

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

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	703	0.0	1500	703	0	0.97	17	70.2	63.3	46.0
1-2 AM	456	0.0	1500	456	0	0.43	0	70.2	66.9	47.1
2-3 AM	389	0.0	1500	389	0	0.42	0	70.2	67.0	47.4
3-4 AM	373	0.0	1500	373	0	0.42	0	70.2	67.0	47.5
4-5 AM	475	0.0	1500	475	0	0.43	0	70.2	66.9	47.0
5-6 AM	843	0.0	1500	843	0	0.47	0	70.2	66.6	45.5
6-7 AM	1223	0.0	1499	1223	0	0.64	0	70.2	65.5	40.6
7-8 AM	1636	0.0	1499	1636	0	2.34	39	70.0	55.5	32.5
8-9 AM	2147	0.0	1500	1777	370	13.42+	337	69.4	27.8	32.4
9-10 AM	2382	0.0	1500	1500	882	16.17+	399	69.1	24.8	32.5
10-11 AM	2750	0.0	1500	1500	1250	16.11+	400	68.6	24.8	32.5
11AM-NOON	3008	0.0	1500	1500	1508	16.06+	399	68.3	24.8	32.5
NOON-1PM	2998	0.0	1500	1500	1498	16.07+	399	68.3	24.8	32.5
1-2 PM	2852	0.0	1500	1500	1352	16.09+	400	68.5	24.8	32.5
2-3 PM	3041	0.0	1500	1500	1541	16.06+	400	68.2	24.8	32.5
3-4 PM	3069	0.0	1500	1500	1569	16.05+	400	68.2	24.8	32.5
4-5 PM	3106	0.0	1500	1500	1606	16.05+	400	68.2	24.8	32.5
5-6 PM	3119	0.0	1500	1500	1619	16.05+	400	68.2	24.8	32.5
6-7 PM	2660	0.0	1500	1500	1160	16.12+	399	68.7	24.8	32.5
7-8 PM	2146	0.0	1500	1500	646	16.20+	400	69.4	24.8	32.5
8-9 PM	1920	0.0	1500	1500	420	16.24+	400	69.7	24.8	32.5
9-10 PM	1666	0.0	1500	1500	166	16.28+	400	70.0	24.8	32.5
10-11 PM	1603	0.0	1500	1486	117	16.23+	398	70.0	24.8	32.5
11PM-MID	1258	0.0	1499	1258	0	12.31	305	70.2	29.4	33.2

+ 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	0.0758
MAIN ROUTE WITH WORKS	0.0479
'DIVERSION'	0.0602
PIA: Personal Injury Accidents	
IMPACTS ON ROAD USERS	
ROAD USER COSTS PER DAY	\$174,832
CONGESTED HOURS PER DAY*	15

*Delays Exceeding User-Specified Maximum

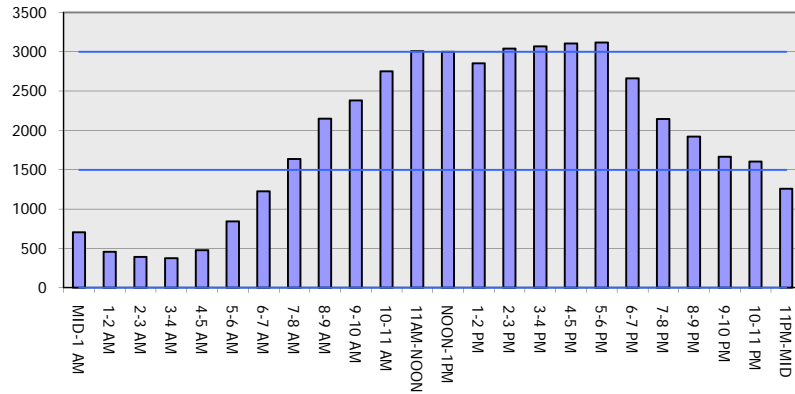
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 CONTINUOUS (24 HOUR) 2 LANE CLOSURE
 NO DIVERSION ROUTE (MAX QUEUE METHOD)**

