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| IH 94: STH 100/RYAN RD TO STH 20 (MILWAUKEE AND RACINE COUNTIES) NIGHTTIME CLOSURE NO DIVERSION ROUTE (MAX QUEUE METHOD) | AUGUST |
| | 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 | 754 | 0.0 | 3000 | 754 | 0 | 0.36 | 0 | 70.2 | 67.4 | 49.7 |
| 1-2 AM | 492 | 0.0 | 3000 | 492 | 0 | 0.36 | 0 | 70.2 | 67.4 | 49.7 |
| 2-3 AM | 394 | 0.0 | 3000 | 394 | 0 | 0.36 | 0 | 70.2 | 67.4 | 49.7 |
| 3-4 AM | 365 | 0.0 | 3000 | 365 | 0 | 0.36 | 0 | 70.2 | 67.4 | 49.7 |
| 4-5 AM | 466 | 0.0 | 3000 | 466 | 0 | 0.36 | 0 | 70.2 | 67.4 | 49.7 |
| 5-6 AM | 882 | 0.0 | 3000 | 882 | 0 | 0.36 | 0 | 70.2 | 67.4 | 49.7 |
| 6-7 AM | 1264 | 0.0 | 3000 | 1264 | 0 | 0.36 | 0 | 70.2 | 67.4 | 49.7 |
| 7-8 AM | 1763 | 0.0 | 3000 | 1763 | 0 | 0.36 | 0 | 69.9 | 67.2 | 49.7 |
| 8-9 AM | 2388 | 0.0 | OFF | 2388 | 0 | 0.00 | 0 | 69.1 | 69.1 | 69.1 |
| 9-10 AM | 2890 | 0.0 | OFF | 2890 | 0 | 0.00 | 0 | 68.4 | 68.4 | 68.4 |
| 10-11 AM | 3204 | 0.0 | OFF | 3204 | 0 | 0.00 | 0 | 68.1 | 68.1 | 68.1 |
| 11AM-NOON | 3446 | 0.0 | OFF | 3446 | 0 | 0.00 | 0 | 67.8 | 67.8 | 67.8 |
| NOON-1PM | 3633 | 0.0 | OFF | 3633 | 0 | 0.00 | 0 | 67.3 | 67.3 | 67.3 |
| 1-2 PM | 3595 | 0.0 | OFF | 3595 | 0 | 0.00 | 0 | 67.6 | 67.6 | 67.6 |
| 2-3 PM | 3425 | 0.0 | OFF | 3425 | 0 | 0.00 | 0 | 67.8 | 67.8 | 67.8 |
| 3-4 PM | 3261 | 0.0 | OFF | 3261 | 0 | 0.00 | 0 | 68.0 | 68.0 | 68.0 |
| 4-5 PM | 3297 | 0.0 | OFF | 3297 | 0 | 0.00 | 0 | 67.9 | 67.9 | 67.9 |
| 5-6 PM | 2938 | 0.0 | OFF | 2938 | 0 | 0.00 | 0 | 68.4 | 68.4 | 68.4 |
| 6-7 PM | 2580 | 0.0 | 3000 | 2580 | 0 | 0.49 | 0 | 68.8 | 65.3 | 44.4 |
| 7-8 PM | 2275 | 0.0 | 3000 | 2275 | 0 | 0.35 | 0 | 69.2 | 66.6 | 49.7 |
| 8-9 PM | 1927 | 0.0 | 3000 | 1927 | 0 | 0.35 | 0 | 69.6 | 67.0 | 49.7 |
| 9-10 PM | 1816 | 0.0 | 3000 | 1816 | 0 | 0.35 | 0 | 69.8 | 67.1 | 49.7 |
| 10-11 PM | 1573 | 0.0 | 3000 | 1573 | 0 | 0.36 | 0 | 70.1 | 67.4 | 49.7 |
| 11PM-MID | 1139 | 0.0 | 3000 | 1139 | 0 | 0.36 | 0 | 70.2 | 67.4 | 49.7 |

