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| IH 94: CTH Y/LAYTON AVE TO CTH ZZ/COLLEGE AVE (MILWAUKEE COUNTY) CONTINUOUS (24 HOUR) CLOSURE NO DIVERSION ROUTE (MAX QUEUE METHOD) | AUGUST |
| | Analyzed for 2009 Construction Season |

SUMMARY OF TRAFFIC MODEL OUTPUT

SATURDAY WESTBOUND DIRECTION

| TIME OF DAY | FLOWS AND CAPACITY IN VEH/HR | | | | | | AVERAGE SPEEDS IN MPH | | | |
|-------------|------------------------------|-----------|----------------|------------|-------------|-----------------------|-----------------------|-------------------|----------------|------|
| | MAIN ROUTE | | SITE CAPA CITY | FLOW | | AV.DEL PER VEH (MINS) | AVERAGE QUEUE (VEH) | MAIN ROUTE | | SITE |
| | DEMAND FLOW | PCT HEAVY | | MAIN ROUTE | 'DIVER TED' | | | WITHOUT WORK ZONE | WITH WORK ZONE | |
| MID-1 AM | 1387 | 0.0 | 3000 | 1387 | 0 | 0.36 | 0 | 70.2 | 58.0 | 49.7 |
| 1-2 AM | 875 | 0.0 | 3000 | 875 | 0 | 0.36 | 0 | 70.2 | 58.0 | 49.7 |
| 2-3 AM | 706 | 0.0 | 3000 | 706 | 0 | 0.36 | 0 | 70.2 | 58.0 | 49.7 |
| 3-4 AM | 649 | 0.0 | 3000 | 649 | 0 | 0.36 | 0 | 70.2 | 58.0 | 49.7 |
| 4-5 AM | 685 | 0.0 | 3000 | 685 | 0 | 0.36 | 0 | 70.2 | 58.0 | 49.7 |
| 5-6 AM | 1337 | 0.0 | 3000 | 1337 | 0 | 0.36 | 0 | 70.2 | 58.0 | 49.7 |
| 6-7 AM | 2059 | 0.0 | 3000 | 2059 | 0 | 0.35 | 0 | 69.5 | 57.8 | 49.7 |
| 7-8 AM | 2616 | 0.0 | 2999 | 2616 | 0 | 0.50 | 0 | 68.8 | 53.4 | 44.1 |
| 8-9 AM | 3725 | 0.0 | 2999 | 3725 | 0 | 5.15 | 308 | 66.7 | 18.9 | 36.9 |
| 9-10 AM | 4361 | 0.0 | 2999 | 3212 | 1149 | 17.24+ | 922 | 62.3 | 10.0 | 36.9 |
| 10-11 AM | 4888 | 0.0 | 2999 | 3008 | 1879 | 17.72+ | 959 | 58.7 | 9.9 | 36.9 |
| 11AM-NOON | 5072 | 0.0 | 3000 | 3000 | 2072 | 17.66+ | 961 | 57.5 | 9.9 | 36.9 |
| NOON-1PM | 5301 | 0.0 | 3000 | 3000 | 2301 | 17.56+ | 961 | 56.0 | 9.9 | 36.9 |
| 1-2 PM | 5395 | 0.0 | 3000 | 3000 | 2395 | 17.52+ | 961 | 55.3 | 9.9 | 36.9 |
| 2-3 PM | 5250 | 0.0 | 3000 | 3000 | 2250 | 17.58+ | 961 | 56.3 | 9.9 | 36.9 |
| 3-4 PM | 5143 | 0.0 | 3000 | 3000 | 2143 | 17.63+ | 961 | 57.0 | 9.9 | 36.9 |
| 4-5 PM | 4974 | 0.0 | 3000 | 3000 | 1974 | 17.70+ | 961 | 58.2 | 9.9 | 36.9 |
| 5-6 PM | 4732 | 0.0 | 3000 | 3004 | 1728 | 17.69+ | 955 | 59.8 | 9.9 | 36.9 |
| 6-7 PM | 4016 | 0.0 | 3000 | 2945 | 1071 | 16.95+ | 899 | 64.7 | 10.1 | 36.9 |
| 7-8 PM | 3645 | 0.0 | 2999 | 2997 | 649 | 16.86+ | 887 | 67.3 | 10.1 | 36.9 |
| 8-9 PM | 3126 | 0.0 | 3000 | 2990 | 136 | 16.79+ | 882 | 68.1 | 10.1 | 36.9 |
| 9-10 PM | 2885 | 0.0 | 2999 | 2885 | 0 | 16.13+ | 845 | 68.4 | 10.3 | 36.9 |
| 10-11 PM | 2444 | 0.0 | 2999 | 2444 | 0 | 9.68 | 519 | 69.0 | 13.0 | 38.6 |
| 11PM-MID | 1913 | 0.0 | 3000 | 1913 | 0 | 0.59 | 23 | 69.7 | 52.0 | 49.7 |

