

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

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	909	0.0	1499	909	0	2.08	91	69.6	32.4	39.6	
1-2 AM	634	0.0	1500	634	0	0.55	0	69.9	53.7	43.0	
2-3 AM	480	0.0	1500	480	0	0.53	0	70.1	54.2	43.6	
3-4 AM	423	0.0	1500	423	0	0.52	0	70.2	54.3	43.8	
4-5 AM	750	0.0	1500	750	0	0.56	0	69.8	53.3	42.6	
5-6 AM	2083	0.0	1499	2083	0	4.80	180	68.1	19.5	30.8	
6-7 AM	4309	0.0	1500	1434	2874	16.46+	413	61.4	7.7	33.9	
7-8 AM	5349	0.0	1500	1500	3849	16.41+	417	54.3	7.6	31.7	
8-9 AM	4711	0.0	1500	1500	3211	16.61+	417	58.7	7.6	31.7	
9-10 AM	4031	0.0	1499	1486	2545	16.76+	416	63.3	7.6	31.5	
10-11 AM	4097	0.0	1499	1496	2601	16.82+	416	62.8	7.6	30.9	
11AM-NOON	4654	0.0	1500	1500	3154	16.68+	417	59.1	7.6	30.8	
NOON-1PM	4699	0.0	1500	1500	3199	16.67+	417	58.7	7.6	30.8	
1-2 PM	4778	0.0	1500	1500	3278	16.65+	417	58.2	7.6	30.8	
2-3 PM	5437	0.0	1500	1500	3937	16.44+	417	53.7	7.6	30.8	
3-4 PM	5186	0.0	1500	1500	3686	16.52+	417	55.5	7.6	30.8	
4-5 PM	5290	0.0	1500	1500	3790	16.49+	417	54.7	7.6	30.8	
5-6 PM	5228	0.0	1500	1500	3728	16.51+	417	55.1	7.6	30.8	
6-7 PM	4855	0.0	1500	1500	3355	16.62+	417	57.7	7.6	30.8	
7-8 PM	3199	0.0	1499	1475	1724	16.88+	415	66.8	7.6	30.8	
8-9 PM	2688	0.0	1499	1480	1208	16.86+	413	67.4	7.6	30.8	
9-10 PM	2580	0.0	1499	1489	1091	16.81+	412	67.5	7.6	30.8	
10-11 PM	1948	0.0	1499	1497	451	16.76+	410	68.3	7.6	30.8	
11PM-MID	1442	0.0	1499	1360	82	15.33+	374	68.9	8.1	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

