

<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**

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	914	0.0	1500	914	0	0.48	0	70.2	59.1	45.1
1-2 AM	516	0.0	1500	516	0	0.43	0	70.2	60.1	46.8
2-3 AM	353	0.0	1500	353	0	0.41	0	70.2	60.4	47.6
3-4 AM	256	0.0	1500	256	0	0.40	0	70.2	60.7	48.0
4-5 AM	282	0.0	1500	282	0	0.40	0	70.2	60.6	47.9
5-6 AM	449	0.0	1500	449	0	0.43	0	70.2	60.2	47.1
6-7 AM	711	0.0	1500	711	0	0.46	0	70.2	59.6	46.0
7-8 AM	877	0.0	1500	877	0	0.48	0	70.2	59.1	45.3
8-9 AM	1317	0.0	1499	1317	0	0.76	0	70.2	54.1	37.7
9-10 AM	1947	0.0	1499	1947	0	6.30	185	69.6	20.2	32.5
10-11 AM	2528	0.0	1499	1500	1028	16.26+	399	68.9	9.6	32.5
11AM-NOON	2717	0.0	1500	1500	1217	16.25+	400	68.7	9.6	32.5
NOON-1PM	2946	0.0	1500	1500	1446	16.24+	400	68.4	9.6	32.5
1-2 PM	3021	0.0	1500	1500	1521	16.23+	400	68.3	9.6	32.5
2-3 PM	3020	0.0	1500	1500	1520	16.23+	400	68.3	9.6	32.5
3-4 PM	3085	0.0	1500	1500	1585	16.23+	400	68.2	9.6	32.5
4-5 PM	3113	0.0	1500	1500	1613	16.23+	400	68.2	9.6	32.5
5-6 PM	2770	0.0	1500	1500	1270	16.25+	400	68.6	9.6	32.5
6-7 PM	2715	0.0	1500	1500	1215	16.25+	400	68.7	9.6	32.5
7-8 PM	2410	0.0	1500	1500	910	16.26+	400	69.1	9.6	32.5
8-9 PM	2076	0.0	1500	1500	576	16.28+	400	69.4	9.6	32.5
9-10 PM	1875	0.0	1499	1466	408	16.15+	396	69.7	9.6	32.5
10-11 PM	1410	0.0	1499	1376	34	15.00+	368	70.2	10.2	32.5
11PM-MID	928	0.0	1499	928	0	2.02	81	70.2	39.2	42.9

+ 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	0.0202
MAIN ROUTE WITH WORKS	0.0115
'DIVERSION'	0.0159
PIA: Personal Injury Accidents	
IMPACTS ON ROAD USERS	
ROAD USER COSTS PER DAY	\$156,344
CONGESTED HOURS PER DAY*	13

