

<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>OCTOBER</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	718	0.0	1500	718	0	1.28	46	70.2	46.8	45.7	
1-2 AM	460	0.0	1500	460	0	0.43	0	70.2	60.2	47.1	
2-3 AM	430	0.0	1500	430	0	0.42	0	70.2	60.2	47.3	
3-4 AM	492	0.0	1500	492	0	0.43	0	70.2	60.1	46.9	
4-5 AM	676	0.0	1500	676	0	0.45	0	70.2	59.6	46.1	
5-6 AM	1852	0.0	1499	1852	0	2.73	89	69.7	33.9	32.5	
6-7 AM	3571	0.0	1499	1500	2071	16.21+	399	67.6	9.6	32.5	
7-8 AM	3984	0.0	1499	1500	2484	16.10+	400	65.0	9.6	32.5	
8-9 AM	3355	0.0	1500	1500	1855	16.22+	400	67.9	9.6	32.5	
9-10 AM	2933	0.0	1500	1500	1433	16.24+	400	68.4	9.6	32.5	
10-11 AM	3083	0.0	1500	1500	1583	16.23+	400	68.2	9.6	32.5	
11AM-NOON	3244	0.0	1500	1500	1744	16.22+	400	68.0	9.6	32.5	
NOON-1PM	3400	0.0	1500	1500	1900	16.22+	400	67.8	9.6	32.5	
1-2 PM	3423	0.0	1500	1500	1923	16.21+	400	67.8	9.6	32.5	
2-3 PM	3923	0.0	1500	1500	2423	16.12+	400	65.3	9.6	32.5	
3-4 PM	4104	0.0	1500	1500	2604	16.06+	400	64.1	9.6	32.5	
4-5 PM	3875	0.0	1500	1500	2375	16.13+	400	65.7	9.6	32.5	
5-6 PM	3908	0.0	1500	1500	2408	16.12+	400	65.5	9.6	32.5	
6-7 PM	3513	0.0	1500	1500	2013	16.21+	400	67.7	9.6	32.5	
7-8 PM	2958	0.0	1500	1500	1457	16.24+	400	68.4	9.6	32.5	
8-9 PM	2359	0.0	1499	1500	859	16.27+	400	69.1	9.6	32.5	
9-10 PM	2229	0.0	1500	1500	729	16.27+	400	69.2	9.6	32.5	
10-11 PM	1771	0.0	1500	1548	223	16.07+	394	69.9	9.6	32.5	
11PM-MID	1350	0.0	1499	1345	4	14.53+	358	70.2	10.6	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	0.0294
MAIN ROUTE WITH WORKS	0.0130
'DIVERSION'	0.0333
<small>PIA: Personal Injury Accidents</small>	
IMPACTS ON ROAD USERS	
ROAD USER COSTS PER DAY	\$207,803
CONGESTED HOURS PER DAY*	18

