

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)	OCTOBER
	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	678	0.0	1500	678	0	0.23	0	70.2	55.3	46.1	
1-2 AM	408	0.0	1500	408	0	0.21	0	70.2	56.2	47.3	
2-3 AM	392	0.0	1500	392	0	0.21	0	70.2	56.3	47.4	
3-4 AM	453	0.0	1500	453	0	0.22	0	70.2	56.0	47.1	
4-5 AM	760	0.0	1500	760	0	0.23	0	70.2	55.1	45.8	
5-6 AM	2063	0.0	1499	2063	0	4.22	179	69.5	13.8	32.5	
6-7 AM	4035	0.0	1500	1461	2574	16.91+	433	64.6	5.4	33.6	
7-8 AM	4512	0.0	1499	1500	3012	16.96+	435	61.4	5.3	32.5	
8-9 AM	3747	0.0	1499	1463	2284	16.98+	432	66.6	5.4	32.5	
9-10 AM	3120	0.0	1499	1459	1661	16.97+	431	68.2	5.4	32.5	
10-11 AM	3015	0.0	1499	1488	1527	16.94+	430	68.3	5.4	32.5	
11AM-NOON	3036	0.0	1499	1498	1538	16.95+	430	68.2	5.4	32.5	
NOON-1PM	3140	0.0	1499	1502	1638	17.04+	433	68.1	5.4	32.5	
1-2 PM	3259	0.0	1500	1501	1758	17.10+	435	68.0	5.3	32.5	
2-3 PM	3636	0.0	1500	1500	2136	17.10+	435	67.3	5.3	32.5	
3-4 PM	4072	0.0	1500	1500	2572	17.04+	435	64.3	5.3	32.5	
4-5 PM	3858	0.0	1500	1500	2358	17.07+	435	65.8	5.3	32.5	
5-6 PM	3719	0.0	1500	1500	2219	17.09+	435	66.8	5.3	32.5	
6-7 PM	3140	0.0	1500	1497	1642	17.00+	432	68.1	5.4	32.5	
7-8 PM	2302	0.0	1500	1499	803	16.58+	420	69.2	5.5	32.5	
8-9 PM	1888	0.0	1499	1499	389	16.56+	419	69.7	5.5	32.5	
9-10 PM	1852	0.0	1499	1499	353	16.56+	419	69.7	5.5	32.5	
10-11 PM	1458	0.0	1499	1424	34	15.91+	403	70.2	5.5	32.5	
11PM-MID	1029	0.0	1499	1029	0	2.56	153	70.2	19.5	39.4	

+ INDICATES QUEUEING EXCEEDS USER-SPECIFIED MAXIMUM LIMIT

----- SITE BREAKDOWN DELAYS -----	
BREAKDOWN DURATION (MINS)	0
RANGE OF QUEUE DELAY - MIN	0.0
(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	0
(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	0.0095
MAIN ROUTE WITH WORKS	0.0016
'DIVERSION'	0.0105
<small>PIA: Personal Injury Accidents</small>	
IMPACTS ON ROAD USERS	
ROAD USER COSTS PER DAY	\$202,374
CONGESTED HOURS PER DAY*	17

*Delays Exceeding User-Specified Maximum

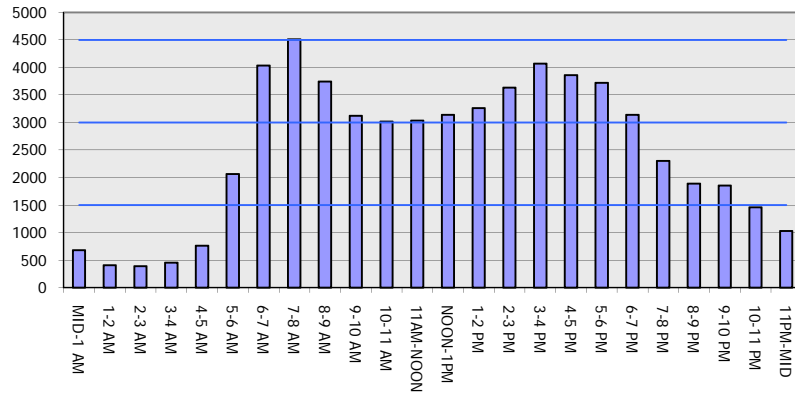
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NO DIVERSION ROUTE (MAX QUEUE METHOD)

