

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

SUNDAY 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	1556	0.0	3000	1556	0	0.34	0	68.8	59.1	49.7
1-2 AM	1149	0.0	3000	1149	0	0.35	0	69.3	59.4	49.7
2-3 AM	1193	0.0	3000	1193	0	0.35	0	69.2	59.3	49.7
3-4 AM	605	0.0	3000	605	0	0.36	0	70.0	59.6	49.7
4-5 AM	364	0.0	3000	364	0	0.36	0	70.2	59.7	49.7
5-6 AM	470	0.0	3000	470	0	0.36	0	70.2	59.7	49.7
6-7 AM	895	0.0	3000	895	0	0.35	0	69.6	59.5	49.7
7-8 AM	1102	0.0	3000	1102	0	0.35	0	69.4	59.4	49.7
8-9 AM	1498	0.0	3000	1498	0	0.34	0	68.9	59.2	49.7
9-10 AM	2113	0.0	OFF	2113	0	0.00	0	68.1	68.1	68.1
10-11 AM	2892	0.0	OFF	2892	0	0.00	0	67.1	67.1	67.1
11AM-NOON	3512	0.0	OFF	3512	0	0.00	0	66.4	66.4	66.4
NOON-1PM	3838	0.0	OFF	3838	0	0.00	0	64.6	64.6	64.6
1-2 PM	3740	0.0	OFF	3740	0	0.00	0	65.3	65.3	65.3
2-3 PM	3788	0.0	OFF	3788	0	0.00	0	65.0	65.0	65.0
3-4 PM	3731	0.0	OFF	3731	0	0.00	0	65.4	65.4	65.4
4-5 PM	3598	0.0	OFF	3598	0	0.00	0	66.3	66.3	66.3
5-6 PM	3227	0.0	OFF	3227	0	0.00	0	66.7	66.7	66.7
6-7 PM	2876	0.0	OFF	2876	0	0.00	0	67.1	67.1	67.1
7-8 PM	2380	0.0	3000	2380	0	0.33	0	67.8	58.7	49.7
8-9 PM	1776	0.0	3000	1776	0	0.34	0	68.5	59.0	49.7
9-10 PM	1675	0.0	3000	1675	0	0.34	0	68.7	59.1	49.7
10-11 PM	1411	0.0	3000	1411	0	0.34	0	69.0	59.2	49.7
11PM-MID	1047	0.0	3000	1047	0	0.35	0	69.4	59.4	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	0.0193
MAIN ROUTE WITH WORKS	0.0181
'DIVERSION'	0.0000
<small>PIA: Personal Injury Accidents</small>	
IMPACTS ON ROAD USERS	
ROAD USER COSTS PER DAY	\$1,362
CONGESTED HOURS PER DAY*	0

*Delays Exceeding User-Specified Maximum

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NIGHTTIME CLOSURE
NO DIVERSION ROUTE (MAX QUEUE METHOD)

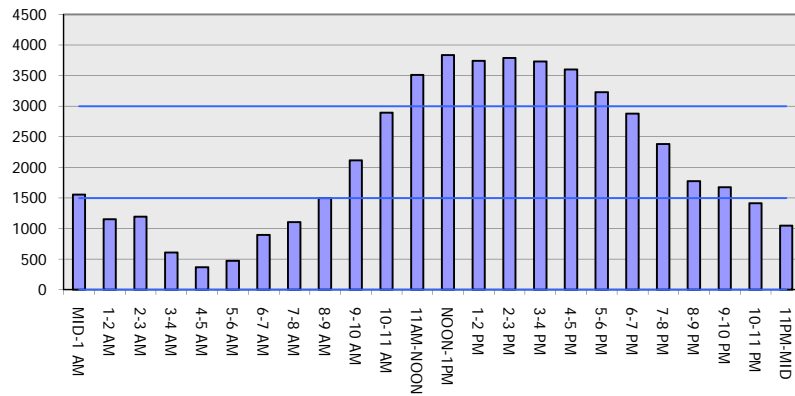
OCTOBER

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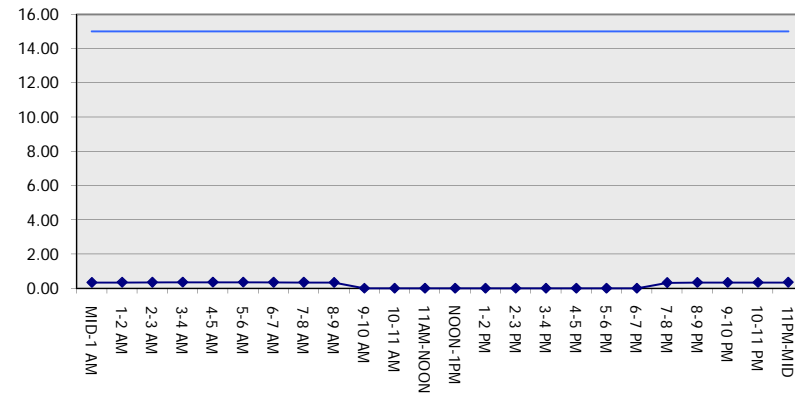
GRAPHICAL REPRESENTATION OF TRAFFIC MODEL INPUT AND OUTPUT

