

**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

SUNDAY 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	2150	0.0	3000	2150	0	0.33	0	68.1	58.8	49.7	
1-2 AM	1412	0.0	3000	1412	0	0.34	0	69.0	59.2	49.7	
2-3 AM	1138	0.0	3000	1138	0	0.35	0	69.3	59.4	49.7	
3-4 AM	592	0.0	3000	592	0	0.36	0	70.0	59.6	49.7	
4-5 AM	383	0.0	3000	383	0	0.36	0	70.2	59.7	49.7	
5-6 AM	455	0.0	3000	455	0	0.36	0	70.2	59.7	49.7	
6-7 AM	854	0.0	3000	854	0	0.35	0	69.7	59.5	49.7	
7-8 AM	1075	0.0	3000	1075	0	0.35	0	69.4	59.4	49.7	
8-9 AM	1391	0.0	3000	1391	0	0.34	0	69.0	59.2	49.7	
9-10 AM	2152	0.0	2999	2152	0	0.33	0	68.1	58.8	49.7	
10-11 AM	3009	0.0	2999	3009	0	1.01	21	67.0	45.6	38.5	
11AM-NOON	3471	0.0	3000	3471	0	5.42	291	66.4	19.4	37.3	
NOON-1PM	4010	0.0	3000	3356	654	15.89+	851	63.5	10.9	37.3	
1-2 PM	4105	0.0	2999	2970	1135	16.61+	886	62.8	10.6	37.3	
2-3 PM	4011	0.0	3000	2999	1012	16.55+	881	63.5	10.6	37.3	
3-4 PM	4306	0.0	2999	3020	1286	16.76+	899	61.4	10.6	37.3	
4-5 PM	4146	0.0	3000	2989	1157	16.66+	890	62.5	10.6	37.3	
5-6 PM	3329	0.0	3000	2993	336	16.61+	876	66.6	10.7	37.3	
6-7 PM	2954	0.0	2999	2912	42	16.26+	855	67.1	10.7	37.3	
7-8 PM	2385	0.0	2999	2385	0	9.41	516	67.8	14.2	39.5	
8-9 PM	2083	0.0	3000	2083	0	0.55	19	68.1	54.0	49.7	
9-10 PM	1955	0.0	3000	1955	0	0.34	0	68.3	58.9	49.7	
10-11 PM	1505	0.0	3000	1505	0	0.34	0	68.9	59.2	49.7	
11PM-MID	1258	0.0	3000	1258	0	0.35	0	69.2	59.3	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

