

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

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	614	0.0	OFF	614	0	0.00	0	70.0	70.0	70.0
1-2 AM	380	0.0	OFF	380	0	0.00	0	70.2	70.2	70.2
2-3 AM	301	0.0	OFF	301	0	0.00	0	70.2	70.2	70.2
3-4 AM	273	0.0	OFF	273	0	0.00	0	70.2	70.2	70.2
4-5 AM	514	0.0	OFF	514	0	0.00	0	70.1	70.1	70.1
5-6 AM	1621	0.0	OFF	1621	0	0.00	0	68.7	68.7	68.7
6-7 AM	3837	0.0	OFF	3837	0	0.00	0	64.6	64.6	64.6
7-8 AM	5370	0.0	OFF	5370	0	0.00	0	54.2	54.2	54.2
8-9 AM	4442	0.0	OFF	4442	0	0.00	0	60.5	60.5	60.5
9-10 AM	3360	0.0	OFF	3360	0	0.00	0	66.6	66.6	66.6
10-11 AM	3343	0.0	2999	3343	0	3.07	155	66.6	25.4	37.3
11AM-NOON	3889	0.0	3000	3529	360	13.29+	722	64.3	11.4	37.3
NOON-1PM	3993	0.0	3000	3014	979	16.80+	894	63.6	10.2	37.3
1-2 PM	3898	0.0	3000	3003	895	16.81+	893	64.2	10.2	37.3
2-3 PM	4788	0.0	2999	3056	1732	17.40+	945	58.1	10.0	37.3
3-4 PM	5188	0.0	OFF	5188	0	5.65	539	55.4	15.9	15.9
4-5 PM	5097	0.0	OFF	5097	0	0.14	9	56.0	52.8	52.8
5-6 PM	4946	0.0	OFF	4946	0	0.00	0	57.1	57.1	57.1
6-7 PM	4354	0.0	OFF	4354	0	0.00	0	61.1	61.1	61.1
7-8 PM	3018	0.0	OFF	3018	0	0.00	0	67.0	67.0	67.0
8-9 PM	2547	0.0	OFF	2547	0	0.00	0	67.6	67.6	67.6
9-10 PM	2159	0.0	OFF	2159	0	0.00	0	68.1	68.1	68.1
10-11 PM	1524	0.0	OFF	1524	0	0.00	0	68.9	68.9	68.9
11PM-MID	1129	0.0	OFF	1129	0	0.00	0	69.3	69.3	69.3

"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	0.0
(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	0
(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	0.0236
MAIN ROUTE WITH WORKS	0.0212
'DIVERSION'	0.0031
<small>PIA: Personal Injury Accidents</small>	
IMPACTS ON ROAD USERS	
ROAD USER COSTS PER DAY	\$61,833
CONGESTED HOURS PER DAY*	4

*Delays Exceeding User-Specified Maximum

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

OCTOBER

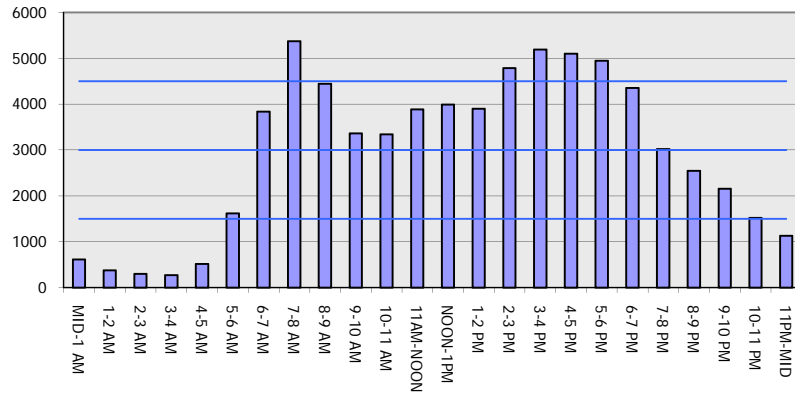
Analyzed for 2009
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GRAPHICAL REPRESENTATION OF TRAFFIC MODEL INPUT AND OUTPUT

