

<b>IH 94: STH 100/RYAN RD TO STH 20 (MILWAUKEE AND RACINE COUNTIES)                  CONTINUOUS (24 HOUR) CLOSURE                  NO DIVERSION ROUTE (MAX QUEUE METHOD)</b>	<b>OCTOBER</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	703	0.0	3000	703	0	0.36	0	70.2	67.4	49.7
1-2 AM	456	0.0	3000	456	0	0.36	0	70.2	67.4	49.7
2-3 AM	389	0.0	3000	389	0	0.36	0	70.2	67.4	49.7
3-4 AM	373	0.0	3000	373	0	0.36	0	70.2	67.4	49.7
4-5 AM	475	0.0	3000	475	0	0.36	0	70.2	67.4	49.7
5-6 AM	843	0.0	3000	843	0	0.36	0	70.2	67.4	49.7
6-7 AM	1223	0.0	3000	1223	0	0.36	0	70.2	67.4	49.7
7-8 AM	1636	0.0	3000	1636	0	0.36	0	70.0	67.3	49.7
8-9 AM	2147	0.0	3000	2147	0	0.35	0	69.4	66.8	49.7
9-10 AM	2382	0.0	3000	2382	0	0.36	0	69.1	66.4	49.1
10-11 AM	2750	0.0	2999	2750	0	0.60	0	68.6	64.4	41.0
11AM-NOON	3008	0.0	2999	3008	0	0.84	4	68.3	62.5	37.1
NOON-1PM	2998	0.0	2999	2998	0	1.18	23	68.3	60.5	36.9
1-2 PM	2852	0.0	3000	2852	0	0.68	0	68.5	63.7	39.2
2-3 PM	3041	0.0	2999	3041	0	1.00	13	68.2	61.5	36.9
3-4 PM	3069	0.0	3000	3069	0	2.08	73	68.2	55.6	36.9
4-5 PM	3106	0.0	3000	3106	0	3.66	160	68.2	48.7	36.9
5-6 PM	3119	0.0	3000	3119	0	5.98	288	68.2	41.2	36.9
6-7 PM	2660	0.0	2999	2660	0	3.99	194	68.7	47.8	39.1
7-8 PM	2146	0.0	3000	2146	0	0.35	0	69.4	66.8	49.7
8-9 PM	1920	0.0	3000	1920	0	0.35	0	69.7	67.0	49.7
9-10 PM	1666	0.0	3000	1666	0	0.36	0	70.0	67.3	49.7
10-11 PM	1603	0.0	3000	1603	0	0.36	0	70.0	67.3	49.7
11PM-MID	1258	0.0	3000	1258	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	0.0758
MAIN ROUTE WITH WORKS	0.0728
'DIVERSION'	0.0000
PIA: Personal Injury Accidents	
IMPACTS ON ROAD USERS	
ROAD USER COSTS PER DAY	\$18,194
CONGESTED HOURS PER DAY*	0

\*Delays Exceeding User-Specified Maximum

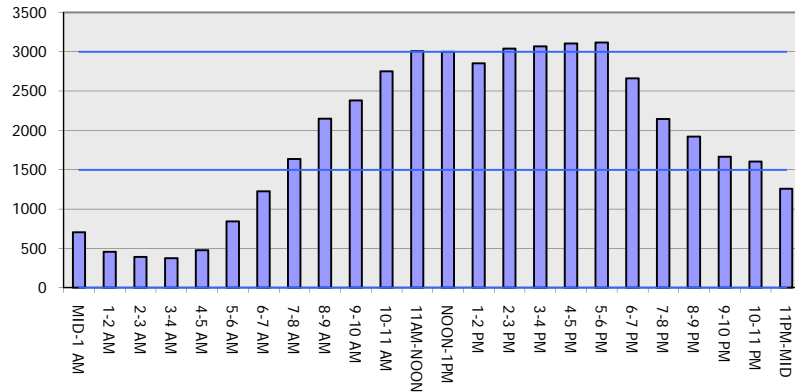
**IH 94: STH 100/RYAN RD TO STH 20 (MILWAUKEE AND RACINE COUNTIES)  
CONTINUOUS (24 HOUR) CLOSURE  
NO DIVERSION ROUTE (MAX QUEUE METHOD)**

