

IH 94: STH 181 TO USH 41 (MILWAUKEE COUNTY) OFF-PEAK DAY CLOSURE NO DIVERSION ROUTE (MAX QUEUE METHOD)	AUGUST
	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	987	0.0	OFF	987	0	0.00	0	69.5	69.5	69.5
1-2 AM	707	0.0	OFF	707	0	0.00	0	69.9	69.9	69.9
2-3 AM	535	0.0	OFF	535	0	0.00	0	70.0	70.0	70.0
3-4 AM	460	0.0	OFF	460	0	0.00	0	70.2	70.2	70.2
4-5 AM	727	0.0	OFF	727	0	0.00	0	69.8	69.8	69.8
5-6 AM	2142	0.0	OFF	2142	0	0.00	0	68.1	68.1	68.1
6-7 AM	4497	0.0	OFF	4497	0	0.00	0	60.1	60.1	60.1
7-8 AM	5182	0.0	OFF	5182	0	0.00	0	55.5	55.5	55.5
8-9 AM	5072	0.0	OFF	5072	0	0.00	0	56.2	56.2	56.2
9-10 AM	4324	0.0	OFF	4324	0	0.00	0	61.3	61.3	61.3
10-11 AM	4408	0.0	2999	3868	540	10.41+	611	60.7	13.4	37.3
11AM-NOON	4891	0.0	3000	3034	1856	17.03+	928	57.4	10.4	37.3
NOON-1PM	5197	0.0	3000	3000	2197	16.97+	932	55.3	10.4	37.3
1-2 PM	5282	0.0	3000	3000	2282	16.93+	932	54.8	10.4	37.3
2-3 PM	5846	0.0	3000	3000	2846	16.63+	932	50.9	10.4	37.3
3-4 PM	5787	0.0	OFF	5787	0	8.04	795	51.3	13.3	13.3
4-5 PM	5199	0.0	OFF	5199	0	3.21	296	55.3	24.8	24.8
5-6 PM	4635	0.0	OFF	4635	0	0.00	0	59.2	59.2	59.2
6-7 PM	3712	0.0	OFF	3712	0	0.00	0	65.5	65.5	65.5
7-8 PM	3167	0.0	OFF	3167	0	0.00	0	66.8	66.8	66.8
8-9 PM	2742	0.0	OFF	2742	0	0.00	0	67.3	67.3	67.3
9-10 PM	4150	0.0	OFF	4150	0	0.00	0	62.5	62.5	62.5
10-11 PM	4118	0.0	OFF	4118	0	0.00	0	62.7	62.7	62.7
11PM-MID	2858	0.0	OFF	2858	0	0.00	0	67.2	67.2	67.2

