

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

MON-THUR 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	596	0.0	3000	596	0	0.36	0	70.2	61.5	49.7
1-2 AM	357	0.0	3000	357	0	0.36	0	70.2	61.5	49.7
2-3 AM	345	0.0	3000	345	0	0.36	0	70.2	61.5	49.7
3-4 AM	397	0.0	3000	397	0	0.36	0	70.2	61.5	49.7
4-5 AM	667	0.0	3000	667	0	0.36	0	70.2	61.5	49.7
5-6 AM	1812	0.0	2999	1812	0	0.36	0	69.8	61.4	49.7
6-7 AM	3543	0.0	2999	3543	0	3.57	204	67.6	28.9	36.9
7-8 AM	3961	0.0	2999	3367	594	15.39+	818	65.1	11.8	36.9
8-9 AM	3290	0.0	2999	2936	354	16.07+	843	67.9	11.6	36.9
9-10 AM	2739	0.0	2999	2739	0	14.10+	736	68.6	12.4	36.9
10-11 AM	2647	0.0	3000	2647	0	7.98	411	68.7	17.1	36.9
11AM-NOON	2666	0.0	3000	2666	0	1.66	78	68.7	42.0	40.5
NOON-1PM	2757	0.0	3000	2757	0	0.60	0	68.6	55.8	40.9
1-2 PM	2861	0.0	2999	2861	0	0.67	0	68.5	54.5	39.1
2-3 PM	3192	0.0	2999	3192	0	1.93	73	68.1	39.3	36.9
3-4 PM	3575	0.0	3000	3575	0	8.76	473	67.6	16.3	36.9
4-5 PM	3388	0.0	2999	3060	328	16.05+	841	67.8	11.6	36.9
5-6 PM	3266	0.0	3000	3006	260	16.16+	847	68.0	11.6	36.9
6-7 PM	2757	0.0	3000	2757	0	14.36+	750	68.6	12.2	36.9
7-8 PM	2021	0.0	2999	2021	0	2.29	202	69.6	36.9	46.4
8-9 PM	1657	0.0	3000	1657	0	0.36	0	70.0	61.5	49.7
9-10 PM	1626	0.0	3000	1626	0	0.36	0	70.0	61.5	49.7
10-11 PM	1281	0.0	3000	1281	0	0.36	0	70.2	61.5	49.7
11PM-MID	904	0.0	3000	904	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	0.0250
MAIN ROUTE WITH WORKS	0.0209
'DIVERSION'	0.0017
PIA: Personal Injury Accidents	
IMPACTS ON ROAD USERS	
ROAD USER COSTS PER DAY	\$84,725
CONGESTED HOURS PER DAY*	6

*Delays Exceeding User-Specified Maximum

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NO DIVERSION ROUTE (MAX QUEUE METHOD)

OCTOBER

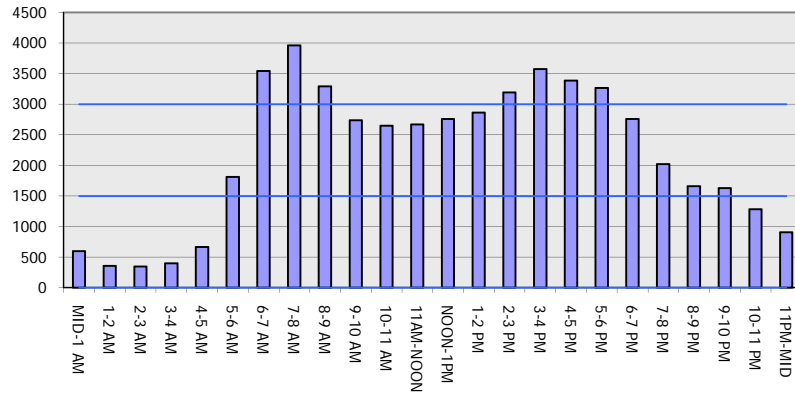
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GRAPHICAL REPRESENTATION OF TRAFFIC MODEL INPUT AND OUTPUT

