

IH 94: CTH ZZ/COLLEGE AVE TO CTH BB/RAWSON 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	991	0.0	1500	991	0	0.25	0	70.2	54.3	44.8	
1-2 AM	545	0.0	1500	545	0	0.22	0	70.2	55.8	46.7	
2-3 AM	456	0.0	1500	456	0	0.22	0	70.2	56.0	47.1	
3-4 AM	304	0.0	1500	304	0	0.21	0	70.2	56.5	47.8	
4-5 AM	328	0.0	1500	328	0	0.21	0	70.2	56.4	47.7	
5-6 AM	482	0.0	1500	482	0	0.22	0	70.2	56.0	47.0	
6-7 AM	859	0.0	1500	859	0	0.24	0	70.2	54.8	45.4	
7-8 AM	1097	0.0	1499	1097	0	0.27	0	70.2	53.1	43.3	
8-9 AM	1529	0.0	1499	1529	0	0.93	19	70.1	33.6	33.6	
9-10 AM	2098	0.0	OFF	2098	0	0.01	0	69.4	68.7	68.7	
10-11 AM	2718	0.0	OFF	2718	0	0.00	0	68.7	68.7	68.7	
11AM-NOON	3164	0.0	OFF	3164	0	0.00	0	68.1	68.1	68.1	
NOON-1PM	3426	0.0	OFF	3426	0	0.00	0	67.8	67.8	67.8	
1-2 PM	3443	0.0	OFF	3443	0	0.00	0	67.8	67.8	67.8	
2-3 PM	3409	0.0	OFF	3409	0	0.00	0	67.8	67.8	67.8	
3-4 PM	3622	0.0	OFF	3622	0	0.00	0	67.4	67.4	67.4	
4-5 PM	3606	0.0	OFF	3606	0	0.00	0	67.5	67.5	67.5	
5-6 PM	3530	0.0	OFF	3530	0	0.00	0	67.6	67.6	67.6	
6-7 PM	3159	0.0	OFF	3159	0	0.00	0	68.1	68.1	68.1	
7-8 PM	2702	0.0	1499	1763	940	14.49+	373	68.7	5.8	37.6	
8-9 PM	2099	0.0	1499	1690	409	15.85+	403	69.4	5.5	32.5	
9-10 PM	1898	0.0	1499	1496	402	16.56+	419	69.7	5.5	32.5	
10-11 PM	1396	0.0	1499	1335	61	14.69+	373	70.2	5.8	32.5	
11PM-MID	995	0.0	1499	995	0	1.27	88	70.2	29.1	41.7	

"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 (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	0.0076
MAIN ROUTE WITH WORKS	0.0058
'DIVERSION'	0.0007
<small>PIA: Personal Injury Accidents</small>	
IMPACTS ON ROAD USERS	
ROAD USER COSTS PER DAY	\$33,740
CONGESTED HOURS PER DAY*	4

