

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)	AUGUST
	Analyzed for 2009 Construction Season

SUMMARY OF TRAFFIC MODEL OUTPUT

MON-THUR 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	581	0.0	1500	581	0	0.44	0	70.2	66.9	46.6	
1-2 AM	450	0.0	1500	450	0	0.43	0	70.2	66.9	47.1	
2-3 AM	373	0.0	1500	373	0	0.42	0	70.2	67.0	47.5	
3-4 AM	416	0.0	1500	416	0	0.42	0	70.2	67.0	47.3	
4-5 AM	714	0.0	1500	714	0	0.46	0	70.2	66.8	46.0	
5-6 AM	1769	0.0	1499	1769	0	3.09	71	69.9	51.9	32.9	
6-7 AM	3127	0.0	1499	1500	1627	15.88+	399	68.1	24.9	36.3	
7-8 AM	3529	0.0	1500	1500	2029	15.81+	400	67.6	24.9	36.3	
8-9 AM	2740	0.0	1500	1517	1224	15.92+	398	68.6	25.0	35.4	
9-10 AM	2576	0.0	1499	1500	1076	16.03+	399	68.8	24.8	34.9	
10-11 AM	2724	0.0	1500	1500	1224	16.00+	400	68.7	24.8	34.9	
11AM-NOON	2816	0.0	1500	1500	1316	15.99+	400	68.6	24.8	34.9	
NOON-1PM	2765	0.0	1500	1500	1265	16.00+	400	68.6	24.8	34.9	
1-2 PM	2845	0.0	1500	1500	1345	15.98+	400	68.5	24.8	34.9	
2-3 PM	3036	0.0	1500	1500	1536	15.95+	400	68.2	24.8	34.9	
3-4 PM	3160	0.0	1500	1500	1660	15.93+	400	68.1	24.8	34.9	
4-5 PM	3280	0.0	1500	1500	1780	15.91+	400	67.9	24.8	34.9	
5-6 PM	3210	0.0	1500	1500	1710	15.92+	400	68.1	24.8	34.9	
6-7 PM	2554	0.0	1500	1516	1038	16.01+	398	68.9	24.9	34.2	
7-8 PM	1947	0.0	1500	1546	400	16.05+	395	69.6	25.0	32.4	
8-9 PM	1663	0.0	1500	1529	133	16.14+	396	70.0	24.9	32.4	
9-10 PM	1443	0.0	1500	1443	0	15.47+	378	70.2	25.6	32.5	
10-11 PM	1222	0.0	1499	1222	0	8.55	213	70.2	35.8	34.3	
11PM-MID	914	0.0	1500	914	0	0.60	3	70.2	65.8	45.1	

