

IH 94: STH 100/RYAN RD TO STH 20 (MILWAUKEE AND RACINE COUNTIES) CONTINUOUS (24 HOUR) 2 LANE CLOSURE NO DIVERSION ROUTE (MAX QUEUE METHOD)	MAY
	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	629	0.0	1500	629	0	0.45	0	70.2	66.8	46.3	
1-2 AM	419	0.0	1500	419	0	0.42	0	70.2	67.0	47.3	
2-3 AM	442	0.0	1500	442	0	0.42	0	70.2	66.9	47.2	
3-4 AM	466	0.0	1500	466	0	0.43	0	70.2	66.9	47.1	
4-5 AM	787	0.0	1500	787	0	0.47	0	70.2	66.7	45.6	
5-6 AM	1877	0.0	1499	1877	0	4.40	114	69.7	46.8	32.5	
6-7 AM	3144	0.0	1499	1500	1644	16.04+	399	68.1	24.8	32.5	
7-8 AM	3468	0.0	1500	1500	1968	15.99+	400	67.8	24.8	32.5	
8-9 AM	2727	0.0	1500	1500	1227	16.11+	400	68.6	24.8	32.5	
9-10 AM	2759	0.0	1500	1500	1259	16.11+	400	68.6	24.8	32.5	
10-11 AM	2799	0.0	1500	1500	1299	16.10+	400	68.6	24.8	32.5	
11AM-NOON	2949	0.0	1500	1500	1449	16.08+	400	68.4	24.8	32.5	
NOON-1PM	3123	0.0	1500	1500	1623	16.05+	400	68.2	24.8	32.5	
1-2 PM	3378	0.0	1500	1500	1878	16.00+	400	67.8	24.8	32.5	
2-3 PM	3685	0.0	1500	1500	2185	15.89+	400	67.0	24.8	32.5	
3-4 PM	3810	0.0	1500	1500	2310	15.77+	400	66.1	24.8	32.5	
4-5 PM	3988	0.0	1500	1500	2488	15.59+	400	64.9	24.8	32.5	
5-6 PM	3858	0.0	1500	1500	2358	15.72+	400	65.8	24.8	32.5	
6-7 PM	3307	0.0	1500	1500	1807	16.02+	400	67.9	24.8	32.5	
7-8 PM	2727	0.0	1500	1500	1227	16.11+	400	68.6	24.8	32.5	
8-9 PM	2262	0.0	1500	1500	762	16.19+	400	69.2	24.8	32.5	
9-10 PM	1804	0.0	1500	1500	304	16.26+	400	69.8	24.8	32.5	
10-11 PM	1422	0.0	1500	1422	0	14.88+	363	70.2	26.3	32.4	
11PM-MID	960	0.0	1499	960	0	3.34	98	70.2	51.0	41.5	

