

**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
SUNDAY 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	1409	0.0	1500	1409	0	0.98	0	69.0	46.9	32.7	
1-2 AM	1072	0.0	1500	1072	0	0.59	0	69.4	53.9	41.4	
2-3 AM	1135	0.0	1500	1135	0	0.62	0	69.3	53.3	40.6	
3-4 AM	528	0.0	1500	528	0	0.54	0	70.0	55.6	43.4	
4-5 AM	409	0.0	1500	409	0	0.52	0	70.2	55.9	43.8	
5-6 AM	522	0.0	1500	522	0	0.54	0	70.1	55.6	43.4	
6-7 AM	888	0.0	1500	888	0	0.57	0	69.6	54.5	42.1	
7-8 AM	1130	0.0	1499	1130	0	0.66	0	69.3	52.7	39.8	
8-9 AM	1548	0.0	1499	1548	0	1.72	24	68.8	37.8	31.9	
9-10 AM	2313	0.0	1500	1821	492	12.96+	331	67.9	9.8	30.8	
10-11 AM	2918	0.0	1499	1497	1422	16.58+	406	67.1	8.1	30.8	
11AM-NOON	3557	0.0	1499	1500	2057	16.60+	408	66.3	8.1	30.8	
NOON-1PM	3956	0.0	1500	1500	2456	16.51+	408	63.8	8.1	30.8	
1-2 PM	3799	0.0	1500	1500	2299	16.55+	408	64.9	8.1	30.8	
2-3 PM	3951	0.0	1500	1500	2451	16.52+	408	63.8	8.1	30.8	
3-4 PM	4056	0.0	1500	1500	2556	16.49+	408	63.2	8.1	30.8	
4-5 PM	4369	0.0	1500	1500	2869	16.40+	408	61.0	8.1	30.8	
5-6 PM	3419	0.0	1500	1500	1919	16.61+	408	66.5	8.1	30.8	
6-7 PM	2716	0.0	1500	1498	1217	16.55+	405	67.4	8.1	30.8	
7-8 PM	2378	0.0	1499	1500	878	16.54+	405	67.8	8.1	30.8	
8-9 PM	2010	0.0	1500	1500	511	16.55+	405	68.2	8.1	30.8	
9-10 PM	1810	0.0	1500	1500	310	16.55+	404	68.5	8.1	30.8	
10-11 PM	1398	0.0	1499	1379	19	15.30+	373	69.0	8.6	30.8	
11PM-MID	906	0.0	1500	906	0	1.80	71	69.6	37.2	41.2	

+ 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

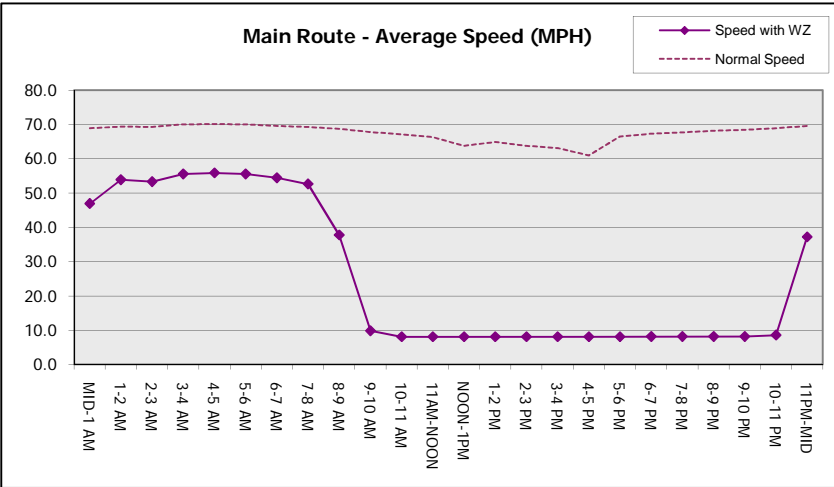
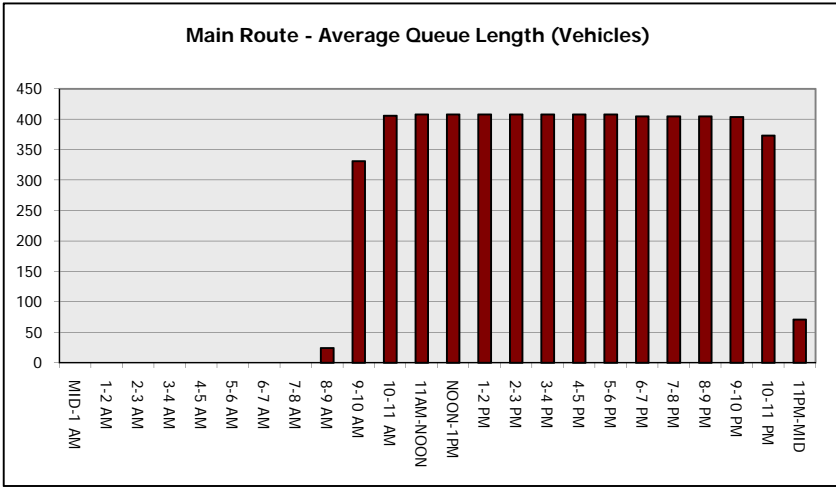
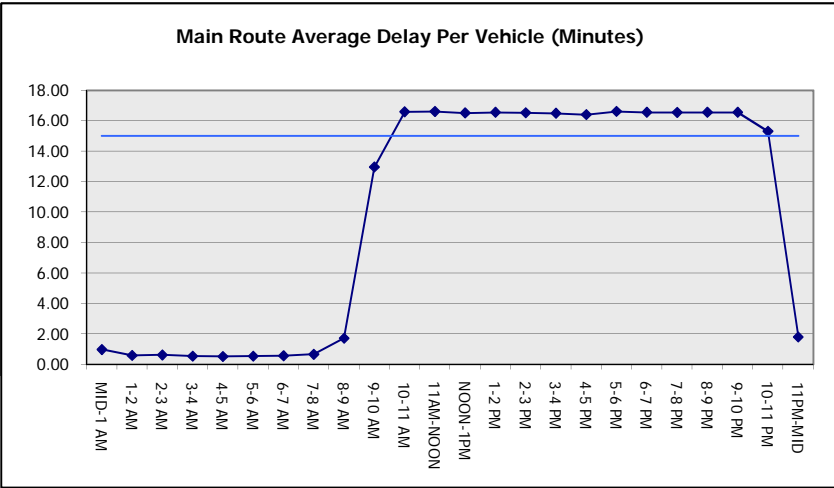
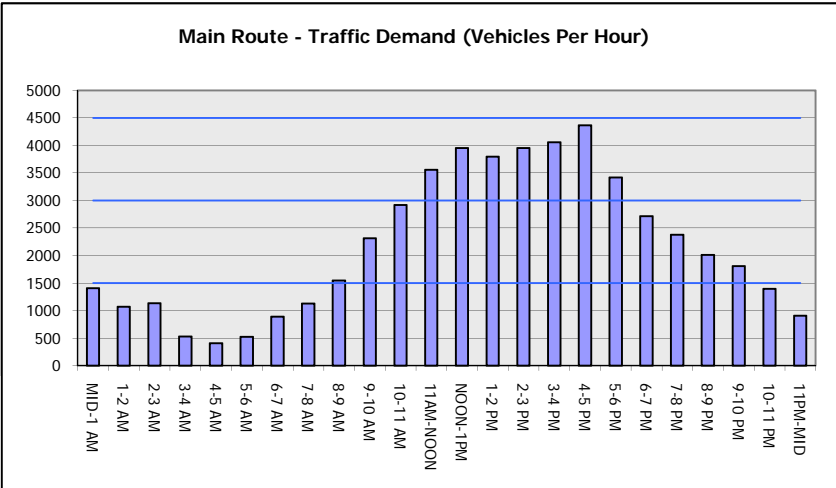
AVERAGE ACCIDENT NUMBERS (PIA/DAY)	
MAIN ROUTE WITHOUT WORKS	0.0199
MAIN ROUTE WITH WORKS	0.0097
'DIVERSION'	0.0190
PIA: Personal Injury Accidents	
IMPACTS ON ROAD USERS	
ROAD USER COSTS PER DAY	\$195,493
CONGESTED HOURS PER DAY*	14

