

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

MON-THUR 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	872	0.0	3000	872	0	0.35	0	69.7	59.5	49.7
1-2 AM	509	0.0	3000	509	0	0.36	0	70.1	59.7	49.7
2-3 AM	396	0.0	3000	396	0	0.36	0	70.2	59.7	49.7
3-4 AM	412	0.0	3000	412	0	0.36	0	70.2	59.7	49.7
4-5 AM	752	0.0	3000	752	0	0.35	0	69.8	59.6	49.7
5-6 AM	2167	0.0	2999	2167	0	0.41	0	68.1	56.9	46.6
6-7 AM	4580	0.0	2999	3912	668	9.40+	576	59.6	14.3	37.3
7-8 AM	5686	0.0	2999	3000	2686	16.72+	932	52.0	10.4	37.3
8-9 AM	5188	0.0	3000	3000	2188	16.98+	932	55.4	10.4	37.3
9-10 AM	4054	0.0	3000	2977	1076	16.65+	888	63.2	10.6	37.3
10-11 AM	3955	0.0	2999	2996	958	16.56+	881	63.8	10.7	37.3
11AM-NOON	4298	0.0	2999	3020	1277	16.75+	898	61.5	10.6	37.3
NOON-1PM	4472	0.0	3000	3013	1459	16.99+	915	60.3	10.5	37.3
1-2 PM	4478	0.0	3000	3011	1467	17.00+	916	60.2	10.5	37.3
2-3 PM	5466	0.0	3000	3000	2466	16.84+	932	53.5	10.4	37.3
3-4 PM	5767	0.0	2999	3000	2767	16.68+	932	51.5	10.4	37.3
4-5 PM	5221	0.0	3000	3000	2221	16.96+	932	55.2	10.4	37.3
5-6 PM	4918	0.0	3000	3000	1918	17.10+	933	57.3	10.4	37.3
6-7 PM	4434	0.0	3000	2962	1472	17.00+	915	60.5	10.5	37.3
7-8 PM	3088	0.0	3000	2930	158	16.43+	865	66.9	10.7	37.3
8-9 PM	2669	0.0	2999	2669	0	12.86+	673	67.4	11.9	37.3
9-10 PM	2543	0.0	3000	2543	0	5.05	280	67.6	20.4	39.6
10-11 PM	2098	0.0	3000	2098	0	0.34	0	68.1	58.6	49.7
11PM-MID	1414	0.0	3000	1414	0	0.34	0	69.0	59.2	49.7

