

IH 94: CTH ZZ/COLLEGE AVE TO CTH BB/RAWSON AVE (MILWAUKEE COUNTY) CONTINUOUS (24 HOUR) 2 LANE CLOSURE NO DIVERSION ROUTE (MAX QUEUE METHOD)	MAY
	Analyzed for 2009 Construction Season

SUMMARY OF TRAFFIC MODEL OUTPUT

MON-THUR 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	690	0.0	1500	690	0	0.23	0	70.2	55.3	46.1	
1-2 AM	394	0.0	1500	394	0	0.21	0	70.2	56.3	47.4	
2-3 AM	366	0.0	1500	366	0	0.21	0	70.2	56.3	47.5	
3-4 AM	456	0.0	1500	456	0	0.22	0	70.2	56.0	47.1	
4-5 AM	699	0.0	1500	699	0	0.23	0	70.2	55.3	46.1	
5-6 AM	2056	0.0	1499	2056	0	4.18	176	69.5	13.9	32.5	
6-7 AM	3929	0.0	1500	1462	2467	16.94+	433	65.3	5.4	33.3	
7-8 AM	4479	0.0	1499	1500	2979	16.96+	435	61.5	5.3	32.5	
8-9 AM	3612	0.0	1499	1460	2152	16.98+	432	67.5	5.4	32.5	
9-10 AM	2781	0.0	1499	1463	1318	16.80+	426	68.6	5.4	32.5	
10-11 AM	2936	0.0	1499	1490	1446	16.87+	428	68.4	5.4	32.5	
11AM-NOON	2946	0.0	1499	1498	1448	16.87+	428	68.4	5.4	32.5	
NOON-1PM	3067	0.0	1499	1502	1565	16.97+	431	68.2	5.4	32.5	
1-2 PM	3124	0.0	1500	1502	1622	17.02+	432	68.2	5.4	32.5	
2-3 PM	3666	0.0	1499	1500	2166	17.10+	435	67.1	5.3	32.5	
3-4 PM	3948	0.0	1500	1500	2448	17.06+	435	65.2	5.3	32.5	
4-5 PM	3744	0.0	1500	1500	2244	17.09+	435	66.6	5.3	32.5	
5-6 PM	3726	0.0	1500	1500	2226	17.09+	435	66.7	5.3	32.5	
6-7 PM	2886	0.0	1500	1494	1392	16.83+	427	68.4	5.4	32.5	
7-8 PM	2375	0.0	1500	1499	876	16.58+	420	69.1	5.5	32.5	
8-9 PM	2005	0.0	1500	1499	506	16.56+	420	69.6	5.5	32.5	
9-10 PM	1982	0.0	1499	1499	482	16.56+	420	69.6	5.5	32.5	
10-11 PM	1513	0.0	1500	1449	65	16.16+	409	70.2	5.5	32.5	
11PM-MID	1058	0.0	1499	1058	0	3.69	182	70.2	15.2	38.6	