*Delays Exceeding User-Specified Maximum

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GRAPHICAL REPRESENTATION OF TRAFFIC MODEL INPUT AND OUTPUT
SUNDAY WESTBOUND DIRECTION



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

SUNDAY 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	1153	0.0	1500	1153	0	0.65	0	69.3	52.8	40.0
1-2 AM	692	0.0	1500	692	0	0.55	0	69.9	55.1	42.8
2-3 AM	547	0.0	1500	547	0	0.54	0	70.0	55.5	43.3
3-4 AM	345	0.0	1500	345	0	0.51	0	70.2	56.1	44.1
4-5 AM	264	0.0	1500	264	0	0.50	0	70.2	56.3	44.4
5-6 AM	413	0.0	1500	413	0	0.52	0	70.2	55.9	43.8
6-7 AM	789	0.0	1500	789	0	0.56	0	69.7	54.8	42.4
7-8 AM	1160	0.0	1499	1160	0	0.70	0	69.3	51.8	38.7
8-9 AM	1823	0.0	1499	1823	0	4.47	121	68.5	21.9	30.8
9-10 AM	2431	0.0	1499	1509	922	16.53+	406	67.7	8.1	31.5
10-11 AM	3094	0.0	1500	1511	1583	16.57+	406	66.9	8.1	30.9
11AM-NOON	3980	0.0	1499	1500	2480	16.51+	408	63.7	8.1	30.8
NOON-1PM	3644	0.0	1500	1501	2143	16.58+	408	66.0	8.1	30.8
1-2 PM	3830	0.0	1500	1500	2330	16.55+	408	64.7	8.1	30.8
2-3 PM	3753	0.0	1500	1500	2253	16.56+	408	65.2	8.1	30.8
3-4 PM	3733	0.0	1500	1500	2233	16.57+	408	65.3	8.1	30.8
4-5 PM	3700	0.0	1500	1500	2199	16.58+	408	65.6	8.1	30.8
5-6 PM	3549	0.0	1500	1503	2046	16.59+	407	66.3	8.1	30.8
6-7 PM	3496	0.0	1500	1503	1992	16.59+	407	66.4	8.1	30.8
7-8 PM	3102	0.0	1500	1510	1591	16.58+	406	66.9	8.1	30.8
8-9 PM	2649	0.0	1500	1508	1141	16.57+	406	67.4	8.1	30.8
9-10 PM	2377	0.0	1500	1502	875	16.55+	405	67.8	8.1	30.8
10-11 PM	1819	0.0	1500	1528	291	16.42+	401	68.5	8.1	30.8
11PM-MID	1036	0.0	1499	1036	0	5.05	192	69.4	20.2	36.3

+ 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	0.0204
MAIN ROUTE WITH WORKS	0.0092
'DIVERSION'	0.0213

PIA: Personal Injury Accidents

ECONOMIC IMPACT ON ROAD USERS	
ROAD USER COSTS PER DAY	\$212,204
CONGESTED HOURS PER DAY*	14

*Delays Exceeding User-Specified Maximum

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SUNDAY EASTBOUND DIRECTION

