

<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>AUGUST</b>
	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	901	0.0	1500	901	0	0.90	19	70.2	51.9	45.1	
1-2 AM	568	0.0	1500	568	0	0.44	0	70.2	59.9	46.6	
2-3 AM	458	0.0	1500	458	0	0.43	0	70.2	60.2	47.1	
3-4 AM	421	0.0	1500	421	0	0.42	0	70.2	60.2	47.3	
4-5 AM	445	0.0	1500	445	0	0.42	0	70.2	60.2	47.1	
5-6 AM	869	0.0	1500	869	0	0.48	0	70.2	59.2	45.3	
6-7 AM	1338	0.0	1499	1338	0	0.79	0	70.2	53.6	36.8	
7-8 AM	1700	0.0	1499	1700	0	2.91	66	69.9	32.8	32.5	
8-9 AM	2421	0.0	1500	1783	638	15.17+	379	69.1	10.1	33.2	
9-10 AM	2833	0.0	1499	1500	1333	16.22+	399	68.5	9.6	32.9	
10-11 AM	3176	0.0	1500	1500	1676	16.20+	400	68.1	9.6	32.9	
11AM-NOON	3295	0.0	1500	1500	1795	16.19+	400	67.9	9.6	32.9	
NOON-1PM	3446	0.0	1500	1500	1946	16.19+	399	67.8	9.6	32.9	
1-2 PM	3506	0.0	1500	1500	2006	16.18+	400	67.7	9.6	32.9	
2-3 PM	3412	0.0	1500	1500	1912	16.19+	400	67.8	9.6	32.9	
3-4 PM	3342	0.0	1500	1500	1842	16.19+	400	67.9	9.6	32.9	
4-5 PM	3232	0.0	1500	1500	1732	16.20+	400	68.0	9.6	32.9	
5-6 PM	3075	0.0	1500	1500	1575	16.20+	400	68.2	9.6	32.9	
6-7 PM	2610	0.0	1500	1500	1110	16.23+	400	68.8	9.6	32.9	
7-8 PM	2369	0.0	1500	1476	893	16.15+	397	69.1	9.6	32.9	
8-9 PM	2031	0.0	1499	1477	554	16.19+	397	69.5	9.6	32.5	
9-10 PM	1876	0.0	1499	1496	380	16.27+	399	69.7	9.6	32.5	
10-11 PM	1588	0.0	1499	1467	122	16.16+	396	70.0	9.6	32.5	
11PM-MID	1243	0.0	1499	1243	0	11.49	290	70.2	12.8	33.3	

+ 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	0.0240
MAIN ROUTE WITH WORKS	0.0126
'DIVERSION'	0.0216
PIA: Personal Injury Accidents	
IMPACTS ON ROAD USERS	
ROAD USER COSTS PER DAY	\$193,081
CONGESTED HOURS PER DAY*	15

