

**IH 94: STH 181 TO USH 41 (MILWAUKEE COUNTY)
CONTINUOUS (24 HOUR) 2 LANE 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	1499	987	0	4.76	202	69.5	21.1	36.5	
1-2 AM	707	0.0	1500	707	0	0.56	0	69.9	55.0	42.7	
2-3 AM	535	0.0	1500	535	0	0.54	0	70.0	55.5	43.3	
3-4 AM	460	0.0	1500	460	0	0.53	0	70.2	55.8	43.7	
4-5 AM	727	0.0	1500	727	0	0.56	0	69.8	55.0	42.7	
5-6 AM	2142	0.0	1499	2142	0	5.33+	203	68.1	19.6	30.8	
6-7 AM	4497	0.0	1500	1220	3277	15.66+	398	60.1	8.4	35.4	
7-8 AM	5182	0.0	1500	1500	3682	16.15+	408	55.5	8.1	30.8	
8-9 AM	5072	0.0	1500	1500	3572	16.19+	408	56.2	8.1	30.8	
9-10 AM	4324	0.0	1500	1500	2824	16.42+	408	61.3	8.1	30.8	
10-11 AM	4408	0.0	1500	1500	2908	16.39+	408	60.7	8.1	30.8	
11AM-NOON	4891	0.0	1500	1500	3391	16.25+	408	57.4	8.1	30.8	
NOON-1PM	5197	0.0	1500	1500	3697	16.15+	408	55.3	8.1	30.8	
1-2 PM	5282	0.0	1500	1500	3782	16.12+	408	54.8	8.1	30.8	
2-3 PM	5846	0.0	1500	1500	4346	15.91+	408	50.9	8.1	30.8	
3-4 PM	5787	0.0	1500	1500	4287	15.93+	408	51.3	8.1	30.8	
4-5 PM	5199	0.0	1500	1500	3699	16.15+	408	55.3	8.1	30.8	
5-6 PM	4635	0.0	1500	1500	3135	16.33+	408	59.2	8.1	30.8	
6-7 PM	3712	0.0	1500	1500	2212	16.57+	408	65.5	8.1	30.8	
7-8 PM	3167	0.0	1500	1507	1660	16.59+	407	66.8	8.1	30.8	
8-9 PM	2742	0.0	1500	1508	1234	16.57+	406	67.3	8.1	30.8	
9-10 PM	4150	0.0	1499	1500	2650	16.46+	408	62.5	8.1	30.8	
10-11 PM	4118	0.0	1500	1500	2618	16.47+	408	62.7	8.1	30.8	
11PM-MID	2858	0.0	1500	1502	1355	16.57+	406	67.2	8.1	30.8	

+ 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	0.0102
'DIVERSION'	0.0480
PIA: Personal Injury Accidents	
IMPACTS ON ROAD USERS	
ROAD USER COSTS PER DAY	\$300,308
CONGESTED HOURS PER DAY*	19

*Delays Exceeding User-Specified Maximum

**IH 94: STH 181 TO USH 41 (MILWAUKEE COUNTY)
CONTINUOUS (24 HOUR) 2 LANE CLOSURE
NO DIVERSION ROUTE (MAX QUEUE METHOD)**

