

IH 94: STH 181 TO USH 41 (MILWAUKEE COUNTY) NIGHTTIME CLOSURE NO DIVERSION ROUTE (MAX QUEUE METHOD)	OCTOBER
	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	895	0.0	3000	895	0	0.35	0	69.6	59.5	49.7
1-2 AM	657	0.0	3000	657	0	0.36	0	69.9	59.6	49.7
2-3 AM	542	0.0	3000	542	0	0.36	0	70.0	59.7	49.7
3-4 AM	462	0.0	3000	462	0	0.36	0	70.2	59.7	49.7
4-5 AM	774	0.0	3000	774	0	0.35	0	69.8	59.6	49.7
5-6 AM	2168	0.0	OFF	2168	0	0.00	0	68.1	68.1	68.1
6-7 AM	4492	0.0	OFF	4492	0	0.00	0	60.2	60.2	60.2
7-8 AM	5969	0.0	OFF	5969	0	0.00	0	50.1	50.1	50.1
8-9 AM	5015	0.0	OFF	5015	0	0.00	0	56.6	56.6	56.6
9-10 AM	4031	0.0	OFF	4031	0	0.00	0	63.3	63.3	63.3
10-11 AM	4112	0.0	OFF	4112	0	0.00	0	62.8	62.8	62.8
11AM-NOON	4761	0.0	OFF	4761	0	0.00	0	58.3	58.3	58.3
NOON-1PM	5071	0.0	OFF	5071	0	0.00	0	56.2	56.2	56.2
1-2 PM	5331	0.0	OFF	5331	0	0.00	0	54.5	54.5	54.5
2-3 PM	6202	0.0	OFF	6202	0	0.00	0	48.5	48.5	48.5
3-4 PM	6154	0.0	OFF	6154	0	0.00	0	48.8	48.8	48.8
4-5 PM	5847	0.0	OFF	5847	0	0.00	0	50.9	50.9	50.9
5-6 PM	4732	0.0	OFF	4732	0	0.00	0	58.5	58.5	58.5
6-7 PM	4606	0.0	OFF	4606	0	0.00	0	59.4	59.4	59.4
7-8 PM	3302	0.0	2999	3302	0	4.32	214	66.6	22.2	37.3
8-9 PM	2594	0.0	2999	2594	0	2.07	122	67.5	34.2	41.5
9-10 PM	2932	0.0	3000	2932	0	0.68	0	67.1	50.9	38.3
10-11 PM	2681	0.0	3000	2681	0	0.52	0	67.4	54.2	42.8
11PM-MID	2095	0.0	3000	2095	0	0.33	0	68.1	58.9	49.7

"OFF" INDICATES NO ROAD WORK (ALL LANES OPEN TO TRAFFIC)

----- 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	0.0326
MAIN ROUTE WITH WORKS	0.0315
'DIVERSION'	0.0000
PIA: Personal Injury Accidents	
IMPACTS ON ROAD USERS	
ROAD USER COSTS PER DAY	\$6,176
CONGESTED HOURS PER DAY*	0

