

<b>IH 94: CTH Y/LAYTON AVE TO CTH ZZ/COLLEGE AVE (MILWAUKEE COUNTY)</b> <b>CONTINUOUS (24 HOUR) 2 LANE CLOSURE</b> <b>NO DIVERSION ROUTE (MAX QUEUE METHOD)</b>	<b>MAY</b>
	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	1306	0.0	1500	1306	0	3.45	90	70.2	23.2	34.8	
1-2 AM	755	0.0	1500	755	0	0.46	0	70.2	55.2	45.8	
2-3 AM	558	0.0	1500	558	0	0.44	0	70.2	55.8	46.6	
3-4 AM	383	0.0	1500	383	0	0.42	0	70.2	56.4	47.4	
4-5 AM	389	0.0	1500	389	0	0.42	0	70.2	56.4	47.4	
5-6 AM	610	0.0	1500	610	0	0.45	0	70.2	55.7	46.5	
6-7 AM	1048	0.0	1500	1048	0	0.50	0	70.2	54.3	44.6	
7-8 AM	1353	0.0	1499	1353	0	0.81	0	70.2	47.6	36.5	
8-9 AM	2017	0.0	1499	2017	0	7.06+	214	69.6	14.3	32.5	
9-10 AM	2743	0.0	1500	1451	1293	16.84+	415	68.6	7.5	32.9	
10-11 AM	3577	0.0	1499	1492	2086	16.98+	419	67.6	7.5	32.5	
11AM-NOON	4369	0.0	1500	1500	2869	16.83+	420	62.3	7.5	32.5	
NOON-1PM	4771	0.0	1500	1500	3271	16.73+	420	59.6	7.5	32.5	
1-2 PM	4512	0.0	1500	1500	3012	16.80+	420	61.4	7.5	32.5	
2-3 PM	4327	0.0	1500	1500	2827	16.84+	420	62.6	7.5	32.5	
3-4 PM	4783	0.0	1500	1500	3283	16.72+	420	59.5	7.5	32.5	
4-5 PM	4723	0.0	1500	1500	3223	16.74+	420	59.9	7.5	32.5	
5-6 PM	4433	0.0	1500	1500	2933	16.82+	420	61.9	7.5	32.5	
6-7 PM	3973	0.0	1500	1500	2473	16.93+	420	65.0	7.5	32.5	
7-8 PM	3699	0.0	1500	1499	2200	16.99+	420	66.9	7.5	32.5	
8-9 PM	3090	0.0	1499	1479	1611	16.93+	418	68.2	7.5	32.5	
9-10 PM	2755	0.0	1499	1489	1265	16.82+	414	68.6	7.5	32.5	
10-11 PM	2051	0.0	1500	1499	552	16.73+	411	69.5	7.6	32.5	
11PM-MID	1246	0.0	1499	1246	0	12.84+	321	70.2	8.9	33.0	

