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| IH 94: CTH ZZ/COLLEGE AVE TO CTH BB/RAWSON AVE (MILWAUKEE COUNTY) CONTINUOUS (24 HOUR) CLOSURE NO DIVERSION ROUTE (MAX QUEUE METHOD) | OCTOBER |
| | 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 | 989 | 0.0 | 3000 | 989 | 0 | 0.18 | 0 | 70.2 | 57.9 | 49.7 |
| 1-2 AM | 557 | 0.0 | 3000 | 557 | 0 | 0.18 | 0 | 70.2 | 57.9 | 49.7 |
| 2-3 AM | 491 | 0.0 | 3000 | 491 | 0 | 0.18 | 0 | 70.2 | 57.9 | 49.7 |
| 3-4 AM | 450 | 0.0 | 3000 | 450 | 0 | 0.18 | 0 | 70.2 | 57.9 | 49.7 |
| 4-5 AM | 562 | 0.0 | 3000 | 562 | 0 | 0.18 | 0 | 70.2 | 57.9 | 49.7 |
| 5-6 AM | 932 | 0.0 | 3000 | 932 | 0 | 0.18 | 0 | 70.2 | 57.9 | 49.7 |
| 6-7 AM | 1471 | 0.0 | 3000 | 1471 | 0 | 0.18 | 0 | 70.2 | 57.9 | 49.7 |
| 7-8 AM | 2026 | 0.0 | 3000 | 2026 | 0 | 0.18 | 0 | 69.5 | 57.6 | 49.7 |
| 8-9 AM | 2665 | 0.0 | 2999 | 2665 | 0 | 0.27 | 0 | 68.7 | 52.4 | 42.8 |
| 9-10 AM | 3010 | 0.0 | 2999 | 3010 | 0 | 0.54 | 11 | 68.3 | 42.2 | 37.4 |
| 10-11 AM | 3296 | 0.0 | 3000 | 3296 | 0 | 3.24 | 175 | 67.9 | 16.1 | 36.9 |
| 11AM-NOON | 3563 | 0.0 | 3000 | 3563 | 0 | 11.20+ | 609 | 67.6 | 9.3 | 36.9 |
| NOON-1PM | 3696 | 0.0 | 2999 | 3002 | 694 | 16.82+ | 906 | 66.9 | 8.3 | 36.9 |
| 1-2 PM | 3546 | 0.0 | 3000 | 3000 | 546 | 16.82+ | 905 | 67.6 | 8.3 | 36.9 |
| 2-3 PM | 3608 | 0.0 | 3000 | 3000 | 608 | 16.83+ | 905 | 67.5 | 8.3 | 36.9 |
| 3-4 PM | 3717 | 0.0 | 3000 | 3001 | 716 | 16.82+ | 907 | 66.8 | 8.3 | 36.9 |
| 4-5 PM | 3677 | 0.0 | 3000 | 3000 | 677 | 16.82+ | 906 | 67.1 | 8.3 | 36.9 |
| 5-6 PM | 3732 | 0.0 | 3000 | 3000 | 731 | 16.82+ | 907 | 66.7 | 8.3 | 36.9 |
| 6-7 PM | 3339 | 0.0 | 3000 | 2998 | 342 | 16.78+ | 902 | 67.9 | 8.3 | 36.9 |
| 7-8 PM | 2712 | 0.0 | 2999 | 2712 | 0 | 14.84+ | 796 | 68.7 | 8.5 | 36.9 |
| 8-9 PM | 2180 | 0.0 | 2999 | 2180 | 0 | 2.22 | 249 | 69.3 | 23.8 | 45.0 |
| 9-10 PM | 2080 | 0.0 | 3000 | 2080 | 0 | 0.18 | 0 | 69.4 | 57.6 | 49.7 |
| 10-11 PM | 1873 | 0.0 | 3000 | 1873 | 0 | 0.18 | 0 | 69.7 | 57.7 | 49.7 |
| 11PM-MID | 1522 | 0.0 | 3000 | 1522 | 0 | 0.18 | 0 | 70.2 | 57.9 | 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 | 0.0089 |
| MAIN ROUTE WITH WORKS | 0.0026 |
| 'DIVERSION' | 0.0016 |
| <small>PIA: Personal Injury Accidents</small> | |
| IMPACTS ON ROAD USERS | |
| ROAD USER COSTS PER DAY | \$147,762 |
| CONGESTED HOURS PER DAY* | 9 |

