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| IH 894: STH 59 TO HALE INTERCHANGE (MILWAUKEE COUNTY) CONTINUOUS (24 HOUR) CLOSURE NO DIVERSION ROUTE (MAX QUEUE METHOD) | OCTOBER |
| | Analyzed for 2009 Construction Season |

SUMMARY OF TRAFFIC MODEL OUTPUT

SUNDAY 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 | 1143 | 0.0 | 3000 | 1143 | 0 | 0.35 | 0 | 69.3 | 62.2 | 49.7 |
| 1-2 AM | 594 | 0.0 | 3000 | 594 | 0 | 0.36 | 0 | 70.0 | 62.5 | 49.7 |
| 2-3 AM | 514 | 0.0 | 3000 | 514 | 0 | 0.36 | 0 | 70.1 | 62.6 | 49.7 |
| 3-4 AM | 341 | 0.0 | 3000 | 341 | 0 | 0.36 | 0 | 70.2 | 62.7 | 49.7 |
| 4-5 AM | 357 | 0.0 | 3000 | 357 | 0 | 0.36 | 0 | 70.2 | 62.7 | 49.7 |
| 5-6 AM | 658 | 0.0 | 3000 | 658 | 0 | 0.36 | 0 | 69.9 | 62.5 | 49.7 |
| 6-7 AM | 1164 | 0.0 | 3000 | 1164 | 0 | 0.35 | 0 | 69.3 | 62.2 | 49.7 |
| 7-8 AM | 1494 | 0.0 | 3000 | 1494 | 0 | 0.34 | 0 | 68.9 | 61.9 | 49.7 |
| 8-9 AM | 2127 | 0.0 | 2999 | 2127 | 0 | 0.33 | 0 | 68.1 | 61.5 | 49.7 |
| 9-10 AM | 3018 | 0.0 | 2999 | 3018 | 0 | 1.10 | 28 | 67.0 | 49.6 | 38.9 |
| 10-11 AM | 3836 | 0.0 | 3000 | 3836 | 0 | 8.41+ | 495 | 64.6 | 18.4 | 37.3 |
| 11AM-NOON | 4246 | 0.0 | 2999 | 2908 | 1338 | 15.83+ | 848 | 61.9 | 12.2 | 37.3 |
| NOON-1PM | 4645 | 0.0 | 2999 | 2999 | 1646 | 15.80+ | 857 | 59.1 | 12.2 | 37.3 |
| 1-2 PM | 4419 | 0.0 | 3000 | 2990 | 1430 | 15.76+ | 848 | 60.7 | 12.2 | 37.3 |
| 2-3 PM | 4304 | 0.0 | 3000 | 2996 | 1308 | 15.72+ | 843 | 61.5 | 12.2 | 37.3 |
| 3-4 PM | 4498 | 0.0 | 2999 | 3008 | 1491 | 15.77+ | 851 | 60.1 | 12.2 | 37.3 |
| 4-5 PM | 4447 | 0.0 | 3000 | 2997 | 1450 | 15.76+ | 849 | 60.5 | 12.2 | 37.3 |
| 5-6 PM | 4101 | 0.0 | 3000 | 2992 | 1109 | 15.68+ | 837 | 62.8 | 12.3 | 37.3 |
| 6-7 PM | 3965 | 0.0 | 2999 | 2999 | 966 | 15.70+ | 835 | 63.8 | 12.3 | 37.3 |
| 7-8 PM | 3238 | 0.0 | 3000 | 2996 | 243 | 15.82+ | 832 | 66.7 | 12.3 | 37.3 |
| 8-9 PM | 2382 | 0.0 | 2999 | 2382 | 0 | 10.15+ | 563 | 67.8 | 16.3 | 39.5 |
| 9-10 PM | 2032 | 0.0 | 3000 | 2032 | 0 | 0.66 | 26 | 68.2 | 56.1 | 49.7 |
| 10-11 PM | 1598 | 0.0 | 3000 | 1598 | 0 | 0.34 | 0 | 68.7 | 61.9 | 49.7 |
| 11PM-MID | 972 | 0.0 | 3000 | 972 | 0 | 0.35 | 0 | 69.6 | 62.3 | 49.7 |

+ INDICATES QUEUEING EXCEEDS USER-SPECIFIED MAXIMUM LIMIT

| | |
|--|------|
| 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 |

| | |
|--|---|
| 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 |

| | |
|--------------------------------|-----------|
| MAIN ROUTE WITHOUT WORKS | 0.0335 |
| MAIN ROUTE WITH WORKS | 0.0241 |
| 'DIVERSION' | 0.0142 |
| PIA: Personal Injury Accidents | |
| IMPACTS ON ROAD USERS | |
| ROAD USER COSTS PER DAY | \$186,897 |
| CONGESTED HOURS PER DAY* | 11 |

