

<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>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	OFF	737	0	0.00	0	70.2	70.2	70.2
1-2 AM	593	0.0	OFF	593	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	495	0.0	OFF	495	0	0.00	0	70.2	70.2	70.2
4-5 AM	767	0.0	OFF	767	0	0.00	0	70.2	70.2	70.2
5-6 AM	1826	0.0	OFF	1826	0	0.00	0	69.7	69.7	69.7
6-7 AM	2960	0.0	OFF	2960	0	0.00	0	68.4	68.4	68.4
7-8 AM	3389	0.0	OFF	3389	0	0.00	0	67.8	67.8	67.8
8-9 AM	2850	0.0	OFF	2850	0	0.00	0	68.5	68.5	68.5
9-10 AM	2913	0.0	1499	1684	1230	14.13+	359	68.4	26.8	38.2
10-11 AM	3241	0.0	1499	1728	1513	15.41+	386	68.0	25.4	32.5
11AM-NOON	3440	0.0	1500	1500	1940	15.99+	400	67.8	24.8	32.5
NOON-1PM	3535	0.0	1500	1500	2035	15.98+	400	67.6	24.8	32.5
1-2 PM	3869	0.0	1500	1500	2369	15.71+	400	65.7	24.8	32.5
2-3 PM	4054	0.0	1500	1500	2554	15.52+	400	64.5	24.8	32.5
3-4 PM	4108	0.0	1500	1500	2608	15.46+	400	64.1	24.8	32.5
4-5 PM	4004	0.0	OFF	4004	0	0.86	42	64.8	59.5	59.5
5-6 PM	3924	0.0	OFF	3924	0	0.00	0	65.3	65.3	65.3
6-7 PM	3619	0.0	OFF	3619	0	0.00	0	67.4	67.4	67.4
7-8 PM	3286	0.0	OFF	3286	0	0.00	0	67.9	67.9	67.9
8-9 PM	2625	0.0	OFF	2625	0	0.00	0	68.7	68.7	68.7
9-10 PM	2126	0.0	OFF	2126	0	0.00	0	69.4	69.4	69.4
10-11 PM	1634	0.0	OFF	1634	0	0.00	0	70.0	70.0	70.0
11PM-MID	1161	0.0	OFF	1161	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	0.1020
MAIN ROUTE WITH WORKS	0.0777
'DIVERSION'	0.0546
PIA: Personal Injury Accidents	
IMPACTS ON ROAD USERS	
ROAD USER COSTS PER DAY	\$85,898
CONGESTED HOURS PER DAY*	7

