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| <b>IH 94: STH 100/RYAN RD TO STH 20 (MILWAUKEE AND RACINE COUNTIES)<br/>                 CONTINUOUS (24 HOUR) CLOSURE<br/>                 NO DIVERSION ROUTE (MAX QUEUE METHOD)</b> | <b>MAY</b>                               |
|  | Analyzed for 2009<br>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    | 690                          | 0.0       | 3000           | 690        | 0           | 0.36                  | 0                     | 70.2              | 67.4           | 49.7 |
| 1-2 AM      | 467                          | 0.0       | 3000           | 467        | 0           | 0.36                  | 0                     | 70.2              | 67.4           | 49.7 |
| 2-3 AM      | 386                          | 0.0       | 3000           | 386        | 0           | 0.36                  | 0                     | 70.2              | 67.4           | 49.7 |
| 3-4 AM      | 345                          | 0.0       | 3000           | 345        | 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      | 826                          | 0.0       | 3000           | 826        | 0           | 0.36                  | 0                     | 70.2              | 67.4           | 49.7 |
| 6-7 AM      | 1231                         | 0.0       | 3000           | 1231       | 0           | 0.36                  | 0                     | 70.2              | 67.4           | 49.7 |
| 7-8 AM      | 1647                         | 0.0       | 3000           | 1647       | 0           | 0.36                  | 0                     | 70.0              | 67.3           | 49.7 |
| 8-9 AM      | 2202                         | 0.0       | 3000           | 2202       | 0           | 0.35                  | 0                     | 69.3              | 66.7           | 49.7 |
| 9-10 AM     | 2462                         | 0.0       | 3000           | 2462       | 0           | 0.41                  | 0                     | 69.0              | 66.0           | 47.1 |
| 10-11 AM    | 2805                         | 0.0       | 2999           | 2805       | 0           | 0.64                  | 0                     | 68.6              | 64.1           | 40.1 |
| 11AM-NOON   | 2985                         | 0.0       | 2999           | 2985       | 0           | 0.78                  | 1                     | 68.3              | 63.0           | 37.2 |
| NOON-1PM    | 3028                         | 0.0       | 3000           | 3028       | 0           | 1.19                  | 23                    | 68.2              | 60.4           | 36.9 |
| 1-2 PM      | 2886                         | 0.0       | 3000           | 2886       | 0           | 0.79                  | 5                     | 68.4              | 63.0           | 38.5 |
| 2-3 PM      | 2997                         | 0.0       | 2999           | 2997       | 0           | 0.78                  | 0                     | 68.3              | 63.0           | 37.0 |
| 3-4 PM      | 2977                         | 0.0       | 3000           | 2977       | 0           | 0.75                  | 0                     | 68.3              | 63.2           | 37.2 |
| 4-5 PM      | 3035                         | 0.0       | 2999           | 3035       | 0           | 1.17                  | 22                    | 68.2              | 60.5           | 36.9 |
| 5-6 PM      | 2814                         | 0.0       | 3000           | 2814       | 0           | 0.75                  | 5                     | 68.6              | 63.3           | 39.7 |
| 6-7 PM      | 2418                         | 0.0       | 3000           | 2418       | 0           | 0.38                  | 0                     | 69.1              | 66.3           | 48.2 |
| 7-8 PM      | 2069                         | 0.0       | 3000           | 2069       | 0           | 0.35                  | 0                     | 69.5              | 66.9           | 49.7 |
| 8-9 PM      | 1798                         | 0.0       | 3000           | 1798       | 0           | 0.35                  | 0                     | 69.8              | 67.1           | 49.7 |
| 9-10 PM     | 1607                         | 0.0       | 3000           | 1607       | 0           | 0.36                  | 0                     | 70.0              | 67.3           | 49.7 |
| 10-11 PM    | 1284                         | 0.0       | 3000           | 1284       | 0           | 0.36                  | 0                     | 70.2              | 67.4           | 49.7 |
| 11PM-MID    | 934                          | 0.0       | 3000           | 934        | 0           | 0.36                  | 0                     | 70.2              | 67.4           | 49.7 |