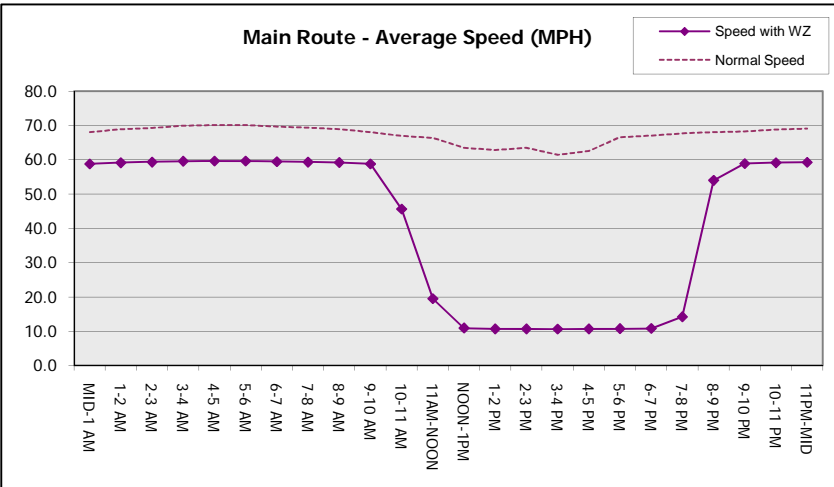
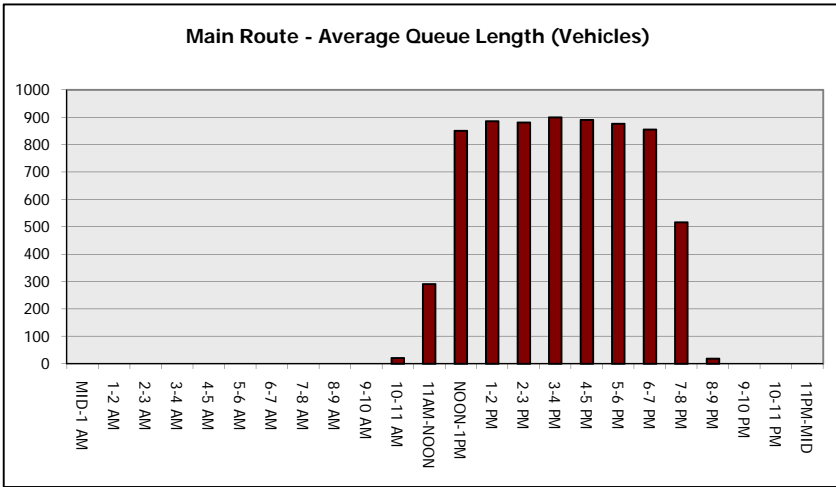
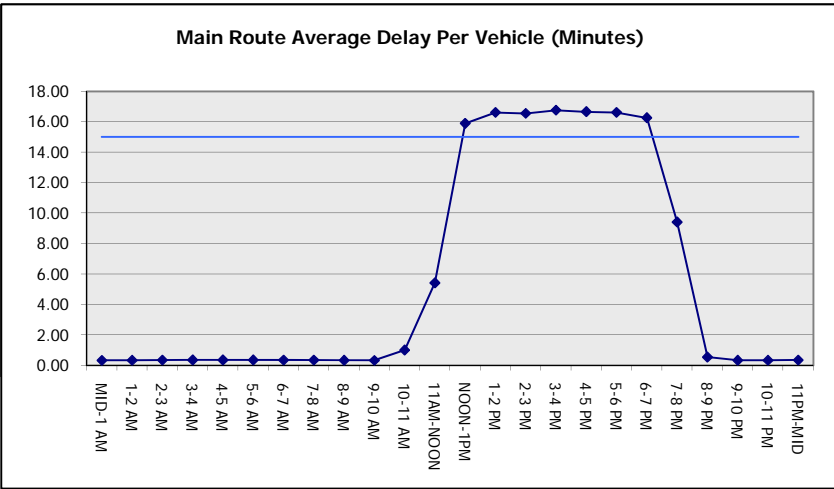
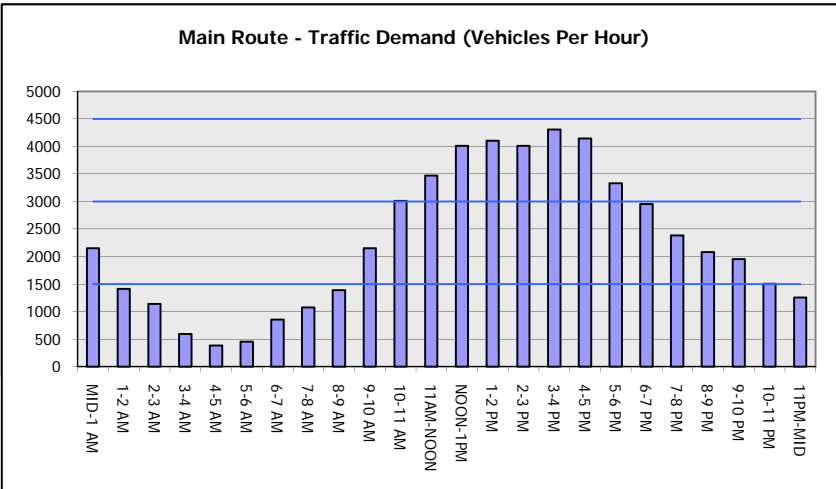
AVERAGE ACCIDENT NUMBERS (PIA/DAY)	
MAIN ROUTE WITHOUT WORKS	0.0207
MAIN ROUTE WITH WORKS	0.0153
'DIVERSION'	0.0050
PIA: Personal Injury Accidents	
IMPACTS ON ROAD USERS	
ROAD USER COSTS PER DAY	\$139,015
CONGESTED HOURS PER DAY*	7

*Delays Exceeding User-Specified Maximum

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GRAPHICAL REPRESENTATION OF TRAFFIC MODEL INPUT AND OUTPUT
SUNDAY 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

SUNDAY 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	1231	0.0	3000	1231	0	0.35	0	69.2	59.3	49.7
1-2 AM	715	0.0	3000	715	0	0.36	0	69.9	59.6	49.7
2-3 AM	677	0.0	3000	677	0	0.36	0	69.9	59.6	49.7
3-4 AM	367	0.0	3000	367	0	0.36	0	70.2	59.7	49.7
4-5 AM	301	0.0	3000	301	0	0.36	0	70.2	59.7	49.7
5-6 AM	437	0.0	3000	437	0	0.36	0	70.2	59.7	49.7
6-7 AM	749	0.0	3000	749	0	0.35	0	69.8	59.6	49.7
7-8 AM	1159	0.0	3000	1159	0	0.35	0	69.3	59.4	49.7
8-9 AM	1542	0.0	3000	1542	0	0.34	0	68.8	59.1	49.7
9-10 AM	2450	0.0	2999	2450	0	0.41	0	67.7	56.8	46.6
10-11 AM	3088	0.0	2999	3088	0	1.21	36	66.9	42.8	38.2
11AM-NOON	4096	0.0	3000	3743	353	10.82+	617	62.8	13.2	37.3
NOON-1PM	3953	0.0	3000	2996	957	16.56+	881	63.8	10.7	37.3
1-2 PM	3854	0.0	3000	2998	856	16.58+	880	64.5	10.7	37.3
2-3 PM	3829	0.0	2999	2998	831	16.59+	880	64.7	10.7	37.3
3-4 PM	3843	0.0	3000	2999	844	16.59+	880	64.6	10.7	37.3
4-5 PM	3805	0.0	3000	2999	805	16.59+	880	64.8	10.7	37.3
5-6 PM	3506	0.0	3000	2999	507	16.62+	877	66.4	10.7	37.3
6-7 PM	3601	0.0	2999	2999	601	16.63+	878	66.3	10.7	37.3
7-8 PM	2859	0.0	2999	2850	8	15.87+	834	67.2	10.9	37.3
8-9 PM	2520	0.0	2999	2520	0	9.63	510	67.6	13.7	38.0
9-10 PM	2185	0.0	3000	2185	0	0.83	44	68.0	48.9	48.6
10-11 PM	1586	0.0	3000	1586	0	0.34	0	68.7	59.1	49.7
11PM-MID	1090	0.0	3000	1090	0	0.35	0	69.4	59.4	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	0.0204
MAIN ROUTE WITH WORKS	0.0151
'DIVERSION'	0.0051

