

IH 94: USH 41 AND IH 43 (MILWAUKEE COUNTY) CONTINUOUS (24 HOUR) CLOSURE NO DIVERSION ROUTE (MAX QUEUE METHOD)	AUGUST
	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	913	0.0	3000	913	0	0.48	14	69.6	55.0	49.7	
1-2 AM	704	0.0	3000	704	0	0.36	0	69.9	58.4	49.7	
2-3 AM	559	0.0	3000	559	0	0.36	0	70.0	58.4	49.7	
3-4 AM	389	0.0	3000	389	0	0.36	0	70.2	58.5	49.7	
4-5 AM	805	0.0	3000	805	0	0.35	0	69.7	58.3	49.7	
5-6 AM	2033	0.0	2999	2033	0	0.35	0	68.2	57.3	48.9	
6-7 AM	4123	0.0	2999	4123	0	6.90+	453	62.7	16.6	37.3	
7-8 AM	5469	0.0	3000	2876	2594	17.09+	945	53.5	10.0	37.3	
8-9 AM	4764	0.0	2999	2950	1814	17.48+	949	58.3	10.0	37.3	
9-10 AM	4237	0.0	2999	2956	1281	17.06+	914	61.9	10.1	37.3	
10-11 AM	4398	0.0	2999	3031	1367	17.17+	923	60.8	10.1	37.3	
11AM-NOON	4806	0.0	2999	3002	1804	17.54+	953	58.0	10.0	37.3	
NOON-1PM	4999	0.0	3000	3000	1999	17.46+	953	56.7	10.0	37.3	
1-2 PM	5100	0.0	3000	3000	2100	17.41+	953	56.0	10.0	37.3	
2-3 PM	5512	0.0	3000	3000	2512	17.21+	953	53.2	10.0	37.3	
3-4 PM	5442	0.0	3000	3000	2442	17.25+	953	53.7	10.0	37.3	
4-5 PM	5279	0.0	3000	3000	2279	17.33+	953	54.8	10.0	37.3	
5-6 PM	4680	0.0	3000	3011	1670	17.52+	949	58.9	10.0	37.3	
6-7 PM	4456	0.0	3000	2968	1488	17.39+	937	60.4	10.1	37.3	
7-8 PM	3472	0.0	3000	2987	484	16.84+	889	66.4	10.2	37.3	
8-9 PM	2978	0.0	2999	2935	43	16.49+	868	67.0	10.3	37.3	
9-10 PM	3067	0.0	3000	3044	23	16.46+	867	66.9	10.3	37.3	
10-11 PM	3044	0.0	3000	2979	64	16.68+	879	66.9	10.2	37.3	
11PM-MID	2369	0.0	2999	2369	0	11.19+	612	67.8	12.4	40.2	

