

**IH 94: STH 181 TO USH 41 (MILWAUKEE COUNTY)
CONTINUOUS (24 HOUR) CLOSURE
NO DIVERSION ROUTE (MAX QUEUE METHOD)**

AUGUST

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	987	0.0	3000	987	0	1.09	111	69.5	45.8	49.7	
1-2 AM	707	0.0	3000	707	0	0.36	0	69.9	59.6	49.7	
2-3 AM	535	0.0	3000	535	0	0.36	0	70.0	59.7	49.7	
3-4 AM	460	0.0	3000	460	0	0.36	0	70.2	59.7	49.7	
4-5 AM	727	0.0	3000	727	0	0.35	0	69.8	59.6	49.7	
5-6 AM	2142	0.0	2999	2142	0	0.41	0	68.1	57.1	46.9	
6-7 AM	4497	0.0	2999	3957	540	9.28+	569	60.1	14.5	37.3	
7-8 AM	5182	0.0	3000	3000	2182	16.98+	932	55.5	10.4	37.3	
8-9 AM	5072	0.0	3000	3000	2072	17.03+	932	56.2	10.4	37.3	
9-10 AM	4324	0.0	2999	2937	1387	16.93+	909	61.3	10.6	37.3	
10-11 AM	4408	0.0	2999	3023	1385	16.89+	908	60.7	10.6	37.3	
11AM-NOON	4891	0.0	2999	3000	1890	17.12+	932	57.4	10.4	37.3	
NOON-1PM	5197	0.0	3000	3000	2197	16.97+	932	55.3	10.4	37.3	
1-2 PM	5282	0.0	3000	3000	2282	16.93+	932	54.8	10.4	37.3	
2-3 PM	5846	0.0	3000	3000	2846	16.63+	932	50.9	10.4	37.3	
3-4 PM	5787	0.0	3000	3000	2787	16.66+	932	51.3	10.4	37.3	
4-5 PM	5199	0.0	3000	3000	2199	16.97+	932	55.3	10.4	37.3	
5-6 PM	4635	0.0	3000	2997	1639	17.07+	924	59.2	10.5	37.3	
6-7 PM	3712	0.0	3000	2985	727	16.62+	879	65.5	10.7	37.3	
7-8 PM	3167	0.0	2999	2966	202	16.55+	872	66.8	10.7	37.3	
8-9 PM	2742	0.0	2999	2742	0	13.49+	705	67.3	11.7	37.3	
9-10 PM	4150	0.0	3000	3295	856	16.05+	860	62.5	10.8	37.3	
10-11 PM	4118	0.0	2999	2992	1126	16.67+	890	62.7	10.6	37.3	
11PM-MID	2858	0.0	3000	2729	129	15.49+	816	67.2	11.0	37.3	