+ 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

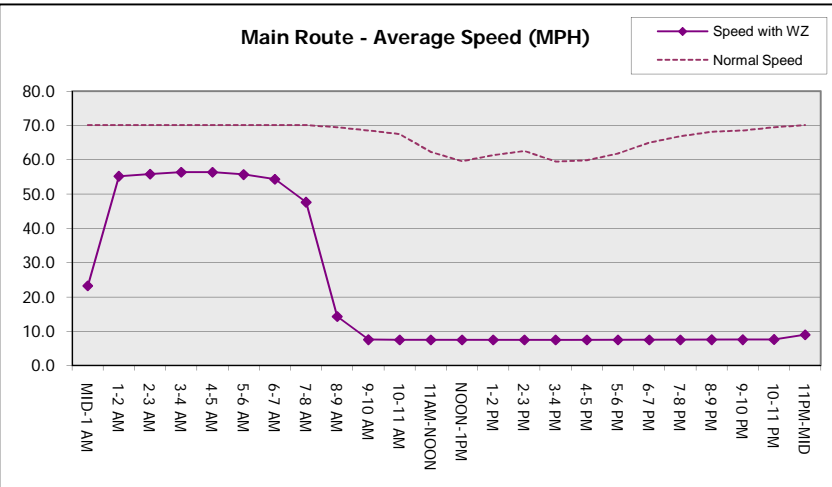
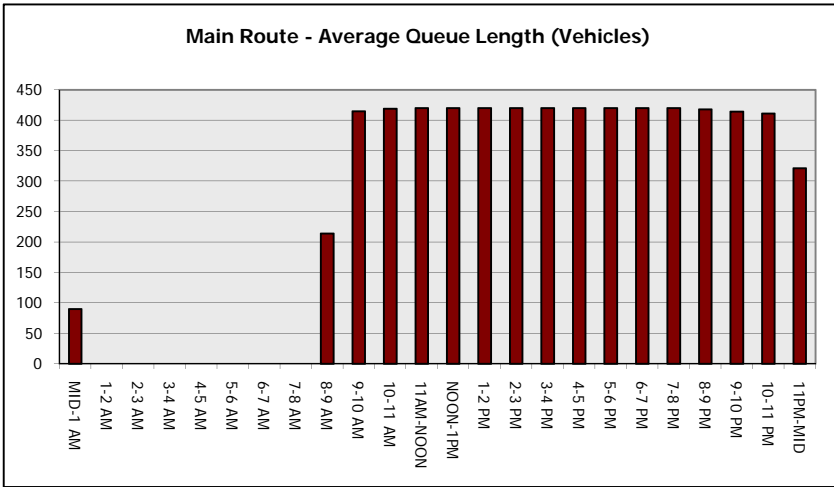
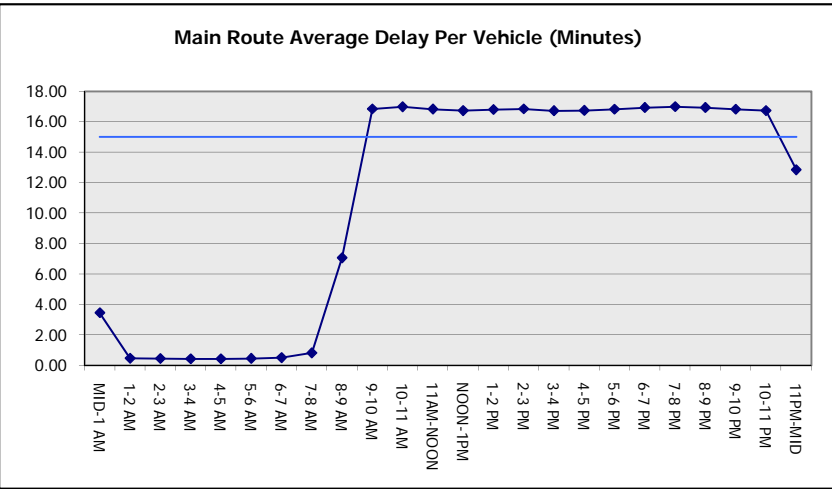
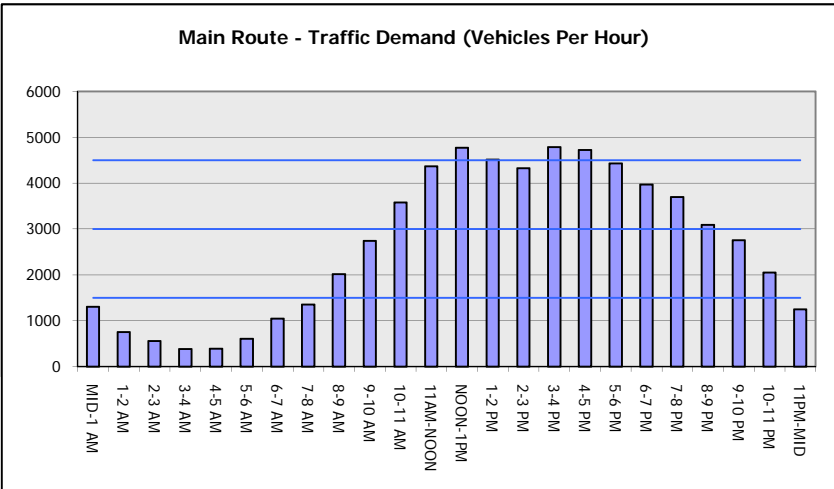
AVERAGE ACCIDENT NUMBERS (PIA/DAY)	
MAIN ROUTE WITHOUT WORKS	0.0202
MAIN ROUTE WITH WORKS	0.0077
'DIVERSION'	0.0243
<small>PIA: Personal Injury Accidents</small>	
IMPACTS ON ROAD USERS	
ROAD USER COSTS PER DAY	\$261,427
CONGESTED HOURS PER DAY*	16

