

<b>IH 94: CTH ZZ/COLLEGE AVE TO CTH BB/RAWSON AVE (MILWAUKEE COUNTY)</b> <b>CONTINUOUS (24 HOUR) CLOSURE</b> <b>NO DIVERSION ROUTE (MAX QUEUE METHOD)</b>	<b>OCTOBER</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	991	0.0	3000	991	0	0.18	0	70.2	57.9	49.7
1-2 AM	545	0.0	3000	545	0	0.18	0	70.2	57.9	49.7
2-3 AM	456	0.0	3000	456	0	0.18	0	70.2	57.9	49.7
3-4 AM	304	0.0	3000	304	0	0.18	0	70.2	57.9	49.7
4-5 AM	328	0.0	3000	328	0	0.18	0	70.2	57.9	49.7
5-6 AM	482	0.0	3000	482	0	0.18	0	70.2	57.9	49.7
6-7 AM	859	0.0	3000	859	0	0.18	0	70.2	57.9	49.7
7-8 AM	1097	0.0	3000	1097	0	0.18	0	70.2	57.9	49.7
8-9 AM	1529	0.0	3000	1529	0	0.18	0	70.1	57.9	49.7
9-10 AM	2098	0.0	3000	2098	0	0.18	0	69.4	57.6	49.7
10-11 AM	2718	0.0	2999	2718	0	0.29	0	68.7	51.5	41.8
11AM-NOON	3164	0.0	2999	3164	0	1.24	60	68.1	28.3	36.9
NOON-1PM	3426	0.0	3000	3426	0	6.80	368	67.8	11.2	36.9
1-2 PM	3443	0.0	2999	3290	153	14.75+	794	67.8	8.6	36.9
2-3 PM	3409	0.0	3000	3012	397	16.79+	903	67.8	8.3	36.9
3-4 PM	3622	0.0	3000	3007	615	16.83+	905	67.4	8.3	36.9
4-5 PM	3606	0.0	3000	3003	603	16.83+	905	67.5	8.3	36.9
5-6 PM	3530	0.0	3000	3001	529	16.82+	904	67.6	8.3	36.9
6-7 PM	3159	0.0	3000	2998	161	16.75+	900	68.1	8.3	36.9
7-8 PM	2702	0.0	2999	2702	0	14.64+	786	68.7	8.6	36.9
8-9 PM	2099	0.0	2999	2099	0	1.76	222	69.4	27.1	45.8
9-10 PM	1898	0.0	3000	1898	0	0.18	0	69.7	57.7	49.7
10-11 PM	1396	0.0	3000	1396	0	0.18	0	70.2	57.9	49.7
11PM-MID	995	0.0	3000	995	0	0.18	0	70.2	57.9	49.7

+ 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	0.0076
MAIN ROUTE WITH WORKS	0.0023
'DIVERSION'	0.0009
<small>PIA: Personal Injury Accidents</small>	
IMPACTS ON ROAD USERS	
ROAD USER COSTS PER DAY	\$118,226
CONGESTED HOURS PER DAY*	7

