

**IH 94: STH 181 TO USH 41 (MILWAUKEE COUNTY)
OFF-PEAK DAY CLOSURE
NO DIVERSION ROUTE (MAX QUEUE METHOD)**

OCTOBER
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	895	0.0	OFF	895	0	0.00	0	69.6	69.6	69.6
1-2 AM	657	0.0	OFF	657	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	462	0.0	OFF	462	0	0.00	0	70.2	70.2	70.2
4-5 AM	774	0.0	OFF	774	0	0.00	0	69.8	69.8	69.8
5-6 AM	2168	0.0	OFF	2168	0	0.00	0	68.1	68.1	68.1
6-7 AM	4492	0.0	OFF	4492	0	0.00	0	60.2	60.2	60.2
7-8 AM	5969	0.0	OFF	5969	0	0.00	0	50.1	50.1	50.1
8-9 AM	5015	0.0	OFF	5015	0	0.00	0	56.6	56.6	56.6
9-10 AM	4031	0.0	OFF	4031	0	0.00	0	63.3	63.3	63.3
10-11 AM	4112	0.0	2999	4035	77	8.58+	520	62.8	15.2	37.3
11AM-NOON	4761	0.0	2999	2897	1864	17.03+	924	58.3	10.5	37.3
NOON-1PM	5071	0.0	3000	3000	2071	17.03+	932	56.2	10.4	37.3
1-2 PM	5331	0.0	3000	3000	2331	16.91+	932	54.5	10.4	37.3
2-3 PM	6202	0.0	3000	3000	3202	16.42+	933	48.5	10.4	37.3
3-4 PM	6154	0.0	OFF	6154	0	10.03	1009	48.8	11.1	11.1
4-5 PM	5847	0.0	OFF	5847	0	10.16	1009	50.9	11.1	11.1
5-6 PM	4732	0.0	OFF	4732	0	3.74	343	58.5	23.2	23.2
6-7 PM	4606	0.0	OFF	4606	0	0.00	0	59.4	59.4	59.4
7-8 PM	3302	0.0	OFF	3302	0	0.00	0	66.6	66.6	66.6
8-9 PM	2594	0.0	OFF	2594	0	0.00	0	67.5	67.5	67.5
9-10 PM	2932	0.0	OFF	2932	0	0.00	0	67.1	67.1	67.1
10-11 PM	2681	0.0	OFF	2681	0	0.00	0	67.4	67.4	67.4
11PM-MID	2095	0.0	OFF	2095	0	0.00	0	68.1	68.1	68.1

"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	0.0326
MAIN ROUTE WITH WORKS	0.0279
'DIVERSION'	0.0084
PIA: Personal Injury Accidents	
IMPACTS ON ROAD USERS	
ROAD USER COSTS PER DAY	\$96,886
CONGESTED HOURS PER DAY*	5

*Delays Exceeding User-Specified Maximum

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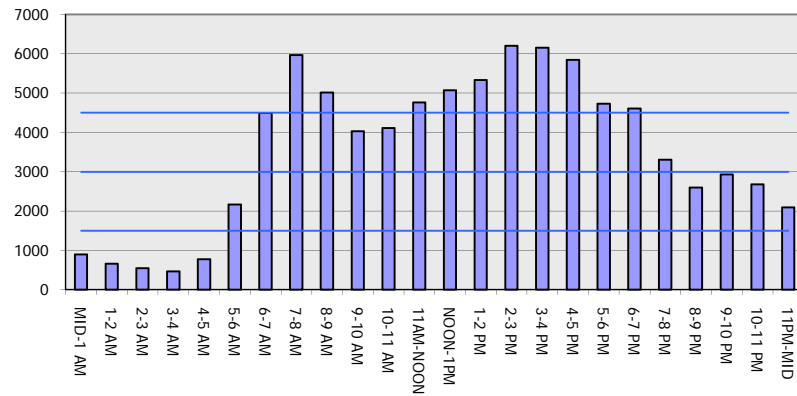
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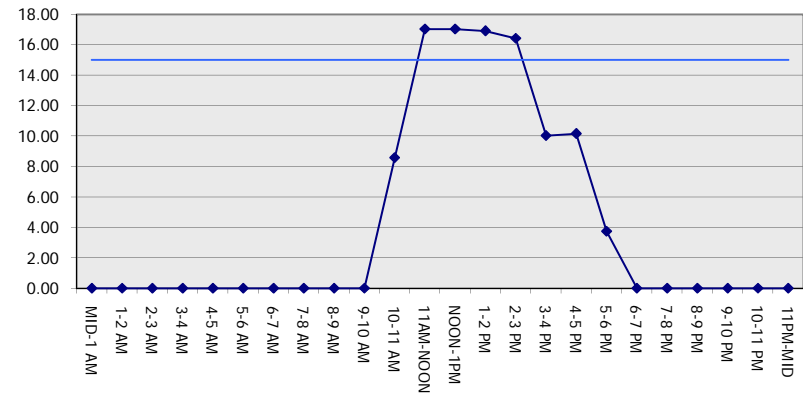
GRAPHICAL REPRESENTATION OF TRAFFIC MODEL INPUT AND OUTPUT