+ INDICATES QUEUEING EXCEEDS USER-SPECIFIED MAXIMUM LIMIT

| *----- SITE BREAKDOWN DELAYS -----* | |
|--|------|
| BREAKDOWN DURATION (MINS) | 0 |
| RANGE OF QUEUE DELAY - MIN (VEH-H) MAX | 0.0 |
| AV BREAKDOWNS PER DAY | 0.00 |
| AV QUEUE DELAY/DAY (VEH-H) | 0.0 |
| AV TOTAL DELAY/DAY (VEH-H) | 0.0 |

| *----- SITE ACCIDENT DELAYS -----* | |
|--|---|
| BREAKDOWN DURATION (MINS) | 0 |
| RANGE OF QUEUE DELAY - MIN (VEH-H) MAX | 0 |
| AV BREAKDOWNS PER DAY | 0 |
| AV QUEUE DELAY/DAY (VEH-H) | 0 |
| AV TOTAL DELAY/DAY (VEH-H) | 0 |

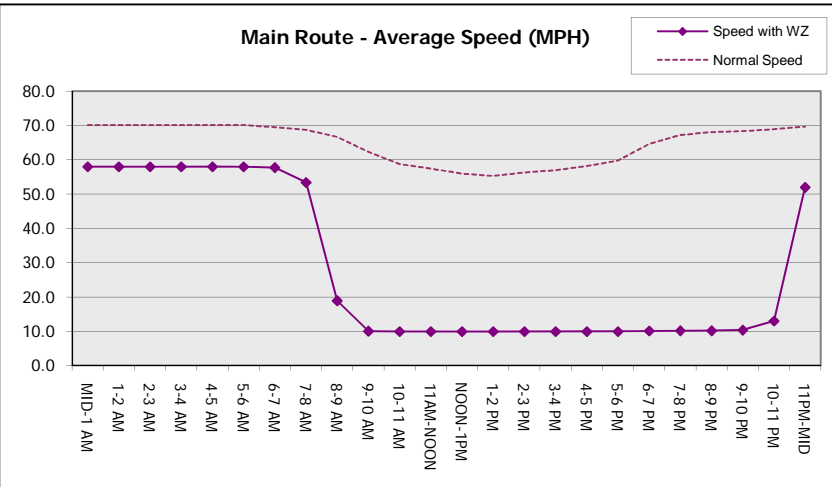
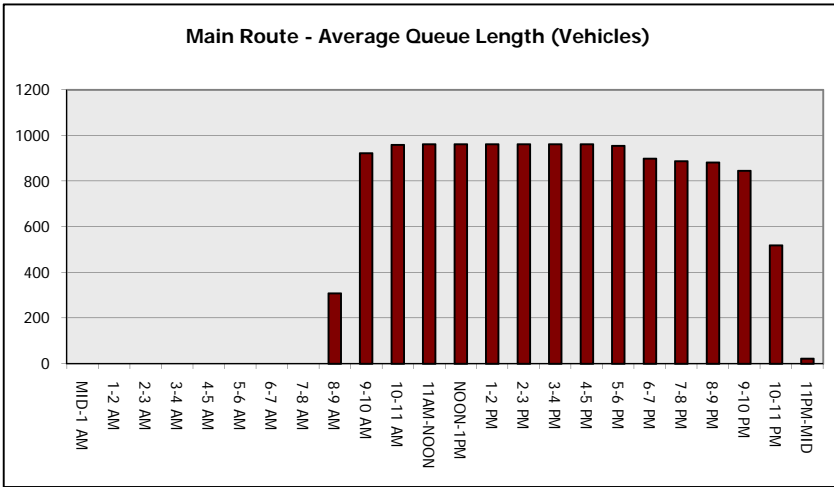
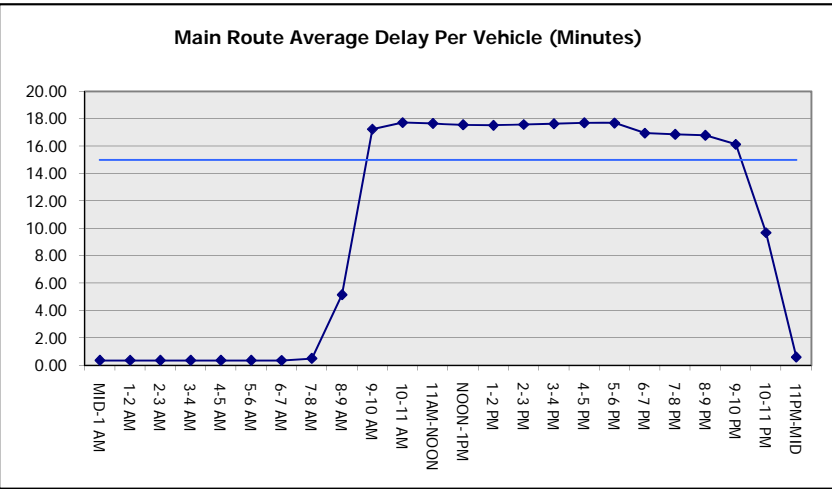
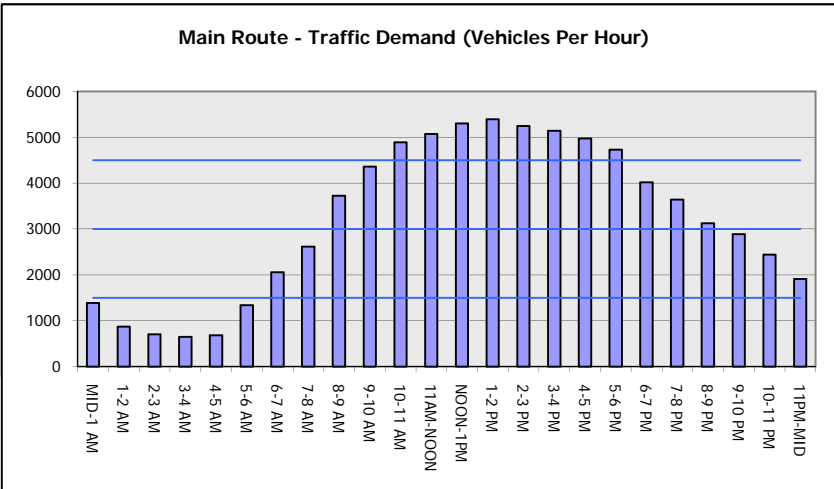
| AVERAGE ACCIDENT NUMBERS (PIA/DAY) | |
|---|-----------|
| MAIN ROUTE WITHOUT WORKS | 0.0246 |
| MAIN ROUTE WITH WORKS | 0.0145 |
| 'DIVERSION' | 0.0146 |
| <small>PIA: Personal Injury Accidents</small> | |
| IMPACTS ON ROAD USERS | |
| ROAD USER COSTS PER DAY | \$297,878 |
| CONGESTED HOURS PER DAY* | 13 |

