

IH 94: STH 181 TO USH 41 (MILWAUKEE COUNTY) CONTINUOUS (24 HOUR) 2 LANE CLOSURE NO DIVERSION ROUTE (MAX QUEUE METHOD)	MAY
	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	1061	0.0	1499	1061	0	7.81+	253	69.4	14.7	35.8	
1-2 AM	662	0.0	1500	662	0	0.55	0	69.9	55.1	42.9	
2-3 AM	590	0.0	1500	590	0	0.54	0	70.0	55.4	43.2	
3-4 AM	461	0.0	1500	461	0	0.53	0	70.2	55.8	43.7	
4-5 AM	784	0.0	1500	784	0	0.56	0	69.7	54.8	42.5	
5-6 AM	2186	0.0	1499	2113	73	5.95+	211	68.0	18.2	30.8	
6-7 AM	4498	0.0	1500	1321	3177	15.81+	400	60.1	8.3	35.1	
7-8 AM	5856	0.0	1500	1500	4356	15.90+	408	50.9	8.1	30.8	
8-9 AM	5197	0.0	1500	1500	3697	16.15+	408	55.3	8.1	30.8	
9-10 AM	4140	0.0	1500	1500	2640	16.47+	408	62.6	8.1	30.8	
10-11 AM	4020	0.0	1500	1500	2520	16.50+	408	63.4	8.1	30.8	
11AM-NOON	4790	0.0	1500	1500	3290	16.28+	408	58.1	8.1	30.8	
NOON-1PM	5289	0.0	1500	1500	3789	16.12+	408	54.7	8.1	30.8	
1-2 PM	5150	0.0	1500	1500	3650	16.16+	408	55.6	8.1	30.8	
2-3 PM	5677	0.0	1500	1500	4177	15.97+	408	52.1	8.1	30.8	
3-4 PM	5649	0.0	1500	1500	4149	15.98+	408	52.3	8.1	30.8	
4-5 PM	5301	0.0	1500	1500	3801	16.11+	408	54.6	8.1	30.8	
5-6 PM	4752	0.0	1500	1500	3252	16.29+	408	58.4	8.1	30.8	
6-7 PM	3875	0.0	1500	1500	2375	16.53+	408	64.4	8.1	30.8	
7-8 PM	3221	0.0	1500	1496	1725	16.60+	407	66.8	8.1	30.8	
8-9 PM	2680	0.0	1499	1495	1184	16.56+	405	67.4	8.1	30.8	
9-10 PM	3257	0.0	1499	1498	1759	16.61+	407	66.7	8.1	30.8	
10-11 PM	3667	0.0	1500	1500	2167	16.59+	408	65.8	8.1	30.8	
11PM-MID	2275	0.0	1500	1498	777	16.55+	405	67.9	8.1	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

