

IH 94: CTH BB/RAWSON AVE TO STH 100/RYAN RD (MILWAUKEE COUNTY) CONTINUOUS (24 HOUR) CLOSURE NO DIVERSION ROUTE (MAX QUEUE METHOD)	OCTOBER
	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	718	0.0	3000	718	0	0.36	0	70.2	61.5	49.7	
1-2 AM	460	0.0	3000	460	0	0.36	0	70.2	61.5	49.7	
2-3 AM	430	0.0	3000	430	0	0.36	0	70.2	61.5	49.7	
3-4 AM	492	0.0	3000	492	0	0.36	0	70.2	61.5	49.7	
4-5 AM	676	0.0	3000	676	0	0.36	0	70.2	61.5	49.7	
5-6 AM	1852	0.0	2999	1852	0	0.35	0	69.7	61.4	49.7	
6-7 AM	3571	0.0	2999	3571	0	3.77	218	67.6	28.0	36.9	
7-8 AM	3984	0.0	2999	3323	661	15.45+	820	65.0	11.8	36.9	
8-9 AM	3355	0.0	2999	2964	391	16.12+	846	67.9	11.6	36.9	
9-10 AM	2933	0.0	2999	2921	12	15.71+	822	68.4	11.7	36.9	
10-11 AM	3083	0.0	3000	3081	2	15.48+	809	68.2	11.8	36.9	
11AM-NOON	3244	0.0	2999	2996	247	16.16+	847	68.0	11.6	36.9	
NOON-1PM	3400	0.0	2999	2998	402	16.17+	848	67.8	11.6	36.9	
1-2 PM	3423	0.0	3000	2998	424	16.17+	848	67.8	11.6	36.9	
2-3 PM	3923	0.0	2999	3000	923	16.09+	851	65.3	11.6	36.9	
3-4 PM	4104	0.0	3000	3001	1104	16.05+	852	64.1	11.6	36.9	
4-5 PM	3875	0.0	3000	2999	875	16.11+	851	65.7	11.6	36.9	
5-6 PM	3908	0.0	3000	3000	908	16.10+	851	65.5	11.6	36.9	
6-7 PM	3513	0.0	3000	2999	514	16.17+	849	67.7	11.6	36.9	
7-8 PM	2958	0.0	3000	2906	51	15.76+	825	68.4	11.7	36.9	
8-9 PM	2359	0.0	2999	2359	0	8.10	459	69.1	17.5	39.7	
9-10 PM	2229	0.0	3000	2229	0	0.48	9	69.2	58.4	49.5	
10-11 PM	1771	0.0	3000	1771	0	0.36	0	69.9	61.4	49.7	
11PM-MID	1350	0.0	3000	1350	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	0.0294
MAIN ROUTE WITH WORKS	0.0227
'DIVERSION'	0.0072
<small>PIA: Personal Injury Accidents</small>	
IMPACTS ON ROAD USERS	
ROAD USER COSTS PER DAY	\$173,163
CONGESTED HOURS PER DAY*	13

