

IH 94: STH 100/RYAN RD TO STH 20 (MILWAUKEE AND RACINE COUNTIES) NIGHTTIME 2 LANE CLOSURE NO DIVERSION ROUTE (MAX QUEUE METHOD)	AUGUST
	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	754	0.0	1500	754	0	0.48	0	70.2	66.6	45.8	
1-2 AM	492	0.0	1500	492	0	0.43	0	70.2	66.9	46.9	
2-3 AM	394	0.0	1500	394	0	0.42	0	70.2	67.0	47.4	
3-4 AM	365	0.0	1500	365	0	0.42	0	70.2	67.1	47.5	
4-5 AM	466	0.0	1500	466	0	0.43	0	70.2	66.9	47.1	
5-6 AM	882	0.0	1500	882	0	0.48	0	70.2	66.6	45.3	
6-7 AM	1264	0.0	1499	1264	0	0.70	0	70.2	65.1	39.2	
7-8 AM	1763	0.0	1499	1763	0	4.18	96	69.9	47.6	32.5	
8-9 AM	2388	0.0	OFF	2388	0	0.14	9	69.1	68.0	68.0	
9-10 AM	2890	0.0	OFF	2890	0	0.00	0	68.4	68.4	68.4	
10-11 AM	3204	0.0	OFF	3204	0	0.00	0	68.1	68.1	68.1	
11AM-NOON	3446	0.0	OFF	3446	0	0.00	0	67.8	67.8	67.8	
NOON-1PM	3633	0.0	OFF	3633	0	0.00	0	67.3	67.3	67.3	
1-2 PM	3595	0.0	OFF	3595	0	0.00	0	67.6	67.6	67.6	
2-3 PM	3425	0.0	OFF	3425	0	0.00	0	67.8	67.8	67.8	
3-4 PM	3261	0.0	OFF	3261	0	0.00	0	68.0	68.0	68.0	
4-5 PM	3297	0.0	OFF	3297	0	0.00	0	67.9	67.9	67.9	
5-6 PM	2938	0.0	OFF	2938	0	0.00	0	68.4	68.4	68.4	
6-7 PM	2580	0.0	1499	1831	749	13.22+	331	68.8	28.0	36.6	
7-8 PM	2275	0.0	1499	1500	775	16.18+	399	69.2	24.8	32.8	
8-9 PM	1927	0.0	1500	1532	395	16.11+	396	69.6	24.9	32.4	
9-10 PM	1816	0.0	1500	1509	307	16.22+	398	69.8	24.8	32.5	
10-11 PM	1573	0.0	1500	1512	61	15.95+	391	70.1	25.1	32.5	
11PM-MID	1139	0.0	1499	1139	0	8.63	228	70.2	35.6	36.1	

