

IH 94: STH 100/RYAN RD TO STH 20 (MILWAUKEE AND RACINE COUNTIES) OFF-PEAK DAY 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	OFF	589	0	0.00	0	70.2	70.2	70.2
1-2 AM	472	0.0	OFF	472	0	0.00	0	70.2	70.2	70.2
2-3 AM	452	0.0	OFF	452	0	0.00	0	70.2	70.2	70.2
3-4 AM	530	0.0	OFF	530	0	0.00	0	70.2	70.2	70.2
4-5 AM	751	0.0	OFF	751	0	0.00	0	70.2	70.2	70.2
5-6 AM	1818	0.0	OFF	1818	0	0.00	0	69.8	69.8	69.8
6-7 AM	3069	0.0	OFF	3069	0	0.00	0	68.2	68.2	68.2
7-8 AM	3407	0.0	OFF	3407	0	0.00	0	67.8	67.8	67.8
8-9 AM	2777	0.0	OFF	2777	0	0.00	0	68.6	68.6	68.6
9-10 AM	2610	0.0	3000	2610	0	0.51	0	68.8	65.1	43.8
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	OFF	3905	0	2.41	153	65.5	52.3	52.3
5-6 PM	3759	0.0	OFF	3759	0	0.00	0	66.4	66.4	66.4
6-7 PM	3311	0.0	OFF	3311	0	0.00	0	67.9	67.9	67.9
7-8 PM	2777	0.0	OFF	2777	0	0.00	0	68.6	68.6	68.6
8-9 PM	2315	0.0	OFF	2315	0	0.00	0	69.2	69.2	69.2
9-10 PM	1941	0.0	OFF	1941	0	0.00	0	69.6	69.6	69.6
10-11 PM	1438	0.0	OFF	1438	0	0.00	0	70.2	70.2	70.2
11PM-MID	1053	0.0	OFF	1053	0	0.00	0	70.2	70.2	70.2

"OFF" INDICATES NO ROAD WORK (ALL LANES OPEN TO TRAFFIC)

+ 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	0.0907
'DIVERSION'	0.0044
<small>PIA: Personal Injury Accidents</small>	
IMPACTS ON ROAD USERS	
ROAD USER COSTS PER DAY	\$28,279
CONGESTED HOURS PER DAY*	2

*Delays Exceeding User-Specified Maximum

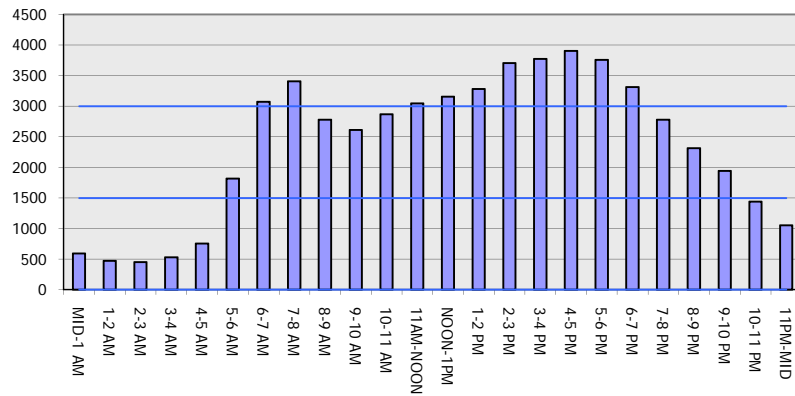
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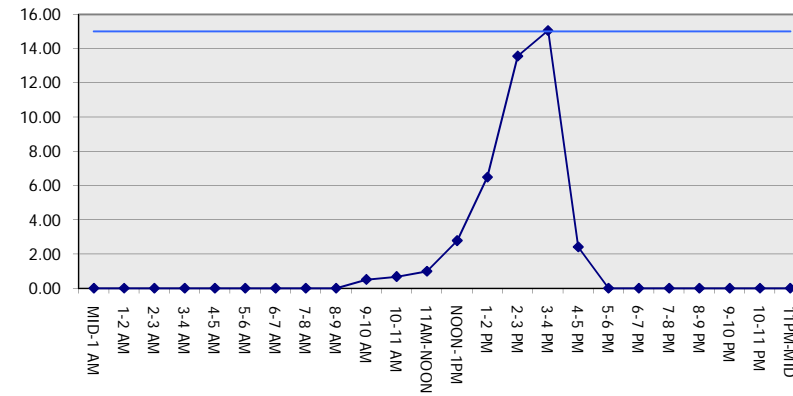
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GRAPHICAL REPRESENTATION OF TRAFFIC MODEL INPUT AND OUTPUT
FRIDAY WESTBOUND DIRECTION

