

IH 94: CTH BB/RAWSON AVE TO STH 100/RYAN RD (MILWAUKEE COUNTY) OFF-PEAK DAY CLOSURE NO DIVERSION ROUTE (MAX QUEUE METHOD)	OCTOBER
	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	718	0.0	OFF	718	0	0.00	0	70.2	70.2	70.2
1-2 AM	460	0.0	OFF	460	0	0.00	0	70.2	70.2	70.2
2-3 AM	430	0.0	OFF	430	0	0.00	0	70.2	70.2	70.2
3-4 AM	492	0.0	OFF	492	0	0.00	0	70.2	70.2	70.2
4-5 AM	676	0.0	OFF	676	0	0.00	0	70.2	70.2	70.2
5-6 AM	1852	0.0	OFF	1852	0	0.00	0	69.7	69.7	69.7
6-7 AM	3571	0.0	OFF	3571	0	0.00	0	67.6	67.6	67.6
7-8 AM	3984	0.0	OFF	3984	0	0.00	0	65.0	65.0	65.0
8-9 AM	3355	0.0	OFF	3355	0	0.00	0	67.9	67.9	67.9
9-10 AM	2933	0.0	OFF	2933	0	0.00	0	68.4	68.4	68.4
10-11 AM	3083	0.0	2999	3083	0	1.30	31	68.2	45.6	36.9
11AM-NOON	3244	0.0	3000	3244	0	4.11	195	68.0	26.6	36.9
NOON-1PM	3400	0.0	3000	3400	0	9.97	521	67.8	14.8	36.9
1-2 PM	3423	0.0	2999	3148	275	15.81+	829	67.8	11.7	36.9
2-3 PM	3923	0.0	2999	2990	933	16.10+	851	65.3	11.6	36.9
3-4 PM	4104	0.0	OFF	4104	0	2.26	197	64.1	35.5	35.5
4-5 PM	3875	0.0	OFF	3875	0	0.00	0	65.7	65.7	65.7
5-6 PM	3908	0.0	OFF	3908	0	0.00	0	65.5	65.5	65.5
6-7 PM	3513	0.0	OFF	3513	0	0.00	0	67.7	67.7	67.7
7-8 PM	2958	0.0	OFF	2958	0	0.00	0	68.4	68.4	68.4
8-9 PM	2359	0.0	OFF	2359	0	0.00	0	69.1	69.1	69.1
9-10 PM	2229	0.0	OFF	2229	0	0.00	0	69.2	69.2	69.2
10-11 PM	1771	0.0	OFF	1771	0	0.00	0	69.9	69.9	69.9
11PM-MID	1350	0.0	OFF	1350	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	0.0294
MAIN ROUTE WITH WORKS	0.0278
'DIVERSION'	0.0013
PIA: Personal Injury Accidents	
IMPACTS ON ROAD USERS	
ROAD USER COSTS PER DAY	\$35,363
CONGESTED HOURS PER DAY*	2

*Delays Exceeding User-Specified Maximum

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

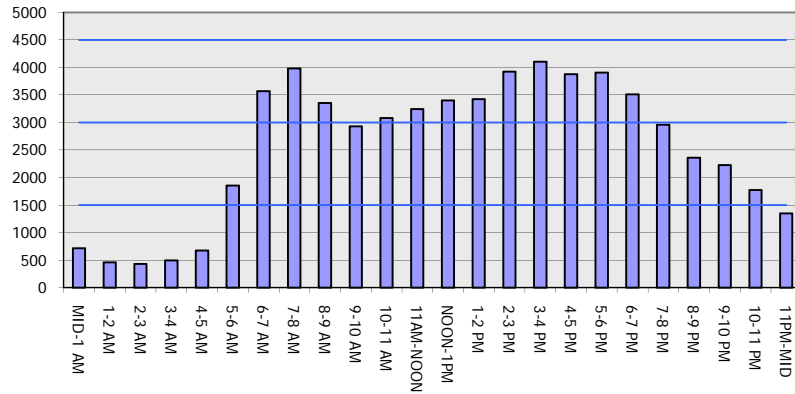
OCTOBER

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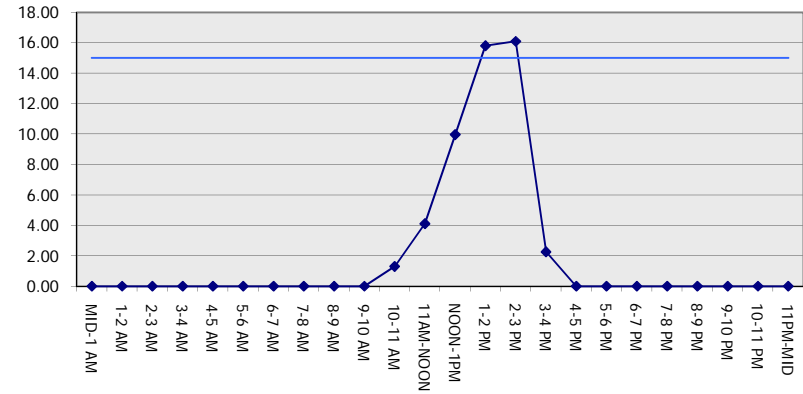
GRAPHICAL REPRESENTATION OF TRAFFIC MODEL INPUT AND OUTPUT

