

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

SUNDAY 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	1406	0.0	1500	1406	0	11.95	287	70.2	9.2	32.5	
1-2 AM	794	0.0	1500	794	0	1.12	40	70.2	42.5	45.4	
2-3 AM	544	0.0	1500	544	0	0.44	0	70.2	55.9	46.7	
3-4 AM	395	0.0	1500	395	0	0.42	0	70.2	56.4	47.4	
4-5 AM	433	0.0	1500	433	0	0.42	0	70.2	56.3	47.2	
5-6 AM	692	0.0	1500	692	0	0.46	0	70.2	55.4	46.1	
6-7 AM	1095	0.0	1500	1095	0	0.51	0	70.2	54.2	44.4	
7-8 AM	1350	0.0	1499	1350	0	0.80	0	70.2	47.7	36.6	
8-9 AM	2027	0.0	1499	2027	0	6.84+	212	69.5	14.7	32.5	
9-10 AM	2996	0.0	1500	1458	1538	16.87+	417	68.3	7.5	33.1	
10-11 AM	3891	0.0	1499	1495	2396	16.93+	420	65.6	7.5	32.5	
11AM-NOON	4179	0.0	1500	1500	2679	16.88+	420	63.6	7.5	32.5	
NOON-1PM	4534	0.0	1500	1500	3034	16.79+	420	61.2	7.5	32.5	
1-2 PM	4650	0.0	1500	1500	3150	16.76+	420	60.4	7.5	32.5	
2-3 PM	4647	0.0	1500	1500	3147	16.76+	420	60.4	7.5	32.5	
3-4 PM	4747	0.0	1500	1500	3247	16.73+	420	59.7	7.5	32.5	
4-5 PM	4790	0.0	1500	1500	3290	16.72+	420	59.4	7.5	32.5	
5-6 PM	4262	0.0	1500	1500	2762	16.86+	420	63.0	7.5	32.5	
6-7 PM	4177	0.0	1500	1500	2677	16.88+	420	63.6	7.5	32.5	
7-8 PM	3709	0.0	1499	1492	2217	16.96+	419	66.8	7.5	32.5	
8-9 PM	3195	0.0	1499	1476	1720	16.94+	418	68.1	7.5	32.5	
9-10 PM	2884	0.0	1499	1482	1402	16.87+	416	68.4	7.5	32.5	
10-11 PM	2171	0.0	1499	1499	672	16.73+	411	69.4	7.6	32.5	
11PM-MID	1427	0.0	1499	1387	40	15.54+	381	70.2	7.9	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

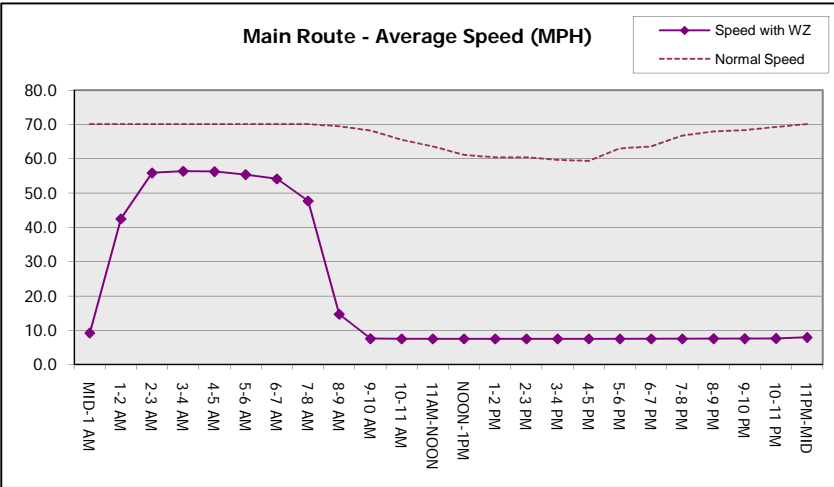
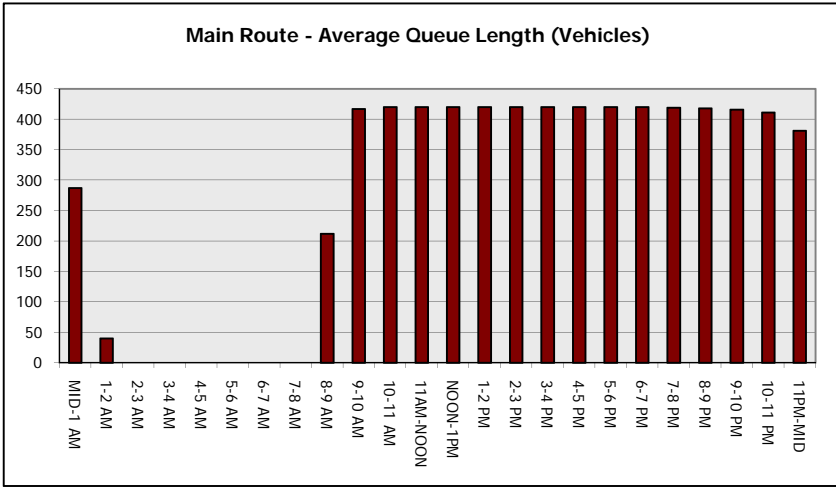
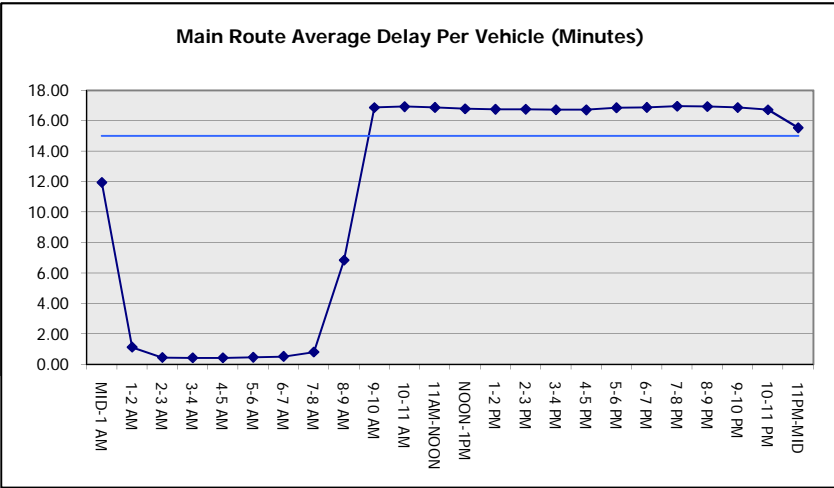
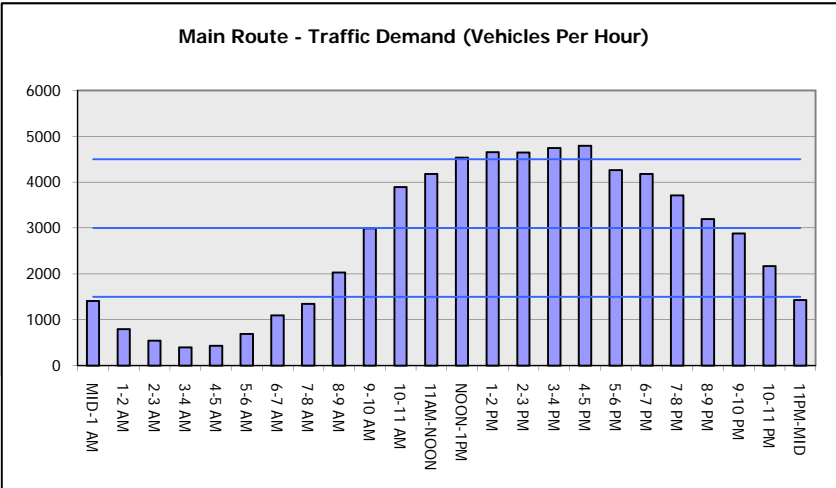
AVERAGE ACCIDENT NUMBERS (PIA/DAY)	
MAIN ROUTE WITHOUT WORKS	0.0207
MAIN ROUTE WITH WORKS	0.0078
'DIVERSION'	0.0251
PIA: Personal Injury Accidents	
IMPACTS ON ROAD USERS	
ROAD USER COSTS PER DAY	\$270,022
CONGESTED HOURS PER DAY*	16

