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|--|--|
| IH 94: STH 100/RYAN RD TO STH 20 (MILWAUKEE AND RACINE COUNTIES) NIGHTTIME 2 LANE CLOSURE NO DIVERSION ROUTE (MAX QUEUE METHOD) | MAY |
| | Analyzed for 2009 Construction Season |

SUMMARY OF TRAFFIC MODEL OUTPUT

FRIDAY 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 | 629 | 0.0 | 1500 | 629 | 0 | 0.45 | 0 | 70.2 | 66.8 | 46.3 |
| 1-2 AM | 419 | 0.0 | 1500 | 419 | 0 | 0.42 | 0 | 70.2 | 67.0 | 47.3 |
| 2-3 AM | 442 | 0.0 | 1500 | 442 | 0 | 0.42 | 0 | 70.2 | 66.9 | 47.2 |
| 3-4 AM | 466 | 0.0 | 1500 | 466 | 0 | 0.43 | 0 | 70.2 | 66.9 | 47.1 |
| 4-5 AM | 787 | 0.0 | 1500 | 787 | 0 | 0.47 | 0 | 70.2 | 66.7 | 45.6 |
| 5-6 AM | 1877 | 0.0 | OFF | 1877 | 0 | 0.00 | 0 | 69.7 | 69.7 | 69.7 |
| 6-7 AM | 3144 | 0.0 | OFF | 3144 | 0 | 0.00 | 0 | 68.1 | 68.1 | 68.1 |
| 7-8 AM | 3468 | 0.0 | OFF | 3468 | 0 | 0.00 | 0 | 67.8 | 67.8 | 67.8 |
| 8-9 AM | 2727 | 0.0 | OFF | 2727 | 0 | 0.00 | 0 | 68.6 | 68.6 | 68.6 |
| 9-10 AM | 2759 | 0.0 | OFF | 2759 | 0 | 0.00 | 0 | 68.6 | 68.6 | 68.6 |
| 10-11 AM | 2799 | 0.0 | OFF | 2799 | 0 | 0.00 | 0 | 68.6 | 68.6 | 68.6 |
| 11AM-NOON | 2949 | 0.0 | OFF | 2949 | 0 | 0.00 | 0 | 68.4 | 68.4 | 68.4 |
| NOON-1PM | 3123 | 0.0 | OFF | 3123 | 0 | 0.00 | 0 | 68.2 | 68.2 | 68.2 |
| 1-2 PM | 3378 | 0.0 | OFF | 3378 | 0 | 0.00 | 0 | 67.8 | 67.8 | 67.8 |
| 2-3 PM | 3685 | 0.0 | OFF | 3685 | 0 | 0.00 | 0 | 67.0 | 67.0 | 67.0 |
| 3-4 PM | 3810 | 0.0 | OFF | 3810 | 0 | 0.00 | 0 | 66.1 | 66.1 | 66.1 |
| 4-5 PM | 3988 | 0.0 | OFF | 3988 | 0 | 0.00 | 0 | 64.9 | 64.9 | 64.9 |
| 5-6 PM | 3858 | 0.0 | OFF | 3858 | 0 | 0.00 | 0 | 65.8 | 65.8 | 65.8 |
| 6-7 PM | 3307 | 0.0 | OFF | 3307 | 0 | 0.00 | 0 | 67.9 | 67.9 | 67.9 |
| 7-8 PM | 2727 | 0.0 | 1499 | 1673 | 1054 | 14.08+ | 357 | 68.6 | 27.0 | 38.1 |
| 8-9 PM | 2262 | 0.0 | 1499 | 1698 | 564 | 14.66+ | 368 | 69.2 | 26.3 | 34.2 |
| 9-10 PM | 1804 | 0.0 | 1499 | 1509 | 296 | 16.22+ | 398 | 69.8 | 24.8 | 32.5 |
| 10-11 PM | 1422 | 0.0 | 1500 | 1422 | 0 | 14.99+ | 366 | 70.2 | 26.1 | 32.4 |
| 11PM-MID | 960 | 0.0 | 1499 | 960 | 0 | 3.38 | 100 | 70.2 | 50.8 | 41.4 |

