

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

SATURDAY 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	1417	0.0	3000	1417	0	0.34	0	69.0	59.2	49.7	
1-2 AM	980	0.0	3000	980	0	0.35	0	69.5	59.4	49.7	
2-3 AM	1023	0.0	3000	1023	0	0.35	0	69.5	59.4	49.7	
3-4 AM	658	0.0	3000	658	0	0.36	0	69.9	59.6	49.7	
4-5 AM	590	0.0	3000	590	0	0.36	0	70.0	59.6	49.7	
5-6 AM	971	0.0	3000	971	0	0.35	0	69.6	59.4	49.7	
6-7 AM	1623	0.0	3000	1623	0	0.34	0	68.7	59.1	49.7	
7-8 AM	2185	0.0	2999	2185	0	0.33	0	68.0	58.8	49.7	
8-9 AM	2885	0.0	2999	2885	0	0.71	4	67.1	50.4	39.5	
9-10 AM	3378	0.0	3000	3378	0	3.37	174	66.5	26.0	37.3	
10-11 AM	3912	0.0	3000	3469	443	13.83+	746	64.1	11.6	37.3	
11AM-NOON	4064	0.0	3000	3017	1047	16.56+	883	63.1	10.6	37.3	
NOON-1PM	4220	0.0	3000	3011	1210	16.66+	892	62.0	10.6	37.3	
1-2 PM	4028	0.0	3000	2995	1033	16.55+	881	63.3	10.6	37.3	
2-3 PM	4189	0.0	2999	3003	1186	16.64+	889	62.2	10.6	37.3	
3-4 PM	4053	0.0	3000	2995	1057	16.59+	884	63.2	10.6	37.3	
4-5 PM	3349	0.0	3000	2996	353	16.61+	876	66.6	10.7	37.3	
5-6 PM	3103	0.0	2999	2992	111	16.58+	873	66.9	10.7	37.3	
6-7 PM	2761	0.0	2999	2761	0	14.84+	779	67.3	11.2	37.3	
7-8 PM	2291	0.0	2999	2291	0	3.58	267	67.9	26.0	43.8	
8-9 PM	3312	0.0	2999	3312	0	2.14	102	66.6	33.5	37.3	
9-10 PM	4007	0.0	3000	3558	449	13.51+	734	63.5	11.7	37.3	
10-11 PM	2501	0.0	2999	2501	0	12.90+	687	67.6	12.0	38.1	
11PM-MID	1846	0.0	3000	1846	0	0.95	67	68.4	47.1	49.7	

+ INDICATES QUEUEING EXCEEDS USER-SPECIFIED MAXIMUM LIMIT

----- SITE BREAKDOWN DELAYS -----	
BREAKDOWN DURATION (MINS)	0
RANGE OF QUEUE DELAY - MIN	0.0
(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	0
(VEH-H) MAX	0
AV BREAKDOWNS PER DAY	0
AV QUEUE DELAY/DAY (VEH-H)	0
AV TOTAL DELAY/DAY (VEH-H)	0

