

IH 94: STH 100/RYAN RD TO STH 20 (MILWAUKEE AND RACINE COUNTIES) NIGHTTIME 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	1500	589	0	0.44	0	70.2	66.8	46.5
1-2 AM	472	0.0	1500	472	0	0.43	0	70.2	66.9	47.0
2-3 AM	452	0.0	1500	452	0	0.43	0	70.2	66.9	47.1
3-4 AM	530	0.0	1500	530	0	0.44	0	70.2	66.9	46.8
4-5 AM	751	0.0	1500	751	0	0.46	0	70.2	66.7	45.8
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	OFF	2610	0	0.00	0	68.8	68.8	68.8
10-11 AM	2868	0.0	OFF	2868	0	0.00	0	68.5	68.5	68.5
11AM-NOON	3044	0.0	OFF	3044	0	0.00	0	68.2	68.2	68.2
NOON-1PM	3155	0.0	OFF	3155	0	0.00	0	68.1	68.1	68.1
1-2 PM	3283	0.0	OFF	3283	0	0.00	0	67.9	67.9	67.9
2-3 PM	3704	0.0	OFF	3704	0	0.00	0	66.9	66.9	66.9
3-4 PM	3771	0.0	OFF	3771	0	0.00	0	66.4	66.4	66.4
4-5 PM	3905	0.0	OFF	3905	0	0.00	0	65.5	65.5	65.5
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	1499	1637	1141	14.39+	365	68.6	26.6	38.4
8-9 PM	2315	0.0	1499	1665	651	14.26+	364	69.2	26.8	36.5
9-10 PM	1941	0.0	1499	1587	355	15.89+	391	69.6	25.1	32.5
10-11 PM	1438	0.0	1500	1425	13	15.37+	376	70.2	25.7	32.5
11PM-MID	1053	0.0	1499	1053	0	4.52	132	70.2	46.5	39.4

"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	0.0898
'DIVERSION'	0.0083
PIA: Personal Injury Accidents	
IMPACTS ON ROAD USERS	
ROAD USER COSTS PER DAY	\$30,506
CONGESTED HOURS PER DAY*	4

*Delays Exceeding User-Specified Maximum

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NIGHTTIME 2 LANE CLOSURE
NO DIVERSION ROUTE (MAX QUEUE METHOD)

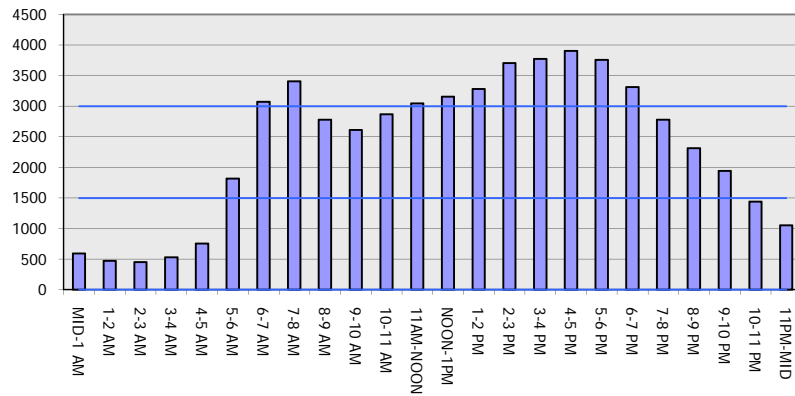
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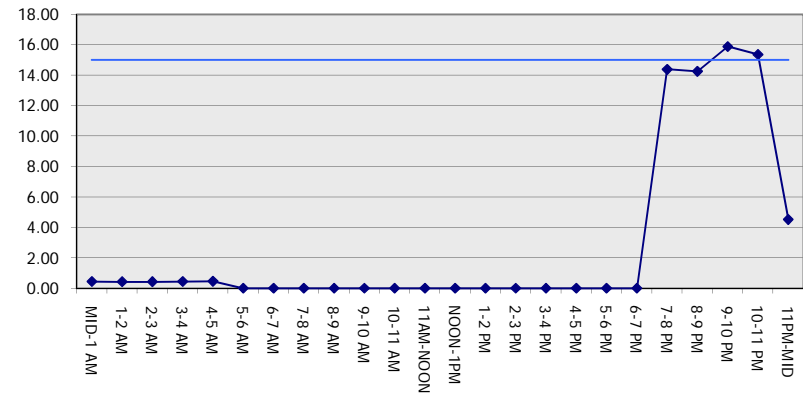
GRAPHICAL REPRESENTATION OF TRAFFIC MODEL INPUT AND OUTPUT

