

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

SATURDAY 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	869	0.0	1500	869	0	1.47	50	70.2	44.6	44.5	
1-2 AM	489	0.0	1500	489	0	0.43	0	70.2	60.1	46.9	
2-3 AM	431	0.0	1500	431	0	0.42	0	70.2	60.2	47.2	
3-4 AM	395	0.0	1500	395	0	0.42	0	70.2	60.3	47.4	
4-5 AM	493	0.0	1500	493	0	0.43	0	70.2	60.1	46.9	
5-6 AM	817	0.0	1500	817	0	0.47	0	70.2	59.3	45.5	
6-7 AM	1292	0.0	1499	1292	0	0.73	0	70.2	54.6	38.4	
7-8 AM	1779	0.0	1499	1779	0	4.11	106	69.8	26.9	32.5	
8-9 AM	2340	0.0	OFF	2340	0	0.12	10	69.1	66.1	66.1	
9-10 AM	2643	0.0	OFF	2643	0	0.00	0	68.7	68.7	68.7	
10-11 AM	2894	0.0	OFF	2894	0	0.00	0	68.4	68.4	68.4	
11AM-NOON	3128	0.0	OFF	3128	0	0.00	0	68.1	68.1	68.1	
NOON-1PM	3245	0.0	OFF	3245	0	0.00	0	68.0	68.0	68.0	
1-2 PM	3113	0.0	OFF	3113	0	0.00	0	68.2	68.2	68.2	
2-3 PM	3168	0.0	OFF	3168	0	0.00	0	68.1	68.1	68.1	
3-4 PM	3263	0.0	OFF	3263	0	0.00	0	68.0	68.0	68.0	
4-5 PM	3228	0.0	OFF	3228	0	0.00	0	68.0	68.0	68.0	
5-6 PM	3277	0.0	OFF	3277	0	0.00	0	67.9	67.9	67.9	
6-7 PM	2932	0.0	1499	1528	1404	15.70+	392	68.4	9.8	39.1	
7-8 PM	2382	0.0	1505	1863	519	12.77+	328	69.1	11.7	34.2	
8-9 PM	1915	0.0	1499	1500	415	16.29+	399	69.7	9.6	32.5	
9-10 PM	1826	0.0	1500	1500	326	16.29+	400	69.7	9.6	32.5	
10-11 PM	1645	0.0	1500	1508	137	16.26+	398	70.0	9.6	32.5	
11PM-MID	1337	0.0	1499	1337	0	13.64+	335	70.2	11.1	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	0.0
(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	0
(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	0.0234
MAIN ROUTE WITH WORKS	0.0210
'DIVERSION'	0.0031
<small>PIA: Personal Injury Accidents</small>	
IMPACTS ON ROAD USERS	
ROAD USER COSTS PER DAY	\$49,897
CONGESTED HOURS PER DAY*	6

