

**IH 794: IH 43 TO LINCOLN MEMORIAL DR (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	1318	0.0	1499	1314	4	14.61+	372	69.1	5.8	30.9	
1-2 AM	1047	0.0	1499	1047	0	1.24	72	69.4	29.0	38.5	
2-3 AM	786	0.0	1500	786	0	0.29	0	69.7	52.4	42.4	
3-4 AM	368	0.0	1500	368	0	0.26	0	70.2	53.7	44.0	
4-5 AM	351	0.0	1500	351	0	0.26	0	70.2	53.8	44.1	
5-6 AM	625	0.0	1500	625	0	0.28	0	69.9	52.9	43.0	
6-7 AM	1057	0.0	1499	1057	0	0.32	0	69.4	50.9	40.7	
7-8 AM	1525	0.0	1499	1525	0	0.94	16	68.8	33.1	31.6	
8-9 AM	1891	0.0	1500	1891	0	8.46	234	68.4	7.8	30.8	
9-10 AM	2359	0.0	1499	1494	865	16.69+	422	67.8	5.4	30.8	
10-11 AM	2721	0.0	1499	1484	1237	16.82+	426	67.4	5.4	30.8	
11AM-NOON	3083	0.0	1499	1500	1583	17.09+	433	66.9	5.3	30.8	
NOON-1PM	2949	0.0	1500	1497	1452	16.97+	430	67.1	5.4	30.8	
1-2 PM	2949	0.0	1499	1500	1450	16.97+	430	67.1	5.4	30.8	
2-3 PM	3133	0.0	1499	1503	1630	17.13+	435	66.8	5.3	30.8	
3-4 PM	2982	0.0	1500	1498	1485	17.00+	431	67.0	5.3	30.8	
4-5 PM	2876	0.0	1499	1497	1379	16.91+	429	67.1	5.4	30.8	
5-6 PM	2347	0.0	1500	1499	848	16.68+	422	67.8	5.4	30.8	
6-7 PM	2058	0.0	1500	1499	559	16.66+	421	68.2	5.4	30.8	
7-8 PM	1939	0.0	1500	1499	440	16.65+	421	68.3	5.4	30.8	
8-9 PM	2150	0.0	1499	1499	650	16.66+	422	68.1	5.4	30.8	
9-10 PM	2468	0.0	1499	1500	968	16.68+	422	67.7	5.4	30.8	
10-11 PM	2395	0.0	1500	1500	896	16.68+	422	67.8	5.4	30.8	
11PM-MID	2393	0.0	1499	1500	893	16.68+	422	67.8	5.4	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	0.0076
MAIN ROUTE WITH WORKS	0.0016
'DIVERSION'	0.0060
PIA: Personal Injury Accidents	
IMPACTS ON ROAD USERS	
ROAD USER COSTS PER DAY	\$189,917
CONGESTED HOURS PER DAY*	16

*Delays Exceeding User-Specified Maximum

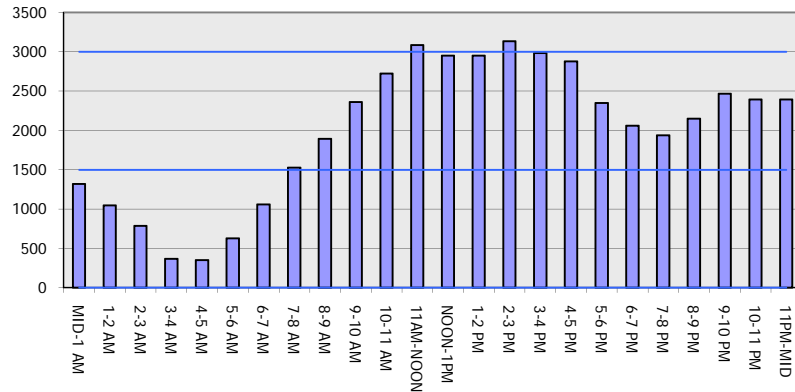
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AUGUST