+ 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

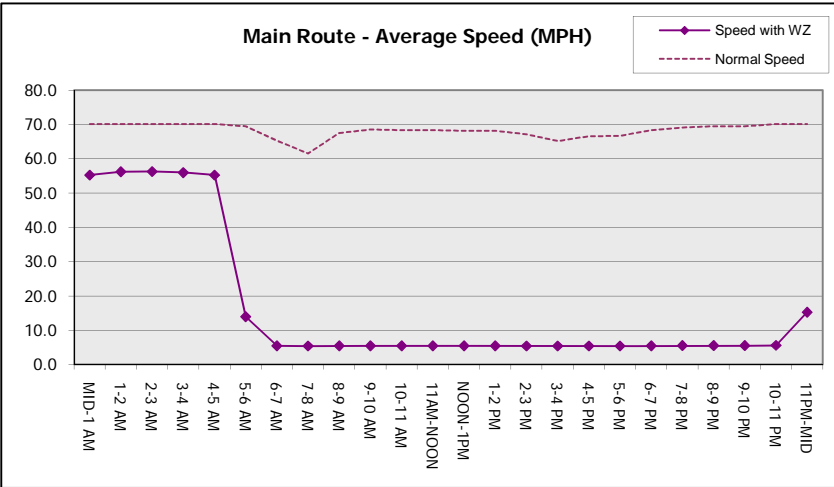
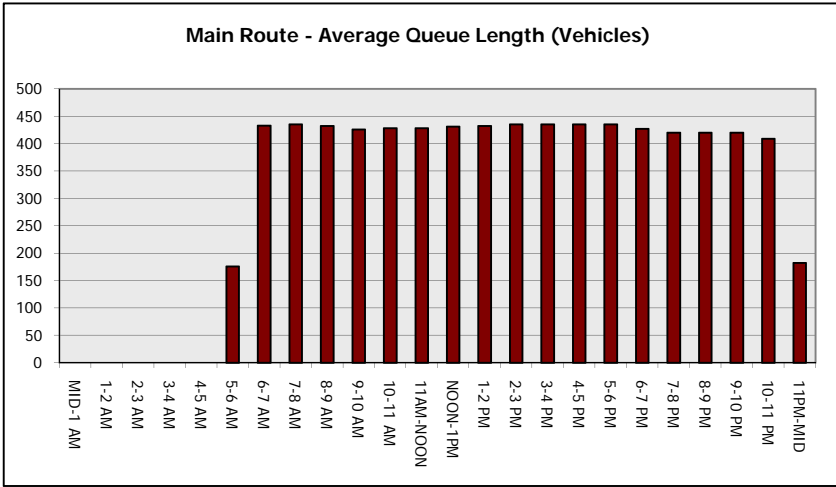
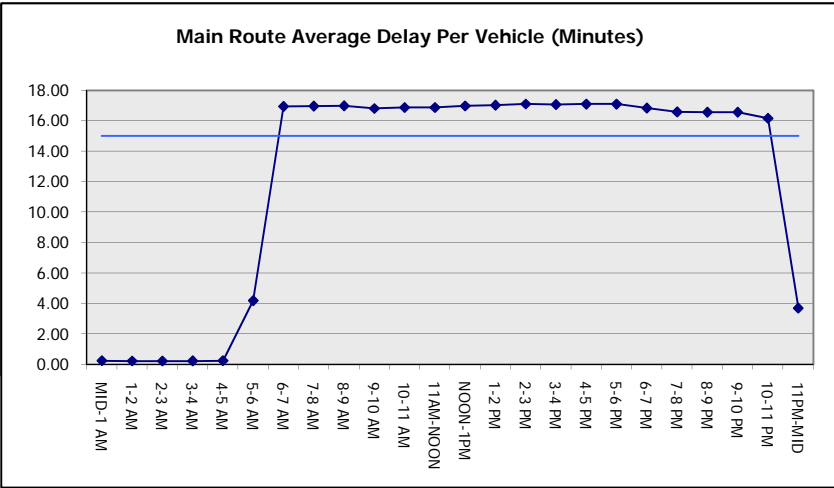
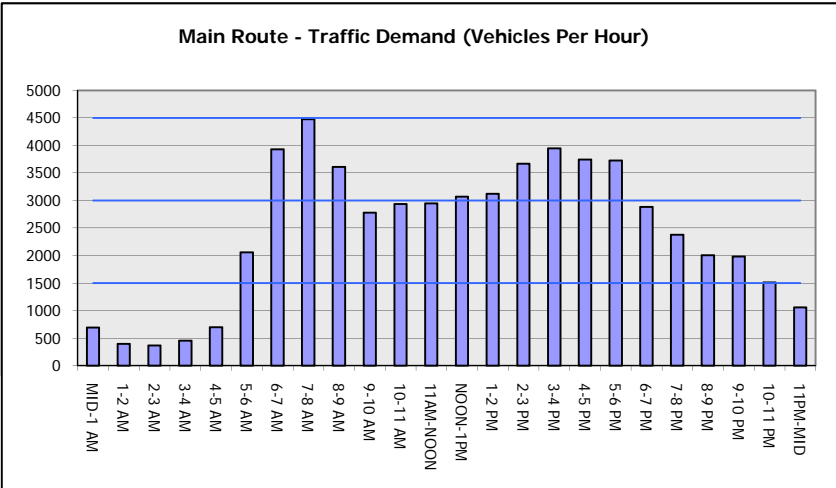
AVERAGE ACCIDENT NUMBERS (PIA/DAY)	
MAIN ROUTE WITHOUT WORKS	0.0093
MAIN ROUTE WITH WORKS	0.0016
'DIVERSION'	0.0101
PIA: Personal Injury Accidents	
IMPACTS ON ROAD USERS	
ROAD USER COSTS PER DAY	\$198,091
CONGESTED HOURS PER DAY*	17

