

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

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	1499	1700	1307	14.48+	365	67.0	8.9	35.8	
9-10 AM	3390	0.0	1499	1675	1715	16.11+	396	66.5	8.3	30.8	
10-11 AM	3679	0.0	1500	1500	2179	16.58+	408	65.7	8.1	30.8	
11AM-NOON	4004	0.0	1500	1500	2504	16.50+	408	63.5	8.1	30.8	
NOON-1PM	4383	0.0	1500	1500	2883	16.40+	408	60.9	8.1	30.8	
1-2 PM	4220	0.0	1500	1500	2720	16.44+	408	62.0	8.1	30.8	
2-3 PM	4372	0.0	1500	1500	2872	16.40+	408	61.0	8.1	30.8	
3-4 PM	4226	0.0	1500	1500	2726	16.44+	408	62.0	8.1	30.8	
4-5 PM	4052	0.0	1500	1500	2552	16.49+	408	63.2	8.1	30.8	
5-6 PM	3713	0.0	1500	1500	2213	16.57+	408	65.5	8.1	30.8	
6-7 PM	3347	0.0	OFF	3347	0	0.30	26	66.6	58.4	58.4	
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	0.0146
'DIVERSION'	0.0209
<small>PIA: Personal Injury Accidents</small>	
IMPACTS ON ROAD USERS	
ROAD USER COSTS PER DAY	\$174,540
CONGESTED HOURS PER DAY*	10

*Delays Exceeding User-Specified Maximum

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OFF-PEAK DAY 2 LANE CLOSURE
NO DIVERSION ROUTE (MAX QUEUE METHOD)

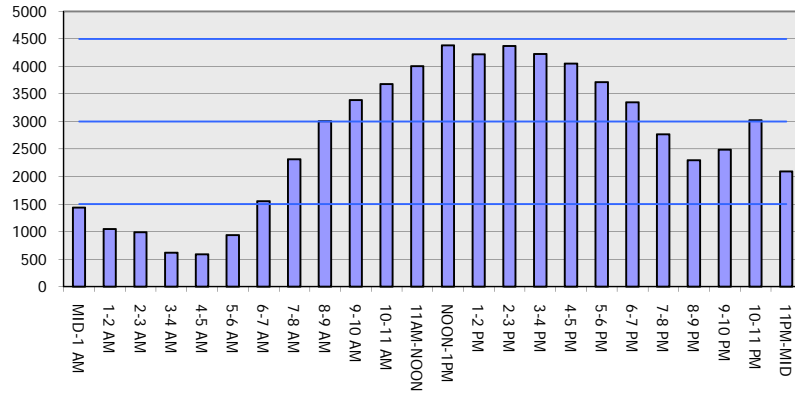
OCTOBER

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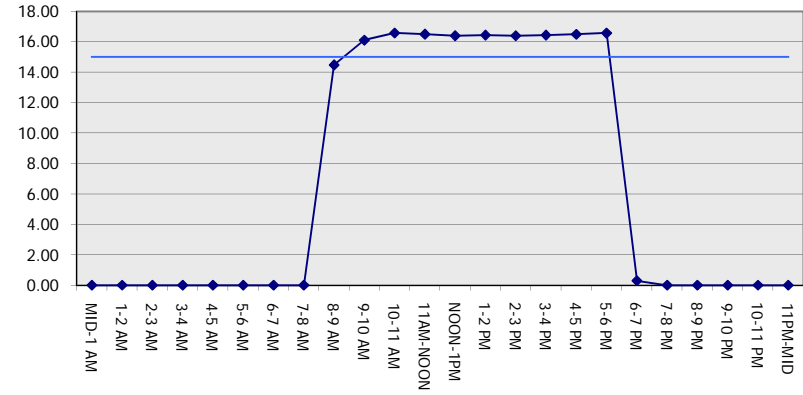
GRAPHICAL REPRESENTATION OF TRAFFIC MODEL INPUT AND OUTPUT

SATURDAY WESTBOUND DIRECTION

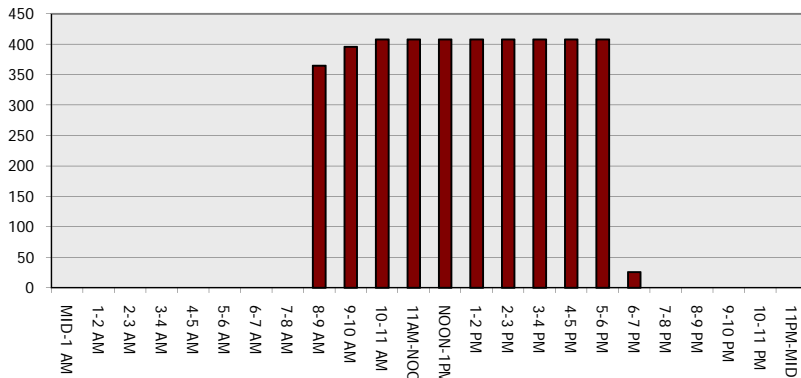
Main Route - Traffic Demand (Vehicles Per Hour)



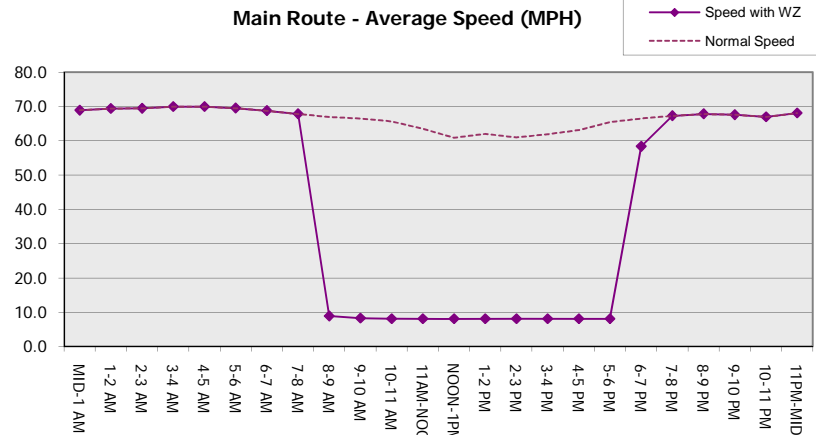
Main Route Average Delay Per Vehicle (Minutes)



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	1499	1960	593	12.62+	319	67.6	10.0	30.8
9-10 AM	2942	0.0	1499	1488	1454	16.59+	407	67.1	8.1	30.8
10-11 AM	3458	0.0	1499	1498	1960	16.60+	407	66.4	8.1	30.8
11AM-NOON	3968	0.0	1500	1500	2468	16.51+	408	63.7	8.1	30.8
NOON-1PM	4098	0.0	1500	1500	2598	16.48+	408	62.8	8.1	30.8
1-2 PM	4104	0.0	1500	1500	2604	16.48+	408	62.8	8.1	30.8
2-3 PM	4177	0.0	1500	1500	2677	16.46+	408	62.3	8.1	30.8
3-4 PM	4296	0.0	1500	1500	2796	16.42+	408	61.5	8.1	30.8
4-5 PM	4348	0.0	1500	1500	2848	16.41+	408	61.2	8.1	30.8
5-6 PM	4609	0.0	1500	1500	3109	16.33+	408	59.4	8.1	30.8
6-7 PM	4507	0.0	OFF	4507	0	0.79	66	60.1	45.1	45.1
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	0.0148
'DIVERSION'	0.0204

PIA: Personal Injury Accidents

ECONOMIC IMPACT ON ROAD USERS	
ROAD USER COSTS PER DAY	\$172,233
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

