

<b>IH 94: STH 100/RYAN RD TO STH 20 (MILWAUKEE AND RACINE COUNTIES)</b> <b>CONTINUOUS (24 HOUR) 2 LANE CLOSURE</b> <b>NO DIVERSION ROUTE (MAX QUEUE METHOD)</b>	<b>MAY</b>
	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	690	0.0	1500	690	0	0.46	0	70.2	66.8	46.1
1-2 AM	467	0.0	1500	467	0	0.43	0	70.2	66.9	47.1
2-3 AM	386	0.0	1500	386	0	0.42	0	70.2	67.0	47.4
3-4 AM	345	0.0	1500	345	0	0.41	0	70.2	67.1	47.6
4-5 AM	466	0.0	1500	466	0	0.43	0	70.2	66.9	47.1
5-6 AM	826	0.0	1500	826	0	0.47	0	70.2	66.6	45.5
6-7 AM	1231	0.0	1499	1231	0	0.66	0	70.2	65.3	40.3
7-8 AM	1647	0.0	1499	1647	0	2.47	43	70.0	54.8	32.5
8-9 AM	2202	0.0	1500	1800	402	13.91+	348	69.3	27.2	32.4
9-10 AM	2462	0.0	1500	1500	962	16.16+	400	69.0	24.8	32.5
10-11 AM	2805	0.0	1500	1500	1305	16.11+	400	68.6	24.8	32.5
11AM-NOON	2985	0.0	1500	1500	1485	16.08+	400	68.3	24.8	32.5
NOON-1PM	3028	0.0	1500	1500	1528	16.07+	400	68.2	24.8	32.5
1-2 PM	2886	0.0	1500	1500	1386	16.09+	400	68.4	24.8	32.5
2-3 PM	2997	0.0	1500	1500	1497	16.07+	400	68.3	24.8	32.5
3-4 PM	2977	0.0	1500	1500	1477	16.08+	400	68.3	24.8	32.5
4-5 PM	3035	0.0	1500	1500	1535	16.07+	400	68.2	24.8	32.5
5-6 PM	2814	0.0	1500	1500	1314	16.10+	400	68.6	24.8	32.5
6-7 PM	2418	0.0	1500	1500	918	16.17+	400	69.1	24.8	32.5
7-8 PM	2069	0.0	1500	1500	569	16.23+	400	69.5	24.8	32.5
8-9 PM	1798	0.0	1499	1478	320	16.18+	397	69.8	24.8	32.5
9-10 PM	1607	0.0	1499	1472	134	16.17+	396	70.0	24.9	32.5
10-11 PM	1284	0.0	1499	1284	0	12.59	310	70.2	29.1	32.7
11PM-MID	934	0.0	1500	934	0	1.48	33	70.2	60.2	44.5