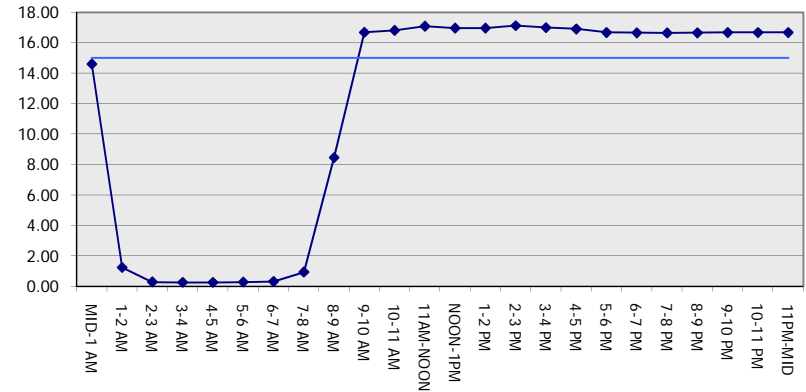
Analyzed for 2009
Construction Season

GRAPHICAL REPRESENTATION OF TRAFFIC MODEL INPUT AND OUTPUT
SATURDAY WESTBOUND DIRECTION

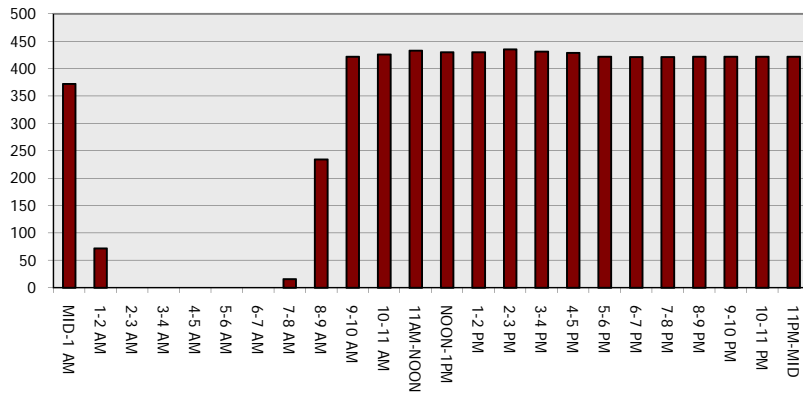
Main Route - Traffic Demand (Vehicles Per Hour)



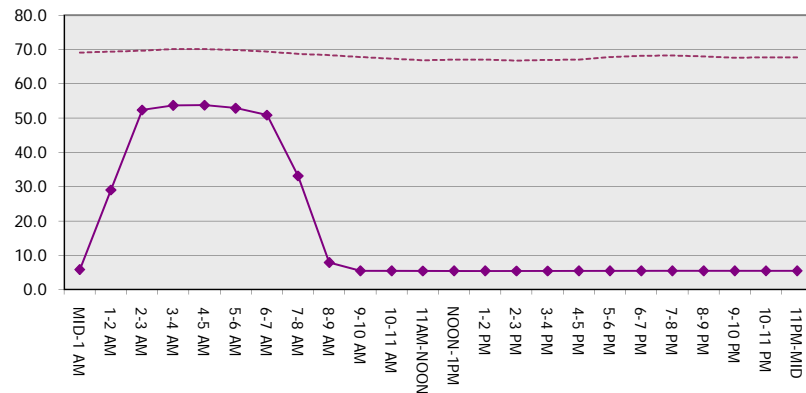
Main Route Average Delay Per Vehicle (Minutes)



Main Route - Average Queue Length (Vehicles)



Main Route - Average Speed (MPH)



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	Analyzed for 2009 Construction Season

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	771	0.0	1499	771	0	1.89	152	69.8	24.3	39.4
1-2 AM	446	0.0	1500	446	0	0.27	0	70.2	53.5	43.7
2-3 AM	379	0.0	1500	379	0	0.26	0	70.2	53.7	44.0
3-4 AM	344	0.0	1500	344	0	0.26	0	70.2	53.8	44.1
4-5 AM	440	0.0	1500	440	0	0.27	0	70.2	53.5	43.7
5-6 AM	773	0.0	1500	773	0	0.28	0	69.8	52.4	42.5
6-7 AM	1183	0.0	1499	1183	0	0.35	0	69.2	49.2	38.7
7-8 AM	1554	0.0	1499	1554	0	1.02	20	68.8	31.7	31.4
8-9 AM	2051	0.0	1500	1824	226	11.01+	297	68.2	6.8	30.8
9-10 AM	2357	0.0	1499	1502	855	16.68+	422	67.8	5.4	30.8
10-11 AM	2601	0.0	1500	1509	1092	16.72+	423	67.5	5.4	30.8
11AM-NOON	3056	0.0	1500	1513	1543	17.05+	432	66.9	5.3	30.8
NOON-1PM	3054	0.0	1500	1503	1551	17.06+	433	66.9	5.3	30.8
1-2 PM	3137	0.0	1500	1501	1635	17.13+	435	66.8	5.3	30.8
2-3 PM	3259	0.0	1500	1500	1759	17.15+	435	66.7	5.3	30.8
3-4 PM	3237	0.0	1499	1500	1737	17.15+	435	66.7	5.3	30.8
4-5 PM	3349	0.0	1499	1500	1849	17.14+	435	66.6	5.3	30.8
5-6 PM	3583	0.0	1500	1500	2083	17.14+	435	66.3	5.3	30.8
6-7 PM	3272	0.0	1500	1500	1772	17.14+	435	66.7	5.3	30.8
7-8 PM	2732	0.0	1500	1493	1239	16.79+	425	67.3	5.4	30.8
8-9 PM	2622	0.0	1499	1498	1124	16.70+	423	67.5	5.4	30.8
9-10 PM	2614	0.0	1499	1499	1115	16.70+	423	67.5	5.4	30.8
10-11 PM	2368	0.0	1500	1500	868	16.68+	422	67.8	5.4	30.8
11PM-MID	1765	0.0	1500	1500	265	16.64+	421	68.6	5.4	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	0.0081
MAIN ROUTE WITH WORKS	0.0015
'DIVERSION'	0.0076

PIA: Personal Injury Accidents

ECONOMIC IMPACT ON ROAD USERS	
ROAD USER COSTS PER DAY	\$207,339
CONGESTED HOURS PER DAY*	16

*Delays Exceeding User-Specified Maximum

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GRAPHICAL REPRESENTATION OF TRAFFIC MODEL INPUT AND OUTPUT
SATURDAY EASTBOUND DIRECTION

