

IH 94: USH 41 AND IH 43 (MILWAUKEE COUNTY) CONTINUOUS (24 HOUR) 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	740	0.0	3000	740	0	0.35	0	69.8	58.3	49.7
1-2 AM	538	0.0	3000	538	0	0.36	0	70.0	58.4	49.7
2-3 AM	451	0.0	3000	451	0	0.36	0	70.2	58.5	49.7
3-4 AM	344	0.0	3000	344	0	0.36	0	70.2	58.5	49.7
4-5 AM	623	0.0	3000	623	0	0.36	0	70.0	58.4	49.7
5-6 AM	1758	0.0	3000	1758	0	0.34	0	68.6	57.9	49.7
6-7 AM	3790	0.0	2999	3790	0	4.26	283	65.0	21.9	37.3
7-8 AM	5327	0.0	2999	3076	2251	17.13+	943	54.5	10.1	37.3
8-9 AM	4416	0.0	3000	3041	1375	17.16+	923	60.7	10.1	37.3
9-10 AM	3764	0.0	3000	2993	771	16.83+	892	65.1	10.2	37.3
10-11 AM	3356	0.0	3000	2995	361	16.83+	888	66.6	10.2	37.3
11AM-NOON	4412	0.0	2999	3044	1367	17.17+	923	60.7	10.1	37.3
NOON-1PM	4073	0.0	3000	2961	1112	16.88+	900	63.0	10.2	37.3
1-2 PM	4091	0.0	2999	2999	1092	16.80+	896	62.9	10.2	37.3
2-3 PM	4421	0.0	2999	3034	1387	17.20+	925	60.7	10.1	37.3
3-4 PM	4325	0.0	3000	2982	1343	17.15+	920	61.3	10.1	37.3
4-5 PM	4103	0.0	3000	2988	1115	16.87+	900	62.8	10.2	37.3
5-6 PM	3513	0.0	3000	2994	519	16.85+	889	66.4	10.2	37.3
6-7 PM	2479	0.0	2999	2479	0	12.74+	678	67.6	11.6	37.8
7-8 PM	2164	0.0	2999	2164	0	1.27	95	68.1	40.4	47.4
8-9 PM	1697	0.0	3000	1697	0	0.34	0	68.6	57.9	49.7
9-10 PM	1849	0.0	3000	1849	0	0.34	0	68.4	57.8	49.7
10-11 PM	1620	0.0	3000	1620	0	0.34	0	68.7	57.9	49.7
11PM-MID	1770	0.0	3000	1770	0	0.34	0	68.6	57.9	49.7

+ 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	0.0219
MAIN ROUTE WITH WORKS	0.0142
'DIVERSION'	0.0098
PIA: Personal Injury Accidents	
IMPACTS ON ROAD USERS	
ROAD USER COSTS PER DAY	\$187,695
CONGESTED HOURS PER DAY*	12

*Delays Exceeding User-Specified Maximum

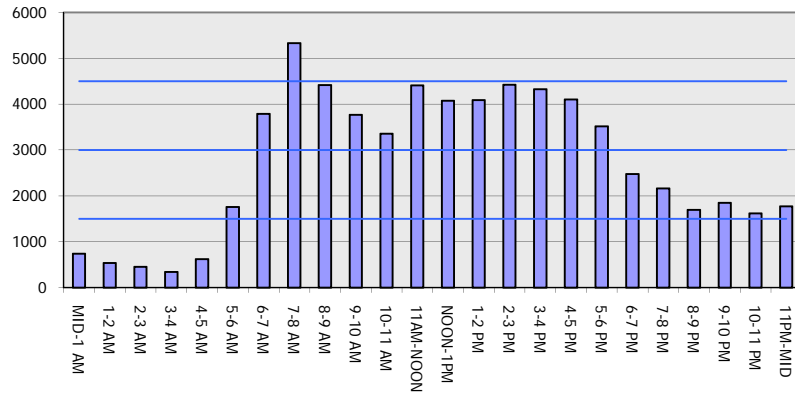
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OCTOBER

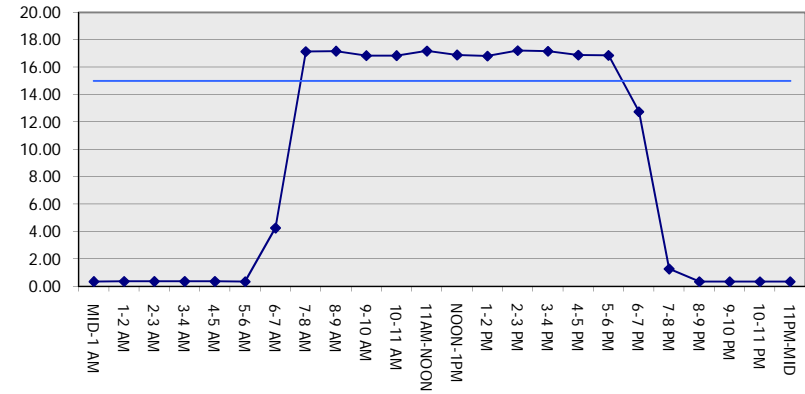
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GRAPHICAL REPRESENTATION OF TRAFFIC MODEL INPUT AND OUTPUT
FRIDAY WESTBOUND DIRECTION

