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| IH 94: CTH Y/LAYTON AVE TO CTH ZZ/COLLEGE AVE (MILWAUKEE COUNTY) NIGHTTIME 2 LANE 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 | 1336 | 0.0 | 1499 | 1333 | 3 | 14.95+ | 368 | 70.2 | 8.1 | 32.5 | |
| 1-2 AM | 752 | 0.0 | 1500 | 752 | 0 | 1.14 | 45 | 70.2 | 42.1 | 45.5 | |
| 2-3 AM | 664 | 0.0 | 1500 | 664 | 0 | 0.45 | 0 | 70.2 | 55.5 | 46.2 | |
| 3-4 AM | 607 | 0.0 | 1500 | 607 | 0 | 0.44 | 0 | 70.2 | 55.7 | 46.5 | |
| 4-5 AM | 760 | 0.0 | 1500 | 760 | 0 | 0.46 | 0 | 70.2 | 55.2 | 45.8 | |
| 5-6 AM | 1258 | 0.0 | 1499 | 1258 | 0 | 0.69 | 0 | 70.2 | 50.1 | 39.5 | |
| 6-7 AM | 1988 | 0.0 | 1499 | 1988 | 0 | 6.48 | 197 | 69.6 | 15.2 | 32.5 | |
| 7-8 AM | 2737 | 0.0 | 1500 | 1472 | 1265 | 16.88+ | 416 | 68.6 | 7.5 | 32.5 | |
| 8-9 AM | 3601 | 0.0 | OFF | 3601 | 0 | 0.53 | 44 | 67.6 | 52.1 | 52.1 | |
| 9-10 AM | 4067 | 0.0 | OFF | 4067 | 0 | 0.00 | 0 | 64.4 | 64.4 | 64.4 | |
| 10-11 AM | 4453 | 0.0 | OFF | 4453 | 0 | 0.00 | 0 | 61.7 | 61.7 | 61.7 | |
| 11AM-NOON | 4814 | 0.0 | OFF | 4814 | 0 | 0.00 | 0 | 59.3 | 59.3 | 59.3 | |
| NOON-1PM | 4993 | 0.0 | OFF | 4993 | 0 | 0.00 | 0 | 58.1 | 58.1 | 58.1 | |
| 1-2 PM | 4791 | 0.0 | OFF | 4791 | 0 | 0.00 | 0 | 59.4 | 59.4 | 59.4 | |
| 2-3 PM | 4874 | 0.0 | OFF | 4874 | 0 | 0.00 | 0 | 58.9 | 58.9 | 58.9 | |
| 3-4 PM | 5022 | 0.0 | OFF | 5022 | 0 | 0.00 | 0 | 57.9 | 57.9 | 57.9 | |
| 4-5 PM | 4968 | 0.0 | OFF | 4968 | 0 | 0.00 | 0 | 58.2 | 58.2 | 58.2 | |
| 5-6 PM | 5041 | 0.0 | OFF | 5041 | 0 | 0.00 | 0 | 57.7 | 57.7 | 57.7 | |
| 6-7 PM | 4512 | 0.0 | 1499 | 1585 | 2927 | 17.22+ | 438 | 61.4 | 7.4 | 38.9 | |
| 7-8 PM | 3665 | 0.0 | 1499 | 1819 | 1846 | 15.35+ | 394 | 67.1 | 8.1 | 36.5 | |
| 8-9 PM | 2946 | 0.0 | 1499 | 1507 | 1439 | 16.89+ | 416 | 68.4 | 7.5 | 32.5 | |
| 9-10 PM | 2810 | 0.0 | 1500 | 1502 | 1308 | 16.82+ | 414 | 68.6 | 7.5 | 32.5 | |
| 10-11 PM | 2532 | 0.0 | 1500 | 1500 | 1033 | 16.74+ | 412 | 68.9 | 7.6 | 32.5 | |
| 11PM-MID | 2057 | 0.0 | 1500 | 1500 | 557 | 16.73+ | 411 | 69.5 | 7.6 | 32.5 | |

"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 | 0.0 |
| (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 | 0 |
| (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 | 0.0240 |
| MAIN ROUTE WITH WORKS | 0.0195 |
| 'DIVERSION' | 0.0077 |
| PIA: Personal Injury Accidents | |
| IMPACTS ON ROAD USERS | |
| ROAD USER COSTS PER DAY | \$97,853 |
| CONGESTED HOURS PER DAY* | 8 |

*Delays Exceeding User-Specified Maximum

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NIGHTTIME 2 LANE CLOSURE
NO DIVERSION ROUTE (MAX QUEUE METHOD)

