

<b>IH 94: CTH BB/RAWSON AVE TO STH 100/Ryan RD (MILWAUKEE COUNTY)</b> <b>OFF-PEAK DAY 2 LANE CLOSURE</b> <b>NO DIVERSION ROUTE (MAX QUEUE METHOD)</b>	<b>MAY</b>
	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	605	0.0	OFF	605	0	0.00	0	70.2	70.2	70.2
1-2 AM	347	0.0	OFF	347	0	0.00	0	70.2	70.2	70.2
2-3 AM	322	0.0	OFF	322	0	0.00	0	70.2	70.2	70.2
3-4 AM	400	0.0	OFF	400	0	0.00	0	70.2	70.2	70.2
4-5 AM	614	0.0	OFF	614	0	0.00	0	70.2	70.2	70.2
5-6 AM	1805	0.0	OFF	1805	0	0.00	0	69.8	69.8	69.8
6-7 AM	3451	0.0	OFF	3451	0	0.00	0	67.8	67.8	67.8
7-8 AM	3932	0.0	OFF	3932	0	0.00	0	65.3	65.3	65.3
8-9 AM	3172	0.0	OFF	3172	0	0.00	0	68.1	68.1	68.1
9-10 AM	2443	0.0	OFF	2443	0	0.00	0	69.0	69.0	69.0
10-11 AM	2578	0.0	1499	1931	647	12.99+	325	68.8	11.6	34.4
11AM-NOON	2587	0.0	1499	1500	1087	16.25+	399	68.8	9.6	32.5
NOON-1PM	2692	0.0	1500	1500	1192	16.25+	400	68.7	9.6	32.5
1-2 PM	2743	0.0	1500	1500	1243	16.25+	400	68.6	9.6	32.5
2-3 PM	3219	0.0	1500	1500	1719	16.22+	400	68.1	9.6	32.5
3-4 PM	3466	0.0	OFF	3466	0	0.46	36	67.8	57.8	57.8
4-5 PM	3287	0.0	OFF	3287	0	0.00	0	67.9	67.9	67.9
5-6 PM	3272	0.0	OFF	3272	0	0.00	0	68.0	68.0	68.0
6-7 PM	2534	0.0	OFF	2534	0	0.00	0	68.9	68.9	68.9
7-8 PM	2086	0.0	OFF	2086	0	0.00	0	69.4	69.4	69.4
8-9 PM	1760	0.0	OFF	1760	0	0.00	0	69.9	69.9	69.9
9-10 PM	1740	0.0	OFF	1740	0	0.00	0	69.9	69.9	69.9
10-11 PM	1328	0.0	OFF	1328	0	0.00	0	70.2	70.2	70.2
11PM-MID	929	0.0	OFF	929	0	0.00	0	70.2	70.2	70.2

"OFF" INDICATES NO ROAD WORK (ALL LANES OPEN TO TRAFFIC)

