

<b>IH 94: STH 100/RYAN RD TO STH 20 (MILWAUKEE AND RACINE COUNTIES)</b> <b>OFF-PEAK DAY 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**

MON-THUR                  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	496	0.0	OFF	496	0	0.00	0	70.2	70.2	70.2
1-2 AM	366	0.0	OFF	366	0	0.00	0	70.2	70.2	70.2
2-3 AM	340	0.0	OFF	340	0	0.00	0	70.2	70.2	70.2
3-4 AM	394	0.0	OFF	394	0	0.00	0	70.2	70.2	70.2
4-5 AM	708	0.0	OFF	708	0	0.00	0	70.2	70.2	70.2
5-6 AM	1762	0.0	OFF	1762	0	0.00	0	69.9	69.9	69.9
6-7 AM	3092	0.0	OFF	3092	0	0.00	0	68.2	68.2	68.2
7-8 AM	3430	0.0	OFF	3430	0	0.00	0	67.8	67.8	67.8
8-9 AM	2618	0.0	OFF	2618	0	0.00	0	68.8	68.8	68.8
9-10 AM	2402	0.0	1499	1958	443	12.46+	314	69.1	29.0	32.5
10-11 AM	2494	0.0	1499	1500	994	16.16+	400	68.9	24.7	32.5
11AM-NOON	2506	0.0	1500	1500	1006	16.16+	399	68.9	24.7	32.5
NOON-1PM	2490	0.0	1500	1500	990	16.16+	400	68.9	24.7	32.5
1-2 PM	2615	0.0	1499	1500	1115	16.14+	399	68.8	24.7	32.5
2-3 PM	2843	0.0	1499	1500	1343	16.10+	400	68.5	24.7	32.5
3-4 PM	3114	0.0	1499	1500	1614	16.06+	400	68.2	24.7	32.5
4-5 PM	3189	0.0	OFF	3189	0	0.49	37	68.1	64.6	64.6
5-6 PM	3017	0.0	OFF	3017	0	0.00	0	68.3	68.3	68.3
6-7 PM	2361	0.0	OFF	2361	0	0.00	0	69.1	69.1	69.1
7-8 PM	1816	0.0	OFF	1816	0	0.00	0	69.8	69.8	69.8
8-9 PM	1523	0.0	OFF	1523	0	0.00	0	70.2	70.2	70.2
9-10 PM	1333	0.0	OFF	1333	0	0.00	0	70.2	70.2	70.2
10-11 PM	1106	0.0	OFF	1106	0	0.00	0	70.2	70.2	70.2
11PM-MID	739	0.0	OFF	739	0	0.00	0	70.2	70.2	70.2

"OFF" INDICATES NO ROAD WORK (ALL LANES OPEN TO TRAFFIC)

