

<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**

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	OFF	690	0	0.00	0	70.2	70.2	70.2	
1-2 AM	467	0.0	OFF	467	0	0.00	0	70.2	70.2	70.2	
2-3 AM	386	0.0	OFF	386	0	0.00	0	70.2	70.2	70.2	
3-4 AM	345	0.0	OFF	345	0	0.00	0	70.2	70.2	70.2	
4-5 AM	466	0.0	OFF	466	0	0.00	0	70.2	70.2	70.2	
5-6 AM	826	0.0	OFF	826	0	0.00	0	70.2	70.2	70.2	
6-7 AM	1231	0.0	OFF	1231	0	0.00	0	70.2	70.2	70.2	
7-8 AM	1647	0.0	OFF	1647	0	0.00	0	70.0	70.0	70.0	
8-9 AM	2202	0.0	1499	1839	363	10.24+	271	69.3	32.4	32.5	
9-10 AM	2462	0.0	1499	1500	962	16.16+	399	69.0	24.7	32.5	
10-11 AM	2805	0.0	1500	1500	1305	16.11+	400	68.6	24.7	32.5	
11AM-NOON	2985	0.0	1500	1500	1485	16.08+	400	68.3	24.7	32.5	
NOON-1PM	3028	0.0	1500	1500	1528	16.07+	400	68.2	24.7	32.5	
1-2 PM	2886	0.0	1500	1500	1386	16.10+	400	68.4	24.7	32.5	
2-3 PM	2997	0.0	1500	1500	1497	16.08+	400	68.3	24.7	32.5	
3-4 PM	2977	0.0	1500	1500	1477	16.08+	400	68.3	24.7	32.5	
4-5 PM	3035	0.0	1500	1500	1535	16.07+	400	68.2	24.7	32.5	
5-6 PM	2814	0.0	1500	1500	1314	16.11+	400	68.6	24.7	32.5	
6-7 PM	2418	0.0	OFF	2418	0	0.22	16	69.1	67.4	67.4	
7-8 PM	2069	0.0	OFF	2069	0	0.00	0	69.5	69.5	69.5	
8-9 PM	1798	0.0	OFF	1798	0	0.00	0	69.8	69.8	69.8	
9-10 PM	1607	0.0	OFF	1607	0	0.00	0	70.0	70.0	70.0	
10-11 PM	1284	0.0	OFF	1284	0	0.00	0	70.2	70.2	70.2	
11PM-MID	934	0.0	OFF	934	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

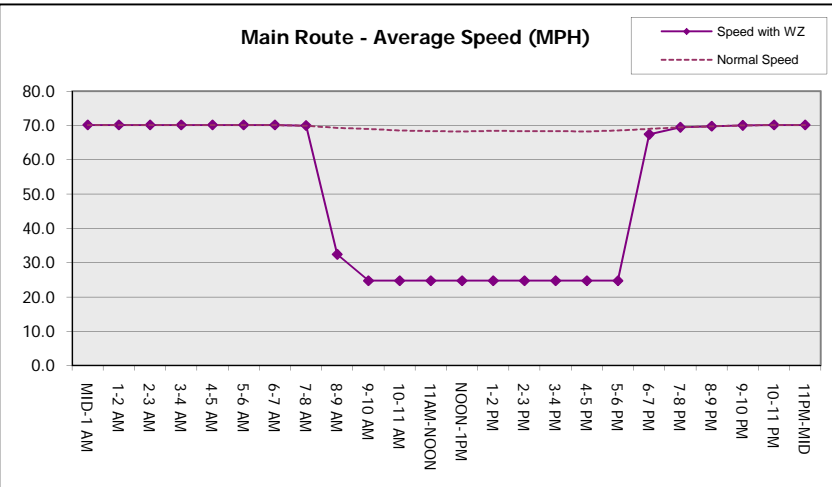
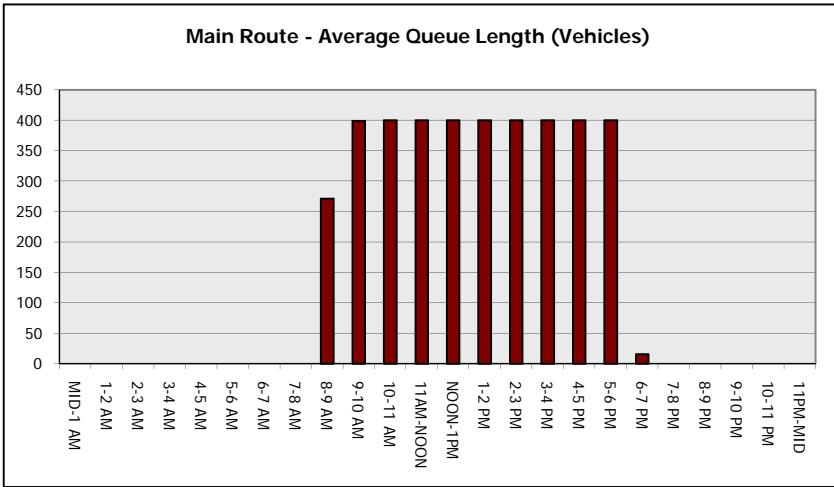
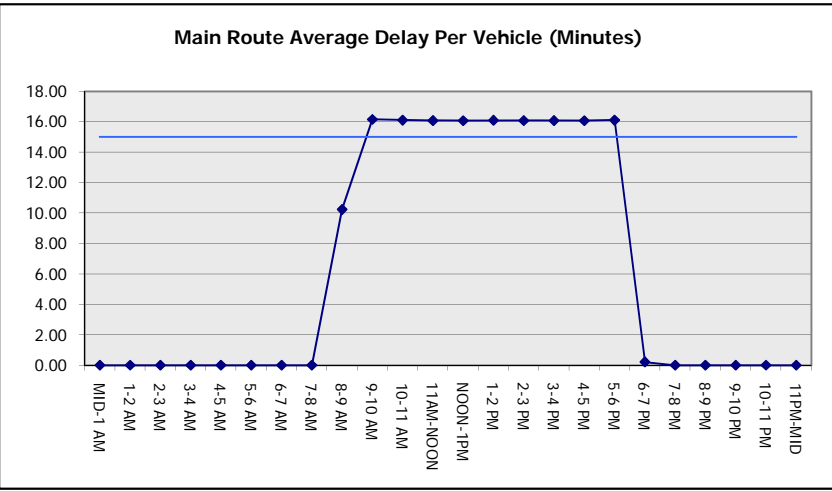
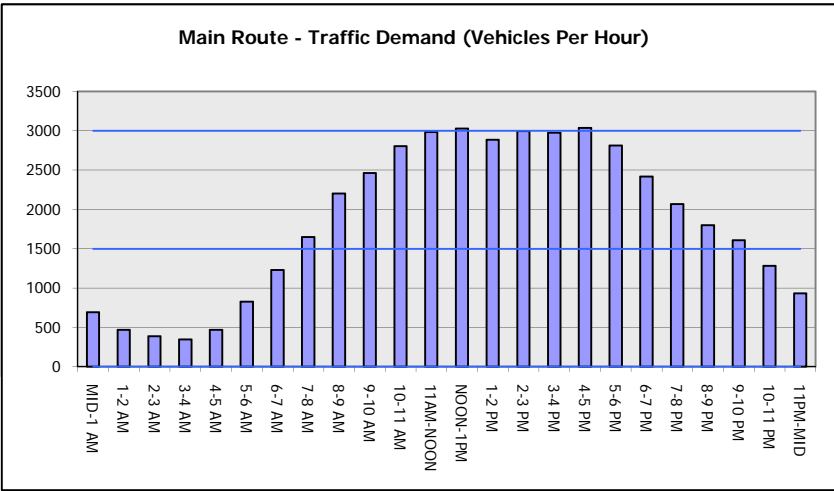
AVERAGE ACCIDENT NUMBERS (PIA/DAY)	
MAIN ROUTE WITHOUT WORKS	0.0734
MAIN ROUTE WITH WORKS	0.0511
'DIVERSION'	0.0493
PIA: Personal Injury Accidents	
IMPACTS ON ROAD USERS	
ROAD USER COSTS PER DAY	\$120,831
CONGESTED HOURS PER DAY*	10