*Delays Exceeding User-Specified Maximum

**IH 94: CTH Y/LAYTON AVE TO CTH ZZ/COLLEGE AVE (MILWAUKEE COUNTY)
CONTINUOUS (24 HOUR) CLOSURE
NO DIVERSION ROUTE (MAX QUEUE METHOD)**

AUGUST
Analyzed for 2009
Construction Season

GRAPHICAL REPRESENTATION OF TRAFFIC MODEL INPUT AND OUTPUT
SATURDAY WESTBOUND DIRECTION



| | |
|--|--|
| IH 94: CTH Y/LAYTON AVE TO CTH ZZ/COLLEGE AVE (MILWAUKEE COUNTY) CONTINUOUS (24 HOUR) CLOSURE NO DIVERSION ROUTE (MAX QUEUE METHOD) | AUGUST |
| | Analyzed for 2009 Construction Season |

SUMMARY OF TRAFFIC MODEL OUTPUT

SATURDAY EASTBOUND DIRECTION

| TIME OF DAY | FLOWS AND CAPACITY IN VEH/HR | | | | | | | AVERAGE SPEEDS IN MPH | | |
|-------------|------------------------------|-----------|----------------|------------|-------------|-----------------------|---------------------|-----------------------|----------------|------|
| | MAIN ROUTE | | SITE CAPA CITY | FLOW | | AV.DEL PER VEH (MINS) | AVERAGE QUEUE (VEH) | MAIN ROUTE | | SITE |
| | DEMAND FLOW | PCT HEAVY | | MAIN ROUTE | 'DIVER TED' | | | WITHOUT WORK ZONE | WITH WORK ZONE | |
| MID-1 AM | 1500 | 0.0 | 3000 | 1500 | 0 | 0.36 | 0 | 70.2 | 58.0 | 49.7 |
| 1-2 AM | 930 | 0.0 | 3000 | 930 | 0 | 0.36 | 0 | 70.2 | 58.0 | 49.7 |
| 2-3 AM | 895 | 0.0 | 3000 | 895 | 0 | 0.36 | 0 | 70.2 | 58.0 | 49.7 |
| 3-4 AM | 766 | 0.0 | 3000 | 766 | 0 | 0.36 | 0 | 70.2 | 58.0 | 49.7 |
| 4-5 AM | 1052 | 0.0 | 3000 | 1052 | 0 | 0.36 | 0 | 70.2 | 58.0 | 49.7 |
| 5-6 AM | 1763 | 0.0 | 3000 | 1763 | 0 | 0.36 | 0 | 69.9 | 57.9 | 49.7 |
| 6-7 AM | 1891 | 0.0 | 3000 | 1891 | 0 | 0.35 | 0 | 69.7 | 57.8 | 49.7 |
| 7-8 AM | 2245 | 0.0 | 2999 | 2245 | 0 | 0.36 | 0 | 69.2 | 57.4 | 49.2 |
| 8-9 AM | 3112 | 0.0 | 2999 | 3112 | 0 | 1.28 | 40 | 68.2 | 39.5 | 37.6 |
| 9-10 AM | 3937 | 0.0 | 3000 | 3859 | 78 | 10.21+ | 575 | 65.3 | 12.8 | 36.9 |
| 10-11 AM | 4476 | 0.0 | 2999 | 2928 | 1548 | 17.56+ | 942 | 61.6 | 9.9 | 36.9 |
| 11AM-NOON | 4970 | 0.0 | 2999 | 3000 | 1970 | 17.71+ | 961 | 58.2 | 9.9 | 36.9 |
