

IH 94: STH 181 TO USH 41 (MILWAUKEE COUNTY) OFF-PEAK DAY 2 LANE 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	1499	1560	2552	16.66+	420	62.8	8.1	36.6	
11AM-NOON	4761	0.0	1499	1899	2862	14.89+	389	58.3	8.7	35.3	
NOON-1PM	5071	0.0	1499	1500	3571	16.19+	408	56.2	8.1	30.8	
1-2 PM	5331	0.0	1500	1500	3831	16.10+	408	54.5	8.1	30.8	
2-3 PM	6202	0.0	1500	1500	4702	15.76+	408	48.5	8.1	30.8	
3-4 PM	6154	0.0	OFF	6154	0	5.30	535	48.8	17.5	17.5	
4-5 PM	5847	0.0	OFF	5847	0	5.42	536	50.9	17.5	17.5	
5-6 PM	4732	0.0	OFF	4732	0	0.97	83	58.5	41.9	41.9	
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	0.0254
'DIVERSION'	0.0155
<small>PIA: Personal Injury Accidents</small>	
IMPACTS ON ROAD USERS	
ROAD USER COSTS PER DAY	\$97,036
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)

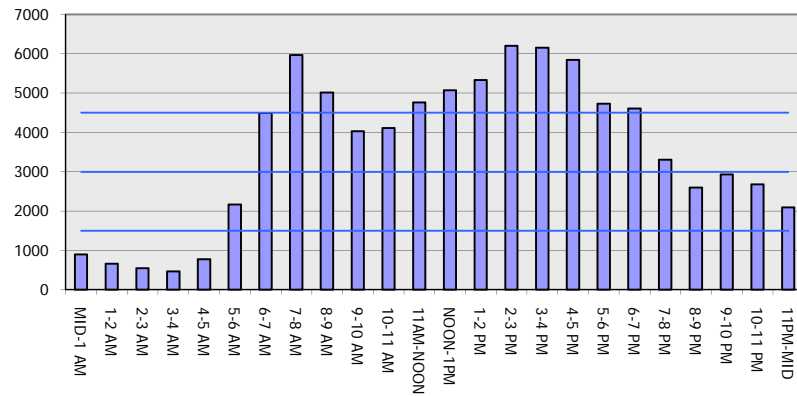
OCTOBER

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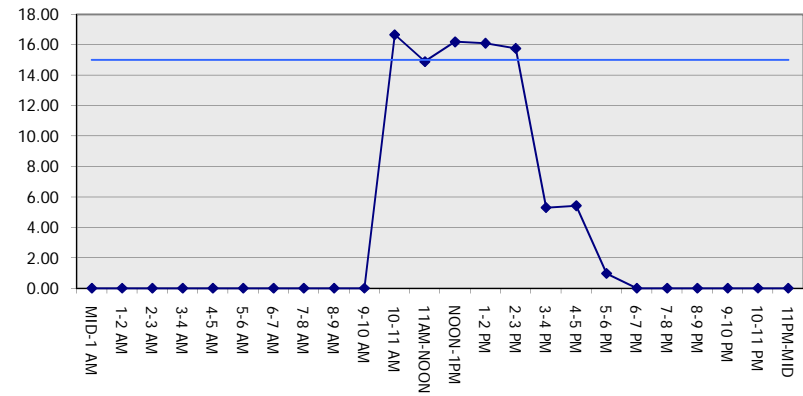
GRAPHICAL REPRESENTATION OF TRAFFIC MODEL INPUT AND OUTPUT

FRIDAY WESTBOUND DIRECTION

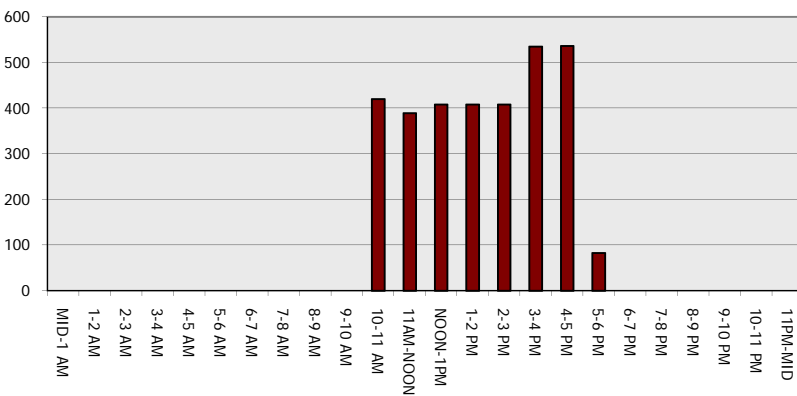
Main Route - Traffic Demand (Vehicles Per Hour)



