

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
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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	OFF	1336	0	0.00	0	70.2	70.2	70.2
1-2 AM	752	0.0	OFF	752	0	0.00	0	70.2	70.2	70.2
2-3 AM	664	0.0	OFF	664	0	0.00	0	70.2	70.2	70.2
3-4 AM	607	0.0	OFF	607	0	0.00	0	70.2	70.2	70.2
4-5 AM	760	0.0	OFF	760	0	0.00	0	70.2	70.2	70.2
5-6 AM	1258	0.0	OFF	1258	0	0.00	0	70.2	70.2	70.2
6-7 AM	1988	0.0	OFF	1988	0	0.00	0	69.6	69.6	69.6
7-8 AM	2737	0.0	OFF	2737	0	0.00	0	68.6	68.6	68.6
8-9 AM	3601	0.0	1499	1573	2028	17.08+	429	67.6	7.5	39.0
9-10 AM	4067	0.0	1499	1820	2247	15.23+	395	64.4	8.1	37.6
10-11 AM	4453	0.0	1499	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	1499	1500	3493	16.67+	420	58.1	7.5	32.5
1-2 PM	4791	0.0	1499	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	1499	1500	3468	16.67+	420	58.2	7.5	32.5
5-6 PM	5041	0.0	1499	1500	3541	16.65+	420	57.7	7.5	32.5
6-7 PM	4512	0.0	OFF	4512	0	0.61	51	61.4	46.8	46.8
7-8 PM	3665	0.0	OFF	3665	0	0.00	0	67.1	67.1	67.1
8-9 PM	2946	0.0	OFF	2946	0	0.00	0	68.4	68.4	68.4
9-10 PM	2810	0.0	OFF	2810	0	0.00	0	68.6	68.6	68.6
10-11 PM	2532	0.0	OFF	2532	0	0.00	0	68.9	68.9	68.9
11PM-MID	2057	0.0	OFF	2057	0	0.00	0	69.5	69.5	69.5

"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	0.0240
MAIN ROUTE WITH WORKS	0.0130
'DIVERSION'	0.0230
<small>PIA: Personal Injury Accidents</small>	
IMPACTS ON ROAD USERS	
ROAD USER COSTS PER DAY	\$212,369
CONGESTED HOURS PER DAY*	10

*Delays Exceeding User-Specified Maximum

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

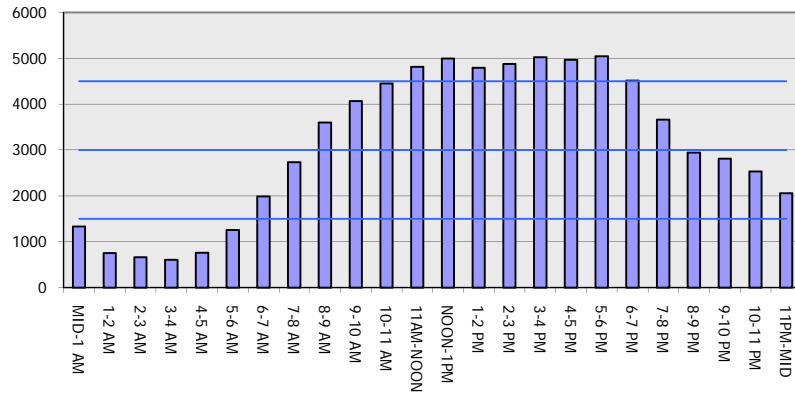
OCTOBER

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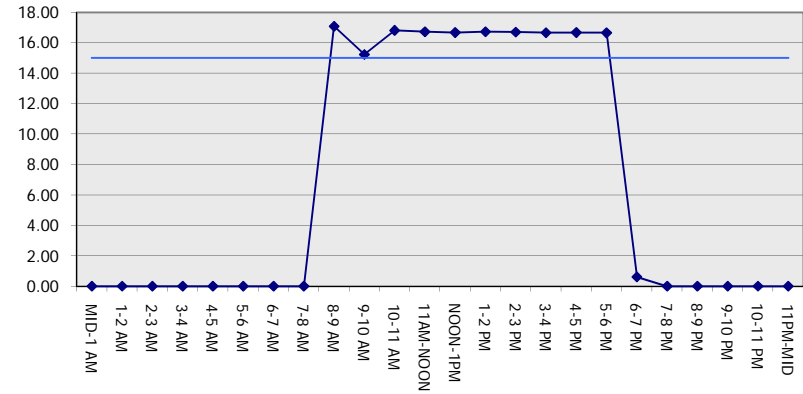
GRAPHICAL REPRESENTATION OF TRAFFIC MODEL INPUT AND OUTPUT