+ 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

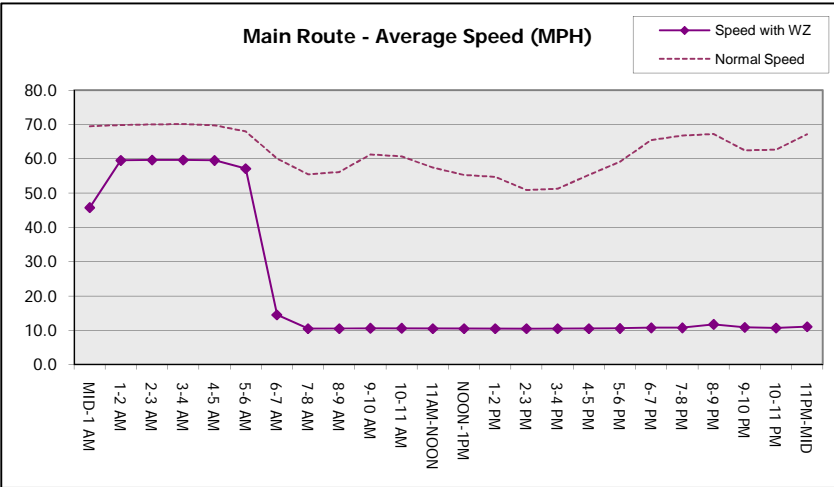
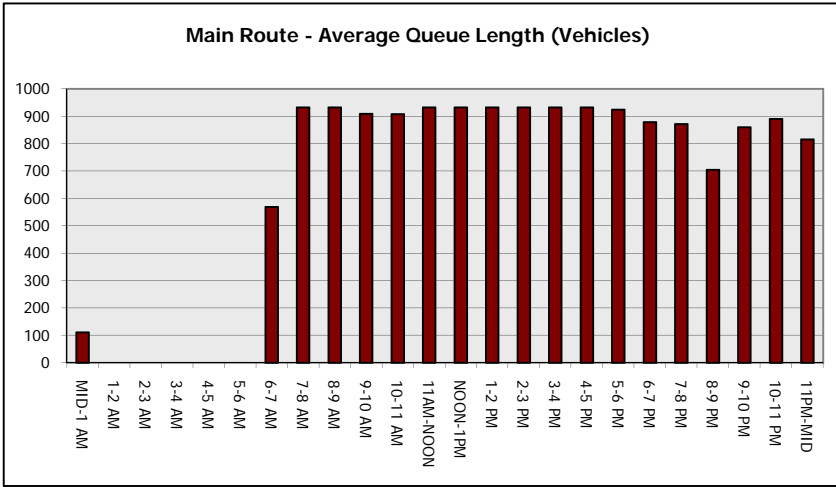
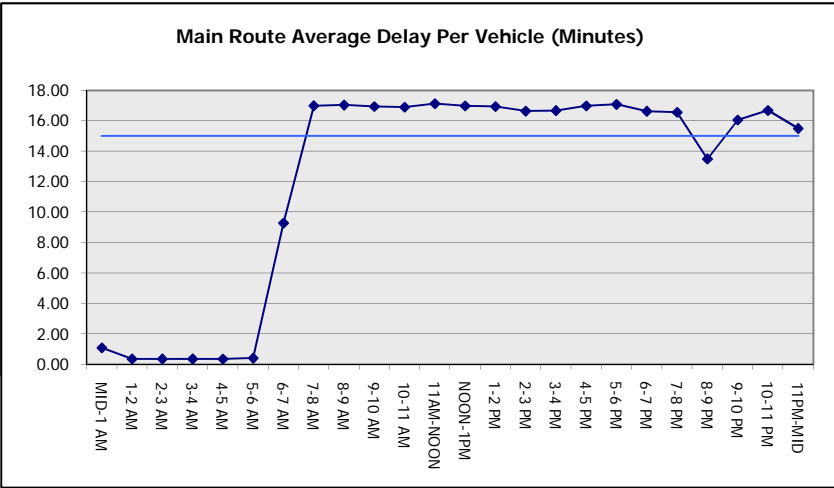
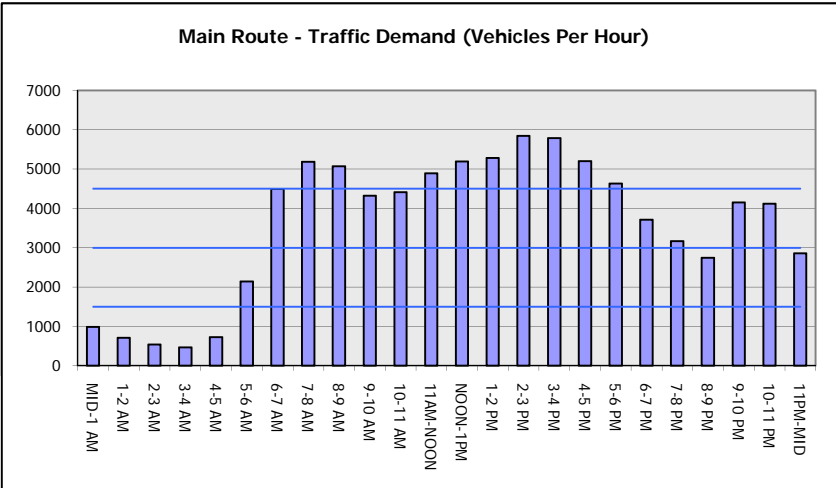
AVERAGE ACCIDENT NUMBERS (PIA/DAY)	
MAIN ROUTE WITHOUT WORKS	0.0331
MAIN ROUTE WITH WORKS	0.0190
'DIVERSION'	0.0234
PIA: Personal Injury Accidents	
IMPACTS ON ROAD USERS	
ROAD USER COSTS PER DAY	\$298,982
CONGESTED HOURS PER DAY*	18

