

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

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	OFF	496	0	0.00	0	70.2	70.2	70.2
1-2 AM	381	0.0	OFF	381	0	0.00	0	70.2	70.2	70.2
2-3 AM	362	0.0	OFF	362	0	0.00	0	70.2	70.2	70.2
3-4 AM	429	0.0	OFF	429	0	0.00	0	70.2	70.2	70.2
4-5 AM	714	0.0	OFF	714	0	0.00	0	70.2	70.2	70.2
5-6 AM	1758	0.0	OFF	1758	0	0.00	0	69.9	69.9	69.9
6-7 AM	3260	0.0	OFF	3260	0	0.00	0	68.0	68.0	68.0
7-8 AM	3515	0.0	OFF	3515	0	0.00	0	67.7	67.7	67.7
8-9 AM	2660	0.0	OFF	2660	0	0.00	0	68.7	68.7	68.7
9-10 AM	2337	0.0	1499	1939	398	12.21+	309	69.1	29.4	32.5
10-11 AM	2331	0.0	1500	1500	831	16.18+	400	69.1	24.8	32.5
11AM-NOON	2382	0.0	1500	1500	882	16.17+	400	69.1	24.8	32.5
NOON-1PM	2485	0.0	1500	1500	985	16.16+	400	68.9	24.8	32.5
1-2 PM	2507	0.0	1500	1500	1007	16.15+	400	68.9	24.8	32.5
2-3 PM	2711	0.0	1500	1500	1211	16.12+	400	68.7	24.8	32.5
3-4 PM	2984	0.0	1500	1500	1484	16.07+	400	68.3	24.8	32.5
4-5 PM	3141	0.0	OFF	3141	0	0.41	33	68.1	65.2	65.2
5-6 PM	3017	0.0	OFF	3017	0	0.00	0	68.3	68.3	68.3
6-7 PM	2344	0.0	OFF	2344	0	0.00	0	69.1	69.1	69.1
7-8 PM	1608	0.0	OFF	1608	0	0.00	0	70.0	70.0	70.0
8-9 PM	1400	0.0	OFF	1400	0	0.00	0	70.2	70.2	70.2
9-10 PM	1260	0.0	OFF	1260	0	0.00	0	70.2	70.2	70.2
10-11 PM	1009	0.0	OFF	1009	0	0.00	0	70.2	70.2	70.2
11PM-MID	716	0.0	OFF	716	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	0.0758
MAIN ROUTE WITH WORKS	0.0639
'DIVERSION'	0.0261
<small>PIA: Personal Injury Accidents</small>	
IMPACTS ON ROAD USERS	
ROAD USER COSTS PER DAY	\$60,239
CONGESTED HOURS PER DAY*	7

*Delays Exceeding User-Specified Maximum

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NO DIVERSION ROUTE (MAX QUEUE METHOD)

