

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

SATURDAY 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	869	0.0	1500	869	0	1.47	50	70.2	44.6	44.5	
1-2 AM	489	0.0	1500	489	0	0.43	0	70.2	60.1	46.9	
2-3 AM	431	0.0	1500	431	0	0.42	0	70.2	60.2	47.2	
3-4 AM	395	0.0	1500	395	0	0.42	0	70.2	60.3	47.4	
4-5 AM	493	0.0	1500	493	0	0.43	0	70.2	60.1	46.9	
5-6 AM	817	0.0	1500	817	0	0.47	0	70.2	59.3	45.5	
6-7 AM	1292	0.0	1499	1292	0	0.73	0	70.2	54.6	38.4	
7-8 AM	1779	0.0	1499	1779	0	4.11	106	69.8	26.9	32.5	
8-9 AM	2340	0.0	1499	1606	734	15.85+	390	69.1	9.7	32.5	
9-10 AM	2643	0.0	1500	1500	1143	16.25+	400	68.7	9.6	32.5	
10-11 AM	2894	0.0	1500	1500	1394	16.24+	400	68.4	9.6	32.5	
11AM-NOON	3128	0.0	1500	1500	1628	16.23+	400	68.1	9.6	32.5	
NOON-1PM	3245	0.0	1500	1500	1745	16.22+	400	68.0	9.6	32.5	
1-2 PM	3113	0.0	1500	1500	1613	16.23+	400	68.2	9.6	32.5	
2-3 PM	3168	0.0	1500	1500	1668	16.23+	400	68.1	9.6	32.5	
3-4 PM	3263	0.0	1500	1500	1763	16.22+	400	68.0	9.6	32.5	
4-5 PM	3228	0.0	1500	1500	1728	16.22+	400	68.0	9.6	32.5	
5-6 PM	3277	0.0	1500	1500	1777	16.22+	400	67.9	9.6	32.5	
6-7 PM	2932	0.0	1500	1500	1432	16.24+	400	68.4	9.6	32.5	
7-8 PM	2382	0.0	1500	1500	882	16.26+	400	69.1	9.6	32.5	
8-9 PM	1915	0.0	1500	1500	415	16.29+	400	69.7	9.6	32.5	
9-10 PM	1826	0.0	1500	1500	326	16.29+	400	69.7	9.6	32.5	
10-11 PM	1645	0.0	1500	1508	137	16.26+	398	70.0	9.6	32.5	
11PM-MID	1337	0.0	1499	1337	0	13.65+	336	70.2	11.1	32.5	

+ INDICATES QUEUEING EXCEEDS USER-SPECIFIED MAXIMUM LIMIT

----- SITE BREAKDOWN DELAYS -----	
BREAKDOWN DURATION (MINS)	0
RANGE OF QUEUE DELAY - MIN	0.0
(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	0
(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	0.0234
MAIN ROUTE WITH WORKS	0.0126
'DIVERSION'	0.0203
<small>PIA: Personal Injury Accidents</small>	
IMPACTS ON ROAD USERS	
ROAD USER COSTS PER DAY	\$190,295
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)

