

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

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	1500	1405	13	15.61+	381	69.0	8.4	30.8	
1-2 AM	980	0.0	1499	980	0	2.40	100	69.5	32.2	38.9	
2-3 AM	1023	0.0	1500	1023	0	0.59	0	69.5	54.1	41.6	
3-4 AM	658	0.0	1500	658	0	0.55	0	69.9	55.1	42.9	
4-5 AM	590	0.0	1500	590	0	0.54	0	70.0	55.4	43.2	
5-6 AM	971	0.0	1499	971	0	0.58	0	69.6	54.2	41.8	
6-7 AM	1623	0.0	1499	1623	0	1.99	34	68.7	35.2	31.1	
7-8 AM	2185	0.0	1500	1764	422	13.35+	337	68.0	9.6	30.8	
8-9 AM	2885	0.0	1499	1502	1384	16.58+	406	67.1	8.1	30.8	
9-10 AM	3378	0.0	1499	1500	1878	16.61+	408	66.5	8.1	30.8	
10-11 AM	3912	0.0	1500	1500	2412	16.53+	408	64.1	8.1	30.8	
11AM-NOON	4064	0.0	1500	1500	2564	16.49+	408	63.1	8.1	30.8	
NOON-1PM	4220	0.0	1500	1500	2720	16.44+	408	62.0	8.1	30.8	
1-2 PM	4028	0.0	1500	1500	2528	16.50+	408	63.3	8.1	30.8	
2-3 PM	4189	0.0	1500	1500	2689	16.45+	408	62.2	8.1	30.8	
3-4 PM	4053	0.0	1500	1500	2553	16.49+	408	63.2	8.1	30.8	
4-5 PM	3349	0.0	1500	1500	1849	16.61+	408	66.6	8.1	30.8	
5-6 PM	3103	0.0	1500	1501	1602	16.61+	407	66.9	8.1	30.8	
6-7 PM	2761	0.0	1500	1501	1260	16.56+	406	67.3	8.1	30.8	
7-8 PM	2291	0.0	1500	1500	791	16.54+	405	67.9	8.1	30.8	
8-9 PM	3312	0.0	1499	1501	1811	16.61+	408	66.6	8.1	30.8	
9-10 PM	4007	0.0	1500	1500	2507	16.50+	408	63.5	8.1	30.8	
10-11 PM	2501	0.0	1500	1500	1001	16.55+	405	67.6	8.1	30.8	
11PM-MID	1846	0.0	1500	1500	346	16.55+	404	68.4	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	0.0242
MAIN ROUTE WITH WORKS	0.0104
'DIVERSION'	0.0268
PIA: Personal Injury Accidents	
IMPACTS ON ROAD USERS	
ROAD USER COSTS PER DAY	\$258,104
CONGESTED HOURS PER DAY*	18

*Delays Exceeding User-Specified Maximum

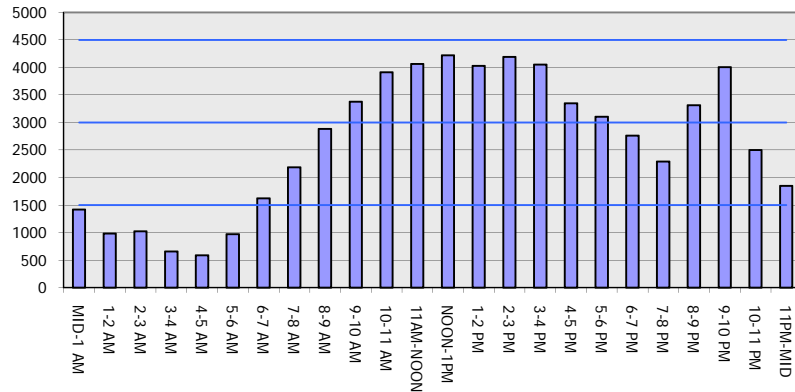
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AUGUST

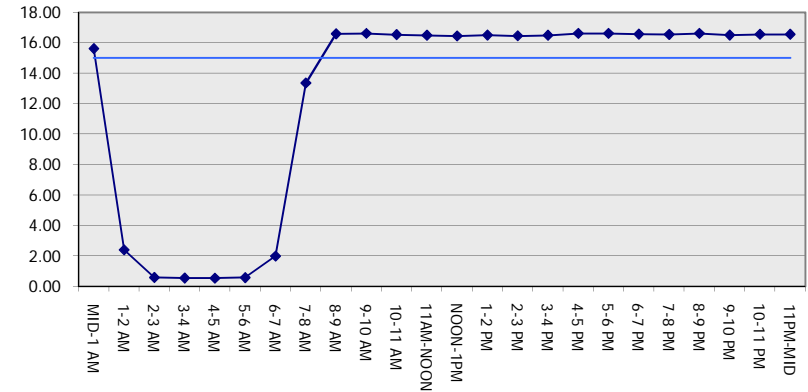
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GRAPHICAL REPRESENTATION OF TRAFFIC MODEL INPUT AND OUTPUT
SATURDAY WESTBOUND DIRECTION