| NOON-1PM | 5207 | 0.0 | 3000 | 3000 | 2207 | 17.60+ | 961 | 56.6 | 9.9 | 36.9 |
| 1-2 PM | 4996 | 0.0 | 3000 | 3000 | 1996 | 17.70+ | 961 | 58.0 | 9.9 | 36.9 |
| 2-3 PM | 5292 | 0.0 | 3000 | 3000 | 2292 | 17.56+ | 961 | 56.0 | 9.9 | 36.9 |
| 3-4 PM | 5121 | 0.0 | 3000 | 3000 | 2121 | 17.64+ | 961 | 57.2 | 9.9 | 36.9 |
| 4-5 PM | 4861 | 0.0 | 3000 | 3001 | 1860 | 17.75+ | 961 | 58.9 | 9.9 | 36.9 |
| 5-6 PM | 4444 | 0.0 | 3000 | 2965 | 1479 | 17.42+ | 934 | 61.8 | 9.9 | 36.9 |
| 6-7 PM | 3856 | 0.0 | 3000 | 2986 | 870 | 16.84+ | 890 | 65.8 | 10.1 | 36.9 |
| 7-8 PM | 3422 | 0.0 | 2999 | 2993 | 429 | 16.84+ | 885 | 67.8 | 10.1 | 36.9 |
| 8-9 PM | 3273 | 0.0 | 2999 | 2996 | 278 | 16.82+ | 884 | 68.0 | 10.1 | 36.9 |
| 9-10 PM | 3420 | 0.0 | 2999 | 2998 | 421 | 16.84+ | 885 | 67.8 | 10.1 | 36.9 |
| 10-11 PM | 2713 | 0.0 | 2999 | 2713 | 0 | 15.02+ | 787 | 68.7 | 10.6 | 36.9 |
| 11PM-MID | 2041 | 0.0 | 2999 | 2041 | 0 | 2.24 | 217 | 69.5 | 31.7 | 45.9 |

+ INDICATES QUEUEING EXCEEDS USER-SPECIFIED MAXIMUM LIMIT

| *----- SITE BREAKDOWN DELAYS -----* | |
|--|------|
| BREAKDOWN DURATION (MINS) | 0 |
| RANGE OF QUEUE DELAY - MIN (VEH-H) MAX | 0.0 |
| AV BREAKDOWNS PER DAY | 0.00 |
| AV QUEUE DELAY/DAY (VEH-H) | 0.0 |
| AV TOTAL DELAY/DAY (VEH-H) | 0.0 |

| *----- SITE ACCIDENT DELAYS -----* | |
|--|---|
| BREAKDOWN DURATION (MINS) | 0 |
| RANGE OF QUEUE DELAY - MIN (VEH-H) MAX | 0 |
| AV BREAKDOWNS PER DAY | 0 |
| AV QUEUE DELAY/DAY (VEH-H) | 0 |
| AV TOTAL DELAY/DAY (VEH-H) | 0 |

| AVERAGE ACCIDENT NUMBERS (PIA/DAY) | |
|------------------------------------|--------|
| MAIN ROUTE WITHOUT WORKS | 0.0243 |
| MAIN ROUTE WITH WORKS | 0.0148 |
| 'DIVERSION' | 0.0129 |

PIA: Personal Injury Accidents

| ECONOMIC IMPACT ON ROAD USERS | |
|-------------------------------|-----------|
| ROAD USER COSTS PER DAY | \$284,531 |
| CONGESTED HOURS PER DAY* | 14 |

*Delays Exceeding User-Specified Maximum

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SATURDAY EASTBOUND DIRECTION

