

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

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	978	0.0	1500	978	0	0.84	46	70.2	35.6	43.0	
1-2 AM	620	0.0	1500	620	0	0.23	0	70.2	55.5	46.4	
2-3 AM	507	0.0	1500	507	0	0.22	0	70.2	55.9	46.9	
3-4 AM	424	0.0	1500	424	0	0.21	0	70.2	56.1	47.3	
4-5 AM	504	0.0	1500	504	0	0.22	0	70.2	55.9	46.9	
5-6 AM	917	0.0	1499	917	0	0.24	0	70.2	54.6	45.1	
6-7 AM	1474	0.0	1499	1474	0	0.80	13	70.2	36.3	34.5	
7-8 AM	1989	0.0	1500	1953	36	9.15+	260	69.6	7.6	32.4	
8-9 AM	2479	0.0	1500	1468	1011	16.74+	425	68.9	5.4	32.5	
9-10 AM	1977	0.0	1499	1477	501	16.50+	418	69.6	5.5	32.5	
10-11 AM	2568	0.0	1499	1485	1083	16.66+	423	68.9	5.4	32.5	
11AM-NOON	3521	0.0	1499	1500	2021	17.11+	435	67.7	5.3	32.5	
NOON-1PM	3543	0.0	1500	1500	2043	17.11+	435	67.6	5.3	32.5	
1-2 PM	3429	0.0	1500	1500	1929	17.11+	435	67.8	5.3	32.5	
2-3 PM	3758	0.0	1500	1500	2258	17.09+	435	66.5	5.3	32.5	
3-4 PM	3787	0.0	1500	1500	2287	17.08+	435	66.3	5.3	32.5	
4-5 PM	3690	0.0	1500	1500	2190	17.10+	435	66.9	5.3	32.5	
5-6 PM	3441	0.0	1500	1500	1941	17.11+	435	67.8	5.3	32.5	
6-7 PM	3063	0.0	1500	1495	1568	16.97+	431	68.2	5.4	32.5	
7-8 PM	1925	0.0	1500	1499	426	16.56+	420	69.7	5.5	32.5	
8-9 PM	1782	0.0	1499	1499	283	16.55+	419	69.8	5.5	32.5	
9-10 PM	2074	0.0	1499	1499	575	16.57+	420	69.5	5.5	32.5	
10-11 PM	1742	0.0	1500	1499	243	16.55+	419	69.9	5.5	32.5	
11PM-MID	1275	0.0	1499	1275	0	13.19+	338	70.2	6.1	32.7	

+ 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

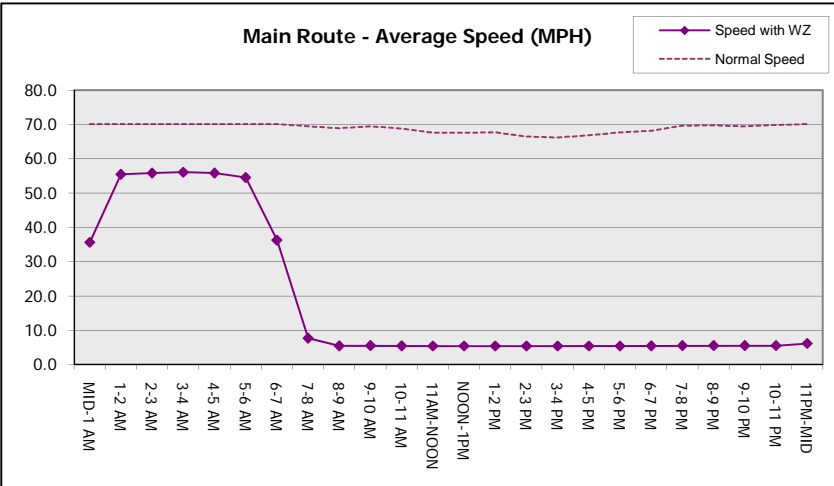
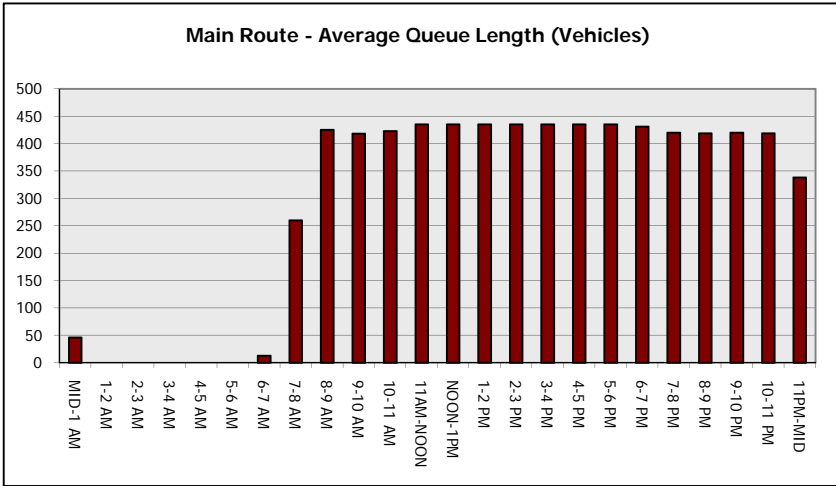
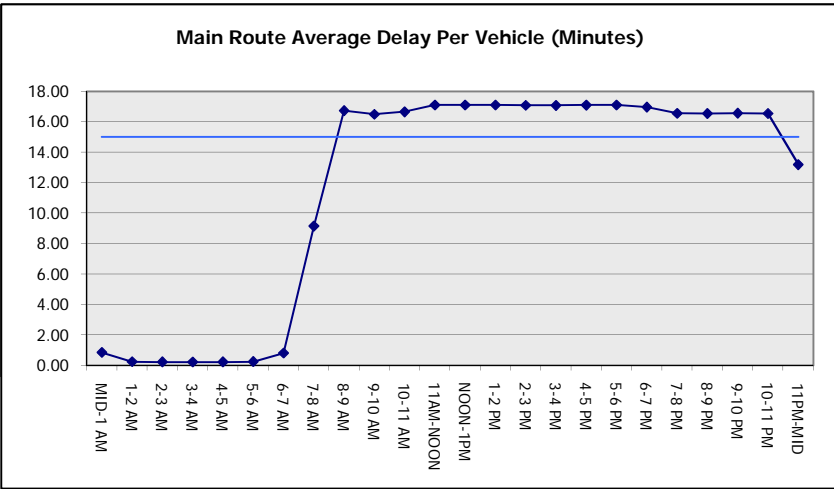
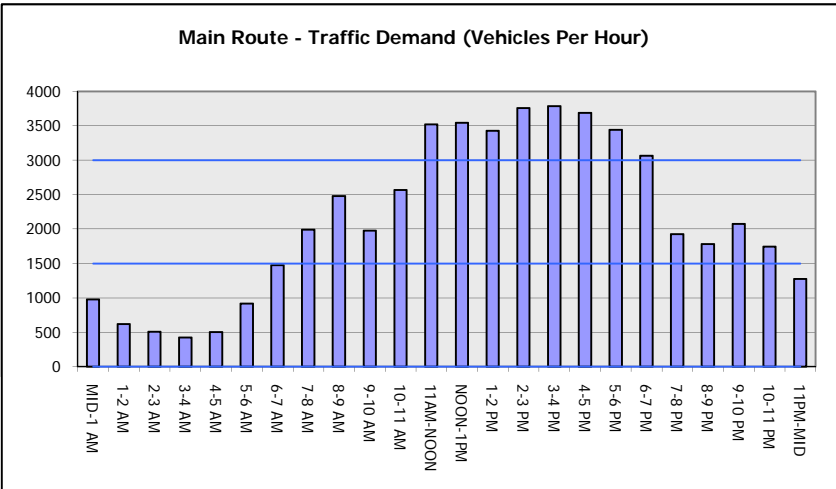
AVERAGE ACCIDENT NUMBERS (PIA/DAY)	
MAIN ROUTE WITHOUT WORKS	0.0082
MAIN ROUTE WITH WORKS	0.0016
'DIVERSION'	0.0075
PIA: Personal Injury Accidents	
IMPACTS ON ROAD USERS	
ROAD USER COSTS PER DAY	\$209,125
CONGESTED HOURS PER DAY*	17