\*Delays Exceeding User-Specified Maximum

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

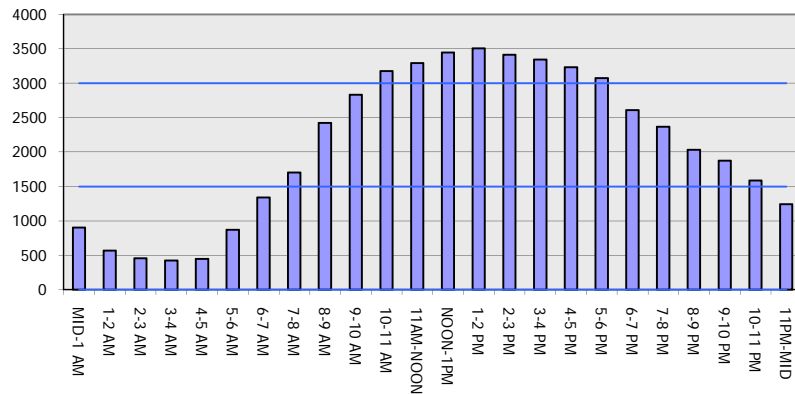
**AUGUST**

Analyzed for 2009  
 Construction Season

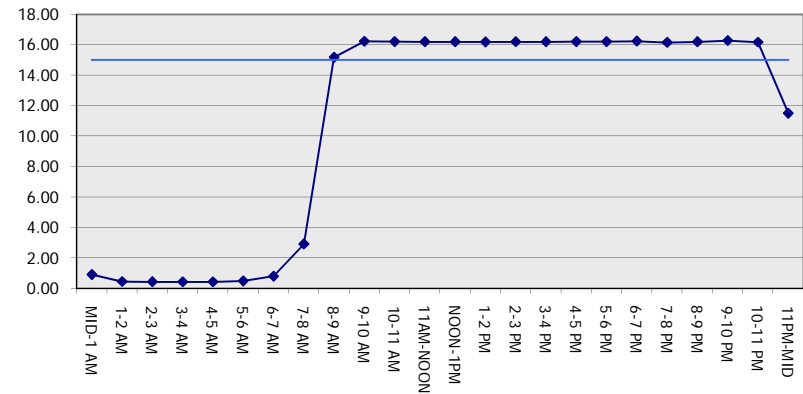
**GRAPHICAL REPRESENTATION OF TRAFFIC MODEL INPUT AND OUTPUT**

**SATURDAY WESTBOUND DIRECTION**

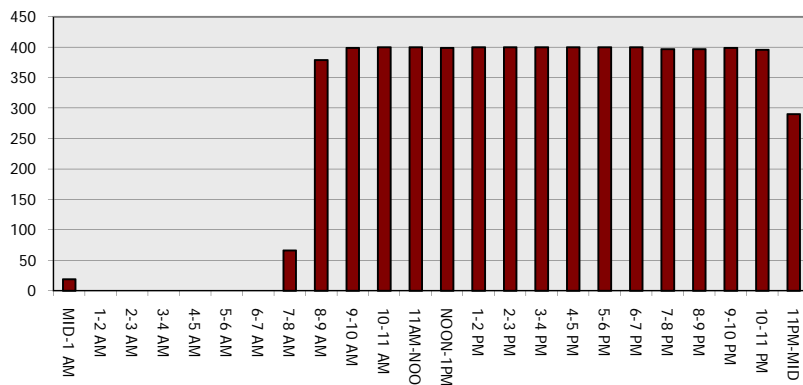
**Main Route - Traffic Demand (Vehicles Per Hour)**



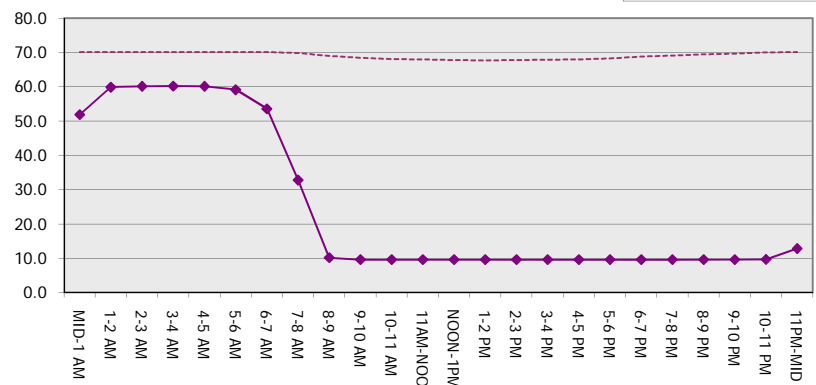
**Main Route Average Delay Per Vehicle (Minutes)**



**Main Route - Average Queue Length (Vehicles)**



**Main Route - Average Speed (MPH)**



<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>AUGUST</b>
	Analyzed for 2009 Construction Season

**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	975	0.0	1499	975	0	1.78	61	70.2	41.4	42.3	
1-2 AM	603	0.0	1500	603	0	0.44	0	70.2	59.8	46.5	
2-3 AM	582	0.0	1500	582	0	0.44	0	70.2	59.9	46.6	
3-4 AM	497	0.0	1500	497	0	0.43	0	70.2	60.1	46.9	
4-5 AM	684	0.0	1500	684	0	0.45	0	70.2	59.6	46.1	
5-6 AM	1146	0.0	1500	1146	0	0.54	0	70.2	57.9	43.2	
6-7 AM	1228	0.0	1499	1228	0	0.65	0	70.2	56.0	40.1	
7-8 AM	1459	0.0	1499	1459	0	1.16	7	70.2	48.3	34.2	
8-9 AM	2022	0.0	1500	1953	69	8.54+	243	69.6	16.1	32.4	
9-10 AM	2558	0.0	1500	1500	1058	16.23+	400	68.9	9.6	32.9	
10-11 AM	2908	0.0	1500	1500	1408	16.22+	400	68.4	9.6	32.9	
11AM-NOON	3229	0.0	1500	1500	1729	16.20+	400	68.0	9.6	32.9	
NOON-1PM	3384	0.0	1500	1500	1884	16.19+	400	67.8	9.6	32.9	
1-2 PM	3247	0.0	1500	1500	1747	16.20+	400	68.0	9.6	32.9	
2-3 PM	3439	0.0	1500	1500	1939	16.19+	400	67.8	9.6	32.9	
3-4 PM	3328	0.0	1500	1500	1828	16.20+	400	67.9	9.6	32.9	
4-5 PM	3158	0.0	1500	1500	1658	16.20+	400	68.1	9.6	32.9	
5-6 PM	2888	0.0	1500	1500	1388	16.22+	400	68.4	9.6	32.9	
6-7 PM	2506	0.0	1500	1500	1006	16.24+	400	68.9	9.6	32.9	
7-8 PM	2224	0.0	1499	1474	749	16.17+	397	69.3	9.6	32.7	
8-9 PM	2127	0.0	1500	1500	627	16.28+	400	69.4	9.6	32.5	
9-10 PM	2223	0.0	1500	1500	723	16.27+	400	69.3	9.6	32.5	
10-11 PM	1763	0.0	1499	1460	303	16.14+	396	69.9	9.6	32.5	
11PM-MID	1327	0.0	1499	1315	12	13.92+	344	70.2	10.9	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	0.0236
MAIN ROUTE WITH WORKS	0.0129
'DIVERSION'	0.0201

PIA: Personal Injury Accidents

ECONOMIC IMPACT ON ROAD USERS	
ROAD USER COSTS PER DAY	\$184,844
CONGESTED HOURS PER DAY*	16

\*Delays Exceeding User-Specified Maximum

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**NO DIVERSION ROUTE (MAX QUEUE METHOD)**

**AUGUST**  
 Analyzed for 2009  
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**GRAPHICAL REPRESENTATION OF TRAFFIC MODEL INPUT AND OUTPUT**  
**SATURDAY EASTBOUND DIRECTION**

