

<b>IH 94: STH 181 TO USH 41 (MILWAUKEE COUNTY)                  NIGHTTIME 2 LANE CLOSURE                  NO DIVERSION ROUTE (MAX QUEUE METHOD)</b>	<b>MAY</b>
	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	714	0.0	1500	714	0	0.94	21	69.9	47.9	42.6	
1-2 AM	465	0.0	1500	465	0	0.53	0	70.2	55.8	43.7	
2-3 AM	382	0.0	1500	382	0	0.52	0	70.2	56.0	44.0	
3-4 AM	382	0.0	1500	382	0	0.52	0	70.2	56.0	44.0	
4-5 AM	743	0.0	1500	743	0	0.56	0	69.8	54.9	42.6	
5-6 AM	2168	0.0	OFF	2168	0	0.00	0	68.1	68.1	68.1	
6-7 AM	4403	0.0	OFF	4403	0	0.00	0	60.8	60.8	60.8	
7-8 AM	5601	0.0	OFF	5601	0	0.00	0	52.6	52.6	52.6	
8-9 AM	4905	0.0	OFF	4905	0	0.00	0	57.3	57.3	57.3	
9-10 AM	3586	0.0	OFF	3586	0	0.00	0	66.3	66.3	66.3	
10-11 AM	3700	0.0	OFF	3700	0	0.00	0	65.6	65.6	65.6	
11AM-NOON	4153	0.0	OFF	4153	0	0.00	0	62.5	62.5	62.5	
NOON-1PM	4510	0.0	OFF	4510	0	0.00	0	60.1	60.1	60.1	
1-2 PM	4631	0.0	OFF	4631	0	0.00	0	59.2	59.2	59.2	
2-3 PM	5587	0.0	OFF	5587	0	0.00	0	52.7	52.7	52.7	
3-4 PM	5571	0.0	OFF	5571	0	0.00	0	52.8	52.8	52.8	
4-5 PM	5575	0.0	OFF	5575	0	0.00	0	52.8	52.8	52.8	
5-6 PM	5503	0.0	OFF	5503	0	0.00	0	53.3	53.3	53.3	
6-7 PM	4296	0.0	OFF	4296	0	0.00	0	61.5	61.5	61.5	
7-8 PM	3088	0.0	1499	1560	1529	16.79+	419	66.9	8.1	36.6	
8-9 PM	2694	0.0	1499	1638	1056	14.23+	376	67.4	9.2	35.7	
9-10 PM	2781	0.0	1499	1735	1046	15.82+	390	67.3	8.4	30.8	
10-11 PM	2145	0.0	1499	1499	646	16.55+	405	68.1	8.1	30.8	
11PM-MID	1281	0.0	1499	1238	43	13.17+	330	69.1	9.6	31.7	