*Delays Exceeding User-Specified Maximum

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MAY
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 Construction Season

GRAPHICAL REPRESENTATION OF TRAFFIC MODEL INPUT AND OUTPUT
SATURDAY 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
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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	923	0.0	1499	923	0	1.18	86	70.2	30.3	42.5
1-2 AM	657	0.0	1500	657	0	0.23	0	70.2	55.4	46.2
2-3 AM	635	0.0	1500	635	0	0.23	0	70.2	55.5	46.3
3-4 AM	517	0.0	1500	517	0	0.22	0	70.2	55.8	46.8
4-5 AM	726	0.0	1500	726	0	0.23	0	70.2	55.1	46.0
5-6 AM	1340	0.0	1499	1340	0	0.40	0	70.2	47.7	36.8
6-7 AM	1506	0.0	1499	1506	0	0.73	7	70.2	37.8	33.0
7-8 AM	1789	0.0	1500	1789	0	5.25	149	69.8	10.7	32.5
8-9 AM	2342	0.0	1499	1548	794	16.56+	420	69.1	5.5	32.5
9-10 AM	1988	0.0	1500	1506	481	16.56+	420	69.6	5.5	32.5
10-11 AM	2662	0.0	1500	1531	1131	16.72+	424	68.7	5.4	32.5
11AM-NOON	3576	0.0	1499	1501	2076	17.11+	435	67.6	5.3	32.5
NOON-1PM	3765	0.0	1500	1500	2265	17.08+	435	66.4	5.3	32.5
1-2 PM	3650	0.0	1500	1500	2150	17.10+	435	67.2	5.3	32.5
2-3 PM	3715	0.0	1500	1500	2215	17.09+	435	66.8	5.3	32.5
3-4 PM	3594	0.0	1500	1500	2094	17.11+	435	67.6	5.3	32.5
4-5 PM	3439	0.0	1500	1502	1937	17.10+	435	67.8	5.3	32.5
5-6 PM	3244	0.0	1500	1514	1730	17.05+	433	68.0	5.4	32.5
6-7 PM	2774	0.0	1500	1503	1271	16.73+	425	68.6	5.4	32.5
7-8 PM	1827	0.0	1500	1499	328	16.55+	419	69.7	5.5	32.5
8-9 PM	1801	0.0	1499	1499	302	16.55+	419	69.8	5.5	32.5
9-10 PM	2318	0.0	1499	1500	819	16.58+	420	69.2	5.5	32.5
10-11 PM	1815	0.0	1500	1500	315	16.55+	419	69.8	5.5	32.5
11PM-MID	1370	0.0	1499	1368	2	15.11+	383	70.2	5.7	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	0.0083
MAIN ROUTE WITH WORKS	0.0016
'DIVERSION'	0.0073

PIA: Personal Injury Accidents

ECONOMIC IMPACT ON ROAD USERS	
ROAD USER COSTS PER DAY	\$206,374
CONGESTED HOURS PER DAY*	16

*Delays Exceeding User-Specified Maximum

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GRAPHICAL REPRESENTATION OF TRAFFIC MODEL INPUT AND OUTPUT
SATURDAY EASTBOUND DIRECTION

