

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)	AUGUST
	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	1499	846	0	1.95	80	70.2	39.9	43.7	
1-2 AM	465	0.0	1500	465	0	0.43	0	70.2	60.2	47.1	
2-3 AM	474	0.0	1500	474	0	0.43	0	70.2	60.1	47.0	
3-4 AM	484	0.0	1500	484	0	0.43	0	70.2	60.1	47.0	
4-5 AM	713	0.0	1500	713	0	0.46	0	70.2	59.6	46.0	
5-6 AM	1903	0.0	1499	1903	0	3.57	116	69.7	29.2	32.5	
6-7 AM	3428	0.0	1499	1500	1928	16.21+	399	67.8	9.6	32.5	
7-8 AM	3657	0.0	1500	1500	2157	16.19+	400	67.2	9.6	32.5	
8-9 AM	3420	0.0	1500	1500	1920	16.21+	400	67.8	9.6	32.5	
9-10 AM	3188	0.0	1500	1500	1688	16.23+	400	68.1	9.6	32.5	
10-11 AM	3361	0.0	1500	1500	1861	16.22+	400	67.9	9.6	32.5	
11AM-NOON	3436	0.0	1500	1500	1936	16.21+	400	67.8	9.6	32.5	
NOON-1PM	3560	0.0	1500	1500	2060	16.21+	400	67.6	9.6	32.5	
1-2 PM	3753	0.0	1500	1500	2253	16.16+	400	66.5	9.6	32.5	
2-3 PM	3903	0.0	1500	1500	2403	16.12+	400	65.5	9.6	32.5	
3-4 PM	3946	0.0	1500	1500	2446	16.11+	400	65.2	9.6	32.5	
4-5 PM	3626	0.0	1500	1500	2126	16.20+	400	67.4	9.6	32.5	
5-6 PM	3786	0.0	1500	1500	2286	16.15+	400	66.3	9.6	32.5	
6-7 PM	3599	0.0	1500	1500	2099	16.21+	400	67.6	9.6	32.5	
7-8 PM	3126	0.0	1500	1500	1626	16.23+	400	68.1	9.6	32.5	
8-9 PM	2479	0.0	1500	1500	979	16.26+	400	68.9	9.6	32.5	
9-10 PM	2195	0.0	1500	1500	695	16.27+	400	69.3	9.6	32.5	
10-11 PM	1844	0.0	1500	1500	344	16.29+	400	69.7	9.6	32.5	
11PM-MID	1405	0.0	1500	1390	15	15.23+	374	70.2	10.1	32.5	