"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

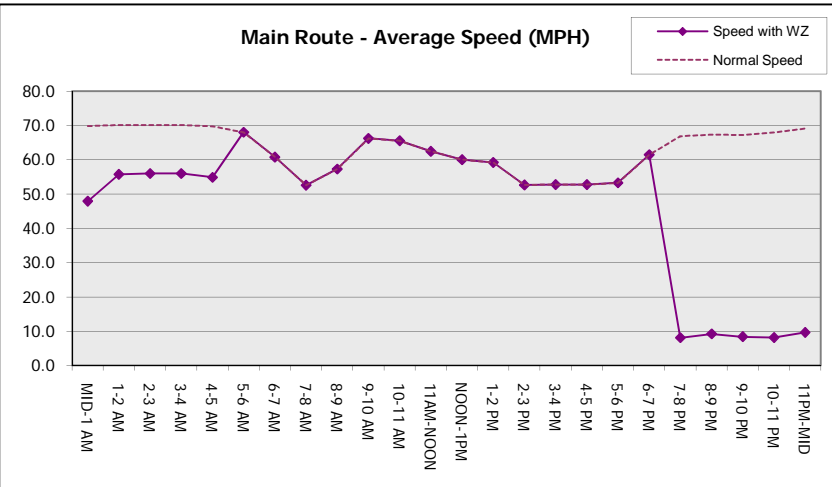
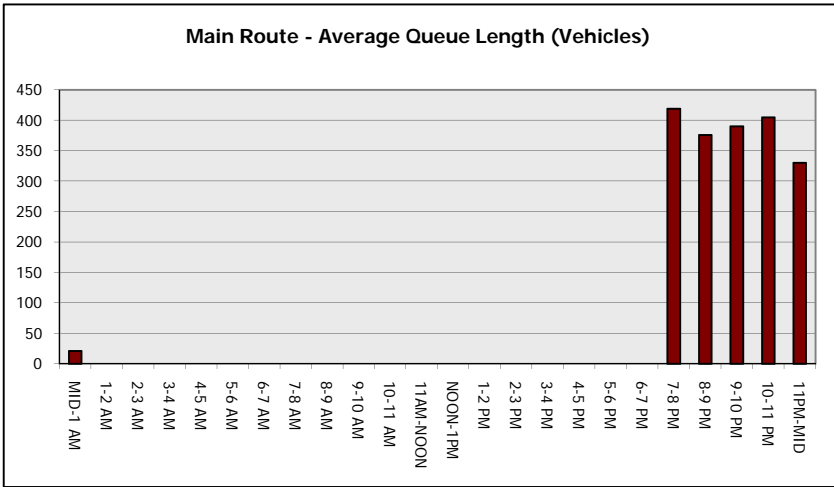
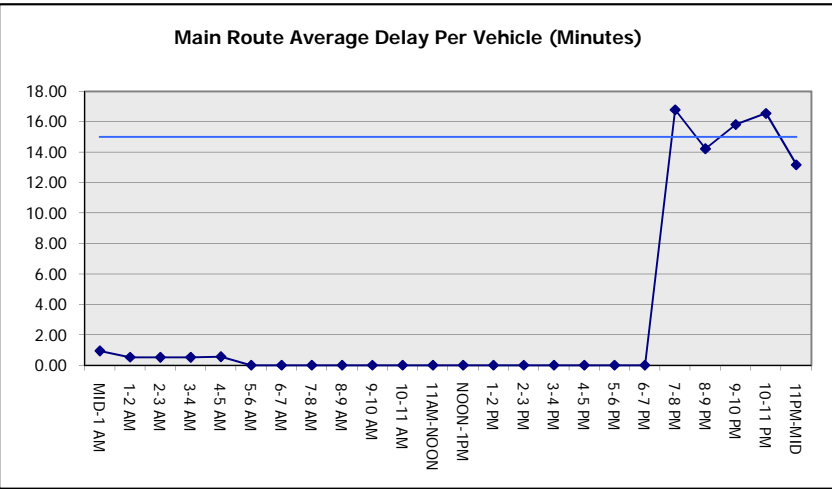
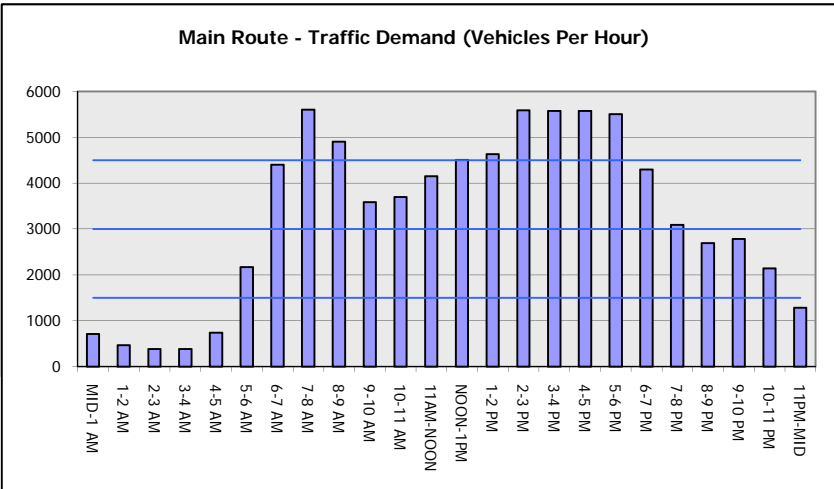
AVERAGE ACCIDENT NUMBERS (PIA/DAY)	
MAIN ROUTE WITHOUT WORKS	0.0301
MAIN ROUTE WITH WORKS	0.0278
'DIVERSION'	0.0038
PIA: Personal Injury Accidents	
IMPACTS ON ROAD USERS	
ROAD USER COSTS PER DAY	\$43,020
CONGESTED HOURS PER DAY*	5

