

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

SUMMARY OF TRAFFIC MODEL OUTPUT

FRIDAY 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	1105	0.0	3000	1105	0	0.36	0	70.2	58.0	49.7
1-2 AM	708	0.0	3000	708	0	0.36	0	70.2	58.0	49.7
2-3 AM	663	0.0	3000	663	0	0.36	0	70.2	58.0	49.7
3-4 AM	758	0.0	3000	758	0	0.36	0	70.2	58.0	49.7
4-5 AM	1042	0.0	3000	1042	0	0.36	0	70.2	58.0	49.7
5-6 AM	2850	0.0	2999	2850	0	1.07	50	68.5	42.5	43.3
6-7 AM	5495	0.0	3000	3719	1776	14.61+	829	54.6	10.7	37.7
7-8 AM	6130	0.0	2999	3000	3130	17.14+	961	50.3	9.9	36.9
8-9 AM	5164	0.0	3000	3000	2163	17.62+	961	56.9	9.9	36.9
9-10 AM	4513	0.0	3000	3009	1504	17.45+	936	61.4	9.9	36.9
10-11 AM	4746	0.0	2999	3028	1717	17.71+	956	59.7	9.9	36.9
11AM-NOON	4993	0.0	3000	3000	1993	17.70+	961	58.1	9.9	36.9
NOON-1PM	5232	0.0	3000	3000	2232	17.59+	961	56.4	9.9	36.9
1-2 PM	5267	0.0	3000	3000	2267	17.58+	961	56.2	9.9	36.9
2-3 PM	6037	0.0	3000	3000	3037	17.19+	961	50.9	9.9	36.9
3-4 PM	6316	0.0	3000	3000	3316	17.03+	961	49.0	9.9	36.9
4-5 PM	5962	0.0	3000	3000	2962	17.23+	961	51.4	9.9	36.9
5-6 PM	6013	0.0	3000	3000	3013	17.20+	961	51.1	9.9	36.9
6-7 PM	5406	0.0	3000	3000	2407	17.51+	961	55.2	9.9	36.9
7-8 PM	4551	0.0	3000	2956	1595	17.56+	943	61.0	9.9	36.9
8-9 PM	3632	0.0	3000	2986	645	16.86+	887	67.4	10.1	36.9
9-10 PM	3430	0.0	2999	2992	438	16.84+	885	67.8	10.1	36.9
10-11 PM	2726	0.0	2999	2726	0	15.25+	799	68.6	10.6	36.9
11PM-MID	2077	0.0	2999	2077	0	2.66	250	69.4	29.1	44.8

+ 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	0.0302
MAIN ROUTE WITH WORKS	0.0153
'DIVERSION'	0.0252
PIA: Personal Injury Accidents	
IMPACTS ON ROAD USERS	
ROAD USER COSTS PER DAY	\$333,064
CONGESTED HOURS PER DAY*	17

*Delays Exceeding User-Specified Maximum

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

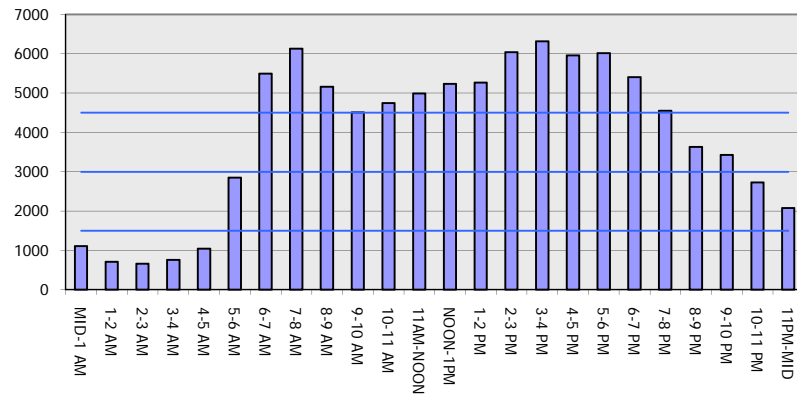
OCTOBER

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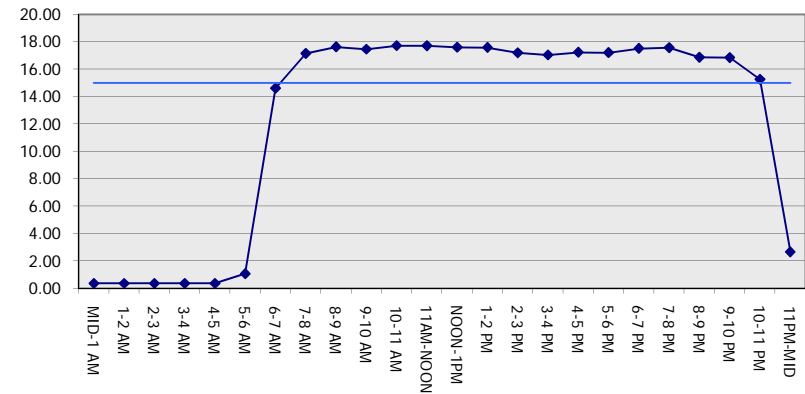
GRAPHICAL REPRESENTATION OF TRAFFIC MODEL INPUT AND OUTPUT

