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| IH 94: STH 100/RYAN RD TO STH 20 (MILWAUKEE AND RACINE COUNTIES) CONTINUOUS (24 HOUR) 2 LANE 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 | 739 | 0.0 | 1500 | 739 | 0 | 0.46 | 0 | 70.2 | 66.7 | 45.9 |
| 1-2 AM | 464 | 0.0 | 1500 | 464 | 0 | 0.43 | 0 | 70.2 | 66.9 | 47.1 |
| 2-3 AM | 363 | 0.0 | 1500 | 363 | 0 | 0.41 | 0 | 70.2 | 67.1 | 47.5 |
| 3-4 AM | 258 | 0.0 | 1500 | 258 | 0 | 0.40 | 0 | 70.2 | 67.1 | 48.0 |
| 4-5 AM | 267 | 0.0 | 1500 | 267 | 0 | 0.40 | 0 | 70.2 | 67.1 | 48.0 |
| 5-6 AM | 407 | 0.0 | 1500 | 407 | 0 | 0.42 | 0 | 70.2 | 67.0 | 47.3 |
| 6-7 AM | 588 | 0.0 | 1500 | 588 | 0 | 0.44 | 0 | 70.2 | 66.8 | 46.5 |
| 7-8 AM | 887 | 0.0 | 1500 | 887 | 0 | 0.48 | 0 | 70.2 | 66.6 | 45.3 |
| 8-9 AM | 1390 | 0.0 | 1499 | 1390 | 0 | 0.90 | 1 | 70.2 | 63.7 | 35.5 |
| 9-10 AM | 1835 | 0.0 | 1500 | 1835 | 0 | 5.65 | 141 | 69.7 | 42.7 | 32.5 |
| 10-11 AM | 2373 | 0.0 | 1499 | 1500 | 873 | 16.18+ | 399 | 69.1 | 24.7 | 32.5 |
| 11AM-NOON | 2857 | 0.0 | 1500 | 1500 | 1357 | 16.10+ | 400 | 68.5 | 24.7 | 32.5 |
| NOON-1PM | 2979 | 0.0 | 1500 | 1500 | 1479 | 16.08+ | 400 | 68.3 | 24.7 | 32.5 |
| 1-2 PM | 3045 | 0.0 | 1500 | 1500 | 1545 | 16.07+ | 400 | 68.2 | 24.7 | 32.5 |
| 2-3 PM | 3048 | 0.0 | 1500 | 1500 | 1548 | 16.07+ | 400 | 68.2 | 24.7 | 32.5 |
| 3-4 PM | 3035 | 0.0 | 1500 | 1500 | 1535 | 16.07+ | 400 | 68.2 | 24.7 | 32.5 |
| 4-5 PM | 3111 | 0.0 | 1500 | 1500 | 1611 | 16.06+ | 400 | 68.2 | 24.7 | 32.5 |
| 5-6 PM | 3021 | 0.0 | 1500 | 1500 | 1521 | 16.07+ | 400 | 68.3 | 24.7 | 32.5 |
| 6-7 PM | 2784 | 0.0 | 1500 | 1500 | 1284 | 16.11+ | 400 | 68.6 | 24.7 | 32.5 |
| 7-8 PM | 2478 | 0.0 | 1500 | 1500 | 978 | 16.16+ | 400 | 68.9 | 24.7 | 32.5 |
| 8-9 PM | 1947 | 0.0 | 1500 | 1546 | 401 | 16.04+ | 394 | 69.6 | 25.0 | 32.5 |
| 9-10 PM | 1553 | 0.0 | 1499 | 1480 | 73 | 15.82+ | 387 | 70.1 | 25.2 | 32.5 |
| 10-11 PM | 1204 | 0.0 | 1499 | 1204 | 0 | 9.53 | 241 | 70.2 | 33.8 | 34.7 |
| 11PM-MID | 810 | 0.0 | 1500 | 810 | 0 | 0.60 | 3 | 70.2 | 65.8 | 45.6 |

+ 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 | 0.0686 |
| MAIN ROUTE WITH WORKS | 0.0433 |
| 'DIVERSION' | 0.0545 |
| PIA: Personal Injury Accidents | |
| IMPACTS ON ROAD USERS | |
| ROAD USER COSTS PER DAY | \$151,257 |
| CONGESTED HOURS PER DAY* | 12 |

