

IH 94: STH 181 TO USH 41 (MILWAUKEE COUNTY) CONTINUOUS (24 HOUR) CLOSURE NO DIVERSION ROUTE (MAX QUEUE METHOD)	OCTOBER
	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	662	0.0	3000	662	0	0.36	0	69.9	59.6	49.7
1-2 AM	419	0.0	3000	419	0	0.36	0	70.2	59.7	49.7
2-3 AM	332	0.0	3000	332	0	0.36	0	70.2	59.7	49.7
3-4 AM	383	0.0	3000	383	0	0.36	0	70.2	59.7	49.7
4-5 AM	710	0.0	3000	710	0	0.36	0	69.9	59.6	49.7
5-6 AM	2179	0.0	2999	2179	0	0.41	0	68.0	56.9	46.7
6-7 AM	4398	0.0	2999	4008	390	8.24+	518	60.8	15.6	37.3
7-8 AM	5803	0.0	3000	3000	2803	16.66+	933	51.2	10.4	37.3
8-9 AM	4964	0.0	2999	2930	2034	16.98+	926	56.9	10.4	37.3
9-10 AM	3791	0.0	3000	2963	828	16.66+	883	65.0	10.6	37.3
10-11 AM	3677	0.0	2999	2991	686	16.62+	879	65.8	10.7	37.3
11AM-NOON	4109	0.0	2999	3000	1110	16.60+	886	62.8	10.6	37.3
NOON-1PM	4390	0.0	2999	3024	1366	16.86+	906	60.9	10.6	37.3
1-2 PM	4636	0.0	3000	3002	1635	17.08+	924	59.2	10.5	37.3
2-3 PM	5724	0.0	3000	3000	2725	16.70+	932	51.7	10.4	37.3
3-4 PM	6293	0.0	3000	3000	3293	16.36+	933	47.9	10.4	37.3
4-5 PM	5721	0.0	3000	3000	2721	16.70+	932	51.8	10.4	37.3
5-6 PM	5476	0.0	3000	3000	2476	16.83+	932	53.5	10.4	37.3
6-7 PM	4916	0.0	3000	3008	1908	17.08+	931	57.3	10.4	37.3
7-8 PM	3455	0.0	3000	2952	502	16.58+	874	66.4	10.7	37.3
8-9 PM	2838	0.0	2999	2838	0	15.74+	828	67.2	10.9	37.3
9-10 PM	2456	0.0	2999	2456	0	8.76	476	67.7	14.7	39.3
10-11 PM	1804	0.0	3000	1804	0	0.50	14	68.5	55.4	49.7
11PM-MID	1259	0.0	3000	1259	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	0.0307
MAIN ROUTE WITH WORKS	0.0177
'DIVERSION'	0.0216
PIA: Personal Injury Accidents	
IMPACTS ON ROAD USERS	
ROAD USER COSTS PER DAY	\$255,180
CONGESTED HOURS PER DAY*	15

*Delays Exceeding User-Specified Maximum

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CONTINUOUS (24 HOUR) CLOSURE
NO DIVERSION ROUTE (MAX QUEUE METHOD)**

