

| | |
|--|--|
| IH 94: CTH BB/RAWSON AVE TO STH 100/RYAN RD (MILWAUKEE COUNTY) CONTINUOUS (24 HOUR) CLOSURE NO DIVERSION ROUTE (MAX QUEUE METHOD) | MAY |
| | Analyzed for 2009 Construction Season |

SUMMARY OF TRAFFIC MODEL OUTPUT

MON-THUR 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 | 605 | 0.0 | 3000 | 605 | 0 | 0.36 | 0 | 70.2 | 61.5 | 49.7 | |
| 1-2 AM | 347 | 0.0 | 3000 | 347 | 0 | 0.36 | 0 | 70.2 | 61.5 | 49.7 | |
| 2-3 AM | 322 | 0.0 | 3000 | 322 | 0 | 0.36 | 0 | 70.2 | 61.5 | 49.7 | |
| 3-4 AM | 400 | 0.0 | 3000 | 400 | 0 | 0.36 | 0 | 70.2 | 61.5 | 49.7 | |
| 4-5 AM | 614 | 0.0 | 3000 | 614 | 0 | 0.36 | 0 | 70.2 | 61.5 | 49.7 | |
| 5-6 AM | 1805 | 0.0 | 2999 | 1805 | 0 | 0.36 | 0 | 69.8 | 61.4 | 49.7 | |
| 6-7 AM | 3451 | 0.0 | 2999 | 3451 | 0 | 2.94 | 158 | 67.8 | 32.2 | 36.9 | |
| 7-8 AM | 3932 | 0.0 | 3000 | 3447 | 485 | 14.55+ | 776 | 65.3 | 12.1 | 36.9 | |
| 8-9 AM | 3172 | 0.0 | 2999 | 2920 | 252 | 16.03+ | 840 | 68.1 | 11.6 | 36.9 | |
| 9-10 AM | 2443 | 0.0 | 2999 | 2443 | 0 | 10.37+ | 557 | 69.0 | 14.7 | 37.9 | |
| 10-11 AM | 2578 | 0.0 | 3000 | 2578 | 0 | 1.52 | 77 | 68.8 | 43.5 | 42.1 | |
| 11AM-NOON | 2587 | 0.0 | 3000 | 2587 | 0 | 0.49 | 0 | 68.8 | 57.9 | 44.3 | |
| NOON-1PM | 2692 | 0.0 | 3000 | 2692 | 0 | 0.56 | 0 | 68.7 | 56.6 | 42.1 | |
| 1-2 PM | 2743 | 0.0 | 2999 | 2743 | 0 | 0.59 | 0 | 68.6 | 56.0 | 41.2 | |
| 2-3 PM | 3219 | 0.0 | 2999 | 3219 | 0 | 2.13 | 86 | 68.1 | 37.7 | 36.9 | |
| 3-4 PM | 3466 | 0.0 | 3000 | 3466 | 0 | 8.51 | 450 | 67.8 | 16.5 | 36.9 | |
| 4-5 PM | 3287 | 0.0 | 2999 | 3157 | 130 | 15.36+ | 805 | 67.9 | 11.9 | 36.9 | |
| 5-6 PM | 3272 | 0.0 | 3000 | 3002 | 270 | 16.16+ | 847 | 68.0 | 11.6 | 36.9 | |
| 6-7 PM | 2534 | 0.0 | 2999 | 2534 | 0 | 12.29+ | 647 | 68.9 | 13.2 | 37.1 | |
| 7-8 PM | 2086 | 0.0 | 3000 | 2086 | 0 | 1.29 | 87 | 69.4 | 46.4 | 48.3 | |
| 8-9 PM | 1760 | 0.0 | 3000 | 1760 | 0 | 0.36 | 0 | 69.9 | 61.4 | 49.7 | |
| 9-10 PM | 1740 | 0.0 | 3000 | 1740 | 0 | 0.36 | 0 | 69.9 | 61.4 | 49.7 | |
| 10-11 PM | 1328 | 0.0 | 3000 | 1328 | 0 | 0.36 | 0 | 70.2 | 61.5 | 49.7 | |
| 11PM-MID | 929 | 0.0 | 3000 | 929 | 0 | 0.36 | 0 | 70.2 | 61.5 | 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 | 0.0245 |
| MAIN ROUTE WITH WORKS | 0.0207 |
| 'DIVERSION' | 0.0013 |
| PIA: Personal Injury Accidents | |
| IMPACTS ON ROAD USERS | |
| ROAD USER COSTS PER DAY | \$71,675 |
| CONGESTED HOURS PER DAY* | 6 |