**\*----- 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 | 0.0734 |
| MAIN ROUTE WITH WORKS    | 0.0705 |
| 'DIVERSION'              | 0.0000 |

PIA: Personal Injury Accidents

**IMPACTS ON ROAD USERS**

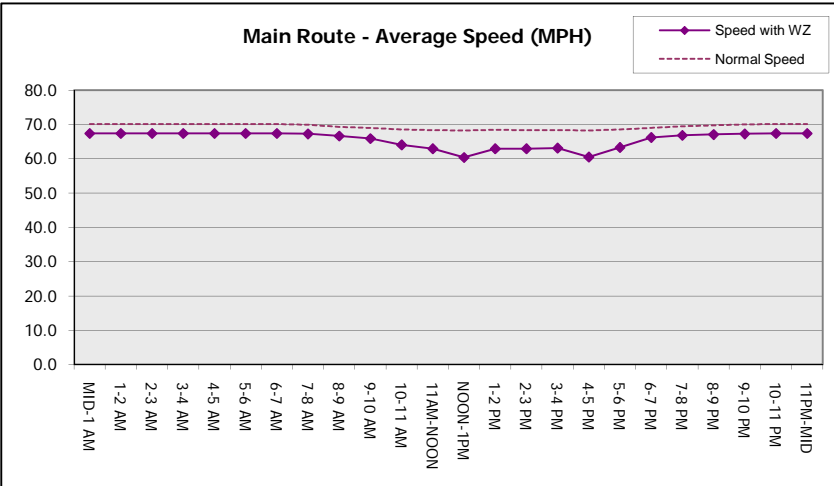
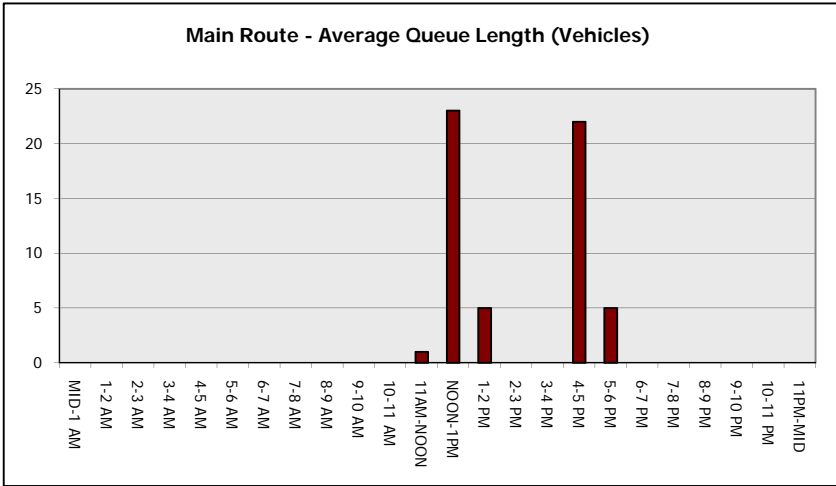
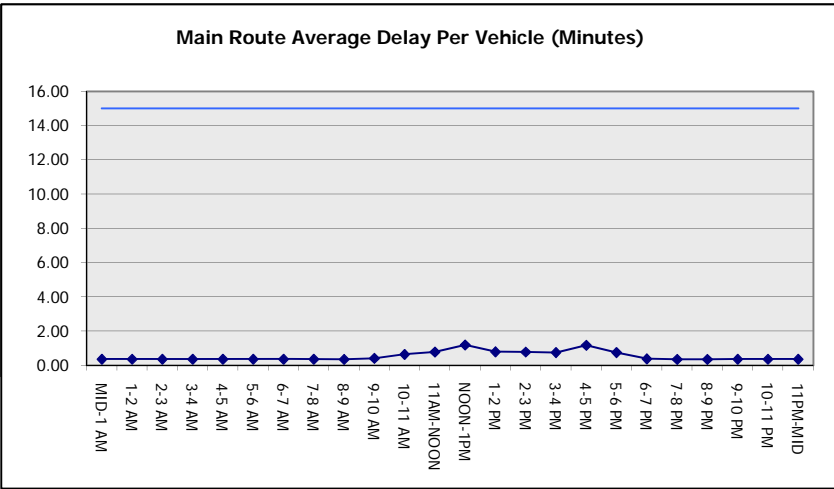
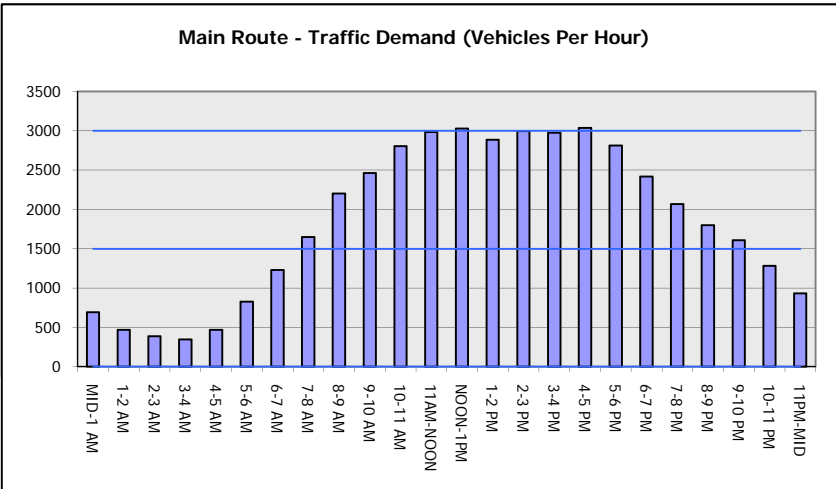
|                          |         |
|--------------------------|---------|
| ROAD USER COSTS PER DAY  | \$7,146 |
| CONGESTED HOURS PER DAY* | 0       |

