

|   |  |
|---|--|
| <b>IH 94: CTH BB/RAWSON AVE TO STH 100/RYAN RD (MILWAUKEE COUNTY)</b><br><b>NIGHTTIME CLOSURE</b><br><b>NO DIVERSION ROUTE (MAX QUEUE METHOD)</b> | <b>AUGUST</b>                            |
|   | Analyzed for 2009<br>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    | 846                          | 0.0       | 3000           | 846        | 0           | 0.36                  | 0                     | 70.2              | 61.5           | 49.7 |
| 1-2 AM      | 465                          | 0.0       | 3000           | 465        | 0           | 0.36                  | 0                     | 70.2              | 61.5           | 49.7 |
| 2-3 AM      | 474                          | 0.0       | 3000           | 474        | 0           | 0.36                  | 0                     | 70.2              | 61.5           | 49.7 |
| 3-4 AM      | 484                          | 0.0       | 3000           | 484        | 0           | 0.36                  | 0                     | 70.2              | 61.5           | 49.7 |
| 4-5 AM      | 713                          | 0.0       | 3000           | 713        | 0           | 0.36                  | 0                     | 70.2              | 61.5           | 49.7 |
| 5-6 AM      | 1903                         | 0.0       | OFF            | 1903       | 0           | 0.00                  | 0                     | 69.7              | 69.7           | 69.7 |
| 6-7 AM      | 3428                         | 0.0       | OFF            | 3428       | 0           | 0.00                  | 0                     | 67.8              | 67.8           | 67.8 |
| 7-8 AM      | 3657                         | 0.0       | OFF            | 3657       | 0           | 0.00                  | 0                     | 67.2              | 67.2           | 67.2 |
| 8-9 AM      | 3420                         | 0.0       | OFF            | 3420       | 0           | 0.00                  | 0                     | 67.8              | 67.8           | 67.8 |
| 9-10 AM     | 3188                         | 0.0       | OFF            | 3188       | 0           | 0.00                  | 0                     | 68.1              | 68.1           | 68.1 |
| 10-11 AM    | 3361                         | 0.0       | OFF            | 3361       | 0           | 0.00                  | 0                     | 67.9              | 67.9           | 67.9 |
| 11AM-NOON   | 3436                         | 0.0       | OFF            | 3436       | 0           | 0.00                  | 0                     | 67.8              | 67.8           | 67.8 |
| NOON-1PM    | 3560                         | 0.0       | OFF            | 3560       | 0           | 0.00                  | 0                     | 67.6              | 67.6           | 67.6 |
| 1-2 PM      | 3753                         | 0.0       | OFF            | 3753       | 0           | 0.00                  | 0                     | 66.5              | 66.5           | 66.5 |
| 2-3 PM      | 3903                         | 0.0       | OFF            | 3903       | 0           | 0.00                  | 0                     | 65.5              | 65.5           | 65.5 |
| 3-4 PM      | 3946                         | 0.0       | OFF            | 3946       | 0           | 0.00                  | 0                     | 65.2              | 65.2           | 65.2 |
| 4-5 PM      | 3626                         | 0.0       | OFF            | 3626       | 0           | 0.00                  | 0                     | 67.4              | 67.4           | 67.4 |
| 5-6 PM      | 3786                         | 0.0       | OFF            | 3786       | 0           | 0.00                  | 0                     | 66.3              | 66.3           | 66.3 |
| 6-7 PM      | 3599                         | 0.0       | OFF            | 3599       | 0           | 0.00                  | 0                     | 67.6              | 67.6           | 67.6 |
| 7-8 PM      | 3126                         | 0.0       | 2999           | 3126       | 0           | 2.48                  | 98                    | 68.1              | 35.1           | 36.9 |
| 8-9 PM      | 2479                         | 0.0       | 3000           | 2479       | 0           | 0.70                  | 19                    | 68.9              | 54.4           | 46.2 |
| 9-10 PM     | 2195                         | 0.0       | 3000           | 2195       | 0           | 0.35                  | 0                     | 69.3              | 61.1           | 49.7 |
| 10-11 PM    | 1844                         | 0.0       | 3000           | 1844       | 0           | 0.35                  | 0                     | 69.7              | 61.4           | 49.7 |
| 11PM-MID    | 1405                         | 0.0       | 3000           | 1405       | 0           | 0.36                  | 0                     | 70.2              | 61.5           | 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           | 0.0299  |
| MAIN ROUTE WITH WORKS              | 0.0290  |
| 'DIVERSION'                        | 0.0000  |
| PIA: Personal Injury Accidents     |         |
| IMPACTS ON ROAD USERS              |         |
| ROAD USER COSTS PER DAY            | \$2,726 |
| CONGESTED HOURS PER DAY*           | 0       |

