

IH 94: STH 181 TO USH 41 (MILWAUKEE COUNTY) NIGHTTIME CLOSURE NO DIVERSION ROUTE (MAX QUEUE METHOD)	AUGUST
	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	987	0.0	3000	987	0	1.11	113	69.5	45.6	49.7	
1-2 AM	707	0.0	3000	707	0	0.36	0	69.9	59.6	49.7	
2-3 AM	535	0.0	3000	535	0	0.36	0	70.0	59.7	49.7	
3-4 AM	460	0.0	3000	460	0	0.36	0	70.2	59.7	49.7	
4-5 AM	727	0.0	3000	727	0	0.35	0	69.8	59.6	49.7	
5-6 AM	2142	0.0	OFF	2142	0	0.00	0	68.1	68.1	68.1	
6-7 AM	4497	0.0	OFF	4497	0	0.00	0	60.1	60.1	60.1	
7-8 AM	5182	0.0	OFF	5182	0	0.00	0	55.5	55.5	55.5	
8-9 AM	5072	0.0	OFF	5072	0	0.00	0	56.2	56.2	56.2	
9-10 AM	4324	0.0	OFF	4324	0	0.00	0	61.3	61.3	61.3	
10-11 AM	4408	0.0	OFF	4408	0	0.00	0	60.7	60.7	60.7	
11AM-NOON	4891	0.0	OFF	4891	0	0.00	0	57.4	57.4	57.4	
NOON-1PM	5197	0.0	OFF	5197	0	0.00	0	55.3	55.3	55.3	
1-2 PM	5282	0.0	OFF	5282	0	0.00	0	54.8	54.8	54.8	
2-3 PM	5846	0.0	OFF	5846	0	0.00	0	50.9	50.9	50.9	
3-4 PM	5787	0.0	OFF	5787	0	0.00	0	51.3	51.3	51.3	
4-5 PM	5199	0.0	OFF	5199	0	0.00	0	55.3	55.3	55.3	
5-6 PM	4635	0.0	OFF	4635	0	0.00	0	59.2	59.2	59.2	
6-7 PM	3712	0.0	OFF	3712	0	0.00	0	65.5	65.5	65.5	
7-8 PM	3167	0.0	2999	3167	0	2.68	114	66.8	29.8	37.3	
8-9 PM	2742	0.0	3000	2742	0	1.11	36	67.3	44.3	40.4	
9-10 PM	4150	0.0	2999	4047	104	8.38+	514	62.5	15.5	37.3	
10-11 PM	4118	0.0	2999	2859	1258	16.88+	902	62.7	10.6	37.3	
11PM-MID	2858	0.0	2999	2724	134	15.55+	819	67.2	11.0	37.3	

"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 (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