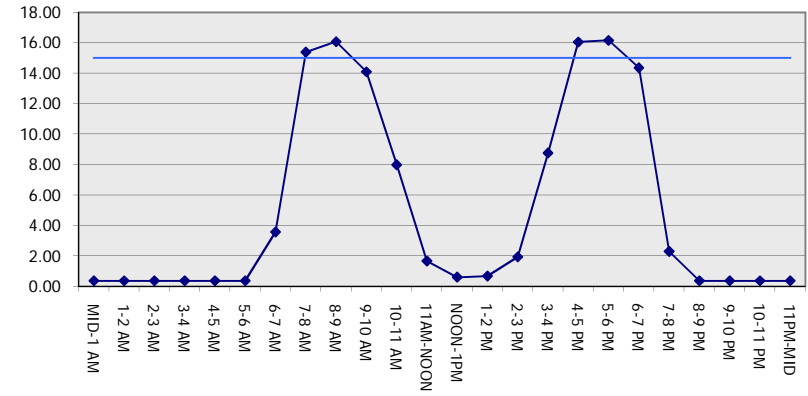
MON-THUR

WESTBOUND DIRECTION

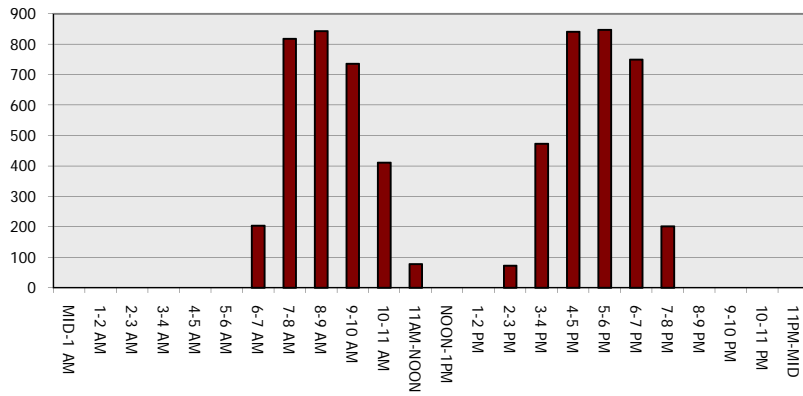
Main Route - Traffic Demand (Vehicles Per Hour)



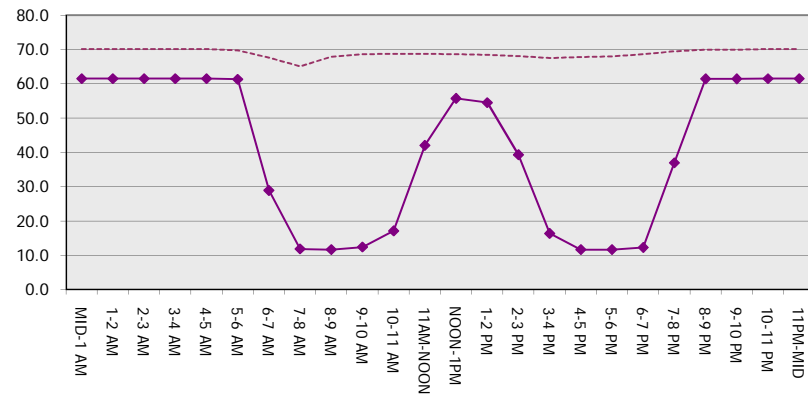
Main Route Average Delay Per Vehicle (Minutes)



Main Route - Average Queue Length (Vehicles)



Main Route - Average Speed (MPH)



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SUMMARY OF TRAFFIC MODEL OUTPUT

MON-THUR 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	535	0.0	3000	535	0	0.36	0	70.2	61.5	49.7
1-2 AM	392	0.0	3000	392	0	0.36	0	70.2	61.5	49.7
2-3 AM	383	0.0	3000	383	0	0.36	0	70.2	61.5	49.7
3-4 AM	490	0.0	3000	490	0	0.36	0	70.2	61.5	49.7
4-5 AM	913	0.0	3000	913	0	0.36	0	70.2	61.5	49.7
5-6 AM	1992	0.0	2999	1992	0	0.35	0	69.6	61.2	49.7
6-7 AM	3388	0.0	2999	3388	0	3.15	160	67.8	31.0	36.9
7-8 AM	3068	0.0	2999	3068	0	8.67	435	68.2	15.9	36.9
8-9 AM	2944	0.0	2999	2944	0	8.79	441	68.4	15.8	36.9
9-10 AM	2621	0.0	2999	2621	0	4.25	223	68.8	26.2	38.7
10-11 AM	2511	0.0	3000	2511	0	0.45	0	68.9	58.7	46.0
11AM-NOON	2691	0.0	3000	2691	0	0.56	0	68.7	56.6	42.2
NOON-1PM	2904	0.0	2999	2904	0	0.70	0	68.4	54.0	38.4
1-2 PM	3101	0.0	2999	3101	0	1.22	28	68.2	46.7	36.9
2-3 PM	3616	0.0	3000	3616	0	6.85	380	67.4	19.3	36.9
3-4 PM	3993	0.0	2999	3120	873	16.10+	853	64.9	11.6	36.9
4-5 PM	4253	0.0	3000	3026	1227	16.12+	860	63.1	11.6	36.9
5-6 PM	4286	0.0	3000	2995	1291	16.18+	864	62.8	11.5	36.9
6-7 PM	3346	0.0	3000	2997	349	16.16+	848	67.9	11.6	36.9
7-8 PM	2383	0.0	2999	2383	0	10.80+	590	69.1	14.5	39.0
8-9 PM	1931	0.0	3000	1931	0	0.67	28	69.6	55.3	49.7
9-10 PM	1749	0.0	3000	1749	0	0.36	0	69.9	61.4	49.7
10-11 PM	1330	0.0	3000	1330	0	0.36	0	70.2	61.5	49.7
11PM-MID	912	0.0	3000	912	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	0.0266
MAIN ROUTE WITH WORKS	0.0214
'DIVERSION'	0.0041

