

**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
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	1417	0.0	1499	1401	16	15.62+	381	69.0	8.4	30.8	
1-2 AM	980	0.0	1499	980	0	2.41	101	69.5	32.1	38.9	
2-3 AM	1023	0.0	1500	1023	0	0.59	0	69.5	54.1	41.6	
3-4 AM	658	0.0	1500	658	0	0.55	0	69.9	55.1	42.9	
4-5 AM	590	0.0	1500	590	0	0.54	0	70.0	55.4	43.2	
5-6 AM	971	0.0	1499	971	0	0.58	0	69.6	54.2	41.8	
6-7 AM	1623	0.0	1499	1623	0	1.99	34	68.7	35.2	31.1	
7-8 AM	2185	0.0	1500	1764	422	13.35+	337	68.0	9.6	30.8	
8-9 AM	2885	0.0	OFF	2885	0	0.27	25	67.1	59.5	59.5	
9-10 AM	3378	0.0	OFF	3378	0	0.00	0	66.5	66.5	66.5	
10-11 AM	3912	0.0	OFF	3912	0	0.00	0	64.1	64.1	64.1	
11AM-NOON	4064	0.0	OFF	4064	0	0.00	0	63.1	63.1	63.1	
NOON-1PM	4220	0.0	OFF	4220	0	0.00	0	62.0	62.0	62.0	
1-2 PM	4028	0.0	OFF	4028	0	0.00	0	63.3	63.3	63.3	
2-3 PM	4189	0.0	OFF	4189	0	0.00	0	62.2	62.2	62.2	
3-4 PM	4053	0.0	OFF	4053	0	0.00	0	63.2	63.2	63.2	
4-5 PM	3349	0.0	OFF	3349	0	0.00	0	66.6	66.6	66.6	
5-6 PM	3103	0.0	OFF	3103	0	0.00	0	66.9	66.9	66.9	
6-7 PM	2761	0.0	1499	1688	1072	14.38+	363	67.3	8.9	35.8	
7-8 PM	2291	0.0	1499	1722	569	15.05+	375	67.9	8.7	32.1	
8-9 PM	3312	0.0	1499	1500	1812	16.61+	408	66.6	8.1	30.8	
9-10 PM	4007	0.0	1500	1500	2507	16.50+	408	63.5	8.1	30.8	
10-11 PM	2501	0.0	1500	1499	1002	16.55+	405	67.6	8.1	30.8	
11PM-MID	1846	0.0	1500	1500	346	16.55+	404	68.4	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

