

Appendix:

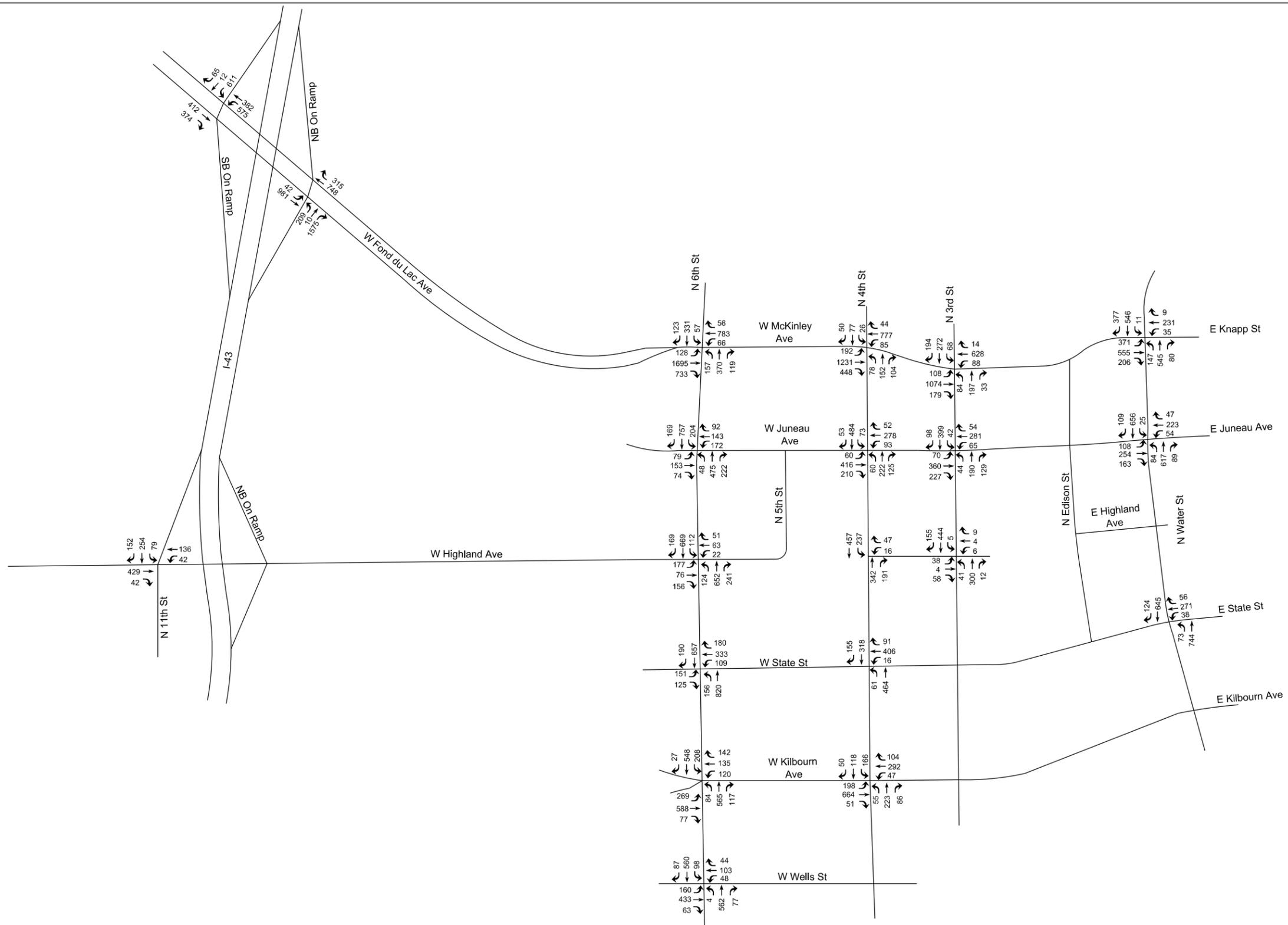
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PART 1 OF 3

APPENDIX

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**

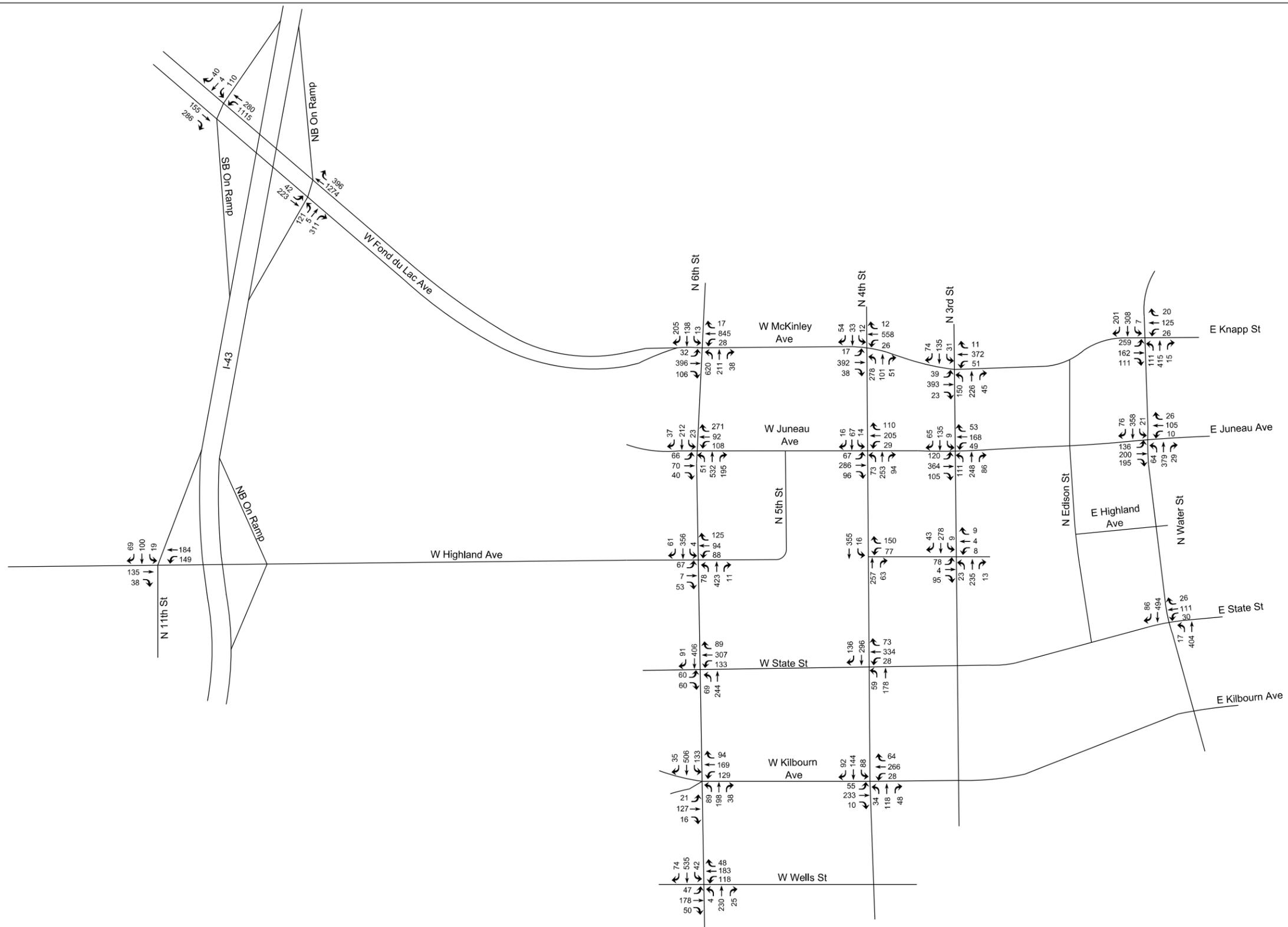


Milwaukee Arena

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

Milwaukee County

Pregame Existing Turning Movement Volumes

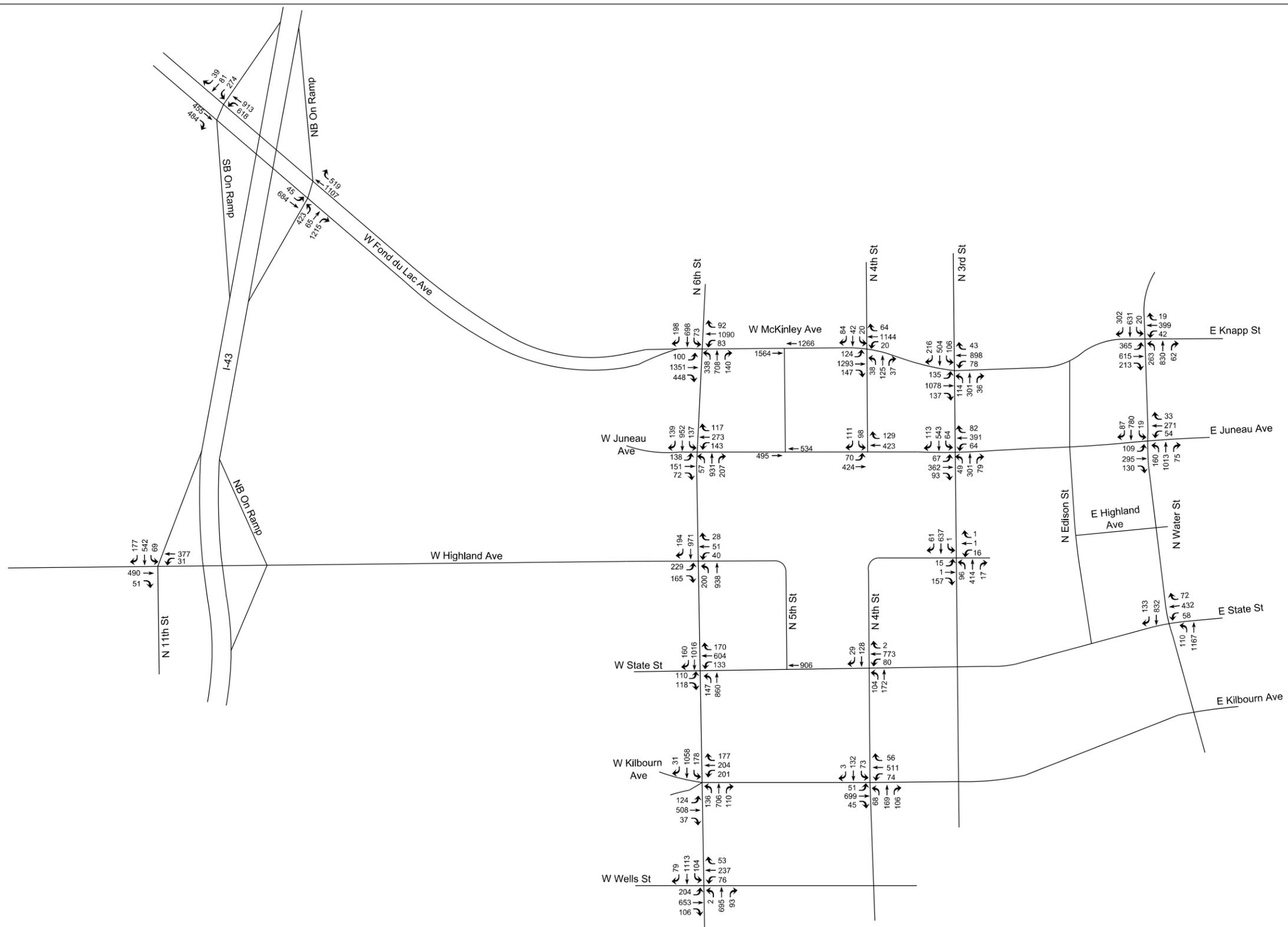


Milwaukee Arena

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

Milwaukee County

Postgame Existing Turning Movement Volumes

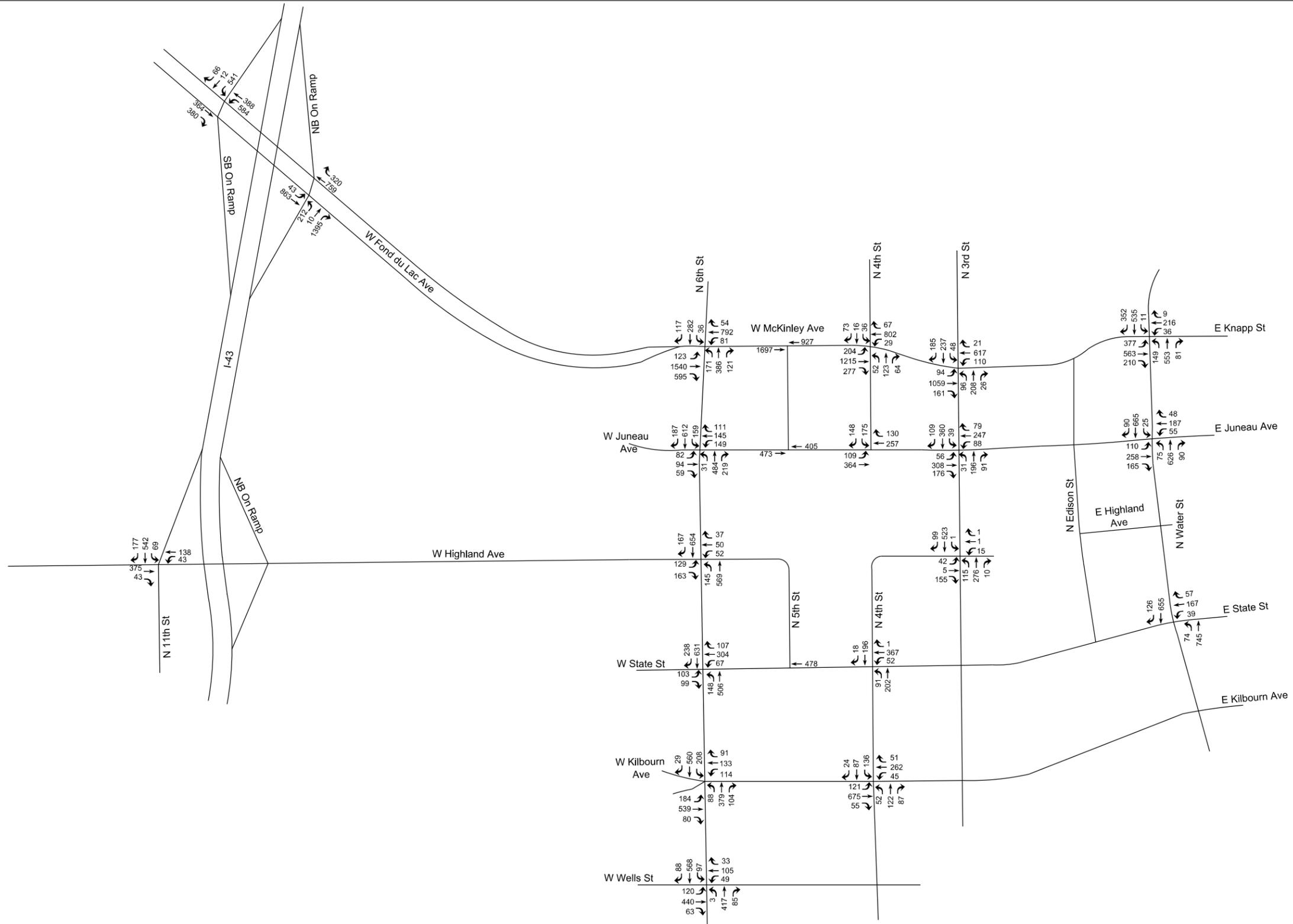


Milwaukee Arena

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

Milwaukee County

Phase I PM Background Turning Movement Volumes

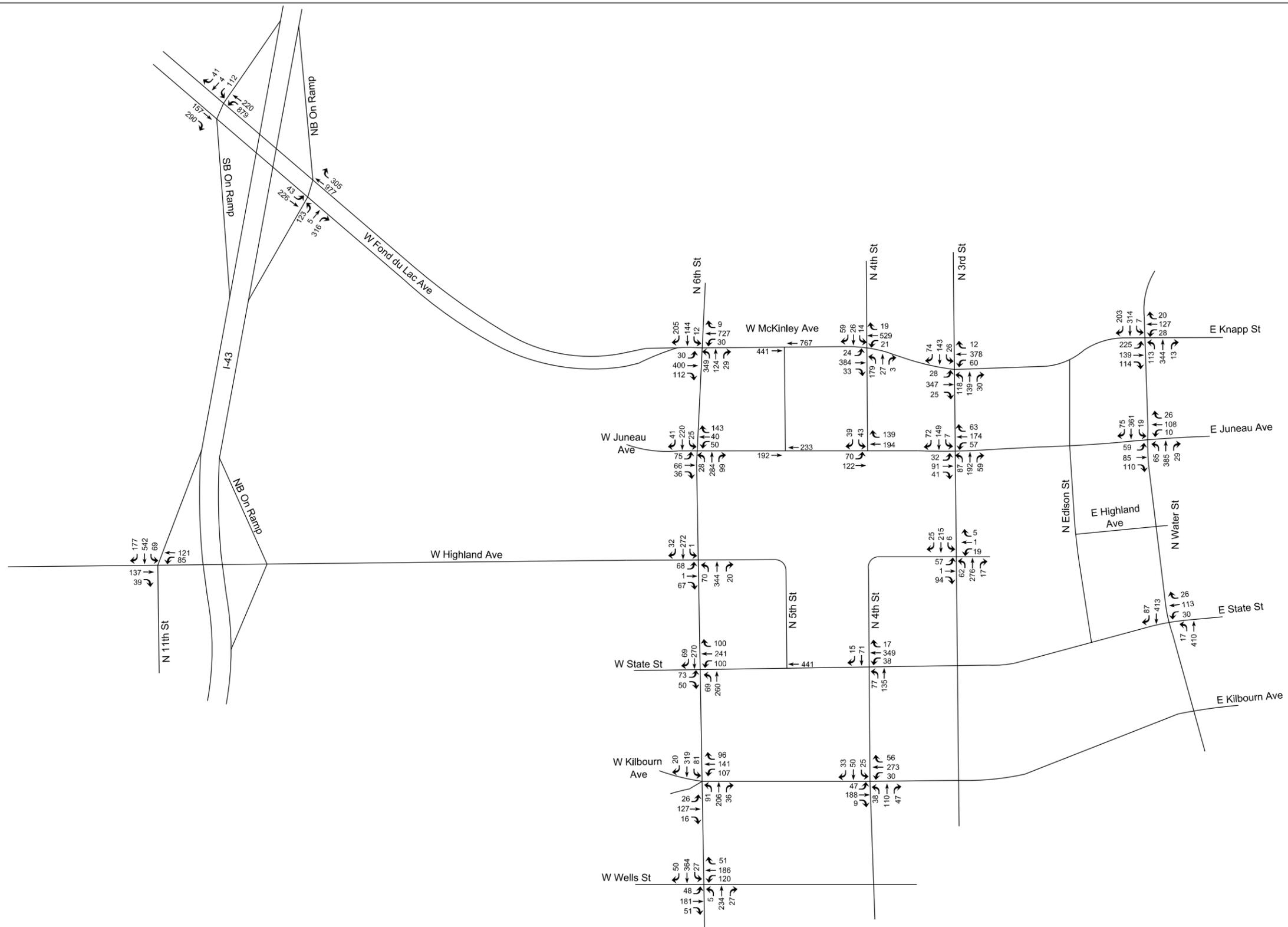


Milwaukee Arena

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

Milwaukee County

Phase I Pregame Background Turning Movement Volumes

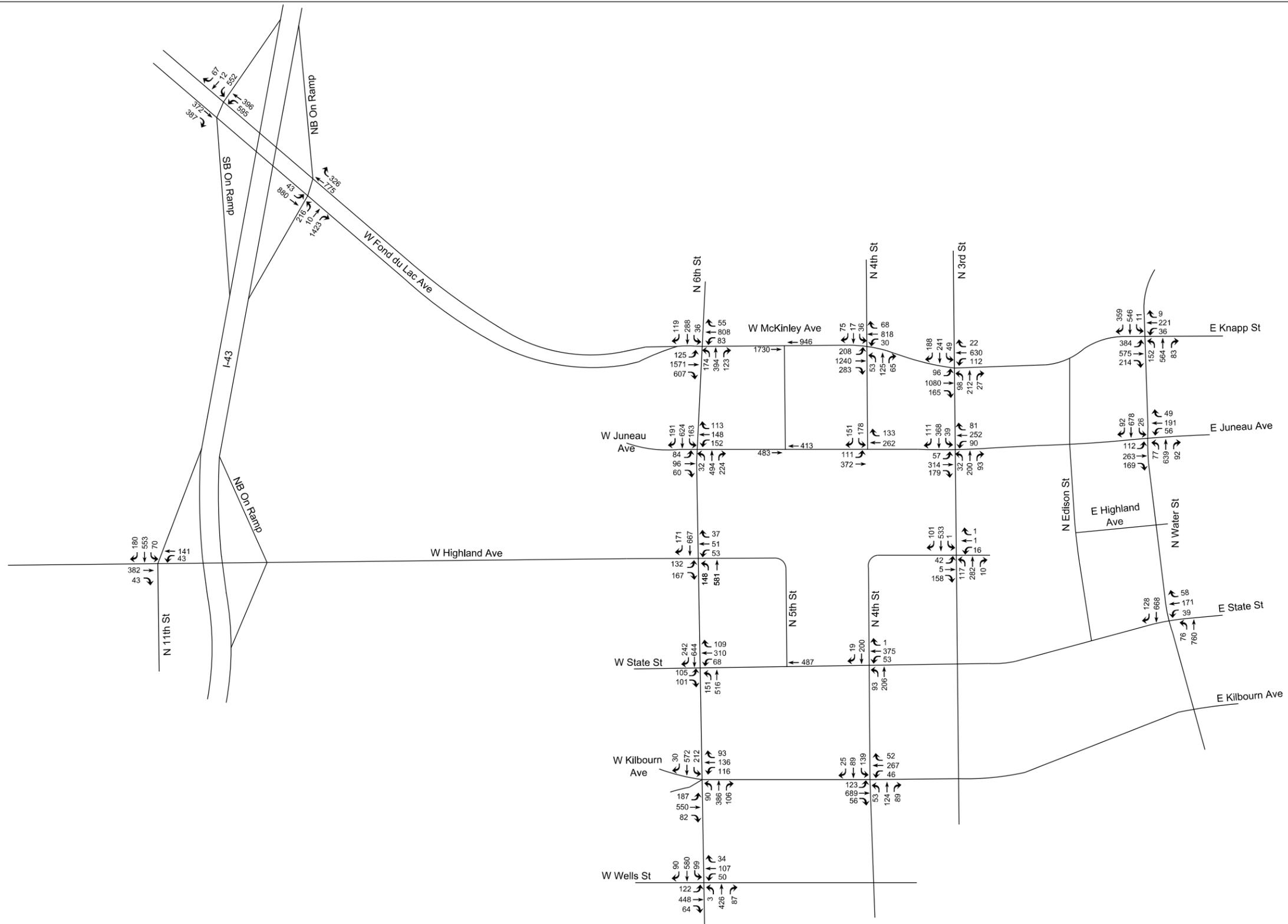


Milwaukee Arena

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

Milwaukee County

Phase I Postgame Background Turning Movement Volumes

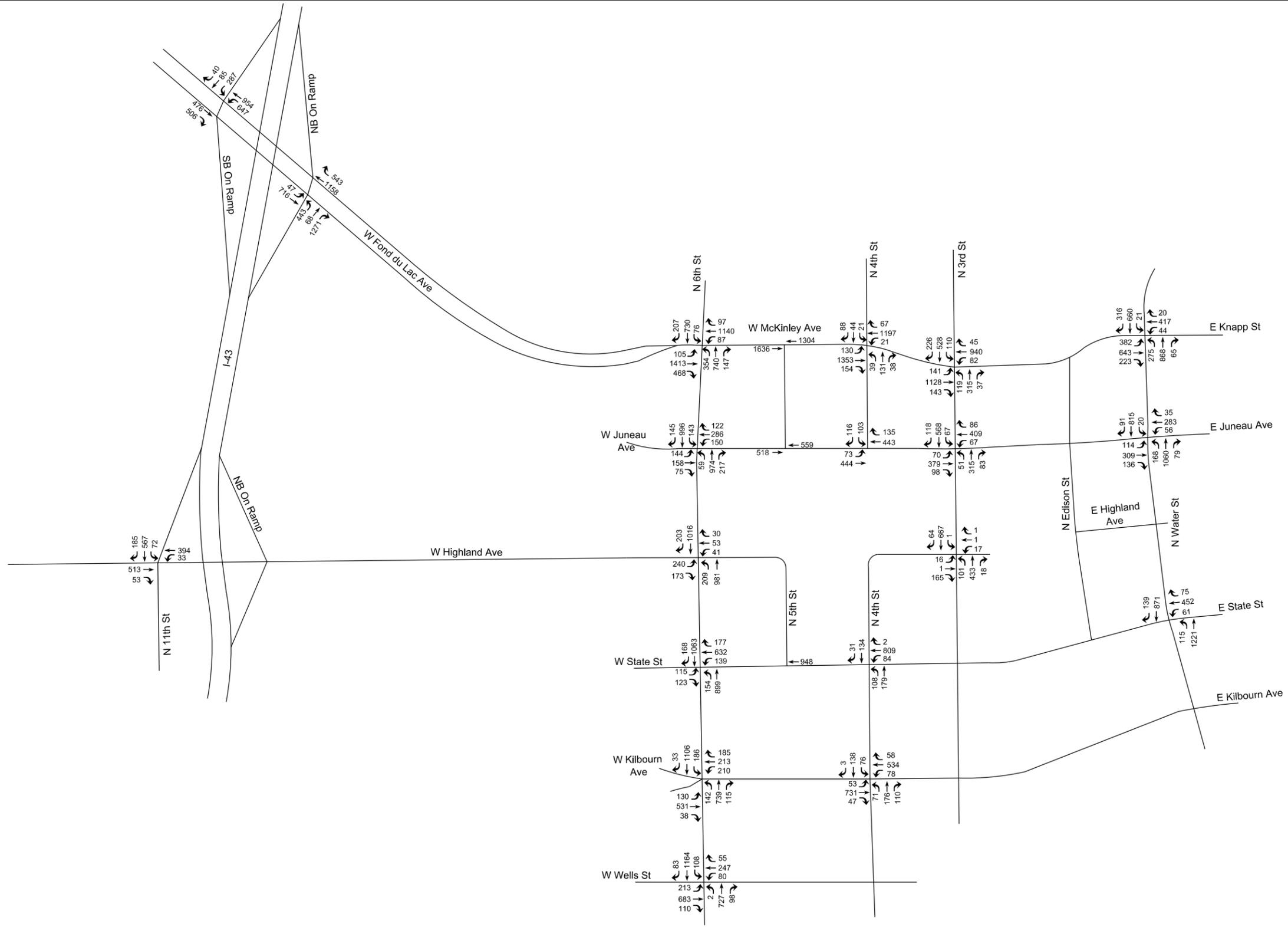


Milwaukee Arena

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

Milwaukee County

Phase II Pregame Background Turning Movement Volumes

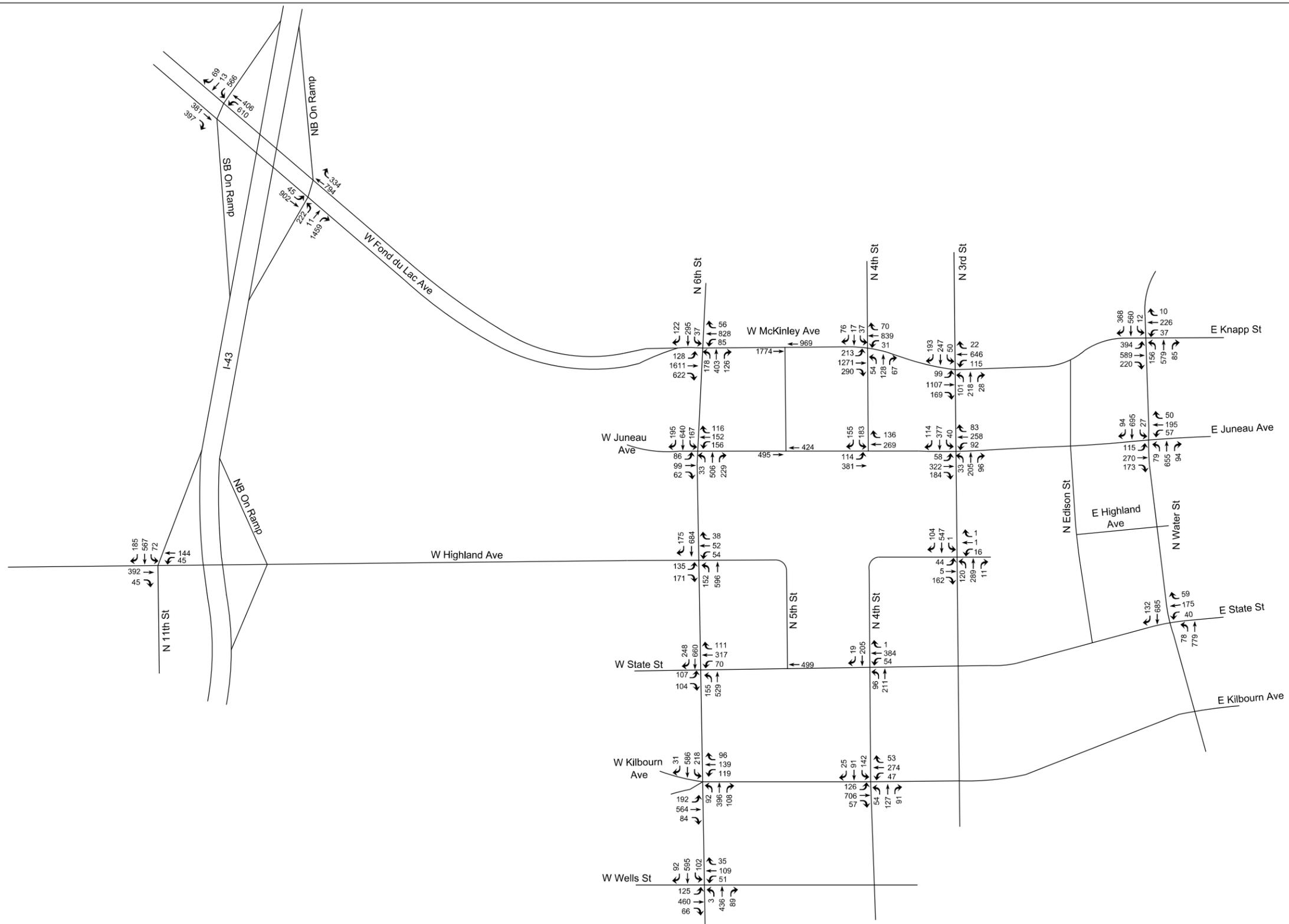


Milwaukee Arena

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

Milwaukee County

Phase III PM Background Turning Movement Volumes

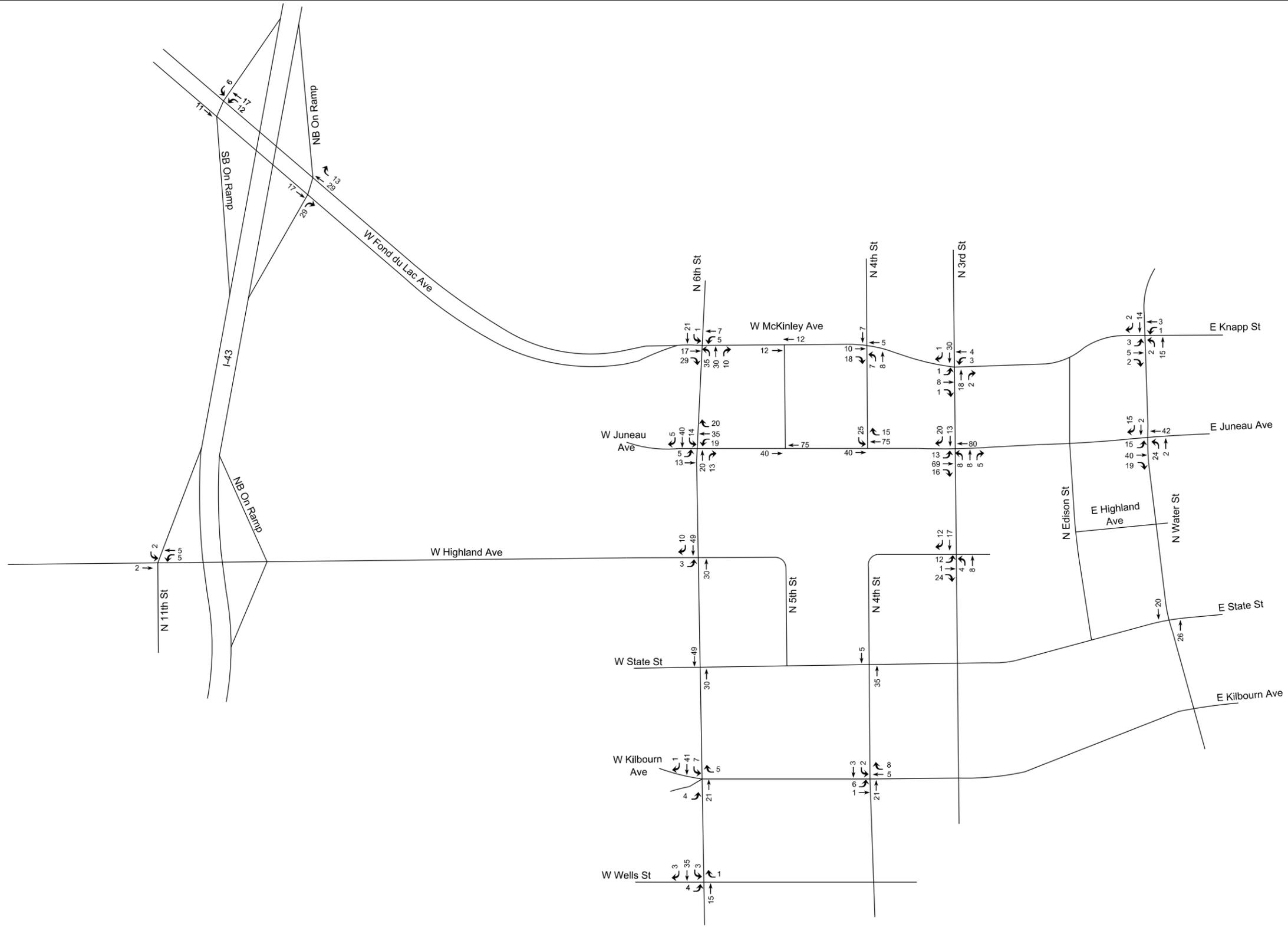


Milwaukee Arena

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

Milwaukee County

Phase III Pregame Background Turning Movement Volumes

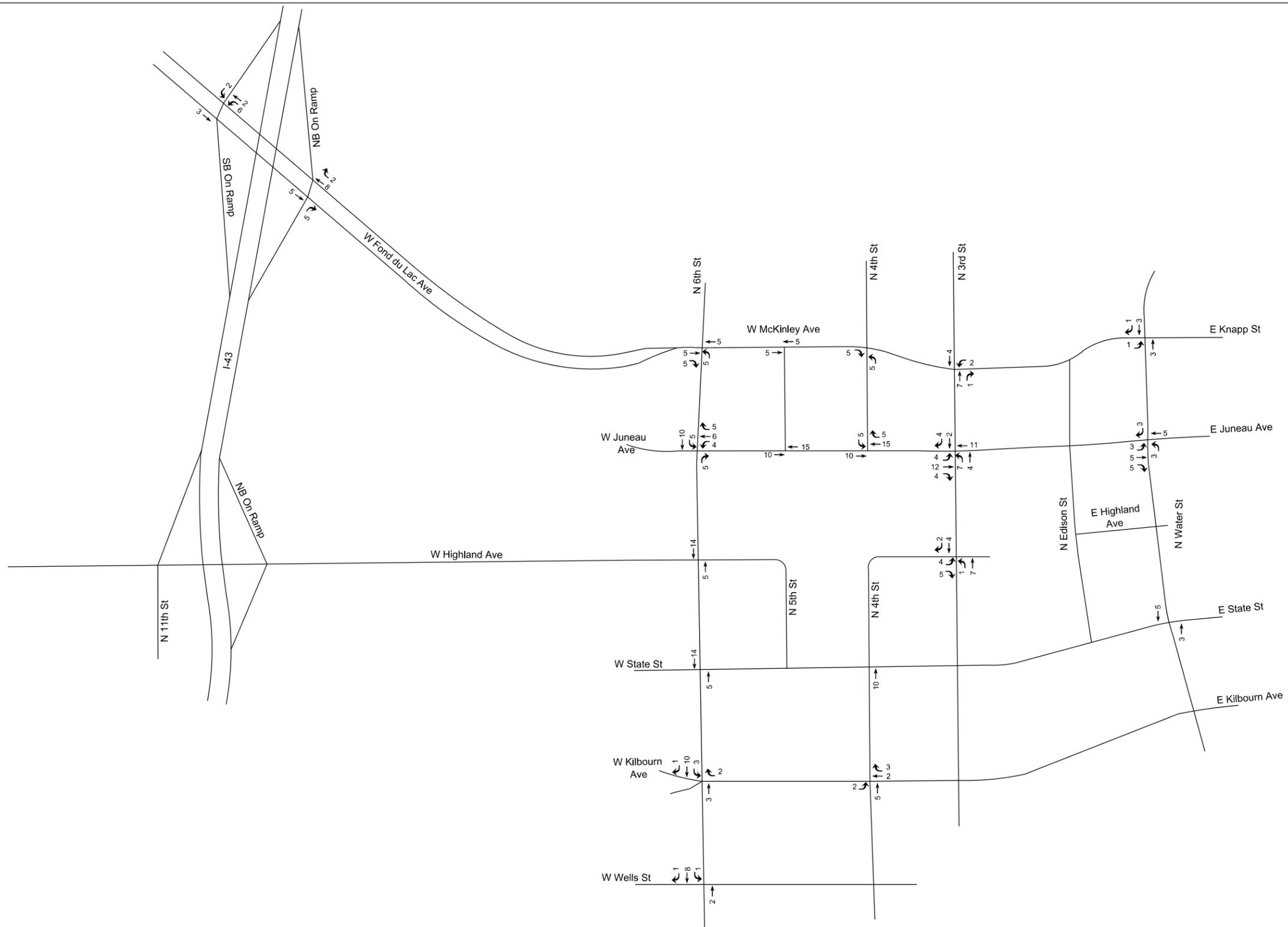


Milwaukee Arena

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

Milwaukee County

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

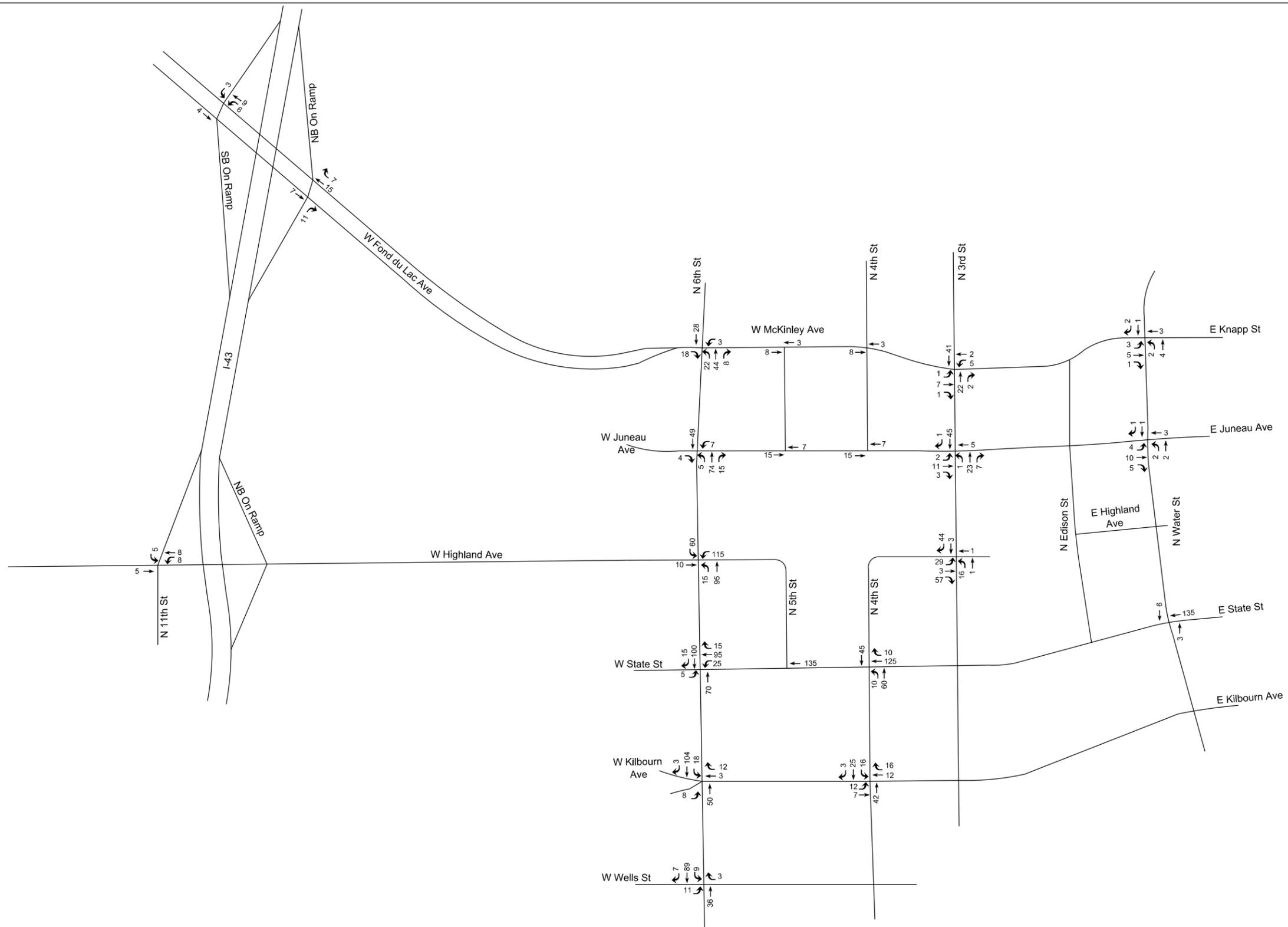


Milwaukee Arena

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

Milwaukee County

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

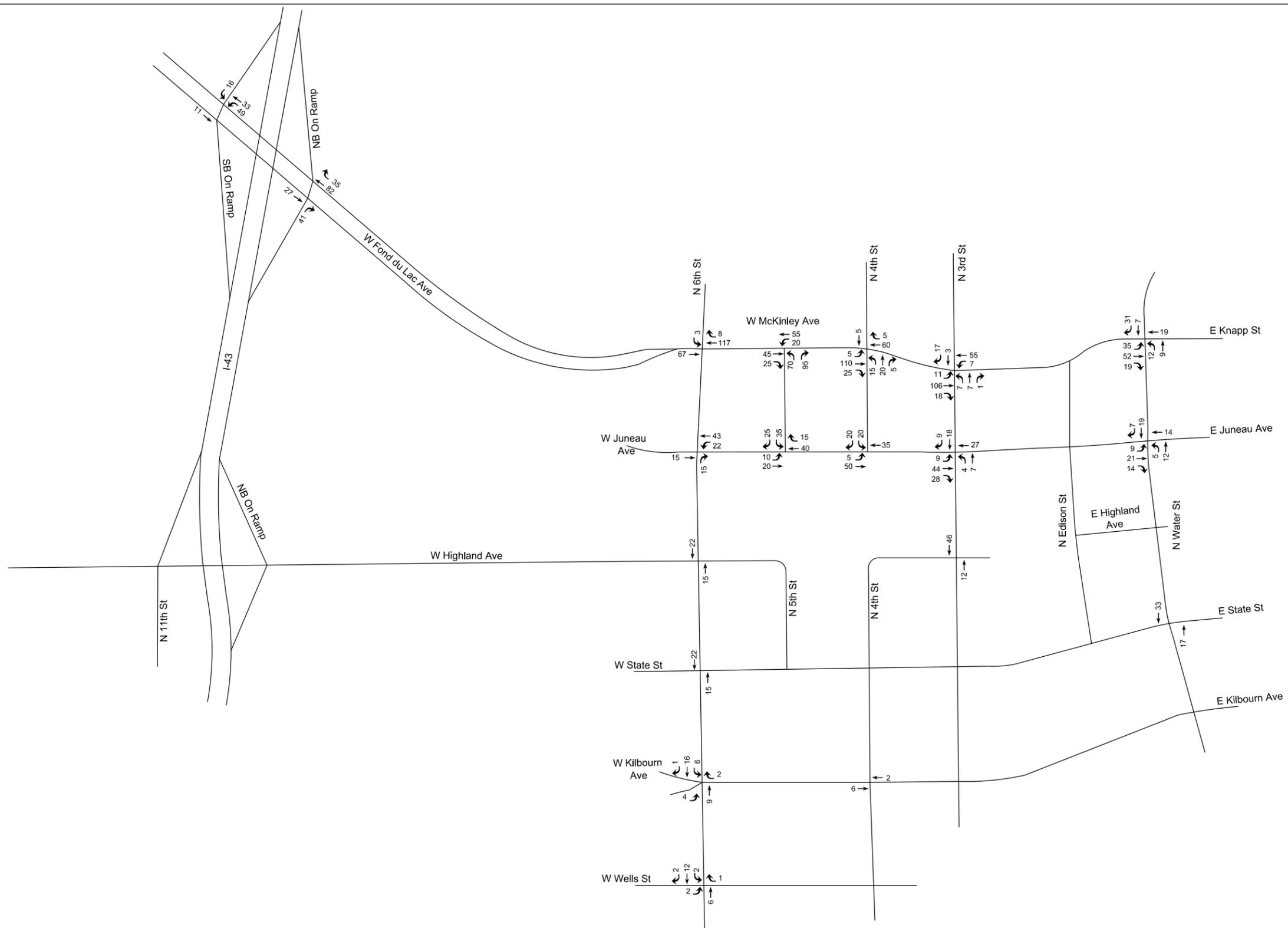


Milwaukee Arena

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

Milwaukee County

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

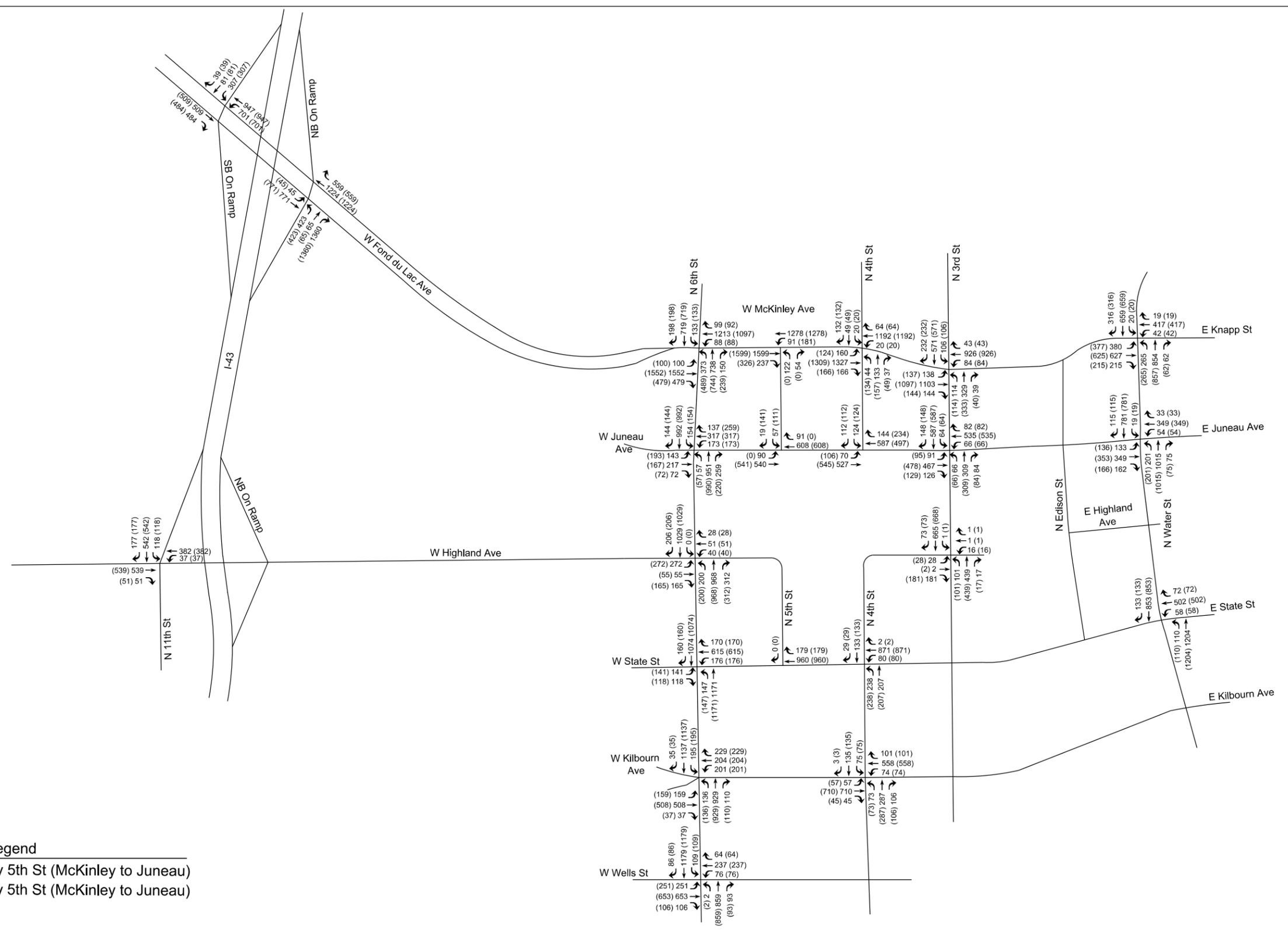


Milwaukee Arena

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

Milwaukee County

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



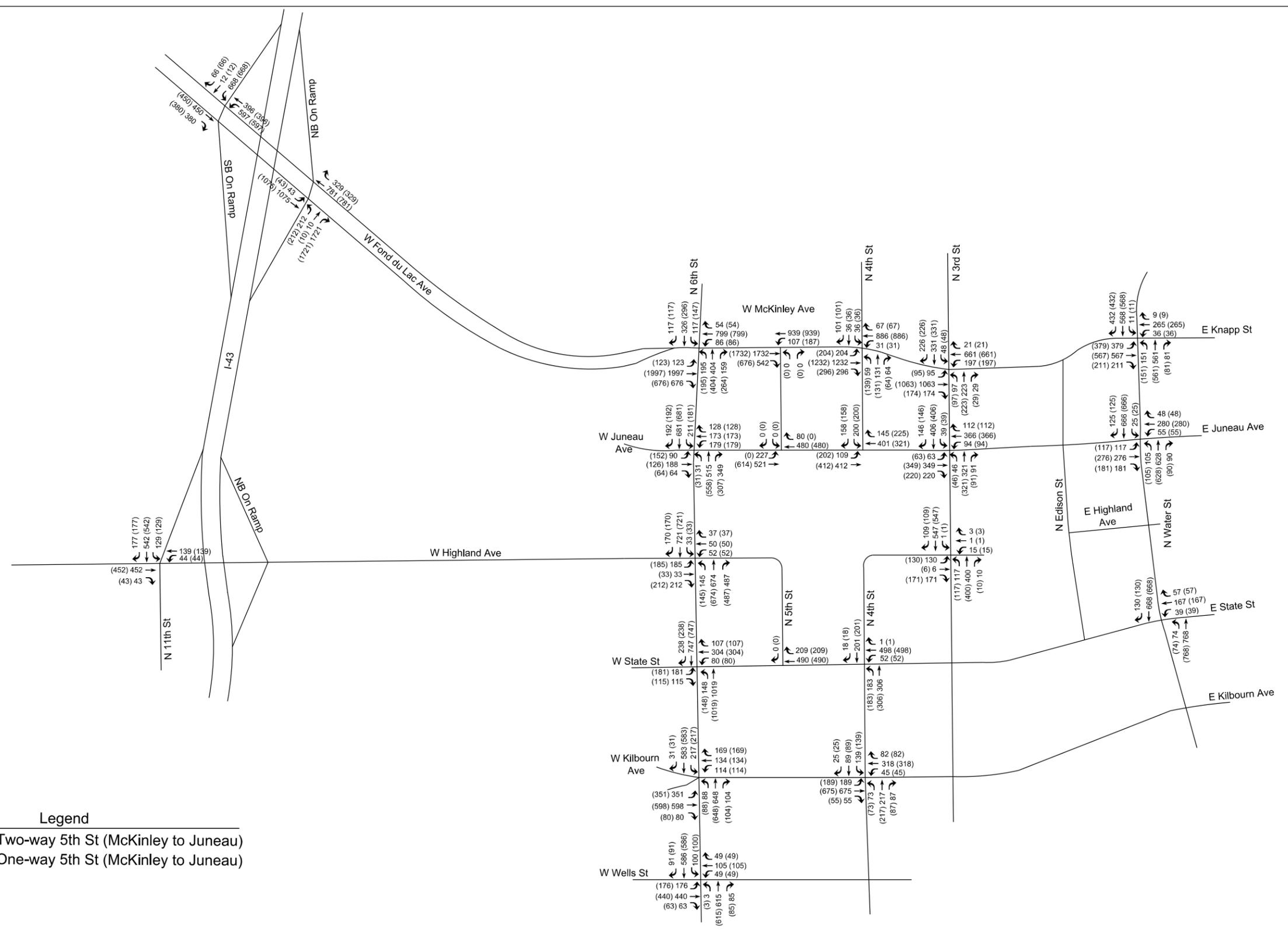
Legend
XXXX = Two-way 5th St (McKinley to Juneau)
(XXXX) = One-way 5th St (McKinley to Juneau)