PIA: Personal Injury Accidents

ECONOMIC IMPACT ON ROAD USERS	
ROAD USER COSTS PER DAY	\$158,157
CONGESTED HOURS PER DAY*	9

*Delays Exceeding User-Specified Maximum

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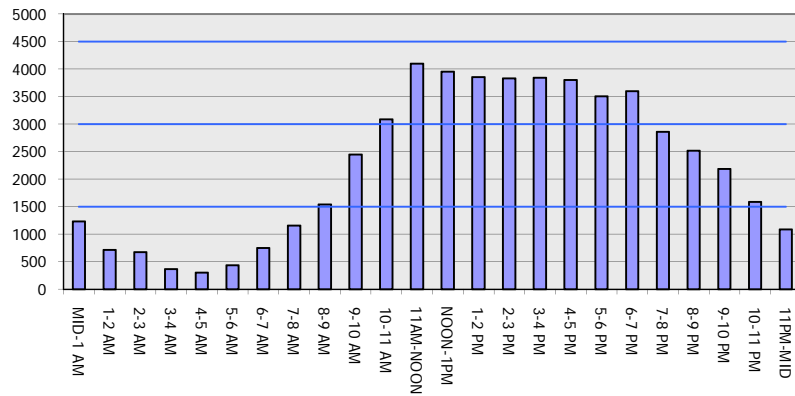
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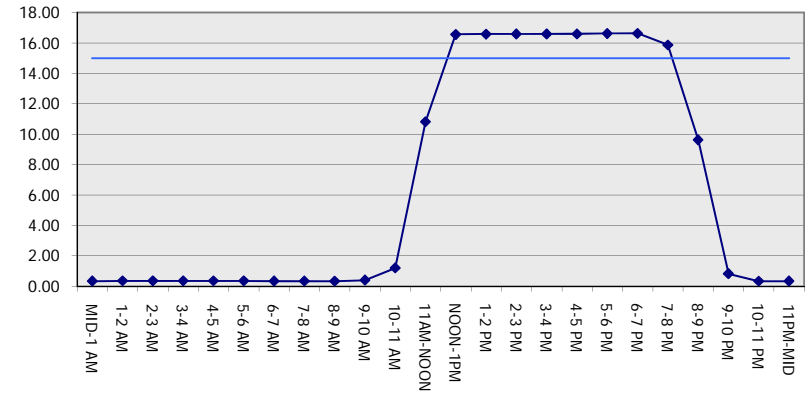
GRAPHICAL REPRESENTATION OF TRAFFIC MODEL INPUT AND OUTPUT

SUNDAY EASTBOUND DIRECTION

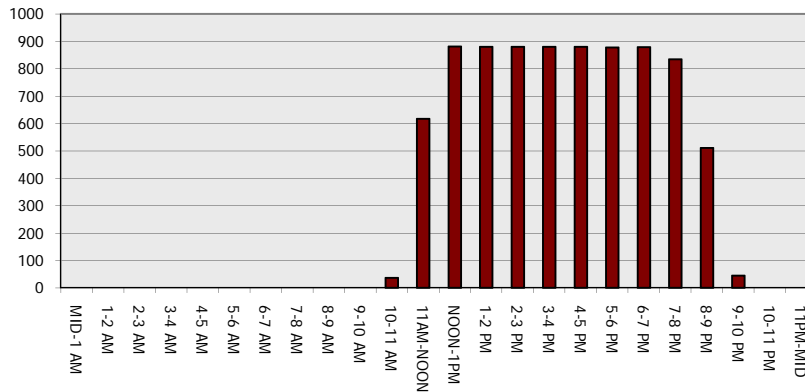
Main Route - Traffic Demand (Vehicles Per Hour)



Main Route Average Delay Per Vehicle (Minutes)



Main Route - Average Queue Length (Vehicles)



Main Route - Average Speed (MPH)

