

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

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	1462	0.0	OFF	1462	0	0.00	0	68.9	68.9	68.9
1-2 AM	1065	0.0	OFF	1065	0	0.00	0	69.4	69.4	69.4
2-3 AM	1002	0.0	OFF	1002	0	0.00	0	69.5	69.5	69.5
3-4 AM	625	0.0	OFF	625	0	0.00	0	70.0	70.0	70.0
4-5 AM	595	0.0	OFF	595	0	0.00	0	70.0	70.0	70.0
5-6 AM	950	0.0	OFF	950	0	0.00	0	69.6	69.6	69.6
6-7 AM	1576	0.0	OFF	1576	0	0.00	0	68.7	68.7	68.7
7-8 AM	2350	0.0	OFF	2350	0	0.00	0	67.8	67.8	67.8
8-9 AM	3057	0.0	2999	3057	0	1.07	24	66.9	42.7	37.9
9-10 AM	3446	0.0	3000	3446	0	5.64	298	66.4	17.6	37.3
10-11 AM	3740	0.0	3000	3336	404	15.05+	800	65.3	10.7	37.3
11AM-NOON	4070	0.0	3000	3023	1048	16.80+	896	63.0	10.2	37.3
NOON-1PM	4456	0.0	3000	3035	1420	17.25+	929	60.4	10.1	37.3
1-2 PM	4289	0.0	3000	2978	1311	17.10+	917	61.5	10.1	37.3
2-3 PM	4444	0.0	2999	3017	1427	17.27+	930	60.5	10.1	37.3
3-4 PM	4295	0.0	3000	2979	1316	17.11+	917	61.5	10.1	37.3
4-5 PM	4119	0.0	3000	2989	1129	16.85+	900	62.7	10.2	37.3
5-6 PM	3774	0.0	3000	2996	778	16.83+	892	65.1	10.2	37.3
6-7 PM	3402	0.0	OFF	3402	0	1.70	154	66.5	35.0	35.0
7-8 PM	2815	0.0	OFF	2815	0	0.00	0	67.3	67.3	67.3
8-9 PM	2337	0.0	OFF	2337	0	0.00	0	67.8	67.8	67.8
9-10 PM	2529	0.0	OFF	2529	0	0.00	0	67.6	67.6	67.6
10-11 PM	3074	0.0	OFF	3074	0	0.00	0	66.9	66.9	66.9
11PM-MID	2125	0.0	OFF	2125	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	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	0.0219
MAIN ROUTE WITH WORKS	0.0169
'DIVERSION'	0.0068
PIA: Personal Injury Accidents	
IMPACTS ON ROAD USERS	
ROAD USER COSTS PER DAY	\$157,304
CONGESTED HOURS PER DAY*	8

*Delays Exceeding User-Specified Maximum

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

OCTOBER

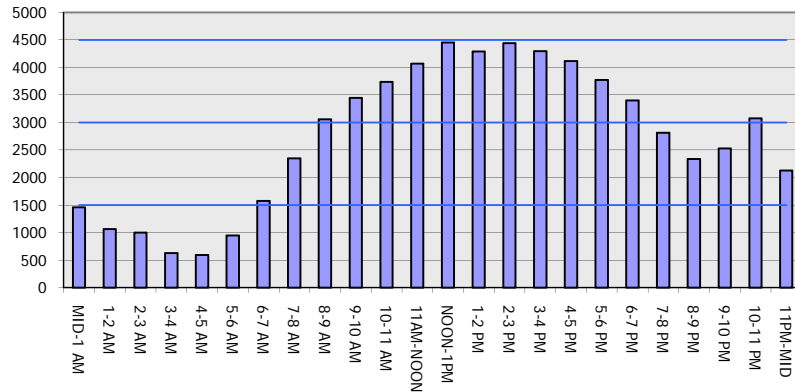
Analyzed for 2009
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GRAPHICAL REPRESENTATION OF TRAFFIC MODEL INPUT AND OUTPUT