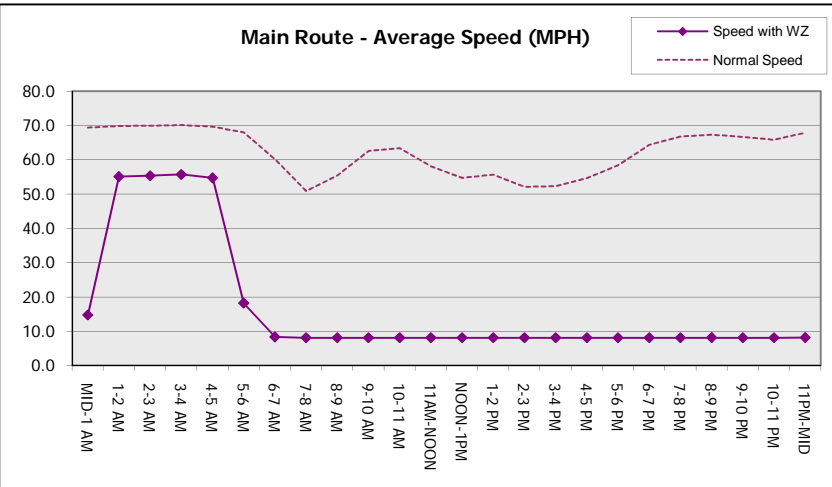
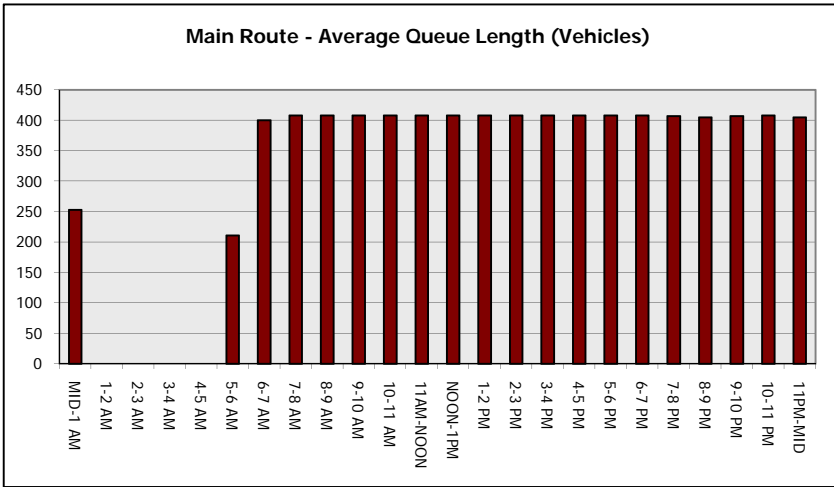
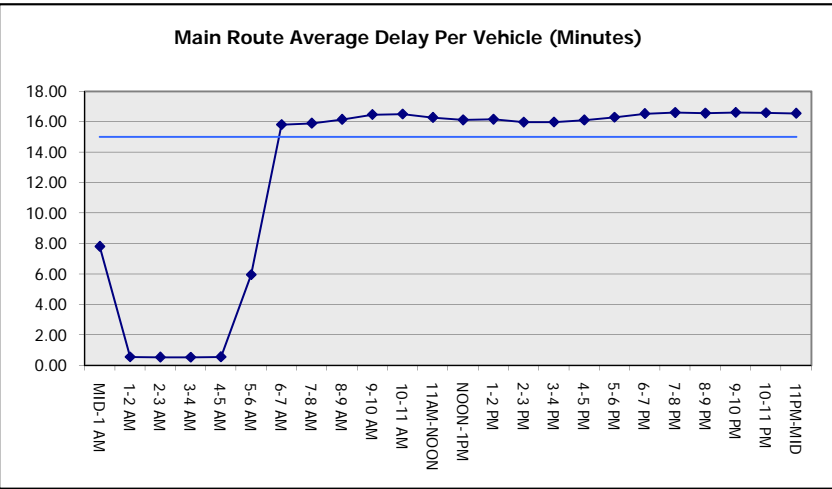
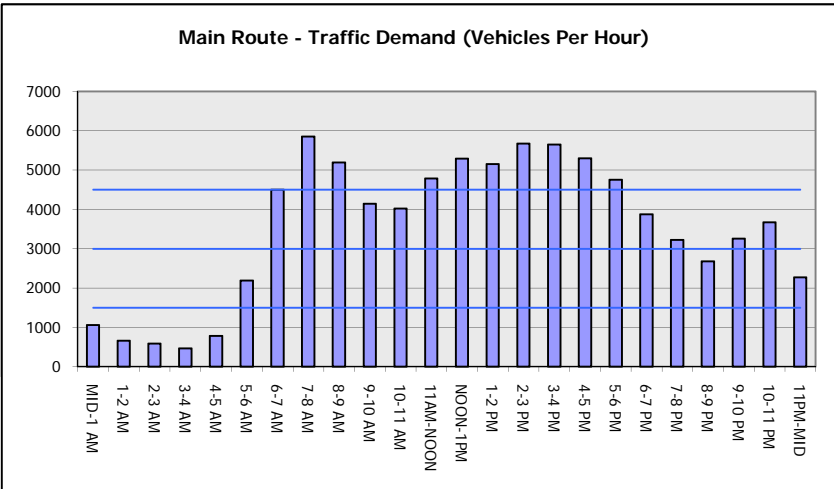
AVERAGE ACCIDENT NUMBERS (PIA/DAY)	
MAIN ROUTE WITHOUT WORKS	0.0325
MAIN ROUTE WITH WORKS	0.0103
'DIVERSION'	0.0465
<small>PIA: Personal Injury Accidents</small>	
IMPACTS ON ROAD USERS	
ROAD USER COSTS PER DAY	\$294,710
CONGESTED HOURS PER DAY*	20

