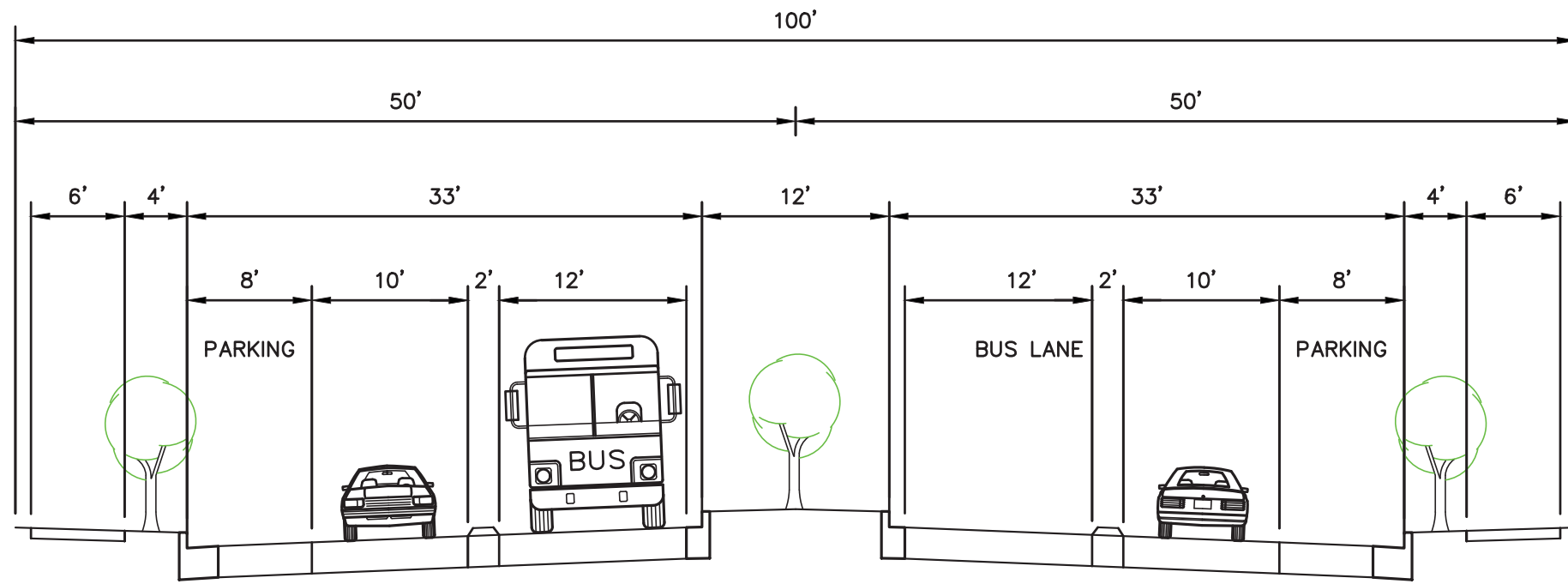
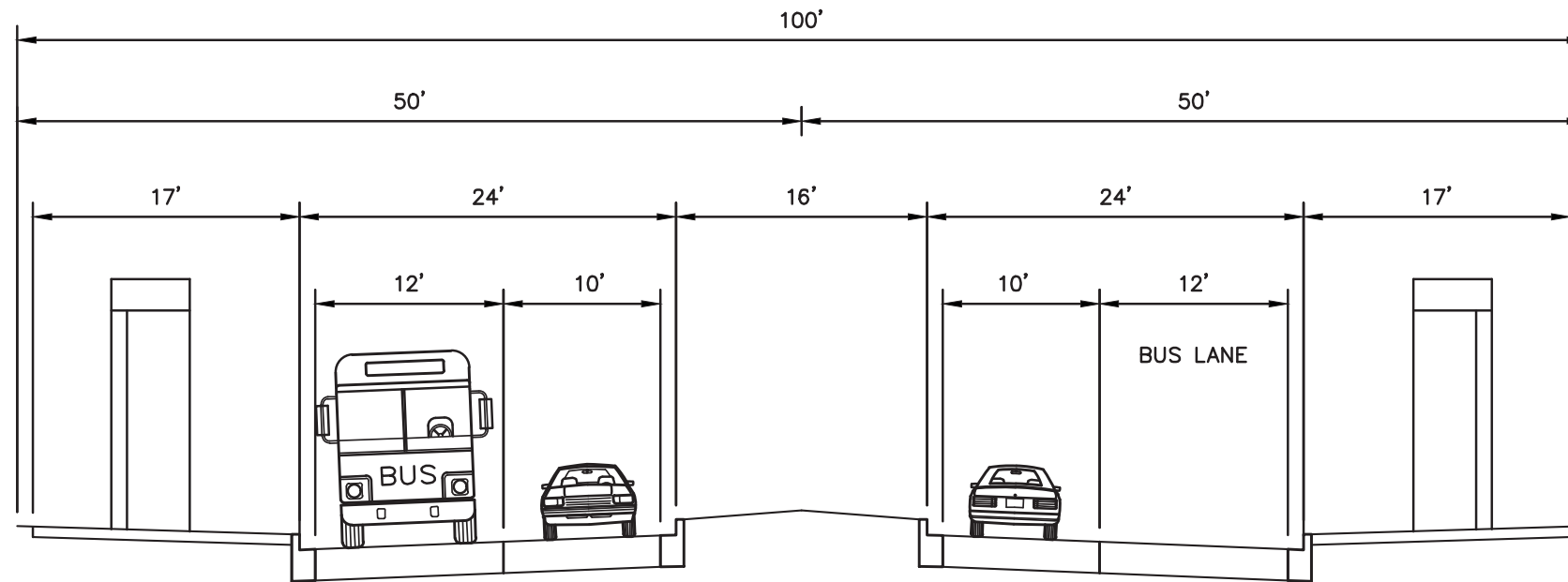


