

IH 94: CTH Y/LAYTON AVE TO CTH ZZ/COLLEGE 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

MON-THUR 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	915	0.0	1499	915	0	1.89	88	70.2	33.3	42.4	
1-2 AM	550	0.0	1500	550	0	0.44	0	70.2	55.9	46.7	
2-3 AM	531	0.0	1500	531	0	0.44	0	70.2	56.0	46.8	
3-4 AM	611	0.0	1500	611	0	0.45	0	70.2	55.6	46.5	
4-5 AM	1026	0.0	1499	1026	0	0.60	0	70.2	52.0	41.8	
5-6 AM	2788	0.0	1499	1875	913	11.34+	301	68.6	9.9	32.5	
6-7 AM	5457	0.0	1499	1500	3957	16.52+	420	54.9	7.5	32.5	
7-8 AM	6096	0.0	1500	1500	4596	16.30+	420	50.5	7.5	32.5	
8-9 AM	5064	0.0	1500	1500	3564	16.64+	420	57.6	7.5	32.5	
9-10 AM	4214	0.0	1500	1500	2714	16.87+	420	63.3	7.5	32.5	
10-11 AM	4073	0.0	1500	1500	2573	16.91+	420	64.3	7.5	32.5	
11AM-NOON	4101	0.0	1500	1500	2601	16.90+	420	64.1	7.5	32.5	
NOON-1PM	4244	0.0	1500	1500	2744	16.86+	420	63.2	7.5	32.5	
1-2 PM	4402	0.0	1500	1500	2902	16.83+	420	62.1	7.5	32.5	
2-3 PM	4910	0.0	1500	1500	3410	16.69+	420	58.6	7.5	32.5	
3-4 PM	5499	0.0	1500	1500	3999	16.51+	420	54.6	7.5	32.5	
4-5 PM	5212	0.0	1500	1500	3712	16.60+	420	56.6	7.5	32.5	
5-6 PM	5026	0.0	1500	1500	3526	16.66+	420	57.8	7.5	32.5	
6-7 PM	4244	0.0	1500	1500	2744	16.86+	420	63.2	7.5	32.5	
7-8 PM	3112	0.0	1500	1519	1593	16.91+	417	68.2	7.5	32.5	
8-9 PM	2552	0.0	1500	1505	1047	16.75+	412	68.9	7.6	32.5	
9-10 PM	2507	0.0	1500	1503	1004	16.74+	412	68.9	7.6	32.5	
10-11 PM	1971	0.0	1500	1501	471	16.73+	411	69.6	7.6	32.5	
11PM-MID	1391	0.0	1500	1391	0	15.47+	380	70.2	7.9	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	0.0256
MAIN ROUTE WITH WORKS	0.0082
'DIVERSION'	0.0354
PIA: Personal Injury Accidents	
IMPACTS ON ROAD USERS	
ROAD USER COSTS PER DAY	\$275,766
CONGESTED HOURS PER DAY*	19

