

IH 94: STH 100/RYAN RD TO STH 20 (MILWAUKEE AND RACINE COUNTIES) OFF-PEAK DAY 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	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	1499	1901	709	13.09+	327	68.8	28.1	35.1
10-11 AM	2868	0.0	1499	1500	1368	16.08+	399	68.5	24.8	32.5
11AM-NOON	3044	0.0	1500	1500	1544	16.06+	400	68.2	24.8	32.5
NOON-1PM	3155	0.0	1500	1500	1655	16.04+	400	68.1	24.8	32.5
1-2 PM	3283	0.0	1500	1500	1783	16.02+	400	67.9	24.8	32.5
2-3 PM	3704	0.0	1500	1500	2204	15.86+	400	66.9	24.8	32.5
3-4 PM	3771	0.0	1500	1500	2271	15.80+	400	66.4	24.8	32.5
4-5 PM	3905	0.0	OFF	3905	0	0.80	38	65.5	60.4	60.4
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 (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	0.0742
'DIVERSION'	0.0442
PIA: Personal Injury Accidents	
IMPACTS ON ROAD USERS	
ROAD USER COSTS PER DAY	\$78,098
CONGESTED HOURS PER DAY*	7

*Delays Exceeding User-Specified Maximum

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OFF-PEAK DAY 2 LANE CLOSURE
NO DIVERSION ROUTE (MAX QUEUE METHOD)

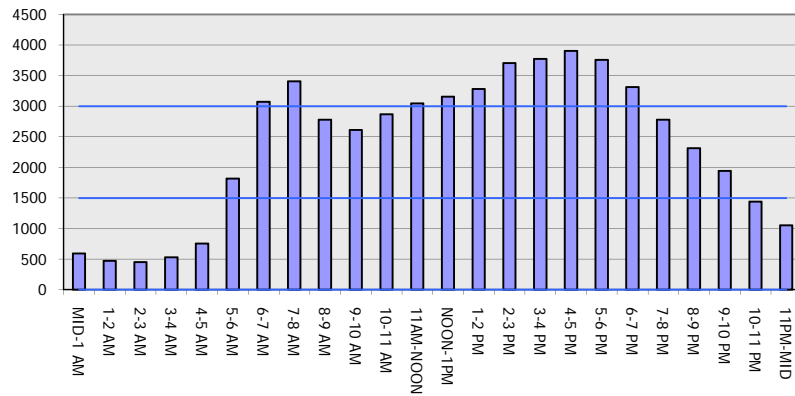
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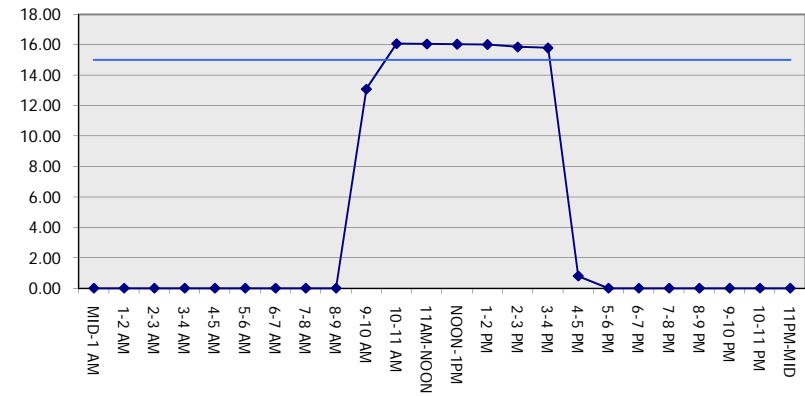
GRAPHICAL REPRESENTATION OF TRAFFIC MODEL INPUT AND OUTPUT

FRIDAY WESTBOUND DIRECTION

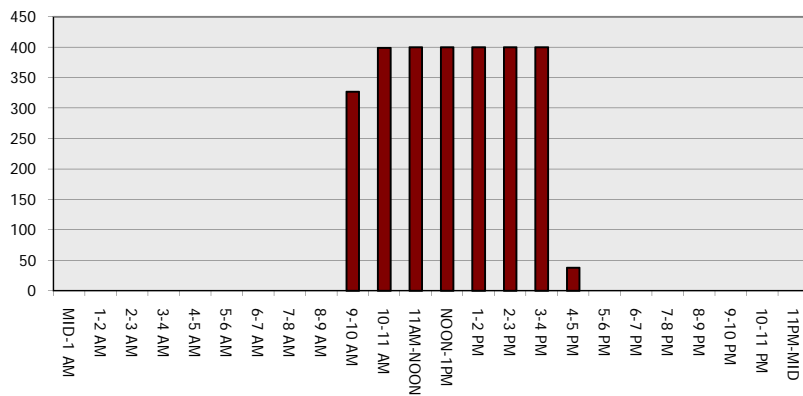
Main Route - Traffic Demand (Vehicles Per Hour)



