

**IH 94: STH 181 TO USH 41 (MILWAUKEE COUNTY)
NIGHTTIME 2 LANE CLOSURE
NO DIVERSION ROUTE (MAX QUEUE METHOD)**

AUGUST
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	872	0.0	1499	872	0	1.92	77	69.7	36.1	40.4
1-2 AM	509	0.0	1500	509	0	0.53	0	70.1	55.6	43.5
2-3 AM	396	0.0	1500	396	0	0.52	0	70.2	56.0	43.9
3-4 AM	412	0.0	1500	412	0	0.52	0	70.2	55.9	43.8
4-5 AM	752	0.0	1500	752	0	0.56	0	69.8	54.9	42.5
5-6 AM	2167	0.0	OFF	2167	0	0.00	0	68.1	68.1	68.1
6-7 AM	4580	0.0	OFF	4580	0	0.00	0	59.6	59.6	59.6
7-8 AM	5686	0.0	OFF	5686	0	0.00	0	52.0	52.0	52.0
8-9 AM	5188	0.0	OFF	5188	0	0.00	0	55.4	55.4	55.4
9-10 AM	4054	0.0	OFF	4054	0	0.00	0	63.2	63.2	63.2
10-11 AM	3955	0.0	OFF	3955	0	0.00	0	63.8	63.8	63.8
11AM-NOON	4298	0.0	OFF	4298	0	0.00	0	61.5	61.5	61.5
NOON-1PM	4472	0.0	OFF	4472	0	0.00	0	60.3	60.3	60.3
1-2 PM	4478	0.0	OFF	4478	0	0.00	0	60.2	60.2	60.2
2-3 PM	5466	0.0	OFF	5466	0	0.00	0	53.5	53.5	53.5
3-4 PM	5767	0.0	OFF	5767	0	0.00	0	51.5	51.5	51.5
4-5 PM	5221	0.0	OFF	5221	0	0.00	0	55.2	55.2	55.2
5-6 PM	4918	0.0	OFF	4918	0	0.00	0	57.3	57.3	57.3
6-7 PM	4434	0.0	OFF	4434	0	0.00	0	60.5	60.5	60.5
7-8 PM	3088	0.0	1499	1560	1528	16.79+	419	66.9	8.1	36.6
8-9 PM	2669	0.0	1499	1631	1039	14.25+	377	67.4	9.2	35.7
9-10 PM	2543	0.0	1499	1784	758	15.64+	387	67.6	8.4	30.8
10-11 PM	2098	0.0	1499	1448	650	16.37+	400	68.1	8.2	30.8
11PM-MID	1414	0.0	1499	1360	54	15.19+	371	69.0	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