*Delays Exceeding User-Specified Maximum

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

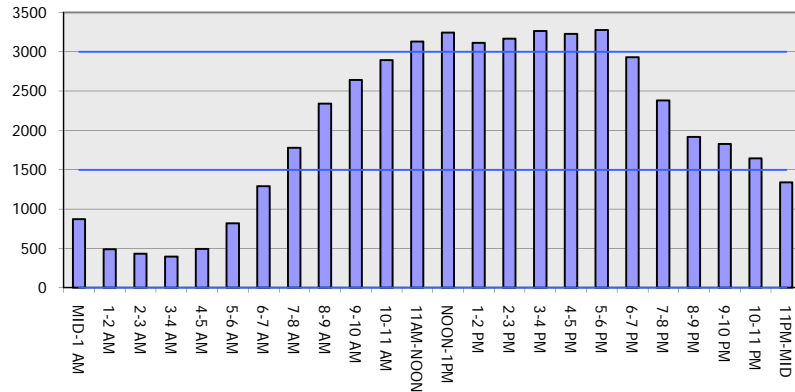
OCTOBER

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 Construction Season

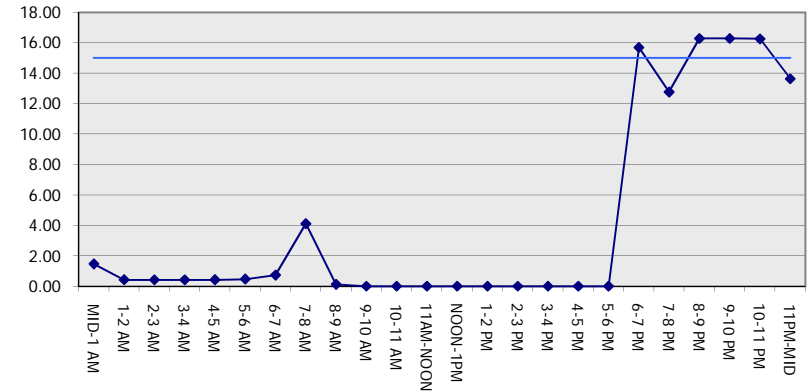
GRAPHICAL REPRESENTATION OF TRAFFIC MODEL INPUT AND OUTPUT

SATURDAY WESTBOUND DIRECTION

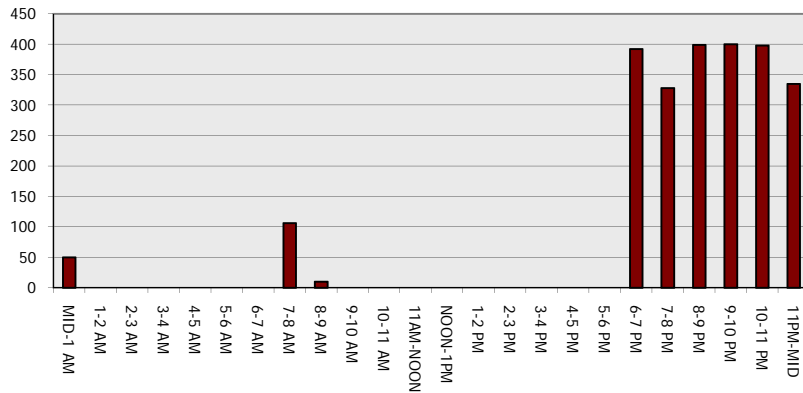
Main Route - Traffic Demand (Vehicles Per Hour)



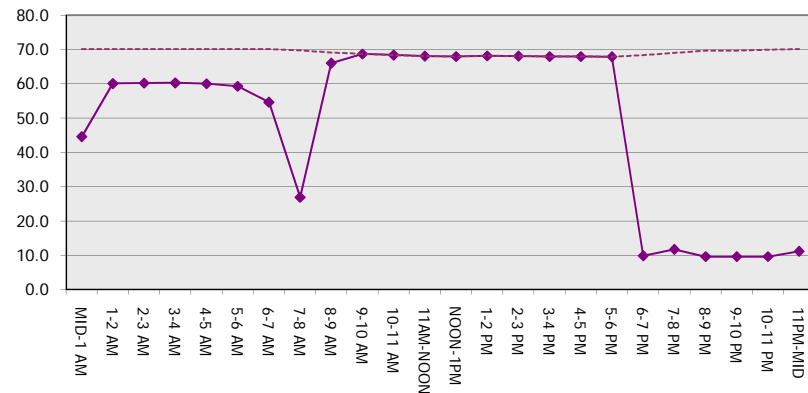
Main Route Average Delay Per Vehicle (Minutes)



Main Route - Average Queue Length (Vehicles)



Main Route - Average Speed (MPH)



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SUMMARY OF TRAFFIC MODEL OUTPUT

SATURDAY 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	830	0.0	1500	830	0	0.72	10	70.2	54.8	45.5
1-2 AM	552	0.0	1500	552	0	0.44	0	70.2	59.9	46.7
2-3 AM	523	0.0	1500	523	0	0.43	0	70.2	60.0	46.8
3-4 AM	483	0.0	1500	483	0	0.43	0	70.2	60.1	47.0
4-5 AM	607	0.0	1500	607	0	0.44	0	70.2	59.8	46.5
5-6 AM	1034	0.0	1500	1034	0	0.50	0	70.2	58.7	44.6
6-7 AM	1409	0.0	1499	1409	0	0.89	0	70.2	52.1	34.8
7-8 AM	1632	0.0	1499	1632	0	2.33	42	70.0	36.7	32.5
8-9 AM	2149	0.0	OFF	2149	0	0.03	2	69.4	68.6	68.6
9-10 AM	2700	0.0	OFF	2700	0	0.00	0	68.7	68.7	68.7
10-11 AM	2934	0.0	OFF	2934	0	0.00	0	68.4	68.4	68.4
11AM-NOON	3256	0.0	OFF	3256	0	0.00	0	68.0	68.0	68.0
NOON-1PM	3393	0.0	OFF	3393	0	0.00	0	67.8	67.8	67.8
1-2 PM	3045	0.0	OFF	3045	0	0.00	0	68.2	68.2	68.2
2-3 PM	3289	0.0	OFF	3289	0	0.00	0	67.9	67.9	67.9
3-4 PM	3306	0.0	OFF	3306	0	0.00	0	67.9	67.9	67.9
4-5 PM	3086	0.0	OFF	3086	0	0.00	0	68.2	68.2	68.2
5-6 PM	2941	0.0	OFF	2941	0	0.00	0	68.4	68.4	68.4
6-7 PM	2535	0.0	1499	1842	694	13.16+	328	68.9	11.4	36.1
7-8 PM	2106	0.0	1499	1500	606	16.28+	399	69.4	9.6	32.5
8-9 PM	1778	0.0	1500	1541	237	16.11+	395	69.8	9.6	32.4
9-10 PM	1687	0.0	1499	1500	187	16.30+	400	69.9	9.6	32.5
10-11 PM	1608	0.0	1500	1521	86	16.19+	397	70.0	9.6	32.5
11PM-MID	1209	0.0	1499	1209	0	10.95	283	70.2	13.3	34.1

"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	0.0230
MAIN ROUTE WITH WORKS	0.0210
'DIVERSION'	0.0020

PIA: Personal Injury Accidents

ROAD USER COSTS PER DAY	\$43,934
CONGESTED HOURS PER DAY*	5

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GRAPHICAL REPRESENTATION OF TRAFFIC MODEL INPUT AND OUTPUT
SATURDAY EASTBOUND DIRECTION

