

<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>AUGUST</b>
	Analyzed for 2009 Construction Season

**SUMMARY OF TRAFFIC MODEL OUTPUT**

FRIDAY 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	846	0.0	OFF	846	0	0.00	0	70.2	70.2	70.2
1-2 AM	465	0.0	OFF	465	0	0.00	0	70.2	70.2	70.2
2-3 AM	474	0.0	OFF	474	0	0.00	0	70.2	70.2	70.2
3-4 AM	484	0.0	OFF	484	0	0.00	0	70.2	70.2	70.2
4-5 AM	713	0.0	OFF	713	0	0.00	0	70.2	70.2	70.2
5-6 AM	1903	0.0	OFF	1903	0	0.00	0	69.7	69.7	69.7
6-7 AM	3428	0.0	OFF	3428	0	0.00	0	67.8	67.8	67.8
7-8 AM	3657	0.0	OFF	3657	0	0.00	0	67.2	67.2	67.2
8-9 AM	3420	0.0	OFF	3420	0	0.00	0	67.8	67.8	67.8
9-10 AM	3188	0.0	OFF	3188	0	0.00	0	68.1	68.1	68.1
10-11 AM	3361	0.0	1499	1550	1811	16.42+	412	67.9	9.4	39.1
11AM-NOON	3436	0.0	1499	1647	1789	14.27+	378	67.8	10.6	38.2
NOON-1PM	3560	0.0	1499	1641	1919	15.81+	390	67.6	9.7	32.5
1-2 PM	3753	0.0	1500	1500	2253	16.16+	400	66.5	9.6	32.5
2-3 PM	3903	0.0	1500	1500	2403	16.12+	400	65.5	9.6	32.5
3-4 PM	3946	0.0	OFF	3946	0	0.38	27	65.2	57.3	57.3
4-5 PM	3626	0.0	OFF	3626	0	0.00	0	67.4	67.4	67.4
5-6 PM	3786	0.0	OFF	3786	0	0.00	0	66.3	66.3	66.3
6-7 PM	3599	0.0	OFF	3599	0	0.00	0	67.6	67.6	67.6
7-8 PM	3126	0.0	OFF	3126	0	0.00	0	68.1	68.1	68.1
8-9 PM	2479	0.0	OFF	2479	0	0.00	0	68.9	68.9	68.9
9-10 PM	2195	0.0	OFF	2195	0	0.00	0	69.3	69.3	69.3
10-11 PM	1844	0.0	OFF	1844	0	0.00	0	69.7	69.7	69.7
11PM-MID	1405	0.0	OFF	1405	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	0.0299
MAIN ROUTE WITH WORKS	0.0245
'DIVERSION'	0.0113
PIA: Personal Injury Accidents	
IMPACTS ON ROAD USERS	
ROAD USER COSTS PER DAY	\$62,576
CONGESTED HOURS PER DAY*	5