+ 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

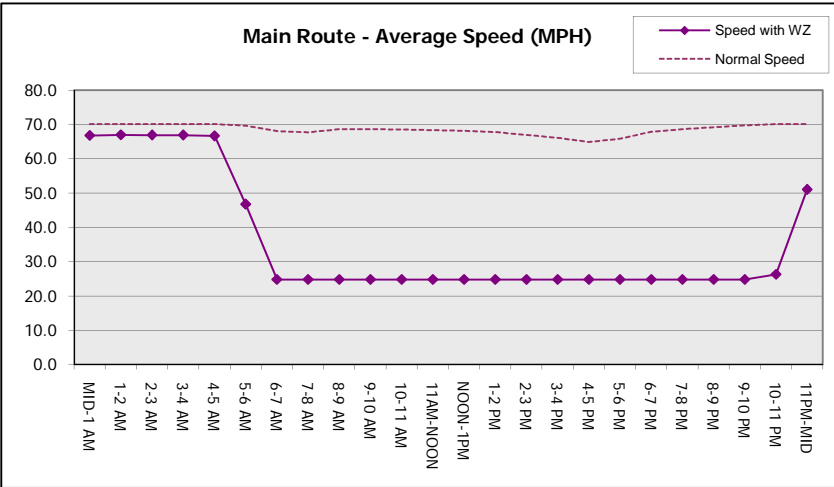
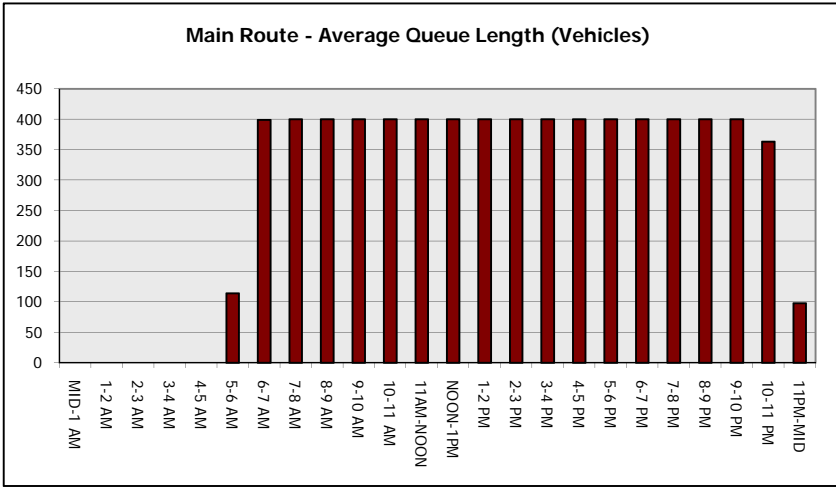
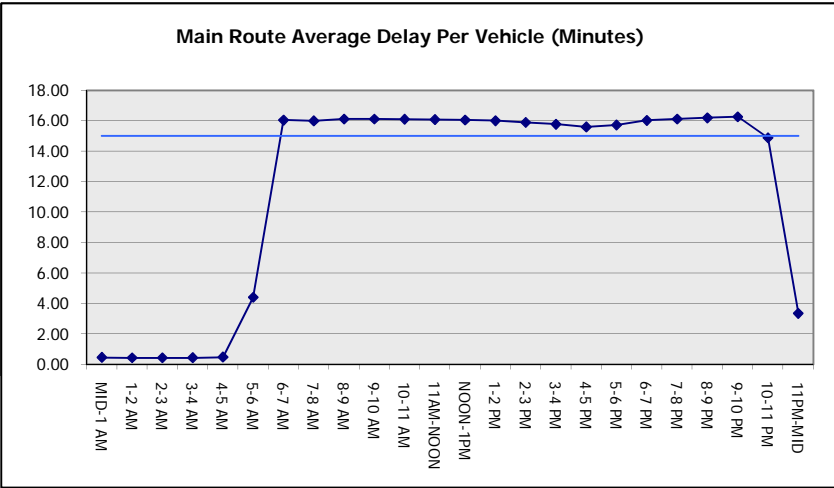
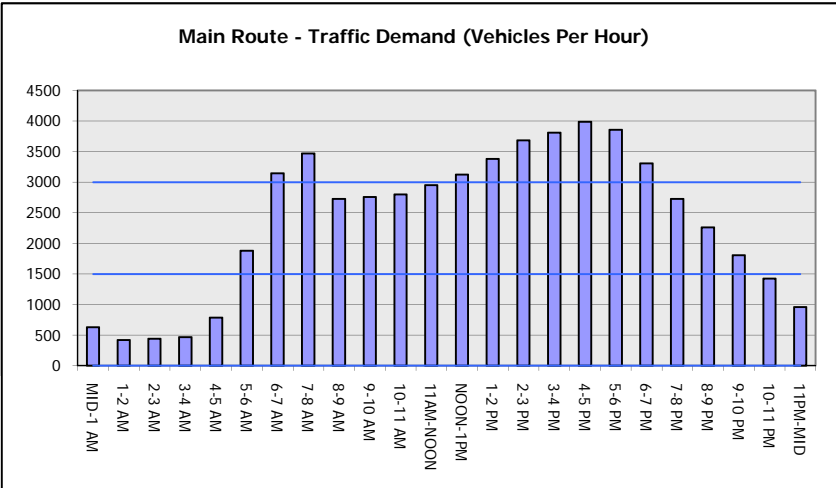
AVERAGE ACCIDENT NUMBERS (PIA/DAY)	
MAIN ROUTE WITHOUT WORKS	0.0940
MAIN ROUTE WITH WORKS	0.0493
'DIVERSION'	0.0989
PIA: Personal Injury Accidents	
IMPACTS ON ROAD USERS	
ROAD USER COSTS PER DAY	\$186,085
CONGESTED HOURS PER DAY*	17

