

**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

SATURDAY 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	1462	0.0	1500	1414	47	16.07+	392	68.9	7.8	30.8	
1-2 AM	1065	0.0	1499	1065	0	3.49	140	69.4	23.8	37.0	
2-3 AM	1002	0.0	1500	1002	0	0.59	0	69.5	52.5	41.7	
3-4 AM	625	0.0	1500	625	0	0.55	0	70.0	53.7	43.0	
4-5 AM	595	0.0	1500	595	0	0.54	0	70.0	53.8	43.2	
5-6 AM	950	0.0	1499	950	0	0.58	0	69.6	52.7	41.9	
6-7 AM	1576	0.0	1499	1576	0	1.83	31	68.7	34.3	31.9	
7-8 AM	2350	0.0	1500	1827	523	13.94+	352	67.8	8.6	30.8	
8-9 AM	3057	0.0	1499	1484	1572	16.91+	415	66.9	7.6	30.8	
9-10 AM	3446	0.0	1499	1500	1946	16.96+	417	66.4	7.6	30.8	
10-11 AM	3740	0.0	1500	1500	2240	16.92+	417	65.3	7.6	30.8	
11AM-NOON	4070	0.0	1500	1500	2570	16.84+	417	63.0	7.6	30.8	
NOON-1PM	4456	0.0	1500	1500	2956	16.74+	417	60.4	7.6	30.8	
1-2 PM	4289	0.0	1500	1500	2789	16.78+	417	61.5	7.6	30.8	
2-3 PM	4444	0.0	1500	1500	2944	16.74+	417	60.5	7.6	30.8	
3-4 PM	4295	0.0	1500	1500	2795	16.78+	417	61.5	7.6	30.8	
4-5 PM	4119	0.0	1500	1500	2619	16.83+	417	62.7	7.6	30.8	
5-6 PM	3774	0.0	1500	1500	2274	16.91+	417	65.1	7.6	30.8	
6-7 PM	3402	0.0	1500	1499	1903	16.95+	417	66.5	7.6	30.8	
7-8 PM	2815	0.0	1499	1490	1325	16.85+	413	67.3	7.6	30.8	
8-9 PM	2337	0.0	1499	1499	837	16.76+	410	67.8	7.6	30.8	
9-10 PM	2529	0.0	1499	1498	1032	16.77+	411	67.6	7.6	30.8	
10-11 PM	3074	0.0	1499	1497	1577	16.94+	416	66.9	7.6	30.8	
11PM-MID	2125	0.0	1500	1499	626	16.76+	410	68.1	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	0.0089
'DIVERSION'	0.0252
PIA: Personal Injury Accidents	
IMPACTS ON ROAD USERS	
ROAD USER COSTS PER DAY	\$274,699
CONGESTED HOURS PER DAY*	18

*Delays Exceeding User-Specified Maximum

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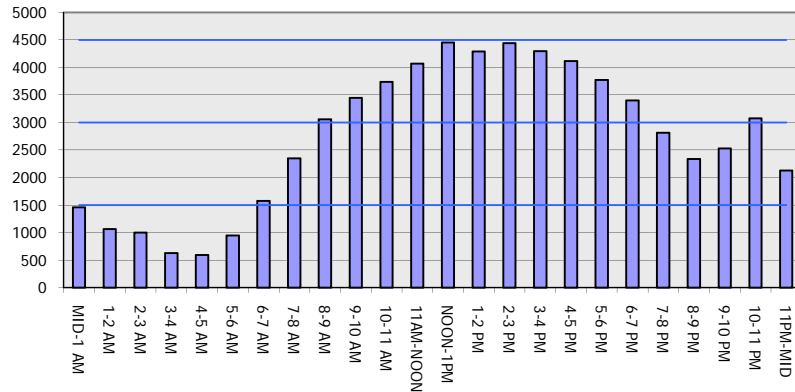
OCTOBER

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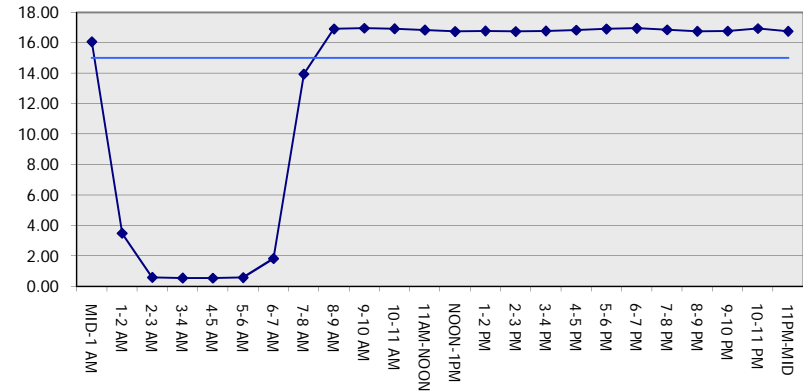
GRAPHICAL REPRESENTATION OF TRAFFIC MODEL INPUT AND OUTPUT

