

<b>IH 94: CTH Y/LAYTON AVE TO CTH ZZ/COLLEGE AVE (MILWAUKEE COUNTY)</b> <b>OFF-PEAK DAY 2 LANE CLOSURE</b> <b>NO DIVERSION ROUTE (MAX QUEUE METHOD)</b>	<b>AUGUST</b>
	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	1105	0.0	OFF	1105	0	0.00	0	70.2	70.2	70.2	
1-2 AM	659	0.0	OFF	659	0	0.00	0	70.2	70.2	70.2	
2-3 AM	580	0.0	OFF	580	0	0.00	0	70.2	70.2	70.2	
3-4 AM	650	0.0	OFF	650	0	0.00	0	70.2	70.2	70.2	
4-5 AM	1035	0.0	OFF	1035	0	0.00	0	70.2	70.2	70.2	
5-6 AM	2809	0.0	OFF	2809	0	0.00	0	68.6	68.6	68.6	
6-7 AM	5504	0.0	OFF	5504	0	0.00	0	54.6	54.6	54.6	
7-8 AM	6274	0.0	OFF	6274	0	0.00	0	49.3	49.3	49.3	
8-9 AM	5233	0.0	OFF	5233	0	0.00	0	56.4	56.4	56.4	
9-10 AM	4472	0.0	OFF	4472	0	0.00	0	61.6	61.6	61.6	
10-11 AM	4579	0.0	1499	1582	2997	17.10+	436	60.9	7.5	39.0	
11AM-NOON	4693	0.0	1499	1985	2708	15.70+	405	60.1	7.8	35.3	
NOON-1PM	4575	0.0	1499	1469	3106	16.53+	418	60.9	7.6	36.0	
1-2 PM	4501	0.0	1499	1489	3012	16.68+	419	61.4	7.5	34.1	
2-3 PM	5240	0.0	1499	1500	3740	16.53+	420	56.4	7.5	33.7	
3-4 PM	5624	0.0	OFF	5624	0	3.48	336	53.7	21.0	21.0	
4-5 PM	5455	0.0	OFF	5455	0	0.24	20	54.9	49.4	49.4	
5-6 PM	5112	0.0	OFF	5112	0	0.00	0	57.3	57.3	57.3	
6-7 PM	4217	0.0	OFF	4217	0	0.00	0	63.3	63.3	63.3	
7-8 PM	3363	0.0	OFF	3363	0	0.00	0	67.9	67.9	67.9	
8-9 PM	2804	0.0	OFF	2804	0	0.00	0	68.6	68.6	68.6	
9-10 PM	2752	0.0	OFF	2752	0	0.00	0	68.6	68.6	68.6	
10-11 PM	2288	0.0	OFF	2288	0	0.00	0	69.2	69.2	69.2	
11PM-MID	1744	0.0	OFF	1744	0	0.00	0	69.9	69.9	69.9	

"OFF" INDICATES NO ROAD WORK (ALL LANES OPEN TO TRAFFIC)