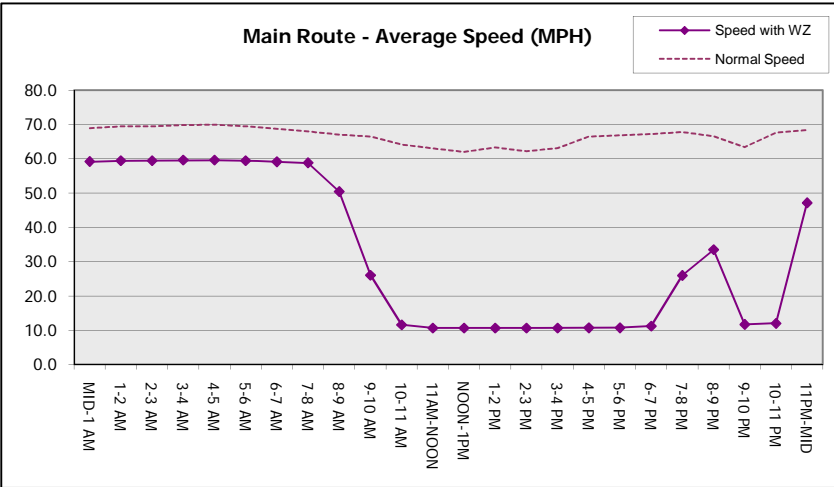
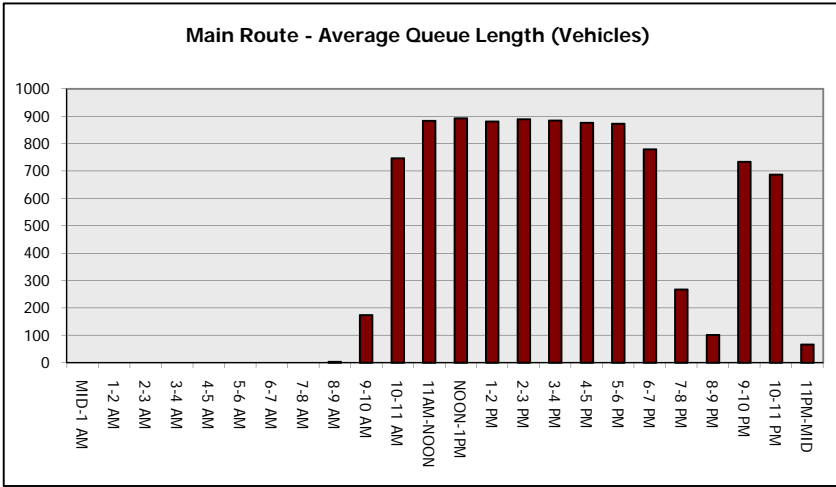
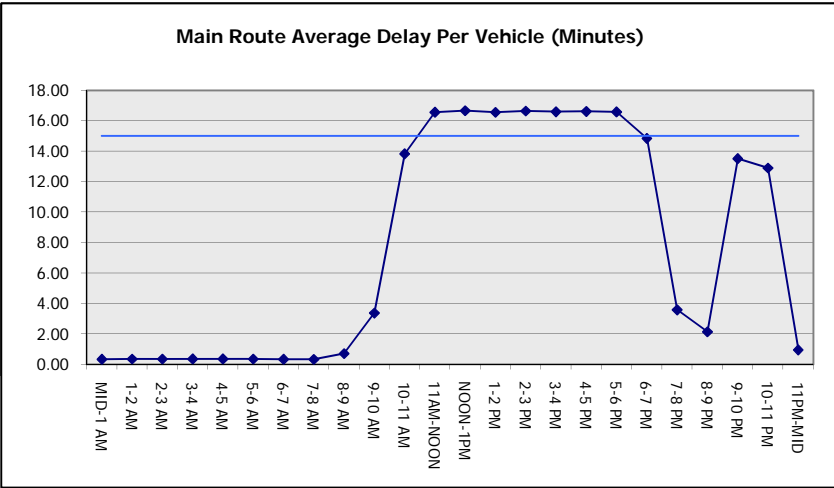
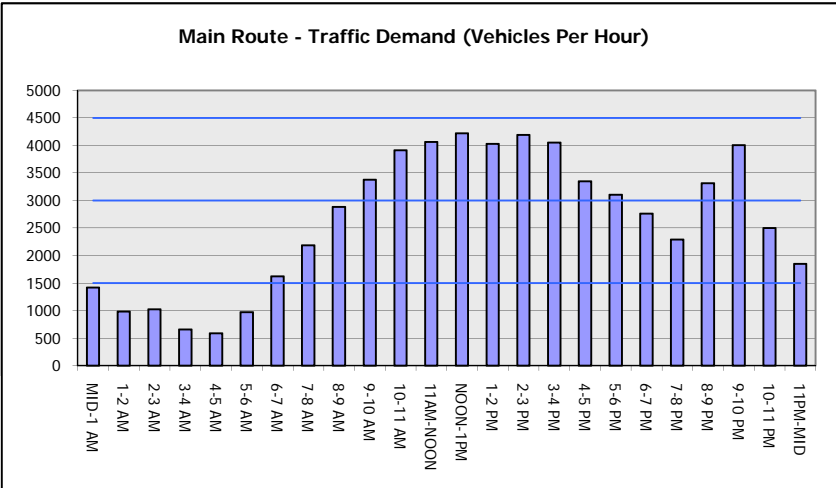
AVERAGE ACCIDENT NUMBERS (PIA/DAY)	
MAIN ROUTE WITHOUT WORKS	0.0242
MAIN ROUTE WITH WORKS	0.0178
'DIVERSION'	0.0061
PIA: Personal Injury Accidents	
IMPACTS ON ROAD USERS	
ROAD USER COSTS PER DAY	\$184,001
CONGESTED HOURS PER DAY*	11

