

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

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	1336	0.0	1499	1321	16	14.77+	364	70.2	8.1	32.5	
1-2 AM	752	0.0	1500	752	0	1.11	43	70.2	42.5	45.6	
2-3 AM	664	0.0	1500	664	0	0.45	0	70.2	55.5	46.2	
3-4 AM	607	0.0	1500	607	0	0.44	0	70.2	55.7	46.5	
4-5 AM	760	0.0	1500	760	0	0.46	0	70.2	55.2	45.8	
5-6 AM	1258	0.0	1499	1258	0	0.69	0	70.2	50.1	39.5	
6-7 AM	1988	0.0	1499	1988	0	6.48	197	69.6	15.2	32.5	
7-8 AM	2737	0.0	1500	1472	1265	16.88+	416	68.6	7.5	32.5	
8-9 AM	3601	0.0	1499	1495	2106	16.99+	420	67.6	7.5	32.5	
9-10 AM	4067	0.0	1500	1500	2567	16.91+	420	64.4	7.5	32.5	
10-11 AM	4453	0.0	1500	1500	2953	16.81+	420	61.7	7.5	32.5	
11AM-NOON	4814	0.0	1500	1500	3314	16.72+	420	59.3	7.5	32.5	
NOON-1PM	4993	0.0	1500	1500	3493	16.67+	420	58.1	7.5	32.5	
1-2 PM	4791	0.0	1500	1500	3291	16.72+	420	59.4	7.5	32.5	
2-3 PM	4874	0.0	1500	1500	3374	16.70+	420	58.9	7.5	32.5	
3-4 PM	5022	0.0	1500	1500	3522	16.66+	420	57.9	7.5	32.5	
4-5 PM	4968	0.0	1500	1500	3468	16.67+	420	58.2	7.5	32.5	
5-6 PM	5041	0.0	1500	1500	3541	16.65+	420	57.7	7.5	32.5	
6-7 PM	4512	0.0	1500	1500	3012	16.80+	420	61.4	7.5	32.5	
7-8 PM	3665	0.0	1500	1497	2167	16.99+	420	67.1	7.5	32.5	
8-9 PM	2946	0.0	1499	1479	1467	16.90+	416	68.4	7.5	32.5	
9-10 PM	2810	0.0	1499	1490	1320	16.83+	415	68.6	7.5	32.5	
10-11 PM	2532	0.0	1499	1498	1035	16.75+	412	68.9	7.6	32.5	
11PM-MID	2057	0.0	1500	1499	557	16.73+	411	69.5	7.6	32.5	

+ INDICATES QUEUEING EXCEEDS USER-SPECIFIED MAXIMUM LIMIT

----- SITE BREAKDOWN DELAYS -----	
BREAKDOWN DURATION (MINS)	0
RANGE OF QUEUE DELAY - MIN	0.0
(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	0
(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	0.0240
MAIN ROUTE WITH WORKS	0.0083
'DIVERSION'	0.0313
PIA: Personal Injury Accidents	
IMPACTS ON ROAD USERS	
ROAD USER COSTS PER DAY	\$318,344
CONGESTED HOURS PER DAY*	18