"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

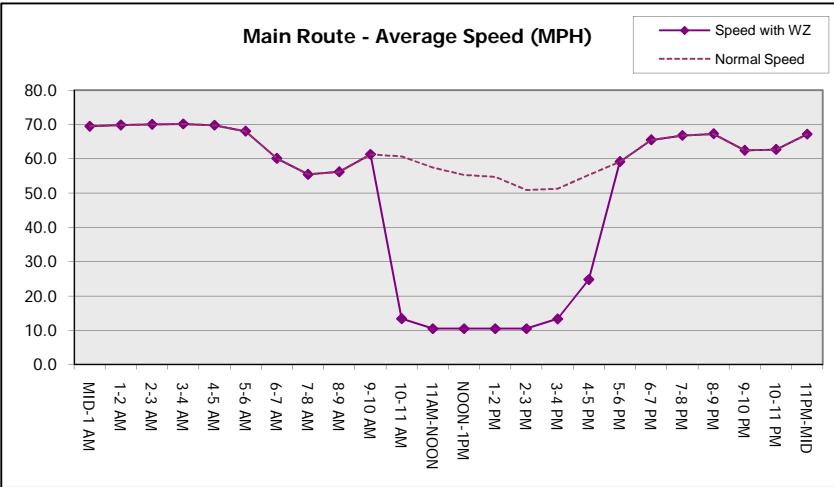
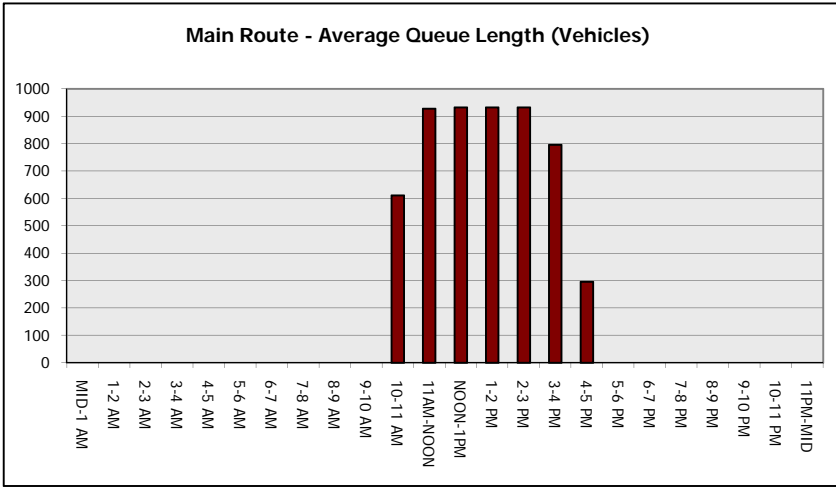
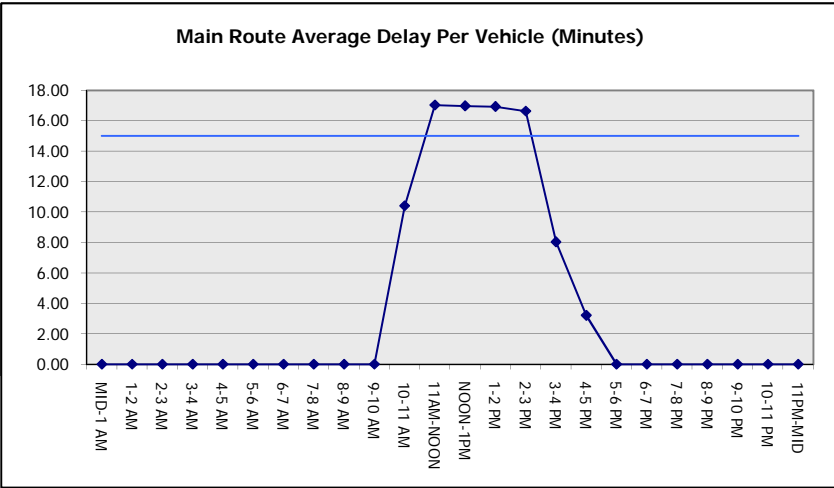
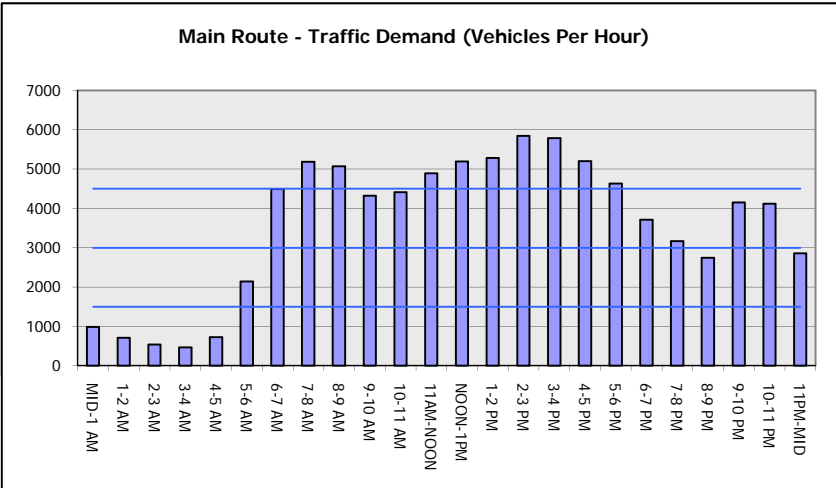
AVERAGE ACCIDENT NUMBERS (PIA/DAY)	
MAIN ROUTE WITHOUT WORKS	0.0331
MAIN ROUTE WITH WORKS	0.0283
'DIVERSION'	0.0086
PIA: Personal Injury Accidents	
IMPACTS ON ROAD USERS	
ROAD USER COSTS PER DAY	\$90,371
CONGESTED HOURS PER DAY*	5

*Delays Exceeding User-Specified Maximum

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AUGUST
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GRAPHICAL REPRESENTATION OF TRAFFIC MODEL INPUT AND OUTPUT
FRIDAY WESTBOUND DIRECTION



IH 94: STH 181 TO USH 41 (MILWAUKEE COUNTY) OFF-PEAK DAY CLOSURE NO DIVERSION ROUTE (MAX QUEUE METHOD)	AUGUST
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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	1042	0.0	OFF	1042	0	0.00	0	69.4	69.4	69.4
1-2 AM	529	0.0	OFF	529	0	0.00	0	70.0	70.0	70.0
2-3 AM	429	0.0	OFF	429	0	0.00	0	70.2	70.2	70.2
3-4 AM	362	0.0	OFF	362	0	0.00	0	70.2	70.2	70.2
4-5 AM	628	0.0	OFF	628	0	0.00	0	69.9	69.9	69.9
5-6 AM	2520	0.0	OFF	2520	0	0.00	0	67.6	67.6	67.6
6-7 AM	5050	0.0	OFF	5050	0	0.00	0	56.3	56.3	56.3
7-8 AM	5399	0.0	OFF	5399	0	0.00	0	54.0	54.0	54.0
8-9 AM	4918	0.0	OFF	4918	0	0.00	0	57.3	57.3	57.3
9-10 AM	4198	0.0	OFF	4198	0	0.00	0	62.2	62.2	62.2
10-11 AM	4127	0.0	2999	3998	129	8.92+	533	62.7	14.8	37.3
11AM-NOON	4499	0.0	2999	2926	1573	17.06+	920	60.1	10.5	37.3
NOON-1PM	4465	0.0	3000	2996	1470	17.01+	916	60.4	10.5	37.3
1-2 PM	4769	0.0	2999	3006	1763	17.16+	932	58.2	10.4	37.3
2-3 PM	5266	0.0	3000	3000	2266	16.94+	932	54.9	10.4	37.3
3-4 PM	5540	0.0	OFF	5540	0	7.13	695	53.0	14.6	14.6
4-5 PM	5742	0.0	OFF	5742	0	3.46	336	51.6	23.0	23.0
5-6 PM	5745	0.0	OFF	5745	0	0.92	84	51.6	38.8	38.8
6-7 PM	5337	0.0	OFF	5337	0	0.00	0	54.4	54.4	54.4
7-8 PM	3833	0.0	OFF	3833	0	0.00	0	64.6	64.6	64.6
8-9 PM	3391	0.0	OFF	3391	0	0.00	0	66.5	66.5	66.5
9-10 PM	3495	0.0	OFF	3495	0	0.00	0	66.4	66.4	66.4
10-11 PM	3184	0.0	OFF	3184	0	0.00	0	66.8	66.8	66.8
11PM-MID	2489	0.0	OFF	2489	0	0.00	0	67.6	67.6	67.6