OCTOBER

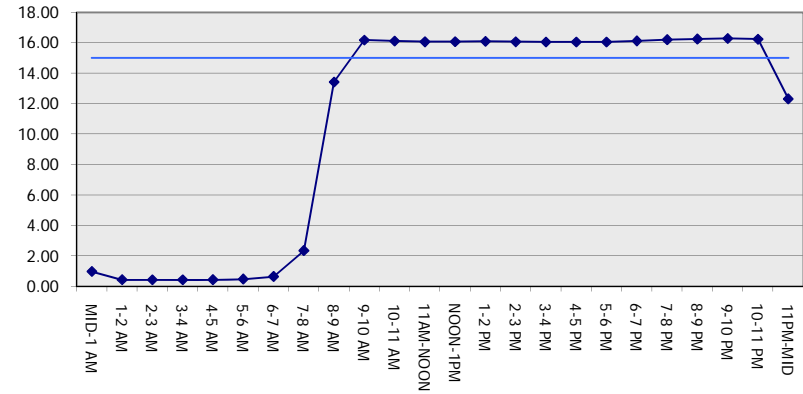
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GRAPHICAL REPRESENTATION OF TRAFFIC MODEL INPUT AND OUTPUT
SATURDAY WESTBOUND DIRECTION

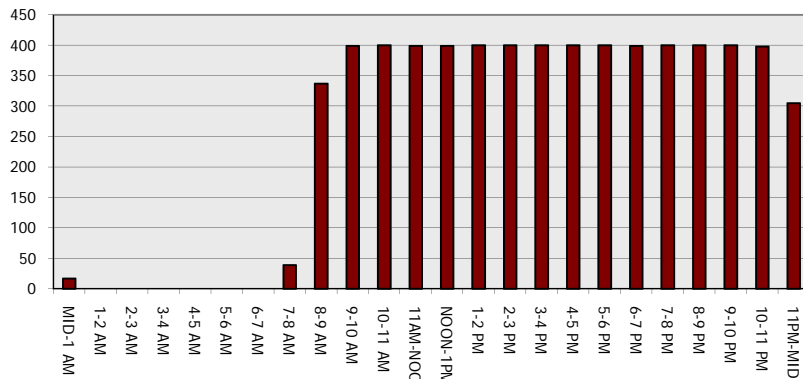
Main Route - Traffic Demand (Vehicles Per Hour)



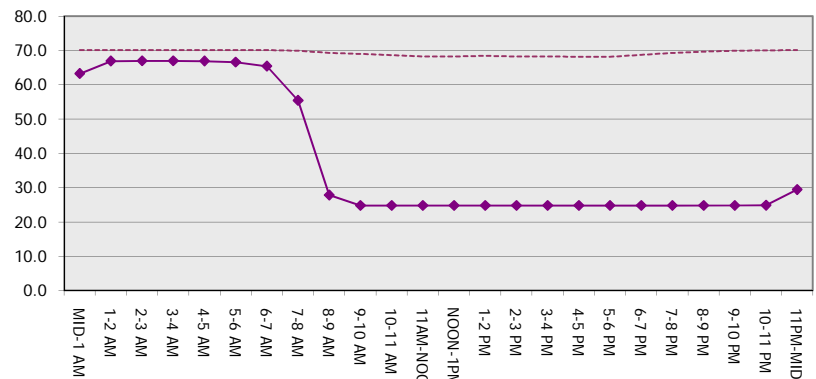
Main Route Average Delay Per Vehicle (Minutes)



Main Route - Average Queue Length (Vehicles)



Main Route - Average Speed (MPH)



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SUMMARY OF TRAFFIC MODEL OUTPUT

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	695	0.0	1500	695	0	0.46	0	70.2	66.8	46.1
1-2 AM	472	0.0	1500	472	0	0.43	0	70.2	66.9	47.0
2-3 AM	446	0.0	1500	446	0	0.42	0	70.2	66.9	47.1
3-4 AM	377	0.0	1500	377	0	0.42	0	70.2	67.0	47.4
4-5 AM	393	0.0	1500	393	0	0.42	0	70.2	66.8	46.5
5-6 AM	586	0.0	1500	586	0	0.44	0	70.2	66.6	45.1
6-7 AM	911	0.0	1499	911	0	0.48	0	70.2	61.2	35.0
7-8 AM	1451	0.0	1499	1451	0	1.31	11	70.2	69.5	32.4
8-9 AM	2058	0.0	1500	1885	173	9.85+	258	68.7	33.1	32.5
9-10 AM	2685	0.0	1500	1500	1185	16.12+	400	68.3	24.8	32.5
10-11 AM	2985	0.0	1500	1500	1485	16.07+	400	68.1	24.8	32.5
11AM-NOON	3190	0.0	1500	1500	1690	16.04+	400	68.0	24.8	32.5
NOON-1PM	3248	0.0	1500	1500	1748	16.03+	400	68.1	24.8	32.5
1-2 PM	3173	0.0	1500	1500	1673	16.04+	400	68.2	24.8	32.5
2-3 PM	3230	0.0	1500	1500	1730	16.03+	400	68.5	24.8	32.5
3-4 PM	3077	0.0	1500	1500	1577	16.06+	400	68.7	24.8	32.5
4-5 PM	2851	0.0	1500	1500	1351	16.09+	400	69.2	24.8	32.5
5-6 PM	2695	0.0	1500	1500	1195	16.12+	400	69.8	24.8	32.5
6-7 PM	2237	0.0	1500	1500	737	16.19+	400	70.2	25.0	32.5
7-8 PM	1793	0.0	1500	1478	316	16.17+	397	70.2	28.4	32.5
8-9 PM	1507	0.0	1499	1470	37	16.12+	395	70.2	41.0	34.0
9-10 PM	1360	0.0	1499	1360	0	13.02	316	70.2	66.3	45.1
10-11 PM	1291	0.0	1500	1291	0	6.31	149	70.2		
11PM-MID	909	0.0	1500	909	0	0.52	0	70.2		