+ 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

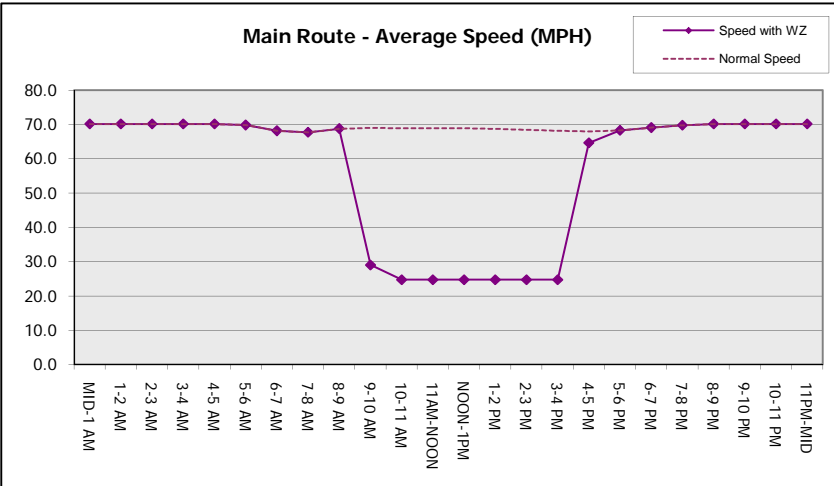
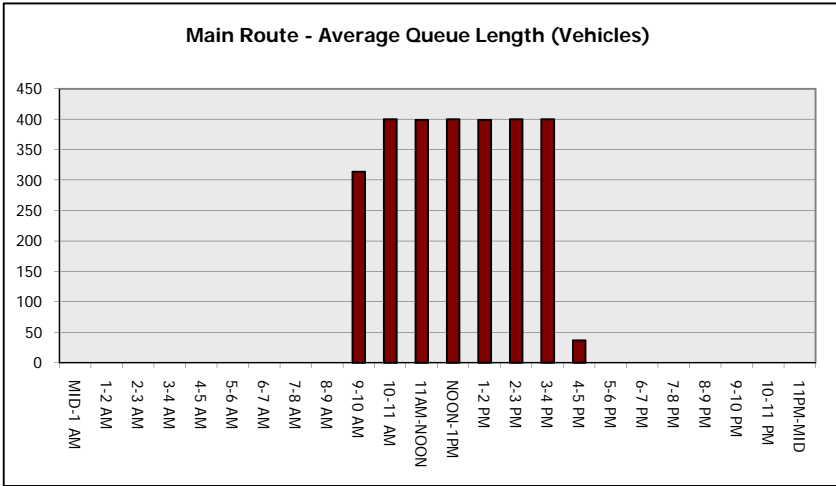
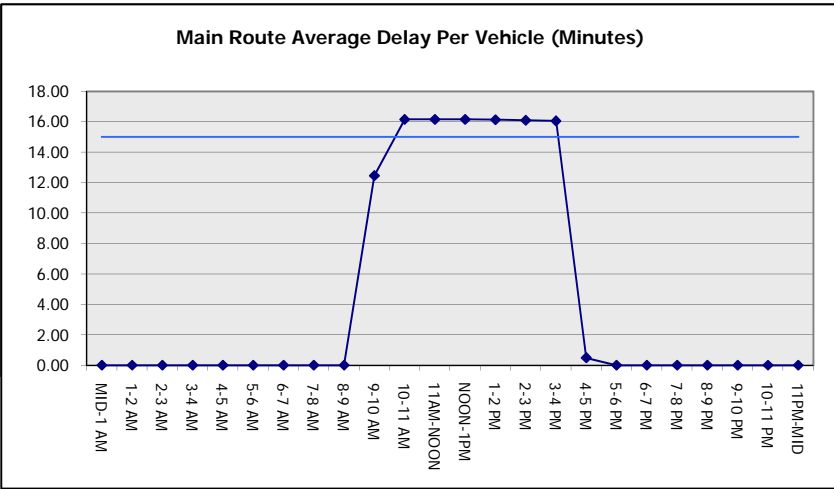
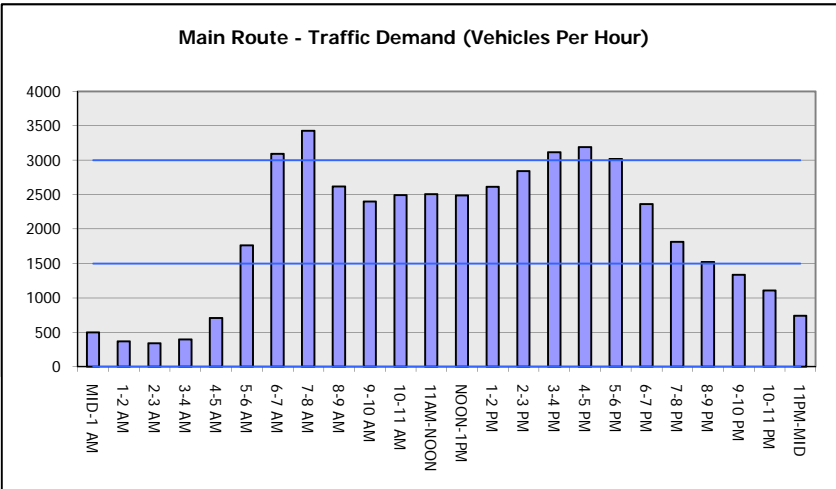
AVERAGE ACCIDENT NUMBERS (PIA/DAY)	
MAIN ROUTE WITHOUT WORKS	0.0774
MAIN ROUTE WITH WORKS	0.0642
'DIVERSION'	0.0288
PIA: Personal Injury Accidents	
IMPACTS ON ROAD USERS	
ROAD USER COSTS PER DAY	\$62,900
CONGESTED HOURS PER DAY*	7

