

<b>IH 94: STH 100/RYAN RD TO STH 20 (MILWAUKEE AND RACINE COUNTIES)</b> <b>NIGHTTIME CLOSURE</b> <b>NO DIVERSION ROUTE (MAX QUEUE METHOD)</b>	<b>OCTOBER</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	739	0.0	3000	739	0	0.36	0	70.2	67.4	49.7
1-2 AM	464	0.0	3000	464	0	0.36	0	70.2	67.4	49.7
2-3 AM	363	0.0	3000	363	0	0.36	0	70.2	67.4	49.7
3-4 AM	258	0.0	3000	258	0	0.36	0	70.2	67.4	49.7
4-5 AM	267	0.0	3000	267	0	0.36	0	70.2	67.4	49.7
5-6 AM	407	0.0	3000	407	0	0.36	0	70.2	67.4	49.7
6-7 AM	588	0.0	3000	588	0	0.36	0	70.2	67.4	49.7
7-8 AM	887	0.0	3000	887	0	0.36	0	70.2	67.4	49.7
8-9 AM	1390	0.0	3000	1390	0	0.36	0	70.2	67.4	49.7
9-10 AM	1835	0.0	OFF	1835	0	0.00	0	69.7	69.7	69.7
10-11 AM	2373	0.0	OFF	2373	0	0.00	0	69.1	69.1	69.1
11AM-NOON	2857	0.0	OFF	2857	0	0.00	0	68.5	68.5	68.5
NOON-1PM	2979	0.0	OFF	2979	0	0.00	0	68.3	68.3	68.3
1-2 PM	3045	0.0	OFF	3045	0	0.00	0	68.2	68.2	68.2
2-3 PM	3048	0.0	OFF	3048	0	0.00	0	68.2	68.2	68.2
3-4 PM	3035	0.0	OFF	3035	0	0.00	0	68.2	68.2	68.2
4-5 PM	3111	0.0	OFF	3111	0	0.00	0	68.2	68.2	68.2
5-6 PM	3021	0.0	OFF	3021	0	0.00	0	68.3	68.3	68.3
6-7 PM	2784	0.0	OFF	2784	0	0.00	0	68.6	68.6	68.6
7-8 PM	2478	0.0	3000	2478	0	0.42	0	68.9	65.9	46.8
8-9 PM	1947	0.0	3000	1947	0	0.35	0	69.6	67.0	49.7
9-10 PM	1553	0.0	3000	1553	0	0.36	0	70.1	67.4	49.7
10-11 PM	1204	0.0	3000	1204	0	0.36	0	70.2	67.4	49.7
11PM-MID	810	0.0	3000	810	0	0.36	0	70.2	67.4	49.7

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

*----- 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	0.0686
MAIN ROUTE WITH WORKS	0.0677
'DIVERSION'	0.0000
<small>PIA: Personal Injury Accidents</small>	
IMPACTS ON ROAD USERS	
ROAD USER COSTS PER DAY	\$1,126
CONGESTED HOURS PER DAY*	0

