

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

SUNDAY 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	739	0.0	1500	739	0	0.46	0	70.2	66.7	45.9	
1-2 AM	464	0.0	1500	464	0	0.43	0	70.2	66.9	47.1	
2-3 AM	363	0.0	1500	363	0	0.41	0	70.2	67.1	47.5	
3-4 AM	258	0.0	1500	258	0	0.40	0	70.2	67.1	48.0	
4-5 AM	267	0.0	1500	267	0	0.40	0	70.2	67.1	48.0	
5-6 AM	407	0.0	1500	407	0	0.42	0	70.2	67.0	47.3	
6-7 AM	588	0.0	1500	588	0	0.44	0	70.2	66.8	46.5	
7-8 AM	887	0.0	1500	887	0	0.48	0	70.2	66.6	45.3	
8-9 AM	1390	0.0	1499	1390	0	0.90	1	70.2	63.7	35.5	
9-10 AM	1835	0.0	OFF	1835	0	0.00	0	69.7	69.7	69.7	
10-11 AM	2373	0.0	OFF	2373	0	0.00	0	69.1	69.1	69.1	
11AM-NOON	2857	0.0	OFF	2857	0	0.00	0	68.5	68.5	68.5	
NOON-1PM	2979	0.0	OFF	2979	0	0.00	0	68.3	68.3	68.3	
1-2 PM	3045	0.0	OFF	3045	0	0.00	0	68.2	68.2	68.2	
2-3 PM	3048	0.0	OFF	3048	0	0.00	0	68.2	68.2	68.2	
3-4 PM	3035	0.0	OFF	3035	0	0.00	0	68.2	68.2	68.2	
4-5 PM	3111	0.0	OFF	3111	0	0.00	0	68.2	68.2	68.2	
5-6 PM	3021	0.0	OFF	3021	0	0.00	0	68.3	68.3	68.3	
6-7 PM	2784	0.0	OFF	2784	0	0.00	0	68.6	68.6	68.6	
7-8 PM	2478	0.0	1499	1880	598	12.98+	324	68.9	28.3	34.8	
8-9 PM	1947	0.0	1499	1500	447	16.24+	399	69.6	24.8	32.5	
9-10 PM	1553	0.0	1500	1483	71	15.76+	386	70.1	25.3	32.5	
10-11 PM	1204	0.0	1499	1204	0	9.42	238	70.2	34.1	34.7	
11PM-MID	810	0.0	1500	810	0	0.59	3	70.2	65.8	45.6	

"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	0.0686
MAIN ROUTE WITH WORKS	0.0659
'DIVERSION'	0.0043
PIA: Personal Injury Accidents	
IMPACTS ON ROAD USERS	
ROAD USER COSTS PER DAY	\$26,274
CONGESTED HOURS PER DAY*	3

*Delays Exceeding User-Specified Maximum

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

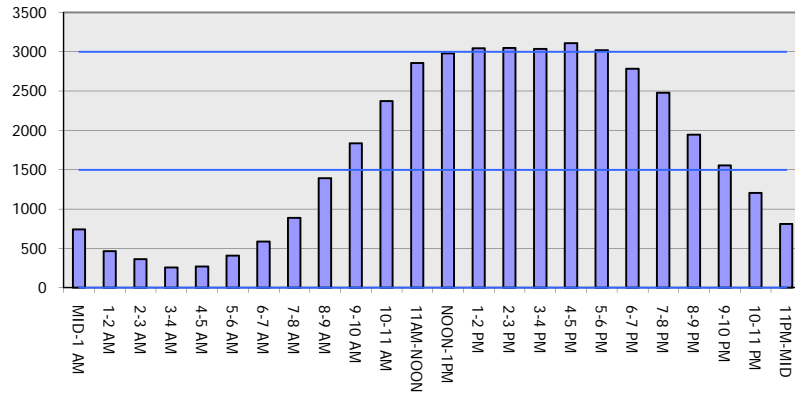
OCTOBER

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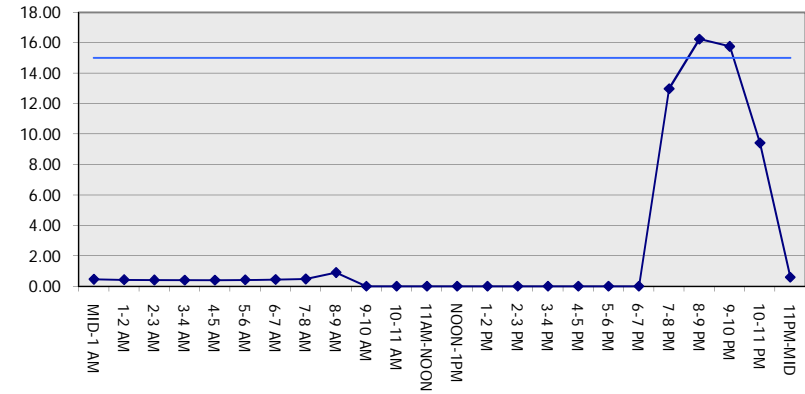
GRAPHICAL REPRESENTATION OF TRAFFIC MODEL INPUT AND OUTPUT