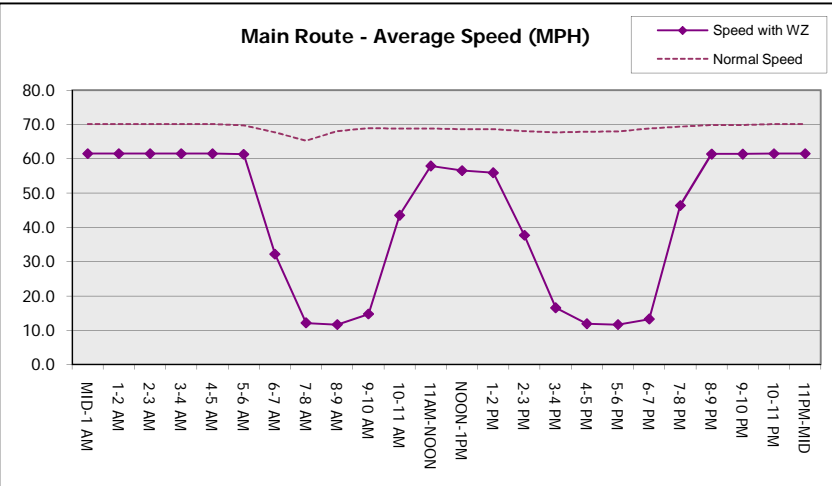
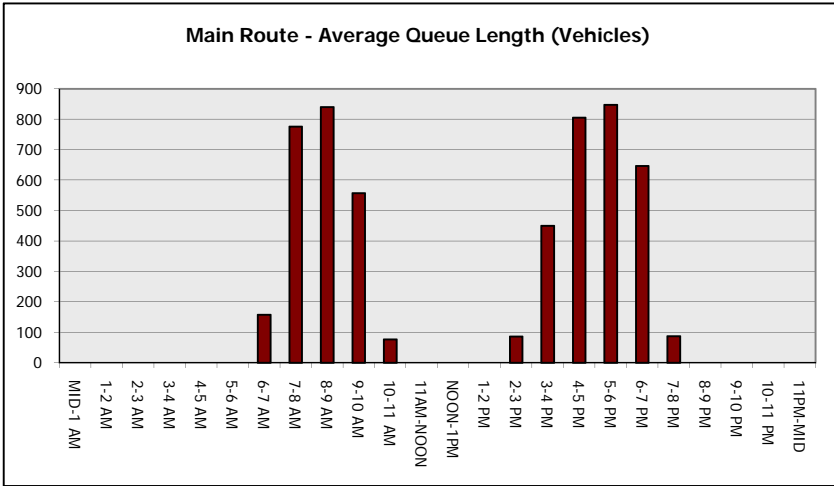
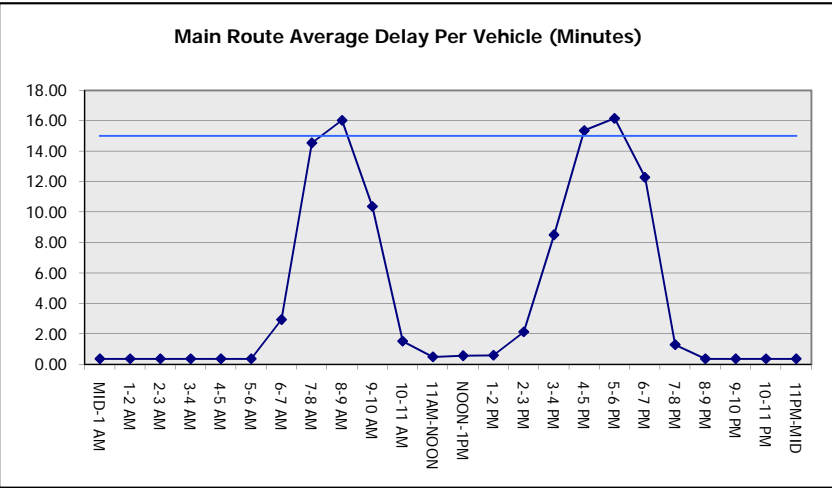
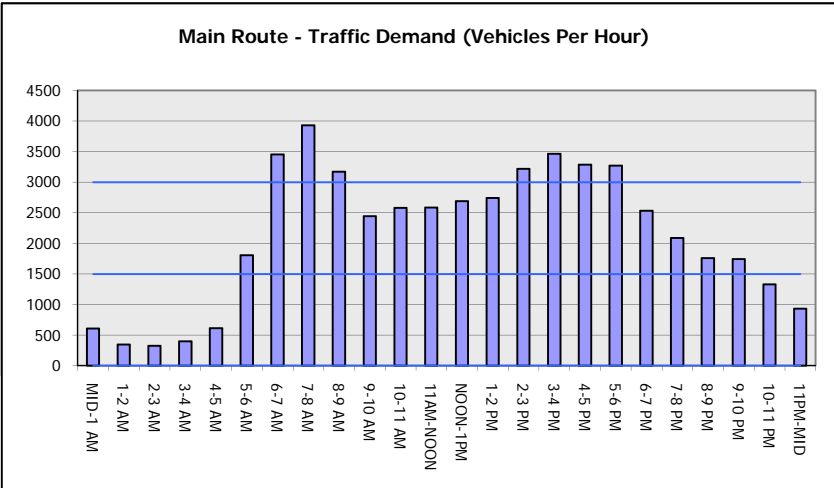
*Delays Exceeding User-Specified Maximum

