

IH 94: CTH ZZ/COLLEGE AVE TO CTH BB/RAWSON AVE (MILWAUKEE COUNTY) OFF-PEAK DAY 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	OFF	989	0	0.00	0	70.2	70.2	70.2
1-2 AM	557	0.0	OFF	557	0	0.00	0	70.2	70.2	70.2
2-3 AM	491	0.0	OFF	491	0	0.00	0	70.2	70.2	70.2
3-4 AM	450	0.0	OFF	450	0	0.00	0	70.2	70.2	70.2
4-5 AM	562	0.0	OFF	562	0	0.00	0	70.2	70.2	70.2
5-6 AM	932	0.0	OFF	932	0	0.00	0	70.2	70.2	70.2
6-7 AM	1471	0.0	OFF	1471	0	0.00	0	70.2	70.2	70.2
7-8 AM	2026	0.0	OFF	2026	0	0.00	0	69.5	69.5	69.5
8-9 AM	2665	0.0	1499	1990	675	13.32+	345	68.7	6.1	32.5
9-10 AM	3010	0.0	1499	1456	1554	16.97+	431	68.3	5.4	32.5
10-11 AM	3296	0.0	1499	1496	1800	17.10+	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	OFF	3339	0	0.39	36	67.9	47.2	47.2
7-8 PM	2712	0.0	OFF	2712	0	0.00	0	68.7	68.7	68.7
8-9 PM	2180	0.0	OFF	2180	0	0.00	0	69.3	69.3	69.3
9-10 PM	2080	0.0	OFF	2080	0	0.00	0	69.4	69.4	69.4
10-11 PM	1873	0.0	OFF	1873	0	0.00	0	69.7	69.7	69.7
11PM-MID	1522	0.0	OFF	1522	0	0.00	0	70.2	70.2	70.2

"OFF" INDICATES NO ROAD WORK (ALL LANES OPEN TO TRAFFIC)

+ 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	0.0042
'DIVERSION'	0.0070
PIA: Personal Injury Accidents	
IMPACTS ON ROAD USERS	
ROAD USER COSTS PER DAY	\$159,757
CONGESTED HOURS PER DAY*	10

*Delays Exceeding User-Specified Maximum

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OFF-PEAK DAY 2 LANE CLOSURE
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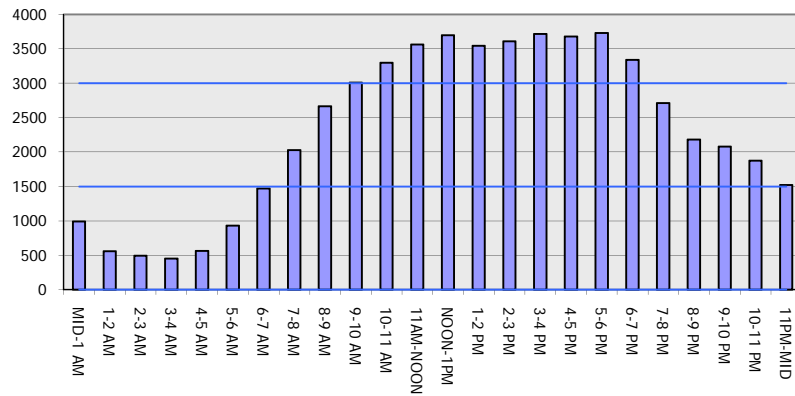
OCTOBER

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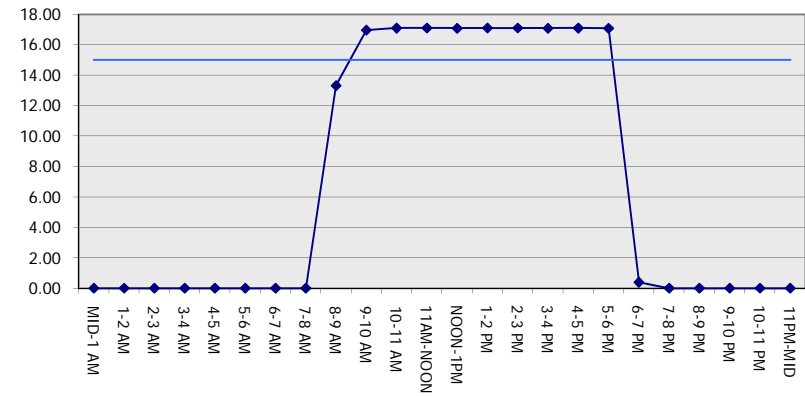
GRAPHICAL REPRESENTATION OF TRAFFIC MODEL INPUT AND OUTPUT