*Delays Exceeding User-Specified Maximum

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CONTINUOUS (24 HOUR) 2 LANE CLOSURE
NO DIVERSION ROUTE (MAX QUEUE METHOD)

MAY
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 Construction Season

GRAPHICAL REPRESENTATION OF TRAFFIC MODEL INPUT AND OUTPUT
FRIDAY WESTBOUND DIRECTION



IH 94: STH 100/RYAN RD TO STH 20 (MILWAUKEE AND RACINE COUNTIES) CONTINUOUS (24 HOUR) 2 LANE CLOSURE NO DIVERSION ROUTE (MAX QUEUE METHOD)	MAY
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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	617	0.0	1500	617	0	0.45	0	70.2	66.8	46.4
1-2 AM	478	0.0	1500	478	0	0.43	0	70.2	66.9	47.0
2-3 AM	435	0.0	1500	435	0	0.42	0	70.2	67.0	47.2
3-4 AM	486	0.0	1500	486	0	0.43	0	70.2	66.9	47.0
4-5 AM	764	0.0	1500	764	0	0.46	0	70.2	66.7	45.8
5-6 AM	1292	0.0	1499	1292	0	0.74	0	70.2	64.8	38.7
6-7 AM	2258	0.0	1499	1834	424	10.01+	266	69.2	32.8	32.5
7-8 AM	2790	0.0	1499	1500	1290	16.11+	399	68.6	24.8	32.5
8-9 AM	2637	0.0	1500	1500	1137	16.13+	400	68.7	24.8	32.5
9-10 AM	2660	0.0	1500	1500	1160	16.13+	400	68.7	24.8	32.5
10-11 AM	2715	0.0	1500	1500	1215	16.12+	400	68.7	24.8	32.5
11AM-NOON	2833	0.0	1500	1500	1333	16.10+	400	68.5	24.8	32.5
NOON-1PM	2998	0.0	1500	1500	1498	16.07+	400	68.3	24.8	32.5
1-2 PM	3166	0.0	1500	1500	1666	16.04+	400	68.1	24.8	32.5
2-3 PM	3459	0.0	1500	1500	1959	15.99+	400	67.8	24.8	32.5
3-4 PM	3569	0.0	1500	1500	2069	15.98+	400	67.6	24.8	32.5
4-5 PM	3743	0.0	1500	1500	2243	15.84+	400	66.6	24.8	32.5
5-6 PM	3772	0.0	1500	1500	2272	15.81+	400	66.4	24.8	32.5
6-7 PM	2915	0.0	1500	1500	1415	16.09+	400	68.4	24.8	32.5
7-8 PM	2269	0.0	1500	1500	769	16.19+	400	69.2	24.8	32.5
8-9 PM	1728	0.0	1500	1563	165	15.99+	392	69.9	25.0	32.4
9-10 PM	1641	0.0	1500	1500	141	16.28+	400	70.0	24.8	32.5
10-11 PM	1537	0.0	1500	1484	53	16.10+	394	70.1	25.0	32.5
11PM-MID	1092	0.0	1499	1092	0	7.38	207	70.2	38.3	37.7

+ 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	0.0858
MAIN ROUTE WITH WORKS	0.0493
'DIVERSION'	0.0798

PIA: Personal Injury Accidents

ECONOMIC IMPACT ON ROAD USERS	
ROAD USER COSTS PER DAY	\$167,340
CONGESTED HOURS PER DAY*	17

*Delays Exceeding User-Specified Maximum

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 Construction Season

GRAPHICAL REPRESENTATION OF TRAFFIC MODEL INPUT AND OUTPUT
FRIDAY EASTBOUND DIRECTION

