λB.	7	2	1	OFF	SET	3		OFF	SET	3		OFF	SET	3		OFF	SET	3	
											B+1+KEY			1	OFF	SET	4		OFF	SET	4		OFF	SET	4		OFF	SET	4	
FLASHING	PRO	GRAI	M :							ACT. 1 LOCK	(0		1	MAX				MAX				MAX				MAX	ί.		
NONE -	EME	RGE	NC	ALL	RED)				ACT. 2 LOCK	(1		1	DWE	ELL		41	DWE	LL		41	DWE	ELL		38	DWI	ELL		
										ACT. 1 DELA	·Υ	2		<u> </u>	CYC	CLE L	ENG	ЭТН	CYC	LE	LENG	STH	CYC	CLE I	LENC	ЭТН	CY	CLE I	ENC	3TH
		1	2	3	4	5	6	-	7	ACT. 2 DELA	·Υ	3		II≳		SE	С			SI	ΞC			SE	EC			SE	С	
_ ⊢ →	8	Х			Х					PRE-EMPT 1	LOCK	5		INTERVAL	90	0	0	0	90	0	0	0	90	0	0	0		0	0	0
R 등	9	Х			Х					PRE-EMPT 2	LOCK	6		ΙΞ	SP1	SP2	SP3	SP4	SP1	SP2	SP3	SP4	SP1	SP2	SP3	SP4	SP1	SP2	SP3	SP4
FLASH OUTPUT ASSIGN.	Α				Х					PRE-EMPT 3	LOCK	7		1	4				4				4				0			
4 0 4	В									PRE-EMPT 1	DELAY	8		2	11				11				8				0			
	С									PRE-EMPT 2	2 DELAY	9		3	18				18				18				18			
AUXILLARY	' EQL	JIPMI	ENT		•			•	•	PRE-EMPT 3	BDELAY	Α		4	4				4				4				4			
1 1/4" V	/ENT	PIPE	, P	E COI	NF. L	TS.	W/ 5	A F	USE,		B+3+KEY			5	2				2				2				2			
ADA. P	OLAF	RA PE	ED. I	P.B. S	YST	ΈM,				LONG POWE	ER DOWN	0	4	6	4				4				4				0			
EB "NT	OR"	LED	SIG	\ W/	5A F	USE				SHORT POV	/ER DOWN	1	4	7	3				3				3				0			
PROGRAM:										SPECIAL AC	T. FUNCTIONS			8	3				3				3				0			
ACTUA	TION	#1: I	NBL	T ARF	ROW					ACT. SIGNA	L PLAN	2		9	0				0				3				3			
CYCLE	2: 15	00-1	800	HRS.	EX.	S/S/ŀ	Н			ACT. CYCLE		3		10	0				0				0				8.5			
CYCLE	3: 06	00-0	900	HRS.	EX.	S/S/H	Н			ACT. SPLIT		4		11	3				3				3				11.5			
										ACT. OFFSE	Т	5		12	4				4				4				11.5			
SIG. PL	4, C	YCL	E 4:	ON N	I/S F	IRE (CALL	P	PΕ	RESET INTE	RVAL	6		13	17				17				17				0			
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15 SE	C. MI	N.) N	ΙAΧ	DEL	AY T	O PE	E IS 2	28 S	SEC.	NO T.B.C. FA	ALL BACK	8		15	4				4				4				4			
OPTIC	OM I	DETE	CTI	ON D	ISTA	NCE	MUS	ST E	3E	CRD. FROM	ACT. MSTR.	9		16	1.5				1.5				1.5				1.5			
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										DWELL MET	HOD A	Α		18																
EB "NT	OR"	LED	CHA	NGE	ABLI	E ME	SSA	GE	SIGN	COORD. MO	DE	Е	1	19																
ON: 07	700-1	800 E	X. 9	S/S/H	(VIA	AUX	(.B)			COORD. MA	STER	F		20																
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			Z -	Z- I.	3 W	09	.50			MASTER:	LOVELL AND N	MICHIGAN	ı	22																
SIGNAL #:	202	7								PRO. CL.:	LOVELL AND N	MICHIGAN	ı	23																
		<u> </u>								FL. CL.:		NONE	<u> </u>	24																
LOCATION	N:											·		DES	SIGNE	D B	Y:		DRA'	WN	BY:		SUP	ERS	EDE	S:				
							W/	QT	ΓΔΤ	E ST.					SCR					SCR				B-11						
							₩.	J		L 31.				CHE	CKE		:		APPI	ROV	ED E	3Y:	SUP	ERS	EDE	D BY	:			
									&						JCB															
							N	l. 6	тн	ST.				DAT	E: 1/25	/13			DF	≀G.	N	D. :	B- 1	13-5	512	-T				

SIGNAL PLAN #1

INTERVAL	NB 6TH	- Y	<u>"</u> G 3	HL9 8S R 4		G	W. X-WALK	<u>.</u> W	യ a EB STATE		- G		٦,	: Y	G [N/S X-WALKS	W		- 10	w 19	NBLT NBLT		G			4 2	F 0	96 (27	20	20	30	21	22	22	24	35	AUX. B.		20	PE CONF. LIGHT	40	ACTUAT #1	RESET NO. 1	ACTUAT #2	RESET NO 2	TRANSITION	AUTO TIMING	MIN. TIMING	RESPONSE	PREEMPTION XFER	PLAN XFER	INTERVAL
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SIGNAL PLAN #4

INTERVAL	NB 6TH	=		SB 6TH	= :		W. X-WALK	WD STATE	WBSIAIE	=		WB STATE		=	N/S X-WALKS		E. X-WALK			NBLT																AUX. B.			PE CONF. LIGHT		ACTUAT #1	RESET NO. 1	ACTUAT #2	RESET NO 2	TRANSITION	AUTO TIMING	MIN. TIMING	RESPONSE	PREEMPTION XFER	PLAN XFER	INTERVAL
	R	Υ	G	R	Υ	G [ow v	V	R	Υ	G	R	Υ				DW	-	W	R	← Y	▼ G														тс			fld		A	RE	Ä	RE	T	AU	⊠	R	REEI	집	=
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			8							NED							DR				-			IEC	CKE							PPR	RO1	/ED	BY												40 -	-			\exists
		N.		H S	Т				CF									sc	R					J	СВ																וט	ĸG.	NC	,.:	B-1	ა-ე	12-	1			

PRE-EMPTION PLAN # 1 (NB/SB) OPTICOM [FIRE CALL]

		CODE		
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01	2	32	4	
02	3	32	5	
03		35	1	
04	5	36	14	
05	6	37	6	
06	7	32	9	
07	8	32	10	
80	9	33	14	
09	10	32	11	
0A	11	33	14	
0B	12	32	12	
0C	13	33	14	
0D	14	34	14	
0E 0F	15	32	15	
0F	16	32	16	
10	17	35	1	
11	18	36	14	
12	19	37	1	
13	20			
14	21			
15	22			
16	23			
17	24			
18	25			
19	26			
1A	27			
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1D	30			
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1F	32			

