

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

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	989	0.0	1499	989	0	2.76	170	70.2	18.8	39.4	
1-2 AM	557	0.0	1500	557	0	0.22	0	70.2	55.7	46.6	
2-3 AM	491	0.0	1500	491	0	0.22	0	70.2	55.9	46.9	
3-4 AM	450	0.0	1500	450	0	0.22	0	70.2	56.1	47.1	
4-5 AM	562	0.0	1500	562	0	0.22	0	70.2	55.7	46.6	
5-6 AM	932	0.0	1499	932	0	0.25	0	70.2	54.5	45.1	
6-7 AM	1471	0.0	1499	1471	0	0.79	13	70.2	36.4	34.6	
7-8 AM	2026	0.0	1500	1934	91	9.30+	263	69.5	7.5	32.4	
8-9 AM	2665	0.0	1500	1464	1201	16.78+	426	68.7	5.4	32.5	
9-10 AM	3010	0.0	1499	1483	1527	16.94+	430	68.3	5.4	32.5	
10-11 AM	3296	0.0	1499	1500	1796	17.12+	435	67.9	5.3	32.5	
11AM-NOON	3563	0.0	1500	1500	2063	17.11+	435	67.6	5.3	32.5	
NOON-1PM	3696	0.0	1500	1500	2196	17.09+	435	66.9	5.3	32.5	
1-2 PM	3546	0.0	1500	1500	2046	17.11+	435	67.6	5.3	32.5	
2-3 PM	3608	0.0	1500	1500	2108	17.11+	435	67.5	5.3	32.5	
3-4 PM	3717	0.0	1500	1500	2217	17.09+	435	66.8	5.3	32.5	
4-5 PM	3677	0.0	1500	1500	2177	17.10+	435	67.1	5.3	32.5	
5-6 PM	3732	0.0	1500	1500	2232	17.09+	435	66.7	5.3	32.5	
6-7 PM	3339	0.0	1500	1500	1840	17.11+	435	67.9	5.3	32.5	
7-8 PM	2712	0.0	1500	1494	1218	16.70+	424	68.7	5.4	32.5	
8-9 PM	2180	0.0	1500	1499	681	16.57+	420	69.3	5.5	32.5	
9-10 PM	2080	0.0	1499	1499	581	16.57+	420	69.4	5.5	32.5	
10-11 PM	1873	0.0	1499	1499	374	16.56+	419	69.7	5.5	32.5	
11PM-MID	1522	0.0	1500	1456	67	16.25+	411	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	0.0089
MAIN ROUTE WITH WORKS	0.0016
'DIVERSION'	0.0090
PIA: Personal Injury Accidents	
IMPACTS ON ROAD USERS	
ROAD USER COSTS PER DAY	\$231,154
CONGESTED HOURS PER DAY*	17

*Delays Exceeding User-Specified Maximum

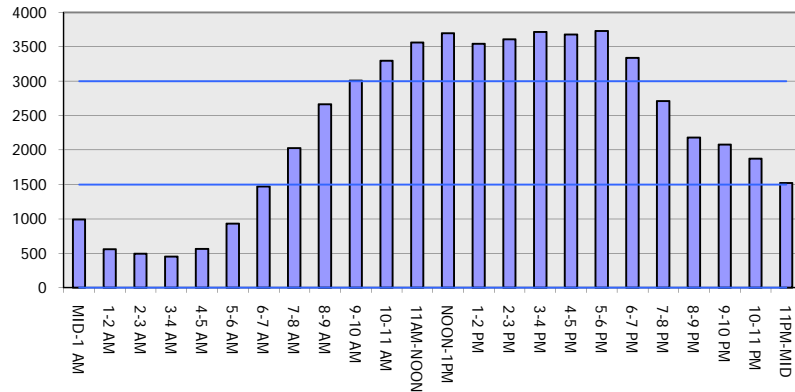
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CONTINUOUS (24 HOUR) 2 LANE CLOSURE
NO DIVERSION ROUTE (MAX QUEUE METHOD)