Milwaukee Arena

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

Milwaukee County

Phase I PM Forecasted Total Turning Movement Volumes



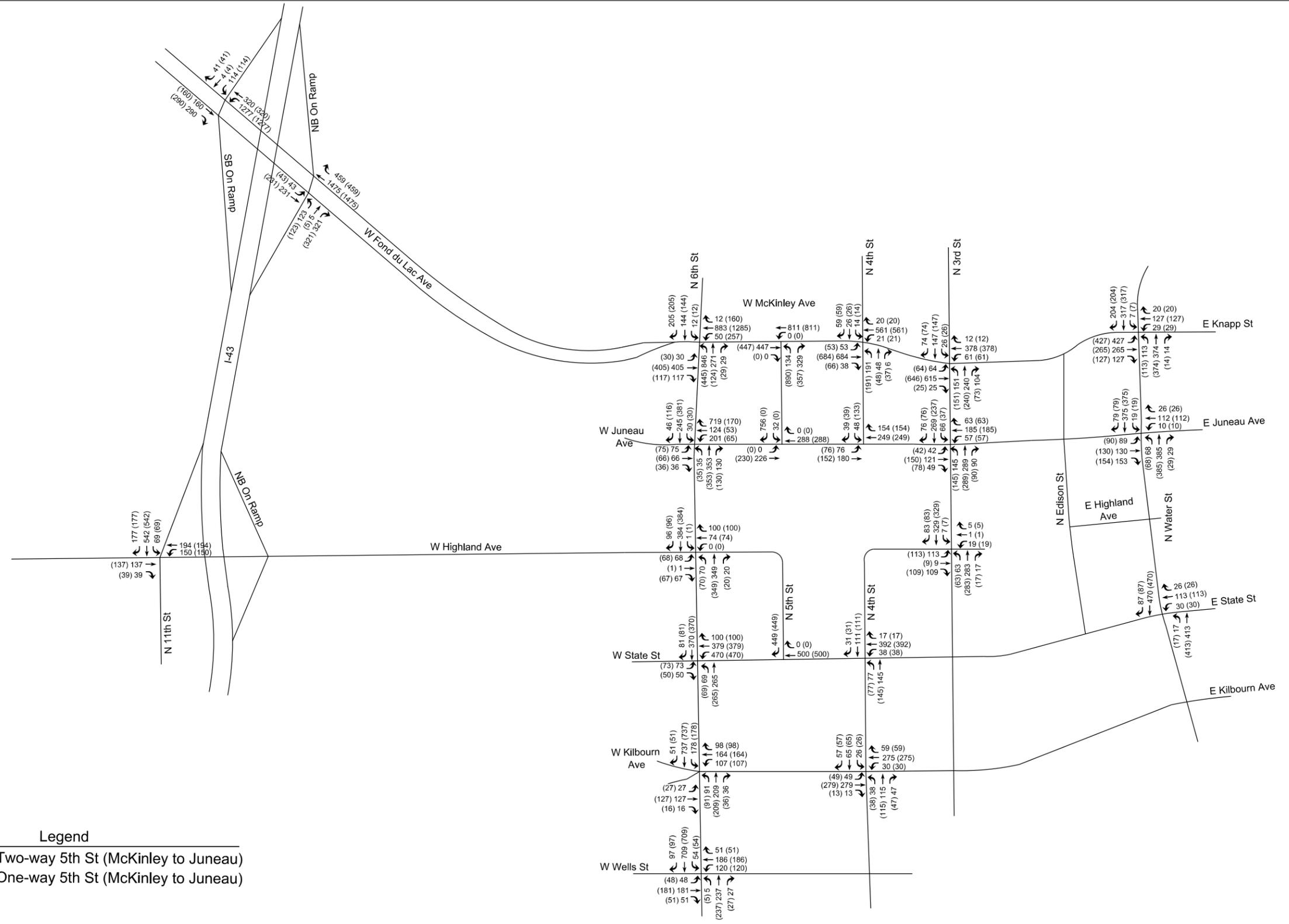
Legend

- XXXX = Two-way 5th St (McKinley to Juneau)
- (XXXX) = One-way 5th St (McKinley to Juneau)

Milwaukee Arena

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

Phase I Pregame Forecasted Total Turning Movement Volumes



Legend

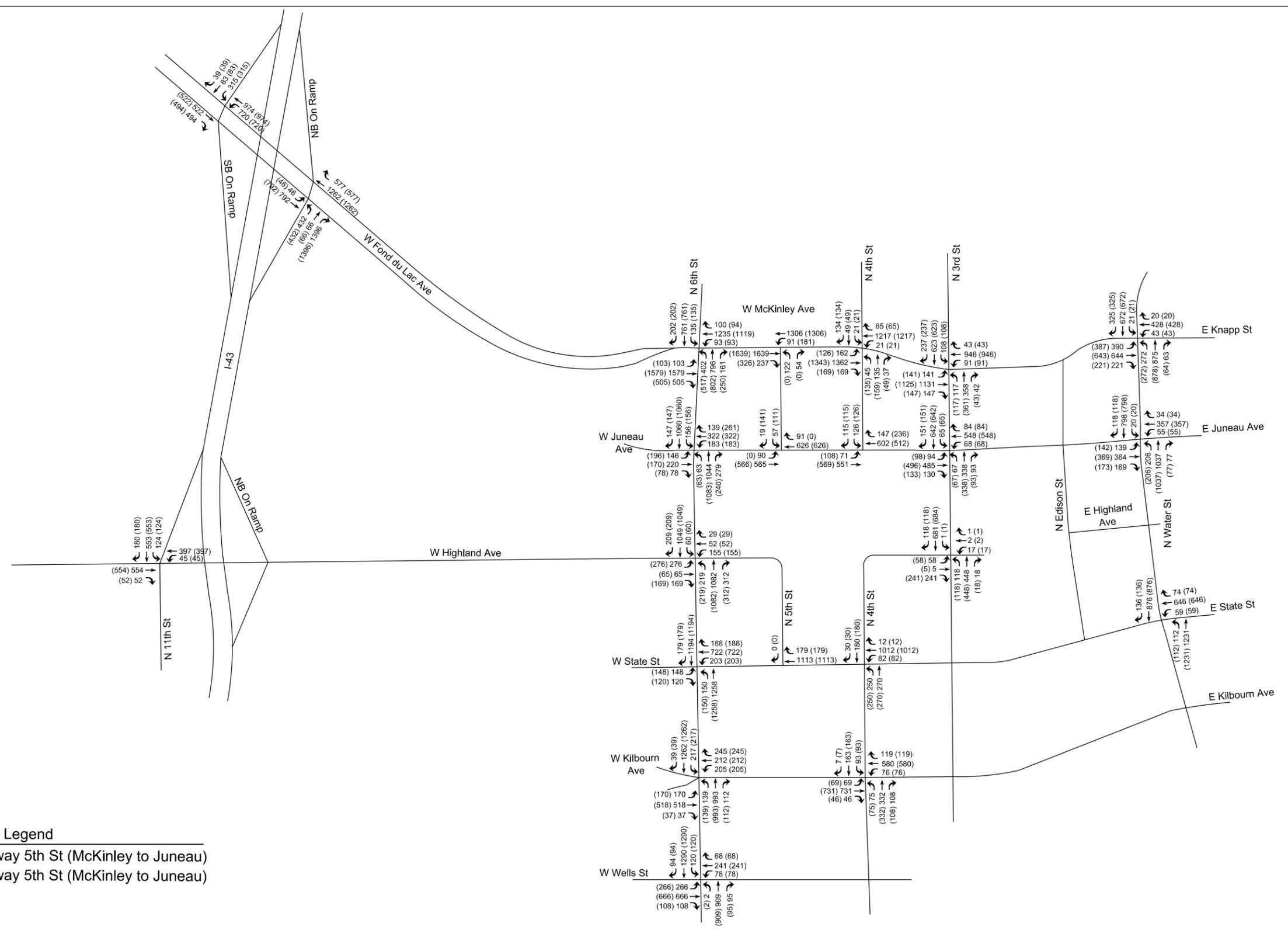
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- (XXXX) = One-way 5th St (McKinley to Juneau)

Milwaukee Arena

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

Milwaukee County

Phase I Postgame Forecasted Total Turning Movement Volumes



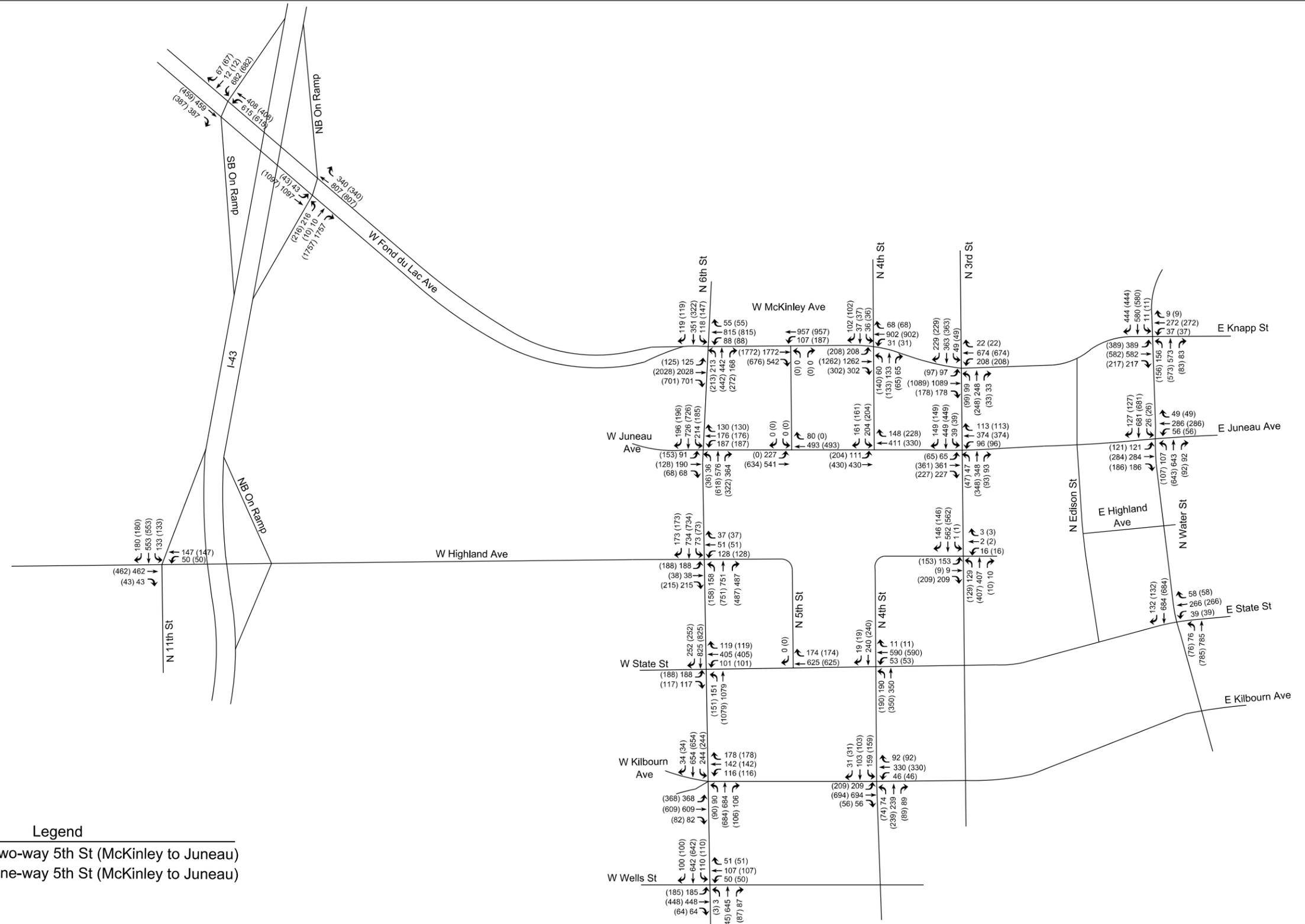
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Milwaukee Arena

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

Milwaukee County

Phase II PM Forecasted Total Turning Movement Volumes



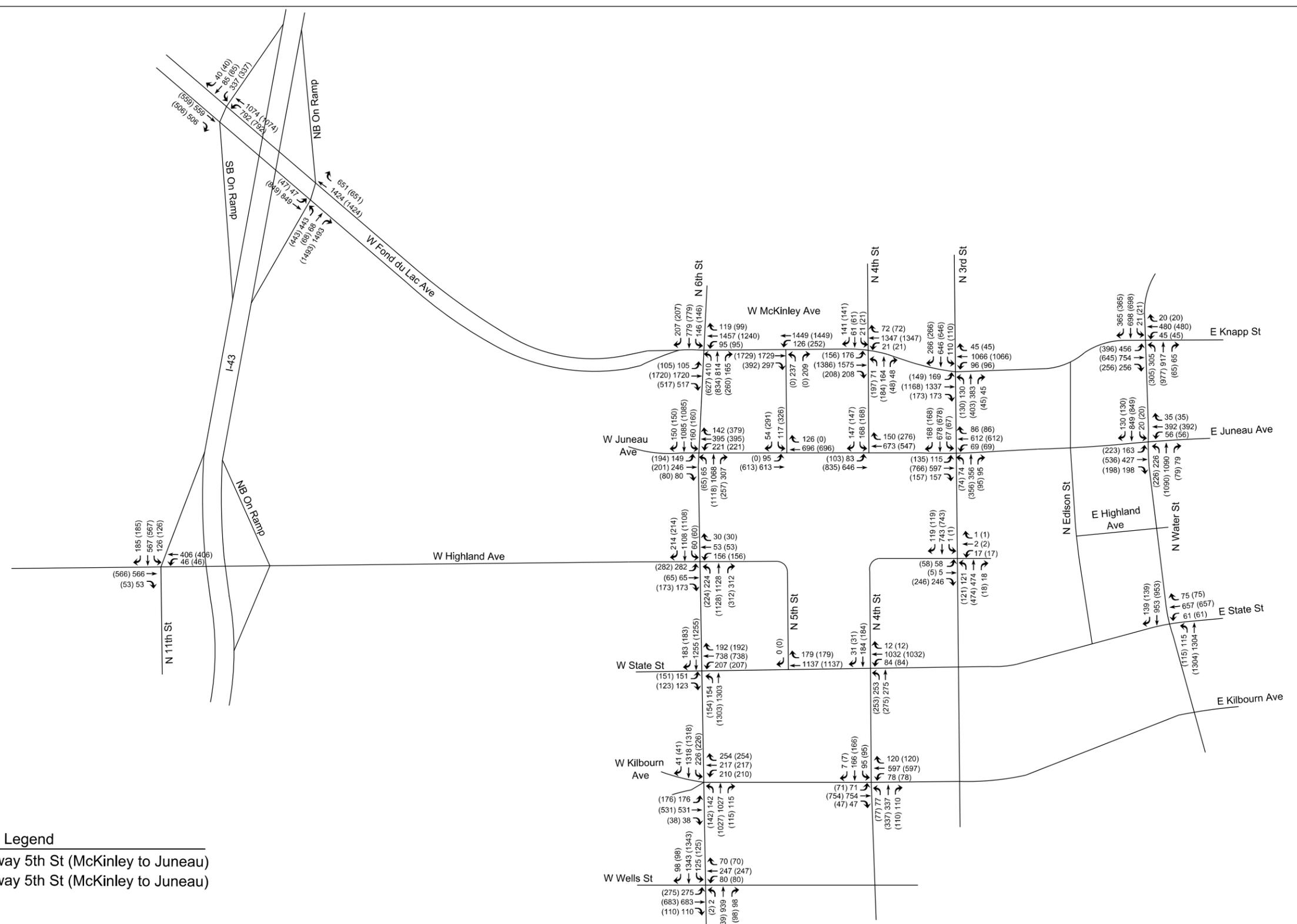
Legend
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 (XXXX) = One-way 5th St (McKinley to Juneau)

Milwaukee Arena

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

Milwaukee County

Phase II Pregame Forecasted Total Turning Movement Volumes



Legend

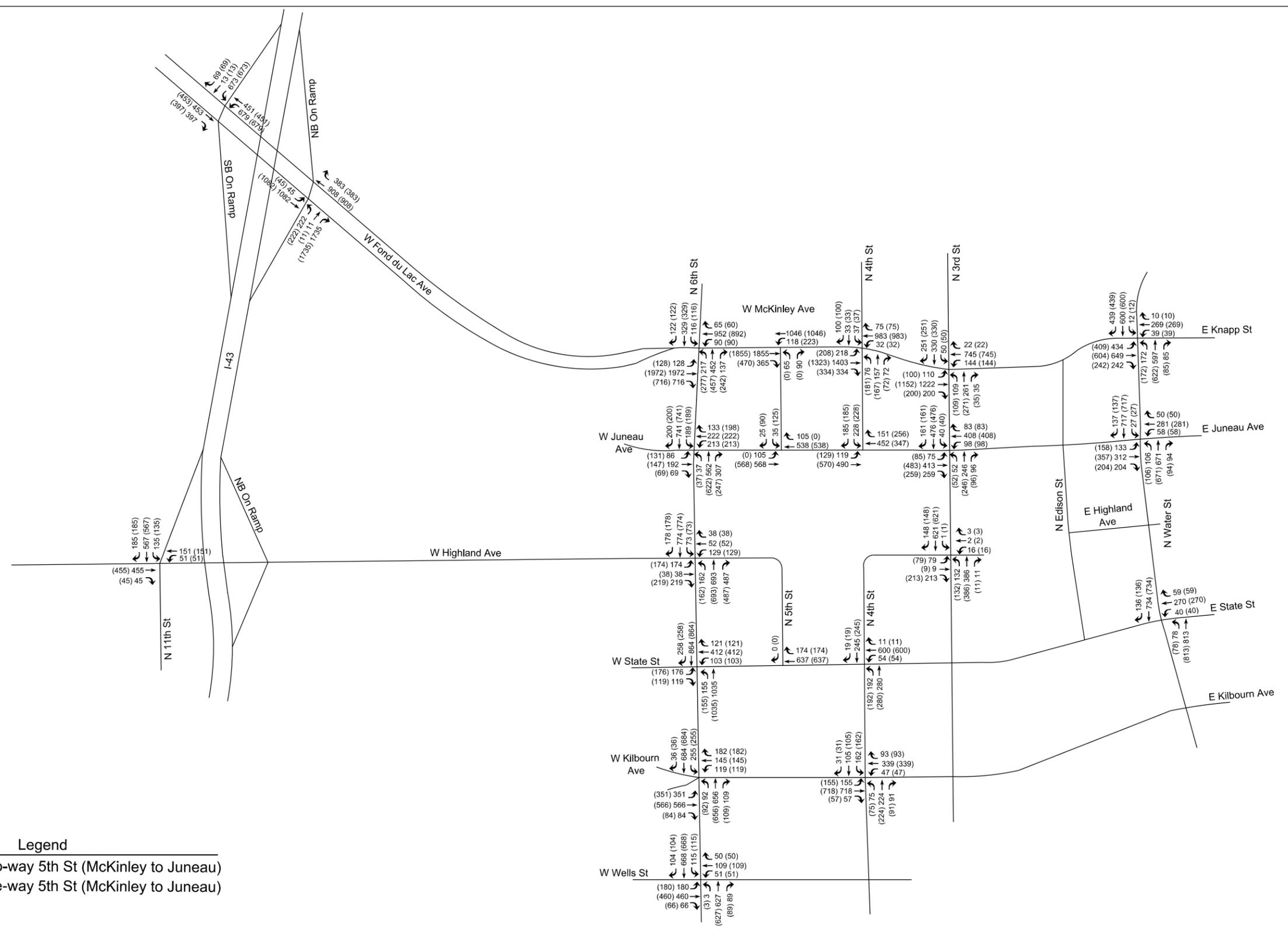
- XXXX = Two-way 5th St (McKinley to Juneau)
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Milwaukee Arena

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

Milwaukee County

Phase III PM Forecasted Total Turning Movement Volumes



Legend
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(XXXX) = One-way 5th St (McKinley to Juneau)

Milwaukee Arena

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

Milwaukee County

Phase III Pregame Forecasted Total Turning Movement Volumes

**BARCLAYS CENTER MODE SPLIT
TRAFFIC STUDY REPORT**



S A M S C H W A R T Z
E N G I N E E R I N G

Memorandum

To: Jane Marshall, Forest City Ratner Companies
From: Daniel Schack, AICP, PTP
Date: June 7, 2013
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 share¹ 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

TRAVEL MODE	Nets Weekday Average		Nets Weekend Average	
	Arrival	Departure	Arrival	Departure
Transit	59.6%	55.9%	49.8%	49.7%
<i>Subway</i>	52.5%	47.5%	39.3%	40.0%
<i>LIRR</i>	6.0%	7.2%	8.8%	8.6%
<i>City Bus</i>	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 pre- and post-game locations and activities are shown in **Table 2**.

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

TRIP ORIGIN & DESTINATION	Nets Weekday Average		Nets Weekend Average	
	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%
<i>Nearby Restaurant</i>	2.2%	2.7%	3.9%	4.4%
<i>Nearby Bar</i>	2.2%	8.5%	2.7%	8.8%
<i>Nearby Shopping</i>	0.6%	0.4%	0.8%	0.4%
<i>Other Nearby Location</i>	0.4%	0.4%	1.5%	1.0%

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

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 ½ mile of the arena by diverting an additional 250 autos, resulting in the equivalent of a 30% reduction in peak hour autos within ½ 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		18,000		15,444	
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.

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.

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**.

Table 4: Weekend 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		18,000		14,836	
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.

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.

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.

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	Wednesday, 2/6/2013		Monday, 3/4/2013	
Scheduled Start	8:00 PM		8:00 PM	
TRAVEL MODE	Arrival	Departure	Arrival	Departure
Transit	69.2%	63.8%	56.9%	55.7%
<i>Subway</i>	60.2%	53.7%	48.8%	47.7%
<i>LIRR</i>	9.0%	10.0%	8.1%	8.1%
<i>City Bus</i>	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%
<i>Nearby Restaurant</i>	11.4%	1.6%	3.2%	1.8%
<i>Nearby Bar</i>	7.0%	8.2%	2.6%	9.6%
<i>Nearby Shopping</i>	0.1%	0.0%	0.4%	0.3%
<i>Other Nearby Location</i>	1.0%	0.1%	0.0%	0.7%

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

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 PM	
TRAVEL MODE	Arrival	Departure	Arrival	Departure
Transit	35.1%	33.4%	55.2%	52.8%
<i>Subway</i>	26.6%	25.9%	43.7%	43.4%
<i>LIRR</i>	8.1%	6.1%	11.2%	9.3%
<i>City Bus</i>	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%
<i>Nearby Restaurant</i>	7.0%	7.4%	3.4%	2.2%
<i>Nearby Bar</i>	0.3%	17.0%	2.8%	18.0%
<i>Nearby Shopping</i>	0.5%	0.0%	0.4%	0.3%
<i>Other Nearby Location</i>	0.4%	0.8%	1.2%	1.1%

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

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%	
<i>Subway</i>	30.9%	31.7%	
<i>LIRR</i>	4.2%	4.7%	
<i>City Bus</i>	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%
<i>Nearby Restaurant</i>	2.0%	19.1%
<i>Nearby Bar</i>	0.0%	0.2%
<i>Nearby Shopping</i>	0.6%	7.2%
<i>Other Nearby Location</i>	0.6%	0.6%

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

Table A4: Peak Hour Auto Trips for Other Weekday Events

	Mumford & Sons Concert		Swedish House Mafia	
Date	Wednesday, 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 Anthony		Swedish House Mafia		Disney on Ice	
Date	Saturday, 2/16/2013		Saturday, 3/2/2013		Saturday, 1/26/2013	
Scheduled Start	8:00 PM		8:00 PM		11:00 AM, 3:00 PM, 7:00 PM	
	In	Out	In	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.

ITE SHOPPING CENTER DISTRIBUTION

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 Weekday ^a		Average Saturday ^b	
	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.m.-11 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
8 p.m.-9 p.m.	4.2	4.3	3.2	3.9
9 p.m.-10 p.m.	1.9	1.8	2.0	3.3

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

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

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

Time	Average Weekday ^a		Average Saturday ^b		Average Sunday ^c	
	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.m.-11 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 - 73, 88; based on three studies

^c Source number - 88; based on two studies

WisTransPortal HOURLY DATASETS

Wisconsin Department of Transportation

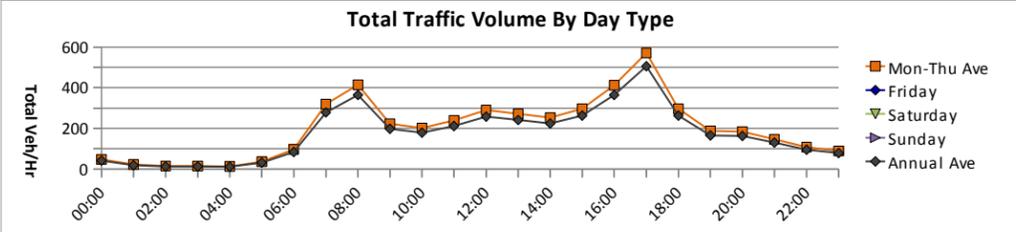
Hourly Traffic Volume Report

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	



Hour	Sun			Mon			Tues 2012-07-17			Wed 2012-07-18			Thur 2012-07-19			Fri			Sat		
	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	Total
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									

Hour	Mon-Thurs Average			Mon-Fri Average			7 Day Average			Estimated Annual Ave		
	Pos Dir	Neg Dir	Total	Pos Dir	Neg Dir	Total	Pos Dir	Neg Dir	Total	Pos Dir	Neg Dir	Total
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										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	258	642									
Hour										17:00	08:00	17:00									
% of Total										14.5%	11.3%	12.4%									
Daily Ave										121	95	216									

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

Seasonal Fctr						0.965	0.965			0.965	0.965										
Daily Fctr						0.929	0.929			0.923	0.923										
Axle Factor						0.496	0.496			0.496	0.496										
Pulse Fctr						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

Wisconsin Department of Transportation

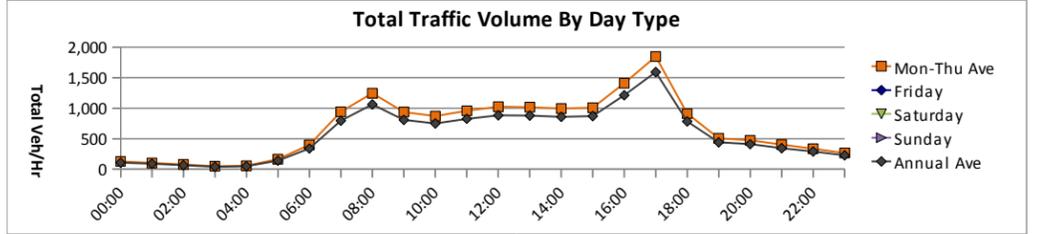
Hourly Traffic Volume Report

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



Hour	Sun			Mon			Tues 2012-07-17			Wed 2012-07-18			Thur 2012-07-19			Fri			Sat		
	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	Total
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									

Hour	Mon-Thurs Average			Mon-Fri Average			7 Day Average			Estimated Annual Ave		
	Pos Dir	Neg Dir	Total	Pos Dir	Neg Dir	Total	Pos Dir	Neg Dir	Total	Pos Dir	Neg Dir	Total
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	13,820

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	08:00	17:00										
% of Total										15.5%	9.4%	12.4%										
Daily Ave										345	345	691										

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	762	1,844							932	656	1,588
Hour	17:00	17:00	17:00							17:00	17:00	17:00
Daily Peak	1,083	770	1,844							932	658	1,588
Hour	17:00	08:00	17:00							17:00	08:00	17:00
% of Total	13.7%	9.4%	11.5%							13.8%	9.3%	11.5%
Daily Ave	328	342	670							282	294	576

Seasonal Fctr						0.965	0.965			0.965	0.965											
Daily Fctr						0.929	0.929			0.923	0.923											
Axle Factor						0.482	0.482			0.482	0.482											
Pulse Fctr						2.000	2.000			2.000	2.000											
Overall Fctr	0.000	0.000				0.864	0.864			0.859	0.859									0.000	0.000	

Wisconsin Department of Transportation

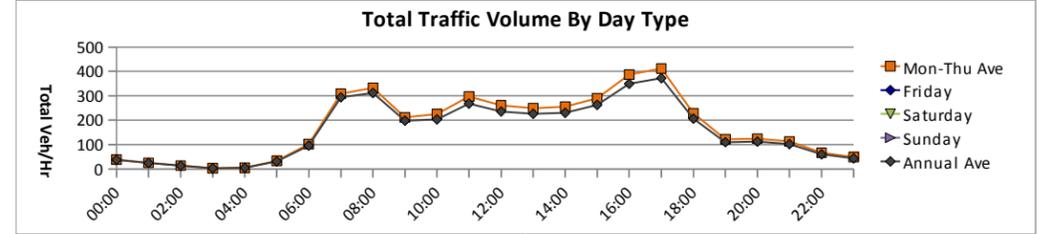
Hourly Traffic Volume Report

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	



Hour	Sun			Mon			Tues 2012-10-30			Wed 2012-10-31			Thur 2012-11-01			Fri			Sat		
	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	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								

Hour	Mon-Thurs Average			Mon-Fri Average			7 Day Average			Estimated Annual Ave		
	Pos Dir	Neg Dir	Total	Pos Dir	Neg Dir	Total	Pos Dir	Neg Dir	Total	Pos Dir	Neg Dir	Total
00:00-00:59	20	19	39	-	-	-	-	-	-	20	18	38
01:00-01:59	14	13	26	-	-	-	-	-	-	13	12	25
02:00-02:59	6	9	15	-	-	-	-	-	-	5	9	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	83	256	-	-	-	-	-	-	156	75	231
15:00-15:59	203	88	291	-	-	-	-	-	-	183	80	263
16:00-16:59	232	155	387	-	-	-	-	-	-	209	140	350
17:00-17:59	246	167	412	-	-	-	-	-	-	222	151	373
18:00-18:59	156	73	229	-	-	-	-	-	-	140	66	206
19:00-19:59	90	32	122	-	-	-	-	-	-	81	29	110
20:00-20:59	86	39	125	-	-	-	-	-	-	78	35	113
21:00-21:59	76	38	114	-	-	-	-	-	-	68	34	102
22:00-22:59	44	24	67	-	-	-	-	-	-	39	21	60
23:00-23:59	33	17	50	-	-	-	-	-	-	30	15	45
Daily Total	2,733	1,429	4,162	-	-	-	-	-	-	2,498	1,308	3,806

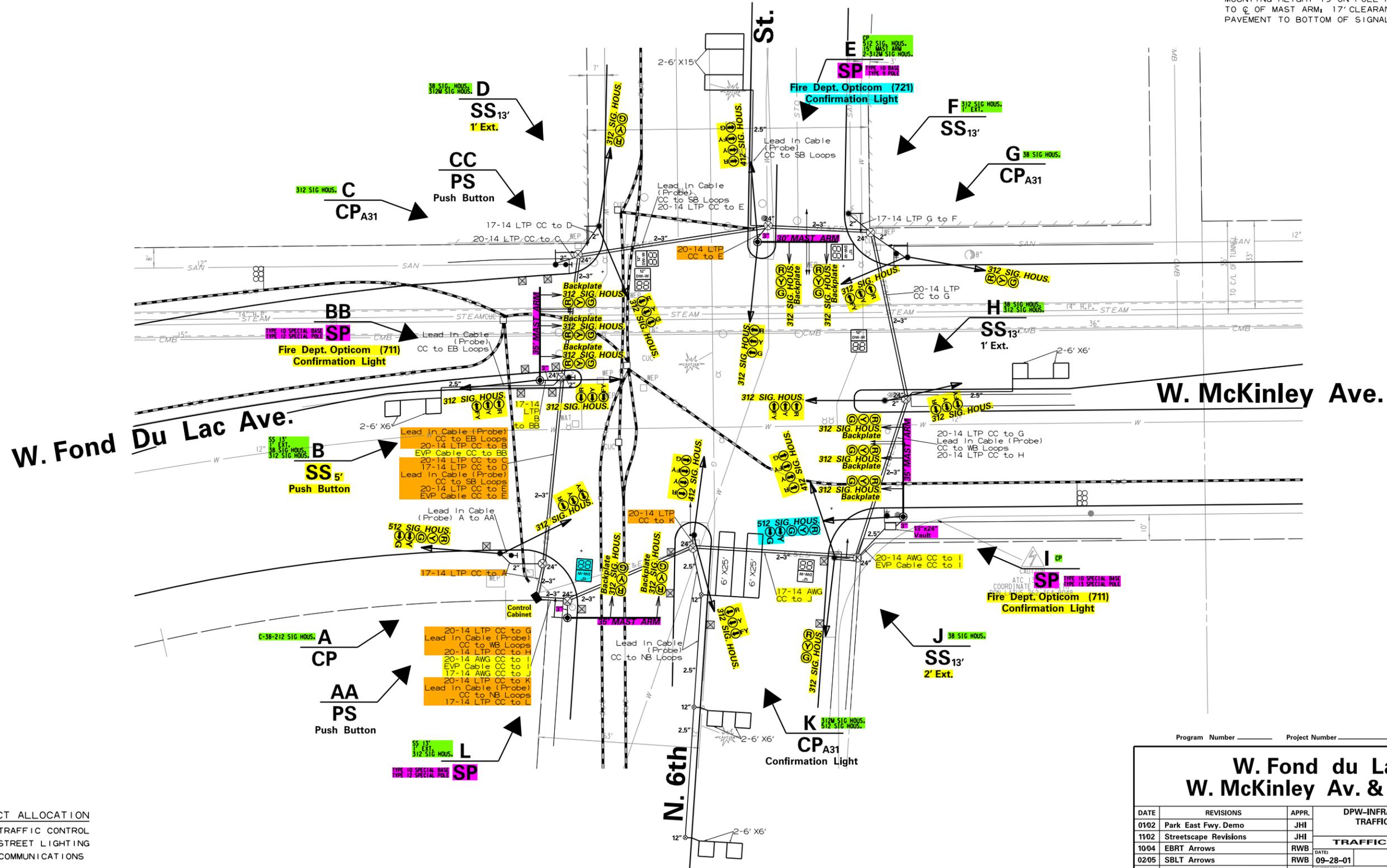
AM Peak											184	131	315	208	128	335						
Hour											07:00	08:00	08:00	08:00	07:00	08:00						
MD Peak											216	83	290	210	98	304						
Hour											11:00	14:00	11:00	11:00	12:00	11:00						
PM Peak											241	166	405	250	169	419						
Hour											17:00	16:00	17:00	17:00	17:00	17:00						
Daily Peak											250	169	419									
Hour											17:00	17:00	17:00									
% of Total											8.9%	11.6%	9.8%									
Daily Ave											117	61	178									

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%	11.7%	9.9%								8.9%	11.5%	9.8%
Daily Ave	114	60	173								104	54	159

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				0.496	0.496					
Pulse Fctr						2.000	2.000				2.000	2.000				2.000	2.000					
Overall Fctr	0.000	0.000				0.914	0.914				0.895	0.895				0.999	0.999			0.000	0.000	

**McKINLEY AVENUE/6TH STREET
SIGNAL DESIGN**

NOTE: ALL MAST ARMS
 MOUNTING HEIGHT 19' ON POLE FROM BASE
 TO C OF MAST ARM; 17' CLEARANCE FROM
 PAVEMENT TO BOTTOM OF SIGNAL HOUSING.



5

5

DUCT ALLOCATION
 ○ TRAFFIC CONTROL
 ● STREET LIGHTING
 ⊗ COMMUNICATIONS

- MATERIAL TO BE INSTALLED
- MATERIAL TO BE RELOCATED
- MATERIAL IN SERVICE TO REMAIN
- MATERIAL TO BE REMOVED
- MATERIAL ON OTHER W.O.
- PROTECT & ADJUST

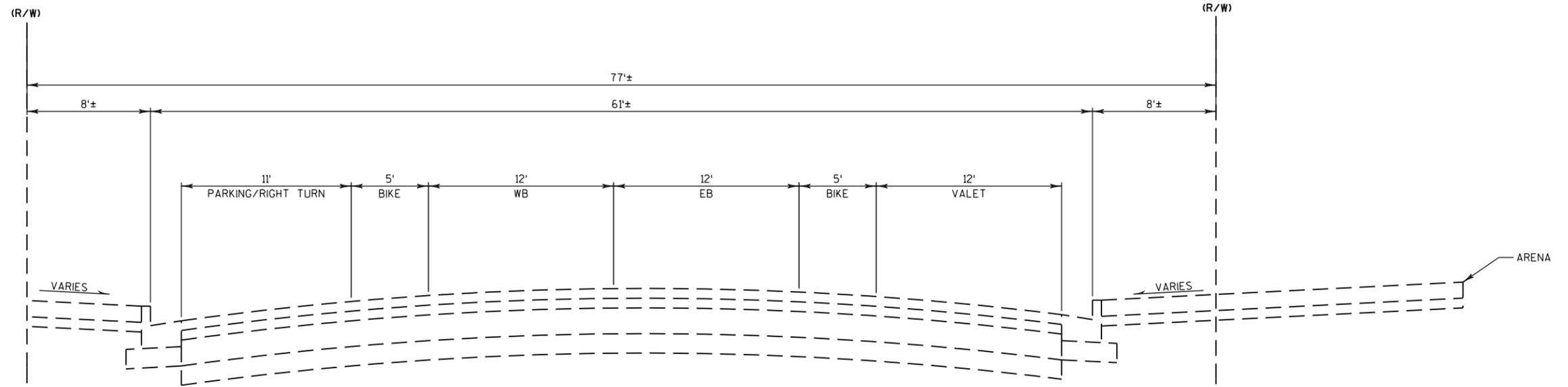
Program Number _____ Project Number _____ W.O.# _____

W. Fond du Lac Av., W. McKinley Av. & N. 6th St.					
DATE	REVISIONS	APPR.	DPW-INFRASTRUCTURE SERVICES DIVISION TRAFFIC & LIGHTING DESIGN UNIT CITY OF MILWAUKEE		
0102	Park East Fwy. Demo	JHI			
1102	Streetscape Revisions	JHI			
1004	EBRT Arrows	RWB	TRAFFIC CONTROL MATERIAL		
0205	SBLT Arrows	RWB	DATE: 09-28-01	DRAWN BY: SKB	DESIGNED BY: JCB
1008	Remove EBWB LT Arrows	RWB	SUPERSEDES	F - - - T	DRG. #
0311	Countdown Grant #1	RWB	SUPERSEDED BY	- - -	
0115	Mast Arm Monotubes	RWB	F-01-545-T		

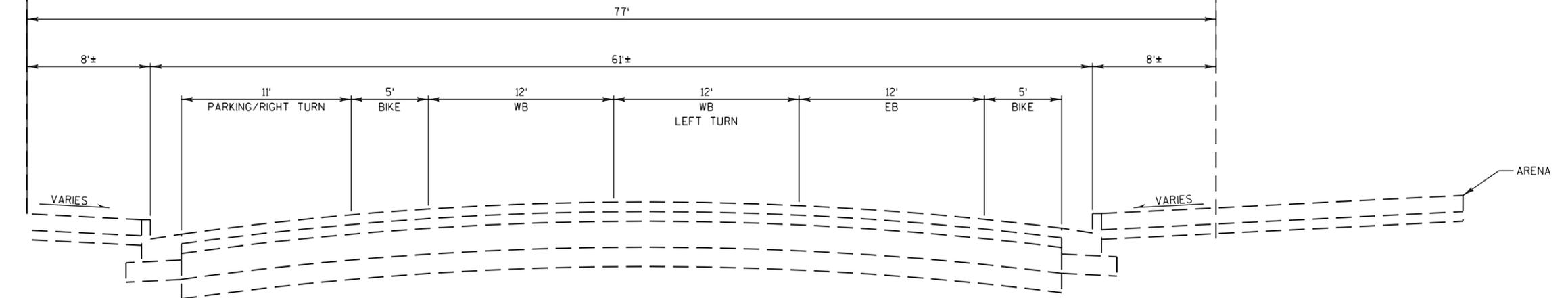
SCALE, FEET 40

SHEET 1 OF 3

**JUNEAU AVENUE
PROPOSED CROSS-SECTION**



TYPICAL SECTION
 W. JUNEAU AVE.
 5TH ST. - 4TH ST.
 (FACING EAST)



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



**LEVEL OF SERVICE RESULTS
(2010 HIGHWAY CAPACITY MANUAL METHOD)**

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

Vehicle Level of Service

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																																																																			
Highland & SB Frontage	Existing	Signalized	PM	Lanes	2>	0	1	2	-	-	-	1	2>	0	Volume	577	50	31	371	-	-	-	68	534	174	Peds	18	-	-	14	-	-	-	0	-	3	PHF	0.81	0.88	0.77	0.75	0.72	0.81	0.81	0.81	0.81	0.94	0.82	Delay	15	15	18.9	13.2	0.81	0.81	0.81	19.4	27.6	27.8	LOS	B	B	B	B	-	-	-	B	C	C												
				Pre Game	Volume	429	42	42	136	-	-	-	79	254	152	Peds	14	-	-	27	-	-	-	0	-	4	PHF	0.81	0.79	0.71	0.7	0.8	0.81	0.81	0.81	0.81	0.57	0.55	Delay	14.2	14.2	17.9	11.7	-	-	-	19.6	26.5	27	Vol. Diff	-148	-8	11	-25	-	-	-	11	-280	-22	LOS	B	B	B	B	-	-	-	B	A	C											
					Post Game	Volume	135	38	149	184	-	-	-	19	100	69	Peds	4	-	-	14	-	-	-	0	-	0	PHF	0.66	0.91	0.73	0.66	0.58	0.66	0.66	0.66	0.59	0.78	0.75	Delay	11.9	11.9	16.8	12.3	-	-	-	18.5	19.8	20	Vol. Diff	-442	-12	118	-187	-	-	-	-49	-434	-105	LOS	B	B	B	B	-	-	-	B	B	C										
						PM Preferred	Lanes	2>	0	1	2	-	-	-	1	2>	0	Volume	539	51	37	382	-	-	-	118	542	177	Peds	18	-	-	14	-	-	-	0	-	3	PHF	0.81	0.88	0.77	0.75	0.72	0.81	0.81	0.81	0.81	0.94	0.82	Delay	14.7	14.7	18.6	13.3	-	-	-	20.6	27.9	28.1	LOS	B	B	B	B	-	-	-	C	C	C									
	Pre Game	Volume	539				51	37	382	-	-	-	118	542	177	Peds	18	-	-	14	-	-	-	0	-	3	PHF	0.81	0.88	0.77	0.75	0.72	0.81	0.81	0.81	0.81	0.94	0.82	Delay	14.7	14.7	18.6	13.3	-	-	-	20.6	27.9	28.1	Vol. Diff	0	0	0	0	-	-	-	0	0	0	LOS	B	B	B	B	-	-	-	B	A	C											
		Post Game	Volume	452			43	44	139	-	-	-	129	542	177	Peds	14	-	-	27	-	-	-	0	-	3	PHF	0.81	0.79	0.71	0.7	0.8	0.81	0.81	0.81	0.81	0.73	0.57	Delay	15.8	15.8	20.2	12.7	-	-	-	19.3	48.1	50	Vol. Diff	-87	-8	7	-243	-	-	-	11	0	0	LOS	B	B	C	B	-	-	-	B	D	D											
			PM Preferred	Lanes	2>		0	1	2	-	-	-	1	2>	0	Volume	452	43	44	139	-	-	-	129	542	177	Peds	14	-	-	27	-	-	-	0	-	3	PHF	0.81	0.79	0.71	0.7	0.8	0.81	0.81	0.81	0.81	0.73	0.57	Delay	15.8	15.8	20.2	12.7	-	-	-	19.3	48.1	50	Vol. Diff	-87	-8	7	-243	-	-	-	11	0	0	LOS	B	B	C	B	-	-	-	B	D	D
				Pre Game	Volume	137	39	150	194	-	-	-	69	542	177	Peds	4	-	-	14	-	-	-	0	-	0	PHF	0.66	0.91	0.73	0.66	0.58	0.66	0.66	0.66	0.59	0.78	0.75	Delay	11.9	12	16.9	12.3	-	-	-	19.7	31.8	32.1	Vol. Diff	-315	-4	106	55	-	-	-	-60	0	0	LOS	B	B	B	B	-	-	-	B	C	C											
	Post Game				Volume	137	39	150	194	-	-	-	69	542	177	Peds	4	-	-	14	-	-	-	0	-	0	PHF	0.66	0.91	0.73	0.66	0.58	0.66	0.66	0.66	0.59	0.78	0.75	Delay	11.9	12	16.9	12.3	-	-	-	19.7	31.8	32.1	Vol. Diff	-315	-4	106	55	-	-	-	-60	0	0	LOS	B	B	B	B	-	-	-	B	C	C											
		Phase II			Signalized	PM	Lanes	2>	0	1	2	-	-	-	1	2>	0	Volume	554	52	45	397	-	-	-	124	553	180	Peds	18	-	-	14	-	-	-	0	-	3	PHF	0.81	0.88	0.77	0.75	0.72	0.81	0.81	0.81	0.81	0.94	0.82	Delay	14.9	14.9	19.4	13.4	-	-	-	20.7	28.2	28.5	LOS	B	B	B	B	-	-	-	C	C	C									
			Pre Game				Volume	554	52	45	397	-	-	-	124	553	180	Peds	18	-	-	14	-	-	-	0	-	3	PHF	0.81	0.88	0.77	0.75	0.72	0.81	0.81	0.81	0.81	0.94	0.82	Delay	14.9	14.9	19.4	13.4	-	-	-	20.7	28.2	28.5	Vol. Diff	0	0	0	0	-	-	-	0	0	0	LOS	B	B	B	B	-	-	-	C	C	C									
				Post Game			Volume	462	43	50	147	-	-	-	133	553	180	Peds	14	-	-	27	-	-	-	0	-	3	PHF	0.81	0.79	0.71	0.7	0.8	0.81	0.81	0.81	0.81	0.73	0.57	Delay	15.9	15.9	20.7	12.8	-	-	-	19.4	51.2	53.5	Vol. Diff	-92	-9	5	-250	-	-	-	9	0	0	LOS	B	B	C	B	-	-	-	B	D	D									
Phase III	Signalized						PM	Lanes	2>	0	1	2	-	-	-	1	2>	0	Volume	566	53	46	406	-	-	-	126	567	185	Peds	18	-	-	14	-	-	-	0	-	3	PHF	0.81	0.88	0.77	0.75	0.72	0.81	0.81	0.81	0.81	0.94	0.82	Delay	15	15	19.7	13.5	-	-	-	20.8	28.8	29	LOS	B	B	B	B	-	-	-	C	C	C								
		Pre Game			Volume	566		53	46	406	-	-	-	126	567	185	Peds	18	-	-	14	-	-	-	0	-	3	PHF	0.81	0.88	0.77	0.75	0.72	0.81	0.81	0.81	0.81	0.94	0.82	Delay	15	15	19.7	13.5	-	-	-	20.8	28.8	29	Vol. Diff	0	0	0	0	-	-	-	0	0	0	LOS	B	B	B	B	-	-	-	C	C	C										
			Post Game		Volume	455		45	51	151	-	-	-	135	567	185	Peds	14	-	-	27	-	-	-	0	-	3	PHF	0.81	0.79	0.71	0.7	0.8	0.81	0.81	0.81	0.81	0.73	0.57	Delay	16.5	16.5	21.7	13.4	-	-	-	18.7	49.6	52.3	Vol. Diff	-111	-8	5	-255	-	-	-	9	0	0	LOS	B	B	C	B	-	-	-	B	D	D										
				Phase III	Signalized	PM Preferred		Lanes	2>	0	1	2	-	-	-	1	2>	0	Volume	455	45	51	151	-	-	-	135	567	185	Peds	14	-	-	27	-	-	-	0	-	3	PHF	0.81	0.79	0.71	0.7	0.8	0.81	0.81	0.81	0.81	0.73	0.57	Delay	16.5	16.5	21.7	13.4	-	-	-	18.7	49.6	52.3	Vol. Diff	-111	-8	5	-255	-	-	-	9	0	0	LOS	B	B	C	B	-	-	-
Post Game	Volume						455	45	51	151	-	-	-	135	567	185	Peds	14	-	-	27	-	-	-	0	-	3	PHF	0.81	0.79	0.71	0.7	0.8	0.81	0.81	0.81	0.81	0.73	0.57	Delay	16.5	16.5	21.7	13.4	-	-	-	18.7	49.6	52.3	Vol. Diff	-111	-8	5	-255	-	-	-	9	0	0	LOS	B	B	C	B	-	-	-	B	D	D										