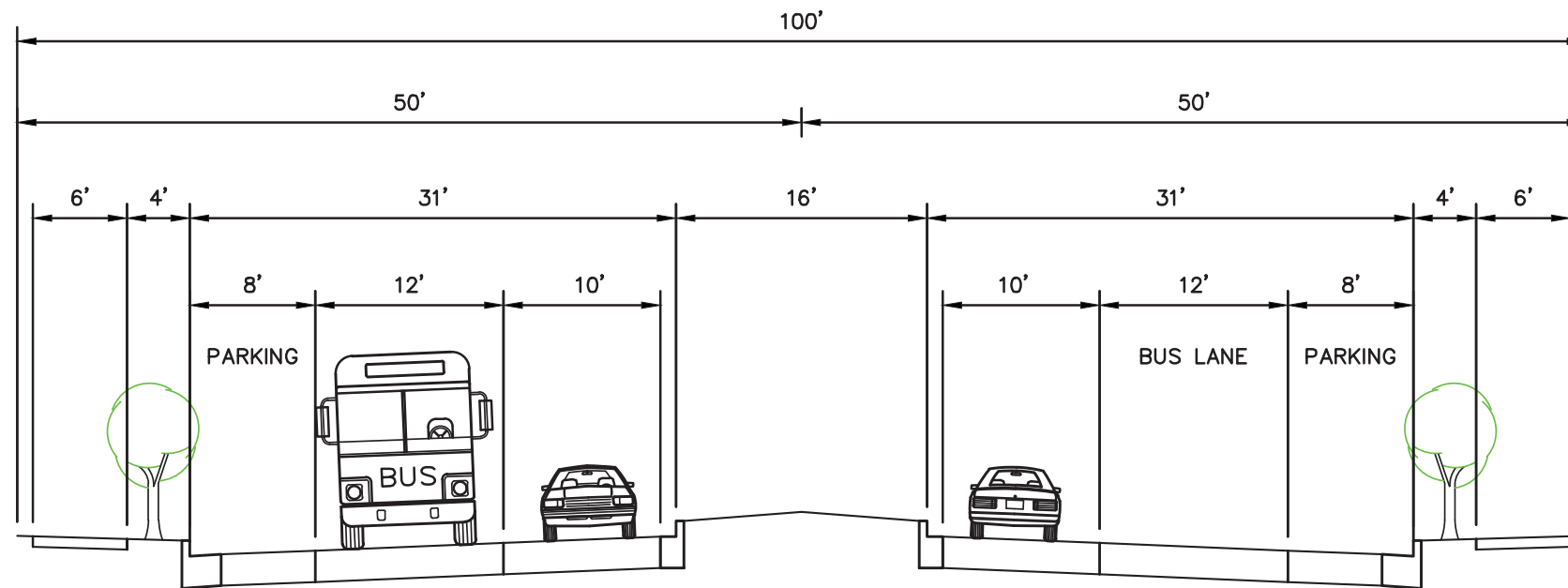
MEDIAN BRT LANES, TWO TRAVEL LANES, AND PARKING LANES
 WISCONSIN AVENUE – 8TH ST. TO 37TH ST.
 WITH MEDIAN STATION