\*Delays Exceeding User-Specified Maximum

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

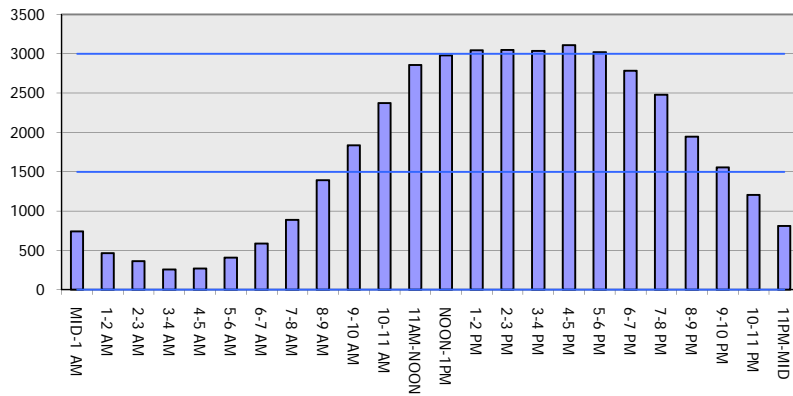
**OCTOBER**

Analyzed for 2009  
 Construction Season

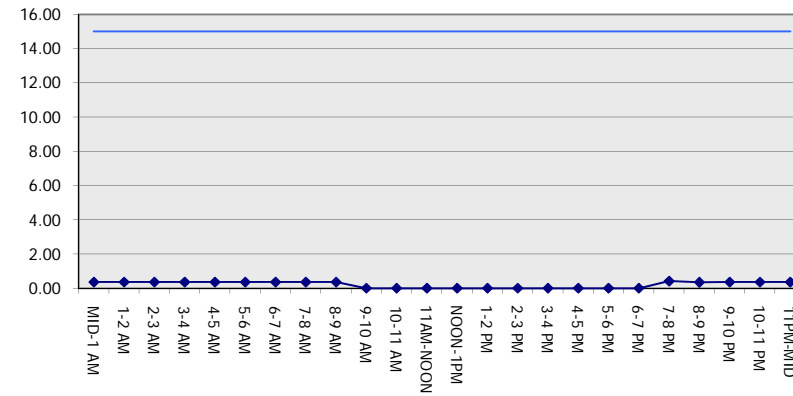
**GRAPHICAL REPRESENTATION OF TRAFFIC MODEL INPUT AND OUTPUT**

**SUNDAY WESTBOUND DIRECTION**

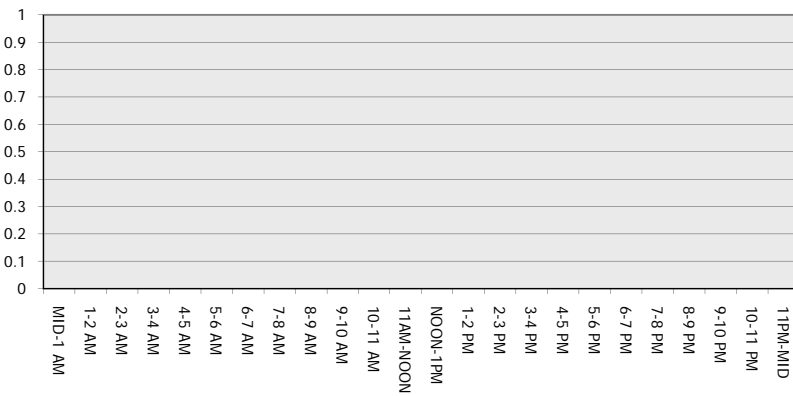
**Main Route - Traffic Demand (Vehicles Per Hour)**



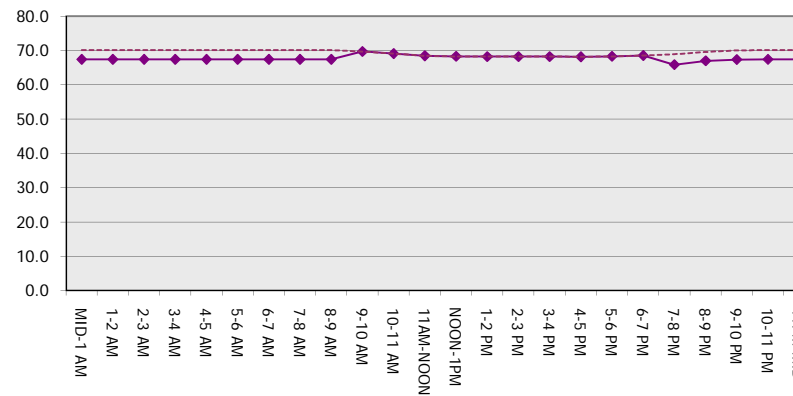
**Main Route Average Delay Per Vehicle (Minutes)**



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



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



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**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	686	0.0	3000	686	0	0.36	0	70.2	67.4	49.7
1-2 AM	471	0.0	3000	471	0	0.36	0	70.2	67.4	49.7
2-3 AM	432	0.0	3000	432	0	0.36	0	70.2	67.4	49.7
3-4 AM	300	0.0	3000	300	0	0.36	0	70.2	67.4	49.7
4-5 AM	271	0.0	3000	271	0	0.36	0	70.2	67.4	49.7
5-6 AM	350	0.0	3000	350	0	0.36	0	70.2	67.4	49.7
6-7 AM	544	0.0	3000	544	0	0.36	0	70.2	67.4	49.7
7-8 AM	833	0.0	3000	833	0	0.36	0	70.2	67.4	49.7
8-9 AM	1347	0.0	3000	1347	0	0.36	0	70.2	67.4	49.7
9-10 AM	2113	0.0	OFF	2113	0	0.00	0	69.4	69.4	69.4
10-11 AM	2763	0.0	OFF	2763	0	0.00	0	68.6	68.6	68.6
11AM-NOON	3077	0.0	OFF	3077	0	0.00	0	68.2	68.2	68.2
NOON-1PM	3492	0.0	OFF	3492	0	0.00	0	67.7	67.7	67.7
1-2 PM	3698	0.0	OFF	3698	0	0.00	0	66.9	66.9	66.9
2-3 PM	3736	0.0	OFF	3736	0	0.00	0	66.6	66.6	66.6
3-4 PM	3671	0.0	OFF	3671	0	0.00	0	67.1	67.1	67.1
4-5 PM	3650	0.0	OFF	3650	0	0.00	0	67.2	67.2	67.2
5-6 PM	3291	0.0	OFF	3291	0	0.00	0	67.9	67.9	67.9
6-7 PM	2813	0.0	OFF	2813	0	0.00	0	68.6	68.6	68.6
7-8 PM	2440	0.0	3000	2440	0	0.40	0	69.0	66.1	47.7
8-9 PM	1791	0.0	3000	1791	0	0.35	0	69.8	67.1	49.7
9-10 PM	1337	0.0	3000	1337	0	0.36	0	70.2	67.4	49.7
10-11 PM	920	0.0	3000	920	0	0.36	0	70.2	67.4	49.7
11PM-MID	688	0.0	3000	688	0	0.36	0	70.2	67.4	49.7

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

*----- 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	0.0740
MAIN ROUTE WITH WORKS	0.0732
'DIVERSION'	0.0000

PIA: Personal Injury Accidents

ECONOMIC IMPACT ON ROAD USERS	
ROAD USER COSTS PER DAY	\$1,037
CONGESTED HOURS PER DAY*	0

\*Delays Exceeding User-Specified Maximum

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

**OCTOBER**

Analyzed for 2009  
 Construction Season

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

