

| | |
|--|--|
| IH 94: CTH BB/RAWSON AVE TO STH 100/Ryan RD (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 | 869 | 0.0 | 3000 | 869 | 0 | 0.36 | 0 | 70.2 | 61.5 | 49.7 |
| 1-2 AM | 489 | 0.0 | 3000 | 489 | 0 | 0.36 | 0 | 70.2 | 61.5 | 49.7 |
| 2-3 AM | 431 | 0.0 | 3000 | 431 | 0 | 0.36 | 0 | 70.2 | 61.5 | 49.7 |
| 3-4 AM | 395 | 0.0 | 3000 | 395 | 0 | 0.36 | 0 | 70.2 | 61.5 | 49.7 |
| 4-5 AM | 493 | 0.0 | 3000 | 493 | 0 | 0.36 | 0 | 70.2 | 61.5 | 49.7 |
| 5-6 AM | 817 | 0.0 | 3000 | 817 | 0 | 0.36 | 0 | 70.2 | 61.5 | 49.7 |
| 6-7 AM | 1292 | 0.0 | 3000 | 1292 | 0 | 0.36 | 0 | 70.2 | 61.5 | 49.7 |
| 7-8 AM | 1779 | 0.0 | 3000 | 1779 | 0 | 0.35 | 0 | 69.8 | 61.4 | 49.7 |
| 8-9 AM | 2340 | 0.0 | 3000 | 2340 | 0 | 0.35 | 0 | 69.1 | 61.0 | 49.7 |
| 9-10 AM | 2643 | 0.0 | 3000 | 2643 | 0 | 0.53 | 0 | 68.7 | 57.2 | 43.1 |
| 10-11 AM | 2894 | 0.0 | 2999 | 2894 | 0 | 0.69 | 0 | 68.4 | 54.2 | 38.6 |
| 11AM-NOON | 3128 | 0.0 | 2999 | 3128 | 0 | 1.65 | 53 | 68.1 | 42.0 | 36.9 |
| NOON-1PM | 3245 | 0.0 | 3000 | 3245 | 0 | 5.15 | 251 | 68.0 | 23.1 | 36.9 |
| 1-2 PM | 3113 | 0.0 | 2999 | 3113 | 0 | 8.58 | 432 | 68.2 | 16.0 | 36.9 |
| 2-3 PM | 3168 | 0.0 | 3000 | 3168 | 0 | 11.00 | 565 | 68.1 | 13.8 | 36.9 |
| 3-4 PM | 3263 | 0.0 | 3000 | 3190 | 73 | 14.79+ | 774 | 68.0 | 12.0 | 36.9 |
| 4-5 PM | 3228 | 0.0 | 3000 | 3001 | 227 | 16.16+ | 847 | 68.0 | 11.6 | 36.9 |
| 5-6 PM | 3277 | 0.0 | 3000 | 3001 | 276 | 16.16+ | 847 | 67.9 | 11.6 | 36.9 |
| 6-7 PM | 2932 | 0.0 | 3000 | 2910 | 22 | 15.74+ | 823 | 68.4 | 11.7 | 36.9 |
| 7-8 PM | 2382 | 0.0 | 2999 | 2382 | 0 | 8.54 | 478 | 69.1 | 16.8 | 39.6 |
| 8-9 PM | 1915 | 0.0 | 3000 | 1915 | 0 | 0.47 | 9 | 69.7 | 58.9 | 49.7 |
| 9-10 PM | 1826 | 0.0 | 3000 | 1826 | 0 | 0.35 | 0 | 69.7 | 61.4 | 49.7 |
| 10-11 PM | 1645 | 0.0 | 3000 | 1645 | 0 | 0.36 | 0 | 70.0 | 61.5 | 49.7 |
| 11PM-MID | 1337 | 0.0 | 3000 | 1337 | 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 | 0.0234 |
| MAIN ROUTE WITH WORKS | 0.0199 |
| 'DIVERSION' | 0.0007 |
| <small>PIA: Personal Injury Accidents</small> | |
| IMPACTS ON ROAD USERS | |
| ROAD USER COSTS PER DAY | \$86,892 |
| CONGESTED HOURS PER DAY* | 4 |