20 33 21 34 22 35 23 36 24 37 25 38 26 39 27 40 28 41 29 42 2A 43 2B 44 2C 45 2D 46 2E 47 2F 48 30 49 31 50 32 51 33 52 34 53 35 54 36 55 37 56 38 57 39 58 3A 59 3B 60 3C 61 3D 62 3E 63 3F 64		STEP	CODE	PM#
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25 38 26 39 27 40 28 41 29 42 2A 43 2B 44 2C 45 2D 46 2E 47 2F 48 30 49 31 50 32 51 33 52 34 53 35 54 36 55 37 56 38 57 39 58 3A 59 3B 60 3C 61 3D 62 3E 63	22	35		
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29 42 2A 43 2B 44 2C 45 2D 46 2E 47 2F 48 30 49 31 50 32 51 33 52 34 53 35 54 36 55 37 56 38 57 39 58 3A 59 3B 60 3C 61 3D 62 3E 63	27	40		
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2C 45 2D 46 2E 47 2F 48 30 49 31 50 32 51 33 52 34 53 35 54 36 55 37 56 38 57 39 58 3A 59 3B 60 3C 61 3D 62 3E 63	2A	43		
2D 46 2E 47 2F 48 30 49 31 50 32 51 33 52 34 53 35 54 36 55 37 56 38 57 39 58 3A 59 3B 60 3C 61 3D 62 3E 63	2B			
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38 57 39 58 3A 59 3B 60 3C 61 3D 62 3E 63				
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3A 59 3B 60 3C 61 3D 62 3E 63				
3A 59 3B 60 3C 61 3D 62 3E 63	39			
3C 61 3D 62 3E 63	3A			
3D 62 3E 63	3B			
3E 63				
3E 63 3F 64	3D			
3F 64	3E			
	3F	64		

	STEP	CODE	PM#
40	65		
41	66		
42	67		
43	68		
44	69		
45	70		
46	71		
47	72		
48	73		
49	74		
4A	75		
4B	76		
4C 4D	77		
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5F	96		

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W. STATE ST.

&

N. 6TH ST.

170 CONTROLLER W9FT PROGRAM PRE-EMPTION SEQUENCE

PAGE 4 OF 6

PRE-EMPTION CODES

COMMAND	CODE	PARAMETER
DISPLAY	32	INTERVAL
JUMP	33	STEP#
HOLD	34	INTERVEAL #
TEST	35	PRE-EMPT #
BRANCH IF ON	36	STEP#
RETURN	37	INTERVAL#
CLEAR	38	INTERVAL#

DESIGNED	DRAWN	CHECKED	APPROVED	DATE	SUPERSEDES	В-11-526-Т
SCR	SCR	JCB		1/25/13	SUPERSEDED BY	

DRG. NO. B-13-512-T

						Т		OF D							_						
				DAY				HR	MN	FN					DAY				HR	MN	FN
l	1	2	3	4	5	6	7					1	2	3	4	5	6	7			
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		Χ	Χ	Х	Χ	Х		06	00	311											
2				A84			•	A85	A86	A87	18				AC4		•		AC5	AC6	AC7
		Χ	Х	Х	Х	Х		07	00	23											
3				A88		•		A89	A8A	A8B	19	'			AC8				AC9	ACA	ACB
		Χ	X	Х	Χ	Х		09	00	111											
4				A8C				A8D	A8E	A8F	20				ACC				ACD	ACE	ACF
		Χ	X	Χ	Х	Х		15	00	211											
5				A90				A91	A92	A93	21				ADO				AD1	AD2	AD3
		X	X	X	X	X		18	00	24											
6			1	A94			,	A95	A96		22	,	1		AD4		,		AD5	AD6	AD7
		Χ	X	X	X	X		18	00	111											
7				A98				A99	A9A	A9B	23				AD8				AD9	ADA	ADB
8	-	1	1	A9C		1	1	A9D	A9E	A9F	24	-	1		ADC		1		ADD	ADE	ADF
9				AAO		1	1	AA1	AA2	AA3	25				AEO		1		AE1	AE2	AE3
									4 4 0											450	455
10				AA4		1	1	AA5	AA6	AA7	26				AE4		1		AE5	AE6	AE7
				^ ^ ^				4.40	A A A	A A D					450				450	A = A	4 E D
11				AA8		1	ı	AA9	AAA	AAB	27				AE8		I	1	AE9	AEA	AEB
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40				ABO				AB1	AB2	AB3					AFO				AF1	AF2	AF3
13				ABO		1	1	ADI	ADZ	ADS	29				AFU				AFI	AFZ	AF3
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4.5				AB8		<u> </u>	<u> </u>	AB9	ABA	ABB	24				AF8		<u> </u>	<u> </u>	AF9	AFA	AFB
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16				7.00		1		7,00	/ LDL	7.01	32				711 0		1		711 0	/\\ L	/ (1 1

FUNCTION	ON	OFF	FUNCTION	ON	OFF
SIGNAL PLAN	1 - 4		OUTPUT A (NTOR SIGN INPUT)	21	22
FLASH	11	12	OUTPUT B	23	24
FREE	16	17	OUTPUT C	25	26
	ON	OFF			
COORDINATION PL	AN = CYC	LE / SPLI	Г / OFFSET (EX. 111)	111 - 444	

LOCATION:	W. STATE ST.		CHECKED BY: JCB	SUPERSEDES:	B-11-526-T
	& N. 6TH ST.			SUPERSEDED BY	Y:
DESIGNED BY: SCR	DRAWN BY: SCR	DATE: 1/25/13	APPROVED BY:	DRG. NO.:	B-13-512-T

					1			I				I	I	1	1	
PHASE	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
DIRECTION	6ТН	6ТН	STATE	WB STATE	E. X-WALK	NBLT			PE CONF. LIGHTS / AUXB.				W. X-WALK	N/S X-WALKS		
LOCATION:	R	SB	EB	WE	ш	N N			PE AU				š			
W. STATE ST.	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	
&	3	4	5	6	7	8	9	10	11	12	13	14	15	16		
N. 6TH ST.	4	5	6	7	8	9	10	11	12	13	14	15	16]		
SHADED COMBINATIONS	5	6	7	8	9	10	11	12	13	14	15	16]			
ARE NOT PERMITTED	6	7	8	9	10	11	12	13	14	15	16					
DIODES FOR CONFLICTING	7	8	9	10	11	12	13	14	15	16						
INDICATIONS	8	9	10	11	12	13	14	15	16							
	9	10	11	12	13	14	15	16								
CABINET SWITCH LOCATIONS	10	11	12	13	14	15	16	j								
1 2 13 3 4 14 5 6	11	12	13	14	15	16										
	12	13	14	15	16											
CONFLICT MONITOR CONNECTIONS	13	14	15	16	l											
NB SB WXW EB WB N/S EXW NBLT	14	15	16													
1R 2R 13R 3R 4R 14R 5R 6R	15	16														
1Y 2Y 9G 3Y 4Y 9Y 5Y 6Y 1G 2G 13G 3G 4G 14G 5G 6G	16	J														
PE CONF. LIGHTS AUX. B (EB	NTOR S	IGNS)														
, vov. p (Ep	111010	10110)														
						MON	ITOR	IN SE	RVICI	E:	6/24/	06 @	0735			
									-512-T		,					