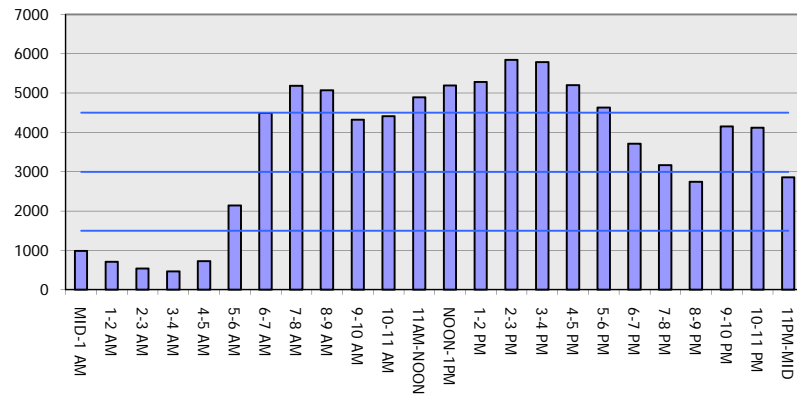
AUGUST

Analyzed for 2009
Construction Season

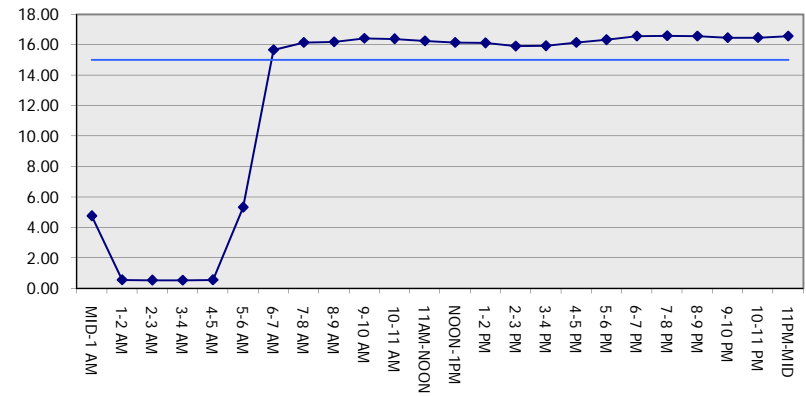
GRAPHICAL REPRESENTATION OF TRAFFIC MODEL INPUT AND OUTPUT

FRIDAY WESTBOUND DIRECTION

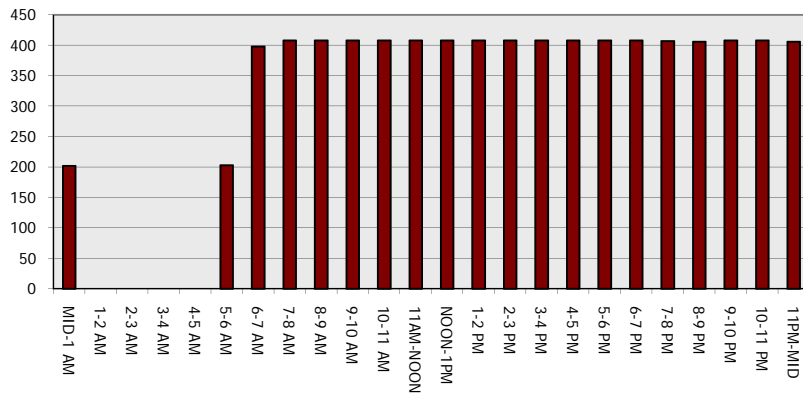
Main Route - Traffic Demand (Vehicles Per Hour)



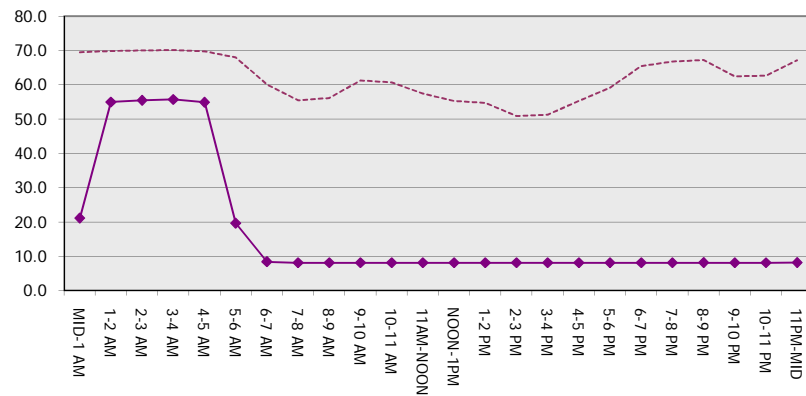
Main Route Average Delay Per Vehicle (Minutes)



