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| IH 94: STH 100/RYAN RD TO STH 20 (MILWAUKEE AND RACINE COUNTIES) CONTINUOUS (24 HOUR) CLOSURE NO DIVERSION ROUTE (MAX QUEUE METHOD) | OCTOBER |
| | 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 | 496 | 0.0 | 3000 | 496 | 0 | 0.36 | 0 | 70.2 | 67.4 | 49.7 |
| 1-2 AM | 381 | 0.0 | 3000 | 381 | 0 | 0.36 | 0 | 70.2 | 67.4 | 49.7 |
| 2-3 AM | 362 | 0.0 | 3000 | 362 | 0 | 0.36 | 0 | 70.2 | 67.4 | 49.7 |
| 3-4 AM | 429 | 0.0 | 3000 | 429 | 0 | 0.36 | 0 | 70.2 | 67.4 | 49.7 |
| 4-5 AM | 714 | 0.0 | 3000 | 714 | 0 | 0.36 | 0 | 70.2 | 67.4 | 49.7 |
| 5-6 AM | 1758 | 0.0 | 3000 | 1758 | 0 | 0.36 | 0 | 69.9 | 67.2 | 49.7 |
| 6-7 AM | 3260 | 0.0 | 2999 | 3260 | 0 | 1.98 | 75 | 68.0 | 56.0 | 36.9 |
| 7-8 AM | 3515 | 0.0 | 3000 | 3515 | 0 | 10.13 | 536 | 67.7 | 32.2 | 36.9 |
| 8-9 AM | 2660 | 0.0 | 2999 | 2660 | 0 | 12.33+ | 642 | 68.7 | 29.1 | 36.9 |
| 9-10 AM | 2337 | 0.0 | 2999 | 2337 | 0 | 2.68 | 151 | 69.1 | 53.3 | 45.2 |
| 10-11 AM | 2331 | 0.0 | 3000 | 2331 | 0 | 0.35 | 0 | 69.1 | 66.6 | 49.7 |
| 11AM-NOON | 2382 | 0.0 | 3000 | 2382 | 0 | 0.36 | 0 | 69.1 | 66.4 | 49.1 |
| NOON-1PM | 2485 | 0.0 | 3000 | 2485 | 0 | 0.43 | 0 | 68.9 | 65.8 | 46.6 |
| 1-2 PM | 2507 | 0.0 | 3000 | 2507 | 0 | 0.44 | 0 | 68.9 | 65.7 | 46.1 |
| 2-3 PM | 2711 | 0.0 | 2999 | 2711 | 0 | 0.57 | 0 | 68.7 | 64.6 | 41.8 |
| 3-4 PM | 2984 | 0.0 | 2999 | 2984 | 0 | 0.82 | 4 | 68.3 | 62.7 | 37.4 |
| 4-5 PM | 3141 | 0.0 | 3000 | 3141 | 0 | 2.32 | 88 | 68.1 | 54.4 | 36.9 |
| 5-6 PM | 3017 | 0.0 | 2999 | 3017 | 0 | 4.27 | 193 | 68.3 | 46.5 | 36.9 |
| 6-7 PM | 2344 | 0.0 | 3000 | 2344 | 0 | 0.95 | 32 | 69.1 | 62.5 | 46.5 |
| 7-8 PM | 1608 | 0.0 | 3000 | 1608 | 0 | 0.36 | 0 | 70.0 | 67.3 | 49.7 |
| 8-9 PM | 1400 | 0.0 | 3000 | 1400 | 0 | 0.36 | 0 | 70.2 | 67.4 | 49.7 |
| 9-10 PM | 1260 | 0.0 | 3000 | 1260 | 0 | 0.36 | 0 | 70.2 | 67.4 | 49.7 |
| 10-11 PM | 1009 | 0.0 | 3000 | 1009 | 0 | 0.36 | 0 | 70.2 | 67.4 | 49.7 |
| 11PM-MID | 716 | 0.0 | 3000 | 716 | 0 | 0.36 | 0 | 70.2 | 67.4 | 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 | 0.0758 |
| MAIN ROUTE WITH WORKS | 0.0728 |
| 'DIVERSION' | 0.0000 |
| <small>PIA: Personal Injury Accidents</small> | |
| IMPACTS ON ROAD USERS | |
| ROAD USER COSTS PER DAY | \$23,887 |
| CONGESTED HOURS PER DAY* | 1 |