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																																																																				
Highland & 6th	Existing	Signalized	PM	Lanes	0	<1	1	0	<1>	0	1	2>	1	1	2	1	Volume	251	78	155	25	62	32	181	962	145	83	942	195	Peds	72	-	-	81	-	-	-	90	-	203	-	104	PHF	0.85	0.89	0.89	0.67	0.78	0.78	0.96	0.86	0.74	0.77	0.94	0.9	Delay	205.1	113.1	21.1	69.5	34.75	0	34.6	18.9	14.2	57.4	39.8	31.9	LOS	F	F	C	E	C	A	C	B	B	E	D	C		
				Pre Game	Volume	177	76	156	22	63	31	124	652	241	112	669	169	Peds	72	-	-	81	-	-	-	90	-	203	-	104	PHF	0.78	0.73	0.73	0.5	0.52	0.67	0.84	0.85	0.82	0.88	0.89	0.87	Delay	211.1	117.6	24.1	149.3	74.65	0	19.4	1.1	2.8	39.7	34.2	34.2	Vol. Diff	-74	-2	1	-3	1	19	-57	-310	96	29	-273	-26	LOS	F	F	C	F	E	A	B	A	A	D	C	C	
					Post Game	Volume	67	7	53	88	94	125	78	423	11	4	356	61	Peds	429	-	-	279	-	-	-	389	-	-	-	126	PHF	0.64	0.25	0.82	0.74	0.8	0.82	0.61	0.72	0.25	1	0.74	0.59	Delay	25.3	22.3	19.3	72.2	36.1	0	15.1	0.8	0.6	25.1	30.2	29.2	Vol. Diff	-184	-71	-102	63	32	93	-103	-539	-134	-79	-586	-134	LOS	C	C	B	E	D	A	B	A	A	C	C	C
						Phase I	Signalized	PM	Lanes	0	<2>	0	1	1>	0	1	2>	1	1	2	1	Volume	272	55	165	40	51	28	200	968	312	-	1029	206	Peds	72	-	-	81	-	-	-	90	-	203	-	104	PHF	0.85	0.89	0.89	0.67	0.78	0.78	0.96	0.86	0.74	0.77	0.94	0.9	Delay	29.7	25.75	21.8	25.9	21.8	17.7	53.4	20	26.3	-	47.6	38.3	LOS	C	C	C	C	C	B	D	C	C
	Pre Game	Volume	272						55	165	40	51	28	200	968	312	-	1029	206	Peds	72	-	-	81	-	-	-	90	-	203	-	104	PHF	0.85	0.89	0.89	0.67	0.78	0.78	0.96	0.86	0.74	0.77	0.94	0.9	Delay	29.7	25.75	21.8	25.9	21.8	17.7	49.9	20	26.3	-	36.9	28.6	Vol. Diff	0	0	0	0	0	0	0	0	0	AVAILABLE	0	0	LOS	C	C	C	D	C	C	C	A	C	D	D
		Post Game	Volume	185					33	212	52	50	37	145	674	487	33	721	170	Peds	82	-	-	299	-	-	-	1261	-	-	-	211	PHF	0.78	0.73	0.73	0.5	0.52	0.67	0.84	0.85	0.82	0.88	0.89	0.87	Delay	35.1	32.95	30.8	39.8	29.7	19.6	23.8	2	31.7	30.9	36.1	45.7	Vol. Diff	-87	-22	47	12	-1	9	-55	-294	175	AVAILABLE	-308	-36	LOS	D	C	C	D	C	B	C	A	C	C	D
			Phase II	Signalized	PM Preferred				Lanes																																																																										

Vehicle Level of Service

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						
State & 6th	Existing	Signalized	PM	Lanes	1	-	0	1	2	1	2	1	2	1	2	1	2	1			
				Volume	127	-	127	161	626	216	148	1095	-	-	-	985	137	-	-	113	
				Peds	85	-	268	-	-	-	-	-	50	-	-	-	-	-	-	-	-
				PHF	0.95	0.81	0.77	0.87	0.77	0.89	0.86	0.86	0.81	0.81	0.81	0.81	0.93	0.83	-	-	0.83
			Pre Game	Delay	47.7	-	22.9	18.4	11.2	13	25	19.8	-	-	-	-	33.5	22.2	-	-	22.2
				LOS	D	-	C	B	B	B	C	B	-	-	-	-	C	C	-	-	C
				Volume	151	-	125	109	333	180	156	820	-	-	-	415	190	-	-	495	190
				Peds	-	-	404	-	-	708	-	-	415	-	-	-	-	-	-	-	-
			Post Game	PHF	0.85	0.81	0.78	0.84	0.94	0.88	0.86	0.86	0.81	0.81	0.81	0.81	0.84	0.9	-	-	0.9
				Delay	36.7	-	24.8	28.9	16.5	23.3	19.8	16.1	-	-	-	-	25.8	28.1	-	-	28.1
				Vol. Diff	24	-	-2	-52	-293	-36	8	-275	-	-	-	-	8	-275	-	-	-275
				LOS	D	-	C	B	A	B	C	B	-	-	-	-	C	C	-	-	C
	Phase I	Signalized	PM	Lanes	1	-	0	1	2	1	2	1	2	1	2	1	2	1			
				Volume	141	-	118	176	615	170	147	1171	-	-	-	1074	160	-	-	160	
				Peds	79	-	79	-	-	228	-	-	66	-	-	-	-	-	-	-	119
				PHF	0.95	0.81	0.77	0.87	0.77	0.89	0.86	0.86	0.81	0.81	0.81	0.81	0.93	0.83	-	-	0.83
			Pre Game	Delay	49	-	22.2	17.8	11	10.8	26.9	21.3	-	-	-	40	23.2	-	-	40	
				LOS	D	-	C	B	B	B	C	C	-	-	-	D	C	-	-	D	
				Volume	141	-	118	176	615	170	147	1171	-	-	-	1074	160	-	-	160	
				Peds	79	-	79	-	-	228	-	-	66	-	-	-	-	-	-	-	119
			Post Game	PHF	0.95	0.81	0.77	0.87	0.77	0.89	0.86	0.86	0.81	0.81	0.81	0.81	0.93	0.83	-	-	0.83
				Delay	49	-	22.2	17.8	11	10.8	26.9	21.3	-	-	-	40	23.2	-	-	40	
				Vol. Diff	0	-	0	0	0	0	0	0	-	-	-	0	0	-	-	0	
				LOS	D	-	C	B	B	B	C	C	-	-	-	D	C	-	-	D	
	Phase II	Signalized	PM	Lanes	1	-	0	1	2	1	2	1	2	1	2	1	2	1			
				Volume	181	-	115	80	304	107	148	1019	-	-	-	747	238	-	-	238	
				Peds	432	-	432	-	-	619	-	-	545	-	-	-	494	-	-	494	
				PHF	0.85	0.81	0.78	0.84	0.94	0.88	0.86	0.86	0.81	0.81	0.81	0.81	0.84	0.9	-	-	0.9
			Pre Game	Delay	35.4	-	23.8	14.8	8.4	10.2	21.5	18.3	-	-	-	27.7	33.3	-	-	33.3	
				LOS	D	-	C	B	A	B	C	B	-	-	-	C	C	-	-	C	
				Volume	181	-	115	80	304	107	148	1019	-	-	-	747	238	-	-	238	
				Peds	432	-	432	-	-	619	-	-	545	-	-	-	494	-	-	494	
			Post Game	PHF	0.85	0.81	0.78	0.84	0.94	0.88	0.86	0.86	0.81	0.81	0.81	0.81	0.84	0.9	-	-	0.9
				Delay	35.4	-	23.8	14.8	8.4	10.2	21.5	18.3	-	-	-	27.7	33.3	-	-	33.3	
				Vol. Diff	40	-	-3	-96	-311	-63	1	-152	-	-	-	-327	78	-	-	78	
				LOS	D	-	C	B	A	B	C	B	-	-	-	C	C	-	-	C	
Phase III	Signalized	PM	Lanes	1	-	0	1	2	1	2	1	2	1	2	1	2	1				
			Volume	148	-	120	203	722	188	150	1258	-	-	-	1194	179	-	-	179		
			Peds	79	-	79	-	-	228	-	-	66	-	-	-	-	-	-	-	119	
			PHF	0.95	0.81	0.77	0.87	0.77	0.89	0.86	0.86	0.81	0.81	0.81	0.81	0.93	0.83	-	-	0.83	
		Pre Game	Delay	57.9	-	20.5	16.3	10	9.1	44.5	26.7	-	-	-	51.7	23	-	-	23		
			LOS	E	-	C	B	A	A	D	C	-	-	-	D	C	-	-	D		
			Volume	148	-	120	203	722	188	150	1258	-	-	-	1194	179	-	-	179		
			Peds	79	-	79	-	-	228	-	-	66	-	-	-	-	-	-	-	119	
		Post Game	PHF	0.95	0.81	0.77	0.87	0.77	0.89	0.86	0.86	0.81	0.81	0.81	0.81	0.93	0.83	-	-	0.83	
			Delay	57.9	-	20.5	16.3	10	9.1	44.5	26.7	-	-	-	51.7	23	-	-	23		
			Vol. Diff	0	-	0	0	0	0	0	0	-	-	-	0	0	-	-	0		
			LOS	E	-	C	B	A	A	D	C	-	-	-	D	C	-	-	D		

Vehicle Level of Service

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	
Wells & 6th	Existing	Signalized	PM	Lanes	1	2	1	1	1	0	0	2	1	1	3	0
				Volume	239	643	104	75	233	58	1	825	92	107	1109	82
				Peds	38	-	-	-	-	26	-	-	32	-	-	37
				PHF	0.81	0.91	0.72	0.74	0.83	0.52	1	0.91	0.82	0.67	0.94	0.66
				Delay	55.5	19.6	17.3	31.7	33.45	35.2	21.6	22.5	15.4	55.3	20.1	21.6
				LOS	E	B	B	C	C	D	C	C	B	E	C	C
	Pre Game	Volume	160	433	63	48	103	44	4	563	77	98	560	87		
		Peds	-	-	67	-	-	34	-	-	82	-	-	106		
		PHF	0.86	0.92	0.82	0.8	0.81	0.75	1	0.86	0.68	0.83	0.82	0.82		
		Delay	20.2	17.5	16	24.1	24.85	25.6	30.3	32	24.5	37.9	17.2	18		
		Vol. Diff	-79	-210	-41	-27	-130	-14	3	-263	-15	-9	-549	5		
		LOS	C	B	B	C	C	C	C	C	C	D	B	B		
	Post Game	Volume	47	178	50	118	183	48	4	230	25	42	535	74		
		Peds	-	-	46	-	-	70	-	-	109	-	-	144		
		PHF	0.47	0.69	0.6	0.56	0.62	0.55	0.5	0.77	0.69	0.75	0.71	0.6		
		Delay	21.6	16.3	16.2	32.5	33.4	34.3	15.6	15.8	14.3	18.2	17.5	18.5		
		Vol. Diff	-192	-465	-54	43	-50	-10	3	-595	-67	-65	-574	-8		
		LOS	C	B	B	C	C	C	B	B	B	B	B	B		
	Phase I	Signalized	PM	Lanes	1	2	1	1	1	0	0	2	1	1	3	0
				Volume	251	653	106	76	237	64	2	859	93	109	1179	86
				Peds	38	-	-	-	-	26	-	-	32	-	-	37
				PHF	0.81	0.91	0.72	0.74	0.83	0.52	1	0.91	0.82	0.67	0.94	0.66
				Delay	72.3	19.7	17.3	32.4	34.6	36.8	22.2	23.3	15.4	62.8	20.8	22.4
				LOS	E	B	B	C	C	D	C	C	B	E	C	C
Pre Game Preferred		Volume	251	653	106	76	237	64	2	859	93	109	1179	86		
		Peds	-	-	38	-	-	26	-	-	32	-	-	37		
		PHF	0.81	0.91	0.72	0.74	0.83	0.52	1	0.91	0.82	0.67	0.94	0.66		
		Delay	72.3	19.7	17.3	32.4	34.6	36.8	22.2	23.3	15.4	62.8	20.8	22.4		
		Vol. Diff	0	0	0	0	0	0	0	0	0	0	0	0		
		LOS	E	B	B	C	C	D	C	C	B	E	C	C		
Post Game Preferred	Volume	176	440	63	49	105	49	3	615	85	100	586	91			
	Peds	67	-	-	34	-	-	-	-	82	-	-	106			
	PHF	0.86	0.92	0.82	0.8	0.81	0.75	1	0.86	0.68	0.83	0.82	0.82			
	Delay	21.9	18.3	16.6	24.9	25.8	26.7	33	35.4	25.8	38.9	17.1	17.9			
	Vol. Diff	-75	-213	-43	-27	-132	-15	1	-244	-8	-9	-593	5			
	LOS	C	B	B	C	C	C	D	C	B	D	B	B			
Phase II	Signalized	PM	Lanes	1	2	1	1	1	0	0	2	1	1	3	0	
			Volume	266	666	108	78	241	68	2	909	95	120	1290	94	
			Peds	38	-	-	-	-	26	-	-	32	-	-	37	
			PHF	0.81	0.91	0.72	0.74	0.83	0.52	1	0.91	0.82	0.67	0.94	0.66	
			Delay	73.2	19.9	17.4	34.1	42.65	51.2	23.1	24.4	15.4	90.2	22	24.1	
			LOS	E	B	B	C	D	D	C	C	B	F	C	C	
	Pre Game Preferred	Volume	266	666	108	78	241	68	2	909	95	120	1290	94		
		Peds	-	-	38	-	-	26	-	-	32	-	-	37		
		PHF	0.81	0.91	0.72	0.74	0.83	0.52	1	0.91	0.82	0.67	0.94	0.66		
		Delay	73.2	19.9	17.4	34.1	42.65	51.2	23.1	24.4	15.4	90.2	22	24.1		
		Vol. Diff	0	0	0	0	0	0	0	0	0	0	0	0		
		LOS	E	B	B	C	D	D	C	C	B	F	C	C		
Post Game Preferred	Volume	185	448	64	50	107	51	3	645	87	110	642	100			
	Peds	67	-	-	34	-	-	-	-	82	-	-	106			
	PHF	0.86	0.92	0.82	0.8	0.81	0.75	1	0.86	0.68	0.83	0.82	0.82			
	Delay	21.6	17.6	16	24.3	25.15	26	19.6	20.2	15.9	36.2	17.8	18.8			
	Vol. Diff	-81	-218	-44	-28	-134	-17	1	-264	-8	-10	-648	6			
	LOS	C	B	B	C	C	C	B	C	B	D	B	B			
Phase III	Signalized	PM	Lanes	1	2	1	1	1	0	0	2	1	1	3	0	
			Volume	275	683	110	80	247	70	2	939	98	125	1343	98	
			Peds	38	-	-	-	-	26	-	-	32	-	-	37	
			PHF	0.81	0.91	0.72	0.74	0.83	0.52	1	0.91	0.82	0.67	0.94	0.66	
			Delay	61.4	19	16.5	36.5	51.05	65.6	25	26.7	16.2	135	23.9	26.6	
			LOS	E	B	B	D	D	E	C	C	B	F	C	C	
	Pre Game Preferred	Volume	275	683	110	80	247	70	2	939	98	125	1343	98		
		Peds	-	-	38	-	-	26	-	-	32	-	-	37		
		PHF	0.81	0.91	0.72	0.74	0.83	0.52	1	0.91	0.82	0.67	0.94	0.66		
		Delay	61.4	19	16.5	36.5	51.05	65.6	25	26.7	16.2	135	23.9	26.6		
		Vol. Diff	0	0	0	0	0	0	0	0	0	0	0	0		
		LOS	E	B	B	D	D	E	C	C	B	F	C	C		
Post Game Preferred	Volume	180	460	66	51	109	50	3	627	89	115	668	104			
	Peds	67	-	-	34	-	-	-	-	82	-	-	106			
	PHF	0.86	0.92	0.82	0.8	0.81	0.75	1	0.86	0.68	0.83	0.82	0.82			
	Delay	22.3	18.4	16.7	25.2	26.05	26.9	33.4	36	26	40.6	17.7	18.7			
	Vol. Diff	-95	-223	-44	-29	-138	-20	1	-312	-9	-10	-675	6			
	LOS	C	B	B	C	C	C	D	C	D	B	B				

Vehicle Level of Service

Intersection	Scenario	Traffic Control	Peak Hour	Level of Service per Movement by Approach												Intersection	Scenario	Traffic Control	Peak Hour	Level of Service per Movement by Approach																	
				Eastbound			Westbound			Northbound			Southbound							Eastbound			Westbound			Northbound			Southbound								
				LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT					LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
				Lanes	1	2	0	1	2	0	1	1	1	1	1					1	1	1	1	1	2	1	1	2	1	1	2	0	1	2	0	1	2
McKinley & 4th	Existing	Signalized	PM	Volume	115	1282	288	65	1118	49	155	180	80	0	14	108	70	0	0	0	0	0	0	0	116	528	223	0	0	0							
				Peds	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12					
				PHF	0.83	0.89	0.74	0.71	0.85	0.74	0.83	0.79	0.79	0.79	0.79	0.79	0.84	0.85	0.81	0.85	0.85	0.87	0.63	0.63	0.63	0.81	0.95	0.86	0.81	0.95	0.86						
				Delay	215.3	14.1	21.3	64.9	36.8	36.9	16.7	7.3	6.8	25	24.65	24.3	0	0	0	0	0	0	0	0	31.1	49.4	51.6	31.1	49.4	51.6							
				LOS	F	B	C	E	D	D	B	A	A	C	C	C	C	C	C	C	C	C	C	C	A	C	D	A	C	D	D						
				Vol. Diff	192	1231	448	83	775	144	78	152	104	25	78	51	0	0	0	0	0	0	0	0	68	271	196	68	271	196							
	Pre Game	Volume	0.9	0.93	0.92	0.82	0.9	0.78	0.76	0.81	0.85	0.7	0.58	0.74	0.74	0.74	0.74	0.74	0.74	0.74	0.74	0.74	0.74	0.74	0.74	0.74	0.74	0.74	0.74								
		PHF	0.56	0.9	0.73	0.43	0.73	0.6	0.72	0.59	0.66	0.56	0.94	0.43	0.56	0.94	0.43	0.56	0.94	0.43	0.56	0.94	0.43	0.56	0.94	0.43	0.56	0.94	0.43								
		Delay	34.3	15.4	25.7	69.7	9.4	9.4	15.3	7.1	7.3	26	25.5	25	0	0	0	0	0	0	0	0	27.9	39	44	27.9	39	44									
		Vol. Diff	77	-51	160	18	-343	-5	-77	-28	24	11	-30	-19	0	0	0	0	0	0	0	0	-48	-287	-27	-48	-287	-27									
		LOS	C	B	C	E	A	A	B	A	A	C	C	C	C	C	C	C	C	C	C	C	A	C	D	A	C	D	D								
		Vol. Diff	17	392	38	26	558	12	278	101	51	12	33	54	0	0	0	0	0	0	0	0	31	135	74	31	135	74									
Post Game	Volume	0.56	0.9	0.73	0.43	0.73	0.6	0.72	0.59	0.66	0.56	0.94	0.43	0.56	0.94	0.43	0.56	0.94	0.43	0.56	0.94	0.43	0.56	0.94	0.43	0.56	0.94	0.43									
	PHF	0.56	0.9	0.73	0.43	0.73	0.6	0.72	0.59	0.66	0.56	0.94	0.43	0.56	0.94	0.43	0.56	0.94	0.43	0.56	0.94	0.43	0.56	0.94	0.43	0.56	0.94	0.43									
	Delay	16.3	13.4	13.8	6.8	7.8	7.7	26.4	7	6.8	23.3	25.85	28.4	0	0	0	0	0	0	0	0	25.9	27.4	28.9	25.9	27.4	28.9										
	Vol. Diff	-98	-890	-250	-39	-560	-37	123	-79	-29	-2	-75	-16	0	0	0	0	0	0	0	0	-85	-393	-149	-85	-393	-149										
	LOS	B	A	B	B	A	A	A	A	A	C	C	C	C	C	C	C	C	C	C	C	A	C	C	A	C	C	C									
	Phase I	Signalized	PM	Preferred	Volume	160	1327	166	20	1192	64	44	133	37	20	49	132	0	0	0	0	0	0	0	106	571	232	0	0	0							
Peds					9	9	9	9	9	9	9	9	9	9	9	9	9	9	9	9	9	9	9	9	9	9	9	9	9	9	9						
PHF					0.83	0.89	0.74	0.71	0.85	0.74	0.83	0.79	0.79	0.79	0.79	0.84	0.85	0.81	0.85	0.85	0.87	0.63	0.63	0.63	0.81	0.95	0.86	0.81	0.95	0.86							
Delay					51.6	1.3	2.7	26	53.3	53.9	16.9	16.45	16	23.8	25.35	26.9	0	0	0	0	0	0	0	0	29.1	48.3	50.2	29.1	48.3	50.2							
LOS					D	A	A	C	D	D	B	B	B	C	C	C	C	C	C	C	C	C	C	C	A	C	D	A	C	D	D						
Vol. Diff					124	1509	166	20	1192	64	134	157	49	20	49	132	0	0	0	0	0	0	0	0	106	571	232	0	0	0							
Pre Game		Volume	0.9	0.93	0.92	0.82	0.9	0.78	0.76	0.81	0.85	0.7	0.58	0.74	0.74	0.74	0.74	0.74	0.74	0.74	0.74	0.74	0.74	0.74	0.74	0.74	0.74	0.74	0.74								
		PHF	0.56	0.9	0.73	0.43	0.73	0.6	0.72	0.59	0.66	0.56	0.94	0.43	0.56	0.94	0.43	0.56	0.94	0.43	0.56	0.94	0.43	0.56	0.94	0.43	0.56	0.94	0.43								
		Delay	34.5	1.7	4.1	30	42.8	43.3	18.2	16.4	14.6	24.7	25.45	26.2	0	0	0	0	0	0	0	0	25.2	43.9	48.9	25.2	43.9	48.9									
		Vol. Diff	44	-95	130	11	-306	3	15	-2	27	16	-13	-31	0	0	0	0	0	0	0	0	-58	-240	-6	-58	-240	-6									
		LOS	C	A	A	C	D	D	B	B	B	C	C	C	C	C	C	C	C	C	C	C	A	C	D	A	C	D	D								
		Vol. Diff	204	1232	296	31	886	67	59	131	64	36	36	101	0	0	0	0	0	0	0	0	48	331	226	48	331	226									
Post Game	Volume	0.56	0.9	0.73	0.43	0.73	0.6	0.72	0.59	0.66	0.56	0.94	0.43	0.56	0.94	0.43	0.56	0.94	0.43	0.56	0.94	0.43	0.56	0.94	0.43	0.56	0.94	0.43									
	PHF	0.56	0.9	0.73	0.43	0.73	0.6	0.72	0.59	0.66	0.56	0.94	0.43	0.56	0.94	0.43	0.56	0.94	0.43	0.56	0.94	0.43	0.56	0.94	0.43	0.56	0.94	0.43									
	Delay	17.1	1.7	4.1	7.8	14.6	15.1	36.3	27.45	18.6	25.5	25.85	26.2	0	0	0	0	0	0	0	25.2	43.9	48.9	25.2	43.9	48.9											
	Vol. Diff	0	A	A	B	A	A	C	C	C	C	C	C	C	C	C	C	C	C	C	C	A	C	D	A	C	D	D									
	LOS	C	C	C	B	C	C	C	C	C	C	C	C	C	C	C	C	C	C	C	C	A	C	D	A	C	D	D									
	Vol. Diff	53	684	38	21	561	20	191	48	37	14	26	59	0	0	0	0	0	0	0	0	26	147	74	26	147	74										
Phase II	Signalized	PM	Preferred	Volume	162	1362	169	21	1217	65	45	135	37	21	49	134	0	0	0	0	0	0	0	108	623	237	0	0	0								
				Peds	9	9	9	9	9	9	9	9	9	9	9	9	9	9	9	9	9	9	9	9	9	9	9	9	9	9	9						
				PHF	0.83	0.89	0.74	0.71	0.85	0.74	0.83	0.79	0.79	0.79	0.84	0.85	0.81	0.85	0.85	0.87	0.63	0.63	0.63	0.81	0.95	0.86	0.81	0.95	0.86								
				Delay	25	1.3	2.5	3.7	18.9	19.5	19.2	18.6	18	25.2	26.95	28.7	0	0	0	0	0	0	0	0	31.5	53.3	55.1	31.5	53.3	55.1							
				LOS	C	A	A	C	D	D	B	B	B	C	C	C	C	C	C	C	C	C	C	C	A	C	D	A	C	D	D						
				Vol. Diff	126	1543	169	21	1217	65	135	159	49	21	49	134	0	0	0	0	0	0	0	0	108	623	237	0	0	0							
	Pre Game	Volume	0.9	0.93	0.92	0.82	0.9	0.78	0.76	0.81	0.85	0.7	0.58	0.74	0.74	0.74	0.74	0.74	0.74	0.74	0.74	0.74	0.74	0.74	0.74	0.74	0.74	0.74	0.74								
		PHF	0.56	0.9	0.73	0.43	0.73	0.6	0.72	0.59	0.66	0.56	0.94	0.43	0.56	0.94	0.43	0.56	0.94	0.43	0.56	0.94	0.43	0.56	0.94	0.43	0.56	0.94	0.43								
		Delay	17.7	1.5	2.6	4.8	8.3	8.6	36.2	31.3	26.4	24.5	26.6	29.7	0	0	0	0	0	0	0	0	25.4	49.3	54.6	25.4	49.3	54.6									
		Vol. Diff	46	-100	133	10	-315	3	15	-2	28	15	-12	-32	0	0	0	0	0	0	0	0	-59	-260	-8	-59	-260	-8									
		LOS	C	A	A	C	D	D	B	B	B	C	C	C	C	C	C	C	C	C	C	C	A	C	D	A	C	D	D								
		Vol. Diff	208	1262	302	31	902	68	60	133	65	36	37	102	0	0	0	0	0	0	0	0	49	363	229	49	363	229									
Post Game	Volume	0.56	0.9	0.73	0.43	0.73	0.6	0.72	0.59	0.66	0.56	0.94	0.43	0.56	0.94	0.43	0.56	0.94	0.43	0.56	0.94	0.43	0.56	0.94	0.43	0.56	0.94	0.43									
	PHF	0.56	0.9	0.73	0.43	0.73	0.6	0.72	0.59	0.66	0.56	0.94	0.43	0.56	0.94	0.43	0.56	0.94	0.43	0.56	0.94	0.43	0.56	0.94	0.43	0.56	0.94	0.43									
	Delay	23.6	29.6	30.6	17.2	24	24	26.1	20.85	15.6	14.3	15.3	16.3	0	0	0	0	0	0	0	25.5	27.7	29.1	25.5	27.7	29.1											
	Vol. Diff	-151	-548	-230	-10	-325	-47	52	-83	-27	-22	-10	-42	0	0	0	0	0	0	0	0	-22	-184	-152	-22	-184	-152										
	LOS	C	C	C	B	C	C	C	C	C	B	B	B	C	C	C	C	C	C	C	C	A	C	D	A	C	D	D									
	Vol. Diff	53	684	66	21	561	20	191	48	37	14	26	59	0	0	0	0	0	0	0	0	26	147	74	26	147	74										
Phase III	Signalized	PM	Preferred	Volume	176	1575	208	21	1347	72	71	164	48	21	61	141	0	0	0	0	0	0	0	110	646	266	0	0	0								
				Peds	9	9	9	9	9	9	9	9	9	9	9	9	9	9	9	9	9	9	9	9	9	9	9	9	9	9	9						
				PHF	0.83	0.89	0.74	0.71	0.85	0.74	0.83	0.79																									

Vehicle Level of Service

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		
State & 4th	Existing	Signalized	PM	Lanes	-	-	-	0	<-	0	1	2	-	-	2	1	
				Volume	-	-	-	43	782	88	54	435	-	-	-	272	167
				Peds	-	-	87	-	-	-	-	-	159	-	-	-	224
				PHF	0.81	0.81	0.81	0.87	0.83	0.59	0.78	0.86	0.81	0.81	0.83	0.87	0.87
			Pre Game	Delay	-	-	-	13.4	13.2	13.9	11.8	10.5	-	-	-	9.7	12.4
				LOS	-	-	-	B	B	B	B	B	-	-	-	A	B
				Volume	-	-	-	16	406	91	61	464	-	-	-	318	155
				Peds	-	-	598	-	-	-	-	-	295	-	-	-	1601
			Post Game	PHF	0.81	0.81	0.81	0.72	0.92	0.88	0.81	0.94	0.81	0.81	0.96	0.88	
				Delay	-	-	-	10.7	10.6	11.6	23.8	20.5	-	-	11.6	32.3	
				Vol. Diff	#VALUE!	#VALUE!	#VALUE!	-27	-376	3	7	29	-	-	46	-12	
				LOS	-	-	-	B	B	B	C	C	-	-	B	C	
	Phase I	Signalized	PM	Lanes	-	-	-	0	<-	0	1	2	-	-	2	1	
				Volume	-	-	-	80	871	2	238	207	-	-	133	29	
				Peds	-	-	89	-	-	-	-	-	159	-	-	189	
				PHF	0.81	0.81	0.81	0.87	0.83	0.59	0.78	0.86	0.81	0.81	0.83	0.87	
			Pre Game	Delay	-	-	-	13.3	13.1	13.5	30.1	13.1	-	-	20.1	19.8	
				LOS	-	-	-	B	B	B	C	B	-	-	C	B	
				Volume	-	-	-	80	871	2	238	207	-	-	133	29	
				Peds	-	-	89	-	-	-	-	-	159	-	-	189	
			Post Game	PHF	0.81	0.81	0.81	0.87	0.83	0.59	0.78	0.86	0.81	0.81	0.83	0.87	
				Delay	-	-	-	13.3	13.1	13.5	30.1	13.1	-	-	20.1	19.8	
				Vol. Diff	#VALUE!	#VALUE!	#VALUE!	0	0	0	0	0	-	-	0	0	
				LOS	-	-	-	B	B	B	C	B	-	-	C	B	
Phase II	Signalized	PM	Lanes	-	-	-	0	<-	0	1	2	-	-	2	1		
			Volume	-	-	-	82	1012	12	250	270	-	-	180	30		
			Peds	-	-	89	-	-	-	-	-	159	-	-	189		
			PHF	0.81	0.81	0.81	0.87	0.83	0.59	0.78	0.86	0.81	0.81	0.83	0.87		
		Pre Game	Delay	-	-	-	14	13.7	14.3	38.9	13.4	-	-	20.5	19.8		
			LOS	-	-	-	B	B	B	D	B	-	-	C	B		
			Volume	-	-	-	82	1012	12	250	270	-	-	180	30		
			Peds	-	-	89	-	-	-	-	-	159	-	-	189		
		Post Game	PHF	0.81	0.81	0.81	0.87	0.83	0.59	0.78	0.86	0.81	0.81	0.83	0.87		
			Delay	-	-	-	14	13.7	14.3	38.9	13.4	-	-	20.5	19.8		
			Vol. Diff	#VALUE!	#VALUE!	#VALUE!	0	0	0	0	0	-	-	0	0		
			LOS	-	-	-	B	B	B	D	B	-	-	C	B		
Phase III	Signalized	PM	Lanes	-	-	-	0	<-	0	1	2	-	-	2	1		
			Volume	-	-	-	84	1032	12	253	275	-	-	184	31		
			Peds	-	-	89	-	-	-	-	-	159	-	-	189		
			PHF	0.81	0.81	0.81	0.87	0.83	0.59	0.78	0.86	0.81	0.81	0.83	0.87		
		Pre Game	Delay	-	-	-	14.1	13.8	14.4	40.5	13.4	-	-	20.6	19.8		
			LOS	-	-	-	B	B	B	D	B	-	-	C	B		
			Volume	-	-	-	84	1032	12	253	275	-	-	184	31		
			Peds	-	-	89	-	-	-	-	-	159	-	-	189		
		Post Game	PHF	0.81	0.81	0.81	0.87	0.83	0.59	0.78	0.86	0.81	0.81	0.83	0.87		
			Delay	-	-	-	14.1	13.8	14.4	40.5	13.4	-	-	20.6	19.8		
			Vol. Diff	#VALUE!	#VALUE!	#VALUE!	0	0	0	0	0	-	-	0	0		
			LOS	-	-	-	B	B	B	D	B	-	-	C	B		
Phase III	Signalized	PM	Lanes	-	-	-	0	<-	0	1	2	-	-	2	1		
			Volume	-	-	-	54	600	11	192	280	-	-	245	19		
			Peds	-	-	583	-	-	-	-	-	244	-	-	1734		
			PHF	0.81	0.81	0.81	0.72	0.92	0.88	0.81	0.94	0.81	0.81	0.96	0.88		
		Pre Game	Delay	-	-	-	11	10.9	11.2	44.4	11.5	-	-	22.3	21.8		
			LOS	-	-	-	B	B	B	D	B	-	-	C	C		
			Volume	-	-	-	54	600	11	192	280	-	-	245	19		
			Peds	-	-	583	-	-	-	-	-	244	-	-	1734		
		Post Game	PHF	0.81	0.81	0.81	0.72	0.92	0.88	0.81	0.94	0.81	0.81	0.96	0.88		
			Delay	-	-	-	11	10.9	11.2	44.4	11.5	-	-	22.3	21.8		
			Vol. Diff	#VALUE!	#VALUE!	#VALUE!	-30	-432	-1	-61	5	-	-	61	-12		
			LOS	-	-	-	B	B	B	D	B	-	-	C	C		
Phase III	Signalized	PM	Lanes	-	-	-	0	<-	0	1	2	-	-	2	1		
			Volume	-	-	-	54	600	11	192	280	-	-	245	19		
			Peds	-	-	583	-	-	-	-	-	244	-	-	1734		
			PHF	0.81	0.81	0.81	0.72	0.92	0.88	0.81	0.94	0.81	0.81	0.96	0.88		
		Pre Game	Delay	-	-	-	11	10.9	11.2	44.4	11.5	-	-	22.3	21.8		
			LOS	-	-	-	B	B	B	D	B	-	-	C	C		
			Volume	-	-	-	54	600	11	192	280	-	-	245	19		
			Peds	-	-	583	-	-	-	-	-	244	-	-	1734		
		Post Game	PHF	0.81	0.81	0.81	0.72	0.92	0.88	0.81	0.94	0.81	0.81	0.96	0.88		
			Delay	-	-	-	11	10.9	11.2	44.4	11.5	-	-	22.3	21.8		
			Vol. Diff	#VALUE!	#VALUE!	#VALUE!	-30	-432	-1	-61	5	-	-	61	-12		
			LOS	-	-	-	B	B	B	D	B	-	-	C	C		

Vehicle Level of Service

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		
				Lanes	1	3>	0	1	3>	0	1	3>	0	1	2>	0	
Kilbourn & 4th	Existing	Signalized	PM	Volume	81	688	43	70	539	115	70	293	105	114	177	24	
				Peds	-	-	-	-	-	-	-	-	-	-	-	-	-
				PHF	0.84	0.87	0.81	0.83	0.9	0.77	0.73	0.84	0.88	0.79	0.87	0.67	
			Pre Game	Volume	198	665	50	47	292	104	55	223	86	166	118	50	
				Peds	-	-	-	-	-	-	-	-	-	-	-	-	
				PHF	0.83	0.93	0.58	0.9	0.72	0.91	0.66	0.84	0.8	0.92	0.88	0.64	
	Post Game	Volume	55	233	10	28	266	64	34	118	48	88	144	92			
		Peds	-	-	-	-	-	-	-	-	-	-	-	-			
		PHF	0.72	0.74	0.47	0.58	0.65	0.8	0.66	0.58	0.75	0.7	0.64	0.41			
	Phase I	Signalized	PM	Volume	57	710	45	74	558	101	73	287	106	75	135	3	
				Peds	-	-	-	-	-	-	-	-	-	-	-	-	
				PHF	0.84	0.87	0.81	0.83	0.9	0.77	0.73	0.84	0.88	0.79	0.87	0.67	
Pre Game			Volume	189	675	55	45	318	82	73	217	87	139	89	25		
			Peds	-	-	-	-	-	-	-	-	-	-	-	-		
			PHF	0.83	0.93	0.58	0.9	0.72	0.91	0.66	0.84	0.8	0.92	0.88	0.64		
Post Game	Volume	49	279	13	30	275	59	38	115	47	26	65	57				
	Peds	-	-	-	-	-	-	-	-	-	-	-	-				
	PHF	0.72	0.74	0.47	0.58	0.65	0.8	0.66	0.58	0.75	0.7	0.64	0.41				
Phase II	Signalized	PM	Volume	69	731	46	76	580	119	75	332	108	93	163	7		
			Peds	-	-	-	-	-	-	-	-	-	-	-	-		
			PHF	0.84	0.87	0.81	0.83	0.9	0.77	0.73	0.84	0.88	0.79	0.87	0.67		
		Pre Game	Volume	209	694	56	46	330	92	74	239	89	159	103	31		
			Peds	-	-	-	-	-	-	-	-	-	-	-	-		
			PHF	0.83	0.93	0.58	0.9	0.72	0.91	0.66	0.84	0.8	0.92	0.88	0.64		
Post Game	Volume	49	279	13	30	275	59	38	115	47	26	65	57				
	Peds	-	-	-	-	-	-	-	-	-	-	-	-				
	PHF	0.72	0.74	0.47	0.58	0.65	0.8	0.66	0.58	0.75	0.7	0.64	0.41				
Phase III	Signalized	PM	Volume	71	754	47	78	597	120	77	337	110	95	166	7		
			Peds	-	-	-	-	-	-	-	-	-	-	-	-		
			PHF	0.84	0.87	0.81	0.83	0.9	0.77	0.73	0.84	0.88	0.79	0.87	0.67		
		Pre Game	Volume	155	718	57	47	339	93	75	224	91	162	105	31		
			Peds	-	-	-	-	-	-	-	-	-	-	-	-		
			PHF	0.83	0.93	0.58	0.9	0.72	0.91	0.66	0.84	0.8	0.92	0.88	0.64		
Post Game	Volume	49	279	13	30	275	59	38	115	47	26	65	57				
	Peds	-	-	-	-	-	-	-	-	-	-	-	-				
	PHF	0.72	0.74	0.47	0.58	0.65	0.8	0.66	0.58	0.75	0.7	0.64	0.41				

Vehicle Level of Service

Intersectio n	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	
				1	2	1	1	2	0	1	2	1	1	2	1	
Knapp & Water	Existing	Signalized	PM	Lanes	1	2	1	1	2	0	1	2	1	1	2	1
				Volume	372	613	197	52	411	19	260	827	62	21	629	317
				Peds	31	-	-	25	-	-	25	-	-	42	-	-
			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	124.1	21.1	21.3	27.9	31.1	31	33.9	3.7	2.5	24	30.5	44.7	
			LOS	F	C	C	C	C	C	D	A	A	C	C	D	
	Pre Game	Volume	371	555	206	35	231	9	147	545	80	11	546	377		
		Peds	48	-	-	53	-	-	43	-	-	109	-	-		
		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		
	Post Game	Volume	47.7	20.3	21.4	26.3	26.3	26.3	20.4	3	2.7	22.8	28.4	81.5		
		Delay	-1	-58	9	3	-180	-10	-113	-282	18	-10	-83	49		
		LOS	D	C	C	C	C	C	D	A	A	C	C	F		
Phase I	Signalized	PM	Lanes	1	2	1	1	2	0	1	2	1	1	2	1	
			Volume	380	627	215	42	417	19	265	851	62	20	659	316	
			Peds	31	-	-	25	-	-	25	-	-	42	-	-	117
		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	137.8	21.2	21.9	29.6	31.3	31.2	37.3	3.9	2.5	24	31.3	44.4		
		LOS	F	C	C	C	C	C	D	A	A	C	C	D		
PM Preferred	Volume	377	625	215	42	417	19	265	857	62	20	659	316			
	Peds	31	-	-	25	-	-	25	-	-	42	-	-	117		
	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			
Pre Game	Volume	133.4	18.5	21.9	29.5	31.3	31.2	37.3	3.9	2.5	24	31.3	44.4			
	Delay	-3	-2	0	0	0	0	0	3	0	0	0	0			
	LOS	F	C	C	C	C	C	D	A	A	C	C	D			
Post Game	Volume	379	567	211	36	265	9	151	561	81	11	568	432			
	Peds	48	-	-	53	-	-	43	-	-	109	-	-			
	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			
Pre Game	Volume	53.5	20.4	21.5	26.7	27.9	27.9	21.4	3	2.7	22.8	28.8	132.1			
	Delay	-1	-60	-4	-6	-152	-10	-114	-293	19	-9	-91	116			
	LOS	D	C	C	C	C	C	D	A	A	C	C	F			
Post Game	Volume	379	567	211	36	265	9	151	561	81	11	568	432			
	Peds	48	-	-	53	-	-	43	-	-	109	-	-			
	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			
Pre Game	Volume	53.5	20.4	21.5	26.7	27.9	27.9	21.4	3	2.7	22.8	28.8	132.1			
	Delay	-1	-60	-4	-6	-152	-10	-114	-293	19	-9	-91	116			
	LOS	D	C	C	C	C	C	D	A	A	C	C	F			
Phase II	Signalized	PM	Lanes	1	2	1	1	2	0	1	2	1	1	2	1	
			Volume	390	644	221	43	428	20	272	878	63	21	672	325	
			Peds	31	-	-	25	-	-	25	-	-	42	-	-	117
		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	156.3	21.4	22.1	30.4	31.7	31.5	41.2	4	2.5	24.1	31.6	46.6		
		LOS	F	C	C	C	C	C	D	A	A	C	C	D		
PM Preferred	Volume	387	643	221	43	428	20	272	878	64	21	672	325			
	Peds	31	-	-	25	-	-	25	-	-	42	-	-	117		
	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			
Pre Game	Volume	152.9	21.4	22.1	30.4	31.7	31.5	41.2	4	2.5	24.1	31.6	46.6			
	Delay	-3	-1	0	0	0	0	0	3	1	0	0	0			
	LOS	F	C	C	C	C	C	D	A	A	C	C	D			
Post Game	Volume	389	582	217	37	272	9	156	573	83	11	580	444			
	Peds	48	-	-	53	-	-	43	-	-	109	-	-			
	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			
Pre Game	Volume	52.3	20.5	21.8	28.7	30.2	30.2	22.1	3	2.7	22.9	29	144.9			
	Delay	-1	-62	-4	-6	-156	-11	-116	-302	20	-10	-92	119			
	LOS	D	C	C	C	C	C	C	A	A	C	C	F			
Post Game	Volume	389	582	217	37	272	9	156	573	83	11	580	444			
	Peds	48	-	-	53	-	-	43	-	-	109	-	-			
	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			
Pre Game	Volume	52.3	20.5	21.8	28.7	30.2	30.2	22.1	3	2.7	22.9	29	144.9			
	Delay	-1	-62	-4	-6	-156	-11	-116	-302	20	-10	-92	119			
	LOS	D	C	C	C	C	C	C	A	A	C	C	F			
Phase III	Signalized	PM	Lanes	1	2	1	1	2	0	1	2	1	1	2	1	
			Volume	456	754	256	45	480	20	305	917	65	21	698	365	
			Peds	31	-	-	25	-	-	25	-	-	42	-	-	117
		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	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	C	C	D	C	C	D	A	A	C	C	E		
PM Preferred	Volume	396	645	256	45	480	20	305	977	65	21	698	365			
	Peds	31	-	-	25	-	-	25	-	-	42	-	-	117		
	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			
Pre Game	Volume	254.8	23.7	26.4	34.3	38.5	38.3	49.3	12.9	8.9	24	29.6	47.6			
	Delay	-60	-109	0	0	0	0	0	60	0	0	0	0			
	LOS	F	C	C	C	D	D	D	B	A	C	C	D			
Post Game	Volume	434	649	242	39	269	10	172	597	85	12	600	439			
	Peds	48	-	-	53	-	-	43	-	-	109	-	-			
	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			
Pre Game	Volume	55.5	21.2	22.7	34.7	36.8	36.9	24.5	3.1	2.7	22.9	29.4	139.4			
	Delay	-22	-105	-14	-6	-211	-10	-133	-320	20	-9	-98	74			
	LOS	D	C	C	C	D	D	D	B	A	C	C	F			
Post Game	Volume	409	604	242	39	269	10	172	622	85	12	600	439			
	Peds	48	-	-	53	-	-	43	-	-	109	-	-			
	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			
Pre Game	Volume	47.2	20.8	22.7	33.3	35.2	35.3	24.5	3.2	2.7	23	29.4	139.4			
	Delay	-1	-60	-4	-6	-152	-10	-114	-293	19	-9	-91	116			
	LOS	D	C	C	C	D	D	D	B	A	C	C	F			
Post Game	Volume	409	604	242	39	269	10	172	622	85	12	600	439			
	Peds	48	-	-	53	-	-	43	-	-	109	-	-			
	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			
Pre Game	Volume	47.2	20.8	22.7	33.3	35.2	35.3	24.5	3.2	2.7	23	29.4	139.4			
	Delay	-1	-60	-4	-6	-152	-10	-114	-293	19	-9	-91	116			
	LOS	D	C	C	C	D	D	D	B	A	C	C	F			
Post Game	Volume	409	604	242	39	269	10	172	622	85	12	600	439			
	Peds	48	-	-	53	-	-	43	-	-	109	-	-			
	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			
Pre Game	Volume	47.2	20.8	22.7	33.3	35.2	35.3	24.5	3.2	2.7	23	29.4	139.4			
	Delay	-1	-60	-4	-6	-152	-10	-114	-293	19	-9	-91	116			
	LOS	D	C	C	C	D	D	D	B	A	C	C	F			
Post Game	Volume	409	604	242	39	269	10	172	622	85	12	600	439			
	Peds	48	-	-	53	-	-	43	-	-	109	-	-			
	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			
Pre Game	Volume	47.2	20.8	22.7	33.3	35.2	35.3	24.5	3.2	2.7	23	29.4	139.4			
	Delay	-1	-60	-4	-6	-152	-10	-114	-293	19	-9	-91	116			
	LOS	D	C	C	C	D	D	D	B	A	C	C	F			
Post Game	Volume	409	604	242	39	269	10	172	622	85	12	600	439			
	Peds	48	-	-	53	-	-	43	-	-	109	-	-			
	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			
Pre Game	Volume	47.2	20.8	22.7	33.3	35.2	35.3	24.5	3.2	2.7	23	29.4	139.4			
	Delay	-1	-60	-4	-6	-152	-10	-114	-293	19	-9	-91	116			
	LOS	D	C	C	C	D	D	D	B	A	C	C	F			
Post Game	Volume	409	604	242	39	269	10	172	622	85	12	600	439			
	Peds	48	-	-	53	-	-	43	-	-	109	-	-			
	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			
Pre Game	Volume	47.2	20.8	22.7	33.3	35.2	35.3	24.5	3.2	2.7	23	29.4	139.4			
	Delay	-1	-60	-4	-6	-152	-10	-114	-293	19	-9	-91	116			
	LOS	D	C	C	C	D	D	D	B	A	C	C	F			
Post Game	Volume	409	604	242	39	269	10	172	622							

Vehicle Level of Service

Intersectio n	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		
				Lanes	1	2>	0	Lanes	1	2>	0	Lanes	1	2	1	Lanes	1
Juneau & Water	Existing	Signalized	PM	Volume	118	308	145	53	299	33	171	998	74	24	783	108	
				Peds	-	-	-	-	-	-	-	-	-	-	-	-	159
				PHF	0.76	0.87	0.81	0.88	0.84	0.6	0.82	0.87	0.66	0.75	0.91	0.77	
				Delay	46.5	35.3	36.4	35.4	24.1	24.4	22.9	1.5	0.4	18.5	23.3	19.1	
				LOS	D	D	D	D	C	C	C	A	A	B	C	B	
				Vol. Diff	108	254	163	54	223	47	84	617	89	25	656	109	
	Phase I	Signalized	Pre Game	Volume	184	-	-	174	-	-	174	-	-	208	-		
				Peds	-	-	-	-	-	-	-	-	-	-	-	208	
				PHF	0.8	0.93	0.78	0.79	0.83	0.67	0.91	0.86	0.91	0.63	0.96	0.83	
				Delay	23.4	17.5	19	30.6	23.4	23.8	13.5	0.6	0.4	18	21.2	19	
				Vol. Diff	-10	-54	18	1	-76	14	-87	-381	15	1	-127	1	
				LOS	C	B	C	C	C	C	B	A	A	B	C	B	
Phase II	Signalized	Post Game	Volume	136	200	195	10	105	26	64	379	29	21	358	76		
			Peds	-	-	-	-	-	-	-	-	-	-	-	-	284	
			PHF	0.72	0.61	0.64	0.25	0.71	0.69	0.76	0.72	0.52	0.58	0.75	0.7		
			Delay	22.8	19.1	26.5	35.9	21.6	22	12.3	0.4	0.2	17.5	19.3	18.7		
			Vol. Diff	18	-108	50	-43	-194	-7	-107	-619	-45	-3	-425	32		
			LOS	C	B	C	D	C	C	B	A	A	B	B	B		
Juneau & Water	Phase I	Signalized	PM	Volume	133	349	162	54	349	33	201	1015	75	19	781	115	
				Peds	-	-	-	-	-	-	-	-	-	-	-	-	159
				PHF	0.76	0.87	0.81	0.88	0.84	0.6	0.82	0.87	0.66	0.75	0.91	0.77	
				Delay	52.8	36.9	38	38.1	24.9	25.1	29.4	1.6	0.4	18	23.3	19.4	
				LOS	D	D	D	D	C	C	C	A	A	B	C	B	
				Vol. Diff	136	353	166	54	349	33	201	1015	75	19	781	115	
	Phase II	Signalized	Pre Game	Volume	117	276	181	55	280	48	105	628	90	25	666	125	
				Peds	-	-	-	-	-	-	-	-	-	-	-	-	208
				PHF	0.8	0.93	0.78	0.79	0.83	0.67	0.91	0.86	0.91	0.63	0.96	0.83	
				Delay	26.9	18.3	19.9	32.1	24.3	24.7	14.4	0.6	0.4	18	21.3	19.5	
				Vol. Diff	-16	-73	19	1	-69	15	-96	-387	15	6	-115	10	
				LOS	C	B	B	C	C	C	B	A	A	B	C	B	
Phase III	Signalized	Pre Game Preferred	Volume	117	276	181	55	280	48	105	628	90	25	666	125		
			Peds	-	-	-	-	-	-	-	-	-	-	-	-	208	
			PHF	0.8	0.93	0.78	0.79	0.83	0.67	0.91	0.86	0.91	0.63	0.96	0.83		
			Delay	26.9	18.3	19.9	32.1	24.3	24.7	14.4	0.6	0.4	18	21.3	19.5		
			Vol. Diff	-27	-146	-27	-45	-168	-22	-37	-243	-61	-6	-291	-46		
			LOS	B	B	C	C	C	C	B	A	A	B	B	B		
Juneau & Water	Phase II	Signalized	Post Game	Volume	89	130	228	10	112	26	68	385	29	19	375	79	
				Peds	-	-	-	-	-	-	-	-	-	-	-	-	284
				PHF	0.72	0.61	0.64	0.25	0.71	0.69	0.76	0.72	0.52	0.58	0.75	0.7	
				Delay	19.3	16.2	20.9	30.4	21.7	22	12.5	0.4	0.2	17.4	19.5	18.8	
				Vol. Diff	-28	-146	-28	-45	-168	-22	-37	-243	-61	-6	-291	-46	
				LOS	B	B	C	C	C	C	B	A	A	B	B	B	
	Phase III	Signalized	Post Game Preferred	Volume	90	130	154	10	112	26	68	385	29	19	375	79	
				Peds	-	-	-	-	-	-	-	-	-	-	-	-	284
				PHF	0.72	0.61	0.64	0.25	0.71	0.69	0.76	0.72	0.52	0.58	0.75	0.7	
				Delay	19.4	16.2	21	30.5	21.7	22	12.5	0.4	0.2	17.4	19.5	18.8	
				Vol. Diff	-27	-146	-27	-45	-168	-22	-37	-243	-61	-6	-291	-46	
				LOS	B	B	C	C	C	C	B	A	A	B	B	B	