+ 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

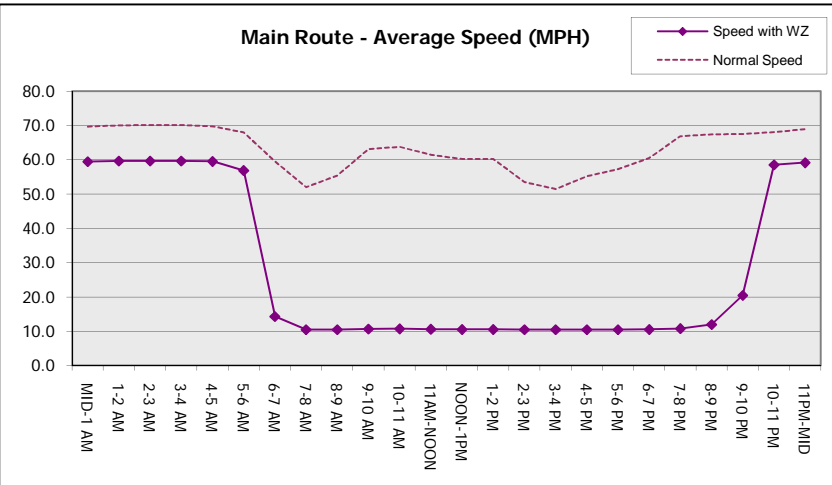
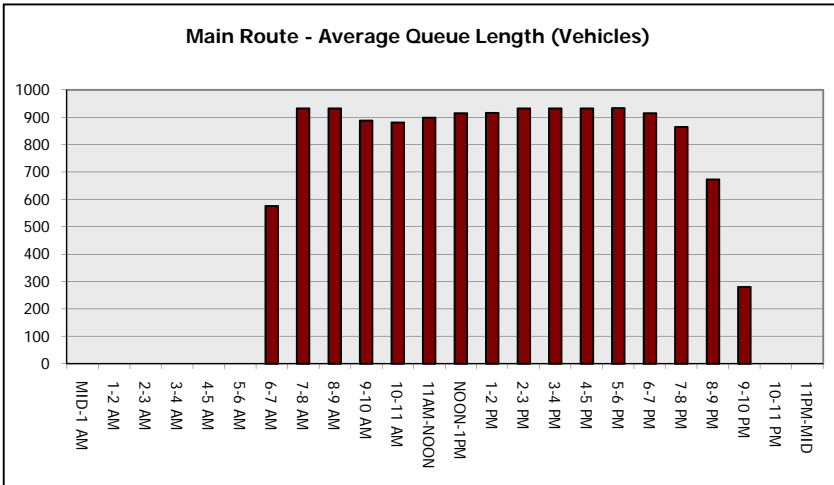
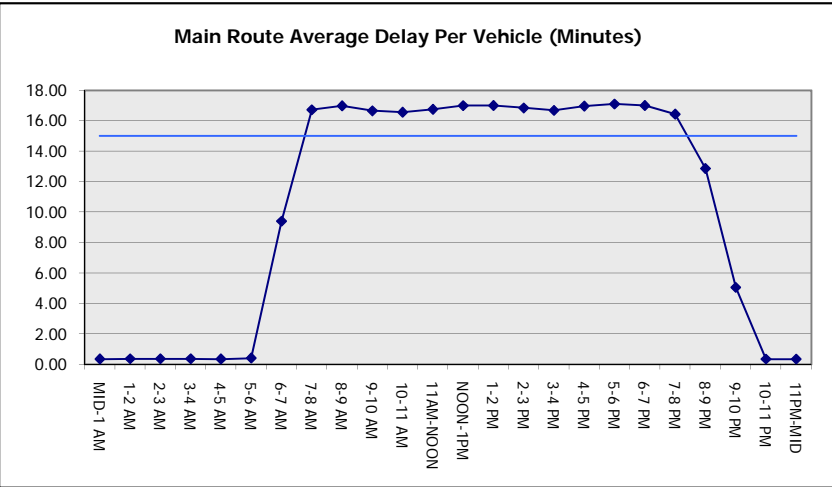
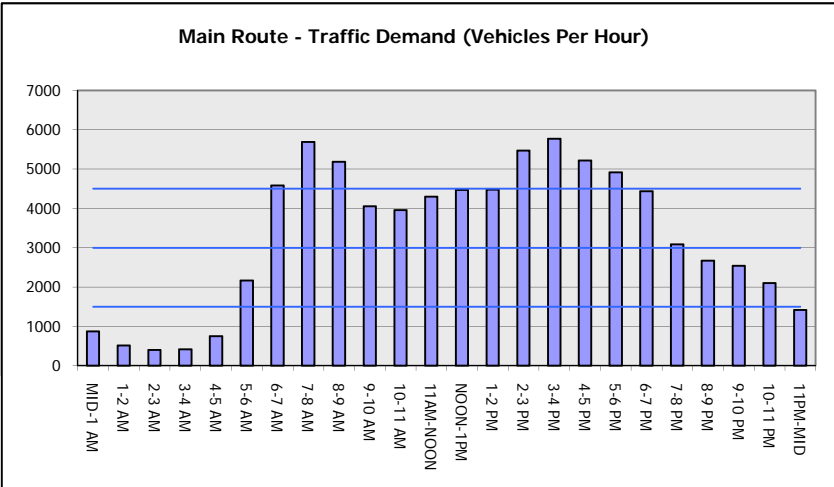
AVERAGE ACCIDENT NUMBERS (PIA/DAY)	
MAIN ROUTE WITHOUT WORKS	0.0303
MAIN ROUTE WITH WORKS	0.0179
'DIVERSION'	0.0201
PIA: Personal Injury Accidents	
IMPACTS ON ROAD USERS	
ROAD USER COSTS PER DAY	\$246,430
CONGESTED HOURS PER DAY*	15

*Delays Exceeding User-Specified Maximum

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AUGUST
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GRAPHICAL REPRESENTATION OF TRAFFIC MODEL INPUT AND OUTPUT
MON-THUR 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

MON-THUR 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	755	0.0	3000	755	0	0.35	0	69.8	59.6	49.7
1-2 AM	452	0.0	3000	452	0	0.36	0	70.2	59.7	49.7
2-3 AM	395	0.0	3000	395	0	0.36	0	70.2	59.7	49.7
3-4 AM	367	0.0	3000	367	0	0.36	0	70.2	59.7	49.7
4-5 AM	611	0.0	3000	611	0	0.36	0	70.0	59.6	49.7
5-6 AM	2488	0.0	2999	2488	0	0.70	13	67.6	51.0	43.5
6-7 AM	5542	0.0	3000	3954	1588	12.88+	749	53.0	11.8	37.3
7-8 AM	5934	0.0	2999	3000	2934	16.58+	932	50.3	10.4	37.3
8-9 AM	5403	0.0	3000	2971	2433	16.83+	930	54.0	10.4	37.3
9-10 AM	4297	0.0	2999	2909	1387	16.89+	906	61.5	10.6	37.3
10-11 AM	4133	0.0	2999	2998	1134	16.57+	885	62.6	10.6	37.3
11AM-NOON	4268	0.0	3000	3014	1254	16.72+	896	61.7	10.6	37.3
NOON-1PM	4283	0.0	3000	3000	1284	16.76+	898	61.6	10.6	37.3
1-2 PM	4267	0.0	3000	3005	1262	16.73+	896	61.7	10.6	37.3
2-3 PM	4864	0.0	2999	3008	1856	17.11+	931	57.6	10.4	37.3
3-4 PM	5128	0.0	3000	3000	2128	17.01+	932	55.8	10.4	37.3
4-5 PM	5149	0.0	3000	3000	2149	17.00+	932	55.7	10.4	37.3
5-6 PM	5210	0.0	3000	3000	2210	16.97+	932	55.3	10.4	37.3
6-7 PM	4434	0.0	3000	2982	1452	16.97+	913	60.5	10.5	37.3
7-8 PM	3522	0.0	3000	2993	528	16.63+	877	66.4	10.7	37.3
8-9 PM	3138	0.0	2999	2995	143	16.59+	874	66.8	10.7	37.3
9-10 PM	3125	0.0	2999	2994	132	16.59+	874	66.8	10.7	37.3
10-11 PM	2426	0.0	2999	2426	0	11.71+	629	67.7	12.5	38.6
11PM-MID	1814	0.0	3000	1814	0	0.79	46	68.5	49.9	49.7