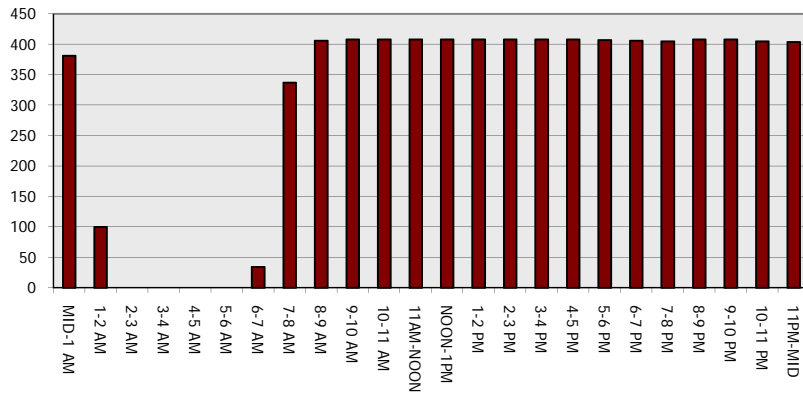
Main Route - Traffic Demand (Vehicles Per Hour)



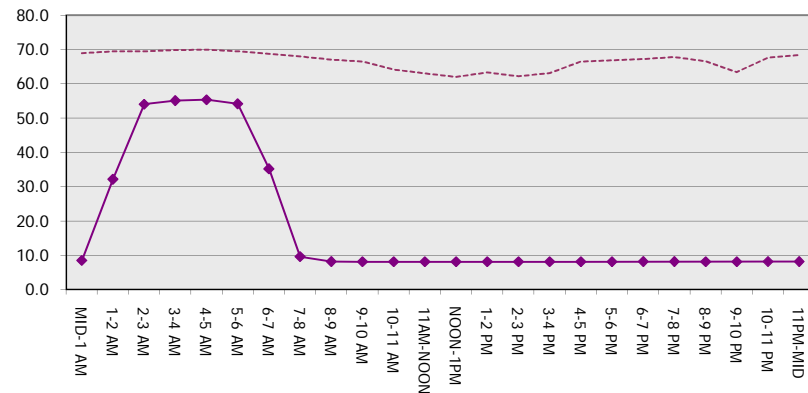
Main Route Average Delay Per Vehicle (Minutes)



Main Route - Average Queue Length (Vehicles)



Main Route - Average Speed (MPH)



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SUMMARY OF TRAFFIC MODEL OUTPUT

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	1499	1500	438	16.55+	405	68.3	8.1	30.8
1-2 AM	717	0.0	1499	717	0	2.63	141	69.9	30.7	40.4
2-3 AM	542	0.0	1500	542	0	0.54	0	70.0	55.5	43.3
3-4 AM	419	0.0	1500	419	0	0.52	0	70.2	55.9	43.8
4-5 AM	509	0.0	1500	509	0	0.53	0	70.1	55.6	43.5
5-6 AM	870	0.0	1500	870	0	0.57	0	69.7	54.5	42.2
6-7 AM	1359	0.0	1499	1359	0	0.91	0	69.1	48.1	34.2
7-8 AM	1712	0.0	1499	1712	0	3.50	80	68.6	25.7	30.8
8-9 AM	2166	0.0	1500	1739	427	15.17+	375	68.1	8.6	31.1
9-10 AM	2534	0.0	1499	1495	1040	16.56+	405	67.6	8.1	30.8
10-11 AM	3147	0.0	1499	1493	1654	16.59+	407	66.8	8.1	30.8
11AM-NOON	3371	0.0	1499	1498	1873	16.61+	408	66.6	8.1	30.8
NOON-1PM	3841	0.0	1500	1500	2341	16.54+	408	64.6	8.1	30.8
1-2 PM	3660	0.0	1500	1500	2160	16.59+	408	65.8	8.1	30.8
2-3 PM	4308	0.0	1500	1500	2808	16.42+	408	61.4	8.1	30.8
3-4 PM	5312	0.0	1500	1500	3812	16.11+	408	54.6	8.1	30.8
4-5 PM	5355	0.0	1500	1500	3855	16.09+	408	54.3	8.1	30.8
5-6 PM	4828	0.0	1500	1500	3328	16.27+	408	57.9	8.1	30.8
6-7 PM	3685	0.0	1500	1500	2185	16.58+	408	65.7	8.1	30.8
7-8 PM	3280	0.0	1500	1497	1783	16.60+	407	66.6	8.1	30.8
8-9 PM	3118	0.0	1499	1495	1623	16.60+	407	66.9	8.1	30.8
9-10 PM	3191	0.0	1499	1497	1694	16.61+	407	66.8	8.1	30.8
10-11 PM	3044	0.0	1499	1496	1548	16.59+	407	66.9	8.1	30.8
11PM-MID	2033	0.0	1500	1500	534	16.55+	405	68.2	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	0.0248
MAIN ROUTE WITH WORKS	0.0101
'DIVERSION'	0.0293