"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 |

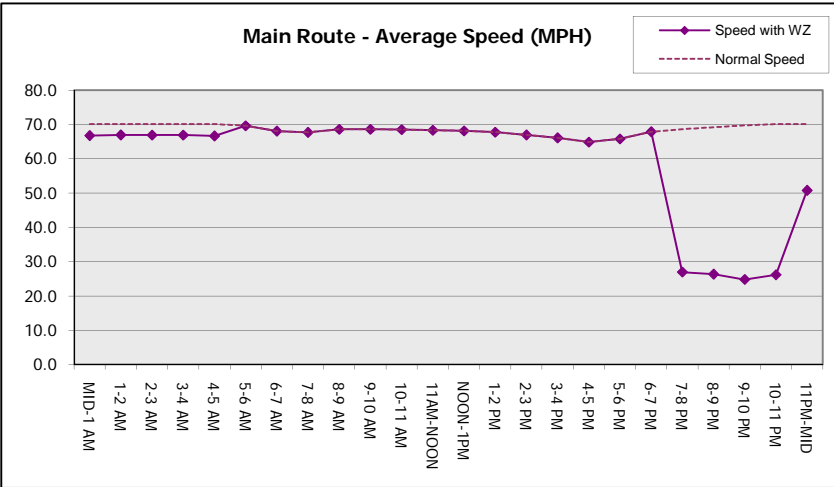
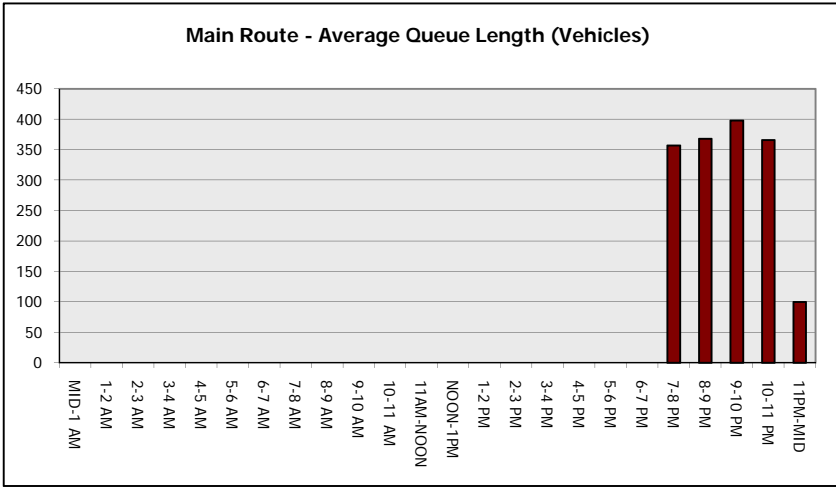
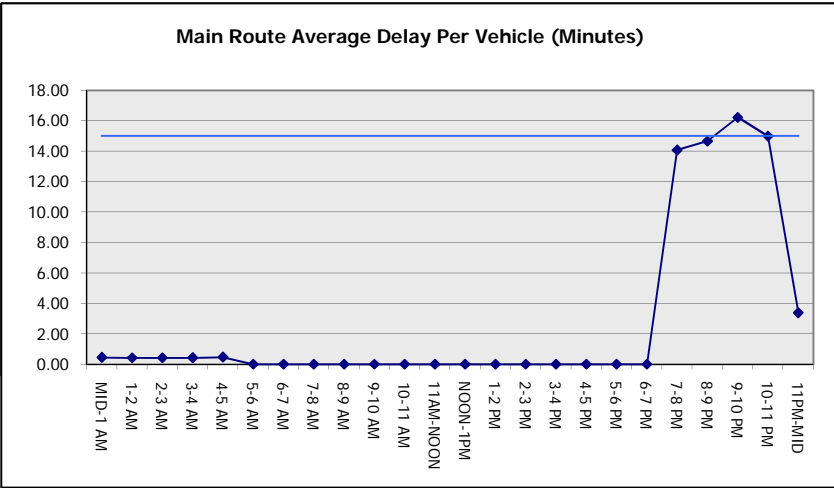
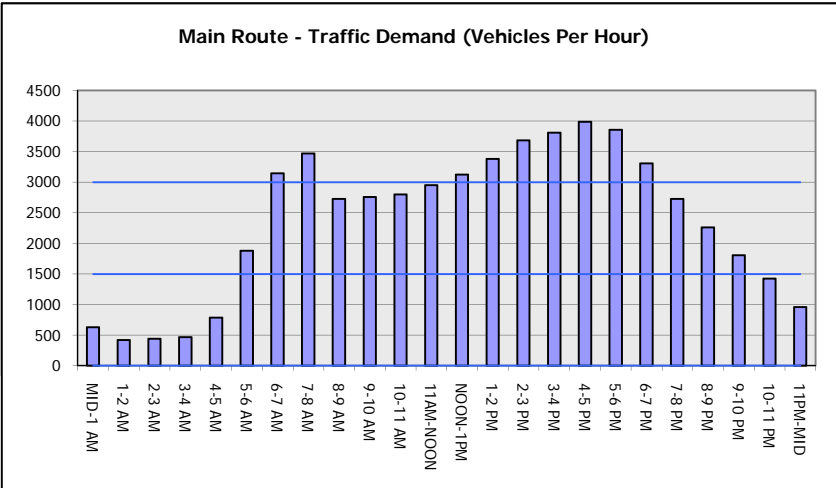
| AVERAGE ACCIDENT NUMBERS (PIA/DAY) | |
|------------------------------------|----------|
| MAIN ROUTE WITHOUT WORKS | 0.0940 |
| MAIN ROUTE WITH WORKS | 0.0902 |
| 'DIVERSION' | 0.0073 |
| PIA: Personal Injury Accidents | |
| IMPACTS ON ROAD USERS | |
| ROAD USER COSTS PER DAY | \$29,404 |
| CONGESTED HOURS PER DAY* | 4 |