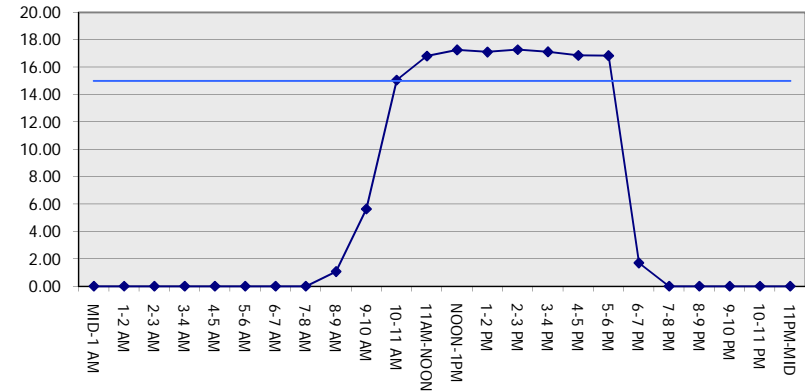
SATURDAY

WESTBOUND DIRECTION

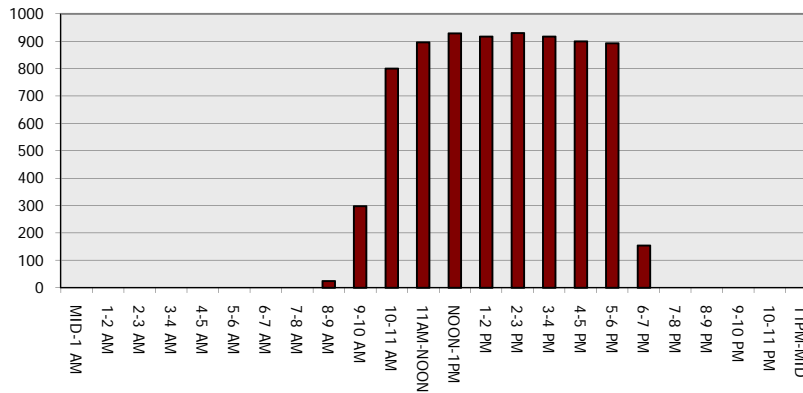
Main Route - Traffic Demand (Vehicles Per Hour)



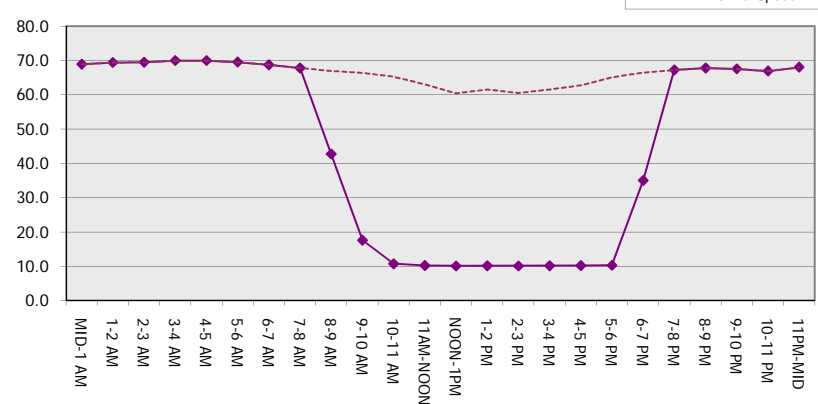
Main Route Average Delay Per Vehicle (Minutes)



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	1039	0.0	OFF	1039	0	0.00	0	69.4	69.4	69.4
1-2 AM	622	0.0	OFF	622	0	0.00	0	70.0	70.0	70.0
2-3 AM	510	0.0	OFF	510	0	0.00	0	70.1	70.1	70.1
3-4 AM	392	0.0	OFF	392	0	0.00	0	70.2	70.2	70.2
4-5 AM	398	0.0	OFF	398	0	0.00	0	70.2	70.2	70.2
5-6 AM	751	0.0	OFF	751	0	0.00	0	69.8	69.8	69.8
6-7 AM	1205	0.0	OFF	1205	0	0.00	0	69.2	69.2	69.2
7-8 AM	1602	0.0	OFF	1602	0	0.00	0	68.7	68.7	68.7
8-9 AM	2054	0.0	3000	2054	0	0.33	0	68.2	57.8	49.7
9-10 AM	2459	0.0	3000	2459	0	0.38	0	67.7	56.3	47.8
10-11 AM	2611	0.0	2999	2611	0	0.47	0	67.5	53.8	44.3
11AM-NOON	3168	0.0	2999	3168	0	1.79	67	66.8	34.3	37.3
NOON-1PM	3156	0.0	2999	3156	0	5.08	244	66.8	18.2	37.3
1-2 PM	3238	0.0	3000	3238	0	8.57	437	66.7	13.7	37.3
2-3 PM	3338	0.0	3000	3338	0	13.82+	727	66.6	11.1	37.3
3-4 PM	3348	0.0	2999	2995	354	16.83+	888	66.6	10.2	37.3
4-5 PM	3524	0.0	2999	2998	526	16.85+	889	66.4	10.2	37.3
5-6 PM	3831	0.0	2999	3000	831	16.82+	892	64.7	10.2	37.3
6-7 PM	3767	0.0	OFF	3767	0	1.98	178	65.1	32.2	32.2
7-8 PM	3392	0.0	OFF	3392	0	0.00	0	66.5	66.5	66.5
8-9 PM	2371	0.0	OFF	2371	0	0.00	0	67.8	67.8	67.8
9-10 PM	2430	0.0	OFF	2430	0	0.00	0	67.7	67.7	67.7
10-11 PM	2186	0.0	OFF	2186	0	0.00	0	68.0	68.0	68.0
11PM-MID	1788	0.0	OFF	1788	0	0.00	0	68.5	68.5	68.5