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

| *----- 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 |

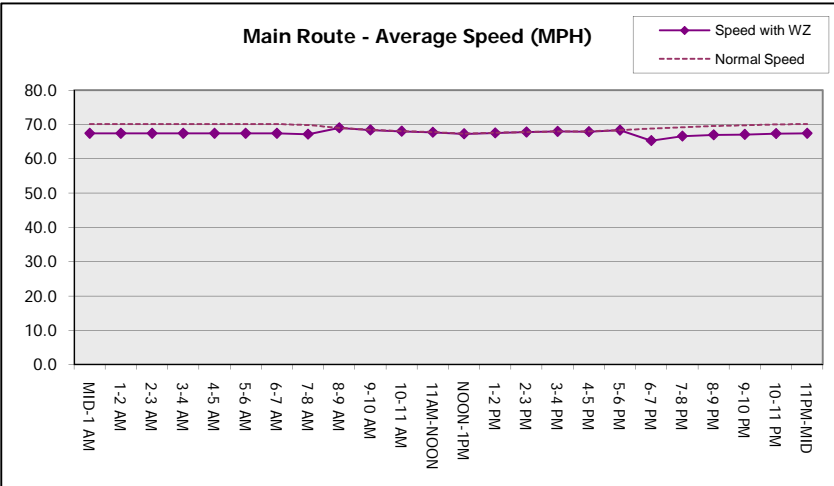
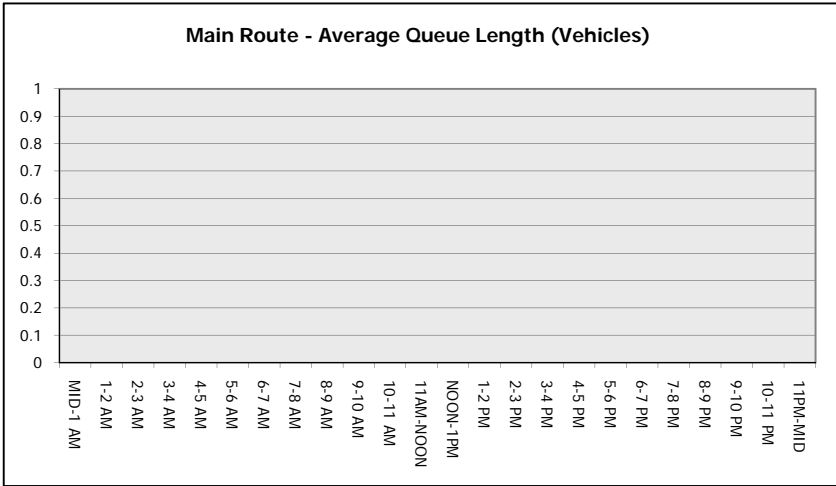
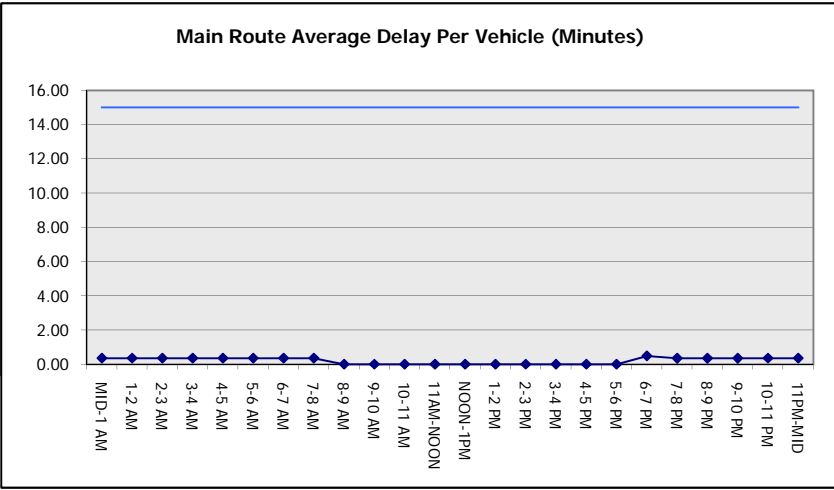
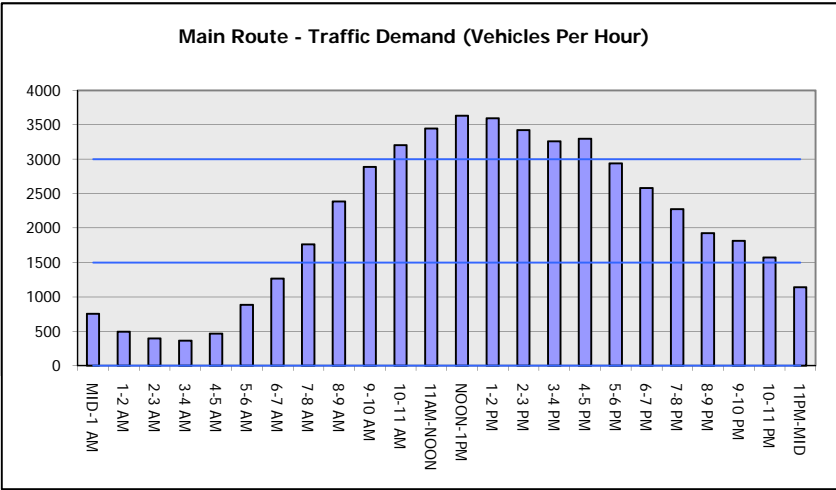
| AVERAGE ACCIDENT NUMBERS (PIA/DAY) | |
|------------------------------------|---------|
| MAIN ROUTE WITHOUT WORKS | 0.0824 |
| MAIN ROUTE WITH WORKS | 0.0812 |
| 'DIVERSION' | 0.0000 |
| PIA: Personal Injury Accidents | |
| IMPACTS ON ROAD USERS | |
| ROAD USER COSTS PER DAY | \$1,508 |
| CONGESTED HOURS PER DAY* | 0 |