IH 94: CTH BB/RAWSON AVE TO STH 100/RYAN RD (MILWAUKEE COUNTY)
CONTINUOUS (24 HOUR) CLOSURE
NO DIVERSION ROUTE (MAX QUEUE METHOD)

MAY
 Analyzed for 2009
 Construction Season

GRAPHICAL REPRESENTATION OF TRAFFIC MODEL INPUT AND OUTPUT

MON-THUR WESTBOUND DIRECTION



| | |
|--|--|
| IH 94: CTH BB/RAWSON AVE TO STH 100/Ryan RD (MILWAUKEE COUNTY) CONTINUOUS (24 HOUR) CLOSURE NO DIVERSION ROUTE (MAX QUEUE METHOD) | MAY |
| | Analyzed for 2009 Construction Season |

SUMMARY OF TRAFFIC MODEL OUTPUT

MON-THUR 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 | 529 | 0.0 | 3000 | 529 | 0 | 0.36 | 0 | 70.2 | 61.5 | 49.7 |
| 1-2 AM | 366 | 0.0 | 3000 | 366 | 0 | 0.36 | 0 | 70.2 | 61.5 | 49.7 |
| 2-3 AM | 369 | 0.0 | 3000 | 369 | 0 | 0.36 | 0 | 70.2 | 61.5 | 49.7 |
| 3-4 AM | 476 | 0.0 | 3000 | 476 | 0 | 0.36 | 0 | 70.2 | 61.5 | 49.7 |
| 4-5 AM | 930 | 0.0 | 3000 | 930 | 0 | 0.36 | 0 | 70.2 | 61.5 | 49.7 |
| 5-6 AM | 2125 | 0.0 | 2999 | 2125 | 0 | 0.37 | 0 | 69.4 | 60.8 | 49.1 |
| 6-7 AM | 3220 | 0.0 | 2999 | 3220 | 0 | 1.98 | 78 | 68.1 | 38.9 | 36.9 |
| 7-8 AM | 3121 | 0.0 | 2999 | 3121 | 0 | 6.05 | 293 | 68.2 | 20.7 | 36.9 |
| 8-9 AM | 2814 | 0.0 | 2999 | 2814 | 0 | 5.58 | 270 | 68.6 | 21.9 | 36.9 |
| 9-10 AM | 2416 | 0.0 | 3000 | 2416 | 0 | 0.69 | 22 | 69.1 | 54.6 | 47.4 |
| 10-11 AM | 2475 | 0.0 | 3000 | 2475 | 0 | 0.42 | 0 | 69.0 | 59.4 | 46.8 |
| 11AM-NOON | 2668 | 0.0 | 3000 | 2668 | 0 | 0.55 | 0 | 68.7 | 56.9 | 42.6 |
| NOON-1PM | 2907 | 0.0 | 2999 | 2907 | 0 | 0.70 | 0 | 68.4 | 54.0 | 38.3 |