Vehicle Level of Service

Intersectio n	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		
State & Water	Existing	Signalized	PM	Lanes	-	-	-	0	<-	0	1	2	-	-	-	2-	0
				Volume	-	-	70	57	490	71	108	1161	-	-	-	820	131
				Peds	-	-	-	-	-	146	-	-	146	-	-	190	-
				PHF	-	-	-	0.71	0.76	0.89	0.85	0.9	0.81	0.81	0.81	0.92	0.94
			Delay	-	-	-	21.2	20.3	21.1	23.4	21.8	-	-	-	44.4	45.1	
			LOS	-	-	-	C	C	C	C	C	-	-	-	D	D	
			Pre Game	Volume	-	-	-	38	271	191	73	744	-	-	-	645	124
				Peds	-	-	63	-	-	-	-	-	89	-	-	-	98
				PHF	-	-	-	0.84	0.87	0.78	0.85	0.88	0.81	0.81	0.81	0.92	0.94
				Delay	-	-	-	19.3	18.9	19.5	16.4	16.8	-	-	-	14.9	15.1
			Post Game	Volume	-	-	-	19	189	15	35	417	-	-	-	175	7
				Peds	-	-	-	-	-	-	-	-	-	-	-	-	-
	PHF	-		-	-	0.84	0.87	0.78	0.85	0.88	0.81	0.81	0.81	0.92	0.94		
	Delay	-		-	-	18.7	18.4	18.8	14.6	14.4	-	-	-	13.8	13.9		
	Phase I	Signalized	PM	Lanes	-	-	-	0	<-	0	1	2	-	-	-	2-	0
				Volume	-	-	70	58	502	72	110	1204	-	-	-	853	133
				Peds	-	-	-	-	-	146	-	-	190	-	-	159	-
				PHF	-	-	-	0.71	0.76	0.89	0.85	0.9	0.81	0.81	0.81	0.92	0.94
			Delay	-	-	-	21.4	20.4	21.2	25.1	22.7	-	-	-	38.4	39	
			LOS	-	-	-	C	C	C	C	C	-	-	-	D	D	
			PM Preferred	Volume	-	-	70	58	502	72	110	1204	-	-	-	853	133
				Peds	-	-	-	-	-	146	-	-	190	-	-	159	-
				PHF	-	-	-	0.71	0.76	0.89	0.85	0.9	0.81	0.81	0.81	0.92	0.94
				Delay	-	-	-	21.4	20.4	21.2	25.1	22.7	-	-	-	38.4	39
			Pre Game	Volume	-	-	-	0	0	0	0	0	-	-	-	0	0
				Peds	-	-	-	-	-	-	-	-	-	-	-	-	-
	PHF	-		-	-	0.84	0.87	0.78	0.85	0.88	0.81	0.81	0.81	0.92	0.94		
	Delay	-		-	-	18.7	18.4	18.9	16.6	17	-	-	-	15.4	15.6		
	Post Game	Volume	-	-	-	39	167	57	74	768	-	-	-	668	130		
		Peds	-	-	-	-	-	115	-	-	54	-	-	58	-		
		PHF	-	-	-	0.84	0.87	0.78	0.85	0.88	0.81	0.81	0.81	0.92	0.94		
		Delay	-	-	-	18.7	18.4	18.9	16.6	17	-	-	-	15.4	15.6		
	Phase II	Signalized	PM	Lanes	-	-	-	0	<-	0	1	2	-	-	-	2-	0
				Volume	-	-	70	59	646	74	112	1231	-	-	-	876	136
				Peds	-	-	-	-	-	146	-	-	190	-	-	159	-
				PHF	-	-	-	0.71	0.76	0.89	0.85	0.9	0.81	0.81	0.81	0.92	0.94
Delay			-	-	-	22.6	21.3	22.2	25.6	23.3	-	-	-	47	47.9		
LOS			-	-	-	C	C	C	C	C	-	-	-	D	D		
PM Preferred			Volume	-	-	70	59	646	74	112	1231	-	-	-	876	136	
			Peds	-	-	-	-	-	146	-	-	190	-	-	159	-	
			PHF	-	-	-	0.71	0.76	0.89	0.85	0.9	0.81	0.81	0.81	0.92	0.94	
			Delay	-	-	-	22.6	21.3	22.2	25.6	23.3	-	-	-	47	47.9	
Pre Game			Volume	-	-	-	0	0	0	0	0	-	-	-	0	0	
			Peds	-	-	-	-	-	-	-	-	-	-	-	-	-	
	PHF	-	-	-	0.84	0.87	0.78	0.85	0.88	0.81	0.81	0.81	0.92	0.94			
	Delay	-	-	-	19.3	18.9	19.4	16.9	17.2	-	-	-	15.9	16			
Post Game	Volume	-	-	-	39	266	58	76	785	-	-	-	684	132			
	Peds	-	-	-	-	-	115	-	-	54	-	-	58	-			
	PHF	-	-	-	0.84	0.87	0.78	0.85	0.88	0.81	0.81	0.81	0.92	0.94			
	Delay	-	-	-	19.3	18.9	19.4	16.9	17.2	-	-	-	15.9	16			
Phase III	Signalized	PM	Lanes	-	-	-	0	<-	0	1	2	-	-	-	2-	0	
			Volume	-	-	70	61	657	75	115	1304	-	-	-	953	139	
			Peds	-	-	-	-	-	146	-	-	190	-	-	159	-	
			PHF	-	-	-	0.71	0.76	0.89	0.85	0.9	0.81	0.81	0.81	0.92	0.94	
		Delay	-	-	-	26.1	24.3	25.7	23.8	20.5	-	-	-	48.2	49.3		
		LOS	-	-	-	C	C	C	C	C	-	-	-	D	D		
		PM Preferred	Volume	-	-	70	61	657	75	115	1304	-	-	-	953	139	
			Peds	-	-	-	-	-	146	-	-	190	-	-	159	-	
			PHF	-	-	-	0.71	0.76	0.89	0.85	0.9	0.81	0.81	0.81	0.92	0.94	
			Delay	-	-	-	26.1	24.3	25.7	23.8	20.5	-	-	-	48.2	49.3	
		Pre Game	Volume	-	-	-	0	0	0	0	0	-	-	-	0	0	
			Peds	-	-	-	-	-	-	-	-	-	-	-	-	-	
PHF	-		-	-	0.84	0.87	0.78	0.85	0.88	0.81	0.81	0.81	0.92	0.94			
Delay	-		-	-	19.3	18.9	19.4	17.6	17.5	-	-	-	17.6	17.7			
Post Game	Volume	-	-	-	40	270	59	78	813	-	-	-	734	136			
	Peds	-	-	-	-	-	115	-	-	54	-	-	58	-			
	PHF	-	-	-	0.84	0.87	0.78	0.85	0.88	0.81	0.81	0.81	0.92	0.94			
	Delay	-	-	-	19.3	18.9	19.4	17.6	17.5	-	-	-	17.6	17.7			

EXISTING TRAFFIC MICROSIMULATION LOS AND CALIBRATION RESULTS

Intersection	PM Peak Hour		Movement											
			NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
I-43 NB ramps at Fond du Lac	signal	Volume	396	59	1330				49	718			1121	541
		Target	417	64	1300				43	736			1179	538
		GEH	1.04	0.64	0.83				0.88	0.67			1.71	0.13
		Delay	43.79	39.81	4.43				11.6	8.47			9.81	2.38
		LOS	D	D	A				B	A			A	A
I-43 SB ramps at Fond du Lac	signal	Volume				279	70	30		490	465	477	1030	
		Target				293	80	38		486	477	680	916	
		GEH				0.83	1.15	1.37		0.18	0.55	8.44	3.65	
		Delay				25.68	22.9	4.59		33.65	10.28	12.95	3.99	
		LOS				C	C	A		C	B	B	A	
McKinley & 6th	signal	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
		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	C	C	C	C	B	F	C	B	F	B	A
McKinley & 4th	signal	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
		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	B	B	C	C	C	B	E	E	D	F	C	C
McKinley & Old World 3rd	signal	Volume	83	285	31	124	504	238	127	1033	131	50	848	46
		Target	98	296	30	116	528	223	146	1096	134	62	911	41
		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
		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	B	B	D	C	C	D	B	B	D	C	A
Juneau & 6th	signal	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
		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	C	B	A	C	C	A	D	C	A	C	C	C
Juneau & 4th	signal	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
		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	B	B	A	C	C	A	C	B	B	C	B	B
Highland & 6th	signal	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
		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	B	A	E	C	B	C	C	B	C	C	B

Intersection	PM Peak Hour		Movement											
			NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
Highland & 4th	signal	Volume		386	136	113	371					43		46
		Target		395	128	115	397					42		54
		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		A	A	B	A					C		A
State & 6th	signal	Volume	136	1054			960	133	114		110	137	609	206
		Target	148	1095			985	137	127		127	161	626	216
		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	56.81
		LOS	C	B			B	A	D		B	C	C	E
State & 4th	signal	Volume	50	442			275	138				37	789	85
		Target	54	435			272	167				43	782	88
		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	C	C			B	C				A	B	B
Kilbourn & 6th	signal	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
		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	C	C	B	C	B	A	C	C	A	C	C	B

Intersection	Pre Game Hour		Movement											
			NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
I-43 NB ramps at Fond du Lac	signal	Volume	227	11	1648				37	1001			749	347
		Target	209	10	1575				42	981			748	316
		GEH	1.22	0.31	1.82				0.80	0.64			0.04	1.70
		Delay	45.93	56.12	16.87				7.16	7.66			11.89	6.58
		LOS	D	E	B				A	A			B	A
I-43 SB ramps at Fond du Lac	signal	Volume				604	15	71		432	376	468	517	
		Target				611	12	65		412	374	575	382	
		GEH				0.28	0.82	0.73		0.97	0.10	4.69	6.37	
		Delay				29.19	34.86	4.64		34.76	9.87	7.98	3.24	
		LOS				C	C	A		C	A	A	A	
McKinley & 6th	signal	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
		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
		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	C	D	D	C	B	F	E	E	F	A	A
McKinley & 4th	signal	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
		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
		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	B	C	C	D	D	B	F	E	D	F	C	C
McKinley & Old World 3rd	signal	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
		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
		Delay	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	B	B	C	C	C	C	B	B	D	C	A
Juneau & 6th	signal	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
		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
		Delay	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	B	A	C	B	A	C	C	A	D	C	B
Juneau & 4th	signal	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
		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
		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	B	D	C	B	C	B	B	C	B	C
Highland & 6th	signal	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
		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
		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	B	A	C	B	B	D	D	B	C	C	B

Intersection	Pre Game Hour		Movement											
			NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
Highland & 4th	signal	Volume		322	186	223	473					10		37
		Target		342	191	237	457					16		47
		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		B	D	E	B					C		B
State & 6th	signal	Volume	177	824			669	188	142		124	101	359	160
		Target	156	820			657	190	151		125	109	333	180
		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	C	B			B	B	D		B	D	C	B
State & 4th	signal	Volume	62	431			311	156				18	397	94
		Target	51	464			318	155				16	406	91
		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	C			C	F				B	B	B
Kilbourn & 6th	signal	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
		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	B	C	A	C	B	B	C	C	A	C	C	A

Intersection	Post Game Hour		Movement											
			NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
I-43 NB ramps at Fond du Lac	signal	Volume	135	10	307				42	192			922	384
		Target	121	5	311				42	223			1274	396
		GEH	1.24	1.83	0.23				0.00	2.15			10.62	0.61
		Delay	37.07	40.99	0.23				15.14	5.21			205.46	29.69
		LOS	D	D	A				B	A			F	C
I-43 SB ramps at Fond du Lac	signal	Volume				63	1	15		175	275	750	296	
		Target				110	4	40		155	286	1115	280	
		GEH				5.05	1.90	4.77		1.56	0.66	11.95	0.94	
		Delay				26.59	10.02	4.51		28	7.44	37.79	3.98	
		LOS				C	B	A		C	A	D	A	
McKinley & 6th	signal	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
		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
		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	B	B	B	C	C	E	D	A	D	E	D
McKinley & 4th	signal	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
		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	B	C	D	D
McKinley & Old World 3rd	signal	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
		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
		Delay	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	B	B	C	C	B	C	B	A	C	B	A
Juneau & 6th	signal	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
		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
		Delay	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	B	C	A	C	B	A	E	C	A	C	C	D
Juneau & 4th	signal	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
		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
		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	B	B	A	C	C	A	C	B	B	C	B	C
Highland & 6th	signal	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
		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
		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	B	B	A	B	B	A	C	C	A	C	C	B

Intersection	Post Game Hour		Movement											
			NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
Highland & 4th	signal	Volume		195	52	11	334					83		153
		Target		257	63	16	355					77		150
		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		A	A	A	B					C		A
State & 6th	signal	Volume	65	259			415	94	57		65	116	316	91
		Target	69	244			406	91	60		60	133	307	89
		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	12.79
		LOS	B	B			B	A	D		A	C	C	B
State & 4th	signal	Volume	51	167			289	129				25	335	76
		Target	59	178			296	136				28	334	73
		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	13.88
		LOS	D	C			C	F				A	B	B
Kilbourn & 6th	signal	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
		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	B	C	A	B	B	A	B	C	A	B	C	A

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

Intersection	PM Peak Hour	Movement												
		NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR	
I-43 NB ramps at Fond du Lac	signal	Volume	410	57	1396				49	743			1134	547
		Target	423	65	1360				45	771			1224	559
		GEH	0.64	1.02	0.97				0.58	1.02			2.62	0.51
		Delay	40.88	44.10	4.14				11.74	9.07			13.35	1.70
		LOS	D	D	A				B	A			B	A
I-43 SB ramps at Fond du Lac	signal	Volume				286	71	30		507	469	655	882	
		Target				307	81	39		509	484	701	947	
		GEH				1.22	1.15	1.53		0.09	0.69	1.77	2.15	
		Delay				27.16	27.09	5.01		28.97	11.62	25.76	5.02	
		LOS				C	C	A		C	B	C	A	
McKinley & 6th	signal	Volume	461	700	200	119	693	200	104	1508	480	65	1076	76
		Target	489	744	239	133	719	198	100	1552	479	88	1097	92
		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
		Delay	59.69	37.47	43.05	102.05	54.34	16.12	51.45	37.18	34.32	120.32	28.82	21.35
		LOS	E	D	D	F	D	B	D	D	C	F	C	C
McKinley & 5th	stop controlled	Volume								1526	294	172	1219	
		Target								1599	326	181	1278	
		GEH								1.85	1.82	0.68	1.67	
		Delay								1.44	0.51	19.83	2.24	
		LOS								A	A	C	A	
McKinley & 4th	signal	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
		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	C	C	C	D	A	A	B	C	B	D	B	B
McKinley & Old World 3rd	signal	Volume	99	315	44	110	550	247	119	1058	144	74	866	45
		Target	114	333	40	106	571	232	137	1097	144	84	926	43
		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
		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	B	B	D	D	C	C	B	B	D	C	A
Juneau & 6th	signal	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
		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	B	B	E	C	A	D	C	E
Juneau & 5th	stop controlled	Volume				121		140		527			603	
		Target				111		141		541			608	0
		GEH				0.93		0.08		0.61			0.20	
		Delay				29.53		32.42		1.48			6.96	
		LOS				D		D		A			A	
Juneau & 4th	signal	Volume				111		107	111	535			496	222
		Target				124		112	106	545			497	234
		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		B	B	A			A	A

Intersection	PM Peak Hour	Movement												
		NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR	
Highland & 6th	signal	Volume	187	906	299		998	189	262	52	172	45	49	21
		Target	200	968	312		1029	206	272	55	165	40	51	28
		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	C	B		C	B	D	C	B	A	A	C
Highland & 4th	signal	Volume			199						152			
		Target			209						162			
		GEH			0.70						0.80			
		Delay			8.62						8.748146			
		LOS			A						A			
State & 6th	signal	Volume	134	1125			1051	159	86		72	185	752	195
		Target	147	1171			1074	160	141		118	176	615	170
		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	C			B	A	F		F	C	C	E
State & 4th	signal	Volume	253	199			126	26			74	883	1	
		Target	238	207			133	29			80	871	2	
		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	C	C			B	C				B	A	A
Kilbourn & 6th	signal	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
		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	E	D	D	B	A	D	C	A	C	C	E

Intersection	Pre Game Hour	Movement												
		NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR	
I-43 NB ramps at Fond du Lac	signal	Volume	203	14	1583				39	1088			751	349
		Target	212	10	1721				43	1075			781	329
		GEH	0.62	1.15	3.40				0.62	0.40			1.08	1.09
		Delay	54.36	50.62	28.77				15.27	16.13			11.79	1.05
		LOS	D	D	C				B	B			B	A
I-43 SB ramps at Fond du Lac	signal	Volume				667	17	74		462	398	471	490	
		Target				668	12	66		450	380	597	396	
		GEH				0.04	1.31	0.96		0.56	0.91	5.45	4.47	
		Delay				29.42	14.07	4.69		33.90	9.49	17.27	4.26	
		LOS				C	B	A		C	A	B	A	
McKinley & 6th	signal	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
		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
		Delay	39.63	29.29	41.96	260.09	90.66	31.80	120.31	94.32	40.49	441.67	24.91	20.11
		LOS	D	C	D	F	F	C	F	F	D	F	C	C
McKinley & 5th	stop controlled	Volume								1595	633	156	848	
		Target								1732	676	187	939	
		GEH								3.36	1.68	2.37	3.04	
		Delay								3.24	1.16	34.90	7.27	
		LOS								A	A	D	A	
McKinley & 4th	signal	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
		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	C	D	E	C	E	C	C	D	E	C	C
McKinley & Old World 3rd	signal	Volume	73	219	25	55	337	226	90	970	151	173	592	22
		Target	97	223	29	48	331	226	95	1063	174	197	661	21
		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
		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	C	B	B	D	C	C	C	B	A	D	C	A
Juneau & 6th	signal	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
		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	B	B	C	B	B	C	C	A	C	C	A
Juneau & 5th	stop controlled	Volume								619			444	
		Target								614			480	
		GEH								0.20			1.67	
		Delay								1.20			0.40	
		LOS								A			A	
Juneau & 4th	signal	Volume				184		126	202	406			318	195
		Target				200		158	202	412			321	225
		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
		LOS				F		D	B	A			A	A

Intersection	Pre Game Hour	Movement												
		NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR	
Highland & 6th	signal	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
		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	C	C	B	C	C	A	C	B	B	A	A	A
Highland & 4th	signal	Volume			296							221		
		Target			305							219		
		GEH			0.52							0.13		
		Delay			9.36							9.84		
		LOS			A							A		
State & 6th	signal	Volume	172	1041			772	234	208		147	115	418	151
		Target	148	1019			747	238	181		115	80	304	107
		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	C	B			B	B	F		F	C	C	B
State & 4th	signal	Volume	163	291			201	19				50	488	3
		Target	183	306			201	18				52	498	1
		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	C	C			B	D				B	A	A
Kilbourn & 6th	signal	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
		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	C	C	B	C	B	A	C	C	A	C	C	B

Intersection	Post Game Hour	Movement												
		NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR	
I-43 NB ramps at Fond du Lac	signal	Volume	125	7	287				51	236			1463	455
		Target	123	5	321				43	231			1475	459
		GEH	0.18	0.82	1.95				1.17	0.33			0.31	0.19
		Delay	34.43	28.65	0.32				10.12	10.58			154.2	11.8
		LOS	C	C	A				B	B			F	B
I-43 SB ramps at Fond du Lac	signal	Volume				110	4	25		180	280	1200	377	
		Target				114	4	41		160	290	1277	320	
		GEH				0.38	0.00	2.79		1.53	0.59	2.19	3.05	
		Delay				31.65	18.66	4.93		34.05	9.82	29.29	6.16	
		LOS				C	B	A		C	A	C	A	
McKinley & 6th	signal	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
		GEH	1.45	1.58	0.77	1.31	0.25	1.89	0.18	1.57	0.55	2.60	2.44	1.05
		Delay	42	23.57	23.73	28.85	30.74	13.42	68	32.11	4.48	38.84	32.58	27.58
		LOS	D	C	C	C	C	B	E	C	A	D	C	C
McKinley & 5th	stop controlled	Volume	946		250					416			811	
		Target	890		357					447			811	
		GEH	1.85		6.14					1.49			0.00	
		Delay	22.64		22.37					10.08			18.64	
		LOS	C		C					B			C	
McKinley & 4th	signal	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
		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	C	A	B	C	A	B	B	B	A	D	C	B
McKinley & Old World 3rd	signal	Volume	134	240	80	27	134	82	53	551	17	56	362	19
		Target	151	240	73	26	147	74	64	646	25	61	378	12
		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
		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	C	C	B	C	C	B	B	C	A	C	C	A
Juneau & 6th	signal	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
		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
		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	B	C	B	B	C	C	A	C	B	B
Juneau & 5th	stop controlled	Volume								199			259	
		Target								230			288	
		GEH								2.12			1.75	
		Delay								0.43			0.47	
		LOS								A			A	
Juneau & 4th	signal	Volume				147		22	75	123			237	146
		Target				133		39	76	152			249	154
		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
		LOS				C		B	C	B			B	A

Intersection	Post Game Hour	Movement												
		NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR	
Highland & 6th	signal	Volume	69	302	34	0	387	86	56	1	90		67	82
		Target	70	349	20	1	384	96	68	1	67		74	100
		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	B	B	A	A	B	A	B	D	A		B	A
Highland & 4th	signal	Volume			216							144		
		Target			230							143		
		GEH			0.94							0.08		
		Delay			13.85							10.16		
		LOS			B							B		
State & 6th	signal	Volume	67	264			381	96	60		58	426	357	81
		Target	69	265			370	81	73		50	470	379	100
		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	A	C			C	A	D		A	D	D	C
State & 4th	signal	Volume	71	114			108	37				32	366	21
		Target	77	145			111	31				38	392	17
		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			C	D				B	A	B
Kilbourn & 6th	signal	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
		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	C	B	A	B	B	A	B	C	A	C	C	A

TRAFFIC COUNTS

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

Start Time	Southbound Approach Southbound				Westbound Approach Westbound				Northbound Approach Northbound				Eastbound Approach Eastbound			
	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

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 Trucks

Start Time	Southbound Approach Southbound				Westbound Approach Westbound				Northbound Approach Northbound				Eastbound Approach Eastbound				
	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	1	0	1	0	0	0	0	0
4:45 PM	0	0	0	0	1	1	0	0	0	2	0	1	0	0	2	0	0
5:00 PM	0	0	0	0	0	2	0	0	0	1	0	1	0	0	0	0	0
5:15 PM	0	0	0	0	0	2	0	0	0	2	0	4	0	0	0	0	0
5:30 PM	0	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	0	1	0	2	0	0	1	0	0
6:00 PM	0	0	0	0	0	2	0	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	0	2	0	0
6:30 PM	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0
6:45 PM	0	0	0	0	0	2	0	0	0	0	0	1	0	0	0	0	0
9:30 PM	0	0	0	0	0	1	0	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	0	2	0	0
10:00 PM	0	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	1	0	0	0	0	0
10:30 PM	0	0	0	0	0	1	0	0	0	1	0	1	0	0	0	0	0
10:45 PM	0	0	0	0	0	1	0	0	0	2	0	1	0	0	0	0	0

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 Crosswalk

Classification Bicycles on Crosswalk

Start Time	Southbound Approach Southbound			Westbound Approach Westbound			Northbound Approach Northbound			Eastbound Approach Eastbound		
	Peds CW	Peds CCW	Peds Combined	Peds CW	Peds CCW	Peds Combined	Peds CW	Peds CCW	Peds Combined	Peds CW	Peds CCW	Peds 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	

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 Crosswalk
Classification Pedestrians

Start Time	Southbound Approach Southbound			Westbound Approach Westbound			Northbound Approach Northbound			Eastbound Approach Eastbound		
	Peds CW	Peds CCW	Peds Combined	Peds CW	Peds CCW	Peds Combined	Peds CW	Peds CCW	Peds Combined	Peds CW	Peds CCW	Peds 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	

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 Totals

Start Time	Southbound Approach Southbound				Westbound Approach Westbound				Northbound Approach Northbound				Eastbound Approach Eastbound			
	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

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 playoff game

Type Road
 Classification Lights

Start Time	Southbound Approach Southbound				Westbound Approach Westbound				Northbound Approach Northbound				Eastbound Approach Eastbound			
	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 playoff game

Type Crosswalk
 Classification Bicycles on Crosswalk

Start Time	Southbound Approach Southbound			Westbound Approach Westbound			Northbound Approach Northbound			Eastbound Approach Eastbound		
	Peds CW	Peds CCW	Peds Combined	Peds CW	Peds CCW	Peds Combined	Peds CW	Peds CCW	Peds Combined	Peds CW	Peds CCW	Peds 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	

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 playoff game

Type Crosswalk
Classification Pedestrians

Start Time	Southbound Approach Southbound			Westbound Approach Westbound			Northbound Approach Northbound			Eastbound Approach Eastbound		
	Peds CW	Peds CCW	Peds Combin	Peds CW	Peds CCW	Peds Combin	Peds CW	Peds CCW	Peds Combin	Peds CW	Peds CCW	Peds Combined
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	

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 playoff game

Type Road
 Classification Totals

Start Time	Southbound Approach Southbound				Westbound Approach Westbound				Northbound Approach Northbound				Eastbound Approach Eastbound			
	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

Study Name Highland and 4th TMC
 Start Date 04/23/2015
 Start Time 4:30 PM
 Site Code
 Project Downtown Milwaukee during Bucks playoff game

Type Road
 Classification Lights

Start Time	Southbound Approach Southbound				Westbound Approach Westbound				Northbound Approach Northbound				n/a Eastbound			
	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				

Study Name Highland and 4th TMC
 Start Date 04/23/2015
 Start Time 4:30 PM
 Site Code
 Project Downtown Milwaukee during Bucks playoff game

Type Road
 Classification Buses

Start Time	Southbound Approach Southbound				Westbound Approach Westbound				Northbound Approach Northbound				n/a Eastbound			
	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				

Study Name Highland and 4th TMC
 Start Date 04/23/2015
 Start Time 4:30 PM
 Site Code
 Project Downtown Milwaukee during Bucks playoff game

Type Road
 Classification Trucks

Start Time	Southbound Approach Southbound				Westbound Approach Westbound				Northbound Approach Northbound				n/a Eastbound			
	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				

Study Name Highland and 4th TMC
 Start Date 04/23/2015
 Start Time 4:30 PM
 Site Code
 Project Downtown Milwaukee during Bucks playoff game

Type Road
 Classification Bicycles on Road

Start Time	Southbound Approach Southbound				Westbound Approach Westbound				Northbound Approach Northbound				n/a Eastbound			
	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				

Study Name Highland and 4th 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

Start Time	Southbound Approach Southbound			Westbound Approach Westbound			Northbound Approach Northbound			n/a Eastbound		
	Peds CW	Peds CCW	Peds Combin	Peds CW	Peds CCW	Peds Combin	Peds CW	Peds CCW	Peds Combin	Peds NB	Peds SB	Peds 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				

Study Name Highland and 4th TMC
 Start Date 04/23/2015
 Start Time 4:30 PM
 Site Code
 Project Downtown Milwaukee during Bucks playoff game

Type Crosswalk
 Classification Pedestrians

Start Time	Southbound Approach Southbound			Westbound Approach Westbound			Northbound Approach Northbound			n/a Eastbound		
	Peds CW	Peds CCW	Peds Combin	Peds CW	Peds CCW	Peds Combin	Peds CW	Peds CCW	Peds Combin	Peds NB	Peds SB	Peds 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			

Study Name Highland and 4th TMC
 Start Date 04/23/2015
 Start Time 4:30 PM
 Site Code
 Project Downtown Milwaukee during Bucks playoff game

Type Road
 Classification Totals

Start Time	Southbound Approach Southbound				Westbound Approach Westbound				Northbound Approach Northbound				n/a Eastbound			
	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				

Study Name Highland and 6th TMC
 Start Date 04/23/2015
 Start Time 4:30 PM
 Site Code
 Project Downtown Milwaukee during Bucks playoff game

Type Road
 Classification Lights

Start Time	Southbound Approach Southbound				Westbound Approach Westbound				Northbound Approach Northbound				Eastbound Approach Eastbound			
	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

Study Name Highland and 6th TMC
 Start Date 04/23/2015
 Start Time 4:30 PM
 Site Code
 Project Downtown Milwaukee during Bucks playoff game

Type Road
 Classification Buses

Start Time	Southbound Approach Southbound				Westbound Approach Westbound				Northbound Approach Northbound				Eastbound Approach Eastbound				
	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	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	0
5:00 PM	0	7	0	0	0	0	0	0	0	7	0	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	0
5:30 PM	0	3	0	0	0	0	0	0	1	7	0	0	0	0	0	1	0
5:45 PM	0	8	0	0	0	0	0	0	0	4	0	0	0	0	0	2	0
6:00 PM	0	3	0	0	0	0	0	0	0	1	0	0	0	0	1	0	0
6:15 PM	1	4	0	0	0	0	0	0	0	5	0	0	0	0	3	0	0
6:30 PM	3	1	0	0	0	0	0	0	0	2	0	0	0	0	3	1	0
6:45 PM	1	1	0	0	0	1	0	0	1	2	0	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	0
9:45 PM	0	1	0	0	0	1	1	0	0	2	0	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	0
10:15 PM	0	1	1	0	0	1	0	0	0	1	2	0	0	0	0	0	0
10:30 PM	0	1	0	0	0	0	0	0	1	1	0	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	0

Study Name Highland and 6th TMC
 Start Date 04/23/2015
 Start Time 4:30 PM
 Site Code
 Project Downtown Milwaukee during Bucks playoff game

Type Road
 Classification Bicycles on Road

Start Time	Southbound Approach Southbound				Westbound Approach Westbound				Northbound Approach Northbound				Eastbound Approach Eastbound				
	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	1	0	0
4:45 PM	0	1	0	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	0
5:15 PM	0	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	0
5:45 PM	0	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	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	0
6:30 PM	0	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	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	0
9:45 PM	0	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	0
10:15 PM	0	1	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	0
10:45 PM	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	0

Study Name Highland and 6th 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

Start Time	Southbound Approach Southbound			Westbound Approach Westbound			Northbound Approach Northbound			Eastbound Approach Eastbound		
	Peds CW	Peds CCW	Peds Combin	Peds CW	Peds CCW	Peds Combin	Peds CW	Peds CCW	Peds Combin	Peds CW	Peds CCW	Peds Combined
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	

Study Name Highland and 6th TMC

Start Date 04/23/2015

Start Time 4:30 PM

Site Code

Project Downtown Milwaukee during Bucks playoff game

Type Crosswalk
Classification Pedestrians

Start Time	Southbound Approach Southbound			Westbound Approach Westbound			Northbound Approach Northbound			Eastbound Approach Eastbound		
	Peds CW	Peds CCW	Peds Combin	Peds CW	Peds CCW	Peds Combin	Peds CW	Peds CCW	Peds Combin	Peds CW	Peds CCW	Peds 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	

Study Name Highland and 6th TMC
 Start Date 04/23/2015
 Start Time 4:30 PM
 Site Code
 Project Downtown Milwaukee during Bucks playoff game

Type Road
 Classification Totals

Start Time	Southbound Approach Southbound				Westbound Approach Westbound				Northbound Approach Northbound				Eastbound Approach Eastbound			
	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

Study Name Highland and Old World 3rd TMC
 Start Date 04/23/2015
 Start Time 4:30 PM
 Site Code
 Project Downtown Milwaukee during Bucks playoff game

Type Road
 Classification Lights

Start Time	Southbound Approach Southbound				Westbound Approach Westbound				Northbound Approach Northbound				Eastbound Approach Eastbound			
	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

Study Name Highland and 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

Start Time	Southbound Approach Southbound			Westbound Approach Westbound			Northbound Approach Northbound			Eastbound Approach Eastbound		
	Peds CW	Peds CCW	Peds Combined	Peds CW	Peds CCW	Peds Combined	Peds CW	Peds CCW	Peds Combined	Peds CW	Peds CCW	Peds 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
 Project Downtown Milwaukee during Bucks playoff game

Type Crosswalk
 Classification Pedestrians

Start Time	Southbound Approach Southbound			Westbound Approach Westbound			Northbound Approach Northbound			Eastbound Approach Eastbound		
	Peds CW	Peds CCW	Peds Combin	Peds CW	Peds CCW	Peds Combin	Peds CW	Peds CCW	Peds Combin	Peds CW	Peds CCW	Peds 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	

Study Name Highland and Old World 3rd TMC
 Start Date 04/23/2015
 Start Time 4:30 PM
 Site Code
 Project Downtown Milwaukee during Bucks playoff game

Type Road
 Classification Totals

Start Time	Southbound Approach Southbound				Westbound Approach Westbound				Northbound Approach Northbound				Eastbound Approach Eastbound			
	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

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

Start Time	Southbound Approach Southbound			Westbound Approach Westbound			Northbound Approach Northbound			Eastbound Approach Eastbound		
	Peds CW	Peds CCW	Peds Combin	Peds CW	Peds CCW	Peds Combin	Peds CW	Peds CCW	Peds Combin	Peds CW	Peds CCW	Peds Combined
4:38 PM	0	0		0	0		0	0		0	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

Start Time	Southbound Approach Southbound			Westbound Approach Westbound			Northbound Approach Northbound			Eastbound Approach Eastbound		
	Peds CW	Peds CCW	Peds Combin	Peds CW	Peds CCW	Peds Combin	Peds CW	Peds CCW	Peds Combin	Peds CW	Peds CCW	Peds Combined
4:38 PM	2	0		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 Juneau and 4th TMC
 Start Date 04/23/2015
 Start Time 4:30 PM
 Site Code
 Project Downtown Milwaukee during Bucks playoff game

Type Road
 Classification Lights

Start Time	Southbound Approach Southbound				Westbound Approach Westbound				Northbound Approach Northbound				Eastbound Approach Eastbound			
	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

Study Name Juneau and 4th TMC
 Start Date 04/23/2015
 Start Time 4:30 PM
 Site Code
 Project Downtown Milwaukee during Bucks playoff game

Type Road
 Classification Bicycles on Road

Start Time	Southbound Approach Southbound				Westbound Approach Westbound				Northbound Approach Northbound				Eastbound Approach Eastbound				
	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	0
4:45 PM	0	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	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	0
5:30 PM	0	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	0
6:00 PM	0	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	0
6:30 PM	0	0	0	0	0	2	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	0	0	0	0	0
9:30 PM	0	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	0
10:00 PM	0	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	0
10:30 PM	0	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	1	0	0	0	2	0	0

Study Name Juneau and 4th 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

Start Time	Southbound Approach Southbound			Westbound Approach Westbound			Northbound Approach Northbound			Eastbound Approach Eastbound		
	Peds CW	Peds CCW	Peds Combin	Peds CW	Peds CCW	Peds Combin	Peds CW	Peds CCW	Peds Combin	Peds CW	Peds CCW	Peds Combined
4:30 PM	1	0		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	

Study Name Juneau and 4th TMC

Start Date 04/23/2015

Start Time 4:30 PM

Site Code

Project Downtown Milwaukee during Bucks playoff game

Type Crosswalk
Classification Pedestrians

Start Time	Southbound Approach Southbound			Westbound Approach Westbound			Northbound Approach Northbound			Eastbound Approach Eastbound		
	Peds CW	Peds CCW	Peds Combined	Peds CW	Peds CCW	Peds Combined	Peds CW	Peds CCW	Peds Combined	Peds CW	Peds CCW	Peds 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

Study Name Juneau and 4th TMC
 Start Date 04/23/2015
 Start Time 4:30 PM
 Site Code
 Project Downtown Milwaukee during Bucks playoff game

Type Road
 Classification Totals

Start Time	Southbound Approach Southbound				Westbound Approach Westbound				Northbound Approach Northbound				Eastbound Approach Eastbound			
	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

Study Name Juneau and 6th TMC
 Start Date 04/23/2015
 Start Time 4:30 PM
 Site Code
 Project Downtown Milwaukee during Bucks playoff game

Type Road
 Classification Lights

Start Time	Southbound Approach Southbound				Westbound Approach Westbound				Northbound Approach Northbound				Eastbound Approach Eastbound			
	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

Study Name Juneau and 6th TMC
 Start Date 04/23/2015
 Start Time 4:30 PM
 Site Code
 Project Downtown Milwaukee during Bucks playoff game

Type Road
 Classification Buses

Start Time	Southbound Approach Southbound				Westbound Approach Westbound				Northbound Approach Northbound				Eastbound Approach Eastbound				
	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	0	1	6	0	0	1	0	1	0
4:45 PM	1	10	0	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	0	8	0	0	0	0	0	0
5:15 PM	0	6	0	0	0	1	0	0	0	1	5	1	0	1	0	0	0
5:30 PM	1	2	2	0	0	0	0	0	0	2	6	0	0	0	0	0	0
5:45 PM	0	7	0	0	0	1	0	0	0	1	2	0	0	1	1	1	0
6:00 PM	0	4	0	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	0	1	3	1	0	1	3	0	0
6:30 PM	0	1	0	0	0	1	3	0	0	1	4	0	0	0	2	0	0
6:45 PM	0	1	2	0	0	1	1	0	0	0	2	1	0	0	1	0	0
9:30 PM	0	1	0	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	0	2	0	0	0	0	0	0	0
10:00 PM	0	1	0	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	0	1	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	0
10:45 PM	0	0	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0

Study Name Juneau and 6th 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

Start Time	Southbound Approach Southbound			Westbound Approach Westbound			Northbound Approach Northbound			Eastbound Approach Eastbound		
	Peds CW	Peds CCW	Peds Combined	Peds CW	Peds CCW	Peds Combined	Peds CW	Peds CCW	Peds Combined	Peds CW	Peds CCW	Peds Combined
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	

Study Name Juneau and 6th TMC

Start Date 04/23/2015

Start Time 4:30 PM

Site Code

Project Downtown Milwaukee during Bucks playoff game

Type Crosswalk
Classification Pedestrians

Start Time	Southbound Approach Southbound			Westbound Approach Westbound			Northbound Approach Northbound			Eastbound Approach Eastbound		
	Peds CW	Peds CCW	Peds Combined	Peds CW	Peds CCW	Peds Combined	Peds CW	Peds CCW	Peds Combined	Peds CW	Peds CCW	Peds Combined
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

Study Name Juneau and 6th TMC
 Start Date 04/23/2015
 Start Time 4:30 PM
 Site Code
 Project Downtown Milwaukee during Bucks playoff game

Type Road
 Classification Totals

Start Time	Southbound Approach Southbound				Westbound Approach Westbound				Northbound Approach Northbound				Eastbound Approach Eastbound			
	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

Study Name Juneau and Old World 3rd TMC
 Start Date 04/23/2015
 Start Time 4:30 PM
 Site Code
 Project Downtown Milwaukee during Bucks playoff game

Type Road
 Classification Lights

Start Time	Southbound Approach Southbound				Westbound Approach Westbound				Northbound Approach Northbound				Eastbound Approach Eastbound			
	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

Study Name Juneau and Old World 3rd TMC
 Start Date 04/23/2015
 Start Time 4:30 PM
 Site Code
 Project Downtown Milwaukee during Bucks playoff game

Type Road
 Classification Buses

Start Time	Southbound Approach Southbound				Westbound Approach Westbound				Northbound Approach Northbound				Eastbound Approach Eastbound				
	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	1	0	0	0	0	1	0
4:45 PM	0	1	0	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	0	1	0	0	0	0	1	0
5:15 PM	0	3	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	1	0	0
5:45 PM	0	2	0	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	0	2	0	0	0	1	0	0
6:15 PM	0	0	0	0	0	1	0	0	0	0	1	1	0	0	0	0	0
6:30 PM	0	1	0	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	0	1	1	0	0	0	0	0	0
9:30 PM	0	1	0	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	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	0
10:15 PM	0	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	0	1	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	0

Study Name Juneau and Old World 3rd TMC
 Start Date 04/23/2015
 Start Time 4:30 PM
 Site Code
 Project Downtown Milwaukee during Bucks playoff game

Type Road
 Classification Bicycles on Road

Start Time	Southbound Approach Southbound				Westbound Approach Westbound				Northbound Approach Northbound				Eastbound Approach Eastbound				
	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	1	0	0
4:45 PM	1	0	0	0	0	1	0	0	1	2	0	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	0
5:15 PM	0	1	0	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	0
5:45 PM	0	2	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	0
6:15 PM	0	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	0
6:45 PM	0	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	0
9:45 PM	0	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	0
10:15 PM	0	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	0
10:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0

Study Name Juneau and 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

Start Time	Southbound Approach Southbound			Westbound Approach Westbound			Northbound Approach Northbound			Eastbound Approach Eastbound		
	Peds CW	Peds CCW	Peds Combined	Peds CW	Peds CCW	Peds Combined	Peds CW	Peds CCW	Peds Combined	Peds CW	Peds CCW	Peds 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	

Study Name Juneau and 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 Pedestrians

Start Time	Southbound Approach Southbound			Westbound Approach Westbound			Northbound Approach Northbound			Eastbound Approach Eastbound		
	Peds CW	Peds CCW	Peds Combined	Peds CW	Peds CCW	Peds Combined	Peds CW	Peds CCW	Peds Combined	Peds CW	Peds CCW	Peds 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	

Study Name Juneau and Old World 3rd TMC
 Start Date 04/23/2015
 Start Time 4:30 PM
 Site Code
 Project Downtown Milwaukee during Bucks playoff game

Type Road
 Classification Totals

Start Time	Southbound Approach Southbound				Westbound Approach Westbound				Northbound Approach Northbound				Eastbound Approach Eastbound			
	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

Study Name Juneau and Old World 3rd TMC
 Start Date 04/23/2015
 Start Time 4:30 PM
 Site Code
 Project Downtown Milwaukee during Bucks playoff game

Type Road
 Classification Lights

Start Time	Southbound Approach Southbound				Westbound Approach Westbound				Northbound Approach Northbound				Eastbound Approach Eastbound			
	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

Study Name Juneau and Old World 3rd TMC
 Start Date 04/23/2015
 Start Time 4:30 PM
 Site Code
 Project Downtown Milwaukee during Bucks playoff game

Type Road
 Classification Buses

Start Time	Southbound Approach Southbound				Westbound Approach Westbound				Northbound Approach Northbound				Eastbound Approach Eastbound				
	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	0	1	0
4:45 PM	0	1	0	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	0	1	0
5:15 PM	0	3	0	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	0	1	0	0
5:45 PM	0	2	0	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	0	4	0	0
6:15 PM	0	0	0	0	0	1	0	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	0	3	1	0
6:45 PM	0	1	0	0	0	1	0	0	0	0	0	0	0	0	3	0	0
9:30 PM	0	1	0	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	0
10:00 PM	0	1	0	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	0	3	0	0
10:30 PM	0	2	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	0	0	0	0	0	1	0	0

Study Name Juneau and 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

Start Time	Southbound Approach Southbound			Westbound Approach Westbound			Northbound Approach Northbound			Eastbound Approach Eastbound		
	Peds CW	Peds CCW	Peds Combin	Peds CW	Peds CCW	Peds Combin	Peds CW	Peds CCW	Peds Combin	Peds CW	Peds CCW	Peds 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	

Study Name Juneau and 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 Pedestrians

Start Time	Southbound Approach Southbound			Westbound Approach Westbound			Northbound Approach Northbound			Eastbound Approach Eastbound		
	Peds CW	Peds CCW	Peds Combin	Peds CW	Peds CCW	Peds Combin	Peds CW	Peds CCW	Peds Combin	Peds CW	Peds CCW	Peds 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	

Study Name Juneau and Old World 3rd TMC
 Start Date 04/23/2015
 Start Time 4:30 PM
 Site Code
 Project Downtown Milwaukee during Bucks playoff game

Type Road
 Classification Totals

Start Time	Southbound Approach Southbound				Westbound Approach Westbound				Northbound Approach Northbound				Eastbound Approach Eastbound			
	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

Study Name Juneau and Water St TMC
 Start Date 04/23/2015
 Start Time 4:30 PM
 Site Code
 Project Downtown Milwaukee during Bucks playoff game

Type Road
 Classification Lights

Start Time	Southbound Approach Southbound				Westbound Approach Westbound				Northbound Approach Northbound				Eastbound Approach Eastbound			
	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

Study Name Juneau and Water St TMC
 Start Date 04/23/2015
 Start Time 4:30 PM
 Site Code
 Project Downtown Milwaukee during Bucks playoff game

Type Road
 Classification Buses

Start Time	Southbound Approach Southbound				Westbound Approach Westbound				Northbound Approach Northbound				Eastbound Approach Eastbound			
	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	0	1	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

Study Name Juneau and Water St TMC
 Start Date 04/23/2015
 Start Time 4:30 PM
 Site Code
 Project Downtown Milwaukee during Bucks playoff game

Type Road
 Classification Bicycles on Road

Start Time	Southbound Approach Southbound				Westbound Approach Westbound				Northbound Approach Northbound				Eastbound Approach Eastbound			
	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

Study Name Juneau and Water St 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

Start Time	Southbound Approach Southbound			Westbound Approach Westbound			Northbound Approach Northbound			Eastbound Approach Eastbound		
	Peds CW	Peds CCW	Peds Combined	Peds CW	Peds CCW	Peds Combined	Peds CW	Peds CCW	Peds Combined	Peds CW	Peds CCW	Peds Combined
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

Project Downtown Milwaukee during Bucks playoff game

Type Crosswalk
Classification Pedestrians

Start Time	Southbound Approach Southbound			Westbound Approach Westbound			Northbound Approach Northbound			Eastbound Approach Eastbound		
	Peds CW	Peds CCW	Peds Combined	Peds CW	Peds CCW	Peds Combined	Peds CW	Peds CCW	Peds Combined	Peds CW	Peds CCW	Peds 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	

Study Name Juneau and Water St TMC
 Start Date 04/23/2015
 Start Time 4:30 PM
 Site Code
 Project Downtown Milwaukee during Bucks playoff game

Type Road
 Classification Totals

Start Time	Southbound Approach Southbound				Westbound Approach Westbound				Northbound Approach Northbound				Eastbound Approach Eastbound			
	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

Study Name Kilbourn and 4th TMC
 Start Date 04/23/2015
 Start Time 4:30 PM
 Site Code
 Project Downtown Milwaukee during Bucks playoff game

Type Road
 Classification Lights

Start Time	Southbound Approach Southbound				Westbound Approach Westbound				Northbound Approach Northbound				Eastbound Approach Eastbound			
	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

Study Name Kilbourn and 4th TMC
 Start Date 04/23/2015
 Start Time 4:30 PM
 Site Code
 Project Downtown Milwaukee during Bucks playoff game

Type Road
Classification Buses

Start Time	Southbound Approach Southbound				Westbound Approach Westbound				Northbound Approach Northbound				Eastbound Approach Eastbound			
	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

Study Name Kilbourn and 4th 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

Start Time	Southbound Approach Southbound			Westbound Approach Westbound			Northbound Approach Northbound			Eastbound Approach Eastbound		
	Peds CW	Peds CCW	Peds Combined	Peds CW	Peds CCW	Peds Combined	Peds CW	Peds CCW	Peds Combined	Peds CW	Peds CCW	Peds 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	2		0	1		0	1	
5:15 PM	0	0		0	0		0	0		0	0	
5:30 PM	0	0		0	0		2	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	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	1		0	0		0	0	
10:45 PM	0	0		0	0		0	0		0	0	

Study Name Kilbourn and 4th TMC

Start Date 04/23/2015

Start Time 4:30 PM

Site Code

Project Downtown Milwaukee during Bucks playoff game

Type Crosswalk
Classification Pedestrians

Start Time	Southbound Approach Southbound			Westbound Approach Westbound			Northbound Approach Northbound			Eastbound Approach Eastbound		
	Peds CW	Peds CCW	Peds Combin	Peds CW	Peds CCW	Peds Combin	Peds CW	Peds CCW	Peds Combin	Peds CW	Peds CCW	Peds 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	

Study Name Kilbourn and 4th TMC
 Start Date 04/23/2015
 Start Time 4:30 PM
 Site Code
 Project Downtown Milwaukee during Bucks playoff game

Type Road
 Classification Totals

Start Time	Southbound Approach Southbound				Westbound Approach Westbound				Northbound Approach Northbound				Eastbound Approach Eastbound			
	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

Study Name Kilbourn and 6th TMC
 Start Date 04/23/2015
 Start Time 4:00 PM
 Site Code
 Project Downtown Milwaukee during Bucks playoff game

Type Crosswalk
 Classification Bicycles on Crosswalk

Start Time	Southbound Approach Southbound			Westbound Approach Westbound			Northbound Approach Northbound			Eastbound Approach Eastbound		
	Peds CW	Peds CCW	Peds Combined	Peds CW	Peds CCW	Peds Combined	Peds CW	Peds CCW	Peds Combined	Peds CW	Peds CCW	Peds 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	

Study Name Kilbourn and 6th TMC

Start Date 04/23/2015

Start Time 4:00 PM

Site Code

Project Downtown Milwaukee during Bucks playoff game

Type Crosswalk
Classification Pedestrians

Start Time	Southbound Approach Southbound			Westbound Approach Westbound			Northbound Approach Northbound			Eastbound Approach Eastbound		
	Peds CW	Peds CCW	Peds Combined	Peds CW	Peds CCW	Peds Combined	Peds CW	Peds CCW	Peds Combined	Peds CW	Peds CCW	Peds 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	

Study Name Kilbourn and 6th TMC
 Start Date 04/23/2015
 Start Time 4:30 PM
 Site Code
 Project Downtown Milwaukee during Bucks playoff game

Type Road
 Classification Lights

Start Time	Southbound Approach Southbound				Westbound Approach Westbound				Northbound Approach Northbound				Eastbound Approach Eastbound			
	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

