

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)	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	1026	0.0	1499	1026	0	2.08	132	70.2	22.1	39.9	
1-2 AM	647	0.0	1500	647	0	0.23	0	70.2	55.4	46.3	
2-3 AM	522	0.0	1500	522	0	0.22	0	70.2	55.8	46.8	
3-4 AM	480	0.0	1500	480	0	0.22	0	70.2	56.0	47.0	
4-5 AM	506	0.0	1500	506	0	0.22	0	70.2	55.9	46.9	
5-6 AM	989	0.0	1499	989	0	0.25	0	70.2	54.3	44.8	
6-7 AM	1523	0.0	1499	1523	0	0.91	17	70.2	34.0	33.6	
7-8 AM	1936	0.0	1500	1936	0	8.89+	250	69.6	7.7	32.5	
8-9 AM	2757	0.0	1500	1449	1308	16.88+	428	68.6	5.4	32.5	
9-10 AM	3227	0.0	1499	1488	1739	17.07+	434	68.0	5.4	32.5	
10-11 AM	3617	0.0	1500	1500	2117	17.11+	435	67.4	5.3	32.5	
11AM-NOON	3753	0.0	1500	1500	2253	17.09+	435	66.5	5.3	32.5	
NOON-1PM	3924	0.0	1500	1500	2424	17.06+	435	65.3	5.3	32.5	
1-2 PM	3993	0.0	1500	1500	2493	17.05+	435	64.9	5.3	32.5	
2-3 PM	3885	0.0	1500	1500	2385	17.07+	435	65.6	5.3	32.5	
3-4 PM	3806	0.0	1500	1500	2306	17.08+	435	66.1	5.3	32.5	
4-5 PM	3681	0.0	1500	1500	2181	17.10+	435	67.0	5.3	32.5	
5-6 PM	3502	0.0	1500	1500	2002	17.11+	435	67.7	5.3	32.5	
6-7 PM	2972	0.0	1499	1488	1484	16.90+	429	68.4	5.4	32.5	
7-8 PM	2697	0.0	1499	1494	1203	16.67+	423	68.7	5.4	32.5	
8-9 PM	2313	0.0	1500	1499	814	16.58+	420	69.2	5.5	32.5	
9-10 PM	2136	0.0	1499	1499	637	16.57+	420	69.4	5.5	32.5	
10-11 PM	1809	0.0	1500	1499	309	16.55+	419	69.8	5.5	32.5	
11PM-MID	1415	0.0	1499	1402	14	15.56+	394	70.2	5.6	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

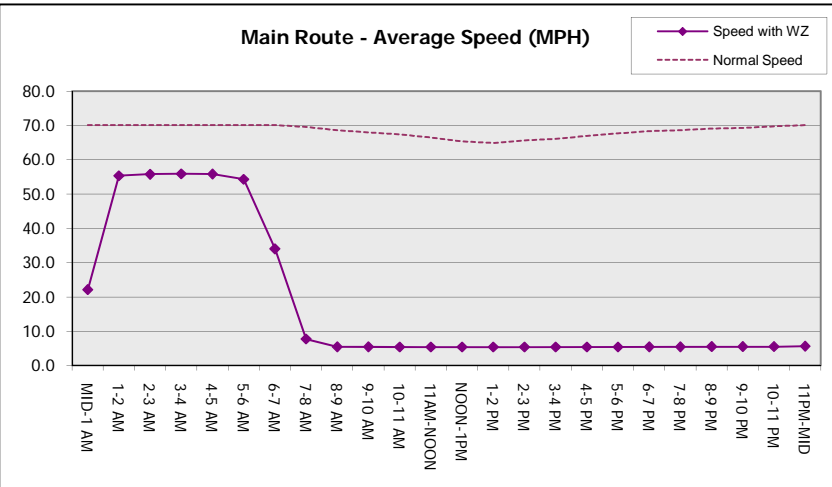
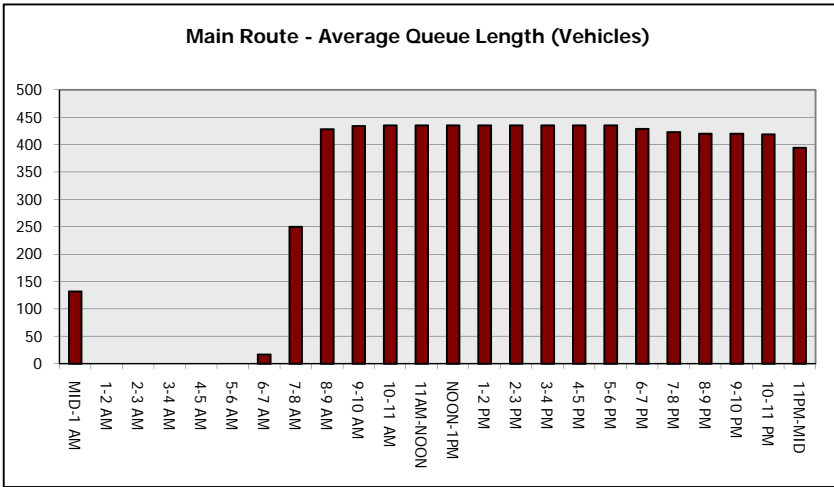
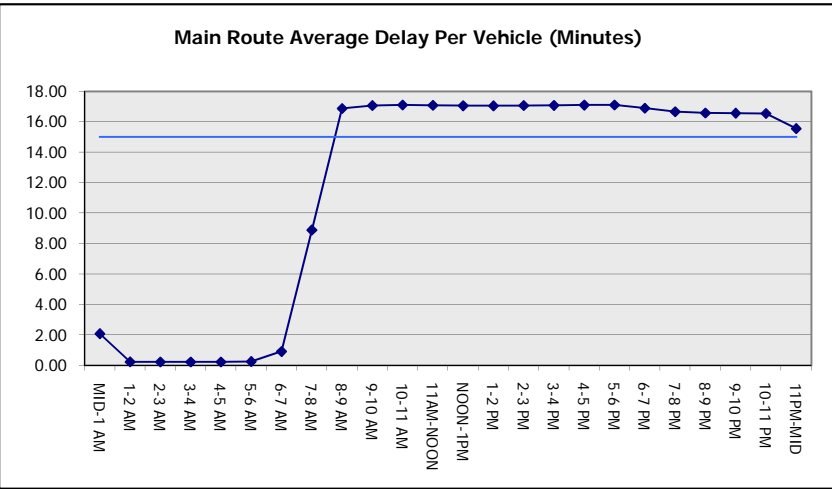
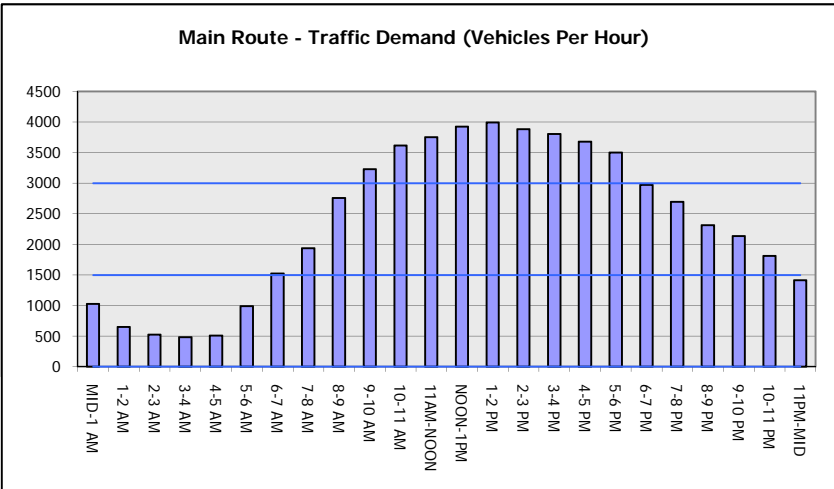
AVERAGE ACCIDENT NUMBERS (PIA/DAY)	
MAIN ROUTE WITHOUT WORKS	0.0091
MAIN ROUTE WITH WORKS	0.0016
'DIVERSION'	0.0095
PIA: Personal Injury Accidents	
IMPACTS ON ROAD USERS	
ROAD USER COSTS PER DAY	\$236,309
CONGESTED HOURS PER DAY*	17

