

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

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	914	0.0	OFF	914	0	0.00	0	70.2	70.2	70.2	
1-2 AM	516	0.0	OFF	516	0	0.00	0	70.2	70.2	70.2	
2-3 AM	353	0.0	OFF	353	0	0.00	0	70.2	70.2	70.2	
3-4 AM	256	0.0	OFF	256	0	0.00	0	70.2	70.2	70.2	
4-5 AM	282	0.0	OFF	282	0	0.00	0	70.2	70.2	70.2	
5-6 AM	449	0.0	OFF	449	0	0.00	0	70.2	70.2	70.2	
6-7 AM	711	0.0	OFF	711	0	0.00	0	70.2	70.2	70.2	
7-8 AM	877	0.0	OFF	877	0	0.00	0	70.2	70.2	70.2	
8-9 AM	1317	0.0	OFF	1317	0	0.00	0	70.2	70.2	70.2	
9-10 AM	1947	0.0	1499	1947	0	6.30	185	69.6	20.2	32.5	
10-11 AM	2528	0.0	1499	1500	1028	16.26+	399	68.9	9.6	32.5	
11AM-NOON	2717	0.0	1500	1500	1217	16.25+	400	68.7	9.6	32.5	
NOON-1PM	2946	0.0	1500	1500	1446	16.24+	400	68.4	9.6	32.5	
1-2 PM	3021	0.0	1500	1500	1521	16.23+	400	68.3	9.6	32.5	
2-3 PM	3020	0.0	1500	1500	1520	16.23+	400	68.3	9.6	32.5	
3-4 PM	3085	0.0	1500	1500	1585	16.23+	400	68.2	9.6	32.5	
4-5 PM	3113	0.0	1500	1500	1613	16.23+	400	68.2	9.6	32.5	
5-6 PM	2770	0.0	1500	1500	1270	16.25+	400	68.6	9.6	32.5	
6-7 PM	2715	0.0	1500	1500	1215	16.25+	400	68.7	9.6	32.5	
7-8 PM	2410	0.0	OFF	2410	0	0.30	27	69.1	61.9	61.9	
8-9 PM	2076	0.0	OFF	2076	0	0.00	0	69.4	69.4	69.4	
9-10 PM	1875	0.0	OFF	1875	0	0.00	0	69.7	69.7	69.7	
10-11 PM	1410	0.0	OFF	1410	0	0.00	0	70.2	70.2	70.2	
11PM-MID	928	0.0	OFF	928	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	0.0202
MAIN ROUTE WITH WORKS	0.0132
'DIVERSION'	0.0137
PIA: Personal Injury Accidents	
IMPACTS ON ROAD USERS	
ROAD USER COSTS PER DAY	\$120,617
CONGESTED HOURS PER DAY*	9

*Delays Exceeding User-Specified Maximum

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

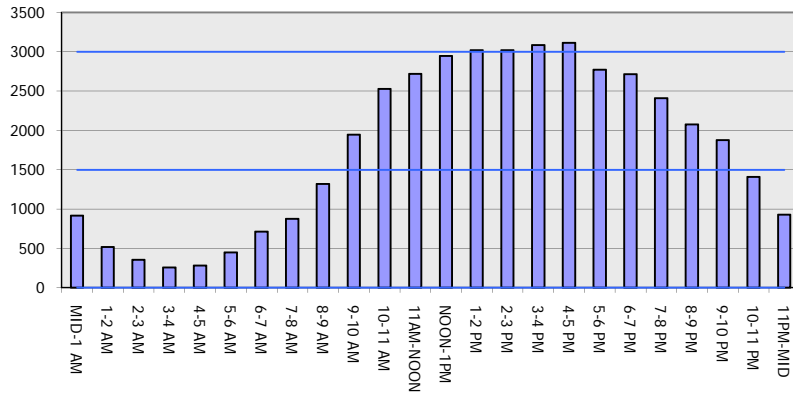
AUGUST

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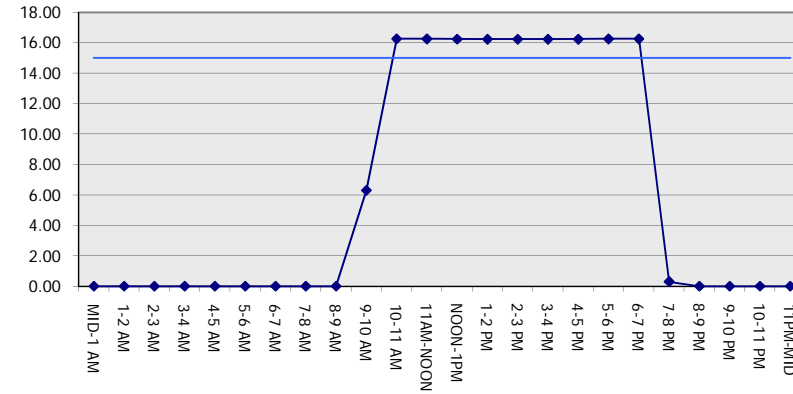
GRAPHICAL REPRESENTATION OF TRAFFIC MODEL INPUT AND OUTPUT

