

<b>IH 94: CTH BB/RAWSON AVE TO STH 100/RYAN RD (MILWAUKEE COUNTY)</b> <b>NIGHTTIME 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**

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	747	0.0	1500	747	0	0.86	20	70.2	52.5	45.7	
1-2 AM	444	0.0	1500	444	0	0.42	0	70.2	60.2	47.2	
2-3 AM	428	0.0	1500	428	0	0.42	0	70.2	60.2	47.3	
3-4 AM	478	0.0	1500	478	0	0.43	0	70.2	60.1	47.0	
4-5 AM	702	0.0	1500	702	0	0.46	0	70.2	59.6	46.0	
5-6 AM	1890	0.0	OFF	1890	0	0.00	0	69.7	69.7	69.7	
6-7 AM	3475	0.0	OFF	3475	0	0.00	0	67.7	67.7	67.7	
7-8 AM	3981	0.0	OFF	3981	0	0.00	0	65.0	65.0	65.0	
8-9 AM	3392	0.0	OFF	3392	0	0.00	0	67.8	67.8	67.8	
9-10 AM	2897	0.0	OFF	2897	0	0.00	0	68.4	68.4	68.4	
10-11 AM	2817	0.0	OFF	2817	0	0.00	0	68.6	68.6	68.6	
11AM-NOON	3147	0.0	OFF	3147	0	0.00	0	68.1	68.1	68.1	
NOON-1PM	3254	0.0	OFF	3254	0	0.00	0	68.0	68.0	68.0	
1-2 PM	3393	0.0	OFF	3393	0	0.00	0	67.8	67.8	67.8	
2-3 PM	3743	0.0	OFF	3743	0	0.00	0	66.6	66.6	66.6	
3-4 PM	3892	0.0	OFF	3892	0	0.00	0	65.6	65.6	65.6	
4-5 PM	3549	0.0	OFF	3549	0	0.00	0	67.6	67.6	67.6	
5-6 PM	3462	0.0	OFF	3462	0	0.00	0	67.8	67.8	67.8	
6-7 PM	3342	0.0	OFF	3342	0	0.00	0	67.9	67.9	67.9	
7-8 PM	2857	0.0	1499	1566	1290	15.19+	383	68.5	10.1	38.8	
8-9 PM	2339	0.0	1499	1823	516	13.14+	337	69.1	11.4	34.2	
9-10 PM	2227	0.0	1499	1500	727	16.27+	399	69.2	9.6	32.5	
10-11 PM	1772	0.0	1500	1500	272	16.29+	400	69.9	9.6	32.5	
11PM-MID	1272	0.0	1499	1272	0	12.23	307	70.2	12.2	33.2	

