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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

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 | 698 | 0.0 | 1500 | 698 | 0 | 0.46 | 0 | 70.2 | 66.8 | 46.1 | |
| 1-2 AM | 417 | 0.0 | 1500 | 417 | 0 | 0.42 | 0 | 70.2 | 67.0 | 47.3 | |
| 2-3 AM | 295 | 0.0 | 1500 | 295 | 0 | 0.41 | 0 | 70.2 | 67.1 | 47.8 | |
| 3-4 AM | 232 | 0.0 | 1500 | 232 | 0 | 0.40 | 0 | 70.2 | 67.2 | 48.1 | |
| 4-5 AM | 236 | 0.0 | 1500 | 236 | 0 | 0.40 | 0 | 70.2 | 67.1 | 48.1 | |
| 5-6 AM | 346 | 0.0 | 1500 | 346 | 0 | 0.41 | 0 | 70.2 | 67.1 | 47.6 | |
| 6-7 AM | 608 | 0.0 | 1500 | 608 | 0 | 0.45 | 0 | 70.2 | 66.8 | 46.5 | |
| 7-8 AM | 915 | 0.0 | 1499 | 915 | 0 | 0.48 | 0 | 70.2 | 66.6 | 45.1 | |
| 8-9 AM | 1422 | 0.0 | 1499 | 1422 | 0 | 1.05 | 4 | 70.2 | 62.8 | 35.0 | |
| 9-10 AM | 1825 | 0.0 | OFF | 1825 | 0 | 0.00 | 0 | 69.7 | 69.7 | 69.7 | |
| 10-11 AM | 2527 | 0.0 | OFF | 2527 | 0 | 0.00 | 0 | 68.9 | 68.9 | 68.9 | |
| 11AM-NOON | 2987 | 0.0 | OFF | 2987 | 0 | 0.00 | 0 | 68.3 | 68.3 | 68.3 | |
| NOON-1PM | 3047 | 0.0 | OFF | 3047 | 0 | 0.00 | 0 | 68.2 | 68.2 | 68.2 | |
| 1-2 PM | 2956 | 0.0 | OFF | 2956 | 0 | 0.00 | 0 | 68.4 | 68.4 | 68.4 | |
| 2-3 PM | 2609 | 0.0 | OFF | 2609 | 0 | 0.00 | 0 | 68.8 | 68.8 | 68.8 | |
| 3-4 PM | 3033 | 0.0 | OFF | 3033 | 0 | 0.00 | 0 | 68.2 | 68.2 | 68.2 | |
| 4-5 PM | 2932 | 0.0 | OFF | 2932 | 0 | 0.00 | 0 | 68.4 | 68.4 | 68.4 | |
| 5-6 PM | 2872 | 0.0 | OFF | 2872 | 0 | 0.00 | 0 | 68.5 | 68.5 | 68.5 | |
| 6-7 PM | 2735 | 0.0 | OFF | 2735 | 0 | 0.00 | 0 | 68.6 | 68.6 | 68.6 | |
| 7-8 PM | 2477 | 0.0 | 1499 | 1897 | 580 | 12.95+ | 323 | 68.9 | 28.4 | 34.5 | |
| 8-9 PM | 2036 | 0.0 | 1499 | 1500 | 536 | 16.22+ | 399 | 69.5 | 24.8 | 32.5 | |
| 9-10 PM | 1630 | 0.0 | 1500 | 1500 | 130 | 16.28+ | 400 | 70.0 | 24.8 | 32.5 | |
| 10-11 PM | 1231 | 0.0 | 1499 | 1231 | 0 | 11.52 | 288 | 70.2 | 30.6 | 33.7 | |
| 11PM-MID | 801 | 0.0 | 1500 | 801 | 0 | 0.86 | 13 | 70.2 | 64.0 | 45.5 | |

