

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

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	496	0.0	1500	496	0	0.43	0	70.2	66.9	46.9	
1-2 AM	381	0.0	1500	381	0	0.42	0	70.2	67.0	47.4	
2-3 AM	362	0.0	1500	362	0	0.41	0	70.2	67.1	47.5	
3-4 AM	429	0.0	1500	429	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	1758	0.0	1499	1758	0	3.08	72	69.9	51.9	33.2	
6-7 AM	3260	0.0	1499	1500	1760	15.87+	399	68.0	24.9	36.0	
7-8 AM	3515	0.0	1500	1500	2015	15.83+	400	67.7	24.9	36.0	
8-9 AM	2660	0.0	1500	1529	1131	15.93+	397	68.7	25.0	34.7	
9-10 AM	2337	0.0	1499	1500	837	16.12+	399	69.1	24.8	33.7	
10-11 AM	2331	0.0	1500	1500	831	16.12+	400	69.1	24.8	33.7	
11AM-NOON	2382	0.0	1500	1500	882	16.11+	400	69.1	24.8	33.7	
NOON-1PM	2485	0.0	1500	1500	985	16.10+	400	68.9	24.8	33.7	
1-2 PM	2507	0.0	1500	1500	1007	16.09+	400	68.9	24.8	33.7	
2-3 PM	2711	0.0	1500	1500	1211	16.06+	400	68.7	24.8	33.7	
3-4 PM	2984	0.0	1500	1500	1484	16.01+	400	68.3	24.8	33.7	
4-5 PM	3141	0.0	1500	1500	1641	15.99+	400	68.1	24.8	33.7	
5-6 PM	3017	0.0	1500	1500	1517	16.01+	400	68.3	24.8	33.7	
6-7 PM	2344	0.0	1500	1524	819	16.05+	397	69.1	24.9	33.1	
7-8 PM	1608	0.0	1500	1549	59	15.92+	390	70.0	25.2	32.4	
8-9 PM	1400	0.0	1499	1400	0	14.40+	351	70.2	26.8	32.5	
9-10 PM	1260	0.0	1499	1260	0	7.51	182	70.2	38.1	34.0	
10-11 PM	1009	0.0	1500	1009	0	0.60	3	70.2	65.8	44.7	
11PM-MID	716	0.0	1500	716	0	0.46	0	70.2	66.8	46.0	

+ 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	0.0758
MAIN ROUTE WITH WORKS	0.0471
'DIVERSION'	0.0620
<small>PIA: Personal Injury Accidents</small>	
IMPACTS ON ROAD USERS	
ROAD USER COSTS PER DAY	\$135,415
CONGESTED HOURS PER DAY*	15