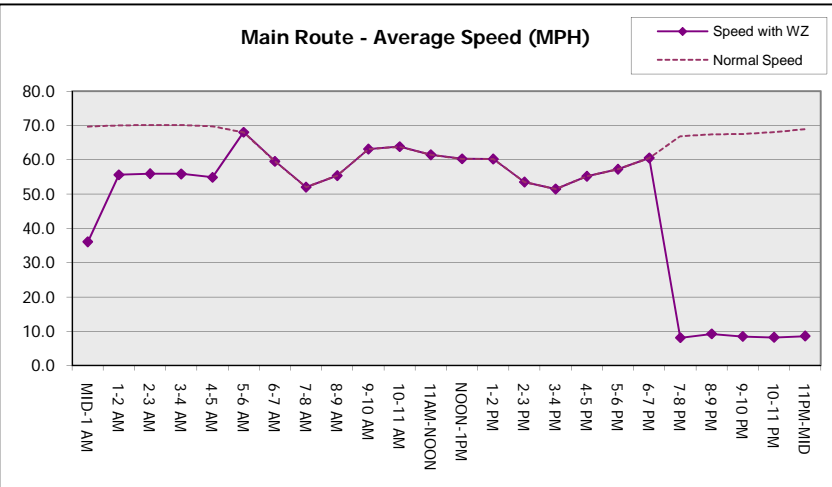
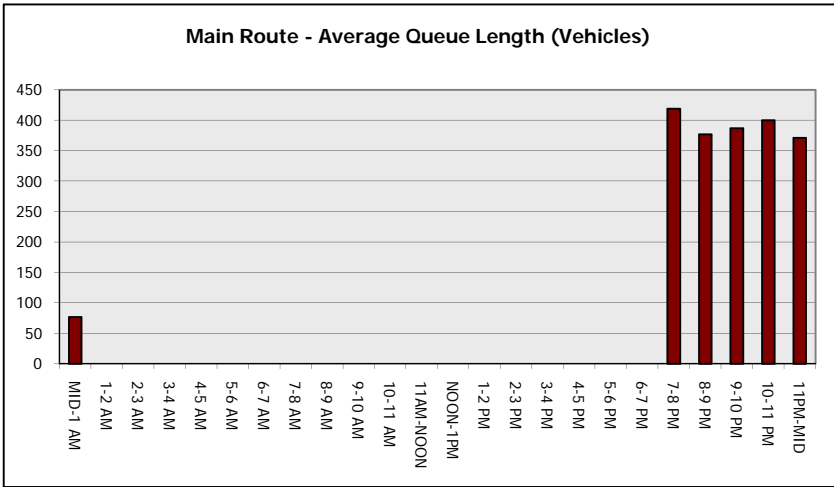
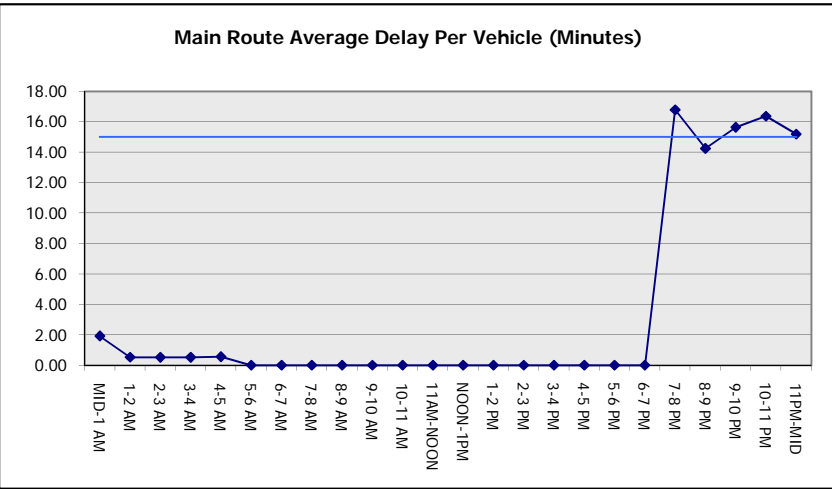
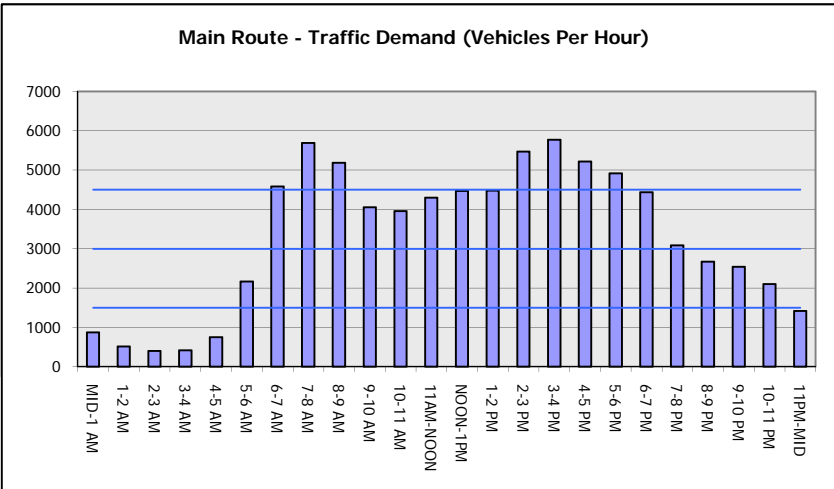
AVERAGE ACCIDENT NUMBERS (PIA/DAY)	
MAIN ROUTE WITHOUT WORKS	0.0303
MAIN ROUTE WITH WORKS	0.0281
'DIVERSION'	0.0036
PIA: Personal Injury Accidents	
IMPACTS ON ROAD USERS	
ROAD USER COSTS PER DAY	\$43,137
CONGESTED HOURS PER DAY*	5

*Delays Exceeding User-Specified Maximum

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



IH 94: STH 181 TO USH 41 (MILWAUKEE COUNTY) NIGHTTIME 2 LANE CLOSURE NO DIVERSION ROUTE (MAX QUEUE METHOD)	AUGUST
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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	755	0.0	1499	755	0	2.61	135	69.8	30.8	40.1
1-2 AM	452	0.0	1500	452	0	0.53	0	70.2	55.8	43.7
2-3 AM	395	0.0	1500	395	0	0.52	0	70.2	56.0	43.9
3-4 AM	367	0.0	1500	367	0	0.52	0	70.2	56.0	44.0
4-5 AM	611	0.0	1500	611	0	0.54	0	70.0	55.3	43.1
5-6 AM	2488	0.0	OFF	2488	0	0.00	0	67.6	67.6	67.6
6-7 AM	5542	0.0	OFF	5542	0	0.00	0	53.0	53.0	53.0
7-8 AM	5934	0.0	OFF	5934	0	0.00	0	50.3	50.3	50.3
8-9 AM	5403	0.0	OFF	5403	0	0.00	0	54.0	54.0	54.0
9-10 AM	4297	0.0	OFF	4297	0	0.00	0	61.5	61.5	61.5
10-11 AM	4133	0.0	OFF	4133	0	0.00	0	62.6	62.6	62.6
11AM-NOON	4268	0.0	OFF	4268	0	0.00	0	61.7	61.7	61.7
NOON-1PM	4283	0.0	OFF	4283	0	0.00	0	61.6	61.6	61.6
1-2 PM	4267	0.0	OFF	4267	0	0.00	0	61.7	61.7	61.7
2-3 PM	4864	0.0	OFF	4864	0	0.00	0	57.6	57.6	57.6
3-4 PM	5128	0.0	OFF	5128	0	0.00	0	55.8	55.8	55.8
4-5 PM	5149	0.0	OFF	5149	0	0.00	0	55.7	55.7	55.7
5-6 PM	5210	0.0	OFF	5210	0	0.00	0	55.3	55.3	55.3
6-7 PM	4434	0.0	OFF	4434	0	0.00	0	60.5	60.5	60.5
7-8 PM	3522	0.0	1499	1560	1961	16.78+	420	66.4	8.1	36.6
8-9 PM	3138	0.0	1499	1646	1492	14.54+	383	66.8	9.1	35.8
9-10 PM	3125	0.0	1499	1674	1452	16.10+	396	66.8	8.3	30.8
10-11 PM	2426	0.0	1500	1502	924	16.55+	405	67.7	8.1	30.8
11PM-MID	1814	0.0	1500	1519	295	16.46+	402	68.5	8.1	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	0.0313
MAIN ROUTE WITH WORKS	0.0283
'DIVERSION'	0.0054

