

<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>AUGUST</b>
	Analyzed for 2009 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	737	0.0	1500	737	0	0.50	1	70.2	66.4	45.9	
1-2 AM	593	0.0	1500	593	0	0.44	0	70.2	66.8	46.5	
2-3 AM	455	0.0	1500	455	0	0.43	0	70.2	66.9	47.1	
3-4 AM	495	0.0	1500	495	0	0.43	0	70.2	66.9	46.9	
4-5 AM	767	0.0	1500	767	0	0.46	0	70.2	66.7	45.8	
5-6 AM	1826	0.0	1499	1826	0	3.84	94	69.7	48.8	32.5	
6-7 AM	2960	0.0	1499	1500	1460	16.05+	399	68.4	24.8	33.1	
7-8 AM	3389	0.0	1500	1500	1889	15.98+	400	67.8	24.8	33.1	
8-9 AM	2850	0.0	1500	1500	1350	16.07+	400	68.5	24.8	33.1	
9-10 AM	2913	0.0	1500	1500	1413	16.06+	400	68.4	24.8	33.1	
10-11 AM	3241	0.0	1500	1500	1741	16.00+	400	68.0	24.8	33.1	
11AM-NOON	3440	0.0	1500	1500	1940	15.97+	400	67.8	24.8	33.1	
NOON-1PM	3535	0.0	1500	1500	2035	15.95+	400	67.6	24.8	33.1	
1-2 PM	3869	0.0	1500	1500	2369	15.69+	400	65.7	24.8	33.1	
2-3 PM	4054	0.0	1500	1500	2554	15.50+	400	64.5	24.8	33.1	
3-4 PM	4108	0.0	1500	1500	2608	15.44+	400	64.1	24.8	33.1	
4-5 PM	4004	0.0	1500	1500	2504	15.55+	400	64.8	24.8	33.1	
5-6 PM	3924	0.0	1500	1500	2424	15.63+	400	65.3	24.8	33.1	
6-7 PM	3619	0.0	1500	1500	2119	15.92+	400	67.4	24.8	33.1	
7-8 PM	3286	0.0	1500	1500	1786	16.00+	400	67.9	24.8	33.1	
8-9 PM	2625	0.0	1500	1500	1125	16.11+	400	68.7	24.8	33.1	
9-10 PM	2126	0.0	1500	1538	588	16.04+	395	69.4	24.9	32.8	
10-11 PM	1634	0.0	1500	1516	118	15.80+	387	70.0	25.2	32.5	
11PM-MID	1161	0.0	1499	1161	0	9.18	239	70.2	34.5	35.6	

+ 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

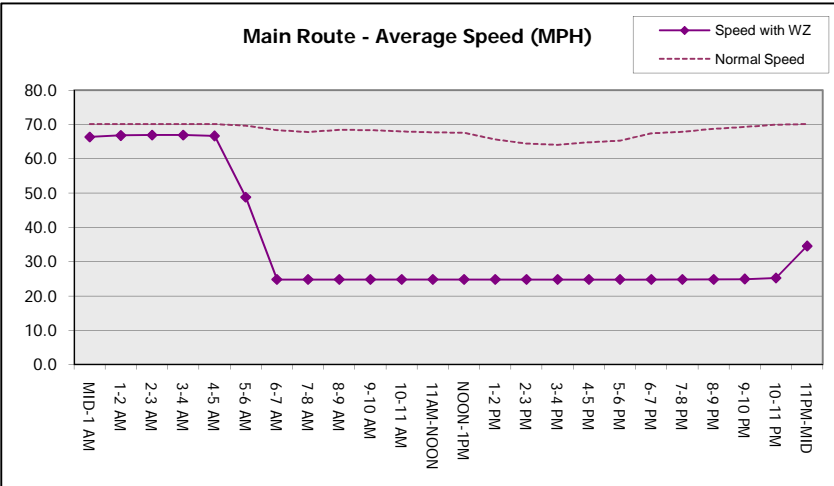
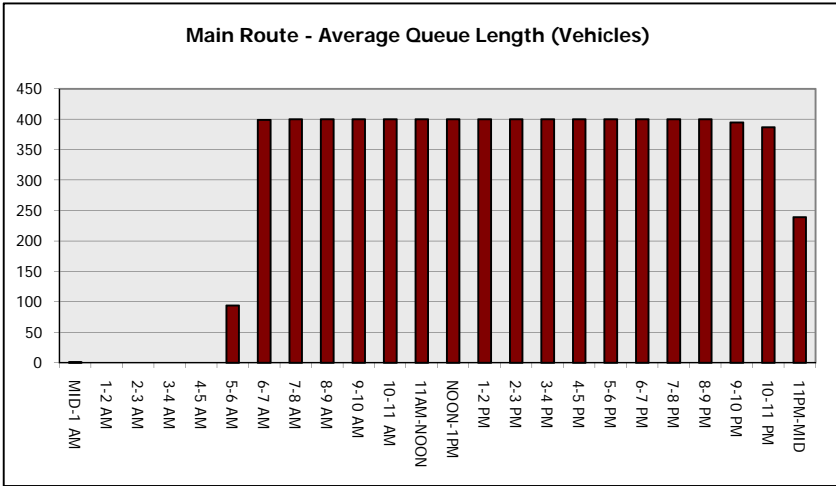
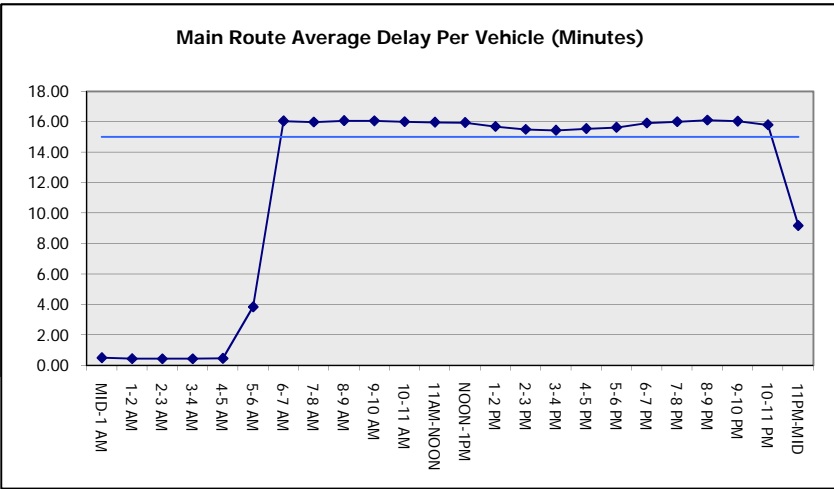
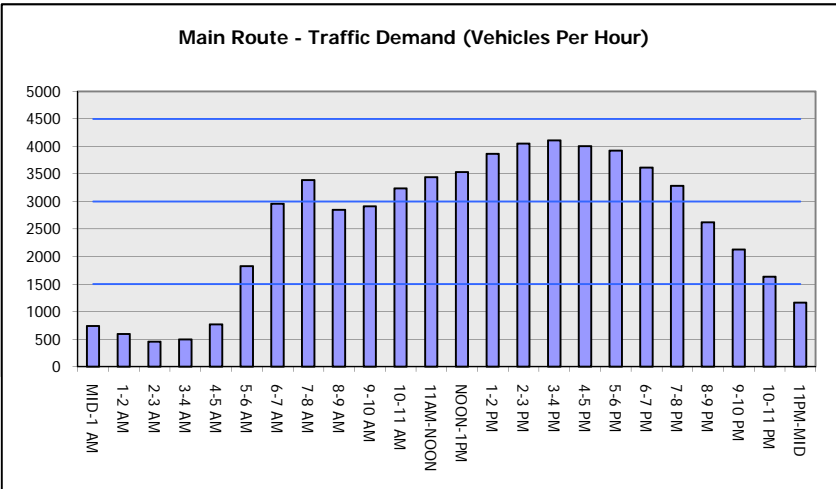
AVERAGE ACCIDENT NUMBERS (PIA/DAY)	
MAIN ROUTE WITHOUT WORKS	0.1020
MAIN ROUTE WITH WORKS	0.0502
'DIVERSION'	0.1151
PIA: Personal Injury Accidents	
IMPACTS ON ROAD USERS	
ROAD USER COSTS PER DAY	\$201,510
CONGESTED HOURS PER DAY*	17