"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 |

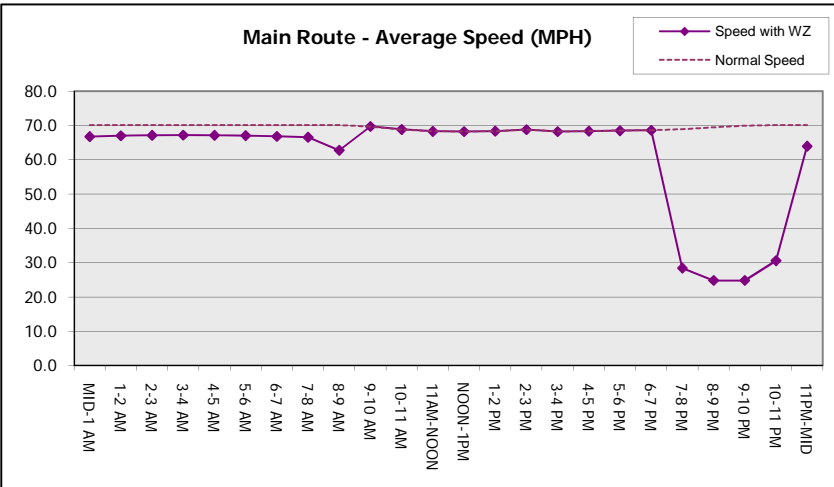
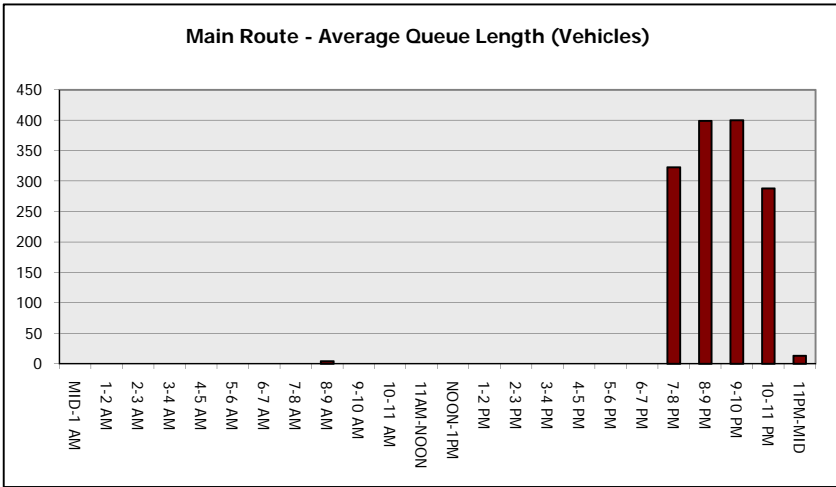
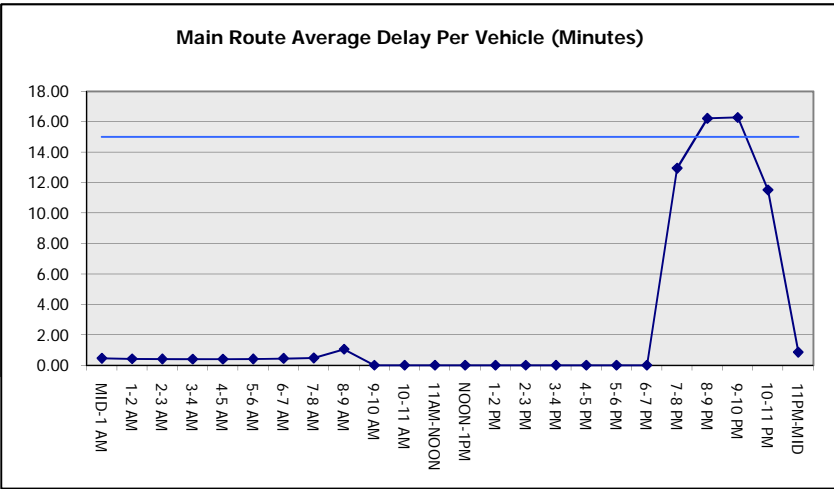
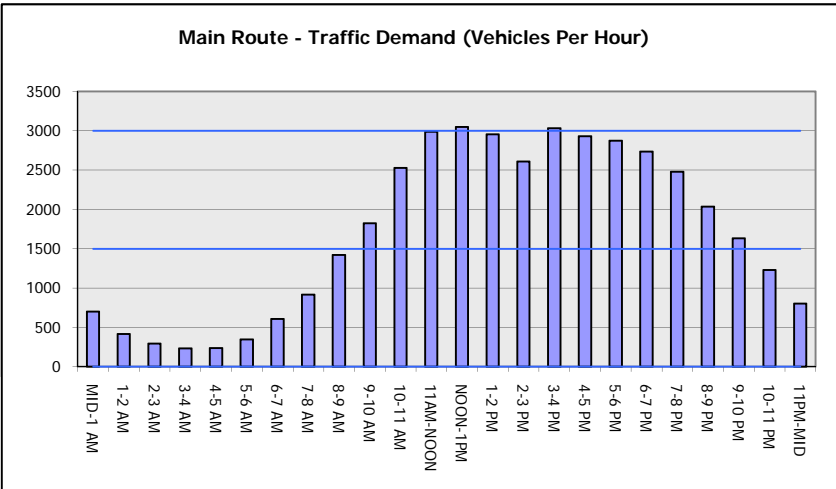
| AVERAGE ACCIDENT NUMBERS (PIA/DAY) | |
|------------------------------------|----------|
| MAIN ROUTE WITHOUT WORKS | 0.0676 |
| MAIN ROUTE WITH WORKS | 0.0648 |
| 'DIVERSION' | 0.0048 |
| PIA: Personal Injury Accidents | |
| IMPACTS ON ROAD USERS | |
| ROAD USER COSTS PER DAY | \$28,342 |
| CONGESTED HOURS PER DAY* | 3 |

