

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

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	703	0.0	1500	703	0	0.99	18	70.2	63.2	45.9	
1-2 AM	456	0.0	1500	456	0	0.43	0	70.2	66.9	47.1	
2-3 AM	389	0.0	1500	389	0	0.42	0	70.2	67.0	47.4	
3-4 AM	373	0.0	1500	373	0	0.42	0	70.2	67.0	47.5	
4-5 AM	475	0.0	1500	475	0	0.43	0	70.2	66.9	47.0	
5-6 AM	843	0.0	1500	843	0	0.47	0	70.2	66.6	45.5	
6-7 AM	1223	0.0	1499	1223	0	0.64	0	70.2	65.5	40.6	
7-8 AM	1636	0.0	1499	1636	0	2.34	39	70.0	55.5	32.5	
8-9 AM	2147	0.0	OFF	2147	0	0.05	2	69.4	69.0	69.0	
9-10 AM	2382	0.0	OFF	2382	0	0.00	0	69.1	69.1	69.1	
10-11 AM	2750	0.0	OFF	2750	0	0.00	0	68.6	68.6	68.6	
11AM-NOON	3008	0.0	OFF	3008	0	0.00	0	68.3	68.3	68.3	
NOON-1PM	2998	0.0	OFF	2998	0	0.00	0	68.3	68.3	68.3	
1-2 PM	2852	0.0	OFF	2852	0	0.00	0	68.5	68.5	68.5	
2-3 PM	3041	0.0	OFF	3041	0	0.00	0	68.2	68.2	68.2	
3-4 PM	3069	0.0	OFF	3069	0	0.00	0	68.2	68.2	68.2	
4-5 PM	3106	0.0	OFF	3106	0	0.00	0	68.2	68.2	68.2	
5-6 PM	3119	0.0	OFF	3119	0	0.00	0	68.2	68.2	68.2	
6-7 PM	2660	0.0	1499	1735	925	13.67+	345	68.7	27.4	37.7	
7-8 PM	2146	0.0	1499	1715	431	15.48+	383	69.4	25.5	32.5	
8-9 PM	1920	0.0	1499	1477	443	16.16+	397	69.7	24.8	32.5	
9-10 PM	1666	0.0	1499	1484	182	16.21+	398	70.0	24.8	32.5	
10-11 PM	1603	0.0	1499	1492	111	16.25+	399	70.0	24.8	32.5	
11PM-MID	1258	0.0	1499	1258	0	12.42+	308	70.2	29.2	33.2	

"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	0.0714
'DIVERSION'	0.0080
PIA: Personal Injury Accidents	
IMPACTS ON ROAD USERS	
ROAD USER COSTS PER DAY	\$44,945
CONGESTED HOURS PER DAY*	6

*Delays Exceeding User-Specified Maximum

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

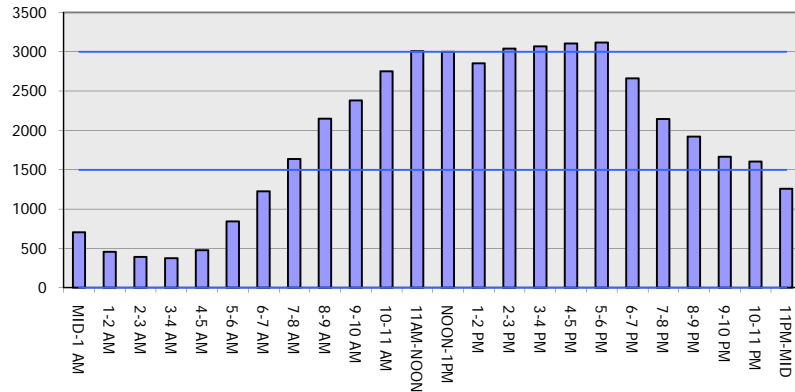
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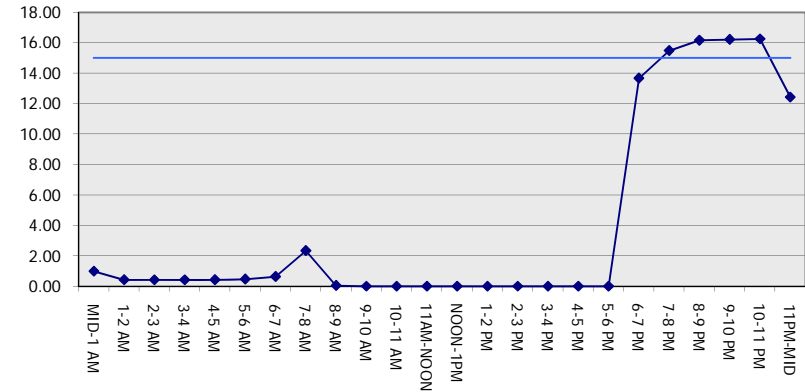
GRAPHICAL REPRESENTATION OF TRAFFIC MODEL INPUT AND OUTPUT