PIA: Personal Injury Accidents

ECONOMIC IMPACT ON ROAD USERS	
ROAD USER COSTS PER DAY	\$86,342
CONGESTED HOURS PER DAY*	5

*Delays Exceeding User-Specified Maximum

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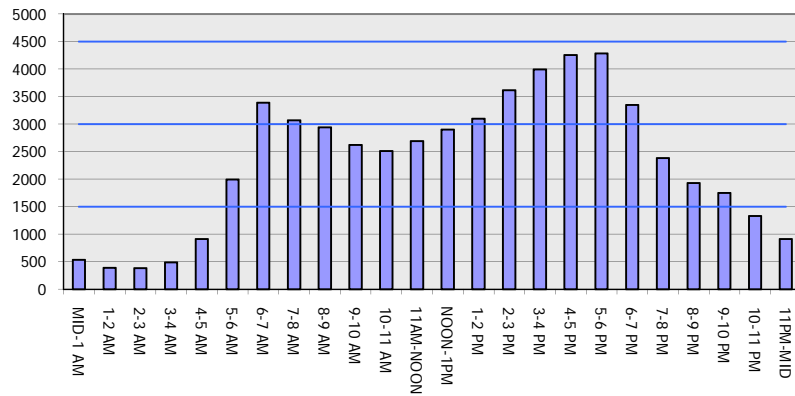
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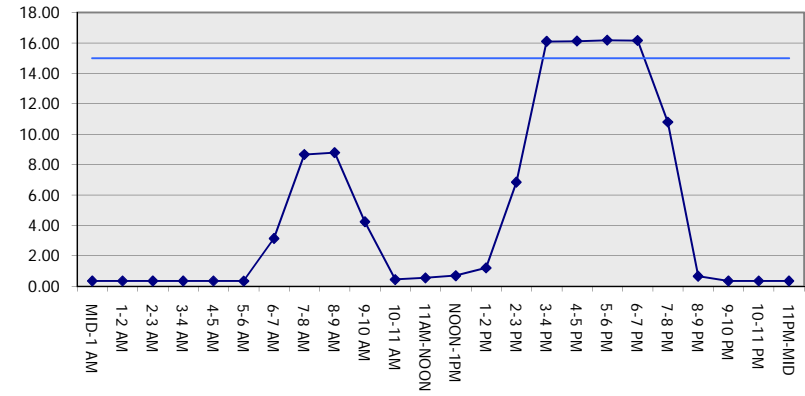
GRAPHICAL REPRESENTATION OF TRAFFIC MODEL INPUT AND OUTPUT

MON-THUR EASTBOUND DIRECTION

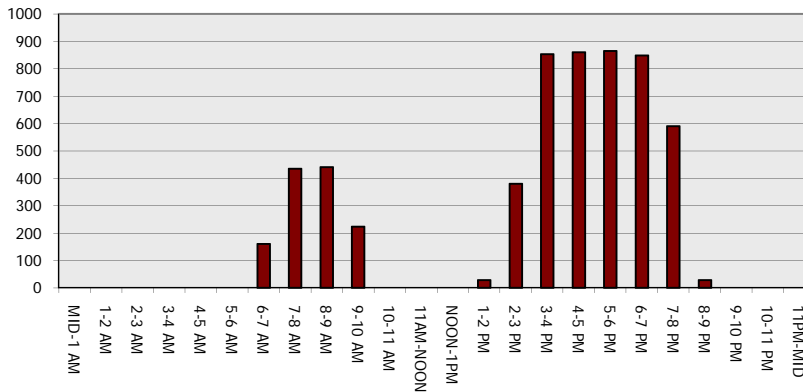
Main Route - Traffic Demand (Vehicles Per Hour)



Main Route Average Delay Per Vehicle (Minutes)



Main Route - Average Queue Length (Vehicles)



Main Route - Average Speed (MPH)

