

**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
SATURDAY 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	1417	0.0	OFF	1417	0	0.00	0	69.0	69.0	69.0	
1-2 AM	980	0.0	OFF	980	0	0.00	0	69.5	69.5	69.5	
2-3 AM	1023	0.0	OFF	1023	0	0.00	0	69.5	69.5	69.5	
3-4 AM	658	0.0	OFF	658	0	0.00	0	69.9	69.9	69.9	
4-5 AM	590	0.0	OFF	590	0	0.00	0	70.0	70.0	70.0	
5-6 AM	971	0.0	OFF	971	0	0.00	0	69.6	69.6	69.6	
6-7 AM	1623	0.0	OFF	1623	0	0.00	0	68.7	68.7	68.7	
7-8 AM	2185	0.0	OFF	2185	0	0.00	0	68.0	68.0	68.0	
8-9 AM	2885	0.0	1499	1833	1052	13.90+	346	67.1	9.2	35.1	
9-10 AM	3378	0.0	1499	1508	1870	16.56+	407	66.5	8.1	31.0	
10-11 AM	3912	0.0	1499	1500	2412	16.51+	408	64.1	8.1	30.9	
11AM-NOON	4064	0.0	1500	1500	2564	16.48+	408	63.1	8.1	30.9	
NOON-1PM	4220	0.0	1500	1500	2720	16.43+	408	62.0	8.1	30.9	
1-2 PM	4028	0.0	1500	1500	2528	16.48+	408	63.3	8.1	30.9	
2-3 PM	4189	0.0	1500	1500	2689	16.44+	408	62.2	8.1	30.9	
3-4 PM	4053	0.0	1500	1500	2553	16.48+	408	63.2	8.1	30.9	
4-5 PM	3349	0.0	1500	1508	1841	16.58+	407	66.6	8.1	30.8	
5-6 PM	3103	0.0	1500	1511	1592	16.58+	406	66.9	8.1	30.8	
6-7 PM	2761	0.0	OFF	2761	0	0.21	20	67.3	61.2	61.2	
7-8 PM	2291	0.0	OFF	2291	0	0.00	0	67.9	67.9	67.9	
8-9 PM	3312	0.0	OFF	3312	0	0.00	0	66.6	66.6	66.6	
9-10 PM	4007	0.0	OFF	4007	0	0.00	0	63.5	63.5	63.5	
10-11 PM	2501	0.0	OFF	2501	0	0.00	0	67.6	67.6	67.6	
11PM-MID	1846	0.0	OFF	1846	0	0.00	0	68.4	68.4	68.4	

"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	0.0242
MAIN ROUTE WITH WORKS	0.0148
'DIVERSION'	0.0193
PIA: Personal Injury Accidents	
IMPACTS ON ROAD USERS	
ROAD USER COSTS PER DAY	\$167,055
CONGESTED HOURS PER DAY*	10

*Delays Exceeding User-Specified Maximum

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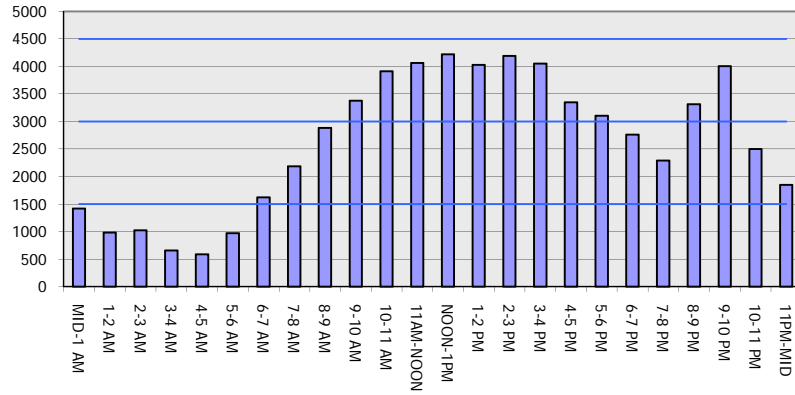
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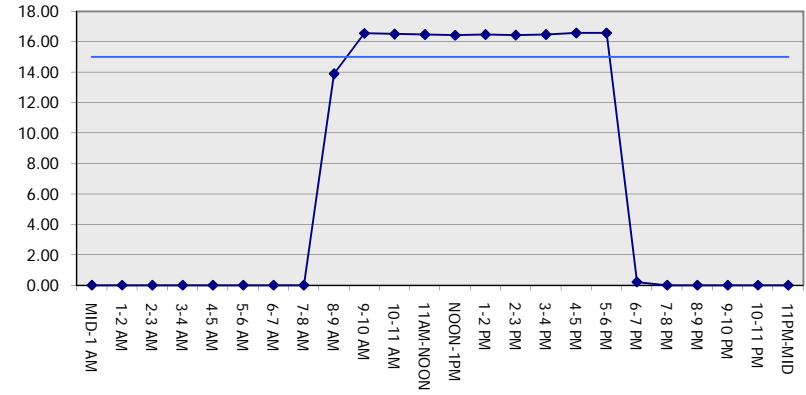
GRAPHICAL REPRESENTATION OF TRAFFIC MODEL INPUT AND OUTPUT

