

<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**

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	754	0.0	OFF	754	0	0.00	0	70.2	70.2	70.2	
1-2 AM	492	0.0	OFF	492	0	0.00	0	70.2	70.2	70.2	
2-3 AM	394	0.0	OFF	394	0	0.00	0	70.2	70.2	70.2	
3-4 AM	365	0.0	OFF	365	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	882	0.0	OFF	882	0	0.00	0	70.2	70.2	70.2	
6-7 AM	1264	0.0	OFF	1264	0	0.00	0	70.2	70.2	70.2	
7-8 AM	1763	0.0	OFF	1763	0	0.00	0	69.9	69.9	69.9	
8-9 AM	2388	0.0	1499	1874	515	11.34+	293	69.1	30.6	32.5	
9-10 AM	2890	0.0	1499	1500	1390	16.09+	400	68.4	24.8	32.5	
10-11 AM	3204	0.0	1500	1500	1704	16.03+	400	68.1	24.8	32.5	
11AM-NOON	3446	0.0	1500	1500	1946	15.99+	400	67.8	24.8	32.5	
NOON-1PM	3633	0.0	1500	1500	2133	15.94+	400	67.3	24.8	32.5	
1-2 PM	3595	0.0	1500	1500	2095	15.97+	400	67.6	24.8	32.5	
2-3 PM	3425	0.0	1500	1500	1925	16.00+	400	67.8	24.8	32.5	
3-4 PM	3261	0.0	1500	1500	1761	16.02+	400	68.0	24.8	32.5	
4-5 PM	3297	0.0	1500	1500	1797	16.02+	400	67.9	24.8	32.5	
5-6 PM	2938	0.0	1500	1500	1438	16.08+	400	68.4	24.8	32.5	
6-7 PM	2580	0.0	OFF	2580	0	0.27	20	68.8	66.9	66.9	
7-8 PM	2275	0.0	OFF	2275	0	0.00	0	69.2	69.2	69.2	
8-9 PM	1927	0.0	OFF	1927	0	0.00	0	69.6	69.6	69.6	
9-10 PM	1816	0.0	OFF	1816	0	0.00	0	69.8	69.8	69.8	
10-11 PM	1573	0.0	OFF	1573	0	0.00	0	70.1	70.1	70.1	
11PM-MID	1139	0.0	OFF	1139	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

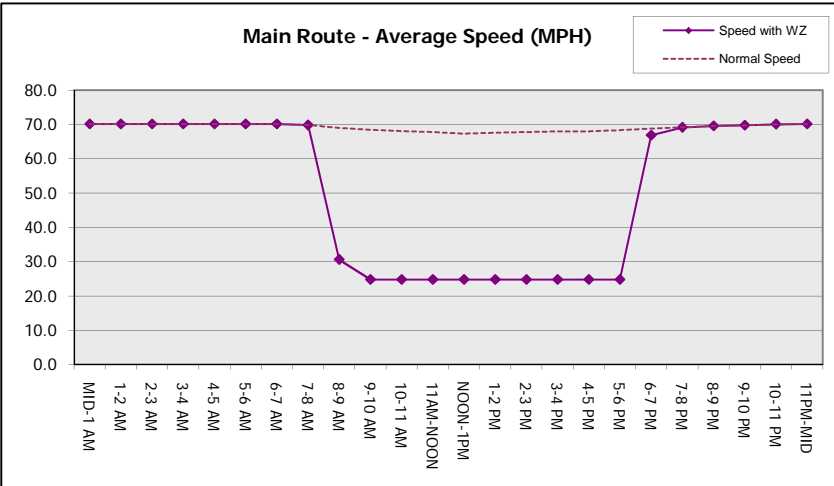
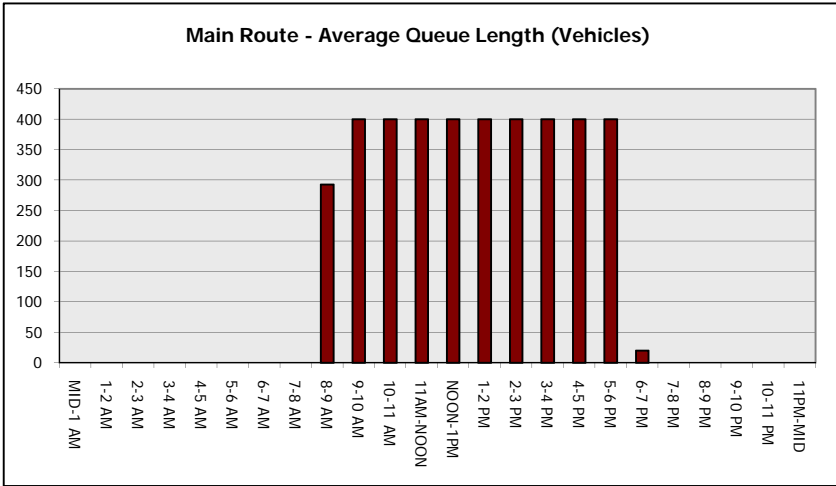
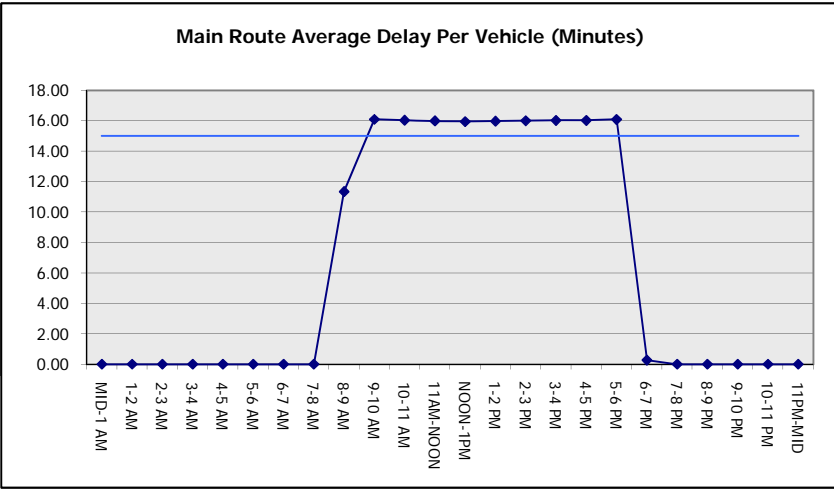
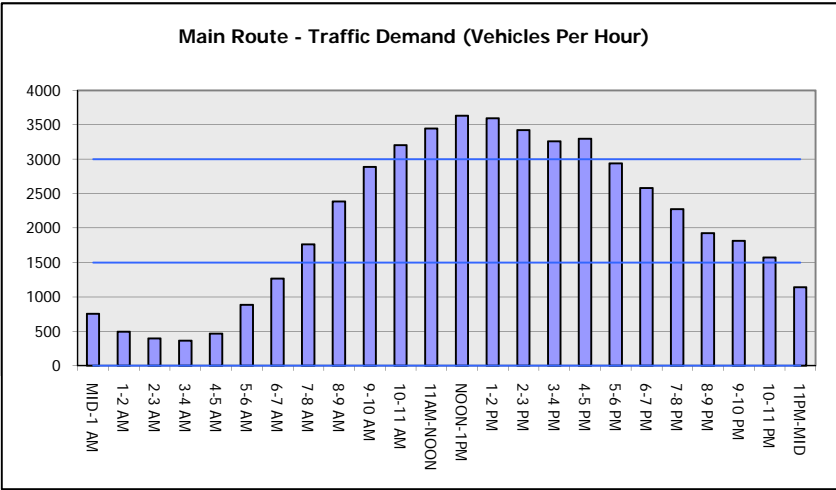
AVERAGE ACCIDENT NUMBERS (PIA/DAY)	
MAIN ROUTE WITHOUT WORKS	0.0824
MAIN ROUTE WITH WORKS	0.0537
'DIVERSION'	0.0640
PIA: Personal Injury Accidents	
IMPACTS ON ROAD USERS	
ROAD USER COSTS PER DAY	\$137,929
CONGESTED HOURS PER DAY*	10