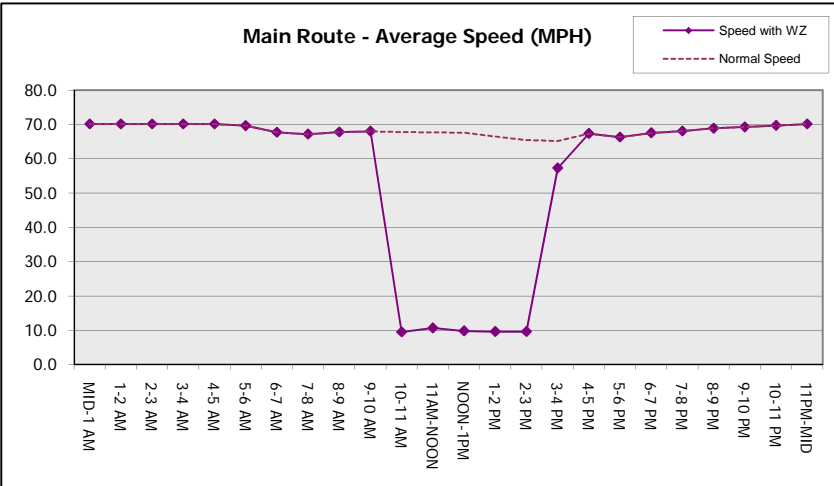
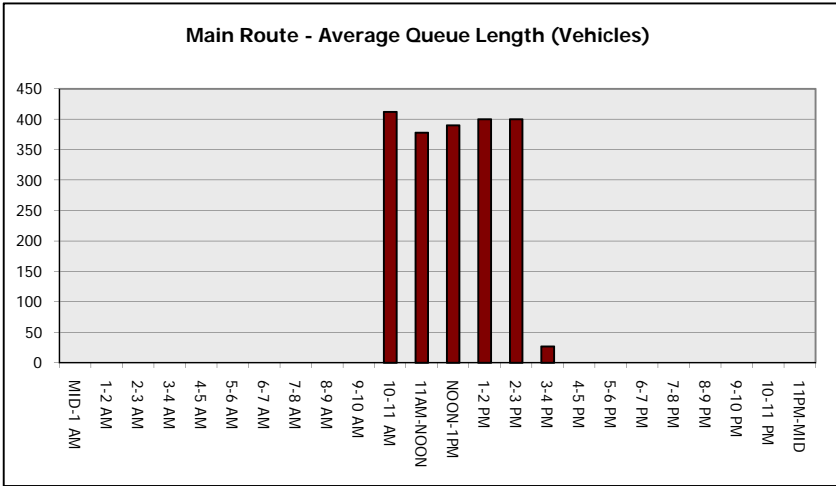
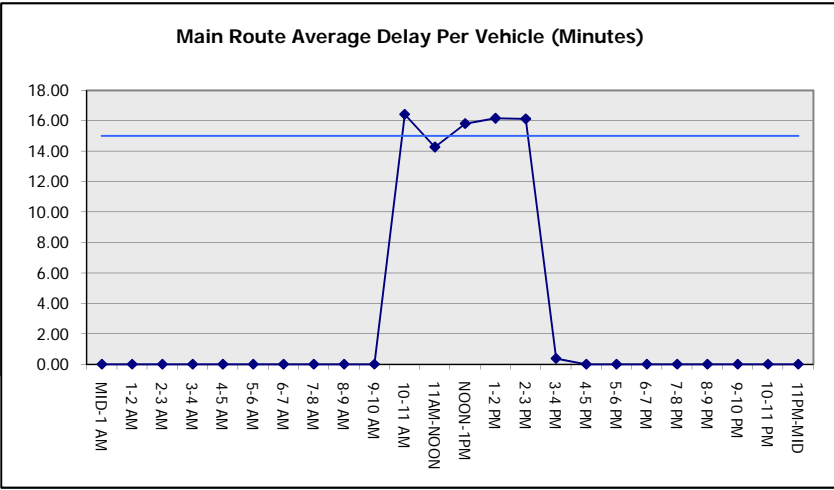
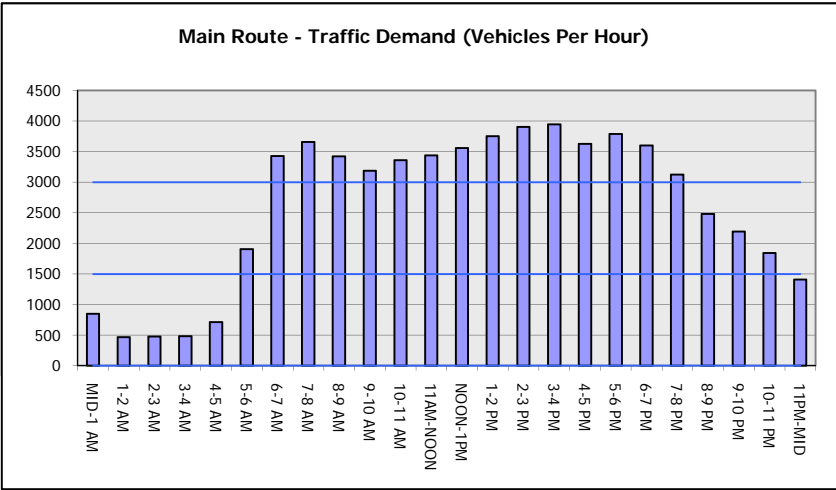
\*Delays Exceeding User-Specified Maximum