FRIDAY WESTBOUND DIRECTION

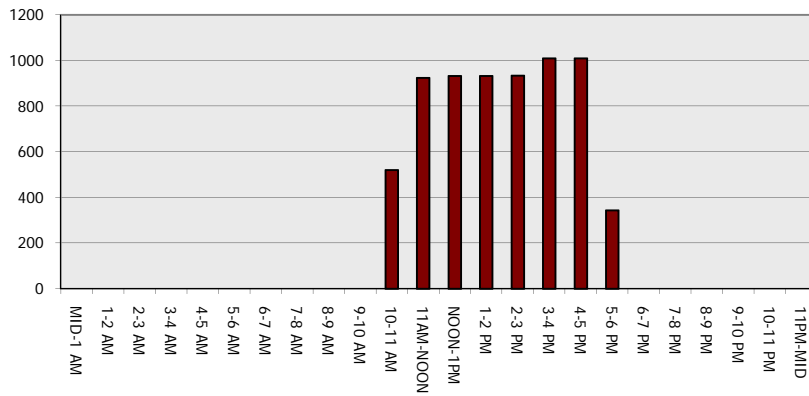
Main Route - Traffic Demand (Vehicles Per Hour)



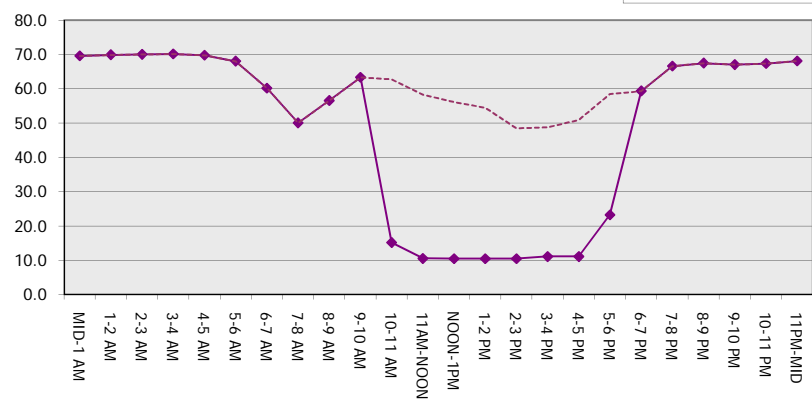
Main Route Average Delay Per Vehicle (Minutes)



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	872	0.0	OFF	872	0	0.00	0	69.7	69.7	69.7
1-2 AM	476	0.0	OFF	476	0	0.00	0	70.1	70.1	70.1
2-3 AM	397	0.0	OFF	397	0	0.00	0	70.2	70.2	70.2
3-4 AM	350	0.0	OFF	350	0	0.00	0	70.2	70.2	70.2
4-5 AM	576	0.0	OFF	576	0	0.00	0	70.0	70.0	70.0
5-6 AM	2348	0.0	OFF	2348	0	0.00	0	67.8	67.8	67.8
6-7 AM	5570	0.0	OFF	5570	0	0.00	0	52.8	52.8	52.8
7-8 AM	6230	0.0	OFF	6230	0	0.00	0	48.3	48.3	48.3
8-9 AM	5123	0.0	OFF	5123	0	0.00	0	55.8	55.8	55.8
9-10 AM	4393	0.0	OFF	4393	0	0.00	0	60.9	60.9	60.9
10-11 AM	4143	0.0	2999	3963	181	9.24+	545	62.5	14.4	37.3
11AM-NOON	4328	0.0	2999	2947	1381	16.91+	908	61.3	10.6	37.3
NOON-1PM	4710	0.0	2999	3015	1695	17.16+	930	58.7	10.4	37.3
1-2 PM	4684	0.0	3000	3007	1676	17.18+	931	58.9	10.4	37.3
2-3 PM	5257	0.0	3000	3000	2257	16.94+	932	55.0	10.4	37.3
3-4 PM	5497	0.0	OFF	5497	0	6.99	680	53.3	14.8	14.8
4-5 PM	5350	0.0	OFF	5350	0	1.57	141	54.3	34.2	34.2
5-6 PM	5462	0.0	OFF	5462	0	0.00	0	53.5	53.5	53.5
6-7 PM	5181	0.0	OFF	5181	0	0.00	0	55.5	55.5	55.5
7-8 PM	4143	0.0	OFF	4143	0	0.00	0	62.5	62.5	62.5
8-9 PM	3205	0.0	OFF	3205	0	0.00	0	66.8	66.8	66.8
9-10 PM	3389	0.0	OFF	3389	0	0.00	0	66.5	66.5	66.5
10-11 PM	2940	0.0	OFF	2940	0	0.00	0	67.1	67.1	67.1
11PM-MID	2122	0.0	OFF	2122	0	0.00	0	68.1	68.1	68.1