*Delays Exceeding User-Specified Maximum

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

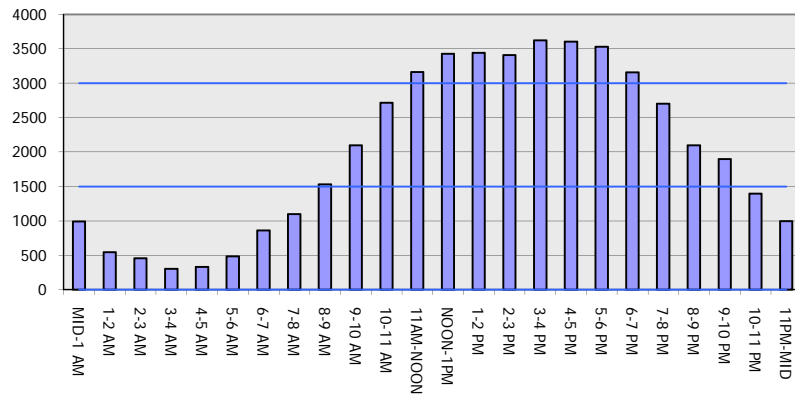
OCTOBER

Analyzed for 2009
 Construction Season

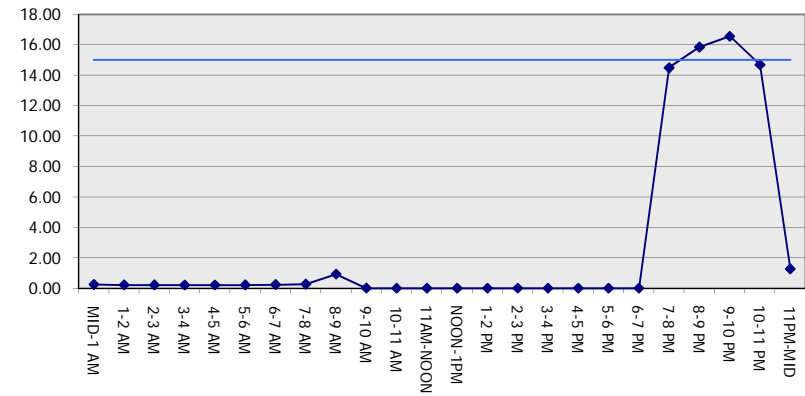
GRAPHICAL REPRESENTATION OF TRAFFIC MODEL INPUT AND OUTPUT

SUNDAY WESTBOUND DIRECTION

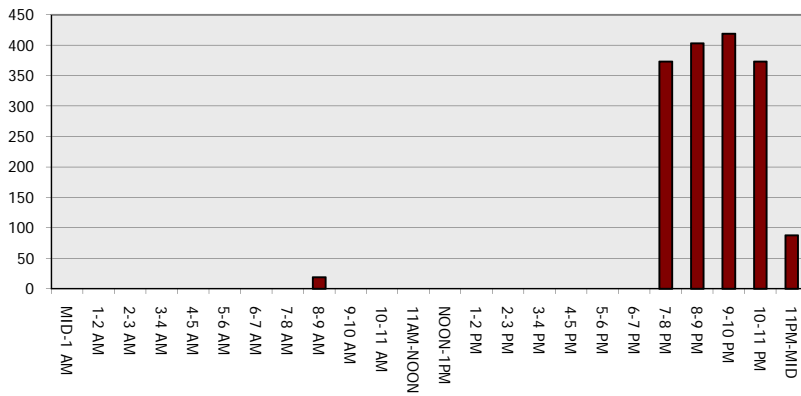
Main Route - Traffic Demand (Vehicles Per Hour)



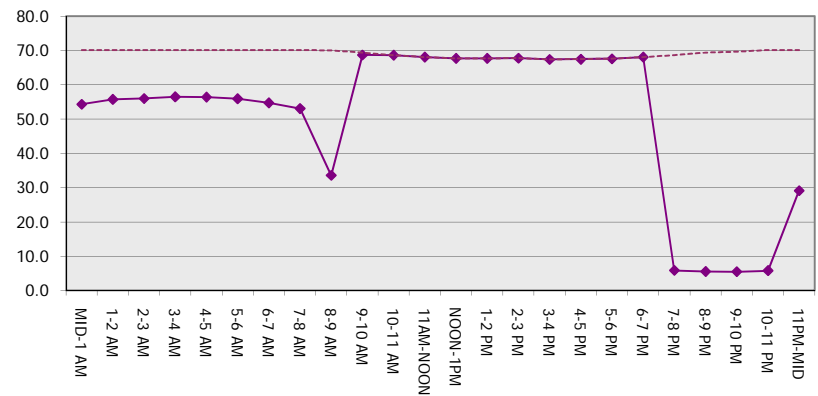
Main Route Average Delay Per Vehicle (Minutes)



Main Route - Average Queue Length (Vehicles)



Main Route - Average Speed (MPH)



IH 94: CTH ZZ/COLLEGE AVE TO CTH BB/RAWSON 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	986	0.0	1500	986	0	0.25	0	70.2	54.3	44.8
1-2 AM	668	0.0	1500	668	0	0.23	0	70.2	55.3	46.2
2-3 AM	716	0.0	1500	716	0	0.23	0	70.2	55.2	46.0
3-4 AM	450	0.0	1500	450	0	0.22	0	70.2	56.1	47.1
4-5 AM	484	0.0	1500	484	0	0.22	0	70.2	56.0	47.0
5-6 AM	665	0.0	1500	665	0	0.23	0	70.2	55.3	46.2
6-7 AM	988	0.0	1500	988	0	0.25	0	70.2	54.3	44.8
7-8 AM	1253	0.0	1499	1253	0	0.34	0	70.2	50.1	39.5
8-9 AM	1690	0.0	1499	1690	0	1.69	55	69.9	23.5	32.5
9-10 AM	2510	0.0	OFF	2510	0	0.05	5	68.9	64.8	64.8
10-11 AM	3079	0.0	OFF	3079	0	0.00	0	68.2	68.2	68.2
11AM-NOON	3366	0.0	OFF	3366	0	0.00	0	67.9	67.9	67.9
NOON-1PM	3820	0.0	OFF	3820	0	0.00	0	66.1	66.1	66.1
1-2 PM	3995	0.0	OFF	3995	0	0.00	0	64.9	64.9	64.9
2-3 PM	4023	0.0	OFF	4023	0	0.00	0	64.6	64.6	64.6
3-4 PM	4138	0.0	OFF	4138	0	0.00	0	63.9	63.9	63.9
4-5 PM	4078	0.0	OFF	4078	0	0.00	0	64.3	64.3	64.3
5-6 PM	3633	0.0	OFF	3633	0	0.00	0	67.3	67.3	67.3
6-7 PM	3401	0.0	OFF	3401	0	0.00	0	67.8	67.8	67.8
7-8 PM	2848	0.0	1499	1614	1234	15.88+	406	68.5	5.6	38.7
8-9 PM	2082	0.0	1499	1828	254	13.62+	355	69.4	6.0	32.5
9-10 PM	1689	0.0	1499	1472	217	16.45+	416	69.9	5.5	32.5
10-11 PM	1212	0.0	1499	1212	0	11.21+	294	70.2	6.6	33.8
11PM-MID	931	0.0	1500	931	0	0.44	14	70.2	46.2	45.0