PIA: Personal Injury Accidents

ECONOMIC IMPACT ON ROAD USERS	
ROAD USER COSTS PER DAY	\$52,239
CONGESTED HOURS PER DAY*	5

*Delays Exceeding User-Specified Maximum

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 NO DIVERSION ROUTE (MAX QUEUE METHOD)**

AUGUST

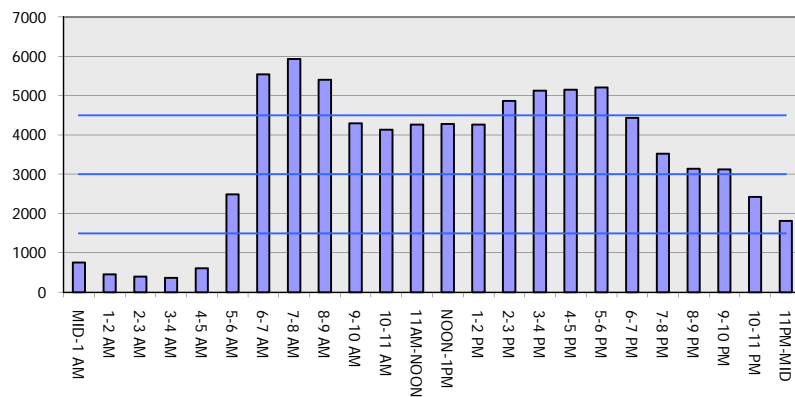
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GRAPHICAL REPRESENTATION OF TRAFFIC MODEL INPUT AND OUTPUT

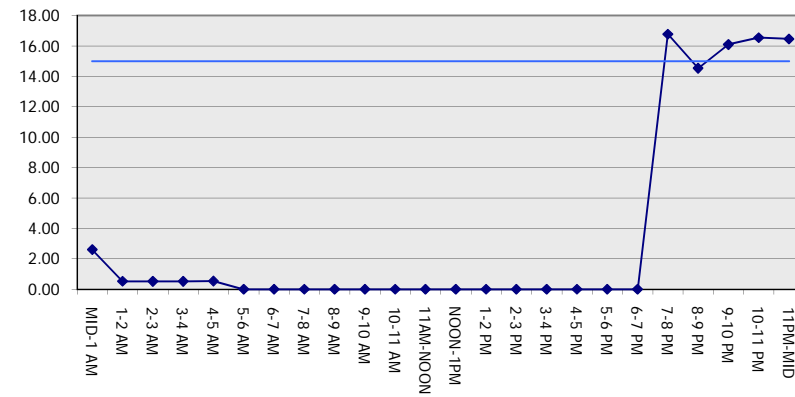
MON-THUR

EASTBOUND DIRECTION

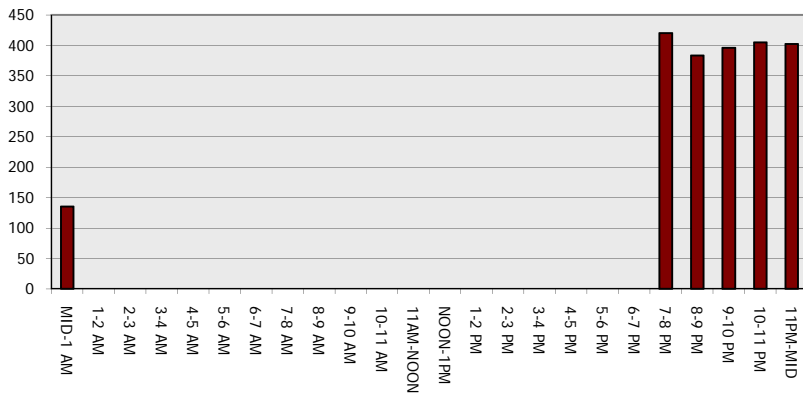
Main Route - Traffic Demand (Vehicles Per Hour)



Main Route Average Delay Per Vehicle (Minutes)



Main Route - Average Queue Length (Vehicles)



Main Route - Average Speed (MPH)

