

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

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	1500	754	0	0.49	0	70.2	66.5	45.8	
1-2 AM	492	0.0	1500	492	0	0.43	0	70.2	66.9	46.9	
2-3 AM	394	0.0	1500	394	0	0.42	0	70.2	67.0	47.4	
3-4 AM	365	0.0	1500	365	0	0.42	0	70.2	67.1	47.5	
4-5 AM	466	0.0	1500	466	0	0.43	0	70.2	66.9	47.1	
5-6 AM	882	0.0	1500	882	0	0.48	0	70.2	66.6	45.3	
6-7 AM	1264	0.0	1499	1264	0	0.70	0	70.2	65.1	39.2	
7-8 AM	1763	0.0	1499	1763	0	4.18	96	69.9	47.6	32.5	
8-9 AM	2388	0.0	1499	1642	746	15.65+	387	69.1	25.3	32.5	
9-10 AM	2890	0.0	1500	1500	1390	16.08+	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	15.93+	400	67.3	24.8	32.5	
1-2 PM	3595	0.0	1500	1500	2095	15.96+	400	67.6	24.8	32.5	
2-3 PM	3425	0.0	1500	1500	1925	15.99+	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	16.01+	400	67.9	24.8	32.5	
5-6 PM	2938	0.0	1500	1500	1438	16.07+	400	68.4	24.8	32.5	
6-7 PM	2580	0.0	1500	1500	1080	16.13+	400	68.8	24.8	32.5	
7-8 PM	2275	0.0	1500	1500	775	16.18+	400	69.2	24.8	32.5	
8-9 PM	1927	0.0	1500	1500	427	16.24+	400	69.6	24.8	32.5	
9-10 PM	1816	0.0	1500	1500	316	16.26+	400	69.8	24.8	32.5	
10-11 PM	1573	0.0	1500	1487	86	16.23+	398	70.1	24.8	32.5	
11PM-MID	1139	0.0	1499	1139	0	8.98	236	70.2	34.9	36.0	

+ 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

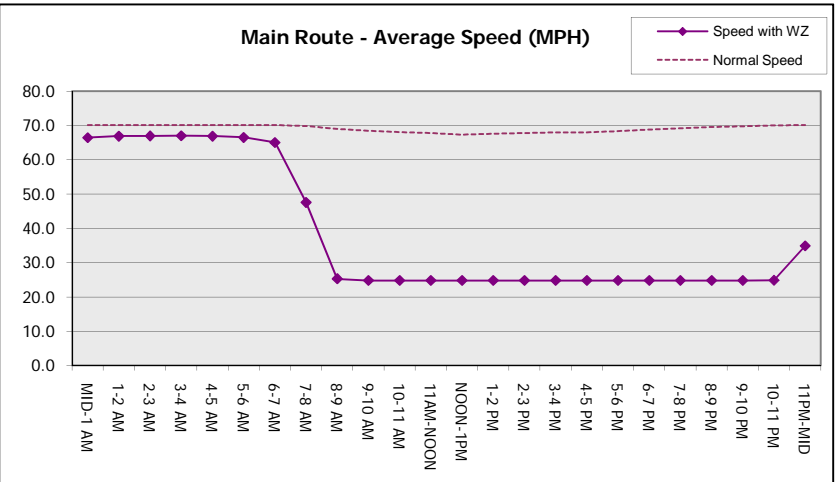
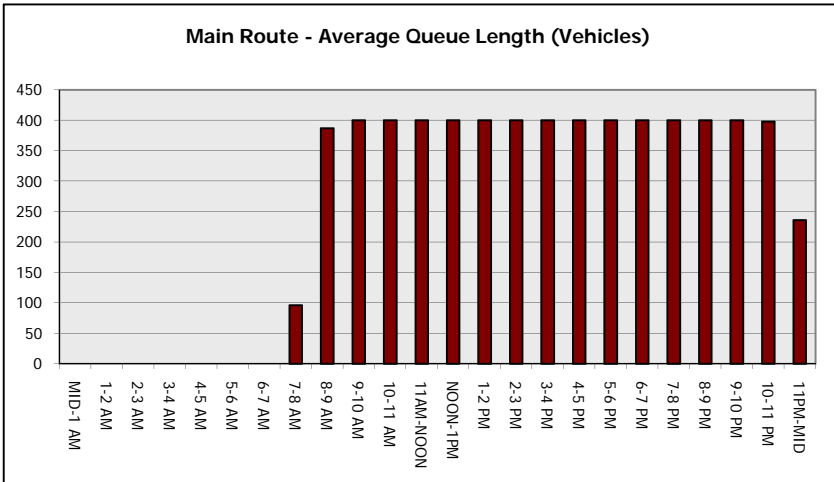
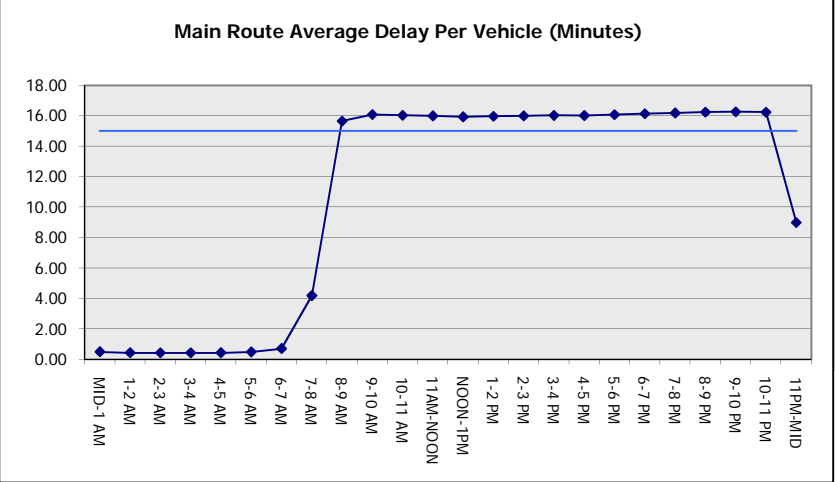
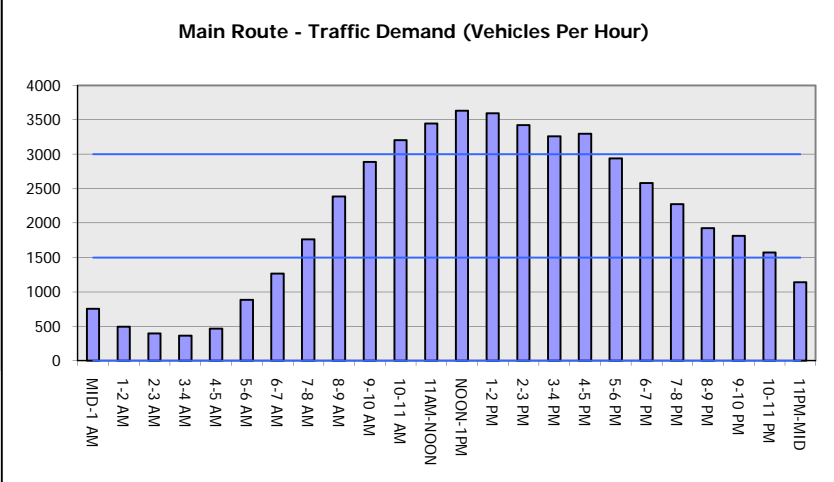
MAIN ROUTE WITHOUT WORKS	0.0824
MAIN ROUTE WITH WORKS	0.0479
'DIVERSION'	0.0752
PIA: Personal Injury Accidents	
IMPACTS ON ROAD USERS	
ROAD USER COSTS PER DAY	\$191,524
CONGESTED HOURS PER DAY*	15

