

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)	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	OFF	870	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	400	0.0	OFF	400	0	0.00	0	70.2	70.2	70.2	
3-4 AM	267	0.0	OFF	267	0	0.00	0	70.2	70.2	70.2	
4-5 AM	288	0.0	OFF	288	0	0.00	0	70.2	70.2	70.2	
5-6 AM	422	0.0	OFF	422	0	0.00	0	70.2	70.2	70.2	
6-7 AM	754	0.0	OFF	754	0	0.00	0	70.2	70.2	70.2	
7-8 AM	964	0.0	OFF	964	0	0.00	0	70.2	70.2	70.2	
8-9 AM	1342	0.0	OFF	1342	0	0.00	0	70.2	70.2	70.2	
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	OFF	2373	0	0.18	16	69.1	64.6	64.6	
8-9 PM	1843	0.0	OFF	1843	0	0.00	0	69.7	69.7	69.7	
9-10 PM	1667	0.0	OFF	1667	0	0.00	0	70.0	70.0	70.0	
10-11 PM	1226	0.0	OFF	1226	0	0.00	0	70.2	70.2	70.2	
11PM-MID	874	0.0	OFF	874	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	0.0201
MAIN ROUTE WITH WORKS	0.0129
'DIVERSION'	0.0143
<small>PIA: Personal Injury Accidents</small>	
IMPACTS ON ROAD USERS	
ROAD USER COSTS PER DAY	\$122,138
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)

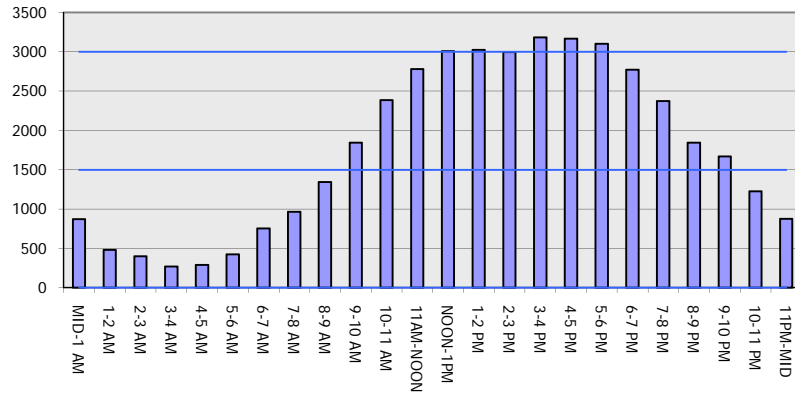
OCTOBER

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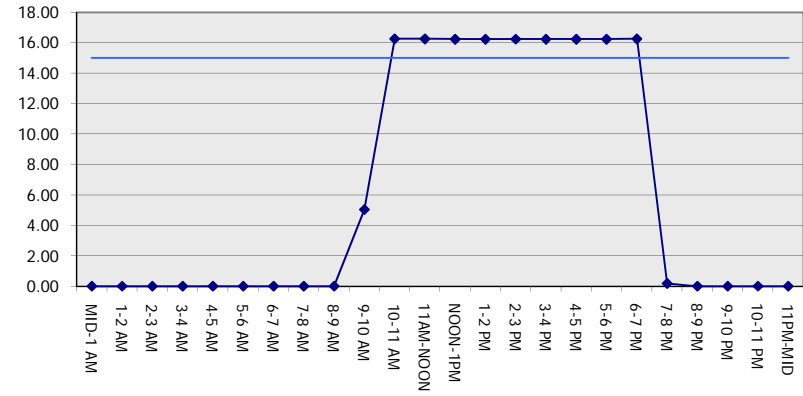
GRAPHICAL REPRESENTATION OF TRAFFIC MODEL INPUT AND OUTPUT