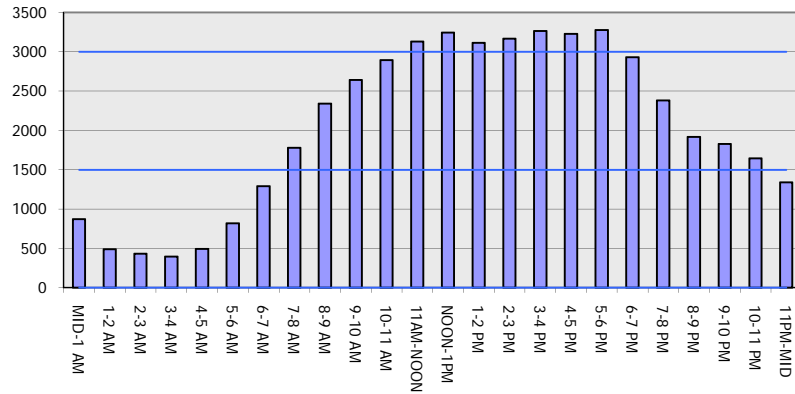
OCTOBER

Analyzed for 2009
 Construction Season

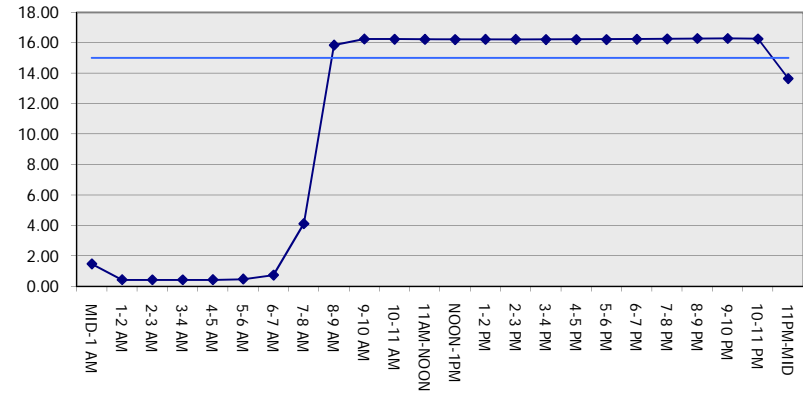
GRAPHICAL REPRESENTATION OF TRAFFIC MODEL INPUT AND OUTPUT

SATURDAY WESTBOUND DIRECTION

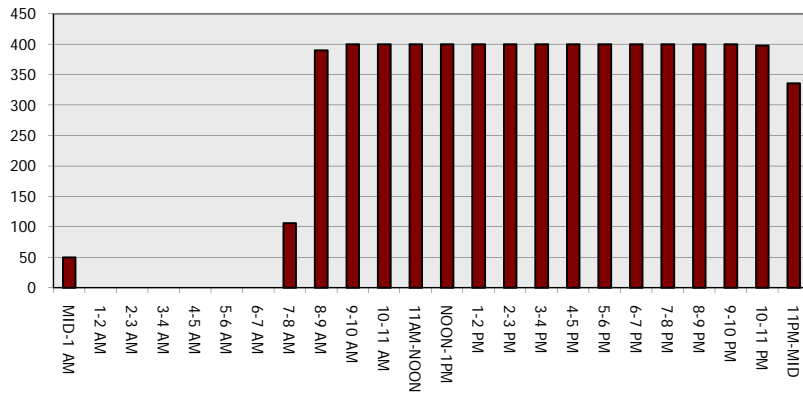
Main Route - Traffic Demand (Vehicles Per Hour)



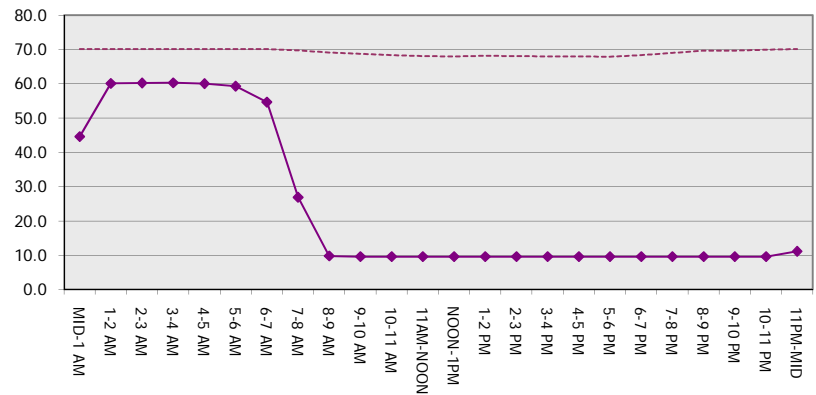
Main Route Average Delay Per Vehicle (Minutes)



Main Route - Average Queue Length (Vehicles)



Main Route - Average Speed (MPH)



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SUMMARY OF TRAFFIC MODEL OUTPUT

SATURDAY 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	830	0.0	1500	830	0	0.70	9	70.2	55.2	45.5
1-2 AM	552	0.0	1500	552	0	0.44	0	70.2	59.9	46.7
2-3 AM	523	0.0	1500	523	0	0.43	0	70.2	60.0	46.8
3-4 AM	483	0.0	1500	483	0	0.43	0	70.2	60.1	47.0
4-5 AM	607	0.0	1500	607	0	0.44	0	70.2	59.8	46.5
5-6 AM	1034	0.0	1500	1034	0	0.50	0	70.2	58.7	44.6
6-7 AM	1409	0.0	1499	1409	0	0.89	0	70.2	52.1	34.8
7-8 AM	1632	0.0	1499	1632	0	2.33	42	70.0	36.7	32.5
8-9 AM	2149	0.0	1500	1758	392	12.94+	330	69.4	11.6	32.4
9-10 AM	2700	0.0	1500	1500	1200	16.25+	400	68.7	9.6	32.5
10-11 AM	2934	0.0	1500	1500	1434	16.24+	400	68.4	9.6	32.5
11AM-NOON	3256	0.0	1500	1500	1756	16.22+	400	68.0	9.6	32.5
NOON-1PM	3393	0.0	1500	1500	1893	16.22+	400	67.8	9.6	32.5
1-2 PM	3045	0.0	1500	1500	1545	16.23+	400	68.2	9.6	32.5
2-3 PM	3289	0.0	1500	1500	1789	16.22+	400	67.9	9.6	32.5
3-4 PM	3306	0.0	1500	1500	1806	16.22+	400	67.9	9.6	32.5
4-5 PM	3086	0.0	1500	1500	1586	16.23+	400	68.2	9.6	32.5
5-6 PM	2941	0.0	1500	1500	1441	16.24+	400	68.4	9.6	32.5
6-7 PM	2535	0.0	1500	1500	1035	16.26+	400	68.9	9.6	32.5
7-8 PM	2106	0.0	1500	1500	606	16.28+	400	69.4	9.6	32.5
8-9 PM	1778	0.0	1500	1500	278	16.29+	400	69.8	9.6	32.5
9-10 PM	1687	0.0	1500	1500	187	16.30+	400	69.9	9.6	32.5
10-11 PM	1608	0.0	1500	1508	100	16.26+	398	70.0	9.6	32.5
11PM-MID	1209	0.0	1499	1209	0	10.67	276	70.2	13.6	34.2