SATURDAY WESTBOUND DIRECTION

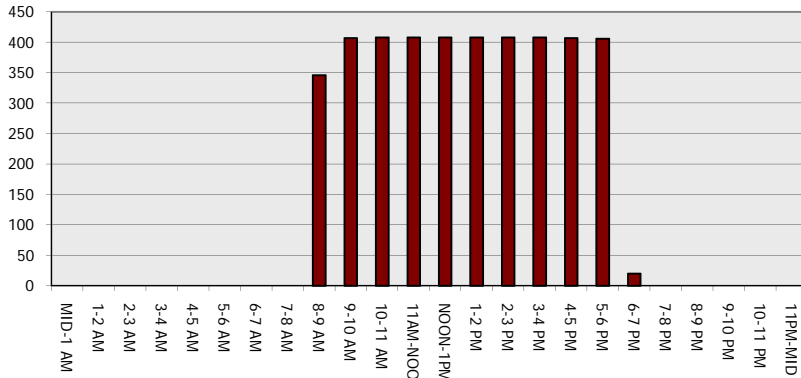
Main Route - Traffic Demand (Vehicles Per Hour)



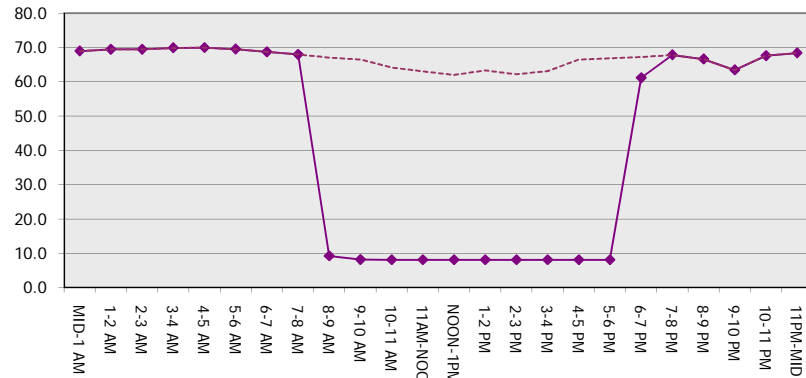
Main Route Average Delay Per Vehicle (Minutes)



Main Route - Average Queue Length (Vehicles)



Main Route - Average Speed (MPH)



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SUMMARY OF TRAFFIC MODEL OUTPUT

SATURDAY 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	1937	0.0	OFF	1937	0	0.00	0	68.3	68.3	68.3
1-2 AM	717	0.0	OFF	717	0	0.00	0	69.9	69.9	69.9
2-3 AM	542	0.0	OFF	542	0	0.00	0	70.0	70.0	70.0
3-4 AM	419	0.0	OFF	419	0	0.00	0	70.2	70.2	70.2
4-5 AM	509	0.0	OFF	509	0	0.00	0	70.1	70.1	70.1
5-6 AM	870	0.0	OFF	870	0	0.00	0	69.7	69.7	69.7
6-7 AM	1359	0.0	OFF	1359	0	0.00	0	69.1	69.1	69.1
7-8 AM	1712	0.0	OFF	1712	0	0.00	0	68.6	68.6	68.6
8-9 AM	2166	0.0	1499	1885	281	9.53+	263	68.1	12.5	30.8
9-10 AM	2534	0.0	1499	1502	1032	16.55+	405	67.6	8.1	30.8
10-11 AM	3147	0.0	1500	1503	1644	16.61+	407	66.8	8.1	30.8
11AM-NOON	3371	0.0	1500	1500	1871	16.61+	408	66.6	8.1	30.8
NOON-1PM	3841	0.0	1500	1500	2341	16.54+	408	64.6	8.1	30.8
1-2 PM	3660	0.0	1500	1500	2160	16.59+	408	65.8	8.1	30.8
2-3 PM	4308	0.0	1500	1500	2808	16.42+	408	61.4	8.1	30.8
3-4 PM	5312	0.0	1500	1500	3812	16.11+	408	54.6	8.1	30.8
4-5 PM	5355	0.0	1500	1500	3855	16.09+	408	54.3	8.1	30.8
5-6 PM	4828	0.0	1500	1500	3328	16.27+	408	57.9	8.1	30.8
6-7 PM	3685	0.0	OFF	3685	0	0.42	32	65.7	55.1	55.1
7-8 PM	3280	0.0	OFF	3280	0	0.00	0	66.6	66.6	66.6
8-9 PM	3118	0.0	OFF	3118	0	0.00	0	66.9	66.9	66.9
9-10 PM	3191	0.0	OFF	3191	0	0.00	0	66.8	66.8	66.8
10-11 PM	3044	0.0	OFF	3044	0	0.00	0	66.9	66.9	66.9
11PM-MID	2033	0.0	OFF	2033	0	0.00	0	68.2	68.2	68.2

"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	0.0248
MAIN ROUTE WITH WORKS	0.0149
'DIVERSION'	0.0204

PIA: Personal Injury Accidents

ECONOMIC IMPACT ON ROAD USERS	
ROAD USER COSTS PER DAY	\$170,122
CONGESTED HOURS PER DAY*	10

*Delays Exceeding User-Specified Maximum

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GRAPHICAL REPRESENTATION OF TRAFFIC MODEL INPUT AND OUTPUT
SATURDAY EASTBOUND DIRECTION

