

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

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	1387	0.0	1499	1365	22	15.33+	376	70.2	7.9	32.5	
1-2 AM	875	0.0	1499	875	0	1.66	74	70.2	35.6	43.8	
2-3 AM	706	0.0	1500	706	0	0.46	0	70.2	55.4	46.0	
3-4 AM	649	0.0	1500	649	0	0.45	0	70.2	55.6	46.3	
4-5 AM	685	0.0	1500	685	0	0.45	0	70.2	55.5	46.1	
5-6 AM	1337	0.0	1499	1337	0	0.81	1	70.2	47.7	37.4	
6-7 AM	2059	0.0	1500	2016	42	7.96+	236	69.5	13.1	32.4	
7-8 AM	2616	0.0	1500	1420	1195	16.66+	411	68.8	7.6	33.0	
8-9 AM	3725	0.0	1499	1500	2225	16.98+	420	66.7	7.5	32.5	
9-10 AM	4361	0.0	1500	1500	2861	16.84+	420	62.3	7.5	32.5	
10-11 AM	4888	0.0	1500	1500	3388	16.70+	420	58.7	7.5	32.5	
11AM-NOON	5072	0.0	1500	1500	3572	16.64+	420	57.5	7.5	32.5	
NOON-1PM	5301	0.0	1500	1500	3801	16.57+	420	56.0	7.5	32.5	
1-2 PM	5395	0.0	1500	1500	3895	16.54+	420	55.3	7.5	32.5	
2-3 PM	5250	0.0	1500	1500	3750	16.59+	420	56.3	7.5	32.5	
3-4 PM	5143	0.0	1500	1500	3643	16.62+	420	57.0	7.5	32.5	
4-5 PM	4974	0.0	1500	1500	3474	16.67+	420	58.2	7.5	32.5	
5-6 PM	4732	0.0	1500	1500	3232	16.74+	420	59.8	7.5	32.5	
6-7 PM	4016	0.0	1500	1500	2516	16.92+	420	64.7	7.5	32.5	
7-8 PM	3645	0.0	1500	1500	2145	17.00+	420	67.3	7.5	32.5	
8-9 PM	3126	0.0	1499	1488	1638	16.96+	418	68.1	7.5	32.5	
9-10 PM	2885	0.0	1499	1492	1393	16.86+	415	68.4	7.5	32.5	
10-11 PM	2444	0.0	1500	1499	945	16.74+	412	69.0	7.6	32.5	
11PM-MID	1913	0.0	1500	1499	413	16.73+	411	69.7	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

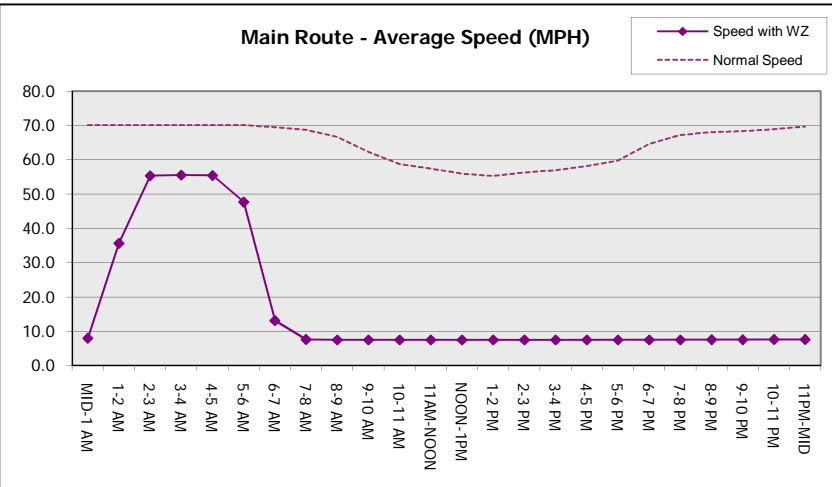
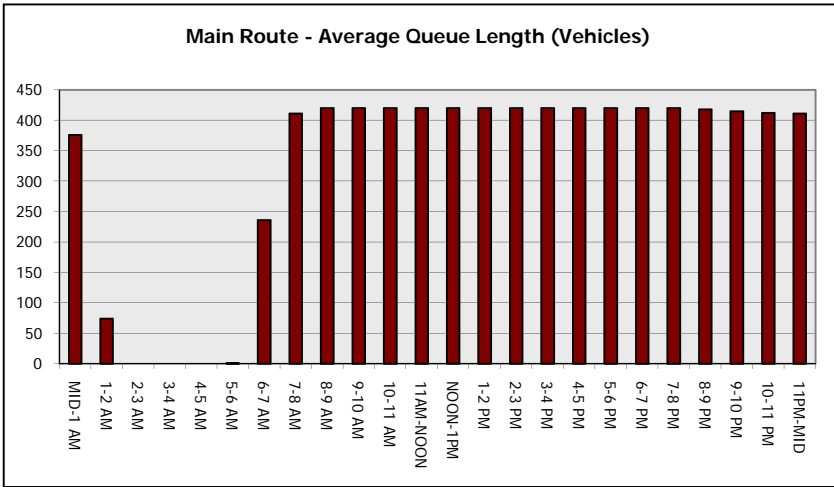
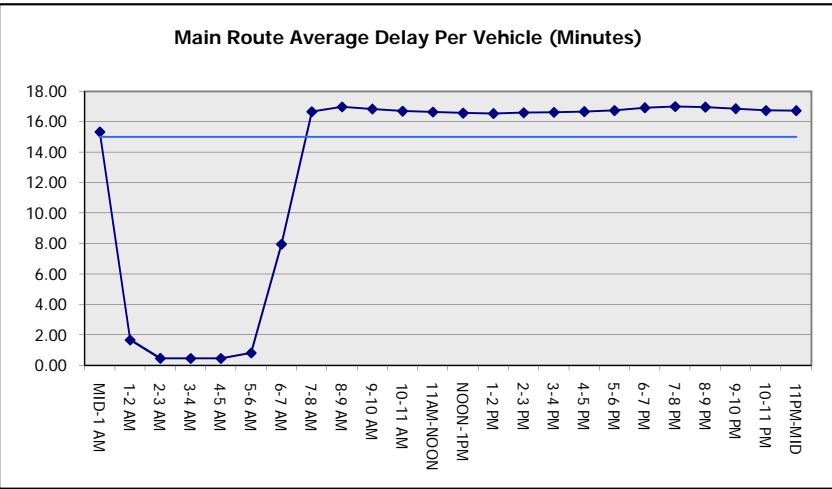
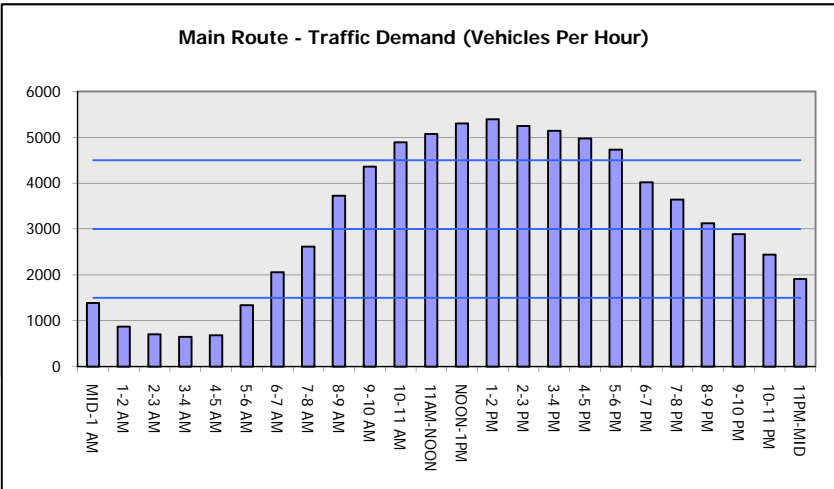
AVERAGE ACCIDENT NUMBERS (PIA/DAY)	
MAIN ROUTE WITHOUT WORKS	0.0246
MAIN ROUTE WITH WORKS	0.0083
'DIVERSION'	0.0326
PIA: Personal Injury Accidents	
IMPACTS ON ROAD USERS	
ROAD USER COSTS PER DAY	\$326,532
CONGESTED HOURS PER DAY*	19