OCTOBER

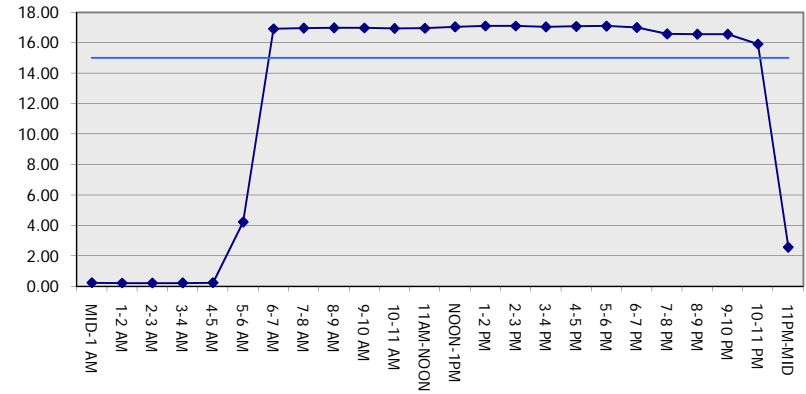
Analyzed for 2009
 Construction Season

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

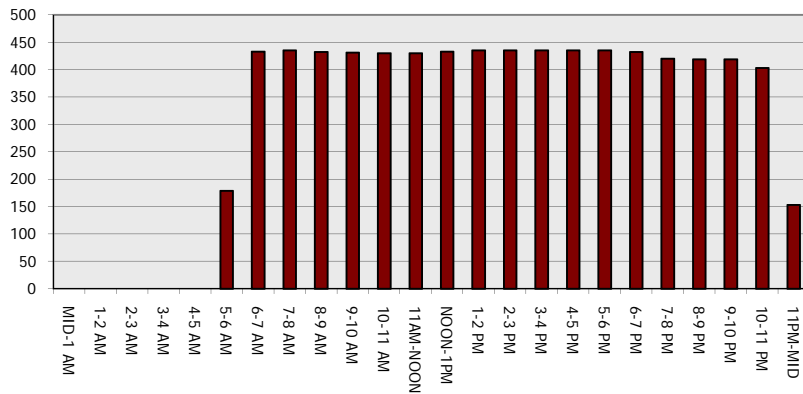
Main Route - Traffic Demand (Vehicles Per Hour)



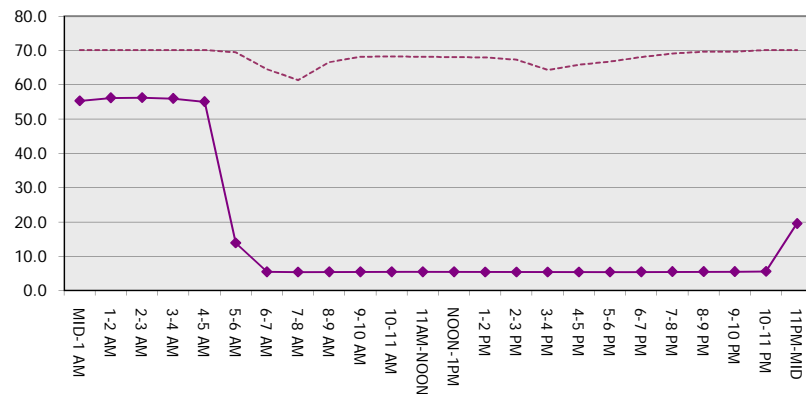
Main Route Average Delay Per Vehicle (Minutes)



Main Route - Average Queue Length (Vehicles)



Main Route - Average Speed (MPH)



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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	609	0.0	1500	609	0	0.23	0	70.2	55.5	46.5
1-2 AM	447	0.0	1500	447	0	0.22	0	70.2	56.1	47.1
2-3 AM	436	0.0	1500	436	0	0.21	0	70.2	56.1	47.2
3-4 AM	558	0.0	1500	558	0	0.22	0	70.2	55.7	46.6
4-5 AM	1041	0.0	1499	1041	0	0.29	0	70.2	52.4	42.4
5-6 AM	2269	0.0	1499	1977	291	7.94+	243	69.2	8.4	32.5
6-7 AM	3858	0.0	1500	1500	2358	17.07+	435	65.8	5.3	32.5
7-8 AM	3494	0.0	1499	1487	2006	17.07+	434	67.7	5.4	32.5
8-9 AM	3353	0.0	1499	1488	1865	17.07+	434	67.9	5.4	32.5
9-10 AM	2985	0.0	1499	1481	1504	16.92+	430	68.3	5.4	32.5
10-11 AM	2860	0.0	1499	1494	1365	16.80+	426	68.5	5.4	32.5
11AM-NOON	3065	0.0	1499	1503	1562	16.97+	431	68.2	5.4	32.5
NOON-1PM	3307	0.0	1499	1500	1807	17.11+	435	67.9	5.3	32.5
1-2 PM	3531	0.0	1500	1500	2031	17.11+	435	67.6	5.3	32.5
2-3 PM	4119	0.0	1500	1500	2619	17.03+	435	64.0	5.3	32.5
3-4 PM	4547	0.0	1500	1500	3047	16.95+	435	61.1	5.3	32.5
4-5 PM	4843	0.0	1500	1500	3343	16.90+	435	59.1	5.3	32.5
5-6 PM	4882	0.0	1500	1500	3382	16.89+	435	58.8	5.3	32.5
6-7 PM	3810	0.0	1500	1500	2310	17.08+	435	66.1	5.3	32.5
7-8 PM	2715	0.0	1500	1498	1217	16.72+	424	68.7	5.4	32.5
8-9 PM	2199	0.0	1499	1499	700	16.57+	420	69.3	5.5	32.5
9-10 PM	1992	0.0	1499	1499	493	16.56+	420	69.6	5.5	32.5
10-11 PM	1515	0.0	1500	1448	68	16.18+	410	70.2	5.5	32.5
11PM-MID	1039	0.0	1499	1039	0	3.35	178	70.2	16.4	38.9