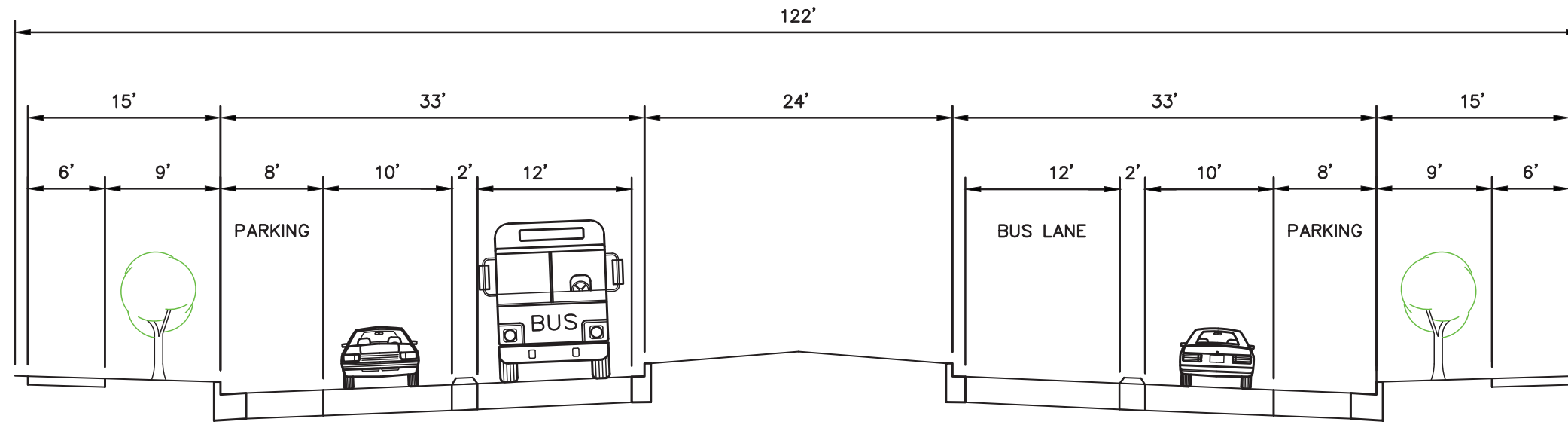
MEDIAN BRT LANES, TWO TRAVEL LANES, AND PARKING LANES
 WISCONSIN AVENUE – 8TH ST. TO 37TH ST.
 WITHOUT STATION



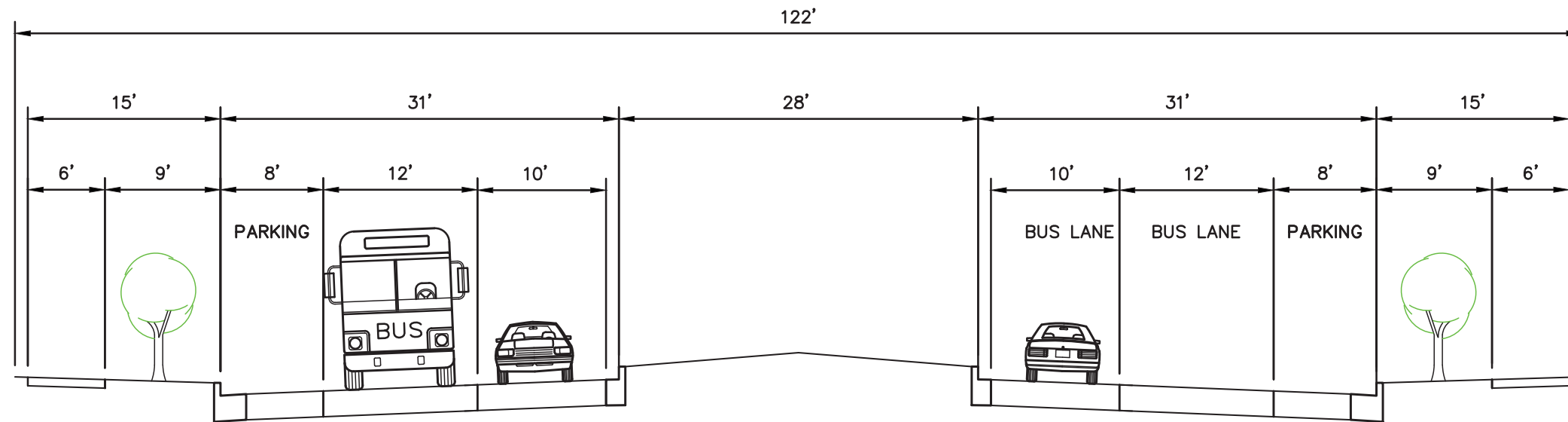
CURBSIDE BRT LANES, TWO TRAVEL LANES, AND CURB EXTENSIONS
 WISCONSIN AVENUE – 8TH ST. TO 37TH ST.
 WITH CURBSIDE STATIONS