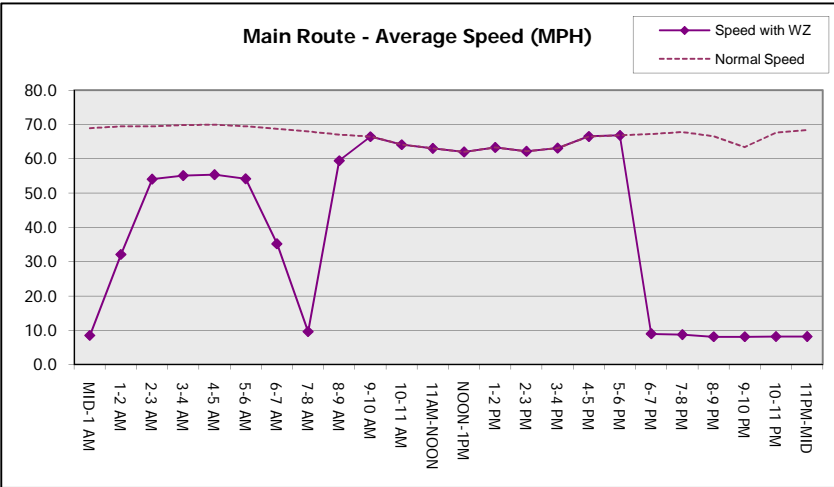
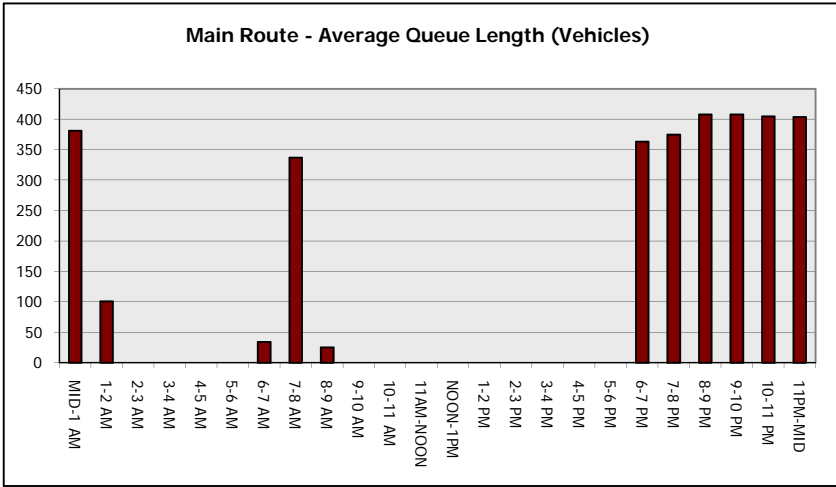
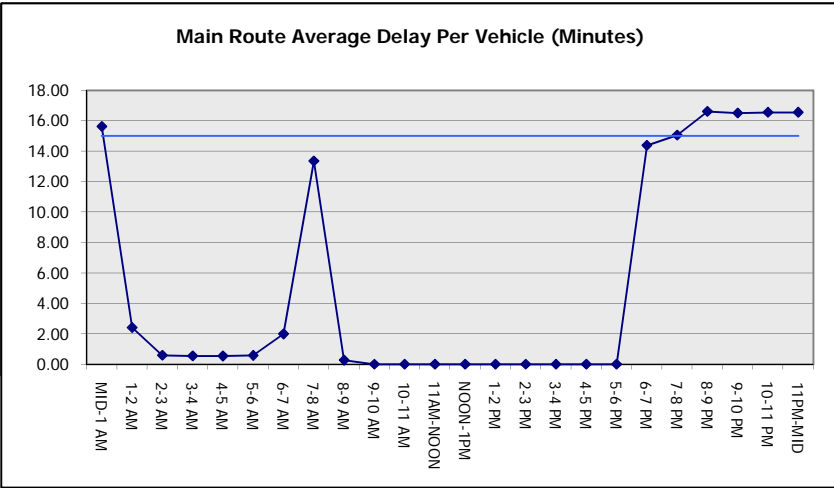
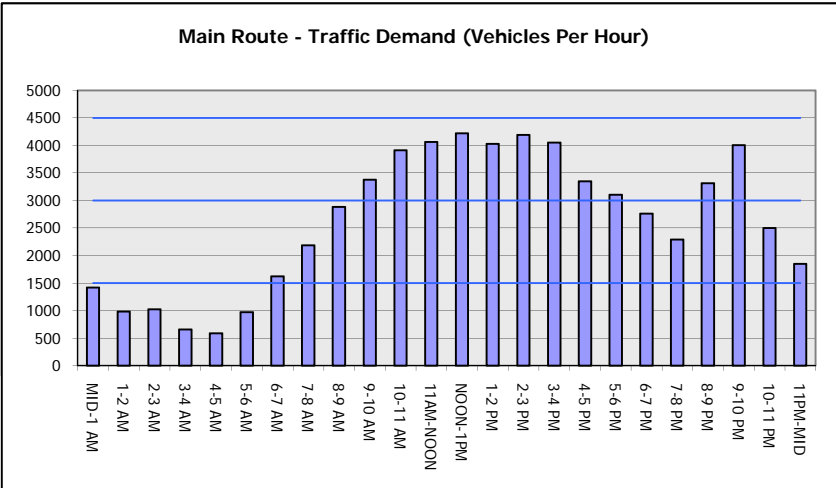
AVERAGE ACCIDENT NUMBERS (PIA/DAY)	
MAIN ROUTE WITHOUT WORKS	0.0242
MAIN ROUTE WITH WORKS	0.0200
'DIVERSION'	0.0068
PIA: Personal Injury Accidents	
IMPACTS ON ROAD USERS	
ROAD USER COSTS PER DAY	\$83,245
CONGESTED HOURS PER DAY*	8

*Delays Exceeding User-Specified Maximum

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GRAPHICAL REPRESENTATION OF TRAFFIC MODEL INPUT AND OUTPUT
SATURDAY 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

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	1937	0.0	1500	1501	436	16.55+	405	68.3	8.1	30.8
1-2 AM	717	0.0	1499	717	0	2.24	112	69.9	33.5	41.1
2-3 AM	542	0.0	1500	542	0	0.54	0	70.0	55.5	43.3
3-4 AM	419	0.0	1500	419	0	0.52	0	70.2	55.9	43.8
4-5 AM	509	0.0	1500	509	0	0.53	0	70.1	55.6	43.5
5-6 AM	870	0.0	1500	870	0	0.57	0	69.7	54.5	42.2
6-7 AM	1359	0.0	1499	1359	0	0.91	0	69.1	48.1	34.2
7-8 AM	1712	0.0	1499	1712	0	3.50	80	68.6	25.7	30.8
8-9 AM	2166	0.0	OFF	2166	0	0.07	5	68.1	66.0	66.0
9-10 AM	2534	0.0	OFF	2534	0	0.00	0	67.6	67.6	67.6
10-11 AM	3147	0.0	OFF	3147	0	0.00	0	66.8	66.8	66.8
11AM-NOON	3371	0.0	OFF	3371	0	0.00	0	66.6	66.6	66.6
NOON-1PM	3841	0.0	OFF	3841	0	0.00	0	64.6	64.6	64.6
1-2 PM	3660	0.0	OFF	3660	0	0.00	0	65.8	65.8	65.8
2-3 PM	4308	0.0	OFF	4308	0	0.00	0	61.4	61.4	61.4
3-4 PM	5312	0.0	OFF	5312	0	0.00	0	54.6	54.6	54.6
4-5 PM	5355	0.0	OFF	5355	0	0.00	0	54.3	54.3	54.3
5-6 PM	4828	0.0	OFF	4828	0	0.00	0	57.9	57.9	57.9
6-7 PM	3685	0.0	1499	1560	2125	16.76+	420	65.7	8.1	36.6
7-8 PM	3280	0.0	1499	1665	1614	14.57+	383	66.6	9.0	35.7
8-9 PM	3118	0.0	1499	1626	1492	16.23+	398	66.9	8.2	30.8
9-10 PM	3191	0.0	1500	1509	1682	16.58+	407	66.8	8.1	30.8
10-11 PM	3044	0.0	1500	1510	1534	16.58+	407	66.9	8.1	30.8
11PM-MID	2033	0.0	1500	1501	532	16.55+	405	68.2	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	0.0248
MAIN ROUTE WITH WORKS	0.0201
'DIVERSION'	0.0083

