

<b>IH 94: CTH ZZ/COLLEGE AVE TO CTH BB/RAWSON AVE (MILWAUKEE COUNTY)</b> <b>OFF-PEAK DAY CLOSURE</b> <b>NO DIVERSION ROUTE (MAX QUEUE METHOD)</b>	<b>OCTOBER</b>
	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	817	0.0	OFF	817	0	0.00	0	70.2	70.2	70.2
1-2 AM	524	0.0	OFF	524	0	0.00	0	70.2	70.2	70.2
2-3 AM	490	0.0	OFF	490	0	0.00	0	70.2	70.2	70.2
3-4 AM	560	0.0	OFF	560	0	0.00	0	70.2	70.2	70.2
4-5 AM	771	0.0	OFF	771	0	0.00	0	70.2	70.2	70.2
5-6 AM	2109	0.0	OFF	2109	0	0.00	0	69.4	69.4	69.4
6-7 AM	4067	0.0	OFF	4067	0	0.00	0	64.4	64.4	64.4
7-8 AM	4537	0.0	OFF	4537	0	0.00	0	61.2	61.2	61.2
8-9 AM	3821	0.0	OFF	3821	0	0.00	0	66.1	66.1	66.1
9-10 AM	3340	0.0	OFF	3340	0	0.00	0	67.9	67.9	67.9
10-11 AM	3512	0.0	2999	3512	0	4.19	245	67.7	14.3	36.9
11AM-NOON	3694	0.0	3000	3360	334	14.62+	792	66.9	8.6	36.9
NOON-1PM	3873	0.0	3000	3021	852	16.82+	908	65.7	8.3	36.9
1-2 PM	3898	0.0	3000	3009	889	16.82+	909	65.5	8.3	36.9
2-3 PM	4468	0.0	3000	3073	1395	17.41+	950	61.7	8.1	36.9
3-4 PM	4674	0.0	OFF	4674	0	3.71	358	60.2	12.7	12.7
4-5 PM	4413	0.0	OFF	4413	0	0.00	0	62.0	62.0	62.0
5-6 PM	4450	0.0	OFF	4450	0	0.00	0	61.7	61.7	61.7
6-7 PM	4001	0.0	OFF	4001	0	0.00	0	64.8	64.8	64.8
7-8 PM	3368	0.0	OFF	3368	0	0.00	0	67.9	67.9	67.9
8-9 PM	2688	0.0	OFF	2688	0	0.00	0	68.7	68.7	68.7
9-10 PM	2538	0.0	OFF	2538	0	0.00	0	68.9	68.9	68.9
10-11 PM	2017	0.0	OFF	2017	0	0.00	0	69.6	69.6	69.6
11PM-MID	1538	0.0	OFF	1538	0	0.00	0	70.1	70.1	70.1

"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	0.0112
MAIN ROUTE WITH WORKS	0.0089
'DIVERSION'	0.0013
PIA: Personal Injury Accidents	
IMPACTS ON ROAD USERS	
ROAD USER COSTS PER DAY	\$60,270
CONGESTED HOURS PER DAY*	4