+ 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

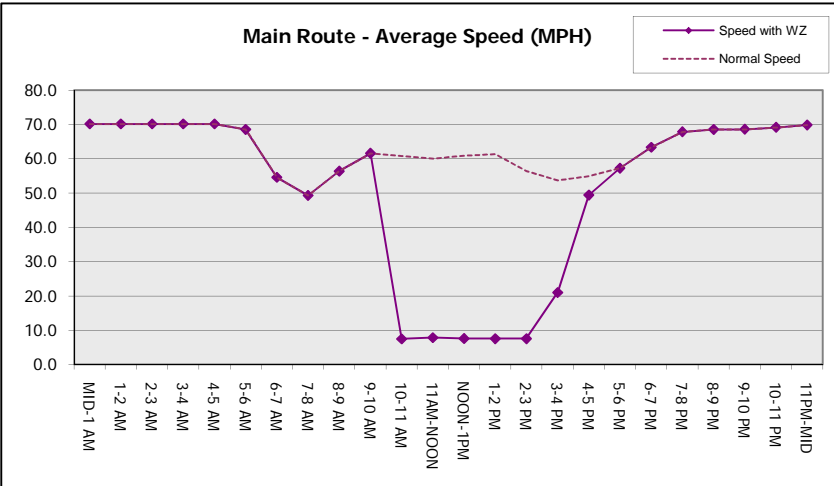
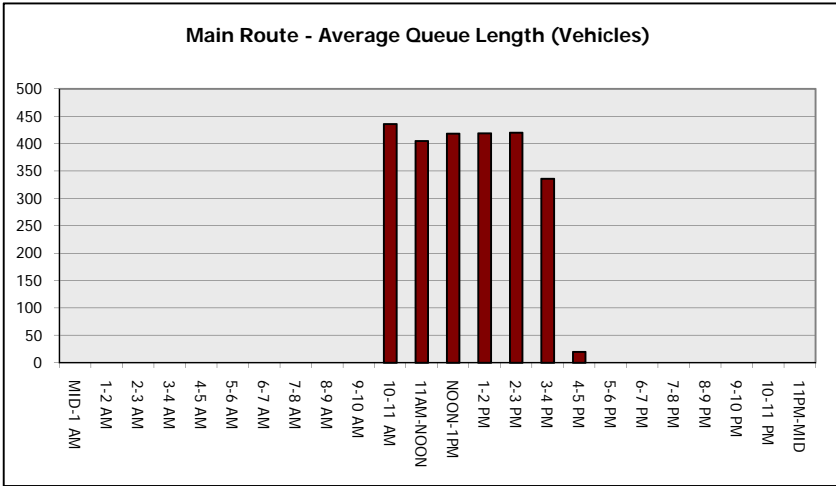
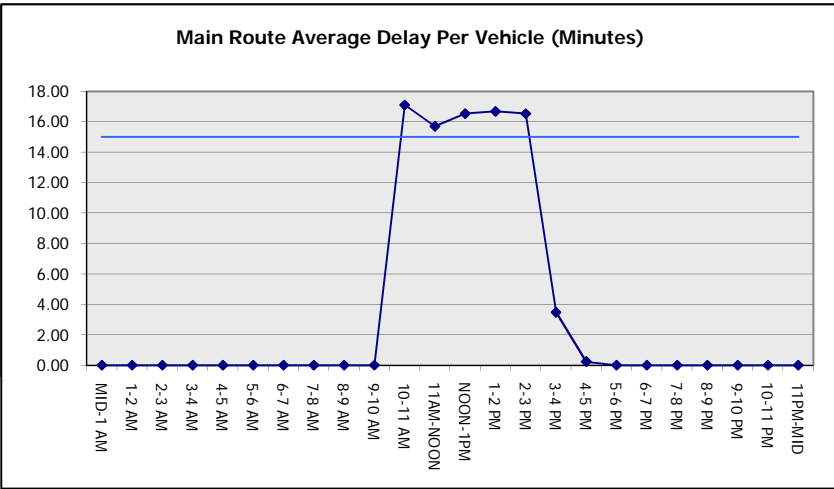
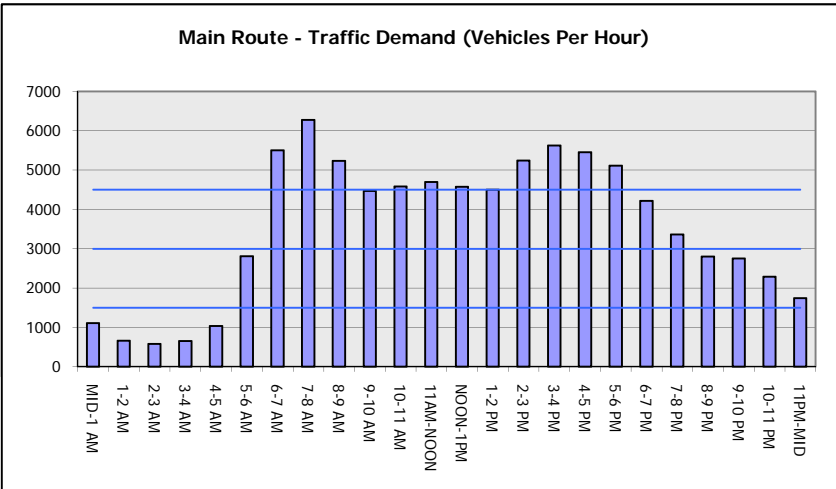
AVERAGE ACCIDENT NUMBERS (PIA/DAY)	
MAIN ROUTE WITHOUT WORKS	0.0271
MAIN ROUTE WITH WORKS	0.0217
'DIVERSION'	0.0115
<small>PIA: Personal Injury Accidents</small>	
IMPACTS ON ROAD USERS	
ROAD USER COSTS PER DAY	\$63,083
CONGESTED HOURS PER DAY*	5

