

<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**

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	1500	1825	0	5.87	145	69.7	42.1	32.5	
10-11 AM	2527	0.0	1499	1500	1027	16.15+	399	68.9	24.7	32.5	
11AM-NOON	2987	0.0	1500	1500	1487	16.08+	400	68.3	24.7	32.5	
NOON-1PM	3047	0.0	1500	1500	1547	16.07+	400	68.2	24.7	32.5	
1-2 PM	2956	0.0	1500	1500	1456	16.08+	400	68.4	24.7	32.5	
2-3 PM	2609	0.0	1500	1500	1109	16.14+	400	68.8	24.7	32.5	
3-4 PM	3033	0.0	1500	1500	1533	16.07+	400	68.2	24.7	32.5	
4-5 PM	2932	0.0	1500	1500	1432	16.09+	400	68.4	24.7	32.5	
5-6 PM	2872	0.0	1500	1500	1372	16.10+	400	68.5	24.7	32.5	
6-7 PM	2735	0.0	1500	1500	1235	16.12+	400	68.6	24.7	32.5	
7-8 PM	2477	0.0	1500	1500	977	16.16+	400	68.9	24.7	32.5	
8-9 PM	2036	0.0	1500	1516	520	16.16+	398	69.5	24.8	32.5	
9-10 PM	1630	0.0	1500	1542	88	16.04+	393	70.0	25.0	32.4	
10-11 PM	1231	0.0	1499	1231	0	11.66	292	70.2	30.4	33.7	
11PM-MID	801	0.0	1500	801	0	0.88	13	70.2	63.8	45.5	

+ 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

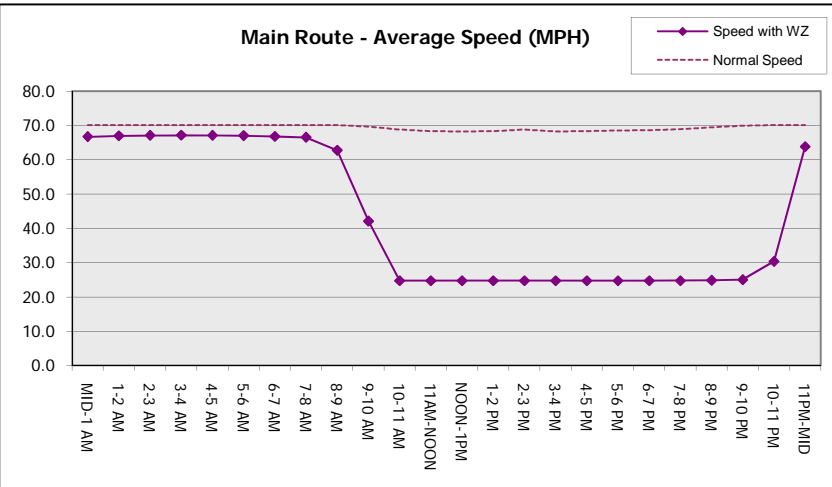
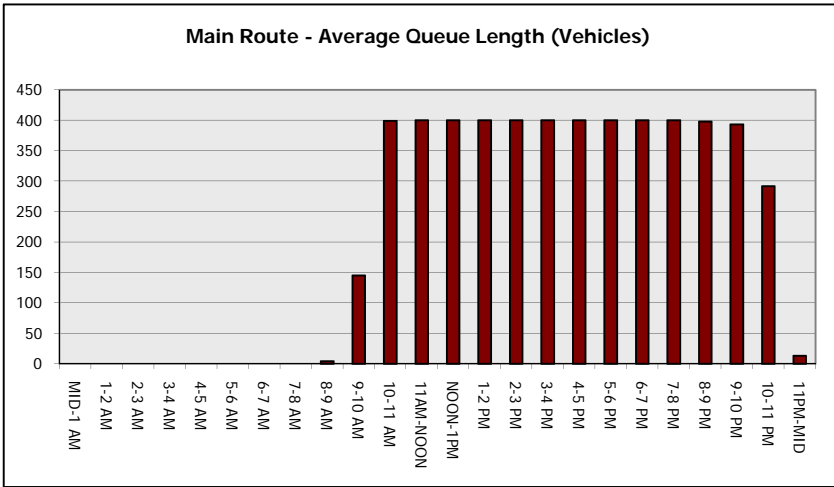
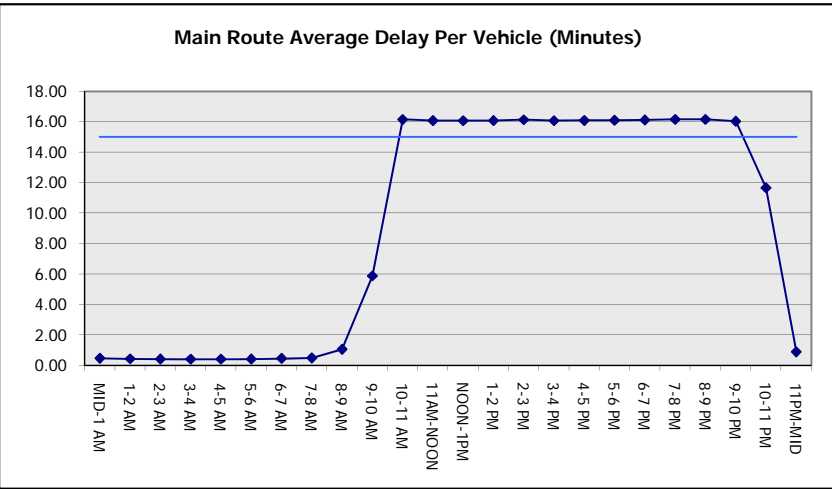
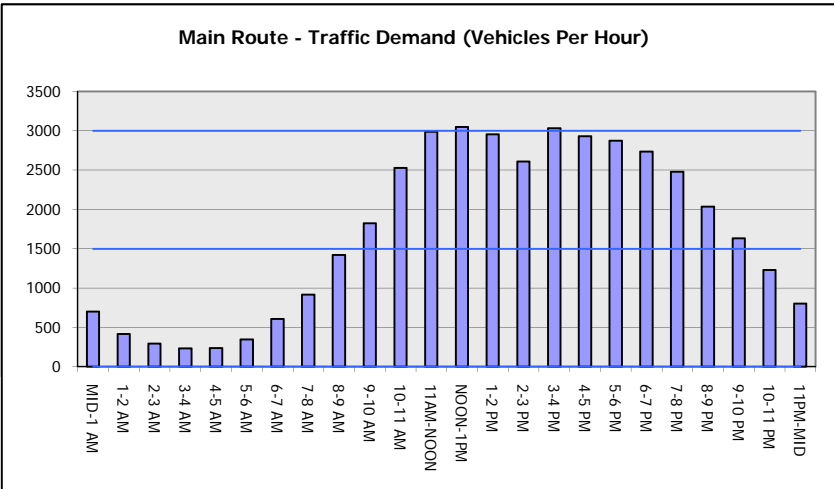
AVERAGE ACCIDENT NUMBERS (PIA/DAY)	
MAIN ROUTE WITHOUT WORKS	0.0676
MAIN ROUTE WITH WORKS	0.0430
'DIVERSION'	0.0528
PIA: Personal Injury Accidents	
IMPACTS ON ROAD USERS	
ROAD USER COSTS PER DAY	\$150,627
CONGESTED HOURS PER DAY*	12