"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	0.0293
'DIVERSION'	0.0064

PIA: Personal Injury Accidents

ECONOMIC IMPACT ON ROAD USERS	
ROAD USER COSTS PER DAY	\$74,207
CONGESTED HOURS PER DAY*	5

*Delays Exceeding User-Specified Maximum

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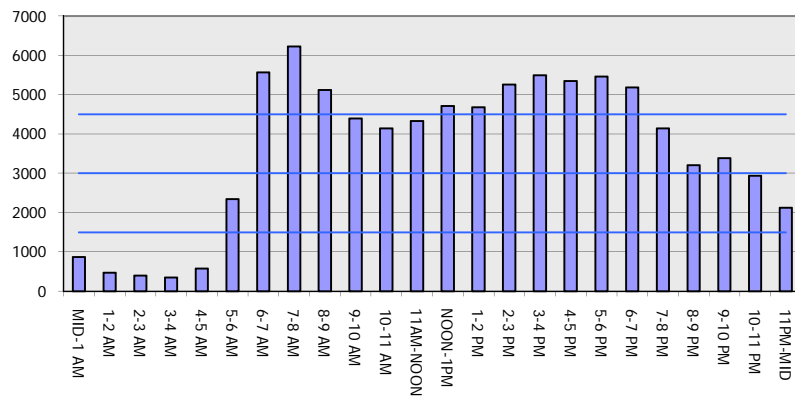
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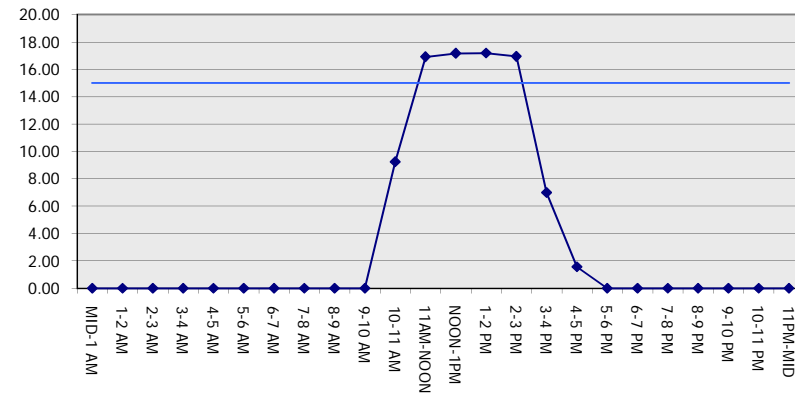
GRAPHICAL REPRESENTATION OF TRAFFIC MODEL INPUT AND OUTPUT

FRIDAY EASTBOUND DIRECTION

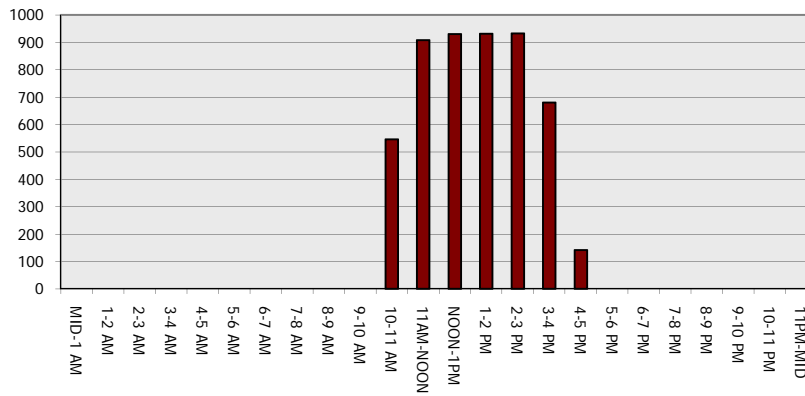
Main Route - Traffic Demand (Vehicles Per Hour)



Main Route Average Delay Per Vehicle (Minutes)



Main Route - Average Queue Length (Vehicles)



Main Route - Average Speed (MPH)

