

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

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	1339	0.0	OFF	1339	0	0.00	0	70.2	70.2	70.2	
1-2 AM	736	0.0	OFF	736	0	0.00	0	70.2	70.2	70.2	
2-3 AM	617	0.0	OFF	617	0	0.00	0	70.2	70.2	70.2	
3-4 AM	411	0.0	OFF	411	0	0.00	0	70.2	70.2	70.2	
4-5 AM	444	0.0	OFF	444	0	0.00	0	70.2	70.2	70.2	
5-6 AM	651	0.0	OFF	651	0	0.00	0	70.2	70.2	70.2	
6-7 AM	1160	0.0	OFF	1160	0	0.00	0	70.2	70.2	70.2	
7-8 AM	1482	0.0	OFF	1482	0	0.00	0	70.2	70.2	70.2	
8-9 AM	2066	0.0	OFF	2066	0	0.00	0	69.5	69.5	69.5	
9-10 AM	2835	0.0	1499	1961	874	13.85+	345	68.5	8.4	34.5	
10-11 AM	3672	0.0	1499	1496	2176	16.98+	420	67.1	7.5	32.5	
11AM-NOON	4276	0.0	1500	1500	2776	16.86+	420	63.0	7.5	32.5	
NOON-1PM	4629	0.0	1500	1500	3129	16.77+	420	60.5	7.5	32.5	
1-2 PM	4652	0.0	1500	1500	3152	16.76+	420	60.4	7.5	32.5	
2-3 PM	4606	0.0	1500	1500	3106	16.77+	420	60.7	7.5	32.5	
3-4 PM	4895	0.0	1500	1500	3395	16.69+	420	58.7	7.5	32.5	
4-5 PM	4872	0.0	1500	1500	3372	16.70+	420	58.9	7.5	32.5	
5-6 PM	4769	0.0	1500	1500	3269	16.73+	420	59.6	7.5	32.5	
6-7 PM	4268	0.0	1500	1500	2768	16.86+	420	63.0	7.5	32.5	
7-8 PM	3651	0.0	OFF	3651	0	0.53	44	67.2	51.8	51.8	
8-9 PM	2836	0.0	OFF	2836	0	0.00	0	68.5	68.5	68.5	
9-10 PM	2564	0.0	OFF	2564	0	0.00	0	68.9	68.9	68.9	
10-11 PM	1886	0.0	OFF	1886	0	0.00	0	69.7	69.7	69.7	
11PM-MID	1344	0.0	OFF	1344	0	0.00	0	70.2	70.2	70.2	

"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	0.0206
MAIN ROUTE WITH WORKS	0.0106
'DIVERSION'	0.0207
<small>PIA: Personal Injury Accidents</small>	
IMPACTS ON ROAD USERS	
ROAD USER COSTS PER DAY	\$200,240
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)