\*Delays Exceeding User-Specified Maximum

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

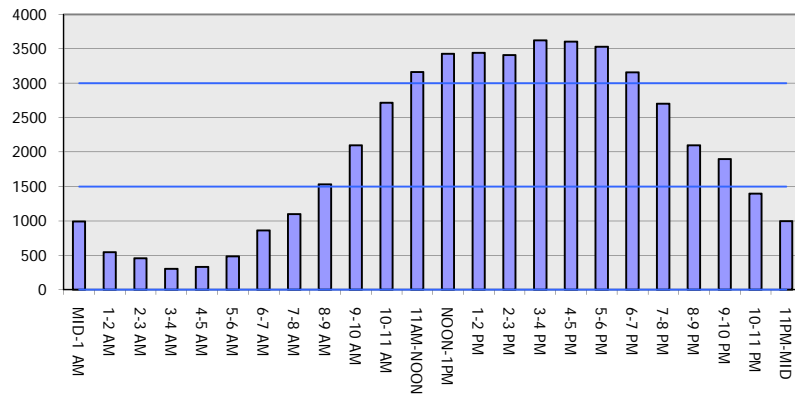
**OCTOBER**

Analyzed for 2009  
Construction Season

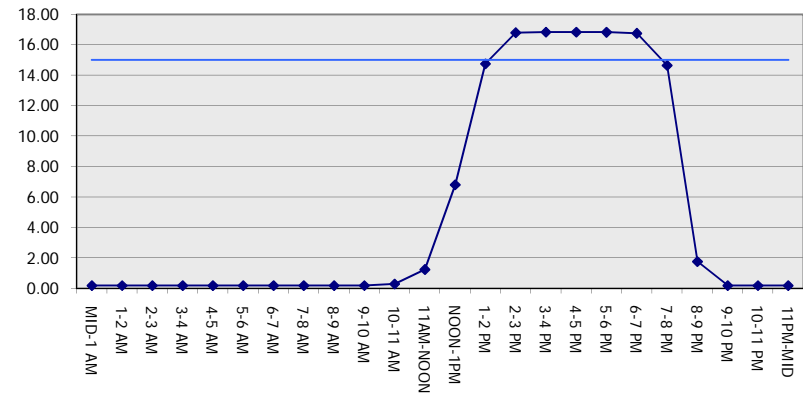
**GRAPHICAL REPRESENTATION OF TRAFFIC MODEL INPUT AND OUTPUT**

**SUNDAY WESTBOUND DIRECTION**

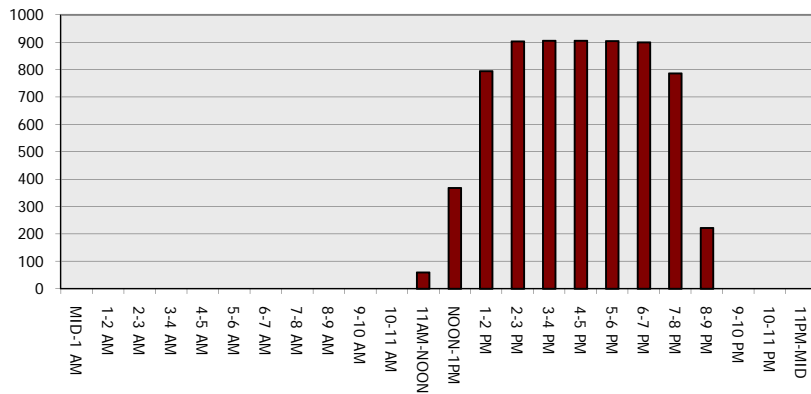
**Main Route - Traffic Demand (Vehicles Per Hour)**



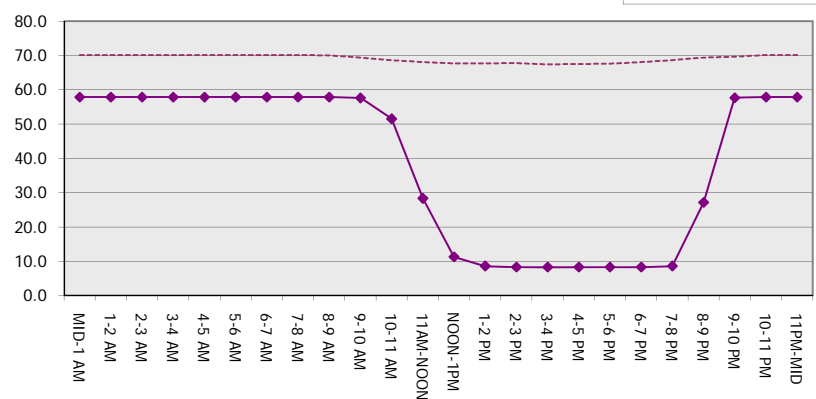
**Main Route Average Delay Per Vehicle (Minutes)**



**Main Route - Average Queue Length (Vehicles)**



**Main Route - Average Speed (MPH)**



<b>IH 94: CTH ZZ/COLLEGE AVE TO CTH BB/RAWSON AVE (MILWAUKEE COUNTY)</b> <b>CONTINUOUS (24 HOUR) CLOSURE</b> <b>NO DIVERSION ROUTE (MAX QUEUE METHOD)</b>	<b>OCTOBER</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	986	0.0	3000	986	0	0.18	0	70.2	57.9	49.7
1-2 AM	668	0.0	3000	668	0	0.18	0	70.2	57.9	49.7
2-3 AM	716	0.0	3000	716	0	0.18	0	70.2	57.9	49.7
3-4 AM	450	0.0	3000	450	0	0.18	0	70.2	57.9	49.7
4-5 AM	484	0.0	3000	484	0	0.18	0	70.2	57.9	49.7
5-6 AM	665	0.0	3000	665	0	0.18	0	70.2	57.9	49.7
6-7 AM	988	0.0	3000	988	0	0.18	0	70.2	57.9	49.7
7-8 AM	1253	0.0	3000	1253	0	0.18	0	70.2	57.9	49.7
8-9 AM	1690	0.0	3000	1690	0	0.18	0	69.9	57.8	49.7
9-10 AM	2510	0.0	2999	2510	0	0.23	0	68.9	54.8	46.0
10-11 AM	3079	0.0	2999	3079	0	0.69	23	68.2	38.1	37.1
11AM-NOON	3366	0.0	3000	3366	0	4.65	252	67.9	13.4	36.9
NOON-1PM	3820	0.0	3000	3433	387	14.34+	780	66.1	8.6	36.9
1-2 PM	3995	0.0	3000	3012	984	16.81+	910	64.9	8.3	36.9
2-3 PM	4023	0.0	3000	3004	1019	16.81+	910	64.6	8.3	36.9
3-4 PM	4138	0.0	3000	3009	1129	16.86+	915	63.9	8.3	36.9
4-5 PM	4078	0.0	3000	2997	1081	16.85+	913	64.3	8.3	36.9
5-6 PM	3633	0.0	3000	2995	637	16.83+	906	67.3	8.3	36.9
6-7 PM	3401	0.0	2999	2996	405	16.79+	903	67.8	8.3	36.9
7-8 PM	2848	0.0	2999	2831	17	15.96+	856	68.5	8.4	36.9
8-9 PM	2082	0.0	2999	2082	0	3.13	329	69.4	20.2	44.3
9-10 PM	1689	0.0	3000	1689	0	0.18	0	69.9	57.8	49.7
10-11 PM	1212	0.0	3000	1212	0	0.18	0	70.2	57.9	49.7
11PM-MID	931	0.0	3000	931	0	0.18	0	70.2	57.9	49.7

