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|---|--|
| IH 94: CTH ZZ/COLLEGE AVE TO CTH BB/RAWSON AVE (MILWAUKEE COUNTY) OFF-PEAK DAY CLOSURE NO DIVERSION ROUTE (MAX QUEUE METHOD) | MAY |
| | 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 | 978 | 0.0 | OFF | 978 | 0 | 0.00 | 0 | 70.2 | 70.2 | 70.2 |
| 1-2 AM | 620 | 0.0 | OFF | 620 | 0 | 0.00 | 0 | 70.2 | 70.2 | 70.2 |
| 2-3 AM | 507 | 0.0 | OFF | 507 | 0 | 0.00 | 0 | 70.2 | 70.2 | 70.2 |
| 3-4 AM | 424 | 0.0 | OFF | 424 | 0 | 0.00 | 0 | 70.2 | 70.2 | 70.2 |
| 4-5 AM | 504 | 0.0 | OFF | 504 | 0 | 0.00 | 0 | 70.2 | 70.2 | 70.2 |
| 5-6 AM | 917 | 0.0 | OFF | 917 | 0 | 0.00 | 0 | 70.2 | 70.2 | 70.2 |
| 6-7 AM | 1474 | 0.0 | OFF | 1474 | 0 | 0.00 | 0 | 70.2 | 70.2 | 70.2 |
| 7-8 AM | 1989 | 0.0 | OFF | 1989 | 0 | 0.00 | 0 | 69.6 | 69.6 | 69.6 |
| 8-9 AM | 2479 | 0.0 | 3000 | 2479 | 0 | 0.21 | 0 | 68.9 | 55.4 | 46.7 |
| 9-10 AM | 1977 | 0.0 | 3000 | 1977 | 0 | 0.18 | 0 | 69.6 | 57.7 | 49.7 |
| 10-11 AM | 2568 | 0.0 | 2999 | 2568 | 0 | 0.24 | 0 | 68.9 | 54.0 | 45.1 |
| 11AM-NOON | 3521 | 0.0 | 2999 | 3521 | 0 | 3.81 | 229 | 67.7 | 15.3 | 36.9 |
| NOON-1PM | 3543 | 0.0 | 2999 | 3356 | 187 | 14.31+ | 773 | 67.6 | 8.6 | 36.9 |
| 1-2 PM | 3429 | 0.0 | 3000 | 3015 | 414 | 16.80+ | 903 | 67.8 | 8.3 | 36.9 |
| 2-3 PM | 3758 | 0.0 | 3000 | 3009 | 749 | 16.82+ | 907 | 66.5 | 8.3 | 36.9 |
| 3-4 PM | 3787 | 0.0 | 3000 | 3004 | 783 | 16.82+ | 907 | 66.3 | 8.3 | 36.9 |
| 4-5 PM | 3690 | 0.0 | 3000 | 3001 | 689 | 16.82+ | 906 | 66.9 | 8.3 | 36.9 |
| 5-6 PM | 3441 | 0.0 | 3000 | 2999 | 442 | 16.80+ | 903 | 67.8 | 8.3 | 36.9 |
| 6-7 PM | 3063 | 0.0 | OFF | 3063 | 0 | 1.44 | 139 | 68.2 | 25.9 | 25.9 |
| 7-8 PM | 1925 | 0.0 | OFF | 1925 | 0 | 0.00 | 0 | 69.7 | 69.7 | 69.7 |
| 8-9 PM | 1782 | 0.0 | OFF | 1782 | 0 | 0.00 | 0 | 69.8 | 69.8 | 69.8 |
| 9-10 PM | 2074 | 0.0 | OFF | 2074 | 0 | 0.00 | 0 | 69.5 | 69.5 | 69.5 |
| 10-11 PM | 1742 | 0.0 | OFF | 1742 | 0 | 0.00 | 0 | 69.9 | 69.9 | 69.9 |
| 11PM-MID | 1275 | 0.0 | OFF | 1275 | 0 | 0.00 | 0 | 70.2 | 70.2 | 70.2 |

"OFF" INDICATES NO ROAD WORK (ALL LANES OPEN TO TRAFFIC)

