

**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
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	1438	0.0	OFF	1438	0	0.00	0	68.9	68.9	68.9
1-2 AM	1048	0.0	OFF	1048	0	0.00	0	69.4	69.4	69.4
2-3 AM	986	0.0	OFF	986	0	0.00	0	69.5	69.5	69.5
3-4 AM	615	0.0	OFF	615	0	0.00	0	70.0	70.0	70.0
4-5 AM	586	0.0	OFF	586	0	0.00	0	70.0	70.0	70.0
5-6 AM	935	0.0	OFF	935	0	0.00	0	69.6	69.6	69.6
6-7 AM	1550	0.0	OFF	1550	0	0.00	0	68.8	68.8	68.8
7-8 AM	2312	0.0	OFF	2312	0	0.00	0	67.9	67.9	67.9
8-9 AM	3007	0.0	2999	3007	0	0.96	17	67.0	46.3	38.3
9-10 AM	3390	0.0	3000	3390	0	4.70	244	66.5	21.1	37.3
10-11 AM	3679	0.0	3000	3375	304	13.93+	743	65.7	11.6	37.3
11AM-NOON	4004	0.0	3000	3044	960	16.61+	884	63.5	10.6	37.3
NOON-1PM	4383	0.0	3000	3031	1352	16.84+	905	60.9	10.6	37.3
1-2 PM	4220	0.0	3000	2982	1238	16.71+	894	62.0	10.6	37.3
2-3 PM	4372	0.0	2999	3014	1357	16.85+	905	61.0	10.6	37.3
3-4 PM	4226	0.0	3000	2983	1243	16.72+	895	62.0	10.6	37.3
4-5 PM	4052	0.0	2999	2993	1059	16.56+	883	63.2	10.6	37.3
5-6 PM	3713	0.0	3000	2998	715	16.61+	879	65.5	10.7	37.3
6-7 PM	3347	0.0	OFF	3347	0	1.62	146	66.6	38.0	38.0
7-8 PM	2769	0.0	OFF	2769	0	0.00	0	67.3	67.3	67.3
8-9 PM	2299	0.0	OFF	2299	0	0.00	0	67.9	67.9	67.9
9-10 PM	2488	0.0	OFF	2488	0	0.00	0	67.6	67.6	67.6
10-11 PM	3024	0.0	OFF	3024	0	0.00	0	67.0	67.0	67.0
11PM-MID	2091	0.0	OFF	2091	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	0.0246
MAIN ROUTE WITH WORKS	0.0195
'DIVERSION'	0.0073
PIA: Personal Injury Accidents	
IMPACTS ON ROAD USERS	
ROAD USER COSTS PER DAY	\$150,546
CONGESTED HOURS PER DAY*	8

*Delays Exceeding User-Specified Maximum

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OCTOBER

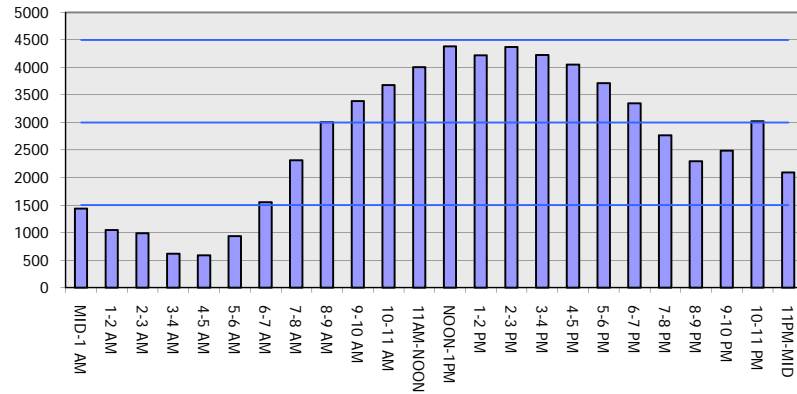
Analyzed for 2009
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GRAPHICAL REPRESENTATION OF TRAFFIC MODEL INPUT AND OUTPUT