*Delays Exceeding User-Specified Maximum

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CONTINUOUS (24 HOUR) 2 LANE CLOSURE
NO DIVERSION ROUTE (MAX QUEUE METHOD)**

MAY
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Construction Season

GRAPHICAL REPRESENTATION OF TRAFFIC MODEL INPUT AND OUTPUT
FRIDAY WESTBOUND DIRECTION



IH 94: STH 181 TO USH 41 (MILWAUKEE COUNTY) CONTINUOUS (24 HOUR) 2 LANE CLOSURE NO DIVERSION ROUTE (MAX QUEUE METHOD)	MAY
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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	903	0.0	1499	903	0	4.53+	209	69.6	22.0	36.8
1-2 AM	556	0.0	1500	556	0	0.54	0	70.0	55.5	43.3
2-3 AM	406	0.0	1500	406	0	0.52	0	70.2	56.0	43.8
3-4 AM	332	0.0	1500	332	0	0.51	0	70.2	56.1	44.2
4-5 AM	609	0.0	1500	609	0	0.54	0	70.0	55.3	43.1
5-6 AM	2285	0.0	1499	2124	162	5.65+	209	67.9	18.9	30.8
6-7 AM	5338	0.0	1500	1351	3988	15.62+	401	54.4	8.3	35.2
7-8 AM	6263	0.0	1500	1500	4763	15.73+	408	48.1	8.1	30.8
8-9 AM	5218	0.0	1500	1500	3718	16.14+	408	55.2	8.1	30.8
9-10 AM	4301	0.0	1500	1500	2801	16.42+	408	61.5	8.1	30.8
10-11 AM	3870	0.0	1500	1500	2370	16.54+	408	64.4	8.1	30.8
11AM-NOON	4398	0.0	1500	1500	2898	16.40+	408	60.8	8.1	30.8
NOON-1PM	4722	0.0	1500	1500	3222	16.30+	408	58.6	8.1	30.8
1-2 PM	4723	0.0	1500	1500	3223	16.30+	408	58.6	8.1	30.8
2-3 PM	5004	0.0	1500	1500	3504	16.21+	408	56.7	8.1	30.8
3-4 PM	5355	0.0	1500	1500	3855	16.09+	408	54.3	8.1	30.8
4-5 PM	5571	0.0	1500	1500	4071	16.01+	408	52.8	8.1	30.8
5-6 PM	5369	0.0	1500	1500	3869	16.09+	408	54.2	8.1	30.8
6-7 PM	4075	0.0	1500	1500	2575	16.48+	408	63.0	8.1	30.8
7-8 PM	3824	0.0	1500	1498	2326	16.54+	408	64.7	8.1	30.8
8-9 PM	3172	0.0	1499	1488	1683	16.58+	407	66.8	8.1	30.8
9-10 PM	3291	0.0	1499	1492	1799	16.59+	407	66.6	8.1	30.8
10-11 PM	2936	0.0	1499	1490	1446	16.58+	406	67.1	8.1	30.8
11PM-MID	2227	0.0	1499	1498	729	16.55+	405	67.9	8.1	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	0.0323
MAIN ROUTE WITH WORKS	0.0100
'DIVERSION'	0.0469

PIA: Personal Injury Accidents

ECONOMIC IMPACT ON ROAD USERS	
ROAD USER COSTS PER DAY	\$294,889
CONGESTED HOURS PER DAY*	20

*Delays Exceeding User-Specified Maximum

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FRIDAY EASTBOUND DIRECTION