B.T.E. E.S. - D.P.W. - CITY OF MILWAUKEE - GJG

ELECTRICA	L:									FUNCTION		Ϋ́	VAL			CYC	LE 1		С	YCI	E 2			CYC	LE 3			CYCL	E 4	$\overline{}$
2 #4 LTF	SE	RV F	ED F	ROM	I WE	PCO	МН	@	NW		D+4+KEY			1	OFF	SET	1	52	OFFS	ET	1	40	OFF:	SET	1	52	OFF:	SET 1		
QUAD O	F IN	TERS	SEC	ΓΙΟΝ						# OF INTER		6	21	1	OFF	SET	2		OFFS	ΞT 2	2		OFF:	SET	2		OFF:	SET 2	2	
120V ME	TEF	₹								TYPE OF CAE	3.	7	2	1	OFF	SET	3		OFFS	ΞT :	3		OFF:	SET	3		OFF:	SET 3	3	
											B+1+KEY	•		1	OFF	SET	4		OFFS	ET 4	4		OFF:	SET	4		OFF:	SET 4	1	
FLASHING F	PRO	GRAN	VI :							ACT. 1 LOCK		0		1	MAX	΄.			MAX.				MAX				MAX			
NONE -	EME	RGE	NCY	ALL	RED)				ACT. 2 LOCK		1		1	DWE	ELL		34	DWEL	L		34	DWE	ELL		34	DWE	LL		
										ACT. 1 DELAY	/	2		<u> </u>	CYC	CLE L	ENG	HT	CYCL	E L	ENG	HT	CYC	CLEI	LENC	ЭTН	CYC	LE L	ENG	TH
		1	2	3	4	5	6		7	ACT. 2 DELAY	/	3		≳		SE	С			SE	С			SE	ΞC			SE	С	
_ ⊢ →	8	Х			Х					PRE-EMPT 1	LOCK	5		INTERVAL	90	0	0	0	90	0	0	0	90	0	0	0		0	0	0
FLASH OUTPUT ASSIGN.	9				Х					PRE-EMPT 2	LOCK	6		Ż	SP1	SP2	SP3	SP4	SP1	SPZ	SP3	SP4	SP1	SP2	SP3	SP4	SP1	SP2	SP3	SP4
-LA UT SS	Α				Х					PRE-EMPT 3	LOCK	7		1	2.5				2.5				2.5				2.5			
- 0 4	В									PRE-EMPT 1	DELAY	8		2	4				4				4				10.5			
	С							floor		PRE-EMPT 2	DELAY	9		3	3				3				3				4			
AUXILLARY	EQL	JIPMI	ENT:							PRE-EMPT 3	DELAY	Α		4	0				3				0				6.5			
1 1/4" VI	ENT	PIPE	Ē								B+3+KEY			5	4				4				4				4			
POLICE	HAN	IDCC	RD							LONG POWE	R DOWN	0	4	6	4				4				4				10.5			
										SHORT POWI	ER DOWN	1	4	7	18				15				21				10.5			
PROGRAM:										SPECIAL ACT	. FUNCTIONS			8	10.5				10.5				10.5				15			
ACTUAT	ION	#1: N	NBL1	ARF	ROW					ACT. SIGNAL	PLAN	2		9	4				4				4				4			
CYCLE 2	2: 15	00-1	800 I	HRS.	EX.	S/S/H	1			ACT. CYCLE		3		10	2				2				2				2			
CYCLE	3: 0 6	00-0	900 I	HRS.	EX.	S/S/H	1			ACT. SPLIT		4		11	4				4				4				0			
										ACT. OFFSET		5		12	7				7				4				23			
SIG. PL.	4, C	YCL	E 4:	ON N	ı/s o	R WI	B FIF	RE	CALL	RESET INTER	RVAL	6		13	23				23				23				15			
PE #1 PI	HAS	E IS	NB/S	B GF	REEN	AV) N	R. L	EN.	IGTH	# OF CYCLES	1	7		14	4				4				4				4			
BUT 15	SE	C. MI	N.) I	MAX.	DEL	AY T	O PI	E#	#1 IS	NO T.B.C. FAI	LL BACK	8		15	0				0				0				2.5			
29.5 SE	EC.	OPTI	CON	I DET	r. DIS	ST. >	1800	0 F	EET.	CRD. FROM A	CT. MSTR.	9		16	0				0				0				10.5			
PE #2 PI	HAS	E IS	WB (GREE	EN (V	/AR.	LEN	G1	гн ви	Т	C+C+KEY			17	0				0				0				10.5			
15 SEC	. MI	N.) N	ΛΑΧ.	DEL	AY T	O PE	#2 I	IS	23	DWELL METH	IOD A	Α	0	18	0				0				0				4			
SEC. C	DPTI	COM	DE	r. DIS	ST. >	1600	FEE	ET.		COORD. MOD	E	Е	1	19	0				0				0				2			
										COORD. MAS	TER	F		20	0				0				0				23			
TIME IN SER	RVIC	E:	2/2	8/11	1 @	111	15			SYSTEM DAT	<u>A:</u>			21	0				0				0				4			
			ZI Z	O/ I	ı w	11	13			MASTER:	MASON A	ND WATER	1	22																
SIGNAL #:	1 N E	:6								PRO. CL.:	MASON A	ND WATER	1	23																
	103	0								FL. CL.:		LOCAL		24																
LOCATION	:													DES	SIGNE	D B	Y :		DRAW	/N E	3Y:		SUP	ERS	EDE	S:				
							F	G.	ТЛТ	FST					JCB				J	СВ				B-09	-867	'-T				
	E. STATE ST.										CHE	CKE	D BY			APPR	IVC	D E	Y:	SUP	ERS	EDE	D BY	':						
	&										JCB																			
	N. WATER ST.									DAT	ΓE:				DR	G	NIC	· ·	R_1	1_4	รกก	_T								
							· • • • • • • • • • • • • • • • • • • •	4 V	<u> </u>	N 31.					2/16	/11			אט	<u>J.</u>	147	<i>-</i>	ו-ט			- 1				

SIGNAL PLAN #1

INTERVAL	NB WATER	=	:	SB WATER	=	=	W. X-WALK	=	SPARE	u	=	WB STATE	=	=	N/S X-WALKS	=	E. X-WALK		=	NBLT	=	=														N/C DE COME 1 TC			E/W PE CONF. LTS		ACTUAT #1	RESET NO. 1	ACTUAT #2	RESET NO 2	TRANSITION	AUTO TIMING	MIN. TIMING	RESPONSE	PREEMPTION XFER	PLAN XFER	INTERVAL
=	R 1	Υ	_	R	Y		DW		-	-	-	R	Y			v w	DW		W	R	4 Y	G G	-		4 0	5 0	0 0	7 0	10 0	10 0	20 (24 (20	00	0.4		d	7 00	fld			R	Ā	2	H.	AU	M	R	PREE	귭	=
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				5			5	-											5		_	4			-		-	-			_	_	-1				_	-			7	_		\vdash	\vdash			4		_	
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120		TION: CYCLE XFER 1 FLAS E. STATE ST. SPLIT XFER 1 FLAS										<u> </u>	1			L IZA	TIC	INI	6	_						CIC	RE F) E				= /16/ [·]	11							D B,		D-U	3-0	0/-1		\dashv					
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<u> </u>		N. WATER ST. JCB										JU	ט					J	, D																																