Study Name Kilbourn and 6th TMC
 Start Date 04/23/2015
 Start Time 4:30 PM
 Site Code
 Project Downtown Milwaukee during Bucks playoff game

Type Road
Classification Buses

Start Time	Southbound Approach Southbound				Westbound Approach Westbound				Northbound Approach Northbound				Eastbound Approach Eastbound			
	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

Study Name Kilbourn and 6th 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

Start Time	Southbound Approach Southbound			Westbound Approach Westbound			Northbound Approach Northbound			Eastbound Approach Eastbound		
	Peds CW	Peds CCW	Peds Combined	Peds CW	Peds CCW	Peds Combined	Peds CW	Peds CCW	Peds Combined	Peds CW	Peds CCW	Peds 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	

Study Name Kilbourn and 6th TMC
 Start Date 04/23/2015
 Start Time 4:30 PM
 Site Code
 Project Downtown Milwaukee during Bucks playoff game

Type Crosswalk
 Classification Pedestrians

Start Time	Southbound Approach Southbound			Westbound Approach Westbound			Northbound Approach Northbound			Eastbound Approach Eastbound		
	Peds CW	Peds CCW	Peds Combin	Peds CW	Peds CCW	Peds Combin	Peds CW	Peds CCW	Peds Combin	Peds CW	Peds CCW	Peds Combined
4:30 PM	6	0		4	8		0	6		9	6	
4:45 PM	3	0		3	8		0	3		11	2	
5:00 PM	2	0		0	7		0	4		11	3	
5:15 PM	7	0		1	6		1	2		4	1	
5:30 PM	3	0		0	11		0	0		6	0	
5:45 PM	6	0		4	11		0	1		8	1	
6:00 PM	8	0		1	16		0	3		15	2	
6:15 PM	5	0		0	29		0	3		15	1	
6:30 PM	1	3		0	32		0	5		14	4	
6:45 PM	0	0		2	32		0	3		23	4	
9:30 PM	0	0		5	1		1	0		1	1	
9:45 PM	0	13		38	0		1	0		0	32	
10:00 PM	4	42		104	4		2	10		2	106	
10:15 PM	3	11		10	2		0	0		0	24	
10:30 PM	0	1		8	0		0	0		0	7	
10:45 PM	0	0		0	0		0	0		1	2	

Study Name Kilbourn and 6th TMC
 Start Date 04/23/2015
 Start Time 4:30 PM
 Site Code
 Project Downtown Milwaukee during Bucks playoff game

Type Road
 Classification Totals

Start Time	Southbound Approach Southbound				Westbound Approach Westbound				Northbound Approach Northbound				Eastbound Approach Eastbound			
	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

Study Name Knapp & Water St TMC
 Start Date 04/23/2015
 Start Time 4:30 PM
 Site Code
 Project Downtown Milwaukee during Bucks playoff game

Type Road
 Classification Lights

Start Time	Southbound Approach Southbound				Westbound Approach Westbound				Northbound Approach Northbound				Eastbound Approach Eastbound			
	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

Study Name Knapp & Water St TMC
 Start Date 04/23/2015
 Start Time 4:30 PM
 Site Code
 Project Downtown Milwaukee during Bucks playoff game

Type Road
Classification Buses

Start Time	Southbound Approach Southbound				Westbound Approach Westbound				Northbound Approach Northbound				Eastbound Approach Eastbound			
	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

Study Name Knapp & Water St TMC
 Start Date 04/23/2015
 Start Time 4:30 PM
 Site Code
 Project Downtown Milwaukee during Bucks playoff game

Type Road
 Classification Trucks

Start Time	Southbound Approach Southbound				Westbound Approach Westbound				Northbound Approach Northbound				Eastbound Approach Eastbound				
	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	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	0
5:00 PM	1	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0
5:15 PM	0	2	0	0	0	1	0	0	0	0	1	0	0	0	1	0	0
5:30 PM	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1	0	0
5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0
6:00 PM	1	1	0	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	0
6:30 PM	0	1	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0
6:45 PM	1	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	0
9:45 PM	0	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	1	0	0	0	0	0	0
10:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0
10:30 PM	0	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	0

Study Name Knapp & Water St 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

Start Time	Southbound Approach Southbound			Westbound Approach Westbound			Northbound Approach Northbound			Eastbound Approach Eastbound		
	Peds CW	Peds CCW	Peds Combined	Peds CW	Peds CCW	Peds Combined	Peds CW	Peds CCW	Peds Combined	Peds CW	Peds CCW	Peds 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	

Study Name Knapp & Water St TMC

Start Date 04/23/2015

Start Time 4:30 PM

Site Code

Project Downtown Milwaukee during Bucks playoff game

Type Crosswalk
 Classification Pedestrians

Start Time	Southbound Approach Southbound			Westbound Approach Westbound			Northbound Approach Northbound			Eastbound Approach Eastbound		
	Peds CW	Peds CCW	Peds Combined	Peds CW	Peds CCW	Peds Combined	Peds CW	Peds CCW	Peds Combined	Peds CW	Peds CCW	Peds 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	

Study Name Knapp & Water St TMC
 Start Date 04/23/2015
 Start Time 4:30 PM
 Site Code
 Project Downtown Milwaukee during Bucks playoff game

Type Road
Classification Totals

Start Time	Southbound Approach Southbound				Westbound Approach Westbound				Northbound Approach Northbound				Eastbound Approach Eastbound			
	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

Study Name McKinnley & 4th TMC
 Start Date 04/23/2015
 Start Time 4:30 PM
 Site Code
 Project Downtown Milwaukee during Bucks playoff game

Type Road
 Classification Lights

Start Time	Southbound Approach Southbound				Westbound Approach Westbound				Northbound Approach Northbound				Eastbound Approach Eastbound			
	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

Study Name McKinnley & 4th TMC
 Start Date 04/23/2015
 Start Time 4:30 PM
 Site Code
 Project Downtown Milwaukee during Bucks playoff game

Type Road
Classification Trucks

Start Time	Southbound Approach Southbound				Westbound Approach Westbound				Northbound Approach Northbound				Eastbound Approach Eastbound			
	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

Study Name McKinnley & 4th TMC
 Start Date 04/23/2015
 Start Time 4:30 PM
 Site Code
 Project Downtown Milwaukee during Bucks playoff game

Type Road
 Classification Bicycles on Road

Start Time	Southbound Approach Southbound				Westbound Approach Westbound				Northbound Approach Northbound				Eastbound Approach Eastbound			
	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	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	0	1	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

Study Name McKinnley & 4th 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

Start Time	Southbound Approach Southbound			Westbound Approach Westbound			Northbound Approach Northbound			Eastbound Approach Eastbound		
	Peds CW	Peds CCW	Peds Combined	Peds CW	Peds CCW	Peds Combined	Peds CW	Peds CCW	Peds Combined	Peds CW	Peds CCW	Peds 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	

Study Name McKinnley & 4th TMC
 Start Date 04/23/2015
 Start Time 4:30 PM
 Site Code
 Project Downtown Milwaukee during Bucks playoff game

Type Crosswalk
 Classification Pedestrians

Start Time	Southbound Approach Southbound			Westbound Approach Westbound			Northbound Approach Northbound			Eastbound Approach Eastbound		
	Peds CW	Peds CCW	Peds Combined	Peds CW	Peds CCW	Peds Combined	Peds CW	Peds CCW	Peds Combined	Peds CW	Peds CCW	Peds 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

Study Name McKinnley & 4th TMC
 Start Date 04/23/2015
 Start Time 4:30 PM
 Site Code
 Project Downtown Milwaukee during Bucks playoff game

Type Road
Classification Totals

Start Time	Southbound Approach Southbound				Westbound Approach Westbound				Northbound Approach Northbound				Eastbound Approach Eastbound			
	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

Study Name McKinnley/Fond du Lac & 6th TMC
 Start Date 04/23/2015
 Start Time 4:30 PM
 Site Code
 Project Downtown Milwaukee during Bucks playoff game

Type Road
 Classification Lights

Start Time	Southbound Approach Southbound				Westbound Approach Westbound				Northbound Approach Northbound				Eastbound Approach Eastbound			
	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

Study Name McKinnley/Fond du Lac & 6th TMC
 Start Date 04/23/2015
 Start Time 4:30 PM
 Site Code
 Project Downtown Milwaukee during Bucks playoff game

Type Road
 Classification Buses

Start Time	Southbound Approach Southbound				Westbound Approach Westbound				Northbound Approach Northbound				Eastbound Approach Eastbound			
	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

Study Name McKinnley/Fond du Lac & 6th TMC
 Start Date 04/23/2015
 Start Time 4:30 PM
 Site Code
 Project Downtown Milwaukee during Bucks playoff game

Type Road
 Classification Trucks

Start Time	Southbound Approach Southbound				Westbound Approach Westbound				Northbound Approach Northbound				Eastbound Approach Eastbound			
	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

Study Name McKinnley/Fond du Lac & 6th 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

Start Time	Southbound Approach Southbound			Westbound Approach Westbound			Northbound Approach Northbound			Eastbound Approach Eastbound		
	Peds CW	Peds CCW	Peds Combined	Peds CW	Peds CCW	Peds Combined	Peds CW	Peds CCW	Peds Combined	Peds CW	Peds CCW	Peds 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
 Project Downtown Milwaukee during Bucks playoff game

Type Crosswalk
 Classification Pedestrians

Start Time	Southbound Approach Southbound			Westbound Approach Westbound			Northbound Approach Northbound			Eastbound Approach Eastbound		
	Peds CW	Peds CCW	Peds Combin	Peds CW	Peds CCW	Peds Combin	Peds CW	Peds CCW	Peds Combin	Peds CW	Peds CCW	Peds 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

Study Name McKinnley/Fond du Lac & 6th TMC
 Start Date 04/23/2015
 Start Time 4:30 PM
 Site Code
 Project Downtown Milwaukee during Bucks playoff game

Type Road
 Classification Totals

Start Time	Southbound Approach Southbound				Westbound Approach Westbound				Northbound Approach Northbound				Eastbound Approach Eastbound			
	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

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 Road
 Classification Lights

Start Time	Southbound Approach Southbound				Westbound Approach Westbound				Northbound Approach Northbound				Eastbound Approach Eastbound			
	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

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 Road
 Classification Trucks

Start Time	Southbound Approach Southbound				Westbound Approach Westbound				Northbound Approach Northbound				Eastbound Approach Eastbound			
	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

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

Start Time	Southbound Approach Southbound			Westbound Approach Westbound			Northbound Approach Northbound			Eastbound Approach Eastbound		
	Peds CW	Peds CCW	Peds Combin	Peds CW	Peds CCW	Peds Combin	Peds CW	Peds CCW	Peds Combin	Peds CW	Peds CCW	Peds Combined
4:30 PM	0	0		0	2		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	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	0	
6:45 PM	0	1		0	0		0	1		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	1		0	0		0	0	
10:45 PM	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 Pedestrians

Start Time	Southbound Approach Southbound			Westbound Approach Westbound			Northbound Approach Northbound			Eastbound Approach Eastbound		
	Peds CW	Peds CCW	Peds Combin	Peds CW	Peds CCW	Peds Combin	Peds CW	Peds CCW	Peds Combin	Peds CW	Peds CCW	Peds 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	

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 Road
 Classification Totals

Start Time	Southbound Approach Southbound				Westbound Approach Westbound				Northbound Approach Northbound				Eastbound Approach Eastbound			
	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

Study Name State and 4th TMC
 Start Date 04/23/2015
 Start Time 4:30 PM
 Site Code
 Project Downtown Milwaukee during Bucks playoff game

Type Road
 Classification Lights

Start Time	Southbound Approach Southbound				Westbound Approach Westbound				Northbound Approach Northbound				Eastbound Approach Eastbound			
	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

Study Name State and 4th 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

Start Time	Southbound Approach Southbound			Westbound Approach Westbound			Northbound Approach Northbound			Eastbound Approach Eastbound		
	Peds CW	Peds CCW	Peds Combined	Peds CW	Peds CCW	Peds Combined	Peds CW	Peds CCW	Peds Combined	Peds CW	Peds CCW	Peds 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	

Study Name State and 4th TMC

Start Date 04/23/2015

Start Time 4:30 PM

Site Code

Project Downtown Milwaukee during Bucks playoff game

Type Crosswalk
Classification Pedestrians

Start Time	Southbound Approach Southbound			Westbound Approach Westbound			Northbound Approach Northbound			Eastbound Approach Eastbound		
	Peds CW	Peds CCW	Peds Combin	Peds CW	Peds CCW	Peds Combin	Peds CW	Peds CCW	Peds Combin	Peds CW	Peds CCW	Peds 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	

Study Name State and 4th TMC
 Start Date 04/23/2015
 Start Time 4:30 PM
 Site Code
 Project Downtown Milwaukee during Bucks playoff game

Type Road
Classification Totals

Start Time	Southbound Approach Southbound				Westbound Approach Westbound				Northbound Approach Northbound				Eastbound Approach Eastbound			
	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

Study Name State and 6th TMC
 Start Date 04/23/2015
 Start Time 4:30 PM
 Site Code
 Project Downtown Milwaukee during Bucks playoff game

Type Road
Classification Lights

Start Time	Southbound Approach Southbound				Westbound Approach Westbound				Northbound Approach Northbound				Eastbound Approach Eastbound			
	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

Study Name State and 6th 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

Start Time	Southbound Approach Southbound			Westbound Approach Westbound			Northbound Approach Northbound			Eastbound Approach Eastbound		
	Peds CW	Peds CCW	Peds Combined	Peds CW	Peds CCW	Peds Combined	Peds CW	Peds CCW	Peds Combined	Peds CW	Peds CCW	Peds Combined
4:30 PM	0	0		0	0		0	1		0	0	
4:45 PM	1	0		0	0		0	0		0	0	
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	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	

Study Name State and 6th TMC

Start Date 04/23/2015

Start Time 4:30 PM

Site Code

Project Downtown Milwaukee during Bucks playoff game

Type Crosswalk
Classification Pedestrians

Start Time	Southbound Approach Southbound			Westbound Approach Westbound			Northbound Approach Northbound			Eastbound Approach Eastbound		
	Peds CW	Peds CCW	Peds Combin	Peds CW	Peds CCW	Peds Combin	Peds CW	Peds CCW	Peds Combin	Peds CW	Peds CCW	Peds 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	

Study Name State and 6th TMC
 Start Date 04/23/2015
 Start Time 4:30 PM
 Site Code
 Project Downtown Milwaukee during Bucks playoff game

Type Road
Classification Totals

Start Time	Southbound Approach Southbound				Westbound Approach Westbound				Northbound Approach Northbound				Eastbound Approach Eastbound			
	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

Study Name State and Water St TMC
 Start Date 04/23/2015
 Start Time 4:30 PM
 Site Code
 Project Downtown Milwaukee during Bucks playoff game

Type Road
 Classification Lights

Start Time	Southbound Approach Southbound				Westbound Approach Westbound				Northbound Approach Northbound				Eastbound Approach Eastbound			
	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

Study Name State and Water St TMC
 Start Date 04/23/2015
 Start Time 4:30 PM
 Site Code
 Project Downtown Milwaukee during Bucks playoff game

Type Road
 Classification Buses

Start Time	Southbound Approach Southbound				Westbound Approach Westbound				Northbound Approach Northbound				Eastbound Approach Eastbound				
	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	0	2	0	0	0	0	0	0
4:45 PM	0	4	0	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	0	1	0	0	0	0	0	0
5:15 PM	0	2	0	0	0	1	0	0	0	0	2	1	0	0	0	0	0
5:30 PM	0	4	0	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	0	2	0	0	0	0	0	0
6:00 PM	0	3	0	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	0	4	1	0	0	0	0	0
6:30 PM	0	1	0	0	0	3	0	0	0	0	1	0	0	0	0	0	0
6:45 PM	0	1	0	0	0	4	0	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	0
9:45 PM	0	0	0	0	0	1	0	0	0	0	1	0	0	0	0	0	0
10:00 PM	0	1	0	0	0	2	0	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	0
10:30 PM	0	1	0	0	0	1	0	0	0	0	2	1	0	0	0	0	0
10:45 PM	0	2	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0

Study Name State and Water St TMC
 Start Date 04/23/2015
 Start Time 4:30 PM
 Site Code
 Project Downtown Milwaukee during Bucks playoff game

Type Road
 Classification Bicycles on Road

Start Time	Southbound Approach Southbound				Westbound Approach Westbound				Northbound Approach Northbound				Eastbound Approach Eastbound			
	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

Study Name State and Water St 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

Start Time	Southbound Approach Southbound			Westbound Approach Westbound			Northbound Approach Northbound			Eastbound Approach Eastbound		
	Peds CW	Peds CCW	Peds Combined	Peds CW	Peds CCW	Peds Combined	Peds CW	Peds CCW	Peds Combined	Peds CW	Peds CCW	Peds 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	

Study Name State and Water St TMC

Start Date 04/23/2015

Start Time 4:30 PM

Site Code

Project Downtown Milwaukee during Bucks playoff game

Type Crosswalk
Classification Pedestrians

Start Time	Southbound Approach Southbound			Westbound Approach Westbound			Northbound Approach Northbound			Eastbound Approach Eastbound		
	Peds CW	Peds CCW	Peds Combin	Peds CW	Peds CCW	Peds Combin	Peds CW	Peds CCW	Peds Combin	Peds CW	Peds CCW	Peds 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
 Project Downtown Milwaukee during Bucks playoff game

Type Road
Classification Totals

Start Time	Southbound Approach Southbound				Westbound Approach Westbound				Northbound Approach Northbound				Eastbound Approach Eastbound			
	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

Study Name Wells and 6th TMC
 Start Date 04/23/2015
 Start Time 4:30 PM
 Site Code
 Project Downtown Milwaukee during Bucks playoff game

Type Road
 Classification Lights

Start Time	Southbound Approach Southbound				Westbound Approach Westbound				Northbound Approach Northbound				Eastbound Approach Eastbound			
	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

Study Name Wells and 6th TMC
 Start Date 04/23/2015
 Start Time 4:30 PM
 Site Code
 Project Downtown Milwaukee during Bucks playoff game

Type Road
 Classification Buses

Start Time	Southbound Approach Southbound				Westbound Approach Westbound				Northbound Approach Northbound				Eastbound Approach Eastbound				
	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	0	5	0	0	0	2	0	0
4:45 PM	0	10	0	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	0	8	0	0	0	2	0	0
5:15 PM	0	7	0	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	0	7	0	0	0	4	2	0
5:45 PM	1	2	0	0	0	0	1	0	1	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	0
6:15 PM	0	2	0	0	0	0	0	0	0	5	0	0	0	1	0	0	0
6:30 PM	0	4	1	0	0	0	0	0	0	3	0	0	0	1	0	0	0
6:45 PM	0	3	1	0	0	0	0	0	0	2	0	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	0
9:45 PM	0	3	1	0	0	0	0	0	0	0	0	0	0	0	1	0	0
10:00 PM	0	3	1	0	0	0	0	0	0	2	0	0	0	1	2	0	0
10:15 PM	1	1	0	0	0	0	0	0	0	1	0	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	0
10:45 PM	0	1	0	0	0	0	0	0	0	2	0	0	0	0	0	0	0

Study Name Wells and 6th 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

Start Time	Southbound Approach Southbound			Westbound Approach Westbound			Northbound Approach Northbound			Eastbound Approach Eastbound		
	Peds CW	Peds CCW	Peds Combined	Peds CW	Peds CCW	Peds Combined	Peds CW	Peds CCW	Peds Combined	Peds CW	Peds CCW	Peds 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	

Study Name Wells and 6th TMC

Start Date 04/23/2015

Start Time 4:30 PM

Site Code

Project Downtown Milwaukee during Bucks playoff game

Type Crosswalk
Classification Pedestrians

Start Time	Southbound Approach Southbound			Westbound Approach Westbound			Northbound Approach Northbound			Eastbound Approach Eastbound		
	Peds CW	Peds CCW	Peds Combin	Peds CW	Peds CCW	Peds Combin	Peds CW	Peds CCW	Peds Combin	Peds CW	Peds CCW	Peds 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	

Study Name Wells and 6th TMC
 Start Date 04/23/2015
 Start Time 4:30 PM
 Site Code
 Project Downtown Milwaukee during Bucks playoff game

Type Road
 Classification Totals

Start Time	Southbound Approach Southbound				Westbound Approach Westbound				Northbound Approach Northbound				Eastbound Approach Eastbound			
	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

EXISTING SIGNAL TIMING PLANS

ELECTRICAL: 3 #4/1 #8 LTP FED FROM WEPKO SERVICE AND VAULT IN ALLEY WP W. OF INTERSECTION AT 4TH (RED PHASE) 120V METER										FUNCTION		KEY	VAL	CYCLE 1				CYCLE 2				CYCLE 3				CYCLE 4												
										D+4+KEY				OFFSET 1	36	OFFSET 1		OFFSET 1	33	OFFSET 1		OFFSET 1		OFFSET 1		OFFSET 1		OFFSET 1		OFFSET 1		OFFSET 1		OFFSET 1		OFFSET 1		
FLASHING PROGRAM : NONE - EMERGENCY ALL RED										ACT. 1 LOCK		0		OFFSET 2		OFFSET 2		OFFSET 2		OFFSET 2		OFFSET 2		OFFSET 2		OFFSET 2		OFFSET 2		OFFSET 2		OFFSET 2		OFFSET 2				
										ACT. 2 LOCK		1		OFFSET 3		OFFSET 3		OFFSET 3		OFFSET 3		OFFSET 3		OFFSET 3		OFFSET 3		OFFSET 3		OFFSET 3		OFFSET 3		OFFSET 3		OFFSET 3		OFFSET 3
FLASH OUTPUT ASSIGN.										ACT. 1 DELAY		2		OFFSET 4		OFFSET 4		OFFSET 4		OFFSET 4		OFFSET 4		OFFSET 4		OFFSET 4		OFFSET 4		OFFSET 4		OFFSET 4		OFFSET 4				
										ACT. 2 DELAY		3		MAX. DWELL	42	MAX. DWELL		MAX. DWELL	39	MAX. DWELL		MAX. DWELL		MAX. DWELL		MAX. DWELL		MAX. DWELL		MAX. DWELL		MAX. DWELL		MAX. DWELL		MAX. DWELL		MAX. DWELL
8	X			X				X		PRE-EMPT 1 LOCK	5																											
9		X							X	PRE-EMPT 2 LOCK	6																											
A							X			PRE-EMPT 3 LOCK	7																											
B										PRE-EMPT 1 DELAY	8																											
C										PRE-EMPT 2 DELAY	9																											
AUXILIARY EQUIPMENT:										PRE-EMPT 3 DELAY		A		CYCLE LENGTH SEC		CYCLE LENGTH SEC		CYCLE LENGTH SEC		CYCLE LENGTH SEC		CYCLE LENGTH SEC		CYCLE LENGTH SEC		CYCLE LENGTH SEC		CYCLE LENGTH SEC		CYCLE LENGTH SEC		CYCLE LENGTH SEC		CYCLE LENGTH SEC				
										B+3+KEY				90	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
PROGRAM: CYCLE 3: 0600-0900 HRS. EX. S/S/H ACTUATION #1: NBLT ARROWS (CYCLE 1 ONLY) ACTUATION #2: EBLT ARROWS (CYCLE 3 ONLY)										LONG POWER DOWN		0	4	SP1		SP2		SP3		SP4		SP1		SP2		SP3		SP4		SP1		SP2		SP3		SP4		
										SHORT POWER DOWN		1	4	1.5									1.5															
TIME IN SERVICE: 9/30/09 @ 0900										SPECIAL ACT. FUNCTIONS																												
										ACT. SIGNAL PLAN		2																										
SIGNAL #: 2045										ACT. CYCLE		3																										
										ACT. SPLIT		4																										
LOCATION: N. DR. MLK DR., W. MCKINLEY AV., & N. OLD WORLD 3RD ST.										ACT. OFFSET		5																										
										RESET INTERVAL		6																										
DESIGNED BY: JCB DRAWN BY: JCB SUPERSEDES: B-09-553-T										# OF CYCLES		7																										
										NO T.B.C. FALL BACK		8																										
CHECKED BY: KAL APPROVED BY: DATE: 9/23/09 DRG. NO.: B-09-842-T										CRD. FROM ACT. MSTR.		9																										
										C+C+KEY																												
DATE: 9/23/09 DRG. NO.: B-09-842-T										DWELL METHOD A		A	0																									
										COORD. MODE		E	1																									
SYSTEM DATA: MASTER: LOVELL AND MICHIGAN PRO. CL.: LOVELL AND MICHIGAN FL. CL.: NONE										COORD. MASTER		F																										
										SYSTEM DATA:																												

**TIME OF DAY / DAY OF WEEK SETTINGS
170 CONTROLLER - W9FT PROGRAM**

	DAY							HR	MN	FN		DAY							HR	MN	FN
	1	2	3	4	5	6	7					1	2	3	4	5	6	7			
1				A80				A81	A82	A83	17				ACO				AC1	AC2	AC3
		X	X	X	X	X		06	00	311											
2				A84				A85	A86	A87	18				AC4				AC5	AC6	AC7
		X	X	X	X	X		09	00	111											
3				A88				A89	A8A	A8B	19				AC8				AC9	ACA	ACB
4				A8C				A8D	A8E	A8F	20				ACC				ACD	ACE	ACF
5				A90				A91	A92	A93	21				ADO				AD1	AD2	AD3
6				A94				A95	A96	A97	22				AD4				AD5	AD6	AD7
7				A98				A99	A9A	A9B	23				AD8				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				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

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
			FUNCTION	ON	OFF
			COORDINATION PLAN = CYCLE / SPLIT / OFFSET (EX. 111)	111 - 444	

LOCATION: N. DR. MLK DR., W. McKINLEY AV., & N. OLD WORLD 3RD ST.			CHECKED BY: KAL	SUPERSEDES: B-09-553-T
DESIGNED BY: JCB	DRAWN BY: JCB	DATE: 9/23/09	APPROVED BY:	SUPERSEDED BY:
			DRG. NO.: B-09-842-T	

	PHASE	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16																																																								
<p>LOCATION</p> <p style="text-align: center;">N. DR. MLK DR., W. MCKINLEY AV., & N. OLD WORLD 3RD ST.</p> <p>SHADED COMBINATIONS ARE NOT PERMITTED DIODES FOR CONFLICTING INDICATIONS</p> <p>CABINET SWITCH LOCATIONS</p> <table border="1" style="width: 100%; text-align: center; border-collapse: collapse;"> <tr><td>1</td><td>2</td><td>3</td><td>4</td><td>5</td><td>6</td><td>7</td></tr> </table> <table border="1" style="width: 100%; text-align: center; border-collapse: collapse;"> <tr><td>8</td><td>9</td><td>10</td><td>11</td><td>12</td><td>13</td><td>14</td></tr> </table> <table border="1" style="width: 100%; text-align: center; border-collapse: collapse;"> <tr> <td>NBLT</td><td>SB</td><td>EBLT</td><td>WB</td><td>-</td><td>NB</td><td>-</td> </tr> <tr><td> </td><td> </td><td> </td><td> </td><td> </td><td> </td><td> </td></tr> <tr><td> </td><td> </td><td> </td><td> </td><td> </td><td> </td><td> </td></tr> </table> <table border="1" style="width: 100%; text-align: center; border-collapse: collapse;"> <tr> <td>EB</td><td>WXW</td><td>NXW</td><td>EXW</td><td>SXW</td><td>CY3</td><td>"A"</td> </tr> <tr><td> </td><td> </td><td> </td><td> </td><td> </td><td>CY2</td><td>"B"</td></tr> <tr><td> </td><td> </td><td> </td><td> </td><td> </td><td>D-1</td><td>"C"</td></tr> </table>	1	2	3	4	5	6	7	8	9	10	11	12	13	14	NBLT	SB	EBLT	WB	-	NB	-															EB	WXW	NXW	EXW	SXW	CY3	"A"						CY2	"B"						D-1	"C"	DIRECTION	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	S. X-WALK				
	1	2	3	4	5	6	7																																																																		
	8	9	10	11	12	13	14																																																																		
	NBLT	SB	EBLT	WB	-	NB	-																																																																		
	EB	WXW	NXW	EXW	SXW	CY3	"A"																																																																		
						CY2	"B"																																																																		
						D-1	"C"																																																																		
	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																																																											
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14	15	16																																																																							
15	16																																																																								
16																																																																									

MONITOR IN SERVICE: 6/11/08 @ 1300

DRG. NO: B-09-842-T

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

FLASH PROGRAM:
NONE - EMERGENCY ALL RED

170 CONTROLLER W4IKS PROGRAM

INTERSECTION PROGRAMMING DATA

PHASE - TIMING DATA (PHASE + KEY)										PHASE FUNCTIONS (0 + KEY)									
FUNCTION	> < <	1	2	3	4	5	6	7	8	FUNCTION	> < <	1	2	3	4	5	6	7	8
MAX I	0			42	67		27		67	VEHICLE RECALL	0			X	X				X
MAX II / HFDW	1									PED. RECALL	1			X					
WALK	2				7					RED LOCK	2					X			
FDW	3				7					YELLOW LOCK	3								
MAX INITIAL	4									PERMIT	4		X	X		X		X	
MIN GREEN	5			7	7		12		7	PED PHASES	5			X					
TIME BEFORE REDUCTION	6									LEAD PHASES	6	X		X		X		X	
TIME TO REDUCE	7									DUAL ENTRY	7			X					X
OBSERVE GAP	8									SEQ TIMING	8								
PASSAGE	9						4			START UP GREEN	9			X					X
MINIMUM GAP	A									OVERLAP A	A								
ADDED / ACTUATION	B									OVERLAP B	B								
YELLOW	C			3.5	4.5		4		4.5	OVERLAP C	C								
RED CLEARANCE	D			1	1		3		1	OVERLAP D	D								
RED REVERT	E									EXCLUSIVE	E								
WALK II	F									SIM GAP	F								
PHASE ASSIGNMENT DESCRIPTION		PHASE 5				SPARE				OVERLAP B									
PHASE 1: SPARE		PHASE 6				NB I-43 RAMP				OVERLAP C									
PHASE 2: SPARE		PHASE 7				SPARE				OVERLAP D									
PHASE 3: SEB LT		PHASE 8				SEB FOND DU LAC				OVERLAP E									
PHASE 4: NWB FOND DU LAC N. X-WALK		OVERLAP A								OVERLAP F									
TIME IN:	11-7-13 @ 13:10				PROGRAM:				SYSTEM DATA										
SOFTWARE:	W4IKS.60				CRD. PL. 4: 1430-1800 HRS. EX. S/S/H				MASTER: FDL AND ROOSEVELT										
SIGNAL NO:	4014				CRD. PL. 7: 0630-0900 HRS. EX. S/S/H				PRO. CL.: FDL AND ROOSEVELT										
LOCATION:	W. FOND DU LAC AV. & NB I-43 RAMPS				EVA: ON NW/SE FIRE CALL. EVA PHASE IS NWB/SEB GREEN (VAR. LENGTH BUT 15 SEC. MIN.) MAX. DELAY TO EVA IS 19 SEC. OPTICOM DETECTION DISTANCE MUST BE AT LEAST 1300 FEET.				FL. CL.: NONE										
					NOTE: SEB LT PUT ON MAX RECALL ON 9/18/06 @ 1310.				PROGRAM INST:										
								AUXILLARY EQUIPMENT: PE CONF. LIGHTS W/ 5A FUSES											

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

**170 CONTROLLER - 4IKS
PROGRAM COORDINATION DATA**

FUNCTION		COORDINATION PLAN								
		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									
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 (SECONDS)	9	26			6			10		
PERMISSIVE LENGTH	A	0			0			0		
MAXIMUM DWELL	B	30			30			30		

FUNCTION	KEY	PHASE								FUNCTION	KEY	PHASE								
		1	2	3	4	5	6	7	8			1	2	3	4	5	6	7	8	
COORD PLAN 1										COORD PLAN 6										
LEAD PHASES	C	X		X		X		X		LEAD PHASES	C									
COORD PHASES	D				X				X	COORD PHASES	D									
PERM 2 PHASES	E									PERM 2 PHASES	E									
MIN RECALL	F			X	X				X	MIN RECALL	F									
COORD PLAN 2										COORD PLAN 7										
LEAD PHASES	C									LEAD PHASES	C	X		X		X		X		
COORD PHASES	D									COORD PHASES	D				X					X
PERM 2 PHASES	E									PERM 2 PHASES	E									
MIN RECALL	F									MIN RECALL	F			X	X					X
COORD PLAN 3										COORD PLAN 8										
LEAD PHASES	C									LEAD PHASES	C									
COORD PHASES	D									COORD PHASES	D									
PERM 2 PHASES	E									PERM 2 PHASES	E									
MIN RECALL	F									MIN RECALL	F									
COORD PLAN 4										COORD PLAN 9										
LEAD PHASES	C	X		X		X		X		LEAD PHASES	C									
COORD PHASES	D				X				X	COORD PHASES	D									
PERM 2 PHASES	E									PERM 2 PHASES	E									
MIN RECALL	F			X	X				X	MIN RECALL	F									
COORD PLAN 5										LOCATION: W. FOND DU LAC AV. & NB I-43 RAMPS										
LEAD PHASES	C									DATE:	10/25/13									
COORD PHASES	D									SUPERSEDES:	B-06-693-T									
PERM 2 PHASES	E									SUPERSEDED:										
MIN RECALL	F									APPROVED:	DRAWING: B-13-659-T									
DESIGNED BY:	SCR		DRAWN BY:			SCR			CHECKED BY:			JCB			APPROVED:					

**170 CONTROLLER - W4IKS PROGRAM
MISCELLANEOUS FUNCTIONS**

FUNCTION	KEY	PHASE NUMBER								FUNCTION	KEY	VAL	FUNCTION	KEY	VAL		
		1	2	3	4	5	6	7	8								
B + O + KEY										B + O + KEY			9 + KEY				
SAMPLE DET	C									MODE (0-4)	4	2	SHORT POWER DOWN	0	4		
ADV. WARN PH	E									MASTER (0=OFF)	5	0	LONG POWER DOWN	1	4		
MRI PHASES	F						X			C + F + KEY			EV A DEL TYPE	2	1		
B + A + KEY										PAGE ID			0		EV B DEL TYPE	3	
FLASH YELLOW	C									OL A RED	4		EV C DEL TYPE	4			
FLASH CIRCUIT	D									OL B RED	5		EV D DEL TYPE	5			
TOD/DOW MAX	E									OL C RED	6		RR DEL TYPE	6			
OL B SWICH P	F									OL D RED	7		PED INHIBIT	7			
B + B + KEY										D + KEY 1 + KEY 2			A	GREEN	8		
OL FL YELLOW	C									FLOATING PED	2E		OL	YELLOW	9		
OL FL CIRC	D									ID NUMBER	2F	14	B	GREEN	A		
TOD/DOW PED	E									COORD PED RECALL	3E	0	OL	YELLOW	B		
OL B SWITCH P	F									REST IN WALK	3F	1	C	GREEN	C		
B + C + KEY										ADV WARN E O G			4E		OL	YELLOW	D
COORD MAX	C									ADV WARN S O G	4F		D	GREEN	E		
TOD RED REST	D									RR RED CLEAR	5E		OL	YELLOW	F		
OL A SWITCH P	E									RR RED COLOR	5F		E + F + KEY				
OL D SWITCH P	F									EV MIN AFT C	7E		RR MAX II	0			
C + F + KEY										EV INDICATORS			7F	5	PED PERM PLAN 1	1	
OVERLAP E	9									B + A + KEY			PED PERM PLAN 2	2			
OVERLAP F	8									PERM 2 P1	9		PED PERM PLAN 3	3			
RED REST	A									PERM 2 P2	A		PED PERM PLAN 4	4			
MAX RECALL	B			X						PERM 2 P3	B		PED PERM PLAN 5	5			
FLASH GREEN	C									B + C + KEY			PED PERM PLAN 6	6			
FLASH WALK	D									PERM 2 P7	9		PED PERM PLAN 7	7			
ADV WALK	E									PERM 2 P8	A		PED PERM PLAN 8	8			
RESTR PHASE	F									PERM 2 P9	B		PED PERM PLAN 9	9			
C + KEY										B + B + KEY			A + 3 + KEY				
START UP YEL	9									PERM 2 P4	9		SAMPLING DETECTION	9			
EV A	A			X				X		PERM 2 P5	A		LEFT TURN TYPE	A			
EV B	B									PERM 2 P6	B		C + KEY				
EV C	C									E + KEY			TRIGGERS ON IN FLASH	8	2		
EV D	D									EV A	DELAY	0	15	DESIGNED BY:	SCR		
HANDICAP PED	E									EV A	MIN	1	0	DRAWN BY:	SCR		
E + KEY										EV B	DELAY	2		CHECKED BY:	JCB		
RR CLEAR PH	B									EV B	MIN	3		DATE:	10/25/13		
RR PERMIT	C									EV C	DELAY	4		SUPERSEDES:			
RR OL PERMIT	D									EV C	MIN	5		B-06-693-T			
LOCATION: W. FOND DU LAC AV. & NB I-43 RAMPS										EV D	DELAY	6		SUPERSEDED BY:			
										EV D	MIN	7					
										OL RED REVERT	8			DRAWING NO:			
										RR	MIN	9		B-13-659-T			
										RR	DELAY	A					

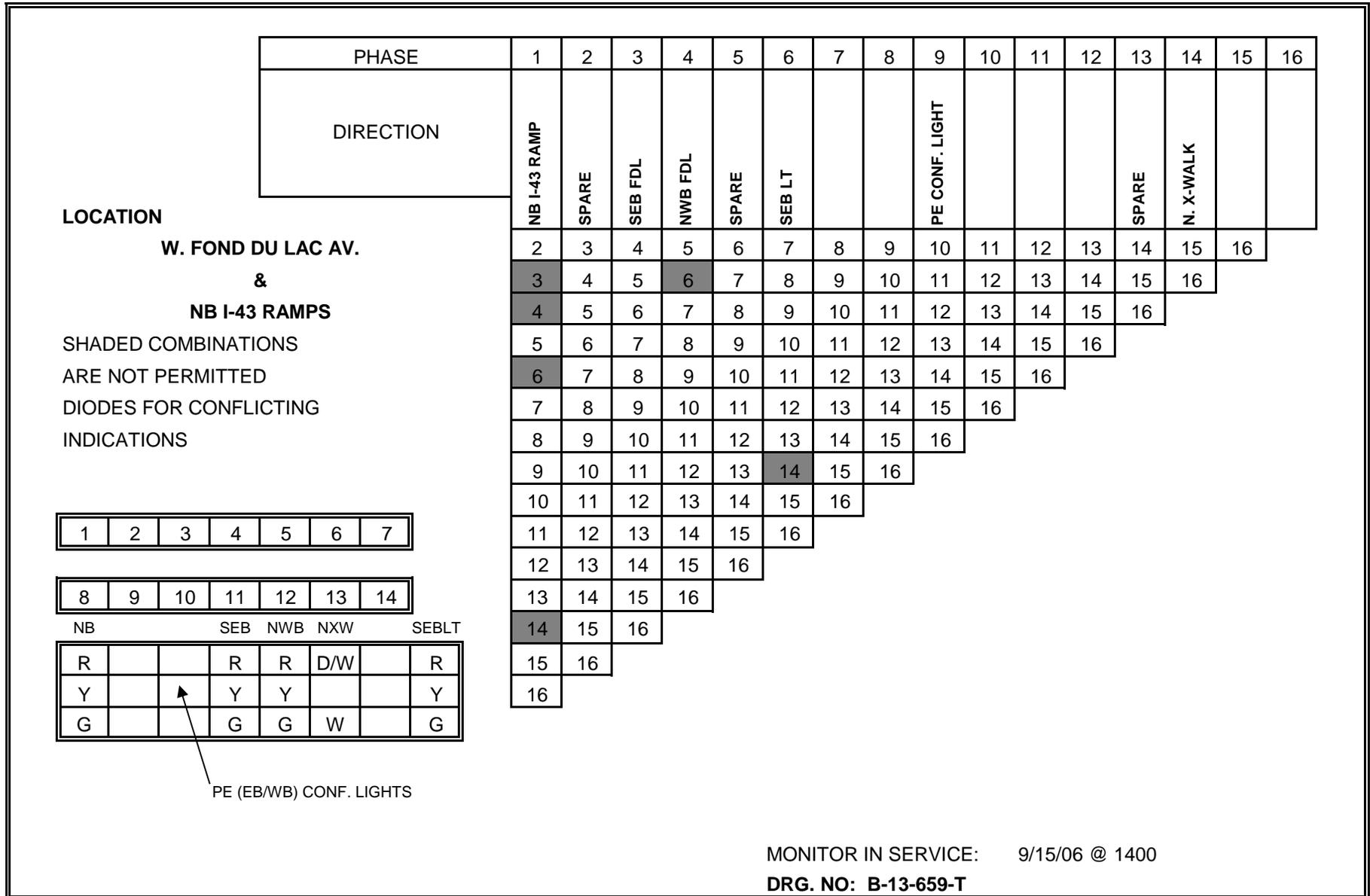
**170 CONTROLLER - W4IKS PROGRAM
TIME BASED COORDINATION PARAMETERS**

	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			
		X	X	X	X	X		06	30	7											
2				84				85	86	87	18				C4	C5	C6	C7			
		X	X	X	X	X		09	00	1											
3				88				89	8A	8B	19				C8	C9	CA	CB			
		X	X	X	X	X		14	30	4											
4				8C				8D	8E	8F	20				CC	CD	CE	CF			
		X	X	X	X	X		18	00	1											
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				BO				B1	B2	B3	29				FO	F1	F2	F3			
14				B4				B5	B6	B7	30				F4	F5	F6	F7			
15				B8				B9	BA	BB	31				F8	F9	FA	FB			
16				BC				BD	BE	BF	32				FC	FD	FE	FF			

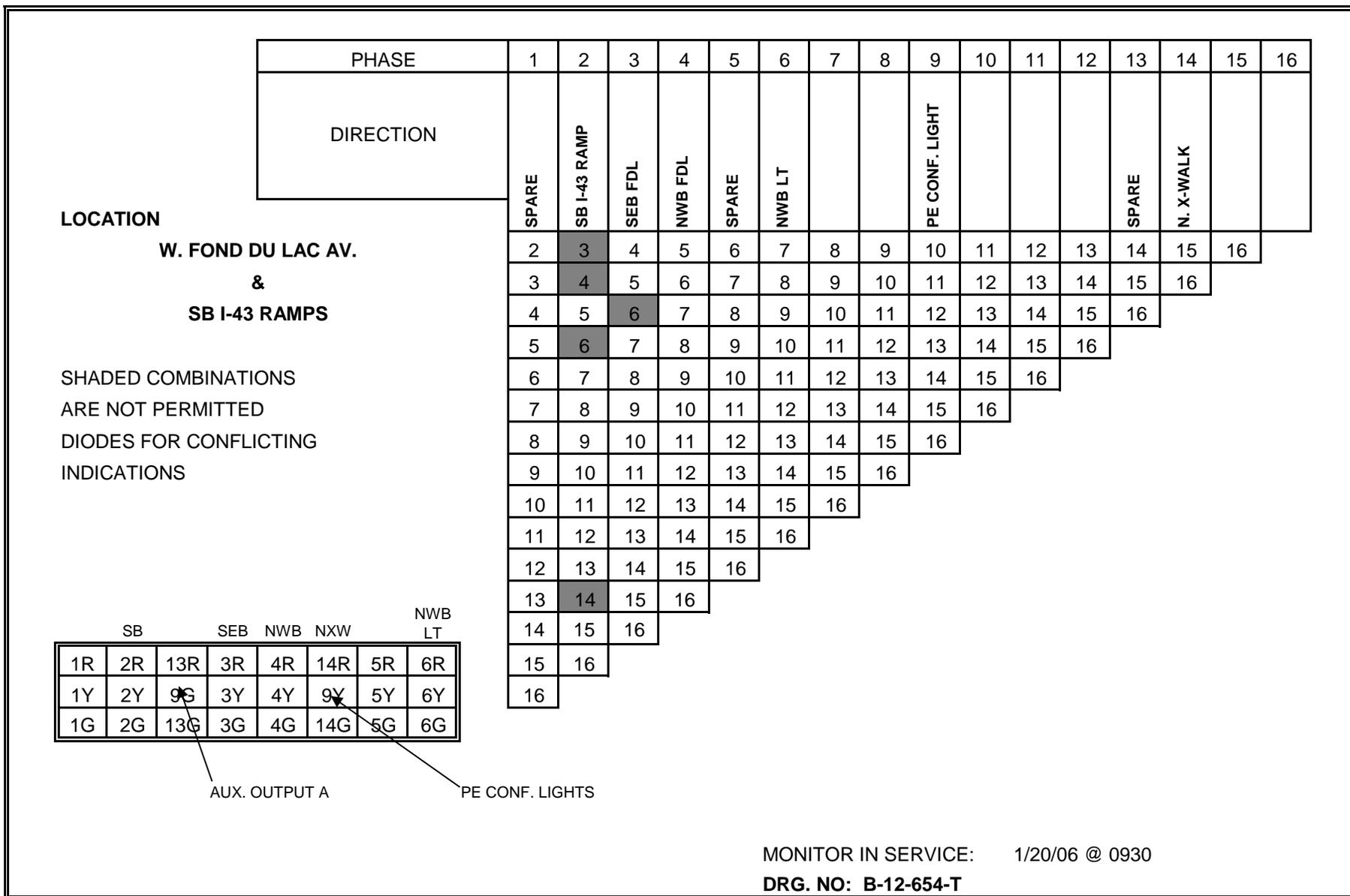
TIME OF DAY / DAY OF WEEK FUNCTION CODES

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



ELECTRICAL: 3 #2/1 #8 LTP. SERV. FED FROM WEPKO WP #05-04815 AT ALLEY ENTRANCE N/S OF WALNUT, W. OF 12TH. 120/240V 120V METER (BLACK Ø)										FUNCTION		KEY	VAL					CYCLE 1		CYCLE 2				CYCLE 3				CYCLE 4					
FLASHING PROGRAM : NONE - EMERGENCY ALL RED										D+4+KEY								OFFSET 1	5	OFFSET 1	75	OFFSET 1	80	OFFSET 1									
FLASH OUTPUT ASSIGN.										# OF INTER		6	21					OFFSET 2		OFFSET 2		OFFSET 2		OFFSET 2									
										TYPE OF CAB.		7	2					OFFSET 3		OFFSET 3		OFFSET 3		OFFSET 3		OFFSET 3							
AUXILIARY EQUIPMENT: PE CONF. LIGHTS W/ 5A FUSE										B+1+KEY								OFFSET 4		OFFSET 4		OFFSET 4		OFFSET 4									
										ACT. 1 LOCK			0					MAX. DWELL	52	MAX. DWELL	44	MAX. DWELL	51	MAX. DWELL									
PROGRAM: ACTUATION #1: NWB LEFT TURN EXTENSION CYCLE 2: 1430-1800 HRS. EX. S/S/H CYCLE 3: 0630-0900 HRS. EX. S/S/H SIG. PL. 4, CYCLE 4: ON NW/SE FIRE CALL. PE PHASE IS NW/SE GREEN (VAR. LENGTH BUT 15 SEC. MIN.) MAX. DELAY TO PE IS 14 SEC. OPTICOM DETECTION DISTANCE MUST BE AT LEAST 1100 FEET.										ACT. 2 LOCK			1					CYCLE LENGTH SEC		CYCLE LENGTH SEC		CYCLE LENGTH SEC		CYCLE LENGTH SEC									
										ACT. 1 DELAY			2					90	90	0	0	90	90	0	0	90	90	0	0				
TIME IN SERVICE: 11-7-13 @ 12:31										ACT. 2 DELAY			3					SP1	SP2	SP3	SP4	SP1	SP2	SP3	SP4	SP1	SP2	SP3	SP4	SP1	SP2	SP3	SP4
										PRE-EMPT 1 LOCK			5					22				14				21				15			
SIGNAL #: 4012										PRE-EMPT 2 LOCK			6					4.5				4.5				4.5							
										PRE-EMPT 3 LOCK			7					2				2				2				2			
LOCATION: W. FOND DU LAC AV. & SB I-43 RAMPS										PRE-EMPT 1 DELAY			8					7				7				7							
										PRE-EMPT 2 DELAY			9					3				3				3				3			
DESIGNED BY: SCR DRAWN BY: SCR SUPERSEDES: B-06-659-T										PRE-EMPT 3 DELAY			A					4.5				4.5				4.5							
										B+3+KEY								2				2				2				2			
CHECKED BY: JCB APPROVED BY: RWB DATE: 10/28/13										LONG POWER DOWN		0	4					7				7				7							
										SHORT POWER DOWN		1	4					3				3				3				3			
DATE: 10/28/13										SPECIAL ACT. FUNCTIONS								3				3				3							
										ACT. SIGNAL PLAN		2						3				3				3				3			
DRAWN BY: SCR APPROVED BY: RWB DATE: 10/28/13										ACT. CYCLE		3						0				0				0							
										ACT. SPLIT		4						0				0				0				0			
SUPERSEDES BY:										ACT. OFFSET		5						2				2				2							
										RESET INTERVAL		6						2.5				2.5				2.5				2.5			
SUPERSEDED BY:										# OF CYCLES		7						1				1				1							
										NO T.B.C. FALL BACK		8						1				1				1				1			
DATE: 10/28/13										CRD. FROM ACT. MSTR.		9						10				10				10							
										C+C+KEY								12				12				16				16			
DATE: 10/28/13										DWELL METHOD A		A	0					4				4				4							
										COORD. MODE		E	1					4				4				4				4			
DATE: 10/28/13										COORD. MASTER		F						4				4				4							
										SYSTEM DATA:								0				0				0				7			
DATE: 10/28/13										MASTER: FDL AND ROOSEVELT																							
										PRO. CL.: FDL AND ROOSEVELT																							
DATE: 10/28/13										FL CL.: NONE																							



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	5	35	1
05	6	36	2
06	7	37	16
07	8	32	20
08	9	33	1
09	10	32	10
0A	11	32	11
0B	12	33	2
0C	13	32	13
0D	14	32	14
0E	15	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
16	23	37	20
17	24		
18	25		
19	26		
1A	27		
1B	28		
1C	29		
1D	30		
1E	31		
1F	32		

STEP CODE PM #			
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 #			
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 SCR	DRAWN SCR	CHECKED JCB	APPROVED	DATE 10/28/13	SUPERSEDES B-06-659-T	SUPERSEDED BY	DRG. NO. B-12-654-T
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**TIME OF DAY / DAY OF WEEK SETTINGS
170 CONTROLLER - W9FT PROGRAM
NORMAL OPERATION**

	DAY							HR	MN	FN		DAY							HR	MN	FN
	1	2	3	4	5	6	7					1	2	3	4	5	6	7			
1				A80				A81	A82	A83	17				ACO				AC1	AC2	AC3
		X	X	X	X	X		06	30	311											
2				A84				A85	A86	A87	18				AC4				AC5	AC6	AC7
		X	X	X	X	X		09	00	111											
3				A88				A89	A8A	A8B	19				AC8				AC9	ACA	ACB
		X	X	X	X	X		14	30	211											
4				A8C				A8D	A8E	A8F	20				ACC				ACD	ACE	ACF
		X	X	X	X	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				A98				A99	A9A	A9B	23				AD8				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				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