+ 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

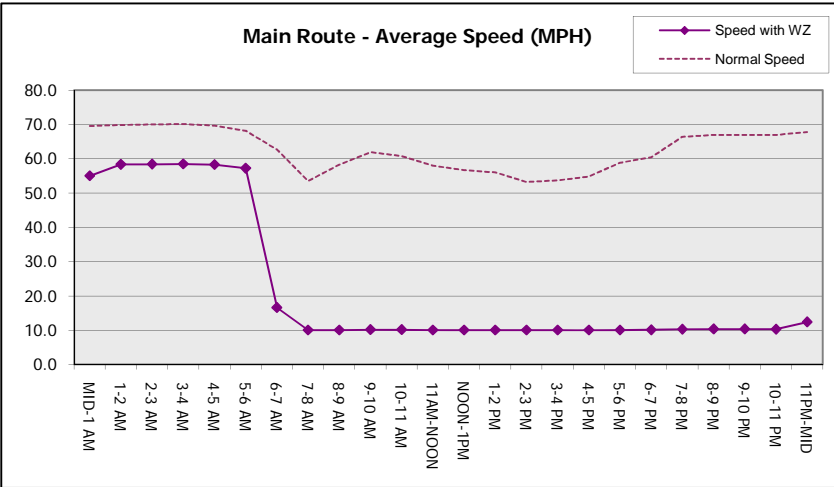
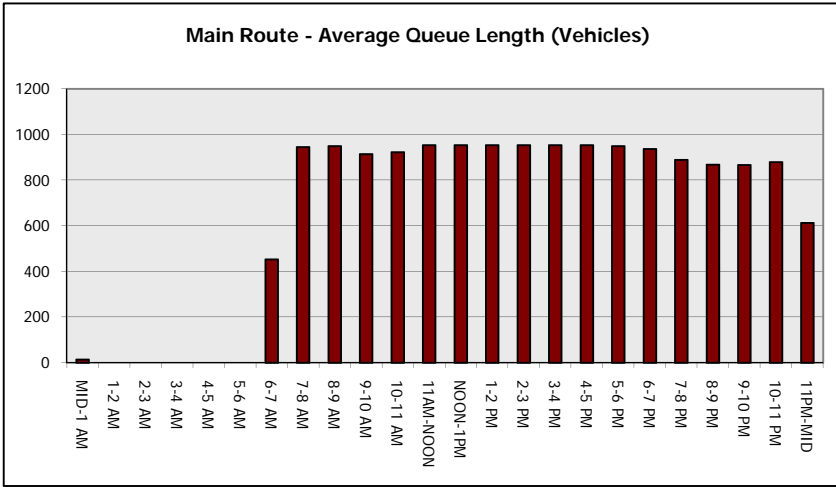
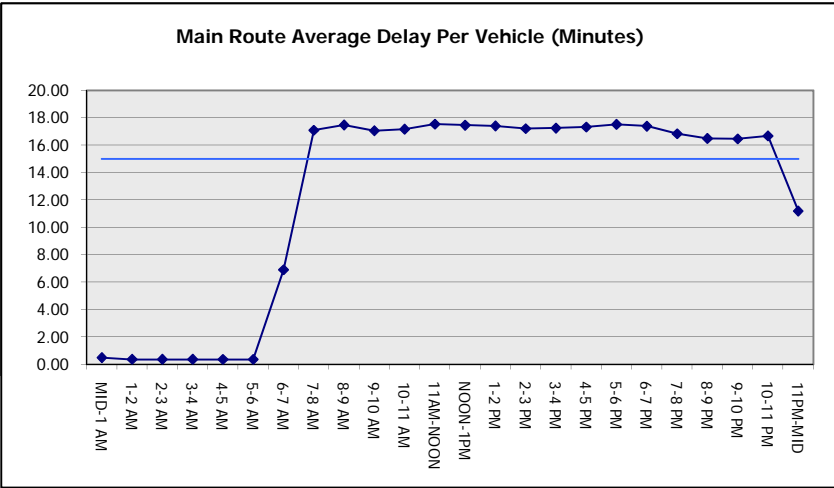
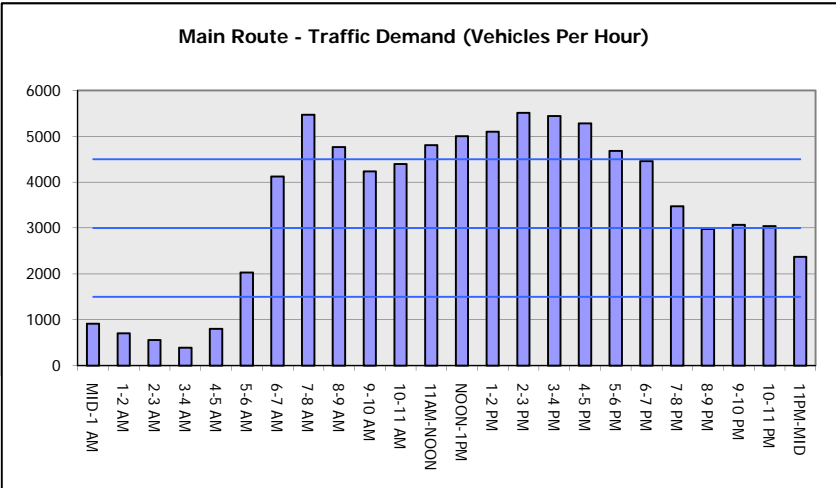
AVERAGE ACCIDENT NUMBERS (PIA/DAY)	
MAIN ROUTE WITHOUT WORKS	0.0279
MAIN ROUTE WITH WORKS	0.0160
'DIVERSION'	0.0186
PIA: Personal Injury Accidents	
IMPACTS ON ROAD USERS	
ROAD USER COSTS PER DAY	\$294,540
CONGESTED HOURS PER DAY*	18