*Delays Exceeding User-Specified Maximum

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

OCTOBER

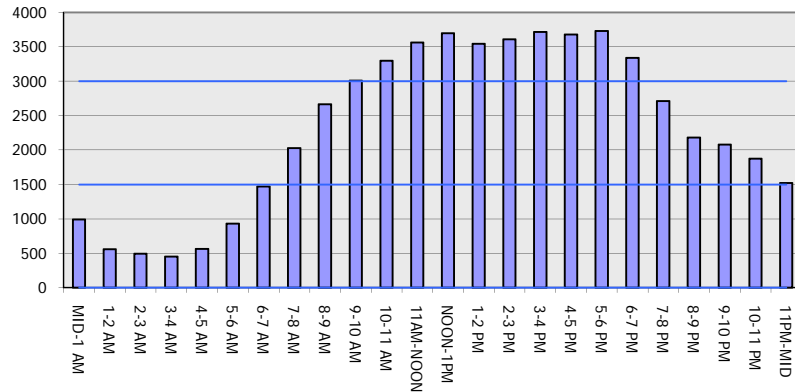
Analyzed for 2009
 Construction Season

GRAPHICAL REPRESENTATION OF TRAFFIC MODEL INPUT AND OUTPUT

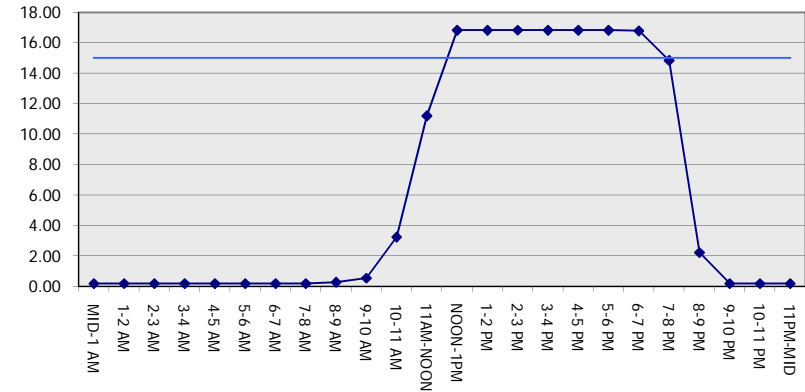
SATURDAY

WESTBOUND DIRECTION

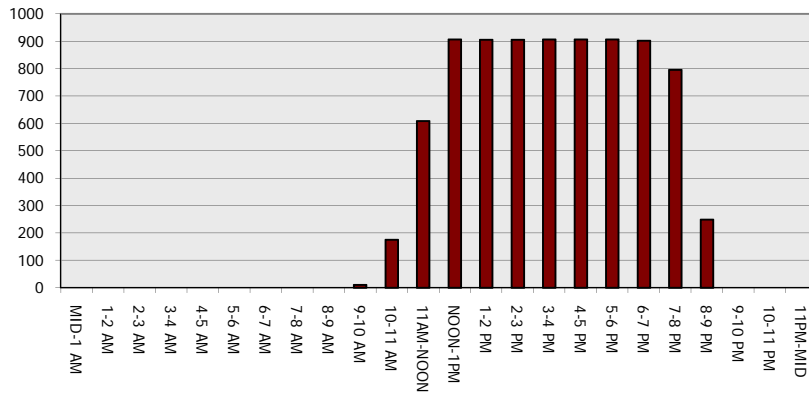
Main Route - Traffic Demand (Vehicles Per Hour)



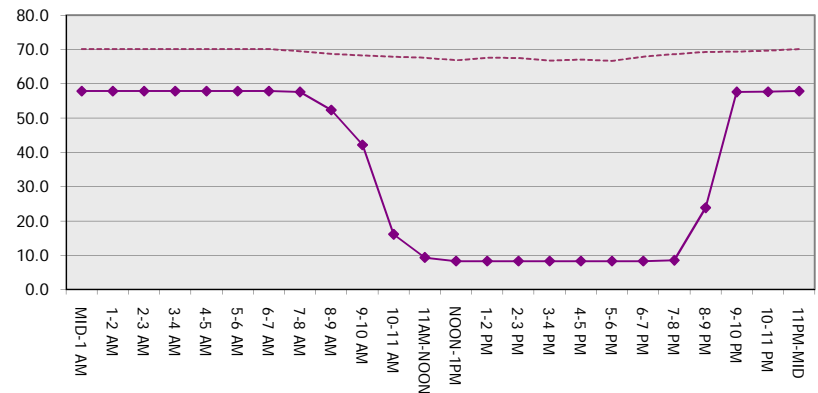
Main Route Average Delay Per Vehicle (Minutes)



