

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)	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	1500	589	0	0.44	0	70.2	66.8	46.5	
1-2 AM	472	0.0	1500	472	0	0.43	0	70.2	66.9	47.0	
2-3 AM	452	0.0	1500	452	0	0.43	0	70.2	66.9	47.1	
3-4 AM	530	0.0	1500	530	0	0.44	0	70.2	66.9	46.8	
4-5 AM	751	0.0	1500	751	0	0.46	0	70.2	66.7	45.8	
5-6 AM	1818	0.0	1499	1818	0	3.57	86	69.8	49.9	32.5	
6-7 AM	3069	0.0	1499	1500	1569	16.00+	399	68.2	24.8	33.7	
7-8 AM	3407	0.0	1500	1500	1907	15.95+	400	67.8	24.8	33.7	
8-9 AM	2777	0.0	1500	1500	1277	16.05+	400	68.6	24.8	33.7	
9-10 AM	2610	0.0	1500	1500	1110	16.08+	400	68.8	24.8	33.7	
10-11 AM	2868	0.0	1500	1500	1368	16.04+	400	68.5	24.8	33.7	
11AM-NOON	3044	0.0	1500	1500	1544	16.01+	400	68.2	24.8	33.7	
NOON-1PM	3155	0.0	1500	1500	1655	15.99+	400	68.1	24.8	33.7	
1-2 PM	3283	0.0	1500	1500	1783	15.97+	400	67.9	24.8	33.7	
2-3 PM	3704	0.0	1500	1500	2204	15.82+	400	66.9	24.8	33.7	
3-4 PM	3771	0.0	1500	1500	2271	15.75+	400	66.4	24.8	33.7	
4-5 PM	3905	0.0	1500	1500	2405	15.62+	400	65.5	24.8	33.7	
5-6 PM	3759	0.0	1500	1500	2259	15.76+	400	66.4	24.8	33.7	
6-7 PM	3311	0.0	1500	1500	1811	15.96+	400	67.9	24.8	33.7	
7-8 PM	2777	0.0	1500	1500	1277	16.05+	400	68.6	24.8	33.7	
8-9 PM	2315	0.0	1500	1513	802	16.10+	398	69.2	24.8	33.1	
9-10 PM	1941	0.0	1500	1545	397	16.05+	394	69.6	25.0	32.4	
10-11 PM	1438	0.0	1500	1438	0	15.23+	372	70.2	25.9	32.4	
11PM-MID	1053	0.0	1499	1053	0	4.54	132	70.2	46.5	39.4	

+ INDICATES QUEUEING EXCEEDS USER-SPECIFIED MAXIMUM LIMIT

----- SITE BREAKDOWN DELAYS -----	
BREAKDOWN DURATION (MINS)	0
RANGE OF QUEUE DELAY - MIN	0.0
(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	0
(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	0.0495
'DIVERSION'	0.0983
<small>PIA: Personal Injury Accidents</small>	
IMPACTS ON ROAD USERS	
ROAD USER COSTS PER DAY	\$184,270
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)**

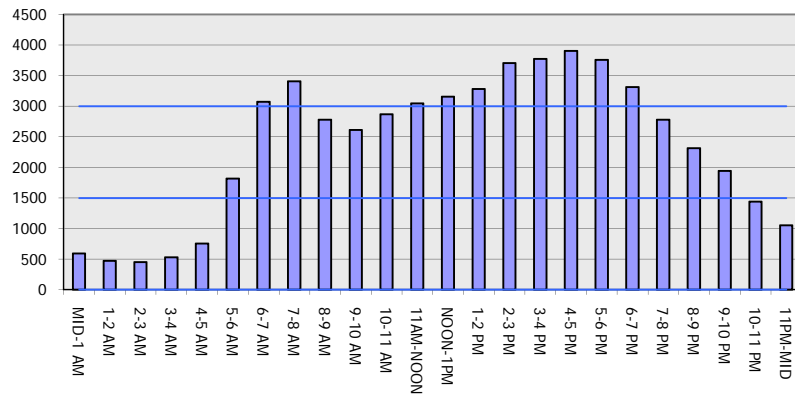
OCTOBER

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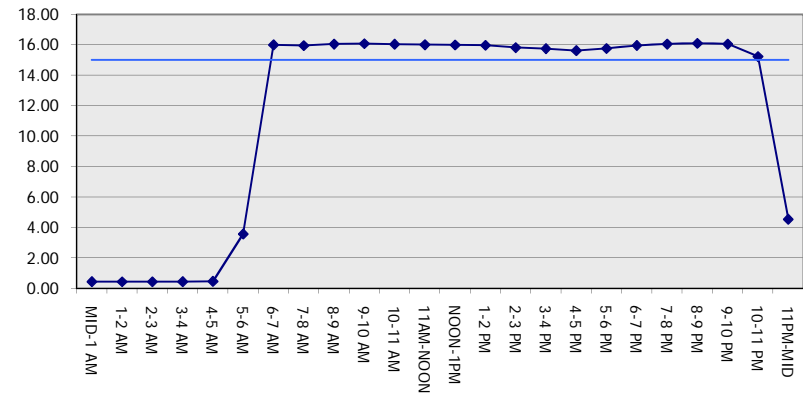
GRAPHICAL REPRESENTATION OF TRAFFIC MODEL INPUT AND OUTPUT