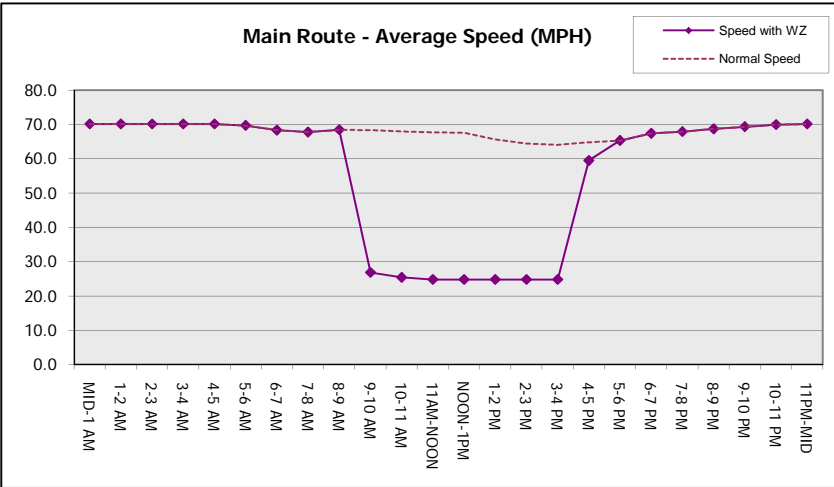
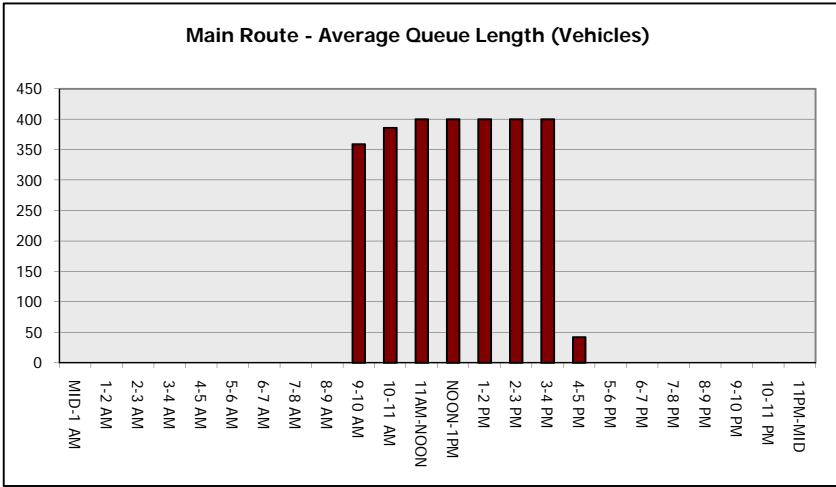
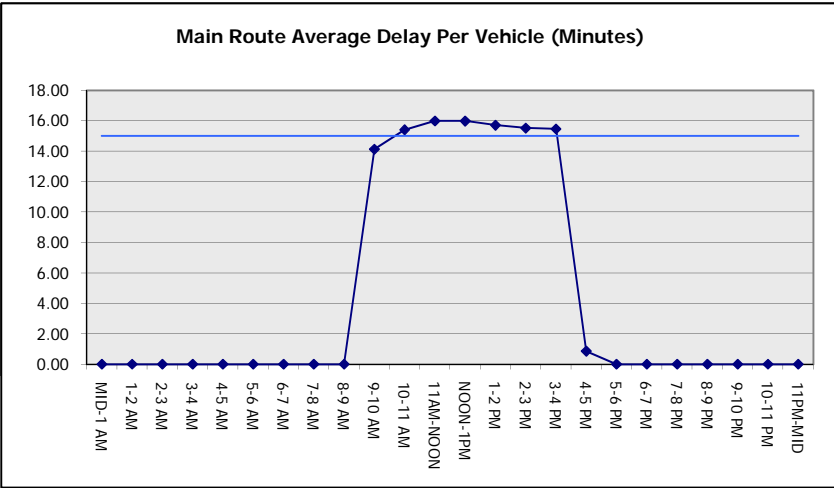
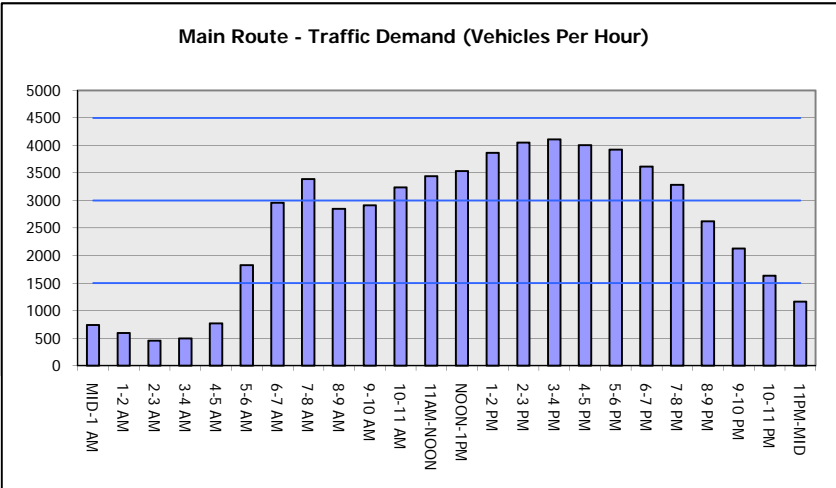
\*Delays Exceeding User-Specified Maximum

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

**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>OFF-PEAK DAY 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	OFF	691	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	461	0.0	OFF	461	0	0.00	0	70.2	70.2	70.2
3-4 AM	509	0.0	OFF	509	0	0.00	0	70.2	70.2	70.2
4-5 AM	751	0.0	OFF	751	0	0.00	0	70.2	70.2	70.2
5-6 AM	1286	0.0	OFF	1286	0	0.00	0	70.2	70.2	70.2
6-7 AM	2076	0.0	OFF	2076	0	0.00	0	69.4	69.4	69.4
7-8 AM	2678	0.0	OFF	2678	0	0.00	0	68.7	68.7	68.7
8-9 AM	2617	0.0	OFF	2617	0	0.00	0	68.8	68.8	68.8
9-10 AM	2829	0.0	1499	1760	1069	13.70+	346	68.5	27.3	37.7
10-11 AM	2998	0.0	1499	1526	1472	15.83+	397	68.3	25.0	36.0
11AM-NOON	3025	0.0	1499	1500	1525	15.90+	400	68.2	24.9	36.2
NOON-1PM	3276	0.0	1500	1500	1776	15.86+	400	67.9	24.9	36.2
1-2 PM	3353	0.0	1500	1500	1853	15.84+	400	67.9	24.9	36.2
2-3 PM	3578	0.0	1500	1500	2078	15.81+	400	67.6	24.9	36.2
3-4 PM	3849	0.0	1500	1500	2349	15.56+	400	65.9	24.9	36.2
4-5 PM	3896	0.0	OFF	3896	0	0.49	19	65.5	62.3	62.3
5-6 PM	3839	0.0	OFF	3839	0	0.00	0	66.0	66.0	66.0
6-7 PM	3136	0.0	OFF	3136	0	0.00	0	68.1	68.1	68.1
7-8 PM	2417	0.0	OFF	2417	0	0.00	0	69.1	69.1	69.1
8-9 PM	1904	0.0	OFF	1904	0	0.00	0	69.7	69.7	69.7
9-10 PM	1773	0.0	OFF	1773	0	0.00	0	69.9	69.9	69.9
10-11 PM	1744	0.0	OFF	1744	0	0.00	0	69.9	69.9	69.9
11PM-MID	1292	0.0	OFF	1292	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	0.0902
MAIN ROUTE WITH WORKS	0.0694
'DIVERSION'	0.0465