*Delays Exceeding User-Specified Maximum

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GRAPHICAL REPRESENTATION OF TRAFFIC MODEL INPUT AND OUTPUT
FRIDAY WESTBOUND DIRECTION



IH 94: USH 41 AND IH 43 (MILWAUKEE COUNTY) CONTINUOUS (24 HOUR) CLOSURE NO DIVERSION ROUTE (MAX QUEUE METHOD)	AUGUST
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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	379	0.0	3000	379	0	0.36	0	70.2	58.5	49.7	
1-2 AM	244	0.0	3000	244	0	0.36	0	70.2	58.5	49.7	
2-3 AM	205	0.0	3000	205	0	0.36	0	70.2	58.5	49.7	
3-4 AM	308	0.0	3000	308	0	0.36	0	70.2	58.5	49.7	
4-5 AM	601	0.0	3000	601	0	0.36	0	70.0	58.4	49.7	
5-6 AM	1947	0.0	2999	1947	0	0.34	0	68.3	57.8	49.7	
6-7 AM	4016	0.0	2999	4016	0	6.64+	424	63.4	16.8	37.3	
7-8 AM	4612	0.0	2999	2934	1678	17.48+	945	59.4	10.0	37.3	
8-9 AM	4227	0.0	3000	2950	1277	17.08+	915	62.0	10.1	37.3	
9-10 AM	3546	0.0	3000	2995	551	16.85+	890	66.3	10.2	37.3	
10-11 AM	3427	0.0	2999	2997	430	16.83+	888	66.4	10.2	37.3	
11AM-NOON	3682	0.0	2999	2999	683	16.84+	891	65.7	10.2	37.3	
NOON-1PM	3695	0.0	3000	3000	695	16.84+	891	65.6	10.2	37.3	
1-2 PM	3926	0.0	2999	3001	925	16.80+	893	64.0	10.2	37.3	
2-3 PM	3963	0.0	3000	3001	962	16.80+	893	63.8	10.2	37.3	
3-4 PM	3960	0.0	3000	3000	960	16.80+	893	63.8	10.2	37.3	
4-5 PM	3997	0.0	2999	3000	997	16.79+	894	63.5	10.2	37.3	
5-6 PM	3865	0.0	3000	3000	866	16.81+	892	64.5	10.2	37.3	
6-7 PM	3816	0.0	3000	3000	816	16.82+	892	64.8	10.2	37.3	
7-8 PM	3392	0.0	3000	2998	394	16.83+	888	66.5	10.2	37.3	
8-9 PM	2886	0.0	2999	2886	0	16.06+	845	67.1	10.4	37.3	
9-10 PM	3028	0.0	3000	3028	0	15.13+	793	66.9	10.7	37.3	
10-11 PM	2785	0.0	2999	2785	0	13.95+	730	67.3	11.1	37.3	
11PM-MID	1970	0.0	2999	1970	0	2.28	223	68.3	31.7	45.4	

+ 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	0.0229
MAIN ROUTE WITH WORKS	0.0154
'DIVERSION'	0.0087

