

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

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	1500	1339	0	8.55	205	70.2	11.7	32.9	
1-2 AM	736	0.0	1500	736	0	0.63	8	70.2	51.4	45.8	
2-3 AM	617	0.0	1500	617	0	0.45	0	70.2	55.6	46.4	
3-4 AM	411	0.0	1500	411	0	0.42	0	70.2	56.3	47.3	
4-5 AM	444	0.0	1500	444	0	0.42	0	70.2	56.2	47.2	
5-6 AM	651	0.0	1500	651	0	0.45	0	70.2	55.5	46.3	
6-7 AM	1160	0.0	1499	1160	0	0.60	0	70.2	52.0	41.7	
7-8 AM	1482	0.0	1499	1482	0	1.29	11	70.2	40.1	34.1	
8-9 AM	2066	0.0	1500	1909	157	9.51+	262	69.5	11.3	32.4	
9-10 AM	2835	0.0	OFF	2835	0	0.34	32	68.5	57.3	57.3	
10-11 AM	3672	0.0	OFF	3672	0	0.00	0	67.1	67.1	67.1	
11AM-NOON	4276	0.0	OFF	4276	0	0.00	0	63.0	63.0	63.0	
NOON-1PM	4629	0.0	OFF	4629	0	0.00	0	60.5	60.5	60.5	
1-2 PM	4652	0.0	OFF	4652	0	0.00	0	60.4	60.4	60.4	
2-3 PM	4606	0.0	OFF	4606	0	0.00	0	60.7	60.7	60.7	
3-4 PM	4895	0.0	OFF	4895	0	0.00	0	58.7	58.7	58.7	
4-5 PM	4872	0.0	OFF	4872	0	0.00	0	58.9	58.9	58.9	
5-6 PM	4769	0.0	OFF	4769	0	0.00	0	59.6	59.6	59.6	
6-7 PM	4268	0.0	OFF	4268	0	0.00	0	63.0	63.0	63.0	
7-8 PM	3651	0.0	1499	1574	2078	17.10+	430	67.2	7.5	39.0	
8-9 PM	2836	0.0	1499	1649	1187	14.84+	390	68.5	8.3	37.9	
9-10 PM	2564	0.0	1499	1702	862	16.08+	397	68.9	7.8	32.5	
10-11 PM	1886	0.0	1500	1499	387	16.73+	411	69.7	7.6	32.5	
11PM-MID	1344	0.0	1499	1343	2	14.73+	362	70.2	8.1	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	0.0206
MAIN ROUTE WITH WORKS	0.0180
'DIVERSION'	0.0034
PIA: Personal Injury Accidents	
IMPACTS ON ROAD USERS	
ROAD USER COSTS PER DAY	\$58,596
CONGESTED HOURS PER DAY*	6