SATURDAY WESTBOUND DIRECTION

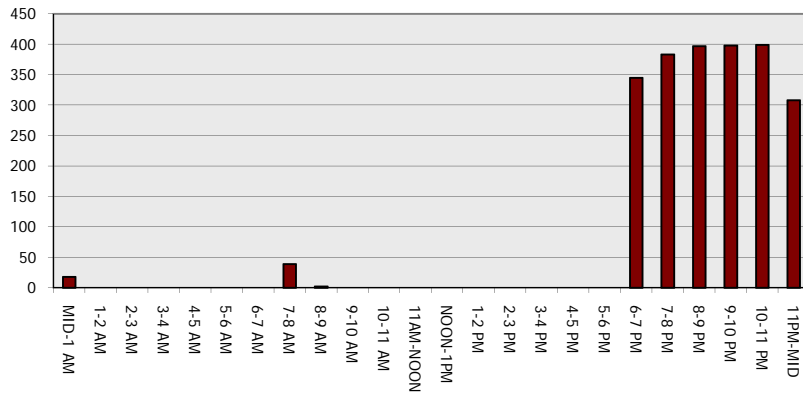
Main Route - Traffic Demand (Vehicles Per Hour)



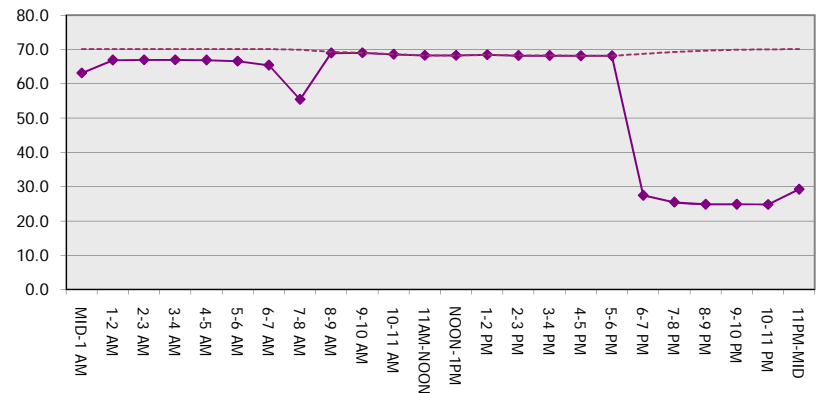
Main Route Average Delay Per Vehicle (Minutes)



Main Route - Average Queue Length (Vehicles)



Main Route - Average Speed (MPH)



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SUMMARY OF TRAFFIC MODEL OUTPUT

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	695	0.0	1500	695	0	0.46	0	70.2	66.8	46.1
1-2 AM	472	0.0	1500	472	0	0.43	0	70.2	66.9	47.0
2-3 AM	446	0.0	1500	446	0	0.42	0	70.2	66.9	47.1
3-4 AM	377	0.0	1500	377	0	0.42	0	70.2	67.0	47.4
4-5 AM	393	0.0	1500	393	0	0.42	0	70.2	66.8	46.5
5-6 AM	586	0.0	1500	586	0	0.44	0	70.2	66.6	45.1
6-7 AM	911	0.0	1499	911	0	0.48	0	70.2	61.2	35.0
7-8 AM	1451	0.0	1499	1451	0	1.31	11	70.2	69.5	69.4
8-9 AM	2058	0.0	OFF	2058	0	0.01	0	68.7	68.7	68.7
9-10 AM	2685	0.0	OFF	2685	0	0.00	0	68.3	68.3	68.3
10-11 AM	2985	0.0	OFF	2985	0	0.00	0	68.1	68.1	68.1
11AM-NOON	3190	0.0	OFF	3190	0	0.00	0	68.0	68.0	68.0
NOON-1PM	3248	0.0	OFF	3248	0	0.00	0	68.1	68.1	68.1
1-2 PM	3173	0.0	OFF	3173	0	0.00	0	68.0	68.0	68.0
2-3 PM	3230	0.0	OFF	3230	0	0.00	0	68.2	68.2	68.2
3-4 PM	3077	0.0	OFF	3077	0	0.00	0	68.5	68.5	68.5
4-5 PM	2851	0.0	OFF	2851	0	0.00	0	68.7	68.7	68.7
5-6 PM	2695	0.0	OFF	2695	0	0.00	0	69.2	29.6	32.5
6-7 PM	2237	0.0	1499	1925	312	12.05+	306	69.8	24.8	32.5
7-8 PM	1793	0.0	1500	1494	299	16.24+	399	70.2	25.2	32.5
8-9 PM	1507	0.0	1499	1452	55	15.87+	388	70.2	28.9	32.5
9-10 PM	1360	0.0	1499	1360	0	12.67	307	70.2	42.0	34.1
10-11 PM	1291	0.0	1500	1291	0	5.95	140	70.2	66.4	45.1
11PM-MID	909	0.0	1500	909	0	0.50	0			