FRIDAY WESTBOUND DIRECTION

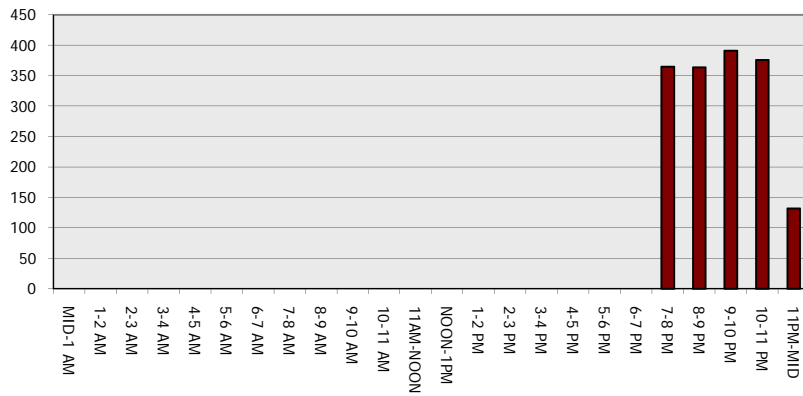
Main Route - Traffic Demand (Vehicles Per Hour)



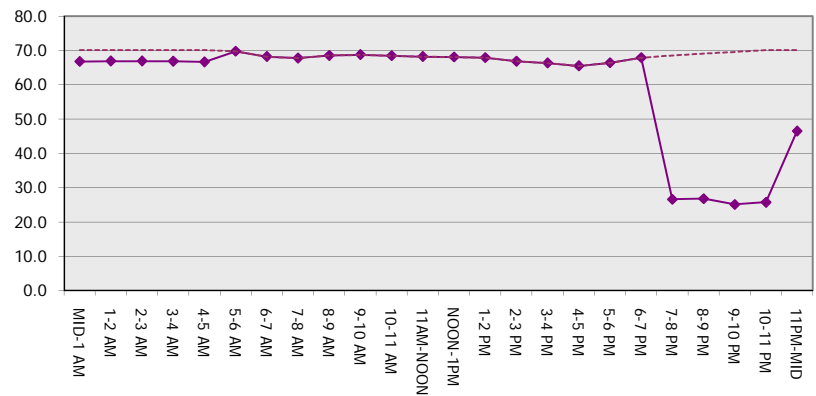
Main Route Average Delay Per Vehicle (Minutes)



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	1500	608	0	0.45	0	70.2	66.8	46.5
1-2 AM	468	0.0	1500	468	0	0.43	0	70.2	66.9	47.1
2-3 AM	428	0.0	1500	428	0	0.42	0	70.2	67.0	47.3
3-4 AM	459	0.0	1500	459	0	0.43	0	70.2	66.9	47.1
4-5 AM	725	0.0	1500	725	0	0.46	0	70.2	66.7	46.0
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	OFF	2570	0	0.00	0	68.9	68.9	68.9
10-11 AM	2743	0.0	OFF	2743	0	0.00	0	68.6	68.6	68.6
11AM-NOON	2798	0.0	OFF	2798	0	0.00	0	68.6	68.6	68.6
NOON-1PM	3046	0.0	OFF	3046	0	0.00	0	68.2	68.2	68.2
1-2 PM	3194	0.0	OFF	3194	0	0.00	0	68.1	68.1	68.1
2-3 PM	3398	0.0	OFF	3398	0	0.00	0	67.8	67.8	67.8
3-4 PM	3726	0.0	OFF	3726	0	0.00	0	66.7	66.7	66.7
4-5 PM	4042	0.0	OFF	4042	0	0.00	0	64.5	64.5	64.5
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	1499	1916	242	11.94+	303	69.4	29.8	32.5
8-9 PM	1631	0.0	1500	1480	150	16.20+	397	70.0	24.8	32.5
9-10 PM	1546	0.0	1499	1502	44	16.25+	398	70.1	24.8	32.5
10-11 PM	1297	0.0	1499	1297	0	12.77	313	70.2	28.8	32.5
11PM-MID	1017	0.0	1500	1017	0	2.02	48	70.2	57.1	42.1