\*Delays Exceeding User-Specified Maximum

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**OFF-PEAK DAY 2 LANE CLOSURE**  
**NO DIVERSION ROUTE (MAX QUEUE METHOD)**

**MAY**  
 Analyzed for 2009  
 Construction Season

**GRAPHICAL REPRESENTATION OF TRAFFIC MODEL INPUT AND OUTPUT**  
**MON-THUR WESTBOUND DIRECTION**



<b>IH 94: STH 100/RYAN RD TO STH 20 (MILWAUKEE AND RACINE COUNTIES)</b> <b>OFF-PEAK DAY 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**

MON-THUR                      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	507	0.0	OFF	507	0	0.00	0	70.2	70.2	70.2
1-2 AM	393	0.0	OFF	393	0	0.00	0	70.2	70.2	70.2
2-3 AM	350	0.0	OFF	350	0	0.00	0	70.2	70.2	70.2
3-4 AM	413	0.0	OFF	413	0	0.00	0	70.2	70.2	70.2
4-5 AM	654	0.0	OFF	654	0	0.00	0	70.2	70.2	70.2
5-6 AM	1281	0.0	OFF	1281	0	0.00	0	70.2	70.2	70.2
6-7 AM	2322	0.0	OFF	2322	0	0.00	0	69.2	69.2	69.2
7-8 AM	2831	0.0	OFF	2831	0	0.00	0	68.5	68.5	68.5
8-9 AM	2607	0.0	OFF	2607	0	0.00	0	68.8	68.8	68.8
9-10 AM	2475	0.0	1499	1961	514	12.82+	321	69.0	28.5	33.2
10-11 AM	2427	0.0	1499	1500	927	16.17+	399	69.0	24.7	32.5
11AM-NOON	2544	0.0	1500	1500	1044	16.15+	400	68.9	24.7	32.5
NOON-1PM	2623	0.0	1500	1500	1123	16.14+	400	68.8	24.7	32.5
1-2 PM	2720	0.0	1500	1500	1220	16.12+	400	68.7	24.7	32.5
2-3 PM	3022	0.0	1500	1500	1522	16.07+	400	68.3	24.7	32.5
3-4 PM	3444	0.0	1500	1500	1944	16.00+	400	67.8	24.7	32.5
4-5 PM	3661	0.0	OFF	3661	0	0.91	45	67.1	61.2	61.2
5-6 PM	3717	0.0	OFF	3717	0	0.00	0	66.8	66.8	66.8
6-7 PM	2645	0.0	OFF	2645	0	0.00	0	68.7	68.7	68.7
7-8 PM	1862	0.0	OFF	1862	0	0.00	0	69.7	69.7	69.7
8-9 PM	1570	0.0	OFF	1570	0	0.00	0	70.1	70.1	70.1
9-10 PM	1433	0.0	OFF	1433	0	0.00	0	70.2	70.2	70.2
10-11 PM	1157	0.0	OFF	1157	0	0.00	0	70.2	70.2	70.2
11PM-MID	820	0.0	OFF	820	0	0.00	0	70.2	70.2	70.2

"OFF" INDICATES NO ROAD WORK (ALL LANES OPEN TO TRAFFIC)

+ INDICATES QUEUEING EXCEEDS USER-SPECIFIED MAXIMUM LIMIT

*----- SITE BREAKDOWN DELAYS -----*	
BREAKDOWN DURATION (MINS)	0
RANGE OF QUEUE DELAY - MIN	0.0
(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	0
(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	0.0786
MAIN ROUTE WITH WORKS	0.0641
'DIVERSION'	0.0318

PIA: Personal Injury Accidents

ECONOMIC IMPACT ON ROAD USERS	
ROAD USER COSTS PER DAY	\$66,087
CONGESTED HOURS PER DAY*	7

\*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**  
**MON-THUR EASTBOUND DIRECTION**

