

IH 94: USH 41 AND IH 43 (MILWAUKEE COUNTY) OFF-PEAK DAY CLOSURE NO DIVERSION ROUTE (MAX QUEUE METHOD)	AUGUST
	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	913	0.0	OFF	913	0	0.00	0	69.6	69.6	69.6
1-2 AM	704	0.0	OFF	704	0	0.00	0	69.9	69.9	69.9
2-3 AM	559	0.0	OFF	559	0	0.00	0	70.0	70.0	70.0
3-4 AM	389	0.0	OFF	389	0	0.00	0	70.2	70.2	70.2
4-5 AM	805	0.0	OFF	805	0	0.00	0	69.7	69.7	69.7
5-6 AM	2033	0.0	OFF	2033	0	0.00	0	68.2	68.2	68.2
6-7 AM	4123	0.0	OFF	4123	0	0.00	0	62.7	62.7	62.7
7-8 AM	5469	0.0	OFF	5469	0	0.00	0	53.5	53.5	53.5
8-9 AM	4764	0.0	OFF	4764	0	0.00	0	58.3	58.3	58.3
9-10 AM	4237	0.0	OFF	4237	0	0.00	0	61.9	61.9	61.9
10-11 AM	4398	0.0	2999	3919	479	10.47+	614	60.8	12.8	37.3
11AM-NOON	4806	0.0	3000	3017	1789	17.50+	951	58.0	10.0	37.3
NOON-1PM	4999	0.0	3000	3000	1999	17.46+	953	56.7	10.0	37.3
1-2 PM	5100	0.0	3000	3000	2100	17.41+	953	56.0	10.0	37.3
2-3 PM	5512	0.0	3000	3000	2512	17.21+	953	53.2	10.0	37.3
3-4 PM	5442	0.0	OFF	5442	0	6.74	656	53.7	13.8	13.8
4-5 PM	5279	0.0	OFF	5279	0	1.10	98	54.8	37.1	37.1
5-6 PM	4680	0.0	OFF	4680	0	0.00	0	58.9	58.9	58.9
6-7 PM	4456	0.0	OFF	4456	0	0.00	0	60.4	60.4	60.4
7-8 PM	3472	0.0	OFF	3472	0	0.00	0	66.4	66.4	66.4
8-9 PM	2978	0.0	OFF	2978	0	0.00	0	67.0	67.0	67.0
9-10 PM	3067	0.0	OFF	3067	0	0.00	0	66.9	66.9	66.9
10-11 PM	3044	0.0	OFF	3044	0	0.00	0	66.9	66.9	66.9
11PM-MID	2369	0.0	OFF	2369	0	0.00	0	67.8	67.8	67.8

"OFF" INDICATES NO ROAD WORK (ALL LANES OPEN TO TRAFFIC)