\*Delays Exceeding User-Specified Maximum

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 NIGHTTIME 2 LANE CLOSURE  
 NO DIVERSION ROUTE (MAX QUEUE METHOD)**

**MAY**  
 Analyzed for 2009  
 Construction Season

**GRAPHICAL REPRESENTATION OF TRAFFIC MODEL INPUT AND OUTPUT**  
**MON-THUR WESTBOUND DIRECTION**



<b>IH 94: STH 181 TO USH 41 (MILWAUKEE COUNTY)</b> <b>NIGHTTIME 2 LANE CLOSURE</b> <b>NO DIVERSION ROUTE (MAX QUEUE METHOD)</b>	<b>MAY</b>
	Analyzed for 2009 Construction Season

**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	724	0.0	1500	724	0	1.57	62	69.9	39.7	42.2
1-2 AM	384	0.0	1500	384	0	0.52	0	70.2	56.0	44.0
2-3 AM	315	0.0	1500	315	0	0.51	0	70.2	56.2	44.2
3-4 AM	294	0.0	1500	294	0	0.51	0	70.2	56.2	44.3
4-5 AM	615	0.0	1500	615	0	0.55	0	70.0	55.3	43.1
5-6 AM	2322	0.0	OFF	2322	0	0.00	0	67.9	67.9	67.9
6-7 AM	5537	0.0	OFF	5537	0	0.00	0	53.0	53.0	53.0
7-8 AM	5955	0.0	OFF	5955	0	0.00	0	50.2	50.2	50.2
8-9 AM	5248	0.0	OFF	5248	0	0.00	0	55.0	55.0	55.0
9-10 AM	4080	0.0	OFF	4080	0	0.00	0	63.0	63.0	63.0
10-11 AM	3986	0.0	OFF	3986	0	0.00	0	63.7	63.7	63.7
11AM-NOON	4288	0.0	OFF	4288	0	0.00	0	61.5	61.5	61.5
NOON-1PM	4297	0.0	OFF	4297	0	0.00	0	61.5	61.5	61.5
1-2 PM	4351	0.0	OFF	4351	0	0.00	0	61.1	61.1	61.1
2-3 PM	4813	0.0	OFF	4813	0	0.00	0	58.0	58.0	58.0
3-4 PM	4979	0.0	OFF	4979	0	0.00	0	56.8	56.8	56.8
4-5 PM	5163	0.0	OFF	5163	0	0.00	0	55.6	55.6	55.6
5-6 PM	5499	0.0	OFF	5499	0	0.00	0	53.3	53.3	53.3
6-7 PM	4647	0.0	OFF	4647	0	0.00	0	59.1	59.1	59.1
7-8 PM	3481	0.0	1499	1560	1921	16.78+	420	66.4	8.1	36.6
8-9 PM	3075	0.0	1499	1638	1437	14.53+	383	66.9	9.1	35.8
9-10 PM	2980	0.0	1499	1708	1272	15.98+	393	67.0	8.3	30.8
10-11 PM	2151	0.0	1500	1500	651	16.55+	405	68.1	8.1	30.8
11PM-MID	1433	0.0	1500	1377	56	15.33+	374	68.9	8.6	30.8

"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	0.0308
MAIN ROUTE WITH WORKS	0.0281
'DIVERSION'	0.0047

PIA: Personal Injury Accidents

ECONOMIC IMPACT ON ROAD USERS	
ROAD USER COSTS PER DAY	\$48,043
CONGESTED HOURS PER DAY*	5

\*Delays Exceeding User-Specified Maximum

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 NO DIVERSION ROUTE (MAX QUEUE METHOD)**

**MAY**  
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 Construction Season

**GRAPHICAL REPRESENTATION OF TRAFFIC MODEL INPUT AND OUTPUT**  
**MON-THUR EASTBOUND DIRECTION**

