

IH 94: USH 41 TO IH 43 (MILWAUKEE COUNTY) CONTINUOUS (24 HOUR) 2 LANE 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	1499	740	0	2.39	128	69.8	30.3	40.6	
1-2 AM	538	0.0	1500	538	0	0.54	0	70.0	54.0	43.3	
2-3 AM	451	0.0	1500	451	0	0.53	0	70.2	54.2	43.7	
3-4 AM	344	0.0	1500	344	0	0.51	0	70.2	54.5	44.1	
4-5 AM	623	0.0	1500	623	0	0.55	0	70.0	53.7	43.0	
5-6 AM	1758	0.0	1499	1758	0	2.38	81	68.6	29.8	32.4	
6-7 AM	3790	0.0	1499	1512	2278	16.81+	415	65.0	7.6	31.6	
7-8 AM	5327	0.0	1500	1500	3827	16.42+	417	54.5	7.6	31.7	
8-9 AM	4416	0.0	1499	1500	2916	16.69+	417	60.7	7.6	31.7	
9-10 AM	3764	0.0	1500	1504	2259	16.85+	416	65.1	7.6	31.5	
10-11 AM	3356	0.0	1500	1516	1840	16.89+	415	66.6	7.6	30.8	
11AM-NOON	4412	0.0	1499	1500	2912	16.75+	417	60.7	7.6	30.8	
NOON-1PM	4073	0.0	1500	1500	2573	16.84+	417	63.0	7.6	30.8	
1-2 PM	4091	0.0	1500	1500	2591	16.83+	417	62.9	7.6	30.8	
2-3 PM	4421	0.0	1500	1500	2921	16.75+	417	60.7	7.6	30.8	
3-4 PM	4325	0.0	1500	1500	2825	16.77+	417	61.3	7.6	30.8	
4-5 PM	4103	0.0	1500	1500	2603	16.83+	417	62.8	7.6	30.8	
5-6 PM	3513	0.0	1500	1507	2006	16.92+	416	66.4	7.6	30.8	
6-7 PM	2479	0.0	1500	1510	969	16.79+	411	67.6	7.6	30.8	
7-8 PM	2164	0.0	1500	1502	662	16.76+	410	68.1	7.6	30.8	
8-9 PM	1697	0.0	1500	1519	179	16.68+	408	68.6	7.7	30.8	
9-10 PM	1849	0.0	1499	1501	348	16.76+	410	68.4	7.6	30.8	
10-11 PM	1620	0.0	1500	1501	119	16.76+	410	68.7	7.6	30.8	
11PM-MID	1770	0.0	1500	1501	270	16.76+	410	68.6	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	0.0219
MAIN ROUTE WITH WORKS	0.0085
'DIVERSION'	0.0264
<small>PIA: Personal Injury Accidents</small>	
IMPACTS ON ROAD USERS	
ROAD USER COSTS PER DAY	\$230,749
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)**

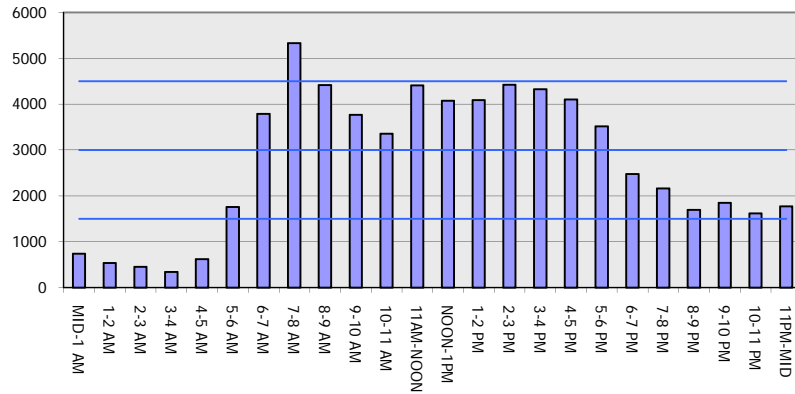
OCTOBER

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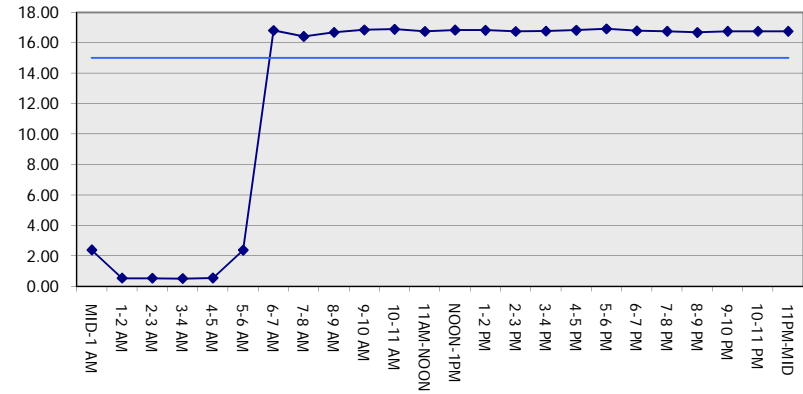
GRAPHICAL REPRESENTATION OF TRAFFIC MODEL INPUT AND OUTPUT