*Delays Exceeding User-Specified Maximum

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CONTINUOUS (24 HOUR) CLOSURE
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GRAPHICAL REPRESENTATION OF TRAFFIC MODEL INPUT AND OUTPUT
SATURDAY 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

SATURDAY 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	1937	0.0	3000	1937	0	0.34	0	68.3	58.9	49.7
1-2 AM	717	0.0	3000	717	0	0.36	0	69.9	59.6	49.7
2-3 AM	542	0.0	3000	542	0	0.36	0	70.0	59.7	49.7
3-4 AM	419	0.0	3000	419	0	0.36	0	70.2	59.7	49.7
4-5 AM	509	0.0	3000	509	0	0.36	0	70.1	59.7	49.7
5-6 AM	870	0.0	3000	870	0	0.35	0	69.7	59.5	49.7
6-7 AM	1359	0.0	3000	1359	0	0.34	0	69.1	59.2	49.7
7-8 AM	1712	0.0	3000	1712	0	0.34	0	68.6	59.1	49.7
8-9 AM	2166	0.0	3000	2166	0	0.33	0	68.1	58.8	49.7
9-10 AM	2534	0.0	2999	2534	0	0.42	0	67.6	56.4	46.2
10-11 AM	3147	0.0	2999	3147	0	1.46	47	66.8	39.8	37.3
11AM-NOON	3371	0.0	3000	3371	0	6.01	310	66.6	18.0	37.3
NOON-1PM	3841	0.0	3000	3391	450	15.01+	800	64.6	11.1	37.3
1-2 PM	3660	0.0	2999	2987	673	16.62+	878	65.8	10.7	37.3
2-3 PM	4308	0.0	2999	3025	1283	16.77+	899	61.4	10.6	37.3
3-4 PM	5312	0.0	2999	3000	2312	16.92+	932	54.6	10.4	37.3
4-5 PM	5355	0.0	3000	3000	2355	16.89+	932	54.3	10.4	37.3
5-6 PM	4828	0.0	3000	3010	1818	17.12+	931	57.9	10.4	37.3
6-7 PM	3685	0.0	3000	2972	713	16.65+	880	65.7	10.7	37.3
7-8 PM	3280	0.0	2999	2989	291	16.61+	875	66.6	10.7	37.3
8-9 PM	3118	0.0	2999	2991	127	16.59+	874	66.9	10.7	37.3
9-10 PM	3191	0.0	2999	2997	194	16.60+	875	66.8	10.7	37.3
10-11 PM	3044	0.0	2999	2949	95	16.41+	864	66.9	10.7	37.3
11PM-MID	2033	0.0	2999	2033	0	4.66	387	68.2	23.0	44.3

+ 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	0.0248
MAIN ROUTE WITH WORKS	0.0172
'DIVERSION'	0.0091