SATURDAY WESTBOUND DIRECTION

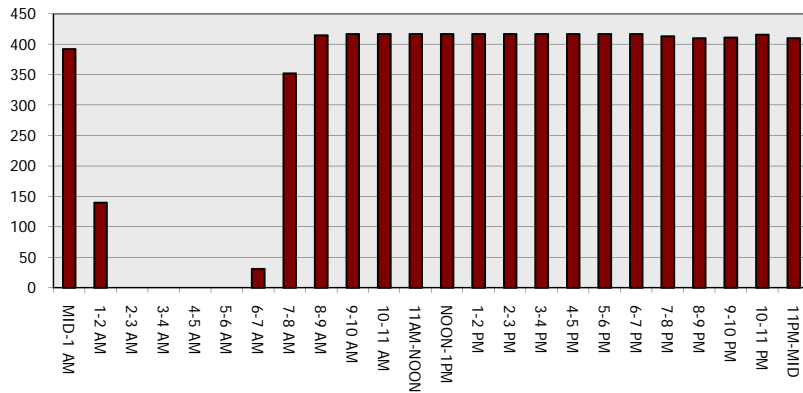
Main Route - Traffic Demand (Vehicles Per Hour)



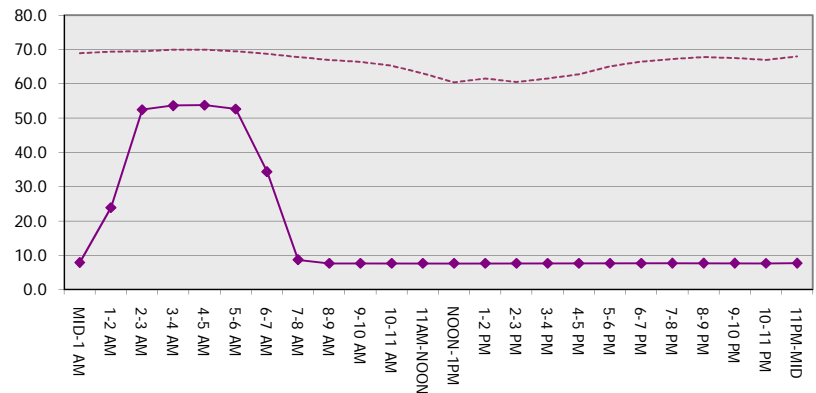
Main Route Average Delay Per Vehicle (Minutes)



Main Route - Average Queue Length (Vehicles)



Main Route - Average Speed (MPH)



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SUMMARY OF TRAFFIC MODEL OUTPUT

SATURDAY 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	1039	0.0	1499	1039	0	5.64	212	69.4	17.3	36.0
1-2 AM	622	0.0	1500	622	0	0.55	0	70.0	53.7	43.0
2-3 AM	510	0.0	1500	510	0	0.53	0	70.1	54.0	43.5
3-4 AM	392	0.0	1500	392	0	0.52	0	70.2	54.4	43.9
4-5 AM	398	0.0	1500	398	0	0.52	0	70.2	54.4	43.9
5-6 AM	751	0.0	1500	751	0	0.56	0	69.8	53.3	42.5
6-7 AM	1205	0.0	1499	1205	0	0.72	0	69.2	49.6	38.3
7-8 AM	1602	0.0	1499	1602	0	1.83	26	68.7	34.3	30.8
8-9 AM	2054	0.0	1500	1746	308	12.04+	310	68.2	9.6	30.8
9-10 AM	2459	0.0	1500	1513	946	16.81+	412	67.7	7.6	30.8
10-11 AM	2611	0.0	1500	1515	1096	16.82+	412	67.5	7.6	30.8
11AM-NOON	3168	0.0	1500	1511	1658	16.92+	415	66.8	7.6	30.8
NOON-1PM	3156	0.0	1500	1508	1648	16.93+	416	66.8	7.6	30.8
1-2 PM	3238	0.0	1500	1502	1735	16.95+	416	66.7	7.6	30.8
2-3 PM	3338	0.0	1500	1500	1838	16.96+	417	66.6	7.6	30.8
3-4 PM	3348	0.0	1500	1500	1848	16.96+	417	66.6	7.6	30.8
4-5 PM	3524	0.0	1500	1500	2024	16.95+	417	66.4	7.6	30.8
5-6 PM	3831	0.0	1500	1500	2331	16.90+	417	64.7	7.6	30.8
6-7 PM	3767	0.0	1500	1500	2267	16.91+	417	65.1	7.6	30.8
7-8 PM	3392	0.0	1500	1501	1891	16.95+	417	66.5	7.6	30.8
8-9 PM	2371	0.0	1500	1501	871	16.76+	410	67.8	7.6	30.8
9-10 PM	2430	0.0	1500	1501	929	16.76+	410	67.7	7.6	30.8
10-11 PM	2186	0.0	1500	1501	685	16.76+	410	68.0	7.6	30.8
11PM-MID	1788	0.0	1500	1500	288	16.76+	410	68.5	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	0.0178
MAIN ROUTE WITH WORKS	0.0083
'DIVERSION'	0.0173

