

IH 94: USH 41 AND IH 43 (MILWAUKEE COUNTY) OFF-PEAK DAY 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	1588	0.0	OFF	1588	0	0.00	0	68.7	68.7	68.7	
1-2 AM	1452	0.0	OFF	1452	0	0.00	0	68.9	68.9	68.9	
2-3 AM	935	0.0	OFF	935	0	0.00	0	69.6	69.6	69.6	
3-4 AM	529	0.0	OFF	529	0	0.00	0	70.0	70.0	70.0	
4-5 AM	562	0.0	OFF	562	0	0.00	0	70.0	70.0	70.0	
5-6 AM	899	0.0	OFF	899	0	0.00	0	69.6	69.6	69.6	
6-7 AM	1228	0.0	OFF	1228	0	0.00	0	69.2	69.2	69.2	
7-8 AM	1708	0.0	OFF	1708	0	0.00	0	68.6	68.6	68.6	
8-9 AM	2419	0.0	OFF	2419	0	0.00	0	67.8	67.8	67.8	
9-10 AM	3423	0.0	1499	1570	1852	17.08+	427	66.5	7.6	36.6	
10-11 AM	4116	0.0	1499	1815	2301	15.17+	393	62.7	8.2	35.3	
11AM-NOON	4611	0.0	1499	1500	3111	16.70+	417	59.4	7.6	30.8	
NOON-1PM	4316	0.0	1500	1500	2816	16.78+	417	61.4	7.6	30.8	
1-2 PM	4275	0.0	1500	1500	2775	16.79+	417	61.7	7.6	30.8	
2-3 PM	4246	0.0	1500	1500	2746	16.79+	417	61.9	7.6	30.8	
3-4 PM	4065	0.0	1500	1500	2565	16.84+	417	63.1	7.6	30.8	
4-5 PM	3845	0.0	1500	1500	2345	16.89+	417	64.6	7.6	30.8	
5-6 PM	3195	0.0	1500	1508	1686	16.93+	416	66.8	7.6	30.8	
6-7 PM	2940	0.0	1500	1510	1430	16.88+	414	67.1	7.6	30.8	
7-8 PM	2513	0.0	OFF	2513	0	0.25	23	67.6	59.7	59.7	
8-9 PM	2194	0.0	OFF	2194	0	0.00	0	68.0	68.0	68.0	
9-10 PM	1795	0.0	OFF	1795	0	0.00	0	68.5	68.5	68.5	
10-11 PM	1332	0.0	OFF	1332	0	0.00	0	69.1	69.1	69.1	
11PM-MID	911	0.0	OFF	911	0	0.00	0	69.6	69.6	69.6	

"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	0.0198
MAIN ROUTE WITH WORKS	0.0108
'DIVERSION'	0.0183
PIA: Personal Injury Accidents	
IMPACTS ON ROAD USERS	
ROAD USER COSTS PER DAY	\$179,758
CONGESTED HOURS PER DAY*	10

