

<b>IH 94: CTH BB/RAWSON AVE TO STH 100/RYAN RD (MILWAUKEE COUNTY)</b> <b>CONTINUOUS (24 HOUR) 2 LANE CLOSURE</b> <b>NO DIVERSION ROUTE (MAX QUEUE METHOD)</b>	<b>MAY</b>
	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	849	0.0	1500	849	0	0.47	0	70.2	59.2	45.4	
1-2 AM	491	0.0	1500	491	0	0.43	0	70.2	60.1	46.9	
2-3 AM	362	0.0	1500	362	0	0.41	0	70.2	60.4	47.5	
3-4 AM	249	0.0	1500	249	0	0.40	0	70.2	60.7	48.1	
4-5 AM	253	0.0	1500	253	0	0.40	0	70.2	60.7	48.1	
5-6 AM	397	0.0	1500	397	0	0.42	0	70.2	60.3	47.4	
6-7 AM	681	0.0	1500	681	0	0.45	0	70.2	59.6	46.1	
7-8 AM	879	0.0	1500	879	0	0.48	0	70.2	59.1	45.3	
8-9 AM	1310	0.0	1499	1310	0	0.76	0	70.2	54.2	37.8	
9-10 AM	1783	0.0	1499	1783	0	4.22	109	69.8	26.5	32.5	
10-11 AM	2324	0.0	1499	1603	721	15.86+	390	69.2	9.7	32.5	
11AM-NOON	2839	0.0	1500	1500	1339	16.24+	400	68.5	9.6	32.5	
NOON-1PM	3101	0.0	1500	1500	1601	16.23+	400	68.2	9.6	32.5	
1-2 PM	2932	0.0	1500	1500	1432	16.24+	400	68.4	9.6	32.5	
2-3 PM	2811	0.0	1500	1500	1311	16.24+	400	68.6	9.6	32.5	
3-4 PM	3108	0.0	1500	1500	1608	16.23+	400	68.2	9.6	32.5	
4-5 PM	3069	0.0	1500	1500	1569	16.23+	400	68.2	9.6	32.5	
5-6 PM	2880	0.0	1500	1500	1380	16.24+	400	68.4	9.6	32.5	
6-7 PM	2582	0.0	1500	1500	1082	16.25+	400	68.8	9.6	32.5	
7-8 PM	2404	0.0	1500	1500	904	16.26+	400	69.1	9.6	32.5	
8-9 PM	2008	0.0	1500	1500	508	16.28+	400	69.6	9.6	32.5	
9-10 PM	1790	0.0	1500	1500	290	16.29+	400	69.8	9.6	32.5	
10-11 PM	1332	0.0	1500	1332	0	13.51	333	70.2	11.2	32.5	
11PM-MID	809	0.0	1500	809	0	1.17	37	70.2	48.1	45.3	

