

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

SUNDAY 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	870	0.0	1500	870	0	0.48	0	70.2	59.2	45.3	
1-2 AM	479	0.0	1500	479	0	0.43	0	70.2	60.1	47.0	
2-3 AM	400	0.0	1500	400	0	0.42	0	70.2	60.3	47.4	
3-4 AM	267	0.0	1500	267	0	0.40	0	70.2	60.7	48.0	
4-5 AM	288	0.0	1500	288	0	0.41	0	70.2	60.6	47.9	
5-6 AM	422	0.0	1500	422	0	0.42	0	70.2	60.2	47.3	
6-7 AM	754	0.0	1500	754	0	0.46	0	70.2	59.4	45.8	
7-8 AM	964	0.0	1500	964	0	0.49	0	70.2	58.9	45.0	
8-9 AM	1342	0.0	1499	1342	0	0.80	0	70.2	53.5	36.8	
9-10 AM	1843	0.0	1499	1843	0	5.04	138	69.7	23.6	32.5	
10-11 AM	2386	0.0	1499	1500	886	16.26+	399	69.1	9.6	32.5	
11AM-NOON	2778	0.0	1500	1500	1278	16.25+	400	68.6	9.6	32.5	
NOON-1PM	3008	0.0	1500	1500	1508	16.23+	400	68.3	9.6	32.5	
1-2 PM	3023	0.0	1500	1500	1523	16.23+	400	68.3	9.6	32.5	
2-3 PM	2994	0.0	1500	1500	1494	16.24+	400	68.3	9.6	32.5	
3-4 PM	3181	0.0	1500	1500	1681	16.23+	400	68.1	9.6	32.5	
4-5 PM	3166	0.0	1500	1500	1666	16.23+	400	68.1	9.6	32.5	
5-6 PM	3100	0.0	1500	1500	1600	16.23+	400	68.2	9.6	32.5	
6-7 PM	2773	0.0	1500	1500	1273	16.25+	400	68.6	9.6	32.5	
7-8 PM	2373	0.0	1499	1500	873	16.26+	400	69.1	9.6	32.5	
8-9 PM	1843	0.0	1500	1537	305	16.12+	395	69.7	9.6	32.4	
9-10 PM	1667	0.0	1499	1517	150	16.21+	397	70.0	9.6	32.5	
10-11 PM	1226	0.0	1499	1226	0	11.13	284	70.2	13.2	33.8	
11PM-MID	874	0.0	1500	874	0	0.77	13	70.2	54.0	45.2	

+ 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	0.0201
MAIN ROUTE WITH WORKS	0.0114
'DIVERSION'	0.0157
<small>PIA: Personal Injury Accidents</small>	
IMPACTS ON ROAD USERS	
ROAD USER COSTS PER DAY	\$153,517
CONGESTED HOURS PER DAY*	12

