

IH 94: STH 181 TO USH 41 (MILWAUKEE COUNTY) NIGHTTIME 2 LANE 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	1499	895	0	3.49	165	69.6	25.9	37.6
1-2 AM	657	0.0	1500	657	0	0.55	0	69.9	55.1	42.9
2-3 AM	542	0.0	1500	542	0	0.54	0	70.0	55.5	43.3
3-4 AM	462	0.0	1500	462	0	0.53	0	70.2	55.8	43.7
4-5 AM	774	0.0	1500	774	0	0.56	0	69.8	54.8	42.5
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	1499	1560	1742	16.79+	419	66.6	8.1	36.6
8-9 PM	2594	0.0	1499	1710	884	13.87+	362	67.5	9.3	35.3
9-10 PM	2932	0.0	1499	1528	1404	16.36+	405	67.1	8.2	33.8
10-11 PM	2681	0.0	1500	1513	1167	16.46+	406	67.4	8.1	33.0
11PM-MID	2095	0.0	1500	1584	511	16.20+	396	68.1	8.2	30.9

"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	0.0326
MAIN ROUTE WITH WORKS	0.0297
'DIVERSION'	0.0050
PIA: Personal Injury Accidents	
IMPACTS ON ROAD USERS	
ROAD USER COSTS PER DAY	\$52,517
CONGESTED HOURS PER DAY*	5

*Delays Exceeding User-Specified Maximum

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

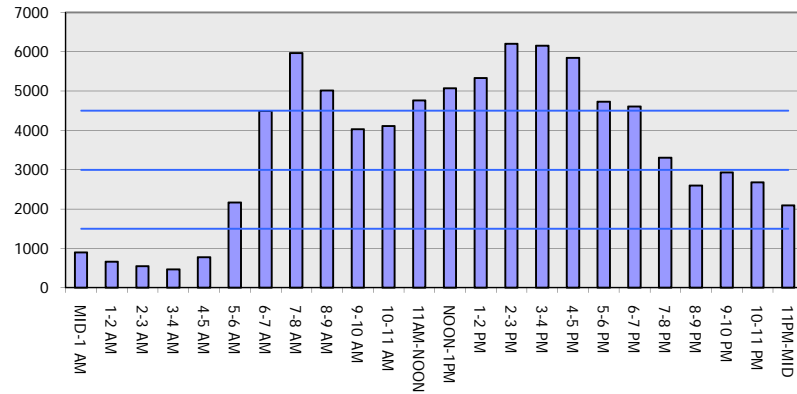
OCTOBER

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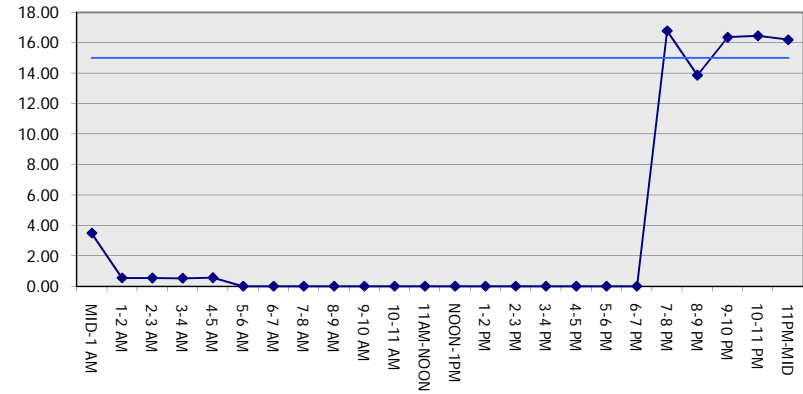
GRAPHICAL REPRESENTATION OF TRAFFIC MODEL INPUT AND OUTPUT

FRIDAY WESTBOUND DIRECTION

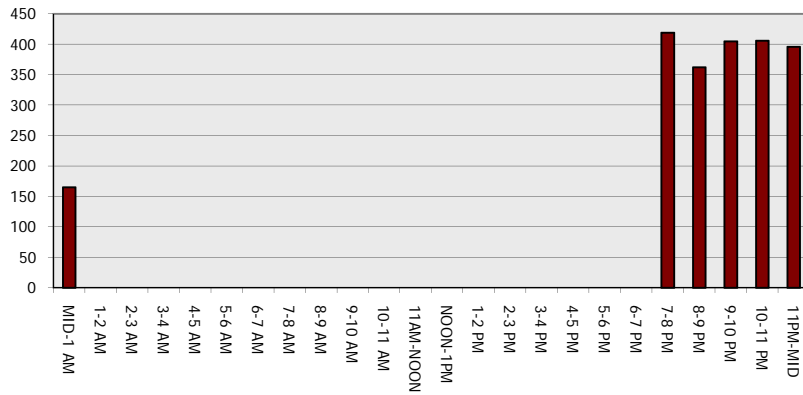
Main Route - Traffic Demand (Vehicles Per Hour)



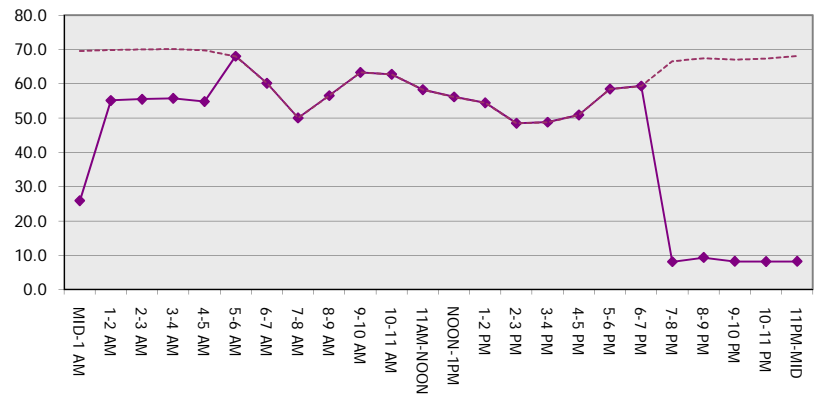
Main Route Average Delay Per Vehicle (Minutes)



Main Route - Average Queue Length (Vehicles)



Main Route - Average Speed (MPH)



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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	1499	872	0	3.56	172	69.7	25.6	37.5
1-2 AM	476	0.0	1500	476	0	0.53	0	70.1	55.7	43.6
2-3 AM	397	0.0	1500	397	0	0.52	0	70.2	56.0	43.9
3-4 AM	350	0.0	1500	350	0	0.52	0	70.2	56.1	44.1
4-5 AM	576	0.0	1500	576	0	0.54	0	70.0	55.4	43.2
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	1499	1562	2581	16.70+	421	62.5	8.1	36.6
8-9 PM	3205	0.0	1499	1663	1542	14.55+	382	66.8	9.0	35.7
9-10 PM	3389	0.0	1499	1583	1805	16.25+	401	66.5	8.2	32.5
10-11 PM	2940	0.0	1500	1513	1427	16.49+	406	67.1	8.1	32.4
11PM-MID	2122	0.0	1500	1584	538	16.19+	396	68.1	8.3	31.3

"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	0.0294
'DIVERSION'	0.0070

PIA: Personal Injury Accidents

ECONOMIC IMPACT ON ROAD USERS	
ROAD USER COSTS PER DAY	\$61,007
CONGESTED HOURS PER DAY*	5

*Delays Exceeding User-Specified Maximum

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GRAPHICAL REPRESENTATION OF TRAFFIC MODEL INPUT AND OUTPUT
FRIDAY EASTBOUND DIRECTION