SATURDAY WESTBOUND DIRECTION

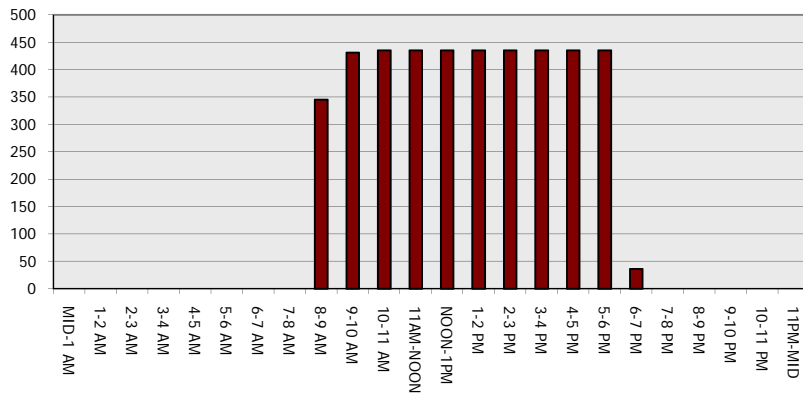
Main Route - Traffic Demand (Vehicles Per Hour)



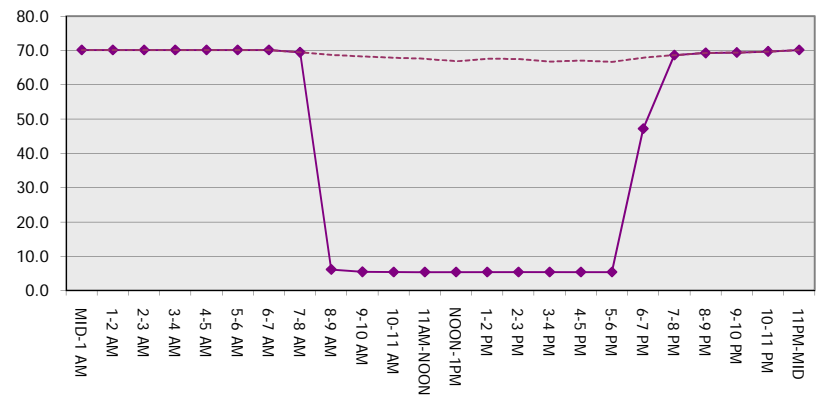
Main Route Average Delay Per Vehicle (Minutes)



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	OFF	945	0	0.00	0	70.2	70.2	70.2
1-2 AM	628	0.0	OFF	628	0	0.00	0	70.2	70.2	70.2
2-3 AM	596	0.0	OFF	596	0	0.00	0	70.2	70.2	70.2
3-4 AM	550	0.0	OFF	550	0	0.00	0	70.2	70.2	70.2
4-5 AM	692	0.0	OFF	692	0	0.00	0	70.2	70.2	70.2
5-6 AM	1177	0.0	OFF	1177	0	0.00	0	70.2	70.2	70.2
6-7 AM	1605	0.0	OFF	1605	0	0.00	0	70.0	70.0	70.0
7-8 AM	1858	0.0	OFF	1858	0	0.00	0	69.7	69.7	69.7
8-9 AM	2448	0.0	1499	1905	543	11.60+	310	69.0	6.6	32.5
9-10 AM	3075	0.0	1500	1520	1555	16.95+	431	68.2	5.4	32.5
10-11 AM	3341	0.0	1500	1502	1840	17.11+	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	1501	1849	17.11+	435	67.9	5.3	32.5
6-7 PM	2888	0.0	OFF	2888	0	0.30	29	68.4	51.0	51.0
7-8 PM	2398	0.0	OFF	2398	0	0.00	0	69.1	69.1	69.1
8-9 PM	2025	0.0	OFF	2025	0	0.00	0	69.6	69.6	69.6
9-10 PM	1921	0.0	OFF	1921	0	0.00	0	69.7	69.7	69.7
10-11 PM	1831	0.0	OFF	1831	0	0.00	0	69.7	69.7	69.7
11PM-MID	1377	0.0	OFF	1377	0	0.00	0	70.2	70.2	70.2

"OFF" INDICATES NO ROAD WORK (ALL LANES OPEN TO TRAFFIC)

+ 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	0.0040
'DIVERSION'	0.0070

PIA: Personal Injury Accidents

ECONOMIC IMPACT ON ROAD USERS	
ROAD USER COSTS PER DAY	\$157,569
CONGESTED HOURS PER DAY*	10

*Delays Exceeding User-Specified Maximum

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GRAPHICAL REPRESENTATION OF TRAFFIC MODEL INPUT AND OUTPUT
SATURDAY EASTBOUND DIRECTION