*Delays Exceeding User-Specified Maximum

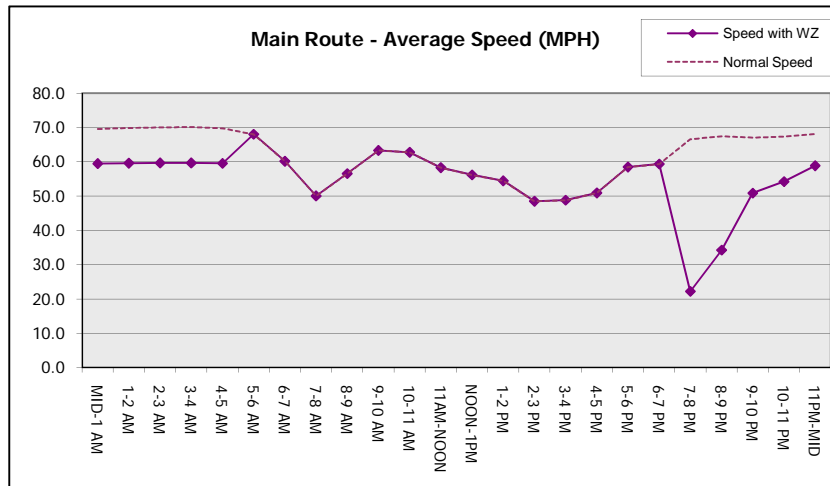
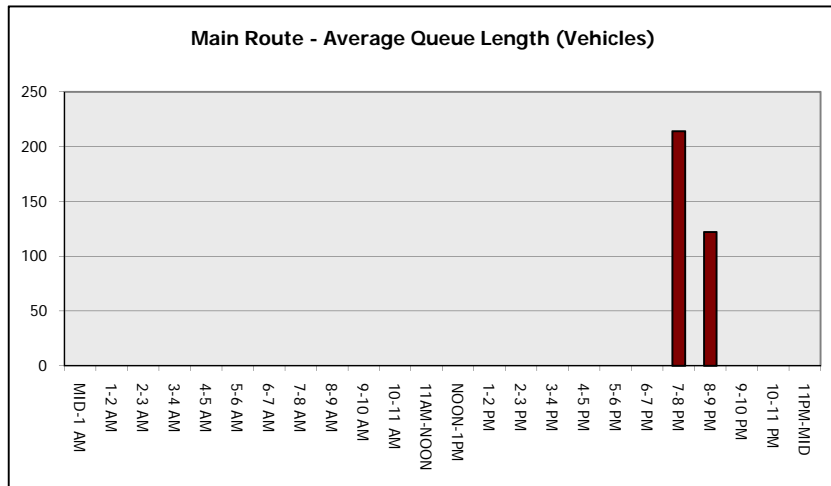
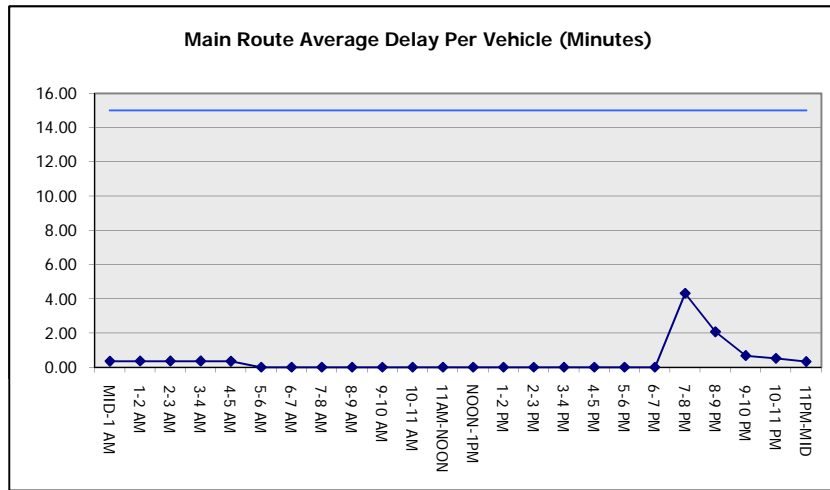
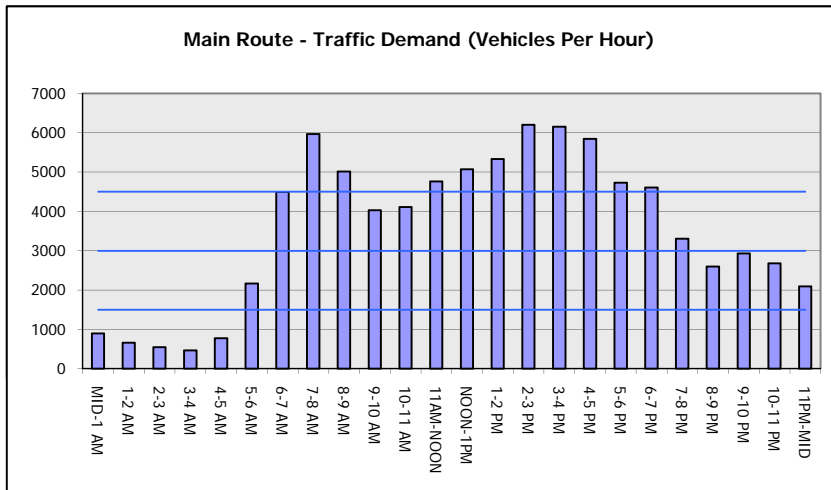
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GRAPHICAL REPRESENTATION OF TRAFFIC MODEL INPUT AND OUTPUT

FRIDAY WESTBOUND DIRECTION



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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	872	0.0	3000	872	0	0.35	0	69.7	59.5	49.7
1-2 AM	476	0.0	3000	476	0	0.36	0	70.1	59.7	49.7
2-3 AM	397	0.0	3000	397	0	0.36	0	70.2	59.7	49.7
3-4 AM	350	0.0	3000	350	0	0.36	0	70.2	59.7	49.7
4-5 AM	576	0.0	3000	576	0	0.36	0	70.0	59.6	49.7
5-6 AM	2348	0.0	OFF	2348	0	0.00	0	67.8	67.8	67.8
6-7 AM	5570	0.0	OFF	5570	0	0.00	0	52.8	52.8	52.8
7-8 AM	6230	0.0	OFF	6230	0	0.00	0	48.3	48.3	48.3
8-9 AM	5123	0.0	OFF	5123	0	0.00	0	55.8	55.8	55.8
9-10 AM	4393	0.0	OFF	4393	0	0.00	0	60.9	60.9	60.9
10-11 AM	4143	0.0	OFF	4143	0	0.00	0	62.5	62.5	62.5
11AM-NOON	4328	0.0	OFF	4328	0	0.00	0	61.3	61.3	61.3
NOON-1PM	4710	0.0	OFF	4710	0	0.00	0	58.7	58.7	58.7
1-2 PM	4684	0.0	OFF	4684	0	0.00	0	58.9	58.9	58.9
2-3 PM	5257	0.0	OFF	5257	0	0.00	0	55.0	55.0	55.0
3-4 PM	5497	0.0	OFF	5497	0	0.00	0	53.3	53.3	53.3
4-5 PM	5350	0.0	OFF	5350	0	0.00	0	54.3	54.3	54.3
5-6 PM	5462	0.0	OFF	5462	0	0.00	0	53.5	53.5	53.5
6-7 PM	5181	0.0	OFF	5181	0	0.00	0	55.5	55.5	55.5
7-8 PM	4143	0.0	2999	3861	282	10.42+	595	62.5	13.3	37.3
8-9 PM	3205	0.0	3000	3006	199	16.60+	875	66.8	10.7	37.3
9-10 PM	3389	0.0	2999	3004	385	16.61+	876	66.5	10.7	37.3
10-11 PM	2940	0.0	3000	2892	48	16.07+	845	67.1	10.8	37.3
11PM-MID	2122	0.0	2999	2122	0	5.04	393	68.1	21.7	43.5