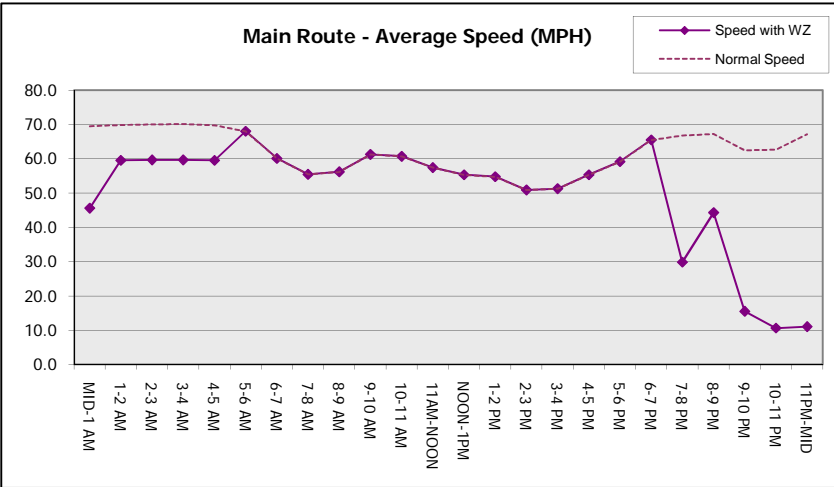
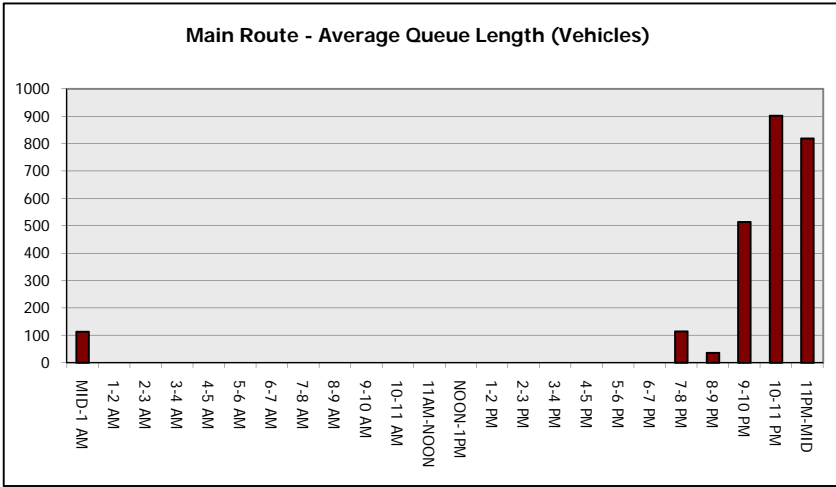
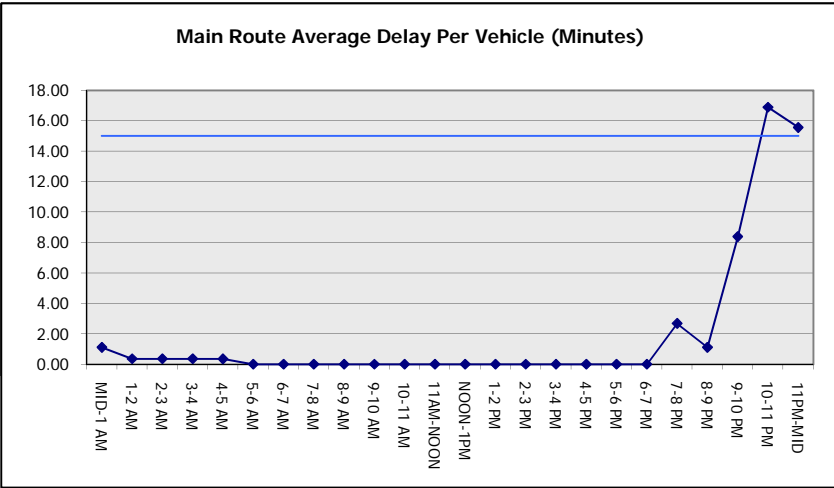
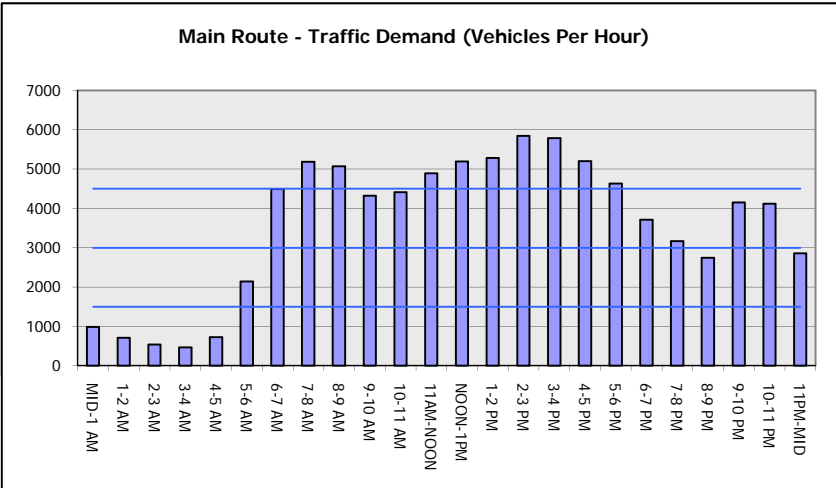
AVERAGE ACCIDENT NUMBERS (PIA/DAY)	
MAIN ROUTE WITHOUT WORKS	0.0331
MAIN ROUTE WITH WORKS	0.0312
'DIVERSION'	0.0013
<small>PIA: Personal Injury Accidents</small>	
IMPACTS ON ROAD USERS	
ROAD USER COSTS PER DAY	\$39,808
CONGESTED HOURS PER DAY*	3

*Delays Exceeding User-Specified Maximum

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GRAPHICAL REPRESENTATION OF TRAFFIC MODEL INPUT AND OUTPUT
FRIDAY WESTBOUND DIRECTION



IH 94: STH 181 TO USH 41 (MILWAUKEE COUNTY) NIGHTTIME CLOSURE NO DIVERSION ROUTE (MAX QUEUE METHOD)	AUGUST
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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	1042	0.0	3000	1042	0	0.65	37	69.4	52.8	49.7
1-2 AM	529	0.0	3000	529	0	0.36	0	70.0	59.7	49.7
2-3 AM	429	0.0	3000	429	0	0.36	0	70.2	59.7	49.7
3-4 AM	362	0.0	3000	362	0	0.36	0	70.2	59.7	49.7
4-5 AM	628	0.0	3000	628	0	0.36	0	69.9	59.6	49.7
5-6 AM	2520	0.0	OFF	2520	0	0.00	0	67.6	67.6	67.6
6-7 AM	5050	0.0	OFF	5050	0	0.00	0	56.3	56.3	56.3
7-8 AM	5399	0.0	OFF	5399	0	0.00	0	54.0	54.0	54.0
8-9 AM	4918	0.0	OFF	4918	0	0.00	0	57.3	57.3	57.3
9-10 AM	4198	0.0	OFF	4198	0	0.00	0	62.2	62.2	62.2
10-11 AM	4127	0.0	OFF	4127	0	0.00	0	62.7	62.7	62.7
11AM-NOON	4499	0.0	OFF	4499	0	0.00	0	60.1	60.1	60.1
NOON-1PM	4465	0.0	OFF	4465	0	0.00	0	60.4	60.4	60.4
1-2 PM	4769	0.0	OFF	4769	0	0.00	0	58.2	58.2	58.2
2-3 PM	5266	0.0	OFF	5266	0	0.00	0	54.9	54.9	54.9
3-4 PM	5540	0.0	OFF	5540	0	0.00	0	53.0	53.0	53.0
4-5 PM	5742	0.0	OFF	5742	0	0.00	0	51.6	51.6	51.6
5-6 PM	5745	0.0	OFF	5745	0	0.00	0	51.6	51.6	51.6
6-7 PM	5337	0.0	OFF	5337	0	0.00	0	54.4	54.4	54.4
7-8 PM	3833	0.0	2999	3833	0	8.37+	477	64.6	15.2	37.3
8-9 PM	3391	0.0	2999	3018	373	16.61+	876	66.5	10.7	37.3
9-10 PM	3495	0.0	3000	3011	484	16.62+	877	66.4	10.7	37.3
10-11 PM	3184	0.0	3000	3005	179	16.60+	874	66.8	10.7	37.3
11PM-MID	2489	0.0	2999	2489	0	12.70+	678	67.6	12.0	38.3