*Delays Exceeding User-Specified Maximum

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

OCTOBER

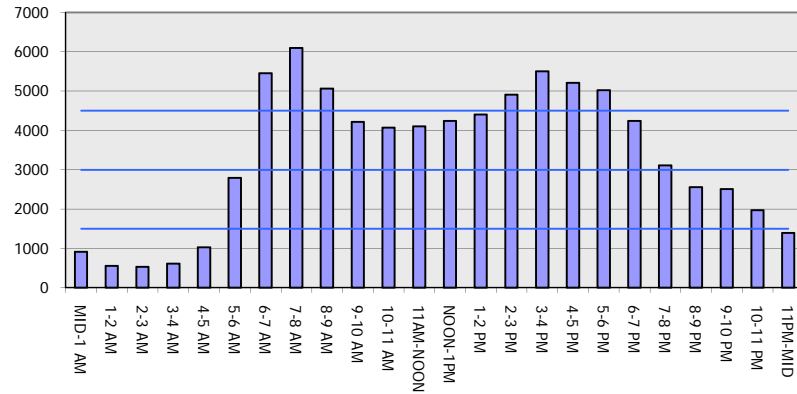
Analyzed for 2009
 Construction Season

GRAPHICAL REPRESENTATION OF TRAFFIC MODEL INPUT AND OUTPUT

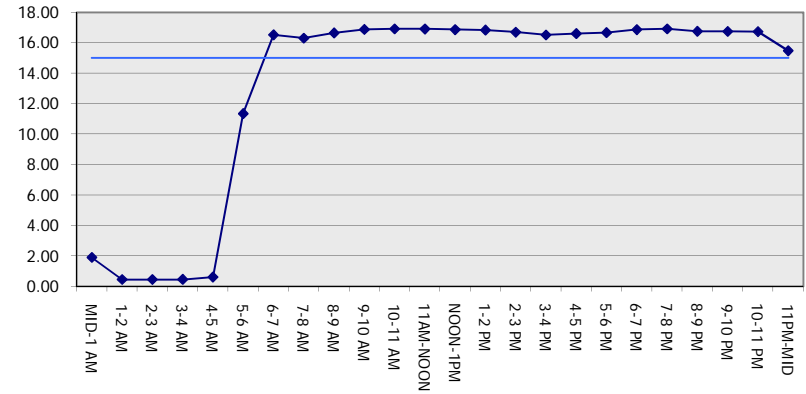
MON-THUR

WESTBOUND DIRECTION

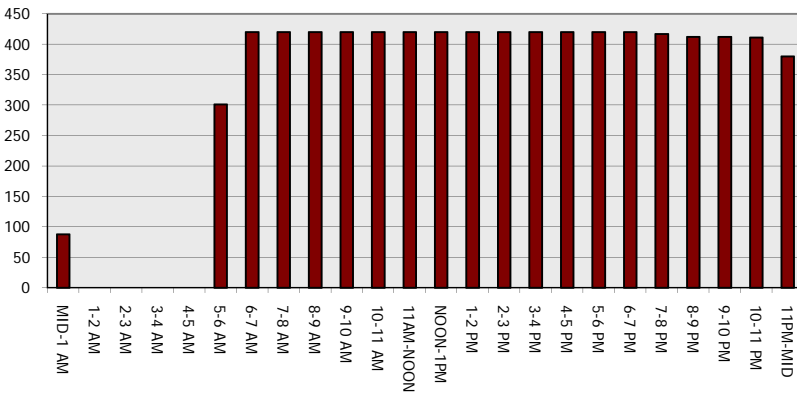
Main Route - Traffic Demand (Vehicles Per Hour)



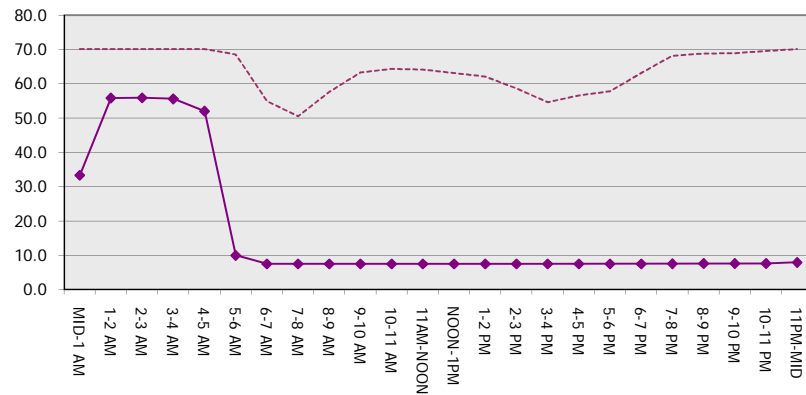
Main Route Average Delay Per Vehicle (Minutes)



Main Route - Average Queue Length (Vehicles)



Main Route - Average Speed (MPH)



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SUMMARY OF TRAFFIC MODEL OUTPUT

MON-THUR 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	820	0.0	1500	820	0	1.54	68	70.2	36.9	44.6
1-2 AM	599	0.0	1500	599	0	0.44	0	70.2	55.7	46.5
2-3 AM	587	0.0	1500	587	0	0.44	0	70.2	55.8	46.5
3-4 AM	755	0.0	1500	755	0	0.46	0	70.2	55.2	45.8
4-5 AM	1406	0.0	1499	1406	0	1.28	24	70.2	40.1	38.4
5-6 AM	3065	0.0	1500	1749	1315	14.78+	384	68.2	8.3	37.6
6-7 AM	5212	0.0	1499	1500	3712	16.56+	420	56.6	7.5	33.2
7-8 AM	4721	0.0	1500	1500	3221	16.70+	420	59.9	7.5	33.2
8-9 AM	4529	0.0	1500	1500	3029	16.75+	420	61.2	7.5	33.2
9-10 AM	4032	0.0	1500	1500	2532	16.88+	420	64.6	7.5	33.2
10-11 AM	3862	0.0	1500	1501	2362	16.91+	420	65.8	7.5	33.1
11AM-NOON	4142	0.0	1500	1500	2642	16.85+	420	63.8	7.5	33.1
NOON-1PM	4470	0.0	1500	1500	2970	16.77+	420	61.6	7.5	33.1
1-2 PM	4769	0.0	1500	1500	3269	16.69+	420	59.6	7.5	33.1
2-3 PM	5563	0.0	1500	1500	4063	16.45+	420	54.2	7.5	33.1
3-4 PM	6140	0.0	1500	1500	4640	16.24+	420	50.2	7.5	33.1
4-5 PM	6543	0.0	1500	1500	5043	16.08+	420	47.4	7.5	33.1
5-6 PM	6596	0.0	1500	1500	5096	16.05+	420	47.1	7.5	33.1
6-7 PM	5145	0.0	1500	1500	3645	16.58+	420	57.0	7.5	33.1
7-8 PM	3667	0.0	1500	1511	2155	16.93+	419	67.1	7.5	32.8
8-9 PM	2971	0.0	1500	1529	1442	16.87+	416	68.4	7.5	32.4
9-10 PM	2693	0.0	1500	1512	1181	16.79+	413	68.7	7.5	32.5
10-11 PM	2046	0.0	1500	1501	546	16.73+	411	69.5	7.6	32.5
11PM-MID	1400	0.0	1500	1382	18	15.33+	376	70.2	7.9	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	0.0273
MAIN ROUTE WITH WORKS	0.0083
'DIVERSION'	0.0390

PIA: Personal Injury Accidents

ECONOMIC IMPACT ON ROAD USERS	
ROAD USER COSTS PER DAY	\$292,902
CONGESTED HOURS PER DAY*	19

*Delays Exceeding User-Specified Maximum

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GRAPHICAL REPRESENTATION OF TRAFFIC MODEL INPUT AND OUTPUT

MON-THUR EASTBOUND DIRECTION