\*Delays Exceeding User-Specified Maximum

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

**AUGUST**  
 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>AUGUST</b>
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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	869	0.0	OFF	869	0	0.00	0	70.2	70.2	70.2
1-2 AM	550	0.0	OFF	550	0	0.00	0	70.2	70.2	70.2
2-3 AM	477	0.0	OFF	477	0	0.00	0	70.2	70.2	70.2
3-4 AM	420	0.0	OFF	420	0	0.00	0	70.2	70.2	70.2
4-5 AM	435	0.0	OFF	435	0	0.00	0	70.2	70.2	70.2
5-6 AM	638	0.0	OFF	638	0	0.00	0	70.2	70.2	70.2
6-7 AM	1002	0.0	OFF	1002	0	0.00	0	70.2	70.2	70.2
7-8 AM	1471	0.0	OFF	1471	0	0.00	0	70.2	70.2	70.2
8-9 AM	2125	0.0	1499	1957	168	8.77+	238	69.4	35.1	32.5
9-10 AM	2896	0.0	1500	1500	1396	16.09+	400	68.4	24.7	32.5
10-11 AM	3341	0.0	1500	1500	1841	16.02+	400	67.9	24.7	32.5
11AM-NOON	3467	0.0	1500	1500	1967	16.00+	400	67.8	24.7	32.5
NOON-1PM	3511	0.0	1500	1500	2011	15.99+	400	67.7	24.7	32.5
1-2 PM	3382	0.0	1500	1500	1882	16.01+	400	67.8	24.7	32.5
2-3 PM	3555	0.0	1500	1500	2055	15.98+	400	67.6	24.7	32.5
3-4 PM	3432	0.0	1500	1500	1932	16.00+	400	67.8	24.7	32.5
4-5 PM	3229	0.0	1500	1500	1729	16.04+	400	68.0	24.7	32.5
5-6 PM	2991	0.0	1500	1500	1491	16.08+	400	68.3	24.7	32.5
6-7 PM	2523	0.0	OFF	2523	0	0.38	30	68.9	66.1	66.1
7-8 PM	2079	0.0	OFF	2079	0	0.00	0	69.4	69.4	69.4
8-9 PM	1964	0.0	OFF	1964	0	0.00	0	69.6	69.6	69.6
9-10 PM	1986	0.0	OFF	1986	0	0.00	0	69.6	69.6	69.6
10-11 PM	1625	0.0	OFF	1625	0	0.00	0	70.0	70.0	70.0
11PM-MID	1163	0.0	OFF	1163	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

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	0.0813
MAIN ROUTE WITH WORKS	0.0530
'DIVERSION'	0.0632

PIA: Personal Injury Accidents

ROAD USER COSTS PER DAY	\$136,262
CONGESTED HOURS PER DAY*	10

\*Delays Exceeding User-Specified Maximum

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**AUGUST**

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