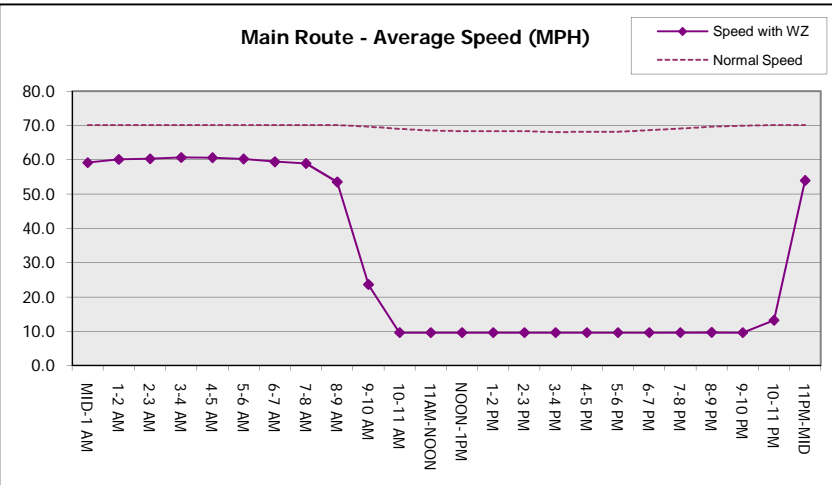
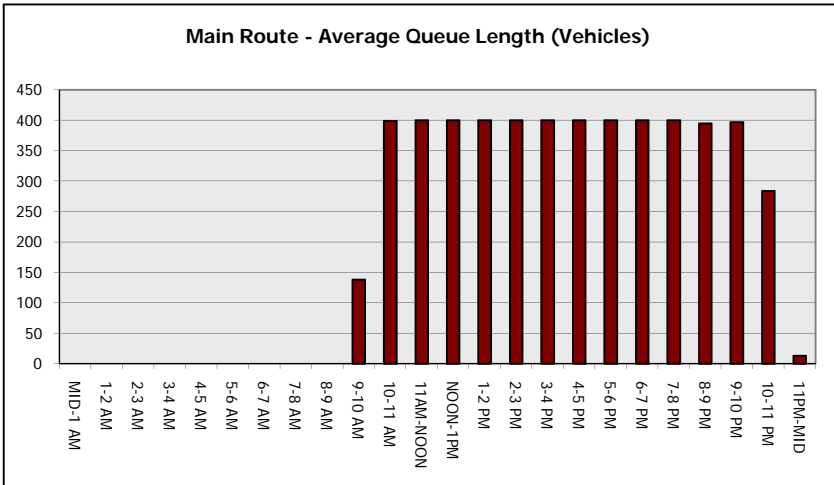
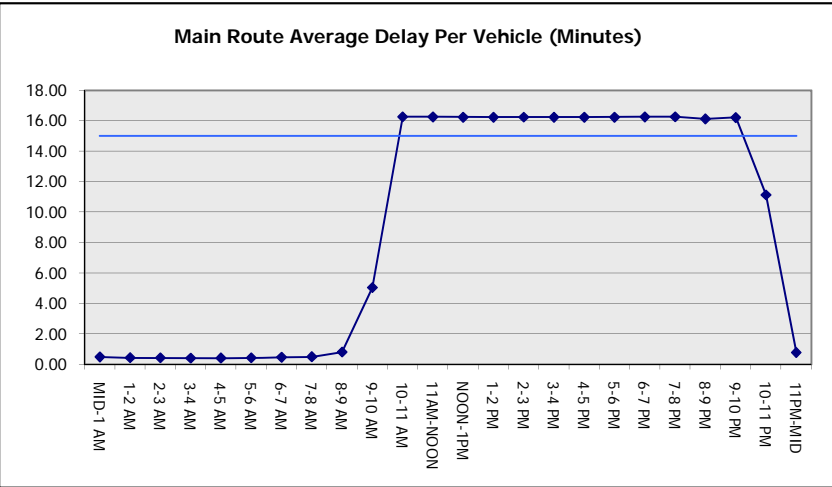
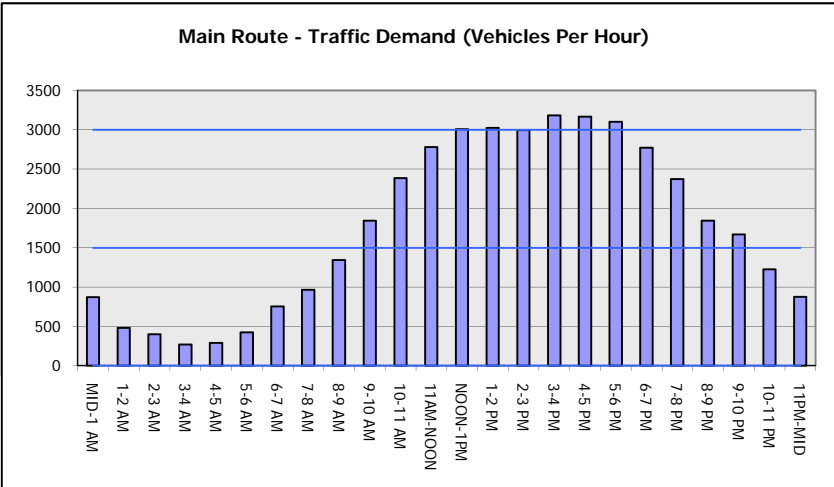
*Delays Exceeding User-Specified Maximum

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GRAPHICAL REPRESENTATION OF TRAFFIC MODEL INPUT AND OUTPUT

SUNDAY WESTBOUND DIRECTION



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
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SUMMARY OF TRAFFIC MODEL OUTPUT

SUNDAY 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	867	0.0	1500	867	0	0.48	0	70.2	59.2	45.3
1-2 AM	587	0.0	1500	587	0	0.44	0	70.2	59.9	46.5
2-3 AM	629	0.0	1500	629	0	0.45	0	70.2	59.7	46.3
3-4 AM	395	0.0	1500	395	0	0.42	0	70.2	60.3	47.4
4-5 AM	424	0.0	1500	424	0	0.42	0	70.2	60.2	47.3
5-6 AM	585	0.0	1500	585	0	0.44	0	70.2	59.9	46.5
6-7 AM	868	0.0	1500	868	0	0.48	0	70.2	59.2	45.3
7-8 AM	1099	0.0	1499	1099	0	0.54	0	70.2	57.9	43.3
8-9 AM	1483	0.0	1499	1483	0	1.38	15	70.2	45.6	34.4
9-10 AM	2204	0.0	1500	1776	428	11.19+	299	69.3	13.0	32.4
10-11 AM	2703	0.0	1500	1500	1203	16.25+	400	68.7	9.6	32.5
11AM-NOON	2955	0.0	1500	1500	1455	16.24+	400	68.4	9.6	32.5
NOON-1PM	3355	0.0	1500	1500	1855	16.22+	400	67.9	9.6	32.5
1-2 PM	3507	0.0	1500	1500	2007	16.21+	400	67.7	9.6	32.5
2-3 PM	3532	0.0	1500	1500	2032	16.21+	400	67.6	9.6	32.5
3-4 PM	3633	0.0	1500	1500	2133	16.20+	399	67.3	9.6	32.5
4-5 PM	3581	0.0	1500	1500	2081	16.21+	400	67.6	9.6	32.5
5-6 PM	3189	0.0	1500	1500	1689	16.23+	400	68.1	9.6	32.5
6-7 PM	2986	0.0	1500	1500	1486	16.24+	400	68.3	9.6	32.5
7-8 PM	2500	0.0	1500	1500	1000	16.26+	400	68.9	9.6	32.5
8-9 PM	1828	0.0	1500	1553	275	16.05+	393	69.7	9.7	32.4
9-10 PM	1483	0.0	1499	1444	39	15.54+	380	70.2	9.9	32.5
10-11 PM	1063	0.0	1499	1063	0	3.82	146	70.2	28.2	39.2
11PM-MID	817	0.0	1500	817	0	0.47	0	70.2	59.3	45.5