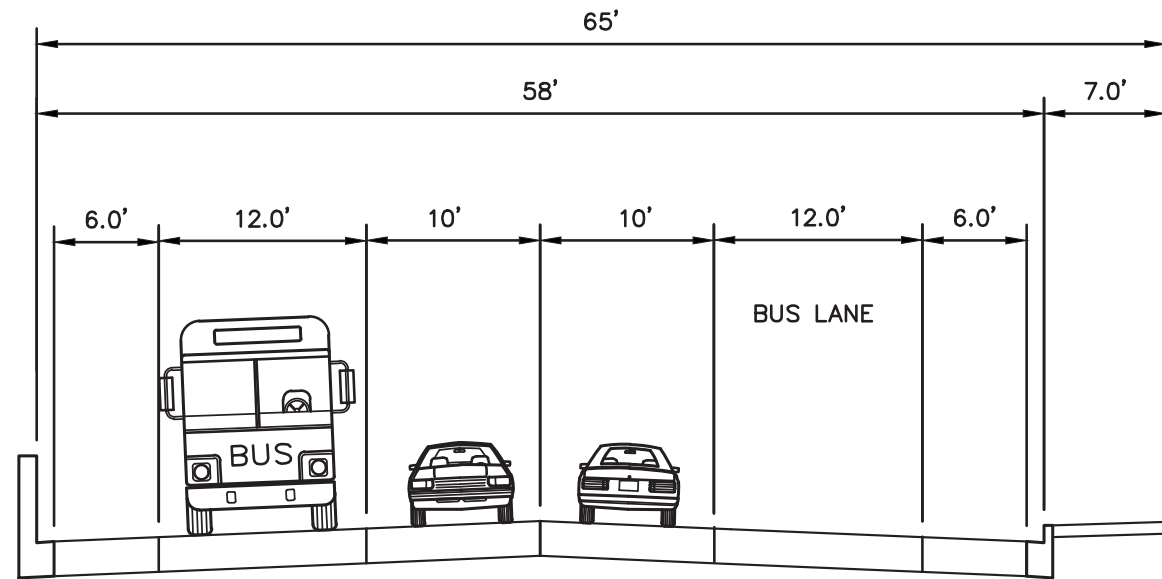
CURBSIDE BRT LANES, TWO TRAVEL LANES, AND PARKING LANES
 WISCONSIN AVENUE – 8TH ST. TO 37TH ST.
 WITHOUT STATIONS



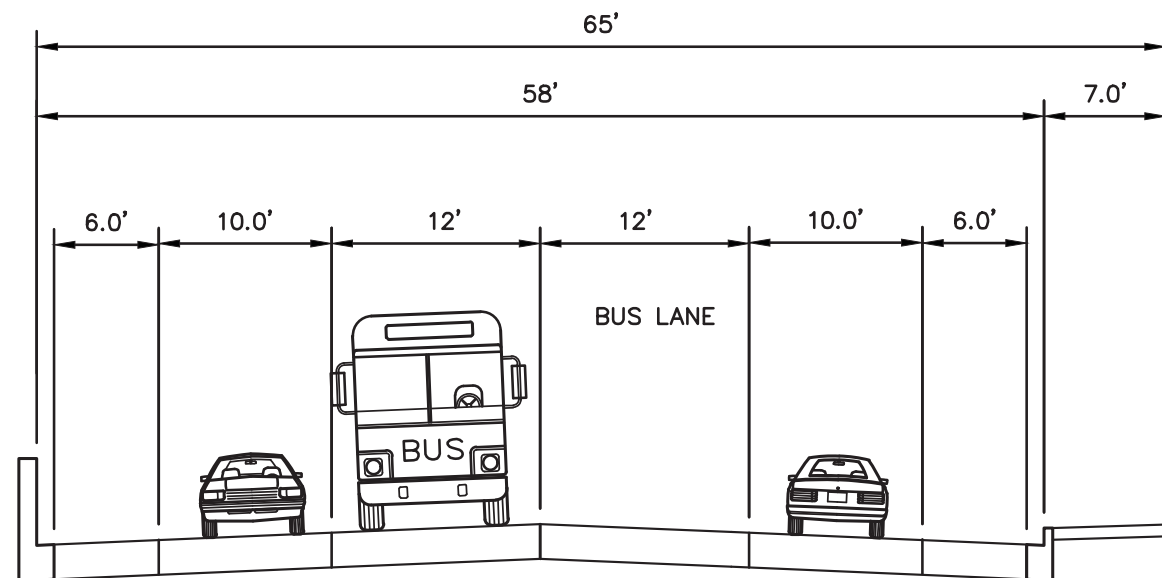
MEDIAN BRT LANES, TWO TRAVEL LANES, AND PARKING LANES
 WISCONSIN AVENUE – 45th St. to Hawley Rd.
 WITHOUT STATIONS