"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	0.0084
MAIN ROUTE WITH WORKS	0.0065
'DIVERSION'	0.0006

PIA: Personal Injury Accidents

ECONOMIC IMPACT ON ROAD USERS	
ROAD USER COSTS PER DAY	\$31,548
CONGESTED HOURS PER DAY*	4

*Delays Exceeding User-Specified Maximum

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

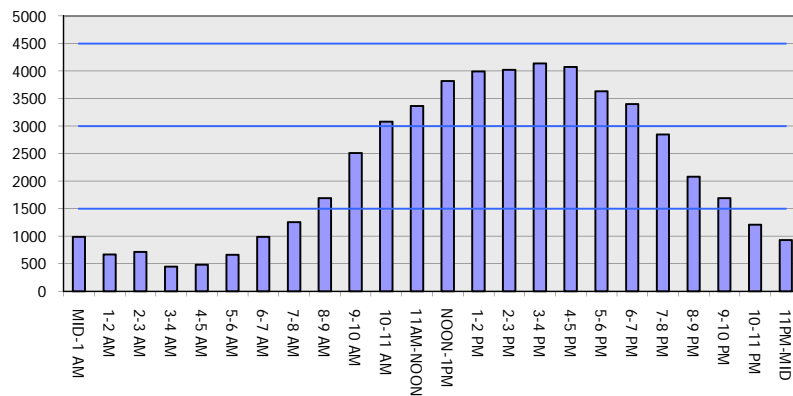
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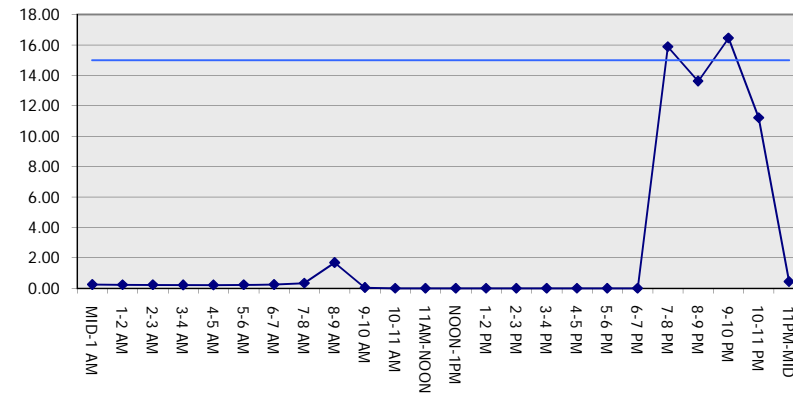
GRAPHICAL REPRESENTATION OF TRAFFIC MODEL INPUT AND OUTPUT

SUNDAY EASTBOUND DIRECTION

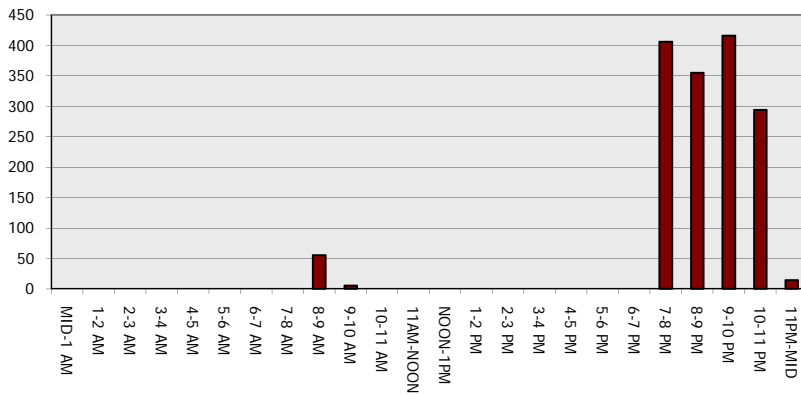
Main Route - Traffic Demand (Vehicles Per Hour)



Main Route Average Delay Per Vehicle (Minutes)



Main Route - Average Queue Length (Vehicles)



Main Route - Average Speed (MPH)