*Delays Exceeding User-Specified Maximum

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 CONTINUOUS (24 HOUR) 2 LANE CLOSURE
 NO DIVERSION ROUTE (MAX QUEUE METHOD)**

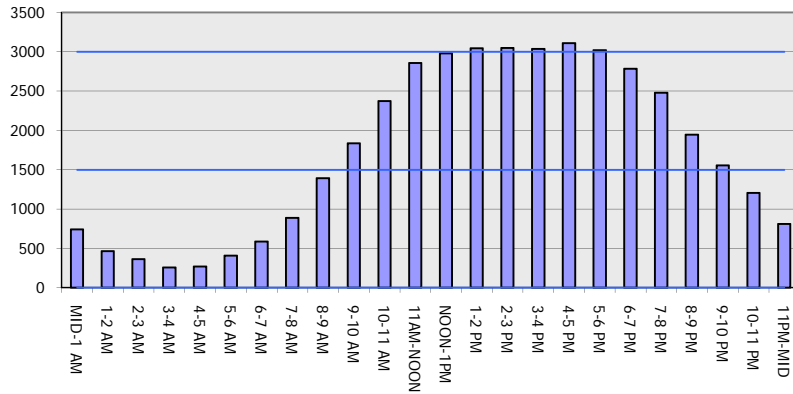
OCTOBER

Analyzed for 2009
 Construction Season

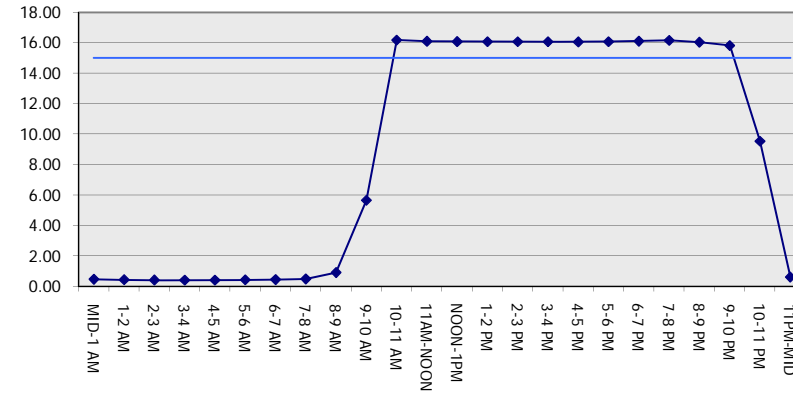
GRAPHICAL REPRESENTATION OF TRAFFIC MODEL INPUT AND OUTPUT

SUNDAY WESTBOUND DIRECTION

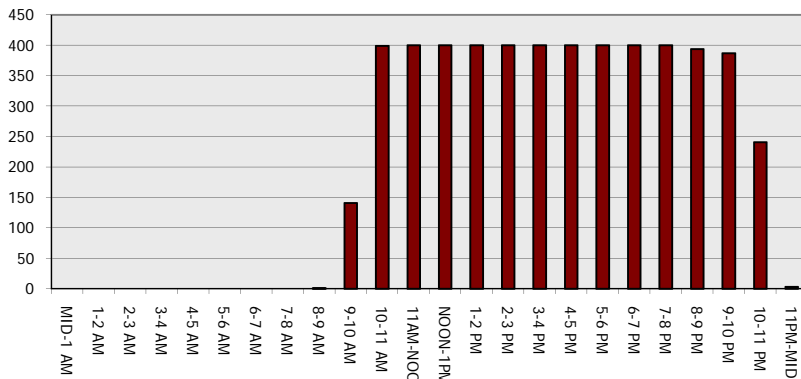
Main Route - Traffic Demand (Vehicles Per Hour)



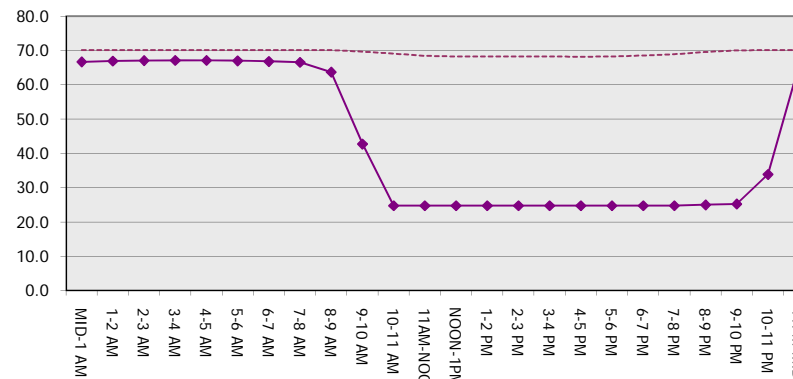
Main Route Average Delay Per Vehicle (Minutes)