"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

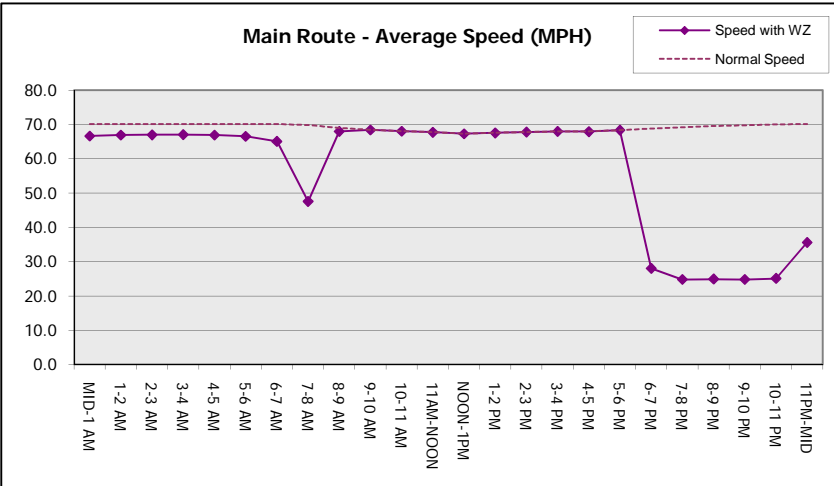
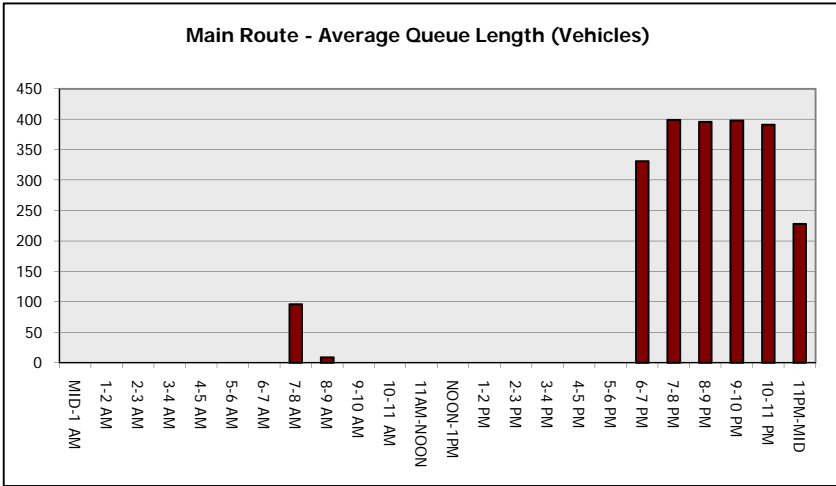
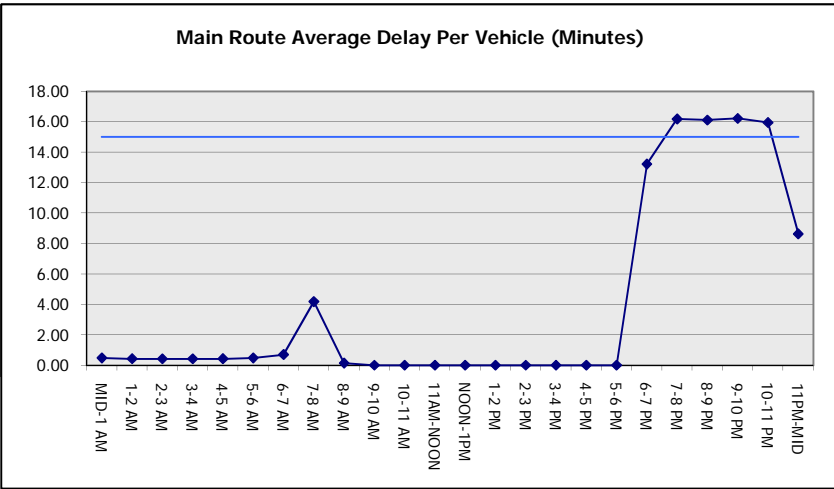
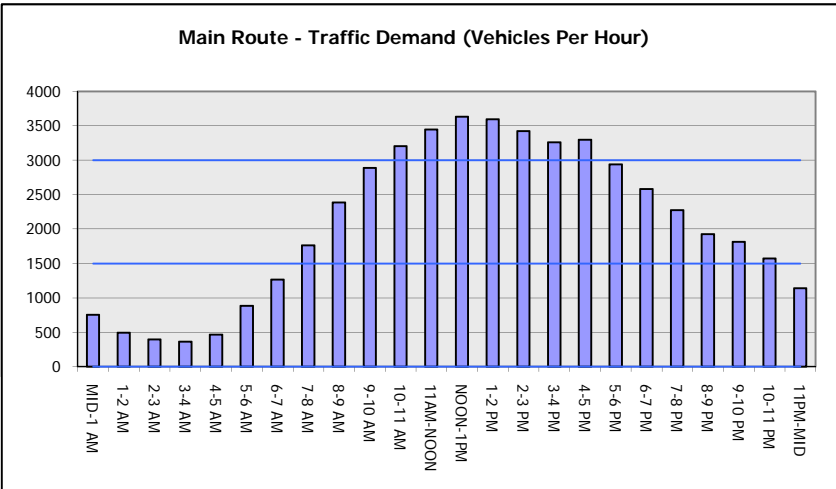
AVERAGE ACCIDENT NUMBERS (PIA/DAY)	
MAIN ROUTE WITHOUT WORKS	0.0824
MAIN ROUTE WITH WORKS	0.0776
'DIVERSION'	0.0088
PIA: Personal Injury Accidents	
IMPACTS ON ROAD USERS	
ROAD USER COSTS PER DAY	\$44,727
CONGESTED HOURS PER DAY*	5

