

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

SUNDAY 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	991	0.0	1500	991	0	0.25	0	70.2	54.3	44.8
1-2 AM	545	0.0	1500	545	0	0.22	0	70.2	55.8	46.7
2-3 AM	456	0.0	1500	456	0	0.22	0	70.2	56.0	47.1
3-4 AM	304	0.0	1500	304	0	0.21	0	70.2	56.5	47.8
4-5 AM	328	0.0	1500	328	0	0.21	0	70.2	56.4	47.7
5-6 AM	482	0.0	1500	482	0	0.22	0	70.2	56.0	47.0
6-7 AM	859	0.0	1500	859	0	0.24	0	70.2	54.8	45.4
7-8 AM	1097	0.0	1499	1097	0	0.27	0	70.2	53.1	43.3
8-9 AM	1529	0.0	1499	1529	0	0.93	19	70.1	33.6	33.6
9-10 AM	2098	0.0	1500	1814	284	10.84+	296	69.4	6.9	32.4
10-11 AM	2718	0.0	1499	1523	1194	16.71+	424	68.7	5.4	32.5
11AM-NOON	3164	0.0	1500	1512	1652	17.03+	433	68.1	5.4	32.5
NOON-1PM	3426	0.0	1500	1500	1926	17.11+	435	67.8	5.3	32.5
1-2 PM	3443	0.0	1500	1500	1943	17.11+	435	67.8	5.3	32.5
2-3 PM	3409	0.0	1500	1500	1909	17.11+	435	67.8	5.3	32.5
3-4 PM	3622	0.0	1500	1500	2122	17.11+	435	67.4	5.3	32.5
4-5 PM	3606	0.0	1500	1500	2106	17.11+	435	67.5	5.3	32.5
5-6 PM	3530	0.0	1500	1500	2030	17.11+	435	67.6	5.3	32.5
6-7 PM	3159	0.0	1500	1503	1656	17.03+	433	68.1	5.4	32.5
7-8 PM	2702	0.0	1500	1498	1204	16.69+	423	68.7	5.4	32.5
8-9 PM	2099	0.0	1500	1499	600	16.57+	420	69.4	5.5	32.5
9-10 PM	1898	0.0	1499	1499	399	16.56+	419	69.7	5.5	32.5
10-11 PM	1396	0.0	1499	1380	15	15.32+	388	70.2	5.7	32.5
11PM-MID	995	0.0	1499	995	0	1.47	102	70.2	27.1	41.4

+ 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	0.0076
MAIN ROUTE WITH WORKS	0.0015
'DIVERSION'	0.0070
PIA: Personal Injury Accidents	
IMPACTS ON ROAD USERS	
ROAD USER COSTS PER DAY	\$187,376
CONGESTED HOURS PER DAY*	14

*Delays Exceeding User-Specified Maximum

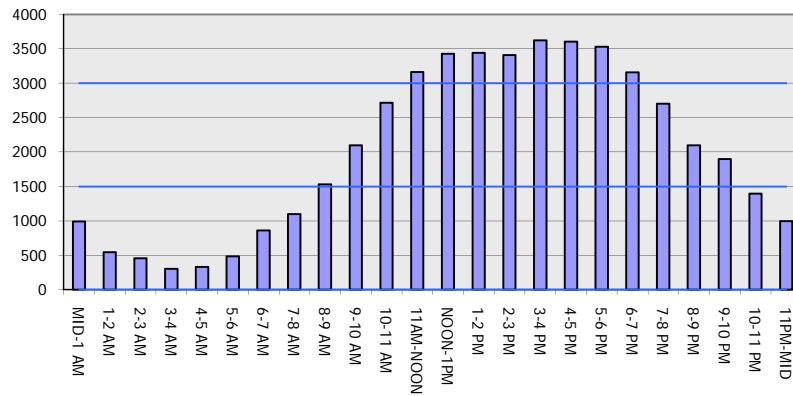
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CONTINUOUS (24 HOUR) 2 LANE CLOSURE
NO DIVERSION ROUTE (MAX QUEUE METHOD)

OCTOBER

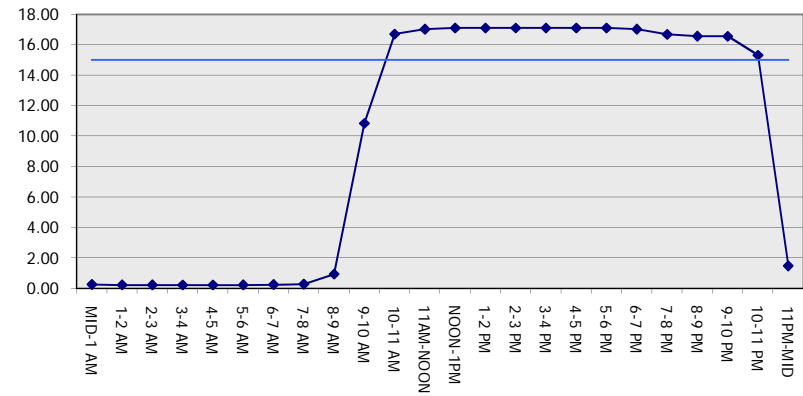
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GRAPHICAL REPRESENTATION OF TRAFFIC MODEL INPUT AND OUTPUT
SUNDAY WESTBOUND DIRECTION

