

IH 94: USH 41 TO IH 43 (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	1404	0.0	1499	1404	0	15.70+	383	69.0	7.9	30.8	
1-2 AM	1331	0.0	1500	1331	0	10.21	245	69.1	10.6	30.8	
2-3 AM	945	0.0	1500	945	0	1.03	22	69.6	44.3	41.5	
3-4 AM	694	0.0	1500	694	0	0.55	0	69.9	53.5	42.8	
4-5 AM	929	0.0	1499	929	0	0.58	0	69.6	52.7	41.9	
5-6 AM	1492	0.0	1499	1492	0	1.50	18	68.9	37.8	32.7	
6-7 AM	2162	0.0	1500	1758	404	11.52+	305	68.1	10.0	31.3	
7-8 AM	2800	0.0	1500	1526	1274	16.86+	414	67.3	7.6	31.0	
8-9 AM	3469	0.0	1500	1507	1962	16.92+	416	66.4	7.6	30.8	
9-10 AM	3976	0.0	1500	1500	2476	16.86+	417	63.7	7.6	30.8	
10-11 AM	4247	0.0	1500	1500	2747	16.79+	417	61.9	7.6	30.8	
11AM-NOON	4574	0.0	1500	1500	3074	16.71+	417	59.6	7.6	30.8	
NOON-1PM	4716	0.0	1500	1500	3216	16.67+	417	58.6	7.6	30.8	
1-2 PM	4770	0.0	1500	1500	3270	16.65+	417	58.2	7.6	30.8	
2-3 PM	4843	0.0	1500	1500	3343	16.63+	417	57.8	7.6	30.8	
3-4 PM	4732	0.0	1500	1500	3232	16.66+	417	58.6	7.6	30.8	
4-5 PM	4323	0.0	1499	1500	2823	16.77+	417	61.4	7.6	30.8	
5-6 PM	3546	0.0	1500	1504	2042	16.93+	416	66.3	7.6	30.8	
6-7 PM	2983	0.0	1500	1520	1463	16.87+	414	67.0	7.6	30.8	
7-8 PM	2715	0.0	1500	1511	1205	16.80+	412	67.4	7.6	30.8	
8-9 PM	2952	0.0	1500	1508	1444	16.89+	414	67.1	7.6	30.8	
9-10 PM	3166	0.0	1500	1502	1664	16.96+	416	66.8	7.6	30.8	
10-11 PM	2788	0.0	1500	1502	1286	16.82+	413	67.3	7.6	30.8	
11PM-MID	1976	0.0	1500	1500	476	16.76+	410	68.2	7.6	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

