

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

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	1500	1974	73	8.73+	236	69.5	35.2	32.4
10-11 AM	2778	0.0	1500	1500	1278	16.05+	400	68.6	24.8	33.7
11AM-NOON	3363	0.0	1500	1500	1863	15.96+	399	67.9	24.8	33.7
NOON-1PM	3289	0.0	1500	1500	1789	15.97+	400	67.9	24.8	33.7
1-2 PM	3222	0.0	1500	1500	1722	15.98+	400	68.1	24.8	33.7
2-3 PM	3071	0.0	1500	1500	1571	16.01+	400	68.2	24.8	33.7
3-4 PM	3003	0.0	1500	1500	1503	16.02+	400	68.3	24.8	33.7
4-5 PM	3205	0.0	1500	1500	1705	15.98+	399	68.1	24.8	33.7
5-6 PM	2952	0.0	1500	1500	1452	16.03+	400	68.4	24.8	33.7
6-7 PM	2899	0.0	1500	1500	1399	16.03+	400	68.4	24.8	33.7
7-8 PM	2756	0.0	1500	1500	1256	16.06+	400	68.6	24.8	33.7
8-9 PM	2273	0.0	1499	1466	807	16.05+	397	69.2	24.9	33.0
9-10 PM	1723	0.0	1499	1446	277	16.07+	394	69.9	25.0	32.5
10-11 PM	1307	0.0	1499	1307	0	13.66+	336	70.2	27.6	32.5
11PM-MID	883	0.0	1500	883	0	1.69	41	70.2	59.0	44.8

+ 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

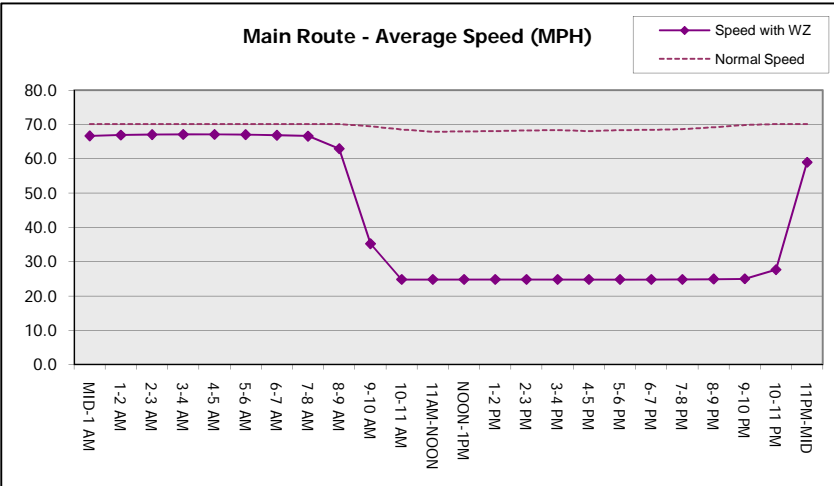
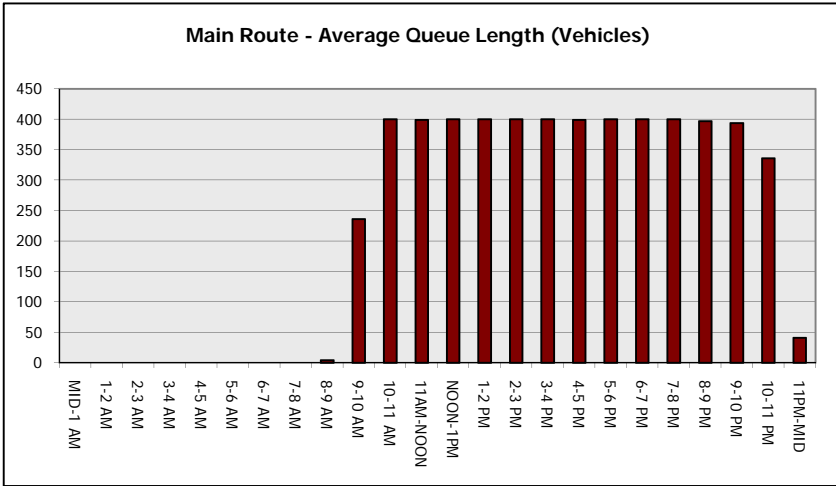
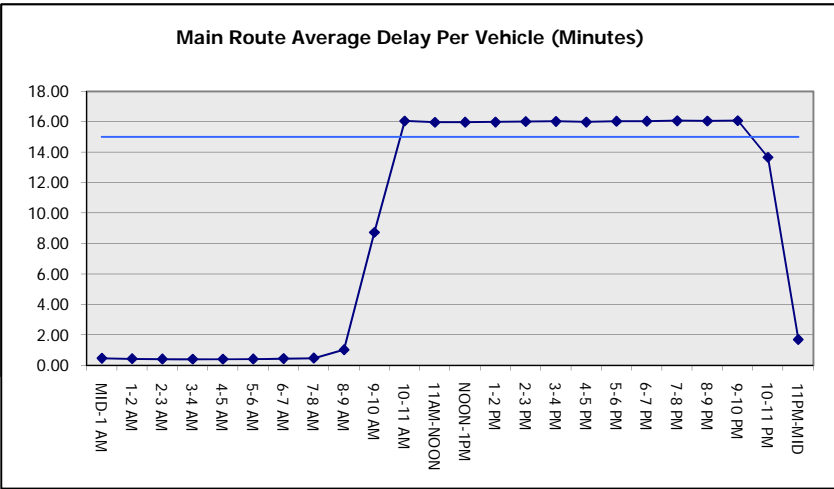
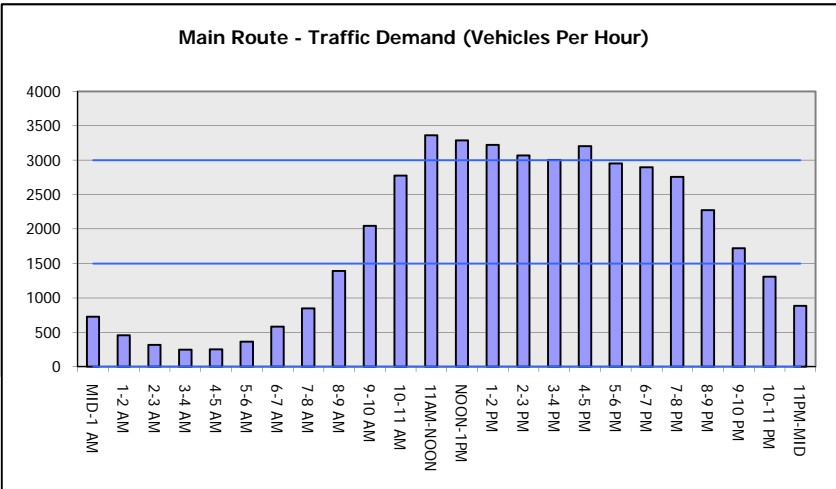
AVERAGE ACCIDENT NUMBERS (PIA/DAY)	
MAIN ROUTE WITHOUT WORKS	0.0727
MAIN ROUTE WITH WORKS	0.0433
'DIVERSION'	0.0640
<small>PIA: Personal Injury Accidents</small>	
IMPACTS ON ROAD USERS	
ROAD USER COSTS PER DAY	\$164,034
CONGESTED HOURS PER DAY*	14

