

IH 94: CTH BB/RAWSON AVE TO STH 100/RYAN RD (MILWAUKEE COUNTY) CONTINUOUS (24 HOUR) 2 LANE CLOSURE NO DIVERSION ROUTE (MAX QUEUE METHOD)	MAY
	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	605	0.0	1500	605	0	0.44	0	70.2	59.8	46.5	
1-2 AM	347	0.0	1500	347	0	0.41	0	70.2	60.4	47.6	
2-3 AM	322	0.0	1500	322	0	0.41	0	70.2	60.5	47.7	
3-4 AM	400	0.0	1500	400	0	0.42	0	70.2	60.3	47.4	
4-5 AM	614	0.0	1500	614	0	0.45	0	70.2	59.8	46.4	
5-6 AM	1805	0.0	1499	1805	0	2.60	82	69.8	34.7	33.0	
6-7 AM	3451	0.0	1499	1500	1951	16.19+	399	67.8	9.6	32.9	
7-8 AM	3932	0.0	1500	1500	2432	16.09+	400	65.3	9.6	32.9	
8-9 AM	3172	0.0	1500	1500	1672	16.20+	400	68.1	9.6	32.9	
9-10 AM	2443	0.0	1500	1500	943	16.24+	400	69.0	9.6	32.9	
10-11 AM	2578	0.0	1500	1500	1078	16.23+	400	68.8	9.6	32.9	
11AM-NOON	2587	0.0	1500	1500	1087	16.23+	400	68.8	9.6	32.9	
NOON-1PM	2692	0.0	1500	1500	1192	16.23+	400	68.7	9.6	32.9	
1-2 PM	2743	0.0	1500	1500	1243	16.22+	400	68.6	9.6	32.9	
2-3 PM	3219	0.0	1500	1500	1719	16.20+	400	68.1	9.6	32.9	
3-4 PM	3466	0.0	1499	1500	1966	16.19+	400	67.8	9.6	32.9	
4-5 PM	3287	0.0	1500	1500	1787	16.20+	400	67.9	9.6	32.9	
5-6 PM	3272	0.0	1500	1500	1772	16.20+	399	68.0	9.6	32.9	
6-7 PM	2534	0.0	1500	1500	1034	16.23+	400	68.9	9.6	32.9	
7-8 PM	2086	0.0	1500	1533	552	16.12+	396	69.4	9.6	32.7	
8-9 PM	1760	0.0	1499	1521	240	16.20+	397	69.9	9.6	32.5	
9-10 PM	1740	0.0	1499	1500	240	16.29+	400	69.9	9.6	32.5	
10-11 PM	1328	0.0	1500	1328	0	13.11	322	70.2	11.5	32.5	
11PM-MID	929	0.0	1500	929	0	1.45	46	70.2	44.8	43.8	

+ 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	0.0245
MAIN ROUTE WITH WORKS	0.0125
'DIVERSION'	0.0231
PIA: Personal Injury Accidents	
IMPACTS ON ROAD USERS	
ROAD USER COSTS PER DAY	\$164,010
CONGESTED HOURS PER DAY*	16

*Delays Exceeding User-Specified Maximum

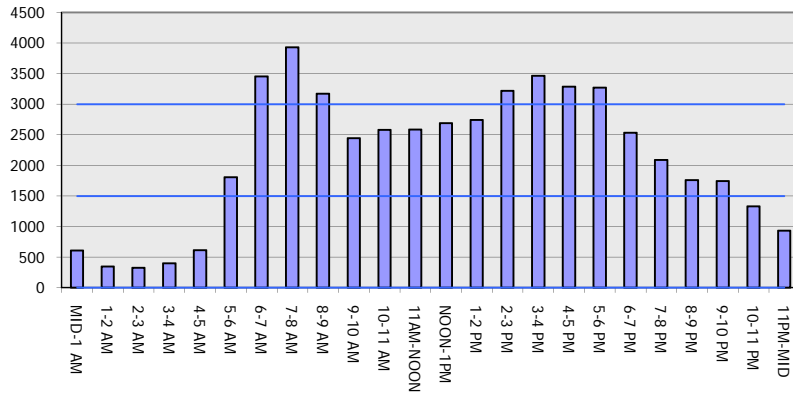
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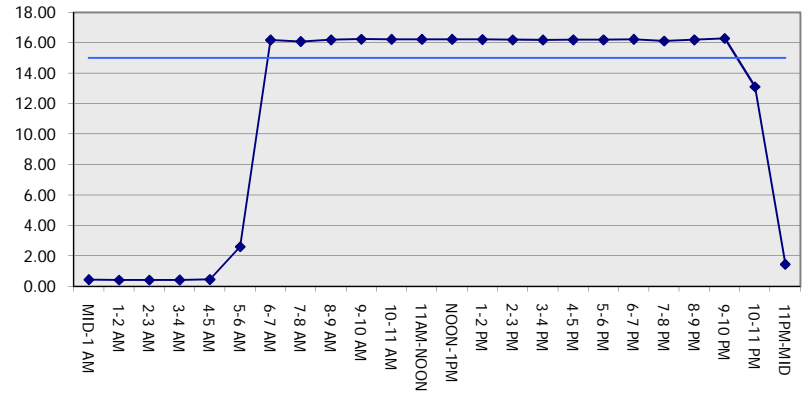
GRAPHICAL REPRESENTATION OF TRAFFIC MODEL INPUT AND OUTPUT