SIGNAL PLAN #4

INTERVAL	NB WATER	=	=	SB WATER		=	W. X-WALK	SPADE	SPARE	=	=	WB STATE			N/S X-WALKS	В	E. X-WALK	=	=	NBLT															N/S PE CONF. LTS			WB PE CONF. LTS			RESET NO. 1	ACTUAT #2	RESET NO 2	TRANSITION	AUTO TIMING	MIN. TIMING	RESPONSE	PREEMPTION XFER	PLAN XFER	INTERVAL
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3		3		3			3					3			3		3				3														F			3												3
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5			5			5	5					5			5		F			5															5			F												5
6			6			6	6					6			6		F			6															6			F											0	6
7			7			7	F					7			7		F			7															7			F											0	7
8			8			8	8					8			8		8			8															8			F											0	8
9		9			9		9					9			9		9			9															9			F											0	9
10	10			10			10					10			10		10			10															10)		F											0	10
11	11			11			11							11	F		11			11															F			11											0	11
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		'	-	STATE ST. SPLIT XFER FLASH & DESIGNED BY:								DR/				14/1	110		IFC	KE	D BY			<u> </u>				OVE	DΒ		10/11	·		-											-					
	I	N. \			ST.	. WATER ST. JCB											JCI		'			Oi I	JC		וט כ	1				/\I`I	1110	J V ∟	ט ט	•					DF	₹G.	NO	.:	B-1	1-60	00-1	Γ				

PRE-EMPTION PLAN # 1 (NB/SB) FIRE CALL [OPTICOM]

	STEP	CODE	PM#
00	1	32	4
01	2	32	5
02	3	33	7
03	4	32	6
04 05	5 6	33	7
05		32	7
06	7	34	8
07	8	32	9
80	9	32	10
09	10	35	1
0A	11	36	7
0B	12	35	2
OC OD	13	36	24
0D	14 15 16 17	37	11
ΩE	15	32	20
0F 10	16	33 32	17
10	17	32	21
11	18	32	1
12	19	32 35	1
13	20	36	7
13 14 15	21 22	35	2
15	22	36	24
16	23	37	6
17	24	34	13 14
18	25	32	14
19	26	32	15
1A	27	35	2
1B	28	36	24
1C	29	35	1
1D	30	36	7
1C 1D 1E	31	37	6
1F	32		

	STEP	CODE	PM#
20	33		
21	34		
21 22	35		
23 24	36		
24	37		
25	38		
26	39		
27	40		
28	41		
29	42		
2A	43		
2B 2C 2D	44		
2C	45		
2D	46		
2E	47		
2F	48		
30	49		
31	50		
32	51		
33	52		
34	53		
35	54		
36 37	55		
	56		
38	57		
39	58		
3A	59		
3A 3B 3C	60		
3C	61		
3D	62		
3E	63		
3F	64		

	STEP	CODE PM#
40	65	
41	66	
42	67	
43	68	
44	69	
45	70	
46	71	
47	72	
48	73	
49	74	
4A	75	
4B	76	
4C	77	
4D	78	
4E	79	
4F	80	
50	81	
51	82	
52	83	
53	84	
54	85	
55	86	
56	87	
57	88	
58	89	
59	90	
5A	91	
5B	92	
5C	93	
5D	94	
5E	95	
5F	96	

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E. STATE ST.

&

N. WATER ST.

170 CONTROLLER W9FT PROGRAM PRE-EMPTION SEQUENCE

PAGE 4 OF 7

PRE-EMPTION CODES

COMMAND	CODE	PARAMETER
DISPLAY	32	INTERVAL
JUMP	33	STEP#
HOLD	34	INTERVAL#
TEST	35	PRE-EMPT #
BRANCH IF ON	36	STEP#
RETURN	37	INTERVAL#
CLEAR	38	INTERVAL#

	DESIGNED	DRAWN	CHECKED	APPROVED	DATE	SUPERSEDES	B-09-867-T	DRG.
J	JCB	JCB	JCB		2/16/11	SUPERSEDED BY		DKG.

DRG. NO. B-11-600-T

PRE-EMPTION PLAN # 2 (WB) FIRE CALL [OPTICOM]

		CODE		
00	1	32	2	
01	2	32	3	
02	3	33	9	
03	4	32	16	
04	5	33	8	
05	3 4 5 6	32 33 32 32	17	
06	7	33	8	
07	8	32	18	
80	9	32	19	
09	10	35	2	
0A	11	36	16	
0B	12	35	1	
0C	13	36	24	
0D	14	37	11	
0E	13 14 15 16	32	12	
0E 0F 10	16	34	13	
10	17	32	14	
1.1	18	32	15	
12	19	35	2	
13	20	36	16	
14	21	35	1	
14 15 16	21	36	24	
16	23	37	6	
17	24	34	8	
18	23 24 25	32	9	
19	26	32	10	
1A	27	35	1	
1B	28	36	24	
1C	29	35	2	
1D	30	36	16	
1C 1D 1E	31	37	11	
1F	32			

	STEP	CODE	PM#
20	33	I	1 101 //
21	34		
22	35		
22	36		
24	37		
25	38		
26 27	39		
27	40		
28	41		
29	42		
2A	43		
2B	44		
2C 2D 2E	45		
2D	46		
2E	47		
2⊦	48		
30	49		
31	50		
32	51		
33	52		
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35	54		
36	55		
37	56		
38 39	57		
	58		
3A	59		
3B	60		
3C 3D	61		
3D	62		
3E	63		
3F	64		

	STEP	CODE	PM#
40	65		
41	66		
42	67		
43	68		
44	69		
45	70		
46	71		
47	72		
48	73		
49	74		
4A	75		
4B	76		
4C	77		
4D	78		
4E	79		
4F	80		
50	81		
51	82		
52	83		
53	84		
54	85		
55	86		
56	87		
57	88		
58	89		
59	90		
5A	91		
5B	92		
5C	93		
5D	94		
5E	95		
5F	96		

LOCATION:

E. STATE ST.

&

N. WATER ST.

170 CONTROLLER W9FT PROGRAM PRE-EMPTION SEQUENCE

PAGE 5 OF 7

PRE-EMPTION CODES

COMMAND	CODE	PARAMETER
DISPLAY	32	INTERVAL
JUMP		STEP#
HOLD	34	INTERVAL#
TEST	35	PRE-EMPT#
BRANCH IF ON	36	STEP#
RETURN	37	INTERVAL#
CLEAR	38	INTERVAL#