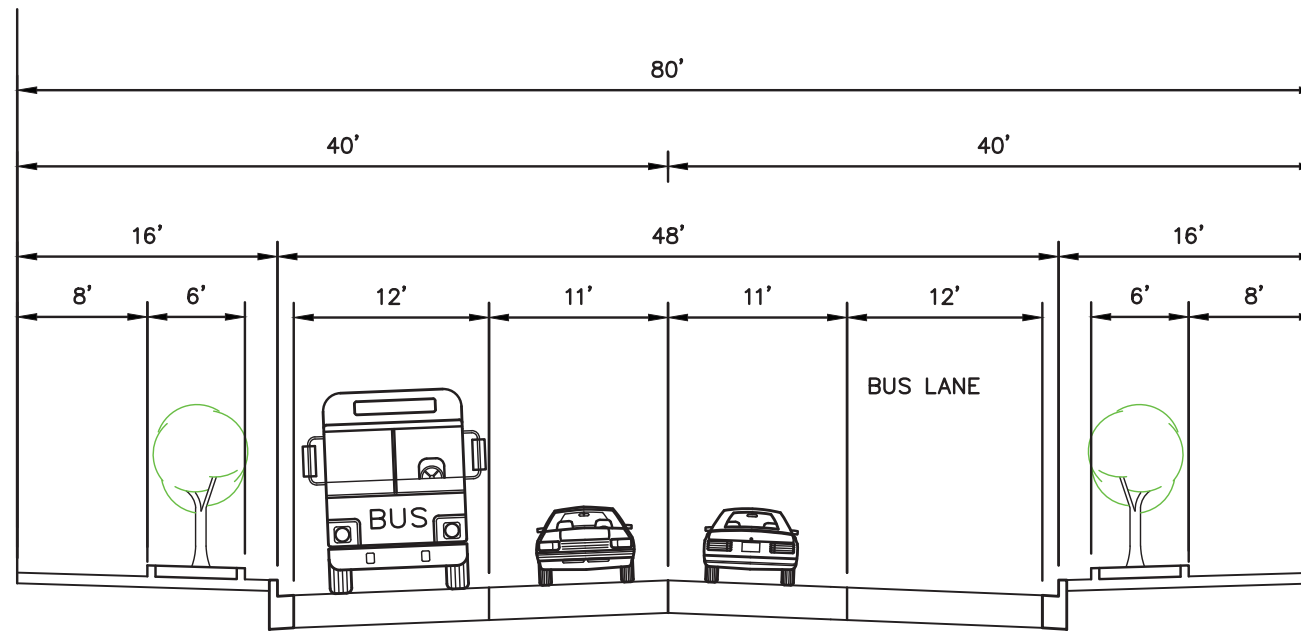
CURBSIDE BRT LANES, TWO TRAVEL LANES, AND PARKING LANES
 WISCONSIN AVENUE – 45th St. to Hawley Rd.
 WITHOUT STATIONS