"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	0.0331
MAIN ROUTE WITH WORKS	0.0316
'DIVERSION'	0.0008

PIA: Personal Injury Accidents

ECONOMIC IMPACT ON ROAD USERS	
ROAD USER COSTS PER DAY	\$52,486
CONGESTED HOURS PER DAY*	4

*Delays Exceeding User-Specified Maximum

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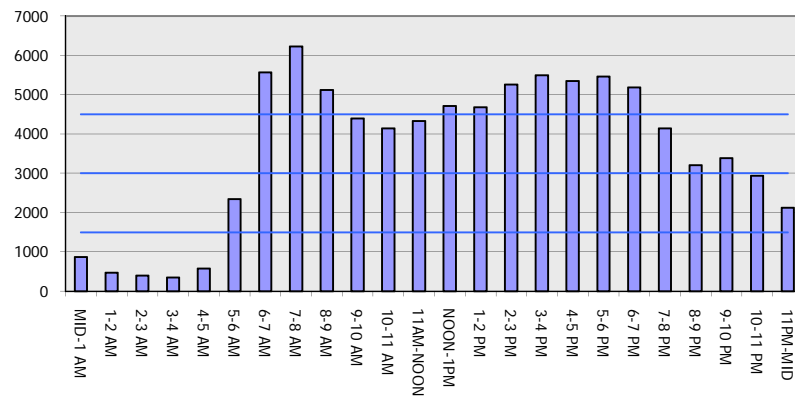
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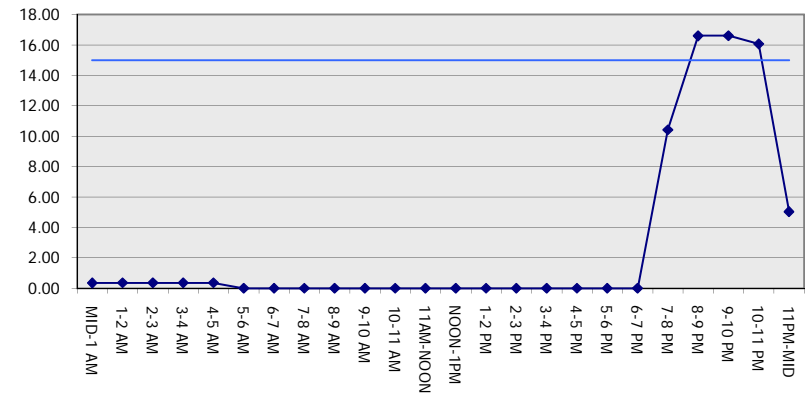
GRAPHICAL REPRESENTATION OF TRAFFIC MODEL INPUT AND OUTPUT

FRIDAY EASTBOUND DIRECTION

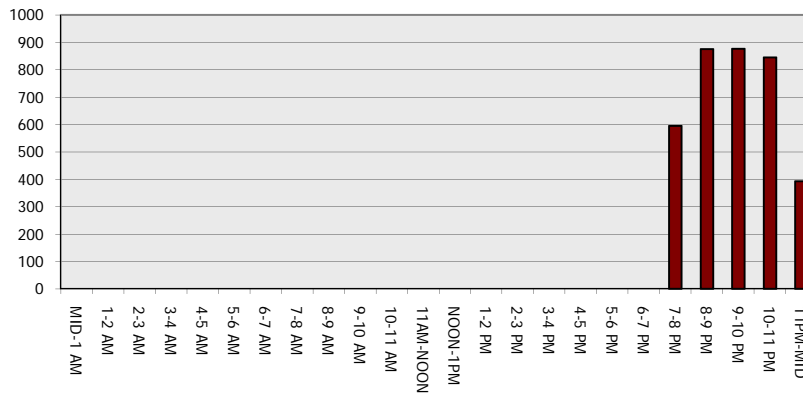
Main Route - Traffic Demand (Vehicles Per Hour)



Main Route Average Delay Per Vehicle (Minutes)



Main Route - Average Queue Length (Vehicles)



Main Route - Average Speed (MPH)