Main Route - Average Queue Length (Vehicles)



Main Route - Average Speed (MPH)



IH 94: STH 181 TO USH 41 (MILWAUKEE COUNTY) CONTINUOUS (24 HOUR) 2 LANE CLOSURE NO DIVERSION ROUTE (MAX QUEUE METHOD)	AUGUST
	Analyzed for 2009 Construction Season

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	1500	1042	0	5.21	203	69.4	19.7	36.3	
1-2 AM	529	0.0	1500	529	0	0.54	0	70.0	55.6	43.4	
2-3 AM	429	0.0	1500	429	0	0.53	0	70.2	55.9	43.8	
3-4 AM	362	0.0	1500	362	0	0.52	0	70.2	56.0	44.0	
4-5 AM	628	0.0	1500	628	0	0.55	0	69.9	55.3	43.0	
5-6 AM	2520	0.0	1499	1838	682	8.71+	254	67.6	13.5	30.8	
6-7 AM	5050	0.0	1499	1500	3550	16.17+	408	56.3	8.1	31.2	
7-8 AM	5399	0.0	1500	1500	3899	16.05+	408	54.0	8.1	31.2	
8-9 AM	4918	0.0	1500	1500	3418	16.21+	408	57.3	8.1	31.2	
9-10 AM	4198	0.0	1500	1500	2698	16.43+	408	62.2	8.1	31.2	
10-11 AM	4127	0.0	1500	1500	2627	16.44+	408	62.7	8.1	31.2	
11AM-NOON	4499	0.0	1500	1500	2999	16.34+	408	60.1	8.1	31.2	
NOON-1PM	4465	0.0	1500	1500	2965	16.35+	408	60.4	8.1	31.2	
1-2 PM	4769	0.0	1500	1500	3269	16.26+	408	58.2	8.1	31.2	
2-3 PM	5266	0.0	1500	1500	3766	16.10+	408	54.9	8.1	31.2	
3-4 PM	5540	0.0	1499	1500	4040	16.00+	408	53.0	8.1	31.2	
4-5 PM	5742	0.0	1500	1500	4242	15.92+	408	51.6	8.1	31.2	
5-6 PM	5745	0.0	1500	1500	4245	15.92+	408	51.6	8.1	31.2	
6-7 PM	5337	0.0	1500	1500	3837	16.07+	408	54.4	8.1	31.2	
7-8 PM	3833	0.0	1500	1502	2331	16.52+	407	64.6	8.1	31.1	
8-9 PM	3391	0.0	1500	1507	1884	16.58+	407	66.5	8.1	30.8	
9-10 PM	3495	0.0	1500	1504	1991	16.59+	407	66.4	8.1	30.8	
10-11 PM	3184	0.0	1500	1509	1675	16.58+	407	66.8	8.1	30.8	
11PM-MID	2489	0.0	1500	1506	983	16.56+	405	67.6	8.1	30.8	

+ INDICATES QUEUEING EXCEEDS USER-SPECIFIED MAXIMUM LIMIT

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

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

MAIN ROUTE WITHOUT WORKS	0.0332
MAIN ROUTE WITH WORKS	0.0101
'DIVERSION'	0.0487

PIA: Personal Injury Accidents

ROAD USER COSTS PER DAY	\$304,279
CONGESTED HOURS PER DAY*	19

*Delays Exceeding User-Specified Maximum

**IH 94: STH 181 TO USH 41 (MILWAUKEE COUNTY)
 CONTINUOUS (24 HOUR) 2 LANE CLOSURE
 NO DIVERSION ROUTE (MAX QUEUE METHOD)**

AUGUST

Analyzed for 2009
 Construction Season

GRAPHICAL REPRESENTATION OF TRAFFIC MODEL INPUT AND OUTPUT
FRIDAY EASTBOUND DIRECTION