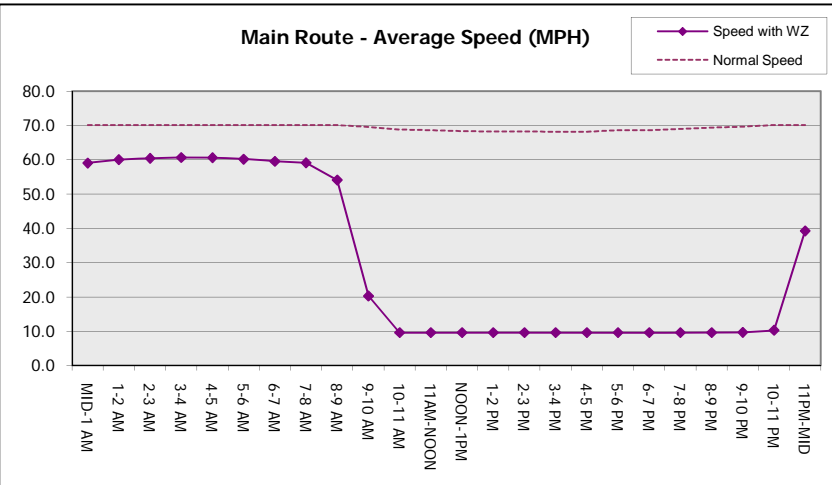
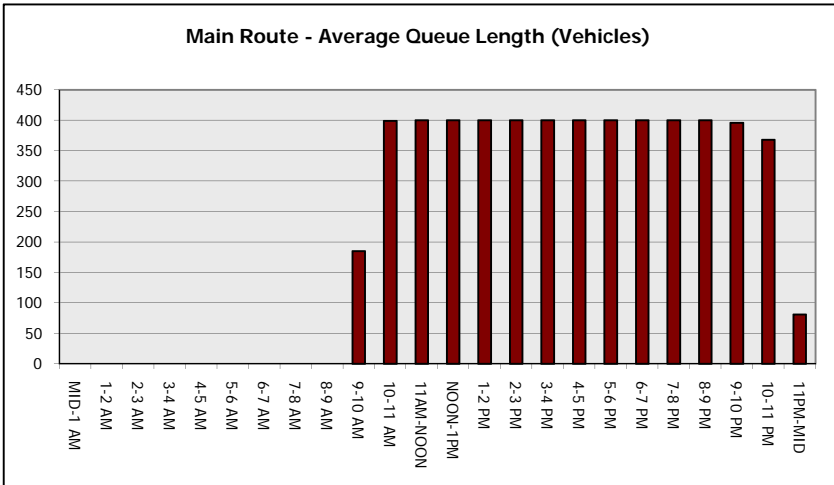
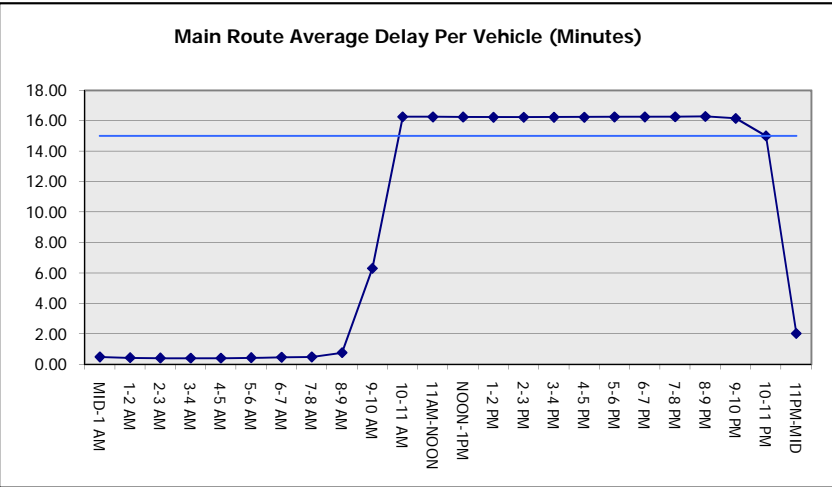
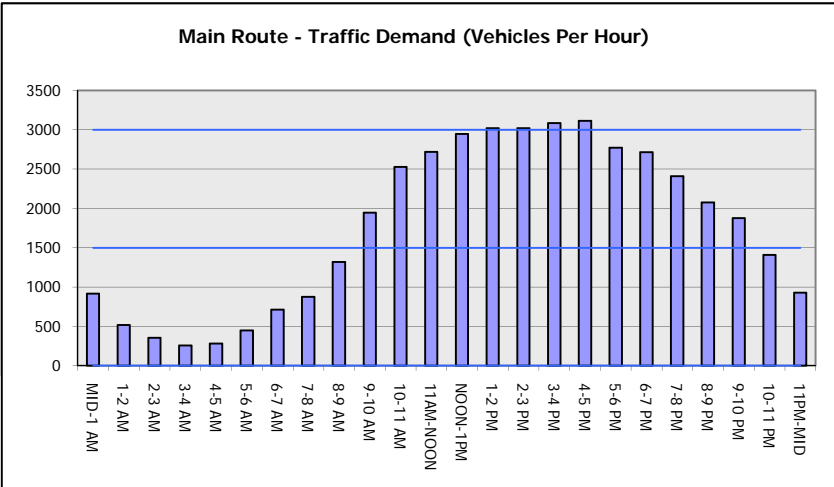
\*Delays Exceeding User-Specified Maximum

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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**

**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>AUGUST</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	1148	0.0	1500	1148	0	0.55	0	70.2	57.8	43.1
1-2 AM	748	0.0	1500	748	0	0.46	0	70.2	59.4	45.8
2-3 AM	590	0.0	1500	590	0	0.44	0	70.2	59.9	46.5
3-4 AM	403	0.0	1500	403	0	0.42	0	70.2	60.3	47.4
4-5 AM	455	0.0	1500	455	0	0.43	0	70.2	60.2	47.1
5-6 AM	703	0.0	1500	703	0	0.46	0	70.2	59.6	46.0
6-7 AM	854	0.0	1500	854	0	0.48	0	70.2	59.2	45.4
7-8 AM	1048	0.0	1499	1048	0	0.51	0	70.2	58.6	44.4
8-9 AM	1497	0.0	1499	1497	0	1.46	18	70.2	44.7	34.4
9-10 AM	2247	0.0	1500	1797	450	11.83+	310	69.2	12.5	32.4
10-11 AM	2719	0.0	1500	1500	1219	16.25+	400	68.7	9.6	32.5
11AM-NOON	3179	0.0	1499	1500	1679	16.23+	400	68.1	9.6	32.5
NOON-1PM	3651	0.0	1500	1500	2151	16.19+	400	67.2	9.6	32.5
1-2 PM	3788	0.0	1500	1500	2288	16.15+	400	66.3	9.6	32.5
2-3 PM	3936	0.0	1500	1500	2436	16.11+	400	65.3	9.6	32.5
3-4 PM	3891	0.0	1500	1500	2391	16.12+	400	65.6	9.6	32.5
4-5 PM	3773	0.0	1500	1500	2273	16.16+	400	66.4	9.6	32.5
5-6 PM	3473	0.0	1500	1500	1973	16.21+	400	67.8	9.6	32.5
6-7 PM	3189	0.0	1500	1500	1689	16.23+	400	68.1	9.6	32.5
7-8 PM	2561	0.0	1500	1500	1061	16.26+	400	68.9	9.6	32.5
8-9 PM	2230	0.0	1500	1500	730	16.27+	400	69.2	9.6	32.5
9-10 PM	1900	0.0	1500	1500	400	16.29+	400	69.7	9.6	32.5
10-11 PM	1336	0.0	1500	1336	0	12.98	319	70.2	11.6	32.5
11PM-MID	919	0.0	1500	919	0	1.24	38	70.2	47.3	44.7

