

IH 94: USH 41 AND IH 43 (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	740	0.0	OFF	740	0	0.00	0	69.8	69.8	69.8
1-2 AM	538	0.0	OFF	538	0	0.00	0	70.0	70.0	70.0
2-3 AM	451	0.0	OFF	451	0	0.00	0	70.2	70.2	70.2
3-4 AM	344	0.0	OFF	344	0	0.00	0	70.2	70.2	70.2
4-5 AM	623	0.0	OFF	623	0	0.00	0	70.0	70.0	70.0
5-6 AM	1758	0.0	OFF	1758	0	0.00	0	68.6	68.6	68.6
6-7 AM	3790	0.0	OFF	3790	0	0.00	0	65.0	65.0	65.0
7-8 AM	5327	0.0	OFF	5327	0	0.00	0	54.5	54.5	54.5
8-9 AM	4416	0.0	OFF	4416	0	0.00	0	60.7	60.7	60.7
9-10 AM	3764	0.0	OFF	3764	0	0.00	0	65.1	65.1	65.1
10-11 AM	3356	0.0	2999	3356	0	3.09	157	66.6	25.3	37.3
11AM-NOON	4412	0.0	3000	3575	837	14.85+	813	60.7	10.7	37.3
NOON-1PM	4073	0.0	2999	2968	1105	16.86+	899	63.0	10.2	37.3
1-2 PM	4091	0.0	2999	3000	1091	16.80+	896	62.9	10.2	37.3
2-3 PM	4421	0.0	2999	3034	1387	17.20+	925	60.7	10.1	37.3
3-4 PM	4325	0.0	OFF	4325	0	2.83	259	61.3	25.8	25.8
4-5 PM	4103	0.0	OFF	4103	0	0.00	0	62.8	62.8	62.8
5-6 PM	3513	0.0	OFF	3513	0	0.00	0	66.4	66.4	66.4
6-7 PM	2479	0.0	OFF	2479	0	0.00	0	67.6	67.6	67.6
7-8 PM	2164	0.0	OFF	2164	0	0.00	0	68.1	68.1	68.1
8-9 PM	1697	0.0	OFF	1697	0	0.00	0	68.6	68.6	68.6
9-10 PM	1849	0.0	OFF	1849	0	0.00	0	68.4	68.4	68.4
10-11 PM	1620	0.0	OFF	1620	0	0.00	0	68.7	68.7	68.7
11PM-MID	1770	0.0	OFF	1770	0	0.00	0	68.6	68.6	68.6

"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	0.0219
MAIN ROUTE WITH WORKS	0.0194
'DIVERSION'	0.0034
PIA: Personal Injury Accidents	
IMPACTS ON ROAD USERS	
ROAD USER COSTS PER DAY	\$63,700
CONGESTED HOURS PER DAY*	4

