

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

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	859	0.0	1500	859	0	0.48	0	70.2	59.2	45.4	
1-2 AM	544	0.0	1500	544	0	0.44	0	70.2	59.9	46.7	
2-3 AM	446	0.0	1500	446	0	0.42	0	70.2	60.2	47.1	
3-4 AM	373	0.0	1500	373	0	0.42	0	70.2	60.4	47.5	
4-5 AM	443	0.0	1500	443	0	0.42	0	70.2	60.2	47.2	
5-6 AM	806	0.0	1500	806	0	0.47	0	70.2	59.3	45.6	
6-7 AM	1294	0.0	1499	1294	0	0.73	0	70.2	54.6	38.3	
7-8 AM	1746	0.0	1499	1746	0	3.85	95	69.9	28.0	32.5	
8-9 AM	2176	0.0	1499	1697	479	15.53+	383	69.3	9.9	32.5	
9-10 AM	1737	0.0	1499	1461	276	16.13+	395	69.9	9.6	32.5	
10-11 AM	2255	0.0	1500	1500	755	16.27+	400	69.2	9.6	32.5	
11AM-NOON	3091	0.0	1500	1500	1591	16.23+	400	68.2	9.6	32.5	
NOON-1PM	3111	0.0	1500	1500	1611	16.23+	400	68.2	9.6	32.5	
1-2 PM	3010	0.0	1500	1500	1510	16.23+	400	68.3	9.6	32.5	
2-3 PM	3299	0.0	1500	1500	1799	16.22+	400	67.9	9.6	32.5	
3-4 PM	3326	0.0	1500	1500	1826	16.22+	400	67.9	9.6	32.5	
4-5 PM	3241	0.0	1500	1500	1741	16.22+	400	68.0	9.6	32.5	
5-6 PM	3021	0.0	1500	1500	1521	16.23+	400	68.3	9.6	32.5	
6-7 PM	2690	0.0	1500	1500	1190	16.25+	400	68.7	9.6	32.5	
7-8 PM	1690	0.0	1500	1500	190	16.30+	400	69.9	9.6	32.5	
8-9 PM	1565	0.0	1500	1500	65	16.30+	400	70.1	9.6	32.5	
9-10 PM	1822	0.0	1500	1500	322	16.29+	400	69.8	9.6	32.5	
10-11 PM	1529	0.0	1500	1471	58	16.08+	394	70.1	9.6	32.5	
11PM-MID	1120	0.0	1499	1120	0	6.81	204	70.2	19.2	36.6	

+ 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

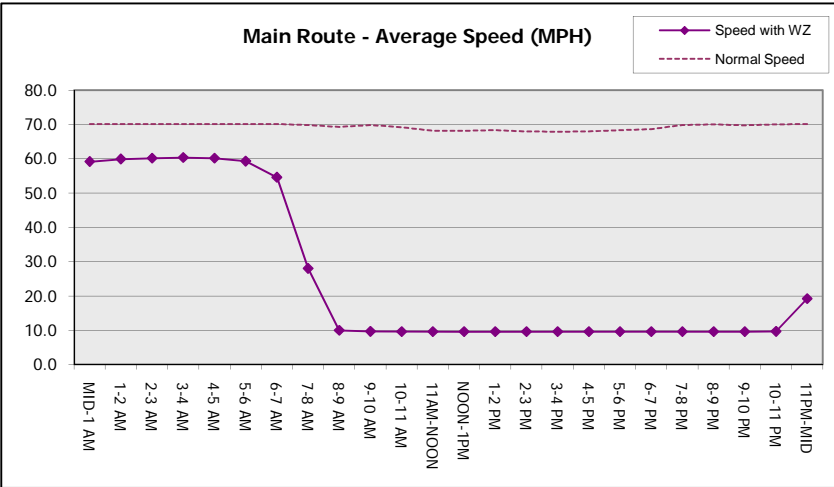
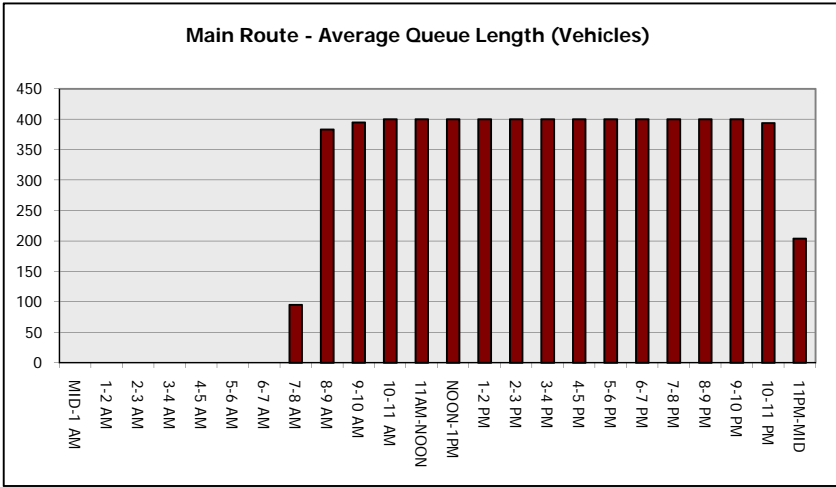
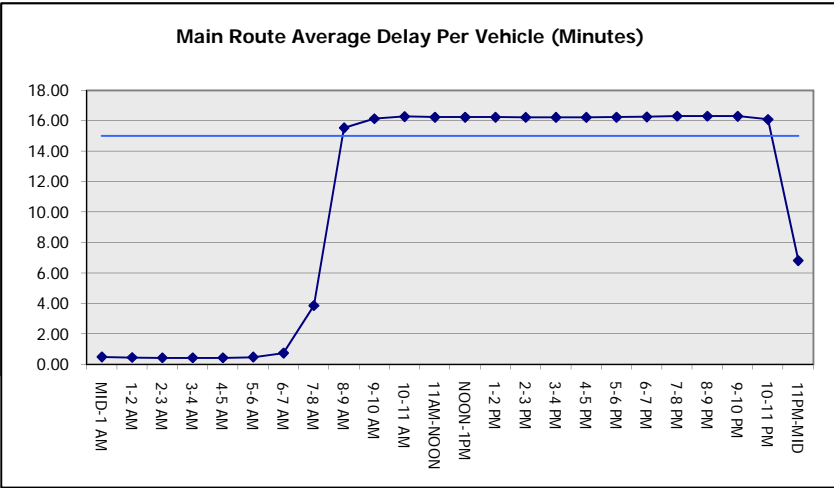
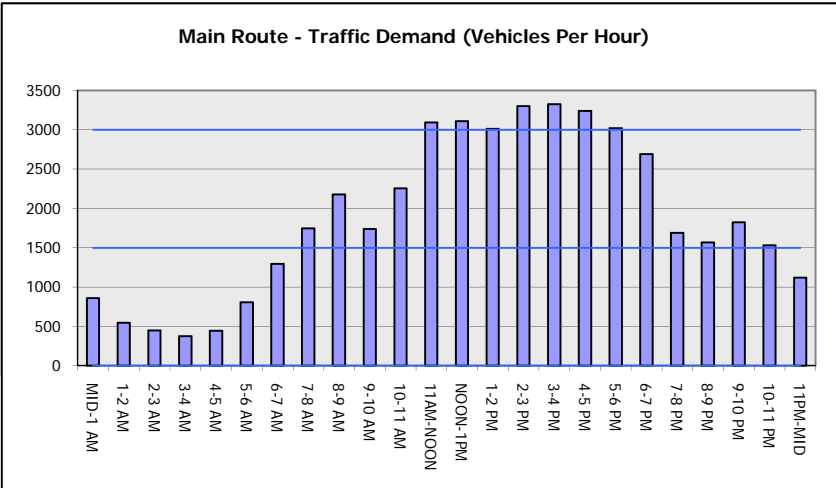
AVERAGE ACCIDENT NUMBERS (PIA/DAY)	
MAIN ROUTE WITHOUT WORKS	0.0216
MAIN ROUTE WITH WORKS	0.0125
'DIVERSION'	0.0165
PIA: Personal Injury Accidents	
IMPACTS ON ROAD USERS	
ROAD USER COSTS PER DAY	\$171,590
CONGESTED HOURS PER DAY*	15

