

IH 94: STH 100/RYAN RD TO STH 20 (MILWAUKEE AND RACINE COUNTIES) CONTINUOUS (24 HOUR) CLOSURE NO DIVERSION ROUTE (MAX QUEUE METHOD)	OCTOBER
	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	589	0.0	3000	589	0	0.36	0	70.2	67.4	49.7
1-2 AM	472	0.0	3000	472	0	0.36	0	70.2	67.4	49.7
2-3 AM	452	0.0	3000	452	0	0.36	0	70.2	67.4	49.7
3-4 AM	530	0.0	3000	530	0	0.36	0	70.2	67.4	49.7
4-5 AM	751	0.0	3000	751	0	0.36	0	70.2	67.4	49.7
5-6 AM	1818	0.0	2999	1818	0	0.35	0	69.8	67.1	49.7
6-7 AM	3069	0.0	2999	3069	0	1.27	33	68.2	59.9	37.9
7-8 AM	3407	0.0	3000	3407	0	6.78	346	67.8	39.1	36.9
8-9 AM	2777	0.0	2999	2777	0	8.98	454	68.6	34.5	36.9
9-10 AM	2610	0.0	2999	2610	0	2.66	127	68.8	53.2	40.5
10-11 AM	2868	0.0	2999	2868	0	0.68	0	68.5	63.7	39.0
11AM-NOON	3044	0.0	2999	3044	0	0.99	13	68.2	61.6	36.9
NOON-1PM	3155	0.0	3000	3155	0	2.78	114	68.1	52.3	36.9
1-2 PM	3283	0.0	3000	3283	0	6.49	323	67.9	39.8	36.9
2-3 PM	3704	0.0	3000	3321	382	13.56+	721	66.9	27.3	36.9
3-4 PM	3771	0.0	3000	3000	771	15.05+	800	66.4	25.5	36.9
4-5 PM	3905	0.0	3000	3000	905	14.91+	800	65.5	25.5	36.9
5-6 PM	3759	0.0	3000	3000	759	15.06+	800	66.4	25.5	36.9
6-7 PM	3311	0.0	3000	3000	311	15.26+	800	67.9	25.5	36.9
7-8 PM	2777	0.0	2999	2777	0	13.87+	723	68.6	27.1	36.9
8-9 PM	2315	0.0	2999	2315	0	4.63	271	69.2	45.7	43.0
9-10 PM	1941	0.0	3000	1941	0	0.35	0	69.6	67.0	49.7
10-11 PM	1438	0.0	3000	1438	0	0.36	0	70.2	67.4	49.7
11PM-MID	1053	0.0	3000	1053	0	0.36	0	70.2	67.4	49.7

+ 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	0.0940
MAIN ROUTE WITH WORKS	0.0853
'DIVERSION'	0.0120
PIA: Personal Injury Accidents	
IMPACTS ON ROAD USERS	
ROAD USER COSTS PER DAY	\$94,064
CONGESTED HOURS PER DAY*	6

*Delays Exceeding User-Specified Maximum

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

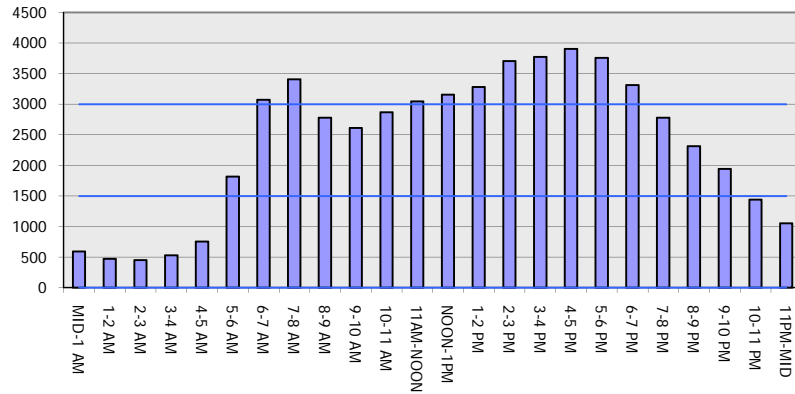
OCTOBER

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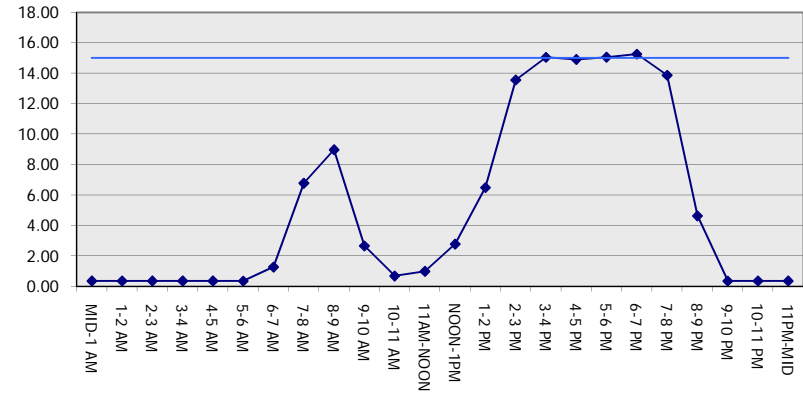
GRAPHICAL REPRESENTATION OF TRAFFIC MODEL INPUT AND OUTPUT