OCTOBER

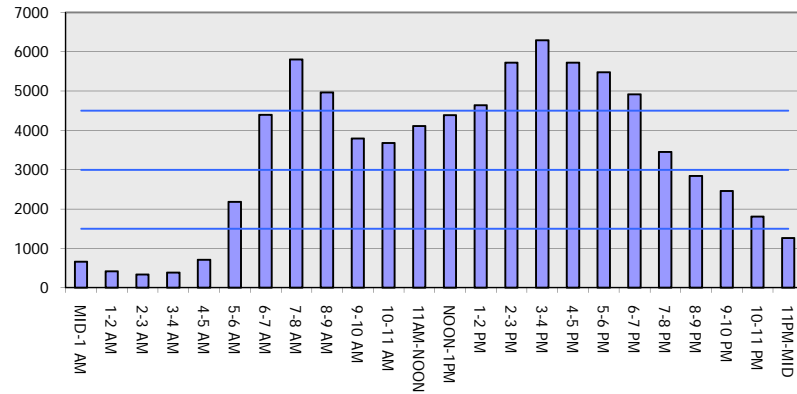
Analyzed for 2009
Construction Season

GRAPHICAL REPRESENTATION OF TRAFFIC MODEL INPUT AND OUTPUT

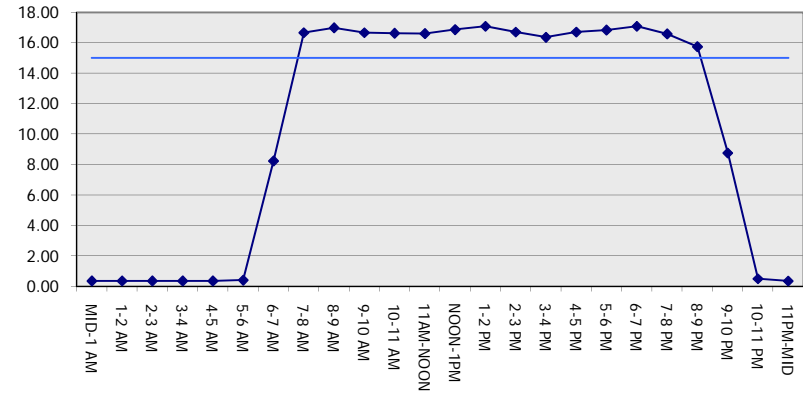
MON-THUR

WESTBOUND DIRECTION

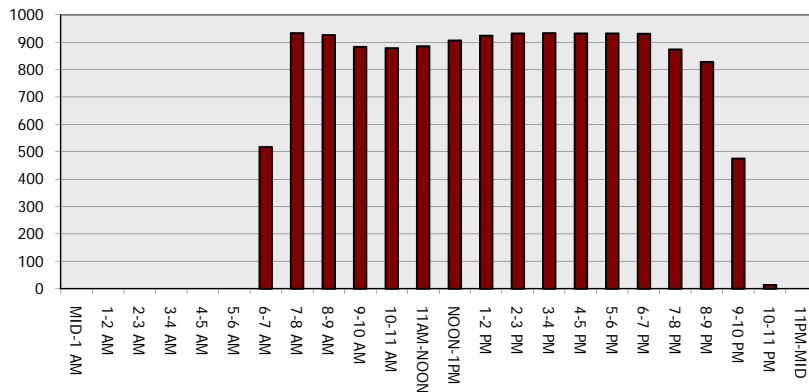
Main Route - Traffic Demand (Vehicles Per Hour)



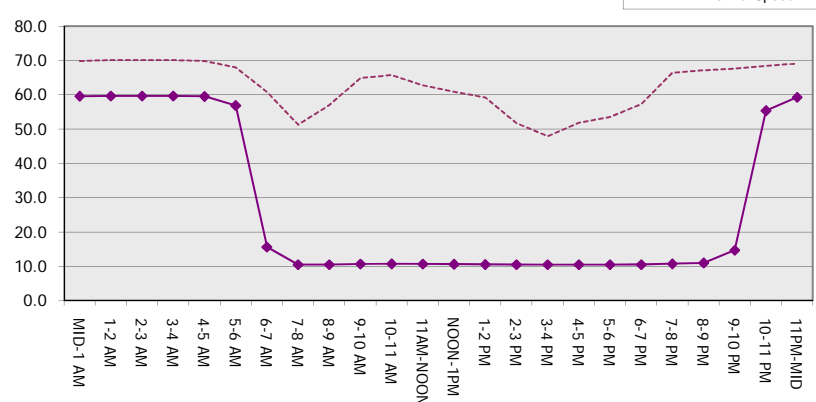
Main Route Average Delay Per Vehicle (Minutes)



Main Route - Average Queue Length (Vehicles)



Main Route - Average Speed (MPH)



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SUMMARY OF TRAFFIC MODEL OUTPUT

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	576	0.0	3000	576	0	0.36	0	70.0	59.6	49.7	
1-2 AM	354	0.0	3000	354	0	0.36	0	70.2	59.7	49.7	
2-3 AM	314	0.0	3000	314	0	0.36	0	70.2	59.7	49.7	
3-4 AM	360	0.0	3000	360	0	0.36	0	70.2	59.7	49.7	
4-5 AM	582	0.0	3000	582	0	0.36	0	70.0	59.6	49.7	
5-6 AM	2208	0.0	2999	2208	0	0.46	0	68.0	55.9	45.2	
6-7 AM	5229	0.0	2999	3894	1335	11.92+	690	55.1	12.2	37.3	
7-8 AM	5735	0.0	3000	3000	2735	16.69+	932	51.7	10.4	37.3	
8-9 AM	5010	0.0	3000	3006	2004	17.05+	932	56.6	10.4	37.3	
9-10 AM	4378	0.0	3000	2994	1384	16.90+	908	60.9	10.6	37.3	
10-11 AM	3789	0.0	3000	2994	795	16.60+	879	65.0	10.7	37.3	
11AM-NOON	3997	0.0	2999	2997	1000	16.56+	881	63.5	10.6	37.3	
NOON-1PM	4115	0.0	2999	3000	1114	16.55+	883	62.7	10.6	37.3	
1-2 PM	4154	0.0	3000	3008	1145	16.60+	887	62.5	10.6	37.3	
2-3 PM	4688	0.0	2999	3034	1654	17.10+	926	58.8	10.4	37.3	
3-4 PM	5043	0.0	3000	3000	2043	17.05+	932	56.4	10.4	37.3	
4-5 PM	5029	0.0	3000	3000	2029	17.05+	933	56.5	10.4	37.3	
5-6 PM	5160	0.0	3000	3000	2160	16.99+	932	55.6	10.4	37.3	
6-7 PM	4476	0.0	3000	2969	1507	17.02+	917	60.3	10.5	37.3	
7-8 PM	3443	0.0	3000	2992	452	16.62+	877	66.4	10.7	37.3	
8-9 PM	2845	0.0	2999	2834	12	15.69+	824	67.2	10.9	37.3	
9-10 PM	2688	0.0	3000	2688	0	11.40	593	67.4	12.5	37.3	
10-11 PM	1957	0.0	3000	1957	0	1.26	97	68.3	42.7	48.7	
11PM-MID	1257	0.0	3000	1257	0	0.35	0	69.2	59.3	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	0.0295
MAIN ROUTE WITH WORKS	0.0177
'DIVERSION'	0.0189