+ 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

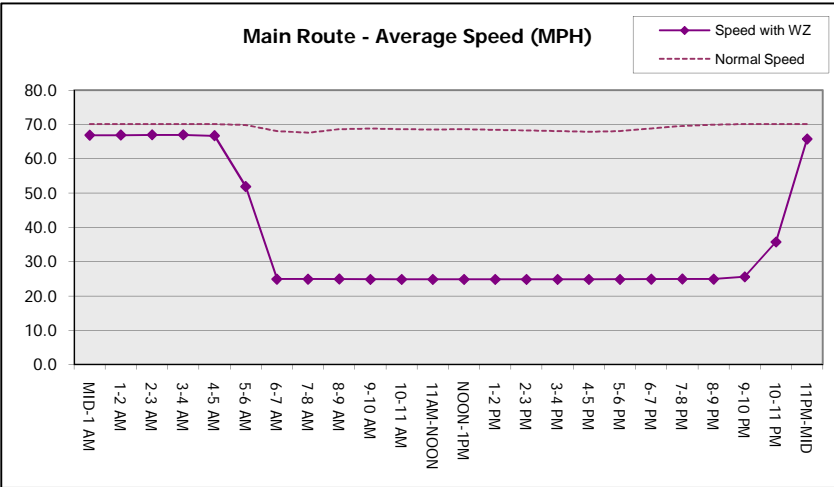
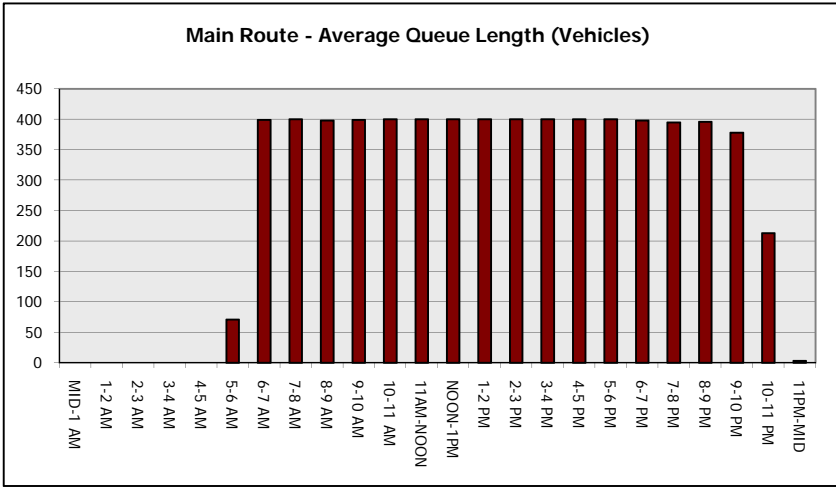
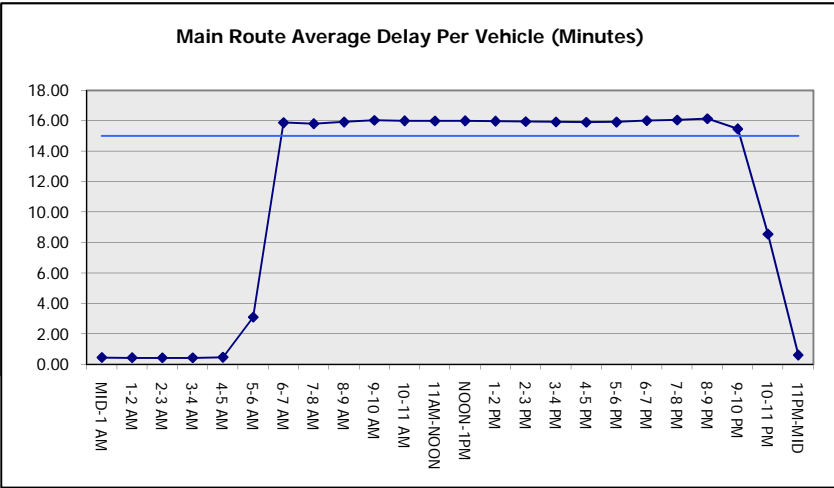
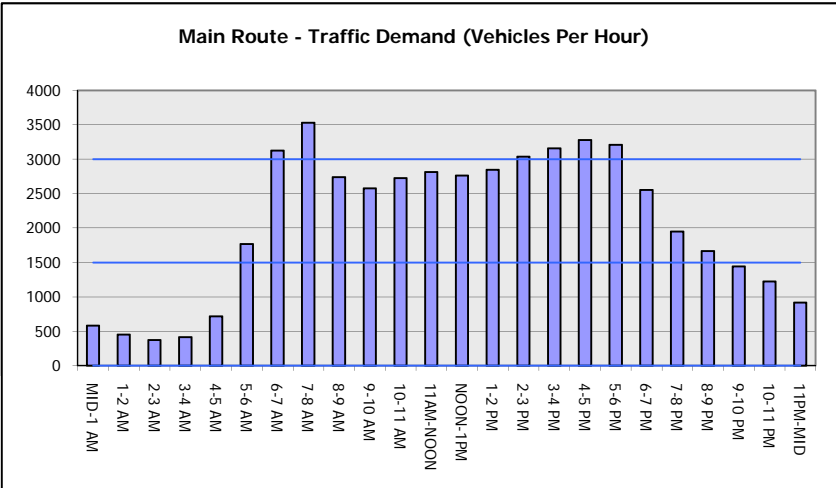
AVERAGE ACCIDENT NUMBERS (PIA/DAY)	
MAIN ROUTE WITHOUT WORKS	0.0825
MAIN ROUTE WITH WORKS	0.0485
'DIVERSION'	0.0742
<small>PIA: Personal Injury Accidents</small>	
IMPACTS ON ROAD USERS	
ROAD USER COSTS PER DAY	\$153,075
CONGESTED HOURS PER DAY*	16