"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 (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	0.0332
MAIN ROUTE WITH WORKS	0.0316
'DIVERSION'	0.0009

PIA: Personal Injury Accidents

ECONOMIC IMPACT ON ROAD USERS	
ROAD USER COSTS PER DAY	\$57,013
CONGESTED HOURS PER DAY*	5

*Delays Exceeding User-Specified Maximum

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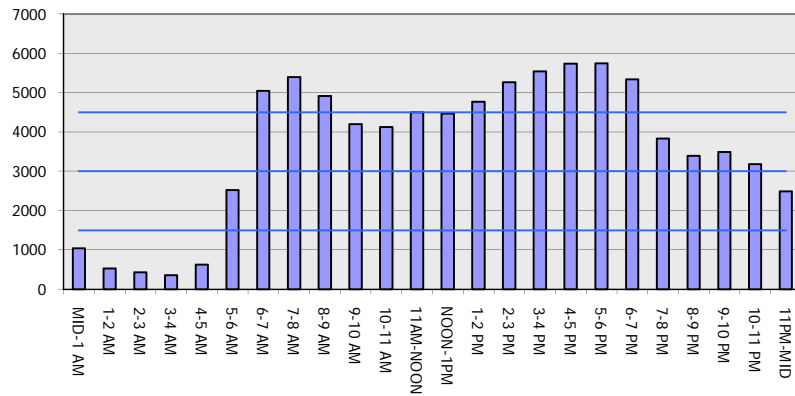
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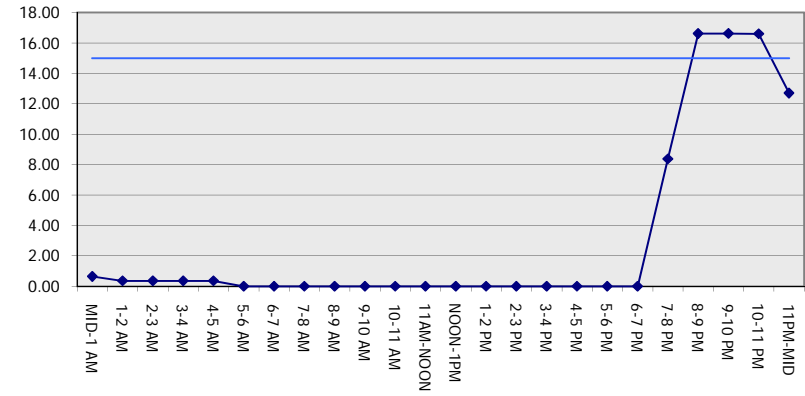
GRAPHICAL REPRESENTATION OF TRAFFIC MODEL INPUT AND OUTPUT

FRIDAY EASTBOUND DIRECTION

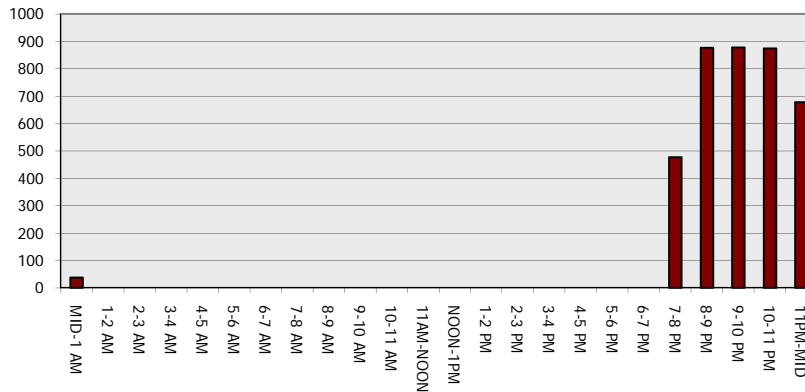
Main Route - Traffic Demand (Vehicles Per Hour)



Main Route Average Delay Per Vehicle (Minutes)



Main Route - Average Queue Length (Vehicles)



Main Route - Average Speed (MPH)