*Delays Exceeding User-Specified Maximum

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

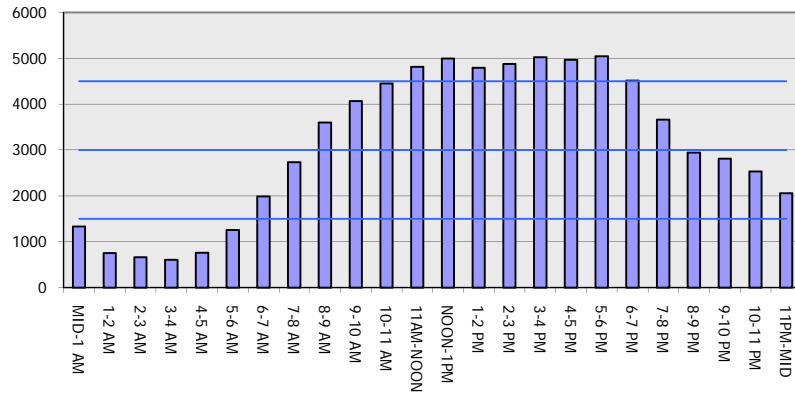
OCTOBER

Analyzed for 2009
 Construction Season

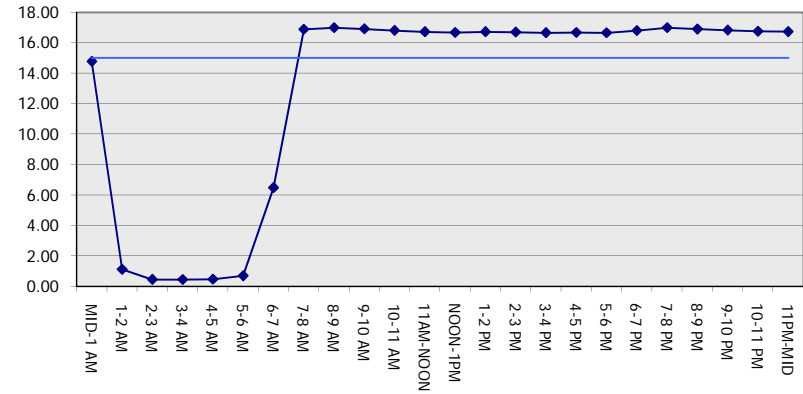
GRAPHICAL REPRESENTATION OF TRAFFIC MODEL INPUT AND OUTPUT

SATURDAY WESTBOUND DIRECTION

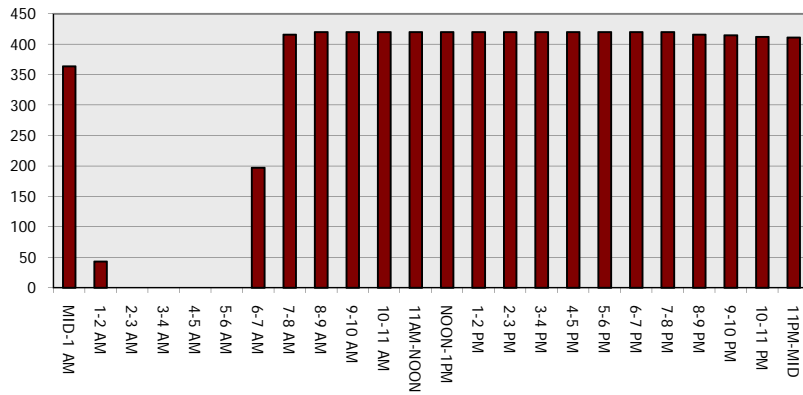
Main Route - Traffic Demand (Vehicles Per Hour)



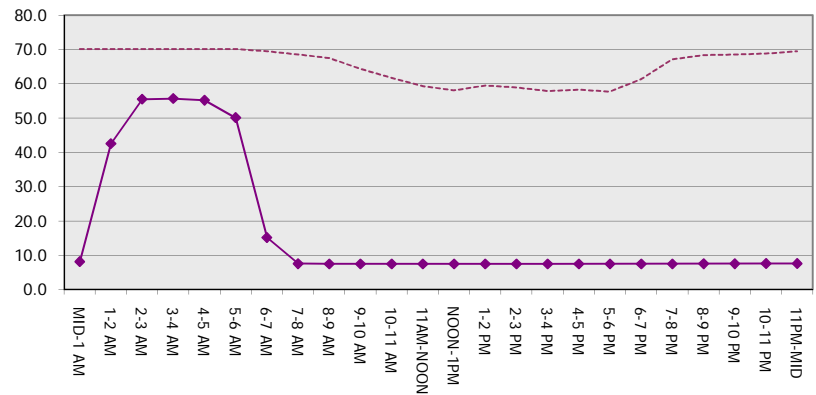
Main Route Average Delay Per Vehicle (Minutes)



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	1277	0.0	1499	1277	0	13.41+	333	70.2	8.6	32.9	
1-2 AM	848	0.0	1500	848	0	0.98	30	70.2	44.5	45.2	
2-3 AM	805	0.0	1500	805	0	0.47	0	70.2	55.1	45.6	
3-4 AM	743	0.0	1500	743	0	0.46	0	70.2	55.3	45.9	
4-5 AM	935	0.0	1499	935	0	0.49	0	70.2	54.6	45.1	
5-6 AM	1589	0.0	1499	1589	0	1.75	30	70.0	34.7	33.2	
6-7 AM	2169	0.0	1500	1777	392	13.18+	336	69.4	8.8	32.4	
7-8 AM	2511	0.0	1500	1504	1007	16.75+	412	68.9	7.6	32.5	
8-9 AM	3306	0.0	1499	1506	1801	16.99+	419	67.9	7.5	32.5	
9-10 AM	4155	0.0	1500	1500	2655	16.89+	420	63.8	7.5	32.5	
10-11 AM	4514	0.0	1500	1500	3014	16.80+	420	61.3	7.5	32.5	
11AM-NOON	5010	0.0	1500	1500	3510	16.66+	420	57.9	7.5	32.5	
NOON-1PM	5221	0.0	1500	1500	3721	16.60+	420	56.5	7.5	32.5	
1-2 PM	4686	0.0	1500	1500	3186	16.75+	420	60.2	7.5	32.5	
2-3 PM	5061	0.0	1500	1500	3561	16.65+	420	57.6	7.5	32.5	
3-4 PM	5087	0.0	1500	1500	3587	16.64+	420	57.4	7.5	32.5	
4-5 PM	4750	0.0	1500	1500	3250	16.73+	420	59.7	7.5	32.5	
5-6 PM	4526	0.0	1500	1500	3026	16.79+	420	61.2	7.5	32.5	
6-7 PM	3902	0.0	1500	1500	2402	16.95+	420	65.5	7.5	32.5	
7-8 PM	3241	0.0	1500	1504	1737	16.99+	419	68.0	7.5	32.5	
8-9 PM	2736	0.0	1500	1501	1235	16.79+	413	68.6	7.5	32.5	
9-10 PM	2596	0.0	1500	1500	1096	16.74+	412	68.8	7.6	32.5	
10-11 PM	2474	0.0	1499	1500	974	16.74+	412	69.0	7.6	32.5	
11PM-MID	1860	0.0	1500	1500	360	16.73+	411	69.7	7.6	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	0.0236
MAIN ROUTE WITH WORKS	0.0085
'DIVERSION'	0.0299