*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
SUNDAY 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
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SUMMARY OF TRAFFIC MODEL OUTPUT

SUNDAY 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	1766	0.0	1500	1603	164	16.27+	400	69.9	7.7	32.4	
1-2 AM	1152	0.0	1499	1152	0	10.57+	282	70.2	10.4	35.1	
2-3 AM	908	0.0	1500	908	0	0.62	6	70.2	51.4	45.1	
3-4 AM	619	0.0	1500	619	0	0.45	0	70.2	55.6	46.4	
4-5 AM	700	0.0	1500	700	0	0.46	0	70.2	55.4	46.0	
5-6 AM	1082	0.0	1500	1082	0	0.50	0	70.2	54.2	44.5	
6-7 AM	1315	0.0	1499	1315	0	0.76	0	70.2	48.5	37.4	
7-8 AM	1613	0.0	1499	1613	0	1.80	29	70.0	34.2	32.5	
8-9 AM	2303	0.0	1500	1786	516	13.19+	336	69.2	8.8	32.4	
9-10 AM	3459	0.0	1499	1503	1956	17.00+	420	67.8	7.5	32.5	
10-11 AM	4183	0.0	1500	1500	2683	16.88+	420	63.6	7.5	32.5	
11AM-NOON	4892	0.0	1500	1500	3392	16.69+	420	58.7	7.5	32.5	
NOON-1PM	5619	0.0	1500	1500	4119	16.47+	420	53.8	7.5	32.5	
1-2 PM	5828	0.0	1500	1500	4328	16.40+	420	52.4	7.5	32.5	
2-3 PM	6055	0.0	1500	1500	4555	16.31+	420	50.8	7.5	32.5	
3-4 PM	5988	0.0	1500	1500	4488	16.34+	420	51.2	7.5	32.5	
4-5 PM	5806	0.0	1500	1500	4306	16.40+	420	52.5	7.5	32.5	
5-6 PM	5345	0.0	1500	1500	3845	16.56+	420	55.6	7.5	32.5	
6-7 PM	4907	0.0	1500	1500	3407	16.69+	420	58.6	7.5	32.5	
7-8 PM	3942	0.0	1500	1500	2442	16.94+	420	65.2	7.5	32.5	
8-9 PM	3431	0.0	1500	1501	1930	17.02+	420	67.8	7.5	32.5	
9-10 PM	2925	0.0	1500	1505	1420	16.88+	416	68.4	7.5	32.5	
10-11 PM	2057	0.0	1500	1500	557	16.73+	411	69.5	7.6	32.5	
11PM-MID	1414	0.0	1499	1414	0	15.46+	378	70.2	7.9	32.5	

+ 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	0.0246
MAIN ROUTE WITH WORKS	0.0084
'DIVERSION'	0.0325

PIA: Personal Injury Accidents

ROAD USER COSTS PER DAY	\$322,446
CONGESTED HOURS PER DAY*	18

*Delays Exceeding User-Specified Maximum

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SUNDAY EASTBOUND DIRECTION