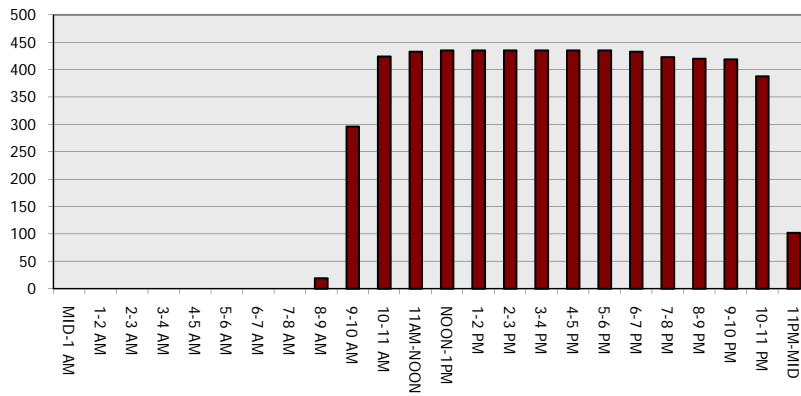
Main Route - Traffic Demand (Vehicles Per Hour)



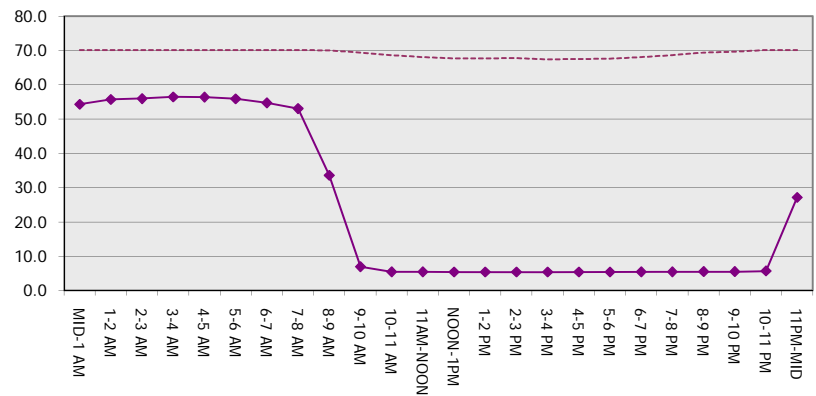
Main Route Average Delay Per Vehicle (Minutes)



Main Route - Average Queue Length (Vehicles)



Main Route - Average Speed (MPH)



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SUMMARY OF TRAFFIC MODEL OUTPUT

SUNDAY 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	986	0.0	1500	986	0	0.25	0	70.2	54.3	44.8
1-2 AM	668	0.0	1500	668	0	0.23	0	70.2	55.3	46.2
2-3 AM	716	0.0	1500	716	0	0.23	0	70.2	55.2	46.0
3-4 AM	450	0.0	1500	450	0	0.22	0	70.2	56.1	47.1
4-5 AM	484	0.0	1500	484	0	0.22	0	70.2	56.0	47.0
5-6 AM	665	0.0	1500	665	0	0.23	0	70.2	55.3	46.2
6-7 AM	988	0.0	1500	988	0	0.25	0	70.2	54.3	44.8
7-8 AM	1253	0.0	1499	1253	0	0.34	0	70.2	50.1	39.5
8-9 AM	1690	0.0	1499	1690	0	1.69	55	69.9	23.5	32.5
9-10 AM	2510	0.0	1500	1802	708	15.61+	401	68.9	5.7	32.9
10-11 AM	3079	0.0	1499	1459	1620	16.98+	431	68.2	5.4	32.5
11AM-NOON	3366	0.0	1499	1496	1870	17.10+	435	67.9	5.3	32.5
NOON-1PM	3820	0.0	1500	1500	2320	17.08+	435	66.1	5.3	32.5
1-2 PM	3995	0.0	1500	1500	2495	17.05+	435	64.9	5.3	32.5
2-3 PM	4023	0.0	1500	1500	2523	17.04+	435	64.6	5.3	32.5
3-4 PM	4138	0.0	1500	1500	2638	17.02+	435	63.9	5.3	32.5
4-5 PM	4078	0.0	1500	1500	2578	17.03+	435	64.3	5.3	32.5
5-6 PM	3633	0.0	1500	1500	2133	17.10+	435	67.3	5.3	32.5
6-7 PM	3401	0.0	1500	1499	1902	17.11+	435	67.8	5.3	32.5
7-8 PM	2848	0.0	1499	1485	1363	16.80+	427	68.5	5.4	32.5
8-9 PM	2082	0.0	1500	1499	584	16.57+	420	69.4	5.5	32.5
9-10 PM	1689	0.0	1500	1498	191	16.55+	419	69.9	5.5	32.5
10-11 PM	1212	0.0	1499	1212	0	11.74+	307	70.2	6.5	33.7
11PM-MID	931	0.0	1500	931	0	0.48	17	70.2	45.1	45.0