FRIDAY WESTBOUND DIRECTION

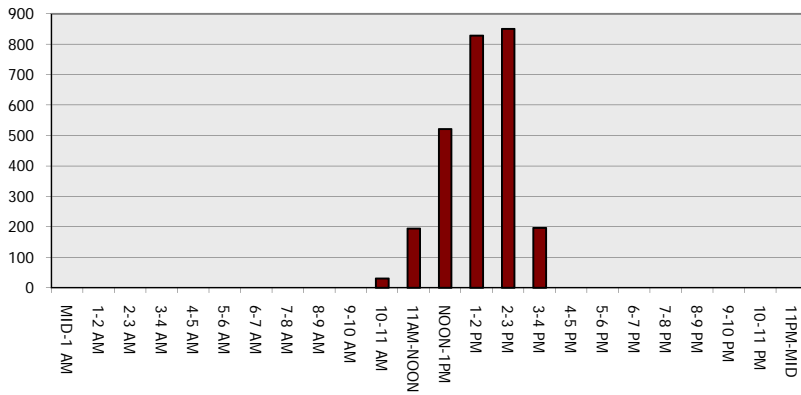
Main Route - Traffic Demand (Vehicles Per Hour)



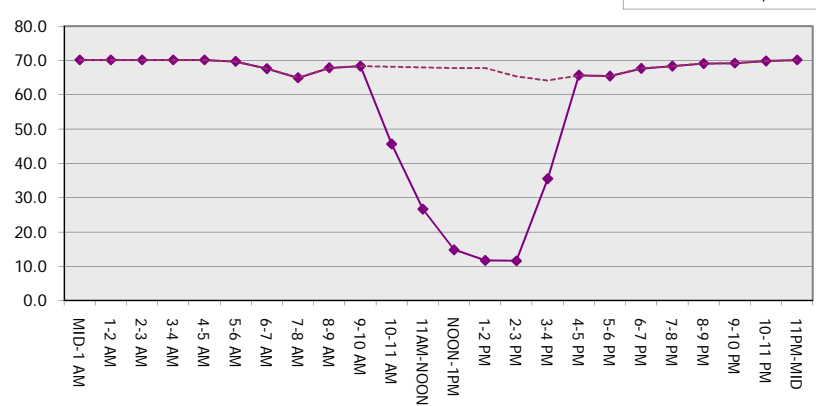
Main Route Average Delay Per Vehicle (Minutes)



Main Route - Average Queue Length (Vehicles)



Main Route - Average Speed (MPH)



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SUMMARY OF TRAFFIC MODEL OUTPUT

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	626	0.0	OFF	626	0	0.00	0	70.2	70.2	70.2
1-2 AM	460	0.0	OFF	460	0	0.00	0	70.2	70.2	70.2
2-3 AM	446	0.0	OFF	446	0	0.00	0	70.2	70.2	70.2
3-4 AM	585	0.0	OFF	585	0	0.00	0	70.2	70.2	70.2
4-5 AM	963	0.0	OFF	963	0	0.00	0	70.2	70.2	70.2
5-6 AM	1928	0.0	OFF	1928	0	0.00	0	69.6	69.6	69.6
6-7 AM	3254	0.0	OFF	3254	0	0.00	0	68.0	68.0	68.0
7-8 AM	3218	0.0	OFF	3218	0	0.00	0	68.1	68.1	68.1
8-9 AM	2844	0.0	OFF	2844	0	0.00	0	68.5	68.5	68.5
9-10 AM	2702	0.0	OFF	2702	0	0.00	0	68.7	68.7	68.7
10-11 AM	2767	0.0	2999	2767	0	0.61	0	68.6	55.6	40.7
11AM-NOON	2982	0.0	2999	2982	0	0.83	5	68.3	52.0	37.4
NOON-1PM	3254	0.0	3000	3254	0	2.93	132	68.0	32.3	36.9
1-2 PM	3477	0.0	3000	3477	0	9.29	491	67.7	15.6	36.9
2-3 PM	3983	0.0	2999	3084	899	16.21+	858	65.0	11.6	36.9
3-4 PM	4222	0.0	OFF	4222	0	2.25	197	63.3	35.3	35.3
4-5 PM	4535	0.0	OFF	4535	0	0.00	0	61.2	61.2	61.2
5-6 PM	4435	0.0	OFF	4435	0	0.00	0	61.9	61.9	61.9
6-7 PM	3494	0.0	OFF	3494	0	0.00	0	67.7	67.7	67.7
7-8 PM	2625	0.0	OFF	2625	0	0.00	0	68.8	68.8	68.8
8-9 PM	2044	0.0	OFF	2044	0	0.00	0	69.5	69.5	69.5
9-10 PM	1984	0.0	OFF	1984	0	0.00	0	69.6	69.6	69.6
10-11 PM	1644	0.0	OFF	1644	0	0.00	0	70.0	70.0	70.0
11PM-MID	1204	0.0	OFF	1204	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	0.0285
MAIN ROUTE WITH WORKS	0.0270
'DIVERSION'	0.0010

