

IH 94: CTH BB/RAWSON AVE TO STH 100/RYAN RD (MILWAUKEE COUNTY) NIGHTTIME 2 LANE 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	1500	718	0	1.22	42	70.2	47.6	45.7	
1-2 AM	460	0.0	1500	460	0	0.43	0	70.2	60.2	47.1	
2-3 AM	430	0.0	1500	430	0	0.42	0	70.2	60.2	47.3	
3-4 AM	492	0.0	1500	492	0	0.43	0	70.2	60.1	46.9	
4-5 AM	676	0.0	1500	676	0	0.45	0	70.2	59.6	46.1	
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	OFF	3083	0	0.00	0	68.2	68.2	68.2	
11AM-NOON	3244	0.0	OFF	3244	0	0.00	0	68.0	68.0	68.0	
NOON-1PM	3400	0.0	OFF	3400	0	0.00	0	67.8	67.8	67.8	
1-2 PM	3423	0.0	OFF	3423	0	0.00	0	67.8	67.8	67.8	
2-3 PM	3923	0.0	OFF	3923	0	0.00	0	65.3	65.3	65.3	
3-4 PM	4104	0.0	OFF	4104	0	0.00	0	64.1	64.1	64.1	
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	1499	1550	1408	16.44+	412	68.4	9.4	39.1	
8-9 PM	2359	0.0	1499	1840	520	12.97+	333	69.1	11.6	34.2	
9-10 PM	2229	0.0	1499	1500	729	16.27+	399	69.2	9.6	32.5	
10-11 PM	1771	0.0	1500	1500	271	16.29+	400	69.9	9.6	32.5	
11PM-MID	1350	0.0	1500	1350	0	14.10+	347	70.2	10.8	32.5	

"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	0.0273
'DIVERSION'	0.0032
PIA: Personal Injury Accidents	
IMPACTS ON ROAD USERS	
ROAD USER COSTS PER DAY	\$38,862
CONGESTED HOURS PER DAY*	5

*Delays Exceeding User-Specified Maximum

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

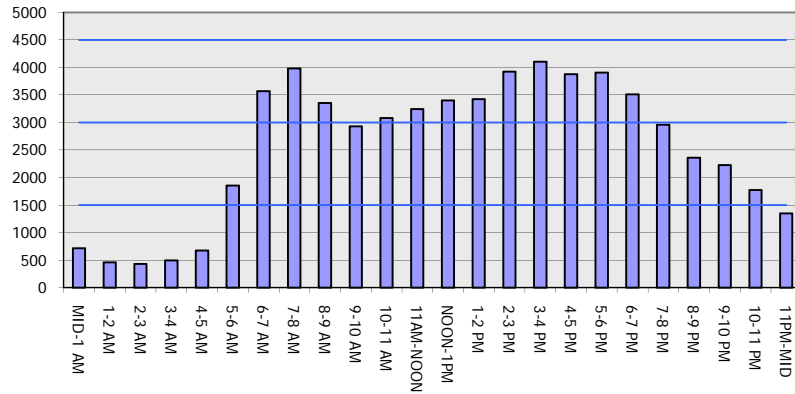
OCTOBER

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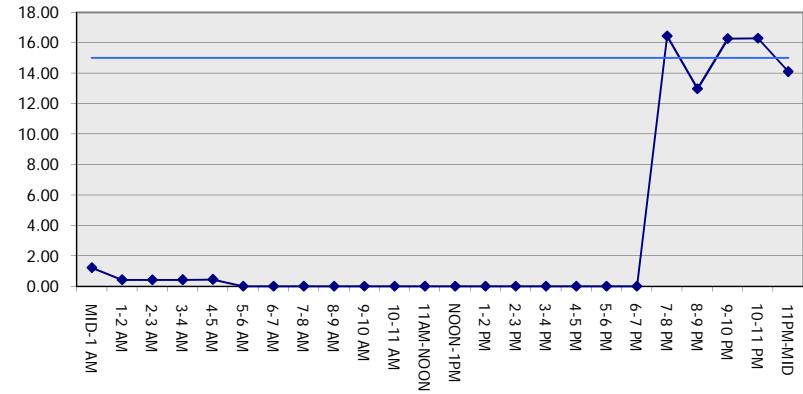
GRAPHICAL REPRESENTATION OF TRAFFIC MODEL INPUT AND OUTPUT

