

IH 94: CTH Y/LAYTON AVE TO CTH ZZ/COLLEGE AVE (MILWAUKEE COUNTY) OFF-PEAK DAY 2 LANE 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	OFF	1105	0	0.00	0	70.2	70.2	70.2	
1-2 AM	708	0.0	OFF	708	0	0.00	0	70.2	70.2	70.2	
2-3 AM	663	0.0	OFF	663	0	0.00	0	70.2	70.2	70.2	
3-4 AM	758	0.0	OFF	758	0	0.00	0	70.2	70.2	70.2	
4-5 AM	1042	0.0	OFF	1042	0	0.00	0	70.2	70.2	70.2	
5-6 AM	2850	0.0	OFF	2850	0	0.00	0	68.5	68.5	68.5	
6-7 AM	5495	0.0	OFF	5495	0	0.00	0	54.6	54.6	54.6	
7-8 AM	6130	0.0	OFF	6130	0	0.00	0	50.3	50.3	50.3	
8-9 AM	5164	0.0	OFF	5164	0	0.00	0	56.9	56.9	56.9	
9-10 AM	4513	0.0	OFF	4513	0	0.00	0	61.4	61.4	61.4	
10-11 AM	4746	0.0	1499	1585	3160	17.15+	438	59.7	7.4	38.9	
11AM-NOON	4993	0.0	1499	1967	3026	15.73+	406	58.1	7.8	34.3	
NOON-1PM	5232	0.0	1499	1500	3733	16.44+	420	56.4	7.5	35.5	
1-2 PM	5267	0.0	1499	1499	3768	16.43+	420	56.2	7.5	35.5	
2-3 PM	6037	0.0	1500	1500	4537	16.17+	420	50.9	7.5	35.4	
3-4 PM	6316	0.0	OFF	6316	0	6.98	708	49.0	12.7	12.7	
4-5 PM	5962	0.0	OFF	5962	0	8.49	848	51.4	11.1	11.1	
5-6 PM	6013	0.0	OFF	6013	0	8.35	835	51.1	11.2	11.2	
6-7 PM	5406	0.0	OFF	5406	0	5.62	545	55.2	15.4	15.4	
7-8 PM	4551	0.0	OFF	4551	0	0.27	21	61.0	53.7	53.7	
8-9 PM	3632	0.0	OFF	3632	0	0.00	0	67.4	67.4	67.4	
9-10 PM	3430	0.0	OFF	3430	0	0.00	0	67.8	67.8	67.8	
10-11 PM	2726	0.0	OFF	2726	0	0.00	0	68.6	68.6	68.6	
11PM-MID	2077	0.0	OFF	2077	0	0.00	0	69.4	69.4	69.4	

"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	0.0302
MAIN ROUTE WITH WORKS	0.0239
'DIVERSION'	0.0134
PIA: Personal Injury Accidents	
IMPACTS ON ROAD USERS	
ROAD USER COSTS PER DAY	\$75,302
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)

