

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

**SUMMARY OF TRAFFIC MODEL OUTPUT**

FRIDAY 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	846	0.0	3000	846	0	0.36	0	70.2	61.5	49.7
1-2 AM	465	0.0	3000	465	0	0.36	0	70.2	61.5	49.7
2-3 AM	474	0.0	3000	474	0	0.36	0	70.2	61.5	49.7
3-4 AM	484	0.0	3000	484	0	0.36	0	70.2	61.5	49.7
4-5 AM	713	0.0	3000	713	0	0.36	0	70.2	61.5	49.7
5-6 AM	1903	0.0	2999	1903	0	0.35	0	69.7	61.3	49.7
6-7 AM	3428	0.0	2999	3428	0	3.02	159	67.8	31.7	36.9
7-8 AM	3657	0.0	3000	3364	293	13.55+	720	67.2	12.6	36.9
8-9 AM	3420	0.0	3000	3017	403	16.17+	848	67.8	11.6	36.9
9-10 AM	3188	0.0	3000	3028	160	16.10+	844	68.1	11.6	36.9
10-11 AM	3361	0.0	3000	3003	358	16.16+	848	67.9	11.6	36.9
11AM-NOON	3436	0.0	3000	3003	434	16.17+	848	67.8	11.6	36.9
NOON-1PM	3560	0.0	3000	3002	558	16.17+	849	67.6	11.6	36.9
1-2 PM	3753	0.0	3000	3002	752	16.14+	850	66.5	11.6	36.9
2-3 PM	3903	0.0	3000	3001	901	16.10+	851	65.5	11.6	36.9
3-4 PM	3946	0.0	3000	3001	945	16.09+	851	65.2	11.6	36.9
4-5 PM	3626	0.0	3000	3000	626	16.17+	849	67.4	11.6	36.9
5-6 PM	3786	0.0	2999	3000	786	16.13+	850	66.3	11.6	36.9
6-7 PM	3599	0.0	3000	3000	599	16.17+	849	67.6	11.6	36.9
7-8 PM	3126	0.0	3000	2991	136	16.14+	846	68.1	11.6	36.9
8-9 PM	2479	0.0	2999	2479	0	11.45+	609	68.9	13.8	37.5
9-10 PM	2195	0.0	3000	2195	0	1.15	70	69.3	48.0	47.8
10-11 PM	1844	0.0	3000	1844	0	0.35	0	69.7	61.4	49.7
11PM-MID	1405	0.0	3000	1405	0	0.36	0	70.2	61.5	49.7

+ 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

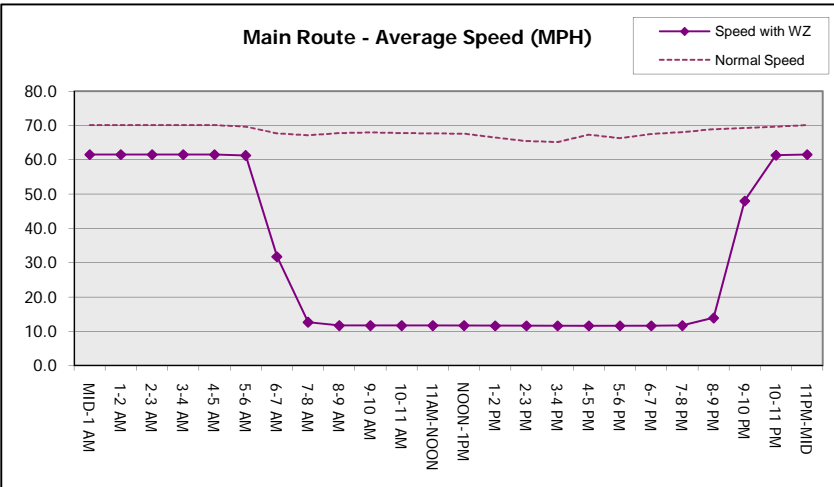
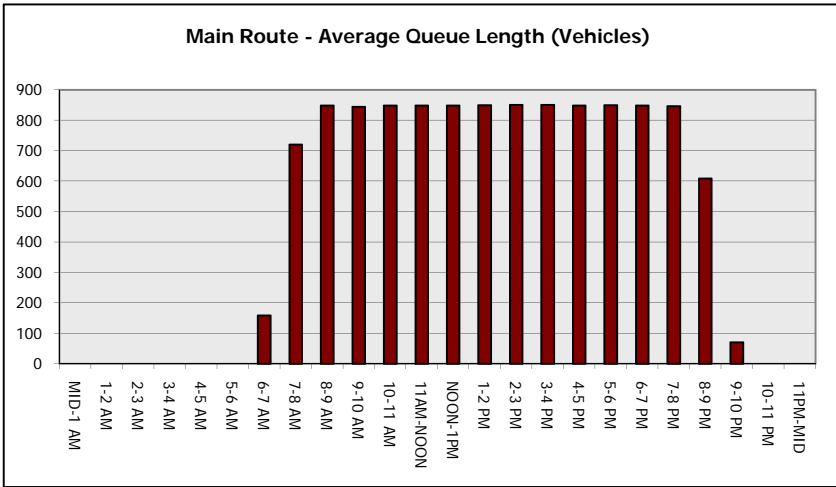
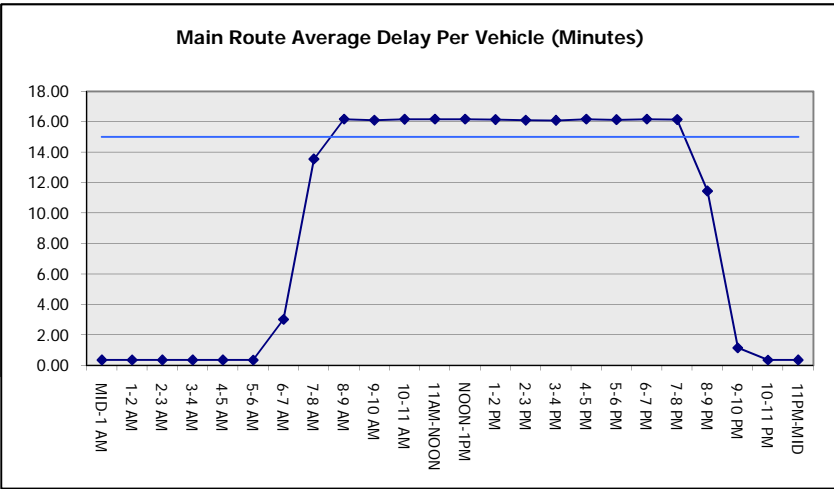
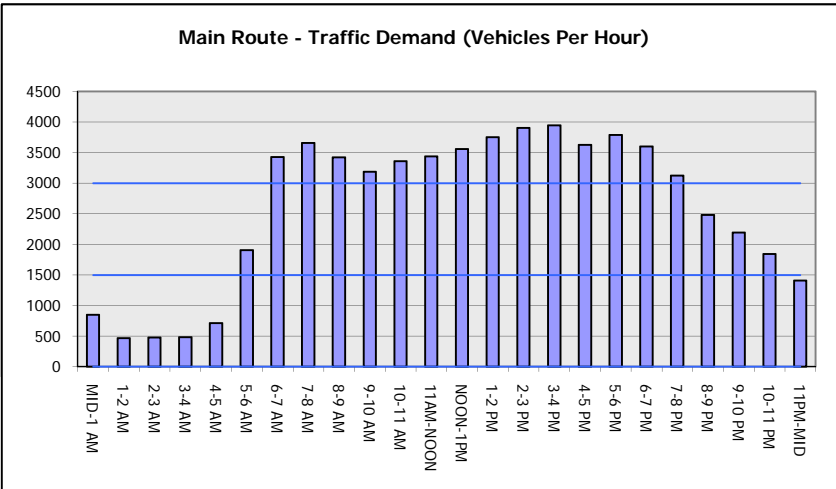
AVERAGE ACCIDENT NUMBERS (PIA/DAY)	
MAIN ROUTE WITHOUT WORKS	0.0299
MAIN ROUTE WITH WORKS	0.0229
'DIVERSION'	0.0077
<small>PIA: Personal Injury Accidents</small>	
IMPACTS ON ROAD USERS	
ROAD USER COSTS PER DAY	\$177,960
CONGESTED HOURS PER DAY*	14