SUNDAY WESTBOUND DIRECTION

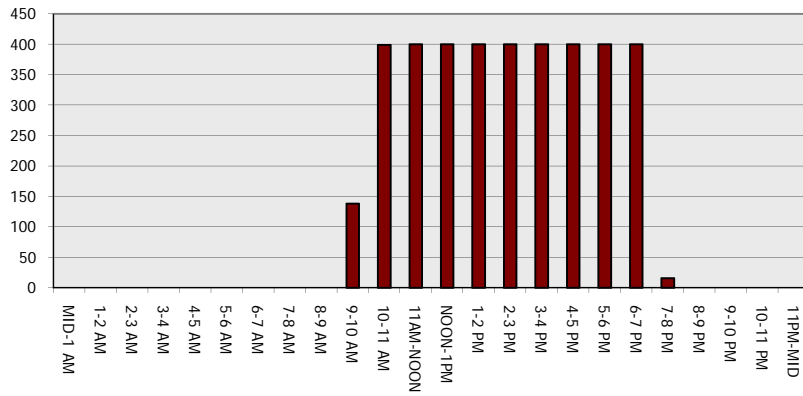
Main Route - Traffic Demand (Vehicles Per Hour)



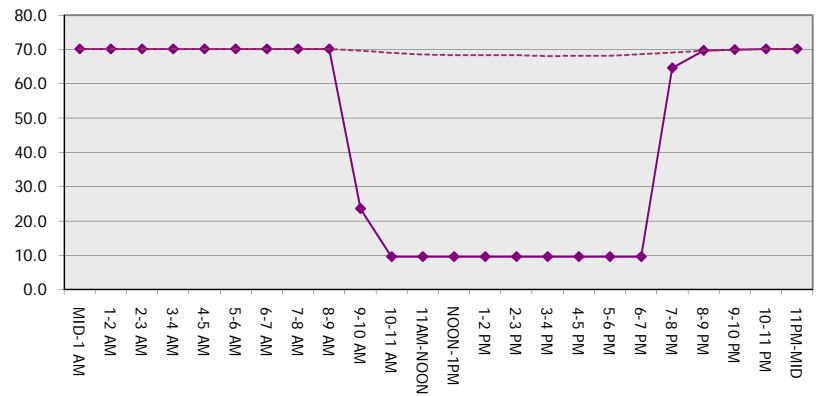
Main Route Average Delay Per Vehicle (Minutes)



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	867	0.0	OFF	867	0	0.00	0	70.2	70.2	70.2
1-2 AM	587	0.0	OFF	587	0	0.00	0	70.2	70.2	70.2
2-3 AM	629	0.0	OFF	629	0	0.00	0	70.2	70.2	70.2
3-4 AM	395	0.0	OFF	395	0	0.00	0	70.2	70.2	70.2
4-5 AM	424	0.0	OFF	424	0	0.00	0	70.2	70.2	70.2
5-6 AM	585	0.0	OFF	585	0	0.00	0	70.2	70.2	70.2
6-7 AM	868	0.0	OFF	868	0	0.00	0	70.2	70.2	70.2
7-8 AM	1099	0.0	OFF	1099	0	0.00	0	70.2	70.2	70.2
8-9 AM	1483	0.0	OFF	1483	0	0.00	0	70.2	70.2	70.2
9-10 AM	2204	0.0	1499	1867	337	9.31+	260	69.3	15.1	32.5
10-11 AM	2703	0.0	1499	1500	1203	16.25+	399	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+	400	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	OFF	2500	0	0.21	19	68.9	63.8	63.8
8-9 PM	1828	0.0	OFF	1828	0	0.00	0	69.7	69.7	69.7
9-10 PM	1483	0.0	OFF	1483	0	0.00	0	70.2	70.2	70.2
10-11 PM	1063	0.0	OFF	1063	0	0.00	0	70.2	70.2	70.2
11PM-MID	817	0.0	OFF	817	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	0.0221
MAIN ROUTE WITH WORKS	0.0133
'DIVERSION'	0.0180