*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 ZZ/COLLEGE AVE TO CTH BB/RAWSON 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	1110	0.0	1499	1110	0	5.74	204	70.2	10.8	37.1
1-2 AM	688	0.0	1500	688	0	0.23	0	70.2	55.3	46.1
2-3 AM	662	0.0	1500	662	0	0.23	0	70.2	55.4	46.2
3-4 AM	566	0.0	1500	566	0	0.22	0	70.2	55.7	46.6
4-5 AM	778	0.0	1500	778	0	0.24	0	70.2	55.0	45.7
5-6 AM	1305	0.0	1500	1305	0	0.38	0	70.2	48.5	37.6
6-7 AM	1399	0.0	1499	1399	0	0.44	0	70.2	46.2	35.0
7-8 AM	1661	0.0	1499	1661	0	1.80	52	70.0	22.6	32.5
8-9 AM	2303	0.0	1500	1811	492	14.45+	373	69.2	5.8	32.4
9-10 AM	2914	0.0	1499	1468	1446	16.90+	429	68.4	5.4	32.5
10-11 AM	3313	0.0	1499	1498	1815	17.11+	435	67.9	5.3	32.5
11AM-NOON	3678	0.0	1500	1500	2178	17.10+	435	67.0	5.3	32.5
NOON-1PM	3853	0.0	1500	1500	2353	17.07+	435	65.8	5.3	32.5
1-2 PM	3698	0.0	1500	1500	2198	17.09+	435	66.9	5.3	32.5
2-3 PM	3917	0.0	1500	1500	2417	17.06+	435	65.4	5.3	32.5
3-4 PM	3790	0.0	1500	1500	2290	17.08+	435	66.3	5.3	32.5
4-5 PM	3597	0.0	1500	1500	2097	17.11+	435	67.6	5.3	32.5
5-6 PM	3289	0.0	1500	1498	1791	17.10+	435	67.9	5.3	32.5
6-7 PM	2853	0.0	1500	1492	1361	16.80+	426	68.5	5.4	32.5
7-8 PM	2532	0.0	1500	1499	1034	16.59+	421	68.9	5.5	32.5
8-9 PM	2422	0.0	1500	1499	923	16.59+	421	69.1	5.5	32.5
9-10 PM	2531	0.0	1499	1499	1032	16.59+	421	68.9	5.5	32.5
10-11 PM	2008	0.0	1500	1499	509	16.56+	420	69.6	5.5	32.5
11PM-MID	1511	0.0	1500	1449	62	16.15+	409	70.2	5.5	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	0.0090
MAIN ROUTE WITH WORKS	0.0016
'DIVERSION'	0.0088

PIA: Personal Injury Accidents

ECONOMIC IMPACT ON ROAD USERS	
ROAD USER COSTS PER DAY	\$225,877
CONGESTED HOURS PER DAY*	16

*Delays Exceeding User-Specified Maximum

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SATURDAY EASTBOUND DIRECTION