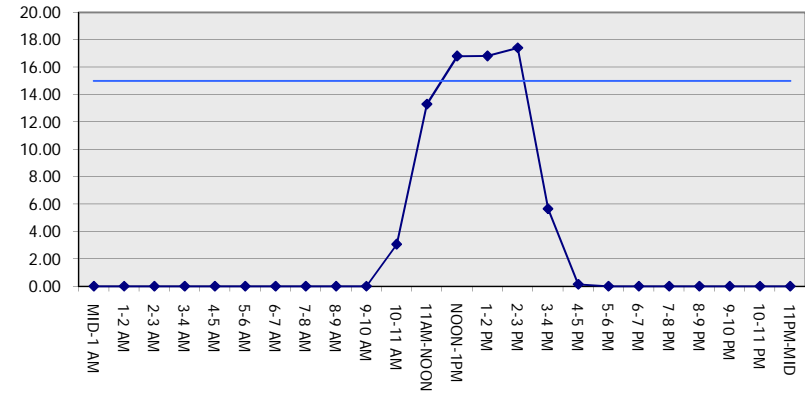
MON-THUR

WESTBOUND DIRECTION

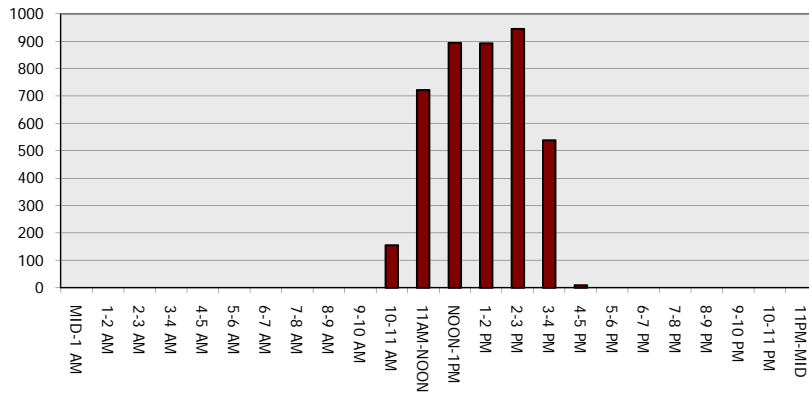
Main Route - Traffic Demand (Vehicles Per Hour)



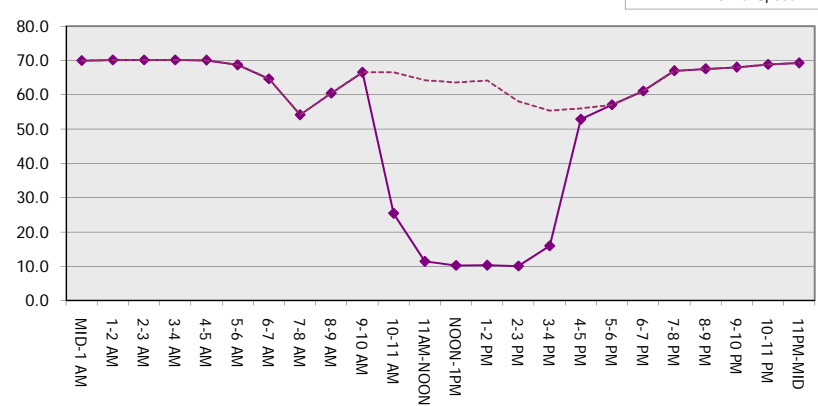
Main Route Average Delay Per Vehicle (Minutes)



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	505	0.0	OFF	505	0	0.00	0	70.1	70.1	70.1
1-2 AM	340	0.0	OFF	340	0	0.00	0	70.2	70.2	70.2
2-3 AM	279	0.0	OFF	279	0	0.00	0	70.2	70.2	70.2
3-4 AM	278	0.0	OFF	278	0	0.00	0	70.2	70.2	70.2
4-5 AM	487	0.0	OFF	487	0	0.00	0	70.1	70.1	70.1
5-6 AM	1890	0.0	OFF	1890	0	0.00	0	68.4	68.4	68.4
6-7 AM	4133	0.0	OFF	4133	0	0.00	0	62.6	62.6	62.6
7-8 AM	4431	0.0	OFF	4431	0	0.00	0	60.6	60.6	60.6
8-9 AM	4282	0.0	OFF	4282	0	0.00	0	61.6	61.6	61.6
9-10 AM	3588	0.0	OFF	3588	0	0.00	0	66.3	66.3	66.3
10-11 AM	3215	0.0	2999	3215	0	2.60	114	66.8	28.1	37.3
11AM-NOON	3354	0.0	3000	3354	0	7.48	384	66.6	14.7	37.3
NOON-1PM	3422	0.0	3000	3314	108	14.61+	772	66.5	10.9	37.3
1-2 PM	3166	0.0	3000	3002	165	16.81+	886	66.8	10.2	37.3
2-3 PM	2903	0.0	2999	2903	0	15.59+	819	67.1	10.6	37.3
3-4 PM	3689	0.0	OFF	3689	0	1.51	133	65.6	36.7	36.7
4-5 PM	3986	0.0	OFF	3986	0	0.00	0	63.7	63.7	63.7
5-6 PM	4086	0.0	OFF	4086	0	0.00	0	63.0	63.0	63.0
6-7 PM	3702	0.0	OFF	3702	0	0.00	0	65.6	65.6	65.6
7-8 PM	2713	0.0	OFF	2713	0	0.00	0	67.4	67.4	67.4
8-9 PM	2231	0.0	OFF	2231	0	0.00	0	67.9	67.9	67.9
9-10 PM	2152	0.0	OFF	2152	0	0.00	0	68.1	68.1	68.1
10-11 PM	1508	0.0	OFF	1508	0	0.00	0	68.9	68.9	68.9
11PM-MID	975	0.0	OFF	975	0	0.00	0	69.5	69.5	69.5