*Delays Exceeding User-Specified Maximum

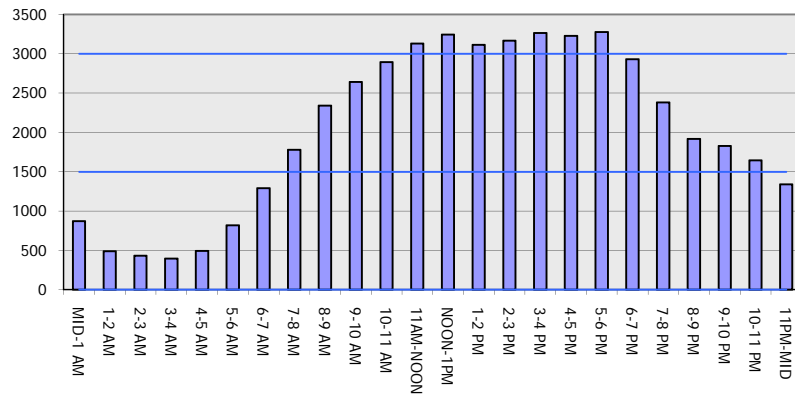
IH 94: CTH BB/RAWSON AVE TO STH 100/RYAN RD (MILWAUKEE COUNTY)
CONTINUOUS (24 HOUR) CLOSURE
NO DIVERSION ROUTE (MAX QUEUE METHOD)

OCTOBER

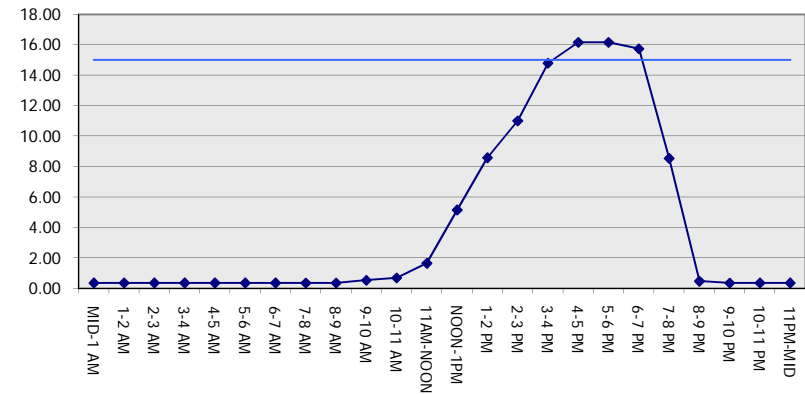
Analyzed for 2009
 Construction Season

GRAPHICAL REPRESENTATION OF TRAFFIC MODEL INPUT AND OUTPUT
SATURDAY WESTBOUND DIRECTION

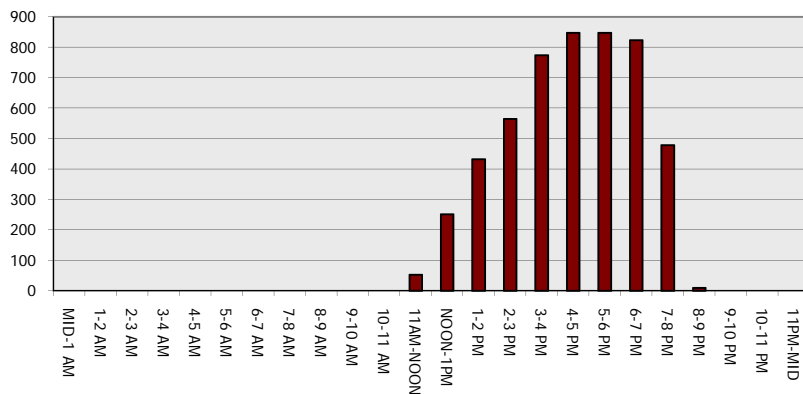
Main Route - Traffic Demand (Vehicles Per Hour)



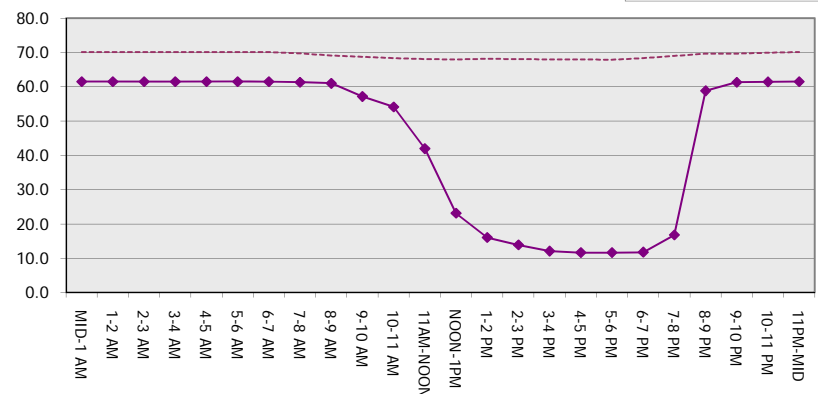
Main Route Average Delay Per Vehicle (Minutes)



Main Route - Average Queue Length (Vehicles)