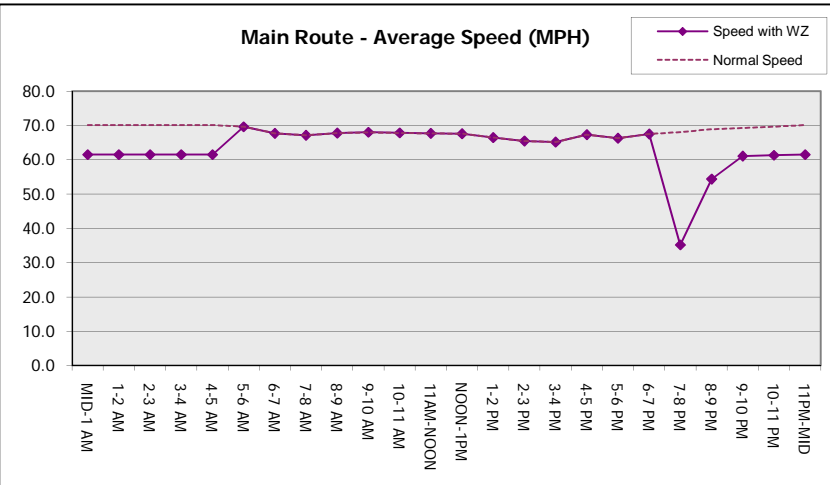
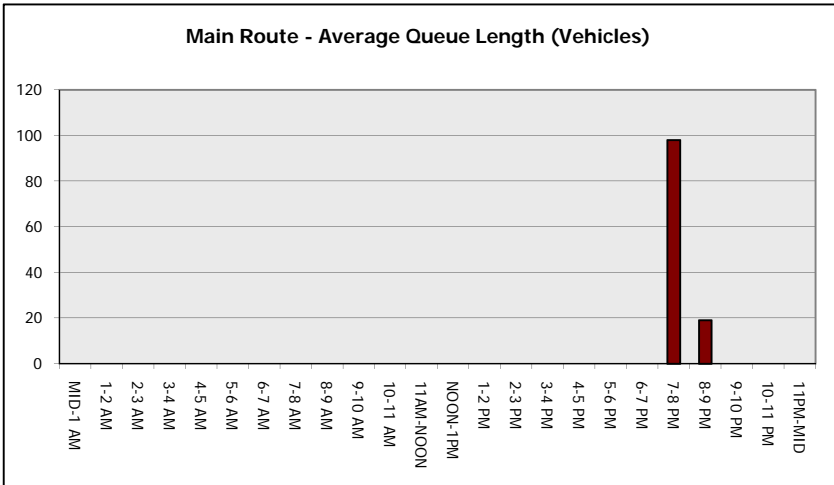
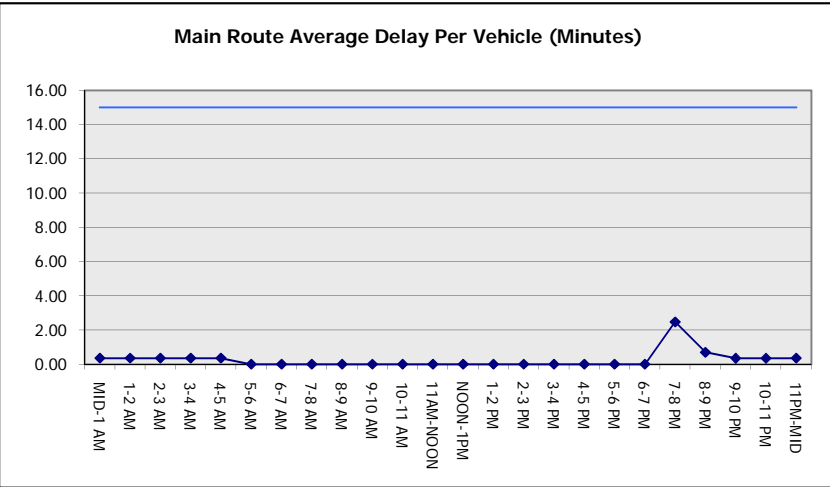