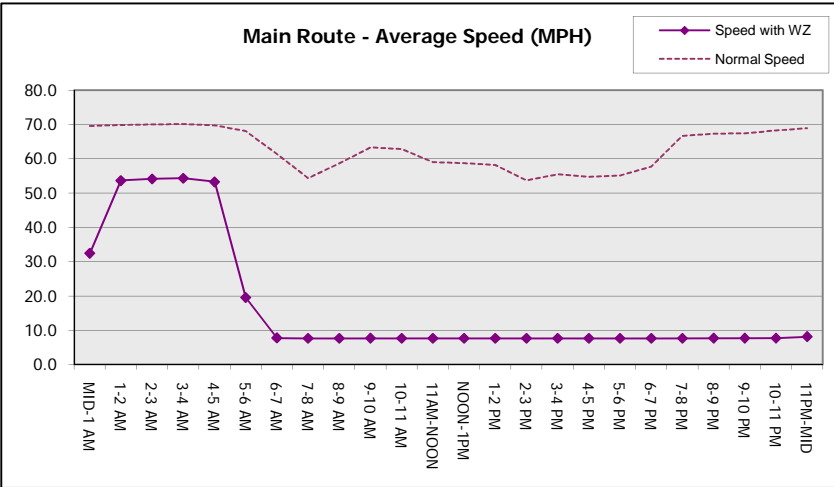
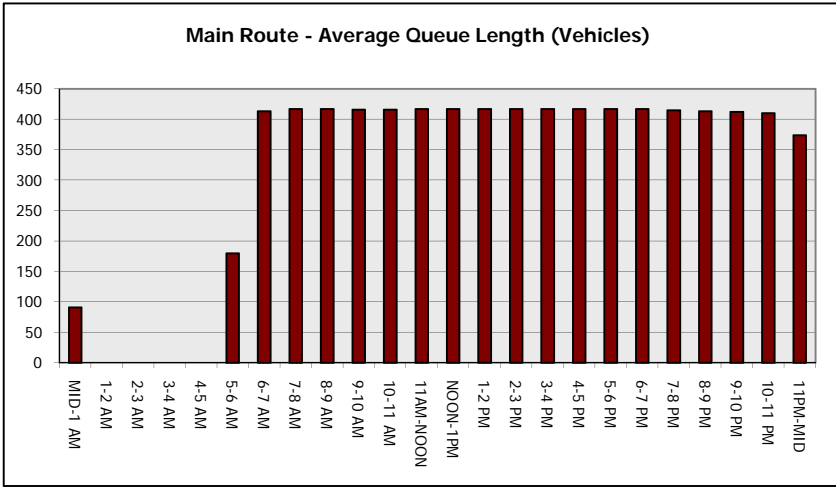
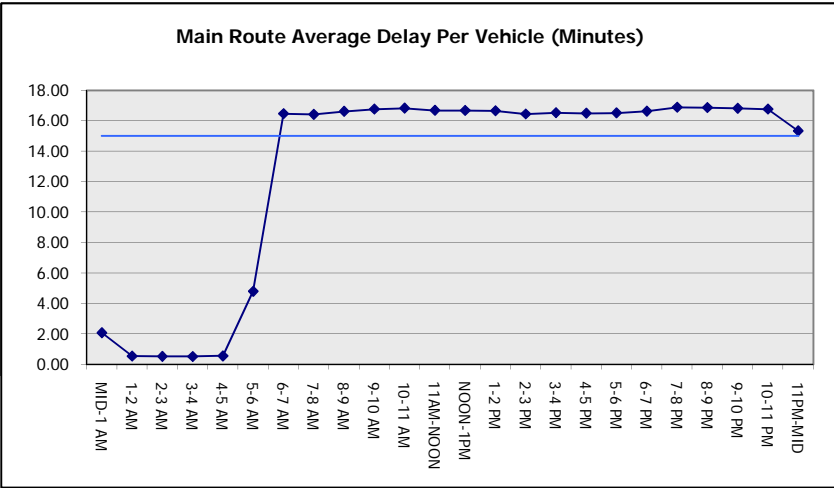
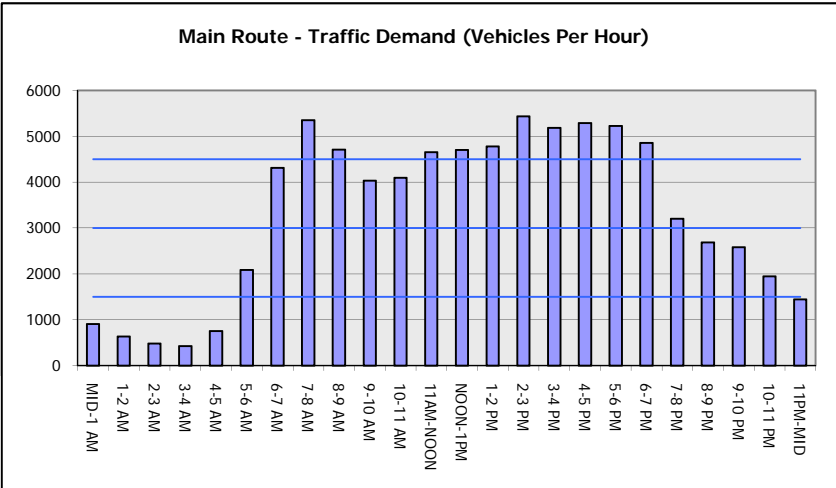
MAIN ROUTE WITHOUT WORKS	0.0267
MAIN ROUTE WITH WORKS	0.0086
'DIVERSION'	0.0370
PIA: Personal Injury Accidents	
IMPACTS ON ROAD USERS	
ROAD USER COSTS PER DAY	\$274,069
CONGESTED HOURS PER DAY*	18

*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
MON-THUR 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

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	675	0.0	1500	675	0	0.55	0	69.9	53.5	42.8	
1-2 AM	388	0.0	1500	388	0	0.52	0	70.2	54.4	44.0	
2-3 AM	300	0.0	1500	300	0	0.51	0	70.2	54.6	44.3	
3-4 AM	328	0.0	1500	328	0	0.51	0	70.2	54.6	44.2	
4-5 AM	582	0.0	1500	582	0	0.54	0	70.0	53.8	43.2	
5-6 AM	2080	0.0	1499	2080	0	4.67	177	68.1	19.8	30.8	
6-7 AM	4187	0.0	1500	1442	2745	16.50+	413	62.2	7.7	34.0	
7-8 AM	4506	0.0	1499	1499	3007	16.65+	417	60.1	7.6	32.0	
8-9 AM	4356	0.0	1500	1494	2862	16.68+	416	61.1	7.6	31.9	
9-10 AM	3648	0.0	1499	1476	2172	16.84+	415	66.0	7.6	31.2	
10-11 AM	3278	0.0	1499	1476	1802	16.88+	415	66.6	7.6	30.8	
11AM-NOON	3471	0.0	1499	1492	1978	16.93+	416	66.4	7.6	30.8	
NOON-1PM	3341	0.0	1499	1491	1850	16.93+	416	66.6	7.6	30.8	
1-2 PM	3505	0.0	1499	1499	2006	16.95+	417	66.4	7.6	30.8	
2-3 PM	3741	0.0	1500	1500	2241	16.92+	417	65.3	7.6	30.8	
3-4 PM	3650	0.0	1500	1500	2150	16.94+	417	66.0	7.6	30.8	
4-5 PM	4043	0.0	1500	1500	2543	16.85+	417	63.2	7.6	30.8	
5-6 PM	4113	0.0	1500	1500	2613	16.83+	417	62.8	7.6	30.8	
6-7 PM	3430	0.0	1500	1496	1934	16.94+	416	66.4	7.6	30.8	
7-8 PM	2794	0.0	1499	1486	1308	16.85+	413	67.3	7.6	30.8	
8-9 PM	2164	0.0	1499	1499	665	16.76+	410	68.1	7.6	30.8	
9-10 PM	2361	0.0	1499	1499	862	16.76+	410	67.8	7.6	30.8	
10-11 PM	1752	0.0	1499	1483	269	16.70+	408	68.6	7.6	30.8	
11PM-MID	1096	0.0	1499	1096	0	8.25	243	69.4	12.9	35.0	