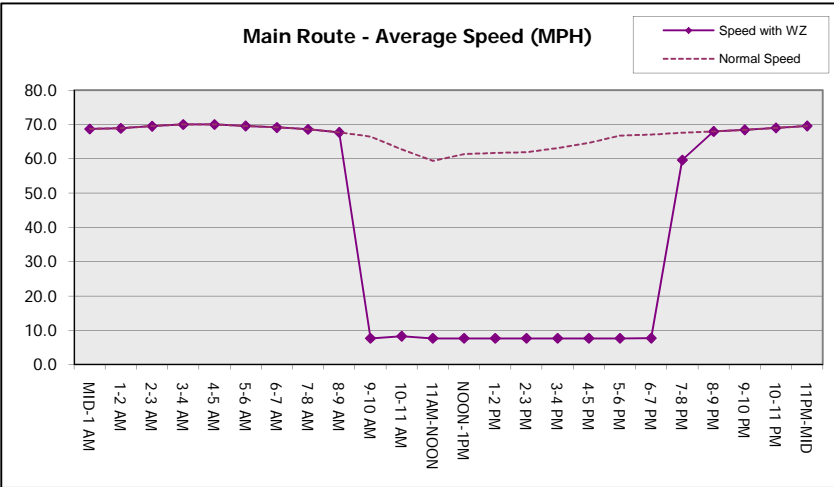
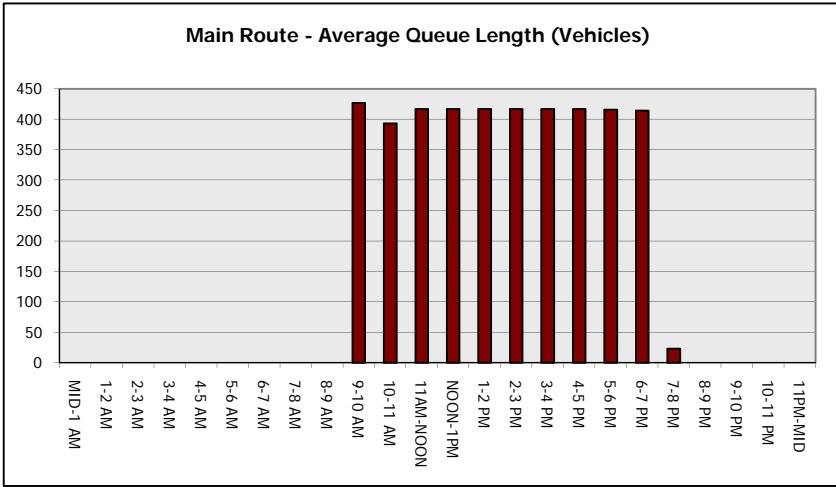
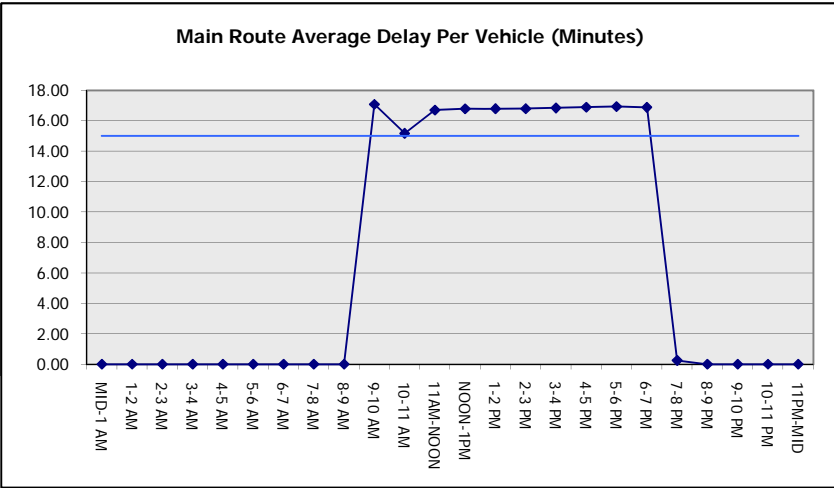
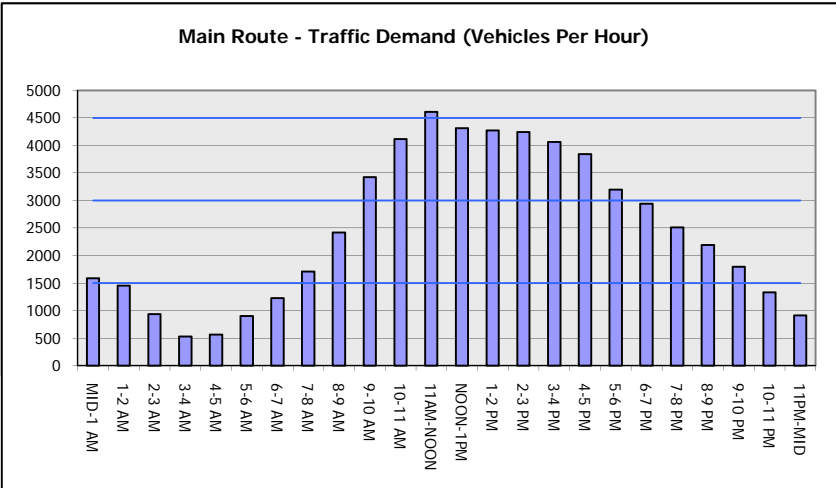
*Delays Exceeding User-Specified Maximum

