

IH 94: USH 41 TO IH 43 (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

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	1499	913	0	4.26	200	69.6	21.2	36.8	
1-2 AM	704	0.0	1500	704	0	0.55	0	69.9	53.4	42.7	
2-3 AM	559	0.0	1500	559	0	0.54	0	70.0	53.9	43.3	
3-4 AM	389	0.0	1500	389	0	0.52	0	70.2	54.4	43.9	
4-5 AM	805	0.0	1500	805	0	0.57	0	69.7	53.1	42.4	
5-6 AM	2033	0.0	1499	2033	0	4.43	162	68.2	20.4	30.8	
6-7 AM	4123	0.0	1500	1487	2635	16.70+	416	62.7	7.6	32.3	
7-8 AM	5469	0.0	1500	1500	3969	16.36+	417	53.5	7.6	31.9	
8-9 AM	4764	0.0	1500	1500	3264	16.58+	417	58.3	7.6	31.9	
9-10 AM	4237	0.0	1499	1491	2746	16.71+	416	61.9	7.6	31.7	
10-11 AM	4398	0.0	1499	1500	2898	16.72+	417	60.8	7.6	31.4	
11AM-NOON	4806	0.0	1500	1500	3306	16.60+	417	58.0	7.6	31.4	
NOON-1PM	4999	0.0	1500	1500	3499	16.54+	417	56.7	7.6	31.4	
1-2 PM	5100	0.0	1500	1500	3600	16.51+	417	56.0	7.6	31.4	
2-3 PM	5512	0.0	1499	1500	4012	16.38+	417	53.2	7.6	31.4	
3-4 PM	5442	0.0	1500	1500	3942	16.40+	417	53.7	7.6	31.4	
4-5 PM	5279	0.0	1499	1500	3779	16.46+	417	54.8	7.6	31.4	
5-6 PM	4680	0.0	1499	1500	3180	16.64+	417	58.9	7.6	31.4	
6-7 PM	4456	0.0	1500	1499	2957	16.70+	417	60.4	7.6	31.4	
7-8 PM	3472	0.0	1499	1475	1996	16.86+	415	66.4	7.6	31.1	
8-9 PM	2978	0.0	1499	1475	1503	16.89+	414	67.0	7.6	30.8	
9-10 PM	3067	0.0	1499	1481	1586	16.90+	415	66.9	7.6	30.8	
10-11 PM	3044	0.0	1499	1488	1556	16.91+	415	66.9	7.6	30.8	
11PM-MID	2369	0.0	1499	1496	873	16.78+	411	67.8	7.6	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