FRIDAY WESTBOUND DIRECTION

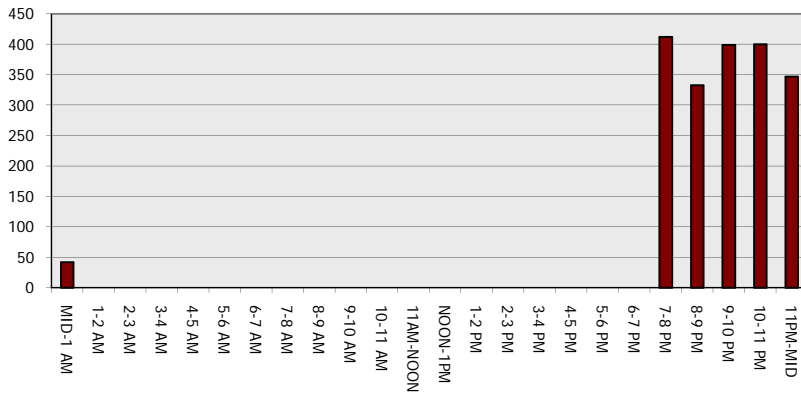
Main Route - Traffic Demand (Vehicles Per Hour)



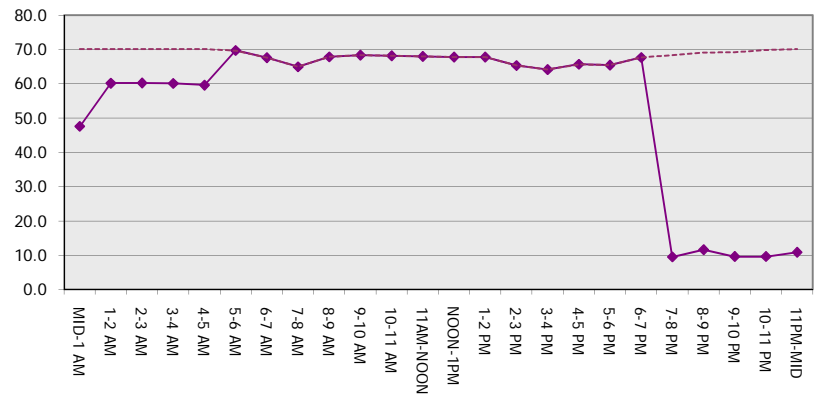
Main Route Average Delay Per Vehicle (Minutes)



Main Route - Average Queue Length (Vehicles)



Main Route - Average Speed (MPH)



IH 94: CTH BB/RAWSON AVE TO STH 100/Ryan RD (MILWAUKEE COUNTY) NIGHTTIME 2 LANE CLOSURE NO DIVERSION ROUTE (MAX QUEUE METHOD)	OCTOBER
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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	1500	626	0	0.59	6	70.2	57.1	46.3
1-2 AM	460	0.0	1500	460	0	0.43	0	70.2	60.2	47.1
2-3 AM	446	0.0	1500	446	0	0.42	0	70.2	60.2	47.1
3-4 AM	585	0.0	1500	585	0	0.44	0	70.2	59.9	46.5
4-5 AM	963	0.0	1499	963	0	0.50	0	70.2	58.8	44.7
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	OFF	2767	0	0.00	0	68.6	68.6	68.6
11AM-NOON	2982	0.0	OFF	2982	0	0.00	0	68.3	68.3	68.3
NOON-1PM	3254	0.0	OFF	3254	0	0.00	0	68.0	68.0	68.0
1-2 PM	3477	0.0	OFF	3477	0	0.00	0	67.7	67.7	67.7
2-3 PM	3983	0.0	OFF	3983	0	0.00	0	65.0	65.0	65.0
3-4 PM	4222	0.0	OFF	4222	0	0.00	0	63.3	63.3	63.3
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	1499	1708	917	13.76+	348	68.8	11.0	37.8
8-9 PM	2044	0.0	1499	1662	382	14.74+	368	69.5	10.4	33.5
9-10 PM	1984	0.0	1499	1500	484	16.28+	399	69.6	9.6	32.5
10-11 PM	1644	0.0	1500	1524	120	15.95+	391	70.0	9.7	32.5
11PM-MID	1204	0.0	1499	1204	0	10.65	278	70.2	13.6	34.6