+ 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

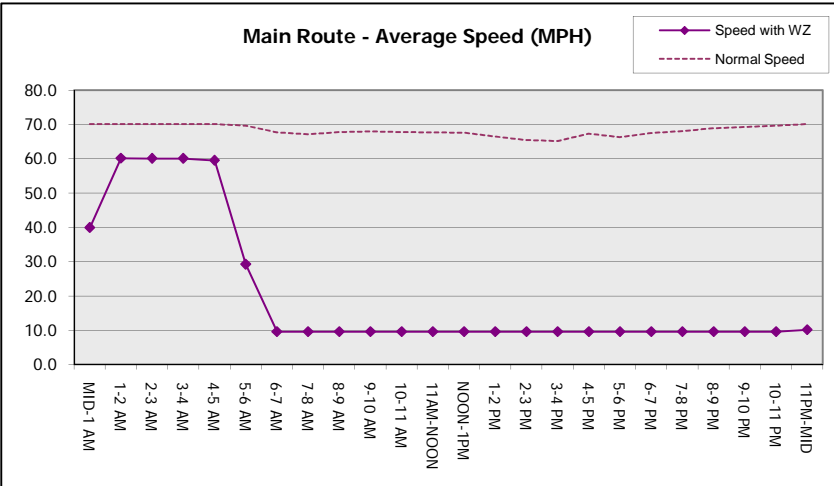
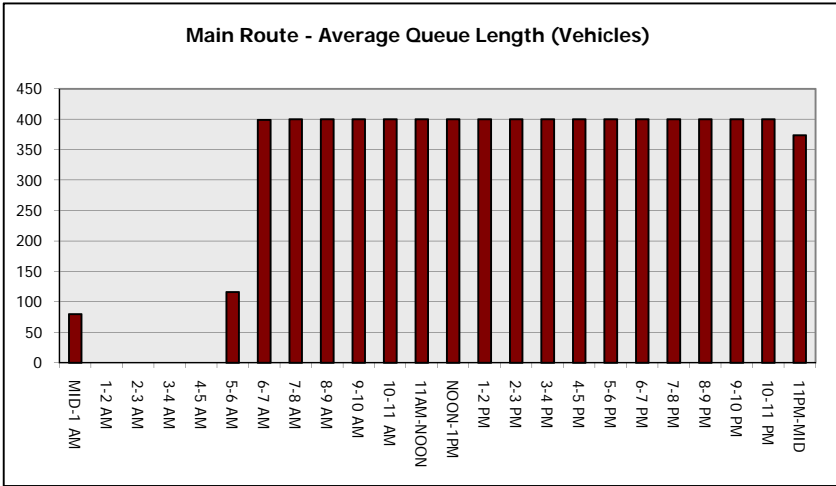
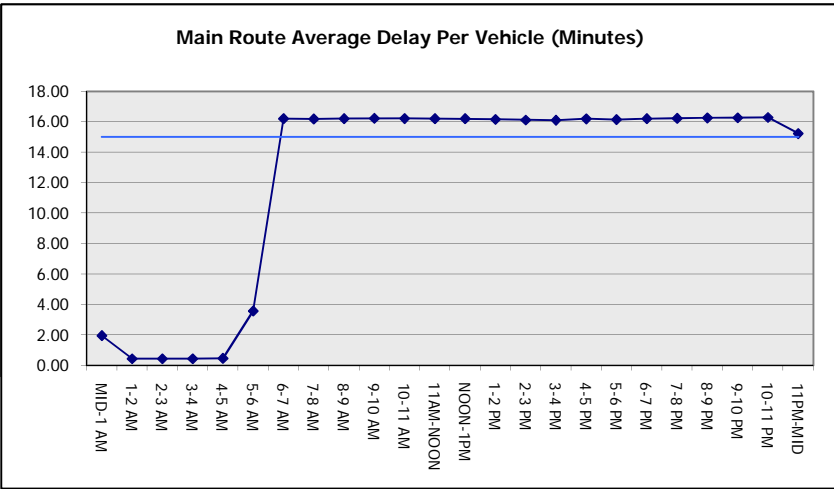
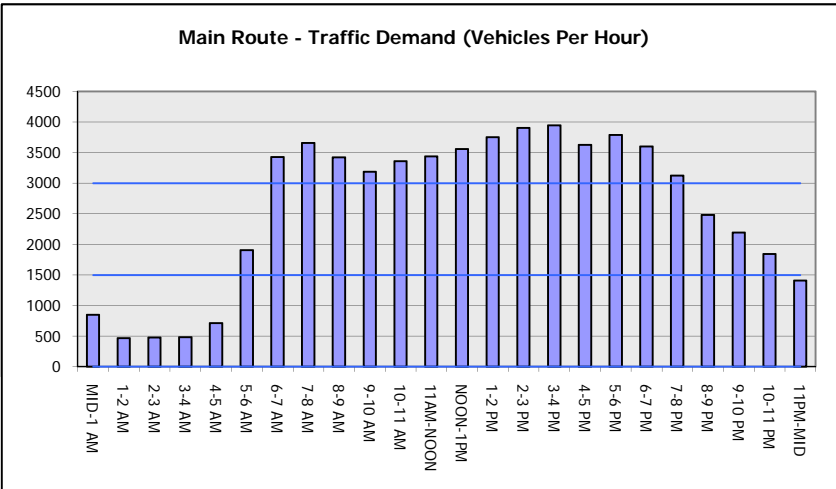
AVERAGE ACCIDENT NUMBERS (PIA/DAY)	
MAIN ROUTE WITHOUT WORKS	0.0299
MAIN ROUTE WITH WORKS	0.0131
'DIVERSION'	0.0341
PIA: Personal Injury Accidents	
IMPACTS ON ROAD USERS	
ROAD USER COSTS PER DAY	\$211,578
CONGESTED HOURS PER DAY*	18

*Delays Exceeding User-Specified Maximum

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AUGUST
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GRAPHICAL REPRESENTATION OF TRAFFIC MODEL INPUT AND OUTPUT
FRIDAY 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)	AUGUST
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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	1499	691	0	2.11	103	70.2	38.5	44.7
1-2 AM	479	0.0	1500	479	0	0.43	0	70.2	60.1	47.0
2-3 AM	493	0.0	1500	493	0	0.43	0	70.2	60.1	46.9
3-4 AM	521	0.0	1500	521	0	0.43	0	70.2	60.0	46.8
4-5 AM	995	0.0	1499	995	0	0.54	0	70.2	58.0	43.5
5-6 AM	2110	0.0	1499	2005	105	7.49+	227	69.4	17.8	32.5
6-7 AM	2858	0.0	1500	1499	1358	16.14+	399	68.5	9.6	34.4
7-8 AM	2727	0.0	1499	1493	1234	16.14+	399	68.6	9.6	34.1
8-9 AM	2856	0.0	1500	1500	1356	16.17+	400	68.5	9.6	33.8
9-10 AM	2924	0.0	1500	1500	1424	16.16+	400	68.4	9.6	33.8
10-11 AM	2941	0.0	1500	1500	1441	16.16+	400	68.4	9.6	33.8
11AM-NOON	3132	0.0	1500	1500	1632	16.15+	400	68.1	9.6	33.8
NOON-1PM	3452	0.0	1500	1500	1952	16.14+	400	67.8	9.6	33.8
1-2 PM	3622	0.0	1500	1500	2122	16.12+	400	67.4	9.6	33.8
2-3 PM	3926	0.0	1500	1500	2426	16.04+	399	65.3	9.6	33.8
3-4 PM	4223	0.0	1500	1500	2723	15.95+	400	63.3	9.6	33.8
4-5 PM	4255	0.0	1500	1500	2755	15.94+	400	63.1	9.6	33.8
5-6 PM	4309	0.0	1500	1500	2809	15.92+	400	62.7	9.6	33.8
6-7 PM	3357	0.0	1500	1500	1857	16.14+	400	67.9	9.6	33.8
7-8 PM	2654	0.0	1500	1478	1176	16.10+	398	68.7	9.6	33.8
8-9 PM	2258	0.0	1499	1482	775	16.21+	398	69.2	9.6	32.5
9-10 PM	2258	0.0	1499	1500	758	16.27+	399	69.2	9.6	32.5
10-11 PM	2246	0.0	1500	1500	746	16.27+	400	69.2	9.6	32.5
11PM-MID	1625	0.0	1499	1414	211	15.87+	389	70.0	9.7	32.5