PIA: Personal Injury Accidents

ECONOMIC IMPACT ON ROAD USERS	
ROAD USER COSTS PER DAY	\$138,872
CONGESTED HOURS PER DAY*	10

*Delays Exceeding User-Specified Maximum

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OFF-PEAK DAY 2 LANE CLOSURE
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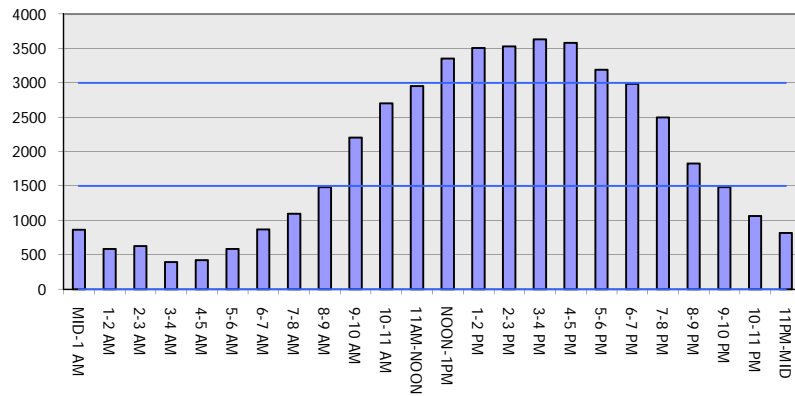
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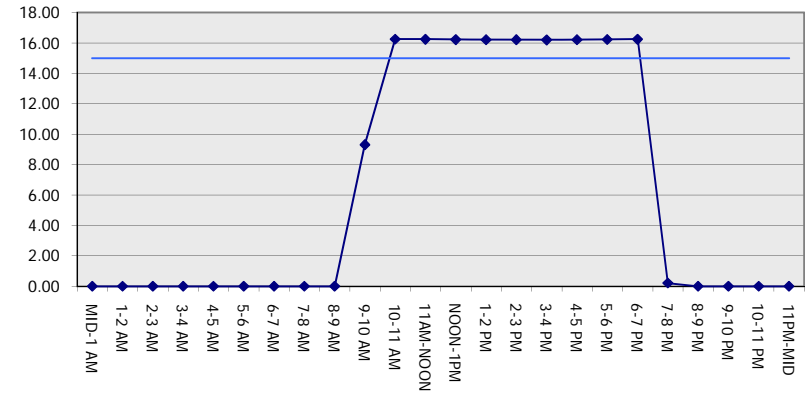
GRAPHICAL REPRESENTATION OF TRAFFIC MODEL INPUT AND OUTPUT

SUNDAY EASTBOUND DIRECTION

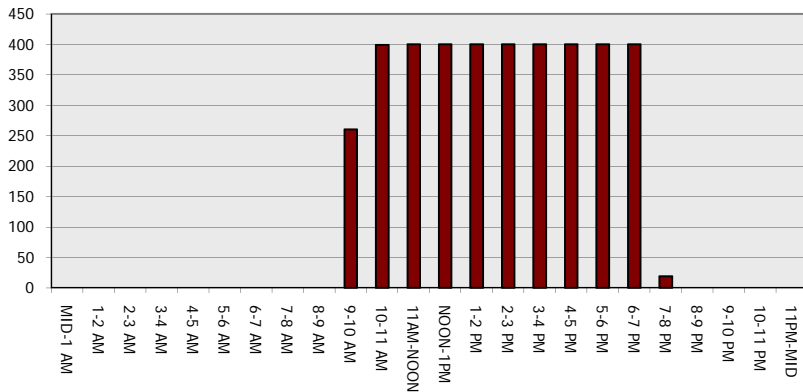
Main Route - Traffic Demand (Vehicles Per Hour)



Main Route Average Delay Per Vehicle (Minutes)



Main Route - Average Queue Length (Vehicles)



Main Route - Average Speed (MPH)

