

IH 794: LINCOLN AVE TO LINCOLN MEMORIAL DR (MILWAUKEE COUNTY) CONTINUOUS (24 HOUR) 2 LANE CLOSURE NO DIVERSION ROUTE (MAX QUEUE METHOD)	OCTOBER
	Analyzed for 2009 Construction Season

SUMMARY OF TRAFFIC MODEL OUTPUT

FRIDAY 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	178	0.0	1500	178	0	0.49	0	70.2	54.5	44.8	
1-2 AM	108	0.0	1500	108	0	0.49	0	70.2	54.6	45.1	
2-3 AM	90	0.0	1500	90	0	0.48	0	70.2	54.7	45.1	
3-4 AM	81	0.0	1500	81	0	0.48	0	70.2	54.7	45.1	
4-5 AM	175	0.0	1500	175	0	0.49	0	70.2	54.5	44.8	
5-6 AM	827	0.0	1500	827	0	0.57	0	69.7	52.4	42.3	
6-7 AM	2315	0.0	1499	1926	389	8.56+	247	67.9	12.4	30.8	
7-8 AM	3759	0.0	1499	1500	2259	17.04+	420	65.2	7.5	30.8	
8-9 AM	2726	0.0	1499	1497	1229	16.94+	415	67.3	7.5	30.8	
9-10 AM	1386	0.0	1500	1340	47	15.37+	376	69.0	7.9	30.8	
10-11 AM	1091	0.0	1499	1091	0	2.37	91	69.4	29.3	37.8	
11AM-NOON	1074	0.0	1500	1074	0	0.59	0	69.4	51.6	41.4	
NOON-1PM	1118	0.0	1500	1118	0	0.60	0	69.4	51.5	41.3	
1-2 PM	1169	0.0	1500	1169	0	0.67	0	69.3	50.1	39.4	
2-3 PM	1237	0.0	1500	1237	0	0.76	0	69.2	48.2	37.3	
3-4 PM	1332	0.0	1500	1332	0	0.88	0	69.1	45.9	34.7	
4-5 PM	1412	0.0	1500	1412	0	0.98	0	69.0	44.1	32.7	
5-6 PM	1364	0.0	1500	1364	0	0.92	0	69.1	45.1	33.8	
6-7 PM	1152	0.0	1500	1152	0	0.64	0	69.3	50.5	40.1	
7-8 PM	859	0.0	1500	859	0	0.57	0	69.7	52.3	42.2	
8-9 PM	624	0.0	1500	624	0	0.55	0	70.0	53.0	43.0	
9-10 PM	606	0.0	1500	606	0	0.54	0	70.0	53.1	43.1	
10-11 PM	583	0.0	1500	583	0	0.54	0	70.0	53.2	43.2	
11PM-MID	378	0.0	1500	378	0	0.52	0	70.2	53.8	44.0	

+ 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	0.0082
MAIN ROUTE WITH WORKS	0.0055
'DIVERSION'	0.0029
PIA: Personal Injury Accidents	
IMPACTS ON ROAD USERS	
ROAD USER COSTS PER DAY	\$35,997
CONGESTED HOURS PER DAY*	4

*Delays Exceeding User-Specified Maximum

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NO DIVERSION ROUTE (MAX QUEUE METHOD)