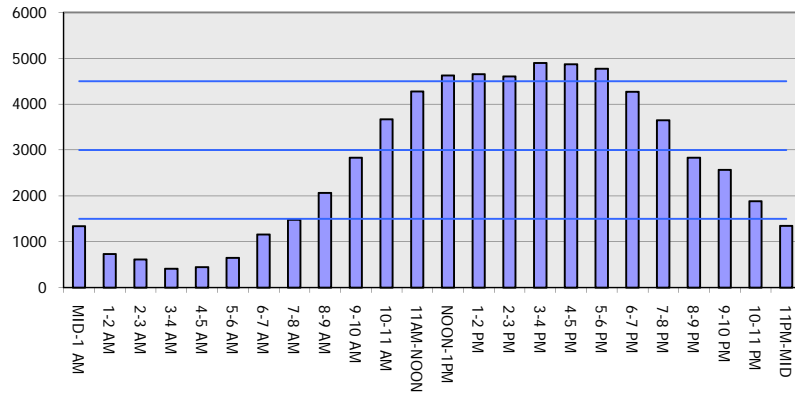
OCTOBER

Analyzed for 2009
 Construction Season

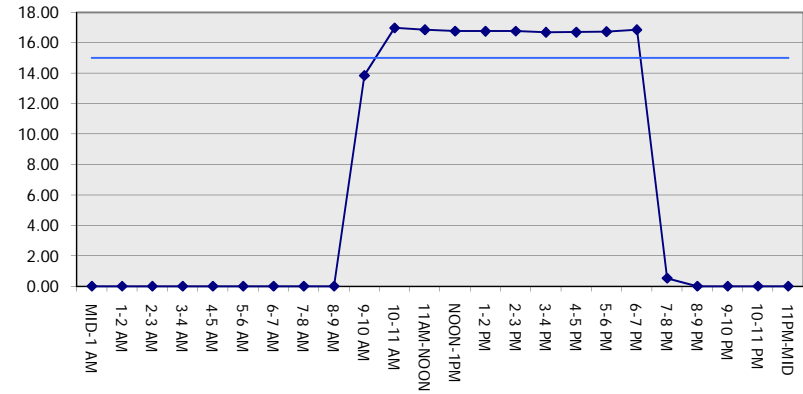
GRAPHICAL REPRESENTATION OF TRAFFIC MODEL INPUT AND OUTPUT

SUNDAY WESTBOUND DIRECTION

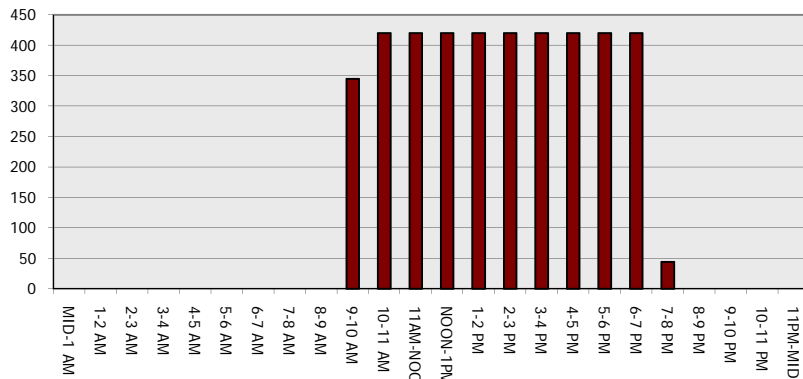
Main Route - Traffic Demand (Vehicles Per Hour)



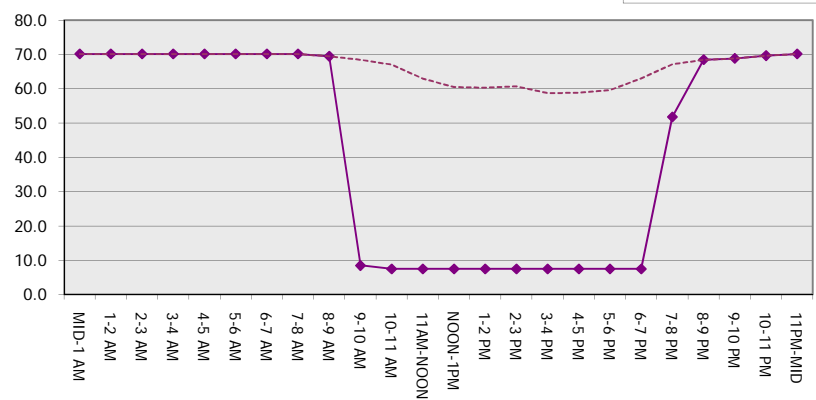
Main Route Average Delay Per Vehicle (Minutes)



Main Route - Average Queue Length (Vehicles)



Main Route - Average Speed (MPH)



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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	1333	0.0	OFF	1333	0	0.00	0	70.2	70.2	70.2
1-2 AM	903	0.0	OFF	903	0	0.00	0	70.2	70.2	70.2
2-3 AM	968	0.0	OFF	968	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	654	0.0	OFF	654	0	0.00	0	70.2	70.2	70.2
5-6 AM	899	0.0	OFF	899	0	0.00	0	70.2	70.2	70.2
6-7 AM	1335	0.0	OFF	1335	0	0.00	0	70.2	70.2	70.2
7-8 AM	1692	0.0	OFF	1692	0	0.00	0	69.9	69.9	69.9
8-9 AM	2283	0.0	OFF	2283	0	0.00	0	69.2	69.2	69.2
9-10 AM	3392	0.0	1499	1572	1820	17.07+	429	67.8	7.5	39.0
10-11 AM	4161	0.0	1499	1828	2333	15.24+	396	63.7	8.1	37.6
11AM-NOON	4548	0.0	1499	1500	3048	16.79+	420	61.1	7.5	32.5
NOON-1PM	5161	0.0	1500	1500	3661	16.62+	420	56.9	7.5	32.5
1-2 PM	5397	0.0	1500	1500	3897	16.54+	420	55.3	7.5	32.5
2-3 PM	5435	0.0	1500	1500	3935	16.53+	420	55.0	7.5	32.5
3-4 PM	5591	0.0	1500	1500	4091	16.48+	420	54.0	7.5	32.5
4-5 PM	5511	0.0	1500	1500	4011	16.51+	420	54.5	7.5	32.5
5-6 PM	4908	0.0	1500	1500	3408	16.69+	420	58.6	7.5	32.5
6-7 PM	4595	0.0	1500	1500	3095	16.78+	420	60.8	7.5	32.5
7-8 PM	3848	0.0	OFF	3848	0	0.45	37	65.9	52.8	52.8
8-9 PM	2813	0.0	OFF	2813	0	0.00	0	68.6	68.6	68.6
9-10 PM	2282	0.0	OFF	2282	0	0.00	0	69.2	69.2	69.2
10-11 PM	1637	0.0	OFF	1637	0	0.00	0	70.0	70.0	70.0
11PM-MID	1258	0.0	OFF	1258	0	0.00	0	70.2	70.2	70.2