*Delays Exceeding User-Specified Maximum

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

OCTOBER

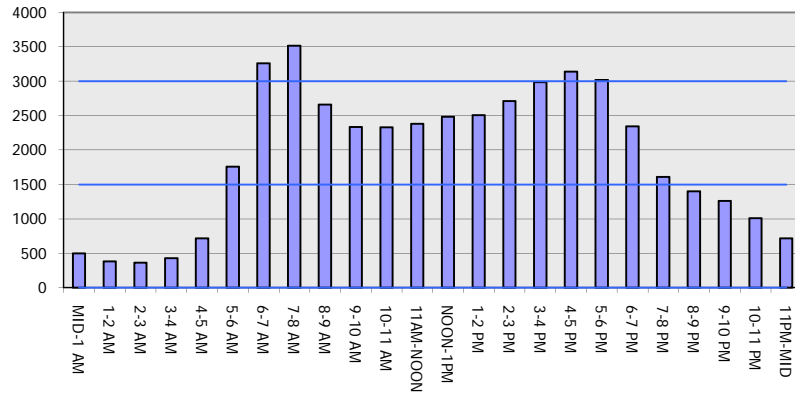
Analyzed for 2009
Construction Season

GRAPHICAL REPRESENTATION OF TRAFFIC MODEL INPUT AND OUTPUT

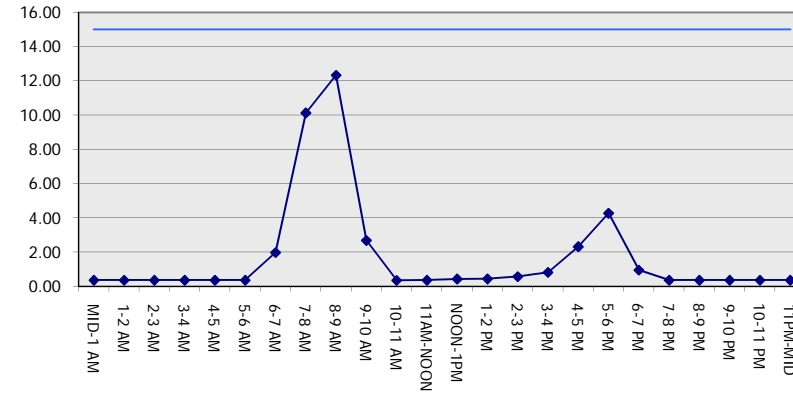
MON-THUR

WESTBOUND DIRECTION

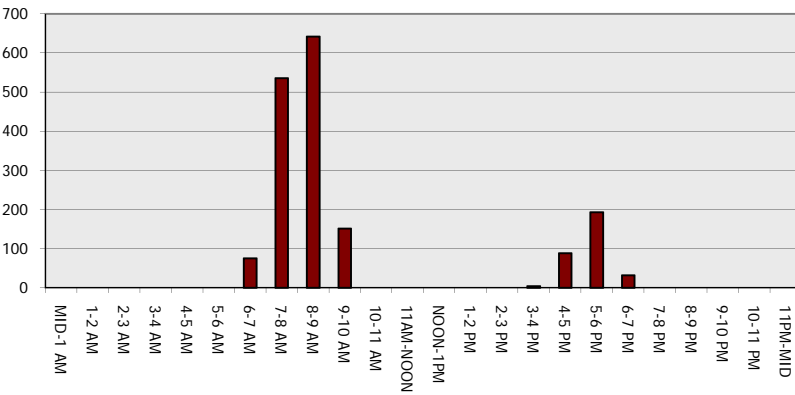
Main Route - Traffic Demand (Vehicles Per Hour)