**OCTOBER**

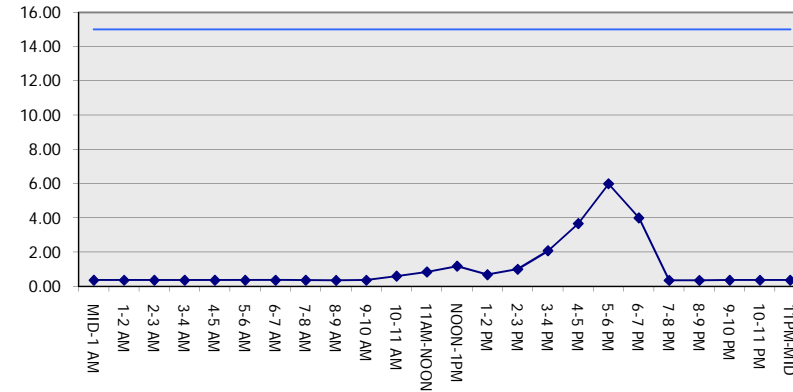
Analyzed for 2009  
Construction Season

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

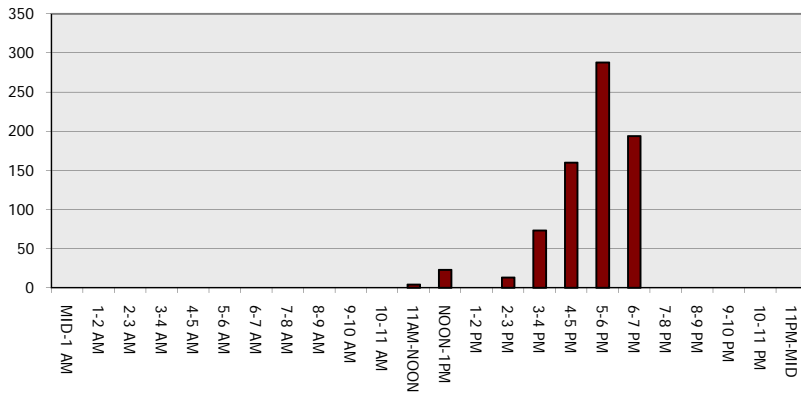
**Main Route - Traffic Demand (Vehicles Per Hour)**



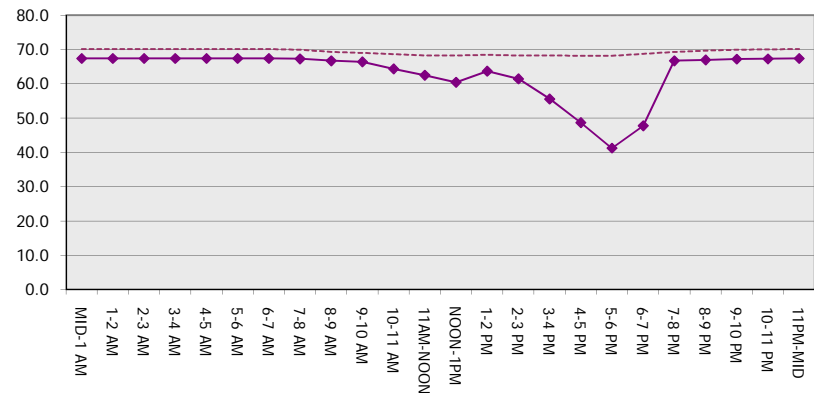
**Main Route Average Delay Per Vehicle (Minutes)**



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



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



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**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	695	0.0	3000	695	0	0.36	0	70.2	67.4	49.7
1-2 AM	472	0.0	3000	472	0	0.36	0	70.2	67.4	49.7
2-3 AM	446	0.0	3000	446	0	0.36	0	70.2	67.4	49.7
3-4 AM	377	0.0	3000	377	0	0.36	0	70.2	67.4	49.7
4-5 AM	393	0.0	3000	393	0	0.36	0	70.2	67.4	49.7
5-6 AM	586	0.0	3000	586	0	0.36	0	70.2	67.4	49.7
6-7 AM	911	0.0	3000	911	0	0.36	0	70.2	67.4	49.7
7-8 AM	1451	0.0	3000	1451	0	0.36	0	70.2	67.4	49.7
8-9 AM	2058	0.0	3000	2058	0	0.35	0	69.5	66.9	49.7
9-10 AM	2685	0.0	2999	2685	0	0.56	0	68.7	64.7	42.4
10-11 AM	2985	0.0	2999	2985	0	0.84	6	68.3	62.5	37.4
11AM-NOON	3190	0.0	3000	3190	0	2.70	111	68.1	52.6	36.9
NOON-1PM	3248	0.0	3000	3248	0	6.80	338	68.0	39.1	36.9
1-2 PM	3173	0.0	2999	3173	0	10.69	548	68.1	31.4	36.9
2-3 PM	3230	0.0	3000	3154	76	14.21+	743	68.0	26.7	36.9
3-4 PM	3077	0.0	3000	3014	63	15.26+	798	68.2	25.6	36.9
4-5 PM	2851	0.0	2999	2851	0	14.22+	740	68.5	26.8	36.9
5-6 PM	2695	0.0	2999	2695	0	10.14	521	68.7	32.4	36.9
6-7 PM	2237	0.0	2999	2237	0	1.82	93	69.2	57.6	46.4
7-8 PM	1793	0.0	3000	1793	0	0.35	0	69.8	67.1	49.7
8-9 PM	1507	0.0	3000	1507	0	0.36	0	70.2	67.4	49.7
9-10 PM	1360	0.0	3000	1360	0	0.36	0	70.2	67.4	49.7
10-11 PM	1291	0.0	3000	1291	0	0.36	0	70.2	67.4	49.7
11PM-MID	909	0.0	3000	909	0	0.36	0	70.2	67.4	49.7

+ 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	0.0722
MAIN ROUTE WITH WORKS	0.0691
'DIVERSION'	0.0005

PIA: Personal Injury Accidents

ECONOMIC IMPACT ON ROAD USERS	
ROAD USER COSTS PER DAY	\$65,191
CONGESTED HOURS PER DAY*	3

\*Delays Exceeding User-Specified Maximum

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 Construction Season

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