FRIDAY WESTBOUND DIRECTION

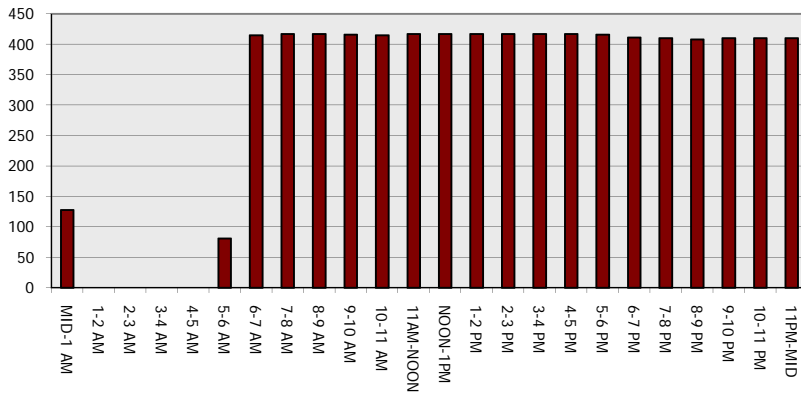
Main Route - Traffic Demand (Vehicles Per Hour)



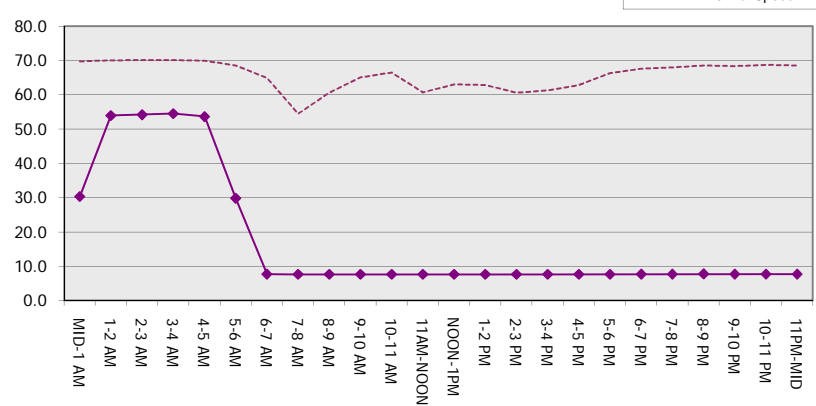
Main Route Average Delay Per Vehicle (Minutes)



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	1499	593	0	1.87	98	70.0	34.5	42.5	
1-2 AM	374	0.0	1500	374	0	0.52	0	70.2	54.5	44.0	
2-3 AM	312	0.0	1500	312	0	0.51	0	70.2	54.6	44.2	
3-4 AM	284	0.0	1500	284	0	0.51	0	70.2	54.7	44.3	
4-5 AM	477	0.0	1500	477	0	0.53	0	70.1	54.2	43.6	
5-6 AM	1765	0.0	1499	1765	0	2.37	89	68.6	30.0	33.0	
6-7 AM	4098	0.0	1499	1500	2598	16.83+	417	62.8	7.6	30.8	
7-8 AM	4599	0.0	1500	1500	3099	16.70+	417	59.4	7.6	30.8	
8-9 AM	4136	0.0	1500	1500	2636	16.82+	417	62.6	7.6	30.8	
9-10 AM	3324	0.0	1500	1512	1812	16.90+	415	66.6	7.6	30.8	
10-11 AM	2857	0.0	1500	1521	1336	16.85+	413	67.2	7.6	30.8	
11AM-NOON	3532	0.0	1499	1500	2032	16.95+	417	66.3	7.6	30.8	
NOON-1PM	3657	0.0	1500	1500	2157	16.94+	417	65.9	7.6	30.8	
1-2 PM	3695	0.0	1500	1500	2195	16.93+	417	65.6	7.6	30.8	
2-3 PM	3796	0.0	1500	1500	2296	16.90+	417	64.9	7.6	30.8	
3-4 PM	3707	0.0	1500	1500	2207	16.93+	417	65.5	7.6	30.8	
4-5 PM	4060	0.0	1500	1500	2560	16.84+	417	63.1	7.6	30.8	
5-6 PM	4066	0.0	1500	1500	2566	16.84+	417	63.1	7.6	30.8	
6-7 PM	3455	0.0	1500	1500	1955	16.95+	417	66.4	7.6	30.8	
7-8 PM	3055	0.0	1500	1509	1546	16.91+	415	66.9	7.6	30.8	
8-9 PM	2553	0.0	1500	1502	1051	16.77+	411	67.6	7.6	30.8	
9-10 PM	2598	0.0	1500	1502	1096	16.77+	411	67.5	7.6	30.8	
10-11 PM	2079	0.0	1500	1500	579	16.76+	410	68.1	7.6	30.8	
11PM-MID	1642	0.0	1500	1478	164	16.48+	402	68.7	7.7	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	0.0216
MAIN ROUTE WITH WORKS	0.0083
'DIVERSION'	0.0262

