

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

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	1481	0.0	1500	1421	60	15.99+	390	68.9	8.3	30.8	
1-2 AM	1026	0.0	1499	1026	0	3.20	132	69.4	27.3	37.7	
2-3 AM	1020	0.0	1500	1020	0	0.59	0	69.5	54.1	41.6	
3-4 AM	551	0.0	1500	551	0	0.54	0	70.0	55.5	43.3	
4-5 AM	609	0.0	1500	609	0	0.54	0	70.0	55.3	43.1	
5-6 AM	930	0.0	1499	930	0	0.58	0	69.6	54.3	41.9	
6-7 AM	1695	0.0	1499	1695	0	2.47	53	68.6	31.5	30.8	
7-8 AM	2339	0.0	1500	1745	594	15.18+	378	67.8	8.7	31.9	
8-9 AM	2948	0.0	1499	1490	1458	16.59+	407	67.1	8.1	30.8	
9-10 AM	2389	0.0	1500	1499	890	16.54+	405	67.8	8.1	30.8	
10-11 AM	3099	0.0	1499	1496	1602	16.59+	407	66.9	8.1	30.8	
11AM-NOON	4329	0.0	1500	1500	2829	16.41+	408	61.3	8.1	30.8	
NOON-1PM	4573	0.0	1500	1500	3073	16.34+	408	59.6	8.1	30.8	
1-2 PM	4292	0.0	1500	1500	2792	16.42+	408	61.5	8.1	30.8	
2-3 PM	4332	0.0	1500	1500	2832	16.41+	408	61.3	8.1	30.8	
3-4 PM	4099	0.0	1500	1500	2599	16.48+	408	62.8	8.1	30.8	
4-5 PM	3819	0.0	1500	1500	2319	16.55+	408	64.8	8.1	30.8	
5-6 PM	3297	0.0	1500	1499	1798	16.61+	408	66.6	8.1	30.8	
6-7 PM	3194	0.0	1499	1497	1697	16.61+	407	66.8	8.1	30.8	
7-8 PM	2055	0.0	1500	1499	555	16.55+	405	68.2	8.1	30.8	
8-9 PM	2687	0.0	1499	1497	1189	16.56+	406	67.4	8.1	30.8	
9-10 PM	3639	0.0	1499	1500	2139	16.59+	408	66.0	8.1	30.8	
10-11 PM	2844	0.0	1499	1497	1347	16.57+	406	67.2	8.1	30.8	
11PM-MID	2133	0.0	1500	1500	633	16.55+	405	68.1	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

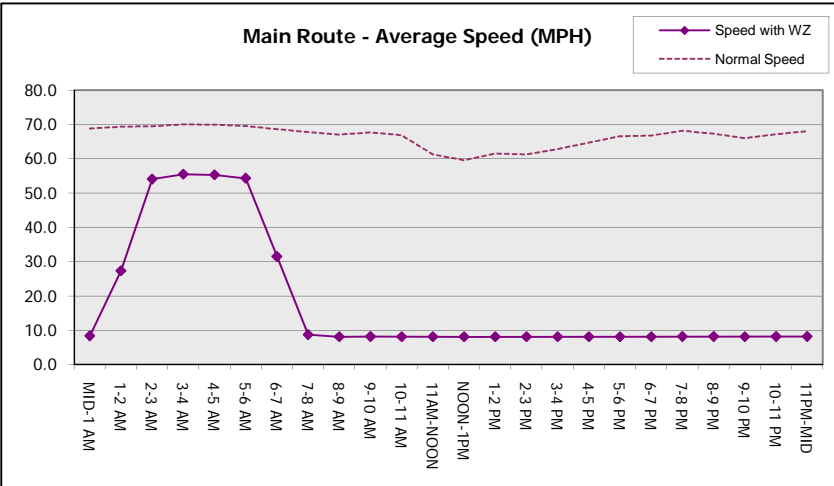
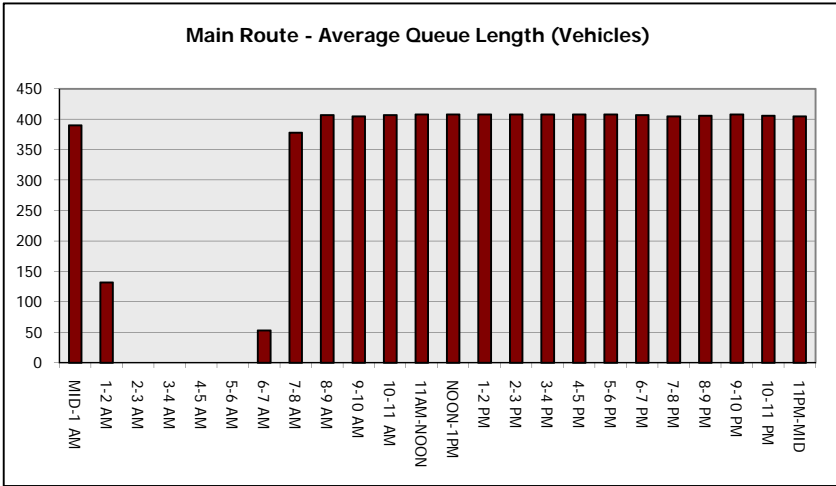
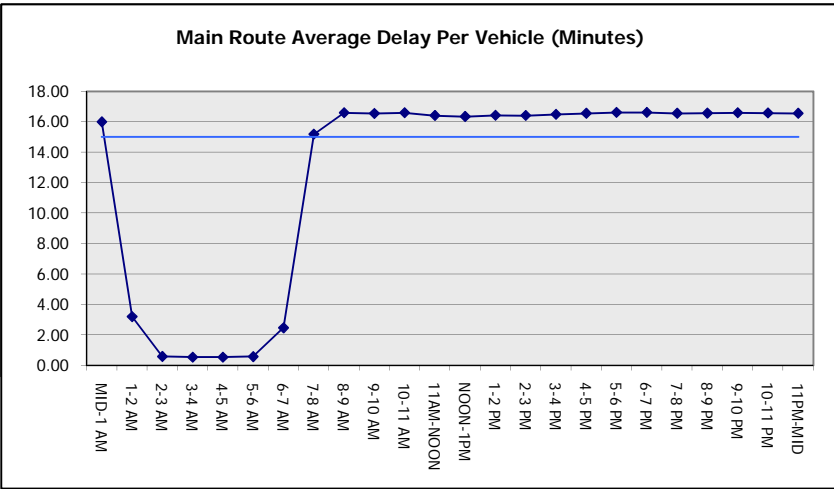
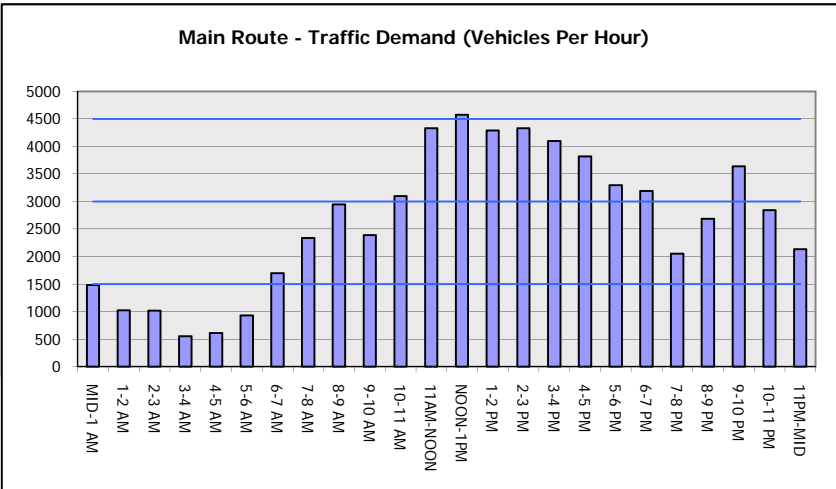
AVERAGE ACCIDENT NUMBERS (PIA/DAY)	
MAIN ROUTE WITHOUT WORKS	0.0242
MAIN ROUTE WITH WORKS	0.0104
'DIVERSION'	0.0269
PIA: Personal Injury Accidents	
IMPACTS ON ROAD USERS	
ROAD USER COSTS PER DAY	\$259,743
CONGESTED HOURS PER DAY*	18