+ 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

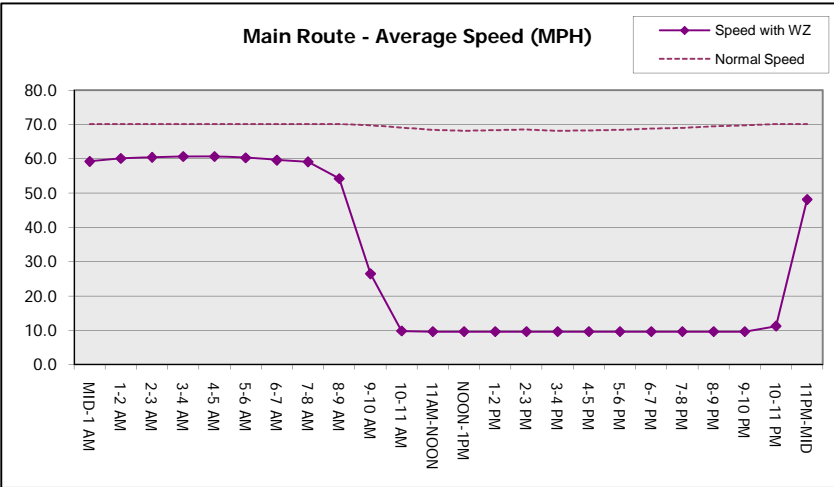
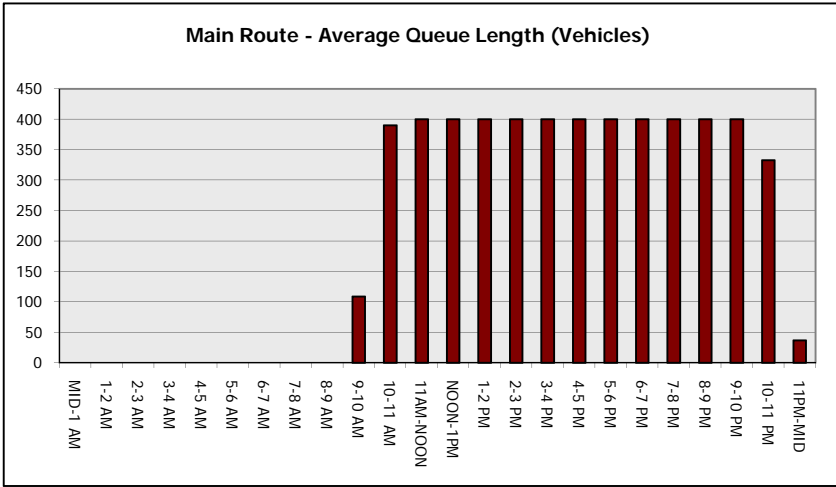
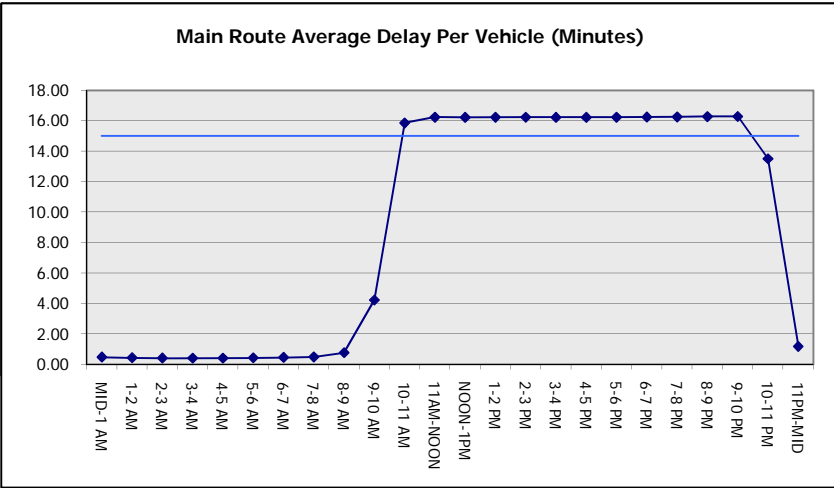
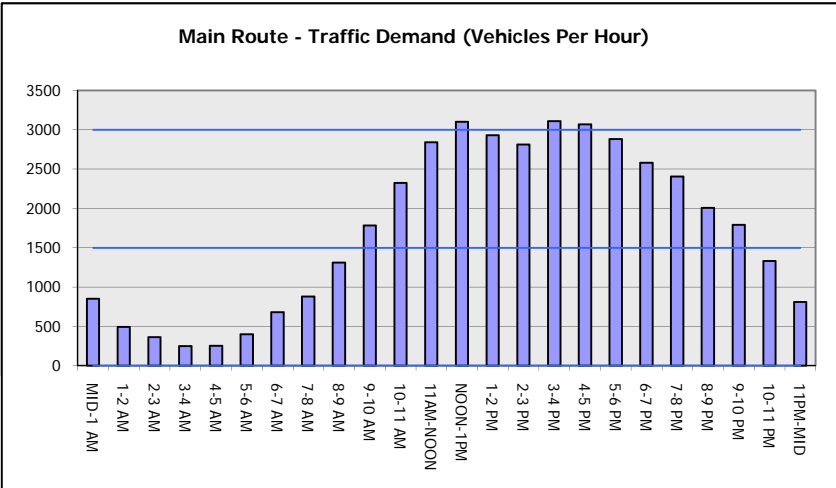
AVERAGE ACCIDENT NUMBERS (PIA/DAY)	
MAIN ROUTE WITHOUT WORKS	0.0197
MAIN ROUTE WITH WORKS	0.0113
'DIVERSION'	0.0152
PIA: Personal Injury Accidents	
IMPACTS ON ROAD USERS	
ROAD USER COSTS PER DAY	\$151,634
CONGESTED HOURS PER DAY*	12

