

IH 94: CTH BB/RAWSON AVE TO STH 100/RYAN RD (MILWAUKEE COUNTY) CONTINUOUS (24 HOUR) 2 LANE 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	1500	596	0	0.44	0	70.2	59.8	46.5	
1-2 AM	357	0.0	1500	357	0	0.41	0	70.2	60.4	47.6	
2-3 AM	345	0.0	1500	345	0	0.41	0	70.2	60.4	47.6	
3-4 AM	397	0.0	1500	397	0	0.42	0	70.2	60.3	47.4	
4-5 AM	667	0.0	1500	667	0	0.45	0	70.2	59.7	46.2	
5-6 AM	1812	0.0	1499	1812	0	2.62	83	69.8	34.6	33.0	
6-7 AM	3543	0.0	1499	1500	2043	16.21+	399	67.6	9.6	32.5	
7-8 AM	3961	0.0	1500	1500	2461	16.10+	400	65.1	9.6	32.5	
8-9 AM	3290	0.0	1500	1500	1790	16.22+	400	67.9	9.6	32.5	
9-10 AM	2739	0.0	1499	1500	1239	16.25+	400	68.6	9.6	32.5	
10-11 AM	2647	0.0	1500	1500	1147	16.25+	400	68.7	9.6	32.5	
11AM-NOON	2666	0.0	1500	1500	1166	16.25+	400	68.7	9.6	32.5	
NOON-1PM	2757	0.0	1500	1500	1257	16.25+	400	68.6	9.6	32.5	
1-2 PM	2861	0.0	1500	1500	1361	16.24+	400	68.5	9.6	32.5	
2-3 PM	3192	0.0	1500	1500	1692	16.22+	400	68.1	9.6	32.5	
3-4 PM	3575	0.0	1500	1500	2075	16.21+	400	67.6	9.6	32.5	
4-5 PM	3388	0.0	1500	1500	1888	16.22+	400	67.8	9.6	32.5	
5-6 PM	3266	0.0	1500	1500	1766	16.22+	400	68.0	9.6	32.5	
6-7 PM	2757	0.0	1500	1500	1257	16.25+	400	68.6	9.6	32.5	
7-8 PM	2021	0.0	1500	1543	478	16.09+	395	69.6	9.6	32.5	
8-9 PM	1657	0.0	1499	1516	142	16.22+	398	70.0	9.6	32.5	
9-10 PM	1626	0.0	1500	1500	126	16.30+	399	70.0	9.6	32.5	
10-11 PM	1281	0.0	1499	1281	0	12.32	306	70.2	12.1	32.8	
11PM-MID	904	0.0	1500	904	0	1.10	29	70.2	49.1	44.8	

+ 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	0.0125
'DIVERSION'	0.0242
PIA: Personal Injury Accidents	
IMPACTS ON ROAD USERS	
ROAD USER COSTS PER DAY	\$167,315
CONGESTED HOURS PER DAY*	16

*Delays Exceeding User-Specified Maximum

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

OCTOBER

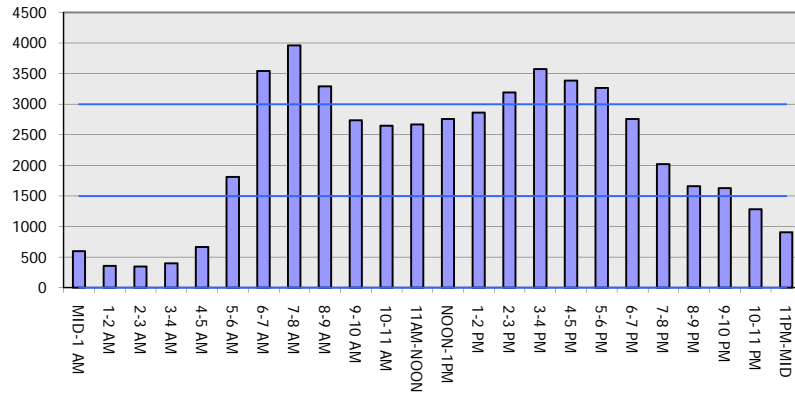
Analyzed for 2009
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GRAPHICAL REPRESENTATION OF TRAFFIC MODEL INPUT AND OUTPUT