+ 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	0.0084
MAIN ROUTE WITH WORKS	0.0015
'DIVERSION'	0.0085

PIA: Personal Injury Accidents

ECONOMIC IMPACT ON ROAD USERS	
ROAD USER COSTS PER DAY	\$206,320
CONGESTED HOURS PER DAY*	14

*Delays Exceeding User-Specified Maximum

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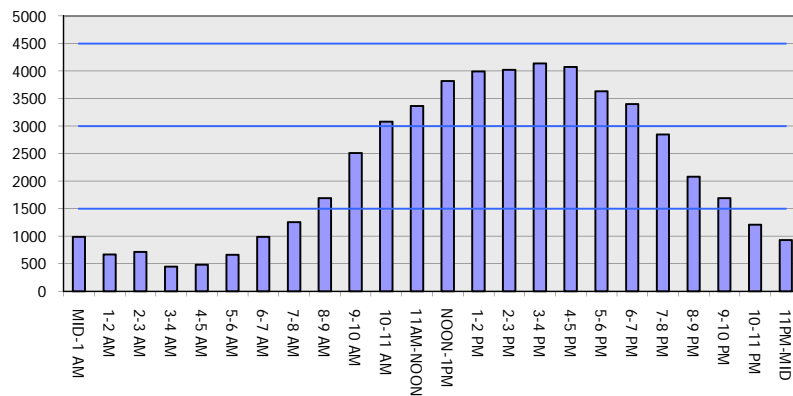
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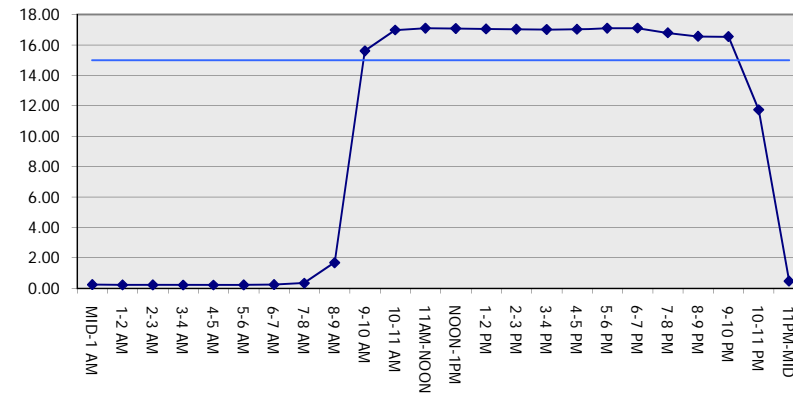
GRAPHICAL REPRESENTATION OF TRAFFIC MODEL INPUT AND OUTPUT

SUNDAY EASTBOUND DIRECTION

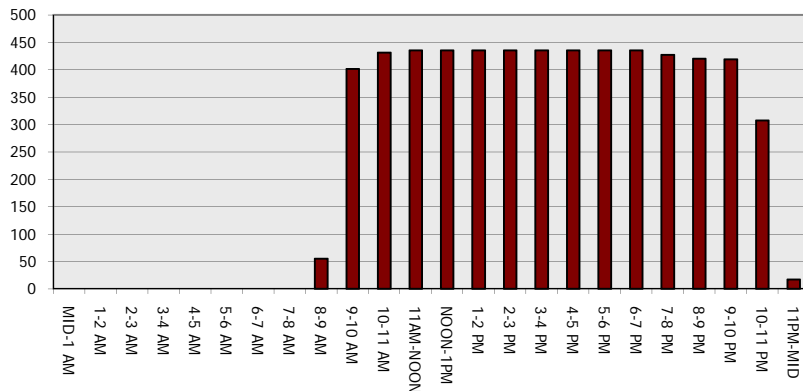
Main Route - Traffic Demand (Vehicles Per Hour)



Main Route Average Delay Per Vehicle (Minutes)



Main Route - Average Queue Length (Vehicles)



Main Route - Average Speed (MPH)