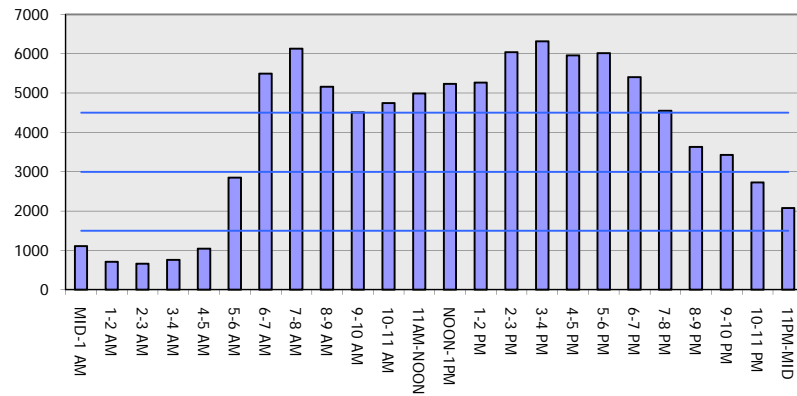
OCTOBER

Analyzed for 2009
 Construction Season

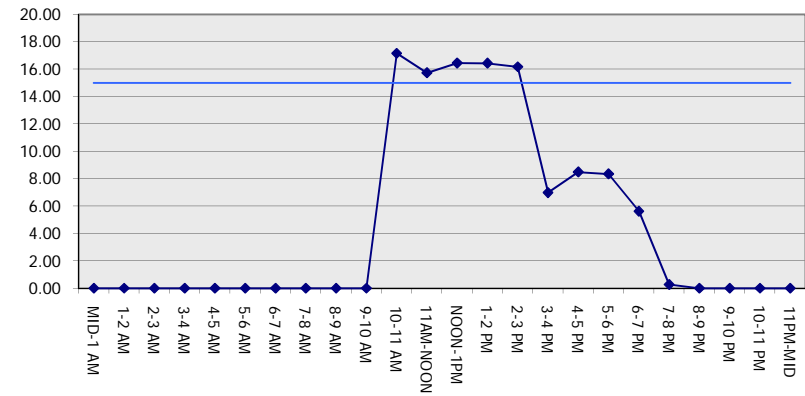
GRAPHICAL REPRESENTATION OF TRAFFIC MODEL INPUT AND OUTPUT

FRIDAY WESTBOUND DIRECTION

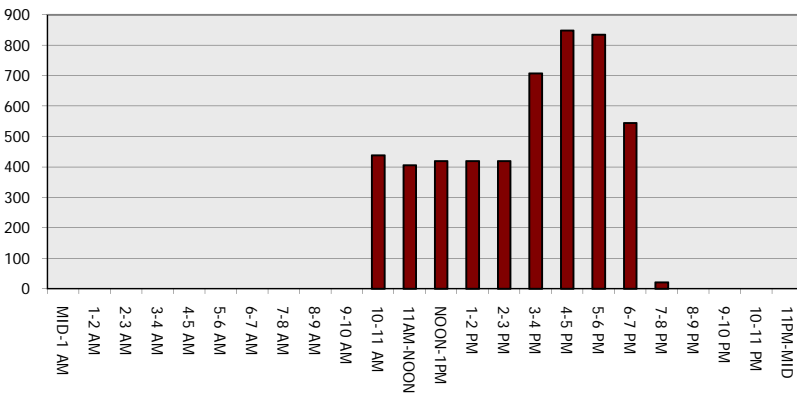
Main Route - Traffic Demand (Vehicles Per Hour)



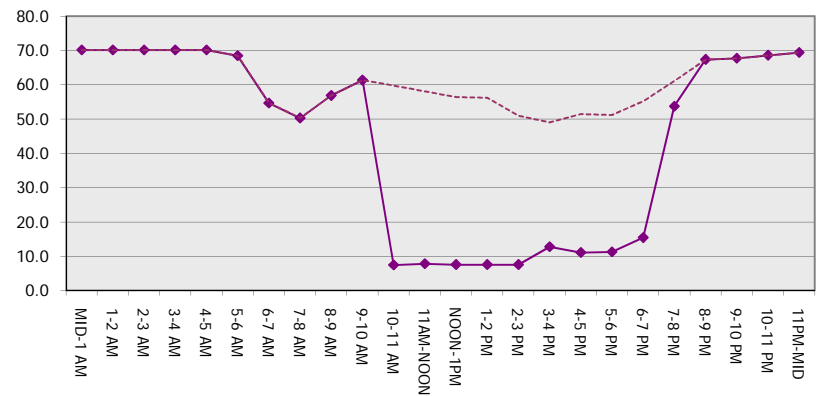
Main Route Average Delay Per Vehicle (Minutes)



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	OFF	964	0	0.00	0	70.2	70.2	70.2
1-2 AM	708	0.0	OFF	708	0	0.00	0	70.2	70.2	70.2
2-3 AM	687	0.0	OFF	687	0	0.00	0	70.2	70.2	70.2
3-4 AM	901	0.0	OFF	901	0	0.00	0	70.2	70.2	70.2
4-5 AM	1481	0.0	OFF	1481	0	0.00	0	70.2	70.2	70.2
5-6 AM	2968	0.0	OFF	2968	0	0.00	0	68.4	68.4	68.4
6-7 AM	5007	0.0	OFF	5007	0	0.00	0	57.9	57.9	57.9
7-8 AM	4952	0.0	OFF	4952	0	0.00	0	58.3	58.3	58.3
8-9 AM	4378	0.0	OFF	4378	0	0.00	0	62.2	62.2	62.2
9-10 AM	4159	0.0	OFF	4159	0	0.00	0	63.8	63.8	63.8
10-11 AM	4258	0.0	1499	1575	2683	16.98+	430	63.1	7.5	39.0
11AM-NOON	4590	0.0	1499	1930	2660	15.47+	402	60.8	7.9	36.6
NOON-1PM	5007	0.0	1499	1500	3507	16.66+	420	57.9	7.5	32.5
1-2 PM	5351	0.0	1500	1500	3851	16.56+	420	55.6	7.5	32.5
2-3 PM	6128	0.0	1500	1500	4628	16.29+	420	50.3	7.5	32.5
3-4 PM	6497	0.0	OFF	6497	0	7.37	753	47.8	12.2	12.2
4-5 PM	6978	0.0	OFF	6978	0	14.56	1490	44.5	7.0	7.0
5-6 PM	6824	0.0	OFF	6824	0	23.63	2392	45.5	4.6	4.6
6-7 PM	5376	0.0	OFF	5376	0	25.10	2491	55.5	4.4	4.4
7-8 PM	4040	0.0	OFF	4040	0	12.48	1199	64.6	8.4	8.4
8-9 PM	3146	0.0	OFF	3146	0	0.09	8	68.1	64.8	64.8
9-10 PM	3053	0.0	OFF	3053	0	0.00	0	68.2	68.2	68.2
10-11 PM	2530	0.0	OFF	2530	0	0.00	0	68.9	68.9	68.9
11PM-MID	1854	0.0	OFF	1854	0	0.00	0	69.7	69.7	69.7

