

IH 94: CTH Y/LAYTON AVE TO CTH ZZ/COLLEGE AVE (MILWAUKEE COUNTY) CONTINUOUS (24 HOUR) 2 LANE CLOSURE NO DIVERSION ROUTE (MAX QUEUE METHOD)	AUGUST
	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	1302	0.0	1499	1275	28	14.07+	350	70.2	8.4	33.0	
1-2 AM	716	0.0	1500	716	0	0.90	28	70.2	46.0	45.8	
2-3 AM	729	0.0	1500	729	0	0.46	0	70.2	55.3	45.9	
3-4 AM	745	0.0	1500	745	0	0.46	0	70.2	55.3	45.8	
4-5 AM	1098	0.0	1499	1098	0	0.64	0	70.2	51.0	40.6	
5-6 AM	2930	0.0	1499	1951	979	12.68+	323	68.4	9.0	32.5	
6-7 AM	5276	0.0	1499	1500	3776	16.58+	420	56.1	7.5	32.5	
7-8 AM	5628	0.0	1500	1500	4128	16.47+	420	53.7	7.5	32.5	
8-9 AM	5263	0.0	1500	1500	3763	16.58+	420	56.2	7.5	32.5	
9-10 AM	4907	0.0	1500	1500	3407	16.69+	420	58.6	7.5	32.5	
10-11 AM	5173	0.0	1500	1500	3673	16.61+	420	56.8	7.5	32.5	
11AM-NOON	5288	0.0	1500	1500	3788	16.58+	420	56.0	7.5	32.5	
NOON-1PM	5478	0.0	1500	1500	3978	16.52+	420	54.7	7.5	32.5	
1-2 PM	5776	0.0	1500	1500	4276	16.42+	420	52.7	7.5	32.5	
2-3 PM	6004	0.0	1500	1500	4504	16.33+	420	51.2	7.5	32.5	
3-4 PM	6072	0.0	1500	1500	4572	16.31+	420	50.7	7.5	32.5	
4-5 PM	5579	0.0	1500	1500	4079	16.48+	420	54.0	7.5	32.5	
5-6 PM	5827	0.0	1500	1500	4327	16.40+	420	52.4	7.5	32.5	
6-7 PM	5537	0.0	1500	1500	4037	16.50+	420	54.3	7.5	32.5	
7-8 PM	4810	0.0	1500	1500	3310	16.72+	420	59.3	7.5	32.5	
8-9 PM	3815	0.0	1500	1500	2315	16.96+	420	66.1	7.5	32.5	
9-10 PM	3377	0.0	1499	1493	1885	16.99+	419	67.8	7.5	32.5	
10-11 PM	2838	0.0	1499	1485	1353	16.86+	415	68.5	7.5	32.5	
11PM-MID	2163	0.0	1499	1499	664	16.73+	411	69.4	7.6	32.5	