*Delays Exceeding User-Specified Maximum

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

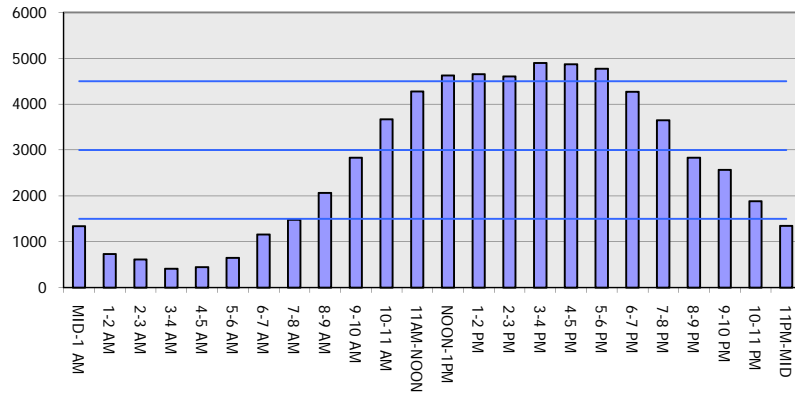
OCTOBER

Analyzed for 2009
 Construction Season

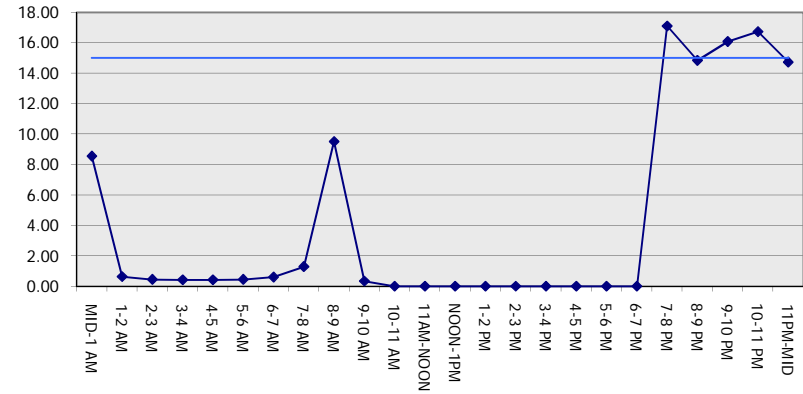
GRAPHICAL REPRESENTATION OF TRAFFIC MODEL INPUT AND OUTPUT

SUNDAY WESTBOUND DIRECTION

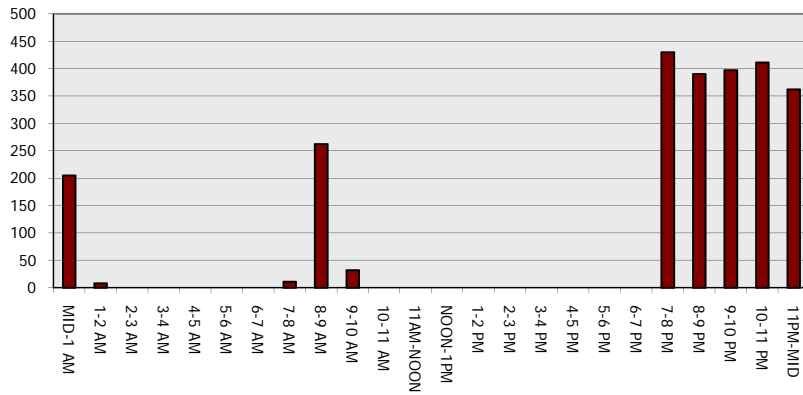
Main Route - Traffic Demand (Vehicles Per Hour)



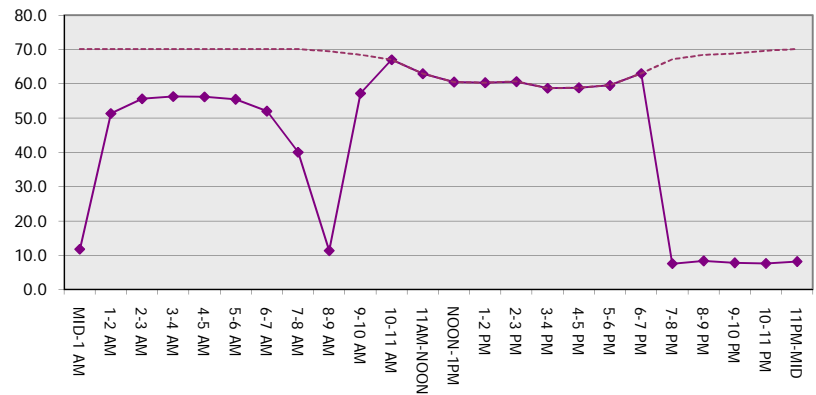
Main Route Average Delay Per Vehicle (Minutes)



Main Route - Average Queue Length (Vehicles)



Main Route - Average Speed (MPH)



IH 94: CTH Y/LAYTON AVE TO CTH ZZ/COLLEGE AVE (MILWAUKEE COUNTY)	OCTOBER
NIGHTTIME 2 LANE CLOSURE	Analyzed for 2009
NO DIVERSION ROUTE (MAX QUEUE METHOD)	Construction Season

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	1500	1333	0	3.99	93	70.2	21.1	33.9
1-2 AM	903	0.0	1500	903	0	0.48	0	70.2	54.8	45.2
2-3 AM	968	0.0	1500	968	0	0.49	0	70.2	54.6	44.9
3-4 AM	607	0.0	1500	607	0	0.44	0	70.2	55.7	46.5
4-5 AM	654	0.0	1500	654	0	0.45	0	70.2	55.5	46.3
5-6 AM	899	0.0	1500	899	0	0.48	0	70.2	54.8	45.2
6-7 AM	1335	0.0	1499	1335	0	0.79	0	70.2	48.1	36.9
7-8 AM	1692	0.0	1499	1692	0	2.89	66	69.9	26.0	32.5
8-9 AM	2283	0.0	1500	1777	507	15.04+	374	69.2	8.1	32.5
9-10 AM	3392	0.0	OFF	3392	0	0.48	42	67.8	53.4	53.4
10-11 AM	4161	0.0	OFF	4161	0	0.00	0	63.7	63.7	63.7
11AM-NOON	4548	0.0	OFF	4548	0	0.00	0	61.1	61.1	61.1
NOON-1PM	5161	0.0	OFF	5161	0	0.00	0	56.9	56.9	56.9
1-2 PM	5397	0.0	OFF	5397	0	0.00	0	55.3	55.3	55.3
2-3 PM	5435	0.0	OFF	5435	0	0.00	0	55.0	55.0	55.0
3-4 PM	5591	0.0	OFF	5591	0	0.00	0	54.0	54.0	54.0
4-5 PM	5511	0.0	OFF	5511	0	0.00	0	54.5	54.5	54.5
5-6 PM	4908	0.0	OFF	4908	0	0.00	0	58.6	58.6	58.6
6-7 PM	4595	0.0	OFF	4595	0	0.00	0	60.8	60.8	60.8
7-8 PM	3848	0.0	1499	1574	2274	17.07+	430	65.9	7.5	39.0
8-9 PM	2813	0.0	1499	1650	1164	14.84+	389	68.6	8.3	37.9
9-10 PM	2282	0.0	1499	1735	547	15.94+	394	69.2	7.8	32.5
10-11 PM	1637	0.0	1499	1449	187	16.54+	406	70.0	7.6	32.5
11PM-MID	1258	0.0	1499	1258	0	11.95	296	70.2	9.3	32.7