*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
SUNDAY 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

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 | 614 | 0.0 | 1500 | 614 | 0 | 0.45 | 0 | 70.2 | 66.8 | 46.4 |
| 1-2 AM | 421 | 0.0 | 1500 | 421 | 0 | 0.42 | 0 | 70.2 | 67.0 | 47.3 |
| 2-3 AM | 392 | 0.0 | 1500 | 392 | 0 | 0.42 | 0 | 70.2 | 67.0 | 47.4 |
| 3-4 AM | 276 | 0.0 | 1500 | 276 | 0 | 0.40 | 0 | 70.2 | 67.1 | 47.9 |
| 4-5 AM | 233 | 0.0 | 1500 | 233 | 0 | 0.40 | 0 | 70.2 | 67.1 | 48.1 |
| 5-6 AM | 353 | 0.0 | 1500 | 353 | 0 | 0.41 | 0 | 70.2 | 67.1 | 47.6 |
| 6-7 AM | 575 | 0.0 | 1500 | 575 | 0 | 0.44 | 0 | 70.2 | 66.9 | 46.6 |
| 7-8 AM | 917 | 0.0 | 1499 | 917 | 0 | 0.48 | 0 | 70.2 | 66.6 | 45.1 |
| 8-9 AM | 1354 | 0.0 | 1499 | 1354 | 0 | 0.82 | 0 | 70.2 | 64.2 | 36.7 |
| 9-10 AM | 2107 | 0.0 | OFF | 2107 | 0 | 0.00 | 0 | 69.4 | 69.4 | 69.4 |
| 10-11 AM | 2730 | 0.0 | OFF | 2730 | 0 | 0.00 | 0 | 68.6 | 68.6 | 68.6 |
| 11AM-NOON | 3207 | 0.0 | OFF | 3207 | 0 | 0.00 | 0 | 68.1 | 68.1 | 68.1 |
| NOON-1PM | 3424 | 0.0 | OFF | 3424 | 0 | 0.00 | 0 | 67.8 | 67.8 | 67.8 |
| 1-2 PM | 3549 | 0.0 | OFF | 3549 | 0 | 0.00 | 0 | 67.6 | 67.6 | 67.6 |
| 2-3 PM | 3636 | 0.0 | OFF | 3636 | 0 | 0.00 | 0 | 67.3 | 67.3 | 67.3 |
| 3-4 PM | 3598 | 0.0 | OFF | 3598 | 0 | 0.00 | 0 | 67.6 | 67.6 | 67.6 |
| 4-5 PM | 3751 | 0.0 | OFF | 3751 | 0 | 0.00 | 0 | 66.5 | 66.5 | 66.5 |
| 5-6 PM | 3409 | 0.0 | OFF | 3409 | 0 | 0.00 | 0 | 67.8 | 67.8 | 67.8 |
| 6-7 PM | 2753 | 0.0 | OFF | 2753 | 0 | 0.00 | 0 | 68.6 | 68.6 | 68.6 |
| 7-8 PM | 2276 | 0.0 | 1499 | 1932 | 343 | 12.14+ | 308 | 69.2 | 29.5 | 32.5 |
| 8-9 PM | 2040 | 0.0 | 1500 | 1500 | 540 | 16.23+ | 400 | 69.5 | 24.8 | 32.5 |
| 9-10 PM | 1517 | 0.0 | 1499 | 1412 | 105 | 15.59+ | 381 | 70.2 | 25.5 | 32.5 |
| 10-11 PM | 1063 | 0.0 | 1499 | 1063 | 0 | 5.43 | 159 | 70.2 | 43.5 | 38.9 |
| 11PM-MID | 722 | 0.0 | 1500 | 722 | 0 | 0.46 | 0 | 70.2 | 66.8 | 46.0 |

"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 | 0.0744 |
| MAIN ROUTE WITH WORKS | 0.0719 |
| 'DIVERSION' | 0.0038 |

PIA: Personal Injury Accidents

| ECONOMIC IMPACT ON ROAD USERS | |
|-------------------------------|----------|
| ROAD USER COSTS PER DAY | \$24,104 |
| CONGESTED HOURS PER DAY* | 3 |

*Delays Exceeding User-Specified Maximum

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GRAPHICAL REPRESENTATION OF TRAFFIC MODEL INPUT AND OUTPUT
SUNDAY EASTBOUND DIRECTION