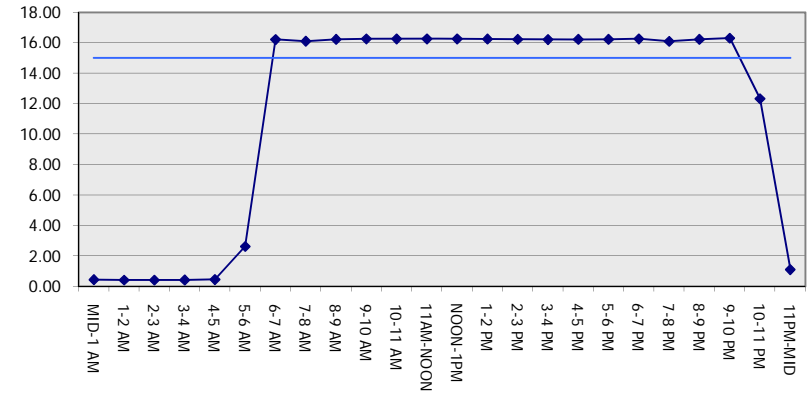
MON-THUR

WESTBOUND DIRECTION

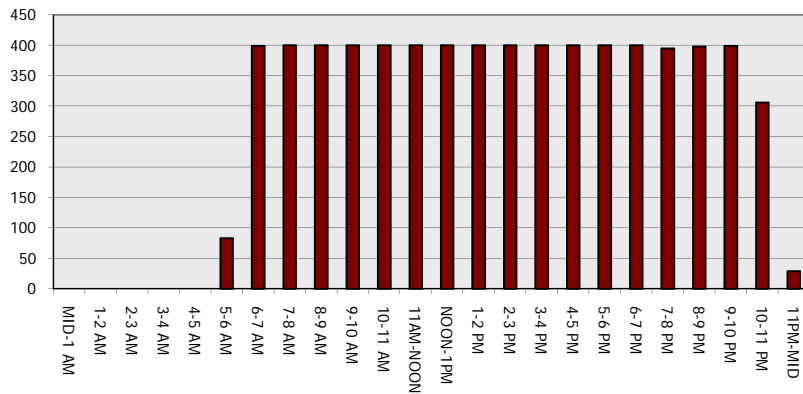
Main Route - Traffic Demand (Vehicles Per Hour)



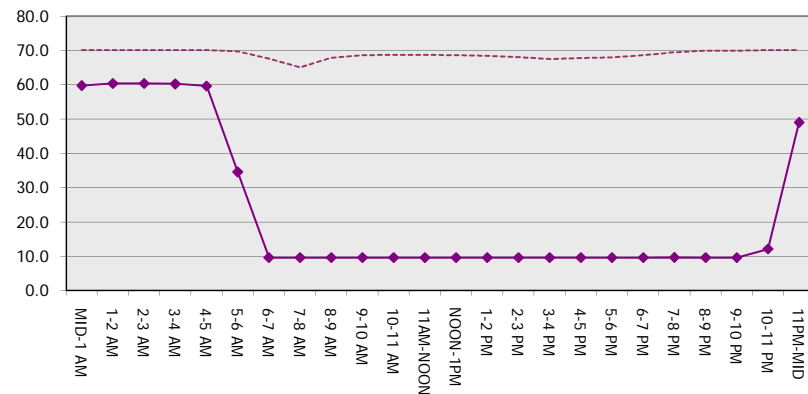
Main Route Average Delay Per Vehicle (Minutes)



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	1500	535	0	0.44	0	70.2	60.0	46.8
1-2 AM	392	0.0	1500	392	0	0.42	0	70.2	60.4	47.4
2-3 AM	383	0.0	1500	383	0	0.42	0	70.2	60.4	47.4
3-4 AM	490	0.0	1500	490	0	0.43	0	70.2	60.1	46.9
4-5 AM	913	0.0	1499	913	0	0.48	0	70.2	59.1	45.1
5-6 AM	1992	0.0	1499	1992	0	5.13	168	69.6	23.3	32.5
6-7 AM	3388	0.0	1500	1500	1888	16.16+	400	67.8	9.6	33.5
7-8 AM	3068	0.0	1500	1500	1568	16.17+	400	68.2	9.6	33.5
8-9 AM	2944	0.0	1500	1500	1444	16.18+	400	68.4	9.6	33.5
9-10 AM	2621	0.0	1500	1499	1121	16.19+	399	68.8	9.6	33.5
10-11 AM	2511	0.0	1499	1490	1021	16.19+	399	68.9	9.6	33.2
11AM-NOON	2691	0.0	1500	1500	1191	16.23+	400	68.7	9.6	32.9
NOON-1PM	2904	0.0	1500	1500	1404	16.22+	400	68.4	9.6	32.9
1-2 PM	3101	0.0	1500	1500	1601	16.21+	400	68.2	9.6	32.9
2-3 PM	3616	0.0	1500	1500	2116	16.18+	400	67.4	9.6	32.9
3-4 PM	3993	0.0	1500	1500	2493	16.07+	400	64.9	9.6	32.9
4-5 PM	4253	0.0	1500	1500	2753	16.00+	400	63.1	9.6	32.9
5-6 PM	4286	0.0	1500	1500	2786	15.99+	400	62.8	9.6	32.9
6-7 PM	3346	0.0	1500	1500	1846	16.20+	400	67.9	9.6	32.9
7-8 PM	2383	0.0	1500	1464	919	16.12+	396	69.1	9.6	32.9
8-9 PM	1931	0.0	1499	1481	450	16.21+	398	69.6	9.6	32.5
9-10 PM	1749	0.0	1499	1485	264	16.23+	398	69.9	9.6	32.5
10-11 PM	1330	0.0	1499	1326	4	14.11+	348	70.2	10.8	32.5
11PM-MID	912	0.0	1500	912	0	1.65	57	70.2	42.7	43.5