SATURDAY WESTBOUND DIRECTION

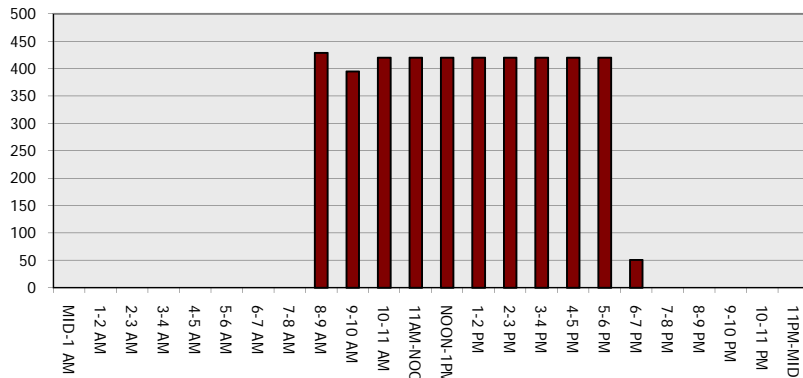
Main Route - Traffic Demand (Vehicles Per Hour)



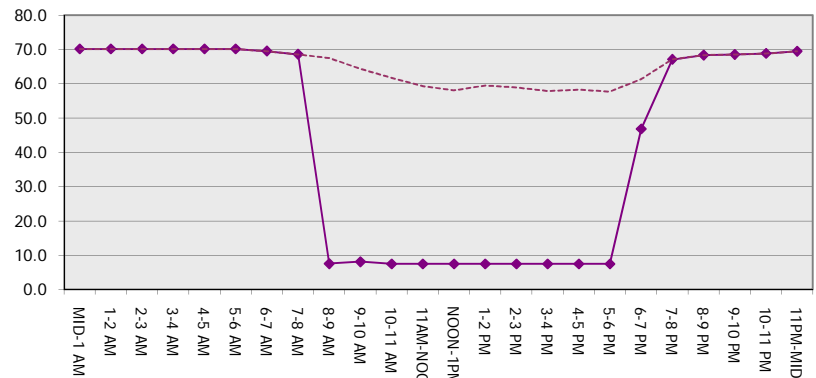
Main Route Average Delay Per Vehicle (Minutes)



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	OFF	1277	0	0.00	0	70.2	70.2	70.2
1-2 AM	848	0.0	OFF	848	0	0.00	0	70.2	70.2	70.2
2-3 AM	805	0.0	OFF	805	0	0.00	0	70.2	70.2	70.2
3-4 AM	743	0.0	OFF	743	0	0.00	0	70.2	70.2	70.2
4-5 AM	935	0.0	OFF	935	0	0.00	0	70.2	70.2	70.2
5-6 AM	1589	0.0	OFF	1589	0	0.00	0	70.0	70.0	70.0
6-7 AM	2169	0.0	OFF	2169	0	0.00	0	69.4	69.4	69.4
7-8 AM	2511	0.0	OFF	2511	0	0.00	0	68.9	68.9	68.9
8-9 AM	3306	0.0	1499	1550	1756	16.46+	412	67.9	7.6	39.1
9-10 AM	4155	0.0	1499	1699	2455	15.11+	398	63.8	8.1	38.1
10-11 AM	4514	0.0	1499	1525	2989	16.42+	418	61.3	7.6	39.2
11AM-NOON	5010	0.0	1499	1500	3510	16.36+	420	57.9	7.6	39.2
NOON-1PM	5221	0.0	1500	1500	3721	16.30+	420	56.5	7.6	39.2
1-2 PM	4686	0.0	1500	1505	3180	16.45+	420	60.2	7.6	38.8
2-3 PM	5061	0.0	1499	1500	3561	16.37+	420	57.6	7.6	38.7
3-4 PM	5087	0.0	1500	1500	3587	16.36+	420	57.4	7.6	38.7
4-5 PM	4750	0.0	1500	1501	3248	16.45+	420	59.7	7.6	38.6
5-6 PM	4526	0.0	1500	1508	3018	16.51+	419	61.2	7.6	37.9
6-7 PM	3902	0.0	OFF	3902	0	0.26	19	65.5	57.4	57.4
7-8 PM	3241	0.0	OFF	3241	0	0.00	0	68.0	68.0	68.0
8-9 PM	2736	0.0	OFF	2736	0	0.00	0	68.6	68.6	68.6
9-10 PM	2596	0.0	OFF	2596	0	0.00	0	68.8	68.8	68.8
10-11 PM	2474	0.0	OFF	2474	0	0.00	0	69.0	69.0	69.0
11PM-MID	1860	0.0	OFF	1860	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 (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	0.0127
'DIVERSION'	0.0229