*Delays Exceeding User-Specified Maximum

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

OCTOBER

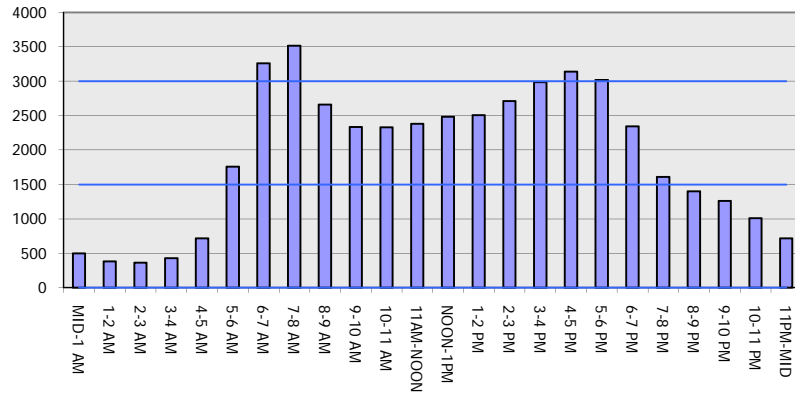
Analyzed for 2009
 Construction Season

GRAPHICAL REPRESENTATION OF TRAFFIC MODEL INPUT AND OUTPUT

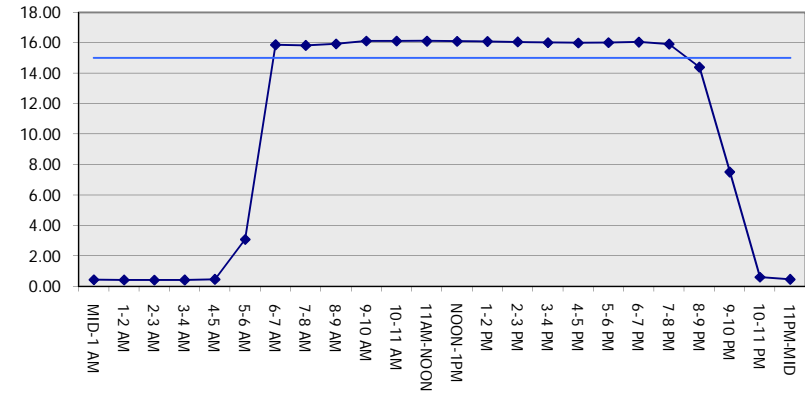
MON-THUR

WESTBOUND DIRECTION

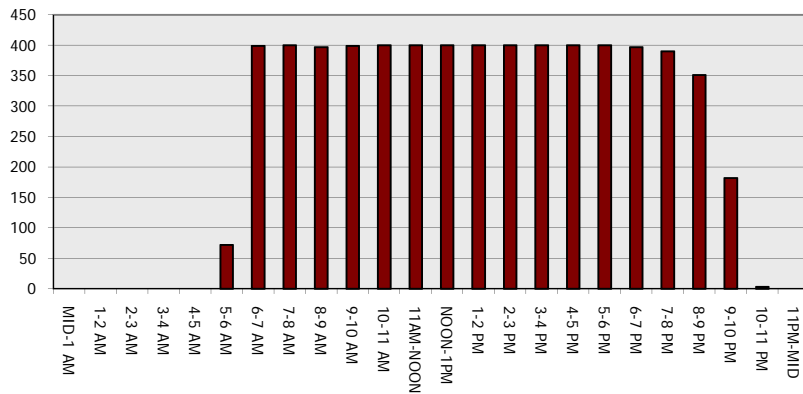
Main Route - Traffic Demand (Vehicles Per Hour)



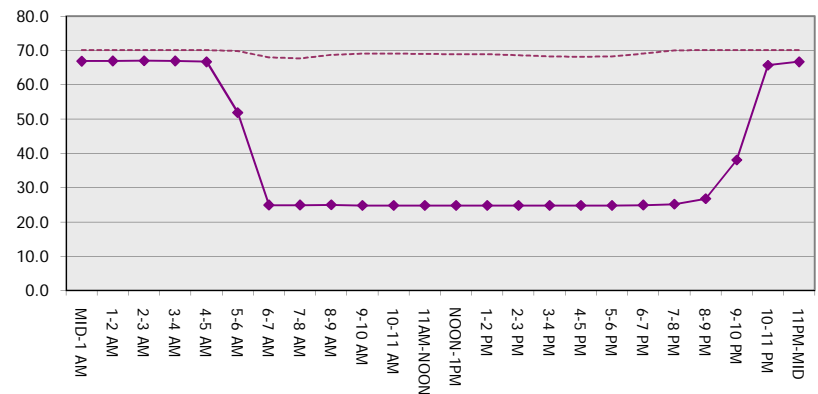
Main Route Average Delay Per Vehicle (Minutes)



Main Route - Average Queue Length (Vehicles)



Main Route - Average Speed (MPH)



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SUMMARY OF TRAFFIC MODEL OUTPUT

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	507	0.0	1500	507	0	0.43	0	70.2	66.9	46.9
1-2 AM	390	0.0	1500	390	0	0.42	0	70.2	67.0	47.4
2-3 AM	369	0.0	1500	369	0	0.42	0	70.2	67.1	47.5
3-4 AM	420	0.0	1500	420	0	0.42	0	70.2	67.0	47.3
4-5 AM	696	0.0	1500	696	0	0.46	0	70.2	66.8	46.1
5-6 AM	1296	0.0	1499	1296	0	0.75	0	70.2	64.7	38.5
6-7 AM	2284	0.0	1499	1808	476	10.25+	273	69.2	32.4	33.3
7-8 AM	2795	0.0	1499	1500	1295	16.01+	399	68.6	24.8	34.4
8-9 AM	2615	0.0	1500	1500	1115	16.04+	400	68.8	24.8	34.4
9-10 AM	2432	0.0	1500	1500	932	16.07+	400	69.0	24.8	34.4
10-11 AM	2339	0.0	1500	1511	827	16.09+	398	69.1	24.8	33.5
11AM-NOON	2422	0.0	1500	1500	922	16.11+	400	69.1	24.8	33.5
NOON-1PM	2528	0.0	1499	1500	1028	16.10+	400	68.9	24.8	33.5
1-2 PM	2684	0.0	1499	1500	1184	16.07+	400	68.7	24.8	33.5
2-3 PM	2911	0.0	1500	1500	1411	16.03+	400	68.4	24.8	33.5
3-4 PM	3324	0.0	1500	1500	1824	15.97+	400	67.9	24.8	33.5
4-5 PM	3527	0.0	1500	1500	2027	15.93+	400	67.6	24.8	33.5
5-6 PM	3662	0.0	1500	1500	2162	15.86+	400	67.1	24.8	33.5
6-7 PM	2581	0.0	1500	1500	1081	16.09+	400	68.8	24.8	33.5
7-8 PM	1851	0.0	1500	1558	293	16.02+	393	69.7	25.0	32.4
8-9 PM	1499	0.0	1500	1499	0	15.97+	391	70.2	25.1	32.4
9-10 PM	1376	0.0	1500	1376	0	13.55	330	70.2	27.8	32.5
10-11 PM	988	0.0	1499	988	0	2.63	72	70.2	54.2	42.0
11PM-MID	800	0.0	1500	800	0	0.47	0	70.2	66.6	45.6

+ 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	0.0766
MAIN ROUTE WITH WORKS	0.0472
'DIVERSION'	0.0636

PIA: Personal Injury Accidents

ECONOMIC IMPACT ON ROAD USERS	
ROAD USER COSTS PER DAY	\$137,262
CONGESTED HOURS PER DAY*	15

*Delays Exceeding User-Specified Maximum

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GRAPHICAL REPRESENTATION OF TRAFFIC MODEL INPUT AND OUTPUT

MON-THUR EASTBOUND DIRECTION