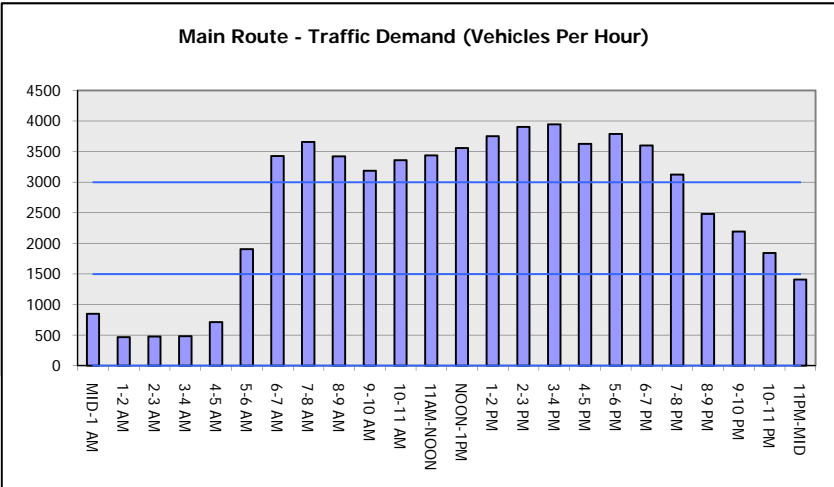
\*Delays Exceeding User-Specified Maximum