FRIDAY WESTBOUND DIRECTION

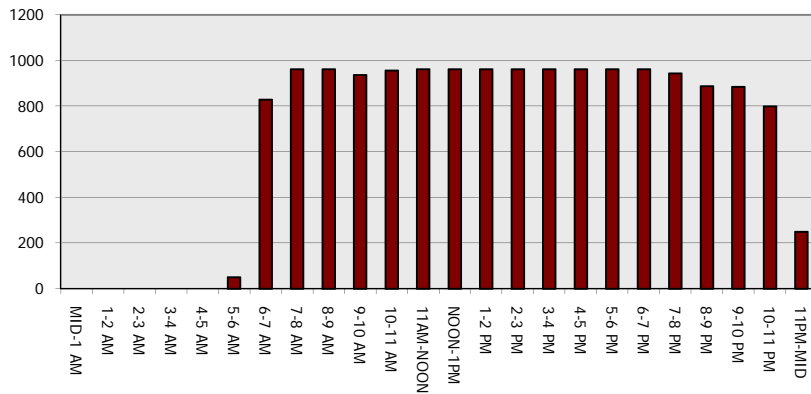
Main Route - Traffic Demand (Vehicles Per Hour)



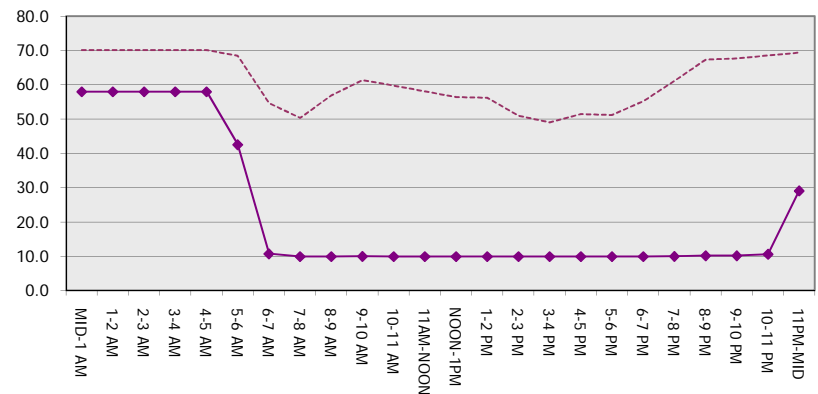
Main Route Average Delay Per Vehicle (Minutes)



Main Route - Average Queue Length (Vehicles)



Main Route - Average Speed (MPH)



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SUMMARY OF TRAFFIC MODEL OUTPUT

FRIDAY 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	964	0.0	3000	964	0	0.36	0	70.2	58.0	49.7
1-2 AM	708	0.0	3000	708	0	0.36	0	70.2	58.0	49.7
2-3 AM	687	0.0	3000	687	0	0.36	0	70.2	58.0	49.7
3-4 AM	901	0.0	3000	901	0	0.36	0	70.2	58.0	49.7
4-5 AM	1481	0.0	3000	1481	0	0.36	0	70.2	58.0	49.7
5-6 AM	2968	0.0	2999	2968	0	1.17	51	68.4	41.0	41.2
6-7 AM	5007	0.0	3000	3774	1234	14.19+	795	57.9	10.9	36.9
7-8 AM	4952	0.0	2999	2998	1955	17.71+	961	58.3	9.9	36.9
8-9 AM	4378	0.0	2999	2935	1443	17.37+	929	62.2	10.0	36.9
9-10 AM	4159	0.0	3000	2986	1173	16.91+	899	63.8	10.1	36.9
10-11 AM	4258	0.0	3000	3018	1239	17.00+	906	63.1	10.1	36.9
11AM-NOON	4590	0.0	3000	3044	1546	17.51+	941	60.8	9.9	36.9
NOON-1PM	5007	0.0	2999	3000	2007	17.69+	961	57.9	9.9	36.9
1-2 PM	5351	0.0	3000	3000	2351	17.54+	961	55.6	9.9	36.9
2-3 PM	6128	0.0	3000	3000	3128	17.14+	961	50.3	9.9	36.9
3-4 PM	6497	0.0	3000	3000	3497	16.92+	961	47.8	9.9	36.9
4-5 PM	6978	0.0	3000	3000	3978	16.59+	961	44.5	9.9	36.9
5-6 PM	6824	0.0	3000	3000	3824	16.70+	961	45.5	9.9	36.9
6-7 PM	5376	0.0	3000	3000	2375	17.53+	961	55.5	9.9	36.9
7-8 PM	4040	0.0	3000	2948	1092	17.08+	907	64.6	10.1	36.9
8-9 PM	3146	0.0	2999	2961	184	16.76+	880	68.1	10.2	36.9
9-10 PM	3053	0.0	2999	2992	61	16.66+	874	68.2	10.2	36.9
10-11 PM	2530	0.0	2999	2530	0	12.60+	663	68.9	11.4	37.1
11PM-MID	1854	0.0	3000	1854	0	1.04	80	69.7	43.6	49.4