"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	0.0853
MAIN ROUTE WITH WORKS	0.0839
'DIVERSION'	0.0017

PIA: Personal Injury Accidents

ECONOMIC IMPACT ON ROAD USERS	
ROAD USER COSTS PER DAY	\$22,458
CONGESTED HOURS PER DAY*	3

*Delays Exceeding User-Specified Maximum

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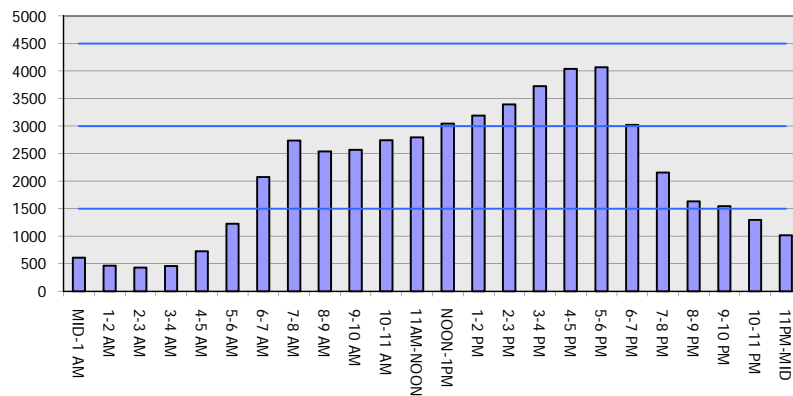
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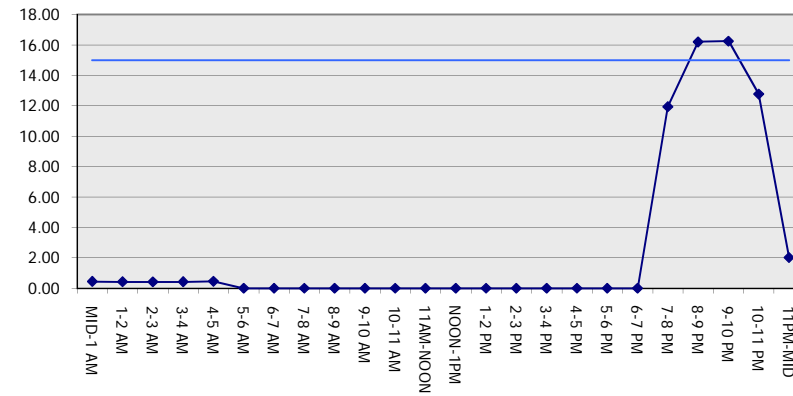
GRAPHICAL REPRESENTATION OF TRAFFIC MODEL INPUT AND OUTPUT

FRIDAY EASTBOUND DIRECTION

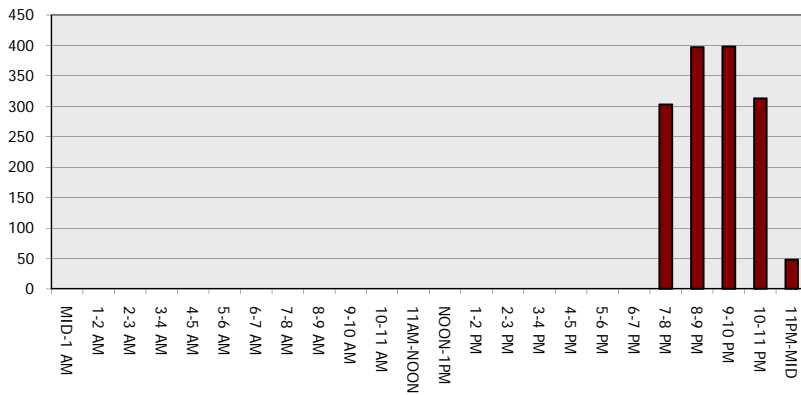
Main Route - Traffic Demand (Vehicles Per Hour)



Main Route Average Delay Per Vehicle (Minutes)



Main Route - Average Queue Length (Vehicles)



Main Route - Average Speed (MPH)