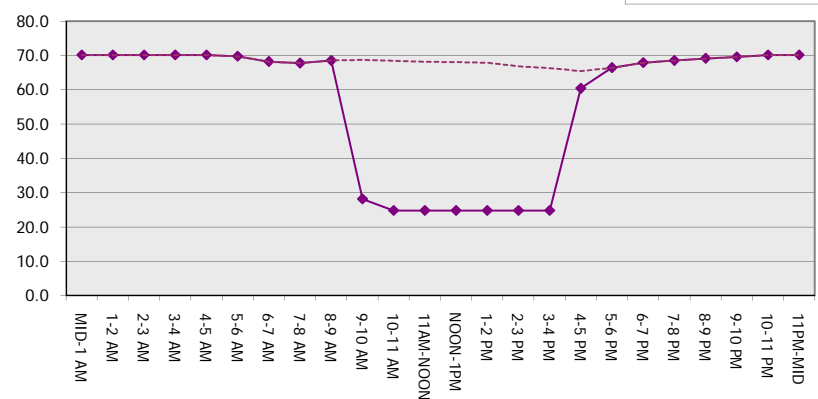
Main Route Average Delay Per Vehicle (Minutes)



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	1499	1943	627	12.97+	324	68.9	28.3	34.1
10-11 AM	2743	0.0	1499	1500	1243	16.11+	399	68.6	24.8	32.5
11AM-NOON	2798	0.0	1500	1500	1298	16.11+	400	68.6	24.8	32.5
NOON-1PM	3046	0.0	1500	1500	1546	16.06+	400	68.2	24.8	32.5
1-2 PM	3194	0.0	1500	1500	1694	16.04+	400	68.1	24.8	32.5
2-3 PM	3398	0.0	1500	1500	1898	16.01+	400	67.8	24.8	32.5
3-4 PM	3726	0.0	1500	1500	2226	15.85+	400	66.7	24.8	32.5
4-5 PM	4042	0.0	OFF	4042	0	0.98	50	64.5	58.6	58.6
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	0.0671
'DIVERSION'	0.0404

PIA: Personal Injury Accidents

ECONOMIC IMPACT ON ROAD USERS	
ROAD USER COSTS PER DAY	\$75,085
CONGESTED HOURS PER DAY*	7

*Delays Exceeding User-Specified Maximum

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OFF-PEAK DAY 2 LANE CLOSURE
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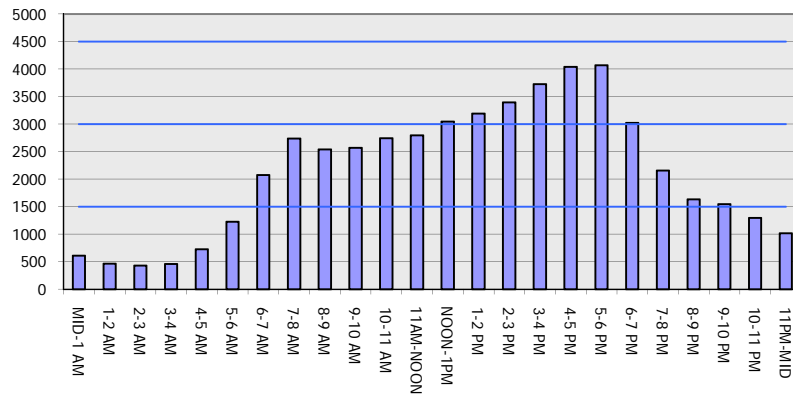
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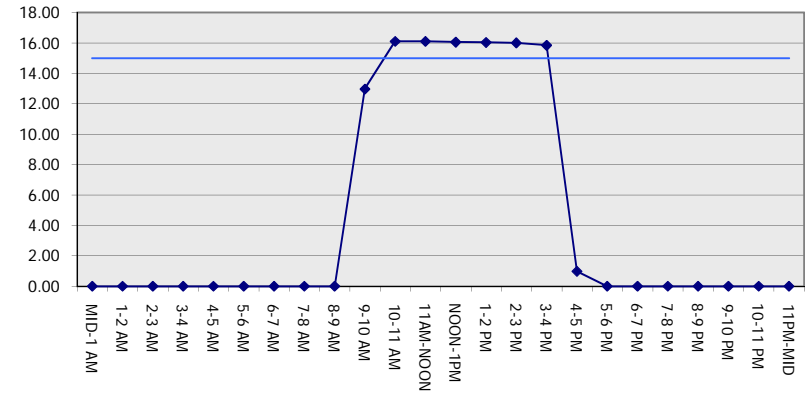
GRAPHICAL REPRESENTATION OF TRAFFIC MODEL INPUT AND OUTPUT

FRIDAY EASTBOUND DIRECTION

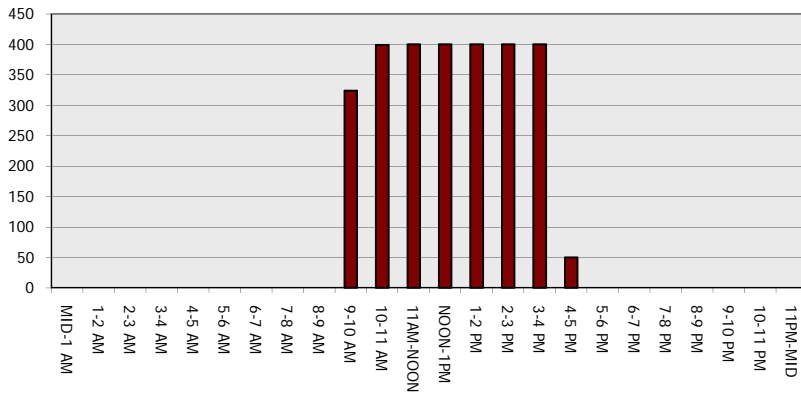
Main Route - Traffic Demand (Vehicles Per Hour)



Main Route Average Delay Per Vehicle (Minutes)



Main Route - Average Queue Length (Vehicles)



Main Route - Average Speed (MPH)