\*Delays Exceeding User-Specified Maximum

**IH 94: STH 100/RYAN RD TO STH 20 (MILWAUKEE AND RACINE COUNTIES)  
CONTINUOUS (24 HOUR) CLOSURE  
NO DIVERSION ROUTE (MAX QUEUE METHOD)**

**MAY**  
Analyzed for 2009  
Construction Season

**GRAPHICAL REPRESENTATION OF TRAFFIC MODEL INPUT AND OUTPUT**  
**SATURDAY WESTBOUND DIRECTION**



|  |  |
|--|--|
| <b>IH 94: STH 100/RYAN RD TO STH 20 (MILWAUKEE AND RACINE COUNTIES)</b><br><b>CONTINUOUS (24 HOUR) CLOSURE</b><br><b>NO DIVERSION ROUTE (MAX QUEUE METHOD)</b> | <b>MAY</b>                               |
|  | Analyzed for 2009<br>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    | 734                          | 0.0       | 3000           | 734        | 0           | 0.36                  | 0                   | 70.2                  | 67.4           | 49.7 |
| 1-2 AM      | 512                          | 0.0       | 3000           | 512        | 0           | 0.36                  | 0                   | 70.2                  | 67.4           | 49.7 |
| 2-3 AM      | 455                          | 0.0       | 3000           | 455        | 0           | 0.36                  | 0                   | 70.2                  | 67.4           | 49.7 |
| 3-4 AM      | 374                          | 0.0       | 3000           | 374        | 0           | 0.36                  | 0                   | 70.2                  | 67.4           | 49.7 |
| 4-5 AM      | 405                          | 0.0       | 3000           | 405        | 0           | 0.36                  | 0                   | 70.2                  | 67.4           | 49.7 |
| 5-6 AM      | 633                          | 0.0       | 3000           | 633        | 0           | 0.36                  | 0                   | 70.2                  | 67.4           | 49.7 |
| 6-7 AM      | 974                          | 0.0       | 3000           | 974        | 0           | 0.36                  | 0                   | 70.2                  | 67.4           | 49.7 |
| 7-8 AM      | 1542                         | 0.0       | 3000           | 1542       | 0           | 0.36                  | 0                   | 70.1                  | 67.4           | 49.7 |
| 8-9 AM      | 2084                         | 0.0       | 3000           | 2084       | 0           | 0.35                  | 0                   | 69.4                  | 66.8           | 49.7 |
| 9-10 AM     | 2593                         | 0.0       | 3000           | 2593       | 0           | 0.50                  | 0                   | 68.8                  | 65.3           | 44.2 |
| 10-11 AM    | 2900                         | 0.0       | 2999           | 2900       | 0           | 0.70                  | 0                   | 68.4                  | 63.6           | 38.4 |
| 11AM-NOON   | 3060                         | 0.0       | 2999           | 3060       | 0           | 1.19                  | 24                  | 68.2                  | 60.4           | 36.9 |