SUNDAY WESTBOUND DIRECTION

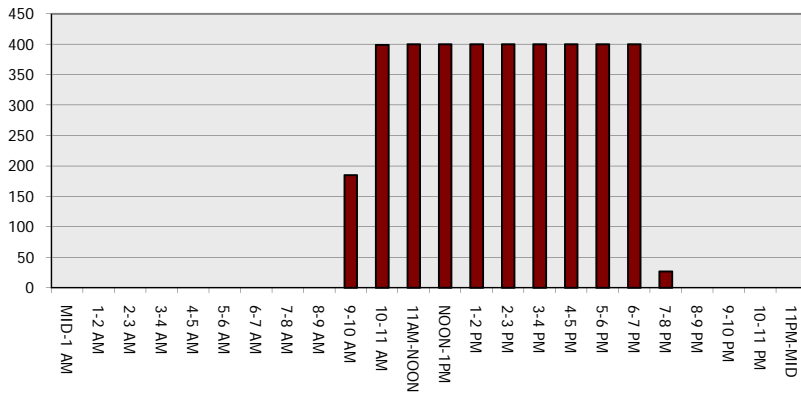
Main Route - Traffic Demand (Vehicles Per Hour)



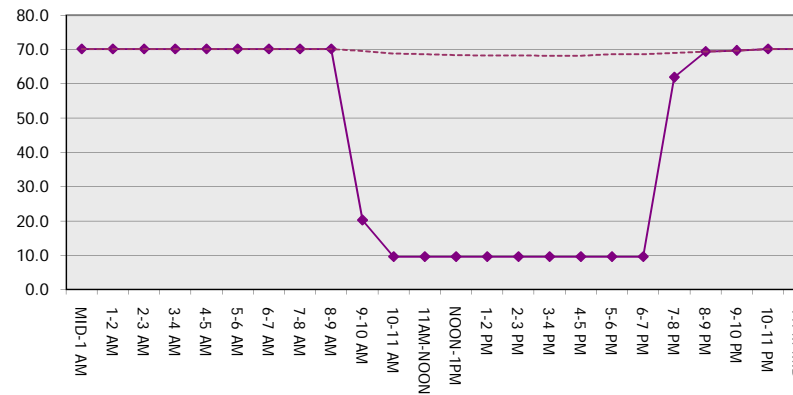
Main Route Average Delay Per Vehicle (Minutes)



Main Route - Average Queue Length (Vehicles)



Main Route - Average Speed (MPH)



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SUMMARY OF TRAFFIC MODEL OUTPUT

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	1148	0.0	OFF	1148	0	0.00	0	70.2	70.2	70.2
1-2 AM	748	0.0	OFF	748	0	0.00	0	70.2	70.2	70.2
2-3 AM	590	0.0	OFF	590	0	0.00	0	70.2	70.2	70.2
3-4 AM	403	0.0	OFF	403	0	0.00	0	70.2	70.2	70.2
4-5 AM	455	0.0	OFF	455	0	0.00	0	70.2	70.2	70.2
5-6 AM	703	0.0	OFF	703	0	0.00	0	70.2	70.2	70.2
6-7 AM	854	0.0	OFF	854	0	0.00	0	70.2	70.2	70.2
7-8 AM	1048	0.0	OFF	1048	0	0.00	0	70.2	70.2	70.2
8-9 AM	1497	0.0	OFF	1497	0	0.00	0	70.2	70.2	70.2
9-10 AM	2247	0.0	1499	1824	423	9.78+	271	69.2	14.5	32.6
10-11 AM	2719	0.0	1499	1500	1219	16.21+	399	68.7	9.6	33.2
11AM-NOON	3179	0.0	1500	1500	1679	16.18+	400	68.1	9.6	33.2
NOON-1PM	3651	0.0	1500	1500	2151	16.15+	400	67.2	9.6	33.2
1-2 PM	3788	0.0	1500	1500	2288	16.11+	400	66.3	9.6	33.2
2-3 PM	3936	0.0	1500	1500	2436	16.07+	399	65.3	9.6	33.2
3-4 PM	3891	0.0	1500	1500	2391	16.08+	400	65.6	9.6	33.2
4-5 PM	3773	0.0	1500	1500	2273	16.12+	400	66.4	9.6	33.2
5-6 PM	3473	0.0	1500	1500	1973	16.17+	400	67.8	9.6	33.2
6-7 PM	3189	0.0	1500	1500	1689	16.18+	400	68.1	9.6	33.2
7-8 PM	2561	0.0	OFF	2561	0	0.17	15	68.9	64.7	64.7
8-9 PM	2230	0.0	OFF	2230	0	0.00	0	69.2	69.2	69.2
9-10 PM	1900	0.0	OFF	1900	0	0.00	0	69.7	69.7	69.7
10-11 PM	1336	0.0	OFF	1336	0	0.00	0	70.2	70.2	70.2
11PM-MID	919	0.0	OFF	919	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	0.0240
MAIN ROUTE WITH WORKS	0.0141
'DIVERSION'	0.0205