\*Delays Exceeding User-Specified Maximum

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

**MAY**  
 Analyzed for 2009  
 Construction Season

**GRAPHICAL REPRESENTATION OF TRAFFIC MODEL INPUT AND OUTPUT**  
**SUNDAY WESTBOUND DIRECTION**



<b>IH 94: CTH Y/LAYTON AVE TO CTH ZZ/COLLEGE AVE (MILWAUKEE COUNTY)</b> <b>CONTINUOUS (24 HOUR) 2 LANE CLOSURE</b> <b>NO DIVERSION ROUTE (MAX QUEUE METHOD)</b>	<b>MAY</b>
	Analyzed for 2009 Construction Season

**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	1171	0.0	1500	1171	0	0.72	5	70.2	49.4	41.9
1-2 AM	835	0.0	1500	835	0	0.47	0	70.2	55.0	45.5
2-3 AM	851	0.0	1500	851	0	0.47	0	70.2	54.9	45.4
3-4 AM	606	0.0	1500	606	0	0.44	0	70.2	55.7	46.5
4-5 AM	580	0.0	1500	580	0	0.44	0	70.2	55.8	46.6
5-6 AM	922	0.0	1500	922	0	0.48	0	70.2	54.7	45.1
6-7 AM	1264	0.0	1499	1264	0	0.70	0	70.2	49.9	39.1
7-8 AM	1571	0.0	1499	1571	0	1.64	23	70.1	35.8	33.0
8-9 AM	2213	0.0	1500	1759	454	12.16+	316	69.3	9.3	32.4
9-10 AM	3276	0.0	1500	1520	1756	16.93+	418	67.9	7.5	32.5
10-11 AM	3984	0.0	1499	1500	2484	16.93+	420	65.0	7.5	32.5
11AM-NOON	4687	0.0	1500	1500	3187	16.75+	420	60.1	7.5	32.5
NOON-1PM	5241	0.0	1500	1500	3741	16.59+	420	56.4	7.5	32.5
1-2 PM	5300	0.0	1500	1500	3800	16.57+	420	56.0	7.5	32.5
2-3 PM	5379	0.0	1500	1500	3879	16.55+	420	55.4	7.5	32.5
3-4 PM	5322	0.0	1500	1500	3822	16.57+	420	55.8	7.5	32.5
4-5 PM	5484	0.0	1500	1500	3984	16.51+	420	54.7	7.5	32.5
5-6 PM	4873	0.0	1500	1500	3373	16.70+	420	58.9	7.5	32.5
6-7 PM	4229	0.0	1500	1500	2729	16.87+	420	63.3	7.5	32.5
7-8 PM	3687	0.0	1500	1501	2186	16.99+	420	66.9	7.5	32.5
8-9 PM	3150	0.0	1500	1520	1630	16.93+	417	68.1	7.5	32.5
9-10 PM	2502	0.0	1500	1505	997	16.75+	412	68.9	7.6	32.5
10-11 PM	1886	0.0	1500	1501	385	16.73+	411	69.7	7.6	32.5
11PM-MID	1155	0.0	1499	1155	0	9.23	250	70.2	11.4	35.3

+ 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	0.0223
MAIN ROUTE WITH WORKS	0.0080
'DIVERSION'	0.0283

PIA: Personal Injury Accidents

ECONOMIC IMPACT ON ROAD USERS	
ROAD USER COSTS PER DAY	\$285,417
CONGESTED HOURS PER DAY*	15

\*Delays Exceeding User-Specified Maximum

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**GRAPHICAL REPRESENTATION OF TRAFFIC MODEL INPUT AND OUTPUT**  
**SUNDAY EASTBOUND DIRECTION**