*Delays Exceeding User-Specified Maximum

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

AUGUST
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Construction Season

GRAPHICAL REPRESENTATION OF TRAFFIC MODEL INPUT AND OUTPUT
SUNDAY 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

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	1500	1816	520	12.00+	308	69.1	29.7	32.4
10-11 AM	3068	0.0	1500	1500	1568	16.06+	400	68.2	24.8	32.5
11AM-NOON	3758	0.0	1500	1500	2258	15.82+	400	66.5	24.8	32.5
NOON-1PM	4180	0.0	1500	1500	2680	15.39+	400	63.6	24.8	32.5
1-2 PM	4305	0.0	1500	1500	2805	15.26+	400	62.7	24.8	32.5
2-3 PM	4365	0.0	1500	1500	2865	15.19+	400	62.3	24.8	32.5
3-4 PM	4340	0.0	1500	1500	2840	15.22+	400	62.5	24.8	32.5
4-5 PM	4223	0.0	1500	1500	2723	15.35+	400	63.3	24.8	32.5
5-6 PM	4165	0.0	1500	1500	2665	15.41+	400	63.7	24.8	32.5
6-7 PM	3386	0.0	1500	1500	1886	16.00+	400	67.8	24.8	32.5
7-8 PM	2856	0.0	1500	1500	1356	16.09+	400	68.5	24.8	32.5
8-9 PM	2383	0.0	1500	1500	883	16.17+	400	69.1	24.8	32.5
9-10 PM	1860	0.0	1500	1500	360	16.25+	400	69.7	24.8	32.5
10-11 PM	1330	0.0	1500	1330	0	13.12	321	70.2	28.3	32.5
11PM-MID	858	0.0	1500	858	0	1.46	34	70.2	60.2	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	0.0887
MAIN ROUTE WITH WORKS	0.0448
'DIVERSION'	0.0974

PIA: Personal Injury Accidents

ECONOMIC IMPACT ON ROAD USERS	
ROAD USER COSTS PER DAY	\$199,031
CONGESTED HOURS PER DAY*	13

*Delays Exceeding User-Specified Maximum

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GRAPHICAL REPRESENTATION OF TRAFFIC MODEL INPUT AND OUTPUT
SUNDAY EASTBOUND DIRECTION