OCTOBER

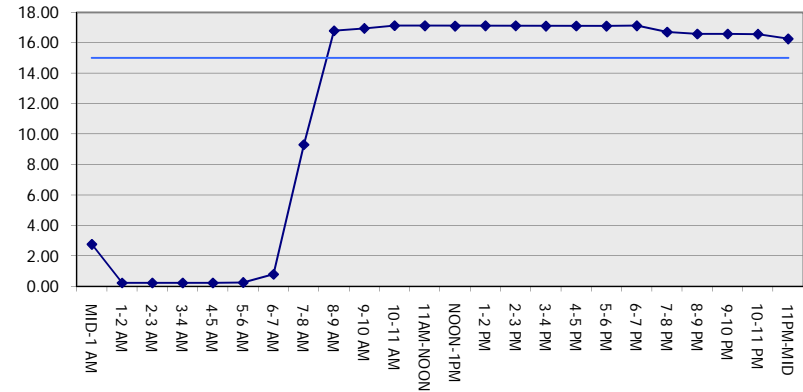
Analyzed for 2009
 Construction Season

GRAPHICAL REPRESENTATION OF TRAFFIC MODEL INPUT AND OUTPUT
SATURDAY WESTBOUND DIRECTION

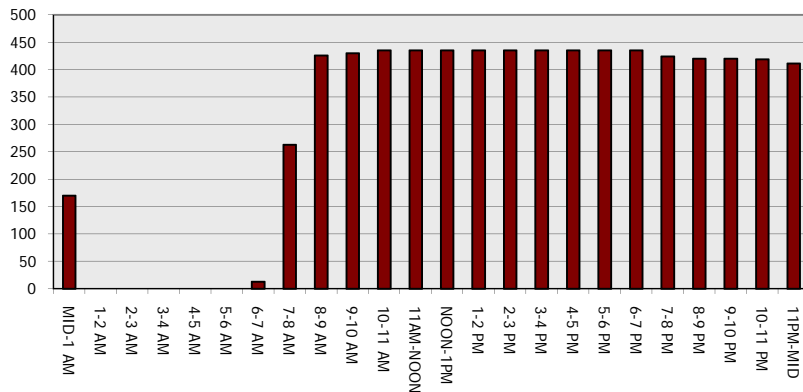
Main Route - Traffic Demand (Vehicles Per Hour)



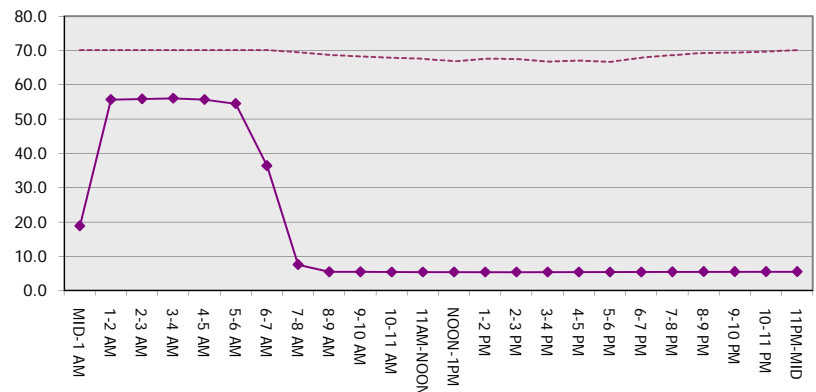
Main Route Average Delay Per Vehicle (Minutes)



Main Route - Average Queue Length (Vehicles)



Main Route - Average Speed (MPH)



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SUMMARY OF TRAFFIC MODEL OUTPUT

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	945	0.0	1499	945	0	1.29	92	70.2	29.1	41.9	
1-2 AM	628	0.0	1500	628	0	0.23	0	70.2	55.5	46.3	
2-3 AM	596	0.0	1500	596	0	0.22	0	70.2	55.6	46.5	
3-4 AM	550	0.0	1500	550	0	0.22	0	70.2	55.7	46.7	
4-5 AM	692	0.0	1500	692	0	0.23	0	70.2	55.3	46.1	
5-6 AM	1177	0.0	1499	1177	0	0.31	0	70.2	51.5	41.3	
6-7 AM	1605	0.0	1499	1605	0	1.30	31	70.0	27.8	32.5	
7-8 AM	1858	0.0	1500	1858	0	9.60	257	69.7	7.3	32.5	
8-9 AM	2448	0.0	1499	1487	961	16.64+	422	69.0	5.4	32.5	
9-10 AM	3075	0.0	1499	1487	1588	16.99+	432	68.2	5.4	32.5	
10-11 AM	3341	0.0	1499	1500	1841	17.12+	435	67.9	5.3	32.5	
11AM-NOON	3708	0.0	1500	1500	2208	17.09+	435	66.8	5.3	32.5	
NOON-1PM	3864	0.0	1500	1500	2364	17.07+	435	65.8	5.3	32.5	
1-2 PM	3468	0.0	1500	1500	1968	17.11+	435	67.8	5.3	32.5	
2-3 PM	3745	0.0	1500	1500	2245	17.09+	435	66.6	5.3	32.5	
3-4 PM	3766	0.0	1500	1500	2266	17.08+	435	66.4	5.3	32.5	
4-5 PM	3515	0.0	1500	1500	2015	17.11+	435	67.7	5.3	32.5	
5-6 PM	3350	0.0	1500	1500	1850	17.12+	435	67.9	5.3	32.5	
6-7 PM	2888	0.0	1500	1492	1396	16.83+	427	68.4	5.4	32.5	
7-8 PM	2398	0.0	1500	1499	899	16.58+	420	69.1	5.5	32.5	
8-9 PM	2025	0.0	1500	1499	526	16.56+	420	69.6	5.5	32.5	
9-10 PM	1921	0.0	1499	1499	422	16.56+	420	69.7	5.5	32.5	
10-11 PM	1831	0.0	1499	1499	332	16.55+	419	69.7	5.5	32.5	
11PM-MID	1377	0.0	1499	1369	9	15.13+	384	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	0.0087
MAIN ROUTE WITH WORKS	0.0016
'DIVERSION'	0.0084

PIA: Personal Injury Accidents

ECONOMIC IMPACT ON ROAD USERS	
ROAD USER COSTS PER DAY	\$223,059
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