SUNDAY WESTBOUND DIRECTION

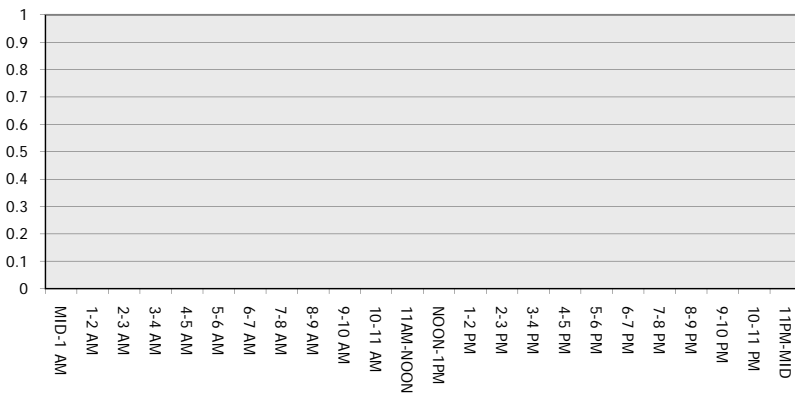
Main Route - Traffic Demand (Vehicles Per Hour)



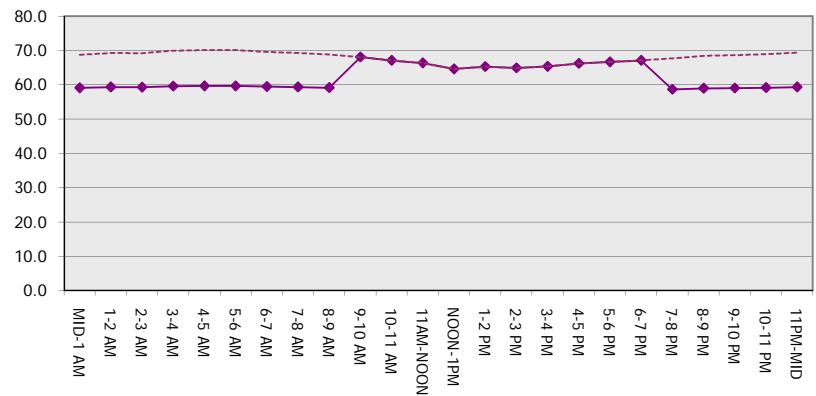
Main Route Average Delay Per Vehicle (Minutes)



Main Route - Average Queue Length (Vehicles)



Main Route - Average Speed (MPH)



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SUMMARY OF TRAFFIC MODEL OUTPUT

SUNDAY 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	1293	0.0	3000	1293	0	0.35	0	69.1	59.2	49.7
1-2 AM	744	0.0	3000	744	0	0.35	0	69.8	59.6	49.7
2-3 AM	586	0.0	3000	586	0	0.36	0	70.0	59.6	49.7
3-4 AM	343	0.0	3000	343	0	0.36	0	70.2	59.7	49.7
4-5 AM	272	0.0	3000	272	0	0.36	0	70.2	59.7	49.7
5-6 AM	457	0.0	3000	457	0	0.36	0	70.2	59.7	49.7
6-7 AM	903	0.0	3000	903	0	0.35	0	69.6	59.5	49.7
7-8 AM	1199	0.0	3000	1199	0	0.35	0	69.2	59.3	49.7
8-9 AM	1599	0.0	3000	1599	0	0.34	0	68.7	59.1	49.7
9-10 AM	2165	0.0	OFF	2165	0	0.00	0	68.1	68.1	68.1
10-11 AM	2630	0.0	OFF	2630	0	0.00	0	67.4	67.4	67.4
11AM-NOON	2992	0.0	OFF	2992	0	0.00	0	67.0	67.0	67.0
NOON-1PM	3392	0.0	OFF	3392	0	0.00	0	66.5	66.5	66.5
1-2 PM	3509	0.0	OFF	3509	0	0.00	0	66.4	66.4	66.4
2-3 PM	3412	0.0	OFF	3412	0	0.00	0	66.5	66.5	66.5
3-4 PM	3572	0.0	OFF	3572	0	0.00	0	66.3	66.3	66.3
4-5 PM	3616	0.0	OFF	3616	0	0.00	0	66.1	66.1	66.1
5-6 PM	3633	0.0	OFF	3633	0	0.00	0	66.0	66.0	66.0
6-7 PM	3750	0.0	OFF	3750	0	0.00	0	65.2	65.2	65.2
7-8 PM	2951	0.0	2999	2951	0	1.18	30	67.1	43.3	39.0
8-9 PM	2136	0.0	3000	2136	0	0.33	0	68.1	58.8	49.7
9-10 PM	1881	0.0	3000	1881	0	0.34	0	68.4	58.9	49.7
10-11 PM	1411	0.0	3000	1411	0	0.34	0	69.0	59.2	49.7
11PM-MID	1077	0.0	3000	1077	0	0.35	0	69.4	59.4	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	0.0189
MAIN ROUTE WITH WORKS	0.0178
'DIVERSION'	0.0000