\*Delays Exceeding User-Specified Maximum

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

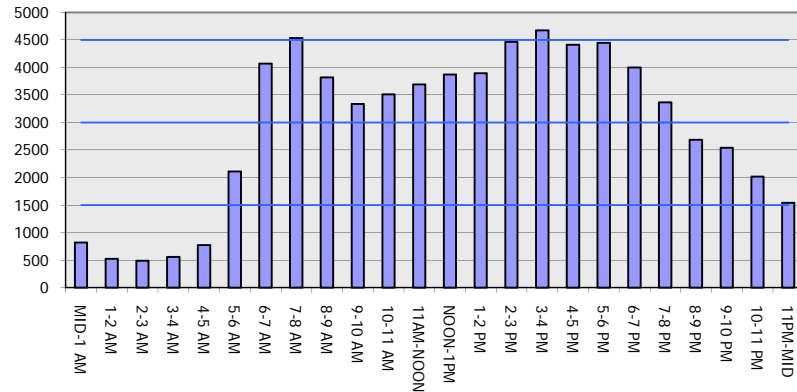
**OCTOBER**

Analyzed for 2009  
 Construction Season

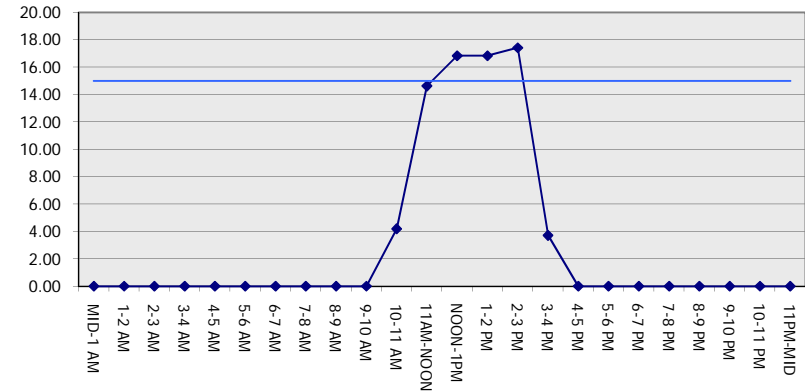
**GRAPHICAL REPRESENTATION OF TRAFFIC MODEL INPUT AND OUTPUT**

**FRIDAY WESTBOUND DIRECTION**

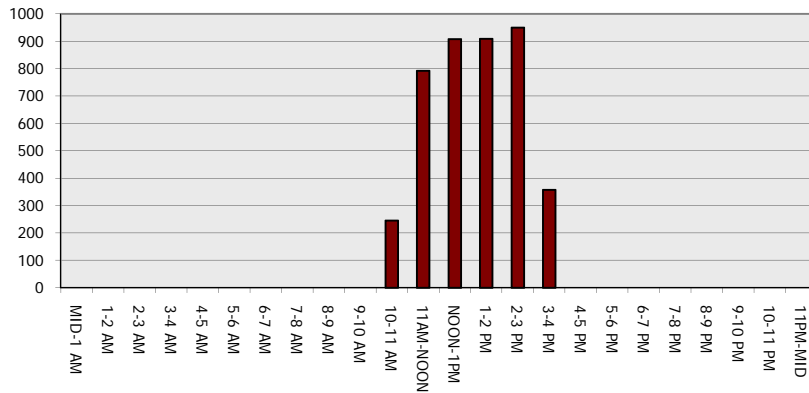
**Main Route - Traffic Demand (Vehicles Per Hour)**



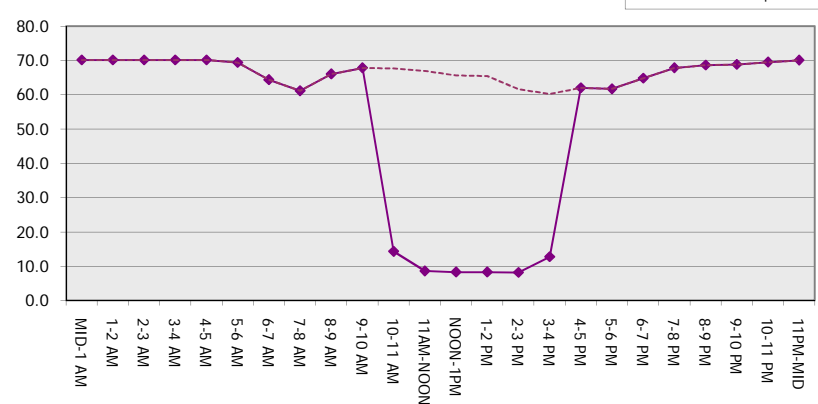
**Main Route Average Delay Per Vehicle (Minutes)**



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



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



<b>IH 94: CTH ZZ/COLLEGE AVE TO CTH BB/RAWSON AVE (MILWAUKEE COUNTY)</b> <b>OFF-PEAK DAY CLOSURE</b> <b>NO DIVERSION ROUTE (MAX QUEUE METHOD)</b>	<b>OCTOBER</b>
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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	713	0.0	OFF	713	0	0.00	0	70.2	70.2	70.2
1-2 AM	524	0.0	OFF	524	0	0.00	0	70.2	70.2	70.2
2-3 AM	509	0.0	OFF	509	0	0.00	0	70.2	70.2	70.2
3-4 AM	666	0.0	OFF	666	0	0.00	0	70.2	70.2	70.2
4-5 AM	1096	0.0	OFF	1096	0	0.00	0	70.2	70.2	70.2
5-6 AM	2196	0.0	OFF	2196	0	0.00	0	69.3	69.3	69.3
6-7 AM	3706	0.0	OFF	3706	0	0.00	0	66.8	66.8	66.8
7-8 AM	3665	0.0	OFF	3665	0	0.00	0	67.1	67.1	67.1
8-9 AM	3240	0.0	OFF	3240	0	0.00	0	68.0	68.0	68.0
9-10 AM	3078	0.0	OFF	3078	0	0.00	0	68.2	68.2	68.2
10-11 AM	3151	0.0	2999	3151	0	1.38	65	68.1	26.5	36.9
11AM-NOON	3397	0.0	3000	3397	0	6.14	332	67.8	11.7	36.9
NOON-1PM	3706	0.0	3000	3331	374	14.92+	807	66.8	8.5	36.9
1-2 PM	3960	0.0	3000	3030	930	16.84+	911	65.1	8.3	36.9
2-3 PM	4536	0.0	3000	3077	1459	17.55+	959	61.2	8.1	36.9
3-4 PM	4808	0.0	OFF	4808	0	4.21	408	59.3	11.5	11.5
4-5 PM	5164	0.0	OFF	5164	0	0.00	0	56.9	56.9	56.9
5-6 PM	5050	0.0	OFF	5050	0	0.00	0	57.6	57.6	57.6
6-7 PM	3979	0.0	OFF	3979	0	0.00	0	65.0	65.0	65.0
7-8 PM	2990	0.0	OFF	2990	0	0.00	0	68.3	68.3	68.3
8-9 PM	2328	0.0	OFF	2328	0	0.00	0	69.1	69.1	69.1
9-10 PM	2260	0.0	OFF	2260	0	0.00	0	69.2	69.2	69.2
10-11 PM	1872	0.0	OFF	1872	0	0.00	0	69.7	69.7	69.7
11PM-MID	1372	0.0	OFF	1372	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	0.0108
MAIN ROUTE WITH WORKS	0.0086
'DIVERSION'	0.0010

