

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

MON-THUR 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	662	0.0	OFF	662	0	0.00	0	69.9	69.9	69.9	
1-2 AM	419	0.0	OFF	419	0	0.00	0	70.2	70.2	70.2	
2-3 AM	332	0.0	OFF	332	0	0.00	0	70.2	70.2	70.2	
3-4 AM	383	0.0	OFF	383	0	0.00	0	70.2	70.2	70.2	
4-5 AM	710	0.0	OFF	710	0	0.00	0	69.9	69.9	69.9	
5-6 AM	2179	0.0	OFF	2179	0	0.00	0	68.0	68.0	68.0	
6-7 AM	4398	0.0	OFF	4398	0	0.00	0	60.8	60.8	60.8	
7-8 AM	5803	0.0	OFF	5803	0	0.00	0	51.2	51.2	51.2	
8-9 AM	4964	0.0	OFF	4964	0	0.00	0	56.9	56.9	56.9	
9-10 AM	3791	0.0	OFF	3791	0	0.00	0	65.0	65.0	65.0	
10-11 AM	3677	0.0	1499	1560	2117	16.76+	420	65.8	8.1	36.6	
11AM-NOON	4109	0.0	1499	1777	2332	14.75+	385	62.8	8.9	35.5	
NOON-1PM	4390	0.0	1499	1500	2890	16.37+	408	60.9	8.1	31.2	
1-2 PM	4636	0.0	1500	1500	3136	16.30+	408	59.2	8.1	31.2	
2-3 PM	5724	0.0	1500	1500	4224	15.93+	408	51.7	8.1	31.2	
3-4 PM	6293	0.0	OFF	6293	0	4.72	483	47.9	18.6	18.6	
4-5 PM	5721	0.0	OFF	5721	0	5.02	490	51.8	18.4	18.4	
5-6 PM	5476	0.0	OFF	5476	0	1.31	118	53.5	36.0	36.0	
6-7 PM	4916	0.0	OFF	4916	0	0.00	0	57.3	57.3	57.3	
7-8 PM	3455	0.0	OFF	3455	0	0.00	0	66.4	66.4	66.4	
8-9 PM	2838	0.0	OFF	2838	0	0.00	0	67.2	67.2	67.2	
9-10 PM	2456	0.0	OFF	2456	0	0.00	0	67.7	67.7	67.7	
10-11 PM	1804	0.0	OFF	1804	0	0.00	0	68.5	68.5	68.5	
11PM-MID	1259	0.0	OFF	1259	0	0.00	0	69.2	69.2	69.2	

"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	0.0307
MAIN ROUTE WITH WORKS	0.0246
'DIVERSION'	0.0130
PIA: Personal Injury Accidents	
IMPACTS ON ROAD USERS	
ROAD USER COSTS PER DAY	\$86,110
CONGESTED HOURS PER DAY*	5