OCTOBER

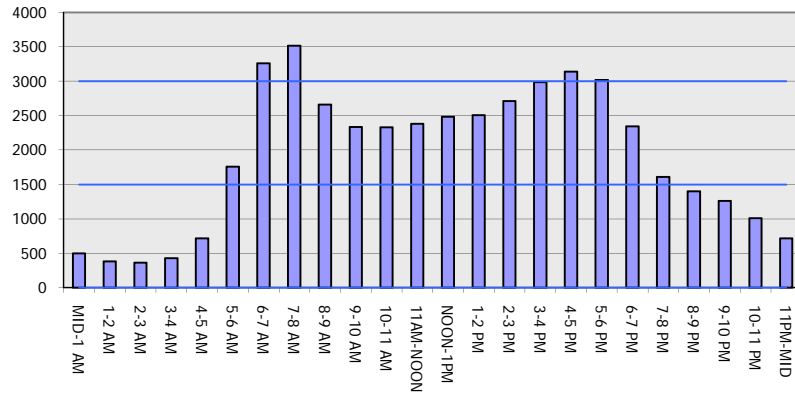
Analyzed for 2009
 Construction Season

GRAPHICAL REPRESENTATION OF TRAFFIC MODEL INPUT AND OUTPUT

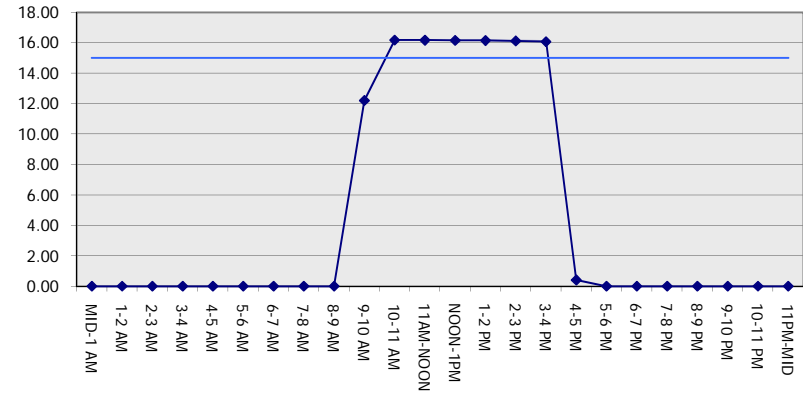
MON-THUR

WESTBOUND DIRECTION

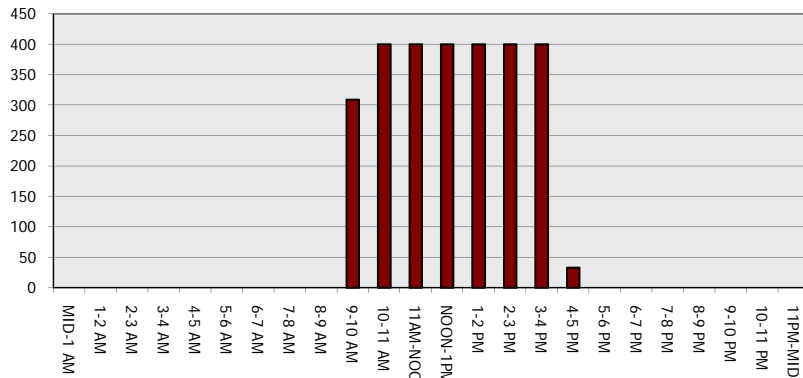
Main Route - Traffic Demand (Vehicles Per Hour)



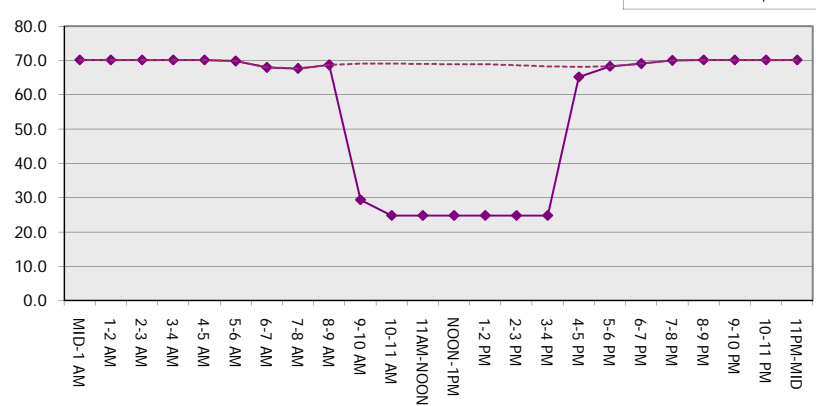
Main Route Average Delay Per Vehicle (Minutes)



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	OFF	507	0	0.00	0	70.2	70.2	70.2
1-2 AM	390	0.0	OFF	390	0	0.00	0	70.2	70.2	70.2
2-3 AM	369	0.0	OFF	369	0	0.00	0	70.2	70.2	70.2
3-4 AM	420	0.0	OFF	420	0	0.00	0	70.2	70.2	70.2
4-5 AM	696	0.0	OFF	696	0	0.00	0	70.2	70.2	70.2
5-6 AM	1296	0.0	OFF	1296	0	0.00	0	70.2	70.2	70.2
6-7 AM	2284	0.0	OFF	2284	0	0.00	0	69.2	69.2	69.2
7-8 AM	2795	0.0	OFF	2795	0	0.00	0	68.6	68.6	68.6
8-9 AM	2615	0.0	OFF	2615	0	0.00	0	68.8	68.8	68.8
9-10 AM	2432	0.0	1499	1976	457	12.74+	320	69.0	28.6	32.7
10-11 AM	2339	0.0	1499	1500	839	16.19+	399	69.1	24.7	32.5
11AM-NOON	2422	0.0	1500	1500	922	16.17+	400	69.1	24.7	32.5
NOON-1PM	2528	0.0	1500	1500	1028	16.16+	400	68.9	24.7	32.5
1-2 PM	2684	0.0	1500	1500	1184	16.13+	400	68.7	24.7	32.5
2-3 PM	2911	0.0	1500	1500	1411	16.09+	400	68.4	24.7	32.5
3-4 PM	3324	0.0	1500	1500	1824	16.02+	400	67.9	24.7	32.5
4-5 PM	3527	0.0	OFF	3527	0	0.86	45	67.6	61.9	61.9
5-6 PM	3662	0.0	OFF	3662	0	0.00	0	67.1	67.1	67.1
6-7 PM	2581	0.0	OFF	2581	0	0.00	0	68.8	68.8	68.8
7-8 PM	1851	0.0	OFF	1851	0	0.00	0	69.7	69.7	69.7
8-9 PM	1499	0.0	OFF	1499	0	0.00	0	70.2	70.2	70.2
9-10 PM	1376	0.0	OFF	1376	0	0.00	0	70.2	70.2	70.2
10-11 PM	988	0.0	OFF	988	0	0.00	0	70.2	70.2	70.2
11PM-MID	800	0.0	OFF	800	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