MON-THUR WESTBOUND DIRECTION

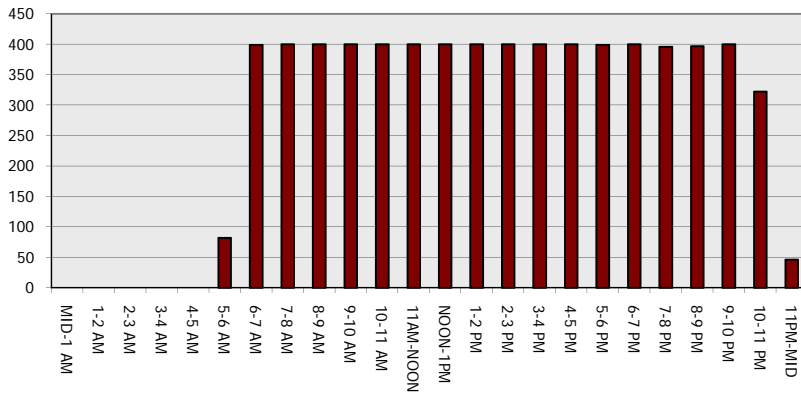
Main Route - Traffic Demand (Vehicles Per Hour)



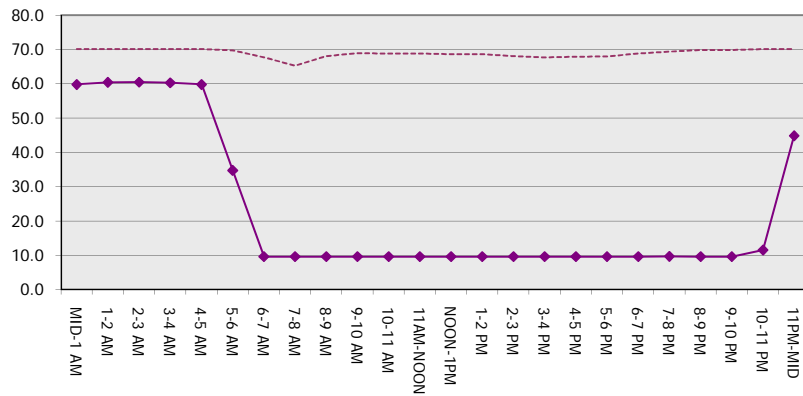
Main Route Average Delay Per Vehicle (Minutes)



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	529	0.0	1500	529	0	0.44	0	70.2	60.0	46.8
1-2 AM	366	0.0	1500	366	0	0.42	0	70.2	60.4	47.5
2-3 AM	369	0.0	1500	369	0	0.42	0	70.2	60.4	47.5
3-4 AM	476	0.0	1500	476	0	0.43	0	70.2	60.1	47.0
4-5 AM	930	0.0	1499	930	0	0.49	0	70.2	58.8	44.8
5-6 AM	2125	0.0	1499	2028	97	7.09+	222	69.4	18.6	32.5
6-7 AM	3220	0.0	1500	1481	1739	16.02+	398	68.1	9.6	35.4
7-8 AM	3121	0.0	1500	1500	1621	16.11+	400	68.2	9.6	34.7
8-9 AM	2814	0.0	1500	1481	1334	16.07+	398	68.6	9.6	34.7
9-10 AM	2416	0.0	1499	1489	927	16.20+	399	69.1	9.6	33.0
10-11 AM	2475	0.0	1500	1500	975	16.25+	400	69.0	9.6	32.6
11AM-NOON	2668	0.0	1500	1500	1168	16.24+	400	68.7	9.6	32.6
NOON-1PM	2907	0.0	1500	1500	1407	16.23+	400	68.4	9.6	32.6
1-2 PM	3049	0.0	1500	1500	1549	16.22+	400	68.2	9.6	32.6
2-3 PM	3599	0.0	1500	1500	2099	16.20+	400	67.6	9.6	32.6
3-4 PM	3804	0.0	1500	1500	2304	16.14+	400	66.2	9.6	32.6
4-5 PM	4165	0.0	1500	1500	2665	16.04+	400	63.7	9.6	32.6
5-6 PM	4316	0.0	1500	1500	2816	15.99+	400	62.7	9.6	32.6
6-7 PM	3053	0.0	1500	1500	1553	16.22+	400	68.2	9.6	32.6
7-8 PM	2259	0.0	1500	1457	801	16.11+	396	69.2	9.6	32.6
8-9 PM	1956	0.0	1499	1500	456	16.28+	399	69.6	9.6	32.5
9-10 PM	1808	0.0	1500	1481	327	16.21+	397	69.8	9.6	32.5
10-11 PM	1418	0.0	1499	1378	39	15.02+	368	70.2	10.2	32.5
11PM-MID	909	0.0	1499	909	0	2.16	88	70.2	38.1	42.4

+ 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	0.0262
MAIN ROUTE WITH WORKS	0.0127
'DIVERSION'	0.0264

PIA: Personal Injury Accidents

ECONOMIC IMPACT ON ROAD USERS	
ROAD USER COSTS PER DAY	\$176,156
CONGESTED HOURS PER DAY*	18

*Delays Exceeding User-Specified Maximum

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GRAPHICAL REPRESENTATION OF TRAFFIC MODEL INPUT AND OUTPUT
MON-THUR EASTBOUND DIRECTION

