

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

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	2108	0.0	OFF	2108	0	0.00	0	68.1	68.1	68.1	
1-2 AM	1286	0.0	OFF	1286	0	0.00	0	69.1	69.1	69.1	
2-3 AM	1336	0.0	OFF	1336	0	0.00	0	69.1	69.1	69.1	
3-4 AM	789	0.0	OFF	789	0	0.00	0	69.7	69.7	69.7	
4-5 AM	662	0.0	OFF	662	0	0.00	0	69.9	69.9	69.9	
5-6 AM	1014	0.0	OFF	1014	0	0.00	0	69.5	69.5	69.5	
6-7 AM	1593	0.0	OFF	1593	0	0.00	0	68.7	68.7	68.7	
7-8 AM	2130	0.0	OFF	2130	0	0.00	0	68.1	68.1	68.1	
8-9 AM	2888	0.0	2999	2888	0	0.74	6	67.1	48.1	39.6	
9-10 AM	3458	0.0	3000	3458	0	4.07	220	66.4	21.7	37.3	
10-11 AM	4014	0.0	3000	3414	599	15.06+	808	63.4	10.7	37.3	
11AM-NOON	4368	0.0	2999	3033	1336	17.12+	920	61.0	10.1	37.3	
NOON-1PM	4622	0.0	3000	3019	1602	17.55+	949	59.3	10.0	37.3	
1-2 PM	4496	0.0	3000	2986	1510	17.42+	939	60.1	10.1	37.3	
2-3 PM	4600	0.0	3000	3015	1585	17.54+	948	59.4	10.0	37.3	
3-4 PM	4638	0.0	3000	3000	1639	17.60+	952	59.2	10.0	37.3	
4-5 PM	4418	0.0	3000	2970	1448	17.32+	932	60.7	10.1	37.3	
5-6 PM	4131	0.0	3000	2984	1146	16.92+	904	62.7	10.2	37.3	
6-7 PM	3380	0.0	OFF	3380	0	1.72	156	66.5	34.8	34.8	
7-8 PM	2912	0.0	OFF	2912	0	0.00	0	67.1	67.1	67.1	
8-9 PM	2966	0.0	OFF	2966	0	0.00	0	67.1	67.1	67.1	
9-10 PM	2409	0.0	OFF	2409	0	0.00	0	67.8	67.8	67.8	
10-11 PM	3344	0.0	OFF	3344	0	0.00	0	66.6	66.6	66.6	
11PM-MID	2916	0.0	OFF	2916	0	0.00	0	67.1	67.1	67.1	

"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	0.0
(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	0
(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	0.0236
MAIN ROUTE WITH WORKS	0.0179
'DIVERSION'	0.0084
PIA: Personal Injury Accidents	
IMPACTS ON ROAD USERS	
ROAD USER COSTS PER DAY	\$169,262
CONGESTED HOURS PER DAY*	8