SUNDAY WESTBOUND DIRECTION

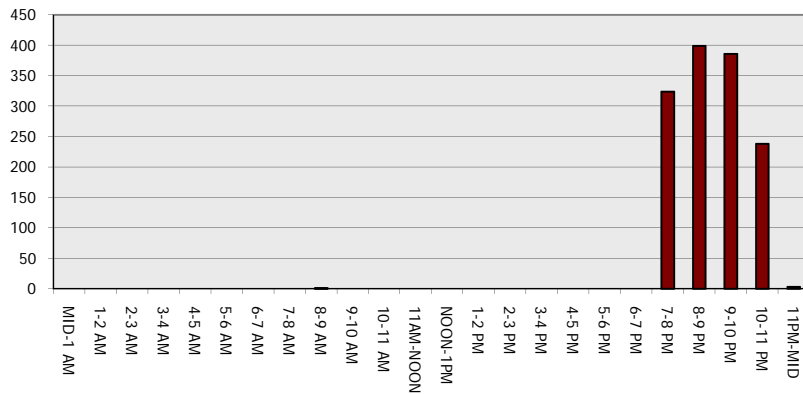
Main Route - Traffic Demand (Vehicles Per Hour)



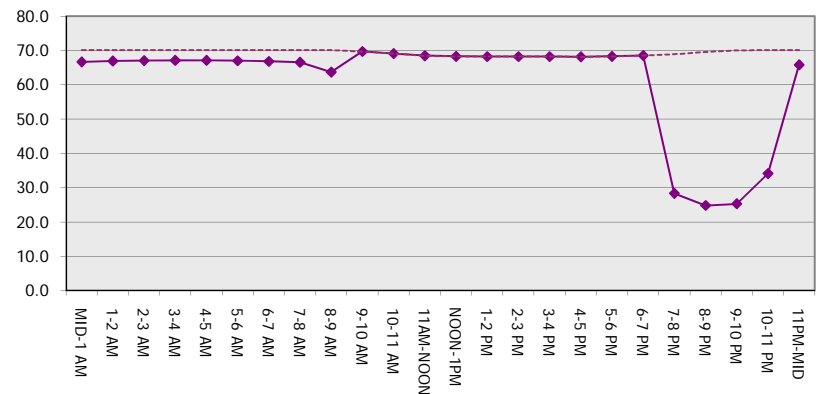
Main Route Average Delay Per Vehicle (Minutes)



Main Route - Average Queue Length (Vehicles)



Main Route - Average Speed (MPH)



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SUMMARY OF TRAFFIC MODEL OUTPUT

SUNDAY 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	686	0.0	1500	686	0	0.45	0	70.2	66.8	46.1
1-2 AM	471	0.0	1500	471	0	0.43	0	70.2	66.9	47.1
2-3 AM	432	0.0	1500	432	0	0.42	0	70.2	67.0	47.2
3-4 AM	300	0.0	1500	300	0	0.41	0	70.2	67.1	47.8
4-5 AM	271	0.0	1500	271	0	0.40	0	70.2	67.1	47.9
5-6 AM	350	0.0	1500	350	0	0.41	0	70.2	67.1	47.6
6-7 AM	544	0.0	1500	544	0	0.44	0	70.2	66.9	46.7
7-8 AM	833	0.0	1500	833	0	0.47	0	70.2	66.6	45.5
8-9 AM	1347	0.0	1499	1347	0	0.84	0	70.2	64.1	37.0
9-10 AM	2113	0.0	OFF	2113	0	0.00	0	69.4	69.4	69.4
10-11 AM	2763	0.0	OFF	2763	0	0.00	0	68.6	68.6	68.6
11AM-NOON	3077	0.0	OFF	3077	0	0.00	0	68.2	68.2	68.2
NOON-1PM	3492	0.0	OFF	3492	0	0.00	0	67.7	67.7	67.7
1-2 PM	3698	0.0	OFF	3698	0	0.00	0	66.9	66.9	66.9
2-3 PM	3736	0.0	OFF	3736	0	0.00	0	66.6	66.6	66.6
3-4 PM	3671	0.0	OFF	3671	0	0.00	0	67.1	67.1	67.1
4-5 PM	3650	0.0	OFF	3650	0	0.00	0	67.2	67.2	67.2
5-6 PM	3291	0.0	OFF	3291	0	0.00	0	67.9	67.9	67.9
6-7 PM	2813	0.0	OFF	2813	0	0.00	0	68.6	68.6	68.6
7-8 PM	2440	0.0	1499	1883	556	12.93+	322	69.0	28.4	34.5
8-9 PM	1791	0.0	1499	1500	291	16.26+	399	69.8	24.8	32.5
9-10 PM	1337	0.0	1500	1337	0	13.44	329	70.2	27.9	32.5
10-11 PM	920	0.0	1500	920	0	1.92	48	70.2	57.8	44.0
11PM-MID	688	0.0	1500	688	0	0.45	0	70.2	66.8	46.1