PIA: Personal Injury Accidents

ECONOMIC IMPACT ON ROAD USERS	
ROAD USER COSTS PER DAY	\$211,626
CONGESTED HOURS PER DAY*	11

*Delays Exceeding User-Specified Maximum

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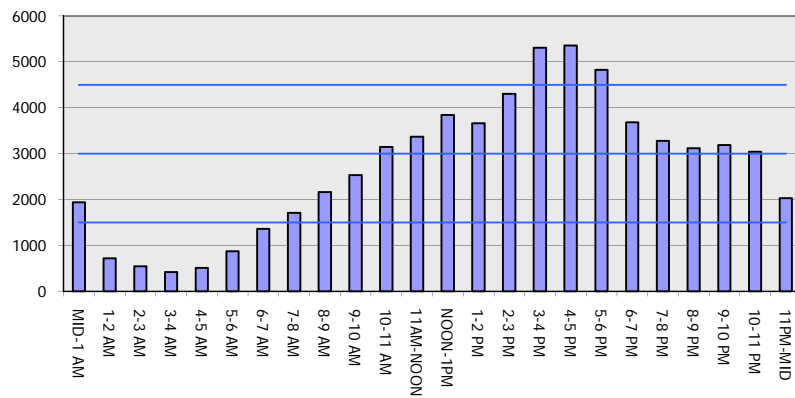
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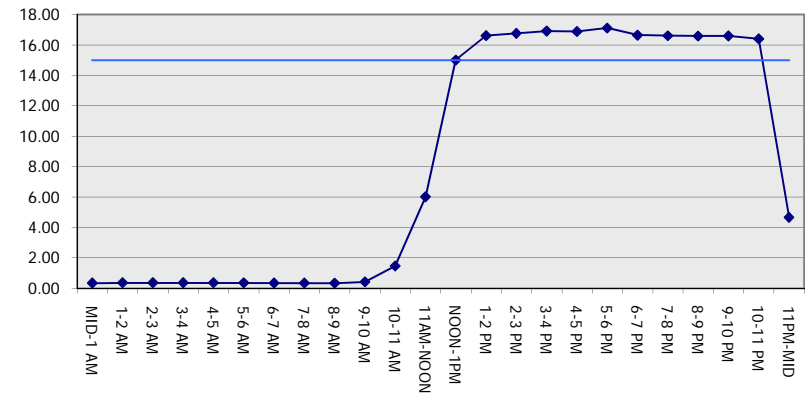
GRAPHICAL REPRESENTATION OF TRAFFIC MODEL INPUT AND OUTPUT

SATURDAY EASTBOUND DIRECTION

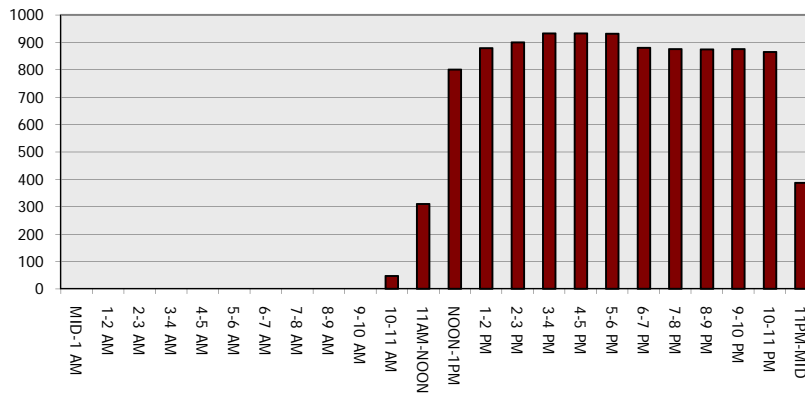
Main Route - Traffic Demand (Vehicles Per Hour)



Main Route Average Delay Per Vehicle (Minutes)



Main Route - Average Queue Length (Vehicles)



Main Route - Average Speed (MPH)