*Delays Exceeding User-Specified Maximum

**IH 94: STH 181 TO USH 41 (MILWAUKEE COUNTY)
OFF-PEAK DAY 2 LANE CLOSURE
NO DIVERSION ROUTE (MAX QUEUE METHOD)**

OCTOBER

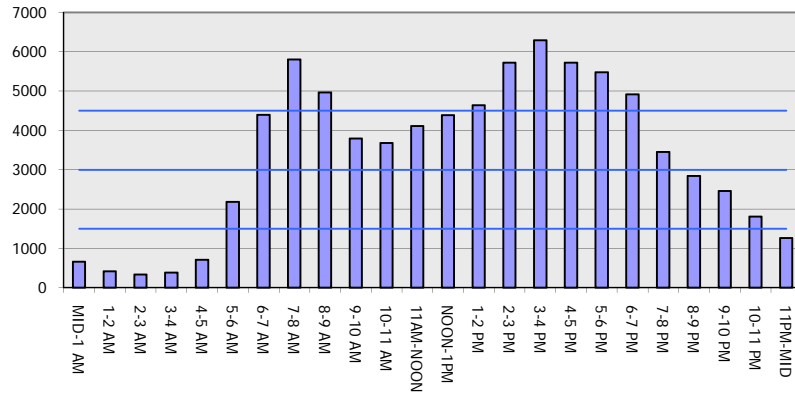
Analyzed for 2009
Construction Season

GRAPHICAL REPRESENTATION OF TRAFFIC MODEL INPUT AND OUTPUT

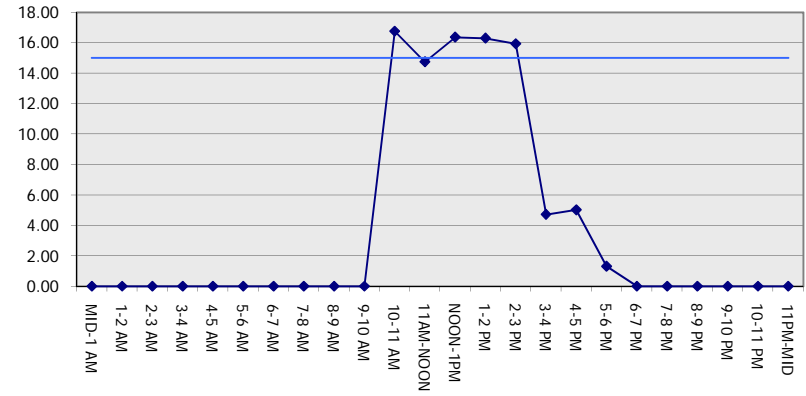
MON-THUR

WESTBOUND DIRECTION

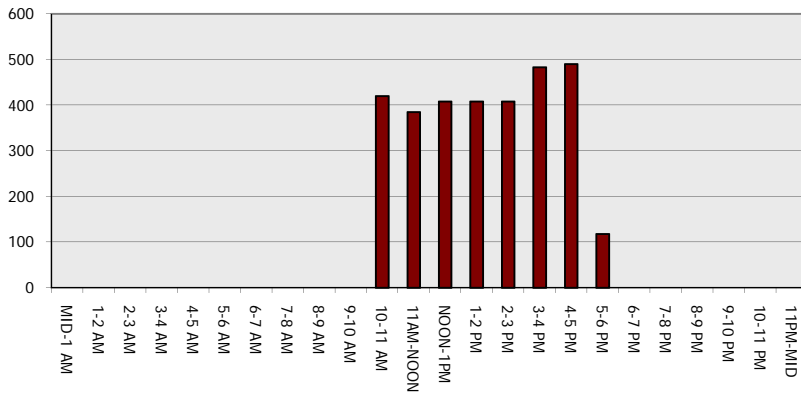
Main Route - Traffic Demand (Vehicles Per Hour)



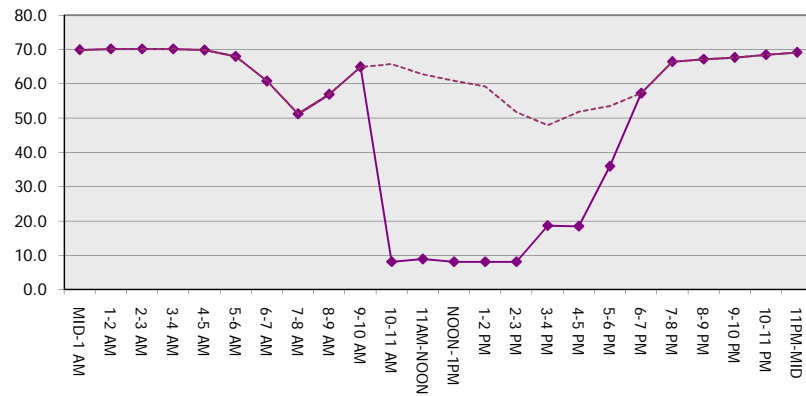
Main Route Average Delay Per Vehicle (Minutes)



Main Route - Average Queue Length (Vehicles)



Main Route - Average Speed (MPH)



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SUMMARY OF TRAFFIC MODEL OUTPUT

MON-THUR 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	576	0.0	OFF	576	0	0.00	0	70.0	70.0	70.0	
1-2 AM	354	0.0	OFF	354	0	0.00	0	70.2	70.2	70.2	
2-3 AM	314	0.0	OFF	314	0	0.00	0	70.2	70.2	70.2	
3-4 AM	360	0.0	OFF	360	0	0.00	0	70.2	70.2	70.2	
4-5 AM	582	0.0	OFF	582	0	0.00	0	70.0	70.0	70.0	
5-6 AM	2208	0.0	OFF	2208	0	0.00	0	68.0	68.0	68.0	
6-7 AM	5229	0.0	OFF	5229	0	0.00	0	55.1	55.1	55.1	
7-8 AM	5735	0.0	OFF	5735	0	0.00	0	51.7	51.7	51.7	
8-9 AM	5010	0.0	OFF	5010	0	0.00	0	56.6	56.6	56.6	
9-10 AM	4378	0.0	OFF	4378	0	0.00	0	60.9	60.9	60.9	
10-11 AM	3789	0.0	1499	1560	2229	16.74+	420	65.0	8.1	36.6	
11AM-NOON	3997	0.0	1499	1763	2234	14.74+	384	63.5	8.9	35.5	
NOON-1PM	4115	0.0	1499	1500	2615	16.40+	408	62.7	8.1	32.0	
1-2 PM	4154	0.0	1500	1500	2654	16.38+	408	62.5	8.1	32.0	
2-3 PM	4688	0.0	1500	1500	3188	16.23+	408	58.8	8.1	32.0	
3-4 PM	5043	0.0	OFF	5043	0	0.65	54	56.4	44.9	44.9	
4-5 PM	5029	0.0	OFF	5029	0	0.00	0	56.5	56.5	56.5	
5-6 PM	5160	0.0	OFF	5160	0	0.00	0	55.6	55.6	55.6	
6-7 PM	4476	0.0	OFF	4476	0	0.00	0	60.3	60.3	60.3	
7-8 PM	3443	0.0	OFF	3443	0	0.00	0	66.4	66.4	66.4	
8-9 PM	2845	0.0	OFF	2845	0	0.00	0	67.2	67.2	67.2	
9-10 PM	2688	0.0	OFF	2688	0	0.00	0	67.4	67.4	67.4	
10-11 PM	1957	0.0	OFF	1957	0	0.00	0	68.3	68.3	68.3	
11PM-MID	1257	0.0	OFF	1257	0	0.00	0	69.2	69.2	69.2	

"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	0.0295
MAIN ROUTE WITH WORKS	0.0241
'DIVERSION'	0.0114

PIA: Personal Injury Accidents

ECONOMIC IMPACT ON ROAD USERS	
ROAD USER COSTS PER DAY	\$68,097
CONGESTED HOURS PER DAY*	5

*Delays Exceeding User-Specified Maximum

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GRAPHICAL REPRESENTATION OF TRAFFIC MODEL INPUT AND OUTPUT

MON-THUR EASTBOUND DIRECTION

