

IH 94: USH 41 AND IH 43 (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	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	1499	1670	1387	15.04+	378	66.9	8.2	36.0	
9-10 AM	3446	0.0	1499	1784	1662	16.21+	401	66.4	7.8	30.8	
10-11 AM	3740	0.0	1500	1500	2240	16.92+	417	65.3	7.6	30.8	
11AM-NOON	4070	0.0	1500	1500	2570	16.84+	417	63.0	7.6	30.8	
NOON-1PM	4456	0.0	1500	1500	2956	16.74+	417	60.4	7.6	30.8	
1-2 PM	4289	0.0	1500	1500	2789	16.78+	417	61.5	7.6	30.8	
2-3 PM	4444	0.0	1500	1500	2944	16.74+	417	60.5	7.6	30.8	
3-4 PM	4295	0.0	1500	1500	2795	16.78+	417	61.5	7.6	30.8	
4-5 PM	4119	0.0	1500	1500	2619	16.83+	417	62.7	7.6	30.8	
5-6 PM	3774	0.0	1500	1500	2274	16.91+	417	65.1	7.6	30.8	
6-7 PM	3402	0.0	OFF	3402	0	0.45	39	66.5	53.7	53.7	
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 (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	0.0128
'DIVERSION'	0.0188
<small>PIA: Personal Injury Accidents</small>	
IMPACTS ON ROAD USERS	
ROAD USER COSTS PER DAY	\$181,560
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

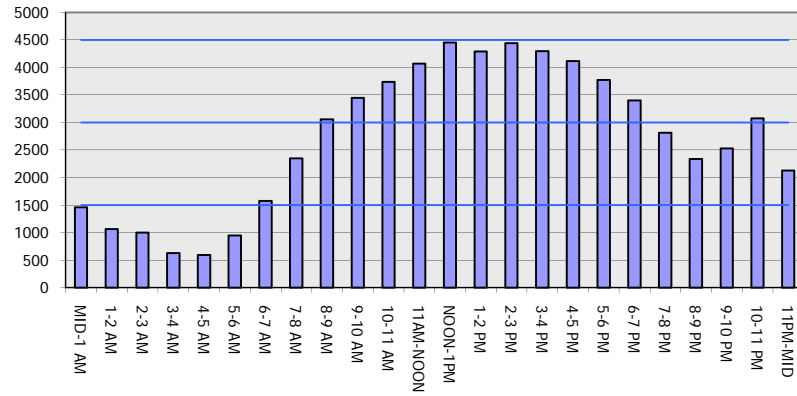
Analyzed for 2009
Construction Season

GRAPHICAL REPRESENTATION OF TRAFFIC MODEL INPUT AND OUTPUT

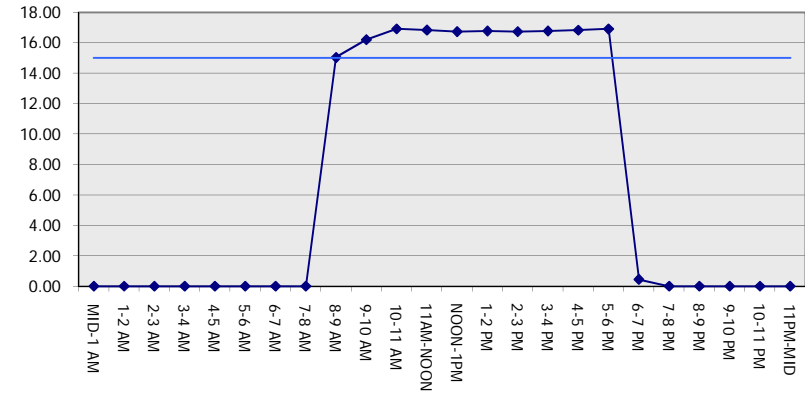
SATURDAY

WESTBOUND DIRECTION

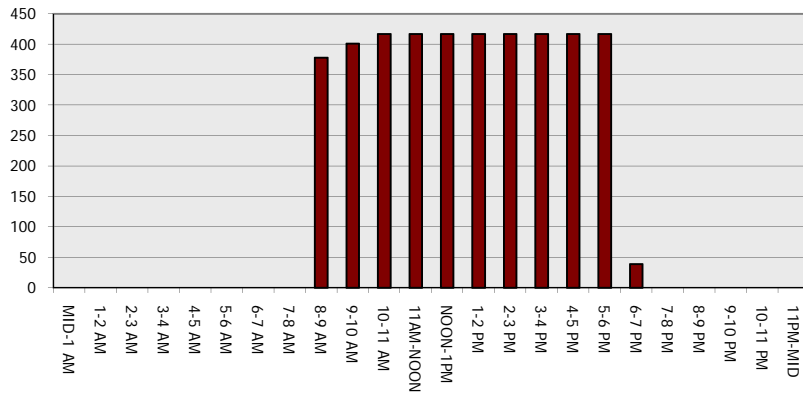
Main Route - Traffic Demand (Vehicles Per Hour)



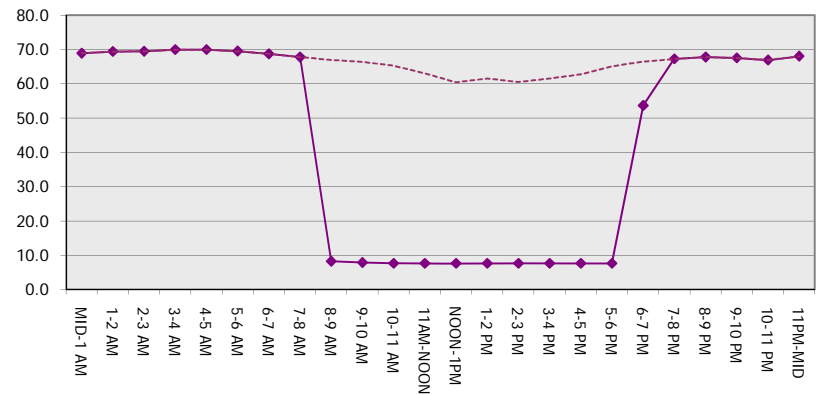
Main Route Average Delay Per Vehicle (Minutes)



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	1499	1998	56	8.37+	240	68.2	12.9	30.8
9-10 AM	2459	0.0	1500	1473	986	16.80+	412	67.7	7.6	30.8
10-11 AM	2611	0.0	1499	1483	1127	16.84+	413	67.5	7.6	30.8
11AM-NOON	3168	0.0	1499	1487	1681	16.92+	415	66.8	7.6	30.8
NOON-1PM	3156	0.0	1499	1491	1665	16.93+	416	66.8	7.6	30.8
1-2 PM	3238	0.0	1499	1498	1740	16.96+	416	66.7	7.6	30.8
2-3 PM	3338	0.0	1500	1500	1838	16.96+	417	66.6	7.6	30.8
3-4 PM	3348	0.0	1500	1500	1848	16.96+	417	66.6	7.6	30.8
4-5 PM	3524	0.0	1500	1500	2024	16.95+	417	66.4	7.6	30.8
5-6 PM	3831	0.0	1500	1500	2331	16.90+	417	64.7	7.6	30.8
6-7 PM	3767	0.0	OFF	3767	0	0.51	41	65.1	51.6	51.6
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	0.0116
'DIVERSION'	0.0118

PIA: Personal Injury Accidents

ECONOMIC IMPACT ON ROAD USERS	
ROAD USER COSTS PER DAY	\$138,421
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