+ 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

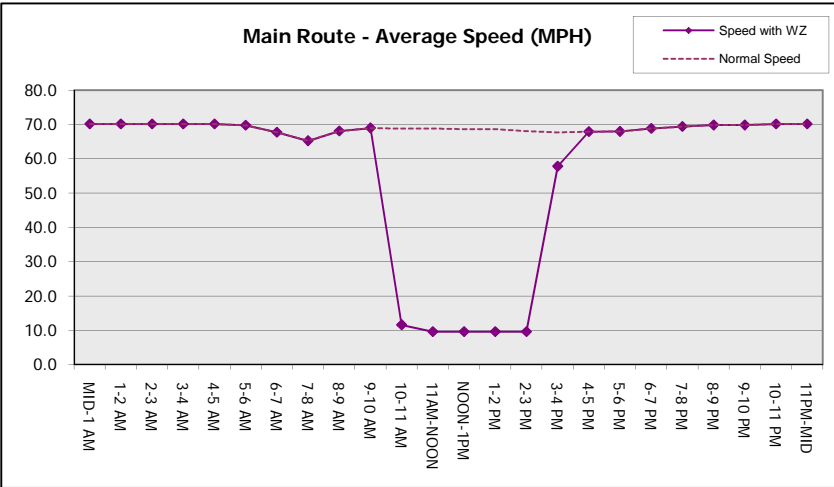
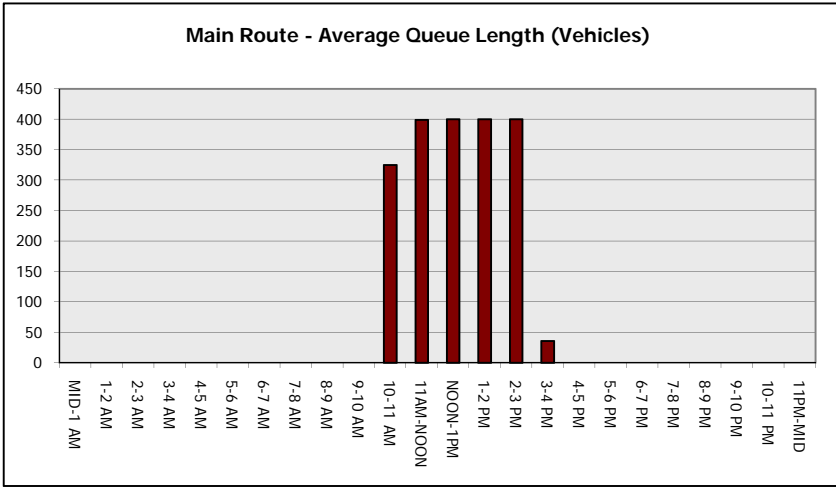
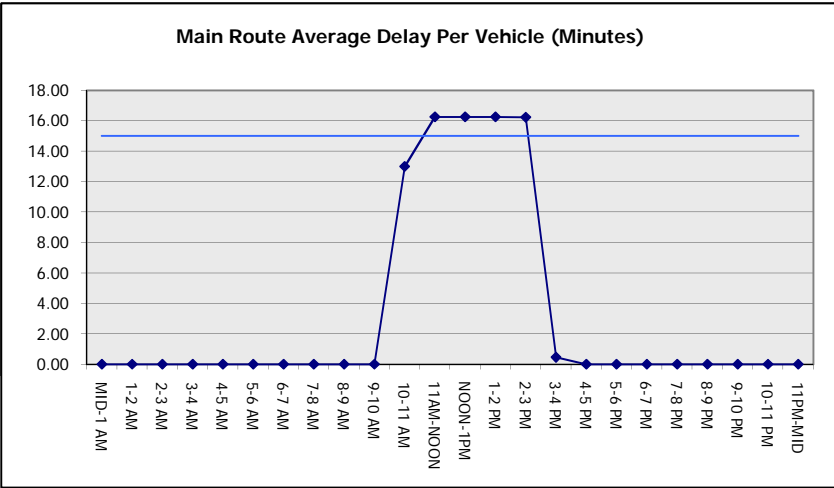
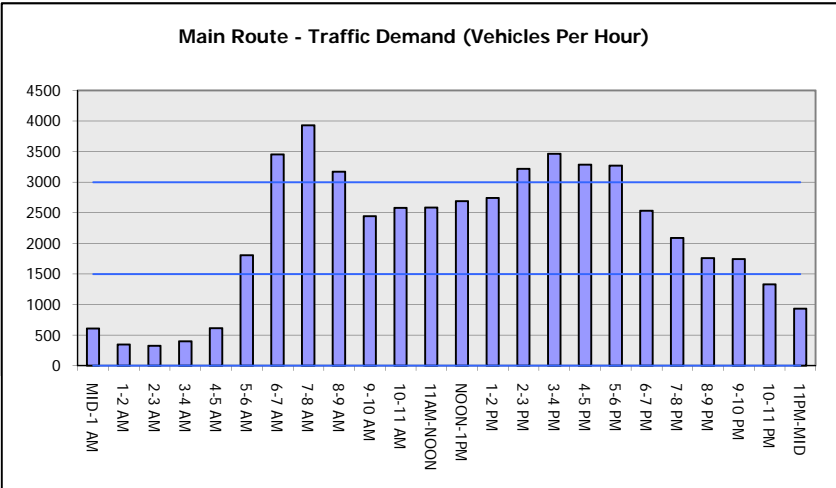
AVERAGE ACCIDENT NUMBERS (PIA/DAY)	
MAIN ROUTE WITHOUT WORKS	0.0245
MAIN ROUTE WITH WORKS	0.0212
'DIVERSION'	0.0065
PIA: Personal Injury Accidents	
IMPACTS ON ROAD USERS	
ROAD USER COSTS PER DAY	\$47,139
CONGESTED HOURS PER DAY*	5