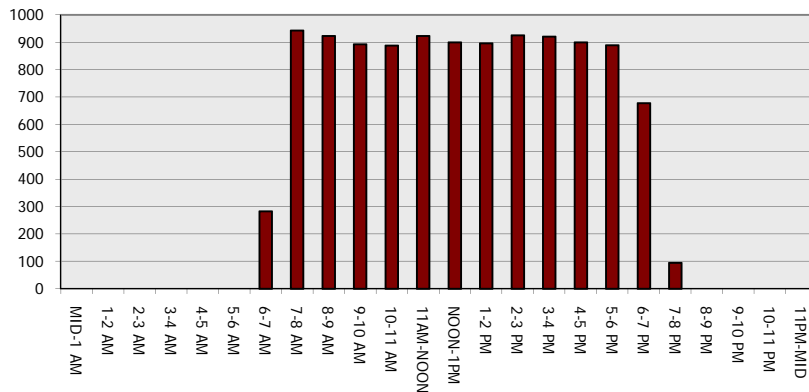
Main Route - Traffic Demand (Vehicles Per Hour)



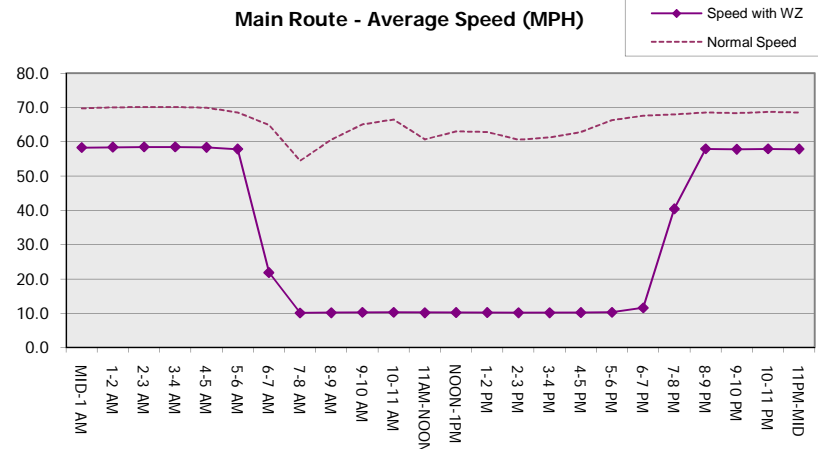
Main Route Average Delay Per Vehicle (Minutes)



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	593	0.0	3000	593	0	0.36	0	70.0	58.4	49.7
1-2 AM	374	0.0	3000	374	0	0.36	0	70.2	58.5	49.7
2-3 AM	312	0.0	3000	312	0	0.36	0	70.2	58.5	49.7
3-4 AM	284	0.0	3000	284	0	0.36	0	70.2	58.5	49.7
4-5 AM	477	0.0	3000	477	0	0.36	0	70.1	58.4	49.7
5-6 AM	1765	0.0	3000	1765	0	0.34	0	68.6	57.9	49.7
6-7 AM	4098	0.0	2999	4098	0	7.16+	460	62.8	16.1	37.3
7-8 AM	4599	0.0	2999	2851	1748	17.44+	943	59.4	10.1	37.3
8-9 AM	4136	0.0	2999	2960	1176	17.00+	908	62.6	10.2	37.3
9-10 AM	3324	0.0	3000	2990	334	16.82+	888	66.6	10.2	37.3
10-11 AM	2857	0.0	2999	2857	0	15.62+	820	67.2	10.6	37.3
11AM-NOON	3532	0.0	3000	3149	382	16.47+	869	66.3	10.3	37.3
NOON-1PM	3657	0.0	2999	2994	664	16.85+	891	65.9	10.2	37.3
1-2 PM	3695	0.0	2999	2997	698	16.84+	891	65.6	10.2	37.3
2-3 PM	3796	0.0	2999	2999	798	16.82+	892	64.9	10.2	37.3
3-4 PM	3707	0.0	3000	2999	708	16.84+	891	65.5	10.2	37.3
4-5 PM	4060	0.0	2999	3003	1057	16.78+	895	63.1	10.2	37.3
5-6 PM	4066	0.0	3000	3002	1064	16.80+	896	63.1	10.2	37.3
6-7 PM	3455	0.0	3000	2996	459	16.84+	889	66.4	10.2	37.3
7-8 PM	3055	0.0	3000	2969	86	16.73+	882	66.9	10.2	37.3
8-9 PM	2553	0.0	2999	2553	0	12.42+	654	67.6	11.6	37.3
9-10 PM	2598	0.0	3000	2598	0	4.23	230	67.5	21.1	39.4
10-11 PM	2079	0.0	3000	2079	0	0.34	0	68.1	57.7	49.7
11PM-MID	1642	0.0	3000	1642	0	0.34	0	68.7	57.9	49.7