*Delays Exceeding User-Specified Maximum

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

AUGUST
 Analyzed for 2009
 Construction Season

GRAPHICAL REPRESENTATION OF TRAFFIC MODEL INPUT AND OUTPUT
MON-THUR 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)	AUGUST
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SUMMARY OF TRAFFIC MODEL OUTPUT

MON-THUR 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	602	0.0	1500	602	0	0.44	0	70.2	66.8	46.5
1-2 AM	433	0.0	1500	433	0	0.42	0	70.2	67.0	47.2
2-3 AM	377	0.0	1500	377	0	0.42	0	70.2	67.0	47.4
3-4 AM	436	0.0	1500	436	0	0.42	0	70.2	67.0	47.2
4-5 AM	706	0.0	1500	706	0	0.46	0	70.2	66.8	46.0
5-6 AM	1361	0.0	1499	1361	0	1.01	5	70.2	63.0	37.3
6-7 AM	2200	0.0	1500	1830	369	10.17+	269	69.3	32.5	32.4
7-8 AM	2857	0.0	1499	1500	1357	16.10+	399	68.5	24.8	32.5
8-9 AM	2713	0.0	1500	1500	1213	16.12+	400	68.7	24.8	32.5
9-10 AM	2691	0.0	1500	1500	1191	16.12+	400	68.7	24.8	32.5
10-11 AM	2703	0.0	1499	1500	1203	16.12+	400	68.7	24.8	32.5
11AM-NOON	2771	0.0	1500	1500	1271	16.11+	400	68.6	24.8	32.5
NOON-1PM	2797	0.0	1500	1500	1297	16.11+	400	68.6	24.8	32.5
1-2 PM	2873	0.0	1500	1500	1373	16.09+	400	68.5	24.8	32.5
2-3 PM	3127	0.0	1500	1500	1627	16.05+	400	68.1	24.8	32.5
3-4 PM	3495	0.0	1500	1500	1995	15.99+	400	67.7	24.8	32.5
4-5 PM	3739	0.0	1500	1500	2239	15.84+	400	66.6	24.8	32.5
5-6 PM	3743	0.0	1500	1500	2243	15.84+	400	66.6	24.8	32.5
6-7 PM	2843	0.0	1500	1500	1343	16.10+	400	68.5	24.8	32.5
7-8 PM	2031	0.0	1500	1500	531	16.23+	399	69.5	24.8	32.5
8-9 PM	1684	0.0	1500	1533	151	16.13+	396	69.9	24.9	32.4
9-10 PM	1550	0.0	1500	1499	51	16.05+	393	70.1	25.0	32.5
10-11 PM	1262	0.0	1499	1262	0	11.58	285	70.2	30.5	33.0
11PM-MID	964	0.0	1500	964	0	1.25	24	70.2	61.5	44.3

+ 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	0.0827
MAIN ROUTE WITH WORKS	0.0485
'DIVERSION'	0.0746

PIA: Personal Injury Accidents

ECONOMIC IMPACT ON ROAD USERS	
ROAD USER COSTS PER DAY	\$152,870
CONGESTED HOURS PER DAY*	16

*Delays Exceeding User-Specified Maximum

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MON-THUR EASTBOUND DIRECTION