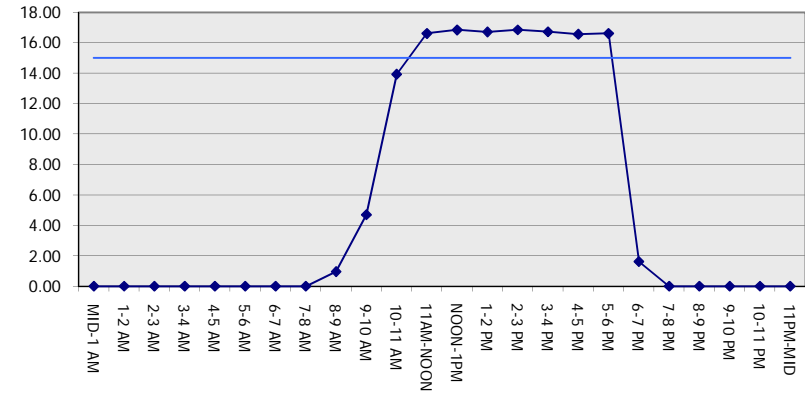
SATURDAY

WESTBOUND DIRECTION

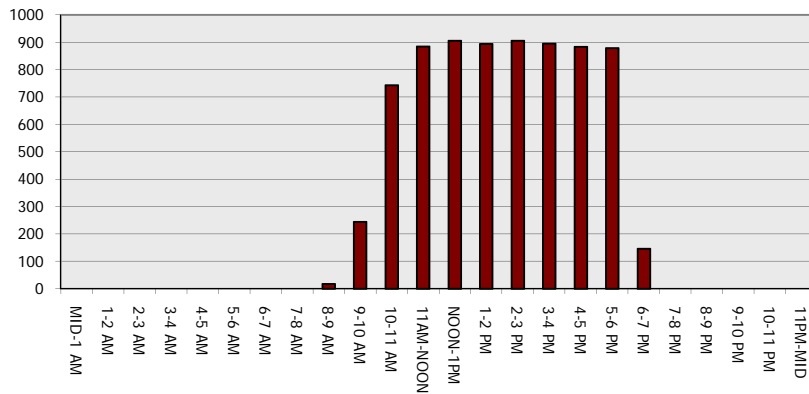
Main Route - Traffic Demand (Vehicles Per Hour)



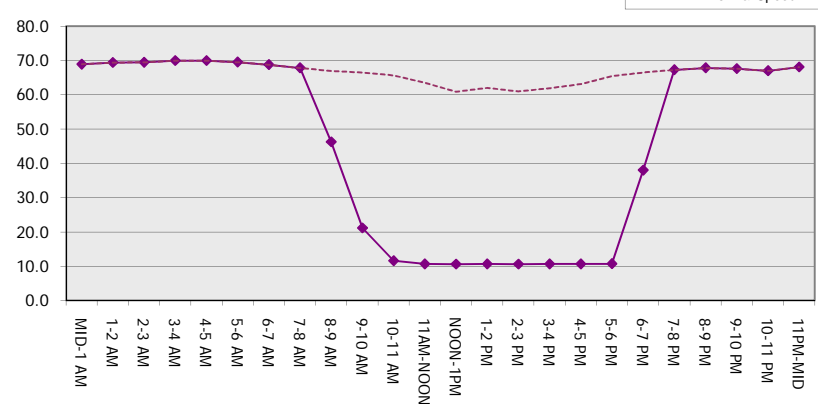
Main Route Average Delay Per Vehicle (Minutes)



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	1259	0.0	OFF	1259	0	0.00	0	69.2	69.2	69.2
1-2 AM	606	0.0	OFF	606	0	0.00	0	70.0	70.0	70.0
2-3 AM	653	0.0	OFF	653	0	0.00	0	69.9	69.9	69.9
3-4 AM	347	0.0	OFF	347	0	0.00	0	70.2	70.2	70.2
4-5 AM	399	0.0	OFF	399	0	0.00	0	70.2	70.2	70.2
5-6 AM	780	0.0	OFF	780	0	0.00	0	69.7	69.7	69.7
6-7 AM	1398	0.0	OFF	1398	0	0.00	0	69.0	69.0	69.0
7-8 AM	1956	0.0	OFF	1956	0	0.00	0	68.3	68.3	68.3
8-9 AM	2553	0.0	2999	2553	0	0.43	0	67.6	56.1	45.8
9-10 AM	2942	0.0	2999	2942	0	0.79	6	67.1	49.1	38.6
10-11 AM	3458	0.0	3000	3458	0	4.13	224	66.4	23.0	37.3
11AM-NOON	3968	0.0	3000	3412	556	14.91+	798	63.7	11.2	37.3
NOON-1PM	4098	0.0	2999	2987	1112	16.57+	884	62.8	10.6	37.3
1-2 PM	4104	0.0	3000	3000	1104	16.54+	883	62.8	10.6	37.3
2-3 PM	4177	0.0	3000	3008	1170	16.61+	888	62.3	10.6	37.3
3-4 PM	4296	0.0	3000	3011	1285	16.76+	899	61.5	10.6	37.3
4-5 PM	4348	0.0	3000	3007	1341	16.83+	904	61.2	10.6	37.3
5-6 PM	4609	0.0	3000	3023	1586	17.16+	928	59.4	10.4	37.3
6-7 PM	4507	0.0	OFF	4507	0	3.19	290	60.1	25.8	25.8
7-8 PM	3926	0.0	OFF	3926	0	0.00	0	64.0	64.0	64.0
8-9 PM	2940	0.0	OFF	2940	0	0.00	0	67.1	67.1	67.1
9-10 PM	2663	0.0	OFF	2663	0	0.00	0	67.4	67.4	67.4
10-11 PM	2555	0.0	OFF	2555	0	0.00	0	67.6	67.6	67.6
11PM-MID	1995	0.0	OFF	1995	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	0.0246
MAIN ROUTE WITH WORKS	0.0195
'DIVERSION'	0.0072