"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	0.0332
MAIN ROUTE WITH WORKS	0.0294
'DIVERSION'	0.0064

PIA: Personal Injury Accidents

ECONOMIC IMPACT ON ROAD USERS	
ROAD USER COSTS PER DAY	\$82,243
CONGESTED HOURS PER DAY*	5

*Delays Exceeding User-Specified Maximum

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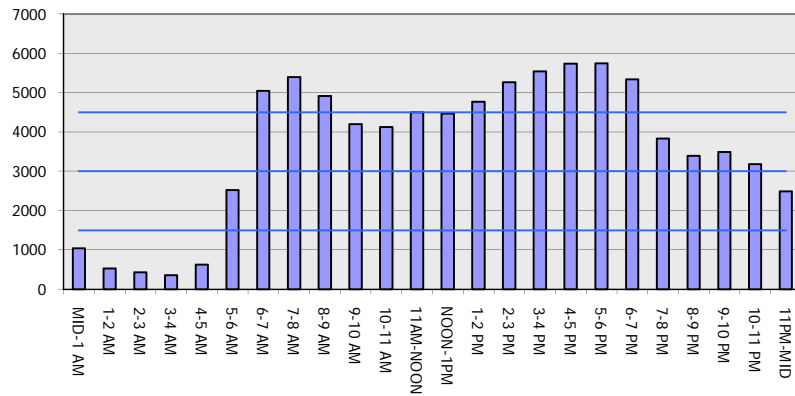
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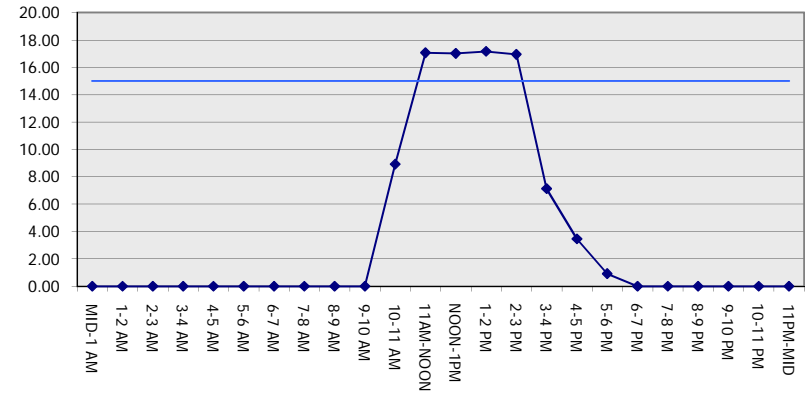
GRAPHICAL REPRESENTATION OF TRAFFIC MODEL INPUT AND OUTPUT

FRIDAY EASTBOUND DIRECTION

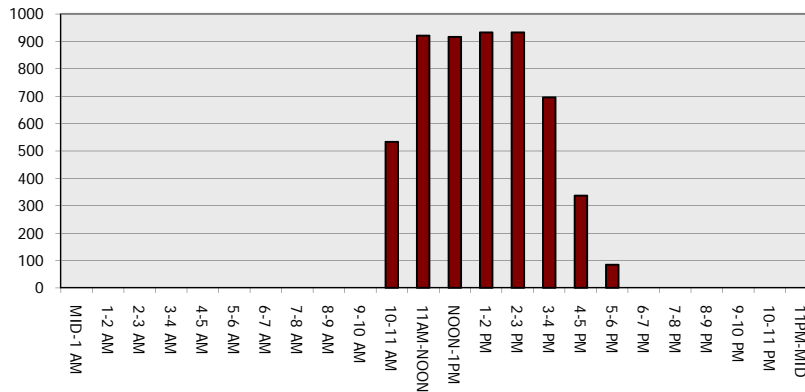
Main Route - Traffic Demand (Vehicles Per Hour)



Main Route Average Delay Per Vehicle (Minutes)



Main Route - Average Queue Length (Vehicles)



Main Route - Average Speed (MPH)