PIA: Personal Injury Accidents

ECONOMIC IMPACT ON ROAD USERS	
ROAD USER COSTS PER DAY	\$312,110
CONGESTED HOURS PER DAY*	19

*Delays Exceeding User-Specified Maximum

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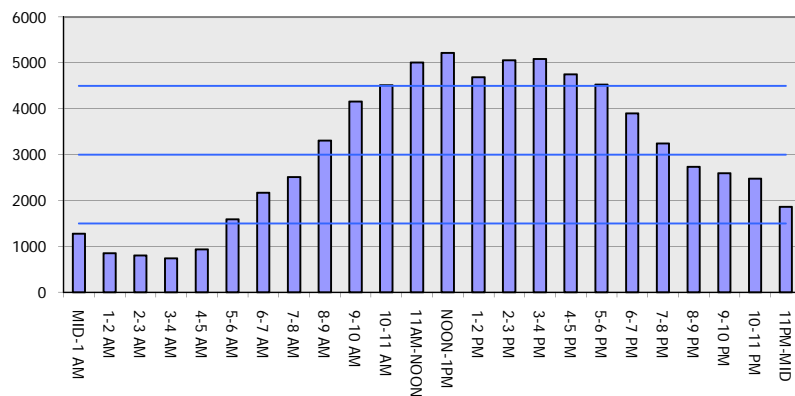
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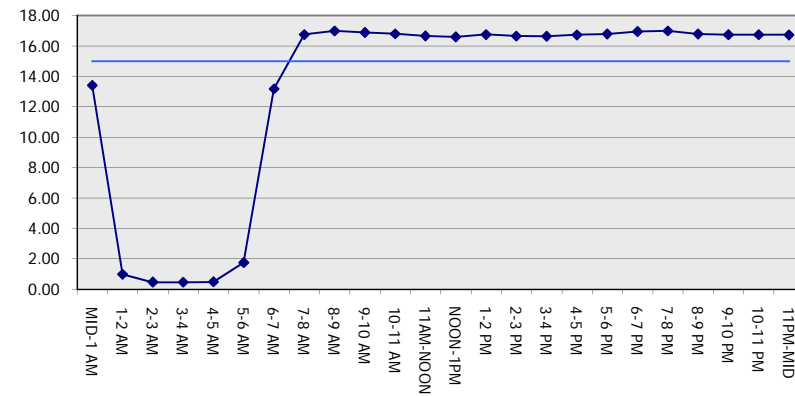
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SATURDAY EASTBOUND DIRECTION

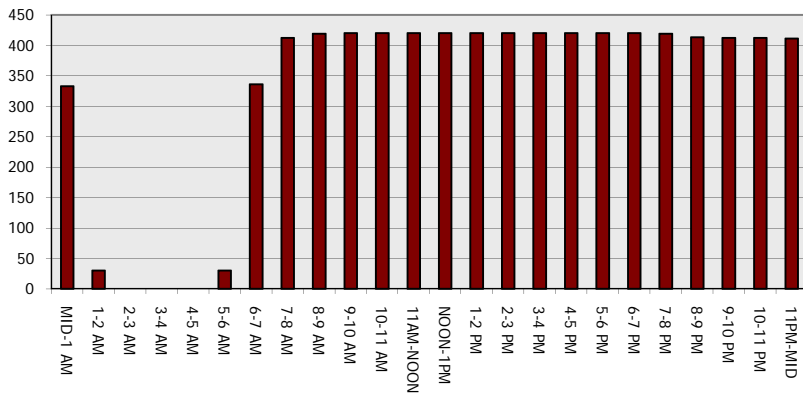
Main Route - Traffic Demand (Vehicles Per Hour)



Main Route Average Delay Per Vehicle (Minutes)



Main Route - Average Queue Length (Vehicles)



Main Route - Average Speed (MPH)