*Delays Exceeding User-Specified Maximum

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GRAPHICAL REPRESENTATION OF TRAFFIC MODEL INPUT AND OUTPUT
FRIDAY WESTBOUND DIRECTION



IH 94: STH 181 TO USH 41 (MILWAUKEE COUNTY) CONTINUOUS (24 HOUR) CLOSURE NO DIVERSION ROUTE (MAX QUEUE METHOD)	AUGUST
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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	1042	0.0	3000	1042	0	0.67	39	69.4	52.5	49.7
1-2 AM	529	0.0	3000	529	0	0.36	0	70.0	59.7	49.7
2-3 AM	429	0.0	3000	429	0	0.36	0	70.2	59.7	49.7
3-4 AM	362	0.0	3000	362	0	0.36	0	70.2	59.7	49.7
4-5 AM	628	0.0	3000	628	0	0.36	0	69.9	59.6	49.7
5-6 AM	2520	0.0	2999	2520	0	0.64	9	67.6	51.9	43.5
6-7 AM	5050	0.0	3000	3845	1205	11.89+	695	56.3	12.4	37.3
7-8 AM	5399	0.0	3000	3000	2399	16.87+	932	54.0	10.4	37.3
8-9 AM	4918	0.0	3000	3025	1893	17.04+	929	57.3	10.4	37.3
9-10 AM	4198	0.0	3000	2980	1218	16.70+	893	62.2	10.6	37.3
10-11 AM	4127	0.0	2999	3001	1125	16.57+	885	62.7	10.6	37.3
11AM-NOON	4499	0.0	2999	3036	1463	16.99+	916	60.1	10.5	37.3
NOON-1PM	4465	0.0	3000	2996	1470	17.01+	916	60.4	10.5	37.3
1-2 PM	4769	0.0	2999	3006	1763	17.16+	932	58.2	10.4	37.3
2-3 PM	5266	0.0	3000	3000	2266	16.94+	932	54.9	10.4	37.3
3-4 PM	5540	0.0	3000	3000	2540	16.80+	932	53.0	10.4	37.3
4-5 PM	5742	0.0	3000	3000	2742	16.69+	932	51.6	10.4	37.3
5-6 PM	5745	0.0	3000	3000	2745	16.69+	932	51.6	10.4	37.3
6-7 PM	5337	0.0	3000	3000	2337	16.90+	932	54.4	10.4	37.3
7-8 PM	3833	0.0	3000	2965	869	16.67+	884	64.6	10.6	37.3
8-9 PM	3391	0.0	2999	2994	396	16.62+	876	66.5	10.7	37.3
9-10 PM	3495	0.0	2999	2997	498	16.62+	877	66.4	10.7	37.3
10-11 PM	3184	0.0	3000	2997	187	16.60+	875	66.8	10.7	37.3
11PM-MID	2489	0.0	2999	2489	0	12.93+	690	67.6	12.0	38.3

+ 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	0.0332
MAIN ROUTE WITH WORKS	0.0189
'DIVERSION'	0.0240

