

IH 94: CTH Y/LAYTON AVE TO CTH ZZ/COLLEGE AVE (MILWAUKEE COUNTY) NIGHTTIME 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	1499	1105	0	8.85	258	70.2	12.0	37.4	
1-2 AM	708	0.0	1500	708	0	0.46	0	70.2	55.2	46.0	
2-3 AM	663	0.0	1500	663	0	0.45	0	70.2	55.5	46.2	
3-4 AM	758	0.0	1500	758	0	0.46	0	70.2	55.2	45.8	
4-5 AM	1042	0.0	1499	1042	0	0.60	0	70.2	51.9	41.7	
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	OFF	4746	0	0.00	0	59.7	59.7	59.7	
11AM-NOON	4993	0.0	OFF	4993	0	0.00	0	58.1	58.1	58.1	
NOON-1PM	5232	0.0	OFF	5232	0	0.00	0	56.4	56.4	56.4	
1-2 PM	5267	0.0	OFF	5267	0	0.00	0	56.2	56.2	56.2	
2-3 PM	6037	0.0	OFF	6037	0	0.00	0	50.9	50.9	50.9	
3-4 PM	6316	0.0	OFF	6316	0	0.00	0	49.0	49.0	49.0	
4-5 PM	5962	0.0	OFF	5962	0	0.00	0	51.4	51.4	51.4	
5-6 PM	6013	0.0	OFF	6013	0	0.00	0	51.1	51.1	51.1	
6-7 PM	5406	0.0	OFF	5406	0	0.00	0	55.2	55.2	55.2	
7-8 PM	4551	0.0	1499	1587	2964	17.27+	440	61.0	7.4	38.9	
8-9 PM	3632	0.0	1499	1825	1806	15.35+	393	67.4	8.1	36.4	
9-10 PM	3430	0.0	1499	1500	1930	17.02+	420	67.8	7.5	32.5	
10-11 PM	2726	0.0	1500	1501	1225	16.80+	414	68.6	7.5	32.5	
11PM-MID	2077	0.0	1500	1500	578	16.73+	411	69.4	7.6	32.5	

"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	0.0302
MAIN ROUTE WITH WORKS	0.0267
'DIVERSION'	0.0063
PIA: Personal Injury Accidents	
IMPACTS ON ROAD USERS	
ROAD USER COSTS PER DAY	\$67,140
CONGESTED HOURS PER DAY*	5

*Delays Exceeding User-Specified Maximum

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NIGHTTIME 2 LANE CLOSURE
NO DIVERSION ROUTE (MAX QUEUE METHOD)

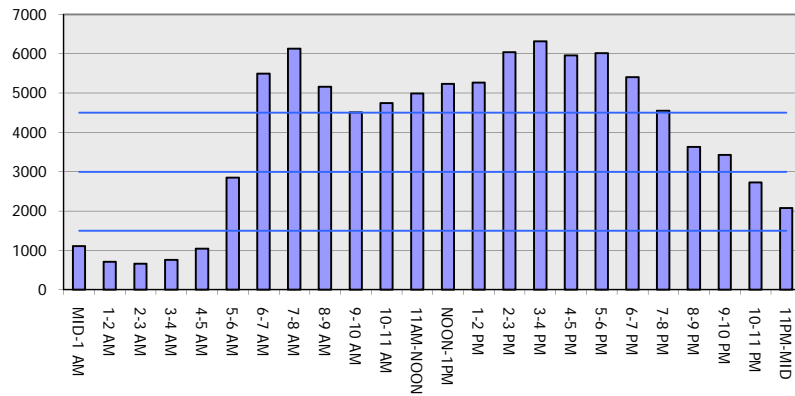
OCTOBER

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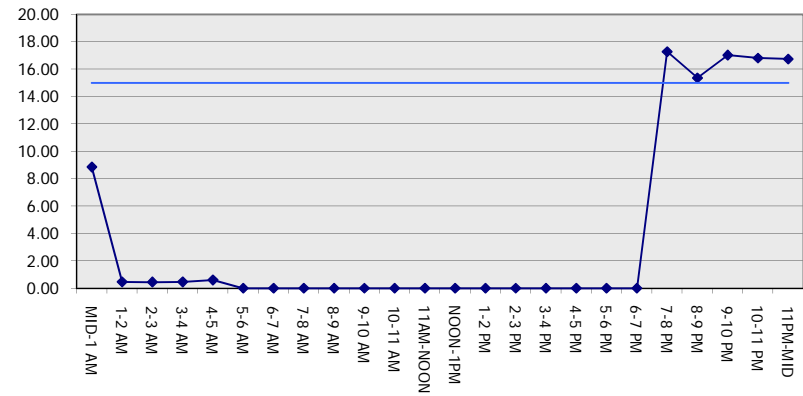
GRAPHICAL REPRESENTATION OF TRAFFIC MODEL INPUT AND OUTPUT