**IH 94: CTH BB/RAWSON AVE TO STH 100/RYAN RD (MILWAUKEE COUNTY)**  
**NIGHTTIME CLOSURE**  
**NO DIVERSION ROUTE (MAX QUEUE METHOD)**

**AUGUST**  
 Analyzed for 2009  
 Construction Season

**GRAPHICAL REPRESENTATION OF TRAFFIC MODEL INPUT AND OUTPUT**

**FRIDAY WESTBOUND DIRECTION**



|   |  |
|---|--|
| <b>IH 94: CTH BB/RAWSON AVE TO STH 100/Ryan RD (MILWAUKEE COUNTY)</b><br><b>NIGHTTIME CLOSURE</b><br><b>NO DIVERSION ROUTE (MAX QUEUE METHOD)</b> | <b>AUGUST</b>                            |
|   | Analyzed for 2009<br>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    | 691                          | 0.0       | 3000           | 691        | 0           | 0.36                  | 0                     | 70.2              | 61.5           | 49.7 |
| 1-2 AM      | 479                          | 0.0       | 3000           | 479        | 0           | 0.36                  | 0                     | 70.2              | 61.5           | 49.7 |
| 2-3 AM      | 493                          | 0.0       | 3000           | 493        | 0           | 0.36                  | 0                     | 70.2              | 61.5           | 49.7 |
| 3-4 AM      | 521                          | 0.0       | 3000           | 521        | 0           | 0.36                  | 0                     | 70.2              | 61.5           | 49.7 |
| 4-5 AM      | 995                          | 0.0       | 3000           | 995        | 0           | 0.36                  | 0                     | 70.2              | 61.5           | 49.7 |
| 5-6 AM      | 2110                         | 0.0       | OFF            | 2110       | 0           | 0.00                  | 0                     | 69.4              | 69.4           | 69.4 |
| 6-7 AM      | 2858                         | 0.0       | OFF            | 2858       | 0           | 0.00                  | 0                     | 68.5              | 68.5           | 68.5 |
| 7-8 AM      | 2727                         | 0.0       | OFF            | 2727       | 0           | 0.00                  | 0                     | 68.6              | 68.6           | 68.6 |
| 8-9 AM      | 2856                         | 0.0       | OFF            | 2856       | 0           | 0.00                  | 0                     | 68.5              | 68.5           | 68.5 |
| 9-10 AM     | 2924                         | 0.0       | OFF            | 2924       | 0           | 0.00                  | 0                     | 68.4              | 68.4           | 68.4 |
| 10-11 AM    | 2941                         | 0.0       | OFF            | 2941       | 0           | 0.00                  | 0                     | 68.4              | 68.4           | 68.4 |
| 11AM-NOON   | 3132                         | 0.0       | OFF            | 3132       | 0           | 0.00                  | 0                     | 68.1              | 68.1           | 68.1 |
| NOON-1PM    | 3452                         | 0.0       | OFF            | 3452       | 0           | 0.00                  | 0                     | 67.8              | 67.8           | 67.8 |
| 1-2 PM      | 3622                         | 0.0       | OFF            | 3622       | 0           | 0.00                  | 0                     | 67.4              | 67.4           | 67.4 |
| 2-3 PM      | 3926                         | 0.0       | OFF            | 3926       | 0           | 0.00                  | 0                     | 65.3              | 65.3           | 65.3 |
| 3-4 PM      | 4223                         | 0.0       | OFF            | 4223       | 0           | 0.00                  | 0                     | 63.3              | 63.3           | 63.3 |
| 4-5 PM      | 4255                         | 0.0       | OFF            | 4255       | 0           | 0.00                  | 0                     | 63.1              | 63.1           | 63.1 |
| 5-6 PM      | 4309                         | 0.0       | OFF            | 4309       | 0           | 0.00                  | 0                     | 62.7              | 62.7           | 62.7 |
| 6-7 PM      | 3357                         | 0.0       | OFF            | 3357       | 0           | 0.00                  | 0                     | 67.9              | 67.9           | 67.9 |
| 7-8 PM      | 2654                         | 0.0       | 3000           | 2654       | 0           | 0.54                  | 0                     | 68.7              | 57.1           | 42.8 |
| 8-9 PM      | 2258                         | 0.0       | 3000           | 2258       | 0           | 0.35                  | 0                     | 69.2              | 61.0           | 49.7 |
| 9-10 PM     | 2258                         | 0.0       | 3000           | 2258       | 0           | 0.35                  | 0                     | 69.2              | 61.0           | 49.7 |
| 10-11 PM    | 2246                         | 0.0       | 3000           | 2246       | 0           | 0.35                  | 0                     | 69.2              | 61.1           | 49.7 |
| 11PM-MID    | 1625                         | 0.0       | 3000           | 1625       | 0           | 0.36                  | 0                     | 70.0              | 61.5           | 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           | 0.0291 |
| MAIN ROUTE WITH WORKS              | 0.0282 |
| 'DIVERSION'                        | 0.0000 |

PIA: Personal Injury Accidents

| ECONOMIC IMPACT ON ROAD USERS |         |
|-------------------------------|---------|
| ROAD USER COSTS PER DAY       | \$1,208 |
| CONGESTED HOURS PER DAY*      | 0       |