PIA: Personal Injury Accidents

ROAD USER COSTS PER DAY	\$215,236
CONGESTED HOURS PER DAY*	16

*Delays Exceeding User-Specified Maximum

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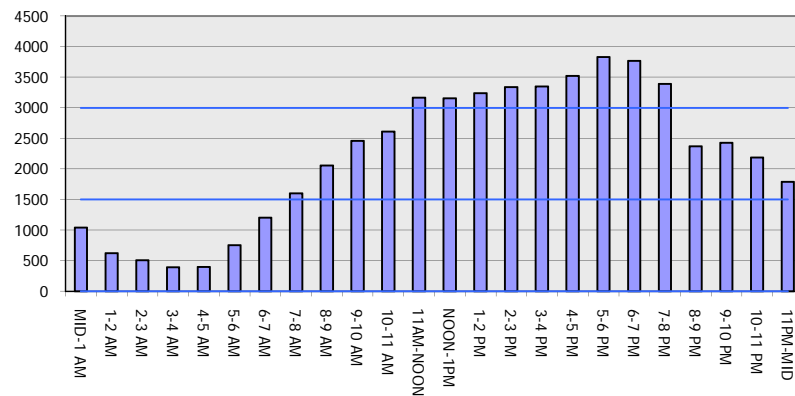
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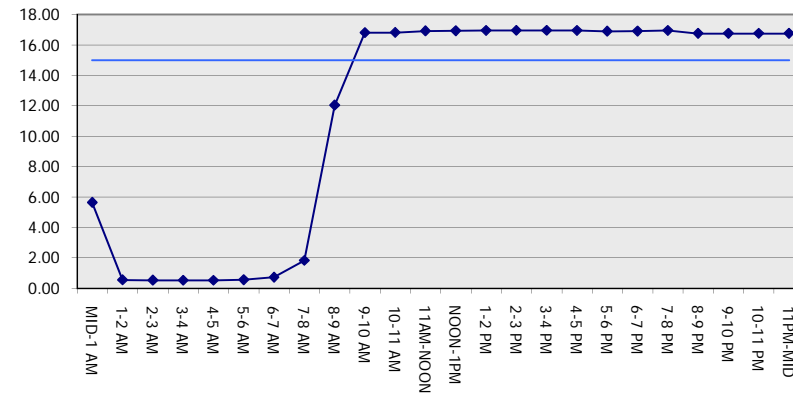
GRAPHICAL REPRESENTATION OF TRAFFIC MODEL INPUT AND OUTPUT

SATURDAY EASTBOUND DIRECTION

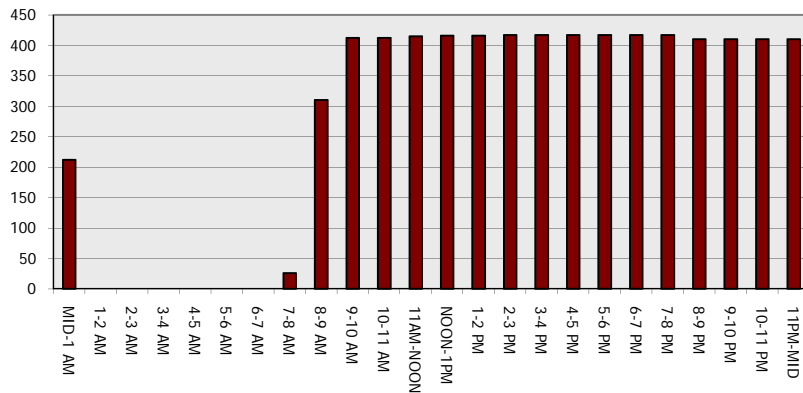
Main Route - Traffic Demand (Vehicles Per Hour)



Main Route Average Delay Per Vehicle (Minutes)



Main Route - Average Queue Length (Vehicles)



Main Route - Average Speed (MPH)