+ 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	0.0213
MAIN ROUTE WITH WORKS	0.0083
'DIVERSION'	0.0256

PIA: Personal Injury Accidents

ROAD USER COSTS PER DAY	\$219,682
CONGESTED HOURS PER DAY*	17

*Delays Exceeding User-Specified Maximum

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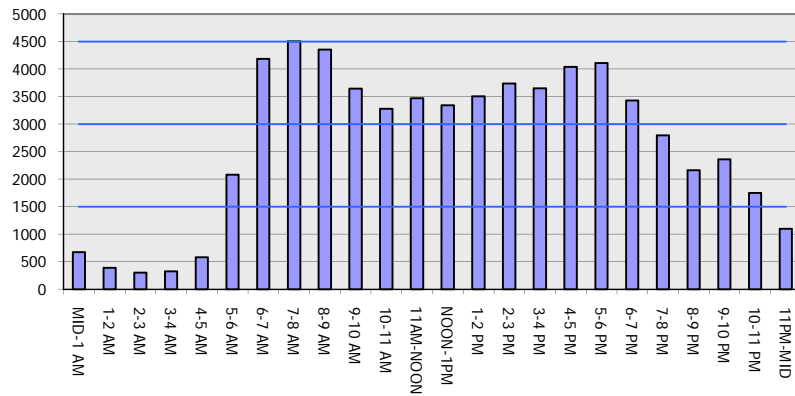
AUGUST

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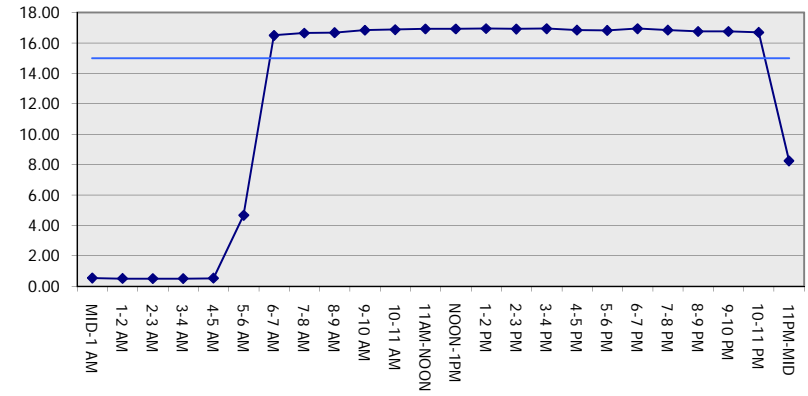
GRAPHICAL REPRESENTATION OF TRAFFIC MODEL INPUT AND OUTPUT

MON-THUR EASTBOUND DIRECTION

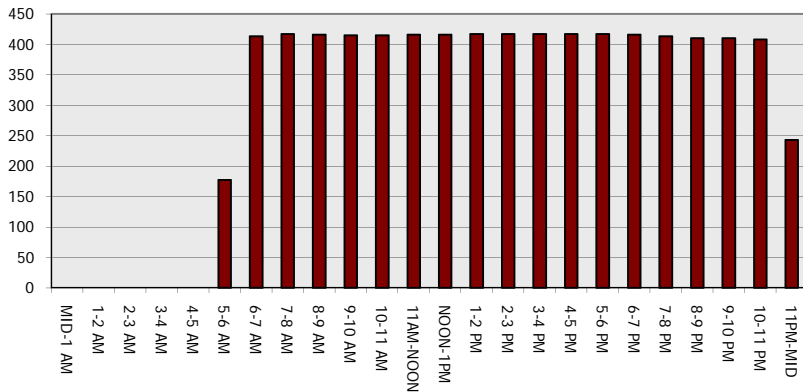
Main Route - Traffic Demand (Vehicles Per Hour)



Main Route Average Delay Per Vehicle (Minutes)



Main Route - Average Queue Length (Vehicles)



Main Route - Average Speed (MPH)