+ 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

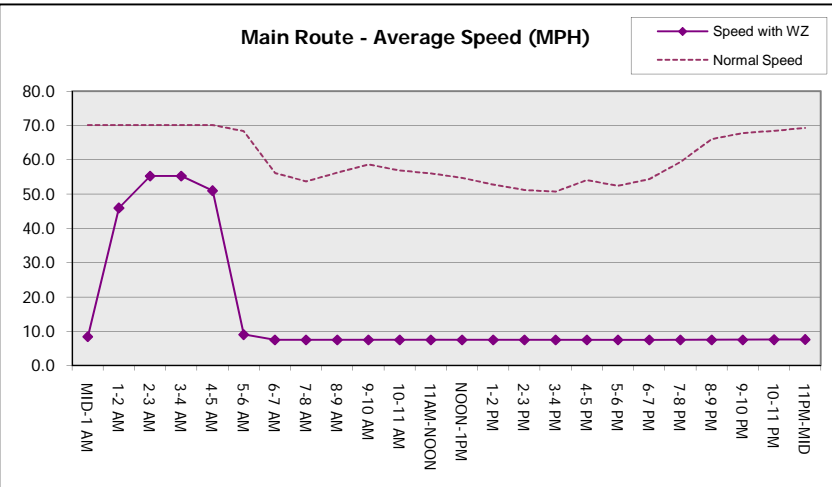
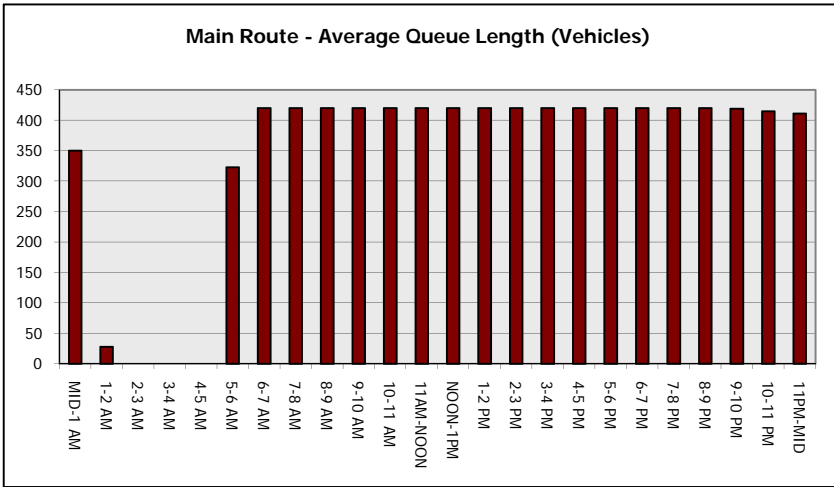
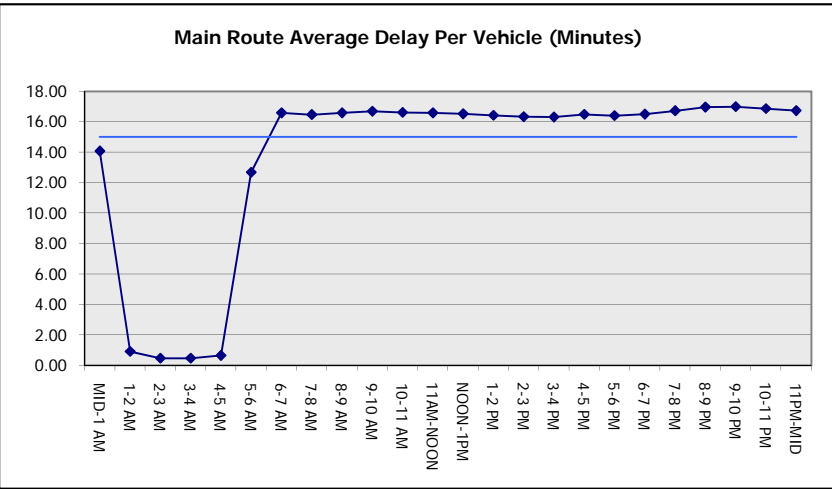
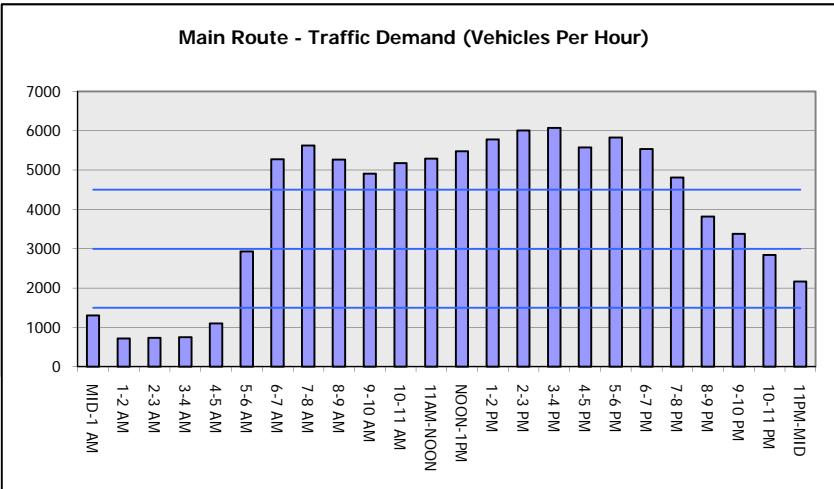
AVERAGE ACCIDENT NUMBERS (PIA/DAY)	
MAIN ROUTE WITHOUT WORKS	0.0307
MAIN ROUTE WITH WORKS	0.0085
'DIVERSION'	0.0463
PIA: Personal Injury Accidents	
IMPACTS ON ROAD USERS	
ROAD USER COSTS PER DAY	\$341,841
CONGESTED HOURS PER DAY*	20