+ 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

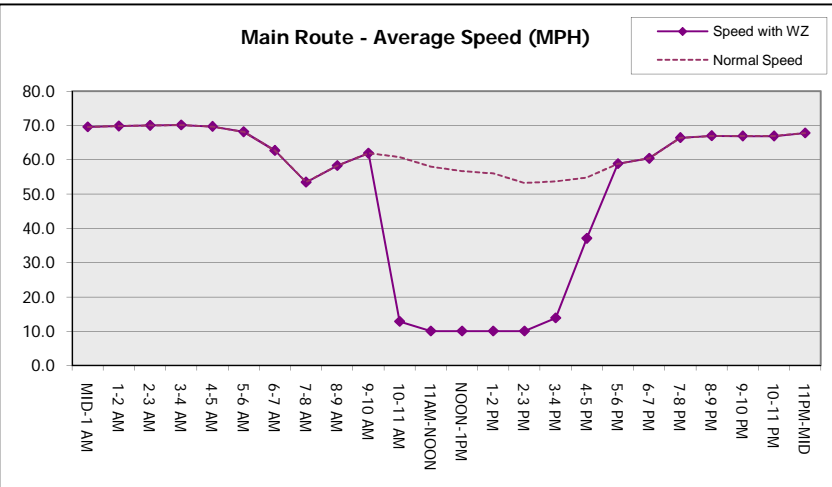
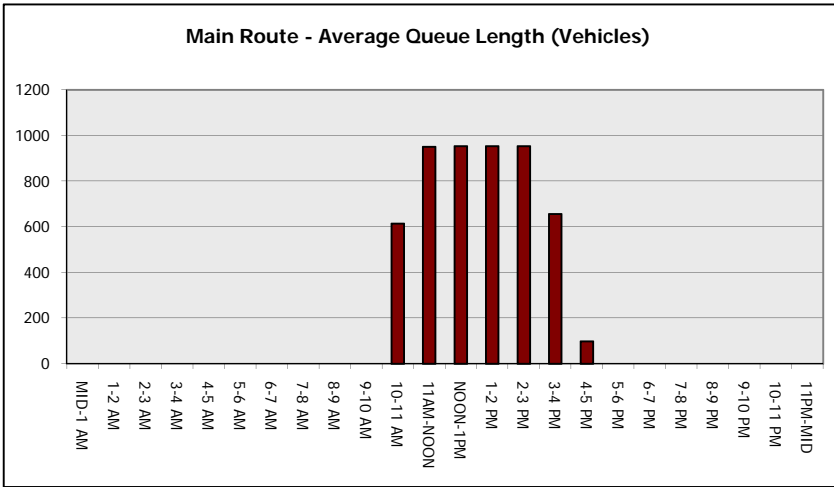
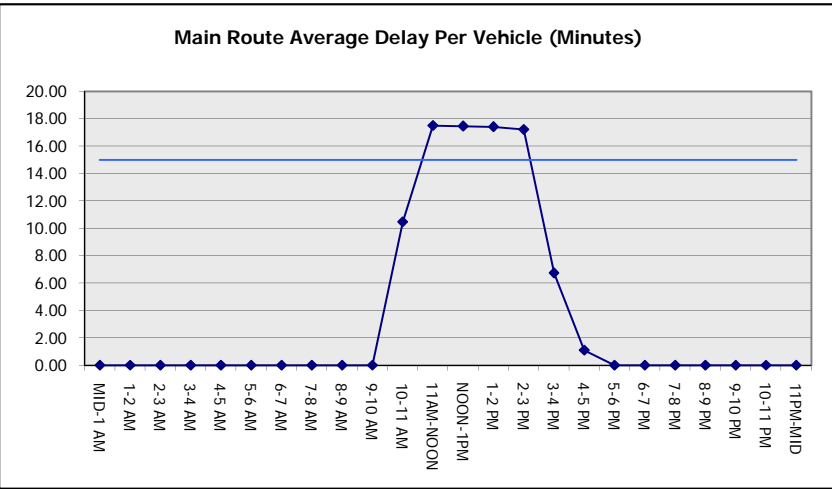
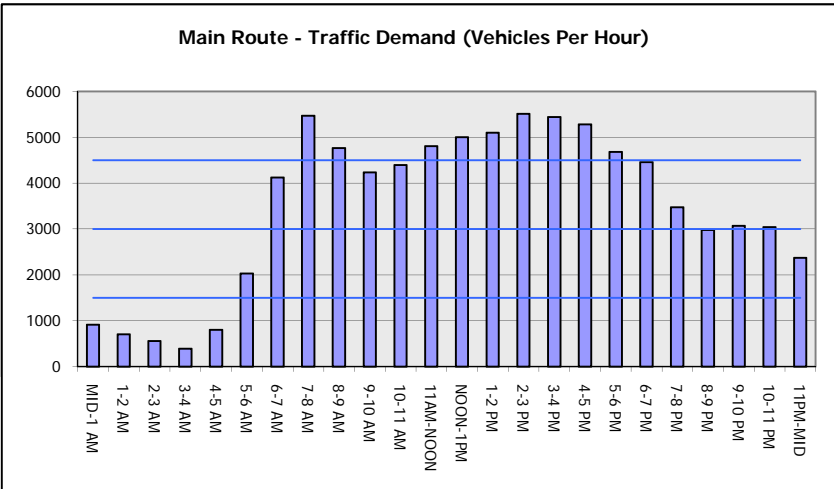
AVERAGE ACCIDENT NUMBERS (PIA/DAY)	
MAIN ROUTE WITHOUT WORKS	0.0279
MAIN ROUTE WITH WORKS	0.0239
'DIVERSION'	0.0069
PIA: Personal Injury Accidents	
IMPACTS ON ROAD USERS	
ROAD USER COSTS PER DAY	\$92,000
CONGESTED HOURS PER DAY*	5