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 | 686 | 0.0 | 1500 | 686 | 0 | 0.45 | 0 | 70.2 | 66.8 | 46.1 |
| 1-2 AM | 471 | 0.0 | 1500 | 471 | 0 | 0.43 | 0 | 70.2 | 66.9 | 47.1 |
| 2-3 AM | 432 | 0.0 | 1500 | 432 | 0 | 0.42 | 0 | 70.2 | 67.0 | 47.2 |
| 3-4 AM | 300 | 0.0 | 1500 | 300 | 0 | 0.41 | 0 | 70.2 | 67.1 | 47.8 |
| 4-5 AM | 271 | 0.0 | 1500 | 271 | 0 | 0.40 | 0 | 70.2 | 67.1 | 47.9 |
| 5-6 AM | 350 | 0.0 | 1500 | 350 | 0 | 0.41 | 0 | 70.2 | 67.1 | 47.6 |
| 6-7 AM | 544 | 0.0 | 1500 | 544 | 0 | 0.44 | 0 | 70.2 | 66.9 | 46.7 |
| 7-8 AM | 833 | 0.0 | 1500 | 833 | 0 | 0.47 | 0 | 70.2 | 66.6 | 45.5 |
| 8-9 AM | 1347 | 0.0 | 1499 | 1347 | 0 | 0.84 | 0 | 70.2 | 64.1 | 37.0 |
| 9-10 AM | 2113 | 0.0 | 1500 | 1957 | 156 | 8.79+ | 238 | 69.4 | 35.1 | 32.4 |
| 10-11 AM | 2763 | 0.0 | 1500 | 1500 | 1263 | 16.12+ | 400 | 68.6 | 24.7 | 32.5 |
| 11AM-NOON | 3077 | 0.0 | 1500 | 1500 | 1577 | 16.06+ | 400 | 68.2 | 24.7 | 32.5 |
| NOON-1PM | 3492 | 0.0 | 1500 | 1500 | 1992 | 15.99+ | 400 | 67.7 | 24.7 | 32.5 |
| 1-2 PM | 3698 | 0.0 | 1500 | 1500 | 2198 | 15.88+ | 400 | 66.9 | 24.7 | 32.5 |
| 2-3 PM | 3736 | 0.0 | 1500 | 1500 | 2236 | 15.85+ | 400 | 66.6 | 24.7 | 32.5 |
| 3-4 PM | 3671 | 0.0 | 1500 | 1500 | 2171 | 15.91+ | 400 | 67.1 | 24.7 | 32.5 |
| 4-5 PM | 3650 | 0.0 | 1500 | 1500 | 2150 | 15.93+ | 400 | 67.2 | 24.7 | 32.5 |
| 5-6 PM | 3291 | 0.0 | 1500 | 1500 | 1791 | 16.03+ | 400 | 67.9 | 24.7 | 32.5 |
| 6-7 PM | 2813 | 0.0 | 1500 | 1500 | 1313 | 16.11+ | 400 | 68.6 | 24.7 | 32.5 |
| 7-8 PM | 2440 | 0.0 | 1500 | 1500 | 940 | 16.17+ | 400 | 69.0 | 24.7 | 32.5 |
| 8-9 PM | 1791 | 0.0 | 1499 | 1451 | 340 | 16.08+ | 395 | 69.8 | 25.0 | 32.5 |
| 9-10 PM | 1337 | 0.0 | 1499 | 1328 | 9 | 14.23+ | 349 | 70.2 | 27.0 | 32.5 |
| 10-11 PM | 920 | 0.0 | 1500 | 920 | 0 | 2.18 | 57 | 70.2 | 56.4 | 43.6 |
| 11PM-MID | 688 | 0.0 | 1500 | 688 | 0 | 0.45 | 0 | 70.2 | 66.8 | 46.1 |