DESIGNED	DRAWN	CHECKED	APPROVED	DATE	SUPERSEDES	B-09-867-T	DRG. N
JCB	JCB	JCB		2/16/11	SUPERSEDED BY		DKG. N

DRG. NO. B-11-600-T

1							1							SET		_						
1					DAY				HR	MN	FN					DAY				HR	MN	FN
		1	2	3	4	5	6	7					1	2	3	4	5	6	7			
X X X X X O6 O0 311	1			!	A80				A81	A82	A83	17				ACO				AC1	AC2	AC3
X X X X X X A88 A89 A8A A8B A8B			Χ	Χ	Х	Χ	Х		06	00	311											
X X X X X A88	2				A84			1	A85	A86	A87	18	,			AC4		•		AC5	AC6	AC7
X X X X X X A8D A8E A8F A8F A8F A8F A8D A8E A8F			Χ	X	Х	Х	Х		09	00	111											
4 A8C A8D A8E A8F 20 ACC ACD ACE A 5 A90 A91 A92 A93 21 ADO AD1 AD2 A 6 A94 A95 A96 A97 22 AD4 AD5 AD6 A 7 A98 A99 A9A A9B 23 AD8 AD9 ADA A 8 A9C A9D A9E A9F 24 ADC ADD ADE A 9 AAO AA1 AA2 AA3 25 AEO AE1 AE2 A 10 AA4 AA5 AA6 AA7 26 AE4 AE5 AE6 A 11 AA8 AA9 AAA AAB 27 AE8 AE9 AEA A 12 AAC AAD AAE AAF 28 AEC AED AEE A 13 ABO AB1 AB2 AB3 29 AFO AF1 AF2 A 14 AB4 AB5 AB6 AB7 30 AF4 AF5 AF6 A 15 AB8 AB9 ABA ABB ABB ABA ABB ABB ABA ABB AF8 AF9 AFA A	3				A88				A89	A8A	A8B	19				AC8				AC9	ACA	ACB
X X X X X X A91 A92 A93 21			Χ	X		X	Х		15													
5 A90 A91 A92 A93 21 ADO AD1 AD2 A 6 A94 A95 A96 A97 22 AD4 AD5 AD6 A 7 A98 A99 A9A A9B 23 AD8 AD9 ADA A 8 A9C A9D A9E A9F 24 ADC ADD ADE A 9 AAO AA1 AA2 AA3 25 AEO AE1 AE2 A 10 AA4 AA5 AA6 AA7 26 AE4 AE5 AE6 A 11 AA8 AA9 AAA AAB 27 AE8 AE9 AEA A 12 AAC AAD AE AB7 AE8 AEC AED AEE A 13 ABO AB1 AB2 AB3 29 AFO AF1 AF2 A 14<	4								A8D	A8E	A8F	20				ACC				ACD	ACE	ACF
6			Χ	X		X	Х		18	00	111											
7 A98 A99 A9A A9B 23 AD8 AD9 ADA A 8 A9C A9D A9E A9F 24 ADC ADD ADE A 9 AAO AA1 AA2 AA3 25 AEO AE1 AE2 A 10 AA4 AA5 AA6 AA7 AAB 26 AE4 AE5 AE6 A 11 AA8 AA9 AAA AAB 27 AE8 AE9 AEA A 12 AAC AAD AAE AAF AAF AAF AAF AAF AAF AAF AAF AAF	5				A90				A91	A92	A93	21				ADO				AD1	AD2	AD3
7 A98 A99 A9A A9B 23 AD8 AD9 ADA A 8 A9C A9D A9E A9F 24 ADC ADD ADE A 9 AAO AA1 AA2 AA3 25 AEO AE1 AE2 A 10 AA4 AA5 AA6 AA7 AAB 26 AE4 AE5 AE6 A 11 AA8 AA9 AAA AAB 27 AE8 AE9 AEA A 12 AAC AAD AAE AAF AAF AAF AAF AAF AAF AAF AAF AAF																						
8 A9C A9D A9E A9F 24 ADC ADD ADE A 9 AAO AA1 AA2 AA3 25 AEO AE1 AE2 A 10 AA4 AA5 AA6 AA7 26 AE4 AE5 AE6 A 11 AA8 AA9 AAA AAB 27 AE8 AE9 AEA A 12 AAC AAD AAE AAF 28 AEC AED AEE A 13 ABO AB1 AB2 AB3 29 AFO AF1 AF2 A 14 AB4 AB5 AB6 AB7 30 AF4 AF5 AF6 A 15 AB8 AB9 ABA ABB 31 AF8 AF9 AFA A	6		,	1	A94				A95	A96	A97	22				AD4		,		AD5	AD6	AD7
8 A9C A9D A9E A9F 24 ADC ADD ADE A 9 AAO AA1 AA2 AA3 25 AEO AE1 AE2 A 10 AA4 AA5 AA6 AA7 26 AE4 AE5 AE6 A 11 AA8 AA9 AAA AAB 27 AE8 AE9 AEA A 12 AAC AAD AAE AAF 28 AEC AED AEE A 13 ABO AB1 AB2 AB3 29 AFO AF1 AF2 A 14 AB4 AB5 AB6 AB7 30 AF4 AF5 AF6 A 15 AB8 AB9 ABA ABB 31 AF8 AF9 AFA A																						
9	7				A98				A99	A9A	A9B	23				AD8				AD9	ADA	ADB
9																						
10	8				A9C				A9D	A9E	A9F	24				ADC				ADD	ADE	ADF
10																						
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12	10				AA4	т			AA5	AA6	AA7	26		-		AE4		1		AE5	AE6	AE7
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13 ABO AB1 AB2 AB3 29 AFO AF1 AF2 A 14 AB4 AB5 AB6 AB7 30 AF4 AF5 AF6 A 15 AB8 AB9 ABA ABB 31 AF8 AF9 AFA A	11	1			AA8	ı	1	ı	AA9	AAA	AAB	27				AE8		T	1	AE9	AEA	AEB
13 ABO AB1 AB2 AB3 29 AFO AF1 AF2 A 14 AB4 AB5 AB6 AB7 30 AF4 AF5 AF6 A 15 AB8 AB9 ABA ABB 31 AF8 AF9 AFA A					^^^				A A D	^ ^ -	^ ^ =					A F.O.				AED	^	^
14 AB4 AB5 AB6 AB7 30 AF4 AF5 AF6 A 15 AB8 AB9 ABA ABB 31 AF8 AF9 AFA A	12				TAAC			1	AAD	AAE	AAF	28				AEC		T		AED	AEE	AEF
14 AB4 AB5 AB6 AB7 30 AF4 AF5 AF6 A 15 AB8 AB9 ABA ABB 31 AF8 AF9 AFA A	4.0				ABO				AD1	ADO	A D 2					ΛEO				Λ E 1	ΛEO	AF3
15 AB8 AB9 ABA ABB 31 AF8 AF9 AFA A	13				T ABO	1	1	1	ADI	ADZ	ADS	29				AFU		I	1	AFI	AFZ	AFS
15 AB8 AB9 ABA ABB 31 AF8 AF9 AFA A					ΔR/				ΔR5	AB6	ΔR7					ΔE1				ΔE5	ΔE6	AF7
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	45				ΔRΩ				ΔRO	ΔΒΔ	ΔRR	0.4				ΔF8				ΔFO	ΔΕΛ	AFB
16 ABC ABD ABE ABF 32 AFC AFD AFE A	15				T				703	ADA	700	31				Λι 0				AI 3	AI A	VI D
10 AFD AFE A	40				ARC				ARD	ΔRF	ΔRF	00				ΔFC				ΔFD	ΔFF	AFF
	16				T		1		700	ADE	ADI	32				710		I	1	AI D	AI L	AL I

FUNCTION	ON	OFF	FUNCTION	ON	OFF		
SIGNAL PLAN	1 - 4		OUTPUT A	21	22		
FLASH							
FREE	16	17	OUTPUT C	25	26		
		CTION		ON	OFF		
COORDINATION PL	Г / OFFSET (EX. 111)	111 - 444					

LOCATION:	E. STATE ST.		CHECKED BY: JCB	SUPERSEDES:	B-09-867-T
	& N. WATER ST.			SUPERSEDED BY	Y:
DESIGNED BY: JCB	DRAWN BY: JCB	DATE: 2/16/11	APPROVED BY:	DRG. NO.:	B-11-600-T