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
			FUNCTION	ON	OFF
			COORDINATION PLAN = CYCLE / SPLIT / OFFSET (EX. 111)	111 - 444	

LOCATION: W. FOND DU LAC AV. & SB I-43 RAMPS			CHECKED BY: JCB		SUPERSEDES: B-06-659-T	
DESIGNED BY: SCR			DRAWN BY: SCR		SUPERSEDED BY:	
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**

170 CONTROLLER W4IKS PROGRAM

FLASH PROGRAM:
NONE - EMERGENCY ALL RED

INTERSECTION PROGRAMMING DATA

PHASE - TIMING DATA (PHASE + KEY)										PHASE FUNCTIONS (0 + KEY)									
FUNCTION	> L X	1	2	3	4	5	6	7	8	FUNCTION	> L X	1	2	3	4	5	6	7	8
MAX I	0	21	53		58	7	53		58	VEHICLE RECALL	0		X		X		X		X
MAX II / HFDW	1									PED. RECALL	1				X		X		
WALK	2		6		5		6			RED LOCK	2	X							
FDW	3		21		18		21			YELLOW LOCK	3								
MAX INITIAL	4									PERMIT	4	X	X		X	X	X		X
MIN GREEN	5	7	21		18	7	21		18	PED PHASES	5		X		X		X		X
TIME BEFORE REDUCTION	6									LEAD PHASES	6	X		X		X		X	
TIME TO REDUCE	7									DUAL ENTRY	7		X		X		X		X
OBSERVE GAP	8									SEQ TIMING	8								
PASSAGE	9	1.5				3				START UP GREEN	9				X				X
MINIMUM GAP	A									OVERLAP A	A								
ADDED / ACTUATION	B									OVERLAP B	B								
YELLOW	C	4	4		4	4	4		4	OVERLAP C	C								
RED CLEARANCE	D	1	2.5		2		2.5		2	OVERLAP D	D								
RED REVERT	E									EXCLUSIVE	E								
WALK II	F									SIM GAP	F								
PHASE ASSIGNMENT DESCRIPTION		PHASE 5 SBLT <i>ACT.</i>								OVERLAP B									
PHASE 1: NBLT <i>ACT.</i>		PHASE 6 NB 6TH E. X-WALK								OVERLAP C									
PHASE 2: SB 6TH WXW (ACT.)		PHASE 7 SPARE								OVERLAP D									
PHASE 3: SPARE		PHASE 8 EB FOND DU LAC								OVERLAP E EBRT									
PHASE 4: WB McKINLEY N. X-WALK		OVERLAP A								OVERLAP F									
TIME IN: 5/7/09 @ 1300		PROGRAM: CRD. PL. 7: 0600-0900 HRS. EX. S/S/H CRD. PL. 4: 1500-1800 HRS. EX. S/S/H EVA: ON N/S FIRE CALL. EVA PHASE IS NB/SB GREEN (VAR. LENGTH BUT 15 SEC. MIN.) MAX. DELAY TO EVA IS 27.5 SEC. OPTICOM DETECTION DISTANCE MUST BE AT LEAST 1800 FEET.								SYSTEM DATA									
SOFTWARE: W4IKS.60										MASTER: LOVELL AND MICHIGAN									
SIGNAL NO: 2031										PRO. CL.: LOVELL AND MICHIGAN									
LOCATION: W. FOND DU LAC AV., W. McKINLEY AV., & N. 6TH ST.										FL. CL.: NONE									
										PROGRAM INST:									
										AUXILLARY EQUIPMENT: OPTICOM FLOOD LIGHTS W/ 5A FUSE									

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

**170 CONTROLLER - 4IKS
PROGRAM COORDINATION DATA**

FUNCTION		COORDINATION PLAN								
		1	2	3	4	5	6	7	8	9
CYCLE LENGTH	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 (SECONDS)	9	7			12			81		
PERMISSIVE LENGTH	A	20			20			20		
MAXIMUM DWELL	B	30			30			30		

FUNCTION	KEY	PHASE								FUNCTION	KEY	PHASE								
		1	2	3	4	5	6	7	8			1	2	3	4	5	6	7	8	
COORD PLAN 1									COORD PLAN 6											
LEAD PHASES	C	X		X		X		X		LEAD PHASES	C									
COORD PHASES	D				X				X	COORD PHASES	D									
PERM 2 PHASES	E									PERM 2 PHASES	E									
MIN RECALL	F		X		X		X		X	MIN RECALL	F									
COORD PLAN 2									COORD PLAN 7											
LEAD PHASES	C									LEAD PHASES	C	X		X		X		X		
COORD PHASES	D									COORD PHASES	D				X					X
PERM 2 PHASES	E									PERM 2 PHASES	E									
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	E									PERM 2 PHASES	E									
MIN RECALL	F									MIN RECALL	F									
COORD PLAN 4									COORD PLAN 9											
LEAD PHASES	C	X		X		X		X		LEAD PHASES	C									
COORD PHASES	D				X				X	COORD PHASES	D									
PERM 2 PHASES	E									PERM 2 PHASES	E									
MIN RECALL	F		X		X		X		X	MIN RECALL	F									
COORD PLAN 5									LOCATION:											
LEAD PHASES	C									W. FOND DU LAC AV., W. MCKINLEY AV., & N. 6TH ST.										
COORD PHASES	D																			
PERM 2 PHASES	E									DATE:	SUPERSEDES: B-08-755-T									
MIN RECALL	F									3/18/09	SUPERSEDED:									
DESIGNED BY:	DRAWN BY:		CHECKED BY:						APPROVED:		DRAWING: B-09-555-T									
JCB	JCB		JCB																	

**170 CONTROLLER - W4IKS PROGRAM
MISCELLANEOUS FUNCTIONS**

FUNCTION	KEY	PHASE NUMBER								FUNCTION	KEY	VAL	FUNCTION	KEY	VAL
		1	2	3	4	5	6	7	8						
B + O + KEY									B + O + KEY			9 + KEY			
SAMPLE DET	C								MODE (0-4)	4	2	SHORT POWER DOWN	0	4	
ADV. WARN PH	E								MASTER (0=OFF)	5	0	LONG POWER DOWN	1	4	
MRI PHASES	F	X				X			C + F + KEY			EV A DEL TYPE	2	1	
B + A + KEY									PAGE ID	0		EV B DEL TYPE	3		
FLASH YELLOW	C								OL A RED	4		EV C DEL TYPE	4		
FLASH CIRCUIT	D								OL B RED	5		EV D DEL TYPE	5		
TOD/DOW MAX	E								OL C RED	6		RR DEL TYPE	6		
OL B SWICH P	F								OL D RED	7		PED INHIBIT	7		
B + B + KEY									D + KEY 1 + KEY 2			A	GREEN	8	
OL FL YELLOW	C								FLOATING PED	2E		OL	YELLOW	9	
OL FL CIRC	D								ID NUMBER	2F	31	B	GREEN	A	
TOD/DOW PED	E								COORD PED RECALL	3E	0	OL	YELLOW	B	
OL B SWITCH P	F								REST IN WALK	3F	1	C	GREEN	C	
B + C + KEY									ADV WARN E O G	4E		OL	YELLOW	D	
COORD MAX	C								ADV WARN S O G	4F		D	GREEN	E	
TOD RED REST	D								RR RED CLEAR	5E		OL	YELLOW	F	
OL A SWITCH P	E								RR RED COLOR	5F		E + F + KEY			
OL D SWITCH P	F								EV MIN AFT C	7E		RR MAX II	0		
C + F + KEY									EV INDICATORS	7F	5	PED PERM PLAN 1	1	51	
OVERLAP E	8	X			X			X	B + A + KEY			PED PERM PLAN 2	2		
OVERLAP F	9								PERM 2 P1	9		PED PERM PLAN 3	3		
RED REST	A								PERM 2 P2	A		PED PERM PLAN 4	4	51	
MAX RECALL	B		X				X		PERM 2 P3	B		PED PERM PLAN 5	5		
FLASH GREEN	C								B + C + KEY			PED PERM PLAN 6	6		
FLASH WALK	D								PERM 2 P7	9		PED PERM PLAN 7	7	38	
ADV WALK	E								PERM 2 P8	A		PED PERM PLAN 8	8		
RESTR PHASE	F								PERM 2 P9	B		PED PERM PLAN 9	9		
C + KEY									B + B + KEY			A + 3 + KEY			
START UP YEL	9								PERM 2 P4	9		SAMPLING DETECTION	9		
EV A	A		X				X		PERM 2 P5	A		LEFT TURN TYPE	A		
EV B	B								PERM 2 P6	B		C + KEY			
EV C	C								E + KEY			TRIGGERS ON IN FLASH	8	2	
EV D	D								EV A	DELAY	0	0	DESIGNED BY:	JCB	
HANDICAP PED	E								EV A	MIN	1	15	DRAWN BY:	JCB	
E + KEY									EV B	DELAY	2		CHECKED BY:	JCB	
RR CLEAR PH	B								EV B	MIN	3		DATE:	3/18/09	
RR PERMIT	C								EV C	DELAY	4		SUPERSEDES:		
RR OL PERMIT	D								EV C	MIN	5		B-08-755-T		
LOCATION: W. FOND DU LAC AV., W. McKINLEY AV., & N. 6TH ST.									EV D	DELAY	6		SUPERSEDED BY:		
									EV D	MIN	7				
									OL RED REVERT		8		DRAWING NO:		
									RR	MIN	9		B-09-555-T		
					DELAY	A									

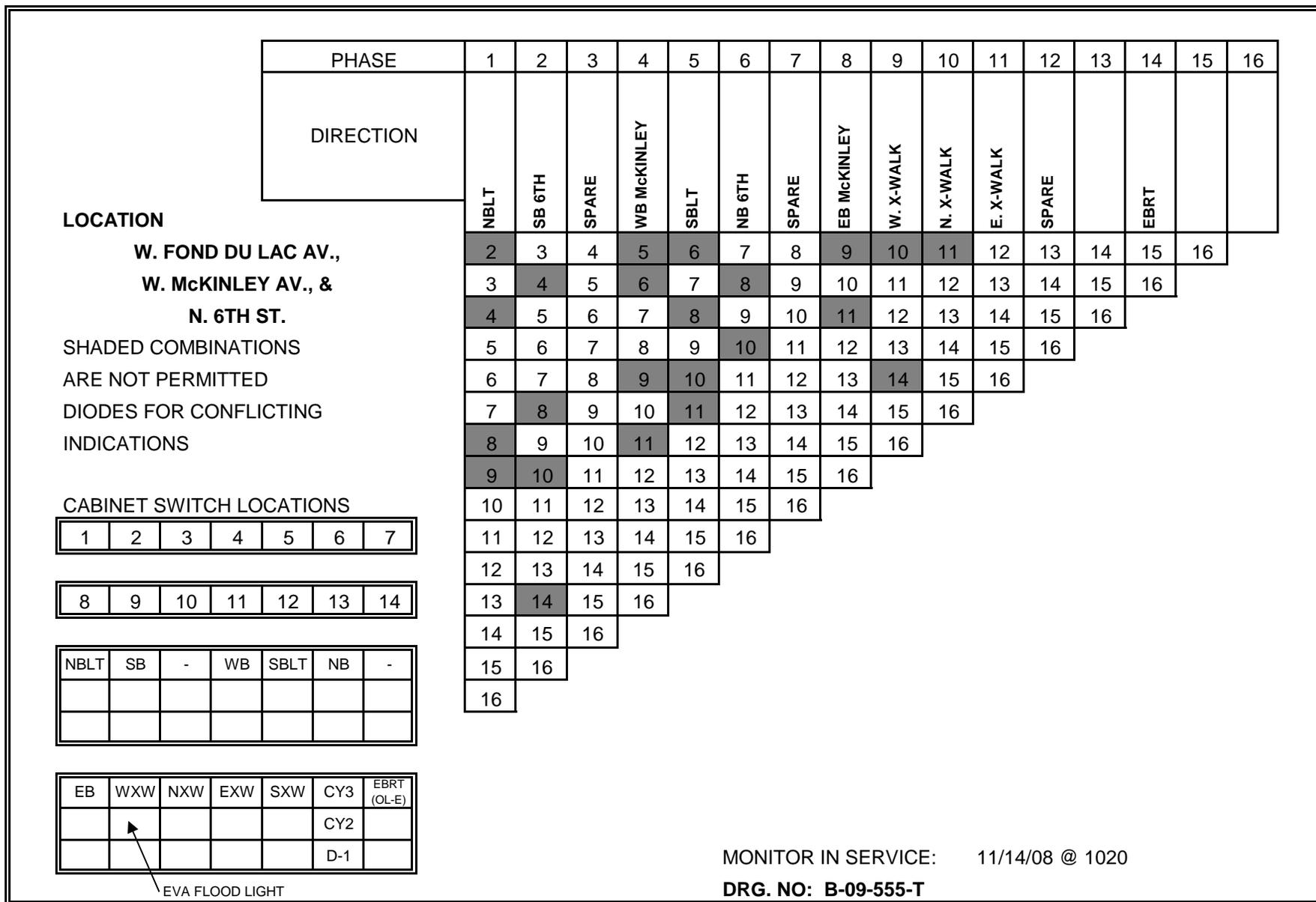
**170 CONTROLLER - W4IKS PROGRAM
TIME BASED COORDINATION PARAMETERS**

	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			
		X	X	X	X	X		06	00	7											
2				84				85	86	87	18				C4	C5	C6	C7			
		X	X	X	X	X		09	00	1											
3				88				89	8A	8B	19				C8	C9	CA	CB			
		X	X	X	X	X		15	00	4											
4				8C				8D	8E	8F	20				CC	CD	CE	CF			
		X	X	X	X	X		18	00	1											
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				BO				B1	B2	B3	29				FO	F1	F2	F3			
14				B4				B5	B6	B7	30				F4	F5	F6	F7			
15				B8				B9	BA	BB	31				F8	F9	FA	FB			
16				BC				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. FOND DU LAC AV., W. MCKINLEY AV., & N. 6TH ST.		CHECKED BY: JCB		SUPERSEDES: B-08-755-T	
DESIGNED BY: JCB		DRAWN BY: JCB		SUPERSEDED BY:	
DATE: 3/18/09		APPROVED BY:		DRG. NO.: B-09-555-T	



ELECTRICAL: 2 #4 LTP SERV. FED FROM WEPKO MH 120V METER										FUNCTION	KEY	VAL	CYCLE 1				CYCLE 2				CYCLE 3				CYCLE 4								
										D+4+KEY				OFFSET 1	39	OFFSET 1	35	OFFSET 1		OFFSET 1		OFFSET 1		OFFSET 1		OFFSET 1		OFFSET 1		OFFSET 1			
										# OF INTER	6	8	OFFSET 2		OFFSET 2		OFFSET 2		OFFSET 2		OFFSET 2		OFFSET 2		OFFSET 2		OFFSET 2						
										TYPE OF CAB.	7	2	OFFSET 3		OFFSET 3		OFFSET 3		OFFSET 3		OFFSET 3		OFFSET 3		OFFSET 3		OFFSET 3						
										B+1+KEY				OFFSET 4		OFFSET 4		OFFSET 4		OFFSET 4		OFFSET 4		OFFSET 4		OFFSET 4		OFFSET 4					
FLASHING PROGRAM : 2400-0900 HRS.; N/S-YELLOW, WB-RED										ACT. 1 LOCK	0		MAX. DWELL	57	MAX. DWELL	57	MAX. DWELL		MAX. DWELL		MAX. DWELL		MAX. DWELL		MAX. DWELL		MAX. DWELL		MAX. DWELL				
										ACT. 2 LOCK	1		CYCLE LENGTH		CYCLE LENGTH		CYCLE LENGTH		CYCLE LENGTH		CYCLE LENGTH		CYCLE LENGTH		CYCLE LENGTH		CYCLE LENGTH		CYCLE LENGTH				
										ACT. 1 DELAY	2		SEC		SEC		SEC		SEC		SEC		SEC		SEC		SEC		SEC				
FLASH OUTPUT ASSIGN.		1	2	3	4	5	6	7	8	ACT. 2 DELAY	3		90	0	0	0	90	0	0	0	0	0	0	0	0	0	0						
	8		X			X				PRE-EMPT 1 LOCK	5		SP1	SP2	SP3	SP4	SP1	SP2	SP3	SP4	SP1	SP2	SP3	SP4	SP1	SP2	SP3	SP4					
	9				X					PRE-EMPT 2 LOCK	6		42				42																
	A									PRE-EMPT 3 LOCK	7		11				11																
	B									PRE-EMPT 1 DELAY	8		4				4																
C									PRE-EMPT 2 DELAY	9		1.5				1.5																	
AUXILLARY EQUIPMENT: 1 1/4" VENT PIPE POLICE HANDCORD OPERATION										PRE-EMPT 3 DELAY	A		5				10																
										B+3+KEY																							
										LONG POWER DOWN	0	4	6				16																
										SHORT POWER DOWN	1	4	7				4																
PROGRAM: CYCLE 2: 1500-1800 HRS. EX. S/S/H										SPECIAL ACT. FUNCTIONS		8	1.5			1.5																	
										ACT. SIGNAL PLAN	2		9																				
										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	A	0	18																				
										COORD. MODE	E	1	19																				
										COORD. MASTER	F		20																				
TIME IN SERVICE: 2-7-12 @ 12:53										SYSTEM DATA:		21																					
SIGNAL #: 2029										MASTER:	LOVELL AND MICHIGAN		22																				
										PRO. CL.:	LOVELL AND MICHIGAN		23																				
										FL. CL.:	LOCAL		24																				
LOCATION: W. HIGHLAND AV. & N. 4TH ST.										DESIGNED BY: JCB				DRAWN BY: JCB				SUPERSEDES: B-09-568-T															
										CHECKED BY: JCB				APPROVED BY: RWB				SUPERSEDED BY:															
										DATE: 1/21/11				DRG. NO.: B-11-537-T																			

SIGNAL PLAN #1

INTERVAL	NB 4TH		SB 4TH		EW X-WALKS		SPARE		WB HIGHLAND		N/S X-WALKS		SPARE		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	Y	G	R	Y	G	DW	W	-	-	-	R	Y	G	DW	W	-	-	-	-											
1			1			1	1				1			1									1						5	1	
2			2			2	F				2			2															5	2	
3		3			3		3				3			3												1	4		5	3	
4	4			4			4				4			4												1	1.5		5	4	
5	5			5			5					5		5															5	5	
6	6			6			6					6	F																5	6	
7	7			7			7				7		7													1	4		5	7	
8	8			8			8				8		8													1	1.5		5	8	
9																														9	
10																														10	
11																														11	
12																														12	
13																														13	
14																														14	
15																														15	
16																														16	
17																														17	
18																														18	
19																														19	
20																														20	
21																														21	
22																														22	
23																														23	
24																														24	
LOCATION : W. HIGHLAND AV. & N. 4TH ST.		CYCLE XFER	1	FLASH ENTRY	8	DWELL	1	PLAN OPERATES	ALL TIMES EX. FLASH		DATE	1/21/11	SUPERSEDES	B-09-568-T																	
		SPLIT XFER	1	FLASH EXIT	1	INITIALIZATION	1					SUPERSEDED BY																			
		DESIGNED BY: JCB			DRAWN BY JCB			CHECKED BY JCB			APPROVED BY			DRG. NO.: B-11-537-T																	

**TIME OF DAY / DAY OF WEEK SETTINGS
170 CONTROLLER - W9FT PROGRAM**

	DAY							HR	MN	FN		DAY							HR	MN	FN
	1	2	3	4	5	6	7					1	2	3	4	5	6	7			
1	A80							A81	A82	A83	17	ACO							AC1	AC2	AC3
	X	X	X	X	X	X	X	00	00	11											
2	A84							A85	A86	A87	18	AC4							AC5	AC6	AC7
	X	X	X	X	X	X	X	09	00	12											
3	A88							A89	A8A	A8B	19	AC8							AC9	ACA	ACB
	X	X	X	X	X	X	X	09	00	111											
4	A8C							A8D	A8E	A8F	20	ACC							ACD	ACE	ACF
		X	X	X	X	X		15	00	211											
5	A90							A91	A92	A93	21	ADO							AD1	AD2	AD3
		X	X	X	X	X		18	00	111											
6	A94							A95	A96	A97	22	AD4							AD5	AD6	AD7
7	A98							A99	A9A	A9B	23	AD8							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							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

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
FUNCTION				ON	OFF
COORDINATION PLAN = CYCLE / SPLIT / OFFSET (EX. 111)				111 - 444	

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

	PHASE	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
	DIRECTION	NB 4TH	SB 4TH	SPARE	WB HIGHLAND	SPARE	SPARE			SPARE				E: X-WALK	N/S X-WALKS		

LOCATION:
W. HIGHLAND AV.
&
N. 4TH ST.

SHADED COMBINATIONS
 ARE NOT PERMITTED
 DIODES FOR CONFLICTING
 INDICATIONS

CABINET SWITCH LOCATIONS

1	2	13	3	4	14	5	6
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CONFLICT MONITOR CONNECTIONS

NB	SB	E/W XWS	EB	WB	N/S XWS		
1R	2R	13R	3R	4R	14R	5R	6R
1Y	2Y	9G	3Y	4Y	9Y	5Y	6Y
1G	2G	13G	3G	4G	14G	5G	6G

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	
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			
6	7	8	9	10	11	12	13	14	15	16				
7	8	9	10	11	12	13	14	15	16					
8	9	10	11	12	13	14	15	16						
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										
13	14	15	16											
14	15	16												
15	16													
16														

MONITOR IN SERVICE: 9/30/05 @ 0830
DRG. NO: B-11-537-T

**170 CONTROLLER - 4IKS
PROGRAM COORDINATION DATA**

FUNCTION		COORDINATION PLAN								
		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 LENGTH	A	0			0			0		
MAXIMUM DWELL	B	30			30			30		

FUNCTION	KEY	PHASE								FUNCTION	KEY	PHASE								
		1	2	3	4	5	6	7	8			1	2	3	4	5	6	7	8	
COORD PLAN 1										COORD PLAN 6										
LEAD PHASES	C	X		X		X		X		LEAD PHASES	C									
COORD PHASES	D		X					X		COORD PHASES	D									
PERM 2 PHASES	E									PERM 2 PHASES	E									
MIN RECALL	F		X		X		X		X	MIN RECALL	F									
COORD PLAN 2										COORD PLAN 7										
LEAD PHASES	C									LEAD PHASES	C	X		X		X		X		
COORD PHASES	D									COORD PHASES	D		X				X			
PERM 2 PHASES	E									PERM 2 PHASES	E									
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	E									PERM 2 PHASES	E									
MIN RECALL	F									MIN RECALL	F									
COORD PLAN 4										COORD PLAN 9										
LEAD PHASES	C	X		X		X		X		LEAD PHASES	C									
COORD PHASES	D		X					X		COORD PHASES	D									
PERM 2 PHASES	E									PERM 2 PHASES	E									
MIN RECALL	F		X		X		X		X	MIN RECALL	F									
COORD PLAN 5										LOCATION: W. HIGHLAND AV. & N. 6TH ST.										
LEAD PHASES	C									DATE:	3/18/09									
COORD PHASES	D									SUPERSEDES:	B-08-618-T									
PERM 2 PHASES	E									SUPERSEDED:										
MIN RECALL	F									APPROVED:	DRAWING: B-09-569-T									
DESIGNED BY:	JCB		DRAWN BY:				JCB				CHECKED BY:				JCB					

**170 CONTROLLER - W4IKS PROGRAM
MISCELLANEOUS FUNCTIONS**

FUNCTION	KEY	PHASE NUMBER								FUNCTION	KEY	VAL	FUNCTION	KEY	VAL
		1	2	3	4	5	6	7	8						
B + O + KEY										B + O + KEY			9 + KEY		
SAMPLE DET	C									MODE (0-4)	4	1	SHORT POWER DOWN	0	4
ADV. WARN PH	E									MASTER (0=OFF)	5	0	LONG POWER DOWN	1	4
MRI PHASES	F	X								C + F + KEY			EV A DEL TYPE	2	1
B + A + KEY										PAGE ID	0		EV B DEL TYPE	3	1
FLASH YELLOW	C		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	E									OL C RED	6		RR DEL TYPE	6	
OL B SWICH P	F									OL D RED	7		PED INHIBIT	7	
B + B + KEY										D + KEY 1 + KEY 2			A	GREEN	8
OL FL YELLOW	C									FLOATING PED	2E		OL	YELLOW	9
OL FL CIRC	D									ID NUMBER	2F	28	B	GREEN	A
TOD/DOW PED	E									COORD PED RECALL	3E	0	OL	YELLOW	B
OL B SWITCH P	F									REST IN WALK	3F	1	C	GREEN	C
B + C + KEY										ADV WARN E O G	4E		OL	YELLOW	D
COORD MAX	C									ADV WARN S O G	4F		D	GREEN	E
TOD RED REST	D									RR RED CLEAR	5E		OL	YELLOW	F
OL A SWITCH P	E									RR RED COLOR	5F		E + F + KEY		
OL D SWITCH P	F									EV MIN AFT C	7E		RR MAX II	0	
C + F + KEY										EV INDICATORS	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	A									PERM 2 P2	A		PED PERM PLAN 4	4	
MAX RECALL	B									PERM 2 P3	B		PED PERM PLAN 5	5	
FLASH GREEN	C									B + C + KEY			PED PERM PLAN 6	6	
FLASH WALK	D									PERM 2 P7	9		PED PERM PLAN 7	7	
ADV WALK	E									PERM 2 P8	A		PED PERM PLAN 8	8	
RESTR PHASE	F									PERM 2 P9	B		PED PERM PLAN 9	9	
C + KEY										B + B + KEY			A + 3 + KEY		
START UP YEL	9									PERM 2 P4	9		SAMPLING DETECTION	9	
EV A	A		X					X		PERM 2 P5	A		LEFT TURN TYPE	A	
EV B	B				X				X	PERM 2 P6	B		C + KEY		
EV C	C									E + KEY			TRIGGERS ON IN FLASH	8	2
EV D	D									EV A	DELAY	0	0	DESIGNED BY:	JCB
HANDICAP PED	E									EV A	MIN	1	15	DRAWN BY:	JCB
E + KEY										EV B	DELAY	2	0	CHECKED BY:	JCB
RR CLEAR PH	B									EV B	MIN	3	15	DATE:	3/18/09
RR PERMIT	C									EV C	DELAY	4		SUPERSEDES:	
RR OL PERMIT	D									EV C	MIN	5		B-08-618-T	
LOCATION: W. HIGHLAND AV. & N. 6TH ST.										EV D	DELAY	6		SUPERSEDED BY:	
										EV D	MIN	7			
										OL RED REVERT	8			DRAWING NO:	
										RR	MIN	9			
										RR	DELAY	A		B-09-569-T	

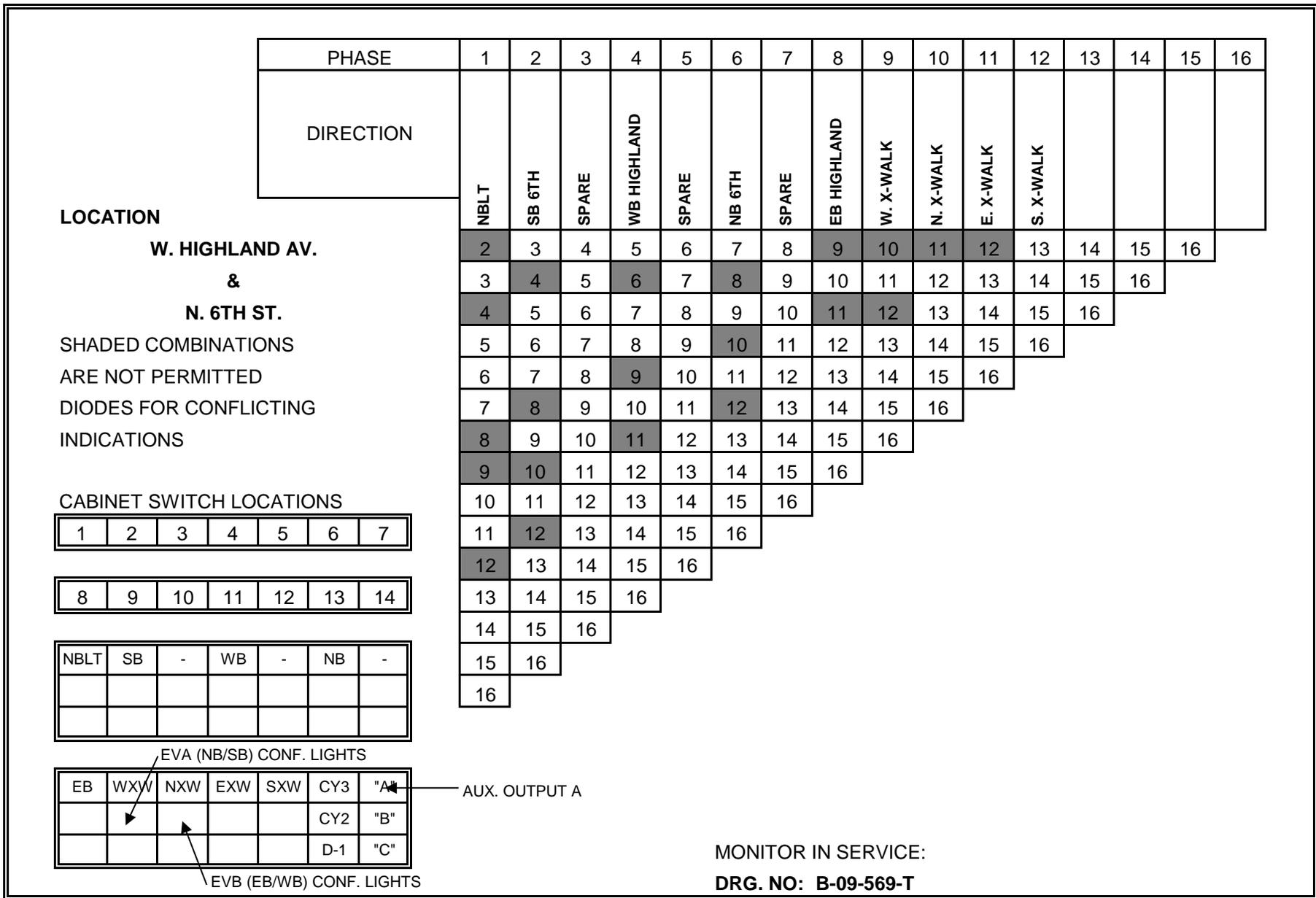
**170 CONTROLLER - W4IKS PROGRAM
TIME BASED COORDINATION PARAMETERS**

	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
	X	X	X	X	X	X	X	00	00	33											
2	84							85	86	87	18	C4							C5	C6	C7
	X	X	X	X	X	X	X	00	02	83											
3	88							89	8A	8B	19	C8							C9	CA	CB
	X	X	X	X	X	X	X	06	00	32											
4	8C							8D	8E	8F	20	CC							CD	CE	CF
	X						X	06	00	1											
5	90							91	92	93	21	DO							D1	D2	D3
		X	X	X	X	X		06	00	7											
6	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
		X	X	X	X	X		15	00	4											
10	A4							A5	A6	A7	26	E4							E5	E6	E7
		X	X	X	X	X		18	00	1											
11	A8							A9	AAE	AB	27	E8							E9	EA	EB
	X	X	X	X	X	X	X	23	58	73											
12	AC							AD	AE	AF	28	EC							ED	EE	EF
13	BO							B1	B2	B3	29	FO							F1	F2	F3
14	B4							B5	B6	B7	30	F4							F5	F6	F7
15	B8							B9	BA	BB	31	F8							F9	FA	FB
16	BC							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. HIGHLAND AV. & N. 6TH ST.		CHECKED BY: JCB		SUPERSEDES: B-08-618-T	
DESIGNED BY: JCB		DRAWN BY: JCB		SUPERSEDED BY:	
DATE: 3/18/09		APPROVED BY:		DRG. NO.: B-09-569-T	



MONITOR IN SERVICE:
DRG. NO: B-09-569-T

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

PHASE - TIMING DATA (PHASE + KEY)										PHASE FUNCTIONS (0 + KEY)									
FUNCTION	>L X<	1	2	3	4	5	6	7	8	FUNCTION	>L X<	1	2	3	4	5	6	7	8
MAX I	0			4	66		33	7	66	VEHICLE RECALL	0			X	X		X	X	X
MAX II / HFDW	1									PED. RECALL	1	X		X		X			X
WALK	2		28		7		19		7	RED LOCK	2								
FDW	3		11		11		14		11	YELLOW LOCK	3								
MAX INITIAL	4									PERMIT	4		X	X	X		X	X	X
MIN GREEN	5			4	11		14	7	11	PED PHASES	5	X		X		X		X	X
TIME BEFORE REDUCTION	6									LEAD PHASES	6	X		X		X		X	
TIME TO REDUCE	7									DUAL ENTRY	7		X		X		X		X
OBSERVE GAP	8									SEQ TIMING	8								
PASSAGE	9									START UP GREEN	9				X				X
MINIMUM GAP	A									OVERLAP A	A		X	X					
ADDED / ACTUATION	B									OVERLAP B	B							X	X
YELLOW	C			4	4		4	3.5	4	OVERLAP C	C								
RED CLEARANCE	D			2	1.5		2		1.5	OVERLAP D	D								
RED REVERT	E									EXCLUSIVE	E								
WALK II	F									SIM GAP	F								
PHASE ASSIGNMENT DESCRIPTION		PHASE 5				SPARE				OVERLAP WB @ 12TH									
PHASE 1: SPARE		PHASE 6				NB/SB 12TH E/W XWS @ 12TH				OVERLAP B									
PHASE 2: EXW @ 11TH (OL-A)		PHASE 7				WBLT @ 12TH				OVERLAP C									
PHASE 3: DUMMY (OL-B)		PHASE 8				EB @ 12TH N/S XWS @ 12TH				OVERLAP D									
PHASE 4: EB/WB @ 11TH N/S XWS @ 11TH		OVERLAP A				SB 11TH (SB I-43 OFF-RAMP)				OVERLAP E									
OVERLAP F																			
TIME IN: 5/22/09 @ 0840		PROGRAM:				CRD. PL. 4: 1500-1800 HRS. EX. S/S/H				SYSTEM DATA									
SOFTWARE: W4IKS.60						CRD. PL. 7: 0600-0900 HRS. EX. S/S/H				MASTER: LOVELL AND MICHIGAN									
SIGNAL NO: 2025						EVA: ON E/W FIRE CALL. EVA PHASE IS EB/WB GREEN (VAR. LENGTH BUT 15 SEC. MIN.) MAX. DELAY TO EVA IS 19.5 SEC. OPTICOM DETECTION DISTANCE MUST BE AT LEAST 1300 FEET.				PRO. CL.: LOVELL AND MICHIGAN									
LOCATION: W. HIGHLAND AV., N. 11TH ST., & N. 12TH ST.										FL. CL.: NONE									
										PROGRAM INST:									
										AUXILLARY EQUIPMENT: PE CONF. LIGHTS W/ 5A FUSES JUMPER CABLE TO 11TH ST DUMMY CAB.									

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

**170 CONTROLLER - 4IKS
PROGRAM COORDINATION DATA**

FUNCTION		COORDINATION PLAN								
		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	57			57			57		
FORCE OFF PH 3	3	61			61			61		
FORCE OFF PH 4	4	0			0			0		
FORCE OFF PH 5	5									
FORCE OFF PH 6	6	51			51			51		
FORCE OFF PH 7	7	64			64			64		
FORCE OFF PH 8	8	0			0			0		
OFFSET (SECONDS)	9	56			56			53		
PERMISSIVE LENGTH	A	12			12			12		
MAXIMUM DWELL	B	30			30			30		

FUNCTION	KEY	PHASE								FUNCTION	KEY	PHASE								
		1	2	3	4	5	6	7	8			1	2	3	4	5	6	7	8	
COORD PLAN 1										COORD PLAN 6										
LEAD PHASES	C	X		X		X		X		LEAD PHASES	C									
COORD PHASES	D				X				X	COORD PHASES	D									
PERM 2 PHASES	E									PERM 2 PHASES	E									
MIN RECALL	F			X	X		X	X	X	MIN RECALL	F									
COORD PLAN 2										COORD PLAN 7										
LEAD PHASES	C									LEAD PHASES	C	X		X		X		X		
COORD PHASES	D									COORD PHASES	D				X					X
PERM 2 PHASES	E									PERM 2 PHASES	E									
MIN RECALL	F									MIN RECALL	F			X	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	E									PERM 2 PHASES	E									
MIN RECALL	F									MIN RECALL	F									
COORD PLAN 4										COORD PLAN 9										
LEAD PHASES	C	X		X		X		X		LEAD PHASES	C									
COORD PHASES	D				X				X	COORD PHASES	D									
PERM 2 PHASES	E									PERM 2 PHASES	E									
MIN RECALL	F			X	X		X	X	X	MIN RECALL	F									
COORD PLAN 5										LOCATION:										
LEAD PHASES	C									W. HIGHLAND AV., N. 11TH ST., & N. 12TH ST.										
COORD PHASES	D																			
PERM 2 PHASES	E									DATE:	SUPERSEDES: B-08-744-T									
MIN RECALL	F									3/11/09	SUPERSEDED:									
DESIGNED BY:	DRAWN BY:		CHECKED BY:		APPROVED:		DRAWING: B-09-572-T													
JCB	JCB		JCB																	

**170 CONTROLLER - W4IKS PROGRAM
MISCELLANEOUS FUNCTIONS**

FUNCTION	KEY	PHASE NUMBER								FUNCTION	KEY	VAL	FUNCTION	KEY	VAL	
		1	2	3	4	5	6	7	8							
B + O + KEY										B + O + KEY			9 + KEY			
SAMPLE DET	C									MODE (0-4)	4	2	SHORT POWER DOWN	0	4	
ADV. WARN PH	E									MASTER (0=OFF)	5	0	LONG POWER DOWN	1	4	
MRI PHASES	F									C + F + KEY			EV A DEL TYPE	2	1	
B + A + KEY										PAGE ID	0		EV B DEL TYPE	3		
FLASH YELLOW	C									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	E									OL C RED	6		RR DEL TYPE	6		
OL B SWICH P	F									OL D RED	7		PED INHIBIT	7		
B + B + KEY										D + KEY 1 + KEY 2			A	GREEN	8	0
OL FL YELLOW	C									FLOATING PED	2E		OL	YELLOW	9	4
OL FL CIRC	D									ID NUMBER	2F	25	B	GREEN	A	0
TOD/DOW PED	E									COORD PED RECALL	3E	0	OL	YELLOW	B	4
OL B SWITCH P	F									REST IN WALK	3F	1	C	GREEN	C	
B + C + KEY										ADV WARN E O G	4E		OL	YELLOW	D	
COORD MAX	C									ADV WARN S O G	4F		D	GREEN	E	
TOD RED REST	D									RR RED CLEAR	5E		OL	YELLOW	F	
OL A SWITCH P	E									RR RED COLOR	5F		E + F + KEY			
OL D SWITCH P	F									EV MIN AFT C	7E		RR MAX II	0		
C + F + KEY										EV INDICATORS	7F	5	PED PERM PLAN 1	1		
OVERLAP E	9									B + A + KEY			PED PERM PLAN 2	2		
OVERLAP F	8									PERM 2 P1	9		PED PERM PLAN 3	3		
RED REST	A									PERM 2 P2	A		PED PERM PLAN 4	4		
MAX RECALL	B									PERM 2 P3	B		PED PERM PLAN 5	5		
FLASH GREEN	C		X							B + C + KEY			PED PERM PLAN 6	6		
FLASH WALK	D									PERM 2 P7	9		PED PERM PLAN 7	7		
ADV WALK	E									PERM 2 P8	A		PED PERM PLAN 8	8		
RESTR PHASE	F									PERM 2 P9	B		PED PERM PLAN 9	9		
C + KEY										B + B + KEY			A + 3 + KEY			
START UP YEL	9									PERM 2 P4	9		SAMPLING DETECTION	9		
EV A	A			X					X	PERM 2 P5	A		LEFT TURN TYPE	A		
EV B	B									PERM 2 P6	B		C + KEY			
EV C	C									E + KEY			TRIGGERS ON IN FLASH	8	2	
EV D	D									EV A	DELAY	0	0	DESIGNED BY:	JCB	
HANDICAP PED	E									EV A	MIN	1	15	DRAWN BY:	JCB	
E + KEY										EV B	DELAY	2		CHECKED BY:	JCB	
RR CLEAR PH	B									EV B	MIN	3		DATE:	3/11/09	
RR PERMIT	C									EV C	DELAY	4		SUPERSEDES:		
RR OL PERMIT	D									EV C	MIN	5		B-08-744-T		
LOCATION: W. HIGHLAND AV., N. 11TH ST., & N. 12TH ST.										EV D	DELAY	6		SUPERSEDED BY:		
										EV D	MIN	7				
										OL RED REVERT	8			DRAWING NO:		
										RR	MIN	9		B-09-572-T		
										DELAY	A					

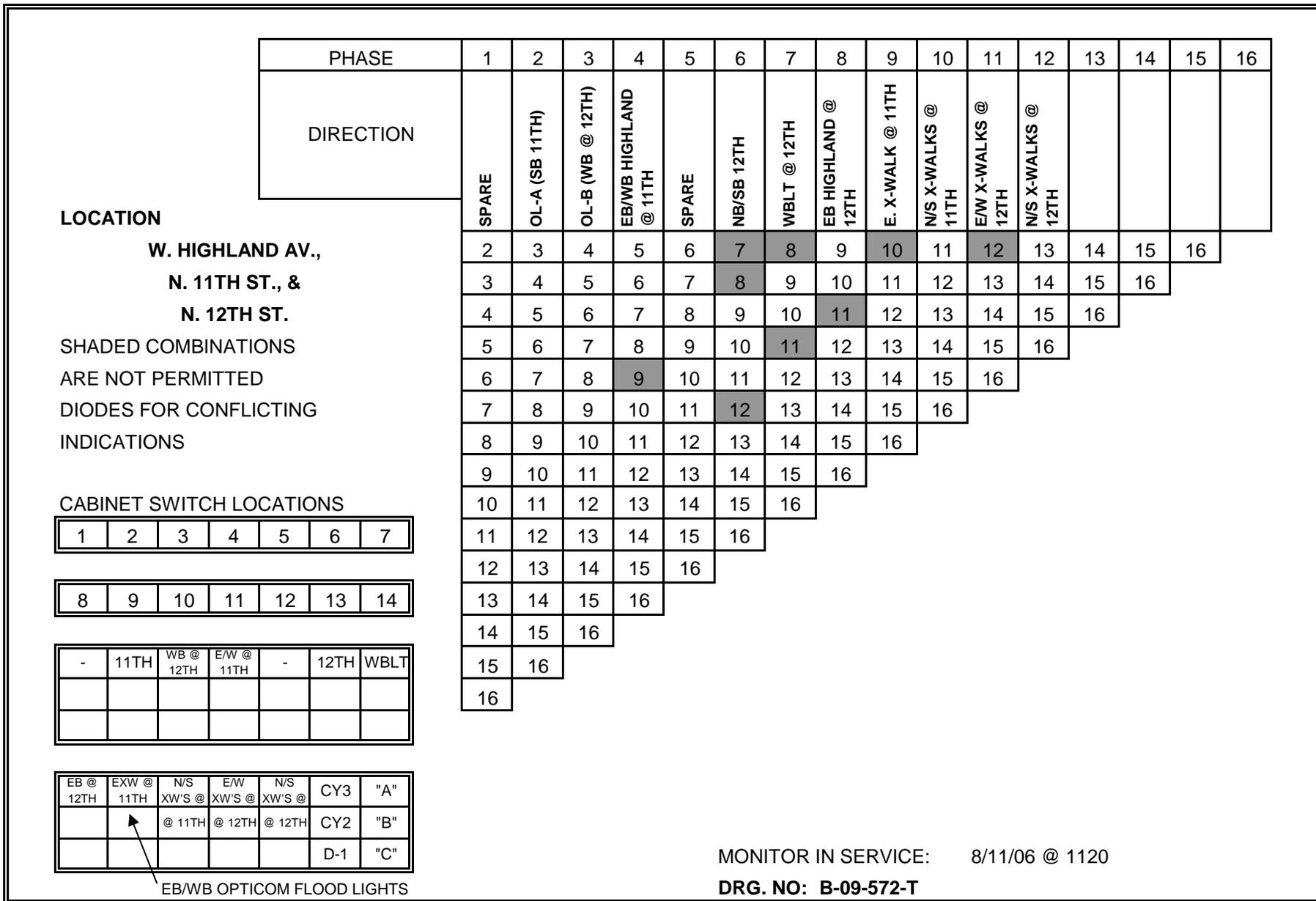
**170 CONTROLLER - W4IKS PROGRAM
TIME BASED COORDINATION PARAMETERS**

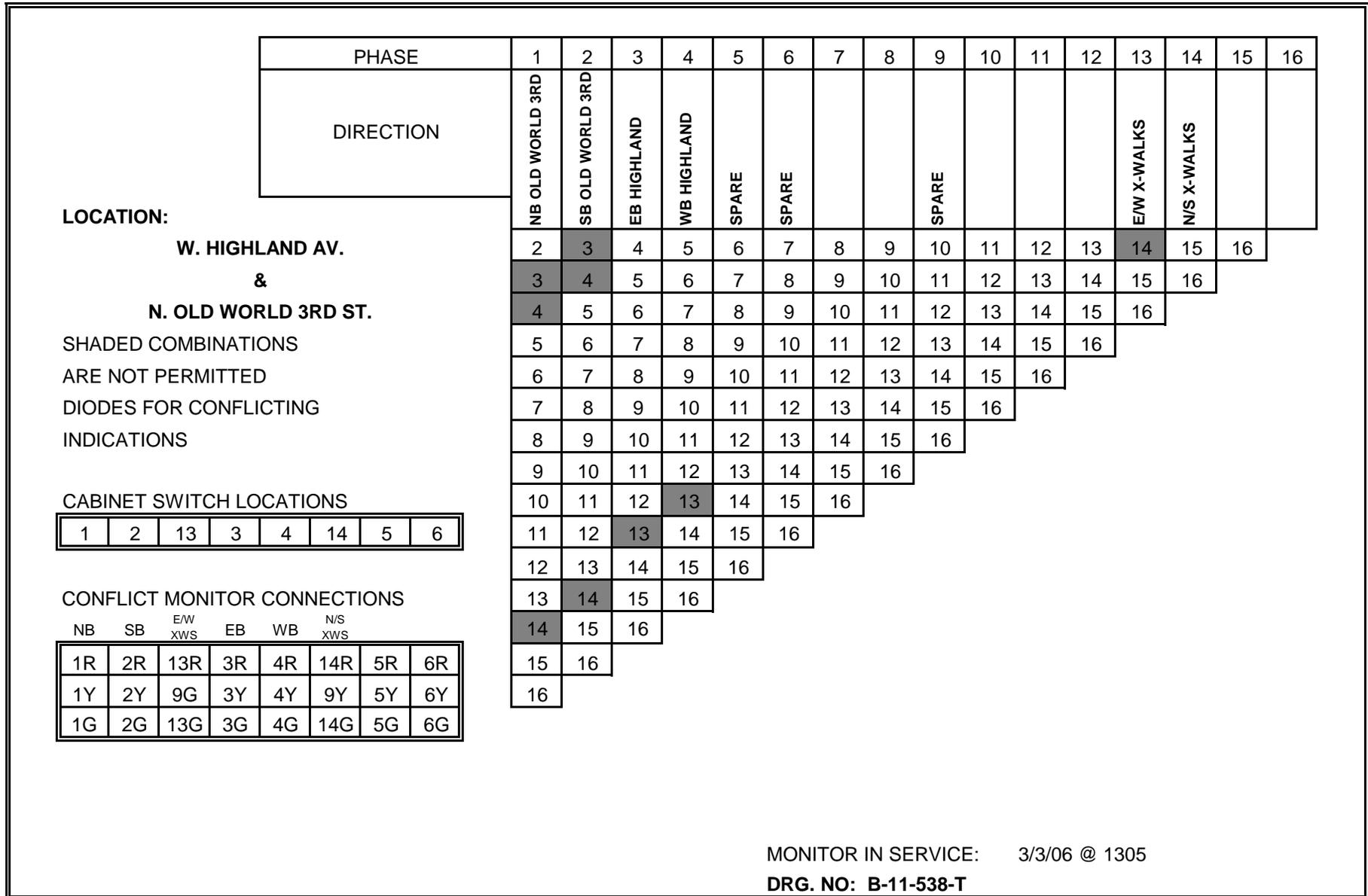
	DAY							HR	MN	FN		DAY							HR	MN	FN
	1	2	3	4	5	6	7					1	2	3	4	5	6	7			
1				80				81	82	83	17				CO	C1	C2	C3			
		X	X	X	X	X		06	00	7											
2				84				85	86	87	18				C4	C5	C6	C7			
		X	X	X	X	X		09	00	1											
3				88				89	8A	8B	19				C8	C9	CA	CB			
		X	X	X	X	X		15	00	4											
4				8C				8D	8E	8F	20				CC	CD	CE	CF			
		X	X	X	X	X		18	00	1											
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				BO				B1	B2	B3	29				FO	F1	F2	F3			
14				B4				B5	B6	B7	30				F4	F5	F6	F7			
15				B8				B9	BA	BB	31				F8	F9	FA	FB			
16				BC				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. HIGHLAND AV., N. 11TH ST., & N. 12TH ST.		CHECKED BY: JCB		SUPERSEDES: B-08-744-T	
DESIGNED BY: JCB		DRAWN BY: JCB		DATE: 3/11/09	
APPROVED BY:			DRG. NO.: B-09-572-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 - TIMING DATA (PHASE + KEY)										PHASE FUNCTIONS (0 + KEY)									
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		X		X		X		X
MAX II / HFDW	1									PED. RECALL	1		X		X		X		X
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		X
MIN GREEN	5		15		19		15		19	PED PHASES	5		X		X		X		X
TIME BEFORE REDUCTION	6									LEAD PHASES	6	X		X		X		X	
TIME TO REDUCE	7									DUAL ENTRY	7		X		X		X		X
OBSERVE GAP	8									SEQ TIMING	8								
PASSAGE	9									START UP GREEN	9				X				X
MINIMUM GAP	A									OVERLAP A	A								
ADDED / ACTUATION	B									OVERLAP B	B								
YELLOW	C		4		4		4		4	OVERLAP C	C								
RED CLEARANCE	D		2		2		2		2	OVERLAP D	D								
RED REVERT	E									EXCLUSIVE	E								
WALK II	F									SIM GAP	F								
PHASE ASSIGNMENT DESCRIPTION		PHASE 5				SPARE				OVERLAP B									
PHASE 1: SPARE		PHASE 6				NB 4TH E. X-WALK				OVERLAP C									
PHASE 2: SB 4TH W. X-WALK		PHASE 7				SPARE				OVERLAP D									
PHASE 3: SPARE		PHASE 8				EB JUNEAU S. X-WALK				OVERLAP E									
PHASE 4: WB JUNEAU N. X-WALK		OVERLAP A								OVERLAP F									
TIME IN: 5/8/09 @ 0850		PROGRAM: CRD. PL. 4: 1500-1800 HRS. EX. S/S/H CRD. PL. 7: 0600-0900 HRS. EX. S/S/H				SYSTEM DATA MASTER: LOVELL AND MICHIGAN PRO. CL.: LOVELL AND MICHIGAN FL. CL.: NONE				PROGRAM INST: AUXILLARY EQUIPMENT: POLICE HAND CORD									
SOFTWARE: W4IKS.60																			
SIGNAL NO: 2002																			
LOCATION: W. JUNEAU AV. & N. 4TH ST.																			