+ 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 | 0.0740 |
| MAIN ROUTE WITH WORKS | 0.0422 |
| 'DIVERSION' | 0.0695 |

PIA: Personal Injury Accidents

| ECONOMIC IMPACT ON ROAD USERS | |
|-------------------------------|-----------|
| ROAD USER COSTS PER DAY | \$165,125 |
| CONGESTED HOURS PER DAY* | 13 |

*Delays Exceeding User-Specified Maximum

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CONTINUOUS (24 HOUR) 2 LANE CLOSURE
NO DIVERSION ROUTE (MAX QUEUE METHOD)

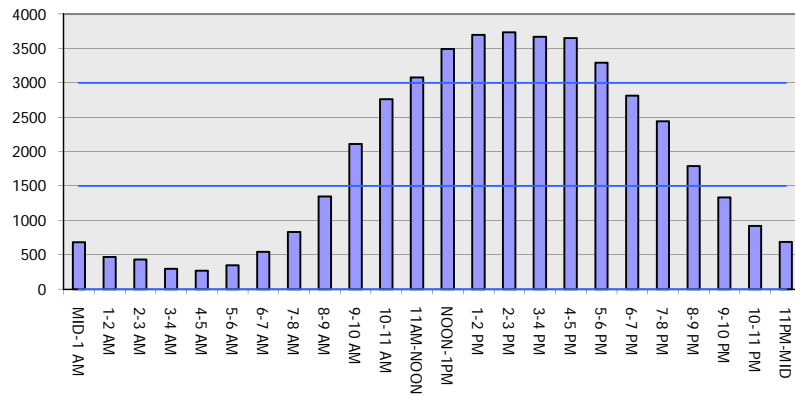
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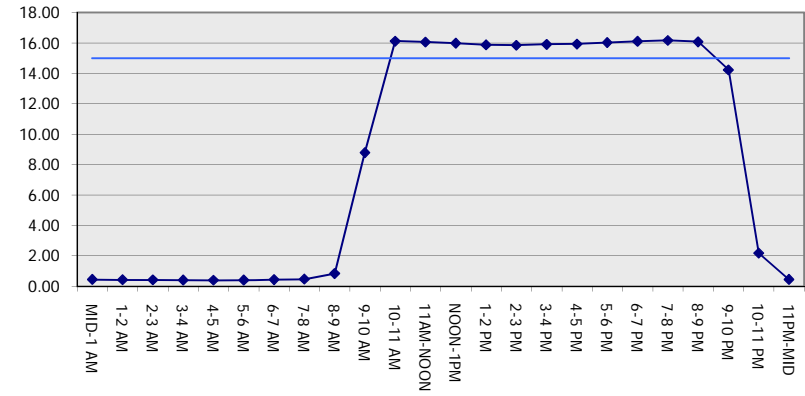
GRAPHICAL REPRESENTATION OF TRAFFIC MODEL INPUT AND OUTPUT

SUNDAY EASTBOUND DIRECTION

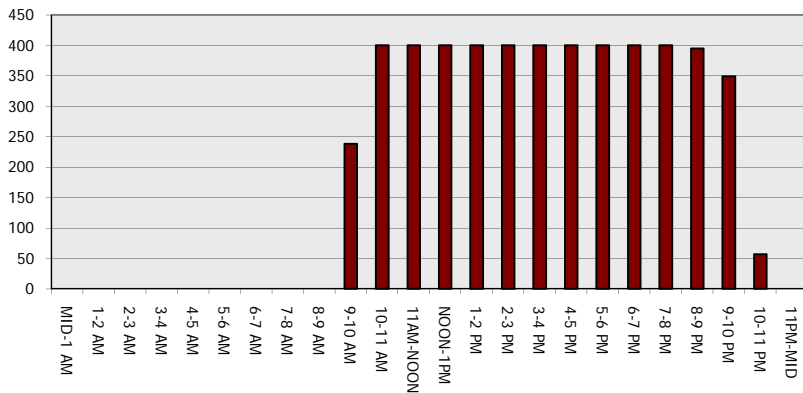
Main Route - Traffic Demand (Vehicles Per Hour)



Main Route Average Delay Per Vehicle (Minutes)



Main Route - Average Queue Length (Vehicles)



Main Route - Average Speed (MPH)