**IH 94: CTH BB/RAWSON AVE TO STH 100/RYAN RD (MILWAUKEE COUNTY)**  
**OFF-PEAK DAY 2 LANE CLOSURE**  
**NO DIVERSION ROUTE (MAX QUEUE METHOD)**

**AUGUST**  
 Analyzed for 2009  
 Construction Season

**GRAPHICAL REPRESENTATION OF TRAFFIC MODEL INPUT AND OUTPUT**

**FRIDAY 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>AUGUST</b>
	Analyzed for 2009 Construction Season

**SUMMARY OF TRAFFIC MODEL OUTPUT**

FRIDAY 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	691	0.0	OFF	691	0	0.00	0	70.2	70.2	70.2
1-2 AM	479	0.0	OFF	479	0	0.00	0	70.2	70.2	70.2
2-3 AM	493	0.0	OFF	493	0	0.00	0	70.2	70.2	70.2
3-4 AM	521	0.0	OFF	521	0	0.00	0	70.2	70.2	70.2
4-5 AM	995	0.0	OFF	995	0	0.00	0	70.2	70.2	70.2
5-6 AM	2110	0.0	OFF	2110	0	0.00	0	69.4	69.4	69.4
6-7 AM	2858	0.0	OFF	2858	0	0.00	0	68.5	68.5	68.5
7-8 AM	2727	0.0	OFF	2727	0	0.00	0	68.6	68.6	68.6
8-9 AM	2856	0.0	OFF	2856	0	0.00	0	68.5	68.5	68.5
9-10 AM	2924	0.0	OFF	2924	0	0.00	0	68.4	68.4	68.4
10-11 AM	2941	0.0	1499	1634	1307	14.46+	368	68.4	10.6	38.4
11AM-NOON	3132	0.0	1499	1892	1239	15.10+	382	68.1	10.1	34.2
NOON-1PM	3452	0.0	1500	1500	1952	16.03+	400	67.8	9.6	36.0
1-2 PM	3622	0.0	1500	1500	2122	16.02+	400	67.4	9.6	36.0
2-3 PM	3926	0.0	1500	1500	2426	15.94+	400	65.3	9.6	36.0
3-4 PM	4223	0.0	OFF	4223	0	0.95	77	63.3	47.4	47.4
4-5 PM	4255	0.0	OFF	4255	0	0.00	0	63.1	63.1	63.1
5-6 PM	4309	0.0	OFF	4309	0	0.00	0	62.7	62.7	62.7
6-7 PM	3357	0.0	OFF	3357	0	0.00	0	67.9	67.9	67.9
7-8 PM	2654	0.0	OFF	2654	0	0.00	0	68.7	68.7	68.7
8-9 PM	2258	0.0	OFF	2258	0	0.00	0	69.2	69.2	69.2
9-10 PM	2258	0.0	OFF	2258	0	0.00	0	69.2	69.2	69.2
10-11 PM	2246	0.0	OFF	2246	0	0.00	0	69.2	69.2	69.2
11PM-MID	1625	0.0	OFF	1625	0	0.00	0	70.0	70.0	70.0

"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	0.0291
MAIN ROUTE WITH WORKS	0.0242
'DIVERSION'	0.0100