*Delays Exceeding User-Specified Maximum

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NO DIVERSION ROUTE (MAX QUEUE METHOD)**

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GRAPHICAL REPRESENTATION OF TRAFFIC MODEL INPUT AND OUTPUT
FRIDAY WESTBOUND DIRECTION



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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	379	0.0	OFF	379	0	0.00	0	70.2	70.2	70.2
1-2 AM	244	0.0	OFF	244	0	0.00	0	70.2	70.2	70.2
2-3 AM	205	0.0	OFF	205	0	0.00	0	70.2	70.2	70.2
3-4 AM	308	0.0	OFF	308	0	0.00	0	70.2	70.2	70.2
4-5 AM	601	0.0	OFF	601	0	0.00	0	70.0	70.0	70.0
5-6 AM	1947	0.0	OFF	1947	0	0.00	0	68.3	68.3	68.3
6-7 AM	4016	0.0	OFF	4016	0	0.00	0	63.4	63.4	63.4
7-8 AM	4612	0.0	OFF	4612	0	0.00	0	59.4	59.4	59.4
8-9 AM	4227	0.0	OFF	4227	0	0.00	0	62.0	62.0	62.0
9-10 AM	3546	0.0	OFF	3546	0	0.00	0	66.3	66.3	66.3
10-11 AM	3427	0.0	2999	3427	0	3.93	209	66.4	22.0	37.3
11AM-NOON	3682	0.0	3000	3432	251	13.63+	728	65.7	11.2	37.3
NOON-1PM	3695	0.0	3000	3015	679	16.84+	891	65.6	10.2	37.3
1-2 PM	3926	0.0	3000	3010	916	16.80+	893	64.0	10.2	37.3
2-3 PM	3963	0.0	3000	3005	957	16.80+	893	63.8	10.2	37.3
3-4 PM	3960	0.0	OFF	3960	0	2.14	193	63.8	30.6	30.6
4-5 PM	3997	0.0	OFF	3997	0	0.00	0	63.5	63.5	63.5
5-6 PM	3865	0.0	OFF	3865	0	0.00	0	64.5	64.5	64.5
6-7 PM	3816	0.0	OFF	3816	0	0.00	0	64.8	64.8	64.8
7-8 PM	3392	0.0	OFF	3392	0	0.00	0	66.5	66.5	66.5
8-9 PM	2886	0.0	OFF	2886	0	0.00	0	67.1	67.1	67.1
9-10 PM	3028	0.0	OFF	3028	0	0.00	0	66.9	66.9	66.9
10-11 PM	2785	0.0	OFF	2785	0	0.00	0	67.3	67.3	67.3
11PM-MID	1970	0.0	OFF	1970	0	0.00	0	68.3	68.3	68.3

"OFF" INDICATES NO ROAD WORK (ALL LANES OPEN TO TRAFFIC)

+ 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	0.0229
MAIN ROUTE WITH WORKS	0.0209
'DIVERSION'	0.0022