+ 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	0.0240
MAIN ROUTE WITH WORKS	0.0121
'DIVERSION'	0.0229

PIA: Personal Injury Accidents

ECONOMIC IMPACT ON ROAD USERS	
ROAD USER COSTS PER DAY	\$186,320
CONGESTED HOURS PER DAY*	13

\*Delays Exceeding User-Specified Maximum

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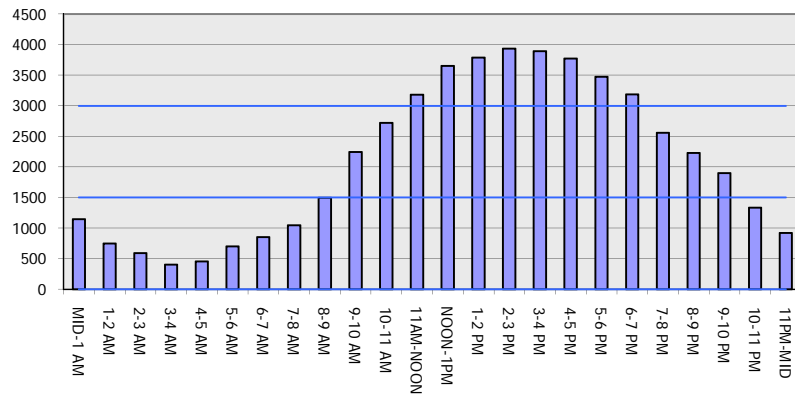
**AUGUST**

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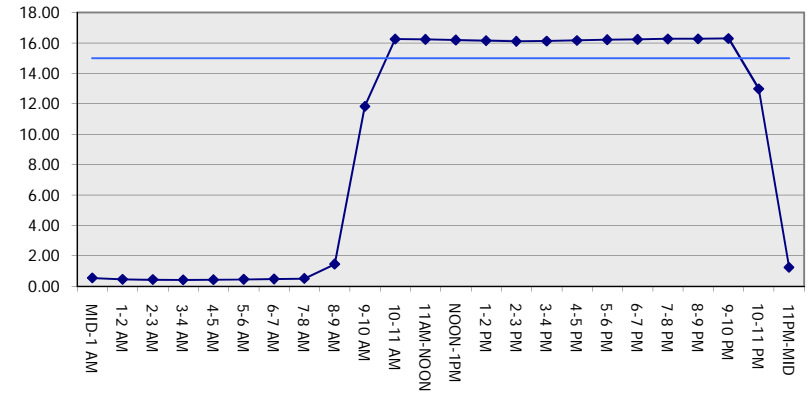
**GRAPHICAL REPRESENTATION OF TRAFFIC MODEL INPUT AND OUTPUT**

**SUNDAY EASTBOUND DIRECTION**

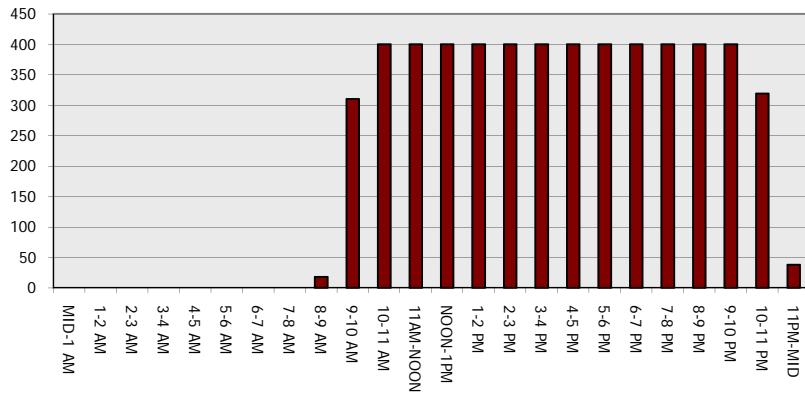
**Main Route - Traffic Demand (Vehicles Per Hour)**



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



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



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