FRIDAY WESTBOUND DIRECTION

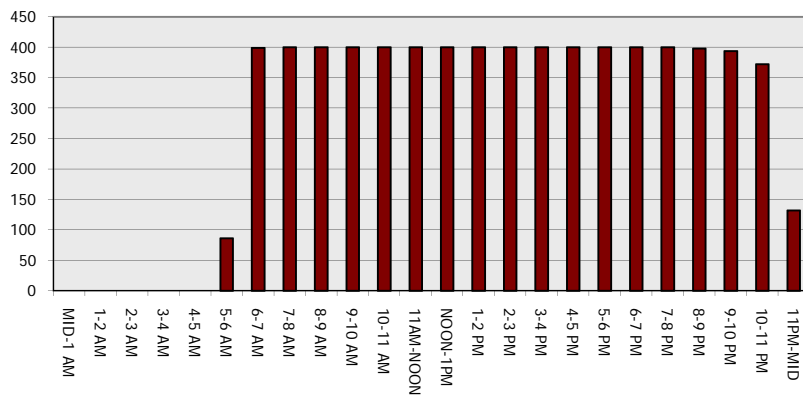
Main Route - Traffic Demand (Vehicles Per Hour)



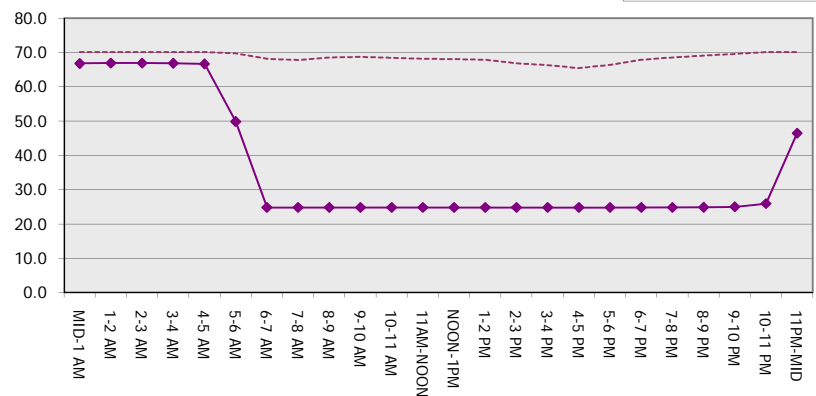
Main Route Average Delay Per Vehicle (Minutes)



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	1500	608	0	0.45	0	70.2	66.8	46.5	
1-2 AM	468	0.0	1500	468	0	0.43	0	70.2	66.9	47.1	
2-3 AM	428	0.0	1500	428	0	0.42	0	70.2	67.0	47.3	
3-4 AM	459	0.0	1500	459	0	0.43	0	70.2	66.9	47.1	
4-5 AM	725	0.0	1500	725	0	0.46	0	70.2	66.7	46.0	
5-6 AM	1226	0.0	1499	1226	0	0.68	0	70.2	65.1	39.8	
6-7 AM	2075	0.0	1499	2008	67	8.22+	228	69.4	36.3	32.5	
7-8 AM	2737	0.0	1500	1473	1264	15.97+	397	68.6	24.9	33.8	
8-9 AM	2542	0.0	1500	1500	1042	16.13+	400	68.9	24.8	32.9	
9-10 AM	2570	0.0	1500	1500	1070	16.13+	400	68.9	24.8	32.9	
10-11 AM	2743	0.0	1500	1500	1243	16.10+	400	68.6	24.8	32.9	
11AM-NOON	2798	0.0	1500	1500	1298	16.09+	400	68.6	24.8	32.9	
NOON-1PM	3046	0.0	1500	1500	1546	16.05+	400	68.2	24.8	32.9	
1-2 PM	3194	0.0	1500	1500	1694	16.03+	400	68.1	24.8	32.9	
2-3 PM	3398	0.0	1500	1500	1898	15.99+	400	67.8	24.8	32.9	
3-4 PM	3726	0.0	1500	1500	2226	15.84+	400	66.7	24.8	32.9	
4-5 PM	4042	0.0	1500	1500	2542	15.53+	400	64.5	24.8	32.9	
5-6 PM	4072	0.0	1500	1500	2572	15.49+	400	64.3	24.8	32.9	
6-7 PM	3022	0.0	1500	1500	1522	16.05+	400	68.3	24.8	32.9	
7-8 PM	2158	0.0	1499	1442	715	15.99+	394	69.4	25.0	32.7	
8-9 PM	1631	0.0	1499	1467	164	16.15+	396	70.0	24.9	32.5	
9-10 PM	1546	0.0	1499	1502	44	16.15+	396	70.1	24.9	32.5	
10-11 PM	1297	0.0	1499	1297	0	12.57	308	70.2	29.1	32.5	
11PM-MID	1017	0.0	1500	1017	0	1.95	45	70.2	57.6	42.2	

+ 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	0.0853
MAIN ROUTE WITH WORKS	0.0487
'DIVERSION'	0.0802

PIA: Personal Injury Accidents

ROAD USER COSTS PER DAY	\$162,018
CONGESTED HOURS PER DAY*	16

*Delays Exceeding User-Specified Maximum

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GRAPHICAL REPRESENTATION OF TRAFFIC MODEL INPUT AND OUTPUT
FRIDAY EASTBOUND DIRECTION