+ 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	0.0101
MAIN ROUTE WITH WORKS	0.0016
'DIVERSION'	0.0118

PIA: Personal Injury Accidents

ROAD USER COSTS PER DAY	\$216,805
CONGESTED HOURS PER DAY*	18

*Delays Exceeding User-Specified Maximum

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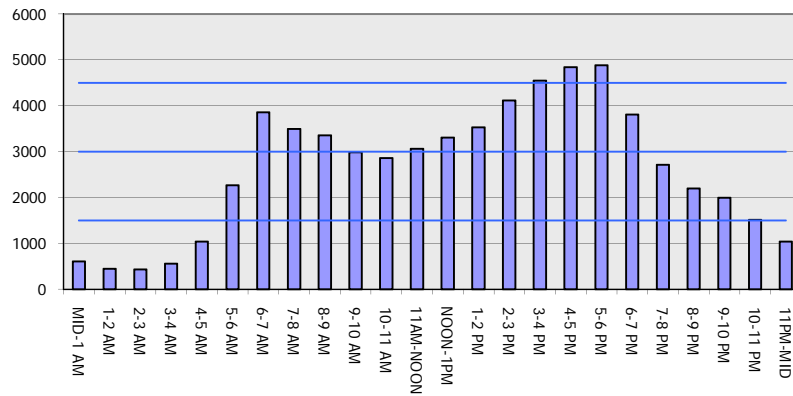
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GRAPHICAL REPRESENTATION OF TRAFFIC MODEL INPUT AND OUTPUT

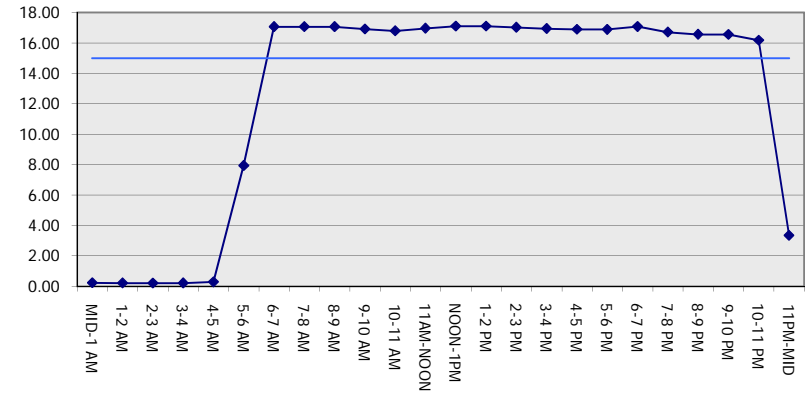
MON-THUR

EASTBOUND DIRECTION

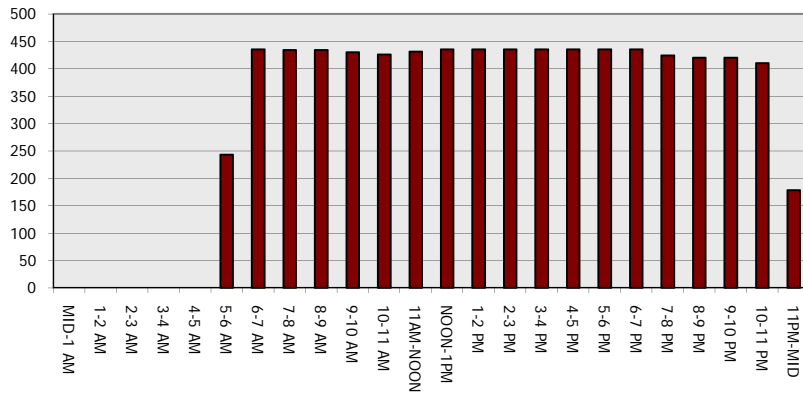
Main Route - Traffic Demand (Vehicles Per Hour)



Main Route Average Delay Per Vehicle (Minutes)



Main Route - Average Queue Length (Vehicles)



Main Route - Average Speed (MPH)