FRIDAY WESTBOUND DIRECTION

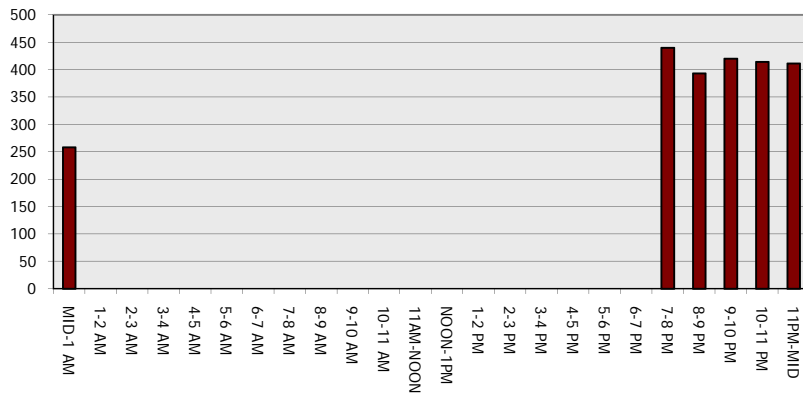
Main Route - Traffic Demand (Vehicles Per Hour)



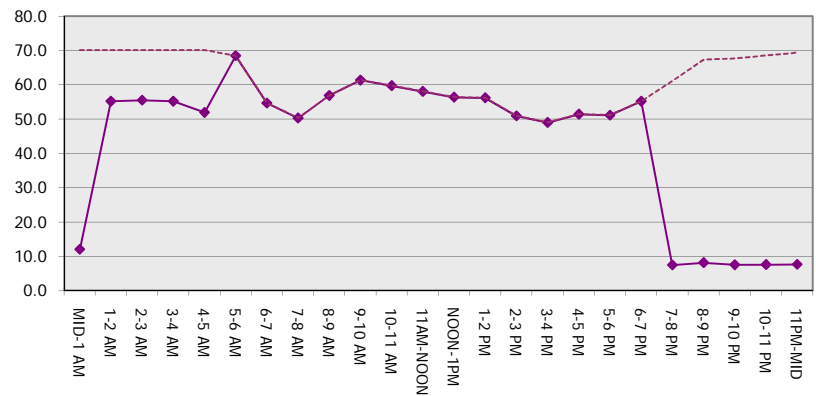
Main Route Average Delay Per Vehicle (Minutes)



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	1499	964	0	4.48	203	70.2	20.1	39.2
1-2 AM	708	0.0	1500	708	0	0.46	0	70.2	55.4	46.0
2-3 AM	687	0.0	1500	687	0	0.45	0	70.2	55.5	46.1
3-4 AM	901	0.0	1499	901	0	0.48	0	70.2	54.8	45.2
4-5 AM	1481	0.0	1499	1481	0	1.50	29	70.2	37.4	36.3
5-6 AM	2968	0.0	OFF	2968	0	0.03	2	68.4	67.3	67.3
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	OFF	4258	0	0.00	0	63.1	63.1	63.1
11AM-NOON	4590	0.0	OFF	4590	0	0.00	0	60.8	60.8	60.8
NOON-1PM	5007	0.0	OFF	5007	0	0.00	0	57.9	57.9	57.9
1-2 PM	5351	0.0	OFF	5351	0	0.00	0	55.6	55.6	55.6
2-3 PM	6128	0.0	OFF	6128	0	0.00	0	50.3	50.3	50.3
3-4 PM	6497	0.0	OFF	6497	0	0.00	0	47.8	47.8	47.8
4-5 PM	6978	0.0	OFF	6978	0	0.00	0	44.5	44.5	44.5
5-6 PM	6824	0.0	OFF	6824	0	0.00	0	45.5	45.5	45.5
6-7 PM	5376	0.0	OFF	5376	0	0.00	0	55.5	55.5	55.5
7-8 PM	4040	0.0	1499	1576	2464	17.07+	432	64.6	7.5	39.0
8-9 PM	3146	0.0	1499	1700	1445	14.95+	389	68.1	8.3	37.8
9-10 PM	3053	0.0	1499	1537	1516	16.72+	417	68.2	7.6	36.0
10-11 PM	2530	0.0	1500	1528	1002	16.80+	415	68.9	7.5	33.5
11PM-MID	1854	0.0	1500	1585	269	16.34+	401	69.7	7.6	32.4