+ 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

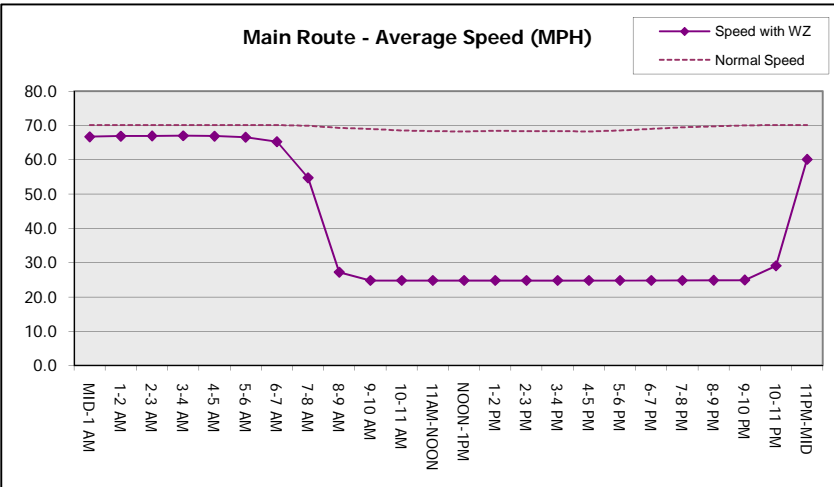
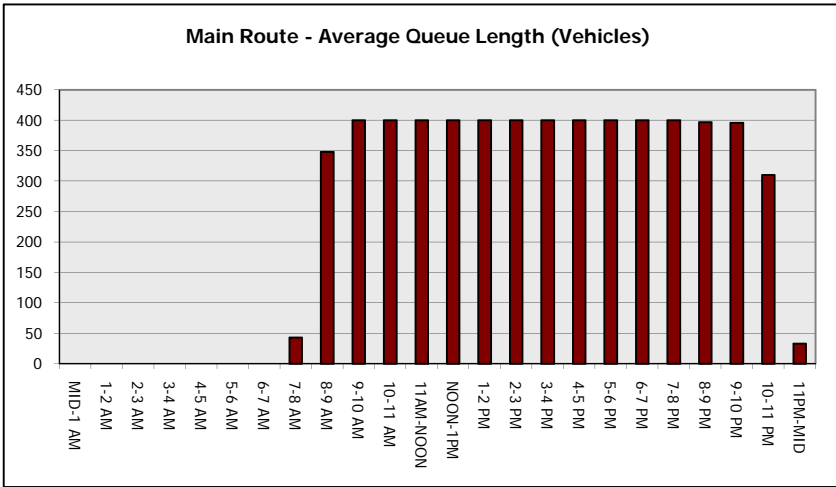
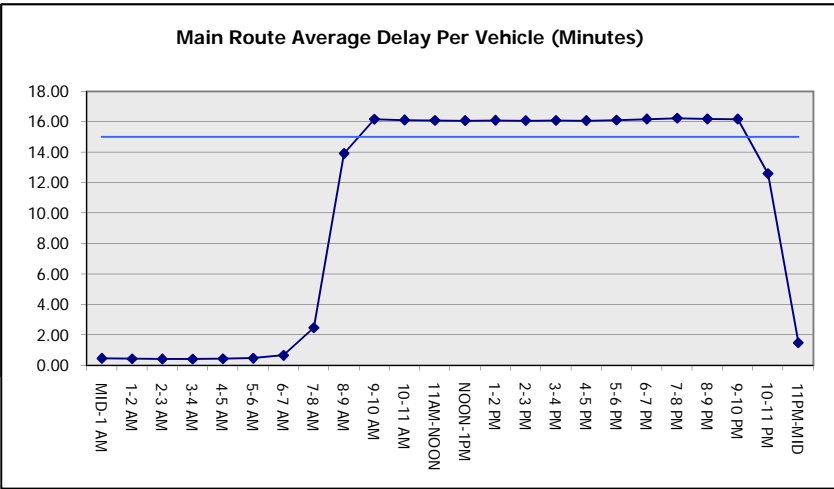
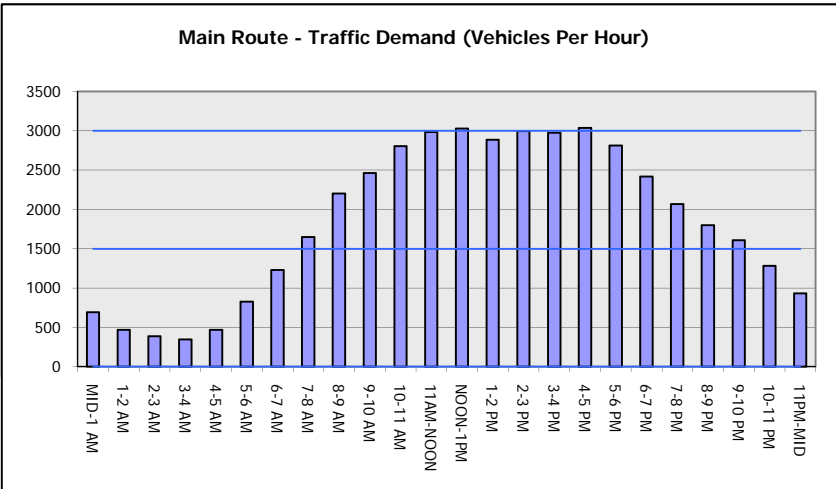
AVERAGE ACCIDENT NUMBERS (PIA/DAY)	
MAIN ROUTE WITHOUT WORKS	0.0734
MAIN ROUTE WITH WORKS	0.0469
'DIVERSION'	0.0569
PIA: Personal Injury Accidents	
IMPACTS ON ROAD USERS	
ROAD USER COSTS PER DAY	\$164,685
CONGESTED HOURS PER DAY*	14