PIA: Personal Injury Accidents

ECONOMIC IMPACT ON ROAD USERS	
ROAD USER COSTS PER DAY	\$55,354
CONGESTED HOURS PER DAY*	4

*Delays Exceeding User-Specified Maximum

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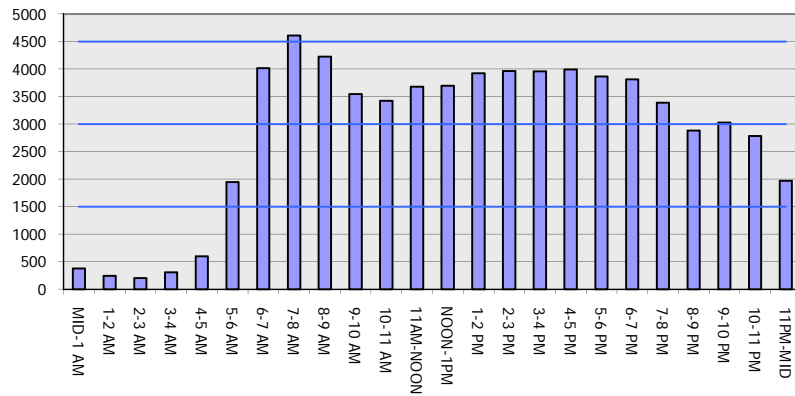
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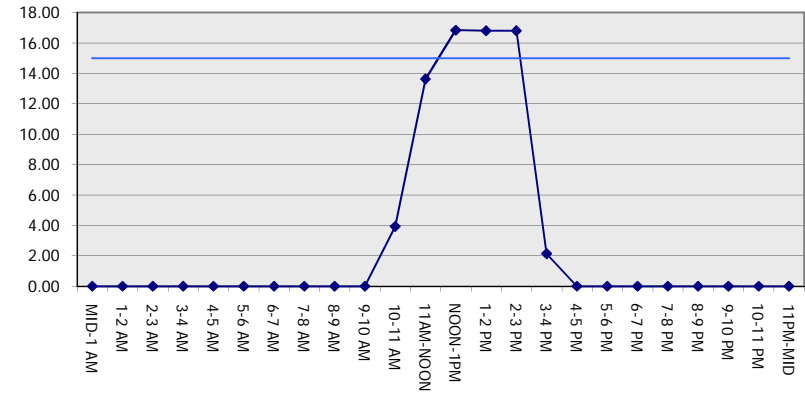
GRAPHICAL REPRESENTATION OF TRAFFIC MODEL INPUT AND OUTPUT

FRIDAY EASTBOUND DIRECTION

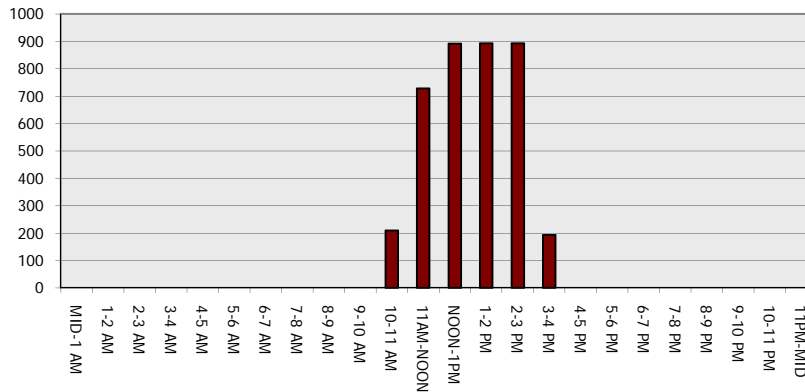
Main Route - Traffic Demand (Vehicles Per Hour)



Main Route Average Delay Per Vehicle (Minutes)



Main Route - Average Queue Length (Vehicles)



Main Route - Average Speed (MPH)