\*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**  
**SUNDAY 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**

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	1500	1967	141	8.70+	236	69.4	35.3	32.4
10-11 AM	2730	0.0	1500	1500	1230	16.12+	400	68.6	24.7	32.4
11AM-NOON	3207	0.0	1500	1500	1707	16.04+	400	68.1	24.7	32.5
NOON-1PM	3424	0.0	1500	1500	1924	16.01+	400	67.8	24.7	32.5
1-2 PM	3549	0.0	1500	1500	2049	15.99+	400	67.6	24.7	32.5
2-3 PM	3636	0.0	1500	1500	2136	15.94+	400	67.3	24.7	32.5
3-4 PM	3598	0.0	1500	1500	2098	15.98+	400	67.6	24.7	32.5
4-5 PM	3751	0.0	1500	1500	2251	15.83+	400	66.5	24.7	32.5
5-6 PM	3409	0.0	1500	1500	1909	16.01+	400	67.8	24.7	32.5
6-7 PM	2753	0.0	1500	1500	1253	16.12+	400	68.6	24.7	32.5
7-8 PM	2276	0.0	1500	1494	782	16.17+	399	69.2	24.8	32.5
8-9 PM	2040	0.0	1499	1464	577	16.09+	396	69.5	24.9	32.5
9-10 PM	1517	0.0	1499	1427	90	15.81+	387	70.2	25.3	32.5
10-11 PM	1063	0.0	1499	1063	0	5.66	165	70.2	42.8	38.8
11PM-MID	722	0.0	1500	722	0	0.46	0	70.2	66.8	46.0

+ 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	0.0425
'DIVERSION'	0.0696

PIA: Personal Injury Accidents

ECONOMIC IMPACT ON ROAD USERS	
ROAD USER COSTS PER DAY	\$167,359
CONGESTED HOURS PER DAY*	13

\*Delays Exceeding User-Specified Maximum

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 Analyzed for 2009  
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**GRAPHICAL REPRESENTATION OF TRAFFIC MODEL INPUT AND OUTPUT**  
**SUNDAY EASTBOUND DIRECTION**