\*Delays Exceeding User-Specified Maximum

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

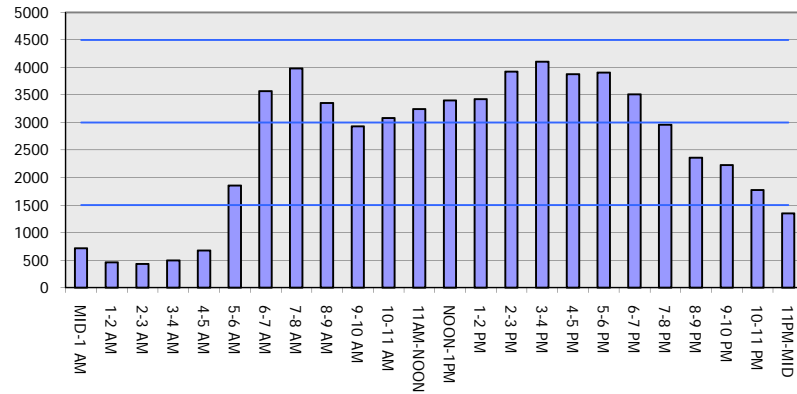
**OCTOBER**

Analyzed for 2009  
 Construction Season

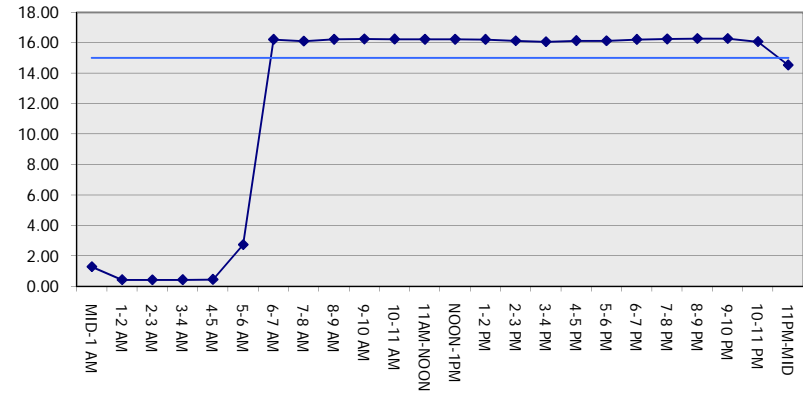
**GRAPHICAL REPRESENTATION OF TRAFFIC MODEL INPUT AND OUTPUT**

**FRIDAY WESTBOUND DIRECTION**

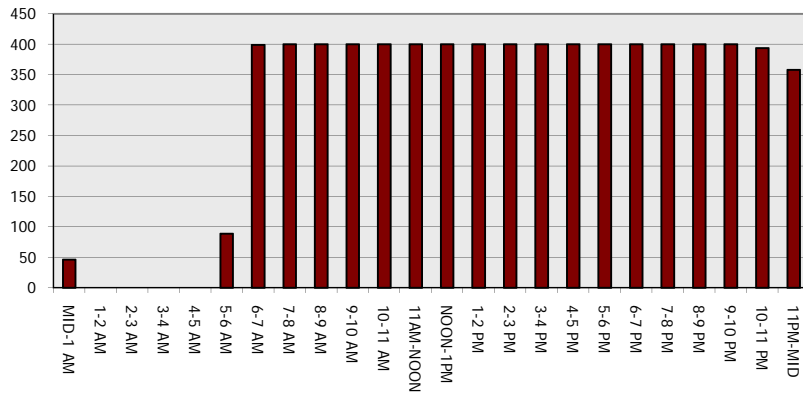
**Main Route - Traffic Demand (Vehicles Per Hour)**



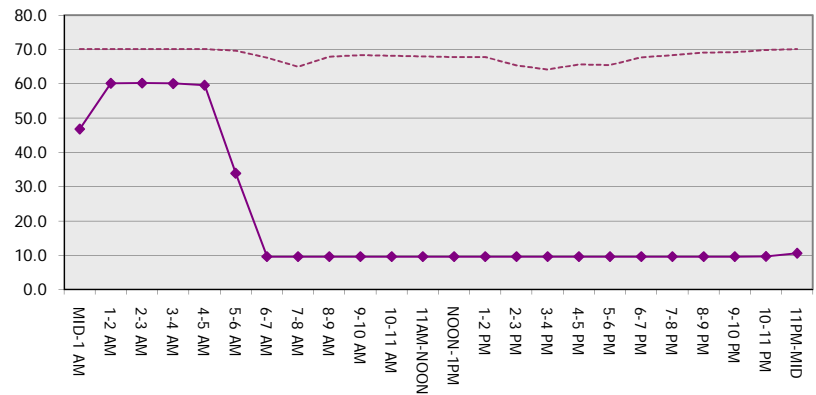
**Main Route Average Delay Per Vehicle (Minutes)**



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



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



<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>OCTOBER</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	626	0.0	1500	626	0	0.57	5	70.2	57.4	46.3	
1-2 AM	460	0.0	1500	460	0	0.43	0	70.2	60.2	47.1	
2-3 AM	446	0.0	1500	446	0	0.42	0	70.2	60.2	47.1	
3-4 AM	585	0.0	1500	585	0	0.44	0	70.2	59.9	46.5	
4-5 AM	963	0.0	1499	963	0	0.50	0	70.2	58.8	44.7	
5-6 AM	1928	0.0	1499	1928	0	4.51	142	69.6	25.4	32.5	
6-7 AM	3254	0.0	1499	1500	1754	16.22+	399	68.0	9.6	32.5	
7-8 AM	3218	0.0	1500	1500	1718	16.22+	400	68.1	9.6	32.5	
8-9 AM	2844	0.0	1500	1500	1344	16.24+	399	68.5	9.6	32.5	
9-10 AM	2702	0.0	1500	1500	1202	16.25+	400	68.7	9.6	32.5	
10-11 AM	2767	0.0	1500	1500	1267	16.25+	400	68.6	9.6	32.5	
11AM-NOON	2982	0.0	1500	1500	1482	16.24+	400	68.3	9.6	32.5	
NOON-1PM	3254	0.0	1500	1500	1754	16.22+	400	68.0	9.6	32.5	
1-2 PM	3477	0.0	1500	1500	1977	16.21+	400	67.7	9.6	32.5	
2-3 PM	3983	0.0	1500	1500	2483	16.10+	400	65.0	9.6	32.5	
3-4 PM	4222	0.0	1500	1500	2722	16.03+	400	63.3	9.6	32.5	
4-5 PM	4535	0.0	1500	1500	3035	15.93+	400	61.2	9.6	32.5	
5-6 PM	4435	0.0	1500	1500	2935	15.96+	400	61.9	9.6	32.5	
6-7 PM	3494	0.0	1500	1500	1994	16.21+	400	67.7	9.6	32.5	
7-8 PM	2625	0.0	1500	1500	1125	16.25+	400	68.8	9.6	32.5	
8-9 PM	2044	0.0	1500	1500	544	16.28+	400	69.5	9.6	32.5	
9-10 PM	1984	0.0	1500	1500	484	16.28+	400	69.6	9.6	32.5	
10-11 PM	1644	0.0	1499	1458	186	16.12+	395	70.0	9.6	32.5	
11PM-MID	1204	0.0	1499	1204	0	10.34	270	70.2	14.0	34.7	