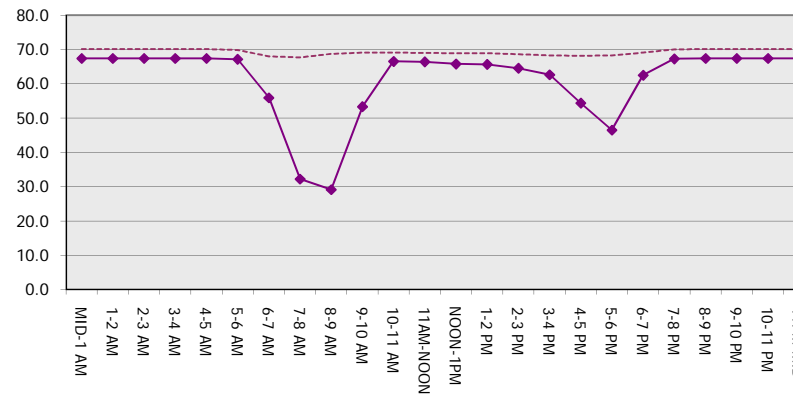
Main Route Average Delay Per Vehicle (Minutes)



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

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 | 507 | 0.0 | 3000 | 507 | 0 | 0.36 | 0 | 70.2 | 67.4 | 49.7 |
| 1-2 AM | 390 | 0.0 | 3000 | 390 | 0 | 0.36 | 0 | 70.2 | 67.4 | 49.7 |
| 2-3 AM | 369 | 0.0 | 3000 | 369 | 0 | 0.36 | 0 | 70.2 | 67.4 | 49.7 |
| 3-4 AM | 420 | 0.0 | 3000 | 420 | 0 | 0.36 | 0 | 70.2 | 67.4 | 49.7 |
| 4-5 AM | 696 | 0.0 | 3000 | 696 | 0 | 0.36 | 0 | 70.2 | 67.4 | 49.7 |
| 5-6 AM | 1296 | 0.0 | 3000 | 1296 | 0 | 0.36 | 0 | 70.2 | 67.4 | 49.7 |
| 6-7 AM | 2284 | 0.0 | 3000 | 2284 | 0 | 0.35 | 0 | 69.2 | 66.6 | 49.7 |
| 7-8 AM | 2795 | 0.0 | 3000 | 2795 | 0 | 0.63 | 0 | 68.6 | 64.1 | 40.2 |
| 8-9 AM | 2615 | 0.0 | 3000 | 2615 | 0 | 0.51 | 0 | 68.8 | 65.1 | 43.7 |
| 9-10 AM | 2432 | 0.0 | 3000 | 2432 | 0 | 0.39 | 0 | 69.0 | 66.1 | 47.9 |
| 10-11 AM | 2339 | 0.0 | 3000 | 2339 | 0 | 0.35 | 0 | 69.1 | 66.6 | 49.7 |
| 11AM-NOON | 2422 | 0.0 | 3000 | 2422 | 0 | 0.38 | 0 | 69.1 | 66.2 | 48.1 |
| NOON-1PM | 2528 | 0.0 | 3000 | 2528 | 0 | 0.45 | 0 | 68.9 | 65.6 | 45.6 |
| 1-2 PM | 2684 | 0.0 | 3000 | 2684 | 0 | 0.56 | 0 | 68.7 | 64.7 | 42.3 |
| 2-3 PM | 2911 | 0.0 | 2999 | 2911 | 0 | 0.70 | 0 | 68.4 | 63.5 | 38.3 |
| 3-4 PM | 3324 | 0.0 | 2999 | 3324 | 0 | 3.15 | 142 | 67.9 | 50.6 | 36.9 |
| 4-5 PM | 3527 | 0.0 | 3000 | 3527 | 0 | 10.85+ | 576 | 67.6 | 31.1 | 36.9 |
| 5-6 PM | 3662 | 0.0 | 2999 | 3000 | 662 | 15.15+ | 799 | 67.1 | 25.5 | 36.9 |
| 6-7 PM | 2581 | 0.0 | 2999 | 2534 | 47 | 12.48+ | 657 | 68.8 | 28.9 | 37.3 |
| 7-8 PM | 1851 | 0.0 | 3000 | 1851 | 0 | 1.38 | 72 | 69.7 | 60.4 | 49.7 |
| 8-9 PM | 1499 | 0.0 | 3000 | 1499 | 0 | 0.36 | 0 | 70.2 | 67.4 | 49.7 |
| 9-10 PM | 1376 | 0.0 | 3000 | 1376 | 0 | 0.36 | 0 | 70.2 | 67.4 | 49.7 |
| 10-11 PM | 988 | 0.0 | 3000 | 988 | 0 | 0.36 | 0 | 70.2 | 67.4 | 49.7 |
| 11PM-MID | 800 | 0.0 | 3000 | 800 | 0 | 0.36 | 0 | 70.2 | 67.4 | 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 | 0.0766 |
| MAIN ROUTE WITH WORKS | 0.0725 |
| 'DIVERSION' | 0.0027 |