*Delays Exceeding User-Specified Maximum

**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

GRAPHICAL REPRESENTATION OF TRAFFIC MODEL INPUT AND OUTPUT
SATURDAY 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
	Analyzed for 2009 Construction Season

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	1500	869	0	0.54	1	70.2	66.1	45.3
1-2 AM	550	0.0	1500	550	0	0.44	0	70.2	66.9	46.7
2-3 AM	477	0.0	1500	477	0	0.43	0	70.2	66.9	47.0
3-4 AM	420	0.0	1500	420	0	0.42	0	70.2	67.0	47.3
4-5 AM	435	0.0	1500	435	0	0.42	0	70.2	67.0	47.2
5-6 AM	638	0.0	1500	638	0	0.45	0	70.2	66.8	46.3
6-7 AM	1002	0.0	1499	1002	0	0.49	0	70.2	66.5	44.8
7-8 AM	1471	0.0	1499	1471	0	1.40	13	70.2	60.7	34.7
8-9 AM	2125	0.0	1500	1816	309	10.54+	275	69.4	31.9	32.4
9-10 AM	2896	0.0	1499	1500	1396	16.09+	399	68.4	24.8	32.5
10-11 AM	3341	0.0	1500	1500	1841	16.01+	400	67.9	24.8	32.5
11AM-NOON	3467	0.0	1500	1500	1967	15.99+	400	67.8	24.8	32.5
NOON-1PM	3511	0.0	1500	1500	2011	15.98+	400	67.7	24.8	32.5
1-2 PM	3382	0.0	1500	1500	1882	16.00+	400	67.8	24.8	32.5
2-3 PM	3555	0.0	1500	1500	2055	15.98+	400	67.6	24.8	32.5
3-4 PM	3432	0.0	1500	1500	1932	16.00+	400	67.8	24.8	32.5
4-5 PM	3229	0.0	1500	1500	1729	16.03+	400	68.0	24.8	32.5
5-6 PM	2991	0.0	1500	1500	1491	16.07+	400	68.3	24.8	32.5
6-7 PM	2523	0.0	1500	1500	1023	16.15+	400	68.9	24.8	32.5
7-8 PM	2079	0.0	1500	1500	579	16.22+	400	69.4	24.8	32.5
8-9 PM	1964	0.0	1500	1500	464	16.24+	400	69.6	24.8	32.5
9-10 PM	1986	0.0	1500	1500	486	16.23+	400	69.6	24.8	32.5
10-11 PM	1625	0.0	1500	1511	114	15.85+	388	70.0	25.2	32.5
11PM-MID	1163	0.0	1499	1163	0	9.20	238	70.2	34.5	35.4

+ 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	0.0813
MAIN ROUTE WITH WORKS	0.0474
'DIVERSION'	0.0739

PIA: Personal Injury Accidents

ECONOMIC IMPACT ON ROAD USERS	
ROAD USER COSTS PER DAY	\$186,445
CONGESTED HOURS PER DAY*	15

*Delays Exceeding User-Specified Maximum

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

GRAPHICAL REPRESENTATION OF TRAFFIC MODEL INPUT AND OUTPUT
SATURDAY EASTBOUND DIRECTION