"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

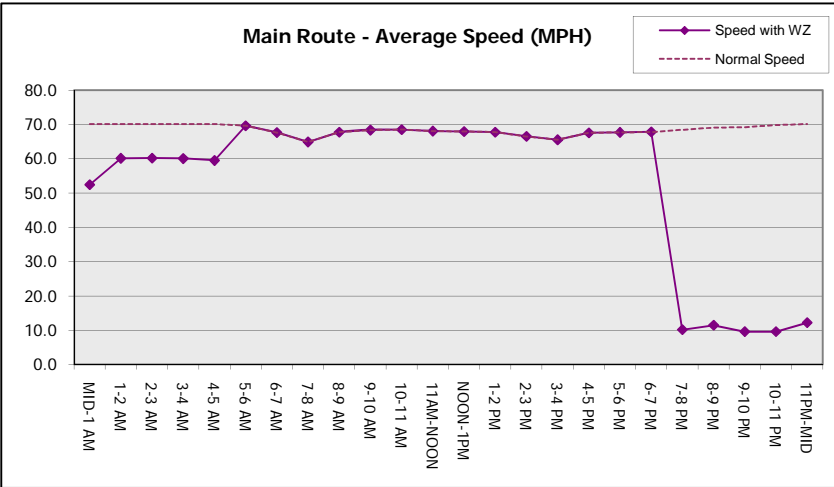
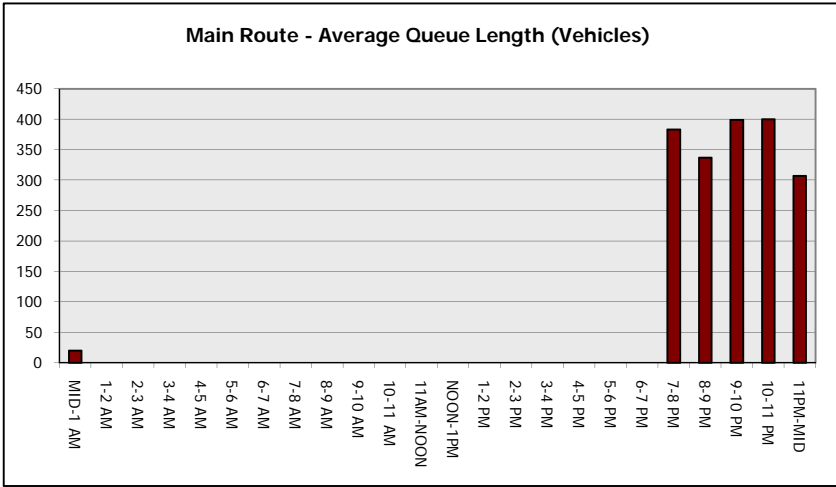
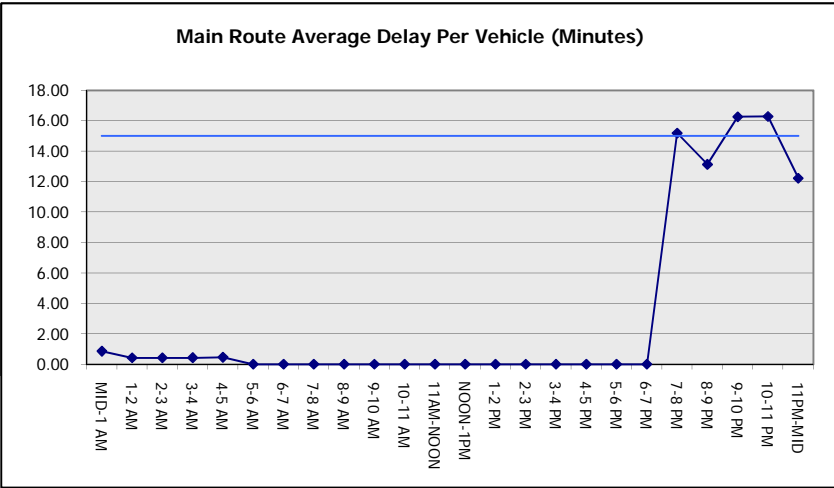
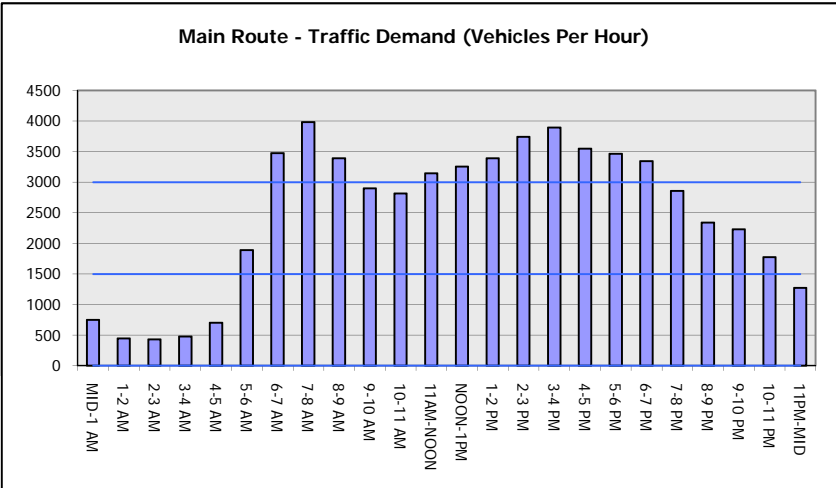
AVERAGE ACCIDENT NUMBERS (PIA/DAY)	
MAIN ROUTE WITHOUT WORKS	0.0284
MAIN ROUTE WITH WORKS	0.0264
'DIVERSION'	0.0031
PIA: Personal Injury Accidents	
IMPACTS ON ROAD USERS	
ROAD USER COSTS PER DAY	\$36,816
CONGESTED HOURS PER DAY*	4