\*Delays Exceeding User-Specified Maximum

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**CONTINUOUS (24 HOUR) 2 LANE CLOSURE**  
**NO DIVERSION ROUTE (MAX QUEUE METHOD)**

**MAY**  
 Analyzed for 2009  
 Construction Season

**GRAPHICAL REPRESENTATION OF TRAFFIC MODEL INPUT AND OUTPUT**  
**SUNDAY WESTBOUND DIRECTION**



<b>IH 94: CTH BB/RAWSON AVE TO STH 100/RYAN RD (MILWAUKEE COUNTY)</b> <b>CONTINUOUS (24 HOUR) 2 LANE CLOSURE</b> <b>NO DIVERSION ROUTE (MAX QUEUE METHOD)</b>	<b>MAY</b>
	Analyzed for 2009 Construction Season

**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	761	0.0	1500	761	0	0.46	0	70.2	59.4	45.8
1-2 AM	543	0.0	1500	543	0	0.44	0	70.2	60.0	46.7
2-3 AM	553	0.0	1500	553	0	0.44	0	70.2	59.9	46.7
3-4 AM	394	0.0	1500	394	0	0.42	0	70.2	60.3	47.4
4-5 AM	377	0.0	1500	377	0	0.42	0	70.2	60.4	47.4
5-6 AM	599	0.0	1500	599	0	0.44	0	70.2	59.8	46.5
6-7 AM	821	0.0	1500	821	0	0.47	0	70.2	59.3	45.5
7-8 AM	1021	0.0	1499	1021	0	0.50	0	70.2	58.8	44.7
8-9 AM	1438	0.0	1499	1438	0	1.18	9	70.2	48.1	35.1
9-10 AM	2129	0.0	1500	1836	292	9.87+	270	69.4	14.4	32.4
10-11 AM	2589	0.0	1499	1500	1089	16.25+	399	68.8	9.6	32.5
11AM-NOON	3046	0.0	1499	1500	1546	16.23+	400	68.2	9.6	32.5
NOON-1PM	3405	0.0	1500	1500	1905	16.22+	400	67.8	9.6	32.5
1-2 PM	3444	0.0	1500	1500	1944	16.21+	400	67.8	9.6	32.5
2-3 PM	3495	0.0	1500	1500	1995	16.21+	400	67.7	9.6	32.5
3-4 PM	3459	0.0	1499	1500	1959	16.21+	400	67.8	9.6	32.5
4-5 PM	3564	0.0	1500	1500	2064	16.21+	400	67.6	9.6	32.5
5-6 PM	3168	0.0	1500	1500	1668	16.23+	400	68.1	9.6	32.5
6-7 PM	2748	0.0	1500	1500	1248	16.25+	400	68.6	9.6	32.5
7-8 PM	2395	0.0	1500	1500	895	16.26+	400	69.1	9.6	32.5
8-9 PM	2048	0.0	1500	1500	548	16.28+	400	69.5	9.6	32.5
9-10 PM	1627	0.0	1500	1512	115	15.92+	390	70.0	9.7	32.5
10-11 PM	1226	0.0	1499	1226	0	10.79	276	70.2	13.5	34.0
11PM-MID	750	0.0	1500	750	0	0.67	9	70.2	55.7	45.8

+ 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	0.0218
MAIN ROUTE WITH WORKS	0.0117
'DIVERSION'	0.0191

PIA: Personal Injury Accidents

ECONOMIC IMPACT ON ROAD USERS	
ROAD USER COSTS PER DAY	\$168,381
CONGESTED HOURS PER DAY*	13

\*Delays Exceeding User-Specified Maximum

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**GRAPHICAL REPRESENTATION OF TRAFFIC MODEL INPUT AND OUTPUT**  
**SUNDAY EASTBOUND DIRECTION**