| NOON-1PM    | 3095                         | 0.0       | 3000           | 3095       | 0           | 2.77                  | 111                 | 68.2                  | 52.4           | 36.9 |
| 1-2 PM      | 2944                         | 0.0       | 2999           | 2944       | 0           | 3.31                  | 140                 | 68.4                  | 50.2           | 36.9 |
| 2-3 PM      | 2693                         | 0.0       | 3000           | 2693       | 0           | 0.83                  | 14                  | 68.7                  | 62.9           | 41.6 |
| 3-4 PM      | 3155                         | 0.0       | 2999           | 3155       | 0           | 2.07                  | 75                  | 68.1                  | 55.6           | 36.9 |
| 4-5 PM      | 2766                         | 0.0       | 2999           | 2766       | 0           | 1.76                  | 64                  | 68.6                  | 57.5           | 39.3 |
| 5-6 PM      | 2639                         | 0.0       | 3000           | 2639       | 0           | 0.53                  | 0                   | 68.7                  | 65.0           | 43.2 |
| 6-7 PM      | 2039                         | 0.0       | 3000           | 2039       | 0           | 0.35                  | 0                   | 69.5                  | 66.9           | 49.7 |
| 7-8 PM      | 1678                         | 0.0       | 3000           | 1678       | 0           | 0.36                  | 0                   | 69.9                  | 67.3           | 49.7 |
| 8-9 PM      | 1537                         | 0.0       | 3000           | 1537       | 0           | 0.36                  | 0                   | 70.1                  | 67.4           | 49.7 |
| 9-10 PM     | 1630                         | 0.0       | 3000           | 1630       | 0           | 0.36                  | 0                   | 70.0                  | 67.3           | 49.7 |
| 10-11 PM    | 1238                         | 0.0       | 3000           | 1238       | 0           | 0.36                  | 0                   | 70.2                  | 67.4           | 49.7 |
| 11PM-MID    | 906                          | 0.0       | 3000           | 906        | 0           | 0.36                  | 0                   | 70.2                  | 67.4           | 49.7 |

| *----- 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           | 0.0705 |
| MAIN ROUTE WITH WORKS              | 0.0677 |
| 'DIVERSION'                        | 0.0000 |

PIA: Personal Injury Accidents

| ECONOMIC IMPACT ON ROAD USERS |          |
|-------------------------------|----------|
| ROAD USER COSTS PER DAY       | \$11,881 |
| CONGESTED HOURS PER DAY*      | 0        |

\*Delays Exceeding User-Specified Maximum

**IH 94: STH 100/RYAN RD TO STH 20 (MILWAUKEE AND RACINE COUNTIES)  
 CONTINUOUS (24 HOUR) CLOSURE  
 NO DIVERSION ROUTE (MAX QUEUE METHOD)**

**MAY**  
 Analyzed for 2009  
 Construction Season

**GRAPHICAL REPRESENTATION OF TRAFFIC MODEL INPUT AND OUTPUT**  
**SATURDAY EASTBOUND DIRECTION**