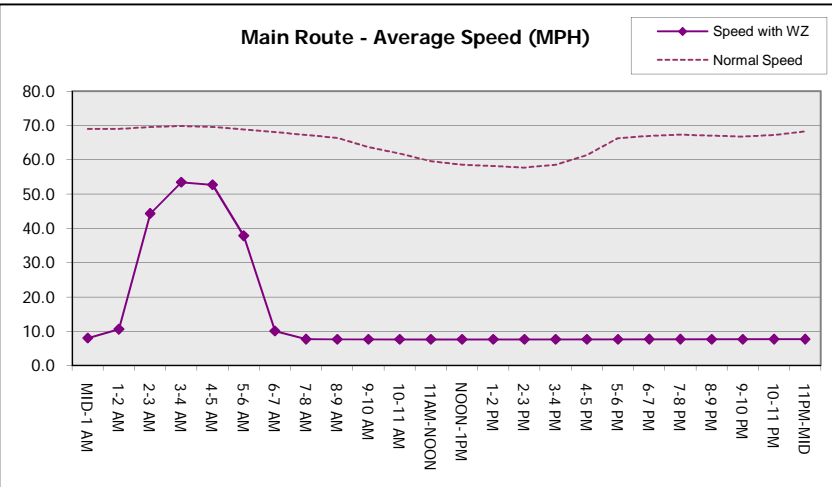
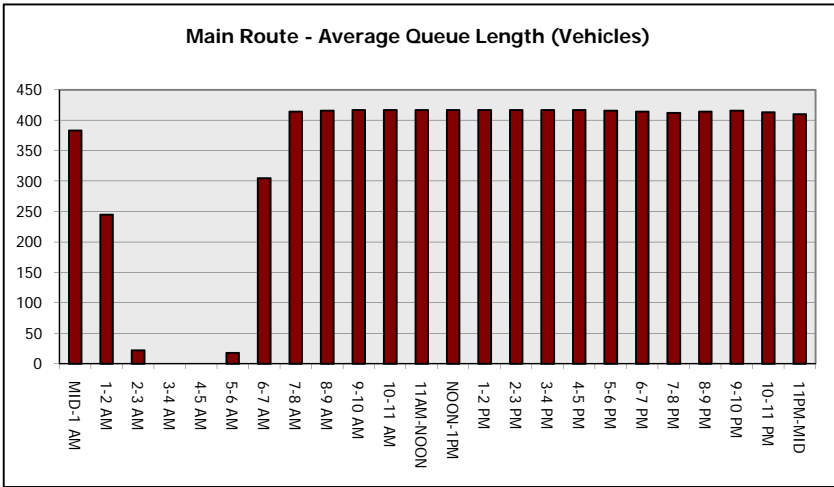
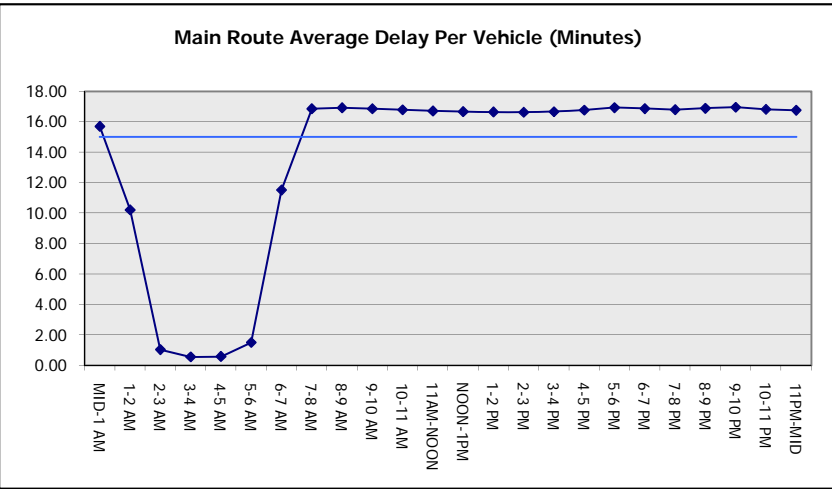
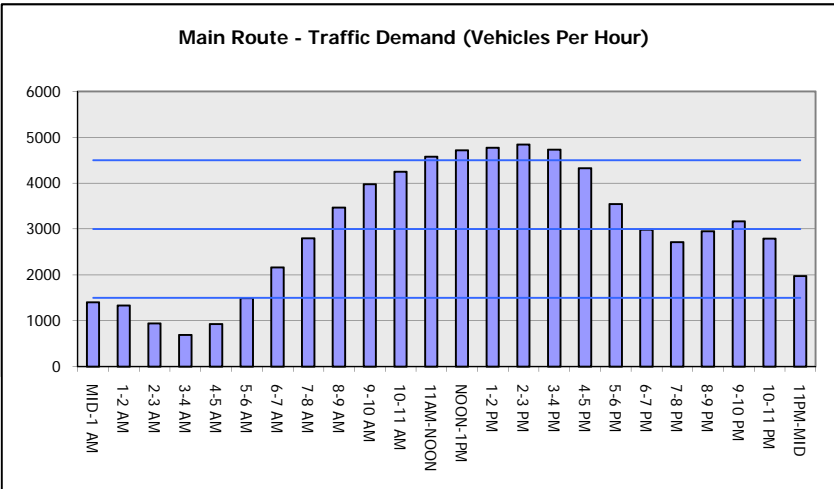
AVERAGE ACCIDENT NUMBERS (PIA/DAY)	
MAIN ROUTE WITHOUT WORKS	0.0239
MAIN ROUTE WITH WORKS	0.0092
'DIVERSION'	0.0290
PIA: Personal Injury Accidents	
IMPACTS ON ROAD USERS	
ROAD USER COSTS PER DAY	\$301,327
CONGESTED HOURS PER DAY*	19