+ 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 |

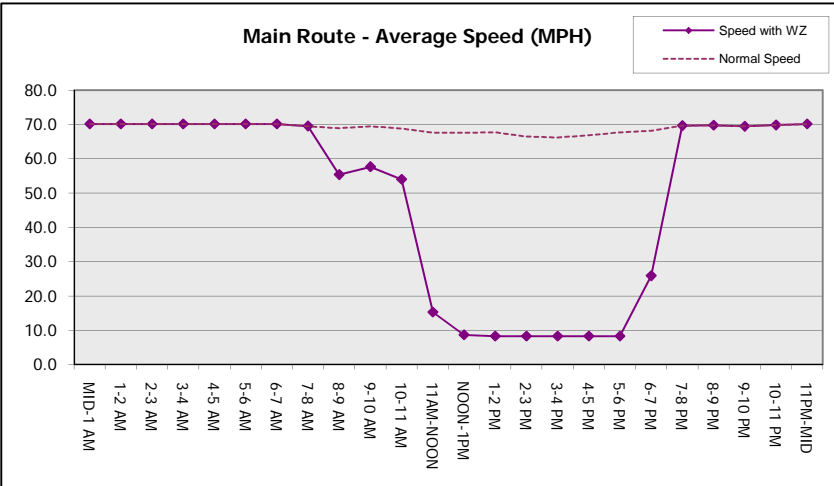
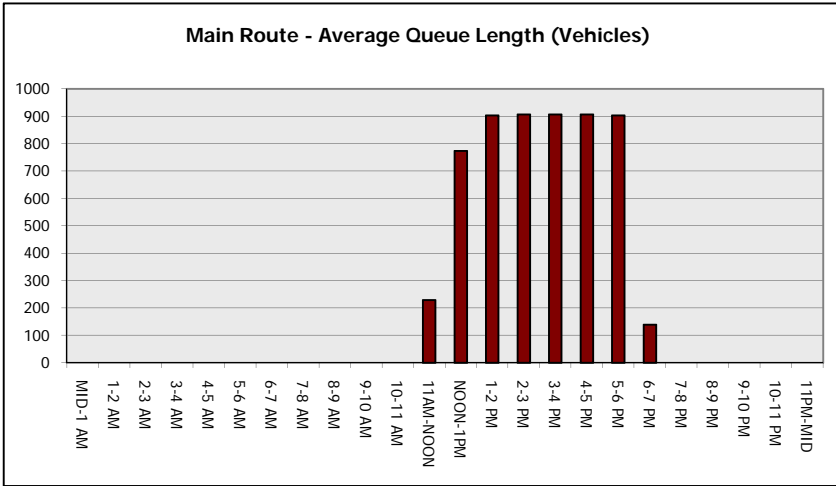
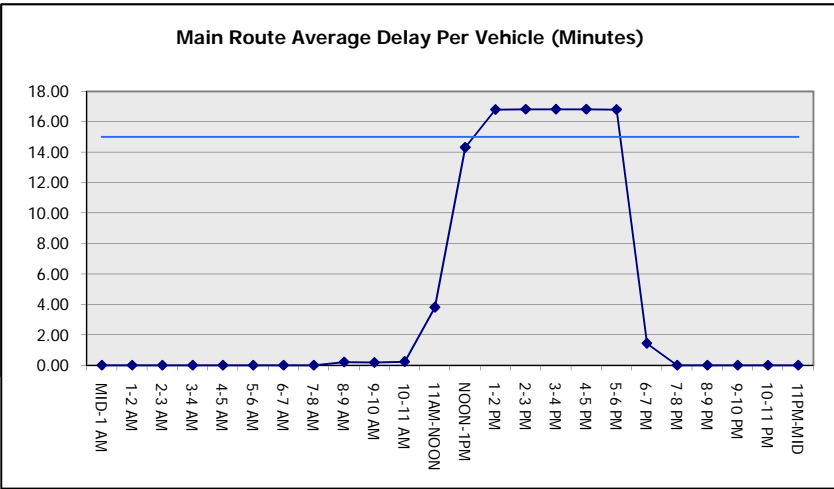
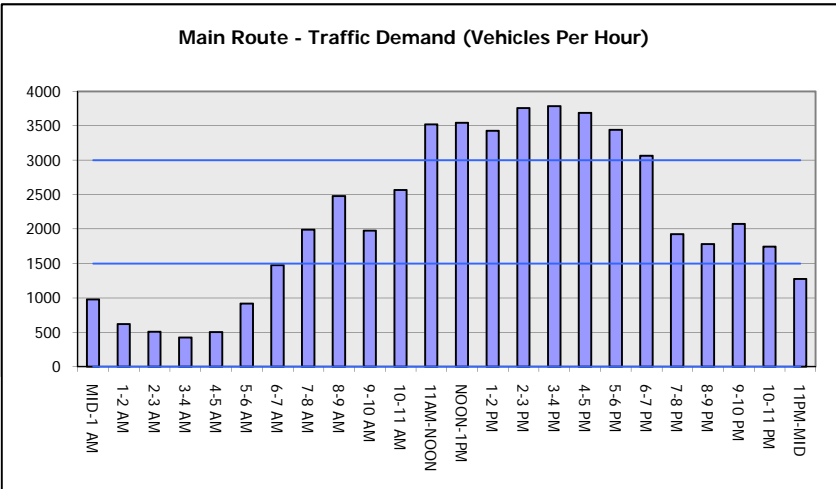
| AVERAGE ACCIDENT NUMBERS (PIA/DAY) | |
|------------------------------------|-----------|
| MAIN ROUTE WITHOUT WORKS | 0.0082 |
| MAIN ROUTE WITH WORKS | 0.0045 |
| 'DIVERSION' | 0.0012 |
| PIA: Personal Injury Accidents | |
| IMPACTS ON ROAD USERS | |
| ROAD USER COSTS PER DAY | \$100,985 |
| CONGESTED HOURS PER DAY* | 6 |