*Delays Exceeding User-Specified Maximum

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

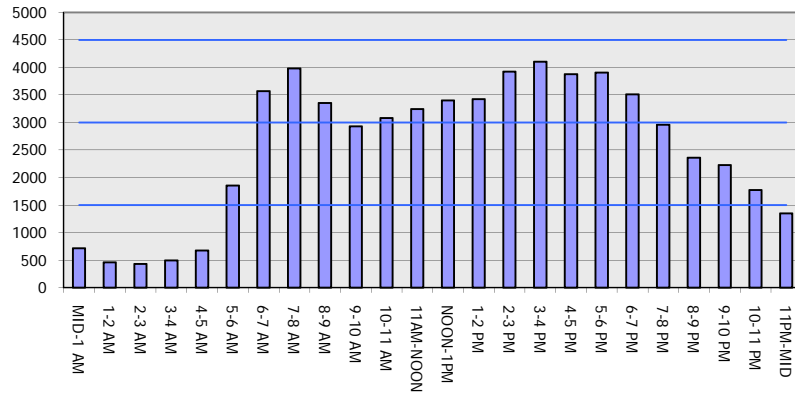
OCTOBER

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 Construction Season

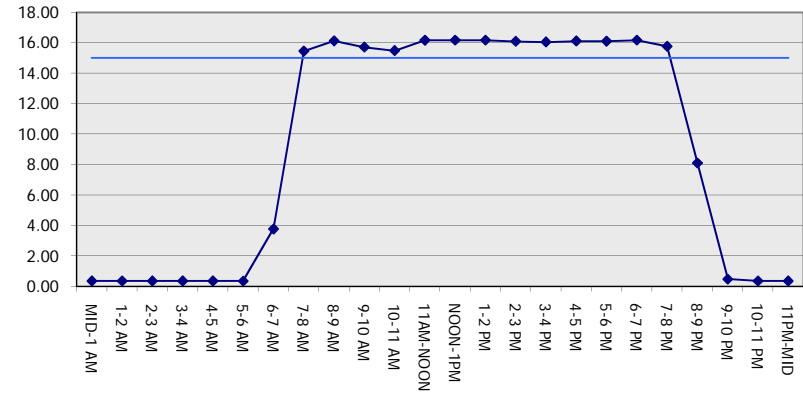
GRAPHICAL REPRESENTATION OF TRAFFIC MODEL INPUT AND OUTPUT

FRIDAY WESTBOUND DIRECTION

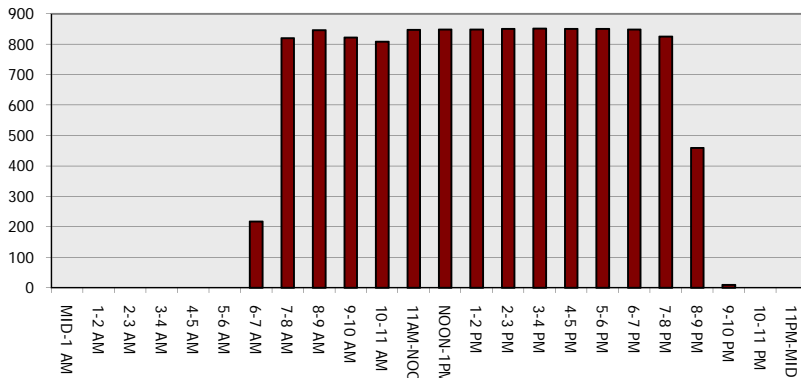
Main Route - Traffic Demand (Vehicles Per Hour)



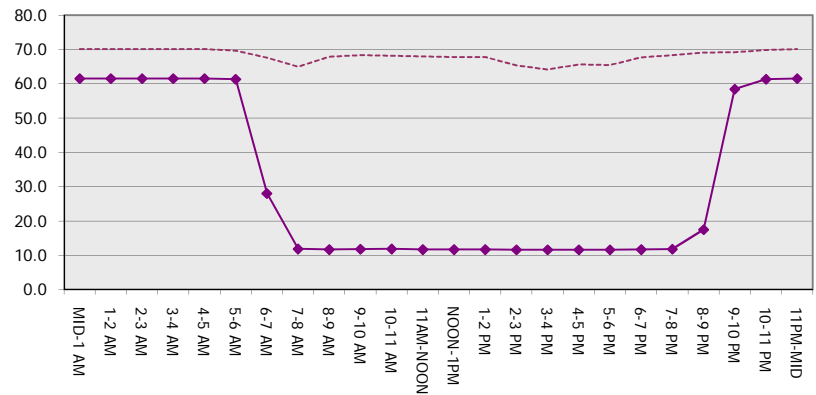
Main Route Average Delay Per Vehicle (Minutes)



Main Route - Average Queue Length (Vehicles)



Main Route - Average Speed (MPH)



IH 94: CTH BB/RAWSON AVE TO STH 100/Ryan RD (MILWAUKEE COUNTY) CONTINUOUS (24 HOUR) CLOSURE NO DIVERSION ROUTE (MAX QUEUE METHOD)	OCTOBER
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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	626	0.0	3000	626	0	0.36	0	70.2	61.5	49.7
1-2 AM	460	0.0	3000	460	0	0.36	0	70.2	61.5	49.7
2-3 AM	446	0.0	3000	446	0	0.36	0	70.2	61.5	49.7
3-4 AM	585	0.0	3000	585	0	0.36	0	70.2	61.5	49.7
4-5 AM	963	0.0	3000	963	0	0.36	0	70.2	61.5	49.7
5-6 AM	1928	0.0	2999	1928	0	0.35	0	69.6	61.3	49.7
6-7 AM	3254	0.0	2999	3254	0	2.05	86	68.0	38.3	36.9
7-8 AM	3218	0.0	2999	3218	0	7.47	375	68.1	17.8	36.9
8-9 AM	2844	0.0	2999	2844	0	8.17	410	68.5	16.6	36.9
9-10 AM	2702	0.0	2999	2702	0	3.47	169	68.7	29.6	38.1
10-11 AM	2767	0.0	3000	2767	0	0.62	0	68.6	55.5	40.7
11AM-NOON	2982	0.0	2999	2982	0	0.83	5	68.3	52.0	37.4
NOON-1PM	3254	0.0	3000	3254	0	2.93	132	68.0	32.3	36.9
1-2 PM	3477	0.0	3000	3477	0	9.29	491	67.7	15.6	36.9
2-3 PM	3983	0.0	2999	3084	899	16.21+	858	65.0	11.6	36.9
3-4 PM	4222	0.0	3000	3026	1196	16.12+	859	63.3	11.6	36.9
4-5 PM	4535	0.0	3000	3019	1516	16.35+	878	61.2	11.4	36.9
5-6 PM	4435	0.0	3000	2985	1450	16.31+	874	61.9	11.4	36.9
6-7 PM	3494	0.0	3000	2995	499	16.17+	849	67.7	11.6	36.9
7-8 PM	2625	0.0	2999	2625	0	13.71+	718	68.8	12.5	36.9
8-9 PM	2044	0.0	2999	2044	0	1.67	134	69.5	42.2	47.8
9-10 PM	1984	0.0	3000	1984	0	0.35	0	69.6	61.2	49.7
10-11 PM	1644	0.0	3000	1644	0	0.36	0	70.0	61.5	49.7
11PM-MID	1204	0.0	3000	1204	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	0.0285
MAIN ROUTE WITH WORKS	0.0223
'DIVERSION'	0.0061

