

<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**

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	989	0.0	OFF	989	0	0.00	0	70.2	70.2	70.2
1-2 AM	557	0.0	OFF	557	0	0.00	0	70.2	70.2	70.2
2-3 AM	491	0.0	OFF	491	0	0.00	0	70.2	70.2	70.2
3-4 AM	450	0.0	OFF	450	0	0.00	0	70.2	70.2	70.2
4-5 AM	562	0.0	OFF	562	0	0.00	0	70.2	70.2	70.2
5-6 AM	932	0.0	OFF	932	0	0.00	0	70.2	70.2	70.2
6-7 AM	1471	0.0	OFF	1471	0	0.00	0	70.2	70.2	70.2
7-8 AM	2026	0.0	OFF	2026	0	0.00	0	69.5	69.5	69.5
8-9 AM	2665	0.0	2999	2665	0	0.27	0	68.7	52.4	42.8
9-10 AM	3010	0.0	2999	3010	0	0.54	11	68.3	42.2	37.4
10-11 AM	3296	0.0	3000	3296	0	3.24	175	67.9	16.1	36.9
11AM-NOON	3563	0.0	3000	3563	0	11.20+	609	67.6	9.3	36.9
NOON-1PM	3696	0.0	2999	3002	694	16.82+	906	66.9	8.3	36.9
1-2 PM	3546	0.0	3000	3000	546	16.82+	905	67.6	8.3	36.9
2-3 PM	3608	0.0	3000	3000	608	16.83+	905	67.5	8.3	36.9
3-4 PM	3717	0.0	3000	3001	716	16.82+	907	66.8	8.3	36.9
4-5 PM	3677	0.0	3000	3000	677	16.82+	906	67.1	8.3	36.9
5-6 PM	3732	0.0	3000	3000	731	16.82+	907	66.7	8.3	36.9
6-7 PM	3339	0.0	OFF	3339	0	1.61	154	67.9	24.0	24.0
7-8 PM	2712	0.0	OFF	2712	0	0.00	0	68.7	68.7	68.7
8-9 PM	2180	0.0	OFF	2180	0	0.00	0	69.3	69.3	69.3
9-10 PM	2080	0.0	OFF	2080	0	0.00	0	69.4	69.4	69.4
10-11 PM	1873	0.0	OFF	1873	0	0.00	0	69.7	69.7	69.7
11PM-MID	1522	0.0	OFF	1522	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	0.0089
MAIN ROUTE WITH WORKS	0.0049
'DIVERSION'	0.0015
PIA: Personal Injury Accidents	
IMPACTS ON ROAD USERS	
ROAD USER COSTS PER DAY	\$115,715
CONGESTED HOURS PER DAY*	7

\*Delays Exceeding User-Specified Maximum

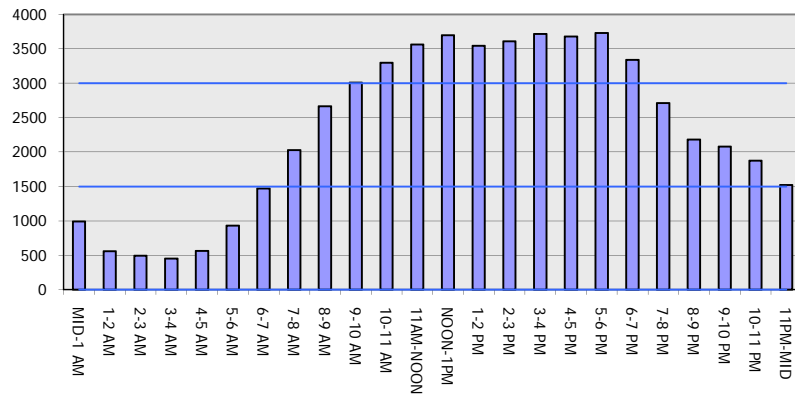
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**OFF-PEAK DAY CLOSURE**  
**NO DIVERSION ROUTE (MAX QUEUE METHOD)**

**OCTOBER**

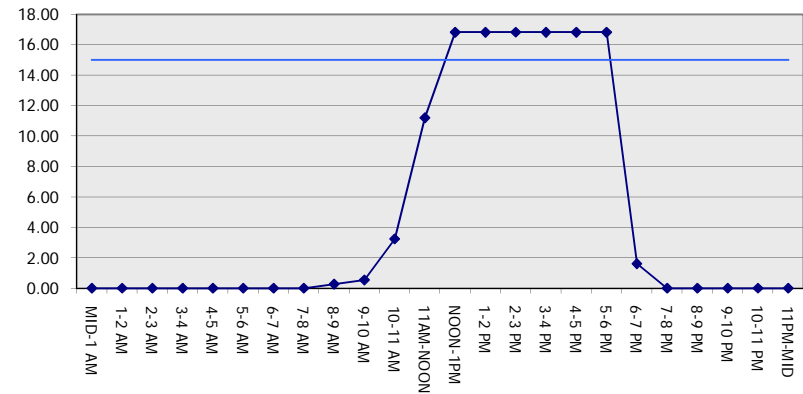
Analyzed for 2009  
 Construction Season