*Delays Exceeding User-Specified Maximum

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

AUGUST
 Analyzed for 2009
 Construction Season

GRAPHICAL REPRESENTATION OF TRAFFIC MODEL INPUT AND OUTPUT
SATURDAY WESTBOUND DIRECTION



| | |
|---|--|
| IH 94: STH 100/RYAN RD TO STH 20 (MILWAUKEE AND RACINE COUNTIES) NIGHTTIME CLOSURE NO DIVERSION ROUTE (MAX QUEUE METHOD) | AUGUST |
| | 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 | 869 | 0.0 | 3000 | 869 | 0 | 0.36 | 0 | 70.2 | 67.4 | 49.7 |
| 1-2 AM | 550 | 0.0 | 3000 | 550 | 0 | 0.36 | 0 | 70.2 | 67.4 | 49.7 |
| 2-3 AM | 477 | 0.0 | 3000 | 477 | 0 | 0.36 | 0 | 70.2 | 67.4 | 49.7 |
| 3-4 AM | 420 | 0.0 | 3000 | 420 | 0 | 0.36 | 0 | 70.2 | 67.4 | 49.7 |
| 4-5 AM | 435 | 0.0 | 3000 | 435 | 0 | 0.36 | 0 | 70.2 | 67.4 | 49.7 |
| 5-6 AM | 638 | 0.0 | 3000 | 638 | 0 | 0.36 | 0 | 70.2 | 67.4 | 49.7 |
| 6-7 AM | 1002 | 0.0 | 3000 | 1002 | 0 | 0.36 | 0 | 70.2 | 67.4 | 49.7 |
| 7-8 AM | 1471 | 0.0 | 3000 | 1471 | 0 | 0.36 | 0 | 70.2 | 67.4 | 49.7 |
| 8-9 AM | 2125 | 0.0 | OFF | 2125 | 0 | 0.00 | 0 | 69.4 | 69.4 | 69.4 |
| 9-10 AM | 2896 | 0.0 | OFF | 2896 | 0 | 0.00 | 0 | 68.4 | 68.4 | 68.4 |
| 10-11 AM | 3341 | 0.0 | OFF | 3341 | 0 | 0.00 | 0 | 67.9 | 67.9 | 67.9 |
| 11AM-NOON | 3467 | 0.0 | OFF | 3467 | 0 | 0.00 | 0 | 67.8 | 67.8 | 67.8 |
| NOON-1PM | 3511 | 0.0 | OFF | 3511 | 0 | 0.00 | 0 | 67.7 | 67.7 | 67.7 |
| 1-2 PM | 3382 | 0.0 | OFF | 3382 | 0 | 0.00 | 0 | 67.8 | 67.8 | 67.8 |
| 2-3 PM | 3555 | 0.0 | OFF | 3555 | 0 | 0.00 | 0 | 67.6 | 67.6 | 67.6 |
| 3-4 PM | 3432 | 0.0 | OFF | 3432 | 0 | 0.00 | 0 | 67.8 | 67.8 | 67.8 |
| 4-5 PM | 3229 | 0.0 | OFF | 3229 | 0 | 0.00 | 0 | 68.0 | 68.0 | 68.0 |
| 5-6 PM | 2991 | 0.0 | OFF | 2991 | 0 | 0.00 | 0 | 68.3 | 68.3 | 68.3 |
| 6-7 PM | 2523 | 0.0 | 3000 | 2523 | 0 | 0.45 | 0 | 68.9 | 65.6 | 45.7 |
| 7-8 PM | 2079 | 0.0 | 3000 | 2079 | 0 | 0.35 | 0 | 69.4 | 66.8 | 49.7 |
| 8-9 PM | 1964 | 0.0 | 3000 | 1964 | 0 | 0.35 | 0 | 69.6 | 66.9 | 49.7 |
| 9-10 PM | 1986 | 0.0 | 3000 | 1986 | 0 | 0.35 | 0 | 69.6 | 66.9 | 49.7 |
| 10-11 PM | 1625 | 0.0 | 3000 | 1625 | 0 | 0.36 | 0 | 70.0 | 67.3 | 49.7 |
| 11PM-MID | 1163 | 0.0 | 3000 | 1163 | 0 | 0.36 | 0 | 70.2 | 67.4 | 49.7 |

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

| *----- 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 | 0.0813 |
| MAIN ROUTE WITH WORKS | 0.0802 |
| 'DIVERSION' | 0.0000 |

PIA: Personal Injury Accidents

| ECONOMIC IMPACT ON ROAD USERS | |
|-------------------------------|---------|
| ROAD USER COSTS PER DAY | \$1,443 |
| CONGESTED HOURS PER DAY* | 0 |

*Delays Exceeding User-Specified Maximum

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SATURDAY EASTBOUND DIRECTION