Main Route - Average Queue Length (Vehicles)



Main Route - Average Speed (MPH)



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|---|--|
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| | 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 | 945 | 0.0 | 3000 | 945 | 0 | 0.18 | 0 | 70.2 | 57.9 | 49.7 |
| 1-2 AM | 628 | 0.0 | 3000 | 628 | 0 | 0.18 | 0 | 70.2 | 57.9 | 49.7 |
| 2-3 AM | 596 | 0.0 | 3000 | 596 | 0 | 0.18 | 0 | 70.2 | 57.9 | 49.7 |
| 3-4 AM | 550 | 0.0 | 3000 | 550 | 0 | 0.18 | 0 | 70.2 | 57.9 | 49.7 |
| 4-5 AM | 692 | 0.0 | 3000 | 692 | 0 | 0.18 | 0 | 70.2 | 57.9 | 49.7 |
| 5-6 AM | 1177 | 0.0 | 3000 | 1177 | 0 | 0.18 | 0 | 70.2 | 57.9 | 49.7 |
| 6-7 AM | 1605 | 0.0 | 3000 | 1605 | 0 | 0.18 | 0 | 70.0 | 57.8 | 49.7 |
| 7-8 AM | 1858 | 0.0 | 3000 | 1858 | 0 | 0.18 | 0 | 69.7 | 57.7 | 49.7 |
| 8-9 AM | 2448 | 0.0 | 2999 | 2448 | 0 | 0.21 | 0 | 69.0 | 55.4 | 46.8 |
| 9-10 AM | 3075 | 0.0 | 2999 | 3075 | 0 | 0.69 | 23 | 68.2 | 38.2 | 37.1 |
| 10-11 AM | 3341 | 0.0 | 3000 | 3341 | 0 | 4.52 | 244 | 67.9 | 13.5 | 36.9 |
| 11AM-NOON | 3708 | 0.0 | 3000 | 3438 | 270 | 13.58+ | 738 | 66.8 | 8.8 | 36.9 |
| NOON-1PM | 3864 | 0.0 | 3000 | 3024 | 840 | 16.83+ | 909 | 65.8 | 8.3 | 36.9 |
| 1-2 PM | 3468 | 0.0 | 3000 | 3004 | 464 | 16.80+ | 904 | 67.8 | 8.3 | 36.9 |
| 2-3 PM | 3745 | 0.0 | 3000 | 3004 | 741 | 16.82+ | 907 | 66.6 | 8.3 | 36.9 |
| 3-4 PM | 3766 | 0.0 | 3000 | 3002 | 764 | 16.82+ | 907 | 66.4 | 8.3 | 36.9 |
| 4-5 PM | 3515 | 0.0 | 3000 | 2999 | 516 | 16.81+ | 904 | 67.7 | 8.3 | 36.9 |
| 5-6 PM | 3350 | 0.0 | 3000 | 2999 | 351 | 16.79+ | 902 | 67.9 | 8.3 | 36.9 |
| 6-7 PM | 2888 | 0.0 | 2999 | 2877 | 11 | 16.17+ | 868 | 68.4 | 8.3 | 36.9 |
| 7-8 PM | 2398 | 0.0 | 2999 | 2398 | 0 | 9.13 | 507 | 69.1 | 10.1 | 39.0 |
| 8-9 PM | 2025 | 0.0 | 3000 | 2025 | 0 | 0.31 | 17 | 69.6 | 51.1 | 49.7 |
| 9-10 PM | 1921 | 0.0 | 3000 | 1921 | 0 | 0.18 | 0 | 69.7 | 57.7 | 49.7 |
| 10-11 PM | 1831 | 0.0 | 3000 | 1831 | 0 | 0.18 | 0 | 69.7 | 57.8 | 49.7 |
| 11PM-MID | 1377 | 0.0 | 3000 | 1377 | 0 | 0.18 | 0 | 70.2 | 57.9 | 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 | 0.0087 |
| MAIN ROUTE WITH WORKS | 0.0026 |
| 'DIVERSION' | 0.0015 |