*Delays Exceeding User-Specified Maximum

**IH 94: USH 41 TO IH 43 (MILWAUKEE COUNTY)
CONTINUOUS (24 HOUR) 2 LANE CLOSURE
NO DIVERSION ROUTE (MAX QUEUE METHOD)**

MAY
Analyzed for 2009
Construction Season

GRAPHICAL REPRESENTATION OF TRAFFIC MODEL INPUT AND OUTPUT
SATURDAY WESTBOUND DIRECTION



IH 94: USH 41 TO IH 43 (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 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	905	0.0	1499	905	0	2.74	132	69.6	27.8	38.7
1-2 AM	716	0.0	1500	716	0	0.56	0	69.9	53.4	42.7
2-3 AM	576	0.0	1500	576	0	0.54	0	70.0	53.8	43.2
3-4 AM	540	0.0	1500	540	0	0.54	0	70.0	54.0	43.3
4-5 AM	835	0.0	1500	835	0	0.57	0	69.7	53.0	42.3
5-6 AM	1304	0.0	1499	1304	0	0.83	0	69.1	47.5	35.8
6-7 AM	1904	0.0	1499	1904	0	5.67	163	68.4	16.9	30.8
7-8 AM	2533	0.0	1499	1502	1031	16.77+	411	67.6	7.6	30.8
8-9 AM	3040	0.0	1499	1504	1536	16.92+	415	66.9	7.6	30.8
9-10 AM	3307	0.0	1500	1500	1807	16.96+	417	66.6	7.6	30.8
10-11 AM	3438	0.0	1500	1500	1938	16.96+	417	66.4	7.6	30.8
11AM-NOON	3764	0.0	1500	1500	2264	16.91+	417	65.1	7.6	30.8
NOON-1PM	3828	0.0	1500	1500	2328	16.90+	417	64.7	7.6	30.8
1-2 PM	3782	0.0	1500	1500	2282	16.91+	417	65.0	7.6	30.8
2-3 PM	3728	0.0	1500	1500	2228	16.92+	417	65.4	7.6	30.8
3-4 PM	3545	0.0	1500	1500	2045	16.95+	417	66.3	7.6	30.8
4-5 PM	3276	0.0	1500	1500	1776	16.96+	417	66.6	7.6	30.8
5-6 PM	3480	0.0	1500	1500	1980	16.96+	417	66.4	7.6	30.8
6-7 PM	3573	0.0	1500	1500	2073	16.95+	417	66.3	7.6	30.8
7-8 PM	2956	0.0	1500	1502	1454	16.89+	414	67.1	7.6	30.8
8-9 PM	3112	0.0	1499	1502	1610	16.95+	416	66.9	7.6	30.8
9-10 PM	3086	0.0	1500	1500	1586	16.93+	416	66.9	7.6	30.8
10-11 PM	2235	0.0	1500	1500	735	16.76+	410	67.9	7.6	30.8
11PM-MID	1569	0.0	1500	1451	117	16.37+	400	68.8	7.8	30.8

+ INDICATES QUEUEING EXCEEDS USER-SPECIFIED MAXIMUM LIMIT

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

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

MAIN ROUTE WITHOUT WORKS	0.0204
MAIN ROUTE WITH WORKS	0.0086
'DIVERSION'	0.0223

PIA: Personal Injury Accidents

ROAD USER COSTS PER DAY	\$252,139
CONGESTED HOURS PER DAY*	17

*Delays Exceeding User-Specified Maximum

**IH 94: USH 41 TO IH 43 (MILWAUKEE COUNTY)
CONTINUOUS (24 HOUR) 2 LANE CLOSURE
NO DIVERSION ROUTE (MAX QUEUE METHOD)**

MAY
Analyzed for 2009
Construction Season

GRAPHICAL REPRESENTATION OF TRAFFIC MODEL INPUT AND OUTPUT
SATURDAY EASTBOUND DIRECTION

