

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

SUNDAY 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	2170	0.0	1499	1537	633	16.62+	407	68.1	7.7	30.8	
1-2 AM	1458	0.0	1500	1458	0	14.79	358	68.9	8.2	30.8	
2-3 AM	1497	0.0	1500	1497	0	13.97	337	68.9	8.5	30.8	
3-4 AM	755	0.0	1499	755	0	1.79	79	69.8	35.1	41.6	
4-5 AM	481	0.0	1500	481	0	0.53	0	70.1	54.2	43.6	
5-6 AM	558	0.0	1500	558	0	0.54	0	70.0	53.9	43.3	
6-7 AM	954	0.0	1500	954	0	0.58	0	69.6	52.7	41.9	
7-8 AM	1216	0.0	1500	1216	0	0.73	0	69.2	49.4	37.9	
8-9 AM	1284	0.0	1499	1284	0	0.80	0	69.1	48.0	36.5	
9-10 AM	2396	0.0	1499	1825	571	10.40+	284	67.8	10.9	31.5	
10-11 AM	3476	0.0	1500	1516	1960	16.84+	415	66.4	7.6	31.5	
11AM-NOON	4191	0.0	1499	1500	2691	16.76+	417	62.2	7.6	31.5	
NOON-1PM	4467	0.0	1500	1500	2967	16.69+	417	60.4	7.6	31.5	
1-2 PM	4104	0.0	1499	1500	2604	16.78+	417	62.8	7.6	31.5	
2-3 PM	4149	0.0	1500	1500	2649	16.77+	417	62.5	7.6	31.5	
3-4 PM	4086	0.0	1500	1500	2586	16.79+	417	63.0	7.6	31.5	
4-5 PM	3971	0.0	1500	1500	2471	16.81+	417	63.7	7.6	31.5	
5-6 PM	3559	0.0	1500	1510	2048	16.89+	416	66.3	7.6	31.1	
6-7 PM	3396	0.0	1500	1512	1884	16.90+	415	66.5	7.6	30.8	
7-8 PM	3140	0.0	1500	1518	1623	16.89+	415	66.8	7.6	30.8	
8-9 PM	2745	0.0	1500	1514	1231	16.82+	412	67.3	7.6	30.8	
9-10 PM	2513	0.0	1500	1502	1011	16.77+	411	67.6	7.6	30.8	
10-11 PM	2354	0.0	1500	1501	853	16.76+	410	67.8	7.6	30.8	
11PM-MID	1424	0.0	1500	1424	0	15.04+	365	69.0	8.1	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