"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	0.0740
MAIN ROUTE WITH WORKS	0.0718
'DIVERSION'	0.0032

PIA: Personal Injury Accidents

ROAD USER COSTS PER DAY	\$21,294
CONGESTED HOURS PER DAY*	2

*Delays Exceeding User-Specified Maximum

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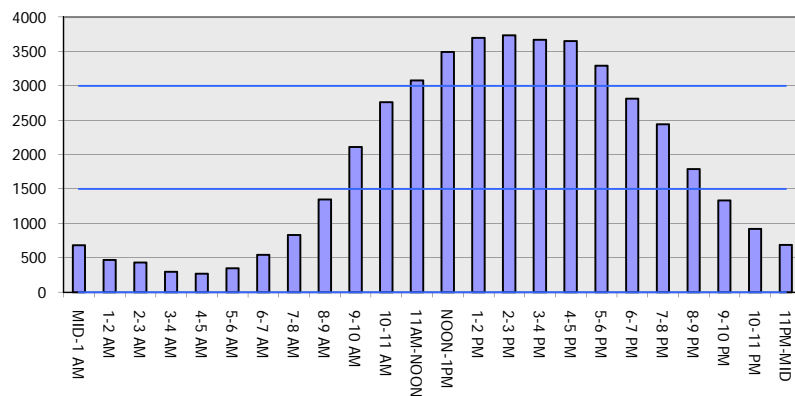
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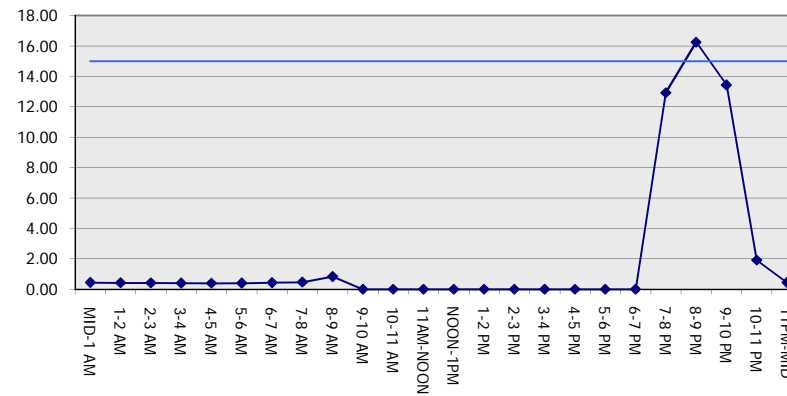
GRAPHICAL REPRESENTATION OF TRAFFIC MODEL INPUT AND OUTPUT

SUNDAY EASTBOUND DIRECTION

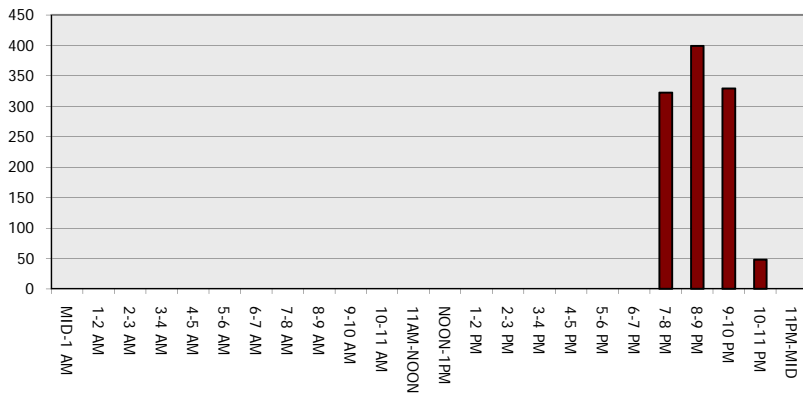
Main Route - Traffic Demand (Vehicles Per Hour)



Main Route Average Delay Per Vehicle (Minutes)



Main Route - Average Queue Length (Vehicles)



Main Route - Average Speed (MPH)