*Delays Exceeding User-Specified Maximum

IH 94: CTH ZZ/COLLEGE AVE TO CTH BB/RAWSON AVE (MILWAUKEE COUNTY)
OFF-PEAK DAY CLOSURE
NO DIVERSION ROUTE (MAX QUEUE METHOD)

MAY
 Analyzed for 2009
 Construction Season

GRAPHICAL REPRESENTATION OF TRAFFIC MODEL INPUT AND OUTPUT
SATURDAY WESTBOUND DIRECTION



| | |
|---|--|
| IH 94: CTH ZZ/COLLEGE AVE TO CTH BB/RAWSON AVE (MILWAUKEE COUNTY) OFF-PEAK DAY CLOSURE NO DIVERSION ROUTE (MAX QUEUE METHOD) | MAY |
| | 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 | 923 | 0.0 | OFF | 923 | 0 | 0.00 | 0 | 70.2 | 70.2 | 70.2 |
| 1-2 AM | 657 | 0.0 | OFF | 657 | 0 | 0.00 | 0 | 70.2 | 70.2 | 70.2 |
| 2-3 AM | 635 | 0.0 | OFF | 635 | 0 | 0.00 | 0 | 70.2 | 70.2 | 70.2 |
| 3-4 AM | 517 | 0.0 | OFF | 517 | 0 | 0.00 | 0 | 70.2 | 70.2 | 70.2 |
| 4-5 AM | 726 | 0.0 | OFF | 726 | 0 | 0.00 | 0 | 70.2 | 70.2 | 70.2 |
| 5-6 AM | 1340 | 0.0 | OFF | 1340 | 0 | 0.00 | 0 | 70.2 | 70.2 | 70.2 |
| 6-7 AM | 1506 | 0.0 | OFF | 1506 | 0 | 0.00 | 0 | 70.2 | 70.2 | 70.2 |
| 7-8 AM | 1789 | 0.0 | OFF | 1789 | 0 | 0.00 | 0 | 69.8 | 69.8 | 69.8 |
| 8-9 AM | 2342 | 0.0 | 3000 | 2342 | 0 | 0.18 | 0 | 69.1 | 57.5 | 49.7 |
| 9-10 AM | 1988 | 0.0 | 3000 | 1988 | 0 | 0.18 | 0 | 69.6 | 57.7 | 49.7 |
| 10-11 AM | 2662 | 0.0 | 2999 | 2662 | 0 | 0.27 | 0 | 68.7 | 52.5 | 43.1 |
| 11AM-NOON | 3576 | 0.0 | 2999 | 3576 | 0 | 4.18 | 253 | 67.6 | 14.5 | 36.9 |
| NOON-1PM | 3765 | 0.0 | 3000 | 3362 | 403 | 15.47+ | 836 | 66.4 | 8.4 | 36.9 |
| 1-2 PM | 3650 | 0.0 | 2999 | 2983 | 668 | 16.83+ | 906 | 67.2 | 8.3 | 36.9 |
| 2-3 PM | 3715 | 0.0 | 2999 | 2993 | 723 | 16.83+ | 907 | 66.8 | 8.3 | 36.9 |
| 3-4 PM | 3594 | 0.0 | 2999 | 2996 | 598 | 16.83+ | 905 | 67.6 | 8.3 | 36.9 |
| 4-5 PM | 3439 | 0.0 | 3000 | 2997 | 442 | 16.80+ | 903 | 67.8 | 8.3 | 36.9 |
| 5-6 PM | 3244 | 0.0 | 2999 | 2997 | 246 | 16.77+ | 901 | 68.0 | 8.3 | 36.9 |
| 6-7 PM | 2774 | 0.0 | OFF | 2774 | 0 | 1.29 | 126 | 68.6 | 27.8 | 27.8 |
| 7-8 PM | 1827 | 0.0 | OFF | 1827 | 0 | 0.00 | 0 | 69.7 | 69.7 | 69.7 |
| 8-9 PM | 1801 | 0.0 | OFF | 1801 | 0 | 0.00 | 0 | 69.8 | 69.8 | 69.8 |
| 9-10 PM | 2318 | 0.0 | OFF | 2318 | 0 | 0.00 | 0 | 69.2 | 69.2 | 69.2 |
| 10-11 PM | 1815 | 0.0 | OFF | 1815 | 0 | 0.00 | 0 | 69.8 | 69.8 | 69.8 |
| 11PM-MID | 1370 | 0.0 | OFF | 1370 | 0 | 0.00 | 0 | 70.2 | 70.2 | 70.2 |

"OFF" INDICATES NO ROAD WORK (ALL LANES OPEN TO TRAFFIC)

+ 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 | 0.0083 |
| MAIN ROUTE WITH WORKS | 0.0046 |
| 'DIVERSION' | 0.0011 |

PIA: Personal Injury Accidents

| ECONOMIC IMPACT ON ROAD USERS | |
|-------------------------------|-----------|
| ROAD USER COSTS PER DAY | \$101,114 |
| CONGESTED HOURS PER DAY* | 6 |

*Delays Exceeding User-Specified Maximum

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GRAPHICAL REPRESENTATION OF TRAFFIC MODEL INPUT AND OUTPUT
SATURDAY EASTBOUND DIRECTION