+ 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	0.0230
MAIN ROUTE WITH WORKS	0.0128
'DIVERSION'	0.0189

PIA: Personal Injury Accidents

ECONOMIC IMPACT ON ROAD USERS	
ROAD USER COSTS PER DAY	\$180,898
CONGESTED HOURS PER DAY*	15

*Delays Exceeding User-Specified Maximum

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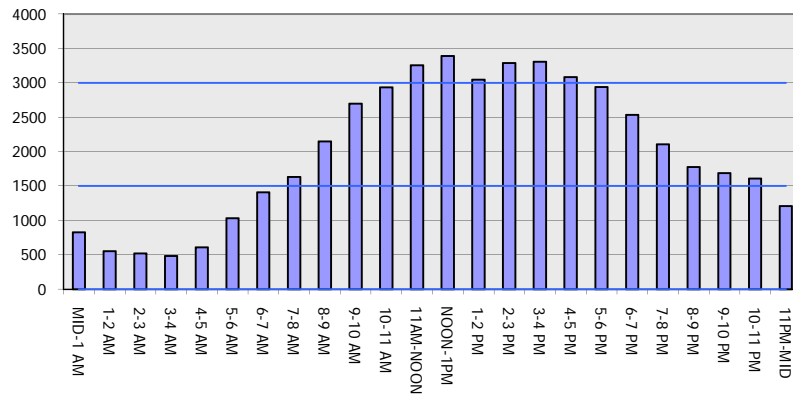
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GRAPHICAL REPRESENTATION OF TRAFFIC MODEL INPUT AND OUTPUT

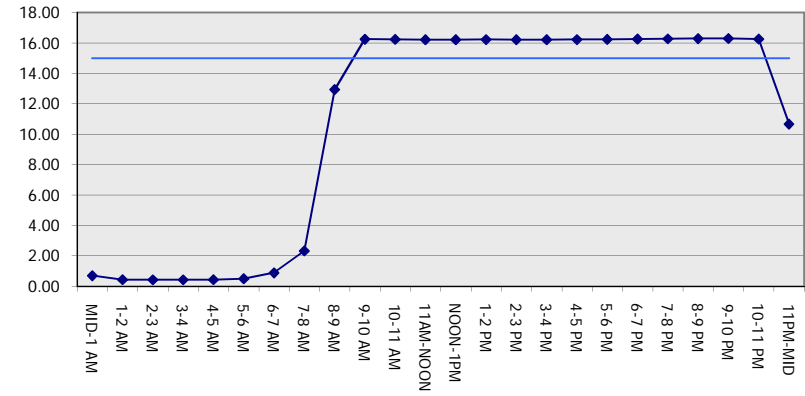
SATURDAY

EASTBOUND DIRECTION

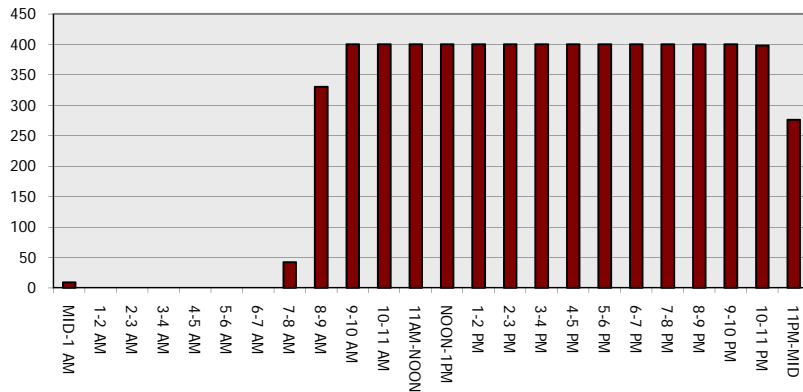
Main Route - Traffic Demand (Vehicles Per Hour)



Main Route Average Delay Per Vehicle (Minutes)



Main Route - Average Queue Length (Vehicles)



Main Route - Average Speed (MPH)