*Delays Exceeding User-Specified Maximum

**IH 94: USH 41 AND IH 43 (MILWAUKEE COUNTY)
OFF-PEAK DAY CLOSURE
NO DIVERSION ROUTE (MAX QUEUE METHOD)**

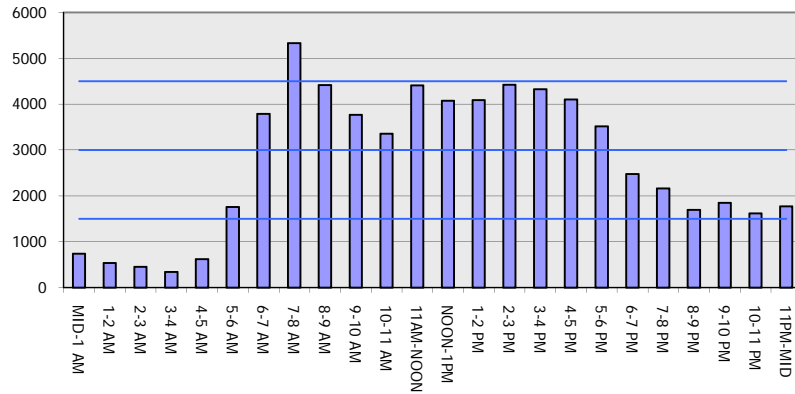
OCTOBER

Analyzed for 2009
Construction Season

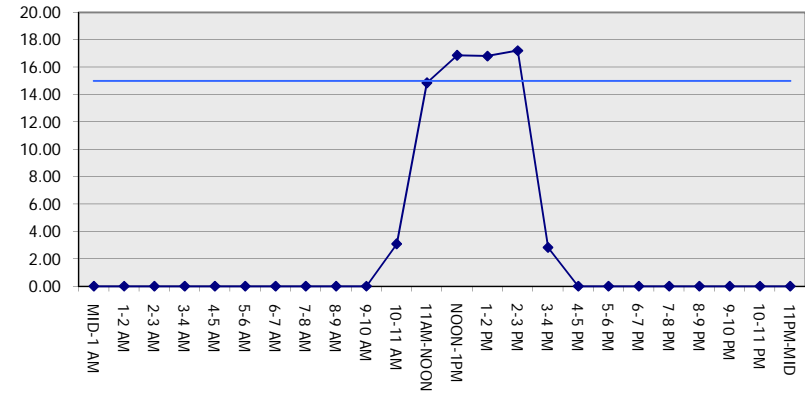
GRAPHICAL REPRESENTATION OF TRAFFIC MODEL INPUT AND OUTPUT

FRIDAY WESTBOUND DIRECTION

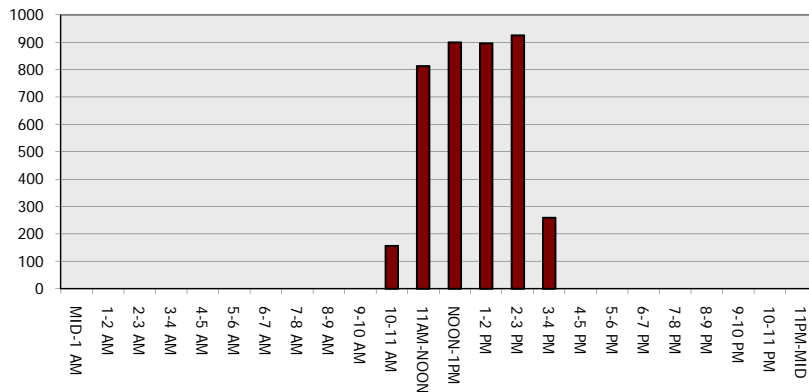
Main Route - Traffic Demand (Vehicles Per Hour)



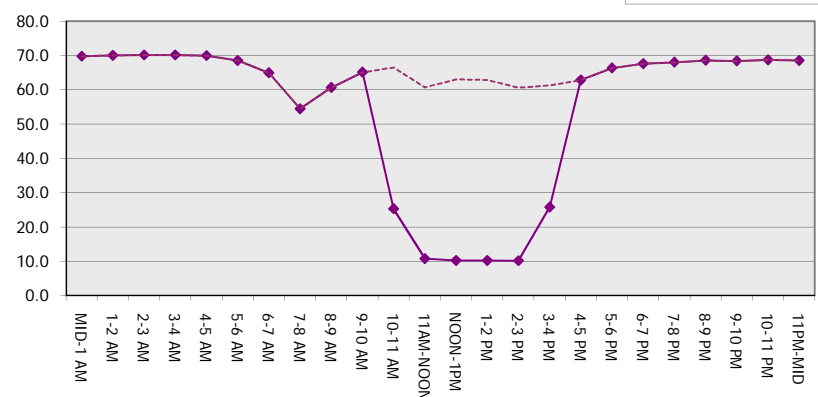
Main Route Average Delay Per Vehicle (Minutes)



Main Route - Average Queue Length (Vehicles)



Main Route - Average Speed (MPH)



IH 94: USH 41 AND IH 43 (MILWAUKEE COUNTY) OFF-PEAK DAY CLOSURE NO DIVERSION ROUTE (MAX QUEUE METHOD)	OCTOBER
	Analyzed for 2009 Construction Season

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	593	0.0	OFF	593	0	0.00	0	70.0	70.0	70.0
1-2 AM	374	0.0	OFF	374	0	0.00	0	70.2	70.2	70.2
2-3 AM	312	0.0	OFF	312	0	0.00	0	70.2	70.2	70.2
3-4 AM	284	0.0	OFF	284	0	0.00	0	70.2	70.2	70.2
4-5 AM	477	0.0	OFF	477	0	0.00	0	70.1	70.1	70.1
5-6 AM	1765	0.0	OFF	1765	0	0.00	0	68.6	68.6	68.6
6-7 AM	4098	0.0	OFF	4098	0	0.00	0	62.8	62.8	62.8
7-8 AM	4599	0.0	OFF	4599	0	0.00	0	59.4	59.4	59.4
8-9 AM	4136	0.0	OFF	4136	0	0.00	0	62.6	62.6	62.6
9-10 AM	3324	0.0	OFF	3324	0	0.00	0	66.6	66.6	66.6
10-11 AM	2857	0.0	2999	2857	0	0.63	0	67.2	50.2	39.6
11AM-NOON	3532	0.0	2999	3532	0	4.28	240	66.3	21.2	37.3
NOON-1PM	3657	0.0	2999	3329	328	14.90+	790	65.9	10.7	37.3
1-2 PM	3695	0.0	3000	3014	681	16.84+	891	65.6	10.2	37.3
2-3 PM	3796	0.0	3000	3008	788	16.82+	892	64.9	10.2	37.3
3-4 PM	3707	0.0	OFF	3707	0	1.90	170	65.5	33.0	33.0
4-5 PM	4060	0.0	OFF	4060	0	0.00	0	63.1	63.1	63.1
5-6 PM	4066	0.0	OFF	4066	0	0.00	0	63.1	63.1	63.1
6-7 PM	3455	0.0	OFF	3455	0	0.00	0	66.4	66.4	66.4
7-8 PM	3055	0.0	OFF	3055	0	0.00	0	66.9	66.9	66.9
8-9 PM	2553	0.0	OFF	2553	0	0.00	0	67.6	67.6	67.6
9-10 PM	2598	0.0	OFF	2598	0	0.00	0	67.5	67.5	67.5
10-11 PM	2079	0.0	OFF	2079	0	0.00	0	68.1	68.1	68.1
11PM-MID	1642	0.0	OFF	1642	0	0.00	0	68.7	68.7	68.7