"OFF" INDICATES NO ROAD WORK (ALL LANES OPEN TO TRAFFIC)

+ INDICATES QUEUEING EXCEEDS USER-SPECIFIED MAXIMUM LIMIT

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

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

MAIN ROUTE WITHOUT WORKS	0.0285
MAIN ROUTE WITH WORKS	0.0269
'DIVERSION'	0.0021

PIA: Personal Injury Accidents

ROAD USER COSTS PER DAY	\$32,730
CONGESTED HOURS PER DAY*	4

*Delays Exceeding User-Specified Maximum

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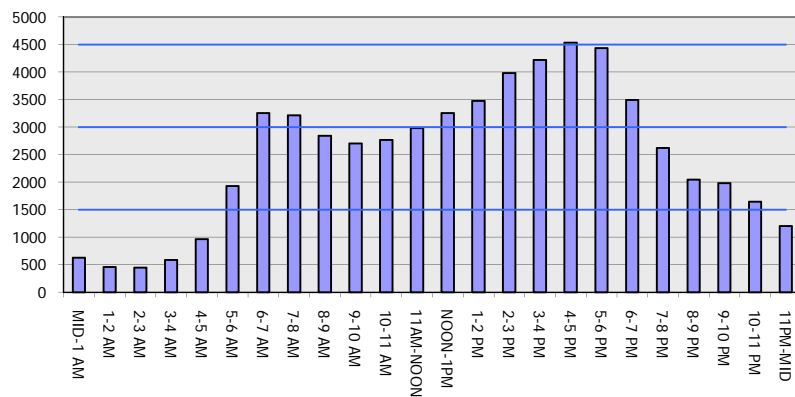
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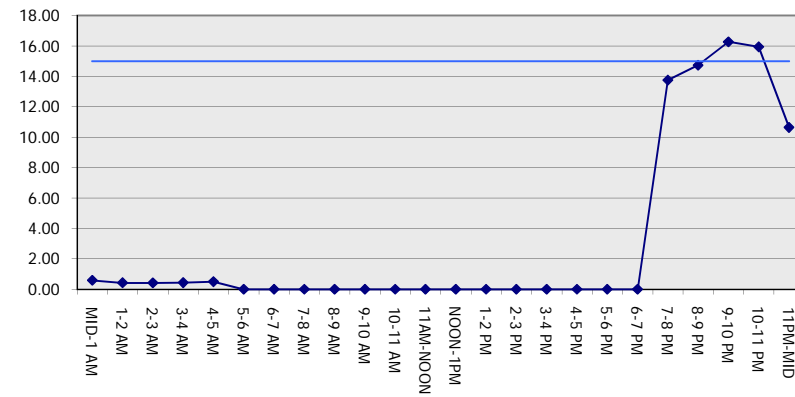
GRAPHICAL REPRESENTATION OF TRAFFIC MODEL INPUT AND OUTPUT

FRIDAY EASTBOUND DIRECTION

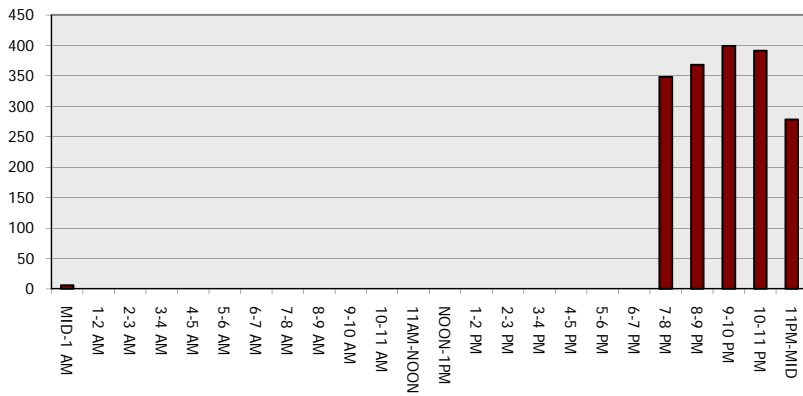
Main Route - Traffic Demand (Vehicles Per Hour)



Main Route Average Delay Per Vehicle (Minutes)



Main Route - Average Queue Length (Vehicles)



Main Route - Average Speed (MPH)