PIA: Personal Injury Accidents

ECONOMIC IMPACT ON ROAD USERS	
ROAD USER COSTS PER DAY	\$265,013
CONGESTED HOURS PER DAY*	17

*Delays Exceeding User-Specified Maximum

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AUGUST

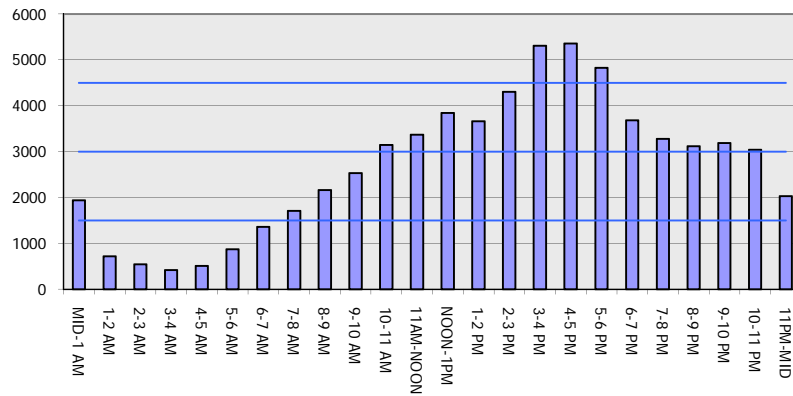
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GRAPHICAL REPRESENTATION OF TRAFFIC MODEL INPUT AND OUTPUT

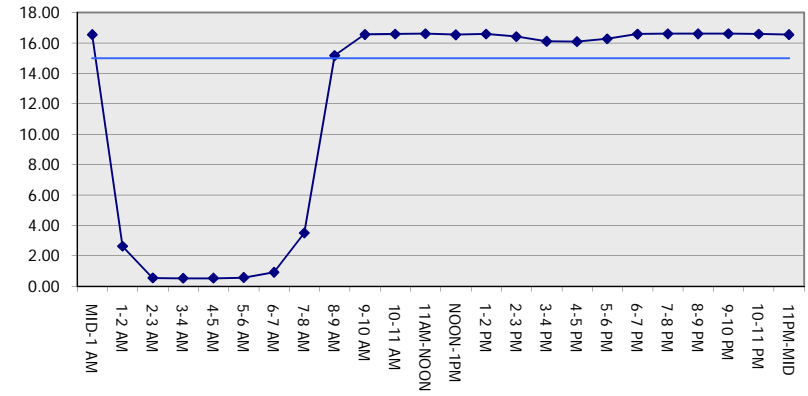
SATURDAY

EASTBOUND DIRECTION

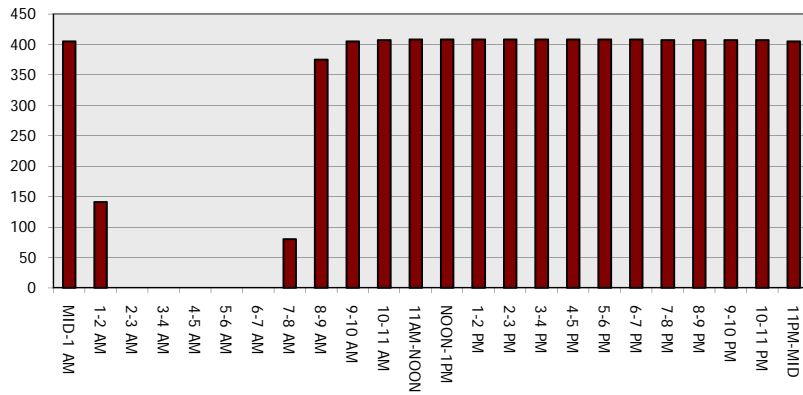
Main Route - Traffic Demand (Vehicles Per Hour)



Main Route Average Delay Per Vehicle (Minutes)



Main Route - Average Queue Length (Vehicles)



Main Route - Average Speed (MPH)