FRIDAY WESTBOUND DIRECTION

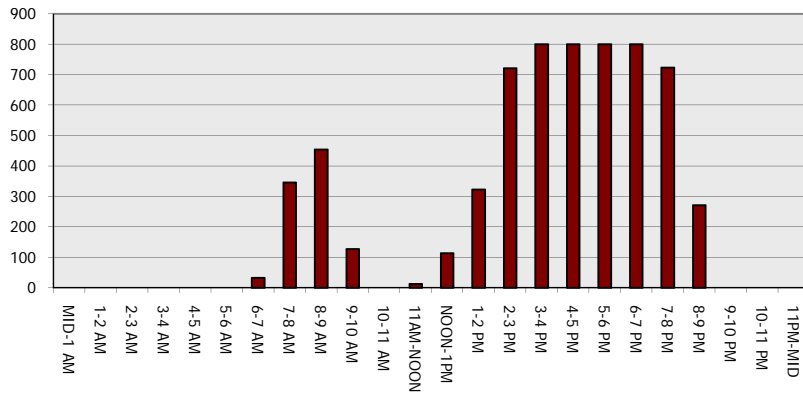
Main Route - Traffic Demand (Vehicles Per Hour)



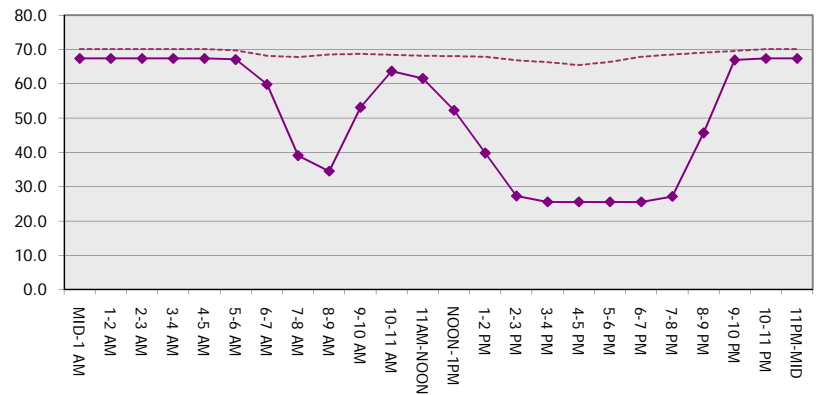
Main Route Average Delay Per Vehicle (Minutes)



Main Route - Average Queue Length (Vehicles)



Main Route - Average Speed (MPH)



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SUMMARY OF TRAFFIC MODEL OUTPUT

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	608	0.0	3000	608	0	0.36	0	70.2	67.4	49.7
1-2 AM	468	0.0	3000	468	0	0.36	0	70.2	67.4	49.7
2-3 AM	428	0.0	3000	428	0	0.36	0	70.2	67.4	49.7
3-4 AM	459	0.0	3000	459	0	0.36	0	70.2	67.4	49.7
4-5 AM	725	0.0	3000	725	0	0.36	0	70.2	67.4	49.7
5-6 AM	1226	0.0	3000	1226	0	0.36	0	70.2	67.4	49.7
6-7 AM	2075	0.0	3000	2075	0	0.35	0	69.4	66.9	49.7
7-8 AM	2737	0.0	3000	2737	0	0.59	0	68.6	64.5	41.2
8-9 AM	2542	0.0	3000	2542	0	0.46	0	68.9	65.5	45.3
9-10 AM	2570	0.0	3000	2570	0	0.48	0	68.9	65.4	44.6
10-11 AM	2743	0.0	3000	2743	0	0.59	0	68.6	64.4	41.1
11AM-NOON	2798	0.0	2999	2798	0	0.63	0	68.6	64.1	40.2
NOON-1PM	3046	0.0	2999	3046	0	0.97	11	68.2	61.7	36.9
1-2 PM	3194	0.0	3000	3194	0	3.11	133	68.1	50.8	36.9
2-3 PM	3398	0.0	3000	3398	0	8.22	424	67.8	35.8	36.9
3-4 PM	3726	0.0	2999	3182	544	14.73+	780	66.7	25.9	36.9
4-5 PM	4042	0.0	3000	3000	1042	14.78+	800	64.5	25.5	36.9
5-6 PM	4072	0.0	3000	3000	1072	14.74+	800	64.3	25.5	36.9
6-7 PM	3022	0.0	3000	2892	131	15.00+	784	68.3	25.8	36.9
7-8 PM	2158	0.0	2999	2158	0	5.57	344	69.4	42.8	43.7
8-9 PM	1631	0.0	3000	1631	0	0.36	0	70.0	67.3	49.7
9-10 PM	1546	0.0	3000	1546	0	0.36	0	70.1	67.4	49.7
10-11 PM	1297	0.0	3000	1297	0	0.36	0	70.2	67.4	49.7
11PM-MID	1017	0.0	3000	1017	0	0.36	0	70.2	67.4	49.7