PIA: Personal Injury Accidents

ROAD USER COSTS PER DAY	\$250,087
CONGESTED HOURS PER DAY*	15

*Delays Exceeding User-Specified Maximum

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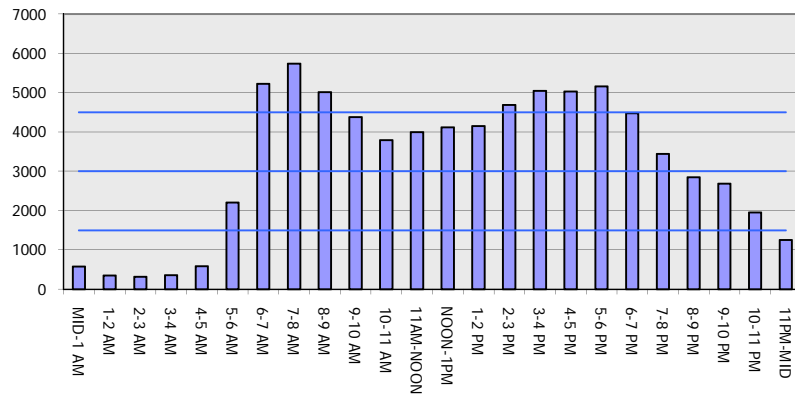
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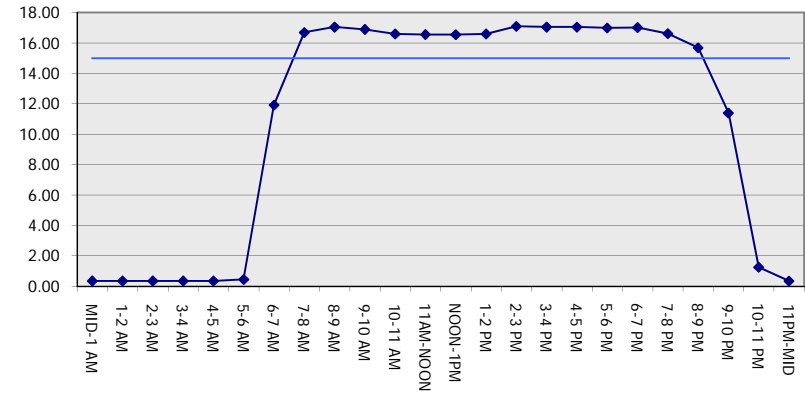
MON-THUR

EASTBOUND DIRECTION

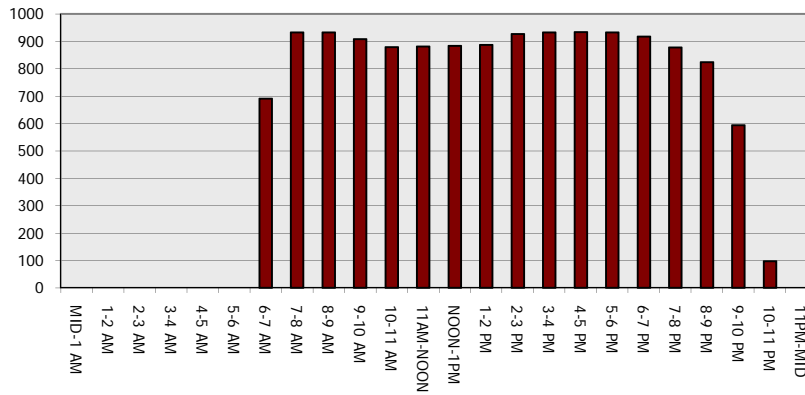
Main Route - Traffic Demand (Vehicles Per Hour)



Main Route Average Delay Per Vehicle (Minutes)



Main Route - Average Queue Length (Vehicles)



Main Route - Average Speed (MPH)