PIA: Personal Injury Accidents

ECONOMIC IMPACT ON ROAD USERS	
ROAD USER COSTS PER DAY	\$1,916
CONGESTED HOURS PER DAY*	0

*Delays Exceeding User-Specified Maximum

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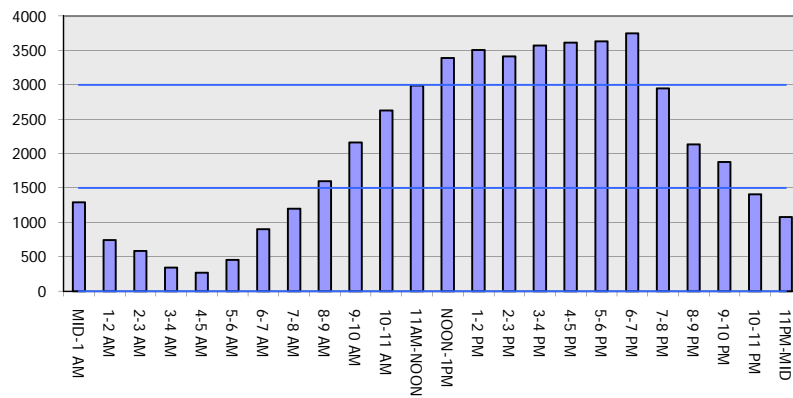
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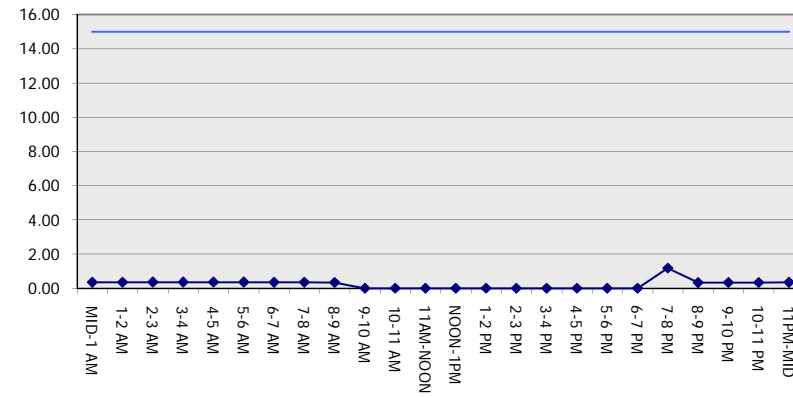
GRAPHICAL REPRESENTATION OF TRAFFIC MODEL INPUT AND OUTPUT

SUNDAY EASTBOUND DIRECTION

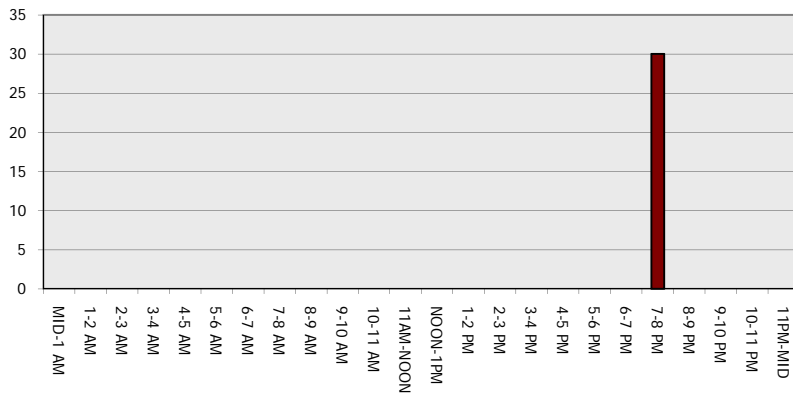
Main Route - Traffic Demand (Vehicles Per Hour)



Main Route Average Delay Per Vehicle (Minutes)



Main Route - Average Queue Length (Vehicles)



Main Route - Average Speed (MPH)