PIA: Personal Injury Accidents

ECONOMIC IMPACT ON ROAD USERS	
ROAD USER COSTS PER DAY	\$50,546
CONGESTED HOURS PER DAY*	3

\*Delays Exceeding User-Specified Maximum

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

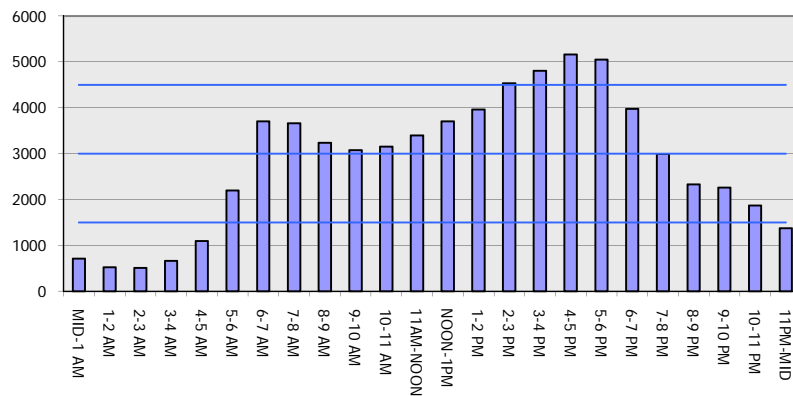
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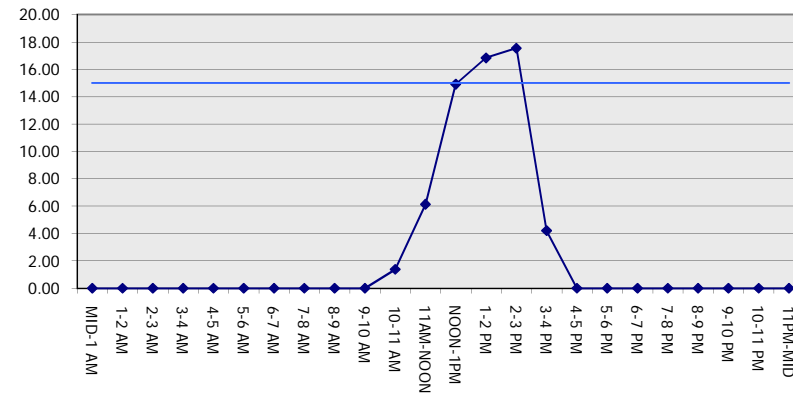
**GRAPHICAL REPRESENTATION OF TRAFFIC MODEL INPUT AND OUTPUT**

**FRIDAY EASTBOUND DIRECTION**

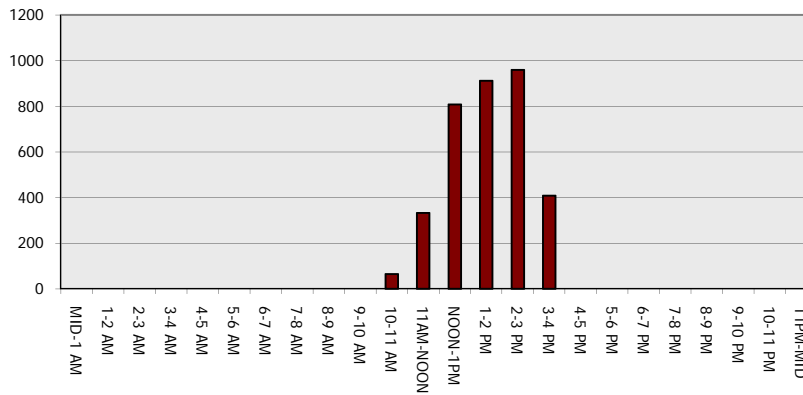
**Main Route - Traffic Demand (Vehicles Per Hour)**



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



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



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