PIA: Personal Injury Accidents

ECONOMIC IMPACT ON ROAD USERS	
ROAD USER COSTS PER DAY	\$23,880
CONGESTED HOURS PER DAY*	1

*Delays Exceeding User-Specified Maximum

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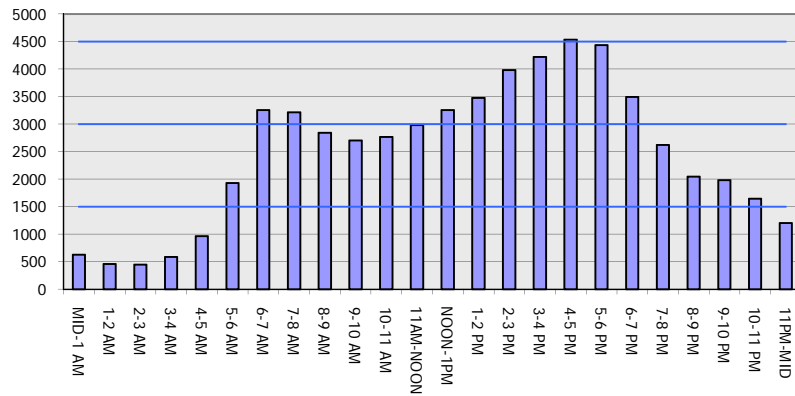
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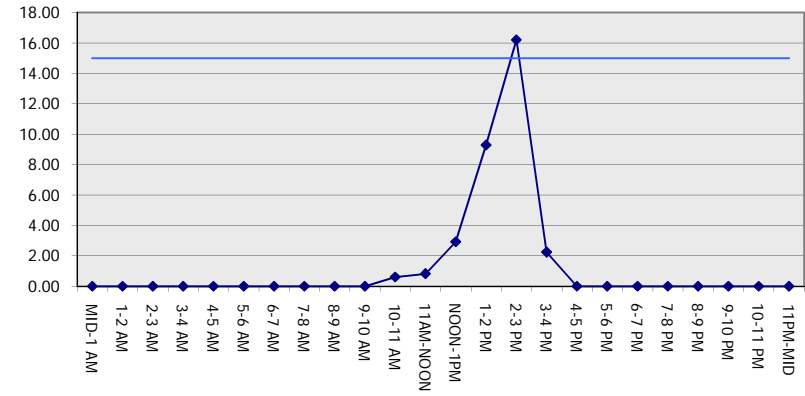
GRAPHICAL REPRESENTATION OF TRAFFIC MODEL INPUT AND OUTPUT

FRIDAY EASTBOUND DIRECTION

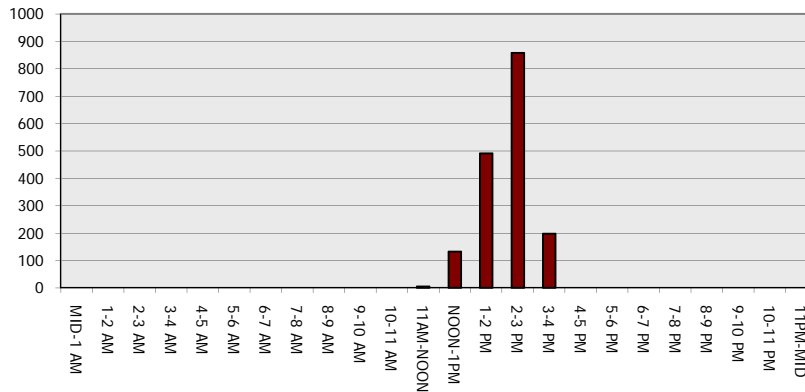
Main Route - Traffic Demand (Vehicles Per Hour)



Main Route Average Delay Per Vehicle (Minutes)



Main Route - Average Queue Length (Vehicles)



Main Route - Average Speed (MPH)