PIA: Personal Injury Accidents

ECONOMIC IMPACT ON ROAD USERS	
ROAD USER COSTS PER DAY	\$140,119
CONGESTED HOURS PER DAY*	7

*Delays Exceeding User-Specified Maximum

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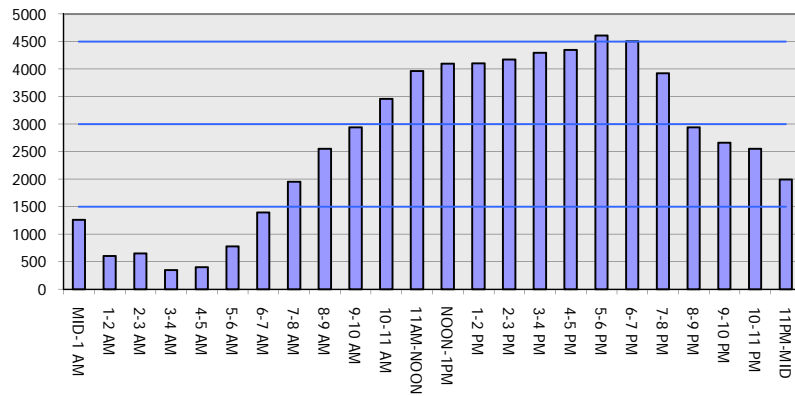
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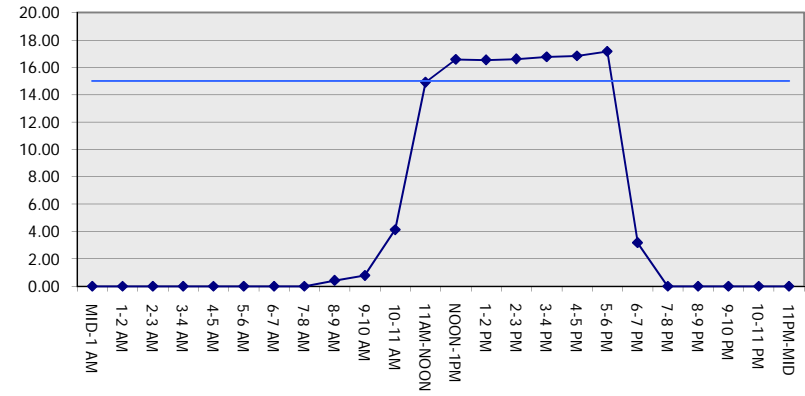
GRAPHICAL REPRESENTATION OF TRAFFIC MODEL INPUT AND OUTPUT

SATURDAY EASTBOUND DIRECTION

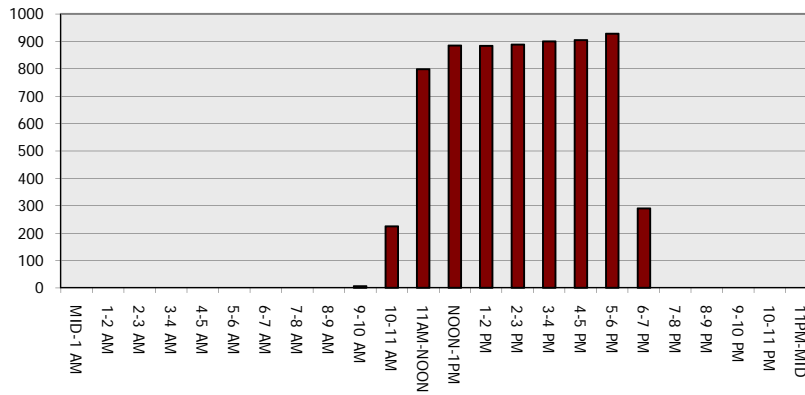
Main Route - Traffic Demand (Vehicles Per Hour)



Main Route Average Delay Per Vehicle (Minutes)



Main Route - Average Queue Length (Vehicles)



Main Route - Average Speed (MPH)