PHASE	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
DIRECTION	NB WATER	SB WATER	SPARE	WB STATE	E. X-WALK	NBLT			CONF. LIGHTS				W. X-WALK	N/S X-WALKS		
LOCATION:							_	_	PE							
E. STATE ST.	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	
& N. WATER OT	3	4	5	6	7	8	9	10	11	12	13	14	15	16	j	
N. WATER ST.	4	5	6	7	8	9	10	11	12	13	14	15	16			
SHADED COMBINATIONS	5	6	7	8	9	10	11	12	13	14	15	16]			
ARE NOT PERMITTED	7	7	8	9	10 11	11	12	13	14	15	16	ļ				
DIODES FOR CONFLICTING		8	9	10		12	13	14	15	16						
INDICATIONS	9	9 10	10 11	11 12	12 13	13 14	14 15	15 16	16							
CABINET SWITCH LOCATIONS	10	11	12	13	14	15	16	16								
1 2 13 3 4 14 5 6	11	12	13	14	15	16	10	1								
1 2 13 3 4 14 3 0	12	13	14	15	16	10	ļ									
CONFLICT MONITOR CONNECTIONS	13	14	15	16	10	J										
NB SB WXW WB NS EXW NBLT	14	15	16	10	l											
1R 2R 13R 3R 4R 14R 5R 6R	15	16														
1Y 2Y 9G 3Y 4Y 9Y 5Y 6Y	16	10	J													
1G 2G 13G 3G 4G 14G 5G 6G		J														
PE #1 (NB/SB) CONF. LIGHTS	NF. LIGH	ITS														
FE #1 (ND/SD) CONF. LIGHTS																
						MON	ITOR	IN SE	RVIC	E:	2/28/	11 @	1115			
								B-11-			_,_0/		0			

B.T.E. E.S. - D.P.W. - CITY OF MILWAUKEE - GJG

SERVICE:

3 #2 LTP SERV. FED. FROM WB SUBSTATION AT WISCONSIN AND 6TH 120V, NO METER

FLASH PROGRAM:

NONE - EMERGENCY ALL RED

170 CONTROLLER W4IKS PROGRAM

INTERSECTION PROGRAMMING DATA

PAGE 0 (DO NOT PAGE COPY)

		TIMING DATA (PHASE + KEY)							U (DO	O NOT PAGE COPY)									
PHAS	E - T	TIMINO	DATA	(PHA	SE + K	PHASE FL	JNC	CTIC	ONS	6 (0	+ K	EY)							
	KEY										KEY								
FUNCTION	KE	1	2	3	4	5	6	7	8	FUNCTION	쪼	1	2	3	4	5	6	7	8
MAX I	0		40	7	67		40		67	VEHICLE RECALL	0		Х	Х	Х		Х		Χ
MAX II / HFDW	1									PED. RECALL	1		Х		Х		Х		Χ
WALK	2		28		7		28		7	RED LOCK	2								
FDW	3		12		18		12		18	YELLOW LOCK	3								
MAX INITIAL	4									PERMIT	4		Х	Х	Х		Х		Χ
MIN GREEN	5		12	7	18		12		18	PED PHASES	5		X		Х		Х		Х
TIME BEFORE REDUCTION	6									LEAD PHASES	6	X		Х			Х	Х	
TIME TO REDUCE	7									DUAL ENTRY	7		X		Х		Х		Χ
OBSERVE GAP	8									SEQ TIMING	8								
PASSAGE	9									START UP GREEN	9				Х				Χ
MINIMUM GAP	Α									OVERLAP A	Α								
ADDED / ACTUATION	В									OVERLAP B	В								
YELLOW	С		4	3.5	4		4		4	OVERLAP C	С								
RED CLEARANCE	D		1.5		2		1.5		2	OVERLAP D	D								
RED REVERT	Е									EXCLUSIVE	Е								
WALK II	F									SIM GAP	F								
PHASE		PHAS	E 5		SE	BLT			OVERLAP										
ASSIGNMENT DESCRI	PTIC	N			((0.0.S	. PG. 0	В											
PHASE 1: SPARE			PHAS	E 6	•	NB	6TH	•	OVERLAP										
			E. X-WALK C																
PHASE 2: SB 6TH			PHASE 7 SPARE OVERLAP																
W. X-WALP	(D											
PHASE 3: EBLT			PHAS	E 8		EB W	ELLS			OVERLAP									
						S. X-1	WALK			E									
PHASE 4: WB WELLS	3		OVER	LAP						OVERLAP									
N. X-WALK				Α						F									
TIME IN: 9-10-11 @	06	.EE	PROG	RAM:						SYSTEM DATA									
9-10-11 @	. 00	.55	PA	GE 0 (SBLT	ARRO	ws o.	O.S.):		MASTER:	LO	۷E	LL /	AND	M	CHI	GA	N	
SOFTWARE: W4IKS	60		2	200-06	00 HR	S. AND	ALL I	DAY											
VV4IKS	.00	'	S	/S/H						PRO. CL.:	LO	۷E	LL /	AND	M	CHI	GA	N	
SIGNAL NO: 2074	1		PA	GE 1:	SBLT	LAG A	RROW	IS											
2074	+		0	PERA	TE					FL. CL.:	NO	NE							
		EV	A: ON	FIRE	HOUSE	OR E	B/WB												
		F	IRE CA	ALL. E	VA PH	IASE IS	S EB/V	PROGRAM INST:											
LOCATION:	LOCATION:				GREEN. (15 SEC. MIN.) MAX.														
W WELLSS	W. WELLS ST.			ELAY	TO EV														
W. WELLS SI.			DIST. > 1200 FEET.																
&			EVB: ON NB/SB FIRE CALL. EVB							AUXILLARY EQUIPI	MEN	NT:							
α		P	HASE	IS NB/	SB GF	REEN (15 SE	С.	3 #2 LTP SERV.	FEI	D T	οк	ILB	ΟU	RN.	ANI)		
N. 6TH ST.		MIN.) MAX. DELAY TO EVB IS 24						6TH CONT. CAB											
N. 01 II 31.		S	EC. D	ET. DI	ST. > 1														

CHECKED BY: JCB		APPROVED BY: RWB	SUPERSEDED BY:	SUPERSEDES:	B-10-693-T
DESIGNED BY:	DRAWN BY:	DATE:	DRAWING NO:	B-11-688-T	
JCB	JCB	7/27/11	DIVAMING NO.	D-11-000-1	

SERVICE:

3 #2 LTP SERV. FED. FROM WB SUBSTATION AT WISCONSIN AND 6TH 120V, NO METER

FLASH PROGRAM:

NONE - EMERGENCY ALL RED

170 CONTROLLER W4IKS PROGRAM

INTERSECTION PROGRAMMING DATA

PAGE 1 (DO NOT PAGE COPY)