PIA: Personal Injury Accidents

ECONOMIC IMPACT ON ROAD USERS	
ROAD USER COSTS PER DAY	\$147,986
CONGESTED HOURS PER DAY*	10

*Delays Exceeding User-Specified Maximum

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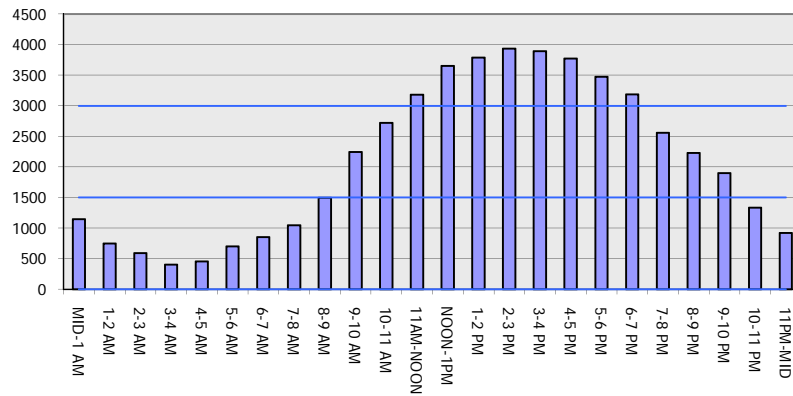
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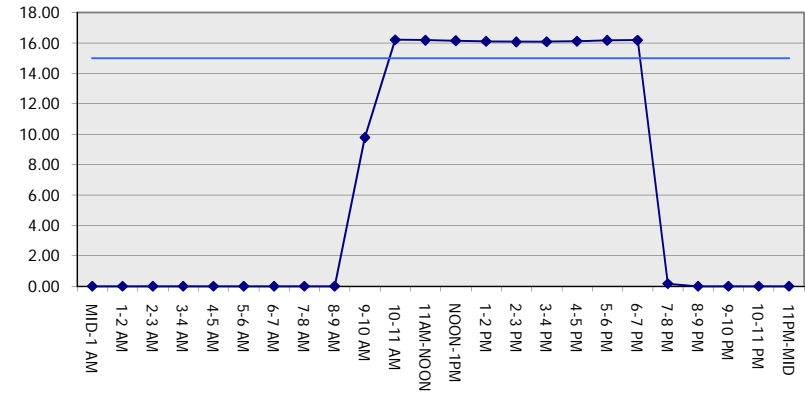
GRAPHICAL REPRESENTATION OF TRAFFIC MODEL INPUT AND OUTPUT

SUNDAY EASTBOUND DIRECTION

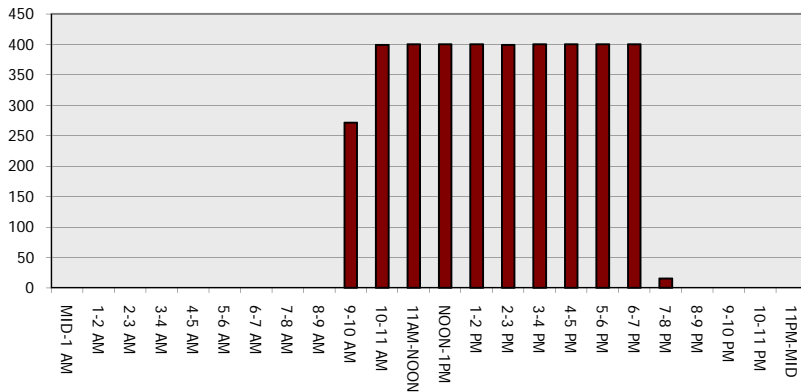
Main Route - Traffic Demand (Vehicles Per Hour)



Main Route Average Delay Per Vehicle (Minutes)



Main Route - Average Queue Length (Vehicles)



Main Route - Average Speed (MPH)