*Delays Exceeding User-Specified Maximum

IH 94: STH 100/RYAN RD TO STH 20 (MILWAUKEE AND RACINE COUNTIES)
NIGHTTIME 2 LANE CLOSURE
NO DIVERSION ROUTE (MAX QUEUE METHOD)

AUGUST
 Analyzed for 2009
 Construction Season

GRAPHICAL REPRESENTATION OF TRAFFIC MODEL INPUT AND OUTPUT
SATURDAY WESTBOUND DIRECTION



IH 94: STH 100/RYAN RD TO STH 20 (MILWAUKEE AND RACINE COUNTIES) NIGHTTIME 2 LANE CLOSURE NO DIVERSION ROUTE (MAX QUEUE METHOD)	AUGUST
	Analyzed for 2009 Construction Season

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	869	0.0	1500	869	0	0.59	3	70.2	65.8	45.3
1-2 AM	550	0.0	1500	550	0	0.44	0	70.2	66.9	46.7
2-3 AM	477	0.0	1500	477	0	0.43	0	70.2	66.9	47.0
3-4 AM	420	0.0	1500	420	0	0.42	0	70.2	67.0	47.3
4-5 AM	435	0.0	1500	435	0	0.42	0	70.2	67.0	47.2
5-6 AM	638	0.0	1500	638	0	0.45	0	70.2	66.8	46.3
6-7 AM	1002	0.0	1499	1002	0	0.49	0	70.2	66.5	44.8
7-8 AM	1471	0.0	1499	1471	0	1.40	13	70.2	60.7	34.7
8-9 AM	2125	0.0	OFF	2125	0	0.01	0	69.4	69.3	69.3
9-10 AM	2896	0.0	OFF	2896	0	0.00	0	68.4	68.4	68.4
10-11 AM	3341	0.0	OFF	3341	0	0.00	0	67.9	67.9	67.9
11AM-NOON	3467	0.0	OFF	3467	0	0.00	0	67.8	67.8	67.8
NOON-1PM	3511	0.0	OFF	3511	0	0.00	0	67.7	67.7	67.7
1-2 PM	3382	0.0	OFF	3382	0	0.00	0	67.8	67.8	67.8
2-3 PM	3555	0.0	OFF	3555	0	0.00	0	67.6	67.6	67.6
3-4 PM	3432	0.0	OFF	3432	0	0.00	0	67.8	67.8	67.8
4-5 PM	3229	0.0	OFF	3229	0	0.00	0	68.0	68.0	68.0
5-6 PM	2991	0.0	OFF	2991	0	0.00	0	68.3	68.3	68.3
6-7 PM	2523	0.0	1499	1841	682	13.13+	328	68.9	28.1	36.0
7-8 PM	2079	0.0	1499	1501	578	16.22+	399	69.4	24.8	32.5
8-9 PM	1964	0.0	1500	1506	458	16.22+	399	69.6	24.8	32.5
9-10 PM	1986	0.0	1500	1500	486	16.24+	400	69.6	24.7	32.5
10-11 PM	1625	0.0	1500	1549	76	16.06+	394	70.0	25.0	32.4
11PM-MID	1163	0.0	1499	1163	0	9.80	253	70.2	33.3	35.2

"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	0.0813
MAIN ROUTE WITH WORKS	0.0766
'DIVERSION'	0.0087

PIA: Personal Injury Accidents

ECONOMIC IMPACT ON ROAD USERS	
ROAD USER COSTS PER DAY	\$43,761
CONGESTED HOURS PER DAY*	5

*Delays Exceeding User-Specified Maximum

IH 94: STH 100/RYAN RD TO STH 20 (MILWAUKEE AND RACINE COUNTIES)
NIGHTTIME 2 LANE CLOSURE
NO DIVERSION ROUTE (MAX QUEUE METHOD)

AUGUST
 Analyzed for 2009
 Construction Season

GRAPHICAL REPRESENTATION OF TRAFFIC MODEL INPUT AND OUTPUT
SATURDAY EASTBOUND DIRECTION