\*Delays Exceeding User-Specified Maximum

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**OFF-PEAK DAY 2 LANE CLOSURE**  
**NO DIVERSION ROUTE (MAX QUEUE METHOD)**

**MAY**  
 Analyzed for 2009  
 Construction Season

**GRAPHICAL REPRESENTATION OF TRAFFIC MODEL INPUT AND OUTPUT**  
**MON-THUR WESTBOUND DIRECTION**



<b>IH 94: CTH BB/RAWSON AVE TO STH 100/Ryan RD (MILWAUKEE COUNTY)</b> <b>OFF-PEAK DAY 2 LANE CLOSURE</b> <b>NO DIVERSION ROUTE (MAX QUEUE METHOD)</b>	<b>MAY</b>
	Analyzed for 2009 Construction Season

**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	529	0.0	OFF	529	0	0.00	0	70.2	70.2	70.2
1-2 AM	366	0.0	OFF	366	0	0.00	0	70.2	70.2	70.2
2-3 AM	369	0.0	OFF	369	0	0.00	0	70.2	70.2	70.2
3-4 AM	476	0.0	OFF	476	0	0.00	0	70.2	70.2	70.2
4-5 AM	930	0.0	OFF	930	0	0.00	0	70.2	70.2	70.2
5-6 AM	2125	0.0	OFF	2125	0	0.00	0	69.4	69.4	69.4
6-7 AM	3220	0.0	OFF	3220	0	0.00	0	68.1	68.1	68.1
7-8 AM	3121	0.0	OFF	3121	0	0.00	0	68.2	68.2	68.2
8-9 AM	2814	0.0	OFF	2814	0	0.00	0	68.6	68.6	68.6
9-10 AM	2416	0.0	OFF	2416	0	0.00	0	69.1	69.1	69.1
10-11 AM	2475	0.0	1499	1972	503	12.50+	317	69.0	11.9	32.5
11AM-NOON	2668	0.0	1500	1500	1168	16.25+	400	68.7	9.6	32.5
NOON-1PM	2907	0.0	1500	1500	1407	16.24+	400	68.4	9.6	32.5
1-2 PM	3049	0.0	1500	1500	1549	16.23+	400	68.2	9.6	32.5
2-3 PM	3599	0.0	1500	1500	2099	16.21+	400	67.6	9.6	32.5
3-4 PM	3804	0.0	OFF	3804	0	0.65	50	66.2	53.5	53.5
4-5 PM	4165	0.0	OFF	4165	0	0.00	0	63.7	63.7	63.7
5-6 PM	4316	0.0	OFF	4316	0	0.00	0	62.7	62.7	62.7
6-7 PM	3053	0.0	OFF	3053	0	0.00	0	68.2	68.2	68.2
7-8 PM	2259	0.0	OFF	2259	0	0.00	0	69.2	69.2	69.2
8-9 PM	1956	0.0	OFF	1956	0	0.00	0	69.6	69.6	69.6
9-10 PM	1808	0.0	OFF	1808	0	0.00	0	69.8	69.8	69.8
10-11 PM	1418	0.0	OFF	1418	0	0.00	0	70.2	70.2	70.2
11PM-MID	909	0.0	OFF	909	0	0.00	0	70.2	70.2	70.2

"OFF" INDICATES NO ROAD WORK (ALL LANES OPEN TO TRAFFIC)

+ 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	0.0262
MAIN ROUTE WITH WORKS	0.0224
'DIVERSION'	0.0074

PIA: Personal Injury Accidents

ECONOMIC IMPACT ON ROAD USERS	
ROAD USER COSTS PER DAY	\$50,203
CONGESTED HOURS PER DAY*	5

\*Delays Exceeding User-Specified Maximum

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 Construction Season

**GRAPHICAL REPRESENTATION OF TRAFFIC MODEL INPUT AND OUTPUT**  
**MON-THUR EASTBOUND DIRECTION**