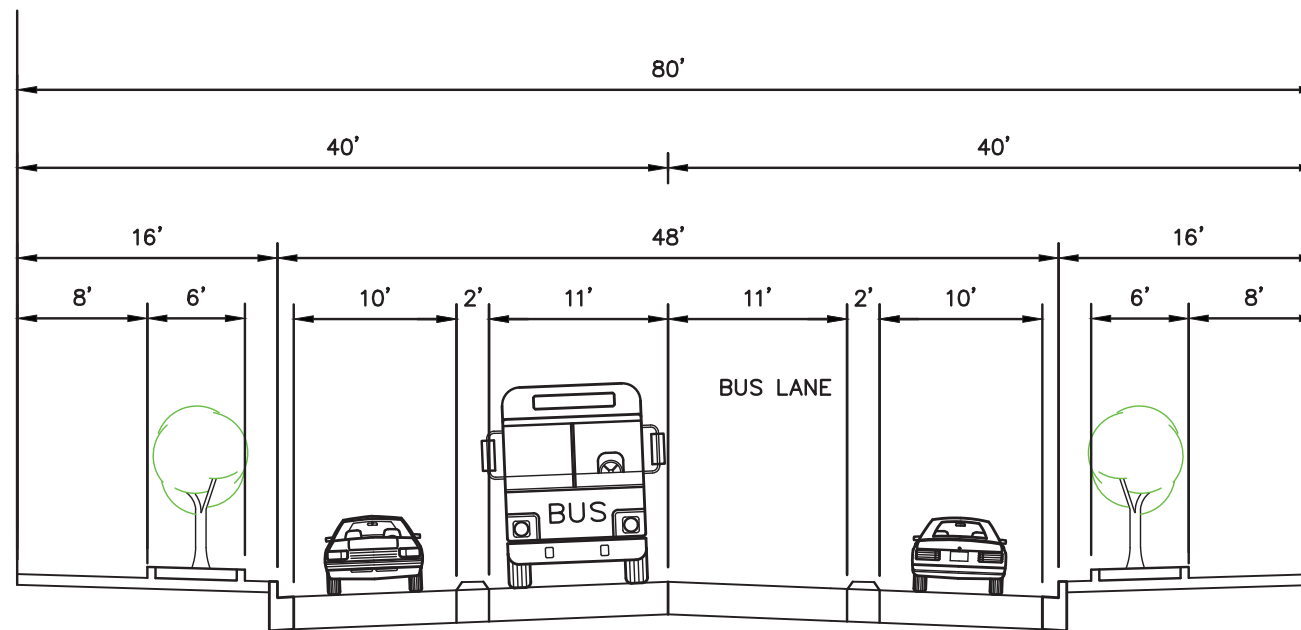
CURBSIDE BRT LANES AND TWO TRAVEL LANES
 WISCONSIN AVENUE—MEMONEE VALLEY BRIDGE
 WITHOUT STATIONS



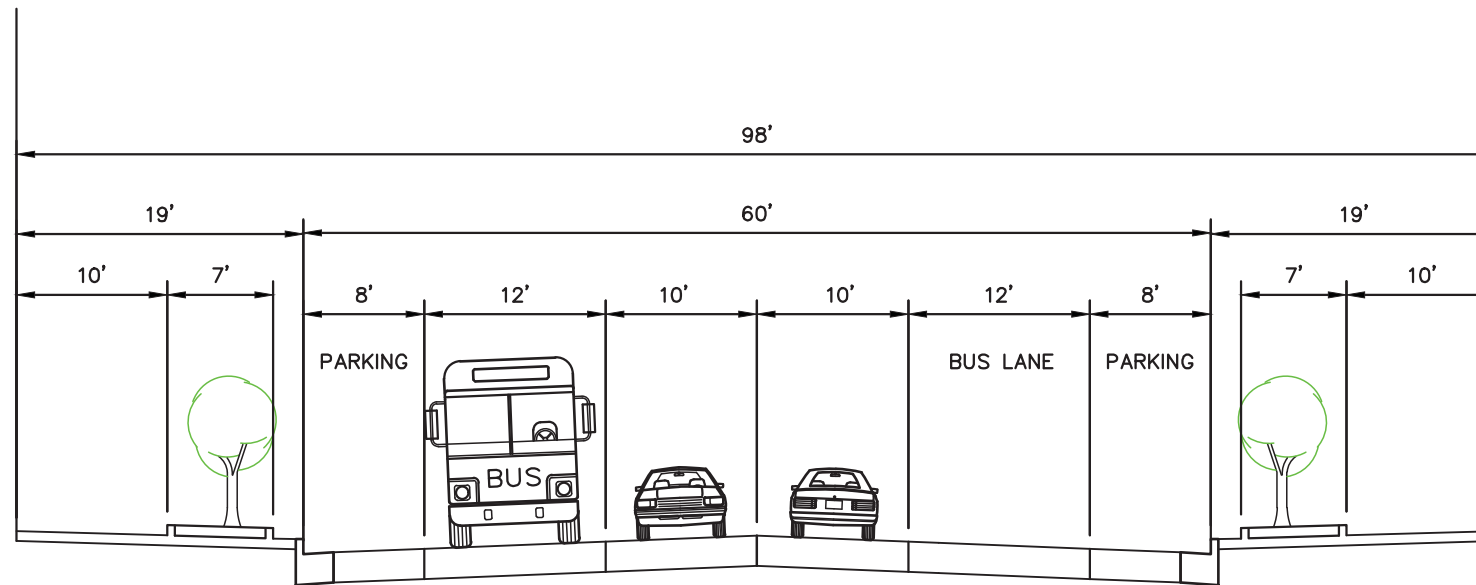
MEDIAN BRT LANES AND TWO TRAVEL LANES
 WISCONSIN AVENUE—MEMONEE VALLEY BRIDGE
 WITHOUT STATIONS