*Delays Exceeding User-Specified Maximum

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OFF-PEAK DAY CLOSURE
NO DIVERSION ROUTE (MAX QUEUE METHOD)**

AUGUST

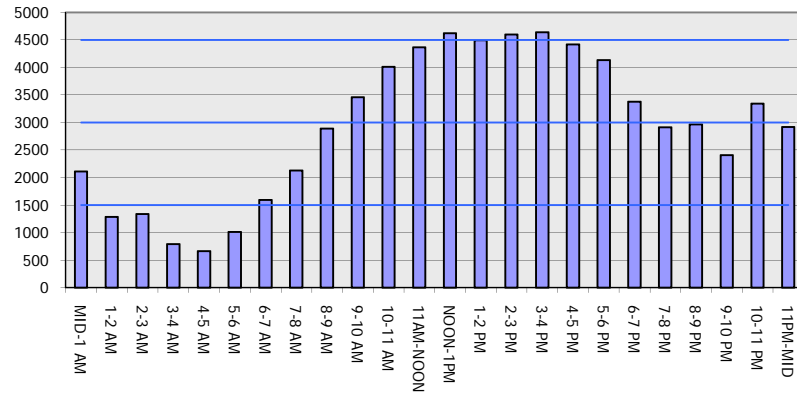
Analyzed for 2009
Construction Season

GRAPHICAL REPRESENTATION OF TRAFFIC MODEL INPUT AND OUTPUT

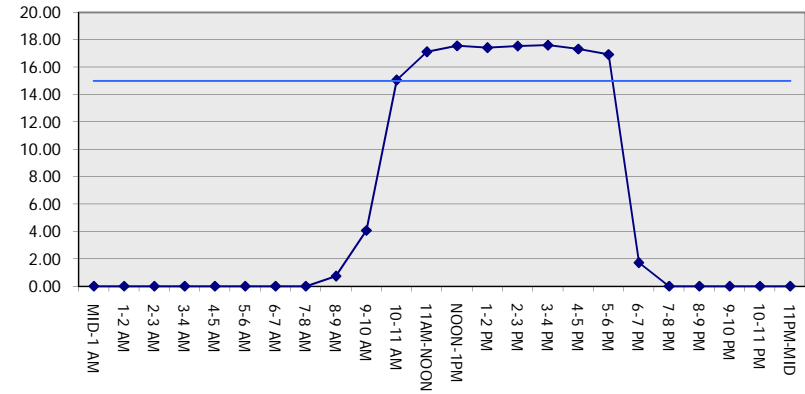
SATURDAY

WESTBOUND DIRECTION

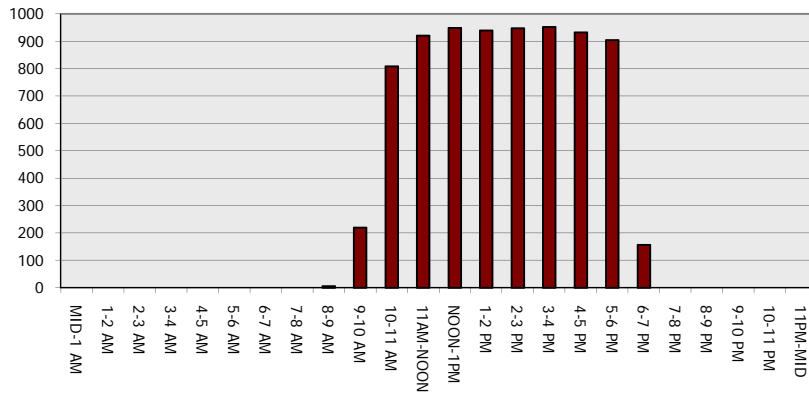
Main Route - Traffic Demand (Vehicles Per Hour)



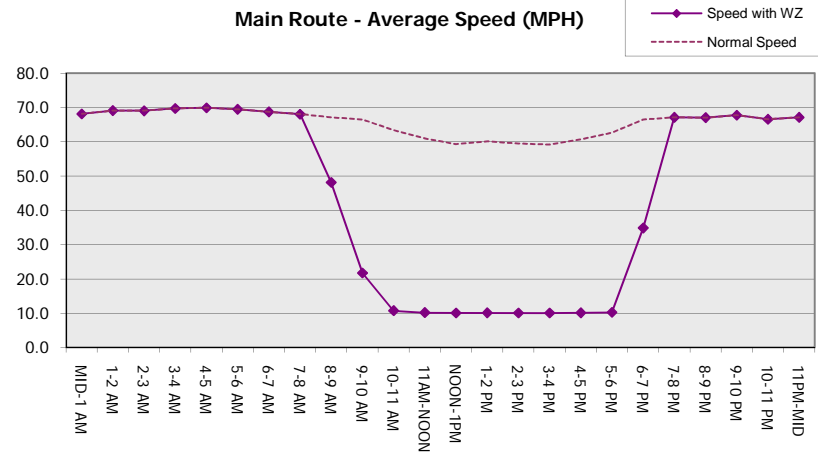
Main Route Average Delay Per Vehicle (Minutes)



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	1237	0.0	OFF	1237	0	0.00	0	69.2	69.2	69.2
1-2 AM	596	0.0	OFF	596	0	0.00	0	70.0	70.0	70.0
2-3 AM	533	0.0	OFF	533	0	0.00	0	70.0	70.0	70.0
3-4 AM	383	0.0	OFF	383	0	0.00	0	70.2	70.2	70.2
4-5 AM	484	0.0	OFF	484	0	0.00	0	70.1	70.1	70.1
5-6 AM	815	0.0	OFF	815	0	0.00	0	69.7	69.7	69.7
6-7 AM	1240	0.0	OFF	1240	0	0.00	0	69.2	69.2	69.2
7-8 AM	1709	0.0	OFF	1709	0	0.00	0	68.6	68.6	68.6
8-9 AM	2067	0.0	3000	2067	0	0.33	0	68.2	57.8	49.7
9-10 AM	2655	0.0	2999	2655	0	0.50	0	67.4	53.2	43.5
10-11 AM	2944	0.0	2999	2944	0	0.78	6	67.1	47.4	38.6
11AM-NOON	3517	0.0	3000	3517	0	4.72	260	66.4	19.9	37.3
NOON-1PM	3712	0.0	3000	3346	366	15.13+	803	65.5	10.7	37.3
1-2 PM	3692	0.0	3000	3001	690	16.84+	891	65.6	10.2	37.3
2-3 PM	3892	0.0	3000	3001	891	16.81+	893	64.3	10.2	37.3
3-4 PM	3843	0.0	3000	3001	843	16.82+	892	64.6	10.2	37.3
4-5 PM	3744	0.0	3000	3000	744	16.83+	891	65.3	10.2	37.3
5-6 PM	3918	0.0	2999	3001	917	16.80+	893	64.1	10.2	37.3
6-7 PM	3704	0.0	OFF	3704	0	1.93	173	65.6	32.7	32.7
7-8 PM	3232	0.0	OFF	3232	0	0.00	0	66.7	66.7	66.7
8-9 PM	2871	0.0	OFF	2871	0	0.00	0	67.2	67.2	67.2
9-10 PM	2402	0.0	OFF	2402	0	0.00	0	67.8	67.8	67.8
10-11 PM	2511	0.0	OFF	2511	0	0.00	0	67.6	67.6	67.6
11PM-MID	2161	0.0	OFF	2161	0	0.00	0	68.1	68.1	68.1

"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	0.0193
MAIN ROUTE WITH WORKS	0.0159
'DIVERSION'	0.0034

PIA: Personal Injury Accidents

ECONOMIC IMPACT ON ROAD USERS	
ROAD USER COSTS PER DAY	\$109,686
CONGESTED HOURS PER DAY*	6

*Delays Exceeding User-Specified Maximum

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GRAPHICAL REPRESENTATION OF TRAFFIC MODEL INPUT AND OUTPUT
SATURDAY EASTBOUND DIRECTION