			PAGE 1 (DO NOT PAGE COPY)																
PHASE -	TIM	ING D	ATA (D	C + PI	IASE	+ KEY)		PHASE FU		TIO	NS	(DC	; + l	KEY)				
	KEY										KEY								
FUNCTION	Ā	1	2	3	4	5	6	7	8	FUNCTION	짚	1		3		5	6	7	8
MAX I	0		40	7	67	7	28		67	VEHICLE RECALL	0		Х	Х	Х	Х	Х		Χ
MAX II / HFDW	1									PED. RECALL	1		Х		Х		Х		X
WALK	2		28		7		16		7	RED LOCK	2								
FDW	3		12		18		12		18	YELLOW LOCK	3								
MAX INITIAL	4									PERMIT	4		Х	Х	Х	Х	Х		Х
MIN GREEN	5		12	7	18	7	12		18	PED PHASES	5		Х		Х		Х		Х
TIME BEFORE REDUCTION	6									LEAD PHASES	6	Х		Х			Х	Х	
TIME TO REDUCE	7									DUAL ENTRY	7		Х		X		Х		Х
OBSERVE GAP	8									SEQ TIMING	8								
PASSAGE	9									START UP GREEN	9				Х				Х
MINIMUM GAP	Α									OVERLAP A	Α								
ADDED / ACTUATION	В									OVERLAP B	В				П				
YELLOW	С		4	3.5	4	4	4		4	OVERLAP C	С								
RED CLEARANCE	D		1.5		2	1.5	1		2	OVERLAP D	D								
RED REVERT	Е									EXCLUSIVE	Е								
WALK II	F									SIM GAP	F								
PHASE		PHAS	E 5		SE	BLT			OVERLAP										
ASSIGNMENT DESCRIP	PTIC	N			(L	AG AF	В												
PHASE 1: SPARE			PHAS	E 6		NB	6TH	,	OVERLAP										
			E. X-WALK C																
PHASE 2: SB 6TH			PHASE 7 SPARE OVERLAP																
W. X-WALP	(D									
PHASE 3: EBLT			PHAS	E 8		EB W	ELLS			OVERLAP									
						S. X-1	WALK			Е									
PHASE 4: WB WELLS	3		OVER	LAP						OVERLAP									
N. X-WALK	(Α						F									
TIME IN:			PROG	RAM:						SYSTEM DATA									
9-10-11 @	2 06	:55	PA	GE 0 (SBLT	ARRO	WS O.	O.S.):		MASTER:	LO	VΕ	LL A	ANC) MI	ICH	IGA	Ν	
SOFTWARE:			2	200-06	00 HR	S. AND	ALL I	DAY											
W4IKS	.60)	S	/S/H						PRO. CL.:	LO	VΕ	LL A	AND) MI	ICH	IGA	Ν	
SIGNAL NO:	4		PA	GE 1:	SBLT	LAG A	RROW	IS											
2074	2074				TE					FL. CL.:	NC	NE							
		EV	A: ON	FIRE	HOUSE	OR E	B/WB												
		F	RE CA	ALL. E	VA PH	IASE IS	S EB/V	PROGRAM INST:							_				
LOCATION:		GREEN. (15 SEC. MIN.) MAX.																	
W. WELLS ST.					•		8 SEC.												
W. WELLS ST.			DIST. > 1200 FEET.																
•			EVB: ON NB/SB FIRE CALL. EVB							AUXILLARY EQUIPI	MEI	NT:							
&		PHASE IS NB/SB GREEN (15 SEC.						3 #2 LTP SERV.			о к	ILB	OU	RN	ANI	D			
N OTH OT		MIN.) MAX. DELAY TO EVB IS 24						6TH CONT. CAB	3.										
N. 6TH ST.		SEC. DET. DIST. > 1600 FEET.																	

CHECKED BY: JCB		APPROVED BY:	SUPERSEDED BY:	SUPERSEDES:	B-10-693-T
DESIGNED BY:	DRAWN BY:	DATE:	DRAWING NO:	B-11-688-T	
JCB	JCB	7/27/11	DRAWING NO.	D-11-000-1	

170 CONTROLLER - 4IKS PROGRAM COORDINATION DATA

FUNCTIO	NI				COC	ORDI	NATIO	ON F	LAN		
FUNCTIO	'IN		1	2	3	4	5	6	7	8	9
CYCLE LENGTH		0	90								
FORCE OFF	PH 1	1									
FORCE OFF	PH 2	2	65								
FORCE OFF	PH 3	3	78								
FORCE OFF	PH 4	4	0								
FORCE OFF	PH 5	5	65								
FORCE OFF	PH 6	6	65								
FORCE OFF	PH 7	7									
FORCE OFF	PH 8	8	0								
OFFSET (SECONDS)		9	0								
PERMISSIVE LENGTH		Α	19								
MAXIMUM DWELL		В	30								

FUNCTION	KEY				PH	ASE				FUNCTION	KEY				PHA	ASE			
1 011011	X	1	2	3	4	5	6	7	8	1 011011011	조	1	2	3	4	5	6	7	8
COORD PLAN 1										COORD PLAN 6									
LEAD PHASES	С	X		X			X	X		LEAD PHASES	С								
COORD PHASES	_				X				X	COORD PHASES									
PERM 2 PHASES	Е									PERM 2 PHASES	Ε								
MIN RECALL	F		X	X	X		Χ		X	MIN RECALL	F								
COORD PLAN 2										COORD PLAN 7									
LEAD PHASES	O									LEAD PHASES	С								
COORD PHASES	D									COORD PHASES									
PERM 2 PHASES	Е									PERM 2 PHASES	Е								
MIN RECALL	F									MIN RECALL	F								
COORD PLAN 3										COORD PLAN 8									
LEAD PHASES	O									LEAD PHASES	С								
COORD PHASES	D									COORD PHASES	D								
PERM 2 PHASES	Е									PERM 2 PHASES	Е								
MIN RECALL	F									MIN RECALL	F								
COORD PLAN 4										COORD PLAN 9									
LEAD PHASES	С									LEAD PHASES	С								
COORD PHASES	D									COORD PHASES	D								
PERM 2 PHASES	Е									PERM 2 PHASES	Е								
MIN RECALL	F									MIN RECALL	F								
COORD PLAN 5										LOCATION:			1	W . W	ELL	S ST			
LEAD PHASES	С														&				
COORD PHASES	D													N. (6ТН	ST.			
PERM 2 PHASES	Е									DATE:	SUPI	ERSE	DES:	B-10	0-693	3-T			
MIN RECALL	F									7/27/11	SUPI	ERSE	DED:						
DESIGNED BY: JCB	DRAV	WN BY				CHEC	CHECKED BY: /			APPROVED:	DRAWING: B-11-688-T								