+ 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	0.0266
MAIN ROUTE WITH WORKS	0.0127
'DIVERSION'	0.0275

PIA: Personal Injury Accidents

ECONOMIC IMPACT ON ROAD USERS	
ROAD USER COSTS PER DAY	\$178,610
CONGESTED HOURS PER DAY*	17

*Delays Exceeding User-Specified Maximum

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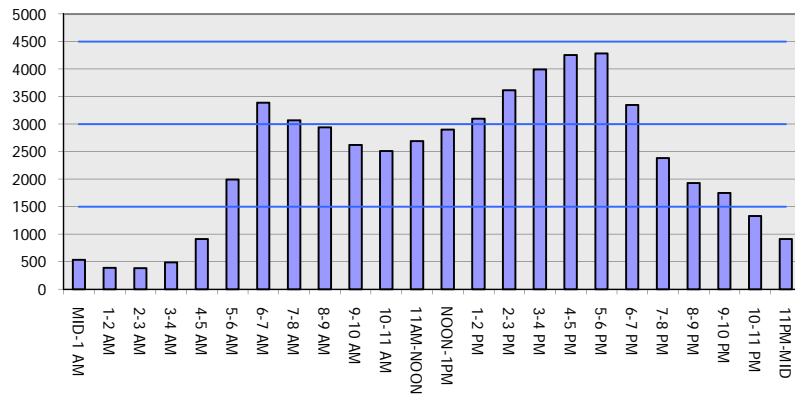
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GRAPHICAL REPRESENTATION OF TRAFFIC MODEL INPUT AND OUTPUT

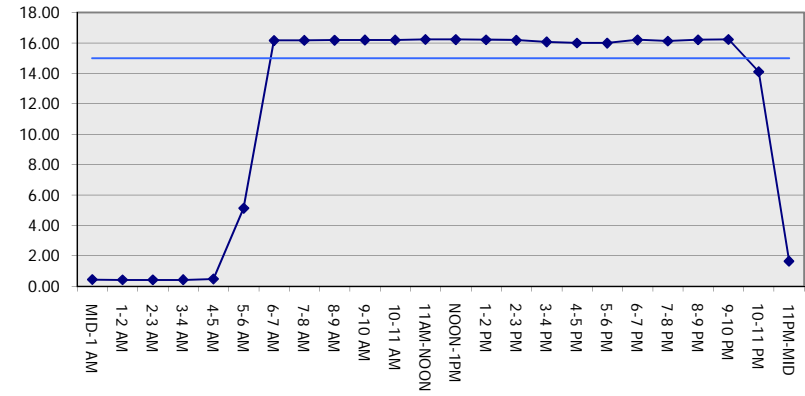
MON-THUR

EASTBOUND DIRECTION

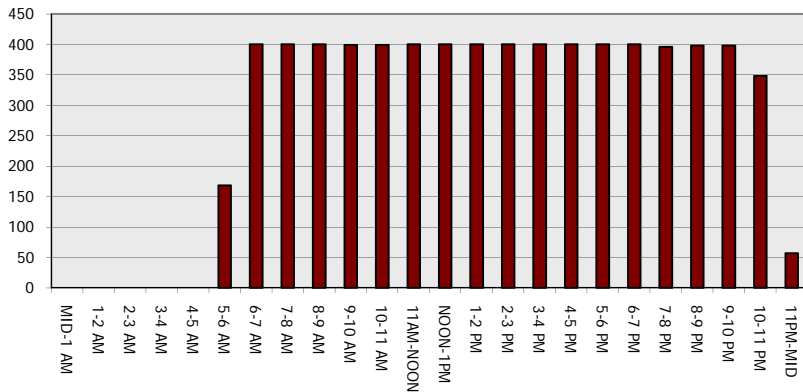
Main Route - Traffic Demand (Vehicles Per Hour)



Main Route Average Delay Per Vehicle (Minutes)



Main Route - Average Queue Length (Vehicles)



Main Route - Average Speed (MPH)