"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	0.0722
MAIN ROUTE WITH WORKS	0.0702
'DIVERSION'	0.0026

PIA: Personal Injury Accidents

ECONOMIC IMPACT ON ROAD USERS	
ROAD USER COSTS PER DAY	\$27,866
CONGESTED HOURS PER DAY*	3

*Delays Exceeding User-Specified Maximum

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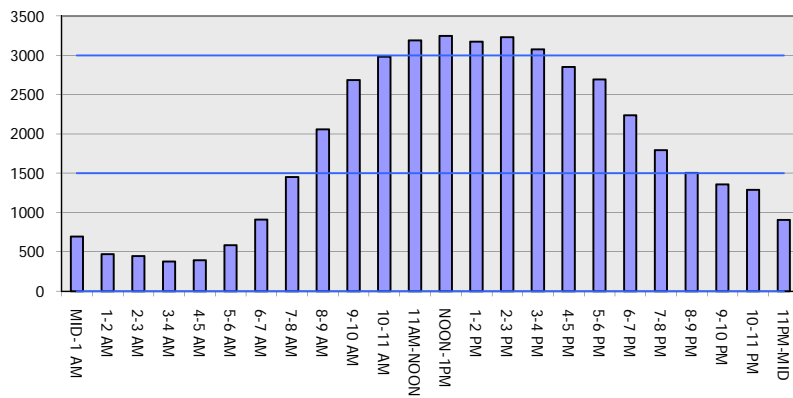
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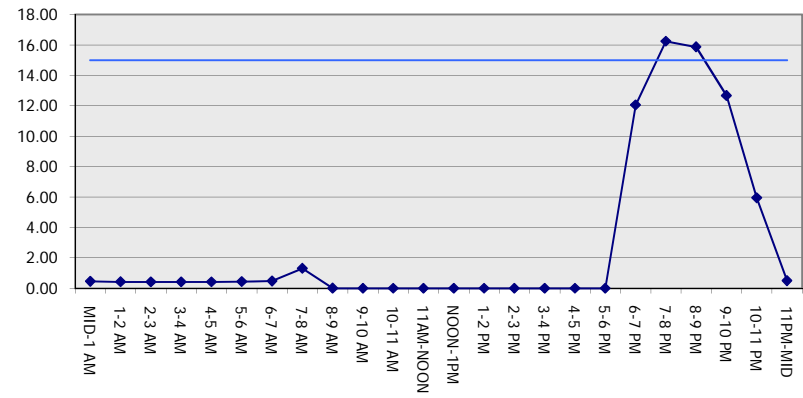
GRAPHICAL REPRESENTATION OF TRAFFIC MODEL INPUT AND OUTPUT

SATURDAY EASTBOUND DIRECTION

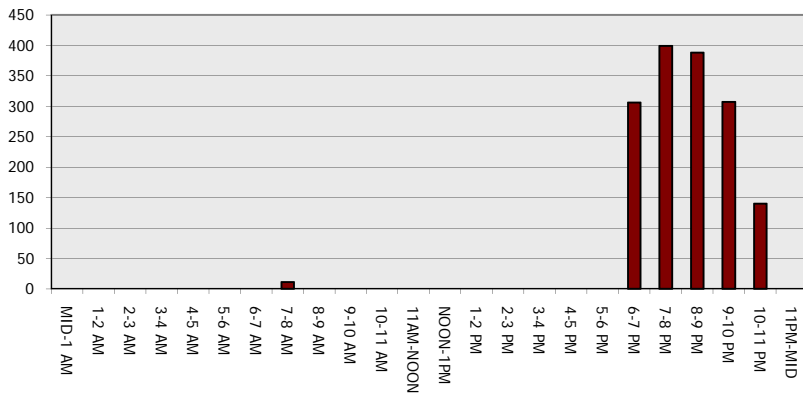
Main Route - Traffic Demand (Vehicles Per Hour)



Main Route Average Delay Per Vehicle (Minutes)



Main Route - Average Queue Length (Vehicles)



Main Route - Average Speed (MPH)