*Delays Exceeding User-Specified Maximum

**IH 894: STH 59 TO HALE INTERCHANGE (MILWAUKEE COUNTY)
CONTINUOUS (24 HOUR) CLOSURE
NO DIVERSION ROUTE (MAX QUEUE METHOD)**

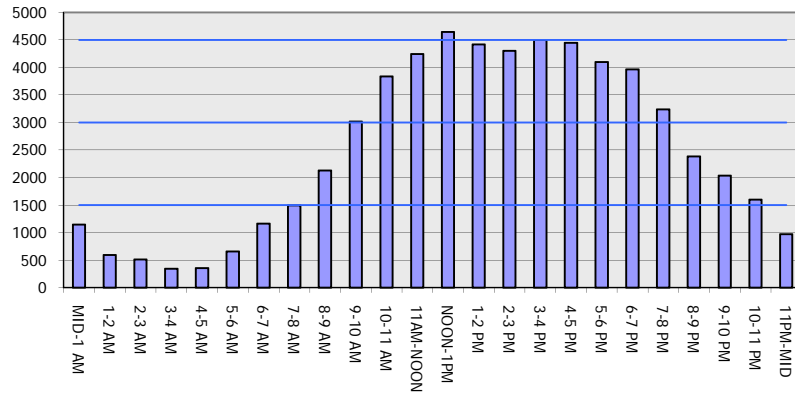
OCTOBER

Analyzed for 2009
Construction Season

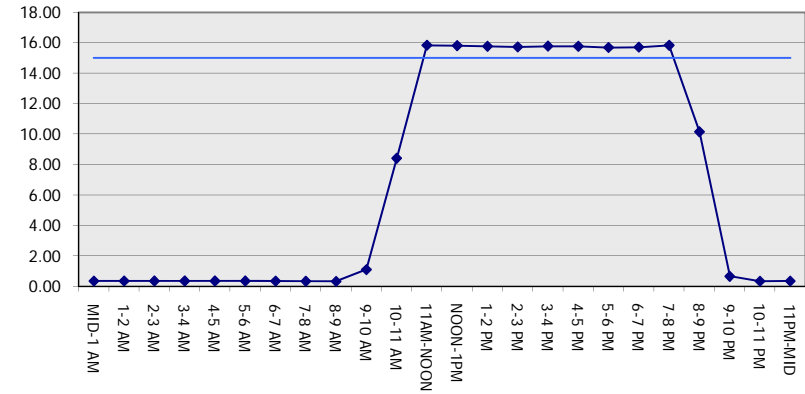
GRAPHICAL REPRESENTATION OF TRAFFIC MODEL INPUT AND OUTPUT

SUNDAY WESTBOUND DIRECTION

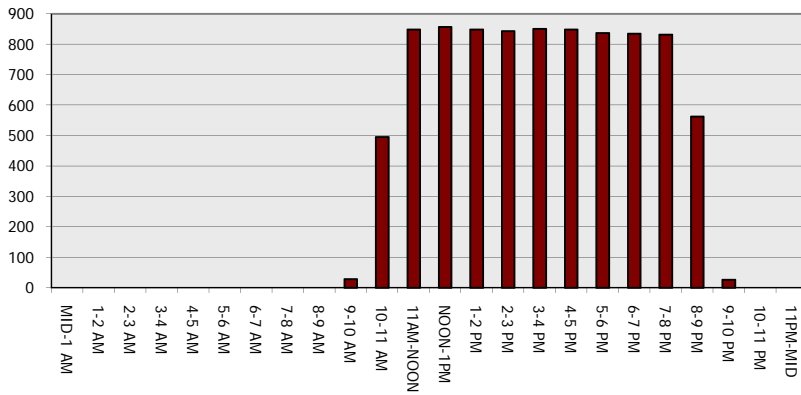
Main Route - Traffic Demand (Vehicles Per Hour)