"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	0.0216
MAIN ROUTE WITH WORKS	0.0200
'DIVERSION'	0.0014

PIA: Personal Injury Accidents

ECONOMIC IMPACT ON ROAD USERS	
ROAD USER COSTS PER DAY	\$43,201
CONGESTED HOURS PER DAY*	3

*Delays Exceeding User-Specified Maximum

**IH 94: USH 41 AND IH 43 (MILWAUKEE COUNTY)
OFF-PEAK DAY CLOSURE
NO DIVERSION ROUTE (MAX QUEUE METHOD)**

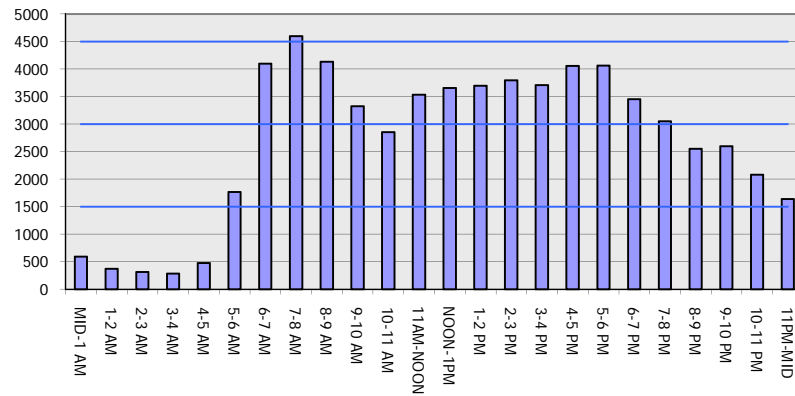
OCTOBER

Analyzed for 2009
Construction Season

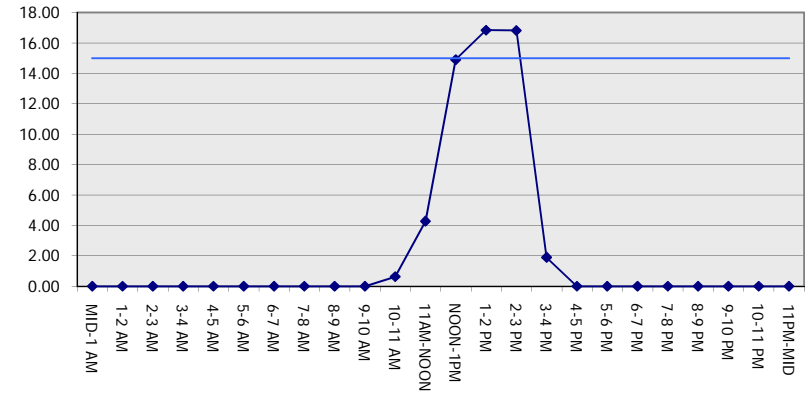
GRAPHICAL REPRESENTATION OF TRAFFIC MODEL INPUT AND OUTPUT

FRIDAY EASTBOUND DIRECTION

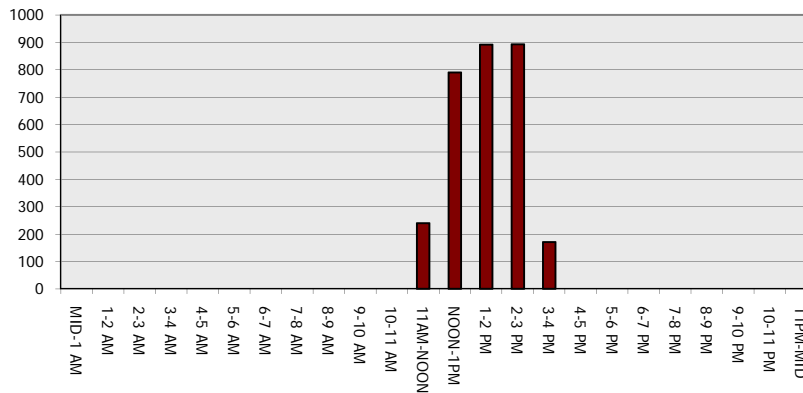
Main Route - Traffic Demand (Vehicles Per Hour)



Main Route Average Delay Per Vehicle (Minutes)



Main Route - Average Queue Length (Vehicles)



Main Route - Average Speed (MPH)