| 1-2 PM | 3049 | 0.0 | 2999 | 3049 | 0 | 1.03 | 16 | 68.2 | 49.1 | 37.1 |
| 2-3 PM | 3599 | 0.0 | 3000 | 3599 | 0 | 6.16 | 343 | 67.6 | 20.6 | 36.9 |
| 3-4 PM | 3804 | 0.0 | 2999 | 3200 | 604 | 15.69+ | 827 | 66.2 | 11.7 | 36.9 |
| 4-5 PM | 4165 | 0.0 | 2999 | 2993 | 1172 | 16.11+ | 857 | 63.7 | 11.6 | 36.9 |
| 5-6 PM | 4316 | 0.0 | 2999 | 2999 | 1318 | 16.20+ | 865 | 62.7 | 11.5 | 36.9 |
| 6-7 PM | 3053 | 0.0 | 3000 | 2896 | 157 | 15.79+ | 827 | 68.2 | 11.7 | 36.9 |
| 7-8 PM | 2259 | 0.0 | 2999 | 2259 | 0 | 6.76 | 418 | 69.2 | 19.8 | 41.8 |
| 8-9 PM | 1956 | 0.0 | 3000 | 1956 | 0 | 0.35 | 0 | 69.6 | 61.2 | 49.7 |
| 9-10 PM | 1808 | 0.0 | 3000 | 1808 | 0 | 0.35 | 0 | 69.8 | 61.4 | 49.7 |
| 10-11 PM | 1418 | 0.0 | 3000 | 1418 | 0 | 0.36 | 0 | 70.2 | 61.5 | 49.7 |
| 11PM-MID | 909 | 0.0 | 3000 | 909 | 0 | 0.36 | 0 | 70.2 | 61.5 | 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 | 0.0262 |
| MAIN ROUTE WITH WORKS | 0.0212 |
| 'DIVERSION' | 0.0036 |

PIA: Personal Injury Accidents

| ECONOMIC IMPACT ON ROAD USERS | |
|-------------------------------|----------|
| ROAD USER COSTS PER DAY | \$73,334 |
| CONGESTED HOURS PER DAY* | 4 |

*Delays Exceeding User-Specified Maximum

**IH 94: CTH BB/RAWSON AVE TO STH 100/RYAN RD (MILWAUKEE COUNTY)
 CONTINUOUS (24 HOUR) CLOSURE
 NO DIVERSION ROUTE (MAX QUEUE METHOD)**

MAY
 Analyzed for 2009
 Construction Season

GRAPHICAL REPRESENTATION OF TRAFFIC MODEL INPUT AND OUTPUT
MON-THUR EASTBOUND DIRECTION