+ 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	0.0084
MAIN ROUTE WITH WORKS	0.0024
'DIVERSION'	0.0021

PIA: Personal Injury Accidents

ECONOMIC IMPACT ON ROAD USERS	
ROAD USER COSTS PER DAY	\$147,579
CONGESTED HOURS PER DAY*	8

\*Delays Exceeding User-Specified Maximum

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**NO DIVERSION ROUTE (MAX QUEUE METHOD)**

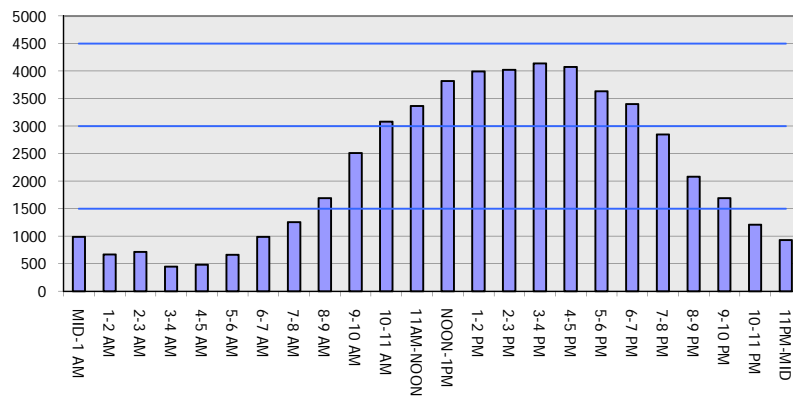
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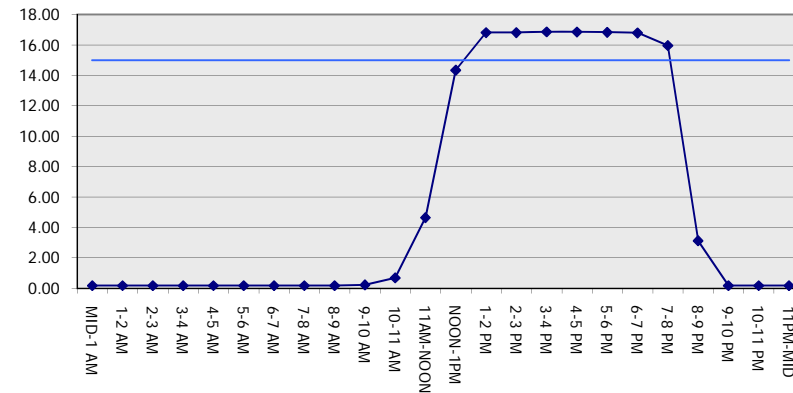
**GRAPHICAL REPRESENTATION OF TRAFFIC MODEL INPUT AND OUTPUT**

**SUNDAY EASTBOUND DIRECTION**

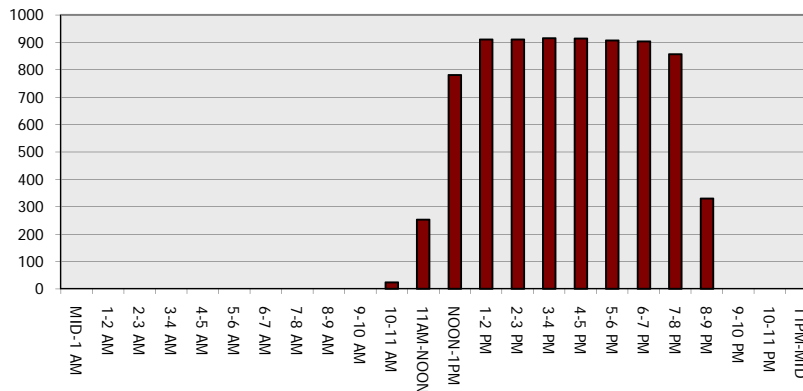
**Main Route - Traffic Demand (Vehicles Per Hour)**



**Main Route Average Delay Per Vehicle (Minutes)**



**Main Route - Average Queue Length (Vehicles)**



**Main Route - Average Speed (MPH)**