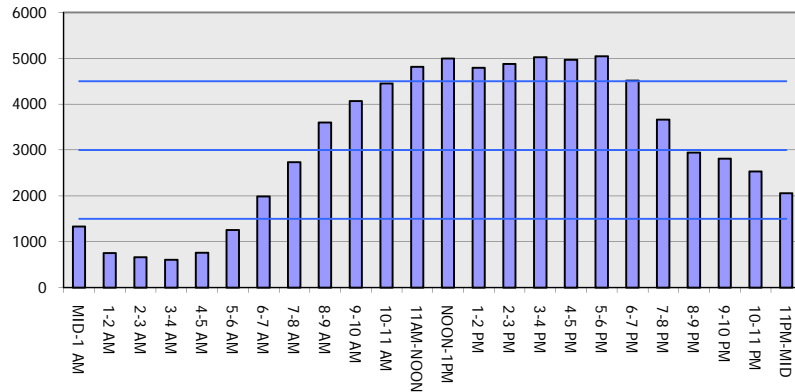
OCTOBER

Analyzed for 2009
 Construction Season

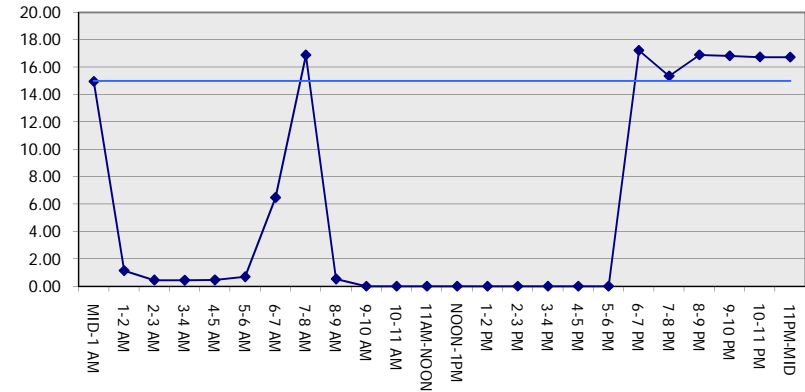
GRAPHICAL REPRESENTATION OF TRAFFIC MODEL INPUT AND OUTPUT

SATURDAY WESTBOUND DIRECTION

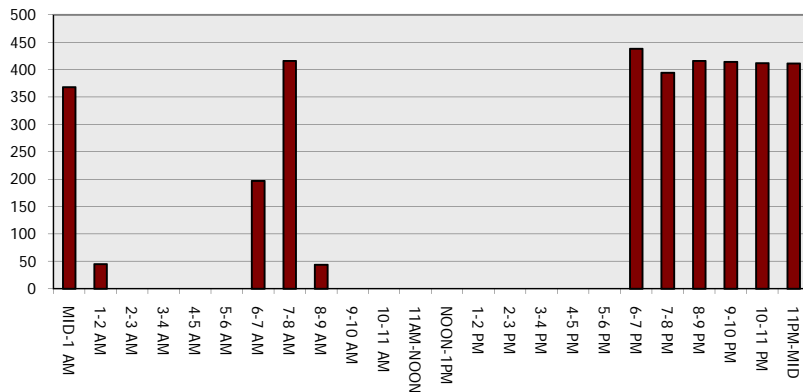
Main Route - Traffic Demand (Vehicles Per Hour)



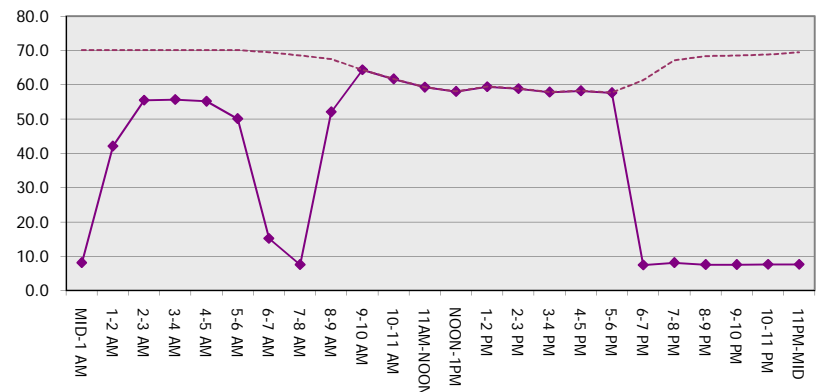
Main Route Average Delay Per Vehicle (Minutes)



Main Route - Average Queue Length (Vehicles)