+ 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	0.0291
MAIN ROUTE WITH WORKS	0.0132
'DIVERSION'	0.0319

PIA: Personal Injury Accidents

ROAD USER COSTS PER DAY	\$205,015
CONGESTED HOURS PER DAY*	19

*Delays Exceeding User-Specified Maximum

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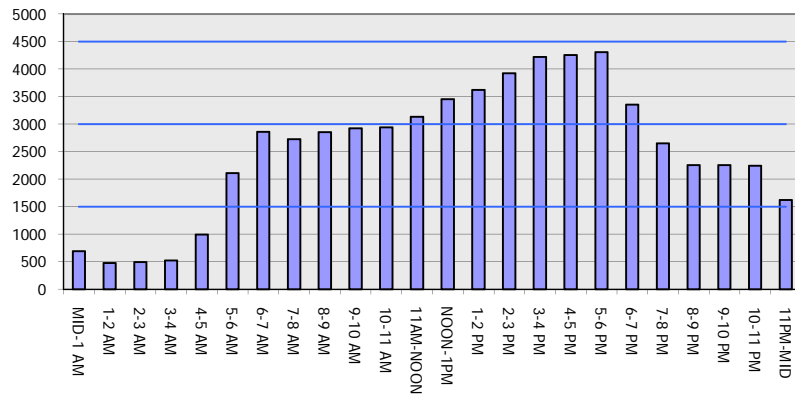
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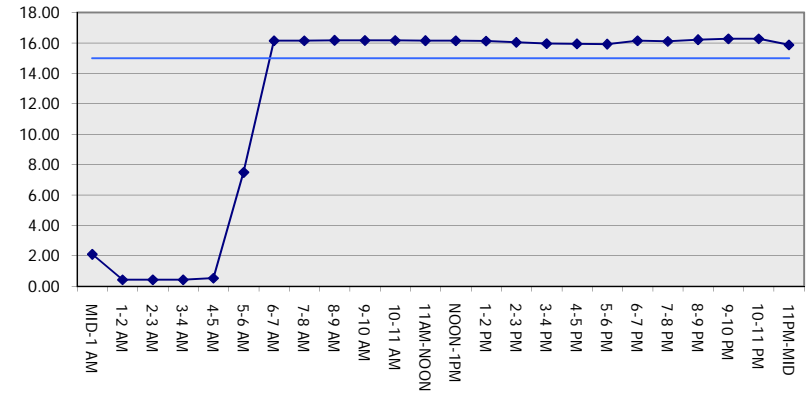
GRAPHICAL REPRESENTATION OF TRAFFIC MODEL INPUT AND OUTPUT

FRIDAY EASTBOUND DIRECTION

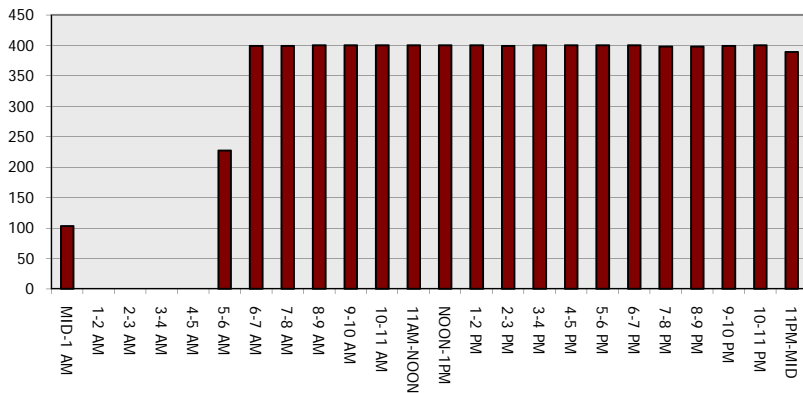
Main Route - Traffic Demand (Vehicles Per Hour)



Main Route Average Delay Per Vehicle (Minutes)



Main Route - Average Queue Length (Vehicles)



Main Route - Average Speed (MPH)