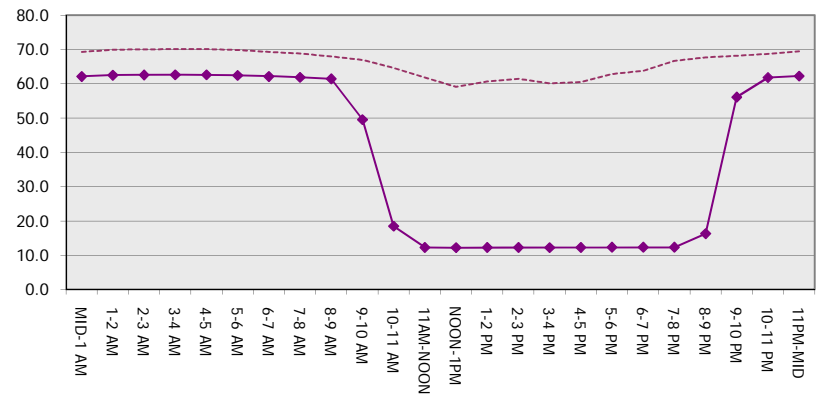
Main Route Average Delay Per Vehicle (Minutes)



Main Route - Average Queue Length (Vehicles)



Main Route - Average Speed (MPH)



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| | Analyzed for 2009 Construction Season |

SUMMARY OF TRAFFIC MODEL OUTPUT

SUNDAY 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 | 1127 | 0.0 | 3000 | 1127 | 0 | 0.35 | 0 | 69.3 | 62.2 | 49.7 |
| 1-2 AM | 723 | 0.0 | 3000 | 723 | 0 | 0.35 | 0 | 69.9 | 62.5 | 49.7 |
| 2-3 AM | 641 | 0.0 | 3000 | 641 | 0 | 0.36 | 0 | 69.9 | 62.5 | 49.7 |
| 3-4 AM | 400 | 0.0 | 3000 | 400 | 0 | 0.36 | 0 | 70.2 | 62.7 | 49.7 |
| 4-5 AM | 410 | 0.0 | 3000 | 410 | 0 | 0.36 | 0 | 70.2 | 62.7 | 49.7 |
| 5-6 AM | 647 | 0.0 | 3000 | 647 | 0 | 0.36 | 0 | 69.9 | 62.5 | 49.7 |
| 6-7 AM | 873 | 0.0 | 3000 | 873 | 0 | 0.35 | 0 | 69.7 | 62.3 | 49.7 |
| 7-8 AM | 1389 | 0.0 | 3000 | 1389 | 0 | 0.34 | 0 | 69.0 | 62.0 | 49.7 |
| 8-9 AM | 1895 | 0.0 | 3000 | 1895 | 0 | 0.34 | 0 | 68.4 | 61.6 | 49.7 |
| 9-10 AM | 2762 | 0.0 | 2999 | 2762 | 0 | 0.57 | 0 | 67.3 | 56.9 | 41.7 |
| 10-11 AM | 3613 | 0.0 | 2999 | 3613 | 0 | 4.37 | 254 | 66.2 | 27.8 | 37.3 |
| 11AM-NOON | 4421 | 0.0 | 2999 | 3230 | 1191 | 15.37+ | 828 | 60.7 | 12.4 | 37.3 |
| NOON-1PM | 4959 | 0.0 | 3000 | 3000 | 1959 | 15.65+ | 857 | 57.0 | 12.2 | 37.3 |
| 1-2 PM | 4866 | 0.0 | 3000 | 3000 | 1866 | 15.70+ | 857 | 57.6 | 12.2 | 37.3 |
| 2-3 PM | 5048 | 0.0 | 3000 | 3000 | 2048 | 15.61+ | 857 | 56.4 | 12.2 | 37.3 |
| 3-4 PM | 5333 | 0.0 | 3000 | 3000 | 2333 | 15.45+ | 857 | 54.4 | 12.2 | 37.3 |
| 4-5 PM | 5019 | 0.0 | 3000 | 3000 | 2019 | 15.62+ | 857 | 56.6 | 12.2 | 37.3 |
| 5-6 PM | 4186 | 0.0 | 3000 | 2999 | 1187 | 15.70+ | 839 | 62.3 | 12.3 | 37.3 |
| 6-7 PM | 3967 | 0.0 | 2999 | 2998 | 970 | 15.71+ | 835 | 63.8 | 12.3 | 37.3 |
| 7-8 PM | 3335 | 0.0 | 3000 | 2999 | 337 | 15.82+ | 833 | 66.6 | 12.3 | 37.3 |
| 8-9 PM | 2430 | 0.0 | 2999 | 2430 | 0 | 11.02+ | 602 | 67.7 | 15.3 | 39.0 |
| 9-10 PM | 1793 | 0.0 | 3000 | 1793 | 0 | 0.72 | 34 | 68.5 | 55.5 | 49.7 |
| 10-11 PM | 1238 | 0.0 | 3000 | 1238 | 0 | 0.35 | 0 | 69.2 | 62.1 | 49.7 |
| 11PM-MID | 953 | 0.0 | 3000 | 953 | 0 | 0.35 | 0 | 69.6 | 62.3 | 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 | 0.0345 |
| MAIN ROUTE WITH WORKS | 0.0236 |
| 'DIVERSION' | 0.0179 |