+ 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	0.0853
MAIN ROUTE WITH WORKS	0.0775
'DIVERSION'	0.0107

PIA: Personal Injury Accidents

ECONOMIC IMPACT ON ROAD USERS	
ROAD USER COSTS PER DAY	\$63,874
CONGESTED HOURS PER DAY*	4

*Delays Exceeding User-Specified Maximum

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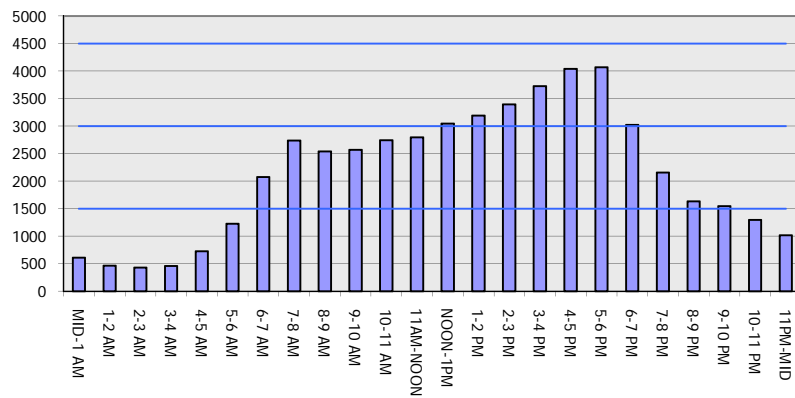
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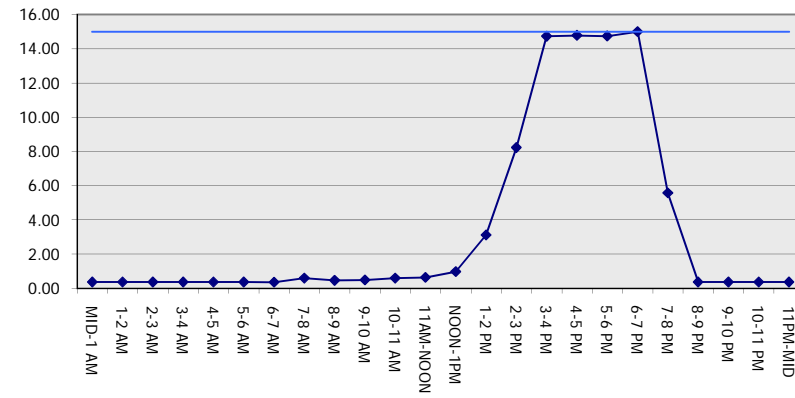
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FRIDAY EASTBOUND DIRECTION

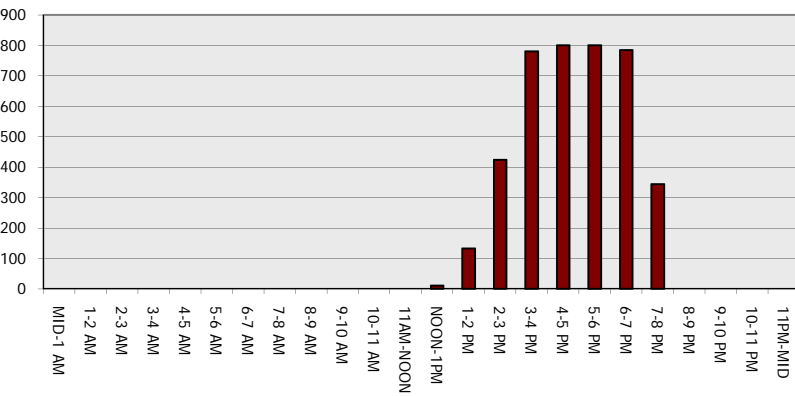
Main Route - Traffic Demand (Vehicles Per Hour)



Main Route Average Delay Per Vehicle (Minutes)



Main Route - Average Queue Length (Vehicles)



Main Route - Average Speed (MPH)