PIA: Personal Injury Accidents

ECONOMIC IMPACT ON ROAD USERS	
ROAD USER COSTS PER DAY	\$303,219
CONGESTED HOURS PER DAY*	18

*Delays Exceeding User-Specified Maximum

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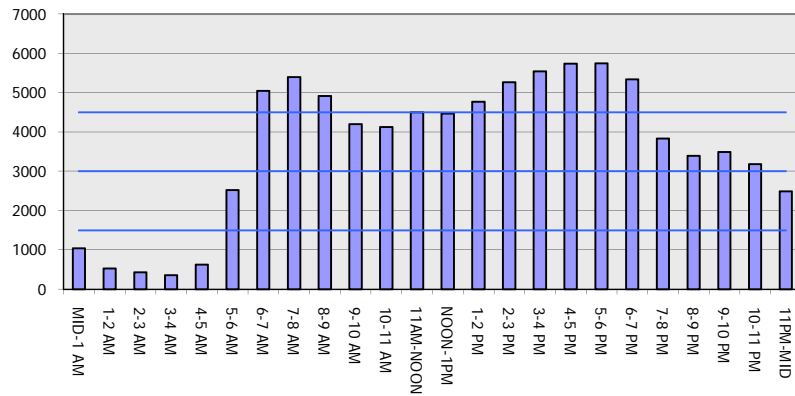
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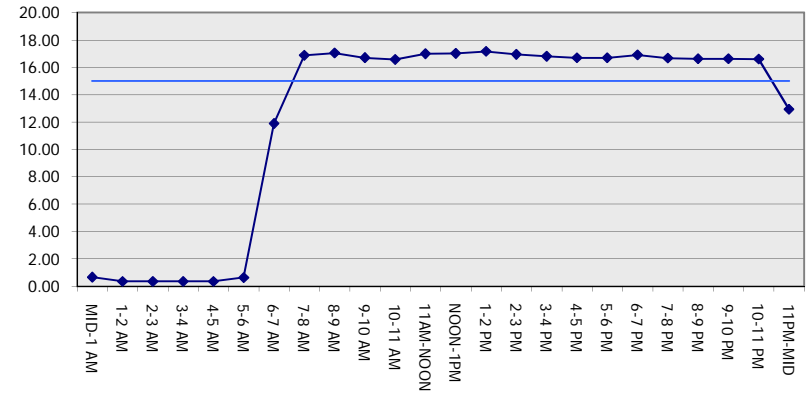
GRAPHICAL REPRESENTATION OF TRAFFIC MODEL INPUT AND OUTPUT

FRIDAY EASTBOUND DIRECTION

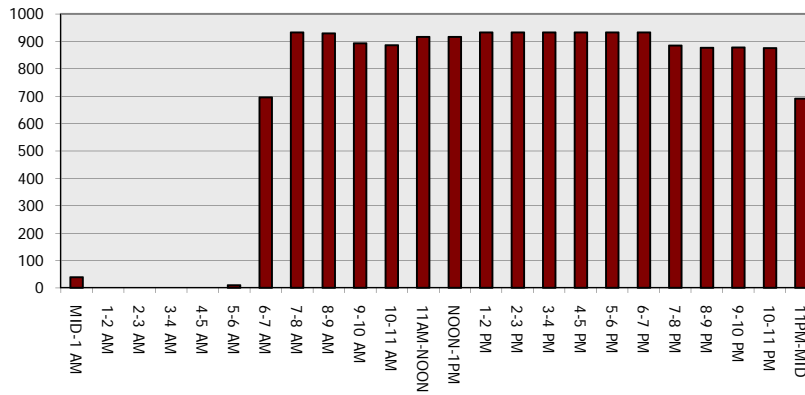
Main Route - Traffic Demand (Vehicles Per Hour)



Main Route Average Delay Per Vehicle (Minutes)



Main Route - Average Queue Length (Vehicles)



Main Route - Average Speed (MPH)