"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	0.0292
MAIN ROUTE WITH WORKS	0.0263
'DIVERSION'	0.0049

PIA: Personal Injury Accidents

ECONOMIC IMPACT ON ROAD USERS	
ROAD USER COSTS PER DAY	\$58,386
CONGESTED HOURS PER DAY*	5

*Delays Exceeding User-Specified Maximum

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NIGHTTIME 2 LANE CLOSURE
NO DIVERSION ROUTE (MAX QUEUE METHOD)

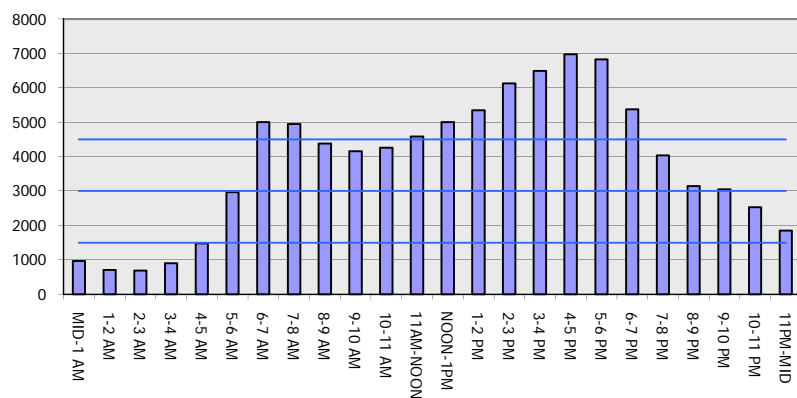
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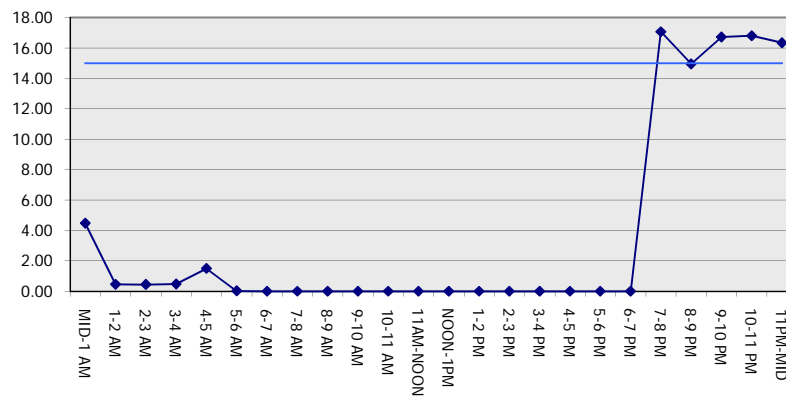
GRAPHICAL REPRESENTATION OF TRAFFIC MODEL INPUT AND OUTPUT

FRIDAY EASTBOUND DIRECTION

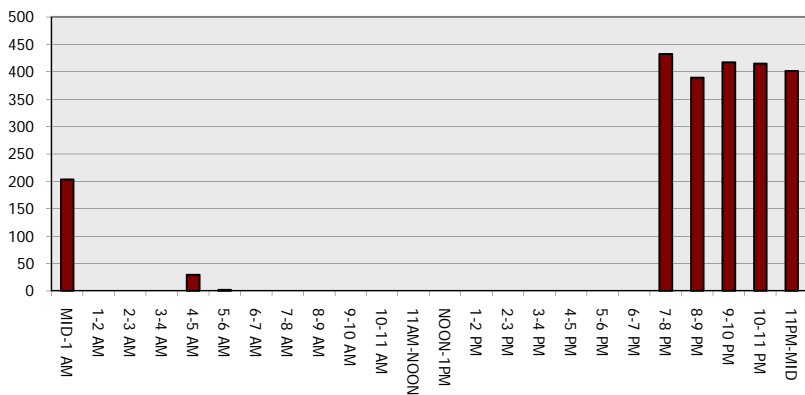
Main Route - Traffic Demand (Vehicles Per Hour)



Main Route Average Delay Per Vehicle (Minutes)



Main Route - Average Queue Length (Vehicles)



Main Route - Average Speed (MPH)