*Delays Exceeding User-Specified Maximum

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MAY
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 Construction Season

GRAPHICAL REPRESENTATION OF TRAFFIC MODEL INPUT AND OUTPUT
MON-THUR WESTBOUND DIRECTION



IH 94: CTH ZZ/COLLEGE AVE TO CTH BB/RAWSON AVE (MILWAUKEE COUNTY) CONTINUOUS (24 HOUR) 2 LANE CLOSURE NO DIVERSION ROUTE (MAX QUEUE METHOD)	MAY
	Analyzed for 2009 Construction Season

SUMMARY OF TRAFFIC MODEL OUTPUT

MON-THUR 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	603	0.0	1500	603	0	0.22	0	70.2	55.6	46.5
1-2 AM	417	0.0	1500	417	0	0.21	0	70.2	56.1	47.3
2-3 AM	420	0.0	1500	420	0	0.21	0	70.2	56.1	47.3
3-4 AM	541	0.0	1500	541	0	0.22	0	70.2	55.8	46.8
4-5 AM	1059	0.0	1499	1059	0	0.30	0	70.2	51.8	41.7
5-6 AM	2420	0.0	1499	1830	590	10.11+	288	69.1	7.2	33.7
6-7 AM	3668	0.0	1500	1529	2138	16.95+	432	67.1	5.4	33.3
7-8 AM	3556	0.0	1500	1521	2035	17.01+	433	67.6	5.4	32.5
8-9 AM	3206	0.0	1500	1532	1674	16.96+	431	68.1	5.4	32.4
9-10 AM	2752	0.0	1500	1509	1242	16.70+	424	68.6	5.4	32.5
10-11 AM	2820	0.0	1500	1504	1316	16.76+	425	68.6	5.4	32.5
11AM-NOON	3039	0.0	1499	1505	1534	16.95+	430	68.2	5.4	32.5
NOON-1PM	3311	0.0	1499	1500	1810	17.11+	435	67.9	5.3	32.5
1-2 PM	3473	0.0	1500	1500	1973	17.11+	435	67.8	5.3	32.5
2-3 PM	4099	0.0	1500	1500	2599	17.03+	435	64.1	5.3	32.5
3-4 PM	4333	0.0	1500	1500	2833	16.99+	435	62.5	5.3	32.5
4-5 PM	4743	0.0	1500	1500	3243	16.92+	435	59.7	5.3	32.5
5-6 PM	4916	0.0	1500	1500	3416	16.88+	435	58.6	5.3	32.5
6-7 PM	3477	0.0	1500	1502	1975	17.09+	434	67.7	5.3	32.5
7-8 PM	2572	0.0	1500	1495	1078	16.64+	422	68.9	5.4	32.5
8-9 PM	2228	0.0	1499	1499	729	16.57+	420	69.2	5.5	32.5
9-10 PM	2059	0.0	1499	1499	560	16.57+	420	69.5	5.5	32.5
10-11 PM	1615	0.0	1500	1484	131	16.48+	417	70.0	5.5	32.5
11PM-MID	1035	0.0	1499	1035	0	4.56	211	70.2	13.2	38.4

+ 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	0.0099
MAIN ROUTE WITH WORKS	0.0016
'DIVERSION'	0.0114

PIA: Personal Injury Accidents

ECONOMIC IMPACT ON ROAD USERS	
ROAD USER COSTS PER DAY	\$213,443
CONGESTED HOURS PER DAY*	18

*Delays Exceeding User-Specified Maximum

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MON-THUR EASTBOUND DIRECTION