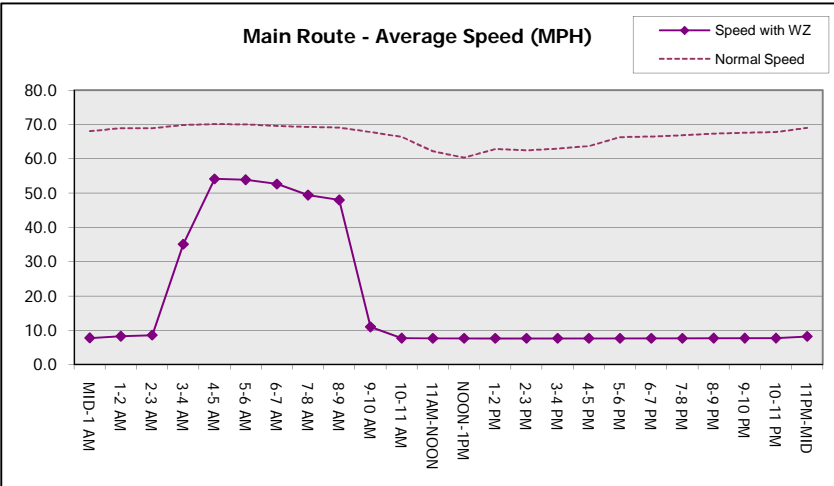
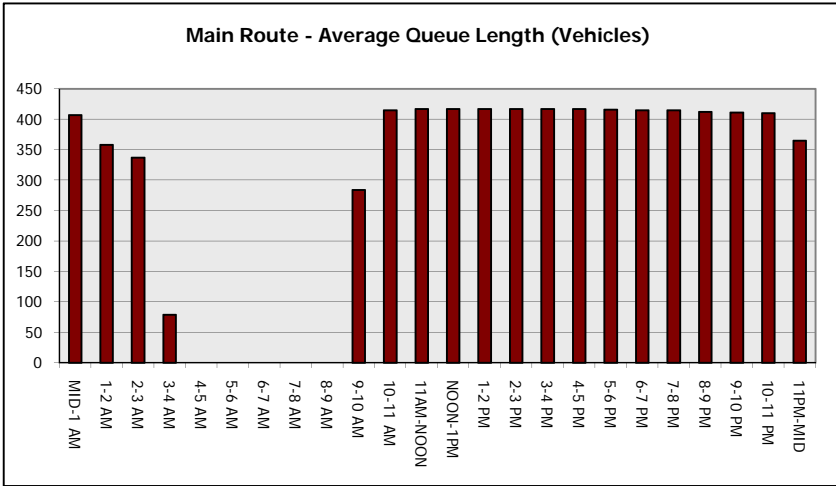
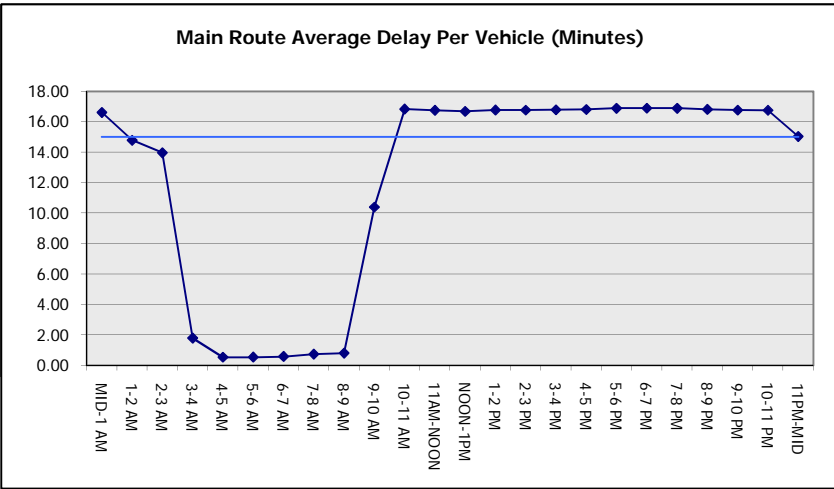
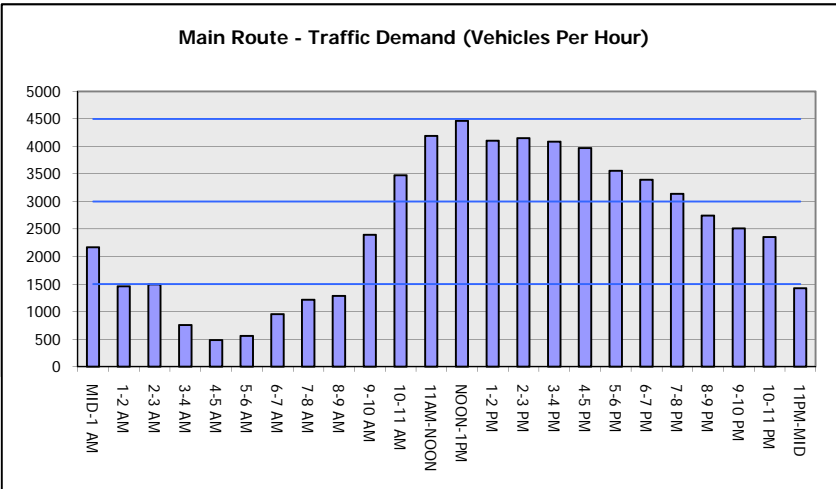
AVERAGE ACCIDENT NUMBERS (PIA/DAY)	
MAIN ROUTE WITHOUT WORKS	0.0202
MAIN ROUTE WITH WORKS	0.0087
'DIVERSION'	0.0215
PIA: Personal Injury Accidents	
IMPACTS ON ROAD USERS	
ROAD USER COSTS PER DAY	\$248,526
CONGESTED HOURS PER DAY*	16

*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
SUNDAY WESTBOUND DIRECTION



IH 94: USH 41 TO IH 43 (MILWAUKEE COUNTY) CONTINUOUS (24 HOUR) 2 LANE CLOSURE NO DIVERSION ROUTE (MAX QUEUE METHOD)	AUGUST
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SUMMARY OF TRAFFIC MODEL OUTPUT

SUNDAY 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	1416	0.0	1500	1416	0	0.99	0	69.0	44.8	32.6
1-2 AM	758	0.0	1500	758	0	0.56	0	69.8	53.2	42.5
2-3 AM	575	0.0	1500	575	0	0.54	0	70.0	53.8	43.2
3-4 AM	507	0.0	1500	507	0	0.53	0	70.1	54.0	43.5
4-5 AM	331	0.0	1500	331	0	0.51	0	70.2	54.6	44.2
5-6 AM	448	0.0	1500	448	0	0.53	0	70.2	54.2	43.7
6-7 AM	739	0.0	1500	739	0	0.56	0	69.8	53.3	42.6
7-8 AM	1048	0.0	1500	1048	0	0.59	0	69.4	52.4	41.5
8-9 AM	1286	0.0	1499	1286	0	0.80	0	69.1	47.9	36.3
9-10 AM	2222	0.0	1499	1872	351	9.76+	268	68.0	11.4	30.8
10-11 AM	2509	0.0	1499	1509	1000	16.79+	411	67.6	7.6	30.8
11AM-NOON	2686	0.0	1500	1512	1174	16.81+	412	67.4	7.6	30.8
NOON-1PM	2767	0.0	1500	1509	1257	16.82+	412	67.3	7.6	30.8
1-2 PM	3503	0.0	1499	1500	2003	16.95+	417	66.4	7.6	30.8
2-3 PM	3427	0.0	1500	1500	1927	16.96+	417	66.4	7.6	30.8
3-4 PM	3584	0.0	1500	1500	2084	16.95+	417	66.3	7.6	30.8
4-5 PM	3710	0.0	1500	1500	2210	16.93+	417	65.5	7.6	30.8
5-6 PM	3494	0.0	1500	1500	1994	16.95+	417	66.4	7.6	30.8
6-7 PM	3426	0.0	1500	1500	1926	16.96+	417	66.4	7.6	30.8
7-8 PM	2959	0.0	1500	1507	1453	16.89+	414	67.1	7.6	30.8
8-9 PM	2748	0.0	1500	1502	1246	16.81+	412	67.3	7.6	30.8
9-10 PM	2483	0.0	1500	1500	983	16.76+	411	67.6	7.6	30.8
10-11 PM	1680	0.0	1500	1497	183	16.75+	409	68.6	7.6	30.8
11PM-MID	994	0.0	1499	994	0	4.01	172	69.5	21.9	37.5