*Delays Exceeding User-Specified Maximum

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NO DIVERSION ROUTE (MAX QUEUE METHOD)

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GRAPHICAL REPRESENTATION OF TRAFFIC MODEL INPUT AND OUTPUT
SATURDAY WESTBOUND DIRECTION



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
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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	811	0.0	1500	811	0	0.65	7	70.2	56.0	45.5
1-2 AM	578	0.0	1500	578	0	0.44	0	70.2	59.9	46.6
2-3 AM	558	0.0	1500	558	0	0.44	0	70.2	59.9	46.6
3-4 AM	454	0.0	1500	454	0	0.43	0	70.2	60.2	47.1
4-5 AM	637	0.0	1500	637	0	0.45	0	70.2	59.7	46.3
5-6 AM	1178	0.0	1500	1178	0	0.59	0	70.2	57.1	41.9
6-7 AM	1323	0.0	1499	1323	0	0.78	0	70.2	53.8	37.1
7-8 AM	1571	0.0	1499	1571	0	1.63	20	70.1	42.9	32.7
8-9 AM	2057	0.0	1500	1767	289	11.68+	307	69.5	12.6	32.4
9-10 AM	1746	0.0	1500	1554	192	16.04+	393	69.9	9.7	32.4
10-11 AM	2338	0.0	1500	1500	838	16.27+	400	69.1	9.6	32.5
11AM-NOON	3140	0.0	1500	1500	1640	16.23+	400	68.1	9.6	32.5
NOON-1PM	3306	0.0	1500	1500	1806	16.22+	400	67.9	9.6	32.5
1-2 PM	3205	0.0	1500	1500	1705	16.22+	400	68.1	9.6	32.5
2-3 PM	3262	0.0	1500	1500	1762	16.22+	400	68.0	9.6	32.5
3-4 PM	3155	0.0	1500	1500	1655	16.23+	400	68.1	9.6	32.5
4-5 PM	3019	0.0	1500	1500	1519	16.23+	400	68.3	9.6	32.5
5-6 PM	2847	0.0	1500	1500	1347	16.24+	400	68.5	9.6	32.5
6-7 PM	2437	0.0	1500	1500	937	16.26+	400	69.0	9.6	32.5
7-8 PM	1604	0.0	1500	1494	109	16.28+	399	70.0	9.6	32.5
8-9 PM	1582	0.0	1499	1500	82	16.30+	399	70.0	9.6	32.5
9-10 PM	2035	0.0	1500	1500	535	16.28+	400	69.5	9.6	32.5
10-11 PM	1594	0.0	1500	1495	99	16.19+	397	70.0	9.6	32.5
11PM-MID	1203	0.0	1499	1203	0	10.28	267	70.2	14.0	34.3

+ 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	0.0218
MAIN ROUTE WITH WORKS	0.0128
'DIVERSION'	0.0161

PIA: Personal Injury Accidents

ECONOMIC IMPACT ON ROAD USERS	
ROAD USER COSTS PER DAY	\$168,751
CONGESTED HOURS PER DAY*	15

*Delays Exceeding User-Specified Maximum

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SATURDAY EASTBOUND DIRECTION