\*Delays Exceeding User-Specified Maximum

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**OFF-PEAK DAY 2 LANE CLOSURE**  
**NO DIVERSION ROUTE (MAX QUEUE METHOD)**

**AUGUST**  
 Analyzed for 2009  
 Construction Season

**GRAPHICAL REPRESENTATION OF TRAFFIC MODEL INPUT AND OUTPUT**  
**MON-THUR WESTBOUND DIRECTION**



<b>IH 94: CTH Y/LAYTON AVE TO CTH ZZ/COLLEGE AVE (MILWAUKEE COUNTY)</b> <b>OFF-PEAK DAY 2 LANE CLOSURE</b> <b>NO DIVERSION ROUTE (MAX QUEUE METHOD)</b>	<b>AUGUST</b>
	Analyzed for 2009 Construction Season

<b>SUMMARY OF TRAFFIC MODEL OUTPUT</b>	
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	978	0.0	OFF	978	0	0.00	0	70.2	70.2	70.2
1-2 AM	645	0.0	OFF	645	0	0.00	0	70.2	70.2	70.2
2-3 AM	601	0.0	OFF	601	0	0.00	0	70.2	70.2	70.2
3-4 AM	725	0.0	OFF	725	0	0.00	0	70.2	70.2	70.2
4-5 AM	1531	0.0	OFF	1531	0	0.00	0	70.1	70.1	70.1
5-6 AM	3326	0.0	OFF	3326	0	0.00	0	67.9	67.9	67.9
6-7 AM	4751	0.0	OFF	4751	0	0.00	0	59.7	59.7	59.7
7-8 AM	4880	0.0	OFF	4880	0	0.00	0	58.8	58.8	58.8
8-9 AM	4489	0.0	OFF	4489	0	0.00	0	61.5	61.5	61.5
9-10 AM	4351	0.0	OFF	4351	0	0.00	0	62.4	62.4	62.4
10-11 AM	4097	0.0	1499	1574	2523	17.01+	430	64.1	7.5	39.0
11AM-NOON	4341	0.0	1499	1872	2469	15.37+	399	62.5	8.0	37.1
NOON-1PM	4661	0.0	1499	1500	3161	16.76+	420	60.3	7.5	32.5
1-2 PM	4695	0.0	1500	1500	3195	16.75+	420	60.1	7.5	32.5
2-3 PM	5672	0.0	1500	1500	4172	16.45+	420	53.4	7.5	32.5
3-4 PM	6189	0.0	OFF	6189	0	5.34	540	49.9	15.5	15.5
4-5 PM	6750	0.0	OFF	6750	0	9.83	1009	46.1	9.6	9.6
5-6 PM	6702	0.0	OFF	6702	0	17.11	1735	46.4	6.1	6.1
6-7 PM	5136	0.0	OFF	5136	0	16.79	1654	57.1	6.3	6.3
7-8 PM	3713	0.0	OFF	3713	0	3.52	326	66.8	22.5	22.5
8-9 PM	3187	0.0	OFF	3187	0	0.00	0	68.1	68.1	68.1
9-10 PM	2972	0.0	OFF	2972	0	0.00	0	68.4	68.4	68.4
10-11 PM	2439	0.0	OFF	2439	0	0.00	0	69.0	69.0	69.0
11PM-MID	1713	0.0	OFF	1713	0	0.00	0	69.9	69.9	69.9

"OFF" INDICATES NO ROAD WORK (ALL LANES OPEN TO TRAFFIC)

+ 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	0.0282
MAIN ROUTE WITH WORKS	0.0227
'DIVERSION'	0.0114

PIA: Personal Injury Accidents

ECONOMIC IMPACT ON ROAD USERS	
ROAD USER COSTS PER DAY	\$107,633
CONGESTED HOURS PER DAY*	5

\*Delays Exceeding User-Specified Maximum

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**GRAPHICAL REPRESENTATION OF TRAFFIC MODEL INPUT AND OUTPUT**  
**MON-THUR EASTBOUND DIRECTION**