+ 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	0.0292
MAIN ROUTE WITH WORKS	0.0153
'DIVERSION'	0.0229

PIA: Personal Injury Accidents

ROAD USER COSTS PER DAY	\$314,079
CONGESTED HOURS PER DAY*	17

*Delays Exceeding User-Specified Maximum

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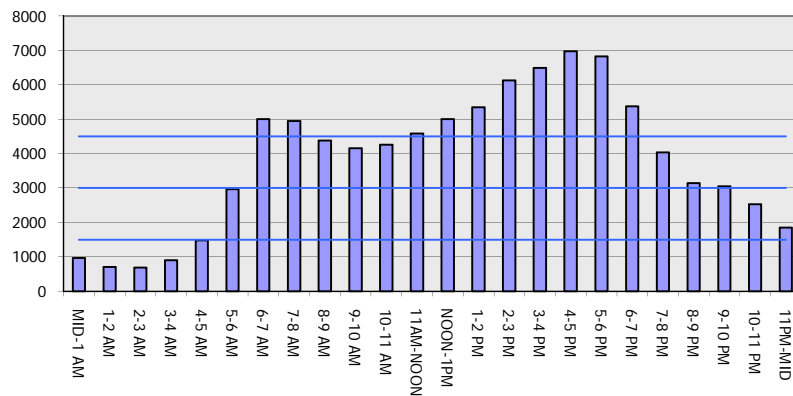
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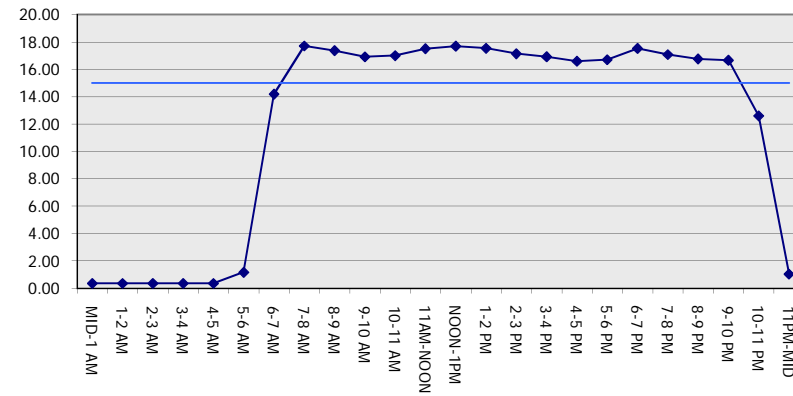
GRAPHICAL REPRESENTATION OF TRAFFIC MODEL INPUT AND OUTPUT

FRIDAY EASTBOUND DIRECTION

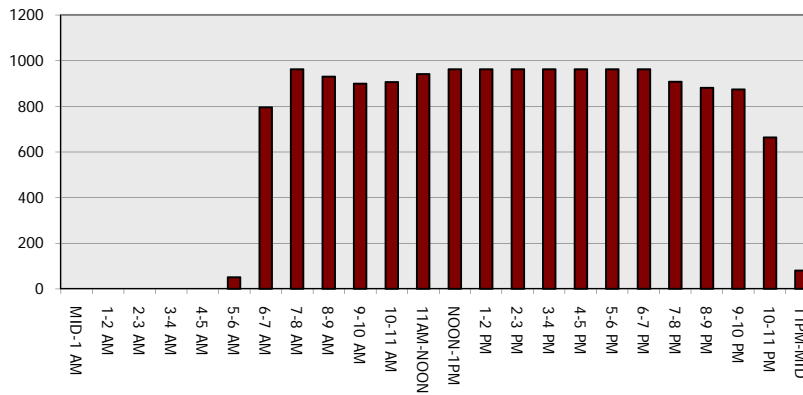
Main Route - Traffic Demand (Vehicles Per Hour)



Main Route Average Delay Per Vehicle (Minutes)



Main Route - Average Queue Length (Vehicles)



Main Route - Average Speed (MPH)