**GRAPHICAL REPRESENTATION OF TRAFFIC MODEL INPUT AND OUTPUT**  
**SATURDAY WESTBOUND DIRECTION**

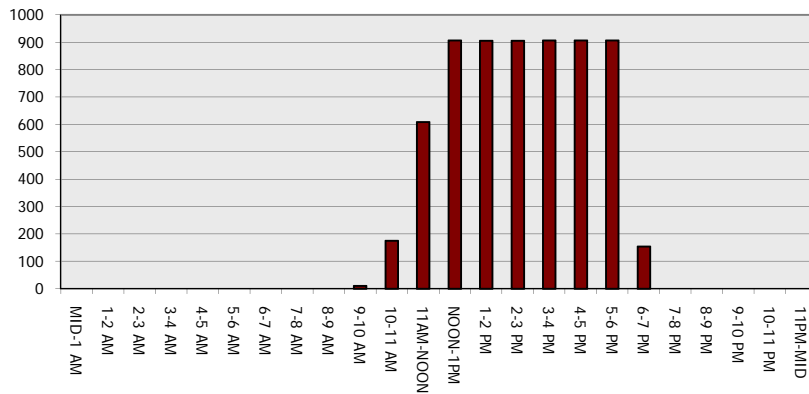
**Main Route - Traffic Demand (Vehicles Per Hour)**



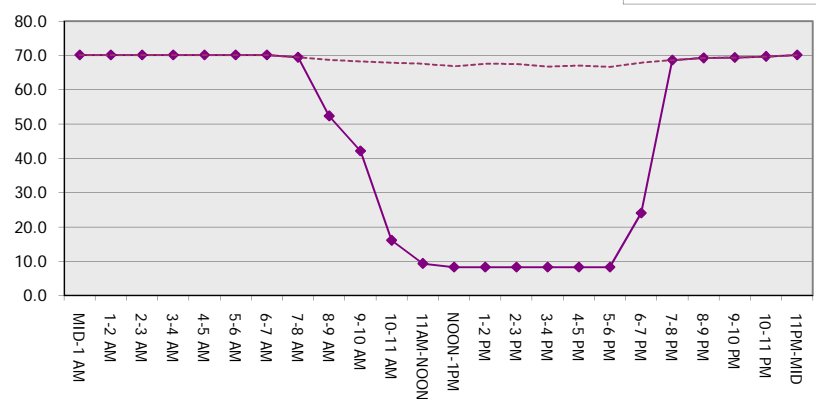
**Main Route Average Delay Per Vehicle (Minutes)**



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



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



<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**

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	945	0.0	OFF	945	0	0.00	0	70.2	70.2	70.2
1-2 AM	628	0.0	OFF	628	0	0.00	0	70.2	70.2	70.2
2-3 AM	596	0.0	OFF	596	0	0.00	0	70.2	70.2	70.2
3-4 AM	550	0.0	OFF	550	0	0.00	0	70.2	70.2	70.2
4-5 AM	692	0.0	OFF	692	0	0.00	0	70.2	70.2	70.2
5-6 AM	1177	0.0	OFF	1177	0	0.00	0	70.2	70.2	70.2
6-7 AM	1605	0.0	OFF	1605	0	0.00	0	70.0	70.0	70.0
7-8 AM	1858	0.0	OFF	1858	0	0.00	0	69.7	69.7	69.7
8-9 AM	2448	0.0	2999	2448	0	0.21	0	69.0	55.4	46.8
9-10 AM	3075	0.0	2999	3075	0	0.69	23	68.2	38.2	37.1
10-11 AM	3341	0.0	3000	3341	0	4.52	244	67.9	13.5	36.9
11AM-NOON	3708	0.0	3000	3438	270	13.58+	738	66.8	8.8	36.9
NOON-1PM	3864	0.0	3000	3024	840	16.83+	909	65.8	8.3	36.9
1-2 PM	3468	0.0	3000	3004	464	16.80+	904	67.8	8.3	36.9
2-3 PM	3745	0.0	3000	3004	741	16.82+	907	66.6	8.3	36.9
3-4 PM	3766	0.0	3000	3002	764	16.82+	907	66.4	8.3	36.9
4-5 PM	3515	0.0	3000	2999	516	16.81+	904	67.7	8.3	36.9
5-6 PM	3350	0.0	3000	2999	351	16.79+	902	67.9	8.3	36.9
6-7 PM	2888	0.0	OFF	2888	0	1.34	131	68.4	27.0	27.0
7-8 PM	2398	0.0	OFF	2398	0	0.00	0	69.1	69.1	69.1
8-9 PM	2025	0.0	OFF	2025	0	0.00	0	69.6	69.6	69.6
9-10 PM	1921	0.0	OFF	1921	0	0.00	0	69.7	69.7	69.7
10-11 PM	1831	0.0	OFF	1831	0	0.00	0	69.7	69.7	69.7
11PM-MID	1377	0.0	OFF	1377	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	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	0.0087
MAIN ROUTE WITH WORKS	0.0048
'DIVERSION'	0.0015

