

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

SUNDAY 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	724	0.0	1500	724	0	0.46	0	70.2	66.7	46.0
1-2 AM	455	0.0	1500	455	0	0.43	0	70.2	66.9	47.1
2-3 AM	316	0.0	1500	316	0	0.41	0	70.2	67.1	47.8
3-4 AM	245	0.0	1500	245	0	0.40	0	70.2	67.1	48.1
4-5 AM	252	0.0	1500	252	0	0.40	0	70.2	67.1	48.1
5-6 AM	361	0.0	1500	361	0	0.41	0	70.2	67.1	47.6
6-7 AM	580	0.0	1500	580	0	0.44	0	70.2	66.9	46.6
7-8 AM	848	0.0	1500	848	0	0.47	0	70.2	66.6	45.4
8-9 AM	1390	0.0	1499	1390	0	1.02	4	70.2	63.0	36.1
9-10 AM	2048	0.0	OFF	2048	0	0.00	0	69.5	69.5	69.5
10-11 AM	2778	0.0	OFF	2778	0	0.00	0	68.6	68.6	68.6
11AM-NOON	3363	0.0	OFF	3363	0	0.00	0	67.9	67.9	67.9
NOON-1PM	3289	0.0	OFF	3289	0	0.00	0	67.9	67.9	67.9
1-2 PM	3222	0.0	OFF	3222	0	0.00	0	68.1	68.1	68.1
2-3 PM	3071	0.0	OFF	3071	0	0.00	0	68.2	68.2	68.2
3-4 PM	3003	0.0	OFF	3003	0	0.00	0	68.3	68.3	68.3
4-5 PM	3205	0.0	OFF	3205	0	0.00	0	68.1	68.1	68.1
5-6 PM	2952	0.0	OFF	2952	0	0.00	0	68.4	68.4	68.4
6-7 PM	2899	0.0	OFF	2899	0	0.00	0	68.4	68.4	68.4
7-8 PM	2756	0.0	1499	1698	1058	13.95+	353	68.6	27.1	38.0
8-9 PM	2273	0.0	1499	1734	539	15.14+	376	69.2	25.8	32.7
9-10 PM	1723	0.0	1499	1458	265	16.10+	395	69.9	24.9	32.5
10-11 PM	1307	0.0	1499	1307	0	13.02	319	70.2	28.5	32.6
11PM-MID	883	0.0	1500	883	0	1.52	35	70.2	59.9	44.9