PIA: Personal Injury Accidents

ECONOMIC IMPACT ON ROAD USERS	
ROAD USER COSTS PER DAY	\$206,552
CONGESTED HOURS PER DAY*	10

*Delays Exceeding User-Specified Maximum

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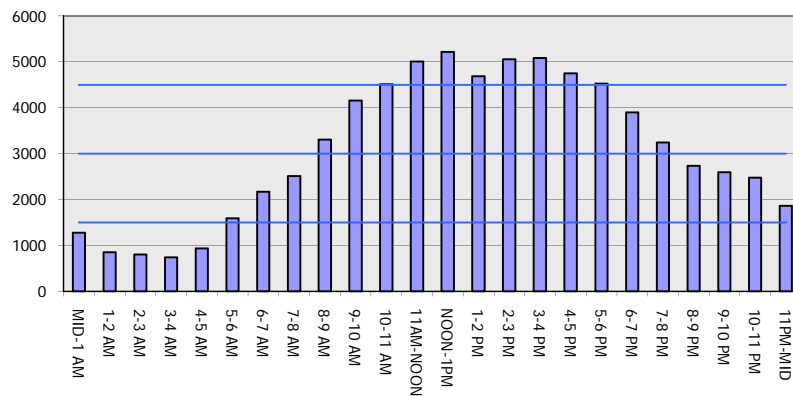
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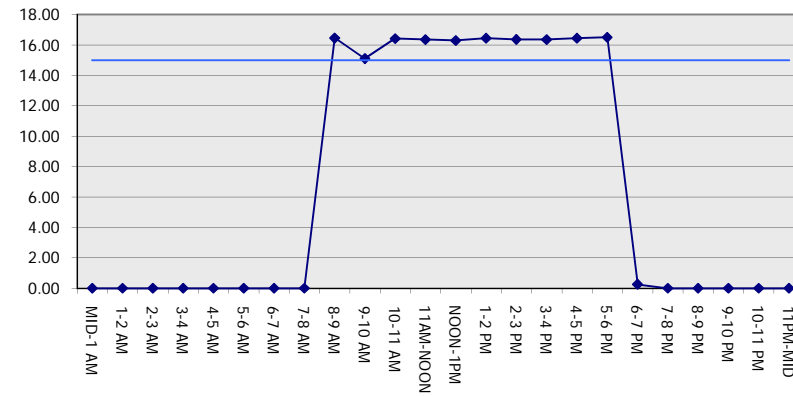
GRAPHICAL REPRESENTATION OF TRAFFIC MODEL INPUT AND OUTPUT

SATURDAY EASTBOUND DIRECTION

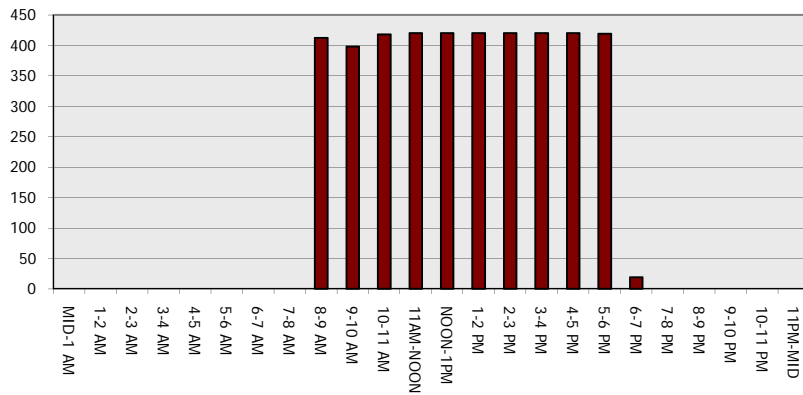
Main Route - Traffic Demand (Vehicles Per Hour)



Main Route Average Delay Per Vehicle (Minutes)



Main Route - Average Queue Length (Vehicles)



Main Route - Average Speed (MPH)