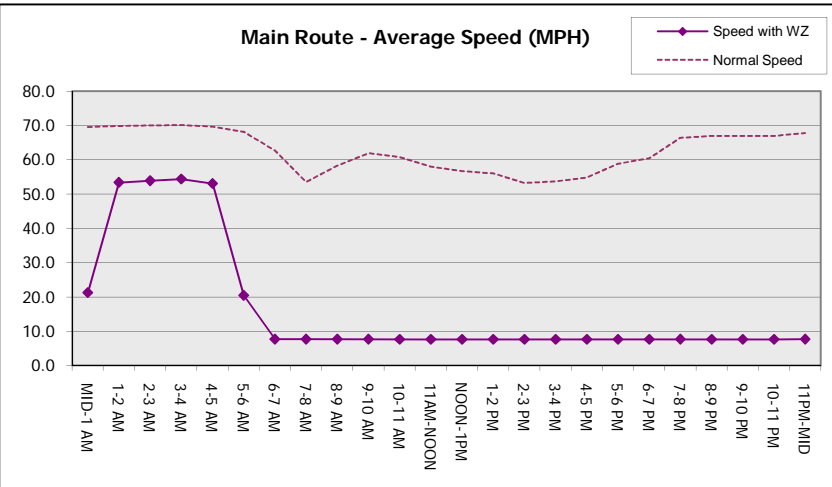
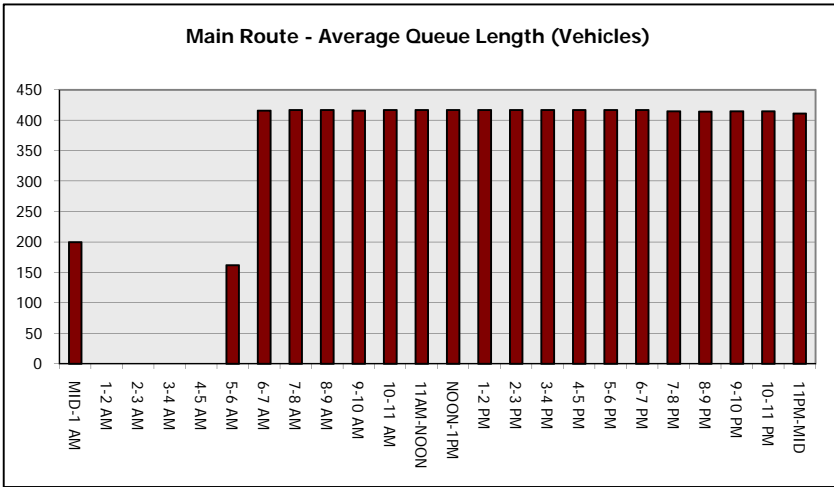
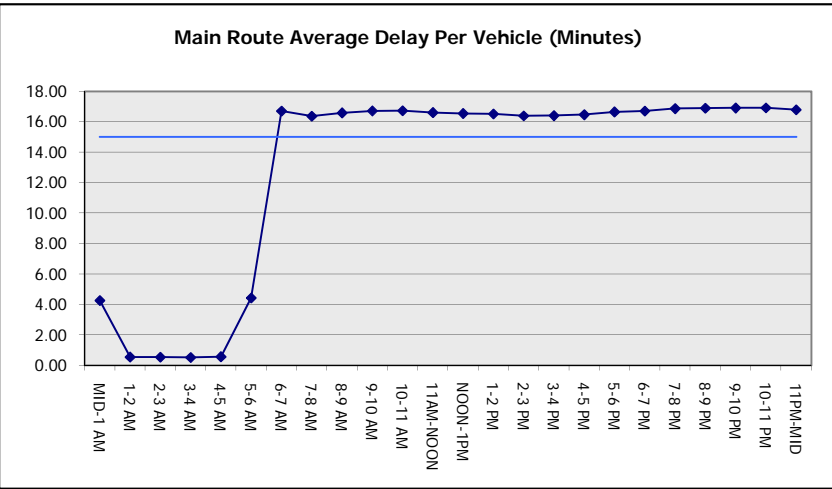
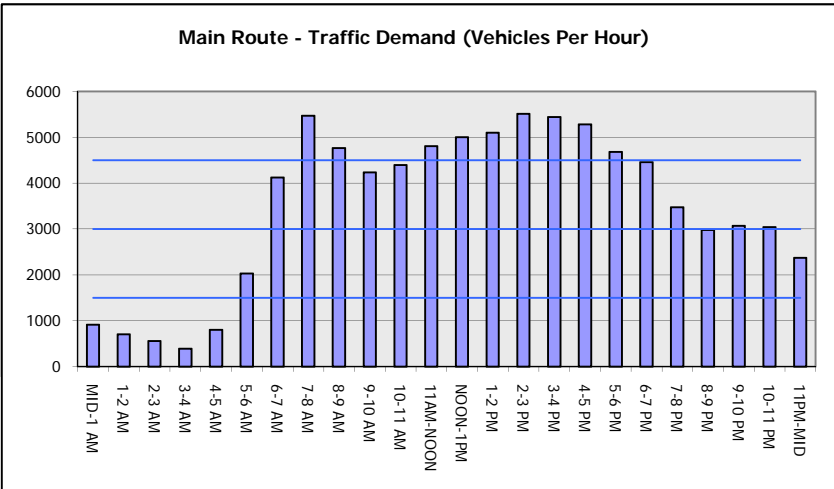
AVERAGE ACCIDENT NUMBERS (PIA/DAY)	
MAIN ROUTE WITHOUT WORKS	0.0279
MAIN ROUTE WITH WORKS	0.0087
'DIVERSION'	0.0397
<small>PIA: Personal Injury Accidents</small>	
IMPACTS ON ROAD USERS	
ROAD USER COSTS PER DAY	\$295,575
CONGESTED HOURS PER DAY*	18

*Delays Exceeding User-Specified Maximum

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CONTINUOUS (24 HOUR) 2 LANE CLOSURE
NO DIVERSION ROUTE (MAX QUEUE METHOD)**

AUGUST
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GRAPHICAL REPRESENTATION OF TRAFFIC MODEL INPUT AND OUTPUT
FRIDAY WESTBOUND DIRECTION



IH 94: USH 41 TO IH 43 (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

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	1500	379	0	1.67	96	70.2	36.5	43.5	
1-2 AM	244	0.0	1500	244	0	0.50	0	70.2	54.8	44.5	
2-3 AM	205	0.0	1500	205	0	0.50	0	70.2	55.0	44.6	
3-4 AM	308	0.0	1500	308	0	0.51	0	70.2	54.6	44.3	
4-5 AM	601	0.0	1500	601	0	0.54	0	70.0	53.7	43.1	
5-6 AM	1947	0.0	1499	1947	0	3.06	116	68.3	25.7	30.8	
6-7 AM	4016	0.0	1499	1500	2516	16.85+	417	63.4	7.6	30.8	
7-8 AM	4612	0.0	1500	1500	3112	16.69+	417	59.4	7.6	30.8	
8-9 AM	4227	0.0	1500	1500	2727	16.80+	417	62.0	7.6	30.8	
9-10 AM	3546	0.0	1500	1500	2046	16.95+	417	66.3	7.6	30.8	
10-11 AM	3427	0.0	1499	1499	1928	16.95+	417	66.4	7.6	30.8	
11AM-NOON	3682	0.0	1500	1500	2182	16.93+	417	65.7	7.6	30.8	
NOON-1PM	3695	0.0	1500	1500	2195	16.93+	417	65.6	7.6	30.8	
1-2 PM	3926	0.0	1500	1500	2426	16.87+	417	64.0	7.6	30.8	
2-3 PM	3963	0.0	1500	1500	2463	16.87+	417	63.8	7.6	30.8	
3-4 PM	3960	0.0	1500	1500	2460	16.87+	417	63.8	7.6	30.8	
4-5 PM	3997	0.0	1500	1500	2497	16.86+	417	63.5	7.6	30.8	
5-6 PM	3865	0.0	1500	1500	2365	16.89+	417	64.5	7.6	30.8	
6-7 PM	3816	0.0	1500	1500	2316	16.90+	417	64.8	7.6	30.8	
7-8 PM	3392	0.0	1500	1497	1896	16.95+	416	66.5	7.6	30.8	
8-9 PM	2886	0.0	1499	1485	1401	16.87+	414	67.1	7.6	30.8	
9-10 PM	3028	0.0	1499	1494	1535	16.92+	415	66.9	7.6	30.8	
10-11 PM	2785	0.0	1499	1496	1289	16.83+	413	67.3	7.6	30.8	
11PM-MID	1970	0.0	1500	1500	471	16.76+	410	68.3	7.6	30.8	