"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

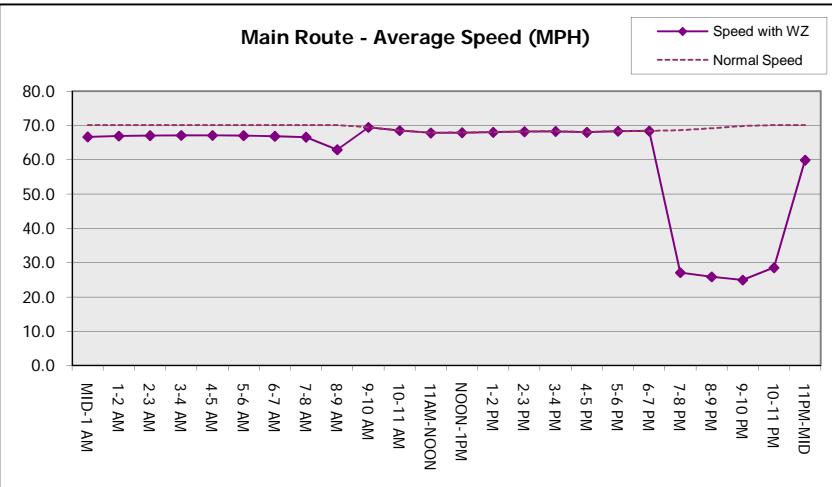
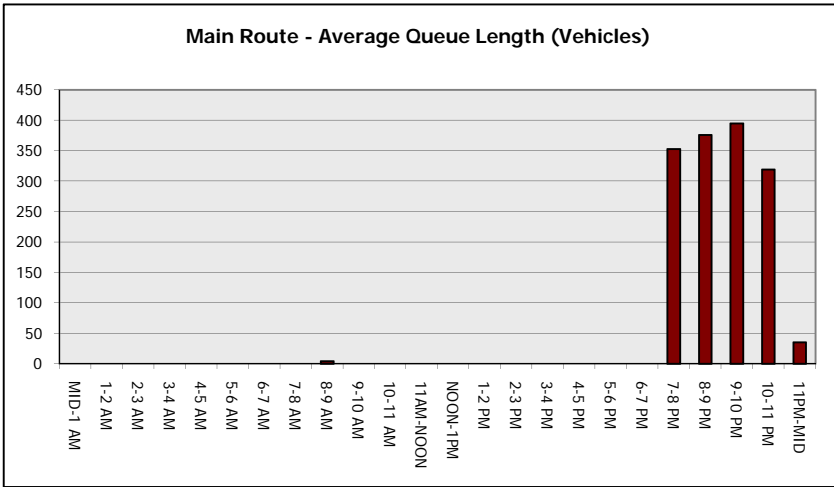
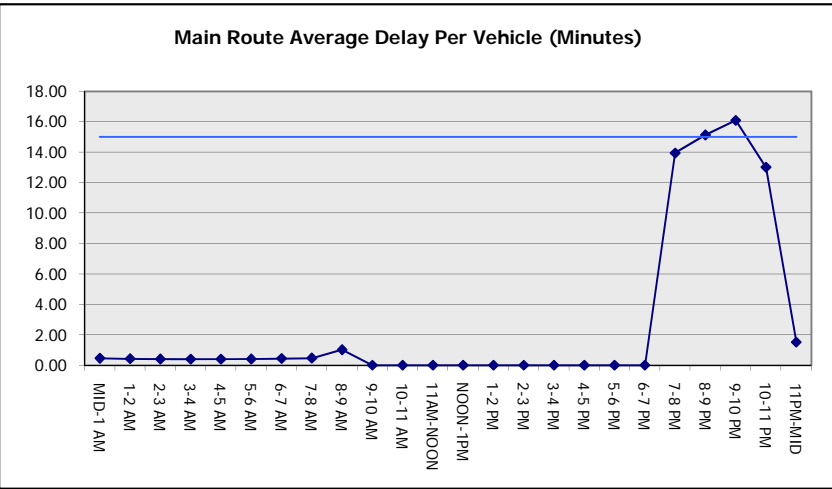
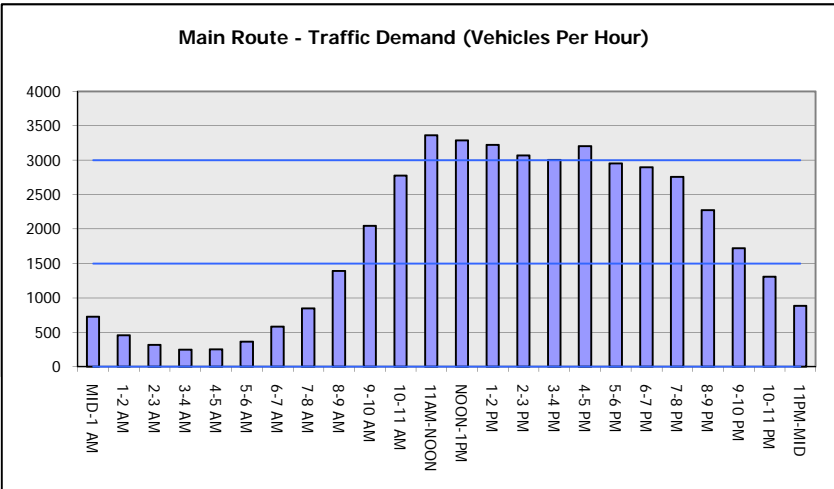
AVERAGE ACCIDENT NUMBERS (PIA/DAY)	
MAIN ROUTE WITHOUT WORKS	0.0727
MAIN ROUTE WITH WORKS	0.0688
'DIVERSION'	0.0071
<small>PIA: Personal Injury Accidents</small>	
IMPACTS ON ROAD USERS	
ROAD USER COSTS PER DAY	\$30,268
CONGESTED HOURS PER DAY*	3