+ 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	0.0216
MAIN ROUTE WITH WORKS	0.0149
'DIVERSION'	0.0071

PIA: Personal Injury Accidents

ECONOMIC IMPACT ON ROAD USERS	
ROAD USER COSTS PER DAY	\$198,193
CONGESTED HOURS PER DAY*	15

*Delays Exceeding User-Specified Maximum

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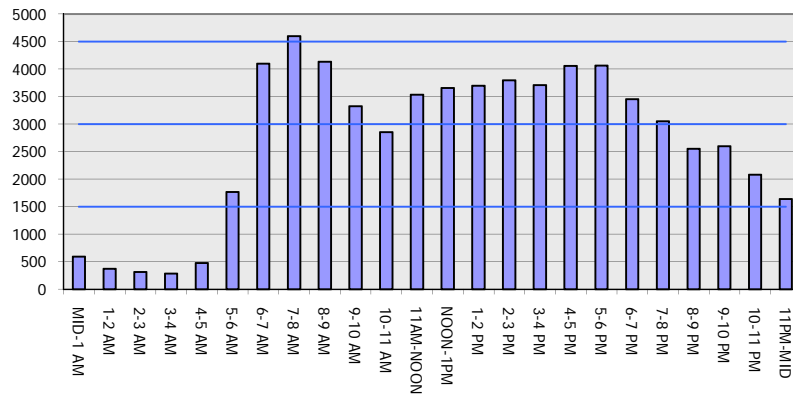
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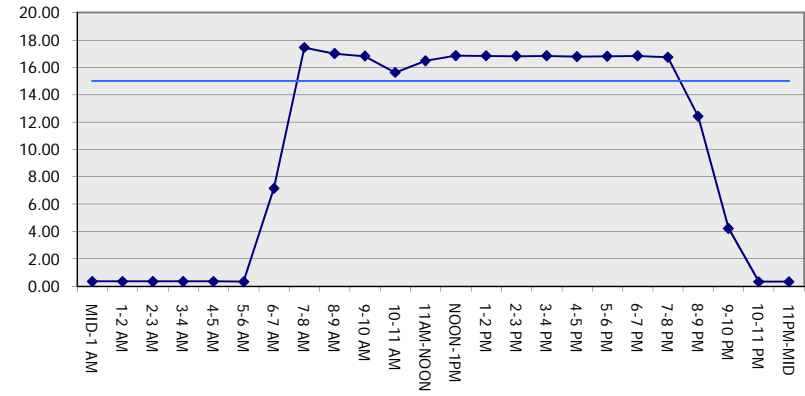
GRAPHICAL REPRESENTATION OF TRAFFIC MODEL INPUT AND OUTPUT

FRIDAY EASTBOUND DIRECTION

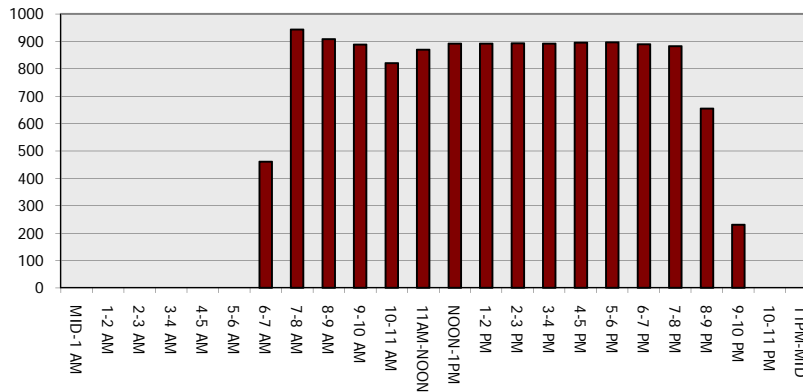
Main Route - Traffic Demand (Vehicles Per Hour)



Main Route Average Delay Per Vehicle (Minutes)



Main Route - Average Queue Length (Vehicles)



Main Route - Average Speed (MPH)