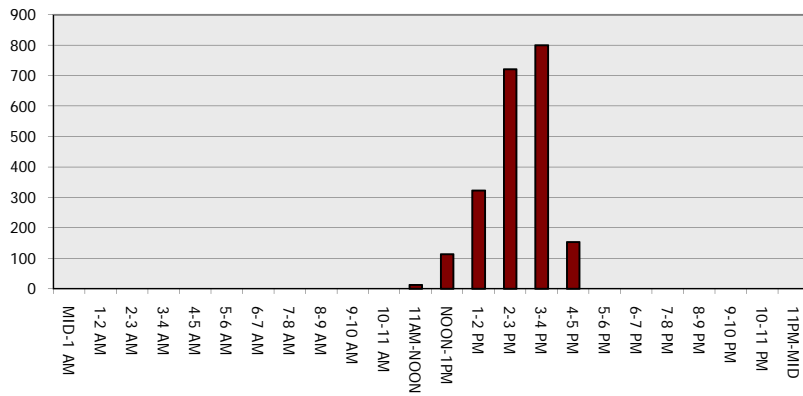
Main Route - Traffic Demand (Vehicles Per Hour)



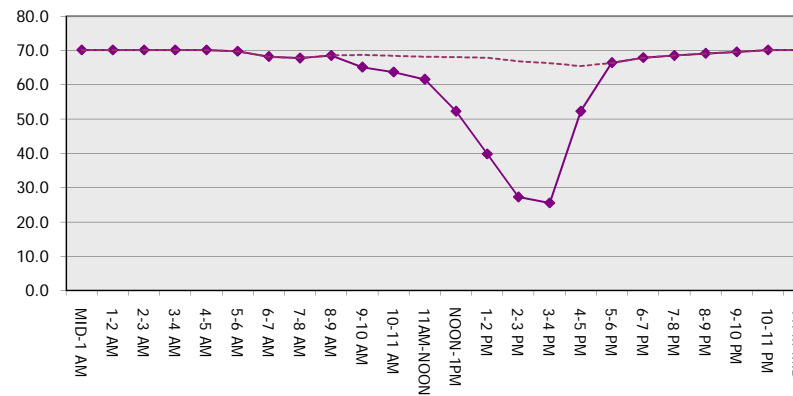
Main Route Average Delay Per Vehicle (Minutes)



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	OFF	608	0	0.00	0	70.2	70.2	70.2
1-2 AM	468	0.0	OFF	468	0	0.00	0	70.2	70.2	70.2
2-3 AM	428	0.0	OFF	428	0	0.00	0	70.2	70.2	70.2
3-4 AM	459	0.0	OFF	459	0	0.00	0	70.2	70.2	70.2
4-5 AM	725	0.0	OFF	725	0	0.00	0	70.2	70.2	70.2
5-6 AM	1226	0.0	OFF	1226	0	0.00	0	70.2	70.2	70.2
6-7 AM	2075	0.0	OFF	2075	0	0.00	0	69.4	69.4	69.4
7-8 AM	2737	0.0	OFF	2737	0	0.00	0	68.6	68.6	68.6
8-9 AM	2542	0.0	OFF	2542	0	0.00	0	68.9	68.9	68.9
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	OFF	4042	0	2.65	172	64.5	50.7	50.7
5-6 PM	4072	0.0	OFF	4072	0	0.00	0	64.3	64.3	64.3
6-7 PM	3022	0.0	OFF	3022	0	0.00	0	68.3	68.3	68.3
7-8 PM	2158	0.0	OFF	2158	0	0.00	0	69.4	69.4	69.4
8-9 PM	1631	0.0	OFF	1631	0	0.00	0	70.0	70.0	70.0
9-10 PM	1546	0.0	OFF	1546	0	0.00	0	70.1	70.1	70.1
10-11 PM	1297	0.0	OFF	1297	0	0.00	0	70.2	70.2	70.2
11PM-MID	1017	0.0	OFF	1017	0	0.00	0	70.2	70.2	70.2