\*Delays Exceeding User-Specified Maximum

**IH 94: STH 100/RYAN RD TO STH 20 (MILWAUKEE AND RACINE COUNTIES)**  
**NIGHTTIME 2 LANE CLOSURE**  
**NO DIVERSION ROUTE (MAX QUEUE METHOD)**

**AUGUST**  
 Analyzed for 2009  
 Construction Season

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



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

SUNDAY 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	1026	0.0	1500	1026	0	0.50	0	70.2	66.4	44.7
1-2 AM	662	0.0	1500	662	0	0.45	0	70.2	66.8	46.2
2-3 AM	469	0.0	1500	469	0	0.43	0	70.2	66.9	47.1
3-4 AM	316	0.0	1500	316	0	0.41	0	70.2	67.1	47.8
4-5 AM	302	0.0	1500	302	0	0.41	0	70.2	67.1	47.8
5-6 AM	414	0.0	1500	414	0	0.42	0	70.2	67.0	47.3
6-7 AM	630	0.0	1500	630	0	0.45	0	70.2	66.8	46.3
7-8 AM	912	0.0	1499	912	0	0.48	0	70.2	66.6	45.1
8-9 AM	1440	0.0	1499	1440	0	1.37	14	70.2	60.8	35.7
9-10 AM	2336	0.0	OFF	2336	0	0.01	0	69.1	69.1	69.1
10-11 AM	3068	0.0	OFF	3068	0	0.00	0	68.2	68.2	68.2
11AM-NOON	3758	0.0	OFF	3758	0	0.00	0	66.5	66.5	66.5
NOON-1PM	4180	0.0	OFF	4180	0	0.00	0	63.6	63.6	63.6
1-2 PM	4305	0.0	OFF	4305	0	0.00	0	62.7	62.7	62.7
2-3 PM	4365	0.0	OFF	4365	0	0.00	0	62.3	62.3	62.3
3-4 PM	4340	0.0	OFF	4340	0	0.00	0	62.5	62.5	62.5
4-5 PM	4223	0.0	OFF	4223	0	0.00	0	63.3	63.3	63.3
5-6 PM	4165	0.0	OFF	4165	0	0.00	0	63.7	63.7	63.7
6-7 PM	3386	0.0	OFF	3386	0	0.00	0	67.8	67.8	67.8
7-8 PM	2856	0.0	1499	1567	1288	15.14+	382	68.5	25.7	38.8
8-9 PM	2383	0.0	1499	1752	631	13.53+	344	69.1	27.6	36.1
9-10 PM	1860	0.0	1499	1556	304	16.02+	393	69.7	25.0	32.5
10-11 PM	1330	0.0	1500	1330	0	13.15	322	70.2	28.3	32.5
11PM-MID	858	0.0	1500	858	0	1.47	35	70.2	60.2	45.1

"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	0.0887
MAIN ROUTE WITH WORKS	0.0841
'DIVERSION'	0.0085

PIA: Personal Injury Accidents

ECONOMIC IMPACT ON ROAD USERS	
ROAD USER COSTS PER DAY	\$31,793
CONGESTED HOURS PER DAY*	3

\*Delays Exceeding User-Specified Maximum

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**NO DIVERSION ROUTE (MAX QUEUE METHOD)**

**AUGUST**  
 Analyzed for 2009  
 Construction Season

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