+ 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	0.0313
MAIN ROUTE WITH WORKS	0.0184
'DIVERSION'	0.0211

PIA: Personal Injury Accidents

ROAD USER COSTS PER DAY	\$271,129
CONGESTED HOURS PER DAY*	17

*Delays Exceeding User-Specified Maximum

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AUGUST

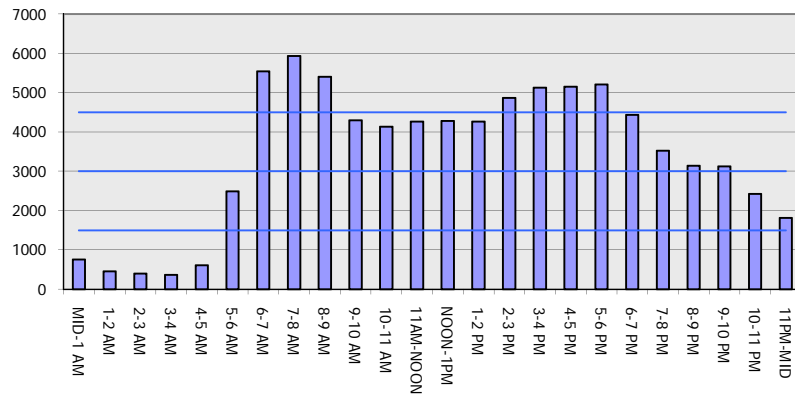
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GRAPHICAL REPRESENTATION OF TRAFFIC MODEL INPUT AND OUTPUT

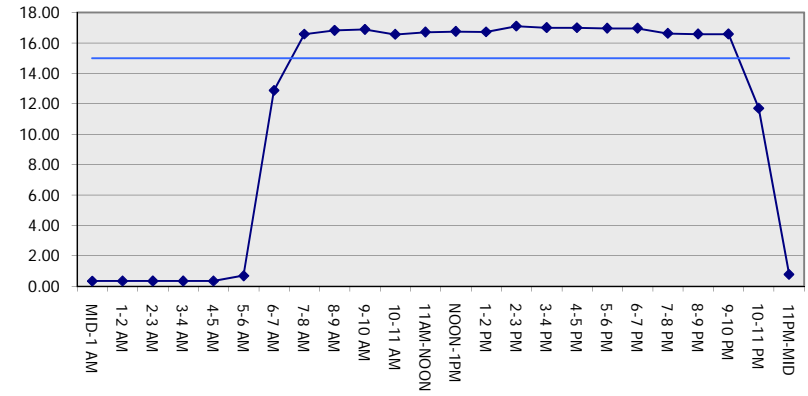
MON-THUR

EASTBOUND DIRECTION

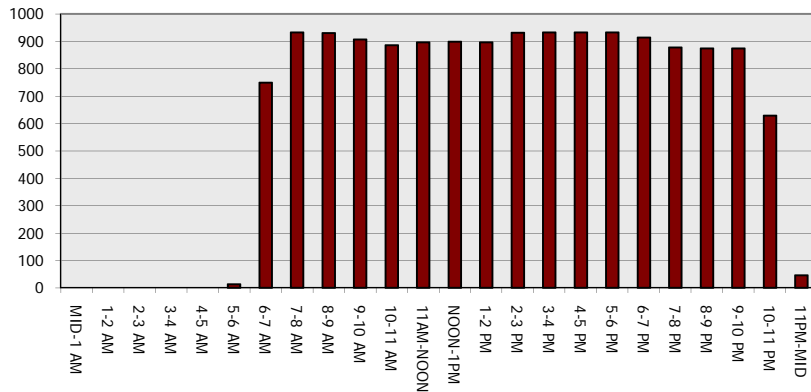
Main Route - Traffic Demand (Vehicles Per Hour)



Main Route Average Delay Per Vehicle (Minutes)



Main Route - Average Queue Length (Vehicles)



Main Route - Average Speed (MPH)