*Delays Exceeding User-Specified Maximum

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CONTINUOUS (24 HOUR) 2 LANE CLOSURE
NO DIVERSION ROUTE (MAX QUEUE METHOD)

AUGUST
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 Construction Season

GRAPHICAL REPRESENTATION OF TRAFFIC MODEL INPUT AND OUTPUT
FRIDAY WESTBOUND DIRECTION



IH 94: CTH Y/LAYTON AVE TO CTH ZZ/COLLEGE AVE (MILWAUKEE COUNTY) CONTINUOUS (24 HOUR) 2 LANE CLOSURE NO DIVERSION ROUTE (MAX QUEUE METHOD)	AUGUST
	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	1063	0.0	1499	1063	0	8.99+	274	70.2	12.0	38.0	
1-2 AM	737	0.0	1500	737	0	0.46	0	70.2	55.3	45.9	
2-3 AM	760	0.0	1500	760	0	0.46	0	70.2	55.2	45.8	
3-4 AM	802	0.0	1500	802	0	0.47	0	70.2	55.1	45.6	
4-5 AM	1532	0.0	1499	1532	0	1.67	42	70.1	35.5	36.3	
5-6 AM	3247	0.0	1500	1818	1429	15.90+	396	68.0	7.8	32.5	
6-7 AM	4398	0.0	1499	1500	2898	16.83+	420	62.1	7.5	32.5	
7-8 AM	4197	0.0	1500	1500	2697	16.88+	420	63.5	7.5	32.5	
8-9 AM	4394	0.0	1500	1500	2895	16.83+	420	62.2	7.5	32.5	
9-10 AM	4498	0.0	1499	1500	2998	16.80+	420	61.4	7.5	32.5	
10-11 AM	4526	0.0	1500	1500	3026	16.79+	420	61.2	7.5	32.5	
11AM-NOON	4820	0.0	1500	1500	3320	16.71+	420	59.2	7.5	32.5	
NOON-1PM	5312	0.0	1500	1500	3812	16.57+	420	55.9	7.5	32.5	
1-2 PM	5572	0.0	1500	1500	4072	16.48+	420	54.1	7.5	32.5	
2-3 PM	6042	0.0	1500	1500	4542	16.32+	420	50.9	7.5	32.5	
3-4 PM	6499	0.0	1500	1500	4999	16.13+	420	47.8	7.5	32.5	
4-5 PM	6547	0.0	1500	1500	5047	16.11+	420	47.4	7.5	32.5	
5-6 PM	6630	0.0	1500	1500	5130	16.08+	420	46.9	7.5	32.5	
6-7 PM	5167	0.0	1500	1500	3667	16.61+	420	56.9	7.5	32.5	
7-8 PM	4084	0.0	1500	1497	2586	16.89+	420	64.3	7.5	32.5	
8-9 PM	3474	0.0	1499	1481	1993	16.95+	418	67.8	7.5	32.5	
9-10 PM	3474	0.0	1499	1491	1983	16.98+	419	67.8	7.5	32.5	
10-11 PM	3457	0.0	1499	1494	1963	16.99+	419	67.8	7.5	32.5	
11PM-MID	2502	0.0	1499	1488	1014	16.79+	413	68.9	7.5	32.5	

+ 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	0.0298
MAIN ROUTE WITH WORKS	0.0085
'DIVERSION'	0.0443

PIA: Personal Injury Accidents

ECONOMIC IMPACT ON ROAD USERS	
ROAD USER COSTS PER DAY	\$332,058
CONGESTED HOURS PER DAY*	20

*Delays Exceeding User-Specified Maximum

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FRIDAY EASTBOUND DIRECTION