**IH 94: USH 41 AND IH 43 (MILWAUKEE COUNTY)
OFF-PEAK DAY 2 LANE CLOSURE
NO DIVERSION ROUTE (MAX QUEUE METHOD)**

MAY
Analyzed for 2009
Construction Season

GRAPHICAL REPRESENTATION OF TRAFFIC MODEL INPUT AND OUTPUT

SUNDAY WESTBOUND DIRECTION



IH 94: USH 41 AND IH 43 (MILWAUKEE COUNTY) OFF-PEAK DAY 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	998	0.0	OFF	998	0	0.00	0	69.5	69.5	69.5
1-2 AM	799	0.0	OFF	799	0	0.00	0	69.7	69.7	69.7
2-3 AM	641	0.0	OFF	641	0	0.00	0	69.9	69.9	69.9
3-4 AM	554	0.0	OFF	554	0	0.00	0	70.0	70.0	70.0
4-5 AM	593	0.0	OFF	593	0	0.00	0	70.0	70.0	70.0
5-6 AM	917	0.0	OFF	917	0	0.00	0	69.6	69.6	69.6
6-7 AM	1429	0.0	OFF	1429	0	0.00	0	68.9	68.9	68.9
7-8 AM	1928	0.0	OFF	1928	0	0.00	0	68.3	68.3	68.3
8-9 AM	2342	0.0	OFF	2342	0	0.00	0	67.8	67.8	67.8
9-10 AM	2708	0.0	1499	1941	767	13.75+	340	67.4	8.6	32.5
10-11 AM	3063	0.0	1499	1489	1574	16.93+	415	66.9	7.6	30.8
11AM-NOON	3307	0.0	1499	1499	1807	16.96+	417	66.6	7.6	30.8
NOON-1PM	3578	0.0	1500	1500	2078	16.95+	417	66.3	7.6	30.8
1-2 PM	3431	0.0	1500	1500	1931	16.96+	417	66.4	7.6	30.8
2-3 PM	3402	0.0	1500	1500	1902	16.96+	417	66.5	7.6	30.8
3-4 PM	3772	0.0	1500	1500	2272	16.91+	417	65.1	7.6	30.8
4-5 PM	3548	0.0	1500	1500	2048	16.95+	417	66.3	7.6	30.8
5-6 PM	3189	0.0	1500	1497	1692	16.95+	416	66.8	7.6	30.8
6-7 PM	2917	0.0	1499	1494	1423	16.88+	414	67.1	7.6	30.8
7-8 PM	2752	0.0	OFF	2752	0	0.29	27	67.3	58.4	58.4
8-9 PM	2298	0.0	OFF	2298	0	0.00	0	67.9	67.9	67.9
9-10 PM	1888	0.0	OFF	1888	0	0.00	0	68.4	68.4	68.4
10-11 PM	1341	0.0	OFF	1341	0	0.00	0	69.1	69.1	69.1
11PM-MID	830	0.0	OFF	830	0	0.00	0	69.7	69.7	69.7

"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	0.0175
MAIN ROUTE WITH WORKS	0.0106
'DIVERSION'	0.0135

PIA: Personal Injury Accidents

ECONOMIC IMPACT ON ROAD USERS	
ROAD USER COSTS PER DAY	\$151,760
CONGESTED HOURS PER DAY*	10

*Delays Exceeding User-Specified Maximum

**IH 94: USH 41 AND IH 43 (MILWAUKEE COUNTY)
OFF-PEAK DAY 2 LANE CLOSURE
NO DIVERSION ROUTE (MAX QUEUE METHOD)**

MAY
Analyzed for 2009
Construction Season

GRAPHICAL REPRESENTATION OF TRAFFIC MODEL INPUT AND OUTPUT
SUNDAY EASTBOUND DIRECTION