PIA: Personal Injury Accidents

| ECONOMIC IMPACT ON ROAD USERS | |
|-------------------------------|----------|
| ROAD USER COSTS PER DAY | \$31,831 |
| CONGESTED HOURS PER DAY* | 3 |

*Delays Exceeding User-Specified Maximum

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 CONTINUOUS (24 HOUR) CLOSURE
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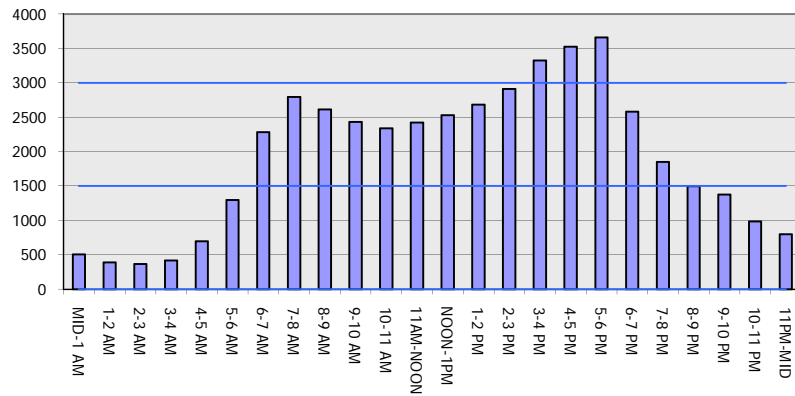
OCTOBER

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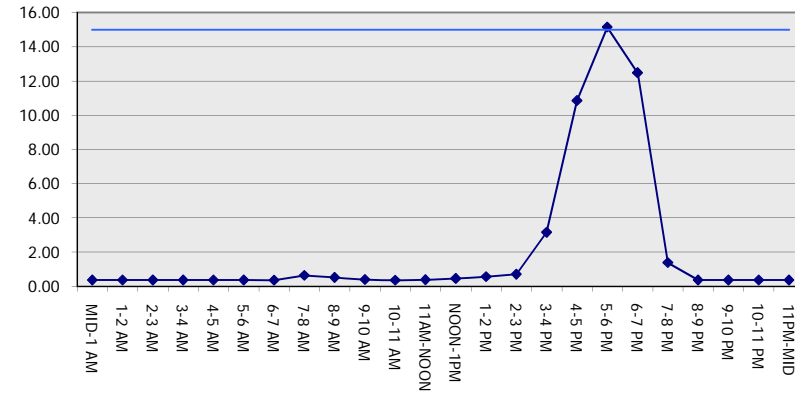
GRAPHICAL REPRESENTATION OF TRAFFIC MODEL INPUT AND OUTPUT

MON-THUR EASTBOUND DIRECTION

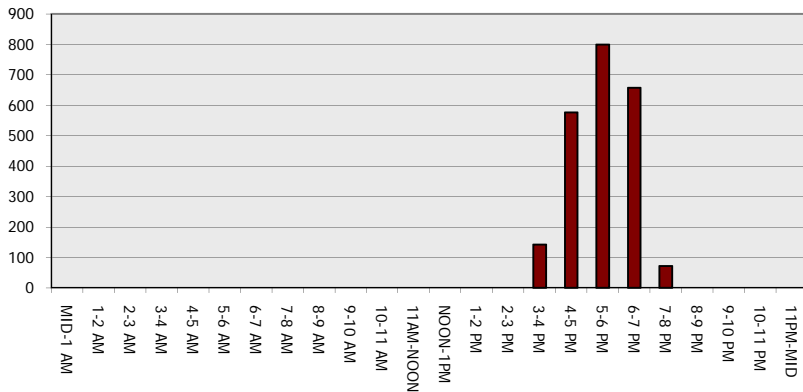
Main Route - Traffic Demand (Vehicles Per Hour)



Main Route Average Delay Per Vehicle (Minutes)



Main Route - Average Queue Length (Vehicles)



Main Route - Average Speed (MPH)