+ 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	0.0285
MAIN ROUTE WITH WORKS	0.0130
'DIVERSION'	0.0310

PIA: Personal Injury Accidents

ROAD USER COSTS PER DAY	\$198,796
CONGESTED HOURS PER DAY*	17

\*Delays Exceeding User-Specified Maximum

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

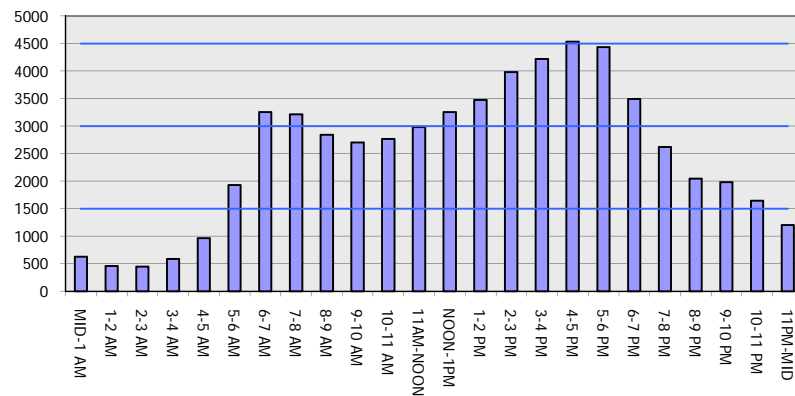
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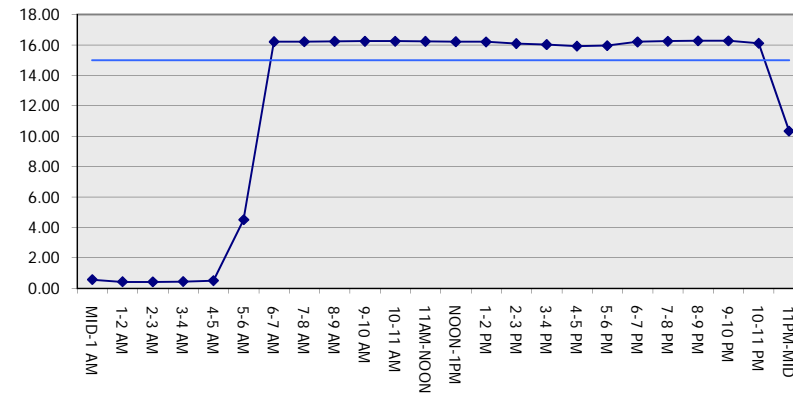
**GRAPHICAL REPRESENTATION OF TRAFFIC MODEL INPUT AND OUTPUT**

**FRIDAY EASTBOUND DIRECTION**

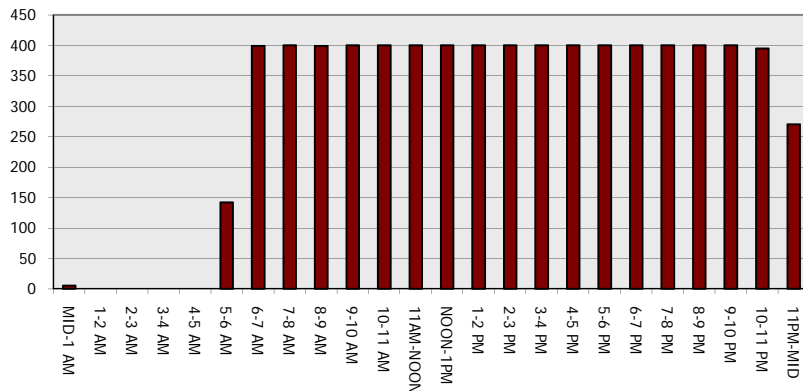
**Main Route - Traffic Demand (Vehicles Per Hour)**



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



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



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