\*Delays Exceeding User-Specified Maximum

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 CONTINUOUS (24 HOUR) 2 LANE 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> <b>CONTINUOUS (24 HOUR) 2 LANE CLOSURE</b> <b>NO DIVERSION ROUTE (MAX QUEUE METHOD)</b>	<b>MAY</b>
	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	734	0.0	1500	734	0	0.46	0	70.2	66.7	45.9
1-2 AM	512	0.0	1500	512	0	0.43	0	70.2	66.9	46.9
2-3 AM	455	0.0	1500	455	0	0.43	0	70.2	66.9	47.1
3-4 AM	374	0.0	1500	374	0	0.42	0	70.2	67.0	47.5
4-5 AM	405	0.0	1500	405	0	0.42	0	70.2	67.0	47.3
5-6 AM	633	0.0	1500	633	0	0.45	0	70.2	66.8	46.3
6-7 AM	974	0.0	1499	974	0	0.49	0	70.2	66.5	44.9
7-8 AM	1542	0.0	1499	1542	0	1.73	22	70.1	58.7	33.7
8-9 AM	2084	0.0	1500	1741	343	11.69+	300	69.4	30.2	32.5
9-10 AM	2593	0.0	1499	1500	1093	16.13+	399	68.8	24.8	32.7
10-11 AM	2900	0.0	1500	1500	1400	16.08+	400	68.4	24.8	32.7
11AM-NOON	3060	0.0	1500	1500	1560	16.05+	400	68.2	24.8	32.7
NOON-1PM	3095	0.0	1500	1500	1595	16.05+	400	68.2	24.8	32.7
1-2 PM	2944	0.0	1500	1500	1444	16.07+	400	68.4	24.8	32.7
2-3 PM	2693	0.0	1500	1500	1193	16.11+	400	68.7	24.8	32.7
3-4 PM	3155	0.0	1500	1500	1655	16.04+	400	68.1	24.8	32.7
4-5 PM	2766	0.0	1500	1500	1266	16.10+	400	68.6	24.8	32.7
5-6 PM	2639	0.0	1500	1500	1139	16.12+	400	68.7	24.8	32.7
6-7 PM	2039	0.0	1500	1544	496	16.04+	395	69.5	25.0	32.6
7-8 PM	1678	0.0	1499	1520	158	16.18+	397	69.9	24.8	32.5
8-9 PM	1537	0.0	1500	1500	37	16.30+	399	70.1	24.8	32.5
9-10 PM	1630	0.0	1500	1500	130	16.29+	400	70.0	24.8	32.5
10-11 PM	1238	0.0	1499	1238	0	11.54	287	70.2	30.6	33.5
11PM-MID	906	0.0	1500	906	0	1.00	17	70.2	63.1	45.1

+ 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	0.0705
MAIN ROUTE WITH WORKS	0.0462
'DIVERSION'	0.0518

PIA: Personal Injury Accidents

ECONOMIC IMPACT ON ROAD USERS	
ROAD USER COSTS PER DAY	\$156,660
CONGESTED HOURS PER DAY*	14

\*Delays Exceeding User-Specified Maximum

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**NO DIVERSION ROUTE (MAX QUEUE METHOD)**

**MAY**  
 Analyzed for 2009  
 Construction Season

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