Main Route - Average Speed (MPH)



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|--|--|

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 | 1277 | 0.0 | 1499 | 1277 | 0 | 12.88+ | 320 | 70.2 | 8.9 | 33.0 | |
| 1-2 AM | 848 | 0.0 | 1500 | 848 | 0 | 0.93 | 26 | 70.2 | 45.5 | 45.3 | |
| 2-3 AM | 805 | 0.0 | 1500 | 805 | 0 | 0.47 | 0 | 70.2 | 55.1 | 45.6 | |
| 3-4 AM | 743 | 0.0 | 1500 | 743 | 0 | 0.46 | 0 | 70.2 | 55.3 | 45.9 | |
| 4-5 AM | 935 | 0.0 | 1499 | 935 | 0 | 0.49 | 0 | 70.2 | 54.6 | 45.1 | |
| 5-6 AM | 1589 | 0.0 | 1499 | 1589 | 0 | 1.75 | 30 | 70.0 | 34.7 | 33.2 | |
| 6-7 AM | 2169 | 0.0 | 1500 | 1777 | 392 | 13.18+ | 336 | 69.4 | 8.8 | 32.4 | |
| 7-8 AM | 2511 | 0.0 | 1500 | 1504 | 1007 | 16.75+ | 412 | 68.9 | 7.6 | 32.5 | |
| 8-9 AM | 3306 | 0.0 | OFF | 3306 | 0 | 0.33 | 30 | 67.9 | 57.2 | 57.2 | |
| 9-10 AM | 4155 | 0.0 | OFF | 4155 | 0 | 0.00 | 0 | 63.8 | 63.8 | 63.8 | |
| 10-11 AM | 4514 | 0.0 | OFF | 4514 | 0 | 0.00 | 0 | 61.3 | 61.3 | 61.3 | |
| 11AM-NOON | 5010 | 0.0 | OFF | 5010 | 0 | 0.00 | 0 | 57.9 | 57.9 | 57.9 | |
| NOON-1PM | 5221 | 0.0 | OFF | 5221 | 0 | 0.00 | 0 | 56.5 | 56.5 | 56.5 | |
| 1-2 PM | 4686 | 0.0 | OFF | 4686 | 0 | 0.00 | 0 | 60.2 | 60.2 | 60.2 | |
| 2-3 PM | 5061 | 0.0 | OFF | 5061 | 0 | 0.00 | 0 | 57.6 | 57.6 | 57.6 | |
| 3-4 PM | 5087 | 0.0 | OFF | 5087 | 0 | 0.00 | 0 | 57.4 | 57.4 | 57.4 | |
| 4-5 PM | 4750 | 0.0 | OFF | 4750 | 0 | 0.00 | 0 | 59.7 | 59.7 | 59.7 | |
| 5-6 PM | 4526 | 0.0 | OFF | 4526 | 0 | 0.00 | 0 | 61.2 | 61.2 | 61.2 | |
| 6-7 PM | 3902 | 0.0 | 1499 | 1574 | 2328 | 17.06+ | 430 | 65.5 | 7.5 | 39.0 | |
| 7-8 PM | 3241 | 0.0 | 1499 | 1710 | 1530 | 14.98+ | 390 | 68.0 | 8.2 | 37.7 | |
| 8-9 PM | 2736 | 0.0 | 1499 | 1541 | 1195 | 16.76+ | 416 | 68.6 | 7.6 | 35.0 | |
| 9-10 PM | 2596 | 0.0 | 1500 | 1529 | 1067 | 16.84+ | 415 | 68.8 | 7.5 | 32.8 | |
| 10-11 PM | 2474 | 0.0 | 1500 | 1515 | 959 | 16.79+ | 413 | 69.0 | 7.5 | 32.5 | |
| 11PM-MID | 1860 | 0.0 | 1500 | 1531 | 330 | 16.59+ | 407 | 69.7 | 7.6 | 32.5 | |

"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 | 0.0236 |
| MAIN ROUTE WITH WORKS | 0.0195 |
| 'DIVERSION' | 0.0065 |

PIA: Personal Injury Accidents

| ECONOMIC IMPACT ON ROAD USERS | |
|-------------------------------|----------|
| ROAD USER COSTS PER DAY | \$92,512 |
| CONGESTED HOURS PER DAY* | 9 |

*Delays Exceeding User-Specified Maximum

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NIGHTTIME 2 LANE CLOSURE
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GRAPHICAL REPRESENTATION OF TRAFFIC MODEL INPUT AND OUTPUT
SATURDAY EASTBOUND DIRECTION