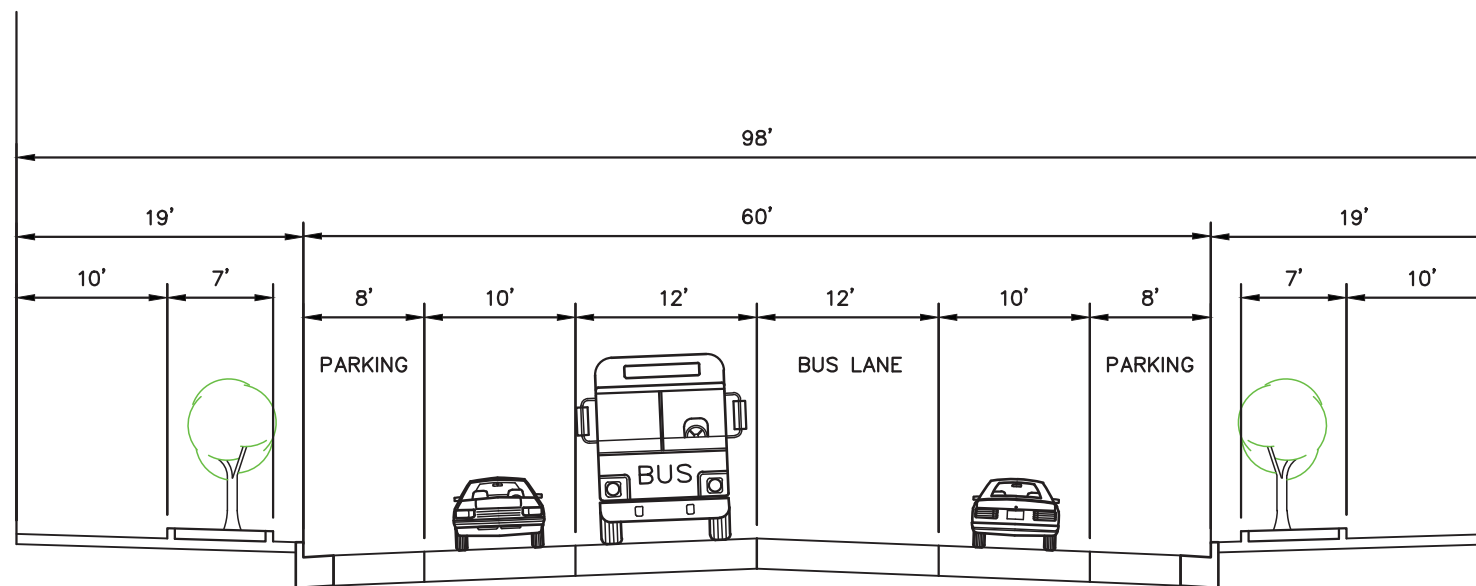
CURBSIDE BRT LANES AND TWO TRAVEL LANES
 WISCONSIN AVENUE – 8TH ST. TO WATER ST.
 WITHOUT STATIONS