"OFF" INDICATES NO ROAD WORK (ALL LANES OPEN TO TRAFFIC)

+ 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	0.0830
'DIVERSION'	0.0021

PIA: Personal Injury Accidents

ECONOMIC IMPACT ON ROAD USERS	
ROAD USER COSTS PER DAY	\$20,553
CONGESTED HOURS PER DAY*	1

*Delays Exceeding User-Specified Maximum

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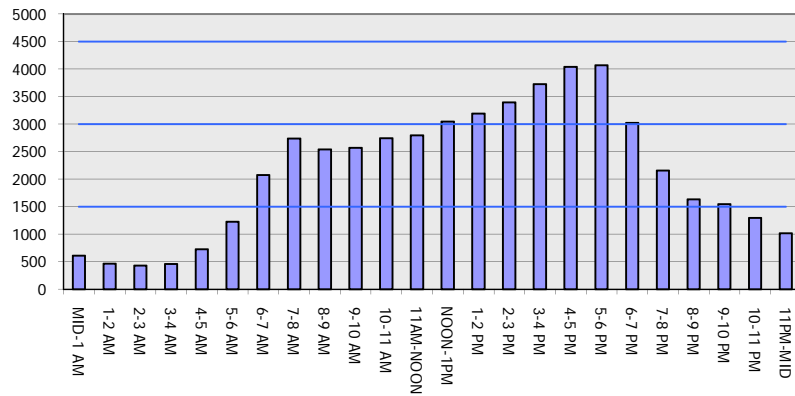
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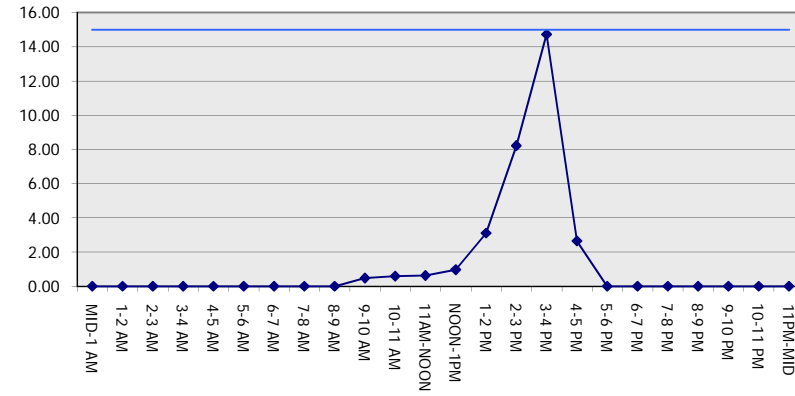
GRAPHICAL REPRESENTATION OF TRAFFIC MODEL INPUT AND OUTPUT

FRIDAY EASTBOUND DIRECTION

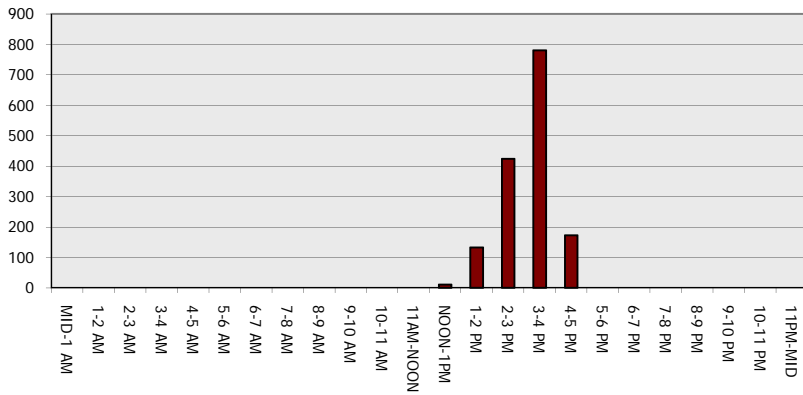
Main Route - Traffic Demand (Vehicles Per Hour)



Main Route Average Delay Per Vehicle (Minutes)



Main Route - Average Queue Length (Vehicles)



Main Route - Average Speed (MPH)