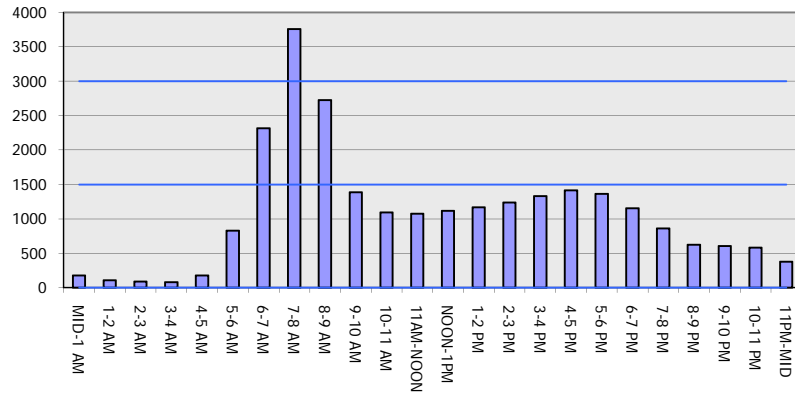
OCTOBER

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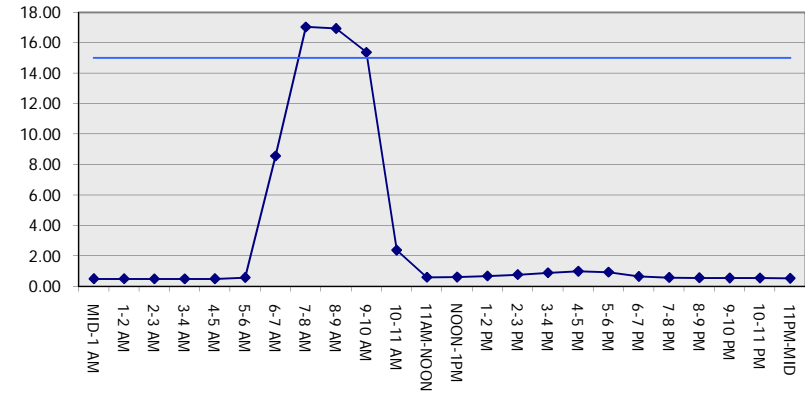
GRAPHICAL REPRESENTATION OF TRAFFIC MODEL INPUT AND OUTPUT

FRIDAY WESTBOUND DIRECTION

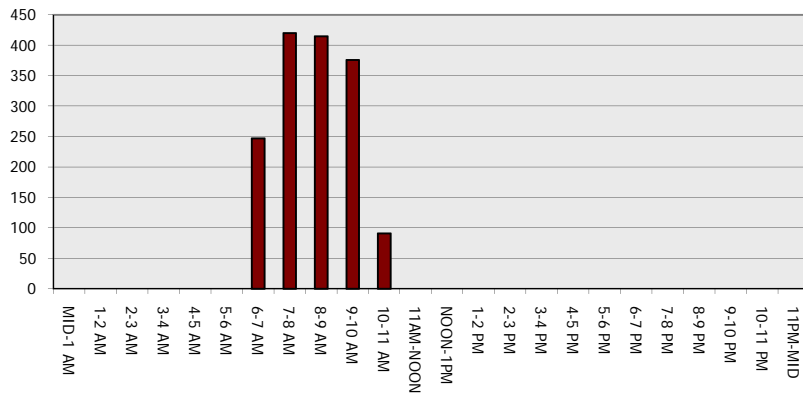
Main Route - Traffic Demand (Vehicles Per Hour)



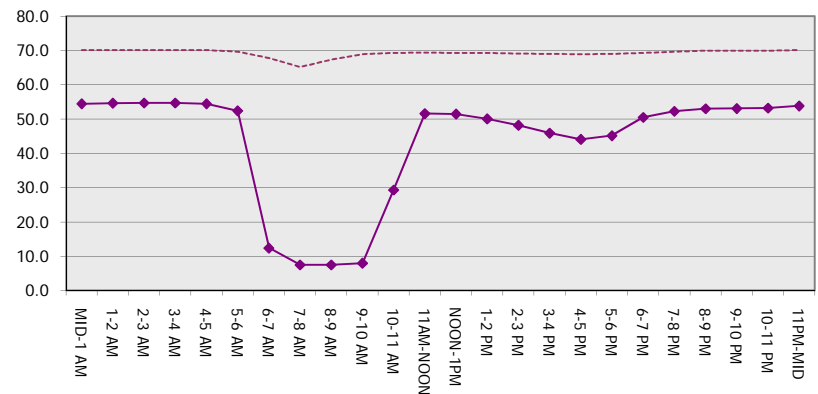
Main Route Average Delay Per Vehicle (Minutes)



Main Route - Average Queue Length (Vehicles)



Main Route - Average Speed (MPH)



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SUMMARY OF TRAFFIC MODEL OUTPUT

FRIDAY 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	341	0.0	1500	341	0	0.51	0	70.2	54.0	44.2
1-2 AM	224	0.0	1500	224	0	0.50	0	70.2	54.3	44.6
2-3 AM	183	0.0	1500	183	0	0.49	0	70.2	54.4	44.8
3-4 AM	122	0.0	1500	122	0	0.49	0	70.2	54.6	45.0
4-5 AM	181	0.0	1500	181	0	0.49	0	70.2	54.5	44.8
5-6 AM	331	0.0	1500	331	0	0.51	0	70.2	54.0	44.2
6-7 AM	742	0.0	1500	742	0	0.56	0	69.8	52.7	42.6
7-8 AM	997	0.0	1500	997	0	0.59	0	69.5	51.9	41.7
8-9 AM	825	0.0	1500	825	0	0.57	0	69.7	52.4	42.3
9-10 AM	725	0.0	1500	725	0	0.56	0	69.9	52.7	42.7
10-11 AM	876	0.0	1500	876	0	0.57	0	69.6	52.2	42.1
11AM-NOON	1038	0.0	1500	1038	0	0.59	0	69.4	51.7	41.5
NOON-1PM	1279	0.0	1500	1279	0	0.81	0	69.1	47.1	36.1
1-2 PM	1291	0.0	1499	1291	0	0.82	0	69.1	46.9	35.8
2-3 PM	1794	0.0	1499	1794	0	4.13	109	68.5	20.4	30.8
3-4 PM	2477	0.0	1499	1589	888	16.57+	406	67.6	7.6	30.8
4-5 PM	3185	0.0	1500	1511	1674	17.04+	419	66.8	7.5	30.8
5-6 PM	3081	0.0	1500	1509	1572	17.02+	418	66.9	7.5	30.8
6-7 PM	1488	0.0	1500	1364	124	15.26+	374	68.9	7.9	30.8
7-8 PM	997	0.0	1499	997	0	2.09	85	69.5	31.4	38.7
8-9 PM	779	0.0	1500	779	0	0.56	0	69.7	52.5	42.5
9-10 PM	811	0.0	1500	811	0	0.57	0	69.7	52.5	42.4
10-11 PM	794	0.0	1500	794	0	0.56	0	69.7	52.5	42.4
11PM-MID	633	0.0	1500	633	0	0.55	0	69.9	53.0	43.0