PIA: Personal Injury Accidents

ROAD USER COSTS PER DAY	\$230,611
CONGESTED HOURS PER DAY*	17

*Delays Exceeding User-Specified Maximum

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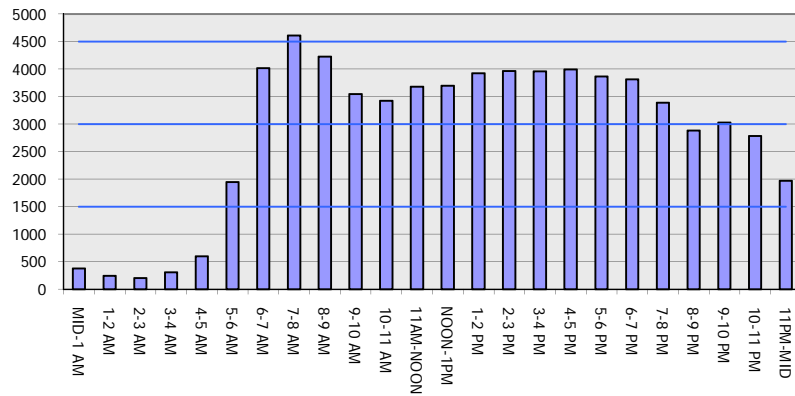
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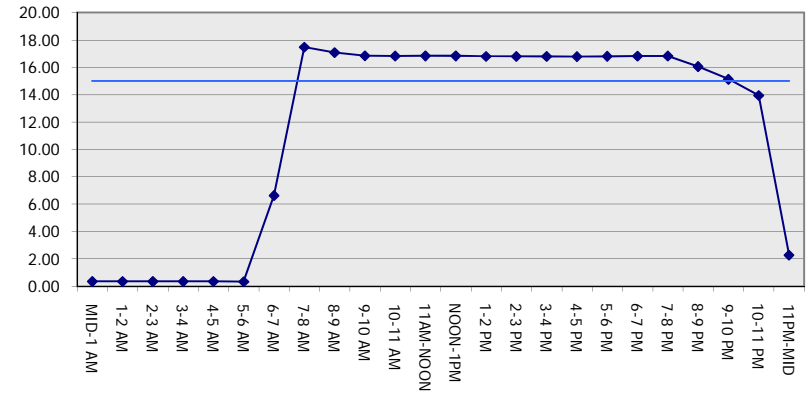
GRAPHICAL REPRESENTATION OF TRAFFIC MODEL INPUT AND OUTPUT

FRIDAY EASTBOUND DIRECTION

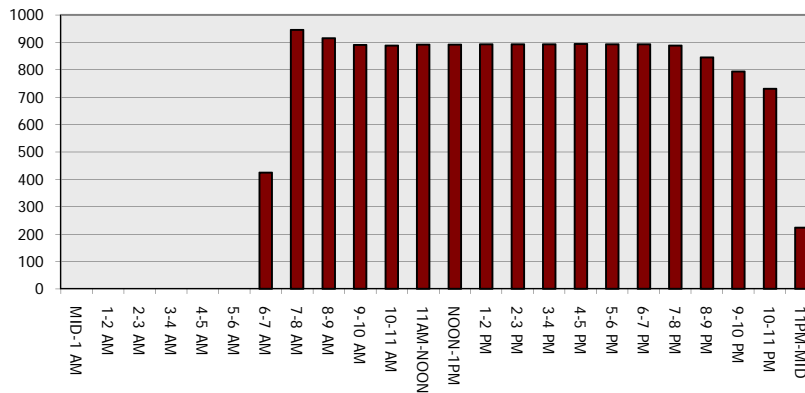
Main Route - Traffic Demand (Vehicles Per Hour)



Main Route Average Delay Per Vehicle (Minutes)



Main Route - Average Queue Length (Vehicles)



Main Route - Average Speed (MPH)