170 CONTROLLER - W4IKS PROGRAM MISCELLANEOUS FUNCTIONS

B ·	1	_	3	SE 1	_	_	_			FUNCTION	Lin		1	FUNCTION	ím	
	<u>+ Ο</u>	_		4	5	6	7	8	'	UNCTION	KEY	VAL		FUNCTION	KEY	VAL
С	т О	+ KI	ΕY							B + O + KEY	•			9 + KEY		
									MODE	(0-4)	4	2	SHOR	RT POWER DOWN	0	4
Е									MAST	ER (0=OFF)	5	0	LONG	POWER DOWN	1	4
F										C + F + KEY			EV A	DEL TYPE	2	1
В	+ A	+ KI	ΕY						PAGE	ID	0		EV B	DEL TYPE	3	1
С									OL A I	RED	4		EV C	DEL TYPE	4	
D									OL B I	RED	5		EV D	DEL TYPE	5	
Е									OL C I	RED	6		RR D	EL TYPE	6	
F									OL D I	RED	7		PED	INHIBIT	7	
В	+ B	+ KI	ΕY							D + KEY 1 + KE	Y 2		Α-	GREEN	8	
С									FLOA ⁻	TING PED	2E		0	YELLOW	9	
D									ID NU	MBER	2F	74	В	GREEN	Α	
Е									COOR	D PED RECALL	3E	0	0	YELLOW	В	
F									REST	IN WALK	3F	1	. C	GREEN	С	
В	+ C	+ KI	ΕY						ADV V	VARN E O G	4E		o O	YELLOW	D	
С									ADV V	VARN S O G	4F		٥.	GREEN	Е	
D									RR RE	D CLEAR	5E		О	YELLOW	F	
Е									RR RE	D COLOR	5F			E + F + KEY		
F									EV MI	N AFT C	7E		RR M	IAX II	0	
С	+ F	+ KI	ΞΥ						EV INI	DICATORS	7F	4	PED	PERM PLAN 1	1	
9										B + A + KEY			PED	PERM PLAN 2	2	
8									PERM	2 P1	9		PED	PERM PLAN 3	3	
Α									PERM	2 P2	Α		PED	PERM PLAN 4	4	
В									PERM	2 P3	В		PED	PERM PLAN 5	5	
С										B + C + KEY		-	PED	PERM PLAN 6	6	
D									PERM	2 P7	9		PED	PERM PLAN 7	7	
Е									PERM	2 P8	Α		PED	PERM PLAN 8	8	
F									PERM	2 P9	В		PED	PERM PLAN 9	9	
(C +	KEY	,	-						B + B + KEY		-		A + 3 + KEY		
9									PERM	2 P4	9		SAMI	PLING DETECTION	9	
Α				Х				Χ	PERM	2 P5	Α		LEFT	TURN TYPE	Α	
В		Χ				Χ			PERM	2 P6	В			C + KEY		
С										E + KEY			TRIG	GERS ON IN FLASH	8	2
D									Α	DELAY	0	0	DESI	GNED BY:	JCB	
Е									E	MIN	1	15	DRAV	VN BY:	JCB	
	E +	KEY	,							DELAY	2	0			JCB	
В									E	MIN	3	15	DATE	7/27/11		
С										DELAY	4		SUPE	RSEDES:		
D									E	MIN	5		Î	B-10-693-T		
				-						DELAY	6		SUPE	ERSEDED BY:		
\ A	<i>,</i> – .			т.					EV	MIN	7		Ī			
۷۱	/EI	LL	5	I.					OL RE	D REVERT	8		DRAV	WING NO:		
	8	Q							~	MIN	9		1			
			-						쮼	DELAY	Α		İ	B-11-688-7	Γ	
٧.	bΙ	Н١	5 I .	•									1			
	C D E F C P 8 A B C D E F P C D E F P C P P C P C P C P C P C P C P C P C	E	C	B + B + KEY	C	C	C D D D D D D D D D	C	C	OLA	OLARED	C	C OLARED 4 D OLBRED 5 E OLOLORED 7 B+B+KEY D+KEY1+KEY2 C FLOATING PED 2E D IDNUMBER 2F 74 E COORD PED RECALL 3E 0 F REST IN WALK 3F 1 B+C+KEY ADV WARN B O G 4E C ADV WARN S O G 4F D RR RED CLEAR 5E E RR RED CLEAR 5E E RR RED CLEAR 5E E PEV MIN AFT C 7E C+F+KEY EV INDICATORS 7F B PERM 2 P1 9 A PERM 2 P2 A B PERM 2 P3 B C PERM 2 P3 B C PERM 2 P8 A F PERM 2 P9 B C+KEY PERM 2 P6 B B X X X C PERM 2 P6 B B X <	C	C	C

							_		_			KS PRO	_							
				DAY				HR	MN	FN				DAY				HR	MN	FN
ľ	1	2	3	4	5	6	7					1 2	3	4	5	6	7			
1				80			•	81	82	83	17			CO				C1	C2	C3
		Χ	Х	Х	Х	Х		06	00	101										
2			•	84	•	•		85	86	87	18	•	•	C4			•	C5	C6	C7
		Χ	Х	Х	Х	Х		22	00	100										
3			•	88	•	•		89	8A	8B	19	•	•	C8			•	C9	CA	CB
4				8C				8D	8E	8F	20			CC				CD	CE	CF
5				90				91	92	93	21			DO				D1	D2	D3
6				94				95	96	97	22			D4				D5	D6	D7
7			•	98	•	•		99	9A	9B	23	•	•	D8			•	D9	DA	DB
8				9C				9D	9E	9F	24			DC				DD	DE	DF
9				AO				A1	A2	A3	25			EO				E1	E2	E3
10				A4				A5	A6	A7	26			E4				E5	E6	E7
11				A8				A9	AAE	AB	27			E8				E9	EA	EB
12				AC				AD	AE	AF	28			EC				ED	EE	EF
13				ВО				B1	B2	В3	29			FO				F1	F2	F3
14				B4				B5	B6	B7	30			F4				F5	F6	F7
15				B8				В9	BA	BB	31			F8				F9	FA	FB
16				ВС				BD	BE	BF	32			FC				FD	FE	FF

FUNCTION	ON	OFF	FUNCTION	ON	OFF
COORDINATION PLAN	1-18		OUTPUT B	72	82
RED REST	25	24	OUTPUT C	73	83
MAX RECALL	27	26	OUTPUT D	74	84
PED RECALL	29	28	TIME TRANSFER (PAGE 1)	101	
FLASH	33	32	TIME TRANSFER (PAGE 2)	102	
WALK II	55	54	TIME TRANSFER (PAGE 0)	100	
OUTPUT A	71	81	MAX II	129	128

LOCATION:	W. WELLS ST.		CHECKED BY: JCB		SUPERSEDES: B-10-693-T						
	& N. 6TH ST.				SUPERSEDED BY:						
DESIGNED BY: JCB	DRAWN BY: JCB	DATE: 7/27/11	APPROVED BY:	DRO	G. NO.: B-11-688-T						

	PHASE	Τ,	2	3	4	5	6	7	8	9	10	11	12	13	14	15	10
	PHASE	1		3	4	5	0	/	0	9	10	- 1 1	12	13	14	15	16
	DIRECTION	SPARE	з бтн	EBLT	WB WELLS	SBLT	з 6ТН	SPARE	EB WELLS	W. X-WALK	X-WALK	X-WALK	X-WALK				
LOCATION			SB		-		NB				ż	ш	ο				
W. WEL	LS ST.	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	
& 		3	4	5	6	7	8	9	10	11	12	13	14	15	16		
N. 6TH		4	5	6	7	8	9	10	11	12	13	14	15	16]		
SHADED COMBINAT		5	6	7	8	9	10	11	12	13	14	15	16	J			
ARE NOT PERMITTE		6	7	8	9	10	11	12	13	14	15	16]				
DIODES FOR CONFI	LICTING	7	9	9	10	11	12 13	13 14	14	15	16						
INDICATIONS		9	10	10	11 12	12 13	14	15	15 16	16							
CABINET SWITCH L	OCATIONS	10	11	12	13	14	15	16	10	l							
1 2 3 4	5 6 7	11	12	13	14	15	16	10									
		12	13	14	15	16											
8 9 10 11	12 13 14	13	14	15	16												
9 9 10 11	1 .= 1 .0 1	14	15	16		l											
- SB EBLT WE	SBLT NB -	15	16		1												
		16		J													
			1														
	✓ NB/SB CONF. LIGHTS																
EB WXW NXW EXV	V SXW CY3 R																
\	CY2 Y																
	D-1 G						MON	ITOR	IN SE	RVIC	≣:						
EB/WB COI	NF. LIGHTS OL-C.						DRG.	NO:	B-11-	-688-T	•						

PAGE 6 OF 6