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

**170 CONTROLLER - 4IKS
PROGRAM COORDINATION DATA**

FUNCTION		COORDINATION PLAN								
		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 (SECONDS)	9	15			11			5		
PERMISSIVE LENGTH	A	0			0			0		
MAXIMUM DWELL	B	15			15			15		

FUNCTION	KEY	PHASE								FUNCTION	KEY	PHASE								
		1	2	3	4	5	6	7	8			1	2	3	4	5	6	7	8	
COORD PLAN 1										COORD PLAN 6										
LEAD PHASES	C	X		X		X		X		LEAD PHASES	C									
COORD PHASES	D				X				X	COORD PHASES	D									
PERM 2 PHASES	E									PERM 2 PHASES	E									
MIN RECALL	F		X		X		X		X	MIN RECALL	F									
COORD PLAN 2										COORD PLAN 7										
LEAD PHASES	C									LEAD PHASES	C	X		X		X		X		
COORD PHASES	D									COORD PHASES	D				X					X
PERM 2 PHASES	E									PERM 2 PHASES	E									
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	E									PERM 2 PHASES	E									
MIN RECALL	F									MIN RECALL	F									
COORD PLAN 4										COORD PLAN 9										
LEAD PHASES	C	X		X		X		X		LEAD PHASES	C									
COORD PHASES	D				X				X	COORD PHASES	D									
PERM 2 PHASES	E									PERM 2 PHASES	E									
MIN RECALL	F		X		X		X		X	MIN RECALL	F									
COORD PLAN 5										LOCATION:										
LEAD PHASES	C									W. JUNEAU AV. & N. 4TH ST.										
COORD PHASES	D																			
PERM 2 PHASES	E																			
MIN RECALL	F																			
DESIGNED BY:	DRAWN BY:				CHECKED BY:				APPROVED:				SUPERSEDES:							
JCB	align="center"> JCB				align="center"> JCB								align="center"> B-06-664-T							
										SUPERSEDED:										
										align="center"> B-09-563-T										

**170 CONTROLLER - W4IKS PROGRAM
MISCELLANEOUS FUNCTIONS**

FUNCTION	KEY	PHASE NUMBER								FUNCTION	KEY	VAL	FUNCTION	KEY	VAL
		1	2	3	4	5	6	7	8						
B + O + KEY										B + O + KEY			9 + KEY		
SAMPLE DET	C									MODE (0-4)	4	2	SHORT POWER DOWN	0	4
ADV. WARN PH	E									MASTER (0=OFF)	5	0	LONG POWER DOWN	1	4
MRI PHASES	F									C + F + KEY			EV A DEL TYPE	2	
B + A + KEY										PAGE ID	0		EV B DEL TYPE	3	
FLASH YELLOW	C									OL A RED	4		EV C DEL TYPE	4	
FLASH CIRCUIT	D									OL B RED	5		EV D DEL TYPE	5	
TOD/DOW MAX	E									OL C RED	6		RR DEL TYPE	6	
OL B SWICH P	F									OL D RED	7		PED INHIBIT	7	
B + B + KEY										D + KEY 1 + KEY 2			A	GREEN	8
OL FL YELLOW	C									FLOATING PED	2E		OL	YELLOW	9
OL FL CIRC	D									ID NUMBER	2F	02	B	GREEN	A
TOD/DOW PED	E									COORD PED RECALL	3E	0	OL	YELLOW	B
OL B SWITCH P	F									REST IN WALK	3F	1	C	GREEN	C
B + C + KEY										ADV WARN E O G	4E		OL	YELLOW	D
COORD MAX	C									ADV WARN S O G	4F		D	GREEN	E
TOD RED REST	D									RR RED CLEAR	5E		OL	YELLOW	F
OL A SWITCH P	E									RR RED COLOR	5F		E + F + KEY		
OL D SWITCH P	F									EV MIN AFT C	7E		RR MAX II	0	
C + F + KEY										EV INDICATORS	7F		PED PERM PLAN 1	1	
OVERLAP E	9									B + A + KEY			PED PERM PLAN 2	2	
OVERLAP F	8									PERM 2 P1	9		PED PERM PLAN 3	3	
RED REST	A									PERM 2 P2	A		PED PERM PLAN 4	4	
MAX RECALL	B									PERM 2 P3	B		PED PERM PLAN 5	5	
FLASH GREEN	C									B + C + KEY			PED PERM PLAN 6	6	
FLASH WALK	D									PERM 2 P7	9		PED PERM PLAN 7	7	
ADV WALK	E									PERM 2 P8	A		PED PERM PLAN 8	8	
RESTR PHASE	F									PERM 2 P9	B		PED PERM PLAN 9	9	
C + KEY										B + B + KEY			A + 3 + KEY		
START UP YEL	9									PERM 2 P4	9		SAMPLING DETECTION	9	
EV A	A									PERM 2 P5	A		LEFT TURN TYPE	A	
EV B	B									PERM 2 P6	B		C + KEY		
EV C	C									E + KEY			TRIGGERS ON IN FLASH	8	2
EV D	D									EV A	DELAY	0	DESIGNED BY:	JCB	
HANDICAP PED	E									EV A	MIN	1	DRAWN BY:	JCB	
E + KEY										EV B	DELAY	2	CHECKED BY:	JCB	
RR CLEAR PH	B									EV B	MIN	3	DATE:	3/18/09	
RR PERMIT	C									EV C	DELAY	4	SUPERSEDES:		
RR OL PERMIT	D									EV C	MIN	5	B-06-664-T		
LOCATION: W. JUNEAU AV. & N. 4TH ST.										EV D	DELAY	6	SUPERSEDED BY:		
										EV D	MIN	7			
										OL RED REVERT		8	DRAWING NO:		
										RR	MIN	9			
										RR	DELAY	A	B-09-563-T		

**170 CONTROLLER - W4IKS PROGRAM
TIME BASED COORDINATION PARAMETERS**

	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			
		X	X	X	X	X		06	00	7											
2				84				85	86	87	18				C4	C5	C6	C7			
		X	X	X	X	X		09	00	1											
3				88				89	8A	8B	19				C8	C9	CA	CB			
		X	X	X	X	X		15	00	4											
4				8C				8D	8E	8F	20				CC	CD	CE	CF			
		X	X	X	X	X		18	00	1											
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				BO				B1	B2	B3	29				FO	F1	F2	F3			
14				B4				B5	B6	B7	30				F4	F5	F6	F7			
15				B8				B9	BA	BB	31				F8	F9	FA	FB			
16				BC				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	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. & N. 4TH ST.		CHECKED BY: JCB		SUPERSEDES: B-06-664-T	
DESIGNED BY: JCB		DRAWN BY: JCB		SUPERSEDED BY:	
DATE: 3/18/09		APPROVED BY:		DRG. NO.: B-09-563-T	

PHASE	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
DIRECTION	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: W. JUNEAU AV. & N. 4TH ST.	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	
SHADED COMBINATIONS ARE NOT PERMITTED DIODES FOR CONFLICTING INDICATIONS	3	4	5	6	7	8	9	10	11	12	13	14	15	16		
CABINET SWITCH LOCATIONS	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				
	6	7	8	9	10	11	12	13	14	15	16					
	7	8	9	10	11	12	13	14	15	16						
	8	9	10	11	12	13	14	15	16							
	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											
	13	14	15	16												
	14	15	16													
	15	16														
	16															

1	2	3	4	5	6	7
---	---	---	---	---	---	---

8	9	10	11	12	13	14
---	---	----	----	----	----	----

	SB		WB		NB	

EB	WXW	NXW	EXW	SXW	CY3	"A"
					CY2	"B"
					D-1	"C"

MONITOR IN SERVICE: 3/1/06 @ 1015
DRG. NO: B-09-563-T

ELECTRICAL: 3 #6/1 #8 LTP FROM WEPKO MH @ INTERSECTION. 120V, 1 PHASE METER.										FUNCTION		KEY	VAL	CYCLE 1				CYCLE 2				CYCLE 3				CYCLE 4											
										D+4+KEY				OFFSET 1	42	OFFSET 1		OFFSET 1	23	OFFSET 1		OFFSET 1		OFFSET 2		OFFSET 2		OFFSET 2		OFFSET 2		OFFSET 3		OFFSET 3		OFFSET 3	
FLASHING PROGRAM : NONE - EMERGENCY ALL RED										ACT. 1 LOCK		0		MAX. DWELL				MAX. DWELL				MAX. DWELL				MAX. DWELL											
										ACT. 2 LOCK		1		60				60				60				60											
FLASH OUTPUT ASSIGN.										ACT. 1 DELAY		2		CYCLE LENGTH				CYCLE LENGTH				CYCLE LENGTH				CYCLE LENGTH											
										ACT. 2 DELAY		3		SEC				SEC				SEC				SEC											
8				X																																	
9		X							X																												
A								X																													
B																																					
C																																					
AUXILIARY EQUIPMENT: PE CONF. LIGHT W/ 5A FUSE										PRE-EMPT 1 LOCK		5		SP1				SP2				SP3				SP4											
										PRE-EMPT 2 LOCK		6		0				0				0				0											
PROGRAM: CYCLE 3: 0600-0900 HRS. EX. S/S/H SIG. PL. 4, CYCLE 4: ON N/S FIRE CALL. PE PHASE IS NB/SB GREEN (VAR. LENGTH BUT 15 SEC. MIN.) MAX DELAY TO PE IS 27.5 SEC. OPTICOM DETECTION DISTANCE MUST BE AT LEAST 1800 FEET.										PRE-EMPT 3 LOCK		7		4				4				4				4											
										PRE-EMPT 1 DELAY		8		30				30				30				15											
TIME IN SERVICE:										PRE-EMPT 2 DELAY		9		15				15				15				15											
										PRE-EMPT 3 DELAY		A		4				4				4				4											
SIGNAL #: 2003										B+3+KEY		5		2				2				2				2											
										LONG POWER DOWN		0	4	4				4				4				4											
LOCATION: W. JUNEAU AV. & N. 6TH ST.										SHORT POWER DOWN		1	4	3.5				3.5				10															
										SPECIAL ACT. FUNCTIONS		8		21				21				21				21											
DESIGNED BY: JCB										ACT. SIGNAL PLAN		2		4				4				4															
										ACT. CYCLE		3		2.5				2.5				2.5															
DRAWN BY: JCB										ACT. SPLIT		4																									
										ACT. OFFSET		5																									
SUPERSEDES: B-09-564-T										RESET INTERVAL		6																									
										# OF CYCLES		7																									
CHECKED BY: 										NO T.B.C. FALL BACK		8																									
										CRD. FROM ACT. MSTR.		9																									
APPROVED BY: 										C+C+KEY		17																									
										DWELL METHOD A		A	0																								
DATE: 1/7/11										COORD. MODE		E	1																								
										COORD. MASTER		F																									
DRG. NO.: B-11-515-T										SYSTEM DATA:		21																									
										MASTER: LOVELL AND MICHIGAN																											
SUPERSEDED BY: 										PRO. CL.: LOVELL AND MICHIGAN																											
										FL. CL.: NONE																											

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

STEP CODE PM #			
00	1	32	2
01	2	33	4
02	3	33	4
03	4	34	3
04	5	32	4
05	6	32	5
06	7	35	1
07	8	36	4
08	9	37	6
09	10	32	8
0A	11	32	9
0B	12	32	10
0C	13	35	1
0D	14	36	4
0E	15	37	1
0F	16		
10	17		
11	18		
12	19		
13	20		
14	21		
15	22		
16	23		
17	24		
18	25		
19	26		
1A	27		
1B	28		
1C	29		
1D	30		
1E	31		
1F	32		

STEP CODE PM #			
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 #			
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. 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	37	INTERVAL #
CLEAR	38	INTERVAL#

DESIGNED JCB	DRAWN JCB	CHECKED 0	APPROVED	DATE 1/7/11	SUPERSEDES B-09-564-T	DRG. NO. B-11-515-T
					SUPERSEDED BY	

**TIME OF DAY / DAY OF WEEK SETTINGS
170 CONTROLLER - W9FT PROGRAM**

	DAY							HR	MN	FN		DAY							HR	MN	FN
	1	2	3	4	5	6	7					1	2	3	4	5	6	7			
1				A80				A81	A82	A83	17				ACO				AC1	AC2	AC3
		X	X	X	X	X		06	00	311											
2				A84				A85	A86	A87	18				AC4				AC5	AC6	AC7
		X	X	X	X	X		09	00	111											
3				A88				A89	A8A	A8B	19				AC8				AC9	ACA	ACB
4				A8C				A8D	A8E	A8F	20				ACC				ACD	ACE	ACF
5				A90				A91	A92	A93	21				ADO				AD1	AD2	AD3
6				A94				A95	A96	A97	22				AD4				AD5	AD6	AD7
7				A98				A99	A9A	A9B	23				AD8				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				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

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
			FUNCTION	ON	OFF
			COORDINATION PLAN = CYCLE / SPLIT / OFFSET (EX. 111)	111 - 444	

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

PHASE	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
DIRECTION	SPARE	SB 6TH	SPARE	WB JUNEAU	SPARE	NB 6TH	SPARE	EB JUNEAU	W. X-WALK	N. X-WALK	E. X-WALK	S. X-WALK				
LOCATION: W. JUNEAU AV. & N. 6TH ST.	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	
SHADED COMBINATIONS ARE NOT PERMITTED DIODES FOR CONFLICTING INDICATIONS	3	4	5	6	7	8	9	10	11	12	13	14	15	16		
CABINET SWITCH LOCATIONS	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				
	6	7	8	9	10	11	12	13	14	15	16					
	7	8	9	10	11	12	13	14	15	16						
	8	9	10	11	12	13	14	15	16							
	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											
	13	14	15	16												
	14	15	16													
	15	16														
	16															

1	2	3	4	5	6	7
8	9	10	11	12	13	14

	SB		WB		NB	

EB	WXW	NXW	EXW	SXW	CY3	"A"
					CY2	"B"
					D-1	"C"

MONITOR IN SERVICE: 1/18/05 @ 0910
DRG. NO: B-11-515-T

SIGNAL PLAN #1

INTERVAL	NB OLD WORLD 3RD			SB OLD WORLD 3RD			EW 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			
	R	Y	G	R	Y	G	DW	W	R	Y	R	Y	G	DW	W	-	-	-	-	-	-	-	-	-	-	1	1												
1	1			1				1				1		1																						5	1		
2	2			2				2				2		2	F																					5	2		
3	3			3				3				3		3																							5	3	
4	4			4				4				4		4																							5	4	
5			5					5				5		5																							5	5	
6			6					6	F			6		6																							5	6	
7		7						7				7		7																								5	7
8		8						8				8		8																								5	8
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21																																							21
22																																							22
23																																							23
24																																							24
LOCATION :		CYCLE XFER		FLASH ENTRY		DWELL		PLAN OPERATES		DATE		SUPERSEDES		B-09-562-T																									
W. JUNEAU AV.		8		8		1		ALL TIMES		1/21/11		SUPERSEDED BY																											
&		DESIGNED BY:		DRAWN BY		CHECKED BY		APPROVED BY				DRG. NO.:		B-11-543-T																									
N. OLD WORLD 3RD ST.		JCB		JCB		JCB																																	

**TIME OF DAY / DAY OF WEEK SETTINGS
170 CONTROLLER - W9FT PROGRAM**

	DAY							HR	MN	FN		DAY							HR	MN	FN
	1	2	3	4	5	6	7					1	2	3	4	5	6	7			
1				A80				A81	A82	A83	17				ACO				AC1	AC2	AC3
		X	X	X	X	X		06	00	311											
2				A84				A85	A86	A87	18				AC4				AC5	AC6	AC7
		X	X	X	X	X		09	00	111											
3				A88				A89	A8A	A8B	19				AC8				AC9	ACA	ACB
		X	X	X	X	X		15	00	211											
4				A8C				A8D	A8E	A8F	20				ACC				ACD	ACE	ACF
		X	X	X	X	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				A98				A99	A9A	A9B	23				AD8				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				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

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
			FUNCTION	ON	OFF
			COORDINATION PLAN = CYCLE / SPLIT / OFFSET (EX. 111)	111 - 444	

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

	PHASE	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16																																								
<p>LOCATION</p> <p style="text-align: center;">W. JUNEAU AV.</p> <p style="text-align: center;">&</p> <p style="text-align: center;">N. OLD WORLD 3RD ST.</p> <p>SHADED COMBINATIONS ARE NOT PERMITTED DIODES FOR CONFLICTING INDICATIONS</p> <p>CABINET SWITCH LOCATIONS</p> <table border="1" style="width: 100%; text-align: center; border-collapse: collapse;"> <tr> <td>1</td><td>2</td><td>13</td><td>3</td><td>4</td><td>14</td><td>5</td><td>6</td> </tr> </table> <p>CONFLICT MONITOR CONNECTIONS</p> <table border="1" style="width: 100%; text-align: center; border-collapse: collapse;"> <thead> <tr> <th>NB</th><th>SB</th><th>E/W XWS</th><th>EB</th><th>WB</th><th>N/S XWS</th><th></th><th></th> </tr> </thead> <tbody> <tr> <td>1R</td><td>2R</td><td>13R</td><td>3R</td><td>4R</td><td>14R</td><td>5R</td><td>6R</td> </tr> <tr> <td>1Y</td><td>2Y</td><td>9G</td><td>3Y</td><td>4Y</td><td>9Y</td><td>5Y</td><td>6Y</td> </tr> <tr> <td>1G</td><td>2G</td><td>13G</td><td>3G</td><td>4G</td><td>14G</td><td>5G</td><td>6G</td> </tr> </tbody> </table>	1	2	13	3	4	14	5	6	NB	SB	E/W XWS	EB	WB	N/S XWS			1R	2R	13R	3R	4R	14R	5R	6R	1Y	2Y	9G	3Y	4Y	9Y	5Y	6Y	1G	2G	13G	3G	4G	14G	5G	6G	DIRECTION	NB OLD WORLD 3RD	SB OLD WORLD 3RD	EB JUNEAU	WB JUNEAU	SPARE	SPARE			SPARE				E/W X-WALKS	N/S X-WALKS		
	1	2	13	3	4	14	5	6																																																	
	NB	SB	E/W XWS	EB	WB	N/S XWS																																																			
	1R	2R	13R	3R	4R	14R	5R	6R																																																	
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MONITOR IN SERVICE: 5/9/06 @ 1115
 DRG. NO: B-11-543-T

ELECTRICAL: 2 #4/1 #8 LTP SERV. FED FROM WEPKO MH @ NW QUAD OF INTERSECTION 120V METER										FUNCTION	KEY	VAL	CYCLE 1				CYCLE 2				CYCLE 3				CYCLE 4															
FLASHING PROGRAM : NONE - EMERGENCY ALL RED										D+4+KEY			OFFSET 1	16	OFFSET 1	16	OFFSET 1	6	OFFSET 1		OFFSET 2		OFFSET 2		OFFSET 2		OFFSET 3		OFFSET 3		OFFSET 3		OFFSET 4		OFFSET 4					
AUXILLARY EQUIPMENT:										# OF INTER	6	14	MAX. DWELL	24	MAX. DWELL	28	MAX. DWELL	28	MAX. DWELL		MAX. DWELL		MAX. DWELL		MAX. DWELL		MAX. DWELL		MAX. DWELL		MAX. DWELL		MAX. DWELL							
PROGRAM: ACTUATION #1: NBLT ARROWS CYCLE 2: 1500-1800 HRS. EX. S/S/H CYCLE 3: 0600-0900 HRS. EX. S/S/H										ACT. 1 LOCK	0		CYCLE LENGTH SEC																											
TIME IN SERVICE: 11/9/09 @ 1305										ACT. 2 LOCK	1		90	0	0	0	90	0	0	0	90	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
SIGNAL #: 1057										ACT. 1 DELAY	2		SP1	SP2	SP3	SP4	SP1	SP2	SP3	SP4	SP1	SP2	SP3	SP4																
LOCATION: E. JUNEAU AV. & N. WATER ST.										ACT. 2 DELAY	3		2.5				2.5				2.5																			
DESIGNED BY: JCB										PRE-EMPT 1 LOCK	5																													
DRAWN BY: JCB										PRE-EMPT 2 LOCK	6																													
SUPERSEDES: B-09-818-T										PRE-EMPT 3 LOCK	7																													
CHECKED BY: KAL										PRE-EMPT 1 DELAY	8		14				10				10																			
APPROVED BY:										PRE-EMPT 2 DELAY	9		20				20				20																			
DATE: 11/9/09										PRE-EMPT 3 DELAY	A		4				4				4																			
DRG. NO.: B-09-868-T										B+3+KEY			2.5				2.5				2.5																			
DESIGNED BY: JCB										LONG POWER DOWN	0	4	6	7	7	7	7	7	7	7	7	7	7	7	7	7	7	7	7	7	7	7	7	7	7	7	7			
DRAWN BY: JCB										SHORT POWER DOWN	1	4	7	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
SUPERSEDES: B-09-818-T										SPECIAL ACT. FUNCTIONS			8	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
CHECKED BY: KAL										ACT. SIGNAL PLAN	2		9	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4
APPROVED BY:										ACT. CYCLE	3		10	9	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	
DATE: 11/9/09										ACT. SPLIT	4		11	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
DRG. NO.: B-09-868-T										ACT. OFFSET	5		12	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5		
DESIGNED BY: JCB										RESET INTERVAL	6		13	18	18	18	18	18	18	18	18	18	18	18	18	18	18	18	18	18	18	18	18	18	18	18	18	18	18	
DRAWN BY: JCB										# OF CYCLES	7		14	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4		
SUPERSEDES: B-09-818-T										NO T.B.C. FALL BACK	8		15																											
CHECKED BY: KAL										CRD. FROM ACT. MSTR.	9		16																											
APPROVED BY:										C+C+KEY			17																											
DATE: 11/9/09										DWELL METHOD A	A	0	18																											
DRG. NO.: B-09-868-T										COORD. MODE	E	1	19																											
DESIGNED BY: JCB										COORD. MASTER	F		20																											
DRAWN BY: JCB										SYSTEM DATA:			21																											
SUPERSEDES: B-09-818-T										MASTER: MASON AND WATER			22																											
CHECKED BY: KAL										PRO. CL.: MASON AND WATER			23																											
APPROVED BY:										FL. CL.: NONE			24																											

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	S. X-WALK																																																												
LOCATION: E. JUNEAU AV. & N. WATER ST. SHADED COMBINATIONS ARE NOT PERMITTED DIODES FOR CONFLICTING INDICATIONS CABINET SWITCH LOCATIONS <table border="1" style="width: 100%; text-align: center;"> <tr><td>1</td><td>2</td><td>3</td><td>4</td><td>5</td><td>6</td><td>7</td></tr> </table> <table border="1" style="width: 100%; text-align: center;"> <tr><td>8</td><td>9</td><td>10</td><td>11</td><td>12</td><td>13</td><td>14</td></tr> </table> <table border="1" style="width: 100%; text-align: center;"> <tr><td>NBLT</td><td>SB</td><td>-</td><td>WB</td><td>-</td><td>NB</td><td>-</td></tr> <tr><td> </td><td> </td><td> </td><td> </td><td> </td><td> </td><td> </td></tr> <tr><td> </td><td> </td><td> </td><td> </td><td> </td><td> </td><td> </td></tr> </table> <table border="1" style="width: 100%; text-align: center;"> <tr><td>EB</td><td>WXW</td><td>NXW</td><td>EXW</td><td>SXW</td><td>CY3</td><td>"A"</td></tr> <tr><td> </td><td> </td><td> </td><td> </td><td> </td><td>CY2</td><td>"B"</td></tr> <tr><td> </td><td> </td><td> </td><td> </td><td> </td><td>D-1</td><td>"C"</td></tr> </table>	1	2	3	4	5	6	7	8	9	10	11	12	13	14	NBLT	SB	-	WB	-	NB	-															EB	WXW	NXW	EXW	SXW	CY3	"A"						CY2	"B"						D-1	"C"	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16		
	1	2	3	4	5	6	7																																																																		
	8	9	10	11	12	13	14																																																																		
	NBLT	SB	-	WB	-	NB	-																																																																		
	EB	WXW	NXW	EXW	SXW	CY3	"A"																																																																		
						CY2	"B"																																																																		
						D-1	"C"																																																																		
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16																																																																									

MONITOR IN SERVICE: 3/31/05 @ 0920
 DRG. NO: B-09-868-T

ELECTRICAL: 2 #4 LTP SERVICE FED FROM WB SUBSTATION FEEDER. 120V, 1 PHASE SERV. (RED PHASE), NO METER										FUNCTION		KEY	VAL	CYCLE 1				CYCLE 2				CYCLE 3				CYCLE 4							
										D+4+KEY				OFFSET 1	86	OFFSET 1	84	OFFSET 1	88	OFFSET 1		OFFSET 2		OFFSET 2		OFFSET 2		OFFSET 2		OFFSET 3		OFFSET 3	
FLASHING PROGRAM : 2400-0600 HRS.; N/S-RED, E/W-YELLOW										ACT. 1 LOCK		0		MAX. DWELL				MAX. DWELL				MAX. DWELL				MAX. DWELL							
										ACT. 2 LOCK		1		39				35				39				39							
FLASH OUTPUT ASSIGN.										ACT. 1 DELAY		2		CYCLE LENGTH				CYCLE LENGTH				CYCLE LENGTH				CYCLE LENGTH							
										ACT. 2 DELAY		3		SEC				SEC				SEC				SEC							
8	X			X						90	0	0	0	90	0	0	0	90	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
9		X			X					SP1	SP2	SP3	SP4	SP1	SP2	SP3	SP4	SP1	SP2	SP3	SP4	SP1	SP2	SP3	SP4	SP1	SP2	SP3	SP4	SP1	SP2	SP3	SP4
A										24				20				24															
B										19				19				19															
C										4				4				4															
AUXILLARY EQUIPMENT: 20A C.B. FEEDS AUX. POLE RECEPTS 1 1/4" VENT PIPE, POLICE HANDCORD										PRE-EMPT 3 DELAY		A		2.5				2.5				2.5				2.5							
										B+3+KEY				12				16				12				12							
PROGRAM: CYCLE 2: 1500-1800 HRS. EX. S/S/H CYCLE 3: 0600-0900 HRS. EX. S/S/H										LONG POWER DOWN		0	4	22				22				22				22							
										SHORT POWER DOWN		1	4	4				4				4				4							
SPECIAL ACT. FUNCTIONS										ACT. SIGNAL PLAN		2		2.5				2.5				2.5				2.5							
										ACT. CYCLE		3																					
										ACT. SPLIT		4																					
										ACT. OFFSET		5																					
										RESET INTERVAL		6																					
										# OF CYCLES		7																					
										NO T.B.C. FALL BACK		8																					
										CRD. FROM ACT. MSTR.		9																					
										C+C+KEY																							
										DWELL METHOD A		A	0																				
TIME IN SERVICE: 5/7/09 @ 1230										SYSTEM DATA:																							
SIGNAL #: 2035										MASTER: LOVELL AND MICHIGAN																							
										PRO. CL.: LOVELL AND MICHIGAN																							
										FL. CL.: LOCAL																							
LOCATION: W. KILBOURN AV. & N. 4TH ST.										DESIGNED BY: JCB				DRAWN BY: JCB				SUPERSEDES: B-08-628-T															
										CHECKED BY: JCB				APPROVED BY:				SUPERSEDED BY:															
										DATE: 3/18/09				DRG. NO.: B-09-605-T																			

**TIME OF DAY / DAY OF WEEK SETTINGS
170 CONTROLLER - W9FT PROGRAM**

	DAY							HR	MN	FN		DAY							HR	MN	FN
	1	2	3	4	5	6	7					1	2	3	4	5	6	7			
1	A80							A81	A82	A83	17	ACO							AC1	AC2	AC3
	X	X	X	X	X	X	X	00	00	11											
2	A84							A85	A86	A87	18	AC4							AC5	AC6	AC7
	X	X	X	X	X	X	X	06	00	12											
3	A88							A89	A8A	A8B	19	AC8							AC9	ACA	ACB
	X						X	06	00	111											
4	A8C							A8D	A8E	A8F	20	ACC							ACD	ACE	ACF
		X	X	X	X	X		06	00	311											
5	A90							A91	A92	A93	21	ADO							AD1	AD2	AD3
		X	X	X	X	X		09	00	111											
6	A94							A95	A96	A97	22	AD4							AD5	AD6	AD7
		X	X	X	X	X		15	00	211											
7	A98							A99	A9A	A9B	23	AD8							AD9	ADA	ADB
		X	X	X	X	X		18	00	111											
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							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

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
FUNCTION				ON	OFF
COORDINATION PLAN = CYCLE / SPLIT / OFFSET (EX. 111)				111 - 444	

LOCATION: W. KILBOURN AV. & N. 4TH ST.			CHECKED BY: JCB		SUPERSEDES: B-08-628-T	
DESIGNED BY: JCB			DRAWN BY: JCB		SUPERSEDED BY:	
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	NB 4TH	SB 4TH	EB KILBOURN	WB KILBOURN	SPARE	SPARE			SPARE				E/W X-WALKS	N/S X-WALKS		
	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		
	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				
	6	7	8	9	10	11	12	13	14	15	16					
	7	8	9	10	11	12	13	14	15	16						
	8	9	10	11	12	13	14	15	16							
	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											
	13	14	15	16												
	14	15	16													
	15	16														
	16															

LOCATION:

**W. KILBOURN AV.
&
N. 4TH ST.**

SHADED COMBINATIONS
ARE NOT PERMITTED
DIODES FOR CONFLICTING
INDICATIONS

CABINET SWITCH LOCATIONS

1	2	13	3	4	14	5	6
---	---	----	---	---	----	---	---

CONFLICT MONITOR CONNECTIONS

NB	SB	E/W XWS	EB	WB	N/S XWS		
1R	2R	13R	3R	4R	14R	5R	6R
1Y	2Y	9G	3Y	4Y	9Y	5Y	6Y
1G	2G	13G	3G	4G	14G	5G	6G

MONITOR IN SERVICE: 10/22/04 @ 1350
DRG. NO: B-09-605-T

SERVICE:
**3 #2 LTP SERV. FED FROM WEP-
 CO MH @ CENTER OF INTER-
 SECTION.
 120V METER**

FLASH PROGRAM:
NONE - EMERGENCY ALL RED

170 CONTROLLER W4IKS PROGRAM

INTERSECTION PROGRAMMING DATA

PHASE - TIMING DATA (PHASE + KEY)										PHASE FUNCTIONS (0 + KEY)									
FUNCTION	>L<	1	2	3	4	5	6	7	8	FUNCTION	>L<	1	2	3	4	5	6	7	8
MAX I	0	7	62	7	38	7	62	7	38	VEHICLE RECALL	0		X		X		X		X
MAX II / HFDW	1									PED. RECALL	1		X				X		
WALK	2		7		7		9		7	RED LOCK	2								
FDW	3		7		16		19		16	YELLOW LOCK	3								
MAX INITIAL	4									PERMIT	4	X	X	X	X	X	X	X	X
MIN GREEN	5	7	16	7	16	7	20	7	16	PED PHASES	5		X		X		X		X
TIME BEFORE REDUCTION	6									LEAD PHASES	6	X		X		X		X	
TIME TO REDUCE	7									DUAL ENTRY	7		X		X		X		X
OBSERVE GAP	8									SEQ TIMING	8								
PASSAGE	9	3		3	3	3		3	3	START UP GREEN	9		X				X		
MINIMUM GAP	A									OVERLAP A	A								
ADDED / ACTUATION	B									OVERLAP B	B								
YELLOW	C	3.5	4	3.5	4	3.5	4	3.5	4	OVERLAP C	C								
RED CLEARANCE	D		2.5		2.5		2.5		2.5	OVERLAP D	D								
RED REVERT	E									EXCLUSIVE	E								
WALK II	F									SIM GAP	F								
PHASE ASSIGNMENT DESCRIPTION		PHASE 5 SBLT ACT.								OVERLAP B									
PHASE 1: NBLT ACT.		PHASE 6 NB 6TH E. X-WALK								OVERLAP C									
PHASE 2: SB 6TH W. X-WALK'S (2)		PHASE 7 WBLT ACT.								OVERLAP D									
PHASE 3: EBLT ACT.		PHASE 8 EB KILBOURN S. X-WALK (ACT.) EXT.								OVERLAP E									
PHASE 4: WB KILBOURN N. X-WALK (ACT.) EXT.		OVERLAP A								OVERLAP F									
TIME IN: 11-1-13 @ 15:10		PROGRAM: CRD. PL. 4: 1500-1800 HRS. EX. S/S/H CRD. PL. 7: 0600-0900 HRS. EX. S/S/H EVA: ON N/S FIRE CALL. EVA PHASE IS NB/SB GREEN (VAR. LENGTH BUT 15 SEC. MIN.) MAX. DELAY TO EVA IS 22 SEC. OPTICOM DETECTION DISTANCE MUST BE AT LEAST 1200 FEET.								SYSTEM DATA									
SOFTWARE: W4IKS.60										MASTER: LOVELL AND MICHIGAN									
SIGNAL NO: 2038										PRO. CL.: LOVELL AND MICHIGAN									
LOCATION: W. KILBOURN AV. & N. 6TH ST.										FL. CL.: NONE									
										PROGRAM INST:									
										AUXILLARY EQUIPMENT: PE CONF. LIGHT W/ 5A FUSE 1 1/4" VENT PIPE RADAR DETECTION FOR EB/EBLT, WB/WBLT									

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								
		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	A	8			8			8		
MAXIMUM DWELL	B	30			30			30		

FUNCTION	KEY	PHASE								FUNCTION	KEY	PHASE								
		1	2	3	4	5	6	7	8			1	2	3	4	5	6	7	8	
COORD PLAN 1										COORD PLAN 6										
LEAD PHASES	C	X		X		X		X		LEAD PHASES	C									
COORD PHASES	D		X							COORD PHASES	D									
PERM 2 PHASES	E									PERM 2 PHASES	E									
MIN RECALL	F		X		X		X		X	MIN RECALL	F									
COORD PLAN 2										COORD PLAN 7										
LEAD PHASES	C									LEAD PHASES	C	X		X		X		X		
COORD PHASES	D									COORD PHASES	D		X							
PERM 2 PHASES	E									PERM 2 PHASES	E									
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	E									PERM 2 PHASES	E									
MIN RECALL	F									MIN RECALL	F									
COORD PLAN 4										COORD PLAN 9										
LEAD PHASES	C	X		X		X		X		LEAD PHASES	C									
COORD PHASES	D		X							COORD PHASES	D									
PERM 2 PHASES	E									PERM 2 PHASES	E									
MIN RECALL	F		X		X		X		X	MIN RECALL	F									
COORD PLAN 5										LOCATION: W. KILBOURN AV. & N. 6TH ST.										
LEAD PHASES	C									DATE:	10/18/13									
COORD PHASES	D									SUPERSEDES:	B-13-599-T									
PERM 2 PHASES	E									SUPERSEDED:										
MIN RECALL	F									APPROVED:	DRAWING: B-13-658-T									
DESIGNED BY:	SCR		DRAWN BY:		SCR		CHECKED BY:		0		APPROVED:									

**170 CONTROLLER - W4IKS PROGRAM
MISCELLANEOUS FUNCTIONS**

FUNCTION	KEY	PHASE NUMBER								FUNCTION	KEY	VAL	FUNCTION	KEY	VAL
		1	2	3	4	5	6	7	8						
B + O + KEY									B + O + KEY			9 + KEY			
SAMPLE DET	C								MODE (0-4)	4	2	SHORT POWER DOWN	0	4	
ADV. WARN PH	E								MASTER (0=OFF)	5	0	LONG POWER DOWN	1	4	
MRI PHASES	F	X		X		X		X	C + F + KEY			EV A DEL TYPE	2	1	
B + A + KEY									PAGE ID	0		EV B DEL TYPE	3		
FLASH YELLOW	C								OL A RED	4		EV C DEL TYPE	4		
FLASH CIRCUIT	D								OL B RED	5		EV D DEL TYPE	5		
TOD/DOW MAX	E								OL C RED	6		RR DEL TYPE	6		
OL B SWICH P	F								OL D RED	7		PED INHIBIT	7		
B + B + KEY									D + KEY 1 + KEY 2			A	GREEN	8	
OL FL YELLOW	C								FLOATING PED	2E		OL	YELLOW	9	
OL FL CIRC	D								ID NUMBER	2F	38	B	GREEN	A	
TOD/DOW PED	E								COORD PED RECALL	3E	0	OL	YELLOW	B	
OL B SWITCH P	F								REST IN WALK	3F	1	C	GREEN	C	
B + C + KEY									ADV WARN E O G	4E		OL	YELLOW	D	
COORD MAX	C								ADV WARN S O G	4F		D	GREEN	E	
TOD RED REST	D								RR RED CLEAR	5E		OL	YELLOW	F	
OL A SWITCH P	E								RR RED COLOR	5F		E + F + KEY			
OL D SWITCH P	F								EV MIN AFT C	7E		RR MAX II	0		
C + F + KEY									EV INDICATORS	7F	5	PED PERM PLAN 1	1	25	
OVERLAP E	9								B + A + KEY			PED PERM PLAN 2	2		
OVERLAP F	8								PERM 2 P1	9		PED PERM PLAN 3	3		
RED REST	A								PERM 2 P2	A		PED PERM PLAN 4	4	25	
MAX RECALL	B								PERM 2 P3	B		PED PERM PLAN 5	5		
FLASH GREEN	C								B + C + KEY			PED PERM PLAN 6	6		
FLASH WALK	D								PERM 2 P7	9		PED PERM PLAN 7	7	25	
ADV WALK	E								PERM 2 P8	A		PED PERM PLAN 8	8		
RESTR PHASE	F								PERM 2 P9	B		PED PERM PLAN 9	9		
C + KEY									B + B + KEY			A + 3 + KEY			
START UP YEL	9								PERM 2 P4	9		SAMPLING DETECTION	9		
EV A	A	X						X	PERM 2 P5	A		LEFT TURN TYPE	A		
EV B	B								PERM 2 P6	B		C + KEY			
EV C	C								E + KEY			TRIGGERS ON IN FLASH	8	2	
EV D	D								EV A	DELAY	0	0	DESIGNED BY:	SCR	
HANDICAP PED	E								EV A	MIN	1	15	DRAWN BY:	SCR	
E + KEY									EV B	DELAY	2		CHECKED BY:	0	
RR CLEAR PH	B								EV B	MIN	3		DATE:	10/18/13	
RR PERMIT	C								EV C	DELAY	4		SUPERSEDES:		
RR OL PERMIT	D								EV C	MIN	5		B-13-599-T		
LOCATION: W. KILBOURN AV. & N. 6TH ST.									EV D	DELAY	6		SUPERSEDED BY:		
									EV D	MIN	7				
									OL RED REVERT		8		DRAWING NO:		
									RR	MIN	9		B-13-658-T		
									RR	DELAY	A				

**170 CONTROLLER - W4IKS PROGRAM
TIME BASED COORDINATION PARAMETERS**

	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			
		X	X	X	X	X		06	00	7											
2				84				85	86	87	18				C4	C5	C6	C7			
		X	X	X	X	X		09	00	1											
3				88				89	8A	8B	19				C8	C9	CA	CB			
		X	X	X	X	X		15	00	4											
4				8C				8D	8E	8F	20				CC	CD	CE	CF			
		X	X	X	X	X		18	00	1											
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				BO				B1	B2	B3	29				FO	F1	F2	F3			
14				B4				B5	B6	B7	30				F4	F5	F6	F7			
15				B8				B9	BA	BB	31				F8	F9	FA	FB			
16				BC				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. KILBOURN AV. & N. 6TH ST.		CHECKED BY: 0		SUPERSEDES: B-13-599-T	
DESIGNED BY: SCR		DRAWN BY: SCR		SUPERSEDED BY:	
DATE: 10/18/13		APPROVED BY:		DRG. NO.: B-13-658-T	

	PHASE	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16																																																								
	DIRECTION	NBLT	SB 6TH	EBLT	WB KILBOURN	SBLT	NB 6TH	WBLT	EB KILBOURN	W. X-WALKS (2)	N. X-WALK	E. X-WALK	S. X-WALK																																																												
<p>LOCATION:</p> <p style="text-align: center;">W. KILBOURN AV.</p> <p style="text-align: center;">&</p> <p style="text-align: center;">N. 6TH ST.</p> <p>SHADED COMBINATIONS ARE NOT PERMITTED DIODES FOR CONFLICTING INDICATIONS</p> <p>CABINET SWITCH LOCATIONS</p> <table border="1" style="width: 100%; border-collapse: collapse; margin-bottom: 5px;"> <tr><td>1</td><td>2</td><td>3</td><td>4</td><td>5</td><td>6</td><td>7</td></tr> </table> <table border="1" style="width: 100%; border-collapse: collapse; margin-bottom: 5px;"> <tr><td>8</td><td>9</td><td>10</td><td>11</td><td>12</td><td>13</td><td>14</td></tr> </table> <table border="1" style="width: 100%; border-collapse: collapse; margin-bottom: 5px;"> <tr><td>NBLT</td><td>SB</td><td>EBLT</td><td>WB</td><td>SBLT</td><td>NB</td><td>WBLT</td></tr> <tr><td> </td><td> </td><td> </td><td> </td><td> </td><td> </td><td> </td></tr> <tr><td> </td><td> </td><td> </td><td> </td><td> </td><td> </td><td> </td></tr> </table> <table border="1" style="width: 100%; border-collapse: collapse;"> <tr><td>EB</td><td>WXWS (2)</td><td>NXW</td><td>EXW</td><td>SXW</td><td>-</td><td>"A"</td></tr> <tr><td> </td><td> </td><td> </td><td> </td><td> </td><td> </td><td>"B"</td></tr> <tr><td> </td><td> </td><td> </td><td> </td><td> </td><td> </td><td>"C"</td></tr> </table>	1	2	3	4	5	6	7	8	9	10	11	12	13	14	NBLT	SB	EBLT	WB	SBLT	NB	WBLT															EB	WXWS (2)	NXW	EXW	SXW	-	"A"							"B"							"C"	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16		
	1	2	3	4	5	6	7																																																																		
	8	9	10	11	12	13	14																																																																		
	NBLT	SB	EBLT	WB	SBLT	NB	WBLT																																																																		
	EB	WXWS (2)	NXW	EXW	SXW	-	"A"																																																																		
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15	16																																																																								
16																																																																									

MONITOR IN SERVICE: 11/16/04 @ 1255

DRG. NO: B-13-658-T

ELECTRICAL: 3 #2/1 #8 LTP SERVICE FED FROM WEPCO IN MH SYSTEM. 120V METER (RED PH.)										FUNCTION	KEY	VAL	CYCLE 1				CYCLE 2				CYCLE 3				CYCLE 4																
										D+4+KEY				OFFSET 1	13	OFFSET 1		OFFSET 1	89	OFFSET 1		OFFSET 1		OFFSET 2		OFFSET 2		OFFSET 3		OFFSET 3		OFFSET 4		OFFSET 4							
FLASHING PROGRAM : NONE - EMERGENCY ALL RED										# OF INTER	6	14	OFFSET 2		OFFSET 2		OFFSET 2		OFFSET 2		OFFSET 2		OFFSET 2		OFFSET 3		OFFSET 3		OFFSET 3		OFFSET 4		OFFSET 4								
										TYPE OF CAB.	7	1	OFFSET 3		OFFSET 3		OFFSET 3		OFFSET 3		OFFSET 3		OFFSET 3		OFFSET 3		OFFSET 3		OFFSET 4		OFFSET 4		OFFSET 4								
										B+1+KEY				OFFSET 4		OFFSET 4		OFFSET 4		OFFSET 4		OFFSET 4		OFFSET 4		OFFSET 4		OFFSET 4		OFFSET 4		OFFSET 4		OFFSET 4							
										ACT. 1 LOCK	0		MAX. DWELL	23	MAX. DWELL		MAX. DWELL	23	MAX. DWELL		MAX. DWELL																				
										ACT. 2 LOCK	1		CYCLE LENGTH SEC		CYCLE LENGTH SEC		CYCLE LENGTH SEC		CYCLE LENGTH SEC		CYCLE LENGTH SEC		CYCLE LENGTH SEC		CYCLE LENGTH SEC		CYCLE LENGTH SEC		CYCLE LENGTH SEC		CYCLE LENGTH SEC		CYCLE LENGTH SEC		CYCLE LENGTH SEC						
										ACT. 1 DELAY	2		90	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
FLASH OUTPUT ASSIGN.		1	2	3	4	5	6	7	8	ACT. 2 DELAY	3		SP1	SP2	SP3	SP4	SP1	SP2	SP3	SP4	SP1	SP2	SP3	SP4	SP1	SP2	SP3	SP4	SP1	SP2	SP3	SP4									
	8	X			X				X	PRE-EMPT 1 LOCK	5		2.5								2.5																				
	9		X						X	PRE-EMPT 2 LOCK	6																														
	A							X		PRE-EMPT 3 LOCK	7																														
	B									PRE-EMPT 1 DELAY	8		7								7																				
C									PRE-EMPT 2 DELAY	9		3								3																					
AUXILIARY EQUIPMENT:										PRE-EMPT 3 DELAY	A		4								7																				
										B+3+KEY																															
										LONG POWER DOWN	0	4																													
										SHORT POWER DOWN	1	4																													
PROGRAM: ACTUATION #1: EBLT ARROWS ACTUATION #2: NBLT ARROWS CYCLE 3: 0600-0900 HRS. EX. S/S/H										SPECIAL ACT. FUNCTIONS			8																												
										ACT. SIGNAL PLAN	2		9																												
										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																															
										DWELL METHOD A	A	0	17																												
										COORD. MODE	E	1	18																												
										COORD. MASTER	F		19																												
TIME IN SERVICE: 10/11/10 @ 1405										SYSTEM DATA:			21																												
SIGNAL #: 1071										MASTER:	MASON AND WATER		22																												
										PRO. CL.:	MASON AND WATER		23																												
										FL. CL.:	NONE		24																												
LOCATION:										DESIGNED BY:				DRAWN BY:				SUPERSEDES:																							
E. KNAPP ST. & N. WATER ST.										JCB				JCB				B-09-552-T																							
										CHECKED BY:				APPROVED BY:				SUPERSEDED BY:																							
										JCB																															
										DATE:				DRG. NO.:																											
										5/21/10				B-10-583-T																											

**TIME OF DAY / DAY OF WEEK SETTINGS
170 CONTROLLER - W9FT PROGRAM**

	DAY							HR	MN	FN		DAY							HR	MN	FN
	1	2	3	4	5	6	7					1	2	3	4	5	6	7			
1				A80				A81	A82	A83	17				ACO				AC1	AC2	AC3
		X	X	X	X	X		06	00	311											
2				A84				A85	A86	A87	18				AC4				AC5	AC6	AC7
		X	X	X	X	X		09	00	111											
3				A88				A89	A8A	A8B	19				AC8				AC9	ACA	ACB
4				A8C				A8D	A8E	A8F	20				ACC				ACD	ACE	ACF
5				A90				A91	A92	A93	21				ADO				AD1	AD2	AD3
6				A94				A95	A96	A97	22				AD4				AD5	AD6	AD7
7				A98				A99	A9A	A9B	23				AD8				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				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

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
			FUNCTION	ON	OFF
			COORDINATION PLAN = CYCLE / SPLIT / OFFSET (EX. 111)	111 - 444	

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

LOCATION	PHASE	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16																																																								
	DIRECTION	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. & N. WATER ST. SHADED COMBINATIONS ARE NOT PERMITTED DIODES FOR CONFLICTING INDICATIONS CABINET SWITCH LOCATIONS <table border="1" style="width: 100%; text-align: center;"> <tr><td>1</td><td>2</td><td>3</td><td>4</td><td>5</td><td>6</td><td>7</td></tr> </table> <table border="1" style="width: 100%; text-align: center;"> <tr><td>8</td><td>9</td><td>10</td><td>11</td><td>12</td><td>13</td><td>14</td></tr> </table> <table border="1" style="width: 100%; text-align: center;"> <tr><td>NBLT</td><td>SB</td><td>EBLT</td><td>WB</td><td>-</td><td>NB</td><td>-</td></tr> <tr><td> </td><td> </td><td> </td><td> </td><td> </td><td> </td><td> </td></tr> <tr><td> </td><td> </td><td> </td><td> </td><td> </td><td> </td><td> </td></tr> </table> <table border="1" style="width: 100%; text-align: center;"> <tr><td>EB</td><td>WXW</td><td>NXW</td><td>EXW</td><td>SXW</td><td>CY3</td><td>"A"</td></tr> <tr><td> </td><td> </td><td> </td><td> </td><td> </td><td>CY2</td><td>"B"</td></tr> <tr><td> </td><td> </td><td> </td><td> </td><td> </td><td>D-1</td><td>"C"</td></tr> </table>	1	2	3	4	5	6	7	8	9	10	11	12	13	14	NBLT	SB	EBLT	WB	-	NB	-															EB	WXW	NXW	EXW	SXW	CY3	"A"						CY2	"B"						D-1	"C"	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16		
	1	2	3	4	5	6	7																																																																		
	8	9	10	11	12	13	14																																																																		
	NBLT	SB	EBLT	WB	-	NB	-																																																																		
	EB	WXW	NXW	EXW	SXW	CY3	"A"																																																																		
						CY2	"B"																																																																		
						D-1	"C"																																																																		
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16																																																																									

MONITOR IN SERVICE: 9/28/04 @ 0937
 DRG. NO: B-10-583-T

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

PHASE - TIMING DATA (PHASE + KEY)										PHASE FUNCTIONS (0 + KEY)									
FUNCTION	> v	1	2	3	4	5	6	7	8	FUNCTION	> v	1	2	3	4	5	6	7	8
MAX I	0	10	27		68		27		68	VEHICLE RECALL	0		X		X		X		X
MAX II / HFDW	1									PED. RECALL	1				X		X		X
WALK	2		7		7		7		7	RED LOCK	2								
FDW	3		20		17		20		17	YELLOW LOCK	3								
MAX INITIAL	4									PERMIT	4	X	X		X		X		X
MIN GREEN	5	10	13		24		20		24	PED PHASES	5		X		X		X		X
TIME BEFORE REDUCTION	6									LEAD PHASES	6	X		X		X		X	
TIME TO REDUCE	7									DUAL ENTRY	7		X		X		X		X
OBSERVE GAP	8									SEQ TIMING	8								
PASSAGE	9									START UP GREEN	9				X				X
MINIMUM GAP	A									OVERLAP A	A								
ADDED / ACTUATION	B									OVERLAP B	B								
YELLOW	C	3.5	4		4		4		4	OVERLAP C	C								
RED CLEARANCE	D		2.5		2		2.5		2	OVERLAP D	D								
RED REVERT	E									EXCLUSIVE	E								
WALK II	F									SIM GAP	F								
PHASE ASSIGNMENT DESCRIPTION		PHASE 5				SPARE				OVERLAP B									
PHASE 1: NBLT ACT.		PHASE 6				NB 4TH E. X-WALK				OVERLAP C									
PHASE 2: SB 4TH WXW (ACT.)		PHASE 7				SPARE				OVERLAP D									
PHASE 3: SPARE		PHASE 8				EB McKINLEY S. X-WALK				OVERLAP E									
PHASE 4: WB McKINLEY N. X-WALK		OVERLAP A								OVERLAP F									
TIME IN:	5/7/09 @ 1255		PROGRAM:							SYSTEM DATA									
SOFTWARE:	W4IKS.60		CRD. PL. 4: 1500-1800 HRS. EX. S/S/H							MASTER: LOVELL AND MICHIGAN									
SIGNAL NO:	2039		CRD. PL. 7: 0600-0900 HRS. EX. S/S/H							PRO. CL.: LOVELL AND MICHIGAN									
			(NBLT ARROWS INHIBITED - VIA AUX. OUTPUT A)							FL. CL.: NONE									
LOCATION:	W. McKINLEY AV.		PROGRAM INST:							PROGRAM COMMAND BOX TO INHIBIT									
	&		AUXILLARY EQUIPMENT:							PHASE 1 (NBLT) DURING CRD. PL. 7 (VIA									
	N. 4TH ST.									AUX. A ON) AND ON W. X-WALK ACT.									