MEDIAN BRT LANES AND TWO TRAVEL LANES
 WISCONSIN AVENUE – 8TH ST. TO WATER ST.
 WITHOUT STATIONS



CURBSIDE BRT LANES, TWO TRAVEL LANES, AND PARKING LANES
 WISCONSIN AVENUE – PROSPECT AVE. TO WATER ST.
 WITHOUT STATION



MEDIAN BRT LANES, TWO TRAVEL LANES, AND PARKING LANES
 WISCONSIN AVENUE – PROSPECT AVE. TO WATER ST.
 WITHOUT STATION

Automobile Traffic Capacity and Directional Design Hourly Volume

	87th St - Hawley Rd	Hawley Rd - 45th St	45th St - 37th St	37th St - 27th St	27th St - 16th St	16th St - 8th St	8th St - Water St	Water St - Prospect Ave
Segment Length (miles)	1.79	0.75	0.47	0.61	0.75	0.57	0.64	0.48
Comments			R.O.W. constrained at bridges				Outside lane converts to parking lane	
Geometric Factors								
Number of Lanes (in one direction)								
Alt. 1 No. Lanes	1	2	2	2	2	2	2	2
Alt. 2 No. Lanes	1	1	1	1	1	1	1	1
Alt. 3 No. Lanes	1	1	1	1	1	1	1	1
Lane Width								
Alt. 1 Typical Lane Width (ft)	11	11	11	12	11.5	11	12	11
Alt. 2 Typical Lane Width (ft)	10	10	10	10	10	10	11	10
Alt. 3 Typical Lane Width (ft)	10	10	10	11	11	11	11	10
Parking During Peak Periods								
Alt. 1 No. Sides with Parking	2	2	0	2	2	2	0	2
Alt. 2 No. Sides with Parking	2	2	0	2	2	2	0	2
Alt. 3 No. Sides with Parking	2	2	0	2	2	2	0	2
Adjustment Factors for Calculating Capacity								
Base Saturation Flow Rate, s(0)								
s(0) (pcphpl)	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width Adjustment Factor, f(W)								
Alt. 1 f(W)	0.967	0.967	0.967	1.000	0.983	0.967	1.000	0.967
Alt. 2 f(W)	0.933	0.933	0.933	0.933	0.933	0.933	0.967	0.933
Alt. 3 f(W)	0.933	0.933	0.933	0.967	0.967	0.967	0.967	0.933
Heavy Vehicles Adjustment Factor, f(HV)								
Assumed % Heavy Vehicles (All Alternatives)	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
f(HV)	0.980	0.980	0.980	0.980	0.980	0.980	0.980	0.980
Parking Adjustment Factor, f(p)								
Alt. 1 No. Parking Maneuvers / Hour, N(m)	12	12	0	12	12	12	0	12
Alt. 2 No. Parking Maneuvers / Hour, N(m)	12	12	0	12	12	12	0	12
Alt. 3 No. Parking Maneuvers / Hour, N(m)	12	12	0	12	12	12	0	12
Parking Adjustment Factor, f(p)								
Alt. 1 f(p)	0.840	0.920	0.950	0.920	0.920	0.920	0.950	0.920
Alt. 2 f(p)	0.840	0.840	0.900	0.840	0.840	0.840	0.900	0.840
Alt. 3 f(p)	0.840	0.840	0.900	0.840	0.840	0.840	0.900	0.840
Area Type Adjustment Factor, f(a)								
Area in CBD?	No	No	No	No	No	Yes	Yes	Yes
f(a)	1.0	1.0	1.0	1.0	1.0	0.9	0.9	0.9
Peak Hour Factor, PHF								
Assumed PHF	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Capacity								
Alt. 1 Capacity (vph)	1392	3048	3148	3153	3101	2743	2930	2743
Alt. 2 Capacity (vph)	1344	1344	1440	1344	1344	1209	1342	1209
Alt. 3 Capacity (vph)	1344	1344	1440	1392	1392	1252	1342	1209
Existing Peak Flow Rates (vph)*								
Peak Flow Rates, 2012-2013 (vph)	666	1071	1225	1757	1237	872	638	739
Peak Flow Rates, 2009-2010 (vph)	1061	863	1045	1076	1163	915	729	760
Directional Design Hourly Volume								
Annual Average Daily Traffic (AADT)								
AADT (vehicles per day)	14600	13600	15900	15400	15000	13700	10700	11000
K-factor								
Assumed K-factor	0.12	0.12	0.12	0.12	0.12	0.12	0.12	0.12
Directional Split, D								
Assumed D	0.60	0.60	0.60	0.60	0.60	0.60	0.60	0.60
Directional Design Hourly Volume, DDHV = AADT*K*D								
DDHV	1051	979	1145	1109	1080	986	770	792
Level of Service								
Volume-Capacity Ratio, V/C = DDHV / Capacity								
Alt. 1 V/C	0.76	0.32	0.36	0.35	0.35	0.36	0.26	0.29
Alt. 2 V/C	0.78	0.73	0.80	0.83	0.80	0.82	0.57	0.65
Alt. 3 V/C	0.78	0.73	0.80	0.80	0.78	0.79	0.57	0.65
Level of Service (LOS)**								
Alt. 1 LOS	C	A	A	D**	D**	D**	D**	D**
Alt. 2 LOS	C	C	C	D**	D**	D**	D**	D**
Alt. 3 LOS	C	C	C	D**	D**	D**	D**	D**

*Directional peak flow rates for 87th Street to Hawley Road are based on 70% of the total peak flow rates for both directions.

**Level of Service C cannot be obtained east of 37th Street where traffic signal density is greater than 5 signals per mile (per WisDOT FDM 11-20 Attachment 1.1).