\*Delays Exceeding User-Specified Maximum

**IH 94: CTH BB/RAWSON AVE TO STH 100/RYAN RD (MILWAUKEE COUNTY)**  
**NIGHTTIME CLOSURE**  
**NO DIVERSION ROUTE (MAX QUEUE METHOD)**

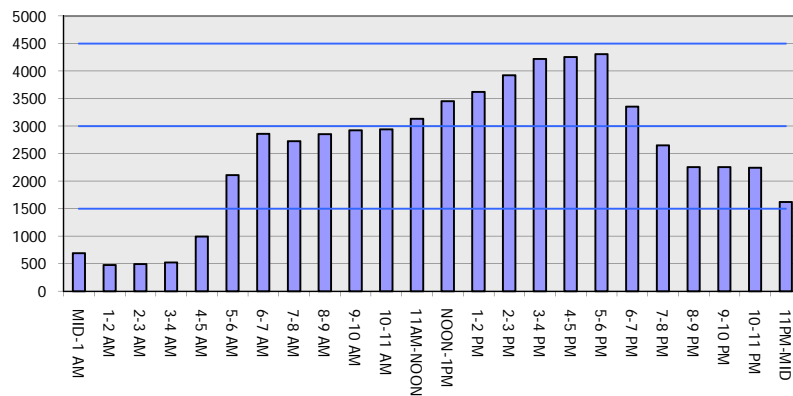
**AUGUST**

Analyzed for 2009  
 Construction Season

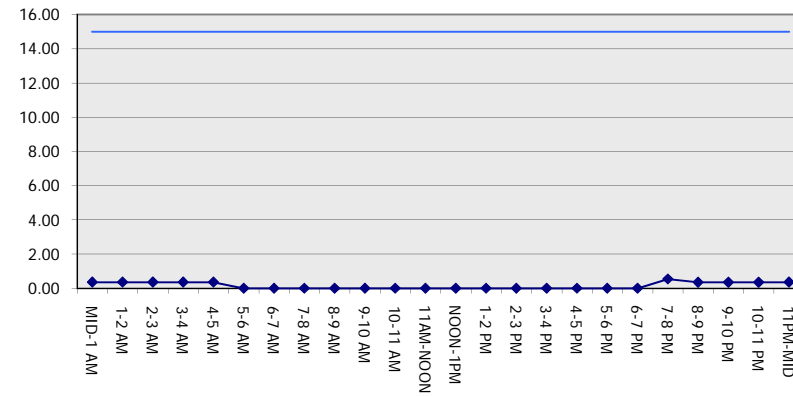
**GRAPHICAL REPRESENTATION OF TRAFFIC MODEL INPUT AND OUTPUT**

**FRIDAY EASTBOUND DIRECTION**

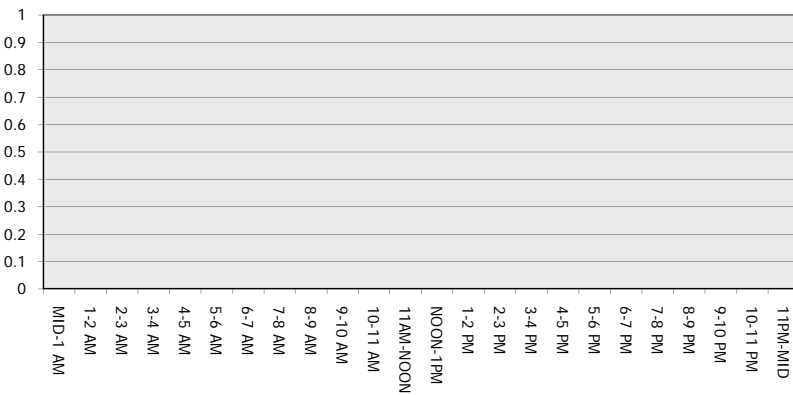
**Main Route - Traffic Demand (Vehicles Per Hour)**



**Main Route Average Delay Per Vehicle (Minutes)**



**Main Route - Average Queue Length (Vehicles)**



**Main Route - Average Speed (MPH)**