\*Delays Exceeding User-Specified Maximum

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 CONTINUOUS (24 HOUR) 2 LANE 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: 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>AUGUST</b>
	Analyzed for 2009 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	1500	691	0	1.20	26	70.2	61.9	46.0
1-2 AM	512	0.0	1500	512	0	0.43	0	70.2	66.9	46.9
2-3 AM	461	0.0	1500	461	0	0.43	0	70.2	66.9	47.1
3-4 AM	509	0.0	1500	509	0	0.43	0	70.2	66.9	46.9
4-5 AM	751	0.0	1500	751	0	0.46	0	70.2	66.7	45.8
5-6 AM	1286	0.0	1499	1286	0	0.72	0	70.2	64.9	38.9
6-7 AM	2076	0.0	1499	1998	78	8.36+	230	69.4	36.0	32.5
7-8 AM	2678	0.0	1500	1490	1187	16.04+	399	68.7	24.8	33.6
8-9 AM	2617	0.0	1500	1500	1117	16.10+	400	68.8	24.8	33.3
9-10 AM	2829	0.0	1500	1500	1329	16.06+	400	68.5	24.8	33.3
10-11 AM	2998	0.0	1500	1500	1498	16.04+	400	68.3	24.8	33.3
11AM-NOON	3025	0.0	1500	1500	1525	16.03+	400	68.2	24.8	33.3
NOON-1PM	3276	0.0	1500	1500	1776	15.99+	400	67.9	24.8	33.3
1-2 PM	3353	0.0	1500	1500	1853	15.98+	400	67.9	24.8	33.3
2-3 PM	3578	0.0	1500	1500	2078	15.94+	400	67.6	24.8	33.3
3-4 PM	3849	0.0	1500	1500	2349	15.70+	400	65.9	24.8	33.3
4-5 PM	3896	0.0	1500	1500	2396	15.65+	400	65.5	24.8	33.3
5-6 PM	3839	0.0	1500	1500	2339	15.71+	400	66.0	24.8	33.3
6-7 PM	3136	0.0	1500	1500	1636	16.01+	400	68.1	24.8	33.3
7-8 PM	2417	0.0	1500	1456	961	15.98+	396	69.1	25.0	33.3
8-9 PM	1904	0.0	1499	1477	428	16.16+	397	69.7	24.8	32.5
9-10 PM	1773	0.0	1499	1500	273	16.27+	399	69.9	24.8	32.5
10-11 PM	1744	0.0	1500	1498	246	16.26+	399	69.9	24.8	32.5
11PM-MID	1292	0.0	1499	1275	17	13.47+	333	70.2	27.9	32.8

+ INDICATES QUEUEING EXCEEDS USER-SPECIFIED MAXIMUM LIMIT

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

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

MAIN ROUTE WITHOUT WORKS	0.0902
MAIN ROUTE WITH WORKS	0.0499
'DIVERSION'	0.0885

PIA: Personal Injury Accidents

ROAD USER COSTS PER DAY	\$176,119
CONGESTED HOURS PER DAY*	18

\*Delays Exceeding User-Specified Maximum

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**AUGUST**

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