\*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**  
**SATURDAY 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**

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	OFF	734	0	0.00	0	70.2	70.2	70.2
1-2 AM	512	0.0	OFF	512	0	0.00	0	70.2	70.2	70.2
2-3 AM	455	0.0	OFF	455	0	0.00	0	70.2	70.2	70.2
3-4 AM	374	0.0	OFF	374	0	0.00	0	70.2	70.2	70.2
4-5 AM	405	0.0	OFF	405	0	0.00	0	70.2	70.2	70.2
5-6 AM	633	0.0	OFF	633	0	0.00	0	70.2	70.2	70.2
6-7 AM	974	0.0	OFF	974	0	0.00	0	70.2	70.2	70.2
7-8 AM	1542	0.0	OFF	1542	0	0.00	0	70.1	70.1	70.1
8-9 AM	2084	0.0	1499	1965	119	8.81+	238	69.4	35.0	32.5
9-10 AM	2593	0.0	1500	1500	1093	16.14+	400	68.8	24.7	32.5
10-11 AM	2900	0.0	1500	1500	1400	16.09+	400	68.4	24.7	32.5
11AM-NOON	3060	0.0	1500	1500	1560	16.07+	400	68.2	24.7	32.5
NOON-1PM	3095	0.0	1500	1500	1595	16.06+	400	68.2	24.7	32.5
1-2 PM	2944	0.0	1500	1500	1444	16.09+	400	68.4	24.7	32.5
2-3 PM	2693	0.0	1500	1500	1193	16.13+	400	68.7	24.7	32.5
3-4 PM	3155	0.0	1500	1500	1655	16.05+	400	68.1	24.7	32.5
4-5 PM	2766	0.0	1500	1500	1266	16.12+	400	68.6	24.7	32.5
5-6 PM	2639	0.0	1500	1500	1139	16.14+	400	68.7	24.7	32.5
6-7 PM	2039	0.0	OFF	2039	0	0.35	27	69.5	66.9	66.9
7-8 PM	1678	0.0	OFF	1678	0	0.00	0	69.9	69.9	69.9
8-9 PM	1537	0.0	OFF	1537	0	0.00	0	70.1	70.1	70.1
9-10 PM	1630	0.0	OFF	1630	0	0.00	0	70.0	70.0	70.0
10-11 PM	1238	0.0	OFF	1238	0	0.00	0	70.2	70.2	70.2
11PM-MID	906	0.0	OFF	906	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	0.0705
MAIN ROUTE WITH WORKS	0.0488
'DIVERSION'	0.0478

PIA: Personal Injury Accidents

ECONOMIC IMPACT ON ROAD USERS	
ROAD USER COSTS PER DAY	\$119,119
CONGESTED HOURS PER DAY*	10

\*Delays Exceeding User-Specified Maximum

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**OFF-PEAK DAY 2 LANE CLOSURE**  
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**MAY**  
 Analyzed for 2009  
 Construction Season

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