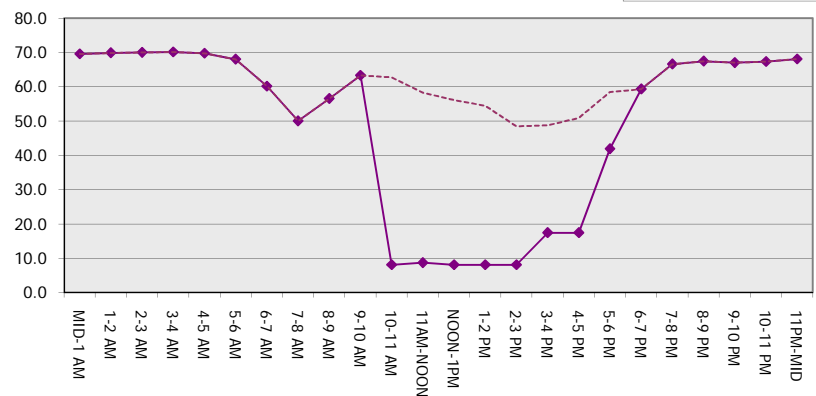
Main Route Average Delay Per Vehicle (Minutes)



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	1499	1561	2583	16.65+	420	62.5	8.1	36.6
11AM-NOON	4328	0.0	1499	1815	2512	14.81+	386	61.3	8.8	35.4
NOON-1PM	4710	0.0	1499	1500	3210	16.30+	408	58.7	8.1	30.8
1-2 PM	4684	0.0	1500	1500	3184	16.31+	408	58.9	8.1	30.8
2-3 PM	5257	0.0	1500	1500	3757	16.13+	408	55.0	8.1	30.8
3-4 PM	5497	0.0	OFF	5497	0	1.54	140	53.3	33.9	33.9
4-5 PM	5350	0.0	OFF	5350	0	0.00	0	54.3	54.3	54.3
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	0.0268
'DIVERSION'	0.0135

PIA: Personal Injury Accidents

ECONOMIC IMPACT ON ROAD USERS	
ROAD USER COSTS PER DAY	\$77,697
CONGESTED HOURS PER DAY*	5

*Delays Exceeding User-Specified Maximum

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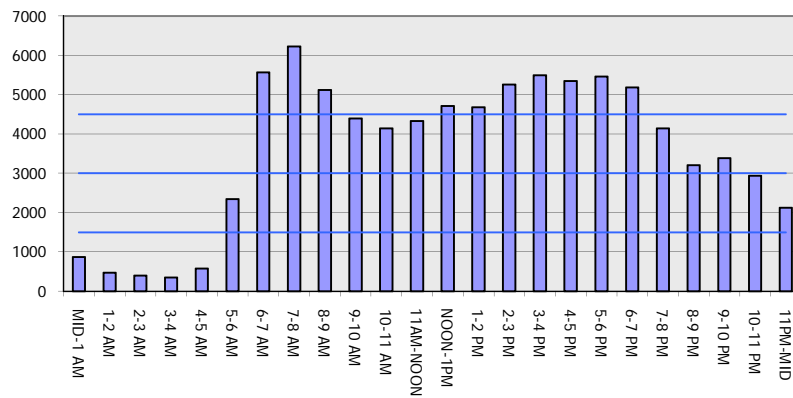
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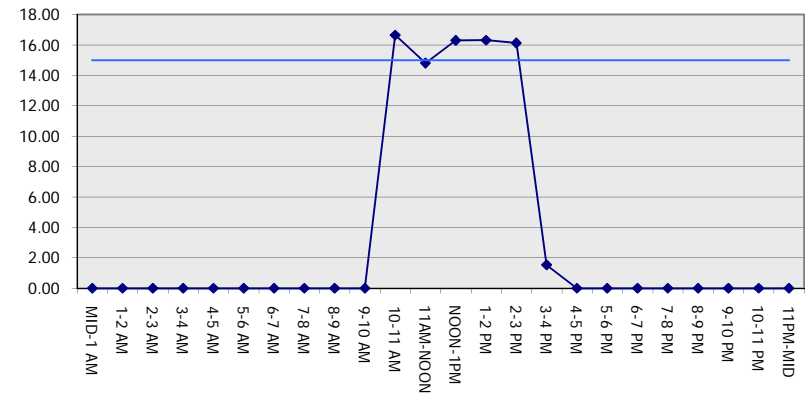
GRAPHICAL REPRESENTATION OF TRAFFIC MODEL INPUT AND OUTPUT

FRIDAY EASTBOUND DIRECTION

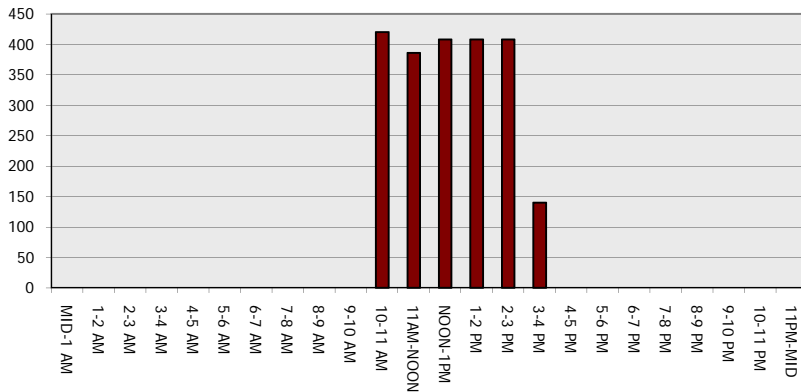
Main Route - Traffic Demand (Vehicles Per Hour)



Main Route Average Delay Per Vehicle (Minutes)



Main Route - Average Queue Length (Vehicles)



Main Route - Average Speed (MPH)