"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	0.0178
MAIN ROUTE WITH WORKS	0.0153
'DIVERSION'	0.0013

PIA: Personal Injury Accidents

ECONOMIC IMPACT ON ROAD USERS	
ROAD USER COSTS PER DAY	\$76,717
CONGESTED HOURS PER DAY*	4

*Delays Exceeding User-Specified Maximum

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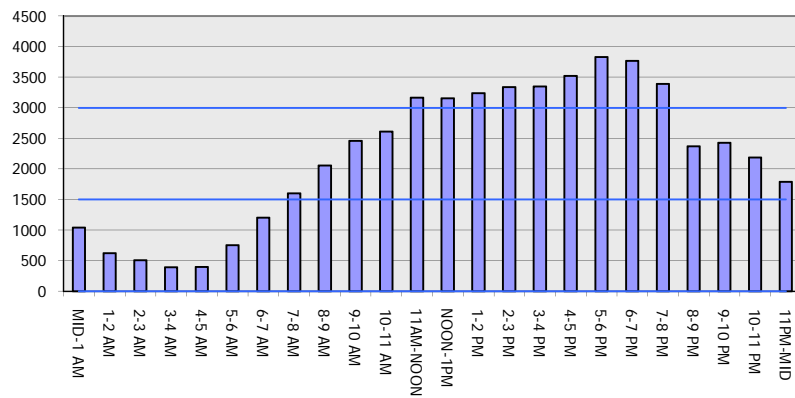
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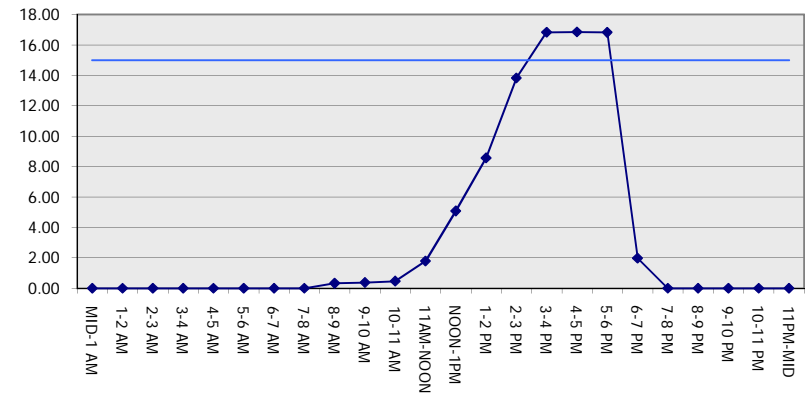
GRAPHICAL REPRESENTATION OF TRAFFIC MODEL INPUT AND OUTPUT

SATURDAY EASTBOUND DIRECTION

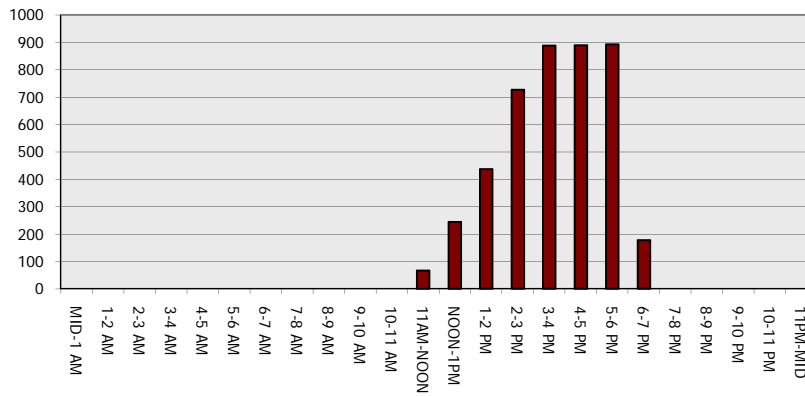
Main Route - Traffic Demand (Vehicles Per Hour)



Main Route Average Delay Per Vehicle (Minutes)



Main Route - Average Queue Length (Vehicles)



Main Route - Average Speed (MPH)