PIA: Personal Injury Accidents

| ECONOMIC IMPACT ON ROAD USERS | |
|-------------------------------|-----------|
| ROAD USER COSTS PER DAY | \$141,750 |
| CONGESTED HOURS PER DAY* | 8 |

*Delays Exceeding User-Specified Maximum

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

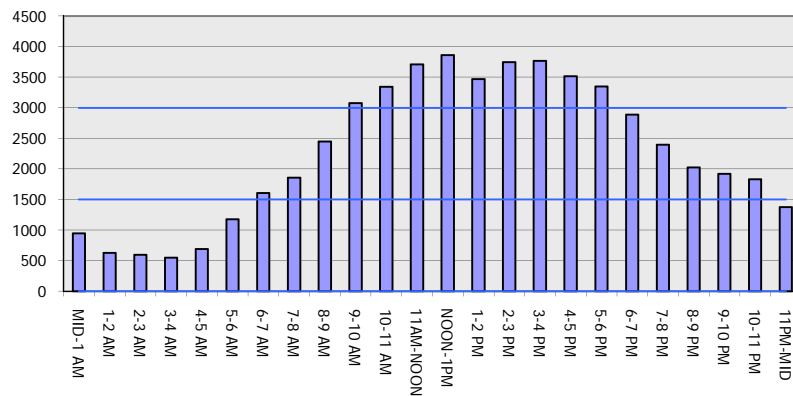
OCTOBER

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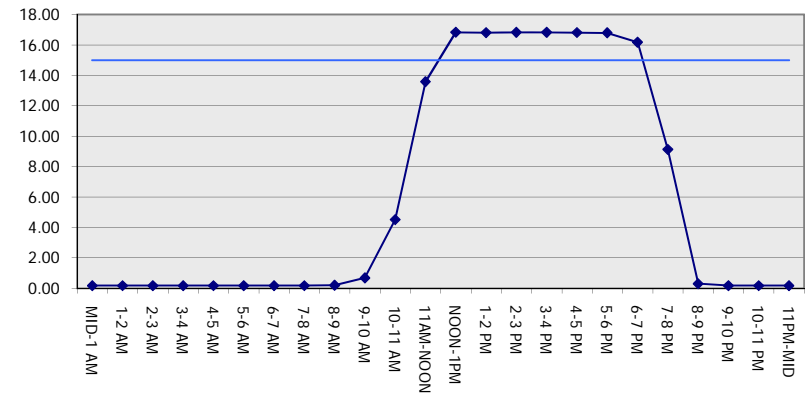
GRAPHICAL REPRESENTATION OF TRAFFIC MODEL INPUT AND OUTPUT

SATURDAY EASTBOUND DIRECTION

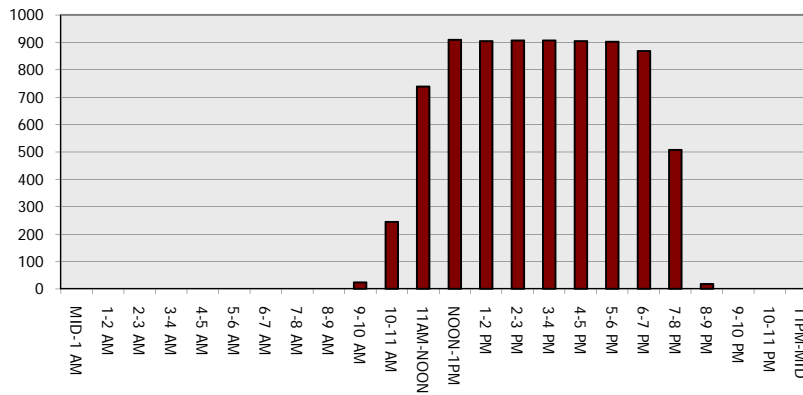
Main Route - Traffic Demand (Vehicles Per Hour)



Main Route Average Delay Per Vehicle (Minutes)



Main Route - Average Queue Length (Vehicles)



Main Route - Average Speed (MPH)