PIA: Personal Injury Accidents

ECONOMIC IMPACT ON ROAD USERS	
ROAD USER COSTS PER DAY	\$59,115
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)**

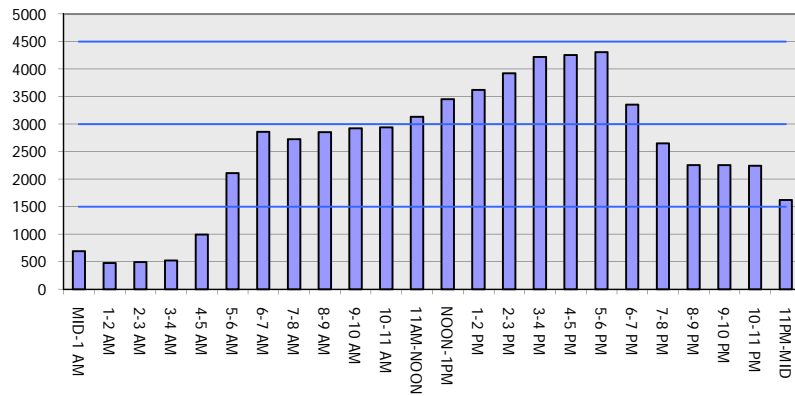
**AUGUST**

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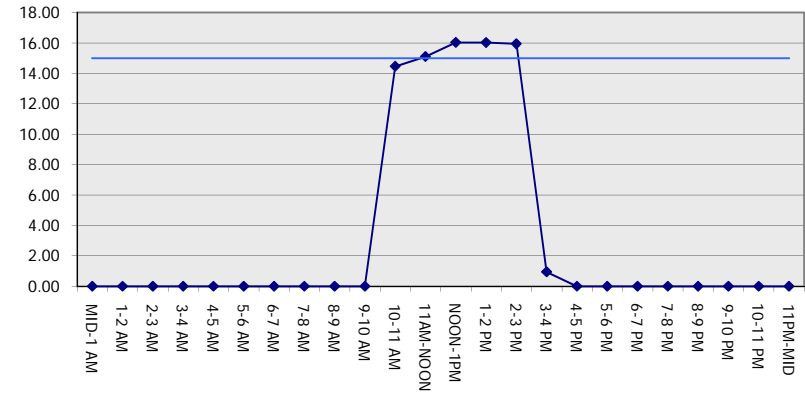
**GRAPHICAL REPRESENTATION OF TRAFFIC MODEL INPUT AND OUTPUT**

**FRIDAY EASTBOUND DIRECTION**

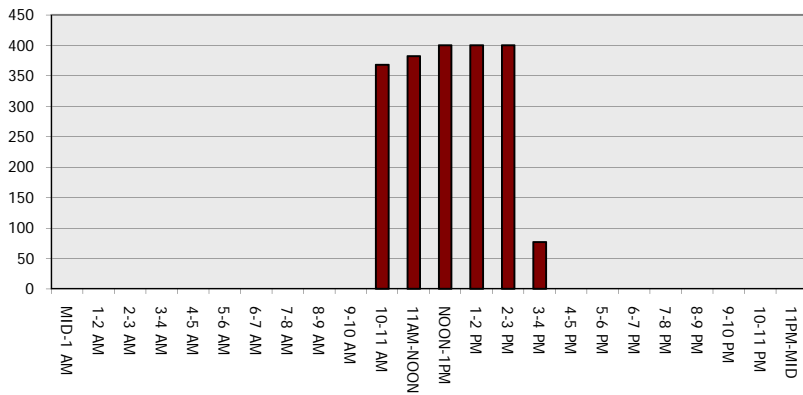
**Main Route - Traffic Demand (Vehicles Per Hour)**



**Main Route Average Delay Per Vehicle (Minutes)**



**Main Route - Average Queue Length (Vehicles)**



**Main Route - Average Speed (MPH)**