+ 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	0.0165
MAIN ROUTE WITH WORKS	0.0079
'DIVERSION'	0.0153

PIA: Personal Injury Accidents

ECONOMIC IMPACT ON ROAD USERS	
ROAD USER COSTS PER DAY	\$189,185
CONGESTED HOURS PER DAY*	14

*Delays Exceeding User-Specified Maximum

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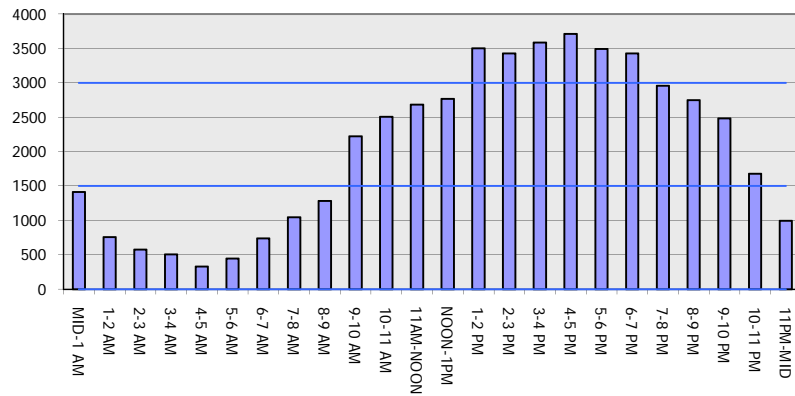
AUGUST

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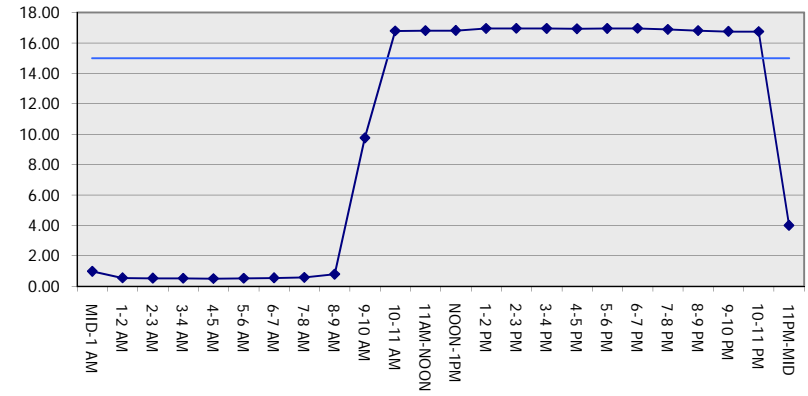
GRAPHICAL REPRESENTATION OF TRAFFIC MODEL INPUT AND OUTPUT

SUNDAY EASTBOUND DIRECTION

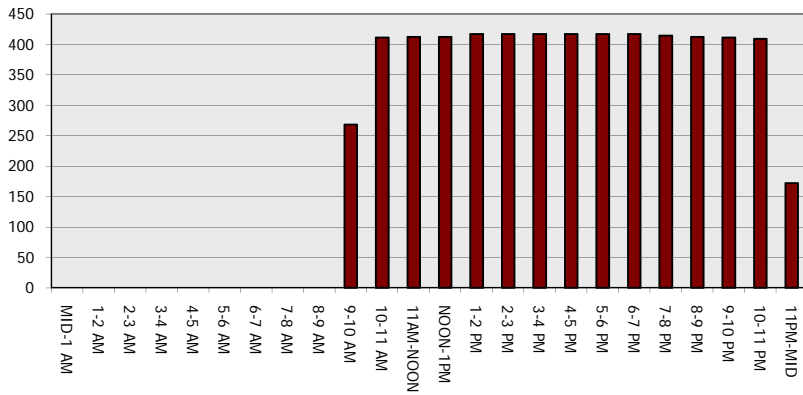
Main Route - Traffic Demand (Vehicles Per Hour)



Main Route Average Delay Per Vehicle (Minutes)



Main Route - Average Queue Length (Vehicles)



Main Route - Average Speed (MPH)