PIA: Personal Injury Accidents

ECONOMIC IMPACT ON ROAD USERS	
ROAD USER COSTS PER DAY	\$110,234
CONGESTED HOURS PER DAY*	6

*Delays Exceeding User-Specified Maximum

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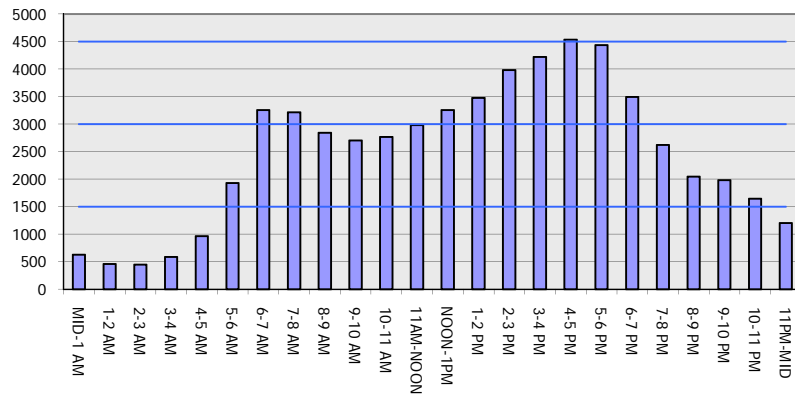
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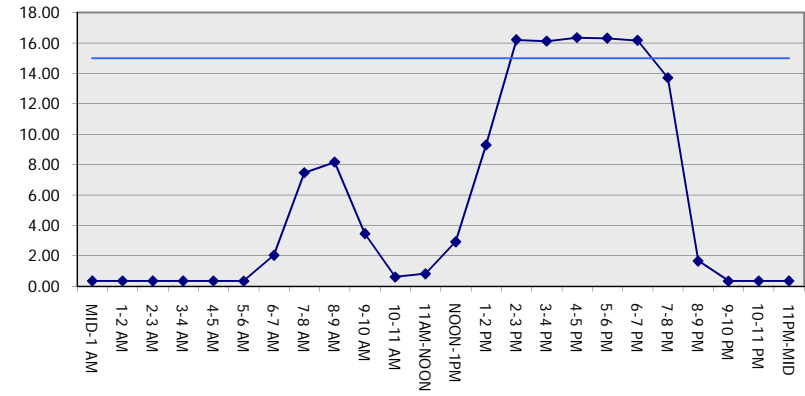
GRAPHICAL REPRESENTATION OF TRAFFIC MODEL INPUT AND OUTPUT

FRIDAY EASTBOUND DIRECTION

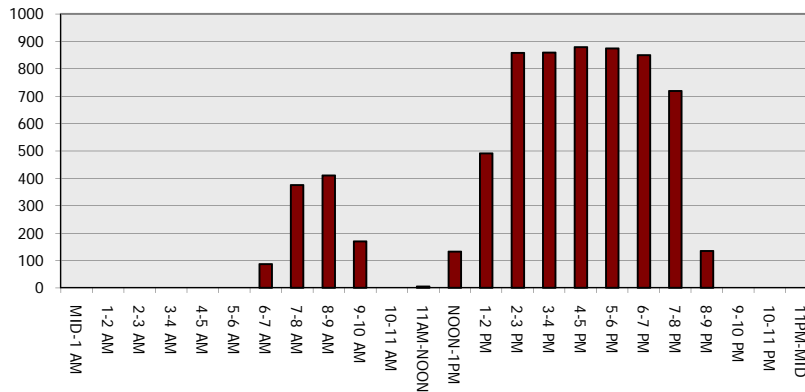
Main Route - Traffic Demand (Vehicles Per Hour)



Main Route Average Delay Per Vehicle (Minutes)



Main Route - Average Queue Length (Vehicles)



Main Route - Average Speed (MPH)