*Delays Exceeding User-Specified Maximum

IH 94: STH 100/RYAN RD TO STH 20 (MILWAUKEE AND RACINE COUNTIES)
NIGHTTIME 2 LANE CLOSURE
NO DIVERSION ROUTE (MAX QUEUE METHOD)

MAY
 Analyzed for 2009
 Construction Season

GRAPHICAL REPRESENTATION OF TRAFFIC MODEL INPUT AND OUTPUT
FRIDAY WESTBOUND DIRECTION



| | |
|--|--|
| IH 94: STH 100/RYAN RD TO STH 20 (MILWAUKEE AND RACINE COUNTIES) NIGHTTIME 2 LANE CLOSURE NO DIVERSION ROUTE (MAX QUEUE METHOD) | MAY |
| | Analyzed for 2009 Construction Season |

SUMMARY OF TRAFFIC MODEL OUTPUT

FRIDAY 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 | 617 | 0.0 | 1500 | 617 | 0 | 0.45 | 0 | 70.2 | 66.8 | 46.4 |
| 1-2 AM | 478 | 0.0 | 1500 | 478 | 0 | 0.43 | 0 | 70.2 | 66.9 | 47.0 |
| 2-3 AM | 435 | 0.0 | 1500 | 435 | 0 | 0.42 | 0 | 70.2 | 67.0 | 47.2 |
| 3-4 AM | 486 | 0.0 | 1500 | 486 | 0 | 0.43 | 0 | 70.2 | 66.9 | 47.0 |
| 4-5 AM | 764 | 0.0 | 1500 | 764 | 0 | 0.46 | 0 | 70.2 | 66.7 | 45.8 |
| 5-6 AM | 1292 | 0.0 | OFF | 1292 | 0 | 0.00 | 0 | 70.2 | 70.2 | 70.2 |
| 6-7 AM | 2258 | 0.0 | OFF | 2258 | 0 | 0.00 | 0 | 69.2 | 69.2 | 69.2 |
| 7-8 AM | 2790 | 0.0 | OFF | 2790 | 0 | 0.00 | 0 | 68.6 | 68.6 | 68.6 |
| 8-9 AM | 2637 | 0.0 | OFF | 2637 | 0 | 0.00 | 0 | 68.7 | 68.7 | 68.7 |
| 9-10 AM | 2660 | 0.0 | OFF | 2660 | 0 | 0.00 | 0 | 68.7 | 68.7 | 68.7 |
| 10-11 AM | 2715 | 0.0 | OFF | 2715 | 0 | 0.00 | 0 | 68.7 | 68.7 | 68.7 |
| 11AM-NOON | 2833 | 0.0 | OFF | 2833 | 0 | 0.00 | 0 | 68.5 | 68.5 | 68.5 |
| NOON-1PM | 2998 | 0.0 | OFF | 2998 | 0 | 0.00 | 0 | 68.3 | 68.3 | 68.3 |
| 1-2 PM | 3166 | 0.0 | OFF | 3166 | 0 | 0.00 | 0 | 68.1 | 68.1 | 68.1 |
| 2-3 PM | 3459 | 0.0 | OFF | 3459 | 0 | 0.00 | 0 | 67.8 | 67.8 | 67.8 |
| 3-4 PM | 3569 | 0.0 | OFF | 3569 | 0 | 0.00 | 0 | 67.6 | 67.6 | 67.6 |
| 4-5 PM | 3743 | 0.0 | OFF | 3743 | 0 | 0.00 | 0 | 66.6 | 66.6 | 66.6 |
| 5-6 PM | 3772 | 0.0 | OFF | 3772 | 0 | 0.00 | 0 | 66.4 | 66.4 | 66.4 |
| 6-7 PM | 2915 | 0.0 | OFF | 2915 | 0 | 0.00 | 0 | 68.4 | 68.4 | 68.4 |
| 7-8 PM | 2269 | 0.0 | 1499 | 1959 | 310 | 12.48+ | 314 | 69.2 | 29.0 | 32.5 |
| 8-9 PM | 1728 | 0.0 | 1499 | 1442 | 286 | 16.05+ | 394 | 69.9 | 25.0 | 32.5 |
| 9-10 PM | 1641 | 0.0 | 1500 | 1500 | 141 | 16.28+ | 400 | 70.0 | 24.8 | 32.5 |
| 10-11 PM | 1537 | 0.0 | 1500 | 1484 | 53 | 16.17+ | 396 | 70.1 | 24.9 | 32.5 |
| 11PM-MID | 1092 | 0.0 | 1499 | 1092 | 0 | 7.52 | 210 | 70.2 | 38.0 | 37.6 |

"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 | 0.0858 |
| MAIN ROUTE WITH WORKS | 0.0839 |
| 'DIVERSION' | 0.0030 |

PIA: Personal Injury Accidents

| ECONOMIC IMPACT ON ROAD USERS | |
|-------------------------------|----------|
| ROAD USER COSTS PER DAY | \$27,189 |
| CONGESTED HOURS PER DAY* | 4 |

*Delays Exceeding User-Specified Maximum

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NIGHTTIME 2 LANE CLOSURE
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FRIDAY EASTBOUND DIRECTION