"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	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	0.0292
MAIN ROUTE WITH WORKS	0.0232
'DIVERSION'	0.0128

PIA: Personal Injury Accidents

ECONOMIC IMPACT ON ROAD USERS	
ROAD USER COSTS PER DAY	\$113,152
CONGESTED HOURS PER DAY*	5

*Delays Exceeding User-Specified Maximum

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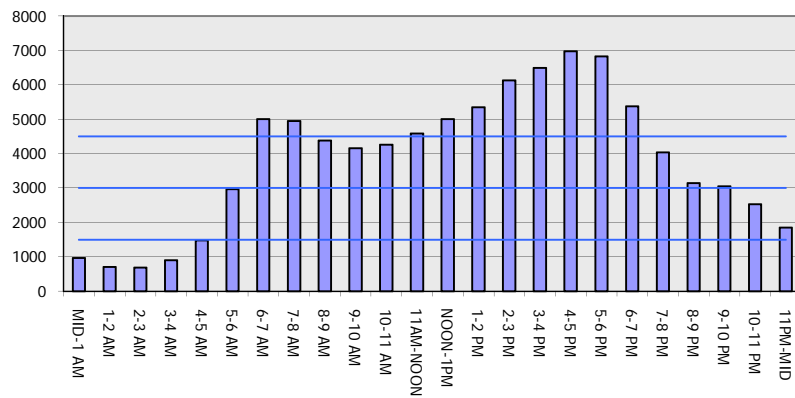
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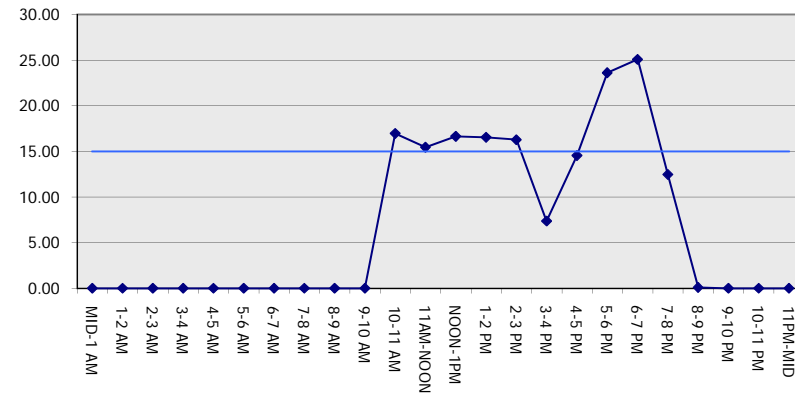
GRAPHICAL REPRESENTATION OF TRAFFIC MODEL INPUT AND OUTPUT

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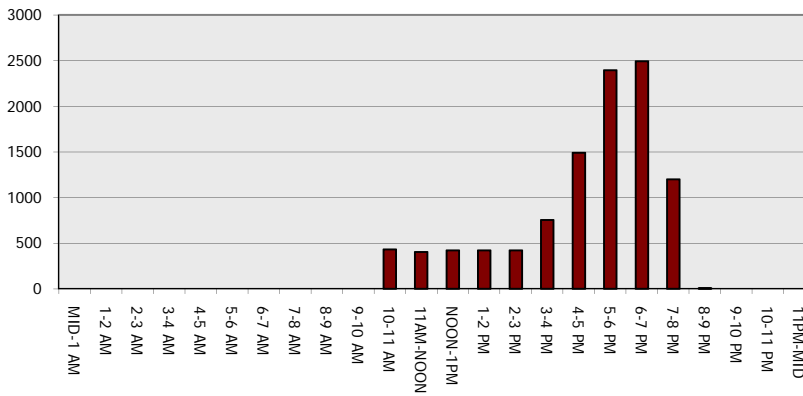
Main Route - Traffic Demand (Vehicles Per Hour)



Main Route Average Delay Per Vehicle (Minutes)



Main Route - Average Queue Length (Vehicles)



Main Route - Average Speed (MPH)