"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	0.0227
MAIN ROUTE WITH WORKS	0.0111
'DIVERSION'	0.0246

PIA: Personal Injury Accidents

ECONOMIC IMPACT ON ROAD USERS	
ROAD USER COSTS PER DAY	\$223,259
CONGESTED HOURS PER DAY*	10

*Delays Exceeding User-Specified Maximum

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OFF-PEAK DAY 2 LANE CLOSURE
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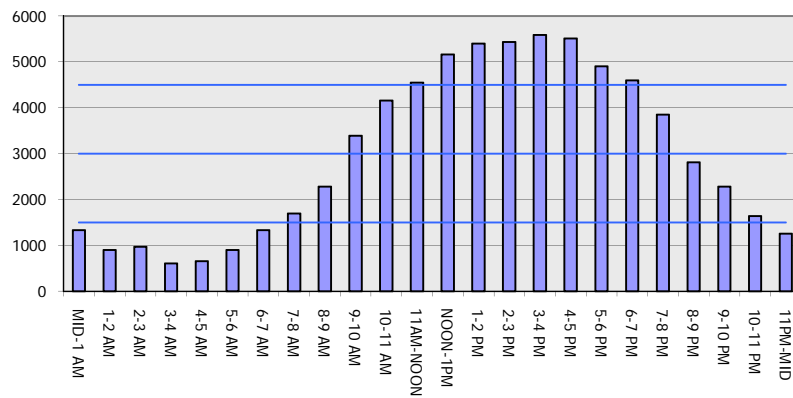
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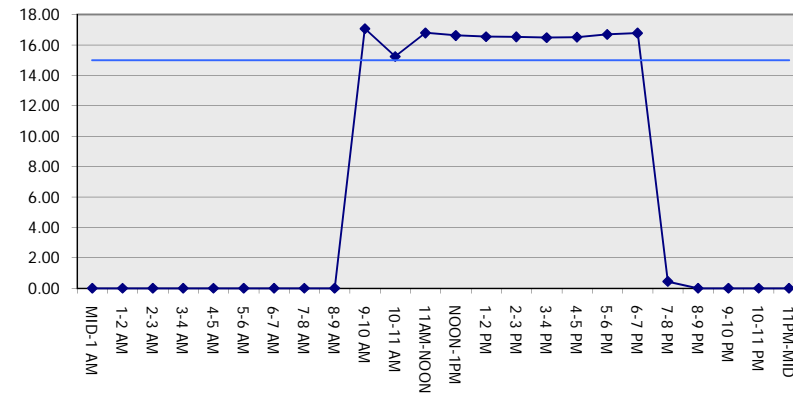
GRAPHICAL REPRESENTATION OF TRAFFIC MODEL INPUT AND OUTPUT

SUNDAY EASTBOUND DIRECTION

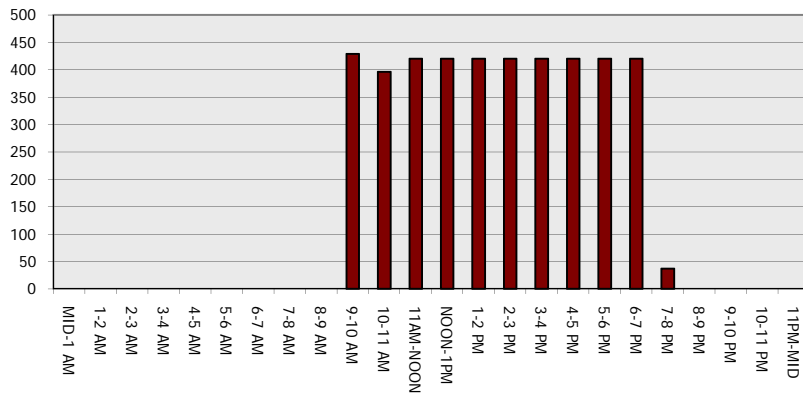
Main Route - Traffic Demand (Vehicles Per Hour)



Main Route Average Delay Per Vehicle (Minutes)



Main Route - Average Queue Length (Vehicles)



Main Route - Average Speed (MPH)