PIA: Personal Injury Accidents

ECONOMIC IMPACT ON ROAD USERS	
ROAD USER COSTS PER DAY	\$78,144
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)**

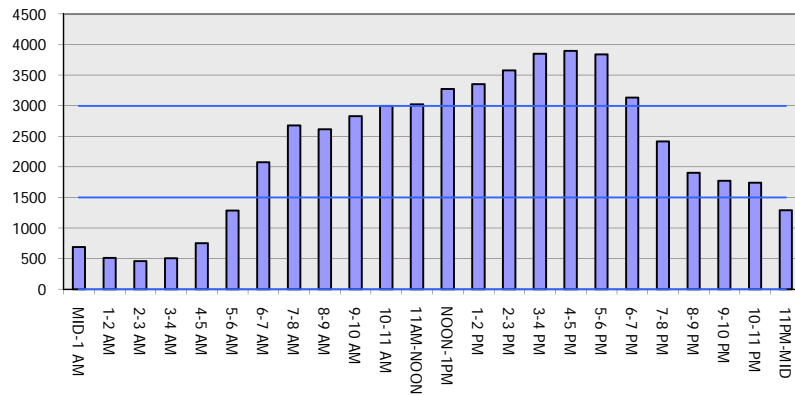
**AUGUST**

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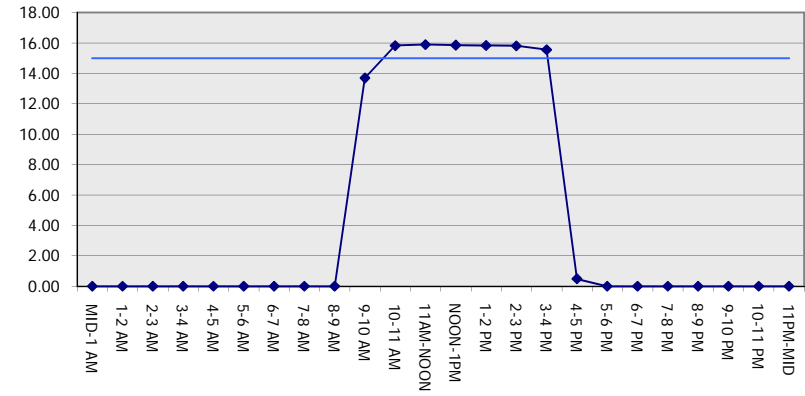
**GRAPHICAL REPRESENTATION OF TRAFFIC MODEL INPUT AND OUTPUT**

**FRIDAY EASTBOUND DIRECTION**

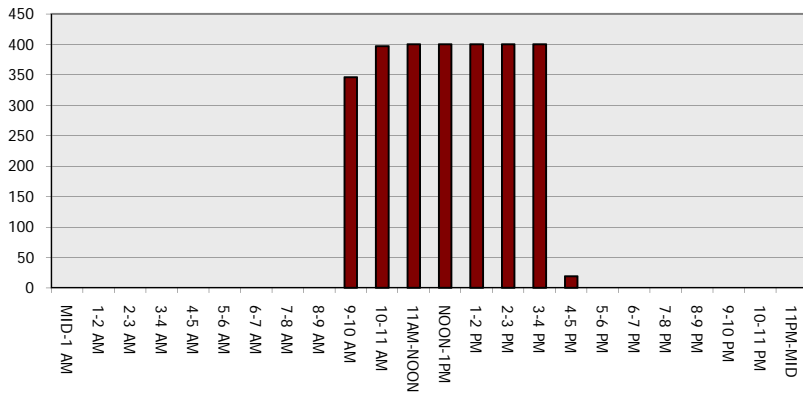
**Main Route - Traffic Demand (Vehicles Per Hour)**



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



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



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

