

IH 94: STH 181 TO USH 41 (MILWAUKEE COUNTY) OFF-PEAK DAY 2 LANE 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	1499	1562	2846	16.61+	421	60.7	8.1	36.6	
11AM-NOON	4891	0.0	1499	1939	2952	14.96+	391	57.4	8.6	35.1	
NOON-1PM	5197	0.0	1499	1500	3697	16.10+	408	55.3	8.1	31.5	
1-2 PM	5282	0.0	1500	1500	3782	16.07+	408	54.8	8.1	31.5	
2-3 PM	5846	0.0	1500	1500	4346	15.86+	408	50.9	8.1	31.5	
3-4 PM	5787	0.0	OFF	5787	0	4.02	394	51.3	21.1	21.1	
4-5 PM	5199	0.0	OFF	5199	0	0.61	51	55.3	44.8	44.8	
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	0.0258
'DIVERSION'	0.0156
<small>PIA: Personal Injury Accidents</small>	
IMPACTS ON ROAD USERS	
ROAD USER COSTS PER DAY	\$93,051
CONGESTED HOURS PER DAY*	5

*Delays Exceeding User-Specified Maximum

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OFF-PEAK DAY 2 LANE CLOSURE
NO DIVERSION ROUTE (MAX QUEUE METHOD)

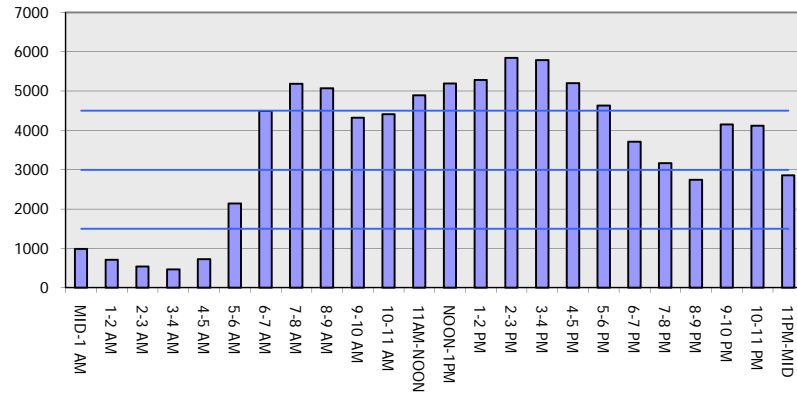
AUGUST

Analyzed for 2009
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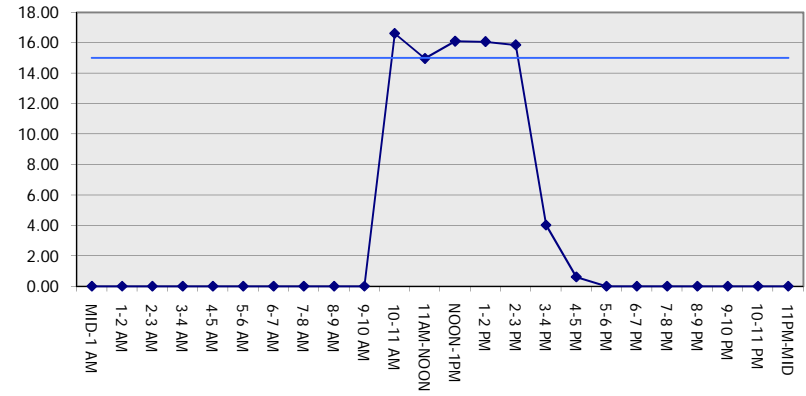
GRAPHICAL REPRESENTATION OF TRAFFIC MODEL INPUT AND OUTPUT

FRIDAY WESTBOUND DIRECTION

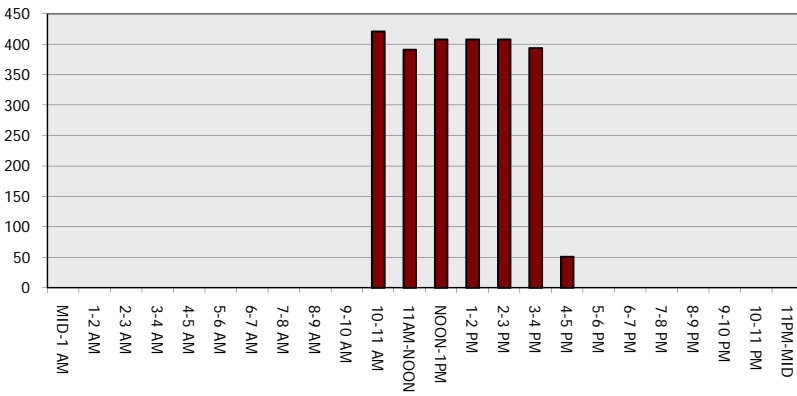
Main Route - Traffic Demand (Vehicles Per Hour)



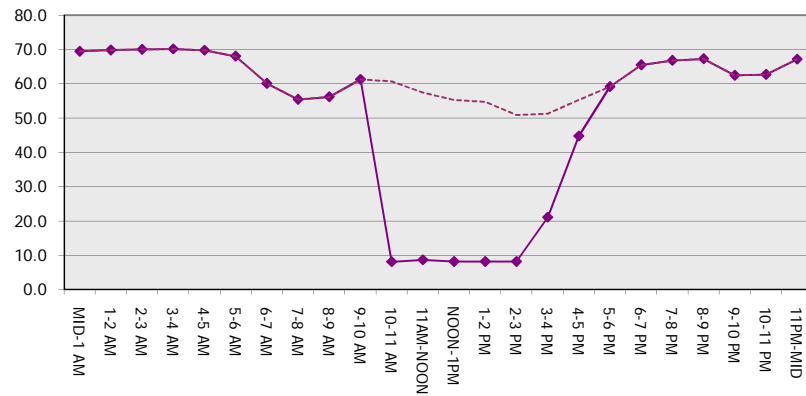
Main Route Average Delay Per Vehicle (Minutes)