PIA: Personal Injury Accidents

ECONOMIC IMPACT ON ROAD USERS	
ROAD USER COSTS PER DAY	\$86,486
CONGESTED HOURS PER DAY*	7

*Delays Exceeding User-Specified Maximum

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

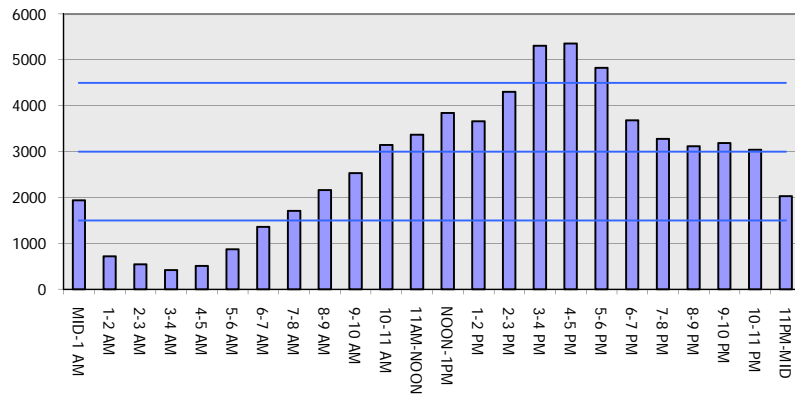
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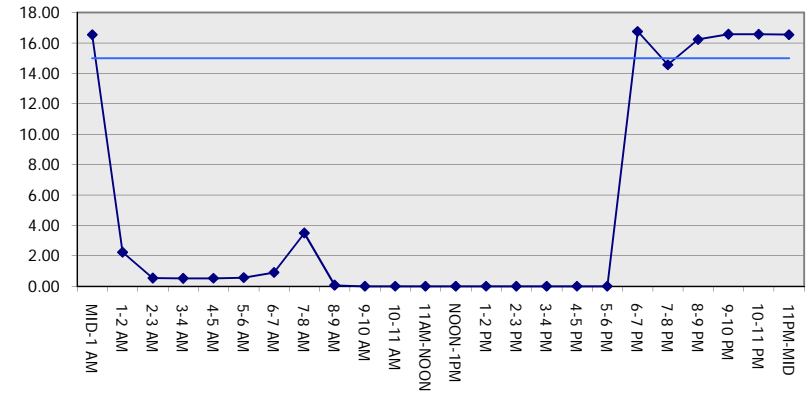
GRAPHICAL REPRESENTATION OF TRAFFIC MODEL INPUT AND OUTPUT

SATURDAY EASTBOUND DIRECTION

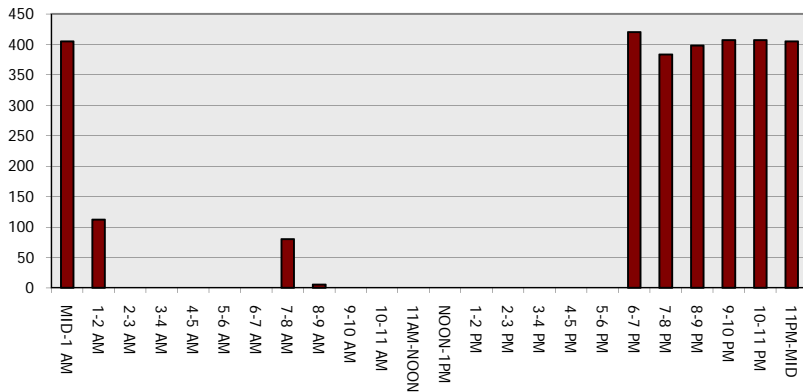
Main Route - Traffic Demand (Vehicles Per Hour)



Main Route Average Delay Per Vehicle (Minutes)



Main Route - Average Queue Length (Vehicles)



Main Route - Average Speed (MPH)