*Delays Exceeding User-Specified Maximum

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

MAY
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 Construction Season

GRAPHICAL REPRESENTATION OF TRAFFIC MODEL INPUT AND OUTPUT
SATURDAY 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

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	1285	0.0	1499	1260	25	13.50+	336	69.1	9.4	31.4	
1-2 AM	731	0.0	1500	731	0	1.00	24	69.8	47.0	42.5	
2-3 AM	570	0.0	1500	570	0	0.54	0	70.0	55.5	43.2	
3-4 AM	351	0.0	1500	351	0	0.52	0	70.2	56.1	44.1	
4-5 AM	401	0.0	1500	401	0	0.52	0	70.2	56.0	43.9	
5-6 AM	790	0.0	1500	790	0	0.56	0	69.7	54.8	42.4	
6-7 AM	1400	0.0	1499	1400	0	1.13	6	69.0	44.8	33.8	
7-8 AM	2002	0.0	1500	1995	7	8.22+	237	68.2	14.2	30.8	
8-9 AM	2606	0.0	1500	1437	1169	16.38+	402	67.5	8.2	31.7	
9-10 AM	2179	0.0	1499	1498	681	16.54+	405	68.0	8.1	30.8	
10-11 AM	2765	0.0	1499	1491	1274	16.57+	406	67.3	8.1	30.8	
11AM-NOON	3940	0.0	1499	1500	2440	16.52+	408	64.0	8.1	30.8	
NOON-1PM	4270	0.0	1500	1500	2770	16.43+	408	61.7	8.1	30.8	
1-2 PM	4247	0.0	1500	1500	2747	16.44+	408	61.9	8.1	30.8	
2-3 PM	4747	0.0	1500	1500	3247	16.29+	408	58.4	8.1	30.8	
3-4 PM	4760	0.0	1500	1500	3260	16.29+	408	58.3	8.1	30.8	
4-5 PM	4581	0.0	1500	1500	3081	16.34+	408	59.6	8.1	30.8	
5-6 PM	4391	0.0	1500	1500	2891	16.40+	408	60.9	8.1	30.8	
6-7 PM	4299	0.0	1500	1500	2799	16.42+	408	61.5	8.1	30.8	
7-8 PM	2806	0.0	1499	1493	1314	16.57+	406	67.3	8.1	30.8	
8-9 PM	2447	0.0	1499	1498	949	16.54+	405	67.7	8.1	30.8	
9-10 PM	3065	0.0	1499	1493	1572	16.60+	407	66.9	8.1	30.8	
10-11 PM	2757	0.0	1499	1494	1262	16.56+	406	67.3	8.1	30.8	
11PM-MID	2071	0.0	1499	1499	572	16.55+	405	68.2	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	0.0242
MAIN ROUTE WITH WORKS	0.0099
'DIVERSION'	0.0283

PIA: Personal Injury Accidents

ECONOMIC IMPACT ON ROAD USERS	
ROAD USER COSTS PER DAY	\$260,153
CONGESTED HOURS PER DAY*	18

*Delays Exceeding User-Specified Maximum

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SATURDAY EASTBOUND DIRECTION