*Delays Exceeding User-Specified Maximum

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

AUGUST
 Analyzed for 2009
 Construction Season

GRAPHICAL REPRESENTATION OF TRAFFIC MODEL INPUT AND OUTPUT
SATURDAY 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

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	1500	0.0	1500	1430	70	16.21+	397	70.2	7.7	32.5
1-2 AM	930	0.0	1499	930	0	2.41	121	70.2	29.4	41.7
2-3 AM	895	0.0	1500	895	0	0.48	0	70.2	54.8	45.2
3-4 AM	766	0.0	1500	766	0	0.46	0	70.2	55.2	45.8
4-5 AM	1052	0.0	1499	1052	0	0.53	0	70.2	53.5	43.5
5-6 AM	1763	0.0	1499	1763	0	4.06	105	69.9	20.7	32.5
6-7 AM	1891	0.0	1499	1665	226	15.36+	378	69.7	7.9	32.5
7-8 AM	2245	0.0	1499	1499	746	16.73+	411	69.2	7.6	32.5
8-9 AM	3112	0.0	1499	1496	1616	16.95+	418	68.2	7.5	32.5
9-10 AM	3937	0.0	1500	1500	2437	16.94+	420	65.3	7.5	32.5
10-11 AM	4476	0.0	1500	1500	2976	16.81+	420	61.6	7.5	32.5
11AM-NOON	4970	0.0	1500	1500	3470	16.67+	420	58.2	7.5	32.5
NOON-1PM	5207	0.0	1500	1500	3707	16.60+	420	56.6	7.5	32.5
1-2 PM	4996	0.0	1500	1500	3496	16.66+	420	58.0	7.5	32.5
2-3 PM	5292	0.0	1500	1500	3792	16.58+	420	56.0	7.5	32.5
3-4 PM	5121	0.0	1500	1500	3621	16.63+	420	57.2	7.5	32.5
4-5 PM	4861	0.0	1500	1500	3361	16.70+	420	58.9	7.5	32.5
5-6 PM	4444	0.0	1500	1500	2944	16.81+	420	61.8	7.5	32.5
6-7 PM	3856	0.0	1500	1500	2356	16.96+	420	65.8	7.5	32.5
7-8 PM	3422	0.0	1500	1500	1922	17.02+	420	67.8	7.5	32.5
8-9 PM	3273	0.0	1500	1500	1774	17.02+	420	68.0	7.5	32.5
9-10 PM	3420	0.0	1500	1500	1920	17.02+	420	67.8	7.5	32.5
10-11 PM	2713	0.0	1500	1497	1216	16.80+	414	68.7	7.5	32.5
11PM-MID	2041	0.0	1500	1499	542	16.73+	411	69.5	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	0.0243
MAIN ROUTE WITH WORKS	0.0086
'DIVERSION'	0.0311

PIA: Personal Injury Accidents

ECONOMIC IMPACT ON ROAD USERS	
ROAD USER COSTS PER DAY	\$324,157
CONGESTED HOURS PER DAY*	19

*Delays Exceeding User-Specified Maximum

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SATURDAY EASTBOUND DIRECTION