"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	0.0205
MAIN ROUTE WITH WORKS	0.0194
'DIVERSION'	0.0002

PIA: Personal Injury Accidents

ECONOMIC IMPACT ON ROAD USERS	
ROAD USER COSTS PER DAY	\$37,653
CONGESTED HOURS PER DAY*	3

*Delays Exceeding User-Specified Maximum

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OCTOBER

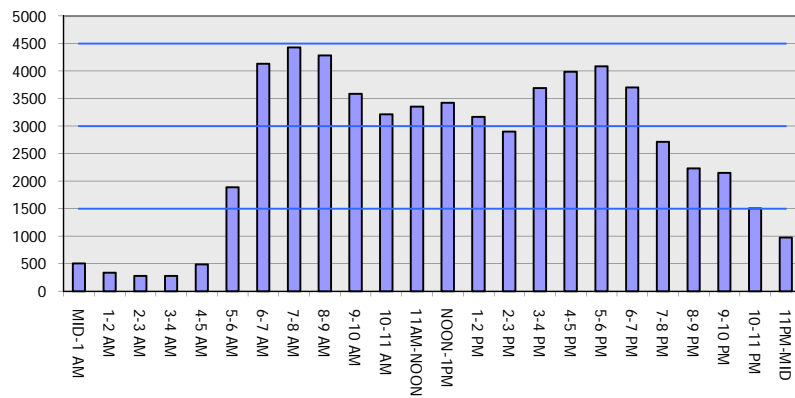
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GRAPHICAL REPRESENTATION OF TRAFFIC MODEL INPUT AND OUTPUT

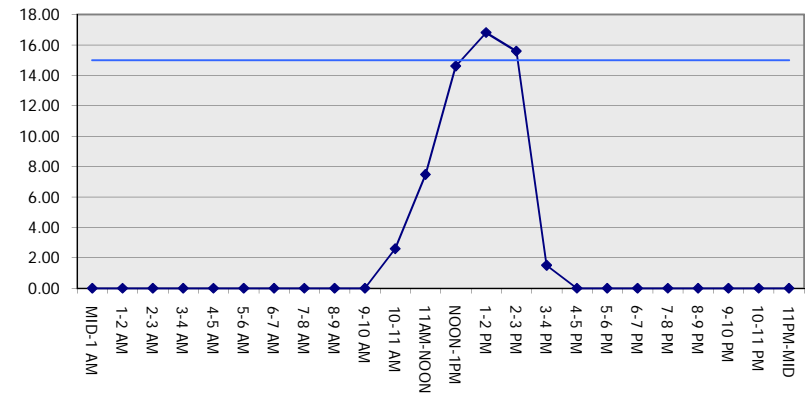
MON-THUR

EASTBOUND DIRECTION

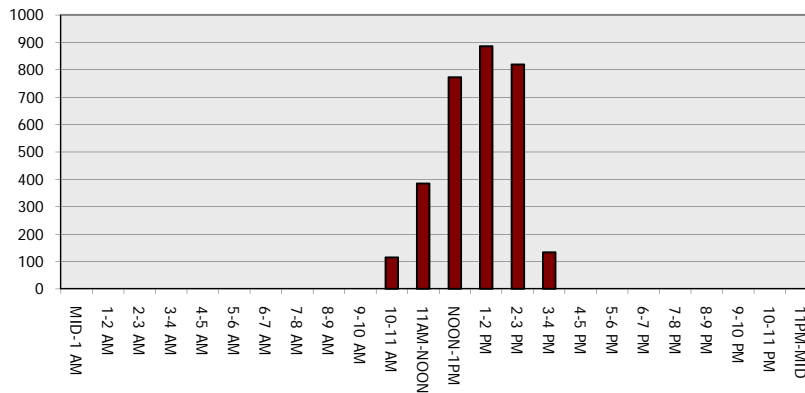
Main Route - Traffic Demand (Vehicles Per Hour)



Main Route Average Delay Per Vehicle (Minutes)



Main Route - Average Queue Length (Vehicles)



Main Route - Average Speed (MPH)