PIA: Personal Injury Accidents

ECONOMIC IMPACT ON ROAD USERS	
ROAD USER COSTS PER DAY	\$118,134
CONGESTED HOURS PER DAY*	7

\*Delays Exceeding User-Specified Maximum

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**NO DIVERSION ROUTE (MAX QUEUE METHOD)**

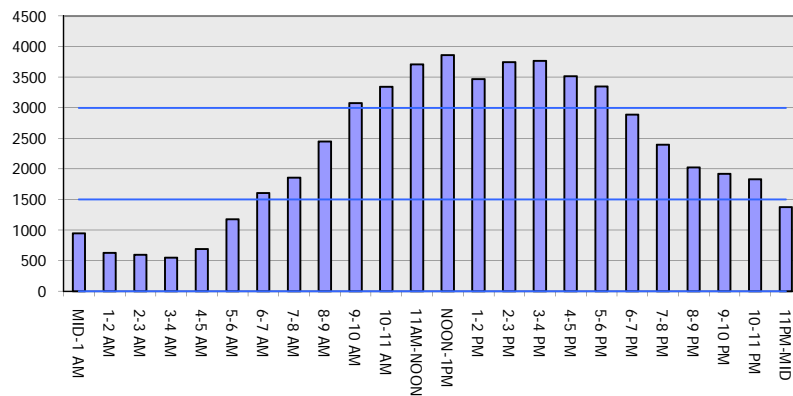
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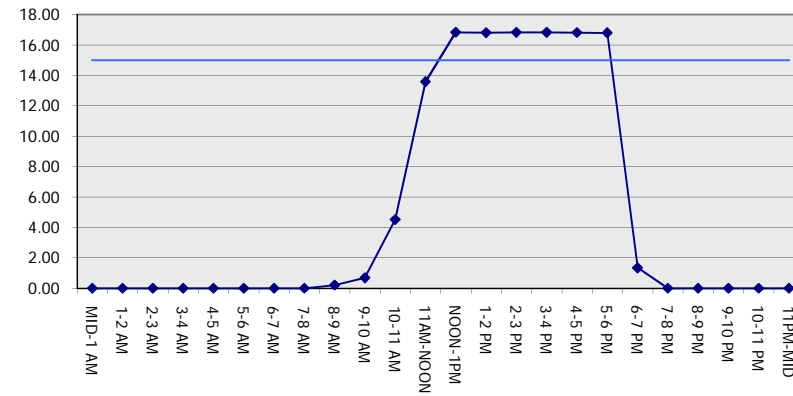
**GRAPHICAL REPRESENTATION OF TRAFFIC MODEL INPUT AND OUTPUT**

**SATURDAY EASTBOUND DIRECTION**

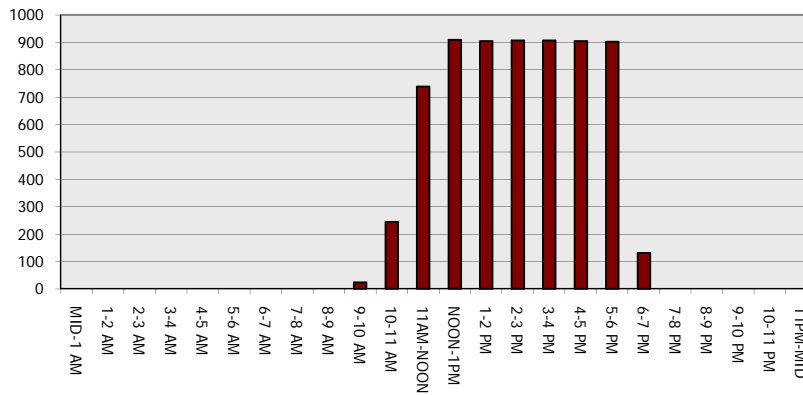
**Main Route - Traffic Demand (Vehicles Per Hour)**



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



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



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