+ 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	0.0722
MAIN ROUTE WITH WORKS	0.0457
'DIVERSION'	0.0571

PIA: Personal Injury Accidents

ECONOMIC IMPACT ON ROAD USERS	
ROAD USER COSTS PER DAY	\$158,265
CONGESTED HOURS PER DAY*	13

*Delays Exceeding User-Specified Maximum

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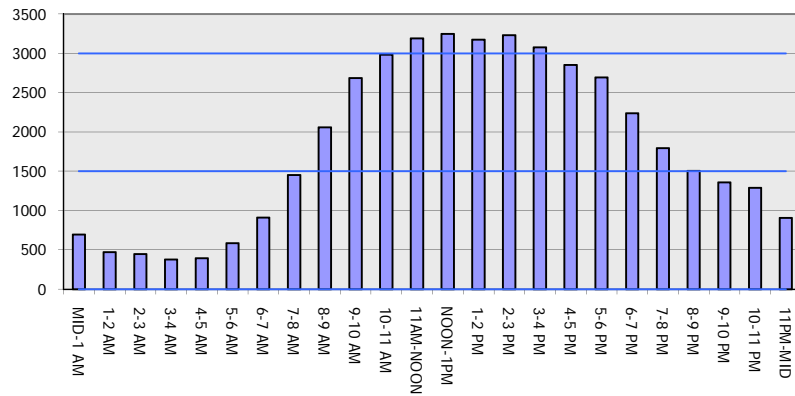
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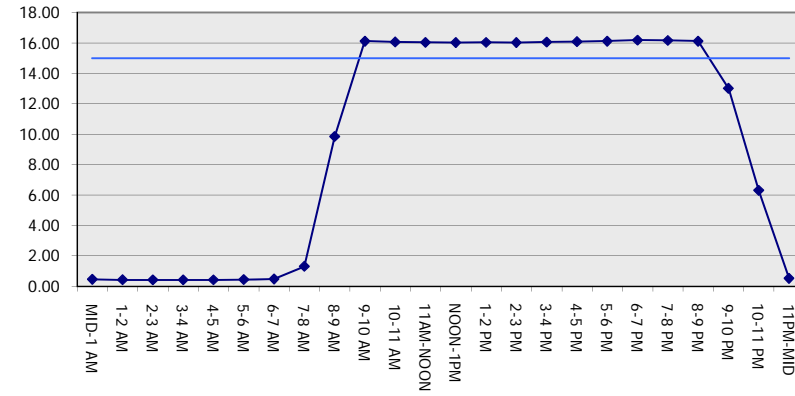
GRAPHICAL REPRESENTATION OF TRAFFIC MODEL INPUT AND OUTPUT

SATURDAY EASTBOUND DIRECTION

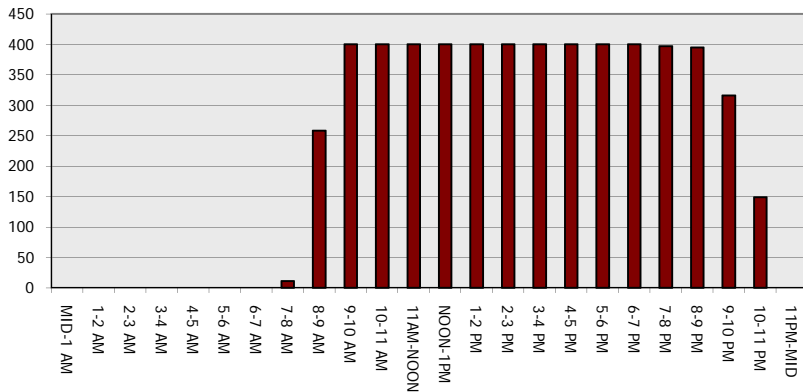
Main Route - Traffic Demand (Vehicles Per Hour)



Main Route Average Delay Per Vehicle (Minutes)



Main Route - Average Queue Length (Vehicles)



Main Route - Average Speed (MPH)