PIA: Personal Injury Accidents

| ECONOMIC IMPACT ON ROAD USERS | |
|-------------------------------|-----------|
| ROAD USER COSTS PER DAY | \$195,310 |
| CONGESTED HOURS PER DAY* | 10 |

*Delays Exceeding User-Specified Maximum

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 CONTINUOUS (24 HOUR) CLOSURE
 NO DIVERSION ROUTE (MAX QUEUE METHOD)**

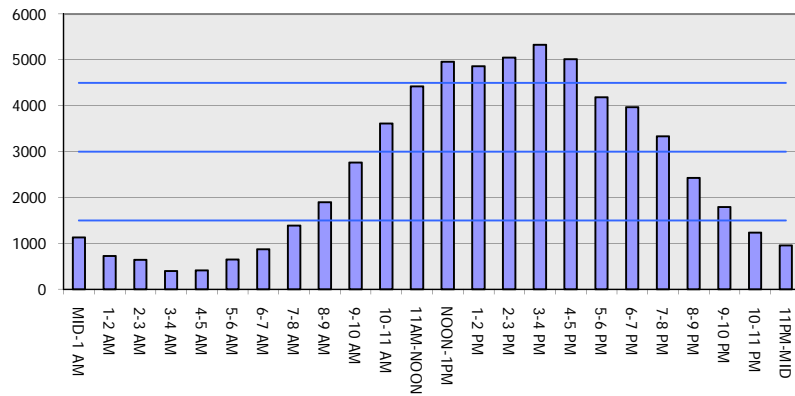
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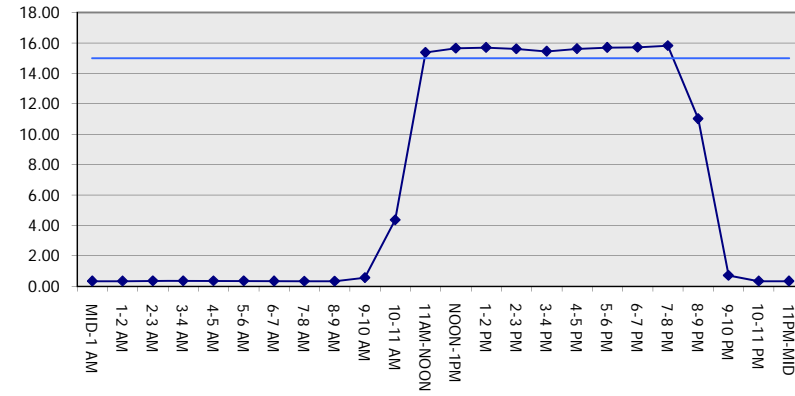
GRAPHICAL REPRESENTATION OF TRAFFIC MODEL INPUT AND OUTPUT

SUNDAY EASTBOUND DIRECTION

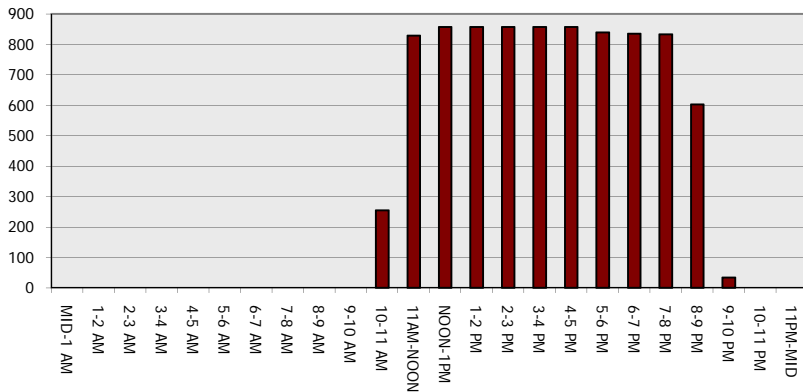
Main Route - Traffic Demand (Vehicles Per Hour)



Main Route Average Delay Per Vehicle (Minutes)



Main Route - Average Queue Length (Vehicles)



Main Route - Average Speed (MPH)