+ 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	0.0080
MAIN ROUTE WITH WORKS	0.0053
'DIVERSION'	0.0031

PIA: Personal Injury Accidents

ECONOMIC IMPACT ON ROAD USERS	
ROAD USER COSTS PER DAY	\$41,148
CONGESTED HOURS PER DAY*	4

*Delays Exceeding User-Specified Maximum

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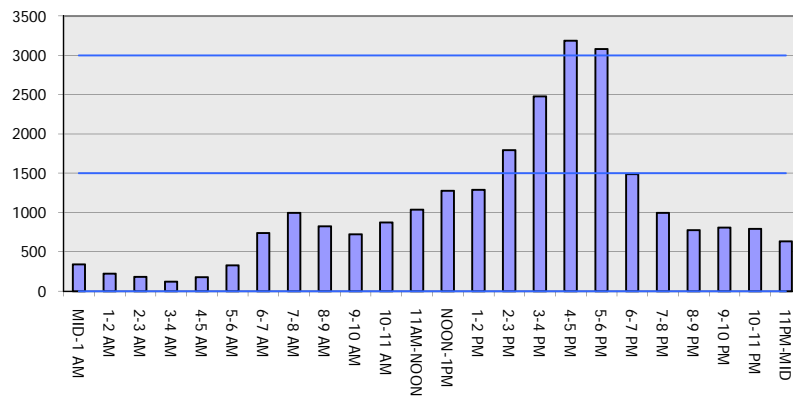
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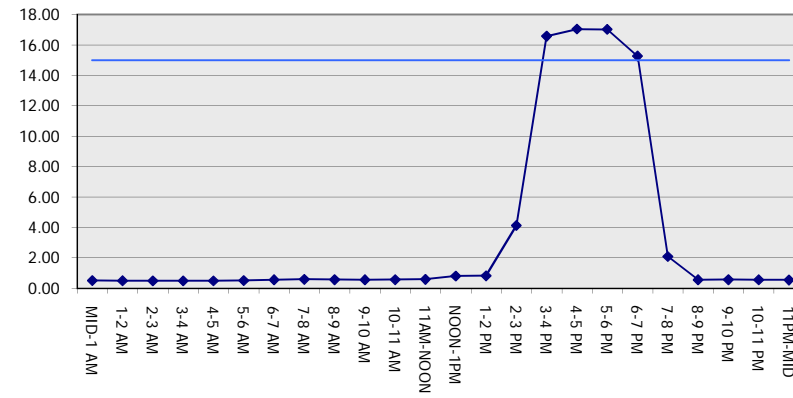
GRAPHICAL REPRESENTATION OF TRAFFIC MODEL INPUT AND OUTPUT

FRIDAY EASTBOUND DIRECTION

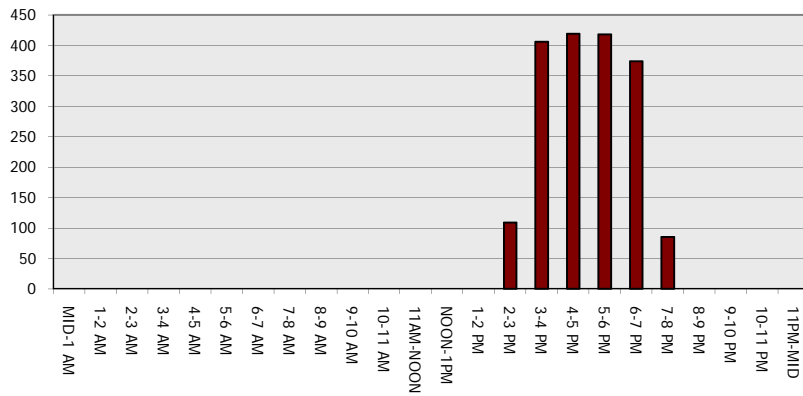
Main Route - Traffic Demand (Vehicles Per Hour)



Main Route Average Delay Per Vehicle (Minutes)



Main Route - Average Queue Length (Vehicles)



Main Route - Average Speed (MPH)