+ 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	0.0082
'DIVERSION'	0.0293

PIA: Personal Injury Accidents

ROAD USER COSTS PER DAY	\$247,682
CONGESTED HOURS PER DAY*	18

*Delays Exceeding User-Specified Maximum

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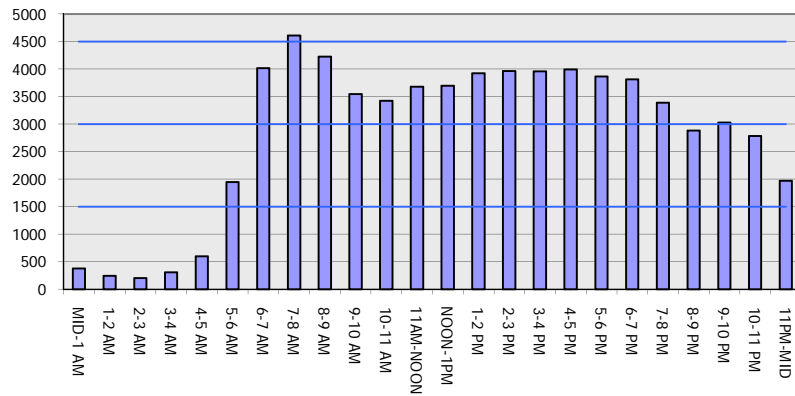
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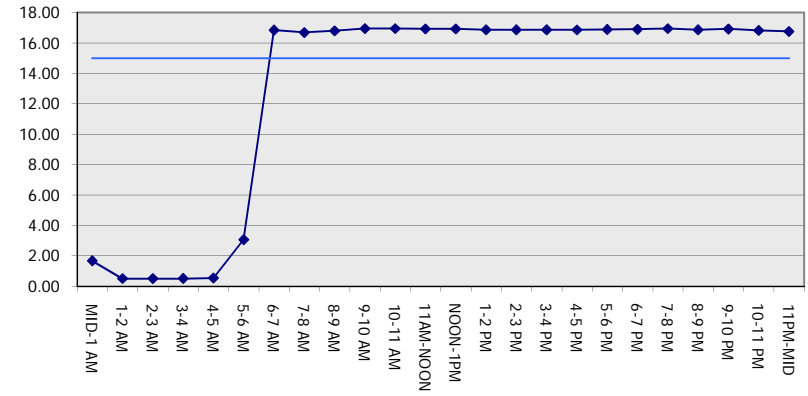
GRAPHICAL REPRESENTATION OF TRAFFIC MODEL INPUT AND OUTPUT

FRIDAY EASTBOUND DIRECTION

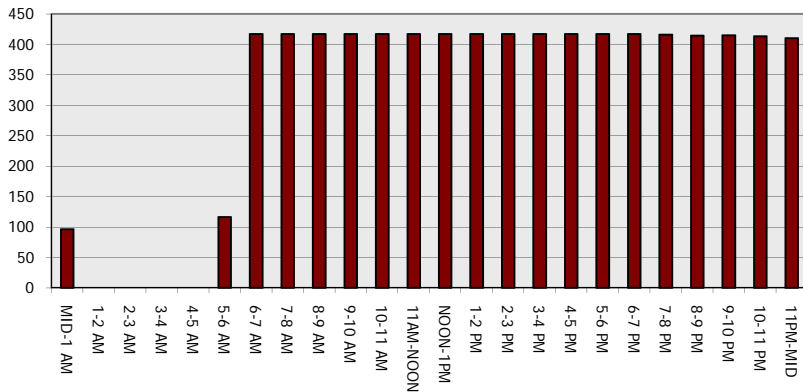
Main Route - Traffic Demand (Vehicles Per Hour)



Main Route Average Delay Per Vehicle (Minutes)



Main Route - Average Queue Length (Vehicles)



Main Route - Average Speed (MPH)