CHECKED BY: JCB	APPROVED BY:	SUPERSEDED BY:	SUPERSEDES: B-08-632-T
DESIGNED BY: JCB	DRAWN BY: JCB	DATE: 3/18/09	DRAWING NO: B-09-554-T

**170 CONTROLLER - 4IKS
PROGRAM COORDINATION DATA**

FUNCTION		COORDINATION PLAN								
		1	2	3	4	5	6	7	8	9
CYCLE LENGTH	0	90			90			90		
FORCE OFF PH 1	1	34			34			-		
FORCE OFF PH 2	2	51			51			51		
FORCE OFF PH 3	3									
FORCE OFF PH 4	4	0			0			0		
FORCE OFF PH 5	5									
FORCE OFF PH 6	6	51			51			51		
FORCE OFF PH 7	7									
FORCE OFF PH 8	8	0			0			0		
OFFSET (SECONDS)	9	32			18			8		
PERMISSIVE LENGTH	A	0			0			0		
MAXIMUM DWELL	B	15			15			15		

FUNCTION	KEY	PHASE								FUNCTION	KEY	PHASE								
		1	2	3	4	5	6	7	8			1	2	3	4	5	6	7	8	
COORD PLAN 1										COORD PLAN 6										
LEAD PHASES	C	X		X		X		X		LEAD PHASES	C									
COORD PHASES	D				X				X	COORD PHASES	D									
PERM 2 PHASES	E									PERM 2 PHASES	E									
MIN RECALL	F		X		X		X		X	MIN RECALL	F									
COORD PLAN 2										COORD PLAN 7										
LEAD PHASES	C									LEAD PHASES	C	X		X		X		X		
COORD PHASES	D									COORD PHASES	D				X					X
PERM 2 PHASES	E									PERM 2 PHASES	E									
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	E									PERM 2 PHASES	E									
MIN RECALL	F									MIN RECALL	F									
COORD PLAN 4										COORD PLAN 9										
LEAD PHASES	C	X		X		X		X		LEAD PHASES	C									
COORD PHASES	D				X				X	COORD PHASES	D									
PERM 2 PHASES	E									PERM 2 PHASES	E									
MIN RECALL	F		X		X		X		X	MIN RECALL	F									
COORD PLAN 5										LOCATION: W. MCKINLEY AV. & N. 4TH ST.										
LEAD PHASES	C									DATE:	3/18/09									
COORD PHASES	D									SUPERSEDES:	B-08-632-T									
PERM 2 PHASES	E									SUPERSEDED:										
MIN RECALL	F									APPROVED:	DRAWING: B-09-554-T									
DESIGNED BY:	JCB		DRAWN BY:				JCB				CHECKED BY:				JCB					

**170 CONTROLLER - W4IKS PROGRAM
MISCELLANEOUS FUNCTIONS**

FUNCTION	KEY	PHASE NUMBER								FUNCTION	KEY	VAL	FUNCTION	KEY	VAL
		1	2	3	4	5	6	7	8						
B + O + KEY									B + O + KEY			9 + KEY			
SAMPLE DET	C									MODE (0-4)	4	2	SHORT POWER DOWN	0	4
ADV. WARN PH	E									MASTER (0=OFF)	5	0	LONG POWER DOWN	1	4
MRI PHASES	F	X								C + F + KEY			EV A DEL TYPE	2	
B + A + KEY									PAGE ID	0		EV B DEL TYPE	3		
FLASH YELLOW	C				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	E									OL C RED	6		RR DEL TYPE	6	
OL B SWICH P	F									OL D RED	7		PED INHIBIT	7	
B + B + KEY									D + KEY 1 + KEY 2			A	GREEN	8	
OL FL YELLOW	C									FLOATING PED	2E		OL	YELLOW	9
OL FL CIRC	D									ID NUMBER	2F	39	B	GREEN	A
TOD/DOW PED	E									COORD PED RECALL	3E	0	OL	YELLOW	B
OL B SWITCH P	F									REST IN WALK	3F	1	C	GREEN	C
B + C + KEY									ADV WARN E O G	4E		OL	YELLOW	D	
COORD MAX	C									ADV WARN S O G	4F		D	GREEN	E
TOD RED REST	D									RR RED CLEAR	5E		OL	YELLOW	F
OL A SWITCH P	E									RR RED COLOR	5F		E + F + KEY		
OL D SWITCH P	F									EV MIN AFT C	7E		RR MAX II	0	
C + F + KEY									EV INDICATORS	7F		PED PERM PLAN 1	1		
OVERLAP E	9									B + A + KEY			PED PERM PLAN 2	2	
OVERLAP F	8									PERM 2 P1	9		PED PERM PLAN 3	3	
RED REST	A									PERM 2 P2	A		PED PERM PLAN 4	4	
MAX RECALL	B									PERM 2 P3	B		PED PERM PLAN 5	5	
FLASH GREEN	C									B + C + KEY			PED PERM PLAN 6	6	
FLASH WALK	D									PERM 2 P7	9		PED PERM PLAN 7	7	
ADV WALK	E									PERM 2 P8	A		PED PERM PLAN 8	8	
RESTR PHASE	F									PERM 2 P9	B		PED PERM PLAN 9	9	
C + KEY									B + B + KEY			A + 3 + KEY			
START UP YEL	9									PERM 2 P4	9		SAMPLING DETECTION	9	
EV A	A									PERM 2 P5	A		LEFT TURN TYPE	A	
EV B	B									PERM 2 P6	B		C + KEY		
EV C	C									E + KEY			TRIGGERS ON IN FLASH	8	2
EV D	D									EV A	DELAY	0	DESIGNED BY:	JCB	
HANDICAP PED	E									EV A	MIN	1	DRAWN BY:	JCB	
E + KEY									EV B	DELAY	2	CHECKED BY:	JCB		
RR CLEAR PH	B									EV B	MIN	3	DATE:	3/18/09	
RR PERMIT	C									EV C	DELAY	4	SUPERSEDES:	B-08-632-T	
RR OL PERMIT	D									EV C	MIN	5	SUPERSEDED BY:		
LOCATION: W. MCKINLEY AV. & N. 4TH ST.									EV D	DELAY	6	DRAWING NO: B-09-554-T			
									EV D	MIN	7				
									OL RED REVERT		8				
									RR	MIN	9				
										DELAY	A				

**170 CONTROLLER - W4IKS PROGRAM
TIME BASED COORDINATION PARAMETERS**

	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
	X	X	X	X	X	X	X	00	00	33											
2	84							85	86	87	18	C4							C5	C6	C7
	X	X	X	X	X	X	X	06	00	32											
3	88							89	8A	8B	19	C8							C9	CA	CB
	X						X	06	00	1											
4	8C							8D	8E	8F	20	CC							CD	CE	CF
		X	X	X	X	X		06	00	7											
5	90							91	92	93	21	DO							D1	D2	D3
		X	X	X	X	X		06	00	71											
6	94							95	96	97	22	D4							D5	D6	D7
		X	X	X	X	X		09	00	81											
7	98							99	9A	9B	23	D8							D9	DA	DB
		X	X	X	X	X		09	00	1											
8	9C							9D	9E	9F	24	DC							DD	DE	DF
		X	X	X	X	X		15	00	4											
9	AO							A1	A2	A3	25	EO							E1	E2	E3
		X	X	X	X	X		18	00	1											
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	BO							B1	B2	B3	29	FO							F1	F2	F3
14	B4							B5	B6	B7	30	F4							F5	F6	F7
15	B8							B9	BA	BB	31	F8							F9	FA	FB
16	BC							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. MCKINLEY AV. & N. 4TH ST.		CHECKED BY: JCB		SUPERSEDES: B-08-632-T	
DESIGNED BY: JCB		DRAWN BY: JCB		SUPERSEDED BY:	
DATE: 3/18/09		APPROVED BY:		DRG. NO.: B-09-554-T	

PHASE	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
DIRECTION																

LOCATION
W. McKINLEY AV.
&
N. 4TH ST.

SHADED COMBINATIONS
 ARE NOT PERMITTED
 DIODES FOR CONFLICTING
 INDICATIONS

CABINET SWITCH LOCATIONS

1	2	13	3	4	14	5	6
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CONFLICT MONITOR CONNECTIONS

NB	SB	EXW	EB	WB	N/S XWS	NBLT	WXW
1R	2R	13R	3R	4R	14R	5R	6R
1Y	2Y	9G	3Y	4Y	9Y	5Y	6Y
1G	2G	13G	3G	4G	14G	5G	6G

NB 4TH	SB 4TH	EB McKINLEY	WB McKINLEY	NBLT	W. X-WALK				SPARE							
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			
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					
6	7	8	9	10	11	12	13	14	15	16						
7	8	9	10	11	12	13	14	15	16							
8	9	10	11	12	13	14	15	16								
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												
13	14	15	16													
14	15	16														
15	16															
16																

MONITOR IN SERVICE: 3/1/06 @ 1005
 DRG. NO: B-09-554-T

ELECTRICAL: 3 #4 LTP SERV FED FROM (CITY) "WB" SUBSTATION FEEDER 120V (RED Ø) NO METER										FUNCTION	KEY	VAL	CYCLE 1				CYCLE 2				CYCLE 3				CYCLE 4															
FLASHING PROGRAM : NONE - EMERGENCY ALL RED										D+4+KEY			OFFSET 1	65	OFFSET 1	63	OFFSET 1	65	OFFSET 1		OFFSET 2		OFFSET 2		OFFSET 2		OFFSET 3		OFFSET 3		OFFSET 3		OFFSET 4		OFFSET 4					
FLASH OUTPUT ASSIGN.										# OF INTER	6	8	OFFSET 4		OFFSET 4		OFFSET 4		OFFSET 4		MAX. DWELL	46	MAX. DWELL	44	MAX. DWELL	36	MAX. DWELL		MAX. DWELL		CYCLE LENGTH SEC									
AUXILLARY EQUIPMENT: POLICE HANDCORD OPERATION										B+1+KEY			90	0	0	0	90	0	0	0	90	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0				
PROGRAM: CYCLE 2: 1500-1800 HRS. EX. S/S/H CYCLE 3: 0600-0900 HRS. EX. S/S/H										ACT. 1 LOCK	0		SP1	SP2	SP3	SP4	SP1	SP2	SP3	SP4	SP1	SP2	SP3	SP4	SP1	SP2	SP3	SP4	SP1	SP2	SP3	SP4	SP1	SP2	SP3	SP4	SP1	SP2	SP3	SP4
TIME IN SERVICE:										ACT. 2 LOCK	1		31				29				21																			
SIGNAL #: 2036										ACT. 1 DELAY	2		18				18				18																			
LOCATION: W. STATE ST. & N. 4TH ST.										ACT. 2 DELAY	3		4				4				4				4				4											
DESIGNED BY: JCB										PRE-EMPT 1 LOCK	5																													
DRAWN BY: JCB										PRE-EMPT 2 LOCK	6																													
SUPERSEDES: B-09-583-T										PRE-EMPT 3 LOCK	7																													
CHECKED BY:										PRE-EMPT 1 DELAY	8																													
APPROVED BY:										PRE-EMPT 2 DELAY	9																													
DATE: 1/7/11										PRE-EMPT 3 DELAY	A																													
DATE: 1/7/11										B+3+KEY																														
DATE: 1/7/11										LONG POWER DOWN	0	4	11.5				11.5				11.5																			
DATE: 1/7/11										SHORT POWER DOWN	1	4	4				4				4																			
DATE: 1/7/11										SPECIAL ACT. FUNCTIONS			8	1.5			1.5				1.5																			
DATE: 1/7/11										ACT. SIGNAL PLAN	2		9																											
DATE: 1/7/11										ACT. CYCLE	3		10																											
DATE: 1/7/11										ACT. SPLIT	4		11																											
DATE: 1/7/11										ACT. OFFSET	5		12																											
DATE: 1/7/11										RESET INTERVAL	6		13																											
DATE: 1/7/11										# OF CYCLES	7		14																											
DATE: 1/7/11										NO T.B.C. FALL BACK	8		15																											
DATE: 1/7/11										CRD. FROM ACT. MSTR.	9		16																											
DATE: 1/7/11										C+C+KEY			17																											
DATE: 1/7/11										DWELL METHOD A	A	0	18																											
DATE: 1/7/11										COORD. MODE	E	1	19																											
DATE: 1/7/11										COORD. MASTER	F		20																											
DATE: 1/7/11										SYSTEM DATA:			21																											
DATE: 1/7/11										MASTER: LOVELL AND MICHIGAN			22																											
DATE: 1/7/11										PRO. CL.: LOVELL AND MICHIGAN			23																											
DATE: 1/7/11										FL. CL.: LOCAL			24																											
DATE: 1/7/11										DESIGNED BY: JCB																														
DATE: 1/7/11										DRAWN BY: JCB																														
DATE: 1/7/11										SUPERSEDES: B-09-583-T																														
DATE: 1/7/11										CHECKED BY:																														
DATE: 1/7/11										APPROVED BY:																														
DATE: 1/7/11										SUPERSEDED BY:																														
DATE: 1/7/11										DATE: 1/7/11																														
DATE: 1/7/11										DRG. NO.: B-11-525-T																														

**TIME OF DAY / DAY OF WEEK SETTINGS
170 CONTROLLER - W9FT PROGRAM**

	DAY							HR	MN	FN		DAY							HR	MN	FN
	1	2	3	4	5	6	7					1	2	3	4	5	6	7			
1				A80				A81	A82	A83	17				ACO			AC1	AC2	AC3	
		X	X	X	X	X		06	00	311											
2				A84				A85	A86	A87	18				AC4			AC5	AC6	AC7	
		X	X	X	X	X		09	00	111											
3				A88				A89	A8A	A8B	19				AC8			AC9	ACA	ACB	
		X	X	X	X	X		15	00	211											
4				A8C				A8D	A8E	A8F	20				ACC			ACD	ACE	ACF	
		X	X	X	X	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				A98				A99	A9A	A9B	23				AD8			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				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	

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
			FUNCTION	ON	OFF
			COORDINATION PLAN = CYCLE / SPLIT / OFFSET (EX. 111)	111 - 444	

LOCATION: W. STATE ST. & N. 4TH ST.			CHECKED BY: 0	SUPERSEDES: B-09-583-T
DESIGNED BY: JCB	DRAWN BY: JCB	DATE: 1/7/11	APPROVED BY:	SUPERSEDED 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	NB 4TH	SB 4TH	SPARE	WB STATE	SPARE	SPARE			SPARE				E/W X-WALKS	N/S X-WALKS																																		
LOCATION:	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16																																	
W. STATE ST.	3	4	5	6	7	8	9	10	11	12	13	14	15	16																																		
&	4	5	6	7	8	9	10	11	12	13	14	15	16																																			
N. 4TH ST.	5	6	7	8	9	10	11	12	13	14	15	16																																				
SHADED COMBINATIONS ARE NOT PERMITTED DIODES FOR CONFLICTING INDICATIONS	6	7	8	9	10	11	12	13	14	15	16																																					
	7	8	9	10	11	12	13	14	15	16																																						
	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																																									
<table border="1" style="width: 100%; border-collapse: collapse;"> <tr> <td style="width: 12.5%;">1</td><td style="width: 12.5%;">2</td><td style="width: 12.5%;">13</td><td style="width: 12.5%;">3</td><td style="width: 12.5%;">4</td><td style="width: 12.5%;">14</td><td style="width: 12.5%;">5</td><td style="width: 12.5%;">6</td> </tr> </table>	1	2	13	3	4	14	5	6	11	12	13	14	15	16																																		
1	2	13	3	4	14	5	6																																									
	12	13	14	15	16																																											
CONFLICT MONITOR CONNECTIONS	13	14	15	16																																												
<table border="1" style="width: 100%; border-collapse: collapse;"> <tr> <td style="width: 12.5%;">NB</td><td style="width: 12.5%;">SB</td><td style="width: 12.5%;">E/W XWS</td><td style="width: 12.5%;">WB</td><td style="width: 12.5%;">N/S XWS</td><td style="width: 12.5%;"></td><td style="width: 12.5%;"></td><td style="width: 12.5%;"></td> </tr> <tr> <td>1R</td><td>2R</td><td>13R</td><td>3R</td><td>4R</td><td>14R</td><td>5R</td><td>6R</td> </tr> <tr> <td>1Y</td><td>2Y</td><td>9G</td><td>3Y</td><td>4Y</td><td>9Y</td><td>5Y</td><td>6Y</td> </tr> <tr> <td>1G</td><td>2G</td><td>13G</td><td>3G</td><td>4G</td><td>14G</td><td>5G</td><td>6G</td> </tr> </table>	NB	SB	E/W XWS	WB	N/S XWS				1R	2R	13R	3R	4R	14R	5R	6R	1Y	2Y	9G	3Y	4Y	9Y	5Y	6Y	1G	2G	13G	3G	4G	14G	5G	6G	14	15	16													
NB	SB	E/W XWS	WB	N/S XWS																																												
1R	2R	13R	3R	4R	14R	5R	6R																																									
1Y	2Y	9G	3Y	4Y	9Y	5Y	6Y																																									
1G	2G	13G	3G	4G	14G	5G	6G																																									
	15	16																																														
	16																																															

MONITOR IN SERVICE: 9/30/05 @ 0840

DRG. NO: B-11-525-T

ELECTRICAL: 3 #4 LTP SERV FED FROM CITY "WB" SUBSTATION @ KILBOURN & 6TH NO METER										FUNCTION		KEY	VAL	CYCLE 1				CYCLE 2				CYCLE 3				CYCLE 4											
										D+4+KEY				OFFSET 1	89	OFFSET 1	81	OFFSET 1	82	OFFSET 1		OFFSET 2		OFFSET 2		OFFSET 2		OFFSET 2		OFFSET 3		OFFSET 3		OFFSET 3		OFFSET 3	
FLASHING PROGRAM : NONE - EMERGENCY ALL RED										ACT. 1 LOCK		0		MAX. DWELL				MAX. DWELL				MAX. DWELL				MAX. DWELL											
										ACT. 2 LOCK		1		41				41				38				41											
FLASH OUTPUT ASSIGN.										ACT. 1 DELAY		2		CYCLE LENGTH				CYCLE LENGTH				CYCLE LENGTH				CYCLE LENGTH											
										ACT. 2 DELAY		3		SEC				SEC				SEC				SEC											
8	X			X																																	
9	X			X																																	
A				X																																	
B																																					
C																																					
AUXILIARY EQUIPMENT: 1 1/4" VENT PIPE, PE CONF. LTS. W/ 5A FUSE, ADA. POLARA PED. P.B. SYSTEM, EB "NTOR" LED SIGN W/ 5A FUSE										PRE-EMPT 1 LOCK		5		90				90				90				90											
										PRE-EMPT 2 LOCK		6		0				0				0				0											
PROGRAM: ACTUATION #1: NBLT ARROW CYCLE 2: 1500-1800 HRS. EX. S/S/H CYCLE 3: 0600-0900 HRS. EX. S/S/H SIG. PL. 4, CYCLE 4: ON N/S FIRE CALL. PE PHASE IS NB/SB GREEN (VAR. LENGTH BUT 15 SEC. MIN.) MAX. DELAY TO PE IS 28 SEC. OPTICOM DETECTION DISTANCE MUST BE AT LEAST 1850 FEET. EB "NTOR" LED CHANGEABLE MESSAGE SIGN ON: 0700-1800 EX. S/S/H (VIA AUX.B)										PRE-EMPT 3 LOCK		7		4				4				4				4											
										PRE-EMPT 1 DELAY		8		11				11				8				0											
TIME IN SERVICE: 2-12-13 @ 09:50										PRE-EMPT 2 DELAY		9		18				18				18				18											
										PRE-EMPT 3 DELAY		A		4				4				4				4											
SIGNAL #: 2037										LONG POWER DOWN		0	4	2				2				2				2											
										SHORT POWER DOWN		1	4	4				4				4				0											
LOCATION: W. STATE ST. & N. 6TH ST.										SPECIAL ACT. FUNCTIONS				3				3				3				3											
										ACT. SIGNAL PLAN		2		0				0				3				3											
DESIGNED BY: SCR										ACT. CYCLE		3		0				0				8.5															
										ACT. SPLIT		4		3				3				11.5															
DRAWN BY: SCR										ACT. OFFSET		5		4				4				11.5															
										RESET INTERVAL		6		17				17				17				0											
SUPERSEDES: B-11-526-T										# OF CYCLES		7		11.5				11.5				11.5				15											
										NO T.B.C. FALL BACK		8		4				4				4				4											
CHECKED BY: JCB										CRD. FROM ACT. MSTR.		9		1.5				1.5				1.5				1.5											
										C+C+KEY																											
APPROVED BY: JCB										DWELL METHOD A		A	0																								
										COORD. MODE		E	1																								
DATE: 1/25/13										COORD. MASTER		F																									
										SYSTEM DATA:																											
DRG. NO.: B-13-512-T										MASTER:		LOVELL AND MICHIGAN																									
										PRO. CL.:		LOVELL AND MICHIGAN																									
SUPERSEDED BY:										FL. CL.:		NONE																									

SIGNAL PLAN #4

INTERVAL	NB 6TH		SB 6TH		W. X-WALK		WB STATE		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	Y	G	R	Y	G	DW	W	R	Y	G	DW	W	DW	-	W	R	Y	G	TC											
1	1			1			1				1	F		1			1				1		1						0	1	
2	2			2			2				2	F		2			2				2								0	2	
3	3			3			3				3	F		3			3				3								0	3	
4	4			4			4		4		4			4			4				4								0	4	
5	5			5			5			5				5			5				5								0	5	
6		6	6				6				6			F			6				6								0	6	
7		7	7				7				7			F			7				7								0	7	
8		8	8				8				8			F			8				8								0	8	
9		9	9				9				9			F		9					9								0	9	
10		10			10	10					10			F			10				10								0	10	
11		11			11	11					11			F			11				11								0	11	
12		12			12	F					12			F			12				12								0	12	
13		13			13	F					13			F			13				13								0	13	
14		14			14	14					14			14			14				14								0	14	
15		15			15						15			15			15				15								0	15	
16	16			16			16				16			16			16				16								0	16	
17																														17	
18																														18	
19																														19	
20																														20	
21																														21	
22																														22	
23																														23	
24																														24	

LOCATION : W. STATE ST. & N. 6TH ST.	CYCLE XFER	FLASH ENTRY	DWELL	PLAN OPERATES	DATE	SUPERSEDES
	SPLIT XFER	FLASH EXIT	INITIALIZATION	ON N/S FIRE CALL	1/25/13	B-11-526-T
	DESIGNED BY: SCR	DRAWN BY SCR	CHECKED BY JCB	APPROVED BY	SUPERSEDED BY	
						DRG. NO.: B-13-512-T

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

STEP CODE PM #			
00	1	32	3
01	2	32	4
02	3	32	5
03	4	35	1
04	5	36	14
05	6	37	6
06	7	32	9
07	8	32	10
08	9	33	14
09	10	32	11
0A	11	33	14
0B	12	32	12
0C	13	33	14
0D	14	34	14
0E	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		
1B	28		
1C	29		
1D	30		
1E	31		
1F	32		

STEP CODE PM #			
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 #			
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. 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 SCR	DRAWN SCR	CHECKED JCB	APPROVED	DATE 1/25/13	SUPERSEDES B-11-526-T	DRG. NO. B-13-512-T
					SUPERSEDED BY	

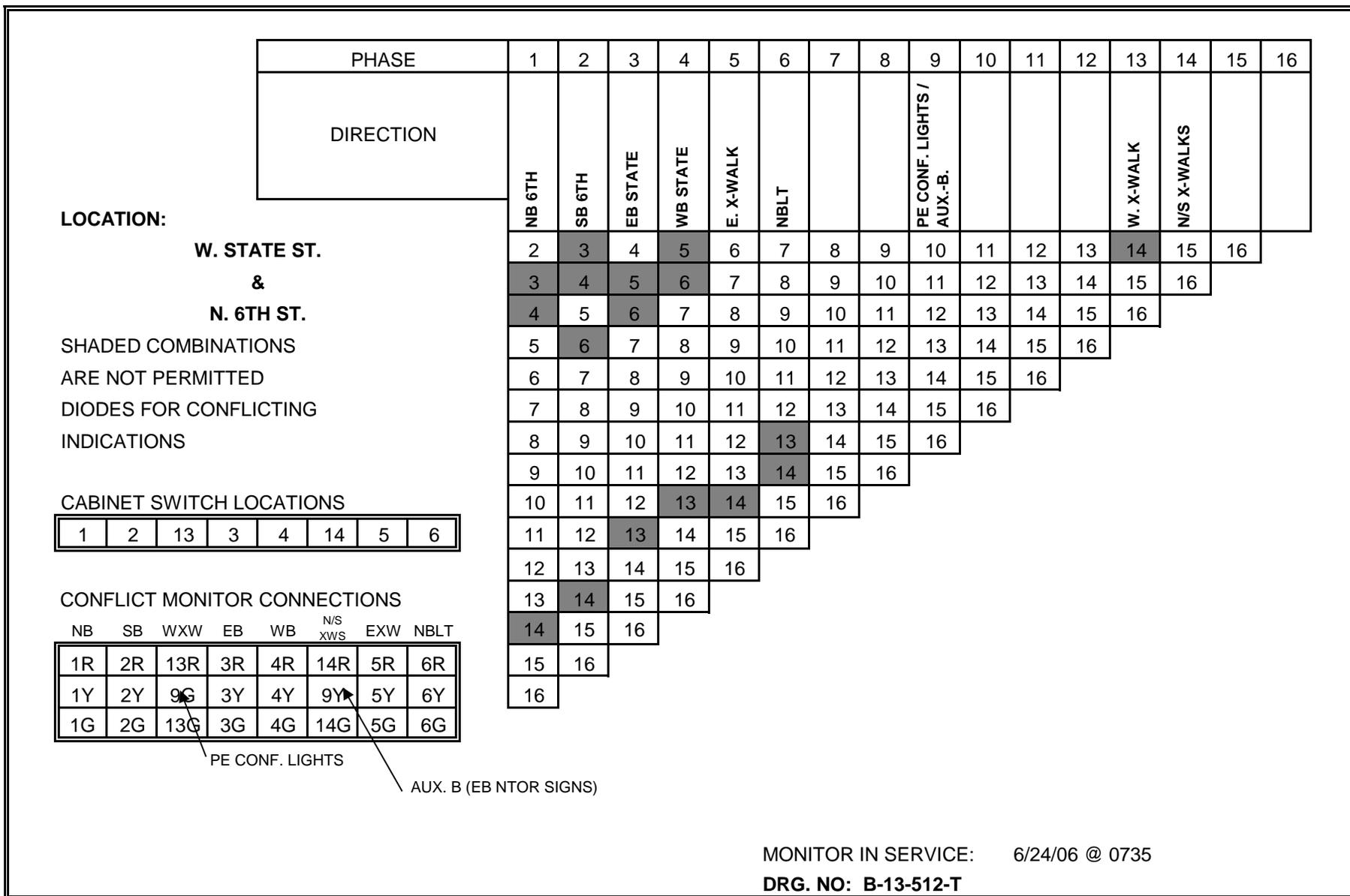
**TIME OF DAY / DAY OF WEEK SETTINGS
170 CONTROLLER - W9FT PROGRAM**

	DAY							HR	MN	FN		DAY							HR	MN	FN
	1	2	3	4	5	6	7					1	2	3	4	5	6	7			
1	A80							A81	A82	A83	17	ACO							AC1	AC2	AC3
		X	X	X	X	X		06	00	311											
2	A84							A85	A86	A87	18	AC4							AC5	AC6	AC7
		X	X	X	X	X		07	00	23											
3	A88							A89	A8A	A8B	19	AC8							AC9	ACA	ACB
		X	X	X	X	X		09	00	111											
4	A8C							A8D	A8E	A8F	20	ACC							ACD	ACE	ACF
		X	X	X	X	X		15	00	211											
5	A90							A91	A92	A93	21	ADO							AD1	AD2	AD3
		X	X	X	X	X		18	00	24											
6	A94							A95	A96	A97	22	AD4							AD5	AD6	AD7
		X	X	X	X	X		18	00	111											
7	A98							A99	A9A	A9B	23	AD8							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							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

TIME OF DAY / DAY OF WEEK FUNCTION CODES

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
FUNCTION				ON	OFF
COORDINATION PLAN = CYCLE / SPLIT / OFFSET (EX. 111)				111 - 444	

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



MONITOR IN SERVICE: 6/24/06 @ 0735
 DRG. NO: B-13-512-T

SIGNAL PLAN #4

INTERVAL	NB WATER		SB WATER		W. X-WALK		SPARE		WB STATE		N/S X-WALKS		E. X-WALK		NBLT		N/S PE CONF. LTS		WB 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	Y	G	R	Y	G	DW	W	-	-	-	R	Y	G	DW	W	DW	-	W	R											
1	1			1			1				1			1							1		1						0	1	
2			2	2			2				2			F							F		2						0	2	
3		3		3			3				3			3							F		3						0	3	
4			4	4			4				4			F							4		F						0	4	
5					5	5					5			F							5		F						0	5	
6			6			6	6				6			F							6		F						0	6	
7				7			F				7			F							7		F						0	7	
8			8			8	8				8			8							8		F						0	8	
9		9			9						9			9							9		F						0	9	
10	10					10					10			10							10		F						0	10	
11	11											11	F	11							F		11						0	11	
12	12											12	F	12							F		12						0	12	
13	13											13	13	13							F		13						0	13	
14	14										14		14	14							F		14						0	14	
15	15										15		15	15							F		15						0	15	
16			16			16	16				16		16	F							F		16						0	16	
17			17			17	F				17		17	F							F		17						0	17	
18		18			18		18				18		18	18							F		18						0	18	
19	19					19					19		19	19							F		19						0	19	
20	20					20						20	F	20							20		F						0	20	
21	21					21					21		21	21							21		F						0	21	
22																														22	
23																														23	
24																														24	

LOCATION : E. STATE ST. & N. WATER ST.	CYCLE XFER	FLASH ENTRY	DWELL	PLAN OPERATES	DATE	SUPERSEDES	B-09-867-T
	SPLIT XFER	FLASH EXIT	INITIALIZATION	ON N/S OR E/W FIRE CALL	2/16/11	SUPERSEDED BY	
	DESIGNED BY: JCB	DRAWN BY JCB	CHECKED BY JCB	APPROVED BY		DRG. NO.:	B-11-600-T

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	5	33	7
05	6	32	7
06	7	34	8
07	8	32	9
08	9	32	10
09	10	35	1
0A	11	36	7
0B	12	35	2
0C	13	36	24
0D	14	37	11
0E	15	32	20
0F	16	33	17
10	17	32	21
11	18	32	1
12	19	35	1
13	20	36	7
14	21	35	2
15	22	36	24
16	23	37	6
17	24	34	13
18	25	32	14
19	26	32	15
1A	27	35	2
1B	28	36	24
1C	29	35	1
1D	30	36	7
1E	31	37	6
1F	32		

STEP CODE PM #			
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		
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30	49		
31	50		
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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 #			
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 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 JCB	DRAWN JCB	CHECKED JCB	APPROVED	DATE 2/16/11	SUPERSEDES B-09-867-T	DRG. NO. B-11-600-T
				SUPERSEDED BY		

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

STEP CODE PM #			
00	1	32	2
01	2	32	3
02	3	33	9
03	4	32	16
04	5	33	8
05	6	32	17
06	7	33	8
07	8	32	18
08	9	32	19
09	10	35	2
0A	11	36	16
0B	12	35	1
0C	13	36	24
0D	14	37	11
0E	15	32	12
0F	16	34	13
10	17	32	14
11	18	32	15
12	19	35	2
13	20	36	16
14	21	35	1
15	22	36	24
16	23	37	6
17	24	34	8
18	25	32	9
19	26	32	10
1A	27	35	1
1B	28	36	24
1C	29	35	2
1D	30	36	16
1E	31	37	11
1F	32		

STEP CODE PM #			
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 #			
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	33	STEP #
HOLD	34	INTERVAL #
TEST	35	PRE-EMPT #
BRANCH IF ON	36	STEP #
RETURN	37	INTERVAL #
CLEAR	38	INTERVAL#

DESIGNED JCB	DRAWN JCB	CHECKED JCB	APPROVED	DATE 2/16/11	SUPERSEDES B-09-867-T	DRG. NO. B-11-600-T
				SUPERSEDED BY		

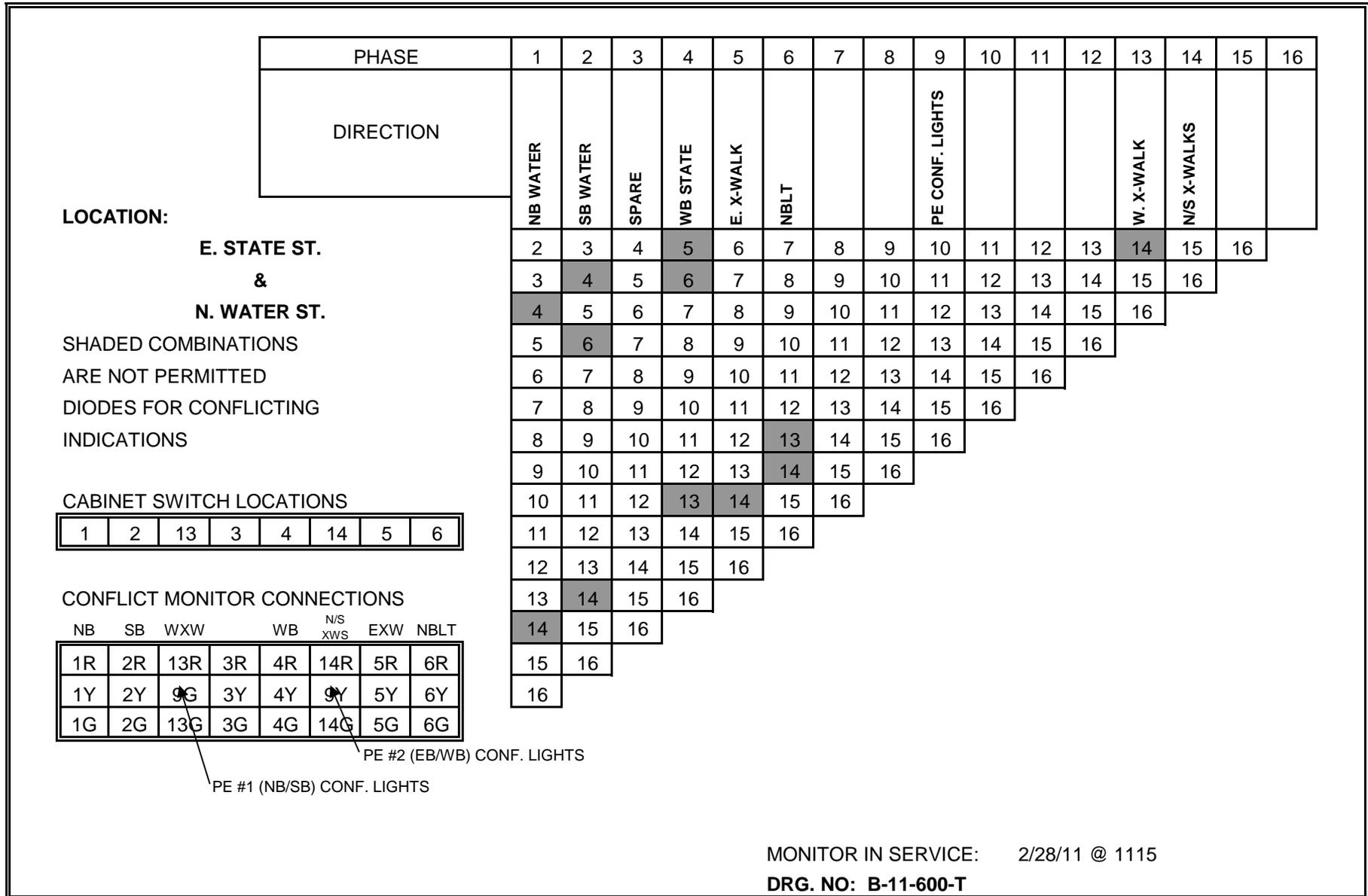
**TIME OF DAY / DAY OF WEEK SETTINGS
170 CONTROLLER - W9FT PROGRAM**

	DAY							HR	MN	FN		DAY							HR	MN	FN
	1	2	3	4	5	6	7					1	2	3	4	5	6	7			
1				A80				A81	A82	A83	17				ACO			AC1	AC2	AC3	
		X	X	X	X	X		06	00	311											
2				A84				A85	A86	A87	18				AC4			AC5	AC6	AC7	
		X	X	X	X	X		09	00	111											
3				A88				A89	A8A	A8B	19				AC8			AC9	ACA	ACB	
		X	X	X	X	X		15	00	211											
4				A8C				A8D	A8E	A8F	20				ACC			ACD	ACE	ACF	
		X	X	X	X	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				A98				A99	A9A	A9B	23				AD8			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				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	

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
			FUNCTION	ON	OFF
			COORDINATION PLAN = CYCLE / SPLIT / OFFSET (EX. 111)	111 - 444	

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



MONITOR IN SERVICE: 2/28/11 @ 1115
 DRG. NO: B-11-600-T

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)

PHASE - TIMING DATA (PHASE + KEY)										PHASE FUNCTIONS (0 + KEY)									
FUNCTION	>L<	1	2	3	4	5	6	7	8	FUNCTION	>L<	1	2	3	4	5	6	7	8
MAX I	0		40	7	67		40		67	VEHICLE RECALL	0		X	X	X		X		X
MAX II / HFDW	1									PED. RECALL	1		X		X		X		X
WALK	2		28		7		28		7	RED LOCK	2								
FDW	3		12		18		12		18	YELLOW LOCK	3								
MAX INITIAL	4									PERMIT	4		X	X	X		X		X
MIN GREEN	5		12	7	18		12		18	PED PHASES	5		X		X		X		X
TIME BEFORE REDUCTION	6									LEAD PHASES	6	X		X			X	X	
TIME TO REDUCE	7									DUAL ENTRY	7		X		X		X		X
OBSERVE GAP	8									SEQ TIMING	8								
PASSAGE	9									START UP GREEN	9				X				X
MINIMUM GAP	A									OVERLAP A	A								
ADDED / ACTUATION	B									OVERLAP B	B								
YELLOW	C		4	3.5	4		4		4	OVERLAP C	C								
RED CLEARANCE	D		1.5		2		1.5		2	OVERLAP D	D								
RED REVERT	E									EXCLUSIVE	E								
WALK II	F									SIM GAP	F								
PHASE ASSIGNMENT DESCRIPTION		PHASE 5 SBLT (O.O.S. PG. 0)								OVERLAP B									
PHASE 1: SPARE		PHASE 6 NB 6TH E. X-WALK								OVERLAP C									
PHASE 2: SB 6TH W. X-WALK		PHASE 7 SPARE								OVERLAP D									
PHASE 3: EBLT		PHASE 8 EB WELLS S. X-WALK								OVERLAP E									
PHASE 4: WB WELLS N. X-WALK		OVERLAP A								OVERLAP F									
TIME IN:	9-10-11 @ 06:55		PROGRAM:								SYSTEM DATA								
SOFTWARE:	W4IKS.60		PAGE 0 (SBLT ARROWS O.O.S.): 2200-0600 HRS. AND ALL DAY S/S/H								MASTER: LOVELL AND MICHIGAN								
SIGNAL NO:	2074		PAGE 1: SBLT LAG ARROWS OPERATE								PRO. CL.: LOVELL AND MICHIGAN								
LOCATION:	W. WELLS ST. & N. 6TH ST.		EVA: ON FIREHOUSE OR EB/WB FIRE CALL. EVA PHASE IS EB/WB GREEN. (15 SEC. MIN.) MAX. DELAY TO EVA IS 18 SEC. DET. DIST. > 1200 FEET.								PROGRAM INST:								
			EVB: ON NB/SB FIRE CALL. EVB PHASE IS NB/SB GREEN (15 SEC. MIN.) MAX. DELAY TO EVB IS 24 SEC. DET. DIST. > 1600 FEET.								AUXILLARY EQUIPMENT: 3 #2 LTP SERV. FED TO KILBOURN AND 6TH CONT. CAB.								

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

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)

PHASE - TIMING DATA (DC + PHASE + KEY)										PHASE FUNCTIONS (DC + KEY)									
FUNCTION	> L <	1	2	3	4	5	6	7	8	FUNCTION	> L <	1	2	3	4	5	6	7	8
MAX I	0		40	7	67	7	28		67	VEHICLE RECALL	0		X	X	X	X	X		X
MAX II / HFDW	1									PED. RECALL	1		X		X		X		X
WALK	2		28		7		16		7	RED LOCK	2								
FDW	3		12		18		12		18	YELLOW LOCK	3								
MAX INITIAL	4									PERMIT	4		X	X	X	X	X		X
MIN GREEN	5		12	7	18	7	12		18	PED PHASES	5		X		X		X		X
TIME BEFORE REDUCTION	6									LEAD PHASES	6	X		X			X	X	
TIME TO REDUCE	7									DUAL ENTRY	7		X		X		X		X
OBSERVE GAP	8									SEQ TIMING	8								
PASSAGE	9									START UP GREEN	9				X				X
MINIMUM GAP	A									OVERLAP A	A								
ADDED / ACTUATION	B									OVERLAP B	B								
YELLOW	C		4	3.5	4	4	4		4	OVERLAP C	C								
RED CLEARANCE	D		1.5		2	1.5	1		2	OVERLAP D	D								
RED REVERT	E									EXCLUSIVE	E								
WALK II	F									SIM GAP	F								
PHASE ASSIGNMENT DESCRIPTION		PHASE 5 SBLT (LAG ARROWS)								OVERLAP B									
PHASE 1: SPARE		PHASE 6 NB 6TH E. X-WALK								OVERLAP C									
PHASE 2: SB 6TH W. X-WALK		PHASE 7 SPARE								OVERLAP D									
PHASE 3: EBLT		PHASE 8 EB WELLS S. X-WALK								OVERLAP E									
PHASE 4: WB WELLS N. X-WALK		OVERLAP A								OVERLAP F									
TIME IN:	9-10-11 @ 06:55		PROGRAM:								SYSTEM DATA								
SOFTWARE:	W4IKS.60		PAGE 0 (SBLT ARROWS O.O.S.): 2200-0600 HRS. AND ALL DAY S/S/H								MASTER: LOVELL AND MICHIGAN								
SIGNAL NO:	2074		PAGE 1: SBLT LAG ARROWS OPERATE								PRO. CL.: LOVELL AND MICHIGAN								
LOCATION:	W. WELLS ST. & N. 6TH ST.		EVA: ON FIREHOUSE OR EB/WB FIRE CALL. EVA PHASE IS EB/WB GREEN. (15 SEC. MIN.) MAX. DELAY TO EVA IS 18 SEC. DET. DIST. > 1200 FEET.								PROGRAM INST:								
			EVB: ON NB/SB FIRE CALL. EVB PHASE IS NB/SB GREEN (15 SEC. MIN.) MAX. DELAY TO EVB IS 24 SEC. DET. DIST. > 1600 FEET.								AUXILLARY EQUIPMENT: 3 #2 LTP SERV. FED TO KILBOURN AND 6TH CONT. CAB.								

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

**170 CONTROLLER - 4IKS
PROGRAM COORDINATION DATA**

FUNCTION		COORDINATION PLAN								
		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	A	19								
MAXIMUM DWELL	B	30								

FUNCTION	KEY	PHASE								FUNCTION	KEY	PHASE								
		1	2	3	4	5	6	7	8			1	2	3	4	5	6	7	8	
COORD PLAN 1										COORD PLAN 6										
LEAD PHASES	C	X		X			X	X		LEAD PHASES	C									
COORD PHASES	D				X				X	COORD PHASES	D									
PERM 2 PHASES	E									PERM 2 PHASES	E									
MIN RECALL	F		X	X	X		X		X	MIN RECALL	F									
COORD PLAN 2										COORD PLAN 7										
LEAD PHASES	C									LEAD PHASES	C									
COORD PHASES	D									COORD PHASES	D									
PERM 2 PHASES	E									PERM 2 PHASES	E									
MIN RECALL	F									MIN RECALL	F									
COORD PLAN 3										COORD PLAN 8										
LEAD PHASES	C									LEAD PHASES	C									
COORD PHASES	D									COORD PHASES	D									
PERM 2 PHASES	E									PERM 2 PHASES	E									
MIN RECALL	F									MIN RECALL	F									
COORD PLAN 4										COORD PLAN 9										
LEAD PHASES	C									LEAD PHASES	C									
COORD PHASES	D									COORD PHASES	D									
PERM 2 PHASES	E									PERM 2 PHASES	E									
MIN RECALL	F									MIN RECALL	F									
COORD PLAN 5										LOCATION: W. WELLS ST. & N. 6TH ST.										
LEAD PHASES	C									DATE:	7/27/11									
COORD PHASES	D									SUPERSEDES:	B-10-693-T									
PERM 2 PHASES	E									SUPERSEDED:										
MIN RECALL	F																			
DESIGNED BY:	DRAWN BY:		CHECKED BY:		APPROVED:		DRAWING: B-11-688-T													
JCB	JCB		JCB																	

**170 CONTROLLER - W4IKS PROGRAM
MISCELLANEOUS FUNCTIONS**

FUNCTION	KEY	PHASE NUMBER								FUNCTION	KEY	VAL	FUNCTION	KEY	VAL
		1	2	3	4	5	6	7	8						
B + O + KEY									B + O + KEY			9 + KEY			
SAMPLE DET	C								MODE (0-4)	4	2	SHORT POWER DOWN	0	4	
ADV. WARN PH	E								MASTER (0=OFF)	5	0	LONG POWER DOWN	1	4	
MRI PHASES	F								C + F + KEY			EV A DEL TYPE	2	1	
B + A + KEY									PAGE ID	0		EV B DEL TYPE	3	1	
FLASH YELLOW	C								OL A RED	4		EV C DEL TYPE	4		
FLASH CIRCUIT	D								OL B RED	5		EV D DEL TYPE	5		
TOD/DOW MAX	E								OL C RED	6		RR DEL TYPE	6		
OL B SWICH P	F								OL D RED	7		PED INHIBIT	7		
B + B + KEY									D + KEY 1 + KEY 2			A	GREEN	8	
OL FL YELLOW	C								FLOATING PED	2E		OL	YELLOW	9	
OL FL CIRC	D								ID NUMBER	2F	74	B	GREEN	A	
TOD/DOW PED	E								COORD PED RECALL	3E	0	OL	YELLOW	B	
OL B SWITCH P	F								REST IN WALK	3F	1	C	GREEN	C	
B + C + KEY									ADV WARN E O G	4E		OL	YELLOW	D	
COORD MAX	C								ADV WARN S O G	4F		D	GREEN	E	
TOD RED REST	D								RR RED CLEAR	5E		OL	YELLOW	F	
OL A SWITCH P	E								RR RED COLOR	5F		E + F + KEY			
OL D SWITCH P	F								EV MIN AFT C	7E		RR MAX II	0		
C + F + KEY									EV INDICATORS	7F	4	PED PERM PLAN 1	1		
OVERLAP E	9								B + A + KEY			PED PERM PLAN 2	2		
OVERLAP F	8								PERM 2 P1	9		PED PERM PLAN 3	3		
RED REST	A								PERM 2 P2	A		PED PERM PLAN 4	4		
MAX RECALL	B								PERM 2 P3	B		PED PERM PLAN 5	5		
FLASH GREEN	C								B + C + KEY			PED PERM PLAN 6	6		
FLASH WALK	D								PERM 2 P7	9		PED PERM PLAN 7	7		
ADV WALK	E								PERM 2 P8	A		PED PERM PLAN 8	8		
RESTR PHASE	F								PERM 2 P9	B		PED PERM PLAN 9	9		
C + KEY									B + B + KEY			A + 3 + KEY			
START UP YEL	9								PERM 2 P4	9		SAMPLING DETECTION	9		
EV A	A			X				X	PERM 2 P5	A		LEFT TURN TYPE	A		
EV B	B	X				X			PERM 2 P6	B		C + KEY			
EV C	C								E + KEY			TRIGGERS ON IN FLASH	8	2	
EV D	D								EV A	DELAY	0	0	DESIGNED BY:	JCB	
HANDICAP PED	E								EV A	MIN	1	15	DRAWN BY:	JCB	
E + KEY									EV B	DELAY	2	0	CHECKED BY:	JCB	
RR CLEAR PH	B								EV B	MIN	3	15	DATE:	7/27/11	
RR PERMIT	C								EV C	DELAY	4		SUPERSEDES:		
RR OL PERMIT	D								EV C	MIN	5		B-10-693-T		
LOCATION: W. WELLS ST. & N. 6TH ST.									EV D	DELAY	6		SUPERSEDED BY:		
									EV D	MIN	7				
									OL RED REVERT		8		DRAWING NO:		
									RR	MIN	9				
									RR	DELAY	A		B-11-688-T		

**170 CONTROLLER - W4IKS PROGRAM
TIME BASED COORDINATION PARAMETERS**

	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			
		X	X	X	X	X		06	00	101											
2				84				85	86	87	18				C4	C5	C6	C7			
		X	X	X	X	X		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				BO				B1	B2	B3	29				FO	F1	F2	F3			
14				B4				B5	B6	B7	30				F4	F5	F6	F7			
15				B8				B9	BA	BB	31				F8	F9	FA	FB			
16				BC				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. WELLS ST. & N. 6TH ST.		CHECKED BY: JCB		SUPERSEDES: B-10-693-T	
DESIGNED BY: JCB		DRAWN BY: JCB		DATE: 7/27/11	
APPROVED BY:		DRG. NO.: B-11-688-T			