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	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	1499	1560	2566	16.66+	420	62.7	8.1	36.6
11AM-NOON	4499	0.0	1499	1849	2650	14.85+	387	60.1	8.8	35.3
NOON-1PM	4465	0.0	1499	1500	2965	16.38+	408	60.4	8.1	30.8
1-2 PM	4769	0.0	1500	1500	3269	16.29+	408	58.2	8.1	30.8
2-3 PM	5266	0.0	1500	1500	3766	16.12+	408	54.9	8.1	30.8
3-4 PM	5540	0.0	OFF	5540	0	1.98	182	53.0	30.7	30.7
4-5 PM	5742	0.0	OFF	5742	0	0.00	0	51.6	51.6	51.6
5-6 PM	5745	0.0	OFF	5745	0	0.00	0	51.6	51.6	51.6
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	0.0269
'DIVERSION'	0.0135

PIA: Personal Injury Accidents

ECONOMIC IMPACT ON ROAD USERS	
ROAD USER COSTS PER DAY	\$81,937
CONGESTED HOURS PER DAY*	5

*Delays Exceeding User-Specified Maximum

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 OFF-PEAK DAY 2 LANE CLOSURE
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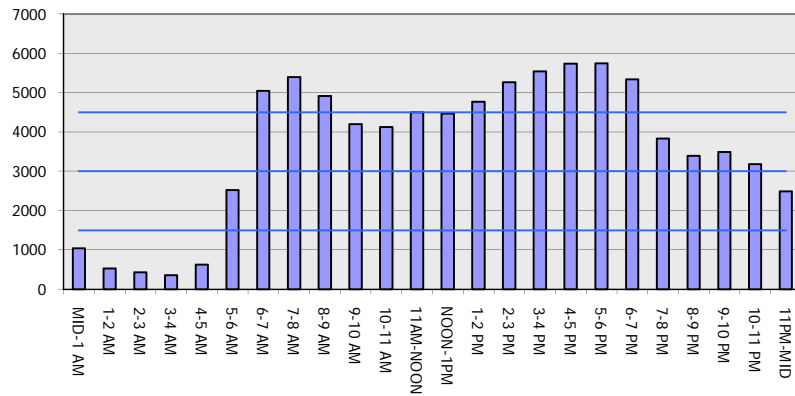
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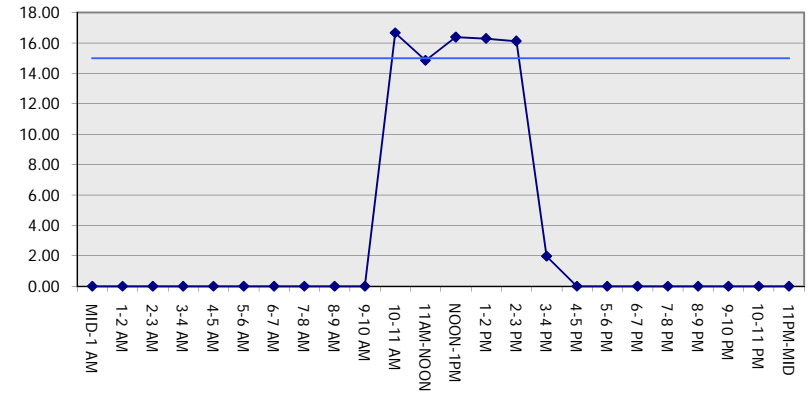
GRAPHICAL REPRESENTATION OF TRAFFIC MODEL INPUT AND OUTPUT

FRIDAY EASTBOUND DIRECTION

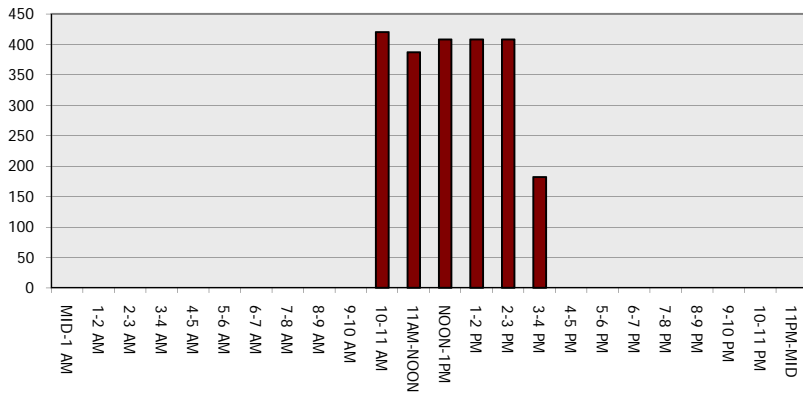
Main Route - Traffic Demand (Vehicles Per Hour)



Main Route Average Delay Per Vehicle (Minutes)



Main Route - Average Queue Length (Vehicles)



Main Route - Average Speed (MPH)