"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	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	0.0227
MAIN ROUTE WITH WORKS	0.0200
'DIVERSION'	0.0035

PIA: Personal Injury Accidents

ECONOMIC IMPACT ON ROAD USERS	
ROAD USER COSTS PER DAY	\$59,070
CONGESTED HOURS PER DAY*	5

*Delays Exceeding User-Specified Maximum

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

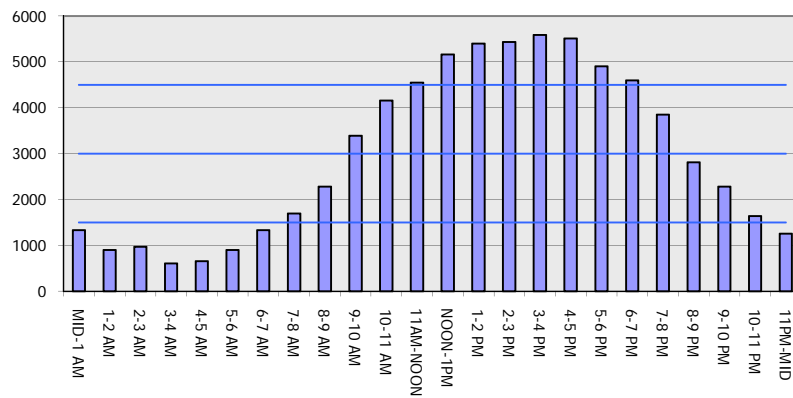
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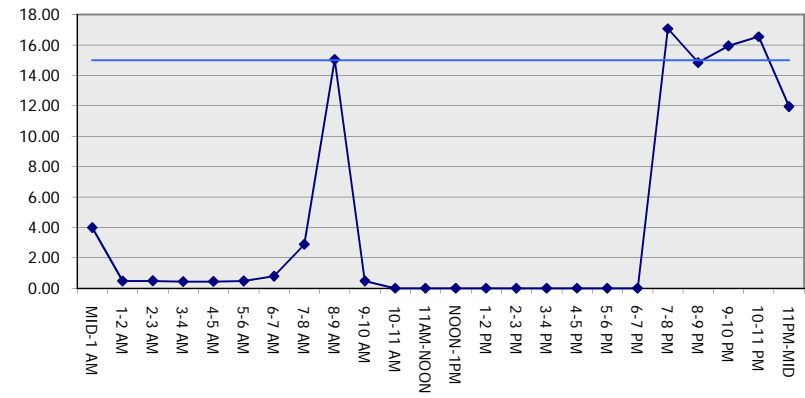
GRAPHICAL REPRESENTATION OF TRAFFIC MODEL INPUT AND OUTPUT

SUNDAY EASTBOUND DIRECTION

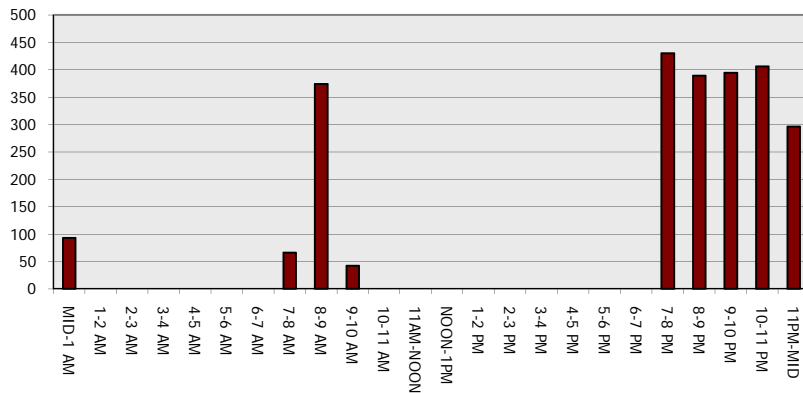
Main Route - Traffic Demand (Vehicles Per Hour)



Main Route Average Delay Per Vehicle (Minutes)



Main Route - Average Queue Length (Vehicles)



Main Route - Average Speed (MPH)