PIA: Personal Injury Accidents

ECONOMIC IMPACT ON ROAD USERS	
ROAD USER COSTS PER DAY	\$230,733
CONGESTED HOURS PER DAY*	18

*Delays Exceeding User-Specified Maximum

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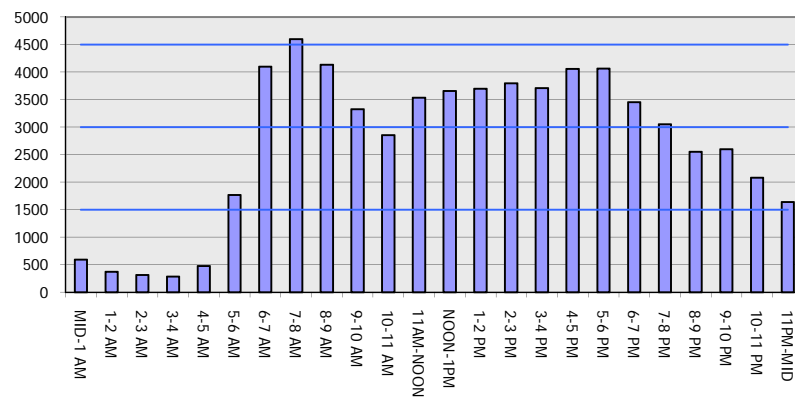
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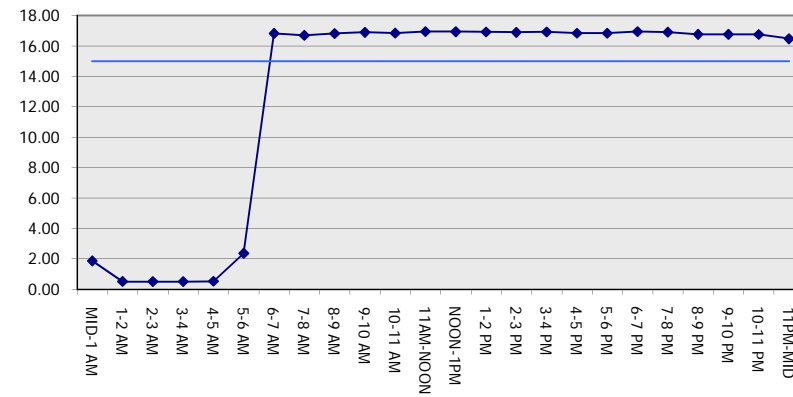
GRAPHICAL REPRESENTATION OF TRAFFIC MODEL INPUT AND OUTPUT

FRIDAY EASTBOUND DIRECTION

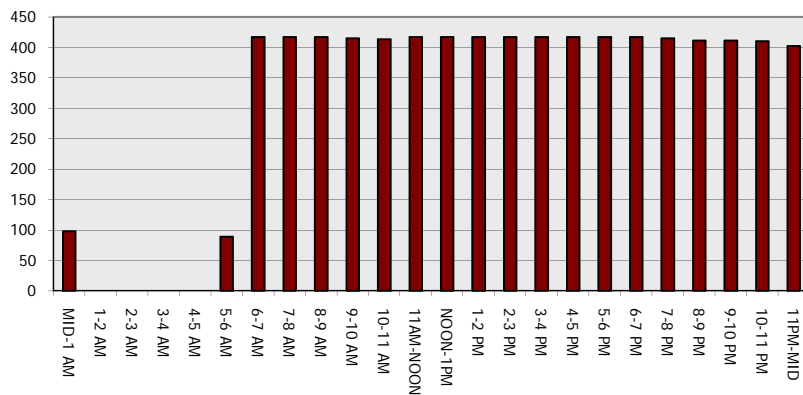
Main Route - Traffic Demand (Vehicles Per Hour)



Main Route Average Delay Per Vehicle (Minutes)



Main Route - Average Queue Length (Vehicles)



Main Route - Average Speed (MPH)