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	0.0766
MAIN ROUTE WITH WORKS	0.0632
'DIVERSION'	0.0294

PIA: Personal Injury Accidents

ROAD USER COSTS PER DAY	\$63,902
CONGESTED HOURS PER DAY*	7

*Delays Exceeding User-Specified Maximum

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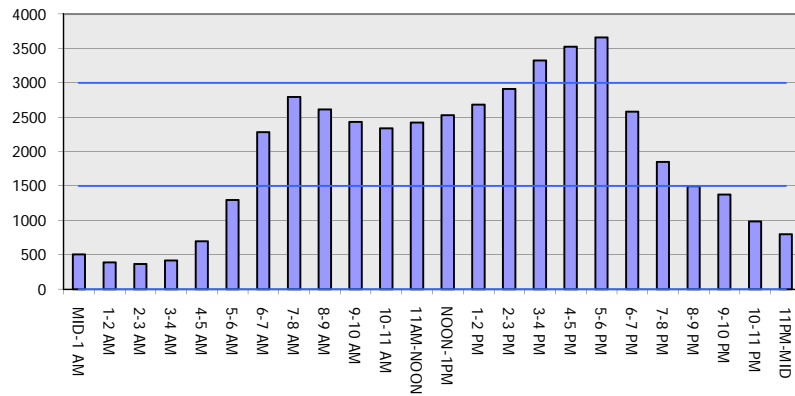
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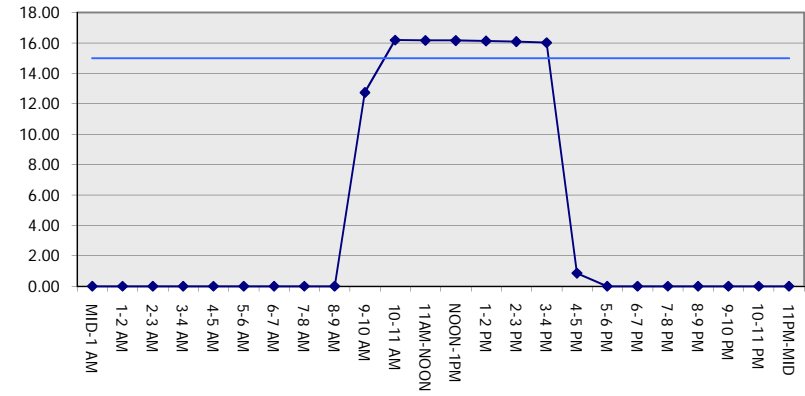
MON-THUR

EASTBOUND DIRECTION

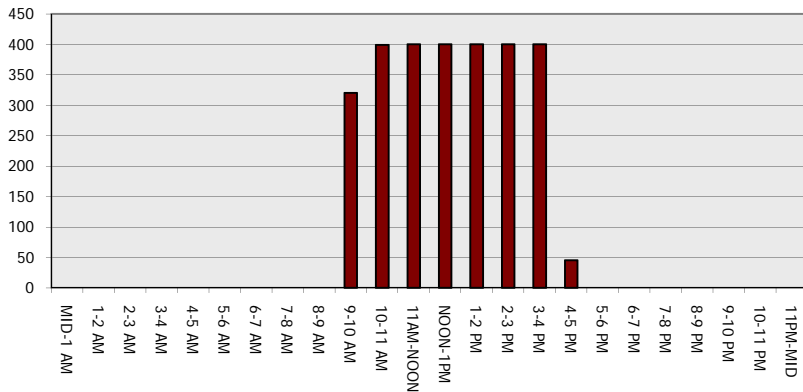
Main Route - Traffic Demand (Vehicles Per Hour)



Main Route Average Delay Per Vehicle (Minutes)



Main Route - Average Queue Length (Vehicles)



Main Route - Average Speed (MPH)