+ 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	0.0221
MAIN ROUTE WITH WORKS	0.0118
'DIVERSION'	0.0196

PIA: Personal Injury Accidents

ECONOMIC IMPACT ON ROAD USERS	
ROAD USER COSTS PER DAY	\$168,428
CONGESTED HOURS PER DAY*	13

*Delays Exceeding User-Specified Maximum

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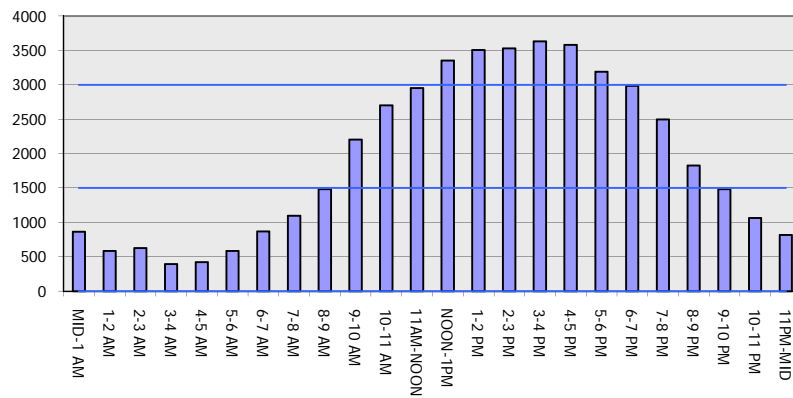
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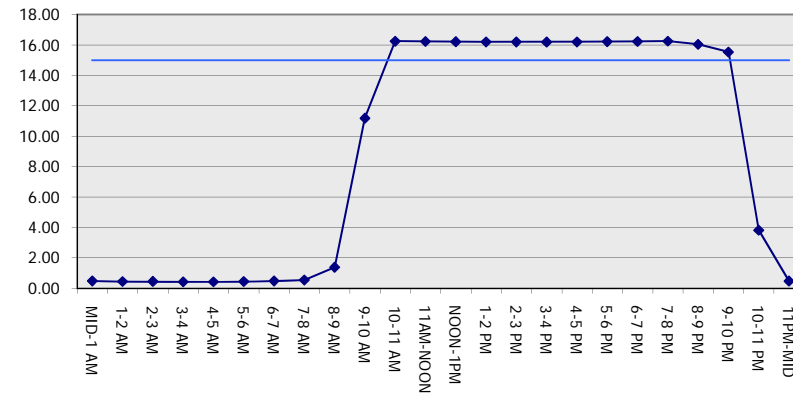
GRAPHICAL REPRESENTATION OF TRAFFIC MODEL INPUT AND OUTPUT

SUNDAY EASTBOUND DIRECTION

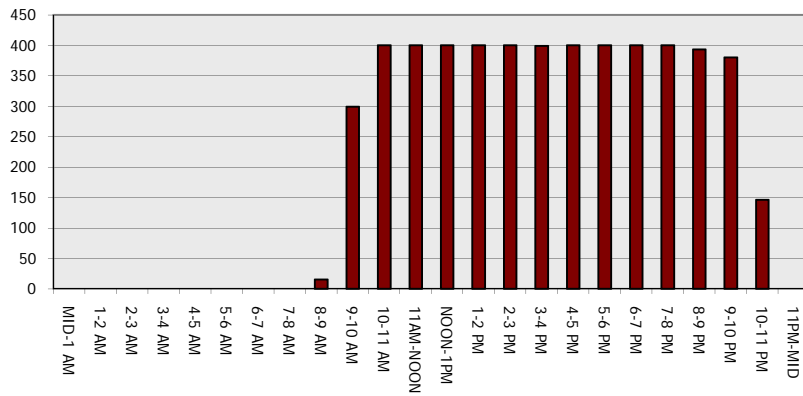
Main Route - Traffic Demand (Vehicles Per Hour)



Main Route Average Delay Per Vehicle (Minutes)



Main Route - Average Queue Length (Vehicles)



Main Route - Average Speed (MPH)