Main Route - Average Speed (MPH)



| | |
|--|--|
| IH 94: CTH BB/RAWSON AVE TO STH 100/Ryan RD (MILWAUKEE COUNTY) CONTINUOUS (24 HOUR) CLOSURE NO DIVERSION ROUTE (MAX QUEUE METHOD) | OCTOBER |
| | 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 | 830 | 0.0 | 3000 | 830 | 0 | 0.36 | 0 | 70.2 | 61.5 | 49.7 |
| 1-2 AM | 552 | 0.0 | 3000 | 552 | 0 | 0.36 | 0 | 70.2 | 61.5 | 49.7 |
| 2-3 AM | 523 | 0.0 | 3000 | 523 | 0 | 0.36 | 0 | 70.2 | 61.5 | 49.7 |
| 3-4 AM | 483 | 0.0 | 3000 | 483 | 0 | 0.36 | 0 | 70.2 | 61.5 | 49.7 |
| 4-5 AM | 607 | 0.0 | 3000 | 607 | 0 | 0.36 | 0 | 70.2 | 61.5 | 49.7 |
| 5-6 AM | 1034 | 0.0 | 3000 | 1034 | 0 | 0.36 | 0 | 70.2 | 61.5 | 49.7 |
| 6-7 AM | 1409 | 0.0 | 3000 | 1409 | 0 | 0.36 | 0 | 70.2 | 61.5 | 49.7 |
| 7-8 AM | 1632 | 0.0 | 3000 | 1632 | 0 | 0.36 | 0 | 70.0 | 61.5 | 49.7 |
| 8-9 AM | 2149 | 0.0 | 3000 | 2149 | 0 | 0.35 | 0 | 69.4 | 61.2 | 49.7 |
| 9-10 AM | 2700 | 0.0 | 2999 | 2700 | 0 | 0.57 | 0 | 68.7 | 56.5 | 42.0 |
| 10-11 AM | 2934 | 0.0 | 2999 | 2934 | 0 | 0.72 | 0 | 68.4 | 53.6 | 37.9 |
| 11AM-NOON | 3256 | 0.0 | 3000 | 3256 | 0 | 2.59 | 115 | 68.0 | 34.3 | 36.9 |
| NOON-1PM | 3393 | 0.0 | 3000 | 3393 | 0 | 8.83 | 460 | 67.8 | 16.0 | 36.9 |
| 1-2 PM | 3045 | 0.0 | 2999 | 3045 | 0 | 13.05 | 676 | 68.2 | 12.7 | 36.9 |
| 2-3 PM | 3289 | 0.0 | 3000 | 3132 | 157 | 15.33+ | 803 | 67.9 | 11.9 | 36.9 |
| 3-4 PM | 3306 | 0.0 | 3000 | 3006 | 300 | 16.16+ | 848 | 67.9 | 11.6 | 36.9 |
| 4-5 PM | 3086 | 0.0 | 3000 | 3012 | 74 | 16.13+ | 845 | 68.2 | 11.6 | 36.9 |
| 5-6 PM | 2941 | 0.0 | 3000 | 2936 | 5 | 15.86+ | 830 | 68.4 | 11.7 | 36.9 |
| 6-7 PM | 2535 | 0.0 | 2999 | 2535 | 0 | 10.92+ | 576 | 68.9 | 14.2 | 37.3 |
| 7-8 PM | 2106 | 0.0 | 3000 | 2106 | 0 | 1.04 | 63 | 69.4 | 49.5 | 48.7 |
| 8-9 PM | 1778 | 0.0 | 3000 | 1778 | 0 | 0.35 | 0 | 69.8 | 61.4 | 49.7 |
| 9-10 PM | 1687 | 0.0 | 3000 | 1687 | 0 | 0.36 | 0 | 69.9 | 61.4 | 49.7 |
| 10-11 PM | 1608 | 0.0 | 3000 | 1608 | 0 | 0.36 | 0 | 70.0 | 61.5 | 49.7 |
| 11PM-MID | 1209 | 0.0 | 3000 | 1209 | 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 | 0.0230 |
| MAIN ROUTE WITH WORKS | 0.0196 |
| 'DIVERSION' | 0.0006 |

PIA: Personal Injury Accidents

| ECONOMIC IMPACT ON ROAD USERS | |
|-------------------------------|----------|
| ROAD USER COSTS PER DAY | \$88,278 |
| CONGESTED HOURS PER DAY* | 5 |

*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)

OCTOBER

Analyzed for 2009
 Construction Season

GRAPHICAL REPRESENTATION OF TRAFFIC MODEL INPUT AND OUTPUT
SATURDAY EASTBOUND DIRECTION