\*Delays Exceeding User-Specified Maximum

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

**AUGUST**  
 Analyzed for 2009  
 Construction Season

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



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

**SUMMARY OF TRAFFIC MODEL OUTPUT**

FRIDAY 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	691	0.0	3000	691	0	0.36	0	70.2	61.5	49.7	
1-2 AM	479	0.0	3000	479	0	0.36	0	70.2	61.5	49.7	
2-3 AM	493	0.0	3000	493	0	0.36	0	70.2	61.5	49.7	
3-4 AM	521	0.0	3000	521	0	0.36	0	70.2	61.5	49.7	
4-5 AM	995	0.0	3000	995	0	0.36	0	70.2	61.5	49.7	
5-6 AM	2110	0.0	3000	2110	0	0.35	0	69.4	61.2	49.7	
6-7 AM	2858	0.0	3000	2858	0	0.67	0	68.5	54.6	39.1	
7-8 AM	2727	0.0	3000	2727	0	0.58	0	68.6	56.1	41.4	
8-9 AM	2856	0.0	3000	2856	0	0.67	0	68.5	54.6	39.2	
9-10 AM	2924	0.0	3000	2924	0	0.71	0	68.4	53.8	38.1	
10-11 AM	2941	0.0	2999	2941	0	0.72	0	68.4	53.7	37.8	
11AM-NOON	3132	0.0	2999	3132	0	1.58	49	68.1	42.7	36.9	
NOON-1PM	3452	0.0	3000	3452	0	6.47	342	67.8	19.7	36.9	
1-2 PM	3622	0.0	3000	3279	343	14.96+	786	67.4	12.0	36.9	
2-3 PM	3926	0.0	2999	2997	930	16.09+	851	65.3	11.6	36.9	
3-4 PM	4223	0.0	2999	3003	1220	16.13+	859	63.3	11.6	36.9	
4-5 PM	4255	0.0	3000	3000	1254	16.15+	861	63.1	11.5	36.9	
5-6 PM	4309	0.0	2999	2997	1312	16.20+	865	62.7	11.5	36.9	
6-7 PM	3357	0.0	3000	2997	360	16.17+	848	67.9	11.6	36.9	
7-8 PM	2654	0.0	2999	2654	0	13.70+	717	68.7	12.5	36.9	
8-9 PM	2258	0.0	2999	2258	0	2.35	185	69.2	36.3	45.5	
9-10 PM	2258	0.0	3000	2258	0	0.35	0	69.2	61.0	49.7	
10-11 PM	2246	0.0	3000	2246	0	0.35	0	69.2	61.1	49.7	
11PM-MID	1625	0.0	3000	1625	0	0.36	0	70.0	61.5	49.7	

+ 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	0.0291
MAIN ROUTE WITH WORKS	0.0228
'DIVERSION'	0.0060

PIA: Personal Injury Accidents

ECONOMIC IMPACT ON ROAD USERS	
ROAD USER COSTS PER DAY	\$104,744
CONGESTED HOURS PER DAY*	7

\*Delays Exceeding User-Specified Maximum

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