\*Delays Exceeding User-Specified Maximum

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

**MAY**  
 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>NIGHTTIME 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**

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	675	0.0	1500	675	0	1.01	30	70.2	50.3	46.0
1-2 AM	450	0.0	1500	450	0	0.43	0	70.2	60.2	47.1
2-3 AM	455	0.0	1500	455	0	0.43	0	70.2	60.2	47.1
3-4 AM	543	0.0	1500	543	0	0.44	0	70.2	60.0	46.7
4-5 AM	969	0.0	1499	969	0	0.52	0	70.2	58.4	44.1
5-6 AM	2107	0.0	OFF	2107	0	0.00	0	69.4	69.4	69.4
6-7 AM	3152	0.0	OFF	3152	0	0.00	0	68.1	68.1	68.1
7-8 AM	3133	0.0	OFF	3133	0	0.00	0	68.1	68.1	68.1
8-9 AM	2932	0.0	OFF	2932	0	0.00	0	68.4	68.4	68.4
9-10 AM	2710	0.0	OFF	2710	0	0.00	0	68.7	68.7	68.7
10-11 AM	2680	0.0	OFF	2680	0	0.00	0	68.7	68.7	68.7
11AM-NOON	3020	0.0	OFF	3020	0	0.00	0	68.3	68.3	68.3
NOON-1PM	3255	0.0	OFF	3255	0	0.00	0	68.0	68.0	68.0
1-2 PM	3489	0.0	OFF	3489	0	0.00	0	67.7	67.7	67.7
2-3 PM	3750	0.0	OFF	3750	0	0.00	0	66.5	66.5	66.5
3-4 PM	4069	0.0	OFF	4069	0	0.00	0	64.3	64.3	64.3
4-5 PM	4370	0.0	OFF	4370	0	0.00	0	62.3	62.3	62.3
5-6 PM	4138	0.0	OFF	4138	0	0.00	0	63.9	63.9	63.9
6-7 PM	3290	0.0	OFF	3290	0	0.00	0	67.9	67.9	67.9
7-8 PM	2613	0.0	1499	1746	867	13.57+	342	68.8	11.1	37.6
8-9 PM	2100	0.0	1499	1698	402	15.53+	383	69.4	9.9	32.5
9-10 PM	2013	0.0	1500	1500	513	16.28+	400	69.6	9.6	32.5
10-11 PM	1882	0.0	1500	1473	409	16.18+	397	69.7	9.6	32.5
11PM-MID	1319	0.0	1499	1294	25	13.76+	342	70.2	11.0	32.7

"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	0.0282
MAIN ROUTE WITH WORKS	0.0265
'DIVERSION'	0.0025

PIA: Personal Injury Accidents

ECONOMIC IMPACT ON ROAD USERS	
ROAD USER COSTS PER DAY	\$35,622
CONGESTED HOURS PER DAY*	5

\*Delays Exceeding User-Specified Maximum

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**NIGHTTIME 2 LANE CLOSURE**  
**NO DIVERSION ROUTE (MAX QUEUE METHOD)**

**MAY**  
 Analyzed for 2009  
 Construction Season

**GRAPHICAL REPRESENTATION OF TRAFFIC MODEL INPUT AND OUTPUT**  
**FRIDAY EASTBOUND DIRECTION**

